

## **Airport Services Newsletter**

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In this issue of the Airport Services Newsletters, we will discuss guidance material recently published by the FAA Airports Division. The draft Advisory Circulars (AC) discussed below concern Safety Management Systems (SMS), performance specifications for airport vehicle Runway Incursion Warning Systems (RIWS), airport signing and graphics, and airport design.

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### **Draft AC 150/5200-37A, Safety Management Systems for Airports**

[Draft AC 150/5200-37A, Safety Management Systems for Airports](#) provides guidance regarding the development and implementation of an SMS at an airport. SMS is a systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies, and procedures. SMS basic components include safety policy, safety risk management, safety assurance, and safety promotion.

SMS supports a proactive approach to safety and encompasses personnel in all operational areas. Benefits of SMS include reduced likelihood of accidents and associated costs, improved regulatory compliance, reduced reliance on few key personnel, potential reduced insurance and liability costs, and competitive advantages in business opportunities.

With regard to service providers, such as fixed based operators (FBO), the draft AC recommends cooperation in hazard reporting. However, service providers should be aware of both disclosure policies and methods for protecting confidential data. The draft AC also recommends service providers participate in airport-offered initial and recurrent SMS training. In addition, service providers should seek to be actively involved in the airport's SMS safety committee, or similar body. Active participation in the airport SMS will give service providers the opportunity to review incidents and accidents, results of safety audits, and participate in safety risk assessments. Comments on Draft AC 150/5200-37A are due on or before **August 31, 2012**.

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### **Draft AC 150/5210-XX, Performance Specification for Airport Vehicle Runway Incursion Warning Systems**

[New Draft AC 150/5210-XX, Performance Specification for Airport Vehicle Runway Incursion Warning Systems](#) contains minimum performance specifications for systems and equipment used to provide a warning to drivers on an airfield about a potential runway incursion. The draft AC discusses two types of detection systems: a preconfigured, commercial off the shelf (COTS) system; and a system with custom hardware and software.

According to the new draft AC, vehicle RIWS equipment must perform the following functions:

- 1) provide surveillance of vehicle locations in the air operations area as specified by the airport;
- 2) provide a moving map indicating the position of the vehicle on the airport;
- 3) provide a warning/alert signal (audible and visual) to the vehicle driver as specified in the AC;
- 4) the system must not interfere with current airport and aircraft communication, navigation, and surveillance systems; and
- 5) if specified by the airport operator, a system may be programmed manually with specific routes, and provide an alert if the vehicle deviates from that route.

Comments on Draft AC 150/5210-XX are due on or before **August 27, 2012**.

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### **Draft AC 150/5360-12F, Airport Signing and Graphics**

[Draft AC 150/5360-12F, Airport Signing and Graphics](#) provides guidance on airport terminal and landside wayfinding, signing, and graphics. It incorporates the recommendations and guidelines developed under Airport Cooperative Research Program (ACRP) Report 52, completed in 2011. Use of the AC is mandatory for all projects funded through the Airport Improvement Program (AIP) or passenger Facility Charges (PFC) Program. Specifically, the AC addresses on-airport roadways/off-airport access roads, parking, curbside and ground transportation, and terminals. Comments Draft AC 150/5360-12F are due on or before **August 24, 2012**.

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### **Draft Change 19 to AC 150/5300-13, Airport Design**

[Draft Change 19 to AC 150/5300-13, Airport Design](#) establishes uniform standards for the siting and designation of parachute landing areas. To accommodate safe sport parachuting (skydiving) activities, airports should carefully select and designate a suitable Parachute Landing Area (PLA). Consideration of hazards, size, and location of the PLA is critical when operating within close proximity to other aeronautical activities.

Airports with existing PLAs have 60 months from the date of a new grant agreement to comply with the AC. If unable to modify its existing PLA within the timeframe, the airport must provide the FAA with a plan prior to the end of the 60 months. Comments on Draft Change 19 to AC 150/5300-13 are due on or before **August 17, 2012**.

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In addition to the draft ACs out for comment, on August 1, 2012, the Airports Division posted a Corrected July 2012 Addendum to [AC 150/5345-53D, Airport Lighting Equipment Certification Program](#), which includes “(L)” at the end of the type designation for fixtures that use light-emitting diodes. AC 150/5345-53D describes the Airport Lighting Equipment Certification Program (ALECP), explains how an organization can get FAA acceptance as a third party certification body (third party certifier) and how manufacturers may get equipment qualified under the program. The AC also Includes a list (updated monthly) of equipment certified under the program.

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If you have any questions about the guidance documents published by the Airports Division or SMS implementation, or if would like assistance in the preparation or submission of comments on any of the draft ACs, please contact our office.

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