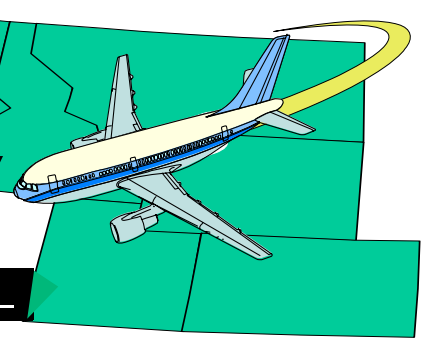




June 2007

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

# THE AIRPORTS APPROACH



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– Airports conference award pictures

## Revenue-producing facilities at non-primary airports require clear approaches

**W**hen Vision 100 legislation permitted non-primary airports to use their non-primary entitlements to develop revenue-producing facilities, it was under the condition that sponsors make adequate provisions for financing air-side needs of the airport. Basically, the provision was included to ensure airports would take care of their most critical aviation needs before undertaking a revenue-generating venture.

Air-side need is a broad term that covers many aspects, from having adequate safety areas, to ensuring proper pavement condition. We believe it also includes having clear approaches. After all, what good is a 7,000-foot runway if you have to displace the runway threshold 2,500 feet, due to an obstruction such as a tree?

Therefore, the next time you decide to undertake a revenue-producing project, you might want to review the current Airport Master Record (Form 5010). If it identifies a controlling object that penetrates a Part 77 surface, you will need to identify a means to comply with the FAA design standards, or certify with adequate justification why such is not possible.

We also recognize that, in some cases, the Form 5010 data may be inaccurate and not reflect recent obstruction-removal projects. We also recognize that, in some cases, the Form 5010 is identifying the tallest object in (relative) proximity to the airport, and providing the slope to the object. In such cases, the sponsor simply needs to tell us so.

By undertaking these activities early, we hope to avoid stopping a grant-in-process, to address this issue. To find the Form 5010 data for your airport, you may use the following link: <http://www.gcr1.com/5010web/>, and look under the runway information. If you have any questions about the Form 5010 data, or what constitutes a revenue-producing facility, you may call your local Airports District Office.

— Warren Ferrell

## The "NPIAS" explained

**A**mong the many acronyms we bandy about is "NPIAS," the acronym for the "National Plan of Integrated Airport Systems." The NPIAS refers to a national airport plan that the FAA has prepared at regular intervals since the 1940's, when the U.S. civil airport system was in its infancy. The plan currently identifies 3,431 airports that are significant to national air transportation, which makes them eligible to receive FAA grants under the Airport Improvement Program (AIP).

— Don Larson

(Article continued on page 3)

Editor: Nancy Royak  
Airports Division  
June 2007

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## DIVISION MANAGER'S COLUMN

**T**hank you for working so well with us to get these grants out the door and get our money working improving our airports. As of today, July 2, we have issued 119 grants and 40 amendments totaling over \$200 million. That leaves \$137 million to go before September. We're head down, tail up till then.

We are certainly hoping that the current reauthorization issue around the FAA/NATCA controllers' contract gets resolved, and doesn't torpedo getting a bill before year's end. I know many of you have been through the drill of multiple short-term extensions. We have many important, costly projects underway and ready to start . . . we need a full-up reauthorization in order to proceed in a sensible fashion.

Closer to home, you may have heard that Matt Cavanaugh, our Safety and Standards Branch Manager, and Wade Bryant, our Seattle Airports District Office Manager are retiring. Matt will be leaving us in August, and Wade in October. Between the two of them, 75 years of airports knowledge will be walking out the door. These guys not only know our programs, but also have seen virtually every conceivable variation on the theme. So, even more than their knowledge, their wisdom, gained through long experience, is irreplaceable.

To make the most of our remaining managers' experience, each manager will be working in a different capacity, until we fill Matt's and Wade's positions. Specifically, Craig Sparks will be managing the Seattle ADO, with Carol Key acting as the deputy manager. Bill Watson will be managing our Planning, Environmental and Financial Branch, while Carolyn Read moves over to cover the Safety and Standards Branch. This arrangement we hope will enable us to transition certain functions from one branch to the other, while maintaining full coverage for time-critical grant administration. John Bauer and Dave Stelling will be co-managing the Denver and Helena ADO's. Our aim is to constantly improve our service to you, by adopting the best practices in each office across the whole region.

