Airports Staff and Consultants Workshop

Federal Aviation Administration

Presented to: Airports Staff & Consultants

By: Orlando Airports District Office (ADO)

Date: October 28, 2008

Presentation is online at:

http://www.faa.gov > Airports and Air Traffic tab > Airports > Southern > More…

Agenda

- **Welcome - Introductions**
- **FY 2008 Program Recap**
- **FY 2009 Program**
- **Grant Management Procedures**
- **Passenger Facility Charges (PFC)**
- **Construction Manager at Risk**

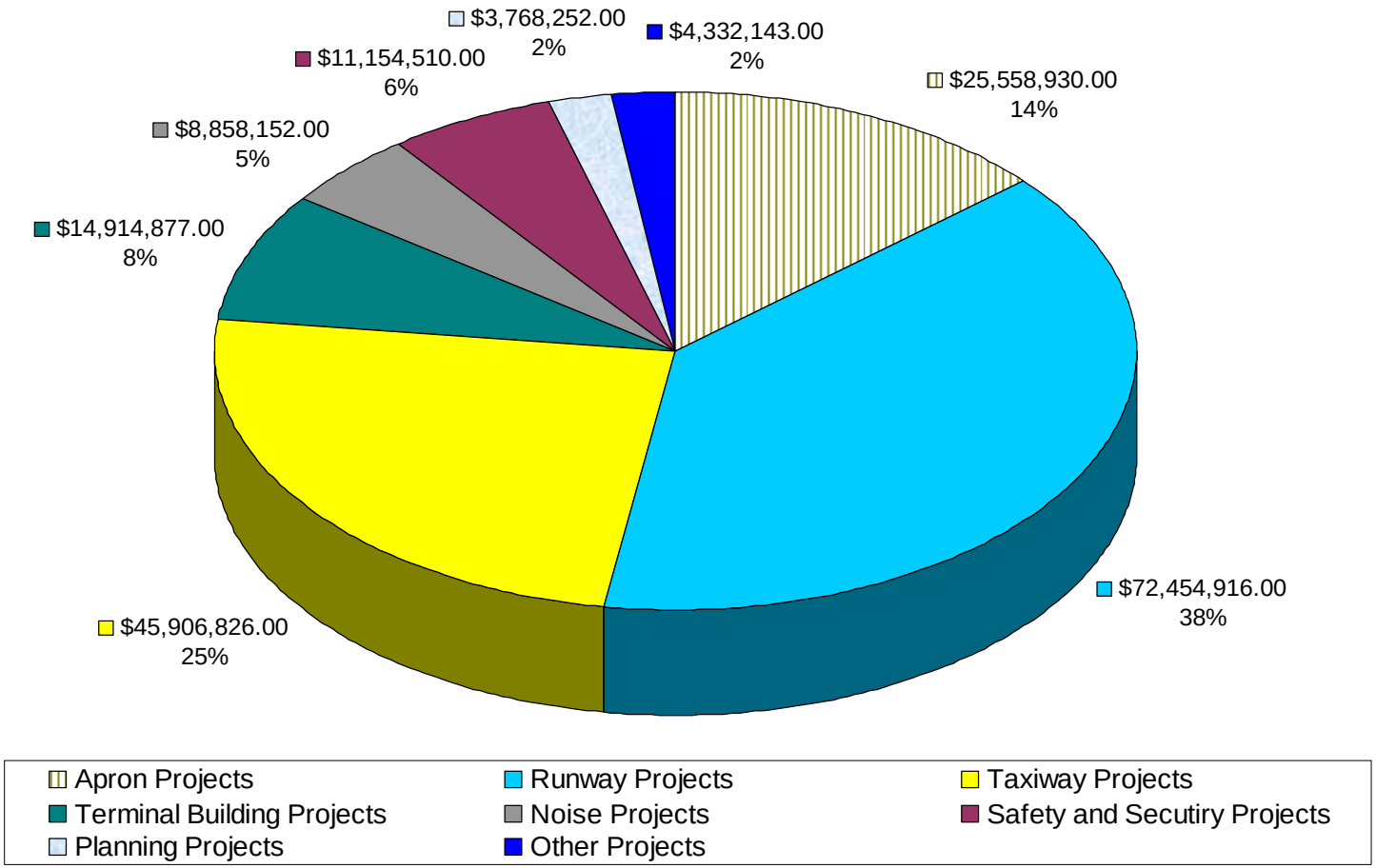
Agenda (cont'd)

- **Airspace**
- **New Data Survey Requirements**
- **Environmental Overview**
- **Safety Management System (SMS)**
- **Reminders**

Fiscal Year 2008
Airport Improvement Program

- **105 Grants Issued**
- **$186,948,606 AIP Funds**
  - $118,437,241 Discretionary
  - $68,511,365 Entitlements

Where did the funds go…



FY2008 Program Highlights

- **No grant inactive over 18 months.**
- **Closeout 100% of all grants 4 years old**
  - Goal = Close 27 of 27 grants
  - Actual = Closed 27 of 27 grants = **100%**
- **Closeout 40% of all grants open at the beginning of the Fiscal Year**
  - Goal = Close 88 of 220 Open Grants
  - Actual = Closed 88 of 220 = **40%**

Thank You!

FY 2009
Airport Improvement Program

- **237 - Open Grants**
- **21 - "Old Dogs" (2005 Grants)**
- **(58) – Future "Old Dogs" (2006 Grants)**

Reauthorization Status

- **AIP Legislation ended September 30, 2007**
- **For FY 2008, the FAA administered the AIP program under six continuing resolutions**
- **Congress passed, President approved CR through March 6th 2009 for FAA Operations. Includes AIP at $1.5 billion, extends ticket & fuel taxes through March 31st 2009.**

FY 2009
Airport Improvement Program

- **FY 2009(a) Key Dates**
  - Confirm Project Plans November 14, 2008
  - Declare Carryover by February 2, 2009
  - JACIP Updates complete by February 6, 2009
  - Grant Applications due by February 10, 2009
  - Executed Grants to ADO February 27, 2009
- **FY 2009(b) Key Dates**
  - TBD (???)

AIP Grant Administration

Quarterly Report

(Note: Due within 15 days after end of each quarter)

- Project Status and Schedule
- Statement and Distribution of Project Costs or Equivalent
- SF 271 for each drawdown
- Monthly Construction Progress Report
- Change Orders, if applicable
- Photos, if applicable
- Summary of Interim Test Results, if applicable.

Orlando ADO
Passenger Facility Charges (PFC)

- **Number of Sponsors: 20**
- **Number of Active Applications: 110**
  - 1992-2008
    - Collections: $2,878,850,799
    - Disbursed: $2,540,478,631
  - 2008
    - Collections: $244,023,817
    - Disbursed: $297,424,504

Notice and Opportunity for Public Comment

- **Notice must include:**
  - Project Description
  - Brief Justification
  - PFC Level for Each Project
  - Estimated Total PFC Revenue to be used for each Project
  - Proposed Charge Effective and Expiration Dates
  - Estimated Total PFC Revenue to be Collected for the Application
  - Name and Contact Information and Date Comments Due

PFC Amendments

(Effective June 22, 2007)

- **Charge Effective Date can be Set 1st of Month at Least 30 Days from FAA Approval Date**
- **Amendments Requiring Consult & Public Notice**
- **Projects > $1M which Increases > 25% of Original Approved Dollar Amount**
- **Increase of any % if Original Approved < $1M + Amended Amount - ≥ $1M**

More on Amendments

- **Amendments that require additional consultation:**
  - Change of Scope
  - Increase PFC Level
  - Increase Project Cost by more than 25% of Original Project Amount

PFC Amendments

- **Amendments that do not require additional consultation:**
  - Decrease Total Revenue
  - Decrease PFC Level
  - Modify, Add or Delete Excluded Class
  - Delete Project
  - Increase Project Cost by less than 25% of Original Project Amount or less than $1 Million

PFC – CAUTIONS

- **Both date and amount are equally important for collection expiration since collections are sequential**
- **FAA provides information to the public based on charge expiration date (based on most recent application or amended amounts)**
- **Sometimes rate of collection varies from estimated amount**
- **If actual rate differs from estimated, may lead to either early shutoff of PFC collections or to excess collections.**

Alternative Delivery Methods for Procuring Construction

- **FAA Order 5100.38C, AIP Handbook, Paragraph 930, Alternative Delivery Methods**
- **Construction Manager at Risk (CMAR)**
- **Design Build**

Alternative Delivery Methods for Procuring Construction

- **Benefits (or General Philosophy):**
  - Delivery time for the project is reduced
  - Change orders are minimized
  - Overall lower costs and higher quality

Alternative Delivery Methods for Procuring Construction

- **What you need to do if you are considering this type of procurement.**
  - Submit your request to the ADO, which needs to identify the reason/benefit
  - The ADO would have to approve the method prior to advertising a Request for Qualifications.
    - If you are seeking AIP funds
    - If you plan to reimburse with future AIP funds

Construction Manager at Risk

- **There are two stages of CMAR**
  - Professional Services Contract
  - Construction Contract based on bids

Note: Must meet provisions of Part 18.36

Construction Manager at Risk

- **Professional Services Contract**
  - Sponsor issues RFQ (follow paragraph 908(g))
  - Firms must be ranked
  - Best qualified firm is selected (price not considered at this point)
  - Guaranteed Maximum Price (GMP) is negotiated.

Construction Manager at Risk

- **Construction Contract**
  - Part of the RFQ includes a preconstruction fee so that the CMAR can work with the A/E firm to finalize construction drawings.
  - CMAR bids the different subtasks of the project.
  - Project Cost = Summation of subtask bids + profit/overhead + fees associated with risk. Hopefully the project cost is less than the GMP that was negotiated.
  - All Federal contract provisions shall be included (Davis Bacon, Buy American, DBE, etc.)

Airspace Topics

- **On-Airport Airspace Proposals**
- **Off-Airport Airspace Proposals**
- **Notice of Landing Proposals - FAA Form 7480-1**
- **Airport Master Record - FAA 5010 Form**
- **Florida Statute, Chapter 333-Airport Zoning (by FDOT)**

On Airport 7460 Submittals

(for Non-AIP Projects)

- **OE/AAA Website**
  - www.oeaaa.faa.gov

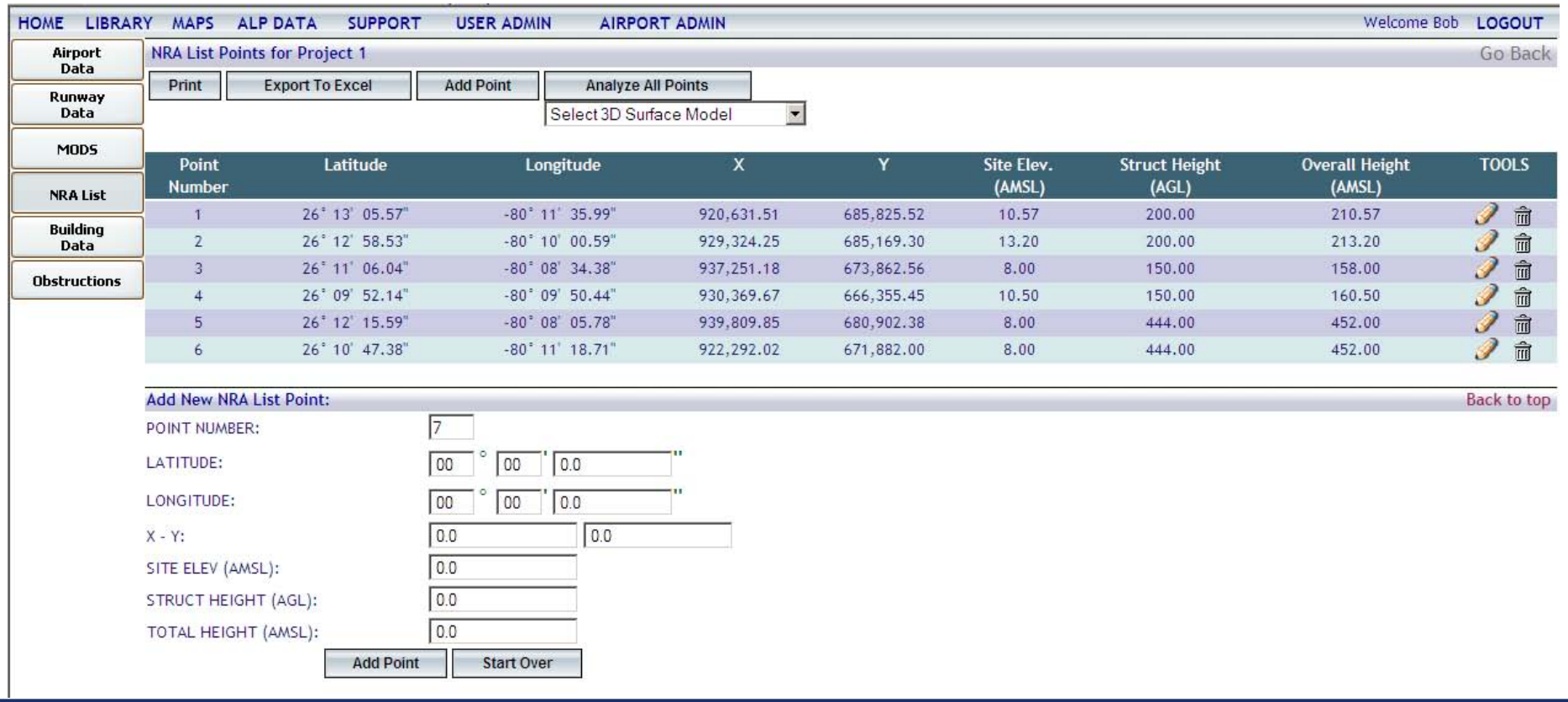
Note:

The Orlando ADO will only accept proposals entered by the airport sponsor and/or their consultant (s). A TERMINATION letter will be issued to ALL proposals entered by the public, existing tenants, possible future tenants and others. These individuals will be directed to coordinate their proposal with the airport sponsor.

