



FROM THE DIVISION MANAGER: More Challenges To Come

I never expected my first year as Manager of Southwest Region Airports Division would be so eventful. Before I even sat in my new chair, I developed a list of goals and initiatives that I wanted to accomplish. Partnership, customer service, and successfully leading FAA Airports through the current challenges in aviation topped my list. Not wanting to make sudden changes, I adopted the philosophy of "baby steps." But through time and events that baby has turned into a teenager running track.

While Hurricanes Katrina and Rita devastated the Gulf Coast Region, they strengthened aviation partnerships within the Southwest Region and throughout the country. Each and every day, Airports Division strives to provide outstanding customer service. We may have to "do more with less", but we never want to sacrifice customer

service in the process.

The coming years present even greater challenges. The Aviation Trust Fund is set to expire in 2007. The aviation industry has changed dramatically in the past 10 years. The trust fund pays for the FAA to operate the national airspace system and the NPIAS. There is a troubling gap between the revenue that comes in from the Trust Fund and the cost to run FAA. The solution is not an easy one. Congress, the Department of Transportation and the FAA are pushing hard to be ready. In April 2005, Transportation Secretary Norman Mineta held a Trust forum with over 150 aviation, government, industry and financial leaders to discuss alternatives. No solution was reached, but everyone recognized that whatever system was put in place had to be fair and equitable for all stakeholders.



Kelvin L. Solco, P.E., MBA
Manager, Southwest Region

The last reauthorization of the tax structure was in the mid-90's. The debate lasted nearly two years. However, I'm confident that Congress, the Department and the Agency leaders will find the best possible solutions. As aviation leaders, we have our work cut out for us. Partnership is even more important as we tackle this new problem together.

Fall Airport Safety Conference Planned

Mark November 2 on your calendar. The Southwest Region Airports Division is sponsoring a one-day conference on "Keeping Your Airport Safe." The conference will be held at the Doral Hotel and Golf Club across from the

Texas Speedway in far north Fort Worth.

"The conference is geared for all sizes of airports," said Kelvin L. Solco, Division Manager. "We plan to have several afternoon breakout sessions to address Part 139 issues as well as the con-

cerns of smaller airports. We will be repeating sessions."

Registration information will be available around June 1. Watch for email updates.

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2006 PARTNERSHIP CONFERENCE March 29-30, 2006





NEARLY 600 ATTEND CONFERENCE

Nearly 600 people attended the Southwest Region's 15th annual Partnership Conference March 29-30, 2006, at the DFW Hyatt Regency.

"We were pleased that so many of our customers attended," said Kelvin L. Solco, Manager of the Air-

ports Division. "Things that went well were the Exhibit Hall, the speakers, the golf scramble, and the evening socials."

When asked what is being planned for 2007, Solco replied, "From the evaluations, we see that people want more breakout

sessions, they want sessions repeated, and they want a good value."

Solco said that FAA is looking into a variety of ways to host a large conference. "We are always open to ideas and suggestions. Let us know if there are topics you wish us cover."

NEW FAA NEPA ORDER 5050.4B

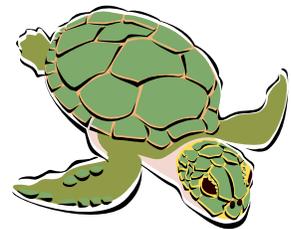
Changes to FAA's Order 5050.4B on National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects went into effect on April 28, 2006. FAA is responsible for identifying major actions involving the Nation's public-use airports. After determining that an airport sponsor is proposing a major Federal action, FAA is responsible for analyzing the environ-

mental effects of that action and its alternatives. This order provides instruction on evaluating those environmental effects.

Order 5050.4B supplements FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures." That Order provides all FAA organizations with policies and procedures for complying with NEPA and the im-

plementing regulations issued by the Council on Environmental Quality.

Order 5050.4B updates, revises, and cancels Order 5050.4A, "Airports Environmental Handbook." That Order was used for over 20 years. Order 5050.4B is available on the Internet at http://www.faa.gov/airports_airtraffic/airports/resources/publications/orders/



New Order Updates the Airports Environmental Handbook that was more than 20 Years Old

PROPOSED FAA SPECS FOR LOW-IMPACT RESISTANT STRUCTURES

The deadline to comment on a proposed advisory circular (AC) on specifications for low-impact resistant (LIR) structures used to support approach lighting systems (ALS) is June 6, 2006. If adopted, the proposed AC will cancel AC 150/5345-45A, *Lightweight Approach Light Structure*, of December 9, 1987. The AC must be used for airport projects re-

ceiving AIP or passenger facility charge funds. The principal changes to the AC are:

- Added glass-reinforced plastic materials for the manufacture of lightweight approach structures (paragraph 3.4).
- Added frangibility parameters for structures

(paragraph 3.9).

