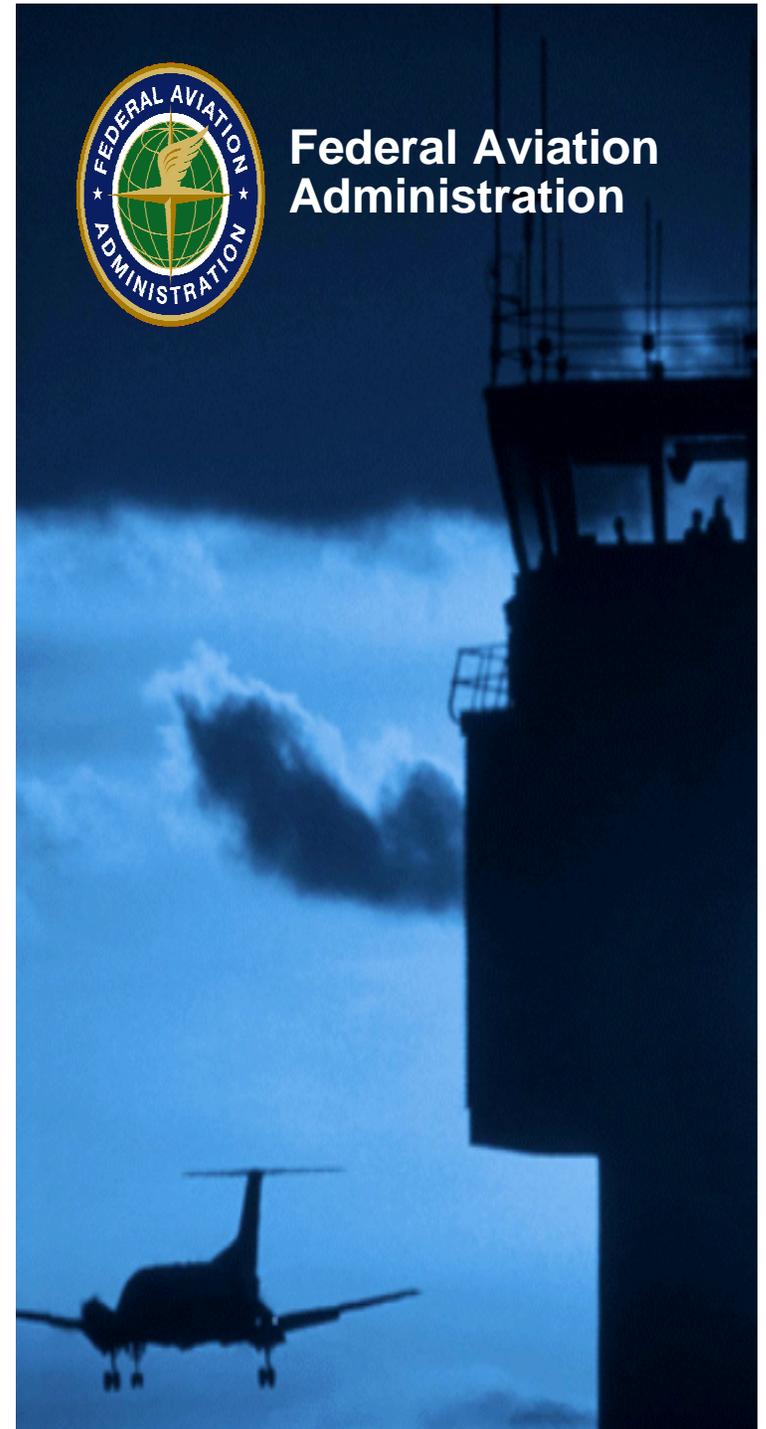


# NonAeronautical Land Use on Airports

FAA Western-Pacific Region  
4<sup>nd</sup> Annual Airports  
Conference  
May 6-8, 2008

