



# Airport Safety & Operations News

Southern Region Airports Division, Safety and Standards Branch ASO-620

August, 2016



The Federal Aviation Administration (FAA), Office of Airports (ARP) provides leadership to the airport and aviation community to ensure that the airports in the National Plan of Integrated Airport Systems (NPIAS) are planned and developed to meet FAA mission goals. The Safety and Standards Branch of the Southern Region Airports Division holds primary responsibility for safety and certification of airports, airport operations and safety practices, including:

## Inside

Small Unmanned Aircraft Systems Rulemaking .....	2
Nonaeronautical Events .....	3
Reporting Pavement Strength .....	4
Airport Discrepancies Found .....	5
Airport Construction Safety .....	7
Runway Safety Area LOA .....	9
Wildlife Mitigation .....	10
Safety & Standards Staff .....	11

- Aircraft rescue and firefighting
- Mitigation of wildlife hazards
- Promotion of emergency operations
- Emergency management planning
- Damage control at civil airports & Federal activities at airports
- Restoration of airports after an attack or a natural disaster

The Branch provides Safety and Certification Program management for 96 part 139 certificated airports located in the FAA’s Southern Region. This area includes Alabama, Mississippi, Georgia, South Carolina, Kentucky, North Carolina, Florida, Tennessee, Puerto Rico, and the U.S. Virgin Islands. The Southern Region has the largest footprint of part 139 Certified Airports of any of the FAA’s nine regions. It has:

- 5 Index E (Hartsfield-Jackson Atlanta International Airport, Miami International Airport, Orlando International Airport, Charlotte/Douglas International Airport, and Tampa International Airport)
- 6 Index D Airports (Fort Lauderdale/Hollywood International Airport, Jacksonville International Airport, Luis Munoz Marin International Airport, Orlando Sanford International Airport, Raleigh-Durham International Airport and Southwest Florida International Airport)
- 25 Index C Airports, 22 Index B Airports, and 17 Index A Airports

# Small UAS Rulemaking, 14 CFR Part 107

By Brian Creasy, SMS/AGIS Program Manager

## New UAS rule

On June 21, 2016, the FAA announced release of the small Unmanned Aircraft System (sUAS) rule, 14 CFR Part 107. The rule provides for routine commercial use of UAS without a waiver/exemption from the FAA. It was published in the Federal Register on June 28 and will become effective August 29. Some of the operational limitations imposed by the rule include:

- Applicable only to UAS weighing less than 55 lbs. and used for commercial purposes, the rule does not apply to nor affect model aircraft used for hobby/recreational purposes. Model aircraft operators must continue to follow the requirements of Section 336 of Public Law 112-95
- Operations in Class G airspace is permitted while operations in Class B, C, D, and E airspace require ATC permission
- Maximum altitude is 400' AGL; maximum airspeed is 100 mph
- Minimum weather visibility is 3 miles
- Daylight operations and twilight operations (with anti-collision lighting)
- The UAS must remain within visual line of sight (VLOS) of the pilot or visual observer (if applicable)
- The only visual aid devices permissible to maintain VLOS are corrective lenses

## Section 333 Exemption

For those familiar with the Section 333 Exemption, Part 107 requirements are similar but there are differences. Therefore, UAS operators currently operating under the authority of a Section 333 Exemption may either continue to use the exemption until it expires or operate under the authority of Part 107 upon it becoming effective in August.

A common situation directly involving airports in which the Part 107 rule differs from a Section 333 Exemption can be seen in sUAS operations at airports with uncontrolled Class G airspace. A Section 333 Exemption typically requires the UAS operator to enter into a letter of agreement (LOA) with the airport prior to conducting operations within 5 miles of the airport's airport reference point. In contrast, the new rule does not include the requirement for an LOA. Instead, the rule prohibits the sUAS from operating in a manner that interferes with manned aircraft operations and airport traffic patterns. The FAA expects that most sUAS operators will avoid operating near such airports due to these responsibilities levied upon them by the rule.

## New Advisory Circular

The FAA also issued Advisory Circular (AC) 107-2, Small Unmanned Aircraft Systems, to aid in interpreting and complying with the rule. The AC outlines sUAS classification, pilot certification and responsibilities, and operational limitations.

