



AIRPORT TOPICS

FAA WESTERN-PACIFIC REGION

VOLUME III ISSUE II

JUNE 2008

Message from the Division Manager

THANKS FOR ANOTHER GREAT CONFERENCE!

We want to thank the 485 people who attended our 4th Annual Airports Conference, making it our largest one to date. All presentations are now on our website, http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/

Over the past 6 months, we have focused on our goal of exploring opportunities to clarify our business practices. I am dedicating my blog to highlighting some of the things that we have been working on:

New Brochures:

We are happy to present the following tri-fold brochures that we hope will assist you in your efforts to run a successful airport:

Operational Safety on Airfields During Construction.

Airport Compliance and Safety.

AWP Sponsor Guidance Capital Planning: Developing Your Airport Through Sound Capital Planning Practices.

The three brochures can be found on our website at http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/ for information.

AIP Program:

Just a reminder that we have several key dates that we must pay attention to during this shortened grant year.



Key dates are as follows:

- June 1: Applications must be received
- June 20: Grants must be executed

I encourage everyone to work extremely close with your Airport District Office (ADO) to ensure that you meet these milestones.

California Best Practices Guide:

We are happy to announce that copies of the Draft California Best Practices Guide (CBPG) hit the streets on May 22. This draft represents a collaborative partnership between FAA, 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. The public comment period ends on June 12. We expect final copies to be available on CDs by July 15 at the SWAAAE Summer Conference as well as on the our website.

FY-07 AWP Annual Report:

Copies of our FY-07 Annual Report will be mailed out on or around June 12. Thank you in advance for another great year of accomplishments!

*-Mark A. McClardy
Division Manager*

INSIDE THIS ISSUE:

4TH ANNUAL AIRPORTS CONFERENCE	2
REAUTHORIZATION	3
V/PD'S BIRDSTRIKE COMMITTEE	4
LA ADO UPDATE	5
HONOLULU ADO AND PACIFIC ISLANDS UPDATES	6-8
INTRODUCTION TO NEW SF ADO MANAGER	9

ARIZONA BEST PRACTICES TEAM, JOHN WAYNE AIRPORT AND SANTA BARBARA AIRPORT RECOGNIZED AT FOURTH ANNUAL AIRPORTS CONFERENCE



*Back Row From Left: Jeff Rountree, John Wayne Airport; Barclay Dick, ADOT; Jim Harris, Coffman Associates; Lance McIntosh, Z& H Engineering; Gary Mascaro, Deer Valley Airport and Bill Withycombe, Regional Administrator
Front Row From Left: Herman Bliss, Kirk Shaffer, Mark McClardy, and Karen Ramsdell, Santa Barbara Airport*

On May 6th, Mr. William C. Withycombe, Regional Administrator for the Western-Pacific Region, presented three awards, during the Awards Luncheon, as part of the Fourth Annual FAA Western-Pacific Airports Conference. The Arizona Best Practices Team was honored with the Herman C. Bliss Partnership Award, Santa Barbara Municipal Airport was honored with the Outstanding Airport Award, and John Wayne, Orange County Airport was honored with the Airport Safety Award.

Mr. Jim Harris from Coffman and Associates, Mr. Lance McIntosh from Z&H Engineering, Mr. Gary Mascaro representing Arizona Airports Association, and Mr. Barclay Dick from Arizona Department of Transportation, Aeronautics Division received the Herman Bliss Airports Partnership Award for their efforts in formulating the Arizona Best

Practices guidance. This guidance, which required 1 ½ years to complete, clarifies roles, responsibilities and expectations of all affected parties when conducting airport related business within the state of Arizona, and ensures that all parties are dealing with airport related issues in a uniform manner.

