



AIRPORTS QUARTERLY

FEDERAL AVIATION
ADMINISTRATION

Volume 1, Issue 3

June 2005

Kelvin L. Solco, New Division Manager

In April 2005, Kelvin L. Solco, P.E., MBA, became the Manager of the Southwest Region Airports Division. He is responsible for providing leadership in planning and developing safe and efficient regional airports in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas. Among his duties are managing the regional Airport Improvement Program (AIP), environmental and noise programs, and the Airport Certification and Safety Program.

“I am glad to be back in Southwest Region and I look forward to working with everyone,” said Kelvin. “I started my FAA career here 24 years ago as an engineering co-op stu-

dent with the Airways Facilities Construction Section. I immediately developed a passion for the aviation business and the FAA mission and core values.” That passion grew as he worked in a wide variety of FAA jobs from resident engineer and Program Manager in the Texas ADO to management positions with the NAS Implementation Center and the Airways Facilities Division. The past three years, Kelvin was the Assistant Division Manager of the Southern Region Airports Division in Atlanta, Georgia.

“I’m committed to providing excellent service,” Kelvin said. “In these times of doing more with less, working as a team



Kelvin L. Solco, P.E., MBA
Manager, Southwest Region
Airports Division

is more important than ever. With everyone’s participation, patience, and support, we will be successful.” (Cont. on page 2)

Inside this issue:

<i>Wildlife Hazard Mngt, PFC Changes, Annual Report, ARFF Schools</i>	2-3
<i>Retirements, Grant Draw-downs, Emergency Parachutes, Grant Rush</i>	4-5
<i>Project Tips, DBE, Emergency Response Guidebook</i>	6-7
<i>Airports Awards</i>	8-9
<i>Dry Chemical Systems, Airport Marking, Fall Conference</i>	10-11
<i>Chinese Visit SW Region</i>	12

Over 600 Attend Partnership Conference

The 2005 Partnership Conference held March 9-10, 2005, in Fort Worth, attracted over 600 people. More time was spent in breakout sessions that focused on the following tracks: safety,

environmental, financial, planning, airport engineering, non-primary airports, DBE, and CIP workshops. Conference presentations and post conference information are available at [http://](http://www.faa.gov/arp/asw/presentation05.cfm)

www.faa.gov/arp/asw/presentation05.cfm. If you have suggestions for future conferences, please email Faye Nedderman at faye.nedderman@faa.gov.



...Solco (continued from Page 1)



Representing FAA, Kelvin presented technical briefings to the Defense Research Agency, CAA, and ADB Inc in London, England and Brussels, Belgium. He also completed detail assignments in the FAA Headquarters Requirements Service Mission Analysis Section.

Kelvin has a Bachelors Degree in Civil Engineering from Prairie View A&M University and an MBA from LeTourneau University. He is a graduate of the Harvard University Senior Executive Fellows Program, and a member of the American Association of People with

Disabilities. He has a published technical paper at Arizona State University (ASU) that received recognition at the ASU Approach Lighting Symposium in 1998. Kelvin and his wife D'Metria have two sons, Kelvin Jr., and Kristopher.

NOISE EVALUATION TO CONTINUE

"The goal is to ensure that ...airports have developed a long-term landuse plan is developed."

In 2004, FAA's Airports Planning and Programming Branch evaluated the Noise Compatibility Programs at sixteen airports in the Southwest Region. All airports had active noise mitigation projects. Lance Key, Environmental Specialist, said, "We are using the

evaluations to help each airport with financial planning and in developing their Airports Capital Improvement Plan."

The evaluation continues. Later this year, FAA will be looking at property bought through the noise program. The goal is to en-

sure that land purchased with grant funds is being properly disposed of when no longer needed for noise compatibility purposes and that airports have developed a long-term land reuse plan is developed.

