



AIRPORTOPICS

Message from the Division Manager

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We are now well into Fiscal Year (FY) 2006, and everyone is working hard to get desired Capital Improvement Projects (CIP) underway. FY 2005 was a very challenging year for everyone as the Western Pacific Region's Airports Division (AWP) has been undergoing a lot of change under my leadership. I have challenged many of our previous business practices and asked my staff to take a fresh look at how effectively we provide service to our customers.

Change is never easy and while everyone understands that we will all face "bumps in the road," I can imagine that some of you have wondered where is all of the change leading us and how will it affect your relationship with the FAA or your ability to fund important projects.

In FY 2005, I participated in partnership forums to discuss concerns over AWP's service delivery. In doing so, I listened to stories, both good and bad, about FAA's responsiveness to customers' requests. I also reviewed feedback you provided under the FAA's national customer service survey. I found it revealing that in both the partnership forums and the national customer service survey, the overwhelming majority of your feedback fell within the following two categories and associated subcategories:



Mark McClardy, Manager, Airports Division

Outreach to Customers

- Standardization
- Communication
- Collaboration

Responsiveness

- FAA Follow up
- FAA Predictability
- FAA Attitude
- FAA Consistency

As shared in our last edition of AirporTopics, the Western Pacific Region's Airports Division established a customer service team tasked with developing an action plan to improve service delivery. This team not only included a cross section of my organization, but also representation from the Association of California Airports (ACA); the Arizona Airports Association (AzAA); the Nevada Airport Managers Association (NAMA); and the Southwest Chapter of the American Association of Airport Executives (SWAAAE). I would like to share a summary of focus areas that we plan

to concentrate on in FY 2006:

Outreach to Customers

- Plan and host annual FAA Airports Conference
- Publish quarterly newsletter to keep stakeholders informed.
- Participate with State Aviation organizations in airport planning and development efforts.
- Publish AWP Region goals and accomplishments in an annual report.
- Improve AWP Internet Website to make it more informative for stakeholders.
- Provide working status on voicemail to inform stakeholders of employee leave status.
- Use e-mail "out of office agent" to inform stakeholders of employee whereabouts.
- Conduct training sessions for specialized areas and coordinate process changes with stakeholders.

Responsiveness to Customers

- Identify alternative contact person if employee is unavailable.
- Establish "in-house" response time goals for various activities.
- Provide customer service training for employees.

We have begun the process of following through with our action plan. I will use this newsletter to keep you abreast of our progress. In the interim, I wish you a very successful FY 2006 and look forward to improving our partnership!

*Mark McClardy,
Division Manager*

2006 Western-Pacific Region Airports Conference

Hotel rooms are filling up fast for the FAA Western Pacific Region's 2nd Annual Airports Conference! The dates (May 23-25, 2006) and location (LAX Hilton) are set.

On May 23rd, we are conducting an interactive one day session on Airport Grant Assurances/Airport Compliance. This session is designed to explain the obligations that an airport owner assumes by accepting AIP grants. The session is also designed to encourage two way discussions on challenges sponsors face in applying these obligations in the "real world." Mr. Charles (Skip) Erhard, Manager FAA Compliance Division, who is responsible for developing FAA policy on these matters will participate in this session.

The cost of this session is considered a 1 day technical session and is not part of the main conference, which begins on May 24th. As such, we are requesting a separate fee of \$100 if you wish to participate in this session. One final note, the curriculum is designed to educate higher level personnel who have an interest in airport operation and/or land use planning activities but are not "in the weeds", so you may want to consider inviting County Supervisors, Community Development personnel, etc to help educate them on challenges you face running your airport.

May 24th and 25th will include updates from our State Aviation Authorities and Airport Management Associations. We will also conduct concurrent training sessions in the areas of Airport Operations, Airport Planning, Engineering, Environmental/Noise, Airport Funding, Security/Readiness, and FAA Services. Presentations will be made by FAA



Herman C. Bliss receiving the Herman C. Bliss Airports Partnership Award at AWP's 1st Airports Conference.

policy makers from Washington DC, AWP Stakeholders, and AWP staff. This conference provides an excellent opportunity to understand FAA policy and to network with the folks who create it.

