

# What Does Planning Complete Mean?

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Federal Aviation  
Administration



# Objectives

- **Briefly discuss key planning items critical to the environmental (NEPA) process**
- **Answer the question:  
“What does planning complete mean?”**



# Agenda

- **Identify connections between planning & environmental processes**
- **Discuss key planning items critical to the environmental process**
- **Outline what “planning complete” means**
- **Review potential tools/strategies for success**
- **Group discussion**

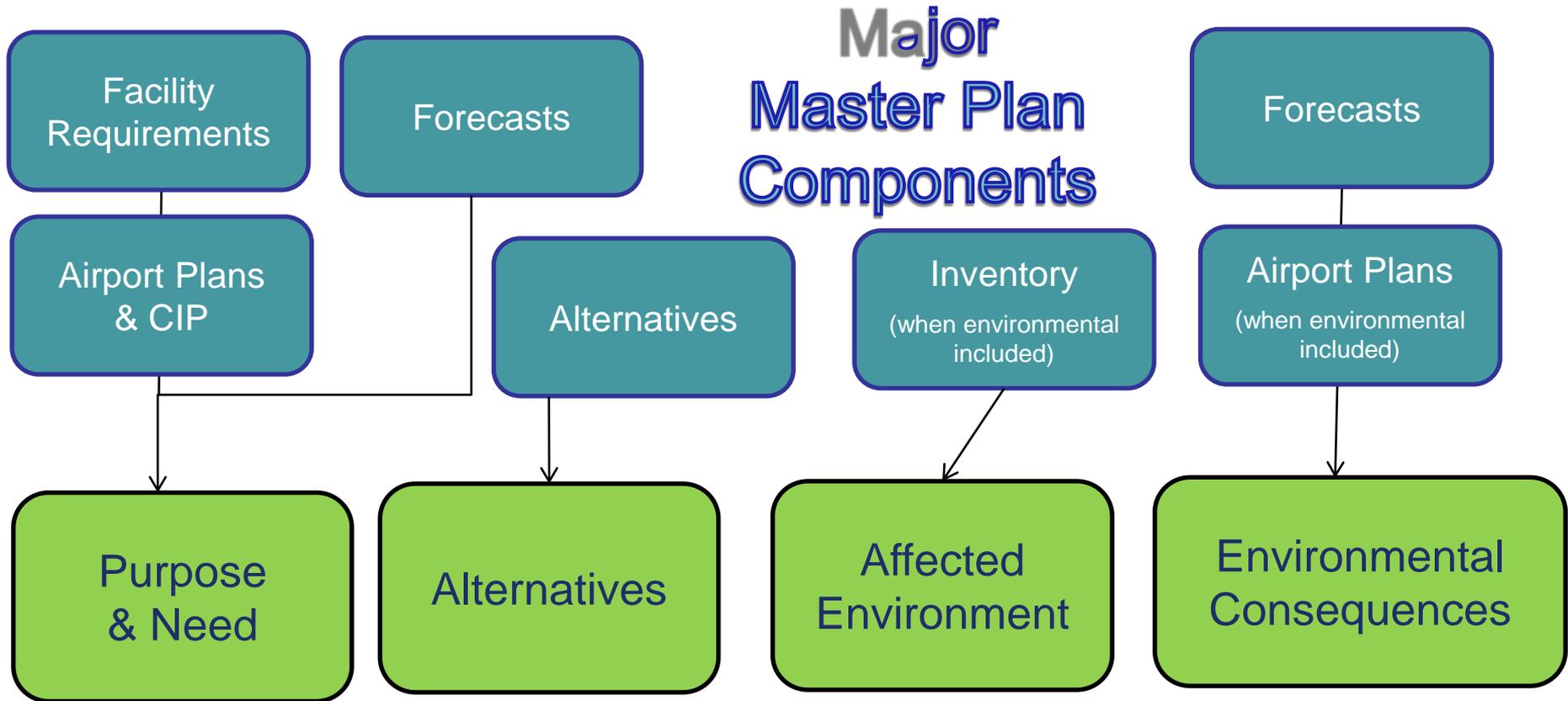


# When/Why the Process Falls Apart

- **Incomplete / stale planning**
- **Insufficient justification for projects**
- **Sponsor / consultant challenges**
  - Staff changes
  - Not understanding environmental requirements are non-negotiable
  - Local politics
  - Viewing NEPA as a separate process
- **Sponsor expectations**
- **Project drift**
  - Concept changes/inconsistencies
  - Inability to fully define what the project is
- **Time passage**
- **Changing project variables (economics/industry dynamics)**
- **Changes in FAA staffing and/or project oversight**



