

Planning and Conducting an Effective Joint Planning Conference (JPC)

**Prepared by:
FAA Southern Region
Airports Division**

October 2001

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Planning and Conducting an Effective Joint Planning Conference (JPC)

Introduction

This document is designed as a reference in planning and conducting an effective joint planning conference (JPC). It supplements the guidance contained in Paragraph 1-22.a.(2) of FAA Order 5090.3C, Field Formulation of the National Plan of Integrated Airport Systems (NPIAS). And it cancels the guidance contained in the Airports Division's "Role of the ADO Planner – Supplement No. 1, Joint Planning Conferences" dated January 1992; paragraph 8.e. of SO Order 1860.1E, Southern Region Planning and Coordination Procedures, dated October 1991; and Airports Division's Regional Guidance Letter (RGL) 99-3, dated January 1999.

The ADO Program Manager's leadership in preparing for and conducting the JPC will greatly influence the success of the conference. Advance preparation by all participants, and candid communication between the FAA, the airport owner/operator, and the airport user groups during the meeting, are essential in achieving an effective JPC.

Purpose of the JPC

The Airport and Airway Improvement Act of 1982 (Public Law 97-248) as amended by the Airport and Airway Safety and Capacity Expansion Act of 1987, the Aviation Safety and Capacity Expansion Act of 1990, and the Airport and Airway Safety, Capacity, Noise Improvement and Intermodal Transportation Act of 1992, requires the biennial publication of the National Plan of Integrated Airport Systems (NPIAS). In 1994, Congress consolidated and recodified all of the aviation laws and statutes into Title 49 of the United States Code. The legislative requirements for the NPIAS are contained in Section 47103 of Title 49 U.S.C.

FAA Order 5090.3C, Field Formulation of the National Plan of Integrated Airport Systems (NPIAS), implements the requirements of Section 47103 of Title 49 U.S.C. One of these requirements is that the Secretary of Transportation, i.e., the FAA, will coordinate the NPIAS with local public agencies and the aviation community, as well as with other departments and agencies of the Federal Government. Paragraph 1-22.a.(2) of FAA Order 5090.3C suggests that the JPC is an effective means of coordinating the NPIAS data for a specific airport with these groups. It recommends that a JPC be held periodically for primary and reliever airports.

In addition to meeting the legislative requirement for coordination of the NPIAS, the JPC is an effective forum for coordinating the airport owner's, the FAA's and the airport users' plans for development of a specific airport. It is also a forum for the discussion of potential problems associated with planned airport development, and potential solutions to these problems. However, JPCs are concerned with the *planning* of the airport and planning should remain the focus of the meeting. Additional meetings to resolve specific issues may be warranted.

Goals of the JPC

The ADO Program Manager's goals in planning and conducting an effective joint planning conference should be to promote the active involvement of the FAA representatives and the airport owner/operator through advance preparation, and to create an environment that encourages communication and collaboration among the various participants during the meeting.

The specific goals of the JPC include:

- a. Communicating and coordinating each participant's plans for development of the airport.
- b. Achieving a complete understanding among the participants of the issues that need to be resolved in implementing planned airport development.
- c. Obtaining commitments from the participants on follow-up actions needed to resolve specific planning issues.

Achieving these goals is a measure of the effectiveness of the JPC.

The FAA's understanding of the airport owner's plans for developing the airport will help us to devote the necessary resources to meet their needs. Likewise, the airport owner's understanding of the FAA coordination processes and requirements will promote their timely submittal of complete and accurate information, which will aid in a more timely FAA response to their needs.

Schedule for Conducting JPCs

While FAA Order 5090.3C recommends that JPCs be held periodically at all primary and reliever airports, it does not contain a specific schedule for conducting the conferences.

Airports Division recommends that a JPC be conducted annually at all large and medium hub airports. However, ADO Program Managers shall determine the need and appropriate time for conducting JPCs at the airports in their assigned geographical area, taking into account the following priorities for conducting JPCs:

- 1 – Large and Medium Hub Airports
- 2 – Other Primary Airports
- 3 – Reliever Airports
- 4 – Other Towered Airports
- 5 – Other Airports

By August 1 of each year, the ADOs shall submit a proposed schedule of JPCs for the upcoming fiscal year to ASO-610 (Airport Capacity Program Manager). ASO-610 will advise the regional operating divisions of the proposed schedule.

