

The background of the slide is a photograph of an airport tarmac. In the center, a white Horizon jet is parked. To the left, there is a white ground support vehicle with a large tank. To the right, there is a white utility vehicle. The sky is clear and blue.

Federal Aviation Administration

Associate Administrator for Airports

**14 CFR Part 139,
Certification of Airports**

Final Rule

Effective June 9, 2004



Summary of Revision

- ◆ Modifies current requirements to address—
 - Changes in technology and industry practices
 - NTSB recommendations
 - Petition for rulemaking
- ◆ Establishes certification requirements for airports serving scheduled air carrier operations in aircraft with 10-30 seats (except in Alaska)
- ◆ Revises the existing airport certification process to incorporate all airports covered by the authorizing statute



Summary of Revision

- ◆ Revises a section of an air carrier operation regulation (14 CFR Part 121) to conform with the revised Part 139
- ◆ Published in the Federal Register on February 10, 2004
- ◆ Effective **June 9, 2004**

For an overview of the revised Part 139, a copy of the final rule and guidance materials, go to the FAA Internet site at <http://www.faa.gov/arp/>

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Click on the link to the new Part 139 section.



Certification Status List

To assist air carriers comply with revised Part 121 requirements to operate into the appropriate Part 139 airport, FAA Internet site contains an [Airport Certification Status Table](#) –

- ◆ Provides certification status, class, and ARFF Index for each airport
- ◆ Will be updated as the FAA issues revised or new AOCs
 - Airport classification may change if air carrier service changes
 - Classification of airports without air carrier service will be determined on a case-by-case basis



Part 139 Final Rule

SUBPART A — GENERAL



139.1, Applicability

- ◆ Expands Part 139 applicability to non-certificated airports that serve scheduled small air carrier aircraft with 10-30 passenger seats.
- ◆ Excludes heliports and airports operated by the U.S. Government
- ◆ Clarifies that Part 139 is not applicable to Alaskan airports during periods when no large air carrier aircraft are being served
- ◆ Clarifies that civilian portions of joint-use or shared-use airports are subject to Part 139



Affected Airports

- ◆ Civilian and military airports that currently hold an AOC or a Limited AOC (approx. 646 airports)
- ◆ Civilian airports that serve scheduled small air carrier operations but are not certificated under Part 139 (approx. 40 airports)



Alaskan Airports

- ◆ The statutory authority covering the certification of airports that serve scheduled operations of small air carrier aircraft is not applicable to Alaskan airports
- ◆ Alaskan airports that serve large air carrier aircraft will continue to be certificated as Class I or IV airports
- ◆ Only compliance dates for Class I and IV airport will apply



US Government Airports

- ◆ Airports operated by the U.S. Government, such as military bases, will no longer be certificated under Part 139
- ◆ Approx. 73 DOD airports hold an AOC under FAA Exemption No. 5750, which will expire June 9, 2004
- ◆ Revised § 121.590 will now permit air carriers to use U.S. Government operated airports that are not certificated under Part 139 if these airports provide an equivalent level of safety



US Government Airports

- ◆ Revised Part 139 applies to those portions of a joint-use or shared-use airport that are within the authority of a person serving passenger-carrying operations covered by Part 139
 - Joint use airport is an airport owned by the United States that leases a portions of the airport to a person operating an airport covered by Part 139
 - Shared-use airport means a U.S. Government-owned airport that is co-located with an airport covered by Part 139 and at which portions of the movement areas and safety areas are shared by both parties



139.5, Definitions

- ◆ New definitions for:
 - Joint-use airport
 - Shared-use airport
 - Scheduled operations
 - Unscheduled operations
 - Clean agent
- ◆ Revises definition of safety area to correspond to definition contained in AC 150/5300-13, Airport Design



139.5, Definitions

Four new airport classifications:

TYPE OF AIR CARRIER OPERATION	NEW AIRPORT CLASS			
	Class I	Class II	Class III	Class IV
Scheduled Large Air Carrier Aircraft	X			
Unscheduled Large Air Carrier Aircraft	X	X		X
Scheduled Small Air Carrier Aircraft	X	X	X	



