Airport Topics

FAA Western - Pacific Region

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MESSAGE FROM THE DIRECTOR, OFFICE OF AIRPORTS

We are wrapping up FY 29017!

Mark McClardy

As we close out this fiscal year I would like to briefly reflect on some of the challenges we had to overcome and some of the highlights that we were able to achieve together!

Fiscal year (FY) 2017 has proven itself to be one of our more challenging years in the Federal Aviation Administration's (FAA) Western Pacific Region. During this FY we worked thru staffing challenges caused by the illness of key administrative staff in our Regional and Phoenix offices, lost the services of our regional compliance program specialist due to retirement, lost four of our six credentialed Airport Safety and Certification Inspectors due to retirements or new opportunities, and lost four managers at Honolulu, Los Angeles, and Phoenix due to retirements or new opportunities and are scheduled to loss a fifth manager in San Francisco next month.

But with every challenge we also have some significant highlights to share. Some of our more noteworthy highlights include:

- Hosted our 8th FAA Airports Conference in Anaheim, California. I understand that some of you may not be aware that the presentations and photos from our June conference in Anaheim have been posted on our FAA webpage. Please visit http://www.faa.gov/airports/western_pacific/airports_news_events/annual_conference/2017/

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Message from the Director; Office of Airports (continued)

- Hosted a FAA Planners/Environmental Specialist Workshop for our staff. We invited stakeholders from the City of Phoenix, Caltrans, the Southern California Association of Governments, the Federal Highways Administration, and the Federal Transit Administration to help us better understand how both land use planning and transportation planning are viewed outside the FAA.
- We partnered with our Air Traffic Organization (ATO) and with our peers in the Regional Administrator's Office, along with the Alaska and Northwest Mountain Regions' Airports Divisions to explore ways to work more effectively on matters that pertain to noise.
- We supported regionally significant Runway Safety Action Team meetings at airports in Chino, Hayward, Honolulu, and San Francisco.
- Conducted annual Part 139 inspections at all Class I, II, III & IV airports as required by FAA Order 5280.5D, Airport Certification Program Handbook.
- Kicked off new airfield studies under our Runway Incursion Mitigation (RIM) Program throughout the region.
- Assisted Micronesia Civil Aviation Authorities, under the Micronesia Technical Assistance Program, by participating in an Aerodrome Certification Workshop in Majuro and by participating as observers to validate full scale emergency exercises at Majuro, Kosrae, Pohnpei and Chuuk. In doing so, FAA assisted the countries with implementing corrective action plans to address findings and recommendations resulting from 2010 Universal Safety Oversight Audit Program (USOAP) audits conducted by the International Civil Aviation Organization (ICAO).
- Focused on understanding the unique needs by airports owned by various Arizona tribes by conducting site visits to the following airports: Grand Canyon West, Globe-San Carlos, Window Rock, Kayenta, and Ak-Chin.
- Delegated Signature Authority for Environmental Assessments (EA) to our ADO managers.

In the coming months I will provide you with a wrap up of the year and an snapshot of what to expect in FY 2018. Until then, please accept our thanks for your continued support!!

Mark A. McClardy, Director

AWP SPOTLIGHT

Ford Fuchigami, Director of the Hawaii Department of Transportation

Ford Fuchigami is the Director of the Hawaii Department of Transportation (HDOT) and oversees 15 commercial and general aviation airports, 10 commercial harbors and nearly 2,500 lane miles of state highways. He began his tenure with the Department of Transportation as the Airports Division Deputy Director, appointed by Governor Neil Abercrombie in January of 2011, until being named Interim Director of HDOT in May 2014. He oversees Hawaii's airport, harbor and highway systems with the help of a dedicated team of approximately 2,600 employees. His mission, and that of the Department, is the development and improvement of Hawaii transportation systems to facilitate safe and efficient travel and commerce statewide.

