



AIRPORT TOPICS

FAA WESTERN-PACIFIC REGION

Volume II, Issue IV November 2007

Message from the Division Manager

**THANK YOU FOR
ANOTHER SUCCESSFUL
YEAR!**

I would like to thank all of my staff as well as our aviation partners for another successful year! I am still amazed at how much ground we have collectively covered over the past 4 years. I know that change has been difficult on everyone. To move in the direction we have collectively been working towards, it was necessary for this region and our customers to get into alignment with national Federal Aviation Administration (FAA) priorities.

Here is a recap of Fiscal Year (FY) 2007:

- Airports Western-Pacific Region (AWP) hosted its third (3) annual conference. This was our largest conference with about 489 people in attendance.
- AWP conducted two (2) free workshops throughout the region. We first conducted a series of First Responder Workshops in partnership with the National Transportation Safety Board (NTSB); and a series of Airport Planning and Environmental Workshops.
- AWP developed and sent out our first Annual Report of accomplishments.
- Working in partnership with the Arizona Airports Association and ADOT, the Arizona Best Practices Guide was developed. It is currently



Mark A. McClardy, Manager, Airports Division

- posted on our website.
- FAA initiated the California Executive Partnership Committee, which is also represented by the Southwest Chapter of the American Association of Airport Executives (SWAAAE), the Association of California Airports (ACA), and CALTRANS. This committee will develop a best practices guide for the State of California. This group is intent on finding ways to improve FAA/Sponsor coordination of projects that must conform with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Once completed we will share the draft with all California stakeholders for your comments and buy in.
- AWP made remarkable process in the reduction of Vehicle Pedestrian Deviations (VPD) at our airports.
- AWP had four (4) FAA National

award winners: Ron Simpson; Andy Richards; Lloyd Lewis; and Tania Williams.

- AWP met or exceeded EVERY national AIP program management goal for the first time! THANK YOU VERY MUCH.

Here are my priorities for FY 2008:

- Streamline internal work processes so we can get grants out earlier in the year. I would like to have at least 75% of our grants issued by June 30, 2008.
- Partner with SWAAAE, ACA, AzAA, and the Nevada Airport Managers Association (NAMA) to bring more free workshops to you.
- Strive to improve communications and flexibility, where possible, with our customers!
- Complete the California Best Practices Guide and solicit interest with our Nevada stakeholders on producing a similar guide in that state.

I look forward to working with you this FY. Thanks again for your outstanding support!

*Mark A. McClardy
Division Manager*

MARK YOUR CALENDARS FOR THE 4th ANNUAL FAA CONFERENCE!

I am pleased to announce that our 4th Annual FAA Conference will be held at the LAX Westin, May 6-8, 2008! My staff is currently developing a phenomenal agenda based on comments received from our customers that attended last year's conference. Our one day workshop, to be held on May 8, 2008, will focus on airport operations and safety. I invite all air-

ports, large or small, to attend our 4th annual conference. You should expect conference invitations to arrive in the mail by November 30, 2008. Be sure to take advantage of our discounted early bird registration and never before provided group discounts.

Mark A. McClardy
Division Manager



Airport Planning and Environmental Workshops



David Kessler

In September 2007, the Airports Division Planning and Programming Branch conducted four free workshops entitled, "Airport Planning and Federal Environmental Documentation." Richard Dykas, Regional Planner/Capacity Officer and David Kessler, Regional Environmental Protection Specialist, conducted the workshop. In addition, Environmental Specialists from the Los Angeles and San Francisco Airport District Offices participated in the workshops.

The purpose of the workshops was to provide information on the essential planning activities necessary to support the follow-on environmental process. Emphasis was placed on the importance of planning. The shortest path to your capital improvement pro-

jects involves getting all the planning work done before starting an environmental.

The workshops were held in: Los Angeles, California; Reno, Nevada; Sacramento, California; and Mesa, Arizona. Topics discussed during the workshop included: Airport Master Planning, Consideration of Environmental Factors in Airport Master Planning, Facilities Implementation Plan, and Agency Coordination. Participants primarily consisted of airport consultants, airport sponsors, and state representatives from Arizona, California, and Nevada.