The Outstanding Airport Award was awarded to Santa Barbara Municipal Airport and was accepted by Ms. Karen Ramsdell, Airport Director. The airport was recognized for the completion, 4 years ahead of schedule, of several safety-related projects, including modification to the airport taxiway system, relocation of approach lighting systems and other FAA-owned navigational aids, and substantial improvement of the Runway Safety Area (RSA), Runway 7/25, bringing it up to current FAA design standards. These airport improvements were key factors in preventing harm to passengers of a corporate jet aircraft that overran the runway, last

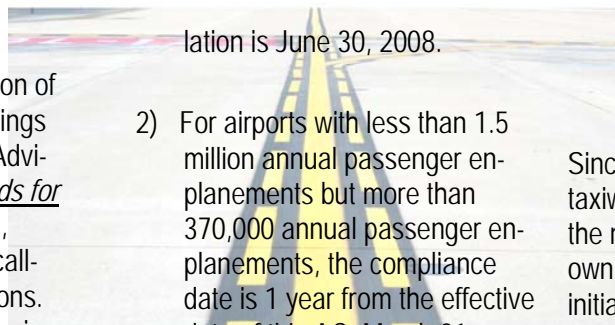
year, while attempting to takeoff. The aircraft ended up in the newly constructed RSA, sustaining only moderate damage to the aircraft, and no injury to the aircraft's occupants.

The Airport Safety Award of 2008 was presented to the John Wayne, Orange County Airport, and was accepted by Mr. Jeffrey Rountree, Airside Operations Manager. The airport was recognized for its responsiveness in completing FAA Call to Action safety items, its outstanding record of having one discrepancy for the past 4 years of inspection by FAA, and its consistent record of operational safety, despite its limited size and high number of daily aircraft operations.

Congratulations to all our winners!

-George Aiken, Manager Safety and Standards

ENHANCED TAXIWAY CENTERLINE MARKING ON COMMERCIAL SERVICE AIRPORTS



ation is June 30, 2008.

March 31, 2010.

New requirements for the installation of enhanced taxiway centerline markings are included in Change 1 to FAA Advisory Circular 15/5340-1J, *Standards for Airport Markings*, issued March 31, 2008. This is a part of the FAA's call-to-action to reduce runway incursions. For this purpose all commercial service airports need to install Enhanced Taxiway Centerline Markings to meet the following compliance requirements:

1) For airports that have 1.5 million or more passenger enplanements in a calendar year, the compliance date for instal-

2) For airports with less than 1.5 million annual passenger enplanements but more than 370,000 annual passenger enplanements, the compliance date is 1 year from the effective date of this AC, March 31, 2009.

3) Other airports certificated under 14 CFR Part 139; the enhanced taxiway centerline marking must be installed within 2 years from the effective date of this AC,

Since the costs associated with these taxiway markings are relatively low, the majority of airports that have their own marking equipment were able to initiate this call-to-action with their own funds. Other airports are adding the costs to ongoing AIP pavement or safety enhancement projects by a change order or amendment to existing or new grants.

*-Sam Iskander,
Program Specialist*

CALCULATING THE LOW INCOME LIMITS FOR DISPLACED PERSONS.

Revision to the "Low Income Limits", used in connection with rental assistance payment calculations under 49 CFR 24.402(b), Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA), have been issued with an effective date of February 13, 2008. The 2008

Low Income Limits are available at the website: <http://www.huduser.org/datasets/ura/ura08/RelocAct.html>.

The related information tables and guidance for making URA low income calculations are available on the Federal Highway Administration's (FHWA) web page at: <http://www.fhwa.dot.gov/>

realestate/ua/ualic.htm. All income calculations made on or after February 13, 2008, as a result of acquisition of property for an AIP funded project must use the 2008 tables.

*-Sam Iskander
Program Specialist*



VANQUISHING THE V/PD

A cursory look at the Vehicle/Pedestrian Deviations (V/PDs) that have occurred in the Western-Pacific Region, from the beginning of Fiscal Year 2008 to date, revealed an alarming trend: Over half (12 out of 21) of the V/PDs occurring at general aviation airports (GA) can be directly traced to improperly escorted individuals. Management at general aviation, as well as certificated airports, must impress upon their tenants that escorting individuals onto the airfield is a serious and full time responsibility. Once a tenant assumes the

responsibility of escorting visitors, they become responsible for the actions of those escorted individuals for the entire time that they remain on the airfield. Too often a tenant will allow an individual onto the airfield and provide very little supervision. This is unsafe for the visitor and the aircraft operators. The poorly escorted visitor is not familiar with airport operations. So often, improperly escorted individuals wander onto active taxiways and runways, exposing themselves to very serious danger and creating a hazard to aircraft operators as well.

Airports and airport tenants should follow these rules when escorting individuals or vehicle drivers on the airport:

- Do not "point the way" for visitors

and expect them to navigate the airfield alone.

