

# “Managing the Competing Demands within the National Airspace System”



## COMPETITION FOR THE SKY

September 29 - October 2, 2008 | Las Vegas, NV



Competition for the Sky

**P**rotecting the safety and improving the efficiency of the National Airspace System (NAS) are absolute priorities for users, operators, and regulators. Join us as we identify objectives and strategies to satisfy competing demands for airspace while maintaining and enhancing the safety and efficiency of the NAS.

This is an official Federal Aviation Administration Event

<http://www.csky.info>

# Competition for the Sky 2008



*Managing the Competing Demands within the National Airspace System*

## Contents

Detailed Event Program.....	2
September 29, 2008 – Monday .....	2
September 30, 2008 – Tuesday, Day 1 .....	3
October 1, 2008 – Wednesday, Day 2.....	6
October 2, 2008 – Thursday, Day 3.....	9

# Competition for the Sky 2008



Federal Aviation  
Administration

## *Managing the Competing Demands within the National Airspace System*

### Detailed Event Program

September 29, 2008 – Monday

---

### ***WHAT'S GOING ON the First Day.....***

---

**8:00 AM**      **Registration begins until 5:00 PM for all attendees**  
**FAA - OES Training / Refresher begins – Ballroom B**  
**FAA – Technical Operations Meeting – Ballroom D**  
**Booth Construction begins – Ballroom F**

**12:00 PM**      **Lunch for OES Attendees**

**1:00 PM**      **Press Conference – Grand Ballroom E**  
**3:00 PM**      **DoD-FAA Meeting – Ballroom C**  
**12:30 PM**      **GOLF SCRAMBLE – Transportation is provided to local golf**  
**5:30 PM**      **course. Tee time is 1:00 PM.**

**7:00 PM**      **WELCOME RECEPTION - will be held at the MIRAGE – LAS**  
**9:00 PM**      **VEGAS in the Grand Ballroom A**

Register to attend this unique event at a very special price:

- Government, Military, State \$549.00
  - Industry \$649.00
- 

Contact Information:

Phone: 202-580-7480  
Email: [csky@cghitech.com](mailto:csky@cghitech.com)

# Competition for the Sky 2008



## Managing the Competing Demands within the National Airspace System

September 30, 2008 – Tuesday, Day 1

**KEYNOTE SESSIONS: Marking & Lighting/Wind Turbines & Long Range Radars**  
**Moderator: George Heckert, Subject Matter Expert, Obstruction Evaluation, CGH Technologies, Inc.**

*\*Grand Ballroom A will be the location for all General Sessions.*

**8:00 AM Welcome and Opening Remarks by William (Bill) Withycombe, FAA Regional Administrator, Western-Pacific Regional Office**

### TOPIC 1

**MARKING AND LIGHTING:** The FAA's primary tool for obstruction avoidance during visual flight is to mark and light the obstruction; however a recommendation is synonymous with a FAA Determination of "No Hazard". Many issues regarding lights in the NAS and their effect on Migratory Birds, Wind Turbine Lighting configurations, community "Light" pollution and pilot conspicuity have put into question some of the FAA's long-standing practices. This topic will explore some of these issues as well as discuss new trends and technologies that the FAA is investigating.

**8:20 AM The Evolution of Lighting Technology in Aviation Obstruction Marking, by Dan Harris, Product/Business Development Manager, Aviation Obstruction Lighting, Flash Technology**

**8:35 AM Marking & Lighting New Trends, by Rolf Bakken, Test Pilot / Program Manager, Obstacle Collision Avoidance System, OCAS Inc.**

**8:50 AM Marking & Lighting /Lights Out / NOTAMS by Stormy M. Seibt, Director of FAA/FCC Compliance, American Tower Corporation**

**9:05 AM Migratory Birds (how lighting effects birds) by Dr. Joelle Gehring, Senior Conservation Scientist, Michigan State University**

**9:20 AM Wind Turbine Lighting Study, by Jim Patterson, Project Manager, FAA Airport Safety Specialist**

**9:35 AM PANEL DISCUSSION with Q/A**

**9:50 AM BREAK**

### TOPIC 2

**WIND TURBINES / LONG RANGE RADARS:** This topic will examine the growing pressure placed on one of the nation's diminishing natural resources, the airspace, and how wind energy is fueling this pressure. Airspace is limited and there's no end in sight to the wind energy's build-out of this growing alternative energy sector. Industry experts will detail the actual and potential conflicts between the National Airspace System (NAS), general aviation, and wind energy. Included in this discussion is the pressure faced by our Department of Defense (DOD) and Department of Homeland Security (DHS) missions.

