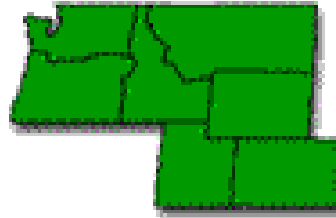




Portland International Airport
 Showing Runway 10L-28R extension under construction
 Photo courtesy of Port of Portland



NORTHWEST MOUNTAIN REGIONAL AIRPORT PLAN - 2010

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INTRODUCTION

This 14th edition of the Northwest Mountain Regional Airport Plan (RAP) reports our progress in fulfilling national and regional objectives at the 136 busiest “focus”, or most active, airports in this region. The RAP also lays out our priorities for funding future projects, called initiatives, which guide our investment of Airport Improvement Program (AIP) funds.

Our initiatives largely focus on improving airport safety. Our progress is summarized here, and described more fully in this report:

- In the past 12 years, we have built 84 standard runway safety areas (RSA’s). With only 6 RSA’s at focus airports remaining to complete, we lead the nation in this accomplishment.
- To reduce runway incursions, we continue to correct runway line-of-sight problems; build access roads around runway ends to reduce the need for runway crossings; and construct parallel taxiways.
- To enhance airport capacity and access, especially for locations with significant business-jet activity, we are improving airports to support NextGen-type technologies. These improvements include localizer performance with vertical guidance (LPV) instrument approaches and required supporting infrastructure, such as full-length parallel taxiways.
- To preserve our past investments and to sustain airport capacity, we continue to promote pavement rehabilitation and noise mitigation projects. Now, we are aiding construction of a new commercial-service airport at St. George, Utah, and planning for a new airport to serve Hailey, Idaho.

Section One of this report provides additional background on our initiatives, and outlines our investment strategy. Section Two details our funding plans for remaining priority projects like those discussed above. The Appendix includes operational data for the focus airports addressed in the RAP.

We are proud of our work to improve airports in the Northwest Mountain Region. We are equally proud of the working partnerships we have with our customer airport sponsors. It’s really this partnership that produces these great accomplishments. Economic hard times and reauthorization delays notwithstanding, we have worked hard together and gotten great work done. Thank you for everything you do every day for the safety of aviation.



Donna P. Taylor
Manager, Airports Division

OUR GUIDING PRINCIPLES

Our job, as stewards of public resources, is to deliver safe, integrated, full value national airspace/airport system (NAS) solutions for airports. Three principles underlie our AIP investment priorities and guide our selection of initiatives for the RAP:

SAFE: *Identify and assure safety improvements are safely delivered.* Examples of this are our new initiatives to replace aging airport rescue and fire fighting (ARFF) equipment, correct confusing airfield geometries, perform airport safety inspections, and embark on Airports' safety management system (SMS) program studies.

SUSTAINABLE VALUE: *Deliver full sustainable value for our investments in the NAS.* In this arena, our examples include harmonizing state system planning efforts to help guide region-wide investment strategies, promoting the use of recycled materials and sustainable products, and conducting environmental inventories in airport master plan studies.

RESOURCE MANAGEMENT: *Manage the public resources entrusted to us with utmost integrity.* For example, we are developing project management efficiency tools and an electronic programming package tool, and maximizing our customer outreach effectiveness by presenting our annual Airports Conference and ADO sponsor/consultant seminars.

SECTION ONE

THE RAP: PLANNING, PROGRAMMING AND REPORTING

Purpose of the RAP

We publish the Regional Airport Plan (RAP) to outline Federal Aviation Administration (FAA) priorities for airport system development in the Northwest Mountain Region (ANM). The RAP describes plans for addressing these priorities, and shares with the airport community the measures of our progress.

Relationship to Flight Plan and other Objectives

The FAA's annual Flight Plan sets out agency goals to increase aviation safety and capacity, provide international leadership, and achieve organizational excellence. Please see www.faa.gov for more information about the Flight Plan. The FAA Airports (ARP) line-of-business generates its Business Plan, a bridge between the Flight Plan and regional Airports Divisions, which guides the regions in setting their own goals and objectives. The RAP defines the focus, priority, and measurement of airport projects that contribute to Flight Plan and Business Plan goals for our region.

Role of Airports Division

Our mission statement defines the role of the Airports Division and is the foundation of the philosophy behind the RAP.

"The mission of the organization is to provide leadership in planning and developing a safe and efficient national airport system to satisfy the needs of aviation interests of the United States, with due consideration for economics, environmental compatibility, local proprietary rights, and safeguarding the public investment."

Focus Airports

Development planned for 136 "focus" airports is part of this report. These focus airports include certificated commercial-service and general-aviation (GA) airports with more than 75 based aircraft. Focus airports account for more than 70 percent of aircraft operations and 100 percent of enplaned passengers in our region. Focus airports are the locations we report on in the RAP; all the airports in the National Plan of Integrated Airport Systems (NPIAS) are important, and we put the same emphasis of importance in developing the Airports Capital Improvement Program (ACIP) for them. The Appendix of this report contains a list of the RAP's focus airports.

Project Selection

Projects listed in the RAP are a subset of our 5-year ACIP. We develop the ACIP from master plans, state system plans, and sponsor proposals, as well as information obtained at joint planning conferences. In this report, we highlight projects that support RAP initiatives.



Funding

Funding: Airport Improvement Program (AIP) discretionary funds are key to our ability to complete RAP initiatives. The following factors set priorities for AIP discretionary funding decisions:

- (1) Safety projects identified in the RAP.
- (2) Letter-of-Intent (LOI) commitments, including those supporting the FAA’s NextGen Implementation Plan (formerly the Operational Evolution Partnership—OEP).
- (3) Noise projects using discretionary amounts available nationally for the AIP noise set aside.
- (4) Completion of phased projects underway.
- (5) Pavement preservation.
- (6) Non-safety RAP items, e.g., new runways and extensions.
- (7) Other (non-RAP) items.

To make strategic funding decisions on the use of AIP discretionary funds, our region employs a “Board of Directors” approach. The board consists of managers from the three Airports District Offices (ADOs) and the Planning, Environmental and Financial Programs Branch. The board balances competing needs in a spirit of cooperation that considers the overall benefits and/or consequences to the region (see also our Investment Strategy, page 1-5).

In fiscal year 2009, this region provided airports with over \$221 million in AIP discretionary funds (an increase from the \$214 million the previous year). We also administered \$135 million in “American Recovery and Reinvestment Act of 2009” (ARRA) projects, for a total of \$349 million in non-entitlement expenditures. Despite complexities and uncertainties due to pending AIP reauthorization, we hope to see a further increase in FY- 2010 AIP funds to help meet our priority needs. For planning purposes, however, we are using a somewhat more conservative range of \$180 to \$220 million annually (see Chart 1-2). This does **not** include the additional funds received or expected from the economic recovery legislation (see page 1-4).

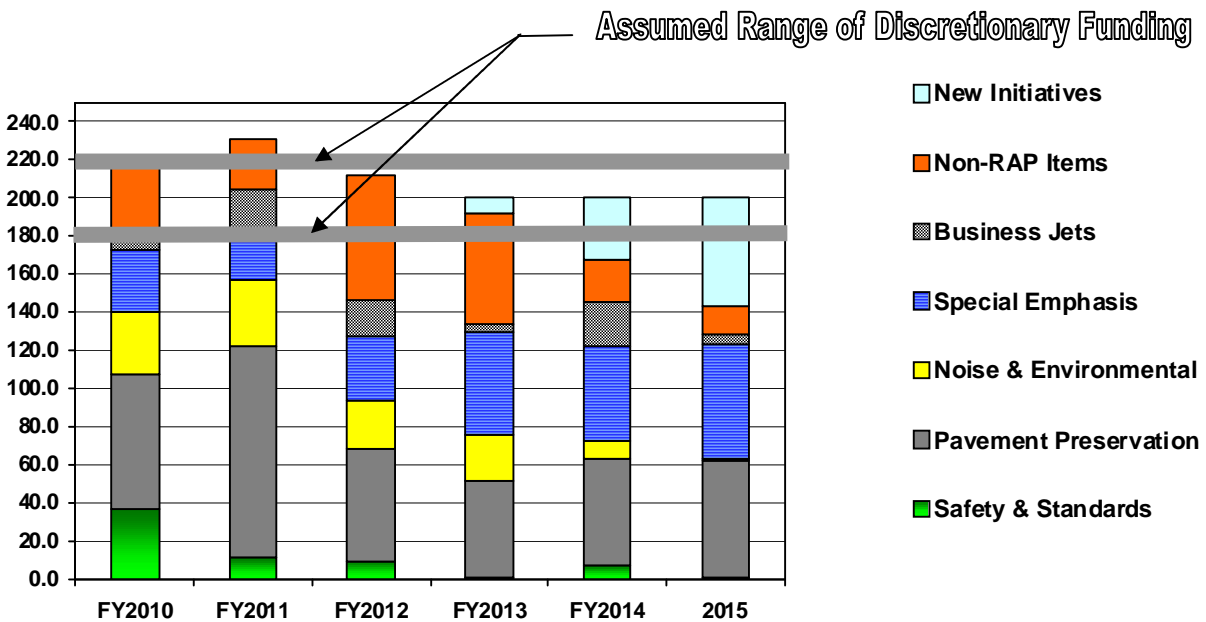
Table 1-1 shows our recent and current distribution of discretionary funds by project priority factor. The table notes a slightly decreasing projected trend in safety expenditures, as we approach our goal of bringing all runway safety areas (RSAs) up to standard (for more discussion on this, see page 2-1). It is also typical that the “out-years” of a plan are not yet completely formulated; however we fully expect that new projects, especially ongoing pavement preservation, will be able to use all the funding resources we can provide.

**Table 1-1:
Historical
Discretionary
Funding
Distribution
(RAP airports
only)**

Project Type	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010 (est.)
Safety Projects	26%	22%	30%	6%	27%	13%
New Pavements, including LOI	23%	30%	33%	31%	27%	39%
Pavement Preservation	32%	36%	22%	38%	35%	32%
Noise & Environmental	5%	8%	12%	10%	10%	15%
Earmarks (non-RAP)	9%	3%	0%	11%	1%	2%
Planning & Miscellaneous	5%	1%	2%	4%	0%	0%

Chart 1-2, Comparison of Regional Initiatives with Discretionary Planning Levels, shows future discretionary funding required for each RAP initiative, by priority category. This chart reflects our planning levels for new discretionary funds. Typically, we have an additional 10 percent obtained from surplus grant fund recoveries and deferred projects. Total needs typically exceed available funding in any given year, and projects are deferred to subsequent years. At this point, many needs for the years 2011 and beyond have not yet been finalized. We can expect, though, that some projects initially scheduled for prior years will begin or be continued in later years, thereby absorbing some of the discretionary funds.

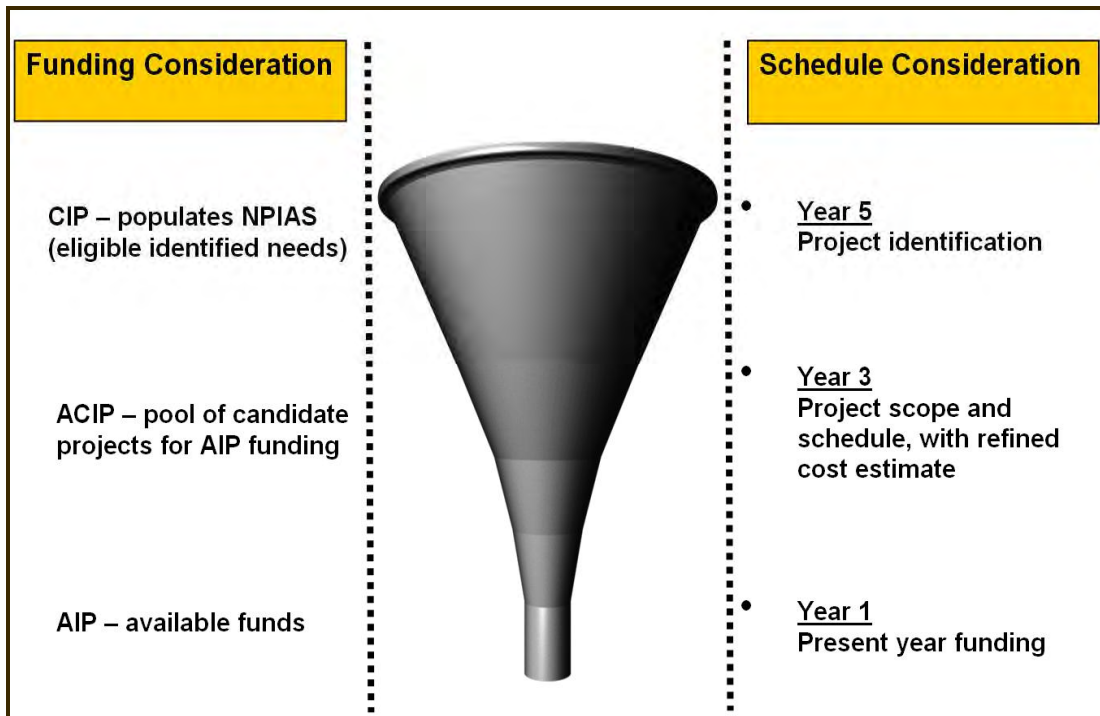
Chart 1-2: Comparison of Regional Initiatives with Discretionary Funding Levels



Note: does not include the extra funds expected from the economic recovery legislation

Figure 1-3 shows the process for bringing projects from the initial planning stage all the way to grant funding. First, the airport sponsor should identify a project several years in advance of when it will be needed. The prospective project becomes part of the sponsor’s capital improvement program (CIP); then the sponsor submits potential NPIAS projects to FAA. Next, FAA will evaluate the project in accordance with AIP priority formulas and determine whether it should be considered for the ACIP, at which point capital funding is tentatively assigned in FAA’s database. Finally, the highest-priority projects receive AIP grant funding in the year when the work is ready and needed most.