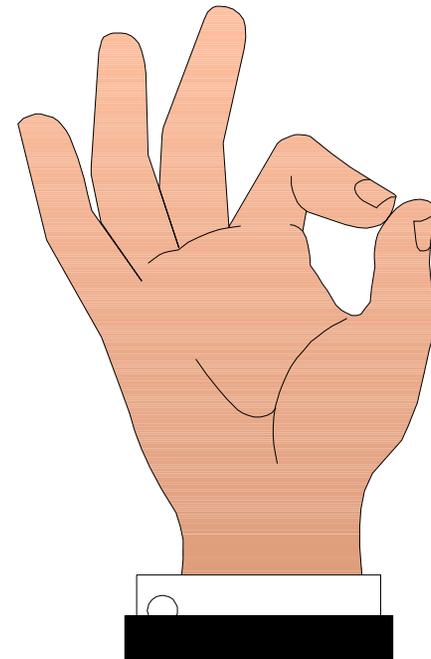


# ASSURANCE 19

**“Any proposal to temporarily close the airport must first be approved by the Secretary.” (i.e. FAA)**

# TEMPORARY AIRPORT CLOSURE

- **Closure for non-aeronautical purposes must be approved by the FAA**



# TEMPORARY AIRPORT CLOSURE FOR NON-AERONAUTICAL EVENTS

**FAA may approve if**

- **Financial payment to the airport**
- **The event and closure have tangible airport benefit and community support**

# TEMPORARY AIRPORT CLOSURE FOR NON-AERONAUTICAL EVENTS

## Value

- **Tangible (GAAP)**

**versus**

- **Intangible (Charity)**

# TEMPORARY AIRPORT CLOSURE FOR NON-AERONAUTICAL EVENTS

## FAA may approve if

- **Air carriers, aeronautical tenants and the local airport users have been notified of the planned closure and have been given the opportunity to comment**

# TEMPORARY AIRPORT CLOSURE FOR NON-AERONAUTICAL EVENTS

**FAA may approve if**

- **Other airports in the area are available to handle diverted air traffic during the temporary closure**



# TEMPORARY AIRPORT CLOSURE FOR NON-AERONAUTICAL EVENTS

**FAA may approve if**

- **Precautions will be taken to prevent damage to airport facilities, equipment, and navigation aids**



# TEMPORARY AIRPORT CLOSURE FOR NON-AERONAUTICAL EVENTS

**FAA may approve if**

- **Sufficient insurance and liability waivers for sponsor**



# TEMPORARY AIRPORT CLOSURE FOR NON-AERONAUTICAL EVENTS

**FAA may approve if**

- **Any damage to airport facilities will be repaired in a timely manner**



# TEMPORARY AIRPORT CLOSURE FOR NON-AERONAUTICAL EVENTS

**FAA may approve if**

- **Appropriate NOTAMS will be issued prior to the closure**
- **The impact of the closure will be kept to a minimum**



# TEMPORARY AIRPORT CLOSURE FOR NON-AERONAUTICAL EVENTS

## FAA may approve if

- **Procedures to ensure:**
  - **The safety of concurrent aircraft and airport operations**

# TEMPORARY AIRPORT CLOSURE FOR NON-AERONAUTICAL EVENTS

## FAA may approve if

- Procedures to ensure:
  - Safety of event officials, participants, and spectators, including crowd control, medical emergency, law enforcement



# TEMPORARY AIRPORT CLOSURE FOR NON-AERONAUTICAL EVENTS

**FAA may approve if**

- **For certificated airports currently serving scheduled air carrier aircraft**



**Airport and carriers will return to Part 1540 security levels prior to start of carrier service**



# TEMPORARY AIRPORT CLOSURE FOR NON-AERONAUTICAL EVENTS

**FAA may approve if**

- **For certificated airports currently serving scheduled air carrier aircraft**
-  **Movement areas will be thoroughly inspected in accordance with Part 139 prior to operations**

# TEMPORARY AIRPORT CLOSURE FOR NON-AERONAUTICAL EVENTS

**FAA may approve if**

- **RO/ADO obtains from the sponsor documentation that provides assurances that these conditions/criteria have been or will be satisfied**



# TEMPORARY AIRPORT CLOSURE FOR NON-AERONAUTICAL EVENTS

**FAA Policy does not support**

**Drag racing**

**Grand prix racing**

**Remote control planes**



# ASSURANCE 19

**“As a matter of policy, the FAA does not support the closure of airports for racing on the airport’s runways or taxiways”**





**Drags  
are not  
the  
proper  
use of  
an  
airport  
taxiway**

**Barriers:  
an  
airport  
encounter  
of the  
worst  
kind...**



Compliance: NonAeronautical Land Use At Airports  
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# ASSURANCE 22

**The sponsor**

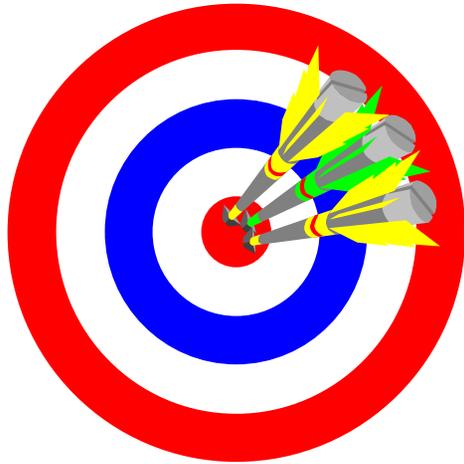
**“...will make its airport available as an airport for public use on reasonable terms, and without unjust discrimination, to all types, kinds, and classes of aeronautical uses.”**



