Minnesota Airports Conference

FAA Regional Safety & Standards Branch Updates

Carlton Lambiasi, PE

Federal Aviation Administration

Great Lakes Regional Office, Safety & Standards Branch

U.S. Department of Transportation
Federal Aviation Administration

Office of Airport Safety and Standards

800 Independence Ave, SW
Washington, DC 20591

September 13, 2023

Dear Airport Sponsor:

This letter provides awareness of and guidance on maintaining airport-owned[1] approach lighting systems and visual (including lighted navigational) aids.

Background

Advisory Circular (AC) 150/5340-26C, *Maintenance of Airport Visual Aid Facilities* provides guidelines for the maintenance of airport visual aid facilities, including a visual glideslope indicator system (VGSI)[2], runway end identifier lights (REILs), or an approach lighting system (ALS)[3] not owned, operated, and maintained by the Federal Aviation Administration (FAA). In addition, provisions in the current version of AC 150/5340-26, paragraph 3.7, describe the actions of airport sponsors when visual aids are implicated in an aircraft accident.

In several recent aircraft accidents, the FAA has become aware of airport-owned visual aids (VisAids) that have not been maintained in accordance with the guidance outlined in 150/5340-26. Moreover, there have been instances where the airport operator has failed to maintain appropriate trained staff or contracted services to ensure airport owned VisAids are being maintained appropriately. In some instances, the airport sponsors were unfamiliar with AC 150/5340-26 guidelines for maintaining airport-owned VisAid facilities and sponsor responsibilities when VisAids are identified as a potential suspect in an aircraft accident.

Airport Sponsor Responsibilities

Federally Obligated Airports
The use of AC 150/5340-26 is mandatory for all applicable projects funded with Federal grant monies through the Airport Improvement Program (AIP) and other federal programs, along with revenue from the Passenger Facility Charges (PFC) Program. See Grant Assistance No. 34, Policies, Standards, and Specifications, and PFC Assurance No. 9, Standards and Specifications.

[1] Airport-owned approach lighting is systems owned or operated on the airport other than those owned, operated, and maintained by the Federal Aviation Administration.

[2] VGSI include precision approach path indicators (PAPI) and visual approach slope indicators (VASI).

[3] ALS include ALSF-II and MALS (F/R). Note: For airport-owned approach lights associated with an Instrument Landing System (ILS), additional requirements under Title 14 CFR Part 171 – Non-Federal Navigational Facilities may apply.

