

# FAA Airports Program Update

Presented to: 2016 MAAE Airport Conference

By: John Mayfield, Manager DET ADO

Date: February 17, 2016



Federal Aviation  
Administration



# 2015 Spuds of the Year



# Presentation Topics

- FAA's Compliance Philosophy
- Safety Management Systems (SMS)
- Great Lakes Chapter AAAE Operations and Maintenance Conference
- AGIS Applications in FY2016
- Airport Winter Operations
- Runway Incursion Update
- FY15/16 AIP Highlights
- 2 CFR Part 200



# FAA's Compliance Philosophy

- **When deviations from regulatory standards do occur, the FAA's goal is to use the most effective means to return an individual or entity that holds a FAA certificate, approval, authorization, or license to full compliance to prevent reoccurrence.**
- **In 2015, FAA provided clarification to ensure all agency compliance and enforcement programs follow the same philosophy.**
- **This shared philosophy is one that FAA Airports Division has embraced for many years which first focuses on education, training and awareness to remediate deviations and instances of non-compliance in most cases.**



# FAA's Compliance Philosophy

- **In situations of repeated, intentional or reckless deviations from regulatory standards, FAA requires and must take strong enforcement stance when those deviations pose an unacceptable risk to safety.**
- **Examples where strong enforcement action is necessary include:**
  - Failing to ensure safety personnel (i.e. ARFF, Operations) are properly trained.
  - Failing to maintain airport surfaces in safe conditions.
  - Failures to provide sufficient and qualified personnel to ensure safety oversight.
  - Falsification of safety training records.



# Safety Management Systems (SMS)

- **June 1, 2016, all (7) Small Hub Airports (MLI, MSN, FNT, CAK, GRR, DAY, FSD) are required to perform safety assessments for projects and application actions:**
  - Submittal of revised ALPs for approval
  - Airspace determinations
  - Part 150 Noise compatibility programs
  - FAA approval for a Modification of Standards (MOS)
  - Final FAA approval of new and updated airport planning, design or construction standards.
- **References/Forms**
  - FAA Order 5200.11, FAA Airport (ARP) Safety Management System
  - ARP SOP 4.0, Risk Safety Management (SRM) Under ARP SMS
  - FAA Form 5200.8, Safety Assessment Screening for Projects (SAS-1) will indicate whether further SRM panel is required
  - FAA Form 5200.9, Safety Assessment Screening for Modification of Standards (SAS-2)



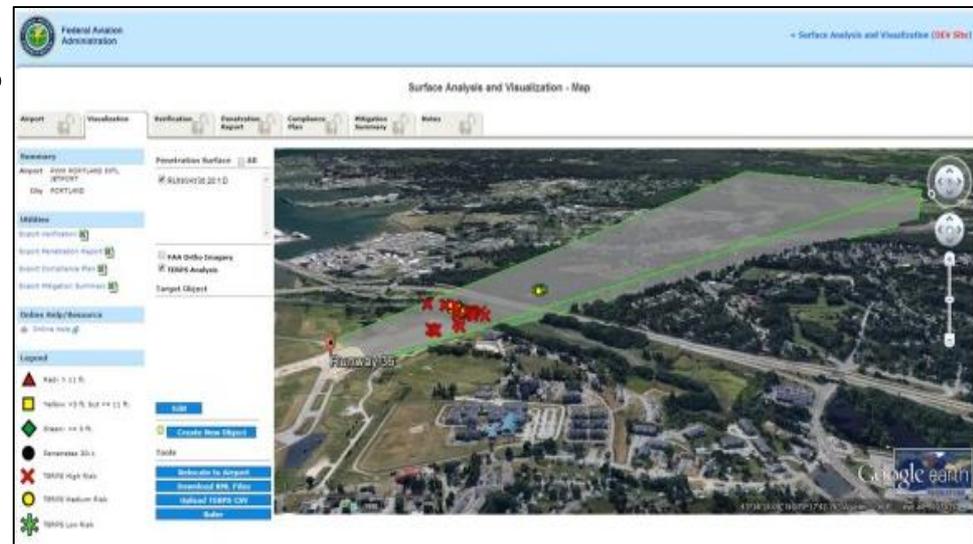
# Great Lakes Chapter AAAE Operations and Maintenance Conference

- Held November 8-10, 2015 in Rosemont IL
- Supported by AGL Airports Division, including Division, Safety Branch and ADO managers
- There were approximately 200 attendees
- Visit <http://glcaaae.org/events/annual-conference/> to view topics covered
- This years O & M conference is scheduled for October 23-25, 2016



# AGIS Applications in FY2016

- **Surface Analysis and Visualization Tool is the quickest way to analyze and mitigate obstacles identified on your airport.**
- 20:1 Surface Visualization
- Obstacles Data Visualization and Validation
- Obstructions Risk Identification and Visualization
- Measurement of Penetrations
- Penetrations Report
- Mitigation Coordination
- Obstacle Mitigation Plan



**On February 2, 2016 the Airports Safety and Standards Branch issued a guidance memorandum suspended the use of AC 150/5300-18C until further notice.**

**AD 150/5300-18B is to be used for all data collection efforts in FY2016.**

[http://www.faa.gov/airports/resources/advisory\\_circulars/index.cfm/go/document.information/documentID/74204](http://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.information/documentID/74204)



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## Memorandum

Date: February 2, 2016  
To: Airport Regional Division Managers, AXX-600's  
From:  John R. Dermody, Deputy Director, Airport Safety and Standards, AAS-2, x7-3053  
Prepared by: Andrew E. Goldsmith, Cartographer, Airport Engineering Division, AAS-100, x7-6549  
Subject: Advisory Circular 150/5300-18C Guidance

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Advisory Circular 150/5300-18C, "Survey and Data Standards for Submission of Aeronautical Data into the Airports GIS application" was signed and published on September 30, 2015. However, the FAA's Navigation Procedures Project (NAV Lean) solution, which was to support the application and submission of 18C compliant data, is still in development. In the interim, please refer to the current guidance provided in AC 150/5300-18B. Airports GIS projects being planned and submitted should comply with the 18B data standard until further notice.

In addition, the Office of Airports is developing a mechanism to accept data for projects that have already been scoped, awarded and delivered in 18C format prior to the release of this notice within the Airports GIS application. We expect to complete this application development in FY16.

Please distribute this memorandum to your staff.

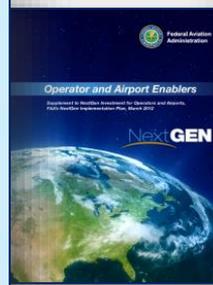
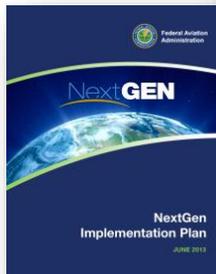
Please contact Andrew E. Goldsmith with any comments or questions at (202) 267-6549 or via e-mail at [andrew.e.goldsmith@faa.gov](mailto:andrew.e.goldsmith@faa.gov).



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# What about AGIS in the years ahead?

