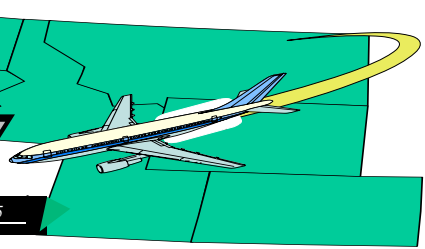




# THE AIRPORTS APPROACH



A Publication of the Northwest Mountain Region Airports Division — Vol. 25

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## **Airport Improvement Program stats show resolve is needed to reach FY-05 goals**

**A**s we approach the halfway mark in this fiscal year, we wish to provide you an update on the status of the Airport Improvement Program (AIP) thus far:

- The total number of grants anticipated this year - 230, for approximately \$350 million.
- Grants approved and awaiting grant offer - 70, or 30 percent.
- Grants executed - 7, or 3 percent.

These statistics are not unusual, even though 3 percent under grant at halftime sounds pretty grim. But, our project managers still display great confidence in you, the sponsors and consultants, and in our system of project review and approval.

The next 3 months will really tell the story. We are all working hard to get construction done this year. This means opening bids and issuing most grants by the end of June. We obviously have a long way to go, and will work closely with the airport community to make this happen.

Meanwhile, our project managers are pushing hard to close completed projects. We try each year to close as many as we open. Against 230 expected new grants, we have closed 65 to date. Once again, everyone expects to meet this objective, meaning we have to close seven grants every week, from now until the end of September. We need your help on this, and the new grants.

*Dave Field*

## **The 2005 FAA NW Mountain Region Airports Conference is almost here**

**I**t is hard to believe it, but our conference start date, April 4, is days away! Registrations to date show a great response, and we are looking forward to seeing many of our conference regulars and some new faces as well.

The discounts offered for early conference registration and accommodations at the Marriott Denver City Center have past the March 14 deadline. Individual registrations fees are now \$310; and the fee for groups of five or more is \$260.

Everything you need to know about the conference, including a point of contact, can be found on the web at <http://www.engr.washington.edu/epp/Faa/>.

We look forward to seeing you in Denver, April 4-6!

Editor: Nancy Royak  
Airports Division  
March 2005

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## DIVISION MANAGER'S COLUMN

**W**e are now halfway through our fiscal year, grants are going out to airports; the construction season will soon be in full swing; we are reviewing, commenting on, and approving airport certification manuals; and preparing for our conference in Denver. We also are fully immersed in preparing the draft environmental impact statement for the St. George replacement airport. We are busy!

We also have just completed this year's edition of our Regional Airport Plan (RAP), as noted on page 4. While many initiatives in the RAP are unchanged from year to year, such as runway safety areas, the annual update compels us to stop and take stock about where we are and where we ought to be headed. It certainly is similar to the updating airports do with airport layout plans or master plans. We hope you will take the time to read through the RAP.

Hope to see you in Denver at our conference.



*Pictured above, Lowell H. Johnson  
Manager, Airports Division*

### Final PFC rule cuts bureaucratic red tape



**T**he Federal Aviation Administration (FAA) has taken another major step in streamlining the passenger facility charge (PFC) application and approval process. After months of preparation, review of comments and re-writing, the final rule has been published.

Two of the most significant changes of the new rule involve the public notice requirement and the reduced Federal Aviation Administration (FAA) action time. The notice can be done in a variety of ways, including posting on the airport's public website, or in a local newspaper. Gone is the 30-day waiting period for the *Federal Register*. But, the FAA still retains the right to publish a notice for complex and/or controversial applications.

The final rule, as published in the *Federal Register* on March 23, 2005, is on the FAA website at <http://www.faa.gov/arp/financial/pfc/index.cfm>, under the heading "What's New."

The effective date of the new regulation is May 9, 2005. If you're a non-hub airport and have an application coming up, talk with your Airports District Office PFC contact about using the new, more streamlined process.

