



# AIRPORT TOPICS

## FAA WESTERN-PACIFIC REGION

VOLUME III ISSUE IV

DECEMBER 2008

### Message from the Division Manager

#### OUT WITH THE OLD YEAR IN WITH THE NEW!

This past year has brought many challenges to the Western-Pacific Region! I would like to capture some of our more significant achievements this past year:

- I filled both the Manager and Assistant Manager positions in the San Francisco Airports District Office.
- The California Best Practices Guide was signed and made available for our stakeholders.
- Together we successfully managed a very challenging Airport Improvement Program (AIP).
- We completed eight (8) Runway Safety Area (RSA) projects.
- We issued our second Annual Report of Accomplishments.
- Together we successfully reduced our Vehicle/Pedestrian Deviations from FY 2007 totals.
- We completed challenging environmental studies at both Mammoth Lakes and Sacramento International. We currently have four Environmental Impact Statements (EIS) on-going along with several difficult Environmental Assessments.
- Santa Paula Airport was the first and only airport approved nationally under the Developmental Rights Pilot Program, authorized in Vision 100.



- We supported hundreds of planning, engineering, construction, and airport operations related projects/initiatives throughout the region.

FY 2009 promises to be just as challenging. I encourage you to work closely with your Airports District Office (ADO) and/or Airport Certification Inspector to ensure a very successful FY 2009!

*Mark McClardy*

#### Happy 5<sup>th</sup> Anniversary!! The AWP Airports Conference Turns 5 This Year

It has been five (5) years since the conception and manifestation of our dream to provide a one stop shop conference where FAA and aviation stakeholders alike could come together and learn from each other as we discuss a myriad of aviation related topics.

Our first conference took place in Anaheim, CA, and was attended by just over 400 people. A highlight of that conference was the keynote speech by legendary Dick Rutan! Here we are 5 years later preparing what we hope will be our best conference yet!

**Mark your calendars!** This year's conference is scheduled to take place June 2-4, 2009 at the Westin Los Angeles Airport hotel. **The hotel room rate is \$129.00 per night.** Early bird registration ends on February 20, 2009. Conference rates are as follows:

<b>Early Bird Registration:</b>	
Now until 2/20/09	\$375
<b>Regular Registration:</b>	
2/21/09 to 4/24/09	\$425
4/25/09 to 5/22/09	\$450
On site	\$475

The conference package will be mailed by early December 2008. Please contact ASB Alliance at 301/596-6031 for group rates and/or any other question(s) you may have.

*Mark McClardy*  
*Division Manager*

## *VANQUISHING THE V/PD*

It was a cloudy day in December and the prevailing visibility was in excess of 30 miles. A major runway construction project was underway at an airport certificated under 14 CFR Part 139. Because of the runway construction, all aircraft operations had been moved to a taxiway which had been converted into temporary runway. At 10:43 local time, a Beechcraft Model 99 was landing on the temporary runway when, without warning, a construction vehicle entered the area from an intersecting taxiway. The vehicle passed closely behind the Beechcraft as it was rolling out, narrowly avoiding a collision. There had been no radio communications from the construction vehicle.

This incident underscores the importance of preparing a Construction Safety Plan when construction is planned at your airport. Before construction can begin at a certificated airport, an airport that is AIP grant funded or an airport that is PFC funded, an approved airport Construction Safety Plan must be submitted to your Project Manager. The Project Manager and the Airport Certification Inspector should both review the plan. The plan must be a stand-alone document and not be embedded in the construction plans and specifications. Among other important items, the Construction Safety Plan must include vehicle operator training.

For a complete description of the Construction Safety Plan, consult Advisory Circular 150/5370-2E, Operational Safety on Airports During Construction, at the following website: [http://www.faa.gov/airports\\_airtraffic/airports/resources/advisory\\_circulars/](http://www.faa.gov/airports_airtraffic/airports/resources/advisory_circulars/)

Steven Oetzell  
Airports Certification/Safety Inspector

## *CONSTRUCTION SAFETY PLANS REQUIRED FOR AIP PROJECTS*

Aviation safety is a basic concern at operating airports, and this is especially a concern during construction. Construction activity almost always involves people that are not familiar with airport operations and the unusual hazards that are associated with construction on airports. It also involves unusual equipment, procedures and construction methods.

