

Airports Staff and Consultants Workshop

Presented to: Airports Staff & Consultants

By: Orlando Airports District Office (ADO)

Date: October 17, 2007



Federal Aviation
Administration



Agenda

- **Welcome - Introductions**
- **FY 2007 Program Recap**
- **FY 2008 Program**
- **New Grant Management Procedures
(All Grants Issued in 2007 and to Date)**
- **Draw Down of AIP Grants**



Agenda (cont'd)

- **Recent AIP Eligibility Guidance**
- **RSA Evaluation, Determination & Improvements**
- **Conservation Easements (On-Airport Mitigation)**
- **Long-Term Airport Leases**
- **Residential Airparks**



Fiscal Year 2007

Airport Improvement Program

- **70 Grants Issued**
- **\$168,639,560 AIP Funds**
 - \$95,420,308 Discretionary
 - \$73,219,252 Entitlements



Where did the funds go...

- **45% - Runways and Taxiways**
- **6% - Aprons**
- **10% - Terminal Buildings**
- **2% - Noise**
- **5% - Safety and Security**
- **32% - Other**



Where did the funds go...

- **Discretionary Funds**
 - 12 Commercial Service Airports
 - 6 General Aviation Airports

FY2007 Program Highlights

- **No grant inactive over 18 months.**
- **Closeout 95% of all grants 4 years old**
 - Goal – Close 37 of 39 grants
 - Actual – Closed 37 of 39 grants - 95%
 - HQ excused 2 grants, therefore we met 100% of the goal.

