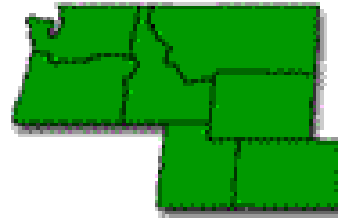***New St. George Municipal Airport***
Replacement airport commissioned January 13, 2011
Photo courtesy of City of St. George, Utah
Dave Becker, photographer

NORTHWEST MOUNTAIN
REGIONAL AIRPORT PLAN - 2011

INTRODUCTION

This, our 15th edition of the Northwest Mountain Regional Airport Plan (RAP), is consistent with our emphasis on sustainability: our first edition to be published exclusively online.

The RAP reports our progress meeting national and regional objectives at the 136 most active "focus" airports in the region. The RAP also outlines our priorities for Airport Improvement Program (AIP) investment strategies, and decisions on funding future projects.

Our main focus is improving airport safety. This report details our progress, summarized here:

- In the past 13 years we have built 88 standard runway safety areas (RSAs). Only two RSAs at focus airports remain to be completed. We lead the nation in this accomplishment.

- We continue to correct runway line-of-sight problems, to reduce runway incursions. We also build access roads around runway ends to reduce the need for runway crossings, correct confusing airfield geometries, and construct parallel taxiways – making our airports safer.

- To enhance operational safety, we are funding wildlife hazard assessments (WHAs) at all eligible airports, including general aviation locations. We are also replacing older airport rescue and fire fighting (ARFF) vehicles at certificated airports.

- We are enhancing airport capacity and access with NextGen technologies, especially at airports with business-jet activity. We are supporting localizer performance with vertical guidance (LPV), and required navigation performance (RNP) instrument approaches, as well as full-length parallel taxiways to assure best possible minima.

- To preserve past investments and sustain airport capacity, we promote pavement rehabilitation and noise mitigation projects. We helped develop a new commercial-service airport that opened in January 2011 in St. George, Utah. We are currently planning a new airport to serve Hailey, Idaho.

Section One of this report provides background on our initiatives, and describes our AIP Investment Strategy (page 1-5). Section Two details funding plans for remaining priority projects (like those mentioned above). The Appendix has information about the focus airports in the RAP.

We are extremely proud of our work to improve airports in the Northwest Mountain Region. We are equally proud of the partner relationships we have with our airport sponsors. Our partnerships produce our great accomplishments! Despite economic challenges and reauthorization delays, we have worked hard, and effectively, with you to achieve these results. Thank you for the work you do every day to make our airports safer and serve our communities better.

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 guide our AIP investment priorities and the selection of initiatives for the RAP:

SAFE: *Identify and assure safety improvements are safely delivered.* Examples of this are our new initiatives to fund wildlife hazard assessments at all airports, replace aging airport rescue and fire fighting (ARFF) equipment, correct confusing airfield geometries, perform airport safety inspections, and perform safety management system (SMS) program studies.

SUSTAINABLE VALUE: *Deliver full sustainable value for our investments in the NAS.* Here, 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.* Examples of this include development of 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*.[1] 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.

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[1] The FAA is currently developing **Destination 2025**, a replacement plan for the *Flight Plan*.

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) Noise projects using discretionary amounts available nationally for the AIP noise set aside, including VALE (statutory set aside).
(2) Letter-of-Intent (LOI) commitments.
(3) Safety projects identified in the RAP.
(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). The development of good ACIPs is the reason for much of our success.

In fiscal year 2010, this region provided airports with over $235.6 million in AIP discretionary funds (an increase from the $221 million the previous year). Despite complexities and uncertainties due to pending AIP reauthorization, we hope to see a further increase in FY-2011 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, next page).

Table 1-1 shows our recent and current distribution of discretionary funds by project priority factor. The table notes a relatively steady 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 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011 (est.)
Safety Projects	22%	30%	6%	27%	14%	6%
New Pavements, including LOI	30%	33%	31%	27%	37%	30%
Pavement Preservation	36%	22%	38%	35%	34%	50%
Noise & Environmental	8%	12%	10%	10%	14%	13%
Earmarks (non-RAP)	3%	0%	11%	1%	0%	2%
Planning & Miscellaneous	1%	2%	4%	0%	1%	0%

Chart 1-2, Comparison of Regional Initiatives with Discretionary Funding 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 recovered grant funds from existing projects and deferred current-year projects. Total needs exceed available funding every year, and unfunded projects are deferred to subsequent years. At this point, many needs for the years 2012 and beyond have not yet been finalized. We can expect, though, that a few projects initially scheduled for prior years will begin or be continued in later years, thereby absorbing some discretionary funds.

Chart 1-2: Comparison of Regional Initiatives with Discretionary Funding Levels
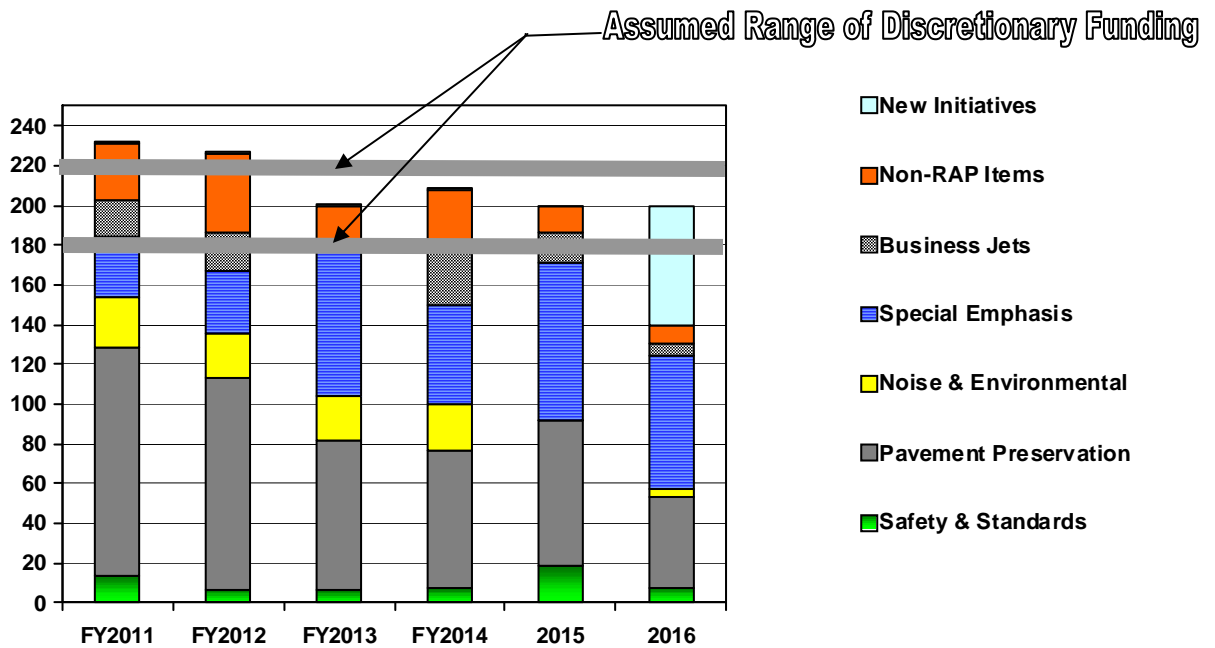
Note: does not include the extra funds expected from the economic recovery legislation

St. George, UT Replacement airport under construction (opened January 2011)

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

Funding Consideration

CIP – populates NPIAS (eligible identified needs)

