



Federal Aviation Administration Western - Pacific Region Congressional Newsletter Spring 2012



Message from the Regional Administrator – Bill Withycombe

The biggest news for all of us in the FAA is the fact that for the first time in several years, we have a budget. The FAA Modernization and Reform Act of 2012, legislation passed by the Congress and signed by President Obama in February, authorizes nearly \$16 billion per year to the FAA through the year 2015 – more than \$63 billion total. After 23 short-term extensions, this bill provides the stability that will boost our efforts to enhance safety, improve our aviation infrastructure, and facilitate the implementation of our NextGen modernization efforts.

These funding levels will allow us to execute our staffing plans for air traffic control, aviation safety, and research and development. It will allow additional flexibility to continue aviation research and development activities, and capital investments in airport infrastructure and FAA facilities and equipment. A large portion of the planned investments include projects and programs that bring us closer to a NextGen National Airspace System.

This four-year, \$63 billion bill will provide the stability and predictability we need to ensure that critical aviation safety programs, NextGen, and infrastructure investments move forward. It also reinforces our commitment to the efficient use of taxpayer dollars in the Airport and Airway Trust Fund.

The Next Generation Air Transportation System – NextGen – is one of the FAA's top priorities. NextGen is FAA's long-range plan to overhaul the National Airspace System. The FAA is moving forward with deployment and integration of bedrock technologies such as Automatic Dependent Surveillance-Broadcast (ADS-B),

Enroute Automation Modernization (ERAM), and others that will form the backbone of NextGen.

The FAA continues to work on the redesign of airspace throughout the United States and in areas of the Pacific. The latest redesign efforts center around a program called Metroplex. The FAA identified 21 Metroplexes and is quickly ramping up an airspace and procedures improvement effort to provide NextGen benefits in those areas. Metroplex redesign efforts were launched last year for the airspace around Los Angeles and the San Francisco Bay area. You can read more about this activity on Page 3 under the news clip dated March 19, 2012.

We continue to make progress toward meeting the congressionally mandated Runway Safety Area (RSA) requirements prior to the end of 2015. The FAA Western-Pacific Region Airports Division, along with my office, is working actively to track the progress of these activities throughout the region. We are closely monitoring the progress of these runway safety projects at San Francisco and Oakland airports due to the complexity of the Bay Area airspace, the volume of flights, and the complexity of meeting RSA requirements in a very constricted geographic footprint.

The FAA's work to maintain our nation's airspace and improve aviation safety never ceases. We are proud of our safety record and are continually seeking ways to enhance aviation safety.

Congressional Forums Planned for 2012

The one-half day forums provide an opportunity for us to meet informally with Members of Congress and staffs to discuss issues of local and regional interest.

Wednesday, May 23, 2012: at the FAA Southern California Terminal Radar Approach Control facility in **San Diego, CA.**

Thursday, September 27, 2012: at the FAA Airport Traffic Control Tower at Reno Tahoe International Airport, **Reno, Nevada.**

Specific details on the forums will be provided to your office in the near future.

In The News

FAA Creates New Laser Web Page to Help Make Reporting Easier – October 27, 2011 - In a continuing effort to combat the growing problem of lasers directed at aircraft, the FAA has created a new website to make it easier for pilots and the public to report laser incidents and obtain information on the subject.

The website (<http://www.faa.gov/go/laserinfo>) collects a wide array of laser information into one location. It includes links for reporting laser incidents, laser statistics, and FAA research on the dangers lasers can pose to pilots.

Laser event reports have increased steadily since the FAA created a formal reporting system in 2005 to collect information from pilots. Reports rose from nearly 300 in 2005 to 1,527 in 2009 and 2,836 in 2010. Pilots reported over 3,500 laser events nation-wide through December 31, 2011.

The FAA began addressing the problem in 2005 by encouraging pilots to report laser events to the nearest air traffic control facility and requiring facilities to immediately relay that information to local law enforcement agencies. In June 2011, the FAA announced it would start imposing civil penalties of up to \$11,000 against people who interfere with a flight crew by pointing a laser into the cockpit of an aircraft.