To provide a safe and efficient construction process while conducting construction on airports, the Airport Sponsor must provide a Construction Safety Plan to control and guide the contractors in the construction activity on their airport.

Advisory Circular 150/5370-2E assists airport operators in complying with the construction requirements of 14 CFR Part 139, for Certificated Air-

ports, and with airport construction projects receiving funds under the Airport Improvement Program or from the Passenger Facility Charge Program.

Appendix 3 provides airport operators with boilerplate format and language for developing a safety plan for an airport construction project. Appendix 4 is a sample Notice to Airmen (NOTAM) form.

This Advisory Circular defines the guidelines for operational safety on airports during construction. While the Federal Aviation Administration does not require airports that are not certificated or do not have outstanding grant agreements to follow these guidelines, we recommend that they adhere to them to help these

airports maintain a needed level of operational safety during construction.

The Western Pacific Region, Safety and Standards Branch, is planning a series of workshops within the Region to help airport certificate holders and sponsors develop and use Construction Safety Plans in their Airport Improvement Plan Projects and major maintenance activities. (See page 4 for more info)

All 150 Advisory Circulars can be viewed on the following website:

[http://www.faa.gov/airports\\_airtraffic/airports/resources/advisory\\_circulars/](http://www.faa.gov/airports_airtraffic/airports/resources/advisory_circulars/)

Stay Tuned!

Bill Critchfield  
Lead Airport Certification

## FAA WESTERN-PACIFIC REGION POLICY GUIDANCE THROUGH-THE-FENCE AIRPORT ACCESS

Through-the-fence (TTF) permits access to the public landing area of an airport by aircraft based on land adjacent to, but not part of, the airport property. It is Federal Aviation Administration (FAA) policy to discourage through-the-fence agreements, and even object if they are detrimental to an airport's interests or prevent the airport owner from complying with federal obligations.

Why? The obligation to make an airport available for the use and benefit of the public does not impose any requirement to permit access by aircraft from adjacent property. An airport sponsor may refuse to authorize a TTF operation. TTF may actually impose an encumbrance on the airport if the airport sponsor does not take steps to protect its rights and powers and ability to comply with its grant assurance obligations. There are things the airport sponsor should do to protect its proprietary rights and avoid violating the grant assurances.

- Use a written TTF access agreement to authorize TTF access by the off-site property owner. Preferably, the agreement should be short term, renewable, non-transferable, and subject to termination for cause. Easements should not be granted. Long-term agreements should be avoided.
- Impose market rate TTF access fees to help recover the ongoing costs of providing a public use landing area. In addition, fees help level the economic playing field between the off-site property owner and the on-airport tenants.
- Access fees should be subject to adjustment based on inflation and market conditions.
- The TTF user should be subject to the same rules, regulations, and requirements that govern all on-airport users.
- The off-site property owner should be required to pay for any on-airport improvements that are necessary to connect the private property to the airfield. The cost of the improvements should not be used to discount the access fees.
- Use restrictions should be imposed on the off-site property. For example, aeronautical FBO activities that would compete with on-airport businesses should be prohibited. Remember, any economic advantage gained by off-airport property owners will diminish the economic viability of the airport's own aeronautical commercial operators.
- Ensure airport safety and security are not compromised. For example, fencing and gates should be required at the TTF access point.
- **Contact the FAA before allowing TTF at your airport.**

**TTF policy guidance will be available at the FAA Western-Pacific Web Site in the near future.**

*Tony Garcia*  
Compliance Specialist

## 10<sup>TH</sup> ANNUAL JOINT MEETING OF BIRD STRIKE COMMITTEE USA/CANADA

The 10<sup>th</sup> Annual Joint Meeting of Bird Strike Committee USA/Canada (BSC USA/Canada) was held near Orlando, Florida on August 18-21, 2008 at the Marriott Orlando, Lake Mary. The meetings have grown in popularity over the past decade. There were 450 attendees from 26 countries, including the United States, represented this year.