139.5, Definitions

- ◆ Revises the definition of air carrier aircraft:
 - Large air carrier aircraft – at least 31 passenger seats
 - Small air carrier aircraft – more than 9 passenger seats but less than 31 passenger seats
- ◆ Expands definition of wildlife to include feral animals
- ◆ Adds an advisory note to alert airport operators that Part 380 operators must use Part 139 airports



Part 139 Final Rule

SUBPART B — CERTIFICATION



Revised Subpart B

- ◆ No new sections
- ◆ Existing requirements modified to—
 - Address new airport classifications
 - Implement new statutory authority
 - Allow response to off-airport emergency without automatic written notification to FAA
- ◆ Eliminated Limited AOC
 - Only one type of operating certificate
 - Existing AOCs to be converted



139.101, General Requirements

- ◆ Clarifies that deadline to submit ACM vs. ACM approval
- ◆ Extends time to submit new/revised ACM
 - Class I airports must submit their revised ACM to FAA by **December 9, 2004**
 - Class II, III, & IV airports must submit their new/revised ACM to FAA by **June 9, 2005**



139.107, Issuance of Certificate

- ♦ **For airports to be newly certificated under the revised Part 139, the FAA will issue a certificate after –**
 - Determining that the airport operator has implemented Part 139 requirements that do not have deferred implementation dates;
 - Approving of the Airport Certification Manual; and
 - Completing of the initial airport certification inspection
- ♦ **Holders of an AOC must submit a revised ACM by the appropriate deadline and implement Part 139 requirements that do not have deferred implementation dates**



139.109, Duration of Certificate

- ◆ FAA cannot terminate an Airport Operating Certificate because of lack of air carrier service, as proposed in the Notice of Proposed Rule Making (NPRM)
- ◆ An Airport Operating Certificate issued under this part is effective until the certificate holder surrenders it or the certificate is suspended or revoked by the Administrator
- ◆ However, airports not serving any air carrier operations may be placed in an inactive status and not inspected by FAA until air carrier operations return



139.111, Exemptions

Revises exemption section to include process for requesting ARFF exemption

- New requirements for petitioner to submit financial data
- Revised requirements for petitioner to prearrange emergency response services, but no timed response, equipment, or personnel requirements



139.113, Deviations

- ◆ The text “involving the transportation of persons by air carriers” has been deleted to allow the airport more flexibility during emergencies
- ◆ An example of a deviation would be ARFF personnel responding to a serious vehicular accident on the airport access road that results in the airport not being able to temporarily maintain its ARFF Index and a NOTAM is not issued



139.113, Deviations

- ◆ The airport operator still must notify the FAA regarding a deviation within 14 days but notification only needs to be in writing if requested by FAA
- ◆ The text also added to allow airport to deviate from both the ACM and requirements of subpart D during emergencies



Part 139 Final Rule

SUBPART C – AIRPORT CERTIFICATION MANUAL



Revised Subpart C

- ◆ Existing sections condensed into three
- ◆ Existing requirements modified to—
 - Address new airport classifications
 - Eliminate airport certification specifications
 - Update manual maintenance standards
- ◆ Required manual content varies between classes of airports; most comprehensive required of Class I airports



Airport Certification Manual

- ◆ **Airport operators may continue to serve air carrier operations until the deadline for submitting new or revised ACMs**
- ◆ **After deadline, airport operators that:**
 - Have submitted a new/revised ACM but have not been issued a new certificate will be contacted by FAA to determine to what extent air carrier service can continue
 - Have not submitted their ACM for approval cannot serve applicable air carrier operations
- ◆ **Most compliance dates are based on the date the new/revised ACM is approved by the FAA**