— Warren Ferrell

### We must close the books on all 4-year olds!

**T**he maximum acceptable duration for an Airport Improvement Program (AIP) project is 4 years. This is from the date of grant acceptance to financial completion. Before approving a sponsor's AIP project, our project managers review the status of all existing grants to that sponsor, and determine that progress is satisfactory on all of them.

We only have a small number of "old" grants in this region, and most of them are old due to specific reasons, such as legal or environmental holdups. We intend to maintain our record of closing projects before they get "old." Our project managers will work with you to complete the necessary closeout actions. For example, in some cases where final project documentation is not forthcoming from your consultant, we will require that on future grants you withhold final payments, until that documentation is provided.



On November 1 of each year, we are required to report to the Office of the Secretary of Transportation, and the FAA's auditors why projects greater than 4 years old are still open and what steps the sponsor is taking to close them. To date, this region has 24 projects requiring closure, from fiscal years 1999 to 2001. If you have one, we ask that you work with your FAA project manager to take the appropriate action(s) to close it.

— Vassie Stamos

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## The deadline date for notification of entitlement funds has been published

**A** May 1, 2005, deadline has been published in the *Federal Register* for notification of intent to use the Airport Improvement Program (AIP) entitlement funds for FY-2005.

Prior to this date, sponsors should determine whether they intend to use their 2005 AIP entitlement to accomplish projects identified in the Airports Capital Improvement Plan, and notify their Airport District Office of their intent. Absent this notification by May 1, the FAA is authorized to defer a sponsor's use of their entitlement funds until fiscal year 2006. Entitlement so deferred will be converted to discretionary funding and used for other projects in 2005.

— Vassie Stamos

## Let it snow, let it snow, let it snow!

— *Just be sure you are prepared*

**C**onducting safe snow-removal operations on an airport is critical. A good plan is necessary to effect safe and efficient outcomes.

Advisory Circular 150/5200-30A gives guidance on snow- and ice-control plans, and how to operate safely during the execution of these plans. Chapter two has guidance on safety considerations, operational issues, vehicle control, snow-removal principles, pre-season preparations, airfield condition assessments, runway-friction surveys, and pavement-condition reporting. Chapter three continues with "Snow and Ice Removal Procedures." If your snow- and ice-control plan is not up to date, see Appendix 2 for a sample snow plan.

Once you have a good plan, you must ensure that all participating parties know their responsibilities during a snow event. Communication is key to safety during snow-removal operations, whether it is with the airport traffic control tower (ATCT), UNICOM, aircraft, or via a notice to airmen (NOTAM), which publishes snow-removal procedures.

The following are things to consider to improve safety during snow removal:

- Modify the snowplow blade with heavy rubber, to reduce the amount of snow reaching the windshield area.
- Position a "snow crew boss" in a vehicle to monitor communications with the ATCT or UNICOM.
- Issue a NOTAM closing the airport during snow-removal operations. Require aircraft to call 10 minutes prior to landing or takeoff, so the airport may be re-opened.
- Review your snow- and ice-control plan" each year, before snow season begins, to promote more familiarity and better understanding, and make any changes necessary.

The following are other publications that also contain important information for the snow-removal season: CertAlert 05-01, "Airport Winter Operations," discusses friction-measurement issues such as the correlation between braking action and mu values; CertAlert 00-02, "Procedural Changes: "Snow Notices to Airmen"; CertAlert 95-06, "Reporting Braking Action and Friction Measurements"; and CertAlert 95-02, "Approved Equipment." All of these can be located on the web at <http://www.faa.gov/arp/certification/certalert.cfm>.

If you have questions regarding this subject, contact your airport certification safety inspector for further information.

— Lynn Deardorff

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## The 2005 Regional Airport Plan has been published

**D**espite the work it takes to compile the RAP, we publish it with a sense of pride and satisfaction in all we have accomplished, and where we are headed. We are pleased with our continued progress in constructing standard runway safety areas, correcting runway lines-of-sight, reducing the potential for incursions by building roads around runways, adding parallel taxiways, and upgrading airports to meet standards.