- **3DAAP Coordination System**
  - www.3daap.com

All airports receiving an Airport Improvement Program (AIP) grants are to coordinate the airspace determination through the Engineering Plans and Specs/Documents submittal by sending it to your respective ADO Program Manager.

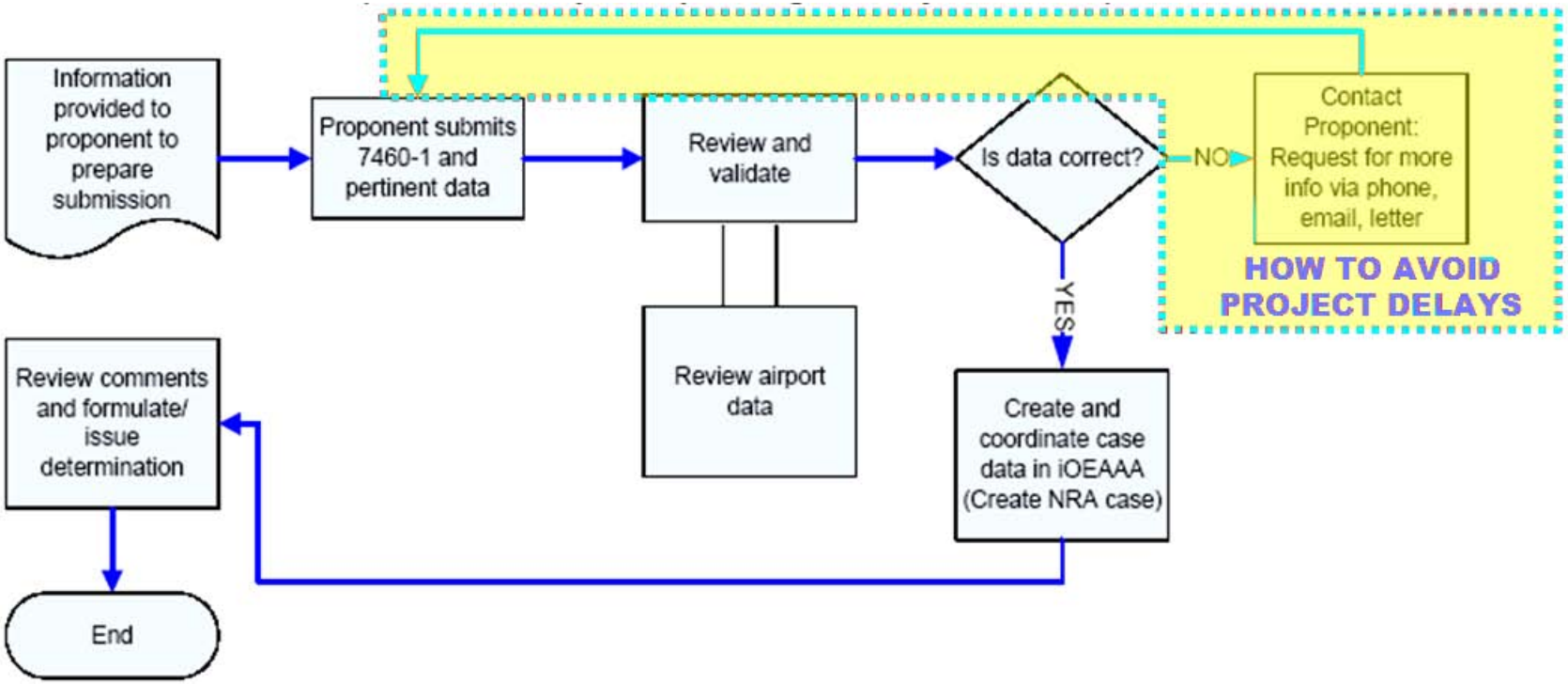
3DAAP/iALP
Integration to OE/AAA
NRA Development Proposal Tracking



On Airport 7460 Submittals

Internal Flow – 7460

Coordination of Construction or
Alteration of On-Airport Proposals Process Flowchart (ADO/Region) – structures
(does not require updating runway database)



Alteration Proposal Flowchart

Avoid Project Delays

Provide the following information:

- **Airport Sponsor and/or Representative Contact Information**
- **Project Description, including the use of temporary construction equipment, if any. Submit Equipment Height (Site Elevation in MSL and Equipment Height in AGL) Include Latitude/Longitude Coordinates (NAD83)**
- **Project Schedule (provide 60-90 days for FAA coordination)**
- **FAR Part 77 Impact Calculations**
- **ATCT Shadow / Line-of-Sight Impacts, if any**
- **Submit "Safety During Construction Plan" when the project is within the Aircraft Operational Area (AOA) Fence. (Refer to AC 150/5370-2E)**
- **Any Environmental Impacts? ORL-ADO Environmental Specialist**

On Airport 7460 Submittals
Avoid Project Delays

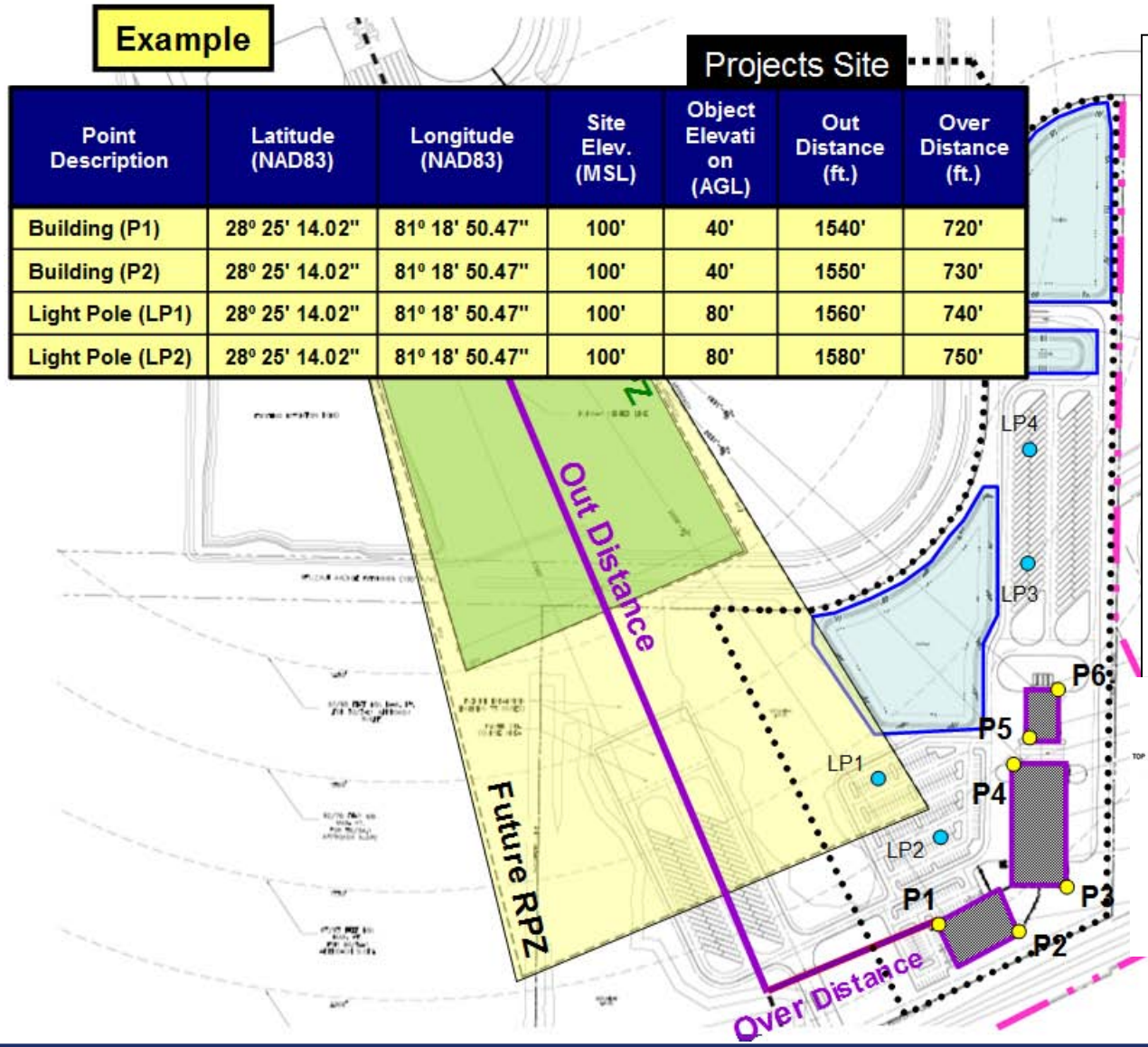
- **On 11x17 Scaled Exhibit:**
  - Depict the Project Site Layout in relation to the nearest runway end with Out and Over Distances.
  - If within airfield, depict the applicable airport design restrictions such as ROFA, TOFA, RPZ, BRL, RVZ, RSA, TSA, etc…
  - Depict Structure Site Elevation (in MSL) and Height (in AGL)
  - Depict Structure Latitude/Longitude Coordinates in NAD83 Datum.
- **Submit a Zoomed-In Version of the Project Site Layout, if Needed.**
- **Verify your proposal against your latest ALP for discrepancies.**

Proposed School Bus Depot – Plan View Layout

Example

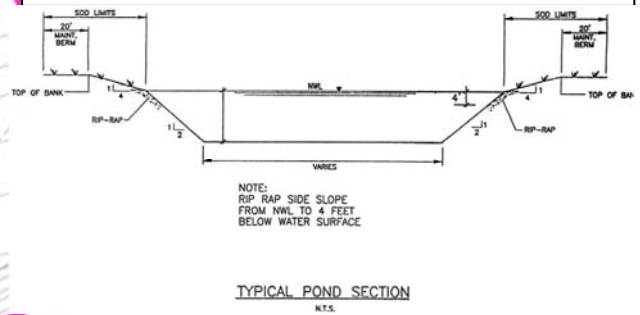
Projects Site

Point Description	Latitude (NAD83)	Longitude (NAD83)	Site Elev. (MSL)	Object Elevation (AGL)	Out Distance (ft.)	Over Distance (ft.)
Building (P1)	28° 25' 14.02"	81° 18' 50.47"	100'	40'	1540'	720'
Building (P2)	28° 25' 14.02"	81° 18' 50.47"	100'	40'	1550'	730'
Light Pole (LP1)	28° 25' 14.02"	81° 18' 50.47"	100'	80'	1560'	740'
Light Pole (LP2)	28° 25' 14.02"	81° 18' 50.47"	100'	80'	1580'	750'