Airport Certification Manual

- ◆ **A new ACM Advisory Circular and Sample ACM are available on the FAA web site at:**
 - www1.faa.gov/arp**
- ◆ **After approval of the ACM, the FAA will issue the Airport Operating Certificate**
 - Only the certificate holder's and airport's name will be listed on the AOC – not the airport class
 - For airport operators already holding an AOC, the certificate will have the date the certificate is reissued and the original certification date
- ◆ **The description of an airport's classification will be contained in the ACM**



139.203, Contents of Airport Certification Manual

- ◆ ACM content varies between classes of airports
–Class I airports required manual content is the most comprehensive
- ◆ Operators of Class I, II, and III airports must have an ACM addressing all of the required elements listed in §139.203. However, requirements in some sections of the ACM vary for Class III airports (see §§139.311, .317, .319 and .325)
- ◆ Operators of Class IV airports must submit an ACM addressing most of the elements listed in §139.203



139.203, Contents of Airport Certification Manual

Class I airport operators will need to revise their Airport Certification Manual (ACM). Revision should include:

- ◆ Minor language changes and additions throughout to correspond to new terminology and definition changes
- ◆ A new section describing a recordkeeping system (§139.301)
- ◆ A new section describing personnel training (§§ 139.303 & .327)
- ◆ Update to the Marking and Sign Plan to include runway markings and holding position markings in addition to the signs



139.203, Contents of Airport Certification Manual

Class I airports – Revisions to existing ACM (continued):

- ◆ Update fueling procedures to include air carrier fueling operations (§139.321)
- ◆ Update Airport Emergency Plan (AEP) to include sections addressing fires in fuel storage areas and hazardous materials (§139.335)
- ◆ Update ground vehicle procedures to include pedestrians and specify training program (§139.329)



139.203, Contents of Airport Certification Manual

Class II airports –

- ◆ ACM will need to be revised in a manner similar to a Class I airport; or
- ◆ Airport Certification Specifications (ACS) converted into an ACM that has additional elements, including:
 - New section with a description of the system for maintaining records (§139.301)
 - New section with a description of personnel training (§139.303)



139.203, Contents of Airport Certification Manual

Class II airports –Additional ACM elements (continued):

- ◆ Revised Marking and Sign Plan to include runway markings and holding position markings
- ◆ A Snow & Ice Control Plan (§139.313)
- ◆ Revised ARFF sections (§§ 139.317 & 139.319)
- ◆ Revised Fueling section (§139.321)
- ◆ New Airport Emergency Plan (§139.325)
- ◆ New Pedestrian/Ground Vehicle section (§139.329)
- ◆ New sections addressing Obstructions, NAVAIDS, Public Protection, Wildlife, and Construction (per Subpart D)



139.203, Contents of Airport Certification Manual

Class III airports –

- ◆ Develop an ACM addressing all of the required elements; or
- ◆ Convert existing Airport Certification Specifications (ACS) into an ACM that has additional elements, including:
 - New section with a description of the system for maintaining records (§139.301)
 - New section with a description of personnel training (§139.303)



139.203, Contents of Airport Certification Manual

Class III airports – Additional ACM elements (continued):

- ◆ Revised Marking and Sign Plan to include runway markings and holding position markings
- ◆ A Snow & Ice Control Plan (§139.313)
- ◆ Revised ARFF sections (§139.315(e) or §§139.317 and 139.319)
- ◆ Revised Fueling section (§139.321)
- ◆ New Airport Emergency Plan (§139.325)
- ◆ New Pedestrian/Ground Vehicle section (§139.329)
- ◆ New sections addressing Obstructions, NAVAIDS, Public Protection, Wildlife, and Construction (per Subpart D)



139.203, Contents of Airport Certification Manual

Class IV airports – Convert existing ACS into an ACM that addresses all of the required elements (including an AEP), except for the following sections:

- ◆ Interruption of NAVAIDS during Construction
- ◆ Snow & Ice Control Plan (§139.313)
- ◆ Pedestrian and Ground Vehicles (§139.329)
- ◆ Protection of NAVAIDS (§139.333)
- ◆ Public Protection (§139.335)
- ◆ Wildlife Hazard Management (§139.337)
- ◆ Marking and Lighting Construction (§139.341)



