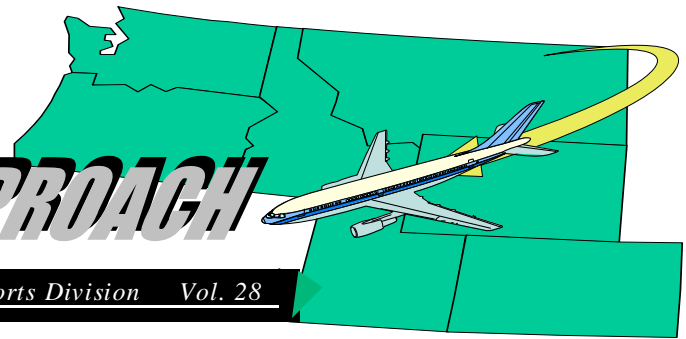




THE AIRPORTS APPROACH



A Publication of the Northwest Mountain Region Airports Division Vol. 28

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The President signs bill, we are on the move

On November 1, President Bush signed the Airports appropriation bill. Now the administrative budgeting process begins. We hope to start programming projects in January. So, get ready!

Along with the Congressional Report (CR) is a Statement of the Managers Joint Explanation Report. Since each document is nearly 300 pages, and covers more than just FAA funding, we will provide just the most pertinent highlights.

The Airport Improvement Program (AIP) obligation limit is \$3.55 billion. There has been talk of a possible government-wide rescission (taking away of contract authority), which would reduce this amount. In fiscal year 2004, the rescission was 0.8 percent.

The prohibition against using AIP funds for the replacement of baggage conveyors, reconfiguration of terminal baggage areas, or other airport improvements to install bulk explosive detection systems (EDS) remains. In addition, the appropriators chose not to provide funds for the transponder landing system program.

There is a new provision that runway safety areas at Part 139 airports must comply with FAA design standards by December 31, 2015. It also adds an annual requirement for the FAA to report to Congress on the status of this initiative. Because we have been proactive in this regard, we only have a few remaining.

The legislation extends the "virtual primary" subsidy to fiscal year 2006. But, the amount is \$500,000, not \$1 million. The joint explanation includes a comment that the conferees intend this to be the last year for this.

The CR includes a change that will allow Springfield-Branson, Missouri, to retain non-hub eligibility for funding their terminal project for three fiscal years after the start of construction. Although the legislation specifically calls out the airport, the rule establishes a general eligibility for airports in the same situation.

With respect to high priority AIP projects, commonly called earmarks, we only have three. This number of earmarks should help us to reach farther down our candidate list of scheduled projects this year. The accompanying legislative language indicates that state apportionment and entitlement funds can be used to meet these earmarks.

In addition to AIP earmarks, Congress also has identified earmarks to be funded from the Facilities and Equipment program. These include replacement or terminal airport traffic control facilities at the following locations: Billings, Montana; Boise, Idaho; Jeffco, Colorado; and Spokane, Washington.

If you want to read more on the provisions, go to the following links: Conference Report, http://www.rules.house.gov/109/text/hr3058cr/109hr3058_textcr.pdf; Statement of Managers, <http://www.rules.house.gov/109/text/hr3058cr/109hr3058jes.pdf>.

Please contact me if you have any comments or questions regarding this information. My telephone number is (425) 227-2612.

— Warren Ferrell

Editor: Nancy Royak
Airports Division
December 2005

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DIVISION MANAGER'S COLUMN

We wish all of you a safe and happy holiday and new year.

We are very pleased that Congress and the President have completed action on our appropriations bill, and we can now get back in the grant business for this fiscal year. We have been working with you on your projects for this year for some time, and soon will be able to proceed. This means we are no longer operating under a continuing resolution and can plan our FAA operating budget for travel and general office expenses.

We have finalized our current year work plan and it is available on the regional website at: <http://www.faa.gov/arp/anm/index.cfm?nav=anm>, under the "What's New" category.

