



Airport Topics

FAA Western - Pacific Region

Volume VII Issue 1

March 2018

MESSAGE FROM THE DIRECTOR, OFFICE OF AIRPORTS

Save the Date – Federal Aviation Administration’s (FAA) Ninth Airports Conference!

We are pleased to announce our annual conference, between June 12-14, 2018, at the Torrance Marriott Redondo Beach Hotel. Similar to last year, this conference will be free for attendees but will require pre-registration.

This year we are changing our format. The first day will be dedicated to reports from our anticipated Associate Administrator for Airports, our Industry Stakeholders, our State/Regional/Tribal Partners, and our Stakeholder Recognition Ceremony. We plan to allow more time for reports so our partners can better communicate what is new in their re-

spective organizations. By providing more time, we hope to celebrate the diversity of stakeholders in this region and in the aviation industry.

Days two and three will be dedicated to workshops that cover a myriad of topics including Air Traffic Organization (ATO) Services, Disadvantaged Business Enterprise (DBE), Runway Safety, Airport Certification, Airport Planning and Design, Airport Standards and Engineering, Airport Funding, Compliance with Grant Assurances, and National Environmental Policy Act (NEPA) Approval and Compliance.

Similar to years past, conference presentations for this event will be given by FAA policy makers in



Mark McClardy

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MESSAGE FROM THE DIRECTOR; OFFICE OF AIRPORTS

(continued)

Washington DC, FAA technical experts located throughout the region and Seattle, and experts from the airport and/or consulting industry who will share best practices. This is an interactive conference so we encourage you to bring airport staff, elected officials, and others who you think will benefit from the topics discussed during this event!

Within the next few weeks we will send out detailed information, regarding this event so please be on the lookout. Finally, there is no negotiated hotel room rate for this event so attendees can stay in the host hotel or at any hotel in the vicinity, as there are several choices within walking distance to the Torrance Marriott Redondo Beach Hotel and the neighboring Del Amo Fashion Center.

I am looking forward to your participation and to a successful conference!

Mark A. McClardy, Director

!!! SAVE THE DATE !!!

AWP REGIONAL CONFERENCE

JUNE 12—14, 2018

Torrance Marriott Redondo Beach

Los Angeles, CA

AWP SPOTLIGHT

BOBBI THOMPSON—MINDEN-TAHOE AIRPORT



Bobbi Thompson

Many of you know Bobbi from her years in the Western Pacific Region and aviation industry.

Bobbi became interested in aviation as a very young child in Dayton, Ohio. The neighbor Charles Kettering (yes that Charles Kettering— inventor of the electric automobile starter) built an airport on his property next to her family’s farm. It became a family affair. Mom ran the local airport restaurant, Dad pumped fuel, and Bobbi washed the underbellies of the airplanes. Then in 1978, Bobbi purchased her first FBO. She liked the business, taking over management of the Dayton general aviation airport—the one Kettering built, and being one of the founders of the Dayton air-

show. The rest is aviation history.

Bobbi’s aviation career has spanned more than 40-years including being a 4500-hour pilot (single and multi-engine and helicopters), Aviation FAI World Record Holder. She has 35 years producing air shows, airport manager, FBO owner and manager, air racing, and aviation consulting. She is the COO of ABS Aviation, an international FBO holding and airport management company and executive vice president of Airport Business Solutions. Bobbi is also the past president of the Nevada Airports Association.

Bobbi has managed seven airports during her career, including several years as the Aviation Director for Los Angeles County. For the past 18 years, Bobbi with Michael Hodges (CEO of ABS Aviation) has taught a class on airport management for American Association of Airport Executives (AAAE) during the Annual National Airport Conference. Bobbi has made presentations to airports, produced air shows and completed airport projects in 12 other countries.

Bobbi has spent the last 8 years managing the Minden-Tahoe Airport, which is Number 2 in the world for Wave Soaring. She continues to improve the airport and support the airport’s varied users. With 433-based aircraft and an annual airshow with over 33,000 people attending, in a County with only 47,000 residence, Bobbi had clearly developed the Minden-Tahoe Airport into one of the crown jewels of Nevada airport system.

