



AIRPORT TOPICS

Message from the Division Manager

Inside this Issue:

FY06 AIP Grant Closeout	2
ACSI Assignments	3
V/PD's	4
Airport Self-Inspections	5
Grant Management	6
Hawaii 6.7 Earthquake	7
AIP Workshop	8
ADO Corner	9

Happy Holidays to all! As we move into the heart of Fiscal Year (FY) 2007, everyone is busy preparing for a new construction season and the opportunity to make Airport improvements in the areas of planning, safety, or environmental compliance.

I am very excited about this year because it presents an opportunity for all stakeholders to work together to meet the needs of our aviation system for future generations to enjoy. This of course is a challenging proposition. Leadership is not always easy. We all have an obligation to advance safe and efficient aviation to meet expected future demand. This FY is dedicated to just that; the Advancement of Safe and Efficient Aviation in this region.

In FY07, I plan to introduce the one page Airport Improvement Program (AIP) grant to sponsors in the



Mark A. McClardy, Manager, Airports Division

Western-Pacific Region. In doing so, we will reduce paperwork and simplify the grant acceptance process. Prior to implementation, I will coordinate our proposal with you. Furthermore, we will not require all sponsors to accept one page grants. So, if you are comfortable with the current multiple page grants, you may continue to receive them.

In addition, look out for outreach sessions conducted by my staff on

National Environmental Policy Act (NEPA) reviews and on Aircraft Accident Response.

I also expect to work closer with our state organizations and other stakeholders on matters pertaining to compatible land use planning, airport closures, and best practices for project management. I also plan to continue our focus on improving service delivery and communication.

In closing, I am very optimistic about our successes this FY and look forward to working with each of you to bring them to reality. As always, if you have any concerns or simply wish to comment on some of the positive things we are doing, feel free to drop by, send an email, or pick up the phone and call me.

*Mark A. McClardy
Division Manager*

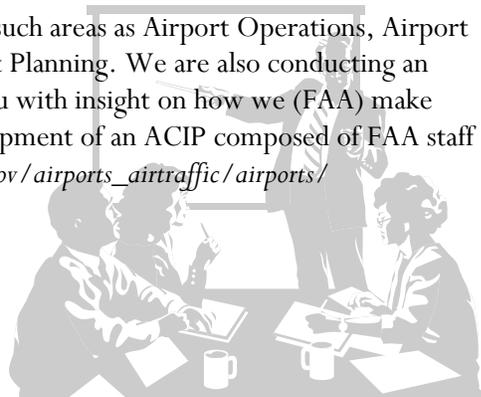
MARK YOUR CALENDAR!!!

I am pleased to announce that our 3rd Annual Airports Conference will be held from May 22-24, 2007 at the LAX Hilton. This year's conference theme is "Reaching New Heights In The Advancement of Safe and Efficient Aviation."

We are holding five (5) concurrent workshops (up from four (4) last year) in such areas as Airport Operations, Airport Funding, Air Traffic, Environmental/Noise, Airport Compliance, and Airport Planning. We are also conducting an Airport Capital Improvement Plan (ACIP) 101 workshop that will provide you with insight on how we (FAA) make funding decisions including a panel discussion on Best Practices for the Development of an ACIP composed of FAA staff and stakeholders. For more information visit our website @ http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/ or call Jasmine Evains at (310) 725-3607.

The pricing for the conference is as follows:

Early Bird Registration (Before 2/28/07):	\$350
Intermediate Registration (3/1/07 - 3/31/07):	\$375
Late Registration (4/1/07 - 5/11/07):	\$425
On Site Registration:	\$475



Fiscal Year 2006 AIP Grants

For the fiscal year ending on September 30, 2006, 252 grants were issued for airports in the Western-Pacific Region, totaling \$504 million. The chart below lists the grants by state and category.