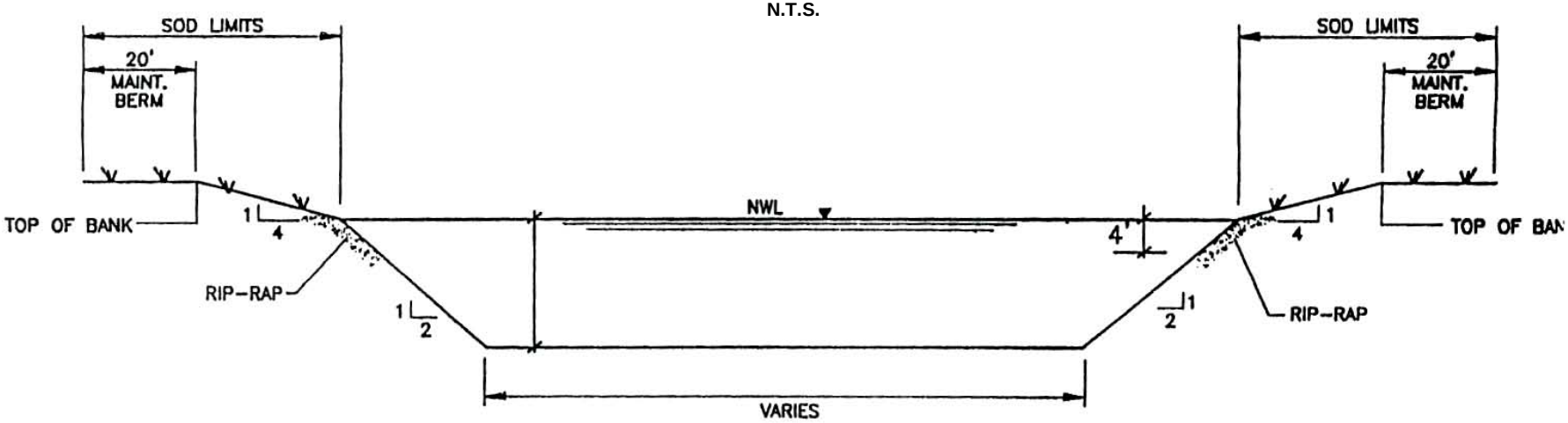
Other Items to Consider:

- 40:1 Departure Surface
- TSS Criteria
- Nearby NAVAIDS
- Antennas (Frequency/Power)
- Fence (If Part 139 – 7'+1')
- Stockpile (Dust Control Plan)
- Inside AOA Fence (Safety Plan)
- FAA Cables
- Vegetation (Maturity Height)
- Water Features:
  (AC 150/5300-33A) – Does the Retention Ponds meet the required Side Slope?
  If Dry Ponds – Allow a max. 48-hour
  detention period for the design storm.



TYPICAL POND SECTION

N.T.S.



WET POND REQUIREMENT:

1. POND SIDE SLOPES SHOULD BE 2:1, BANK SLOPES MIN. 4:1.

2. RIP-RAP, ELEC. FENCEING, AND/OR WIRE GRID SHOULD BE PLACED AROUND THE PERMIETER OF THE PONDS TO KEEP BIRDS OUT OF THE WATER WHERE DEPTH IS LESS THAN 4' AND TO KEEP BIRDS OFF THE BANKS. FENCING DESIGN CAN BE OBTAINED FROM USDA NATIONAL WILDLIFE RESEARCH CENTER.

3. ELIMINATE AQUATIC VEGETATION IN PONDS (IF ANY) AND KEEP VEGETATION FROM GROWING IN THE PONDS THROUGH A MAINTENANCE PROGRAM.

4.MONITOR PONDS FOR BIRD ACTIVITY AND IMPLEMENT HARASSMENT AND/OR EXCLUSION AND HABITAT ALTERATION TO ELIMINATE ACTIVITY

DRY POND REQUIREMENT:

1. Allow a maximum 48-hour detention period for the design storm.

RIP RAP SIDE SLOPE FROM NWL TO 4 FEET BELOW SURFACE

DISTANCE CRITERIA:

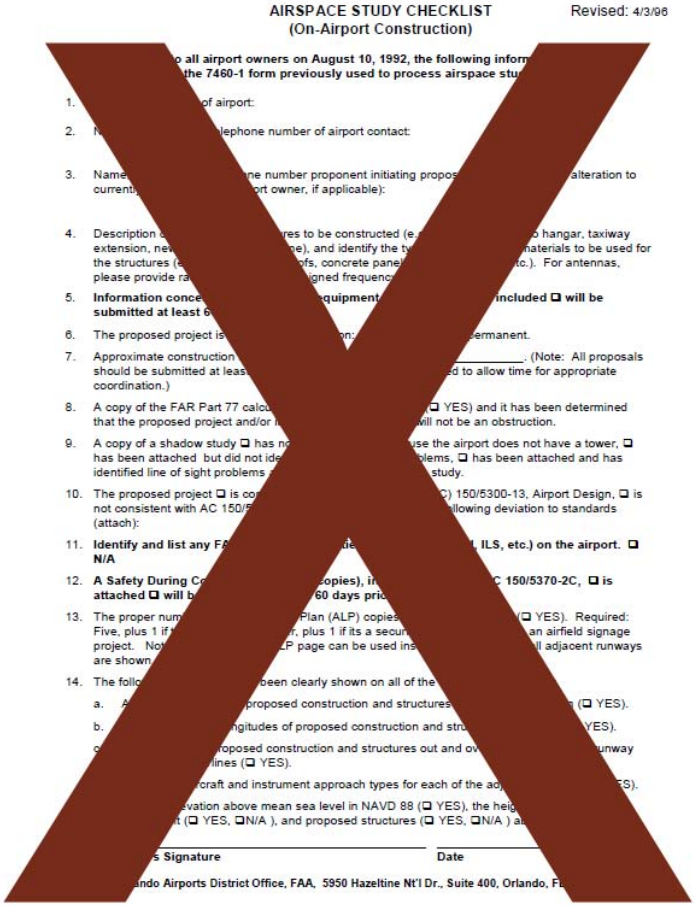
1.APPLICABLE TO PONDS WITHIIN 10,000 FEET FROM THE AIRPOR'S AIRCRAFT MOVEMENT S, LOADING RAMPS, OR AIRCRAFT P[ARKING AREAS.

2.MAY ALSO BE APPLICABLE TO PONDS WITHIN 5 STATUTE MILES, IF THE WILDLIFE ATTRACTANT MAY CAUSE HAZARDOUS WILDLIFE MOVEMEMNT INTO OR ACROSS THE APPROACH OR DEPARTURE AIRSPACE.

On Airport 7460 Submittals

OE/AAA – Internet Site

www.oeaaa.faa.gov



AIRSPACE STUDY CHECKLIST
(On-Airport Construction)

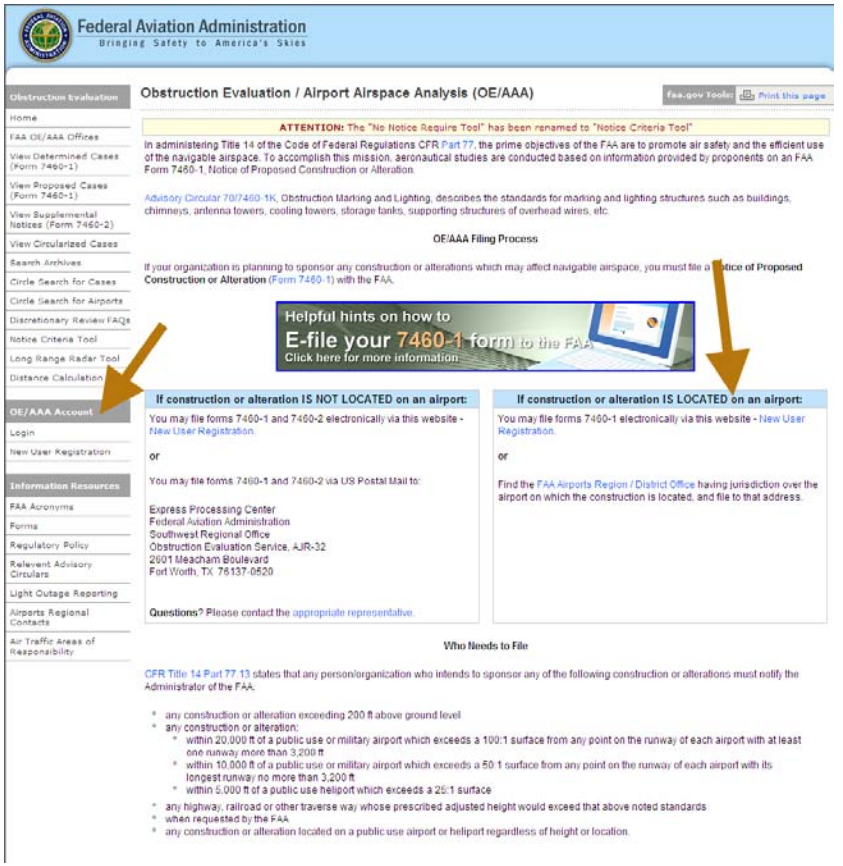
Revised: 4/3/96

...o all airport owners on August 10, 1992, the following inform...
...the 7460-1 form previously used to process airspace stu...

1. ...of airport:
2. ...lephone number of airport contact:
3. Name... ...ne number proponent initiating propos... ...alteration to current... ...ort owner, if applicable):
4. Description ... ...res to be constructed (e.... ...o hangar, taxiway extension, new... ...e), and identify the ty... ...materials to be used for the structures (e... ...ofs, concrete panel... ...tc.). For antennas, please provide ra... ...igned frequenc...
5. **Information conce... ...quipment... ...included ☐ will be submitted at least 6...**
6. The proposed project is... ...on: ...ermanent.
7. Approximate construction ... _____. (Note: All proposals should be submitted at leas... ...d to allow time for appropriate coordination.)
8. A copy of the FAR Part 77 calcu... ☐ YES) and it has been determined that the proposed project and/or ... ...will not be an obstruction.
9. A copy of a shadow study ☐ has n... ...se the airport does not have a tower, ☐ has been attached but did not ide... ...blems, ☐ has been attached and has identified line of sight problems ... study.
10. The proposed project ☐ is co... ...C) 150/5300-13, Airport Design, ☐ is not consistent with AC 150/5... ...llowing deviation to standards (attach):
11. **Identify and list any FA... ...de... ..., ILS, etc.) on the airport. ☐ N/A**
12. **A Safety During Co... ...copies), i... ...C 150/5370-2C, ☐ is attached ☐ will b... ...60 days prio...**
13. The proper num... ...Plan (ALP) copies... ...(☐ YES). Required: Five, plus 1 if ... ...r, plus 1 if its a secur... ...an airfield signage project. No... ...LP page can be used ins... ...ll adjacent runways are shown.
14. The follo... ...been clearly shown on all of the ...
    a. A... ...proposed construction and structures... ...(☐ YES).
    b. ...ngitudes of proposed construction and str... ...YES).
    c. ...roposed construction and structures out and ov... ...unway ...lines (☐ YES).
    ...craft and instrument approach types for each of the adj... ...ES).
    ...evation above mean sea level in NAVD 88 (☐ YES), the heig... ...t (☐ YES, ☐N/A), and proposed structures (☐ YES, ☐N/A) a...

_____ _____
...s Signature Date

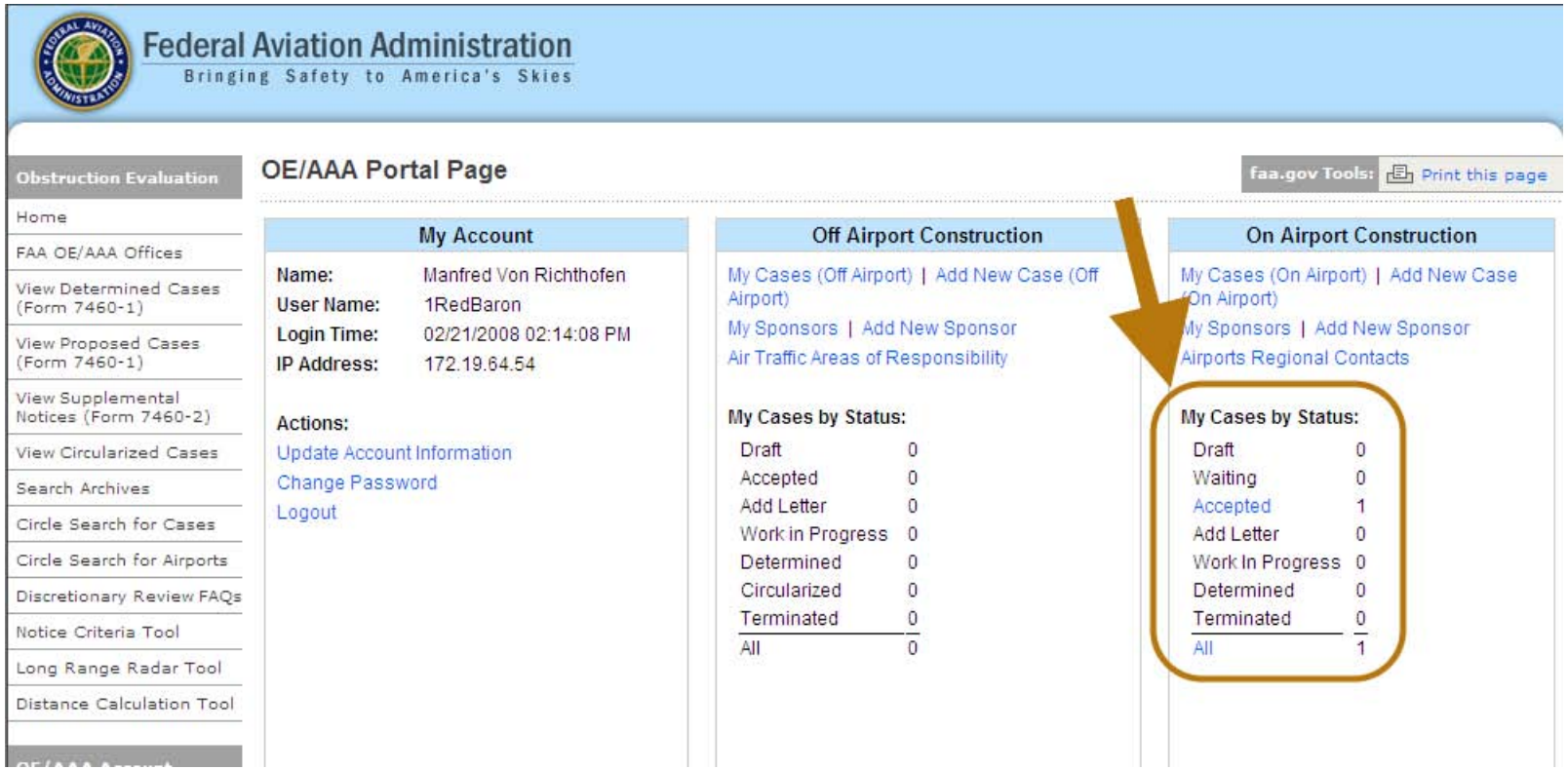
...ando Airports District Office, FAA, 5950 Hazeltine Nt'l Dr., Suite 400, Orlando, F...