This past week, I toured nine airports in western Colorado. I now better appreciate the operational challenges at high altitude airports, and the demand being generated by the expanding oil and gas industries. The issues vary across our region, and I want to be sure to understand them all. I plan to get out to visit you as soon as I can.



(Above) Donna P. Taylor, Manager, Airports Division

## Bureaucratic Balderdash

**"All new!"**

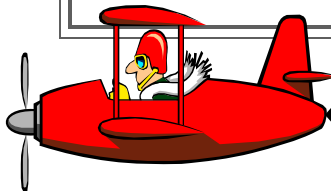
(Parts not interchangeable with the previous design.)

**"Rugged."**

(Too heavy to lift!)

**"Lightweight."**

(Lighter than rugged.)



*Those government people sure speak a different language!*

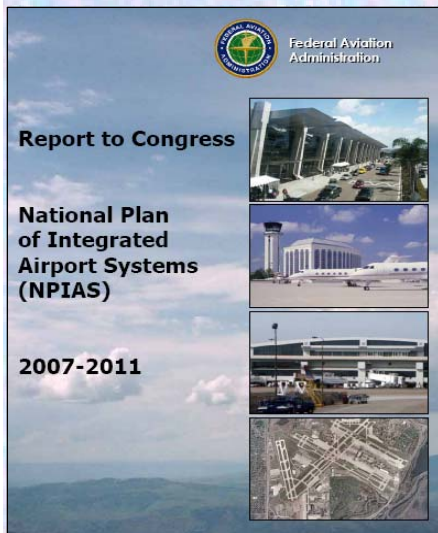
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## The “NPIAS” explained (*continued from page 1*)



The purpose of the national airport plan is to identify the magnitude of AIP-eligible development needs at system airports, over a 5-year plan, and report the findings to Congress on a biennial basis. Check the web at: [http://www.faa.gov/airports/airtraffic/airports/planning\\_capacity/npias/reports/](http://www.faa.gov/airports/airtraffic/airports/planning_capacity/npias/reports/) for the complete report (*pictured left is the cover of the report*).

Another common context for which we use the term “NPIAS” involves the list of proposed projects submitted by an airport sponsor for FAA grant consideration. This is an important submittal, as all projects enter the AIP tiered funding process through the NPIAS portal. Each Airports District Office (ADO) reviews the lists of projects submitted by airports (often formulated through the 20-year horizon of an airport master planning study), and these initially are entered into the “NPIAS” as an “overall development objective” (ODO). From this list, FAA screens the projects according to AIP funding priority formulas and projected available grant monies, and establishes a tentative, and dynamic airport capital improvement program (ACIP) for a 3-year period. The final screening occurs during the annual grant program itself. So, it is essential for every airport sponsor to formulate their “NPIAS” list of AIP-eligible projects for the foreseeable future and provide an updated copy to FAA as often as needed.

For more information on the above, please contact your ADO.

— Don Larson

## The FAA adopts Geographic Information System

In 2005, the Federal Aviation Administration (FAA) established a program for collecting and disseminating digital airport survey data. In a recently published letter, the Eastern Region Airports Division explained the details of the system, including the changes required for collecting and submitting airport data. The following is an excerpt from the letter:

"The FAA adopted the Geographic Information System (GIS) Program in 2005. It defined new standards and processes for collecting airport and aeronautical data. The program provided the FAA with the ability to ensure the accuracy, integrity, and usability of survey/GIS data gathered by commercial resources, before making it available for use in safety critical applications. To meet this challenge the FAA teamed with the National Oceanic and Atmospheric Administration's (NOAA), National Geodetic Survey (NGS) Aeronautical Survey Program to provide quality assurance of the data. In this role, NGS provided independent verification and government certification of all safety critical data. This independent analysis ensured the GIS data is meeting the accuracy requirements of its customers and in compliance with the established standards.

These standards and methods served the needs of the FAA well, but would not meet the needs and requirements of a future performance-driven National Airspace System (NAS). To meet this need the FAA is currently transitioning to the new Airport Geographic Information System (Airport GIS) program. During this transition period both the current standards (FAA 405 survey) and Third Party Survey Site (TPSS) hosted by the National Flight Data Center (NFDC) and the Airport GIS Program and its associated AC's will coexist. However, all Airports projects initially funded in Fiscal Year (FY) 2007 (10/1/06 – 9/30/07) should abide by the standards outlined in Advisory Circulars 150/5300-16, 150/5300-17, and 150/5300-18 and submit their data to the airport surveying-GIS web site at: <http://airports-gis.faa.gov/airport/homeExt.jsp>. This is the first phase of the transition. In FY 08 all airport and aeronautical surveying projects sponsored or funded by the FAA will be required to meet the standards and processes spelled out in the Airport-GIS program. By the end of CY 2007, the [NFDC TPSS site](#) and the above [Airports-GIS web site](#) will become a single site providing our internal and external customers a single location for the submission of airport and aeronautical survey data. In combining the functionality of these sites, neither standard is going away, in fact they are being combined to better serve our customers and streamline the overall process of collecting airport and aeronautical data for the FAA."

