



AIRPORT TOPICS

FAA WESTERN-PACIFIC REGION

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Message from the Division Manager

Greetings aviation professionals!

I am pleased to announce that the long awaited Arizona Best Practices Guide has been completed and is available on website: <http://www.azairports.org/bestpracticesguide.php>. This document represents a 1 1/2 year long collaborative effort by the FAA, ADOT, AzAA. The guide covers several important areas such as: FAA and ADOT Funding, ACIP Development, ALP Review and Approval, Master Plan Process, Contractor Allowances, General Services Agreements, etc. We believe that this document may serve as a model for improving inter organizational communications, improving work products, and improving work processes, particularly where expectations and/or stakeholder relationships are unclear. I plan to solicit support from the California Department of Transportation (Caltrans), the Association of California Airports



Mark A. McClardy, Manager, Airports Division

(ACA), and the Southwest Chapter of American Association of Airport Executives (SWAAAE) this summer to develop a similar guide for the State of California.

I also want to encourage you to consider our streamlined One (1) Page Grant, which is available this year. We thank those of you that have returned your signed Terms and Conditions Agreement and look forward to issuing you this streamlined grant

henceforth.

Finally, I want to invite you to attend our *FREE* outreach sessions conducted by my staff: on Aircraft Accident Response; and Federal Environmental. The former is scheduled for July/August and the later is scheduled for September. You may read more about these sessions in this edition of *AirporTopics*.

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. Also, I encourage you to visit our website if you would like more information on what's happening in this region.

*Mark A. McClardy,
Division Manager*

Congratulations to FAA National Excellence Award Winners

I am pleased to announce that the Western Pacific Region was well represented in the recent selection of national award recipients for FAA employees within the Airports Division. The winners and runner ups were announced on May 11th by our newly appointed Associate Administrator For Airports, Kirk Shaffer. This year's winners out of the Western Pacific Region are:

Management Excellence Award

Ron Simpson, Manager, Honolulu Airports District Office - Winner

Andy Richards, Manager, San Francisco Airports District Office - Runner Up

Administrative Excellence Award

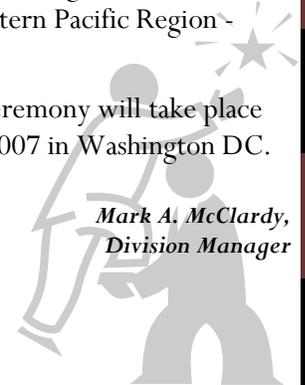
Tania Williams, Secretary, Western Pacific Regional Office - Runner Up

Staff Excellence Award

Lloyd Lewis, Acting Administrative Officer, Western Pacific Region - Runner Up

The award ceremony will take place on July 24, 2007 in Washington DC.

*Mark A. McClardy,
Division Manager*



Western-Pacific Airports Conference



Mark A. McClardy, Manager, Airports Division

On May 22-24, 2007, the 3rd Annual FAA, Western-Pacific Region Airports Conference was held at the LAX Hilton Hotel. Our official count of 489 people representing: airport management, operations, administrative personnel, private industry, and other aviation professionals attended the 3-day conference. Following this year's motto, "Reaching New Heights in the Advancement of Safe Efficient Aviation", the conference included reports and presentations from State Aviation Directors, Aviation Associations, and 35 technical workshops covering: Planning/Funding; Engineering/Environmental; Compliance/Noise; Airport Operations/Security and AirTraffic Organization. Included was a 1 day Airport Capital Improvement Plan (ACIP) Workshop.

Tuesday, May 22 was the opening day of the conference. Mr. William C. Withycombe, Regional Administrator, and Mr. Mark McClardy, Manager, Airports Division gave opening remarks followed by brief updates from the State Directors and State Airport Aviation Association leaders. The Luncheon Keynote Speaker was Mr. Kirk Shaffer, Associate Administrator for Airports, who gave a national update on the future capacity needs in the

National Airspace System.

The remainder of the day was spent in technical workshops, which included guest speakers from FAA Headquarters and private industry professionals. National updates on environmental issues, the AirTraffic reorganization, and AIP reauthorization were given. Special presentations included Michael Hotaling from C&S Engineering on Metrics for Sound Insulation programs and Emergency Preparedness- Hawaii Earthquake response by Ben Schlapak, Honolulu International Airport and Steve Wong, project manager, Honolulu Airports Districts Office. The night concluded with a Jazz reception with music provided by Ronald Turner and The Fashion Statement band.

