



Airport Topics

FAA Western - Pacific Region

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MESSAGE FROM THE DIRECTOR, OFFICE OF AIRPORTS



Mark McClardy

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MESSAGE FROM THE DIRECTOR; OFFICE OF AIRPORTS

(continued)

Mark A. McClardy, Director

AWP SPOTLIGHT

Arlando Teller, Navajo Division of Transportation

This month I would like to Spotlight Arlando Teller. Arlando was raised on the Navajo Nation in a single parent household, with traditional grandparents, one of whom was a Navajo Code Talker. In his youth, he participated in traditional ceremonies, such as the Enemy Way Ceremony. Though raised traditionally, Arlando's family encouraged him to "*think outside the box and challenge the status quo.*" Arlando became interested in aviation at the age of 10, when he heard sonic booms while tending sheep on the family farm. At an 11th grade career fair, he met an engaging recruiter from Embry-Riddle Aeronautical University.



Arlando Teller

Arlando was offered full scholarships at two colleges, but he wanted a career in aviation so he chose Embry-Riddle Aeronautical University. At the time, he wasn't sure how he would pay for it, but he knew aviation was the career he wanted. He started a letter writing campaign to get scholarships. Arlando's mother supported his dream and determination to the extent she could, even selling prize quarter horses to help pay for his education. That determination and support paid off. Arlando was the first Navajo and one of the first American Indians to graduate from Embry-Riddle Aeronautical University - Prescott.

After graduation, Arlando was accepted into the City of Mesa – Falcon Field Airport's 2-year General

AWP SPOTLIGHT

Arlando Teller, Navajo Division of Transportation (continued)

Aviation Management Internship program and continued his career as an airport planner for the City of Phoenix – Aviation Department (Phoenix Sky Harbor International Airport). These experiences lead him to travel the world before moving to the San Francisco Bay Area to work on transportation and multimodal projects as a transportation planner and tribal liaison for the California Department of Transportation. In 2009, he returned home to the Navajo Nation to work as a senior transportation planner for the Navajo Nation Division of Transportation. A year later, he was promoted to program manager for the new Department of Airports Management within the Division of Transportation. In May 2016, Arlando Teller was promoted to the Deputy Division Director for Navajo Division of Transportation.

Arlando Teller's dedication and success in has earned him recognitions including appointments to the Arizona State Transportation Board and Navajo Nation Motor Vehicle Authority Commission. Last month Arlando Teller was inducted into the Embry-Riddle Aeronautical University Alumni Hall of Fame.

Arlando is proud of his strong cultural ties and is wholeheartedly dedicated to improving the airport system on the Navajo Nation. In his free time, he enjoys working on the family farm located within Canyon De Chelly National Park, traveling with family and friends, participating in traditional ceremonies and painting.

Robin Hunt, Deputy Director



PLANNING AND PROGRAMMING

FAA Airports Division SMS: Just the Basics

Today, the United States operates one of the safest air transportation systems in the world and constantly strive to do better. The Federal Aviation Administration (FAA) is committed to reaching the “Next Level of Safety” and the implementation of Safety Management Systems (SMS) is one of the mechanisms to help get us there. SMS utilizes risk-based decision making to ensure that safety decisions are processed systematically before inclusion into the National Airspace System (NAS). A basic knowledge of the FAA Airports Division SMS will ensure your next airport project gets off the ground smoothly.

Do FAA Airports SMS Requirements Apply at my Airport?

FAA Airports Division SMS requirements apply to airports classified as: Large, Medium, or Small-Hub; and are triggered by certain Airport Sponsor initiated requests (see below). Airports classified as Non-hub or General Aviation, may be subject to SMS requirements when the FAA determines it to be beneficial and appropriate in the interest of safety. These types of approvals are evaluated using safety assessment screening tools by your local FAA Airport District Office (ADO). The FAA must complete the Safety Risk Management (SRM) process- a component of SMS, before approving or issuing determinations that may impact safety. Complex changes at airports may require a multi-discipline review and documentation conducted by a panel of subject matter experts.

