

4/24/2024



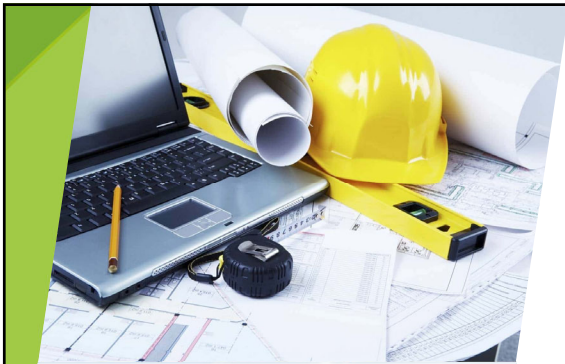
Minnesota Airports Conference

FAA Regional Safety & Standards Branch Updates

Carlton Lambiasi, PE



Federal Aviation Administration



Great Lakes Regional Office, Safety & Standards Branch



Federal Aviation Administration



Office of Airport Safety and Standards 800 Washington Ave. SW
Washington, DC 20591

September 13, 2023

Dear Airport Sponsor:

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

Background

Advisory Circular (AC) 150/5400-20C, *Maintenance of Airport-Owned NAV/VIS Aids*, provides guidance for the maintenance of airport-owned facilities, including a visual guidance system (VGS) center and threshold lights (TL), or an approach lighting system (ALS) and related, approved, and maintained by the Federal Aviation Administration (FAA). In addition, provisions in the current version of AC 150/5400-20, paragraph 17.1.1, address the maintenance of airport systems. These visual aids are important to an airport's operations.

As a result of several events, the FAA has become aware of airport-owned visual aids (V/Aids) that have not been maintained in accordance with the guidance outlined in AC 150/5400-20C. Therefore, there have been instances where the airport sponsor has had a minimum appropriate amount of an uncontracted service to ensure airport-owned V/Aids are being maintained appropriately. In some instances, the airport sponsor was notified with AC 150/5400-20C guidance for maintaining airport-owned V/Aid facilities and associated responsibilities when V/Aids are identified as a potential safety or an operational concern.

Airport Sponsor Responsibilities

Facility Physical Design

The use of AC 150/5400-20C is mandatory for all applicable projects funded with Federal grant money through the Airport Improvement Program (AIP) and other Federal programs, along with actions through the Passenger Facility Charge (PFC) Program. See Grant Assistance No. 74, Policies, Standards, and Specifications, and PFC Assistance No. 5, Standards and Specifications.

150/5400-20C was approved and published in the Federal Register on 09/13/2023. For more information, visit <https://www.ecfr.gov/current/title-14/chapter-I/subchapter-C/part-150/subpart-5400/section-150.5400-20>.

Maintaining Airport-Owned NAV/VIS Aids

Federal Aviation
Administration

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Initiation and Planning of Instrument Flight Procedures

Federal Aviation Administration

Policy Guidance

Date: March 1, 2024

To: All Airports Regional and District Office Managers

CC: Directors, Airport Planning and Programming (APP-1) and Airport Compliance and Management Analysis (ACO-1)

JOHN DERMODY
Digitally signed by JOHN DERMODY
DN: cn=John Dermody, email=john.dermody@faa.gov, o=FAA

From: John R. Dermody, P.E., Director, Airports Safety and Standards, AAS-1

Prepared by: Christopher Criswell, Manager, Airport Data and Airspace Branch, AAS-130

Subject: Engineering Policy Memo 24-01: Initiation and Planning of Instrument Flight Procedures (IFP)

Purpose

This memorandum provides guidance to FAA staff about initiating and planning Instrument Flight Procedures (IFP). Timely initiation and planning of IFP, including submission of supporting data, is important to successfully align the completion of airport construction with the publication of new and/or amended procedures.

Process

- The analysis of proposed construction or alteration provided by the Flight Procedures Team (FFT) in a Non-Rulemaking Airport (NRA) determination does not constitute a formal request for procedure action. To amend or create Instrument Flight Procedures (IFP), the airport authority will need to submit a request in the [IFP Information Gateway](#) (Gateway).
- The IFP process can take 24 to 36 months from the date the Gateway request is received.
 - Early notification is important to reserve a place in line.