On May 24th, we will also hold our Stakeholder awards ceremony at our luncheon. At that ceremony, we will present the winners of the Herman C. Bliss Airports Partnership Award and the Airport Safety Awards. The criteria for the awards are as follows:

1. **Herman C. Bliss Airports Partnership Award:**

The recipient of this award may be an airport sponsor, consultant, state government employee(s) or any other person(s) or organization(s) who have partnered with the FAA, and/or provided leadership in accomplishing one or more of the following actions:

- Developed and/or implemented specific programs or activities resulting in enhanced airport/aviation safety
- Performed outstanding and/or unique accomplishments, directly linked to airport/aviation safety, or in support of airports programs.
- Developed/implemented other

noteworthy accomplishments that have provided substantial benefit to aviation within the Western-Pacific Region

2. **Air-Carrier Airport**

Safety Award: The recipient of this award will be an air-carrier airport sponsor, certificated under 14 CFR 139, that has demonstrated outstanding accomplishments resulting in enhanced airport safety, or the development/implementation of a specific program or activity that resulted in improved safety.

3. **Airport Safety Award:**

The recipient of this award will be a non air-carrier airport sponsor that has demonstrated outstanding accomplishments resulting in enhanced airport safety, or the development/implementation of a specific program or activity that resulted in improved safety.

For more information, please visit our website at: http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/.

*Mark McClardy,
Division Manager*

2006 National Fraud Prevention Conference

The Office of the Inspector General is holding a National Fraud Prevention Conference from April 24-27, 2006 at the Wyndham Orlando Resort in Orlando, Florida. This conference is tailored toward officials responsible for financial management and oversight, audits, and law enforcement. All airport sponsors are encouraged to attend. You can find the conference registration form on the Transportation Oversight Provider's Network at <http://www.topnet.govdocuments/2006FraudConferenceRegistrationBrouchure01192006.pdf>.

*Lajuana Thompson,
Airports Program Specialist*

Other Useful Websites

Office of Inspector General website:

<http://www.oig.dot.gov/item.jsp?id=1743>

American Association of State and Highway Transportation Officials web site:

<http://www.transportation.org/meetings/54.aspx>

Conference Brochure:

<<2006 Fraud Conference Registration Brouchure 01 25 2006_2_.pdf>>



Useful Resources on Airports National Website

Airports National Website

http://www.faa.govairports_airtraffic/airports/

FY 2006 AIP Entitlements and Approved Grants

http://www.faa.gov/airports_airtraffic/airports/aip/grantapportion_data/

20th AIP Annual Report of Accomplishments (FYs 2001-2003)

www.faa.gov/airports_airtraffic/airports/news_information/news/index.cfm?print=go

21st AIP Annual Report of Accomplishments (FY 2004)

www.faa.gov/airports_airtraffic/airports/aip/grant_histories/media/Annual_Report_2004.pdf

New and revised Airports Series 150 Advisory Circulars

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

AIP Handbook

http://www.faa.gov/airports_airtraffic/airports/aip/aip_handbook/

Program Guidance Letters

http://www.faa.gov/airports_airtraffic/airports/aip/guidance_letters/

Airports Orders

http://www.faa.govairports_airtraffic/airportsresources/publications/orders/

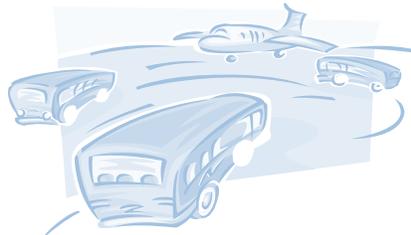
Federal Register Airports Notices

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



*Samuel Iskander,
Airports Program Specialist*

Vehicle/Pedestrian Deviations



Eliminating Vehicle/Pedestrian Deviations (V/PD), A lofty goal? Perhaps. Is it achievable? Definitely. With the proper education, vigilance and safeguards in place any airfield can help minimize V/PD's and provide a safer environment for the flying public.

What is a V/PD?

