HOT MIX ASPHALT FOR AIRPORT PAVEMENT WORKSHOP

Flexible Pavement Design and Development of Construction Specification
Guillermo Felix, Federal Aviation Administration
Guillermo Felix, FAA Eastern Region Team Leader for Airport Standards, will discuss current FAA flexible pavement design method including thickness selection of binder and surface courses. The presentation includes the preparation of construction specification including the selection of the Performance Grade Asphalt (PG) selection. The Eastern Region Laboratory Procedures Manual (ERLPM) and current FAA hot mix asphalt specifications P-401 and P-403 will be introduced.

Development of Job Mix Formula, Marshall Design Method
Chris Brower, Advance Testing Company
A representative from a testing laboratory will discuss procedures for the development of Job Mix Formula using the Marshall method. Aggregates and asphalt cement qualities, and how they contribute to the mix performance, will be explained. The use of the ERLPM Section 2 and Appendix A thru C will be explained.

Development of Job Mix Formula Using Gyratory Compactor
Chris Brower, Advance Testing Company
Chris will discuss procedures for the development of Job Mix Formula using the gyratory compactor method.

Random Sampling Techniques
Guillermo Felix, Federal Aviation Administration
The requirements of the FAA Item P-401 and the guidance found in the ERLPM, Section 3, for determining the quality of plant produced material as well as field compacted material will be discussed. The presentation will include requirements for testing laboratories, random sampling techniques, Test Section, Marshall Criteria for plant produced materials and field compaction. Completion of forms found in ERLPM Appendix D will be explained.

Quality Assurance
Chris Brower, Advance Testing Company
Chris will discuss procedures for conducting Quality Assurance testing. The use of the ERLPM Section 4 and Appendix D will be explained.

Laboratory Accreditation Programs
Guillermo Felix, Federal Aviation Administration
FAA requirements for laboratories developing the Job Mix Formula and/or conducting the Quality Assurance will be discussed.

Statistical Analysis and Calculation of Percent Within Limits
Carl Steinhauer, Consultant
Speaker will discuss the statistical analyses’ theory to determine quality of pavement material. Procedures for calculating Percent Within Limit (PWL) will also be discussed.
Percent Within Limit/Computer Software
Guillermo Felix, Federal Aviation Administration
How to calculate Percent Within Limit (PWL) of Plant produced Material and Material compacted on the field will be discussed. A demonstration of the FAA computer software will be included.

Contractor Quality Control
John Savastio, Highway Materials Inc.
Presenter will discuss Contractor’s Quality Control Plan and guidance found in ERLPM Section 7. Completion of forms found in ERLPM’s Appendix C will be explained.

AIRPORTS ENGINEERING
Runway Intersections Smoothness and Drainage: Update to Buffalo Niagara Int’l Airport Case Study
Christopher S. Decker, P.E., Roy D. McQueen & Associates, Ltd.
John Diebold, P.E., Engineering Project Manager, Niagara Frontier Transportation Authority
Jack Martins, P.E., Project Manager, Urban Engineers
Projects at commercial service airports often require rehabilitation of intersections at the crossing of two runways to correct centerline profiles and surface grades to address smoothness and/or surface drainage concerns. However, attempting to “correct” the existing grading through these intersections requires the application of the proper analytical tools and incorporation of knowledge of construction capabilities. Often adjustments to grades meant to satisfy smoothness requirements have affected drainability and vice versa.

This presentation discusses a follow-up to the corrections applied in 2013 to the original case study (Presented in 2011) for the intersection of Runways 5-23 and 14-32 at the Buffalo Niagara International Airport, Buffalo, NY.

