

Airport Services Newsletter

In this issue of the Airport Services Newsletter, we discuss guidance documents and reports recently published by FAA, DOT, and the Airport Cooperative Research Program (ACRP) that are of interest to airports and airport service providers.

There was a great deal of activity by the FAA Airport Engineering Division (AAS-100) at the end government fiscal year, which ended on September 30, including issuance of the advisory circulars (AC) discussed below.

AC 150/5300-13A, Airport Design

[AC 150/5300-13A, Airport Design](#), issued on October 1, 2012, provides guidance on FAA's standards and recommendations for airport design. The revised AC emphasizes the need to take into account both present and potential future aviation needs in airport planning. FAA encourages airport developers and planners to consider the most demanding aspects of the aircraft that the airport must accommodate now or in the future when planning airport infrastructure and their functions. This AC was substantially revised to fully incorporate all previous changes, as well as new standards and technical requirements, including:

- a new Runway Design Code (RDC) designation;
 - an expanded discussion on Declared Distances;
 - a new Runway Reference Code (RRC) designation;
 - an update to the Runway Protection Zone (RPZ) standards;
 - new Taxiway Design Group (TDG) categories for fillet design;
 - guidance for intersecting and non-intersecting runway geometry;
 - expanded discussion on Runway Incursion Prevention geometry for new construction; and
 - consolidation of numerous design tables into one interactive Runway Design Requirements Matrix.
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AC 150/5210-25, Performance Specification for Airport Vehicle Runway Incursion Warning Systems (RIWS)

New [AC 150/5210-25, Performance Specification for Airport Vehicle Runway Incursion Warning Systems \(RIWS\)](#), issued on September 28, 2012, contains minimum performance specifications for systems and equipment used to provide a warning to drivers on an airfield about a potential runway incursion. According to the new AC, vehicle RIWS equipment must perform the following functions: (1) provide position of RIWS-equipped 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 systems, including 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. Conversely, the vehicle RIWS must not give directions for navigating on an airport except for specific programmed routes and must not take the place of airport familiarization and air traffic control instructions.

Revised [AC 150/5220-22B, Engineered Materials Arresting Systems \(EMAS\)](#) for Aircraft Overruns, issued on September 27, 2012, contains standards for the planning, design, installation, and maintenance of EMAS in runway safety areas (RSA).

Revised [AC 150/5345-43G, Specification for Obstruction Lighting Equipment](#), issued on September 26, 2012, contains the FAA specification for obstruction lighting equipment. Effective six months from the date of the AC, only that equipment qualified per this AC will be listed in the current edition of AC 150/5345-53, Airport Lighting Equipment Certification Program.

Revised [AC 150/5345-53D, Airport Lighting Equipment Certification Program](#), issued on September 26, 2012, describes the Airport Lighting Equipment Certification Program (ALECP) and provides information on the FAA protocol for accepting an organization as a third party certification body (third party certifier), as well as the protocol for manufacturers to get equipment qualified under the program.

Revised [AC 150/5340-30G, Design and Installation Details for Airport Visual Aids](#), issued on September 21, 2012, provides guidance and recommendations on the installation methods and techniques for all airport visual aids.

In addition to the recently issued ACs, the Secretary of Transportation transmitted the [2013-2017 National Plan of Integrated Airport Systems \(NPIAS\) Report](#) to Congress on September 27, 2012. The Report identifies 3,355 public-use airports (3,330 existing and 25 proposed) that are significant to national air transportation and therefore eligible for FAA Airport Improvement Program (AIP) grants. It also identifies AIP eligible and justified airport improvements that are planned within the next five years, and covers airport system composition, system objectives and performance, aviation forecast, and development requirements.

Finally, the ACRP, which is sponsored by FAA, published the following reports and research documents:

- [Report 76, Addressing Uncertainty about Future Airport Activity Levels in Airport Decision Making](#) (June 30, 2012)
- [Report 74, Application of Enterprise Risk Management at Airports](#) (September 21, 2012)
- [Legal Research Digest 16, Procurement of Airport Development and Planning Contracts](#) (September 18, 2012)

If you have any questions about these recently published ACs or reports, please contact our office.

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