Figure 1-3:
The “Funding
Funnel”, from
Sponsor CIP /
NPIAS
submittal,
through ACIP,
to annual AIP



Economic
Recovery and
AIP

In February 2009, Congress passed and the President signed the “American Recovery and Reinvestment Act of 2009” (ARRA). The measure was to stimulate the national economy by, among other things, creating and retaining jobs through public works infrastructure investment, including airports. We continue within the statutory framework and guidance established by FAA Headquarters to expeditiously—but wisely—put this money to work improving airports and stimulating the economy. ARRA has robust reporting requirements for the recovery money; consequently, we have been identifying such projects with unique codes in our databases. Because the recovery distribution continues to be a work in progress at this time, and for purposes of the RAP, **the added economic recovery money is not included in any of the subsequent financial figures shown or discussed in this report.**

OUR AIP INVESTMENT STRATEGY

Preamble

The FAA is a goal-driven, performance-based organization devoted to providing a safe and efficient national system of airports. The FAA Airports organization is the nexus between broader Agency goals and our airports customers, working with many in the aviation community: state aeronautics, airport sponsors and staff, citizens and planners, construction teams, environmentalists, and pilots. We follow FAA's *Flight Plan* and our regulatory mandates, and are accountable to one another, our superiors, and ultimately, the flying public.

Even with the high levels of safety we have achieved in aviation, we still strive to enhance safety. Further improvement becomes more challenging and requires even more innovative thinking. Not only must we meet today's safety standards; we must also be prepared for a future which will require us to use a systemic approach to evaluating safety improvements.

The Next Generation Air(port) Transportation System (NextGen) is coming, and parts of it are in place already, such as Automatic Dependent Surveillance-Broadcast (ADS-B) in the Gulf of Mexico region. We anticipate increased access to airports through growth in areas of technology such as global positioning systems (GPS) and real-time data in support of informed decision-making. For example, small business-jets-for-hire are increasingly using GPS to land at almost any airport. As the aviation community continues to grow with more sophisticated aircraft, we need to ensure our airports are prepared to meet the demand. This translates into providing survey data into the Airports Graphical Information System (AGIS), meeting upgraded airport design standards, and facilitating NextGen-type technologies, for current and future operations by sophisticated aircraft capable of flying more precise flight paths. Timing is indeed everything, and preparing adequately for what is coming requires enlightened planning today.

Concurrently with NextGen, we will continue to support efforts to reduce the effects of airports on the community through the Part 150 noise reduction program and mitigation actions, pursuant to the National Environmental Policy Act (NEPA). In addition, expect to see increasing emphasis on a systems approach to reviewing environmental impacts. A key area of our emphasis is environmental sustainability for airports, which we are promoting in airport planning efforts, to be followed by sustainable airport development and operations. Our Environmental Management System (EMS) has just begun, and provides a mechanism for a comprehensive view of our programs. It also identifies areas where we can improve. We also are using more electronic resources than ever before to streamline our processes and reduce paper consumption. We encourage those around us to help us find ways of "working smarter – and *greener*."

For the near term, challenging forces are at hand. The federal deficit grows, the national economy remains uncertain, and politics continue to affect policies and available resources. We anticipate fewer federal dollars and an increased emphasis on value, more accountability, and the need to prioritize initiatives. We need to rely in no small part on automation, delegation, and innovation to meet our goals. The use of e-filing and automation will become more and more integrated into the way we do business.

We will continually re-examine our standards; innovation is going to be a requirement. As we make these changes, with workload demands outstripping our resources, we will take measured steps to consider risk and evaluate effects of decisions before we implement them. We expect our transition to generate more work, which needs to be managed effectively before reaping the benefits.

We are ready to enhance safety, promote value, and seek green approaches and solutions. However, we are increasingly interdependent on one another for our mutual success and advancement. A key example of this is “harmonizing” our efforts with our State Aeronautics partners. This will allow the states and us to leverage our funding and staffing resources to support most effectively needed airport development. Our future is now and we look for support from the aviation community to help us integrate our Investment Strategy into our ACIP and RAP initiatives. Our success in moving forward is up to all of us.

Seattle-Tacoma
International
Airport



Safety

Initiative	Included in 2010 RAP	Potential Implementation Steps
Safety and Standards		
<p>Enhance and support safety at airports</p>	<ul style="list-style-type: none"> • Continue to correct runway safety areas (RSAs) and line-of-sight problems to meet standards, applying friction treatment; avoiding vehicular crossings; and preventing wildlife encounters. • Identify Part 139 requirements and equipment to be included in the ACIP (New). • Evaluate confusing airport pavement geometry in master plan studies where problems have been indicated (New). • Improve and develop airports to meet anticipated demand, i.e. business-jet activity. 	<ul style="list-style-type: none"> • Integrate Construction Safety Plans and Part 139 certification • Fund recommended pavement reconfiguration to correct confusing airfield geometries. • Fund replacement of aging ARFF vehicles. • Fund surveys and projects supporting forecast demand.
<p>Integrate Safety Management System (SMS) at appropriate stages of projects such that the process enhances our investment decisions.</p>	<ul style="list-style-type: none"> • (ARP SMS program under development) 	<ul style="list-style-type: none"> • Evaluate impacts on funding and resources and project schedules. • Develop regional procedures to implement and provide training to staff. • Work with ATO to develop mutually-acceptable guidance that establishes when/how SMS is to be undertaken

	Initiative	Included in 2010 RAP	Potential Implementation Steps
Pavement	Pavement Preservation		
	<p>Preserve needed pavement. Use relevant data to make investment decisions.</p>	<ul style="list-style-type: none"> • Monitor and correct pavement deterioration due to alkali-silica reactivity (ASR) and other causes. • Promote recycling of materials and support economical specifications. 	<ul style="list-style-type: none"> • Determine the best course of action considering PCI, useful life, use of pavement, risks, and other factors. • “Harmonize” system planning pavement maintenance management programs
Access	Capacity and Enhanced Access		
	<p>Prepare busy GA airports for NextGen-type technologies; streamline BCA process.</p>	<ul style="list-style-type: none"> • Promote opportunities for implementing NextGen and RNP procedures. • Define our region’s busy GA airports. • Develop a SOW template for states to use in state system planning studies in support of NextGen. • Inventory airports and develop ACIP plan for needed infrastructure to meet NextGen (C-III standards and RNP precision approach procedures) at busy GA locations. • Encourage airports to promote community understanding and support for implementing NextGen and RNP. 	<ul style="list-style-type: none"> • Develop 5-year regional ACIP to ensure aviation needs are met. • Develop guidance and prioritize projects so that discretionary funding is consistent with our investment strategy. • Collect survey data for AGIS input. • Fund infrastructure needs to support NextGen.

Initiative	Included in 2010 RAP	Potential Implementation Steps
Environmental		
<p>Promote local efforts toward reduction of global CO² footprint from aviation activities.</p>	<ul style="list-style-type: none"> • Provide information and encourage the use of available programs to reduce emissions (VALE). • Encourage recycling and the use of “green” construction methods and materials (require in design report). • Encourage obtaining Leadership in Energy and Environmental Design (LEED) certification in all AIP-funded buildings. 	<ul style="list-style-type: none"> • When conducting a Part 150 study with flight procedures, explore alternatives using RNP, RNAV, and other fuel saving approaches (CDA) if applicable. • Encourage better use of limited resources (solar power, recycle etc). • Develop specifications that allow locally available materials and promote economical specifications (consider in design report).

New Airport,
Poplar, MT



SECTION TWO

RUNWAY SAFETY AREAS (RSA's)

Initiative

Goal: Complete improvement of nonstandard safety areas.

Progress

Since 1998, our focus has been to construct standard safety areas at RAP airports. Of the 432 runway ends evaluated, 90 were sub-standard. Of these, we have completed 80, which means 99.8 percent of commercial passengers in this region arrive and depart over runway ends that meet safety area standards. One RSA was completed in 2009, at Tacoma Narrows (17).

What remains are the very difficult safety area projects requiring special consideration, along with additional runway ends not normally tracked as RAP locations. We are very proud of the accomplishment of this initiative and the added factor of safety it brings to our flying public. Table 2-1 lists safety area projects planned for 2010 and beyond, while Table 2-2 shows the required discretionary funding. We will continue to emphasize correction of substandard safety areas, including at non-RAP locations, and where funding sources other than discretionary will be used.

**Table 2-1:
RSA
Completion
Schedule**

Location	Runway	FY Planned Completion
Tacoma Narrows, Tacoma, WA (TIW) (service road)	35	2010
Tacoma Narrows, Tacoma, WA (TIW) (localizer)	35	TBD ²
Yakima Air Terminal, Yakima, WA (YKM) (Part 139)	27	2010 ³
Logan-Cache, Logan, UT (LGU) (Part 139)	17/35	2010
Parowan, Parowan, UT (1L9) ¹	4/22	2010
Wayne Wonderland, Lyman, UT (38U) ¹	13/31	2010
St. George Muni., St. George, UT (SGU) (Part 139)	Replacement Airport	2011
S. Bighorn County, Greybull, WY (GEY) ¹	15/33	2011
Telluride Regional, Telluride, CO (TEX) (Part 139)	09	2011
Garfield County Regional, Rifle, CO (RIL) ¹	08	2011
Garfield County Regional, Rifle, CO (RIL) ¹	26	2011
Telluride Regional, Telluride, CO (TEX) (Part 139)	27	2011
Gen. Dick Stout Field, Hurricane, UT (1L8) ¹	18/36	2012

¹ Non-RAP location.

² ATO project – localizer.

³ Substantially complete as of January, 2010.

**Table 2-2:
RSA Funding**

FY	2010	2011	2012	2013	2014
Total Discretionary Funds (millions):	\$17.0*	\$3.5*	\$0.0	\$0.0	\$0.0

* St. George costs not included.

FRICTION TREATMENT AT PART 139 CLASS III LOCATIONS

Initiative

Install Friction Treatment on Designated Runways.

Progress

There is a long-term regional emphasis on safety projects at recently-certificated Part 139 locations (all of the below are in Montana). The priority was to install runway-end-identification-lights (REILs) and distance-to-go (DTG) signs first, followed with friction treatment at the time of other runway rehabilitation work. The equipment installations are almost complete. In 2009, we finished rehabilitation including friction treatment on Runway 12-30 at Miles City. The remaining friction treatment work is planned as shown in the following table. Wolf Point Runway 11-29 and Lewistown Runway 7-25 rehabilitation will be underway during 2010.

**Table 2-3:
Part 139
Class III
Facility
Schedule**

Location	Description of Item	RW	Funding FY	Completion Year
LM Clayton, Wolf Point, MT (OLF)	Friction Treatment	11/29	2010	2011
Lewistown Municipal, Lewistown, MT (LWT)	Friction Treatment, taxiway lights	7/25	2010	2011
Wokal Field, Glasgow, MT (GGW)	Friction Treatment	12/30	2011	2012
Havre City-County, Havre, MT (HVR)	Friction Treatment	8/26	2013	2014
Frank Wiley Field, Miles City, MT (MLS)	Friction Treatment	4/22	2015	2016

**Table 2-4:
Funding**

FY	2010	2011	2012	2013	2014	2015
Total Discretionary Funds (millions):	\$6.6	\$2.0	\$1.5	\$2.5	\$0.0	\$2.5

**Runway
Grooving
(Friction
Treatment)**



PREPARE AIRPORTS FOR NEXTGEN-TYPE TECHNOLOGIES AND ENHANCE ACCESS

NextGen

As noted in the AIP Investment Strategy (page 1-5), we anticipate increased access to airports through advancing navigation technology and greater numbers of more sophisticated aircraft capable of using those assets. Therefore, we are working to enhance access to airports by meeting upgraded airport design standards and facilitating NextGen-type technologies. This expanded goal combines three initiatives previously tracked separately. Two important aspects are supporting the development of instrument approach procedures (especially LPV/WAAS) and completing full-length parallel taxiways where needed, both of which help achieve the lowest possible visibility minima.

