

THE AIRPORT SYSTEM PLANNING PROCESS

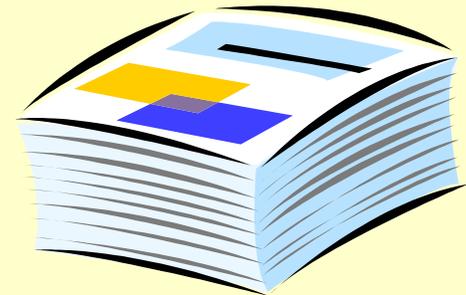
ASW Regional Conference
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OVERVIEW

- New FAA Advisory Circular 150/5070-7
- Airport System Planning Process
 - Philosophy
 - Agencies' Roles
 - Multi-State Aviation System Planning
 - Relationships
 - Issues to Consider
- Airport System Plan
 - Products
 - Project Development
 - Report Elements
 - Review/Reappraisal
 - Special Studies
- Reference Materials





FAA ADVISORY *CIRCULAR 150/5070-7*

- Published in November 2004
- Access on Airports Office website at <http://www.faa.gov/arp/publications/acs/AC5070-7Final10Nov04.pdf>
- Update/consolidate outdated ACs
 - 150/5050-3B, Planning the State Aviation System
 - 150/5070-5, Planning the Metropolitan Airport System
 - 150/5050-5, The Continuous Airport System Planning Process (already cancelled)
- Emphasize airport system planning “process” versus plan
- Not intended to be detailed “how to” guide



PURPOSE OF AC

- Improve understanding & effectiveness of state, metropolitan, and multi-state system planning
- Provide flexible national guidance for development of system plan products
- Address planning requirements for states and metropolitan areas, regardless of program
- Respond to changes in aviation technology and airline market characteristics
- Incorporate advances in strategic planning, alternatives analysis, and information systems
- Define process and elements in accordance with AIP eligibility criteria
- Provide useful reference materials & checklists



AIRPORT SYSTEM PLANNING PROCESS





PHILOSOPHY

➤ Purpose

- Establish viable, balanced, and integrated airport system
- Study system performance
 - Airports, heliports, spaceports, and seaplane bases
 - Contribute to national transportation system, and serve state/local needs
 - Understand interrelationship of airports
- Prepare plan to cost-effectively develop public-use airports and facilities to meet demand