Ford Fuchigami

Among his key responsibilities is oversight of numerous modernization and facility improvement projects representing billions of dollars in construction. These modernization and improvement efforts include an increased focus on sustainability and energy efficiency along State highways, at public airports, and at the State's commercial harbors.

Ford recognizes the role of energy efficient initiatives in reducing costs and ensuring a self-sustaining transportation system for all users, while striving to reach the State's goal of eliminating the use of oil and achieving 100 percent clean energy usage by 2045.

As chief executive of the Department, Ford collaborates with major stakeholders and partners, including the Federal Aviation Administration; Transportation Security Administration; Federal Highway Administration; Maritime Administration; Customs & Border Protection; the Congressional delegation; Hawaii Legislature; county partners; and numerous airline, harbor and highway user organizations, among many others, on behalf of the state. Ford has an extensive background in the hospitality industry where he learned the importance of working together to spread the aloha spirit. He is a visionary leader and views his employees, the various government agencies, and the public as partners in improving Hawaii's transportation systems for our future.

Charles A. Davis, Acting Deputy Director

PLANNING AND PROGRAMMING

Stay Connected with FAA- Energy Efficiency Project is a Matter of Cost Saving.

For many public agencies, the energy efficiency program can have a big effect on lowering airport operations costs. The goal of this program is to identify opportunities for increasing efficiency of airport power sources. The energy efficient program is authorized through Section 512 of the FAA Modernization and Reform Act of 2012 (Public Law 112-95

General guidance for energy efficiency projects is provided in the FAA AIP Handbook, Order 5100.38D, Program to increase energy efficiency of airport power sources. We hope to have a list of accomplished projects and energy efficiency benefits posted later on this year on FAA website: http://www.faa.gov/airports/environmental/.

Examples of projects that may be eligible include: comprehensive airport energy efficient assessments; installation of solar power generators, use of geothermal power for heating and electrical generation, and upgrading to the Heating, Ventilation and Air Conditioning (HVAC) systems. Limited Airport Improvement Program (AIP) and approved PFC revenue can be used to support these types of projects.

The airport should have a comprehensive energy assessment for their energy efficient project. These assessments should have an analysis of power consumption for the entire airport. The assessment should also provide an airport-wide base load calculation, power requirements for on and off road vehicles and backup power requirements. The assessment would also include a list of measures that will improve airport energy efficiency. Be certain to include the requested project in the list of measures in the assessment. Any projects will require a technical report as well as a grant application. There are other requirements (such as glare/glint analyses for solar projects) that may apply depending on the specific nature of the proposed project. All other AIP/PFC eligibility and justification requirements remain in force.

So, now that you've completed your energy assessment and figured out a proposed project, who should you contact? Interest sponsors should contact their local FAA Airports District Office for more information on what to do and when to do it.

Sam Iskander, Airports Program Specialist

Vanquishing the VPD - Air Show Savvy

This publication is directed primarily towards airport management to be disseminated to all levels of personnel working at your airfield. Vanquishing the V/PD can be accomplished through a solid partnership between the FAA and airport management. The responsibility of making sure that the proper safeguards are in place; however, lies squarely on the shoulders of airport management. Please use this information and all that follows as a guide by which to provide a safer environment at your airfield.

Air shows are interesting and exciting to the public. Unfortunately, while hosting these events the likelihood of curious pedestrians inadvertently wandering into active taxiways and runways to observe or photograph showcased aircraft increases.

FAA Order 8900.1 states that "Any event organizer who requests a waiver for a public aviation event on an airport certificated in accordance with 14 CFR part 139 must coordinate with the appropriate FAA Airport District Office (ADO) and receive approval for the event ground operations plan before issuance of FAA Form 7711-1." The plan must address the part 139-related requirements impacted by the air show and be approved by an airport certification inspector. Once the Ground Operations Plan is approved, the airport certification safety inspector will send a letter to the airport operator and notify the appropriate Flight Standards District Office. Approval of the ground operations plan is generally separate and distinct from the review and approval of the overall airshow layout and addresses numerous items but most importantly, crowd control before, during and after the event.