The workshops were well received and attended with a combined attendance of more than 170. Participants found the presentations inter-

esting and informative. Participants also expressed an interest in future workshops on: Part 150, Airport Noise Compatibility Studies; grant assurances; airport layout plan updates; and more advanced NEPA topics such as, the preparation of a Biological Assessment, Cultural Resources Surveys, and Noise Screening Assessments.

The Airports Division Planning and Programming Branch would like to thank each of our host locations for extending their hospitality and providing us with a venue for our workshops. Based on demand and feedback received, we plan to conduct more workshops in the near future.

Jake Florendo
Management Assistant

Questions & Answers about Passenger Facility Charge

Q: *To whom should a PFC application be submitted and in what form?*

A: PFC application, FAA Form 5500-1, along with all applicable attachments should be submitted to the appropriate FAA Airports District Office (ADO), attention PFC Project Manager. Three hard copies of the application are needed for review of the FAA. Electronic submission of the application is also encouraged. You can download application form 5500-1 and filing instructions as well as Attachments B, G and H from our website at: http://www.faa.gov/airports_airtraffic/airports/resources/forms/index.cfm?sect=pf.

Q: *Which project costs will require FAA review?*

A: Section 158.25(b)(16) has been added to the regulation requiring the public agency to provide detailed basis of cost information for each project that proposes PFC funding in excess of \$10,000,000. For these high cost projects, the FAA must make a determination that the amount of proposed PFC revenue will not be more than the amount necessary to finance the specific project (this requirement does not apply to public agencies submitting notices under the non-hub pilot program.)

Q: *Is there a restriction on providing new authority to impose PFC whenever the original authority to impose a PFC for an approved project expired or was terminated?*

A: Yes, the FAA will not grant new approval to impose a PFC in advance of implementation of expired projects, section 15.8.33(e).

Q: *When are the PFC quarterly reports due to the FAA?*

A: FAA order 5500.1 provides that the report shall be submitted 30 days after quarter-end or other quarterly period agreed to by the public agency and collecting carriers. A public agency needs the consent of all collecting carriers at the airport in order to change the schedule. The FAA must have the total calendar year collections for each airport no later than February 14th of each year. A public agency must advise the ADO, if they modify their quarterly report schedule.

Q: *When we prepare the PFC quarterly report, do we use the actual expenses incurred during the year or approved purchase order amount?*

A: The quarterly report must represent the actual expenditures incurred on each project approved for the use of PFC revenue.

Q: *When using SOAR website to report PFC information, is there a dedicated help line or tech support or simply anyone who can walk me through the process?*

A: Yes, use the training feature available in SOAR website. The PFC menu contains a help button, which provides detailed information about each utility of the PFC module, such as inputting quarterly reports, audit, external user, and reports. If you need further help with any of these functions, the project manager at the ADO should be available to assist you.

Q: *What is the requirement to increase the level of PFC collections at the airport from \$3.00 to \$4.00 or \$4.50?*

A: The answer depends on the size of the airport and type of the project. For small, non-hub, and other commercial service airports, the public agency needs to verify that the project cannot be paid from AIP. For ground trans-

portation or terminal projects, the PA must demonstrate that it has made adequate provision for financing the airside needs of the airport. In addition to these requirements, a large or medium hub airport must also demonstrate that the project meets a "significant contribution" to one of the following: improving air safety and security; reducing current or anticipated congestion; increasing competition among air carriers; or reducing the impact of aviation noise on people living near the airport (section 158.17).

Q: *Are PFCs considered airport revenue?*

A: Title 49 U.S.C. Section 40117(g) states that PFCs are not considered airport revenue for purposes of setting rates and charges.

Q: *When do we need to close out PFC projects?*

A: PFC applications are ready to closeout when all projects are physically and financially completed. The FAA has a current effort underway to closeout all physically and financially complete applications that are more than 2 years past the charge expiration date.

Q: *Would the PFC apply for an add-collect fare, e.g. if the ticket value is \$500 and the voucher value is \$200, we would add-collect \$300. Would there be PFC on the \$300 fare?*

A: Yes, in fact, applicable PFCs should be collected even if the ticket value is the same or less than the voucher value. See our response to the next question for more information.

