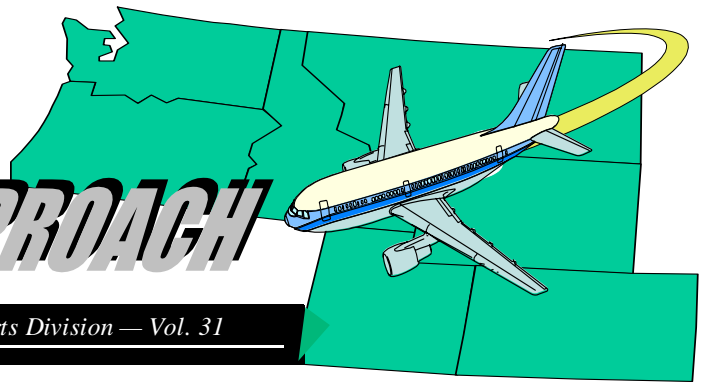




U.S. Department of Transportation
Federal Aviation Administration
Northwest Mountain Region

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THE AIRPORTS APPROACH



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Administrator Blakey offers St. George Utah's single-largest grant ever from FAA

On September 26, 2006, FAA Administrator Marion C. Blakey was in St. George, Utah (SGU), to present the city \$17.2 million, to acquire land for their long-awaited replacement airport. *(The funding is under an Airport Improvement Program grant.)*

On the day of the event, the sun was not just figuratively shining on St. George it was shining in reality. And, the Administrator had many glowing things to say about

St. George, like “(it) is the place to be.” She also told the attendees that it has been the fastest-growing metropolitan area over the past 5 years, according to the latest census figures. It actually ranks number one, above the “Motor City,” “the Big Apple,” and Miami. She noted some areas of development in and around St. George, and said with these and a new airport “. . . you’ve got the makings of something big!”

And, getting to this point already has been a big deal. The rigorous process and steps that had been taken in preparation of this momentous day began more than a decade ago. On August 21, 2006, both former and current members of the team that developed the SGU environmental impact statement gathered at the Northwest Mountain Regional Office, to celebrate the signing of the Record of Decision (ROD) for the SGU replacement airport (both documents can be viewed at <http://www.airportsites.net/sgu-eis>). This was a huge milestone on the long road to concluding the official National Environmental Policy Act (NEPA) process required for such a project. This is the first environmental project that has undergone such a broad scope of audibility analyses, to ensure the characteristic values of the park will be maintained. Throughout, the FAA maintained a close working relationship with Zion National Park personnel.

The ROD concluded that the selected alternative was not only the preferred alternative, but also was the one that would not result in significant impacts to any environmental resources. Although mitigation was not required for the project, initiatives were included that would promote amicable community relations and help preserve park resources and values.

There can be little doubt, everyone on hand for both the signing of the ROD, and the Administrator's presentation of the big grant felt the significance of these two occasions.



Administrator Marion C. Blakey (above right) presents \$17.2-million grant to St. George Mayor Daniel D. McArthur.

— TJ Stetz

Editor: Nancy Royak
Airports Division
September 2006

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DIVISION MANAGER'S COLUMN

Another fiscal year is in the books. We thank all of the airport and consultant community for your efforts to develop high-quality projects and meet our various grant program deadlines. Also, it seems we made good progress in getting projects started and wrapping them up before the “snow flies.” (Hard to imagine snow after the very dry summer we have had.)

I continue to fret about problems during construction ranging from testing, quality control, project oversight, and safety during construction. Securing the funding is one thing, but getting a quality product we all strive for is even more vital. I am not sure we have the proper levels of control, primarily on the bigger complex projects, and hope that we can all work together to do even better.

The recent accident in Kentucky strikes home to all of us in this business. It seems a personal thing to me. One wonders what went wrong, what possibly could have led to this, and have we done enough to prevent this elsewhere? We all have this heavy public responsibility and can never relax. I will not get ahead of what the National Transportation Safety Board might conclude, but know we will be learning more about this tragic accident.