ACIP – pool of candidate projects for AIP funding

AIP – available funds

Schedule Consideration

• Year 5
Project identification

• Year 3
Project scope and schedule, with refined cost estimate

• Year 1
Present year funding
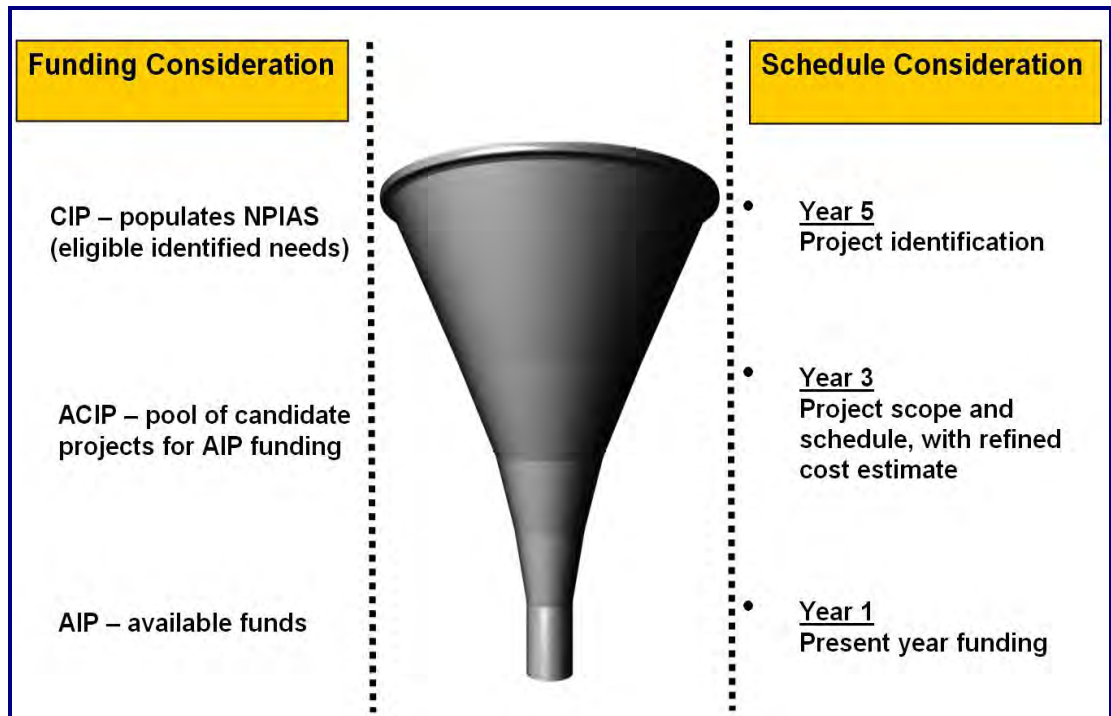
Rifle, CO Runway reconstruction including safety area improvements

OUR AIP INVESTMENT STRATEGY

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/Destination 2025* 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 Geographic 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 airport operations on neighboring communities 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) is underway, and provides a mechanism for a comprehensive view of our programs. It also identifies areas where we can improve. Under the Voluntary Airport Low Emission (VALE) program, we are funding initiatives such as preconditioned air, so that aircraft at gates do not have to run their auxiliary power unit (APU) to maintain onboard climate control. The resulting benefit is less fuel burn = less emissions. In addition, we encourage airports to meet Leadership in Energy and Environmental Design (LEED) certification in all AIP-funded buildings. Although we do not fund the

added cost, the airports can expect to recoup the difference in lower operating costs. We also are using more electronic resources than ever before to streamline our processes and reduce paper consumption. For example, this 2011 edition of the RAP is the first ever to be published exclusively online. Readers may choose to print only the parts they need, thereby saving trees, energy and emissions. We encourage those around us to help us find additional ways of "working smarter – and *greener*."

For the near term, challenging forces are at hand. Even with serious efforts at deficit reduction, the federal deficit is likely to increase further, 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 and processes; 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.

Salt Lake City

Initiative	Included in 2011 RAP	Potential Implementation Steps
Safety and Standards		
Enhance and support safety at airports	• 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. • Evaluate confusing airport pavement geometry in master plan studies where problems have been indicated. • Improve and develop airports to meet anticipated demand, i.e. business-jet activity. • Fund replacement of aging ARFF vehicles. • Fund wildlife hazard assessments at GA airports	• Integrate Construction Safety Plans and Part 139 certification • Fund recommended pavement reconfiguration to correct confusing airfield geometries. • Fund approach surveys and projects supporting forecast demand and enhancing access.
Integrate Safety Management System (SMS) at appropriate stages of projects such that the process enhances our investment decisions.	• (ARP SMS program under development)	• 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 2011 RAP	Potential Implementation Steps
Pavement	Pavement Preservation		
	Preserve needed pavement. Use relevant data to make investment decisions.	• Monitor and correct pavement deterioration due to alkali-silica reactivity (ASR) and other causes. • Promote recycling of materials and support economical specifications.	• Determine the best course of action considering PCI, useful life, use of pavement, risks, and other factors.
Access	Capacity and Enhanced Access		
	Prepare busy GA airports for NextGen-type technologies; streamline BCA process.	• Promote opportunities for implementing NextGen and RNP procedures. • Define our region's busy GA airports. • Continue to provide our regional workscope 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.	• 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 2011 RAP	Potential Implementation Steps
Environmental		
Promote local efforts toward reduction of global CO$_2$ footprint from aviation activities.	• 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.	• 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).

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 89 at focus locations, which means 99.9 percent of commercial passengers in this region arrive and depart over runway ends that meet safety area standards. In addition to the original focus 90, we have also been improving non-standard RSAs at other locations. Four RSAs were completed in 2010: Logan (17/35), Tacoma Narrows (35), Rifle (8/26)[1] and Telluride (9/27). The new replacement airport at St. George corrects the RSA deficiencies of the old airport.

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 2011 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
St. George Muni., St. George, UT (SGU) (Part 139)	Replacement Airport	Completed
Wayne Wonderland, Lyman, UT (38U)[1]	13/31	2011
Parowan, Parowan, UT (1L9) [1]	4/22	2011
Garfield County Regional, Rifle, CO (RIL)[1]	08	2011
Garfield County Regional, Rifle, CO (RIL)[1]	26	2011
Gen. Dick Stout Field, Hurricane, UT (1L8)[1]	18/36	2014
Rocky Mountain Metropolitan, Denver, CO (BJC)	11L/29R	2015
Dixon, Dixon, WY (9U4)[1]	6/24	2016

[1] Non-RAP location.

**Table 2-2:
RSA Funding**

FY	2011	2012	2013	2014	2015
Total Discretionary Funds (millions):	$6.2*	$4.7	$1.0	$1.0	$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-remaining 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. Wolf Point Runway 11-29 paving was completed in Fall, 2010. The grooving and final marking is scheduled for Spring, 2011. The Lewistown Runway 7-25 rehabilitation was funded in 2010 and will be completed in 2011. The remaining friction treatment work is planned as shown in the following table.

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

Runway Grooving

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 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, state system planning grants and separate 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. However, we will continue to coordinate with the WAAS Office to identify and prioritize other potential locations for such surveys. Likewise, we will continue to support airport infrastructure improvements to help enable other NextGen access enhancements, such as Required Navigation Performance (RNP) approach procedures.

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 Geographical 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 has undertaken the national "AGIS Phase II Roll-out", and has funded airport planning studies that will further populate the AGIS database and produce eALPs for the airports included in Phase II. For our region, we are conducting these initial projects at Coeur d'Alene Airport, ID, Pullman/Moscow Regional, WA, and Denver International, CO. Soon, in accordance with the anticipated national Airports GIS Transition Policy, 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.