Robin Hunt, Deputy Director

PLANNING AND PROGRAMMING

Airspace Case Filing and Review Process (7460 NRA)

What is the purpose for filing a 7460 NRA?

The prime objective of the Federal Aviation Administration is to promote air safety and the efficient use of the navigable airspace in accordance with Title 14 of the Code of Federal Regulations (14 CFR [Part 77](#)). To accomplish this mission, aeronautical studies are conducted based on information provided by proponents on an FAA Form 7460-1, Notice of Proposed Construction or Alteration.

What does the FAA evaluate (7460 NRA's)?

The FAA evaluates any construction or Alteration on Airport property. Examples NAV Aid Equipment, Structures, Antennas, Construction Equipment, etc.

How long does the review process take?

In accordance with 14 CFR Part 77, you must provide notice at least 45 days before the start date of the proposed construction or alteration or the date an application for a construction permit is filed, whichever is earliest. However, we recommend that you file notice 60-90 days before planned construction. The aeronautical study process includes evaluations by various lines of business, and any identified impacts must be resolved before a final agency determination is issued. There is no guarantee that a final agency determination will be issued at the end of 45 days, so the earlier you file, the better.

How do I file my 7460 (NRA)?

Prior to submitting the 7460 NRA, the FAA highly recommends that you speak with the Airport where the work will occur. You can file your 7460 online at www.oaeee.faa.gov. If you need help with the website you can contact the OEAAA support desk at 202-580-7500 or email oeaaa_helpdesk@cghtech.com.

What do you need to provide?

A summary and description of the project.

You will need to know the Latitude and Longitude in NAD83 to complete the 7460 online.

You will need to know the Site Elevation (SE) and Above Ground Level (AGL) where the project will take place.

Include a diagram or sketch of the project location. The sketch should clearly indicate your location on the airport.

If submitting for construction equipment provide a copy of the specification

If submitting for an antenna provide all Frequency that will be used for the antenna.

- Lloyd Lewis, Program Manager

Arlene Draper, Manager
Planning and Programming

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.

FAA Airports Division wishes all airport personnel in the Western-Pacific Region (AWP) a happy and safe New Year.

As of December 31, 2017, AWP Calendar Year (CY) 2017 V/PD statistics were as follows:

	Runway Incursions	Surface Incidents	*VPD Totals
139 Airports	27	16	43
GA Airports	24	22	46
Totals	51	38	89

*8 V/PDs involved aircraft taxed by non-licensed individuals for maintenance or repositioning.

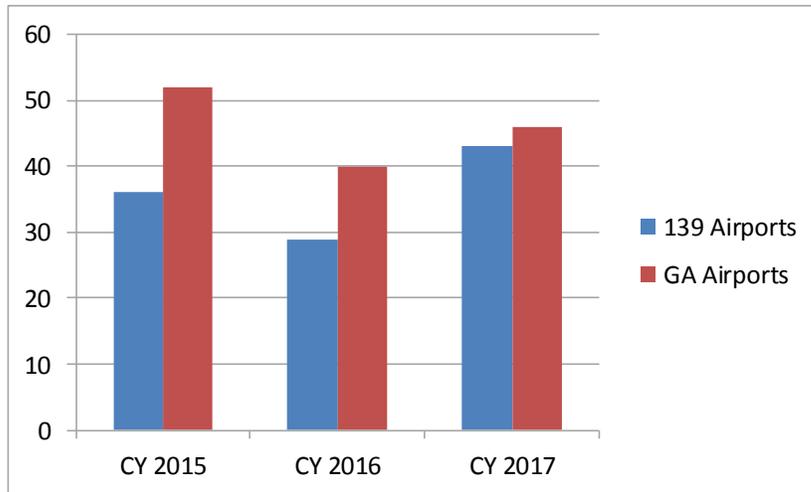
- In CY 2017 the Western Pacific Region experienced a total of 89 V/PDs (22% more than CY 2016).
- In CY 2017, V/PDs were 7% higher at GA airports as compared to 139 airports. In CY 2016 V/PDs were 28% higher at GA airports as compared to 139 airports.
- In CY 2017 there was a 20% increase in V/PD runway incursions (RIs) as compared to CY 2016 (41 vs. 51).
- In CY 2017 total runway incursions (RIs) were 25% higher than surface incidents (SIs). In CY 2016 the RIs were 32% higher than SIs.