— Mike Crader

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## Airport revenue for land acquisition — get the facts

**Y**ou want to buy some land adjacent to your airport, but the landowner thinks the property is worth millions. How far can you go to meet the landowner's price with airport revenue?

The FAA Revenue Use Policy (Policy), specifically *FAA Policy and Procedures Concerning the Use of Airport Revenue*, Section VI.B.1, prohibits the use of airport revenue for payments that exceed the "fair and reasonable value of those services or facilities provided to the airport." (64 Federal Register, 7696 at 7720, February 16, 1999.)

If the price of the land is supported by an appraisal and review appraisal, there is no question that the price is "fair and reasonable." But, what if the owner demands a higher price? In this case, the Policy does not define "fair and reasonable." But, FAA's Land Acquisition Order provides documentation requirements for an administrative settlement, which is an agreed settlement in excess of the sponsor's offer of just compensation made for acceptable administrative reasons to the public interest (FAA Order 5100.37, Par. 3-21). Recently, an airport was able to defend an allegation of revenue diversion in its annual financial audit, because it followed the documentation requirements of this order. To ensure you adequately document your determination of a "fair and reasonable" price, we suggest you follow the administrative settlement documentation requirements quoted below:

"The sponsor must prepare and maintain adequate written justification that the settlement is reasonable, prudent and in the public interest. At a minimum, the items listed below shall be stated, as applicable, to support a settlement amount. The written explanation must be commensurate with the settlement amount involved. Small settlements or within 10% of the appraised value may only require brief discussion noting the amounts involved and evidencing the sponsor's approval. Settlements that involve substantial amounts or large increases require full analysis and discussion to verify the settlement amount is clearly cost effective and reflects the public interest.

- a. The probable range of testimony in litigation including the airport's approved appraisals and the property owner's appraisals.
- b. The type of property involved and damages, if any.
- c. Recent court awards in the vicinity (particularly involving similar property).
- d. A summary of the negotiation effort and the recommendation of the negotiator to conclude the purchase with a settlement.
- e. The estimate of trial cost, including preparations.
- f. The advice and opinion of the sponsor's legal counsel.
- g. The settlement shall ultimately be approved by the appropriate airport sponsor official with management responsibility for the acquisition project."

—Joelle Briggs

## We are achieving our programming, closeout goals

**Y**ou may be able to relate to this if you, like I, have run the 400 meters in track. It always seemed to me that at the end of 300 meters I would experience what felt like a 500-pound gorilla landing on my back. What had seemed like an easy achievement up to this point, all of a sudden seemed almost impossible to reach. This illustration correlates to the affect of accomplishing a vast amount of programming work, yet realizing there is still much that needs to be accomplished to achieve the final goal.



To date, we have programmed 223 projects in the amount of \$258.2 million. This is 80.8 percent of the projects, and 81.1 percent of the funds identified as out planned goal. We also have amended 63 grants, including multi-year additions, for \$16.8 million, and closed a total of 215 grants. Of this amount, 34 were 4 years old. Still, we have 17 (33.3 percent), 4 years and older, to close. We have approved 14 passenger facility charge (PFC) applications and 15 PFC amendments, and we have closed eight PFC applications. But, like the race, we are in the home stretch with nine PFC closeouts remaining.

So, take heart, the end is near.

— Warren Ferrell

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# Thanks to all of you for another successful Northwest Mountain Region Airports conference

**W**e are pleased to report that we received some positive feedback about the conference from many of the more than 400 attendees at the event. Those who expressed their opinion on the matter indicated that this year's conference was the best so far. This positive feedback is something we strive each year to achieve, because it lets us know that we are on the right track with agenda topics and guest speakers. If we are not consistently improving our conference, then we need to work harder to enhance the areas you think could be better.

The pre-conference workshop also had a marvelous showing with about 125 attendees. The audience was engaged and interested in the well-prepared and -presented topics of discussion. The question-and-answer opportunities provided a great exchange for clarifying and providing useful insight.