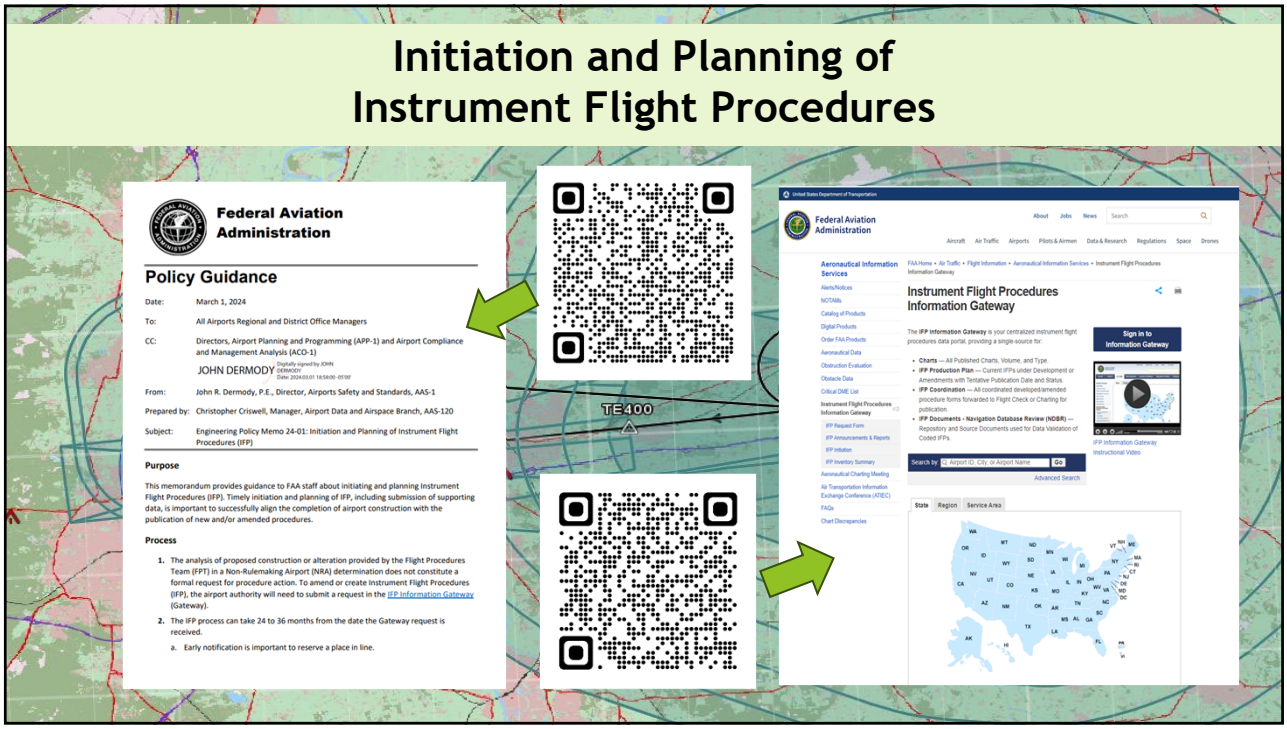
1 of 3

Maintaining Airport-Owned NAV/VIS Aids

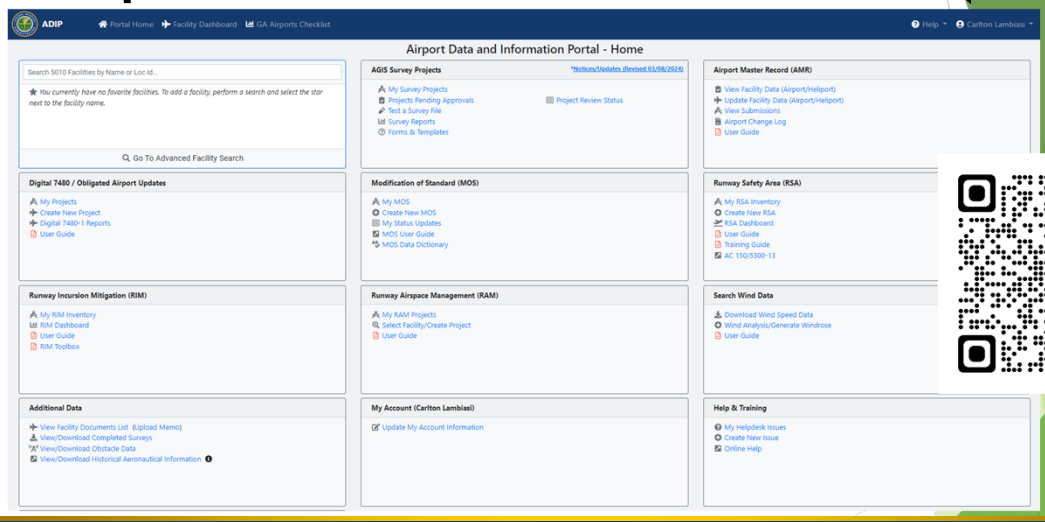
Federal Aviation Administration

4

Initiation and Planning of Instrument Flight Procedures

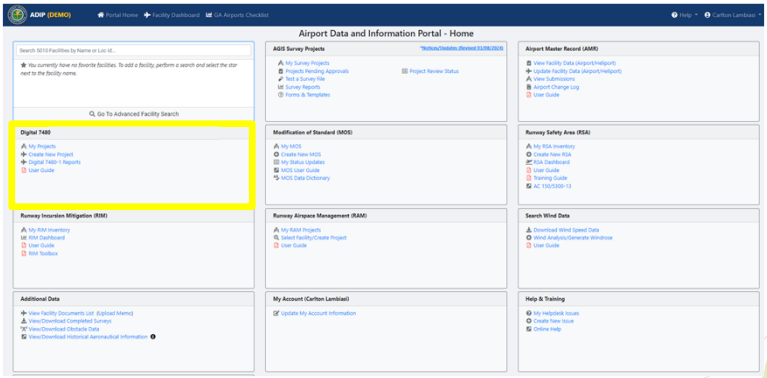


Airport Data & Information Portal (ADIP)



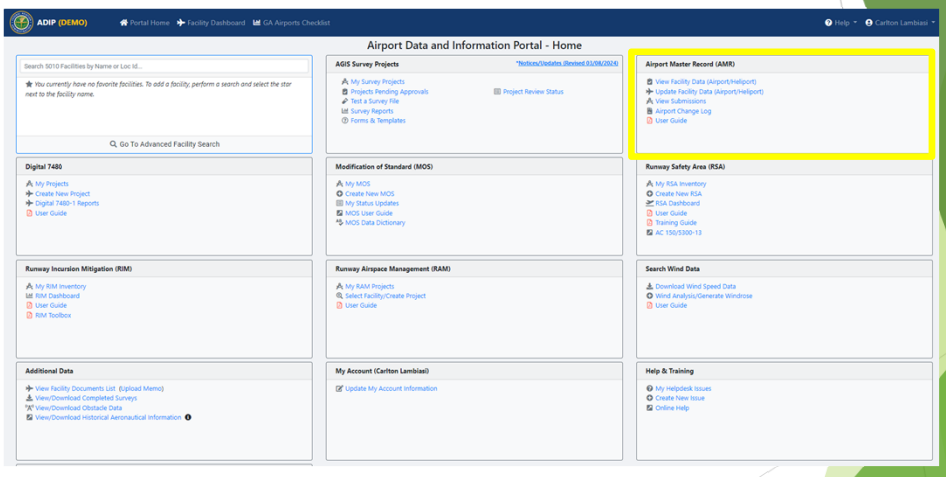
Digital 7480 Module

Enables users to users of non-federally obligated airports to activate and deactivate landing areas, change traffic patterns, change use types, and realign landing areas.

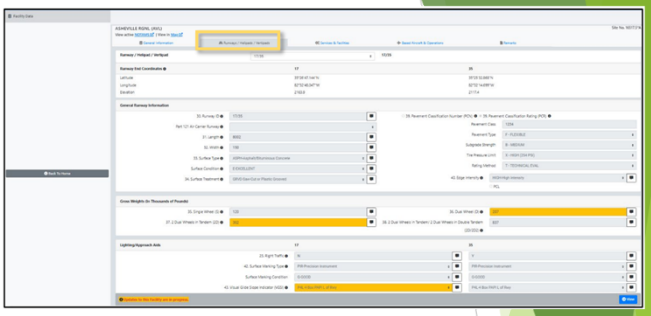


Airport Master Record (AMR) Module

AMR enables users to make changes electronically to an airport's FAA 5010 Airport Master Record.