The following approval actions are subject to FAA Airports Division SMS requirements:

1. Approval of new or updated Airport Layout Plans (ALP).
2. Approval of a request for project-specific Modification of Standards (MOS).
3. Approval of Construction Safety and Phasing Plans (CSPP).
4. Approval of non-construction changes (Magnetic Variation Changes, etc.)
5. Approval of Part 150 Noise Compatibility Program measures that could affect aviation safety (such as noise abatement departure procedures).

What are my General Responsibilities?

FAA Airports Division SMS requires close coordination with and assistance from your ADO. Early coordination is important to ensure that project schedules include enough time for SRM review and required

PLANNING AND PROGRAMMING

FAA Airports Division SMS: Just the Basics (continued)

FAA approvals do not delay your project. It is recommended that you coordinate your requests a minimum of six to nine months prior to expected approval/determination. If a panel of experts is required to evaluate your request, the airport sponsor is required to: participate in all panel meetings, coordinate logistics, provide unbiased facilitation services, and provide all SRM documentation supporting the process.

What if an Independent Safety Assessment was Conducted by the Airport Sponsor or Another FAA Entity, Does FAA Airports SMS Requirements Still Apply?

Information obtained from local airport sponsored Safety Risk Assessments (SRA) or other safety evaluations conducted by different FAA entities do not take the place of established processes and procedures as contained in FAA Order 5200.11, FAA Airport Safety Management Systems. Information obtained from these assessments will be considered during the safety review process. FAA ADO personnel will use safety assessment screening tools, including independent analysis, to determine if a FAA Airports Division-led Safety Risk Management Panel is needed.

To learn more please reference: <https://www.faa.gov/about/initiatives/sms/>

Jake B. Florendo, Program Manager

**SAFETY RISK
MANAGEMENT**

SAFETY AND STANDARDS

Welcome New Faces

The Western-Pacific Region recently selected Joseph “Joe” Carlini as one of our newest Airport Certification Safety Inspectors (ACSI) joining the Safety and Standards Branch in the AWP Regional Office. He comes to us from the Phoenix Airports District Office where he served as an Airport Planner and PFC Specialist since June 2014. Joe graduated from Southern Illinois University with a Master’s Degree in Public Administration and a Bachelor’s Degree in Aviation Management. Previously, Joe worked as an Aviation Planner for the North Central Texas Council of Governments doing aviation system planning for Dallas/Fort Worth and aviation education outreach. As a Graduate Student, he worked for the FAA Airport Safety Data Program conducting 5010 inspections for the State of Maine and as an Assistant to the Southern Illinois Airport Manager. Joe and his wife Charline moved to Southern California from Arizona with their three children: Vinny, Joey, and Mikey.

Joe reported for work on June 26, 2017. Welcome aboard Joe!



Joe Carlini



Jason Alves

The Western-Pacific Region recently selected Jason Alves as one of our newest Airport Certification Safety Inspector (ACSI) joining the Safety and Standards Branch in the AWP Regional Office. He comes to us from Los Angeles World Airports (LAWA) where he served as an Airport Superintendent of Operations. Jason graduated from Embry-Riddle Aeronautical University in 2007 with a Bachelor of Science in Professional Aeronautics and Aviation Safety. From 2007-2011, Jason worked for the FAA in Flight Standards as an Aviation Safety Assistant, and from 2011-2015 Jason worked as a Regional Operations Officer in the Western-Pacific Regional Operations Center. Jason resides in Long Beach, CA with his wife, 2 children and dog. Jason reported for work on September 18, 2017. Welcome aboard Jason!

Steven Oetzell, Lead Airport Certification Safety Inspector

SAFETY AND STANDARDS

Hot Time in San Bernardino

Newly hired Western-Pacific Airport Certification Safety Inspectors (ACSI) Joe Carlini and Jason Alves attended the Basic/Fire Control 5 Course in San Bernardino, California. From October 23 through October 27, 2017. Joe and Jason braved 100 plus degree weather conditions to master the basic techniques of Aircraft Rescue Firefighting (ARFF). This training is mandatory for all ACSI candidates employed by the Federal Aviation Administration (FAA) regardless of their assigned region.

