



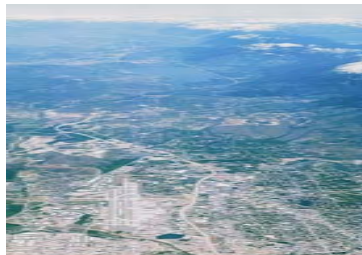
# 2007 Annual Report



**San Diego Int'l Airport**



**Flagstaff Pulliam Airport**



**Reno Int'l Airport**



**San Francisco Int'l Airport**



**Saipan Int'l Airport**



**Palau Int'l Airport**

## Airports Division Western-Pacific Region

### *Message from the Division Manager Western-Pacific Region Airports Division*



I am pleased to present our Second Annual Report of Accomplishments for Fiscal Year (FY) 2007. This Annual Report highlights the successes that were accomplished with your help throughout the year. Each year, the Federal Aviation Administration's regions develop a Business Plan to establish goals and objectives in support of the FAA Flight Plan. As part of our commitment to highlight areas of focus and accountability, I am happy to share this Report with our Stakeholders.

I look forward with excitement to the future. In FY 2008, we plan to continue our efforts to improve our communication and service delivery. We seek opportunities to continue our outreach efforts and support partnership opportunities in the areas of compatible land use and best practices for project management.

Best regards,

A handwritten signature in black ink that reads "Mark A. McClardy".

Mark A. McClardy

## ***Table of Contents***

<b><u>Subject</u></b>	<b><u>Page</u></b>
The Region at a Glance	4
3rd Annual Conference	5
2007 Pacific Aviation Directors' Workshop	6
Labor Management Relations	7
Planning	8-14
Environmental Program	15-20
Part 150 Noise Compatibility	21
Airport Certification Program	22
Runway Safety Area (RSA) Program	23
Airport Compliance Program	24
Runway Incursion Program	25
Airport Safety Recommendations	26
International Program Outreach	27-31
Collaborative Outreach	32-34
AIP Highlights	35-48
AIP Financial Management	49-52
PFC Program	53-54

## ***The Region at a Glance***

The Federal Aviation Administration, Western-Pacific Region (AWP) serves the states of Arizona, Nevada, California, and Hawaii as well as the Commonwealth of Northern Mariana Islands, the U.S. Territories of Guam and American Samoa, the Republic of the Marshall Islands, the Federated States of Micronesia and the Republic of Palau. AWP is the largest FAA region geographically, stretching across three time zones and the international dateline. There are 73 AWP airports currently certificated under Title 14 Code of Federal Regulations (CFR) Part 139 to provide passenger service. These airports range in size and complexity of operations from international airports to small regional airports.

According to the most recent data, AWP experiences approximately 16.5% of total aircraft operations while enplaning approximately 21% of all passenger traffic nationally. AWP has 410 public use airports and 495 that are private use airports. 306 airports in AWP are part of the National Plan of Integrated Airport Systems (NPIAS). The NPIAS identifies 3,431 airports nationwide eligible to receive Federal grants due to their significance to air transportation.

## *FAA's 3rd Annual Airports Conference*

The Third Annual FAA Western-Pacific Airports Conference was held on May 22-24, 2007 at the LAX Hilton Hotel. The conference included reports and presentations from State Aviation Directors, Aviation Associations, and 35 technical workshops covering: Planning/Funding; Engineering/Environmental; Compliance/Noise; Airport Operations/Security and The AirTraffic Organization and also included a 1-day Airport Capital Improvement Plan (ACIP) Workshop.

At the awards luncheon, Regional Administrator for the Western-Pacific Region Mr. William C. Withycombe, presented three awards to deserving recipients. The Herman C. Bliss Airports Partnership Award was awarded to Chief Stanley C. Torres, Fire Chief of the Commonwealth Ports Authority, Saipan, who was recognized for his leadership role in partnering with FAA to enhance airport safety in Micronesia.

McCarran International Airport was awarded the Air Carrier Airport Safety Award for their outstanding record of airport safety. The Fall River Mills Airport was awarded the 2007 Airport Safety Award for completing several airport safety enhancements.



## *2007 Pacific Aviation Directors' Workshop*

AWP's Airports Division was one of several FAA lines of business that supported the annual Pacific Aviation Directors' Workshop conducted by the AWP Regional Administrator's Office. Last year's workshop was held on Palau on March 26 - 29, 2007. The 2007 Workshop theme was "Fostering Aviation Safety and Infrastructure Development through Government and Industry Partnership."

Over 150 aviation stakeholders, airport, airline, industry representatives, consultants, contractors and equipment suppliers attended the annual event. Ministers and Secretaries of Transportation, legislators, Executive Directors and Airport Managers attended the workshop from the governments of American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, the State of Hawaii as well as the Republic of Palau, Federated States of Micronesia and the Republic of the Marshall Islands. We wish to extend a big "Mahalo" to the Republic of Palau and Palau International Airport for their hospitality and hard work to make this year's workshop a success.



## ***Labor Management Relations***

We would like to congratulate Sam Samad for his election as National Airports Representative for the National Air Traffic Controllers Association's (NATCA) Airports Organization. As National Airports Representative, Mr. Samad represents over 300 Bargaining Unit Employees (BUEs) throughout the United States. Mr. Samad is the first National Airports Representative for NATCA from the Western Pacific Region. He is also Local NATCA President for the Western Pacific Region. Mr. Samad is working in collaboration with management at regional and national levels to accomplish mutual goals. We wish Mr. Samad success in his leadership of that organization.



## ***Planning***

### ***Planning Highlights: (Airport Layout Plan)***

Seventeen new planning grants were issued to various airport sponsors in FY 2007. This includes grants for the conduct or update of master plans, Airport Layout Plan (ALP) updates with Narrative Reports, an airport feasibility study and a land use compatibility plan. The land use planning grant was issued to the City of Ontario under Section 160 of the Vision 100, Century of Aviation Act.

In addition to the new grants, Airport District Office (ADO) planners continued to manage 49 on going federally funded master planning grants at various stages of completion. ADO planners also provide technical support for various other master planning efforts funded through state grants or by the airport sponsors.

### **Airport Layout Plan Updates**

<b>Airport District Office</b>	<b>#ALP</b>
Los Angeles	20
San Francisco	14
Honolulu	1
Total	35

## ***Planning***

### ***Planning Highlights: (Bay Area Planning Study)***

On August 3, 2007, FAA Associate Administrator for Airports Kirk Shaffer arrived at San Francisco International Airport (SFO) to deliver a grant offer to the Regional Airport Planning Committee (RAPC). The RAPC was created by the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG) and the San Francisco Bay Conservation and Development Commission (BCDC) to advise the three agencies on regional aviation matters. The grant will help the RAPC update their 2000 Regional Airport System Plan (RASP).