- AGIS has a direct connection to the implementation of NextGen. AGIS data is the foundation for the redevelopment of the National Aerospace System
- AGIS data supports NextGen airport and airspace modernization initiatives – enabling airport data sharing across all Agency lines of business (LOBs)



### AIRPORTS GEOGRAPHIC INFORMATION SYSTEM

Overview of Airport Enabler			
Avionics Enabler	Target Users	Target Area	Maturity
Geographic Information System			

Precision runway surveys are currently required to develop an LPV or GLS approach. The airport data are used for obstruction analyses, NOTAMs and flight deck airport moving maps. The Airports Geographic Information System (AGIS) will improve the management and maintenance of this information, providing a current, integrated electronic database. The FAA's central database for AGIS enhances sharing of both safety-critical data (such as runway end points or the location of navigational aids) and non-safety-critical data (such as the location of a building on an airfield). In addition to providing users with current data, AGIS will improve airport planning efforts with more efficient reviews of layout plan updates.

The AGIS program is well under way. Surveys for most airport projects are required to comply with the AGIS standards. The FAA Office of Airports is finalizing associated AGIS transition policy that will help distinguish airports and airport/airspace projects as each relates to transitioning fully into AGIS compliance. Nearly 40 airports across the country are collecting and inputting data into AGIS. These detailed surveys are laying the foundation for electronic Airport Layout Plans (eALP). We expect to begin assembling the initial eALPs for beta-testing during 2012. This work is an important step toward implementing eALPs system-wide. Combined, the efforts at these 40 airports help us identify best practices, processes and necessary guidance updates for practical AGIS and eALP deployment — targeted at all airports in the National Plan of Integrated Airport Systems by the 2020-2025 time frame. Additionally, we are finalizing the details of a comprehensive implementation plan for AGIS, with a detailed development and implementation schedule across FAA lines of business.

*FAA Policy: Airports: To be determined (AC 150/5300-16, -17, -18)*



# Airport Winter Operations

- **TALPA Origin**
- **Standardization concepts**
- **Planned Implementation actions**



# TALPA Origin

- **Excursion at Midway Dec 2005**
- **Deficiencies addressed included:**
  - Landing distance assessment at time of arrival
  - Accounting for contaminated runways at the time of takeoff
  - Reporting standardization and tools for the operators
- **FAA formed Aviation Rulemaking Committee**
  - Airplane Manufacturers
  - Regulatory Authorities
  - Other Organizations
  - Airplane Operators
  - Airport Operators
- **Recommendations provided to FAA in 2009**



# Standardized Methodology

- Assessing runway conditions via RCAM
- Runway Condition Description
- Reporting and dissemination of runway conditions codes
- Airplane performance data to specific contaminants
- Pilot reported braking action
- Dissemination methods via the NOTAM system

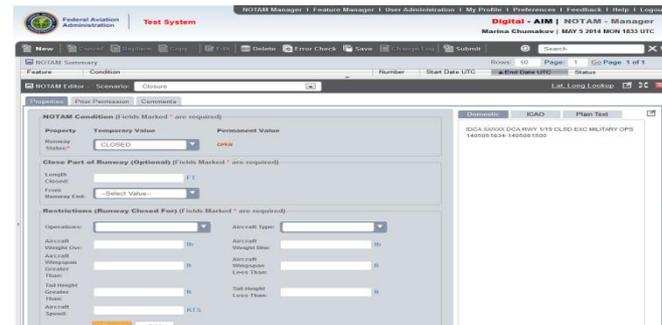
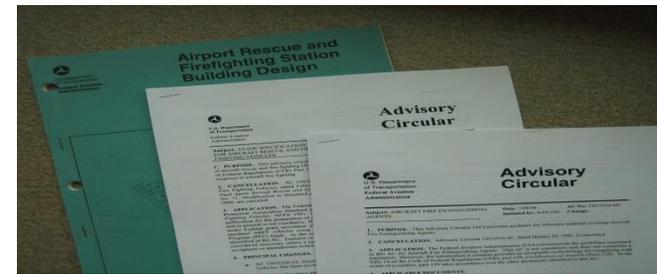
Assessment Criteria		Downgrade Assessment Criteria		
Runway Condition Description	Code	Mu (μ) 1	Vehicle Deceleration or Directional Control Observation	Pilot Reported Braking Action
• Dry	6	40 or Higher	---	---
• Frost • Wet (includes damp and 1/8 inch depth or less of water) <i>1/8 inch (3mm) depth or less of:</i> • Slush • Dry Snow • Wet Snow	5		Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
<i>-15°C and Colder outside air temperature:</i> • Compacted Snow	4	39 to 30	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
• Slippery When Wet (wet runway) • Dry Snow or Wet Snow (Any depth) over Compacted Snow <i>Greater than 1/8 inch depth of:</i> • Dry Snow • Wet Snow <i>Warmer than -15°C outside air temperature:</i> • Compacted Snow	3		Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
<i>Greater than 1/8 inch depth of:</i> • Water • Slush	2	29 to 21	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
• Ice <sup>2</sup>	1		Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
• Wet Ice <sup>2</sup> • Slush over Ice • Water on top of Compacted Snow <sup>2</sup> • Dry Snow or Wet Snow over Ice <sup>2</sup>	0	20 or Lower	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

RCAM Version 2014.1



# Implementation Actions

- Update/develop various Advisory Circulars and other guidance documents
- Develop/test software changes to the NOTAM system
- Industry outreach
- Training for employees and operators
- Operational Oct 2016