A V/PD is a vehicle/pedestrian deviation which pertains to pedestrians, vehicles or other objects interfering with aircraft operations by entering or moving on the movement area (runways and taxiways) without authorization from air traffic control. This includes mechanics taxiing aircraft for maintenance or gate repositioning.

What is a Surface Incident?

A surface incident is any event where unauthorized or unapproved movement occurs within the movement area, or an occurrence in the movement area associated with the operation of an aircraft that affects or could affect the safety of flight. A surface incident can occur anywhere on

the airport's surface, including the runway. A surface incident can be classified as either a runway incursion or a non-runway incursion.

What is a Runway Incursion?

A runway incursion is any occurrence in the airport runway environment involving an aircraft, vehicle, person or object on the ground that creates a collision hazard or results in a loss of required separation with an aircraft taking off, intending to take off, landing or intending to land.

By definition, we can see that a V/PD can result in a surface incident or a runway incursion and that is why vanquishing the V/PD is of paramount concern to everyone operating in and about the airport.

A quarterly publication is now available on the FAA Airports Publications

website entitled Vanquishing the V/PD. The publication will address the topic of Vehicle/Pedestrian Deviations in the Western/Pacific Region; specifically, exploring recent V/PD's, what caused them, how they might have been avoided, what actions airport managers can take to vanquish the V/PD at their airport and sources of excellent reference information. The publication will also be e-mailed to airport managers within the Western-Pacific Region.

The publication can be accessed on the internet at the following website: http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/airports_resources/newsletter/

Working together, the FAA and the managers of airfields in the Western-Pacific Region can help reduce the number of and eventually eliminate V/PD's.

*Steven Oetzell,
Airports Safety Inspector*

New Standards for Airport Markings

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 designated Program Manager or Certi-

fication/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

(Continued on pg. 5)

Jennifer Mendelsohn says "Good Bye" to the Western-Pacific Region

Jennifer Mendelsohn, one of the Environmental Protection Specialists (EPS) in the Southern California Standards Section has accepted a position with the Federal Aviation Administration (FAA) Eastern Region as an EPS. She will be transferring to the Washington Airports District Office in May of 2006.

Jennifer is currently completing the Environmental Impact Statement (EIS) process and FAA's detailed Record of Decision for a proposed new West Terminal and associated development at Phoenix Sky Harbor International Airport. This is not the first Phoenix project she's worked on, managed environmental documentation for Stage 1 of the Automated People Mover, Consolidated Rental Car Facility, and the East Economy lot.

Jennifer has been involved in a number of high profile projects while working in the Western-Pacific Region. She worked with other FAA staff on preparing the joint Final EIS for the proposed



Picture of Jennifer Mendelsohn taken at the Regional Office .

civilian aviation reuse of the former Marine Corps Air Station El Toro in Orange County, California. She was also a member of the award winning FAA Team that worked on the Los Angeles International Airport Master Plan. Jennifer managed a detailed Environmental Assessment for a proposed runway extension at Mojave Airport, the site of the Ansari X-prize competition for the first private sub-orbital space flight. Jennifer also worked on the EIS and Part 150 at the

Santa Barbara Airport.

In addition to her valuable contribution to the aviation community in Southern California and Arizona, Jennifer provided input to her co-workers in the development of internal guidance for processing Part 150 studies. She has also been active in preparing documentation that will help the Western-Pacific Region better communicate our roles and responsibilities to the general public and airport sponsors.

While we here in the Western-Pacific Region will miss her as she moves to the East Coast, we can rest assured that the FAA has not lost a valuable employee.

David B. Kessler,
Regional Environmental Protection
Specialist

New Standards for Airport Markings *(continued from pg 4)*

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 markings; 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, http://www.faa.gov/airports_airtraffic/airports/resources/advisory_circulars/

Bill Long,
Airport Safety Inspector

Arizona Safety and Standards Branch is in Full Swing

The AIP Program

Recently, the region started the fiscal year 2006 programming process. With funding becoming available to program some of your projects, we would like to remind everyone of our goals and ask for your help and support in achieving them. Our goals include programming new projects, closeout of old projects, addressing inactive projects and the Based On Bids (BOB) process. We also would like to stress the importance of the Airport Capital Improvement Plan (ACIP) process.