# NON-AERONAUTICAL ACTIVITIES

- **Assurances do not apply  
to non-aeronautical activities**



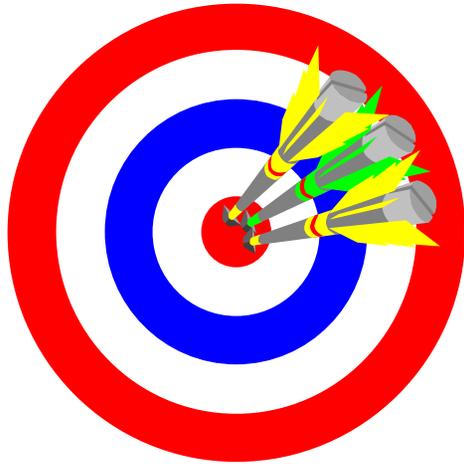


# FAA AIRPORT PROGRAM

## Sponsor Obligations

- **Safe and Efficient Airport**
- **Airport Serves Aviation**
- **Public Use and Access**





# FAA AIRPORT PROGRAM

## FAA Role

- **Promote Aviation**
- **Approve Non-Aviation  
Uses**



# Justification

**Land is not needed for aviation  
(e.g., far from the airfield)**

**Land cannot be used for  
aviation (e.g., separated from the  
airfield)**



# **Benefit**

**Land remains part of the airport**

**Land remains federally obligated**

# **Benefit**

**Land earns revenue from non-aviation uses**

**Revenue is restricted to airport uses**

**Revenue makes the airport self-sustaining**

# Advantages

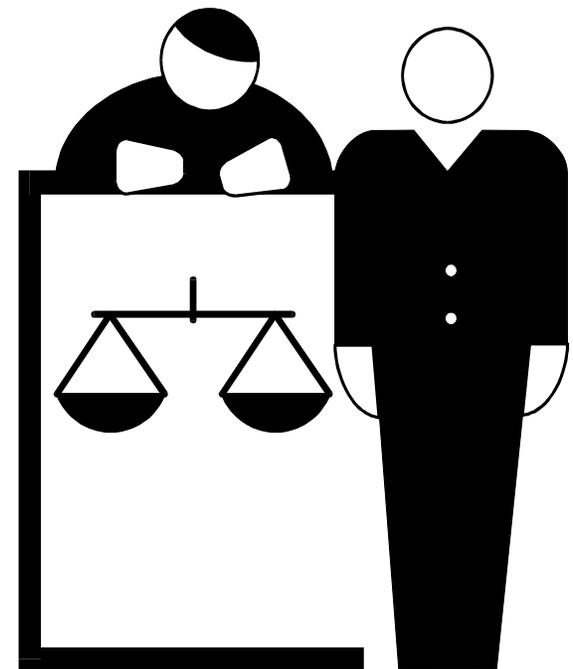
**Land still has an airport purpose**

**Land can be recovered for aviation**



# Duration of Approved Non-Aeronautical uses

- Long Term
- Short Term
- Temporary

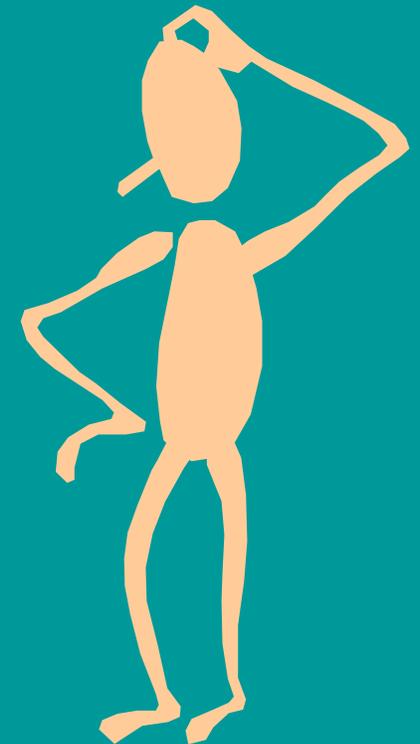


# CAVEAT

- **Interim Use**

**Temporary Use**

**Not a long-term use**



# Consequence

**Interim Use becomes permanent**

**Capital Improvements lead to  
permanency**

# CHARGES FOR NON-AERONAUTICAL FACILITIES AND SERVICES

- **USC 47133 and Assurance 24 requires that the airport charge FMV for non-aeronautical uses of the airport**



# ASSURANCE 24

**The sponsor  
“...will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport....”**



Remember, FAA must wave it magic wand to approve non-aeronautical uses

**The importance of aviation cannot be over stated  
even if it's under appreciated...**



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Thank you for coming  
and for your attention

# The Beauty of Flight

The End

Questions?