Conversely, NAS requirements place a burden on the wind turbine industry as they attempt to locate sites that would not conflict with airspace. Special emphasis will be placed on highlighting the various solutions wind energy has proposed and the "success stories" where these two competing demands have learned to share the same resource.

**10:25 AM FAA Aeronautical Studies – Wind Turbine Challenges, by Sheri Edgett-Baron, FAA National Program Manager, Obstruction Evaluation Services**

**10:40 AM Wind Turbines and the effects on NAVAIDS, by Dr. James Walker, President, American Wind Energy Association (AWEA) and Vice President of enXco**

**10:55 AM Long Range Radar/ NEXRAD (USAF), by Kenneth H. Kingsmore, Program Manager, DOD JNDPG**

**11:10 AM Advanced Mitigating Techniques To Remove The Effects of Wind Turbines And Wind Farms on Primary Surveillance Radars, by Peter Drake, DASR Technical Director, Airspace Management and Homeland Security, Raytheon**

**11:25 AM Long Range Radar Technical Discussion, by Geoff Blackman, Principal, Westslope Consulting, LLC**

**11:40 AM PANEL DISCUSSION with Q/A**

**11:55 AM BREAK**

### KEYNOTE LUNCH SPEAKER

**12:00 noon Special Sponsor Keynote Speaker -enXco**

# Competition for the Sky 2008



## Managing the Competing Demands within the National Airspace System

September 30, 2008 – Tuesday, Day 1

EDUCATIONAL TRACK SESSIONS – From 1:30 PM – 4:00 PM

### SESSION 1

1:30 PM – 2:30 PM

#### Track 1 Migratory Birds

An in depth examination on how migratory birds are impacted by the competing demands in the NAS. Wildlife, telecommunications, wind turbine and airspace specialists are brought together to demonstrate the newest scientific research, discuss as well as answer questions on the various issues and potential solutions that will make the NAS safer for the avian community.

- **Moderator – Kevin Haggerty, FAA Manager, Obstruction Evaluation Services**
- **Dr. Joelle Gehring, Senior Conservation Scientist, Michigan State University**
- **Jim Patterson, FAA Airport Safety Specialist Project Manger**
- **Mike Saperstein, Esq., Public Policy Analyst, PCIA, The Wireless Infrastructure Association**
- **Laurie Jodzienicz, American Wind Energy Association (AWEA), Manager of Sitting Policy**
- **Darin Schroeder, Vice President of Conservation Advocacy, American Bird Conservancy**

#### Track 2 Wind Turbines Site Selection and Effect of Crossing the 500 Ft. AGL Threshold

The need for renewable energy sources in America is undeniable. However, wind energy requires years of planning and preparation to find suitable locations to develop. By the time a location is identified and the financing is secured, one of the last hurdles before actual construction is to conduct a FAA Aeronautical Study (AS). All too often, development plans are jeopardized by difficult issues resulting from the AS that have few mitigating solutions.

Wind energy and the aviation community must find ways to share the nation's airspace. Join industry leaders and voice your opinion on this subject to assist the FAA in developing processes to accomplish this important collaborative goal.

- **Moderator - Sheri Edgett-Baron, FAA National Program Manager, Obstruction Evaluation**
- **Phil J. Dougherty, SMI Inc./Helios Strategies**

#### Track 3 The Obstruction Evaluation/Airport Airspace Analysis (iOE/AAA<sup>®</sup>) External Site Explained

Moderated and demonstrated by the developers of this system, CGH Technologies, Inc., participants will learn the ins-and-outs of interfacing with the FAA's internet site.

Topics covered will be - e-filing FAA Forms 7460-1 and 7460-2, FAA Notice Criteria, case tracking, downloading and searching, and communicating with the FAA's Obstruction Evaluation Team Specialists. Time will be allowed for making your suggestions and voicing your concerns in an effort to improve the efficiency of the site.

*\*This Track will be available in Session 2.*

- **Glyn Owen, COO, CGH Technologies, Inc.**
- **Katie Venticinque, FAA Aeronautical Information Specialist , System Operations**

#### Track 4 FAA's iOE/AAA<sup>®</sup> Internal Program

Participants will gain an insider's look at the FAA's responsibilities in evaluating an obstruction to air navigation and the technologies utilized as well as the collaboration required to arrive at a Determination.

Moderated and demonstrated by the developers and users of the iOE/AAA system, this track will provide an honest and transparent look into the Aeronautical Study process.