# Connecting Planning & Environmental Processes



## Major NEPA Environmental Components



# Key PLANNING ITEMS Critical to the NEPA Process

- **Order 5050.4B (Section 503) addresses airport planning information critical to the NEPA process**

1. Inventory of existing conditions & facilities
2. ALP showing proposed development
3. Planned project linkages versus independent utility
4. Aircraft operation & enplanement forecasts
5. Design aircraft & fleet mix to accommodate forecasts
6. Airport's existing capacity to accommodate forecasts
7. Facility requirements needed to accommodate forecasts
8. Timing & phasing of projected necessary airport development
9. Runway utilization & flight tracks
10. Airspace analysis

**These items are necessary to determine when planning is complete!**



# Key Planning Items Critical to the NEPA Process

## 1. Inventory of existing facilities & conditions on and around the airport

- What are the problems to solve or opportunities to pursue?
  - Aeronautical infrastructure
  - Conduct baseline inventory of NEPA review categories
    - identify obvious specially-protected environmental resources
    - identify resources to be avoided &/or mitigated if impacted



# Key Planning Items Critical to the NEPA Process

## 2. ALP showing proposed development

- Project must be shown to be eligible
- Show development in relation to rest of Airport



# Key Planning Items Critical to the NEPA Process

## 3. Planned project linkages versus independent utility

- Connected action
- Independent action



# Key Planning Items Critical to the NEPA Process

## 4. Aircraft operation & enplanement forecasts

- Valid forecast(s) & resulting demand
- Utilizing FAA accepted methodologies
- Consistent with the Terminal Area Forecast (TAF)



# Key Planning Items Critical to the NEPA Process

## 5. Design aircraft & fleet mix to accommodate forecasts

- Design aircraft to accommodate forecast/meet demand
- Does it match critical aircraft FAA has determined?



## A-I less than 12,500 lbs. (small)

- Beech Baron 55
- Beech Bonanza
- Cessna 150
- **Cessna 172**
- Piper Archer
- Piper Seneca



## C-I, D-I

- Lear 25, 35, 55
- **Israel Westwind**
- HS 125



## B-I less than 12,500 lbs. (small)

- Beech Baron 58
- Beech King Air 100
- Cessna 402
- Cessna 421
- **Piper Navajo**
- Piper Cheyenne
- Cessna Citation I



## C-II, D-II

- Gulfstream II, III, IV
- Canadair 600
- **Canadair Regional Jet**
- Lockheed JetStar
- Super King Air 350



## B-II less than 12,500 lbs. (small)

- **Super King Air 200**
- Cessna 441
- DHC Twin Otter



## C-II, D-II

- Boeing Business Jet
- B 727-200
- B 737-300 Series
- MD-80, DC-9
- Fokker 70, 100
- A319, A320
- **Gulfstream V**
- **Global Express**



## **B-I, II** greater than 12,500 lbs.

- Super King Air 300
- Beech 1900
- Jetstream 31
- **Falcon 10, 20, 50**
- **Falcon 200, 900**
- Citation **II, III, IV, V**
- Embraer 120
- **Gulfstream I**



## **C-IV, D-IV**

- B-757
- **B-767**
- DC-8-70
- DC-10
- MD-11
- L1011



## **A-III, B-III**

- DHC Dash 7
- DHC Dash 8, Q-300, 400
- DC-3
- Convair 580
- Fairchild F-27
- **ATR 72**
- ATP



## **D-V**

- **B-747 Series**
- B-777



Note: Aircraft pictured is identified in **bold, italic** type.

Exhibit 1A  
Airport Aircraft Reference Codes



# Key Planning Items Critical to the NEPA Process

## 6. Airport's existing capacity to accommodate forecasts

- Is existing adequate to address future needs?
- Identify deficiencies

## 7. Facility requirements needed to accommodate forecasts

- Thoroughly identify all alternatives, not just preferred
- Include do nothing alternative
- Determine most cost effective and practicable
- FAA and planning staff work together



# Key Planning Items Critical to the NEPA Process

## 8. Timing & phasing of projected necessary airport development

- Timing can be critical especially to funding
- Can project be phased?



# Key Planning Items Critical to the NEPA Process

## 9. Runway utilization & flight tracks

- Utilized for noise modeling
- Assist with determining IFR demand
- Developing land use compatibility alternatives
- Conflict with other nearby airports
- Left or right hand traffic patterns

## 10. Airspace analysis

- Impact on nav aids, coordinate with FAA Tech Ops
- Flight Procedures impact on approaches & departures
- Flight Standards coordination on GA safety



# Why We Do Planning

- 1. Identify Current Status/Facilities**
- 2. Identify Issues/Problems**
- 3. Develop Documentation for Next Steps**
- 4. Review Alternatives to Address Needs**



# What Does Planning Complete Mean?

- **The need for the project is well defined**
  - FAA approval obtained
    - Forecasts - aircraft operations & enplanements
    - Critical design aircraft & fleet mix based on forecasts
  - Identify 20-year forecasted needs
  - Identify & document the actual need for the specific project
    - Why is the project needed within the next 3 years?
    - Why can't existing infrastructure accommodate demand?