Progress and Funding for Surveys

To facilitate the development of LPV (localizer performance with vertical guidance) procedures, we worked with the airport sponsors and state aviation directors to identify good candidate runways and subsequently funded obstruction surveys through master plans and state system planning grants. As of FY-2009, we had identified all remaining locations which would be viable for an LPV approach. These included: Akron, CO; Shelby, MT; Delta, UT; Port Townsend, WA; and Pinedale, WY. We funded \$475,900 in discretionary funding for surveys. One of our candidate locations, Canon City, CO, was later set to be surveyed by the FAA WAAS Office instead, so Akron, CO, was substituted. All of these locations have either already been surveyed or are under grant to be surveyed. This successfully completes our initiative on LPV.

Airports GIS and eALP's

A key to our efforts to extend the benefits of NextGen-type technologies to airports is implementing a 21st Century airport database technology and the deployment of the latest airport planning tools. FAA has been developing the state-of-the-art Airports Graphical Information System (AGIS), a paradigm shift in the way we collect and disseminate data. The aforementioned field surveys, conducted in accordance with exacting FAA standards, are among the first sources of precise safety-critical airport data (obstructions, instrument approach procedures, etc.) that are now populating AGIS. Non-safety-critical data (airport infrastructure and geometries, etc.) will also become part of this centralized database. One of the first and most important benefits that AGIS will enable is electronic airport layout plans (eALPs). On the basis of results from a pilot study in the Southwest Region, FAA is now ready to undertake the national "AGIS Phase II Roll-out", and fund airport planning studies that will further populate the AGIS database and produce eALPs for the airports included in Phase II. For our region, in FY-2010, we will be conducting these initial projects at Coeur d'Alene Airport, ID, Pullman/Moscow Regional, WA, and Denver International, CO. Soon, we will be identifying similar projects for subsequent years. We expect AGIS/eALP to be the new standard for airport data management and planning, are excited to embark, with our sponsors, on this newest complement to NextGen, and will keep you informed of our progress.

PREPARE AIRPORTS FOR NEXTGEN-TYPE TECHNOLOGIES AND ENHANCE ACCESS (cont.)

Parallel Taxiways

To further enhance access, since 2003, we have completed parallel taxiways at Durango, Montrose, Laramie, Twin Falls, Coeur d'Alene, Ogden and Provo. We will build additional parallel taxiways as new instrument approaches are planned or developed. The remaining location requiring parallel taxiways is shown below. Additional locations will be included in the future based on instrument approach procedure candidates and to enhance access even more.

**Table 2-5:
Location Requiring Parallel Taxiways For Lower Minima**

Location	State	RW	Vis Min	Start	FY Completion
Wendover	UT	8/26	1 mi.	2010	2011

**Table 2-6:
Taxiway Funding**

FY	2010	2011	2012	2013	2014
Total Discretionary Funds (millions):	\$6.0	TBD	TBD	TBD	TBD

Planning for anticipated demand of business jets (BJ) and high-speed turbo aircraft

We are also monitoring activity of business jets and high-speed turbo-aircraft at airports, especially general-aviation (GA) locations. We have developed a plan focusing on the improved or higher-standard facilities which are needed throughout the region to accommodate the growth in such operations. These projects are typically high-cost, requiring long-range planning, and include such improvements as increased runway-taxiway separation and expanded RSAs in order to meet the design standards of an upgraded airport reference code (ARC). Since 2001, we have upgraded seven locations to accommodate a more-demanding aircraft usage. In 2009, we completed relocation of Runway 3-21 at Driggs to a 300-foot separation. Remaining projects are listed below.

**Table 2-7:
Locations with Significant Operations by Aircraft Exceeding Airport Design Standards**

Location	OPS > 500	OPS >250 <499	Current ARC	Needed ARC	Discretionary	Status	FY Completion
St. George, UT	X		B-III	C	Table 2-X	Planned	2011
Rifle, CO*	X		B-III	C	Table 2-2	Planned	2012
Telluride, CO	X		B-III	D	Table 2-2	Planned	2012
McCall, ID		X	B-II	C	Table below	Planned	2013
Meeker, CO*		X	B-I	C	Table below	Planned	2015
Hailey, ID	X		C-III	C	Table 2-X	EIS for new airport	2016 est.
Pullman, WA	X		B-II	C	Table below	Planned	2018
Canon City, CO		X	B-II	C	Table below	Planned	TBD

*Non-RAP locations.

**Table 2-8:
BJ Funding (dollars in millions)**

FY	2010	2011	2012	2013	2014	2015
Total Discretionary Funds (millions):	\$0.0	\$14.0	\$20.0	\$6.3	\$4.8	TBD

LINE-OF-SIGHT

Initiative

Goal: Complete runway visibility zone (RVZ) correction at Spokane.

Progress

We have been correcting line-of-sight (LOS) problems on single runways, and removing runway visibility zone (RVZ) obstructions on intersecting runways. We identified 30 runways in 1998 that did not meet RVZ and/or LOS standards. In 2008, we completed LOS projects at Vernal, UT, and Olympia, WA. The remaining runway requiring correction is at Spokane. Once the Spokane project is done, this initiative will be complete.

**Table 2-9:
Runway
Requiring
Correction**

Location	Correction	No. of Runways	FY Completion	Comment
Spokane, WA (GEG)	3/21 VERT	1	2012	To meet standards

**Table 2-10:
LOS Funding**

FY	2010	2011	2012	2013	2014
Total Discretionary Funds (millions):	\$0.0	\$18.0	\$0.0	\$0.0	\$0.0

VEHICULAR RUNWAY CROSSINGS

Progress

This initiative supports the FAA’s Flight Plan goal to reduce runway incursions. We are building on-airport service roads around operational surfaces for fuel trucks, airport or fixed-base operator (FBO) employees, and for vehicles that operate on the airport, such as FAA maintenance technicians. Of the 25 road projects, we have completed 23. In 2009, we completed one runway end: Runway 27 at Yakima. The table below shows the remaining projects.

**Table 2-11:
Correcting
Potential
Vehicular
Runway-
Crossing
Problems**

Location	State	Resolution	Planned FY Completion
Butte	MT	Road around ends of RWs 15 & 11	2010
Butte	MT	Road around ends of RWs 33 & 29	2012
Hayden	CO	Road around end of RW 28	TBD

Discretionary funding needs shown in other sections



AIRFIELD IMPROVEMENTS TO PREVENT RUNWAY INCURSIONS

Initiative

Goal: Reduce the potential for runway incursions through improved taxiway and apron design concepts.

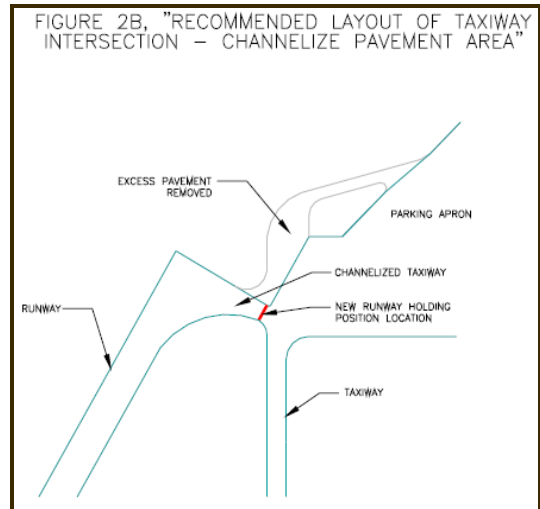
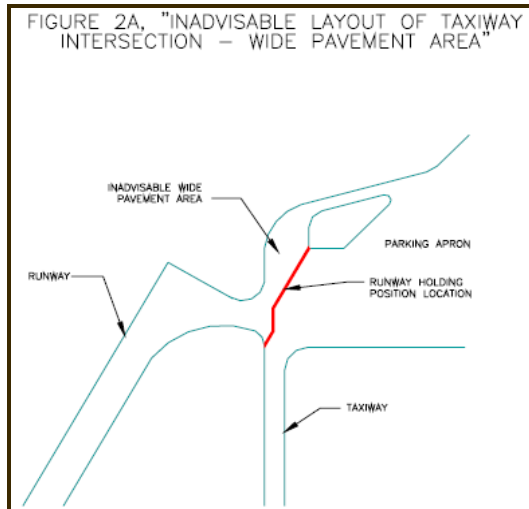
Progress

FAA promotes the use of sound design strategies for taxiways and aprons to help prevent runway incursions. This includes a review of potentially confusing airfield geometries. FAA Engineering Brief No. 75 (EB-75) recommends improved taxiway and apron layout configurations and taxiway designation schemes that should enhance safety by mitigating some impacts on pilots' situational awareness. The panels below illustrate just one of the examples from EB-75 on how to identify and correct unsound airfield geometries.

To implement these efforts, our Region is training and empowering our airport planners, engineers and certification inspectors to identify potentially confusing airfield layouts and recommend remedies. Using this, we have recently corrected such problems at Pueblo, Billings, Kalispell and Missoula. In addition, we are compiling an inventory of airports with known problematic areas that have been reported in Runway Safety Actions Team (RSAT) studies, by airport traffic control tower (ATCT) personnel or through Airports District Office (ADO)- or Part 139 certification inspections (some of these are shown as "hot spots" in aeronautical publications). The FY-2010 inventory will yield a list of potential projects to correct problem areas for funding consideration in the 5-year ACIP.

Some of the future recommended remedies may require safety management system (SMS) evaluation prior to implementation, while others may be accomplished in the course of routine pavement rehabilitation projects.

Correcting potentially confusing airfield geometries



Source: FAA Engineering Brief No. 75, Incorporation of Runway Incursion Prevention into Taxiway and Apron Design

PART 139 EQUIPMENT PLANNED REPLACEMENT EMPHASIS

Initiative

Goal: Monitor and schedule replacement of older ARFF equipment to enhance readiness and reliability

Progress

Title 14 CFR Part 139 specifies the type(s), required capabilities and vehicle readiness of aircraft rescue and firefighting (ARFF) equipment based on an airport's Index. There is no specific requirement that ARFF equipment be replaced at a certain age as long as all the above requirements are met. However, industry research has shown that, on average, an ARFF vehicle has a 10-12 year service life. Moreover, since an ARFF vehicle purchase is a major capital outlay, it is prudent to plan well ahead and base replacement in part on expected end-of-useful-life. That is the point at which a vehicle's reliability becomes questionable, regardless of maintenance efforts, and when ensuring its readiness becomes unreasonably burdensome.

Based on sponsor airport certification manuals (ACMs) and/or certification inspectors' reports, we have inventoried the age of ARFF vehicles in our region and found that 31 locations had primary vehicles greater than 15 years old. Of those, 14 were over 20 years old, and 7 were over 30 years of age. We will monitor the inventory of older ARFF vehicles and work with the sponsors to plan for replacements in their capital improvement program requests for AIP funding so that deliveries will be accomplished when needed. Our ACIP already shows funding to replace some of these older vehicles.

Modern ARFF Vehicle Hayden, CO



NOISE IMPACT REDUCTION

Initiative

Fiscal Year 2010 Goal: Issue AIP grants that reduce by 562 the number of residents and school students exposed to greater than 65 day/night noise levels (DNL) at airports with approved Part 150 programs.

Progress

Land purchased for noise mitigation, but no longer needed, must be sold or leased for compatible uses. Proceeds are used for other noise projects or returned to the Aviation Trust Fund. To carry out this AIP requirement, we are inventorying land acquired for noise mitigation at airports around the region, and developing plans for its reuse.

We continue to support approved Part 150 noise-compatibility programs (NCPs) to reduce the number of people exposed to significant aircraft noise. The following table shows status and effects of NCPs in the region.

**Table 2-12:
Status of Part
150 NCP
Programs**

Location	Date of Last Approved NCP	Status of Current Part 150	Next Part 150 Completion Year	No. of Eligible People ¹ to Benefit from AIP Funding (w/in 65 DNL) Based on Published Noise Map	No. of People Remaining (w/in 65 DNL) in NCP
Salt Lake City, UT	1999	Completed			
Colorado Springs, CO	2001	Completed			
Seattle, WA	2003	Update underway	2012	31,000 ²	5,500 ²
Jackson Hole, WY	2004	Completed			
Paine Field, WA	2004	Map completed			
Boeing Field, WA	2005	Completed		7,092 ²	7,092 ²
Missoula, MT	2005	Completed		0	0
Boise, ID	2006	Completed		103 ²	103
Portland, OR	2007	Completed		1,280 ²	1,280 ²
Great Falls, MT	2007	Completed		758	665
Centennial, CO	(2004) ³	Completed ³			

¹ Does not include people benefiting from prior NCPs.

