



Airport Topics

FAA Western - Pacific Region

Volume V Issue 2

February 2017

MESSAGE FROM THE DIRECTOR'S DESK

We want to thank everyone who sent feedback on our November newsletter. After reading your comments we think we are on the right track in terms of providing timely and relevant information.

We are happy to inform you that we have received the necessary approvals for our Federal Aviation Administration (FAA) Airports Conference and we will once again host this event this year. Our conference will be held at the Anaheim Convention Center from June 13-15, 2017! To celebrate our return, this year's conference will not have a conference fee for attendees. You simply will be asked to RSVP in advance so we can ensure space for you and your group. We will also not have an exhibitor room nor will we offer any snacks or lunches. We are finalizing our agenda and expect to send out the conference information within the next 2 weeks. Once you receive it, simply follow the instructions and send us an RSVP for all intended attendees.

Unlike prior conferences we offered, this year's conference will not be associated with a hotel so you are free to lodge at any hotel to your liking. The only expectation we have is that stakeholders will participate enthusiastically in the sessions that we will offer. Please stay tuned.....more to come!

In our November newsletter I committed to updating our stakeholders on our FY 2017 focus areas here in the Western Pacific Region (AWP). Here is a summary of some of our goals and objectives that may affect your airport:

Airport Safety

- A Regional Manager will conduct Special Emphasis Meetings with airports identified as having repeated V/PD Runway Incursions and/or Surface Incidents. "Repeated" is generally defined as 3 or more runway VPDs in the previous 12 month period.
- A Regional Manager will participate in person in the Runway safety Action Plan (RSAT) meetings at AWP's "high emphasis" airports identified in the Regional Runway Safety Plan.
- Begin planning for Runway Incursion Mitigation (RIM), or implement construction projects, at



Mark McClardy

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MESSAGE FROM THE DIRECTOR'S DESK

(continued)

locations identified in FY 2017 AWP Business Plan.

- By November 30, 2016, validate the currency and availability of pavement data. Ensure that AWP's decisions regarding pavement funding uses validated pavement data, prior to submitting the FY 2018-2020 Airport Capital Improvement Plan (ACIP).
- By September 30, 2017, develop and draft FY 2018 and FY 2019 schedule and associated cost estimates for mitigation projects at RIM locations.
- By September 30, 2017, continue to implement Safety Risk Management (SRM) requirements in accordance with FAA Order 5200.11 projects at large, medium and small hub airports.

Airport Noise and Environmental

- By December 30, 2016, complete and implement delegation of Environmental Assessment (EA) approval authority to our Los Angeles and San Francisco Airport District Office (ADO) managers,
- By January 31, 2017, complete and implement EA delegation authority to our Honolulu and Phoenix ADO managers.
- By June 1, 2017, identify and prioritize requests for Airport Improvement Program (AIP) grants to fund noise compatibility and environmental sustainability programs.

Airport Compliance and Grant Obligations

- Ensure response within 20 business days to external airport audits. This includes verifying documentation accuracy prior to submission.
- By March 31, 2017, complete and implement delegation of Airport Land Release authority to Honolulu, Los Angeles, Phoenix, and San Francisco ADO managers.
- By August 30, 2017, conduct at least two (2) land use inspections at General Aviation airports.

Airport Improvement Program (AIP) and Passenger Facility Charges (PFC)

- Review open AIP grant payment outlays and compare to annual performance metric on monthly basis. Consider sponsor performance as an important factor in making decisions on discretionary funding.
- By May 31, 2017, identify capacity, safety, security, and noise projects for possible FY 2018-2020 funding.
- By September 30, 2017, close 90% of our FY 2012 and older AIP grants.
- By September 30, 2017, close 50% of our physically and financially completed PFC applications.
- By September 30, 2017, ensure that 50% of all non-controversial PFC Final Agency Decisions (FAD) are approved within 100 days of receipt of the applications.

We look forward to working with you on the aforementioned goals and objectives. I encourage you to work closely with your ADO and/or Airport Certification Inspector as needed to support our initiatives. Wishing everyone a safe and productive FY 2017!

