



AIRPORTOPICS

FAA WESTERN-PACIFIC REGION

VOLUME III ISSUE I

FEBRUARY 2008

Message from the Division Manager

HERE'S TO ANOTHER CHALLENGING YEAR!

In my 4 years as Division Manager, we've overcome many challenges together. Given the state of the Aviation Trust Fund, the challenges we face in FY08 are unlike any we've faced in recent years. As we await the final outcome of the Airport Improvement Program (AIP), and the aviation taxes that fund it, we must continue to prepare ourselves to execute our Airport Capital Improvement Plan. In light of the challenges with AIP Reauthorization, I encourage everyone to work close with your Airport District Office (ADO) in anticipation of funds becoming available in early spring. To ensure our ability to meet our goal of issuing grants based-on-bids, sponsors must be actively working with FAA to identify and obtain bids for this year's projects!

I am confident of our collective ability to rise to the occasion and meet any and all challenges we may face in this unique funding year. Below is a glimpse of what's to come in FY08:

4th Annual Conference:

Invitations were mailed in December announcing our 4th Annual Conference. Based on pre-registration and hotel reservation activity, this year's conference promises to be our big-



gest and best one to date. Unlike past years, I am marketing our conference through our international office and anticipate an increase in attendance from abroad. If you are planning to attend, I encourage you to register for our conference at: <http://www.asballiane.com>. The Westin LAX conference hotel rate is only \$118 per night. This year's conference will focus on both NexGen and environmental issues, including the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). Please contact Tania Williams at (310) 725-3600 or Tania.Williams@faa.gov for further information.

California Best Practices Guide:

We are working in partnership with the Southwest Chapter of the American Association of Airport Executives (SWAAAE), the Association of California Airports (ACA), and CALTRANS to develop a useful Best Practices Guide. We are exceptionally proud to report to

you that our guide will address the possibility of AIP funding for work required under CEQA as well as, joint vs. separate NEPA/CEQA studies. You can look forward to a draft for your review and comment late spring.

FY-07 AWP Annual Report:

We are completing our Annual Report of Accomplishments. Your personal copy is forthcoming. We would like to say thank you for such a successful year. We are sure you will enjoy celebrating with us as you review the highlights of FY07.

I look forward to working with you in FY08. Thanks again for your outstanding support!

Mark A. McClardy
Manager, Airports Division

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While you are waiting.....

On December 26, 2007, the President signed the Omnibus Spending Bill, P.L. 110-161, which authorized \$3.5 billion in appropriation for the fiscal year 2008 Airport Improvement Program (AIP).

Congress passed legislation extending the FAA's authorization until June 30, 2008. We expect the President to sign the legislation very soon. This four month extension restores the FAA ability to issue new AIP grants. While you are waiting for the FY08 AIP to get underway we want to remind airport sponsors to make sure that all the necessary documents are ready for submittal to the FAA. This will facilitate the processing and of your grant application as once funding becomes available.

Please work with your Project Manager at the Airports District Office (ADO) on your project schedule to timely complete the following:

- Confirm the airport layout plan (ALP) depicts proposed project(s);
- Ensure the required environmental is complete (CatEx, Environmental Assessment, Environmental Impact Statement);
- Have disadvantage business plan goals, if your grants will be more than \$250,000.
- Prepare a bid schedule with possible base-bid alternates to maximize funding options;

- Finalize plans and specifications and engineering cost estimates in preparation for bidding;
- For Part 139 certificated airports, develop a construction safety plan and coordinate with the FAA Certification Inspector;
- Prepare the grant application and send it to your servicing ADO.

Sam Iskander

Airports Program Specialist



PASSENGER FACILITY CHARGE CORNER

Why you need to sign up with the SOAR public site:

Since the FAA launched the System of Airport Reporting (SOAR) website for Passenger Facility Charges (PFC) in June 2006, nearly 60 percent of the 43 airports collecting PFCs have already signed up and have used the website: <https://soar.airports.faa.gov/>. This website allows authorized public agencies access the FAA database to enter their PFC collections data, quarterly reports, and annual audits information. In addition, the site allows users to run specific reports such as: the enplanements of air carriers, decision summary tables, that provide your cumulative

PFC authority, and amendment request information. Please contact your Airports District Office to request access.