There will be three sequential phases to the update. The first phase, which was completed on October 15, 2007, focused on strategies to maximize the capacity of airport operations and existing runways at Oakland (OAK), SFO and San José (SJC). The RAPC reviewed potential demand management strategies at each airport and recent advances in air traffic control technology. This phase also included a review of possible new institutional arrangements to better manage future air traffic demand.

The FY 2007 AIP grant to the RAPC will fund Phase 2 of the RASP update. Depending on the findings from Phase 1, Phase 2 will either: (a) provide greater detail and analysis of the most promising demand management strategies at each airport, or b) analyze the remaining alternatives to new runways, including high-speed rail and use of other airports in the Bay Area and nearby to relieve air passenger, air cargo, and general aviation demand at the three major commercial airports. Introduction of Phase 3 is dependent on the results of Phase 2.

[\(Continued on Page 10\)](#)

## ***Planning***

### ***Planning Highlights cont: (Bay Area Planning Study)***

Associate Administrator Shaffer told a gathering of local officials and the media that "In the next seven to eight years, we're looking at 33 percent growth in flying passengers." A recent Future Airport Capacity Task (FACT) study prepared for the FAA predicts that by 2025, passenger totals will increase by 60 percent at SFO, 80 percent at OAK and 100 percent at SJC. Associate Administrator Shaffer acknowledged that San Francisco Bay Area airports are likely to face congestion problems within a few years unless something is done to provide more capacity and better regional coordination.

## ***Planning***

### ***Regional Planner Workshops:***

“Regional” planners workshops were conducted in May 1-2, 2007 and July 18 in Los Angeles. Participants included the Planning and Programming Branch Manager, the Regional Planner and all airport planners from the Los Angeles and San Francisco Airports District Offices. Other select managers also participated in portions of the session.

The purpose of these meetings was to keep current and discuss on-going airport issues in order to provide better customer service to the aviation community. Discussion areas were focused on proposed changes in the Regional planning philosophies and focus. Discussions included how we currently operate, how we could better utilize our airport planning capabilities to ensure that planning drives our AIP program.

We discussed how proposed changes effect the work that we do, defined the role of our Regional Planner, master planning issues, ALP reviews/checklist, NPIAS issues and development of a Regional Plan. Discussions were held in an open forum and included the participation of Jan Monroe, Lead Planner in ACE. Participation by Mr. Monroe facilitated a comparison of business practices between ACE and AWP. We extend our thanks to Central Region for providing Jan as a resource to us.

## ***Planning***

### ***Vision 100 Streamlining:***

AWP continued the development of the Southern Nevada Supplemental Airport Environmental Impact Statement in partnership with the Clark County Department of Aviation. The EIS is for a new airport to supplement the existing McCarran International Airport currently serving the Las Vegas Metropolitan Area. Major accomplishments this year included scoping for the EIS, approval of updated forecasts, and the acceptance of the revised ALP. AWP also initiated the agency coordination process under the provisions of the *Aviation Streamlining Approval Process Act of 2003*.

In partnership with our Joint Lead Agency, the Bureau of Land Management, AWP brought 16 Federal, state, and local agencies together to negotiate a project-specific Memorandum of Understanding (MOU). The MOU establishes provisions for expedited document reviews and issue resolution processes that will enable the agencies to provide ongoing feedback during the development of the EIS and result in a better quality document in a faster timeframe.

## ***Planning***

### ***Land Use Compatibility Planning:***

We issued a planning grant to the City of Ontario to conduct an Airport Land Use Compatibility Plan. This was eligible under Vision 100, Century of Aviation Reauthorization Act. Section 160 of the Act authorized the Secretary to make grants available from noise set-aside Airport Improvement Program funds to states and units of local government for compatible land use planning around large and medium hub airports. Guidelines were established under 05-5.1 Section 160 on the administration of this new program. Airports Division subsequently issued guidance under Program Guidance letter 05-5. Under this unique planning project a “project team” was formulated, who meet monthly, with the LAX-ADO as a team participant, providing both planning and environmental support along with several LAWA staff and city staff. The city of Ontario is conducting a General Plan Update and wants to incorporate the land use compatibility plan elements into its new General Plan to assist in protection of the airport, its surrounding environs and to identify the compatible parcels and structure heights on areas within the city in and around the airport.

## ***Planning***

### ***Capacity Planning:***

The largest ongoing master planning study is being conducted at San Diego International Airport with the San Diego County Regional Airport Authority. This study is planning capacity enhancements, which will result in short-term and long-term airport development, both landside and airside, to meet future aviation demand. The LAX-ADO is participating on a separate airport master plan Technical Committee to develop an Airport Roadway/Transit Plan. The committee was developed to address ground transportation issues. The committee is comprised of a diverse group of participants from rail, bus and local transportation agencies that serve or are located within the San Diego area. The committee has been in existence since June 2005.

## ***Environmental Program***

### ***Environmental Impact Statements:***

During FY 2007, AWP's Environmental Protection Specialists directed preparation of Environmental Impact Statements (EIS) and Environmental Assessments (EA). AWP's ADO Environmental Protection Specialists faced several challenges this year. Several staff member changes occurred and some of the workload had to be reallocated to the Regional Office and other Regions due to long-term illness. The ADO's in both SFO and LAX welcomed a new Environmental Specialist to their respective offices. In an effort to maintain a high degree of quality control and efficient processing, AWP received environmental review assistance from staff in FAA's Headquarters, and in the Southwest and Alaskan Regions. AWP extends its thanks to everyone who helped us maintain the program during a very challenging year.

During FY 2007, AWP initiated and continued to prepare several Environmental Impact Statements (EIS) within the Region. In doing so, FAA has ensured that all federal actions associated with proposed airport capital improvement projects were in compliance with the National Environmental Policy Act (NEPA of 1969, as amended). FAA is responsible for preparing the EIS documents and selects and directs an environmental consultant to assist FAA to prepare the EIS. The following summarizes our accomplishments in FY 2007:

- Continued to prepare the Draft EIS for the proposed Southern Nevada Supplemental Airport. The Clark County Department of Airports (CCDOA) proposes to develop a new airport about 30-miles south of Las Vegas, along I-15 in the Ivanpah Valley. The proposed airport includes two runways, 15,000 feet long and 12,000 feet long with a passenger terminal complex, associated facilities and an access roadway.

