

Airports GIS | electronic ALP

FAA | Office of the Associate Administrator of Airports (ARP)
▪ ARP | Airport Planning and Programming (APP)

Presented to | North and South Dakota Airport Sponsors and Consultants

By | Mark J. Holzer, Program Manager FAA Bismarck Airports District Office

Date | October 27- 28th, 2010

Today's Topics

- Airports GIS: Development
- Airports GIS: Paradigm Shifts
- Airport Benefits from A-GIS
- Airports GIS: Implementation
- electronic ALP: Development (the 1st A-GIS Module)
- A-GIS | eALP: Vision/Next Steps

Yesterday...

Building on the heritage of our workforce over the last 50 years.



Today...

Creating the transition between the worlds of ground-based and satellite-based systems.

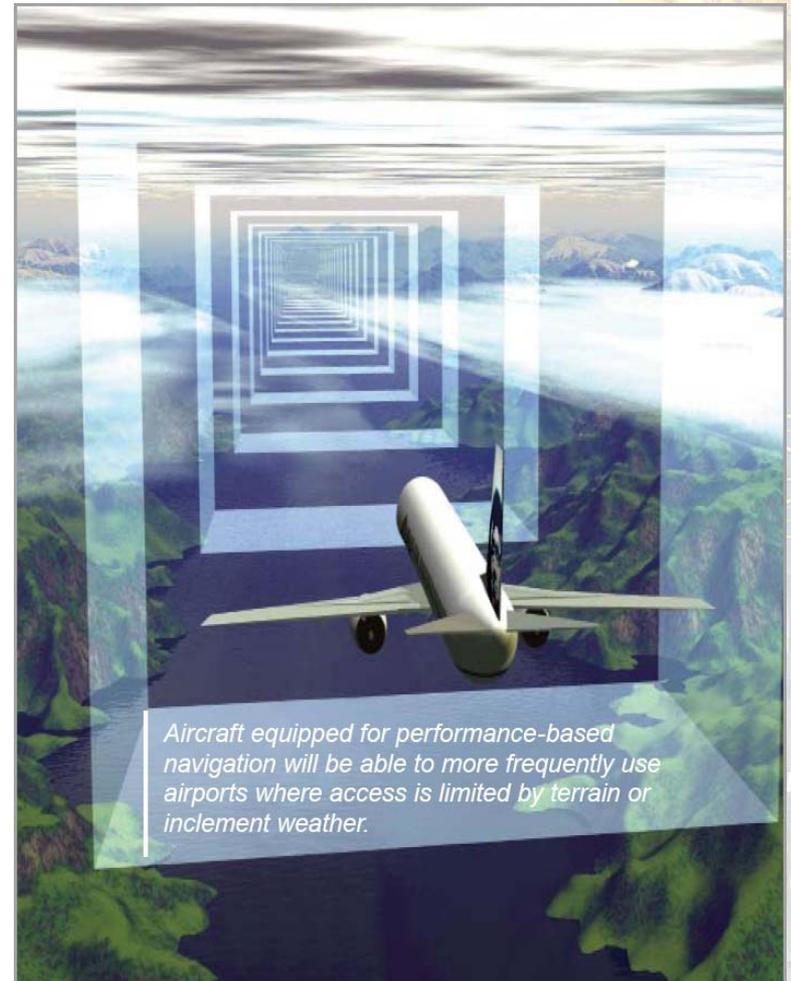


Tomorrow...

Taking our Nation into the future with a new legacy system that will continue to grow as our country needs us to.

NextGen Transformation Directly Affects Airports

- The FAA is implementing a Geographic Information System (GIS) to manage spatial data required to support safe and efficient aviation activities
- GIS data (particularly airports data) will be used to develop new approach procedures, conduct obstruction analyses, produce moving maps, support eNOTAMS, update airport diagrams, and for many other purposes



Why is FAA advancing Airports GIS (A-GIS)?

Reduce Costs to Airports, Air Carriers, FAA

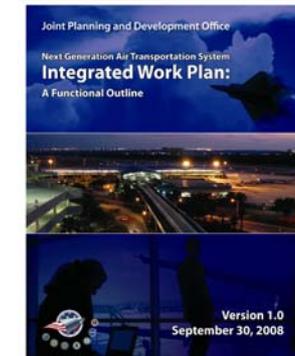
Make Better, Informed Decisions... Faster

Data Transformation

- Transition to Satellite-Based Navigation from Land-Based NAVAIDS
- Produce a Single, Net-Centric Database for Airport Information
- Need to Share Data with Stakeholders

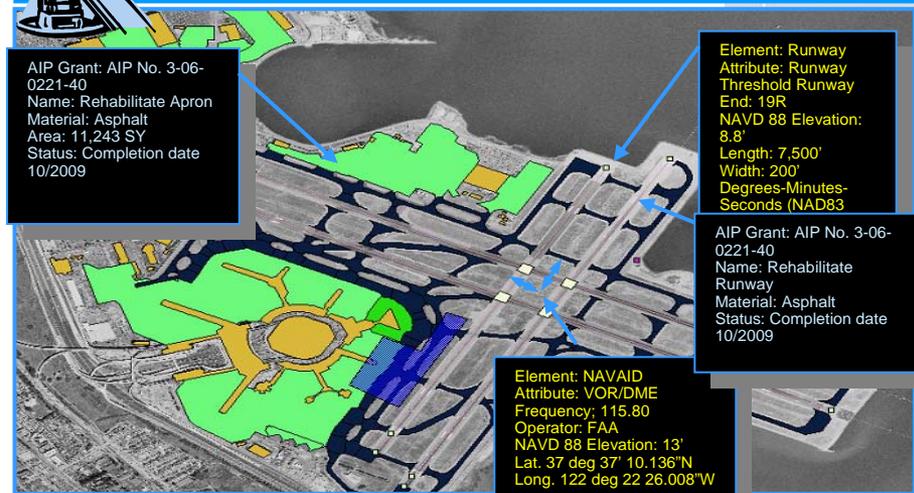
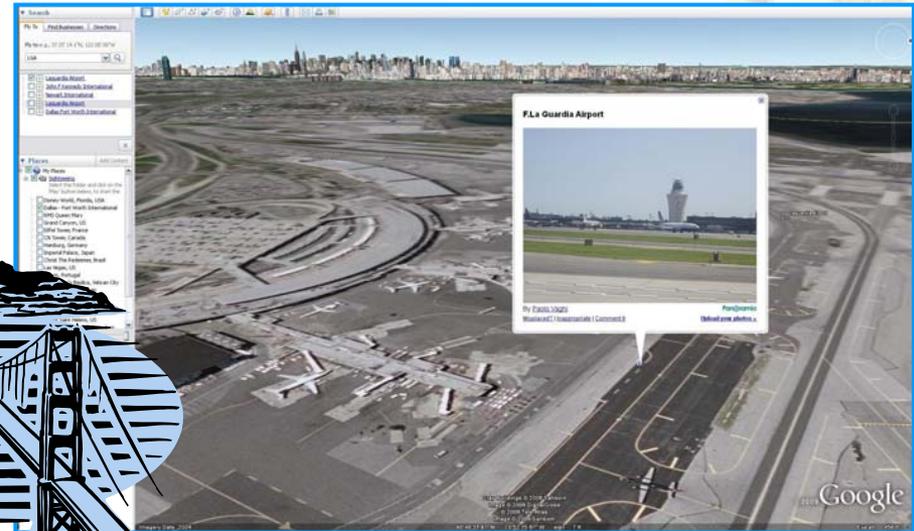
NextGen Airports Foundation

- The need to increase safety, efficiency and capacity as demand for services increases