The 5-day course offered at San Bernardino consists of an interactive lecture with hands on familiarization of several subjects including: aircraft and airport familiarization, communications, fire tactics and strategy, use of foam and application of chemical agents, safety and safety gear, specialized vehicles, jet engine fires, interior fire operations, cargo fire operations, rescue, use of structural apparatus for aircraft accidents, forcible entry to aircraft, and incident command.

The more challenging exercises Joe and Jason participated in included driving an ARFF vehicle, extinguishing fires from that vehicle, walking into a fire pit to extinguish a raging fire, entering a smoke filled aircraft trainer to extricate “incapacitated survivors”, and extinguishing (engine, APU and brake) fires on an aircraft simulator. Successful completion of the course prepares the ACSI to perform thorough and meaningful inspections at ARFF facilities at certificated airports during his/her periodic inspections.



**Joe and Jason at the San Bernadino,
California, Fire Training Facility**

Steven Oetzell, Lead Airport Certification Safety Inspector

SAFETY AND STANDARDS

Vanquishing the VPD

This publication is directed primarily towards airport management to be disseminated to all levels of personnel working at your airfield. Vanquishing the V/PD can be accomplished through a solid partnership between the FAA and airport management. The responsibility of making sure that the proper safeguards are in place, however, lies squarely on the shoulders of airport management. Please use this information and all that follows as a guide by which to provide a safer environment at your airfield.

Poorly escorted guests, delivery personnel and family members continue to be a major cause of vehicle/pedestrian deviations (V/PDs) in the Western-Pacific Region. This, not only causes a hazard to aircraft but puts the poorly escorted individual in danger. To a certain degree, it is not so much the fault of the visitor as it is the fault of the escort. The visitor is unfamiliar with the airport environment and can easily become disoriented. On the other hand, the escort is familiar with the airport environment and can prevent a visitor from straying into the movement area without an air traffic control tower (ATCT) clearance. While reviewing the V/PDs that occurred in the calendar year of 2017, it appeared that most escorting procedures failed in the following areas:

- **Abandonment:** This occurs when the escort abandons those he is responsible to supervise. At one general aviation airport in our region, a member of the airport staff escorted a carpet cleaner onto the airport to a tenant business. The airport staff then left the driver with directions how to exit the airport. After completing his work, the unattended carpet cleaner tried to exit the airport, became disoriented and drove his pick-up truck down numerous taxiways.
- **Unpredictable actions:** At a busy certificated airport in our region, a line technician was escorting two busses that were involved in a passenger loading operation at a fixed based operator (FBO). The line technician had thoroughly briefed the drivers of both vehicles before they entered the ramp. When the loading operation was over, one passenger bus expectantly broke away from the escorted group, drove across a service road and the non-movement area marking, onto an active taxiway, and drove westbound. Perhaps realizing his error, the driver turned around and returned to the ramp where he was intercepted by his escort. The driver claims that he had been left alone by the escort and that he thought that he was cleared to re-locate to the entry gate.
- **Ignorance:** At another general aviation airport a pedestrian was standing at the intersection of two taxiways taking pictures of his friend who was flying an aircraft that day. The aircraft was in the run-up area at the time of the incident. Neither the pilot nor the pedestrian understood that an escort was necessary.
- **Unauthorized Access:** An unauthorized vehicle crossed a parallel taxiway and an active runway at a busy general aviation airport. After being intercepted by the city police the driver stated that he was provided access to the airfield by a tenant who did not follow the established airport rules and regulations regarding access and escorts.
- **Friends and family members:** The father of a non-aviation tenant loaned a golf cart to his daughter so she could driver herself to the restrooms. On the return trip the daughter became disoriented and drove the golf cart onto an active runway.

The most important aspect of escorting is understanding that the escort is responsible for the actions of the visitor for the entire time the visitor is on the airfield. It is, therefore, necessary for the escort to re-

SAFETY AND STANDARDS

Vanquishing the VPD

main with the visitor the entire time they are present on the airfield. If the escort does not want to assume this responsibility, then do not allow the visitor access.

