



THE AIRPORTS APPROACH



A Publication of the Northwest Mountain Region Airports Division — Vol. 26

This Issue:

- End of AIP closeout year approaches with outstanding grant financial transactions
- 13th NW Mountain Region Airports conference great success
- GATE 2**
- Division Manager's Column
- Salt Lake City Department of Airports receives DBE award
- GATE 3**
- Thumbs up to Part 139 sponsors for timely submission of ACM's
- Runway safety efforts result in new markings
- GATE 4**
- New passenger-facility-charge rule reduces process times
- GATE 5**
- DIA works to preserve area's natural history
- New airport master plan AC should provide useful tool
- GATE 6**
- The PFC program is SOARing
- FAA reorganization changes air space evaluation process
- GATE 7**
- Public airports acquire government surplus personal property with click of button
- GATE 8**
- Team effort works to meet FAA goal
- On-airport leases get "fix" for better implementation
- GATE 9**
- Helena ADO welcomes one employee, says goodbye to another
- Airports has a new Compliance Officer
- GATES 10 & 11**
- 13th NW Mountain Region Airports conference award pic's
- Information on next year's annual Airports conference

End of AIP closeout year approaches with outstanding grant financial transactions

In 2 short months we will be at the end of our year for completing Airport Improvement Program grant financial transactions. We are required to wrap up the fiscal year immediately after September 30, so all financial transactions must be completed by September 1. The requirement applies to new grants, and to grants being financially closed this fiscal year. This means speed is of the essence in getting all the grant details completed.

As of this writing, we have about 15 new grants to initiate, 140 grants to approve, and about 80 grants to close. This translates to a lot of work and cooperation from all of us, if we are to meet the deadline goal in the next 2 months. We know everyone will do whatever is necessary to avoid losing a new grant, but please also remember the old projects that need to be financially completed. We will appreciate your help.

— Dave Field

The 13th NW Mountain Region Airports conference in Denver is a great success

This year, the annual FAA Northwest Mountain Region Airports Conference, held in Denver, proved to be a huge success. There were more than 400 participants, 100 more than the previous Denver conference in April 2002.

This year's conference offered a pre-conference Airport Improvement Program Process Workshop with close to 200 attendees. In addition, there were 16 separate sessions, providing information on new rulemaking and streamlining efforts of the Passenger Facility Charge Program, and the new legislation of commercial space flights and its impacts on commercial airports.

One of the highlights of the conference was the April 5th luncheon speaker, Tuskegee Airman Lieutenant Colonel James Harvey III. As one of the first black fighter pilots to serve in the U.S. Air Force during WWII, he disclosed the many struggles and challenges of not only a fighter pilot but also the prejudices that existed during that period in America's history. As the audience listened with reverence and admiration, they were captivated by many encounters described by Mr. Harvey during his presentation. At the end of the speech, he received a standing ovation, while news reporters were waiting in the wings to interview him.

As the conference concluded, seven awards were presented to airports for outstanding accomplishments (pictures on pages 10 and 11).

Cathy Zimmerman



DIVISION MANAGER'S COLUMN

We hope your improvement projects are underway or soon will be. We have been able to approve Airport Improvement Program grants a little earlier this fiscal year, and have been successful with most projects going forward based on bids. We thank everyone for the hard work to make this happen.

There also have been a lot of other things going on around the region. We were very pleased with our annual conference in Denver, and the opportunity it provided us to visit with many of you. We also have approved the Part 139 certification manuals for all Class I airports, and have received on-time submissions from all Class II, III, and IV airports.

We seem to have a number of compliance issues and welcome Joelle Briggs as our new regional compliance officer. In addition, work continues toward completing a draft environmental impact statement for the St. George replacement airport, a major effort.

Have a great summer!