This plan is derived from the overall FAA Flight Plan, our Airports Line of Business plan, and the many initiatives we have embarked upon in the past. Our plan is specific and lays out our expectations for the year. While many of the objectives are similar to prior years, there are several new items, including initiating surveys for LPV (localizer performance with vertical guidance) approaches and for inspecting and aiming visual glide slope indicators. You can expect to hear more about this as you discuss your plans with your Airports District Office.

We look forward to the new year, and our collective efforts to improve the airport system.



FAA Northwest Mountain Region Airports Conference

When: April 10-12, 2006 Where: Hilton Seattle Airport Conference Center, Seattle, Washington

Registration includes conference materials, admission to exhibits, participation in conference sessions, welcome reception, refreshment breaks, and banquet luncheons on Tuesday and Wednesday.

*To review a tentative agenda
click on the Seattle Skyline.*



*Registration fees:
\$235 Individual
\$180 Groups of five or more
\$50 FAA employees
\$50 Workshop Fees*

— Cathy Zimmerman

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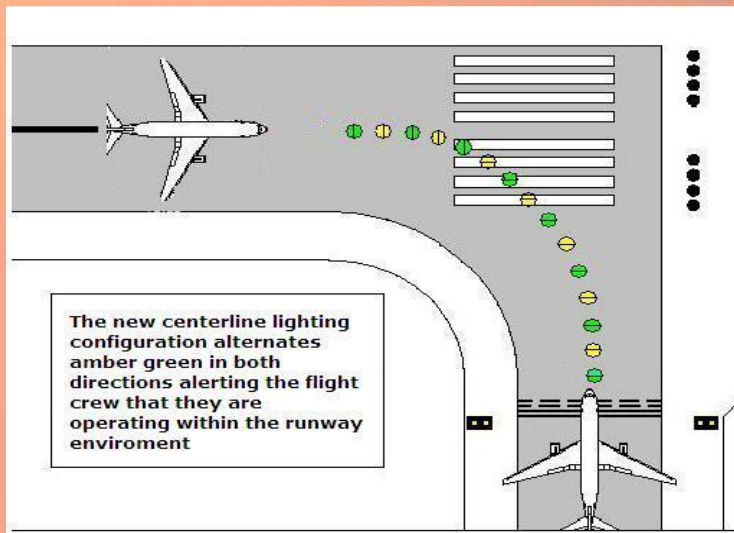
Reconfiguring runway centerline lighting offers new safety tool for better visual cues to flight deck

The FAA Northwest Mountain Region leads the nation in airports that conduct low visibility operations below 600 feet runway visual range (RVR).

To accomplish these operations, the airport operator must install numerous visual cues. For example, taxiway centerline lighting is required. (At right, typical lead-on taxiway centerline lighting.)

For more than 20 years, the FAA has authorized low-visibility operations. In this period, numerous technologies have been developed to make these operations possible. Airports now provide state-of-the-art marking, lighting, and sign systems. Some technologies and practices associated with low-visibility operations also have become standard runway-

incursion-prevention tools. Visual cues, once only associated with reduced visibility, are being adapted for problematic areas on airports that are prone to runway incursions.



This year, the Central, Great Lakes and Northwest Mountain Region Airports Divisions worked together to adapt taxiway centerline lighting to be a runway safety tool. (See diagram at left.)

The taxiway centerline lights provide a path from the runway environment to the taxiway environment and on to the ramp.

The proposed change was to provide alternating amber and green lights in the runway environment. Once on the taxiway area, the lights become solid green.

A recommendation to amend Advisory Circular (AC) 150/5340-30 was forwarded to FAA Headquarters. Subsequently, the idea was evaluated at a major airport. At the conclusion of this trial, it was determined that the lighting changes contributed to

additional flight-deck awareness, to identify and operate within the runway environment.

As a result, AC 150/5340-30 soon will undergo this change. At this time, neither the publication date, nor implementation period has been determined.

— Mark Taylor

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Animal strikes may result in substantial losses

There were 59,196 reported wildlife strikes to civil aircraft in the United States during 1990-2004. Of these strikes, 97.5 percent were birds, 2.2 percent were mammals, 0.2 percent bats, and 0.1 percent reptiles. Generally, the number of reported strikes increases each year, due to a higher level of awareness, more aircraft operations, and increased populations of hazardous wildlife species.



