

# Analysis

## 14 CFR Part 139—Certification of Airports

The following is a preliminary evaluation for the potential certification of Jacqueline Cochran Regional Airport as an air carrier airport under the Code of Federal Regulations Title 14 (14 CFR) Part 139.<sup>1</sup> The relevant subparts and subsections from the checklist are described below and include the required improvements associated with the certification of Jacqueline Cochran Regional Airport. Following the descriptions and required improvements are the prospective costs of the improvements, additional personnel and necessary airport maintenance.

## OVERVIEW

14 CFR Part 139 prescribes the rules governing the certification and operation of small and large air carrier aircraft<sup>2</sup> operating at Class I, II, III and IV land airports.<sup>3</sup> The regulation was updated in 2004. In the future, Jacqueline Cochran Regional Airport would most likely start out as a Class II airport, which is defined as an airport certificated to serve scheduled operations of small air carrier aircraft and the unscheduled passenger operations of large air carrier aircraft. The provisions of this part mandate that the airport must obtain a Part 139 Class II Certificate if the airport serves any of the following:

- Scheduled passenger-carrying operations of an air carrier aircraft designed for more than 9 passenger seats; and/or

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1. 14 CFR Part 139 prescribes rules governing the certification and operation of airports in the United States that serve (1) scheduled passenger carrying operations by an air carrier operating designed for more than nine passenger seats, and (2) unscheduled passenger carrying by an air carrier operating aircraft designed for at least 31 passenger seats.

2. As defined by 14 CFR Part 139, subsection 5 (Definitions), large air carrier aircraft are defined as an aircraft designed to accommodate at least 31 passenger seats, whereas small air carrier aircraft are defined as aircraft designed to accommodate more than 9 passenger seats, but less than 31, as defined by the aircraft type certificate issued by a competent civil aviation authority.

3. A Class I airport is certificated to serve scheduled operations of large air carrier aircraft that can also serve unscheduled passenger operations of large air carrier aircraft and/or scheduled operations of small air carrier aircraft. A Class II airport is an airport certificated to serve scheduled operations of small air carrier aircraft and the unscheduled passenger operations of large air carrier aircraft. A Class II airport cannot serve scheduled large air carrier aircraft. A Class III airport is certificated to serve scheduled operations of small air carrier aircraft. A Class III airport cannot serve scheduled or unscheduled large air carrier aircraft. A Class IV airport is certificated to serve unscheduled passenger operations of large air carrier aircraft. A Class IV airport cannot serve scheduled or unscheduled large air carrier aircraft.

- Unscheduled passenger-carrying operations of an air carrier designed for at least 31 passenger seats.

Each of the 14 CFR Part 139 checklist items are described below and the required improvements associated with Jacqueline Cochran Regional Airport for Class II airport certification are indicated in the following sections.

## Subpart B – Certification

Section 139.101 states that “no person may operate an [air carrier] airport...without an Airport Operating Certificate...or an approved Airport Certification Manual.” In order to obtain an Airport Operating Certificate, the airport must prepare and submit an application to the FAA’s Regional Airports Division Manager, along with copies of its Airport Certification Manual. An applicant for an Airport Operating Certificate is entitled to a certificate if the following conditions are met:

- The applicant provides written documentation that air carrier service will begin on a date certain;
- The applicant meets the provisions of Section 139.103 (Application for Certificate);
- The FAA Administrator finds the applicant is properly and adequately equipped and able to provide a safe airport operating environment in accordance with
  - = Any limitation the Administrator finds necessary to ensure safety in air transportation;
  - = The requirements of the Airport Certification Manual;
  - = Any other Part 139 provisions that the Administrator finds necessary to ensure safety in air transportation; and
  - = The Administrator approves the Airport Certification Manual.

**Estimated Cost:       \$5,000-10,000**

## Subpart C – Airport Certification Manual

### *Airport Certification Manual (14 CFR Part 139.201-205)*

Air carrier airports are required to maintain a current Airport Certification Manual (ACM). The Airport Certification Manual requires detailed descriptions of the various checklist items of 14 CFR Part 139. The required Airport Certification Manual elements for a Class II airport are as follow:

- Lines of succession of airport operational responsibility;
- Each current exemption issued to the airport from the requirements of Part 139;
- Any limitations imposed by the Administrator;
- A grid map or other means of identifying locations and terrain features on and around the airport that are significant to emergency operations;
- The location of each obstruction required to be lighted or marked within the airport's area of authority;
- A description of each movement area available for air carriers and its safety areas, and each road described in § 139.319(k) that serves it;