Verification of historical database:

SOAR business rules require the FAA to permanently lockdown the oldest year collections and interest data on February 14th of each year. This schedule will allow sufficient time to make any corrections identified in the public agency's annual PFC audit. With your help, we were able to complete verification and corrections to all PFC collections and interest data entered for calendar years 1992 through 2004, to meet this year's deadline.

Reporting late remittances:

Public agencies (PAs) may post collections for a short period of time after final collection authority has ceased, to account for late remittances and/or ticket refunds. However, PAs should not continue to report collections beyond their final audit conducted for the application. This is to ensure that there are no collections reported for any period prior to the initial charge effective date or more than one year after the final charge expiration date was reached. The FAA will remove any questionable collections data from the system by February 14, 2008.

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PASSENGER FACILITY CHARGE CORNER (cont.)

(Cont. from pg. 2)

New PFC application forms:

In May 2007, updated PFC Forms (FAA Form 5500-1, Attachments B, G and H) were made available on the FAA public web site for your use in submitting new applications. For example, the application Form 5500-1 was revised to include blocks for the public notice process, and Attachment B now has the project cost certification language imbedded in the form. We have seen several recent PFC applications submitted which are not using the new forms.

Please make sure to use the new forms, any submission not using the appropriate forms will be returned to the public agency which will delay the application process.

PFC collections for 2007:

As a reminder, each airport collecting PFC must ensure that all actual PFC collections for the 2007 calendar and federal fiscal year are entered in SOAR or sent to the FAA as soon as possible. The information is needed for the FAA to be able to report 2007 collection amounts to Congress.

*Sam Iskander
Airports Program Specialist*



Photo taken by Alain Mc Laughlin www.flysfo.org

FAA's 'Call to Action' and What It Means For Certificated Airports

As a result of the Call to Action issued by the outgoing FAA administrator, the Western-Pacific Region started contacting airports beginning in September 2007. These contacts occurred weekly until October 15, 2007, and will continue on a quarterly basis during the current fiscal year.

The Call to Action contains two distinct components. The first portion covers the installation of Enhanced Taxiway Centerline Markings at certificated airports. These markings consist of dashed lines added to each side of the taxiway centerline leading up to the runway holding position lines. For certificated airports with greater than 1.5 million annual passenger enplanements, these markings were already required to be installed by June 2008. The Call to Action encouraged these airports to accelerate the installation to complete the markings at an earlier date. While the mark-

ings have not previously been mandatory for airports with less than 1.5 million annual passenger enplanements, a revised Advisory Circular will remove the annual enplanements differentiation to make the Enhanced Taxiway Centerline Marking a requirement for all certificated airports.

The second part of the Call to Action entails implementation of a recurrent driver training program. The existing requirements make it possible for all personnel with access to the movement area to receive training once, and then continue to operate in the movement area indefinitely without receiving recurrent training of any type. The personnel who most commonly fall into this group are the employees of airport tenants, line personnel, contractors, maintenance workers, and FAA airport facility workers.

A lack of continuous operational movement area experience as well as changes in markings, lighting,

airport layout, and operating procedures can put a previously competent movement area driver at risk of becoming an incursion or deviation hazard. A recurrent driver training program has been strongly encouraged for all persons with access to the movement area, ramp and apron areas at all certificated airports. This training will reduce frequency of vehicle/pedestrian deviations and runway incursions. Many airports have instituted the recurrent driver training requirement as part of the expiration and revalidation of an airport identification badge.