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. In 2011, at Wendover, we will complete the remaining location requiring parallel taxiways for enhanced access. Additional locations will be included in the future based on instrument approach procedure candidates and to enhance access even more. Accordingly, we will build additional parallel taxiways as new approaches are planned or developed.

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 more-demanding aircraft usage. In 2009, we completed relocation of Runway 3-21 at Driggs to a 300-foot separation. In January 2011, we commissioned a new replacement airport at St. George to meet existing aviation demand and the more demanding design standards which could not be met at the previous airport. Remaining projects are listed below.

Table 2-4: 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	--	Completed	2011
McCall, ID		X	B-II	C	Table below	Planned	2013
Meeker, CO[1]		X	B-I	C	Table below	Planned	2015
Hailey, ID	X		C-III[2]	C	Table below	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

[1] Non-RAP location.
[2] Cannot meet most C-III design standards.

Table 2-5: BJ Funding (dollars in millions)

FY	2011	2012	2013	2014	2015
Total Discretionary Funds (millions):	$18.5	$36.0	$38.9	$40.8	$36.0

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 (RVZ project) and Olympia, WA. The remaining runway requiring correction is at Spokane, which will be completed in 2012, contingent upon funding in time. Once the Spokane project is done, this initiative will be complete.

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. In 2010, at Butte, we completed a road around the ends of Runways 11 and 15. Also at Butte, in 2010, we funded a project for service roads around the ends of Runways 29 and 33, which will be completed in 2011. The table below shows the remaining projects.

Table 2-6: Correcting Potential Vehicular Runway-Crossing Problems

Location	State	Resolution	Planned FY Completion
Butte	MT	Road around ends of RWs 33 & 29	2011
Hayden	CO	Road around end of RW 28	TBD
Discretionary funding needs shown in other sections			

Pullman, WA

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. For this purpose, in 2010, we implemented a regional strategy and action plan to address such airfield geometries. As a first phase, 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 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
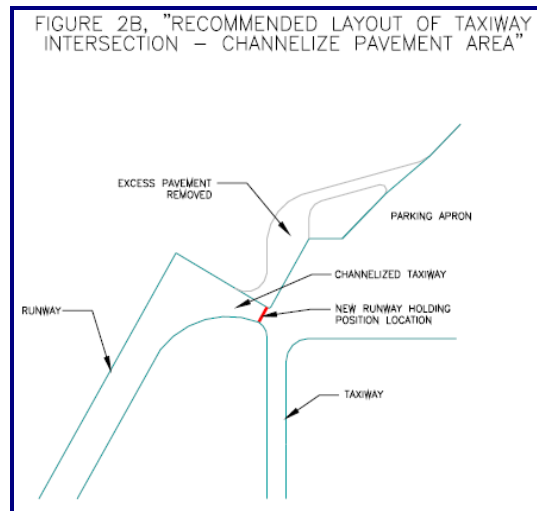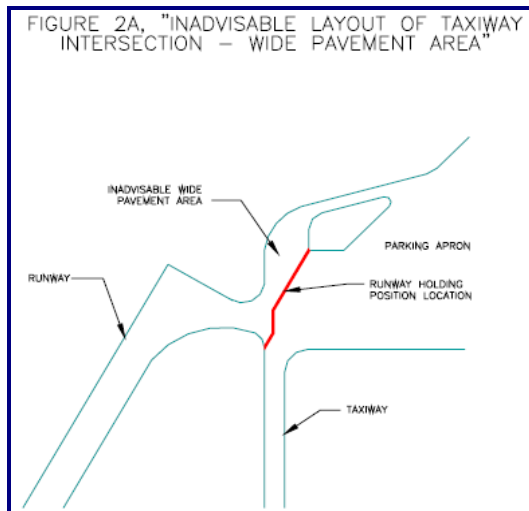
Source: FAA Engineering Brief No. 75, Incorporation of Runway Incursion Prevention into Taxiway and Apron Design

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 10-15 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 25 primary vehicles older than 15 years. Of those, 11 are over 20 years old, and 6 are over 30 years of age. Our goal, in the coming years, is to replace all primary ARFF vehicles over 15 years of age in this region. In general, we will replace vehicles by age, with the oldest vehicles first. However, we will also consider other factors, such as airport activity levels and scheduled- versus unscheduled commercial air service. To accomplish this goal, we will continue to 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.

Table 2-7: Replacing Primary ARFF vehicles older than 15 years

Air Carrier Service Level	General Replacement Schedule			Replacement Total
	Short Term (1-3 Years)	Mid-Term (4-6 Years)	Long Term (7+ Years)	
Scheduled:	3	4	7	14
Non-scheduled:	5	4	2	11
Totals:	**8**	**8**	**9**	**25**

Modern ARFF Vehicle, Helena, MT

WILDLIFE HAZARD ASSESSMENTS

Initiative

Goal: Assess the potential hazard of wildlife at specified GA and certificated airports and develop wildlife management plans where needed.

Progress

For many years, to meet the requirements of 14 CFR Part 139, we have funded wildlife hazard assessment (WHA) studies and wildlife hazard management plans (WHMPs) at certificated airports where the need had been indicated by a "triggering event." Now, in recognition that wildlife represent varying levels of potential hazard to aircraft operating at many other airports, we are implementing an ongoing program to address this issue.[1] Beginning in FY-2011, we are conducting WHAs at all certificated airports, including those where no wildlife concerns have been previously identified.[2] We will also be conducting WHAs at "Group 1" general-aviation airports (those with either 100+ based jet/turboprop aircraft or 75,000+ annual operations). The first cycle of assessments for all of these airports must be initiated by the end of FY-2015. Other GA airports with fewer turbine aircraft and/or operations will also have WHAs, primarily in conjunction with master plan updates or other circumstances. WHA projects for Group 1 airports and certificated airports with no previous WHAs, are shown in Table 2-8 by their planned funding year in the ACIP. As indicated by the table footnotes, initial WHAs are already underway at many of the certificated airports.

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[1] Based on FAA's July 30, 2010, response to NTSB safety recommendations

[2] In addition, we will begin updating WHAs older than 5 years

Table 2-8: Airports needing initial Wildlife Hazard Assessments

Grant Year	Group 1 GA Airports Needing WHA		Certificated Airports Needing First WHA	
	Location	Airport	Location	Airport
2011	Olympia, WA	Olympia	Durango, CO	Durango-LaPlata County
2011	Puyallup, WA	Pierce County - Thun Field	Eagle, CO	Eagle County Regional
2011	Spokane, WA	Felts Field	Bozeman, MT	Gallatin Field
2011	Tacoma, WA	Tacoma Narrows	Casper, WY	Natrona County Intl.
2011			Rock Springs, WY	Rock Springs-Sweetwater
2012	Denver, CO	Front Range	Akron, CO	Akron-Washington County
2012	Nampa, ID	Nampa Municipal	Kalispell, MT	Glacier Park International
2012	Auburn, WA	Auburn Municipal	Sidney, MT	Sidney-Richland Muni.
2012	Ephrata, WA	Ephrata Municipal	W. Yellowstone, MT	Yellowstone
2012	Friday Harbor, WA	Friday Harbor	Logan, UT	Logan International
2012			Provo, UT	Provo Municipal
2012			Walla Walla, WA	Walla Walla Regional
2012			Riverton, WY	Riverton Regional

WILDLIFE HAZARD ASSESSMENTS (cont.)