On Wednesday May 23, Five Case Studies were held on: How to Plan an Airport; EMAS at San Diego International Airport; Pacific Region ARFF training center; Runway 7R/25L, Relocation at LAX and Arizona Best Practices Guide: A Collaborative Effort. Other topics covered throughout the day included, P-403 (concrete pavement) update, Part 150 program update, Compatible land Use and Third Party Aeronautical Survey. In response to attendee's needs,

we offered repeat sessions on five of the technical workshops covered on Tuesday and Wednesday.

Brad Bachtel, C.M. from Boeing Commercial Airplanes was our guest lunch speaker on Wednesday and gave a presentation on Current Product overview of Airport technology. The day concluded with our annual Las Vegas Style Casino Night.

We would like to thank everyone who was part of the conference committee, the Regional Office and all Airport Districts Office staff for making the 3rd annual conference a success. We would also like to extend a special thanks to all conference attendees; without your support the event would not be possible. While we have received quite a few recommendations for next year's conference, we would like to "open up the floor for additional comments" until August 1, 2007. Please provide any comments you may have to Jasmine Evains via email at jasmine.evains@faa.gov.

See you next year!

Jasmine Evains
Management Assistant, AWP-620



3rd Annual Airports Conference

Awards

On May 22nd, at the Third Annual FAA Western-Pacific Airports Conference Awards Luncheon, Chief Stanley C. Torres was awarded the Herman C. Bliss Airports Partnership Award, McCarran International Airport was awarded the Air Carrier Airport Safety Award, and the Fall River Mills Airport was awarded the 2007 Airport Safety Award. Mr. William C. Withycombe, Regional Administrator for the Western-Pacific Region, presented the awards.



Chief Stanley C. Torres, Saipan International Airport

Chief Stanley C. Torres, Fire Chief of the Commonwealth Ports Authority, Saipan was recognized for his leadership role in partnering with FAA to enhance airport safety in Micronesia. Chief Torres was acknowledged for his key role in establishing the Pacific Region Aircraft Rescue and Firefighting (ARFF) Training Center at Saipan International Airport, his assistance, over the past 4 years, to the FAA Micronesia Technical Assistance Program in providing airport emergency response training at Micronesia airports, and for his leading role in support of the FAA sponsored National Transportation Safety Board Workshop held on Saipan. In addition, Chief Torres took the lead in the management of a large (ARFF) vehicle acquisition contract that will provide ARFF vehicles and equipment

for all the Micronesian airports, and a comparable vehicle for the Pacific Region ARFF Training Center.



Jeff Sullivan, McCarran International Airport

The McCarran International Airport, was recognized for their outstanding record of airport safety. McCarran has received one minor item of correction in the past 5 years of annual safety inspections; McCarran has not experienced any Vehicle/Pedestrian Deviations (V/PD) for the past 2 years, and has had one V/PD since the year 2000. McCarran has been extremely responsive to safety issues identified by airport users and their designated FAA Certification Safety Inspector. McCarran has also completed the installation of new Runway Threshold Markings, enhanced taxiway centerline markings, and enhanced runway holding position markings. All of these safety enhancements were completed well ahead of the required compliance dates in 2008.



Thomas Hayes, Fall River Mills Airport

Fall River Mills Airport, was recognized for completing several airport safety enhancements, including the 1,400 foot runway extension, the realignment and extension of a parallel taxiway, relocation and expansion of airport apron areas, and the relocation of an existing aircraft hangar. Congratulations to Chief Stanley Torres, to McCarran International Airport, and to Fall River Mills Airport for their outstanding accomplishments.

*George Aiken
Manager, Safety and Standards*



ACIP 101 Workshop

Approximately 240 persons attended the one-day Airport Capital Improvement Plan (ACIP) 101 workshop, which was held on May 24, 2007, in conjunction with our 3rd annual Western-Pacific Region Airports Division Conference. The morning session included presentations on the national perspective, with an emphasis on the importance of the ACIP for prioritizing Airport Improvement Program (AIP) discretionary funding. The regional perspective reiterated the importance of the ACIP for planning the use of entitlement funds as well.

The need to consider safety require-

ments first in the development of the airport's Capital Improvement Plan (CIP) was presented as a special emphasis topic. Step by step procedures for developing a CIP that properly sequences planning, environmental, design and construction bidding were also presented. Environmental requirements were covered in considerable detail, including procedures for determining and documenting projects qualifying for Categorical Exclusion (CatEx).