- Procedures for avoidance of interruption or failure during construction work of utilities serving facilities or NAVAIDS that support air carrier operations;
- A description of the system for maintaining records, as required under § 139.301;
- A description of personnel training, as required under § 139.303;
- Procedures for maintaining the paved areas, as required under § 139.305;
- Procedures for maintaining the unpaved areas, as required under § 139.307;
- Procedures for maintaining the safety areas, as required under § 139.309;
- A plan showing the runway and taxiway identification system, including the location and inscription of signs, runway markings, and holding position markings, as required under § 139.311;
- A description of, and procedures for maintaining, the marking, signs, and lighting systems, as required under § 139.311;
- A snow and ice control plan, as required under § 139.313;
- A description of the facilities, equipment, personnel, and procedures for meeting the aircraft rescue and firefighting requirements, in accordance with §§ 139.315, 139.317 and 139.319;
- A description of any approved exemption to aircraft rescue and firefighting requirements, as authorized under § 139.111;
- Procedures for protecting persons and property during the storing, dispensing, and handling of fuel and other hazardous substances and materials, as required under § 139.321;
- A description of, and procedures for maintaining, the traffic and wind direction indicators, as required under § 139.323;
- An emergency plan as required under § 139.325;
- Procedures for conducting the self-inspection program, as required under § 139.327;
- Procedures for controlling pedestrians and ground vehicles in movement areas and safety areas, as required under § 139.329;
- Procedures for obstruction removal, marking, or lighting, as required under § 139.331;
- Procedures for protection of NAVAIDS, as required under § 139.333;
- A description of public protection, as required under § 139.335;
- Procedures for wildlife hazard management, as required under § 139.337;
- Procedures for airport condition reporting, as required under § 139.339;
- Procedures for identifying, marking, and lighting construction and other unserviceable areas, as required under § 139.341; and
- Any other item that the Administrator finds is necessary to ensure safety in air transportation.

The ACM could be prepared by airport administrative staff, however a significant amount of time could be involved in coordination during the FAA approval process and in preparing the manual.

**Estimated Cost:        \$15,000-25,000**

## Subpart D – Operations

### ***Records (14 CFR Part 139.301)***

This section requires the airport operator to:

- Furnish upon request by the Administrator all records required to be maintained under Part 139.
- Maintain records required under Part 139 as follow:
  - = Personnel training. Twenty-four consecutive calendar months for personnel training records, as required under §§ 139.303 and 139.327.
  - = Emergency personnel training. Twenty-four consecutive calendar months for aircraft rescue and firefighting and emergency medical service personnel training records, as required under § 139.319.
  - = Airport fueling agent inspection. Twelve consecutive calendar months for records of inspection of airport fueling agents, as required under § 139.321.
  - = Fueling personnel training. Twelve consecutive calendar months for training records of fueling personnel, as required under § 139.321.
  - = Self-inspection. Twelve consecutive calendar months for self-inspection records, as required under § 139.327.
  - = Movement areas and safety areas training. Twenty-four consecutive calendar months for records of training given to pedestrians and ground vehicle operators with access to movement areas and safety areas, as required under Sec. 139.329.
  - = Accident and incident. Twelve consecutive calendar months for each accident or incident in movement areas and safety areas involving an air carrier aircraft and/or ground vehicle, as required under § 139.329.
  - = Airport condition. Twelve consecutive calendar months for records of airport condition information dissemination, as required under § 139.339.
- Make and maintain any additional records required by the Administrator, this part, and the Airport Certification Manual.

**Estimated Cost:        \$5,000-7,500 Annually**

### ***Personnel (14 CFR Part 139.303)***

The requirements under this section of 14 CFR Part 139 mandates that the certificate holder must train, provide resources to, and maintain sufficient and qualified personnel to comply with the requirements of its Airport Certification Manual. At least one person would have to be designated to conduct a Part 139 Self-Inspection of the airport facilities on a daily basis in order to be in compliance with these requirements. This person would have to be trained in the identification of deficiencies and necessary reporting techniques in order to report deficiencies. The curriculum for initial and recurrent training must include at least the following areas:

- Airport familiarization, including airport marking, lighting, and signage system.
- Procedures for access to, and operations in movement areas and safety areas, as specified under § 139.329.

- Airport communications, including radio communication between an air traffic control tower and personnel, use of the common traffic advisory frequency (CTAF) if there is no air traffic control tower or the tower is not in operation, and procedures for reporting unsafe airport conditions.
- Duties required under the Airport Certification Manual and the requirements of Part 139.
- Any additional subject areas required under §§ 139.319, 139.321, 139.327, 139.329, 139.337, and 139.339, as appropriate.

The airport sponsor is also required to make a record of all training completed by each individual in compliance with this section that includes, at a minimum, a description and date of training received. Such records must be maintained for 24 consecutive calendar months after completion of training and must comply with the following training requirements:

- § 139.319, Aircraft rescue and firefighting: Operational requirements;
- § 139.321, Handling and storage of hazardous substances and materials;
- § 139.327, Self-inspection program;
- § 139.329, Pedestrians and Ground Vehicles;
- § 139.337, Wildlife hazard management; and
- § 139.339, Airport condition reporting.
- Use an independent organization, or designee, to comply with the requirements of its Airport Certification Manual and the requirements of Part 139 only if—
  - = Such an arrangement is authorized by the Administrator;
  - = A description of responsibilities and duties that will be assumed by an independent organization or designee is specified in the Airport Certification Manual; and
  - = The independent organization or designee prepares records required under Part 139 in sufficient detail to assure the certificate holder and the Administrator of adequate compliance with the Airport Certification Manual and the requirements of Part 139.