*Pictured above, Lowell H. Johnson
Manager, Airports Division*

Salt Lake City Department of Airports receives FAA Disadvantaged Business Enterprise Award

At the 2005 Airport Minority Advisory Council Conference, the Salt Lake City Department of Airports, which operates both the Salt Lake City International and Tooele Valley Airports, was awarded the Federal Aviation Administration (FAA) Disadvantaged Business Enterprise (DBE) Award. Ms. Barbara Edwards, Deputy Assistant Administrator, Office of Civil Rights, presents the award to Paul Marshall III, DBE Liaison Officer for the Department of Airports, for their commitment to the DBE Program. *(Award presentation pictured at left).*



The Department of Airports is a strong advocate for DBE's not only at their airports, but also throughout the state. Paul is the certifying official for the Utah Unified Certification Program, and actively recruits and certifies DBE's both in airport concessions and contracting. Paul continually meets with DBE's throughout the year and can often be found at the work site and on the concourse checking in with DBE's and ensuring barriers are removed.

This past year, Paul learned that a third-tier DBE was asked to incur additional bonding or lose a \$1.97-million subcontract. After some research, Paul questioned the prime and its second-tier contractor, who immediately dropped its requirement for additional bonding, and the DBE remained on the project. Through the Department of Airport's efforts and education, prime contractors have found that the DBE program makes good business sense.

Paul has provided many hours of guidance and assistance on goal setting, consultation, and certification to other DBE liaison officers at surrounding airports. He is an invaluable asset to the Northwest Mountain Region, Civil Rights Staff. On many occasions the region has tested out new ideas at Salt Lake City International. Paul has worked in partnership with the Northwest Mountain Region on the Title VI non-discrimination toolkit for airports. He also participated in the DOORS pilot and provided valuable input from an airport's perspective.

Congratulations to the Salt Lake City Department of Aviation!

— *Christine Whitehead*

[Return to Gate 1](#)

[Follow Concourse to Gate 3](#)





Thumbs up to Part 139 sponsors for timely submission of Airport Certification Manuals

Thank you to Class I airport operators and our Northwest Mountain Region certification staff! All Class I Airport Certification Manuals (ACM's) were approved by June 9, 2005.

Each ACM was written in the format we developed last year. This consistency will improve our management of the documents and make future amendments much easier.

Thank you also to Class II, III and IV operators for meeting the June 9 deadline for submittal of your draft ACM's. We will continue to work with you to make corrections and get these manuals approved by the December 9 deadline.

If you have any questions please contact your certification safety inspector or George Allison at george.allison@faa.gov or at 425-227-2376.

— Matt Cavanaugh

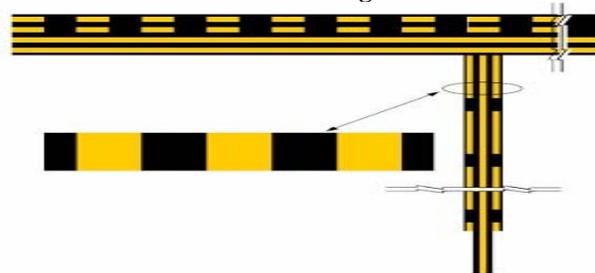
Runway safety efforts result in new markings

Advisory Circular 150/5340-1J, "Airport Markings," has been updated to include two new marking features. These two new markings are a direct result of agency testing at the Providence Airport in Rhode Island. They are enhancements that better define the location of holding positions for aircrews.

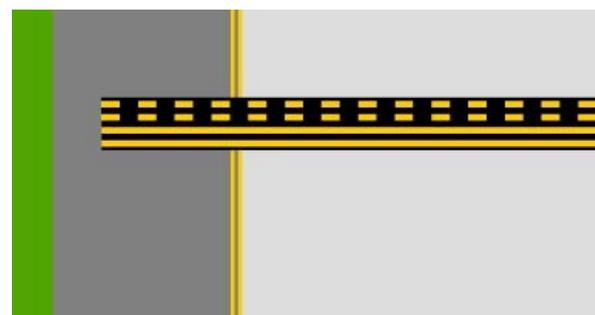
The enhanced taxiway centerline is being adopted as the standard for commercial-service airports that have 1.5 million or more passenger enplanements in the calendar year. The enhanced taxiway centerline will be the only acceptable means of complying with Part 139 for these airports after June 30, 2008. The enhanced taxiway centerline is depicted in figure C-1 (pictured at top right).

