

THE "CURRENT DISCUSSIONS", "RECENTLY DISCUSSED", AND "COMMITTEE BUSINESS" SECTIONS" HAVE BEEN UPDATED SINCE THE REPORT MADE TO THE BOARD AT THE NATIONAL CONFERENCE IN OCTOBER.

Current Discussions***Safety Management Systems at U.S. Airports***

The FAA is moving forward with safety management systems at all Part 139 certificated airports. An NPRM will be issued in September of 2007. Comments on their draft SMS Advisory Circular must be submitted by 01-16-07.

Taxiway Centerline Light Amber/Green Color Coding

FAA AC 150 5340-30B is confusing and subject to interpretation in regard to the using this color sequence outside of taxiway holdlines. The AC calls also calls for an overly aggressive completion date of February 1, 2007.

Hazardous Wildlife Attractants / Aviation Stormwater Manual Task Force

WSDOT is leading the development of a stormwater manual to address wildlife attractants to be completed within the next year. AAEE will monitor the development of the manual for availability to members.

Issues with Potassium Acetate as a Runway Deicer

Industry discussions have rekindled new concerns regarding potential damage to aircraft and runways. AAEE and ACI have issued statements calling for airports to stay the course.

Non-Standard RSAs and EMAS Issues

Airports are concerned that FAA will mandate EMAS to correct for non-standard safety areas and have called for consideration of alternatives on a case-by-case basis.

New FAR Part 139 Training Issues

AAEE staff are preparing a fact sheet to address lingering questions and considering a central repository of airport approved materials.

Recent Discussions***FAA's NPRM on Part 77 and TERPS***

The NPRM more closely aligns Part 77 surfaces with TERPS. AAEE submitted compiled comments to FAA on 09-11-06.

NEPA Modernization and Cat X's

CEQ has requested comments on their proposal to modernize the NEPA implementation process. Member comments were submitted to AAEE on 10-20-2006.

FAA Directive on Friction Testing

FAA will now go through a formal NPRM process giving airports an opportunity to express their numerous concerns on the issue.

Potential Rulemaking on Requirements for ARFF Response

FAA is expected to issue an NPRM in the fall of 2008. Airports should be prepared for a national initiative to quantify impacts to U.S. airports as a whole.

Recent Discussions (cont.)

<i>Web Based Applications for Airport Planning and Operations</i>	There is a growing interest in moving toward web-based systems for planning and operational uses such as ALPs and 139 Manuals.
<i>Using FAA's Terminal Area Forecast (TAF) as a Master Plan Forecast</i>	Member airports felt that using the TAF as a forecast was appropriate for smaller airports but, that there are too many uncertainties involved with using it for the hub airports.
<i>Airport Communication, Coordination, and Emergency Planning</i>	Duplication in information gathering was raised and consideration given to checking in with the other disciplines to identify common information needs.

Other Issues for Consideration

<i>Pending Fish and Wildlife Directives</i>	New latitudes for protected species handling may be available in a draft internal Fish and Wildlife directive.
<i>Predicting TSA Directives</i>	Can airports make better assumptions about TSA directives in order to provide more flexible operations? e.g. carry-on rules.
<i>DOT Act Section 4(f) Ruling at Stewart Airport, NY</i>	A court ruling on Stewart Airport questions whether airports should lease airport lands for recreational uses at the risk of them being classified 4(f).
<i>Measuring Performance of the National Airspace System</i>	Is there a benefit in trying to bring the numerous metrics together in a meaningful way to better measure true airport performance?
<i>Land Use Compatibility Around Airports.</i>	The APA has finally created a group that focuses on airport compatibility issues.
<i>Accommodating Business Jet Activity</i>	Has the increase in business jet activity had any impacts of consequence on larger commercial passenger airports?
<i>Airline Restructuring Opportunities</i>	Are there opportunities for US airports to profitably take over the provision of services traditionally performed by airlines?
<i>Planning for Required Navigation Performance (RNP) and Area Navigation (RNAV) routings</i>	New routes are being driven by the airlines that will provide greater efficiency, but pose some challenges for airports with respect to obstructions, shifting noise, reduced runway minima, etc.
<i>FAA Implementation of Localizer Performance with Vertical Guidance (LPV) Approaches</i>	FAA plans to begin implementation of these new approaches in 2006. What are FAA's expectations in regard to airport involvement?