(Continued on Page 16)

## ***Environmental Program***

### ***Environmental Impact Statements (cont.)***

- Continued to prepare the Draft EIS for the proposed Southern Nevada Supplemental Airport. The Clark County Department of Airports (CCDOA) proposes to develop a new airport about 30-miles south of Las Vegas, along I-15 in the Ivanpah Valley. The proposed airport includes two runways, 15,000 feet long and 12,000 feet long with a passenger terminal complex, associated facilities and an access roadway.
- Continued work on a variety of federal environmental issues including a detailed Noise Screening Analysis for an EIS at Mammoth Yosemite Airport - Mammoth Lakes, California. This EIS evaluate the proposed approval of modifications to the operations specifications for Horizon Air to use their Bombardier Dash 8 Q-400 to provide twice daily flights from Los Angeles International Airport during the Winter Ski Season. FAA published the Draft EIS in November 2007.
- Continued preparing the Draft EIS for a proposed runway relocation project at Tucson International Airport. The proposed runway would accommodate air carrier aircraft operations, while the existing runway would be remarked as a parallel taxiway to improve overall airfield safety and efficiency.
- Conducted a detailed Noise Screening Analysis associated with the preparation of a Draft EIS for a replacement general aviation airport at Mesquite, Nevada. AWP expects to publish the Draft EIS in 2008.
- Continued development of the EIS process for a proposed runway extension at Gness Field, in Marin County, California. This project would include the runway extension, construction of levels and drainage alterations.

(Continued on Page 17)



## ***Environmental Program***

### ***Environmental Impact Statements (cont.)***

- In FY 2007, FAA worked with the airport sponsors at LA-Ontario International Airport and Sacramento International Airport while they reexamined proposed projects that were the subject of an EIS at each airport. As a result of the reexamination of the proposed projects, FAA discontinued preparation of the EIS document at both locations.

## ***Environmental Program***

### ***Environmental Assessments:***

FAA is able to comply with NEPA for a wide variety of Airport development projects using Environmental Assessments in addition to Environmental Impact Statements. EA documents are typically prepared by the airport sponsor, using an airport environmental consultant. FAA's Environmental Protection Specialists oversee and provide direction to airport sponsors as the EA's are developed. AWP's Environmental Protection Specialists also conduct consultation with the U.S. Fish and Wildlife Service and the State or Tribal Historic Preservation Officers for EA documents. During FY 2007, AWP began, continued or completed 25 EA's. These documents have or are expected to result in a Finding of No Significant Impact (FONSI). The following highlights some of our more challenging accomplishments in FY 2007

- AWP continued to work closely with the Clark County Department of Airports for the proposed Southern Nevada Regional Heliport, near Sloan, Nevada. This project proposes to develop the largest civilian heliport in the United States. This heliport will be designed to accommodate helicopter air tour operators that take visitors to the Grand Canyon.
- AWP worked with the State of Hawaii on developing an EA for a proposed land acquisition project at Lihue Airport, Island of Kauai, Hawaii.
- AWP provided guidance for the preparation of a Draft EA for proposed Master Plan Improvements including runway and taxiway extensions at Napa County Airport, Napa, California.

## ***Environmental Program***

### ***Environmental Assessments (cont.):***

- Worked with the City of Redding, California to complete an EA for the proposed land release for a proposed business park at Redding Municipal Airport. The proposal is known as the Stillwater Business Park consisting of 210 acres of land adjacent to the airport that will be the centerpiece of commercial development near the airport. AWP approved a FONSI for this project on November 13, 2007.
- AWP staff worked closely with the Sacramento County Airport System staff to develop an EA for the proposed Terminal Modernization Program at Sacramento International Airport, Sacramento, California. The proposal includes replacement of a passenger terminal building, construction of additional aircraft parking aprons, roadway improvements and automobile parking lots for passengers and employees working at the airport.
- AWP worked on a reevaluation of a proposed Automated People Mover system at Phoenix Sky Harbor International Airport, Phoenix Arizona.
- AWP also provided detailed guidance for preparing an EA for land acquisition at Nut Tree Airport, Vacaville, California.
- Working as a Team, AWP Region, ADO and Headquarters staff worked together to help the Monterey Peninsula Airport District, prepare information necessary for coordination with the U.S. Fish and Wildlife Service for a proposed non-aviation revenue development at Monterey Peninsula Airport, Monterey, California.

(Continued on Page 20)

## ***Environmental Program***

### ***Environmental Assessments (cont.):***

- AWP environmental and planning staff conducted four planning and environmental workshops in Arizona, California and Nevada. These workshops provided detailed information and guidance for airport sponsors and consultants on airport planning and environmental documentation. The goal of these workshops is to emphasize completing the planning work before starting the environmental analysis. About 170 people attended all four workshops.
- Completed a FONSI for the Bob Hope Airport to acquire 24.6 acres of property for an airport parking lot.
- Completed an EA Finding Of No Significant Impact (FONSI) for Riverside County, California owner and operator of the French Valley Airport. The airport acquired a 12-acre narrow strip of land within the Building Restriction Line to ensure future compatibility of airport operations. According to FAA Order 1050.1E, any land purchase or release exceeding three acres requires an EA.
- In 2001, the FAA determined that San Diego International Airport's Quieter Home Program may have an effect on properties included in or eligible for inclusion in the National Register of Historic Places. The FAA, The Advisory Council on Historic Preservation, The California State Historic Preservation Officer, The San Diego County Regional Airport Authority, and the City of San Diego entered into a Programmatic Agreement that reasonable efforts would be made to avoid adverse impacts on properties listed or eligible in the National Register of Historic Places. The PA expired in 2006 and the FAA has reviewed and provided comments on the updated PA.

## ***Part 150 Noise Compatibility Program***

In addition to ensuring compliance with NEPA and other special purpose laws, AWP Environmental Specialists and Program Managers, help airport sponsors in the development of Airport Noise Compatibility Planning studies. These studies are commonly called "Part 150 Studies" after 14 CFR Part 150, Airport Noise Compatibility Planning. Under this program AWP completed a Record of Approval for Noise Compatibility Program at McClellan-Palomar Airport, Carlsbad, California.

AWP continued to implement use of its detailed internal Part 150 processing instruction manual. This document has proved beneficial to our new staff, so they can come up to speed with the processing actions more quickly.

During FY 2007, AWP has assisted airport sponsors developing both Noise Exposure Maps and Noise Compatibility Programs at the following airports:

### **Arizona:**

Buckeye Municipal Airport, Buckeye  
Chandler Municipal Airport, Chandler  
Marana Regional Airport, Marana

### **California**

Meadows Field, Bakersfield  
Fresno-Yosemite Airport, Fresno  
Modesto City-County Airport, Modesto  
Monterey Peninsula Airport, Monterey  
San Diego International Airport, San Diego  
Van Nuys Airport, Van Nuys

### **Hawaii and Pacific Islands:**

Honolulu International Airport, Honolulu

### **Nevada:**

McCarran International Airport, Las Vegas

## ***Airport Certification Program***

Federal Aviation Administration (FAA) Airport Certification Safety Inspectors are responsible for the periodic inspection of airports certificated under 14 CFR Part 139 Certification of Airports and serving air carrier aircraft with 10 or more passenger seats.