Mark A. McClardy, Director

AWP SPOTLIGHT

Thella F. Bowens

This quarter I want to Spotlight an individual that we have known and admired for many years, Thella F. Bowens. Ms. Bowens started her aviation career at Dallas/Ft. Worth International Airport. A previous supervisor told her work at the airport was interesting with a unique complexity. Once she started working at the airport she got the aviation bug. Ms. Bowens continues to find the aviation industry challenging and exciting. It is the intersection of running a business and public service.

Ms. Bowens served as the Deputy Executive Director of Kansas City's Aviation Department, before joining the San Diego Unified Port District as the Port's Senior Director of Aviation in 1996. In March 2003, Thella F. Bowens was appointed President/CEO of the San Diego County Regional Airport Authority, the owner and operator of San Diego International Airport as of January 1, 2003. As President/CEO, Ms. Bowens is responsible for management oversight of the Airport Authority and the Airport Authority's annual operating budget and five-year capital budget. According to the most recent economic impact study, San Diego International Airport generates more than \$9 billion annually in economic impact for the region.



Thella F. Bowens

Ms. Bowens has served on numerous aviation boards and committees. She is a member of the California Airports Council Board of Directors and a board member of the American Association of Airport Executives Policy Review Committee. In 2010 she served as a member of the Department of Transportation Secretary Ray LaHood's Future of Aviation Advisory Committee, and in 2012 she was the Chair of Airports Council International – North America (ACI-NA).

Ms. Bowens' commitments don't end with aviation. Locally, she is a member of boards of the World Trade Center San Diego, San Diego Regional Economic Development Corporation, San Diego Tourism Authority, San Diego Regional Chamber of Commerce and Kyoto Symposium Organization. So, as you can see, Ms. Bowens freely shares her knowledge and experience.

After an extremely successful aviation career, Ms. Bowens has announced her retirement effective March 31, 2017. We will all miss her.

Robin Hunt, Deputy Director

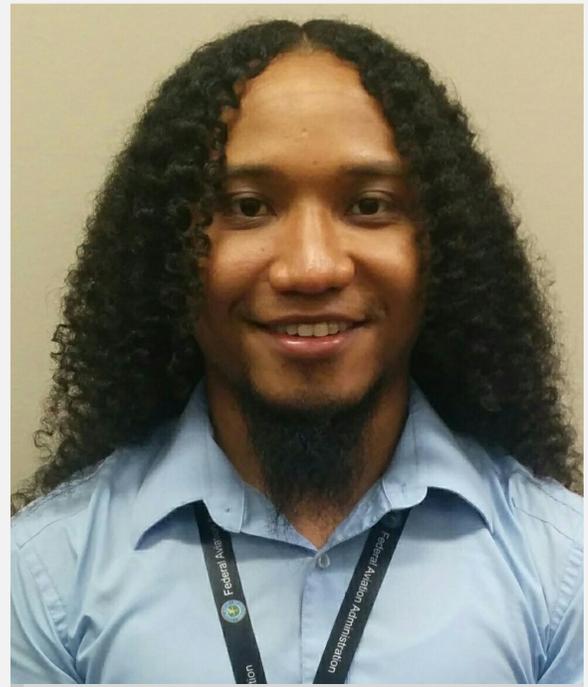
AWP OFFICE

Welcome to the Region's New Hires

We are pleased to announce Renard Smith as our “Intern” Management Assistant in the Regional Office. Renard was born in Los Angeles, CA and grew up in the Philippines. He served in the United States Marine Corps as an Infantryman from 2005 to 2009 and as a Forward Observer from 2010 to 2013. He earned his bachelor’s degree in Business Administration with emphasis in Marketing from California State University Dominguez Hills. Renard will be supporting the front office as well as our Safety and Standards Branch. Some of his hobbies and interest are hiking, working out, going on road trips, and photography.

We are pleased to announce the Wyvonnia “Tashia” Lewis as our new management assistant in the Regional Office. Tashia is originally from Texas but moved to Los Angeles in 1993. She worked as a file clerk for the Padrinos Juvenile Hall in Downey prior to accepting a job with the FAA in 1999 where she worked as a mail clerk. Tashia will support the front office as well as our Planning and Programming Branch. Tashia is the proud mom of two boys and enjoy reading, exercising, cooking, traveling, and being a team mom on the weekend. Please join us in welcoming Tashia to our team.