The ADOs shall give at least 30-day's advance notice of a JPC to ANI-321, ASO-474, ASO-510, ASO-530, ASO-610, ASO-620, FSESO-31, ATL-FPO, the ATCT, CASFO, SMO/SSC, and other local FAA offices as appropriate. For airports where the FAA has conducted a capacity study, the notice should also be sent to the Office of System Capacity, Capacity Initiatives Division,

ASC-200. ASC-200 monitors the implementation of capacity study recommendations and initiates new capacity studies when appropriate.

Agenda Development

The JPC agenda should be developed in consultation with the airport owner/operator. The ADO Program Manager should encourage the airport owner/operator to co-chair the JPC. But as a minimum, the airport owner/operator should actively participate in the meeting, including giving a briefing on the status of the various planning studies and documents, the status of their on-going construction projects, their current Capital Improvement Plan, and their future development plans.

In preparing the agenda, ADO Program Managers should also solicit input from the various FAA participants and encourage them to be prepared to actively participate in the meeting. See the section titled "Meeting Preparation" for specific guidelines on the appropriate topics to be discussed by each FAA participant.

Appendix 1 contains an example meeting notice and agenda. While the example agenda serves as a guide, the agenda should be tailored to meet the specific needs of each airport.

The following seven basic agenda elements are suggested:

- a. Purpose of the meeting and introduction of participants
- b. Status of airport planning studies
- c. Status of on-going construction projects
- d. Proposed airport development
- e. Planning issues and considerations
- f. Reliever airport development
- g. Key points, commitments made, and follow-up required

The time allowed for each element will vary at each location depending on the complexity of the issues.

ADO Program Manager's should distribute the meeting notice and agenda to all FAA participants a minimum of 30-days prior to the date of the JPC. The Program Manager should also send a copy of the agenda to the airport owner/operator and ask them to invite airport users, tenants and other interested stakeholders to the meeting and provide them a copy of the agenda.

Meeting Preparation

A JPC Handout Package should be prepared for distribution at the meeting. As a minimum, the package should include:

- Copy of the final Joint Planning Conference agenda.
- Copy of airport owner's/operator's current Capital Improvement Program.
- Copy of listing of development needs contained in the current NPIAS database (report from NPIAS-ACIP database).
- Copy of listing of capacity enhancement recommendations from the Airport Capacity Enhancement Plan (if the airport has been the subject of an FAA capacity study that is still relevant).

Appendix 2 contains an example JPC Handout Package.

During meeting preparation, the ADO Program Manager should discuss with the airport owner/operator and the FAA participants what will be expected of them at the conference. Examples of specific expectations include:

Airport Owner/Operator - The airport owner/operator should be prepared to brief the group on the status of the airport's planning studies, on the status of on-going construction projects, and on the specifics of the airport's current capital improvement plan and long-range development plans. Specific attention should be placed on:

- current projects
- planned projects
- project schedules
- runway openings/closures

Air Traffic – The AT representative(s) should be prepared to brief the group on current and expected ground and air capacity constraints that may cause congestion and delay problems at the airport. AT should openly convey air traffic control facility modifications and airspace and procedure changes that may be required to accommodate proposed future airport development. They should discuss any potential ATCT line-of-sight problems they see with planned airport development. Finally, AT should discuss any runway incursions that have occurred in the past year and whether corrective actions are needed.

NAS Implementation – The ANI representative should be prepared to brief the group on the FAA budget cycle and the timing required to coordinate airport owner/operator programs with federal programs. ANI should discuss the status of current and planned F&E projects. ANI should also discuss the reimbursable agreement process and identify planned airport development that may require the execution of a reimbursable agreement for relocation of FAA facilities.

Airway Facilities – The AF representative(s) should be prepared to discuss the status of existing navigational aids, anticipated equipment shutdowns, and modifications to the airport navigational system. They should also point out any FAA cables or navigation equipment that may be effected by planned airport development and require relocation or replacement.