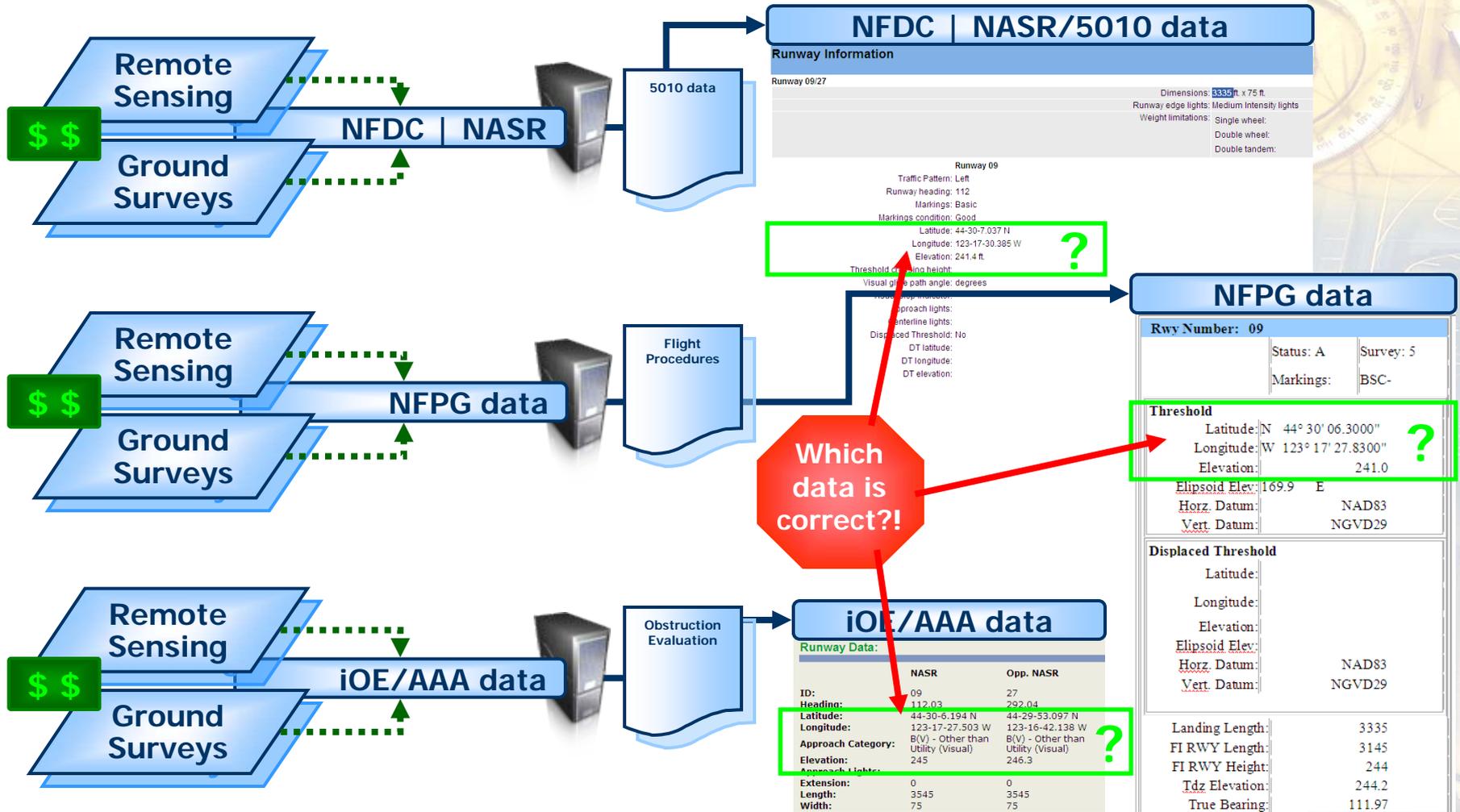


A-GIS/eALP Vision 1 | From There to "Now"

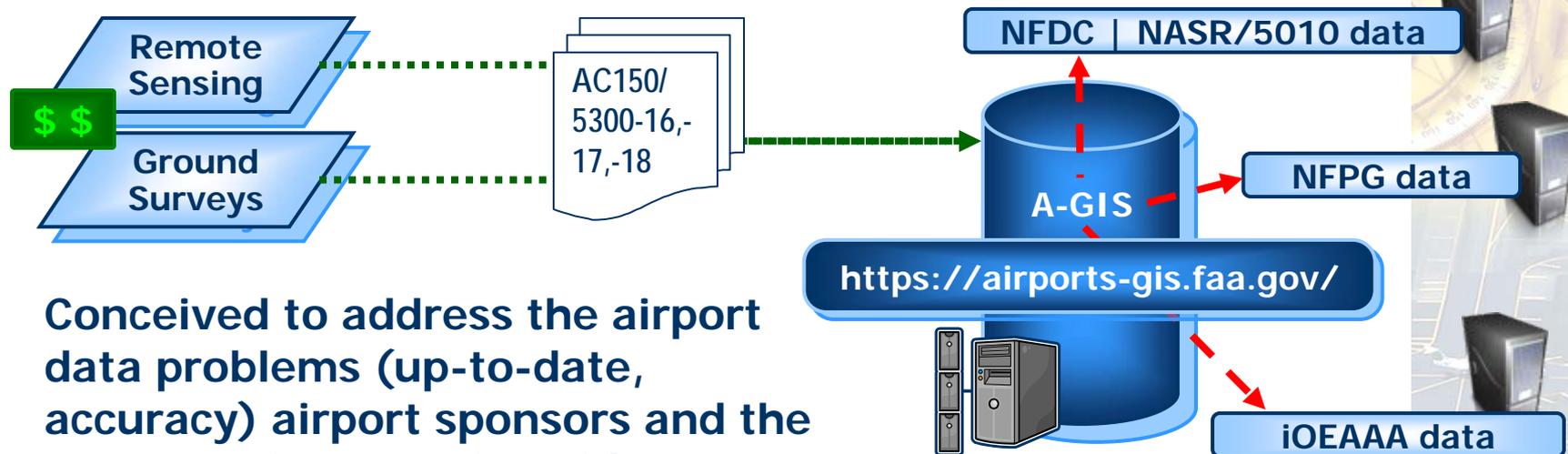
What if... the FAA could capture and validate data against a defined standard, import it from and/or export it to an ALP, and make it available electronically for whoever needs it?



Problem: Airports Data is Disparate



Resolution: Airports GIS (A-GIS)



- Conceived to address the airport data problems (up-to-date, accuracy) airport sponsors and the FAA experience nationwide
- To create a better way of collecting, storing, managing, and sharing airports data
- To design a integrated data sharing tool for airport sponsors, planners, surveyors, and FAA for greater airport planning/design flexibility

