



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

Office of the Assistant Administrator for Policy,
International Affairs and Environment

800 Independence Ave., SW
Washington DC, 20591

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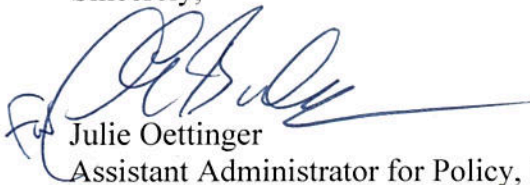
Chairman Milford Wayne Donaldson
Advisory Council on Historic Preservation
ATTN: Section 3 Progress Report
1100 Pennsylvania Avenue NW
Suite 803
Washington, DC 20004

Dear Chairman Donaldson,

The Federal Aviation Administration (FAA) is pleased to submit our 2011 Section 3 Report pursuant to Section 3 of Executive Order 13287, Preserve America.

The 2011 Report was prepared following the Guidelines provided in the *Advisory Guidelines Implementing Executive Order 13287, "Preserve America", Section 3: Reporting Progress on the Identification, Protection, and Use of Federal Historic Properties* (April 2011). If you have any questions concerning the enclosed report, please contact Dr. Thomas Cuddy, FAA Federal Preservation Officer, at 202-493-4018 or thomas.cuddy@faa.gov.

Sincerely,



Julie Oettinger
Assistant Administrator for Policy, International Affairs, and Environment
Senior Policy Official

FEDERAL AVIATION ADMINISTRATION

2011 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. The FAA report of 2008 also reported on properties owned or leased, and discussed three properties, Reagan National Airport Terminal A and South Hanger Line, the Frontier SSC Building in Spokane, Washington, and Washington Dulles Airport.

For this 2011 reporting cycle, the *Advisory Guidelines Implementing Executive Order 13287, “Preserve America”* (April 2011) indicate that agencies are *not* required to “report on properties...that they lease but do not own or manage.” The majority of FAA owned assets are comprised of instruments used for communication, navigation, or surveillance purposes in the National Airspace System. As such, there are currently no FAA assets identified as either listed or eligible for listing as discussed below.

Status of Historical Properties

Information submitted in this 2011 report follows the guidelines outlined in the *Advisory Guidelines implementing Executive Order 13287, "Preserve America"* (April 2011). This report provides information in two categories; 1) identification of historic properties and 2) protection and use of historic properties.

1. Identification of Historic Properties

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 Section 106 of the National Historic Preservation Act, often in conjunction with review under the National Environmental Policy Act (NEPA). 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 assets 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.

Each year properties in the REMS are re-evaluated to determine their status. The annual inventory is conducted by asking field offices 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. OMB directed all agencies to report accurately on its inventory for the 25 FRPC data elements. As a result, OMB approved FAA's target of completing 33% of its inventory each year beginning in 2008. That inventory is complete, and the process has begun again with 33% inventory for 2011, 2012, and 2013 and so on.

The validation process reduced the list of historic properties in the FAA inventory from the three properties reported in 2008 to no properties. We have no identified cultural resources or heritage assets within our inventory that are listed or known to be eligible for listing on the National Register. With no historic or 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 is included in the DOT Asset Management Plan, which includes procedures for addressing historic assets.

2. Protection and Use of Historic Properties

When historic properties are identified an operations and maintenance plan is developed, and is the vehicle by which the FAA would track, manage, maintain and protect 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.

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 of 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 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 Section 106 and NEPA 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 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.