Updating Airport Data



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 09/20/2022
AFD EFF 09/08/2022
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY: SAN DIEGO
> 2 AIRPORT NAME: SAN DIEGO INTL
3 CBD TO AIRPORT (NM): 2 W
4 STATE: CA
6 REGION/ADO: AWP /LAX
LOC ID: SAN
5 COUNTY: SAN DIEGO, CA
7 SECT AERO CHT: LOS ANGELES
FAA SITE NR: 02170.*A

GENERAL

10 OWNERSHIP: PUBLIC
> 11 OWNER: SAN DIEGO CNTY REG ARPT AUTHORITY
> 12 ADDRESS: 3225 N HARBOR DRIVE SAN DIEGO, CA 92101-1022
> 13 PHONE NR: (619) 400-2400
> 14 MANAGER: DEAN ROBBINS
> 15 ADDRESS: 3225 N HARBOR DRIVE SAN DIEGO, CA 92101-1022
> 16 PHONE NR: 619-400-2718
> 17 ATTENDANCE SCHEDULE:
MONTHS ALL
DAYS ALL
HOURS ALL

18 AIRPORT USE: PUBLIC
19 ARPT LAT: 32-44-0.828N ESTIMATED
20 ARPT LONG: 117-11-22.788W
21 ARPT ELEV: 16.8 ESTIMATED
22 ACREAGE: 663
> 23 RIGHT TRAFFIC: 27
> 24 NON-COMM LANDING: NO
25 NPIAS/FED AGREEMENTS: YES / NGSY

SERVICES

> 70 FUEL: 100LL A
> 71 AIRFRAME RPRS: MINOR
> 72 PWR PLANT RPRS: MINOR
> 73 BOTTLE OXYGEN: NONE
> 74 BULK OXYGEN: HIGH/LOW
75 TSNT STORAGE: HGR TIE
76 OTHER SERVICES: AFRT,AMB,AVNCS, CARGO,CHTR,RNTL, SURV

BASED AIRCRAFT

90 SINGLE ENG: 0
91 MULTI ENG: 0
92 JET: 12
93 HELICOPTERS: 0
TOTAL: 12
94 GLIDERS: 0
95 MILITARY: 0
96 ULTRA-LIGHT: 0

FACILITIES

> 80 ARPT BCN: WG
> 81 ARPT LGT SKED: SS-SR
BCN LGT SKED:
> 82 UNICOM:
> 83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCLE: NONE
85 CONTROL TWR: YES
86 FSS: SAN DIEGO
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

OPERATIONS

100 AIR CARRIER: 203,913
102 AIR TAXI: 12,720
103 G A LOCAL: 0
104 G A ITNRNT: 10,369
105 MILITARY: 773
TOTAL: 227,805
OPERATIONS FOR 12 MONTHS ENDING 04/30/2019