Another enhancement will be to extend the current runway hold position markings onto the paved taxiway shoulders. This change applies to those airports that regularly serve aircraft in design groups 5 and 6. Just as the enhanced taxiway centerline feature, the extended runway hold markings will be the only acceptable means of complying with Part 139 after June 30, 2008. An example of this configuration can be found in figure C.3, at right. (At bottom right, Figure C.3 depicts shoulder as dark gray and taxiway as light gray).

AC 150/5340-1J - Figure C -1



AC 150/5340-1J - Figure C -3



— Mark Taylor

[Return to Gate 2](#)

[Follow Concourse to Gate 4](#)



New PFC rule reduces process times for sponsors

In the last “*Airports Approach*,” we informed you that the new passenger facility charge rule was about to become effective, which actually occurred on May 9. In this issue, we thought it would be appropriate to summarize the major changes.

Some of the changes, such as the streamlined public notice process, affect all airports, regardless of size; others affect only non-hub airports. The most important of these is the streamlined application process. Since 49 of the 57 airports in the Northwest Mountain Region that collect PFC’s fall in the non-hub category, the changes can be a significant workload savings for both the airports and FAA.

All airports must publish or post, for a minimum of 1 day, their notice of proposed PFC projects in a newspaper or on the Internet, or another method acceptable to FAA. The public comment period is a mandatory 30 days. The air carrier notice of 30 to 45 days, and the carrier comment period of 30 days remain unchanged. You MAY NOT submit your notice of intent or application to FAA before this time period is complete. The required carrier notice is limited to those with significant business at your airport. Significant business has been defined as one of the following: (1) any carrier with more than 1 percent of enplanements, (2) any carrier with at least 25,000 enplanements, or (3) any carrier that provides scheduled service. One important note is that the non-hub Pilot Program procedure cannot be used for Vision 100 debt-service projects or ground access/intermodal projects, because of the need for more detailed information.

There has been a significant change to the FAA approval process for non-hub airports. We no longer issue a Final Agency Decision (FAD). Instead, we issue a much shorter acknowledgement letter, similar to what we now do for informal amendments. Time reductions include: (1) there is no Federal Register comment period, (2) the FAA must acknowledge the request within 30 days of receipt (a 90-day savings), and (3) the notice to carriers to impose a new PFC is reduced from 60 to 30 days.

Changes to the amendment process affect all airports, regardless of size. There has been a fundamental change in the criteria for determining whether additional airline consultation on the proposed amendment is required. In addition, air carrier and public notices are tied together for consultation. The shift is from application level to project level. In the past, the requirement for consultation on an amendment was based on the amount of change relative to the total amount approved to be imposed. Now, consultation is required when the cost of any individual project increases by more than 25 percent of the original project amount. Further, there is no dollar threshold – we hope a minimum dollar amount will be established in a subsequent rulemaking. Other factors that trigger a need for additional consultation are either a change in project scope or an increase in PFC level, (i.e., \$3 to \$4.50). The deletion/withdrawal of a project will no longer require additional consultation prior to the amendment.

To facilitate expeditious review of some of these processes, the Northwest Mountain Region is creating a spreadsheet for non-hub airports to submit information to us. Although its use is optional, using it will ensure all the information needed for the FAA decision is available to FAA. Within the next few weeks, you will be able to find this document on our Internet site at: <http://www.faa.gov/arp/anm/index.cfm?nav=anm>. Go to services, look under funding, and select Passenger Facility Charge.

If you have questions about other changes to the PFC program, please contact your servicing Airports District Office.