NextGen requires a more robust, integrated, and accurate data set:
AIRPORTS GIS

A-GIS | New Data Requirements

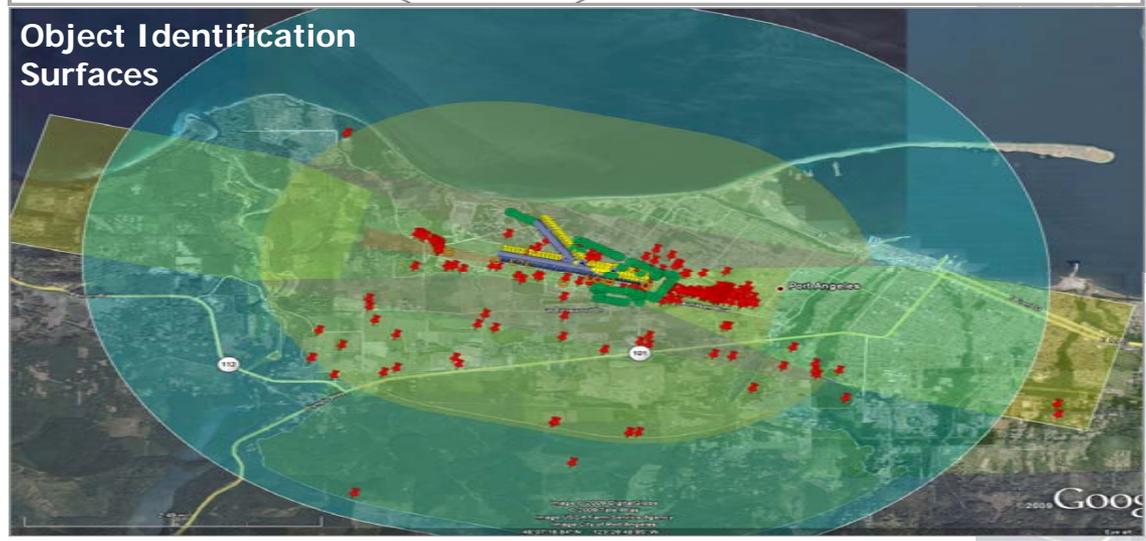
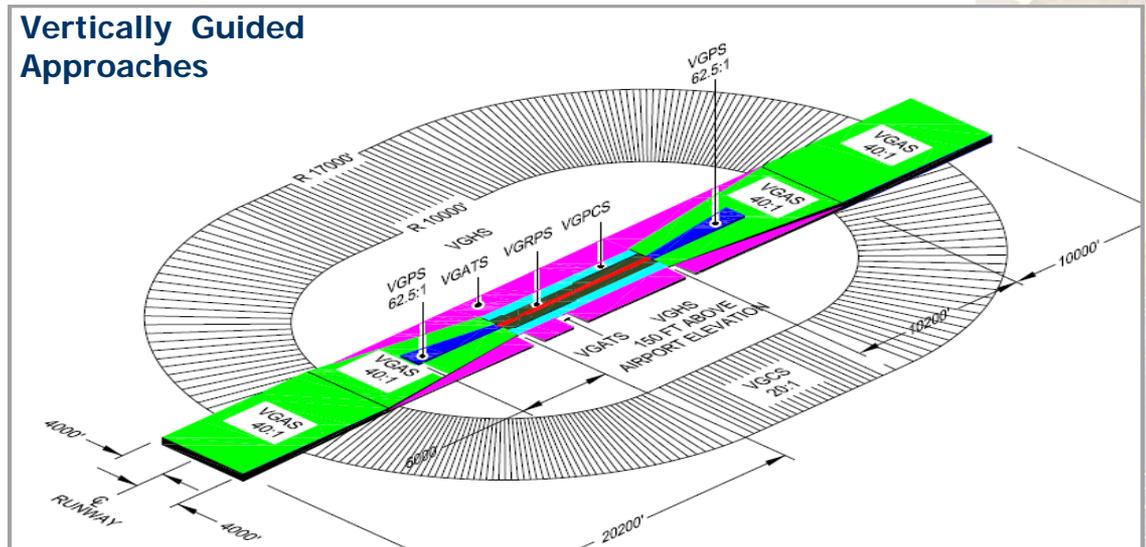
- **New Surveying & GIS Model Standards Implemented Through Three Advisory Circulars Issued in September 2007**
 - ▶ **150/5300-16A** | Geodetic Control
 - ▶ **150/5300-17B** | Imagery Requirements (Updated 9/29/08)
 - ▶ **150/5300-18B** | Data Acquisition & GIS Schema (Updated 05/21/09)
 - ▶ **AC 19** Coming to address GA airport GIS and update previous AC's
- **We are not asking for new data, rather we are asking it be submitted in a new way: a Formalized & Structured Data Submittal**
 - ▶ Data now submitted through the Airports-GIS website portal
 - ▶ Requirements & Safety-Critical Data Review now conducted by NGS
- **GIS data deliverable (via the A-GIS website) for ALL new construction projects is goal**

 U.S. Department of Transportation Federal Aviation Administration	Advisory Circular
Subject: General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey	Date: 9/15/2007 AC No: 150/5300-16A Initiated by: AAS-100 Change:
a. Purpose of this Advisory Circular (AC). This AC explains the specifications for establishing geodetic control on or near an airport. It also describes how to submit the information to the National Geodetic Survey (NGS) for approval and inclusion in the National Spatial Reference System (NSRS) in support of aeronautical information surveys.	
 U.S. Department of Transportation Federal Aviation Administration	Advisory Circular
Subject: General Guidance and Specifications for Aeronautical Survey Airport Imagery Acquisition and Submission to the National Geodetic Survey	Date: 9/29/08 AC No: 150/5300-17B Initiated by: AAS-100 Change:
1. Purpose. This AC provides the specifications for Airport Imagery acquisition and how to submit the imagery for review and approval in support of aeronautical information and airport engineering surveys.	
 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: 05/21/2009 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 – Geographic Information System (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.	



A-GIS | New Paradigms

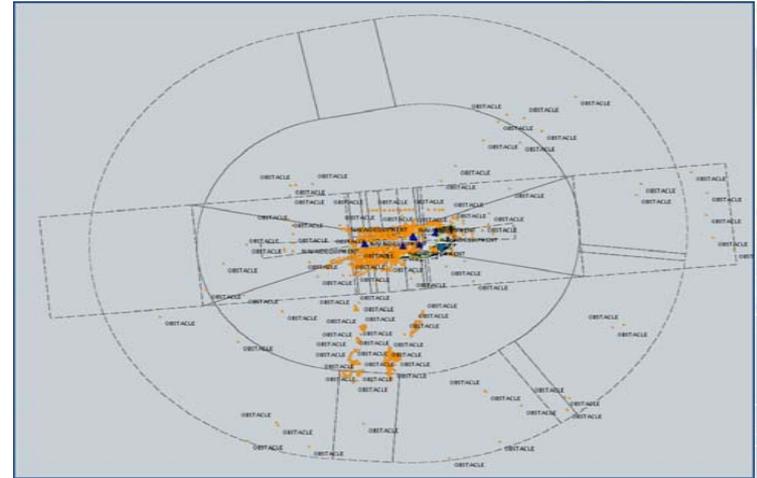
- Airports have increased responsibility for airport-related data
- National Geodetic Survey (NGS) provides Quality Control of Safety-Critical Data
- Imagery is now a deliverable for Obstruction Surveys and Airport Layout Plan updates
- Single set of surfaces evaluated for Obstruction Surveys and Airport Airspace Analyses: dependent only on the type of approach (Vertically Guided or Non-Vertically Guided)
- FAA Surveying Standard 405 has sunset



A-GIS | Improved Data Management / Utilization

Airports GIS

- Data is **Owned** by the Airport
- **Hosted** on FAA Server
- **Managed** by the FAA Office of Airports
- Provides Airports **Ready Access** to Airport and FAA Data via web Portal
- Does **Not Require** an Airport-Based GIS



<https://tpss.faa.gov/tpss/uddfList.jsp>

27 ND and 12 SD Airports have validated data for runways and obstacles



Products and Tools (*Future Modules)

- eALP (Geo-Referenced: PDFs / Reports)
- eObstruction Charts*
- eNRA* (eALP updates)
- eNotams*
- eNASR* (5010)