PHILOSOPHY

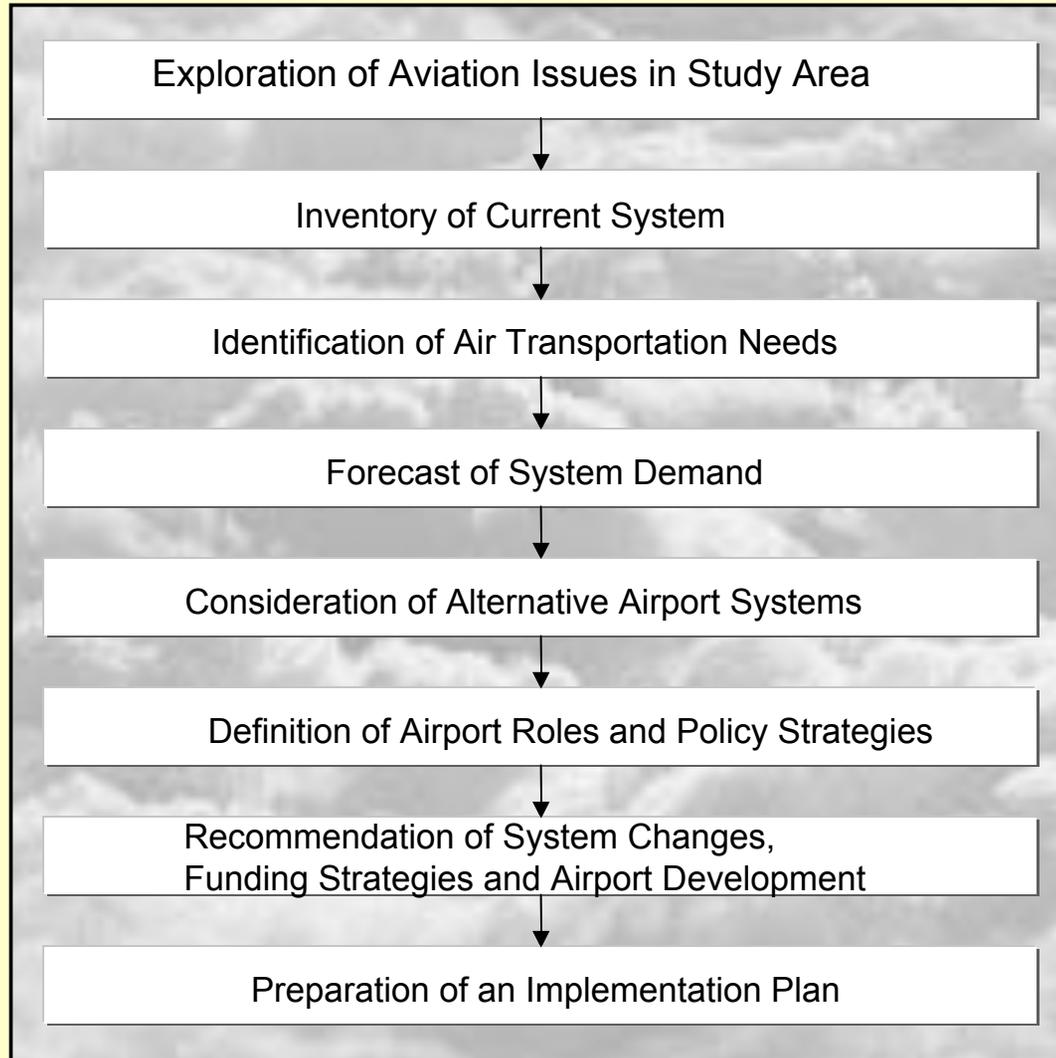
➤ Purpose

- Incorporate aviation into regional/state comprehensive transportation plan
- Provide guidance on maximizing benefits of airport investments
- Rationalize Federal priorities with state and local objectives
- Provide input into NPIAS and airport master plans
- Inform aviation community, local government, and general public about pertinent aviation issues





PHILOSOPHY





PHILOSOPHY

➤ Goals

- Vary by state, metropolitan area, or region
- Defined by agency's legislative responsibilities and authority
- Depend on resources committed to aeronautical activities
- Consistent with economic development, transportation, land use, and environmental goals
- Useable, thoughtful, and practical plan
- End result is identification, preservation, and enhancement of airport system



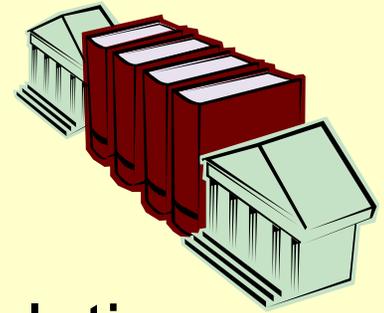
PHILOSOPHY

➤ Distinguishing characteristics

- Geographic scope - state vs. regional vs. multi-state
- Implementation authority
 - State implements with legislation and funding
 - MPO influences through leadership, persuasion, and non-aviation incentives
 - Airports directly implements recommendations
- Perspective
 - State focuses on aviation, overall industry and user needs
 - MPO oriented to local aviation-related community development issues
 - Airports concentrate on local user needs and surrounding community concerns



AGENCY ROLES - *FAA*



- Advocate/monitor Federal policies, legislative requirements, national aviation system needs
- Develop national planning standards
- Provide technical advice
- Approve scope of work, forecasts, and ALP
- Coordinate within FAA and other Federal agencies
- Provide financial assistance
- Incorporate recommendations into NPIAS/ACIP
- Coordinate implementation with state, MPOs, airport sponsors, aviation industry, etc.



AGENCY ROLES – **State Aviation Agency**

- Depends on block grant vs. non-block grant
- Establish continuous system planning process
- Determine complexity of process/plan
- Provide leadership and establish goals
- Initiate and manage planning studies
- Advocate state's transportation objectives
- Select consultant and administer contracts
- Provide financial support



AGENCY ROLES – Metropolitan/ Regional Planning Agency

- Based on legislative authority and aviation expertise
- Consult with FAA, state aviation agency, and local airport to:
 - Determine role in advocating aviation
 - Identify critical regional aviation issues
 - Discuss types of studies needed
- Manage regional aviation studies
- Complement state aviation studies
- Proponent for aviation enhancement and preservation
- Contact for regional surface access, air quality, and land-use planning issues





MULTI-STATE AVIATION **SYSTEM PLANNING**

- Determine purpose and goals/objectives
- Agree to roles of FAA, states, MPOs, airports
- Adequately develop project scope
- Determine public consultation
- Define current and future airport roles
- Implement agreed upon results
- Update NPIAS and airport CIPs
- Successful effort under New England Regional Airport System Plan



INPUT INTO

➤ NPIAS

- Airport roles, condition and performance information
- Airports of national interest, not identified as such by FAA

