



# AIRPORT TOPICS

FAA WESTERN-PACIFIC REGION

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## Message from the Division Manager

Greetings aviation professionals!

We have met with most of our customers and are preparing for the upcoming projects that we expect to fund in Fiscal Year (FY) 2007. By now, you should have updated your Airport Layout Plans (ALP), received airspace approvals for proposed projects, completed your environmental reviews, and should be working with my staff to base projects on competitive bids.

This year we expect to achieve several significant milestones intended to improve service delivery to our customers. You should have received a copy of our Annual Report of FY 2006 Accomplishments. This report celebrates many of our collective successes in 2006. We are



Mark A. McClardy, Manager, Airports Division

also moving forward on our promise of providing One Page Grants, on a voluntary basis, to our customers. Additional information about the One Page Grant is included in this newsletter.

Finally, in addition to hosting our Third Annual Airports Conference at the LAX Hilton May 22-24, 2007,

we are offering free outreach sessions, conducted by my staff, on Aircraft Accident Response. Additional information about these sessions is included in this issue.

In closing, I am optimistic about our goals 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 things we are doing, feel free to drop by, send an email, or pick up the phone and call me. Also, I encourage you to visit our website if you would like more information on what's happening in the Western-Pacific Region.

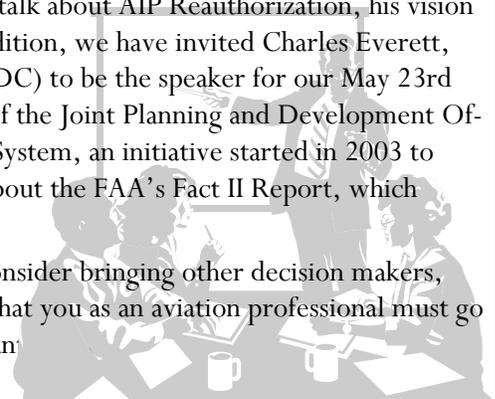
*Mark McClardy,  
Division Manager*

### ***TIME IS RUNNING OUT FOR THE 3rd ANNUAL FAA CONFERENCE!***

Rooms at the LAX Hilton are filling up fast! At last count we had over 411 rooms reserved at the \$96 rate. This special rate will only be held for 450 rooms and will expire on April 15, 2007, or sooner depending upon available hotel space. After April 17, we are pleased to offer additional rooms at the LAX Westin Hotel at a rate of \$110 per night. We are well ahead of last year with over 170 participants registered to date. All exhibitor spaces have been filled.

We are excited to confirm that Kirk Shaffer, our new Associate Administrator for Airports (Washington DC), will be the keynote speaker at our May 22nd Awards Luncheon. Kirk is expected to talk about AIP Reauthorization, his vision for the FAA Airports Organization, and other timely topics of interest. In addition, we have invited Charles Everett, our new Manager for the Planning and Environmental Division (Washington DC) to be the speaker for our May 23rd luncheon. Charles is expected to provide a briefing on the current activities of the Joint Planning and Development Office (JPDO) and its development of the Next Generation Air Transportation System, an initiative started in 2003 to transform the U.S. air transportation system by 2025. Charles will also talk about the FAA's Fact II Report, which should be released soon.

I encourage you to send as many staff members as you can. You should also consider bringing other decision makers, such as board members, who could benefit from a greater understanding of what you as an aviation professional must go through to successfully run an airport. This is a conference that you do not want



## *Air Transportation System Financing Reform Act of 2007 (Reauthorization)*

The Federal Aviation Administration's current authorization (Vision 100) expires on September 30, 2007. On February 14, 2007, the FAA announced proposed legislation, which will reform the way the FAA is funded and provide a stable source of revenue to build our air transportation system of the future.

The proposed legislation, (NextGen) which provides contract authority for fiscal year 2008 through 2010, will reform the way the future air transportation system is funded by allocating costs to system users. NextGen will also assure that airports of all sizes will have a stable and reliable source of funding so that they can meet critical capital improvement requirements.

The current funding system, which relies heavily on a passenger ticket tax and a fuel tax, does not provide a stable source of revenue to allow effective planning for the future demands. In its place, the NextGen will generate revenue based on the actual cost that users impose on the national air transportation system whether they are commercial, business, or general aviation users.

