



# Airport Topics

## FAA Western - Pacific Region

Volume V Issue 1

November 2016

### MESSAGE FROM THE DIRECTOR'S DESK

We're back...

We are happy to present our revitalized Airport Topics. As I made my way around the Region these past few years, you have made it clear that this form of communication from the Federal Aviation Administration (FAA) is appreciated and was missed. I would like to personally thank my team for putting this newsletter together!

#### OUT WITH THE OLD YEAR IN WITH THE NEW!

This past year brought many challenges to the Western Pacific Region! I would like to highlight some of our noteworthy achievements during Fiscal Year (FY) 2016:



**Mark McClardy**

- We partnered with the Los Angeles World Airports (LAWA), the Hawaii Department of Transportation (HDOT), the Port of Oakland, the Monterey Peninsula Airport District, and our FAA Lines of Business to complete our final six Runway Safety Area projects within the Western-Pacific Region (AWP). All AWP Part 139 airports met the December 31, 2015 deadline required by Public Law 109-115 passed by the Congress.
- We partnered with our FAA Lines of Business, airport sponsors, and other stakeholders to address high visibility Runway Incursions at Honolulu International Airport (HNL), Las Vegas McCarran International Airport (LAS), and Los Angeles International Airport (LAX).
- We partnered with the cities of Phoenix, Prescott, and Mesa to initiate airfield geometry studies at Phoenix Sky Harbor International Airport (PHX), Ernest A. Love Field (PRC), and Falcon Field (FFZ). These studies were funded by FAA to support the Federal Aviation Administration's (FAA) Runway Incursion Mitigation (RIM) program and will address Runway Incursion hotspots by exploring opportunities for correcting complex airfield geometry.

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## MESSAGE FROM THE DIRECTOR'S DESK

*(continued)*

- We conducted Special Emphasis meetings with airport executives at Montgomery Field , Tucson International Airport (TUS), Hayward Executive Airport (HWD), San Francisco International Airport (SFO), and LAX to explore ways to strategically address re-occurring Vehicle Pedestrian Deviations (VPD). As a result of our partnerships with the aforementioned locations, as well as other airports in the region, AWP reduced the number of VPDs from 65 recorded in FY 2015 to 46 recorded in FY 2106. We are pleased to report that AWP's airports did not have any recorded Category A or B VPDs during FY 2016.
- We partnered with the Arizona Department of Transportation (ADOT – Aeronautics) to conduct Wildlife Hazard Assessments (WHA) for Chandler (CHD), Mesa Falcon Field (FFZ), Phoenix Deer Valley (DVT), Phoenix Goodyear (GYR), Glendale (GEU), Scottsdale (SDL), Marana Regional (AVQ), and Casa Grande (CGZ). These assessments will be used to determine if a Wildlife Hazard Management Plan (WHMP) will be necessary for each facility.
- We collaborated with the Nevada Department of Transportation (NDOT) to conduct WHA's for Carson City (CXP) and Minden-Tahoe (MEV) and the Hawaii department of Transportation (HDOT) to update WHMPs at their Part 139 airports statewide.
- We kicked off discussions with the California Department of Transportation (CALTRANS) to develop a program to complete all Pavement Maintenance Management Plans (PMMPs) for all non-primary airports on a rotating schedule over a three to four year period. In addition, we are working with CALTRANS to assist them with hosting a website that will house the results of the PMMPs, making the results easily available to the airport, their consultants and the FAA. We plan to partner with CALTRANS to roll out these initiatives in FY 2017
- We partnered with a variety of stakeholders including HDOT, Commonwealth Ports Authority, Guam International Airport Authority, United States (U.S.) Department of Agriculture, U.S. Department of Interior, and United Airlines, along with Civil Aviation Authorities, and Airport officials from the Republic of the Marshall Islands, Republic of Palau, and Federated States of Micronesia to improve the safety of commercial service airports throughout Micronesia. In doing so, we provided technical assistance to each nation in a variety of areas including implementation of a Safety Management System based governance structure and compliance with the International Civil Aviation Organization (ICAO) requirement for conducting Full Scale Emergency Exercises at the six commercial service airports located throughout Micronesia.
- We worked closely with our Nevada stakeholders, building relationships and conducting unprecedented outreach statewide.
- We partnered with the Tucson Airport Authority (TAA) and our FAA Headquarters to resolve challenging, politically sensitive issues pertaining to the implementation of the TUS Airfield Safety Enhancement (ASE) program, which consists of a complicated multi-agency land exchange that once completed could:
  1. Enable TAA to enhance the level of airfield safety by addressing runway incursion hotspots at TUS.
  2. Construct a new full length, center parallel taxiway and new runway.
  3. Make US Air Force Plant 44 whole with respect to Air Force owned land needed to relocate TUS facilities necessary to build a new commercial service runway at TUS.

## MESSAGE FROM THE DIRECTOR'S DESK

*(continued)*

4. Provide TAA owned land needed to support potential job creating development proposed by Raytheon Missile Systems, the city of Tucson, Pima County, and the Arizona Air National Guard. FAA has initiated an Environmental Impact Statement (EIS) and is studying the proposals.
- We partnered with LAWA, the newly formed Ontario International Airport Authority (OIAA), and our FAA Headquarters to review, facilitate, and process the transfer of Ontario International Airport (ONT) from LAWA to OIAA. The transfer was completed on November 1, 2016.
  - We partnered with Inyo County, the Town of Mammoth Lakes, and other stakeholders to explore opportunities to address air service needs for the region.

FY 2017 promises to be just as challenging given the Continuing Resolution that we are currently operating under until December 9, 2016. Despite our expected challenges, I am proud to announce that by popular demand, we intend to host the FAA Airports Conference in early June, 2017! We expect to send save the date cards in the coming months so please plan to support this educational event. We will provide more information on our FY 2017 initiatives in the future issues of Airport Topics. In the meantime, I encourage you to work closely with your Airport District Office and/or Airport Certification Inspector to ensure a very successful FY 2017!