Pictured above - Bird-strike damage to an Nr 5 - Horizon DHC-8. It occurred in Medford, Oregon, on January 8, 2003.



Pictured above – Wreckage of fatal bird strike to an Nr 2 - Cessa 172. It occurred in Addison, Texas on July 8, 2003.

As the above pictures depict, bird strikes can result in substantial losses, both human and economic. Between 1990-2004, bird strikes resulted in 277,565 hours of aircraft downtime, and maintenance and replacement costs of \$181.6 million. Mammal (primarily deer and coyote) strikes caused 255,455 hours of aircraft downtime, and \$29.9 million. Bat strikes caused 72 hours of downtime, and \$3.1 million.

If bird or wildlife strikes occur at your airport, you may report them to the FAA by mailing us a completed FAA Form 5200-7. In addition, you may file a report electronically at www.wildlife-mitigation.tc.faa.gov. This site also has additional resource information for review, such as a national database for analyzing yearly strikes by state. Also, there are several publications, including an updated version of “*Wildlife Hazard Management at Airports*,” by Richard Dolbeer and Ed Cleary. This document is available by ordering it through the Superintendent of Documents, PO Box 321954, Pittsburgh, PA 15720-7954. (PDF versions are available online.)

—Lynn Deardorff

Civil Rights announces some personnel changes

Civil Rights Division is undergoing some personnel changes in the region.

After 35 years with the FAA, Dennis McCain is retiring on January 3. Fortunately, the Washington, DC, headquarters office is sending help. Douglas “Duke” Taylor, Special Assistant to the Assistant to the Administrator, will become the acting manager for the Civil Rights Division for a period of 120 days.

Also, you may remember from the last “*Airports Approach*,” there was an article about Joelle Briggs moving from Civil Rights to the Airports Division. Jonathan Larson, formerly the External Program Manager for the Alaska Region, has filled her position. Along with his personal belongings, Jonathan brought the Alaska External Program to this region. Our region now has responsibility for the Northwest Mountain’s seven states and Alaska.

Duke may be reached at (425) 227-2009, Jonathan’s telephone number is (425) 227-2907. Help us welcome them both to our region.

Reminders:

- ▶ December 1 was the deadline for submitting your annual accomplishments report. Please complete this report using DOORS, which you may access at <http://www.faa.gov/secure/doors>. If you missed the due date, please get the report in as soon as possible.
- ▶ Concession plans and goals are due from the large- and medium-hub airports on January 1, 2006. If you need assistance call Christine Whitehead at (425) 227-2095.

— Christine Whitehead

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“He knows when you’ve been bad or good, so be good for goodness sake!”



In our line of business, you hear a lot of rumors about what someone else has done in some other region, or at some other airport. (Occasionally, you even hear something about your own region.)

The first time a rumor has an airport in another region purchasing a maintenance vehicle with Airport Improvement Program (AIP) funds, you figure: This must be a joke! The second time you hear it, you begin to wonder if it really has or could occur. The third time you hear it, you think, “Tell me it ain’t so!” Then, you begin to investigate. And, there are a few ways it might happen.

I checked with other regions and found that they have not allowed the purchase of a maintenance vehicle with AIP funds. That is good news, because it simply is not eligible. Still, I wondered if this scenario could occur. For instance: (1) Could an airport include the work in a contract, and it be missed during the review of plans and specifications? (2) Could the work be included in the contract as a separate line item, not to be funded with AIP, and people simply not understand that exclusion? However it might occur, it should not happen.

It is contrary to the procurement requirements in Title 49 of the Code of Federal Regulations, Part 18A, for a contractor to leave equipment with the sponsor at the conclusion of an AIP project. It does not matter if the equipment is a vehicle or a photocopier, or if the equipment is related to an eligible component of a grant, such as a laboratory for pavement testing.