On Airport 7460 Submittals

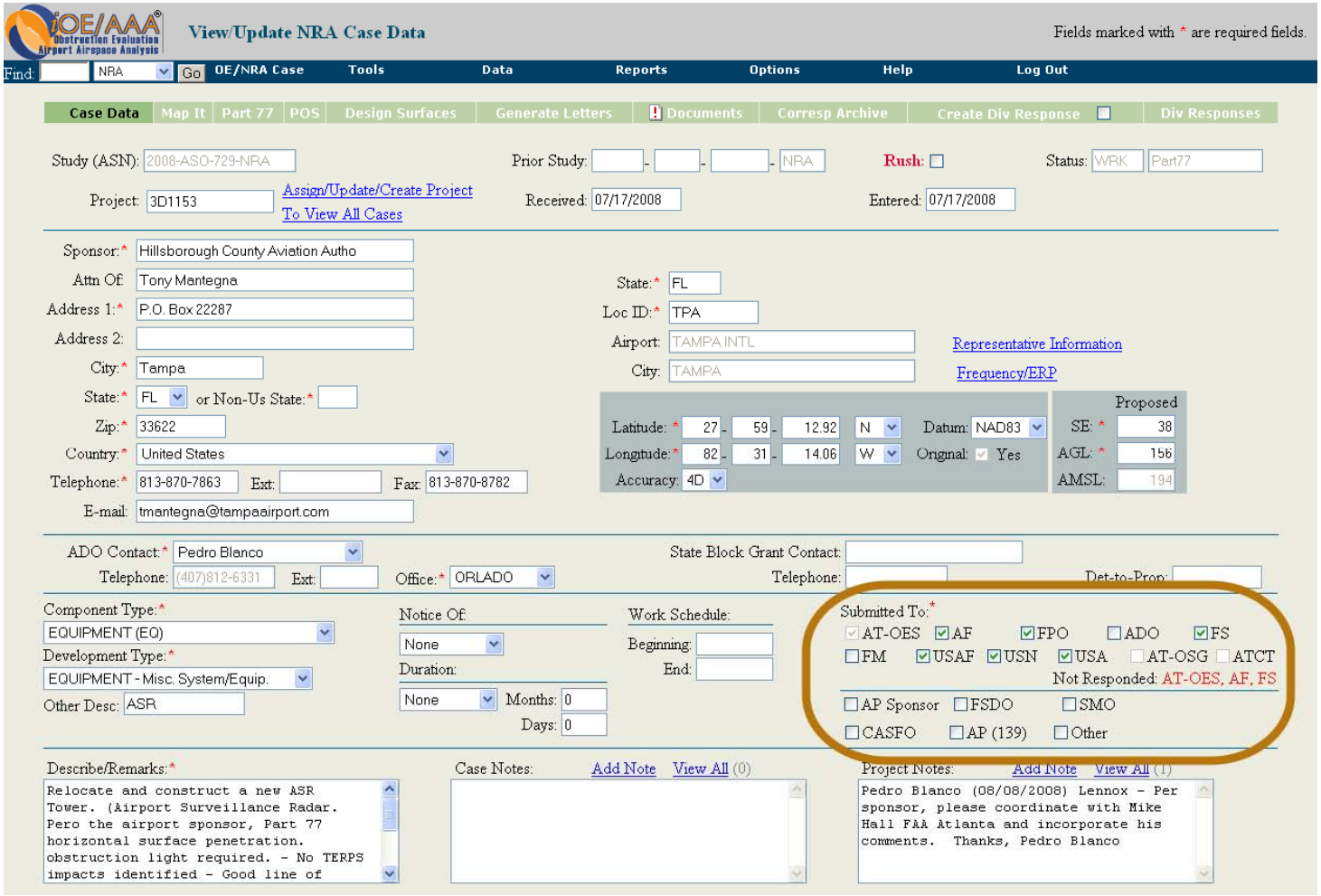
Airport My Cases by Status

www.oeaaa.faa.gov



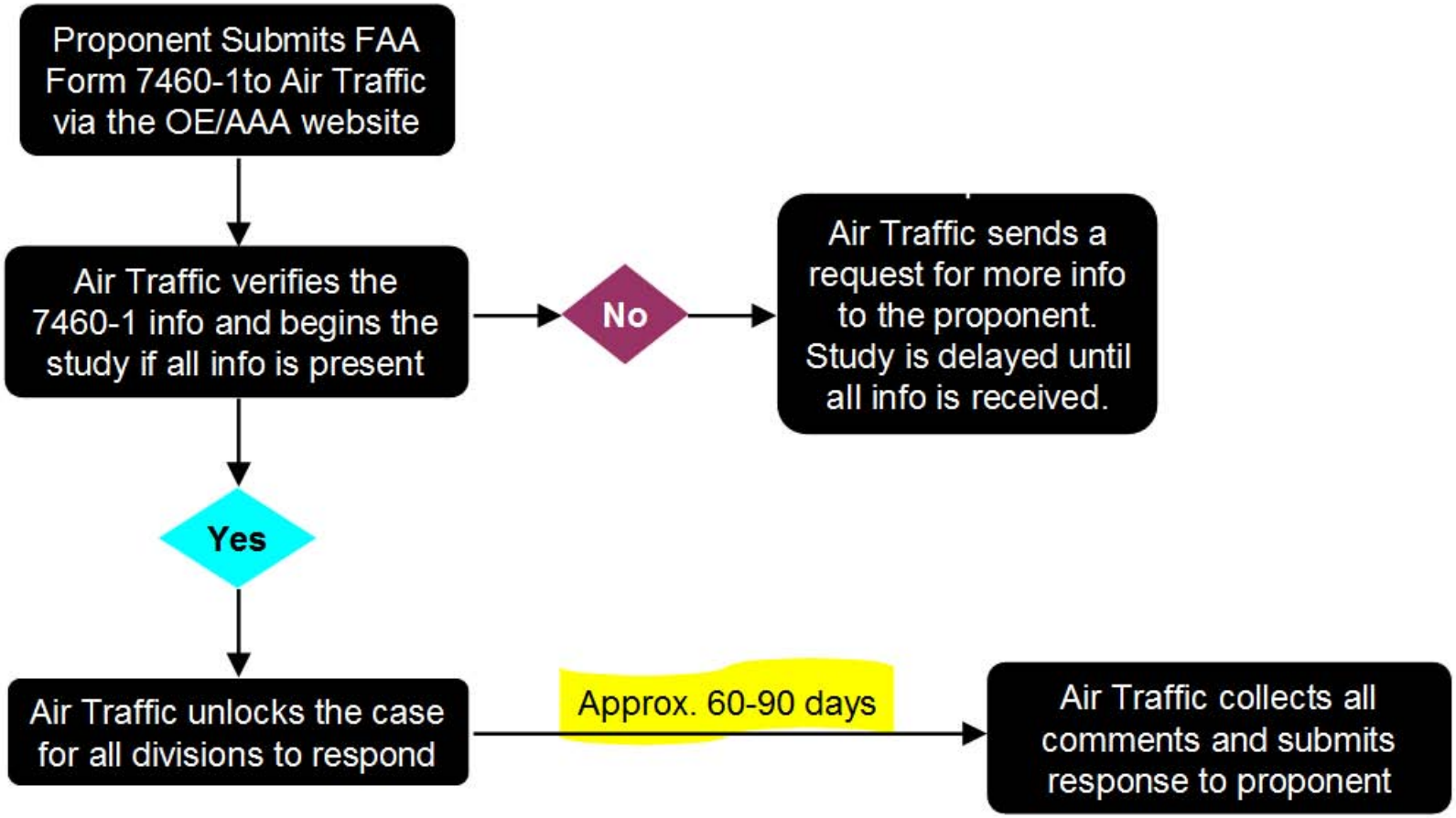
On Airport 7460 Submittals

Airport New E-filed Case Screen



Off-Airport Proposals

The Overall Process



http://www.oeaaa.faa.gov

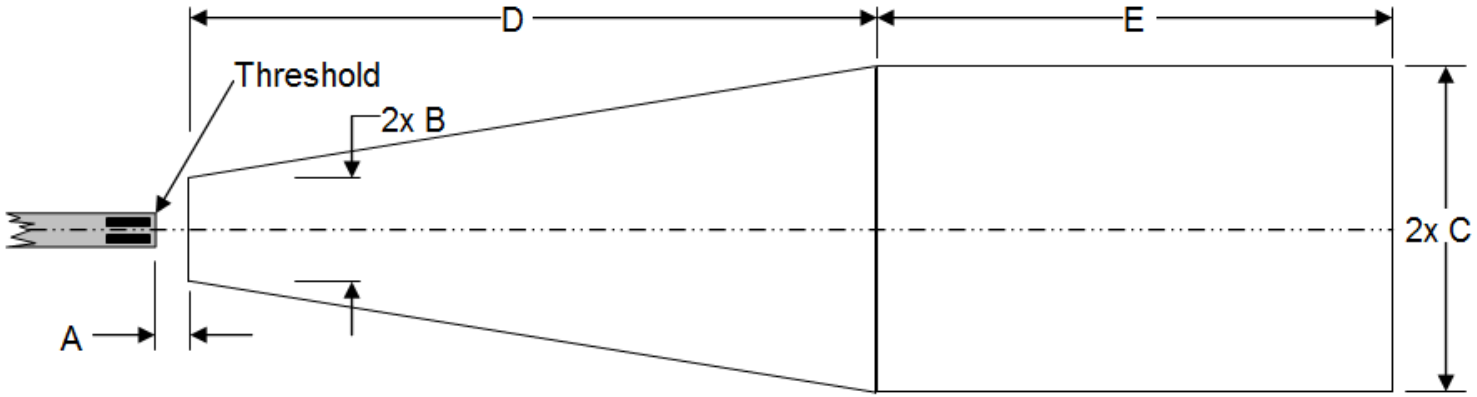
Orlando ADO Process

- **We receive the proposal via OE/AAA**
- **Proposals are evaluated for (AC 150/5300-13):**
  - Threshold Siting Surface Impacts
  - Runway Protection Zone Impacts
  - Compatible/Non-Compatible Land Uses
  - Departure Surface*

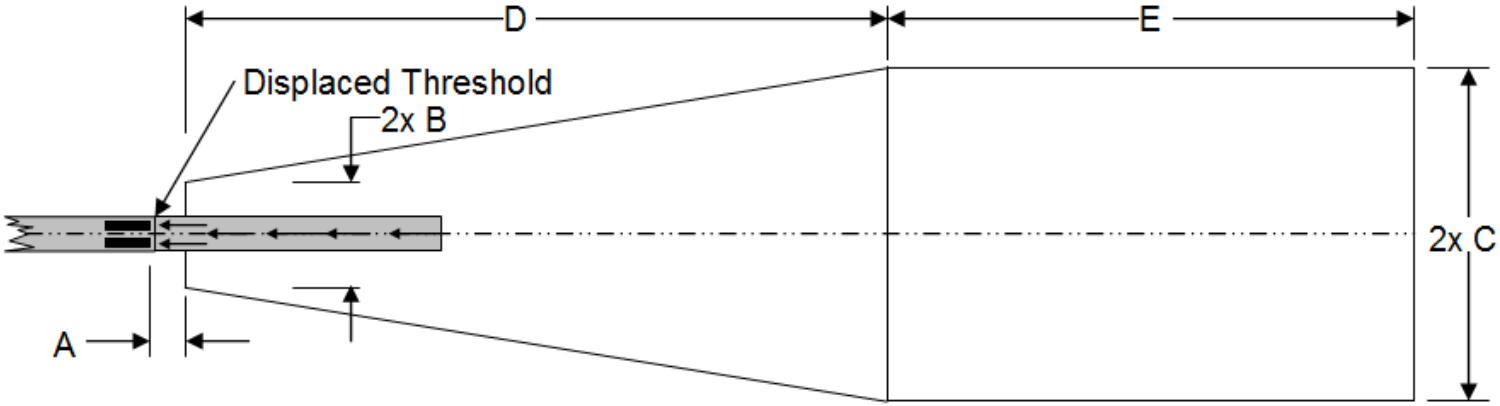
*The Departure Surface is a new Airport Design Surface that begins at the threshold (500’ either side) and extends out along the extended RWY CL for 10,200’ and has an outer width of 3,233’ either side of the centerline. The surface slowly rises at a 40:1 slope (1’ vertical for every 40’ horizontal).