We meet our goal of inspecting 70 of 74 certificated airports in the Region. During the inspections, one airport elected to surrender their Airport Operating Certificate and one Airport Operating Certificate was temporarily suspended pending compliance issues. Of the remaining 72 certificated airports 4 are classified as inactive as they do not presently have air carrier service. Final inspections were conducted on runway extensions for San Luis Obispo Regional Airport and Flagstaff Pulliam Airport in support of improved airline service and to assure continued compliance with the regulation.

## ***Runway Safety Area (RSA) Program***

The Runway Safety Area (RSA) is an integral part of the runway environment. RSAs are intended to provide a measure of safety in the event of an aircraft excursion from the runway. The objective of the program is to improve RSAs at federally obligated airports and airports certificated under Title 14, Code of Federal Regulations (CFR) Part 139 conform to the standards contained in AC 150/5300-13 Airport Design: to the extent practicable.

AWP revalidated a total of 102 RSAs at 62 airports in FY05, a total of 47 RSAs were identified as needing improvement. The national goal is to complete improvement projects of the identified RSAs by 2015.

In FY 2007, our goal was to complete all practicable RSA improvements at four (4) locations by September 30, 2007. AWP met this goal by completing the four RSA projects 100 %. These projects occurred at Honolulu, Los Angeles, San Diego and Tucson.

**Practicable RSA Improvements**

<b>Location</b>	<b>RWY</b>	<b>Completion Date</b>
<b>Honolulu</b>	<b>4R/22L</b>	<b>11/01/2006</b>
<b>Los Angeles</b>	<b>7R/25L</b>	<b>3/27/2007</b>
<b>San Diego</b>	<b>9/27</b>	<b>11/01/2006</b>
<b>Tucson</b>	<b>3/21</b>	<b>9/30/2007</b>

## ***Airports Compliance Program***

Compliance inspections are part of a national program that is being carried out pursuant to Senate Report No. 106-55, dated May 1999. Congress directed that the FAA conduct land-use inspections at airports that have received federal assistance in order to detect if unauthorized land uses exist. In accordance with Section 722 of Public Law 106-181, the FAA must include in its reports to Congress the identity of all airports that are not in compliance with federal obligations and provide Congress with the FAA's plans for eliminating the unauthorized uses.

Land-use inspections are conducted to ensure compliance with obligations contained in the grant agreements and conveyance deeds for federal land. Failure by an airport to take corrective action after being notified of non-conforming conditions may result in the loss of Airport Improvement Program discretionary and non-primary entitlement grants.

Land-use inspections conducted in fiscal year 2007 and the result:

**Sierra Vista, AZ**  
**Chandler AZ**

**No deficiency**  
**No deficiency**



## ***Runway Incursion Prevention***

Runway incursion prevention is a result of improved training, procedures, evaluation, analysis, testing and certification. Our goal is to reduce the risk of runway incursions resulting from errors by pilots and all other personnel. The AWP Safety Section develops and distributes a quarterly publication entitled Vanquishing the V/PD, to specifically address Vehicle/Pedestrian Deviation (V/PD) issues in the Region. A V/PD pertains to pedestrians, vehicles or other objects interfering with aircraft operations by entering or moving on the movement area without authorization from air traffic control. This includes mechanics taxiing aircraft for maintenance or gate repositioning. V/PDs represent an average of 20% of runway incursions that occur nationwide.

The following table depicts a definite downward trend in V/PDs, V/PDs classified as runway incursions and V/PDs classified as surface incidents in the Western-Pacific Region since FY 2005.

**Western-Pacific Region V/PD Count**

<b>Fiscal Year</b>	<b>Total V/PDs</b>	<b>VPD RIs</b>	<b>VPD SIs</b>	<b>FY Decrease</b>
FY 2005	73	12	61	
FY 2006	61	11	50	-12 (16%) from FY 2005
FY 2007	49	7	42	-12 (20%) from FY 2006

*V/PD-Vehicle/Pedestrian Deviation*

*RI- Runway Incursion*

*SI- Surface Incident*

Statistics supplied by the National Runway Safety Office

## ***RSAT***

AWP Safety Section also meets on a quarterly basis with the Office of Runway Safety to update and coordinate regional Runway Safety Action Team (RSAT) activities with those of Airport Safety and Certification. The AWP Safety Section/Runway Safety partnership contributed to the reduction of V/PDs within the Region by 20% over the FY 2006 statistics.

**RSAT AIP Projects**

<b>Location</b>	<b>No. of Rec.</b>	<b>Project Funded</b>
Scottsdale	1	Taxiway Construction
Big Bear City	1	Installation of Airfield Taxiway Signs
Burbank/Bob Hope	1	Taxiway "D" Extension
Long Beach	1	Rehabilitation of Taxiway "K"
Los Angeles	1	Construction of Center Taxiway
<b>Total#</b>	<b>5</b>	

## ***International Program Outreach***

### ***Chinese Delegation arrival in Honolulu HI:***

We hosted a delegation from the Civil Aviation Authority of China in December 2006. We greeted the Chinese Delegation upon their arrival into Honolulu and escorted the Delegation to the Honolulu Combined Facility for program briefings and a tour of the facility. The staff provided briefings on airport infrastructure development financing and the Airport Improvement Program.



## ***International Program Outreach***

### ***Chinese Delegation arrival in Los Angeles:***

Consistent with the AWP Business Plan, we advanced U. S. Aviation Safety leadership in developing regions by an exchange of information and providing technical assistance and training.

The Regional Office, Safety Section hosted a delegation from the Civil Aviation Authority of China in June 2007. Ms. SONG ShaoHua, Mr. ZHANG Xian, Ms. LU Guang-Lan, Ms. ZHAO JianXun and Mr. GE XiaoFei Traveled directly to the FAA Academy in Oklahoma City for orientation and training and were joined there by an AWP airport certification safety inspector. After one week of classroom training the delegation returned to Los Angeles for additional training.

During the second week, the delegation participated in a Certification Inspection of Long Beach Municipal Airport. The delegation then returned to the Regional Office for further discussion, review of the 14 CFR Part 139 Program, airport safety requirements and a question and answer session.