The session concluded with a panel discussion focusing on real world best practices for coordinated airport spon-

sor and FAA development of a viable ACIP. We would especially like to thank the following sponsor representatives who participated on the panel: Mr. Dean Schultz, Reno Tahoe Airport Authority, Mr. Thomas Hays, Fall River Mills Airport, Ms. Hazel Johns, Santa Barbara Municipal Airport, and Ms. Christine Edwards, Long Beach Daugherty Field Airport. We were extremely pleased with the turnout for the workshop and the dedication showed by all who stayed to participate in this final event.

Richard Dykas
Capacity Officer, AWP-610

Airport Planning and Workshops

In September 2007, FAA planners and environmental specialists from the Western-Pacific Region and Airports District Offices will be conducting four afternoon outreach sessions for Airport Managers and consultants in Arizona, California, and Nevada. The sessions will be held in:

- Los Angeles, (September 6, 2007)
- Mesa, Arizona, (September 11, 2007)
- Reno, Nevada, (September 12, 07)
- Sacramento, (September 14 2007)

Why are we doing this? Because in recent years, Congress has asked, "Why does it take almost 10-years to build a new runway in the United States?"

It takes a long time because in many cases the environmental analysis gets started before the planning is complete. Proper planning for proposed projects is key to getting to construction more quickly. This is where Airport Managers and their consultants can help streamline the process.

The Congress and the Executive Branch

have provided tools to the FAA to shorten the time needed to get important projects from planning to construction. The four outreach sessions will focus on the essential planning activities to support the follow-on environmental process.

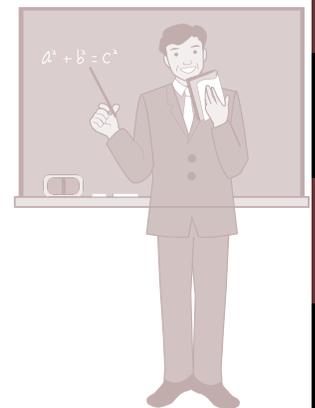
For the sessions held in Arizona and Nevada, we will focus on National Environmental Policy Act of 1969 (NEPA) requirements for Environmental Assessments and Environmental Impact Statements. For the sessions in California, we will discuss timing of preparing environmental documents for both the NEPA and the California Environmental Quality Act of 1970 (CEQA).

Registration information is available on-line at:

http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/airports_news_events/media/OutreachBrochA.pdf

Registration forms have also been mailed. Please contact Jake Florendo, Management Assistant, at 310/725-3639 for additional information. Capacity is constrained so reserve your space now!

Dave Kessler,
Environmental Protection Specialist



Response to New One-page AIP grant agreement positive!

Master agreements are in the mail for many sponsors. In FY07, we expect that over 60 percent of grants issued will be in the new one page format. This will produce a tremendous savings in both time and money for all involved.

The master agreement consists of the terms and conditions including grant assurances which normally accompany the multi-page agreement. Once the Master Agreement is executed by your authorized official and received by FAA, the Master Agreement will be incorporated by reference into all future one page grants. The Master Agreement will only have to be resigned if the FAA makes a change such as adding a new grant assurance.

We encourage all remaining Airport sponsors to follow suit. If you expect to receive a grant this year and have not received a master agreement, please contact your servicing ADO. A sample of the new grant format is available on-line at: http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/.

Sam Iskander
Airports Program Specialist, AWP-610

Passenger Facility Charge (PFC) Program Changes

The PFC Final Rule regarding Vision 100 mandates was published in the *Federal Register* May 23, 2007. This rule becomes effective June 22, 2007. All PFC applications and amendments received on or after that date will be processed under the new rule. The Final Rule provides three significant changes, which will have an immediate effect on the processing of PFC actions:

- 1) The charge effective date for all PFC decisions can now be set at the first day of the month, which is at least 30 days from the date of approval.
- 2) The threshold for amendments that increase a project's approved amount and that require consultation and public notice has been changed. Consultation and public notice will now be required for: (A) for any project with an approved amount greater than \$1,000,000 that increases by more than 25% of that original approved amount and (B) an increase of any percentage where the original approved amount is less than \$1,000,000 and the amended approved amount is \$1,000,000 or greater.
- 3) The large and medium hub PFC forecast usually provided by public agencies is now due on July 1st of each year.