This is my last contribution to the “Division Manager’s Column,” as my last day on the job will be December 1. I have been here for close to 12 years, and will retire with a total of 40 years of government service. I have had wonderful opportunities to make a difference during my career. I leave with great admiration for the people in this Airports Division, and all the equally committed people in the airport business. I also leave knowing our work, to keep improving the airport system, will go on and not miss a beat.

Thanks, and good-bye.



Dennis E. Roberts becomes Northwest Mountain Regional Administrator

On November 6, Dennis E. Roberts (*pictured left*) will begin his official tenure as the new Regional Administrator for the Northwest Mountain Region.

Dennis, a native of Excelsior Springs, Missouri, will leave behind the fast-paced world of Washington, DC, where he served as the Director of the Office of Airport Planning and Programming, in the Office of the Administrator for Airports, since January 2004. But, he expresses enthusiasm about relocating to Seattle, adding everyone he talks to about the details of his transition here has been so gracious to him.

This 1,200-hour instrument-rated pilot has a bachelor’s degree in aviation, and is a master’s degree candidate in aviation safety from Central Missouri State. Both his education and intellect have served him well.

Prior to joining the FAA, Dennis served in Kentucky as the Deputy Executive Director for the Louisville Regional Airport Authority (LRAA), with responsibilities from airport planning and engineering; to aircraft rescue and fire fighting, and information technology. He also had executive management responsibilities for Bowman field, the nation’s longest, continuously operating general-aviation airport; was Director, Colorado Division of Aeronautics; Director; Air Transportation Planning for the Denver Regional Council of Government; and served the private sector as a consultant on airport planning and development.

But, it is not all work and no play for Dennis. He and his wife Paula, a Master Gardener (and gourmet chef, according to Dennis), definitely know the art of relaxing and having a good time. Traveling is a passion they both share and they have maximized their opportunities to visit Italy, a life-long dream; France; Portugal; Spain; western European Countries; Scotland; and England. The “kits,” Archie and Tucker, are not always happy about the traveling. No doubt, it makes their “American Shorthairs” stand right up when they see the suitcases come out.

Dennis and Paula have not decided where they will live in Seattle. He says they love the “condo” lifestyle, and have enjoyed opportunities to stay for short periods of time in a friend’s condo, just up the street from Pike’s place market. They enjoyed the central location that afforded them opportunities to enjoy many of Seattle’s delightful locations.

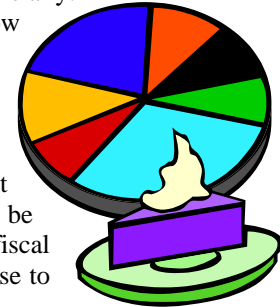
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No matter how you slice the money pie, this year’s stats look much like last year’s

Generally, at the end of each fiscal year, I am asked what we accomplish financially. Specifically, I hear questions such as, “How many grants were issued; how many projects were funded; how were funds distributed, by state, by airport type, by project type, etc.?”



Well, it all depends on how you slice the pie. For instance, if we are looking at grant funds, are we talking about all the funds allocated in a given year? Does the value shown include recovered funds? Does it include multi-year funds? Does it include current-year funds used on prior year grants (amendments)? All of these must be considered, to give the most precise answer to these annual questions. But, for this fiscal year, no matter how you slice the pie, the projects and the amounts of money are close to last year’s, when we approved 228 grants for \$328.6 million.

