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Northwest Mountain Region

THE AIRPORTS APPROACH

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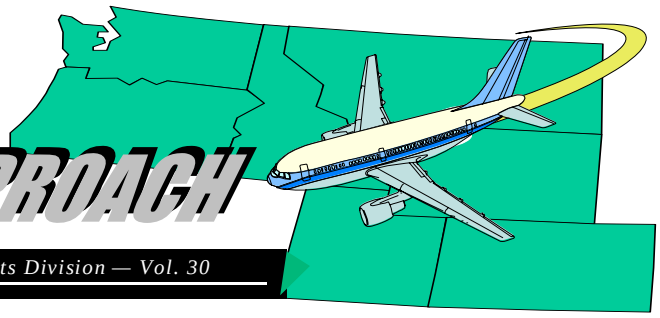


Bottlenecks are not limited to traffic jams

As many of you may know, after the initial allocation of funds is made available under the current fiscal-year (FY) authority, there are no other funds available. Because our goal is to get the funds to projects for development as soon as possible, we do not hold a reserve. This is particularly true of discretionary funds needed to make many large projects complete.

Discretionary funding later in the year depends on the availability of apportionment funds, returned by airport sponsors and converted to discretionary, to be used in the current fiscal year. If there are no apportionments carried over, there is no subsequent discretionary funding. In early January, we distributed all of the discretionary funds associated with FY-06.

If your project is on the discretionary candidate list, and you have not yet been funded, you are waiting for other sponsors to elect not to use their funds this fiscal year and to carry over their apportionments.

We are experiencing a bottleneck this year, because many sponsors are holding onto their apportionment dollars until late into the year. So, the "extra" discretionary funding, to which we have grown accustomed, is not available in a timely manner. As of May 31, 2006, the national FY-06 carryover funds totaled $72.3 million less than last year at this time. You cannot get blood from a turnip, nor can you have funds that are not there. So we wait.

The good news is, while we have been waiting, we have programmed 86 percent of available funds, and awarded grants for nearly 50 percent of this amount. This is significant progress.

— Warren Ferrell

Annual Northwest Mountain Region Airports conference chalks up another success

The Northwest Mountain Region Airports Conference, held in Seattle, attracted more than 400 participants, who were offered a variety of topics in 14 separate sessions. In addition to the sessions, there was a pre-conference workshop where 125 participants heard the latest news on Design and Construction of Portland Cement Concrete. Tuesday afternoon there was a lively reception that showcased the exhibits and provided time to socialize and network.

This year's conference commemorated the 1803-1806 Bicentennial of the Lewis and Clark Expedition. Author, Junius Rochester entertained and delighted the luncheon audience with unusual experiences of the expedition and anecdotes from those who lived it. The expedition took 3 years to complete, journeying through uncharted land from the Dubois River in Illinois to the Pacific Ocean. Can you imagine Lewis and Clark's awe at how a trip like theirs would be in this day and age? Let's see . . . a 4-hour flight with dinner served? (Oops! Maybe not dinner.)

— Cathy Zimmerman

— Conference Awards Continued on pages 9 and 10

Editor: Nancy Royak
Airports Division
June 2006

Follow Concourse to Gate 2

DIVISION MANAGER'S COLUMN

Lowell H. Johnson, Airports Division Manager

The year is flying by and there a lot is going on with the Airport Improvement Program grant process, construction oversight, and Part 139 inspections. This is somewhat the norm for us. But our FAA air traffic and airway facilities colleagues are in the midst of a major reorganization. I suspect the airport community is generally aware of the new Air Traffic Organization (ATO), but possibly not familiar with how it may affect its interface with air traffic and the FAA facilities programs. We have an article about this on page 8 in this Approach that hopefully will begin to help in understanding this new organization. For the current time, the advice is to continue to work with the same FAA personnel you have contacted in the past.

Another item I believe needs to be mentioned is doing all we can to prevent runway incursions. This is a priority issue in the FAA, and we steadily have worked with airport owners to improve airfield safety. I just want to once again emphasize the importance of constant vigilance. Summer construction and the attendant construction vehicle traffic on an airport can pose problems. We ask that you closely monitor your construction safety plans.