*\*This Track will be available in Session 2.*

- **George Heckert, Subject Matter Expert, Obstruction Evaluation, CGH Technologies, Inc.**
- **Robert Alexander, FAA Obstruction Evaluation Specialist, System Operations**

# Competition for the Sky 2008



## Managing the Competing Demands within the National Airspace System

September 30, 2008 – Tuesday, Day 1

\*BREAK will be at 2:30 pm – 3:00 pm

### SESSION 2 3:00 PM – 4:00 PM

- Track 1 FAA Marking and Lighting Options**  
Join the leading Marking and Lighting manufactures, installers, and innovators as they provide a detailed explanation on the FAA's requirements and demonstration of the various options to accomplish those requirements. This Track will provide a close examination of the Obstruction Collision Avoidance System (OCAS) that the FAA is researching to approve for use in the NAS.
- **Moderator - Bruce Beard**, FAA, National Operations Manager
  - **Morten Mork**, CEO, Obstacle Collision Avoidance System (OCAS)
  - **Rolf Bakken**, General Manager, Obstacle Collision Avoidance System (OCAS)
  - **Dan Harris**, Product/Business Development Manager, Aviation Obstruction Lighting, Flash Technology
  - **Clayton L Clem**, Vice President Tennessee Valley Authority (TVA) Electric System Projects
- Track 2 Wind Turbines Effects on Radar**  
Participate in the definitive discussion on the conflict between wind turbines and our nation's radar surveillance systems. Industry leaders and government officials will detail the conflicts, current research, and potential mitigation solutions to this growing problem.
- **Moderator – Doris Turner**, FAA Technical Operations, Obstruction Evaluation Program Manager
  - **Peter Markus, P.E.**, Radar / Nav-Aids Requirements Engineer, FAA Western Service Center
  - **Bradley Fournier**, RCL Systems Engineering Manager, Raytheon
  - **Dr. Francis Lok**, LRR Technical Director, Raytheon
  - **Geoff Blackman**, Principal, Westslope Consulting, LLC
  - **Maj. John Sandifer**, USAF Senior Scientist, NEXRAD Program, Radar Operations Center
- Track 3 The Obstruction Evaluation/Airport Airspace Analysis (iOE/AAA<sup>®</sup>) External Site Explained**  
Moderated and demonstrated by the developers of this system, CGH Technologies, Inc., participants will learn the ins-and-outs of interfacing with the FAA's internet site.
- Topics covered will be - e-filing FAA Forms 7460-1 and 7460-2, FAA Notice Criteria, case tracking, downloading and searching, and communicating with the FAA's Obstruction Evaluation Team Specialists. Time will be allowed for making your suggestions and voicing your concerns in an effort to improve the efficiency of the site.
- **Glyn Owen**, COO, CGH Technologies, Inc.
  - **Katie Venticinque**, FAA Aeronautical Information Specialist, System Operations
- Track 4 FAA's iOE/AAA<sup>®</sup> Internal Program**  
Participants will gain an insider's look at the FAA's responsibilities in evaluating an obstruction to air navigation and the technologies utilized as well as the collaboration required to arrive at a Determination. Moderated and demonstrated by the developers and users of the iOE/AAA system, this track will provide an honest and transparent look into the Aeronautical Study process.
- **Robert Alexander**, FAA Obstruction Evaluation Specialist, System Operations
  - **George Heckert**, Subject Matter Expert, Obstruction Evaluation, CGH Technologies, Inc.
- Track 5 The San Diego Sunroad Building and KFI Tower Case Study**  
In these two most disturbing and controversial cases to ever confront the Obstruction Evaluation Service, many issues, offices, groups, and individuals played their perspective roles to arrive at the final decision. This track will take a close look at how and why these two cases challenged all involved and how this can be avoided in the future. We have brought the principal actors together to discuss their role and offer their perspective on how and why things went so wrong. If you're looking to gain a better understanding of the serious ramifications of competition for the sky – this track should not be missed.
- **Moderator – Kevin Haggerty**, FAA Manager, Obstruction Evaluation Services
  - **Michael Aguirre**, City Attorney, San Diego Airport Zoning
  - **Ed Faberman**, Chairman, Aviation Practice at Wiley, Rein, LLC
  - **Rick Beach**, President of Community Airfields Association of San Diego
  - **Julie Jordan**, Deputy Attorney, California Department of Transportation
  - **Heidi Williams**, Senior Director, Airports, Aircraft Owners and Pilots Association (AOPA)

\*Ballrooms A, B, C, D, and E will be the location for all track sessions, which seat up to 100 people auditorium style with internet connection, microphones, podium, projectors and screens. Exhibit area will be located in Ballroom F. Moderators will be identified for all track sessions.