The following is the FY-06 Northwest Mountain Region’s net grant activities, and the bottom line to at least some of the questions I am asked. The values shown below represent FY-06 funds issued on FY-06 grants/projects. These sums include recovered funds on current-year projects, but exclude future-year multi-grant amounts:

State	Grants	Projects	Entitlements	Discretionary	Total
Colorado	40	51	\$32,996,636	\$52,179,204	\$85,175,840
Idaho	24	50	\$16,020,057	\$5,000,000	\$21,020,057
Montana	40	85	\$25,617,020	\$7,093,587	\$32,710,607
Oregon	30	63	\$21,237,385	\$11,487,915	\$32,725,300
Utah	27	31	\$14,421,044	\$31,653,736	\$46,074,780
Washington	40	77	\$22,909,045	\$67,645,085	\$90,554,130
Wyoming	23	34	\$17,533,756	\$600,616	\$18,134,372
Totals:	224	391	\$150,734,943	\$175,660,143	\$326,395,086

— Warren Ferrell

AIP to pay for new instrument-approach procedures

This is the second in a series of articles about our efforts to support the development of localizer-performance-with-vertical-guidance (LPV) instrument-approach procedures (IAP’s) at airports included in the National Plan of Integrated Airports (NPIAS).

The first article, published in *The Airports Approach* of June 2006, provided a list of the infrastructure requirements for LPV IAP’s, and introduced our efforts to collect and analyze this information in order to identify the best possible candidate runways. Our efforts have resulted in a decision to support 10 surveys to be paid for with Airport Improvement Program (AIP) funds.

Look for more to come on this subject in our December publication.

— Mike Crader

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Tips to remember for land acquisition, relocation process

When purchasing land and relocating residents, businesses, or farms to make way for a project funded under the Airport Improvement Program (AIP), or a Part 150 Noise Compatibility project, sponsors must comply with The Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), Title 42 of the United States Code §4601, and FAA's implementing regulations.

When the Congress legislated the Uniform Act, they emphasized that it should ensure fair, consistent and equitable treatment of displaced persons. As representatives of the government, we have taken that purpose and filled up pages of regulations and guidance to ensure airport sponsors fulfill the intent of the Act. But, it is a lot of paper and does not make for easy reading. So, most sponsors do not wade through it all, until the situation is upon them.

In 2005, the Uniform Act, FAA Order 5100.37B, and FAA Advisory Circular 150/5100-17 were updated (major changes listed in the box at right).

In the next few issues of *"The Airports Approach,"* we will explore the Uniform Act, and our implementing regulations and guidance.

Also, we will discuss some of the finer points of the guidance, using some real-life examples . . . changing the names to protect the innocent, of course. Topics will include recent changes to the Uniform Act, appraising airport properties, voluntary transactions, administrative settlement, conflict of interest, and benefits for fixed-base operators, and other airport tenants. If you have topic suggestions please send an e-mail to joelle.briggs@faa.gov.

— Joelle Briggs

The following is a summary of the major changes to the Uniform Act:

- **Voluntary transaction agreements must meet all of the following:**
 - Acquisition is not necessary to complete an airport project.
 - Property is not part of the proposed acquisition area.
 - Owner is informed in writing that if negotiations fail, the airport will not purchase the property.
 - FAA Order 5100.37B provides a decision chart for typical airport projects
- **Appraisals**
 - Appraisal waiver increased from \$2,500 to \$10,000 if . . .
 - valuation is uncomplicated.
 - market value is \$10,000 or less.
 - sponsor prepares a waiver valuation.
 - No one may attempt to unduly influence or coerce appraiser/review appraiser.
- **Relocation assistance**
 - Sponsor shall not request that a displaced person waive rights/entitlements.
 - Detailed analysis of business displacement must be conducted at project-development stage.
 - Interview of displaced businesses required as part of acquisition stage relocation plan.
- **Payments for moving expenses**
 - Searching expenses for business/farm relocation increased to \$2,500.
 - Costs previously considered reestablishment expenses (e.g., utilities connection, professional services prior to purchase/lease to determine suitability, impact fees or one-time assessments for heavy utility usage) are now moving expenses, **NOT** subject to the \$10,000 cap.
 - Payment to move personal property where no real property is involved.
- **Replacement housing payments**
 - 180-day homeowner/occupant who elects to rent replacement dwelling is eligible for rental assistance.
 - Payment may exceed \$5,250, but may not exceed amount homeowner could have received for comparable replacement dwelling.
 - The base monthly rent is 30 percent of gross monthly household income for displaced persons qualifying as "low income."
 - Displaced tenant(s) may use full rental assistance as down payment for purchase of replacement dwelling.
 - There is no longer a requirement that list-price adjustment be applied to sponsor's determination of the cost of comparable replacement dwelling.
 - Displaced persons who occupied the dwelling less than 90 days before initiation of negotiations, and are occupying on the date of acquisition . . .
 - shall receive assistance if comparable replacement housing is not available at rental rates within the person's financial means.
 - will be subject to a limited benefit period of 42 months.