ARFF TRAINING SCHOOLS



FAA-funded Aircraft Rescue Fire Fighting (ARFF) training schools and mobile trainers are located throughout the United States. Our goal was to provide at least one school in each FAA region. There are three schools in Southwest Region: DFW, LSU, and Texas A&M. There are

other excellent non-FAA funded training schools, some offered by the U.S. Military. Some of the non-FAA funded schools provide outside students training. Contact the training school for their current status. The FAA does not "certify" ARFF training schools or programs. For a

list of all training schools in the country, see <http://www.faa.gov/arp/certification/alerts/cert0410.rtf>.



WILDLIFE HAZARD MANAGEMENT

FAA requires certificated airports to conduct a wildlife hazard assessment when any of the following occurs:

1. An air carrier aircraft has multiple wildlife strikes.
2. An air carrier aircraft suffers substantial damage from striking wildlife.
3. Wildlife is ingested into an aircraft engine.
4. Large wildlife or large numbers of wildlife capable of causing any of these events have access to any airport flight pattern or aircraft movement area.

FAA uses the wildlife hazard assessment to

see if a wildlife hazard management plan is needed.

Therefore, people with suitable wildlife education, training, and experience should conduct the assessment. The USDA Wildlife Services or private consultants may be used. The wildlife hazard assessment must address the following:

1. An analysis of the events or circumstances that prompted the assessment.
2. Identify the wildlife species, their numbers, locations, local movements, and daily and seasonal occurrences.
3. Identify and locate the

features on and near the airport that attract wildlife.

4. Describe the wildlife hazards to air carrier.
 5. Recommend actions to reduce the wildlife hazards.
- For more information, see 14 CFR 139.337.



PFC PROGRAM CHANGES

The March 23, 2005, Federal Register Notice changed the Passenger Facility Charge (PFC) Program. The new requirements for implementation of the NonHub pilot program streamline the PFC program at non-hubs and commercial service airports. These changes were effective

May 9, 2005. They reduce paperwork and the time needed to implement or modify the program.

The Notice also reduces the requirements for carrier Notification of Intent for all airports planning to modify their PFC program. Copies of the Notice and other valuable PFC guidance are at

<http://www.faa.gov/arp/> > Financial Assistance > PFC.

Checkout
<http://www.faa.gov/arp/> > **Financial Assistance** > **PFC** for PFC information and guidance

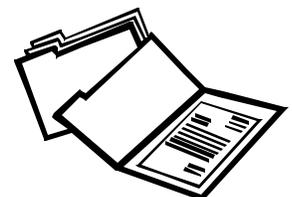
FY 2004 ANNUAL REPORT

We expect to have the Fiscal Year 2004 Annual Report update completed by June 30. This report summarizes the Southwest Region's most important accomplishments. Included is information on

airport safety inspections, AIP grant summary data, environmental achievements, effectiveness of noise mitigation measures, and more.

Copies will be made and distributed to you in the

next few months. Stay tuned.





Naomi L. Saunders, Airports Division Manager 1995-2004

HAPPY TRAILS TO NAOMI SAUNDERS, JOE ALEXIS, AND BOB HUTCHINS

Southwest Region icons, **Naomi Saunders** and **Bob Hutchins**, retired in December 2004. Naomi served as Southwest Region Airports Division Manager since 1995. Her career with FAA spanned more than 35 years. She served in Europe, Kansas City, and Atlanta. Her retirement plans include even more travel, this time with a fifth-wheeler and a Harley.

Joe Alexis retired from FAA in March 2005. He's wasn't ready to hang up his spurs yet. You'll still see

him around the airports community as a consulting engineer in New Mexico.

Bob Hutchins dedicated his entire civil service career to the FAA Airports Division. He began in Albuquerque and most recently has been with the Safety and Standards Branch in Fort Worth. Bob's corporate knowledge of the airports community is tremendous. While he will be missed, we wish Bob and wife, Davene, the very best.



Joe Alexis, Retired March 2005

TIMELY GRANT DRAWDOWN

Q: What will happen to my grant if I do not make a draw down for over 12 months?

