

**Washington Airport Manager's Association  
Planning Report  
March 16, 2006**

**1. Master Plan and use of FAA's Terminal Area Forecast (TAF) as the official forecast:**

Sea-Tac has recently received approval to use the TAF as the official forecast for its planning and environmental work.

Master Plan Link:

[http://www.faa.gov/arp/150acs.cfm?ARPnav=acs#Airport\\_Planning](http://www.faa.gov/arp/150acs.cfm?ARPnav=acs#Airport_Planning)

TAF Link:

<http://www.apo.data.faa.gov/main/taf.asp>

**2. Land-use compatibility planning around an airport:**

One of the biggest challenges we face in land use planning 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 is now working with the American Planning Association (APA) concerning land use planning and airports (the environmental committee has a land use subcommittee headed by Theresa Arnold at Las Vegas McCarran Airport).

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. FAA's Southern Division (Jackie Sweat) has the lead in FAA's efforts on improving the understanding of land use compatibility issues.

Link to FAA's land use web site:

<http://www.faa.gov/arp/environmental/5054a/landuse.cfm>

**3. 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?

**4. Potential changes in requirements for ARFF:**

Response times to the ends of runways versus to the middles of runways may have a substantial impact on ARFF facility siting for many airports. What impacts would this change have on facility costs at your airport?

**5. 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 approach. FAA plans to implement them on 300 non-ILS runways in 2006, 300 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?

**6. Carbon emissions trading:**

The potential for mandatory carbon emissions trading to increase net fuel costs and fares, reduce demand growth, change passenger access modes over time, etc.

Media links:

<http://www.planetark.com/dailynewsstory.cfm/newsid/32700/story.htm>

<http://www.planetark.com/dailynewsstory.cfm/newsid/32701/story.htm>

**7. EPA Effluent Limit Guidelines:**

What are the effects of the new EPA Effluent Limit Guidelines (ELG) on the location and use of deicing equipment and facilities, treatment of runoff, and airfield layout and operations?

Link to AAAE Environmental Affairs discussion:

[http://www.aaae.org/government/300\\_Environmental\\_Affairs/400\\_Clean\\_Water\\_Alliance/?printfriendly=1](http://www.aaae.org/government/300_Environmental_Affairs/400_Clean_Water_Alliance/?printfriendly=1)

**8. Common Use Self-Service Ticketing System:**

Currently, the Austin-Bergstrom Airport is interested in the possibility of implementing a Common Use Self-Service ticketing system. They would be interested in knowing which other airports are also considering CUSS, how they intend on implementing such a system, problems they have had along the way, costs, etc.

**9. Noise program/Part 150 land acquisition:**

A recent OIG report faulted 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/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 no need cannot be demonstrated, seek reimbursement for the land, if it has been disposed, including leased.

**10. FAA Forecast released 02/28/06:**

The forecast continues to project increases in operations and passenger traffic.

**11. Airport Legislative Alliance:**

Under current law, all employees at airports with unescorted access to secure areas are subject to a fingerprint-based criminal history background check prior to receiving an airport badge entitling them access to various areas throughout the airport. Airports are responsible for access control and strictly limit employees' access to secure areas throughout airport facilities.

While many airport employees who work in security sensitive areas are physically screened prior to their entry into those areas at the beginning of a work period, it is virtually impossible from an operational and resources perspective to mandate such screening in all cases or to require physical screening each time an employee passes from a non-secure area to a secure area.

The nearly one million employees at airports with regular access to secure areas enter and exit those areas several times a day, a fact that would bring many passenger screening checkpoints to a complete standstill if a physical screening requirement was implemented for these workers. Such a requirement could triple or quadruple the workload at screening checkpoints system-wide.

The U.S. Commercial Aviation Partnership, which consisted of TSA, AAAE, ACI-NA and Boeing, has assessed that the cost of a full employee physical screening program for the industry would be \$78.6 billion over a 20-year period. The annual costs would exceed \$4 billion.