Instrument Flight Procedures Information Gateway

The IFP Information Gateway is your centralized instrument flight procedure request portal, providing a single source for:

- Charts — All Published Charts, Volume, and Type
- IFP Production Plan — Current IFPs under Development or Amendments with Tentative Publication Date and Status
- IFP Questionnaire — An coordinated development/ amended procedure forms forwarded to Flight Check or Charting for publication
- IFP Documents — Navigation Database Review (NDR) — Repository and Source Documents used for Data Validation of Coordinated IFPs

Search by: Airport ID, CTR, or Airport Name

Advanced Search

State Region Service Area

Airport Data & Information Portal (ADIP)

ADIP Portal Home Facility Dashboard CA Airports Checklist Help Carbon Lambias

Airport Data and Information Portal - Home

Search 5010 Facilities by Name or Loc ID...
* You currently have no favorite facilities. To add a facility, perform a search and select the star next to the facility name.

Go To Advanced Facility Search

AGIS Survey Projects [Webinars/Updates \(Revised 03/08/2023\)](#)

- My Survey Projects
- Projects Pending Approvals
- Text a Survey File
- Survey Reports
- Forms & Templates
- Project Review Status

Modification of Standard (IMOS)

- My IMOS
- Create New IMOS
- My Status Updates
- IMOS User Guide
- IMOS Data Dictionary

Runway Incursion Mitigation (RIM)

- My RIM Inventory
- RIM Dashboard
- User Guide
- RIM Toolbox

Runway Airspace Management (RAM)

- My RAM Projects
- Select Facility/Create Project
- User Guide

My Account (Carlton Lambias)

- Update My Account Information

Airport Master Record (AMR)

- View Facility Data (Airport/Heliport)
- Update Facility Data (Airport/Heliport)
- View Submissions
- Airport Change Log
- User Guide

Runway Safety Area (RSA)

- My RSA Inventory
- Create New RSA
- RSA Dashboard
- User Guide
- Training Guide
- AC 150/5300-13

Search Wind Data

- Download Wind Speed Data
- Wind Analysis/Generate Windrose
- User Guide

Help & Training

- My helpdesk issues
- Create New Issue
- Online Help

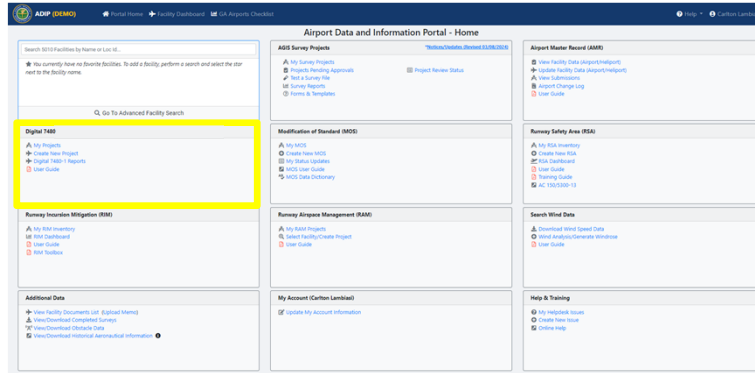
Additional Data

- View Facility Documents List (Upload Memo)
- View/Download Completed Surveys
- View/Download Obstacle Data
- View/Download Historical Aeronautical Information

Federal Aviation Administration

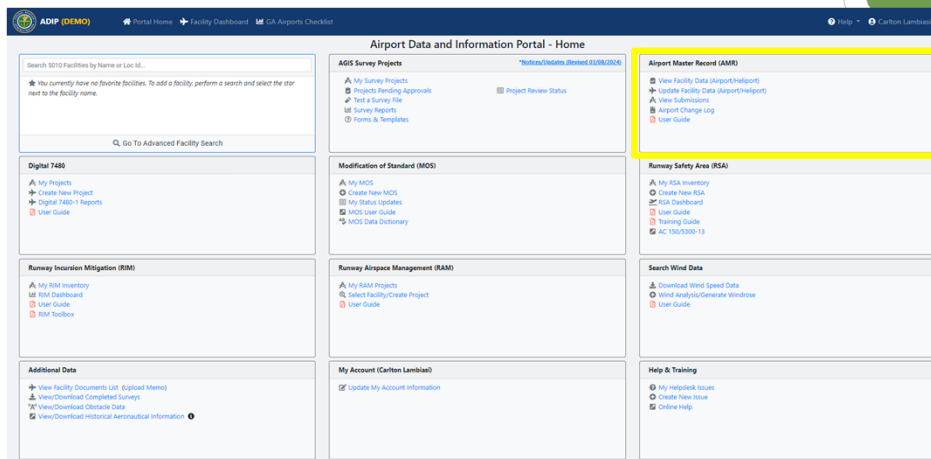
Digital 7480 Module

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.