Threshold Siting Surface

Surface without Displaced Threshold



Surface with Displaced Threshold

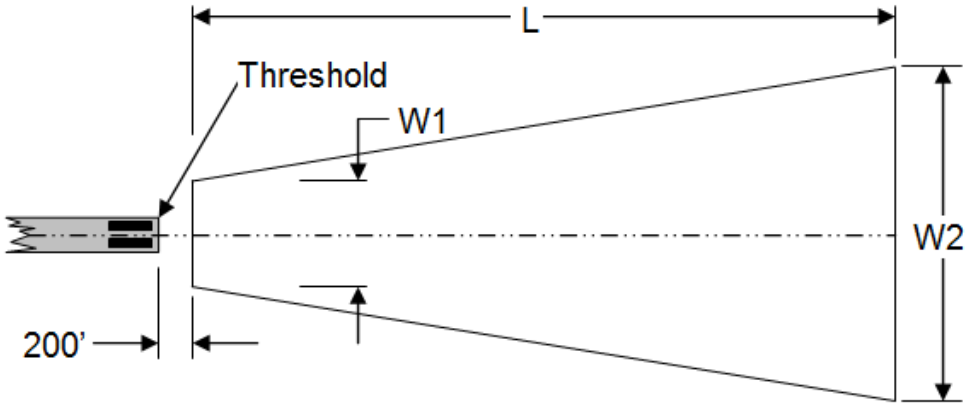


	Runway Type	DIMENSIONAL STANDARDS* Feet					Slope/ OCS
		A	B	C	D	E	
1	Approach end of runways expected to serve small airplanes with approach speeds less than 50 knots. (Visual runways only, day/night)	0	60	150	500	2,500	15:1
2	Approach end of runways expected to serve small airplanes with approach speeds of 50 knots or more. (Visual runways only, day/night)	0	125	350	2,250	2,750	20:1
3	Approach end of runways expected to serve large airplanes (Visual day/night); or instrument minimums ≥ 1 statute mile (day only).	0	200	500	1,500	8,500	20:1
4	Approach end of runways expected to support instrument night circling. [1]	200	200	1,700	10,000	0	20:1
5	Approach end of runways expected to support instrument straight in night operations, serving approach category A and B aircraft only. [1]	200	200	1,900	10,000 [2]	0	20:1
6	Approach end of runways expected to support instrument straight in night operations serving greater than approach category B aircraft. [1]	200	400	1,900	10,000 [2]	0	20:1
7 [3, 6, 7, 8]	Approach end of runways expected to accommodate approaches with positive vertical guidance (GQS).	0	½ width runway + 100	760	10,000 [2]	0	30:1
8	Approach end of runways expected to accommodate instrument approaches having visibility minimums ≥ 3/4 but < 1 statute mile, day or night.	200	400	1,900	10,000 [2]	0	20:1
9	Approach end of runways expected to accommodate instrument approaches having visibility minimums < 3/4 statute mile or precision approach (ILS, GLS, or MLS), day or night.	200	400	1,900	10,000 [2]	0	34:1
10	Approach runway ends having Category II approach minimums or greater.	The criteria are set forth in TERPS, Order 8260.3.					
11	Departure runway ends for all instrument operations.	0 [4]	See Figure A2-3				40:1
12	Departure runway ends supporting Air Carrier operations. [5]	0 [4]	See Figure A2-4				62.5:1

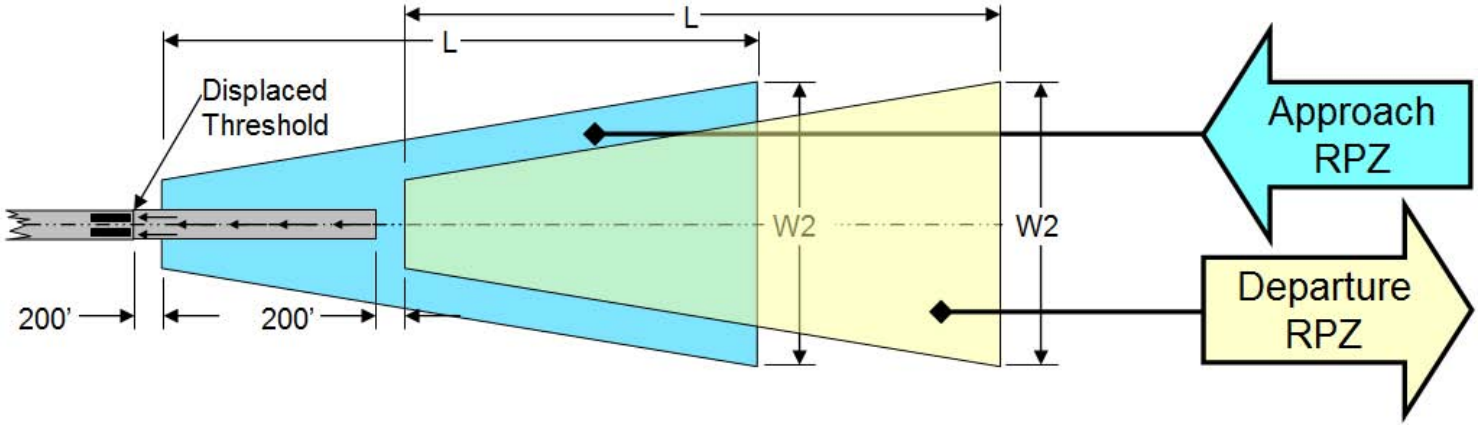
AC 150/5300-13, Airport Design, Appendix 2, Table A2-1

Runway Protection Zone

Surface without Displaced Threshold

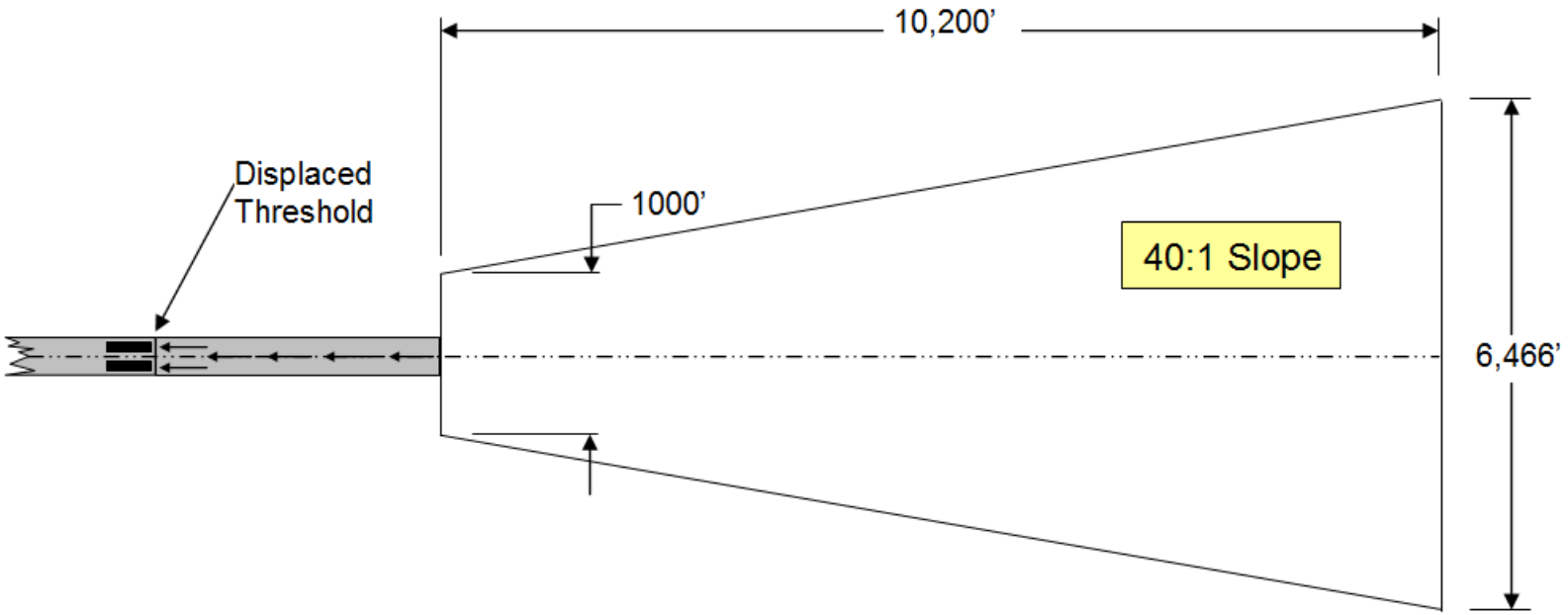


Surface with Displaced Threshold



Departure Surface

Surface with or without Displaced Threshold



Results of the Study

- **Penetrations to the Threshold Siting Surface**
  - Result in: No Objection w/Provisions
    - Provisions will be to lower the obstruction to the No Exceed Height (NEH) or relocate the threshold
- **Penetrations to the RPZ or Departure Surface**
  - Result in: Objection
    - All penetrations to the RPZ or Departure Surface will be objected to
    - Objections to the Departure Surface will include a NEH
- **Non-Compatible Land Uses**
  - Result in: No Objection w/Provisions
    - This will be considered a No Objection response however a provision alerting the proponent to the non-compatible land use will be included.

When to submit the FAA Form 7480-1

- **7480-1 used when:**
  - Establishing, activating, deactivating, abandoning, altering or changing the status of any airport
- **7480-1 required when:**
  - Making changes to Runways
  - Changing Traffic Patterns
  - Changing Runway Identifiers

***Airport refers to Airports, Heliports, Seaplane Bases, Vertiports, STOLports, etc.**

5010 Airport Data Changes

Sections that can be changed without airspace review

Keep your airport data up to date!!