➤ Definition of airport roles

- Adhere to NPIAS categories
- State/MPO expand general aviation definitions

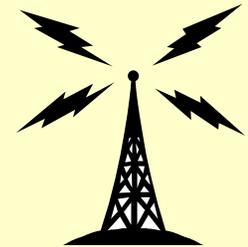
➤ Master plans and airport CIPs

- Development requirements and funding priorities consistent with state/regional goals
- Policy guidance for improvements to satisfy airport's role
- Special studies, i.e. pavement condition or obstructions
- Forecasts to be used as basis
- Estimated timing of and costs for warranted airport development



ISSUES TO CONSIDER

- Compatible land use/zoning
 - Function of local government, sometimes state
 - Recommend regulations and encourage local communities to protect/preserve airports
 - Communication with local communities during process vital to gathering support
- Airport and air service preservation
 - Aid or induce airlines
 - Gain community and legislature support

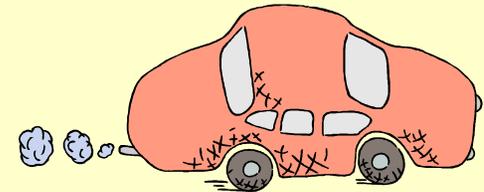




ISSUES TO CONSIDER

➤ Inter-modal Transportation Planning

- Aviation viewed as critical element
- Understand role and establish dialogue with surface transportation agencies
- Ground access to airports
 - Forecast traffic versus capacity
 - Air quality
- Movement of air cargo



➤ Strategic Planning

- Establish flexible and dynamic process in system plan or special study
- Determine planning agency's goals, projects, and funding scenarios



AIRPORT SYSTEM PLAN





PRODUCTS

- Cost effective action plan developing airports consistent with goals and objectives
- System plan reports
- Interim updates – review and reappraisal of planning documents
- Electronic data systems - GIS, eALP, ACIP, pavement condition surveys, etc.
- Special studies
- Innovative planning techniques



PROJECT DEVELOPMENT

- Identify and rank issues
- Determine goals and specific objectives
- Decide on stakeholders and their roles
- Analyze legislative requirements
- Consult with FAA
- Force account versus consultant
- Determine work scope, coordination and schedule
- Examine interstate and inter-regional considerations



PROJECT DEVELOPMENT

- Select methodologies
- Define detail for airport CIPs
- Adopt implementation plan
- Establish technical advisory committee
- Determine public consultation process
- Application for AIP grant
- FAA approval
- Project management





ELEMENTS

- Study design/executive summary
- State and local airport issues
- Inventory system condition and performance
- System goals and performance measures
- Activity forecasts
- System requirements
- Environmental considerations



ELEMENTS

- Alternative analysis
- Identification of system of airports
- Inter-modal integration and airport access
- Public consultation
- Development priorities and justification
- Policy and investigation recommendations
- Recommended NPIAS changes





REVIEW/REAPPRAISAL

- Determine current system plan adequacy
- Review with stakeholders
- Designate elements needing re-evaluation
- Assess success of system planning process
- Interim updates
 - Depends on nature of aviation system trends
 - May be every 2-5 years
 - NPIAS input evaluated every year
- Need for formal update
 - Depends on airport sponsor's requirements
 - At least at 5 years





SPECIAL STUDIES

- Determine type of study needed
 - Examine new or unique issues
 - Examples – pavement maintenance; multiple ALPs; operational counts; air cargo or air service studies; environmental inventories; economic impacts; etc. (state samples in AC)
- Project development
- Implement study results – project, schedule, and NPIAS or ACIP recommendations
- Incorporate into existing system plan/process



REFERENCE MATERIALS

- Appendices in AC 5070-7
 - Glossary – Appendix A
 - Useful Reference Materials – Appendix B
 - Advisory Circulars
 - Orders
 - Additional Guidance
 - Checklist for Project Development – Appendix C
 - Checklist for Elements of an Airport System Plan Report – Appendix D
- Additional system planning guidance on APP-400 website at <http://www.faa.gov/arp/planning/>
 - Forecast Guidance Memo (Dec. 2004)
 - NPIAS



SUMMARY



- AC emphasizes airport system planning “process” versus “plan” – not a “how-to” guide
- Assure that airport system plan:
 - Is useable, well-thought-out, and practical product
 - Establishes a viable, balanced, and integrated airport system
 - Identifies, preserves, and enhances state, regional or multi-state aviation system
- Encourage reappraisal and preparation of innovative special studies, when needed, to address changing user needs and industry trends with study results that can be implemented
- FAA, state and regional efforts should complement each other