I recently had a chance to visit a number of airports in Montana, along with Dave Stelling, the Helena ADO Manager. Airline service, airport revenues, and capital plans were the general topics of discussion. As usual, we learned a lot and had a chance to candidly cover a range a topics with airport managers.

Lastly, we completed the final environmental impact statement for the replacement airport at St. George, Utah. This was a significant accomplishment after what seems years of analyses. Once we receive last round of comments, we will proceed toward preparing a record of decision.

Have a good summer.

FAA Administrator asks Douglas R. Murphy to take the helm in Southern Region as Blum retires

The FAA Administrator has announced her selection of Douglas ("Doug") R. Murphy, currently the Regional Administrator in Northwest Mountain Region, to become the next Regional Administrator in Southern Region.

Doug, who is a 12-year member of the FAA Senior Executive Staff, has served as Regional Administrator, Northwest Mountain Region, since October 2003. Prior to this, he was the manager of Southwest Region's Air Traffic Division for 8 years. A controller by profession, he has held a number of key executive and management positions during his 35-year career with the FAA. He has worked in four FAA regions, and held positions at the FAA Academy in Oklahoma City, and National Headquarters in Washington, DC.

Doug has received more than 35 awards during his career, including the prestigious Department of Transportation's Silver Medal for Meritorious Achievement in 2005; the NBAA's Order of the Silk Scarf, and ATCA's Quesada Award, as the nation's outstanding air traffic manager. Also, he has received a Congressional Letter of Commendation for his leadership in rebuilding the air traffic controller workforce, while serving as superintendent of the FAA Academy.

Needless to say, the Southern Region's gain is, of course, the Northwest Mountain Region's loss. Nevertheless, we wish Doug the very best as he heads off to make his mark in Southern Region. Best wishes, Doug!

Return to Gate 1 Follow Concourse to Gate 3

The final environmental impact statement for a replacement airport at Saint George has been released for review and comment

The final environmental impact statement (FEIS) for the replacement airport in St. George, Utah, officially was made available for review beginning May 19, 2006. The 45-day comment period closes at 5 p.m. Pacific daylight time, Monday, July 3, 2006.

This FEIS follows the three-volume draft EIS, released in August 2005. These are the latest documents in a process that began in the mid-90's. They are the result of a May 2002 court decision to remand to the FAA the responsibility to determine if an EIS was required.

Pictured above is the City of St. George, Utah.

The FAA and the National Park Service (NPS), cooperating agency, were proactive in involving the public in the process. These efforts included providing a public hearing and many opportunities for public comment.

The FEIS assesses the potential impacts of developing a replacement airport with a 9,300-foot-long runway (01/19); all support facilities; and the federal action related to installing navigational aids, airspace use, and approach and departure procedures.

Of special note in the document is the extensive noise analysis that was conducted. It includes the audibility component of the new Integrated Noise Model (INM) 6.2. (More information on the INM 6.2 may be found at: http://www.faa.gov/about/office_org/headquarters_offices/aep/models/inm_model/.) The audibility study was done to assess the noise impacts on the forty-four 4(f)/303(c) properties and, specifically, Zion National Park (ZNP). It was the first time this type of analysis has been done for an airport replacement project. The analysis study area covered 80 by 88 nautical miles, encompassing 9,200 square miles that spanned portions of Utah, Arizona, and Nevada.

Information and analyses have been added, updated and/or refined in the FEIS, to comply with particular aspects of federal law and regulation, and in response to comments. Ultimately, the FEIS documents support our conclusion that construction and operation of the proposed replacement airport at St. George will not result in any significant environmental impacts. The document is available on our website at: http://www.faa.gov/airports_airtraffic/airports/regional_guidance/northwest_mountain/.

