

Good Morning!

Thank you for the note. The airport planning process is not regulatory, and our guidance is advisory. We approach airport master planning in the same professional manner that urban planners all over the country resolve answers to complex development issues: face the issue, consider options and pursue what makes sense. Our Advisory Circular is in the process of revision, yes, however, the critical components of forecasting, facilities requirements, analysis of design standards, demand capacity analysis, alternatives review, etc., will remain vital to practical airport planning. It is our approach and how we tailor the studies particular to an individual airport that will be revamped.

You are correct in that much of our mission dictates how an airport should operate in a safe and efficient manner. Our Part 139 process is certainly regulatory and is spelled out clearly in mandatory rules followed by all U.S. Part 139 Certificated Airports. Our security regulations are without question regulatory. The EIS process is a very legal and formal one. Requirements for pilots (training, medical clearance, etc.) are dictated by the FAA Flight Standards Inspectors. The FAA Engine and Propeller Directorate Aircraft Certification Service issues airworthiness directives stating explicitly what components and parts are acceptable in aircraft engines, I hope this helps to clarify any confusion regarding our regulatory authority.

Gail Lattrell