# What Does Planning Complete Mean?

- **Completed alternative analysis examining & documenting the least environmentally damaging alternative**
  - What are the range of alternatives that exist? Include:
    - Alternatives meeting aeronautical need
      - Consider long-term needs when identifying alternatives to meet near-term need
    - Alternatives representing good tradeoffs between meeting aeronautical need & avoiding/minimizing environmental impacts
      - Consider practicable, possible, or prudent alternatives to avoid specially-protected resources
      - Consider conceptual mitigation to reduce unavoidable environmental effects if no practicable, possible, or prudent alternative exists
    - Alternatives unlikely to be selected when a protected resource will be impacted
    - No-build alternative



# What Does Planning Complete Mean?

- **Completed alternative analysis examining & documenting the least environmentally damaging alternative (continued)**
  - What are the tradeoffs between the alternatives?  
Document each alternative's ability to
    - Meet demand & conform to standards
    - Avoid or minimize impacts to built & natural environment
    - Receive political approval
    - Be acceptable to the public



# What Does Planning Complete Mean?

- **Public input obtained on needs & vision for the airport**
  - Engage FAA, State DOT's, the public & key resource agencies throughout the planning process
  - Share information & build understanding
    - Near-term & long-term aeronautical need
    - Sponsor's awareness of environmental resources on or near the airport
    - Alternatives to meet aeronautical need & avoid resource impacts



# What Does Planning Complete Mean?

- **Public input obtained on needs & vision for the airport (continued)**
  - Provide meaningful notice for how the public can be informed & stay informed
    - Consider inviting most objecting public to be part of committee(s) – Sooner is better than later!
    - Meeting notices
      - Consider personal invites to adjacent landowners most affected
      - Don't bury “meeting invites” or public hearings only in the public notice section of the paper
      - Consider buying an advertisement to notice meetings
      - Consider having the newspaper work with the sponsor to write an article to notice meetings



# What Does Planning Complete Mean?

- **Conditionally approved ALP**
  - Shows proposed development
  - Airspace analysis completed



# When is it Ripe to Start NEPA?

- **FAA determines**

- Planning process is complete & strong foundation exists for the project(s)
  - Purpose & need
  - Justification
- Project is AIP eligible – grant can be issued after scope of work is accepted
  - Must occur prior to contract being executed
- Scope of work for NEPA document is acceptable prior to executing contract between sponsor & consultant



# Potential Strategies for Success

- **Scope of work – identify the problems to solve & opportunities to pursue**
- **Stakeholder engagement – early & often!**
  - FAA & State DOT
  - Resource agencies
  - Adjacent & affected landowners
  - General public
- **Appropriate range of alternatives – use existing environmental inventory to help develop possible alternatives**



# Planning Expectations

- **Does a Master Plan provide all the information for a supported purpose & need?**
  - What's the problem at the airport?
  - Why do we need to correct it?
- **Maybe.**
- **Standards for inclusion**

Master Plan	NEPA Document
Planning goal/need	Demonstrated Aeronautical Need
Eligible	Justified

- **Usefulness of Master Plan to environmental documents depends on the level of analysis in the Master Plan rather than just having a completed Master Plan**



# What Does The ADO Do For You?

- ✓ **Airport Layout Plans Reviews/Issues/Questions)**
- ✓ **Master Plans**
- ✓ **Capital Improvement Plans**
- ✓ **State/Metro System Planning (Coordination)**
- ✓ **Airports GIS Regional ADO Contact**
- ✓ **Forecasting/TAF Update (coordination with Region)**
- ✓ **ASSET Study/NPIAS Report**
- ✓ **NPIAS review/coordination (Sponsors/Projects)**



# How the Region Supports the ADO Program

- ✓ **State/Metro System Planning (Coordination)**
- ✓ **Airport Sustainability Planning**
- ✓ **Capacity Planning (FACT, etc)**
- ✓ **Airports GIS Regional POC**
- ✓ **Forecasting/TAF Update (coordination with ADO's)**
- ✓ **ASSET Study/NPIAS Report**
- ✓ **Sustainability POC (Environmental & Planning)**
- ✓ **Benefit Cost Analysis (BCA) Review**



# Contacts for Further Information

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# Questions



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