Programming FY-06 Projects

Recently, our Program Managers (PM) contacted Arizona airport sponsors, asking for applications supporting all projects included in fiscal year 2006, and in particular those funded with discretionary, entitlement and cargo funds. This was prompted by the fact that we have received entitlement, cargo and some of discretionary funds allotments, and have begun the programming process. One of our goals is to program all discretionary funded projects and those receiving entitlement and cargo funds within 60 days from receipt of allotments. Please work with your PM to ensure timely receipt and processing of your applications.

Closeouts / Inactive Grants

Our closeout goals involve four year old and older projects. As a result, we are attempting to close all grants issued during fiscal year 2002 and earlier, prior to the end of fiscal year 2006 (September 30, 2006). In order to achieve this goal, for Arizona airports, we want to close out 10 projects each quarter. Please assist us in achieving this goal.

Please ensure that all 2002 and older projects physical and financial matters are in order and forward your request for close out to your PM. You are encouraged to discuss any issues related to the specifics of any of your projects with

your PM as soon as possible.

Inactive grants refer to those grants without any financial activities (i.e., withdraw of funds) during the last 18 months. We periodically review project status to identify inactive grants. Sponsors are then contacted by their PM and asked to examine the status of their grants. If it is determined that there is no activity and no need for the remaining funds, we will work with you to close out the grant.

Based on Bids Process

Regarding projects awarded based on bid, we are happy to report that we made great improvement last year, increasing the percentage of grants issued based on bid from about 39% in fiscal year 2004 to about 79% in fiscal year 2005. We still have a long way to go, however, our goal in fiscal year 2006 is to issue 90% of all construction and equipment grants based on bids. To help us reach this goal, we ask that you schedule projects' activities through full and timely coordination with your consultants and PM. Ensuring that your design is completed in a manner that allows for the bidding process to take place early during the fiscal year will allow for the awarding of construction and equipment contracts and issuing grants based on bids.

ACIP Process

For the last two years, the FAA, in cooperation with the State Aeronautical Division (ADOT), has conducted meetings with Arizona airport sponsors and their consultants at the end of August or early September. The meetings helped establish Arizona's Airport Capital Improvement Plan (ACIP). Discussion with individual airport sponsors and their consultants included determining airport needs in each airport Capital Improvement Plan (CIP). Projects were then prioritized accordingly and used in prepar-

ing the ACIP for the airports in the state of Arizona for the next three years.

We want to thank everyone for their effort and contribution toward the preparation of the 2007, 2008 and 2009 ACIP. We are hoping to have the ACIP for those years ready for submittal to FAA Headquarters by June 2006.

Please contact your PM if you have any questions, or if we can be of further assistance.

*Mike Agaibi, Supervisor,
Arizona Standards Section*

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AIP Project Procedures Workshop



The Honolulu Airports District Office conducted a three-day Airport Improvement Program (AIP) Project Procedures Workshop in Kolonia, Pohnpei, Federated States of Micronesia (FSM), on January 25 – 27, 2006. The Workshop drew over 65 participants including government and airport representatives from the Republic of Palau, the Republic of the Marshall Islands and the FSM.

The Workshop was specifically designed to assist FSM airport sponsors in preparing for administration of AIP funded projects as their projects proceed into the construction phase. The Workshop agenda focused on providing guidance to enhance the knowledge and capability of airport administrators, engineers, finance officers and other key players who are directly involved in the management and execution of AIP project procedures and requirements.

PowerPoint presentations and question & answer sessions covered an array of very important and useful subjects including AIP project management, construction inspection,

AIP reimbursements and financial management, documentation and record keeping requirements, construction safety plans and operational safety during construction, ARFF building design requirements, airspace and instrument approach procedures, wildlife hazard management and airport certification inspection and oversight.