Field Experience Regarding Airport Pavement Smoothness Requirements and Aircraft Response
Tony Gerardi, President, APR Consultants Inc.
Michael Gerardi, APR Consultants Inc.
This presentation will discuss the three primary FAA Advisory Circulars that involve airport pavement smoothness/roughness: FAA AC 150/5300 (pavement design), AC 150/5370 (new pavement acceptance), and AC 150/5380 (guidelines for assessing existing pavement roughness). The primary reason we strive to build and maintain smooth airport pavements is to maximize aircraft performance, minimize aircraft dynamic response and maximize pavement performance. This presentation discusses how the current AC’s meet these operator needs and issues such as how smooth is smooth enough, unnecessary disputes, necessary and unnecessary remedial action, incentive pay adjustments, technology gaps, and best practices, all based on years of in-the-field experience.

From Facts to Funding: How Massachusetts Maximized the Usefulness of Their Airport Pavement Management System (APMS)
Kathleen Mahoney, Airport Engineer, MassDOT Aeronautics Division
Maggie Covalt, PE, Vice President, Applied Pavement Technology, Inc.
With 41 million square feet of pavement, the MassDOT Aeronautics Division needed a statewide airport pavement management system (SAPMS) that reflected an objective analysis of conditions and would help our airports meet their obligations when accepting AIP funds. By actively involving the airports, we
were able to collect the data needed and present it in a useful way that is easily accessed through the internet. The system has allowed us to more effectively select pavements for maintenance and repair needs, while maximizing our return on investment. Having the data for justifying projects and their costs to funding agencies has been a significant advantage. Finally, the SAPMS has helped us more accurately visualize the airport needs during their CIP development. The objective of this presentation is to assist staff at aviation agencies, airports, and the FAA in using the information from an APMS to the fullest extent possible.

Airport Innovation – Borrowing Good Ideas from Other Industries and Making Them Pay Off: Meet ACRP (and Learn What You’ve Been Missing!)
Alex Kashani, A.A.E., ACRP Ambassador, Eastern Region Representative Metropolitan Washington Airports Authority, Washington Dulles International Airport, Airport Operations
If your airport is facing a problem, you’re not alone. Sponsored by the FAA, the Airport Cooperative Research Program, or ACRP, is an industry-driven, applied research program that develops practical solutions to problems faced by airports. Alex Kashani, an ACRP Ambassador and operations business officer at the Metropolitan Washington Airports Authority, will introduce attendees to the purpose of ACRP; describe the many ways to get involved in and benefit from ACRP’s research projects; and bring to light several of ACRP’s recently released reports, guidebooks, and other tools that are available for free at the click of a mouse.

Paul L. Shank, CM, PE, Chief Engineer, Maryland Aviation Administration
Alan Peljovich, PE, Vice President, Johnson, Mirmiran & Thompson
Jack Deter, PE, Project Manager, URS Corporation
Cedrick Johnson, PE, President, ADCI
Steve Whitecotton, Vice President of Operations, P. Flanigan & Sons
Terry Seaworth, Resident Engineer, Parsons Transportation Group
The session will provide an overall update on the $350 million airfield program at BWI intended to meet the RSA Mandate by 2015 for all of the runways at BWI. Additionally the program will address all pavement rehabilitation needs and FAA Standards Compliance requirements simultaneously. The update will also focus on the recently completed improvements to Runway 10-28 and a lessons learned review from the perspective of all the parties from owner through to the contractor.

Rejuvenation Testing, Inspection and Performance on North Carolina Airports
Christopher Bacchi, PE, Trimat Materials Testing, Inc.
Paul Rogers, PE, Trimat Materials Testing, Inc.
Philip Lanier, NCDot, Division of Aviation, Block Grant
In an effort to maintain the longevity, serviceability, functionality, and aesthetics of nearly 100 airports throughout the State, the North Carolina Division of Aviation has utilized nearly every surface treatment on the market. In the last decade the most prevalent of these has grown to be asphalt rejuvenation. Working closely together, Trimat and the NCDOA have studied the performance of five commercially available rejuvenators. The rejuvenators have been evaluated on more than a dozen criteria in an effort to develop evaluation, performance, and application criteria. Based on
our experience, there is a wide range in the performance of these products based upon these criteria and the product itself.