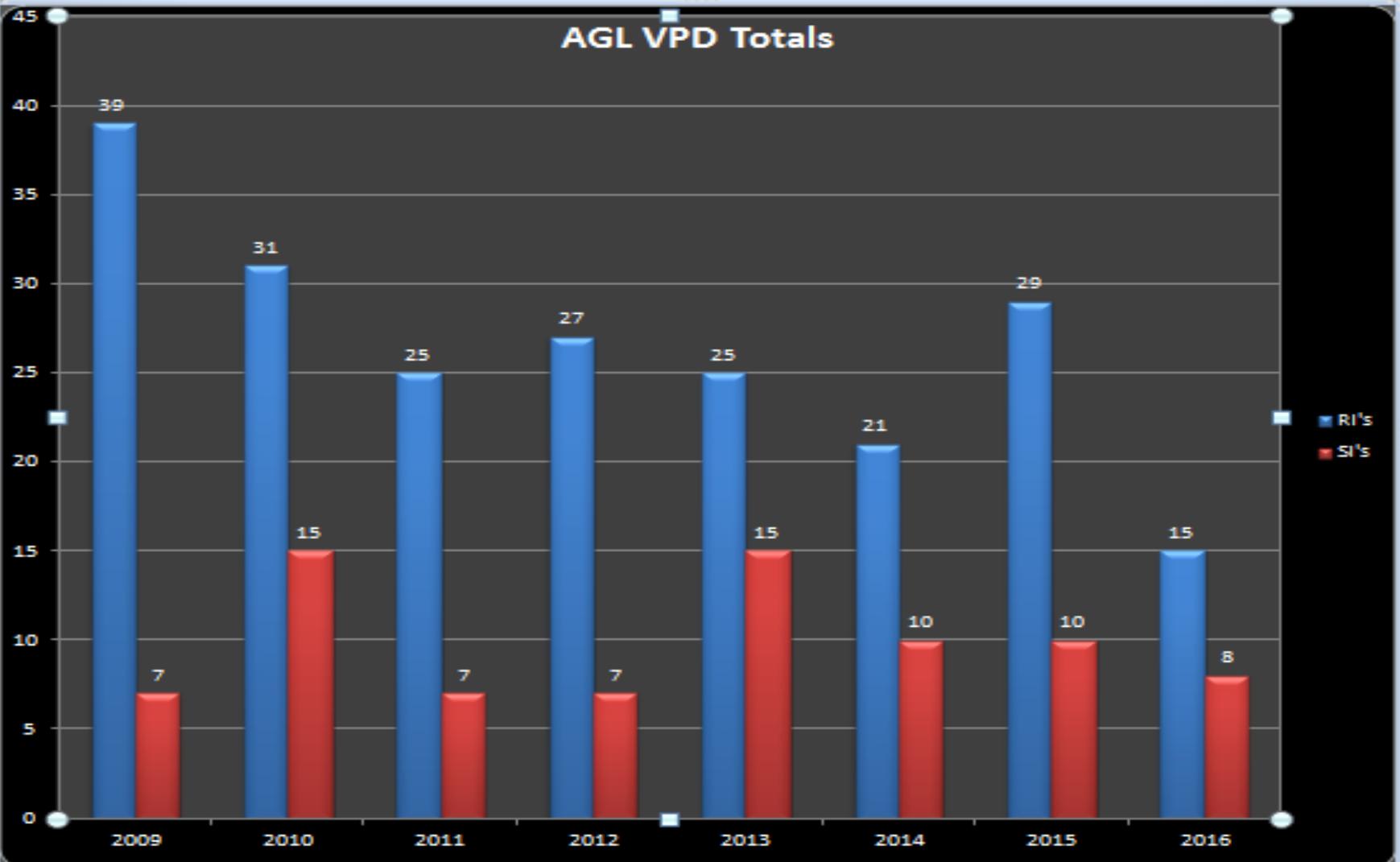
# Runway Incursion Update



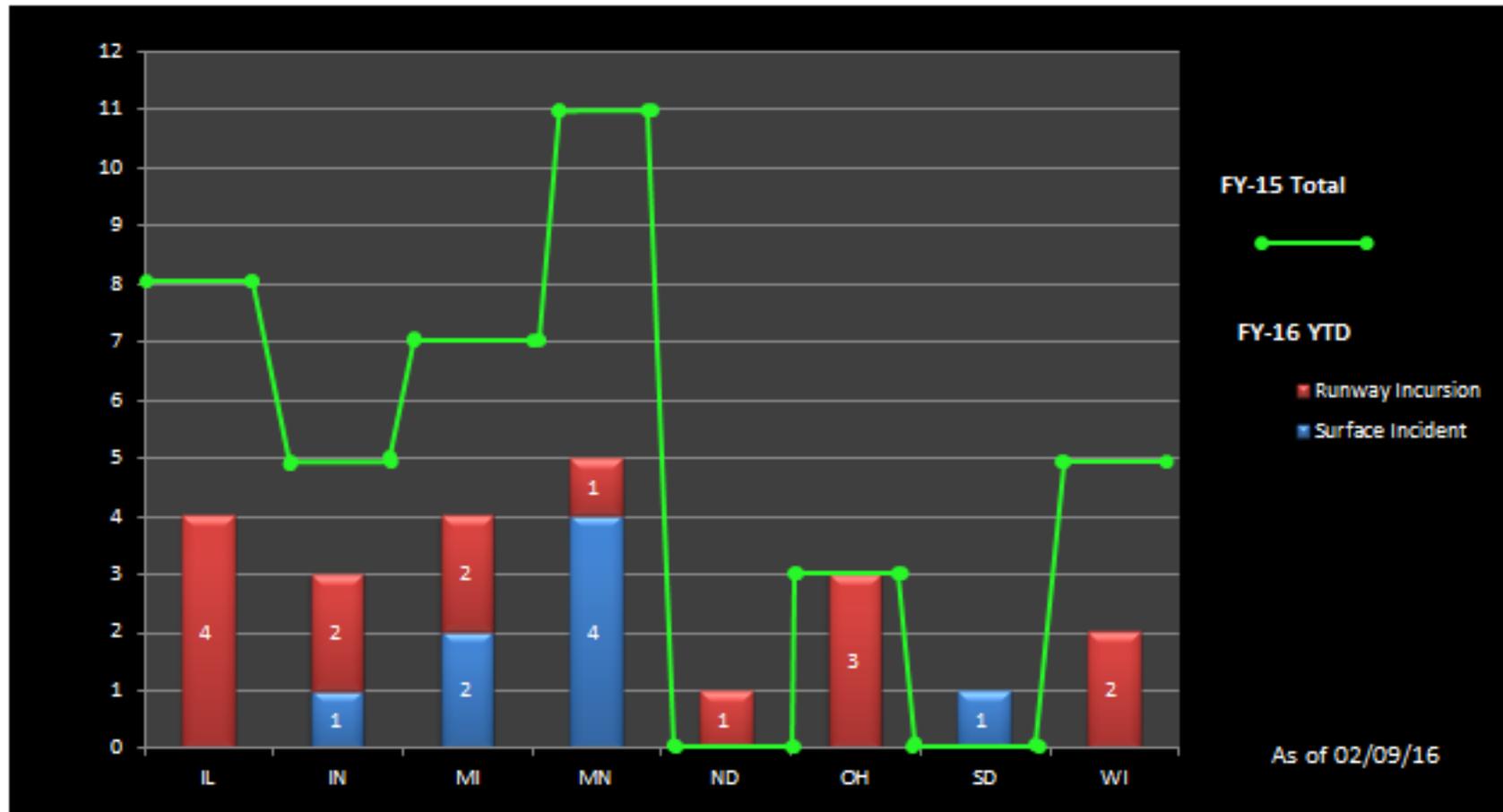
- Runway Incursions are on the rise.
- The severity of Runway Incursions have risen.
- Call To Action – June 2015