- Do not open a combination gate or door for a visitor unless you intend to escort them.
- Provide escorts for all delivery vehicles, EVERY TIME, NO EXCEPTIONS.
- Supervise visitors during the entire time of their visit.
- Supervise visitors closely during their visit to the airfield.

***-Steven Oetzell
Airports Certification/Safety
Inspector***

BIRD STRIKE COMMITTEE USA

Bird Strike Committee USA is will be held in Orlando, Florida this year. I have had the opportunity and pleasure to attend several of the Annual Joint Meetings of Bird Strike Committee USA/Canada. I want to take this time to express my opinion on the value of these meetings. As a member of the Steering Committee and a Federal Aviation Administration Airport Certification Safety Inspector that has worked on some major airport projects, I would recommend attendance of these meetings by individuals that work with the civil aviation industry to resolve wildlife conflicts. The information presented at these meetings is valuable to airport wildlife coordinators and supervisors when making decisions or recommendations on wildlife management in and around airfields.

The network that is developed with other people, including United States Department of Agriculture, Wildlife Services (WS) employees, civil aviation representatives, federal authorities, military personnel, and vendors is of great benefit to all who participate. I know everyone that attends these meetings will come away with information that will make them better equipped to assist the aviation industry in reducing birdstrikes.

The 10th Annual Joint Meeting of Bird Strike Committee USA/Canada is being held near Orlando, Florida on August 18-21, 2008 at the Marriott Orlando Lake Mary. Registration information is available at the BSC-USA and AAEE web sites (www.birdstrike.org; www.aaee.org). Early registration is recommended and

requested, with a reduced fee for those that do register early. We strongly urge you and your airport wildlife biologist to make the effort to attend this meeting. Topics typically focus on what is being done by operations and research at various airfield locations around the world, including updates on new management strategies and their effectiveness and practical application at airfields, discussion from various representatives of the aviation industry, federal and state wildlife agency perspectives, and summaries of activities conducted by WS and military personnel, and much more.

***-Liz Louie, Airports
Certification Safety Inspector***

YOUR LOS ANGELES ADO TEAM

By now you are all aware that the Los Angeles Airports District Office (ADO) has experienced some significant staff changes over the last year. It is my pleasure to announce three new staff members for the ADO. These new employees complete the ADO Team. Please join me in welcoming Tania Williams, Lloyd Lewis, and Eddy Arriola .

Ms. Tania Williams is our new *Airport Program Specialist*. Tania reported for duty on April 7. Tania had previously worked as the Airports Division Secretary since October 2003. She is perhaps best known as the committee lead for the Annual Western-Pacific Region Airports Conference. Tania began her FAA career in September 2001 as the Secretary for the Planning and Programming Branch. Tania is a graduate of Los Angeles High School the Medical Assistant Certificate Program at the Charles Drew Medical University.

Mr. Lloyd Lewis is our new *Administrative Officer*. Lloyd most recently held the position of Administrative Program Assistant with the Airports Division Regional Office since October 2004. From October 2006 to May 2008, he acted as the Airports Division Administrative Officer. Lloyd has a Bachelor of Arts Degree in Sociology from the California State University, Dominguez Hills.

