14 CFR Part 139 Inspections

2014 Airports Conference
Hershey, PA

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Agenda

• Overview of the Part 139 Program
• How to prepare for your FAA Inspection
• Airport Certification Safety Inspectors Role
• Phases of the Inspection
  – Including special emphasis areas
• Enforcement Options
• Q&A

Overview of Part 139 Program

Legal Requirements

• Airports served by passenger aircraft with more than 9 passenger seats are required to have an Airport Operation Certificate
  – Airport certification requirements are contained in Title 14 Code of Federal Regulation Part 139
  – Applies to 570 civil airports nationwide
  • Eastern Region covers 65 civil airports across 7 states and the District of Columbia
    – 1 Lead Inspector, 4 Full time Inspectors & 2 Part Time Inspectors

Required movement area safety standards

Safety Areas
Marking/Lighting/Signs
Paved Areas
NAVAIDS/Obstructions

Required accident mitigation standards

ARFF
Airport Emergency Plan
How to Prepare for your FAA Inspection

Airport Certification Safety Inspectors Role

- Conduct periodic and surveillance (specific & unannounced) inspections at 139 Airports
- Conduct accident/incident investigations
  - Runway Incursions
  - Movement area excursions
  - Wildlife Strikes
  - NTSB Accident Investigation Team member
- Provide support and guidance to 139 and GA Airports
  - Coordinate with FAA Washington Headquarters and ADOs
  - Issue Regional Certification Bulletins

Inspection Phases

- In Briefing
- Administrative Inspection
- Movement Area Inspection- Day & Night
- ARFF Inspection
- Fueling Facilities Inspection
- Wildlife Inspection
- Post Inspection Briefing

In Briefing

- Meet with key airport management
- Review schedule
- Discuss updates in Part 139 program
- Discuss any concerns
- Address questions
## Administrative Inspection

**ACM Review:** Side by side review

**Training Records:** Operations, Drivers

**Training Program:** Training Curriculums

**Inspection Records:**
- Daily Self-Inspection
- Periodic
- Notams
- Work Orders
- Airport owned Navaids

## Administrative Inspection cont’d

**Airport Plans:**
- Snow and Ice Control Plan/Equip.
- Ground Vehicle Ops Training Manual
- Obstruction Survey
- Airport Emergency Plan
- Construction Safety Phasing Plan

**Other Records:**
- Master Record 5010
- Notams
- Work Orders
- Modification to Standards
- RSA Determinations
- Air Show Ground Ops Plan (CB #09-04)

## Movement Area Inspection

- Day & Night
- All Runways and Taxiways
- Apron areas available for air carrier use 139.305(a)
- Signage in accordance with approved Sign and Marking Plan
- Marking- Glass Beads
- Lighting- Outages
- Construction areas- CSPP review

## ARFF Inspection

- Unannounced ARFF Response Test
  - Foam Test, Dry Chem Test
- Training Curriculum
  - Training Room, resources, includes mutual aid?
- Training Records
  - All subjects including HRET; Medical (LOA Review)
  - 100% Records- non-trained documentation
- ARFF Vehicle Inspection
- Agent/Dry Chem Supplies

## Fueling Inspection

- Quarterly Inspections – Do they include review of training records?
- NFPA and local fire code training curriculum covered?
- Hands-on fire extinguisher training
- In-house fueling training in place?

## Wildlife Inspection

- Wildlife Training & Records
  - Qualified Biologist? Train the trainer?
  - Agenda available for review in accordance with AC 150/5200-36A, Appendix D Training Curriculum Outline
- Wildlife Control Measures- equipment check
- Perimeter & movement area
- Annual Review WHMP- with all responsible parties?
- Triggering Events? Did you conduct a review of your WHMP? See Cert Bulletin 11-04
- Off-airport task force? Seasonal impacts being monitored?
Post Inspection Briefing

- Meet with key airport management
- Review findings
- Discuss correction dates
- Review IOUs
- Address questions
- Discuss Letter of Investigation (if applicable)

Enforcement Action Options

- Enforcement Actions
  - Administrative Action
    - Warning Letters
    - Letter of Correction
      - Includes agreed upon correction due dates
        » Extensions must be granted if not met
  - Civil Penalty Enforcement Action
    - Begins with a Letter of Investigation
      - May result in no finding
      - May result in civil penalty fines including consent orders and or agreements

Safety Enhancements, Certification of Airports Final Rule

Summary of Changes

- The rule adds a new section Part 139.115 that prohibits fraudulent or intentionally false statements about an airport operating certificate or any fraudulent or intentionally false entry in any record or report that is required to be made, kept, or used to show compliance with any requirement under this part. The section is needed to make sure the information provided to the FAA is accurate.

FAA Updates

- FAA Business Goals
  - [http://www.faa.gov/about/plans_reports/media/2013/ARP_FY2013_Business_Plan_12-12- Final.pdf](http://www.faa.gov/about/plans_reports/media/2013/ARP_FY2013_Business_Plan_12-12-Final.pdf)
- FAA Cert Alerts
- Eastern Region Cert Bulletins
- Advisory Circulars
- SMS

Questions?

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Update on Marking Advisory
150/5340-1L
Major Principle Change 1

- Clarified which runway surface markings on light colored pavement require black borders and glass beads
  - Part 139 Certificated Airports meet the requirement within 2 years from the effective date of this AC (Sept 30, 2015)

Table 1 2. Requirements and Recommendations for Black Borders and Glass Beads

<table>
<thead>
<tr>
<th>MARKING</th>
<th>BLACK BORDER</th>
<th>GLASS BEADS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Runway centerline marking</td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td>Runway threshold marking</td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td>Runway displaced threshold marking</td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td>Runway threshold bar marking</td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td>Runway aiming point marking</td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td>Runway landing designator marking</td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td>Runway touchdown zone markings</td>
<td>Required</td>
<td>Recommended</td>
</tr>
<tr>
<td>Runway edge marking</td>
<td>Recommended</td>
<td></td>
</tr>
<tr>
<td>Runway demarcation bar marking</td>
<td>Recommended</td>
<td></td>
</tr>
</tbody>
</table>

Major Principle Change 2

- Expanded discussion and illustrated the removal of markings
  - Focus to remove “grouping” of similar markings, adjacent markings
  - Rationale - to eliminate the “continued visual” appearance of the removed marking(s).

Major Principle Change 3

- Added new criteria for ramp control markings in use by the industry and FAA/ramp controllers
  - Located within and outside the movement area
Eastern Region Cert Bulletin

- To be issued summarizing the changes and expected actions to be taken by airports.
- Inspectors to advise airports during scheduled inspections.