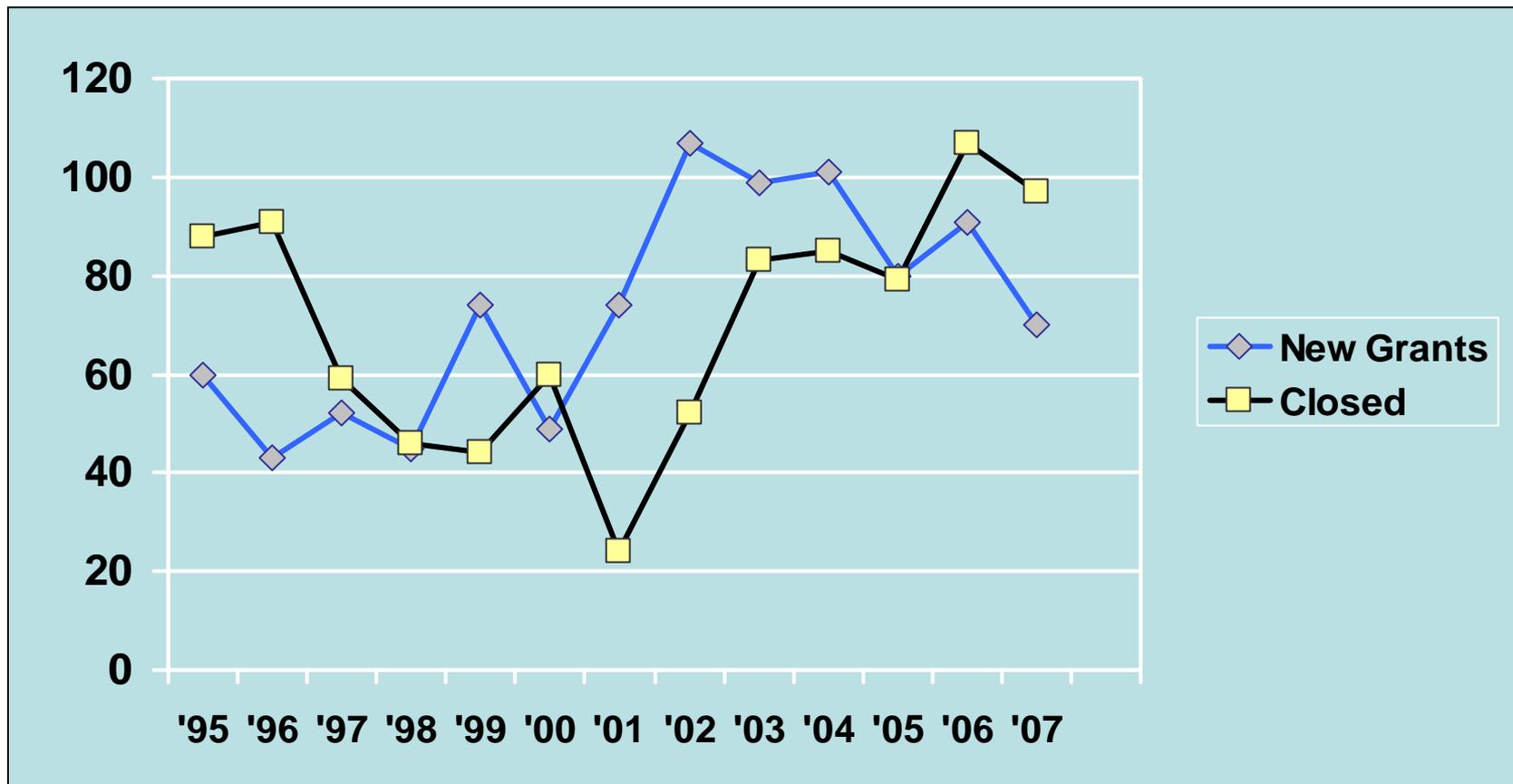


FY2007 Program Highlights (cont'd)

- **Closeout 40% of all grants open at the beginning of the Fiscal Year.**
 - Goal = Close 98 of 248 Open Grants
 - Actual = Closed 97 of 248 = 39%



Grants Issued vs. Grants Closed



FY 2008

Airport Improvement Program

- **220 - Open Grants**
- **27 - “Old Dogs”
(2004 Grants)**
- **(43) – Future “Old Dogs”
(2005 Grants)**



Reauthorization Status

- **AIP Legislation ended September 30, 2007**
- **Operating under a Continuing Resolution until November 16th with an extension to the AIP Legislation**
- **Ticket taxes and fuel taxes extended through November 16th**
- **We continue to move forward as if we had a program**



FY 2008

Airport Improvement Program



- **2008 Key Dates**
 - Pre-Applications are due January 7, 2008
 - JACIP Updates complete by February 1, 2008
 - Applications are due June 2, 2008
- **For applications and checklist forms, please visit us at <http://www.faa.gov>, Airports and Air Traffic tab, Airports Southern, Orlando FY 2007 Airports Staff & Consultants Workshop**

AIP Grant Administration

Quarterly Report

- Project Status and Schedule
- Statement and Distribution of Project Costs or Equivalent
- SF 271 for each drawdown
- Monthly Construction Progress Report
- Change Orders, if applicable
- Photos, if applicable
- Summary of Interim Test Results, if applicable.

Draw Down and Close-Out of AIP Grants

- **Make draws quarterly at a minimum**
- **Draw to the nearest dollar**
- **Submit SF 272 to the Region quarterly**
- **Submit close-out within 1 quarter of project completion**
- **Project delays**
- **Complete close-out packages**



Recent AIP Eligibility Guidance

- **Program Guidance Letter 07-02**
 - ARFF Equipment
 - Emergency Generator
 - Enhanced Taxiway Centerline Markings



RSA Evaluation, Determination & Improvements

- **What is a RSA?**
- **When are RSA evaluations/determinations made?**
- **What are typical RSA Improvements?**



RSA Evaluation, Determination & Improvements

FAA Advisory Circular 150/5300-13, *Airport Design*, defines the Runway Safety Area (RSA) as:

“A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.”

RSA Evaluation, Determination & Improvements

When do we analyze RSAs?

- During ALP/MP Update
- During project design/construction
- Part 139 Airports—determinations have been made; must comply with standards by 2010



RSA Evaluation, Determination & Improvements

Sponsor involvement in RSA determination during ALP/MP Update...

- Narrative report should contain description on FAA standard dimension of RSA of each runway
- State if RSA is standard or non-standard
- If non-standard, list reasons (i.e., does not meet grade standards, roads, etc.)
- Include discussion of potential solutions, costs/impacts, and preferred alternative (FAA Order 5200.8)

RSA Evaluation, Determination & Improvements

Sponsor should note...

- ALP should accurately depict the current disposition of the RSA
- FAA will determine Agency-preferred solution

RSA Evaluation, Determination & Improvements

Sponsor involvement in RSA determination during project design or construction ...