Many of these duties could be conducted by the Airport administrative staff, however additional personnel would be required to perform the maintenance and repairs necessary to correct any deficiencies in order to remain in compliance with 14 CFR Part 139 regulations. The addition of one new staff member is outlined below.

**Estimated Costs:      \$10,000-15,000 Initial Training**  
**\$ 2,500-5,000 Annual Updates**

***Paved/Unpaved Areas (14 CFR Part 139.305-307)***

This section provides that the certificate holder must maintain and promptly repair the pavement of each runway, taxiway, loading ramp and parking area on the airport that is available for air carrier use. It also includes specifications for pavement conditions. At Jacqueline Cochran Regional Airport, Runway 17-35 would be the designated air carrier runway. This runway is in good-excellent condition. For air carrier operations, a new Taxiway B would be required, along with a new air carrier aircraft parking apron on the airport's east side.. The pavement strength of Runway 17-35 is capable of accommodating large air carrier aircraft up to and including the Boeing B-737 class of aircraft. New air carrier facilities would have to be constructed to accommodate this size/weight to adequately support air carrier-type aircraft.

**Estimated Cost:        \$7,000,000    New Taxiway B and Air Carrier Parking Apron**

***Safety Areas (14 CFR Part 139.309)***

Runways and taxiways identified for air carrier usage would be required to maintain safety areas in compliance with 14 CFR Part 139. Each safety area would require clearing and grading of all potentially hazardous ruts, humps, depressions or other surface variations in excess of three (3) inches. These areas must also be drained by grading or storm sewers to prevent water accumulation during rain storms or construction projects. All items located within these areas, due to their function (e.g. runway lights, VASIs, PAPIs, REILs, ILS equipment, etc.), must be mounted on frangible structures with the frangible point no higher than three (3) inches above grade. Any existing items at Jacqueline Cochran Regional Airport located in the required safety areas would be installed on frangible supports. All safety areas must be cleared and maintained free of any obstacles. Runway 17-35 has adequate safety areas to comply with Part 139, but they must be inspected and maintained on a regular basis.

**Estimated Cost:        \$2,500-5,000 Annually**

***Marking, Signs and Lighting (14 CFR Part 139.311)***

All runways to be used for air carrier operations would require markings meeting the specifications for takeoff and landing minimums for each runway. Runway 17 is currently marked as a visual runway. In the future, it is anticipated that Runway 17 will be upgraded to a nonprecision instrument runway. Runway 35 is currently marked as a nonprecision instrument runway. In the future it is anticipated that this runway will be extended to the south and a precision instrument approach installed. The runway markings would have to be upgraded as appropriate. Taxiway centerline and edge markings, signs identifying the taxiing routes on the movement areas, and runway holding position markings and signage would also be required.

<b>Estimated Costs:</b>	<b>\$ 300,000</b>	<b>Land Acquisition for Runway Extension, Approach Protection and RPZ</b>
	<b>\$2,100,000</b>	<b>Design and Construct Avenue 60 Relocation</b>
	<b>\$3,500,000</b>	<b>Design and Construct Runway/Taxiway Extension</b>
	<b>\$2,500,000</b>	<b>Design and Install ILS and Approach Lights</b>

***Snow and Ice Control (14 CFR Part 139.313)***

At this time, this section of 14 CFR Part 139 does not pertain to Jacqueline Cochran Regional Airport due to the negligible amount of snow and ice conditions at the airport. However, if snow and ice conditions were to occur at the airport after certification, all air carrier operations would be required to cease until the airport complies with this section of the regulations.

**Estimated Cost:        Not Applicable**

***Aircraft Rescue and Firefighting (ARFF): Index Determination (14 CFR Part 139.315)***

At the present time, Jacqueline Cochran Regional Airport is not required to maintain an ARFF capability. There is a Riverside County Fire Station located on the airport, but it is not ARFF-designated. Therefore, to comply with Part 139 certification requirements, an ARFF capability would have to be developed. This would require special ARFF vehicles and trained ARFF personnel. ARFF facilities must also be in a location that allows a response within three (3) minutes from the time of an alarm. At least one required ARFF vehicle must reach the midpoint of the farthest runway (serving air carrier aircraft) and begin application of foam, dry chemical or halon 1211 within 3 minutes of an alarm.

The ARFF Index required for the airport is based on the longest aircraft if there are five or more average daily departures of air carrier aircraft in a single Index group serving that airport. When there are fewer than five average daily departures of the longest air carrier aircraft serving the airport, the Index required for the airport will be the next lower Index group than the Index group prescribed for the longest aircraft. The minimum designated index is Index A. The Index is determined by a combination of—

- The length of air carrier aircraft, and
- Average daily departures of air carrier aircraft.