Robin Hunt, Deputy Director



Renard Smith



Tashia Lewis

PLANNING AND PROGRAMMING

Planning & Environmental Transportation Coordination Workshop

On January 10-12, the Airports Division Western-Pacific Region hosted a meeting for Airport/Community Planners and Environmental Protection Specialists from across the Region. The purpose of the meeting was to:

- Expand thinking about airport planning;
- Better understand that the airport is part of a community;
- Understand that airport planning doesn't stop at the property line;
- Better understand the touch points with other federal, state and local planning agencies;
- Equip staff with knowledge to prevent repeating the mistakes of the past; and
- Lay the foundation for enhanced working relationships internally, across ADOs; and externally, with planning organizations.

Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) participated in the meeting to discuss ways to improve coordination as "OneDOT." In addition, the following nonfederal organizations participated:

- City of Phoenix Aviation to discuss Land Use Planning from a local perspective
- CALTRANS to discuss its California Land Use Planning Handbook
- Southern California Association of Governments (SCAG) to discuss regional transportation planning

FAA participants evaluated case studies that provided compelling reasons for early and frequent collaboration amongst planning organizations. FAA participants discussed on-going projects and process improvements to ensure that we follow a streamlined process while complying with applicable laws and regulations. The meeting concluded with the group conducting an experience/expertise inventory to better leverage strengths of our internal resources. Feedback from all participants was positive. We look forward to realizing greater efficiency and effectiveness that will result from increased awareness and improved working relationships.



From left to right: Michael Morris, Community Planner, FHWA California Division; Alan Hansen, FHWA Arizona Division; Adam Stephenson, Transportation Program Specialist, FTA (Los Angeles Metropolitan Office); Mary Nguyen, Environmental Protection Specialist, FTA (Los Angeles Metropolitan Office); Monica Gourdine, Associate Division Administrator FHWA California Division; and Mike Hines, Manager, Airport Planning and Environmental (FAA Headquarters).

Mia Ratcliff, Manager

SAFETY AND STANDARDS

Vanquishing the VPD

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.

FAA Airports Division wishes all of the airports in the Western-Pacific Region a Happy and safe New Year.

As of December 31, 2016, AWP Calendar Year (CY) 2016 V/PD statistics were as follows:

	Runway Incursions	Surface Incidents	VPD Totals
139 Airports	17	12	29
GA Airports	24	16	40
Totals	41	28	69

- In CY 2016 the Western Pacific Region experienced a total of 69 V/PDs (23% fewer than CY 2015).
- In CY 2016 V/PDs were 27% lower at Part 139 airports as compared to General Aviation (GA) airports. In CY 2015 V/PDs were 31% lower at Part 139 airports as compared to GA airports.
- In CY 2016 there was a 24% decrease in V/PD runway incursions (RIs) as compared to CY 2015 (54 vs. 41).
- In CY 2016 total runway incursions (RIs) were 32% higher than surface incidents (SIs). In CY 2015 the RIs were 37% higher than SIs.

Yearly total V/PD Chart (Excluding reclassified incidents but including aircraft taxed by non-licensed individuals):

	CY 2014	CY 2015	CY 2016
139 Airports	50	36	29
GA Airports	51	52	40
Totals	101	88	69