(Continued on pg. 4)

(cont.) Questions & Answers about Passenger Facility Charge

Q: *Is there a requirement to collect PFC from passengers on free travel ticket?*

A: Title 49 U.S.C. 40117(e)(2)(C) prohibits the collection of a PFC from a passenger enplaning at an airport, if the passenger did not pay for the air transportation which resulted in such enplanement, including any case in which the passenger obtained the ticket for the air transportation with a frequent flier award coupon without monetary payment. 14 CFR 158.9(a)(3) states that a PFC cannot be collected from a passenger who "obtained the ticket for air transportation with a frequent flyer award coupon." This statutory and regulatory prohibition does not apply to travel obtained through vouchers, sweepstakes or other prize programs, or credit card "points" programs. It also does not apply to passengers who upgrade their class of transport through a frequent flyer program.

Q: *Is it acceptable for our consulting firm to file a PFC application on the public agency's behalf?*

A: No, the consulting firm cannot file the application for the public agency. The application form 5500-1 and all the required attachments must be authorized and submitted by the public agency.

Q: *Does a county airport itself have the ability to charge a separate enplanement fee to implement airport improvement projects, or is the PFC the maximum charge allowed to impose on airline passengers?*

A: Imposing a county-level fee or surcharge on passengers is prohibited by the Anti Head Tax Act, U.S.C. 40116. A state or political subdivision may not

levy or collect a fee on passengers or related to a flight of a commercial aircraft or an activity or service on the aircraft. The only exception to the Anti Head Tax Act is the passenger facility charge program.

Q: *We are interested in amending our current PFC program to increase the revenue collections by 25 percent. Can the amendments increasing collections up to 25 percent be approved administratively?*

A: Yes, in May 2005, the PFC amendment procedures were changed. The percentage threshold is now calculated for each project, rather than for an application or program as a whole. A public agency may submit a request to the FAA to amend a project by not more than 25 percent of the original approved amount of the project without the need for the public agency to meet the requirements for additional air carrier consultation and public notice (section 158.37). The FAA will issue a letter approving, partially approving, or disapproving the request within 30 days of receipt.

Q: *Currently, our most recent projections do not show us collecting the full amount of our approved PFC by the charge expiration date stated in the FAA decision. What process do we need to follow in order to extend our charge expiration date?*

A: If your rate of collections decreases, Section 43(c) of Part 158 will allow you to extend the duration of collection. In this case, you must issue a letter notifying the collecting carriers of the changes in the charge expiration date, at least 30 days before the current charge expiration date. Also, you need to provide a copy of the notifica-

tion to the FAA Airports District Office. As a practical matter, the FAA must issue a written acknowledgment of the change and must provide notice to the Air Transport Association (ATA) at least month in advance of the current charge expiration date. (Most carriers will not process the change until they see an ATA notice that the FAA has concurred in the change.) In order to insure that the FAA has time to provide notice to the ATA, we recommend that a public agency send its notice to the FAA at least 60 days in advance of the charge expiration date. Further guidance is provided in paragraph 6-6 of FAA Order 5500.1.

*Sam Iskander
Airports Program Specialist, AWP-610*



Completion of Relocation of Runway 7R/25L at LAX

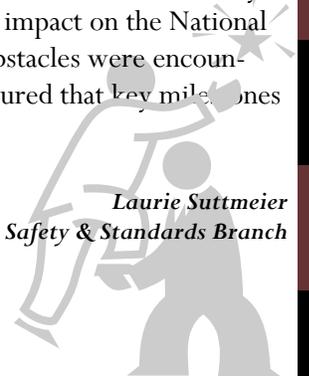


Standing (L-R): Lynore Brekke, Danny Gutierrez, Hank Verbais, Dan Hedani, Richard Dykas, Elizabeth Louie, William Withycombe. Seated (L-R): David Klinger, Dale Bouffiou, Robert Campbell, Ruben Cabalbag

Recently, three members of the Airports Division, Mr. Ruben Cabalbag, Ms. Elizabeth Louie, and Mr. Richard Dykas, were recognized by Mr. William Withycombe, Regional Administrator, for notable achievements toward the enhancement of safety at Los Angeles International Airport (LAX). At an awards ceremony conducted on July 12, 2007, Ruben Cabalbag, Elizabeth Louie, and Richard Dykas were recognized for their efforts in ensuring a successful completion to a multi-million dollar project to relocate Runway 7R/25L at LAX. These three were part of a Regional team, known as the LAX South Airfield Improvement Project Horizontal Integration Team, assembled to coordinate and manage the project on behalf of the Federal Aviation Administration (FAA). The entire FAA team consisted of 13 representatives from seven Divisions and included experts who specialized in modeling software. Mr. Cabalbag was the designated Project Co-Lead, Ms. Louie, Airport Certification, and Mr. Dykas, Environmental Impact Review and Analysis. The FAA infused over \$68M of AIP, and hundreds of staff hours into this project.