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The FAA prepares for avian influenza (bird flu)

The spread of the virus H5N1 from person to person has not yet been documented. However, because all viruses have the ability to change, scientists are concerned that, some day, it could infect humans and spread easily from one person to another. Right now, people who have close contact with birds, particularly on farms with poultry flocks, are at the greatest risk.

On May 3, 2006, President Bush released the *National Strategy for Pandemic Influenza*, which is a roadmap for U.S. government planning efforts. All federal departments and agencies, including FAA, have prepared initial plans, and are in the process of refining them.

The FAA coordinated its plan as a member of the Department of Transportation (DOT) Pandemic Flu Task Force. The FAA also has established a crisis-response working group, led by the Associate Administrator for Aviation Security and Hazardous Materials (ASH). This group, which represents all FAA lines of business (LOB's), is responsible for drafting the FAA pandemic flu plan and developing and executing exercises to further refine the plan.

Planning considerations include continuity of essential functions and services, protecting employee health, and stakeholder interactions. The office of the Assistant Administrator for Human Resource Management is developing a consistent agency approach for gathering information on employee status during a pandemic, as well as consistent and easy ways to provide information to employees. The FAA will activate its plan upon notification by the DOT and White House. The FAA leadership will notify all employees and contractors through every means available.

The plan for the Airports LOB focuses on four main areas: employee safety, safety of airport operations, continuity of the Airport Improvement Program (AIP) grants, and employee payroll. During June, exercises were conducted to ensure that the AIP and payroll functions could be accomplished from remote locations.

If there is an epidemic, employees will follow the direction received from local authorities, and proceed to carry out their functions from home or other locations.



— Matt Cavanaugh

Deepeka Parashar says farewell to Airports, heads to NY to take a bite out of the Big Apple

Deepeka “Deepa” Parashar resigned her position as an intern in the Regional Airports Division, Planning, Environmental, and Financial Branch (ANM-610), where she had been working since April.

Though Deepa enjoyed her work in ANM-610, it was hard to resist an invitation from her sister to spend a few months with her in New York, while she settled in to a new environment, new apartment, and a new job.

Because Deepa brought great zeal, intelligence, and perspective to her work in the ANM-610 Branch, she will be greatly missed. During her 4 months here, she demonstrated willingness to roll up her sleeves and get down to business. As a result, she accomplished quite a bit in a short timeframe. Deepa helped review airport layout plans in support of localizer-performance-with-vertical-guidance (LPV) procedures, and she played a major role in collecting information to draft new, in-house policy for our Part 150 process. This was a result of a recent decision by headquarters to delegate Part 150 authority to regional managers.

In a recent note from her, we learned that she missed “Airports” so much, she has pursued a part-time position in the Jamaica Queens Airports District Office, working on environmental issues, her specialty.

We have every confidence that her work there will be as appreciated as it was here. We wish Deepa well in her new surroundings.