Type of Airports	Arizona		California		Nevada		Hawaii		Pacific Islands*	
	Grants	Amount (million)	Grants	Amount (million)	Grants	Amount (million)	Grants	Amount (million)	Grants	Amount (million)
Primary	14	\$42.2	48	\$247.0	12	\$29.5	12	\$26.2	6	\$21.8
Commercial	2	\$0.6	2	\$0.9	0	\$0	0	\$0	0	\$0
Reliever	10	\$15.3	28	\$27.4	3	\$7.3	1	\$3.8	0	\$0
General Aviation	19	\$12.3	71	\$37.5	15	\$6.9	2	\$3.3	6	\$21.5
System Planning	0	\$0	0	0	1	\$0.3	0	\$0	0	\$0
TOTAL	45	\$70.4	149	\$312.8	31	\$44.0	15	\$33.3	12	\$43.3

* Includes Guam, Northern Mariana Islands, Federated States of Micronesia, Marshall Islands, and Palau.

Filing Your PFC Financial Report Is Now Available Online

In June 2006, the Office of Airports launched its first E-government application, the System of Airports Reporting Passenger Facility Charge Financial Reporting Module (ePFC). The ePFC has recently been expanded to allow public agencies to enter financial and project information including quarterly reports and annual audits. The quarterly report component of the database will allow public agencies to track milestones and disbursements for each approved project. Use of the system will not relieve the public agency from mailing quarterly reports to air carriers until a Final Rule is published and access is granted to air carriers. Public agencies interested in gaining access to ePFC are encouraged to

IRWA Public Real Estate Symposium

Mark your calendar; the FY 2007 International Right-of-Way Association (IRWA) Public Real Estate Education Symposium (PRES) will be conducted February 13-15, 2007, at the Intercontinental Dallas Hotel, Addison, TX (north suburb of Dallas). The FAA Airports Department have ongoing partnering agreements with the IRWA and Federal Highway Administration to support airport land projects and coordinate our educational courses and conferences. This is a great opportunity to meet with FAA and several other federal agencies including USACE, DOI, HUD, FTA, and DHS, and to hear a variety of land acquisition and relocation assistance topics. Details on PRES and the Airports topics is available online at:

<https://www.irwaonline.org/eweb/dynamicpage.aspx?webcode=PRES07Workshops>

Samuel Iskander,
Airports Program Specialist

Safety and Standards

Fiscal Year 2007 ACSI Assignments

To clarify Airport Certification/Safety Inspector (ACSI) assignments for Fiscal Year 2006-2007, attached below is a listing of all airports certificated under 14 CFR Part 139, the assigned ACSI, and his/her contact number. Please feel free to contact your assigned ACSI, if you require assistance or information regarding the Safety/Certification program.

ARIZONA

AIRPORT	INSPECTOR
Flagstaff	Bill Critchfield
Grand Canyon Nat'l Park	Bill Critchfield
Grand Canyon West	Bill Critchfield
Kingman	Bill Long
Lake Havasu City	Tony Garcia
Laughlin/Bullhead Int'l	Bill Long
Page Municipal	Bill Critchfield
Phoenix Sky Harbor	Tony Garcia
Prescott	Bill Critchfield
Show Low Regional	Steve Oetzell
Sierra Vista Municipal Libby	Tony Garcia
Tucson Int'l	Tony Garcia
Williams Gateway	Tony Garcia
Yuma	Bill Long

HAWAII

AIRPORT	INSPECTOR
Fitiuta	Mack Humphery
Guam	Ron Simpson
Hana	Mack Humphery
Hilo	Gordon Wong
Honolulu	Mack Humphery
Kahului	Mack Humphery
Kalaupapa	Mack Humphery
Kapalua	Mack Humphery
Kona	Gordon Wong
Lanai	Mack Humphery
Lihue	Gordon Wong
Midway	Mack Humphery
Molokai	Mack Humphery
Ofu	Mack Humphery
Pago Pago	Mack Humphery
Rota	Ron Simpson
Saipan	Ron Simpson
Tinian	Ron Simpson
Waimea-Kohala	Gordon Wong

