



Federal Aviation
Administration

Improving Collaboration with the FAA on Construction Projects

Prepared for:

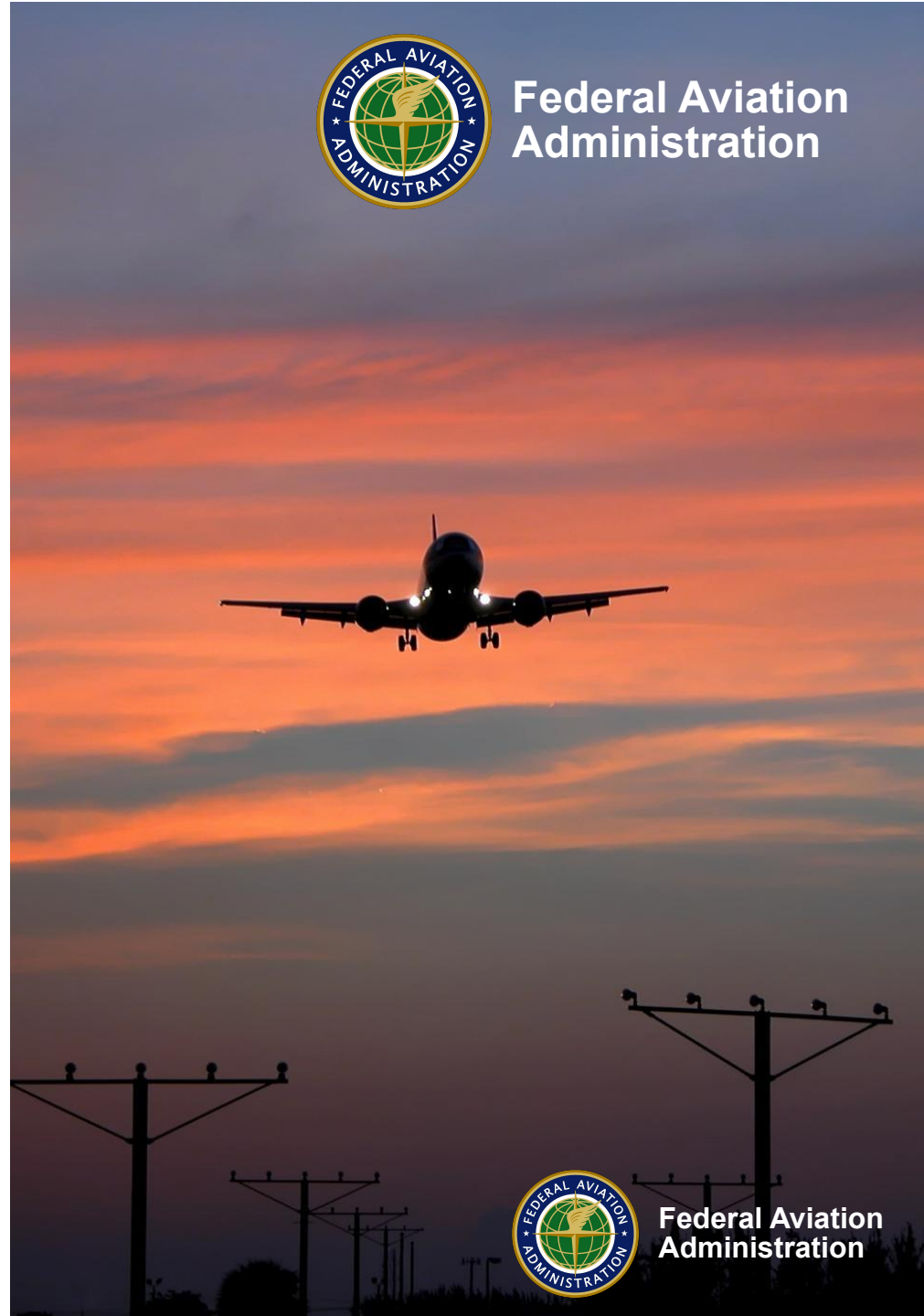
Minnesota Airports Conference

Presented by:

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Date:

April 6, 2022



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When should an Airport contact NAS Planning Team?

