

# Eastern Region Environmental Program Update and Discussion

Prepared for: 2017 NEC/AAAE Airports  
Conference  
Hershey, PA

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Environmental Program Manager

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## Welcome & Staffing Updates

- Updates on FAA Orders and Guidance
- Open Discussion on the Environmental Program
- Staffing Changes
  - Suki Gill is now the Assistant Manager of the NY ADO
  - Jonathan “Zack” DeLaune is the new EPS in NY ADO
  - Marcus Brundage is leaving the WAS ADO



## Current Planning and Environmental Advisory Circulars/Orders

- **Pending Orders:**
  - 5050.4C, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects
- **Final Draft ACs:**
  - Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects (150/5100-17) Change 7
  - Critical Aircraft/Regular Use (150/5XXX-X) **New!**



## Current Planning and Environmental Advisory Circulars/Orders

- **Pending ACs:**
  - Airport Land Use Compatibility Planning (150/5190-4)
  - Planning and Design Guidelines for Airport Terminal Facilities (combines 5360-9 and 5360-13)
  - Airport Layout Plans **New!**
  - Citizen Participation in Airport Planning (150/5050-4)
  - Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations (150/5000-9)
  - Noise Control and Compatibility Planning for Airports (150/5020-1)
  - Airport Capacity and Delay (150/5060-5)



## Pending Orders

### FAA Order 5050.4C



## Order 5050.4C- NEPA Implementing Instructions for Airport Projects

- ARP is working on the update to 5050.4B
- The new document will be focused on the Airports Program and expand upon 1050.1F
- New Order will be different from what we've seen before
- There will no longer be a 5050.4 Desk Reference



## Final Draft ACs

### Land Acquisition and Relocation Assistance

### Critical Aircraft



## Land Acquisition and Relocation Assistance AC Overview

- This Advisory Circular (AC) was last updated in 2005.
- The update will standardize Uniform Relocation Act (49 CFR Part 24) compliance and documentation guidance for FAA-assisted airport projects and streamline sponsor land project certification to FAA field offices.
- Will incorporate MAP-21 changes, pending issuance of FHWA rule
  - Interim Guidance to be issued July 2014
  - Update Forms
- Land Acquisition Project Certification Guidance
  - CD For Airport Sponsor Use, Documentation Management



## Uniform Relocation Act Amendments Effective October 1, 2014

**Homeowner Occupancy Requirements:** Reduced from 180 days to 90 days occupancy before the initiation of negotiations.

### **Moving and Related Expenses**

- Business Reestablishment payments increased up to \$25,000 from \$10,000
- Fixed Payments in lieu of actual moving and reestablishment increased up to \$40,000 from \$20,000

### **Replacement Housing Payment Amount Increases**

- 90 day homeowner - increased to \$ 31,000 from \$22,500
- 90 day tenants – increased to \$7,200 from \$5,250

Move scheduling for projects should not be impacted and payment calculations should not be affected. Housing of Last Resort Threshold increased to new levels. Last Resort Housing Plan not required below \$31,000 / \$7,200 statutory payment level.



## Critical Aircraft AC

- **Objective: establish a common, uniform definition of Critical Aircraft for all deliberations of the FAA Office of Airports**
  - Inclusive of planning and environmental, design and engineering, and financial decision making regarding airport development



## Definitions:

- **Critical Aircraft is the most demanding aircraft type, or grouping of aircraft with similar characteristics, that make regular use of the airport**
- **Regular use is 500 annual operations, excluding touch and go operations**
  - An operation is either a takeoff or landing
- **Similar Characteristics refers to the practice of grouping aircraft by comparable operational and/or physical characteristics**



## Critical Aircraft AC: What's New?

- **Regular use is used instead of “substantial use”**
  - Regular use is more representative of what this definition is trying to capture; i.e., planning and development for recurring and future activity at the airport
- **Both itinerant and local operations count towards regular use**
  - Excludes touch-and-go operations
  - Airport planning and design requires considering the specific safety and operational needs of all the aircraft which use the airfield
  - Scheduled commercial service needs to meet regular use, as well
- **Determining both an existing and future Critical Aircraft are required**