If you escort a visitor who is driving a vehicle, provide that visitor with a thorough briefing of all the escorting procedures you intend to use. If you are in separate vehicles, agree upon a system both of you will use to communicate. And above all, always plan a strategy you will use should the visitor take unpredictable and unexpected actions.

Reproductions of this, past and subsequent issues of Vanquishing the VPD are available on FAA Website: http://www.faa.gov/airports/western_pacific/airports_news_events/vanquishing_vpd_newsletters/

Steven Oetzell, Lead Airport Certification Safety Inspector



https://www.faa.gov/airports/runway_safety/media/Ground_Vehicle_Guide_Proof_Final.pdf

HONOLULU ADO NEWS

Pavement Workshop Success!

The Hawaii Department of Transportation Airports (HDOT-A) and HNL ADO partnered with each other to put on a Pavement Workshop from August 29-31 at the Daniel K. Inouye Honolulu International Airport. One hundred slots were filled with representatives from the asphalt and concrete industry, consultant industry, and sponsors from HDOT-A (Oahu, Kauai, Maui, and the Big Island), Guam, Saipan, Tinian, and Rota.

The topics that were presented over the three day workshop were:

- ACIP Development and Pavement Validation
- Airport Pavement Management Plans (PMPs)
- Pavement Condition Index/Pavement Classification Number (PCI/PCN) Reporting
- P401 Hot Asphalt Pavement Specifications
- P501 Portland Cement Concrete Pavement Specifications
- Pavement Quality Control/Quality Assurance
- Percentage Within Limits
- Construction Management Plan
- Construction Safety Phasing Plans
- Safety Risk Management
- Pavement Distresses for Asphalt and Concrete
- Pavement Maintenance
- Modification of Standards.



We were fortunate to have a diverse group of speakers from multiple airports, local asphalt and paving industry, consultants, and FAA. We would like to give a big Mahalo (Thank You) to the following speakers who took time out from their busy schedules to present:

Alberto Cruz, AWP Regional Engineer
Mr. Jess Romo, Director of Long Beach Airport
Mr. Kirk Hashimoto, Executive Director of CCPI Hawaii
Mr. Jon Young, Executive Director of Hawaii Asphalt Paving Industry (HAPI)
Mr. Brook Corney, Construction Manager of CH2M
Mr. Greg Garcia, HDOT Airfield Section.

We would also like to thank the HDOT-A for hosting the workshop and providing the venue and support, Ms. Pricilla Ligh who served as coordinator for HDOT-A, and Mr. Alberto Cruz who provided his expertise and guidance. Everyone who participated or assisted with the workshop made it a success. We look forward to partnering with HDOT-A on future workshops.

***Kandyce Watanabe, P.E.
HNL-ADO Program Manager***

LOS ANGELES ADO NEWS

The Three Legged Stool

Behind the Scenes at LAX-ADO: Meet Lajuana Thompson

We've had a lot of challenges and change at the ADO this year.

In fact, we specialize in big, generational, existential changes here: ONT, SMO, LAX, BUR and the Residential Sound Insulation Program, not to mention LAX. With one exception, which I will not name, all of these changes have been positive: new airport sponsor; new air service, including international service; big airfield geometric improvements; modernized terminals; major pavement rehabilitation and revitalized programs enhancing the acceptance of airports. The Airports Division has experienced internal change too. Former assistant ADO Manager, Patrick Lammerding departed the ADO last summer to further his career and enhance his life (reducing his commute) by accepting a position at BUR. Other vacancies and staff-absences created challenges through-out the year.

So, big change here. Sometimes that's difficult. So, this is what happened: the staff at the LAX-ADO just kept doing their jobs. They kept doing their jobs better than before, using growing expertise and new ideas and better team-work and applying the same LAX-ADO can-do culture that has been the LAX-ADO hallmark. Often the can-do culture is behind the scenes in the automatic work of the ADO. One person is a big part of that always-happening, always rising-to-the-challenge culture.