<u>Name of Inspector</u>	<u>Contact Number</u>
Ron Simpson	(808) 541-1232
Bill Critchfield	(310) 725-3622
Mack Humphery	(808) 541-1243
Tony Garcia	(310) 725-3634
Bill Long	(310) 725-3635
Elizabeth Louie	(310) 725-3636
Steve Oetzell	(310) 725-3611
Gordon Wong	(808) 541-3565

CALIFORNIA

AIRPORT	INSPECTOR
Arcata	Steve Oetzell
Bakersfield Meadows	Steve Oetzell
Burbank	Tony Garcia
Carlsbad	Bill Long
Castle	Steve Oetzell
Chico	Elizabeth Louie
Concord	Steve Oetzell
Crescent City	Steve Oetzell
Fresno	Elizabeth Louie
Imperial County	Bill Long
Inyokern	Bill Critchfield
Long Beach	Elizabeth Louie
Los Angeles Int'l	Elizabeth Louie
Mammoth	Steve Oetzell
Merced	Steve Oetzell
Modesto	Elizabeth Louie
Monterey	Bill Long
Oakland	Steve Oetzell
Ontario	Elizabeth Louie
Oxnard	Elizabeth Louie
Palm Springs	Tony Garcia
Palmdale	Bill Critchfield
Paso Robles	Bill Critchfield
Redding	Elizabeth Louie
Sacramento Int'l	Bill Long
San Bernardino	Tony Garcia
San Diego Int'l	Bill Long
San Francisco Int'l	Elizabeth Louie
San Jose	Bill Critchfield
San Luis Obispo	Bill Critchfield
Santa Ana-John Wayne	Steve Oetzell
Santa Barbara	Elizabeth Louie
Santa Maria	Bill Critchfield
Santa Rosa	Elizabeth Louie
Stockton	Bill Long
So. Lake Tahoe	Bill Long
Victorville	Tony Garcia
Visalia	Steve Oetzell

NEVADA

AIRPORT	INSPECTOR
Elko	Bill Long
Ely	Bill Long
Las Vegas	Steve Oetzell
No. Las Vegas	Steve Oetzell
Reno	Bill Long

Vehicle/Pedestrian Deviations

Communications. Strictly defined “communication” means “to share in common” or “to participate in.” This definition that implies more than one party is involved in the process. Therefore, communication is, at the very minimum, a two-way process. Breakdowns in communication can occur between the most disciplined professionals. For instance, breakdowns in communications often occur between pilots and controllers even though both parties have tried to discipline themselves to always adhere to the strictest rules of communication and standard phraseology. Nearly every Vehicle/Pedestrian Deviation can be attributed to either poor communications or a total lack of it. Problems with communication develop not only on the side of transmission but on the side of reception as well. Sometimes we don’t say what we mean and other times we don’t hear what was said. Many times we assume a clearance was given when it was not. Often times, we accept a clearance given to another.

So what issues should we be aware of, regarding communications, from this issue of Vanquishing the VPD?

1. NEVER enter or cross an active runway unless a runway specific clearance has been issued to you by ATCT and you have read it back.
2. NEVER operate a vehicle in the movement area if you have any question or are uncertain of the issued clearance.
3. If the tower is closed or if the airfield is uncontrolled ALWAYS self-announce position

- and/or intentions on the published CTAF frequency.
4. Have volume, channel selector and squelch adjusted properly on your VHF radio.
5. When operating an ARFF vehicle and monitoring multiple frequencies pay particularly close attention to whatever frequency, ATC is issuing your movement clearances on.
6. Read back all runway hold short instructions.
7. “Roger” does not mean “affirmative” and neither should be used as an abbreviated readback of a clearance.
8. NEVER use occupational-specific jargon and codes, such as 10-codes, when communicating to ATC.
9. NEVER allow cell phones or other portable electronic devices to distract you from your communication with the tower or air traffic at the airfield.
10. Don’t fall victim to the “assumption mistake,” i.e., hearing what you expect or want to hear, rather than hearing your actual ATC clearance.
11. Establish a “mental picture” of airport activity around you.
12. Be aware that many airports have “blind” or “dead” spots where two-way radio communication with ATC is not possible.
13. Remember that the “stuck mike” on the frequency might just be your own.