Lunch is always a highlight at our conference event, for the great food, interesting guest speakers, and award ceremonies. This year, we seemed to have hit the mark in all areas. The food was excellent. Fire Chief Dick Blanchard's presentation on the affects of the Katrina disaster on the airport and staff; other emergency response teams sent to support the Chief's efforts; and the citizens of the community, who fled to the airport for refuge was both compelling and sobering. The award ceremony, with its elements of anticipation and surprise, was gratifying (*Pictures of the award recipients begin on this page and continue on pages 6 through 9*).

This year's list of speakers was very impressive. We had national experts, representatives from the William J. Hughes Technical Center in New Jersey, technology experts from the private sector, staff from other regional lines of business, and, of course, our own experts. Each presentation

All of these co-mingling contributions left an indelible sense of satisfaction that all the hard work invested in the planning and preparation for the conference was worthwhile. We thank you for your continued support of this event.



*Pictured at left center, Robb Parrish, Airport Manager, Pullman-Moscow Airport, displays his award for exceptional leadership in improving aviation safety at the Pullman-Moscow Regional Airport in Pullman, Washington. The award was presented by Donna P. Taylor, Manager, Airports Division, on the right, and Wade Bryant, Manager Seattle ADO, on the left.*

— Article by N. J. Royak  
— Photos by Bill Watson

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# Northwest Mountain Region Conference award pictures (continued from page 6)



*Pictured at left center, Len Nelson, Aviation Director, Pocatello Regional Airport, Idaho, displays the award presented to him by Donna Taylor, Manager, Airports Division, on the right, and Wade Bryant, Manager, Seattle ADO, on the left. Len received his award for dedication and commitment to improving airport safety and security, ensuring excellent aviation service to the Pocatello, Idaho, region.*



*Pictured right to left are Donna Taylor; Bill Watson, Supervisor, Oregon/Idaho Section, Seattle Airports District Office, who accepted the award for Gary LeTellier, Airport Manager, Southwest Regional Airport at North Bend, and Wade Bryant. The award was in recognition of the airport's outstanding achievement in rehabilitating the airport runways, improving the runway 13/31 safety areas, and establishing the first airport district in Oregon.*

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## Northwest Mountain Region Conference award pictures (continued from page 7)



*Pictured from left to right are Dave Stelling, Manager, Helena ADO; Gary Gates, FAA Project Manager; Richard Donaldson, Project Manager with Robert Peccia and Associates; and Donna Taylor, Manager, Airports Division. The award, for the achievement of acquiring land and constructing a new general-aviation runway, apron, taxiways and related aviation improvements, to serve Sanders County, the town of Plains, and surrounding communities, was accepted by Donaldson on behalf of the Plains Airport.*



*Pictured at right, center, is Larry Bullock, Director of Public Works, St. George, Utah, flanked on the right by Donna Taylor, Manager, Airports Division, and on the left by Craig Sparks, Manager Denver ADO. The St. George Airport award was presented for successful completion of the environmental impact statement for the construction of a replacement airport to serve the St George community.*

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# Northwest Mountain Region Conference award pictures (continued from page 8)



*At left center, Clarence Vranish, Manager, Evanston-Uinta, Wyoming Airport, holds the award plaque presented by Donna Taylor, right, and Craig Sparks, left. The award was in recognition of your commitment and partnership with federal, state, and local governments, to improve the safety area for runway 5/23, and provide improved aviation service to Uinta County.*



*Pictured at left center, with his award plaque, is Jim Elwood, Director of Aviation at the Aspen-Pitkin Airport. He is flanked on the left by Craig Sparks and on the right by Donna Taylor. Jim was recognized for his in commitment to improving airfield safety in completing the east side safety improvement project, including runway 15/33 and parallel taxiway.*

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# Northwest Mountain Region Conference award pictures (continued from page 9)



*Pictured at left, from right to left, Donna Taylor, Manager, Airports Division, presents former Airports Division Manager, Lowell H. Johnson, an award in recognition of his 12 years of dedicated service, and support for the Northwest Mountain Region airport system.*



*Pictured at left, from right to left, Donna Taylor presents Christine Whitehead with the prestigious DOT Secretary's Team Award. The "Keeper of the Promise" award originally was presented by Administrator Marion E. Blakey at a ceremony in April in Washington, DC. Christine received recognition for her achievements in coordinating the Equal Employment Opportunity/ Disadvantaged Business Enterprise programs in partnership with the Airports Division.*

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