




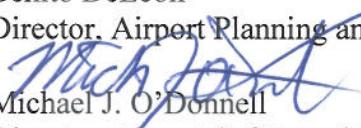
Federal Aviation Administration

Memorandum

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To: Regional Airports Division Managers

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CC: APP-400, APP-500, AAS-100, AXX-610 and AXX-620 Branch Managers

Subject: Airports Geographic Information System (Airports GIS) Transition Policy for Non-Safety Critical Projects

This policy memorandum provides national guidance for the phased implementation of Airports GIS for non-safety critical projects, based on information provided in the FAA Airports *Implementation Guidance for Airports Geographic Information System (Airports GIS)*, v2.1, Section IV: Airports GIS Transition Policy¹. The Implementation Guidance provides additional background and program context, including information on grant requirements related to Airports GIS. This revised Transition Policy replaces the Transition Policy issued on January 14, 2011.

Background on Airports GIS Requirements

In March 2006, the FAA Office of Airport Safety and Standards (AAS) issued Advisory Circular (AC) 150/5300-18, *General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards*. The AC requires airport sponsors and their consultants to collect project “as-built” data in the National Spatial Reference System (NSRS). It also calls for sponsors and consultants to submit airport planning and as-built data in a specified data schema for review and approval by the FAA and/or National Geodetic Survey (NGS) for safety critical data. AC 150/5300-18 has been a condition of AIP grant offers and PFC decision documents since fiscal year (FY) 2007. In support of the requirements, the

¹ The *Implementation Guidance for Airports Geographic Information System (Airports GIS)*, v2.1 has been updated concurrently with this Airports GIS Transition Policy Memorandum. Section IV contains more information that supports the guidance found in this memorandum. It is available on the Airports Planning and Capacity section of the FAA website: http://www.faa.gov/airports/planning_capacity/airports_gis_electronic_alp/.

FAA developed the Airports GIS website² for data submittal, review, and processing.

Requirements of AC 150/5300-18

Today, airport sponsors must follow AC 150/5300-18 data collection standards and data submittal requirements for —

- any project changing safety-critical data as identified in Table 4-1 of the AC (and as shown on **Table 1**)—including runway end position, profiles, and NAVAIDS³;
- the collection and processing of all data resulting from design, construction, or planning activities, requiring the development of new or revision of existing instrument approaches;
- projects modifying the non-safety-critical data in the airport layout plan⁴; and
- projects involving only non-safety-critical data (as shown on **Table 2**), unless the airport falls into the transition period specified in the Airports GIS Transition Policy below.

Table 1. Safety-Critical Projects / Activities that Must Immediately Comply at All Airports	
Description	Comment
Relocate / move a runway end or threshold	If the runway end is relocated, moved, or discovered to be more than 1 foot longitudinal, 1 foot transverse, or 6 inches vertical from its existing position
Displace threshold	
Extend / shorten / shift runway	
Widen / runway	
Add / modify stopway, clearway, or EMAS	
Modify declared distances	
New / revised Instrument Approach Procedures	
Install / relocate NAVAID (electronic or visual)	
Changes to airport elevation or airport reference point	
Airports currently listed as needing Surface Movement Guidance and Control System (SMGCS) charts	

Airports GIS Transition Policy

The purpose of this Airports GIS Transition Policy is to help phase the initial costs for non-safety-critical projects over a period of years. Non safety-critical projects may or may not require a survey; however, these projects must go through Airports GIS as design or as-built data projects. These types of Airports GIS projects do not involve NGS data verification; rather, verification is complete with sponsor submission of the design or as-built data into Airports GIS—indicating the sponsor accepts the data as a true and accurate representation. Airports GIS will electronically notify the National Flight Data Center (NFDC) of any data changes requiring their attention.

² See -- <https://airports-gis.faa.gov/public/>

³ As described in AC 150/5300-18, Table 2-1, The required features to be collected for surveys is specific to the type of project and intended use of the data.

⁴ Continue to follow the guidance in AC 150/5070-6B, Chapter 10 and Appendix F for ALP development and changes. Additionally, collect and provide the modified non safety critical data according to the standard of AC 150/5300-18, and submit to Airports GIS as design or as-built data projects.

For projects involving safety critical data (Table 1), all NPIAS airports are required to incorporate Airports GIS immediately. Master Plans or ALP updates that include aerial photography or obstruction surveys must be in conformance with the current version of AC 150/5300-17 and -18.