Mr. T.J. Stetz, Environmental Protection Specialist, Airports Division, is available to answer any questions you may have about the FEIS or the process. His electronic mail address is TJ.Stetz@faa.gov; his telephone and facsimile numbers are (425) 227-2611/1600, respectively; and his mailing address is: 1601 Lind Avenue, S.W., Suite 315, Renton, Washington 98057-4056.

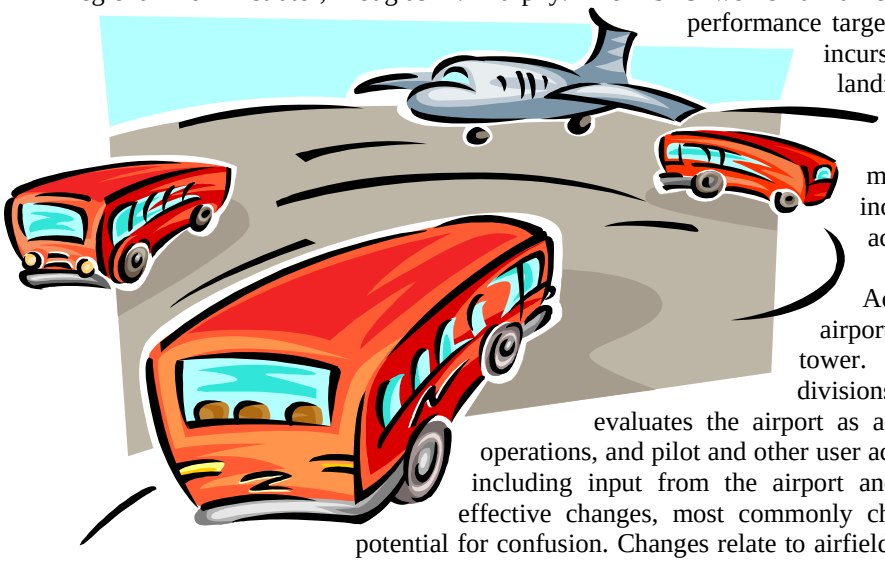
— TJ Stetz

Return to Gate 2 Follow Concourse to Gate 4

Runway Safety Program Office works with Airports to reduce runway incursions and surface incidents

In each of the FAA's Regional Offices there is an office with a small group of people whose principal job is to reduce runway incursions by promoting airfield surface safety. The designator for this group is the Runway Safety Program Office (RSPO).

In the Northwest Mountain Region, Max Tidwell manages the RSPO in close coordination with the Regional Administrator, Douglas R. Murphy. The RSPO works full time in support of the FAA's Flight Plan performance target of reducing the most serious runway incursions. As the number of takeoffs and landings increases over time, the opportunities for incursions and surface incidents also increases. So, we must do more to prevent potential increases in the number of incursions and accidents.



The RSPO conducts Runway Safety Action Team (RSAT) meetings at all airports that have an airport traffic control tower. With the support of other FAA divisions, including Airports, the RSAT evaluates the airport as a system, including air traffic, airfield operations, and pilot and other user activities. Over time, the RSAT findings, including input from the airport and users, have resulted in useful and effective changes, most commonly changes that reduce complexity or the potential for confusion. Changes relate to airfield layout, Airport Traffic Control Tower communication and procedures, pilot education, and operations by other elements of the FAA.

Incursions and surface incidents are categorized as operational errors, pilot deviations, and vehicle/pedestrian deviations (VPD's). The last of these is mostly within the control of airports. The FAA Airports organization is held accountable to annually reduce the rate of such incursions. This rate has been dropping, largely due to the efforts of individual airports, and with the help of the RSAT's.

The most common VPD is a vehicle crossing a runway without authorization. One of the most successful initiatives to reduce incursions has been the Airports Division's emphasis on construction of perimeter roads to prevent runway crossings. In recent RSAT meetings at several airports, the team has received very positive comments about the value of such road at their particular airport. The RSPO appreciates this and other support by the Airports Division, and many others, in bringing down the numbers of incursions.

— ***Dave Field***
Runway Safety Program Office

Bureaucratic Balderdash

"Preliminary operational tests were inconclusive."
(It blew up when we threw the switch.)