The draft versions of the revised Advisory Circulars are available at the following website: http://www.faa.gov/airports_airtraffic/airports/resources/draft_advisory_circulars/#purpose

Patrick Lammerding
Airport Certification/Safety
Inspector

Call To Action Results in Revised Advisory Circulars

As a result of the FAA Runway Safety Call To Action meetings held in late 2007, two Advisory Circulars (ACs) directly related to Title 14 Part 139 certificated airports will be revised. Those two AC's are 150/5210-20, Ground Vehicle Operations on Airports and AC 150/5340-1J, Standards For Airport Markings.

Briefly, the proposed changes included in the revised Advisory Circular Drafts are as follows:

AC 150/5210-20, Ground Vehicle

Operations on Airports, will be revised to include the new runway incursion definition. Additionally, regular recurrent training is now strongly recommended for all persons with access to the movement area, ramp and apron areas.

Prior to this draft revision, initial and recurrent training in procedures for access to the movement area was required for airport employees under Part 139.303(c) and only initial training (not recurrent) was required for tenant and contractor employees, under Part 139.329(e).

AC 150/5340-1J, Standards For Airport Markings, will be revised to include the adoption of the enhanced taxiway centerline marking as the standard for all airports certificated under 14 CFR Part 139, regardless of annual enplanement totals. Additionally, for all airports certificated under 14 CFR Part 139, surface painted holding position signs will become part of the signage standard under Part 139.311(b)(ii). The surface painted holding sign will be required at all runway/taxiway holding positions at certificated airports that have multiple

(Continued on pg. 5)

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runways either converging, intersecting or parallel.

All aviation stakeholders are encouraged to read and review the revised AC Drafts and also to sub-

mit their comments on the following website:

http://www.faa.gov/airports_airtraffic/airports/resources/draft_advisory_circulars/#purpose

*Steven Oetzell
Airport Certification/
Safety Inspector*

Vanquishing the V/PD

Once again, we are beginning a new year. As I mentioned last year, this is a time for reflection as well as anticipation. As we reflect on 2007, consider that there was good news and that there was not so good news. The good news is, if we compare the Fiscal Year total V/PD (vehicle/pedestrian deviations) statistics for FY 2006 to FY 2007, V/PDs continued to show a steadily decreasing trend in Western-Pacific Region (down by 12 or approximately 20%).

Western-Pacific Region:

YEAR	V/PD	Net Change	RI	Net Change
FY 06	61		11	
FY 07	49	-12 (-20%)	7	-4
FYTD 08	14	NA	7	NA

The not so good news is that if we compare the V/PD statistics for the calendar year 2006 to calendar year 2007, there was a slight increase in V/PDs (up by 10 or approximately 18%).

Year	V/PD	Net Change	RI	Net Change
CY 06	46		8	
CY 07	56	+10 (+18%)	13	+5

Note: All statistical data supplied by the National Runway Safety Program database. The information is preliminary and subject to change.

As we begin 2008 we should look back on fiscal year 2007 and congratulate ourselves for a job well done. We should also look back on calendar year 2007 and promise ourselves to do better. Our anticipation for safer airport operations in the year 2008 should be very optimistic as well.

Congratulations to all the airport employees who worked to increase the level of airport safety in the Western-Pacific Region. May we all continue working towards a safe and Happy New Year in 2008.

*Steven Oetzell
Airports Certification/Safety Inspector*

PRESERVING AVIATION HISTORY

Beginning in the 1930's, San Francisco International Airport (SFO) became "A gateway to the Pacific" due in part to overseas flights provided by Pan American World Airways and their "China Clipper" flying boat service. Domestic flights became more readily available at SFO during WWII due in part to the usage of Oakland Airport by the military. The passenger waiting room of 1937 was a marvel of its day and has been accurately re-captured as the new home of the San Francisco Airport Commission Aviation Library & Louis A. Turpen Aviation Museum.

The facility was opened in December 2000. The library is located on the second floor, containing 6,500 books and periodicals as well as 3,000 photographs and documents and 5,400 artifacts. Other items of interest include architectural drawings, construction documents and photographs chronologically showing the airports development and building history.