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

	CY 2015	CY 2016	CY 2017
139 Airports	36	29	43
GA Airports	52	40	46
Totals	88	69	89

SAFETY AND STANDARDS

Vanquishing the VPD



Lastly, there was only one Category A, V/VD runway incursion in the Western-Pacific Region during CY 2017.

In summary, after three years of decline (CY 2014 thru CY 2016) AWP V/PDs have edged upward in CY 2017. V/PDs have increased 22% from CY 2016 through CY 2017.

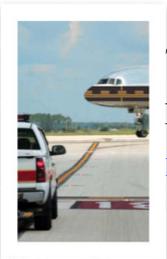
Keep up the good work but let's strive do better in the New Year!

Column written by:

Steven Oetzell

Lead Airport Certification Safety Inspector, AWP-620.6

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/



The following is a link to the FAA Guide to Ground Vehicle Operations—A comprehensive Guide to Safe Driving on the Airport Surface

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

Brian Armstrong, Manager
Safety and Standards

HONOLULU ADO NEWS

GORDON WONG SELECTED FOR HONOLULU ADO MANAGER



Gordon Wong
HNL ADO Manager

We are pleased to announce the selection of Gordon Wong as the new Manager for the Honolulu ADO (HNL-600).

Gordon began his career at the FAA Honolulu ADO in 1984 as a co-op student while attending the University of Hawaii, College of Engineering. After receiving his degree in civil engineering, Gordon spent four years in the FAA Airports Division Regional Office working on projects in Northern Arizona. Gordon returned to the Honolulu ADO in 1990 as a Program Manager and became the Lead Program Manager in 2011. Gordon also worked as a part-time Airport Certification Safety Inspector in the Honolulu ADO.

As the unofficial historian of the office, Gordon can recall the time before the first traffic light was installed in Saipan, airplanes had “smoking” sections, Pago Pago got their first McDonalds, and the only flights to Hawaii’s neighbor islands went through Daniel K. Inouye International Airport (formerly Honolulu International). That’s how long Gordon has

been around!

Please join me in welcoming Gordon in his new position and to the Western Pacific Region Management Team.

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



Miss Navajo Nation, Geraldine Gambell, welcomes from left: Bob Bloom, Supervisor, Airports Standards Section; Gordon Wong, FAA Project Engineer; and Scott House, Navajo Design Engineer.



HONOLULU ADO NEWS

GONE FISHING! STEVE WONG RETIRES FROM THE HONOLULU ADO



Steve Wong retired from the FAA on December 30, 2017, after over 36 years of Federal service.

Steve began his Federal service working at Pearl Harbor Naval Shipyard in 1990 as a Marine Machinery Mechanic working on nuclear submarines and ships. Steve decided to further his education and received a B.S. for Mechanical Engineering in 1992 from the University of Hawaii (UH). While attending UH, Steve worked part-time at the FAA Honolulu Airports District Office as a co-op student. Upon graduating from UH, the FAA HNL ADO hired him full-time as a project engineer. Steve had managed many airport construction projects and sponsor AIP/PFC program requirements over his career. From Midway Atoll (Henderson Field) with a peak bird population of two million, American Samoa's shoreline airports with a natural blow-hole that

Steve and the one that didn't get away!

sprays right across the runway at Pago Pago, Guam and the Commonwealth of the Northern Mariana

Islands where the airports played a key role during WWII, and the State of Hawaii airports, home of Honolulu's Daniel K. Inouye International Airport, one of the busiest airports in the country.

Steve will have a lot more time to spend on one of his passions – FISHING!