During the Workshop's opening, Pohnpei State Governor Johnny P. David and FSM Transportation, Communications and Infrastructure Secretary, Andrew Yatilman, welcomed the Workshop participants. Governor David expressed sincere gratitude and appreciation to the U.S. Government for its "milestone" decision to extend AIP funding eligibility to the three Micronesia countries at a time so crucial to the need for airport improvements to meet aviation safety and security standards at these airports. Governor David also thanked the officials of the FAA Western Pacific Regional Office and the Honolulu Airports District Office for their hard work and dedication to improving the airports in the Micronesia Region through the AIP Program.

One-on-One Sessions were conducted daily, after the workshop, between FAA and each of the Micronesia governments and airport representatives, with discussions about airport development plans and priorities, and major issues of importance and concern to each of the three Micronesia countries. Mr. Charles Obichang, Palau Airport Manager and regular attendee of FAA workshops for a long time, praised the success of the Workshop by saying "this has been one of the most informative and useful workshops I have ever attended", he remarked at the conclusion of the event.

The successful Workshop was conducted by the FAA with assistance of personnel from management and finance offices of the Commonwealth Ports Authority and was hosted by the Pohnpei Port Authority. We wish to extend a big "Mahalo" to the Pohnpei Ports Authority for their hospitality and hard work in hosting the Workshop.

*Ron Simpson
Manager HNL ADO*

2006 Pacific Aviation Directors' Workshop

The Pacific Aviation Directors' Workshop is a major annual event that brings together Ministers and Secretaries of Transportation responsible for aviation safety oversight throughout Micronesia, to include the Republic of Palau, Federated States of Micronesia and the Republic of the Marshall Islands.

The 2006 Pacific Aviation Directors' Workshop will be held at the Marriott Resort and Spa in Guam, April 4-7, 2006. This annual three-day Workshop draws 100 to 150 aviation stakeholders from the Pacific region. Decision makers and executive level managers attend the Workshop from the governments of Palau, Micronesia, the Marshall Islands, American Samoa, Guam, the Commonwealth of the Northern Mariana Islands and the State of Hawaii. Airport managers and directors from Majuro, Kosrae, Pohnpei, Chuuk, Yap and Palau International Airports also attend.

FAA participants include executive level managers from the FAA, the FAA Western-Pacific Regional Administrator, and Division Managers from the FAA Western-Pacific region's Medical, Legal, Flight Standards and Airports Divisions. The FAA Los Angeles Flight Procedures Office manager, high-level representatives from FAA's Air Traffic Organization and the managers of the FAA Honolulu Airports District Office and Honolulu Flight Standards District Office are also in attendance. Other U.S. Government aviation stakeholders including the National Weather Service, the Department of Agriculture, the Department of the Interior and others also participate.

A Workshop highlight is the Indus-



try Day Forum. This forum provides system users such as Continental Micronesia Airlines, Asia Pacific Airlines and other industry representatives an opportunity to engage in a free and open exchange of information with conference participants. These forums have been very successful and are an effective way for all stakeholders to voice their concerns and propose solutions to critical aviation safety issues.

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

This annual Workshop assembles, at the same time and place, policy and decision makers and high-level government representatives from the Pacific Island airports, as well as executive level managers from the FAA. The Guam International Airport Authority is hosting the 2006 Pacific Aviation Directors' Workshop.

*Ron Simpson,
Manager HNL-ADO*

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Message from the San Francisco ADO

Greetings from the San Francisco Airports District Office (SFO ADO). As we enter our busy season of Airport Capital Improvement Plan (ACIP) review and grants management, I would like to provide you with updates and changes.

First, Airport Certification Safety Inspector Gretchen Catron will be changing roles in our office. Starting in early April, Gretchen will assume the role of Program Manager. The safety inspection functions for the SFO ADO will be consolidated with the Regional Office staff in Los Angeles. Additionally, we are currently advertising for two additional ADO positions to support our grant management and airport development functions in the ADO.

I would like to thank Southwest Chapter of American Association of Airports Executives (SWAAAE) for allowing us to participate in their annual Short Course in beautiful Monterey, California. Aimee Kratovil presented an excellent overview of our environmental program, and Ray Chiang and I gave a brief presentation on FAA Grant management.