For more information, Airport Managers may consult the following sources of information:

Aeronautical Information Manual 8405, Chapter 4, Section 2. Radio Communication, Phraseology and Techniques:

<http://www.faa.gov/ATpubs/AIM/Chap4/aim0402.html>

Advisory Circular 150/5210-20, Ground Vehicle Operations on Airports:

<http://www.faa.gov/arp/150acs.cfm>

Advisory Circular 150/5210-7C, Aircraft Rescue and Firefighting Communications:

<http://www.faa.gov/arp/150acs.cfm>

CertAlert 06-05, Stop Runway Incursions and Surface Incidents now:

http://www.faa.gov/airports_airtraffic/airports/airport_safety/certalerts/

14 CFR Part 139.329, Pedestrians and ground vehicles

Ground Vehicle Guide to Airport Signs and Markings

Order on FAA website:

<http://www.faa.gov/runwaysafety/order/>

Steven Oetzell

Cert Inspector, AWP-620

Complete reproductions of this and subsequent issues of Vanquishing the VPD are available on FAA Website:

http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/airports_resources/newsletter/

Airport Self-Inspections

Airport self-inspections are a primary responsibility of airport owners, operators, or duly authorized representatives. Self-inspections provide a means for evaluating and ensuring facilities and conditions at airports are operationally safe and compliant. They are also an essential component of managing risk. Attention should be given to such operational items as pavement areas, safety areas, markings, signs, lighting, aircraft rescue and fire fighting, fueling operations, navigational aids, ground vehicles, obstructions, public protection, wildlife hazard management, construction, and snow and ice control. Inspection of areas that have been assigned to individual air carriers, fixed base operators, or other tenants can be made the responsibility of the user/lessee. Self-inspection is recommended for all airports, but at Part 139 airports, the FAA holds the certificate holder ultimately responsible for operating the airport safely.

Code of Federal Regulations, Title 14, Chapter 1, part 139 establishes safety standards in aircraft movement areas, requiring self-inspections be conducted to monitor compliance with the established standards. Daily self-inspections should involve at least two inspections each 24hr. period to cover both day and nighttime facilities and conditions. For a self-inspection program to be successful, several factors must be present:

1. Airport management must continuously emphasize the importance of the self-inspection program and monitor its effectiveness.

2. Airport personnel must be familiar with the Part 139 requirements, the Airport Certification Manual procedures, ground vehicle procedures and communications, and marking/lighting/signage standards.
3. Effective inspection techniques must be established along with a system for reporting and promptly correcting unsatisfactory conditions.

Airport management can ensure a successful self-inspection program by incorporating the following elements in their approach to operational safety:

- Management emphasis on safety
- Trained/proficient inspection personnel
- Effective inspection techniques
- Consistent, informative documentation of observations and conditions
- Prompt, correlating systems for corrective actions and follow-up

Continuous support and evaluation of the self-inspection program by airport management is critical to operational safety and success. Periodic evaluation of the inspection program including procedures and techniques is recommended to avoid complacency in execution of individual and corporate responsibilities. Recurrent training of individuals and groups that participate in self-inspection activities supports the concept of continual program improvement. Part 139.327(b)(3) requires each

airport certificate holder provide procedures to ensure qualified inspection personnel perform inspections. Establishing a formal training program, consisting of classroom and on-the-job training, is the most common method for meeting this requirement. A formal training program for inspection personnel should assist in reducing the number of Part 139 discrepancies found during the annual certification inspection and enhance safety for aircraft operations. A formal training program should cover at least the following subjects:

- Airport Familiarization including sign, marking and lighting
- Airport Emergency Plan
- Ground Vehicle Procedures and Communications
- Inspection Techniques and Record Keeping
- Notice to Airmen (NOTAM) Notification/Condition Reporting Procedures

The *Airport Safety Self-Inspection* Advisory Circular, AC150-5200-18C, provides much more information concerning self-inspection programs. Specific guidance and tips on what to look for during an inspection are included in this AC. Airport personnel who conduct self-inspections should become familiar with the criteria contained in this AC.

William Long
Cert. Inspector, AWP-620

Grant Management Strategies from the Los Angeles ADO

As the Los Angeles Airports District Office gains momentum, in this first full year of its existence, we remain focused on continuing to improve our responsiveness and overall customer service while working to surpass national goals related to AIP grant management. In October, I had an opportunity to speak at the Arizona Airports Association (AzAA) Conference in Phoenix on the topic of grant management strategies. Since the strategies are applicable to the entire airport community, they are worth repeating and distributing to the widest audience possible.

By now you should all be familiar with our goals related to AIP grant management. **Issue all development grants based on bids. Initiate projects promptly following grant acceptance. Avoid inactive grants. Complete all AIP projects and closeout grants within 4 years.** Implementation of the following grant management strategies by all AIP sponsors will ensure that we

(that's a collective we including FAA and airport operators) achieve and surpass these national goals. **Plan a realistic and well-justified ACIP.** We want to eliminate "wish lists" and first year heavy ACIPs. Airport sponsors are expected to base their ACIPs on sound planning principals and realistic annual AIP funding expectations. Sponsors should be prepared to justify all projects.

Prioritize projects in ACIP. It is important for a sponsor to clearly communicate its project priorities. This will be especially important if there is insufficient AIP available in any particular year to fund all of the projects in an airport sponsors ACIP. Your ability to go to bid and complete the individual projects in a timely manner should be a key consideration in establishing your priorities.

Identify and address environmental requirements early. Every AIP funding decision requires a National Environmental Policy Act (NEPA) determination. This may be: a "simple" Categorical Exclusion (CatEx); a CatEx that documents the consideration of possible extraordinary circumstances; an Environmental Assessment (EA); or, an Environmental Impact Statement (EIS). Expect a typical EA to take 12 to 18 months to complete. A typical EIS may take 2 years or more to complete.

- **Plan ahead to bid all development grant projects.** There is no getting away from this one. Do what you have to do to get this done. A similar approach of basing planning grants on negotiated cost is gaining popularity. Expect to hear more from us on this in the future.
- **Base bid and bid alternates.** Sponsors should, whenever possible and appropriate, package their bid advertisements to provide for a base bid project with bid alternates that incrementally increase the scope of work to complete the entire project. This is especially useful for complex and high cost projects. Where appropriate, the FAA will attempt to provide sufficient AIP funds to complete the entire project. However, if AIP funds are limited, then the limited funds can be used to move forward with the base bid project. The

project could then be re-tooled into a phased project with the subsequent phases receiving a high priority for funding in subsequent AIP cycles.

Be aware of deadlines and key dates in the AIP cycle. The flow chart to the left depicts the annual AIP cycle.

