



AIRPORT NEWS FROM THE LAST FRONTIER

AIRPORTS DIVISION FY-04 ISSUE NO. 1

*From the Division Manager,
Byron K. Huffman*

Greetings to everyone and welcome to the 2004 edition of the Alaskan Region Airports Division annual newsletter. We are well into the fiscal year and with the signing of the Omnibus Spending Bill by the President recently; we are gearing up to implement a record setting year with regard to AIP expenditures in the state of Alaska. We are happy to provide a thorough and detailed newsletter for your reading and educational enjoyment this year. This edition is chocked full of useful information from various members of the staff and this year for the first time, we have made room available for an outside perspective, this one contributed by Stewart Osgood of Dowl Engineers. Please give us your feedback on this added feature as we plan to make limited space available in the future for outside contributions. As for the staff's articles, we have insight on the new Part 139 rule, and what it will mean to Alaskan airports. We also have updates on other cert program issues. There is an article on new developments in the runway safety area arena, land use, compliance, Buy American policy, closeouts, the NEPA process and a host of other interesting articles. Please read the articles, and give us your feedback as to what we can do to make this publication more meaningful and useful to you. We are here to provide you, our customers, the best support to be experienced anywhere in the country. As far as the staff is concerned, we are fortunate to have been fully staffed for most of last year and

started this year at full strength. We are blessed with a stable staff, which in turn means we can better serve our customers.

We look forward to another successful, exciting and productive year working together to collectively improve the safety of flight throughout the Alaskan Region of the FAA.

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Personnel News



Nathalie Bunton, Airports Division Secretary has been promoted to Management and Program Analyst. Nat, thank you for your hard work and dedication! Congratulations!

2003 Alaskan Region Airports Division Conference



The 2003 Alaska Airport Conference was very well attended. Approximately 190 plus people attended. Thank you to all the speakers that put in a lot of effort and time that contributed to the success of the conference. This year we are doing it a little bit different; we are traveling to each region to reach out to others that may have not been able to travel to Anchorage. So, look for more details to come for the dates and locations!

FY-2003 RECAP

Submitted by Katrina Moss



The FAA Alaskan Region Airports Division hosted regional workshops with the State of Alaska Department of Transportation and Public Facilities (DOT& PF) in Fairbanks, Anchorage and Juneau during November 2003. Workshop topics included:

- Federal Fiscal Year 2003 Recap and Overview
- General Airport Improvement Program issues including Runway Safety Areas, the Airport Sponsor's Guide, Grant Agreement format, Quarterly Reports and Audit Requirements
- Airport Capital Improvement Program Development, the timing of submittals, needed information in the submittals and the Rural Lighting Program
- FY 2004 AIP Program Project Status
- Grant Closeouts
- Environmental Issues
- Maintenance and Operations
- Other topics including
 - Terminal End Route Procedures (TERPS)
 - Landfills
 - Property Acquisition and Title Opinion
 - Master Planning vs. Site Selection Studies
 - Airport Layout Plans (ALP's)
 - Airport Data Needs (5010's, Airspace Studies)

These workshops provided a cooperative exchange of ideas and information between DOT&PF regional staff and the Airports Division. As a result of these discussions and suggestions, we have implemented changes to project permitting requirements, created Standard Operating Procedures (SOP), and established a better working relationship along with the improved processes.

Consider Construction Impacts on Operational FAA Facilities

Submitted by: Brad Garland

Airport operators should always give special consideration to FAA facilities that service the airport prior to starting any construction activity. If an active runway needs to be closed or partially closed to accommodate a project, it is important to identify the corresponding shutdown requirements of FAA navigational and lighting aids (i.e. REILS, VASIs, PAPIs, ILS, Approach Lighting Systems). This also holds true if a runway threshold is temporarily displaced to allow for construction activities.

The FAA Airports Division provides initial coordination with all FAA lines of business during project planning and design phases. The FAA Airports project manager should be given a complete schedule that outlines those phases in a project that will impact operational FAA facilities and accurately identifies all applicable dates and times. Extended facility outages can be better accommodated as long as there is coordinated scheduling ahead of time.

As an airport project nears the construction phase, the need for close coordination with the FAA remains imperative. The main point of contact for notification is the Airway Facilities (AF) Systems Operations Control Center (SOCC). This is a 24/7 operation that coordinates NAVAID facility outages and dispatches maintenance response crews. The telephone number is: **1-800-478-2139**. This should be published in all contract documents and the project safety plan. A minimum of two weeks prior notification should be given to allow for potential travel by an Airway Facilities Technician.

If construction activities will near an operational FAA electronic navigational aid (i.e. Instrument Landing System) it is imperative to remain outside of the facility's critical area. The critical area is a defined setback zone that helps safeguard against erroneous signal reflections. If clearance from the critical area cannot be achieved, then a coordinated facility outage can be sought. Guidance on NAVAID critical areas can be found in Advisory Circular 150/5300-13, "Airport Design." The FAA

project manager can help you determine if the construction activities will penetrate a critical area and pose problems to the safe operation of an FAA facility.