Presented herein are the findings of our on-going research and evaluation of asphalt rejuvenators, a review of the current FAA requirements on testing and its limitations, exploration of new evaluation and testing methods, and guidance on how to execute a successful rejuvenation project from both a planning and QC standpoint.

**Modern Airfield Pavement Management Strategies**

Eric Risner, PS, PMP, Project Manager, Woolpert, Inc.

Funding large scale and costly airfield pavement improvement projects is one of the more challenging aspects of airport development. Finding the right balance to maintaining the airfield pavement system is just as challenging.

Traditional approaches to solving these problems include destructive geotechnical (coring) studies, non-destructive testing and periodic PCI surveys to present the current condition of the pavement. However, these methods by themselves have proven to be limiting in providing the pavement engineer with a complete picture of the existing pavement conditions.

The time spent on airfield pavement improvement projects can also significantly impact airport operations and inconvenience airport users. The more extensive the repair project, the larger the impact particularly with lengthy ‘pavement walks’ by the design team to document distresses.

**Sustainable Solutions On a Large Airfield Project Airfield**

Tim Mentel, PMP, Project Manager, Columbus Regional Airport Authority
Joseph S. Grubbs, PE, M. ASCE, CH2M Hill, Inc.
Kevin Conti, PE, Design Manager, CH2M Hill, Inc.
Tom Bair, PE, Project Engineer, CH2M Hill, Inc.

Port Columbus International Airport (CMH) is located in Franklin County, Ohio. CMH is owned and operated by the Columbus Regional Airport Authority (CRAA). CRAA has undertaken an airfield development program to relocate existing Runway 10R-28L with a new runway of the same designation that is 702 feet south of its current location.

This presentation will examine sustainable solutions implemented during design and construction that meet the triple bottom line and will discuss the specifics of the implementation of these and other sustainable items that were successfully utilized during the various phases on the runway relocation program.

**CFME / TALPA**

Michael McNerney, Federal Aviation Administration, Airport Engineering Division
Phillip Davenport, Airport Certification Safety Inspector, Federal Aviation Administration

Presentation will discuss winter runway condition reporting and surface condition reporting.

**Airport Pavement R&D Update**

Charles Ishee, PE, Ph.D., FAA Airport Technology R&D Branch, Pavement (ANG-E262), William J. Hughes Technical Center
Researcher from the FAA National Airport Pavement Test Facility, located at the FAA William J. Hughes Technical Center in Atlantic City, New Jersey, will present an overview of new pavement research projects currently under investigation by the FAA. Topics to be discussed will include field experiments, non-destructive evaluation of pavements, high temperature pavement test facility (HTPTF), software updates, and pavement research updates.

**MANAGEMENT, FINANCE, ENVIRONMENT & PLANNING**

**Running Your Airport Like A Business**
Fran Strouse, Director, Aviation Technical Services, L.R. Kimball
Thomas Thatcher, Senior Research & Planning Manager, L.R. Kimball

An Airport is not just a place where airplanes take off and land; it is a “Aviation Business Center” and should be run like a business. The Airport is an “Economic Generator” to the overall economy of the local and regional communities. An airport is a business and often there are limited sources of income to support the operation and maintenance when the revenue is not equal to, or better than the expenses. Therefore, it is essential that the airport be professionally managed in the most cost-effective way possible.

Hand and glove are the Airport Master Plan and Airport Business Plan. Where the Airport Master Plan focuses on eligible grant development, the Airport Business Plan focuses on the financial strategies associated with revenues and expenses. Managing an airport can present serious financial challenges. While some airports have managed to temporarily resolve these issues to maintain stability, more airports are relying on an Airport Business Plan to guide them. The Business Plan is a written strategic plan that is used in part, not only to find ways to match funding for the facility improvements planned for the Airport and to attain cost effective use of federal, state and local funding, but to identify techniques to maximize Airport revenues and minimize expenses.