SAFETY AND STANDARDS

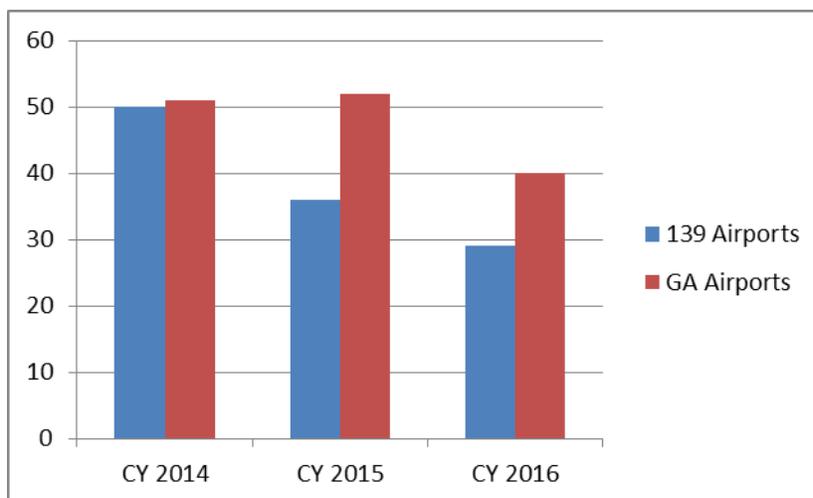
Vanquishing the VPD (continued)

Lastly, there were no Category A or B V/PD runway incursions in the Western-Pacific Region during CY 2016.

In summary, we can all celebrate that total AWP V/PDs continue to show a huge three year decline. V/PDs have decreased 32% from CY 2014 through CY 2016.

Congratulations and Happy New Year!

Number of Incursions Per Calendar Year



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

Steven Oetzell, Lead Airport Certification Safety Inspector



SAFETY AND STANDARDS

New Regional Engineer

AWP welcomes Mr. Alberto Cruz as our new Regional Engineer. Alberto has 20 years of experience in airport engineering. He comes to us from CTS Cement Manufacturing Corporation where he was an Airports Account Manager. He has served as an Airport Project Manager at San Francisco International Airport (SFO) and as an Airport Engineer at Bob Hope Airport (BUR). He has worked as a Senior Project Manager for Mead and Hunt, Inc., where he worked primarily on General Aviation airport projects. He has also served as a Senior Project Manager for the URS Corporation.



Alberto Cruz

Brian Armstrong, Manager

HONOLULU ADO NEWS

Ronnie “Ron” V. Simpson Retirement

Ronnie “Ron” V. Simpson retired from the FAA on December 31, 2016, after over 38 years of service.

Ron began his long and successful career as a Civil Engineer in 1978 in the FAA Airway Facilities Division, Western-Pacific Region. From 1980 to 1987, he was Senior Civil Engineer in the Airports Division, Western-Pacific Region. By August 1987, he was assigned in the area of Airport Certification, Western-Pacific Region, as a Supervisor until November 1991 when he moved to the Alaskan Region as Assistant Manager, Airports Division. In January, 1994, Ron served a detail as Acting Manager, Civil Aviation Security in the Alaskan Region and then was Airports Division Manager for the next six years. Seeking a warmer climate, Ron became the Manager of the Honolulu Airports District Office in December, 2000.

Ron’s number one focus throughout his aviation career was safety. Some of Ron’s career highlights during his tenure as the ADO Manager included the standup of the Pacific Region Aircraft Rescue and Firefighting Training Center (PRATC), including regional training programs in Hawaii and American Samoa. In addition, he championed the development and continuation of the Micronesia program and was able to successfully complete numerous, major safety improvements throughout the Micronesia region. Teaming with the State of Hawaii, Ron also assisted with Hawaii DOT becoming early implementers of FAA Airports’ Safety Management System (SMS) program and coordinating interagency efforts to mitigate runway incursions.

Ron will be busy traveling (he has several trips lined up for 2017) and plans to finish some home improvement projects. We wish Ron all the best as he retires in beautiful Honolulu, Hawaii.



Honolulu ADO Staff

Ron Simpson (far right) at his farewell luncheon.

HONOLULU ADO NEWS

Aloha to William J. Brown – Our New Certification Safety Inspector

The FAA Honolulu Airports District Office is very pleased to welcome William “Will” Brown as our Airport Certification Safety Inspector. Will joined our team January 23, 2017 to replace Juan Reyes.

Will received his Master of Science degree in Aviation Aerospace Safety, Bachelor of Science in Business, and Associates degree in Management. In addition, Will successfully completed several American Association of Airport Executives (AAAE) courses.

Will brings extensive aviation experience to our office, having served thirty (30) years in the Air Force as an Airport Manager and Regional Airfield Inspector. His experience includes airport operations, administrative support, flight policies, aeronautical services, operations facility management, planning, and organization. He was stationed in Guam for several years and has quite a few contacts with our airport sponsors.