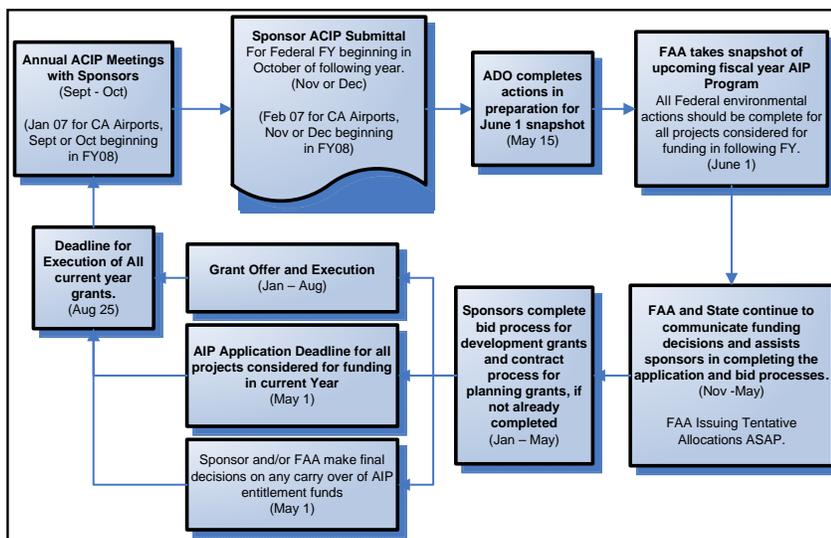
Initiate Work in Timely Manner. FAA supports a government initiative to utilize funding as soon as it becomes available. Construction projects should begin once contracts executed based on

bids received. Planning, environmental studies, and equipment or land purchases, should also begin once consultant or procurement contracts are completed. A visible way to confirm work initiation is timely AIP drawdowns for reimbursement of allowable costs.

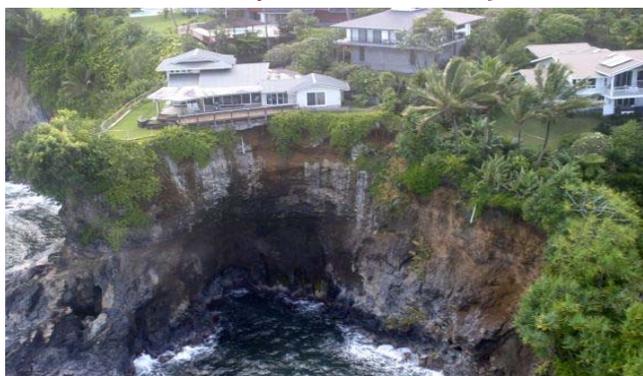
- **Make regular and timely progress including payments/draw downs.** You can expect to hear from your ADO program manager if you have not draw-down on any grant in last 12-months. No grant should go more than 18-months without a draw down.
- **Complete all projects and close out grants within 4-years.** No grant should be open for more than 4-years, except in extreme and unusual circumstances.

These are basic strategies that many airports are already using. This notwithstanding, I feel that it is important for me, as your new ADO Manager, to stress their importance and to set forth my expectations for you to use them. You can expect a continued emphasis by the ADO on not simply achieving FAA's goals and objectives, but surpassing them.

Brian Armstrong
Manager, LAX-ADO



State of Hawaii Experiences 6.7 Magnitude Earthquake



The FAA Western-Pacific Region and State of Hawaii officials were on high alert on October 15, 2006, as a 6.7 magnitude earthquake shook the Hawaiian Islands chain. As a safety measure, the Oahu Hawaiian Electric Company's power generators are programmed to shut down to preserve system integrity in the event of an earthquake. The quake subjected damage primarily to the structures and roadways located on the Island of Hawaii. The airport system statewide didn't suffer any major structural damage to their terminals or airfield facilities. Most of the airports were receiving full commercial service power between 1-2 hours after the quake, except for Honolulu International Airport (HNL). As the island wide power outage blanketed Oahu, HNL suffered major delays in passenger processing and allowing aircraft to land and depart. Commercial service power was eventually restored at 5:55 p.m. HST. During the ordeal, many flights were cancelled because the terminal passenger processing capabilities were crippled. Terminal back-up emergency power was provided, but only enough to meet the electrical standards for life and safety. Federal agencies such as TSA, Customs and Immigrations reverted to hand searches and processing passengers manually.