Effective means of crowd control include the use of delineators, barricades, security personnel, signs, crowd control tape, written material, maps and public broadcasts. In spite of these measures the temptation still exists for spectators to walk closer to the runway to get that perfect picture of a vintage aircraft on the verge of flight. Vigilance, therefore, becomes the most effective means of crowd control.

Some pedestrians become very creative in their attempts to circumvent security. During a recent static display of a B17 bomber at one southern California airport, a pedestrian gained access to a remote general aviation ramp by obtaining a security gate combination code from an unsuspecting business employee. The pedestrian then walked across two active taxiways and an active runway to view a vintage aircraft.

One aspect of crown control that is sometimes overlooked is the supervision of the participants involved in the set-up and break-down of the air show. A false assumption is made that vendors, participants and sponsors of the event know where they can and cannot go on the airfield. Many vendors have never walked or driven on an airfield and may become confused regarding their whereabouts. Some become disoriented and drive into the movement area looking for the event location or an airport exit.

Then there is the occasional surface incident or runway incursion which is caused by an accident or incident during a performance. Well-meaning support personnel drive into the movement area to render assistance without obtaining an air traffic control clearance. If an operating air traffic control tower witnesses the V/PD it will be reported regardless of the extenuating circumstances.

Vanquishing the VPD (continued)

Remember that if crowd control is lost and, if because of that, safety is jeopardized, the air show should be suspended until control is regained.

If your airport is anticipating an air show or a static display, remember that a well-developed ground operations plan is important in avoiding V/PDs associated with the spectators attending the event. Vigilance, however, is the key.

Steven Oetzell, Lead Airport Certification Safety Inspector

Reproductions of this, past and subsequent issues of Vanquishing the VPD are available on FAAWebsite: http://www.faa.gov/airports/western_pacific/airports_news_events/vanquishing_vpd_newsletters/

For information regarding Air Shows-Grown Operations Plans, please visit the following website:

https://www.faa.gov/airports/airport_safety/airshows/

HONOLULU ADO NEWS

Congratulations Hilo International Airport!

Hilo International Airport was the recipient of the Outstanding Airport Award at the AWP Conference held in Anaheim, California, on June 13, 2017. The Outstanding Airport Award is given to an airport sponsor that has demonstrated outstanding accomplishments in continued safety and compliance performance resulting in benefits to aviation users. Mr. Steven Santiago, Assistant Airport Manager, accepted the award on behalf of the Hawaii Department of Transportation, Airports Division and Hilo International Airport (ITO).

Under the direction of Mr. Santiago, the Hilo International Airport has developed and maintained an exceptional safety culture for the airport. Mr. Santiago sees the value of the Construction Safety and Phasing Plans and uses it for all airfield work to ensure communication and safety are the priority.

A pilot himself, Mr. Santiago puts aviation first and looks for opportunities to promote aviation in Hilo. He looks to provide the pilot community safety and security briefings, airport operating rules, and exposing pilots to the FAA educational pilot proficiency program called WINGS. His love for aviation goes beyond flying. He welcomes FAA Part 139 inspections and an opportunity to showcase the hard work of the Hilo team in meeting the FAA requirements.

Mr. Santiago takes great pride in his airport and passes on his exceptional work ethics to his staff. The Honolulu Airports District Office is familiar with Mr. Santiago and his team's hard work, but we are not alone. In 2009, they were awarded the HDOT award for Team of the Year and Mr. Santiago received the State of Hawaii Special Recognition award in 2011. FAA ATCT Manager, Donald Millard, recently wrote, "During my travels I have taken the opportunity to observe the physical conditions at these airports including runway and taxi markings, grass height, condition of pavement, water pooling, trash in grass, loose gravel and overall airport appearance and condition. I can say from my observations, the Hilo Airport is well maintained. I understand airports have limited resources and maintenance schedules. The Hilo Airport maintains their facility in a way that reflects a high standard of care." A humble man, he does not seek out recognition for his team or himself. However, we were fortunate that Hilo International Airport, Mr. Santiago, and his team were recognized for their exceptional performance with the Outstanding Airport Award. Congratulations!