— Warren Ferrell



[Return to Gate 3](#)

[Follow Concourse to Gate 5](#)



Denver International Airport is working to preserve some of the area's natural history

Look no further than the plains near Denver International Airport (DIA) to experience the farming culture of Colorado. In the late 1980's, an Environmental Impact Statement (EIS) was conducted for the replacement airport, at which time several historical/archaeological resources were identified. The airport has on site four farms, three irrigation features, and a trail.

These properties were listed in the National Register of Historic Places in 1992, because of their association with the early development of transportation and agriculture on the Colorado plains. This development dates back to the late 1800's when dry-land farming was prevalent in eastern Colorado.

The significance of the properties is connected with the rapid settlement of Colorado's plains at the turn of the century, followed by residents' quests to find economically viable uses for their land. Today, these sites are in remote locations, where natural deterioration occurs.

Since these properties were included in the National Register of Historic Places, the staff of DIA Environmental Services has visited them monthly, to document their condition. Two out of the seven properties may be removed from the National Register, due to natural deterioration and constant acts of vandalism

Denver International Airport wants to preserve the historical significance of these farms by salvaging the architectural and historical artifacts for an exhibit in the terminal. This exhibit is expected to be completed in 2006.



Pictured above is the Wlenkottter Barn on DIA property – Photo by Lindsay, Bethel, DIA Environmental Services

— Melinda Lee

By summer's end, new airport master plan advisory circular should provide a useful tool for sponsors

We are looking forward to the publication of the new Airport Master Plan, Advisory Circular (AC) 150/5070-6A, by the end of summer. The new AC will: (1) provide more flexibility in the types of studies done under the Airport Improvement Program, (2) encourage maximizing the use of existing facilities and resources, and (3) emphasize the importance of addressing environmental considerations (especially defining an adequate statement of purpose and need for any proposed development) early in the planning phase.

The first section provides guidelines for pre-planning, public coordination, and consultant selection. The second part focuses on the elements of a master plan (e.g., inventory, forecast, alternatives and the final airport layout plan).

We expect this new AC will be a useful tool in helping airport sponsors with planning studies that vary in any level of complexity.

— Carolyn Read

[Return to Gate 4](#)

[Follow Concourse to Gate 6](#)



It is no surprise – the PFC program is now SOARing

The Airports line of business is updating its project-data-management system. It is called System Of Airports Reporting (SOAR). We are in our second programming cycle with the grants module, and the first cycle for the planning module. Now, the Passenger Facility Charge (PFC) module is about to come on line.

Although it is not included in the initial rollout, architecture is being developed with the PFC module that will allow the next phase to include an external component that airports can use to enter their PFC quarterly report information over the Internet. You may say, “So what? We can do that now.” Well, the new system will be faster, more secure, have less maintenance down time, more standard reports, and, best of all, better menus for navigating. One of the added features is that an airport can elect to enter PFC revenue (collections and interest) monthly, rather than quarterly. Project status and disbursement data will still be quarterly. As you may know, entering your quarterly report data online meets the regulatory report requirement, and saves paper and coordination with the airlines, since they can find the information on the website. Finally, as if all that were not enough, long-term development plans call for adding the capability for airlines to download their monthly remittances (for each airport served) directly into the database.

The new system will soon be available for use by PFC public agencies. While about 80 percent of our Northwest Mountain Region PFC sponsors use our current system, we will be encouraging the remaining 20 percent to start using the new system when it is ready.

— Warren Ferrell

FAA reorganization changes air space evaluation process — electronic submissions encouraged

One of the elements of the current Federal Aviation Administration (FAA) reorganization involves a change in the processing of airspace evaluation cases. The obstruction evaluation (OE) program, which previously had been conducted by offices of the Air Traffic Organization in each FAA region, is being transferred to a “virtual” organization headquartered in Washington, DC. The new organization is called the Obstruction Evaluation Service.