### AGL VPD Totals

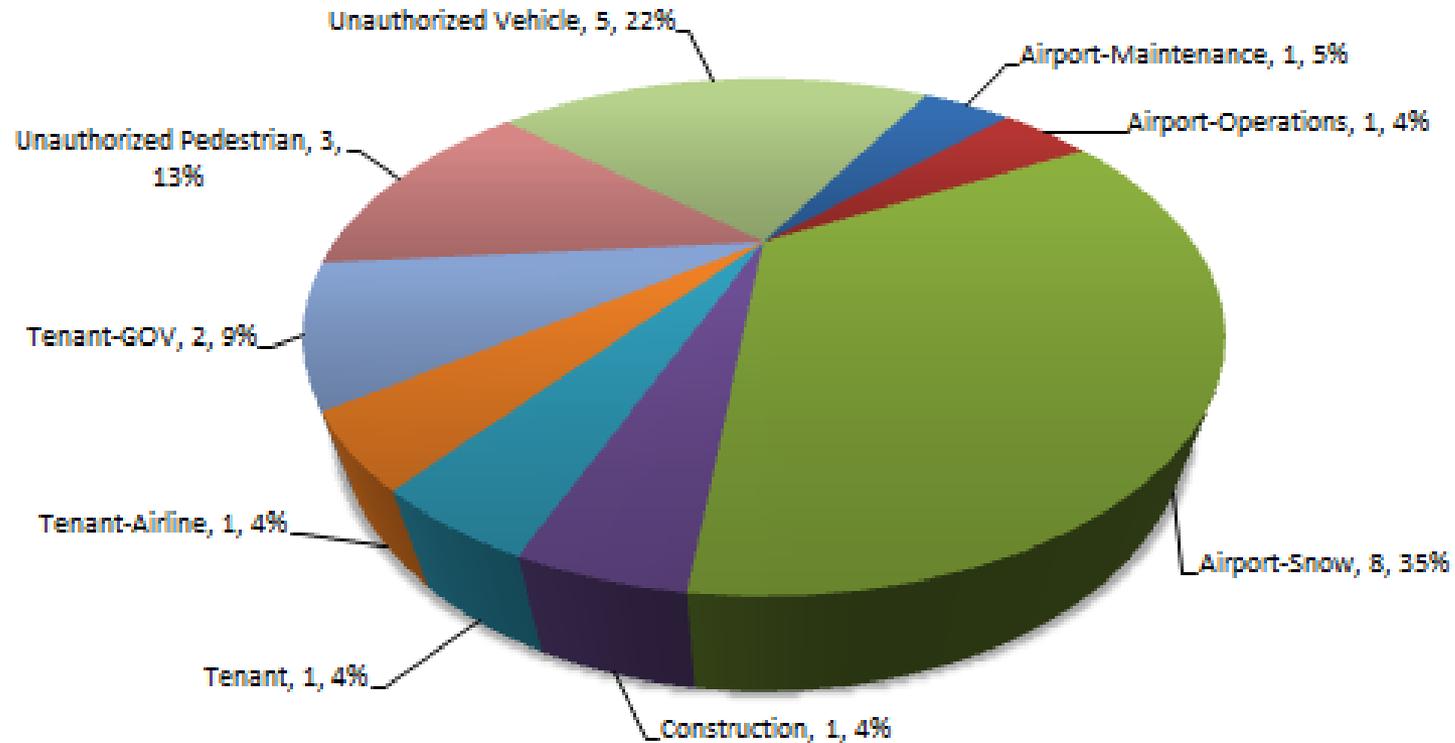


# AGL VPD's 2016 versus 2015 by State



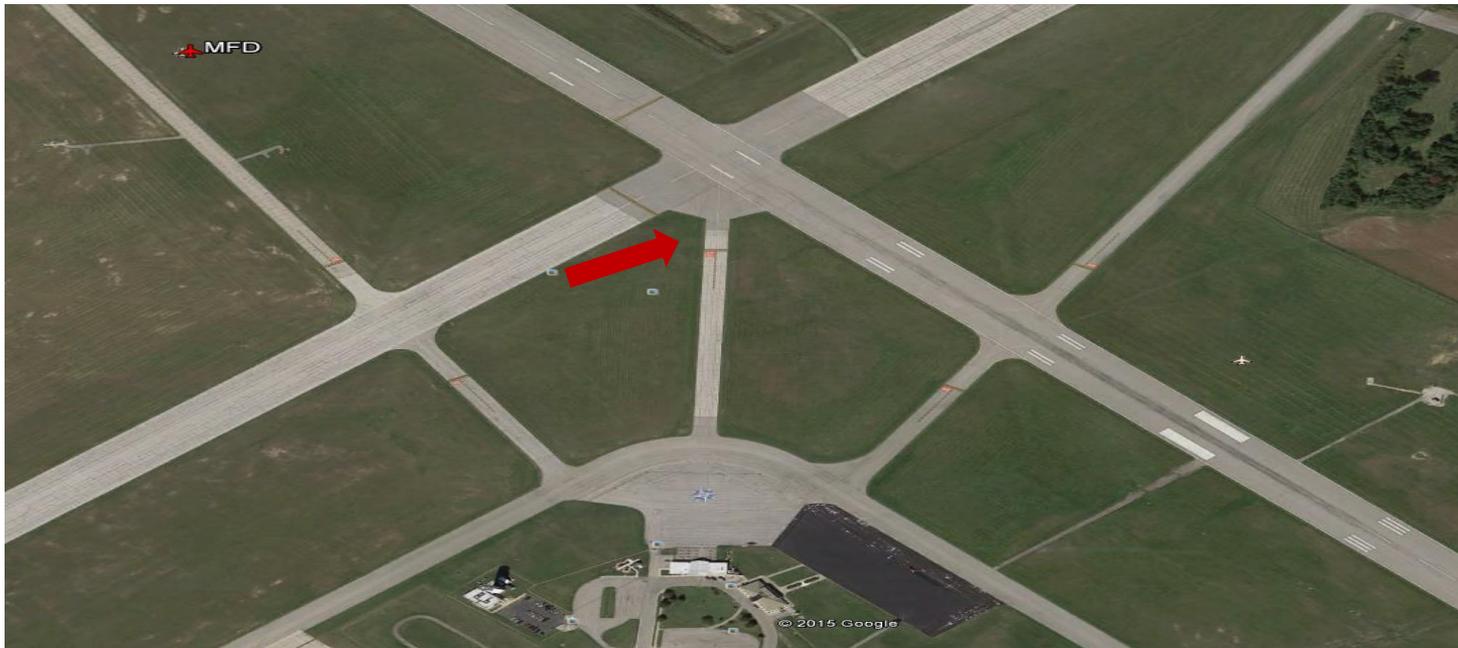
# AGL FY-16 VPD's s as of 02/09/16

## Total 23



# Runway Incursion Mitigation Program

- National RIM Program Overview
- AGL RIM Program



# Runway Incursion Mitigation Program



# FY15/16 AIP Highlights

- What does the Airport and Airway Extension Act of 2015 (the Extension) through March 31, 2016 mean for Airports?
  - The Extension provides the authority to collect aviation taxes for deposit into the Airport and Airway Trust Fund (Trust Fund), and to expend money from the Trust Fund. Without these authorities, we could not operate.
  - The Extension allows ARP to continue to pay our employees so they can continue to provide oversight of all our ARP programs, in particular AIP.
  - The Extension allows ARP to continue to make payments on our 5,407 open grants.
  - The Extension also provides FAA contract authority to obligate new grants from the \$1.675 billion, or 50% of the \$3.35 billion.