*Mark A. McClardy, Director, AWP Airports*



## AWP SPOTLIGHT

### *Betty Easley*

It is our pleasure to Spotlight those in the aviation community who have a love for aviation and make things better for the rest of us. These special individuals bring attention to the great industry we all work in and the benefits it gives to local communities. The first Spotlight is Betty Easley of the Hawthorne Airport (HTH) in Hawthorne, Nevada.

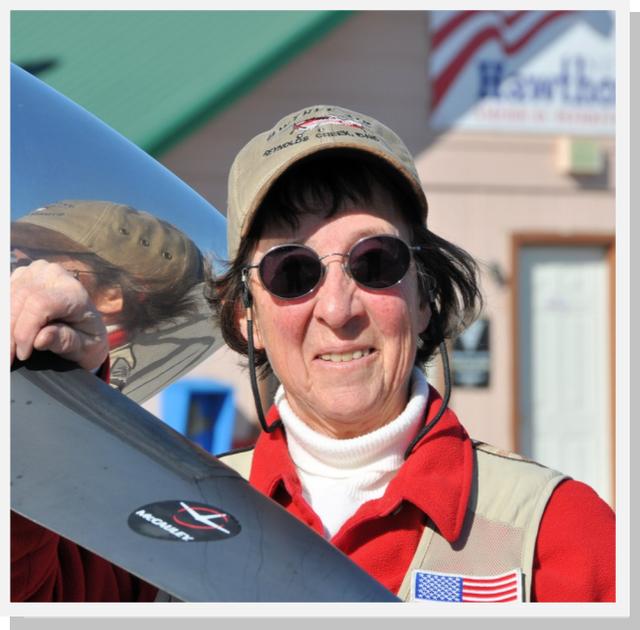
Betty is a volunteer who puts in countless hours to make Hawthorne Airport a place that pilots want to visit. Betty has always loved aviation, she says “If you are paid it’s a job, if you volunteer it’s love.” As a child she looked skyward for the airplanes and jets. In the 9th grade her family moved to Clearfield, Utah, near Hill Air Force Base. She was in love with the jets and Hill Air Force Base was where she first saw the Thunderbirds. As a child, her bedroom was full of model airplanes she assembled and books she read about aircraft.

In 1965 she moved to Hawthorne, Nevada to teach Primary/Elementary music and engage in her other love - horses. However, her eyes continued to be drawn skyward whenever an aircraft flew overhead. The real turning point for Betty was in 2007, during the Steve Fossett search, when numerous helicopters came to the Hawthorne airport for fuel. She observed what pilots were doing and realized there were small things she could do to help them out and be a part of the airport and aviation.

The more she was around pilots and planes the more she realized ways to encourage the aviation community to recognize Hawthorne as a good place to visit. She started out by purchasing the airport’s first car in December 2007, the next vehicle was purchased in the summer of 2008. A surplus 15 passenger Caltrans van was received in spring 2010 - just in time for the Marine Reserve ATC to use during the Javelin Thrust Reserve Training. The vehicles are available for pilot use, when they come to Hawthorne Airport.

Betty also started writing articles for the Mineral County Independent News in December 2007 and contributed aviation articles connected in some way to Hawthorne Airport. There are scrapbooks in the pilot’s lounge with all the articles. Pilots and others can request reprints of the articles which she emails out to over 300 contacts each week.

But Betty’s talents don’t stop there. Betty is also an accomplished photographer. She sold her pictures before focusing on aviation. When she turned to aviation photography she promised to never accept money for her photographs—she simply considers them gifts to the pilots she photographs. Her



**Betty Easley**

## AWP SPOTLIGHT

### *Betty Easley (continued)*

photographs have been featured within and as the cover for the Comanche Flyer and Aerostar Log. Being a volunteer she loves that she can set her own hours, but keeping with her dedication to the airport and the pilots, her hours are 24/7. She will go to the airport anytime that someone comes in or she is needed. She proudly informed me that Tony Hughes, who she calls “a wonderful man” does back her up on the rare occasion she isn’t available.

When pilots do insist on donating for her effort, she puts the money in an account at the Credit Union called the “Pilot Donation Fund.” Just three of the items the Pilots Fund has paid for are; the AC unit to keep the AWOS equipment room at 70 degrees, a new UNICOM radio for the FBO, and a super nice rolling ladder for pilots that need height to fuel their planes.

Customer service isn’t her only goal, she is fanatical about safety, with Foreign Object Debris (FOD) runs and condition reports to pilots whenever needed. For her work with FAA investigators and her safety activities, she was awarded the FAA Western-Pacific Region Flight Standards Division challenge coin and certificate award at the Reno Air Races in 2015.

Betty’s energy and drive to make Hawthorne Airport the best it can be, is inspiring to say the least. In Betty’s words “I love that I am able to serve the aviation community and promote HTH and Hawthorne. Through this service I have made friends I would have never met and even though I’m not a pilot, the aviation world has accepted me as one of their own and that is the highest honor they can give me.” Betty is one of those rare individuals who has found her passion and is willing to put everything in to make it great. Fortunately, some pilots have rewarded her with something that, for Betty, money can’t buy--their appreciation and an incredible flight. She mentioned one of her most memorable flights was an hour long flight in a Nevada Army National Guard UH-60 Blackhawk around Lake Tahoe.

For Betty the last 9 years have been the happiest and most fulfilling in her entire life. I know some of you have wanted to steal Betty for your airport, but she is staying at Hawthorne. We are all grateful and hope she continues to love what she does for many more years to come. If you’re in the area be sure to stop in and see Betty--the refrigerator is kept stocked, and there is a snack bar, computer, WiFi, All-in-One printer, microwave, plus loaner cars so you can stay overnight or enjoy a meal in town. Oh- and be sure to say Hi to Betty for all of us!