Regional Focus: Laser events reported near major airports for calendar year 2011:

Phoenix: 70	San Diego: 44
Las Vegas: 60	San Francisco: 35
Los Angeles: 55	

FAA Announces Alternative Energy Investments For Cleaner, More Sustainable Jet Fuel – December 21, 2011 - The FAA awarded \$7.7 million in contracts to eight companies to help advance alternative, environmentally-friendly, sustainable sources for commercial jet fuel.

“These new green aviation fuels will use energy sources right here at home,” said U.S. Secretary of Transportation Ray LaHood. “This type of innovation will create good-paying jobs in the airline and energy industries and help protect the environment at the same time.”

The contracts address a recommendation issued by the Future of Aviation Advisory Committee, which was commissioned by Secretary LaHood last year. The committee, comprised of experts from industry, academia, labor and government, specifically recommended that DOT exercise strong national leadership to promote and display U.S. aviation as a first user of sustainable alternative fuels.

The eight companies selected for the contracts will help the FAA develop and approve alternative, sustainably-sourced “drop-in” jet fuels that can be used without changing aircraft engine systems or airport fueling infrastructure.

Today’s contracts stem from work the FAA is doing through the agency’s Commercial Aviation Alternative Fuel Initiative (CAAFI) and the agency’s Continuous Lower Emissions, Energy and Noise (CLEEN) program. These public, academic and private-sector partnerships include approximately 300 stakeholders from the airline, aerospace, energy, research, state and federal governments. More information on CAAFI and CLEEN can be found at: <http://www.caafi.org> or http://www.faa.gov/about/office_org/headquarters_offices/apl/research/aircraft_technology/cleen/

Regional Focus: Honeywell Aerospace of Phoenix, Arizona, was one of the eight companies selected for the contract and will receive \$280,000.

FAA Asks for Public Input on UAS Test Site Selection – March 7, 2012 - The FAA is seeking public input on the agency’s selection process for six unmanned aircraft system (UAS) test sites. Once the pilot program is established, the agency expects it will provide valuable data to help the FAA safely and efficiently integrate UAS into the same airspace with manned airplanes.

“Unmanned aircraft can help us meet a number of challenges, from spotting wildfires to assessing natural disasters,” said U.S. Transportation Secretary Ray LaHood. “But these test sites will help us ensure that our high safety standards are maintained as the use of these aircraft becomes more widespread.”

Congress mandated establishing the UAS test sites in the National Defense Authorization Act and the FAA 2012 reauthorization. The FAA also is working toward publication of a proposed rule on small UAS later this spring. The agency also has convened an aviation rulemaking committee that includes a number of aviation and industry experts studying a wide range of UAS integration issues.

The feedback obtained through this transparent process will help the FAA develop UAS test site requirements, designation standards and oversight activity. This will help the FAA design the process and criteria prior to issuing a request for proposals to select UAS test areas that will allow integration of these innovative aircraft into the National Airspace System by 2015. The FAA will accept comments for the next 60 days. “The FAA has a proven track record of safely introducing new technology and aircraft into the NAS, and I am confident we will successfully meet the challenges posed by UAS technology,” said FAA Acting Administrator Michael Huerta.

As part of the process, the FAA will consult with the Defense Department and National Aeronautics and Space Administration (NASA), which already operate their own test ranges. The Defense and FAA reauthorizations do not provide any funding for these test sites.

The FAA is working toward publication of a proposed rule on small UAS this year. Thousands of UAS are expected to be manufactured once their operations can be safely incorporated into the NAS.



NASA's Global Hawk UAS has been used to study hurricanes in the Gulf of Mexico, the Caribbean and the Western Atlantic Ocean, just one of many commercial and public applications for which UAS might be used in the National Airspace System.