This year, we have added two new initiatives: (1) airports that have recently come under Part 139 requirements, and (2) pavement rehabilitation. We also are preparing to help airports meet forecast needs by adding new runways or runway extensions where needed, upgrading facilities to meet a new class of user, addressing pavement condition, and preparing for new technology.

Looking forward, we are



*Above RAP cover, an aircraft in flight at sunset at:  
<http://www.faa.gov/arp/ann/publications/rap/index.cfm?nav=rap>*

monitoring growing business-jet or potential regional-jet operations and even the prospect for very light jets, and their effects on development needs. We will work with sponsors and users within available resources to make improvements in the airport system through our efforts outlined in the RAP.

We look forward to more successes as we continue our journey.

— Carolyn Read

## Civil Rights is opening DOORS for easier reporting of DBE construction accomplishments

**A**irports annually report their disadvantaged business enterprise (DBE) construction accomplishments to the Federal Aviation Administration, Civil Rights Office.

For many years, this report was submitted on Form 4630. Two years ago, we started using the Uniform Report of DBE Awards form, for which the Office of Management and Budget never assigned a number. Now, the process will become automated and you will no longer need to mail a paper document to our office. Beginning in fiscal year 2006, you will file your DBE accomplishments report through this enhanced process called DOORS.



The Northwest Mountain Region was one of the regions selected for the pilot phase of DOORS. We want to thank the 14 airports that participated during this phase of the process. Although most of you probably have received a letter to report your accomplishments through DOORS, the pilot phase is now over.

If you would like a preview of DOORS, it can be found at <http://crext.agl.faa.gov>. The system is user friendly and will greatly improve the way we report annual accomplishments. In the coming months, you will be hearing more about this program, so stay tuned!

For more information on this and any other DBE program issues, please call Christine Whitehead at 425-227-2095, or Joelle Briggs at 425-227-2097.

— Christine Whitehead

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## One more milestone is reached in the process to construct a replacement airport at St. George, Utah

**T**he current St. George airport, located in southwestern Utah, does not meet Federal Aviation Administration (FAA) design standards. In addition, it cannot be modified to meet standards or accommodate anticipated future aeronautical demands, because it is built on a plateau. The present airport configuration is a single runway, 6,606 feet in length.

In 1995, the City of St. George prepared an airport site-selection study, master plan, and environmental assessment (EA) for a replacement airport, consistent with FAA standards and capable of accommodating future demands. The replacement airport would have a single 9,300-foot runway.

This all sounds promising. But, it's been 10 years, so where's the new airport, you may ask? Well, some projects require more environmental work than others. And, St. George falls into this category.

Although the public process for the EA began in June 2000, with the final EA being approved by the FAA in a Record of Decision (environmental approval), signed on January 30, 2001, a court decision of April 11, 2002, determined that more work needed to be done.

Specifically, the court determined that even though the initial EA had focused on the potential environmental noise impacts a replacement airport would have on Zion National Park (ZNP), which is 26 miles distant from the proposed site, and the community of Washington City, adjacent to the preferred alternative airport site, the FAA had not gone far enough in examining noise impacts. The court also wanted an examination of the cumulative impact of noise pollution on ZNP, the scope of which should include the impact of potential increased air traffic over the park, local air tours near and over the park and consideration of the acoustical data collected by the National Park Service (NPS).

On September 11, 2002, the FAA began a 3-month formal scoping process for an environmental impact statement (EIS), which resulted in the receipt of 27 scoping letters. They requested consideration of, among other issues, aircraft sound over ZNP, cumulative noise impact analyses, aircraft sound over other national park units in the general vicinity of the replacement St. George Airport, induced growth created by the replacement airport, visual impacts of aircraft contrails, impacts on migratory birds, a proposed second runway, and psychological affects of aircraft noise on visitors' park experiences.

As a result, the FAA has been in consultation with the NPS to prepare an EIS that will contain not only the usual discussions of air quality, water quality, and endangered species, etc., but also the principal emphasis of potential noise impacts on ZNP. On March 4, 2005, personnel from the FAA and the NPS reached agreement on a method to characterize the average natural ambient sound levels within ZNP. Both agencies understand that this will require administering extraordinary studies, but recognize also that it is important to establish a base from which to determine the change in noise impacts from the replacement airport.

