

National Perspectives

Prepared for: FAA Southwest Region
Regional Airports Conference
Fort Worth, Texas

Presented by: Elliott Black
Director
Office of Airport Planning and Programming

Date: November 15-16, 2016



Federal Aviation
Administration

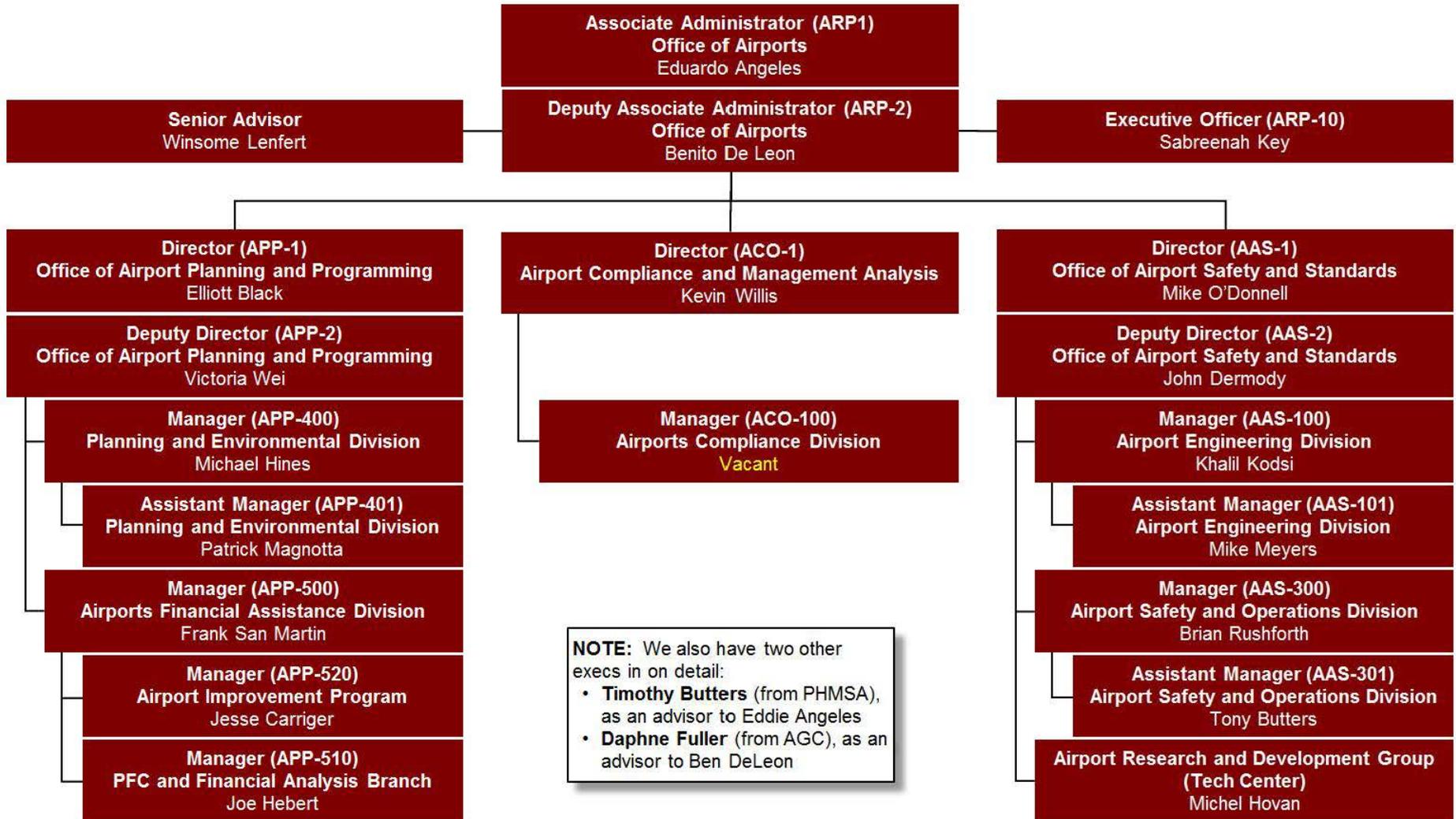


Agenda

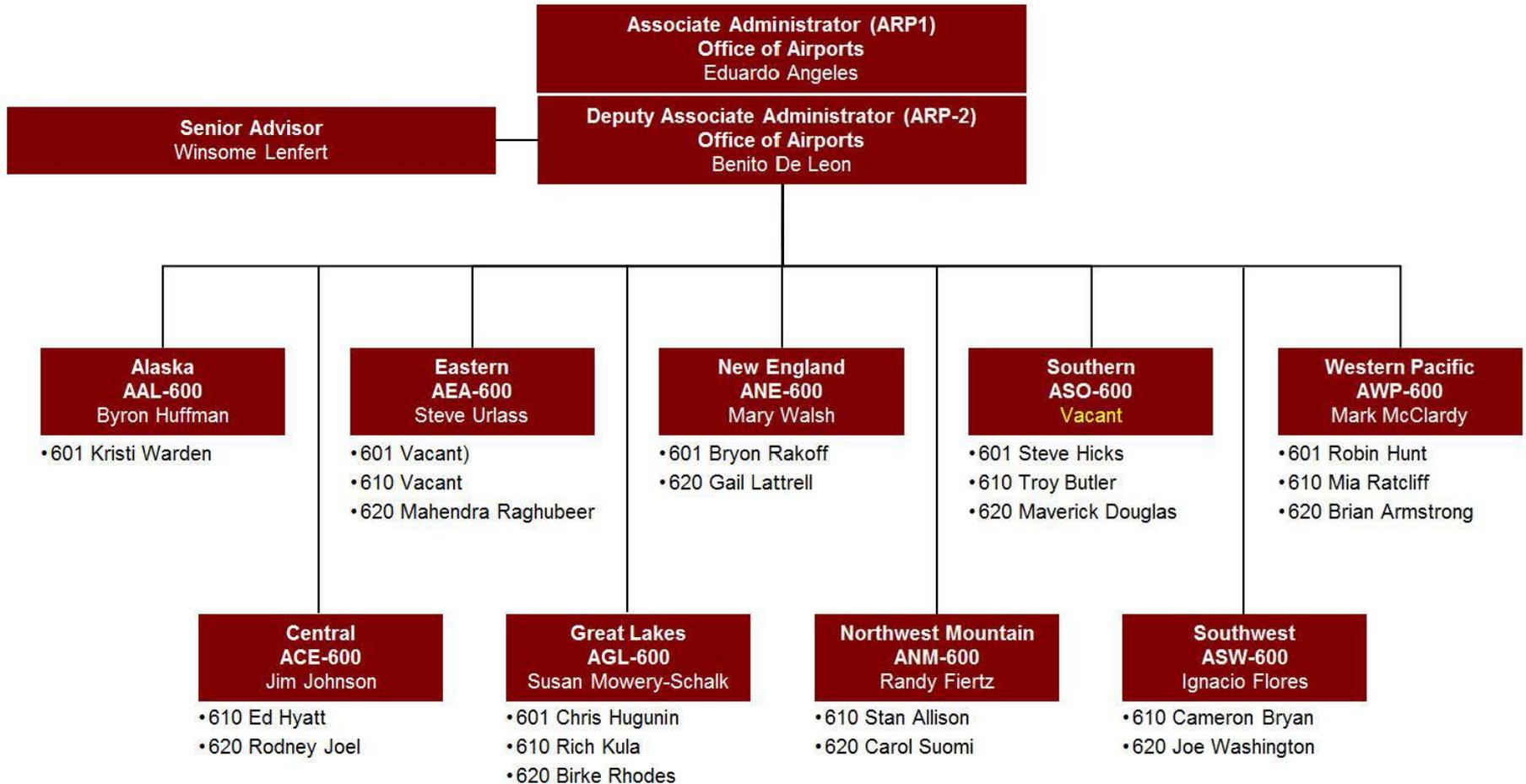
- Update on FAA Office of Airports leadership team
- Update on the system of airports
- Major drivers of change
- Planning issues including the new NPIAS Report
- Environmental issues
- Financial issues
- Status of reauthorization and appropriation
- Continued focus on core principles, objectives and mission