For the purpose of Index determination, air carrier aircraft lengths are grouped as follows:

- Index A includes aircraft less than 90 feet in length (e.g. Saab 340, Embraer EMB 120, Embraer ERJ-135);
- Index B includes aircraft at least 90 feet but less than 126 feet in length (e.g. Boeing 737-100/700 series, BBJ, B-717-200);
- Index C includes aircraft at least 126 feet but less than 159 feet in length (e.g. Boeing 737-800/900, BBJ 2, B-717-300, B-757-200);
- Index D includes aircraft at least 159 feet but less than 200 feet in length (e.g. Boeing B-757-300, B-767-200/300); and
- Index E includes aircraft at least 200 feet in length (e.g. Boeing B-747-400, B-767-400).

As a Class II airport, Jacqueline Cochran Regional Airport would serve scheduled operations by small air carrier aircraft (i.e. from 10-30 seats) and unscheduled operations (i.e. charter flights) by large aircraft (31 or more passenger seats). The unscheduled air carrier (charter) operations would determine the ARFF Index to be used because they would utilize the longer aircraft. It is unlikely that charter operations would generate an average of five or more daily departures. In which case, the ARFF Index is adjusted downward to the next lower Index from that which would otherwise be required. For example, if the longest air carrier aircraft was a B-737-500 (Index B), then the required ARFF Index would be Index A. However, if the longest aircraft was a B-757-200 (Index C), then the required ARFF Index would be Index B.

The following are the ARFF requirements for Index A and Index B:

- Index A. One vehicle carrying at least—
  - = 500 pounds of sodium-based dry chemical, halon 1211, or clean agent; or
  - = 450 pounds of potassium-based dry chemical and water with a commensurate quantity of AFFF to total 100 gallons for simultaneous dry chemical and AFFF application.

- Index B. Either of the following:
  - = One vehicle carrying at least 500 pounds of sodium-based dry chemical, halon 1211, or clean agent and 1,500 gallons of water and the commensurate quantity of AFFF for foam production.
  - = Two vehicles—
    - One vehicle carrying the extinguishing agents as specified in paragraphs (a)(1) or (a)(2) of this section; and
    - One vehicle carrying an amount of water and the commensurate quantity of AFFF so the total quantity of water for foam production carried by both vehicles is at least 1,500 gallons.

**Estimated Costs:**     **\$ 100,000-200,000 for Index A Vehicle and Equipment**  
                                   **\$ 300,000-400,000 for Index B Vehicle(s) and Equipment**  
                                   **\$1,000,000-1,200,000 for Dedicated ARFF Facility**

***Aircraft Rescue and Firefighting (ARFF): Operational Requirements--Personnel (14 CFR Part 139.319(i))***

In addition to specified ARFF vehicle requirements, Part 139 also requires that the certificate holder ensure that all rescue and firefighting personnel are properly clothed, trained and equipped to carry out their duties. Training standards are as follow:

Such personnel must be trained prior to initial performance of rescue and firefighting duties and receive recurrent instruction every 12 consecutive calendar months. The curriculum for initial and recurrent training must include at least the following areas:

- Airport familiarization, including airport signs, marking, and lighting.
- Aircraft familiarization.
- Rescue and firefighting personnel safety.
- Emergency communications systems on the airport, including fire alarms.
- Use of the fire hoses, nozzles, turrets, and other appliances required for compliance with this part.
- Application of the types of extinguishing agents required for compliance with this part.
- Emergency aircraft evacuation assistance.
- Firefighting operations.
- Adapting and using structural rescue and firefighting equipment for aircraft rescue and firefighting.
- Aircraft cargo hazards, including hazardous materials/dangerous goods incidents.
- Familiarization with firefighters' duties under the airport emergency plan.

All rescue and firefighting personnel must participate in at least one live-fire drill prior to initial performance of rescue and firefighting duties and every 12 consecutive calendar months thereafter. At least one individual, who has been trained and is current in basic emergency medical services, must be available during air carrier operations. This individual must be trained prior to initial performance of emergency medical services. Training must be at a minimum 40 hours in length and cover the following topics:

- Bleeding.

- Cardiopulmonary resuscitation.
- Shock.
- Primary patient survey.
- Injuries to the skull, spine, chest, and extremities.
- Internal injuries.
- Moving patients.
- Burns.
- Triage.

Records of all training given to each individual must be retained for 24 consecutive calendar months after completion of training. Such records must include, at a minimum, a description and date of training received.

Sufficient rescue and firefighting personnel must be available during all air carrier operations to operate the vehicle(s), meet the response times, and meet the minimum agent discharge rates required by Part 139. Procedures and equipment must be established and maintained for alerting rescue and firefighting personnel by siren, alarm, or other means authorized by the Administrator to any existing or impending emergency requiring their assistance.