There are more issues ahead, especially the determination of how much noise is "significant." But, this decision is very important, and a big step in moving the environmental process ahead.



*(Above is NPS photo of "Weeping Rock," in ZNP.)*

— Dennis G. Ossenkop

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## Let us introduce you to BOB and associates

**P**erformance is defined as an accomplishment, or the way in which someone or something functions. BOB, “based on bids,” is one of the metrics used to assess how well we perform the administration of federal funds through the Airport Improvement Program. Basing a grant on known project costs makes more efficient use of federal resources.

The current BOB goal is 90 percent of all construction and equipment grants issued (based on number). For a grant to be counted in the 90 percent, at least 75 percent of the grant funds must be for work that was bid. Incidental items that will not affect the grant amount or schedule can be included in the grant based on estimates.

Just in this simplified example, you can understand how BOB will have an impact on you. What can you do to minimize the impact? You can support our Airport Capital Improvement Plan process by providing us an early submission of your formulation of work. If you cannot afford to do that, take a design only grant prior to the needed development. Alternatively, you also may carry over your entitlement funds until you have the project sufficiently designed and can proceed with bids.

The bottom line is that this performance metric will cause us to consider where you are in your project design, or how you plan to be ready to bid, before we assign discretionary funds to your project.

There are three other performance metrics that also will affect the timing of your grant award. Compliance with these goals is used in our consideration of future funding requests. For the sake of the article’s length I will not go into these in great detail. But, here is a brief description for which I have provided my own acronyms:

- **DIP** - Discretionary Immediately Programmed. This is designed to execute the intent of the Vision 100. This goal requires that, within 60 days of notice, we program and submit to our headquarters office all projects that have assigned discretionary funds. You can see how this dovetails with the BOB goal.
- **COPE** - Closing Old Projects Expeditiously. The AIP funds should be used on readied projects, so that the funds do not sit idly. This goal seeks to ensure we close 90 percent of all grants of 4 years or older.
- **RIP** – Reactivating Inactive Projects. The premise behind this goal is similar to that of COPE. However, it identifies grants that have not had any payments within 18 months. This inactivity indicates a problem with the project, and perhaps the federal investment might have been better used at another location.

The AIP has received high marks for its effectiveness, from top levels of the federal government. Those good grades come, in part, from using the funds efficiently. Your Airports District Office (ADO) project managers will be continuing to work hard to meet these performance expectations.

If you have any questions about these goals and their potential impact to you, please contact your local ADO.

— Warren Ferrell

## Bureaucratic Balderdash

**M**any have commented that government acronyms are impossible to figure out. Others just have problems with bureaucratic speech in general. We have been told that when you hear some bureaucrats speak, you really need an interpreter. Here are some examples of “bureaucratic speak,” and possible interpretations:

**"We're working on a fresh approach to the problem."**  
(We just hired three kids fresh out of college.)

**"The entire concept will have to be abandoned."**  
(The only person who understood the project quit.)

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## New Airport Concession DBE Rule has been signed

**T**he long-awaited Airport Concession Disadvantaged Business Enterprise (DBE) Rule (Title 49 of the Code of Federal Regulations, Part 23) has been signed. The rule will be effective 30 days after its publication in the *Federal Register*, on April 21, 2005.

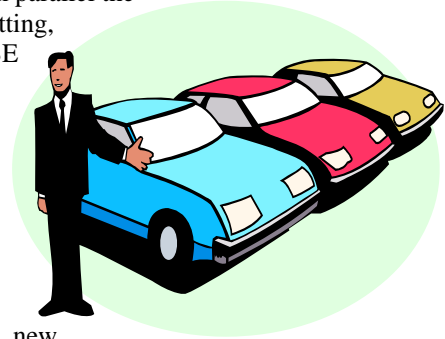
The new rule, in many aspects, makes the concession program parallel the construction DBE program, and addresses issues of goal-setting, personal net worth and business-size standards, and counting DBE participation by car-rental companies (*at right, clip art picture of car rental*).