Runway 7R/25L was relocated approximately 55 feet south, to allow for increased runway separation and the inclusion of a center parallel taxiway, currently under construction, to reduce the risk of aircraft collisions on the south runway complex. The new runway configuration at the airport was completed on time with a minimal impact on the National Airspace System during the period the runway was closed for construction. Although several obstacles were encountered during the project, the dedication and professionalism exhibited by all team members ensured that key milestones were met for achieving full operational capability by June 2007.

Laurie Suttmeier
Acting Manager, Safety & Standards Branch



Lateral Precision with Vertical Guidance Performance (LPV) Approach

In concert with the FAA's commitment to improve capacity and system efficiency at our nation's airports, the FAA is completely transforming air traffic control from a ground-based system of radars to a satellite-based system through the NextGen Integrated National Plan. As such, the FAA is implementing technologies and systems that will help pilots operate as safely as possible. One of the initiatives adopted by the FAA was to develop and publish Lateral Precision with Vertical Guidance Performance (LPV)/Wide Area Augmentation System (WAAS) approaches.

The LPV is a navigational system using the Global Positioning System (GPS). The GPS approach is provided via two satellite-based systems: the Wide Area Augmentation System (WAAS) and the Local Area Augmentation System (LAAS).

The LPV is a non-precision approach with vertical control. LPV will bring vertically guided instrument procedures to several runways that normally would not have a precision or ILS approach. The LPV approach is similar to CAT-I type approach, except that it only goes to minima of 250 feet (vs. the 200 feet for CAT-I) with $\frac{3}{4}$ mile visibility. The LPV approaches do not

require any special ground Navigational aids equipment (such as Localizer, Glide Slope). The FAA goal is to provide precision approach to all airports.

In 2007, the FAA committed to publishing upwards of 300 LPV/WAAS approaches. To assist in this endeavor, the FAA-Airport's Division directed Airports Improvement Program (AIP) funding through State System and Master Plan studies to support the development of LPV/WAAS data for up to 5 surveys per Region. A similar program is being instituted for Fiscal Year 2008.

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Vehicle/Pedestrian Deviations

Can an aircraft commit a Vehicle/Pedestrian Deviation?

An aircraft being towed or taxied for gate repositioning or maintenance purposes, either by pilots or mechanics is treated as a vehicle in the vehicle/pedestrian deviation (VPD) investigatory process. This is because the aircraft is not configured for, nor is it intended for flight. Should someone moving an aircraft under these circumstances interfere with the operations of other aircraft by entering or moving on the movement area without authorization from air traffic control, they have committed a VPD. A distinction is made, however, when the aircraft is being maneuvered under its own power. In accordance with a Letter of Agreement (FAA Order 5210.10, Appendix C), the Flight Standards District Office of the Federal Aviation Administration (FAA) is responsible for investigating VPDs caused by certificated mechanics maneuvering an aircraft in the movement area under engine

power. This includes certified mechanics or pilots taxiing aircraft under power for maintenance or gate repositioning. If, however, the aircraft is being TOWED and the tug driver commits a VPD, the Airports Office of the FAA has jurisdiction and will conduct the investigation.

What are some safe operational techniques for maintenance personnel to use while taxiing or towing an aircraft?

- Always use a current airport diagram or taxiway chart
- Write down lengthy clearances
- Pay attention to and read back all runway hold short instructions
- Read back clearances in full
- DON'T ASSUME. Do not move until you are absolutely certain of your clearance. Verify all unclear or misunderstood clearances. Begin your transmission with the words *Verify*, *Confirm*, or *Say Again*.
- Use "maintenance" in your call sign
- If regular VHF/COM failure is experienced expect light gun signals

from the tower

- Insist on receiving Airport Movement/Safety Area Training from the Airport or your employer
- Activate aircraft navigation lights, beacon light and LOGO light when repositioning aircraft
- Request that Airport Operations escort all maintenance taxi or tow operations if they are to cross active runways

For further information regarding safe standards for maintenance crews repositioning aircraft in the movement area contact Dr. Paul M. Foster, Runway Safety and Operational Services, Western-Pacific Region (Paul.M.Foster@faa.gov).