Office of Airports—Headquarters Management Team

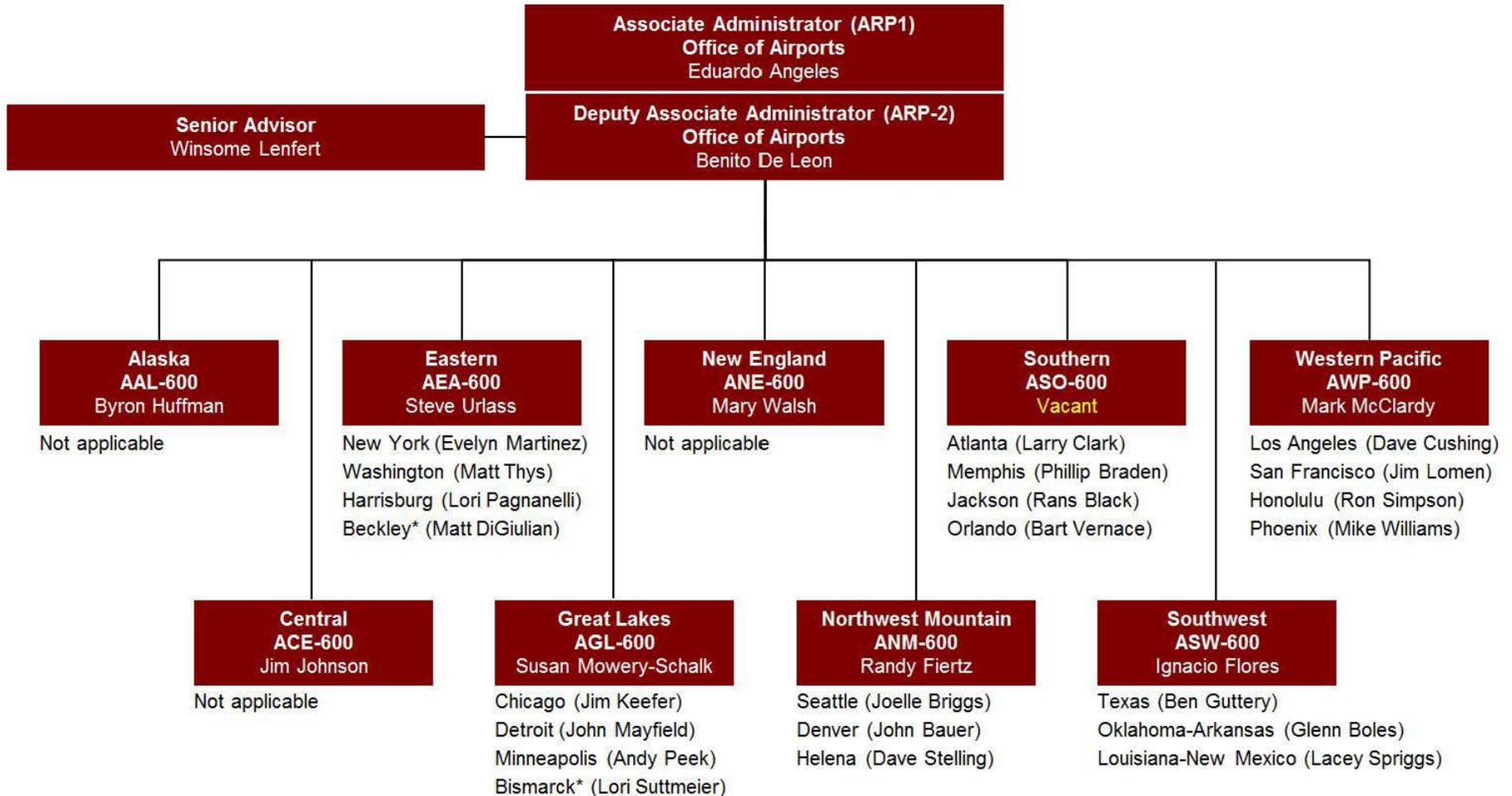


Office of Airports—Regional Offices



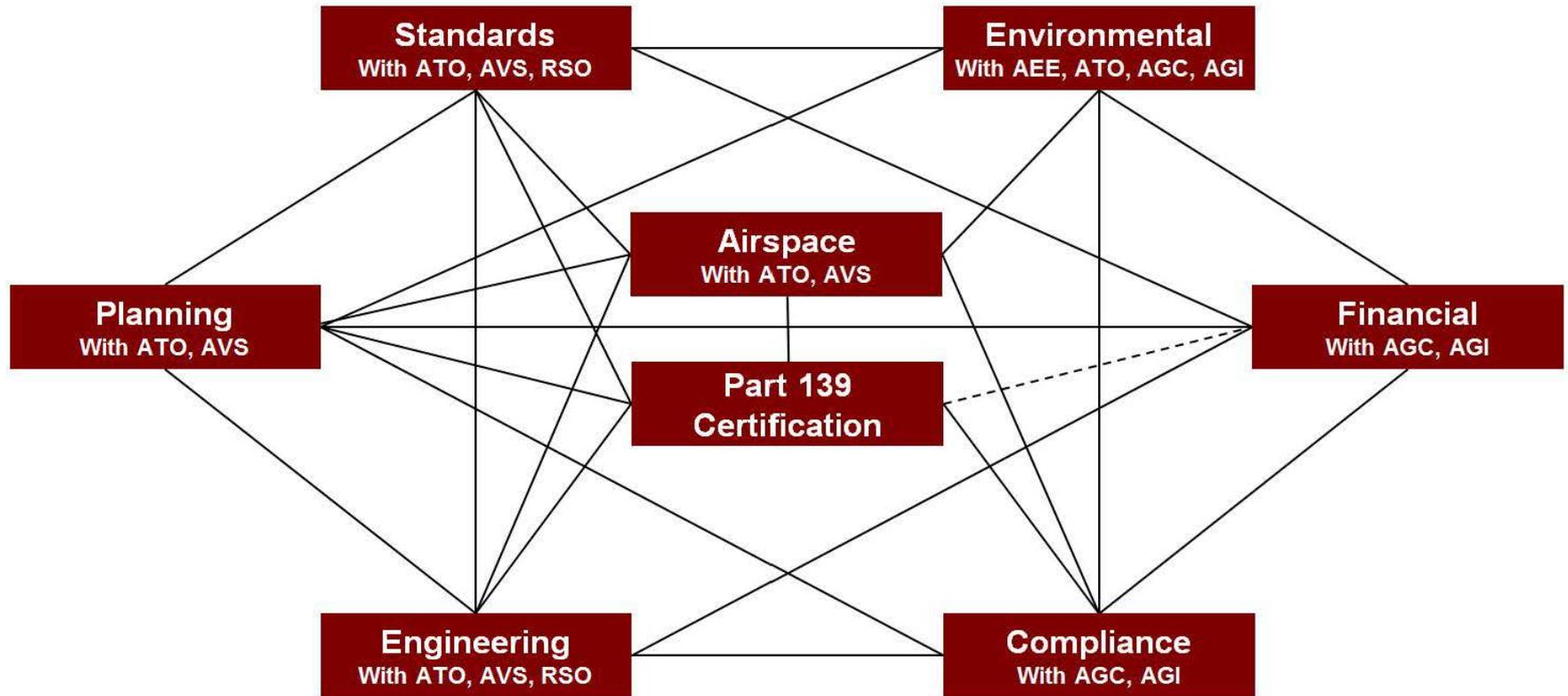
NOTE: The roles of 610 and 620 Branch Managers have become somewhat less consistent from Region to Region than they once were. Therefore, the scope of responsibilities will likely vary from one region to another.

Office of Airports—Airports District Offices (ADO's)



* The Beckley office is considered part of the Washington ADO, and Bismarck is considered part of the "Minnesota-Dakotas" ADO. We've kept them listed here separately so we have a complete listing of all ADOs and associated field offices.