Unlike the construction program, this rule will be phased in to allow smaller airports more time to work on their goal setting. Subsequent goals will be due every 3 years. The phase-in process will require initial goal submissions in the following order:

- Large and medium hubs first.
- Small hubs approximately 10 months later.
- Non-hub primary airports approximately 1 year after small hubs.

We plan to provide training and guidance as we implement the new regulation. We will provide updated information at the 2005 Northwest Mountain Region Airports Conference in Denver, Colorado.

For more information on this and any other DBE program issues, please call Christine Whitehead at 425-227-2095 or Joelle Briggs at 425-227-2097.



— Joelle Briggs

## Submit payments, *payments, payments* – monthly, *monthly, monthly* – is there an ECHO here?

**T**he Federal Aviation Administration is required by the Federal Financial Management Improvement Act of 1996 to obtain payment requests and make immediate payments.

To be reimbursed for work being completed, please submit your requests for payment, or process a draw down against the Electronic Clearing House Operation (ECHO) system at least monthly. As you incur costs for project work, requests for payment should be submitted on a monthly basis, and especially at the end of the federal fiscal year (September 30), in order to meet this requirement.

Sponsors using the ECHO system are required to submit a Federal Cash Transactions Report, SF-272, to their appropriate Airports District Office (ADO). This must be done within 15 working days following the end of each fiscal year quarter, with a copy to the FAA accounting office. The form is available on our website at <http://www.faa.gov/arp/anm/index.cfm?nav=anm>. The link to Forms and Publications is at the left margin, close to the end. If you have questions regarding this issue, please contact your ADO.

— Vassie Stamos

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## First you see it, then you don't! Taxiway tango defies explanation, but it definitely IS NOT a runway

**T**he Atlantic Ocean has its “Bermuda Triangle” phenomenon, and outer space has the “Black Hole.” Seattle has the “Taxiway Tango” phenomenon!

Taxiway tango, at Seattle-Tacoma International Airport (SEA), was constructed in 1999, to support the new runway 16X at SEA, which is scheduled for operations in November 2008. The taxiway is 100 feet wide, with 40-foot stabilized asphalt shoulders along the entire length of the taxiway. *(Right, the picture depicts taxiway tango at the far right.)*

It is a taxiway; yet, there have been numerous approaches to and several landings on this taxiway. So, why is this unique phenomenon occurring?

Due to the northern latitude location of the airport, the sun remains low on the southern horizon during the winter months. When frontal weather occurs during this period, the sun can cast light glare on the pavements, at an angle that obscures all runway and taxiway markings to aircraft approaching from the north, which is the predominant traffic flow pattern during the winter months.

As a result of an American Airlines aircraft landing on taxiway tango in March 2003, the National Transportation Safety Board (NTSB) began an official investigation at SEA. The NTSB team engaged the participation of both the Port of Seattle (POS) and Federal Aviation Administration (FAA) in their attempts to address this situation.

As a result of the on-going investigation, the FAA and POS took the following actions:

- Runway end identification lights (REIL) have been installed at the approach to runways 16L and 16R.
- Runway centerlines and approach lights are illuminated during the day.
- A large X has been installed at the forefront of the taxiway end, along with an adjacent lighted X.
- The automatic terminal information service (ATIS) will be used to alert landing flight crews.
- The FAA's Runway Safety Office and the Mitre Corporation conducted a detailed human factors study on the taxiway tango phenomenon.

Following these actions, the NTSB and the FAA evaluated a series of approaches to the affected area, as well as varied lighting, marking, and surface treatments. In addition, several flights to and over the taxiway were accomplished in both dry and wet conditions. When water was present on the taxiway surface, all marking features were obscured. Surface deformities, such as grooving in patterns, did not prove to be very effective either.

Though a final solution has not been defined yet, we will continue our efforts to find ways to prevent future inadvertent landings.

