

SESSION 2 - General Information/Runway Data & Lighting

QUESTIONS:				
NAME	COMPANY	EMAIL	QUESTION	NOTES
Edward Sawicki	NYS DOT	ejhsawicki@gmail.com	1. If there is no data element that populates for email addresses, should the inspectors also add it in the remarks section?	There is a location for the email addresses in ADIP, they are not part of the xml process when I submit the changes to ADT. You can certainly put the email addresses as a remark in the 110. General remark section.
Sean Hammer	Maryland Aviation Administration	shammer@bwiairport.com	<p>1. If an airport increases length of RWY and THLD markings change (greater than 50'), when can the new data be published (airport has RNAV circling approaches)? Do flight procedures have to confirm data prior and update published approaches prior to 5010 data changing? Is a NOTAM necessary to communicate the current conditions/markings even though 5010 data is still showing old RWY lengths?</p> <p>2. Does a FAIR pavement determination impact the airports Capital Improvement Program with the ADO? EXAMPLE: if FAIR, does ADO then change the priority of projects the airport wants to complete and have the airport fix the runway before any other projects are funded by FAA?</p> <p>3. If public-use airport has remarks stating airport closed between 2200-0700, would that be a restriction they cant have as public-use? They are closed to traffic during those hours. Owner closed it due to noise and sensitive community around airport.</p> <p>4. Is a hospital Helipad (private-use with PPR) classified as "Helipad" or "Heliport"? EXAMPLE: A hospital is trying to get classified as "Helipad" so the National Fire Protection Association (NFPA) standards that need to be met are less.</p> <p>5. Can a non-139 public-use airport with Air National Guard on field with ARFF have an ARFF code?</p>	<p>Waiting on Chris Criswell's response</p> <p>Waiting on Chris Criswell's response</p> <p>Waiting on Chris Criswell's response</p> <p>Waiting on Chris Criswell's response</p> <p>Waiting on Chris Criswell's response</p>
John Wilson	Oregon Department of Aviation	john.p.wilson@aviation.state.or.us	<p>1. To change the traffic pattern will 7480 need to be filled out?</p> <p>2. Changing Calm Wind Runway does that require 7480 as well?</p>	<p>Waiting on Chris Criswell's response</p> <p>Yes, a traffic pattern change requires a 7480-1 form to be filled out.</p> <p>Waiting on Chris Criswell's response</p>
Jimmy Capps Christopher Beitzel	NCDOT Division of Aviation State of Vermont	jecapps@ncdot.gov christopher.beitzel@vermont.gov	<p>1. If the the Helipad/Heliport has a loc ID, is it a Heliport?</p> <p>1. Is the airport elevation the highest part of the highest RWY or is it the highest elevation on the airport property?</p>	<p>Waiting on Chris Criswell's response</p> <p>Waiting on Chris Criswell's response</p> <p>Represents the estimate d/surveyed airport elevation in whole feet above mean sea level (ANSL) measured along the centerline at the highest point of the airport's usable runways.</p>