

Non-Standard Airport Conditions?

Some thoughts....

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By: Gary Gates

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Federal Aviation
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AIP Participation?

- **Some Airports do not meet FAA Design Standards 150/5300-13 (RW to TW separation, Runway width, RPZs, OFAs, RSAs, etc.) for the critical aircraft currently using the airport. (Non-Std conditions shown on ALP)**
- **Part 77, Navaid siting and TERPS (Terminal Instrument Procedures) surfaces with obstructions (power poles, roads, trees, bridges, buildings, etc.)**
- **A few airports may not be able to meet FAA Design Standards (cost prohibitive to mitigate on-site and no feasible alternate site)**
- **AIP participation may be limited to maintenance only, using entitlement funds (where standards can't be met)**







Federal Requirements

- **49 USC 47105 (b) (3):** An **application** for a project grant under this subchapter may propose airport development **only if the development complies with standards** the Secretary prescribes or approves, including standards for site location, airport layout, site preparation, paving, lighting, and safety of approaches.....
- **AC 150/5300-13A - Airport Design.** Use of this AC is **mandatory** for all projects funded with federal grant monies through the Airport Improvement Program (**AIP**) and/or with revenues from the Passenger Facility Charges (**PFC**) Program.
- **Note – small aircraft stds, now includes B-II**

Non-Std Conditions

- Airport Master Plans should be updated (based on **current data**) and identify all nonstandard conditions
- Design standards based on **regular use** eg. Greater than 500 annual operations of critical aircraft (fuel sales, flight plans data).
- Provide a **mitigation plan** via the airport's Master Plan and CIP to address these issues.
- Each nonstandard condition must be **listed on the approved ALP**, means for resolving, and date of planned mitigation. 5010 updated to reflect current conditions (declared distances etc)
- Modifications to standards **are temporary** although in some cases, have been treated as permanent.

AIP Limitations

- FAA cannot permit development of a design group lower than the critical aircraft that currently operates at the airport.
- **Example** - if an airport has C-II reference code, we will not support building a parallel taxiway at B-II separation standards, even if the site is physically constrained.
- **AIP participation may be limited to pavement maintenance only** (where standards can't be met)



Contributing Factors..

- Airports should not extend or widen runways if the construction will encourage operation of larger and higher performance aircraft, unless the airport can demonstrate a plan to accommodate these aircraft.
- **Example** - airports should not extend the runway for a physically constrained B-I (exclusively small) airport, if the extension will promote “large” aircraft to use the airport.
- Consider type of fuel sold on airport, eg. Jet fuel may exacerbate larger faster aircraft activity
- Don't forget about pavement strength, unintentionally increasing capability for larger aircraft.

Solutions

- Plan now, so that we can accommodate airport needs in the future eg. CIPs vetted through current ALP and Airport Master plans
- Airports that have/forecasted non-std conditions and significant constraints should begin collecting activity data now (fuel records, aircraft surveys etc.)
- Solutions will **not** happen overnight and will require federal, state and local resources.
- **Local support** of complex solutions is a **must**, particularly if the fix may involve relocating facilities
....education is the key



ANY QUESTIONS?