139.203, Contents of Airport Certification Manual

Class IV airports –

A section describing procedures for marking and lighting obstructions (per §139.331) was inadvertently not listed in rule language as a required element for Class IV airports. FAA has issued a correction to fix this error as Class IV airports are required to comply with obstruction requirements of §139.331



Part 139 Final Rule

SUBPART D – OPERATIONS



Revised Subpart D

- ◆ One new section added
- ◆ Inspection authority section moved to Subpart B
- ◆ Existing requirements modified to address—
 - New airport classifications
 - Changes in technology, industry practices, and policy/standards
 - NTSB recommendations
 - Petition for rulemaking



Unchanged Subpart D Sections

Except for minor language changes for clarifications, the requirements of the following section are unchanged:

1. §139.301 Inspection authority (moved to Subpart B §139.105)
2. §139.307 Unpaved areas
3. §139.309 Safety areas
4. §139.313 Snow and ice control
5. §139.333 Protection of NAVAIDS
6. §139.343 Noncomplying conditions



New Section 139.301, Records

- ◆ **Clarifies certificate holders responsibilities for recordkeeping and providing FAA access to records**
- ◆ **Provides list of required recordkeeping requirements found throughout the regulation**
- ◆ **Expands paragraph that identifies recordkeeping requirements found throughout Part 139 to include length of time records must be maintained**



New Section 139.301, Records

Each certificate holder shall maintain records for:

- ◆ **24 months** for records required under –
 - Personnel training
 - ARFF & EMS personnel training
 - Pedestrian and ground vehicle training
- ◆ **12 months** for records required under –
 - Airport tenant fueling inspections
 - Airport tenant fueling agent training
 - Self Inspection
 - Ground vehicle accident and incident
 - Airport condition reporting



139.303, Personnel

- ◆ Provide sufficient and qualified personnel to comply with the requirements of the ACM and Part 139
- ◆ Equip personnel with sufficient resources needed to comply with the requirements of Part 139
- ◆ Can use an independent organization to comply with Part 139 if FAA approved and documented in the ACM, e.g., an airport operator makes arrangements with the local Fire Marshall to conduct quarterly inspections of the physical fuel facilities at the airport



139.303, Personnel

- ◆ Train personnel with access to movement areas and safety areas and perform duties in compliance with the requirements of the ACM and Part 139
- ◆ Curriculum to include airport familiarization, pedestrian/ground vehicle procedures, communications, ACM duties, and any additional subject areas required under §§139.319, .321, .327, .329, .337, and .339, as appropriate



139.303, Personnel

- ◆ Training must be completed initially and at least once every 12 months
 - The initial training only applies to new personnel assigned to Part 139 duties after ACM is approved
 - Employees currently assigned Part 139 duties must complete recurrent training a year after ACM is approved and once every year thereafter
 - Recurrent training can be staggered throughout the year



139.305, Paved areas

Clarifies requirement to immediately repair cracks and surface variations that produces loose aggregate or other contaminants



139.311, Markings, Signs, and Lighting

- ◆ Signs are now addressed in a separate paragraph (§139.311(b))
- ◆ New Class III airports must have the required signs no later than June 11, 2007 (§139.311(g))
- ◆ Signs identifying taxiing routes can be unlighted at Class III airports; however, holding position signs and ILS signs must be internally illuminated at Class III airports (§139.311(b)(3))



139.315, ARFF: Index Determination

- ◆ The “LU” ARFF Index for limited airports has been eliminated. The minimum ARFF Index is now Index A (§139.315(d))
- ◆ ARFF requirements for Class III airports may be provided at a level of safety comparable to Index “A” that is approved by the FAA. Such alternate compliance is documented in the ACM (§139.315(e))



139.315, ARFF: Index Determination

Class III airport operators may comply with alternate ARFF compliance measures that include:

- ◆ Pre-arranged firefighting and emergency medical response procedures
- ◆ Means for alerting firefighting/emergency medical personnel
- ◆ Type of rescue and firefighting equipment to be provided
- ◆ Training of responding firefighting/emergency medical personnel on airport familiarization and communications



