

Board Report:

FAA Reauthorization, Drone Implementation, Vegetation Management Program & Aurigo Project Management Software

Monday October 15, 2018

Presented to:

■ Board of Directors

Presented by:

■ Aeronautics Division

➤ Dr. Jeff DeCarlo

FAA Reauthorization FY2019 - FY2023



	Previous Authorization (2012-2015 Continuing Resolutions with 6 Month & Annual Extensions)	New FAA 5-yr Reauthorization (2019-2023)
FAA Reauthorization	FAA Modernization and Reform Act of 2012: 3-year duration then Continuing Resolutions (CR) extending from 6 months to 1 year. Difficult for long-term planning	FAA Reauthorization Act of 2018 – longest funding authorization period for FAA since 1982. The full Act includes \$97B in FAA funding. Signed into law October 5, 2018
Airport Improvement Program (AIP) Funding for Airport Planning & Development	Funds AIP at Approx. \$3.3B annually for Airport planning and development and noise compatibility programs	Maintains AIP at \$3.3B annually, in addition to the \$1B Omnibus supplemental funding program (focused on small & medium-sized airports located outside of metropolitan areas)
Airport & Airway Trust Fund Facilities & Equipment (F&E) Program	Authorizes \$3.3B annually for FAA’s Facilities & Equipment (F&E) program which finances major capital investments related to modernizing and improving air traffic control (ATC) & airway facilities, equipment, and systems. Privatization of the nation’s ATC program with ‘user fees’ was on the table as a condition for FAA Reauthorization	Gradually increases annual AIP spending for the F&E program from \$3.3B in FY2018 to \$3.7B in FY2023. Legislation for ATC privatization was removed from the Reauthorization Bill alleviating the proposed pilot “user fees” that were advocated for by House Transportation Chairman Bill Shuster and the US airlines

FAA Reauthorization FY2019 - FY2023



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AIP Construction Standards (Airport Pavements)	Use of State Highway Specifications for pavements at non-primary airports limited to aircraft weighing <12,500 lbs	State Highway Specifications for pavements at non-primary airports were increased to include all aircraft weighing <60,000 lbs, affording sizable cost savings
Unmanned Aerial Systems (Drones)	Directs the FAA to develop regulations including Part 107 and 333 Certifications. Prohibits FAA from regulating Recreational Drones	Regulations will require drone operators to pass an aeronautical safety & knowledge test, and recreational drones to be registered and operated under an FAA and community-based set of safety guidelines. The FAA is also required to develop (within one year) a rule allowing drone package delivery by small UAS. The Bill further codifies the UAS Integration Pilot Program (IPP) created by the DOD last year and addresses the issue of state and federal drone responsibilities

MassDOT Responds to Gas Explosions



- MassDOT Aeronautics deployed to Support NTSB gas fire investigation
- Utilized two rotary wing drones flying several missions
 - Provided processed imagery to first responders and the investigating committee
 - Utilized MassDOT software to create 3D models of damaged structures



Safety board hunts for answers in Merrimack Valley communities

Feeney Brothers Co. part of federal investigation

Jordan Graham, Joe Dwinell Sunday, September 16, 2018



Credit: Chris Christo

LAWRENCE, MA. - SEPTEMBER 15: Mass DOT uses a drone to get a view of the house at 60 Jefferson Street, destroyed by a gas leak/explosion, September 15, 2018 in LAWRENCE, Massachusetts. (Staff Photo By Chris Christo/Boston Herald)

Vegetation Management Program (VMP)



- FAA only funds the initial removal of vegetation obstructions at airports, but trees may grow as much as 6-feet a year in some regions of the state
- The Aeronautics Division is aggressively managing vegetation to keep the runway approaches safe and clear of hazardous obstructions



Orange Municipal Airport June 2018



Orange Municipal Airport May 2018

Aurigo Project Management Software



- Three modules implemented (Aircraft Registration, Airspace Review, and Projects)
 - Go-live for aircraft registration and airspace review was Fall 2017
 - Internal go-live for Project Module was Fall 2018, external go-live Summer 2019
 - Project Module: Bug/Issue list finalized and coordinated with Aurigo Team
- Next Steps Planning Meeting scheduled for next week to discuss:
 - Prioritization of bugs/issues; consider enhancements/changes
 - Establish a schedule to track progress and keep the project moving
 - Establish date for unrestricted full use; retrain and utilize train-the-trainer
 - Determine external stakeholder test group prior to full external go-live
 - Update forms and create new forms; set process/schedule for creation/updates