Steve Oetzell
Airports
Certification
Inspector

(cont.) Lateral Precision with Vertical Guidance Performance (LPV)

Airport sponsors interested in being considered for the development of the LPV/WAAS surveys at their airports should consult with their FAA Program Managers (PMs) as soon as possible. Certain standards must be met first to

qualify for being considered for the establishment of such approach and before consideration for funding any survey.

Mike Agaibi
Regional Engineer

Safety and Standards New Airports Certification Inspector



Patrick Lammerding

The Airports Division, Western-Pacific Region is pleased to announce the addition of Mr. Patrick Lammerding to the Airport Safety/Certification Section. Mr. Lammerding began his career with the FAA on August 20, 2007. He was previously employed as the Airport Manager at Oxnard Airport, County of Ventura Department of Airports, Oxnard, CA. He is a graduate of Southern Illinois University, Carbondale, Ill, in 2004 with a Bachelor of Science in Aviation Management. He holds Commercial Pilot and Certified Flight Instructor certificates. Mr. Lammerding experience as an aircraft rescue firefighter, airport operations officer, flight instructor and airport manager brings a diverse background to the Safety and Standards Branch, Safety/Certification Section.

Laurie Suttmeier

FAA/NTSB First Responders Workshops



Las Vegas, NV



Sacramento, CA



Ontario, CA

The Federal Aviation Administration (FAA), in partnership with the National Transportation Safety Board (NTSB) offered a short course for emergency first responders at six locations throughout the region. Howard Plagens, Senior Air Safety Investigator, NTSB, provided 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 pri-

orities prior to the arrival of NTSB personnel. In addition, presentations regarding the accident investigation process, and the Transportation Disaster Assistance (TDA) and TDA Forensics programs were included.

The workshops were well received and attended by nearly 500 people. In fact, the demand was so great that we will be offering two more sessions in Southern California. The dates and locations will be announced shortly. The course material can be viewed

and downloaded from our website at:

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

Elizabeth Louie
Certification Inspector, AWP-620

News from the Los Angeles ADO



Brian Armstrong & Chuck McCormick

Cleared For Departure - Chuck McCormick Leaves the ADO and FAA

Mr. Chuck McCormick, Program Manager/Engineer for the Los Angeles Airports District Office left federal service for work in the private sector on October 13, 2007. A luncheon was held for Chuck on October 4th. The luncheon was well attended by his FAA friends & colleagues, sponsors, and consultants. Chuck's FAA career spanned over 20-years.

We take this opportunity again to wish Chuck and his family well. We also want to express our appreciation for his outstanding contributions to the Airports Program.

Cleared to Land – Michael Phillips joins the ADO

Mr. Michael Phillips will be joining the ADO as a Program Manager/Engineer on October 29, 2007. Mr. Phillips has worked as a civil engineer in the FAA's Los Angeles NAS Implementation Center (ANI) since 1996. He has spent the last 4 years as lead resident engineer on the new Phoenix ATCT and Base Building/TRACON project. He has also worked on several other ANI projects at airports in Arizona and Southern California. Mr. Phillips also has experience as a civil engineer in the private sector.



Michael Phillips

He earned his Bachelors of Science in Civil Engineering from the California Polytechnic State University at Pomona. Mr. Phillips join us in welcoming Michael to the ADO team.

Darlene Williams Takes Charge of Passenger Facility Charges

Ms. Darlene Williams is now serving as a Passenger Facility Charge Specialist for the Los Angeles ADO. She has begun working with individual airports and FAA Program Managers on better management of the ADO's PFC Program. Ms. Williams previously served as an Airports Program Specialist in the Los Angeles ADO and Regional Office. She has been with FAA for 11 years. During this time, she played a key roll in the development and execution of the ADO's Airport Capital Improvement Program and in the programming and management of Airport Improvement Program Grants. She has direct experience in the management of the PFC program as well as in the analysis of proposed new airport facilities through the NRA process. Ms. Williams has an Associate of Science Degree in Computers from the California Technical College and an Associate of Arts Degree in Social Science from the Long Beach City College. Ms. Williams is a graduate of the Federal Executive Board (FEB) Leadership Associates Program in 2004.

