

INTRODUCTION

This 13th edition of the Northwest Mountain Regional Airport Plan (RAP) shares our progress in fulfilling national and regional objectives at the 136 busiest “focus” airports in this region. The RAP also lays out our priorities for funding future projects, called initiatives, which guide our investment of Airport Improvement Program (AIP) funds.

The RAP chronicles the completion of many our initiatives, which emphasize meeting federal standards and improving airport safety. Our initiatives and progress are summarized here, and described more fully in this report.

Providing standard runway safety areas (RSAs) at focus airports has been one of our main goals over recent years. With only eight airports with RSA needs remaining, we lead the nation in this accomplishment.

To reduce the risk of runway incursions, we continue to correct runway line-of-sight problems; build access roads around runway ends to reduce the need for runway crossings; and construct parallel taxiways.

To enhance airport capacity and access, especially for locations with significant business-jet activity, we are improving airports to support NextGen-type technologies. These improvements include localizer performance with vertical guidance (LPV) instrument approaches while providing the needed supporting infrastructure, including full-length parallel taxiways.

To preserve our past investments and to sustain airport capacity, we continue to promote pavement rehabilitation and noise mitigation projects. In 2008, years of collaboration by many people culminated in completion of a new runway at Sea-Tac Airport. Now, we are aiding development of a new replacement commercial-service airport at St. George, Utah, and planning for a new airport to serve Hailey, Idaho.

Section One of this report provides additional background for the RAP and its initiatives, and outlines our investment strategy. Section Two details our funding plans for remaining priority projects like those discussed above. The Appendix includes operational data for the focus airports addressed in the RAP and our 2009 Work Plan.

We are pleased to have made steady strides to achieve RAP initiatives and national objectives. Although we look forward to further progress on our initiatives, we do not guarantee funding for any specific project identified in the RAP. There is added uncertainty this year over the monies and mechanics of our two-step AIP re-authorization. Also, in 2009 we will be able to move up projects with economic recovery funds (see page 1-3). This presents both challenges and opportunities for all of us.

We are proud of the working relationships we have with our customers, and thank you for supporting our efforts to carry out RAP objectives. In partnership with you, we are moving forward in accord with our core values: **safe—green—value**, i.e., to make our airport system even more *safe*, develop and operate those airports in a sustainable *green* manner, and deliver the highest *value* service to you and the flying public. We welcome your suggestions to help us meet these, our mutual goals.



Donna P. Taylor
Manager, Airports Division