For additional information, please contact Brad Garland at (907) 271-5460.

eALP (Electronic ALP)

Submitted By: Matt Freeman

The FAA is in the process of revising Advisory Circular (AC) 5300-13 Airport Design Appendix 15, Transfer of Electronic Data. The new AC includes features such as operational movement areas, land parcels, navigation equipment, buildings, pavement markings, etc., along with a definition for each of the features.

Linking features to a specific place on earth, and joining other modes of transportation and infrastructure for a seamless map requires lots of coordination. The National Geospatial One-Stop Portal Initiative is tasked to address overlapping and inconsistent standards throughout the transportation industry. This effort will develop and harmonize data transfer and content standards for air, marine, rail, roads, and transit. A collaborative effort has been made on a national level with other federal agencies and industry experts to develop geospatial standards.

Once the draft AC is out for public review, an effort will begin to design and procure a national web based storage and retrieval system to store airport related geospatial data, which will include eALP's. The eALP will help create a virtual model of an airport.

The benefit of this spatial data is to give users the ability to query data and present the information thematically on a map. The map provides an ability to see patterns not recognizable in a tabular format.

Buy-America Preference

Submitted by: Stephen Powell



The Buy-America Preference established within 49 USC 50101 requires that Snow Removal Equipment (SRE) purchased with AIP funds must be produced in the United States. This means that the cost of components and subcomponents produced in the United States is more than 60 percent of the total components of the equipment **and** final assembly has taken place in the United States. The application of this is determined after bid opening.

Part of the response to the bid request should be a breakdown of the equipment components and subcomponents, regarding their respective origin, sufficient to substantiate the bidders claim to meet the law.

There have been concerns from sponsors that they could be a conflict with the general mission of the purchasing officer, to “get the best (or most) ... for less”, if they choose the high bidder because of the Buy-America Preference. There are limits to the “preference” – it is provided in the 25% exception (exception 922 h (4) of the AIP Handbook). It should be noted that a potential able and willing bidder should not be discouraged from submitting a bid if their product does not meet the 60% final assembly rule. There is always the possibility that none of the submitted bids will meet the rule or that the final bid price meets the 25% exception. In that case the sponsor would select from the list of bidding submittals.

In the event a sponsor’s decision is protested, the sponsor will follow their established procedures and then coordinate with the Airports Division staff. The Airports Division is responsible for the review of a protest, and for violations of federal law or regulations and violations of the sponsor’s protest procedures if the bidder subsequently appeals to the FAA. A protestor must exhaust all administrative remedies with the sponsor before pursuing an appeal with the FAA.¹

¹ AIP Handbook paragraph 915b

Electronic Filing of Airport Financial Reports

Submitted By: Janet Victory

The FAA Airports Compliance Division, AAS-100 in Headquarters announced in the beginning of 2003, the activation of the Financial Reporting database. This web-enabled database allows sponsors to electronically file their airport financial reports – FAA Forms 5100-126 and 127 – over the Internet (<http://cats.faa.gov> or <http://cats.crownci.com/>)

This new database fully automates the Airport Financial Reporting Program. Not only will it allow airport sponsors to file financial reports, but it will also permit airport sponsors to amend previous year reports and request extensions of time to file new reports. This eliminates the time consuming process of writing letters for both the sponsor and FAA. It will also eliminate the manual input of financial information that is currently performed by Airport Compliance, AAS-400, and allow FAA field and regional offices to send reminder and notification letters at the push of a button. Change 2 to Advisory Circular 150-5100/19, “A Guide to Filing Airport Financial Reports,” can be obtained on the Internet at http://www2.faa.gov/arp/compliance/index.cfm?AR_Pnav=comply, under the heading “Airport Financial Reports”.

For security and data integrity purposes, each sponsor will be required to register on-line before electronically filing their airport financial reports. The database is available to the general public for viewing airport financial reports. The general public can view reports without registering.

If you experience any problems with the database you should contact the Airport Financial Reporting Program Help Desk at (202) 267-3446.

CLOSEOUTS

Submitted by: Krisjon Tabisola

It's that time again to talk about our favorite subject: **Closeouts**. Okay, maybe this is not one of our favorite subjects, but closeouts need to be addressed and not forgotten during this busy time of the year.

We ended Fiscal Year (FY) 2003 just in time to meet our FAA Headquarters goal to close out 95% of projects 4 years and older (see summary table below).

Projects Closed in Fiscal Year 2003			
	STATE	NON-STATE	TOTAL
4 years & Older (1999 & Older)	22	7	29
Newer than 4 years (2000 & Newer)	14	4	18
TOTAL	36	11	47

As we rapidly approach the 3rd quarter of this fiscal year, we have received only a minimal amount of closeout packages. Of those packages received, only 4 will apply to this year's goal of closing 95% of all grant projects 4 years and older. The table below summarizes the status of open projects at the beginning of FY-2004.

FY-2004 Closeout Summary			
	STATE	NON-STATE	TOTAL
2000 & older	28	10	38
2001 & newer	140	38	178
Total open projects	168	48	216
95%x(2000 & older)	27	9	36

The absolute deadline for closeouts to be submitted to our office this fiscal year is no later than August 16, 2004.