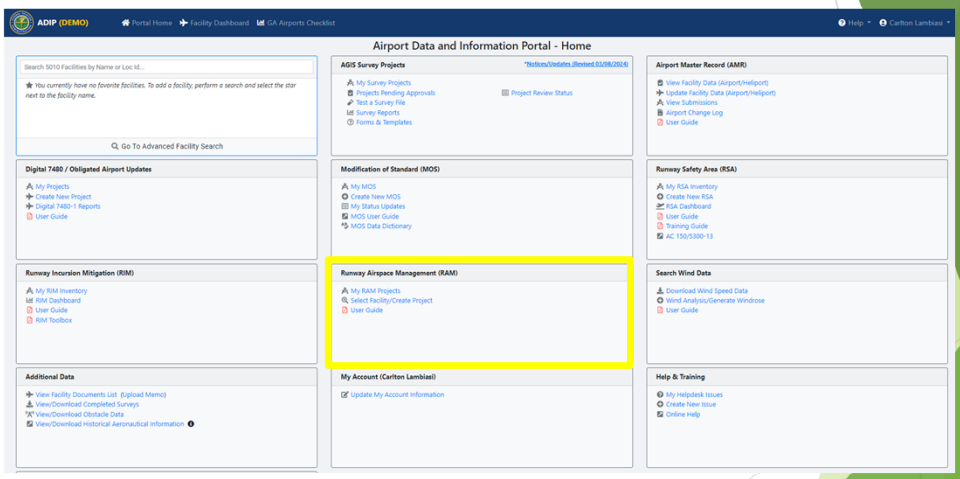
Submitting Aeronautical Data

LANDING FACILITY DATA	
Type of Change	**Method to Make Change**
MILITARY Changes to: • Military Landing Facilities (including overseas)	Use the Airport Data Change (Military) Form via the Aeronautical Information Portal website. NOTE: Military NAVAID data may only be submitted via the online 7900 forms. See Navigation and Air Traffic Facility Data section below.
CIVILIAN Changes to: • Landing Facility Name • Associated City (NPIAS airports only) • Owner or Manager Contact Information • Airport Beacon/Lighting Schedule/Wind Indicators • Fuel/Oxygen/Repairs/Services/Storage • Attendance, Hours of Operation • Remarks	Use the 5010 module via the Airport Data and Information Portal (ADIP) website. NOTE: Some data elements may require FAA Office of Airports verification or submittal by FAA Airport or State Inspectors. Refer to ADIP for more information.
CIVILIAN Changes to: • Associated City (non-NPIAS airports only) • CTAF (See requirements in AIM Para. 4-1-9) • UNICOM (Requires submittal of FCC License) • Other	Use the Airport Data Change (Public/Private Use) Form via the Aeronautical Information Portal website.
CIVILIAN Changes to: • Facility Use • Runway Length and/or Width* • Traffic Pattern Altitude • Right Traffic • Deactivation	Use the Digital 7480-1 module via the Airport Data and Information Portal (ADIP). *NOTE: If this submission details runway length changes for runways with an Instrument Approach Procedure (RNAV, GPS, ILS; SID, STAR, etc.), then the data must be submitted via a survey. Federally-funded surveys must be submitted through the Airport Data and Information Portal (ADIP).

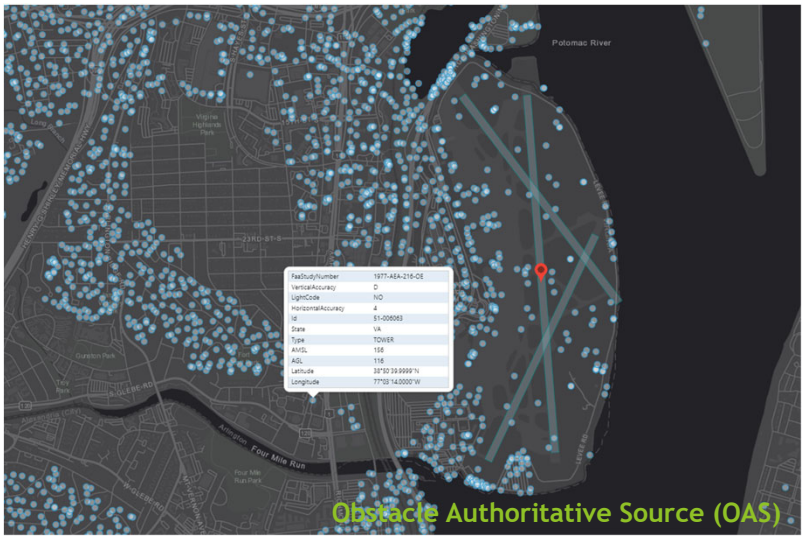
CIVILIAN Changes to: • Location Identifier	See FAA Order 7350.9 for guidance about revising location identifier. If facility meets Order requirements, submit request with the Airport Data Change (Public/Private Use) Form via the Aeronautical Information Portal website. NOTE: New landing facilities are automatically assigned location identifiers based on the criteria in the Order. Location identifiers are not reserved in advance.
CIVILIAN Changes to: • Airport Diagram • Airport Sketch	Use the Aeronautical Chart Change Form via the Aeronautical Information Portal website. NOTE: This form should only be used to submit non-data related changes (taxiway identification, ramp location, hangar location, etc.) for revision to the airport charts. Data related changes (runway data, lighting, etc.) should be submitted via proper data submission routes. Upon publication of data, charts will automatically be revised.

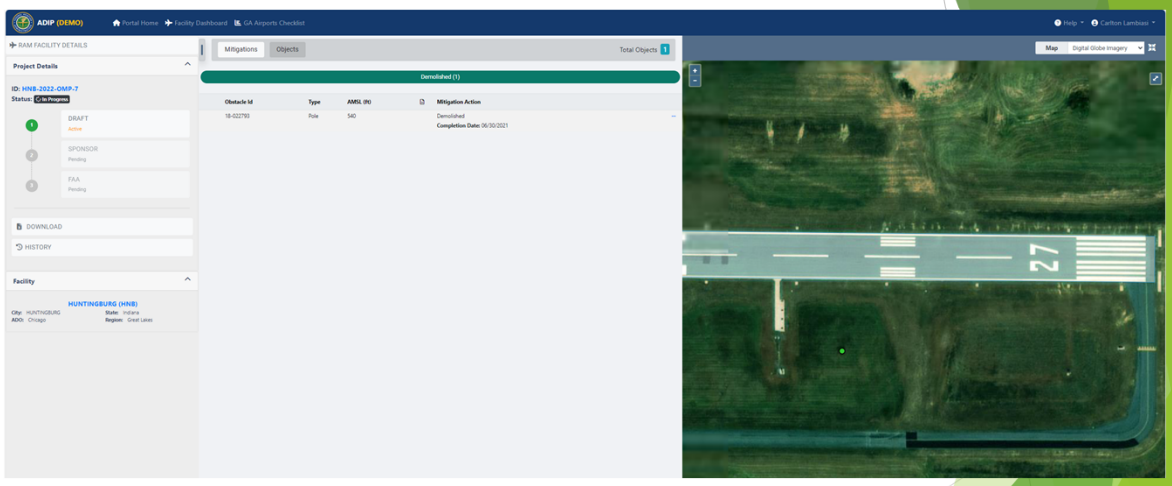
Runway Airspace Management (RAM) Module

Provides users with an obstacle mitigation/ coordination interface.