Lajuana Thompson has been working for the federal government for over 29 years. Currently, she is an Airports Program Specialist (APS) for the ADO, and has been for the better part of the last decade. When you think of the folks at the ADO, you may think of a Planner, Program Manager/Engineer, or Environmental Program Specialist. At the FAA, we've often called this triad an ADO's three-legged stool.

Lajuana is the fourth leg to the three legged stool. The fourth leg provides support, stability, and enhances the structural integrity of the whole unit. The APS typically does not have a lot of interaction with airport sponsors. Lajuana is responsible for all programming actions in the System of Airports Reporting (SOAR) database, including the ACIP updates, all AIP grant programming, amendments and, ultimately, all project closeouts. She is also the Delphi contact for the Los Angeles ADO staff.

These tasks not only provide support, but they create the reliability and validity of our financial transactions. So, they, and Lajuana are central to our Airport Improvement Program (AIP) planning and to all of our grants. Starting with inputting our overall ADO AIP spending plan for the next 3 to 5 years with the funds expected to be available in AIP, to ensuring good accounting of grant performance and properly closing grants, Lajuana provides the foundation for our expending \$100s of millions at Southern California airports. Without that foundation and support, getting your drawdown would be much more difficult. Notably, Lajuana works with the staff to address issues, before management can even assign the task.



This is a Three-Legged Stool.

LOS ANGELES ADO NEWS

The Three Legged Stool (continued)

So, there's a peek behind the scenes at the LAX-ADO and a prime example of how the staff here keep important wheels turning (including the grant wheel) to ensure constant performance, even during times of challenge and change.

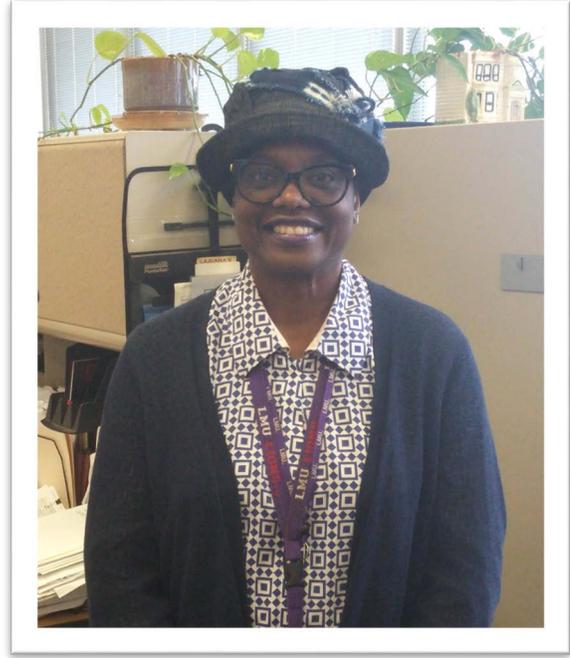
Lajuana received her B.A. in Liberal Arts from Loyola Marymount University (LMU) with a major in English in 1990. She started her federal service in 1988 as a student worker with the Los Angeles Air Force Base in El Segundo. She first joined the FAA in August 1991 with the LAX Flight Standards District Office. In August 1999, she accepted a position as Division Secretary with the Airports Division, before becoming our APS.

When not hard at work, Lajuana enjoys going to the cinema. She can literally spend the whole day at the theatre, and film festivals. She also has a strong interest in her church. Her perfect evening would be to enjoy a movie or play which has a deep spiritual meaning.