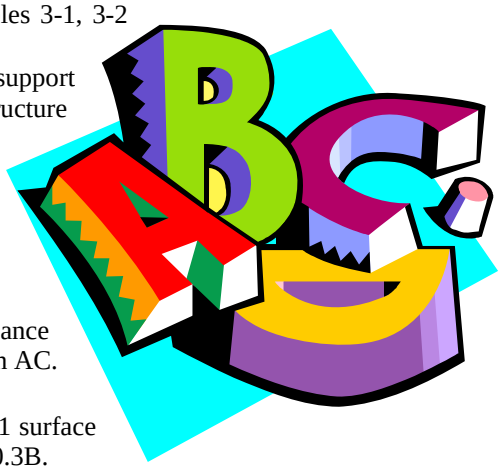
"Give us your interpretation."
(I can't wait to hear this!)

Return to Gate 3

Follow Concourse to Gate 5

LPV is the latest addition to the alphabet soup of satellite-based instrument approach procedures

The latest addition to the alphabet soup of satellite-based instrument-approach procedures, known as localizer performance with vertical guidance (LPV), has led to a new phase of change. This change has increased emphasis on knowing the current and future status of supporting infrastructure at candidate airports, as specified in our Airport Design Advisory Circular (AC), 150/5300-13, and created a need to analyze and establish priorities for candidate runways. As a result, we are building an inventory of airport infrastructure to allow us to guide internal resources to produce instrument flight procedures to the best candidate runways. The requirements include:



- Minimum runway width based on the airport reference code, a combination of the airport's established aircraft approach category and airplane design group, and Tables 3-1, 3-2 and 3-3 of the design AC.
- Formal agreement between the airport and the FAA to support instrument flight procedures and any necessary infrastructure improvements.
- Minimum runway length (4,200 feet for visibility minimums of less than ¾ mile, 3,200 feet for ¾ mile or greater, and 2,400 feet in certain special cases).
- Hold signs and pavement markings.
- Runway edge lights with a minimum medium intensity.
- Full-length parallel taxiway, no less than the minimum distance from the runway, as specified in Tables 2-1 and 2-2 of the design AC.
- Clear runway obstacle-free zone (OFZ).
- Clear glide-path-qualification surface (GQS), and Paragraph 251 surface from terminal instrument procedures (TERPS), FAA Order 8260.3B.
- Clear precision OFZ (POFZ). This requirement is limited to runways with instrument flight procedures that allow a ceiling of less than or equal to 250 feet, and visibility minimums of less than ¾-mile, and only while an aircraft on approach is within 2 nautical miles of the runway threshold.
- Non-precision approach runway markings or better.
- Approach lights are desirable to obtain the best possible minimums, but are not required for an LPV instrument flight procedure.
- Clear approach OFZ.
- Runway end location meets applicable threshold siting criteria.

This complex process will be continually refined. We are working closely with other elements of the FAA to make the best possible decisions about where and when an LPV or any instrument flight procedures will be developed. We are committed to developing no fewer than 300 new LPV instrument flight procedures per year.

— Mike Crader

Return to Gate 4 Follow Concourse to Gate 6

Adverse assumption obstacle criteria is crucial in determining minimum segment altitudes

Part 77 of the Federal Aviation Regulations, requires notification of existing or proposed construction of any structure greater than 200 feet above ground level (AGL). This allows the FAA to design instrument approaches and minimum altitudes that safely avoid these obstacles. An obstruction that is equal to or less than 199 feet AGL is referred to as an adverse assumption obstacle (AAO).

In the past, the FAA has not required notification of these structures and, as a consequence, they are not listed in our obstruction database. But, advances in electronic data, accuracy of obstacle databases, and advances in terminal instrument procedures (TERPS) automation have made the AAO criteria crucial in determining minimum segment altitudes on new and existing approach procedures. Recently, two precision approaches were cancelled.

