



AIRPORTOPICS

Message from the Division Manager

Inside this Issue:

Western-Pacific Airports Con-	2
Conference Awards Recipients	3
New 49 CFR 24 Requirements	4
Passenger Facility Corner	5
VPD's	6
San Bernardino ARFF Center	7
ADOT Article	8
ADO Corner	9

As we move closer to the end of Fiscal Year (FY) 2006, I think it is important that we reflect upon some of the many accomplishments made with your assistance. The articles contained in our final edition of AirportTopics this FY, celebrate many of the outstanding achievements made through partnership efforts between all stakeholders.



Brian Armstrong, ADO Manager

One of our more noteworthy accomplishments is the establishment of our new Los Angeles Airports District Office (ADO) collocated in the FAA Regional Office (RO) Building. The new ADO combines staff previously assigned to the Arizona Standards Section (located in the RO) and the Southern California Standards Section (located in the RO). This ADO, is under the leadership of my new ADO Manager, Brain Armstrong. He will provide high quality, customer service focusing on our customers located in Arizona and Southern California. You will hear more from Mr. Armstrong in future editions of AirportTopics.

One final note, you are invited to an



Mark McClardy, Manager, Airports Division

open house here in the RO to celebrate the opening of the new Los Angeles ADO. The event will take place on Thursday, September 14, 2006 at 10:30 am. Please contact Twila Bonds at (310) 725-3602, if you wish to attend.

Speaking of customer service, as promised in our last edition of AirportTopics, I would like to provide you with an update on what we have accomplished thus far with respect to our customer service initiatives.

Outreach to Customers

- Plan and host annual FAA Airports Conference. **COMPLETED**
- Publish quarterly newsletter to keep stakeholders informed. **COMPLETED**
- Improve AWP Internet Website to make it more informative for stakeholders. **ONGOING**

- Publish AWP Region goals and accomplishments in an annual report. **TO BE COMPLETED IN DECEMBER 2006**

- Participate with State Aviation organizations in airport planning and development efforts. **ONGOING. MEETINGS HAVE BEEN HELD WITH CALTRAN, Arizona DOT, and Nevada DOT.**

- Provide working status on voicemail to inform stakeholders of employee leave status. **COMPLETED**

- Use e-mail "out of office agent" to inform stakeholders of employee whereabouts. **COMPLETED**

- Conduct training sessions for specialized areas and coordinate process changes with stakeholders. **ONGOING. COMPLIANCE 101 TRAINING WAS HELD IN MAY 2006.**

Responsiveness to Customers

- Identify alternative contact person if employee is unavailable. **COMPLETED**

- Establish "in-house" response time goals for various activities. **COMPLETED**

- Provide customer service training for employees. **ONGOING. TO BE SCHEDULED IN FALL 2006**

Mark McClardy
Division Manager

2006 Western-Pacific Region Airports Conference



Western-Pacific Region Airports Conference Committee

On May 23-25, 2006, the second annual FAA, Western-Pacific Region Airports Conference was held at the Airport Hilton. The conference was attended by 439 people, representing airport management, operations and administrative personnel, private industry, and other aviation professionals. The 3 day event was comprised of a 1 day Compliance Workshop, reports and presentations from State Aviation Directors and Aviation Associations, and 40 technical workshops covering: Airport Operations Environmental/Noise issues; Airport Funding; Security; Readiness.

Tuesday, May 23 consisted of an all-day compliance course, attended by approximately 200 people, which included presentations by Tony Garcia, and Ray Cavole, Airports Compliance Specialists, and Charles "Skip" Erhard, Manager of the Airports Compliance Division, based in Washington D.C.

Wednesday, May 24 was the opening day of the conference, with 290 people in attendance. Opening remarks were made by Mr. William C. Withycombe, Regional Administrator, and Mr. Mark McClardy, Manager, Airports Division.

The Luncheon Keynote Speaker was Ms. Jeri Alles, Acting Deputy Associate Administrator for Airports. She provided a national update including a discussion of Airport Improvement Program (AIP) reauthorization issues.

The remainder of the day was spent in technical workshops. Guest speakers from FAA Headquarters provided a national update on environmental issues, the Part 150 program, AIP and PFC programs. Mr. Mike Mullen, Lead Certification/Safety Inspector from the FAA Central Region, conducted a presentation of signs and markings requirements at Certificated Airports.