FAA's interrelated areas of concern

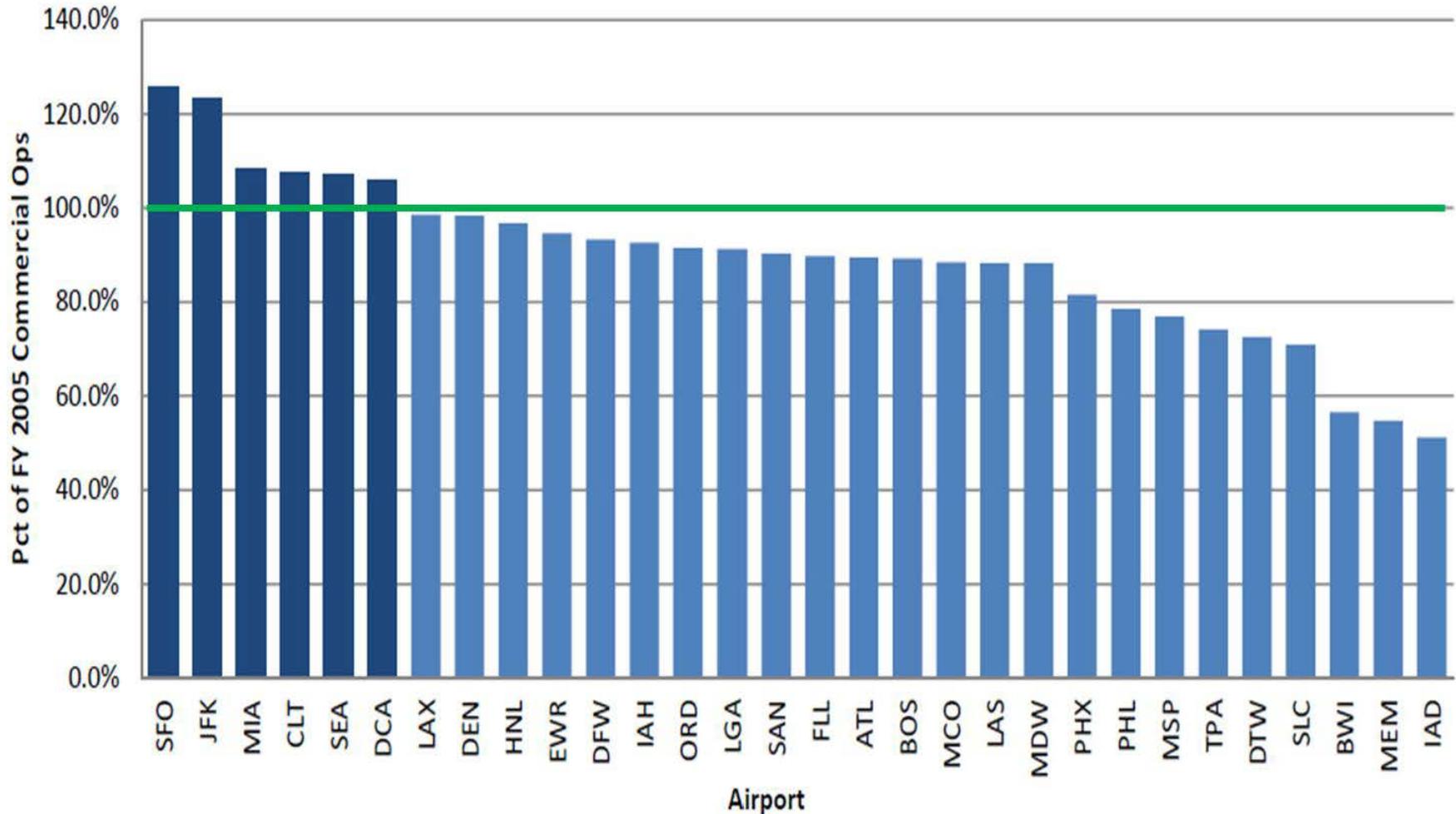


Major drivers of change

- Continued economic recovery
- Continued challenges in predicting airline business activity
- Continued transition to newer, larger aircraft
- Continued increase in concentration of commercial air service
- Slower growth in operations everywhere else
- Continued interest in optimizing non-aeronautical revenues
- Continued focus on environmental and economic sustainability
- Less money available for capital projects
- Effect of changes in fleet and flight schedules on noise contours
- Continued focus on efficient and cost-effective use of Federal funds
- Continued focus on enhancing consistency
- New users in the system and associated issues

Continued concentration of flight operations

Only six (6) of the 30 largest airports had more operations in CY-2015 than in CY-2005





Airport Planning & Capacity Airports

Airport planning encompasses capacity, master and regional planning, aviation forecasting. Activities include providing planning guidance, producing the biennial National Plan of Integrated Airport Systems (NPIAS), developing capacity studies, collecting boarding and cargo data to determine airport categories through the development of tools such as the eALP.

- [Accessible Airport Facilities](#)
- [Airport Capacity Profiles](#)
- [Airports GIS Program](#)
- [FACT3: Airport Capacity Needs in the National Airspace System \(PDF\)](#)
- [General Aviation Airports Reports \(ASSET 1 and ASSET 2\)](#)
- [Joint Civilian/Military \(Joint-Use\) Airports](#)
- [National Plan of Integrated Airport Systems \(NPIAS\)](#)
- [Non-Federally Owned Air Navigation Aids \(added 6/8/2016\)](#)
- [Surplus Property and Military Base Conversions for Airport Purposes](#)
- [Unmanned Aircraft Systems \(UAS\) for Airport Operators \(added 2/16/2016\)](#)

[Airport Compliance](#)[Airport Cooperative Research Program](#)[Airport Improvement Program \(AIP\)](#)[Airport Safety](#)[Engineering, Design, & Construction](#)[Environmental Program](#)[Major Airport Development](#)[News & Information](#)[Passenger Facility Charge \(PFC\) Program](#)[Planning & Capacity](#)[Airports GIS and eALP](#)

The U.S. system of airports

as of September 30, 2016

- **19,536** airports overall
- **14,400** airports designated as private-use
- **5,136** airports open to the public
- **3,332** existing airports in the National Plan of Integrated Airport Systems (“NPIAS”)
- **543** airports certificated under Part 139 (commercial service by aircraft with 9 or more seats)
- **382** primary airports (scheduled commercial service with at least 10,000 annual enplanements)



National Plan of Integrated Airport Systems (NPIAS)

	Airport Type	Number of Airports	% of U.S. Enplanements	Examples
Primary	Large Hub (>1.0% of all enplanements)	30	71%	Atlanta, DFW, Denver, Houston, LAX, Miami, etc.
	Medium Hub (0.25 - 1.0% of all enplanements)	31	17%	Albuquerque, Austin, Dallas Love, New Orleans, etc.
	Small Hub (0.05 - 0.25% of all enplanements)	72	9%	Little Rock, Oklahoma City, Midland, etc.
	Non-Hub (>10,000 enplanements, but less than 0.05% of all enplanements)	249	3%	Baton Rouge, Lawton, Texarkana, Roswell, etc.
	Subtotal—Primary airports	382		
Nonprimary	General Aviation—National	89		Meacham, Wiley Post, etc.
	General Aviation—Regional	530		Clovis, Drake Field, etc.
	General Aviation—Local	1,262		Chennault, Conway, etc.
	General Aviation—Basic	813		South Grand Lake, etc.
	General Aviation—Unclassified	256		
	Subtotal—Nonprimary airports	2,950	0.1%	
	Total—existing NPIAS airports	3,332	100%	