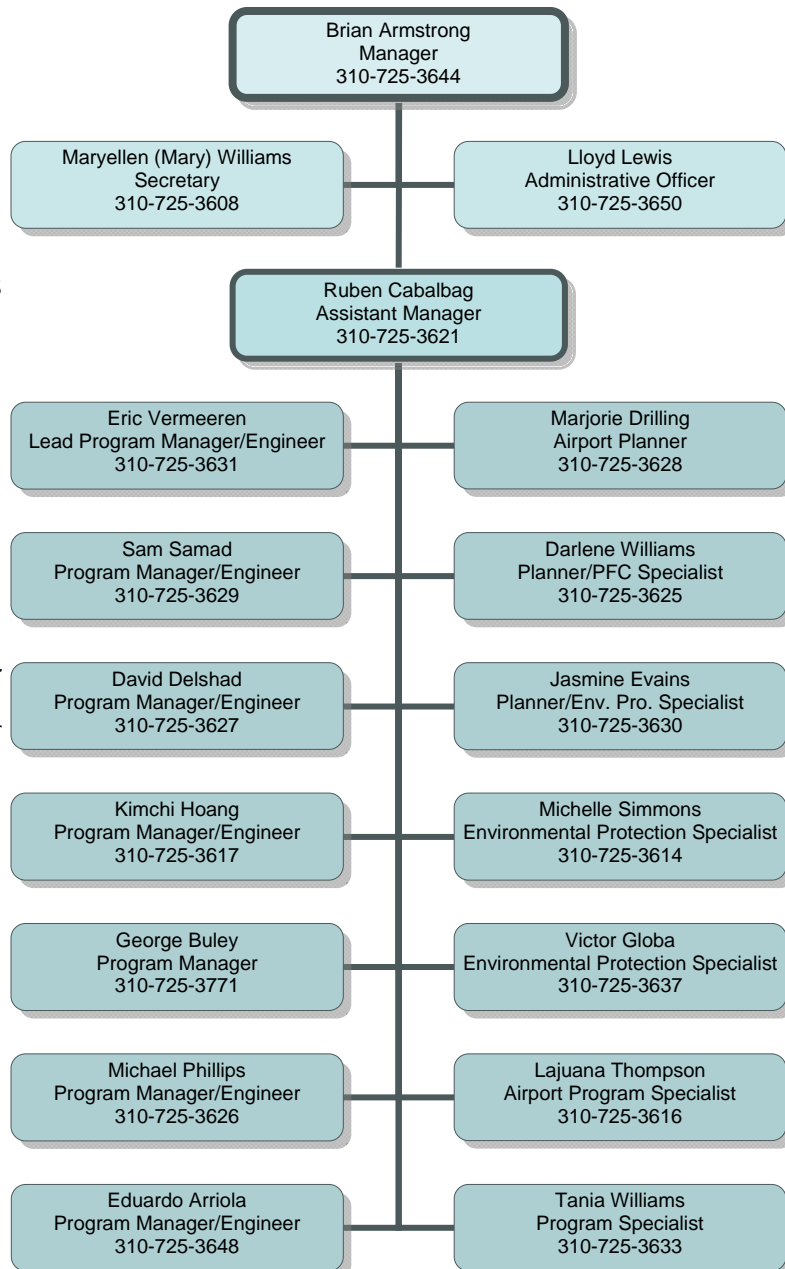
Mr. Eduardo (Eddy) Arriola is our newest *Airport Program Manager/Engineer*. Eddy is currently of the Manager of the FAA's NAVAIDS Engineering Center - Los Angeles. He has nearly 18 years of engineering experience with the FAA, including 4 years as a Supervisory General Engineer. In addition, he also has experience as a civil engineer with the U.S. Army Air Defense Center. Eddy has a Bachelor of Science Degree in Civil Engineering from the University of Texas at El Paso and is a Registered Professional Engineer. Eddy will be reporting for duty on June 22.

NEW ADO OFFICE LOCATION

It is my pleasure to announce the long awaited relocation of the Los Angeles ADO. We remain in the same Regional Office Building but are now located adjacent to the 3rd floor foyer, in Room 3000.

While our office location and furniture have changed, **our telephone numbers and address have not .**

I encourage you to come visit us, when you can.
Brian Armstrong, Manager, Los Angeles ADO



Left picture:L to R:Eddy Arriola and Lloyd Lewis, Right: New ADO office

2008 PACIFIC AVIATION DIRECTORS' WORKSHOP



From Left: Captain Bill Camacho, Bill Withycombe, Lynore (Elly) Brekke



From Left: Lee Cabrera (Commonwealth Ports Authority) Cheryl Jodoin (DOI), Rex Palacios (Chair, CPA), Ron Simpson, Barry Brayer, Mark McClardy and Bill Withycombe

The 2008 Pacific Aviation Directors' Workshop was 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. 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.

This annual workshop attracted over 170 aviation stakeholders from the Pacific Islands. Decision makers and executive level managers attended the workshop from the FAA and governments of American Samoa, Guam, Palau, Micronesia, the Marshall Islands, as well as the Commonwealth of the Northern Mariana Islands (CMNI) and the State of Hawaii. Airport Managers and Directors from Majuro, Kosrae, Pohnpei, Chuuk, Yap and Palau International airports were also in attendance.