*Robin Hunt, Deputy Director, AWP Airports*

## PLANNING AND PROGRAMMING

### *FY 2016 Airport Improvement Program (AIP) Results*

The FY 2016 AIP grants program ended on September 30. The FY 2016 program was more challenging to manage than the past few years because the funds were appropriated in three increments. Incremental funding delayed some grant offers awaiting award of full sponsor entitlements and also contributed to a high percentage of discretionary delayed until the last few months of the program. We appreciate the combined efforts of our airport sponsors, consultants and the staff in our Airports District Offices in working together to award grants based on construction bids or negotiated costs.

The chart below indicates funding by State and Pacific Islands. The amounts are broken down by Sponsor Entitlement (passenger, non-primary and cargo entitlement), State Apportionment and Discretionary. A total of 236 grants were issued (Arizona 33, California 142, Nevada 24, Hawaii 12 and Pacific Islands 25). The total grant funding was \$435 million, including \$240 million discretionary. These amounts compare to FY 2015, in which 200 grants were issued for a total of \$452 million, including \$247 million discretionary.

Fund Types	AZ	CA	NV	HI	Pacific	Total
State Apportionment	\$7M	\$21M	\$5M	\$1M	\$2M	\$36M
Entitlement	\$26M	\$87M	\$16M	\$20M	\$10M	\$159M
Discretionary	\$25M	\$154M	\$29M	\$7M	\$25M	\$240M
Total:	\$58M	\$262M	\$50M	\$28M	\$37M	\$435M

*Richard Chao, Airport Program Specialist, Planning and Programming Branch, AWP-610*



## SAFETY AND STANDARDS

### *Vanquishing the VPD*

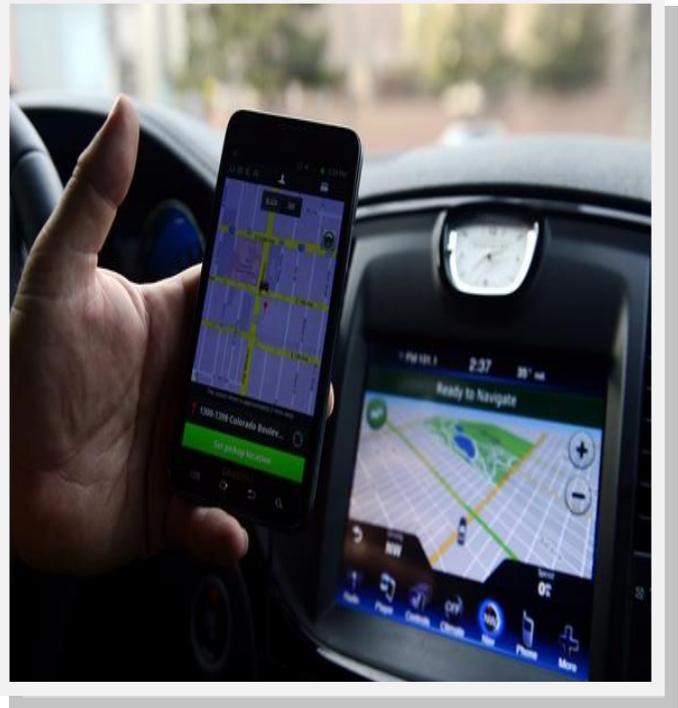
This publication is directed primarily towards airport management to be disseminated to all levels of personnel working at your airfield. Vanquishing the Vehicle/Pedestrian Deviations (V/PD) can be accomplished through a solid partnership between the FAA and airport management. The responsibility of 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.

In the past year, AWP has experienced two V/PDs involving Transportation Network Companies (TNCs) (Uber, Lyft, Sidecar, etc.) where vehicle operators drove into airport movement areas, searching for their customers. One incident involved a TNC vehicle that drove down an active runway. As the popularity of TNCs increases, so does the possibility that these TNC drivers will be involved in V/PDs. Airport management can, however, take steps to decrease that possibility.

TNC customers request a ride from a TNC by using a smart phone mobile application. Location of the customer is registered by the customer entering a specific address. The location of the customer is then depicted as a GPS location fixed on a map. Further clarification of the customer location or restrictions to the pick-up area may be relayed to the driver by cell phone communication or a text message. Theoretically, this system of locating the customer should keep the driver out of trouble. Unfortunately, this is not always the case.

Customers who request a pick-up at a fixed base operator at a general aviation (GA) airport may expect to be picked-up at an inappropriate location like a ramp area. Or they may wait for the TNC inside of a building which skews the GPS location of the customer. This is where the trouble begins. The TNC driver, who is often under a time restriction to affect his/her pick-up, will gain access to the airfield by piggy-backing through a closed gate or driving through an open gate. A tenant may also allow the driver access to the airfield without providing a positive escort. The TNC driver follows their GPS navigation system in a vain attempt to find the customer. The driver is ignorant of vehicle operations on airports and, ultimately, drives on an active taxiway or runway.

Larger airports with central terminal areas have negotiated very specific pick-up locations with the TNCs servicing their airport. Both the drivers and the customers are aware of these locations. These locations are published on airport websites and are identified with signs at the airport. At GA airports,



## SAFETY AND STANDARDS

### *Vanquishing the VPD (continued)*

however, these areas are either not well defined or non-existent.