Hazardous materials guidance. Each aircraft rescue and firefighting vehicle responding to an emergency on the airport must be equipped with, or have available through a direct communications link, the "North American Emergency Response Guidebook" published by the U.S. Department of Transportation or similar response guidance to hazardous materials/dangerous goods incidents. Information on obtaining the "North American Emergency Response Guidebook" is available from the Regional Airports Division Manager.

Emergency access roads. Each certificate holder must ensure that roads designated for use as emergency access roads for aircraft rescue and firefighting vehicles are maintained in a condition that will support those vehicles during all-weather conditions.

<b>Estimated Costs:</b>	<b>\$ 350,000 – 500,000</b>	<b>Annually for personnel</b>
	<b>\$ 30,000 – 50,000</b>	<b>Initial training</b>
	<b>\$ 10,000 – 20,000</b>	<b>Annual/supplemental training</b>

**Handling and Storing of Hazardous Substances and Materials (14 CFR Part 139.321)**

Under 14 CFR Part 139, each certificate holder that serves as a cargo handling agent must establish and maintain procedures for the protection of persons and property on the airport during the handling and storing of any material regulated by the Hazardous Materials Regulations (49 CFR, Part 171 through 180) that is intended to be transported by air. These procedures must provide for at least the following:

- Designated personnel to receive and handle hazardous substances and materials.
- Assurance from the shipper that the cargo can be handled safely, including any special handling procedures required for safety.
- Special areas for storage of hazardous materials while on the airport.

Additionally, the certificate holder must establish and maintain standards acceptable to the FAA Administrator for protection against fire and explosions in storing, dispensing, and otherwise handling fuels (other than articles and materials that are, or are intended to be, aircraft cargo), lubricants and oxygen on the airport. These standards must cover facilities, procedures and personnel training and must address at least the following:

- Bonding.
- Public protection.
- Control of access to storage areas.
- Fire safety in fuel farm and storage areas.
- Fire safety in mobile fuelers, fueling pits, and fueling cabinets.
- Training of fueling personnel in fire safety.
- The fire code of the public body having jurisdiction over the airport.

Each certificate holder must, as a fueling agent, comply with, and require all other fueling agents operating on the airport to comply with the Part 139 standards and must perform reasonable surveillance of all fueling activities on the airport with respect to those standards. Each certificate holder must also inspect the physical facilities of each airport tenant fueling agent at least once every 3 consecutive months for compliance and maintain a record of that inspection for at least 12 consecutive calendar months.

Training must include at least the following:

- At least one supervisor with each fueling agent must have completed an aviation fuel training course in fire safety that is authorized by the Administrator. Such an individual must be trained prior to initial performance of duties, or enrolled in an authorized aviation fuel training course that will be completed within 90 days of initiating duties, and receive recurrent instruction at least every 24 consecutive calendar months.
- All other employees who fuel aircraft, accept fuel shipments, or otherwise handle fuel must receive at least initial on-the-job training and recurrent instruction every 24 consecutive calendar months in fire safety.

Each certificate holder must obtain a written confirmation once every 12 consecutive calendar months from each airport tenant fueling agent that the required training has been accomplished. This written confirmation must be maintained for 12 consecutive calendar months. Unless otherwise authorized by the Administrator, each certificate holder must require each tenant fueling agent to take immediate corrective action whenever the certificate holder becomes aware of noncompliance with standards. The certificate holder must notify the appropriate FAA Regional Airports Division Manager immediately when noncompliance is discovered and corrective action cannot be accomplished within a reasonable period of time.

**Estimated Cost:       \$ 5,000 – 10,000 Annually**

**Traffic and Wind Indicators (14 CFR Part 139.323)**

A certificated airport must maintain a wind cone that provides surface wind direction information visually to pilots. Supplemental wind cones must be installed at each runway available for air carrier use where the primary wind cone is not visible to the pilot on final approach or takeoff. If the airport is open to air carrier operations at night, the wind direction indicators must be lighted. Airports serving air carrier operations (when there is no air traffic control tower operating) requires the installation of a segmented circle around one wind cone, a landing strip indicator and a traffic pattern indicator for each runway with a right-hand traffic pattern. Jacqueline Cochran Regional Airport currently has a segmented circle, and lighted wind cone and supplemental wind cones at each end of Runway 17-35.

**Estimated Cost:        \$ 0 – 1,500 Maintenance and repair**

**Airport Emergency Plan (14 CFR Part 139.325)**

The certificate holder must develop an airport emergency plan that would minimize the possibility and extent of personal injury and property damage on the airport in various emergency situations, including providing for response to an emergency involving the largest air carrier aircraft serving the airport and the ability to respond to fires at fuel farms or fuel storage areas. The plan required by this section must contain instructions for response to—

- Aircraft incidents and accidents;
- Bomb incidents, including designation of parking areas for the aircraft involved;
- Structural fires;
- Fires at fuel farms or fuel storage areas;
- Natural disaster;
- Hazardous materials/dangerous goods incidents;
- Sabotage, hijack incidents, and other unlawful interference with operations;
- Failure of power for movement area lighting; and
- Water rescue situations, as appropriate.