- Major runway projects (i.e., rehab, extension, etc.) require sponsor to address non-standard RSA
- Method for standardization identified during ALP Update; otherwise, white paper should be compiled along with design (see FAA Order 5200.8)

RSA Evaluation, Determination & Improvements

Part 139 Airports Sponsor actions...

- Complete RSA improvements by 2010, not withstanding prior commitments
- Your 139 Inspector will note any discrepancies on your annual inspection

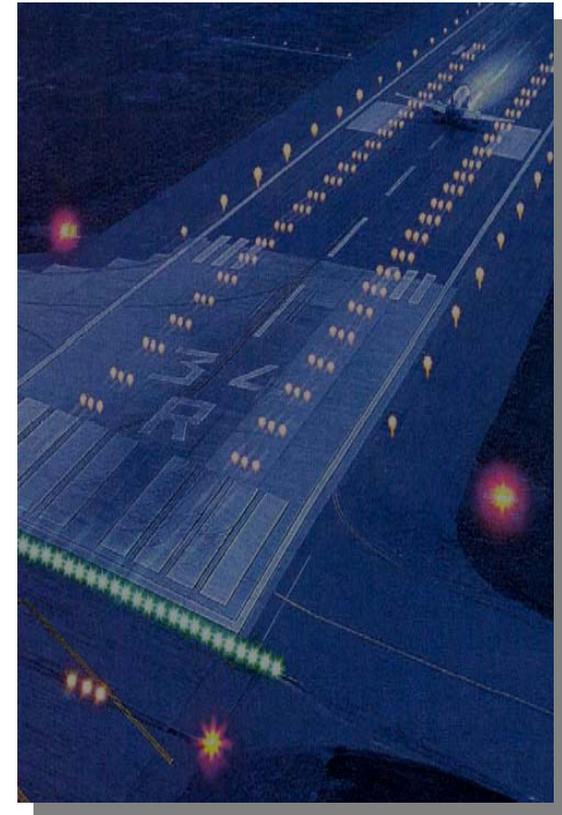
RSA Evaluation, Determination & Improvements

ADO actions for RSA Determinations...

- Implement FAA Order 5200.8, *Runway Safety Area Program*
- Review RSA Inventory prepared by sponsor
- ADO has completed determinations for 139 Airports
- At GA Airports, RSA determinations are done during ALP Update or new project design phase

RSA Evaluation, Determination & Improvements

- **What are the options for standardizing the RSA?**
 - Meeting FAA design standards
 - Using Declared Distances
 - Installing EMAS
 - Justifying the practicability to meet standards in accordance with FAA Order 5200.8



RSA Evaluation, Determination & Improvements

1. Standard dimensions protecting the runway— cleared and graded

- No obstructions within the RSA, including localizer, etc.
- Allowable costs might be road relocation, clearing trees, etc.

RSA Evaluation, Determination & Improvements

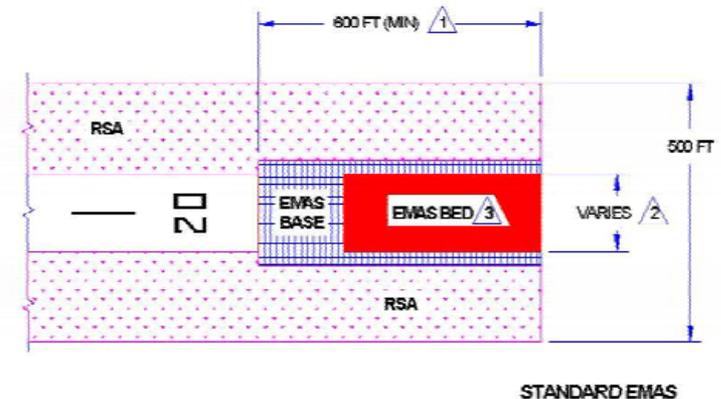
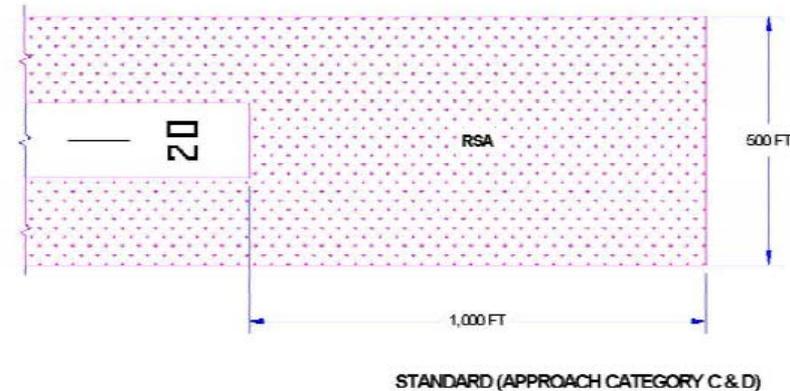
2. Declared Distances