A: Completing projects, both physically and financially, is a priority with the FAA. Failure to make timely draw downs could effect future discretionary funding. Depending on the length of financial inactivity the following may occur:

Inactive For 6 Months: Program manager will informally contact the sponsor to discuss the projects, it's financial status, reiterate FAA policy, request a revised draw-down/ completion schedule, and note the potential impact on future discretionary funds.

Inactive For 9 Months : The Program Manager will send a formal letter citing the inactivity, the need for

project progress and regular grant draw downs, and note the potential impact on future discretionary grants if this issue is not resolved within 90 days.

Inactive For 12 Months : The ADO Manager will send a formal letter citing the previous letter and advising that FAA is considering reprogramming planned discretionary funding and closing the grant if this issue is not resolved within 90 days.

Inactive For 15 Months : The Division Manager will send a formal letter citing the previous two letters and advising that FAA is considering closing the grant and recovering remaining funds within 30 days due to inactivity and lack of progress on the grant.



Bob Hutchins Retires from Airports Division



Rocket-Deployed Emergency Parachute Systems

ARFF personnel at the scene of an aircraft accident should know how to deal with unfired rocket-deployed emergency parachute systems (sometimes called a **ballistic parachute**). While these devices are intended to save lives, they have the potential to injure or even kill rescue workers.

BSR Inc. is the most common of ballistic parachute systems. Lesser known brands include Pioneer, Second Chantz, Advanced Ballistic Systems, Galaxy, or GQ Security.

Pilots may use the whole aircraft recovery system if they believe a safe landing is difficult or impossible. If a pilot is not able to deploy

the system before the accident and impact does not activate the system, it could be dangerous.

To protect workers from a live system, the BRS Company has prepared a power point presentation to help first responders identify ballistic parachutes and safely deal with them.

This power point presentation can be found on the web at www.faa.gov/arp. Then click on Safety and Operations. It is also located on the Aircraft Rescue and Fire Fighting Working Group web site at www.arffwg.org."



Avoid Grant Rush

Do you experience an end-of-year grant rush? Rush to get bids. Rush to submit the application. Rush to accept the offer. Rush to fax back acceptance documentation and then wait until next construction season to start project construction.

The FAA can advance program airport development funded with apportioned funds through the end of the current AIP legislation (FY 2007). Advanced AIP grant programming can help improve efficiencies in your grant process while avoiding the end-of-year grant rush. What do you need to do? Simple. Continue to work with your ADO Program Manager to identify high priority development for your apportioned funds for the next three years. Prepare and carry out a 3-year Capital Improvement Plan (CIP). Let your ADO Program Manager know you are committed to the CIP. Then,

work with your ADO to develop project scopes. Send the information needed to allow us to have the projects internally coordinated. After internal coordination you will be able to develop plans and specifications; bid in the spring; accept bids; and submit your grant application. We will be able to award the grant shortly after the DOT appropriations are approved. This will allow you to be able to start construction the same year in which we award the grant. It's too late for FY 2005 but not too late for FY 2006 and 2007. Please contact your ADO Program Manager for further details.

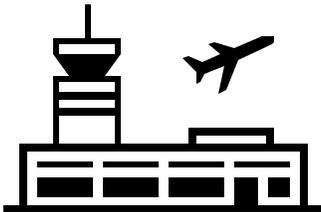
Plan and Implement – avoid the rush!





Tips For A Timely Project

The first step in beginning a project at your airport is to answer some questions. These questions are not limited to just Federally assisted projects, but for any project occurring on an obligated airport, whether that is a new runway or a row of T-hangars your tenant wants to build. These questions are important in the environmental process. If they can't be answered clearly and definitively, we may have a problem approving your project.



What and Why? The environmental process requires a clear Purpose and Need statement. If you can answer what and why, you have your statement well in hand. What need are you trying to address and why will your proposed improvement meet that need. A project's justification hinges largely on this statement.