Airline Passenger Travel to Nearly Double in Two Decades

– **March 8, 2012** - The FAA annual forecast projects that airline passenger travel will nearly double in the next 20 years. The report underscores the need to continue moving forward with implementation of FAA's Next Generation Air Transportation System (NextGen) to accommodate the projected growth.

“More and more Americans are relying on air travel, and the Obama Administration is committed to making sure the U.S. can meet our growing aviation demands,” said U.S. Secretary of Transportation Ray LaHood. “Our investment in NextGen is the key to getting passengers and cargo to their destinations more safely, faster, and with less impact on the environment.”

According to the forecast, the total number of people flying commercially on U.S. airlines will increase by 0.2 percent to 732 million in 2012, then to 746 million in 2013, and then increase more rapidly to 1.2 billion in 2032. The aviation system is expected to reach one billion passengers per year in 2024.

Through NextGen, the FAA is transforming the U.S. air transportation system with the use of satellite-based technology that will help passengers reach their destinations more quickly, increase air traffic capacity, and enhance safety. New, more precise routes will also reduce fuel burn, carbon emissions, and noise.

The complete forecast can be viewed by going to: http://www.faa.gov/about/office_org/headquarters_offices/apl/aviation_forecasts/aerospace_forecasts/2012-2032/

FAA to Increase Efficiency and Reduce Aircraft Emissions in Northern California Airspace – March 19, 2012

Acting FAA Administrator Michael Huerta and aviation partners today kicked off a collaborative effort to make air traffic control more efficient, help airlines improve on-time

performance, and reduce emissions generated by aircraft flying into and out of Northern California airports.

“The Federal Aviation Administration and members of the aviation industry are teaming up to create satellite-based arrival and departure routes that will make some of the most complex airspace in the country some of the most efficient,” Huerta said. “Implementing these NextGen procedures will result in more direct flight routes, fewer delays and an even safer, greener flying experience.”

As part of the FAA's NextGen modernization program, the Metroplex initiative will improve the flow of air traffic into and out of the major airports in Northern California by making airspace more efficient. A Metroplex is a region with multiple airports serving major metropolitan areas where heavy airport activity and environmental constraints combine to hinder the efficient movement of air traffic. Metroplex initiatives are under way or planned in 21 metropolitan areas across the country. The Metroplex effort for the Los Angeles Basin area began in the Fall of 2011.

The Metroplex initiative is based on satellite navigation, or Performance-Based Navigation (PBN), which is a key component of NextGen. PBN enables pilots to fly aircraft using radar or satellite coverage, or by using the on-board flight management system. PBN allows shorter, more direct routes that reduce flight time and fuel consumption, and result in fewer carbon emissions.

The FAA estimates that 1.5 million fewer nautical miles will be flown into and out of Northern California annually, based on current flight plan miles filed. This equates to 2.3 million fewer gallons of fuel used and a reduction in carbon emissions of 23,000 metric tons.

This collaborative, regional partnership includes the FAA, the National Air Traffic Controllers Association (NATCA), United Airlines, Southwest Airlines and the airports in San Francisco, Oakland, San Jose and Sacramento.

The Metroplex work teams will explore and develop strategies to streamline airspace over Northern California to help reduce airspace complexity for air traffic controllers and flight crews.

NextGen is the transformation of the radar-based air traffic control system of today to a satellite-based system of the future. New procedures and technologies will significantly improve safety, efficiency and reduce fuel burn and carbon emissions.

Regional Focus

FAA Awards \$2 Million Environmental Grant To San Diego International Airport - October 18, 2011 -The FAA awarded a \$2 million grant to San Diego International Airport to reduce the use of conventional fuels at the airport to improve air quality.

“We are committed to helping airports around the country make the necessary infrastructure investments that will reduce fuel costs and help protect the environment,” said U.S. Transportation Secretary Ray LaHood.