Employees doing the evaluations may be located anywhere in the nation. Subsequent to recent retirements in the Northwest Mountain Region Air Traffic Office, we no longer have any airspace evaluation specialists in this region. This means that cases submitted for airspace review now are forwarded to other FAA offices. At the present time, our cases are being sent either to Anchorage or Los Angeles.

This change applies both to OE cases (objects off of airports that potentially could affect airspace), and non-rulemaking airspace (NRA) cases (new airports or modifications to existing airports). ***The NRA case notices should continue to be submitted to your servicing Airports District Office.***

As part of this reorganization, the FAA is encouraging electronic submittals of OE notifications. Currently, submittals can be done either electronically or via paper forms. The agency has established an Internet site that describes the new process and provides information both on cases in progress and those for which determinations have been made. The address is <https://oeaaa.faa.gov/>. If you have an interest in a case in the vicinity of your airport, you can find information on the case at this web site.

— Dave Field

[Return to Gate 5](#)

[Follow Concourse to Gate 7](#)



Public airports acquire government surplus personal property with the click of a button

The federal government has, for some time, been assisting public airports to acquire excess surplus personal property items to support their development, improvement, operation and maintenance. This is accomplished through

the Surplus Personal Property Program, which is administered by the General Services Administration (GSA).

Historically, the property screening process was conducted on site at GSA and other holding agencies, where transactions were completed in person. However, this process changed on April 1, 2003, when the program became automated through GSAXcess (FEDS).

A number of things have changed with the program process, including the priority for airports. And, today, instead of traveling for a “real live look” at available property, the new program has transitioned to exclusive screening/freezing of property on line, through the GSAXcess (FEDS) system.

The Federal Aviation Administration (FAA) has a cooperative role in making the GSA process work. Our function in this joint effort is to provide airport sponsors and their approved representatives Surplus Personal Property Program screening privileges, via screener identification and access codes.

The new system reflects an enormous change in procedure, but, in reality, makes the process faster and easier. And, although it is still possible to do some on-site screening, the goal is to make a total transition to on-line procedures.

There is a wide range of additional program information and related links on our website, at:

<http://www.faa.gov/arp/anm/services/surplus/index.cfm?nav=surplus>

If you are the sponsor of a public airport and interested in participating in the program, please contact the Airports District Office serving your area. Telephone numbers are on page 1 of this publication.



— *Sheila R. DeWitt*

[Return to Gate 6](#)

[Follow Concourse to Gate 8](#)



Team effort works to meet FAA goal

By the end of fiscal year 2006, the Federal Aviation Administration (FAA) has committed to meeting a national goal of publishing 300 localizer performance with vertical-guidance (LPV) approaches to runway ends with no instrument-landing systems. Fifty-two of these are in our region. Of those 52, 19 remain to be surveyed by the National Geodetic Survey.



If your airport is one of these 19 locations, your Airports District Office (ADO) representative will contact you, or already has, about the feasibility of the proposed LPV procedure. The final decision to publish an LPV procedure will be made in conjunction with the airport sponsor. It should be based on obstructions, environmental and operational issues, infrastructure needs, and survey data, which is a time-critical component in successfully obtaining a non-precision LPV approach.

If you would like an LPV approach, but are not on the list, you should evaluate your runway ends using Appendix 16 of AC 150/5300-13, Table A16-1B, “Approach Procedure with Vertical Guidance (APV) Approach Requirements.” The lowest minimums for an LPV approach are 250 and $\frac{3}{4}$ mile. So, use the criteria defined in the table for visibility minimums of 250 and $<3/4$ statute mile. Determine the feasibility of pursuing an LPV approach considering environmental issues, infrastructure requirements, obstacles and operational requirements. If an LPV is feasible, designate the runway end on your airport layout plan for a non-precision approach, and discuss with your ADO the possibility of getting your location on our list for consideration. The LPV procedure production schedule can be found at: <http://avnweb.jccbi.gov/schedule/production>. The LPV procedures will be identified as RNAV (GPS).