An airport sponsor may not purchase equipment, typically a vehicle, and require the contractor to use it on an AIP-funded airport activity. You may question, “What if I use the force account mechanism as an exception?” The FAA will override its competitive bidding policy when the airport can demonstrate that the force account is more advantageous to the federal government.



In the spirit of this season of good will, we can offer up a bit of good news. The rental of space for a public meeting is an eligible cost. But, providing refreshments is not.

If you would like to learn more about procurement requirements for AIP-funded projects, please visit <http://www.dot.gov/ost/m60/grant/49cfr18.htm>. If you are thinking about purchasing equipment that exceeds safety and security requirements, or if you have any other questions, please feel free to contact your Airports District Office for clarification.



— *The Grinch (aka Warren Ferrell)*

You’re telling me I can’t use just any sand?

Last year, during a combination of freezing rain, slush and snow that prevented aircraft from taking off, a Part 139 airport had the county road department spread sand on the runway. However, when the manager inspected the runway, he discovered the “sand” that had been used was more like gravel, composed of larger gradation material.

Sand that does not meet the requirements of your ACM should not be placed on your runway. If the compound does not meet standards, due to too large or small particulates, it could be sucked into aircraft engines. This could result in clogging the engine parts and leading to costly repairs.

Advisory Circular (AC) 150/5200-30A, change 3, dated November 30, 1998, describes the two gradations (chart on page 6) that meet FAA standards. One is the minimum requirement, the other is recommended for warm and cold operations. The AC is on the web at: <http://www.faa.gov/arp/150acs.cfm?ARPNv=acs#Design>.

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You're telling me I can't use just any sand? *(Continued from page 5)*

Minimum Requirements	
Required Sieve Designation	Percent by Weight Passing
8	100
80	0-2

Recommended for Warm and Cold Ops	
Recommended Sieve Designation	Percent by Weight Passing
8	100
30	20-50
80	0-2

If you have trouble finding these gradations, we suggest you contact other Part 139 airports in your area for more information on sources of sand that meet the specifications. (Note: Small quantities can be expensive and difficult to obtain.) We spoke to Mark Gabel, who is in charge of airport operations at Billings, Montana. He offered the following:

- Billings previously obtained their sand from Big Sky Construction in Bozeman, Montana, at \$35 a ton. However, after the specification changed in 1998, the airlines would not allow the old stockpile of material to be used, which forced Billings to seek a source for the new specification.
- The contractor could not produce the material; it would shut down the production of "normal" sand for 2 to 3 weeks.
- They had to go outside of Montana to find a source. Fisher Sand and Gravel of Dickinson, North Dakota, owner of the plant in Glendive, Montana, agreed to produce the material at \$60 a ton, delivered to Billings, if at least 1,000 tons were ordered. This represented a 5-year sand supply for the Billings Airport.
- When the sand arrived at Billings, it was tested, to assure it met specifications.
- Note: Due to the several washings required to remove the fine dust particles, the sand comes out quite wet, so it cannot be done in cold temperatures. This would be a late spring or summer operation.
- Once the material is delivered, you should put it in a facility (a sand shed), to protect it from moisture and contaminants.
- In really cold temperatures, sand will not stick to the ice. So, at Billings, sand is stored in a heated enclosure. Also, a wetting agent is applied to the sand as it enters and exits the sand distributor. (See the AC for what is allowed). The wetting agent used at Billings is delivered in barrels. At first, it appeared to be the same blue fluid that airlines use in their aircraft restrooms. The manufacturer confirmed that it is the same material with a different label. Applied in small amounts, this agent helps sand stick to the ice.
- The key to sand use (as well as chemical deicers) is to minimize the amount of materials needed by preventing ice build up in the first place. Billings does this by brooming, to get even light amounts of snow off the pavement, before a vehicle runs over it and packs it down, causing icy patches.
- Last, but not least, make sure the airlines endorse any materials you use on aircraft pavements.