We continue to work with our sponsors to streamline the different processes in our office. In

recent coordination with our sponsors, it was brought to our attention that we should improve the efficiency of our closeout process. As a step in that direction this year, Krisjon Tabisola is the point of contact all for closeouts within the region. We are hoping that this will increase the consistency in the Alaskan Region Airports Division on how we close projects internally, as well as reduce the workload on our other project managers, making them more available to put their energies toward assisting our sponsors in other endeavors.

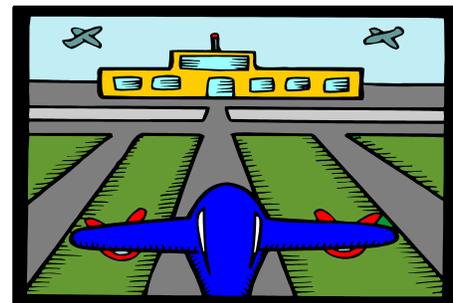
Reminders:

- 95% of all grant projects 4 years and older need to be closed. (This means a minimum of 36 grants issued in FY-2000 and older must be closed for this fiscal year.)
- The deadline for closeout submittals is August 16, 2004.
- Krisjon Tabisola will be the point of contact for all closeouts throughout Alaska. (Phone #: 907-271-3785, e-mail: Krisjon.Tabisola@faa.gov)

If you have any questions or comments concerning closeouts, or have any suggestions on how we can improve our process, please feel free to contact me. Thank you.

RUNWAY SAFETY AREA UPDATE

Submitted By: Pat Oien



Last year the State of Alaska Department of Transportation and Public Transportation (DOT&PF) received a system planning grant to review and update runway safety area practicability determinations for Part 139 runways and to develop

a strategy for accomplishing Runway Safety Area (RSA) improvements at those runways that can be improved. The purpose for the grant is twofold:

1) To ensure the Alaskan Region is compliant with the FAA *Runway Safety Area Program Order (5200.8)* which states that all RSA at federally obligated airports and all RSAs at airports are certificated under 14 Code of Federal regulations (CFR) part 139 shall conform to the standards contained in AC 1500/5300-13 *Airport Design*, to the maximum extent possible.

2) To focus on meeting the national goal of providing funding for all RSA improvements at high priority runways (there are approximately 30 runways that fall into this category in Alaska) by 2007.

Although Alaskan Region has made progress toward this goal, there are still many RSA's that still need improvements. The challenge for the Alaskan Region will be the timely completion of environmental documents and balancing construction costs with available funding, which will likely require construction phasing in order to accomplish this goal.

What approach surfaces are we trying to protect?

Submitted By: Gabriel Mahns

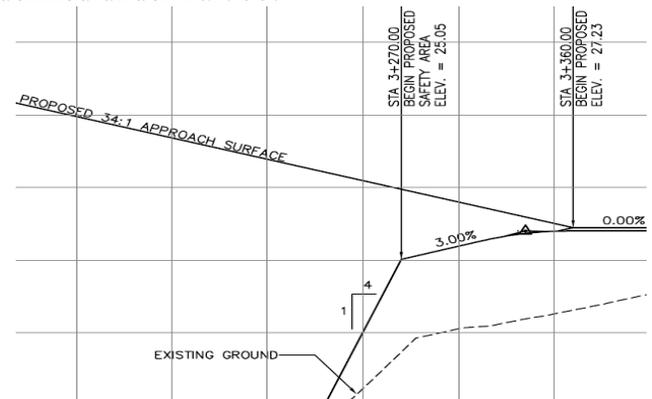
This is a question most common in all our projects in rural Alaska. One may think the answer is simple or there may be only one approach surface. Specifically, straight-in instrument approaches at night to rural airports are important for a village well being.

The following are the surfaces that are typically examined at most rural airports:

- CRF 14 Part 77 (Objects Affecting Navigable Airspace)
- FAA Order 5010.4A (Airport Master Record)
- FAA AC 150/5300.13 (Threshold Siting Criteria)

- FAA Order 8260.3B (United States Standard for Terminal Instrument Procedures – TERPS).

When the FAA designs an instrument approach with a straight-in at night for a rural airport, TERPS paragraph 251 would require at a minimum an approach surface starting 200 feet from the threshold with a 20:1 (20 feet horizontal: 1 feet vertical) ratio clear of obstructions. Part 77 would require that any structure that penetrates a 20:1 or a 34:1 ratio be studied by the FAA to determine whether the obstruction needs to be marked, lighted or removed. The Airport Master Record reflects the basic airport data. Under the Airport Master Record the obstruction clearance slope is defined by the controlling obstruction or highest structure or terrain within the approach surface trapezoid defined under Part 77.



In the above case the Part 77 34:1 was established. However, since the surface of the runway was not defined as a prepared hard surface the slope started at the runway threshold. If gravel runways could be classified as prepared hard surfaces, then Part 77 approach surfaces would start 200 feet from the threshold.