² Number of people w/in 65 DNL; eligibility to be determined based on interior noise levels.

³ Publication in Federal Register in 2008.

The following table shows historic and anticipated discretionary funding for noise projects, and the number of people who benefited.

**Table 2-13:
People
Benefited
and
Discretionary
Funding**

People Benefited	FY03	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14
Number of Residents (SEA)	530	960	560	30	374	268	184*	150*				
Number of Students (SEA)	0	539	362	330	954	565	--	100*				
Number of Residents (BFI)							263*	168*				
Number of Residents (GTF)							93*	144*				
Total	530	1,499	922	360	1328	833	540*	562*	TBD	TBD	TBD	TBD
Discretionary Funding (millions)					\$17.0	\$15.1	\$24.9	\$33.7	\$35.4	\$24.4	\$23.2	\$9.6

* Source: SOAR

NEW AIRPORTS AND RUNWAYS

Progress

New airports and runway openings are the exciting culmination of long, hard work by all stakeholders and partners. Since 1999, we have completed 18 such projects, including the relocated Runway 3-21 in Driggs, ID, and the new airport in Poplar, MT, which opened on January 15, 2010.

**Table 2-14:
Completed
New
Runways and
Airports**

Location	Runway/ New Airport	Operational CY	Purpose
Wendover, UT	8/26	1999	Instrument runway capability
Greeley, CO	16/34	2000	Accommodate business jets
Holyoke, CO*	14/32	2000	Meet design standards
Choteau, MT*	Pave 14/32	2001	Meet design standards
Laurel, MT	4/22	2001	Meet design standards
Wray, CO*	17/35	2001	Meet design standards
Boise, ID	9/27	2002	Military use
Denver, CO	16R/34L	2003	Delay reduction
Hulett, WY*	New airport	2003	Community airport
Superior, MT*	12/30	2004	Meet design standards
Broadus, MT*	New airport	2005	Meet design standards
Nephi, UT*	16/34	2005	Meet design standards.
Eugene, OR	16L/34R	2005	Construct new runway, operational efficiency
Lincoln, MT*	4/22	2006	Meet design standards
Plains, MT*	12/30	2006	Meet design standards
Seattle-Tacoma, WA	16R/34L	2008	Provide dual-dependent arrivals in poor weather & increase efficiency in all weather
Driggs, ID	3/21	2009	Meet design standards
Poplar, MT *	New airport	2010	Meet design standards

*Non-RAP locations

We are excited to be planning for and building needed new runways and airports, as shown in the below table.

**Table 2-15:
Proposed
New
Runways and
Airports**

Location	New Runway or Airport	Operational CY	Purpose
Runways Needed to Meet Airport Design Standards:			
Pueblo, CO	8R/26L (relocate)	2011	Meet design standards
Othello, WA*	7/25	2012	Meet design standards
Kalispell City, MT	14/32	TBD	Meet design standards
Hamilton, MT	16/34	TBD	Meet design standards
New Runways for Capacity/Upgrades:			
Hillsboro, OR	12L/30R	2012	Capacity – Increasing GA activity
Denver, CO	8L/26R	2015	Capacity and efficiency
Pullman, WA	New RW	2018 est.	Meet design standards
Salt Lake City, UT	Realign RW 17/35	TBD	Capacity
New Airports:			
St. George, UT	New airport	2011	Meet design standards
Hailey, ID	New replacement airport	2016 est.	Meet design standards
Monticello, UT*	New airport	TBD	Meet design standards
Hardin, MT*	New replacement airport	TBD	Meet design standards
Burley, ID	New airport	TBD	Meet design standards
Thermopolis, WY*	New airport	TBD	Meet design standards
Wellington, CO*	New airport	TBD	Regional capacity – new in NPIAS

* Non-RAP locations.

PAVEMENT REHABILITATION PROGRAM

Initiative 1

Goal: *Monitor and correct pavement deterioration due to alkali-silica reactivity (ASR) and other causes.*

Progress and Future monitoring

Several years ago, we observed deterioration on Portland cement concrete (PCC) pavements constructed using older standards and exposed to chemical deicers. After considerable research, we have been correcting this problem at several locations. The most recent project completed was Grand Junction’s apron in 2008. As this is likely to be a recurring issue that will affect various airports from time to time, we will continue to monitor developments at airports with potential ASR problems, and take appropriate corrective action when warranted.

Initiative 2

Goal: *Promote recycling of materials and support economical specifications.*

As part of our “green” emphasis, we are now allowing the recycling of all pavement layers, and the use of millings in base courses. We are also moving toward “harmonizing” state system plans to help identify and prioritize pavement preservation needs on a region-wide basis, which will aid our capital investment decision-making.

Funding

Table 2-16 shows the total discretionary funding required between 2010 and 2014 for all needed pavement rehabilitation projects at focus airports.

**Table 2-16:
Total Federal Funds (FY 2010-2014)**

Facility Type	Sponsor Entitlement Funds (millions) ¹	Discretionary Funds (millions) ²	Total Cost (millions)
Apron	\$47.8	\$55.4	\$103.2
Runway	\$116.9	\$280.5	\$397.4
Taxiway	\$72.6	\$66.4	\$139.0
Grand Totals:	\$237.3	\$402.3	\$639.6

¹ Includes passenger, cargo and nonprimary entitlements.

² Includes state apportionment, discretionary and stimulus.

Pavement Overlay, Jackson, WY



SPECIAL-EMPHASIS NEEDS

Progress

The projects listed here require a significant commitment of FAA staff and funding resources, whether due to cost, environmental sensitivity, or community controversy. The following table lists project status and the RAP initiatives they address.

**Table 2-17:
Special-
Emphasis
Projects**

Location	Reference Initiative	Project	Discretionary Request	Project Years (CY)	Status
Portland, OR	RW extension	Extend RW 10L/28R 1,827'	See Table 2-18	2006-2010	EA completed in 2009
Telluride, CO	RSA and BJ standards	Improve airport to standards to meet current demand (Part 77, OFA's, RW gradients)	See Table 2-2	2010	Phase III of construction
St George, UT	New RW and RSA	Construct replacement airport for southern Utah	See Table 2-18	2004-2011	Construction underway
Aspen, CO	RW extension	To meet current use needs	See Table 2-8	2012	Environmental underway, expected completion in 2010
Hillsboro, OR	New RW for capacity	Construct 12L/30R	See Table 2-18	2011-2013	Environmental completed
Kalispell City, MT	Upgrade airport to standards	Remove broadcast tower, acquire land, and construct new RW.	TBD	TBD	Environmental assessment being reevaluated, expected completion in 2011
Hamilton, MT	New RW to meet standards	Construct new RW	See Table 2-18	2011-2016	Environmental underway, expected completion in 2010
Hailey, ID	New airport to meet standards	Construct new airport	See Table 2-18	2012-2016	EIS underway, expected completion of ROD in 2012
Pullman, WA	Realign RW and upgrade to C-III standards	Upgrade from B-II to C-III	See Table 2-8	2014-2018	In the planning stage; expect to initiate environmental in FY-2011

Table 2-18 shows the discretionary funding required for these projects.

**Table 2-18:
Funding
(dollars in
millions, not
shown in
previous
sections)**

FY	2010	2011	2012	2013	2014	2015
Total Discretionary Funds (millions):	\$25.4	\$34.8	\$34.0	\$12.0	\$15.0	\$15.0

**New airport
under
construction,
St. George, UT
March, 2010**



APPENDIX

Busiest Airports in the Northwest Mountain Region

Growth in Aviation

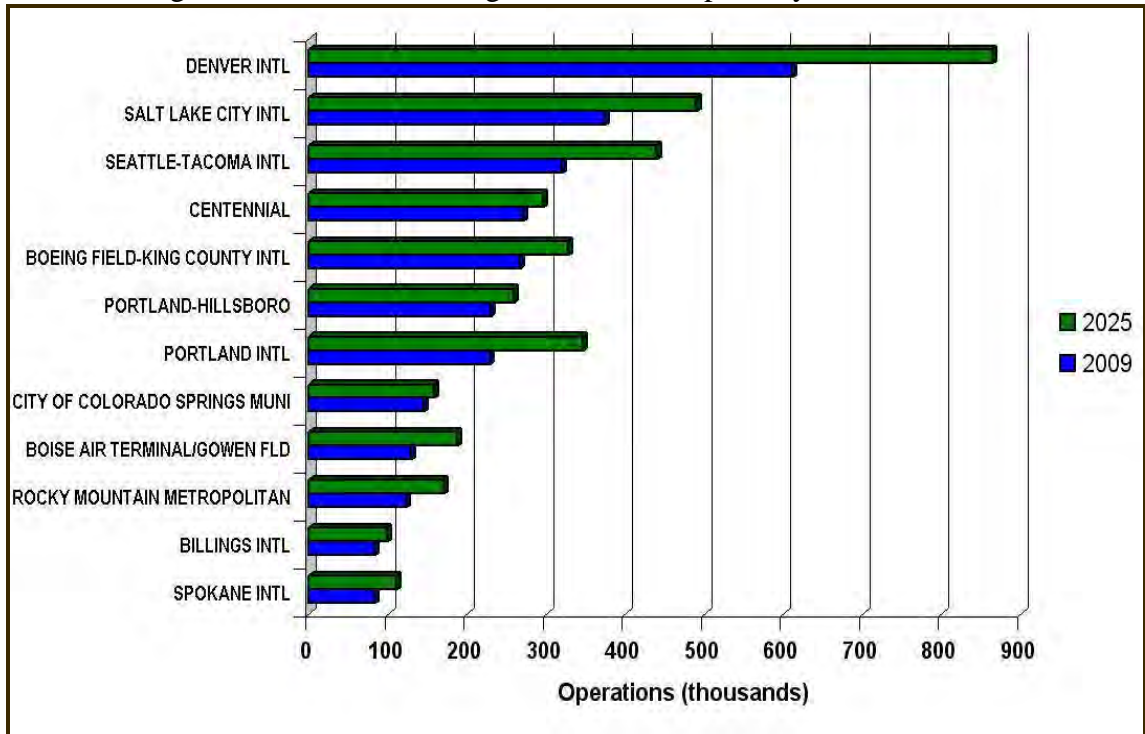
Growth in aviation continues within our region with increased operations and enplanements at many locations. To meet demand, as described in the previous sections, we strive to increase capacity and reduce delays through a variety of approaches:

- Finance the construction of new runways.
- Install new navigational equipment.
- Design efficient airspace configurations.
- Develop new instrument-approach procedures.
- Support aviation technical studies and planning efforts in cooperation with airport sponsors.

The following locations will be the region's busiest airports by 2025.

**Figure A-1:
Busiest
Airports –
Operations**

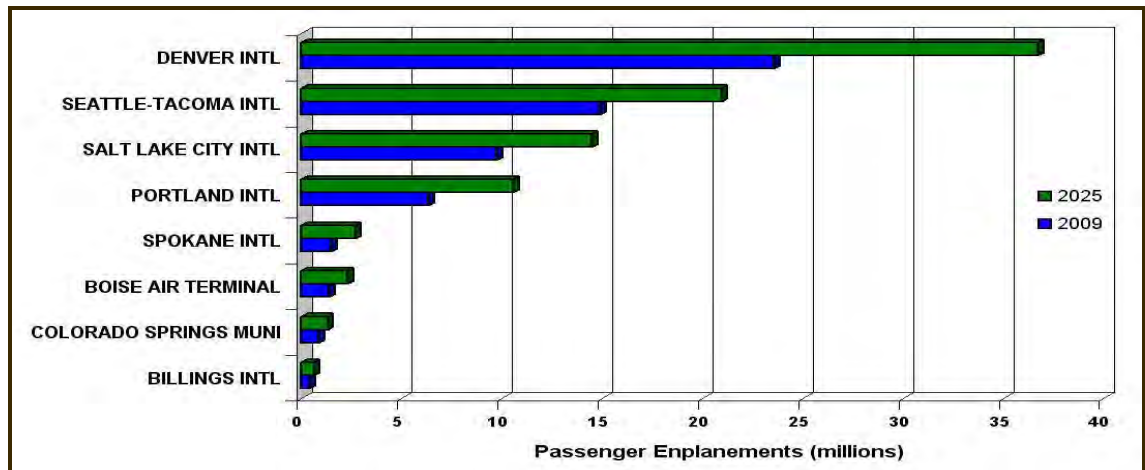
Source: 2009
FAA Terminal
Area Forecast



The airports with the most enplanements by 2025 are shown in the figure below.