Kandyce Watanabe, P.E., Program Manager

From left to right: Winsome Lenfert (FAA Acting Associate Administrator for Airports, Steven Santiago (HDOT Assistant Airport District Manager), Mark McClardy (FAA Western Pacific Region Director of Airports)

The Importance of Land-use Planning on Obligated Airport Land

Although airports come in all shapes and sizes, the planning requirements are the same for all airports when developing airport land. When considering a new land-use on obligated airport land, a wise airport sponsor always asks the question: "would this new proposed land-use be good for aviation?" Airport sponsors exercise proprietary rights over all property that is designated as an airport. However, to varying degrees, airport property carries obligations that may limit land-use choices.

Maybe your airport has Federal surplus property. Some of it may be grant land. Rarely, some may be expired grant land. Most will carry obligations to retain airport revenue, including revenue from the leasing, using or selling the property. But to be sure, you are required to ensure non-airport property it controls adjacent to, or near its airport. Here we discuss basic land-use decisions on your airport.

This does not mean that all airport property must be used for runways and taxiways and aprons. Although sometimes the FAA must go through some processes to notify the public in the Federal Register, when we accept a non-aeronautical use for certain airport parcels. Responsible and prudent non-aeronautical uses to generate revenue to offset costs are a good thing. Here are some basic hints to responsible and prudent land-use at your airport:

Obviously, if the proposed land-use is residential, the answer would be "no" – residential use on obligated airport land would not be compatible with (or good for) aviation. The wise airport sponsor should also say "no" to land-uses that would introduce new wildlife hazards, new airspace obstructions, glare, plumes or dust, or land-uses which do not help the airport or its tenants earn new revenues.

Also, obviously, if the proposed land-use is a new hangar, or an aviation business that needs direct access to the runway, the answer would be "yes – the proposal is good for aviation." When the answer is "yes," this can be an exciting moment. Yet, it's also a moment to start the planning process to consider how the proposed land-use can help enable a well-designed, easy to manage airport that is financially healthy. Revenue producing aviation uses, such as this should also not create obstructions or glare impacts to aviation.

So, how does an airport sponsor weigh all the options in between? One key to a smart execution of a new proposed land-use is to contact your FAA Airport Planner. Your Airport Planner can help you evaluate the new proposed land-use by helping you to consider the following:

The Importance of Land-use Planning on Obligated Airport Land (continued)

1. Determine how the airport land was originally conveyed (i.e. FAA Order 5190.2R List of Public Airports Affected by Agreements with The Federal Government);
2. Confirm that the proposed land-use meets the applicable Airport Improvement Program (AIP) Grant Assurances;
3. Conduct a 7460-1 (airspace evaluation);
4. Depict development on an FAA approved airport layout plan;
5. Reference the Local or State land-use zoning designation (i.e. California, Airport Land Use Compatibility Plan;
6. Conduct environmental evaluation (NEPA); and
7. Provide a thoroughly prepared Fair Market Value appraisal so that leases rates assigned to the new use are current which helps to ensure that the airport remains financially self-sustaining.

It is a proven fact that the level of success is defined during the planning process. A smooth planning process will result in an easier environmental approval process which leads to a faster and more efficient project implementation. This saves time and money. A smooth planning process also ensures a smart airport layout which reduces on-airport conflicts between tenants, or between a tenant and the Airport Sponsor. This results in an airport that is easier to manage over the long term.