Jacqueline Cochran Regional Airport, in coordination with medical support facilities, would also be required to develop and maintain emergency medical procedures. Airport and supporting medical facilities are required to review the plan once every twelve (12) months. The procedures required by this section must address or include—

- To the extent practicable, provisions for medical services, including transportation and medical assistance for the maximum number of persons that can be carried on the largest air carrier aircraft that the airport reasonably can be expected to serve;
- The name, location, telephone number, and emergency capability of each hospital and other medical facility and the business address and telephone number of medical personnel on the airport or in the communities it serves who have agreed to provide medical assistance or transportation;
- The name, location, and telephone number of each rescue squad, ambulance service, military installation, and government agency on the airport or in the communities it serves that agrees to provide medical assistance or transportation;
- An inventory of surface vehicles and aircraft that the facilities, agencies, and personnel included in the plan under paragraphs (c)(2) and (3) of this section will provide to transport injured and deceased persons to locations on the airport and in the communities it serves;

- A list of each hangar or other building on the airport or in the communities it serves that will be used to accommodate uninjured, injured, and deceased persons;
- Plans for crowd control, including the name and location of each safety or security agency that agrees to provide assistance for the control of crowds in the event of an emergency on the airport; and
- Procedures for removing disabled aircraft, including, to the extent practical, the name, location, and telephone numbers of agencies with aircraft removal responsibilities or capabilities.

In addition, each certificate holder is required to—

- Coordinate the plan with law enforcement agencies, rescue and firefighting agencies, medical personnel and organizations, the principal tenants at the airport, and all other persons who have responsibilities under the plan;
- To the extent practicable, provide for participation by all facilities, agencies, and personnel specified in Part 139 in the development of the plan;
- Ensure that all airport personnel having duties and responsibilities under the plan are familiar with their assignments and are properly trained; and
- At least once every 12 consecutive calendar months, review the plan with all of the parties with whom the plan is coordinated to ensure that all parties know their responsibilities and that all of the information in the plan is current.

Each airport subject to applicable FAA and Transportation Security Administration security regulations must ensure that instructions for response in the airport emergency plan are consistent with its approved airport security program.

**Estimated Costs: \$10,000 – 15,000 for Initial Plan  
\$5,000 – 10,000 annually for updates, coordination and training exercises**

***Self-Inspection Program (14 CFR Part 139.327)***

Jacqueline Cochran Regional Airport would be required to inspect its airport facilities on a daily basis to remain in compliance with 14 CFR Part 139 regulations. After an unusual weather condition and immediately following any incident or accident, an inspection would be required.

Each certificate holder must also provide the following:

- Equipment for use in conducting safety inspections of the airport;
- Procedures, facilities, and equipment for reliable and rapid dissemination of information between the certificate holder's personnel and air carriers; and
- Procedures to ensure qualified personnel perform the inspections. Such procedures must ensure personnel are trained and receive initial and recurrent instruction every 12 consecutive calendar months in at least the following areas:
  - = Airport familiarization, including airport signs, marking and lighting.
  - = Airport emergency plan.
  - = Notice to Airmen (NOTAM) notification procedures.
  - = Procedures for pedestrians and ground vehicles in movement areas and safety areas.
  - = Discrepancy reporting procedures; and

- A reporting system to ensure prompt correction of unsafe airport conditions noted during the inspection, including wildlife strikes.

This section also requires the certificate holder to provide initial and recurrent training for personnel conducting airport self-inspections. Training records must be kept for twenty-four (24) months. Inspection information must be maintained for a period of at least twelve (12) months and must be made available for review by the FAA Administrator upon request.

**Estimated Cost: \$ 5,000 to \$ 10,000 Annually**

***Pedestrians and Ground Vehicles (14 CFR Part 139.329)***

The airport is required to limit the access of pedestrians and ground vehicles in movement areas and safety areas to only that necessary for airport operations. This would require all personnel operating ground vehicles in the movement and safety areas to be trained in the proper operation and safety procedures at the airport. Training records (for individuals with access to movement and safety areas) will be maintained for twenty-four (24) months after access privileges have been terminated. Any incident or accident involving an airport ground vehicle must be documented and made available to the FAA Administrator upon request.

**Estimated Cost: \$ 1,500 to \$ 2,000 Annually**

***Obstructions (14 CFR Part 139.331)***

Certificate holders must ensure that all objects in each area (within its authority) that exceed any of the heights (or penetrates the imaginary surfaces described in 14 CFR Part 77) be removed, marked or lighted. The necessary requirements must be determined by an approved FAA Aeronautical study.