## Determinations (1 of 2)

- **Existing Critical Aircraft:**

- Documenting current aeronautical use of the airport: Operations count by aircraft make and model for the most recent 12-month period of activity available
  - Reliable and credible data sources for documenting aeronautical use:
    - Aircraft landing fee reports or aircraft logs/fuel sale records (showing aircraft make and model)
    - IFR data from the TFSMC database, particularly for bizjet and turboprop operations once normalized
    - Airport or commercially operated flight tracking system
    - Observed activity (either in-person or via recorded media) that logs aircraft make and model, with use of valid statistical sampling methodology as specified/appropriate
    - Aircraft operator (e.g., airline or charter operator) letters, or written survey results
    - System plan studies, or similar, that documented operations by aircraft make and model
- Revaluation can be required by ARP with issuance of AIP or PFC decision; initiation of master plan or update; new or updated ALP



## Determinations (2 of 2)

- **Future Critical Aircraft:**

- Determination made using FAA-approved forecast
- Related but distinct from project justification given timeline in AIP Handbook Paragraph 3-12:
  - "The ADO has the option to determine that a project is justified based on existing activity at the airport or activity that is projected to be at the airport within the next five years. The ADO has the option to require the sponsor to submit letters of support from airport users if the justification is based on projected activity. The letter must describe the airport user's plans or anticipated activity by the most demanding airplane, or critical aircraft."
  - For example, the future critical aircraft could be projected to achieve regular use at the airport in +15 years, but this would not normally be actionable for a grant until within the +5 year timeframe

- **Review:**

- ARP (typically ADO) will review/approve both the existing and future Critical Aircraft determination, during either forecast approval or in the ALP approval



## Pending ACs

Master Planning

Airport Layout Plans

Terminal Design

Land Use Compatibility

Citizen Participation in  
Airport Planning

Residential Sound Insulation

Part 150



## Master Planning AC: Change 3 & Beyond

- **Current AC Updates Under Development**

- New Chapter on Sustainability
- Revise the contents of AC to reflect the issuance of several newly developed and revised ACs that are pending completion:
  - *Guidelines for Oil and Gas Extraction at Federally Obligated Airports*
  - *Airport Layout Plans*
  - *Critical Aircraft / Regular Use*
  - *Planning and Design Guidelines for Airport Terminal Facilities (5360-9 and 5360-13)*
  - *Land Acquisition and Relocation Assistance for AIP Assisted Projects*
  - *Citizen Participation in Airport Planning*
  - *Airport Land Use Compatibility Planning*
  - *Runway Length*





## Master Planning AC: Change 3 & Beyond

- Not all of these updates will be included in Change 3.
- Depends on timing of publication of revised ACs.
- Anticipate this work will span two or three changes.



## New Airport Layout Plan Advisory Circular

- Why are we doing this?
  - Language addressing ALPs is currently included in over 25 advisory circulars and other guidance documents.
  - Guidance is not consistent, and much of it is redundant.
  - The preparation of an ALP drawing set is ***required*** as part of the airport grant assurances, but the primary guidance is buried within the Master Plan AC – the preparation of which is optional.



## Goal of the ALP AC

**Develop a new AC that serves as the single source for ALP content, format, and review and approval procedural guidance to facilitate consistency in ALP drawing sets submitted to FAA, and in the FAA review and approval process**

- Specifically, the AC will address:
  - Who it applies to
  - Sponsor requirements
  - Grant assurances
  - Sponsor compliance
  - FAA staff responsibilities
  - ALP drawing set content
  - ALP review and approval process
  - Pen and ink changes



## Terminal Planning and Design AC Update

- **Age of the existing ACs**
- **Major Industry Changes**
  - Security
  - Terminal process
  - Evolving terminal requirements
  - Passenger expectations
  - Aircraft fleet mix
  - Airline consolidation
  - Airline operational changes
  - Etc...



## Terminal Planning AC Approach

- **Process focus instead of prescriptive guidance**
- **Combine 5360-9 and 5360-13**
  - Non-hub facilities (5360-9) found to follow same process
- **Reference Document**
  - Will reference other key guidance rather than repeat it



## Principal Changes

- **Clear separation of purpose; financial assistance and planning guidance.**
- **New chapter on the fundamentals of sustainability in terminal planning and design.**
- **References to Service Animal Relief Areas (SARA).**



## Airport Land Use Compatibility Planning AC

Replaces existing AC 150/5190-4A *Model Zoning Ordinance Limit Height of Objects Around Airports* (published December 4, 1987)

New AC is a Comprehensive Discussion of the Airport Compatible Land Use Issues

References other FAA AC's that Concern Land Use Evaluations:

- FAA Advisory Circular (AC) 150/5070-6B, Airport Master Planning
- AC 150/5020-1, Noise Control and Compatibility Planning for Airports
- FAA Airport ACs on design, planning, airspace evaluation, wildlife hazards



## Development of the AC

**Purpose:** To assist local governments and airport owners to understand the effects of incompatible land use on the safety and utility of airport operations and identify compatible land use development tools and techniques to protect surrounding communities from adverse impacts associated with airport operations.