The first floor houses display cases containing such artifacts as airline timetables, original aircraft registers for the 1920's and 30's, brochures and other relevant pieces of aviation history. These display cases also show the progression of passenger aircraft cabins from their inception to more modern era versions. Original passenger cabin seats as well as pilot and flight attendant dress wear are also displayed.

The museum's main focus is on the Western-Pacific region and passenger aviation of the West Coast. The museum was planned and designed by Fong and Chan Architects of San Francisco, who donated their services. Admission to the Library and Museum is free for all to enjoy, aviation enthusiast, scholar and traveler.

Over the Summer 2007 the facility, which is inside the international terminal, hosted an NTSB First Responder Course and it proved to be an excellent meeting location. It provided a



Above: Examples of exhibit items

Left: PAA brochure c. 1940

Right: TWA 1939 timetable

very interesting look at aviation history as a whole as well as at SFO. In our previous issue we mistakenly labeled a picture of the museum during the conference as being another airport.

*George Aiken and Ashlee Carrera
Safety and Standards*

Below Left: Original 1937 terminal building, Right: SFO Aviation Library and Louis A. Turpen Museum





FAA Sponsored Emergency Training and Exercise at Chuuk International Airport

A commercial airliner with 100 passengers and crew on board is headed for landing at Chuuk International Airport. The airplane has a mechanical problem during approach and the captain declares an emergency. As the aircraft touches down, the right main landing gear collapses. The airplane skids down the runway spilling fuel. It explodes in flames and comes to rest near the end of the runway. Dazed survivors are walking around the accident site. Quick action by the Chuuk Airport Rescue and Fire-fighting (ARFF) station and other local emergency response agencies minimizes further injury to the surviving passengers. Injured passengers are quickly evaluated and rushed to the local hospital where the highly trained medical staff is on alert and ready to treat the survivors.

This was the scenario for the recent airport emergency training and live exercise conducted on Chuuk on October 4, 2007, sponsored by the

FAA with support from the Honolulu Airports District Office, the Hawaii Department of Transportation Division of Airports, the Commonwealth Ports Authority, Commonwealth of the Northern Mariana Islands. The airport emergency training and live emergency exercise program was designed to prepare local emergency responders to deal with aviation accidents at or near the airport. Simulation of an airplane crash took place on the runway with volunteer victims and the ARFF team extinguishing the fire, setting up the triage area, and transporting victims by injury categories to the hospital. Not only were ambulance vehicles shuttling volunteer victims back and forth in between the hospital and the airport, but the hospital staff, nurses, and doctors also set-up beds and emergency room simulations.

Continental Air Micronesia served a major role in the training and exercised their Emergency Plan and Family Assistance Program during the live exercise. Agencies participating in the training and live exercise included the Federal States of Micronesia (FSM) Department of Transportation, Communications and Infrastructure, Chuuk State Disaster Management Office, Chuuk Department of Transportation,

Customs, Immigration, and Quarantine, Chuuk Department of Public Safety Police and Fire units and Chuuk State Hospital. Approximately 150 participants contributed to the success of the exercise. Chief Martinez Jacobs from the Hawaii Department of Transportation and Chief Stanley Torres from the Commonwealth Ports Authority led the training program. Mr. Barry Brayer, the FAA's Micronesia Program Manager and Mr. Ron Simpson, Honolulu Airports District Office Manager assisted in the training and exercise.

Captain Thomas Narruhn, Chuuk Director of Transportation and Mr. Lukas Toyo Mori, Chuuk International Airport Manager played significant roles in planning and coordinating the training program. More than 60 local citizens volunteered to be accident victims. Most of the volunteers were high school students but local residents and agency staff also participated. Many thanks are owed to all the people that participated for their hard work and dedication. This drill and training program would not have been possible without the high level of cooperation between all participating agencies.

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The FAA's primary mission is to ensure the safety of flight and to prevent aviation accidents from occurring. In the unlikely event that such an emergency should occur, the residents of Chuuk, as well as others traveling to and from Chuuk by air, can be assured that Chuuk emergency service agencies and personnel are properly trained and fully prepared to quickly and effectively respond to any aircraft accident.