The meeting started with early bird pyrotechnic training at Sanford International Airport. John Ostrom, Airside Operations Manager, Minneapolis-St Paul International Airport, provided the students a short classroom course on pyrotechnic equipment and equipment safety, followed by a trip to the firing range for a practical demonstration. The training was limited to 150 people.

Richard A. Dolbeer, Chairman, BSC-

USA opened the conference with welcoming remarks on Tuesday. Honorable Jon Mica (R), U.S. House of Representatives, Committee on Transportation and Infrastructure, spoke on Aviation Safety and Wildlife. The key note speaker, Stephen J. Payne, NASA Shuttle Test Director, Launch and Landing Division, Kennedy Space Center, spoke on wildlife issues during space shuttle launches. The conference continued with presenters from all over the world. Some of the topics discussed during the technical sessions included; Water Management at Airports, Safety Management Systems, Wildlife Hazard Management Techniques, Bird Strike Reports, Training Issues and Wildlife Hazards Coast to Coast. Abstracts of the presentations can be found at [http://www.birdstrike.org/meetings/2008\\_abstracts.htm](http://www.birdstrike.org/meetings/2008_abstracts.htm).

The 4<sup>th</sup> Annual DeTect sponsored Bird Strike BBQ/Jam Fest was to be held at

the Enzian Theater but due to Tropical Storm Fay, it had to be brought indoors. The event was renamed the hurricane party instead! Fun was had by all.

The 11<sup>th</sup> Annual Joint Meeting will be held in Victoria, British Columbia on September 14-17, 2009. I strongly urge everyone attend this meeting. To receive conference information and reminders, please send your email address to [events@theplanner.net](mailto:events@theplanner.net).

We are still looking for an airport to sponsor the 12<sup>th</sup> Annual Joint Meeting of Bird Strike Committee USA/Canada in 2010. Is there anyone out there interested? It would certainly make travel much easier for folks from the Western-Pacific Region to attend.

*Elizabeth Louie  
Airport Certification Safety Inspector*

## AIRPORT CONSTRUCTION SAFETY PLAN WORKSHOPS

The Federal Aviation Administration (FAA) will be offering eight half-day workshops for airport personnel who are involved directly or indirectly with their airport's construction projects.

The workshop will provide an overview of best practices of how to develop and implement an Airport Construction Safety Plan. Before construction can begin at a certificated airport or any airport that receives federal funding, an Airport Construction Safety Plan must be submitted to your Project Manager for review.

The sessions will be repeated at various airports in the region. The locations, times and dates for the workshops are as follows:

LOCATION	DAY	DATE	TIME
Los Angeles	Tuesday	February 24	1200-1600
San Diego	Tuesday	March 3	1200-1600
Las Vegas	Thursday	March 12	1200-1600
Phoenix	Tuesday	March 24	1200-1600
Prescott	Tuesday	April 7	1200-1600
San Francisco	Thursday	April 9	1200-1600
Redding	Tuesday	April 14	1200-1600
Reno	Thursday	April 16	1200-1600

FAA Airports Division personnel will be available for an interactive question and answer session during the presentation.

Registration material will be sent out shortly. There is no registration fee for any of the workshops. Seating capacity is limited so you will need to RSVP early. It will be first come, first served. For information on the workshop, please contact Mr. Bill Critchfield, Lead Cert Inspector at (310) 725-3622. For registration information, please contact Ms. Elizabeth Louie, Cert Inspector at (310) 725-3636.



## **Airport Emergency Operations Training Yap, FSM June 9-13, 2008**

A commercial airliner with 100 passengers and crew on board is headed for landing at Yap 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 Yap Aircraft 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 has been alerted and is ready to treat the survivors.