- **Ideally – 3+ years before construction**
 - Allows ATO to research future FAA equipment replacements and integrate into airport's project
 - ATO has a rolling 5 Year Budget Cycle
 - Reduces/prevents multiple runway shutdowns
 - De-conflict projects that might otherwise constrain operations or increase risk
- **Utilities location/relocation**
- **Requesting new Services**
- **Airport Master Plan Updates**

Projects on Airports

- Reimbursable Projects
 - AIP Projects are only 40-45% of ATO reimbursable projects
 - Other:
 - Capital Improvement Projects
 - Planned and unplanned maintenance and Ops projects
- Non-reimbursable Projects
 - FAA has little to no insight
- General communication has not been enough for upcoming work

•Buried Infrastructure Excavating Without Notification

- Most common type of incident!
- Highest risk!
- Catastrophic interruption of service!
- Could make communications with aircraft impossible!



When is a Reimbursable Agreement required?

- **During the Initial discovery phase of the Sponsor's Project to allow the FAA to engage with the Sponsor to determine the extent of required FAA equipment impacts.**
- **When relocation, replacement, or modification of an FAA facility or due to the Airport's or Sponsor's improvement and / or project is planned.**
- **When it is anticipated or probable that the technical and operational characteristics of an FAA facility will be impaired.**
- **When the development of a new flight procedure is anticipated and/or required.**
- **When Flight Inspection is mandatory to recertify an FAA facility.**
(Note: This may be required even if the FAA facility is not relocated)

Reference Advisory Circular 150/5300 - 7B

What services will the FAA provide for Reimbursable Agreements?

- **Engineering, Engineering Support, Environmental Support**
- **Technical Analysis, Site Selection**
- **Equipment Specifications**
- **Equipment Upgrades as a Target of Opportunity**
- **Construction Oversight**
- **Installation & Testing**
- **Flight Inspection**

Proof of Concept - MN

- FAA team is looking at ways to improve the FAA communication with airport sponsors with on-airport construction projects (both AIP and non-AIP funded).
- FAA team will engage in discussions with airport sponsors in Minnesota.

Why select Minnesota?

- Hard lessons learned from experiences in the State
- State of MN takes an active role in assisting Airports, with particular emphasis on safety
- FAA well positioned with staffing
- Well-established aviation training curriculum
 - AirTAP – University of MN and MDOT
 - Great Lakes Region AAEE

Proof of Concept – FAA Action Plan for Minnesota

- Look at opportunities for engagement with Airport Sponsors.
- Develop internal training materials.
- Targets of opportunities for education.
 - Airport Conferences
 - Industry Forums
 - Great Lakes AAAE conference
 - AirTAP