If your airport is serviced by a TNC you can take steps to prevent drivers from entering the movement areas:

- Designate a specific pick-up area where customers will meet their TNC drivers
- Communicate the location of these pick-up areas with the TNC
- Post signs identifying the designated TNC pick-up area
- Educate tenants not to allow TNC drivers through secured gates
- Educate tenants to be alert for TNC drivers attempting to piggy-back through gates
- Do not allow TNC drivers to make pick-ups on the ramp areas

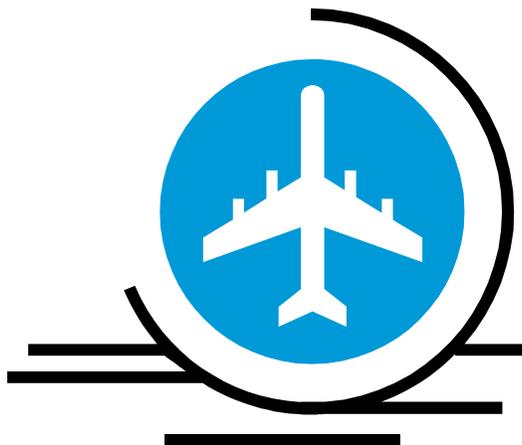
Should a TNC gain access to the airfield educate tenants to challenge the driver and provide a positive escort for the entire time the TNC vehicle is inside the perimeter fence.

Transportation Network Companies are here to stay. By implementing a few new procedures at your airport and by emphasizing a few old procedures, TNC drivers can operate safely while conducting their business at any size airport.

Reproductions of this, past and subsequent issues of Vanquishing the VPD are available on FAA's Website:

[http://www.faa.gov/airports/western\\_pacific/newsletter/](http://www.faa.gov/airports/western_pacific/newsletter/)

*Steven Oetzell, Lead Airport Certification Safety Inspector, AWP Safety and Standards*

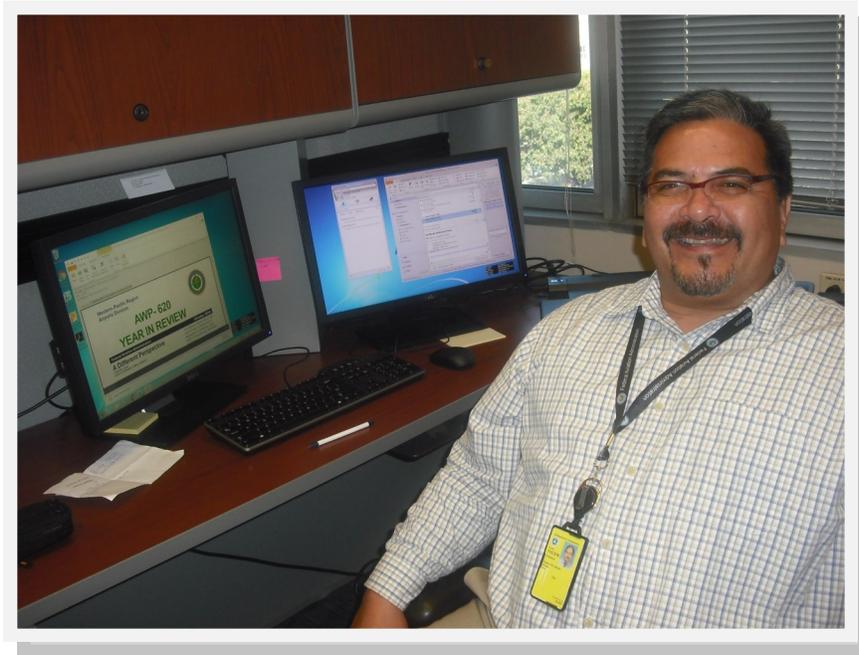


## SAFETY AND STANDARDS

### *Western-Pacific Region Welcomes New Airport Certification Safety Inspector*

The Western-Pacific Region recently selected Jose “Tony” Bordallo as our newest Airport Certification Safety Inspector (ACSI) joining the Safety and Standards Branch in the AWP Regional Office. Tony brings 17 years of experience as an Airport Operations Duty Manager from the Guam International Airport. He is certified by the American Association of Airport Executives (AAAE) as an Airport Certified Employee (ACE). He is also certified in Airport Business Operations by Airports Council International (ACI). Tony has participated in numerous Aerodrome Workshops throughout many of the Pacific Islands and conducted training courses specific to 14 CFR Part 139. Tony and his wife Angela have moved to southern California from Guam. They have two children: Ana and Alfred. Last but not least, is Lilo, their loyal German Shepard.

Tony reported for work on October 3, 2016. Welcome aboard Tony.



**Jose “Tony” Bordallo**

*Steven Oetzell, Lead Airport Certification Safety Inspector, AWP Safety and Standards*

## HONOLULU ADO NEWS

### *Honolulu International Airport (HNL) - Reconstructing Taxiway Z*

HNL Taxiway (TWY) Z spans the entire frontage of the overseas terminal building to the Diamond Head hardstands at an estimated 6,533 lineal feet. Taxiway Z receives a significant amount of both departing and arriving aircraft originating from, or arriving at, the Overseas Terminal. Additionally, the portion of Taxiway Z adjacent to the terminal apron receives a significant amount of static aircraft loading from aircraft that have been pushed back from their departure gate onto the taxiway pavement. This is a contributing factor to the significant amount of load-related distress including “alligator” cracking and rutting that is currently present on Taxiway Z.

The original pavement was constructed with asphalt concrete and was in continual need of repair and this project will reconstruct Taxiway ‘Z’ with Portland Cement Concrete which is a much more durable product. The project work area is approximately 75-feet by 6,533-feet and includes a 10-foot wide AC pavement transition area on both sides of the taxiway. Other work items include sawcutting, cold milling, excavation, painting and striping, and other related improvements. The project also includes design and construction management services.

The project is funded with Passenger Facility Charge (PFC) in the amount of \$50,000,000.00, to include design, construction management, testing , and construction services.

On Dec. 7, 2012, CH2M Hill Inc., was awarded the design contract.

On December 12, 2014, Lyon Associates Inc., was awarded the construction management services contract.