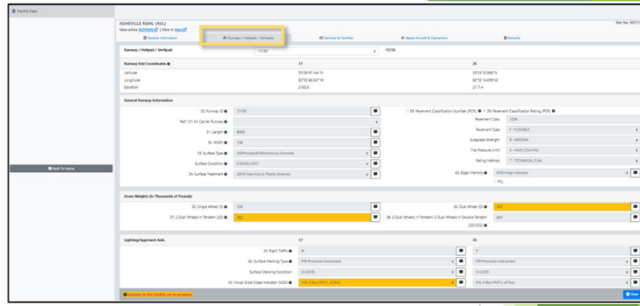


Airport Master Record (AMR) Module

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
AFIS EFF: 09/08/2022
FORM APPROVED OMB 3125-0015

1 AERONAUTICAL CITY: SAN DIEGO	4 STATE: CA	LOC US: SAN	5 COUNTY: SAN DIEGO, CA	7 SECT: PERD CHT: LOS ANGELES	9 SITE NR: 021751A
2 AIRPORT NAME: SAN DIEGO INTL	6 REGION/CD: ANSP-LAX				
3 CDB TO AIRPORT (NMS): 2 W					

GENERAL	REVIEWS	BASED AIRCRAFT
10 OWNERSHIP: PUBLIC	> 70 FUEL: TOLLA	90 SINGLE ENGE: 0
> 11 OWNER: SAN DIEGO CNTY REG AIRPT AUTHORITY	> 71 AIRFRAME SPRS: MINOR	91 MULT ENGE: 0
> 12 ADDRESS: 3225 N HARBOR DRIVE	> 72 PAIR PLANT SPRS: MINOR	92 JET: 12
> 13 PHONE NR: 619-430-2400	> 73 BOTTLE OXYGEN: NONE	93 HELICOPTERS: 0
> 14 MANAGER: DEAN ROEBERS	> 74 BLEB OXYGEN: HIGHLOW	TOTAL: 12
> 15 ADDRESS: 3225 N HARBOR DRIVE	> 75 TENT STORAGE: HOR TRS	94 GLDERS: 0
> 16 PHONE NR: 619-430-2718	> 76 OTHER SERVICES: AIRPT-AVIANLNC	95 MILITARY: 0
> 17 ATTENDANCE SCHEDULE: MONTHS ALL	> 77 CARGO CHTR:INTL_SURV	96 ULTRALIGHT: 0
> 18 AIRPORT USE: PUBLIC	> 78 CONTROL TWR: YES	100 AIR CARRIER: 203,913
> 19 AIRPT LAX: 30-44-40N ESTIMATED	> 79 FUEL ON AIRPT: SAN DIEGO	102 AIR TAXI: 12,732
> 20 AIRPT LONG: 117-11-22-78W	> 80 FSS: NO	103 G A LOCAL: 10,339
> 21 AIRPT ELEV: 883	> 81 FFE ON AIRPT: NO	104 G A TRNPT: 773
> 22 ACFT: 803	> 82 SEGMENTED CIRCLE: NONE	105 MILITARY: 207,852
> 23 RIGHT TRAFFIC: 27	> 83 FFE ON AIRPT: NO	TOTAL: 207,852
> 24 NON-COMM LANDING: NO	> 84 FFE ON AIRPT: NO	OPERATIONS FOR 12 MONTHS ENDING: 04/30/2019
> 25 PMA-APFD AGREEMENTS: YES-N/NGVY	> 85 FFE ON AIRPT: NO	