Flight Procedures – The AVN representative should be prepared to brief the participants on the status of requests for changes to existing instrument flight procedures and requests for new instrument flight procedures at the airport. They should also

discuss any impacts that planned airport development may have on existing or proposed instrument flight procedures.

Flight Standards – The FS representative should discuss the status of the airport's SMGCS (Surface Movement Guidance and Control System) plan, if applicable. They should also discuss any concerns they have with planned airport development related to the safety of aircraft operations.

Security – The security representative should be prepared to discuss the present status of airport security with regard to the regulations and directives currently in effect. They should also make recommendations of any changes to airport security procedures that are necessary, including changes that may be required due to planned airport development.

Airports Division recommends that the ADO Program Manager hold a preliminary meeting or telephone conference with the FAA participants prior to the actual JPC to discuss the above issues and FAA's concerns with planned airport development. This will help ensure that the FAA will be speaking with "one voice" at the JPC.

Conducting the Meeting

During the JPC, all invited participants should be allowed the opportunity to discuss issues pertinent to the planning process. The airport owner/operator and the FAA participants should as a minimum discuss the items mentioned above. Other participants may discuss issues such as the following:

Air Transport Association – The ATA representative, if present, normally discusses issues or projects of interest to the airlines. Airport safety, runway closures, and airspace issues are generally items discussed.

Airlines - Usually the ATA representative, if present, will address the airline interests; however, individual airlines may participate in these meetings and should be given the opportunity to provide input.

General Aviation – If present, representatives from the fixed base operators on the airport generally discuss issues pertinent to general aviation.

Military – If there is a military presence on the airport, representatives from the military normally discuss their on-going construction activities and future plans.

Others - Rental car agencies, concessionaires, and other airport tenants generally discuss their future plans.

As previously mentioned, it is desirable for the ADO Program Manager and an airport owner's representative to co-chair the JPC. The ADO Program Manager should work this out in advance with the airport owner. In any case, it is the ADO Program Manager's responsibility to lead the discussion and make sure all participants have an opportunity to share their future plans and concerns. No single participant should be allowed to dominate the discussion. It is also very important that the ADO Program Manager keep the discussion focused on planning issues and not allow it to be sidetracked to other issues that may be important, but not relevant to planning.

It is very difficult for the chairperson(s) to direct the meeting, participate in the discussion and try to take notes at the same time. Therefore, the ADO Program Manager should ask the airport owner/operator to designate an individual from their staff to take notes of the key points and

commitments made as a result of the discussion. These will be used to prepare the conference record described below.

Every attempt should be made to resolve/reach a consensus on each issue raised during the meeting; however, some issues may require lengthy discussion, further study, and/or more information, and arrangements should be made for separate meetings to resolve these issues. The ADO Program Manager should not allow the meeting to get bogged down trying to resolve a specific issue, particularly if it is not related to planning. If information is not available at the meeting to answer a question from one or more participants and must be transmitted later, the ADO Program Manager must ensure that there is a specific commitment made to provide the information, which includes a specified date of transmittal to the requesting party(ies).

Prior to adjournment, the ADO Program Manager should summarize the key decisions and commitments made, and the issues left unresolved during the meeting. The ADO Program Manager should also remind participants of any subsequent meetings needed to discuss unresolved issues and identify the attendees required at these meetings.

Conference Record

In lieu of the preparation of minutes, Airports Division encourages the ADO Program Manager to prepare a "Key Points" paper to serve as a record of the discussion and of the decisions and commitments made at the JPC. It should be no longer than two to three pages. The Key Points paper, along with the list of attendees, should be sent to each JPC participant and to any FAA invitees who did not attend the meeting, including ASO-610. Appendix 3 contains an example of a "Key Points" paper.