— Mark Taylor



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## Denver International Airport celebrates 10 years

**O**n February 28, 2005, Denver International Airport (DIA) celebrated its 10<sup>th</sup> anniversary. The ceremony was held at the United Airlines Flight-training Center near the former Stapleton Airport site. The theme of the celebration was “Imagine a great airport, build a great airport, and operate a great airport.”

The airport, which cost about \$4 billion to build, opened in 1995 with five 12,000-foot runways, three with category III approaches; three concourses connected to the terminal building by underground train; and 53 square miles of buffer land. The airport served 32 million passengers in 1995. In comparison, and despite economic downturns, the impact of 9/11, and struggling airlines, DIA served a record number of passengers, 42,393,766, in 2004. In its first decade, DIA became the fifth busiest airport in the United States, serving 362 million passengers, and the tenth busiest in the world. It leads the nation in on-time arrivals, and is fifth in the nation’s on-time departures.

These accomplishments and more were celebrated by the attendees to the event, which included: Denver Mayor John Hickenlooper, along with former Mayor Wellington Webb, and former Secretary of Transportation, Frederico Pena, all of whom joined airport and airline officials in heralding DIA’s successful first decade.

Mayor Hickenlooper summed it up when he said, “Denver International Airport has become a major economic engine for the Rocky Mountain Region. A recent report by the Colorado Department of Transportation estimates that Denver International Airport contributes \$17 billion annually to the local economy. This airport has delivered on the promise that previous administrations had envisioned.”

— Don O’Brien



## The quest continues to complete all ACM requirements under the new Part 139

**W**e continue to review and approve our new Class I Airport Certification manuals (ACM’s). Currently, all 43 have been reviewed and 13 have been approved. We are working with airport managers to make corrections, so we can approve the remaining manuals. It has been a large undertaking and we wish to thank all the airports for their support and hard work.

With the Class I approval process coming to a close, our next important date is June 9, 2005, which is when Class II, III and IV ACM’s must be submitted to the FAA for review. We already have received a number of these ACM’s, which we will begin reviewing shortly.

Once again, we would like to stress the importance of using the standard ACM template, as this is the only acceptable format. Particular attention should be given to the following Part 139 sections: .319, .321, and .325. These contain implementation dates for these sections.

Our web site has everything needed to prepare your new ACM. The web address is: <http://www.faa.gov/arp/anm/services/certification/index.cfm?nav=certification>. Look under the heading “Airport Certification Manual sample documents.”

If you have any questions, please contact your certification safety inspector, or George Allison at [george.allison@faa.gov](mailto:george.allison@faa.gov), or 425-227-2376.

— George Allison

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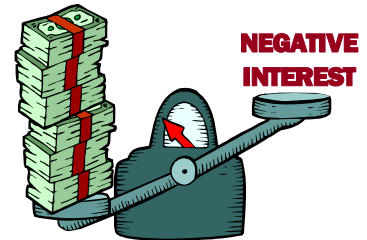
## Airports have certain fiduciary responsibilities for their passenger facility charge dollars

**E**ach year the Federal Aviation Administration reports to Congress the annual facility-charge (PFC) collection. During the review of this data, some interesting anomalies have been noted. Specifically, one report revealed that some airports indicated negative values for earned interest. In this region, there are very few, and we will be contacting these airports for clarification.

A report of negative interest suggests problems with public agency recordkeeping or reporting. Are airports reporting cash on hand for their quarterly reports (as they are supposed to), or are they reporting based on accrual methods? Are the negative interest values associated with bank fees, or bad investments? We want to be sure that passengers are not being charged twice to offset negative interest.

While the PFC regulation does require you to place withheld PFC remittance in an interest-bearing account, all losses due to bank fees not covering the funds invested, or losses due to higher-risk, higher-yield investments, must be paid by the public agency, using their own (non-PFC) revenue.

If you have questions about your current practices, or would like to discuss what options you have, please contact your local Airports District Office.