So what is the minimum approach slope that is required to be “clear of obstructions” for an instrument approach with a straight-in at night? The minimum is 20:1 ratio as described under TERPS. However, a 34:1 ration (1.68° slope) would provide FAA and the Airport Sponsor with the opportunity to increase the distance between the approaching or departing aircraft and ground objects.

CONSULTANT CORNER

It Takes Teamwork to Build a Taxiway

By Stewart Osgood, P.E.

DOWL Engineers

Ask the public about their complaints regarding the construction of major airport infrastructure (e.g. runways and taxiways) in the United States and you are likely to hear:

- The public is not kept informed and engaged in the process.
- The environmental and planning phases take too long.
- The construction activities disrupt airport operations.
- There is often huge construction budget over-runs.

The public's concerns and skepticism on visible construction projects are often driven by the news media tendency to over-report "bad" news and under-report "good" news. This article is about a project where teamwork and cooperation among federal, state agencies, their consultants and subcontractors delivered a major new taxiway in less than 40 months from start of planning to opening to aircraft traffic. The taxiway was brought in under original budgets, was constructed while the main airport operations remained virtually unhindered, and with full public participation and knowledge. You may not have read about this in your morning newspaper, nor seen it on the television news, so here is the summary.

This project started in the summer of 2000, when the State of Alaska Department of Transportation Public Facilities (DOT&PF) identified the need for a second North-South taxiway at Ted Stevens Anchorage International Airport (ANC). The purpose of the second parallel taxiway was to eliminate head-to-head aircraft taxi conflicts on the existing north-south taxiway by providing one way taxiing on a dual parallel taxiway system. Preliminary engineering, public involvement, and environmental permitting and documentation started in the Fall of 2000, with the Consultant, FAA,

DOT&PF and ANC staff working together to advance the project at a brisk pace.

A team of airport planners, engineers, air traffic controllers, and the airlines used FAA airport design criteria, simulation modeling of aircraft operations, airline surveys, and regular meetings to resolve several key planning issues:

- Which side of the runway should the taxiway be built?
- How far should it be offset from the north-south runway?
- Should it be designed to support Design Group No. Six (DGVI) aircraft?
- Where should the high-speed taxiway(s) be located?
- Can the construction be phased to fit with funding availability?
- What are the low visibility lighting requirements, and do we have enough power available to operate a new low visibility lighting system.

Teamwork was especially critical in the planning phase due to time constraints, FAA design criteria for the DGVI taxiway was still being developed, the taxiway had a potential impact on a coastal trail a public road and sewage treatment plant. Over a six month period a variety of conflicting opinions and ideas were vetted by the group resulting in the following design concept:

Once the planning issues began, the team got busy documenting the purpose and need for the project and the environmental scoping process. At this point the public and permitting agencies were brought into the team through agency meetings, public meetings and workshops. Key issues identified included noise and air quality, wetlands, impacts during construction, impacts on adjacent parklands, and affects on a nearby bald eagle nest.

The environmental team identified ways to mitigate the environmental affects of the project. The environmental scoping effort commenced in the fall of 2000, and the Draft Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) was signed by the FAA in June of 2001. In between those two dates were numerous public

meetings, hearings, presentations, website postings, mailings, newsletters, and one-on-one discussions. Expedited public involvement does not mean circumvented. In fact, a brisk pace of public involvement keeps the public interested and creates a continuity of information flow that is helpful to the overall process.

The design effort was complicated by poor quality soils due to the topography of the area alone dictated large amounts of earthwork. The final design included the requirement for more than 1.3 million cubic yards of excavated materials, and the importation of more than 750,000 tons of structural fill material. A complete storm drain collection and conveyance and disposal system was constructed, and several FAA owned navigational aids required relocation. Water, sewer, fuel lines, electrical, and communication lines were relocated and re-routed to make space for the new taxiway. The taxiway system included development of the high-speed exit and interconnecting cross taxiways at several key intersection locations. A complete centerline, hold line, and edge lighting system, with a duct bank was constructed as part of the project.



To meet aggressive construction schedules much of the utility and earthwork was done in the winter months.

One of the many challenges faced by the construction team included constructing the proposed improvements while not hindering the critical operation of the airport on existing surfaces. The engineering design team worked with the FAA airports and tower personnel, ANC operations, the airlines, and others to assemble the safety plan and establish the parameters that the contractor had to work within to complete the project. Critical issues

addressed in the safety plan included the durations of construction overall, the duration and timing of closures, the requirements for flaggers and barriers, special lighting and marking during construction, and relocation of the impacted navigational aids, security and badging requirements for the construction crew, and many other requirements.

Credit for the completion of this project was spread around to numerous individuals working cooperatively to make this project successful.

Permitting and NEPA Documents

Submitted By: Patti Sullivan

In November 1999, the Alaskan Region Airports Division instituted a policy requiring permits and other environmental clearances be finalized prior to FAA's final environmental determination, Finding of No Significant Impact (FONSI) or Record of Decision (ROD). The rationale for this requirement included:

1. Permit conditions frequently contained conditions that affect the timing of construction and overall project costs. Knowing what permit conditions would require in terms of timing and cost allows the FAA and the Airport Sponsor to better plan and budget for conditions stipulated in permits.
2. This requirement provides more flexibility in negotiating and resolving permitting issues earlier prior to execution of a grant agreement. After a grant agreement for development is signed, the Sponsor is under more specific time and funding constraints tied to construction contract requirements.