This year's workshop theme, "Planning for Aviation Growth and Infrastructure Development in Partnership with Government and Industry," was reflective of the opening remarks from the Honorable Rex Palacios, CPA Chairman of the Board of Directors, and the Honorable Timothy Villagomez, Lt. Governor of the CNMI, as well as the Ministers and Secretaries of the Micronesian Islands.

The highlight of the workshop was the presentation given by the guest military speaker Colonel Clyde Burton who provided reports on the much anticipated military buildup in Guam. Col. Burton discussed the military strategic plans which include aviation operations, military training complexes, and the ongoing environmental process for the CNMI and Guam.

The Industry Day Forum was another workshop highlight. The forum included an industry panel, including Continental Micronesia Airlines, Asia Pacific Airlines, Cape Air and other industry representatives. The forum provided a venue for industry representatives and aviation stakeholders to voice concerns and propose solu-

tions to critical aviation safety issues. Other government and industry stakeholders, including the National Weather Service, the Department of Agriculture, the Department of the Interior, the Department of Homeland Security and the Transportation Security Administration participated and made presentations during the workshop.

We wish to extend a big "Mahalo" to the Commonwealth of the Northern Mariana Islands and Commonwealth Ports Authority for their hospitality and hard work in hosting a very successful workshop.

The 2008 Pacific Aviation Directors Workshop presentations are now available online and can be found at the following website:

http://www.faa.gov/news/conferences_events/2008pacific_aviation/agenda/

To view the presentations, click on the presenter's name.

-Carissa P. Unpingco, Project Manager, HNL ADO

FAA HONOLULU CONTROL FACILITY HOSTS JAPANESE DELEGATION TO STUDY LOCALIZER TYPE DIRECTIONAL AID (LDA) APPROACHES AND NAVIGATING CHANNEL APPROACHES

On February 13, 2008, the FAA ATO HCF Assistant Manager, Ms. Debbie Saito, and her staff hosted a Japanese delegation at the Honolulu Control Facility (HCF). The Honolulu ADO Manager, Ron Simpson, and Project Manager, Steve Wong, were also present to provide assistance during the session.

Purpose of the visit:

A new runway, 2,500m in length and 60m in width, is under construction at the Haneda Airport in Japan. The runway is located offshore from the existing airport and in close proximity to sea routes that many large vessels with high masts traverse through. The new runway is located in the ocean due to the unavailability of land large enough to accommodate this project in the near vicinity of Haneda Airport. The location of the new runway at Haneda Airport is logistically similar to that of Boston General Edward Lawrence Logan International Airport, New York's La Guardia Airport, and Hawaii's Honolulu International Airport. In particular, the Localizer-type Direc-

tional Aid (LDA) alignment angle and location of the nearby port at Honolulu International Airport is very similar to the new runway situation at Haneda Airport.

Objective:

The delegation from the Japan Civil Aviation Bureau (JCAB) visited the HCF to learn more about LDA approaches that are in current operation. The team set out to collect detailed information and to observe and understand the operational procedures and safety measures to secure safety between aircraft operations and sea moving vessels. Their study, contracted by Pacific Consultants Co., Ltd., will evaluate the possibility of introducing similar procedures at Haneda Airport.

LDA procedures are utilized in the U.S. and there are possible advantages to introducing these procedures into Haneda Airport. Currently, no such LDA procedures have been implemented in Japan. Since the approach surface of the new runway is

located above the sea routes, some measures to secure the safety between aircraft and sea moving vessels are necessary; therefore, it may be difficult to strictly apply the obstacle limitation criteria to the surface of the new runway. JCAB is considering applying other criteria such as OAS "W" surface limitations.

The delegation was allowed to visit the HCF control tower to observe an overview of airport location and air traffic control procedures. They also conducted interviews to survey air traffic controllers and supervisors to understand details of procedures and safety measures. Considering the many channel crossings, discussions also included FAR Part 77 surfaces, mapped corridors and agreements between the Navy Harbor Marshall located in Pearl Harbor and the HCF ATCT.

Estimated project construction period is two and one-half years. The construction commenced in March 2007 and is expected to be completed by October 2010. ***Continued on pg. 8***



The proposed offshore runway at Haneda Airport, Japan



Mr. Moses Akana, AT Support Specialist; Mr. Steve Wong, ADO Project Manager; and Mr. Kentaro Koderu, Airport Engineer, Pacific Consultants Co., Ltd. (PCKK), Japan Civil Aviation Bureau (JCAB)

JAPANESE DELEGATION VISIT TO THE FAA HONOLULU CONTROL FACILITY (CONT.)