Mr. Brown is very excited and enthusiastic to join the Western-Pacific Region Airports Division and looks forward to partnering with our airport sponsors in the Pacific.

Join us in welcoming Will to our FAA Ohana!

Lorraine Herson-Jones, Acting Manager



William J. Brown

LOS ANGELES ADO NEWS

Let's Be Bid-Ready

This January feels like spring to me, because it's cold and rainy; just like home. My 5-year tenure in Southern California had taught me that it doesn't rain here, ever. OOPS..... Apparently it does. Yes, weather.... I remember you. But here, watching the rain, I'm reminded of AIP grant performance, not the leak in my skylight.



AIP grant performance is an important metric, including AIP grant draw-down rates and project closeout. AIP taxpayers and Congress expect grants to create real aeronautical benefit in a timely manner. Rain-delayed projects should remind us to take every opportunity to get ahead of the curve in the grant cycle.

Periodically, in Airport Topics, I will be discussing specific ways to improve this performance and maximize the value of scarce resources. In this issue, let's talk AIP grant bid-readiness.

This topic is both timely and ripe for improvement at the Los Angeles ADO. Bid-readiness refers to an AIP grantee's readiness to open bids for a construction project on May 1 of each grant year. Yes, May 1. That's a good indicator that a sponsor is ready to build a project. In the table below, notice how the ADOs drawdown rate is so low in the early years. That's an opportunity to improve our readiness to build, starting with bid-readiness. I ask that sponsors join us in a May Bid Opening target and plan accordingly.

OMB Target Balance Vs. Actual Regional Balance

Grant Year	FY16	FY15	FY14	FY13
Target: Jan. 2017	(71%)	(35%)	(16%)	(8%)
Los Angeles ADO	98%	35%	10%	5%
	91% (Behind by \$87M)	38% (behind by \$14M)	10% (Ahead by \$28M)	4% (Ahead by \$17M)

This means having designs complete and political calendars aligned at 'city hall.' Are you and your consultant planning on designs being ready for a spring bid opening? If not, why not? Is your State of California matching grant timing causing delays? Let me know. The California ADOs continue to explore ways to resolve this reported challenge, by working with CalTrans.

For our part, the Los Angeles ADO is having planners stay involved with sponsors until bid-open dates are certain. For planning, this means crafting ACIPs that reflect the ability to complete designs by early spring of a grant year. Program managers will also be transitioning-in during this period to take over the project management once this date is certain. By this time, if an Los Angeles ADO Environmental Protection Specialist is still involved, then you're behind the curve.

You may have heard my San Francisco ADO colleague, Jim Lomen, and me speaking about grant readiness at the Monterey SWAAAE conference this year. I refer you to the San Francisco ADO's discussion on grant performance metrics, in this newsletter.

So, remember, being bid-ready in May and starting construction in summer/fall, means that you don't have to worry so much about January (and now February) rain.

Dave Cushing, Manager

PHOENIX ADO NEWS

How to Register an Unmanned Aircraft System

A person who has an unmanned aircraft system (UAS), commonly known as a 'Drone', that weighs between 0.55 and 55 pounds and wants to fly it outdoors must register it on the Federal Aviation Administration's (FAA's) registration website. A registrant must be at least 13 years of age. Registration costs \$5.00 and is valid for 3 years. The registration number assigned at the conclusion of the registration must be placed somewhere on the UAS vehicle.



Registration is important because failure to register before launching a UAS outdoors can result in civil and criminal penalties. At the start of the registration, the prospective operator is asked if the flights will be recreational or commercial. The answer to those questions opens the appropriate online registration portal (<https://registermyuas.faa.gov>).

The registration number for a hobbyist applies to the UAS owner, and may be used for every UAS the registrant owns. The registration number must be placed somewhere on each UAS vehicle. After reading and understanding all safety guidelines, the registered hobbyist is ready to start. Never the less, a hobbyist registration applies only to UAS flights for hobby purposes; flights for non-hobby purposes require registration of the UAS.