In January 2003, a Memorandum of Agreement (MOA) was signed by the FAA and resources agencies that included: procedures to document avoidance and minimization of wetlands and aquatic resources in compliance with Council on Environmental Quality regulations, the Clean Water Act Section 404 (b)(1) guidelines, and the Executive Order on Protection of Wetlands; a

commitment to improved interagency coordination during the NEPA process to minimize additional analysis and mitigation requests during permitting; and an agreed upon method for compensatory mitigation for unavoidable impacts to wetlands and aquatic resources. The MOA is intended to streamline the environmental and permit evaluation process while working together to address impacts Alaska’s wetlands and aquatic resources.

Section 304, Aviation Development Streamlining of Vision 100 – Century of Aviation Reauthorization notes that all environmental reviews, analyses, permitting and approvals should be conducted concurrently to the maximum extent practicable for Airport capacity enhancement, aviation safety and aviation security projects.

Recently, airport sponsors have requested that FAA Alaskan Region reconsider this requirement citing impacts to timing of land acquisition, initiation of project construction, and the ability to address program priorities in response to Congressionally place-named projects.

The FAA has carefully considered these requests in conjunction with the rationale for the November 1999, policy noted above; the January 2003, MOA regarding Impacts to Wetland and other Aquatic Resources, Mitigation and Airport Improvement Projects in Alaska; and the provisions of Section 304, Aviation Development Streamlining of Vision 100 – Century of Aviation Reauthorization Act.

In consideration of sponsor’s requests, the rationale for the November 1999 policy, the January 2003, MOA, and section 304 of Vision 100, the FAA Alaskan Region is modifying its policy effective immediately, as follows:

- FAA will continue to require documented categorical exclusions and draft environmental assessments include a copy of the signed & dated permit application(s) that has/have been submitted to the agency having jurisdiction.
- FAA will require permits to be obtained prior to the execution of a grant agreement.

- FAA encourages the sponsors to obtain permits, where possible, prior to FAA signing a FONSI.
- FAA will continue to require environmental documents contain documented coordination with agencies with special expertise and/or jurisdiction to resolve agency comments and to address regulatory requirements.

We believe that this change in policy for the Alaskan Region addresses sponsor concerns; considers the agreement to improve interagency coordination, procedures for documenting impacts, avoidance, minimization, and compensatory mitigation; and ensures that the provisions of Vision 100 to conduct concurrent reviews, analyses and approvals to the maximum extent practicable are met.

**VISION 100—
CENTURY OF
AVIATION
REAUTHORIZATION
ACT with an Alaskan Slant**
Submitted By: Jim Lomen

Vision 100 has provided for some interesting changes to the Airport Improvement Program (AIP) and how it is administered. What follows is a review of particular portions of the reauthorization that are of specific interest to airports in Alaska. The AIP program as a whole was funded at:

2004	\$3.4 Billion
2005	\$3.5 Billion
2006	\$3.6 Billion
2007	\$3.7 Billion

- (1) New flexibility for **non-primary** entitlements (Vision 100 – Sec. 149):
 - (a) Sharing of entitlements among airports in same state or geographic area
 - (b) Used for revenue producing aeronautical support facilities if airport has made adequate

provision for airfield needs

- (c) Use for terminal development at commercial service airports and relievers (not GA)
- (d) Use for projects done before a grant
- (e) Extends life of non-primary entitlements by one year (from 3 to 4 years) for non-primary airports (good for first year and three additional years)
- (f) Allows non-primary funds to be programmed over multiple years
- (2) Preservation of passenger entitlements through 2005 if decline is due to 9/11 for airports going below 10,000 enplanements and become non-primary airports (Vision 100 – Sec. 146) In Alaska we have 10 airports that fall into this category (Wrangell, Metlakatla, Iliamna, Fort Yukon Manokotak, Gustavus, Kodiak Municipal, Hoonah, Skagway and Haines)
- (3) Federal share for small hubs and smaller increased to 95 percent until 2007 (Vision 100 – Sec. 161)
- (4) Non-hubs may use AIP for pavement maintenance (currently limited to non-primary airports) (Vision 100 – Sec. 141)
- (5) The Passenger Facility Charge (PFC) program had some streamlining language included. In Alaska Juneau, Ketchikan, Fairbanks and Anchorage currently collect PFC's. (Vision 100 – Sec. 122)
- (6) Restricts AIP to entitlement only for terminal modifications for explosive detection systems (EDS) installation
- (7) Eliminated the broad eligibility that could be used for equipment and facilities for security at an airport (could have been used for TSA related costs)
- (8) Establishes a TSA grant program for the terminal modifications, baggage system modification and any project for security at

an airport: (Vision 100 – Sec.605)

- (9) FAA is to issue its environmental Order 1050.1E within 180 days of enactment of the legislation. Within 180 days from that publication date of Order 1050, FAA is to publish for comment environmental Order 5050.4B, the Airport Environmental Handbook.
- (10) The Alaskan Region Airports Division cannot require an airport in Alaska to shorten a runway to achieve a runway safety area meeting FAA standards

To view the document in it's entirety perform an Internet search on Public Law No: 108-176 or Vision 100 – Century of Aviation Reauthorization Act.