As of October 1, 2015

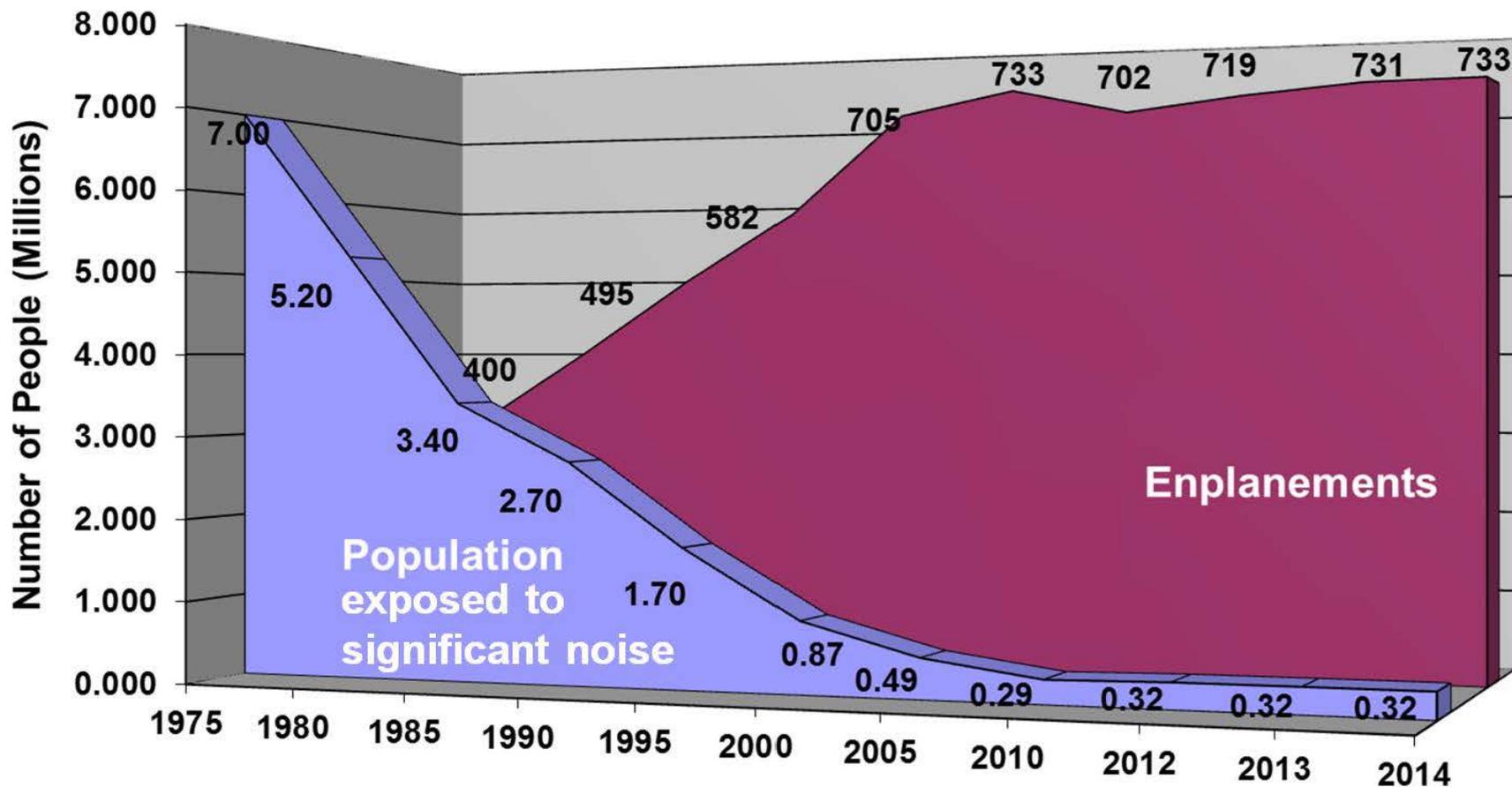


Environmental matters

- Noise



The Historical Record: Order of Magnitude Noise Exposure Reduction Despite Traffic Growth



Environmental matters

- Noise
- Community engagement



Multiple strategies for addressing aviation noise

- Reduce noise at the source
- Maintain or update noise standards
- Advance Performance-Based Navigation (PBN)
- Noise Compatibility Planning (Part 150)
- Community roundtables
- Noise-based access restrictions (Part 161)
- Noise mitigation



Strategy	Benefits	FAA	Airlines / other users	Airports	Communities
Reduce noise at the source	<ul style="list-style-type: none"> • Most effective means of reducing noise—i.e., from 7 million in 1975 to fewer than 400,000 people affected today. 	<ul style="list-style-type: none"> • Support R&D (CLEEN program) • Provide technical input for Congressional consideration. 	<ul style="list-style-type: none"> • Acquire quieter and more fuel-efficient aircraft • Also involves aircraft engine manufacturers. 	<ul style="list-style-type: none"> • Plan facilities to accommodate more modern and efficient aircraft 	
Maintain or update noise standards	<ul style="list-style-type: none"> • Ensure standard approaches to measuring noise for aircraft, airports and communities. 	<ul style="list-style-type: none"> • Conduct research and facilitate policy analysis • Work with ICAO to harmonize worldwide standards 	<ul style="list-style-type: none"> • Provide feedback on proposed changes in standards. 	<ul style="list-style-type: none"> • Provide feedback on proposed changes in standards. 	<ul style="list-style-type: none"> • Provide feedback on proposed changes in standards.
Advance Performance-Based Navigation (PBN)	<ul style="list-style-type: none"> • More accurate flight tracks means fewer people affected by noise (and less emissions). 	<ul style="list-style-type: none"> • Design and implement modified arrival and departure flight tracks 	<ul style="list-style-type: none"> • Acquire necessary technology and adhere to operational changes 	<ul style="list-style-type: none"> • Coordinate airport planning with FAA and other stakeholders • Suggest noise abatement procedures for FAA consideration. 	<ul style="list-style-type: none"> • Engage to understand balance between safety, airport access, efficiency and economic benefits. • Engage in coordinated land-use planning and zoning.
Noise Compatibility Planning (Part 150)	<ul style="list-style-type: none"> • All stakeholders engaged and coordinated. • Tangible measures to reduce effects of noise. • Ensures full disclosure of noise contours. 	<ul style="list-style-type: none"> • Fund studies • Active participation by air traffic controllers as well as other parts of the FAA. • Review (and either approve or disapprove) proposed measures. 	<ul style="list-style-type: none"> • Actively participate to evaluate proposed measures and provide technical input. 	<ul style="list-style-type: none"> • Decide whether to conduct formal Part 150 program. • Actively participate and propose measures. • Propose and monitor voluntary restrictions. 	<ul style="list-style-type: none"> • Actively participate to and propose and evaluate measures. • Minimize incompatible land uses.
Community roundtables	<ul style="list-style-type: none"> • Opportunity for input from all affected communities. 	<ul style="list-style-type: none"> • Can provide technical input if requested. 	<ul style="list-style-type: none"> • Can provide technical input if requested. 	<ul style="list-style-type: none"> • Decide whether to support a roundtable. • May actively host, lead or facilitate dialogue. 	<ul style="list-style-type: none"> • Decide whether and how to participate.
Noise-based access restrictions (Part 161)	<ul style="list-style-type: none"> • Limited benefits and significant impediments 	<ul style="list-style-type: none"> • Evaluate proposed restrictions for compliance with statutory limitations. 	<ul style="list-style-type: none"> • Evaluate and provide input on operational impacts. 	<ul style="list-style-type: none"> • Decide whether to propose mandatory restrictions. 	<ul style="list-style-type: none"> • Comment on proposed restrictions before FAA review.
Noise mitigation	<ul style="list-style-type: none"> • Can help relocate people living within the designated contour • Can help sound insulate eligible homes and schools. 	<ul style="list-style-type: none"> • Can provide Federal financial assistance to airports if certain requirements are met. 		<ul style="list-style-type: none"> • Decide whether to support noise mitigation efforts. 	<ul style="list-style-type: none"> • May participate financially depending upon relationship with airport owner-operator.