> 1 ASSOC CITY:	MELBOURNE	4 STATE: FL	LOC ID: MLB FAA SITE NR: 03321.*A
> 2 AIRPORT NAME:	MELBOURNE INTL		5 COUNTY: BREVARD FL
3 CBD TO AIRPORT (NM):	02 NW	6 REGION/ADO: ASO/ORL	7 SECT AERO CHT: JACKSONVILLE

GENERAL

10 OWNERSHIP:	PU
> 11 OWNER:	CITY OF MELBOURNE
> 12 ADDRESS:	1 AIR TERMINAL PKWY/SUITE 220 MELBOURNE, FL 32901
> 13 PHONE NR:	321-723-6227
> 14 MANAGER:	RICHARD A. ENNIS
> 15 ADDRESS:	1 AIR TRML PKWY, SUITE 220 MELBOURNE, FL 32901
> 16 PHONE NR:	321-723-6227
> 17 ATTENDANCE SCHEDULE:	ALL ALL ALL
18 AIRPORT USE:	PUBLIC
19 ARPT LAT:	28-06-09.9100N ESTIMATED
20 ARPT LONG:	080-38-42.9250W
21 ARPT ELEV:	33 SURVEYED
22 ACREAGE:	2800
> 23 RIGHT TRAFFIC:	NO
> 24 NON-COMM LANDING:	NO
25 NPIAS/FED AGREEMENTS:	NGPRY3
> 26 FAR 139 INDEX:	I C S 05/1973

SERVICES

> 70 FUEL:	100LL A
> 71 AIRFRAME RPRS:	MAJOR
> 72 PWR PLANT RPRS:	MAJOR
> 73 BOTTLE OXYGEN:	NONE
> 74 BULK OXYGEN:	
75 TSNT STORAGE:	HGR, TIE
76 OTHER SERVICES:	AMB, AVNCS, CARGO, CHTR, INSTR, RNTL

FACILITIES

> 80 ARPT BCN:	CG
> 81 ARPT LGT SKED:	DUSK-DAWN
> 82 UNICOM:	122.950
> 83 WIND INDICATOR:	YES-L
84 SEGMENTED CIRCLE:	YES
85 CONTROL TWR:	YES
86 FSS:	SAINT PETERSBURG
87 FSS ON ARPT:	NO
88 FSS PHONE NR:	
89 TOLL FREE NR:	1-800-WX-BRIEF

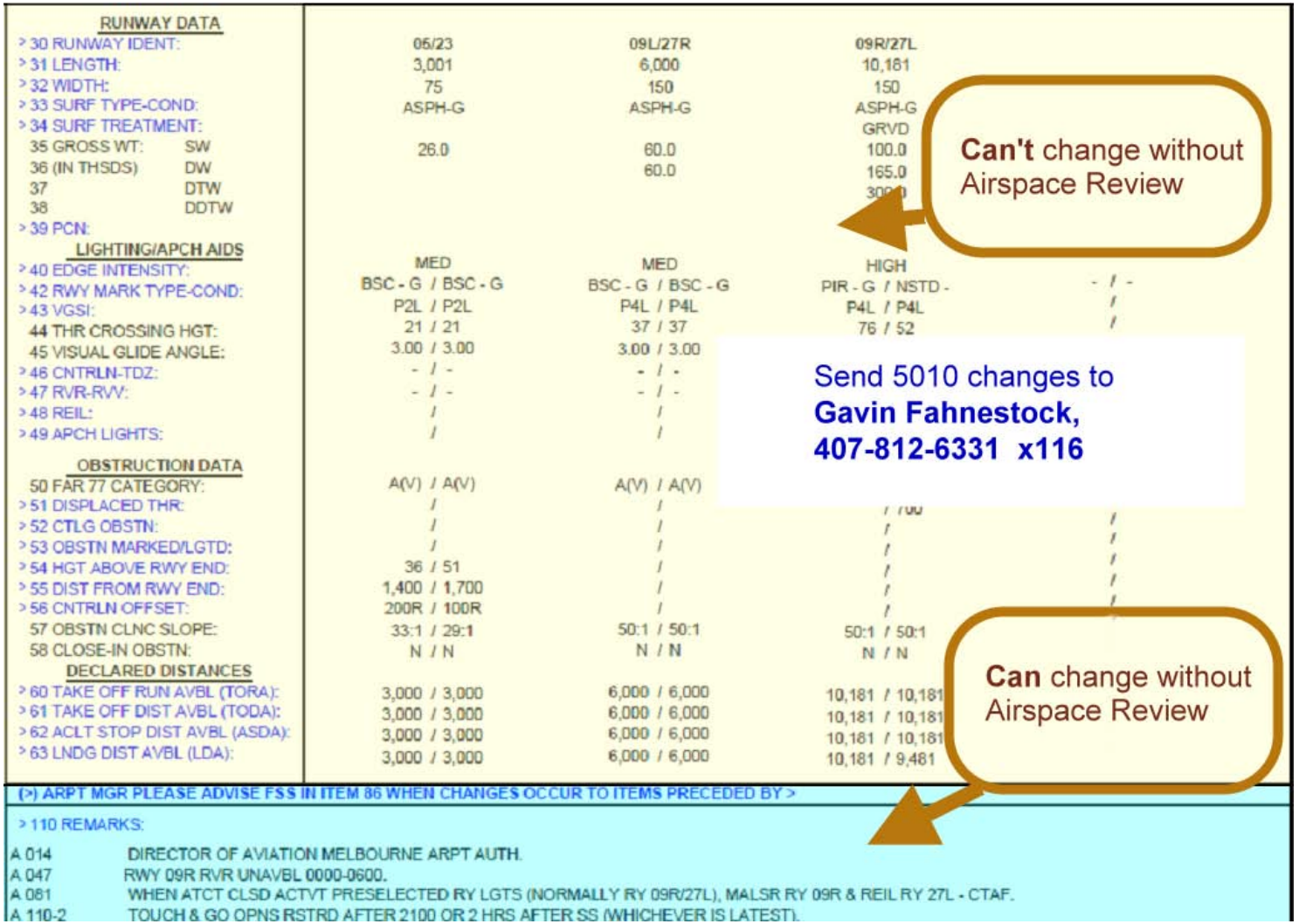
BASED AIRCRAFT

90 SINGLE ENG:	182
91 MULTI ENG:	32
92 JET:	7
TOTAL:	221
93 HELICOPTERS:	7
94 GLIDERS:	0
95 MILITARY:	1
96 ULTRA-LIGHT:	0

OPERATIONS

100 AIR CARRIER:	5,902
102 AIR TAXI:	4,572
103 G A LOCAL:	97,252
104 G A ITNRNT:	110,802
105 MILITARY:	665
TOTAL:	219,193
OPERATIONS FOR 12 MONTHS ENDING	04/30/2007

5010 Airport Data Changes – Cont.



RUNWAY DATA				
> 30 RUNWAY IDENT:	05/23	09L/27R	09R/27L	
> 31 LENGTH:	3,001	6,000	10,181	
> 32 WIDTH:	75	150	150	
> 33 SURF TYPE-COND:	ASPH-G	ASPH-G	ASPH-G	
> 34 SURF TREATMENT:			GRVD	
35 GROSS WT: SW	26.0	60.0	100.0	
36 (IN THSDS) DW		60.0	165.0	
37 DTW			300.0	
38 DDTW				
> 39 PCN:				
LIGHTING/APCH AIDS				
> 40 EDGE INTENSITY:	MED	MED	HIGH	
> 42 RWY MARK TYPE-COND:	BSC - G / BSC - G	BSC - G / BSC - G	PIR - G / NSTD -	- / -
> 43 VGSI:	P2L / P2L	P4L / P4L	P4L / P4L	/
44 THR CROSSING HGT:	21 / 21	37 / 37	76 / 52	/
45 VISUAL GLIDE ANGLE:	3.00 / 3.00	3.00 / 3.00		
> 46 CNTRLN-TDZ:	- / -	- / -		
> 47 RVR-RVV:	- / -	- / -		
> 48 REIL:	/	/		
> 49 APCH LIGHTS:	/	/		
OBSTRUCTION DATA				
50 FAR 77 CATEGORY:	A(V) / A(V)	A(V) / A(V)		
> 51 DISPLACED THR:	/	/	/ 700	/
> 52 CTLG OBSTN:	/	/	/	/
> 53 OBSTN MARKED/LGTD:	/	/	/	/
> 54 HGT ABOVE RWY END:	36 / 51	/	/	/
> 55 DIST FROM RWY END:	1,400 / 1,700	/	/	/
> 56 CNTRLN OFFSET:	200R / 100R	/	/	/
57 OBSTN CLNC SLOPE:	33:1 / 29:1	50:1 / 50:1	50:1 / 50:1	
58 CLOSE-IN OBSTN:	N / N	N / N	N / N	
DECLARED DISTANCES				
> 60 TAKE OFF RUN AVBL (TORA):	3,000 / 3,000	6,000 / 6,000	10,181 / 10,181	
> 61 TAKE OFF DIST AVBL (TODA):	3,000 / 3,000	6,000 / 6,000	10,181 / 10,181	
> 62 ACLT STOP DIST AVBL (ASDA):	3,000 / 3,000	6,000 / 6,000	10,181 / 10,181	
> 63 LNDG DIST AVBL (LDA):	3,000 / 3,000	6,000 / 6,000	10,181 / 9,481	

Can't change without Airspace Review

Send 5010 changes to
Gavin Fahnestock,
407-812-6331 x116

Can change without Airspace Review

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 014 DIRECTOR OF AVIATION MELBOURNE ARPT AUTH.
A 047 RWY 09R RVR UNAVBL 0000-0600.
A 081 WHEN ATCT CLSD ACTVT PRESELECTED RY LGTS (NORMALLY RY 09R/27L), MALSR RY 09R & REIL RY 27L - CTAF.
A 110-2 TOUCH & GO OPNS RSTRD AFTER 2100 OR 2 HRS AFTER SS (WHICHEVER IS LATEST).

Purpose of Chapter 333, F.S. Airport Zoning

- **Protects health, safety, and welfare of the public on the ground and in the air by preventing the creation or establishment of airport hazards;**
- **Protects navigable airspace from encroachment by structures dangerous to air navigation;**
- **Provides authority to adopt local airport zoning regulations and establishes minimum zoning ordinance requirements;**
- **As a result, aims to protect public investment in, and capacity of the public-use airports;**

Chapter 333, F.S. – Key Requirements

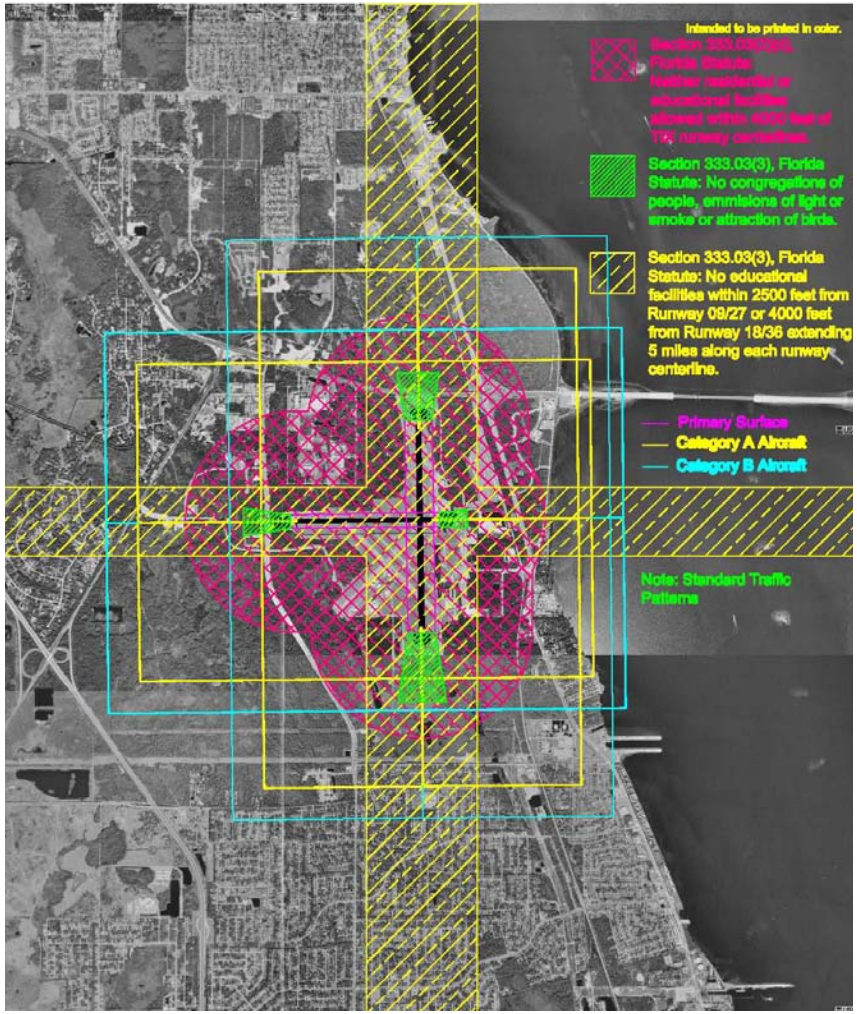
Permit required for structures exceeding federal obstruction standards:

- Applicable to structures exceeding Part 77 obstruction standards;
- Applies within 10 nautical miles of public-use or military airports;
- Not applicable where airspace protection zoning has been adopted in accordance with Ch. 333.03, F.S., and is on file with FDOT Aviation Office;

Includes requirements for airport protection zoning (APZ) and land development regulations (LDRs)

- Outlines the process for adoption and minimum APZ requirements;
- Requires consideration of sanitary landfill location;
- Contains limited guidance on collocation of residential uses and schools near airports;

Example of Chapter 333, F.S. Surfaces (TIX)