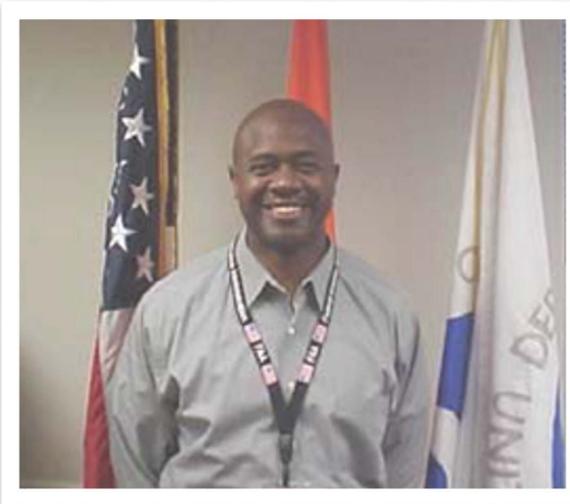
The specific film festival that she attends annually in February to celebrate both her birthday and her fondness for well-made films is the Pan-African Film Festival (PAFF) in Los Angeles. The festival showcases a wide array of films from Africa, Australia, North and South America, and Europe.

Her all-time film favorite is the 2010 Book of Eli, because of the indirect, but deep, spiritual meaning. Eli hears God's voice and pursues a mission to deliver an ancient and important message. The idea that resonated with her is everyone has something unique to do and accomplish in life, despite the obstacles that may arise. If something is worthwhile, it takes courage to persist against obstacles.

Al Richardson joins the Los Angeles ADO as its new Assistant Manager



Lajuana Thompson



Al Richardson

LOS ANGELES ADO NEWS

The Three Legged Stool (continued)

Al Richardson may be new to the Los Angeles Airports District Office, but he's not new to the FAA, nor is he new to Southern California, nor is he new to the specific job. Here's how that happens:

Al Richardson is a graduate of San Diego State University with a Bachelor of Science degree in Civil Engineering. Al is a licensed Professional Engineer in the States of California and Illinois.

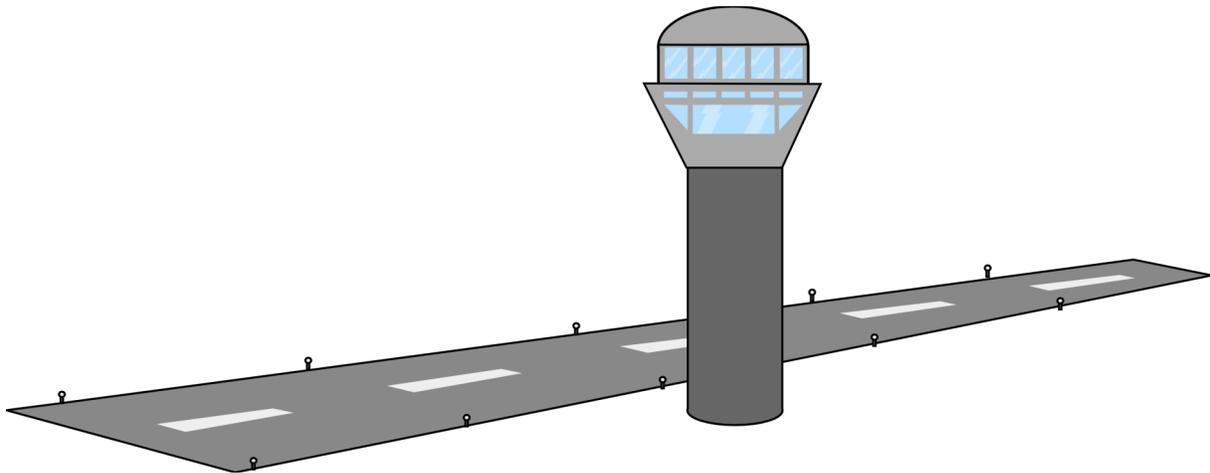
Al is currently the Assistant Manager of the FAA Chicago Airports District Office. He has also served as FAA's Lead Civil Engineer for the Chicago O'Hare and Chicago Midway International Airports.

He is a licensed Instrument-Rated Pilot, a member of Aircraft Owners and Pilot Association (AOPA) and Experimental Aircraft Association (EAA). Al received his Private and Instrument rating at San Diego Gillespie Field and Montgomery-Gibbs Executive respectively flying into most airports in Southern California.