Table 2-8 (cont.): Airports needing initial Wildlife Hazard Assessments

Grant Year	Group 1 GA Airports Needing WHA		Certificated Airports Needing First WHA	
	Location	Airport	Location	Airport
2013	Greeley, CO	Greeley-Weld County	Coeur d'Alene, ID	Coeur d'Alene
2013	Caldwell, ID	Caldwell Industrial	Glendive, MT	Dawson Community
2013	West Jordan, UT	South Valley Regional	Miles City, MT	Frank Wiley Field
2013	Arlington, WA	Arlington Municipal	Ogden, UT	Ogden-Hinckley
2013	Renton, WA	Renton Municipal	Vernal, UT	Vernal
2013			Pullman/Moscow, WA	Pullman/Moscow Regional
2013			Laramie, WY	Laramie Regional
2014	Denver, CO	Centennial	Telluride, CO	Telluride Regional
2014	Longmont, CO	Vance Brand	Glasgow, MT	Wokal Field/Glasgow Intl.
2014	Blackfoot, ID	McCarley Field	Havre, MT	Havre City/County
2014	Port Angeles, WA	William R Fairchild Intl.	Lewistown, MT	Lewistown Municipal
2014	Bremerton, WA	Bremerton National	Wendover, UT	Wendover
2014			Worland, WY	Worland Municipal
2015	Erie, CO	Erie Municipal	Alamosa, CO	San Luis Valley Regional
2015	Portland, OR	Portland-Hillsboro	Cortez, CO	Cortez Municipal
2015	Portland, OR	Portland-Troutdale	Newport, OR	Newport Municipal
2015	Scappoose, OR	Scappoose Industrial Airpark	Pendleton, OR	Eastern Oregon Regional
2015			Redmond, OR	Roberts Field
2015			Moab, UT	Canyonlands Field
2015			St. George, UT	St. George Municipal

Wildlife on- and near airports

NOISE IMPACT REDUCTION

Initiative

Fiscal Year 2011 Goal: Issue AIP grants that reduce by 306 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 have inventoried land acquired for noise mitigation at airports around the region, and developed 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 2-9: 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[4]	Completed	2016	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.
[4] Noise exposure maps updated in 2010.

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

Table 2-10: People Benefited and Discretionary Funding

People Benefited	FY03	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
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*	168*				
Number of Residents (GTF)							93*	144*	138*				
Total	530	1,499	922	360	1328	833	540*	562*	306*	TBD	TBD	TBD	TBD
Discretionary Funding (millions)					$17.0	$15.1	$24.9	$33.7	$21.2	$23.2	$22.0	$23.8	$1.0

* 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 new airport in St. George, UT, which opened on January 13, 2011.

Table 2-11: 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
Driggs, ID	3/21	2009	Meet design standards
Poplar, MT*	New airport	2010	Meet design standards
St. George, UT	New airport	2011	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 2-12: 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
Meeker, CO	3/21	2012	Meet design standards
Othello, WA*	7/25	2014	Meet design standards
Fort Morgan, CO*	14/32	2014	Meet design standards
Hamilton, MT	16/34	2014	Meet design standards
Kalispell City, MT	14/32	2015	Meet design standards
Laurel, MT	14/32	2015	Meet design standards
Richfield, UT*	1/19	2016	Meet design standards
Vernal, UT	16/34	2017	Meet design standards
New Runways for Capacity/Upgrades:			
Hillsboro, OR	12L/30R	2013	Capacity – Increasing GA activity
Denver, CO	8L/26R	2015	Capacity and efficiency
Pullman, WA	New RW	2018 est.	Capacity and efficiency
Salt Lake City, UT	Realign RW 17/35	TBD	Capacity
New Airports:			
Hardin, MT*	New replacement airport	2014	Meet design standards
Hailey, ID	New replacement airport	2016 est.	Meet design standards
Monticello, UT*	New 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. 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. We also changed the specification testing requirements for ASR to comply with the latest research for controlling ASR.

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 runway and taxiway shoulders and intermediate asphalt layers, and the use of millings and recycled concrete in base courses. We are allowing airports to use their nonprimary entitlement funds to program maintenance projects recommended by their pavement management plan.

Funding

Table 2-13 shows the total discretionary funding required between 2011 and 2015 for all needed pavement rehabilitation projects at focus airports.

Table 2-13: Total Federal Funds (FY 2011-2015)

Facility Type	Sponsor Entitlement Funds (millions)[1]	Discretionary Funds (millions)[2]	Total Cost (millions)
Apron	$77.2	$31.2	$108.4
Runway	$158.2	$282.6	$440.8
Taxiway	$109.2	$128.6	$237.8
Grand Totals:	**$344.6**	**$442.4**	**$787.0**

[1] Includes passenger, cargo and nonprimary entitlements.
[2] Includes state apportionment and discretionary.

Airfield paving

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. In 2010, we completed a 1,827-foot extension to Runway 10L/28R at Portland. We also completed the runway safety area at Telluride and commissioned a new replacement airport at St. George. The following table lists project status and the RAP initiatives they address.

Table 2-14: Special-Emphasis Projects

Location	Reference Initiative	Project	Project Years (CY)	Status
Aspen, CO	RW extension	To meet current use needs	2012	Environmental completed
Hillsboro, OR	New RW for capacity	Construct 12L/30R	2011-2013	Environmental completed
Kalispell City, MT	Upgrade airport to standards	Remove broadcast tower, acquire land, and construct new RW.	TBD	Environmental assessment being reevaluated, expected completion in 2011
Hamilton, MT	New RW to meet standards	Construct new RW	2012-2016	Environmental underway, expected completion in 2011
Hailey, ID	New airport to meet standards	Construct new airport	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	2014-2018	In the planning stage; expect to initiate environmental in FY-2011

