

Report from NDOT Aviation  
September 30, 2005

On Monday, September 19<sup>th</sup> Trent and I attend the NASAO State Aviation Directors work shop, held in South Lake Tahoe. This meeting was attended by the Regional Administrator, Bill Withycombe and a group of his staff, the State Aviation Departments from California, Washington, Arizona and of course, Nevada. American Samoa was also represented. Henry Ogrodzinski, President of NASAO (National Association of State Aviation Officials) was in attendance. Here are some notes from that meeting.

There was some discussion of Runway Safety Areas and obstacles in the immediate runway area. The FAA is going to be looking to “clean up” these areas and keep them clean. Specifically, no ditches, no humps, no bumps, no hills, etc. Runway condition and pavement management was also addressed.

Land use compliance was a big discussion item. The FAA and NASAO are concerned about encroachment on airports. The discussion here centered on an airport in southern California and how three different municipalities bounded the airport. This has made compliance with zoning and infrastructure a problem for airport management. Basically, the FAA is concerned about this but I think they don't really know what to do about it.

There was some discussion on a minimum standard for airports in our state. The discussion revolved around the need/requirement for paving a dirt runway, the availability of airport rescue and fire fighting equipment and response (triage, wreckage, hospitals, etc), pavement and pavement management, lighting for night operations, approved weather information, airport facilities (restrooms, telephones, vehicle access, etc). This is something I think we do need to address.

The FAA is going to establish a Los Angeles Airport District Office in December of this year. Hopefully, this will take some heat off of the SFO ADO.

Fencing and signage will soon be a real big issue with the FAA. Security of the airport will be addressed, but more importantly, the FAA is looking at individuals who drive vehicles on the airport. Everyone who will drive on an airport will be required to be “trained”. They didn't address how, or to what degree (depth or detail) or whether it will come as an Advisory Circular or mandate. There will be more to come on this issue, for sure.

We heard about the “Air Tour Management Plan”. This is a national act to regulate air operations over public land (state and national parks, etc). As an example, Lake Mead National Recreation area sees over 80,000 operations a year. Almost all, to and from the Grand Canyon. The feeling we got was that the FAA is a reluctant participant in this. More to come on this, also.

We got a very interesting briefing on Hurricane Katrina and the local, state and national responses. Or, lack thereof. FEMA had semi-trailer trucks headed south on Friday and Saturday in anticipation of the need. They were headed towards the Florida pan handle on Friday, then they were turned towards Louisiana on Saturday. The cash burn during the ramp up and first days was substantial (over one billion a day). This item generated a lot of discussion on the perceived need/requirement for an emergency response plan for Nevada. As I see it, this plan, loosely structured, would be drawn up in conjunction with California and Arizona to be able to respond to any emergency situation. The NDOT

Aviation office would be the hub of communication and information for the FAA and initial responders. When these groups/individuals needed information concerning our Nevada airports (runways, ramp areas, lights, fuel availability, vehicle access, etc) we would convey this information and communicate with the individual airport managers. This is also an item that warrants serious discussion. As we make progress with this, I'll keep everyone informed.

Wednesday thru Friday (21<sup>st</sup> thru the 23<sup>rd</sup>) we took part in the Association of California Airports meeting in South Lake Tahoe. Jim Mallery, Trent and I, all attended. Great information exchange! Jim and Trent both voiced the idea of combining the annual NAMA meeting with the ACA meeting. I think it could be beneficial for the NAMA membership to be able to avail themselves of the synergies of a group like this. To be able to see that our problems are similar, to hear how different airports have addressed land compatibility issues, the on-going funding issues, FAA issues, etc. I would like you all to think about this. With a group this large, we start to get some attention from FAA National.

In closing, I want to let you know of some significant events. Our own Trent Moyers, Aviation Program manager for NDOT, is leaving his position at the end of September. But, he isn't going very far. Beginning in October, Trent will take over the reigns of the Elko airport as the airport manager. I can tell you from my perspective, he will be sorely missed and leaves big shoes to fill. Thankfully, only a phone call away.

That is all for now.

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