

Inaugural Edition: What's a "Resource Bulletin"?

The *Resource Bulletin* is a new publication being introduced in July 2006. These will be published by the Planning/Programming Branch, and will be informal, advisory documents designed to enhance customer service by clarifying selected topics about planning, environmental and financial matters.

What is the Planning/Programming Branch?

The Planning/Programming Branch is a regional resource that works in partnership with the Airports District Offices, the Safety/ Standards Branch, other divisions and FAA Headquarters to prioritize, monitor and support capital projects that improve the safety, efficiency and capacity of the Region's airports, in an environmentally

sensitive manner. The Branch provides support, analysis and guidance in fulfilling regulatory requirements, sponsor objectives and national and regional goals, with a particular focus on airport system and master planning, capacity and efficiency, environmental processing and the FAA's financial assistance programs.

Is This Just Another Layer of Information?

The legislative, regulatory and procedural requirements that govern the FAA are complex and interrelated. The purpose of the *Resource Bulletin* is to provide brief updates on significant current issues, and to guide interested readers to the most relevant documents.

Relationship Among Legislative, Regulatory and Other Policy Documents

Document Type	Examples and Relevance
Authorizing legislation (Subtitle VII, Title 49, United States Code)	Underlying law that sets basic statutory rules for many aspects of how the U.S. aviation system functions—everything from how airspace will be managed to how Federal grant funds will be distributed.
Reauthorizing legislation	Periodic legislation that renews FAA's authorization to function and to spend Federal money. Most recent example was "'Vision 100" or the "Century of Aviation Reauthorization Act," passed in January 2003 and reauthorizing FAA activities through Federal fiscal year 2007.
Annual appropriations legislation	Provides actual funding each year. Actual figures (and how they may be obligated) are still governed by the authorizing legislation. For example, an increase of \$100 million in appropriations does not translate into an increase of \$100 million in Discretionary funding, because of the formulas in the authorizing legislation.
Executive Orders	Issued by the executive branch (i.e., the President). Remain in effect unless and until cancelled, either by the current or a subsequent administration.
Department of Transportation (DOT) rulemaking	These are true regulatory requirements. Typically published as an NPRM ("Notice of Proposed Rulemaking") for public review and comment prior to implementation. One example is 14 Code of Federal Regulations (CFR) Part 158, governing Passenger Facility Charges (PFCs).
Orders	Issued by the agency, sometimes after review with industry groups such as ACI, AAAE, ACC or others. May also be announced in the <i>Federal Register</i> . Notable examples include 5100.38C (the "AIP Handbook") and 5050.4B ("National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects").
Program Guidance Letters (PGLs)	Unique to the Airport Improvement Program (AIP), PGLs provide interim changes to orders (especially the AIP Handbook), generally driven by new circumstances that require policy updates or clarification.
Advisory Circulars (ACs)	Don't let the word "Advisory" mislead you—if an airport accepts Federal funding for a capital project, then certain Advisory Circulars are no longer advisory but mandatory.
Policy & Procedure Memorandums (PPMs)	Unique to the Airports Division, Great Lakes Region. These documents are published from time to time to establish regional policies that clarify or expand upon requirements set forth in orders or Advisory Circulars.
Resource Bulletins	These documents are not intended to articulate policy or procedural requirements. Rather, they are aimed solely at providing information in a brief, easily understood format, and to guide readers to the full, definitive documents.

For further information on this or other topics, please contact the appropriate Airports District Office (ADO).