How much? The scale of the proposal will also be driven by the justification. As an example, why would an airport sponsor build a 10,000 foot runway when 5,000 feet is all the existing and projected aircraft need? On the other hand, a new runway with a partial parallel taxiway won't meet all of an airport's needs if the forecasted traffic demands a full parallel taxiway to avoid

back-taxiing and resultant delays.

When? This is another question closely linked to justify a project. When does your projected growth of operations and/or based aircraft predict a need for the project. Do your projected operations agree with the Terminal Area Forecast? If action on the project is needed within the next 3-5 years, we want to help you as soon as we can, whether through funding or approval of the ALP revision. A good rule of thumb to begin your environmental analysis is as follows:

- Projects that qualify for a categorical exclusion should begin the environmental documentation 1 fiscal year before the project's begin date.
- Projects that need an environmental assessment should begin the environmental documentation 2 fiscal years before the project's begin date.
- Projects that require an environmental impact statement should begin the environmental documentation 3 fiscal years prior to the project's begin date.

Where? Location, location, location! An environmental analysis will include looking at alternatives. Can a projected taxiway in a wetland be shifted to avoid the resource and still meet design standards? Can one end of a runway be lengthened instead of another to avoid an archeological site? The CEQ regulations say the alternatives section is the "heart" of the environmental analysis.

Of course, all of these questions are answered in a well-done Master Plan. Unfortunately not all airports' Master Plans are current. If your Master Plan is not current, talk to your ADO Program Manager about funding a new Master Plan or something a little less costly and time consuming like an Action Plan.



"The environmental process requires a clear Purpose and Need statement."



DBE CORNER

The revised final rule on Airport Concession Disadvantaged Business Enterprise (ACDBE) was effective April 21, 2005. Nationwide, about 350 primary airports must have a DBE concessions program. The revisions are based on the DBE regulations for DOT-assisted highway, transit, and airport contracts. The rule has worked well for six years and has withstood many court challenges. Except for size and

personal net worth standards, the eligibility for ACDBEs are almost identical with those of Part 26 for other DBEs.

Department is also seeking comments on business size standards, additional measures to combat fraud, and added program flexibility to airports. Comments are due by June 20, 2005. Information on this and the new ACDBE rule are at: <http://www.faa.gov/acr/index.htm>. Scroll to,

“What’s New?” and click on the DBE Airport Concessions Rule and Supplemental Notice of Proposed Rule-making for Airport Concessions.

If you have questions, please contact Ms. Rosetta F. Robinson, External Program Manager at 817-222-5032.



2004 DOT EMERGENCY RESPONSE GUIDEBOOK

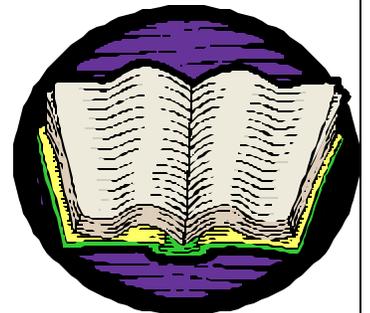
DOT wants an Emergency Response Guidebook in every emergency vehicle in the country. US Department of Transportation, Transport Canada, and the Secretariat of Communications and Transportation of Mexico developed the guide. It is intended for firefighters, police, and other emergency services personnel who may be the first to arrive at an accident incident involving hazardous material. Formerly titled the *North*

American Emergency Response Guidebook, the guide aids first responders in (1) quickly identifying material and (2) protecting themselves and the public during this early response phase of the incident. The Guide is updated every three to four years to include new products and technology. The next version is scheduled for 2008.

Copies are free to public emergency responders. Contact your state coordinator. The coordinators

in southwest region is on the website at <http://hazmat.dot.gov/pubs/erg/southwest.htm#texas>.

ARFF vehicles at Part 139 airports must either have a copy in the vehicle or have a direct communications link. An electronic version of the ERG2004, with information on how to get copies is available at <http://hazmat.dot.gov/guidebook.htm>.