See Sample Registration Below:

 Federal Aviation Administration	<i>For U.S. citizens, permanent residents, and certain non-citizen U.S. corporations, this document constitutes a Certificate of Registration. For all others, this document represents a recognition of ownership.</i>
Small UAS Certificate of Registration	<i>For all holders, for all operations other than as a model aircraft under sec. 336 of Pub. L. 112-95, additional safety authority from FAA and economic authority from DOT may be required.</i>
CERTIFICATE HOLDER: Bradford Harris	Safety guidelines for flying your unmanned aircraft:
UAS CERTIFICATE NUMBER: FA [REDACTED] K	<ul style="list-style-type: none">● Fly below 400 feet● Never fly near other aircraft● Keep your UAS within visual line of sight● Keep away from emergency responders● Never fly over stadiums, sports events or groups of people● Never fly under the influence of drugs or alcohol● Never fly within 5 miles of an airport without first contacting air traffic control and airport authorities
ISSUED: 12/29/2015 EXPIRES: 12/29/2018	

PHOENIX ADO NEWS

How to Register an Unmanned Aircraft System (continued)

For more details: www.faa.gov/uas/getting_started/fly_for_fun/

An applicant registering as a commercial UAS operator receives a registration number that applies only to the individual aircraft, not to the registrant personally, therefore, the owner must register each UAS separately. A UAS registered for commercial purposes can be flown as a hobby. Commercial UAS flights must comply with FAA's new rule on small UAS, also known as Part 107, which covers a range of commercial operations. This rule took effect on August 29, 2016. Exceptions are as follows:

- If the aircraft weighs more than 55 pounds, FAA's paper registration process is required.
- If the aircraft weighs less than 0.55 pounds, no registration is needed.

For more details about the new rule and tips about how to fly UAS commercially: www.faa.gov/uas/getting_started/fly_for_work_business/

Jared Raymond, Community Planner



I FLY SAFE
knowbeforeyoufly.org | faa.gov/uas

FLY SMART, FLY SAFE, AND HAVE FUN!



Federal Aviation Administration

PRE-FLIGHT CHECKLIST

- I fly below 400 feet
- I always fly within visual line of sight
- I'm aware of FAA airspace requirements: faa.gov/go/uastfr
- I never fly over groups of people
- I never fly over stadiums and sports events
- I never fly near other aircraft, especially near airports
- I never fly near emergency response efforts such as fires
- I never fly under the influence

PHOENIX ADO NEWS

Phoenix Welcomes Ricardo Sanchez, Civil Engineer, and Michael Cox, Environmental Protection Specialist

We are pleased to welcome Ricardo Sanchez, or Ricky to our office. Ricky is recent Civil Engineering graduate from New Mexico State University & joins our office via the Direct Hire initiative. Ricky was raised in Farmington, NM and enjoys sports, weightlifting and hiking. As a new employee with the FAA, Ricky will be spending some time learning and understanding the business of airports.

Michael "Mike" Cox, formerly of Hettinger, ND is joining the ADO as an Environmental Protection Specialist. Mike worked for the National Resource Conservation Service, US Department of Agriculture. Hettinger is in rural southwest North Dakota and the cows and sheep outnumber the residents by at least 20 to 1.

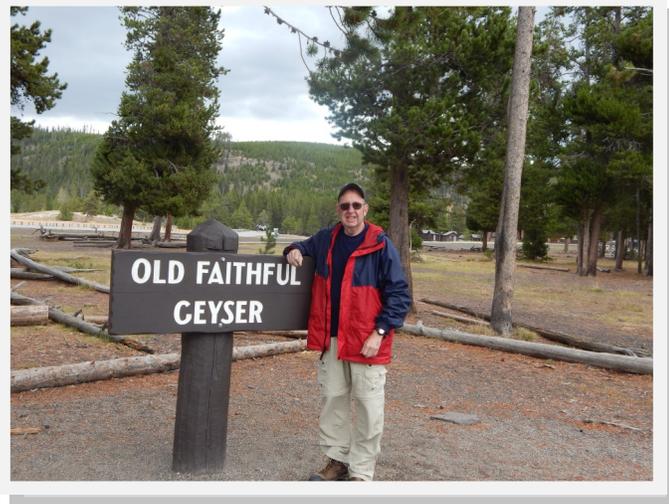
Mike has an extensive background in environmental review, and grant and loan administration. As a senior project manager for the Michigan Department of Environmental Quality, Mike administered water and sewer loan projects from planning, environmental review, loan award, inspection to closeout.