eALP | Web Portal Data Tables



Federal Aviation
Administration

« Airports GIS - eALP Module

DRAFT eALP for FAI - Data Tables

AIRPORT DATA

AIRPORT FACILITIES

AIRPORT SURFACE OBSTRUCTION PENETRATIONS

DECLARED DISTANCES

DISPLACED THRESHOLD COORDINATES

MODIFICATIONS TO STANDARDS

NON STANDARD AIRPORT CONDITIONS

RUNWAY DATA

RUNWAY END COORDINATES

TAXIWAY TAXILANE DATA

WINDROSE TABLE

AIRPORT SURFACE OBSTRUCTION PENETRATIONS								
OBS NO#	DESCRIPTION	X	Y	Z	SRFC	SRFC ELEV	PEN	DISPOSITION
n/a	TREE	148°00'12.520"W	064°47'47.770"N	1197.83	n/a	n/a	0	n/a
n/a	TREE	148°00'20.630"W	064°47'51.070"N	1323.18	n/a	n/a	0	n/a
n/a	TREE	148°00'14.870"W	064°47'54.540"N	1332.22	n/a	n/a	0	n/a
n/a	TREE	147°59'53.370"W	064°47'42.220"N	966.37	n/a	n/a	0	n/a
n/a	TREE	147°59'49.720"W	064°47'51.890"N	1135.36	n/a	n/a	0	n/a
n/a	TREE	148°00'09.750"W	064°47'54.000"N	1293.07	n/a	n/a	0	n/a
n/a	TREE	147°58'51.740"W	064°49'20.290"N	1169.56	n/a	n/a	0	n/a
n/a	TREE	148°00'04.450"W	064°47'51.960"N	1211.42	n/a	n/a	0	n/a
n/a	TREE	147°58'56.830"W	064°49'25.580"N	1102.32	n/a	n/a	0	n/a
n/a	TREE	148°00'01.500"W	064°47'53.490"N	1230.80	n/a	n/a	0	n/a
n/a	UTILITY LINE	147°52'34.200"W	064°47'51.010"N	464.83	n/a	n/a	0	n/a
n/a	TREE	147°52'40.370"W	064°48'07.180"N	493.35	n/a	n/a	0	n/a
n/a	TREE	148°00'22.560"W	064°47'58.410"N	1419.43	n/a	n/a	0	n/a
n/a	TREE	147°52'03.030"W	064°47'59.130"N	475.12	n/a	n/a	0	n/a
n/a	TREE	147°58'49.870"W	064°49'21.220"N	1177.42	n/a	n/a	0	n/a
n/a	TREE	148°00'16.830"W	064°47'37.260"N	1046.44	n/a	n/a	0	n/a
n/a	TREE	148°00'13.850"W	064°47'39.180"N	1088.76	n/a	n/a	0	n/a
n/a	TREE	148°00'09.300"W	064°47'33.290"N	968.31	n/a	n/a	0	n/a
n/a	TREE	148°00'06.530"W	064°47'34.700"N	964.40	n/a	n/a	0	n/a
n/a	TREE	148°00'09.120"W	064°47'41.310"N	1066.30	n/a	n/a	0	n/a
n/a	TREE	147°59'37.780"W	064°47'42.470"N	956.09	n/a	n/a	0	n/a
n/a	TREE	148°00'18.450"W	064°47'44.340"N	1162.02	n/a	n/a	0	n/a
n/a	TREE	148°00'15.520"W	064°48'02.180"N	1279.22	n/a	n/a	0	n/a
n/a	TREE	148°00'04.540"W	064°47'58.740"N	1183.83	n/a	n/a	0	n/a
n/a	TREE	147°59'48.750"W	064°47'44.850"N	1024.33	n/a	n/a	0	n/a
n/a	TREE	147°59'53.780"W	064°47'47.700"N	1083.16	n/a	n/a	0	n/a
n/a	TREE	147°59'47.690"W	064°47'53.280"N	1126.78	n/a	n/a	0	n/a
n/a	TREE	147°59'39.370"W	064°47'49.720"N	1049.10	n/a	n/a	0	n/a
n/a	TREE	147°59'36.870"W	064°47'51.230"N	1072.35	n/a	n/a	0	n/a
n/a	TREE	147°59'55.040"W	064°47'55.430"N	1174.88	n/a	n/a	0	n/a

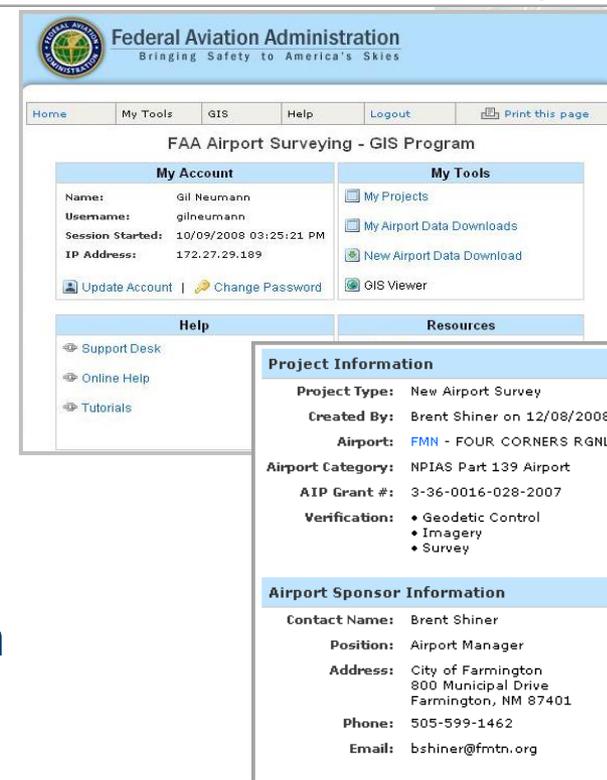
Pre-DRAFT Preliminary Images:
REFINEMENTS forthcoming



A-GIS | User-friendly Website Portal

<https://airports-gis.faa.gov/>

- **Sponsor Controls**
 - ▶ Creates Projects
 - ▶ Assigns Representative(s)
 - ▶ Monitors Progress
 - ▶ Downloads Data
 - ▶ Views Information
- **Projects Require**
 - ▶ Statement of Work (accepted by FAA)
 - ▶ Up to 3 plans (accepted by NGS for Safety-Critical Data)
- **Brower / Viewer scheduled for deployment**
- **FAA access to view or download data in several formats**



A-GIS | Survey Project Work Flow

Federal Aviation Administration « Airports GIS - eALP Module

Home My Tools GIS Help Administration Logout Print this page

VGC-100705 : Project Summary

Project Summary ✓ SOW / Concurrence ✓ Plans ✓ Geodetic Control Data ✓ Imagery Data ✓ Survey ✓ Verification 🔒

The Next Action feature is currently under development

Project Information	Surveyor/Consultant Information
Project Type: New Airport Survey Created By: Sean Graham on 01/16/2009 Airport: VGC - HAMILTON MUNI Airport Category: NPIAS Non-Part 139 Airport Purpose: Airport Airspace Analysis - Vertically Guided Verification: <ul style="list-style-type: none"> Geodetic Control Imagery Survey 	Add/Modify Chris Fales Steven Welebny McFarland Johnson, Inc. Col-East, Inc. 607-723-9421 800-359-8676 x209 cfales@mjinc.com swelebny@col-east.com

Project Actions, Notes, & Documents

[Add New Note](#) | [View All / Print](#) | [View All Documents](#)

Date	User	Action	Notes/Comments
10/01/2009 03:39:04 PM	Brian Quinn	Opened Survey Viewer	VGC
09/30/2009 12:22:30 PM	Brian Quinn	Opened Survey Viewer	VGC
09/08/2009 09:07:48 AM	Roger Strouse	Requested File/Document Download	VGC-shape-100705.zip
09/08/2009 09:07:03 AM	Roger Strouse	Generated New Survey Download	format: shape, coord sys: LL-83
09/04/2009 04:07:48 PM	Steven Welebny	Submitted Survey	
09/04/2009 04:04:37 PM	Steven Welebny	Uploaded Survey File	format: shape, coord sys: NY83-CF, description: Re-upload of file with Navaid and Runway End feature attributes in feet versus meters.
09/04/2009 03:56:16 PM	Jeff Steele	Did Not Approve Survey	See NGS Survey Data Review-VGC_6 for comments.
09/04/2009 03:55:07 PM	Jeff Steele	Uploaded File/Document	NGS_Survey_Data_Review-VGC_6.pdf
09/02/2009 09:19:00 AM	Dale Anderson	Requested File/Document Download	VGC-shape-100705.zip

Airport Sponsor Information

Contact Name: Sean Graham
Position: Director of Utilities & Public Works
Address: Village of Hamilton
 3 East Broad Street
 P.O. Box 119
 Hamilton, NY 13346-0119
Phone: 315-824-1111
Email: grahams@cnyemail.com



A-GIS | Browser

Pre-DRAFT Preliminary Images:
REFINEMENTS forthcoming

Design

Polyline

Color: [] ByLayer
Layer: RUNWAY
Linetype: [] ByLayer
Linetype scale: 1.00
Plot style: ByColor
Lineweight: [] ByLayer
Hyperlink: []
Thickness: 0.00

3D Visualization

Material: ByLayer

Geometry

Vertex: 1
Vertex X: 1602696.29
Vertex Y: 517719.02
Start segment width: 0.00
End segment width: 0.00
Global width: 0.00
Elevation: 0.00
Area: 1351457.20
Length: 18300.38

Misc

Closed: Yes
Linetype generation: Disabled

OD:RUNWAY

AIR_SUR_ID: 0
FEAT_DESC: []
FEAT_LEN: 9000.00
STATUS_D: []
RUNWAY_NUM: 04R 22L
FEAT_WIDTH: 150.00
USER_FLAG: []
SURFACTYPE_D: SPHS
SURFACTYPE_MATERIAL: CONC
PAVEMENTCLASSIF: 0
SURFACECONDITI: []

AIP Grant: AIP No. 3-06-0221-40
Name: Rehabilitate Apron
Material: Asphalt
Area: 11,243 SY
Status: Completion date 10/2009