AIRPORT OF THE YEAR AWARDS



Don Christian Accepts 2004 Texas Airport of the Year Award from Woodie Woodward

On March 9, 2005, the FAA announced the winners of the 2004 Airport of the Year Awards for the 5 states in the Southwest Region, the Safety Award, and the Environmental Excellence Award. Woodie Woodward, FAA Associate Administrator of Airports, presented the awards.

Each year the FAA Airport Development Offices select an Airport of the Year in each of the five states in the Southwest Region. The Airport of

the Year Award recognizes the outstanding contribution airports make to enhance aviation in their state. Each selection is unique and a wide variety of factors are considered in the selection criteria. The airports selected have significantly contributed to assuring the future growth, safety, and efficiency of the National Air Transportation System. The winners for the year 2004 are:

Texas Airport of the Year 2004 - Killeen-Fort Hood Regional Airport

Louisiana Airport of the Year 2004 -St. John the Baptist Parish Airport (Reserve, Louisiana)

New Mexico Airport of the Year 2004 Double Eagle II Airport

Arkansas Airport of the Year 2004 – Rogers Municipal Airport

Oklahoma Airport of the Year 2004 Cushing Municipal



Alan King of Arkansas Airport of the Year, Rogers Municipal Airport/Carter Field, with Woodie Woodward



Cushing Municipal Airport is named Oklahoma Airport of the Year by Woodie Woodward



Louisiana Airport of the Year is St. John the Baptist Parish Airport.



Double Eagle II Airport named New Mexico Airport of the Year



SHREVEPORT REGIONAL WINS AIRPORT SAFETY AWARD

Each year FAA recognizes one airport in the region for their outstanding contribution and commitment to aviation safety. Joe Washington, Manager of the Safety and Standards Branch, and Woodie Wood-

ward, FAA Associate Administrator of Airports, presented the Southwest Region Airport Safety Award to Shreveport Regional Airport. The award, presented at the 2005 Partnership Conference, recognized the

airport's performance in support of aviation safety initiatives.



Roy Miller of Shreveport Regional Airport shows the Airport Safety Award

ENVIROMENTAL ACHIEVEMENT AWARD TO DFW

Southwest Region Environmental Achievement Award recognizes environmental stewardship in the airports industry. The award acknowledges those in the industry who have gone "above and beyond" the requirements of today's environmental regulations and recognizes those who have truly taken to heart

concepts embracing the protection, conservation, and enhancement of our environment. Dallas/Fort Worth International Airport was selected to receive the award.



DFW Accepts Airport Environmental Achievement Award

GOLF THANKS

A special thanks to Andy Rivera of Pearland Regional Airport. For the past five years, Andy has managed the golf scrambles held in conjunction with the FAA Partnership Conferences. FAA appreciates the time and effort he puts into organizing and arranging golf. It's always a hit

with conference participants. We appreciate all you do, Andy. Thanks a bunch.





DRY CHEMICAL SYSTEMS INSPECTION AND MAINTENANCE



Caption describing picture or graphic.

"To catch the reader's attention, place an interesting sentence or quote from the story here."



Caption describing picture or graphic.

ARFF personnel must regularly inspect and maintain fire suppression systems according to the manufacturer's recommendations. Most manufacturers recommend daily visual inspection by the person assigned to operate the equipment. Each item below should be observed to make sure the system is fully charged and operable when needed..

- **Extinguishing agent tank** --Free of dents, abrasions, rust spots, pits and corrosion deposits, paint peeling, fill opening threads nicked or cross threaded, corroded or worn seam welds, discoloration or pin holes.
- **Fill cap**-- Not be abraded, cracked, corroded, or otherwise damaged.
- **Dry chemical pick-up tube**-- Unobstructed.
- **Nameplate**-- Present, secure and readable.
- **Nitrogen cylinder**—Check for rust spots, pits, and corrosion deposits, dents or abrasions, peeling paint, nicked cap threads or cross

threaded, corroded or worn, valve leakage suspected, corroded damaged or jammed valve hand-wheel or pull lever, missing deformed or broken gauge crystal or pointer, unreadable faded or corroded dial, gauge pointer below acceptable operating range.

