An ADO Perspective General Aviation Airport Safety

2023 MCOA Airports Conference

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1

What is a Runway Safety Area?

Runway safety area: Protective area surrounding runways that is suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot or excursion from the runway.

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GA Runway Safety Area (RSA) Initiative

- Most RSA Determinations are done at Master Plan stage, to plan any needed improvements, however RSAD must be completed prior to major runway grant
- RSA improvements (from RSAD) required as part of any major (restore useful life) RW project
- RSA Program details found in FAA Order 5200.8
- ADO lead for non-Part 139 RWs

No	Type	Name	RWY End	RWY End Dist	L/R	L/R Dist	Fixed By Function	Can be Relocated	Frangible	Frangible to 3°	As Practicable	High Mass	Owner	Note
7	VNAVAID	REIL-25	25	0	L	121	✓		✓	✓			Airport	
8	VNAVAID	REIL-25	25	0	R	121	✓		✓	✓			Airport	
9	VNAVAID	PAPI-25	25	860	L	125	✓		✓	✓			Airport	
11	VNAVAID	PAPI-07 POWER	07	1097	L	210	✓		✓	✓			Airport	Crouse-Hinds PAPI. Power panel is therefore classified as Fixed By Function
12	VNAVAID	PAPI-	25	860	L	147	✓		✓	✓			Airport	

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Where do GA airport operators learn about wildlife hazard mitigation?

- Wildlife presents challenges for airport operators
- Understand the differences between a Wildlife Hazard Site Visit and Wildlife Hazard Assessment
- Make use of training resources and work with a professional to learn about best practices for mitigation of wildlife hazards

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WILDLIFE HAZARD SITE VISIT (WHSV) VS WILDLIFE HAZARD ASSESSMENT (WHA)

WHSV

- ✓ Duration = 1-3 Days
- ✓ Recommend Qualified Airport Wildlife Biologist conduct WHSV
- ✓ Data Collection = Dawn / dusk avian surveys and nocturnal mammalian observations completed during 1-3 full days
- ✓ Wildlife Hazard Site Visit Report = Accepted
- ✓ **GA airports – may use WHSVs as basis for Wildlife Hazard Mitigation Plans**

WHA

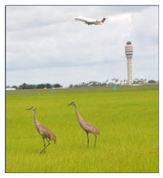
- ✓ Duration = 12 Months
- ✓ Required Qualified Airport Wildlife Biologist conduct WHA
- ✓ Data collection = Monthly dawn / dusk and nocturnal surveys at pre-determined stations and routes for future repeatability
- ✓ Wildlife Hazard Report = Approved
- ✓ Part 139 airports – may use WHSVs to investigate triggering events, land use changes, etc…

- ➢ Wildlife strike history reviewed
- ➢ Wildlife, on-site / off-site habitat attractants (natural and artificial) studied
- ➢ Current mitigation activities reviewed
- ➢ Operations, Communications reviewed
- ➢ Reports provide recommendations

Wildlife Hazard Site Visits

- The FAA has no requirement for GA* or Part 139 airports to conduct WHSVs. We do however want to encourage airport sponsors to work with your FAA POC to make sure you have received the information needed to identify a mitigation plan.
- FAA will review and accept the WHSV reports and GA Wildlife Hazard Mitigation Plan. (As identified in the last slide, the FAA does not "approve" these documents.
- As a note, NEPA does not apply to GA Mitigation Plans because there is no Federal Action.





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*GA is used in this presentation to refer to non-certificated airports.

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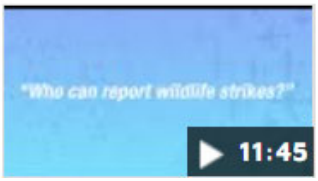
Wildlife
Training Resource

Wildlife Hazards Video – Released October 2022

https://www.youtube.com/watch?v=f2nuO4PZKF0



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How can I learn about snow and ice control at a general aviation airport?

- Work with other airports in your area to form groups that can work together to learn more about best practices for snow and ice control
- Consider attendance at the AAAE Snow Symposium
- Review FAA guidance and training resources

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Winter Operations
Training Resources

New FAA Video
"Preparing for Winter Operations"

https://youtu.be/FNgAN1tHJUE

YouTube

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10

Airport Field Condition and Winter Ops AC 150/5200-30D

- Using descriptor “patchy” on TWYs and ramps and how defined.
- Monitoring more than 1 runway for conditions.
- Snow depth in localizer critical areas and access to NavAid equipment
- Access to EMAS
- RwyCC reporting language clarity
- Updating conditions – agreements, LOAs, procedures to ensure timely reporting
- Use of Snow Logs and documentation
- Some changes in various areas of AC from “must” to “should”
- RwyCC language clarity on reporting
- Guidance on updating conditions long and short term

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11

Winter Operations

Airport Condition Reporting

Avoid EXPIRED FICONs and Expired Closure NOTAMS

=

Expired NOTAMs are the same as an OPEN bare and dry surface.

24

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Notices to Air Missions
Changes to AC 150/5200-28G

Section 3.2.5
RwyConditions Codes (RCCs) no longer accepted on closed runways.

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13

Questions?

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14

Airport Design Technical Video Series

Currently Available

- Taxiway Design Groups
- Basic Taxiway Design
- Taxiway Lighting for Fillets
- End-Around Taxiways
- Runway Incursion Mitigation and Prevention

Coming Soon

- High Speed Exit Taxiways
- Obstacle Limitation Surfaces

https://www.faa.gov/airports/engineering/airport_design/airport_design_technical_videos

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