This was the scenario for the recent airport emergency training and live exercise conducted on Yap on June 12, 2008, sponsored by the FAA with support from the Honolulu Airports District Office, the Hawaii Department of Transportation Division

of Airports, the Commonwealth Ports Authority, and the 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 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 FSM Department of Transportation, Communications and Infrastructure, Yap State Disaster Management Office, Yap Public Works Department,

Customs, Immigration and Quarantine, Yap Department of Public Safety Police and Fire Units and Yap State Hospital. Approximately 150 participants contributed to the success of the exercise.

Chief Martinez Jacobs from the Hawaii Department of Transportation, Chief James Diaz and Captain William Camacho from the Commonwealth Ports Authority led the training program. Mr. Barry Brayer, Micronesia Program Manager, and Mr. Ron Simpson, Honolulu Airports District Office Manager, assisted in the training and exercise.

Mr. Manual Maleichog, Yap Department of Public Works, and Mr. Fred Figir, Yap 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 and Bible study 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.

(Continued on Pg. 8)

## SINGAPORE DELEGATION VISIT TO THE FAA HONOLULU CONTROL FACILITY

On July 28, 2008, Ms. Debbie Saito, FAA ATO HCF Assistant Manager, and her staff hosted a Singapore delegation at the Honolulu Control Facility (HCF). Ron Simpson, Honolulu Airports District Office Manager, and Steve Wong, Program Manager, were also present to provide assistance during the session.

The objective of the visit was to allow the Civil Aviation Authority of Singapore (CAAS) and the Republic of Singapore Air Force (RSAF) to observe and study how the Federal Aviation Administration (FAA) handles civil/military operations at a shared-use aerodrome facility. Singapore Changi International Airport has two parallel runways for civilian operations only. The airport property is also adjacent to the Changi Air Base that has a third parallel runway used for military operations

only.

The delegation toured the HCF Radar Room and Air Traffic Control Tower cab to observe actual flight operations managed by the FAA. Also present at the meeting were representatives from Honolulu International Airport and Hickam Air Force Base airfield management.

Discussions included HCF radar coverage, controller responsibilities, procedural emergency response by civilian/military Aircraft Rescue Fire Fighting (ARFF) personnel, airspace issues, noise issues/mitigation, runway design criteria, Memorandums of Agreement, adjacent compatible land use, runway/taxiway management, interagency coordination, pavement issues, air shows, military contingencies, training, waterways, etc.

There were many similarities between Honolulu International Airport and the Singapore Changi International Airport. Both airports are civilian owned and share the airspace with military operations. The only difference is the third parallel runway for military use only that Changi has. This translates to a separate military air traffic control tower for their runway operations.

The delegation was very appreciative of the Hawaiian hospitality and impressed with the modernization of the HCF facility. They took back valuable information on how the FAA/State of Hawaii/Hickam Air Force Base integrate all lines of business to allow the safe and efficient use of airspace by both civilian and military aircraft.

*Steve Wong  
Project Manager*



*Above From left to right: Diane Tom, HCF Support Mgr.; Ron Simpson, HNL ADO Mgr.; James Pratt, HNL Airport Ops Mgr.; Dave Garcia, Chief, Hickam AFB Ramp Tower; Larry Smith, Hickam AFB Airfield Mgr.; Deborah Saito, HCF Asst. Air Traffic Mgr.; Mr. Peng Hok Yeo, Air Traffic Control Mgr., CAAS; Mr. Chien Tjin Kenneth Lee, Staff Officer, Air Operations Dept., RSAF; Mr. Subash, Branch Head, Air Operations Dept., RSAF; Mr. Aik San Andrew Wee, Chief Changi Tower, CAAS; Mr. Liew Hui Rex Tan, Staff Officer, Air Operations Dept., RSAF; Mr. Chung Lake Ng, Senior Air Traffic Controller, CAAS.*

*Right: Steve Wong (HNL ADO Program Mgr.) discussing FAA Airports Division roles and responsibilities.*





An Airport Compliance Workshop was held at the Honolulu International Airport Conference Center on August 19-21, 2008. The Workshop provided guidance on the Federal grant obligations that an airport sponsor undertakes when receiving federal funds for airport infrastructure development. It covered the applicable laws, regulations, orders, policies and contractual commitments assumed by airport sponsors from the acceptance of grants for airport development and property conveyance for airport purposes.

