

TERPS

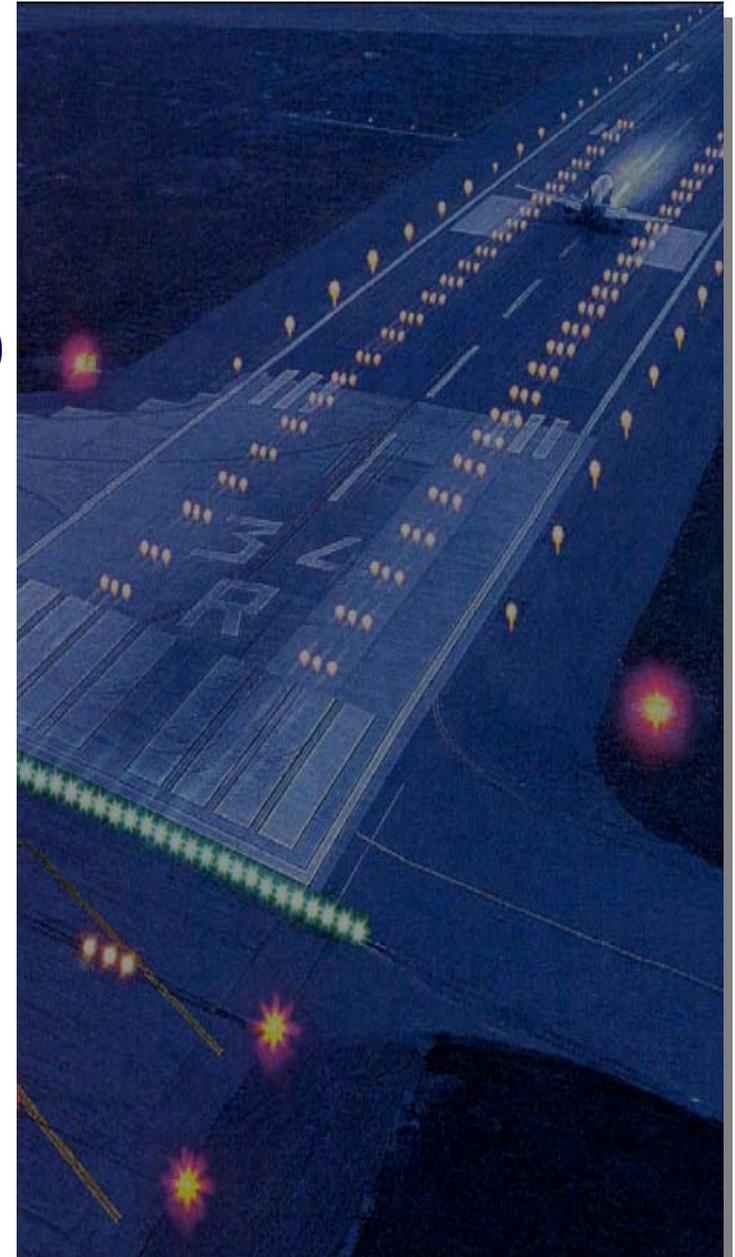
Airport Obstruction Standards Committee (AOSC)

AC 150/5300-13 Change 9 and 10

Presentation to:
ANM Airports Conference

Name:
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Date: 04/11/2006



Federal Aviation
Administration

Overview

- Introduction (Obligatory Joke - censored)
- AOSC Overview
- TERPS Change 9 and 10 to AC 150/5300-13
- OEI
- Questions



Airport Obstructions Standards Committee (AOSC)

- Chartered May 2003
- The AOSC *works across all* FAA lines of business *to transform outdated, inconsistent obstruction standards, and practices* to future policy that optimally *balances* operational safety, effectiveness, and economic benefit