Accordingly, the implementing Federal Aviation Regulation, Part 158 was also updated, June 22, 2007, to incorporate the new or revised requirements. For your use, the Final Rule and an updated Part 158 are available at:

http://www.faa.gov/airports_airtraffic/airports/resources/publications.

Please make sure that anyone in your agency who deals with PFCs is aware of these two documents.



Submit your AIP grant payments through Letter of Credit

The letter of Credit (LOC) is a method of payment authorized by the Federal Aviation Administration to allow airport sponsors to make immediate payments from the U. S. Treasury directly to their bank account. Currently, about 115 (60 %) of 193 airport sponsors in the Western-Pacific Region are on LOC. Our goal is to ensure that at least 75% of our sponsors are on LOC by September 30, 2007. For sponsors who are still seeking reimbursement through the manual payment process (Standard Form 270 or 271), we ask you to work with your Airports District Office (ADO) to help us reach this goal. Manual payments delay reimbursement for incurred costs and increase the administrative costs associated with manual processing of payments.

To refresh your memory about the basics of this method of payment:

- The Federal Grant Government is

required by the "Debt Collection and Improvement Act of 1996" to make all grant payments by electronic fund transfer.

- A special condition for LOC is included in all grants (with an amount of \$120,000 or more) where LOC is to be a method of payment.
- Processing a draw down against the LOC, utilizes an Electronic Clearing House Operation (ECHO) system, managed by the Federal Transit Administration (FTA).
- Sponsors conveniently sign-in to the ECHO system using a personal computer-based application that can be accessed via the internet to access their draw down grant account.

Sponsors can participate in this pro-

gram, by completing the "Grantee/Recipient User Access Request" form and submitting to the ADO for processing. The forms and instructions are available on the FTA website: <http://ftateamweb.fta.dot.gov/links.htm>. Click on "Team User Access Forms and Instructions" to access the form. If you need further assistance, please call your ADO project manager.

Sam Iskander
Airports Program Specialist, AWP-610

New PFC Reports in SOAR

The PFC SOAR public site has four new reports.

1) The Enplanements at US Airports Report. This report allows Airports to access the Air Carrier Activity Information System (ACAIS) report showing enplanements and air carriers for their airport.

2) Public Quarterly Report. This report meets the requirements of section 158.63 and may be used by public agencies as the quarterly report. Please remember that public agencies are still required to mail paper copies of their quarterly reports to air carriers until further notice.

3) Decision Summary Table. This report allows a public agency to access their decision summary table, which provides cumulative PFC Authority. The Decision Summary Table is included in the Final Agency Decision, acknowledgment letters and other documents.

4) Amendment Request Form. This report will allow the public agency to access the latest approvals and information regarding their applications. Select application information can then be transferred to the form and amended. The amendment request form can then be emailed to

the FAA as either an excel file or html.

These new reports can be accessed at: http://soar.arp.faa.gov/login/entry_pre.cfm.

Sam Iskander
Airports Program Specialist, AWP-610

Airports Safety Workshop Planned for the 4th Annual Airports Conference, May 2008

As the curtain closes on a very successful Western-Pacific Region 3rd Annual Airports Conference, planning is beginning for the Western-Pacific 4th Annual Airports Conference, planned for May in 2008. The subject of the full day workshop for the Airports Conference in 2008 will be Airport Safety. Because of the diversity of airports in our region, a portion of the presentations and discussions will involve 14 CFR Part 139; regulations pertinent to certificated air-carrier airports. Much of the agenda, however, will include topics and issues that are relevant to all

airports, regardless of size, complexity or certification. In other words, we wish to craft workshop sessions with universal interest to all airport operators.

We would like to solicit suggestions from certificated and general aviation airports alike as to what topics you would like presented in the workshop. Suggested topics should relate to the general theme of "Airport Safety". The conference is a major tool used to promote responsiveness to the needs of the stakeholders in the Western-Pacific Region.

Please email your ideas to either: steven.oetzell@faa.gov or elizabeth.louie@faa.gov. Entitle your email "Safety Workshop Committee".

*Steve Oetzell
Airports Certification Inspector*

Vehicle/Pedestrian Deviations

The Management at the Long Beach Airport and the Federal Aviation Administration have combined efforts to test a new technology that will help warn pilots (as opposed to other systems that alert air traffic controllers) of runway incursions caused by the presence of other aircraft or vehicles. This technology is called FAROS (Final Approach Runway Occupancy Signal). The original technology was developed to monitor the movement of vehicles on the nation's streets and highways. That technology has now been adapted for use on airports. It is a simple, low-to-medium cost system that warns the pilot on final approach that an aircraft or a vehicle has entered the runway environment that may not have received authorization to do so. It requires no airborne equipment and does not change existing air traffic control procedures.