**Reconsidering the Airport Business Model**
Charles R. Everett Jr., CMC, Executive Director, Lehigh-Northampton Airport Authority, Lehigh Valley International Airport

Airports were viewed as public utilities until shortly after deregulation. Today airports are businesses in their own right. Airports are becoming more commercially-focused and profit motivated. This is being driven by the airline shift in focus from market share to profit. Airports must be competitive, responsive to customer requirements and provide added value. With fuel price volatility, shrinking air service and pressures on airport budgets, only the most business savvy and agile airports will be sustainable in the future.

**Pittsburgh Connector / Statewide Air Service Plan**
Eric H. Buncher, Manager Planning Services, Pittsburgh International Airport
Jeffrey D. Hartz, Senior Consultant, Air Service Consulting, Mead & Hunt, Inc.

Discover how the Pennsylvania Air Service Committee developed a statewide air service plan to be used as a marketing tool to recruit airlines to provide commercial service from all thirteen commercial service airports in Pennsylvania to Pittsburgh International Airport. Learn directly from those who developed the plan. Discussion will focus on market analysis, catchment areas, true market estimates, essential air service issues, travel surveys, route forecasts, route plans, schedule plans, pricing models, traffic and revenue forecasts, operating cost forecasts, interline baggage transfer agreements, and estimated financial support requirements.
Status on FAA Airports GIS Program

Mark Ricketson, Senior Project Manager, Woolpert, Inc.

As the FAA Airports GIS gains steam and a variety of projects are completed including aeronautical surveys, electronic Airport Layout Plans and safety critical as-built surveys among others, a clear trend is developing. The needs of the FAA relative to GIS do not necessarily match those of the airport. Surprised?

The diverse needs of the FAA and the airport have created challenges with scoping these projects, however these challenges are being managed and are happening less frequently as the experience and comfort level using the AC’s by the FAA ADO’s and airports takes place over time.

This presentation will focus a review of common differences associated with what is required versus what is ‘nice to have’ relative to Airport GIS features and attributes. A current timetable for FAA uploads and reviews as well as the current schedule for FAA software module implementations will also be discussed.

Turning Data into Valuable Information in Today’s Digital Airport World

Alex Gertsen, Business Development Manager, Team Eagle

Airports are voracious creators and consumers of data on a daily and even hourly basis. Everything from surface condition reports, gate availability, security threats, airfield lighting status, work orders and discrepancies, current weather conditions and forecasts, to name a few, result in both creation and consumption of data.

All stakeholders in the aviation industry use electronic tools, to create and consume data relevant to their specific roles and tasks. In the past, these transactions have often been isolated to personnel in a specific area only and/or the data had a short life span, and was not stored or analyzed.

Recent trends in data standardization, transmission and storage are allowing creators and consumers of data to interact in a new and beneficial manner. This session will focus on an overview of recent digital data trends, using case studies to highlight the benefits and future possibilities of embracing emerging data management philosophies.

Airport Management: To the Future and Beyond! The Evolution of Aerospace

Carmine Gallo, Regional Administrator, Federal Aviation Administration Eastern Region
Tom Malone, Federal Aviation Administration Eastern Region
Maria Stanco, Special Program Integrator, Federal Aviation Administration Eastern Region
Jackie Marcello, Manager, Executive Operations Staff, Federal Aviation Administration Eastern Region

The Aerospace industry has experienced an amazing evolution since the beginning of powered flight at Kitty Hawk in 1903. And more change is on the way. Our panel will discuss four FAA initiatives that will help transition the aerospace industry into the future. Next Generation Air Transportation System (NextGen) – NextGen is the transformation of the US National Airspace away from ground-based surveillance and navigation to new and more dynamic satellite-based systems and procedures with technological innovations in areas such as weather forecast, digital communications and networking.