The Special Airport Development Fund managed within the Japanese Government Fund will partially fund this project. The estimated cost is JPY598,500,000,000 (approximately \$5.44 billion USD @ 1USD=110JPY).

Additional project photos may be viewed at <http://www.pa.ktr.mlit.go.jp/kyoku/saikakutyuu/pdf/keikakugaiyou.pdf>

By: Steven Wong, Project Manager, HNL ADO



L to R: Moses Akana, AT Support Specialist; Robert Hong, AT Operations Mgr; Ron Simpson, HNL ADO Manager; Debbie Saito, HCF Assistant Air Traffic Mgr; Kentaro Kodera, Airport Engineer, PCKK; Kenzaburo Higuchi, Director, Project Management, Civil Aviation Promotion Foundation; Takao Yamaguchi, Airport Engineer, Yamaguchi Planning Co., Ltd.; Diane Tom,

PALAU PRESIDENT DEDICATES NEW ARFF BUILDING

The newest Aircraft Rescue and Fire-fighting (ARFF) building in Micronesia was dedicated on Friday, April 4, 2008, at Palau International Airport in the Republic of Palau.

The Honorable Tommy Remengesau, President of Palau, William Withycombe, FAA Western-Pacific Regional Administrator, and other honored guests were on hand to dedicate the new state-of-the-art facility. The project was funded under the Air-

port Improvement Program (AIP). The Republic of Palau, as well as the Federated States of Micronesia and Republic of the Marshall Islands, became eligible for AIP in FY2004 under Vision 100 - Century of Aviation Reauthorization Act.

The design of the ARFF Building also incorporated the Supplemental Aviation Weather Reporting Service (SAWRS) Office which will include interface with the U.S. National

Weather Service (NWS). NWS is also planning to construct their new office adjacent to the ARFF building. Coffel Aire Industries was the construction contractor and Leo A. Daly of Honolulu was the design consultant.

The FAA also funded two new ARFF (Oshkosh) vehicles at Palau International Airport as well as five other airports in Micronesia to replace old/outdated equipment.

Flights into Palau have steadily increased over the years with regular service from Guam, Japan, Korea, Taiwan and the Philippines. Palau is known to be one of the top diving spots in the world as well as the sight for two seasons of the "Survivor" reality television series.

-Gordon Wong, Project Manager, HNL ADO



Left to Right: Charles Obichang, Palau Airport Manager, Lynore Brekke, President Remengesau, Mark McClardy, William Withycombe, and Barry Brayer.

President Remengesau presents the FAA a wooden carving of a traditional "bai" meeting house.



JOIN US IN WELCOMING THE NEW SAN FRANCISCO ADO MANAGER, ROBIN HUNT

-MARK MCCLARDY

As many of you know, I was recently selected as the SFO ADO Manager. I am very excited about my new position and looking forward to working with all of you. While not a pilot, I have always loved to fly. When I joined the Department of Transportation Office of Inspector General in 1989, I was immediately drawn to aviation audits. As a result of my interest and knowledge of aviation programs, I was responsible for performing and supervising numerous airport revenue and aviation security audits, and in the early 1990s I became the Program Manager for Airport Audits.

After the events of September 11, my focus shifted to aviation security and audits of the new Transportation Security Administration. Since that time, I have served in various Senior Executive Service positions with the Office of Inspector General. My title and responsibilities changed many times over the years to include airline customer service, FAA operations, and included work in several non-aviation areas such as hazardous materials, pipelines and DOT research and development. I worked

closely with the aviation congressional staff and prepared numerous congressional testimonies for the Inspector General.

As an auditor, one thing was certain—you knew no one was looking forward to your visit. I quickly learned that working openly and honestly with airport staff made the experience more pleasant and productive for everyone. I never believed a “gotcha” attitude would bring about positive results, but felt we should all work together to identify ways to make programs more effective and efficient. It was the ability to work with FAA and airport staffs in that positive manner that helped me and the OIG develop some of our most successful audit reports and testimonies. I truly enjoyed working with the FAA and airports staff and developed many lasting relationships.

Now, I look forward to meeting and working with all of you in the same collaborative way. The lack of long-term reauthorization has made this year more challenging, but I am confident the Western-Pacific Region will make it a very successful year.