For projects involving only non-safety-critical data (as shown in Table 2), airports must incorporate Airports GIS requirements on the following schedule:

- FY 2012 – Large and Medium Hub Airports
- FY 2013 – Small Hub Airports
- FY 2014 – Non Hub Airports
- FY 2015 – Non-Primary Airports certificated under Part 139 or with an ATCT

Other Non-Primary Airports in the National Plan of Integrated Airport Systems (NPIAS) are exempted from incorporating AC 150/5300-18 standards for projects involving only non-safety-critical data until further notice. To determine where an airport is categorized in the above classifications, please consult the latest version of the FAA's NPIAS report.⁵

Table 2. Non Safety-Critical Projects that Must Comply when the Airport's Size Classification Corresponds to the Dates Prescribed in the Transition Policy

Description	Comment
Construct / reconstruct taxiway or apron	
Reconstruct / rehab runway	Not required unless moving runway end by more than 1 foot longitudinal, 1 foot transverse, or 6 inches vertical from existing position
Acquire land	
Acquire aviation or noise easement	
AIP-funded wetlands, wildlife habitat, or other environmental mapping or delineation	
Release land	
Master Plan / ALP update	If aerial photography or obstruction surveys are included, they must be in conformance to the latest version of AC/150-5300-17 and -18
Approved noise contours from a Part 150 study	
Rehab / install lighting	
Construct structure / building	
Close any runway	
Install fencing	
Install / replace jet bridge	
Equipment acquisition	Never required under Airports GIS

Airports may transition to Airports GIS in advance of the timelines set forth above, as appropriate, in coordination with Regional/ADO representatives.

Next Steps for FAA Airports Personnel

This Airports GIS Transition Policy allows FAA Office of Airports (ARP) to develop tools; improve processes associated with data collection, submission, and verification; scale refined Airports GIS requirements to match airport needs; and help regional staff support related projects for

⁵ The latest NPIAS report can be found on-line: http://www.faa.gov/airports/planning_capacity/npias/reports/

implementation. As Airports GIS initiatives progress, ARP will incorporate feedback, lessons learned, and best practices into updated versions of *Implementation Guidance for Airports Geographic Information System (Airports GIS)*

FAA Airports personnel should read the latest Implementation Guidance to better understand the Airports GIS program requirements. FAA Airports will provide more information—including the Airports GIS Strategic Implementation Plan, the Airports GIS Business Case Analysis, and eligibility⁶ clarifications—that will further aid Regional staff.

Training and Support

Airports GIS training opportunities are available to all stakeholders. Online Airports GIS training (Integrated Distance Learning Environment) has been available since February 2010 and can be accessed through the FAA's Airports GIS website with a valid username and a password. FAA Airports conducted internal training workshops (focusing on what airports are doing to complete Airports GIS projects). Further, a resident course for the FAA Training Academy in Oklahoma City is under development. External training workshops (focused on how airports complete Airports GIS projects) began in August 2010. FAA Airports will continue to offer these external workshops on an ongoing basis, as budgets and schedules permit, in conjunction with the Airport Consultants Council (ACC).

Many FAA Airports Regions and ADOs accepted responsibility of approving the Statement of Work for associated projects in the Airports GIS website. To augment this transition, FAA Airports conducted internal Airports GIS training workshops in every region, offered a Statement of Work review break-out session at Recurrent Planning, and continue to provide Statement of Work templates to help personnel gain a better understanding of what to expect. On-line training (IDLE) remains available for free to all FAA personnel; and internal FAA training materials are available on the FAA Airports website⁷. Additionally, on-line help is available at all times via the Airports GIS website, and a support desk is manned Monday through Friday from 8am to 8pm ET (and can be reached by on-line request or phone at 1-877-503-9363). Regions that are not prepared to assume full responsibility of approving Statements of Work should schedule additional training with AAS-101.

For more information on Airports GIS, please contact the Assistant Manager of the Airport Engineering Division (AAS-101); and for specific questions regarding project eligibility, please refer to PGL 12-11 or contact APP-500.

⁶ See PGL 12-11 that addresses eligibility of geographic information systems and Airports GIS related costs for Airport Improvement Program (AIP) and Passenger Facility Charge (PFC) program funding.

⁷ See -- http://www.faa.gov/airports/planning_capacity/airports_gis_electronic_alp/