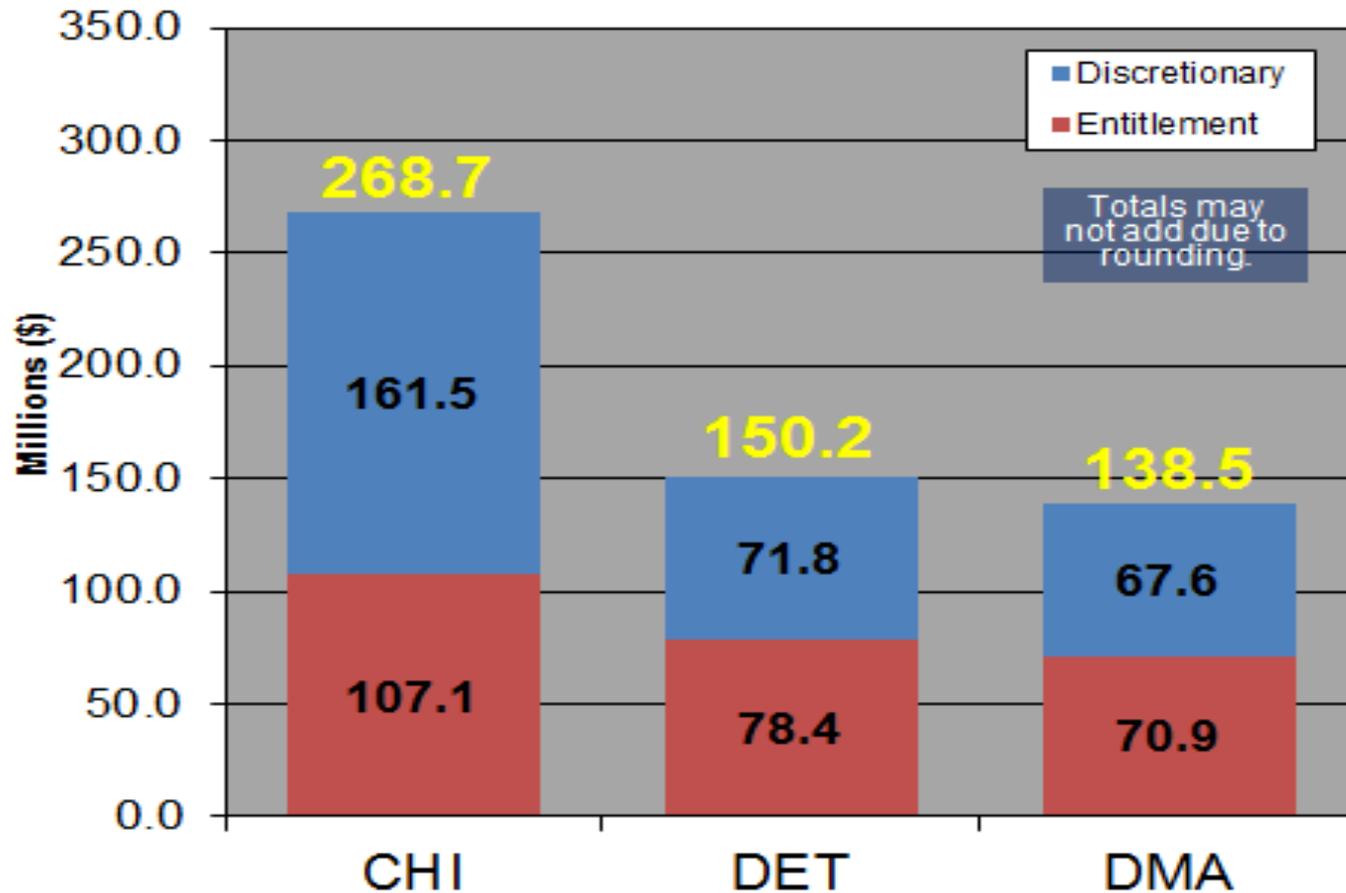


# Status of FAA Re-authorization

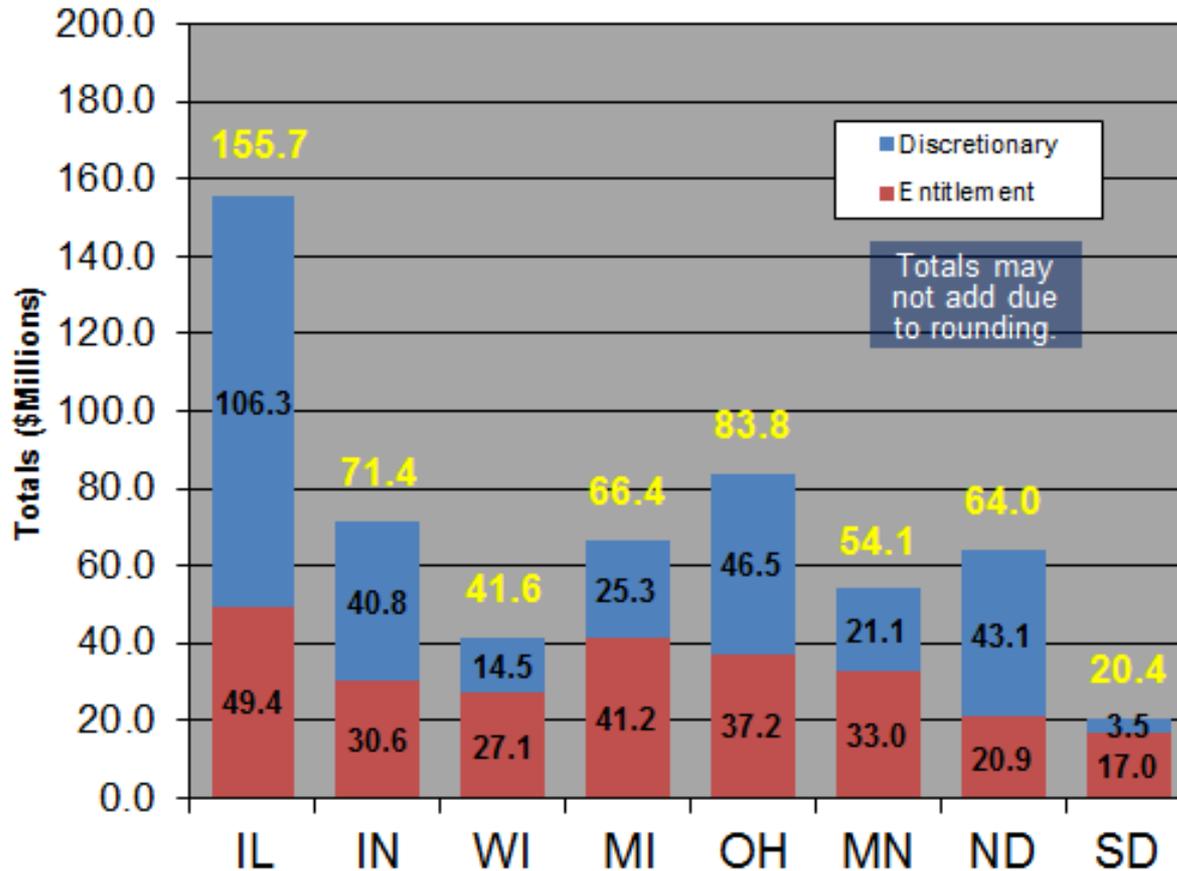
- Aviation Innovation, Reform, and Reauthorization (AIRR) Act released in draft form February 3, 2016. (H.R. 4441) Would extend FAA funding until 2022.
- House Transportation and Infrastructure Committee considered the bill (H.R. 4441) in addition to approximately 100 amendments on February 11, 2016.
- The Consolidated Appropriations Act of 2016 will keep the rest of FAA offices open and running through September 30, 2016.