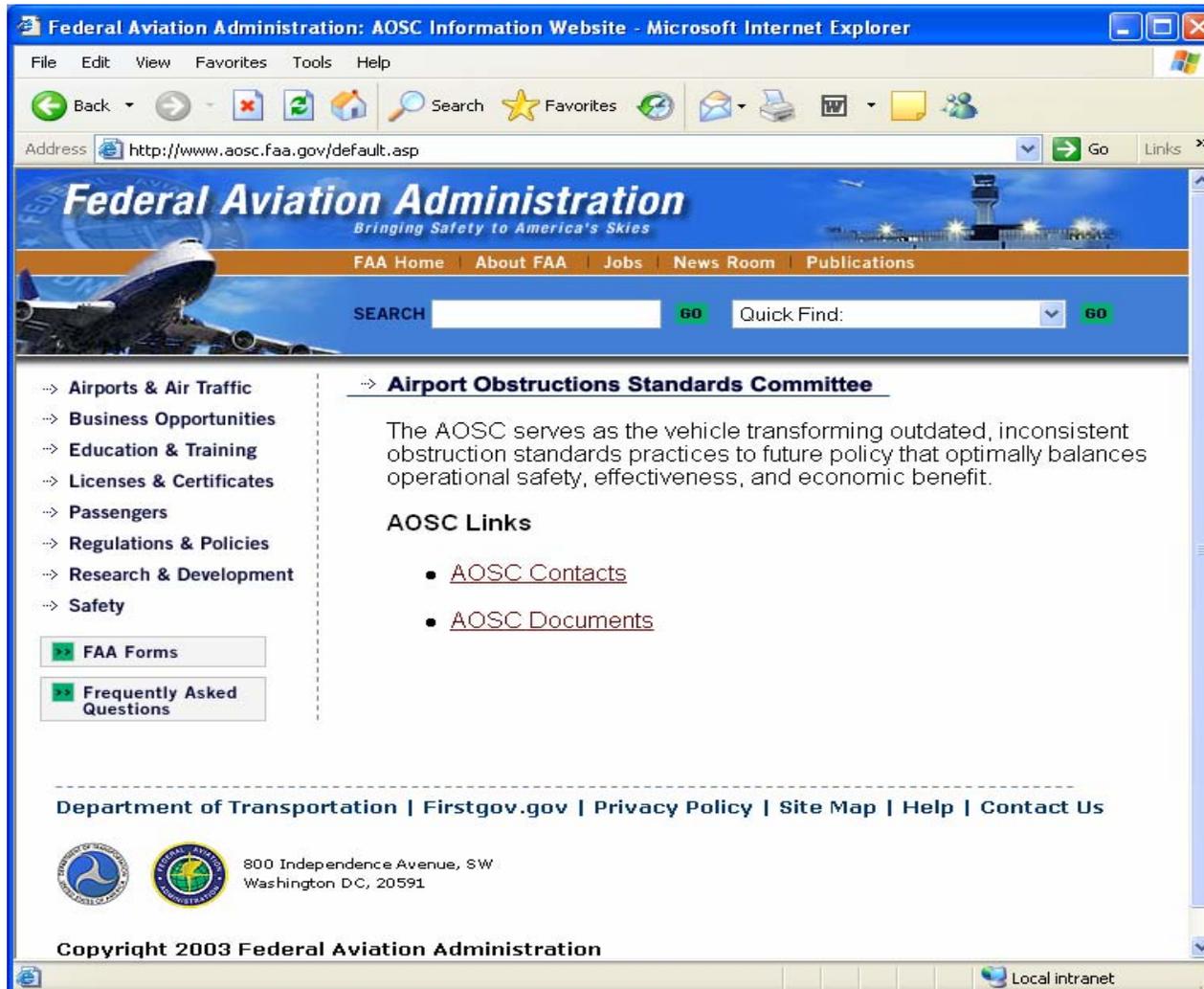


AOSC Steering Group

- Reports to Deputy Administrator, ADA-1
- AOSC Steering Group Membership
 - Ruth Leverenz, ARC-1
 - Kate Lang, ARP-1 (Acting)
 - Russ Chew, ATO-1
 - Nick Sabatini, AVS-1