Airports in Arizona and Southern California are encouraged to contact Ms. Williams at 310-725-3625, with any questions regarding the PFC Program. New applications, amendments or extensions quarterly and reports should be directed to Ms. Williams. Please also contact Ms. Williams if you would like to obtain access to the FAA's national SOAR PFC database for direct reporting.

*Brian Armstrong
Manager, Los Angeles ADO*

Sponsored Emergency Training and Exercise at Kosrae International Airport



A commercial airliner with 100 passengers and crew on board is headed for landing at Kosrae 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 Kosrae 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 Kosrae State 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 Kosrae on June 11 - 15, 2007, sponsored by the FAA with support from the Honolulu

Airports District Office, the Department 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. Other agencies participating in the training and live exercise included the Kosrae State Disaster Management Office, Kosrae State Department of Public Safety, Police and Fire Divi-

sions, Customs, Immigrations and Quarantine, and Kosrae State Hospital.

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. Hastig Abraham, General Manager, Kosrae Port Authority and Mr. Wadel Kinere, Airport Manager, Kosrae International Airport, 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.

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HNL ADO Hosts Korean Inspectors for OJT at Hawaiian Airports



Visit to Hawaii Volcanoes National Park L to R: Bong-Jin Kim, Martinez Jacobs, Cheol-Hwan Kim, Jae-Gu Ha, and Gordon Wong



Kona International Airport inspection. Standing L to R: Jae-Gu Ha, Cheol-Hwan Kim, Kona Fire Chief Mervin Kahumoku, Bong-Jin Kim, Mack Humphery, Gordon Wong, and Hyo-Sang Lee. Kneeling: Mary Kitsu

Honolulu Airports District Office had the pleasure of hosting four airport/aviation inspectors from the Korean Civil Aviation Safety Authority (KCASA) during August 5 – 11, 2007.

The four KCASA inspectors, and two inspectors from the State of Hawaii Department of Transportation (HDOT), accompanied FAA inspectors Mack Humphery and Gordon Wong in conducting three inspections on the Island of Hawaii. The on-the-job training they received was done in conjunction with FAA's annual 139 certification safety inspections. The three airports provided a

variety of conditions for the inspectors with Kona International Airport located in an ancient lava field, Hilo International Airport located on the windward side of the island known for its wet weather and rain forests, and the highlands of Waimea-Kohala Airport which recently became a Class III airport. Besides looking for potholes in pavements and ruts in the safety areas, the inspections also included visits to the air traffic control towers, Aircraft Rescue and Fire Fighting (ARFF) stations and an ARFF training facility.

The four KCASA inspectors included Mr. Jae-Gu Ha, Director, Aviation Safety and Flight Operations Center;

Mr. Cheol-Hwan Kim, Deputy Director, Aviation Safety Division; Mr. Bong-Jin Kim, Assistant Manager, Airport Safety Division; and Mr. Hyo-Sang Lee, Deputy Director, Airport Safety Division. The two inspectors from the HDOT were Mr. Martinez Jacobs and Ms. Mary Kitsu.

The weeklong inspections at the three airports provided the opportunity to observe similarities and differences not only in the inspection, but airport operations, airport and terminal building security, and air traffic.

*Gordon Wong
Project Manager, HNL-ADO*



KCASA inspectors were greeted at the airport by HNL ADO Staff (L to R: Gordon Wong, Mack Humphery, Bong-Jin Kim, Cheol-Hwan Kim, Jae-Gu Ha, Hyo-Sang Lee, and Ron Simpson)



Micronesian Airports Receive New Oshkosh ARFF Vehicles



August 2007 marked the arrival of 13 new Aircraft Rescue and Fire Fighting (ARFF) Vehicles to airports in Micronesia. The Airport Improvement Program (AIP) provided grant funds to procure two ARFF vehicles for each of the six airports located in the Republic of the Marshall Islands, Federated States of Micronesia, and Republic of Palau, and one ARFF vehicle at the Commonwealth Ports Authority's Pacific Region ARFF Training Center located at Saipan International Airport.