Point of Contact: Troy Butler, ASO-610B, (404) 305-6722

Appendix 1

Example Meeting Notice and Agenda

[starts on next page]



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Airports District Office, FAA
3385 Airways Blvd., Suite 302
Memphis, Tennessee, 38116-3841
(901) 544-3495 FAX: (901) 544-4243
Email: 9.aso-mem-ado@faa.gov

**Subject: Joint Planning Conference, Nashville International Airport,
Nashville, TN**

Date: 6/20/01

From: MEM-ADO

**Reply to
Attn of: C. Wills, Program Manager**

**To: ATL-FPO; FSESO-31; ASO-474; ANI-321; ASO-510;
ASO-530, ASO-610; ASO-620; BNA-FSDO;
BNA-ATCT; BNA-AFSS; BNA-CASFO; BNA-SSC;
MEM-SMO; TAD**

The Memphis Airports District Office will be conducting a Joint Planning Conference at Nashville International Airport in Nashville, Tennessee on Thursday, July 12, 2001, at 10:30 A. M. CST. You are invited to attend.

The Conference will be held at the Nashville International Airport Terminal Building, Airport Authority Boardroom on the 4th floor. For those unable to attend in person, a speakerphone will be available in the boardroom. Please let me know if you want to participate by phone.

Attached is a copy of the proposed agenda and other information to help you prepare for the meeting. If you have any suggested agenda items to add, or other comments on the proposed agenda, please call me. We look forward to your participation.

Cynthia K. Wills

Attachment

**Nashville International Airport
Joint Planning Conference
July 12, 2001**

AGENDA

- | | |
|----------------------------------------------------------|-----------------------------------------------|
| WELCOME | Mr. Raul Regalado, President MNAA |
| OPENING REMARKS | Ms. LaVerne Reid, FAA, Manager MEM-ADO |
| I. <u>INTRODUCTION</u> | |
| A. Purpose of Meeting | MEM-ADO |
| B. Introduction of Participants | |
| II. <u>STATUS OF PLANNING STUDIES</u> | |
| A. Status of Master Plan Update | MNAA |
| B. Currency of Airport Layout Plan | MEM-ADO/MNAA |
| C. Status of Noise Compatibility Program | MNAA |
| D. Status of Land Use Planning | MNAA |
| E. Status of Capacity Enhancement Plan Recommendations | MEM-ADO/MNAA |
| F. Status of Environmental Planning | MEM-ADO/MNAA |
| III. <u>PROPOSED DEVELOPMENT</u> | |
| A. Current Projects (2001) | MNAA |
| B. Capital Improvement Program/NPIAS (2002-2006) | MNAA/MEM-ADO |
| C. Planned Airfield Projects | MNAA |
| D. Planned F&E Projects | ANI-321 |
| E. Navigational Aid Modifications and Relocations | MEM-SMO, AFSS |
| F. Flight Procedure Changes | ATL-FPO |
| G. Operational Changes | BNA-ATCT |
| H. Tenant Improvements | Tenants/Users/Others |
| IV. <u>OTHER PLANNING CONSIDERATIONS</u> | |
| A. Issues and Concerns Pertaining to Planned Development | All Attendees |
| B. Other Discussion | All Attendees |
| V. <u>RELIEVER AIRPORT DEVELOPMENT</u> | |
| A. John C. Tune | MNAA |
| VI. <u>CONFERENCE SUMMARY</u> | |
| A. Key Points | MEM-ADO |
| B. Commitments Made | |
| C. Follow-up Meetings Required | |

Appendix 2

Example JPC Handout Package

[starts on next page]

**Nashville International Airport
Joint Planning Conference
July 12, 2001**

AGENDA

- | | |
|----------------------------------------------------------|----------------------------------------|
| WELCOME | Mr. Raul Regalado, President MNAA |
| OPENING REMARKS | Ms. LaVerne Reid, FAA, Manager MEM-ADO |
| I. <u>INTRODUCTION</u> | |
| A. Purpose of Meeting | MEM-ADO |
| B. Introduction of Participants | |
| II. <u>STATUS OF PLANNING STUDIES</u> | |
| A. Status of Master Plan Update | MNAA |
| B. Currency of Airport Layout Plan | MEM-ADO/MNAA |
| C. Status of Noise Compatibility Program | MNAA |
| D. Status of Land Use Planning | MNAA |
| E. Status of Capacity Enhancement Plan Recommendations | MEM-ADO/MNAA |
| F. Status of Environmental Planning | MEM-ADO/MNAA |
| III. <u>PROPOSED DEVELOPMENT</u> | |
| A. Current Projects (2001) | MNAA |
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| D. Planned F&E Projects | ANI-321 |
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| A. Issues and Concerns Pertaining to Planned Development | All Attendees |
| B. Other Discussion | All Attendees |
| V. <u>RELIEVER AIRPORT DEVELOPMENT</u> | |
| A. John C. Tune | MNAA |
| VI. <u>CONFERENCE SUMMARY</u> | MEM-ADO |
| A. Key Points | |
| B. Commitments Made | |
| C. Follow-up Meetings Required | |