— Warren Ferrell

## The 30<sup>th</sup> Annual Aviation Forecast Conference reveals exciting changes ahead for the aerospace industry

**T**he number of people flying in the United States will return to pre-2001 levels this year. In addition, the Federal Aviation Administration's (FAA) Office of Aviation Plans and Policy has forecast an average annual growth rate of 3.4 percent over the next 12 years. These and other topics were spotlighted at the 30<sup>th</sup> Annual Aviation Forecast Conference, held in Washington, DC, in March.

Marion C. Blakey, FAA Administrator, remarked about the consistently low airline fares, which are putting pressure on tax-generated revenues. She said the FAA is preparing for the anticipated increase in demand and the drain on resources. She also acknowledged that the trust fund is strained, due to decreasing revenues, as workload increases. Blakey stated: "We need a revenue stream based on our productivity costs and service. We are not endorsing anything at this time, but something will change."

Exciting changes were noted in the general-aviation and business-jet arena. Low-cost carriers and business/regional jets continue to grow in market share and profits, while legacy carriers continue to cut costs and restructure in their attempt to survive. Competition continues to reshape the airline industry, providing customers more options at lower fares.

Also, with the very light jets and new technology, industry representatives believe that aircraft will be able to self-separate and come closer to free flight, opening new markets and bringing travel closer to everyone's front door. It is possible that with new projected technologies, instrument flight rules traffic could increase 50 percent. The regional/commuter airlines are forecast to experience the greatest increase in passenger volume among commercial air carriers, with levels this year up 15.4 percent over last year.

It seemed clear that the FAA is not just examining the needs of the aviation industry today, but also keeping a focused eye on the horizon for future possibilities. Administrator Blakey appeared to imply this as well, when she recalled the time her father was teaching her how to drive a car. She quoted her father as saying to her, "Look down the road, otherwise, you will over steer the car."

— Carolyn T. Read

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## Airport planners can better understand the system planning process and achieve their most effective results with new FAA advisory circular

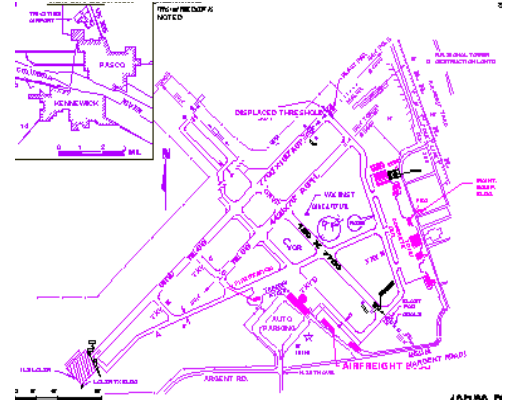
**E**ach airport in our national system serves a specific and important role, which is interrelated to the other member airports. Identifying a collective plan regarding the type, extent, location, timing and cost of development needed at each airport is critical, in order to improve and maintain a viable air-transportation system. To assist with this the FAA has issued Advisory Circular (AC) 150/5070-7, “The Airport System Planning Process,” was published November 10, 2004, and is available on our web at <http://www.faa.gov/arp/publications/acs/AC5070-7Final10Nov04.pdf> (3.29 MB). *(Airport layout plan depicted below.)*

This AC identifies the purpose and benefits of effective airport system planning, and provides specific direction to planners on how to proceed through the system planning process, in order to achieve the benefits of effective planning. Some of the main topics in the AC are:

- ✚ Airport Planning Process Philosophy
- ✚ Airport System Planning Products
- ✚ Airport System Plan Project Development
- ✚ Elements of an Airport System Plan Report
- ✚ Review and Reevaluation of Airport System Plans
- ✚ Special Studies

This AC incorporates guidance from a previously cancelled advisory circular, “The Continuous Airport System Plan Process (150/505-5) dated 1975,” but it also replaces AC’s 150/505-3B, “Planning the State Aviation System, dated 1989, and 150/5057-5, “Planning the Metropolitan Airport System,” dated 1970.

If you have questions about this, please contact your local Airports District Office.