Obstacle Data Accuracy

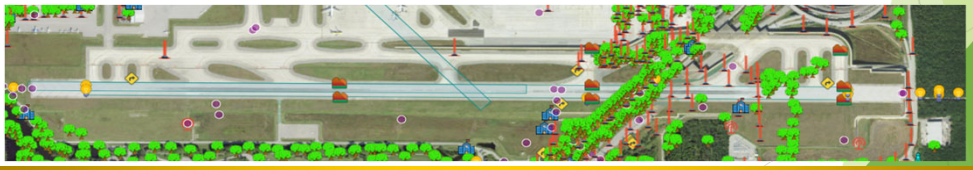




BEFORE RUNWAY EXTENSION

AFTER RUNWAY EXTENSION

EXISTING OBSTACLE DATA

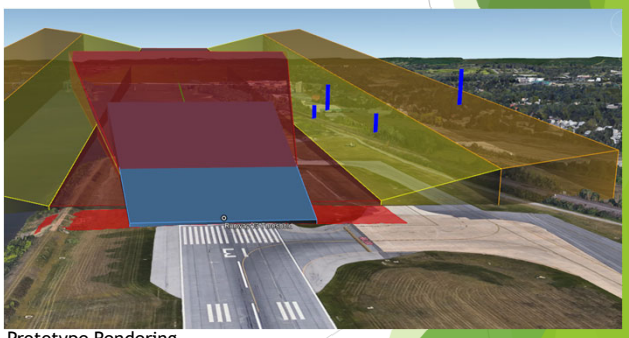


Consequences of Erroneous Obstacle Data

RAM – Future Enhancements

Subsequent phases include, but is not limited to…

- Obstacle Action Plan (OAP) Builder
- View obstacles and FAA protected surfaces in 3-D environment
- Feasibility studies



Prototype Rendering

THE HILL News | Policy | Business | Health | Opinion | Events | Jobs | Video

LIVE: White House holds press briefing

TRANSPORTATION

FAA spending millions at airports to address near collisions

BY LAUREN SFORZA - 08/23/23 11:24 AM ET

SHARE TWEET

A Delta Air Lines plane lands at Logan International Airport on Jan. 26, 2023, in Boston. (AP Photo/Michael Dwyer)

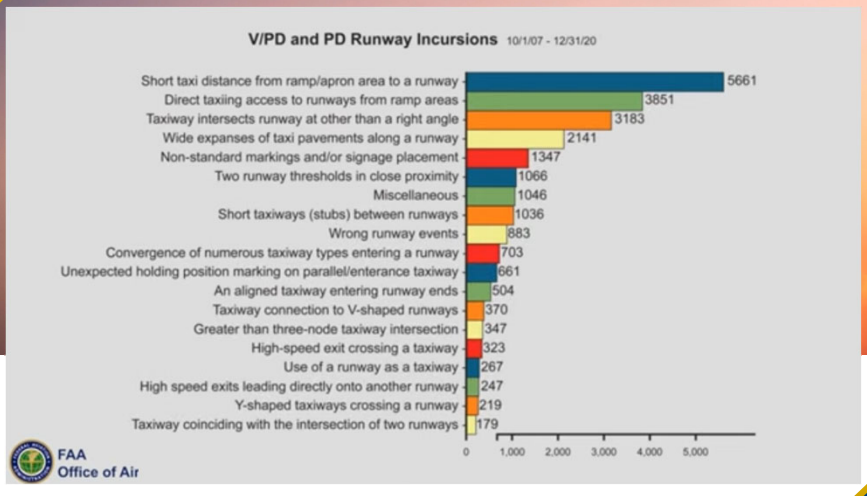
The Federal Aviation Administration (FAA) announced Wednesday that it is investing hundreds of millions of dollars to reduce near collisions at airports.

"The FAA is serious about ending runway incursions and we are putting substantial resources behind our efforts. In some cases, the best way to address safety risks is modifying or reconfiguring existing airfields — these grants directly address those situations."

Shannetta R. Griffin
Associate Administrator for Airports

Federal Aviation Administration

Airfield Geometry and Runway Incursions



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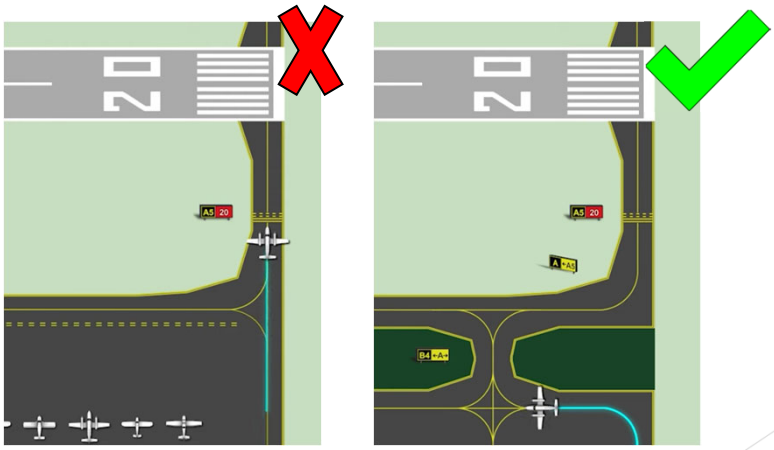
DIRECT ACCESS TO RUNWAYS FROM RAMP AREAS

When exiting a ramp area, hold lines may approach quickly. Pilots may not observe them and cause a runway incursion.