**Estimated Cost: \$ 500 to \$ 1,500 Annually**

***Protection of Navaids (14 CFR Part 139. 333)***

The certificate holder must prevent the construction of facilities on its airport that, as determined by the FAA Administrator, would derogate the operation of an electronic or visual navaid and air traffic control facilities on the airport. The certificate holder must also assist in protecting all navaids against vandalism and theft, and to protect against the interruption of the visual or electronic signals of the associated navaid. Jacqueline Cochran Regional Airport is equipped with a Very High Frequency Omnidirectional Range (VORTAC) at the airport. In addition, visual approach aids (e.g. PAPIs and VASIs) should be periodically inspected to assure no degradation in service.

**Estimated Cost: \$ 1,000 to \$ 1, 500 Annually for Inspection and Maintenance**

***Public Protection (14 CFR Part 139. 335)***

The certificated airport must prevent inadvertent entry to the movement area by unauthorized persons or vehicles, and maintain reasonable protection to persons and property from aircraft propwash or jet

blast. At Jacqueline Cochran Regional Airport this would involve additional security fencing and jet blast fences where necessary.

**Estimated Cost:       \$ 50,000 -- \$ 100,000**

**Wildlife Hazard Management (14 CFR Part 139. 337)**

Under this section, each certificate holder must take immediate action to alleviate wildlife hazards whenever they are detected and must conduct a wildlife hazard assessment when any of the following events occurs on or near the airport:

- An air carrier aircraft experiences multiple wildlife strikes;
- An air carrier aircraft experiences substantial damage from striking wildlife (substantial damage means damage or structural failure incurred by an aircraft that adversely affects the structural strength, performance, or flight characteristics of the aircraft and that would normally require major repair or replacement of the affected component);
- An air carrier aircraft experiences an engine ingestion of wildlife; or
- Wildlife of a size, or in numbers, capable of causing an event as described above is observed to have access to any airport flight pattern or aircraft movement area.

The wildlife hazard assessment required above must be conducted by a wildlife damage management biologist who has professional training and/or experience in wildlife hazard management at airports or an individual working under direct supervision of such an individual. The wildlife hazard assessment must contain at least the following:

- An analysis of the events or circumstances that prompted the assessment.
- Identification of the wildlife species observed and their numbers, locations, local movements, and daily and seasonal occurrences.
- Identification and location of features on and near the airport that attract wildlife.
- A description of wildlife hazards to air carrier operations.
- Recommended actions for reducing identified wildlife hazards to air carrier operations.

The wildlife hazard assessment required under this section must also be submitted to the FAA Administrator for approval and determination of the need for a wildlife hazard management plan. In reaching this determination, the Administrator will consider—

- The wildlife hazard assessment;
- Actions recommended in the wildlife hazard assessment to reduce wildlife hazards;
- The aeronautical activity at the airport, including the frequency and size of air carrier aircraft;
- The views of the certificate holder;
- The views of the airport users; and
- Any other known factors relating to the wildlife hazard of which the Administrator is aware.

When the Administrator determines that a wildlife hazard management plan is needed, the certificate holder must formulate and implement a plan using the wildlife hazard assessment as a basis. The plan must—

- Provide measures to alleviate or eliminate wildlife hazards to air carrier operations;

- Be submitted to, and approved by, the Administrator prior to implementation; and
- As authorized by the Administrator, become a part of the Airport Certification Manual.

The plan must include at least the following:

- A list of the individuals having authority and responsibility for implementing each aspect of the plan.
- A list prioritizing the following actions identified in the wildlife hazard assessment and target dates for their initiation and completion:
  - = Wildlife population management;
  - = Habitat modification; and
  - = Land use changes.
- Requirements for and, where applicable, copies of local, State, and Federal wildlife control permits.
- Identification of resources that the certificate holder will provide to implement the plan.
- Procedures to be followed during air carrier operations that at a minimum includes—
  - = Designation of personnel responsible for implementing the procedures;
  - = Provisions to conduct physical inspections of the aircraft movement areas and other areas critical to successfully manage known wildlife hazards before air carrier operations begin;
  - = Wildlife hazard control measures; and
  - = Ways to communicate effectively between personnel conducting wildlife control or observing wildlife hazards and the air traffic control tower.
- Procedures to review and evaluate the wildlife hazard management plan every 12 consecutive months or following an event described above in this section, including:
  - = The plan's effectiveness in dealing with known wildlife hazards on and in the airport's vicinity and
  - = Aspects of the wildlife hazards described in the wildlife hazard assessment that should be reevaluated.
- A training program conducted by a qualified wildlife damage management biologist to provide airport personnel with the knowledge and skills needed to successfully carry out the wildlife hazard management plan required by this section.