Unmanned Aircraft Systems (UAS) – UAS are new innovative aircraft that the FAA has been charged by Congress to safely integrate into the National Airspace Systems. UAS come in a variety of shapes and sizes and serve diverse purposes. Historically they have mainly supported military and security operations but there is growing interest in civil uses including photography, mapping and communications.

Commercial Space - As we transition from a government run space shuttle program private companies are stepping up to fill that role. FAA has a two-fold mission: first, to ensure public safety during
commercial launch and reentry activities, and second, to encourage, facilitate, and promote commercial space transportation. **Aviation, Space, Education Program (AVSED)** - Whether it is developing new technologies to help improve communications, piloting aircraft with new avionics, developing new capabilities at airports, maintaining the new aircraft technologies that will come on line, developing new engines to reduce fuel use, or building new space craft, the US workforce will need to be properly trained. The panel will discuss FAA activities in encouraging students to improve their Science, Technology, Engineering and Mathematics (STEM) skills so they can be a part of the aerospace industry of the future.

**Dynamic Master Planning: Staying Ahead of the Curve**  
Rick Lucas, Senior Airport Planner, McFarland Johnson  

*The sluggish economy, business globalization and changes within the aviation industry have made it nearly impossible to accurately predict long or even short-term changes in activity and determine timing for needed improvements. Within the aviation industry; the introduction of ‘ultra low-cost carriers’, mergers and bankruptcies, and the need for non-aviation revenue opportunities are just a few of the changes that airports have been challenged with over the last decade.*

In response to these changes, a new approach to Aviation Planning has been developed that allows airports to consider alternative scenarios and adjust Airport Plans for terminal development, cost structure, and space allocation to incorporate these scenarios. This session will reveal the details of the recently completed prototype of the Dynamic Analysis Tool for airports. Recently completed for the Elmira-Corning Regional Airport and Niagara Falls International Airport Master Plans in New York, the first-of-its-kind computer model allows the airport to analyze unanticipated scenarios with just a few clicks of a computer mouse. Through scenario selection and user-defined inputs, Airport Plans can remain flexible and facilitate a more informed decision making process. Come see the future of aviation planning and participate in this interactive session.

**Big Picture Recycling: Materials, Costs, Design, Financial Impacts & Stakeholders**  
Anne Tyska, AICP, LEED AP, CHPlanning, Ltd.  
Raymond Scheinfeld, Philadelphia International Airport  

*The session will address recycling at airports, particularly the design and financial considerations of expanded subjects of recycling, which go beyond curbside materials to include construction and demolition, deicing solution, compost, and stormwater recycling. Topics discussed will include:*

- Environmental Design beyond Green Building  
- Financial Analysis: Income vs. expenditures  
- Working with outside organizations (i.e. PPA and SEPTA)  
- Expanding recyclable materials: C&D, organics, expanded plastics  
- Staging for Organic Recycling  
- Bottle Filling Stations  
- Source Separation Facilities  
- Mapping Tools

**Evaluation of IFR Approach Visual Segment (20:1)**  
G. Lebar, Senior Airspace Evaluation Program Specialist, Federal Aviation Administration  
O. Sanchez, Federal Aviation Administration

**Probabilistic Risk Approach to Assess Runway Safety Areas and Protection Zones**  
Overruns, veer-offs and undershoots are the major types of accidents at airports. Many airports do not meet the tightened standards for the runway strip, safety areas and protection zones intended to safeguard the public against the risk of such accidents. Others spend billions to remain compliant when accommodating larger aircraft or planning improvements that infringe upon those areas.