The workshop also assisted airport sponsors and newly appointed administration officials to understand their rights and responsibilities in the operation and management of their public use airport. Attendees ranged from Planners, Engineers, Airport Accountants, Attorney Generals, Property Management, Airport Operations, Airport Managers, and Consultants.

There were over 70 registered participants for the 3-day workshop. Airport representatives and consultants from as far as Guam and American Samoa were in attendance. We received positive feedback at the closure of the workshop from many of the participants.

The workshop covered the AIP grant agreement assurances including the following topics:

Introduction to Airport Compliance, Obligations and Assurances, Rights and Powers, Pavement Preventative Maintenance, Accounting System, Audit & Recordkeeping, Operation and Maintenance, Hazard Removal and Mitigation, Compatible Land Use, Economic Nondiscrimination, Exclusive Rights, Fee and Rental Structure, Airport Revenues, Reports and Inspections, Use by Government Aircraft, Land for Federal Facilities, Airport Layout Plan, Disposal of Land, Hangar Construction and Competition Plans.

On behalf of the FAA HNL ADO, we would like to express our gratitude and appreciation to the Hawaii Department of Transportation, Airports Division, for co-sponsoring this Compliance Workshop. We would also like to thank all of the participants who made the commitment to attend and became familiarized with the federal grant assurance requirements for program compliance. We hope this effort will serve your interests in the future. Mahalo!

*Steve Wong*  
Project Manager, HNL-ADO



Registration Table (L to R) Donna Ajifu, Lori Toyama, Linda Yoza, Cheryl Tsutsuse, Tanya Sakamoto.



HNL ADO (L to R) Steven Hicks, Tony Garcia (Instructor), Cheryl Tsutsuse, Steve Wong, Keri Spencer (Instructor), Carissa Unpingco, Gordon Wong, Ron Simpson, Dona Ajifu.

***ALOHA TO STEVEN HICKS  
NEW AIRPORT CERTIFICATION SAFETY INSPECTOR***



The FAA Honolulu Airports District Office is pleased to welcome our new Airport Certification Safety Inspector, Mr. Steven Hicks. Mr. Hicks replaced Mr. Mack Humphery who retired earlier this year.

Mr. Hicks received his B.S. in Busi-

ness Management and a Masters in Business Administration in Aviation from Embry Riddle Aeronautical University.

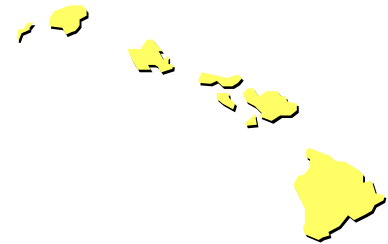
Mr. Hicks was the Deputy Airport Director at Stockton Metropolitan Airport prior to joining the FAA and brings his experience in airport operations and management. Prior to Stockton Metropolitan Airport, he enjoyed a 23-year career in the U.S. Air Force and held positions at major military hubs across the world, including Airport Manager at Vandenberg Air Base in Lompoc, California, and Kadena Air Base in Okinawa, Japan.

His last station in the U.S. Air Force was at Hickam AFB, Honolulu, Hawaii, where he was Division Manager

for the Pacific Region Airports with responsibilities for providing headquarters guidance on airport management and operations issues for nine medium to large hub Department of Defense airports and numerous international/shared-use civil airports throughout the Pacific region.

Join us in welcoming Steven to our family with a big ALOHA!

*Ron Simpson  
Manager, HNL-ADO*



***YAP EMERGENCY OPERATIONS EXERCISE  
(cont. from pg 5)***

This drill and training program would not have been possible without the high level of cooperation between all participating agencies.