- Eliminated structure classes A and B.
- Updated documents and document sources (Section 2).

Products meeting the standards of FAA-E-2702 and FAA Drawings D-6155-1 through 46 are considered as meeting the requirements of



NEWS ABOUT FAA STAFF



Enjoy Your Retirement,
Betty

- **Betty Davis**, Program Manager in the Louisiana/New Mexico Airports Development Office, retired in April 2006. Betty, a long time Airports Division employee, had been with the ADO since it was formed in 1991. While Betty was considering a 2006 retirement, family concerns moved the date forward. We wish Betty the best and will miss her talent and wit.
- **Joe Stroud**, husband of Division Secretary, Vera, was assigned to 6 to 12 months active duty with the U.S. Navy in Bahrain. Good luck, Joe!

- **Lana Logan and Bill Bell** were selected for FAA's Executive Development Program. The program provides leadership training and rotational opportunities. Bill recently spent an extended period of time working with hurricane damaged airports. Lana will do rotations in Central Region and with the FAA Office of Civil Rights.

AQUEOUS FILM FORMING FOAM (AFFF) MEETING MIL-F-24385

In February 2006 FAA issued a CERTALERT to clarify requirements for Aqueous Film Forming Foam (AFFF) meeting MIL-F-24385. Advisory Circular 150/5210-6D, Aircraft Fire Extinguishing Agents of July 8, 2004, required that civilian fire extinguishing agents perform the same as military agents. All AFFF purchased after July 1, 2006, must

meet the military requirements. Airports should not discard their current inventory of UL 162 ARFF or replace UL 162 already loaded because it is an effective foam. However, all future purchases at certificated airports must conform to MIL-F-24385.



INDUSTRY INPUT SOUGHT ON CHANGE 10 to AIRPORT DESIGN

FAA's Office of Airport Safety and Standards, Airport Engineering Division, is seeking industry input on draft Change 10 to the Advisory Circular 150/5300-13, Airport Design. Comments should be made by May 26, 2006.

The major changes (listed below) are to Chapter 1, Tables 2-1 and 2-2, Appendix 2, and Appendix 16. It also adds a new Appendix 17. Major changes include the following:

- Added information about tail heights

and a table specifying wingspan and tail heights for each Airplane Design Group to Chapter 1, paragraph 2. (cont)

2. Identified cancelled references in Chapter 1, paragraph 3.
3. Added notes to Tables 2-1 and 2-2 and changed taxiway to taxilane centerline separation for Airplane Design Group VI in Table 2-2.



STOP RUNWAY INCURSIONS NOW!



5 Ways to Reduce Possible Runway Incursions and Surface Incidents

On April 18, 2006, FAA issued a CERTALERT to Airport Operations and FAA Certification Safety Inspectors about runway incursions and surface incidents. The FY-06 trend for runway incursions and surface incidents had not declined significantly from the previous year. Through the end of March 2006, there were 24 Runway Incursions caused by vehicles or pedestrians. There were 27 in FY-05. Nationwide in FY-05, there were 269 surface reported. While not all of these incidents resulted in Runway Incursions, these numbers were still a significant safety concern.

FAA's Office of Airport Safety and Operations recommend that Airport Operators review and

carry out the following actions to reduce possible Runway Incursions and/or Surface Incidents at airports.

1. Audit vehicle operator permits for airport employees, air carrier employees, tenants and contractors to make sure only those people who have access to the ramp area(s) or movement area(s) have authorization.
2. Update the airport's drivers training program, particularly if the airport had changed its physical configuration (for example new roads, terminal buildings, hangars, taxiways.)
3. Require not only administrative testing for "movement areas" access, but also a practical exer-

cise so the individual can show competency in radio communications and driving skills as well.

4. AC 150/5210-20, Ground Vehicle Operations on Airports, recommends procedures for Airport Operations that enforce non-compliance and penalties for violations. Remedial drivers training is not considered a "consequence of non-compliance" but is recommended as part of the Airport Operators overall drivers training program.
5. Use Airport Operations Officers, as well as Airport Police or local law enforcement to check ramp vehicle safety operations and take actions to increase vehicle safety awareness in both the ramp and movement areas.