Port Angeles, WA

APPENDIX

Busiest Airports in the Northwest Mountain Region

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 2030.
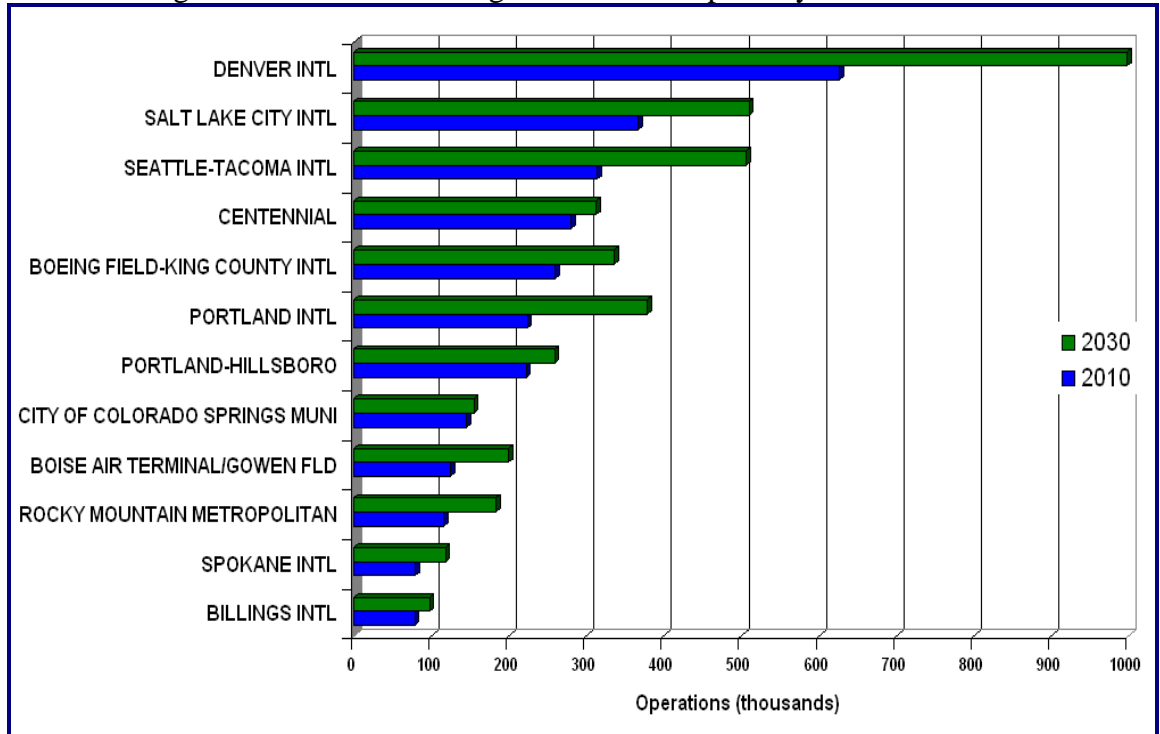
The airports with the most enplanements by 2030 are shown in the figure below.
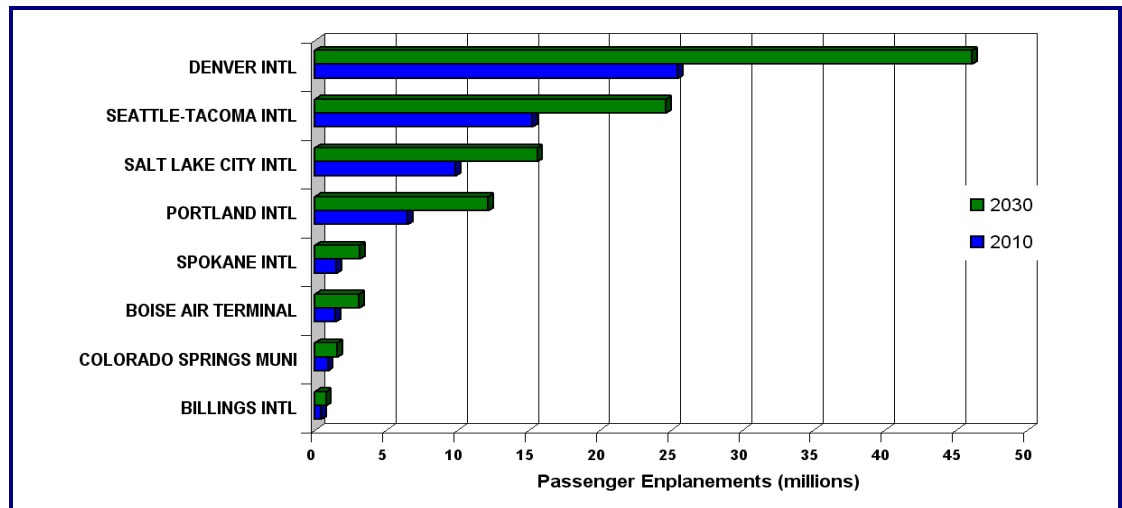
Focus Airports
Fiscal Year 2011

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:	<u>12</u>
Total:	26

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

Focus Airports
Fiscal Year 2011

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=Commericial Service
GA=General Aviation
R=Reliever

Focus Airports
Fiscal Year 2011

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:	<u>18</u>
Total:	25

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

Focus Airports
Fiscal Year 2011

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=Commericial Service
GA=General Aviation
R=Reliever

Focus Airports
Fiscal Year 2011

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=Commericial Service
GA=General Aviation
R=Reliever

Focus Airports
Fiscal Year 2011

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=Commericial Service
GA=General Aviation
R=Reliever

Aircraft Operations at Focus Airports

Fiscal Year 2009

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)	456,353	151,606	3,633	155	611,747
ENGLEWOOD, CO, CENTENNIAL (APA)	4	34,506	231,388	4,838	270,736
PUEBLO, CO, PUEBLO MEMORIAL (PUB)	202	4,606	143,913	4,186	152,907
COLORADO SPRINGS, CO, CITY OF COLORADO SPRINGS MUNI (COS)	20,239	18,065	70,367	37,050	145,721
GREELEY, CO, GREELEY-WELD COUNTY (GXY)	0	0	142,000	1,000	143,000
FORT COLLINS/LOVELAND, CO, FORT COLLINS-LOVELAND MUNI (FNL)	1,209	0	122,452	200	123,861
BROOMFIELD, CO, ROCKY MOUNTAIN METROPOLITAN (BJC)	0	3,916	118,138	1,006	123,060
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)	42	591	71,702	367	72,702
BOULDER, CO, BOULDER MUNI (BDU)	0	556	69,570	20	70,146
GRAND JUNCTION, CO, WALKER FIELD (GJT)	3,328	16,552	35,255	3,739	58,874
DURANGO, CO, DURANGO-LA PLATA COUNTY (DRO)	8,760	3,200	34,000	500	46,460
ASPEN, CO, ASPEN-PITKIN CO/SARDY FIELD (ASE)	8,363	10,081	22,377	103	40,924
EAGLE, CO, EAGLE COUNTY REGIONAL (EGE)	2,720	6,274	17,254	5,054	31,302
ALAMOSA, CO, SAN LUIS VALLEY REGIONAL/BERGMAN FIELD (ALS)	0	7,204	22,568	1,000	30,772
STEAMBOAT SPRINGS, CO, STEAMBOAT SPRINGS/BOB ADAMS FIELD (SBS)	0	1,777	18,660	13	20,450
AKRON, CO, COLORADO PLAINS REGIONAL (AKO)	0	180	20,000	70	20,250
PAGOSA SPRINGS, CO, STEVENS FIELD (PSO)	0	200	17,287	750	18,237
MONTROSE, CO, MONTROSE REGIONAL (MTJ)	5,412	0	12,341	38	17,791
CORTEZ, CO, CORTEZ MUNI (CEZ)	0	1,986	13,700	20	15,706
CANON CITY, CO, FREMONT COUNTY (1V6)	0	800	11,400	1,578	13,778
HAYDEN, CO, YAMPA VALLEY (HDN)	3,404	3,458	5,513	24	12,399
TELLURIDE, CO, TELLURIDE REGIONAL (TEX)	0	2,152	9,311	0	11,463
GUNNISON, CO, GUNNISON-CRESTED BUTTE REGIONAL (GUC)	1,263	581	6,094	50	7,988
COLORADO STATE TOTALS	511,299	268,291	1,408,903	61,771	2,250,264

Aircraft Operations at Focus Airports
Fiscal Year 2009
Source: FAA Terminal Area Forecasts (TAF)

Idaho Airports	Total Air Carrier	Total Air Taxi	Total General Aviation	Total Military	Total
CALDWELL (BOISE), ID, CALDWELL INDUSTRIAL (EUL)	0	2,476	151,122	402	154,000
BOISE, ID, BOISE AIR TERMINAL/GOWEN FLD (BOI)	40,711	15,769	59,774	12,916	129,170
HAYDEN LAKE, ID, COEUR D'ALENE AIR TERMINAL (COE)	0	27,200	94,420	1,428	123,048
NAMPA, ID, NAMPA MUNICIPAL (MAN)	0	1,600	72,546	0	74,146
MCCALL, ID, MCCALL MUNICIPAL (MYL)	0	18,709	45,325	100	64,134
IDAHO FALLS, ID, IDAHO FALLS REGIONAL (IDA)	1,218	8,755	31,920	226	42,119
ARBON VALLEY, ID, POCATELLO REGIONAL (PIH)	53	7,233	33,136	427	40,849
TWIN FALLS, ID, JOSLIN FIELD - MAGIC VALLEY RGNL (TWF)	216	9,003	20,624	1,900	31,743
LEWISTON, ID, LEWISTON-NEZ PERCE COUNTY (LWS)	2,497	4,975	21,095	702	29,269
HAILEY, ID, FRIEDMAN MEMORIAL (SUN)	809	10,120	18,180	134	29,243
GOODING, ID, GOODING MUNICIPAL (GNG)	0	300	21,006	50	21,356
DRIGGS, ID, DRIGGS-REED MEMORIAL (DIJ)	0	1,100	6,500	0	7,600
IDAHO STATE TOTALS	45,504	107,240	575,648	18,285	746,677