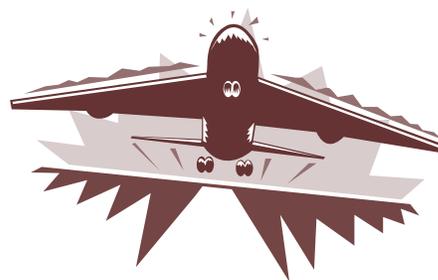
The FAROS system, currently being evaluated at the Long Beach Airport (LGB), uses inductive loop sensors embedded in the runway and taxiway surfaces to automatically track aircraft and vehicles entering and exiting encapsulated zones. When the system detects the presence of a potentially hazardous target, the system causes the Precision Approach Path Indicator (PAPI) lights to flash, as a visual warning to pilots on final approach. The flashing PAPI indication is not to be considered a mandatory "go around" signal but, rather, a signal to the pilot that he/she should maintain a heightened awareness while continuing the approach, should be prepared to go around, if necessary, and that an inquiry to the tower should be made.

The FAA is now offering an incentive program (a free computer memory

stick) for pilots who experience the FAROS system and who relay their comments to the FAA via the following website: <http://www.faa.gov/and/and500/520/programs/documents/FAROS%20Pilot%20Questionnaire%20.doc>

*Steve Oetzell
Airports Certification Inspector*

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/



Deadlines for New Marking Standards Drawing Nearer

The deadline for compliance with new marking standards is fast approaching. New airport marking standards will require certain airports to modify existing markings to include enhancements to holding position markings and taxiway centerlines. These enhancements have an implementation deadline of June 30, 2008. Additionally, all airports subject to the marking standards contained in Advisory Circular 150/5340-1 will need to adopt new threshold marking standards, where applicable, no later than January 1, 2008. Please read on for additional information, and feel free to contact your appropriate Program Manager or Certification/Safety Inspector.

Enhanced Runway Holding Position Markings

The enhanced runway holding position marking consists of an extension of the existing holding position marking onto the paved shoulder to within 5 feet of the pavement edge or 25 feet from the edge of the taxiway, whichever is less. The enhanced runway holding position marking will be required at airports

that have regular service by aircraft in Aircraft Design Groups 5 and 6 (such as the MD-11, A-330, A-340, A-380, B-747, B-767, and B-777), and will be the only acceptable means of compliance with Part 139 effective June 30, 2008. At all other airports, the extended markings are optional.

Enhanced Taxiway Centerline Markings

The enhanced taxiway centerline marking consists of a parallel line of yellow dashes on either side of the existing taxiway centerline. The first dashes start 6 to 12 inches from the runway holding position marking, and the pattern is repeated for a distance of 150 feet. The yellow dashes are 9 feet in length and 6 inches wide, with a gap of 3 feet between them. The enhanced taxiway centerline marking will be required at all airports with annual passenger enplanements of 1.5 million or greater, and will be considered the only acceptable means of compliance with Part 139 effective June 30, 2008.

Runway Threshold Marking Standards

Standards for runway threshold mark-

ings; markings that identify the beginning of the runway available for landing; have been changed. Effective **January 1, 2008**, runway threshold markings must meet the new standard (Configuration B) described in Advisory Circular 150/5340-1, entitled *Standards for Airport Markings*.

Where to find FAA Marking Standards

Advisory Circular 150/5340-1 *Standards for Airport Markings* details the guidelines and standards for marking of airport runways, taxiways, and aprons. These standards are the only method of complying with the marking of runways and taxiways at airports certificated under 14 CFR Part 139. To access Advisory Circulars in the 150 series via the Internet, type http://www.faa.gov/airports_airtraffic/airports/resources/advisory_circulars/ on your web browser.

Bill Long
Certification Inspector, AWP-620

Emergency First Responders Workshop

As you may recall, in the last issue of AirporTopics, we had announced that Federal Aviation Administration (FAA), in partnership with the National Transportation Safety Board (NTSB) would be conducting workshops for accident first responders at six locations throughout the region, in July and August 2007. The response to the workshops has been overwhelming. At this time, over 500 people have registered to attend the workshop, two locations are now full and closed. Slots are still available at some of our other

locations. The locations and times are listed below, if you are interested in attending, please contact Elizabeth Louie at (310) 725-3636 for more information.