The grant through the FAA’s Voluntary Airport Low Emission (VALE) program is part of a major airport improvement project at San Diego International Airport called “The Green Build.” The grant will enable the airport to install a land-side power unit and pre-conditioned air unit at each of 10 new aircraft gates, as well as seven air units at existing gates. The units will allow aircraft arriving at the gates to shut off their auxiliary power units and connect to a cleaner central heating and cooling system, saving fuel and reducing aircraft emissions on the ground.

In fiscal year 2011, the FAA provided VALE grants for 12 low-emission projects at 11 airports. Since 2005, the FAA has funded 52 low-emission projects at 30 airports, representing a total investment of \$140 million (\$110 million in federal grants and \$30 million in local airport matching funds) in clean airport technology. Through VALE, airports are reducing ozone emissions by approximately 400 tons per year – the equivalent of removing 17,650 cars and trucks off the road annually.

For information about the program, including a list of eligible airports and projects, go to the VALE website: www.faa.gov/airports/environmental/vale.

FAA Announces a Draft Environmental Assessment for Mojave Air and Space Port – March 13, 2012 - The FAA announced the availability of and request for comments on a Draft Environmental Assessment for the launch and reentry of suborbital rockets at Mojave Air and Space Port in Mojave, California. The Draft EA was prepared to analyze the potential environmental impacts of issuing experimental permits and/or launch licenses to operate SpaceShipTwo Reusable Suborbital Rockets and WhiteKnightTwo carrier aircraft. The Mojave Air and Space Port comprises an area of approximately 3,000 acres in Kern County, California, and is east of the unincorporated town of Mojave.

If approved, the FAA would issue experimental permits and launch licenses for the operation of SpaceShipTwo and WhiteKnightTwo from Mojave. The Proposed Action does not include any construction activities. The Mojave Air and Space Port’s existing infrastructure would be used for takeoff and landing activities. Both WhiteKnight Two and SpaceShip Two would be piloted during operations.

SpaceShipTwo is a suborbital space craft under development by the Spaceship Company, a joint venture between Mojave, California-based Scaled Composites and Sir Richard Branson’s Virgin Group. The company plans for a fleet of five space craft and up to 30 launches and reentries per year between now and 2016. Operations are projected to begin in the near future.

The FAA regulates and licenses launch vehicles, launch sites and launch operations for all commercial space launch activity in the U.S.

The Draft EA is available for review on the FAA Web site at http://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/review/permits/.



WhiteKnight Two and SpaceShip Two on a recent test flight.

FAA Capital Improvement Projects in the Western-Pacific Region - March 19, 2012 - We are working on a number of new Airport Traffic Control Tower (ATCT) projects in the Western-Pacific Region.

The Site selection process is on-going for new ATCTs at Sacramento Executive Airport, Sacramento, Calif., Van Nuys Municipal Airport, Van Nuys, Calif., and Tucson International Airport, Tucson, Ariz.

Other new ATCT projects in the region include Palm Springs International Airport, Palm Springs, Calif., where construction is 90% complete, Oakland International Airport, Oakland, Calif., where construction is 85% complete, McCarran International Airport, Las Vegas, Nev., where construction is 30% complete and Kona International Airport, Kailua-Kona, Haw., where construction of the building is largely finished and installation of electronic equipment has begun.

Construction of the New ATCT at San Francisco International Airport, San Francisco, Calif., is scheduled to begin shortly.

Air Tour Management Plan (ATMP) Program Status Update – March 2012 - In 2000, the National Parks Air Tour Management Act (NPATMA) was enacted. The Act requires the FAA and National Park Service (NPS) to develop ATMPs for national parks where operators have applied for operating authority to conduct air tours over national parks. The objective of an ATMP is to develop acceptable and effective measures to prevent the significant adverse impacts on park resources, visitor experience, and tribal lands.

Approximately 85 parks nationwide will require an ATMP. FAA and NPS are currently working on 10 ATMPs which are

in varying stages of the development process, including 5 within Western-Pacific Region: Death Valley National Park; Golden Gate National Recreation Area / Point Reyes National Seashore; Haleakala National Park; Hawaii Volcanoes National Park; and Petrified Forest National Park.