Best wishes to Steve in his retirement. We look forward to hear his fishing stories and of the “Big One” that got away!

Kandyce Watanabe, P.E.

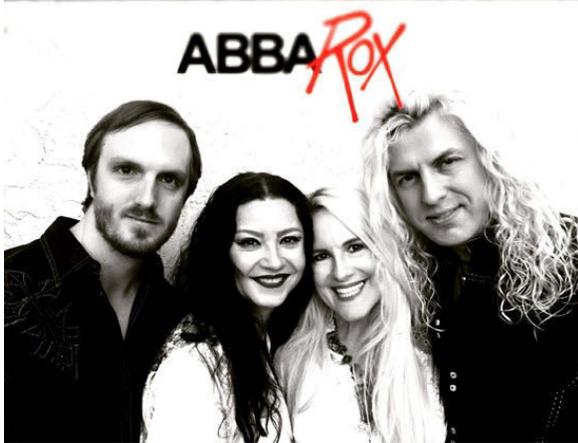
HNL-ADO Program Manager

Gordon Wong, Manager

HNL ADO

LOS ANGELES ADO NEWS

Los Angeles District Office employee's answer for Work-Life Balance



DAWN LINDSEY— LEAD SINGER OF ABBA ROCKS/METAL ABBA

Recently, the Western Pacific Region Office of Airports has lost significant support staff help through retirements and attrition. Much of the tasks have shifted to remaining folks, with Dawn Lindsey being one of those key individuals. Dawn is the Management Assistant at our busy little Los Angeles District Office. If that weren't enough, Dawn shoulders these extra tasks with good humor. How does our FAA employee successfully cope with demands from superiors, peers and have work-life balance when loaded down with work?

She joins a rock band name ABBA ROX / METALABBA, of course! As you can see, Dawn is a lead singer. She performs at some of the hottest venues around LA. When she's not handling travel, supplies, training, timecards, and inventories for the Los Angeles Airport District Office or Airports Western Pacific Region, she relieves stress on the job by performing in a rock band after hours. She has yet to bust out into metal ABBA at her desk. Please don't ask.... It has copyright implications.



Dawn and her band colleagues are world-class singers and top-notch musicians, who come from all over the world (Netherlands, Sweden, Latvia, Germany, Ecuador, U.S.), sharing one thing in common... their love for ABBA and live performance. They are based in Los Angeles, gracing national and international stages and entertaining audiences worldwide with the beloved music of ABBA. She can perform ABBA favorites, with or without a metal edge!

Voice of LAX ADO

LOS ANGELES ADO NEWS

OLD AIRPORT DATA IS NEW (AND SMALLER) AGAIN

Dawn is also the voice of the LAX-ADO. You hear Dawn welcoming you and providing assistance when you call the office. However, you may not know how critical she is to the mission of the LAX-ADO and Airports Western Pacific Region. Her support for all the administrative wheels allows the whole LAX-ADO and Western Region team to work its best. For those of you attending last year's revitalized Regional Airports Conference, you can thank Dawn for her hard work to help get that done. Also, over the past year (s), Dawn has been working on our pending move to a new office, with the entire AWP regional office, to 777 Aviation in El Segundo (a mile up the street) this summer. See related story. And follow this space for more information in our next issue.

Old Airport Data is new (and smaller) again!

Management Assistant Dawn Lindsey, and Program Manager, Lemuel Del Castillo saved thousands of decades-old airport documents stored in a bulky microfiche cabinet at the ADO. By saving money on supplies and working with the rest of the region, Dawn was able to contract to digitize and electronically store these documents. This avoided the need to move the cabinet and a busted microfiche reader to the new building during the ADO's and RO's scheduled move up the street this summer. It also makes the data more accessible, since, of course, microfiche is no fun to read when the microfiche reader is busted. It also avoided the ADO Manager's preferred solution—leaving it all on the curb at the corner of Aviation and Marine. These region-wide documents are valuable for property map verification and grant information from the Airport Development Aid Program (ADAP) prior to 1982. The ADO and region are working on mechanisms to share the data with sponsors, and the public through Freedom of Information Act (FOIA) processes.