The FAA understands that the airport is owned by the airport sponsor. The FAA also understands that because an airport sponsor has said "yes" to the federal grant assurances, it has also wisely agreed to manage its airport like a business. Managing an airport like a business means that there is a focus on the financial bottom line and saying "yes" to land-uses which are good for aviation, and good for the airport. Managing an airport like a business also means saying "yes" to a thoughtful, well organized layout of the airport which makes the airport easier to manage.

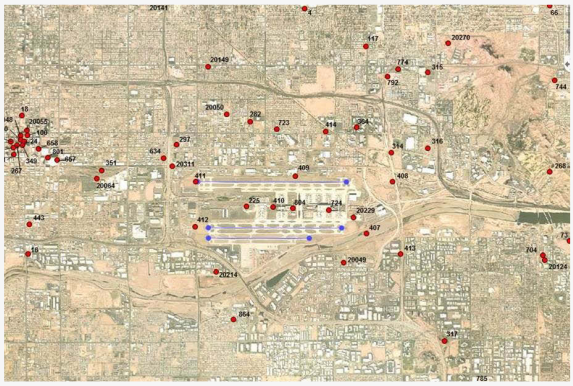
In summary, make good (land-use) choices!

Dave Cushing, Manager

Are Part 77 Penetrations Obstructions?

Most professionals working in the airport industry are aware of the requirement to file a notice through the Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) website for proposed construction on or near airports. (See www.oeaaa.faa.gov for specific filing criteria). However, did you know that you could also file a case for an existing structure to determine if it is or isn't an obstruction? It's not uncommon to find during a planning study or Airport's GIS survey that there are multiple structures, terrain features, or vegetation that penetrate one of the various imaginary Part 77 surfaces on the airport. In a safety focused industry such as airport management it is often the first instinct to label these objects as obstructions and securing funding to mitigate them. However, before doing so it is important to determine if they are, in reality, actual obstructions. To understand the difference between penetrations and obstructions it is important to first understand what Part 77 is and isn't.

What is Part 77-Part 77 consists of imaginary surfaces that are designed to protect the airspace around airports. By definition 14 CFR Part 77 establishes standards and notification requirements for objects effecting navigable airspace. Notice the word notification in the description. Part 77 is just that, a process designed to provide notification for the FAA to further evaluate ab object that penetrates a Part 77 imaginary surface to determine the potential effect on air navigation.



FAA Obstruction File for PHX (8/2012)

What Does FAA use to evaluate surfaces- When the FAA evaluates a Part 77 penetration to determine if it is an obstruction they generally reference two sets of criteria. The Airport Design Surfaces found in Advisory Circular 150/5300-13A which is used by the Airports Division, and the Standards for Terminal Instrument Procedures (TERPS) which are used by the Air Traffic Division. Specifically the Airports Division references the Obstruction Clearance Surface slopes found in Table 3-2 of the Advisory Circular. Additionally, the TERPS surfaces evaluate the potential obstruction's effect on both existing and future instrument approach procedures.

Runway Type		Feet (Meters) A	B	C	D	E	Slope OCS
	Approach end of runways expected to serve small airplanes with approach speeds less than 50 knots. (Visual runways only, day/night)	0 (0)	120 (37)	300 (91)	500 (152)	2,500 (762)	15:1
	Approach end of runways expected to serve small airplanes with approach speeds of 50 knots or more. (Visual runways only, day/night)	0 (0)	250 (76)	700 (213)	2,250 (686)	2,750 (838)	20:1
	Approach end of runways expected to serve large airplanes (Visual day/night); or instrument minimums ≥ 1 statute mile (1.6 km) (day only).	0 (0)	400 (122)	1000 (305)	1,500 (457)	8,500 (2591)	20:1
	Approach end of runways expected to support instrument night operations, serving approach Category A and B aircraft only. [1]	200 (61)	400 (122)	3,800 (1158)	10,000 [2] (3048)	0 (0)	20:1
	Approach end of runways expected to support instrument night operations serving greater than approach Category B aircraft. [1]	200 (61)	800 (244)	3,800 (1158)	10,000 [2] (3048)	0 (0)	20:1
	Approach end of runways expected to accommodate instrument approaches having visibility minimums ≥ 3/4 but <1 statute mile (≥ 1.2 km but < 1.6 km), day or night.	200 (61)	800 (244)	3,800 (1158)	10,000 [2] (3048)	0 (0)	20:1
	Approach end of runways expected to accommodate instrument approaches having visibility minimums < 3/4 statute mile (1.2 km).	200 (61)	800 (244)	3,800 (1158)	10,000 [2] (3048)	0 (0)	34:1
1,5,6,7	Approach end of runways expected to accommodate approaches with vertical guidance (Glide Path Qualification Surface [GQS]).	0 (0)	Runway width + 200 (61)	1520 (463)	10,000 [2] (3048)	0 (0)	30:1
	Departure runway ends for all instrument operations	0 [4]		See Figure 3-4			40:1