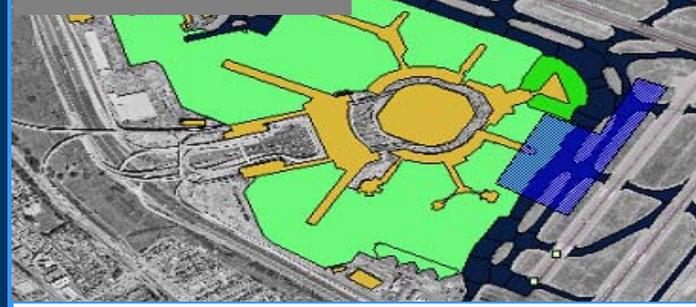


Illustration Only

Element: Runway
Attribute: Runway Threshold Runway
End: 19R
NAVD 88 Elevation: 8.8'
Length: 7,500'
Width: 200'
Degrees-Minutes-

AIP Grant: AIP No. 3-06-0221-40
Name: Rehabilitate Runway
Material: Asphalt
Status: Completion date 10/2009

Element: NAVAID
Attribute: VOR/DME Frequency; 115.80
Operator: FAA
NAVD 88 Elevation: 13'
Lat: 37 deg 37' 10.136"N
22 26.008"W

FAA - Office of Airports Grant History Report Report Date 09/15/2008

Region: WP
ADO: SFO
Worksite: San Francisco, CA Locid: SFO Worksite Name: San Francisco International Current Service Level: P Current Hub Type: L

Grant Nbr	FY	Project Code	Descr	Entitlement	Discretionary	Total
039-2007	2007	PL PL MS	Update Miscellaneous Study	\$0.00	\$75,000.00	\$75,000.00
		RE RW IM	Rehabilitate Runway	\$0.00	\$12,175,000.00	\$12,175,000.00
		RE RW LI	Rehabilitate Runway Lighting	\$0.00	\$3,450,000.00	\$3,450,000.00
		SA RW SF	Improve Runway Safety Area	\$0.00	\$2,475,000.00	\$2,475,000.00
		Grant Total		\$0.00	\$18,175,000.00	\$18,175,000.00
040-2008	2008	PL PL MS	Conduct Miscellaneous Study	\$187,500.00	\$0.00	\$187,500.00
		RE AP IM	Rehabilitate Apron	\$1,098,125.00	\$0.00	\$1,098,125.00
		RE RW IM	Rehabilitate Runway	\$0.00	\$4,196,084.00	\$4,196,084.00
		RE RW LI	Rehabilitate Runway Lighting	\$712,500.00	\$0.00	\$712,500.00
			Rehabilitate Taxiway			



A-GIS (and eALP) | Airport Operator Benefits

Green

- No Hard Copy ALPs to Create or Ship
- Web access by various users at multiple locations

Faster Actions with Reduced Costs

- Reduced ALP Approval Time
- Ready Access to Airport and Official FAA Data
- eNotams*
- eNRAs*
- Reduced time, Cost and Effort to issue Documented Categorical Exclusions and EAs
- Faster Grant Coordination and Approvals
- Faster 5010/NASR Changes Reflected in FAA Documents

Improved Airport Access

- Potentially Improved Approach Minima Through Higher Accuracy Obstacle Data

Improved Efficiencies through Envisioned Tools

- Signage and Marking Plan “Report”
- Pavement Management Capability
- Safety Management System
- Line-of-Sight Tools
- Access to Imaginary Surfaces

Reduced Costs

- Use of Data in GIS for Planning and Design Rather than re-creating (e.g. Contour Data,)
- ALP Updates will start with existing, validated data

Provides Leverage for Local GIS System To Manage Non-FAA Related Items

Think Internet, eMail, and Google Earth



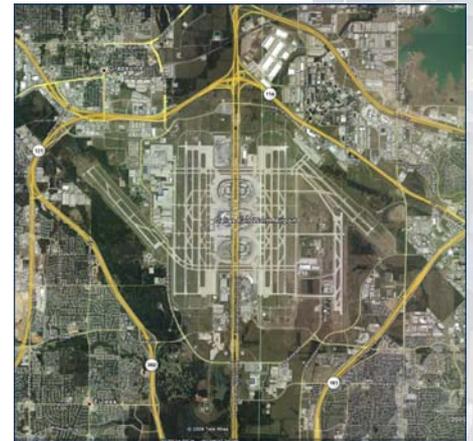
A-GIS | Airport Investment Returns

- **Single source** for official Airport and FAA Airport-centric Data
- **Orthoimagery** - Improved Airport Visualization with up to 3 inch ground sample distance resolution (less than 5 year old imagery)
- **Ability to Browse** the Airport Environment from your office
- **Ability to collaborate** with FAA and Consultants interactively on the same imagery
- **Improved Obstacle Accuracy and potentially better approach minima** – 1A (20' horizontal & 3' vertical) vs. 2C (50' horizontal & 20 feet vertical)
- **Future Ability to Query the database**
- **Faster CIP review / ALP Approvals / Environmental Decisions / Grant Offers**
- **Metadata** – Data about the data (who, what, when & where)
- **Geo-referenced Data**
- **Ground contours** to provide to subsequent engineering consultants
- **Imaginary Surfaces and NAVAID Critical Areas**
- **A Foundation** for eNASR (Airport data changes), eNRA (ALP updates), eNOTAM, Pavement Management, Safety Management System, Ops Inspection Management, Environmental Inventories

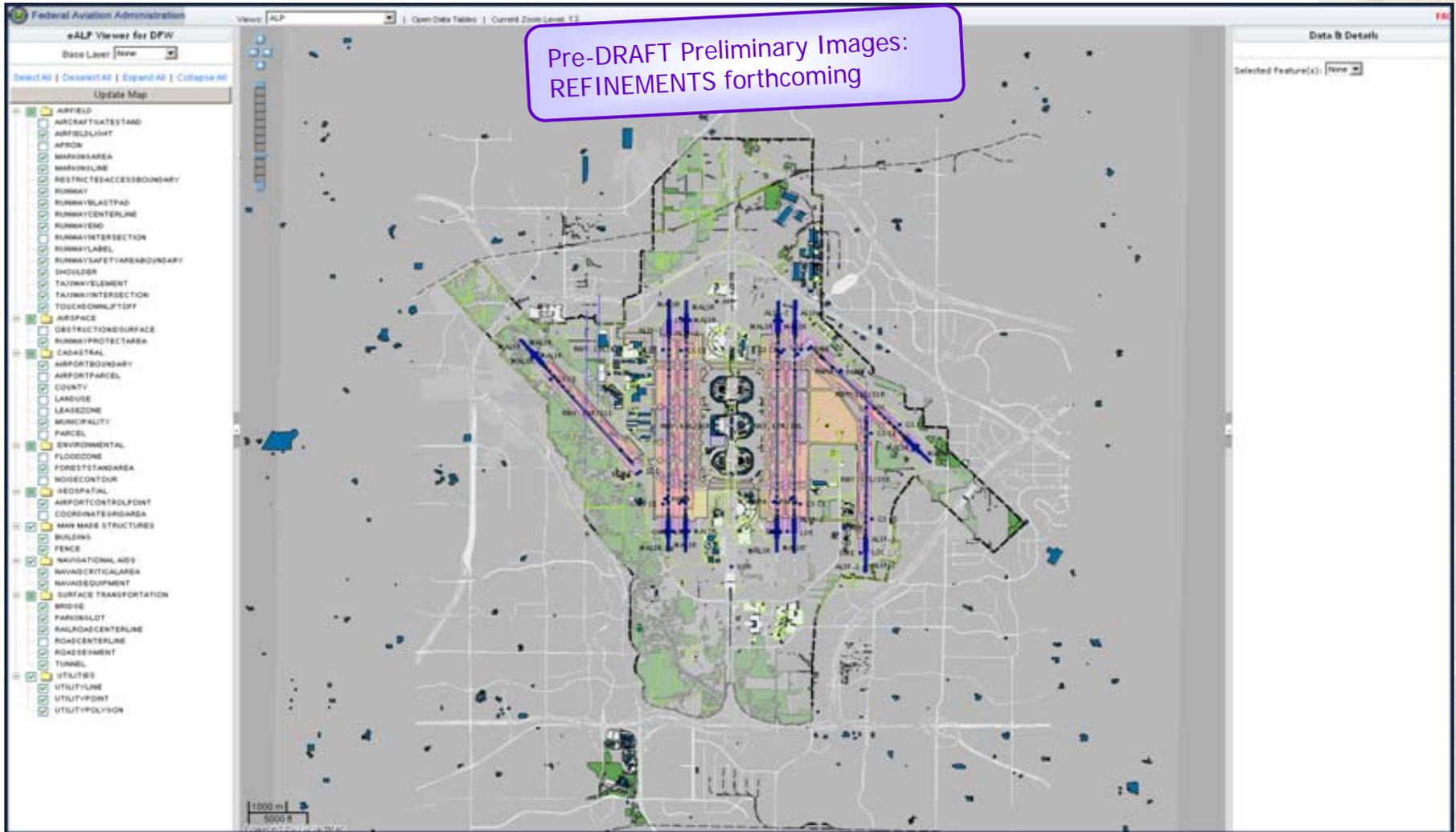


A-GIS | Costs will come down!