The Honorable Wesley Simina, Chuuk State Governor, who made opening remarks at the training and participated in the formal evaluation and critique of the live exercise, recognizes the need for this important training to help improve communication and coordination between the airport and emergency response agencies. The Governor and Chuuk State Transportation officials invited the FAA sponsored training team back to Chuuk in January 2008 to conduct a Table-top Exercise with the emergency response

agencies to incorporate the lessons learned to improve the Chuuk Airport Emergency Plan.

The FAA sponsors airport emergency training and live emergency exercises at two of the six Micronesia airports each fiscal year to keep the airports in compliance with the tri-annual requirement of FAR Part 139. The next planned training program will be conducted at Yap and Palau International Airports in 2008.

*Ron Simpson
Manager, HNL ADO*

AIP PROGRAM UPDATE AND CERTIFICATION WORKSHOP

The Honolulu Airports District Office conducted a three-day AIP Program Update and Certification Workshop in Koror, Palau, on January 21 - 24, 2008. The workshop drew over 65 participants including government and airport representatives from the Republic of Palau, the Republic of the Marshall Islands and the Federated States of Micronesia.

The workshop was specifically designed to assist the Micronesia airport sponsors in the administration of AIP funded projects. The agenda focused on providing guidance to enhance the knowledge and capability of the airport administrators and engineers, finance officers and other key players who are directly involved in the management and execution of AIP project procedures and requirements. Presentations and question & answer sessions covered an array of important and useful subjects including AIP project management, construction inspection and progress



reporting, AIP reimbursements and financial management, audit documentation and record keeping requirements, airport master plans and system plans, airport master record updates, NOTAM procedures, and airport and ARFF vehicle maintenance practices. The airport certification topics covered included airport self-inspection, airport emergency plans and water rescue plans, and wildlife hazard management. The U.S. Department of Interior and Department of Agriculture made presentations about the application requirements for their grant programs.

In his opening remarks, the Honorable Tommy E. Remengesau Jr., President of the Republic of Palau welcomed the

Workshop participants. President Remengesau comments were reflective of this year's theme "Best Practices and Lessons Learned." The President thanked the officials of the FAA Micronesia Program Office and Honolulu Airports District Office for their hard work and dedication to improving the airports in the Micronesia Region through the AIP Program. One-on-One meetings were held between FAA and each of the Micronesia governments and airport representatives. The discussions focused on airport development plans and priorities, and major issues of importance and concern to each of the three Micronesia countries.

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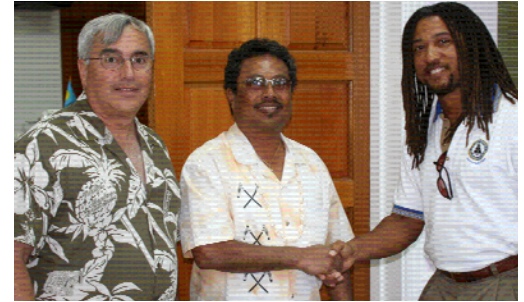
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Mr. Charles Obichang, Palau Airport Manager, a regular attendee of FAA workshops, praised the success of the Workshop by saying "This has been one of the most informative and useful workshops I have ever attended", he remarked at the conclusion of the event.

The successful workshop was con-

ducted by the FAA with assistance of personnel from management and finance offices of the Commonwealth Ports Authority and was hosted by the Republic of Palau Ministry of Commerce and Trade, and Palau International Airport. We wish to extend a big "Mahalo" to the Palau for their hospitality and hard work in hosting the successful Workshop.

*Ron Simpson
Manager, HNL ADO*



From left: *Barry Brayer, Micronesia Project Manager, President Tommy Remengesau Jr. and Ron Simpson, Manager, HNL-ADO*



2008 Pacific Aviation Directors' Workshop



The Pacific Aviation Directors' Workshop is a major annual event that brings together the Ministers and Secretaries of Transportation responsible for aviation safety oversight throughout Micronesia, to include the Republic of Palau, Federated States of Micronesia and the Republic of the Marshall Islands.