**Figure A-2:
Busiest
Airports-
Enplanements**

Source: 2009
FAA Terminal
Area Forecast



Focus Airports

Fiscal Year 2010

State of Colorado

ID	Airport Name	City	Hub Size	Service Level	Part 139	>74 AC
AKO	COLORADO PLAINS REGIONAL	AKRON		GA	Yes	No
ALS	SAN LUIS VALLEY REGIONAL/BERGMAN FIELD	ALAMOSA		CS	Yes	No
ASE	ASPEN-PITKIN CO/SARDY FIELD	ASPEN	N	P	Yes	Yes
BDU	BOULDER MUNI	BOULDER		GA	No	Yes
BJC	ROCKY MOUNTAIN METROPOLITAN	BROOMFIELD		R	No	Yes
1V6	FREMONT COUNTY	CANON CITY		GA	No	Yes
COS	CITY OF COLORADO SPRINGS MUNI	COLORADO SPRINGS	S	P	Yes	Yes
00V	MEADOW LAKE	COLORADO SPRINGS		R	No	Yes
CEZ	CORTEZ MUNI	CORTEZ		CS	Yes	No
DEN	DENVER INTL	DENVER	L	P	Yes	No
DRO	DURANGO-LA PLATA COUNTY	DURANGO	N	P	Yes	No
EGE	EAGLE COUNTY REGIONAL	EAGLE	N	P	Yes	Yes
APA	CENTENNIAL	ENGLEWOOD		R	No	Yes
EIK	ERIE MUNICIPAL	ERIE		GA	No	Yes
FNL	FORT COLLINS-LOVELAND MUNI	FORT COLLINS/LOVELAND	N	P	Yes	Yes
GJT	WALKER FIELD	GRAND JUNCTION	N	P	Yes	Yes
GXY	GREELEY-WELD COUNTY	GREELEY		GA	No	Yes
GUC	GUNNISON-CRESTED BUTTE REGIONAL	GUNNISON	N	P	Yes	No
HDN	YAMPA VALLEY	HAYDEN	N	P	Yes	No
LMO	VANCE BRAND	LONGMONT		GA	No	Yes
MTJ	MONTROSE REGIONAL	MONTROSE	N	P	Yes	No
PSO	STEVENS FIELD	PAGOSA SPRINGS		GA	No	No
PUB	PUEBLO MEMORIAL	PUEBLO		CS	Yes	No
SBS	STEAMBOAT SPRINGS/BOB ADAMS FIELD	STEAMBOAT SPRINGS		GA	No	Yes
TEX	TELLURIDE REGIONAL	TELLURIDE	N	P	Yes	No
FTG	FRONT RANGE	WATKINS		R	No	Yes

Total P (L, M, S Hub): 2
Total P (Non-Hub): 9
Total CS: 3
Total GA and R: 12
Total: 26

P=Primary
CS=Commercial Service
GA=General Aviation
R=Reliever

Focus Airports

Fiscal Year 2010

State of Idaho

ID	Airport Name	City	Hub Size	Service Level	Part 139	>74 AC
PIH	POCATELLO REGIONAL	ARBON VALLEY	N	P	Yes	No
BOI	BOISE AIR TERMINAL/GOWEN FLD	BOISE	S	P	Yes	Yes
EUL	CALDWELL INDUSTRIAL	CALDWELL (BOISE)		R	No	Yes
DIJ	DRIGGS-REED MEMORIAL	DRIGGS		GA	No	Yes
GNG	GOODING MUNICIPAL	GOODING		GA	No	Yes
SUN	FRIEDMAN MEMORIAL	HAILEY	N	P	Yes	Yes
COE	COEUR D'ALENE AIR TERMINAL	HAYDEN LAKE		GA	Yes	Yes
IDA	IDAHO FALLS REGIONAL	IDAHO FALLS	N	P	Yes	Yes
LWS	LEWISTON-NEZ PERCE COUNTY	LEWISTON	N	P	Yes	Yes
MYL	MCCALL MUNICIPAL	MCCALL		GA	No	Yes
S67	NAMPA MUNICIPAL	NAMPA		GA	No	Yes
TWF	JOSLIN FIELD - MAGIC VALLEY RGNL	TWIN FALLS	N	P	Yes	Yes

Total P (L, M, S Hub): 1
Total P (Non-Hub): 5
Total CS: 0
Total GA and R: 6
Total: 12

State of Montana

ID	Airport Name	City	Hub Size	Service Level	Part 139	>74 AC
BIL	BILLINGS LOGAN INTL	BILLINGS	S	P	Yes	Yes
BZN	GALLATIN FIELD	BOZEMAN	N	P	Yes	Yes
BTM	BERT MOONEY	BUTTE	N	P	Yes	No
GGW	WOKAL FIELD/GLASGOW INTERNATIONAL	GLASGOW		GA	Yes	No
GDV	DAWSON COMMUNITY	GLENDIVE		GA	Yes	No
GTF	GREAT FALLS INTERNATIONAL	GREAT FALLS	N	P	Yes	No
6S5	RAVALLI COUNTY	HAMILTON		GA	No	Yes
HVR	HAVRE CITY-COUNTY	HAVRE		GA	Yes	No
HLN	HELENA REGIONAL	HELENA	N	P	Yes	Yes
GPI	GLACIER PARK INTERNATIONAL	KALISPELL	N	P	Yes	Yes
6S8	LAUREL MUNICIPAL	LAUREL		GA	No	Yes
LWT	LEWISTOWN MUNICIPAL	LEWISTOWN		GA	Yes	No
MLS	FRANK WILEY FIELD	MILES CITY		GA	Yes	No
MSO	MISSOULA INTERNATIONAL	MISSOULA	N	P	Yes	Yes
SDY	SIDNEY-RICHLAND MUNICIPAL	SIDNEY	N	P	Yes	No
WYS	YELLOWSTONE	WEST YELLOWSTONE		CS	Yes	No
OLF	L M CLAYTON	WOLF POINT		GA	Yes	No

Total P (L, M, S Hub): 1
Total P (Non-Hub): 7
Total CS: 1
Total GA and R: 8
Total: 17

P=Primary
CS=Commercial Service
GA=General Aviation
R=Reliever

Focus Airports

Fiscal Year 2010

State of Oregon

ID	Airport Name	City	Hub Size	Service Level	Part 139	>74 AC
S03	ASHLAND MUNI-SUMNER PARKER FIELD	ASHLAND		GA	No	Yes
AST	ASTORIA REGIONAL	ASTORIA		GA	Yes	No
UAO	AURORA STATE	AURORA		GA	No	Yes
BDN	BEND MUNICIPAL	BEND		GA	No	Yes
CVO	CORVALLIS MUNICIPAL	CORVALLIS		GA	No	Yes
77S	HOBBY FIELD	CRESWELL		GA	No	Yes
EUG	MAHLON SWEET FIELD	EUGENE	N	P	Yes	Yes
3S8	GRANTS PASS	GRANTS PASS		GA	No	Yes
4S2	KEN JERNSTEDT AIRFIELD	HOOD RIVER		GA	No	Yes
7S5	INDEPENDENCE STATE	INDEPENDENCE		GA	No	Yes
LMT	KLAMATH FALLS INTERNATIONAL	KLAMATH FALLS	N	P	Yes	Yes
MMV	MC MINNVILLE MUNI	MC MINNVILLE		GA	No	Yes
MFR	ROGUE VALLEY INTERNATIONAL - MEDFORD	MEDFORD	N	P	Yes	Yes
ONP	NEWPORT MUNICIPAL	NEWPORT		GA	Yes	No
OTH	NORTH BEND MUNICIPAL	NORTH BEND	N	P	Yes	No
ONO	ONTARIO MUNICIPAL	ONTARIO		GA	No	Yes
PDT	EASTERN OREGON REGIONAL AT PENDLETON	PENDLETON		CS	Yes	Yes
PDX	PORTLAND INTERNATIONAL	PORTLAND	M	P	Yes	No
HIO	PORTLAND-HILLSBORO	PORTLAND		R	No	Yes
TTD	PORTLAND-TROUTDALE	PORTLAND		R	No	Yes
S39	PRINEVILLE	PRINEVILLE		GA	No	Yes
RDM	ROBERTS FIELD	REDMOND	N	P	Yes	Yes
RBG	ROSEBURG REGIONAL	ROSEBURG		GA	No	Yes
SLE	MCNARY FIELD	SALEM		GA	Yes	Yes
SPB	SCAPPOOSE INDUSTRIAL AIRPARK	SCAPPOOSE		GA	No	Yes

Total P (L, M, S Hub): 1
Total P (Non-Hub): 5
Total CS: 1
Total GA and R: 18
Total: 25

P=Primary
CS=Commercial Service
GA=General Aviation
R=Reliever

Focus Airports

Fiscal Year 2010

State of Utah

ID	Airport Name	City	Hub Size	Service Level	Part 139	>74 AC
BMC	BRIGHAM CITY	BRIGHAM CITY		GA	No	Yes
BCE	BRYCE CANYON	BRYCE CANYON		CS	No	No
CDC	CEDAR CITY MUNI	CEDAR CITY		CS	Yes	No
36U	HEBER CITY MUNICIPAL/RUSS McDONALD FIELD	HEBER		GA	No	Yes
LGU	LOGAN-CACHE	LOGAN		GA	No	Yes
CNY	CANYONLANDS FIELD	MOAB		CS	No	No
OGD	OGDEN-HINCKLEY	OGDEN		R	Yes	Yes
PVU	PROVO MUNI	PROVO		GA	Yes	Yes
SLC	SALT LAKE CITY INTL	SALT LAKE CITY	L	P	Yes	Yes
U42	SALT LAKE CITY MUNICIPAL 2	SALT LAKE CITY		R	No	Yes
U77	SPANISH FORK-SPRINGVILLE	SPANISH FORK		GA	No	Yes
SGU	ST GEORGE MUNI	ST GEORGE	N	P	Yes	Yes
VEL	VERNAL	VERNAL		GA	Yes	No
ENV	WENDOVER	WENDOVER		GA	Yes	No

Total P (L, M, S Hub): 1
Total P (Non-Hub): 1
Total CS: 3
Total GA and R: 9
Total: 14

P=Primary
CS=Commercial Service
GA=General Aviation
R=Reliever

Focus Airports

Fiscal Year 2010

State of Washington

ID	Airport Name	City	Hub Size	Service Level	Part 139	>74 AC
AWO	ARLINGTON MUNICIPAL	ARLINGTON		GA	No	Yes
S50	AUBURN MUNICIPAL	AUBURN		R	No	Yes
BLI	BELLINGHAM INTL	BELLINGHAM	N	P	Yes	Yes
PWT	BREMERTON NATIONAL	BREMERTON		GA	No	Yes
BVS	SKAGIT REGIONAL/BAY VIEW	BURLINGTON/MOUNT VERNON		GA	No	Yes
CLS	CHEHALIS-CENTRALIA	CHEHALIS		GA	No	Yes
DEW	DEER PARK	DEER PARK		GA	No	Yes
EAT	PANGBORN MEMORIAL	EAST WENATCHEE	N	P	Yes	Yes
ORS	ORCAS ISLAND	EASTSOUND		CS	No	Yes
PAE	SNOHOMISH COUNTY (PAINE FLD)	EVERETT		R	Yes	Yes
FHR	FRIDAY HARBOR	FRIDAY HARBOR	N	P	No	Yes
KLS	KELSO-LONGVIEW	KELSO		GA	No	Yes
MWH	GRANT COUNTY	MOSES LAKE		CS	Yes	Yes
OLM	OLYMPIA	OLYMPIA		CS	Yes	Yes
PSC	TRI-CITIES	PASCO	N	P	Yes	Yes
CLM	WILLIAM R FAIRCHILD INTERNATIONAL	PORT ANGELES	N	P	Yes	Yes
0S9	JEFFERSON COUNTY INTERNATIONAL	PORT TOWNSEND		GA	No	Yes
PUW	PULLMAN/MOSCOW REGIONAL	PULLMAN	N	P	Yes	No
PLU	PIERCE COUNTY - THUN FIELD	PUYALLUP		GA	No	Yes
RNT	RENTON MUNICIPAL	RENTON		R	No	Yes
RLD	RICHLAND	RICHLAND		GA	No	Yes
BFI	BOEING FIELD/KING COUNTY INTL	SEATTLE	N	P	Yes	Yes
SEA	SEATTLE-TACOMA INTL	SEATTLE	L	P	Yes	No
SHN	SANDERSON FIELD	SHELTON		GA	No	Yes
SFF	FELTS FIELD	SPOKANE		R	No	Yes
GEG	SPOKANE INTL	SPOKANE	S	P	Yes	Yes
TIW	TACOMA NARROWS	TACOMA		GA	No	Yes
VUO	PEARSON AIRPARK	VANCOUVER		GA	No	Yes
ALW	WALLA WALLA REGIONAL	WALLA WALLA	N	P	Yes	Yes
YKM	YAKIMA AIR TERMINAL	YAKIMA	N	P	Yes	Yes