Ms. Kristi McKenney of Oakland International Airport presented a case study on environmental issues. Mr. Gerard Bautista, Air Terminal Manager, Guam International Airport Authority, presented a case study about returning an air carrier airport to operations following a natural disaster.

Thursday, May 25 in addition to the technical workshops, four case studies were presented. San Bernardino County Fire Department Fire Chief Mr. Steve Cobb, discussed the development of a regional aircraft rescue and fire-fighting (ARFF) facility.

Ms. Klaasje Nairne, Airports Manager of San Luis Obispo County Airports, conducted a planning presentation on overcoming planning challenges when developing a land constrained airport. Mr. Mullen also presented an overview of his findings during a trip to Iraq to assess the state of the country's airports. The final case study discussed the planning for a new supplemental airport for Las Vegas, Nevada, and was presented by a panel which included members of Clark County and the FAA.

George Aiken
AWP-620 Manager



2006 Western-Pacific Region Award Recipients

On May 24th, the FAA Airports Division awarded three airports for outstanding achievement during FY 2005. San Francisco International Airport was awarded the Herman C. Bliss Airports Partnership Award, Phoenix Sky-Harbor International Airport was awarded the Air Carrier Airport Safety Award, and Reno-Stead Airport was awarded an Airport Safety Award. These awards were presented by Mr. William C. Withycombe, Regional Administrator during the Awards Luncheon.



Jackson Wong recipient of the Herman Bliss Partnership Award

Mr. Jackson Wong, Chief Operating Officer, accepted the Herman C. Bliss Airports Partnership award on behalf of the management and staff of the San Francisco International Airport (SFO). SFO was recognized for their leadership within the aviation community in working with the Airbus A380 Airport Compatibility Team, being the first airport in the country to purchase and utilize simultaneous offset instrument approach operations using precision

radar monitor (SOIA/PRM) and wake turbulence measurement technology, installing a fully functional in-line Explosives Detection System, and completing a state of the art Security Operations Center.



Carl Newman and staff
Phoenix Sky Harbor

Mr. Carl Newman, Assistant Aviation Director, accepted the Air Carrier Airport Safety Award on behalf of the Phoenix Sky-Harbor International Airport (PHX). PHX was recognized for the Development and implementation of a Standards Committee incorporating active participation of all affected Airport Divisions in the standardization of airfield construction safety and operational safety procedures, formulating an airfield safety program recognized by FAA, and used as guidance for other airports within the region, Chairing the American Association of Airport Executives Operations, Safety and Planning Committee, providing a representative to the NFPA, Aviation Rules Making Committee for service in the area of Air-

port Rescue and Fire Fighting, and achieving marking standards well in advance of required deadlines for runway threshold, enhanced runway holding position and taxiway centerline markings.



Skip Polak recipient of the Airport Safety Award

Mr. Skip Polak, Airport Manager accepted the Airport Safety Award on behalf of the Reno-Stead Airport. Reno-Stead was recognized for improving airport safety at their facility by installing 31,000 linear feet of perimeter fencing, reconstructing and extending runway 14/32, installing taxiway lighting on five taxiways, installing apron lighting on the main ramp area, constructing of 54,000 square yards of taxiway pavement, providing improved access to ramp and hangar areas.

*George Aiken
AWP-620 Manager*



Changes to the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs.

The new rule changing the uniform act regulations (49 CFR Part 24) was published on January 4, 2005, and became effective on February 3, 2005. The FAA has recently updated its guidance to incorporate the new rule requirements. Order 5100.37B, Land Acquisition and Relocation Assistance for Airport Projects was issued on August 1, 2005 and Change 6 to Advisory Circular 150/5100-17, Land Acquisition and Relocation Assistance was issued on November 7, 2005. Sponsors need to apply these requirements on airport land projects where the initiation of negotiations for a property occurred after February 3, 2005.