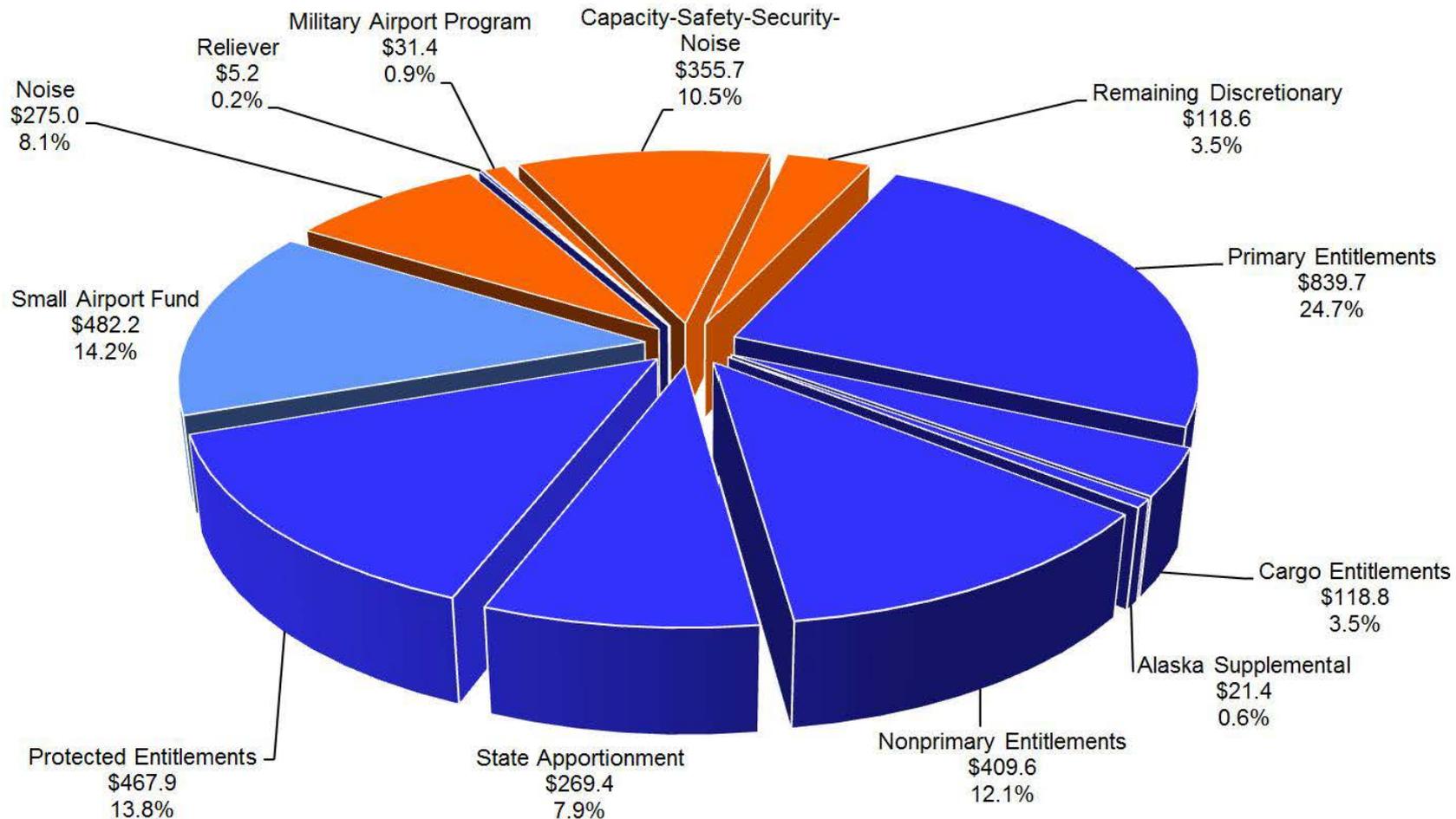
AIP-eligible capital needs FY 2017-2021

From the FY 2015-2019 NPIAS dated September 30, 2016

- **\$32.5 billion** needed over the next five years (2017-2021)
- **1%** reduction from the previous estimate (2015-2019)
- **\$6.5 billion** average annual AIP-eligible capital needs
- **2.0x** need versus the amount of AIP available in recent years