Now, under the AAO criteria, the controlling obstacle in an area is the highest terrain plus 200 feet, or an actual structure, whichever is higher. A simple example of this is when the area for a certain segment of flight has been identified, the Flight Procedures Office (FPO) specialist will find the highest terrain in the segment. This could be a peak found on a topographical chart. If the peak's elevation is 3,453 feet, the specialist would add 200 feet AAO (assuming there are no known obstacles in the area), and then add 500 feet of required obstacle clearance, for a total of 4,153 feet. Using standard rounding conventions, this would result in a minimum segment altitude of 4,200 feet, which is the altitude published on the approach plate.

As with other things, there are exceptions in the AAO criteria. The Western Flight Procedures Office is available to answer your questions on the AAO application or the application of any TERPS criteria. The office telephone number is (425) 227-2220.

— Jason Pitts
Manager, Western FPO

New PFC database — tested and ready for use

It finally has happened! The beta testing for the new, national passenger-facility-charge (PFC) database has been completed. And, it is ready in time for your June 30 quarterly PFC report, due in July. To use the new database, all you have to do is get on-line and enroll.

We will send a letter to each PFC-eligible location, outlining the new database and the sign-up procedures. If you do not want to wait for the letter, you can find out more information, and use the sign up sheet available on our website at: http://www.faa.gov/airports_airtraffic/airports/regional_guidance/northwest_mountain/pfc/database/.

The beta test enlisted the help of a few airports of various sizes in different locations across the country. There were a few minor issues identified during the testing (most of them involving how you show the data, and new terms). But no showstoppers were identified. The two test locations in the Northwest Mountain Region commented that it is easier to enter data on the new system, and less scrolling is required. We hope you also will find the system easier to use, and the additional reports it provides will be useful in managing your PFC program.

As with any database conversion, there are extensive efforts to validate the existing data. Still, it is possible for errors to exist. So, please check your data and let us know if you detect any errors. While this is not an error, I thought I should let you know that the projects were imported alphabetically, then given project numbers. The result is they will not have the same project number as our legacy system. Also, some projects were put into their component parts, which may result in more projects than reflected in our legacy database. For example, the legacy database may have shown rehabilitate runway and taxiway as a single project. The new database might show this as two projects: (1) rehabilitate runway and (2) rehabilitate taxiway. These changes are more administrative than substantive, but such a change might affect the disbursements (expenditures) you have recorded.

If you have questions about the new database, enrollment requirements, information variations, or general questions, please contact us at (425) 227-2612.

— Warren Ferrell

Return to Gate 5 Follow Concourse to Gate 7

FAA inspectors demonstrate international leadership through Part 139 inspection training

The FAA, Airports Divisions of the Northwest Mountain and Central Regions were pleased to host a 2-week visit by a 10-member delegation from the Airport Department of the General Administration of the Civil Aviation of China (CAAC).

The CAAC delegation, comprised of eight airport inspectors and two interpreters, arrived in Oklahoma City on June 20. They were greeted at the airport by representatives of the FAA that included Ben Castellano, Manager, Safety and Operations Division, National Headquarters; Mike Mullen, Lead Airport Certification Safety Inspector (ACSI), Central Region; and Richard Van Allman, ACSI, Northwest Mountain Region.

The delegation's first week was spent in training at the FAA's Mike Monroney Aeronautical Center Academy. The purpose was to provide the entire group with an introduction to and familiarization with the FAA organization; U.S. legislative process; ACSI qualifications; airport certification; Title 14 Code of Federal Regulations, Part 139; and, most importantly, the Part 139 inspection process and enforcement methodology.

At the end of the first week, the visitors were split into two groups. Five individuals, hosted by Mullen, went to Kansas City. The remaining five, hosted by Van Allman, came to Seattle.

The groups' second week was designed to provide on-the-job training of ACSI duties in the regional offices, and observe an actual Part 139 certification inspection. The training regimen for both groups was the same. On Monday they would be given an overview of the regional office organization, operations, and preparation for the planned airport inspections, which were scheduled to begin on Tuesday. (Mullen's group would inspect the Kansas City International Airport).