A number of amendments to the Act were included in the recent FAA reauthorization bill. Provisions were included to exempt low activity parks, with less than 50 operations annually, from the requirement to develop an ATMP. Other amendments allow FAA, NPS, and an operator to develop a voluntary agreement in lieu of an ATMP and a more streamlined process for modifying interim operating authority. In addition, air tour operators will now be required to begin reporting on the number of operations they conduct over national parks as well as any other operational information requested by FAA and NPS.

In other air tour related developments, NPS released a draft environmental impact statement in February 2011 for their preferred overflights plan for Grand Canyon National Park. The plan was developed to meet the requirements of the National Parks Overflight Act of 1987 to substantially restore the natural quiet at Grand Canyon National Park. Primary components of the NPS plan include a daily and annual cap on the number of air tours, restrictions for operations occurring around sunrise / sunset, and conversion to quiet technology aircraft. NPS is likely to finalize their preferred plan in the next few months and FAA will be reviewing the plan to ensure aviation safety and no adverse effects on the national airspace system.

FAA FACT Sheets

Included here are some interesting fact sheets published by the FAA this Fiscal year. To view the complete documents go to http://www.faa.gov/news/fact_sheets/

The Federal Aviation Administration's (FAA) Wildlife Hazard Mitigation Program – January 12, 2012 - The FAA's wildlife hazard management program has been in place for more than 50 years and focuses on mitigating wildlife hazards on or near airports through habitat modification, harassment technology, and research. The FAA has a number of initiatives underway to reduce the threat posed by wildlife, including printing and distribution of wildlife strike awareness posters, promotion of wildlife hazard assessments at general aviation airports, development of a national wildlife strike data base, mandatory reporting, and a smart phone application for on-line strike reporting. The FAA wildlife hazards website, <http://wildlife.faa.gov>, has been redesigned to make finding and reporting wildlife strike information easier.

The FAA provided funding and expertise for two Airport Cooperative Research Program reports, *Bird Harassment, Repellent, and Deterrent Techniques for Use on and Near Airports (2011)* and *Guidebook for Addressing Aircraft/Wildlife Hazards at General Aviation Airports (2010)*. The reports are available on <http://wildlife.faa.gov>.

Continuing wildlife hazard mitigation efforts include development of avian/bird radar technology, agreements with the Smithsonian, U.S. Department of Agriculture and state aviation agencies through a partnership with the National Association of State Aviation Officials (NASAO).

The FAA co-sponsors the Bird Strike Committee-USA as part of its continued public outreach and education effort to increase awareness within the aviation community about wildlife hazards.

The FAA has reached a major milestone in its move to a NextGen satellite-based navigation system – February 24, 2012 - The FAA recently marked the development and charting of more than 3,000 Wide Area Augmentation System-based procedures for the National Airspace System.

The WAAS-based products provide the aviation community with instrument procedures in and out of airports independent of ground-based navigation aids. The new procedures give instrument rated pilots access to many airports where no approaches existed before. The new procedures also help reduce fuel consumption and operating costs by creating shorter routes with continuous descent profiles. The first WAAS procedures were commissioned in July 2003.

WAAS is an extremely accurate navigation system developed for civil aviation. GPS, augmented with WAAS, provides the National Airspace System (NAS) with a satellite-based capability to determine airborne position with adequate accuracy for en route navigation, non-precision approach, and precision approach.

Using WAAS, aircraft can access over 2,500 runway ends in poor weather conditions with minimums as low as 200 feet. WAAS can even get pilots into places where the Instrument Landing System may not be available. WAAS will provide access to every qualified runway end in the NAS by 2016, thereby increasing safety, reducing fuel emissions, and reducing flight time.

New General Aviation Center of Excellence – February 27, 2012 - The FAA is planning to establish a new center of excellence (COE) to focus on general aviation and its technological needs over the short and long term.