Airport's staff strategically positioned themselves at the airport Emergency Operations Center, Civil Defense Center and throughout the terminal complex and airfield to assess ongoing conditions and to mitigate deficiencies. Other airport staff from HMS Host, VIP, and in conjunction with the Red Cross and Salvation Army banded together to provide water to approximately 2,500 passengers waiting in and around the terminals.

Ms. Deborah Saito, Assistant Manager of the FAA HNL Control Facility (HCF) was busy managing the air traffic duties. Assessing runway conditions and operable nav aids allowed HCF to determine which runways were open for service. Flights enroute that were past the halfway point were allowed to land at HNL. There were over 700 operations that day, consisting mostly of domestic and international flights.

Mr. Ron Simpson, Manager of the FAA HNL ADO had his hands full managing his extended duties as the FAA Local Area Coordinator and the FAA representative for the Federal Executive Board. He also provided updates to the regional office and headquarters on the status of the airport terminal and airfield operations.

We were fortunate this incident did not incur any loss of lives, damaged facilities or aircraft. At the worst, it was a

major inconvenience to the traveling public and airport employees. The lessons learned are very valuable and tests the skills of airport officials who prepare annually for emergency exercises. There were many meetings held between the Airport Officials and their tenants to discuss shortfalls and how the situational awareness can be improved beyond the airport boundaries. The ADO will also participate in many follow-up meetings to cover strategies, plans, implementation, funding and cooperative efforts to be better prepared for future emergencies.

Mr. Martinez Jacobs, HNL Fire Chief, has volunteered to provide a presentation with the HNL ADO in the upcoming AWP conference. The session is entitled "Emergency Preparedness - Hawaii Earthquake Response".

*Steven Wong
Project Manager, HNL-ADO*

AIP Program Guidance and Certification Procedures Workshop

The Honolulu Airports District Office will conduct a four-day AIP Program Guidance and Certification Workshop in Saipan, Northern Mariana Islands, on January 22 – 25, 2007. Last year, the workshop was held in Pohnpei, Federated States of Micronesia, and drew over 65 participants including government and airport representatives from the Republic of Palau, the Republic of the Marshall Islands and the Federated States of Micronesia.

The workshop is specifically designed

to assist the Micronesia airport sponsors in administration of AIP funded projects and airport certification requirements. The three Micronesian governments became eligible to receive AIP from FY04 through FY07. Because of the limited timeframe the Micronesian governments have for AIP eligibility, the projects are focused on pavement preservation and safety. Many of the projects are under construction or will be under construction shortly. The workshop agenda will focus on providing guidance on administrative and inspec-

tion requirements during construction. Presentations on FAR Part 139 requirements will also be included to assist the airports operational safety, emergency plans, wildlife hazard management and airport certification inspection and oversight.

The FAA will conduct the workshop with the assistance of staff from the Commonwealth Ports Authority who will also host the workshop.

Gordon Wong
Project Manager, HNL-ADO

University of Hawaii Career Day

The Honolulu Airports District Office (ADO) actively participates in outreach activities that encompass broad interactions with the general public as well as specific groups. Most recently, the ADO participated in the University of Hawaii (UH) College of Engineering Fall Career Day.

The UH College of Engineering Career Day provides an opportunity for companies and organizations to advertise their business and services, recruit for job and internship opportunities, and provide the opportunity for industry professionals to personally speak with engineering students.

This event affords organizations with a chance to present information about its company as well as act as a preliminary recruitment session. In turn, it allows students of all levels to gain insight into the engineering profession and to familiarize themselves with the technical community. The goal of Career Day is to provide exposure and awareness to the opportunities in the field of engineering.

Career Day has been a well-attended event that welcomes over 60 federal, state, local and mainland participants from the likes of the State of Hawaii, the Federal Bureau of Investigation, and Northrop Grumman Corporation.

The ADO will continue to participate each semester in Career Day to recruit future FAA associates and educate the public about the agency.