The Seattle group (pictured below) began the 3-day inspection of the Snohomish County Airport at Paine Field, with a welcome by Mr. Dave Waggoner, Airport Director; Bruce Goetz, Airport Operations Manager; and the rest of the Paine Field staff. Van Allman led the group through each step of a thorough Part 139 airport certification inspection. Due to the rewiring of the lighting on the main runway at Paine Field, Mark Coates and the staff at Seattle-Tacoma International Airport (SEATAC) provided a venue for the night lighting inspection on Wednesday night. Friday concluded the training in the regional office with a close out of the Paine Field inspection and finalization of all necessary paperwork.

The Seattle CAAC delegation pictured above from left are Messrs. ZhiGang Ma, GuangYi Fu, GuiDong Chen, Zheng Ou, and XuYi Sun.

A special thanks goes out to the Paine Field staff for their gracious hospitality in hosting this group, during the actual Part 139 inspection of their airport, and to SEATAC for arranging a last-minute night lighting inspection of their airport.

Both the Chinese delegation and the FAA inspectors agreed that the experience was equally rewarding from both a cultural and professional aspect. While the United States has certified airports for more than 30 years, the Chinese are in the initial years of airport certification. Currently they have approximately 154 certificated airports and 160 airport inspectors. Unlike the U.S ACSI's, the Chinese inspectors also are responsible for airport planning, programming and design. With nearly 160 inspectors to train, the Chinese indicated they plan to request from the Office of the Associate Administrator for Airports future opportunities for training in the United States. The Northwest Mountain Region stands ready to support their requests.

— Rich VanAllman

Return to Gate 6 Follow Concourse to Gate 8

New ATO stands up and stands for providing better services through improved partnerships

Some of you may have heard of a reorganization taking place within the FAA. If so, you might be concerned about what it means to you. Perhaps this article will clarify some of the unknowns about the new Air Traffic Organization (ATO).

Pursuing a goal of functioning more like a well-run business, Russ Chew, Chief Operating Officer, ATO, moved to find ways to improve the way we do business. One of the areas of focus became the regional office structure supporting the operations within the ATO. Previously, each Director of Operations had similar staffs, doing the same functions and providing similar services in a manner that mirrored each other's efforts. To develop economies of scale and add value, a major restructuring effort was undertaken. This resulted in the stand up of the new service center on Monday, June 26.

Under the ATO restructuring, 12 separate, pre-existing staffs were consolidated into three service centers within each service area, Western (WSA), Central and Eastern. A service center is an integrated set of shared administrative and staff support functions and resources, organized into five functional groups: Administrative Services, Business Services, Safety Assurance, System Support, and Planning and Requirements. They provide service and support to the same individuals and organizations the Director's staffs supported before the reorganization.

The service center manager is a contact point for other FAA organizations. In the WSA, Mark Reeves (pictured left) is the Western Service Center Manager. The three ATO service centers are collocated with the operational service units they support. The Directors of Operation in WSA are John Clancy, Terminal Services; Steve Osterdahl, En Route and Oceanic Services; Ed Moy, Technical Operations; and Jim Burgan, System Operations. The WSA office is in the Seattle Consolidated Office Building in Renton, Washington.

Centralizing administrative and staff support services in the service center is an important step in the transition of the ATO to the performance-based organization called for by the Congress and our customers. It will reduce duplication of effort and provide greater consistency across the ATO, as well as increase efficiency and reduce the cost of operation.

How this affects you depends on who you are and how you fit into the organization. It will be different for employees and customers, depending on with whom in the ATO they work. In the short term, there probably will be little change. Your points of contact for answers and assistance before the reorganization are the same people you will call after the reorganization. In the end, the same people who have been giving you the excellent service you have come to expect will continue to provide that same service.

Our highest priority, as we worked through the reorganization process, was not to break anything. Now our focus moves to process reengineering. This is where we implement changes to the way we do business, in an effort to add value and improve service to all of our customers. Over the course of the next several months, you may see some changes, but none of them should be surprises.

