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2006**

## **AIRPORTS MONTHLY MATTERS**

**Your E-Mail Information Connection**



**Kelvin L. Solco,  
Airports Division  
Manager**

### **Manager's Message**

About 260 folks attended our **KEEPING YOUR AIRPORT SAFE** Conference on November 2. We received lots of positive feedback especially on the conference location, afternoon breakout sessions, and on an innovative Runway Safety presentation by Glenn Boles, Ed Agnew and John Dougherty. We are planning our spring Partnership Conference now. If you have input or suggestions, please send an email to [faye.Nedderman@faa.gov](mailto:faye.Nedderman@faa.gov).

Speaking of the Partnership Conference, mark your calendars for March 6 and 7, 2007. We will be at the Hilton Hotel in downtown Fort Worth. We hope to have registration information in December. Golf and welcome reception will be on Monday, March 5.

**We wish you a safe and happy Thanksgiving!**



Kelvin Solco and Theresa Bruner at the Speakers Table



About 260 Attend Fall Safety Conference

### **SAFETY CONFERENCE INFORMATION AVAILABLE**

Conference presentations, handouts, and an updated attendance list from the November 2, 2006, KEEPING YOUR AIRPORT SAFE Conference is available on the FAA webpage at [http://www.faa.gov/airports\\_airtraffic/airports/regional\\_guidance/southwest/](http://www.faa.gov/airports_airtraffic/airports/regional_guidance/southwest/)

## Will Rogers World Airport Completes 5-Year, \$110 Million Terminal Project

Oklahoma City completed expansion and renovation of their commercial air terminal this month, marking the end of a massive five-year reconstruction project. The City financed the project with revenue bonds and Airport Improvement Program grants. Tenant rentals and Passenger Facility Charges are paying the principal and interest on the revenue bonds.

The goals of the project were to: relieve congestion in the terminal ticketing areas, baggage claim, departure lounges and passenger circulation aisles; reduce vehicle traffic congestion, create a new and appropriate architectural image for Oklahoma's largest and busiest airport; improve concession and retail areas for more shopping and dining options; and provide cost-effective future gate expansion.

The project began in March 2001, and was accomplished in three distinct phases. The terminal remained open during construction serving 3.5 Million passengers per year.

## Need a better approach – Try LPV

FAA is committed to meeting our national goal of improving airport access by annually publishing 300 Localizer Performance with Vertical-guidance (LPV) approaches to runway ends with no instrument landing system. The objective is to develop the best feasible minimums down to 250 feet and ¾ mile.

The Southwest Region is prioritizing airports and runways for development of the LPV approaches. Prioritization considers obstruction evaluation, airport infrastructure and environmental issues. Runway ends will be evaluated according to Advisory Circular 150/5300-13, Table A16-1B, and "Approach Procedure with Vertical Guidance (APV) Approach Requirements."

If an LPV approach is feasible, designate the non-precision approach runway end on your airport layout plan and discuss the possibility of getting your location on our consideration list with your ADO. A survey meeting Advisory Circulars 150/The LPV procedure productions schedule can be found at: <http://avnweb.jccbi.gov/schedule/production>. The LPV procedures will be identified as RNAV (GPS).

## UPDATED NPIAS REPORT AVAILABLE

The 2007-2011 National Plan of Integrated Airport Systems (NPIAS) that was sent to Congress on September 29, 2006, is available on the Internet at

[http://www.faa.gov/airports\\_airtraffic/airports/planning\\_capacity/npias/reports/](http://www.faa.gov/airports_airtraffic/airports/planning_capacity/npias/reports/). This report shows the AIP-eligible airport development needs of airports in the United States. The information is current as of December 2005. The 5-year development totals shown in Appendix A of the report will be used to calculate FY 2007 nonprimary entitlements.

## SOAR into PFCs

This summer the FAA launched the System of Airport Reporting (SOAR) website for Passenger Facility Program (PFC). The website lets anyone with web access get PFC summary reports. Authorized users can run additional airport-specific reports, enter PFC quarterly data, and set up auto-notification reminders for quarterly reports and annual audits. Use of the website allows the airport to forgo sending FAA a copy of the quarterly report and will soon satisfy notification to remitting carriers.

Nearly 75 percent of airports collecting PFCs have already signed up and have used the website. Airport management may authorize staff or consultants access to SOAR/PFC. If you haven't already requested access, contact your ADO for authorization details. The website is located at: <https://soar.airports.faa.gov/>.

## New and Revised Airports Series 150 Advisory Circulars (ACs)

AC Number	Title	Publication Date
<a href="#">150/5380-7A</a>	Airport Pavement Management Program	9/1/06
<a href="#">150/5345-42F</a>	Specification for Airport Light Bases, Transformer Housings, Junction Boxes, and Accessories	10/17/06
<a href="#">150/5345-53C</a> Addendum	Airport Lighting Equipment Certification Program	10/15/06
<a href="#">150/5370-14A</a>	Hot Mix Asphalt Paving Handbook (now available electronically)	7/24/01
<a href="#">150/5300-13</a> Change 10	Airport Design, Errata Sheet for Change 10	