The 2008 Pacific Aviation Directors' Workshop will be held at the Fiesta Resort and Spa in Saipan, on March 31 – April 2, 2008, hosted by the Commonwealth Ports Authority, Commonwealth of Northern Mariana Islands. This annual workshop draws 100 to 150 aviation stakeholders from the Pacific region. Legislators, executive directors and airport board members from the governments of Palau, Federated States of Micronesia, the Marshall Islands, American Samoa, Guam, the Commonwealth of the

Northern Mariana Islands and the State of Hawaii attend the workshop. This annual workshop assembles, policy and decision makers and high-level government representatives from the Pacific Island airports. FAA Western-Pacific participants include the Regional Administrator, Micronesia Program Manager, and Division Managers from the region's Legal, Flight Standards and Divisions. High-level representatives from FAA's Air Traffic Organization and the Managers of the FAA Flight Procedures Office and Honolulu Airports District Office also attended. Other U.S. Government aviation stakeholders including the National Weather Service, the Department of Agriculture, the Department of the Interior also participates.

A workshop highlight is the Industry Day Forum. The forum provides system users such as Continental Micronesia Airlines, Asia Pacific Airlines, the Airline Pilots Association and

other industry representatives an opportunity to engage in a free and open exchange of information with conference participants. These forums have been very successful and are an effective way for all stakeholders to voice their concerns and propose solutions to critical aviation safety issues.

The countries throughout Micronesia continue to express a high degree of interest in security requirements. The workshop agenda includes presentations by representatives from the Department of Homeland Security, Transportation Security Administration who are familiar with security regulations affecting international locations like Micronesia.

*Ron Simpson
Manager, HNL ADO*

San Luis Obispo County Regional Airport Ribbon Cutting Ceremony

Three years in the making, the FAA and the County of San Luis Obispo reached a major milestone in the development the San Luis Obispo County Regional Airport (SBP). A ribbon cutting ceremony to commemorate the opening of the airport's Runway 11 extension was held on November 30, 2007. Representative Kevin McCarthy joined other local politicians and airport officials, including Acting Manager, George Aiken, and Program Manager, Abel Tapia, representing the San Francisco Airports District Office (ADO).

In his remarks, George Aiken, highlighted the collaborative relationship between the ADO and the County during the project. 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 improve-

ments, east apron improvements, and a public service road relocation. The final project cost funded by AIP and Passenger Facility Charges (PFC) reached \$25 million.

SBP is already seeing the benefits of the longer runway, as airlines are scheduling more service to the airport. "It helps some of the corporate activity but it really helps our commercial activity to get to those previous destinations that we couldn't get to because of payload requirements on the aircraft" Airport Manager Klaasje Nairne said. The FAA is gratified with the outcome and the potential of this important airport development.

We are also looking forward to SBP being the first San Francisco ADO airport to meet runway safety area standards with the installation of Engi-

neered Material Arresting System (EMAS). SBP is physically constrained at both ends of the runway so a full-length standard Runway Safety Area is impracticable. The use of EMAS is an alternative that will satisfy FAA's requirement for a standard RSA in this situation. The EMAS site preparation was completed on September 14, 2007. 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 AIP share being approximately \$11.6 million.

*Raymond Chiang
Supervisor of Engineering and
Planning, SFO ADO*

Below: Pilot's view of runway



From Left: Rep. Kevin McCarthy, Jerry Lenthal, Morgan Day, Phil D'Acri, Klaasje Nairne, Craig Piper, James Patterson, Betsy Umhofer and Kai Lynch