The major changes of the new 49 CFR 24 requirements are as follows:

- Establishes criteria for application of exemption to federally assisted programs
- Increases appraisal waiver increased from \$2,500 to \$10,000
- Prohibits appraiser conflict of interest
- Disallows waiver of a displaced person rights to relocation assistance and payments
- Requires relocation analysis and planning at project development stage
- Establishes interview of displaced businesses as part of the acquisition stage relocation planning
- Allows personal property move where there is no relocation of residence or business
- Raises searching expense to \$2,500 for non-residential move
- Exempts non-residential eligible moving expenses from the \$10,000 cap
- Allows rental assistance payment for a displaced 180-day homeowner to exceed \$5,250
- Disallows list price adjustment to comparable replacement dwelling
- Disallows adjustment for required down payment for the purchase of a replacement dwelling
- Establishes new low income qualification for monthly rent at 30 percent of monthly gross income
- Applies the new low income qualification to subsequent occupants
- Establish payment eligibility for mobile home displacement

You can find more information and guidance on the FAA website:

http://www.faa.gov/airports_airtraffic/airports/environmental/relocation_assistance

*Samuel Iskander,
Airports Program Specialist*

Passenger Facility Charge Corner

Section 43(c) of PFC regulation - Expiration of Collection

As a public agency for an airport that has authority to impose a passenger facility charge, you have the responsibility to monitor the amount of PFC collections authorized for your airport. If your rate of collections either increases or decreases, Section 43(c) of Part 158 requires you to issue a letter to the collecting carriers and the FAA Field Office extending or shorten the duration of collection. A report on the current charge expiration date for any airport collecting a PFC is updated periodically and can be found on the FAA website: http://www.faa.gov/airports_airtraffic/airports/pfc/monthly_reports/

Notice and Opportunity for Public Comment

Before submitting a new PFC application, notice of intent to collect PFC, or an amendment (change scope of work, increase the PFC level or the amount by more than 25%) to the FAA for approval, you need to ensure that the public notice published by the public agency includes the following information:

- Project description
- Brief justification
- PFC level (\$3.00, \$3.50, etc) for each project
- Estimated total PFC revenue to be used for each project
- Proposed charge effective and expiration dates
- Estimated total PFC revenue to be collected for the application
- Name and contact information and date comments due

The public agency has the option to publish the public notice in either a newspaper of general circulation, other local media, airport website, or other method acceptable to the FAA.

Project Physical & Financial Completion

Once a PFC funded project is physically and financially complete, your quarterly reports should include the actual dates (month and year) for project implementation, physical completion, and financial completion. Your timely and accurate reporting of project progress is necessary to maintain an inventory of all PFC applications in our national database.

*Samuel Iskander,
Airports Program Specialist*

Vehicle/Pedestrian Deviations

This, the second issue of Vanquishing the VPD, addresses the issue of Vehicle/Pedestrian Deviations caused by individuals who have legitimate business on the airfield, who may have had training but have, nevertheless, committed a Vehicle/Pedestrian Deviation. Airport Management may have thought adequate training was provided at their airfield and, yet, a VPD occurred.

The following short quiz is an example of the point I am trying to make:



1. What does this (the above) marking mean?
2. Does it apply to ground vehicles or pilots?
3. Can you cross it?
4. Why is one side of the line solid and the other side broken?
5. Where would you expect to find this marking?
6. How does it differ from the marking illustrated below?



If you cannot answer all six questions correctly, then you are a prime candidate for a VPD. It is surprising how many vehicle operators at airports as well as pilots are unsure what these markings are used for and what they mean.

The first marking is a Runway Holding Position Marking, painted on the

surface of a taxiway prior to an intersection with a runway. It identifies the position where an aircraft or a vehicle is to hold behind if clearance has not yet been received by the tower to proceed onto the runway. At airports without operating control towers, it is the position behind which an aircraft or vehicle must hold until the operator is assured that there is adequate separation with approaching aircraft before proceeding onto the runway. The Runway Holding Position Marking is solid on one side to indicate the holding side. It is broken on the opposite side to indicate the non-holding side (the side from which you may normally pass through without needing an ATC clearance). If you are entering a runway from a taxiway you will encounter the solid line first requiring you to hold (unless otherwise cleared by ATC). If you are exiting a runway onto a taxiway you will encounter the broken line first, allowing you to cross the marking and exit the runway (unless otherwise cleared by ATC).

The second marking depicted above, is a Non-Movement Area Boundary Marking, painted on the surface of a ramp or taxiway (never coinciding with the edge of a taxiway). It identifies and divides the movement area (the portion of the airfield under air traffic control) with a non-movement area (the portion of the airfield not under air traffic control). This marking should be used only at controlled airfields when the need for movement/non-movement delineation, are identified as needed by the airport operator and the airport traffic control tower, is necessary. As with the runway holding position marking, it is also solid on one side to indicate the holding side and broken on the opposite side to indicate the non-holding side (the side from

which you may normally pass through without needing an ATC clearance).