Lemuel Del Castillo and Dawn Lindsey had microfiche documents digitized and stored electronically for easy access

LOS ANGELES ADO NEWS

YET MORE NEWS...



FAA Flight Check Dec 20 at Santa Monica Airport

In other (sadder) news ...

Santa Monica Airport has a not-so-new, but newly marked, 3500' runway. R/W 21's new PAPIs were flight checked on December 20. Due to winds and other impediments, RNAV flight check is still pending at the time of this writing. RNAV procedures will be published on Feb. 1, but NOTAM'd N/A until re-scheduled flight checks in February.

In yet more news

On January 12, the Federal Aviation Administration signed its Finding of No Significant Impact/Record of Decision (FONSI/ROD) with regard to the City of Los Angeles's proposed Land-Access Modernization Program (LAMP) at LAX. This concludes the FAA's National Environmental Policy Act (NEPA) review requirements, providing unconditional approval of the LAX Airport Layout Plan (ALP). Subsequently, Los Angeles World Airports is moving forward to contract and finance this multi-billion-dollar land-side access improvement project, including an automated people mover, additional curb, access to LA Metro, and consolidated rental car facility. This will revolutionize LAX before the 2028 Los Angeles Olympics.

Dave Cushing, Manager

LAX ADO

PHOENIX ADO NEWS

SPOTLIGHT—MIKE KLEIN



Mike Klein

Like so many aviation professionals, Mike Klein's interest and passion for aviation began at an early age. Growing up in the Long Beach area of Southern California, one of Mike's earliest memories about aviation was the Los Angeles County Sheriff's integration of helicopters into law enforcement. Mike pursued his aviation passion and began taking flying lessons.

Over time, he obtained his private pilot's license, with commercial and instrument ratings and became a flight instructor. Eventually, Mike's aviation interest led him to enroll at Arizona State University, which offered aviation education. Mike remains very proud of his graduation from ASU and remains a 'Sun Devil' through and through. GO DEVILS!

Following graduation, Mike worked with Harry Robertson in aircraft accident investigation. As Mike expanded his knowledge of aviation, he became interested in airport planning, ultimately working for Willdan Consulting. It was during this time that Mike worked with Casa Grande and Page, Arizona in completing the first Airport Master Plans for each airport. After 12 years in the consulting world, Mike accepted the position of Airport Manager for the City of Sierra Vista.

Mike thoroughly enjoyed his 3 years in Sierra Vista, but new opportunities presented themselves and Mike left Arizona for New Haven, Connecticut as Airport Manager. But Mike's Arizona ties were strong and after a short time in New Haven, Mike returned and became the Airport Manager in Prescott, Arizona.

The 5 years Mike spent in Prescott were challenging and enjoyable, but it was again time to leave Arizona. Mike accepted the Assistant Director position in Sioux City, Iowa, ultimately becoming the Airport Director.

PHOENIX ADO NEWS

SPOTLIGHT—MIKE KLEIN

At this point in his career, the early 2000's, Mike desired to return to Arizona and began working for the State of Arizona, Department of Transportation (ADOT). Mike was instrumental in growing the Pavement Maintenance Program, which ADOT performed for numerous airports in the state.

Mike was instrumental in providing guidance to airports in the State regarding airport planning, management and overall development. Mike participated in the early life of the Arizona Airports Association (AzAA), an organization Mike assisted throughout his career. Mike progressed and became the Manager of the Aeronautics Group for ADOT and retired from the State in July of 2017.

These days, you'll most likely find Mike at a poker table and spending time with his family. But don't be surprised if you find Mike with some of his other passions, motorcycles and sailboats. Airports and associations are ultimately comprised of people, many of whom Mike is proud to call colleagues and friends.