SIX YEAR CAPITAL PLAN
Metropolitan Nashville Airport Authority
 Nashville International & J. C. Tune Airports
 Fiscal Years 2002 to 2007

Project Description	2002	2003	2004	2005	2006	2007	TOTAL
<u>Terminal & Landside</u>							
Terminal Area Access Roadway Expansion	\$23,500.0 (a)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$23,500.0
Long-term Parking Lot	0.0	4,700.0	0.0	0.0	0.0	0.0	4,700.0
AVI Management System	0.0	900.0	0.0	0.0	0.0	0.0	900.0
Terminal Concession Space Reconfiguration	0.0	0.0	25,000.0	0.0	0.0	0.0	25,000.0
Administrative Office Expansion	0.0	0.0	4,000.0	0.0	0.0	0.0	4,000.0
Dabbs Avenue Extension	0.0	0.0	5,000.0 (a)	0.0	0.0	0.0	5,000.0
Long-term Parking Garage Expansion	0.0	0.0	0.0	20,000.0	0.0	0.0	20,000.0
Terminal Expansion Baggage Claim	0.0	0.0	0.0	0.0	0.0	30,000.0 (a)	30,000.0
RAC Consolidated facility	0.0	0.0	0.0	0.0	20,000.0	0.0	20,000.0
Other Projects - NIA & Tune	<u>260.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>260.0</u>
Sub-Total	23,760.0	5,600.0	34,000.0	20,000.0	20,000.0	30,000.0	133,360.0
<u>Airfield Improvements</u>							
Airfield Pavement Rehabilitation	1,600.0	1,400.0	1,400.0 (a)	1,400.0 (a)	1,400.0 (a)	1,400.0 (a)	\$8,600.0
Taxiway K Extension	0.0	11,000.0 (a)	0.0	0.0	0.0	0.0	11,000.0
General Aviation Expansion	0.0	10,000.0 (a)	0.0	0.0	0.0	0.0	10,000.0
Parallel Connector Taxiway	0.0	0.0	0.0	0.0	0.0	15,000.0 (a)	15,000.0
Runway 2L/20R Extension	0.0	0.0	0.0	0.0	0.0	60,000.0 (a)	60,000.0
JC Tune South Ramp Expansion & Hangars	2,000.0	0.0	0.0	2,800.0	0.0	0.0	4,800.0
JC Tune R/W, T/W and Apron Overlay	1,500.0	0.0	0.0	0.0	0.0	0.0	1,500.0
JC Tune North Ramp Expansion	685.0	0.0	0.0	0.0	0.0	0.0	685.0
Other Projects - NIA & Tune	<u>874.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>874.0</u>
Sub-Total	6,659.0	22,400.0	1,400.0	4,200.0	1,400.0	76,400.0	112,459.0
<u>Other Projects</u>							
Air Cargo Facilities	8,262.5	6,500.0	0.0	0.0	0.0	0.0	14,762.5
ARFF Vehicle	450.0	0.0	0.0	0.0	0.0	0.0	450.0
ARFF Building Expansion	0.0	2,000.0 (a)	0.0	0.0	0.0	0.0	2,000.0
Fire Truck Replacements	0.0	0.0	0.0	500.0 (a)	0.0	0.0	500.0
Maintenance Facility	0.0	0.0	0.0	4,000.0	0.0	0.0	4,000.0
General Maintenance Equipment & Other	<u>1,348.5</u>	<u>2,000.0</u>	<u>2,000.0</u>	<u>2,000.0</u>	<u>2,000.0</u>	<u>2,000.0</u>	<u>11,348.5</u>
Sub-Total	10,061.0	10,500.0	2,000.0	6,500.0	2,000.0	2,000.0	33,061.0
TOTAL	\$40,480.0	\$38,500.0	\$37,400.0	\$30,700.0	\$23,400.0	\$108,400.0	\$278,880.0
<u>Funding Summary</u>							
MNAA	\$5,524.5	\$14,100.0	\$31,000.0	\$28,800.0	\$22,000.0	\$2,000.0	\$103,424.5
Federal	6,405.0	3,400.0	3,400.0	0.0	1,050.0	8,100.0	22,355.0
State	1,045.5	900.0	900.0	0.0	175.0	2,350.0	5,370.5
PFC's	<u>27,505.0</u>	<u>20,100.0 (a)</u>	<u>2,100.0 (a)</u>	<u>1,900.0 (a)</u>	<u>175.0 (a)</u>	<u>95,950.0 (a)</u>	<u>147,730.0</u>
Total	\$40,480.0	\$38,500.0	\$37,400.0	\$30,700.0	\$23,400.0	\$208,400.0	\$278,880.0