<i>New EPA Effluent Limit Guidelines</i>	The new guidelines may have an effect on the location and use of deicing equipment and facilities, treatment of runoff, and airfield layouts.
<i>Noise Programs and Land Acquisition Under Part 150</i>	Due to a recent OIG report, airports will be asked to justify the aeronautical purposes for which land was acquired.
<i>Demonstrating the Value of Technology and Other Advances</i>	Is there a practical approach to determining the benefit of technological and other advances that promote efficiency gains.

AAAE Ops/Safety/Planning Committee

AAAE Aviation Issues Committee Report January 7-11, 2007

ISSUES CURRENTLY UNDER DISCUSSION

Implementation of Safety Management Systems at U.S. Airports

The FAA Office of Airports is moving forward with the implementation of safety management systems at all Part 139 certificated airports in the U.S. This arises out of an international mandate by the International Civil Aviation Organization (ICAO). It will require that airports develop and implement airport wide safety plans and protocols to be included in their Airport Certification Manuals. The FAA has issued a draft advisory circular with guidelines for implementation. Under the proposed draft, airports are encouraged to implement SMS within the airport AOA environment.

However, in a recent AAAE OSP Special conference call, Darryel Adams [FAA Airports Division Manager for SMS programs], clarified that the FAA will move forward with a Notice of Proposed Rulemaking in September 2007, which will mandate safety management systems for all Part 139 airports. He also advised participants that the FAA had extended the deadline for the submission of comments on the draft circular until January 16, 2007. AAAE is compiling comments submitted to them for a joint submission to the FAA. Comments should be forwarded to James Freeman (AAAE Regulatory Affairs) at James.Freeman@aaae.org.

Taxiway Centerline Light Amber/Green Color Coding

The recently updated version of FAA's Advisory Circular AC 150 5340-30B contains discussion on the applicability and use of the amber/green color sequence for use with taxiway centerline lights. This particular combination has proven to be an effective visual cue for pilots to know when they are operating in the runway environment by using centerline lights inside taxiway holdlines (lead-in, crossing, lead-out) color sequenced in this way. However, the AC requires that the application of this lighting sequence be extended to other defined "critical" areas (ILS, Localizer, etc.) and has been open to much interpretation by Airports and FAA inspectors alike. The issue seems to be that portions of Glide Slope critical areas are outside the immediate runway environment (i.e. between holdlines) and color-coding taxiway centerline lights outside of the runway environment dilutes the purpose of alerting a flight crew that they are still on a runway. This has led to much discussion and, at times, confusion at numerous airports and throughout the various FAA Regions with their own interpretations. In addition, the AC calls for an overly aggressive completion date of February 1, 2007. This is schedule is particularly acute when faced with the confusion that remains. AAAE should pursue clarification, and conceivably, revision of the AC with FAA representatives in Washington D.C.

Hazardous Wildlife Attractants / Aviation Stormwater Manual Task Force

The Washington State Department of Transportation (WSDOT) has received an Airport Improvement Grant from the FAA to develop a stormwater manual to address hazardous wildlife attractants over the course of the next year. Over the last several months WSDOT has been developing the background information on hazardous wildlife attractants, stormwater facilities, and on federal and state regulatory requirements, and will present the information to their Task Force before preceding to the next step. AAAE will monitor the development of the manual for availability to members. For more information on the scope and progress of the project, go to the following link:

http://www.wsdot.wa.gov/News/2006/05/06_0524HazardousWildlifeNearAirports.htm

Issues with Potassium Acetate as a Runway Deicer

Reports have been circulating throughout the industry that potassium acetate causes damage to aircraft. In addition, industry debate regarding the likelihood of it being a contributing factor to concrete disintegration has resumed. In discussions on AAAE conference calls, it was noted that asphalt surfaces are not included in the debate but there may also be suggestions that the chemical is damaging to in-pavement lighting. Boeing and Airbus have sent out a joint letter suggesting it is causing harmful affects on carbon braking systems and called for an industry meeting to discuss the issue. One member noted that the affects are most likely to affect newer concrete surfaces and that the longer the concrete has to cure the less the impacts should be.

AAAE and ACI have now issued tandem statements calling for airports to stay the course until more definitive plans of action are developed through industry coordination.

Non-Standard RSAs and EMAS Issues

The FAA currently has a prioritized list of non-standard RSA work to be done at airports with the easiest being at the top of the list. FAA seems to be positioning itself to champion EMAS as an option for correction but there is inconsistency in application across the country. In one case, use of a displaced threshold as a fix was declared discriminatory. Other airports have displaced the threshold with no impact. Many airports have expressed concerns that EMAS will become the FAA's mandated response for safety areas that do not meet standards and would prefer to leave all options open for resolving each airport's problems on a case-by-case basis. Such options can include displaced thresholds, adjustment of declared distances, etc. Decisions to use EMAS should also consider it's less than desirable performance in wet and cold climates.

New FAR Part 139 Training Issues

Airports across the country have expressed numerous concerns on the impacts of the changes such as:

- The lack of FAA approved standardized training guidance at the national level.
- The 12 consecutive month training requirement and the difficulty in airports independently developing training syllabi with little or no FAA guidance.
- How the FAA will conduct the annual on-site certification process.

Discussions on these issues are continuing and an initiative to establish a AAAE national repository of documentation from airports with approved materials is under investigation.

There are also continuing concerns with the Wildlife Management Program which has been adopted and published by the FAA despite the comments they received. Issues remain with the training requirements of the program, particularly the train-the-trainer options. AAAE is preparing a fact sheet to address any remaining uncertainties.

ISSUES RECENTLY DISCUSSED

FAA's NPRM on Part 77 and TERPS

Earlier this summer, the FAA proposed to amend the regulations governing objects that may affect navigable airspace. Specifically, the FAA is proposing to add notification requirements and obstruction standards for electromagnetic interference and amend the obstruction standards for civil airport imaginary surfaces to more closely align these standards with FAA airport design and instrument approach procedure criteria.

The FAA has also proposed requiring proponents to file with the agency a notice of proposed construction or alteration of structures near private use airports that have an FAA approved instrument approach procedure. This proposal, if adopted, would also increase the number of days in which a notice must be filed with the FAA before beginning construction or alteration; add and amend definitions for terms commonly used during the aeronautical evaluation process; and remove the provisions for public hearings and antenna farms. Lastly, the FAA proposes to re-title the rule and reformat it into sections that closely reflect the aeronautical study process. These proposals incorporate case law and legislative action, and simplify the rule language. The intended effect of these proposed changes is to improve safety and promote the efficient use of the National Airspace System.

In a AAAE conference call, Bob Bonnani [FAA Airport Obstructions Standards Committee] advised that the NPRM does not address changes to airspace or the "one-engine in-op" surfaces. The primary objective of the NPRM is to harmonize the Part 77 surfaces with TERPS. Their next steps are to lay out an implementation plan for the Deputy Administrator's consideration which will include several options.

AAAE requested comments on the NPRM from airports and have submitted a consolidated response to the FAA.