— Carolyn Read

On-airport leases get “fix” for better implementation

Over the past several years, the Federal Aviation Administration (FAA) has struggled with the accuracy of on-airport no-cost land leases, for the following reasons:

- Leases have inaccurate legal descriptions.
- Leases expire without being renewed.
- Leases remain in effect when facilities have been removed.
- New leases have not been initiated when new facilities are built.

These issues were not considered significant until late 1999, when the Office of the Inspector General conducted an audit of the agency, and determined that the financial records were not supported by the lease documents on file. To rectify the problem, a Memorandum of Agreement (MOA) was developed, to replace all individual no-cost land leases on airports, including the Master Ground Lease (MGL), which previously was the standard lease document. The MOA was developed through the coordinated efforts of the Logistics Division’s Real Estate Branch and the General Counsel’s Office. Today, it is considered the standard document to be used nationwide for no-cost land leases on airports. Some distinctions of this MOA are:

- The format has eliminated legal descriptions, but contains most of the same language as the MGL.
- It only applies to no-cost leases for navigational, communication and weather aids.
- It now references the Airport Layout Plan (ALP) to identify where FAA equipment is located.
- It dramatically reduces the administrative time required to maintain on-airport leases, by referencing the ALP.

The Northwest Mountain Region currently has approximately 30 airports under the new format. Salt Lake City International Airport was the first to be converted, a couple of years ago, and reports that the ease of the process is working well. Within the next few years, we will be coordinating the institution of this MOA with all airports in this region. We expect that over the next 5 years, all airports nationwide should be converted to the MOA.

— Shelli McDonald, Logistics Division



[Return to Gate 7](#)

[Follow Concourse to Gate 9](#)

Helena Airports District Office welcomes one employee and says goodbye to another

Asher Bray (*pictured at right*), a civil engineering student in his junior year at Carroll College, Helena, Montana, joined the Helena Airports District Office (ADO) staff in May.

Asher has always enjoyed math and sciences, and felt naturally drawn to the engineering field. Working at the FAA will allow him to learn more about the establishment and improvement of airports, and the work behind engineering. This he will experience as he supports the ADO with administrative duties, project closeouts, reprogramming grants, and review airport layout plans.

Asher, one of four children, was born in Caledonia Township, Minnesota, but has lived mostly in Greenville, Pennsylvania. It is his passion for camping, backpacking, hiking and climbing that drew him to the mountains of Montana. In addition to these pastimes, he also enjoys soccer and participates in the Engineers Without Borders program, which helps both local and foreign communities in many different aspects of engineering.

Asher plans to graduate in May 2007, with a bachelor of arts degree in engineering and a minor in physics. After undergraduate school, he plans to experience living abroad, before continuing his education.



Dona Dobler (*pictured at right*), a familiar face in the Helena Airports District Office for the past 13 years, has left government service and moved to Oregon, to pursue new and different avenues of interest.

Dona's support for the HLN-ADO covered many areas, including programming AIP dollars, processing airspace cases, managing the surplus property program, coordinating the annual ADO seminar, purchasing equipment for the office, and handling all of the administrative issues for the office.

Dona's support for the HLN-ADO office, as well as her up-beat personality and can-do attitude, will be missed. We wish her the best of luck in her new endeavors!



Airports has a new Compliance Program Manager

Joelle Briggs is not an unfamiliar name to this publication, but historically it has been through her excellent and timely articles on issues being administered by the Civil Rights Office. However, on May 30, Joelle joined the Airports Division staff as the Airports Compliance Manager, working for the Safety and Standards Branch. She is wasting no time and working hard to bring herself up to speed with the compliance regulations and the particulars of current and potential compliance issues. If you need to talk to Joelle about airport compliance issues, her telephone number is (425) 227-2600.