Table 3-2 Approach/Departure Standards Table

In conclusion if you are wondering if all those Part 77 penetrations listed on your ALP are obstructions or not the best course of action is to go to www.oeaaa.faa.gov and file a case. This process allows airport sponsors the opportunity to get a formal determination on potential obstruction on or near their airports and takes the guessing out of airspace.

Kyler Erhard, Lead Program Manager

SAN FRANCISCO ADO NEWS

More Changes for Northern California…

Since I took the position as the Manager of the San Francisco Airports District Office (SFO-ADO) on June 1, 2015, there have been some tweaks to how the SFO-ADO approaches things, which the northern California sponsors have adapted well to. Let's see… there was the AIP Report Card, which was received better than I expected, even by those that had a less than satisfactory grade.

I was able to have some great conversations with sponsors on how, together, we could move towards utilizing our limited AIP funds more efficiently as documented by our report card. I never expected sponsors that had a D+ to embrace the information, look for ways to improve their grant management, and then actually make the changes; but I saw that over and over again. Our ADO Team also acknowledged and embraced their role in helping sponsors be successful.

Then there was the transfer of expiring entitlements. Initially, sponsors would not transfer their entitlements unless they had a promise that they would get a payback in the future. That rarely, if ever, happened so millions upon millions of dollars left California to be redistributed across the whole of our country. In 2016, we communicated a new message: it's about our aviation system in northern California, how can we pull together and help each other to be successful. Part of that message was that if you have expiring funds, help out a neighboring airport by transferring expiring funds to an airport in need. You arose to that challenge and we only lost $9,280. In 2017, we were successful once again at getting expiring funds transferred, but sadly we didn't do as well as we did in 2016; we had over $690,000 sent to DC to be shared with the rest of the country. From my perspective, the loss of those dollars was preventable and I hope that in 2018 those with expiring funds will make it a priority to help support needed work on "our" system of airports!

I share all the above simply to say that your success and the success of the aviation system in California is extremely important to me, I'm invested! Since coming to California, I have had my horizons expanded with the challenges you each face to promote and maintain your airports. I have learned a great deal working with you and have valued greatly the opportunity! Through all that I have experienced, and even more importantly the people I have had the opportunity to meet, I feel truly blessed! It is the beauty I have seen, and the people that I have met here that causes me to want to experience even more. To make that happen, I am retiring as of October 31, 2017 so that my wife and I can take our 40' home that we used to explore this great state to begin exploring this great country. I am honored to have had the opportunity to work with many of you and I am even more honored to call many of you friends. I wish you all the best and look forward to when our paths may cross again!

Jim Lomen, Manager

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WESTERN—PACIFIC SUGGESTION BOX

If you would like to suggest an article or topic for the newsletter, please contact the ADO Manager for your area. Be prepared to provide information, photos, and references to material if requested.

If you would like to be added to the e-mail list for this publication, please contact the FAA Western Pacific Region, Airports Division Office.

Contact information is given above.