

SESSION 1 - Airport Data and Information Program Overvie

Info Shared from FAA:

NAME	COMPANY	EMAIL	QUESTION	NOTES	
Chris	Criswell	FAA	christopher.criswell@faa.gov	All of the data is free: <ol style="list-style-type: none"> 1. airport and navaid (and much more) data via eNASR: https://enasr.faa.gov/eNASR/nasr/ 2. Daily National Flight Data Digest: https://www.faa.gov/air_traffic/flight_info/aeronav/Aero_Data/NFDD/ 3. NASR 28 day subscriber files (used for charting, ERAM, etc.): https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ 	This was shared in the chat.
Michael	Meyers	FAA	michael.a.meyers@faa.gov	<ol style="list-style-type: none"> 1. We did have a Vertipoint AC but pulled it. However, we will re-publish when we have vertipoint (updated) standards. It will most likely start with an EB. <p>SENT PRIVATELY TO PANEL: One bit of clarification, airport certification is done at the regional level, not the ADO. At the regional level, there is also: engineering, planning, environmental, financial and compliance specialist. The Southern Region also serves the U.S. Virgin Islands</p>	

QUESTIONS:

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Jimmy	Capps	NCDOT Division of Aviation	jecapps@ncdot.gov	<ol style="list-style-type: none"> 1. In ADIP does the owner/manager have access to change the inspector's Obstruction Data? 	NO, the owner/manager can not change obstruction data.
Brad	Schwandt	Kentucky Dept of Aviation	brad.schwandt@ky.gov	<ol style="list-style-type: none"> 1. Just to confirm, any private land owner can utilize their property for air operations and never submit a 7480 for an airport designation, correct? 	Waiting on Chris Criswell's response.
Russell	Neice	Ohio Office of Aviation	russell.neice@dot.ohio.gov	<ol style="list-style-type: none"> 1. When will the FAA Vertipoint AC be restored? - AC 150/5390-3, CXL July 28, 2010 2. ODOT would like copies of the EB when complete. 	Chris Criswell responded: Absolutely. We will submit it as draft for comments."
Edward	Sawicki	NYS DOT	ejhsawicki@gmail.com	<ol style="list-style-type: none"> 1. If our bureau inspects under the 1/3 (once every 3 years), is it a problem if we decide to rearrange the 3 year cycle? Potentially, the order could be rearranged where an a/p doesn't get inspected for 5 or 6 years. (for travel, dispensing the a/p's) Is that ok? <p>FOLLOW-UP CLARIFICATION: Airport X gets inspected in year 1 of 3 year contract, airport X gets inspected year 3 of next 3 year contract.</p>	Lowell Lingo add more to this question
Lowell	Lingo	NYS DOT	lowell.lingo@dot.ny.gov	<ol style="list-style-type: none"> 1. Is the rule to inspect once every three years? <p>Edward Sawicki's question asked a different way: if you inspect an airport in the 1st year of a 3-year cycle, then in the last year of the next 3-year cycle, you then have 5 years between the inspections of that particular airport. Is this ok?</p>	Airport X would get paid in both cases since the state gets paid for their inspections in a 3 year cycle. It doesn't matter which year you inspect the airport as long as it is within the 3 years of the contract. Yes, you will get paid for the inspection once every three years but you can inspect the airport every year if that is what your state does, you just want get paid for it every year.
Levi	Eastlick	WisDOT Bureau of Aeronautics	levi.eastlick@dot.wi.gov	<ol style="list-style-type: none"> 1. Are there any recommendations for this hypothetical situation: A private airport physically exists but is not in the ADIP system, never had a 7480 completed, and contact/outreach with the owner is unproductive? 	Yes, this is ok. Nothing else could be done if you can't get in touch with them to complete a 7480-1 form to establish the private airport.
Brian	Pinsonault	State of Vermont	brian.pinsonault@vermont.gov	<ol style="list-style-type: none"> 1. Our State's UAS team has been collecting GIS imagery of our airport surfaces. Is that something that would be useful to the program? <p>https://trans.maps.arcgis.com/apps/webappviewer/index.html?id=ed348dfcf8dc4effa2e5d5a10c22a3d1</p>	Sent directly to Chris Criswell
Mike	Marr	Iowa DOT - Aviation Bureau	michael.marr@iowadot.us	<ol style="list-style-type: none"> 1. Can airport inspectors submit a 7480 to close airports where owners are deceased or there is obviously no airport in existence 	I think Sean Hammer made a comment (#5) to this question
Michael	Smith	State DOT - Aeronautics	michael.smith@dot.ca.gov	<ol style="list-style-type: none"> 1. The State can help with contacting private airport owners. 2. Best way to close a private airport? - email signed 7480 to ADO or use ADIP? 3. Legacy ALPs was mentioned in ADIP. I don't see that module 4. Our contract requires us to compete the wildlife survey form, a question has been added. Is there a pdf that we can download? 	I would email the signed 7480 to the ADO. Waiting on Chris Criswell's response. Michael, I sent you a pdf of the Wildlife Survey form that I created.
Sean	Hammer, C.M.	Maryland Aviation Administration	shammer@bwiairport.com	<ol style="list-style-type: none"> 1. If a Private Airport just logs into ADIP that will update their 5010 record validation date, correct? 2. Does Part 77 Approach Surface encompass TERPS or is TERPS not completely protected by Part 77? 3. When will ADIP include the Visualization tool? 4. If Flight Procedures has performed a flight check and found obstructions to the approach, does that determine if an approach is NA at night? (even if State inspector has found part 77 has no obstructions to Part 77 approach surface) 5. Maryland has used a copy of an obituary as documentation to abandon a facility when owner is unable. 	Yes, as long as they submit the project. Waiting on Chris Criswell's response. Waiting on Chris Criswell's response.
John	Wilson	Oregon Department of Aviation	john.p.wilson@aviation.state.or.us	<ol style="list-style-type: none"> 1. On private use airport: State of Oregon we require the private airport to update their information annually. If FAA does have any issue with private airports in Oregon it would be best to go through Department of Aviation. 	According to Chris Criswell, even if the owner of the airport died then his family would legally own it.