**Reference:** The [complete text of the Part 107 rule, AC 107-2](#), and a concise summary of the rule's operational limitations and pilot certifications and responsibilities is available online.

Do you have a UAS question? Contact your Airport Certification Safety Inspector (ACSI).

# Airport Compliance and Nonaeronautical Events

By Heather Haney, Compliance Team

An airport developed or improved with federal funds may not be closed for special, nonaeronautical outdoor events without prior FAA approval. Prior FAA approval is required by federal law and reflected in Grant Assurance 19, *Operation and Maintenance*.

The FAA's consideration of a request to close part of a federally obligated airport for a special, nonaeronautical event is based on:

- Safety
- The impact of the closure on aviation and the airport's aeronautical users
- Safeguards used to protect the aeronautical infrastructure
- Benefits that will accrue to the airport
- Financial considerations
- The airport sponsor's ability to protect its rights and powers

FAA Order 5190.6B, *FAA Airport Compliance Manual*, explains that, "...In certain circumstances where promoting aviation awareness through such nonaeronautical activities such as model airplane flying, etc., the FAA does support the limited use of airport facilities so long as there is not total closure of the airport. In these cases, safeguards need to be established to protect the aeronautical use of the airport while the nonaeronautical activities are in progress and to ensure that safety is not compromised."

## Compliance Tips

When making a request to close part of the airport for a nonaeronautical event, an airport sponsor should explain:

- What kind of event is this and what equipment will it require?
- What kind of airport is this and where on the airport will this event take place?

- What kind of closure am I requesting (to include duration, set up and tear down)?
- Why does this event need to be at the airport?
- How will this event impact the airport's capacity, security, safety and operations?
- Do I have a proposed safety plan? (Airports certificated under 14 CFR part 139 are required to develop and submit a ground safety operations plan which must be reviewed by the assigned inspector.)
- How will this event impact the aeronautical users?
- Will the airport profit from the event? How will the event enhance the communities' acceptance of the airport?
- Do the airport's aeronautical users support the event?
- Can impacts of the closure be mitigated?
- How can we protect the federal interest in aviation?

## Sponsor Liability

What is the airport sponsor's liability and is the sponsor committed to not using airport revenue? Who will pay for any damages to the airport?

## Requests for Nonaeronautical Event Closures

Airport sponsors are encouraged to initiate requests for nonaeronautical event closures with the ADO several months in advance. Depending on the scope and scale of the request, the ADO may be required to coordinate the request with other FAA offices or may require additional information about the event.

Do you have a compliance question? Contact ASO's Compliance Team.

# Reporting Pavement Classification Number

By Anthony Cochran, Regional Engineer



Pavement Classification Number (PCN) - A single unique number expressing the bearing strength (load-carrying capacity) of a pavement for unrestricted operations.

PCN values are reported in a coded format using 5 parts separated by a forward slash (/). Example: 39/R/B/W/T

A PCN value breakdown of each section in above example:

- Numerical PCN Value:  
Load capacity of pavement (39 psi – SW)
- Pavement Type:  
(R = Rigid or F =Flexible)
- Subgrade Strength:  
(A ,B,C or D), A=(High) thru D = (Ultra Low)
- Allowable Tire pressure:  
(W, X,Y or Z), W=(High) thru Z =(Low)
- Method used to determine PCN:  
U= Aircraft, T= Technical Study

## The Concept

A pavement with a given PCN can support, without weight restriction, an airplane with an ACN rating equal to or less than the pavement PCN value.

Revised FAA Advisory Circular 150/5335-5C, Standardized Method of Reporting Airport Pavement Strength-PCN, was published on 8/14/2014. The revised advisory circular (AC) provides guidance for using the standardized International Civil Aviation Organization (ICAO) method of reporting airport runway, taxiway and apron pavement strength. It also provides guidance for the reporting of changes in the airport data that is published on FAA form 5010, Airport Master record. Lastly, it established new deadline date of August 14, 2015 for the reporting of gross weight and PCN data to the FAA for all 14 CFR Part 139 certificated airports.

**Reference:** [Advisory Circular 150/5335-5C](#)

## Report Gross Weight, PCN data

Please note, as of August 14, 2015 the gross weight and PCN data for all paved, public-use runways at 14 CFR Part 139 certificated airports must be reported in the 5010, Airport Master Record and included in the Airport Certification Manual (ACM). We recommend you contact your FAA Airport Certification Safety Inspector immediately so the PCN information can be processed for your airport.