NPIAS Detail Development Costs – Report13

Base Date: 2001

Airport: Nashville International
 NPIAS No.: 47-0055
 City: Nashville

<u>Date Information</u>			<u>Work Code</u>	<u>Dollar Amount</u>	<u>Description</u>
<u>Plan</u>	<u>Year</u>	<u>Date</u>			
5	2001	02/26/01	PL PL MA	525,333	UPDATE AIRPORT MASTER PLAN STUDY (ALP, EA, etc.)
			Total for Year:	525,333	
5	2002	05/30/01	ST AP CO	7,725,000	CONSTRUCT CARGO APRON – PHASE 2
5	2002	04/16/01	OT GT AC	23,500,000	EXPAND TERMINAL AREA ACCESS ROAD
5	2002	04/27/01	SA OT SG	40,000	INSTALL RW HOLD LINE MARKINGS [REQUIRED BY PART 139]
5	2002	06/01/01	SP RW VI	380,000	INSTALL RUNWAY VERTICAL GUIDANCE SYSTEM [PAPIS]
5	2002		SA EQ SE	65,000	ACQUIRE SECURITY EQUIPMENT/INSTALL FENCING {LIVE SCAN FINGERPRINTING EQUIP} [REQUIRED BY PART 107]
5	2002		SA EQ SE	33,750	ACQUIRE SECURITY EQUIPMENT/INSTALL FENCING {REPLACE GATE CARD READERS} [REQUIRED BY PART 107]
5	2002		SA EQ SE	160,000	ACQUIRE SECURITY EQUIPMENT/INSTALL FENCING {BAGGAGE CAROUSEL SECURITY CAGES} [REQUIRED BY PART 107]
5	2002	07/10/01	SA EQ RF	450,000	ACQUIRE AIRCRAFT RESCUE & FIRE FIGHTING VEHICLE
5	2002	04/16/01	RE TW IM	1,600,000	REHABILITATE TAXIWAY
			Total for Year:	33,954,417	
5	2003	04/16/01	CA TW EX	11,000,000	EXTEND TAXIWAY “K”
5	2003	04/17/01	SA BD EX	2,000,000	EXPAND AIRCRAFT RESCUE & FIRE FIGHTING BUILDING [PT. 139 ONLY]
5	2003		RE TW IM	1,400,000	REHABILITATE TAXIWAY
			Total for Year:	14,400,000	
5	2004	04/17/01	RE TW IM	1,400,000	REHABILITATE TAXIWAY
5	2004	04/17/01	CA AP CO	10,000,000	CONSTRUCT {NAME} APRON (GA)
			Total for Year:	11,400,000	
5	2005	09/27/00	CA TE EX	20,000,000	TERMINAL EXP – BAGGAGE CLAIM
5	2005		RE TW IM	1,400,000	REHABILITATE TAXIWAY
			Total for Year	21,400,000	
10	2006	09/27/00	ST LA DV	5,000,000	LAND AC (E. DEV PH1)
10	2006	04/17/01	RE TW IM	1,400,000	REHABILITATE TAXIWAY
10	2006	09/27/00	ST LA SZ	4,359,801	ACQUIRE LAND FOR APPROACHES (RW 2R)
			Total for Year	10,759,801	
10	2007	09/27/00	ST LA SZ	9,859,123	ACQUIRE LAND FOR APPROACHES (RW2L)
10	2007		ST TW CO	15,000,000	CONSTRUCT TAXIWAY {PARALLEL CONNECTOR} [INCLUDES RELOCATION]
10	2007		CA RW EX	60,000,000	EXTEND RUNWAY {2L/20R}
			Total for Year:	84,859,123	