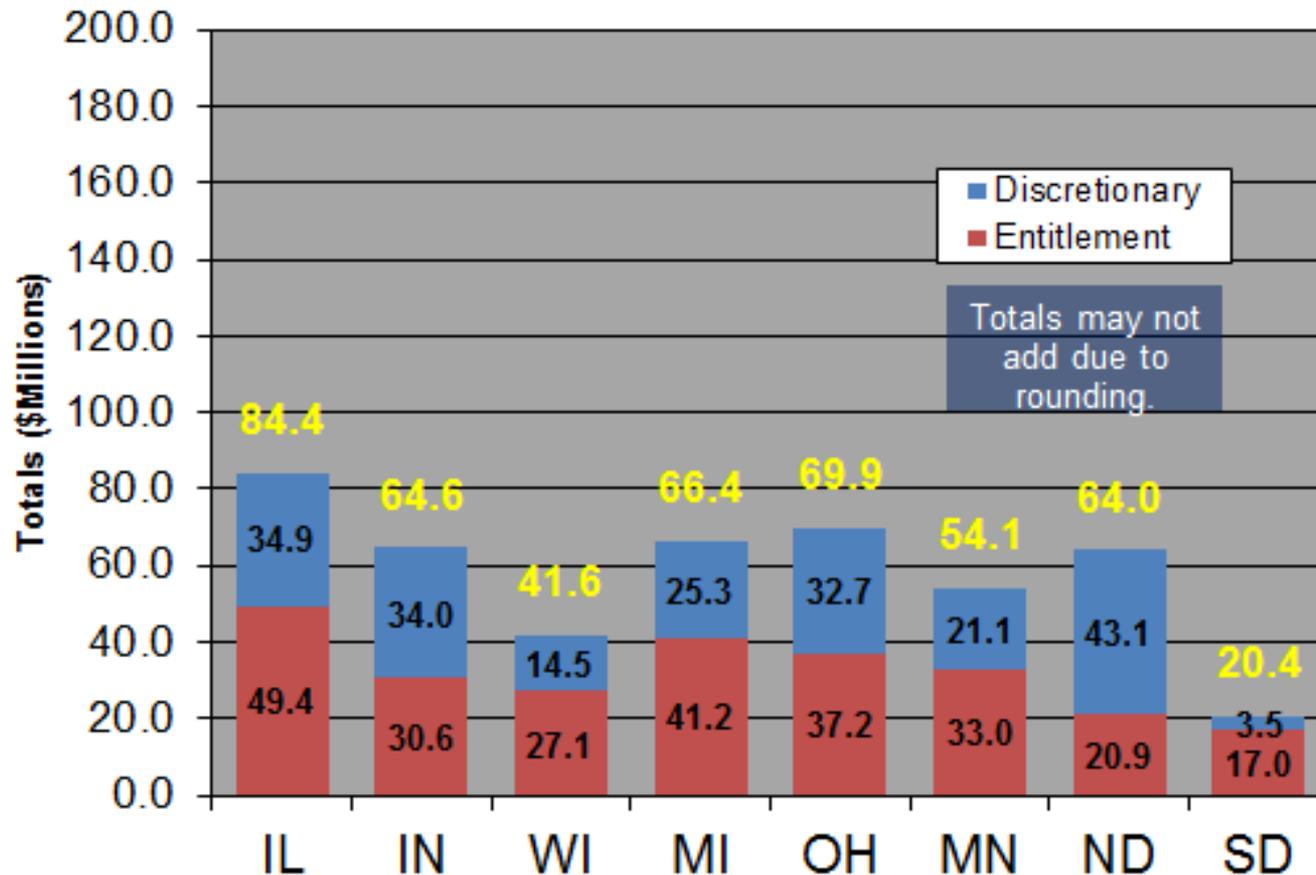
# AIP Funding for ALL Grants Initiated in FY15



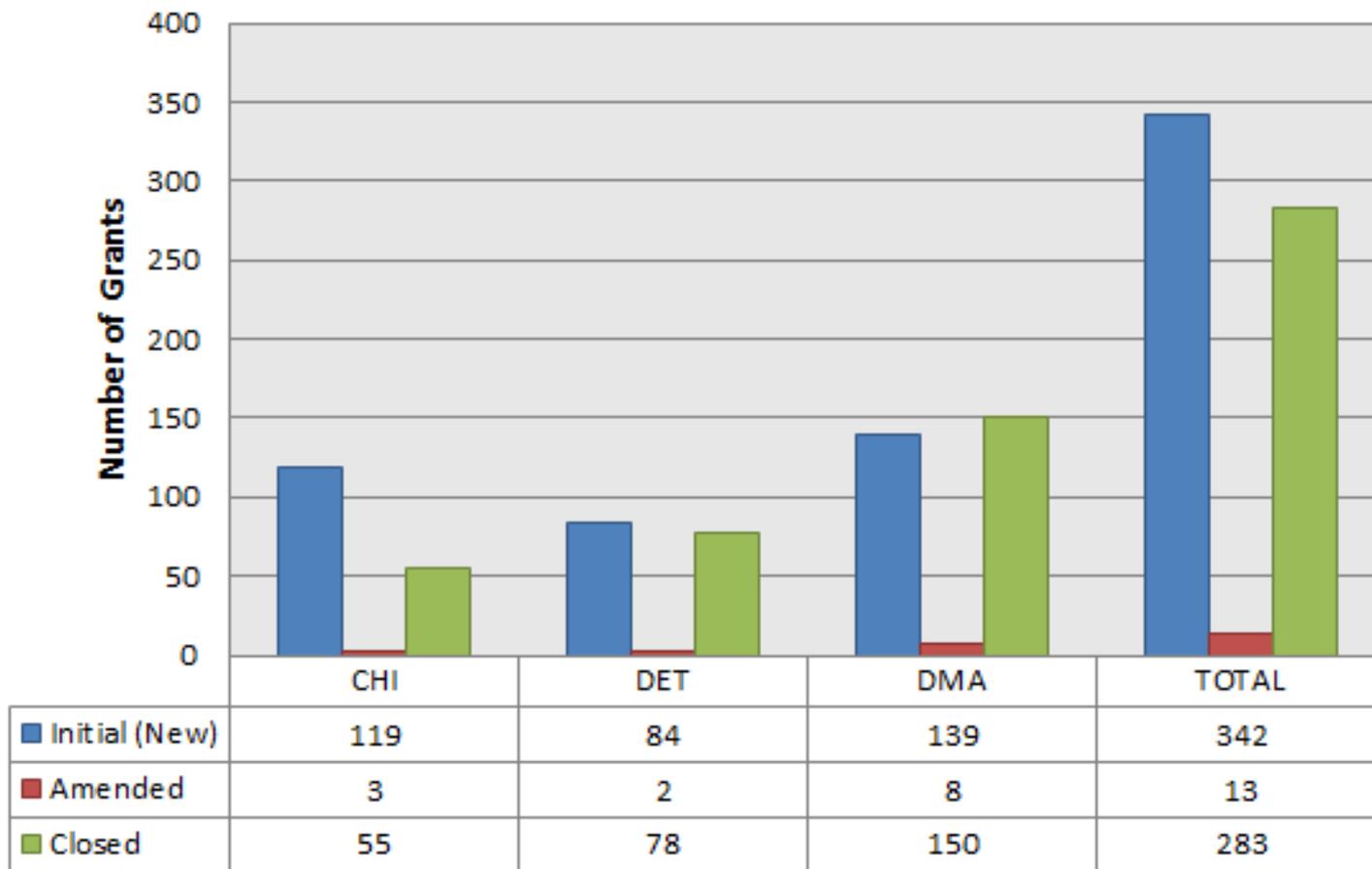
# AIP Funding for ALL Grants Initiated in FY15