NEPA Modernization and Cat X's

The Council on Environmental Quality (CEQ) established a National Environmental Policy Act (NEPA) Task Force and is now implementing recommendations designed to modernize the implementation of NEPA and to make the process more effective and efficient. The proposed guidance was developed to assist agencies with developing and using categorical exclusions for actions that do not have significant effects on the human environment and eliminate the need for unnecessary paperwork and effort for actions that normally do not warrant formal environmental review and analyses. CEQ requested comments on the proposal prior to issuing final guidance to the heads of Federal agencies. AAAE Regulatory Affairs subsequently requested comments be submitted to them by October 20, 2006.

FAA Directive on Friction Testing

FAA Legal advised FAA against proceeding with Operations Specification "CO-82". As such FAA will pursue a more traditional NPRM approach. Many airports had expressed concerns with the FAA's new directive on friction testing including the need to correlate friction readings with actual braking conditions as reported by pilots and capacity issues related to a proposed 15% rule. At a recent industry meeting, there remained issues related to airport condition reporting and efforts will proceed to get verbal agreements between interested parties before the onset of the winter season.

Potential Rulemaking on Requirements for ARFF Response

In October of 2005, an economist was assigned to study the issues involved in proposed new response times. The tentative schedule for the rulemaking is outlined below. Many airports have stated that the impacts would be significant but little coordinated quantitative assessment had been conducted. Impacts could range from minimal to multi-station scenarios. At this point, it is unclear as to how the FAA would implement the new regulations in terms of grandfathering older runways. Airports should be prepared for a national initiative to quantify impacts to U.S. airports as a whole. Many airports also feel that any study effort should not only quantify capital costs, but O&M costs and other ongoing costs associated with staffing, etc. More information on the subject can be found at:

http://www.faa.gov/regulations_policies/rulemaking/committees/arac/issue_areas/airport_cert/

- December 2005 through December 2007 -- Economic and Legal Analysis
- December 2007 -- sent back to ARAC
- Spring 2007 -- ARAC Issues Group approves document
- Winter 2007 -- FAA begins work on development of NPRM

- Fall 2008 -- NPRM issued
- Winter 08/09 -- comments received
- Fall 2010/11 -- Final Document Issued

Web Based Applications for Airport Planning and Operations

There is a growing interest among airports and certain factions of the FAA in moving toward web based applications for planning and operational uses. For example, web based Airport Layout Plans and Airport Certification Manuals. The traditional hardcopy documents have become unwieldy and make use by airport staff difficult. Web based systems can be designed to be available to most staff at an airport with minimal to no training. For example, interactive Airport Layout Plans (iALPs) are becoming more widely used by airports such as Sea-Tac, Tampa and Miami Dade as well as FAA Regional ADOs. While much work remains before the FAA can accept them as "official" ALPs, the groundwork continues to be developed for a move in that direction.

Using FAA's Terminal Area Forecast (TAF) as a Master Plan Forecast

With FAA approval, Sea-Tac Airport used FAA's TAF as the formal forecast for their planning and environmental work. In discussions amongst other airports the consensus was that using the TAF as a formal forecast was appropriate for smaller airports but, that there are too many uncertainties involved with using it for the hub airports. One of the main concerns was the lack of local input and consideration of local conditions inherent in the development of the TAF. It was noted that that the "10% rule" (FAA's guideline for accepting local forecasts) could be exceeded if there was appropriate justification. Few airports are consistently involved in reviewing draft TAFs prior to formal publication. Caution and consideration of local conditions as well as familiarity with a specific airport TAF should be considerations prior to proceeding with its use.

Airport Communication, Coordination, and Emergency Planning

At most airports, the emergency planning function is a separate and discreet function from the overall airport planning function. There have been questions as to whether there may be some duplication in information gathering and that there may be some value in checking in with the appropriate departments (planning, operations, security, etc.) to identify common information needs. For example, making some of the information contained on the Airport Layout Plan available on a web site. It has also been suggested that it would be useful to have a single point of contact for such information. However, security may be an issue and certain types of information might only be made available through some form of secured network.