Submitting Aeronautical Data

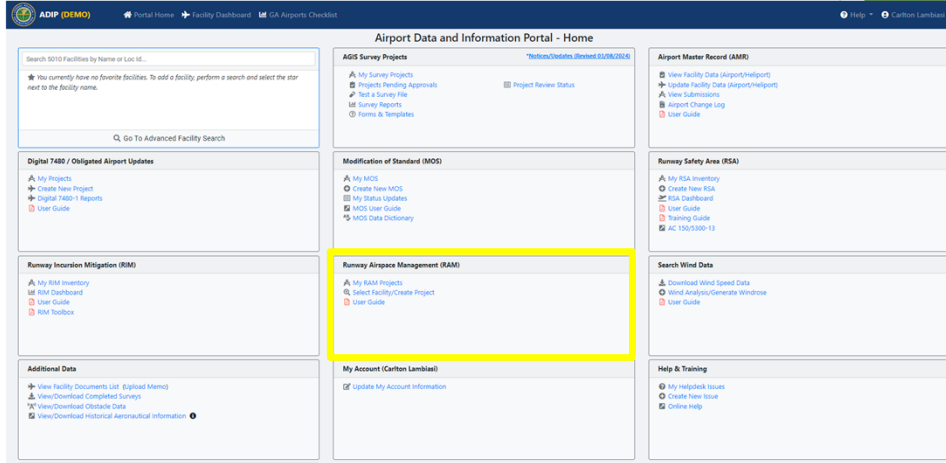
LANDING FACILITY DATA	
Type of Change	Method to Make Change
MILITARY Changes to: <ul style="list-style-type: none"> Military Landing Facilities (including overseas) 	Use the Airport Data Change (Military) Form via the Aeronautical Information Portal website. NOTE: Military NAVAID data may only be submitted via the online 7500 forms. See Navigation and Air Traffic Facility Data section below.
CIVILIAN Changes to: <ul style="list-style-type: none"> 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 submit by FAA Airport or State Inspectors. Refer to ADIP for more information.
CIVILIAN Changes to: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> Facility Use Runway Length and/or Width* Traffic Pattern Altitude Right Traffic Deactivation 	Use the Digital 7450-1 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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 (runway 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.

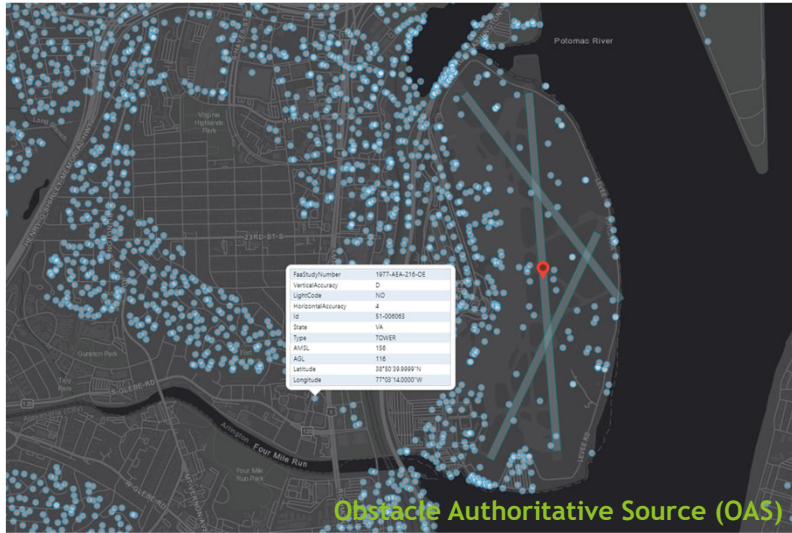


Runway Airspace Management (RAM) Module

Provides users with an obstacle mitigation/ coordination interface.



Obstacle Data Accuracy



The screenshot displays the ADIP (DEMO) software interface. On the left, the 'Project Details' section shows the project ID 'HNS-2022-OMP-7' and a status of 'On Progress'. Below this, there are sections for 'Download' and 'History'. The 'Facility' section identifies 'MUNTINGBURG (HNS)' with its location in Chicago, Illinois. The main area features a 'Mitigations' table with the following data:

Obstacle Id	Type	AMS (ft)	Mitigation Action
18-02276	Tree	50	Demolished Completion Date: 06/30/2021

To the right of the table is a satellite map view of the runway area, with a 'Map' button and a search bar.

BEFORE RUNWAY EXTENSION

AFTER RUNWAY EXTENSION

EXISTING OBSTACLE DATA

This slide illustrates the impact of a runway extension through three aerial views. The top image shows the current runway layout. The middle image shows the runway extended further. The bottom image overlays the existing obstacle data, represented by various colored markers (green, red, yellow) and symbols, showing their proximity to the new runway extension.

