



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Office of the Assistant Administrator for Policy,  
Planning and Environment

800 Independence Avenue, SW  
Washington DC, 20591

OCT - 1 2008

Chairman John L. Nau, III  
Advisory Council on Historic Preservation  
ATTN: Section 3 Progress Report  
1100 Pennsylvania Avenue NW  
Suite 803  
Washington, DC 20004

Dear Chairman Nau,

The Federal Aviation Administration (FAA) is pleased to submit our 2008 Section 3 Report, pursuant to Section 3 of Executive Order 13287, *Preserve America*.

The 2008 Report was prepared following the Guidelines provided in the, *August 2007 Advisory Guidelines Implementing Executive Order 13287, "Preserve America", Section 3: Reporting Progress on the Identification, Protection, and Use of Federal Historic Properties*. If you have any questions concerning the enclosed report, please contact Ms. Michon Washington, FAA Federal Preservation Officer at 202-267-9548.

Sincerely,

Nancy LoBue  
Acting Assistant Administrator for  
Aviation Policy, Planning and Environment

# FEDERAL AVIATION ADMINISTRATION

## Annual Report

### 2008 Report on the Assessment of Historic Properties Pursuant to Executive Order 13287, Preserve America

#### Introduction

On March 3, 2003 President Bush issued Executive Order 13287 “Preserve America” to promote intergovernmental cooperation and partnership for the preservation and use of historic properties. Executive Order 13287 charges Federal agencies with preserving America’s heritage by advancing the protection, enhancement, and contemporary use of historic properties owned by the Federal Government. Section 3(c) of the Executive Order 13287 requires the Advisory Council on Historic Preservation (ACHP) to prepare a report for the President on the status of the Federal Government’s historic properties and the contributions of federally-controlled historic properties to local economic development. Federal agencies with real property management responsibilities must submit to ACHP and the Secretary of Interior a report (Section 3 Report) detailing the progress that the Agency has made in identifying, protecting, and using historic properties under their control.

#### Background

The Federal Aviation Administration (FAA) submitted its first report in September 2004 and its Progress Report on October 2005. The 2004 report was a baseline and the 2005 report responded to Advisory Council on Historic Preservation (ACHP) comments on the 2004 report. The 2004 baseline report indicated that the FAA had approximately 69,000 assets (owned and leased) throughout the U.S. and most of these assets are part of the National Airspace System (NAS), which is defined as the communication, navigation, and surveillance systems that allow the safe and efficient operation of the vehicles in air space. The current number of assets is approximately the same as the 2004 baseline. The assets are broadly categorized into land, buildings and structures. Consistent with FAA’s mission and security requirements, the 2004 Report discussed FAA’s procedures for ensuring that historic properties owned or leased by FAA are identified and preserved in accordance with the objectives of Executive Order 13287. Those procedures have not changed. Currently, only three assets have been identified as either listed or eligible for listing as discussed below.

#### Status of Historical Properties

Information submitted in this 2008 report follows the guidelines outlined in the 2007 Advisory Guidelines implementing Executive Order 13287, “Preserve America”. This report provides of information in two categories; 1) identification of historic properties and 2) protection and use of historic properties.

## 1. Identification

The identification and evaluation of historic properties is usually associated with a proposed action to buy or lease property. Our agency defines real property as land, buildings and structures. In such cases an analysis may be performed pursuant to the National Environmental Policy Act (NEPA), or Section 106 of the National Historic Preservation Act. Once in the FAA real property inventory, if the property is historic, then it is designated as such in the FAA's Real Estate Management System (REMS). The FAA tracks real property in its inventory using REMS. REMS is also the designated system to track real property assets for all the DOT operating administrations and the data is reported to the Office of Management and Budget (OMB) in compliance to the EO 13327 and the Federal Real Property Council (FRPC). The Department of Transportation (DOT) submits the Asset Management Plan (AMP) to OMB annually for its approval. REMS is a web-based Oracle database with a live interface to the DOT Financial System – DELPHI. The database captures information for all 25 FRPC data elements. One of these FRPC data elements is Historical Status. The Historical Status data identifies FAA land, buildings, or structures (owned and leased) that fall into one of the following categories:

- 1) National Historic Landmark – NHL;
- 2) National Register Listed – NRL;
- 3) National Register Eligible – NRE;
- 4) Non-contributing element of NHL/NRL district;
- 5) Not Evaluated; and
- 6) Evaluated, Not Historic.