- Calculated by sponsor, verified and approved by FAA
- Address what impact declared distances would have on existing fleet
- Costs might include signage, marking and/or lighting

RSA Evaluation, Determination & Improvements

3. EMAS

- In accordance with FAA Advisory Circular 150/5220-22A, *Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns*
- Equivalent to standard RSA dimensions
- Initial costs are a factor, maintenance costs should be considered



RSA Evaluation, Determination & Improvements

- 4. **Not practicable to obtain a standard safety area**
 - ... but can it be improved?
- **Important considerations:**
 - Cost
 - Environmental impacts
 - Impacts to current fleet mix

RSA Evaluation, Determination & Improvements

“The FAA does not require an airport sponsor to reduce the length of a runway or declare its length to be less than the actual pavement length to meet runway safety area standards if there is an operational impact to the airport. An example of an operational impact would be the airport’s inability to accommodate its current or planned aircraft fleet.”

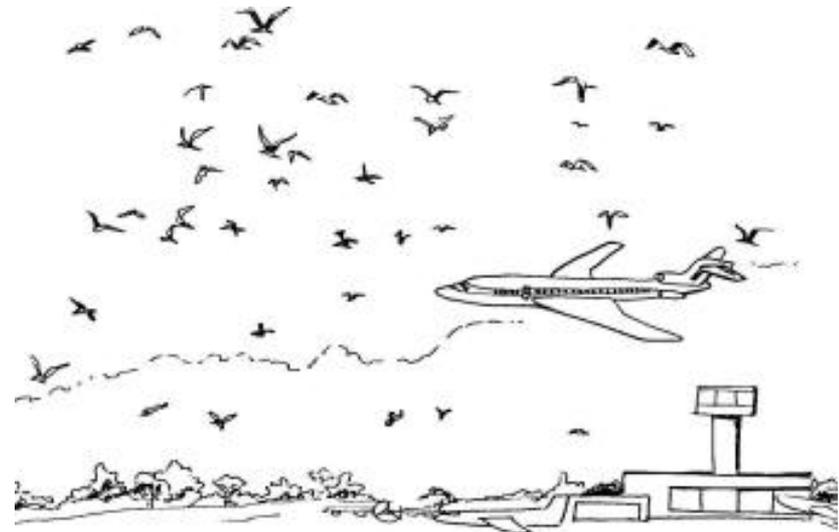
Environmental Topics

- **AC 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports?***
- **Applicable Grant Assurances**
- **Wetlands as Wildlife Attractants**
- **When Mitigation is Necessary**
- **Mitigation Options**
- **ADO Mitigation Recommendations**
- **What the ADO is Doing for You**



Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports?*

- Provides guidance on certain land uses that have the potential to attract hazardous wildlife
- Discusses airport development projects (including airport construction, expansion, and renovation) affecting aircraft movement near hazardous wildlife attractants



Applicable Grant Assurances

- **Grant Assurance 5, Preserving Rights & Powers**
 - Ensure that future/current plans will not deprive the airport of its rights and powers
- **Grant Assurance 20, Hazard Removal & Mitigation**
 - No hazards to air navigation in the immediate vicinity of the airport over which the airport owner has jurisdiction

Wetlands as Wildlife Attractants

- **Wetlands are attractive to many types of wildlife, including many that rank high on the list of hazardous wildlife species**



- **Impacts to wetlands in Florida may be regulated by Federal, State, and local laws**
 - Army Corps of Engineers
 - 4 of the 5 State Water Management Districts (exception is North Florida/Department of Environmental Protection)
 - Some City/County governments

When Mitigation is Necessary

- **Mitigation may be necessary when unavoidable wetland disturbances result from new airport development projects or projects required to correct wildlife hazards from wetlands.**
 - Mitigation must be designed so it does not create a wildlife hazard.
 - Wetland mitigation projects should be sited outside of the separations identified in Sections 1-2 through 1-4 of the AC.