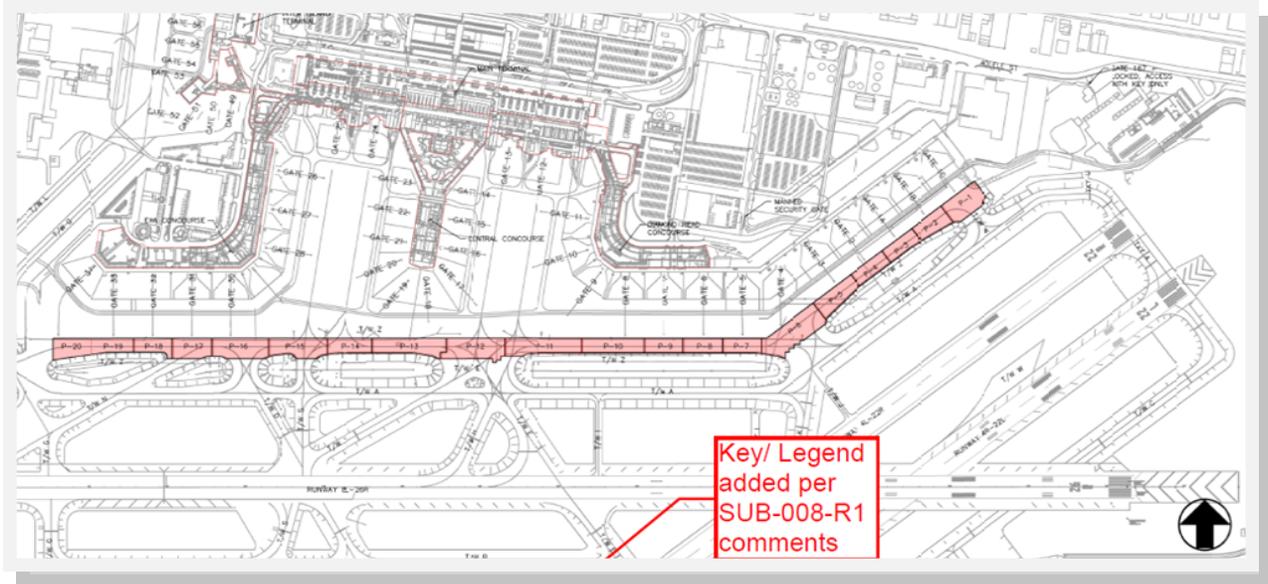
On April 17, 2014, Kiewit Infrastructure West Co. won the construction contract. On July 2, 2014, the notice to proceed was issued for a construction period of 741 calendar days. There were 21 phases of construction estimated at 30 days per phase to allow for demolition, construction and cure time. Phase 21 included replacing the temporary paint with permanent markings. The project went through rigorous design evaluation for wing tip clearances and jet blast effects, construction phasing coordination with the airport, airlines, FAA HCF Air Traffic Organization and the FAA Honolulu Airports District Office. All 21 phases were evaluated under the Safety Risk Management (SRM) process and a full panel of subject matter experts convened in October 2013.

The project was successfully completed 4 months ahead of schedule on March 28, 2016, without any airfield incidents. The phases impacted many terminal gates forcing full closures and others with tow in/out procedures. The hours invested in pre-coordination of each phase and a team of dedicated and responsible airport staff, engineers, inspectors, contractors, and air traffic controllers played a major role in the success of this project.

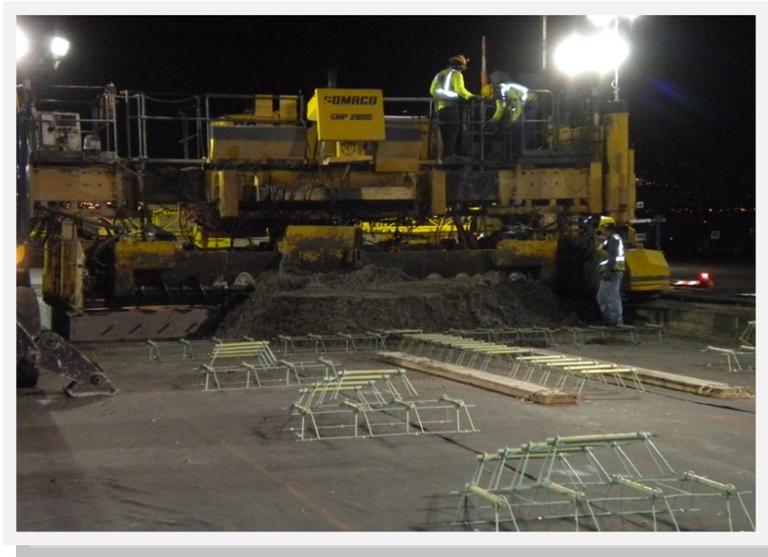
The project scope was amended and increased (by three phases) within the allowable amounts to include adjacent areas that were also badly deteriorated. This triggered another SRM panel review using the same coordination/notification process as a base line.

# HONOLULU ADO NEWS

## *Honolulu International Airport (HNL) - Reconstructing Taxiway Z (continued)*



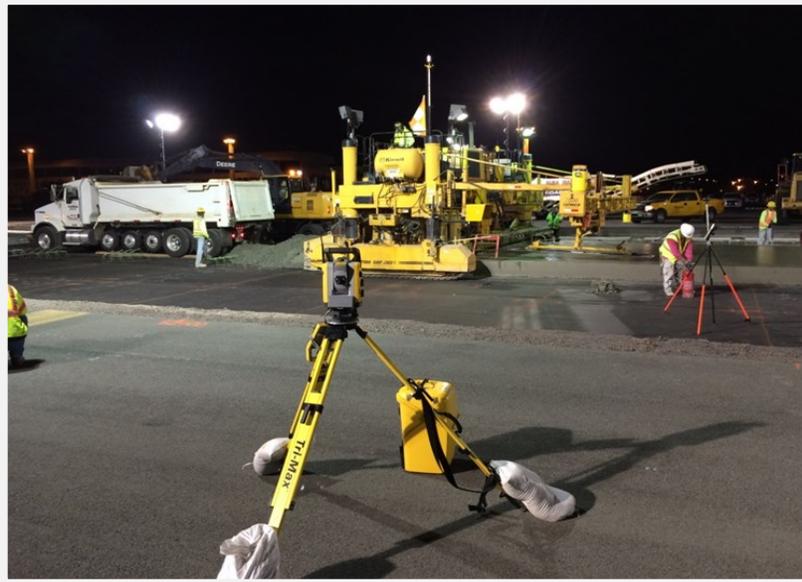
**This is the construction limits on Phases 1-20. Phase 21 included restriping with permanent markings.**