Mr. Victor Moonfel, ARFF Chief, Yap International Airport, impressed the training team and disaster exercise evaluators with his demonstration of leadership skills as the On-scene Incident Commander providing direction to the ARFF personnel during the fire suppression, victim rescue and triage operations.

Mr. Moonfel's outstanding performance was recognized during the post disaster exercise review and formal

critique where he was described as the Most Valuable Player by Mr. Barry Brayer for his contribution to the success of the disaster exercise.

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 Yap, as well as others traveling to and from Yap by air, can be assured that Yap emergency service agencies and personnel are properly trained and fully prepared to quickly and effectively respond to any aircraft accident.

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 triennial requirement of CFR Part 139. The next planned training programs will be conducted at Majuro and Pohnpei International Airports in 2009.

*Ron Simpson  
Manager HNL-ADO*



## FIRST EMAS FOR NOR-CAL AIRPORTS



The First Northern California (SFO-ADO) installation of Engineered Material Arresting System (EMAS) has been completed at the San Luis Obispo County Regional Airport (SBP). After several years of planning, airport improvements, and completion of Runway 11-29 extension projects, EMAS was selected as the best alternative to meet its Runway Safety Area (RSA) requirements.

The RSA for Runway 11-29 at SBP was first evaluated in February 2001. Because of the location of a public access road, Runway 11-29 could not meet current FAA design standards. A project to realign Buckley Road was completed in November 2001 with Airport Improvement Program (AIP) funding, which brought the RSA for Runway 11-29 to full compliance with current FAA standards.

Over the last several years, the San Luis Obispo County Regional Airport has worked to extend their main commercial service runway, to meet increased demand for regional jets. The Runway 11-29 extension project upgraded the airport design requirements and increased the Runway 11-29 RSA requirement. Several RSA improvement options were studied and considered to meet the revised RSA requirement for Runway 11-29.

Land acquisition and further grading of the natural terrain were considered, however environmental concerns and cost of land made this option impracticable. The use of declared distance was also considered. Ultimately, it was decided that the best course of action to meet RSA requirements was to install EMAS on both ends of Runway 11-29. EMAS technology provides safety benefits in cases where land is not available or where it is otherwise impossible to have a standard 1,000-foot overrun. A standard EMAS installation extends 600 feet from the end of the runway.

SBP received an \$11.6 million AIP grant in August 2007 for the Installation of EMAS for both ends of Runway 11-29. Klaasje Nairne, Airport Manager and Don Sather, Project Manager provided project oversight for the County of San Luis Obispo. Mike Shutt of Mead Hunt, in conjunc-

tion with Engineered Arresting System Corporation (ESCO), designed the EMAS project. On site delivery of the EMAS blocks started on June 10, 2008 with installation beginning June 24, 2008. The installation was substantially completed on July 22, 2008. As part of FAA project oversight, E.C. Hunicutt from Washington D.C. assisted the Project Manager in conducting interim project inspections. On August 8, 2008, the final inspection for acceptance of the installation EMAS blocks was completed.