- **National approach is currently incremental (Pilot Programs are comprehensive)**
- **Cost drivers (from ASW Pilot Program)**
 - Airport size / runways (number; length)
 - Facilities (airport owned, FAA, other)
 - Airport data availability
 - Existing GIS (data translation) <- Large Airports
 - Obstacle environment
- **Cost estimates are still being calculated and evaluated (think: long-term benefits)**
 - Initial learning curve will drive costs initially, but anticipate a lowering in future
 - Programming and CIPs will need to be carefully evaluated with reasonable, thoughtful funding prioritizations (especially at smaller airports)

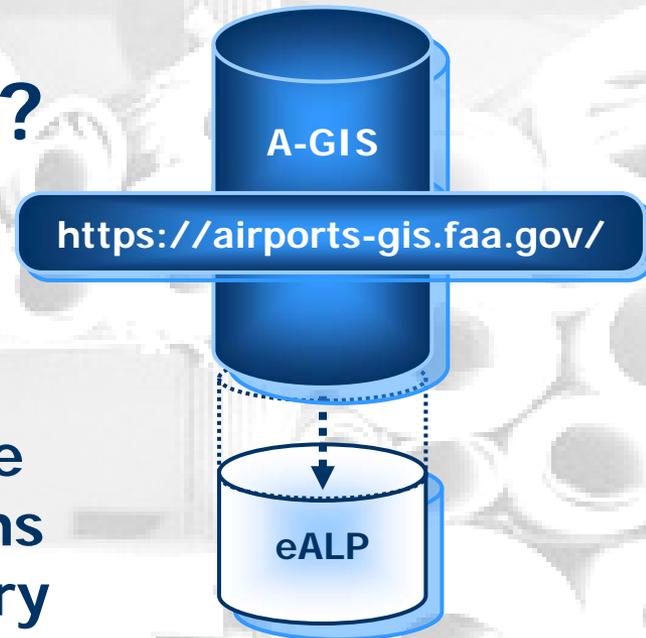


A-GIS 1st Module | eALP Development Progress



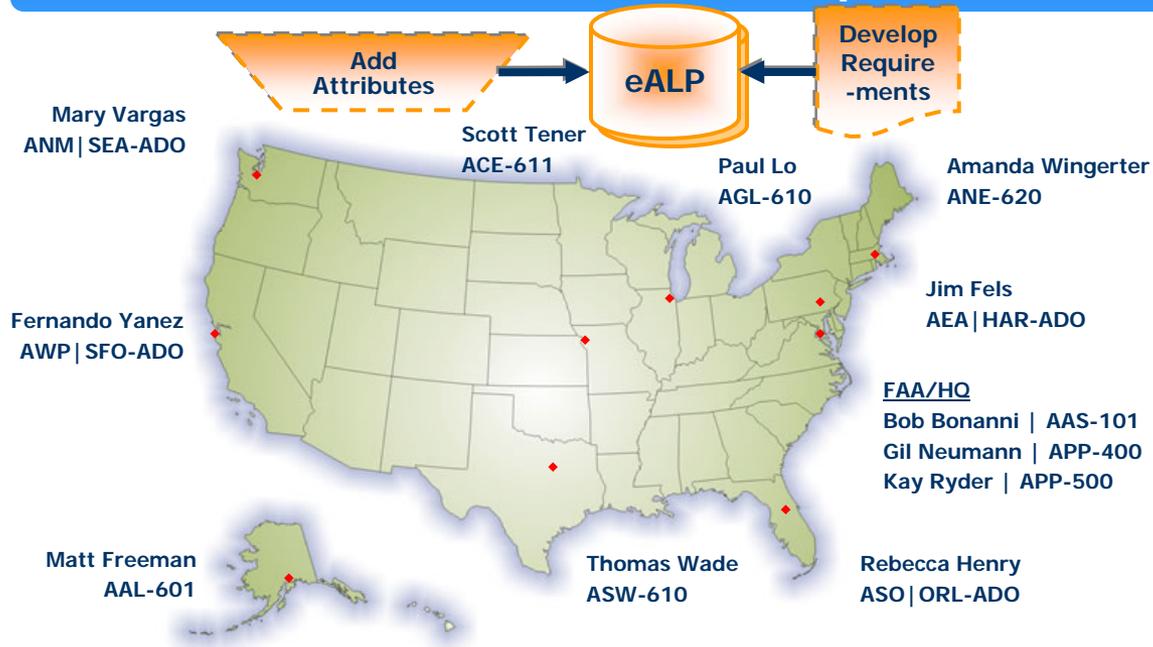
Why FAA is developing eALP?

- **Currency**: all NPIAS airports are required to keep their ALPs current (many are outdated)
- **Versioning**: paper copies of ALPs are typically housed in multiple locations and the “latest” version(s) often vary
- **Accuracy**: plotted ALPs frequently contain airport information that differs from airports data collected for use in other LOBs and/or other airport projects
- **NextGen**: needs real-time, web-based access of the same (“living” document) version by all stakeholders
- **Diligence**: efficient use of updated, precise data (input into A-GIS) for optimal NextGen airport planning, safety reporting, and decision making for CIP’s



eALP | Developing Requirements for the Module

eALP National Standards Development Team



Team Meetings

- July 08: Great Lakes Region
- Sep 08: A-GIS Training
- Oct 08: Southwest Region
- Dec 08: FAA Academy OKC
- Feb 09: Washington DC
- Oct 09: beta Tests OKC

Software Programming

- Jan 09: Requirements Doc Nearing Completion
- Mar 09: Submission Target
- May 09: eALP v1.0 Review
- Sep 09: Flight Plan Target

NSDT Progress

- Define "what is e-ALP?"
- Standardize checklists
- Develop eALP design layouts
- Develop programming requirements for the drawing set
- Approve design layouts
- Re-define data standards
- Evaluate coordination processes (pen-and-ink, review, approval, e-sign); recommend changes
- Provide inputs to initial program guidance and updates to ACs

eALP | A Closer Look at the Paradigm Shift

ALP

1. Project Scope
2. Establish Ground Control
3. Collect Aerial Imagery
4. Derive Planimetric Data
5. Prepare plans

6. Create ALP Drawings

1. Organize onto layers
2. Apply symbology
3. Add annotations
4. Add title block

7. FAA Approval of Plans (Written Signatures)

eALP

1. Project Scope
2. Establish Ground Control
3. Collect Aerial Imagery
4. Derive Planimetric Data
5. Prepare plans

6. Prepare Data

1. Convert to GIS or CADD
2. Enter Attributes

7. Submit to Airports-GIS

8. NGS Validates

9. FAA Approval of Plans (Electronic Signatures)



eALP | a more Dynamic Planning Tool

ALP

- Collaborate with FAA
- Basis for Airport Planning
- Basemap for maps

eALP

- Collaborate with FAA
- Basis for Airport Planning
- Basemap for maps
- **Basis for FAA**
 - LOB Communication/Review
 - LPV-GPS Procedure Design
 - Runway Capacity Decisions
 - Obstruction Analyses
- **Basis for Airport**
 - GIS Usage
 - GIS Development



eALP | Development Progress

Proof-of-Concept completed Sept 15, 2009

FY10 beta testing & functionality improvements

Document existing facilities & warranted planned facilities found to be safe & efficient use of airspace & potentially eligible for federal funding