\*BREAK will be at 4:00 pm – 4:20 pm

### WRAP-UP SESSIONS – From 4:20 PM – 5:00 PM

\*Grand Ballroom A will be the location for the Wrap-up Session – moderated by Kevin Haggerty, FAA Manager, Obstruction Evaluation Services

# Competition for the Sky 2008



## Managing the Competing Demands within the National Airspace System

October 1, 2008 – Wednesday, Day 2

---

### KEYNOTE SESSIONS: Airport Encroachment and Zoning

Moderator: Benjamin M. Doyle, Director of Airspace Analysis for Aviation Management Associates Inc.

---

*\*Grand Ballroom A will be the location for all General Sessions.*

**8:00 AM** **Welcome and Opening Remarks, by Doug Molin, FAA Director Tactical Operations, System Operations**

#### TOPIC 1

**AIRPORTS – ENCROACHMENT:** Airports represent the most important asset in our nation's aviation infrastructure. Each day, Airport Managers are faced with increased competition for their local airspace needs by building encroachment. These issues will be addressed by the Airports themselves as they describe this encroachment, the legal challenges, FAA enforcement limitations, and the impacts on their operations.

Further, airline representatives will explain how encroachment is placing financial and operational hardships on their ability to efficiently and safely serve the flying public.

**8:20 AM** **Aviations Navigations Systems, by Doris Turner, FAA Technical Operations, Obstruction Evaluation Program Manager**

**8:35 AM** **Unmanned Aircraft Systems (UAS), by Ardyth Williams, Manager, Air Traffic Organization, Unmanned Aircraft Systems Office**

**8:50 AM** **Miami International Airport Interactive Airport Layout Plan (iALP)/Zoning, by Robert Ori, Principal of Planning Technology**

**9:05 AM** **Washington National Airport (DCA), Airport Encroachment – Challenges and Opportunities, Mike Hines, Project Manager, Airfield/Airspace Planning, Metropolitan Washington Airports Authority.**

**9:20 AM** **One Engine Inoperative (OEI) – Craig Aldinger, Flight Operations Engineer, Southwest Airlines**

**9:35 AM** **PANEL DISCUSSION with Q/A**

**9:50** **BREAK**

#### TOPIC 2

**AIRPORTS – ZONING:** Protecting our nation's airports ultimately falls on the local community through the enactment of effective Zoning Ordinances. There are many short-falls inherent in this system and some very successful efforts. This topic area will concentrate the cities zoning issues related to municipal expansion including increased structure heights while considering the needs of the economic engines provided by the city's airport and downtown.

**10:20 AM** **Boston Airport, by Flavio Leo, Manager of Aviation Planning, Logan International Airport, Boston, MA**

**10:40 AM** **Case Study on Airport Zoning, by Benjamin M. Doyle, Director of Airspace Analysis for Aviation Management Associates Inc.**

**11:00 AM** **The Supremes, the 5th Amendment & You or what does a 60's Motown group and your right to remain silent have to do with obstructions – Kathryn Hoekstra, FAA Senior Policy Analyst**

**11:20 AM** **Electronic Terrain and Obstacle Data (eTOD), by Ken Reid, Head of Division, Aeronautical Information Management, EUROCONTROL**

**11:35 AM** **Interferometric Synthetic Aperture Radar (IFSAR) Technology and Electronic Terrain and Obstacle Data (eTOD)., by Jean-Claude (JC) Audet, Director, Aviation Programs of Intermap Technologies Inc.**

**11:50 AM** **PANEL DISCUSSION with Q/A**

**12:00 PM** **BREAK**

#### KEYNOTE LUNCH SPEAKER

**12:30 noon** **Special Sponsor Keynote Speaker by Brian Smith, Vice President and General Manager, Raytheon Canada Ltd.**

# Competition for the Sky 2008



## Managing the Competing Demands within the National Airspace System

October 1, 2008 – Wednesday, Day 2

### EDUCATIONAL TRACK SESSIONS – From 1:30 PM – 4:00 PM

\*BREAK will be at 2:30 pm – 3:00 pm

#### SESSION 1 1:30 PM – 2:30 PM

##### Track 1 One Engine Inoperative (OEI)

Airline representatives, Airport Representatives, FAA Officials, and Industry Leaders discuss how encroachment affects this specific airline requirement and how the FAA must address this issue quickly to ensure that airport capacity and efficiency is not diminished and lost forever.