For the US Environmental Protection Agency (EPA), Mike worked as a fiscal analyst and environmental protection specialist. In Alaska, Mike was the project officer for an EPA grants program for drinking water and sewer projects. Mike also did the environmental reviews for some of these projects.

Away from work, Mike enjoys riding his bicycle. This past summer he completed a century (100 miles) on his bike. He is an accomplished public speaker, a Distinguished Toastmaster with Toastmasters International and has done storytelling professionally.



Ricky Sanchez



Michael Cox

Mike N. Williams, Manager

SAN FRANCISCO ADO NEWS

How is Your Performance in the Management of Grants?

In FY 2016, we in Northern California made great strides in getting grants out timely so that needed aviation development could get underway. In a couple of cases our sponsors were so successful that our office has already processed the closeout of their 2016 grants.

To help us all better understand where we are with the open grants in the San Francisco Airports District Office (ADO), here are some stats:

- **Grants Open at the beginning of FY2017: 290**

(3-2010's, 4-2011's, 10-2012's, 39-2013's, 62-2014's, 68-2015's, and 104-2016's)

- **Of the 290 we have closed 24**

(0-2010's, 1-2011's, 4-2012's, 9-2013's, 4-2014's, 4-2015's, and 2-2016's)

- **Of the remaining 266 grants open:**

- 113 are lacking reimbursement activity
- 62 have no payment activity since grant execution (2-2015's, 60-2016's)
- 51 have shown no activity in the past six (6) months (as measured by no reimbursement requests since the last request)

(3-2010's, 2-2011's, 3-2012's, 19-2013's, 19-2014's, 4-2015's, and 1-2016's)

- 42 are four (4) years old, or older
- 27 grants are included in both the four year and older and inactive grant lists
- 168 are behind the Office of Management and Budget's (OMB) grant drawdown targets.

(3-2010's, 3-2011's, 1-2012's, 21-2013's, 25-2014's, 29-2015's, and 86-2016's)

- **About 100 new grants are planned for 2017**

In our last newsletter I touted about how well we did executing grants in FY 2016. But, when you consider that over 50% of the grants offered last year (60) have still not requested a reimbursement, our success is questionable. What that means is that out of the \$133 million granted by our office last year, over \$57 million is still sitting idle. If one of the grants you are involved with is included on one of our poor performing grant lists, what are you doing to get your grant off the list?

To help our airport sponsors to better understand how they are performing in the management of their AIP grants we sent out individual Sponsor Report Cards in December; if you did not receive yours, please reach out to your Airport Planner or Engineer in our office to request a copy. The report card looks at:

- Timeliness of grant closeouts – earlier the closeout the better the grade
- Current drawdown activity – how often is a reimbursement request submitted for each grant; more often the better the grade
- Historical drawdown activity – looks at the sponsor's historical payment activity on open grants; again more timely drawdowns will lead to a better grade

SAN FRANCISCO ADO NEWS

How is Your Performance in the Management of Grants? (continued)

- OMB drawdown percentage comparison – the further ahead of the OMB targets the higher the grade
- Reimbursement requests having documentation attached – pass / fail grade, no documentation zero for the “subject”
- The sponsor’s overall grade is a weighted average of the five categories above.

As we head into FY 2017 all of our success will not be measured by how fast we are able to get projects under grant, but how timely actual work gets underway and how well grants are managed once they have been executed.

Are you striving for an “A” in grant performance from the University of Airports? We in the ADO are here to help you improve your performance, please reach out to us so that we can help you move to the front of the class.

Jim Lomen, Manager





**Contact AWP Offices:
Find AWP Online:**

[http://www.faa.gov/airports/
western_pacific/](http://www.faa.gov/airports/western_pacific/)

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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.