I like to think of the Runway Holding Position Marking as being the last line of defense against runway incursions and the Non-Movement Area Boundary Marking as the last line of defense against VPDs on the taxiway. It is imperative that **all** persons who are present on the airfield understand the meaning of the Runway Holding Position and Non-Movement Area Boundary markings. The first line of defense is an effective, high-quality training program for all vehicle operators who use the airport. Nevertheless, while investigating VPDs resulting in runway incursions or VPDs in taxiway movement areas, we frequently hear comments like "I crossed the line because I thought that was for pilots to use, and didn't apply to me in my vehicle." The truth of the matter is that both of these markings apply to pilots, airfield operations, airport police, ARFF vehicles and any other vehicles legitimately operating in the movement area.

A thorough understanding of all airport markings and signage is essential for safe operations at your airfield. Merely being present in a classroom or passing an exam, even with a perfect score is no substitute for safe and responsible operations on or near your airfield movement areas.

*Steven Oetzell,
Airports Safety Inspector*

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/

Jerry Lewis San Bernardino Regional Emergency Training Center



On Thursday June 1, 2006, a ceremony was held for the grand opening of the Jerry Lewis San Bernardino Regional Emergency Training Center. The ARFF Training Center is located on a 15-acre site at the San Bernardino International Airport in San Bernardino, CA. The facility is used as a regional Aircraft Rescue and Fire Fighting (ARFF) training center. The ARFF Training Center was funded through AIP grants totaling \$12.4 million. Speakers at the grand opening ceremony included William Withycombe, Western-Pacific Region Regional Administrator and Congressman Jerry Lewis. The ARFF Training Center is operated as a joint powers authority (JPA) by the City of San Bernardino, the San Bernardino County Fire Department, and the San Bernardino Community College District, through the Crafton Hill College campus. The San Bernardino International Airport Authority was the AIP grant sponsor.

The ARFF Training Center consists of computerized propane fueled ARFF simulation aircraft mockup and a fuel spill fire trainer, see Picture 1 and Picture 2.



Picture 1



Picture 2

In addition, there is an aircraft fires trainer. The aircraft fires trainer simulates engine, brake, and cabin fires as shown in Picture 3 and Picture 4.



Picture 3



Picture 4

*Charles McCormick
Electrical Engineer*

Arizona Pavement Management System

The Arizona Department of Transportation, Aeronautics Division (ADOT), over the last 4 years, has invested \$12 million in its airports, to improve aviation pavement infrastructure utilizing the Arizona Airport Pavement Management System, (APMS). The system is set up to identify airport pavement maintenance projects eligible for funding in the next 5 years. "Once a project has been identified and approved for funding by the State Transportation Board," said Mike Klein, Program Administrator for the Division, "the airport sponsor may enter into an Inter-Governmental Agreement (IGA) with the Aeronautics Division to participate in the Arizona Pavement Preservation Program (APPP)."

In 2000, ADOT initiated a program designed to promote and improve the aviation pavement infrastructure throughout the State of Arizona. Applied Pavement Technology, Inc., (APTech) conducted this study, which resulted in the creation of the APMS and the establishment of ADOT's ongoing (APPP). "The overall objective of the project was to provide sound pavement repair recommendations," said Klein, "based upon an objective, repeatable, and accepted assessment of pavement condition."

Within the Arizona airport system, there are 74 publicly owned airports, 12 Native American airports and 5 privately owned airports. The project included 49 of these airports, involving approximately 16,294,345 square yards of airside pavements.

The funding is obtained by dedicating a portion of the funds, previously allocated for development, to maintenance projects even though the responsibility for maintenance remains with the airport sponsors.

The APMS program provides ADOT with a consistent objective and systematic procedure for setting priorities and schedules, allocating resources, and budgeting for airport pavement maintenance. It also quantifies information and provides specific recommendations for actions required to maintain an airport pavement network at an acceptable level of service while minimizing the cost of maintenance to the airport and ADOT.

ADOT, through this project, has provided each airport with an excellent basis for meeting the legal requirements. The airports now have a complete pavement inventory and a detailed inspection. To remain in compliance, the airports will need to undertake monthly inspections of pavement conditions and track pavement-related maintenance activities. The individual project reports for each airport contain a spreadsheet that is used by the airport to perform monthly inspections and track pavement-related maintenance activities and needs.