The FAA is proposing a hybrid funding structure made up of user fees, a 13.6 cent fuel tax, \$6.39 per passenger international tax, and general fund contributions. Each segment of aviation will pay its fair share. In addition, the FAA will permit new borrowing authority, which will provide a more flexible financing system. This financing system will help us to handle the increased volume of passengers forecast without serious congestion and delays.

This legislative proposal is being debated in Congress and throughout the

aviation community. You can find more detailed information on the FAA website:

[http://www.faa.gov/regulations\\_policies/reauthorization/](http://www.faa.gov/regulations_policies/reauthorization/)

Since the bill is nearly 88 pages, we are providing the following the highlights of the airports financial proposals as they relate to the Passenger Facility Charge (PFC) and Airport Improvement Program (AIP):

- Raising the maximum PFC from \$4.50 to \$6.00, bringing an additional \$1.2 billion annually to all commercial airports, including \$500 million more for small commercial airports.
- Expanding PFC eligibility to include any airport capital investment to maximize the flexibility of airports to fund their own projects.
- Streamlining the review process for PFC's to help airports modify their PFC programs more quickly.
- Phasing out large and medium hub airport passenger entitlements over 2 years. AIP will continue to support capacity and safety projects through the discretionary fund.
- Increasing the minimum discretionary amount from the current level of \$148 million to \$520 million.
- Retaining the current passenger entitlements for small and non-hub primary airports.
- Eliminating the current statutory penalty that reduces passenger entitlements by 50 per-

cent.

- Increasing the non-primary entitlement for general aviation airports, which relieve congestion at busy commercial airports, from \$150,000 to a maximum of \$400,000 per year, depending upon the number of based aircraft.
- Establishing a minimum state apportionment amount of \$300 million.
- Expanding AIP eligibility to allow GA airports to use their entitlements to buy self-service fuel pumps and rehabilitate hangars and terminals.
- Expanding AIP eligibility to cover fuel spill containment for fuel trucks required under new EPA regulations.
- Eliminating the Military Airport Program set aside while retaining special MAP eligibility rules to facilitate conversion of former military bases to civil use.
- Eliminating the reliever set aside, which represents a small fraction of what was actually spent on reliever airports.
- Revert the local matching share for small airports from 95 percent to 90 percent, for all but the smallest GA airports.



## *One Page AIP Grant Agreement is now available for 2007*

A new one-page AIP grant agreement will be available for your use this fiscal year. In January 2007, airport sponsors in the Western-Pacific Region were advised of this optional new grant format. The new grant, together with associated terms and conditions, is intended to streamline the process to approve and issue AIP grants for both development and planning projects. If you prefer the existing grant process (multiple page grant), please advise your project manager at the Airports District Office (ADO) to continue operating under the current grant process. Others, who are comfortable with the one-page grant, will begin receiving it this fiscal year. The streamline process is as follows:

1. The sponsor is expected to submit the same pre-grant information to the ADO that you normally provide under the existing multiple page grant process. These documents include the grant application (SF-424) environmental determination, project sketch, estimates, justification, etc.
2. In lieu of signing the sponsor certifications for each grant, the sponsor simply signs the terms and conditions once. The terms and conditions contain the sponsor certifications, the sponsor assurances, and the general conditions normally contained in an AIP grant.
3. Once the FAA receives a signed copy of the terms and conditions, the sponsor does not have to submit it again unless the FAA changes the standard documentations contained in the signed documents.
4. Since the terms and conditions contain all current sponsor assurances, certifications and/or general conditions, these documents will be applicable for all future grants. Should any of these conditions change in the future, the FAA will simply send out the new terms and conditions containing the changes. Historically, sponsor assurances, certifications and/or general conditions change about once every 10 years.
5. Once received by the ADO, the signed terms and conditions will simply be incorporated by reference to future one page grants for that sponsor. Please note special conditions may be added as an attachment causing grants to exceed one page. In addition, the one-page grant will incorporate the grant application and other related documents.
6. The sponsor will receive the one-page grant and return it to the FAA with the appropriate signatures, just as is currently done with the multiple-page grant.

## *Deadline for Notification of Intent to Use Entitlement Funds*

On March 8, 2007, a notice was published in the *Federal Register* establishing May 1, 2007, as the deadline for notifying FAA of your intent to use the Airport Improvement Program (AIP) passenger, cargo, and non-primary entitlement funds for FY 2007. Airport sponsors in the Western-Pacific Region should ensure applications for FY 2007 funding are on file by this date. If you are unable to submit an application by that date and intend to use your entitlement funds, you must contact your servicing Airports District Office. Failure to provide notification by May 1, 2007, can result in deferring the use of your entitlements funds until FY 2008.