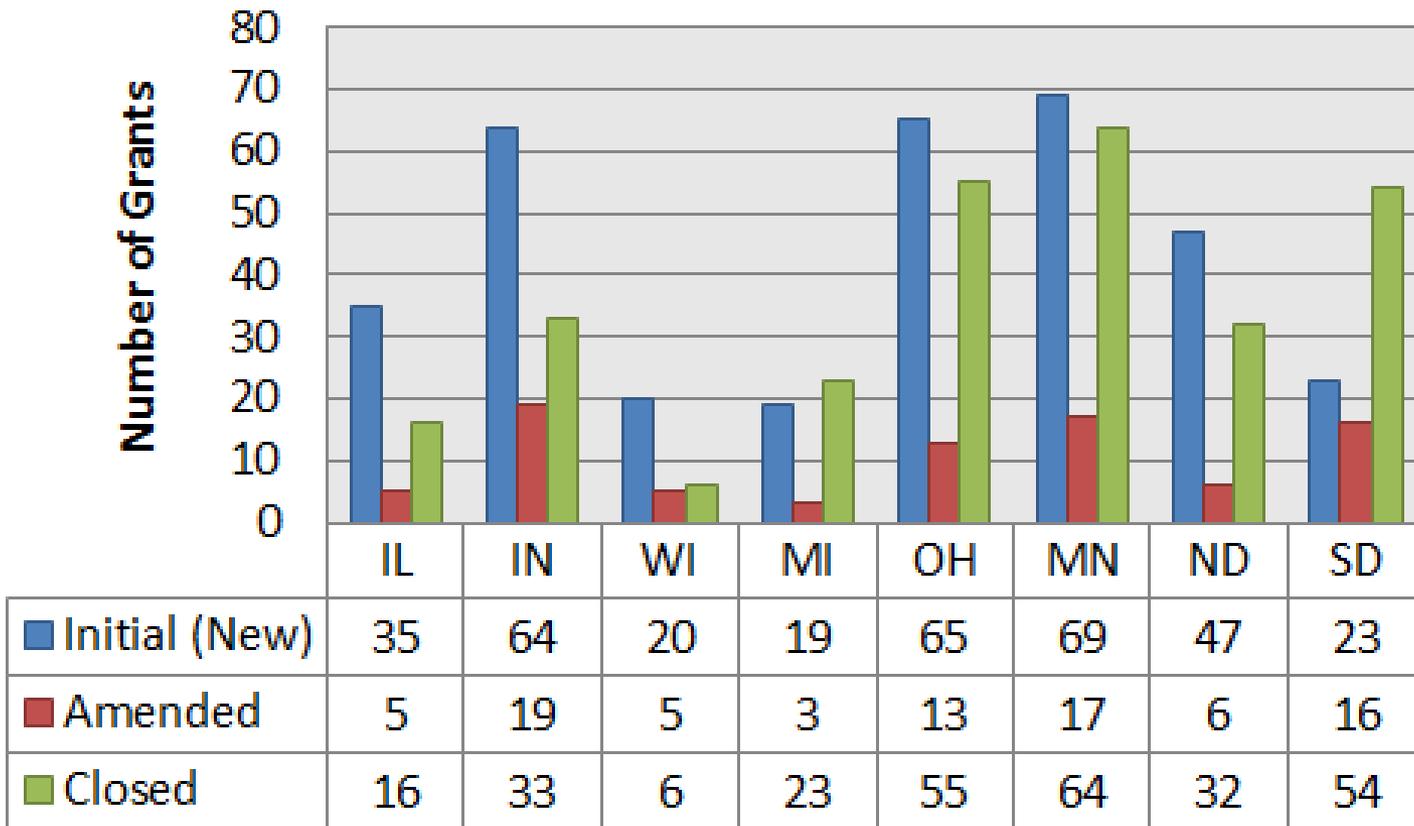
# AIP Funding for ALL Grants Initiated in FY15 (w/o LOIs & Noise)