The current COE for General Aviation, led by Embry-Riddle Aeronautical University and comprising a team that includes the University of Alaska, the University of North Dakota and Wichita State University, is completing the requirements of its 10-year COE agreement.

The COE for General Aviation dovetails with the FAA's renewed emphasis on general aviation safety, which still has "room for improvement," according to Associate Administrator for Aviation Safety Peggy Gilligan. The COE would be expected to research such general aviation-related topics as flight safety, communications, navigation, and surveillance, human factors, propulsion and

structures, weather, airport technology, continued airworthiness, and system safety management. The winning team will perform various types of research, ranging from basic to applied, through a variety of analyses, development, and prototyping. The research will focus on anticipated issues, as well as existing ones.

The FAA has a long and successful history of advancing safety, technology and other aviation issues in cooperation with institutions of higher learning through the formation of COEs. The agency works with more than 75 U.S. colleges and universities to foster important research.

The COE program also helps to establish a pool of technical professionals trained in areas related to the aviation industry; fund graduate education; foster cooperation among the FAA, academia, and industry; and strengthen the overall U.S. aviation industry.

Rulemaking of Interest

FAA Issues Final Rule on Pilot Fatigue - December 21, 2011 - U.S. Transportation Secretary Ray LaHood and Federal FAA Acting Administrator Michael Huerta announced a sweeping final rule that overhauls commercial passenger airline pilot scheduling to ensure pilots have a longer opportunity for rest before they enter the cockpit.

The Department of Transportation identified the issue of pilot fatigue as a top priority during a 2009 airline Safety Call to Action following the crash of Colgan Air flight 3407.

Key components of the new rule include: varying flight and duty requirements based on what time the pilot's day begins, new cumulative flight duty and flight time limits, requirements for a 10-hour minimum rest period, fitness for duty requirements, and establishment of a Fatigue Risk Management System. Required training updates every two years will include fatigue mitigation measures, sleep fundamentals and the impact of commuting on a pilot's performance.

The estimated cost of this rule to the aviation industry is \$297 million but the benefits are estimated between \$247- \$470 million. Cargo operators are exempt from many of the provisions but some cargo airlines already have improved rest facilities for pilots to use while cargo is loaded and unloaded during night time operations. The FAA encourages cargo operators to opt into the new rule voluntarily, which would require them to comply with all of its provisions.

The final rule has been sent to the *Federal Register* for display and publication. It is currently available at: http://www.faa.gov/regulations_policies/rulemaking/recently_published/media/2120-AJ58-FinalRule.pdf.



A newly proposed FAA rule would require higher standards for pilots to become first officers on commercial airlines.

FAA Proposes to Raise Airline Pilot Qualification Standards – February 28, 2012 - The FAA proposed a new rule that would substantially raise the qualification requirements for first officers who fly for U.S. passenger and cargo airlines.

Consistent with a mandate in the Airline Safety and Federal Aviation Administration Extension Act of 2010, the proposed rule would require first officers – also known as co-pilots – to hold an Airline Transport Pilot (ATP) certificate, requiring 1,500 hours of pilot flight time. Currently, first officers are required to have only a commercial pilot certificate, which requires 250 hours of flight time. The proposal also would require first officers to have an aircraft type rating specific to the airplanes they fly.

“Our pilots need to have the right training and the right qualifications so they can be prepared to handle any situation they encounter in the cockpit,” said FAA Acting Administrator Michael Huerta.

Other highlights of the proposed rule include a minimum number of flight hours before being allowed to serve as a captain on a U.S. airline and enhanced training requirements before being eligible for an Air Transport Pilot (ATP).

The proposed rule would make allowances for pilots with an aviation degree or with military pilot experience. The proposal addresses recommendations from an Aviation Rulemaking Committee, the National Transportation Safety Board, and the FAA's Call to Action to improve airline safety. The proposed rule can be viewed at: <http://archives.gov/federal-register/public-inspection/>

FAA Aviation and Space Education News Real World Design Challenge. The Real World Design Challenge (RWDC) is a national aviation design competition for high school students managed by a public-private partnership focused on transforming and enhancing Science, Technology, Engineering and Math (STEM) education in the American educational system.

