



Bulletin 4

Spring 2017

Director's Insight:

2017 will be an exciting year for the Bureau of Aviation (BOA).

Toby Fauver, Deputy Secretary for Multimodal Transportation, was chosen to serve on the U.S. Department of Transportation (DOT) Working Group on Improving Air Service to Small Communities which was created in accordance with Section 2303 of P.L. 114-190, the FAA Extension, Safety, and Security Act of 2016. The 2016 FAA Reauthorization Bill established the Working Group and directs the Secretary to issue a report to Congress by July 2017. Representative Members will explore several issues including whether funding for airports, the Essential Air Service Program (EAS), and the Small Community Air Service Development Program (SCASDP) is sufficient, as well as initiatives that could support pilot training. The Working Group has convened several times identifying potential strategies that will positively impact the above-mentioned issues.

I recently attended the 2017 National Association of State Aviation Officials (NASAO) Legislative Conference in Washington D.C. The conference provided an opportunity for the states to interact with top DOT and Federal Aviation Administration (FAA) officials in conjunction with insight from U.S. Congressman on the top aviation challenges on Capitol Hill. A few of the challenges include a timely multi-year FAA reauthorization bill that has been temporarily extended an unprecedented number of times, AIP funding levels, air traffic control reform, and the diversion of all aviation fuel tax revenue back into the Aviation Trust Fund.

As mentioned in the previous bulletin, NASAO holds an annual convention that is rotated around the country with east, west and central alternating. With the 2018 and 2019 locations already locked in the west and central, respectively, Secretary Leslie S. Richards provided a letter of recommendation to NASAO designating Pennsylvania as a potential host for the 2020 NASAO Convention. Pennsylvania last hosted the convention in 1958. New York, Massachusetts, and South Carolina also submitted nominations. The final site selection will be determined during the 2017 NASAO Convention in Alabama. Please keep your fingers crossed. This will be an excellent opportunity to show the country the state of Pennsylvania and the aviation industry.

The continuous focus of the Bureau is to improve safety and continuously preserve the assets at each airport while providing funding supporting these efforts. As a Block Grant State, the Bureau has a Memorandum of Agreement with the FAA's Harrisburg Airports District Office that includes an assurance (a commitment) to issue and expend Block Grant funding in a timely manner, with an emphasis on doing so prior to the grant

expiring. As we continue to improve timely drawdowns of this funding, please remember that our past performance of typically returning Block Grant funding to the FAA, is highly visible to the them, other states (especially other block grant states), local and national legislators. My short-term goal is not to return ANY Block Grant funding to the FAA. Let's work together to make this happen.

Lastly, I congratulate Mr. Chuck Brewer, Aviation Safety Specialist for south-central Pennsylvania, on his retirement from PennDOT on February 10. Chuck's experiences from the private sector (with Allegheny Airlines and the Regional Airline Academy) have positively shaped the Bureau. I will miss his expertise, humor and his friendship in the workplace.

Continue to push aviation onward and upward starting with safety first.

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

**Pittsburgh International Airport Named
Airport of the Year
by
Air Transport World Magazine
By Bob Kerlik, Allegheny County Airport Authority**

PITTSBURGH – Air Transport World (ATW) magazine announced Pittsburgh International Airport as its 2017 Airport of the Year, joining an impressive list of past winners around the world as the first U.S. airport to win.

Pittsburgh joins the ranks of Hong Kong International, London Heathrow and Singapore Changi, respectively, since the airport category was added four years ago. ATW, part of the Aviation Week Network, has awarded the aviation industry's best-in-class for 43 years and is recognized in the industry as a key source industry professionals rely on for analysis, marketing and intelligence.

“In the past two years, Pittsburgh International Airport has nearly doubled the number of nonstop destinations available to travelers. Just like our region, the airport service continues to grow, serving business and leisure travelers alike,” Allegheny County Executive Rich Fitzgerald said. “We are proud of the work being done by the team at Pittsburgh International Airport, and thank ATW for this fantastic recognition.”

Pittsburgh International will officially be honored in March along with other winners and will be featured in the next issue of the magazine.

“This award is a huge honor from a longtime, respected industry resource. Pittsburgh International has turned a corner – passengers, flights and destinations are up – and the industry has taken notice,” Allegheny County Airport Authority CEO Christina Cassotis said. “We're excited by the turnaround story at the airport which has been powered by a tenacious team at every level in the Authority and an engaged and supportive community.”

In selecting Pittsburgh International Airport, ATW cited the rapid ascent in air service gains as well as increased community engagement. Pittsburgh International serves 68 nonstop destinations, a 75 percent increase over the 37 destinations available in 2014. The airport has seen multiple new carriers enter the market including Condor, WOW, Allegiant, Frontier, OneJet, Porter, and Southern Airways, as well as additions from Southwest, Delta and JetBlue. The airport just finished its busiest year since 2008 with more than 8.3 million passengers, posting a third straight year of gains after more than a decade of decline.

The airport and its Board of Directors have also spearheaded a community coalition to support air service that includes business and tourism organizations, elected officials at the county, state and local levels, foundations, and colleges and universities.

Planning Highlights

By Janet Flynn, Transportation Planning Specialist,
PennDOT Bureau of Aviation

The annual BOA Planning Sessions were concluded in early November 2016. The Bureau's Joint Automated Capital Improvement Program (JACIP) was updated by sponsors in December, and the Four-Year Plan has been approved by the Project Management Committee and Statewide Transportation Committee in February. The Statewide Airport System Plan (SASP), a comprehensive study that provides BOA with the tools to make decisions about the performance, enhancement, and promotion of our airports, is currently being developed.