Montana Airports	Total Air Carrier	Total Air Taxi	Total General Aviation	Total Military	Total
BILLINGS, MT, BILLINGS LOGAN INTL (BIL)	12,311	24,857	46,178	315	83,661
BOZEMAN, MT, GALLATIN FIELD (BZN)	7,540	9,247	54,133	318	71,238
HELENA, MT, HELENA REGIONAL (HLN)	2,359	6,736	35,183	6,419	50,697
LAUREL, MT, LAUREL MUNICIPAL (6S8)	0	0	41,900	3,000	44,900
GREAT FALLS, MT, GREAT FALLS INTERNATIONAL (GTF)	8,792	8,257	19,628	4,457	41,134
MISSOULA, MT, MISSOULA INTERNATIONAL (MSO)	4,564	9,355	24,469	508	38,896
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
KALISPELL, MT, GLACIER PARK INTERNATIONAL (GPI)	2,792	6,324	18,399	987	28,502
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	520	13,400	700	15,868
MILES CITY, MT, FRANK WILEY FIELD (MLS)	0	3,200	8,000	0	11,200
HAVRE, MT, HAVRE CITY-COUNTY (HVR)	0	1,144	6,800	50	7,994
WEST YELLOWSTONE, MT, YELLOWSTONE (WYS)	0	270	7,000	90	7,360
GLENDIVE, MT, DAWSON COMMUNITY (GDV)	0	2,600	3,200	15	5,815
WOLF POINT, MT, L M CLAYTON (OLF)	2,910	250	2,300	0	5,460
MONTANA STATE TOTALS	45,520	95,064	367,098	17,385	525,067

Aircraft Operations at Focus Airports
Fiscal Year 2009
Source: FAA Terminal Area Forecasts (TAF)

Oregon Airports	Total Air Carrier	Total Air Taxi	Total General Aviation	Total Military	Total
PORTLAND, OR, PORTLAND-HILLSBORO (HIO)	0	6,056	223,999	324	230,379
PORTLAND, OR, PORTLAND INTERNATIONAL (PDX)	147,454	55,336	21,477	4,254	228,521
CORVALLIS, OR, CORVALLIS MUNICIPAL (CVO)	0	7,553	107,638	900	116,091
AURORA, OR, AURORA STATE (UAO)	0	9,788	79,457	250	89,495
PORTLAND, OR, PORTLAND-TROUTDALE (TTD)	4	1,564	74,114	255	75,937
EUGENE, OR, MAHLON SWEET FIELD (EUG)	7,575	12,799	50,518	3,038	73,930
SCAPPOOSE, OR, SCAPPOOSE INDUSTRIAL AIRPARK (SPB)	0	2,334	62,028	1,201	65,563
MC MINNVILLE, OR, MC MINNVILLE MUNI (MMV)	0	0	62,000	1,500	63,500
REDMOND, OR, ROBERTS FIELD (RDM)	4,444	9,680	41,275	307	55,706
SALEM, OR, MCNARY FIELD (SLE)	17	1,697	47,314	2,379	51,407
MEDFORD, OR, ROGUE VALLEY INTERNATIONAL - MEDFORD (MFR)	5,238	13,384	25,450	393	44,465
INDEPENDENCE, OR, INDEPENDENCE STATE (7S5)	0	0	44,146	0	44,146
ASTORIA, OR, ASTORIA REGIONAL (AST)	0	0	43,668	0	43,668
BEND, OR, BEND MUNICIPAL (BDN)	0	0	40,501	0	40,501
CRESWELL, OR, HOBBY FIELD (77S)	0	1,100	37,400	0	38,500
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
KLAMATH FALLS, OR, KLAMATH FALLS INTERNATIONAL (LMT)	25	5,767	15,915	7,517	29,224
GRANTS PASS, OR, GRANTS PASS (3S8)	0	320	24,897	100	25,317
NEWPORT, OR, NEWPORT MUNICIPAL (ONP)	0	2,002	19,025	3,000	24,027
ASHLAND, OR, ASHLAND MUNI-SUMNER PARKER FIELD (S03)	0	0	21,844	0	21,844
PENDLETON, OR, EASTERN OREGON REGIONAL AT PENDLETON (PDT)	94	4,124	11,935	3,471	19,624
ONTARIO, OR, ONTARIO MUNICIPAL (ONO)	0	0	16,370	0	16,370
HOOD RIVER, OR, KEN JERNSTEDT AIRFIELD (4S2)	0	0	14,839	0	14,839
PRINEVILLE, OR, PRINEVILLE (S39)	0	0	11,424	0	11,424
OREGON STATE TOTALS	170,958	146,153	1,136,376	35,117	1,488,604

Utah Airports	Total Air Carrier	Total Air Taxi	Total General Aviation	Total Military	Total
SALT LAKE CITY, UT, SALT LAKE CITY INTL (SLC)	172,481	140,470	58,955	2,098	374,004
PROVO, UT, PROVO MUNI (PVU)	38	845	94,597	743	96,223
OGDEN, UT, OGDEN-HINCKLEY (OGD)	9	639	87,342	791	88,781
SALT LAKE CITY, UT, SALT LAKE CITY MUNICIPAL 2 (U42)	0	450	72,702	7,500	80,652
LOGAN, UT, LOGAN-CACHE (LGU)	0	1,110	63,025	60	64,195
ST GEORGE, UT, ST GEORGE MUNI (SGU)	8,280	9,255	44,500	175	62,210
SPANISH FORK, UT, SPANISH FORK-SPRINGVILLE (U77)	0	330	43,809	0	44,139
CEDAR CITY, UT, CEDAR CITY MUNI (CDC)	3,650	4,490	21,675	250	30,065
HEBER, UT, HEBER CITY MUNICIPAL/RUSS McDONALD FIELD (36U)	0	1,510	26,692	100	28,302
BRIGHAM CITY, UT, BRIGHAM CITY (BMC)	0	280	23,294	0	23,574
MOAB, UT, CANYONLANDS FIELD (CNY)	1,200	3,400	5,400	150	10,150
VERNAL, UT, VERNAL (VEL)	0	1,460	7,500	0	8,960
WENDOVER, UT, WENDOVER (ENV)	785	0	5,828	1,326	7,939
BRYCE CANYON, UT, BRYCE CANYON (BCE)	0	2,000	5,200	0	7,200
UTAH STATE TOTALS	186,443	166,239	560,519	13,193	926,394