For questions, please contact your FAA Airports District Office (ADO):

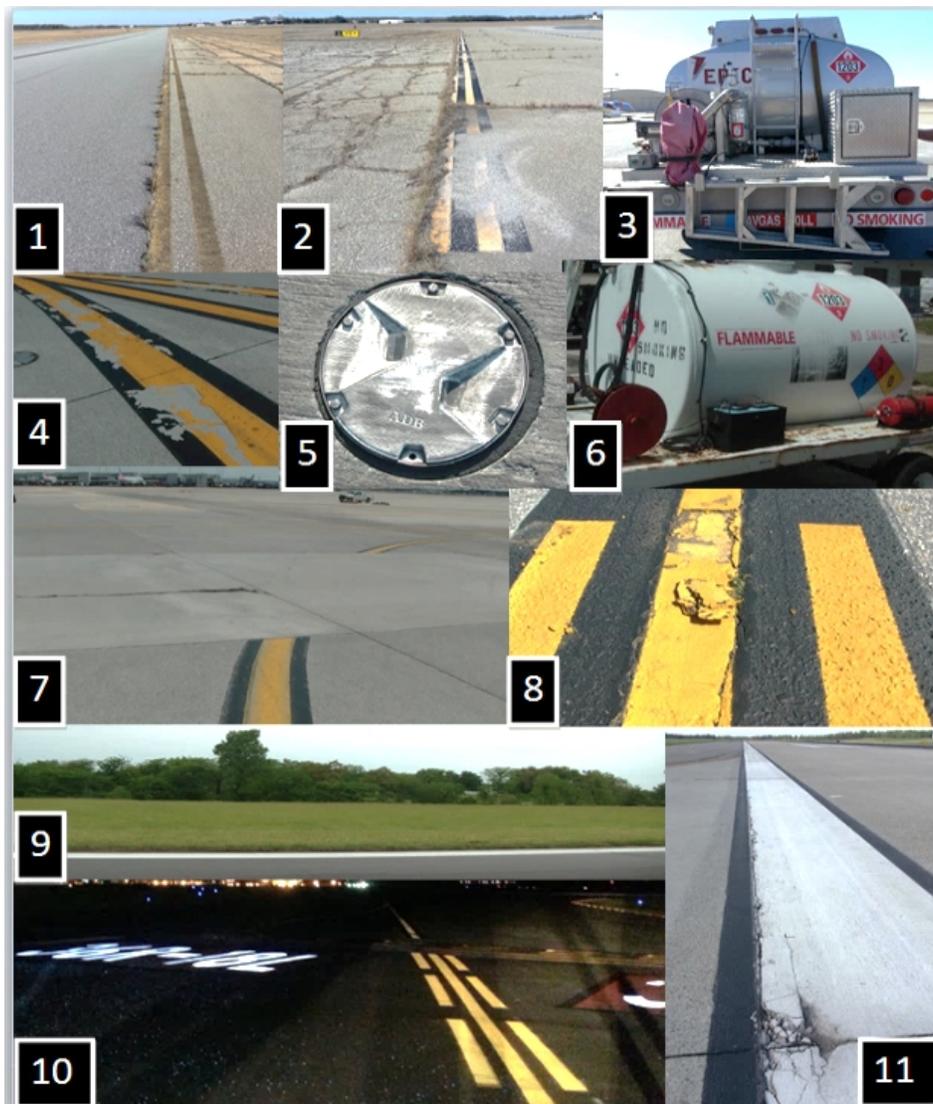
- ATL-ADO: 404-305-6799
- MEM-ADO: 901-322-8180
- JAN-ADO: 601-664-9900
- ORL-ADO: 407-812-6331

Contact information for the ASO Airports Division regional engineer is on the last page of this newsletter.