OTHER ISSUES FOR CONSIDERATION

Pending Fish and Wildlife Directives

There may be new latitudes available in a draft internal Fish and Wildlife directive that may ease the restrictive handling of protected species around airports.

Predicting TSA Directives

Recent events have demonstrated that new TSA directives can dramatically impact airport operations. If the new security requirements remain in place, they could have substantial impacts on terminal design and functionality. Particularly on baggage systems that may see an influx of checked baggage and ticketing lobby areas that have been designed with the assumption that there is some proportion of passengers traveling with no need to check baggage. In addition, there may be implications to the new airline kiosk strategies in that more staffing may be required to assist with checked baggage. What have

been the implications to specific airports? Can airports as group make better assumptions about TSA directives in order to provide more flexible operations?

DOT Act Section 4(f) Ruling at Stewart Airport, NY.

A court ruling on Stewart Airport, NY raises the question as to whether or not airports should lease airport lands for recreational uses. DOT Act Section 4(f) prevents the Secretary of Transportation from approving airport projects that affect Section 4(f) lands unless there are no other prudent and feasible alternatives and that all steps to minimize harm have occurred. Section 4(f) lands include public parks, recreational uses, and historic sites. Traditionally airports have not considered land that is leased for recreational purposes as DOT 4(f) if the airport retains a property "take back" provision in the lease. For example, an airport could lease land to a private operator, that maintains a public golf course, which has been a golf course for over a decade, but which the lease has a take-back provision. Based on the Stewart case, FAA is now considering that golf course as Section 4(f) land. This case raises questions concerning this issue, which could prevent airport development in the future.

Measuring Performance of the National Airspace System.

There are numerous metrics that have or can be used to try to measure airport and airspace performance in terms of delay - - FAA's OpsNet database, DOT's on-time performance data (ASQP), FAA's Aviation System Performance Metric (ASPM). Most of the metrics were developed with little consideration for the performance of an airport. OpsNet was developed to measure ATC staffing and airspace sector bottlenecks. ASQP was designed to measure airline performance. ASPM was also originally developed to help airlines assess their performance. Is there a benefit in trying to bring these metrics together in a meaningful way to better measure true airport performance? Short of full blown computer simulation, can a better metric be developed?

Land Use Compatibility Around Airports.

One of the biggest challenges we face in land use compatibility is education of local planners on airport issues (need for a training manual/boiler plate technical assistance). The State of Washington is starting a road training program for small communities. In addition, the ACI Environmental Committee has a Land Use Subcommittee which is now working with the American Planning Association (APA) concerning land use planning and airports. The APA, after many years of considering transportation, but not airports, has finally created a group that addresses/focuses on the airport issue. One of the reasons for working with the APA is that many of the land use planners from communities are members of that organization. Separately, the FAA's Community Needs Division (part of the Airports Division that handles NEPA), has had a land use compatibility focus in the last few years.

Link to FAA's Land Use Web Site: <http://www.faa.gov/arp/environmental/5054a/landuse.cfm>

Accommodating Business Jet Activity.

Has the increase in business jet activity had any impacts of consequence on larger commercial passenger airports - - airspace congestion, airfield congestion, airfield space availability, etc. Are there initiatives that should be pursued to help mitigate any impacts? What are the potential impacts of Very Light Jets (VLJs) on commercial airports? Will there be airspace or regulatory changes involved with the emergence of these new aircraft?

Airline Restructuring Opportunities

With airline restructuring, there may be opportunities for US airports to profitably take over the provision of services traditionally performed by airlines, such as baggage handling, ticketing, VIP lounges, boarding areas and jet bridges, etc.

Planning for Required Navigation Performance (RNP) and Area Navigation (RNAV) routings.

New routes are being driven by the airlines that will provide greater efficiency, but pose some challenges for airports with respect to obstructions, shifting noise, etc. There are 3 major areas that may be affected by these routings:

- Nonlinear approach courses to avoid noise sensitive areas, navigate through obstructions, or provide some marginal increase in capacity in reduced weather conditions.
- Reduced runway minima due to what is currently considered an obstruction but is now outside the more precise flight path.
- The future potential to reduce runway separations for simultaneous parallel approaches if wake vortex issues can be addressed.