## ***International Program Outreach***

### ***Korean Delegation:***

We hosted four inspectors from the Korean Civil Aviation Safety Authority (KCASA) in August 2007, to conduct on-the-job training of FAA's FAR Part 139 certification inspections at Kona, Waimea-Kohala and Hilo Airports on the Big Island, Hawaii. The weeklong inspections at the three airports provided the opportunity to observe similarities and differences not only in the inspection, but airport operations, airport and terminal building security, and air traffic.



## ***International Program Outreach***

### ***AIP Program Guidance and Certification Workshop:***

In FY 2007, in conjunction with the AWP Regional Administrator's Office, we conducted a Airport Improvement Program (AIP) Guidance and Certification Workshop on Saipan, Northern Mariana Islands. The workshop was specifically designed to assist the Micronesian airport sponsors in administration of AIP funded projects and airport certification requirements.

The presentations on 14 CFR Part 139, Certification of Airports, requirements included operational safety, airport emergency planning, wildlife hazard management, and airport self-inspection and oversight. The attendees included the Commonwealth Ports Authority, Federated States of Micronesia, Pohnpei Port Authority, Republic of Palau, Republic of Marshall Islands, and the U.S. Department of Interior.



**Airport Emergency Operations Training  
Kosrae, FSM  
June 11-15, 2007**

## ***International Program Outreach***

### ***Airport Emergency Operations Training:***

In FY 2007, in conjunction with the AWP Regional Administrator's Office, we conducted Airport Emergency Operations Training and a full-scale disaster exercise at Kosrae International Airport and Chuuk International Airport in the Federated States of Micronesia. The training was conducted in partnership with the Commonwealth Ports Authority and State of Hawaii.



**Airport Emergency Operations Training  
Chuuk, FSM  
October 2007**

## ***Collaborative Outreach***

### ***FAA/NTSB First Responders Workshops:***

The Federal Aviation Administration (FAA), in partnership with the National Transportation Safety Board (NTSB) conducted a short course for emergency first responders at six locations throughout the region during the summer. Mr. Howard Plagens, Senior Air Safety Investigator, NTSB, provided an overview and background of the NTSB, its authority, and actions that initial responder(s) to an accident site should be aware of and/or perform. These actions include notification, information release, and recommended response priorities prior to the arrival of NTSB personnel. In addition, presentations regarding the accident investigation process, and the Transportation Disaster Assistance (TDA) and TDA Forensics programs were included.

Approximately 500 persons attended the training.





## ***Collaborative Outreach***

### ***Airport Planning and Environmental Workshops:***

In September 2007, we conducted four free workshops entitled, "Airport Planning and Federal Environmental Documentation." The workshops were well received with a combined attendance of more than 170.

The purpose of the workshops was to provide information on the essential planning activities necessary to support the follow-on environmental process. Emphasis was placed on the importance of planning. The shortest path to capital improvement projects involves getting all the planning work done before starting an environmental.

The workshops were held in: Los Angeles, California; Reno, Nevada; Sacramento, California; and Mesa, Arizona. Topics discussed during the workshop included: Airport Master Planning, Consideration of Environmental Factors in Airport Master Planning, Facilities Implementation Plan, and Agency Coordination. Participants primarily consisted of airport consultants, airport sponsors, and representatives of the states of Arizona, California, and Nevada.

## ***Collaborative Outreach***

### ***Airport Planning and Environmental Workshops:***

San Francisco Airports District Office (SFADO) organized an all-day workshop on August 15, 2007, at Nut Tree Airport. The workshop covered the topics of Caltrans' AIP Matching Grant Processes, Trends and Observations, Airport Layout Plan review process, Fiscal Year Time Table, Sponsor Responsibilities, Consultant Selection and Contracting Requirements and Items of Interest/Focus for FY2008.

25 sponsors representative attended the workshop. Attendees were appreciative of the small group setting and provided extremely positive feedback. They also expressed that the information provided was more directly related to their day-to-day involvement with AIP grants and requested such workshop be conduct on an annual basis. The success of this workshop is another great example of partnership between FAA, Caltrans Division of Aeronautics, and airport sponsors. A special appreciation must be extended to Mr. Andy Swanson, Airport Manager, Nut Tree Airport, for allowing FAA to host this workshop at Nut Tree Airport.

## ***AIP Highlights***

### ***Flagstaff Pulliam Airport:***

Working in partnership with the Arizona Department of Transportation (ADOT) and the City of Flagstaff, we provided technical support and AIP funding for constructing the 1,800 foot runway/taxiway extension at Flagstaff/Pulliam Airport (FLG). The overall project included acquisition of additional land, the relocation of the approach lighting system, upgrading navigational aids and installation of a Porous Friction Course on the extended runway pavement surface. The ADO attended the ground breaking ceremony on March 16, 2007. The construction work was completed on time in November 2007 including all the reimbursable work. ADOT provided \$2.5 million for the design and construction. FAA provided \$13 million for the environmental, design and construction. On December 3, 2007, the ADO attended the Ribbon Cutting ceremony.



## ***AIP Highlights***

### ***Los Angeles International Airport:***

Working in partnership with the Los Angeles World Airports (LAWA), we provided technical and financial support for an Operational Evolution Plan (OEP) project at Los Angeles International. The objective of the OEP is to reduce delays at the nations 35 busiest commercial service airports. The project involves the relocation of Runway 7R/25L 55 feet to the south to allow the construction of a center parallel taxiway between the relocated runway and Runway 7L/25R. This project is critical to reducing the potential for runway incursions and enhances safety of aircraft operations. The runway was reopened in its new location on April 2, 2007. Construction of the center taxiway began immediately following completion of the runway and is expected to be completed in June 2008. The FAA provided a total of \$68.3M for the runway project. In May 2007, FAA provided LAWA \$29.6M to help fund the taxiway construction.



## ***AIP Highlights***

### ***San Luis Obispo County Regional Airport:***

Three years in the making, the FAA and the County of San Luis Obispo (County) reached a major milestone in the development the San Luis Obispo County Regional Airport (SBP). The ribbon cutting to commemorate the opening of the Runway 11/29 extension occurred on November 30, 2007. From planning through construction, the FAA, in partnership with the County, provided technical support and Airport Improvement Program (AIP) funding to help make this extension a reality. The overall project scope included NEPA documentation, land acquisition, Runway 11/29 extension (800 feet by 150 feet), parallel Taxiway A extension, Midfield Taxiway improvements, East Apron improvements, and a public service road relocation. AIP and Passenger Facility Charges (PFC) totaling \$25 million funded the project.