AOSC Web Site - <http://www.aosc.faa.gov/>



Airports Rep
Robert Bonanni
(AAS-100)

ATO Rep.
Jesse Gaines
(Terminal Safety
and Operations
Support)

ARC Rep
Michael O'harra
(Regions and Centers)

AVS Rep
Chuck Friesenhan
(AFS-400)



AOSC Decision Documents

- ***DD01 - POFA and Runway Separation, dated 12/18/03***
- ***DD02 - 40:1 Departure Surface, dated 9/13/04***
- DD03 - Atlanta End-Around Taxiway (Departure Only), dated 7/12/04
- ***DD04 - Runway/Parallel Taxiway Separation Standards , dated 3/21/05***
- DD05 - Airport Traffic Control Tower Interim Siting Guidance, dated 6/08/05
- DD06 - DFW End-Around Taxiway(Departure Only), dated 6/08/05



Current AOSC Efforts

- End-Around Taxiways
 - National Standards
 - Departure Case
 - Arrival Case?
- Updating Safety Assessment Toolset
- Airport Surveying-GIS Program
- 62.5:1 One Engine Inoperable (OEI) guidance



Decision Document #02

40:1 Departure Surface

- Decision document #02 committed the Agency to...
 - Establish a consistent 40:1 OCS standard
 - Provide departure obstacle information to aircraft operators for all 40:1 penetrations
 - Revise both the internal coordination procedures and the policy criteria governing the circularization process in the OE/AAA program.



Decision Document 04

Runway to Parallel Taxiway Separation

- In support of Agency's commitment to ensure safe precision approach and landing operations, policy clarification is needed, and the Airports Design A/C, TERPS and other **guidance must be consistent** (i.e., taxiing, parked and holding aircraft are obstacles)



Construction of New Runways/Parallel Taxiways

- All CAT I operations
 - 400 ft separation(500 ft for Group VI)
- CAT II/III Operations
 - Groups I-IV aircraft - 400 ft separation
 - Group V aircraft - 500 ft separation*
 - Group VI aircraft - 550 ft separation*