Total P (L, M, S Hub): 2
Total P (Non-Hub): 9
Total CS: 3
Total GA and R: 16
Total: 30

P=Primary
CS=Commercial Service
GA=General Aviation
R=Reliever

Focus Airports

Fiscal Year 2010

State of Wyoming

ID	Airport Name	City	Hub Size	Service Level	Part 139	>74 AC
AFO	AFTON MUNICIPAL	AFTON		GA	No	Yes
CPR	NATRONA COUNTY INTL	CASPER	N	P	Yes	Yes
CYS	CHEYENNE	CHEYENNE	N	P	Yes	Yes
COD	YELLOWSTONE REGIONAL	CODY	N	P	Yes	No
EVW	EVANSTON-UINTA COUNTY BURNS FIELD	EVANSTON		GA	No	No
GCC	GILLETTE-CAMPBELL COUNTY	GILLETTE	N	P	Yes	No
JAC	JACKSON HOLE	JACKSON	N	P	Yes	No
LAR	LARAMIE REGIONAL	LARAMIE	N	P	Yes	No
RIW	RIVERTON REGIONAL	RIVERTON	N	P	Yes	No
RKS	ROCK SPRINGS-SWEETWATER COUNTY	ROCK SPRINGS	N	P	Yes	No
SHR	SHERIDAN COUNTY	SHERIDAN	N	P	Yes	No
WRL	WORLAND MUNICIPAL	WORLAND		GA	Yes	No

Total P (L, M, S Hub): 0
Total P (Non-Hub): 9
Total CS: 0
Total GA and R: 3
Total: 12

Totals for Region

Total P (L, M, S Hub): 8
Total P (Non-Hub): 45
Total CS: 11
Total GA and RL: 72
Total: 136

P=Primary
CS=Commercial Service
GA=General Aviation
R=Reliever

Aircraft Operations at Focus Airports

Fiscal Year 2008

Source: FAA Terminal Area Forecasts (TAF)

Colorado Airports	Total Air Carrier	Total Air Taxi	Total General Aviation	Total Military	Total
DENVER, CO, DENVER INTL (DEN)	462,888	162,611	5,104	169	630,772
ENGLEWOOD, CO, CENTENNIAL (APA)	0	46,873	280,224	3,548	330,645
PUEBLO, CO, PUEBLO MEMORIAL (PUB)	143	4,852	148,413	8,066	161,474
BROOMFIELD, CO, ROCKY MOUNTAIN METROPOLITAN (BJC)	1	5,172	147,899	875	153,947
COLORADO SPRINGS, CO, CITY OF COLORADO SPRINGS MUNI (COS)	24,366	20,357	77,044	27,488	149,255
GREELEY, CO, GREELEY-WELD COUNTY (GXY)	0	0	142,000	1,000	143,000
FORT COLLINS/LOVELAND, CO, FORT COLLINS-LOVELAND MUNI (FNL)	1,167	0	120,775	200	122,142
COLORADO SPRINGS, CO, MEADOW LAKE (00V)	0	0	96,523	18,000	114,523
LONGMONT, CO, VANCE BRAND (LMO)	0	0	99,980	10	99,990
ERIE, CO, ERIE MUNICIPAL (EIK)	0	0	90,000	0	90,000
WATKINS, CO, FRONT RANGE (FTG)	0	638	75,886	618	77,142
GRAND JUNCTION, CO, WALKER FIELD (GJT)	2,156	17,626	46,801	5,026	71,609
BOULDER, CO, BOULDER MUNI (BDU)	0	546	68,270	20	68,836
ASPEN, CO, ASPEN-PITKIN CO/SARDY FIELD (ASE)	7,541	13,465	25,461	69	46,536
DURANGO, CO, DURANGO-LA PLATA COUNTY (DRO)	8,760	3,200	34,000	500	46,460
EAGLE, CO, EAGLE COUNTY REGIONAL (EGE)	3,445	9,313	23,550	6,534	42,842
ALAMOSA, CO, SAN LUIS VALLEY REGIONAL/BERGMAN FIELD (ALS)	0	7,204	22,568	1,000	30,772
TELLURIDE, CO, TELLURIDE REGIONAL (TEX)	3,166	14,232	9,311	0	26,709
AKRON, CO, COLORADO PLAINS REGIONAL (AKO)	4	180	20,000	70	20,254
CORTEZ, CO, CORTEZ MUNI (CEZ)	2,038	2,600	15,000	20	19,658
STEAMBOAT SPRINGS, CO, STEAMBOAT SPRINGS/BOB ADAMS FIELD (SBS)	0	1,703	17,840	13	19,556
PAGOSA SPRINGS, CO, STEVENS FIELD (PSO)	0	200	17,067	750	18,017
MONTROSE, CO, MONTROSE REGIONAL (MTJ)	5,412	0	12,341	38	17,791
HAYDEN, CO, YAMPA VALLEY (HDN)	2,400	5,178	6,259	6	13,843
CANON CITY, CO, FREMONT COUNTY (1V6)	0	800	11,400	1,578	13,778
GUNNISON, CO, GUNNISON-CRESTED BUTTE REGIONAL (GUC)	2,426	0	9,380	0	11,806
COLORADO STATE TOTALS	525,913	316,750	1,623,096	75,598	2,541,357

Aircraft Operations at Focus Airports

Fiscal Year 2008

Source: FAA Terminal Area Forecasts (TAF)

Idaho Airports	Total Air Carrier	Total Air Taxi	Total General Aviation	Total Military	Total
BOISE, ID, BOISE AIR TERMINAL/GOWEN FLD (BOI)	44,923	25,768	73,449	12,363	156,503
CALDWELL (BOISE), ID, CALDWELL INDUSTRIAL (EUL)	0	2,000	145,000	325	147,325
HAYDEN LAKE, ID, COEUR D'ALENE AIR TERMINAL (COE)	0	27,200	94,420	1,428	123,048
NAMPA, ID, NAMPA MUNICIPAL (S67)	0	1,600	70,400	0	72,000
MCCALL, ID, MCCALL MUNICIPAL (MYL)	0	18,083	43,809	100	61,992
IDAHO FALLS, ID, IDAHO FALLS REGIONAL (IDA)	1,716	9,717	31,347	268	43,048
HAILEY, ID, FRIEDMAN MEMORIAL (SUN)	1,265	12,035	22,681	69	36,050
TWIN FALLS, ID, JOSLIN FIELD - MAGIC VALLEY RGNL (TWF)	209	10,066	22,494	2,499	35,268
LEWISTON, ID, LEWISTON-NEZ PERCE COUNTY (LWS)	1,454	8,312	24,754	327	34,847
ARBON VALLEY, ID, POCATELLO REGIONAL (PIH)	129	8,945	23,931	367	33,372
GOODING, ID, GOODING MUNICIPAL (GNG)	0	300	20,356	50	20,706
DRIGGS, ID, DRIGGS-REED MEMORIAL (DIJ)	0	1,100	6,500	0	7,600
IDAHO STATE TOTALS	49,696	125,126	579,141	17,796	771,759

Montana Airports	Total Air Carrier	Total Air Taxi	Total General Aviation	Total Military	Total
BILLINGS, MT, BILLINGS LOGAN INTL (BIL)	13,617	28,827	52,613	403	95,460
BOZEMAN, MT, GALLATIN FIELD (BZN)	8,387	10,127	61,050	285	79,849
HELENA, MT, HELENA REGIONAL (HLN)	1,544	8,040	43,326	9,545	62,455
LAUREL, MT, LAUREL MUNICIPAL (6S8)	0	0	41,900	3,000	44,900
GREAT FALLS, MT, GREAT FALLS INTERNATIONAL (GTF)	9,238	7,554	21,349	5,331	43,472
MISSOULA, MT, MISSOULA INTERNATIONAL (MSO)	4,622	10,508	26,999	208	42,337
KALISPELL, MT, GLACIER PARK INTERNATIONAL (GPI)	2,585	8,398	25,783	704	37,470
BUTTE, MT, BERT MOONEY (BTM)	3,004	5,654	25,658	366	34,682
GLASGOW, MT, WOKAL FIELD/GLASGOW INTERNATIONAL (GGW)	0	10,500	19,400	110	30,010
SIDNEY, MT, SIDNEY-RICHLAND MUNICIPAL (SDY)	0	4,250	19,750	50	24,050
HAMILTON, MT, RAVALLI COUNTY (6S5)	0	1,900	21,700	0	23,600
LEWISTOWN, MT, LEWISTOWN MUNICIPAL (LWT)	1,248	0	13,400	700	15,348
MILES CITY, MT, FRANK WILEY FIELD (MLS)	0	3,200	8,000	0	11,200
WEST YELLOWSTONE, MT, YELLOWSTONE (WYS)	114	0	9,000	0	9,114
HAVRE, MT, HAVRE CITY-COUNTY (HVR)	350	0	6,800	50	7,200
GLENDIVE, MT, DAWSON COMMUNITY (GDV)	0	2,600	3,200	15	5,815
WOLF POINT, MT, L M CLAYTON (OLF)	0	2,910	2,300	0	5,210
MONTANA STATE TOTALS	44,709	104,468	402,228	20,767	572,172

Aircraft Operations at Focus Airports

Fiscal Year 2008

Source: FAA Terminal Area Forecasts (TAF)

Oregon Airports	Total Air Carrier	Total Air Taxi	Total General Aviation	Total Military	Total
PORTLAND, OR, PORTLAND INTERNATIONAL (PDX)	157,045	75,031	26,397	3,700	262,173
PORTLAND, OR, PORTLAND-HILLSBORO (HIO)	0	7,496	252,876	277	260,649
CORVALLIS, OR, CORVALLIS MUNICIPAL (CVO)	0	7,137	105,076	900	113,113
PORTLAND, OR, PORTLAND-TROUTDALE (TTD)	11	3,130	90,287	453	93,881
AURORA, OR, AURORA STATE (UAO)	0	9,656	77,439	250	87,345
REDMOND, OR, ROBERTS FIELD (RDM)	4,413	13,795	62,740	615	81,563
EUGENE, OR, MAHLON SWEET FIELD (EUG)	9,426	14,024	54,520	1,444	79,414
SALEM, OR, MCNARY FIELD (SLE)	20	2,985	58,368	5,037	66,410
SCAPPOOSE, OR, SCAPPOOSE INDUSTRIAL AIRPARK (SPB)	0	2,329	60,529	1,270	64,128
MC MINNVILLE, OR, MC MINNVILLE MUNI (MMV)	0	0	62,000	1,500	63,500
MEDFORD, OR, ROGUE VALLEY INTERNATIONAL - MEDFORD (MFR)	3,768	18,332	30,909	307	53,316
INDEPENDENCE, OR, INDEPENDENCE STATE (7S5)	0	0	43,109	0	43,109
ASTORIA, OR, ASTORIA REGIONAL (AST)	0	0	43,103	0	43,103
BEND, OR, BEND MUNICIPAL (BDN)	0	0	39,246	0	39,246
CRESWELL, OR, HOBBY FIELD (77S)	0	371	36,260	0	36,631
KLAMATH FALLS, OR, KLAMATH FALLS INTERNATIONAL (LMT)	0	4,878	18,626	10,385	33,889
NORTH BEND, OR, NORTH BEND MUNICIPAL (OTH)	6,107	10,099	9,992	6,178	32,376
ROSEBURG, OR, ROSEBURG REGIONAL (RBG)	0	2,550	29,150	50	31,750
GRANTS PASS, OR, GRANTS PASS (3S8)	0	300	24,674	100	25,074
NEWPORT, OR, NEWPORT MUNICIPAL (ONP)	0	2,002	19,025	3,000	24,027
PENDLETON, OR, EASTERN OREGON REGIONAL AT PENDLETON (PDT)	8	4,786	13,940	3,075	21,809
ASHLAND, OR, ASHLAND MUNI-SUMNER PARKER FIELD (S03)	0	0	21,546	0	21,546
ONTARIO, OR, ONTARIO MUNICIPAL (ONO)	0	0	16,232	0	16,232
HOOD RIVER, OR, KEN JERNSTEDT AIRFIELD (4S2)	0	0	14,627	0	14,627
PRINEVILLE, OR, PRINEVILLE (S39)	0	0	11,164	0	11,164
OREGON STATE TOTALS	180,798	178,901	1,221,835	38,541	1,620,075
Utah Airports	Total Air Carrier	Total Air Taxi	Total General Aviation	Total Military	Total
SALT LAKE CITY, UT, SALT LAKE CITY INTL (SLC)	172,208	168,106	60,029	2,081	402,424
PROVO, UT, PROVO MUNI (PVU)	53	1,493	121,301	418	123,265
OGDEN, UT, OGDEN-HINCKLEY (OGD)	6	597	100,513	698	101,814
SALT LAKE CITY, UT, SALT LAKE CITY MUNICIPAL 2 (U42)	0	450	72,702	7,500	80,652
ST GEORGE, UT, ST GEORGE MUNI (SGU)	7,630	9,255	36,500	175	53,560
SPANISH FORK, UT, SPANISH FORK-SPRINGVILLE (U77)	0	700	52,000	0	52,700
HEBER, UT, HEBER CITY MUNICIPAL/RUSS McDONALD FIELD (36U)	0	1,000	36,800	100	37,900
BRIGHAM CITY, UT, BRIGHAM CITY (BMC)	0	280	37,490	0	37,770
CEDAR CITY, UT, CEDAR CITY MUNI (CDC)	3,650	4,490	25,500	250	33,890
MOAB, UT, CANYONLANDS FIELD (CNY)	1,200	3,400	5,400	150	10,150
VERNAL, UT, VERNAL (VEL)	1,450	1,000	7,500	0	9,950
LOGAN, UT, LOGAN-CACHE (LGU)	0	1,200	7,615	80	8,895
WENDOVER, UT, WENDOVER (ENV)	668	0	7,351	864	8,883
BRYCE CANYON, UT, BRYCE CANYON (BCE)	0	2,000	5,200	0	7,200
UTAH STATE TOTALS	186,865	193,971	575,901	12,316	969,053