References



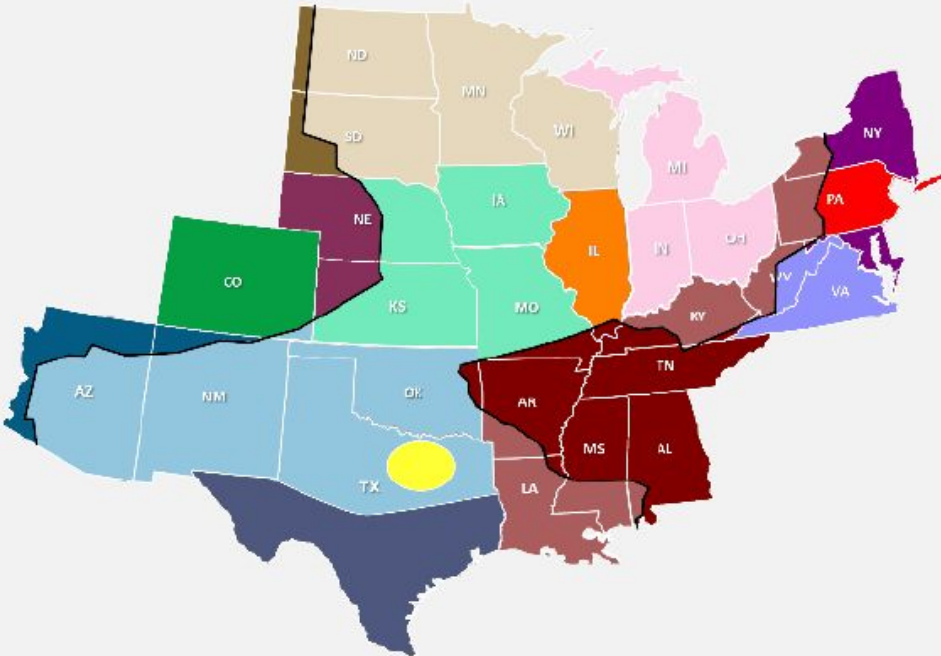
NAS PLANNING TEAM

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FAA SUPPORT FOR AIRPORT CONSTRUCTION

NAS Planning Team

NAS Planning and Integration maintains a high level of understanding of all activities in their Service Area, internal and external to the ATO, and provides planning and integration support to help ensure that the activities occurring in the Service Area are properly aligned with the FAA's business plan. NPI

coordinates reimbursable agreements. NPI works closely with Airport District Offices and Airports Sponsors to integrate strategic planning for capital projects.

Air Traffic Services operation the control towers at airports; air traffic controllers manage all aircraft taxiing, taking off, and landing at that airport in the interest of safety and efficiency. Control towers own the airspace up to 3,000 feet above the airport and a radius of five miles around the airport. ATCT controllers have three different positions through which each rotates during their shift assignment: clearance delivery, ground control,

and local control. Terminal Radar Approach Control (TRACON) facilities balance the arrival and departure rates so that the efficient throughput is achieved, and implements traffic management initiatives when necessary for weather or congestion. Air Route Traffic Control Center (Centers) control the enroute flow of aircraft.

Technical Operations has technicians that are responsible for the delivery of maintenance services of FAA navigation, communication, and surveillance equipment. Technicians verify, adjust and certify every piece of FAA owned equipment currently in the NAS, and test and install modernized equipment as well. AJW also has the engineers that perform the work under the reimbursable agreements. AJW is responsible for the safe and effective lifecycle management of the facilities infrastructure of the NAS.

Flight Procedures

As part of ATO Mission Support Services, the Flight Procedures Team manages and facilitates instrument flight procedures in accordance with national policy and directives. The FPT through procedure feasibility and design coordination, airspace analysis, identifying impacts to IFR procedures, and coordinating the issuance of FDC NOTAMs. Aeronautical Information Services (AIS) serves as the FAA's aeronautical charting authority for the development and publication of aeronautical charts and products to support aircraft operators.

System Operations

System Operations directs the real-time management of the NAS to ensure the safe and efficient use of traffic flows through NAS airspace, including the use of contingency plans. AJR manages programs that aim to improve coordination and communication among parties involved in aircraft surface operations, such as airport construction tracking and collaborative decisionmaking, in order to reduce delays, congestion and environmental impacts.

Airports

Airports Division provides leadership to airport owners and operators to ensure the airports are as safe and efficient as possible. Federal grant funding (AIP) can be made available to airport sponsors to help plan and develop the airport. ARP is responsible for airport design, construction, maintenance, operations, safety, Part 139 certification and Safety Management as it relates to standards. ARP works closely with state aeronautical agencies and individual airports to address safety, capacity, environmental, financial and compliance issues.

Flight Standards

Flight Standards Service is the focal point for the aviation weather programs and best practices to improve flight operations, standardization, and aviation safety within the NAS. The All Weather Operations program enables operational resilience and safety for NAS infrastructure and operational procedures.