*Sam Iskander,  
Airports Program Specialist*



## *Emergency First Responders Workshop*

The Federal Aviation Administration (FAA), in partnership with the National Transportation Safety Board (NTSB), will be offering workshops for accident first responders at four locations throughout the region, in July and August, 2007. The workshops will be free of charge and will be approximately 4-5 hours in duration. The target audience is personnel that would be part of an initial response to an aircraft accident, including aircraft rescue fire fighting (ARFF) personnel, airport operations, airport police, airport maintenance, and other persons/positions required to respond to an aircraft accident or incident.

The workshop will provide an overview and background of the NTSB, its authority, and actions that initial responder(s) to an accident site should be aware of and/or perform. These actions include notification, information release, and recommended response priorities prior to the arrival of NTSB personnel. In addition, presentations regarding the accident investigation process, the Transportation Disaster Assistance (TDA) and TDA Forensics programs will be included.

The sessions will be repeated at various airports in the region. The locations, times and dates for the workshops are as follows:

<u>LOCATION</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>
Sacramento	Tuesday	July 24	12:00 p.m. - 5:00 p.m.
Ontario	Thursday	July 26	12:00 p.m. - 5:00 p.m.
Las Vegas	Tuesday	July 31	12:00 p.m. - 5:00 p.m.
Phoenix	Tuesday	August 7	12:00 p.m. - 5:00 p.m.
Phoenix	Wednesday	August 8	8:00 a.m.- 1:00 p.m.

Both FAA Airport Certification/ Safety and NTSB personnel will be available for an interactive question and answer session following the presentation.

Registration materials will be sent out by April 30, 2007. Attendees are encouraged to complete and return the registration form as soon as possible. Seating is limited and will be reserved on a first come, first served basis. For additional information, please contact Elizabeth Louie, at (310) 725-3636.

*Elizabeth Louie,  
Airports Safety Inspector*

## *Vehicle/Pedestrian Deviations*

The beginning of a new year, traditionally is a time for reflection and anticipation. As we look back at calendar year 2006, we would like to congratulate all airport managers and staff, for their efforts in dramatically lowering the number of vehicle/pedestrian deviations in the Western-Pacific Region. As a result of your hard work, the total number of V/PD's occurring in the Western-Pacific Region has decreased by 45% in calendar year 2006 when compared to calendar year 2005. A job well done! We optimistically anticipate continued improvement in safe airport operations throughout the year.

### **What has caused this dramatic drop in Vehicle/Pedestrian Deviations?**

Although the causes of V/PD's are many and can involve complex issues, the drop is the result of the following efforts:

- Effective training programs for airport employees, emergency responders
- Tighter security and escort procedures
- Implementation of a system of consequences
- Hard work and innovative thinking on the part of airport employees
- Understanding that V/PD's are unacceptable, preventable, and are ever

Congratulations to all airport employees in the Western-Pacific Region and may we all create aviation safety in 2007.



*airports safety inspector*

## *John Milligan's Retirement*



Brian Armstrong and John Milligan

Mr. John Milligan, Lead Engineer for the Los Angeles Airports District Office retired on March 3, 2007, after a 33-year career with the FAA. We take this opportunity to again congratulate John on his retirement, to express our appreciation for his outstanding contributions to the Airports Program in Arizona and Southern California, and to wish him well in his retirement. John will be sorely missed.

## *Flagstaff/Pulliam Airport Runway Extension Project*



The ground-breaking ceremonies for Flagstaff/Pulliam airport's 1800-foot runway/taxiway extension project was held on March 16, 2007. Once completed, the new runway length will enable regional jet service to a number of new markets, adding meaning to the city's motto that there will be aviation "service at a higher elevation." The \$18 million runway/taxiway extension project also includes the relocation of the FAA owned approach lighting system.

Mr. George Buley, Program Manager, overseeing construction, represented the FAA at the groundbreaking ceremony. Ms. Michelle Simmons, Environmental Protection Specialist, who overseeing the preparation of the Environmental Assessment. Mr. Eric Vermereen, Engineer/Program Manager, managed the issuance of the 2006 Airport Improvement Program grant to support this project. Ms. Margie Drilling, Planner, managed the recent Airport Master Plan project. Thanks to this ADO Team for a job well done.