139.317, ARFF: Equipment and Agents

- ◆ The term, “clean agent” has been added in addition to dry chemical and Halon 1211 – Halon 1211 and Halotron I are the only clean agents currently approved for use
- ◆ The paragraphs addressing grandfathering of ARFF vehicles and turret discharge capacities have been deleted (§§139.317(f) and .317(g)(3))



139.317, ARFF: Equipment and Agents

- ◆ Paragraphs addressing firefighting agent substitutions have been deleted (**§139.317(i)(1)(2)(3)(4) & (5)**)
- ◆ Extinguishing agent substitutions must be FAA-approved
- ◆ Class II, III and IV airports must implement the ARFF vehicle/agent requirements no later than **June 09, 2007** (**§139.317(k)**)



139.319, ARFF: Operational Requirements

- ◆ **Deletes requirement for annual recurrent training for emergency medical personnel**
- ◆ **Clarifies that an individual other than required ARFF personnel can provide medical services**
- ◆ **Gives Class II, III, and IV airports an additional year to comply with the requirements of this section**
- ◆ **Clarifies vehicle communications, hazardous materials guidance, and fire fighter training requirements**



139.319, ARFF: Operational Requirements

- ◆ Language has been added to clarify that ARFF personnel shall be trained prior to initial performance of ARFF duties and receive recurrent training every 12 consecutive months (§139.319(i)(2))
- ◆ ARFF personnel must participate in a live-fire drill prior to initial performance of ARFF duties in addition to at least once every consecutive 12 months thereafter (§139.319(i)(3))



139.319, ARFF: Operational Requirements

- ◆ **A record of all training given to ARFF personnel must be maintained for 24 consecutive months. Training records shall include at least a description and date of training (§139.319(i)(5))**
- ◆ **Each ARFF vehicle shall be equipped with, or have available through a direct communications link, the “North American Emergency Response Guidebook” (§139.319(j))**



139.319, ARFF: Operational Requirements

- ◆ Class II, III and IV airports must implement the ARFF operational requirements no later than June 09, 2007 (§139.319(m))
- ◆ Class III airports may comply with alternate ARFF compliance measures than those addressed in Section 139.317/319 (see §139.315(e))



139.319, ARFF: Operational Requirements

- ◆ Operators of **Class II** airports that currently hold an AOC must provide ARFF for all small air carrier operations by **June 09, 2007** (ARFF training requirements should already be implemented at these airports)
- ◆ Operators of **Class II** airports that currently hold a Limited AOC will need to implement all of the ARFF training requirements and make arrangements to provide ARFF for all small air carrier operations by **June 09, 2007**



139.319, ARFF: Operational Requirements

- ◆ ARFF training requirements for **Class III** airports will be similar to the ARFF arrangements approved for airport operators currently holding a Limited AOC – FAA may negotiate alternate ARFF compliance measures on a case-by-case basis (§139.315(e))
- ◆ Airport operators holding a Limited AOC with small air carrier operations, but no unscheduled large air carrier charter operations, should contact the FAA Regional Airports Office to discuss **Class III** airport ARFF alternatives



139.321, Handling and Storage of HazMat

- ◆ Words “lubricants” and “oxygen” deleted to clarify that fire safety requirements pertain only to aircraft fuel
- ◆ Clarification that fuel fire safety inspections must be conducted at least once every 3 consecutive months
- ◆ Requirement for using an independent organization to comply with this section moved to §139.303



139.321, Handling and Storage of HazMat

- ◆ The fueling agent supervisor must complete fuel fire safety training prior to initial performance of duties, or enroll in an authorized training course that will be completed within 90 days of initiating duties – this training is now required every 24 months (§139.321(e)(1))
- ◆ The other fueling agent employees required to receive on-the-job training from the supervisor must now receive recurrent OJT every 24 months (§139.321(e)(2))