NPIAS Detail Development Costs – Report13 Continued

Base Date: 2001

Airport: Nashville International
 NPIAS No.: 47-0055
 City: Nashville

Date Information					
<u>Plan</u>	<u>Year</u>	<u>Date</u>	<u>Work Code</u>	<u>Dollar Amount</u>	<u>Description</u>
10	2008	09/27/00	ST LA DV	10,854,916	ACQUIRE LAND FOR DEVELOPMENT (RW 2C/200 RELOCATION)
			Total for Year	10,854,916	
10	2009	09/7/00	ST LA DV	5,000,000	LAND AC (E. DEV PH2)
			Total for Year	5,000,000	
10	2010	09/27/00	ST LA DV	12,104,296	ACQUIRE LAND FOR DEVELOPMENT (RW 2R/20L CONST/RPZ)
10	2010	09/27/00	ST LA DV	5,000,000	LAND AC (E.DEV PH3)
			Total for Year	17,104,296	
Airport Summary:			5 Year	81,679,750	
			10 Year	128,578,136	

Figure 4 - Capacity Enhancement Alternatives and Annual Delay Savings

<u>Options</u>	<u>Action</u>	<u>Time Frame</u>
Airfield Improvements		
1. Relocate Runway 2C and extend to 8,000 ft.	Recommended	Baseline (266,000 ops)
2. Extend Runway 13 to the northwest.	Recommended	Baseline
3. Extend Runway 2L 1,300 ft. or more to the south.	Recommended	Baseline
4. Improve terminal taxiways and ramp.	-	-
a. Extend Taxiway I.	Recommended	Baseline
b. Extend Taxiway B Hold.	Recommended	Baseline
c. Construct dual lane at Taxiway T-4.	Recommended	Baseline
d. Construct dual lane at Taxiway T-6.	Recommended	Baseline
5. Construct new Runway 2E/20E 1,500 to 2,500 ft. east of existing Runway 2R/20L.		Study* -
a. Less than 2,500 ft. east of 2R/20L.	-	-
b. 2500 ft. east of 2R/20L (dependent). **	-	-
6. Extend existing Runway 20L 1,000 ft. north.	Recommended	Future 1 (417,500 ops)
7. Extend existing Runway 2R 1,000 ft. south.	Recommended	Future 1
8. Construct holding (departure sequencing) pads on all runway ends (bypass capability).	Recommended	Baseline
9. Construct taxiway from GA area to Runway 31 departure end.	Recommended	Baseline
10. Construct crossover taxiway from ramp to Runway 20L.	Study*	-
11. Construct connecting taxiway from Concourse D to Runway 2R/20L.	Recommended	Baseline
12. Construct new exit for commuters east off Runway 20R at 5,000 ft.	Recommended	Baseline
13. Expand existing terminal.	Recommended	Future 1
14. Round off fillet at Taxiway C and Runway 2L.	Recommended	Baseline
15. Upgrade ILS on all existing and future runways.	Recommended	Baseline
16. Install wake vortex advisory system.	Recommended	Baseline
Operational Improvements		
17. Encourage GA use of reliever airports.	Recommended	Baseline
18. Distribute traffic uniformly within the hour.	Not Recommended	-
19. Conduct IFR dependent converging approaches to Runways 13 and 20L.	Recommended	Baseline
20. Conduct an airspace capacity design project and re-structure terminal and en route airspace.	Recommended	Baseline
a. Evaluate airspace restrictions.	Study*	-
b. Revise low-altitude airway structure.	Recommended	Baseline
21. Establish a terminal control area (TCA).	Recommended	Baseline

Notes

* The term "Study" suggests either that a specific study be conducted on the particular subject or that it become part of a larger planning effort, such as a Master Plan update or a FAR Part 150 Airport Noise Compatibility Study. These individual proposals appear to have merit but may require further investigation at a level of detail that is beyond the scope of this effort.