Aircraft Operations at Focus Airports
Fiscal Year 2009
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)	300,437	16,983	3,056	83	320,559
SEATTLE, WA, BOEING FIELD/KING COUNTY INTL (BFI)	10,120	65,705	188,235	2,998	267,058
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)	2,774	2,605	108,000	718	114,097
BREMERTON, WA, BREMERTON NATIONAL (PWT)	0	100	107,000	900	108,000
PUYALLUP, WA, PIERCE COUNTY - THUN FIELD (PLU)	0	3,388	96,612	0	100,000
RENTON, WA, RENTON MUNICIPAL (RNT)	343	727	82,049	159	83,278
SPOKANE, WA, SPOKANE INTL (GEG)	38,118	14,351	28,042	2,574	83,085
MOSES LAKE, WA, GRANT COUNTY (MWH)	5,962	2,464	40,444	20,111	68,981
OLYMPIA, WA, OLYMPIA (OLM)	3	2,285	65,322	1,216	68,826
BELLINGHAM, WA, BELLINGHAM INTL (BLI)	6,357	13,418	46,809	763	67,347
SPOKANE, WA, FELTS FIELD (SFF)	0	5,591	60,283	70	65,944
BURLINGTON/MOUNT VERNON, WA, SKAGIT REGIONAL/BAY VIEW (BVS)	0	2,000	59,800	100	61,900
SHELTON, WA, SANDERSON FIELD (SHN)	0	372	36,852	21,888	59,112
FRIDAY HARBOR, WA, FRIDAY HARBOR (FHR)	0	17,655	41,191	0	58,846
PORT TOWNSEND, WA, JEFFERSON COUNTY INTERNATIONAL (0S9)	0	1,500	56,500	0	58,000
TACOMA, WA, TACOMA NARROWS (TIW)	9	838	52,223	561	53,631
PORT ANGELES, WA, WILLIAM R FAIRCHILD INTERNATIONAL (CLM)	0	6,205	46,100	675	52,980
VANCOUVER, WA, PEARSON AIRPARK (VUO)	0	0	49,382	300	49,682
YAKIMA, WA, YAKIMA AIR TERMINAL (YKM)	2,596	5,777	38,481	2,247	49,101
CHEHALIS, WA, CHEHALIS-CENTRALIA (CLS)	0	4,500	43,000	210	47,710
EAST WENATCHEE, WA, PANGBORN MEMORIAL (EAT)	876	13,045	30,660	100	44,681
PASCO, WA, TRI-CITIES (PSC)	6,926	7,922	26,359	2,232	43,439
KELSO, WA, KELSO-LONGVIEW (KLS)	0	1,675	39,116	696	41,487
DEER PARK, WA, DEER PARK (DEW)	0	0	36,979	0	36,979
EASTSOUND, WA, ORCAS ISLAND (ORS)	0	7,833	27,290	0	35,123
WALLA WALLA, WA, WALLA WALLA REGIONAL (ALW)	1,510	1,040	28,111	111	30,772
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	380,031	204,869	1,839,695	58,912	2,483,507

Aircraft Operations at Focus Airports
Fiscal Year 2009
Source: FAA Terminal Area Forecasts (TAF)

Wyoming Airports	Total Air Carrier	Total Air Taxi	Total General Aviation	Total Military	Total
CHEYENNE, WY, CHEYENNE (CYS)	189	4,481	23,137	23,241	51,048
SHERIDAN, WY, SHERIDAN COUNTY (SHR)	2,992	2,555	36,135	150	41,832
CASPER, WY, NATRONA COUNTY INTL (CPR)	1,138	11,609	24,166	740	37,653
CODY, WY, YELLOWSTONE REGIONAL (COD)	0	6,465	31,000	25	37,490
JACKSON, WY, JACKSON HOLE (JAC)	6,905	6,458	15,453	175	28,991
GILLETTE, WY, GILLETTE-CAMPBELL COUNTY (GCC)	35	6,819	15,320	46	22,220
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)	3,255	74	9,510	530	13,369
RIVERTON, WY, RIVERTON REGIONAL (RIW)	1,487	1,794	3,818	25	7,124
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	16,871	44,853	194,448	25,006	281,178

Passenger Enplanements at Focus Airports

Fiscal Year 2009

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)	18,967,947	49	4,114,874	486,351	298,090	784,441	23,867,262
COLORADO SPRINGS, CO, CITY OF COLORADO SPRINGS MUNI (COS)	282,565	814	632,964	4	332	336	915,865
GRAND JUNCTION, CO, WALKER FIELD (GJT)	23,666	2,354	209,550	0	0	0	233,216
ASPEN, CO, ASPEN-PITKIN CO/SARDY FIELD (ASE)	11	3,597	207,150	0	10	10	207,171
EAGLE, CO, EAGLE COUNTY REGIONAL (EGE)	162,640	1,023	17,602	23	7	30	180,272
DURANGO, CO, DURANGO-LA PLATA COUNTY (DRO)	77	37	141,931	0	0	0	142,008
HAYDEN, CO, YAMPA VALLEY (HDN)	70,530	2	51,546	0	0	0	122,076
MONTROSE, CO, MONTROSE REGIONAL (MTJ)	17,090	21	73,855	0	0	0	90,945
GUNNISON, CO, GUNNISON-CRESTED BUTTE REGIONAL (GUC)	14,081	10	27,021	0	0	0	41,102
FORT COLLINS/LOVELAND, CO, FORT COLLINS-LOVELAND MUNI (FNL)	31,746	20	0	0	0	0	31,746
CORTEZ, CO, CORTEZ MUNI (CEZ)	0	0	7,590	0	0	0	7,590
TELLURIDE, CO, TELLURIDE REGIONAL (TEX)	10	3	7,162	0	0	0	7,172
ALAMOSA, CO, SAN LUIS VALLEY REGIONAL/BERGMAN FIELD (ALS)	0	22	6,353	0	0	0	6,353
PUEBLO, CO, PUEBLO MEMORIAL (PUB)	1,445	55	3,681	0	0	0	5,126
BROOMFIELD, CO, ROCKY MOUNTAIN METROPOLITAN (BJC)	0	382	69	0	0	0	69
ENGLEWOOD, CO, CENTENNIAL (APA)	31	989	17	0	10	10	58
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
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	19,571,839	9,437	5,501,365	486,378	298,449	784,827	25,858,031

Passenger Enplanements at Focus Airports

Fiscal Year 2009

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)	750,722	4,675	650,134	34	0	34	1,400,890
IDAHO FALLS, ID, IDAHO FALLS REGIONAL (IDA)	15,789	2,035	124,601	0	0	0	140,390
LEWISTON, ID, LEWISTON-NEZ PERCE COUNTY (LWS)	1,670	2,805	60,646	0	0	0	62,316
HAILEY, ID, FRIEDMAN MEMORIAL (SUN)	0	2,519	50,540	0	0	0	50,540
TWIN FALLS, ID, JOSLIN FIELD - MAGIC VALLEY RGNL (TWF)	43	1,067	27,108	0	0	0	27,151
ARBON VALLEY, ID, POCATELLO REGIONAL (PIH)	406	484	20,806	0	0	0	21,212
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
MCCALL, ID, MCCALL MUNICIPAL (MYL)	0	2	0	0	0	0	0
NAMPA, ID, NAMPA MUNICIPAL (MAN)	0	0	0	0	0	0	0
IDAHO STATE TOTALS	768,630	13,640	933,835	34	0	34	1,702,499