**Fig. 1 - Setting up the slip form paver and laying out the steel baskets. It take at least 5 dump trucks of Portland Cement Concrete to prime this Gomaco GHP 2800 for production paving.**

## HONOLULU ADO NEWS

### *Honolulu International Airport (HNL) - Reconstructing Taxiway Z (continued)*



**Fig. 2 - Slip form paver in action. All elevations and corrections are continually triangulated using GPS equipment and coordinates.**



**Fig. 3 - The FAA mix design of the Portland concrete finished product extruding from the back of the paver (left side) is so stiff it does not need any side forms.**

## HONOLULU ADO NEWS

### *Honolulu International Airport (HNL) - Reconstructing Taxiway Z (continued)*



**Fig. 4 - Sunrise photo after completing a nights worth of work.**

Currently the project is in phase 22. Demolition is in process and should be ready to pour PCC soon. The original team players are still onboard and we are looking for another successful 3 months of construction. With this successful project in its final phases, HNL is considering future plans to reconstruct the adjacent parallel Taxiway A at full length with PCC. HDOT and the FAA want to thank everyone who was a part of making this a successful project. Mahalo!

***Steven Wong, Program Manager, HNL ADO***

## HONOLULU ADO NEWS

### *Aloha to Ronson Fox - Our New Program Manager*

The FAA Honolulu Airports District Office is pleased to welcome our new Program Manager, Ronson Fox. Ronson joined us in August 2016 to replace Tyson Price who transferred to the Alaskan Region earlier this year.

Ronson received his B.S. in Civil Engineering with minors in Leadership Studies and Math from the University of Colorado Denver. In college he was an active member in the American Society of Civil Engineers (ASCE) and Student Government, where he led charges to invigorate campus engagement and better the student experience.

After graduating from CU Denver, he returned home to work for Swinerton Builders in Honolulu. As a Project Engineer, he worked on renovations of healthcare, education, and federal facilities. Early on, he was assigned to the Prince Kuhio (PJKK) Federal Building and Courthouse Renovation which houses the Honolulu Airports District Office. He excelled in on time and on budget project completion and worked well with architects and owners representatives to find smart solutions to complex issues in order to guide the projects to completion.

Fun Fact! In high school, Ronson was appointed by the Honorable Daniel K. Akaka to serve as a US Senate Page during the Spring Semester of his junior year. There he was given the opportunity to observe, study, and assist the most deliberative legislative body in the world.

Ronson is excited to join the Western-Pacific Region Airports Division and looks forward to partnering with our airport sponsors in American Samoa, Marshall Islands, Micronesia, Midway, Molokai, and Palau in continuing to build effective programs in the Pacific.

Join us in welcoming Ronson to our FAA Ohana!



**Ronson Fox**

***Ron Simpson, Manager, HNL ADO***

## LOS ANGELES ADO NEWS

### *Los Angeles Airports District Office (ADO) Welcomes New Employees*

The Los Angeles ADO has recently had some exciting new additions to our staff. We'd like to take this opportunity to introduce a few folks in our office who will be helping us provide the highest level of customer service and support to our airport sponsors.

Lemuel del Castillo joined the ADO in October 2015. He received his Bachelor's and Master's Degrees in Civil Engineering at California State University, Los Angeles. Lemuel has recently completed a series of developmental activities in the ADO and the Regional office and is ready to assist our airport sponsors as a fully-fledged Engineer/Program Manager. Lemuel will be assigned to airports mostly in Los Angeles, Santa Barbara, Ventura, and San Diego counties.

I'd also like to welcome our new Community Planner Brenda Perez to the ADO. Brenda has previous work experience as a Community Planner with the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Brenda received her undergraduate and Master's Degree in Urban and Regional Planning from University of California, Los Angeles (UCLA). She will be assigned to airports primarily in Santa Barbara, Ventura, San Diego counties.

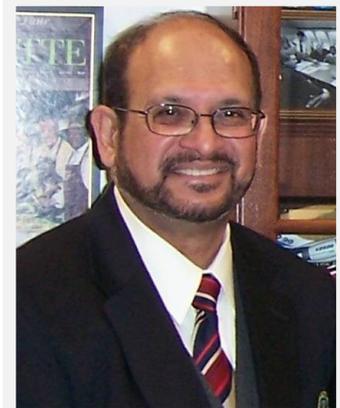
Finally, I'd like to reintroduce Sarwar "Sam" Samad. Sam has been working full-time as the national union representative for the past decade, and we're excited to have him back as an Engineer/Program Manager here in the ADO. Sam will have assigned airports mostly in Kern, Orange, and San Bernardino counties.



**Lemuel del Castillo**



**Brenda Perez**



**Sam Samad**

*Dave Cushing, Manager, LAX ADO*

## LOS ANGELES ADO NEWS

### *Key Focus Areas for the New Fiscal Year*

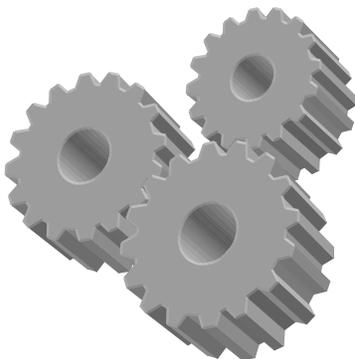
I'd also like to use this opportunity to remind our airport sponsors of a couple of requirements that the ADO will be focusing on in the upcoming year.