In summary:

- Refer to your ACM for winter operations.
- Plan ahead:
 - (1) Funds should be budgeted based on quantities needed and unit costs. The larger the order the lower the unit cost.
 - (2) Identify material sources, and order your materials and have them delivered early in the year. Make sure the material meets specifications by having it tested.
 - (3) Have the needed protected space to store the material once it arrives.
 - (4) Have the right equipment in place to load and distribute the material at the correct application rates, including wetting agent capabilities, if needed.
 - (5) Broom pavements before traffic use, to prevent ice build up.

If you have any questions, please call me at (406) 449-5279.

—John W. Styba

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Special group studies new aviation technologies to prepare airports for forecast aviation growth

One result of [VISION 100 - Century of Aviation Reauthorization Act \(P.L. 108-176\)](#) was the creation of the Joint Planning and Development Office (JPDO) in Washington, DC. The JPDO is co-managed by the FAA, and National Aeronautics and Space Administration. Staff from the Departments of Defense, Transportation, Homeland Security, Commerce, and the private sector also provide support for the JPDO.

You may be wondering what the JPDO is and why their work is relevant to those in the airport business. One purpose of the JPDO is to help define what role airports will have in the air transportation system of the future. It is generally believed that the U.S. National Airspace System (NAS) is approaching its capacity limits. Flight delays have increased, reaching levels comparable to pre-September 11, 2001. Studies indicate the practical limit on flights will be reached within 12 to 24 years. Finding ways to deal with such issues, and others, is a primary function of the JPDO.

The JPDO coordinates research related to air transportation for all of the participating agencies. It researches and explores ways to transform the aviation system into the Next Generation Air Transportation System (NGATS). The NGATS goal is to meet a three-time current demand level, while retaining international leadership in aviation; ensure safety; protect the environment; and secure our nation and national defense. To accomplish this. The JPDO is developing a new architecture for aviation, and anticipating policy changes needed to move toward a performance-based system.

Integrated Product Teams (IPT's) coordinate and develop the concepts within different agencies and across industry. The recently formed Airports IPT (AIPT) is directed by Dennis Roberts, FAA's Director, Office of Airport Planning and Programming. The AIPT includes representatives of the federal, state, and local governments, other IPT's (security, weather, air traffic, environmental), airports, industry, and private sector. Their objective is to identify new ways to meet aviation demands, such as promoting the use of airports as a "system" in high-density metropolitan planning standards to take advantage of new technologies to maximize the use of runways, taxiways and aprons; establishing a unified aviation environmental policy to reduce substantial aviation environmental impacts while sustaining growth; using new technologies to increase arrival capacity to visual flight rules (VFR) levels during instrument meteorological conditions; and exploring ways to enhance land-use compatibility.

We must implement capacity-enhancing strategies or aviation will be unable to meet increasing demands and provide an efficient, affordable air transportation system. Although much of the congestion is projected to be within the en-route environment, the forecast is for congested airports in high-density metropolitan areas by 2020. By 2025, this could equate to an annual \$20-billion delay cost to the consumer.

There are many challenges ahead for the JPDO as they attempt to align investments, the participating agencies, industry and private sector. They will have to tackle difficult issues, including public policy, mitigating possible threats, and liability. The challenge seems daunting, but success for the JPDO is critical. Now is the time for the JPDO partnership to use new technologies to develop a roadmap toward the NGATS.

The public website for JPDO is: http://www.jpdo.aero/site_content/index.html.

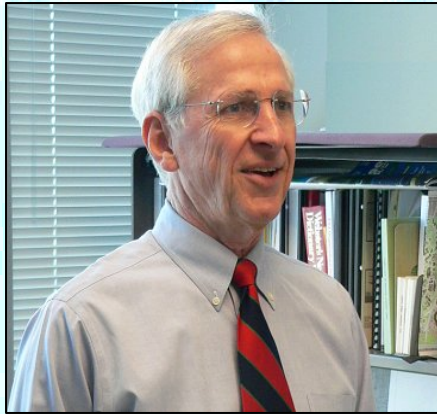
— Carolyn Read

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Passages – No, not to the Great Beyond



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hange *can* be good . . . but, we in Airports do not think so in this instance. You see, Dave Field (pictured left) is retiring, after 42 years of federal service. On December 30, Dave will turn off the lights in his office for the last time, and leave behind his Airports responsibilities (and headaches).