Aircraft Operations at Focus Airports

Fiscal Year 2008

Source: FAA Terminal Area Forecasts (TAF)

Washington Airports	Total Air Carrier	Total Air Taxi	Total General Aviation	Total Military	Total
SEATTLE, WA, SEATTLE-TACOMA INTL (SEA)	304,516	43,053	4,213	113	351,895
SEATTLE, WA, BOEING FIELD/KING COUNTY INTL (BFI)	10,043	63,856	227,916	3,175	304,990
ARLINGTON, WA, ARLINGTON MUNICIPAL (AWO)	0	520	189,460	20	190,000
AUBURN, WA, AUBURN MUNICIPAL (S50)	0	6,100	158,339	100	164,539
EVERETT, WA, SNOHOMISH COUNTY (PAINE FLD) (PAE)	2,652	2,732	135,822	787	141,993
BREMERTON, WA, BREMERTON NATIONAL (PWT)	0	100	107,000	900	108,000
RENTON, WA, RENTON MUNICIPAL (RNT)	346	1,093	99,477	18	100,934
PUYALLUP, WA, PIERCE COUNTY - THUN FIELD (PLU)	0	3,388	96,612	0	100,000
SPOKANE, WA, SPOKANE INTL (GEG)	44,859	21,253	31,293	1,567	98,972
OLYMPIA, WA, OLYMPIA (OLM)	0	2,377	74,286	803	77,466
TACOMA, WA, TACOMA NARROWS (TIW)	3	1,415	70,098	469	71,985
MOSES LAKE, WA, GRANT COUNTY (MWH)	6,585	2,334	35,678	23,991	68,588
BELLINGHAM, WA, BELLINGHAM INTL (BLI)	6,190	15,711	43,829	705	66,435
SPOKANE, WA, FELTS FIELD (SFF)	0	5,937	60,027	213	66,177
FRIDAY HARBOR, WA, FRIDAY HARBOR (FHR)	0	21,135	42,270	0	63,405
PASCO, WA, TRI-CITIES (PSC)	6,438	13,135	37,209	2,036	58,818
SHELTON, WA, SANDERSON FIELD (SHN)	0	361	36,017	21,888	58,266
BURLINGTON/MOUNT VERNON, WA, SKAGIT REGIONAL/BAY VIEW (BVS)	0	2,000	56,000	100	58,100
PORT ANGELES, WA, WILLIAM R FAIRCHILD INTERNATIONAL (CLM)	0	6,205	46,100	675	52,980
EAST WENATCHEE, WA, PANGBORN MEMORIAL (EAT)	0	18,366	30,660	500	49,526
YAKIMA, WA, YAKIMA AIR TERMINAL (YKM)	1,046	8,751	37,710	1,957	49,464
VANCOUVER, WA, PEARSON AIRPARK (VUO)	0	0	48,987	300	49,287
PORT TOWNSEND, WA, JEFFERSON COUNTY INTERNATIONAL (0S9)	0	1,500	47,600	0	49,100
CHEHALIS, WA, CHEHALIS-CENTRALIA (CLS)	0	4,500	43,000	210	47,710
KELSO, WA, KELSO-LONGVIEW (KLS)	0	1,675	38,500	685	40,860
DEER PARK, WA, DEER PARK (DEW)	0	0	36,540	0	36,540
EASTSOUND, WA, ORCAS ISLAND (ORS)	0	7,597	26,940	0	34,537
WALLA WALLA, WA, WALLA WALLA REGIONAL (ALW)	14	2,826	31,555	115	34,510
PULLMAN, WA, PULLMAN/MOSCOW REGIONAL (PUW)	4,000	270	25,000	80	29,350
RICHLAND, WA, RICHLAND (RLD)	0	0	29,000	0	29,000
WASHINGTON STATE TOTALS	386,692	258,190	1,947,138	61,407	2,653,427

Aircraft Operations at Focus Airports

Fiscal Year 2008

Source: FAA Terminal Area Forecasts (TAF)

Wyoming Airports	Total Air Carrier	Total Air Taxi	Total General Aviation	Total Military	Total
CHEYENNE, WY, CHEYENNE (CYS)	96	5,520	22,507	21,707	49,830
SHERIDAN, WY, SHERIDAN COUNTY (SHR)	3,806	3,190	32,850	150	39,996
CASPER, WY, NATRONA COUNTY INTL (CPR)	945	13,526	23,537	706	38,714
CODY, WY, YELLOWSTONE REGIONAL (COD)	4,000	3,275	31,000	10	38,285
JACKSON, WY, JACKSON HOLE (JAC)	6,967	7,638	16,104	264	30,973
GILLETTE, WY, GILLETTE-CAMPBELL COUNTY (GCC)	30	3,766	13,796	95	17,687
AFTON, WY, AFTON MUNICIPAL (AFO)	0	300	14,500	20	14,820
ROCK SPRINGS, WY, ROCK SPRINGS-SWEETWATER COUNTY (RKS)	0	2,048	12,009	18	14,075
LARAMIE, WY, LARAMIE REGIONAL (LAR)	55	3,225	7,535	325	11,140
RIVERTON, WY, RIVERTON REGIONAL (RIW)	1,957	2,468	4,585	31	9,041
WORLAND, WY, WORLAND MUNICIPAL (WRL)	870	2,100	3,500	6	6,476
EVANSTON, WY, EVANSTON-UINTA COUNTY BURNS FIELD (EVW)	0	150	5,900	30	6,080
WYOMING STATE TOTALS	18,726	47,206	187,823	23,362	277,117

Passenger Enplanements at Focus Airports

Fiscal Year 2008

Source: FAA Terminal Area Forecasts (TAF)

Colorado Airports	Total Air Carrier	Total Air Taxi	Total Commuter	Total U.S. Flag	Total Foreign Flag	Total International	Total
DENVER, CO, DENVER INTL (DEN)	19,439,585	49	4,021,077	612,024	357,211	969,235	24,429,897
COLORADO SPRINGS, CO, CITY OF COLORADO SPRINGS MUNI (COS)	348,238	814	680,500	8	0	8	1,028,746
EAGLE, CO, EAGLE COUNTY REGIONAL (EGE)	186,071	1,023	31,843	0	0	0	217,914
ASPEN, CO, ASPEN-PITKIN CO/SARDY FIELD (ASE)	4	3,597	215,823	0	6	6	215,833
GRAND JUNCTION, CO, WALKER FIELD (GJT)	16,084	2,354	183,228	0	7	7	199,319
HAYDEN, CO, YAMPA VALLEY (HDN)	80,783	2	59,506	0	0	0	140,289
DURANGO, CO, DURANGO-LA PLATA COUNTY (DRO)	1,882	37	127,702	0	0	0	129,584
MONTROSE, CO, MONTROSE REGIONAL (MTJ)	18,539	21	69,043	0	0	0	87,582
GUNNISON, CO, GUNNISON-CRESTED BUTTE REGIONAL (GUC)	18,838	10	18,904	0	0	0	37,742
FORT COLLINS/LOVELAND, CO, FORT COLLINS-LOVELAND MUNI (FNL)	30,774	20	26	0	0	0	30,800
TELLURIDE, CO, TELLURIDE REGIONAL (TEX)	0	3	13,451	0	0	0	13,451
CORTEZ, CO, CORTEZ MUNI (CEZ)	0	0	9,338	0	0	0	9,338
ALAMOSA, CO, SAN LUIS VALLEY REGIONAL/BERGMAN FIELD (ALS)	0	22	7,378	0	0	0	7,378
PUEBLO, CO, PUEBLO MEMORIAL (PUB)	432	55	3,388	0	0	0	3,820
BROOMFIELD, CO, ROCKY MOUNTAIN METROPOLITAN (BJC)	11	382	0	0	0	0	11
AKRON, CO, COLORADO PLAINS REGIONAL (AKO)	0	3	0	0	0	0	0
BOULDER, CO, BOULDER MUNI (BDU)	0	0	0	0	0	0	0
CANON CITY, CO, FREMONT COUNTY (1V6)	0	0	0	0	0	0	0
COLORADO SPRINGS, CO, MEADOW LAKE (00V)	0	0	0	0	0	0	0
ENGLEWOOD, CO, CENTENNIAL (APA)	0	989	0	0	0	0	0
ERIE, CO, ERIE MUNICIPAL (EIK)	0	0	0	0	0	0	0
GREELEY, CO, GREELEY-WELD COUNTY (GXY)	0	0	0	0	0	0	0
LONGMONT, CO, VANCE BRAND (LMO)	0	21	0	0	0	0	0
PAGOSA SPRINGS, CO, STEVENS FIELD (PSO)	0	0	0	0	0	0	0
STEAMBOAT SPRINGS, CO, STEAMBOAT SPRINGS/BOB ADAMS FIELD (SBS)	0	0	0	0	0	0	0
WATKINS, CO, FRONT RANGE (FTG)	0	35	0	0	0	0	0
COLORADO STATE TOTALS	20,141,241	9,437	5,441,207	612,032	357,224	969,256	26,551,704

Passenger Enplanements at Focus Airports

Fiscal Year 2008

Source: FAA Terminal Area Forecasts (TAF)

Idaho Airports	Total Air Carrier	Total Air Taxi	Total Commuter	Total U.S. Flag	Total Foreign Flag	Total International	Total
BOISE, ID, BOISE AIR TERMINAL/GOWEN FLD (BOI)	890,778	4,675	743,914	0	0	0	1,634,692
IDAHO FALLS, ID, IDAHO FALLS REGIONAL (IDA)	13,245	2,035	130,299	0	0	0	143,544
LEWISTON, ID, LEWISTON-NEZ PERCE COUNTY (LWS)	1,296	2,805	65,932	0	0	0	67,228
HAILEY, ID, FRIEDMAN MEMORIAL (SUN)	3	2,519	66,558	0	3	3	66,564
TWIN FALLS, ID, JOSLIN FIELD - MAGIC VALLEY RGNL (TWF)	166	1,067	30,500	0	0	0	30,666
ARBON VALLEY, ID, POCATELLO REGIONAL (PIH)	359	484	26,915	0	0	0	27,274
MCCALL, ID, MCCALL MUNICIPAL (MYL)	7	2	11	0	0	0	18
CALDWELL (BOISE), ID, CALDWELL INDUSTRIAL (EUL)	0	0	0	0	0	0	0
DRIGGS, ID, DRIGGS-REED MEMORIAL (DIJ)	0	0	0	0	0	0	0
GOODING, ID, GOODING MUNICIPAL (GNG)	0	0	0	0	0	0	0
HAYDEN LAKE, ID, COEUR D'ALENE AIR TERMINAL (COE)	0	53	0	0	0	0	0
NAMPA, ID, NAMPA MUNICIPAL (S67)	0	0	0	0	0	0	0
IDAHO STATE TOTALS	905,854	13,640	1,064,129	0	3	3	1,969,986