First, please remember that the Safety Management Systems (SMS) requirement that has been in place for all large and medium hub airports was extended to all small hub airports as of June 1, 2016. Federal actions like Airport Layout Plan and Construction Safety Phasing Plan approvals will require that an SMS determination be made as part of the coordination of the document. That determination may require that a SMS panel be conducted. As such, please work with your assigned Planner and/or Engineer to allow for an appropriate amount of time for the additional coordination and completion of the potential panel.

Lastly, a few words on Airport Layout Plans (ALPs). For some time now, the Los Angeles ADO has engaged in a practice of "revalidating" ALPs. Please be aware that, as per our national Standard Operating Procedure on ALP approvals, the only types of approvals that will be made by our office are conditional (NEPA will be required before a future project depicted is started), unconditional (NEPA has already been completed for all future projects depicted), and mixed (some future projects have NEPA completed, some don't).

There are also two types of informal revisions for ALPs. The first is called a minor development/correction, which is commonly referred to as a "pen and ink". This revision will receive an approval letter from the ADO for the specific change, as well as an unsigned stamp on any revised pages of the ALP. The stamp will refer to the date of the approval letter and the date of the current approved ALP. The ADO will use discretion to determine if a change is too significant to be considered a minor development or correction. The second informal revision is the as-built. As-built drawings are required at the completion of a project to provide an accurate depiction of the current layout of the airport. No new future project may be added in an as-built. As-built drawings will receive an unsigned stamp to acknowledge the date of receipt of the document. Please keep in mind that neither of these informal revisions replaces the current approved ALP, and a new ALP approval may be required, at the ADO's discretion, if too many informal revisions have been made.

*Patrick Lammerding, Assistant Manager, LAX ADO*



## PHOENIX ADO NEWS

### *New Faces in Phoenix Airports District Office (ADO) — Welcome to Dee Phan and Michele Tuhy!*

Dee Phan joined the ADO as an Environmental Protection Specialist (EPS). Ms. Phan previously worked at the Federal Transit Administration (FTA) serving as an Environmental Protection Specialist in the FTA Region VII (Missouri, Iowa, Nebraska, Kansas, and parts of Illinois) office.

As an Environmental Protection Specialist, she was responsible for the environmental review and compliance of all transit projects in her region. She also assisted other FTA Regional offices on transit projects in various states during her 5.5 years with FTA. Ms. Phan has extensive experience in various subject matter areas including historic resources (Section 106), Section 4 (f), threatened and endangered species (Section 7), transit noise and vibration. Prior to her work at FTA, Ms. Phan worked as an Environmental Planning Specialist at the Arizona Department of Transportation, where she was responsible for the environmental review of highway projects.

Ms. Phan also worked for the Illinois Department of Transportation—Wetlands Unit specializing in surface water quality, wetlands, and Section 404 permitting. Ms. Phan holds a Bachelor of Science degree in Earth Science and Secondary Education from Loras College in Dubuque, Iowa, and a Master of Arts degree in Environmental Studies from University of Illinois in Springfield, Illinois.

On October 31, 2016, Michele Tuhy joined the ADO as our new Management Assistant. Michele has worked for the FAA since 2008 and comes to us from the Scottsdale Flight Standards District Office (FSDO) where she was an Aviation Safety Assistant.

Michele has extensive experience with Freedom of Information Act (FOIA) requests, budgeting, scheduling, administrative policies, document review, inventory management, and recordkeeping. Prior to her work with the FAA, Michelle worked as a Finance Technician while serving in the United States Marines Corps. Please help us welcome Michele to the ADO team.

*Mike N. Williams, Manager, PHX ADO*



**Dee Phan**



**Michele Tuhy**

## PHOENIX ADO NEWS

### *Phoenix ADO is Going Green!*

As you all know, making timely drawdowns on your grants is a must. Section 5-45 (a) of The AIP Handbook states; “Under 49 CFR § 18.41(d)(3) (2 CFR § 200.327, Financial Reporting), sponsors must submit payment requests at least every twelve months starting from the date of the grant acceptance. In addition, 49 CFR § 18.41(b)(3) (2 CFR § 200.327, Financial Reporting) allows the ADO to require the sponsor to submit payment request as often as every three months (quarterly). It is the FAA’s expectation that the sponsor will request payment commensurate with project progress, which would lead to reimbursement requests more frequently than quarterly.”

The Office of Management and Budget (OMB) has target drawdown percentages for each fiscal year that the FAA strives to meet. By improving communication and providing education and guidance to our sponsors regarding drawdowns, we’ve been able to accomplish this goal. It is with great pleasure to announce that for the first time in the ADO’s history we were able not only to meet but to exceed every one of our quarterly and yearly drawdown goals. This has always been a collaborative effort between the ADO and our sponsors and we wish to thank each and every one of you for your hard work in FY16. Without your continued efforts, we could not have reached this milestone. We look forward to continuing on our path of success with you in FY17!

### OMB Target Balance Vs. Actual Regional Balance

Grant Year	FY15	FY14	FY13	FY12
<b>Target: 9/30</b>	<b>(40%)</b>	<b>(19%)</b>	<b>(9%)</b>	<b>(4%)</b>
<b>PHX ADO</b>	<b>35%</b>	<b>8%</b>	<b>3%</b>	<b>1%</b>
<b>AWP</b>	<b>44%</b> (Behind by \$45M)	<b>13%</b> (Ahead by \$28M)	<b>6%</b> (Ahead by \$12M)	<b>1%</b> (Ahead by \$14M)

Note: **AWP exceeded the goal.** Averaging over 4 years, AWP is \$9M ahead.