Talking about grant management, we would like to give you a brief overview of the next couple of months. The SFO ADO is currently reviewing all ACIP's that have been submitted to our office for fiscal years 2007 through 2012. We will be spending the next few months analyzing and prioritizing sponsor submittals.

We are employing a team concept that includes Project Engineers, Airport Planners, Airport Program Specialists, Airports Certification Safety Inspectors and Environmental Specialists to assess project readiness.

Factors being considered are envi-



ronmental compliance, Airport Layout Plan status, project design status, based on bids potential, the airport's grant history and availability of funds.

Concurrently we are starting to program this year's FY 2006 Airport Improvement Program (AIP) grants. Once we are in receipt of the sponsor's application we will evaluate the application to ensure all programming requirements are met. Requirements include, but are not limited to, project eligibility, justification, consistency with the Airport Layout Plan (ALP), environmental determination, and construction bid schedule. Upon our approval of the projects, the SFO ADO recommendation for funding will go to our Regional Office and Headquarters for their review and approval before being forwarded to the Office of the Secretary of Transportation (OST) for release. Once the project is released by OST, the sponsor and the state aviation agency will be notified with a Tentative Allocation (TA) letter.

At that time, the SFO ADO will confirm the project funding and scope of work are acceptable and will proceed to make a request for reservation of funds from our Regional Office and the FAA Account-

ing Office. Once funds for the projects are reserved, the SFO ADO will forward a Grant Offer for the sponsor to execute.

The SFO ADO has established August 15, 2006 as the last date for the sponsors to execute their grants. If there is a need to expedite your grant offer, please contact your SFO ADO Program Manager and we will try to facilitate.

Additionally, if you have any environmental concerns, questions, insights, or issues, please contact our Environmental Protection Specialists. They will provide policy guidance, explain requirements, or help you with any environmental documentation needs in your projects. A call before the grant process begins is advisable – it will save you time and effort in the long run.

*Andy Richards,
Manager, SFO-ADO*

What's New with the Disadvantage Business Enterprise Program?

Disadvantaged Business Enterprise Program



Airports sponsors are reminded that various items are due to the Civil Rights Office for review under 49 CFR Part 26 and Part 23.

On August 1, 2005, most airport sponsors were required by the terms of their Disadvantaged Business Enterprise Program (DBE) to submit fiscal year 2006 overall Part 26 goals. Based on the Ninth Circuit Court of Appeals decision regarding Western States Paving v. Washington State Department of Transportation, our office provided documents to all airports from the Department of Transportation (DOT) to address questions and provide guidance pertinent to the Part 26 DBE goal submissions that include a race-conscious component.

If a review of your DBE goal indicates that you expect to meet a portion of that goal through race-conscious means, the FAA requests that you resubmit your goal as soon as possible, in accordance with criteria provided, which states that race-conscious goals must include evidence that describes the existence of discrimination or its effects.

If you currently do not have sufficient evidence of discrimination or its effects to support your race-conscious goal, then you should submit an all race-neutral overall goal for fiscal year 2006 and include a statement concerning the absence of adequate evidence of discrimination, as well as an action plan and timeline to conduct a study or other appropriate evidence-gathering process to determine the existence of discrimination or its effects in the recipients market. The goal should be submit-

ted in accordance with guidance from the Department of Transportation regarding the Western States Paving case.

The Airport Concession Disadvantaged Business Enterprise Program (ACDBE)

The Department of Transportation's new ACDBE program final rule that became effective on April 21, 2005 updates and revises the existing rule. New provisions (49 CFR Part 23) ensure the rule is narrowly tailored and consistent with statutory requirements. As a primary airport, you must submit a revised ACDBE program and revised overall goals to your regional office (see schedule chart).

If you are a non-primary, non-commercial service airport, a general aviation airport, reliever airport, or any other airport that does not have scheduled commercial service, you are not required to have an ACDBE program. However, you must take appropriate outreach steps to encourage ACDBEs to participate as concessionaires whenever there is a concession opportunity.

