



Bulletin 3

Fall 2016

Director's Insight:

I had the opportunity to network with colleagues, share ideas, and continue the work of building a new future for our aviation industry in September while attending two aviation conferences.

The 36th Annual Pennsylvania Aviation and Aerospace Conference was from September 7-9 in King of Prussia. In collaboration with the Aviation Council of Pennsylvania, the Bureau of Aviation (BOA) provided several presentations ranging from Disadvantaged Business Enterprise Compliance to Doing Business with the Bureau of Aviation to the Airport Pavement Management System Update. Secretary Leslie S. Richards was the keynote speaker and provided remarks on Pennsylvania's Multimodal and Aviation Perspective. She highlighted Act 89, aviation safety, aviation operations in Pennsylvania, and the significance of the Philadelphia and Pittsburgh International Airport with respect to the state, country, and world. Kudos to Scott Gray and the Aviation Council of Pennsylvania along with the Bureau of Aviation staff and other key partners for delivering a top notch conference.

The National Association of State Aviation Officials (NASAO) 85th Annual Convention and Tradeshow was held from September 9-13 in San Antonio, Texas. The conference provided a plethora of information on the legislative and regulatory fronts and the opportunity to connect with my counterparts from other state departments of transportation. The headliners throughout the conference were the FAA Reauthorization, integration of Unmanned Aircraft Systems (UAS) into the national airspace, the implementation of NextGen Technology and the continued shortfall of adequate revenues in many states necessary to maintain and preserve the aging infrastructure of our nation's system of public-use airports. Since Pennsylvania participates in the State Block Grant Program, the conference enabled the Bureau to interact with other Block Grant States throughout the conference.

Lastly, and as noted in the spring bulletin, I had the opportunity to visit several airports throughout the summer. Each airport manager provided me a detailed history of their airport, a highlight of past projects, identified current business operations on and adjacent to airport property, and shared with the Bureau visions to increase airport activity. It is evident that the Bureau of Aviation plays a major role to preserve and improve the airport's assets so that each airport's operations can continue and expand in the future. Visits will continue over the next year.

A new feature to be included in each bulletin will highlight a specific airport in the state. The purpose of this article will be to provide you some insight into the history of the

airport along with other interesting information that signifies the airport's role in Pennsylvania's airport system. To commemorate the recent loss of a dear friend to Pennsylvania and the aviation community, Mr. Arnold Palmer, the Executive Director of the Westmoreland County Airport Authority, Mr. Gabe Monzo, provided a personal tribute to the beloved Mr. Arnold Palmer and his connection to aviation.

I wish you all the best for safety and success at your airports.

Anthony J. McCloskey, P.E., Director, PennDOT Bureau of Aviation

FEATURED AIRPORT

ARNOLD PALMER REGIONAL AIRPORT

By Gabe Monzo, Executive Director, Westmoreland County Airport Authority

To perhaps better illustrate to you why it is so aptly named, "Arnold Palmer Regional Airport," please allow me to reminisce a bit about the man we recently lost, who meant so much to us.

Mr. Palmer was a true icon in the world of golf, but, as you know, he was much more than that. And we, who maintain and care for the airport that proudly bears his name, also know that his passion, essence and energy transcended the sport in so many ways — not the least of which was aviation.

Arnold learned to fly on this field, under the tutelage of Elias "Babe" Kninock. His first flying lesson was in a single-engine Cessna 172, when Mr. Palmer was in his late 20s, and the place was known as Latrobe Airport.

Mr. Palmer was named to the Westmoreland County Airport Authority in 1970 and served until 1984. He returned to the board in 1996, and remained, serving since January as Chairman, until he passed away on September 25, 2016.

Mr. Palmer had addressed the aviation community the last time we hosted the aviation conference by ourselves. He always spoke fondly of how aviation had opened doors for him as part of his dealings around the world. It was apparent that aviation had enabled him to do things that otherwise may never had been possible.

A lot has been said about Arnie since he passed, about family, friends, and him in general as the ambassador to golf, and how he was able invigorate you with his smile and a thumbs up. He was admired by many. This airport family will miss him dearly.

"Rest in peace Boss"

Disadvantaged Business Enterprise (DBE)

*By Moses Abraham, P.E., Regional Project Manager,
PennDOT Bureau of Aviation*

Five DBE Training Workshops were held throughout Pennsylvania in September by BOA, Bureau of Equal Opportunity, and Multimodal Transportation's Administrative Division. The DBE Training Program covered topics such as background, definitions and terminology, program objectives, requirements, and concepts. The various roles and responsibilities of airport sponsors, consultants and Bureau personnel was defined and discussed. Recommended process flow and procedures, required documentation, and the creation/submission of dotGrant DBE reports were discussed in detail. All attendees received copies of the presentation and contact information.

Any UAS Activity near Your Airport?