This Land is John's Land

Submitted By: John Lovett

This past year I have received a variety of interesting and thought provoking questions about airport land, the purchase and sale process, and usage of it. To help clear the air and to answer some of these questions, this is my attempt in providing the following information.

Land acquisition necessary for [Airport Improvement Program](#) (AIP) assisted airport development purposes must be accomplished in accordance with title 49, Code of Federal Regulations (CFR), part 24, [Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs](#). This is the implementing regulation for the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). The Uniform Act is a federal law that provides minimum real property acquisition policies. These federal regulations are undergoing revisions and are open for public comments. The Federal Highway Administration (FHWA) docket number FHWA-2003-14747 can be viewed at <http://dms.dot.gov>.

An AIP assisted airport project cannot proceed or receive FAA approval until the airport sponsor provides assurance of conformance to the Uniform Act. Also, for development projects, the sponsor must provide assurance that good property title is held to the landing area of the airport or that the airport will acquire the site. [Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects](#) (AC 150/5100-17) provides guidance to assist airport sponsors in meeting these requirements and supporting their assurances to the FAA. This guidance will be updated to reflect the changes made to 49CFR24 (Uniform Act).

The release of obligated airport property also invokes certain federal requirements. The airport sponsor must make documentation justifying the reasons for the release available to the FAA for review and approval. If federal funds were originally used to acquire the land, the FAA must also approve disposition of the federal share of the sale proceeds. Also, the ultimate usage of this released property must be studied to assure compatible land use is developed around the airport. The FAA must be certain that any released land will not be developed into a park or other non-compatible land usages that could limit any future airport development. Compatible land use is a difficult problem but there are several good resources for information including, "Airport Land Use Compatibility Guidebook" by Oregon Department of Aviation, www.aviation.state.or.us; "Land Use Compatibility and Airports" www.faa.gov/arp/aso/envIRON/index; "Airports and Compatible Land Use" Washington State DOT Aviation Division, www.wsdot.wa.gov/aviation.

The following information generally describes the principle tasks and functions that comprise a land acquisition project. The above-mentioned AC provides detailed information and guidance on the regulatory requirements that pertain to each phase of a land acquisition project. Also the [Land Project Checklist](#), (www.faa.gov/arp/environmental/land/checklist) provides a typical description of the required tasks for an uncomplicated sponsor land project submitted for FAA AIP grant reimbursement.

Exhibit "A" Property Map Finally, the grant agreement with the FAA requires the airport sponsor to prepare and maintain a current Exhibit "A" property map of airport owned land. The Exhibit "A" indicates land acquired for noise mitigation purposes and redeveloped to airport use and/or aviation use as well as land not retained for airport use. Through the grant application and approval process, the FAA project manager will review the Exhibit "A".

This land was made for you and me!

WHAT'S NEW UNDER PART 139? **NEW AIRPORT CERTIFICATION REQUIREMENTS**

Submitted By: Dave Wahto

The FAA has recently issued a final rule that revises the Federal airport certification regulation Title 14, Code of Federal Regulations (CFR), Part 139 and establishes certification requirements for airports serving scheduled air carrier operations and amends a section of an air carrier operation regulation (14 CFR Part 121) so it conforms with changes to airport certification requirements.

The final rule-----

- Revises outdated safety requirements and incorporates existing industry practices
- Clarifies existing requirements
- Responds to an outstanding petition for rulemaking
- Responds to National Transportation Safety Board recommendations
- Revises the existing airport certification process to incorporate all airports covered by the authorizing statute. Under this changed certification process, the FAA is reclassifying airports into four new classes, based on the type of air carrier operations served

The last major revision of Part 139 occurred in November 1987, and since then, industry practices and technology have changed. To revise outdated safety requirements and incorporate existing industry practices, the FAA revised Part 139 requirements for fueling operations, emergency response to radiological incidents, aircraft fire extinguishing agents, use of older Aircraft Rescue and Fire Fighting (ARFF) vehicles, and the use of common traffic advisory frequency by ARFF personnel at airports where there is no air traffic control or the tower is closed.

Since the 1987 revision of Part 139, the FAA has monitored the effectiveness of Part 139 requirements and is taking this rulemaking opportunity to clarify several existing requirements in the area of airport operations, emergency response, aircraft fueling, pavement maintenance, marking, snow and ice removal, ARFF index, NOTAMS, and the self inspection process.

As a result of its investigation of aircraft accidents the National Transportation Safety Board (NTSB) often recommends the FAA make changes to its regulations, policy and guidance. The FAA has incorporated several NTSB recommendations resulting from aircraft fueling accidents that occurred at airports certificated under Part 139. One example is the requirement to inspect large fuel storage facilities and responses to fuel fires involving these facilities.

