

4SAC Schedule Description



ACRP Project 02-98 Airport Energy Resiliency – Roadmap and Implementation Steps – Airports using energy from the grid may be vulnerable to natural and human caused events. ACRP Research Report 260 Airport Energy Resiliency Roadmap provides a guide to executing an airport energy resiliency program. *Presented by Susan Zellers, Hanson Professional Services, Inc. – Truman A*

AIP, BIL and CDS, Oh My! – This presentation will discuss different funding sources (NPE/BIL/Discretionary/CDS), how they fit together and timing of the funding sources. There will be discussion on the planning and programming of the project as well as managing projects that utilize multiple fundings sources, including both FAA grants (AIP, BIL, CDS, etc.) and other, non-FAA funding streams (State DOT, DOD, private, etc.). Examples of projects that use multiple funding sources and how to have a successful project. *Presented by Ryan DaMetz & Russ Owen, FAA – Trianon C/D*

Aviation Weather & What the National Weather Service Can Do for You – How the National Weather Service supports the FAA air traffic and the services they can provide you and your airport. Weather impacts aviation with severe winds, turbulence, icing, thunderstorms and tornados. *Presented by Kenny Podrazil, CWSU-ZKC National Weather Service – Trianon A/B*

Best Practices for Runway Length Evaluations – This presentation will discuss the best practices for determining runway length and important criteria that need to be considered. *Presented by Kent Duffy, FAA National Resource Airport/Airspace Capacity – Trianon A/B*

Contract Towers – Round table discussion. This problem is still on the table. *Presented by Steve Stockam, Olsson – TBD*

Critical Aircraft Determination with Data Tools – This presentation will discuss the process of determining the critical aircraft and include a discussion of the available data tools to use in making the determination. *Presented by Kent Duffy, FAA– Truman B*

Deicing and Glycol Collection – Best Practices and Future Considerations– Runoff from deicing aircraft causes higher oxygen demand on waterways and is at risk of being further regulated by the EPA. We will discuss the different methods airports are using to handle glycol-laden stormwater effluent and minimize adverse environmental contamination. Topics will include best management practices for deicing application areas, collection methodologies, and various onsite and offsite treatment options. *Presented by Skye Coleman, Burns & McDonnell – Trianon C/D*

FAA Development Grants Timeline and Documentation Overview – This session will go over the typical initiation, design and post-grant timing for FAA development and construction grants. We will provide a breakdown of typical documentation and the required documents along the way as well. We'll focus on the “what we need next” part of our typical Central Region grant letters. *Presented by Justin Collier, FAA – Truman B*

FAA Update General Session – This is a listening session. Get the latest information from the FAA. *Hosted by Rodney Joel, Acting Director of Airports, FAA Central Region and Special guest speaker Rodney Joel, FAA Central Region Airports – Royal Hall*

Federal & Non-Federal Nav aids Information & Maintenance – Are these items a concern on your airport? AWO's, PAPIs, VASI's, REIL's, MALSR, Radio's and ILS systems. Listen to be an expert. *Presented by Marcus Wayland, FAA Airways Transportation Systems Specialist – Trianon C/D*

Ideas On Internal and External Audits of SMS – SMS programs require policies and procedures for ensuring the effectiveness of the program, the manual, and the procedures developed to improve safety at the airport. This presentation will discuss methods for beneficial internal and external inspections, evaluations, and audits of the overall safety procedures and the SMS program. *Presentation by Scott Simpson, Safety & Security Institute (SSI) – Truman A*

Need a Precision Approach with Minimum Disruption? – When choosing the final approach survey technology, there is a variety available. The right tools make the project safer, with minimal disruption to normal operations. Many items must be considered when acquiring engineering grade as-built data. Some of the tools and choices for collecting data for design and maintenance data range from traditional boots on the ground survey, mobile LiDAR, UAV photogrammetry and UAV LiDAR. *Presented by Don Seals & Michael Klasing, TREKK– Truman B*

“Planning, Schmanning . . . Just Let Me Build My Runway” – This presentation discusses the situations that trigger a planning project—whether a reconstruction project, old/nonexistent Airport Layout Plan, planning for new development, or correcting nonstandard geometry. Examples of challenging projects that could have been streamlined with planning will be presented. Successful scoping strategies will also be discussed. *Presented by Sadie Robb, FAA–Trianon A/B*

Runway Pavement Texturing for Friction Recovery – This presentation highlights abrasive texturing treatments that recover low friction on both rigid and flexible pavements. Low friction (medium to poor breaking) on your runways and critical pavements is a serious problem. This treatment can also remove failing surface treatments and allow an airport to re-start their pavement maintenance programs. *Presented by John Hunter, Skidabrader – Trianon A/B*

Solar Farm Installation on Airport – This presentation discusses planning and construction of a 50-acre, 5.7mW solar farm on a Part 139 Airport. The presentation assists the airport sponsor to determine whether a solar farm is right for their airport. It covers land use, zoning, NEPA, Section 163, planning, airspace, glare studies, and the Construction Safety and Phasing Plan. *Presented by Bob Crain, Burns & McDonnell – Trianon C/D*

TSA Update and Q&A – TSA update on the latest issues and an opportunity to get some of your questions answered. *Presented by Michael Frech, Dept. Homeland Security, TSA – Trianon A/B*

UAS Pavement Assessment Enhanced by Artificial Intelligence – Explore how Benesch employs state-of-the-art technology to leverage the potential of drones, artificial intelligence, and augmented reality in pavement condition. This presentation will spotlight pioneering methods and demonstrate how they utilize their internationally award-winning pavement crack detection workflow to gain both efficiency and accuracy in pavement assessments. *Presented by Brad Waller & Bret Tremblay, Benesch – Truman B*

Unlocking the Secrets Design Requirements for Airport Buildings – A look into the AIP Handbook and Advisory Circulars on what is eligible and what is required when designing Hangars, SRE Buildings and ARFF Buildings. We will walk through the eligibility process of these buildings. What resources to use during design and the submittals required for each building type. *Presented by Andrea McKinnie, FAA – Truman A*

Wetland Delineation and Permitting Basics – What Airports Need to Know – *Wetland delineation is fieldwork that determines the presence of wetlands on a property, and its boundaries. We will try to provide technical guidance for identifying and delineating the wetlands and performing stream assessments. We will discuss the regulations behind the permits needed. And explain the differences between avoidance, minimization, and mitigation. Presented by Meagan Schnoor, HDR – Trianon C/D*

What the Airport Cooperative Research Program Can Do for You and Your Airport – This is a panel discussion of the programs that are available to you at no cost, which will make your life easier. *Presented by Donald Harper, FAA – Truman A*

Wildlife Hazards & Solutions for Airports – If you have critter and animal problems at your airport and they are a hazard and or safety problem to your operations. This session is for you! *Presented by Spencer Nelson, USDA APHIS Wildlife Services – Truman B*

X Marks the Spot – Reconstructing the Intersection of Two Runways – DSM Airport reconstructed the intersection of RWY's 13/31 and 5/23. Learn how the Airport coordinated with the airlines and airport tenants during design and the key features of the Contractor's compressed construction schedule, and what when into building a temporary 900-foot runway extension over the FAA's approach lighting system. *Presented by Brian Tompkins, FAA; Brian Belt, Des Moines Airport Authority & Adam Wilhelm, Foth – Truman A*