Historical status is reported on all buildings, structures and land assets, except those land assets that have been evaluated and for which disclosure is restricted because of EO 13007 and Section 304 of the National Historic Preservation Act (NHPA).

Each year properties in the REMS are re-evaluated to determine their status. The annual inventory is conducted by asking field offices were asked to verify the existence of historic properties in order to validate entries in REMS showing the “historic” designation.

Currently, FAA conducts a rolling annual inventory of its real property. Since OMB has directed that all agencies report accurately on its inventory for the 25 FRPC data elements FAA targeted 33% rolling inventory each year to meet the agency's goal of having 100% of its inventory identified and assessed for historic classification by 2008. This goal is very close to being accomplished.

The validation process narrowed the list of historic or potentially properties in the FAA inventory to three properties; one individual property and one included as part of a historic district on the National Register and one eligible for listing. Reagan National Airport Terminal A and South Hanger Line are currently listed as FAA's only National Historic Landmark. The Frontier SSC Building in Spokane, Washington is included in the structures that comprise the Felts Field Historic District. Washington Dulles Airport has been determined to be eligible for listing to the National Register.

Although we have identified properties, we have not identified any cultural resources or heritage assets within our inventory that are listed or eligible for listing to the National Register. With so few historic properties and no cultural properties, FAA also has not seen the need for an agency-specific historic preservation program. Although the FAA has no formal Section 110 Program, appropriate management of any real property historic assets in its inventory is conducted according to the DOT Asset Management Plan, which as noted previously, includes procedures for addressing historic assets.

## **2. Protection and Use**

The historic properties that have been identified are in good condition. There is an operations and maintenance plan for all properties. This operation and maintenance plan is the vehicle by which the FAA tracks, manages, maintains and protects its historic properties. The operation and maintenance plan tracks the condition of the property and prepares plans for repair, renovation, and maintenance. Facility specific operating strategies contain activities, budgets, and procedures for owned facilities. The operating budget is the primary enabler of operation and maintenance activities and serves as the main blueprint for property preservation. For leased properties the repair and alteration needs are formulated at the facility or building level by on-site property facility managers who look at mission criticality, customer urgency and physical urgency (based on building condition), available funding and any strategic business issues surrounding the asset. Basic repair and alteration needs are identified and prioritized at the site/regional level and funding requirements are submitted to headquarters and become part of the annual budget process.

The historic properties identified to date are being used for communication, navigation, or surveillance purposes in the National Airspace System. The FAA intends to maintain these properties so they meet their intended use and continue to exhibit their historic attributes. In response to the FRPC requirements and the EO 13327, FAA has put together an asset management plan to provide guidance to the property managers to comply with Historic Preservation Requirements.

The need for transfer of assets or exchange of property is determined by changes in requirements of individual programs. When an asset no longer meets mission needs it is disposed of in some fashion. One of four criteria used to determine the method of disposal is stewardship issues such as historic preservation and the national location policy (e.g., Executive Orders 12072, Federal Space Management and 13006, Locating Federal Facilities on Historic Properties in our Nations Central Cities). Once DOT/FAA has determined that a property is excess to their mission, a report is prepared and sent to Government Services Administration's (GSA) Office of Real Property Disposal. The FAA Federal Preservation Officer in the Office of Environment and Energy is consulted to verify whether any the property anticipated for disposition is on, or eligible for listing in the National Register. The Department has identified examination of the disposal process as a key initiative to review in FY 2006 and will formulate a standard disposal process that will be used by all DOT modes.

FAA also continues to promote and protect historic properties through NEPA and Section 106 mitigation commitments. In addition, FAA has funded numerous historic preservation projects making renovated facilities owned by public and private organizations accessible to the public. We are also partnering with the other DOT modal Administrations to promote historic preservation through publication of brochures highlighting successful historic preservation efforts. In addition, FAA is working with other DOT modes to develop a public web site that highlights the Department's historic preservation practices. FAA will continue to promote good stewardship of historic resources as we move forward into the Next Generation Air Transportation System.