Embraer 170/190 Family (Photo from Embraer)

EMBRAER 170/190 ARFF DOOR OPERATION

At least twice, the Type I aircraft door on the Embraer E170 and E190 did not deploy as designed. The issue is a potential safety hazard to ARFF personnel assisting in emergency evaluation. The door is de-

signed so that when opened from the outside, the slide does not deploy. However, on both occasions, the slide did partially deploy. The inadvertent deployments were linked to procedural and design problems. For

more information see http://www.faa.gov/airports_airtraffic/airports/airport_safety/certalerts/media/cert0603.pdf.

HUB/AXLE PROBLEMS WITH P-23 ARFF VEHICLE

NTSB identified a safety problem with P-23 ARFF vehicles. The US Air Force primarily uses the vehicles, but some trucks are used at civilian airports. For more

information see, http://www.faa.gov/airports_airtraffic/airports/airport_safety/certalerts/media/cert0604.pdf.



Greg Roberts accepts Louisiana Airport of the Year Award from Kelvin Solco.



New Mexico Airport of the Year Winner, David Ploeger of Los Alamos Airport, with Kelvin Solco

AIRPORT OF THE YEAR AWARDS

On March 30, 2006, Kelvin L. Solco, Manager of Airports Division, announced the winners of the FAA 2005 Airport of the Year Awards for the 5 states in the Southwest Region.

Each year the FAA Airport Development Offices select an Airport of the Year in each of the five states in the Southwest Region. The Airport of the Year Award recognizes the outstanding contribution airports make to enhance aviation in their state. Each

selection is unique and a wide variety of factors are considered in the selection criteria. The airports selected have significantly contributed to assuring the future growth, safety, and efficiency of the National Air Transportation System. The winners for the year 2005 are:

- **Texas Airport of the Year 2005 - Houston Airport System**
- **Louisiana Airport of the Year 2005 - Lafayette Regional Airport**
- **New Mexico Airport of the Year 2005-Los Alamos Airport**
- **Arkansas Airport of the Year 2005 – Fayetteville Municipal Airport (Drake Field) and honorable mention, Walnut Ridge Regional Airport**
- **Oklahoma Airport of the Year 2005– Stillwater Municipal Airport**



Houston Airport System is named 2005 Texas Airport of the Year



Above: Ray Boudreaux accepts plaque from Kelvin Solco and Ed Agnew as Fayetteville Municipal Airport (Drake Field) is recognized as Arkansas Outstanding Airport of the year.



FAA Recognizes Airports for Safety and for Environmental Stewardship

The 2005 Airport Safety Award went to the **Draughon-Miller Central Texas Regional Airport in Temple**. The award recognizes one airport in the region for outstanding contribution and commitment to aviation safety. The airport's performance of aviation safety initiatives significantly contributed to assuring the efficiency of safe travel in the Southwest Region and the National Airspace System.

El Paso International Airport received the 2005 Environmental Achievement Award. This award recognizes environmental stewardship in the airports industry. The award acknowledges those in the industry who have gone above and beyond the requirements of today's environmental regulations. It recognizes those who have truly taken to heart concepts embracing the protection, conservation and enhancement of our environment.



Stillwater Regional Airport is named Oklahoma Airport of the Year for 2005



Walnut Ridge is awarded Airport Partner Honorable Mention in Arkansas

Patrick Abeln of El Paso International Airport accepts the 2005 Environmental Achievement Award from Kelvin Solco and Dean McMath





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Change 10 Proposal Continued

- Identified cancelled references in Chapter 1, paragraph 3.
- Added notes to Tables 2-1 and 2-2 and changed taxiway to taxilane centerline separation for Airplane Design Group VI in Table 2-2.
- Clarified paragraph 4a(2), "Departure Surface for Designated Runways"; moved paragraph 2e, "Glidepath Qualification Surface", to paragraph 5a; and added Glidepath Qualification Surface dimensional criteria and clarifying notes to Table A2-1 in Appendix 2. Corrected dimensions for Row 9, Columns B and C, in Table A2-1 that were erroneously changed to 700 and 1776 feet in some copies of Change 9.
- Updated references to Appendix 2 that appear in Tables A16-1A through A16-1C in Appendix 16.
- Added new Appendix 17, Minimum Distances Between Certain Airport Features and Any On-Airport Agriculture Crops.

For a copy of the proposal and information on how to submit comments, see http://www.faa.gov/airports_airtraffic/airports/resources/draft_advisory_circulars/media/draft_150_5300_13_chg10.pdf

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