Chapter 333, F.S. Local Government Requirements

- **By October 1, 1977, adopt, administer, and enforce airport protection zoning for airport hazard area, in accordance with requirements of Ch. 333.03, F.S.;**
- **Establish a variance process for any establishment or modification of structures exceeding federal obstruction standards;**
- **Aside from minimum APZ requirements, local governments also must consider sanitary landfill locations and related bird management, as well as school, and residential area locations;**

Chapter 333, F.S., Part 77, and Airport Licensing

- **All of Florida's public-use airports are inspected annually for compliance with the minimum State licensing standards (Rule 14-60, F.A.C.);**
- **State licensing standards are similar to Part 77 standards, and aim to protect the public investment into aviation facilities by protecting the airspace on and around the airport property from obstructions;**
- **Determination of No Hazard from the FAA is not a waiver of the State licensing standards. Obstruction of a clear approach may lead to Department action against the structure's sponsor, the airport and/or loss of useable runway distance via threshold displacement.**

State Contacts

- **David Roberts – Airport Inspection and Safety Manager**
  Phone: 850-414-4507
  E-mail: davida.roberts@dot.state.fl.us
- **Sergey Kireyev – Airspace and Land Use Manager**
  Phone: 850-414-4502
  E-mail: sergey.kireyev@dot.state.fl.us

Categorical Exclusion (CATEX)

- **Project listed in paragraphs 307-312 of FAA Order 1050.1E**
- **No “extraordinary circumstances” or “significant effects”**
- **Review FAA Orders 1050.1E and 5050.4B and FAA *Environmental Desk Reference for Airport Actions* regarding “extraordinary circumstances” or “significant effects”**
- **Person preparing CATEX should have knowledge of the environmental features of the airport and general impacts of the project**
- **Some responses may need to be documented; documentation should not be more than three years old**

Environmental Assessment (EA)

- **An EA is to be prepared using FAA Orders 1050.1E and 5050.4B and FAA Environmental Desk Reference for Airport Actions**
- **FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions supplements FAA Order 1050.1E, Environmental Impacts: Policies and Procedures**
- **FAA Order 1050.1E provides instructions for implementing NEPA to all FAA Lines of Business, Order 5050.4B focuses on airport actions under ARP's scope**
- **The Environmental Desk Reference contains more information on how to evaluate an environmental category than Appendix A of FAA Order 1050.1E.**

Environmental Assessment (EA)

- **Contact the ADO as quickly as possible for any "extraordinary circumstance" that requires FAA to complete the process for any applicable special purpose laws**

- **For example, FAA is responsible for completing the Section 106 process. Other special purpose laws may require FAA to complete certain procedures**

- **Early coordination with FAA will do much to reduce delays!!**

Environmental Assessment (EA) Short Form

- **The ADO is currently working on finalizing a "Short Form" EA.**
- **If FAA deems it is appropriate to prepare an EA due to an "extraordinary circumstance" and impacts of a proposed project are very minor and would result in no "significant effects", then the use of the Short Form *may* be appropriate**
- **Contact the ADO to determine if a Short Form EA can be used**

What is Safety Management System (SMS)?

- **With the expected growth in air transportation, we will need to make greater efforts and adopt new measures to continue improving aviation safety. The use of Safety Management Systems (SMS) at airports can contribute to this effort by helping airports detect and correct safety problems before they result in aircraft accidents or incidents**

- **The formal, top-down business-like approach to managing safety risk. It includes systematic procedures, practices, and policies for the management of safety (including safety risk management, safety policy, safety assurance, and safety promotion)**

- **ICAO Annex 14 Amended in November 2005**

How will US Meet SMS requirements?

Rulemaking

- **Scope/Scalability of SMS requirement under Part 139**
  - Some certificated airports have complex structure with hundreds of direct-report employees
  - Others have two full-time employees or less!

- **Practical Implementation**
  - Phased approach but what is considered reasonable

What's next?

- **Moving our rulemaking project along to its next phase**
- **Issuing NPRM**
- **Rulemaking within next 3 years**
  - Update AC 150/5200-37
  - Provide any additional guidance for compliance
  - Train FAA inspector cadre on SMS requirements

Other SMS Initiatives

- **FAA is committed to implementing SMS internally!**
- **ATO SMS is operational**
  - Certain airport projects will trigger ATO to conduct risk analyses
- **AVS/ARP/AST SMS is in development**
  - Expect to start seeing SRM integrated into FAA approval process for new airport projects

QUESTIONS?

FAA Point of Contact:

Keri Lyn Spencer
SMS Program Manager
Airport Safety and Operations
800 Independence Blvd, SW, RM 616
Washington, D.C. 20591
202-267-8972
Keri.Spencer@faa.gov

- http://www.faa.gov/airports_airtraffic/airports/airport_safety/safety_management_systems/

FAA Geospatial Data Standards
Advisory Circular Changes

- **AC 150/5300-13 – Airport Design**
  - Updated: January 3, 2008
- **AC 150/5300-16A – Geodetic Control**
  - Updated: September 15, 2007
- **AC 150/5300-17B – Aerial Imagery**
  - Updated: September 15, 2007
- **AC 150/5300-18B – Data Collection & GIS Standards**
  - Updated: May 8, 2008 (-18B)

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Reasons for Change

- **Implement one repository of geospatial information for all lines of business in the FAA**
  - Various lines of business *results* in various record systems (databases)
- **Provide FAA and NGS with standardized data delivery of safety critical information**
- **Increase efficiency at all tiers of the FAA**
  - Improved currency of FAA charts
  - Stronger response to airport operation issues
  - More accurate record of airport changes and plans

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Reasons for Change

- **Supply a portal for data transfer between the public and private aviation arenas**
  - Web-based interface controlled by user credentials
  - Functional tool for transfer, maintenance and validation of airport geospatial data
- **Construct foundational data systems for moving towards the next generation of design and navigation**
- **Trail-blaze the technology path for the eALP**

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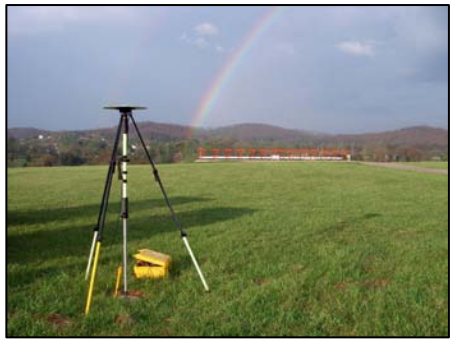
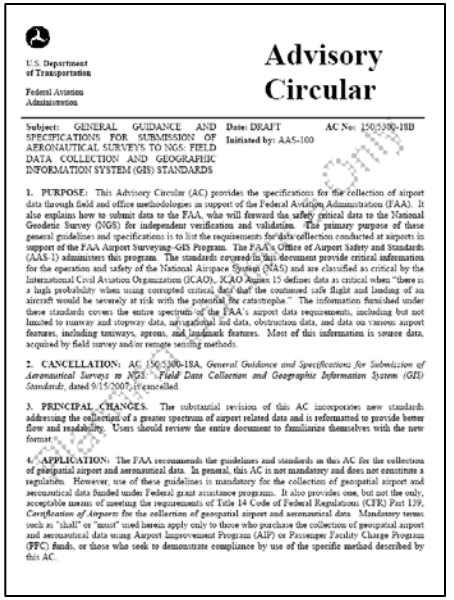
AC 150/5300-16A & -17B

- **Defines the establishment process and requirements for geodetic control**
  - Primary and Secondary Airport Control Stations (PACS/SACS)
- **Standardizes the collection and delivery of imagery to the NGS**
  - Digital imagery requirements and quality
    - Sun angle and overlap
    - Clarity, color and brilliance
    - Ground Sample Distance (GSD)



AC 150/5300-18B

- **Most current version available is AC-18B, for Planning Guidance Only – May 8, 2008**
- **Provides 2 critical sets of standards**
  - Individual survey type minimum requirements/standards
  - Provides architecture and standards of the FAA Airports GIS data model
- **Data model is consistent with eALP**



U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: GENERAL GUIDANCE AND SPECIFICATIONS FOR SUBMISSION OF AERONAUTICAL SURVEYS TO NGS: FIELD DATA COLLECTION AND GEOGRAPHIC INFORMATION SYSTEM (GIS) STANDARDS

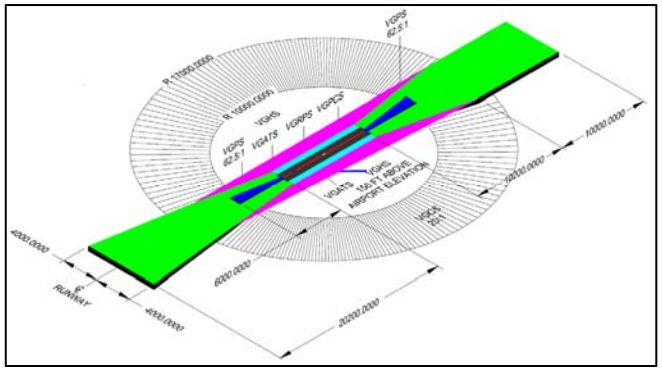
Date: DRAFT AC No: 150/5300-18B
Initiated by: AAS-100

1. PURPOSE: This Advisory Circular (AC) provides the specifications for the collection of airport data through field and office methodologies in support of the Federal Aviation Administration (FAA). It also explains how to submit data to the FAA, who will forward the safety critical data to the National Geodetic Survey (NGS) for independent verification and validation. The primary purpose of these general guidelines and specifications is to list the requirements for data collection conducted at airports in support of the FAA Airport Surveying–GIS Program. The FAA's Office of Airport Safety and Standards (AAS-1) administers this program. The standards covered in this document provide critical information for the operation and safety of the National Airspace System (NAS) and are classified as critical by the International Civil Aviation Organization (ICAO). ICAO Annex 15 defines data as critical when "there is a high probability when using corrupted critical data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe." The information furnished under these standards covers the entire spectrum of the FAA's airport data requirements, including but not limited to runway and stopway data, navigational aid data, obstruction data, and data on various airport features, including taxiways, aprons, and landmark features. Most of this information is source data, acquired by field survey and/or remote sensing methods.

2. CANCELLATION: AC 150/5300-18A, *General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards*, dated 9/15/2007, is cancelled.

3. PRINCIPAL CHANGES. The substantial revision of this AC incorporates new standards addressing the collection of a greater spectrum of airport related data and is reformatted to provide better flow and readability. Users should review the entire document to familiarize themselves with the new format.

4. APPLICATION: The FAA recommends the guidelines and standards in this AC for the collection of geospatial airport and aeronautical data. In general, this AC is not mandatory and does not constitute a regulation. However, use of these guidelines is mandatory for the collection of geospatial airport and aeronautical data funded under Federal grant assistance programs. It also provides one, but not the only, acceptable means of meeting the requirements of Title 14 Code of Federal Regulations (CFR) Part 139, *Certification of Airports* for the collection of geospatial airport and aeronautical data. Mandatory terms such as "shall" or "must" used herein apply only to those who purchase the collection of geospatial airport and aeronautical data using Airport Improvement Program (AIP) or Passenger Facility Charge Program (PFC) funds, or those who seek to demonstrate compliance by use of the specific method described by this AC.