Oshkosh Truck Corporation was awarded the bid in September 2006. Personnel from each of the airports

conducted a final inspection at the Oshkosh Factory in June 2007 prior to shipping the ARFF vehicles to each airport.

The Commonwealth Ports Authority was instrumental in providing their assistance and leadership in procuring all thirteen vehicles under a single contract worth over \$8 million. All ARFF personnel in Micronesia now train at the Pacific Region ARFF Training Center. The remoteness of these islands make it essential these airports are able to provide assistance to one another by loaning spare parts or even technical assistance.

The new ARFF vehicles will enhance safety and allow them to meet both FAR Part 139 and ICAO Annex 14 standards.

The Republic of the Marshall Islands, Federated States of Micronesia, and Republic of Palau, are located in the Pacific and were once territories of the United States. They became independent nations in the 1980's through the Compact of Free Association. They became eligible for AIP funding again in FY2004 under Vision 100.

*Gordon Wong
Project Manager, HNL-ADO*

(cont.) Sponsored Emergency Training and Exercise at Kosrae International Airport

The FAA's primary mission is to ensure the safety of flight and to prevent aviation accidents from occurring. In the unlikely event that such an emergency should occur, the residents of Kosrae, as well as others traveling to and from Kosrae by air, can be assured that Kosrae emergency service agencies and personnel are properly trained and fully prepared to quickly and effectively respond to any aircraft accident.

Mr. Don Post, Kosrae State Hospital

Administrator and participant in the training and live exercise, praised the benefits of the program by saying, "the hospital and medical teams learned, and practiced our roles, responsibilities and procedures, and we are prepared to respond to an aircraft accident", during his 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 CFR Part 139. The next planned training program will be conducted at Chuuk International Airport, October 1 – 5, 2007.

*Ron Simpson
Manager, HNL-ADO*

News from the San Francisco ADO

The San Francisco Airports District Office (SFADO) thanks all our airport sponsors for your efforts in carrying out another successful year of our Airport Improvement Program (AIP) and in helping meet our FAA performance plan goals. We closed 100% of all grants that were 4 year old and older. 100% of grants that did not have activity for over 18-months were either closed or activated. We smoothly transitioned over to the "one-page grant" to reduce excess paperwork. The final programming figures for the SFADO in FY2007 is 110 grants, at a total of over \$166 million.

The final quarter of the 2007 fiscal year was an active one for the SFADO. Our ADO Manager for the last 5 years, Andy Richards, was selected for a senior leadership position in the Air Traffic Organization (ATO). Mr. Richards reported to his new duty station at the San Francisco tower on August 5th. During his tenure at the ADO, Mr. Richards made a lot of friends and has earned the respect of many of our aviation partners. He sends his best wishes to everyone from his new position. In the interim, we were fortunate to have had Edward Agnew act as the SFADO Manager while we go through the process of filling our vacancy. Ed is an ADO Manager in the Southwest Region, a registered professional engineer and a private pilot with over 25 years of federal service. He has worked in FAA's Southern and Southwest Regions and applied his extensive background to assist the ADO in maintaining continuity in our operations while he was in Burlingame.



Ed's detail ended on August 31st. He is back with the Southwest Region with a new appreciation of issues unique to Western-Pacific airports.

Currently, George Aiken is the acting SFADO Manager. He comes to us from the AWP Regional Office where he is the Manager of Safety and Standards, providing oversight for Airport Safety/Certification, Compliance and Airport Standards programs. George joined the ADO on September 12th, and will continue as the SFADO Manager until the permanent ADO Manager is selected. George can be contacted at (650) 876-2778 x 600.

While we remain hopeful the permanent manager position can be filled swiftly, these actions take time. Our goal is to maintain a high standard of professionalism and responsiveness to you during this transition. If you have any questions, or are in need of immediate assistance, please continue to work directly with the ADO. You may reach Mr. Ray Chiang, Supervisor of Engineering and Planning, at (650) 876-2894 x620.

On August 3rd, we participated in a presentation ceremony attended by the Associate Administrator, Kirk Shaffer at San Francisco International Airport (SFO). Kirk was there to personally

hand over a very important grant offer to the San Francisco Bay Area Regional Airport Planning Committee (RAPC).