Pre-DRAFT Preliminary Images:
REFINEMENTS forthcoming



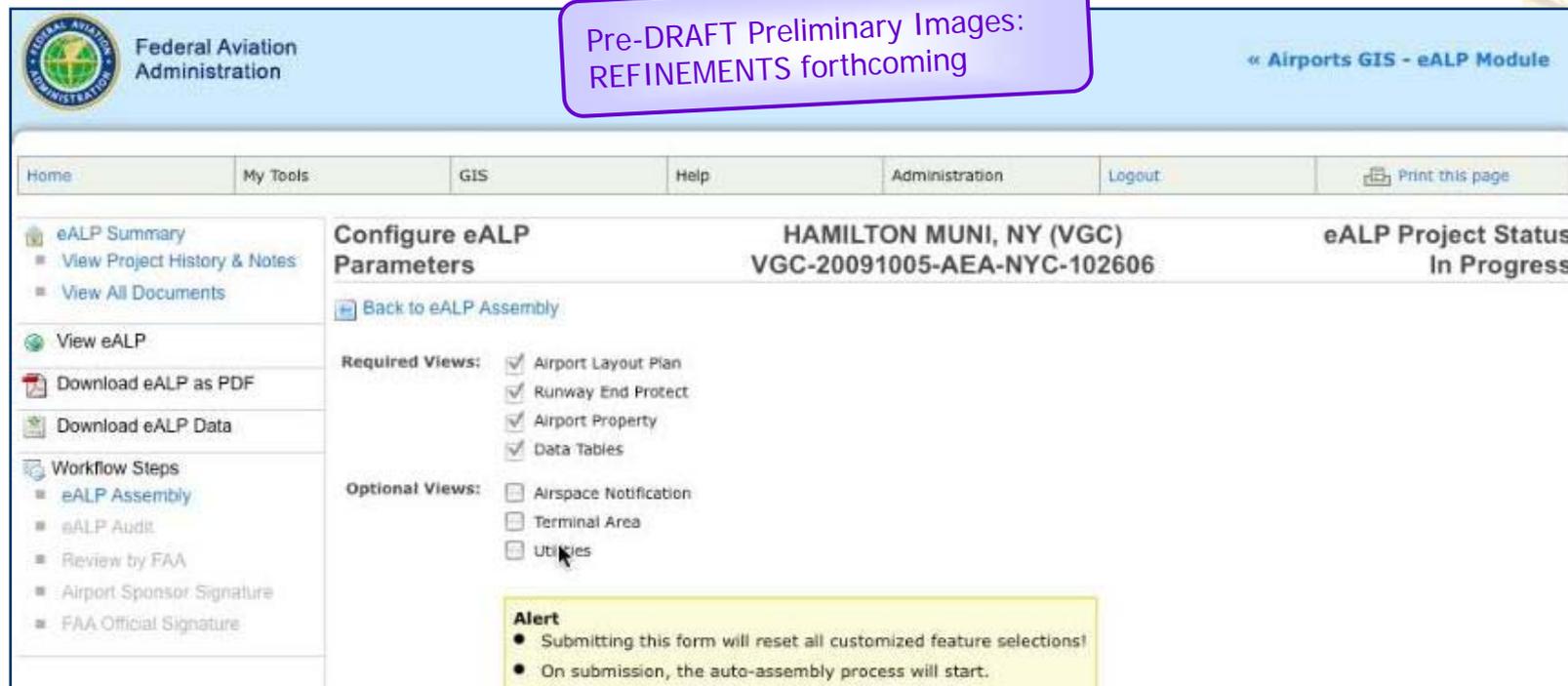
“Assembled” from A-GIS dataset

Submitted, reviewed, & approved electronically (internal processes & procedures in development)

Can be easily shared

Not envisioned as “working” documents as is current ALP set

eALP | Website Portal Progress



Pre-DRAFT Preliminary Images:
REFINEMENTS forthcoming

Federal Aviation Administration

« Airports GIS - eALP Module

Home My Tools GIS Help Administration Logout Print this page

eALP Summary
View Project History & Notes
View All Documents

View eALP

Download eALP as PDF

Download eALP Data

Workflow Steps
eALP Assembly
eALP Audit
Review by FAA
Airport Sponsor Signature
FAA Official Signature

Configure eALP Parameters

HAMILTON MUNI, NY (VGC)
VGC-20091005-AEA-NYC-102606

eALP Project Status
In Progress

Back to eALP Assembly

Required Views:

- Airport Layout Plan
- Runway End Protect
- Airport Property
- Data Tables

Optional Views:

- Airspace Notification
- Terminal Area
- Utilities

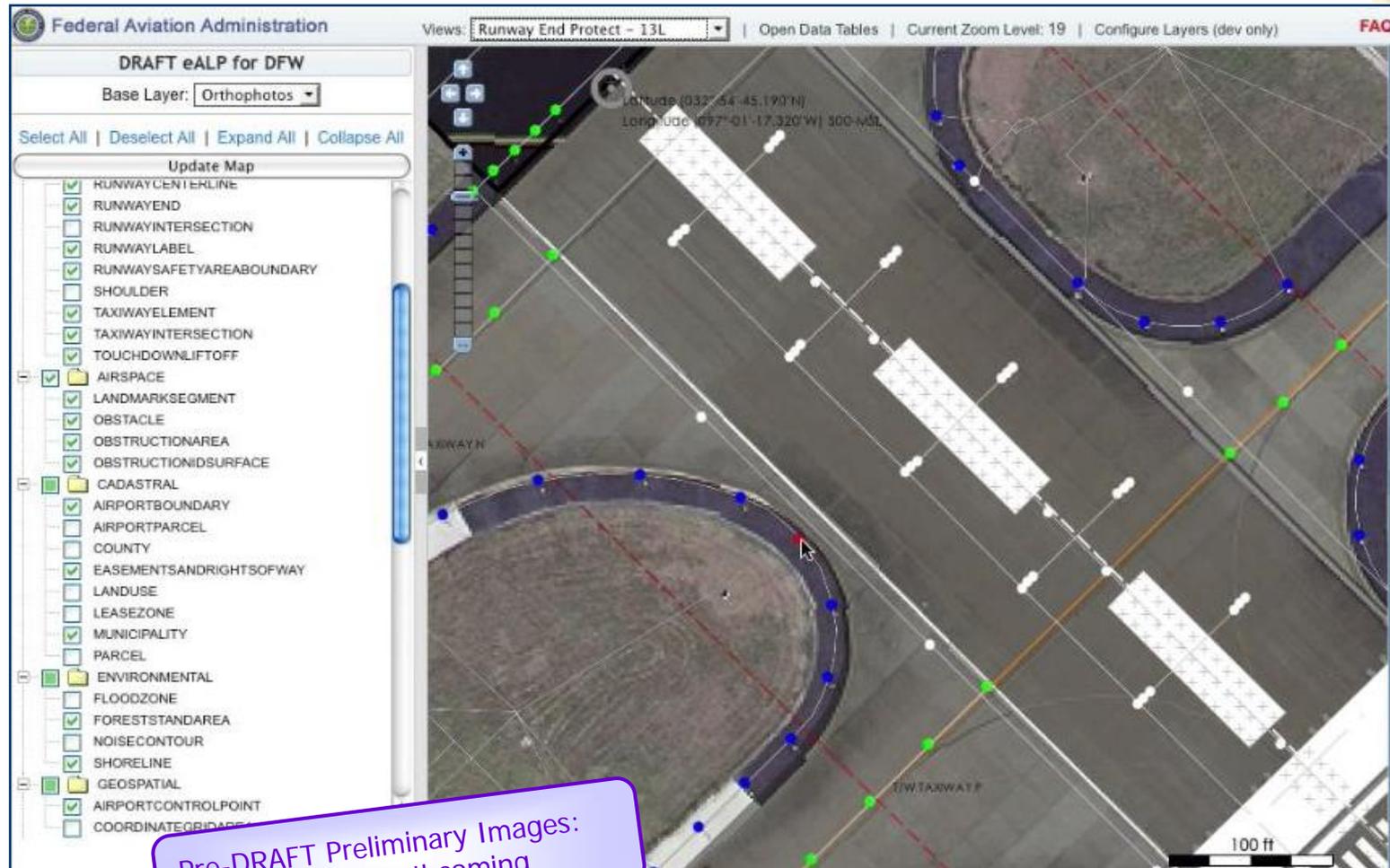
Alert

- Submitting this form will reset all customized feature selections!
- On submission, the auto-assembly process will start.