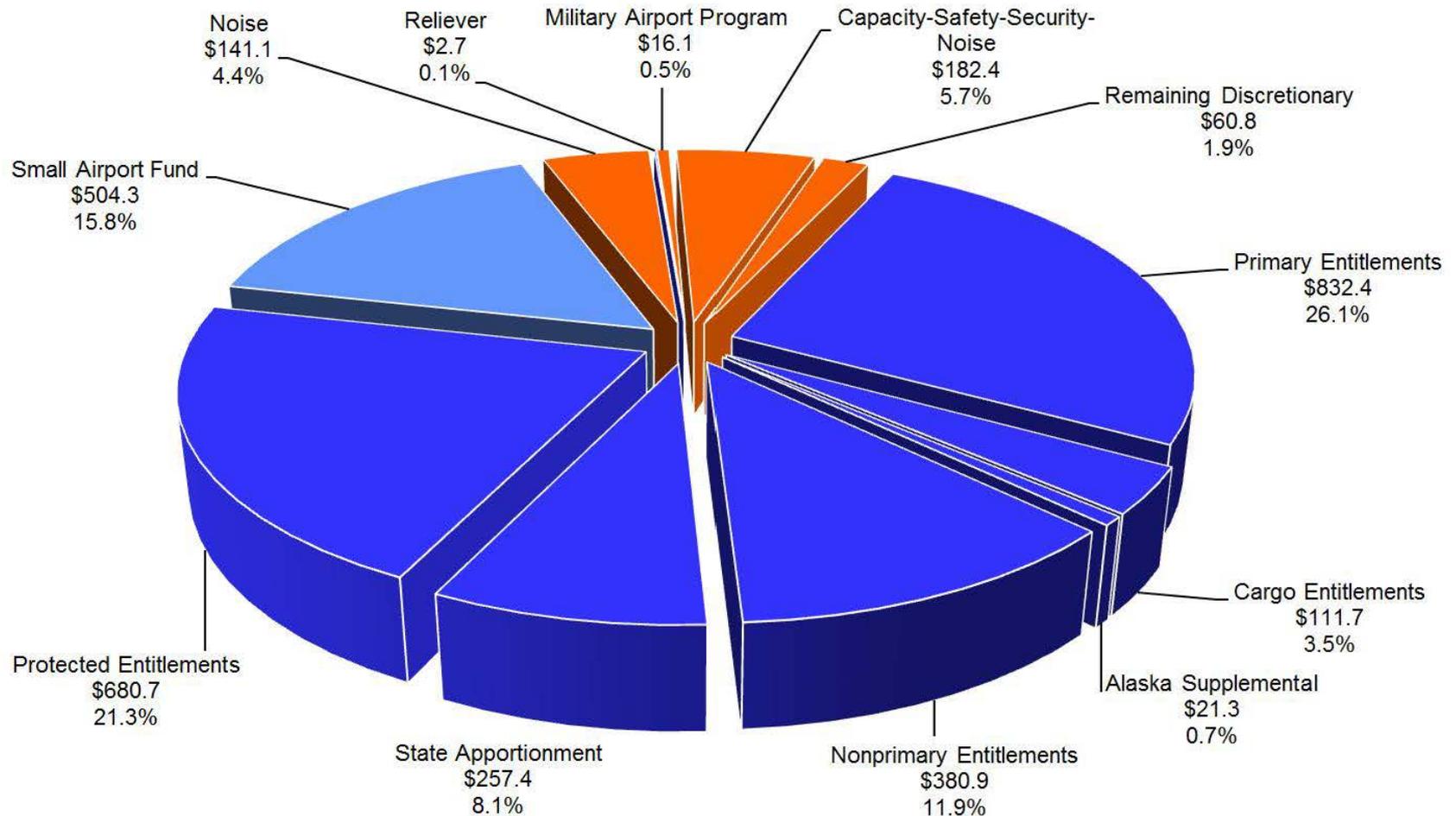
FY-2008 AIP grant program structure

In \$ millions. Initial formulas based on authorizing statute and FY-2008 appropriated amounts.



FY-2016 AIP grant program structure

In \$ millions. Initial formulas based on authorizing statute and FY-2016 appropriated amounts. Any entitlements carried over during FY-2016 will be converted to additional "Remaining Discretionary" (with corresponding amounts then protected for those sponsors in FY-2017).