*if Airport elects to proceed with construction

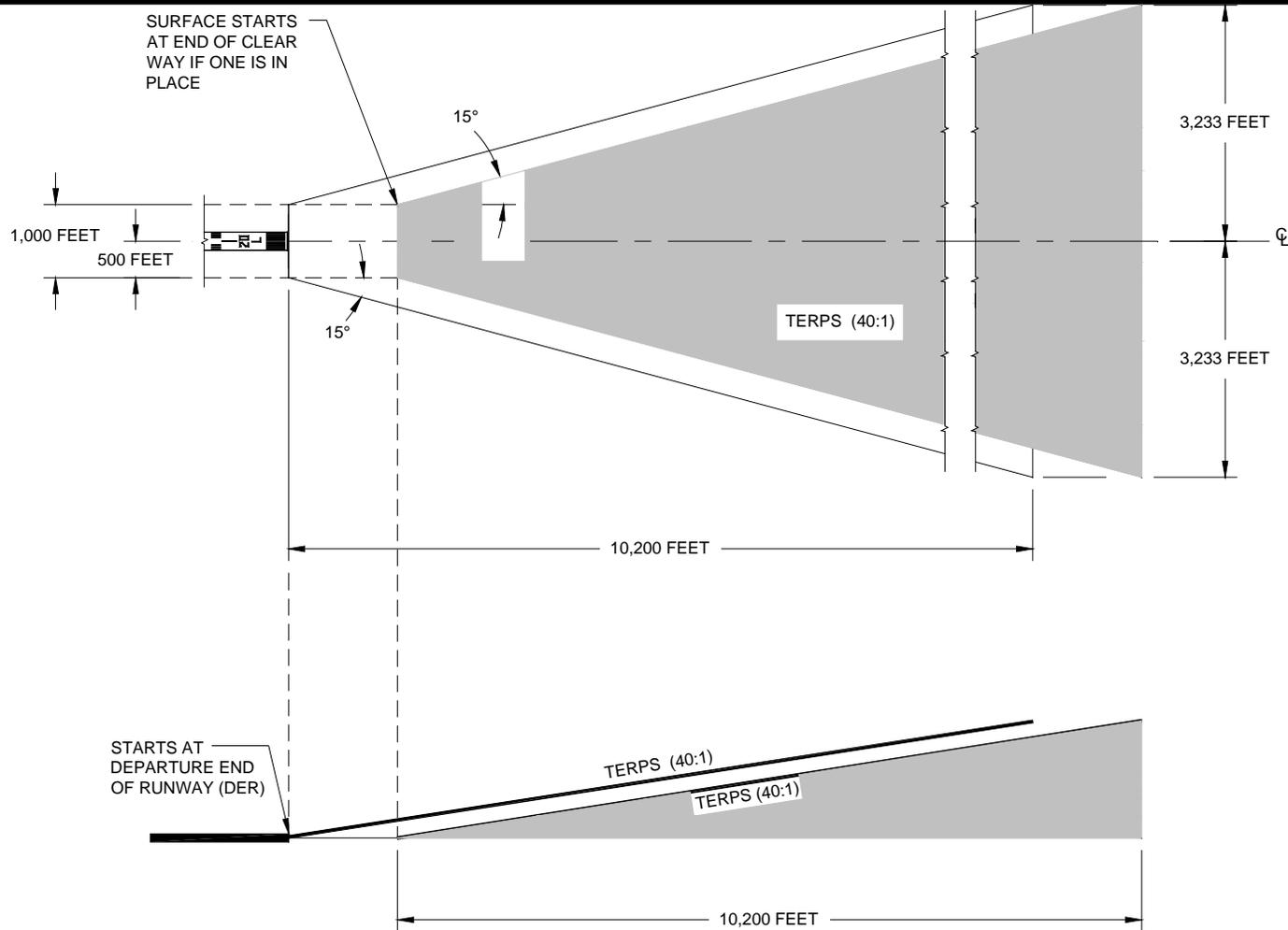


Change 9 to AC 150/5300-13

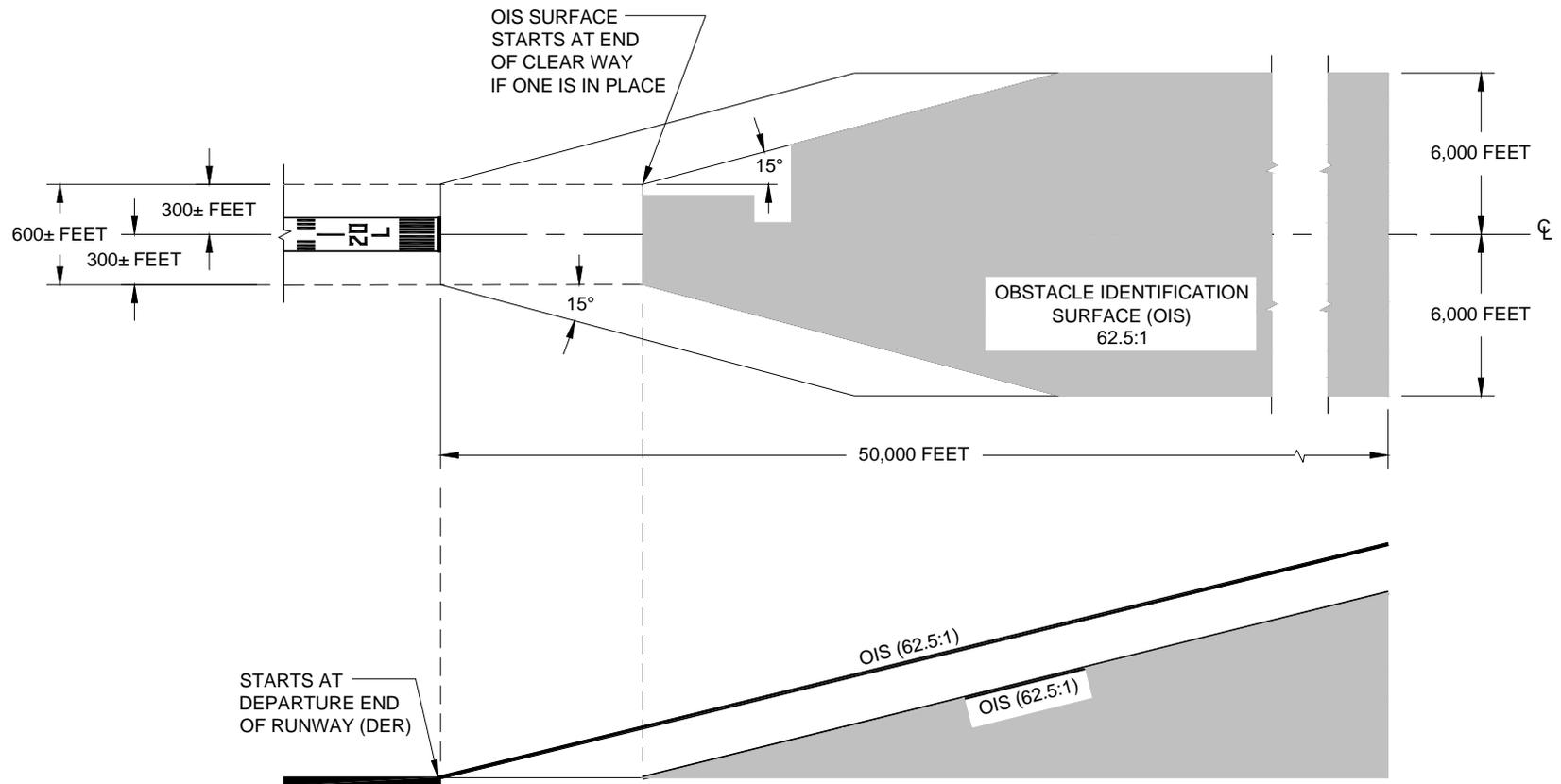
- **Added a New Departure Surface :**
 - Consistent with TERPS and FAR guidance
 - Added to Appendix 2
 - Applicable to all instrument runways with departure procedures
- **Added a New One Engine In-Operable(OEI) Survey Surface:**
 - Applicable at all runway ends used for air carrier departures
 - Surface to be included in the ALP and made available to all air carriers at the airport
 - **Does not take effect until January 1,2008**



40:1 Departure Surface



OEI Departure Surface



Where we are on OEI

On December 14, the AOSC briefed our Steering Group of agency executives and received approval to move forward on the strategies:

- Modify the OE/AAA automation program to make information regarding proposed structures (height, lat/long, and description) available to airport sponsors and aircraft operators as notices of proposed obstacles are received by the agency.

Target: 3/15/06

- Establishing standards for airport sponsors to survey obstacles within an obstacle identification surface (Airport Design Advisory Circular already published). Effective 1/1/08

- Revise agency guidance(FAA Order 7400.2, AC 120-OBS, Model Zoning AC) to provide consistent policy guidance on all OEI issues.

Target 1/1/07

- Review FARs - 120.189 and part 77



AC 150/5300-13 Change 10

- Will include 40:1 OCS clarification in change 10 of AC 150/5300-13
“The applicability of the surface table A2-1 is dependant on the designation of primary runway(s) for departure. **The Airport Sponsor through ARP to the RAPT, will identify runway end(s) intended primarily for instrument departures.** The determination of primary runway(s) for departure does not prohibit or negate the use of other runways . It only identifies the applicability of the A2-1 surface to the runway end(s). “
- Runway to Taxiway Separation requirements defined in DD #4 will be included.
- Add new Appendix(17) on agriculture in and around an airport.
- Correct numbering and formatting errors.



? Questions ?

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