Federal Aviation Administration

Runway Incursion Mitigation (RIM) Program

RUNWAY INCURSION MITIGATION (RIM) PROGRAM
INVENTORY OF AIRPORT LOCATIONS

The FAA developed this inventory of airport locations where runway incursions (RI) have occurred, and is now working with airports on mitigation strategies. The data collected indicates airport locations where three or more peak annual RIs occurred in a given calendar year or where cumulative incursion counts averaged one or more RIs per year of data analyzed. Cumulative RI counts reflect total RIs to date since FY 2008 for each location validated prior to 2020. For locations validated in 2020 and later, cumulative RI counts reflect total RIs beginning 10 calendar years prior to validation year. This information is subject to change as the FAA works with the airport sponsors. The FAA updates this inventory as necessary as mitigation projects proceed and additional data are collected on RIs. Runway incursion data is as of September, 2023.

Airport Name	Location	Location Identifier	Year Added to RIM (Validation Year)	Region	NPIAS Hub Classification	Asset Cat	Part 139	Cumulative RI (Pilot & Vehicle/Pedestrian Deviations)	Peak CY Annual RI (Pilot & Vehicle/Pedestrian Deviations)
Albuquerque International Sunport, NM	Taxiway E at intersection with Runway 3/21	ABQ-HS3	2022	ASW	Medium	NA	Y	14	4
Centennial Airport, CO	Approach end of Runway 35R	APA-07	2019	ANM	Reliever	National	N	14	4
Aurora Municipal Airport, IL	Holding position on Taxiway A3 at intersection with Runway 9/27	ARR-03	2020	AGL	Reliever	National	N	7	3
Aurora Municipal Airport, IL	Intersection of Runway 15/33 and Runway 9/27	ARR-15	2023	AGL	Reliever	National	N	7	3
Aurora Municipal Airport, IL	Taxiway A at intersection with Runway 15/33 (east of runway)	ARR-17	2023	AGL	Reliever	National	N	7	4
Aspen-Pitkin County/Sardy Field Airport, CO	Taxiway A9 at approach end of Runway 33	ASE-HS3	2019	ANM	Non Hub Primary	NA	Y	20	4
Hartsfield-Jackson Atlanta International Airport, GA	Runway 8L/26R and Taxiway C, D intersections	ATL-HS1	2015	ASO	Large	NA	Y	17	4
Kalamazoo/Battle Creek International Airport, MI	Taxiway C at intersection with Runway 17/35 (west of runway)	AZO-02	2015	AGL	Non Hub Primary	NA	Y	6	3
Boeing Field/King County International Airport, WA	Holding position on Taxiway Z parallel to approach end of Runway 14R	BFI-HS1	2020	ANM	Non Hub Primary	NA	Y	8	3
Rocky Mountain Metropolitan Airport, CO	Approach end of Runway 30R	BJC-02	2021	ANM	Reliever	National	Y	17	4
Rocky Mountain Metropolitan Airport, CO	Runway 3 at intersection with Runway 12R/30L (south of runway)	BJC-HS3	2020	ANM	Reliever	National	Y	14	5
Boise Air Terminal/Gowen Field, ID	Taxiway J between of Runway 10R approach end and 10L approach hold	BOI-01	2018	ANM	Small	NA	Y	28	9
Boise Air Terminal/Gowen Field, ID	Approach hold on Taxiway J/A at approach end of Runway 10L and Taxiway W at approach end of Runway 10L	BOI-HS1	2019	ANM	Small	NA	Y	18	3
General Edward Lawrence Logan International Airport, MA	Intersection of Runways 4R/22L and 14/32	BOS-47	2015	ANE	Large	NA	Y	9	3
General Edward Lawrence Logan International Airport, MA	Intersection of Runways 15L/33R and 4L/22R	BOS-HS1	2015	ANE	Large	NA	Y	17	3
General Edward Lawrence Logan International Airport, MA	Intersection of Runway 4L approach end and Taxiway E and K	BOS-HS3	2015	ANE	Large	NA	Y	34	5
General Edward Lawrence Logan International Airport, MA	Intersections of Taxiways C and D, and Runways 15R/33L and 4/22	BOS-HS4	2022	ANE	Large	NA	Y	19	4

The FAA's RIM program identifies, prioritizes, and develops strategies to help airport sponsors mitigate risk at locations on the airfield where risk factors might contribute to a runway incursion.

Federal Aviation Administration

Complex Airfield Geometry Videos

Airfield geometry challenges are inherent in airport design. While nonstandard geometries are being corrected throughout the NAS, this video series is intended to bring pilot awareness to the types of challenges they will see and ways to avoid these challenges. https://www.faa.gov/complexgeometry

This series of seven short videos on Complex Airfield Geometry is part of the From the Flight Deck video series. You can also learn more about From the Flight Deck, check out a map of all current and forthcoming airport video locations, or watch From the Flight Deck videos on other general aviation safety challenges pilots may encounter.

Federal Aviation Administration

Focus on General Aviation Airports

- Assessing 131 non-towered Part 139 Airports utilizing RIM principles
- Evaluating & Standardizing Runway Safety Areas

Federal Aviation Administration

ARPCH / DEP Hold Position Signage

28C APCH – 10C DEP

- Protects the approach and departure areas of the airport
- Towered airports need to coordinate with Air Traffic Manager
- Aeronautical Studies will identify instrument flight procedures effect
- Aeronautical Information Manual updated 3/21/24 with new sign
- Pattern A Marking,  , will remain until further notice

Aeronautical Information Manual

Explanation of Changes

Effective: March 21, 2024

a. 1–1–17. GLOBAL POSITIONING SYSTEM

This change aligns the AIM with Flight Standards B036 issuance policy that two GPS receivers are considered independent systems for extended overwater operations.

b. 2–3–8. MANDATORY INSTRUCTION SIGNS

This change addresses a change to the mandatory instruction sign to include the departure runway information in the sign legend. The sign for holding positions protecting both the approach area of a runway end and the departure area for the opposite runway end will now display "DEP" in addition to "APCH" (e.g., 15 APCH – 33 DEP). Holding positions signs on taxiways that traverse the approach area but not the departure area (e.g., displaced threshold) will continue to display just the APCH legend. This change does not address changes to the hold line marking or implement conditional holding for protection of approach/departure areas.