To give you a little background on this grant, the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG) and the San Francisco Bay Conservation and Development Commission (BCDC) created the RAPC to advise the three agencies on regional aviation matters. MTC, as the local Metropolitan Planning Organization, filed an Airport Improvement Program (AIP) grant application on behalf of the RAPC. This grant will help the RAPC update their 2000 Regional Airport System Plan (RASP).

The RAPC is conducting the RASP update based on information provided by their staff, the airports, FAA, airline representatives, and other aviation experts. There will be three sequential phases to the update. Phase 1 is in progress. FAA is participating in funding for Phase 2. Initiation of Phase 3 is dependent on the results of Phase 2.

- Phase 1. The first phase is focusing on strategies to maximize the capacity of airport operations and existing runways at Oakland (OAK), SFO and San José (SJC). The RAPC will review potential demand management strategies at each airport and recent advances in air traffic control technology.

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This Phase will also include a review of possible new institutional arrangements to better manage future air traffic demand.

- Phase 2. Depending on the findings from Phase 1, Phase 2 will either: (a) provide greater detail and analysis of the most promising demand management strategies at each airport, or b) analyze the remaining alternatives to new runways, including high-speed rail and use of other airports in the Bay Area and nearby to relieve air passenger, air cargo, and general aviation demand at the three major commercial airports. The scope of work includes an update of air carrier and general aviation forecasts and an inventory of available land for runway approach protection at general aviation airports.

Phase 3. Depending on the findings from Phase 2, Phase 3 could include a more detailed analysis of the alternatives considered in Phase 2, or further studies of new runways at OAK and SFO. Phase 3 is not part of the FY 2007 AIP grant.

Our AIP outreach programs were in full swing this quarter. T.J. Chen, Program Manager with our ADO organized an all-day workshop that took place on August 15th, at the Nut Tree Airport. The workshop covered the following topics:

1. Caltrans' AIP Matching Grant Process, presented by Ms. Gwen

Reese, Caltrans Division of Aeronautics

2. Aviation Trends & Observations, presented by Mr. Patrick Miles, Caltrans Division of Aeronautics
3. Job/Task Order Contracting, presented by Ms. Alex McManus, Gordian Group, and Mr. Dennis Fong, Sacramento County Airport System.
4. FAA Guidance on Airport Layout Plans, presented by Mr. Fernando Yanez, SFADO planner
5. SFADO Fiscal Year Time Table, Sponsor Responsibilities, Consultant Selection & Contracting Requirements and Items of Interest/Focus for FY2008, presented by Mr. T.J. Chen.

Twenty-five (25) representatives from various airport sponsors were in attendance, and feedback from the attendees was very positive. Everyone appreciated the smaller group dynamics and the information provided was more directly related to their day-to-day involvement with AIP grants.

The success of this workshop is another excellent example of the potential for partnering between FAA, Caltrans Division of Aeronautics, and airport sponsors. A special acknowledgment is extended to Mr. Andy Swanson, Airport Manager, Nut Tree Airport, for allowing FAA to hold this workshop at Nut Tree Airport.

The Western-Pacific Regional Workshops conducted in our area focusing on

environmental documentation formats to comply with NEPA were held in Reno on September 12th and in Sacramento on September 14th. SFADO Environmental Specialists, Camille Garibaldi and Doug Pomeroy were in attendance to help facilitate the proceedings.

We had 12 representatives from the ADO attend the annual Association of California Airports (ACA) conference held on the week of September 20th at South Lake Tahoe. The one-on-one sessions were well attended and we were successful in communicating with a good number of airports about their specific concerns. As an extension of these one-on-one sessions we will be initiating joint planning conferences with sponsors later next quarter to go over the airport's Capital Improvement Plan.

By the end of next quarter, we will be sending notices to sponsors to file your Airport Capital Improvement Plan (ACIP) for fiscal years 2009 through 2013. The FAA will use the ACIP to identify and prioritize future airport capital improvement needs, and to plan the distribution of AIP funds. Please remember that all proposed projects must comply with the National Environmental Policy Act (NEPA); be depicted on your approved Airport Layout Plan (ALP); and be included in your ACIP submission to compete for AIP funding. The ADO is looking forward to another eventful year in FY2008.

*Raymond Chiang
Supervisor, 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.

Best regards,
Lloyd Lewis

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