

# The State Of The Environment

## How Are We Doing?

Presented to: Airports CIP & Environmental Conference

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Federal Aviation  
Administration



# Objectives

- **Define “We”**
- **Discuss FAA FY 2005 Environmental Accomplishments**
- **Discuss how the environmental process/timeline can be shortened**
- **Discuss future developments**



# How Are We Doing?

- **Who are “We?”**
  - FAA
  - Airport Sponsors
  - State Aviation Agencies
  - Airport Consultants
- **FAA – Airports Division Environmental Staff**
  - Tim Tandy, AR/OK ADO
  - Joy Porter, LA/NM ADO
  - Paul Blackford, TX ADO
  - Lance Key, Planning & Programming Branch
  - Dean McMath, Planning & Programming Branch

# State of the Environment

- **Regional Environmental Team Established**
  - To environmentally approve justified projects in a more timely manner.
  - ADO/Branch Boundaries Blurred To Allow Better Distribution of Workload
  - 500 CEs
  - 34 EAs/13 FONSIIs
  - 8 EISs/2 RODs
  - 12 Part 150 Studies/2 ROAs
  - Average FAA Review Time Reduced From Approximately 40 days to 21 days.

# Getting To Yes (Show Me The Money!)

- **Let Us Help**

- Don't start without us
- Let's work together from project conception to get it right (Sponsor, Consultant, Program Manager, & Environmental Specialist)
- Let us review the scope of work



# Getting To Yes (Continued)

- **Help Us Help You - Sponsor**
  - Know your issue, then your project
  - Don't change proposal in mid-stream
  - Make sure your forecasts are approved
  - Get involved
    - Review your document
    - Ask questions



# Getting To Yes (Continued)

- **Help Us Help You - Consultant**

- If you're not sure, ask.
- Don't try to do our job for us, tell us if you think we need to do something.
- Designate or hire an editor.
- Perform QA/QC before submittal.
- Don't do a brain dump.
- Verify your sponsor's project need.



# Getting To Yes (Continued)

- **Help Us Help You – State Aviation Agencies**
  - Keep us informed of state initiatives.
  - Keep State System Plans up-to-date.
  - Keep importance of aviation before the Legislature.



# Getting To Yes (Continued)

- **Purpose and Need = Project Justification**
- **Justification is needed for AIP, PFC, state, local or private funding**
- **Issues often delaying environmentalals (and projects)**
  - Poorly defined or presented Purpose and Need
  - Forecasts not within 10% of TAF
  - Lack of 500 operations by critical/design aircraft
  - No application of design standards (e.g. the 5,000-foot rule for biz jets)

# Getting To Yes (Continued)

- **Things That Make a Project Flow Quickly**
  - A well-developed State System Plan that provides adequate justification for projects.
  - An up-to-date Master Plan that includes FAA approvable forecasts.
  - A well-developed Airport Development Plan justifying a project based on design standards.
  - Letters from current or prospective tenants justifying the project through 500 annual operations of a critical aircraft.

# The Future

- **Delegation of Part 150 NCP Approvals**
- **Institution of an Environmental Management System**
- **Better Outreach**

# Questions?