<u>LOCATION</u>	<u>DATE</u>	<u>TIME</u>
Sacramento	July 24	1200-1700
San Francisco	July 25	800-1300
Ontario	July 26	1200-1700
Las Vegas (Full)	July 31	1200-1700
Phoenix (Full)	August 7	1200-1700
(Full)	August 8	800-1300

<u>LOCATION</u>	<u>DATE</u>	<u>TIME</u>
Burbank	August 15	1200-1700

Elizabeth Louie
Certification Inspector, AWP-620

Assistant ADO Manager Selected



Ruben Cabalbag

It is with great pleasure that I announce the selection of Mr. Ruben Cabalbag as the Assistant Manager of the Los Angeles Airports District Office. As the Assistant Manager, Ruben is responsible for the day-to-day operation of the ADO.

Mr. Cabalbag has seventeen years of experience as an Airports Program Manager/Engineer. During this time, Ruben has demonstrated outstanding program management and leadership skills as well as knowledge of the various Airports Programs. Ruben has successfully managed all of the Los Angeles World Airports AIP and PFC Programs for a number of years. Prior to coming to FAA, Mr. Cabalbag was a Naval Architect with the Department of Defense for nine years. Mr. Cabalbag has a Bachelors of Science Degree in Civil Engineering and is a registered Civil Engineer in the state of California.

*Brian Armstrong
Manager, LAX-ADO*

Runway Safety Area Projects are worth the Effort

Santa Barbara Municipal airport is improving the Runway Safety Area (RSA) for Runway 7/25. The RSA improvement project is being conducted in two phases. The first construction phase began in July 2006 and was completed in November 2006. This phase of construction relocated a creek 1,800 feet to the west. This creek was approximately 360 feet from the west end of Runway 7/25 and was 12 to 15 feet deep.

The second phase of construction began in May 2007. This phase of the project will result in a shift of Runway 7/25 800 feet to the west of its current location. The airport sponsor expects to complete the second phase of the project in November 2007. When this project is completed, Runway 7/25 at Santa Barbara Municipal Airport will have a RSA that meets current FAA standards with no reduction in the runway length. The FAA provided \$15M in Airport Improvement Program (AIP) funds to fund the design, environmental mitigation, creek relocation, and relocation of FAA MALSR and ILS. FAA provided another \$14M in AIP funds in FY-2007 to complete the project.

This project has already resulted in significant benefits to the users of the airport. On Sunday, June 10, 2007, a Dassault Falcon 900 was attempting to depart Runway 25 at Santa Barbara Airport. It appears that the pilot elected to abort the takeoff, causing the aircraft to depart the west end of the runway and come to a stop approximately 800 ft beyond the end of the runway. As a result of the RSA improvement, and relocation of the creek, the aircraft sustained only minor damage, and all occupants survived the event with no injury.

This is a clear example of why we are placing such a significant emphasis on making improvements to RSAs that do not meet FAA standards. It is very gratifying to the FAA and the Airport Sponsor to know that we all had a part (planning, environmental, funding, engineering, and Part 139) in the increased level of safety that was added at Santa Barbara Airport.

*Chuck McCormick
Airport Engineer / Program Manager, LAX-ADO*



Drainage Channel
Pre July 2006 Condition



Chief Stanley C. Torres awarded the Herman C. Bliss Airport Partnership Award



Stanley C. Toress, Fire Chief



Mr. Stanley C. Torres, Fire Chief, Commonwealth Ports Authority (CPA), Commonwealth of the Northern Mariana Islands was awarded the "Herman C. Bliss Airports Partnership Award" at the Western-Pacific Region 3rd Annual Airports Conference. Chief Torres received this prestigious award for his leadership in the accomplishment of several outstanding partnership initiatives in support of FAA programs to enhance aviation safety by improving airport infrastructure and emergency response capabilities throughout the Micronesia region. This portion of the Western Pacific Region consists of six international airports; Majuro International Airport in the Republic of the Marshall Islands, Palau International Airport in the Republic of Palau, and Kosrae, Pohnpei, Chuuk and Yap International airports in the Federated States of Micronesia (FSM).

Chief Torres was instrumental in establishing the Pacific Region Aircraft Rescue and Fire Fighting (ARFF) Training Center at Saipan International Airport, the first certified ARFF training academy to be established in the Western-Pacific Region used to train firefighters from airports throughout Micronesia and the Marianas. Chief Torres

has attained accreditation from the National Board on Fire Service Professional Qualifications leading to full accreditation of the Pacific Region ARFF Training Center.