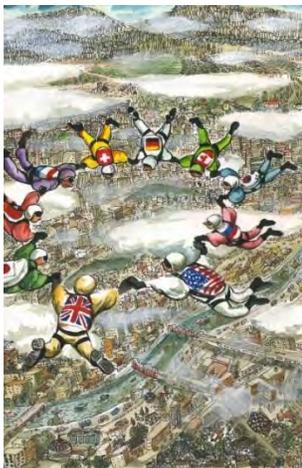
The annual competition provides high school students with the opportunity to work in a team environment on a real world engineering challenge confronting one of the nation's most important industries.

Students use professional engineering software to develop solutions to an aeronautical design problem and develop an engineering design note book that demonstrates the value of their solutions. Hundreds of teams from more than 40 states and territories, including over 60 teams from Arizona, Nevada, Hawaii, American Samoa, Guam and the Commonwealth of the Northern Mariana Islands, entered this year's competition.

RWDC 2012 winning teams in the Western-Pacific Region include: San Tan Foothills High School, Coolidge, **Arizona**; Sacred Hearts Academy, Honolulu, **Hawaii**; Rancho High School, Las Vegas, **Nevada**; and Marianas High School, **Commonwealth of the Northern Mariana Islands**.

The winning team from each state and territory will receive an all-expenses paid trip to Washington, DC for the national competition and judging and awards ceremony at the Smithsonian Air and Space Museum.

International Aviation Art Contest. The International Aviation Art Contest, co-sponsored in the U.S by the FAA, is an annual contest designed to interest students aged 5-18 in aviation through the medium of art. The Federation Aeronautique Internationale (FAI), the international sponsor and governing authority, selects a different theme every year.



2012 First Place National Award by Karen Ahn (13), Irvine, California

Aviation Career Education “ACE” Academies. ACE Academies are summer educational programs for middle and high school students that can last from one day to one week and are co-sponsored by FAA along with many other organizations. ACE Academies introduce students to careers in aviation through tours, classroom instruction and other hands-on activities. ACE Academies scheduled for locations in the Western-Pacific Region include:

Los Angeles International Airport – July 9-13, and July 23-27, 2012, co-sponsored by FAA and Los Angeles World Airports

Van Nuys Airport – July 16-20 and July 30-August 3, 2012, co-sponsored by FAA and Los Angeles World Airports

Thunderbird Museum, Nellis Air Force Base, Las Vegas, Nevada, July 30, 2012 – co-sponsored by FAA and Organization of Black Airline Professionals (OBAP)

For more information about ACE Academies or other FAA sponsored aviation and space education activities, contact Evan Ray, FAA Western-Pacific Region Aviation and Space Education Program coordinator, at (310) 725-3804 or evan.ray@faa.gov.

Western-Pacific Region Events Calendar

May 10 – International Aviation Art Contest award ceremony for California winning entries, Lyon Air Museum, John Wayne Airport, Santa Ana, Calif.

May 23 – Congressional Forum, Noon – 3 p.m, FAA Southern California Terminal Radar Approach Control, San Diego, Calif.

June 4 – FAA/National Association of State Aviation Officials semi-annual meeting, Long Beach Hilton, Long Beach, Calif.

June 5-7 – FAA Western-Pacific Region 8th Annual Airports Conference, Long Beach Hilton, Long Beach, Calif. See http://www.faa.gov/airports/western_pacific/airports_news_events/2012_conference/

August 23-24 – FAA Western-Pacific Region Local Coordinators Conference, location to be determined

September 24-26 – FAA/National Association of State Aviation Officials annual meeting, Embassy Suites Hotel, South Lake Tahoe, Calif.

September 27 – Congressional Forum, FAA Airport Traffic Control Tower, Reno-Tahoe International Airport, Reno, Nev.

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