SBP will be the first San Francisco Airports District Office airport to meet runway safety area standards with the installation of Engineered Material Arresting System (EMAS). The EMAS site preparation was completed on September 14, 2007, and the final installation of the EMAS blocks for both ends of Runway 11/29 is scheduled for July 2008. The total project cost is \$12.5 million, with the federal share of \$11.6 million.

SBP is already seeing the benefits of the longer runway, as airlines schedule increased service to the airport. The FAA is gratified with the outcome and the potential of this important airport development.



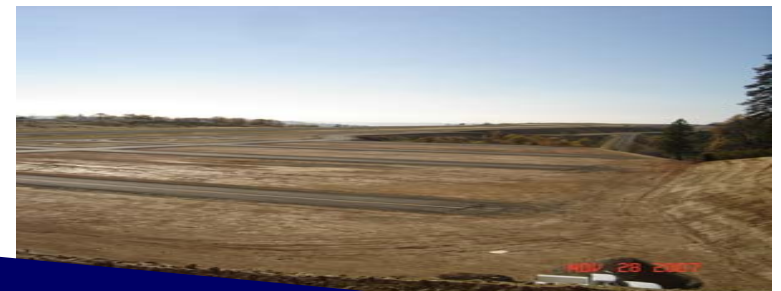
## ***AIP Highlights***

### ***Placerville Airport:***

An innovative partnership between the FAA, airport sponsor, state and a private developer resulted in completion of a project that increases airport safety and aircraft basing capacity at Placerville Airport. An FY 2004 AIP grant was issued to construct an access road to a proposed new aircraft basing area. Further engineering analysis indicated the aircraft basing area might be difficult to finance in the near term due to the large amount of cut and fill required.

The sponsor came up with a plan to link access road construction to a new off-airport development. The City required the off-airport developer to provide two routes for emergency access. The sponsor proposed allowing the developer to construct a gated emergency access route through airport property. In turn, the developer would finance and construct the access road for the new aircraft basing area. The FAA approved the proposal because it facilitated implementation of important airport safety and capacity benefits.

In FY2007, the original grant agreement was amended to remove terrain obstructions that penetrated Part 77 surfaces and the Object Free Area. This cut material was then used as fill for the access road and for aircraft basing area site preparation. The project included construction of taxi lanes for 40 to 50 future T-hangars.



## ***AIP Highlights***

### ***HNL Earthquake Grant:***

The FAA Western-Pacific Region and State of Hawaii officials were on high alert on October 15, 2006, as a 6.7 magnitude earthquake shook the Hawaiian Island chain. As an island wide power outage blanketed the Island of Oahu, Honolulu International Airport (HNL) suffered major delays in passenger processing. The airfield lighting, navigational aids, and terminal facilities endured electrical problems due to the inadequacy of the back-up power generation system. To better prepare for future emergencies, we provided \$9.3M in AIP funds to construct a new electrical vault and acquiring an emergency generator to provide adequate back-up power for the airport electrical system. The project is currently under construction.



## ***AIP Highlights***

### ***Kahului International Airport:***

In FY 2001, \$14.1 million dollars in AIP funding was provided to construct a state-of-the-art air cargo inspection facility for Kahului International Airport, Hawaii. The purpose of the facility is to conduct inspections of incoming air cargo to prevent the introduction of alien species into the Island of Maui through the airport. Associated development included the connecting apron, taxiway and includes marking and lighting. Also, realignment of Haleakala Highway and the airport perimeter fencing were required. Additional funding from the FAA operational budget, in the amount of \$3.0 million dollars supplemented the construction effort.



## ***AIP Highlights***

### ***Micronesia ARFF Vehicles:***

We provided \$8.1 million to purchase 13 new Aircraft Rescue and Firefighting (ARFF) Vehicles for seven airports in Micronesia (Republic of the Marshall Islands, Federated States of Micronesia, Republic of Palau) and the Pacific Region ARFF Training Center. This is the largest federally funded ARFF vehicle acquisition contract outside of the U.S. Military. The grant is administered by the Commonwealth Ports Authority, which operates the Pacific Region ARFF Training Center located at Saipan International Airport.



## ***AIP Highlights***

### ***Rota International Airport:***

Working in partnership with the Commonwealth Ports Authority (CPA) of the Northern Mariana Islands, we provided technical support and \$5 million in AIP funding for the Runway Extension Project at Rota International Airport. This project included a 1,000-foot extension of the runway and shoulders and the installation of precision approach path indicator and flush-mounted runway lights. This project was completed in June 2007. The runway extension addresses Rota International Airport's master plan and CPA's commitments to commercial air carriers.



## ***AIP Highlights***

### ***Santa Catalina Airport:***

The city of Avalon, the Santa Catalina Island Conservancy and the FAA worked in collaboration to facilitate a planning grant to the City of Avalon to consider alternatives for a general aviation airport on Santa Catalina Island. Phase 1 of the study consists of a feasibility study that would include studying the existing Catalina Airport and other potential airport sites. The Phase 2 site selection study would further evaluate the potential site(s) by conducting engineering and environmental site rating analysis for the purpose of determining the best potential site for development.

The Catalina Airport is owned and operated by the Santa Catalina Conservancy. Catalina Airport does not conform to current FAA design standards. The Conservancy and Avalon signed a Memorandum of Understanding (MOU) paving the way for Avalon to sponsor the AIP grant that funds this study. The study results of the Phase 1 report will be reviewed by FAA as a possible new airport entry into the NPIAS.



## ***AIP Highlights***

### ***Phoenix-Mesa Gateway Airport:***

Working in partnership with Phoenix-Mesa Gateway Airport Authority, we provided AIP funding and technical support for a concrete pavement parallel Taxiway B which positioned the airport for the inauguration of commercial airline service. This taxiway is situated southwest of Runway 12R-30L. The taxiway will provide aircraft access to and from this runway along its entire length. We contributed over \$10 million to construct this taxiway in phases. The project is in progress and there will be additional phases in the next couple years in order to complete the project.



## ***AIP Highlights***

### ***Phoenix Sky Harbor International Airport:***

Working in partnership with the City of Phoenix, we provided funding and technical support for the reconstruction and conversion to concrete paving for parallel Taxiways D and E at Phoenix Sky Harbor International Airport. Both taxiways are situated between the southern side of the passenger terminal complex and they are parallel to Runway 7L-25R the entire runway length. We provided \$65.4 million to complete this project.



## ***AIP Highlights***

### ***Santa Paula Airport:***

Working in partnership with the Santa Paula Airport Association and the City of Santa Paula, California, we provided an AIP grant for \$6 million to the City of Santa Paula under the Airport Development Rights Pilot Program.