Consequences of Erroneous Obstacle Data

Aviation Safety

HOME ACCIDENT PROBES AIRCRAFT AIRMANSHIP AVIONICS PRELIMINARY

Home » Accident Probes » Not At Night

Accident Probes » Not At Night

Not At Night

Thanks to a probable new obstruction and depending on the time of day, you may not be able to fly the approach to your destination.

By - Published: October 24, 2016 Updated: October 28, 2019

One of the first things instrument pilots learn during their training to fly approaches is reading the fine print, the various notes that may accompany a published procedure. It's a classic case of the large print holding great promise while the small print dashes any lingering hopes. Perhaps most ubiquitous is the NoPT admonition that a procedure turn is not authorized when flying to the final approach fix on certain segments.



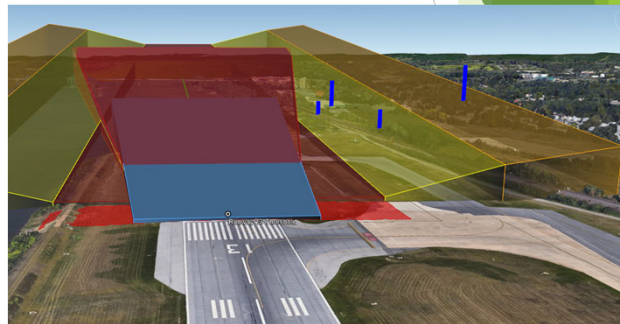
Federal Aviation
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RAM - Future Enhancements

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



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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

V/VPD and PD Runway Incursions 10/1/07 - 12/31/20

Incursion Type	Count
Short taxi distance from ramp/apron area to a runway	5661
Direct taxiing access to runways from ramp areas	3851
Taxiway intersects runway at other than a right angle	3183
Wide expanses of taxi pavements along a runway	2141
Non-standard markings and/or signage placement	1347
Two runway thresholds in close proximity	1066
Miscellaneous	1046
Short taxiways (stubs) between runways	1036
Wrong runway events	883
Convergence of numerous taxiway types entering a runway	703
Unexpected holding position marking on parallel/entrance taxiway	661
An aligned taxiway entering runway ends	504
Taxiway connection to V-shaped runways	370
Greater than three-node taxiway intersection	347
High-speed exit crossing a taxiway	323
Use of a runway as a taxiway	267
High speed exits leading directly onto another runway	247
Y-shaped taxiways crossing a runway	219
Taxiway coinciding with the intersection of two runways	179

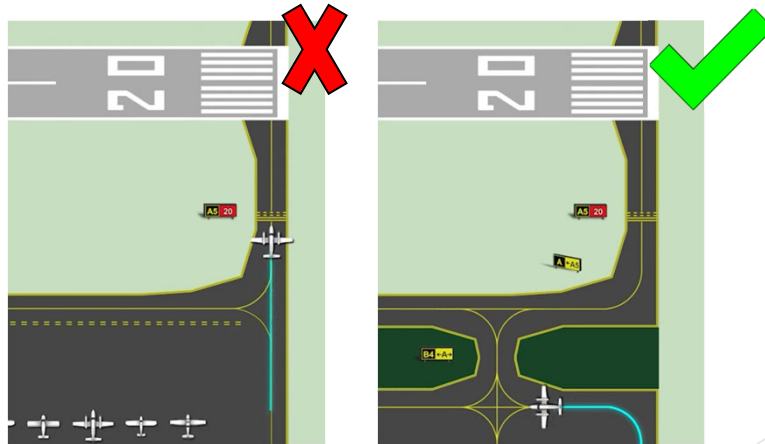




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DIRECT ACCESS TO RUNWAYS FROM RAMP AREAS

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



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 occurring in 20 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 this. Runway incursion data is as of September, 2023.