*Vannessa Sellman, Program Specialist, PHX ADO*

## SAN FRANCISCO ADO NEWS

### *Together We Can Do So Much!*

My first day at the San Francisco Airports District Office (ADO) was June 1, 2015; FY 2015 was nearly three-quarters of the way complete. A couple of months in, it became clear to me that we, the collective we, ADO, sponsors, and consultants were not taking full advantage of Airport Improvement Program (AIP) funds. We were allowing funds to sit for just shy of a year before putting them under grant. We were allowing funds to expire and leave our state to be used in other parts of the country. We were not in a good place, but let's put that all aside, I want to focus more on where we are and a vision for where we are going.

FY 2015 was rough for us all; let me share some stats:

- We issued our first grant offer July 17, 2015; the fiscal year was over three-fourths done.
- We issued 70 grants, with over 65% being offered in the month of September.
- Total value of grants being executed was about \$93.4 million.
- We carried over \$38.2 million, \$4.3 million of which was expiring funds that was lost to our aviation system.

Part of FY 2015 that is hard to measure is the number of grants that we had to delay because sponsors and their consultants were not ready to move forward meeting all of the AIP grant requirements. This created frustration for the airports trying to get work done and frustration for our team that was trying to promote aviation improvements. It's safe to say that none of us were pleased with the way the year went.

When we accelerated our ACIP meetings in October of 2015 and threw out the challenge to have bids in hand by May 1, 2016 for FY 2016, I think I heard a collective gasp both from the ADO team, the sponsors and their consultants. We were on an aggressive schedule to make a change in how we all managed the AIP. Change we did; as we moved through FY 2016 the ADO staff and you, the aviation community of Northern California, consistently exceeded expectations. Instead of July, our first grant offer went out in April; matter of fact we had five grants offered in April. The ADO had committed to reward those sponsors that had bid openings by May 1st by funding more than just their base bid with State Apportionment; we were able to do that. Those that had bid openings later in the year were not as successful at getting additional funding.

An area where all of us worked together in a big way was dealing with expiring funds. Instead of carrying over those funds to be used in other parts of the country, we all worked together and kept the dollars in California. It was great to watch those transfer agreements flood into our office. It was even better hearing that airports weren't looking to be paid back; instead they were focused on keeping the funds in our state to support "our" needs.

So what do the stats look like in 2016 for Northern California?

- Instead of one grant offer in July we had over 50% of our grant offers out by the end of July.
- We executed 105 grants valued at \$133.3 million; \$40 million more than we granted last year.

## SAN FRANCISCO ADO NEWS

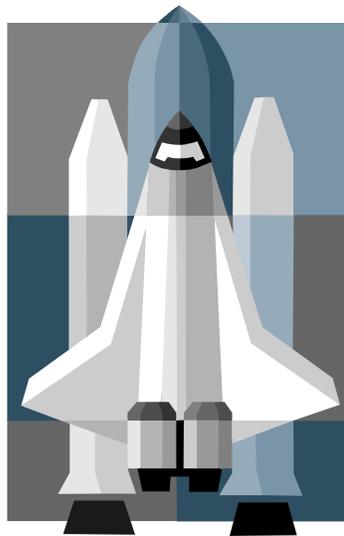
### *Together We Can Do So Much! (continued)*

- While the rest of the country had record carryover amounts we actually brought our numbers down by \$9.0 million to \$29.2 million.
- Expiring funds dropped dramatically from over \$4.0 million to \$9,382. That shows what happens when we all pull together and focus not just on our “own” needs, but the needs of our own community, the airports of Northern California.

As you can see, we made substantial improvements in just one year, which shows that together we can make big changes! As Helen Keller was known to say; “Alone we can do so little; together we can do so much.”

Along that same vein, at the Association of California Airports (ACA) annual conference in Lake Tahoe for the past two years I have reflected upon President Kennedy’s challenge to our country to put a man on the moon, which we did. I challenged the attendees at ACA, and I am hoping to inspire you now, to help identify our “man on the moon” challenge for the airports of California. I hope each of you will give some serious thought to this, discuss it with your counterparts, kick it around at your meetings; make sure you “think big”, “dream big”, and prepare to “do big” things for the future of our California system of airports. I look forward to hearing what you come up with.

*Jim Lomen, Manager, SFO ADO*



## SAN FRANCISCO ADO NEWS

### *Welcome San Francisco Airports District Office (ADO) Employees*

I am pleased to announce the selection of the ADO's new Lead Civil Engineer, Azra Hussain. Azra is a civil engineer with more than 20 years experience, of which 15 years is in aviation. Her experience includes; being a Project Manager with the Indianapolis Airport Authority, a Project Engineer with Lockheed Martin working on designing FAA Infrastructure Support projects, and an Environmental Manager at a consulting firm working on aviation projects.

Since 2013 she has been working as a Program Manager in the Chicago Airports District Office. Azra Hussain has a master's degree in civil engineering from the University of South Carolina, and has held a Professional Engineer (PE) license from the State of Indiana for over 10 years. She will be reporting to work on November 14, 2016. Specific airport assignments will be identified and shared with our sponsors after her arrival.



**Azra Hussain**



**Reginald Dones (on right)**



**Veronica Baron**

Reginald Dones joined the ADO in May 2016. He has a degree in mechanical engineering with a minor in construction management from the University of Texas. He is a combat engineer with 2-Bronze stars, a Humanitarian recipient and a Commissioned Army Combat Engineering Officer. Reginald comes with more than 20 years' experience working as an engineer, of which 13 years is in transportation and aviation. Reginald's military training and experience contributes greatly to the goals and objectives of the ADO.

Veronica Baron joined the ADO in June 2016. She is a civil engineer and a graduate of Arizona State University. She has more than 5 years of experience in construction and transportation planning and design. Her experience includes; being a Project Estimator with Superior Gunitite and Engineering/planning intern for Parsons Brinckerhoff. She brings a great deal of energy and enthusiasm to the ADO Team. Veronica is currently working on a special project that has national significance for the Airport's line of business, after which she will be taking on specific airport assignments in Northern California.

***Jim Lomen, Manager, SFO ADO***



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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.