Mitigation Options

- **Onsite mitigation of wetland functions using existing airport property that includes**

Conservation easements - Typically the airport operator continues to own the property, and an easement is created stipulating that the property will be maintained as mitigation.

- **Offsite mitigation of wetland functions**
- **Mitigation banking**

ADO Mitigation Recommendations

- **Offsite mitigation of wetland functions**
- **Mitigation banking**



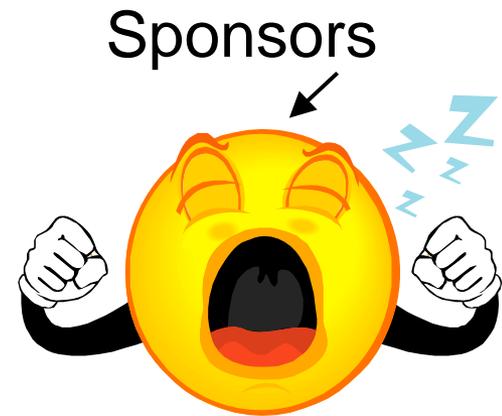
What the ADO is Doing for You

- **We will be approaching the ACOE and the State of Florida to discuss incorporating flexible conservation easement language as a Permit Condition that will allow airports to fix a wildlife hazard should one arise**

Long-Term Airport Leases

General Airport Lease Information

- FAA routinely reviews non-aeronautical leases
- FAA does not routinely review aeronautical leases, except:
 - Audits, complaints, etc.
 - Long term leases
 - Leases that involve the whole airport, etc.



Long-Term Airport Leases

Where are long-term leases used?

- Non-aeronautical tenants
- Substantial investments

Hotel



Long-Term Airport Leases

What is wrong with long-term leases?

- Excessively low lease rates may be a violation of Grant Assurance 24, Fee and Rental Structure
- FAA expects airport to maintain a fee and rental structure enabling them to be as self-sustaining as possible



Long-Term Airport Leases

What else is wrong with long-term leases?

- Agreements in excess of 50 years may be a violation of Grant Assurance 5, Preserving Rights and Powers
- In essence, a long-term lease is a “taking” of airport property
 - If sponsor is certain the subject land is not needed for the next 50 years, why not request to sell the land at FMV?

Long-Term Airport Leases

FAA may agree to a reasonable long-term lease if the term is required to amortize the investment

- The benefit to aviation (the airport) must be shown
- Escalation clauses or re-evaluation (re-appraisal) considering the CPI rate should be included
- Land must be appraised and leased at FMV; lease rates generally are 8-12% of FMV
- Consider the life of the facilities being constructed (40 years?)

Long-Term Airport Leases

Development should be:

- Consistent with the current ALP
- Compatible with ALP land uses
- If a non-aeronautical tenant, the development should not propose to use lands reserved for aeronautical development
- Imminent / No land banking



Long-Term Airport Leases

Remember...

- For surplus property, FAA must approve any proposed change of land use FORMALLY through a release of the “aeronautical use” deed restriction.
- An ALP Update does not constitute a change of land use for surplus property



Residential Airparks with Through the Fence Access

- Residential Airparks are an incompatible land use in conflict with Grant Assurance 21, Compatible Land Use



Residential Airparks with Through the Fence Access

PLEASE NOTE: THIS POLICY IS NEW!

- **Sponsors who allow an airpark to be constructed on or adjacent to airport property will be placed in non-compliance**
- **Sponsor will lose federal funding**



New ADO Position Arrivals

Juan Brown

Assistant Manager

Migdalia Ramos

Airport Program Assistant

Pedro Blanco

Program Manager

Gavin Fahnestock

Program Manager

Thank You!

Orlando Airports District Office