IMPORTANT LOS ANGELES (ADO) ASSIGNMENT

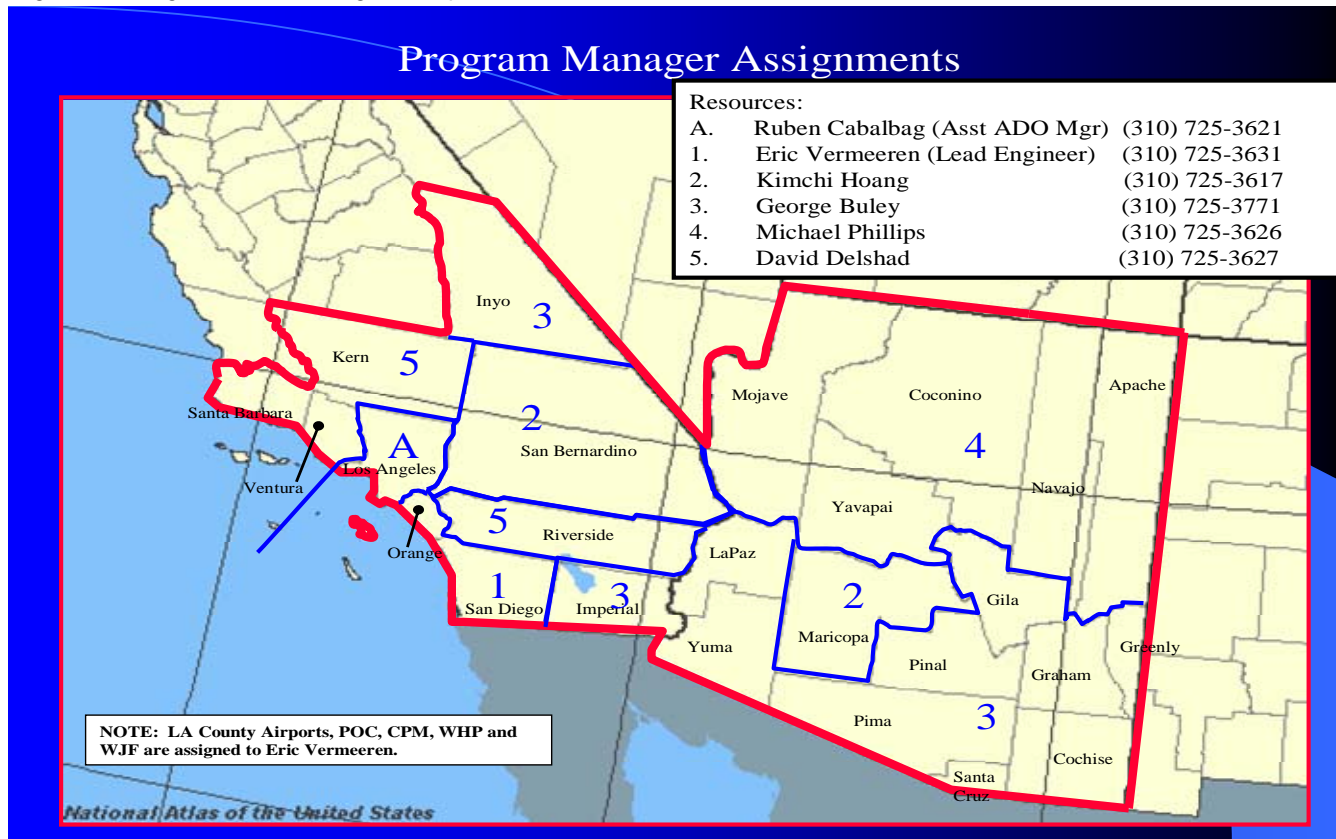
Dear Airport Colleagues in Arizona and Southern California:

Numerous personnel changes in the Los Angeles Airports District Office (LAX ADO) have created a need to again make adjustments to the airport assignments of our Program Managers/Engineers (Program Managers), Planners, and Environmental Protection Specialists (EPS). We know that the multiple changes that have occurred over the last two years have not been easy for many of you.

You should also know that we are in the process of hiring another new Program Manager and another AIP Program Specialist. These are important hire to ensure that we can continue to improve our customer service to airports in Arizona and Southern California. Unfortunately, this means that additional changes in assignments will occur in the near future for a small number of airports. You have my word that we will work hard to avoid changing assignments for those airports that have experienced a recent change. However, we may not be able to avoid this in all cases. Your understanding and cooperation will be greatly appreciated.