Mike N. Williams, Manager

PHX ADO

SAN FRANCISCO ADO NEWS

New Assistant Manager of SFO ADO—Laurie Suttmeier



LAURIE SUTTMEIER, ASSISTANT MANAGER—SFO ADO



We are pleased to announce the selection of Laurie Suttmeier as the new Assistant Manager for the San Francisco Airports District Office (SFO ADO).

Laurie Suttmeier was the Deputy Manager of the Dakota Minnesota Airports District Office (DMS ADO), a position she held since 2014. Laurie has a wealth of aviation experience and knowledge. She began her career as an Airport Manager at Yellowstone Regional Airport before joining the FAA Airports Division as a Certification Inspector with the Alaska Region in 1996.

Since joining the FAA, Ms. Suttmeier has worked in the Alaska, New England and Great Lakes Regions, as well as in Headquarters as a Program Analyst in APP-520.

Ms. Suttmeier has an Associate's degree in Computer Science and a Bachelor's degree in Aviation Administration. Laurie started her new position on January 8, 2018. Please join us in welcoming Laurie to her new position.

WELCOME TO SAN FRANCISCO!

SAN FRANCISCO ADO NEWS

HOW TO SELECT A CONSULTANT—OVERVIEW

HOW TO SELECT A CONSULTANT—OVERVIEW

The consultant selection process as described in the Advisory Circular AC 150/53—14E is a Qualification-based selection (QBS) process.

The consultant fee is not a consideration during the selection process. Base the selection on qualifications, relevant experience, and resources available to commit to the projects, among other considerations to include DBE participation.

The process starts with the sponsor developing a scope of work for a Request for Proposals (RFP). The sponsor may develop the scope of work in-house to include planning, design, or certain other specialized services as needed for upcoming projects listed on the Airport Capital Improvement Projects (ACIP) list.

The sponsor can select a consultant to prepare the RFP if the scope of work is technical in nature. That consultant then cannot submit a proposal for consideration for design, planning or other services for the proposed projects and they must know that beforehand. If services requested are for less than \$10,000, an extensive selection process is not required. The sponsor can simply reach out to any qualified consultant to perform those services with concurrence from the ADO.

The RFP must be for a defined scope of work aligned with projects on the ACIP. If the projects require separate RFPs due to different expertise being required for the RFPs, issue each RFP separately. Once the RFP is issued, it is important to make the notification public and widely circulated through appropriate channels for adequate participation and to make it a competitive process. Allow sufficient response time for consultants to prepare quality proposals. The RFP must state that fee proposals should not be included in the Statement of Qualifications response to the RFP.

When the sponsor receives the responses, including the Statement of Qualifications to the RFP, from consultants, the sponsor must form a selection panel. This panel will consist of at least three members and prepare a list of selection criteria with assigned weight for each criterion on the list so members of the panel can assign points and have a clear and consistent basis for evaluation. Qualifications are the only basis for selection, not consultant fees.

If the selection panel decides to interview based on evaluation criteria before coming to a decision, they may do so to their satisfaction, again assigning points to further refined and weighted selection criteria.

SAN FRANCISCO ADO NEWS

HOW TO SELECT A CONSULTANT—OVERVIEW

HOW TO SELECT A CONSULTANT

Once the sponsor selects the consultant, the sponsor must prepare an Independent Fee Estimate (IFE) for the estimated fee that a consultant may reasonably charge. This is prepared either in-house or by a consultant that has not submitted a proposal to the RFP.

The IFE must be prepared before notifying the selected consultant, or at least before the consultant submits a fee proposal.

The sponsor will notify the selected consultant and request that they provide a fee for services. If the difference is significant and the parties cannot reach a negotiated agreement, the sponsor may decide to negotiate with the second choice. If the difference is substantial but can be reasonably justified by the consultant and they reach a negotiated agreement, you can select the initial contractor.

A consultant contract for services is required, with a detailed scope of work for the contract. The contract must have an expiration date and date of execution with signatures from sponsor and consultant authorized to sign the contract.

Congratulations. You now have a consultant on board.

- Azra Hussain, Lead Engineer

Anthony Butters, Acting Manager

SFO ADO



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

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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.

