New regional Airport Layout Plan (ALP) Checklist published

The FAA's Office of Airports conducted a nationwide customer survey in 2005, seeking input from state aeronautical agencies, individual airport sponsors, consulting firms and related associations. Based on the results, each region developed an action plan to improve customer service in key areas.

One area of feedback in the Great Lakes Region was that our customers wanted more efficient (and more consistent) review and processing of Airport Layout Plans (ALPs). In response, we established a team with representatives from all four Airports District Offices—Bismarck, Chicago, Detroit and Minneapolis—to develop a standardized regional ALP Checklist.

In June 2006, we circulated a draft of the checklist, in the form of a regional "Policy & Procedures Memorandum" (PPM). The PPM provides additional background on ALP development and review, responsibilities of the parties, tips on preparing ALPs, and a checklist that consultants and airport sponsors should being using in preparing ALPs. FAA personnel will also use the checklist in reviewing ALPs.

We sent the draft to more than 15 consulting firms who work throughout the region. With the feedback we received, we have now finalized this PPM and the associated checklist. Both are available online at the links shown below.

The PPM supplements FAA Advisory Circular 150/5070-6B, Appendix F, and the checklist is a required part of all ALP submittals starting October 1, 2006. We believe this will result in more consistently understood expectations and faster review times. In addition, by establishing

VI. Inner Portion of the Approach Surface Drawing	Sponsor/Consultant			FAA
	Yes	No	N/A	
Scale 1"=200' Horizontal, 1"=20' Vertical (Pg.133) Two sheets may be necessary for clarity. Typically, the plan view is on the top half of the drawing and the profile view is on the bottom half.				
A. Title and Revision Block				
B. Plan View (existing and ultimate)				
1. Inner portion of approaches shown to edges of paper (or to the limits of the RPZ)				
2. Aerial photo for base map when available				
3. Objects (identified by numbers)				
4. Property line within approaches				
5. Road & railroad elevations, plus movable object heights				
6. Physical end of runway, end number, elevation (NAVD88)				
7. Airport Design Surfaces				
a. Runway Safety Area				
b. Runway Object Free Area				
c. Runway Obstacle Free Zone				
d. Runway Protection Zone				
e. Precision Obstacle Free Zone				
8. Ground contours				
C. Profile view				
1. Existing and proposed runway centerline ground profile				
2. Future development from plan view				
3. Part 77 Approach/transition surface				
4. AC 150/5300-13, Appendix 2 Runway End Siting Requirements, if applicable				

clear expectations at the outset of the process, it is our hope that it will also help sponsors manage consulting fees and avoid unexpected costs of revisions.

What's the most important step to take before beginning a new or updated Airport Layout Plan?

The most valuable step you can take is to contact the appropriate ADO. Early coordination greatly helps the process move swiftly, effectively and efficiently.

Where are the documents?
The Policy & Procedure Memorandum (PPM) #5310.1 is available in PDF format online at:
http://www.faa.gov/airports_airtraffic/airports/regional_guidance/great_lakes/airports_resources/ppms/media/5310-1.pdf

The ALP Checklist itself, in Microsoft Word, is also available online at:
http://www.faa.gov/airports_airtraffic/airports/regional_guidance/great_lakes/airports_resources/ppms/media/5310-1%20Attachment%20B.doc

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For further information on this or other topics, please contact the appropriate Airports District Office (ADO).