The pilot program offers the development rights at a privately owned airport such as Santa Paula Airport that are open to the public to preclude loss of the property as a public airport. The Santa Paula Airport was selected as one of the Pilot Program Airports. Santa Paula Airport is a privately owned airport located in Santa Paula, California.

This grant involves the City's acquisition of development rights from Santa Paula Airport Association in accordance with 49 U.S.C. section 47138 and Federal Aviation Administration guidelines (Program Guidance Letter 04-5, dated August 17, 2004). The Association will continue to operate the Airport and will use the grant money to fund operational expenses and infrastructure repairs.



## ***AIP Highlights***

### ***McClellan-Palomar Airport:***

The County of San Diego and we worked in partnership to modernize the passenger terminal at McClellan-Palomar Airport. The old substandard airline passenger terminal building that lacked basic passenger conveniences will be modernized as an overall development project objective under a \$13.2 million AIP Grant from the FAA and a \$10,000,000 bond issue by the County of San Diego.

The project consists of the construction of a new passenger terminal and terminal apron with security enhancements, improvements to terminal people mover (passenger elevator and bridge), the reconstruction of Taxiway C, construction of an airport access road, and airport drainage improvements. The estimated completion of this important project is in the winter of 2008.



## ***AIP Highlights***

### ***Laughlin/Bullhead International Airport:***

Working in partnership with the Arizona Department of Transportation (ADOT) and the County of Mohave, we provided environmental and technical support and approximately \$7.2 million in AIP funding for constructing a 500-foot runway/taxiway shift at Laughlin/Bullhead International Airport (IFP) to meet Runway Safety Area (RSA) improvements. The RSA project was originally scheduled to be completed in calendar year 2009; however, the County of Mohave (airport sponsor) was able to expedite the RSA improvements to be completed in CY 07 enabling Western-Pacific Region to complete one more RSA project ahead of schedule. The RSA improvements involve the relocation of the navigational aids and taxiway and runway lighting systems, construction of new connector taxiways and the rehabilitation of the center portion of the runway. Once completed, civil aviation will be vastly improved due to the existing flood channel and access road will no longer be located in Runway 16 Safety Area





## AIP Grants and Financial Management

### AWP Grant Program

In FY 2007, AIP funds were appropriated at the authorized level of \$3.7 billion. From this appropriation, AWP issued \$526 million in grants to 230 general aviation, reliever, commercial, and primary service airports. Special funding was provided as a part of two new pilot programs, which allowed sponsors to conduct “Safety Management System Study” at primary airports, and also issued grants for local jurisdictions to develop “Noise Compatibility Plan” for their communities. The net grant activities are shown below:

Net Grant Activities

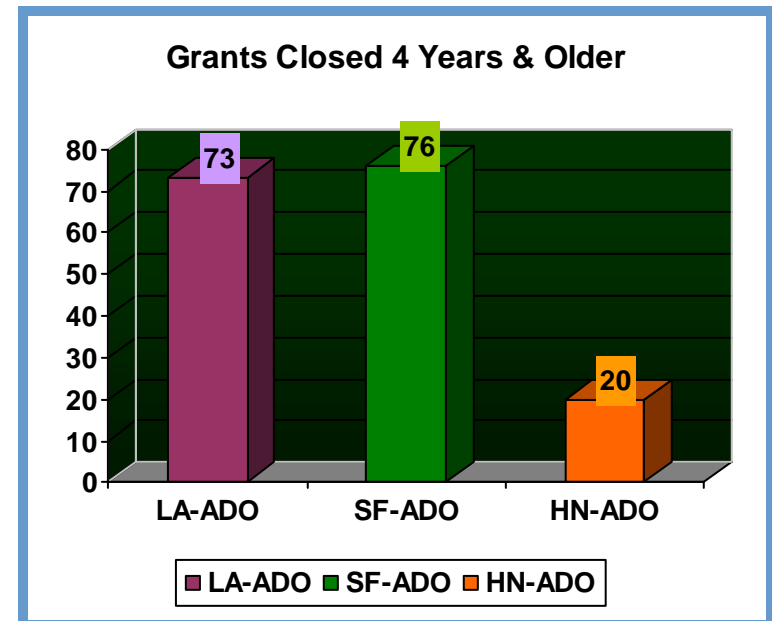
	Arizona	California	Hawaii	Nevada	*Pacific Islands
Category	Amount (million)	Amount (million)	Amount (million)	Amount (million)	Amount (million)
Primary	\$37.8	\$204	\$30.7	\$42.5	\$23.4
Commercial	\$4.4	\$1.9	\$0.4	\$3.0	\$0
Reliever	\$13.7	\$24.5	\$0.6	\$7.4	\$0
General Aviation	\$12.0	\$43.0	\$0.7	\$4.3	\$71.2
<b>Total</b>	<b>\$67.9</b>	<b>\$273.4</b>	<b>\$32.4</b>	<b>\$57.7</b>	<b>\$94.6</b>

\*Include grants awarded to airports in American Samoa (3) Federated States of Micronesia (10), Guam (3), Northern Mariana Islands (one), Marshall Islands (one), and Palau (one).

## AIP Grants and Financial Management

### Project Closeouts:

The national objective is to close 95% of grants that are 4 years and older. To ensure fiscal responsibility and efficient use of the federal dollar, we promptly closed grants as a soon as they were completed. Any excess funds to other projects. In FY 2007, AWP closed 214 out of 216 (99%) of grants 4 years and older.



Los Angeles Airports District Office – (LA-ADO)

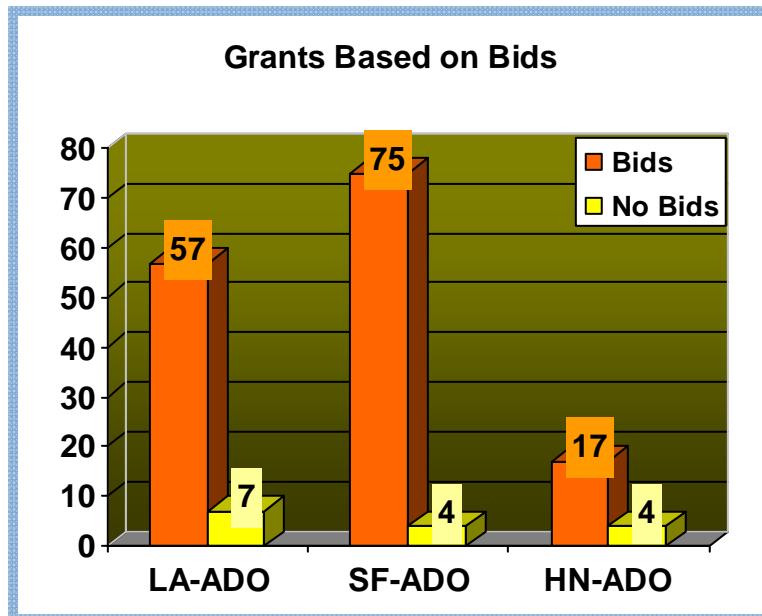
San Francisco Airports District Office – (SF-ADO)

Honolulu Airports District Office – (HN-ADO)

## AIP Grants and Financial Management

### Grants Based on Bids:

In FY 2007, AWP exceeded the national goal of issuing 90% of construction and equipment grants based on bids, which covered 155 grants out of 162. Grants based on bids will allow needed infrastructure to come on-line in a more timely manner. Furthermore, grants based on bids will allow for timely financial drawdowns, which reduces the amount of funds sitting idle in the U.S. Treasury.