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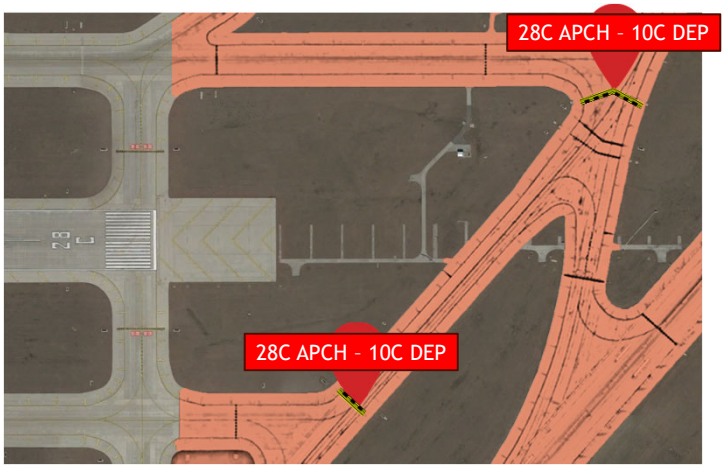
EXAMPLE



Federal Aviation Administration

AIRPORT CERTIFICATION

National

FAA Airport Certification Program
14 CFR Part 139 Certificated Airports

415 Class I
10 Class II
13 Class III
79 Class IV

517 Certificated Airports

Class I airport means an airport certificated to serve scheduled operations of large air carrier aircraft that can also serve unscheduled passenger operations of large air carrier aircraft and/or scheduled operations of small air carrier aircraft.

Class II airport means an airport certificated to serve scheduled operations of small air carrier aircraft and the unscheduled passenger operations of large air carrier aircraft. A Class II airport cannot serve scheduled large air carrier aircraft.

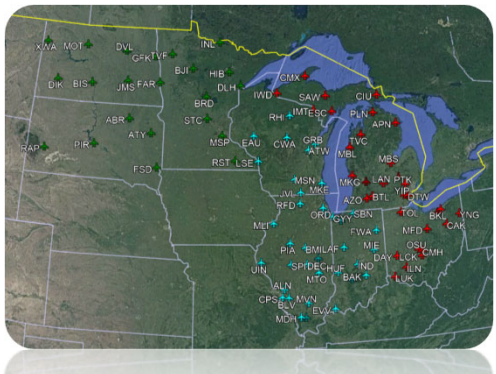
Class III airport means an airport certificated to serve scheduled operations of small air carrier aircraft. A Class III airport cannot serve scheduled or unscheduled large air carrier aircraft.

Class IV airport means an airport certificated to serve unscheduled passenger operations of large air carrier aircraft. A Class IV airport cannot serve scheduled large or small air carrier aircraft.