— Scott Fredericksen

## Runway safety areas to be revalidated this year

**D**uring this year's certification inspections, the Airports Division's certification safety inspectors will be conducting a revalidation of runway safety areas (RSA's) at all Part 139 airports. The goal is to review the data collected over the past several years, and develop capital improvement plans to correct non-standard RSA's. Also included in this goal is identification of Airway Facilities equipment in the RSA's.

The RSA's initially were surveyed in 2000, as part of a national effort to identify and correct deficient conditions at Part 139 airports, according to the standards contained in Advisory Circular 150/5300-13, “Airport Design.” Over the last 4 years, many RSA's have been improved and modified, not only through grant related projects, but also by airport operators. A revalidation survey is needed to update existing data with all changes and improvements that have taken place.

When your certification safety inspector comes to your airport, please have available as much updated RSA information as possible. If you have questions regarding the revalidation of your RSA, call your safety inspector.

Thank you in advance for your assistance.

— Matt Cavanaugh



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## Early “Notice of Proposed Construction” is a must when planning airport development

**E**ach construction season, airport sponsors and their tenants gear up to build or expand facilities on airports. Among these are such sponsor- or tenant-financed improvements as automobile parking lots, T-hangars, and other miscellaneous buildings not funded through FAA grants.

Title 14 of the Code of Federal Regulations (14 CFR Part 77), and airport grant assurances require that **all** such on-airport construction be coordinated with the FAA, **prior to commencement**, using FAA Form 7460-1, *Notice of Proposed Construction or Alteration*. This is required even if the proposed improvement is depicted on the approved airport layout plan (ALP), so that the FAA can determine that the height, layout and composition of the structure are consistent with the ALP and that it will not obstruct the navigable airspace or adversely affect such FAA facilities as navigational aids or buried cables.

The FAA conducts an aeronautical study on proposed construction. As hundreds of airspace proposals are received from seven Northwest Mountain states, they are normally studied in the order received. **Tenants and other proponents should be advised well in advance to expect a turnaround time of at least three months from the time the notice is received by the FAA. This timeline should be factored into their plans.** Expedited evaluations can be expected only for emergencies or other extraordinary circumstances. We suggest that the airport sponsor notify prospective builders of this time consideration, through periodic tenants' meetings or newsletters that are distributed to airport users. It is important that all potential proponents be aware well ahead of their planned time of notice submittal.

You can download Form 7460-1, which includes self-explanatory instructions, from our website at: <http://www.faa.gov/arp/anm/publications/forms/index.cfm?nav=forms#airspace>. However, a point of emphasis regarding geographical coordinates: latitude and longitude of the proposed improvement must be provided in order for the FAA to evaluate the proposal. Also, the proponent must indicate whether the source of the coordinates was based on the 1927 or the 1983 North American Datum. This information is typically found on a United States Geological Study 7 ½-foot quad map. The source datum of “NAD 27” or “NAD 83” should be checked in one of the boxes provided in block 11 on Form 7460-1, below the coordinates. If survey information is not available for the proposed building site, we recommend use of a hand-held global positioning system receiver to obtain the most accurate coordinates (at the point of the proposed structure closest to runway). Proponents should provide **ONE** copy of the form, but **FIVE** copies of any drawings or other enclosures.



For on-airport construction, all tenant or third-party proposals must be submitted **through the airport sponsor** to the appropriate Airports District Office (ADO). (See page 1 for telephone numbers.) The FAA will not process proposals for on-airport construction without evidence of airport sponsor concurrence. Once the aeronautical study is completed, the ADO will respond to the proponent with the FAA study determination, and provide a copy to the airport sponsor.

Sponsors also should be alert to off-airport construction in the immediate airport vicinity, especially in runway approach areas. Construction cranes and tall structures are particular concerns (*Left, clipart picture depicts a cement mixer*). Off-airport structures that might affect the navigable airspace are covered under FAR Part 77. A Form 7460-1 should be provided to those proponents as well, but should be

submitted instead to the FAA Northwest Mountain Region, Air Traffic Division (address on the form's attached instructions). The same 90-day processing time can be expected.

We are ready to help airports and their tenants/users by evaluating proposed improvements. **For more information, contact your ADO.**

— Don Larson

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