The new AC update is based on extensive research conducted for Airport Cooperative Research Program (ACRP) Report 27, Enhancing Airport Land Use Compatibility.

Supports AIP authorizations for grant funding for compatible land use planning and projects by state and local governments around large and medium hub airports.



## New Land Use Compatibility Advisory Circular

### The new AC will:

- Inform a broader audience about the effects of non-compatible land use, and the safety and utility of airport property
- Provide development tools and techniques to protect surrounding communities from adverse effects of airport operations



## New Land Use Compatibility Advisory Circular

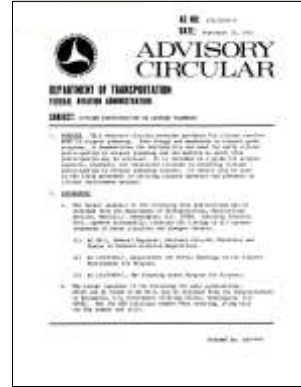
### The new AC will (continued):

- Provide specifications and resources to assist airport and state and local community planning efforts with the development of effective airport land use compatibility plans
- Include sample plans, airspace/aviation easement forms, land use compatibility zoning ordinances, and real estate disclosure notices.
- Incorporate guidance for Runway Protection Zones (RPZ)
  - Cancel the *Interim Guidance on Land Uses Within a Runway Protection Zone* from September 2012



# Community Involvement Advisory Circular

- Advisory Circular 150/5050-4
  - is intended to demonstrate the need for early citizen participation in airport planning and the methods by which this participation may be achieved
  - Published **September 1975**
    - one of the oldest AC's still in use



# Community Involvement Advisory Circular - Revisions

- Expectations for public involvement in government actions have evolved considerably in last four decades
  - Including FAA's 1995 *Community Involvement Policy Statement*
  - Its now standard practice for Environmental process, Master Planning, etc.



## Community Involvement Advisory Circular - Details

- Revised AC is substantially different than 1975 predecessor
  - 4 chapters with appendices:
    - 1) Need for Community Involvement
    - 2) Planning for Community Involvement
    - 3) Designing and Implementing a Community Involvement Program
    - 4) Documenting the Process, Assessing Effectiveness, and Closing Out a Program



## Residential Sound Insulation AC- Background

- **AC 150/5000-9A “Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations”**
  - WYLE Research Report WR-89-7 (Nov. 1989) published as the AC in July 1993.
  - ACRP Report 89 “Guidelines for Airport Sound Insulation Programs” prepared as update to original WYLE report and AC.
  - Adjusted focus - Managing Sound Insulation Programs
  - New Title “Management of Sound Insulation Programs for Noncompatible Residences and Public Buildings Exposed to Aircraft Noise”



## Residential Sound Insulation AC- Objectives

This AC will define steps in the management and oversight of sound insulation programs and for the individual grant projects they comprise. It will:

- Outline standardized noise testing methodology for use in determining which non compatible land uses within the boundaries of each project phase of the program are eligible for treatment; and
- Clearly define the design objective of a SIP so there is direct relationship between the objective and the treatment options recommended to meet them.
- This AC will establish uniform procedures for the Federal Aviation Administration's (FAA) Office of Airports (ARP) and Airport Sponsors to define and implement a SIP for residences or public buildings determined to be incompatible with aviation noise.



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## Residential Sound Insulation AC- Objectives

- This AC is intended for use by FAA and Airport Sponsor staff and their consultants to ensure SIPs are accurately described to the public, designed and implemented consistent with FAA policies.
- This AC is intended to provide a consistent framework for noise practitioners in the FAA and Airport community to define, design and implement a SIP. Other FAA regulations, policies and guidance remain in effect and are not superseded by this AC.
- The guidance and specifications in this Advisory Circular (AC) are recommended for management of all airport SIPs.
- Use of this AC will be mandatory for SIPs funded through the Airport Improvement Program (AIP) and with revenue from the Passenger Facility Charge Program (PFC).



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## Part 150 AC Update

- Update to Noise Control and Compatibility Planning for Airports, AC 150/5020-1 is underway....again
- Current AC is from 1983
- Previous update underwent industry review; current update will work off that framework to extent possible



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## Open Discussion



## Open Discussion

- **Please use this time to provide your feedback and observations on the current state of the Regional Environmental Program**
  - What do you like from the current program?
  - What can we do better?
  - What would you like to see from the program?
  - Is there pending guidance that would help you?



## THANK YOU

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