

SESSION 4 - Obstruction Data/Obstruction Survey Method Example

INFO SHARED:

NAME	COMPANY	EMAIL	QUESTION	NOTES
Ed Gomez	MassDOT	ed@protocoluas.com	<p>Would love to share the project we are runing in MA (MassDOT): Please reach out to Ed Gomez, EMAIL: ed.gomez@dot.state.ma.us, PHONE: 203.722.9850</p> <p>We want to continue to explore standard operating procedures that can help in the future of UAS for Part 77 Uses. We have presented to Colleen D'Alessandro New England Region- Regional Administrator and did a live demo at Lawrence Airport</p> <p>THOSE WHO REACHED OUT AND WANTED CONTACT INFO FOR MassDOT:</p> <p>*Chris Brooks, Caltrans: christopher.brooks@dot.ca.gov *Jim McCanney, MnDOT: james.mccanney@state.mn.us *Eddy Hensley, WSDOT: henslee@wsdot.wa.gov *Sean Hammer, C.M., MDOT: shammer@bwairport.com</p>	This is regarding drone program for airport inspections.

QUESTIONS:

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Ed Gomez	MassDOT	ed@protocoluas.com	<p>1. We have utilized drones for 28 airports in MA and got preliminary data that can help conceptualized the integration of this technology for rapid survey. We have also identify max precision and accuracy of the orthomaps and point clouds delivered as well as limitations to cover larger areas and limitations re to energy density for endurance.</p> <p>I would love to talk more and find how this technology could optimize and facilitate airport manager and state to keep a more current survey at least for App Surfaces.</p>	<p>He shared his info to provide to others if they wanted more info</p>
Christopher Beitzel	State of Vermont	christopher.beitzel@vermont.gov	<p>1. Does an EMAS or Nav aid count as an obstruction in the close in area?</p> <p>2. Older airport w/ 250' primary but GPS approach (Non-Prec) added. So is Primary Surface changed to 500' even though physical constraints?</p>	No
Dave Lehnert	State of Nebraska	dave.lehnert@nebraska.gov	<p>1. Is there no threshold bar?</p> <p>For runways that are not marked with a threshold bar:</p>	<p>Please refer to FAA's A quick Reference to Airfield Standards for runway markings.</p> <p>https://www.faa.gov/airports/southern/airport_safety/part139_cert/media/airfield-standards-quickref-aso.pdf</p>
Bob Mannix	NYSDOT	bob.mannix@dot.ny.gov	<p>1. How is an unusable runway end area (marked with chevrons) treated when establishing beginning of approach area or primary surface area? of Displ T-Hold?</p> <p>If the surface is marked with Chevrons it is not included in the length of the runway.</p>	<p>The runway end is established where the runway has full strength and full width for aircraft operation.</p> <p>Please refer to FAA's A quick Reference to Airfield Standards for runway markings.</p> <p>https://www.faa.gov/airports/southern/airport_safety/part139_cert/media/airfield-standards-quickref-aso.pdf</p> <p>For a paved runway, the Part 77 approach surface begins 200 ft from the established runway end.</p>
Flo Ghighina	Idaho Transportation Department	flo.ghighina@itd.idaho.gov	<p>1. So for Paved Rwy's, does the PRI SFC start at the runway end or end of pavement? of Displ T-Hold?</p>	<p>For paved runways, the primary surface extends 200 ft beyond the runway ends.</p> <p>For non paved runways the primary surface ends at the runway end.</p> <p>The Part 77 Approach Surface begins at the end of the primary surface.</p> <p>For paved runways the approach begins 200 ft from the runway end.</p> <p>For non paved runways the approach begins at the runway ends</p>
Hal Davis	WisDOT-Aeronautics	howard.davis@dot.wi.gov	<p>1. Just to confirm, when determining the approach slope to a displaced threshold, does the location of the approach surface trapezoid shift to start at the displaced threshold or does the location stay the same?</p>	<p>For 5010 Obstruction Evaluation: The Part 77 approach surface trapezoid area does not change location (does not shift) for displaced threshold obstruction evaluation.</p>
Michael Smith	State DOT - Aeronautics	michael.smith@dot.ca.gov	<p>1. #57 Does it automatically, retroactively calculate and show an error or does it only show when you are adding/changing a value and it's incorrect?</p> <p>2. Older airport w/ 250' primary but GPS approach (Non-Prec) added. So is Primary Surface changed to 500' even though physical constraints?</p>	<p>In the ADIP program AMR module: the program calculates the approach clearance slope from the entered values and will show up if the program values calculated are different than the entered slope value.</p> <p>If the entered values are saved and submitted the "calculated box" does not display.</p> <p>Yes, A Part 77 Utility runway with a non-precision approach has a primary surface width of 500 feet. Cat A(NP).</p>