** Benefits were calculated for three independent arrival streams assuming future technology allows them. Benefits for dependent arrival streams will be less.

Appendix 3

Example
“Key Points” Paper
[starts on next page]

KEY POINTS
BNA JOINT PLANNING CONFERENCE
JULY 12, 2001

Participants: Philip Canon (ANI-321), LaVerne Reid (MEM-ADO), Gary Raymond (ATL-FPO), Joseph Allison (BNA-ATCT), Bob Snuck (BNA-ATCT) Milton J. Jones, Jr. (BNA-ATCT), Mark E. Herron (BNA-ATCT), Sherry Jensen (BNA-ATCT), Robert Coffrey (BNA-AFSS), Larry Benno (MNAA-Operations), Joe Birge (MNAA-Planning), Doug Wolfe (MNAA-Finance), Hugh Smith (MNAA-Air Cargo), Jimmy Ellis (BNA-SSC), Raul Regalado (MNAA), Neda White (ANI-321), Aaron Evans (MNAA-Operations), Greg Garner (MNAA-Properties), Greg Renfroe (BNA-SSC), Benson Hadley (TDOT Aeronautics), John Williams (MEM-SMO), Bob Strang (MEMSMO), Cynthia Wills (MEM-ADO)

Key Topics:

- INTRODUCTION. Mr. Raul Regalado introduced himself as the new Executive Director for MNAA.
- MASTER PLAN UPDATE. AIP Grant recently issued. Update will consider 4th parallel but don't anticipate a need in next 20 years -Currently at approximately 42% capacity. Will evaluate need for runway extension due to increase in Cargo Freighters (China Airline (47-400)) and likely extension will be 2L to 11,500 feet. Terminal review will consider Regional Jet needs.
- DONALDSON PIKE PURCHASE. Airport recently acquired Donaldson Pike for \$1.2 million. This road runs through Airport but is 70% non-Airport traffic. Once State constructs replacement road (Harding Place Extension) Airport will reconfigure Donaldson Pike to discourage through traffic.
- AIR CARGO. Phase 1 is complete and fully utilized. Phase 2 application will be in by late August. China Airline will begin operations August 1, 2001 utilizing 747-400 four times/week with plans to go to seven times/week within a year. Terminal space for China Airline is the critical issue and Airport is evaluating several options.
- NAVIGATIONAL AIDS. SMO states that the 2L Approach Light System will be replaced in FY02. FAA equipment in RSA's will be removed from the RSA's as the equipment is upgraded.
- ATCT. The ATCT management discussed the following issues to be considered by FAA/MNAA: 1) Request Runway 31 Approach Hold Short Waiver (similar to waiver granted to Louisville Runways 17L and 35R. 2) Relocate 2L Glideslope to west side of runway. 3)Build new taxiway connecting approach end of Runway 20C to Taxiway B/B2 intersection. 4)Remove One Way designation from Connector Taxiway on Terminal Ramp. 5)Build new Control Tower due to areas of non-visibility.
- FY 2002-2007 CAPITAL IMPROVEMENT PRGORAM. Major focus was on significant Terminal Improvements including Long Term Parking Lot, Concession Space Reconfiguration and Expansion of Baggage Claim. The RW2L extension is shown in FY2007.

- JOHN C. TUNE RELIEVER AIRPORT. Undergoing Master Plan Update Study in conjunction with BNA's update. Will consider RW19 extension from 5,500 feet to 6,500 feet. Will also evaluate critical need for hangar space at this land-locked airport. MNAA continues to express desire for FAA to takeover maintenance of AIP funded ILS.

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