Program Managers/Engineers:

Presented below are the Program Manager assignments for 2008. Program Managers are responsible for being the first point of contact for issues at assigned airports. Airport operators and consultants may contact the planners, EPSs, or the Passenger Facility Charge (PFC) specialist if they have questions, issues, or are working on a specific project. However, for general questions, or if the planner, EPS or PFC specialist are unavailable, please contact the appropriate Program Manager. All "on airport", FAA form 7460, Notice of Proposed Construction, will be processed by the Program Manager for their assigned airports.



In 2007, we lost three Program Manager's; one to retirement, one left for the private sector, and one went on a long term detail. In addition, two Program Manager's were promoted; Ruben Cabalbag to the position of Assistant ADO Manager and Eric Vermeeren to the position of Lead Program Manager. We have hired one new Program Manager, Michael Phillips, who came to us from the Technical Operations Branch of our Air Traffic Organization. Again, we are

LAX ADO Changes Cont.

in the process of hiring another Program Manager.

Airport Planners:

Presented below are the Airport Planner assignments for 2008. The geographic boundaries for the Airport Planner assignments are subject to change, as needed, to balance the planning workload. The boundaries are provided to aid you in identifying the primary or first point of contact for FAA airport planning matters in these areas. All "off Airport" FAA Form 7460-1's, Notice of Proposed Construction and FAA Form 7480-1, Notice of Landing Area Proposal, will be processed by the Airport Planners for their assigned geographical areas.



To support our increasing workload related to airport planning and the greater emphasis we want to place on planning, we hired two new individuals to work, in part, on airport planning projects. Jasmine Evains, an Environmental Protection Specialist, has also been assigned airport planning responsibilities. Darlene Williams was promoted from her previous position as an Airport Program Specialist to the position of Airport Planner/Passenger Facility Charge Specialist.

Environmental Protection Specialist (EPS):

Presented below are the EPS assignments for 2008. The geographical boundaries for the EPS assignments, like those of the planners, are subject to change, as needed, to balance the environmental workload. The boundaries are provided to aid you in identifying the primary or first point of contact for FAA airport environmental matters in these areas.

(LAX ADO Changes Cont.)



Passenger Facility Charge (PFC):

As mentioned earlier, Darlene Williams has been designated as the PFC Specialist for the Los Angeles ADO. All inquiries, applications, and status reports regarding PFC in Arizona and Southern California should be addressed to Darlene. She may be reached at (310) 725-3625 or Darlene.Williams@faa.gov.

Airport Program Specialist:

Lajuana Thompson continues to serve the very important role of AIP funds control for the entire ADO. Lajuana works very closely with the ADO staff on such issues as balancing our AIP checkbook, AIP eligibility, timely grant draw-downs, and closeouts. This work, to ensure that we meet our program goals, objectives and good AIP management practices, is vital to keeping the ADO and our airports in the best possible position to compete for limited AIP funds. She may be reached at (310) 725-3616.

Any discussion of the functions of our ADO staff would be incomplete without a mention of Maryellen Williams. Mary is my secretary and provides administrative support to the entire ADO. Mary may be reached at (310) 725-3608.

I appreciate your understanding and cooperation as we continue to make revisions and adjustments to the Los Angeles ADO to better serve you. If you have any questions, feel free to contact Ruben Cabalbag at (310) 725-3621 or myself at (310) 725-3644.

Brian Armstrong
Manager, Los Angeles ADO



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A Note from the Editor...

Dear Reader,

If you have a topic of interest that you would like to see published, please contact me:

Ashlee.carrera@faa.gov.

Best regards, Ashlee Carrera

You can also find the latest copy of AirporTopics on our website:

[www.faa.gov/
airports_airtraffic/airports/
regional_guidance/
western_pacific](http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific)

Contact the Field Offices!

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