- **Hose reel**—Check for dents or abrasions, rust spots, pits, corrosion deposits, or peeling paint, reel binding or stiff operating or immovable, pressure leakage.
- **Turret/Nozzle**--In place and operable.
- **All gauges and values** --In proper operating position.

Most manufacturers recommend discharging the system at least every six months. However, if daily inspections bring up, system discharge may be needed. The system should be activated during training exercises. FAA certification inspections provide testing opportunities. If the maintenance records indicate no discharge within 6 months

before the FAA certification inspection, the inspector may require dry chemical dispensing to ensure the system is working properly.

Maintenance should be conducted at least every six-months for safe and effective operation. The daily inspections will indicate if more frequent maintenance is necessary. Maintenance is complex and detailed. It should be conducted according to manufacturer's recommendations. The nitrogen cylinder regulators must be tested annually. If fire department personnel have not been certified to perform the maintenance on a system, it is recommended that a contractor be used.

Should recharge of a system become necessary, the operator should follow the manufacturer's recommendation in the operator's manual. Cleaning the hoses is important. Activating the nozzle, using short bursts of nitrogen, allows the nitrogen to build up pressure in the hoses making the clean out procedure more effective.



NEW AIRPORT MARKING REQUIREMENTS

FAA issued new Advisory Circular on Airport Marking on April 29, 2005. The guidance addresses the enhanced taxiway centerline markings and the surface holding position signs. The changes address holding position markings, the enhanced taxiway centerline, the extension of existing holding position markings onto taxiway shoulders, and the enhanced use of the surface painted holding position signs.

Effective June 30,

2008, the enhanced taxiway centerline will be the standard for commercial service airports with 1.5 million or more annual passenger enplanements. per calendar year. The new extension of the runway holding position markings on the paved shoulder will also be required on June 30, 2008, for Part 139 for airports regularly served by aircraft in Aircraft Design Groups 5 and 6. The standards for enhanced taxiway centerline and extension of the run-

way holding position markings are optional for all other airports.

This AC is available on the Internet at: http://www.faa.gov/arp/150acs.cfm#Airport_Safety



FALL CONFERENCE SCHEDULED

FAA will hold a one day mini conference on October 26, 2005, at the Doral Tesoro Hotel in Fort Worth. The agenda is

being developed and will be available by the middle of July. Registration will begin shortly after. For more information, watch our

website. <http://www.faa.gov/arp/asw/>

CHANGING FACES AT FAA

John Dougherty, formerly a Program Manager in the Louisiana/New Mexico ADO, has a new job as an Airport Certification Inspector. John, a pilot and

architect, got his credentials this spring and is looking forward to his new position.

Patrick Vaught joined the Louisiana/New Mexico ADO as a Program

Manager in April 2005. Pat, who grew up in Arkansas, worked in the Mississippi ADO for 7 years before coming west.



FEDERAL AVIATION ADMINISTRATION

Federal Aviation Administration
ASW-600
Fort Worth, TX 76193-0600

Phone: 817-222-5600
Fax: 817 222-5984
Email: faye.nedderman@faa.gov


FAA Website

<http://www.faa.gov/arp/asw/>

FAA'S FLIGHT PLAN

The Flight Plan is the FAA's multi-year strategic effort, setting a course for the FAA through 2009. The FAA's mission is to provide the safest and most efficient air transportation system in the world. The Flight Plan provides the foundation for successfully achieving our mission based on four goal areas: Increased Safety, Greater Capacity, International Leadership, and Organizational Excellence. The Airports organization is proud of our role in this ambitious plan. For information on our goals and priorities, see

<http://www.faa.gov/about/media/ARPFY05BPFINAL.pdf>

Chinese Delegation Visits Southwest Region



Caption describing picture or graphic.