The data-driven probabilistic risk assessment approach developed in ACRP 4-01 and 4-08 is objective based on 1400 historical events worldwide. The approach, applicable to individual airport’s circumstances (climate, traffic, declared distances, shape and dimensions of safety areas, presence and types of obstacles and terrain) provides planners with quantified over run, undershoot and veer-off risk values for existing conditions as well as hypothesized circumstances. We will present the basics of the methodology and examples of airports that have implemented the approach to shape decisions regarding safety areas, protection zones and the use of EMAS.

Lessons Learned from 2013 Funding Request
D. Roth, Federal Aviation Administration
T. Page, Manager, Federal Aviation Administration
S. Urlass, Federal Aviation Administration
L. Paganelli, Harrisburg ADO Manager, Federal Aviation Administration
M. DiGiulian, Beckley ADO Manager, Federal Aviation Administration

AIRPORTS SAFETY & LIGHTING

Part 139 Inspection Prep & Process
Evelyn Martinez, Lead Airport Certification Safety Inspector, Federal Aviation Administration

Evelyn Martinez, Lead Airport Certification Safety Inspector for the Eastern Region, will provide Part 139 Airports with an overview of what it takes to prepare for the annual inspection as well as providing key tips on what the Inspector focuses on such as emphasized reviews in the area of ARFF personnel training, wildlife management, fueling standards and other important sections of Part 139.

Update on Marking & Lighting Advisory
Michael McNerney, Federal Aviation Administration

Dr. McNerney, Federal Aviation Administration’s Airport Engineering Division, will present an update on recent changes to Advisory Circular that may affect airport marking and signage plans.

Digital NOTAM Systems
Phillip Davenport, Airport Certification Safety Inspector, Federal Aviation Administration
Steve Meinders, Air Traffic Control Specialist, Federal Aviation Administration

Davenport, Federal Aviation Administration and Meinders, Contract Support (NISC III) to the Aeronautical Information Management, will discuss the new Digital NOTAM System and how the system is revolutionizing the way airports issue NOTAMs. Learn how your airport can sign up and begin taking advantage of this system. Phil Davenport will review the recent changes to the FAA NOTAM Order and upcoming Advisory Circular on NOTAM updates.

The Impacts AC 150/5300-13A Design Change X on Airfield Ground Lighting and Taxi Guidance Signs
Joseph A. Vigilante, P.E., Project Manager, Burns Engineering Inc.

With the recent changes to taxiway fillet geometry as indicated in AC 150/5300-13A, Airport Design Change X; what impacts does this have on taxiway edge, taxiway centerline lighting and taxi guidance
sign design/installation criteria. The presentation will review Design Change X and Engineering Brief No. 9X, Light Spacing Guidance for New Taxiway Fillet Geometry (per AC 150/5300-13A, Airport Design Change X) and provide design recommendations to navigate the changes.

**Electrical Design Challenges for Runway 10R/28L Replacement Program at Port Columbus Int’l Airport**

Jeff May, Electrical Design Engineer, CH2M Hill, Inc.

Geoff Kouril, Aviation Engineer, CH2M Hill, Inc.

Runway 10R/28L was successfully relocated 702’ and commissioned on August 22, 2013. This complex project possessed many unique electrical and civil design challenges, as well as extensive construction phasing.

The electrical designs were comprised of medium-intensity approach lighting systems, instrument landing systems, runway lighting systems, taxiway lighting systems, guidance signs, security system modifications, weather equipment, and lighting vault improvements. As part of these designs, both new and traditional technologies were employed including LED lighting. The subject presentation will demonstrate the impacts of these design challenges, the required construction phasing, and the steps / technologies used to implement.

**Large Area Lighting Solutions for Aprons and Aircraft Service Areas -Successfully Implementing the Transition from HID to LED**

Christian K. Monrad, P.E., LEED AP, Principal Electrical Engineer, Monrad Engineering, Inc.