*By Anthony J. McCloskey, P.E., Director,
PennDOT Bureau of Aviation*

Have you heard about a drone citing near your airport? UAS activity is becoming more and more prevalent in neighborhoods and communities. Safety is BOA's top priority and we are very interested in receiving timely updates from airport managers on any type of drone activity. Please call Mr. John Melville at 717-705-1239 to report any drone activity near your airport. BOA will pass this information to other airports located in the same region.

Airport Winter Safety Considerations

By Chuck Brewer, Aviation Specialist, PennDOT Bureau of Aviation

Winter weather is coming, so a brief review of changes to runway reporting procedures and some general tips for airport operations seems appropriate. Here are some things to keep in mind for safer winter operations.

- Beginning October 1, 2016, federally obligated airports are to use Takeoff and Landing Performance Assessment (TALPA) procedures to conduct runway assessments and to report those conditions in the newly formatted Field Condition (FICON) Notices to Airmen (NOTAMs).
- Pilot braking action reports will continue to be solicited and will be used in assessing braking performance. The terminology "Fair" will be replaced by "Medium" and pilot braking action reports will now describe conditions as Good, Good to Medium, Medium, Medium to Poor, or NIL. This will harmonize the National Airspace System with International Civil Aviation Organization standards.
- No longer will federally obligated airports report a NIL braking action condition. NIL conditions on any surface require the closure of that surface. These surfaces

will not be opened until the airport operator is satisfied that the NIL braking condition no longer exists.

- Contaminants in FICON Notices to Airmen may require depth information to be reported. The list of contaminants and general runway conditions associated with each can be found at: <http://www.faa.gov/about/initiatives/talpa/media/TALPA-Airport-RCAM.pdf> and <http://www.faa.gov/about/initiatives/talpa/>
- NOTAMs should reflect when the latest observation of runway and/or taxiway/ramp conditions was conducted. Airport operators should avoid using “airport unattended” NOTAMs as it sends the wrong message that other services provided (e.g., fuel) are not available.
- If the airport is unattended, a “Conditions-not-Monitored” NOTAM is the preferred airport reporting terminology to warn pilots of the possible inaccuracy of information.
- Establish an Airport Winter Operations/Pilot Safety section on your Airport/Pilot Bulletin to disseminate airport specific information and general, current safe operating practices.
- Ensure snow does not obscure the runway end lights being visible on approach and from the departure end of the runway. Also, displaced threshold lights must be visible on approach.
- Post phone number(s) to report any winter hazard at the airport (such as contaminated runway, drifting, etc.) so they are clearly visible to itinerant pilots from the ramp side.
- Report snow piles and drifts as accurately as possible with respect to location, distance from the centerline and heights. A pile of snow may have a top of 10’ that is 50’ from the taxiway centerline, but the lower side of that drift may be 5’ high and only 35’ from the centerline.

A Creative Way to Retain FAA Block Grant Money in PA

By Matt Johnson, Regional Project Manager, PennDOT Bureau of Aviation

By now all of our NPIAS (National Plan of Integrated Airport Systems) airports that participate in the Block Grant Program understand that they are eligible to receive \$150,000 worth of Non Primary Entitlements (NPE) each year. It is also important to understand that this “money” must be spent within 4 years of the Bureau receiving it. If an airport cannot spend all or part of their entitlement on time, they should consider “transferring” that money to another eligible airport in our program.

Here's a brief explanation of how entitlements typically work. Each spring/summer the BOA applies for and receives an NPE block grant from the FAA with each airport listed eligible to receive \$150,000 that year. That year's grant will expire four years from the time it's received by the Bureau. In the meantime, the BOA obligates and the sponsor spends this funding via the various subgrants supporting each airport's projects. Prior to the actual expiration date, the grant the BOA received from the FAA is closed out. Any funds remaining, whether unobligated (not encumbered in a subgrant) or unspent, are recovered by the FAA and typically spent in another state on another airport project.

Transferring Entitlements is not a new concept. Nationally, it has been a common practice for years, involving both FAA administered airports and block grant state airports alike. This past year, one of our airports transferred all of its 2012 entitlement (set to expire this past summer, 2016) to another Pennsylvania airport, efficiently and effectively helping to purchase much needed SRE (snow removal equipment). This transfer had the added benefit of freeing up \$150,000 worth of state apportionment funding, initially programmed for the SRE, making those funds available for some other project at another airport. As you can see, transferring entitlements can have a ripple effect throughout our entire block grant program.

The time to start thinking about transfers should be no later than a year before your entitlements are set to expire. The fall planning session would be a good time to discuss with the BOA and finalize any transfer options. The BOA will be here to help throughout the process. Let's keep what federal funding is available here in PA, at one of our airports. Maybe not today, but in the future there's a good chance that your airport could directly benefit from transferred entitlements.

Questions/Comments: Email PD_BureauofAviation@pa.gov

PennDOT's Bureau of Aviation is interested in what is new at your airport and how our organization can better serve the aviation community. Please use the email address above.