TSA should be encouraged to continue working with its aviation partners to address the current threat to aviation with realistically available resources. In July of 2004, TSA issued a series of Security Directives to strengthen background check procedures, tighten access control to sensitive areas, and enhance operational measures for the sterile and SIDA areas. These directives required that:

- Airport tenants performing duties in the sterile areas MUST access the sterile area through a TSA screening checkpoint or through locations approved by the Federal Security Director when the screening checkpoint is closed.
- Airports maintain a list of the names of airport tenant employees and their level of access (sterile/SIDA).
- Airports limit the number of tenant employees working in the sterile area who have unescorted access to the SIDA.
- Airports submit detailed plans to significantly reduce the number of sterile area access doors.
- Airports significantly reduce the number of pedestrian and vehicle access points to secured areas and to the SIDA.
- Airports increase the number of random patrols of secured areas and SIDAs by security personnel or LEOs, especially baggage claim areas and baggage make-up areas.
- Airports patrol the AOA and perimeter.
- Airports increase the number of random ID checks of persons and vehicles entering the secured areas and SIDAs.
- Airports increase the number of random ID checks of persons entering the sterile area from the SIDA and entering the SIDA from the sterile area.
- Airports enhance the response to an alarm on a door to the SIDA.
- Airports ensure that everyone employed for work in the sterile area is subject to a fingerprint-based Criminal History Background Check.
- Airports conduct a name check for all employees with SIDA or sterile area IDs.

In order to enhance security and ensure the continued viability of the U.S. aviation system, our efforts must focus on finding bad or dangerous people as opposed to bad or prohibited items. Appropriate knowledge about who has access to secure areas of an airport significantly diminishes the chances that person will bring dangerous items into the area or conduct illegal activities. Improvements can be made in enhancing background investigations of employees (recurrent criminal history record checks, foreign national checks, disqualifying felony expansion), better utilization of biometric technology for airport access control, and the deployment of new technologies.

15. **Exit Lanes:**

In October 2005, the TSA issued an action memo that stated that airport operators will be responsible for monitoring the exit lanes after the security checkpoint operations cease or at all times when the exit areas are not co-located with the security checkpoints. The shift of responsibility was to take place by January 2006; however, FSDs have been directed to work airport operators to extend the deadline on a case-by-case basis.

16. **Perimeter Security:**

Due to a high number of perimeter security breaches, the TSA last Friday directed FSDs to observe and test perimeter security measures and procedures in place at airports today. TSA wants to ensure that the perimeter security measures and procedures spelled out in an airport's Airport Security Plan (ASP) are in fact in place, working properly and being fully executed. TSA is especially concerned that communication procedures are in place to respond to breaches in perimeter security and to immediately notify the proper law enforcement authorities. The notice to FSDs does not require any new security measures or procedures be put in place. However, TSA continues to be concerned about perimeter security so airports may want to plan pro-active measures to increase perimeter security measures and procedures.

17. **Cargo Security:**

The final rule on cargo security has cleared review by the Department of Homeland Security and should be issued shortly. The proposed requirements included in the Notice of Proposed Rulemaking may or may not be part of the final rule. The proposed requirements included:

- A mandatory security program for all-cargo aircraft operations over 45,500 kg.
- Amendments to existing security regulations and programs for other aircraft operators, foreign air carriers, airport operators. The current rules for cargo carried on certain passenger aircraft, and for all-cargo operations under the existing Twelve- Five Standard Security Program 9 would be enhanced.
- Existing screening requirements for aircraft operators would be extended to cover all-cargo operations.
- Airports or aircraft operators would be required to secure the cargo operations areas.
- The definition of "Indirect Air Carrier" (IAC) would be amended to include those transporting goods via all cargo aircraft
- All IACs would be subject to a more thorough vetting by TSA prior to receiving authorization to operate.

- Require Security Threat Assessments for individuals who have unescorted access to cargo carried by certain aircraft operators, foreign air carriers, and IACs.

18. **Security Guidelines for Airport Planning, Design and Construction:**

The TSA's Aviation Security Advisory Committee (ASAC) is finalizing an updated revision of the Recommended Security Guidelines for Airport Planning, Design and Construction, previously issued by FAA in June 2001, which will be issued by the end of the first quarter of 2006.

19. **Registered Traveler:**

The TSA is currently deciding on the business model and guidelines for a national, interoperable Registered Traveler program, which TSA hopes will be operational by June 2006. Airports that choose to have an RT program will need to plan for the space requirements that may be needed for RT, such as space for enrollment providers and dedicated and/or designated security lines.