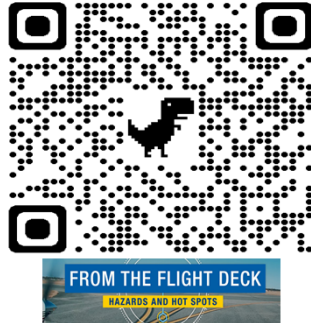
Airport Name	Location	Location Identifier	Year Added to RIM (Validation Year)	Region	NPIAS Hub Classification	Asset Cat	Part 139	Cumulative RI (Pilot & Vehicle/Pedestrian Deviations)	Peak CY Annual RI (Pilot & Vehicle/Pedestrian Deviations)
Albuquerque International Sunport, NM	Taxiway E at intersection with Runway 3/21	ABQ-H53	2022	ASW	Medium	NA	Y	14	4
Centennial Airport, CO	Approach end of Runway 3/8	APA-07	2019	ANM	Reliever	National	N	14	4
Aurora Municipal Airport, IL	Holding position on Taxiway A3 at intersection with Runway 9/27	AUR-H03	2020	AGL	Reliever	National	N	7	3
Aurora Municipal Airport, IL	Intersection of Runway 15/13 and Runway 9/27	AUR-15	2023	AGL	Reliever	National	N	7	3
Aurora Municipal Airport, IL	Taxiway A at intersection with Runway 15/13 (east of runway)	AUR-17	2023	AGL	Reliever	National	N	7	4
Agnes Nixon County/Sandy Field Airport, CO	Taxiway AB at approach end of Runway 23	AGS-H53	2019	ANM	Non Hub Primary	NA	Y	20	4
Hartfield Jackson Atlanta International Airport, GA	Runway B2/20R and Taxiway C, D intersections	ATL-H51	2015	ASD	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 2 parallel to approach end of Runway 14R	BFI-H51	2020	ANM	Non Hub Primary	NA	Y	8	3
Rocky Mountain Metropolitan Airport, CO	Approach end of Runway 20R	BOC-02	2021	ANM	Reliever	National	Y	17	4
Rocky Mountain Metropolitan Airport, CO	Runway 3 at intersection with Runway 13R/30R (south of runway)	BOC-H53	2020	ANM	Reliever	National	Y	14	5
Boise Air Terminal/Boise 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/Boise Field, ID	Approach hold on Taxiway 2/A at approach end of Runway 10R and Taxiway W at approach end of Runway 10L	BOI-H51	2019	ANM	Small	NA	Y	18	3
General Edward Lawrence Logan International Airport, MA	Intersection of Runway 40/22 and 14/32	BOS-47	2015	ANE	Large	NA	Y	9	3
General Edward Lawrence Logan International Airport, MA	Intersection of Runway 15/13R and 4L/22R	BOS-H51	2015	ANE	Large	NA	Y	17	3
General Edward Lawrence Logan International Airport, MA	Intersection of Runway 4L approach end and Taxiway E and F	BOS-H53	2015	ANE	Large	NA	Y	14	5
General Edward Lawrence Logan International Airport, MA	Intersections of Taxiway C and E, and Runway 15R/13L and 4L/22R	BOS-H54	2022	ANE	Large	NA	Y	19	6

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.

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.



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Focus on General Aviation Airports


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

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ARPCCH / 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.

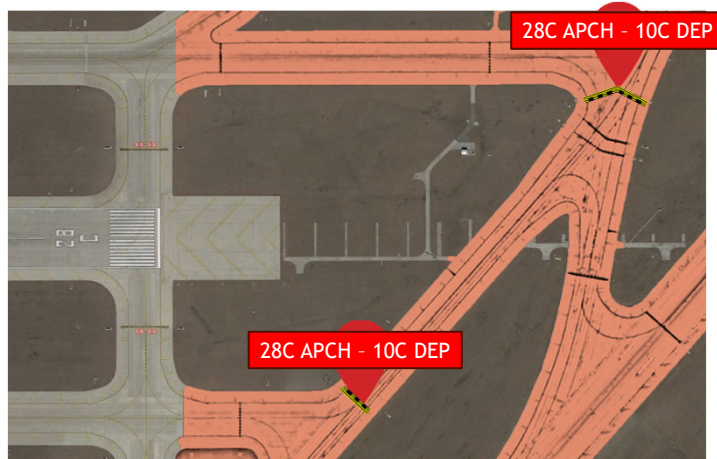
b. 2-3-8. MANDATORY INSTRUCTION SIGNS

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.



Federal Aviation Administration

EXAMPLE



Federal Aviation Administration



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.