139.321, Handling and Storage of HazMat

- ◆ **Additional time for training of fueling personnel**
 - **Class III** airport operators have one year to ensure fuel personnel are trained
 - The final rule (§139.321(b)(6)) states that this training must be completed one year after the rule's effective date
 - The FAA will allow compliance with this requirement one year from the **initial approval of ACM**
 - Otherwise, training and recordkeeping compliance dates will be based on the approval of the new/revised ACM for all airport classes



139.321, Handling and Storage of HazMat

- ◆ The paragraph excluding air carriers from complying with §139.321 has been deleted (§139.321(h))
- ◆ Certificate holders must now require air carrier fueling agents to comply with the §139.321 requirements
- ◆ The reference to “grounding” has been deleted



139.323, Traffic and Wind Direction Indicators

- ◆ Clarifies when indicators need to be lighted and that such indicators are only required at runways used by air carriers
- ◆ Modifies requirement for locating landing strip and traffic pattern indicators used to identify nonstandard traffic patterns
- ◆ Segmented circles with traffic pattern indicators are only required if there is a right hand traffic pattern and there is no ATCT operating during any air carrier operation



139.323, Traffic and Wind Direction Indicators

Supplemental wind cones are required at the end of each runway used by air carriers or at least at one point visible to pilots while on final approach and prior to takeoff (§139.323(a))

- ◆ Previously required only at airports within Class B air space classification
- ◆ Must be lighted if the airport is open for air carrier operations at night



139.325, Airport Emergency Plan

- ◆ All airport classes required to include an AEP in the new/revised ACM
- ◆ Class II, III & IV airports are not required to conduct a full-scale exercise of the AEP (§139.325(h))
- ◆ All airports must conduct an annual review of the AEP (§139.325(g)(4))
- ◆ Class II, III & IV airports must submit an AEP no later than **June 9, 2006** (§139.325(k))



139.325, Airport Emergency Plan

- ◆ Revise emergency response procedures to—
 - Address the largest air carrier aircraft in appropriate ARFF index rather than the largest aircraft that an airport can reasonably serve
 - Address “**Hazardous materials/dangerous goods incidents**” instead of “radiological incidents” (§139.325(b)(6))
 - Include fires at fuel farms and fuel storage areas (§139.325(b)(4))
- ◆ At airports subject to 49 CFR 1542, coordinate security incidents addressed in the AEP with the Airport Security Program (§139.325(i))



139.327, Self-inspection Program

- ◆ Clarifies that inspection personnel must receive initial and recurrent training
- ◆ Moves provisions allowing use of non-airport personnel to §139.303, Personnel
- ◆ Reinstates language specifying that only qualified personnel can perform inspections
- ◆ Adds new requirements to maintain training records in a manner similar to other Part 139 recordkeeping requirements



139.327, Self-inspection Program

- ◆ New requirement for training to ensure that self-inspection personnel are qualified. The training must include initial training and recurrent training every 12 months (§139.327(b)(3))
- ◆ This training supplements the training required in other sections, e.g., training in airport familiarization used to comply with §139.303 does not need to be repeated for self-inspection training



139.327, Self-inspection Program

The new training topics for self-inspection personnel must address:

- ◆ Airport familiarization, including airport signs, marking and lighting
- ◆ Airport Emergency Plan
- ◆ Notice to Airmen (NOTAM) notification procedures
- ◆ Procedures for pedestrian and ground vehicles in movement areas and safety areas
- ◆ Discrepancy reporting procedures



139.329, Pedestrians and Ground Vehicles

- ◆ The requirements in this section now apply to safety areas and pedestrians, as appropriate
- ◆ Records of pedestrian and ground vehicle training are required to be maintained for 24 months after termination of an individual's access to the movement areas and safety areas
- ◆ Records of accidents/incidents involving air carrier aircraft and/or ground vehicles must be maintained for 12 months



Revised Subpart D

- ◆ §139.331 Obstructions – references to Part 77 deleted and language added specifying that FAA determines if an object is an obstruction
- ◆ §139.335 Public protection – minor changes to correspond to changes airport security regulations