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The deadline for POFZ is fast approaching

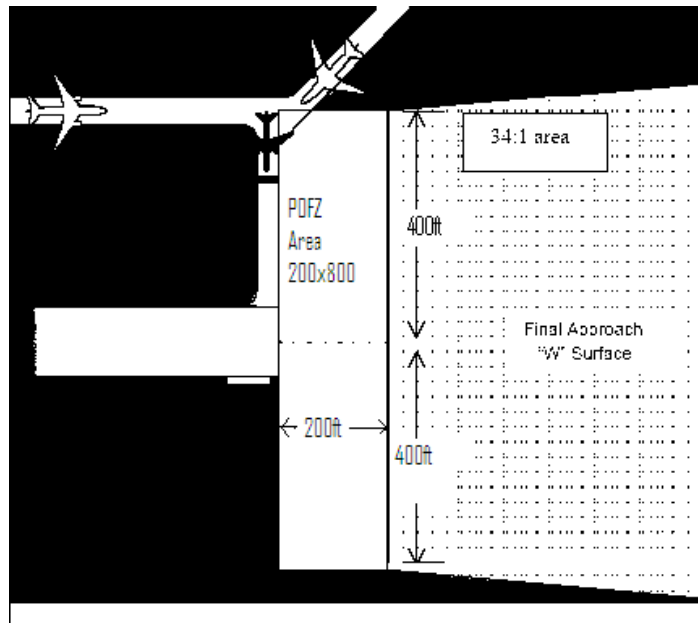
Last January, the FAA issued guidance that changed the precision obstacle-free area (POFA) to the precision obstacle-free zone (POFZ), and modified the requirements for protection of the POFZ. Advisory Circulars 150/5300-13 (Airport Design), 150/5340-1 (Marking Standards), and 150/5340-18 (Sign Standards) were changed to reflect the new POFZ criteria. The effective date for the new standards is January 01, 2007.

The POFZ, an area 200 by 800 feet, beginning at the runway threshold, must be clear of vehicles and aircraft if the published minimums for that runway end are less than ¾-mile visibility (RVR 4,000), and a 250-foot ceiling. However, an aircraft wing may penetrate the POFZ, but not the tail or fuselage. Runways with an unprotected POFZ will lose these minimums.

Within our seven-state region, we have identified approximately 23 runway ends requiring additional marking and signage. Projects began this spring and summer to bring these intersections into compliance with the new standards. Currently, most are completed with the rest scheduled before the January 1 deadline.

Our thanks to the airports that made these changes on such short notice.

— Matt Cavanaugh



Congratulations to Rich VanAllman as he leaves Airports for a management position in ATO

After more than 5 years, and nearly 150 certification inspections, Rich VanAllman has left the Airports Division, to accept a management position in the new Air Traffic Organization (ATO).

Rich joined Airports in 2001, after retiring from the Army. In addition to his certification duties, he took the lead on several national initiatives, including developing the certification database (CCMIS-2), a compliance guide for the Small Business Regulatory Fairness Act; and a training program for state airport inspectors.

Rich has already hit the ground running in his new position as executive assistant to the manager of the ATO Western Service Center.

We will miss Rich's tireless attention to detail, his sense of humor, and all of his hard work. So much so that, according to Rich, we had to hire two employees to take his place!

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Don Larson steps up to the division as new Regional Capacity Program Manager



Don Larson, previously of the Seattle Airports District Office (ADO), recently joined the Airports Division staff as the new Capacity Program Manager in the Planning, Environmental and Financial Branch (ANM-610).

Don (*pictured left*) has more than 28 years of airport-related experience, including the past 18 years with the FAA; 6 years as an airport consultant; and 4 years in local government, with 3 of these years as an assistant airport manager. Since 1988, Don's primary role in the Seattle ADO has been that of airport planner for Oregon and Idaho. Also, he has experience managing development projects, and serving as a Part 139

airport certification safety inspector.

Don's new duties will include preparing the annual Regional Airport Plan (RAP), and Strategic Focus on Capacity (SFC) documents; acting as liaison to the FAA headquarters staff on airport planning and capacity matters; and, as a planning resource, providing assistance to the region's three ADO's.

Don's years of experience, and demonstrated attention to details and extraordinary planning skills are qualities that will greatly enhance the division staff.