The implementation of the APMS program database resolves problems for airport sponsors concerning the preservation of the taxiways, runways and aprons at their airports. By implementing this program, the problem areas are identified before they become critical.

Since using the central design team for all projects, Aeronautics is experiencing cost benefits in the design, bid and administrative costs for this program, as opposed to the individual airports conducting their own design and administration.

"The APMS program has created a greater bond and trust between Airport Sponsors and the Aeronautics Division," said Klein, "by completing the pavement maintenance in a timely and cost-effective manner with minimal costs to the sponsor." Under the APMS program, the expenditures by the airport sponsors are reduced and the value of their runways, taxiways and aprons improve.

The publishing of this program through Applied Pavement Technology, Inc. (APTech), on behalf of the Aeronautics Division, has created interest for this program nationwide. The Aeronautics Division was also recognized by the Arizona Quality Alliance by receiving a "Showcase in Excellence Award" for the APMS.

"We knew we had an excellent program," said Kim Stevens, an Administrator with the Division, "yet, we were surprised at the additional value we found by going through the Arizona Quality Alliance (AQA) process. As we examined the program in preparation for completing the AQA application, the team identified additional ways to enhance the program, and bring additional services to our customers."

ADOT

FAA Sponsored Emergency Training Exercise at Majuro International



Attendees of the Airport Emergency Operations Training , Majuro conducted April 27, 2006

A commercial airliner with 100 passengers and crew on board is headed for landing at Amata Kabua / Majuro 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, breaking off the right wing. The airplane skids down the runway, flips two times and explodes into flames. The aircraft splits into two large pieces before coming to rest near the end of the runway. Dazed survivors are walking around the accident site. Quick action by the Majuro Airport Rescue and Firefighting (ARFF) crew and other local emergency response agencies minimizes further injury to the surviving passengers. Injured passengers are quickly evaluated and rushed to the local hospital where the highly trained medical staff have been alerted and are ready to treat the survivors.

This was the scenario for the recent airport emergency training and live exercise conducted on Majuro on April 27, 2006, sponsored by the FAA with support from the Honolulu Airports District Office, the Depart-

ment of Transportation, State of Hawaii and the Commonwealth Ports Authority, Commonwealth of the Northern Mariana Islands. 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, emergency room simulations, and the x-ray room.

Continental Air Micronesia served a major role in the training and exercised their Emergency Plan and Family Assistance Program during the live exercise. Air Marshall Islands provided an aircraft for mock up to add realism to the live exercise. Other agencies participating in the training and live exercise included the Majuro National Disaster Management Office, Director of Civil Aviation, Department of Public Safety,

Police and Fire Divisions, and local Government Police and Majuro Hospital. The Ministries of Foreign Affairs, Public Works, Transportation and Communications and the Republic of Marshall Islands Environmental Protection Agency also participated.

Chief Martinez Jacobs from the State of Hawaii and Chief Stanley Torres from the Commonwealth 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. Jack Chong-Gum, Director of the Marshall Islands Port Authority played a significant role 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.

(Continued on pg. 9)

2006 Pacific Aviation Directors' Workshop

The 2006 Pacific Aviation Directors' Workshop was held on Guam, April 3-7, 2006. 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, which was extended from 3 to 5 days, attracted over 150 aviation stakeholders from the Pacific region. 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's opening, the Honorable Felix Camacho, Governor of Guam, and Mr. Frank Blas, Chairman of the Board, Guam International Airport Authority, welcomed the Workshop participants. Governor Camacho expressed sincere gratitude



Governor Felix Camacho of Guam

and appreciation to the FAA for its support and assistance in developing the aviation infrastructure throughout the Pacific region. The Governor's comments were reflective of this year's Workshop theme "Government and Industry Focus on Pacific Aviation Infrastructure."

In response to requests from the Micronesia airport representatives, the Honolulu Airports District Office conducted an Airport Certification Manual (ACM) Workshop on the first day of the Workshop. This "hands-on" session was specifically designed to assist airport operators prepare their ACMs in accordance with FAA requirements, section by section, page by page.

The Industry Day Forum was a Workshop highlight. The forum included an industry panel including Continental Micronesia Airlines, Asia Pa-

cific Airlines, Cape Air 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. Other government and industry stakeholders including the National Weather Service, the Department of Agriculture, the Department of the Interior, Department of Homeland Security, Transportation Security Administration and the Airline Pilots Association participated and made presentations during the Workshop.