## *Los Angeles International Airport*



Los Angeles World Airports (LAWA) completed construction for relocating Runway 7R-25L at Los Angeles International Airport (LAX) on March 26, 2007. Construction began for relocating the runway on March 1, 2006. The new runway opened after the official ceremony on April 2, 2007. The runway was relocated 55 feet south of its previous position to make room for the construction of a parallel taxiway between the runways. The primary objective of this project is to reduce the number of runway incursions at the airport.

The relocated Runway 7R-25L will meet all design guidelines for Group VI aircraft such as the Airbus A380. The A380 is shown on the bottom right, during its inaugural flight into LAX on March 19, 2007. Relocation of Runway 7R-25L, and construction of the associated taxiway is being managed under the FAA's Operational Evolution Plan (OEP). Mr. Ruben Cabalbag, Program Manager, is the OEP project co-lead. Mr. Cabalbag is responsible for FAA oversight of the construction of the runway and taxiway. He is also responsible for managing the multi-million dollar AIP grant funding. Mr. David Kessler, Regional Environmental Protection Specialist, directed the participation of the joint Final Environmental Impact Statement / Environmental Impact Report that evaluated the impacts of this project. Thanks to these individuals for a job well done.

*Brian Armstrong  
Manager LAX-ADO*



## FAA Sponsored Emergency Training and Exercise at Pohnpei International Airport



**Airport Emergency Operations Training  
Pohnpei - October 2006**

A commercial airliner with 130 passengers and crew on board is headed for landing at Pohnpei International Airport. The airplane has a mechanical problem during approach and the captain declares an emergency. As the aircraft touches down, the right main landing gear collapses. The airplane skids down the runway spilling fuel. It explodes in flames and comes to rest near the end of the runway. Dazed survivors are walking around the accident site. Quick action by the Pohnpei Airport Rescue and Fire-fighting (ARFF) personnel and other local emergency response agencies minimizes further injury to surviving passengers. Injured passengers are quickly evaluated and rushed to local hospital where the highly trained medical staff has been alerted and is ready to treat the survivors.

This was the scenario for the recent airport emergency training and live exercise conducted on Pohnpei on October 5, 2006, sponsored by the FAA with support from the Honolulu Airports District Office, the Hawaii Department of Transportation Division of Airports, the Commonwealth Ports Authority, Commonwealth of the Northern Mariana Islands, and the National Transportation Safety Board. The airport emergency training and live emergency exercise program was designed to prepare local emergency responders to deal with aviation accidents at or near the airport. Simulation of an airplane crash

took place on the runway with volunteer victims and the ARFF team extinguishing the fire, setting up the triage area, and transporting victims by injury categories to the hospital. Not only were ambulance vehicles shuttling volunteer victims back and forth in between the hospital and the airport, but the hospital staff, nurses, and doctors also set-up beds and emergency room simulations.

Continental Air Micronesia served a major role in the training and exercised their Emergency Plan and Family Assistance Program during the live exercise. Agencies participating in the training and live exercise included the Federal States of Micronesia (FSM) National Emergency Management Office, FSM Department of Transportation, Communications and Infrastructure, Customs, Immigration, and Quarantine, Pohnpei Ports Authority, Pohnpei Department of Public Safety, Environmental Protection Agency, Pohnpei SWAT Team, Pohnpei State Hospital, and local police and fire units. Approximately 250 participants contributed to the success of the exercise.

Chief Martinez Jacobs from the Hawaii Department of Transportation and Chief Stanley Torres from the Com-

monwealth Ports Authority led the training program. Mr. Barry Brayer, Micronesia Program Manager and Mr. Ron Simpson, Honolulu Airports District Office Manager assisted in the training and exercise. Mr. Ieske Iehsi, General Manager, Pohnpei Port Authority and Mr. Melson Darra,

Pohnpei International Airport Manager played significant roles in planning and coordinating the training program.

More than 60 local citizens volunteered to be accident victims. Most of the volunteers were high school students but local residents and agency staff also participated. Many thanks are owed to all the people that participated for their hard work and dedication. This successful drill and training program would not have been possible without the high level of cooperation between all participating agencies.

In the unlikely event that such an emergency should occur, the residents of Pohnpei, as well as others traveling to and from Pohnpei by air, can be assured that Pohnpei emergency service agencies and personnel are properly trained and fully prepared to quickly and effectively respond to any aircraft accident. Mr. Art Day, Continental Air Micronesia Station Manager and participant in the training and live exercise, praised the benefits of the program by saying, "We have all learned our roles and responsibilities and are prepared to respond..." during his remarks at the exercise critique session.