139.337, Wildlife Hazard Management

- ◆ The reference to “ecological study” replaced with “wildlife hazard assessment”
- ◆ Language has been added to define “substantial damage” to air carrier aircraft from wildlife strikes (§139.337(b)(2))
- ◆ Most references to “birds” have been replaced with “wildlife”
- ◆ Language changes to clarify that a wildlife hazard assessment is required if an air carrier aircraft experiences either multiple bird strikes or an engine ingestion of wildlife (§139.337(b))



139.337, Wildlife Hazard Management

- ◆ Language added to require a wildlife hazard assessment be conducted by a “wildlife damage management biologist” who has professional training and/or experience in wildlife hazard management at airports or by an individual working under direct supervision of such an individual (§139.337(c))
- ◆ Additional requirement for the Wildlife Hazard Assessment to contain “*recommended actions for reducing identified wildlife hazards to air carrier operations*” (§139.337(c)(5))
- ◆ Additional requirements for the Wildlife Hazard Management Plan to address “*wildlife population management*” (§139.337(f)(2))



139.339, Airport Condition Reporting

- ◆ In addition to the requirement to report the malfunction of any lighting system, revised Part 139 requires reporting the malfunction of holding position signs and ILS critical area signs (§139.339(c)(6))
- ◆ Adds new requirement for maintaining records of each airport condition report to correspond with records of daily inspection reports – records of each dissemination of airport condition information must be maintained for 12 months (§139.339(d))



139.341, Identifying, marking, and reporting construction and other unserviceable areas

Section title has been revised to replace the word “reporting” with “lighting”



Revised Part 121.590

- ◆ Air carriers may continue to operate into Part 139 airports until these airports have obtained new or revised AOCs, as required under new §139.101, General requirements
- ◆ Air carriers may only operate at an airport that is classified under Part 139 to serve the type of airplane operated (ARFF index) and type of operation conducted (airport classification)



Revised Part 121.590

- ◆ Revised § 121.590(a) prohibits air carriers and their pilots from operating at Part 139 airports if these airports have not obtained a new or revised Part 139 AOC by –
 - June 9, 2005 for Class I airports
 - December 9, 2005 for Class II, III, and IV airports
- ◆ Airport certification status of Part 139 airports posted at <http://www.faa.gov/arp>



Summary – Class I Airports

- ◆ Can serve scheduled large air carrier aircraft and may also serve small air carrier aircraft and unscheduled large air carriers
- ◆ Must submit a revised ACM and comply with revised Part 139 by **December 9, 2004**



Summary – Class I Airports

- ◆ If not already in place, must implement formal training programs for airport personnel and establish a system for maintaining training records found throughout Subpart D
- ◆ Incorporate air carrier fueling agents into fueling standards, including fueling agent training, fueling fire safety standards and quarterly inspections of the physical fuel facilities.
- ◆ Those airports not within Class B airspace, install supplemental wind cones if primary wind cone not adequate



Summary – Class II Airports

- ◆ Serve scheduled small air carrier aircraft and unscheduled large air carrier aircraft
- ◆ Those airports that currently have an ACM, must submit a revised ACM by **June 9, 2005**
- ◆ Those airports that currently have an Airport Certification Specifications (ACS), must rewrite the ACS into an ACM and address the additional sections required by §139.203



Summary – Class II Airports

- ◆ Must develop and implement an Airport Emergency Plan by **June 9, 2006**
 - Not required to conduct a full-scale exercise
 - Must conduct an annual review of the AEP
- ◆ Must develop and implement Snow and Ice Control Plan, if appropriate
- ◆ Revise Marking and Sign Plan to include runway markings and holding position markings



Summary – Class II Airports

- ◆ If not already in place, must implement formal training programs for airport personnel and establish a system for maintaining training records found throughout Subpart D
- ◆ Incorporate air carrier fueling agents into fueling standards, including fueling agent training, fueling fire safety standards and quarterly inspections of the physical fuel facilities.
- ◆ Those airports not within Class B airspace, install supplemental wind cones if primary wind cone not adequate