This track describes the real and present threat to aviation that airport encroachment presents. This should be everyone's concern and first priority in protecting the NAS.

- **Moderator - Karl Walbrecht**, Geospatial Architect, CGH Technologies Inc.
- **Craig Aldinger**, Flight Operations Engineer, Southwest Airlines
- **Ken Scarborough**, Senior. Project Manager, Planning Technology
- **Glenn Morse**, Senior Director – Industry Affairs for Continental Airlines
- **Flavio Leo**, Manager of Aviation Planning, Logan International Airport, Boston, MA

##### Track 2 The Legal Debate

Legal issues and challenges abound for the aviation community. This track has brought together, for the first time, the leading industry and government lawyers to discuss the challenges faced by all users who compete for access to the NAS. Special emphases will be given to recent Supreme Court decisions on Eminent-Domain and the serious potential impacts of those decisions on the future of aviation.

- **Moderator - Kathlyn Hoekstra**, FAA Senior Policy Analyst
- **Ken Quinn**, Aviation, Aerospace & Transportation Attorney, Pillsbury Winthrop Shaw Pitman
- **Ed Faberman**, Chairman: Aviation Practice at Wiley, Rein, LLC

##### Track 3 The Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) External Site Explained

This Track will concentrate on how the FAA is using transparency and the OE/AAA internet site to enable local airports - both public and private, governmental agencies, advocacy groups, and general aviation collaborate in protecting airport airspace.

Learn how to use these tools to receive notice of proposals in specific areas and how to use that information to make a difference in the outcome of FAA Determinations by making your voice heard.

A must for anyone who feels they receive information too late to make a difference.

*\*This Track will also be available in Session 2.*

- **Glyn Owen**, COO, CGH Technologies, Inc.
- **Katie Venticinque**, FAA Aeronautical Information Specialist, System Operations

##### Track 4 FAA's iOE/AAA<sup>®</sup> Internal Program

One of the biggest misconceptions of the FAA Obstruction Evaluation process is what constitutes a Hazard to Air Navigation Determination. Learn how and why the FAA determines such proposals to be a hazard and what the ultimate effect a hazard determination will have on actual construction.

Real case examples will be given by OE specialists and OE Academy Instructors.

*\*This Track will also be available in Session 2.*

- **George Heckert**, Subject Matter Expert, Obstruction Evaluation, CGH Technologies, Inc.
- **Bruce Beard**, FAA, National Operations Manager

##### Track 5 Wind Turbine Development Challenges vs. FAA Policy, by Robert Ellis Ridgeline Energy

- **Moderator - Sheri Edgett-Baron**, FAA National Program Manager, Obstruction Evaluation Services
- **Robert M Ellis**, General Counsel, Ridgeline Energy