Carissa Unpingco
Project Manager, HNL-ADO



Message from the San Francisco ADO

As the San Francisco Airports District Office (SFO-ADO) closed the books on another successful fiscal year, we thank all of our sponsors for your efforts in carrying out the Fiscal Year 2006 Airport Improvement Program (AIP) and helping us meet our FAA work plan goals. The final programming figures for the SFO-ADO in FY06 is about 110 grants for projects totaling \$162 million. In reference to our work plan goals, the ADO, working in concert with our sponsors achieved 95% of development grants based on bids, closed 99% of all grants 4 years and older, and had 100% of the grants active.

We would also like to thank all the sponsor participants during the ACA conference in September. This conference gave the SFO ADO the opportunity to hold nearly 70 sponsor meetings to discuss issues affecting local airports.

We are looking forward to FY07 and anticipate similar levels of success. Our office is already drawing up the program and will be in contact with the sponsors to request grant applications soon.

In addition, we are sending notices to sponsors to file your Airport Capital Improvement Plans (ACIP's) for fiscal years 2008 through 2012. The FAA uses the ACIP to identify and prioritize airport capital improvement needs, and to plan the distribution of AIP funds. All proposed projects must comply with the National Environmental Policy Act (NEPA); be depicted on your approved Airport Layout Plan (ALP); and be included in your ACIP submission to compete for AIP funding.



To facilitate programming of your proposed projects, the due date to file your updated ACIP is **January 12, 2007**. Specific details for the ACIP submittal are available in our ACIP request letter.

This year, Caltrans has established a web-based program for California sponsors to input airport projects into the State Capital Improvement Program (CIP). It is intended to make it easier to create and manage the development projects at your airport. Caltrans will provide each airport sponsor with the login name and password for access into the state's AirportIQ website.

All GA and Virtual Primary airports should have already received a letter from GCR requesting a listing of the based aircraft at their airports, including tail number (N Number), owner name and address, and aircraft type. In an effort to improve the integrity of the 5010 based-aircraft numbers, the FAA contracted with GCR to survey all general aviation airports in the NPIAS.

Having accurate based aircraft information will help the FAA in planning and forecasting the growth in the GA community, especially as we look at LPV approaches and other system-wide improvements. (Non Primary

Commercial Service and Primary airports are not included in the survey) GCR is collecting the surveys, which can be mailed back to GCR, answered online on the GCR website, or even by e-mail. GCR will then compare the responses against the FAA list of registered aircraft and against the responses of other airports to make sure there are no duplicates and the information is accurate.

The SFOADO recommends the sponsors provide accurate information to GCR. If the proper information on based aircraft is not provided, the based aircraft number in the 5010 database will be listed as "0" for the airport. Therefore, it is important the data the FAA collects be as accurate as possible.

If you have any questions, please contact your Program Manager in our ADO.

*Andy Richards
Manager, SFO-ADO*



Federal Aviation Administration

Western-Pacific Region
Airports Division
P.O. Box 92007
Los Angeles, CA 90009-2007

Tel: (310) 725-3600

Fax: (310) 725-6847

**We're on the web:
www.faa.gov/arp/awp**

A Note from the Editor...

Dear Reader,

If you have a topic of interest that you would like to see published, please contact me: Lloyd.E.Lewis@faa.gov.

Also, we are updating our contact list. Send me your name, address, phone number, and email address. Also, indicate if you prefer an electronic copy or a hardcopy of the newsletter.

Best regards,
Lloyd Lewis

Contact the Field Offices!

Southern California and Arizona

Los Angeles Airports District Office
P.O. Box 92007
Los Angeles, CA 90009

Tel: (310) 725-3608

Northern California and Nevada

San Francisco Airports District Office
831 Mitten Road
Burlington, CA 94010

Tel: (650) 876-2778

Hawaii and Pacific Islands

Honolulu Airports District Office
P.O. Box 50244
Honolulu, HI 96850

Tel: (808) 541-1232