*Abel Tapia*  
Program Manager, SF-ADO

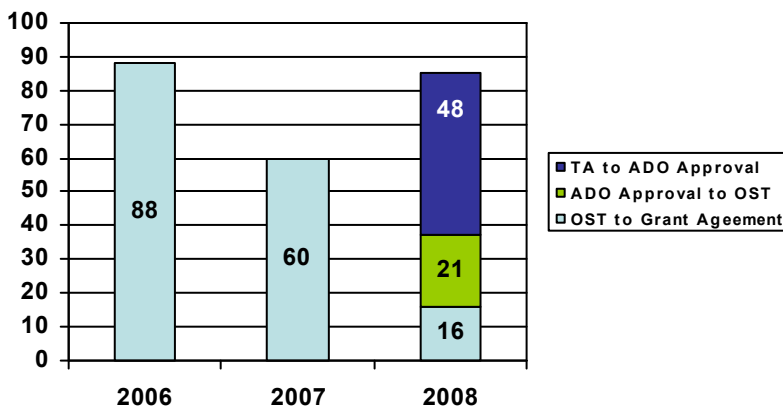


*Left to right: Don Sather, Project Manager San Luis Obispo County, Craig Piper, Assistant Airport Manager San Luis Obispo County Regional, George Rosenberger, General Services Assistant Director, San Luis Obispo County, Robin Hunt, Manager, FAA San Francisco Airports District Office, Abel Tapia, Program Manager, FAA San Francisco Airports District Office, E.C. Hunicutt, Program Lead, FAA Headquarters, Washington D.C.*

## Los Angeles ADO Continues Focus on Improving Grant Processes and Management

Over the last couple of years the Los Angeles ADO has worked to improve our internal processing of grants and to improve our own and airport sponsors management of open grants. So, here is what you can expect us to focus on this year, besides simply managing another program year involving continuing resolutions and shorter than normal funding deadlines.

**AIP Process Improvement.** We plan to continue focus on AIP process improvements to reduce the processing time of grants and deliver grants to the sponsors as early as possible in the year. Over the last couple of years, we have made significant progress in this area. In 2006, it took an average of 88 days from the time we received final clearance to execute a grant. In 2007, this average was reduced to 60 days. In 2008, this average was further reduced to 16 days. This is a great improvement.



Now we need your help in improving the front end of the grant process. This is the time between when we can make a Tentative Allocation (TA) and when we approve the grant project within the ADO and transmit it for final clearance. This time period is mostly influenced by how early you (the sponsors) submit the information we need to make our environmental decisions and the timing of you completing the bid (for construction) or fee negotiation (for planning) process. These must be completed before the final grant application is submitted. It is vitally important that you coordinate the specific timetable of each grant project with the ADO Program Manager, Planner, or Environmental Projection Specialist well in advance.

**Annual drawdown targets.** Compliance with the Office of Management and Budget (OMB) targets has been officially added to the FAA's Business Plan for the first time this year. The OMB set annual grant drawdown targets for the AIP, just as they do for all federal grant programs. These targets call for at least 18% of the grant funds to be expended (drawn down by sponsor) before the end of the same fiscal year that the grant is issued. At least 60% is to be expended by the end of the following fiscal year. At least 81% is to be expended by the end of the third fiscal year. And, as usual, we are looking for all grants to be physically and financially complete within 4 years of the grant agreement date. Please review each of your open grants and take action to ensure that you are meeting these targets.

**Traditional Program Goals.** We will continue our focus on physically and financially completing all grants issued in 2005 or prior years. We will also increase focus on reactivating or closing any grant that has not had any payments in the last 12 months. In addition, we are working to achieve the Office of Management and Budget (OMB) targets for annual AIP payment totals for each and every grant.

**Current ALPs and Airport Property Maps.** Current ALPs and property maps are a requirement for both the AIP and PFC Program. We run into problems each and every year with out of date ALPs and requests for funding of projects that are not appropriately shown on the FAA approved ALP. Please check your ALP. If it was approved by the FAA more than 5-years ago and no physical changes have been made to the airport, it should be submitted to the FAA for review and possible re-validation. If significant physical changes have been made to your airport or if your 2009 project is not properly shown, a revised ALP must be submitted for review and approval. Please keep in mind that it can take us up to 120 days to complete the approval process. It can take even longer if revisions are required. Again, a current ALP and Airport Property Map must be on file prior to us issuing a grant offer in 2009.