# Airport Discrepancies Found around the South

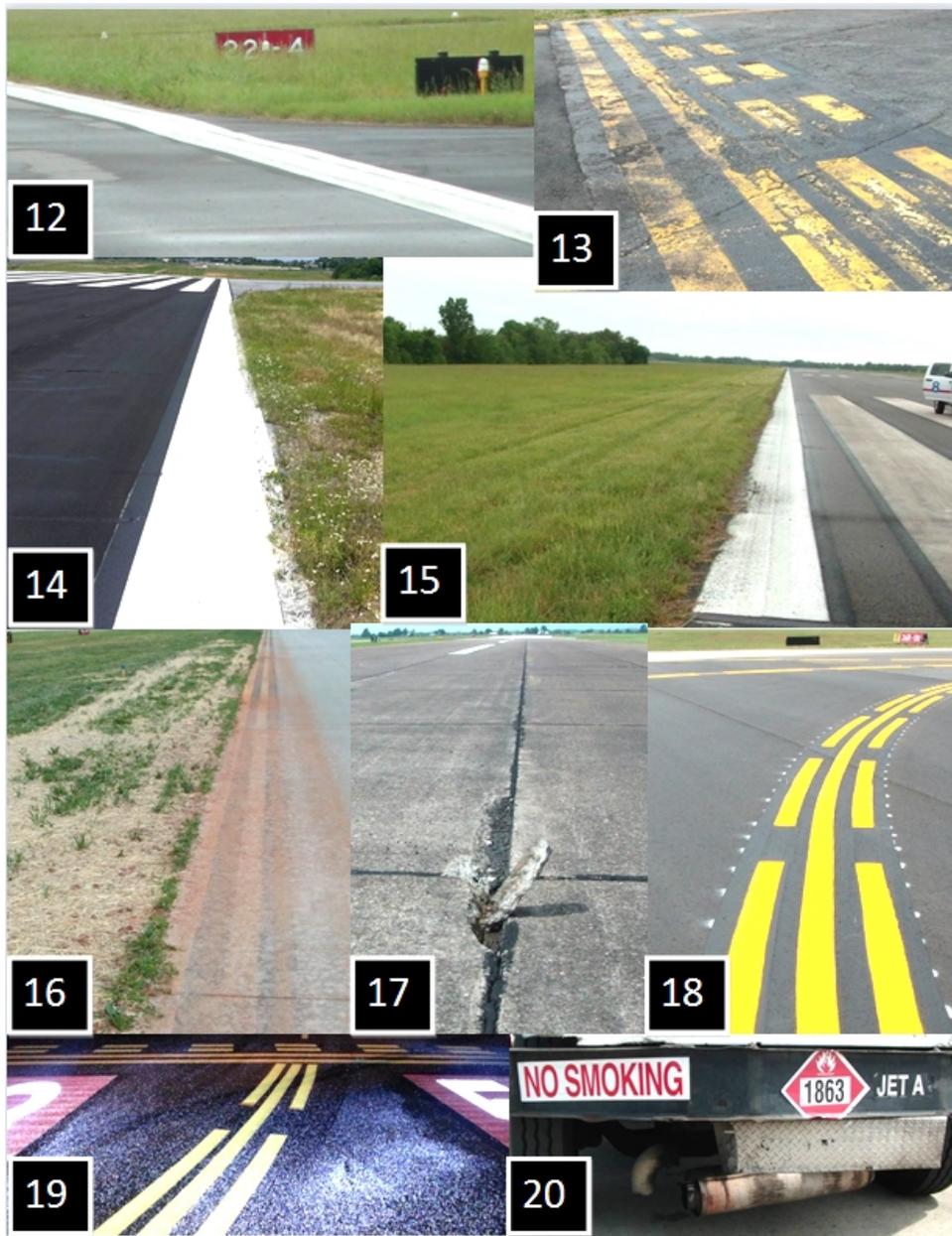
By Patrick Rogers, ACSI, Lead Inspector

Photos below show discrepancies found at Southern Region airports from Oct 1, 2016 to July 1, 2016



1. Moldy taxiway edge marking
2. Poorly maintained taxiway edge marking
3. Ladder blocking required placards on the back of a fuel truck
4. Chipping/peeling taxiway centerline on concrete
5. In-pavement light fixture missing a bolt
6. Fuel tank trailer with an exposed battery
7. Taxiway centerline not re-painted where pavement was replaced
8. Large chunk of built-up paint removed from enhanced taxiway centerline marking
9. Trees in a Runway Object Free Area (ROFA)
10. Glass beads missing from required markings at a runway holding position
11. Broken concrete producing loose aggregate on runway edge marking