Al also has highway engineering experience with the California Department of Transportation (Caltrans District 11-San Diego) and served in the United States Navy as a C-130 aircraft engine mechanic at NAS North Island Fleet Composite Squadron Three in Coronado, California. Al will join the Los Angeles Airport District Office on November 26, 2017 as Assistant Manager.

Western-Pacific Region and the AWP Airports Division welcomes Al to the obvious, logical place for him to be. We don't know quite what he was thinking with this whole Chicago-thing, anyway. Quick Quiz: Which other AWP Airports Division mainstay started his FAA career at the Chicago ADO? Answer on page one of this newsletter.

Dave Cushing, Manager



<http://clipart-library.com/clipart/1779653.htm>

PHOENIX ADO NEWS

Welcome Aboard!

I am pleased to announce the selection of Holly Dixon as the new Assistant Manager here in Phoenix.

Holly brings a wealth of experience in engineering, project development and working with multiple stakeholders to this new role. Prior to joining the Phoenix ADO as a Civil Engineer, Holly served as the State Airport Engineer for the State of Arizona, where she worked with numerous airports on pavement maintenance, safety enhancements and overall airport development. Holly spent a significant part of her career working for the State of Maine as a highway and traffic engineer as well as previous service with the FAA with Tech Ops.

Holly & her husband Michael have a large, extended family and enjoy spending quality time with them, as well as friends and pets.

Please join me in welcoming Holly to this new role with the Office of Airports and the Phoenix ADO.



Holly L. Dixon



Amy Randall

Please join me in welcoming Amy Randall to the Phoenix ADO. Amy joins the office from the Air Traffic Organization having working at the Phoenix Tower/TRACON.

Amy began her Federal service in 2010 with the Internal Revenue Service and joined the FAA in 2012 with ATO but has also worked with Tech Ops. Amy has also worked as in aviation insurance, logistics and information systems.

In her spare time, Amy spends time with her husband of 33 years, her 2 children & sewing historical gowns.

We look forward to having Amy join us beginning on November 13, 2017.

WELCOME ABOARD!

Mike N. Williams, Manager

PHOENIX ADO NEWS

Yerington, NV Runway Safety Area Determination (RSAD)

Federal Regulations, Orders, and Advisory Circulars referenced in the Standard Operating Procedures for Runway Safety Area Determinations (RSAD) require all Part 139 Certificated Airports and all other federally obligated airports to conduct RSAD when there is either a change or proposed change to the Runway Safety Area (RSA). The Standard Operating Procedure (SOP) (link below) includes all references, requirements, and procedures if you are interested in the process and technical details.

<https://www.faa.gov/airports/resources/sops/media/arp-sop-800-RSAD.pdf>

In general, the RSA documentation should provide accurate and complete information to support the decision making for RSADs. Paragraph 8.b. of Order 5200.8 identifies four categories of RSADs:

1. The existing RSA meets the current standards contained in AC 150/5300-13.
2. The existing RSA does not meet standards, but it is practicable to improve the RSA so that it will meet current standards.
3. The existing RSA can be improved to enhance safety, but the RSA will still not meet current standards.
4. The existing RSA does not meet current standards, and it is not practicable to improve the RSA.

Yerington Municipal Airport in Yerington, NV (O43) needed a RSAD to meet requirements prior to their Runway Rehabilitation project for construction in FY 2018. Let's travel to Yerington, Nevada to go over the site visit process. Prior review of plans, the Airport Layout Plan, Google Earth, 5010 Inspection Reports, and grant history was conducted. The Phoenix ADO staff, with the support of Safety and Standards staff, determined the following items needed on site review and clarification, among other items: grading anomalies were visible along the drainage box culverts, were the navigational aids on site VASIs or were they PAPIs because the ALP and 5010 were at odds, and were the navigational aids inside or outside the RSA.



Yerington Municipal Airport Sign

Dan Newell, City Manager, met us on site with his airport operations staff and consultant engineer to review the site. The group found the following:

- The navigational aids were in fact VASIs and were outside the RSA. However, grading and trenching will be corrected in the equipment area.