- Beta-tested version 1 for field use with A-GIS targeted for deployment in late CY11 or early CY12
- FAA access to view or download data in several formats



eALP | Background Imagery



A-GIS/eALP | Where are we now?

A-GIS/eALP DEVELOPMENT | ARP (via AOSC charter)

- Completed Guidance for Airport Surveys
- 3 Flight Plan Goals completed (including eALP alpha)
- Consolidated FAA Data Order around A-GIS
- Developed ARP/FAA-wide A-GIS business processes
- Distributed A-GIS/eALP Education Materials

A-GIS/eALP IMPLEMENTATION | ARP/Airport Sponsors

- FAA grants and SOWs compliant with ACs
- 500+ projects initiated into A-GIS website/system
- Southwest Region Pilot Program initiated
- Nationwide Pilot Program (candidate airports-GFK)
- Program Guidance Letters drafted; SOAR programmed



eALP | National Implementation Team

A-GIS/eALP Implementation Team



Team Meetings

FY10 Discussions on:

- Initial training concepts (potential IDLE add-ons)
- Practical deployment of AGIS as it relates to eALP
- Advisory Circular updates
- Granularity in AIP eligibility
- e-Signatures (re: versioning for eALP updates; major vs. minor / accommodating pen-and-ink changes)
- Programming/Sequencing
- Planning for AGIS within Capital Improvement Plans
- Harnessing added value from AGIS reports for decision making (system planning)
- What updating AGIS looks like (for future eALPs)

Primary Team Objectives

- Identify best practices for practical field implementation
- Evaluate and improve national guidance related to ALP-review processes and CIP programming
- Develop a continuing education plan for field personnel
- Continuing support to development of additional A-GIS modules (proper data integration)

Airports GIS / eALP | Transition Steps

Transition Step 1: Near-Term Reality

- ▶ Airports GIS Data Collection and Submittal
- ▶ Legacy ALP
- ▶ Legacy Coordination

Transition Step 2: 2-6 year Target

- ▶ Airports GIS Data Collection and Submittal
- ▶ Electronic Signatures (Submittal and Approval)
- ▶ PDF ALP with Legacy Review and Approval Process

Transition Step 3: Long-Term Objective

- ▶ Electronic Submittal
- ▶ Airports GIS Data Collection and Submittal
- ▶ Electronic Review and Approval
- ▶ Geo referenced PDF (for use outside Airports GIS)



A-GIS/eALP | Looking Forward

 We ALL currently face a challenging transition period; be prepared to make progress w/end-state in mind. **Work with us to champion the long-term perspective!**

- **Help the Airport Planning, Engineering, and Design Community:**
 - Get up to speed with A-GIS ACs; Register with the A-GIS website; anticipate paradigm shift from ALPs to eALPs
 - Evaluate/Submit reasonable survey costs in A-GIS SOWs
 - Suggest practical improvements and best practices based on realistic challenges you face at your airport and in the field
- **Anticipate A-GIS and eALP guidance relative to program adjustments and associated policy changes for conducting surveys and electronically-generated ALP drawing sets as the program database and software is refined**

AGIS-Intergrated Distance Learning Enviroment- IDLE implemented March 2010 by FAA Airports

Levels of Training for IDLE system:

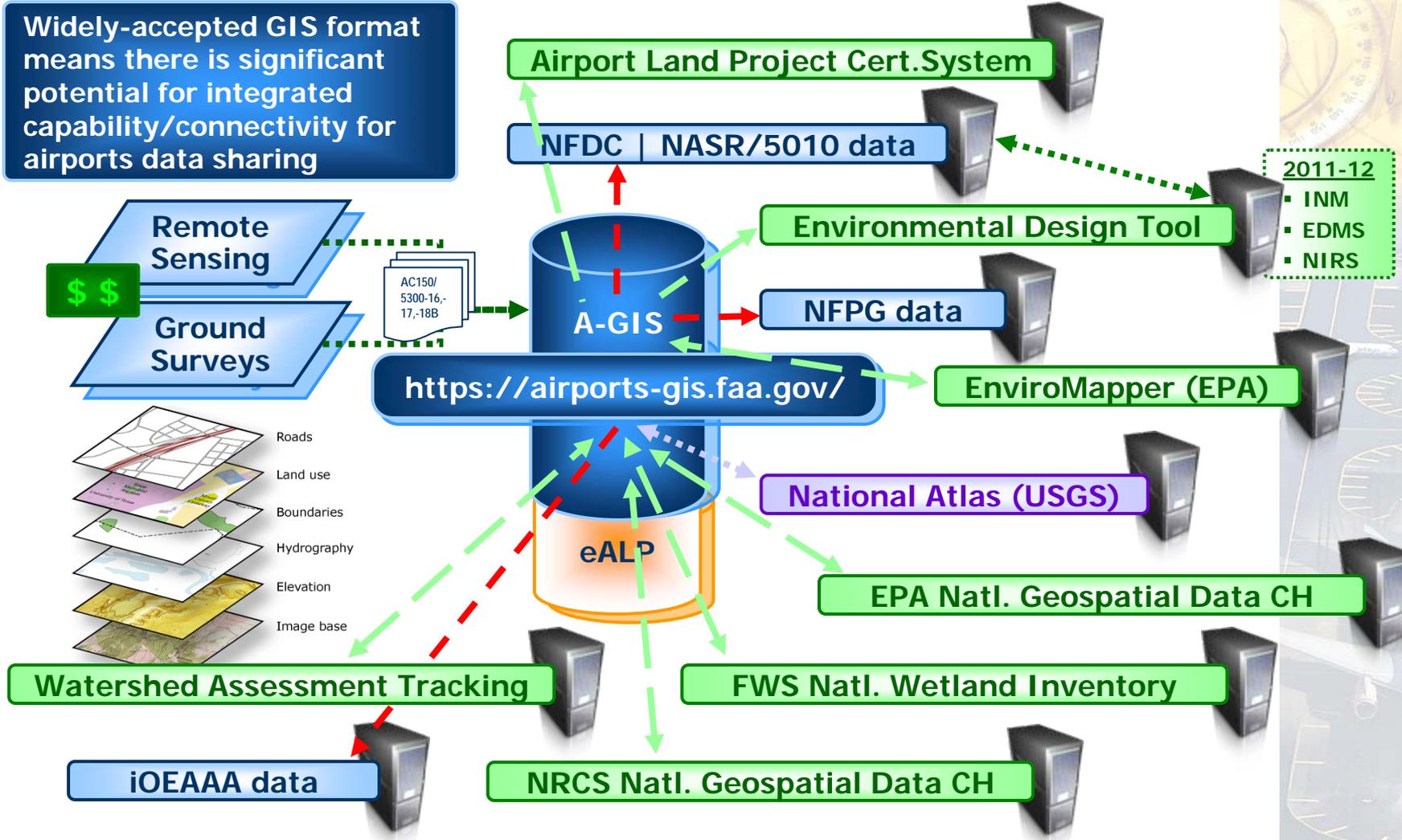
- - Level 1 is general AC training targeted to all airports personnel
- - Level 2 is targeted to FAA functional managers
- - Level 3 is detailed instruction targeted to airport surveyors and consultants

Cost of Training

- * FAA Personnel - FAA IDLE training is FREE for all FAA personnel.
- * Non-FAA Personnel - Level 1 & 2 training courses are FREE. Level 3 courses will require a registration fee
- of \$150 per course, for a total course cost of \$450 per student.
- Students who complete all three AC Level 3 training courses with an 80% or higher score on all lesson/ course will be issued IDLE certificate. For more information, register:

<https://airports-gis.faa.gov/airportsgis>

Vision 2a | Potential GIS Dovetails Abound!



Airports GIS New AGL Guidance

- New Great Lakes Regional Guidance Letter Issued August 11, 2010 as 5300.4 - *Airports GIS Data Collection Implementation Policy* allows state sponsoring multiple airport AGIS projects
- Attend the 26th Annual Great Lakes FAA Airports conference workshop-GIS Data Entry on 1-5pm Tuesday Nov 02, 2010
- References: FAA Advisory Circulars 150/5300 – 16, -17, and -18 with new AC 19 addressing GA airports
- http://www.faa.gov/airports/great_lakes/airports_resources/ppms/media/5300-4.pdf
- Will be replaced with future National AGIS guidance, when available
- Contact your respective ADO for additional guidance.



Thank You! Questions?

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