*(Continued on Page 7)*

## FAA Sponsored National Transportation Safety Board Workshop on Saipan



Ms. Nicole L. Charnon speaking at NTSB Workshop

**M**s. Nicole L. Charnon, National Transportation Safety Board (NTSB) Air Safety Investigator, conducted a NTSB Workshop on Saipan hosted by the Commonwealth Ports Authority (CPA), Commonwealth of the Northern Mariana Islands (CNMI), and sponsored by the FAA.

Ms. Charnon conducted a Mass Fatalities Workshop that covered many important aspects of disaster preparedness for first responders, airlines, airport personnel, and mutual aid agencies. The Mass Fatalities Workshop covered NTSB responsibilities in conducting accident investigations, uncovering the facts, determining probable cause and

making recommendations to prevent similar accidents. She also covered the NTSB's authority, structure and mission.

Her presentation described NTSB's definition of an accident, how accidents are classified, and the structured approach to accident investigation, actions taken upon initial notification of an accident, coordination with airport, law enforcement and FAA officials at the accident scene, assessment of adequacy of emergency response and mutual aid assistance, and follow-up analysis leading to NTSB recommendations.

Her presentation provided guidance to first responders and mutual aid responders. First priority is fire suppression, securing hazards at the accident scene, rescue survivors, triage setup, prioritize injured victims and transport to medical facilities. Her advice to law enforcement officials was to secure the scene as though it is a crime scene, and not disturb wreckage that may hamper the investigation. She covered the airline's legal responsibilities under the Family Assistance Program. She also provided guidance for medical examiners and

coroners on body identification methods, DNA, dental and medical records, toxicology and autopsy reports, and morgue set-up for mass casualties.

Agencies participating in the workshop included CPA personnel from Saipan, Rota and Tinian International Airports, including ARFF, airport security and airport operations personnel, all airlines operating into CNMI were represented, the Transportation Security Administration, Customs, Immigration, and Quarantine, the Department of Public Safety, Police and Fire Divisions, and medical services representatives. Approximately 95 participants attended the workshop.

Ms. Viola Sablan, Transportation Security Administration official, praised the success of the workshop by saying, "Great workshop. I found the workshop to be very informative and educational. I recommend that an annual outreach will help especially if there's a lot of employee turn around." We wish to extend a big "Mahalo" to CPA for their hospitality and hard work in hosting the Workshop.

*Ron Simpson,  
Manager HNL-ADO*

## FAA Sponsored Emergency Training and Exercise at Pohnpei International Airport (cont.)

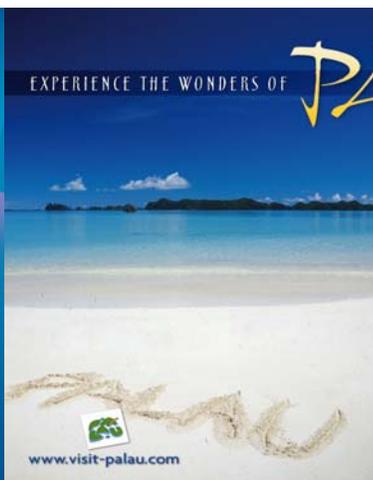
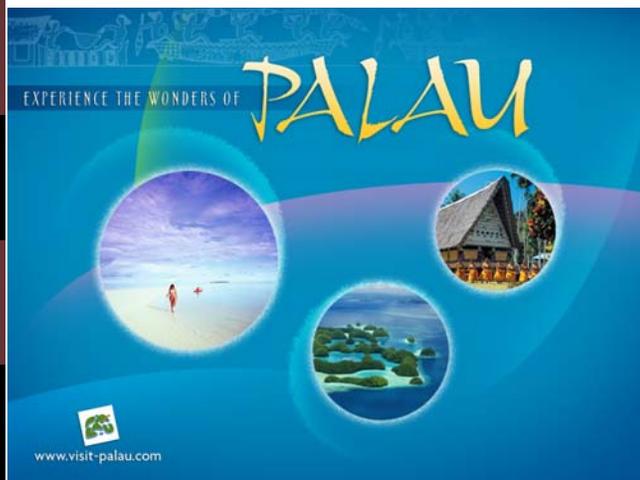
The FAA's primary mission is to ensure the safety of flight and to prevent aviation accidents from occurring.