Summary – Class II Airports

- ◆ ARFF Requirements –
 - Holders of a Limited AOC must comply with ARFF requirements by **June 11, 2007**, including live-fire training
 - Holders of an AOC must extend ARFF coverage to scheduled operations of small air carrier aircraft by **June 11, 2007**



Summary – Class III Airports

- ◆ Serve scheduled small air carrier aircraft – cannot serve large air carrier aircraft.
- ◆ Must prepare an ACM addressing the required elements listed in §139.203.
- ◆ Current AOC holders must rewrite their ACM/ACS to include additional required manual elements
- ◆ Must submit an ACM by **June 9, 2005**



Summary – Class III Airports

- ◆ Must develop and implement an Airport Emergency Plan by **June 9, 2006**
 - Not required to conduct a full-scale exercise
 - Must conduct an annual review of the AEP
- ◆ Must develop and implement Snow and Ice Control Plan, if appropriate
- ◆ Develop a Marking and Sign Plan that includes runway markings and holding position markings



Summary – Class III Airports

- ◆ If not already in place, must implement formal training programs for airport personnel and establish a system for maintaining training records found throughout Subpart D
- ◆ Develop fueling standards, including fueling agent training, fueling fire safety standards and quarterly inspections of the physical fuel facilities.
- ◆ Those airports not within Class B airspace, install supplemental wind cones if primary wind cone not adequate



Summary – Class III Airports

- ◆ Must comply with ARFF requirements, including alternative ARFF compliance measures, by **June 11, 2007**
- ◆ Must coordinate the level of compliance with ARFF requirements with the FAA and document the ARFF requirements in the ACM
- ◆ Must install the signs required by §139.311 by **June 11, 2007**
 - Signs identifying the taxi routes can be retroreflective
 - Holding position signs and ILS signs must be lighted



Summary – Class IV Airports

- ◆ Serve unscheduled large air carrier aircraft but cannot serve scheduled large or small air carrier aircraft
- ◆ Must revise their ACS into an ACM and submitted it to FAA by **June 9, 2005**
- ◆ Must revise Marking & Sign Plan to include runway markings and holding position markings



Summary – Class IV Airports

- ◆ If not already in place, must implement formal training programs for airport personnel and establish a system for maintaining training records found throughout Subpart D
- ◆ Incorporate air carrier fueling agents into fueling standards, including fueling agent training, fueling fire safety standards and quarterly inspections of the physical fuel facilities.
- ◆ Those airports not within Class B airspace, install supplemental wind cones if primary wind cone not adequate



Summary – Class IV Airports

- ◆ Must develop and implement an Airport Emergency Plan by **June 9, 2006**
 - Not required to conduct a full-scale exercise
Must conduct an annual review of the AEP

- ◆ Must implement the ARFF training requirements in §§139.317 and .319 by **June 11, 2007**, including live-fire training



Summary – Class IV Airports

- ◆ Not required to comply with the following Part 139 sections—
 - Snow & Ice Control Plan (§139.313)
 - Pedestrian and Ground Vehicles (§139.329)
 - Protection of NAVAIDS (§139.333)
 - Public Protection (§139.335)
 - Wildlife Hazard Management (§139.337)
 - Marking and Lighting Construction (§139.341)



Summary – Implementation Dates

- ◆ **December 9, 2004 –**
Class I airports must submit revised ACM
- ◆ **June 9, 2005 –**
Class II, II and IV airports must submit an ACM
- ◆ **June 9, 2006 –**
Class II, III, and IV airports must submit an AEP
- ◆ **June 11, 2007 –**
Class II, III, and IV airports must implement ARFF
Class III airports must provide airfield signs



Summary – Implementation Dates

- ◆ Airport operators must continue to comply with their currently approved ACM/ACS until the new ACM is approved by the FAA
- ◆ The new training requirements become effective upon approval of the new ACM
- ◆ Initial training requirements are not retroactive for current employees