James R. Benya, P.E. FIES, FIALD, LC, Principal Lighting Engineer, Benya Burnett Consultancy

While LED lighting equipment has permeated nearly all airfield lighting and signage applications, reliable and cost-effective LED luminaires for illumination of large areas are just coming into maturity. Improved spectra, thermal management, energy efficiencies, MTBF, and total costs of ownership make for a compelling case to consider LED technologies for new construction and replacement of aged HPS and metal halide lighting systems.

In concert with the ongoing development of IES RP-37: Standard for Outdoor Lighting for the Airport Environment, the necessity to effectively manage glare components for pilot and ground crew safety while providing adequate task illumination levels will also be addressed. Detailed evidence-based guidance relative to visual comfort and human physiology will be offered to assist in the proper specification and application of modern lighting systems for these challenging spaces.

**Loss of Power Quality in Airfield LED Lighting**

Vinicius Petroni, Global Sales and Marketing Manager, Eaton’s Crouse-Hinds Business Airport Lighting Products

This presentation will focus on using advancements in technology to improve the power quality of airfield LED lighting fixtures reducing the power losses that airports have on their circuits due to inefficient fixtures.

**Airport Safety R&D Update**

Ryan King, Airport Safety R&D Engineer, William J. Hughes Technical Center, Federal Aviation Administration

Researchers from the FAA Airport Safety R&D Section, located at the FAA William J. Hughes Technical Center in Atlantic City, New Jersey, will present an overview of new research projects currently under investigation by the FAA. Topics to be discussed will include wildlife mitigation, rescue and firefighting, visual guidance, FOD, and arresting technologies.
Jennifer Fuller, P.E., Airport Project Manage, North Carolina Department of Transportation
Regulatory agencies traditionally require detention or retention ponds to manage storm water runoff during and after construction projects to protect water quality. For airports, this presents a safety concern as standing water is attractive to hazardous wildlife. In 2012, North Carolina passed new legislation that prohibits requiring storm water ponds on airport property or within five miles of public airports; it also provides an allowance for the removal of existing ponds. The collaboration of many agencies with differing priorities was a lengthy process of outreach, education, and compromise. However, the results are decidedly positive and the partnerships are stronger due to the conversations this legislation opened.
Most importantly, airports in North Carolina are safer. This presentation seeks to educate the audience on the very real dangers that some storm water controls can bring to the airport environment and how a team approach can assist in reducing this safety issue at airports.

Assessing Wildlife Hazards to Aviation Operations at Fort Indiantown Gap
Carey Furio, Certified Wildlife Biologist, USDA APHIS Wildlife Services
Jason Wood, Eastern District Supervisor, USDA APHIS Wildlife Services
The Pennsylvania Air National Guard requested USDA APHIS Wildlife Services (WS) to assess the risk and hazards posed by avian species on and over the range facilities at Fort Indiantown Cap, Annville, Pennsylvania. WS designed a multi-year study to assess those hazards and risks with primary concentration on determining what species present the greatest risk, and what altitudes, season, and time of day those species occupied. The educational objectives of this presentation are to describe alternative methods for evaluation of wildlife hazards on or in the vicinity of an airport, present the results of one study, and describe its application at commercial facilities.

Strike, Snarge and Safety - Reporting Wildlife Strikes to Aviation
Michael Begier, National Coordinator, Airports Wildlife Hazards Program, USDA/APHIS/Wildlife Services
This presentation will provide the audience with detailed information about the procedures one should complete following a wildlife strike to an aircraft. The emphasis will be on civil aviation but useful information about military information will be presented. Additionally, updated information from the FAA National Wildlife Strike Database and the Bird Strike Committee - USA will be discussed with a focus on civil and General Aviation outreach. Educational outreach materials focusing on strike reporting awareness will be available.

TUESDAY LUNCH PRESENTATION
State of Aviation in Washington in 2014
Spencer Dickerson, C.M., Senior Executive Vice President for Global Operations, American Association of Airport Executives
Presentation will include updates on Capitol Hill activities impacting airports and aviation, TSA and FAA updates, and state of play in the airline and general aviation industries.