As of 03/21/2024

Regional

FAA Airport Certification Program
14 CFR Part 139 Certificated Airports



66 Class I
0 Class II
0 Class III
24 Class IV

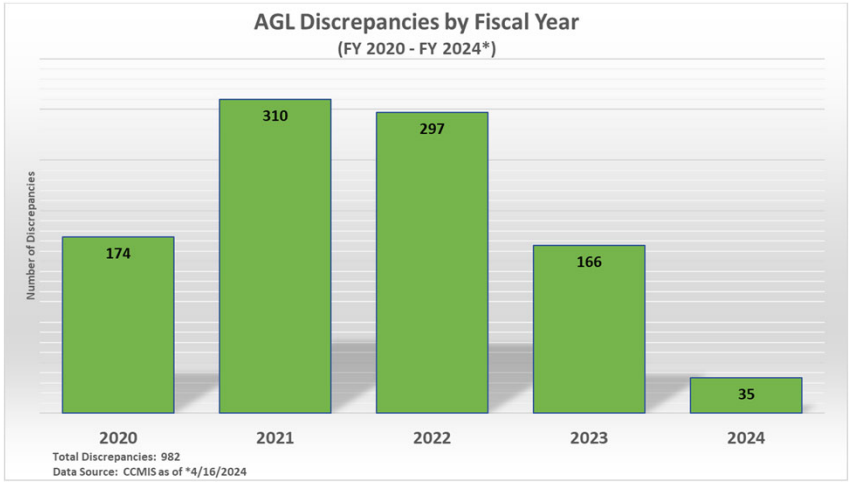
90 Certificated Airports

27

As of 03/21/2024

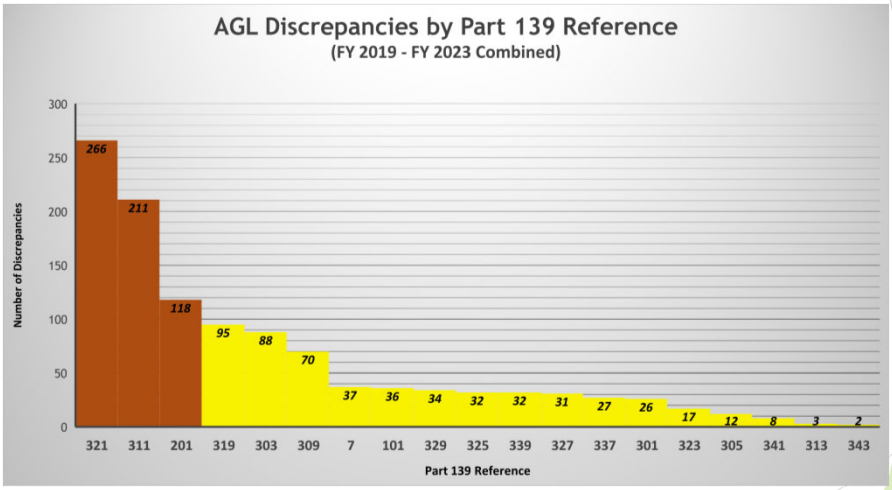
Federal Aviation Administration

Regional Trends – Great Lakes Region



Federal Aviation Administration

Regional Trends – Great Lakes Region

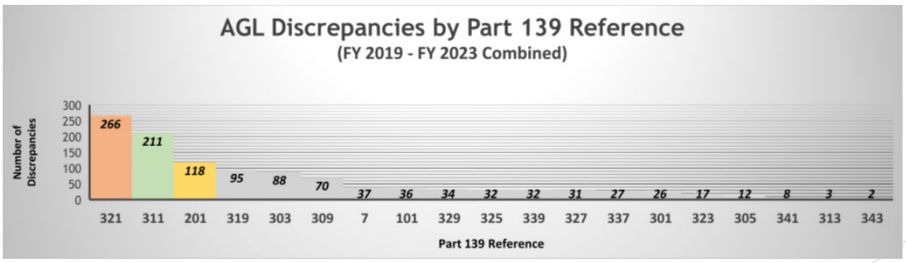


Regional Trends – Great Lakes Region

321	Handling and storing of hazardous materials	* Top 2
321C	Require all other fueling agents operating on airport to comply with standards established	119
321E	Employees who handle fuel must receive on-job-training and recurrent instruction every 24 months	58

311	Marking, signs, and lighting	* Top 2
311D	Maintenance	69
311F	Standards	116

201	General Requirements	* Top 2
201A	Adopts and complies with an Airport Certification Manual (ACM)	87
201B	Each holder of an Airport Operating Certificate must keep its ACM current at all times	27



External Safety Management Systems (SMS)

SMS Implementation Schedule

	Effective Date	Implementation Plan Due By:	ACM Revision Due By:	Complete Implementation By:
Hub	4/24/2023	4/30/2024	6/30/2025	**6/30/2027**
100K	4/24/2023	10/31/2024	12/31/2025	**12/31/2027**
Int'l Ops	4/24/2023	4/30/2025	6/30/2026	**6/30/2028**

Fluorine-Free Foam (F3)

- Section 332 of the 2018 FAA Reauthorization Act directed the FAA to not require the use of fluorinated chemicals to meet the performance standards under Section 139.319(l).
- The FAA currently does not require the discharge of firefighting foam at Part 139 Airports except during an actual emergency involving a fuel fire." -Policy Guidance #108
- Work with MN DOT pertaining to any state PFAS requirements (e.g. cleaning)
- Three F3 products available today. Scan QR Code.

Cert Alert | Cleaning ARFF Vehicles

Federal Aviation Administration

National Part 139 CertAlert

AdvisoryCautionary**Non-Directive**Advisory**Cautionary**Non-Directive**Advisory**Cautionary**Non-Directive**

Date:	03/18/2024	**24-04**
To:	**Airport Operators, FAA Airport Certification Safety Inspectors (ACSIs), Aircraft Rescue Firefighting Departments**	
Subject:	**Information on best practices for cleaning Aircraft Rescue Firefighting (ARFF) vehicles transitioning from Aqueous Film Forming Foam (AFFF) to Fluorine-Free Foam (F3)**	
Point of Contact:	Tony Butters, AAS-310 202-267-9616 Email: anthony.butters@faa.gov	

Federal Aviation Administration

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Cert Alert | ARFF Zero

Federal Aviation Administration

National Part 139 Cert Alert

AdvisoryCautionary**Non-Directive**Advisory**Cautionary**Non-Directive**Advisory**Cautionary**Non-Directive**

Date:	1/30/2024	**24-01**
To:	**Airport Operators and FAA Airport Certification Safety Inspectors (ACSIs)**	
Subject:	**Part 139 Requirements for Issuing a Notice to Air Missions (NOTAM) When the Airport Operator Has No Operative Airport Rescue Fire Fighting (ARFF) Equipment Available on the Airport**	
Point of Contact:	Marc Tonnacliff, AAS-310 Email: marc.tonnacliff@faa.gov Jim Price, AAS-310	

SAVE THE DATE

2024 GREAT LAKES CHAPTER
AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES
AIRPORTS CONFERENCE

October 9-11, 2024

The Westin O'Hare Airport
6100 N River Rd
Rosemont, IL 60018

Room Reservations $199
Book your room Now!

Thank you!

Carlton Lambiasi, PE

Branch Manager, FAA Safety & Standards

Email: Carlton.Lambiasi@faa.gov

Phone: 847.337.0850

Federal Aviation Administration