As we develop new processes, we will communicate to our stakeholders how the changes will occur. Through this process reengineering, we expect to be able to add value through increased accuracy, availability, and improved partnerships.

J. Mark Reeves in collaboration with John Selberg and Shirley Rutherford

Return to Gate 7 Follow Concourse to Gate 9

Environmental updates for your reading pleasure

The National Environmental Policy Act (NEPA) requires federal agencies to conduct an environmental evaluation of proposed actions that may impact the environment.

The FAA sets policy and executes these NEPA requirements under FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures," which became effective June 8, 2004. Since then, Change 1(1050.1E Change 1), effective March 20, 2006, has been added for editorial corrections and clarifications. (A synopsis of the changes is in the Federal Register (FR)/Vol. 71, No. 58/Monday, March 27, 2006.)

The order provides updated procedures and provisions, incorporates environmental streamlining standards, and reduces the regulatory burden on the FAA, while assuring environmental protection.

The provisions of the order apply to actions directly undertaken by the FAA, and where the FAA has sufficient control and responsibility to condition the license or project approval of a non-federal entity.

The procedures in the order are applicable to all legislation proposed by the FAA, and for all grants, loans, contracts, leases, construction, research activities, rulemaking and regulatory actions, certifications, licensing, permits, and plans submitted by state and local agencies to the FAA for mandatory approval.

Where Order 1050.1E applies to all lines of business within FAA, Order 5050.4B, "NEPA Implementing Instructions of Airport Actions," effective March 28, 2006, is specific to the Airports line of business. This is our handbook on how we comply with FAA Order 1050.1E and NEPA requirements.

NOTE:

- The Associate Administrator for Airports (ARP) soon will issue a separate document entitled, "An Environmental Desk Reference for Airport Actions" (desk reference). The purpose is to provide all staffs and interested parties with information discussing how these laws apply to Airports actions. The desk reference will also provide information on the consultation and analyses normally needed to comply with these laws, regulations, and orders. However, until the desk reference is issued, FAA personnel and other interested parties will use Appendix A of Order 1050.1E. A notice of availability for the desk reference will be placed in the Federal Register when it is available.
- Removing of requirements from Order 5050.4B that are outside of NEPA does not reflect a lack of commitment to meet these requirements, nor does it absolve airport sponsors from complying with them. Compliance with these special-purpose laws is not dependent on their presence or absence from Order 5050.4B. Many of them have their own compliance requirements.
- The FAA, Airports Council International-North America, and the Airport Consultants Council plan to jointly sponsor a workshop to discuss NEPA and FAA Order 5050.4B. The workshop is planned for August 21 – 23, 2006, in Seattle. More details to come.

The Associate Administrator for Airports has delegated authority to the regional Airports Division managers to approve and administer Part 150 actions within their regions, except for mandatory proposed noise or access restrictions. The Northwest Mountain Region is working to satisfy the requirements of that delegation, and develop policy and guidance on how to accomplish that. The plan is to have our policy in place by the end of the fiscal year. With respect to airport sponsors and consultants, there are no changes in how they would conduct Part 150 studies.

— TJ Stetz

Return to Gate 8 Follow Concourse to Gate 10

Northwest Mountain Region Airports conference awards

Seven awards for outstanding accomplishments were presented at the closing luncheon. Pictures by Mark Taylor.

Idaho Falls Regional Airport, Idaho Falls Idaho - for completing major airfield and terminal improvements that increase airport safety and security to meet the needs of the community. Accepting the award was Mike Humberd, Director of Aviation.

Olympia Regional Airport, Olympia, Washington - for outstanding commitment in completing a complex runway safety area project and meeting airport design standards. Accepting the award was Rudy Randolph, Airport Manager, Olympia Regional Airport, Port of Olympia.

Eugene Airport-Mahlon Sweet Field, Eugene, Oregon - for outstanding achievement in constructing a new 6,000-foot runway that meets the capacity needs of the Willamette Valley and contributes to overall airfield efficiency. Accepting the award was Bob Noble, Airport Manager.

