



## AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

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August 15, 2008

Ms. Carla Mauney  
Federal Aviation Administration  
IT Enterprises Business Services Division  
AES-200, Room 712  
800 Independence Ave. SW  
Washington, DC 20591

Re: Notice of Intent to Request Revision from the Office of Management and Budget of a  
Currently Approved Information Collection Activity, Request for Comments; FAA  
Airport Master Record

Dear Ms. Mauney:

The Air Line Pilots Association, International (ALPA), representing more than 55,000 pilots who fly for 40 passenger and all-cargo airlines based in the U.S. and Canada, has reviewed the subject Notice. In general, we support the proposed collection of information and are pleased to offer the following comments regarding the issue.

Airport Master Record information is required to carry out FAA missions related to the aviation industry, flight planning and airport engineering. The data collected on the various Forms 5010 are directly pertinent to safe operation of aircraft, since it provides detailed descriptions of the landing facilities. Much of this data is required for planning individual flights, and some is required to be prepared for possible emergency situations.

Regarding emergency situations, it is our view that airports should have systems in place which facilitate direct radio communications between airliner flight crews and airport emergency services personnel. Advisory Circular (AC) 150/5210-7C, *AIRCRAFT RESCUE AND FIREFIGHTING COMMUNICATIONS*, provides guidance on this subject and states that a Discrete Emergency Frequency (DEF) would be useful in that: "The ARFF IC will relay information to the Pilot of the Emergency Aircraft about the external situation of the aircraft, whether or not evacuation is recommended, and other hazards that may not be readily apparent to the pilot."

Although recommended, this capability is not currently required of airports. ALPA suggests that it would be beneficial to collect data from all airports regarding whether they have a DEF program in place, and if so, the specific radio frequency that is utilized. If an airport does have a DEF program, but does not maintain a dedicated frequency, this fact should be noted by indicating 'NPF' (No Particular Frequency) or via similar terminology which clearly indicates

the airport status relative to this issue. If an airport maintains no DEF capability, that fact should be indicated also. It is vital that we document which airports have a DEF program in place, as this would be the first step in making this useful information available to pilots by way of airport diagrams and the Airport Facility Directory (AFD).

Thank you for the opportunity to comment on this Notice. If you have any questions regarding our comments or would like to discuss the matter further, please contact ALPA Senior Staff Engineer Pierre Huggins at 703-689-4211 or, [pierre.huggins@alpa.org](mailto:pierre.huggins@alpa.org).

Respectfully,

A handwritten signature in dark ink, appearing to read 'R. Perkins', with a stylized flourish at the end.

Captain Robert Perkins  
Chairman, Airport & Ground Environment Group

RP:ak