Joelle is used to working hard. In June 2001, while steadfastly applying herself to her Civil Rights responsibilities five days a week, in her personal time she was working toward a law degree. In December 2004, Joelle graduated Magna Cum Laude from Seattle University School of Law. She was admitted to the Washington State Bar on May 27.



As pleased as Airports was to acquire Joelle, the Civil Rights Office was sad to see her go. She was a vital part of Civil Rights staff for 5 years, working with sponsors to maintain compliance in the DBE Program, the Americans with Disabilities Act, and the Civil Rights Act. Prior to her work in Civil Rights, she worked for 12 years in the Human Resources Division, doing staffing, training, retirement, and compensation work.

In her free time, Joelle enjoys running and hiking, and spending time with her husband Rod.

[Return to Gate 8](#)

[Follow Concourse to Gate 10](#)



Airports receive award recognition at the 13th Northwest Mountain Region Airports conference



PORTLAND-HILLSBORO AIRPORT, OREGON - for steadfast determination over a 4-year period to complete an environmentally sensitive and complex runway safety project. Pictured above from left: Wade Bryant, Manager, Seattle ADO, Steve Nagy, General Aviation Manager, and Dennis Bertek, Engineering Project Manager, who accepted the award; and Lowell Johnson.



CHEYENNE REGIONAL AIRPORT/JERRY OLSON FIELD, WYOMING – for exceptional achievement in completing runway safety area improvements and working effectively with a number of stakeholders. Pictured above from left: Lowell Johnson, Manager, Airports Division; Scott Hinderman, Manager, Cheyenne Regional Airport/Jerry Olson Field; and Craig Sparks, Manager, Denver Airports District Office.



STEVENSVILLE AIRPORT, MONTANA – for perseverance and commitment in planning and constructing perimeter fencing to improve airport safety. Above from left: Lowell Johnson; Scott Bell, Morrison-Mariele Engineers, Town of Stevensville; John Styba, Helena Airports District Office (ADO); and Dave Stelling, ADO Manager.



TRI-CITIES AIRPORT, WASHINGTON - for exemplary resourcefulness, innovation, and dedication to maintain and assure a safe and efficient airport for the Tri-Cities Region. Pictured above from left: Lowell Johnson; Jim Morasch, Director of Airports for the Port of Pasco; and Wade Bryant.

[Return to Gate 9](#)

[Follow Concourse to Gate 11](#)



13th NW Mountain Region Airports award pic's (cont'd)



JACKSON HOLE AIRPORT, WYOMING – for accomplishing significant airfield development to greatly improve airports safety, and working effectively with numerous stakeholders, including the National Park Service George Larson (above center) accepts his award. He is flanked on the left by Lowell Johnson; and on the right, by Craig Sparks, Manager, Denver Airports District Office..



LEWISTON-NEZ PERCE COUNTY AIRPORT, IDAHO – for outstanding commitment in completing major airport improvements, including a complex runway safety area. Robin Turner, Airport Manager, above center, is flanked on the left by Lowell Johnson, Manager, Airports Division, and on the right by Wade Bryant, Manager, Seattle Airports District Office.

MARK YOUR CALENDARS
for the
NORTHWEST MOUNTAIN REGION
AIRPORTS CONFERENCE

Hilton Seattle Airport & Conference Center - Seattle



Pre-Conference workshops - Monday, April 10, 2006
Concurrent sessions
Tuesday, April 11, and Wednesday, April 12, 2006

For updated information go to www.faa.gov/arp.anm
Or contact Cathy Zimmerman 425-227-2602



PORTLAND TROUTDALE AIRPORT, OREGON – Pictured from right, Max Tidwell, Regional Runway Safety Program Manager, presents Steve Nagy, General Aviation Manager at Portland Troutdale Airport, the first Runway Safety Office award, for outstanding achievements toward the implementation of runway safety initiatives.

[Return to Gate 10](#)

[Follow Concourse to Main Gate](#)