# Competition for the Sky 2008



## Managing the Competing Demands within the National Airspace System

October 1, 2008 – Wednesday, Day 2

### SESSION 2 3:00 PM – 4:00 PM

- Track 1 Terminal Instrument Procedures (TERPS) explained.**  
We have brought together two leading experts in this field to provide a basic understanding of TERPS and how these procedures can impact your project. Clyde Pittman will bring the perspective of his vast experience in helping companies plan their projects for FAA review. Bob Ori will explain TERPS from the perspective of airport and community developer. Together, they will be able to answer any TERPS question you may have.
- **Clyde Pittman**, Director of Engineering, Federal Airways & Airspace
  - **Robert Ori**, Principal of Planning Technology
- Track 2 Electronic Terrain and Obstacle Data (eTOD) and Airport GIS**  
New accuracy requirements for airport, airspace, terrain, and obstacle data is being developed and implemented. Learn the logic behind the International Civil Aviation Organization's (ICAO) new Annex 14 requirements for Areas 1, 2, 3, and 4 – and how the FAA plans to implement those requirements. This track will focus on those efforts and how they will affect your industry projects and serve to better preserve and protect the NAS in the future. We have brought the world's leading experts on this subject to help participants prepare for these changes.
- **Moderator - Dick Powell**, FAA Manager, Aeronautical Information Services
  - **Ken Reid**, Head of Division, Aeronautical Information Management, EUROCONTROL
  - **Jean-Claude (JC) Audet**, Director, Aviation Programs, Intermap Technologies Inc
  - **George Sempeles**, FAA Cartographer, System Operations
- Track 3 The Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) External Site Explained**  
This track will concentrate on how the FAA is using transparency and the OE/AAA internet site to enable local airports - both public and private, governmental agencies, advocacy groups, and general aviation to collaborate in protecting airport airspace.  
Learn how to use these tools to receive notice of proposals in specific areas and how to use that information to make a difference in the outcome of FAA Determinations by making your voice heard. *A must for anyone who feels they receive information too late to make a difference.*
- **Glyn Owen**, COO, CGH Technologies, Inc.
  - **Katie Venticinque**, FAA Aeronautical Information Specialist, System Operations
- Track 4 FAA's iOE/AAA® Internal Program**  
One of the biggest misconceptions of the FAA Obstruction Evaluation process is what constitutes a Hazard to Air Navigation Determination. Learn how and why the FAA determines such proposals to be a hazard and what the ultimate effect a hazard determination will have on actual construction. Real case examples will be given by OE specialists and OE Academy Instructors.
- **Moderator - George Heckert**, Subject Matter Expert, Obstruction Evaluation, CGH Technologies, Inc.
  - **Sheri Edgett-Baron**, FAA National Program Manager, Obstruction Evaluation Services
  - **Bruce Beard**, FAA, National Operations Manager
- Track 5 Zoning Panel**  
Competition for the sky, in the end, depends on state and local zoning regarding land use and its effect on airspace. This panel will explore the various zoning models and their associated advantages and/or disadvantages. Learn and discuss from these experts the current state of zoning as it relates to aviation and how you may address solutions for you project or in you community.
- **Moderator – Kathlyn Hoekstra**, FAA Senior Policy Analyst
  - **Benjamin M. Doyle**, Director of Airspace Analysis for Aviation Management Associates Inc.
  - **Jeffrey B. Williams**, Attorney / Consultant, JBW Consulting LLC
  - **Ken Quinn**, Aviation, Aerospace & Transportation Attorney, Pillsbury Winthrop Shaw Pitman
  - **John G. Milliken**, Zoning Attorney; former Member of the Board, Arlington County Virginia, Venable LLP

\*Ballrooms A, B, C, D, and E will be the location for all track sessions, which seat up to 100 people auditorium style with internet connection, microphones, podium, projectors and screens. Exhibit area will be located in Ballroom F. Moderators will be identified for all track sessions.

\*BREAK will be at 4:00 pm – 4:20 pm

### WRAP-UP SESSIONS – From 4:20 PM – 5:00 PM

\*Grand Ballroom A will be the location for the Wrap-up Session – moderated by Kevin Haggerty, Manager, FAA Obstruction Evaluation Services

# Competition for the Sky 2008



## Managing the Competing Demands within the National Airspace System

October 2, 2008 – Thursday, Day 3

### KEYNOTE SESSIONS: Telecommunications / Protecting the National Airspace General Session Moderator: Glyn Owen, COO, CGH Technologies, Inc.

*\*Grand Ballroom A will be the location for all General Sessions.*

**8:00 AM** **Welcome and Opening Remarks, by Kevin Haggerty, Manager, FAA Obstruction Evaluation Services**

#### TOPIC 1

**THE PERSONAL TELECOMMUNICATIONS INDUSTRY AND THE NAS:** The Nation's airspace is inundated with the invisible transmissions of various frequencies for various purposes that pose a risk to air traffic control communication and air navigation facilities. The Telecommunications Industry has been a leader in finding solutions to share airspace by working in a collaborative effort with the FAA in erecting the structures required for all of us to enjoy the marvels of modern communication.

However, many challenges continue to face this industry. Legislation, new regulations and reporting requirements, such as ensuring the timely reporting of Notices to Airmen (NOTAMS), highlight these challenges. This topic will utilize the knowledge of industry and governmental experts to discuss the challenges and possible solutions to ensure that this industry can continue to grow.

**8:20 AM** **The Role of Congress (How congress interacts on issues) – by Brian Langdon, FAA Office of Government and Industry Affairs Manager**

**8:35 AM** **The Personal Telecommunications Industry and the NAS / NOTAM Requirements for the Communication Industry, by Brian Beck, Director, NOC Operations Flash Technology**

**8:50 AM** **FAA Electronic Digital NOTAMS, by Barry Davis, Manager, FAA Aeronautical Information Management System**

**9:05 AM** **Telecommunications and Aviation Challenges, by Craig Frost, Executive Director – Engineering Support, Regulatory and Compliance, Verizon Wireless**

**9:25 AM** **PANEL DISCUSSION with Q/A**

**9:40 AM** **BREAK**

#### TOPIC 2

**OBSTRUCTION EVALUATION REVIEW / PRESERVING AND PROTECTING THE NATIONAL AIRSPACE SYSTEM:** 14 CFR Part 77 is old and has proven to be more ineffective as time passes to preserve and protect the NAS. While changes have been proposed for years and there is a current proposal making its way through the regulatory process – this track will focus on what can be done today to accomplish what we need in the future.