For the past 15 years, Dave has been the manager of the Planning, Programming and Capacity Branch in this region. Prior to that, he was the Manager of the Seattle Airports District Office, and a grant project manager and airport planner, in Seattle, Denver, and San Francisco.

Dave says a lot has changed during the course of his FAA career. For instance, he learned to fly an aircraft back when the rental cost was \$12 per hour. When he began his career, an environmental impact statement (EIS) was, maybe, six pages long. He says you could build a good airport

then for less than we now pay for an EIS.

“We spent a good share of our time with a red pencil over a set of construction plans, and we audited every penny of project costs,” he recollected. He went on to say that on one of his projects, the auditor discovered this line item in the sponsor’s accounts: *“Lunch for Dave Field”* (Of course, it was probably only \$1.50).

According to Dave, airports and the system have gotten incredibly more complicated. Most importantly, the makeup of the staff has changed significantly and for the better. And, the program is driven by plans and goals rather than the “judgment” of a small number of individuals. But, lots of things have not changed.

Dave says, “We are still insufficiently flexible or too flexible; inconsistent or too consistent. We still get great satisfaction from the good things we – and you – do to improve life for the American public. And, we continue to get great satisfaction and joy from the relationships that we develop with our customers and colleagues.”

The Airports Division will have a tough time finding someone of Dave’s caliber, experience, and broad knowledge base to manage the Planning, Programming and Capacity Branch. Not only is he a consummate professional, but also he is a man of great character, integrity, grace and patience.

It is safe to say that Dave will be greatly missed. As he leaves Airports, to achieve great things elsewhere, and spend more time doing things he personally wants to do, the Airports staff wish him great success and much happiness.



Thank you, George, and good luck!

A

fter successfully overseeing the development, review and approval of the new Part 139 Airport Certification Manuals, George Allison accepted a new position with the Boeing Company. His last day in the Airports Division was December 1, and he began his new job the following Monday.

Over the past 18 months, George worked tirelessly to make sure all 76 new manuals met the requirements of the regulation and were approved. With countless telephone calls, e-mails and mailings, he stayed in touch with our region's certificated airports. Because of his oversight and the cooperation we received from all airport managers and operations personnel, we led the nation in completing this effort on time.

We will certainly miss George, but wish him great success in his new job.

— Matt Cavanaugh

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A colleague and friend is remembered

Brian Pugh, Fire Chief at Portland International Airport, passed away on November 8, 2005.

Pugh, pictured at right, had led a very distinguished 30-year career in fire service. He had worked with the Fire Department at Salt Lake City International Airport (SLC) for 29 years. For nine of those years, he was fire marshal at SLC, and the Fire Training Captain at the SLC Aircraft Rescue and Firefighting School. This facility is renowned in the Northwest Mountain Region for providing excellent training. Thousands of firefighters nationwide have attended and trained at this facility.

Brian, we will miss you!



Brian Pugh - November 15, 1951 ~ November 8, 2005

— Lynn Deardorff

Wishing you and yours a peaceful and joy-filled holiday season



Historically, this is the season of busy-ness, with crowded shopping centers, parties, family reunions, gift exchanges, decorating homes and businesses, and a general feeling of joy and good will toward those around us.

It also may be a time of nostalgia and reflection. Many of us find ourselves thinking about past holiday seasons and remembering the friends and family who made those holidays so special. And, the close of a year typically gives way to thoughts of what we accomplished throughout the year, categorizing what went well, what did not.

It is just such thoughts as these that draw attention to the collaborative successes we have had with many of you. All of the staff of the Northwest Mountain Region Airports Division wish to thank you for your partnership in helping to achieve goals that improve the airports within this region and provide more safety for the flying public. We also thank you for the encouraging feedback you have offered regarding the articles we have published in “The Airports Approach.” We have appreciated your support throughout the year.

As this year comes to a close, we all are hoping that you will have a wonderful holiday, and a safe, prosperous, and healthy and new year!



— N. J. Royak, Editor

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