DBE Office Online Reporting System-(DOORS)

DBE Office Online Reporting System (DOORS) is a new web-based, automated system developed by the FAA to assist airport sponsors with completing annual DBE contracting accomplishments data required by 49 CFR Part 26. This is an extremely user friendly program that allows quick and easy account setup, data entry, transmission, review and correction. The program includes instructions on each menu. To participate as a DOORS user, log onto: <http://www.faa.gov/secure/doors/>.

These are the new changes with the DBE Program. If you should need technical assistance please contact Rudy Andrade, DBE Program Manager, Civil Rights Office, at (310) 725-3945

*Rudy Andrade,
DBE Program Manager,
Civil Rights*

ACDBE Goal Schedule Chart

Airport Size	Revised program and 1 st overall goal	2 nd overall goal	Subsequent overall Goal
Large/ Medium Hubs	1/1/06	10/1/08	Every 3 years thereafter
Small Hubs	10/1/06	10/1/09	Every 3 years Thereafter
Non-Hub Primary	10/1/07	10/1/10	Every 3 years Thereafter

Commercial Air Tours over National Parks

The Air Tour Management Act of 2000, represents the first nationwide action to regulate the operation of an entire group of airspace users purely for environmental reasons. The Act, which has been codified into the Federal Aviation Regulations as Part 136, requires commercial air tour operators to apply to the Federal Aviation Administration (FAA) for authority to conduct tours over and within one-half mile of any unit of the National Park System.



Hoover Dam at Lake Mead

The Act then requires FAA to establish an Air Tour Management Plan (ATMP), in cooperation with the National Park Service (NPS), for any park unit where commercial air tour operations are conducted or are proposed. The objective is to “mitigate or prevent the significant adverse impacts, if any, of commercial air tour operations upon the natural and cultural resources, visitor experiences, and tribal lands” associated with each park. To achieve this objective, an ATMP may limit or restrict air tours through caps, curfews, no fly zones, mandatory routes, and/or minimum altitudes. The plan may also prohibit air tours altogether. The need for any such limitations or restrictions must be fully justified and documented within the plan, and the plan must be the subject of an Environmental Assessment or Environmental Impact Statement.

Since passage of the Air Tour Management Act, the FAA and NPS have devoted considerable time and resources to develop the joint procedures and environmental review guidance that are necessary for the development and adoption of ATMP. New noise modeling capabilities had to be developed to

calculate aircraft audibility, an important noise metric for NPS. FAA and NPS, with the assistance of the Federal Interagency Committee on Aviation Noise (FICAN), completed a thorough examination of state-of-the-art modeling capability and selected FAA’s Integrated Noise Model version 6.2 which is expected to be released for general use in the near future.

Special procedures to calculate air emissions when air tour aircraft are in a cruise mode at relatively low altitudes were also developed. These new analytical procedures were incorporated into a joint FAA/NPS environmental guidance document for ATMP that was completed in September 2005. Further research is still needed on the preferred noise metrics and for determining the threshold of significant and adverse effects of aircraft noise on visitors and special national park environments that are naturally very quiet.

Commercial air tour operations are currently conducted or are proposed at 93 of the nations 388 national park units. Of the 56 national park units located within the Western-Pacific Region, 41 have commercial air tour operations. With this number of Parks, it will take the agencies several years to initiate development of an ATMP at some parks.



Hawaii Volcano National Park

The FAA will contact local airport operators and other agencies early in the ATMP process to solicit input on the planning and environmental analysis.

Consideration may need to be given to the cumulative impacts of planned airport development in the vicinity of the park. The FAA and NPS have already initiated

ATMP planning at four parks within the Western-Pacific Region. These are Hawaii Volcanoes National Park, Haleakala National Park, Kalaupapa National Historical Site, and the Lake Mead National Recreation Area.



Haleakali Maui

Airport operators and others are encouraged to visit the FAA’s ATMP website at www.atmp.faa.gov. At this website, you may register to receive notification of public involvement opportunities and other information related to development of an ATMP at any particular park. For further information regarding the ATMP, please contact the following:

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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.

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 hardcopy of the newsletter.

Best regards,
Lloyd Lewis

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