FAA Implementation of Localizer Performance with Vertical Guidance (LPV) Approaches.

These new approaches will use the standard localizer and have vertical guidance provided by GPS systems. They will be categorized somewhere between a precision and non-precision approaches. FAA plans to implement them on 300 non-ILS runways in 2006, 300 more in 2007, and eventually at larger airports as well. What are the issues and implications of this program? What are FAA's expectations in regard to airport involvement?

New EPA Effluent Limit Guidelines

New EPA Effluent Limit Guidelines (ELG) may have an effect on the location and use of deicing equipment and facilities, treatment of runoff, and airfield layout and operations.

Link to AAEE Environmental Affairs Discussion

http://www.aae.org/government/300_Environmental_Affairs/400_Clean_Water_Alliance/?printfriendly=1

Noise Programs and Land Acquisition Under Part 150.

A recent OIG report faulted the FAA for its failure to provide adequate oversight of land acquired under Part 150. FAA is now issuing a revised/clarified policy to its Regions and ADOs that will look for airports that have accepted Part 150 noise money to inventory their property, be able to justify the aeronautical purposes for which the land was acquired; and if need cannot be demonstrated, seek reimbursement for the land, if it has been disposed, including leased.

Demonstrating the Value of Technology and Other Advances

There is some question as to a practical approach to determining how much money should be spent on technological and other advances that are useful for staff efficiency, offer redundant security systems, or are cutting edge, but considered excessive by budget cutting airlines. What is a reasonable payback in time, money, or customer service to convince airlines that capital expenditures are worthwhile?

COMMITTEE BUSINESS

Continued Committee Operations for 2007

The Co-Chairs will continue with the bimonthly conference calls following pertinent issues to OSP Committee members. The conference calls have proved to provide a convenient method of information exchange and can be used as a forum to address issues that require expeditious handling. An example of one such call was on the issue of Safety Management Systems whereby a representative of the FAA participated on an ad hoc call to clarify issues on a draft advisory circular.

The co-chairs will also continue to promote the use of focus groups on specific issues for follow-up. Focus groups are comprised of interested individuals who then provide a summary report back to the full committee. To assist with that, and more fully utilize the skills of OSP Committee members, individuals interested in participating in a focus group are reminded to forward their resumes or bios to James Freeman at James.Freeman@aaae.org.

Welcome

The Co-Chairs wish to extend their welcome to James Freeman who will be replacing Tyler Setchell as the Director of Regulatory Affairs. James also provides AA AE staff support to the AA AE OSP Committee.

Conference Call Participation

The Committee conducted a total of four conference calls over an eight month period including the call-in session at the NAC Conference in October. One session was specially convened to address issues and questions related to a draft FAA Advisory Circular on Safety Management Systems. Conference calls typically arrange for Guest Speakers to address industry issues. Participation in calls varies, but usually averages about 20 members. Participants represent a range of airports from small to large hubs as well as consultants and other industry trade groups. Participation in the calls is strongly encouraged to capture the broadest range of expertise on issues as possible. OSP Conference Calls are held on the ***first Thursday of every second month from 12:00 – 1:00 Eastern time***. Call-in information is provided with the agenda about one week before the call. Members are invited to submit issues for discussion to the Co-Chairs at any time through James Freeman. The 2007 schedule is as follows:

January 4 th , 2007	12:00-1:00 Eastern	July 5, 2007	12:00-1:00 Eastern
March 1, 2007	12:00-1:00 Eastern	September 6, 2007	12:00-1:00 Eastern
May 3, 2007	12:00-1:00 Eastern	November 1, 2007	12:00-1:00 Eastern

PLEASE NOTE THE CORRECTED DATE FOR THE JANUARY CALL