## Airport Discrepancies Found - continued



12. Runway holding position sign obscured by tall grass
13. Poorly maintained runway holding position marking
14. Runway edge marking painted partially onto the grass
15. Trees in the Runway Object Free Area; Moldy runway threshold markings
16. Taxiway edge marking obscured by dirt
17. Large chunk of concrete on runway near centerline
18. White dashed layout marking left next to Enhanced Taxiway Centerline
19. Excess glass beads left on taxiway - Foreign Object Debris (FOD)
20. Broken muffler on fuel truck

# Operational Safety on Airports during Construction

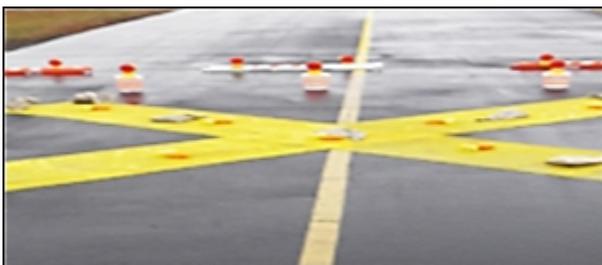
By Warren Relaford, ACSI

By now, most of your airports are well into the construction periods, and hopefully every phase has been *OSUB* - on schedule and under budget. OK, wishful thinking. At least everyone is being as safe as possible during upgrades to your airports. Right?

Advisory Circular 150/5370-2F has some pitfalls to avoid and some helpful reminders during airport construction projects.



Omitting an "X" on the pavement seems to be a common pitfall during closures.



For a runway/taxiway intersection, place a yellow "X" at the entrance to closed taxiway from the runway. During temporary runway closures, place an "X" near or on the runway designation at each end.

If night work requires the runway lights to be on, then a lighted "X" is required.

Placing barricades in the Runway/Taxiway Safety Area is another pitfall. Barricades are not permitted in any active safety area.



Correct barricade spacing is not hard. Yet Airport Certification Safety Inspectors find improperly spaced barricades more often than you would think. Always space barricades according to the breach you wish to prevent.



If barricades need to exclude vehicles, for example, the space must be smaller than the width of the vehicle. If they are intended to exclude pedestrians, they must be continuously linked. Lastly, barricades must have red lights, either steady burning or flashing, and spaced no more than 10 feet apart.

Your construction project is underway. You have tweaked your CSPP, checked barricades for correct spacing & lights, met the conditions for temporary runway and taxiway closures, and you perform daily inspections of the construction area. Super!

Now follow the reminders below. These can make the difference between a successful project and unwanted interruptions to your airport operations.

- Conduct periodic safety meeting with contractors and tenants



- Continually review and update NOTAMs
- Remember to include the aircraft rescue and firefighting department in all construction planning, updates, and NOTAM releases



- Remember to use sweepers to control FOD at movement area crossings
- Use a checklist and inspect construction areas completely before opening/re-opening any airport surfaces



# Runway Safety Area (RSA) LOA

By Warren Relaford, ACSI

On September, 1, 2015, AC 150/5210-20A, *Ground Vehicle Operations to include Taxiing or Towing an Aircraft on Airports*, became effective. One of the principal changes of the AC calls for a Letter of Agreement (LOA) at towered airports between the airport operator, the tower, and FAA Technical Operations that clarifies specific activities allowed in the Runway Safety Area (RSA) during air carrier/aircraft operations. While some airports have had little or no problems developing the LOAs, other airports are getting 'push-back' from the parties.

## Three points to keep in mind when developing your LOAs

- **It's only a template.**

When following the LOA template in Appendix C of the AC, keep in mind that it is only a template and it provides examples on how to develop your LOA. Each airport, along with ATCT and Tech Ops, must identify local situations and conditions that they agree on, and that makes the LOA an affective document for that location. That may mean omitting some of the content in the Appendix C template. The LOA should be specific to your location.

- **Coordinate!**

Include ATCT and Tech Ops in the development of the LOA. I know it seems like a 'no-brainer', but some airports have unilaterally written the LOA, and then expected ATO to just sign it and adhere to it. "News Flash" – that doesn't normally work, and they will probably not sign it! It is very important to get input and buy-in from ATC and Tech Ops. All signatories are more likely to sign the LOA if they have been a part of the development process.

