



## ***Director's Insight:***

PennDOT's Bureau of Aviation is excited about some of the accomplishments that occurred in 2015 and is looking forward to an active 2016.

This *Bulletin* is one way to support our objective to share with you what is happening at the department and provide you an opportunity to reach out to us on events and projects occurring at your airport. Also, the bureau is very interested in how we can improve as an organization in providing expertise and assistance in the development, promotion and preservation of aviation in partnership with the government, business, and the community to provide a safe and reliable air system.

Although I may have spoken with or met some of you this year, I want to provide a few notes about myself and what you can expect from the bureau as we head into 2016.

From an education aspect, I have a Bachelor of Science Degree in Structural Design and Construction Engineering Technology and a Master of Engineering Science from the Pennsylvania State University. Currently registered in the state of Pennsylvania as a professional engineer, I have over 24 years of engineering experience with 18 years being with PennDOT. My experience ranges from bridge design/construction/ inspection to roadway maintenance to highway project delivery, and I've held various positions at PennDOT. In July 2015, I was given an opportunity to lead an exceptional organization of aviation professionals to a higher altitude as Acting Bureau Director. This has been a rewarding experience and a sense of honor and gratitude to lead an organization that is very passionate about aviation and their responsibility to the citizens of Pennsylvania.

Now to bring you up to date on some things our team is currently working on.

- Partnerships – We are committed to continuing relationships with the Federal Aviation Administration Harrisburg Airports District Office, Aviation Council, National Association of State Aviation Officials and the aviation community.
- PA Senate Aviation Caucus – The caucus developed a strategic plan in April 2015 that is committed to promoting Pennsylvania aviation and ensuring that there is a strong aviation focus in Pennsylvania's General Assembly. Staff held an informational session for the caucus on October 6, 2015.
- Aviation Advisory Committee – The committee will resume in 2016. As per Act 58 of 1999, the committee provides guidance on aviation related issues to the Governor, General Assembly and State Transportation Commissions. Appointments still need to occur by the Governor's Office.

- Airport Pavement Management System Update - Project recently kicked off and will provide a new baseline for pavement conditions in addition to providing an asset pavement management plan for all public airports.
- Statewide Airport System Plan – This report, which is a tool for PennDOT to preserve, enhance, and promote Pennsylvania’s Air Transportation System, will be completed in 2016.

The rest of this bulletin highlights specific projects and reminders for you and your customers as you proceed to provide safe and reliable air services.

My sincere best wishes to you, your families and loved ones for a joyous and happy holiday season and a successful 2016 to all.

Sincerely,

*Tony McCloskey, P.E., Acting Director, PennDOT Bureau of Aviation*

## **Guidance for Acquiring Snow Removal Equipment**

The requirements for acquiring Snow Removal Equipment (SRE) have changed, including the addition of three initial eligibility criteria for airports. First, with very limited exception, the airport is only eligible to have one Federal Aviation Administration (FAA) funded Carrier Vehicle/Prime Mover. Second, the airport’s existing vehicle must have reached its useful life limit, typically 10 years. And third, the vehicle can no longer be performing as intended. Once all the criteria have been met, a replacement carrier vehicle can be pursued.

Whether the sponsor chooses procurement via a Cooperative Purchasing Agreement that meet federal regulations and standards, or via competitive bids, there will be some consultant involvement. Using the SRE Aviation Circulars (ACs), the consultant will determine what equipment will be eligible, such as plow blades and blowers to go along with the carrier vehicle. It is important to realize that the Airport Improvement Program Handbook and the ACs govern when it comes to “equipment options” the sponsor might desire. If the handbook or AC doesn’t allow a particular option, or is “silent” on the subject, you can’t purchase the equipment.

Previously, the FAA had their own SRE specifications. Now, they use industry specifications (Aerospace Recommended Practice or ARP) developed by the Society of Automotive Engineers (SAE) and the Airports Snow & Ice Control Committee. For instance, the specification for a carrier vehicle or blower is contained in SAE ARP 5539; for plows/blades, the specification is in SAE ARP 5943. The sponsor will need to buy the specific SAE ARP specification online. The typical cost for purchasing the specification, which ranges from \$75-100, is eligible for FAA reimbursement.

If the procurement is via Cooperative Purchasing Agreement, then the sponsor would likely include a copy of the specification in the documentation presented to the vendor/dealer, and they would have to certify that the equipment they are supplying meets the SAE ARP specification. If it’s competitively bid, the bid package would simply refer to the SAE ARP specification. The bidder would be responsible to get their own copy and certify that the equipment they are providing meets the SAE ARP specification.

Two final points to consider when replacing your existing SRE. First, it depends on the value of the existing equipment and whether a sponsor “keeps” it or “disposes” of it, but these variables will determine if “payback” to the FAA may be necessary. Second,

if a sponsor is planning to build a new SRE building with FAA funds, only the “eligible” equipment can be stored in that building. Once the old equipment has been replaced, it is no longer eligible to be kept in the SRE building; therefore, storage of retained equipment may be an issue.

## **Winter Safety at Airports**

Winter flying season is quickly approaching and PennDOT is urging managers to prepare their staff and equipment for snow and icing response. Managers should conduct refresher training on personal safety (slips/trips/fall hazards, and cold weather injury prevention and response). Snow plowing techniques should be reviewed to assure snow mounds do not obstruct the ends of the runway nor create hazards to surface maneuvering of aircraft.

Airports should also facilitate winter flying hazard training for local pilots. Winter is also a season for increased risk of fires, so it would be appropriate to recheck fire extinguishers and conduct refresher training.

## **MET Tower Map**

Earlier this year, PennDOT published an interactive MET Towers map for those pilots with low level flight requirements. It can be found on our website at [www.penndot.gov](http://www.penndot.gov) in the “Doing Business” aviation section.

## **UAS/Drone Safety**

The Federal Aviation Administration is moving to enact airspace de-confliction standards to assure a separation of air traffic and drone activities in national airspace. In the meantime, we encourage you to work with the local entities nearby (schools/parks/business) to enhance awareness of drone safety and the need to coordinate all drone activities within 5 miles of your public airport.

## **Multimodal Transportation Funding About to Land in Southeast PA**

New Garden Flying Field in Toughkenamon, Chester County, received one of the first “**Act 89**” Multimodal Transportation Fund grants to assist with aviation development. Act 89 established a dedicated Multimodal Transportation Fund that stabilizes funding for ports and rail freight, increases aviation investments, establishes dedicated funding for bicycle and pedestrian improvements, and allows targeted funding for priority investments in any mode. Like most airports, the need for additional hangars has been discussed for years and now through the sponsor’s hard work and perseverance the discussion has turned into construction.

In July 2015, the new hangar project kicked off and, depending on weather, should be finishing up in early 2016. The scope of the project includes site preparation, storm water management infrastructure, hangar foundations, taxiway/hangar apron pavement and hangar floor, pavement marking and the hangar unit itself for a total project cost of approximately \$1.4 million. Seven t-hangars and two unit hangars are being included in this project along with a “ready pad” for an equivalent building and pavement when additional hangar space is needed. In addition to Act 89 grant funding, a Pennsylvania Infrastructure Bank loan and additional local share funding are being used to carry out this project. As of November 2015, most of the proposed nine hangars already have been reserved for occupancy, but it is anticipated that the remaining units will be filled immediately when the project is complete. The project is on budget and is anticipated to be completed on time; hence, it is anticipated to be another success.

**Questions/Comments: Email [PDBureauofAviation@pa.gov](mailto: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.**