As the last topic of this conference – it is none-the-less the most important for everyone who competes for access to the NAS. This topic will include the challenges faced by builders and architects who are faced with incorporating within their design projects – the surfaces of Part 77 and Terminal Instrument Procedures (TERPS).

**10:10 AM** **Part 77, Kevin Haggerty, Manager, FAA Obstruction Evaluation Services**

**10:30 AM** **Supplemental Notice Process 7460.2, by Rosemarie Longobardo, FAA Manager, Obstacle Evaluation Section (OES)**

**10:50 AM** **Airport Obstruction Standards Committee / One Engine Inoperative Program / Airports Geographic Information Systems (GIS), by Robert Bonanni, FAA Office of Airport Safety & Standards - Airport Engineering Division , National Resource Engineer**

**11:10 AM** **Utilizing the Power Therein (General Aviation), Heidi Williams, Senior Director, Airports, Aircraft Owners and Pilots Association (AOPA)**

**11:30 AM** **PANEL DISCUSSION with Q/A**

**11:50 AM** **BREAK**

#### KEYNOTE LUNCH SPEAKER

**12:00 AM** **Special Sponsor Keynote Speaker –Chris Blum, FAA Regional Administrator, Central Region**

# Competition for the Sky 2008



## Managing the Competing Demands within the National Airspace System

October 2, 2008 – Thursday, Day 3

**EDUCATIONAL TRACK SESSIONS – From 1:30 PM – 4:00 PM**

*\*BREAK will be at 2:30 pm – 3:00 pm*

### SESSION 1 1:30 PM – 2:30 PM

#### Track 1 **Digital NOTAM (Notice to Airmen) Demonstration**

The U.S. NOTAM System provides notice to pilots of changes in the NAS. Obstruction light outages (broadcast and communication towers, buildings, wind turbine and construction cranes) represent over half of the NOTAM's distributed in the United States. In an effort to reduce the public's burden to provide notice, the FAA is designing and implementing an electronic submission process (D-NOTAM). This track will provide special focus on how your National Operation Command (NOC) centers will benefit and participate in the early release stages.

- **Vinod Vallikat**, Technical Architect, CGH Technologies, Inc.
- **Don Smith**, Project Manager for Digital NOTAM (Notice to Airmen), CSSI

#### Track 2 **FAA's Supplemental Notice Process (FAA Form 7460-2)**

Once constructed, certain obstructions require additional notice to the FAA to ensure that operational and procedural changes are communicated to pilots and the safety of the NAS is ensured. Primary responsibility in the FAA resides with the National Aeronautical Charting Group (NACG). Learn from the NACG experts how this process functions, why supplemental notices is required, how you can more efficiently submit notices, and how, by doing so, help protect both aircraft and persons and property on the ground.

- **Rosemarie Longobardo**, FAA Manager, Obstacle Evaluation Section (OES)

#### Track 3 **The Architectural Forum - How Builders Consider the NAS In Project Design**

Architects and City Planners must consider airspace and aeronautical activity when designing structures and property use around our Nation's airports. This track brings together a distinguished panel of such experts to discuss specific problems in the design, planning stage of construction and the solutions to such problems. Learn how the FAA is dedicated to understanding these problems and how through transparency and collaboration, the FAA is working to ensure that the needs on the ground can coexist with those in the air.

- **Moderator - Benjamin M. Doyle**, Director of Airspace Analysis for Aviation Management Associates Inc.
- **James Stapleton**, Vice-President , A.I.A. - (Architect), FRCH Design Worldwide

#### Track 4 **General Aviation Hosted**

The skies of the United States are free for everyone to traverse and enjoy. New trends and growing concerns such as airport, airspace encroachment impacts our thriving general aviation and growing business aviation communities. This aviation community utilizes the more than 19,000 airports, 600 Air Traffic Control, and 71,000 navigation and communication facilities in the NAS. In large part, it is their concerns and needs the FAA Obstruction Evaluation Team must consider in the vast majority of aeronautical studies.

Learn how to consider the general and business aviation community in your proposed and existing projects and how the FAA is working with these groups to ensure the skies forever remain open and safe.