- **Keep RSA activities to a minimum.**

The LOA is not a catchall for conducting any and all activities in the RSA. The RSA still must normally be clear at all times during air carrier and aircraft operations. So if you already have established, safe procedures for conducting activities in the RSA, continue to use them. For example, if you conduct grass cutting in the RSA around air carrier operations times, it would not make sense from a safety standpoint to conduct this activity during air carrier operations, just because a LOA covers it.

Any LOA between the airport operator and the ATCT must be included in the airport operator's Airport Certification Manual (ACM).

## Problems?

If you experience 'push-back' problems from any involved party or have questions or concerns, contact your ACSI as soon as possible. They will forward issues to headquarters at the Office of Safety and Operations (AAS-300).

# Wildlife Mitigation

By Warren Relaford, ACSI

In 2015 (January through November) there were 25 significant wildlife strikes to civil aircraft in the United States. These strikes resulted in over \$12M in damage and other costs. That shows the serious impact that strikes by birds or other wildlife can have on aircraft. The rigor and commitment each of you demonstrate each day in executing your wildlife plans play a major part in reducing these strikes. Being proactive in your wildlife mitigation effort is arguably the most important thing you can do.

## Three important wildlife mitigation concepts

- Continuous harassment
- Vary your mitigation techniques
- Reinforce your measures with depredation when necessary

A recent Wildlife Hazard Management Working Group at Atlanta's Hartsfield Jackson International Airport (ATL) detailed some of their proactive wildlife measures. The workgroup normally convenes at least every 12 months. This meeting was out of cycle due to triggering events caused by strikes to Qatar, Frontier, and Delta airlines.



Airport wildlife biologist Steven Boyd discusses mitigation for recent triggering events.

## Some of ATL's proactive measures

- Provide pilots handouts with biologist contact information in order to report bird strikes whenever unreported remains are found on their aircraft.
- Execute maintenance work orders that eliminate bird attractants (like standing water) whenever they are identified.



- Test a plot of Zoysia grass. Zoysia grass chokes out weeds, thus eliminating a food source for birds.



- Post "No Feeding" signs in landside areas and cell phone waiting lots that discourage feeding of wildlife.

Take proactive steps to mitigate wildlife hazards – make your airport safer.

# Safety & Standards Branch Staff

## Contact information

Name	Position	Phone	Email address
Maverick Douglas	Branch Manager	404-305-6720	maverick.douglas@faa.gov
Anthony Cochran	Civil Engineer	404-305-6713	anthony.cochran@faa.gov
Herman L. Smith III	ACSI	404-305-6715	herman.smith@faa.gov
Jim Price	ACSI	404-305-6721	jim.price@faa.gov
Deandra Brooks	Airports Compliance Program Manager	404-305-6739	deandra.brooks@faa.gov
Heather Haney	Airports Compliance Program Manager	404-305-6723	heather.haney@faa.gov
Warren Relaford	ACSI	404-305-6714	warren.relaford@faa.gov
Jack McSwain	ACSI	404-305-6718	jack.mcswain@faa.gov
Patrick Rogers	Lead ACSI	404-305-6716	patrick.rogers@faa.gov
Brian Creasy	Airspace Program Manager	404-305-6725	brian.creasy@faa.gov
Taiya Carter	ACSI	404-305-6717	taiya.carter@faa.gov
Scott Perrone	Management and Program Analyst	404-305-6740	scott.perrone@faa.gov

(ACSI: Airport Certification Safety Inspector)

## Southern Region's Newest ACSI

Our newest team member Taiya Carter is an Airport Certification Safety Inspector.

Taiya retired in May 2014 after 20 years of active duty Air Force service as an Airfield Manager. Throughout her military career, she was fortunate enough to manage and inspect airports across the U.S. and internationally in Europe, the Pacific, and Southwest Asia. She completed her military career at the HQ Air Force Flight Standards Agency in Oklahoma City, OK.

Taiya transitioned to the HQ FAA Airports Division in Aug 2014 as a Staff Specialist in Washington, D.C. and already holds FAA Airport Certification Safety Inspector credentials. Taiya completed both her Bachelor and Master degrees with Embry Riddle Aeronautical University.