Now some little known facts: I was born and spent most of my youth in Houston, Texas where most of my family now lives. I received my Bachelor of Science in Accounting from the University of Kansas—I’ll let you guess the year. I am a Certified Fraud Examiner and a Certified Government Financial Manager.

I live in Pleasant Hill, California with my husband Dale and our two cats Shambahla and Jamocha. We love to travel and take trips whenever possible. Our favorite place to visit is Hawaii. While most of my travel for pleasure has been domestic, I have enjoyed several trips to Europe and the Caribbean. I also enjoyed the opportunity to make many trips to the Pacific Islands (Guam, Saipan, Rota, Chuuk, American Samoa and Samoa) when I worked with the Federal Emergency Management Agency in the 1980’s.

***-Robin Hunt, Manager
San Francisco ADO***

UPDATE! UPDATE! UPDATE! UPDATE! UPDATE! UPDATE! UPDATE! UPDATE! UPDATE!

The Lockheed Martin E-NOTAM program

The recently introduced E NOTAM system is to be another tool to help expedite NOTAM handling between airports and the LMCO Flight Services. The intent is to provide a replacement for the old faxing method (as of now, there is no timeline for discontinuing the use of the FAX) but not the Phone. The phone can still be used in conjunction with the E NOTAM system. Attached is a message that came from the HNL Hub FS that does a great job of explaining the new system.

Many of you received an email about the Lockheed Martin E-NOTAM System. Understandably, the information came as a surprise and raised questions and concerns. I hope I can provide more insight to clarify matters.

The current process for issuing NOTAMs through the AFSS is to pass the information via phone or fax. The E-NOTAM System is a web-based NOTAM notification method that will allow users to enter NOTAM information directly into a mask and transmit to a NOTAM specialist. It will eliminate wait times experienced when calling in NOTAMs, calling to see if the faxed NOTAM was received, or calling to see if the NOTAM got issued.

The E-NOTAM System is not interfaced with the U.S. NOTAM Office. When you input your NOTAM information a Flight Service Specialist will receive it and process the NOTAM for transmission to the U.S. NOTAM Office. After you complete your input you can check the status of your NOTAM. Once a NOTAM number has been assigned it will appear on the "NOTAM HISTORY" display of the E-NOTAM System. It can also be emailed to you if you request.

We invite you to visit the E-NOTAM web site at www.lme-notam.com to learn more about the features of eNOTAM. Start by downloading and viewing the "eNOTAM User Guide". As a user of the eNOTAM Portal, you will be able to view NOTAM samples, issue and cancel NOTAMs, and track your current and cancelled NOTAMs. This gives you a powerful tool to maintain and correct NOTAMS to ensure accurate NOTAM reporting for your facility in real time.

To participate, go to the web site and "Request Access". Follow the simple instructions. The Lockheed Martin Flight Services Program Office will verify your authority and send an e-mail with further instructions and a username and password to get you started.

We encourage you to explore the eNOTAM Portal. We anticipate that in the near future we will no longer be able to accept NOTAMS via facsimile. While phone calls will still be accepted, there may be delays if most users choose to call instead of taking advantage of the convenience and efficiency the eNOTAM Portal affords.

Assistance from a Flight Service NOTAM Specialist remains a phone call away at 877-4US-NTMS (877-487-6867).

Lockheed Martin Flight Services is always working on ways to simplify and modernize processes with our customers. Our goal with the E-NOTAM portal is accurate, timely dissemination of NOTAMs, and safe operations for the flying public. Don't hesitate to contact us if you have any questions.

MORE PHOTOS OF THE 4TH ANNUAL AIRPORTS CONFERENCE



Faviola Garcia, Micronesia Program Analyst and Donna Aijifu, HNL Program Analyst



George Aiken, Mgr. Safety & Standards and Howard Plagens, NTSB



Master of Ceremonies, Brian Armstrong



Airport Certification Inspector Steven Oetzell and Environmental Protection Specialist Victor Globa



Keynote Speaker, Associate Administrator for Airports Kirk Shaffer



Conference Chair, Tania Williams; Program Specialist



Eric Vermeeren; Lead Engineer, LA ADO & Patrick Lammerding, Airport Certification



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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, or would like to be added to our mailing list 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/)

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