Class I Airports

Most of the certificated airport within the State of Alaska will fall into this class. Four Alaska airports with the previous designation as *Limited* will fall into Class IV.

Airports serving all types of scheduled operations of air carrier aircraft designed for at least 31 passenger seats ([large air carrier aircraft](#)) and any other type of air carrier operations are Class I airports. These airports currently hold an Airport Operating Certificate (AOP) and may serve any air carrier operations covered under Part 139. Accordingly, the operators of these airports must comply with all Part 139 requirements.

The following table compares previous Part 139 operational and safety requirements with those now required of Class I airports under the revised Part 139. These Part 139 operational requirements are in addition to modifications made to the airport certification process and other administrative changes.

	Previous Part 139 Requirements	Revised Part 139 Requirements
1.	Personnel provisions (§139.303)	A record keeping system and new personnel training standards and clarification of use of a designee to comply with Part 139
2.	Paved and unpaved surfaces (§139.305 and .307)	Clarification of requirement to repair pavement cracks
3.	Safety areas (§139.309)	Clarification of safety area definition (see §139.3)
4.	Marking, lighting and signs (§139.311)	Clarification of requirement to mark pavement edges and new requirement for sign plan (see §139.203(b)(13))
5.	Snow and ice control plan (§139.313)	Clarification of requirement for determining need for plan and positioning of snow off movement areas
6.	ARFF (§139.315, .317 and .319)	New personnel training, fire extinguishing agent, and HAZMAT response standards; elimination of older ARFF vehicle exception; and clarification of Index criteria. Also, extends ARFF coverage to scheduled operations of small air carrier aircraft
7.	HAZMAT handling/storage (§139.321)	Standards for air carrier fueling operations, and additional fuel fire safety and personnel training standards

As the Cert-World Turns...

Submitted By: Maverick Douglas



	Previous Part 139 Requirements	Revised Part 139 Requirements
8.	Traffic/wind indicators (§139.323)	New supplemental wind cone/segmented circle standards
9.	Airport emergency plan (§139.325)	New requirement to plan for fuel storage fires, HAZMAT and security incidents, alarm systems and water rescue situations
10.	Self-inspections (§139.327)	New training requirements for inspection personnel
11.	Ground vehicle operations (§139.329)	New training requirements for pedestrians and ground vehicles
12.	Obstructions (§139.331)	Unchanged
13.	NAVAIDS (§139.333)	Unchanged
14.	Public protection (§139.335)	Unchanged
15.	Wildlife hazard management (§139.337)	Clarification of wildlife hazards requiring action and new hazard assessment and management plan standards
16.	Airport condition reporting (§139.339)	New notification standard
17.	Construction/un serviceable areas (§139.341)	Unchanged

Wildlife Hazards Management Program: One of the major goals for Fiscal Year 04 is to develop a Wildlife Hazard Plan for each of the Part 139 airports in the Alaskan Region. A thorough review of the Alaskan Region Wildlife Hazard Management Program proves that most of the Part 139 airports are developing a plan. Continued efforts by both the sponsor and our office will ensure that each airport manager will be equipped with proper guidance. FAA policy requires the airport to develop a wildlife hazards plan no later than one year after a wildlife assessment is completed.

Also, the FAA is in the process of issuing an updated version of Advisory Circular 150/5200-33 (Hazardous Wildlife Attractants On Or Near Airports) after review/inputs from FAA Regional Offices. We will work closely with each airport to provide guidance on necessary changes that will impact wildlife hazards plans or procedures.

GripTester (New Runway Friction Survey Equipment): Under the outstanding leadership of the State Aviation Department, the state procured the GripTester as the new runway friction survey equipment. The GripTester will replace the Tapley Meter that is currently in use and will set the benchmark for other airports across the nation to follow. This new technology provides computer readouts of runway surface conditions while increasing the reporting accuracy and eliminating some of the subjectivity prone with the Tapley Meter.

All impacted Part 139 airports personnel will receive mandatory block training in the near future as determined by the State Regional Safety and Compliance Officers. Again, big kudos goes to the state for making this safety initiative a reality.

Their visionary efforts will have a monumental impact on airport safety for years to come.

Vehicle and Pedestrian Deviations (VPDs):

Although we have made great strides to reduce VPDs in the Alaskan Region, there is still more work to do. FAA National Headquarters and other safety agencies across the nation have adopted a Zero-Tolerance policy for VPDs. They have made VPDs a special interest item for each FAA region to track, investigate and provide follow-up reports on corrective action taken. Therefore, when VPDs occur, the FAA Regional Office is under the spotlight to provide specific data to Headquarters in a timely manner. We need our Part 139 airports continued support in providing the FAA Airports Division with the initial report (FAA Form 8020-24) and timely updates during the preliminary/final stages of the VPD investigation process. We stand ready to provide whatever support is necessary, within the FAA authority and resources for resolving VPD issues. The main goal here is to develop procedures and processes that will prevent