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)	159,618	16,434	235,312	0	0	0	394,930
BOZEMAN, MT, GALLATIN FIELD (BZN)	119,073	913	225,811	0	0	0	344,884
MISSOULA, MT, MISSOULA INTERNATIONAL (MSO)	54,743	4,257	227,065	20	0	20	281,828
KALISPELL, MT, GLACIER PARK INTERNATIONAL (GPI)	26,178	0	136,648	0	0	0	162,826
GREAT FALLS, MT, GREAT FALLS INTERNATIONAL (GTF)	34,154	198	110,803	7	136	143	145,100
HELENA, MT, HELENA REGIONAL (HLN)	805	594	84,783	0	0	0	85,588
BUTTE, MT, BERT MOONEY (BTM)	1,116	12	23,865	0	0	0	24,981
WEST YELLOWSTONE, MT, YELLOWSTONE (WYS)	0	17	4,318	0	0	0	4,318
SIDNEY, MT, SIDNEY-RICHLAND MUNICIPAL (SDY)	0	10,852	2,669	0	0	0	2,669
LEWISTOWN, MT, LEWISTOWN MUNICIPAL (LWT)	0	11	1,138	0	0	0	1,138
MILES CITY, MT, FRANK WILEY FIELD (MLS)	0	43	748	0	0	0	748
GLASGOW, MT, WOKAL FIELD/GLASGOW INTERNATIONAL (GGW)	0	193	723	0	0	0	723
WOLF POINT, MT, L M CLAYTON (OLF)	0	127	640	0	0	0	640
HAVRE, MT, HAVRE CITY-COUNTY (HVR)	0	2	481	0	0	0	481
GLENDIVE, MT, DAWSON COMMUNITY (GDV)	0	206	179	0	0	0	179
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	395,687	33,876	1,055,183	27	136	163	1,451,033

Passenger Enplanements at Focus Airports

Fiscal Year 2009

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)	4,595,748	688	1,629,189	135,793	88,455	224,248	6,449,185
EUGENE, OR, MAHLON SWEET FIELD (EUG)	40,832	627	289,550	0	0	0	330,382
MEDFORD, OR, ROGUE VALLEY INTERNATIONAL - MEDFORD (MFR)	33,639	2,277	244,178	0	0	0	277,817
REDMOND, OR, ROBERTS FIELD (RDM)	26,618	682	191,208	0	0	0	217,826
NORTH BEND, OR, NORTH BEND MUNICIPAL (OTH)	4	45	23,771	0	0	0	23,775
KLAMATH FALLS, OR, KLAMATH FALLS INTERNATIONAL (LMT)	0	308	19,811	0	0	0	19,811
PENDLETON, OR, EASTERN OREGON REGIONAL AT PENDLETON (PDT)	0	198	3,947	0	0	0	3,947
NEWPORT, OR, NEWPORT MUNICIPAL (ONP)	0	5	1,379	0	0	0	1,379
ASTORIA, OR, ASTORIA REGIONAL (AST)	0	79	1,075	0	0	0	1,075
SALEM, OR, MCNARY FIELD (SLE)	62	273	345	0	0	0	407
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	4,696,903	5,288	2,404,453	135,793	88,455	224,248	7,325,604

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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)	6,200,143	2,168	3,491,443	124,029	1,148	125,177	9,816,763
WENDOVER, UT, WENDOVER (ENV)	48,749	3	150	147	0	147	49,046
ST GEORGE, UT, ST GEORGE MUNI (SGU)	0	608	40,862	0	0	0	40,862
CEDAR CITY, UT, CEDAR CITY MUNI (CDC)	331	1,008	5,100	0	0	0	5,431
VERNAL, UT, VERNAL (VEL)	0	20	4,434	0	0	0	4,434
MOAB, UT, CANYONLANDS FIELD (CNY)	0	969	1,912	0	0	0	1,912
PROVO, UT, PROVO MUNI (PVU)	901	176	38	0	0	0	939
LOGAN, UT, LOGAN-CACHE (LGU)	572	10	47	0	0	0	619
OGDEN, UT, OGDEN-HINCKLEY (OGD)	33	14	0	0	0	0	33
BRYCE CANYON, UT, BRYCE CANYON (BCE)	0	25	2	0	0	0	2
BRIGHAM CITY, UT, BRIGHAM CITY (BMC)	0	2	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	6,250,729	5,006	3,543,988	124,176	1,148	125,324	9,920,041

Passenger Enplanements at Focus Airports

Fiscal Year 2009

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)	12,049,027	78	2,246,316	388,857	561,429	950,286	15,245,629
SPOKANE, WA, SPOKANE INTL (GEG)	1,013,711	396	478,834	165	0	165	1,492,710
BELLINGHAM, WA, BELLINGHAM INTL (BLI)	219,212	550	91,365	0	0	0	310,577
PASCO, WA, TRI-CITIES (PSC)	25,343	451	219,693	0	0	0	245,036
YAKIMA, WA, YAKIMA AIR TERMINAL (YKM)	2,224	660	56,770	0	0	0	58,994
EAST WENATCHEE, WA, PANGBORN MEMORIAL (EAT)	0	618	50,920	0	0	0	50,920
SEATTLE, WA, BOEING FIELD/KING COUNTY INTL (BFI)	3,625	2,475	28,428	0	146	146	32,199
WALLA WALLA, WA, WALLA WALLA REGIONAL (ALW)	0	66	31,730	0	0	0	31,730
PULLMAN, WA, PULLMAN/MOSCOW REGIONAL (PUW)	1,449	34	30,128	0	0	0	31,577
FRIDAY HARBOR, WA, FRIDAY HARBOR (FHR)	0	40	13,151	0	0	0	13,151
PORT ANGELES, WA, WILLIAM R FAIRCHILD INTERNATIONAL (CLM)	0	13	12,978	0	0	0	12,978
EASTSOUND, WA, ORCAS ISLAND (ORS)	0	61	3,396	0	0	0	3,396
MOSES LAKE, WA, GRANT COUNTY (MWH)	367	22	1,314	0	0	0	1,681
PORT TOWNSEND, WA, JEFFERSON COUNTY INTERNATIONAL (0S9)	0	7	553	0	0	0	553
BREMERTON, WA, BREMERTON NATIONAL (PWT)	0	1	361	0	0	0	361
EVERETT, WA, SNOHOMISH COUNTY (PAINE FLD) (PAE)	120	88	65	0	0	0	185
TACOMA, WA, TACOMA NARROWS (TIW)	0	4	26	0	0	0	26
BURLINGTON/MOUNT VERNON, WA, SKAGIT REGIONAL/BAY VIEW (BVS)	0	0	18	0	0	0	18
OLYMPIA, WA, OLYMPIA (OLM)	0	44	3	0	0	0	3
SHELTON, WA, SANDERSON FIELD (SHN)	0	0	3	0	0	0	3
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
PUYALLUP, WA, PIERCE COUNTY - THUN FIELD (PLU)	0	0	0	0	0	0	0
RENTON, WA, RENTON MUNICIPAL (RNT)	0	4	0	0	0	0	0
RICHLAND, WA, RICHLAND (RLD)	0	4	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	13,315,078	8,846	3,266,052	389,022	561,575	950,597	17,531,727

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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)	199,690	4,807	81,981	0	3	3	281,674
CASPER, WY, NATRONA COUNTY INTL (CPR)	13,759	759	59,174	0	0	0	72,933
CODY, WY, YELLOWSTONE REGIONAL (COD)	0	14	27,307	0	0	0	27,307
GILLETTE, WY, GILLETTE-CAMPBELL COUNTY (GCC)	379	1	26,876	0	0	0	27,255
ROCK SPRINGS, WY, ROCK SPRINGS-SWEETWATER COUNTY (RKS)	422	123	20,934	0	0	0	21,356
RIVERTON, WY, RIVERTON REGIONAL (RIW)	0	0	14,817	0	0	0	14,817
SHERIDAN, WY, SHERIDAN COUNTY (SHR)	0	31	14,648	0	0	0	14,648
CHEYENNE, WY, CHEYENNE (CYS)	1,246	407	11,528	0	0	0	12,774
LARAMIE, WY, LARAMIE REGIONAL (LAR)	648	40	8,071	0	0	0	8,719
WORLAND, WY, WORLAND MUNICIPAL (WRL)	0	23	2,530	0	0	0	2,530
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	216,144	6,357	267,866	0	3	3	484,013