**Customer Service.** We received very important feedback from you in the FAA Airports Program customer service survey completed in January of 2008. It is clear that we have more to do in virtually all of our program areas – AIP, PFC, Environmental, Airspace, as well as the timeliness and consistency of our service. I understand that I have not done enough to

(Continued on page 11)

**LOS ANGELES ADO STAFF RECOGNIZED FOR 305 YEARS OF FEDERAL SERVICE**

By now you have probably recognized that I like to devote at least some attention, in these AirporTopics, to talking about the Los Angeles ADO Staff. This time, I am not going to speak of personnel changes or changing work assignments. (I will save that for the next issue.) Instead, I want to again thank each and every one of the dedicated members of the ADO staff for their professionalism and their many years of devoted individual service. During an informal gathering in the ADO on July 22, 2008, the staff of the Los Angeles ADO were recognized for a combined total of 305 years of Federal Service.

*Brian Armstrong*



**Front row from left to right:** George Buley (11 Yrs), Ruben Cabalbag (28 Yrs), Eric Vermeeren (34 Yrs), and Margie Drilling (31 Yrs). **Back row from left to right:** Eddie Arriola (25 Yrs), Mike Phillips (12 Yrs), Mary Williams (26 Yrs), Sam Samad (11 Yrs), Michelle Simmons (5 Yrs), Lloyd Lewis (5 Yrs), Tania Williams (7 Yrs), Lajuana Thompson (20 Yrs), and Brian Armstrong (20 Yrs). **Not pictured are:** Darlene Williams (26 Yrs), David Delshad (18 Yrs), Kimchi Hoang (17 Yrs), and Jasmine Evains (6 Yrs).

**FY09 FOCUS** (CONTINUED FROM PG 10)

focus on customer service. You have my personal commitment to improving in our customer service. I encourage you to use, and encourage your staffs to use, my cell phone number to reach me regarding any customer service or other issue which needs my immediate attention. My cell phone number is (310) 415-5819.

Among many other initiatives, I am committed to holding customer service forums with consultant groups on a bimonthly basis to discuss their issues/concerns. The first of these meetings will take place by Telcon on September 29, 2008. In addition to the consultant forums, I will conduct customer service forums with Airport Sponsors and Consultants at least annually in conjunction with regional industry conferences such as the AzAA annual Conference, the SWAAE annual conference, the ACA annual Conference, and the Airports Division Conference.

*Brian Armstrong, LA ADO Manager*

**CHINESE CONSULTANTS VISIT LAX**



A delegation of consultants from the Northwest Airport Construction Supervision & Consultants Co. Ltd. visited Los Angeles International Airport (LAX) on August 13, 2008. The delegation started their visit to the United States with a trip to the Dulles International Airport and the Federal Aviation Administration's William J Hughes Technical Center in Atlantic City the week before.

The objective of the visit to LAX was to learn about the airport's pavement maintenance system. LAX gave the visitors from China a powerpoint presentation on some of the airport's most current airfield projects. The visit was wrapped up with a tour of the airfield.

*Elizabeth Louie  
Airport Certification  
Safety Inspector*



## Federal Aviation Administration (FAA) Western- Pacific Region 5th Annual Airports Conference

The Westin Los Angeles Airport  
5400 West Century Boulevard  
Los Angeles, CA 90045  
June 2 – June 4, 2009

This conference will include presentations from industry, FAA Headquarters, and FAA Western-Pacific Region representatives on various subjects including Airport Operations, Airport Planning, Airport Improvement Program funding, Environmental Issues, Pavement Management, and Airport Security.

Early Bird Special	On/Before 2/20/09:	\$375.00
	2/21/09– 4/24/08:	\$425.00
	4/25/09– 5/22/09:	\$450.00
	On Site:	\$475.00

FAA Employees contact ASBA at (301)596-6031.

Registration Fee: (1) reception, (3) continental breakfasts, (3) lunches, (3) PM Breaks, conference material and ACIP Workshop.

Hotel Registration: Call The Westin Los Angeles Airport at (310) 216-5858 and mention the FAA 5th Annual Western-Pacific Annual Airport Conference to receive the special rate of \$129.00 per night.

Exhibitors Fee:	\$799.00
Additional company representative:	See attendee fees (above)

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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](mailto:Ashlee.carrera@faa.gov).

Best regards, Ashlee Carrera

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