Sources of uncertainty

- Airline consolidation and strategy
- Trends in general aviation (including effects of drones)
- FAA reauthorization
- Federal budget pressures
- Passenger Facility Charges (PFCs)
- Carryover





CAUTION!

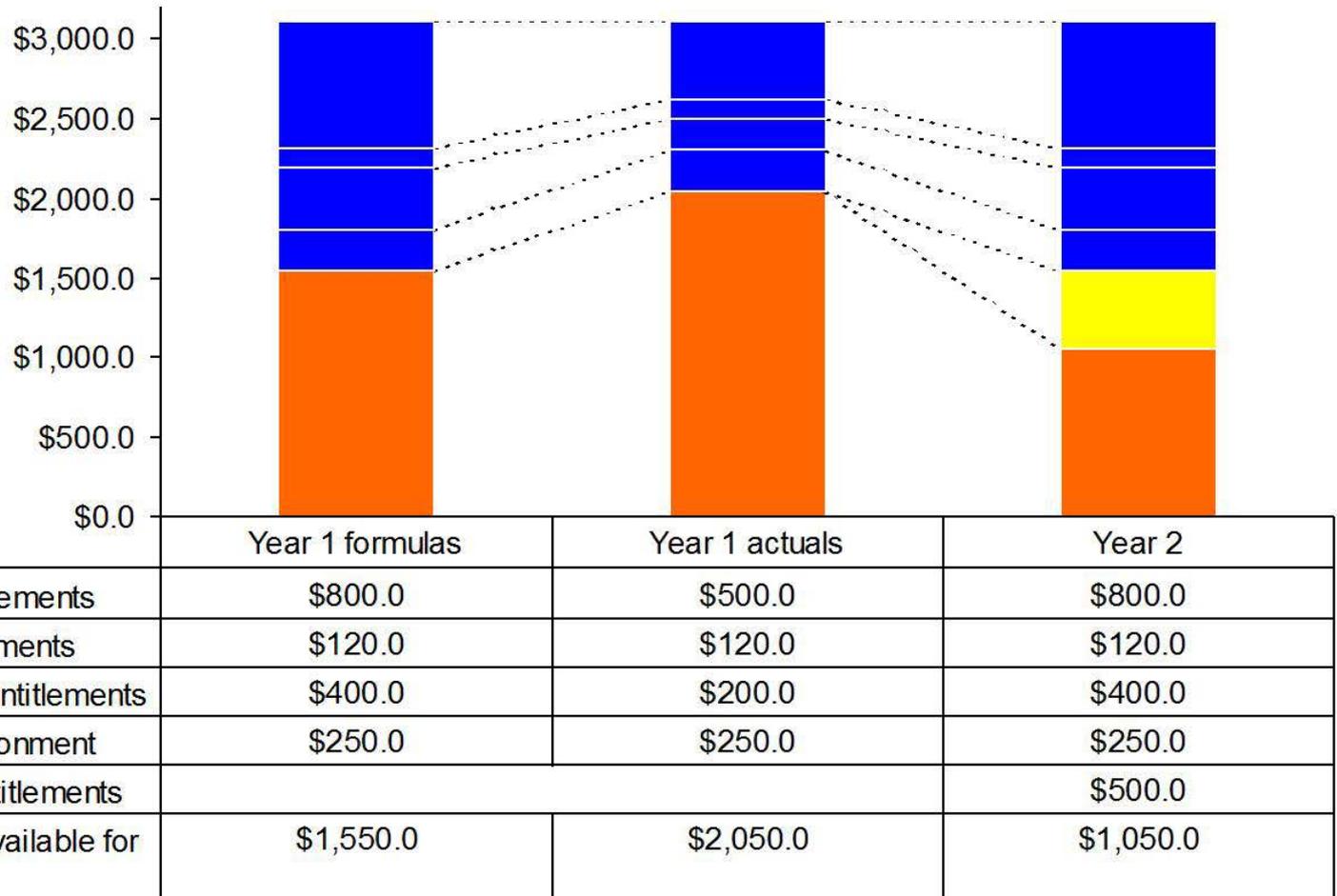
The following slides **do not** represent a complete, stand-alone presentation—they are purely supporting graphics that cannot be effectively presented without supporting explanation.