Mark your calendars for

Springtime in Seattle

FAA Northwest Mountain Region Airports Conference



April 16-18, 2007

Doubletree Hotel | SeaTac

- The registration fee of \$235 remains the same, and includes conference materials, admission to exhibits, participation in conference sessions, welcome reception, refreshment breaks, and banquet luncheons on Tuesday and Wednesday.
- A reduced fee of \$180 is available for groups of five or more who are employed by the same organization (registrations must be submitted as a group).
- FAA employees may register at the reduced rate of \$50.
- Topics of interest include reauthorization of the Airport Improvement Program (AIP) and an array of other topics concerning airport planning, airport construction, environmental issues, AIP funding, the Passenger Facility Charge Program, and Part 139 regulations.
- A tentative agenda will be on our website by mid-December.

— Cathy Zimmerman

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Safety and Standards scores two new inspectors

Mark Gabel, a native of Montana, with 25 years of airport operations experience at the Billings-Logan International Airport, joined the Airports Division staff on September 18.

Mark, who graduated from Montana State University with a bachelor's degree in business administration, had held the position of Airfield Operations Superintendent for the City of Billings, Montana, for the past 15 years. But, he said he was facing a turning point in his career. He was at a place where he wanted to use his many years of experience in airfield safety to help a broader spectrum of airports. He was just unsure how to make that happen. It was at this point that he learned of the announcement for an airport certification safety inspector in the Northwest Mountain Region Safety and Standards Branch. Mark (*pictured right*) said the opportune timing helped his decision-making process.



When asked how he managed to talk his family into such a dramatic change for their lives, with his new job, new location, and lots of unknowns, he shared some interesting responses. In essence, Mark said that one morning he and his wife Tammy awoke to the realization that they were actually old enough to move out of the house and live on their own. Besides, they only saw family at holidays, weddings, and funerals. When they sought the permission of their two children, Michael and Samantha, both of whom attend college in Billings, their response was, "Okay, as long as you send money, and let us keep the house." That was easy!

Tammy is employed at a medical radiological imaging center, so it will take about 6 months to tie up loose ends and move herself and their belongings to Seattle. In the interim, Mark may find time to enjoy some of his favorite things, like camping and working on his fly-fishing skills, which he admits need some fine-tuning.

Mark says he is very excited to be part of the Airports team, and looking forward to working with his new FAA colleagues, as well as meeting and working with the many dedicated airport employees and staff members around the region. You may contact Mark by telephone at (425) 227-2607, or electronic mail at mark.gabel@faa.gov.

The Airports Division, Safety and Standards Branch welcomed Alberto Rodriguez to the staff on September 25.

Alberto, born and reared in Chicago, Illinois, brings to his new position as Airport Certification Safety Inspector 16 years of aviation experience. His resumé includes airport and airline management, airport traffic control, and air warfare planning and control. For the past 9 years, he has served with the City of Chicago, Department of Aviation as the Chief of Operations for both O'Hare and Midway International Airports.



When Alberto (*pictured left*) graduated high school, he had two interests: graphic arts and aeronautics. Not quite ready to pursue college with a commitment to one or the other, he enlisted in the United States Marine Corps, where he received training in one of his fields of interest, aeronautics. After that, he was hooked on everything aviation. He has even acquired a private pilot's license. He served for 2 years on active duty, then transitioned to the active reserves. During this time frame, he focused his energy on achieving his bachelor's degree in

aviation management from Southern Illinois University.

Alberto says he and his wife Kelly, also a native of Chicago, enjoy traveling and outdoor activities, and often thought about living somewhere in the northwestern part of the United States. This desire, coupled with the opportunity to work in Seattle for the FAA, provided a golden opportunity, and an offer that was hard to refuse.

Alberto has settled into his office space, and a quiet neighborhood in Fairwood. He says he is really excited to be here, and will be even more excited as September draws to a close, because his wife and 2 ½-year-old son Dylan will be traveling here from the mid-west to join him.

The Safety and Standards Branch is excited to have Alberto here. We hope the sun is still shining over Seattle when the rest of Alberto's family arrives. Please feel free to call Alberto at (425) 227-2376.



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