As these planning milestones are transpiring, our airports are diligently completing planning projects as well. Bloomsburg Municipal Airport, Bradford County Airport, Erie International Airport, Heritage Field Airport, Lehigh Valley International Airport, Penn Valley Airport, Pocono Mountains Municipal Airport, Wellsboro-Johnston Airport, Wilkes-Barre/Scranton International Airport are all engaged in the process of updating their Master Plans and Airport Layout Plan (ALP) sets. They are identifying their airports' Existing Conditions, Forecasts, Facility Requirements, Facilities Implementation Plans, Development Alternatives, and Financial Feasibility sections of this important planning document. They are updating their Airports' "Exhibit A" to include all existing and proposed land and facilities necessary for the operation of the airport.

Beaver County Airport and Butler County Airport are conducting Runway Feasibility Studies. Planning staff also coordinates the environmental clearance process for many of our other projects scheduled at our airports.

Pennsylvania Aviation System Facts:

- 129 Public-Use Airports, Heliports, and Special-Use Facilities
- 15 Commercial Service—Public airports with a minimum of 2,500 scheduled service passenger boardings each year
- 114 General Aviation Airports — Public-Use airports that do not have scheduled service or less than 2,500 passenger boardings per year

- 12 Reliever Airports—General Aviation Airports designated to relieve congestion at Commercial Service Airports
- 6 Public-Use Heliports—Used by individuals, corporations, and helicopter taxi and medical services
- 7 Special-Use Facilities – Gliderports, Ultralight Airfield, and Seaplane Bases
- 182 miles of runway

Unmanned Aircraft Systems

By John Logan, Aviation Specialist,
PennDOT Bureau of Aviation

The use of Unmanned Aircraft Systems (UAS), better known as drones, has exploded onto the aviation scene. Airport managers must deal with this phenomenon as they relate to air traffic near their facility. In the civilian world, drones are basically broken down into two categories, commercial use and recreational use. The FAA requires recreational ‘model aircraft’ operators to contact the airport if activities are within 5 miles of the airport; but commercial operators, under Part 107, are only required to contact air traffic control (and the airport) if they need to enter ‘controlled’ airspace. As such, airports without controlled airspace around them may not get notified of the UAS activities. One option to enhance visibility of drone activities is to contact your local municipality and law enforcement office to request they notify you when they are alerted to local drone activities.

If you are notified by someone wanting to fly near your airport, there are four things that you will need to know. Where, when, how high the flight will take place and a method to contact the operator. Once you’ve assessed the UAS proposal you have several options for responding. You can either ‘object’ to the flight(s) as a hazard to airport flight operations, or you can state that you have ‘no objection’ to their proposal. The FAA advises NOT to use the word “approved” for UAS operations, as there may be other local or state prerequisites required before they can fly. ‘Approving’ a flight could mislead the operator to think that no further action is required. In either case, you should be prepared to offer suggestions on how to minimize the risk of an incident or accident (such as a different location, time, or flight altitude).

Keep in mind, although airport managers do not have the authority to prevent drone activities off airport property, you can engage a local drone outreach program to enhance drone use awareness. And in cases of reckless endangerment to aviation or pedestrians, contact law enforcement.

We’re all still learning about the impact that this new technology will have on the national airspace system. Our recommendation is to stay connected and stay informed! Visit the FAA’s website concerning UAS at www.faa.gov/uas.

Automatic Dependent Surveillance - What do I need to know?

By Keith Doersom, Chief Pilot,
PennDOT Bureau of Aviation

On January 1, 2020, most aircraft shall comply with the Automatic Dependent Surveillance (ADS-B) mandate to fly in the nation's airspace. The US Next Generation Air Transportation System (NextGen) requires the use of Automatic Dependent Surveillance – Broadcast equipment to determine an aircraft's position and enabling it to be tracked in the airspace system.

This new system will move the nation away from using ground based radar to using GPS satellites. This will enable closer separation between aircraft allowing the nation's airports to handle more traffic.

There are two components to ADS-B. ADS-B Out, and ADS-B In. While only ADS-B out will be required to give the aircraft position to ATC, and fly in the nation's airspace, many systems that are installed will also give the pilot ADS-B In. This will allow the pilot to get near real time traffic, weather, temporary flight restrictions, and notice to airman information in the cockpit at no charge once the required equipment is installed. This will enhance situational awareness for the pilots making flying significantly safer.

For pilots flying classic and antique aircraft without engine driven electrical systems, ADS-B equipment will not be required unless you wish to operate in airspace that now requires a Mode – C transponder. See Federal Aviation Regulations (FAR) 91.215 for more information. However, these pilots may still take advantage of ADS-B In using a portable receiver. There are many options available such as the Stratus ADS-B receiver that will display the information on an iPad with Foreflight installed.

For the FAA ruling on ADS-B for aircraft without electrical systems, you can follow this link: <http://www.avweb.com/avwebflash/news/FAA-Clarifies-ADS-B-Mandate-For-Non-Electrical-Aircraft-228413-1.html>

When equipping your aircraft to meet the ADS-B mandate, there are many different options from many different manufactures to meet the requirements. Talking to your avionics shop is probably the best thing to do to come up with a solution that will meet the mandate with the most cost effective price.

Finally, the FAA has offered a program to help aircraft owners with purchasing the equipment to comply with the mandate. The FAA will reimburse owners with a check for \$500.00 once the aircraft complies. More information is available from: <https://www.faa.gov/nextgen/equipadsb/rebate/>

Questions/Comments: Email PDABureauofAviation@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.