The FAA sponsors airport emergency training and live emergency exercises at two of the six Micronesia airports each fiscal year to keep the airports in compliance with the tri-annual requirement of FAR Part 139. The next

planned training program will be conducted at Kosrae and Chuuk International Airports in 2007.

*Ron Simpson,  
Manager HNL-ADO*

## 2007 Pacific Aviation Directors' Workshop



The Pacific Aviation Directors' Workshop is a major annual event that brings together Ministers and Secretaries of Transportation responsible for aviation safety oversight throughout Micronesia.

The 2007 Pacific Aviation Directors' Workshop will be held at the Ngarachamayong Cultural Center on Palau, March 26 - 29, 2007, hosted by the Republic of Palau. This annual workshop draws 100 to 150 aviation stakeholders from the Pacific region. Legislators, executive directors and airport board members from the governments of Palau, Federated States of Micronesia, the Marshall Islands, American Samoa, Guam, the Commonwealth of the Northern Mariana Islands and the State of Hawaii attend the workshop.

This annual workshop assembles, at the same time and place, policy and decision makers and high-level government representatives from the Pacific Island airports. FAA partici-

pants include the FAA Western-Pacific Regional Administrator, Micronesia Program Manager, and Division Managers from the FAA Western-Pacific region's Medical, Legal, Flight Standards and Airports Divisions. High-level representatives from FAA's Air Traffic Organization and the managers of the FAA Flight Procedures Office and Honolulu Airports District Office also attend. Other U.S. Government aviation stakeholders including the National Weather Service, the Department of Agriculture, the Department of the Interior also participates.

A Workshop highlight is the Industry Day Forum. The forum provides system users such as Continental Micronesia Airlines, Asia Pacific Airlines, the Airline Pilots Association and other industry representatives an opportunity to engage in a free and open exchange of information with conference participants. These forums have been very successful and are an effective way for all stakeholders to voice their

concerns and propose solutions to critical aviation safety issues.

The countries throughout Micronesia continue to express a high degree of interest in security requirements. The workshop agenda will include presentations by representatives from the Department of Homeland Security and Transportation Security Administration who are familiar with security regulations affecting international locations like Micronesia.

*Ron Simpson,  
Manager HNL-ADO*



## *Message from the San Francisco ADO*



As we near the midpoint of the federal fiscal year, the San Francisco Airports District Office (SFO-ADO) is busy reviewing all the Airport Capital Improvement Plans (ACIP's) received by our office for fiscal years 2008 through 2012. We are in the process of evaluating and prioritizing the Airport Sponsors' proposed near term projects. We are employing a multidiscipline approach that involves Program Managers, Airport Planners, Airport Program Specialists, Part 139 Certification/Safety Inspectors and Environmental Specialists. We assess project readiness and update the airport's 5 year development program. Programming factors considered are environmental compliance, Airport Layout Plan status, design document status, based on bids requirements, progress on prior year grants and availability of funds.

Concurrently, we are firming up our plan for the FY 2007 Airport Improvement Program (AIP) grants. Each year, the FAA publishes a notice in the Federal Register announcing the deadline for Sponsors to notify the FAA of their intent to use entitlement funds for that fiscal year. For SFO-ADO Airport Sponsors, your intent refers to your AIP grant application. The submittal deadline has historically been the first of May. Once we receive the sponsor's grant application we evaluate the package to ensure all programming requirements are met. Our Program Managers are working closely with Airport Sponsors and their consultants to set up project schedules that will ensure almost all of this year's construction and equipment grants are based on bids.

For those Sponsors that may have difficulty fronting the design cost before receiving a grant, an alternative is to have the initial grant be issued for design-only. This alternative reduces the financial burden on the Sponsor; however, the total project will span over multiple grants.

The Airport Sponsor should contact their FAA Program Manager as soon as possible, if there are any questions about this year's AIP program. Failure to meet the grant application deadline or established bid opening dates without notice and coordination with the FAA may result in delaying AIP funding until the following fiscal year.

As a reminder, all AIP grant offers should be signed and accepted by the Airport Sponsor within 60 days of receipt of such offer, but no later than August 15, 2006. If there is a need to expedite your grant offer, please contact your SFO-ADO Program Manager and we will try to facilitate your request.

*Andy Richards,  
Manager SFO-ADO*



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**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](mailto: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

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