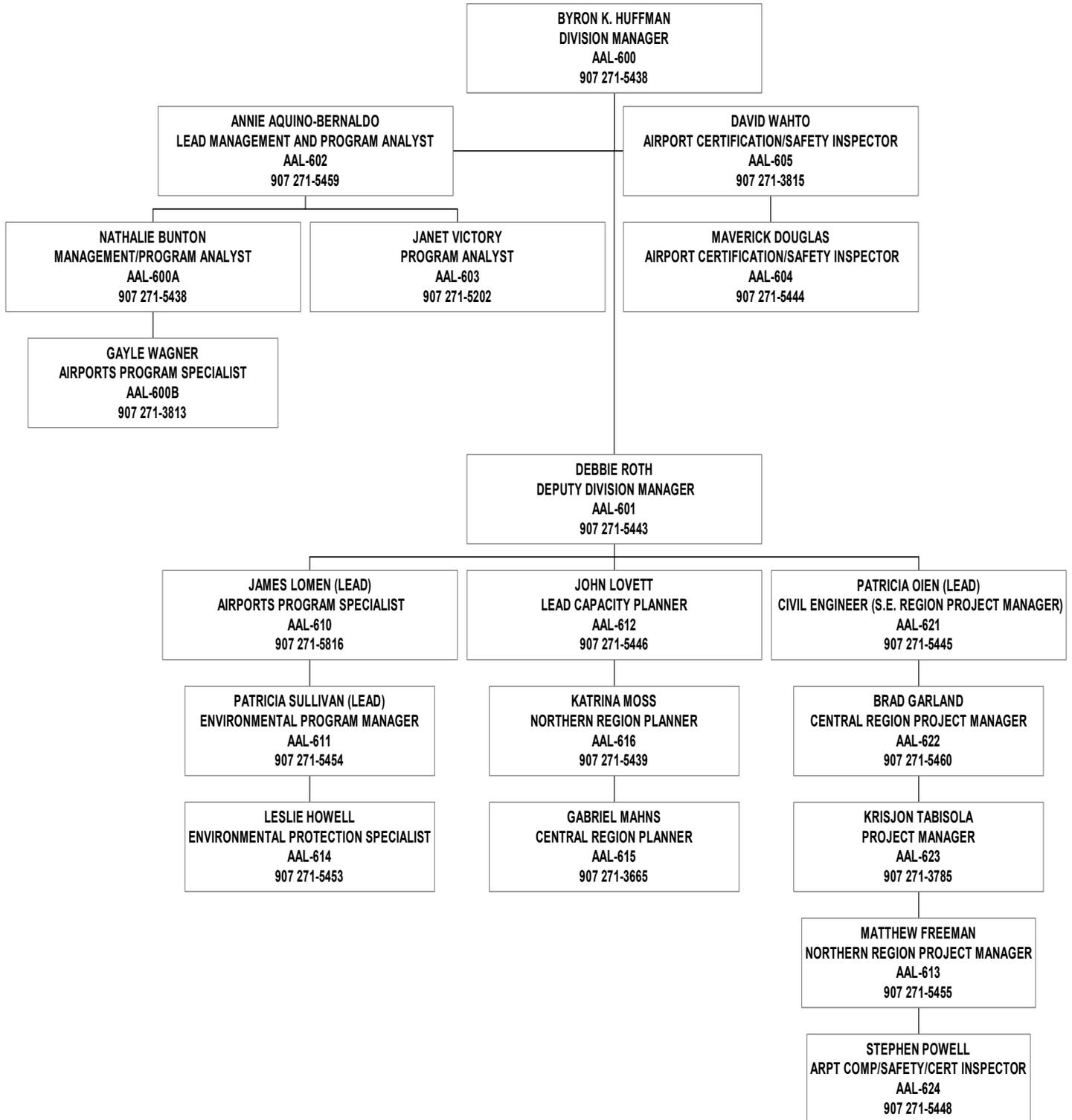
and/or eliminate VPDs; not to project blame toward a certain person or entity. We all share the accountability and responsibility associated with our Alaskan airports when it comes to public safety. Let's continue to make a difference!

Thank you for your support in 2003: Thanks to each and every one of you for making my first year in the Alaskan Region as an FAA Certification and Safety Inspector a very enjoyable/educational one. Alaska is a beautiful piece of our nation treasury with much tradition, culture and history in aviation; coupled with people that have an enormous amount of pride and professionalism in whatever they do. One cannot help but love this can-do spirit of the state. I am definitely excited about 2004, and the new issues or challenges that will come about; and whatever they may be—I know we will work together as a team to resolve them. Again, thanks for your hospitality during 2003; but most of all, thanks for allowing me to be a part of your team. Call-sign: Maverick

THE MISSION OF THE AIRPORTS DIVISION

- *To provide our customers with guidance and leadership in the planning, development, and operation of the airport system, in Alaska*
- *Enable air transportation services to be delivered in a safe and efficient manner, incorporating community environmental needs*

2004 AIRPORTS DIVISION ORGANIZATIONAL CHART



***CURRENTLY UNDER REVISION.**

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