**Estimated Cost:       \$ 50,000 -- \$ 100,000**

### **Airport Condition Reporting (14 CFR Part 139. 339)**

The certificate holder is responsible for the collection and dissemination of information to air carriers serving the airport regarding the conditions at the airport. The airport must utilize the Notice to Airmen (NOTAM) system to report any deficiencies in airport conditions which may affect the safe operations of air carrier activity at the airport. In addition, any construction activity associated with the airport should be reported through the NOTAM system. In addition, each certificate holder must provide information on the following airport conditions that may affect the safe operations of air carriers:

- Construction or maintenance activity on movement areas, safety areas, or loading ramps and parking areas.
- Surface irregularities on movement areas, safety areas, or loading ramps and parking areas.

- Snow, ice, slush, or water on the movement area or loading ramps and parking areas.
- Snow piled or drifted on or near movement areas contrary to § 139.313.
- Objects on the movement area or safety areas contrary to § 139.309.
- Malfunction of any lighting system, holding position signs, or ILS critical area signs required by § 139.311.
- Unresolved wildlife hazards as identified in accordance with § 139.337.
- (8) Nonavailability of any rescue and firefighting capability required in §§ 139.317 or 139.319.
- Any other condition as specified in the Airport Certification Manual or that may otherwise adversely affect the safe operations of air carriers.

Each certificate holder must also prepare and keep, for at least 12 consecutive calendar months, a record of each dissemination of airport condition information to air carriers prescribed by this section.

**Estimated Cost:        \$2,500 -- \$5,000 Annually**

**Identifying, Marking, and Reporting Construction and Other Unserviceable Areas (14 CFR Part 139. 341)**

All construction areas on or adjacent to any movement area must be properly marked or lighted to prevent any unsafe operating conditions around these areas. The construction areas should be inspected during the daily self-inspection and also when construction activities cease for the day. The locations should be described and noted in the daily inspection, and a NOTAM should be issued informing all airport users of the conditions at the airport. Part 139 requires the certificate holder ensure that the following be lighted and/or marked in an appropriate manner:

- Each construction area and unserviceable area that is on or adjacent to any movement area or any other area of the airport on which air carrier aircraft may be operated;
- Each item of construction equipment and each construction roadway, which may affect the safe movement of aircraft on the airport; and
- Any area adjacent to a NAVAID that, if traversed, could cause derogation of the signal or the failure of the NAVAID.

The certificate holder must also provide procedures, such as a review of all appropriate utility plans prior to construction, for avoiding damage to existing utilities, cables, wires, conduits, pipelines, or other underground facilities.

**Estimated Cost:        \$ 2,500 -- \$ 5, 000 Annually**

**Noncomplying Conditions (14 CFR Part 139. 343)**

If the certificated airport cannot maintain compliance with 14 CFR Part 139 requirements, the holder of the certificate must limit the number of air carrier operations to portions of the airport not affected by the noncompliant areas.

**Estimated Cost:      Potential Loss of Revenue****FINDINGS**

A 14 CFR Part 139 Class II Certification for Jacqueline Cochran Regional Airport would mean that the airport could accommodate scheduled passenger operations by small air carrier aircraft (10 to 30 passenger seats) and unscheduled (charter) operations by large air carrier aircraft (more than 31 seats). The previous Airport Master Plan examined the potential use of air carrier and air cargo aircraft at Jacqueline Cochran Regional Airport and found such use to be feasible. The current master plan update supports this conclusion, but does not foresee such service in the near future. For this reason, the current master plan update sets aside areas for the development of air passenger and air cargo facilities, but does not provide any detailed site information. Any application for Part 139 certification must await formal application for scheduled or unscheduled air passenger service consistent with the requirements of Part 139.

**PRELIMINARY COST ESTIMATES**

The preliminary analyses set forth above estimate the one time cost for obtaining a Class II Part 139 Certification at Jacqueline Cochran Regional Airport at between \$1.3 million and \$1.9 million. These costs are relatively high, and do not include the enhancements to Runway 17-35 and associated taxiways and aprons to required to accommodate large air carrier aircraft. These improvements would add another \$15.4 million to the overall cost. Nor does the estimate include the costs of a new air passenger terminal, landside access, circulation and infrastructure improvements. These costs could add another \$6-10 million to the overall project costs.

Maintaining the Airport's Class II certificate after the initial certification would cost an estimated \$394,000 to \$585,000 annually thereafter.

**FUNDING ELIGIBILITY**

Presumably, a significant portion (up to 90-95% of eligible costs) of the 14 CFR Part 139 initial start-up costs could potentially be funded by the Federal Aviation Administration (FAA). However, the FAA would participate in funding the eligible components only if a serious commitment is demonstrated on the part of an prospective air carrier. The Airport sponsor must compete with other airports within the region each year for the available Airport Capital Improvement Program (ACIP) discretionary funds. Additionally, there are no guarantees for federal funding. After the initial startup costs are taken care of, sufficient revenues for the operational and administrative requirements of Part 139 should be derived from lease agreements and landing fees from the air carriers. Passenger facility charges (PFCs) are an additional means of raising revenue to help offset these costs.