The presenter is a **Trained Professional** and uses special equipment not available at any retail establishment or under any generic name or store brand.

Do not attempt this at home.

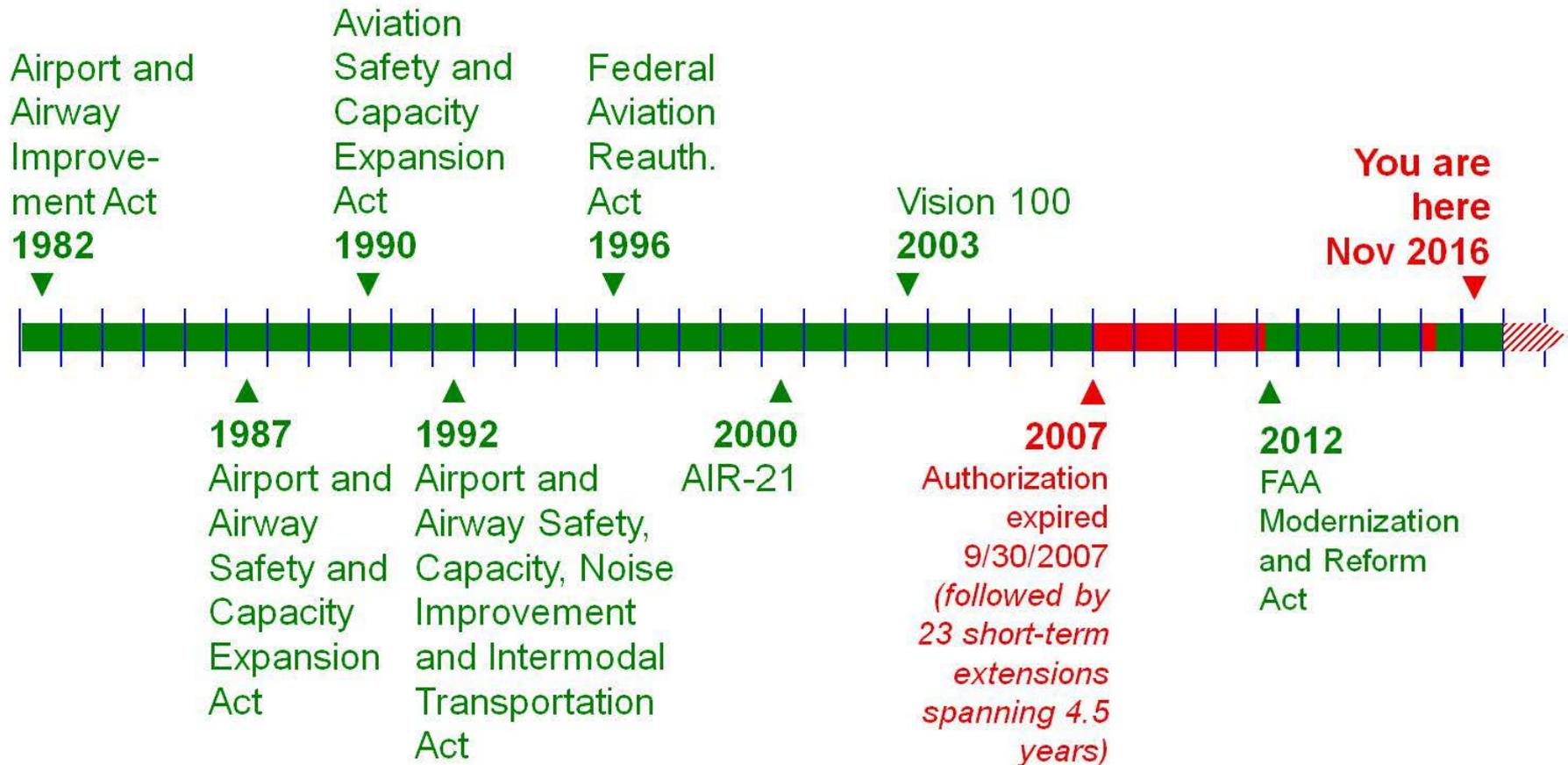
(Oh, and most of the numbers are made up.)

How carryover affects discretionary funds (cont'd)



All figures are illustrative.

History of authorizing legislation



Impacts of repeated short-term extensions

Impact Categories	State aeronautical agencies	Airport sponsors	Consulting community	Contracting community	FAA
Difficulty planning	✓	✓	✓	✓	✓
Impacts to bid cycles	✓	✓	✓	✓	
Uncertainty about entitlements and carryover	✓	✓			✓
Increased phasing	✓	✓	✓	✓	✓
Protracted construction		✓	✓	✓	
More potential construction impacts	✓	✓	✓	✓	✓
Phased projects can drive increased mobilization costs		✓		✓	
Delayed bidding can erode competitive bid environment		✓			
Increased costs means less infrastructure built	✓	✓	✓	✓	✓
Problems with material suppliers and subcontractors				✓	
More grants to administer	✓	✓	✓	✓	✓



Continued focus on core principles

- Safety:
 - Reducing runway incursions
 - Minimizing damage connected with runway excursions
 - Wildlife hazards
 - Other risks
- Enhancing capacity and optimizing efficiency
- Preservation of infrastructure
- Environmental and economic sustainability
- Financial accountability
- Preserving stakeholder confidence
- Critical value of planning

Questions?



Federal Aviation
Administration



Elliott Black
Director
Office of Airport Planning and Programming
(202) 267-8775
elliott.black@faa.gov