PHOENIX ADO NEWS

Yerington, NV Runway Safety Area Determination (RSAD) (continued)

- The box culverts had a conduit pipe with grout cover over the top of the box culverts. This did not meet RSA grading standards.

All issues were resolved and the City of Yerington committed to correcting items with the upcoming project. The RSA Determination for the O43 is the existing RSA does not meet standards, but it is practicable to improve the RSA so that it will meet current standards. The City submitted additional drawings to supplement the plan package in October of 2017.

Additional photos and notes from the site visit are on the next page. We would like to thank everyone who participated in the Yerington RSAD process. This effort was a great example of cooperation with a focus on safety for general aviation in the Phoenix ADO.



Above: Left to Right, Ryan Huntley, City of Yerington; Jay Flakus , City of Yerington; Mike Wilhelm, Farr West Engineering; Dan Newell, Manager, City of Yerington; Ricardo Sanchez, Civil Engineer, Phoenix ADO. Holly Dixon is behind the camera.

PHOENIX ADO NEWS

Yerington, NV Runway Safety Area Determination (RSAD) (continued)



Above: Base located for REIL. REIL will be replaced with Rehabilitation project.



Above: Runway 19 REIL, the other REIL was missing but will be replaced with the project.

Right: Runway lighting was partially obscured with vegetation due to a 3 week rainy period. Crews were on site mowing and completed the airfield by the end of the day. They have a regular mowing schedule, this was an additional visit.



Right: The Mystery Navigational Aids—VASIs — are outside the RSA. The VASI unit is frangible, the Power Control Unit (PCU) is not. This is okay because it is outside the RSA.



Above: Electrical trenching within the RSA, will be regraded with the project to meet RSA standards.

Holly L. Dixon, Assistant Manager

SAN FRANCISCO ADO NEWS

Jim Lomen Retirement

Jim Lomen spent most of his life in Alaska. Born and raised in Fairbanks, he moved to the Anchorage suburb of Eagle River in 1995. He traveled extensively in Alaska for his jobs with the FAA and with family, but his adventures outside Alaska led to his plan for retirement – traveling the country full time in a recreational vehicle with his wife, Nanci.

Jim never envisioned working for the FAA and especially not as it related to airports. He missed a lesson about airport surfaces during a college transportation class because of a skiing competition out of state, and when reviewing a friend's notes later, he thought the topic was "something I would never have to do." He didn't even study it for the test.

But two weeks after joining the FAA in 1990 as a staff engineer in Airway Facilities' North Alaska Sector, Lomen was doing the kind of airport evaluations he blew off in college. "I really think God's got a great sense of humor," he said.

Years later, after accepting the position as the San Francisco Airports District manager, already having downsized to a small house, the Lomens realized they could live much cheaper – and closer to Jim's office – if they downsized yet again to a house on wheels. They sold the townhouse, bought a 36-foot-long 2011 Tiffin Phaeton and started a new adventure. After less than a year in their 36-foot RV, they committed to the RV lifestyle, upgraded to a longer, newer Tiffin Phaeton, and have regularly been traveling.

This new phase of their life journey is a continuation of the one the Lomens began several years ago when they left behind a spacious home in Alaska and moved to San Francisco to live in an RV.

"We're committed. We love it," Jim Lomen said. "And whenever we do sell our RV, we're going to have a really small house. We have 297 square feet -- and it's perfect."

"We just love the RV," he said. "... Our favorite phrase is, 'We're always home. The front yard just keeps changing.'" Jim and Nanci have the next year of travel in their RV planned and we wish them happy travels with thanks from AWP.



Jim Lomen opening his gas card retirement gift. Lei courtesy of Honolulu ADO.

Cathryn Cason, Acting Assistant Manager



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WESTERN—PACIFIC SUGGESTION BOX

If you would like to suggest an article or topic for the newsletter, please contact the ADO Manager for your area. Be prepared to provide information, photos, and references to material if requested.

If you would like to be added to the e-mail list for this publication, please contact the FAA Western Pacific Region, Airports Division Office.

Contact information is given above.