Broadus Airport, Broadus, Montana – for dedication and perseverance in completing construction of a new replacement airport to meet the needs of the community of Broadus and Powder River County. Accepting the award was Craig Canfield of Kadrmas, Lee & Jackson.

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Follow Concourse to Gate 11

Northwest Mountain Region Airports conference awards *(Continued)*

Nephi Municipal Airport, Nephi, Utah – for exceptional partnership with federal, state, and local governments, to complete construction of runway 16/34 and associated areas. Accepting the award was Reed Noble of Creamer & Noble Engineers.

Gunnison-Crested Butte Regional Airport, Gunnison, Colorado – for accomplishing significant airfield development to substantially improve airport safety and meet the aviation needs of the community. Accepting the award was Kathie Lucas, Administrative Director.

Sheridan County Airport, Sheridan, Wyoming - for diligence in working effectively with numerous stakeholders to successfully accomplish airport development projects and maintain exemplary minimum standards. Accepting the award was John Stopka, Manager, Sheridan County Airport

Coming soon – new web site promises to make it easier to apply for grants

Through a cross agency initiative to reduce paper work and unify the federal grant application process, applying for an Airport Improvement Program (AIP) grant will become easier, beginning sometime in 2007. It is one of 24 federal initiatives designed. to improve access to services via the Internet.

Not only will you be able to apply for AIP grants at this location; but also you may access other federal agencies' grant programs. The site will allow you to apply for $400 billion in annual grants, more than 900 different grant programs, and thousands of grant funding opportunities.

If you have the opportunity, check out the website at: http://grants.gov. It is the best place for grant applicants to quickly find opportunities to meet their needs and apply for grants electronically -- saving time and money.

— Renee Hall

Return to Gate 10 Follow Concourse to Gate 12

Airports Division strikes gold with a new intern in the Planning, Programming and Capacity Branch

Deepeka ("Deepa") Parashar is the Airports Division's newest employee. She joined the staff in April, to work as an intern in the Planning, Programming and Capacity Branch (ANM-610).

Deepa is a recent graduate of the University of Washington, where she majored in Community, Environment and Planning, and minored in South Asian Studies. Her environmental knowledge has been key in her work on a special project assignment from ANM-610, the Part 150 delegation. [We are still trying to draw a link between her minor in South Asian Studies, and our FAA Flight Plan target goal of International Leadership. We are not there yet.]

Deepa, the second of three children (an older sister and younger brother), tells us she loves being a native Seattlite, though her parents originally came from Punjab, India. She said she was fortunate to be able to travel there last fall, and it proved to be a life-changing experience for her. Perhaps it was this experience that led to her desire not only to travel more in the future, but also to possibly attend graduate school to study international relations. [Ahh . . . now this could be the link!].

For now, Deepa is happy keeping a balance between her work and the things she enjoys away from work, such as shopping, cooking and baking, scrapbooking and getting in some yoga and pilates exercises.

With all that Deepa brings to her internship, you may imagine that the Airports Division is pretty pleased to have her in the office over the next few months.

Welcome to Airports, Deepa!

Joelle Briggs' long-awaited return has finally happened

On June 26, Joelle returned to work after a 3-month absence, due to the birth of her and her husband Rodney's first child, Rodney "Levi" Briggs.

Levi was born March 5, 2006, as the sun began to rise, or at 6:55 a.m., as the birth certificate states. Joelle and Rod's precious bundle of joy weighed in at 7 pounds, 4 ounces, and he was 20 inches long. Both mom and dad made it through the first-time experience with flying colors, and Levi, looking like an angel, was the picture of health, as his photograph (left) at 4 days old attests.

Joelle decided to ease back in to the work schedule. So, this week and next, while Levi is adapting to his new surroundings at the "Little Aviators" on-site daycare facility, Joelle's workdays will be from 7 to 11 a.m. She will be back to her full-time schedule, 7 a.m. to 3:30 p.m., beginning July 10.

Return to Gate 11 Follow Concourse to Main Gate