During the final day of the Workshop, the Guam International Airport Authority invited the Workshop participants to observe their tri-annual full-scale emergency disaster drill. Afterwards, Ms. Nicole Charon, National Transportation Safety Board Air Safety Investigator, conducted a Mass Fatalities Workshop on disaster preparedness for first responders, airlines, airport operators, and mutual aid agencies.

We wish to extend a big "Mahalo" to the Guam International Airport Authority and its' Board of Directors for their hospitality and hard work in hosting the Workshop.

Ron Simpson
Manager HNL-ADO

FAA Sponsored Emergency Training Exercise at Majuro International Airport (Cont. from pg 8)

The FAA's primary mission is to promote aviation safety. One method of promoting safety is by preventing aviation accidents from occurring. In the unlikely event that such an emergency should occur, the residents of Majuro, as well as others traveling to and from Majuro by air, can be assured that Majuro emergency service agencies and personnel are properly trained and fully prepared to quickly

and effectively respond to any aircraft accident. Ms. Salome T. Andrike, 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 to an aircraft accident", during her remarks at the exercise critique session. 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 Pohnpei International Airport in October 2006.

Ron Simpson
Manager HNL-ADO

Message from the San Francisco ADO

Hello to everyone from the San Francisco Airports District Office (SFO ADO). First, I would like to thank all of our sponsors that attended the Western-Pacific Airports Conference in Los Angeles. I thought the conference was a great opportunity to share policies and processes to assist sponsors and consultants in successful participation in the AIP program.

I would like to congratulate two of our sponsors that received awards during the conference. San Francisco Airport (SFO) received our Airports Division highest award, The Herman Bliss Aviation Partnership Award for their significant contributions to aviation. SFO worked closed with the FAA in many nationally significant projects that include; Airbus-380 Compatibility team, wake turbulence analysis, simultaneous offset instrument approaches, and various state-of-the-art security improvements. SFO's Chief Financial Officer, Jackson Wong, attended the conference and accepted the award for SFO.

The winner of the general aviation airport safety award was the Reno-Stead Airport. Reno-Stead received the award for it's continuous vigilance in improving aviation safety on the airfield. Accepting the award for Reno-Stead Airport was Airport Manager, Skip Polak.

We are almost three-quarters through our 2006 fiscal year and entering the busiest months. The SFO ADO is currently programming about 125 grants, or roughly 200 projects at a budget estimate of \$170 million.

We have recently completed ana-



lyzing and compiling all the Airport Capital Improvement Programs (ACIP's) the Sponsors filed with our office for fiscal years 2007 through 2012. From those submittals received, it is apparent that the demand for Airport Improvement Program (AIP) funds surpasses the FAA's funding ceilings for the next 3 years. We have spent the last couple of months prioritizing the Sponsor's submittals based on environmental compliance, Airport Layout Plan status, project design status, based on bids potential, the airport's grant history and availability of funds. The competition for AIP funds is keen and we recommend the Sponsors stay ahead in their project planning and coordination with our office.

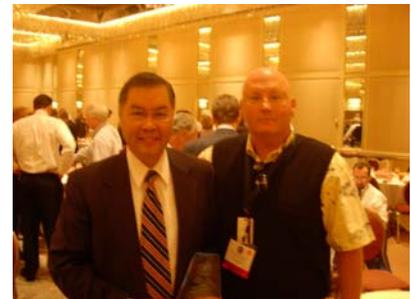
We have already begun sending out some of our FY2006 grant offers. For those Sponsors that are not using the Electronic Clearing House Operation (ECHO) to make electronic draw downs of grant funds, you will receive copies of the ECHO application forms with your grant offers. In comparison with manual payments, in which reimbursement may take up to a month to transact, the ECHO process can electronically deposit drawdowns to your account within days. The FAA is phasing out the processing of paper

vouchers as the standard form of grant reimbursement. If you have any questions regarding applying for ECHO payments, please contact Ms. Pet Mandap at (650) 876-2778, ext. 601 or at pet.mandap@faa.gov.

Finally, if there is a need to expedite your grant offer, please contact your SFO ADO Program Manager and we will try to facilitate.

Thanks to everyone for the hard work that you do to promote aviation. Have a great summer.

Andy Richards
SFO ADO Manager



Jackson Wong (left) Andy Richards



Skip Polak



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