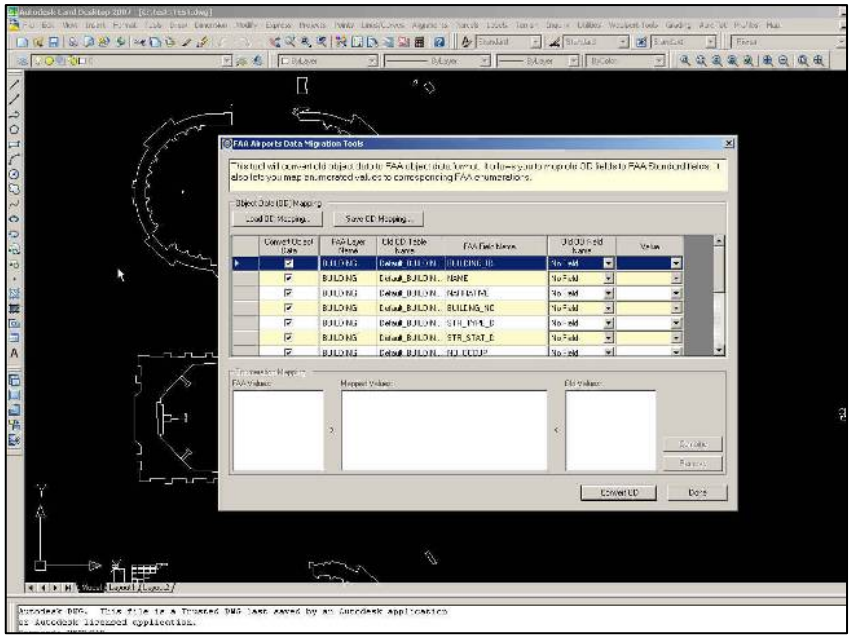


Survey/Mapping Types

- **Airport Airspace Analysis Survey**
- **One Engine Inoperative (OEI) Analysis Survey**
- **Topographic Survey**
- **Engineering Surveys**
- **Airport Pavement Surveys**
- **Sub-Surface Utility Engineering (SUE)**
- **Boundary/Land Use Surveys**

GIS Standards and Data Model

- **Airport GIS system hierarchy and framework to a data standard interoperable with multiple FAA data access systems**
  - AVN, OE/AAA, Facilities, etc.
- **Defines data structure**
  - Geometry
  - Accuracy
  - Attributes
  - Data Capture Rules
- **Digital data delivery format and content requirements**



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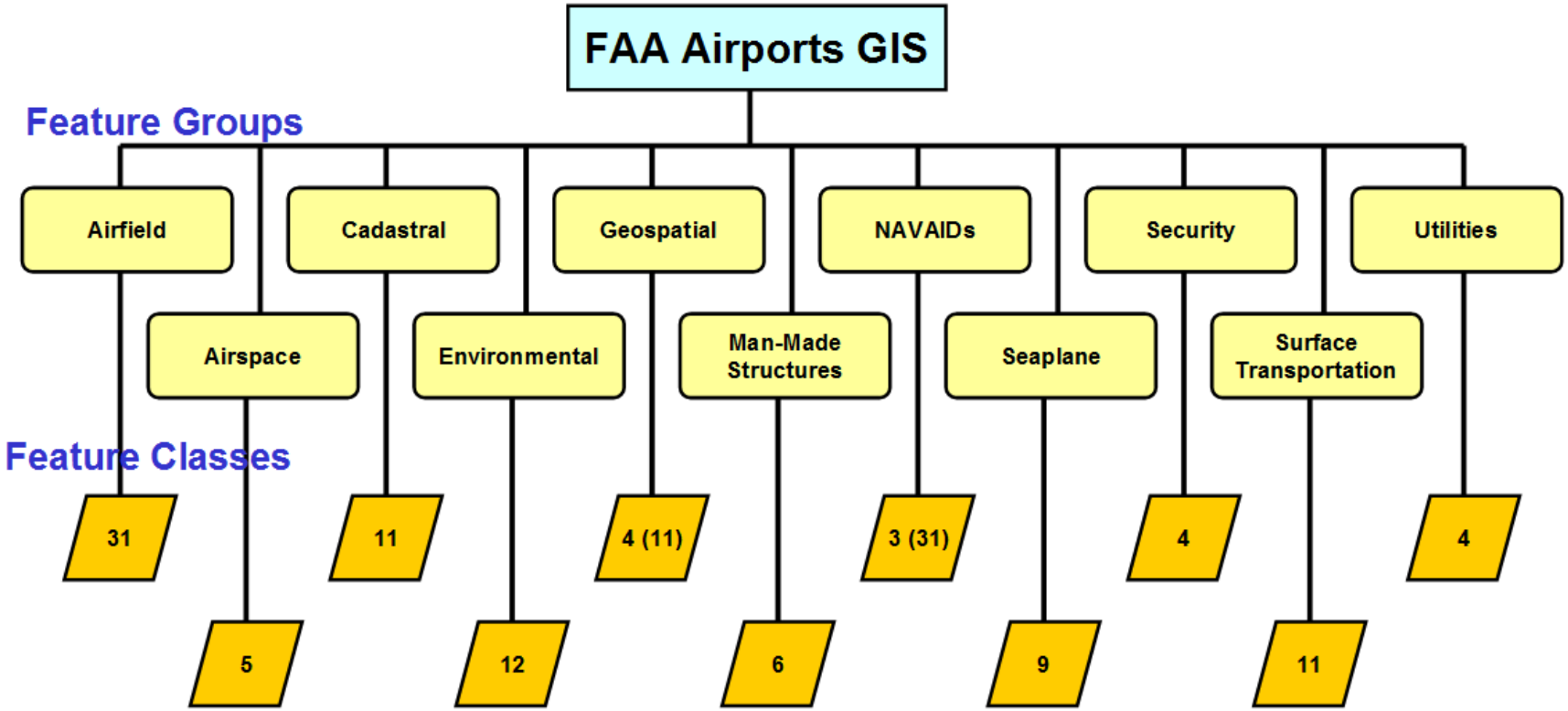
Airport Data Features

Data is defined in *Feature Groups* consisting of *Feature Classes*



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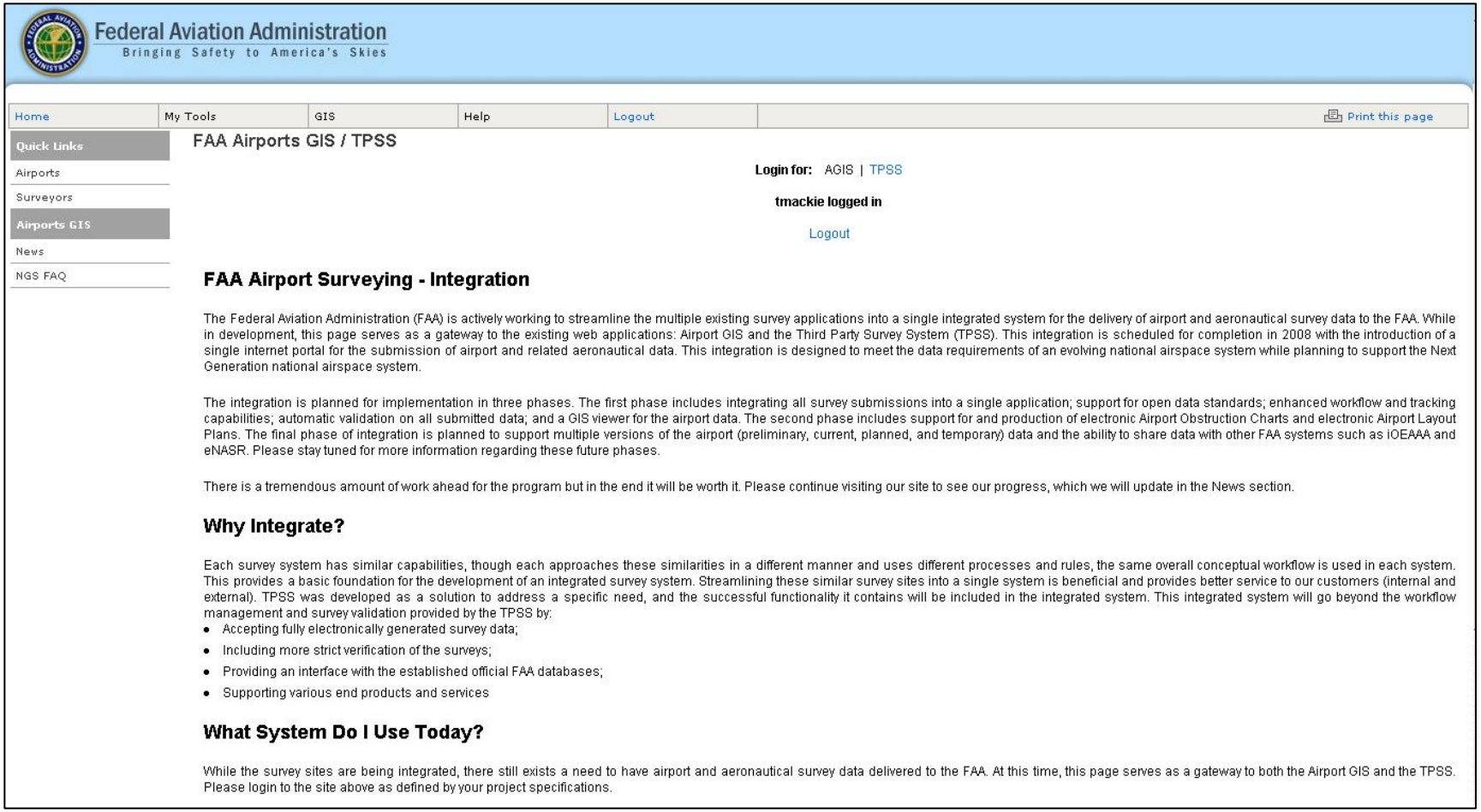
Airports GIS – Portal Home Page



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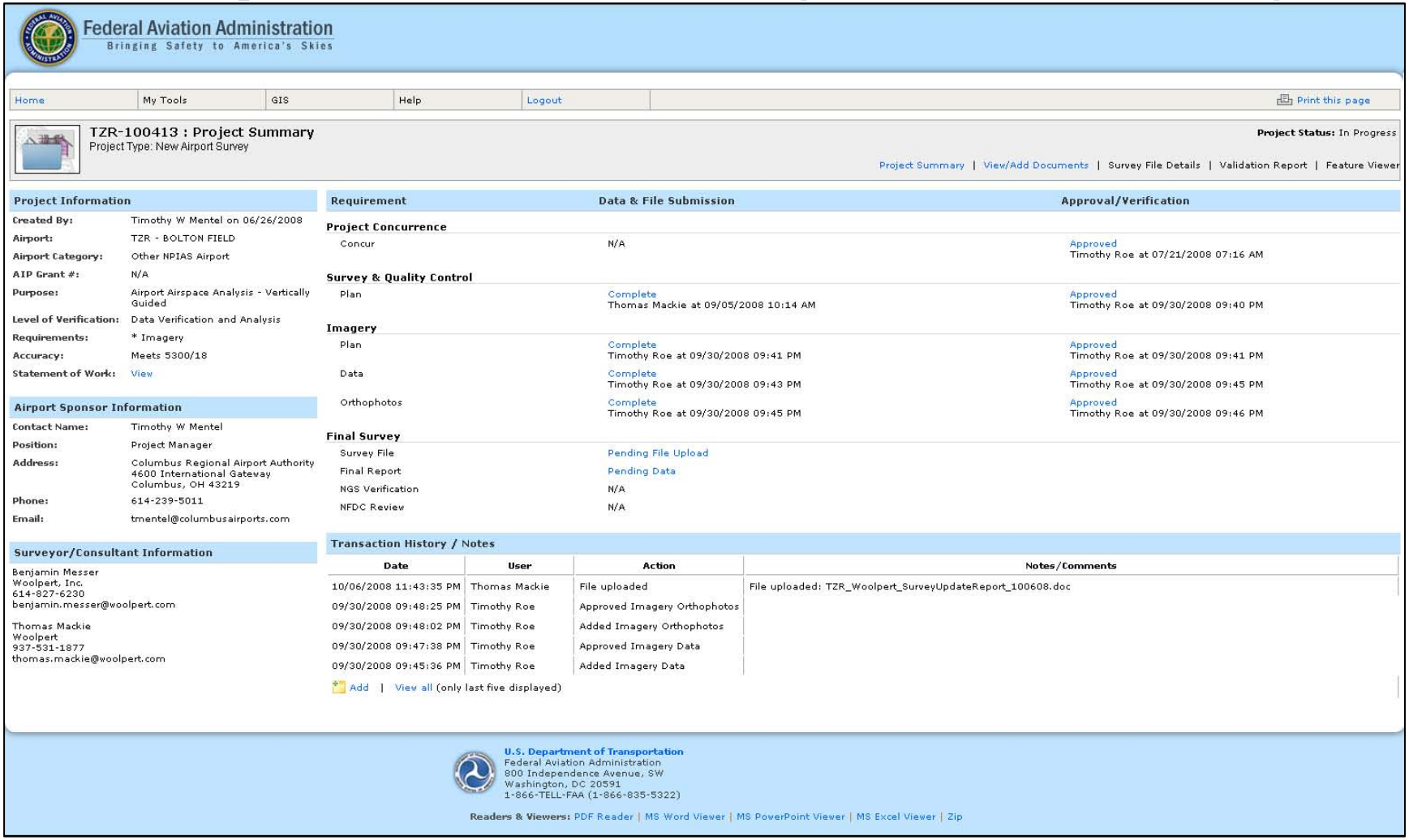
Airports GIS – Project Summary



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Reminders

- **Draw Down and Close-Out of AIP Grants**
- **Quarterly Reports**
- **Compliance**
- **Runway Incursions**
- **Vehicle Pedestrian Deviation (VPD)**
- **Reimbursable Agreements**

Reminders (cont'd)

- **Enhanced Taxiway Centerline Markings**
- **Runway Safety Areas**
- **Wildlife Attractants at Airports**
- **Long Term Airport Leases**
- **No Residential Airparks with Through the Fence Access**

Thank You!

Orlando
Airports District Office

View Presentation At:

http://www.faa.gov > Airports and Air Traffic tab > Airports > Southern > More…