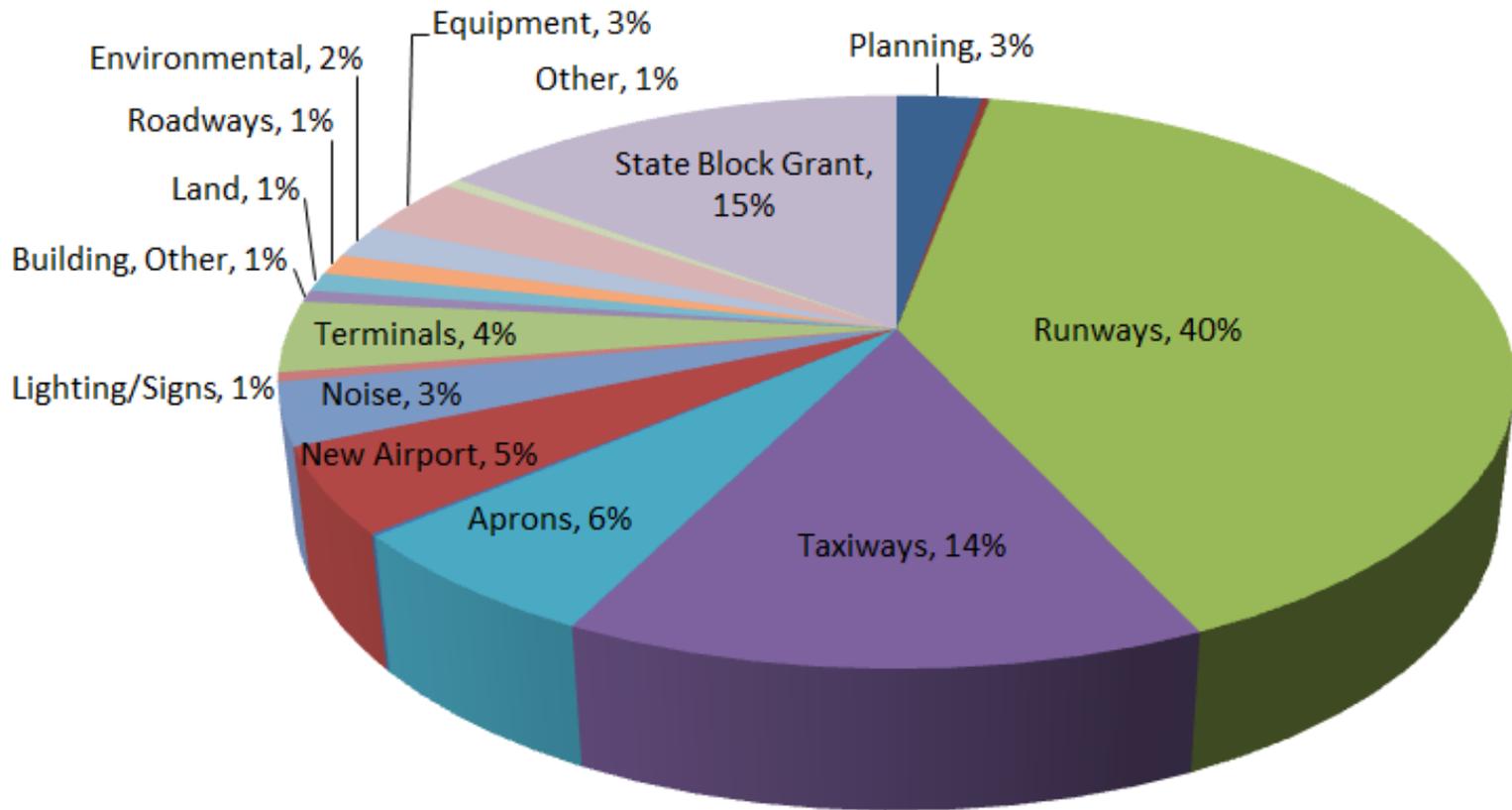
# Types of Grants Programmed



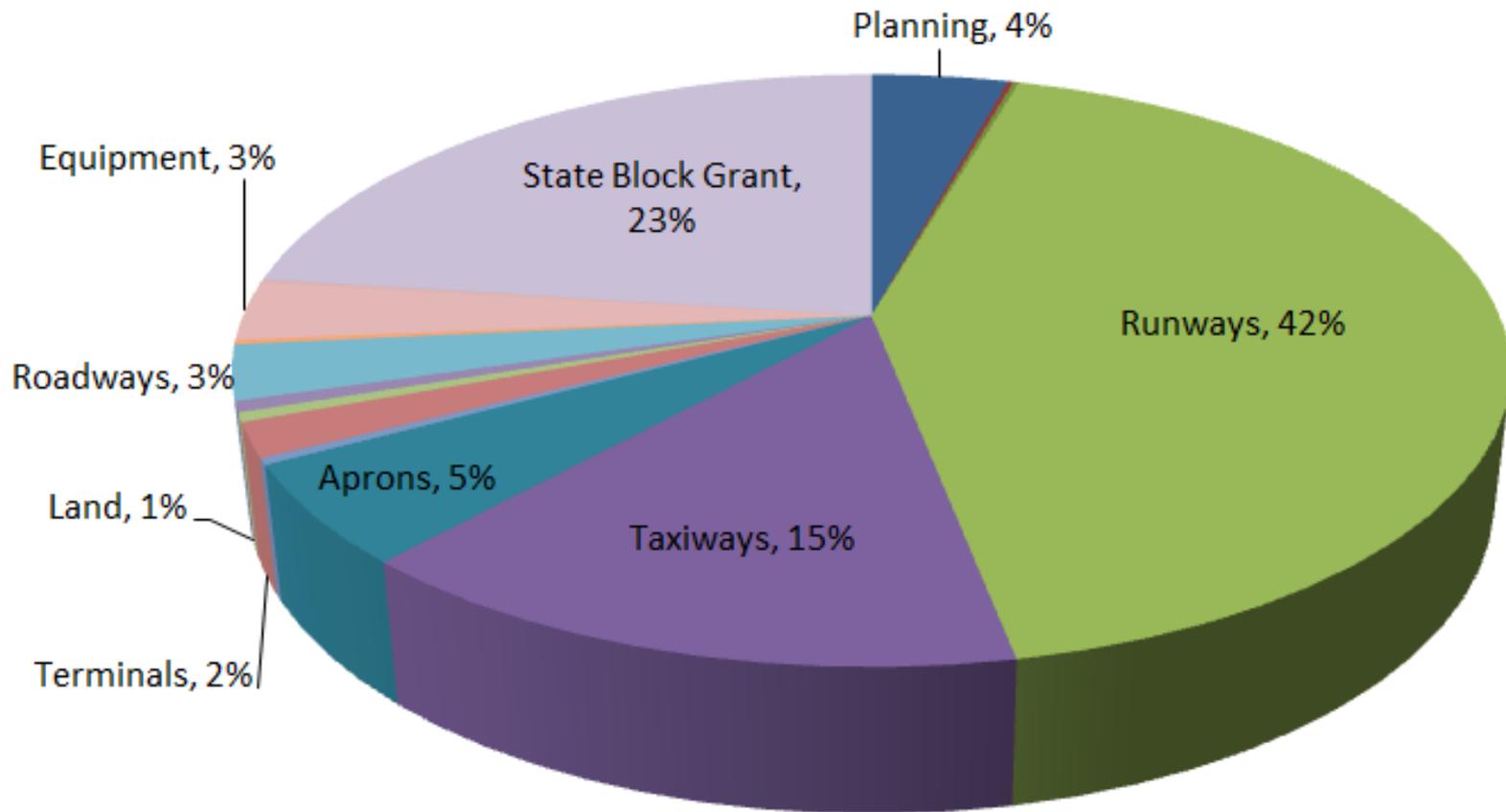
# Types of Grants Programmed FY15



# AGL Funding By Work Code FY15



# DET ADO Funding By Work Code FY15



# ~~Title 49 CFR Part 19.36~~ 2 CFR Part 200

**Establishes uniform administrative rules for Federal grants.**



<https://cfo.gov/cofar/>





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# Advisory Circular

Consolidated AC Includes Change 1

**Subject:** Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects **Date:** 9/25/2015 **AC No:** 150/5100-14E  
**Initiated By:** AAS-100 **Change:** 1

1 **Purpose.**

This advisory circular (AC) provides guidance for airport Sponsors in the selection and engagement of architectural, engineering, and planning consultants. It also discusses services that normally would be included in an airport grant project, types of contracts for these services, contract format and provisions, and guidelines for determining the reasonableness of consultant fees.

2 **Cancellation.**

This AC cancels AC 150/5100-14D, *Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects*, dated August 30, 2005.

3 **Applicability.**

A Sponsor is required to award each contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, land acquisition services, mapping or related services with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under Title IX of the Federal Property and Administrative Services Act of 1949 (40 U.S.C. Chapter 11, Selection of Architects and Engineers), or an equivalent qualifications-based requirement prescribed for or by the Sponsor of the airport. See 49 U.S.C. § 47107(a) (17) and the grant assurances.

Title 2 of the Code of Federal Regulations (C.F.R.), part 200, establishes uniform administrative rules for Federal grants. The FAA prepared this guidance to assist Sponsor compliance with the procurement requirements of §§200.317-200.326.

This AC does not apply to airport projects that are fully funded with passenger facility charge (PFC) funds.

- AC provides guidance to assist Sponsor to be compliance with the procurement requirements of §200.317-§200.326.
- Conformance with the standards of AC 150/5100-14 is a condition of AIP eligibility.



# Questions