Even prior to establishing the Pacific Region ARFF Training Center, Chief Torres was providing firefighters from the Micronesia airports with initial and recurrent ARFF training meeting FAR Part 139 requirements, by sending ARFF trainers to Micronesia airports to conduct on-site training for airport firefighters, and mutual aid firefighters, in ARFF operations, tactics and procedures.

For the past four years, Chief Torres has assisted the FAA Micronesia Technical Assistance Program in conducting Airport Emergency Preparedness, Incident Command System and Table Top Training in preparation for Full-Scale Emergency Disaster Drills at Micronesia airports.

Chief Torres took the lead in CPA's management of a large ARFF vehicle acquisition contract that will provide ARFF vehicles and equipment for all the Micronesia airports. This \$10 million dollar AIP funded ARFF vehicle acquisition contract that provides twelve vehicles for six Micronesia airports, and a comparable vehicle for the Pacific Region ARFF

Training Center, is the largest non-military ARFF vehicle contract ever funded with federal funds.

Chief Torres spearheaded the FAA sponsored National Transportation Safety Board Workshop held on Saipan. Approximately 95 participants attended the successful workshop from Saipan, Rota and Tinian Int'l airports, including ARFF, airport security and operations personnel, all the airlines were represented, the Transportation Security Administration, Customs, Immigration, and Quarantine, the Department of Public Safety, Police and Fire Divisions, and medical services representatives.

This past year, when Continental Airlines threaten to terminate service to the island of Yap, FSM, due to the lack of ARFF equipment, the efforts of Chief Torres averted a crisis. Upon notification of Continental Airlines' reason for termination, Chief Torres deployed the required ARFF equipment to the Yap Airport. Due to his quick response, Continental Airlines decided to continue service into Yap Airport since Chief Torres had provided required ARFF equipment.

Please join us in congratulating Chief Stanley Torres as the 2007 recipient of the "Herman C. Bliss Airports Partnership Award".

*Ron Simpson
Manager, HNL-ADO*

2007 Pacific Aviation Directors' Workshop



Tommy E. Remengesau Jr. President of the Republic of Palau



Barry Brayer (left), Ron Simpson (right)

The 2007 Pacific Aviation Directors' Workshop was held at the Ngarachamayong Cultural Center on Palau, March 26 - 29, 2007, hosted by the Republic of Palau. The Pacific Aviation Directors' Workshop is a major annual event that brings together the Ministers and Secretaries of Transportation responsible for aviation safety oversight throughout Micronesia, to include the Republic of Palau, Federated States of Micronesia and the Republic of the Marshall Islands.

This annual workshop attracted over 150 aviation stakeholders from the Pacific islands. Decision makers and executive level managers attended the Workshop from the FAA and governments of American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, the State of Hawaii, as well as Palau, Micronesia, the Marshall Islands. Airport managers and directors from Majuro, Kosrae, Pohnpei, Chuuk, Yap and Palau International airports also attended.

During the workshop opening, the Honorable Tommy E. Remengesau Jr., President of the Republic of Palau welcomed the workshop participants. President Remengesau said, "The workshop is a learning tool and oppor-

tunity to establish the personal connections that are valuable to effective cooperation and communications. It is also necessary for our island governments to work together to maximize the value of our limited resources. The Pacific Region is made up of many small nations that face a great challenge in meeting international aviation standards. By teaming up in such areas as information sharing, training and procurement, we can overcome our limited resources and isolation to ensure that our airports remain safe and our islands continue to be attractive destinations." The President's comments were reflective of this year's workshop theme "Fostering Aviation Safety and Infrastructure Development through Government and Industry Partnership".

The Industry Day Forum was a workshop highlight. The forum included an industry panel, including Continental Micronesia Airlines, Asia Pacific Airlines, Boeing Aircraft Corporation and other industry representatives. The forum provided a venue for industry representatives and aviation stakeholders to voice concerns and propose solutions to critical aviation safety issues. Continental Micronesia presented Mr. Barry Brayer, FAA Mi-

cronesia Program Manager and Mr. Ron Simpson, Honolulu Airports District Office Manager, with carved storyboards to express their appreciation for their exceptional support of the airports in the Micronesia region. Other government and industry stakeholders, including the National Weather Service, the Department of Agriculture, the Department of the Interior, Department of Homeland Security, and Transportation Security Administration participated and made presentations during the workshop.