Montana Airports	Total Air Carrier	Total Air Taxi	Total Commuter	Total U.S. Flag	Total Foreign Flag	Total International	Total
BILLINGS, MT, BILLINGS LOGAN INTL (BIL)	202,835	16,434	239,060	0	0	0	441,895
BOZEMAN, MT, GALLATIN FIELD (BZN)	141,814	913	209,151	0	0	0	350,965
MISSOULA, MT, MISSOULA INTERNATIONAL (MSO)	77,112	4,257	215,601	0	0	0	292,713
KALISPELL, MT, GLACIER PARK INTERNATIONAL (GPI)	24,280	0	164,974	0	0	0	189,254
GREAT FALLS, MT, GREAT FALLS INTERNATIONAL (GTF)	17,183	198	126,289	0	1	1	143,473
HELENA, MT, HELENA REGIONAL (HLN)	527	594	84,005	0	0	0	84,532
BUTTE, MT, BERT MOONEY (BTM)	1,304	12	31,931	0	0	0	33,235
WEST YELLOWSTONE, MT, YELLOWSTONE (WYS)	0	17	4,180	0	0	0	4,180
SIDNEY, MT, SIDNEY-RICHLAND MUNICIPAL (SDY)	0	10,852	1,525	0	0	0	1,525
GLASGOW, MT, WOKAL FIELD/GLASGOW INTERNATIONAL (GGW)	0	193	884	0	0	0	884
WOLF POINT, MT, L M CLAYTON (OLF)	0	127	758	0	0	0	758
HAVRE, MT, HAVRE CITY-COUNTY (HVR)	0	2	541	0	0	0	541
GLENDIVE, MT, DAWSON COMMUNITY (GDV)	0	206	524	0	0	0	524
MILES CITY, MT, FRANK WILEY FIELD (MLS)	0	43	464	0	0	0	464
LEWISTOWN, MT, LEWISTOWN MUNICIPAL (LWT)	0	11	410	0	0	0	410
HAMILTON, MT, RAVALLI COUNTY (6S5)	0	17	0	0	0	0	0
LAUREL, MT, LAUREL MUNICIPAL (6S8)	0	0	0	0	0	0	0
MONTANA STATE TOTALS	465,055	33,876	1,080,297	0	1	1	1,545,353

Passenger Enplanements at Focus Airports

Fiscal Year 2008

Source: FAA Terminal Area Forecasts (TAF)

Oregon Airports	Total Air Carrier	Total Air Taxi	Total Commuter	Total U.S. Flag	Total Foreign Flag	Total International	Total
PORTLAND, OR, PORTLAND INTERNATIONAL (PDX)	5,254,096	688	1,767,955	153,350	148,264	301,614	7,323,665
EUGENE, OR, MAHLON SWEET FIELD (EUG)	61,072	627	299,931	0	0	0	361,003
MEDFORD, OR, ROGUE VALLEY INTERNATIONAL - MEDFORD (MFR)	14,549	2,277	286,016	0	0	0	300,565
REDMOND, OR, ROBERTS FIELD (RDM)	13,886	682	229,311	0	0	0	243,197
NORTH BEND, OR, NORTH BEND MUNICIPAL (OTH)	0	45	38,568	0	0	0	38,568
KLAMATH FALLS, OR, KLAMATH FALLS INTERNATIONAL (LMT)	0	308	30,060	0	0	0	30,060
SALEM, OR, MCNARY FIELD (SLE)	222	273	19,310	0	0	0	19,532
PENDLETON, OR, EASTERN OREGON REGIONAL AT PENDLETON (PDT)	64	198	8,009	0	0	0	8,073
ASTORIA, OR, ASTORIA REGIONAL (AST)	0	79	9	0	0	0	9
NEWPORT, OR, NEWPORT MUNICIPAL (ONP)	0	5	4	0	0	0	4
ASHLAND, OR, ASHLAND MUNI-SUMNER PARKER FIELD (S03)	0	1	0	0	0	0	0
AURORA, OR, AURORA STATE (UAO)	0	0	0	0	0	0	0
BEND, OR, BEND MUNICIPAL (BDN)	0	4	0	0	0	0	0
CORVALLIS, OR, CORVALLIS MUNICIPAL (CVO)	0	2	0	0	0	0	0
CRESWELL, OR, HOBBY FIELD (77S)	0	0	0	0	0	0	0
GRANTS PASS, OR, GRANTS PASS (3S8)	0	5	0	0	0	0	0
HOOD RIVER, OR, KEN JERNSTEDT AIRFIELD (4S2)	0	1	0	0	0	0	0
INDEPENDENCE, OR, INDEPENDENCE STATE (7S5)	0	0	0	0	0	0	0
MC MINNVILLE, OR, MC MINNVILLE MUNI (MMV)	0	3	0	0	0	0	0
ONTARIO, OR, ONTARIO MUNICIPAL (ONO)	0	0	0	0	0	0	0
PORTLAND, OR, PORTLAND-HILLSBORO (HIO)	0	53	0	0	0	0	0
PORTLAND, OR, PORTLAND-TROUTDALE (TTD)	0	4	0	0	0	0	0
PRINEVILLE, OR, PRINEVILLE (S39)	0	0	0	0	0	0	0
ROSEBURG, OR, ROSEBURG REGIONAL (RBG)	0	33	0	0	0	0	0
SCAPPOOSE, OR, SCAPPOOSE INDUSTRIAL AIRPARK (SPB)	0	0	0	0	0	0	0
OREGON STATE TOTALS	5,343,889	5,288	2,679,173	153,350	148,264	301,614	8,324,676

Passenger Enplanements at Focus Airports

Fiscal Year 2008

Source: FAA Terminal Area Forecasts (TAF)

Utah Airports	Total Air Carrier	Total Air Taxi	Total Commuter	Total U.S. Flag	Total Foreign Flag	Total International	Total
SALT LAKE CITY, UT, SALT LAKE CITY INTL (SLC)	6,681,204	2,168	3,335,090	128,415	133	128,548	10,144,842
ST GEORGE, UT, ST GEORGE MUNI (SGU)	0	608	49,332	0	0	0	49,332
WENDOVER, UT, WENDOVER (ENV)	47,657	3	0	0	0	0	47,657
CEDAR CITY, UT, CEDAR CITY MUNI (CDC)	764	1,008	7,020	0	0	0	7,784
VERNAL, UT, VERNAL (VEL)	0	20	4,739	0	0	0	4,739
MOAB, UT, CANYONLANDS FIELD (CNY)	0	969	2,927	0	0	0	2,927
PROVO, UT, PROVO MUNI (PVU)	571	176	43	0	0	0	614
LOGAN, UT, LOGAN-CACHE (LGU)	246	10	0	0	0	0	246
OGDEN, UT, OGDEN-HINCKLEY (OGD)	0	14	31	0	0	0	31
BRIGHAM CITY, UT, BRIGHAM CITY (BMC)	0	2	0	0	0	0	0
BRYCE CANYON, UT, BRYCE CANYON (BCE)	0	25	0	0	0	0	0
HEBER, UT, HEBER CITY MUNICIPAL/RUSS McDONALD FIELD (36U)	0	2	0	0	0	0	0
SALT LAKE CITY, UT, SALT LAKE CITY MUNICIPAL 2 (U42)	0	0	0	0	0	0	0
SPANISH FORK, UT, SPANISH FORK-SPRINGVILLE (U77)	0	1	0	0	0	0	0
UTAH STATE TOTALS	6,730,442	5,006	3,399,182	128,415	133	128,548	10,258,172

Passenger Enplanements at Focus Airports

Fiscal Year 2008

Source: FAA Terminal Area Forecasts (TAF)

Washington Airports	Total Air Carrier	Total Air Taxi	Total Commuter	Total U.S. Flag	Total Foreign Flag	Total International	Total
SEATTLE, WA, SEATTLE-TACOMA INTL (SEA)	12,573,126	78	2,369,642	419,135	601,349	1,020,484	15,963,252
SPOKANE, WA, SPOKANE INTL (GEG)	1,103,394	396	633,975	277	0	277	1,737,646
BELLINGHAM, WA, BELLINGHAM INTL (BLI)	162,086	550	112,734	0	0	0	274,820
PASCO, WA, TRI-CITIES (PSC)	23,897	451	225,450	0	0	0	249,347
YAKIMA, WA, YAKIMA AIR TERMINAL (YKM)	1,678	660	73,034	0	0	0	74,712
EAST WENATCHEE, WA, PANGBORN MEMORIAL (EAT)	0	618	47,990	0	0	0	47,990
SEATTLE, WA, BOEING FIELD/KING COUNTY INTL (BFI)	8,172	2,475	25,928	85	203	288	34,388
PULLMAN, WA, PULLMAN/MOSCOW REGIONAL (PUW)	1,679	34	27,940	0	0	0	29,619
WALLA WALLA, WA, WALLA WALLA REGIONAL (ALW)	0	66	29,611	0	0	0	29,611
FRIDAY HARBOR, WA, FRIDAY HARBOR (FHR)	0	40	14,624	0	0	0	14,624
PORT ANGELES, WA, WILLIAM R FAIRCHILD INTERNATIONAL (CLM)	0	13	12,588	0	0	0	12,588
EASTSOUND, WA, ORCAS ISLAND (ORS)	0	61	4,285	0	0	0	4,285
MOSES LAKE, WA, GRANT COUNTY (MWH)	1,304	22	0	0	0	0	1,304
EVERETT, WA, SNOHOMISH COUNTY (PAINE FLD) (PAE)	247	88	3	10	0	10	260
BURLINGTON/MOUNT VERNON, WA, SKAGIT REGIONAL/BAY VIEW (BVS)	0	0	214	0	0	0	214
BREMERTON, WA, BREMERTON NATIONAL (PWT)	0	1	197	0	0	0	197
RENTON, WA, RENTON MUNICIPAL (RNT)	0	4	37	0	0	0	37
TACOMA, WA, TACOMA NARROWS (TIW)	0	4	20	0	0	0	20
PORT TOWNSEND, WA, JEFFERSON COUNTY INTERNATIONAL (OS9)	0	7	7	0	0	0	7
ARLINGTON, WA, ARLINGTON MUNICIPAL (AWO)	0	0	0	0	0	0	0
AUBURN, WA, AUBURN MUNICIPAL (S50)	0	0	0	0	0	0	0
CHEHALIS, WA, CHEHALIS-CENTRALIA (CLS)	0	2	0	0	0	0	0
DEER PARK, WA, DEER PARK (DEW)	0	1	0	0	0	0	0
KELSO, WA, KELSO-LONGVIEW (KLS)	0	2	0	0	0	0	0
OLYMPIA, WA, OLYMPIA (OLM)	0	44	0	0	0	0	0
PUYALLUP, WA, PIERCE COUNTY - THUN FIELD (PLU)	0	0	0	0	0	0	0
RICHLAND, WA, RICHLAND (RLD)	0	4	0	0	0	0	0
SHELTON, WA, SANDERSON FIELD (SHN)	0	0	0	0	0	0	0
SPOKANE, WA, FELTS FIELD (SFF)	0	2,923	0	0	0	0	0
VANCOUVER, WA, PEARSON AIRPARK (VUO)	0	302	0	0	0	0	0
WASHINGTON STATE TOTALS	13,875,583	8,846	3,578,279	419,507	601,552	1,021,059	18,474,921

Passenger Enplanements at Focus Airports

Fiscal Year 2008

Source: FAA Terminal Area Forecasts (TAF)

Wyoming Airports	Total Air Carrier	Total Air Taxi	Total Commuter	Total U.S. Flag	Total Foreign Flag	Total International	Total
JACKSON, WY, JACKSON HOLE (JAC)	224,017	4,807	85,789	0	0	0	309,806
CASPER, WY, NATRONA COUNTY INTL (CPR)	1,767	759	70,848	0	0	0	72,615
GILLETTE, WY, GILLETTE-CAMPBELL COUNTY (GCC)	366	1	26,789	0	0	0	27,155
CODY, WY, YELLOWSTONE REGIONAL (COD)	0	14	25,369	0	0	0	25,369
ROCK SPRINGS, WY, ROCK SPRINGS-SWEETWATER COUNTY (RKS)	695	123	23,626	0	0	0	24,321
SHERIDAN, WY, SHERIDAN COUNTY (SHR)	0	31	19,519	0	0	0	19,519
CHEYENNE, WY, CHEYENNE (CYS)	1,749	407	16,515	0	0	0	18,264
RIVERTON, WY, RIVERTON REGIONAL (RIW)	0	0	16,920	0	0	0	16,920
LARAMIE, WY, LARAMIE REGIONAL (LAR)	743	40	10,046	0	0	0	10,789
WORLAND, WY, WORLAND MUNICIPAL (WRL)	0	23	3,526	0	0	0	3,526
AFTON, WY, AFTON MUNICIPAL (AFO)	0	36	0	0	0	0	0
EVANSTON, WY, EVANSTON-UINTA COUNTY BURNS FIELD (EVW)	0	116	0	0	0	0	0
WYOMING STATE TOTALS	229,337	6,357	298,947	0	0	0	528,284