Los Angeles Airports District Office – (LA-ADO)

San Francisco Airports District Office – (SF-ADO)

Honolulu Airports District Office – (HN-ADO)

## AIP Grants and Financial Management

### Noise Program:

AWP has one of the largest populations affected by airport noise in the country. In FY 2007, we issued 11 grants totaling \$60 million to airport sponsors for insulating schools, hospitals, and residences near the airports. AWP met the regional and national goals of reducing the total number of people exposed to significant airport noise impacts by more than 5,000.

	Amount	Benefit (# of people)
California	\$52.5M	4,428
Guam	\$3.5M	235
Nevada	\$4M	360
<b>Total</b>	<b>\$60M</b>	<b>5,023</b>

## ***Passenger Facility Charge Program***

### ***FY 2007 Approvals:***

The Passenger Facility Charge Program (PFC) allows the collection of PFC fees up to \$4.50 for every enplaned passenger at commercial service airports. The public agency uses these fees for funding FAA approved planning and construction projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition at the airport. There are 59 commercial service airports in the region comprising of primary-hub and non-hub airports; of which 43 airports are eligible for imposing PFC. Below is a summary of program accomplishment:

- Approved 10 new applications for a total collection authority of \$922 million.
- Under the current pilot program that began in May 23, 2005, 6 non-hub airports published a notice of intent to collect PFC and received FAA acknowledgment within 30 days. These are Crescent City, Redding, San Luis Obispo, Santa Maria, Stockton, and Yuma airports.
- Approved 13 amendments to approved applications.
- Closed 24 old applications that have been financially completed.

Overall, a total of \$393 Million in revenue has been collected in 2007, approximately 92% was collected at six primary airports. These are in descending order: Los Angeles, Las Vegas, San Francisco, Sacramento, Phoenix, and Oakland airports. Since 1992, a total of \$4.7 Billion in PFC revenue has been collected at 43 airports in the region. This is approximately 20% of the \$25 Billion collected nationally.

## ***Passenger Facility Charge Program***

As of FY 2007, a total of \$4.7 billion in PFC revenue has been collected at 45 airports in the region. This is 20% of the \$25 billion collected nationally.

### ***PFC Cumulative Revenue Report by State***

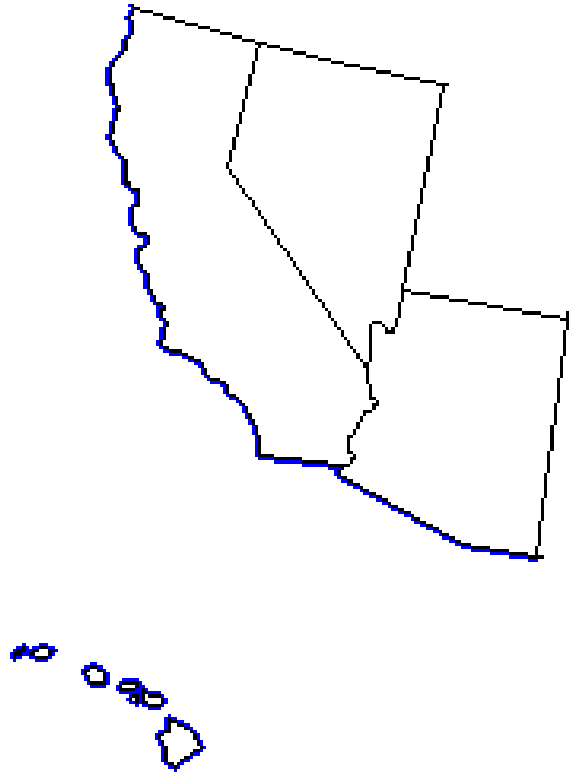
<b>State</b>	<b>Collections</b>	<b>Locations</b>
<b>Arizona</b>	<b>\$701,005,700</b>	<b>5</b>
<b>California</b>	<b>\$2,937,634,500</b>	<b>25</b>
<b>Hawaii</b>	<b>\$64,807,000</b>	<b>5</b>
<b>Nevada</b>	<b>\$229,419,400</b>	<b>3</b>
<b>Pacific Islands (Pago Pago, Guam, Saipan, Rota, and Tinian)</b>	<b>\$70,614,900</b>	<b>5</b>

Since the inception of the program in 1992, a total of 178 applications and \$9.3 Billion in PFC collections have been approved. Projects funded from PFC revenues were distributed as follows:

- 37% terminal and security
- 19% airside improvements
- 5% noise mitigation
- 7% access facilities
- 32% interest charges

In June 2006, ePFC has been deployed for the external use of the PFC national database. We have authorized 20 public agencies to access the system and input project disbursements, quarterly reports.

## WESTERN-PACIFIC REGION



### **Western-Pacific Region Airports Division**

Federal Aviation Administration  
15000 Aviation Blvd  
Lawndale, CA 90261  
Phone No: (310) 725-3600  
Fax: (310) 725-6847

Mark A. McClardy, Manager, Airports Division  
Mia P. Ratcliff, Manager, Planning & Programming Branch  
George E. Aiken, Manager, Safety & Standards Branch

### **Honolulu Airports District Office**

Federal Aviation Administration  
300 Ala Moana Blvd., 7-128  
Honolulu, HI 96850  
Phone No: (808) 541-1232  
Fax: (808) 541-3566

Ron V. Simpson, Manager, Airports District Office

### **Los Angeles Airports District Office**

Federal Aviation Administration  
15000 Aviation Blvd  
Lawndale, CA 90261  
Phone No: (310) 725-3608  
Fax: (310) 725-6849

Brian Q. Armstrong, Manager, Airports District Office

### **San Francisco Airports District Office**

Federal Aviation Administration  
831 Mitten Road, Rm. 210  
Burlingame, CA 94010  
Phone No: (650) 876-2778 x600  
Fax: (650) 876-2733

Robin K. Hunt, Manager Airports District Office