We wish to extend a big "Mahalo" to the Republic of Palau and Palau International Airport for their hospitality and hard work in hosting a very successful workshop.

Ron Simpson
Manager, HNL-ADO

Message from the San Francisco ADO

New San Francisco ADO (SFO-ADO) Procedures for One-Page Grant Offer

In our quest to reduce the amount of paperwork involved in getting an Airport Improvement Program (AIP) grant, a new one-page AIP grant agreement will be available for Sponsors to use this fiscal year. The new grant format, with associated terms and conditions, is intended to streamline the application process and to expedite the approval and issuance of future AIP grants. If you are receiving a grant this year, a copy of the master Terms and Conditions of Accepting Airport Improvement Program Grants will be sent accompanying your Tentative Allocation (TA) letter. For Sponsors interested in accepting the one-page grant offer, please have your authorized official sign, date and return the terms and conditions back to the ADO.

The benefits and conditions of the streamline grant process are as follows:

- There are no changes to the Sponsor's grant obligations involved with this transition to the one-page grant.
- The sponsor is expected to file the same grant application information to the ADO that you normally provide under the existing multiple page grant process. These documents include the grant application form (SF-424) environmental determination, project sketch, estimates, justification, etc.
- Instead of signing the sponsor certifications for each grant application, 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. The FAA retains the right to request an update to a specific sponsor certification for projects on a case-by-case basis.

- 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.
- Since the terms and conditions contain all current sponsor assurances, certifications and 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 or general conditions change about once every 10 years.
- 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.
- The sponsor will receive the one-page grant and return it to the FAA

with the proper signatures, just as it has been done with the multiple-page grant in the past.

After receipt of the TA letter, Sponsors should contact their project manager for the purpose of assuring a clear understanding of all requirements, to establish a realistic work schedule for the project, and to fix a firm date for accepting the grant offer. Once the ADO receives the signed terms and conditions, the Sponsor should expect the one-page grant offer to follow within a week or two.

If a Sponsor prefers the multiple page grant, please advise your project manager at the ADO that you do not wish to receive your grant in the one-page format for this fiscal year.

*Andy Richards
Manager, SFO-ADO*

Welcome to Airports, Doug!



Douglas Pomeroy

We want to take this opportunity to welcome Mr. Douglas Pomeroy to the San Francisco Airports District Office (SFO-ADO). Doug's first day reporting to the SFO-ADO was May 14th. He will be joining our team of Environmental Protection Specialist. Doug comes from the Army Corps of Engineers, South Pacific Division, regional office in San Francisco where he worked for the past seven years as the Corps Regulatory Program Administrative Appeal Officer for the southwestern United States. Doug has extensive background in the Corps Regulatory program Clean Water Act, Section 404, permitting and jurisdictional issues. Doug served as the Acting Corps Regulatory Branch Chief for the Corps Los Angeles District in Summer 2004, and worked on temporary assignments in the San Francisco and Sacramento Corps Regulatory Offices. From 1994 to 1999 Doug served as the leader of the Navy Base Realignment and Closure, National Environmental Policy Act (NEPA) section of the Naval Facilities Engineering Command in San Bruno, California, preparing Environmental Impact Statements, Environmental Assessments, and Categorical Exclusions for the disposal and reuse of surplus military property. Prior to that time Doug served as a NEPA, Endangered Species Act, and wildlife biology specialist evaluating Navy and Marine Corps military construction, training, and natural resource management activities in the southwestern U.S. Doug has a BS in Wildlife Management from Humboldt State University and a MS in Wildland Resources Science from the University of California, Berkeley.

*Andy Richards
Manager, SFO-ADO*

New Information located on the National Airports Website

Recently added information to the National Airports website: http://www.faa.gov/airports_airtraffic/airports/

- Draft AC 150/5370-10C, Standards for Specifying Construction of Airports
- June 2007 Addendum to AC 150/5345-53C, Airport Lighting Equipment Certification Program
- Final SMS Statement of Work
- PFC Reports for June
- FY 2007 AIP Cumulative and Approved Grants through June 26, 2007
- Updated Airport Data (5010) and Contact Information
- Updated Airport Certification Status Table
- [AC 150/5345-55A, Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure](#)
- [AC 150/5345-49C, Specification L-854, Radio Control Equipment](#)



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**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.

Best regards,
Lloyd Lewis

You can also find the latest copy of AirporTopics on are website:

www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific

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