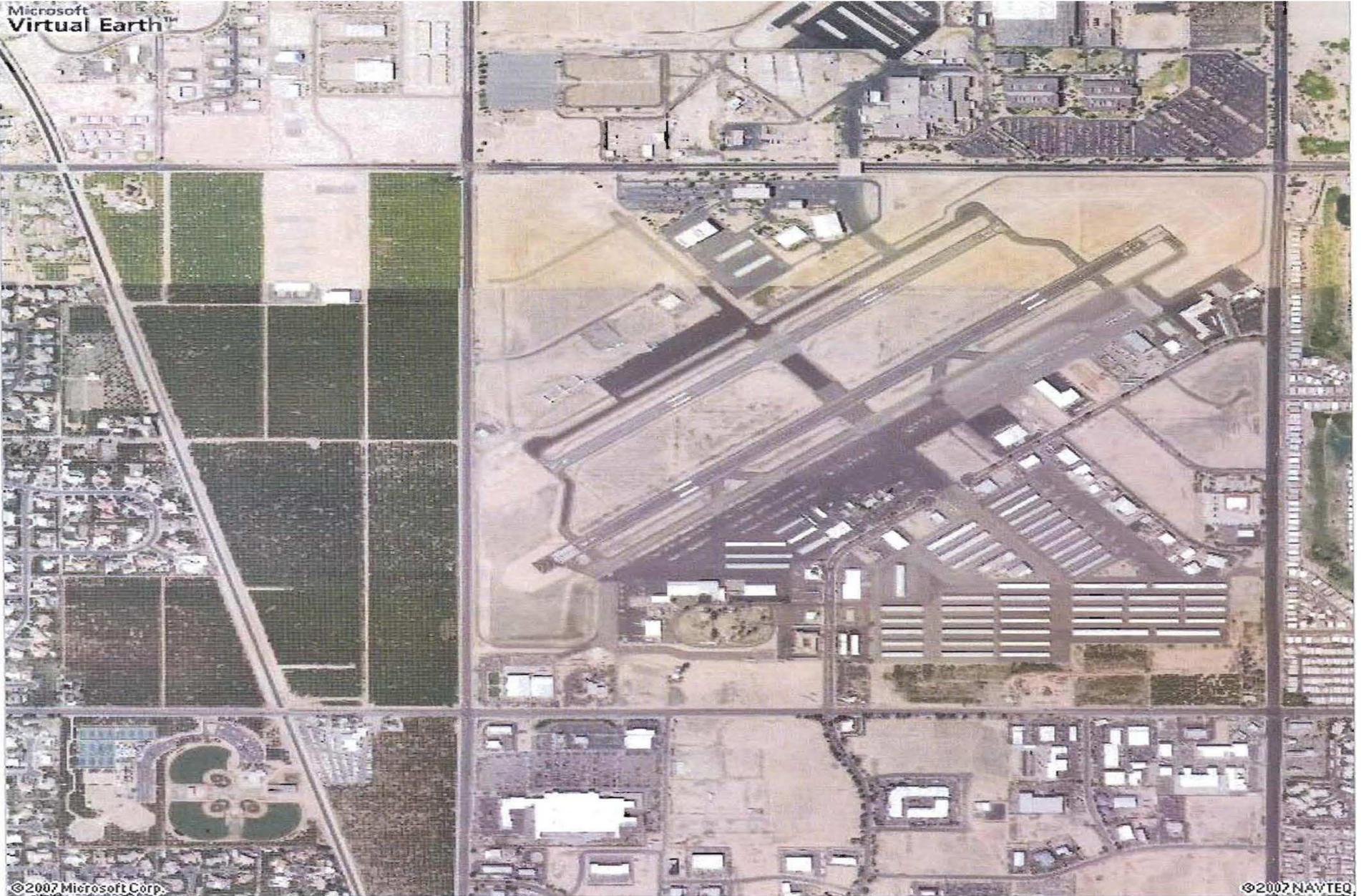


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