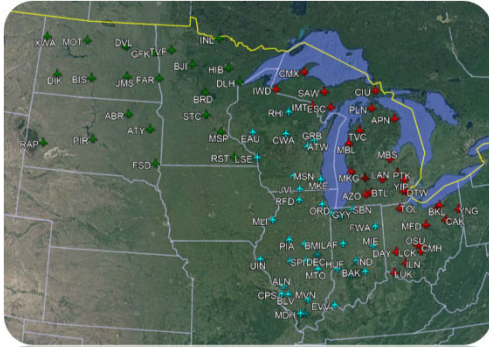
Class IV airport means an airport certificated to serve unscheduled passenger operations of large air carrier aircraft. A Class IV airport cannot serve scheduled large or small air carrier aircraft.

As of 03/21/2024

Federal Aviation Administration

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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

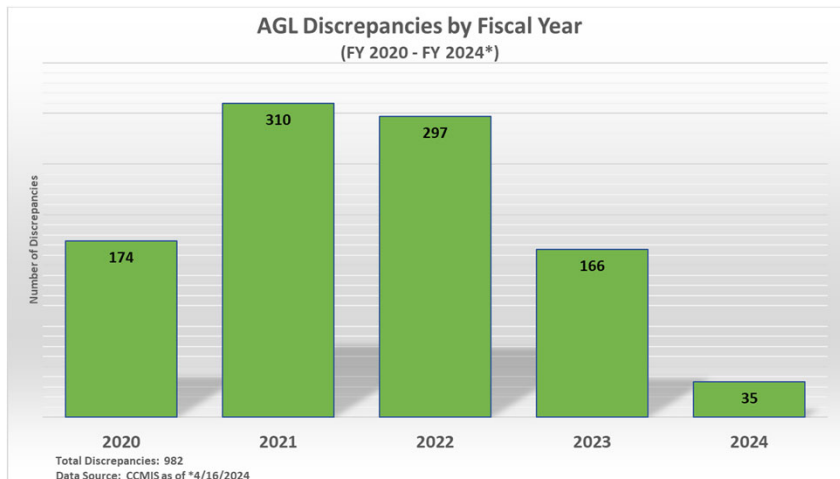
As of 03/21/2024



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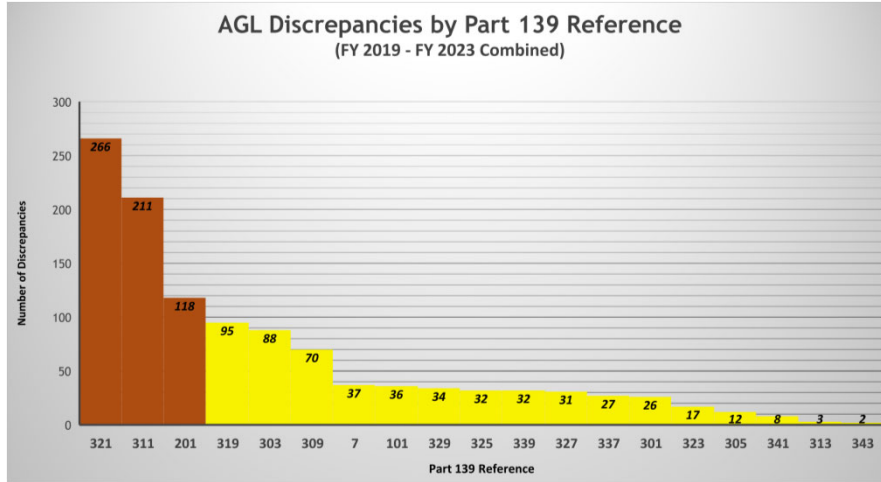
Regional Trends - Great Lakes Region



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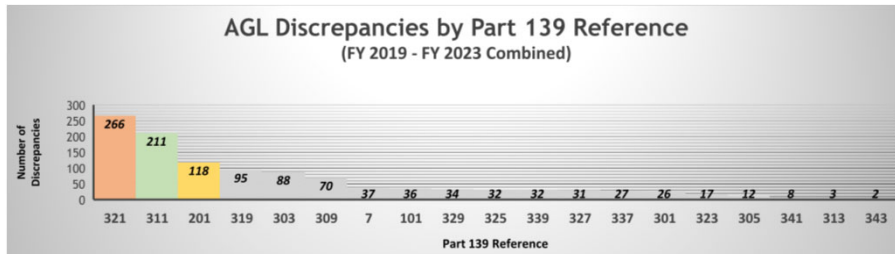
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Regional Trends - Great Lakes Region



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





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


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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 (ACSI), 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

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 (ACSI)

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
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