- **Heidi Williams**, Senior Director, Airports, Aircraft Owners and Pilots Association (AOPA)
- **Chris Blum**, FAA Regional Administrator, Central Region

#### Track 5 **5<sup>th</sup> Annual OE/AAA Users Conference**

Six years ago, the FAA partnered with a small group of communication companies, tower builders, and aviation consultants to help design the FAA's Obstruction Evaluation website. In the perusing years, this group has grown and has transformed the way in which the FAA processes notices of construction or alteration. Today, the FAA receives over 95% of notices electronically that, in turn, reduced processing time and increased the quality of each determination.

The role of the OE/AAA Users Group is to identify issues of concern and suggest ideals to improve the process for every user. Please join in and have your voice heard.

*\*This Track will continue in Session 2.*

- **Moderator - Bruce Beard**, FAA, National Operations Manager
- **Glyn Owen**, COO, CGH Technologies, Inc.

# Competition for the Sky 2008



## Managing the Competing Demands within the National Airspace System

October 2, 2008 – Thursday, Day 3

### SESSION 2 3:00 PM – 4:00 PM

#### Track 1 Evolution of Obstruction Evaluation

For many years, the FAA's obstruction evaluation process suffered from a lack of standardization and consistency. As the Obstruction Evaluation Service (OES) was established and transitioned to a paperless process, developed a common operating evaluation platform, and built partnerships with various stakeholders; new issues became apparent. In this session, learn from the people responsible for creating the OES how the FAA is addressing these new issues and where obstruction evaluation is heading in the future.

- **Moderator - Kevin Haggerty**, FAA Manager, Obstruction Evaluation Services
- **Barry Davis**, Manager, FAA Aeronautical Information Management System
- **Sabra Morgan**, Partner, Morgan Aviation Consulting
- **Chris Blum**, FAA Regional Administrator, Central Regional
- **Doug Molin**, FAA Director Tactical Operations, System Operations

#### Track 2 Airports Geographic Information Systems (GIS)

The FAA's Airport division is leading the way in developing the next generation of tools designed to ensure that the essential information that is the building blocks of the National Airspace System are collected, verified, and distributed in the most accurate and user friendly manner possible. The experts who are designing and implementing the Airport GIS tool will demonstrate and explain the new survey requirements and how this information will benefit all users of the NAS.

- **Shaelynn Hales**, FAA System Operations, Support to ATO-R Airspace Lab
- **Robert Bonanni**, FAA Office of Airport Safety & Standards - Airport Engineering Division, National Resource Engineer

#### Track 3 Department of Defense (DoD) Notice Tool

The Department of Defense (DoD) is working to improve early feedback and discussions with alternative energy developers, communication companies, and builders. The newly-launched DoD Notice Tool offers developers the ability to screen potential development sites for military airspace conflicts and provides the correct POCs in each service for continued discussion. Air Force operators will lead this discussion of military equities in the alternative energy and building process.

- **Terri Johnson**, FAA USAF OE/AAA Program Manager
- **Steve Sample**, Air Force Ops Sustainment, ICF International

#### Track 4 Meet the FAA's Obstruction Evaluation Team

Every day these FAA experts weigh the competing demands placed on our nation's airspace. Understanding that with each determination they issue, some project will be reduced in height or some airspace will be lost for operations and that it is impossible to meet every demand every time. Enjoy an informal question and answer session designed to gain the insight and knowledge that will make your project successful.

- **Sheri Edgett-Baron**, FAA National Program Manager, Obstruction Evaluation Services

#### Track 5 5<sup>th</sup> Annual OE/AAA Users Conference

Six years ago, the FAA partnered with a small group of communication companies, tower builders, and aviation consultants to help design the FAA's Obstruction Evaluation website. In the perusing years, this group has grown and has transformed the way in which the FAA processes notices of construction or alteration. Today, the FAA receives over 95% of notices electronically that, in turn, reduced processing time and increased the quality of each determination.

The role of the OE/AAA Users Group is to identify issues of concern and suggest ideals to improve the process for every user. Please join in and have your voice heard.

- **Moderator - Bruce Beard**, FAA, National Operations Manager
- **Glyn Owen**, COO, CGH Technologies, Inc.

*\*Ballrooms A, B, C, D, and E will be the location for all track sessions, which seat up to 100 people auditorium style with internet connection, microphones, podium, projectors and screens. Exhibit area will be located in Ballroom F. Moderators will be identified for all track sessions.*

*\*BREAK will be at 4:00 pm – 4:20 pm*

### WRAP-UP SESSIONS – From 4:20 PM – 5:00 PM

*\*Grand Ballroom A will be the location for the Wrap-up Session – moderated by Kevin Haggerty, Manager, FAA Obstruction Evaluation Services*