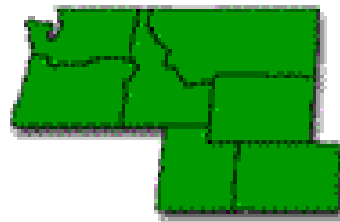




*Pullman/Moscow Regional Airport, WA*



## **NORTHWEST MOUNTAIN REGIONAL AIRPORT PLAN - 2012**

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## 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 our initiatives and measures of our progress.

**Relationship to Destination 2025 and other Objectives**

The FAA’s annual *Destination 2025* sets out agency goals to increase aviation safety and capacity, provide international leadership, and achieve organizational excellence. This is available at [www.faa.gov](http://www.faa.gov).<sup>1</sup> The FAA Airports (ARP) line-of-business generates its Business Plan for Airports, a bridge between the agency’s 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 *Destination 2025* and Airports Business Plan goals.

**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. 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 Airports Capital Improvement Program (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**

Although entitlements are the primary source of Airport Improvement Program (AIP) funding for airport development, discretionary funding is key to our ability to complete RAP initiatives. 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’s investment strategy. The development of good ACIPs is the

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<sup>1</sup> *Destination 2025* is a replacement plan for last year’s *Flight Plan*.

reason for much of our success. Because of good planning and well defined projects, our region is agile and able to strategically spend federal dollars on sound investments, and maintain the high use of funds that exceeds the Office of Management and Budget's burn rate (funds use) goals.

In fiscal year 2011, this region provided airports with over \$230 million in AIP discretionary funds. The following table 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.

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

Project Type	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
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%

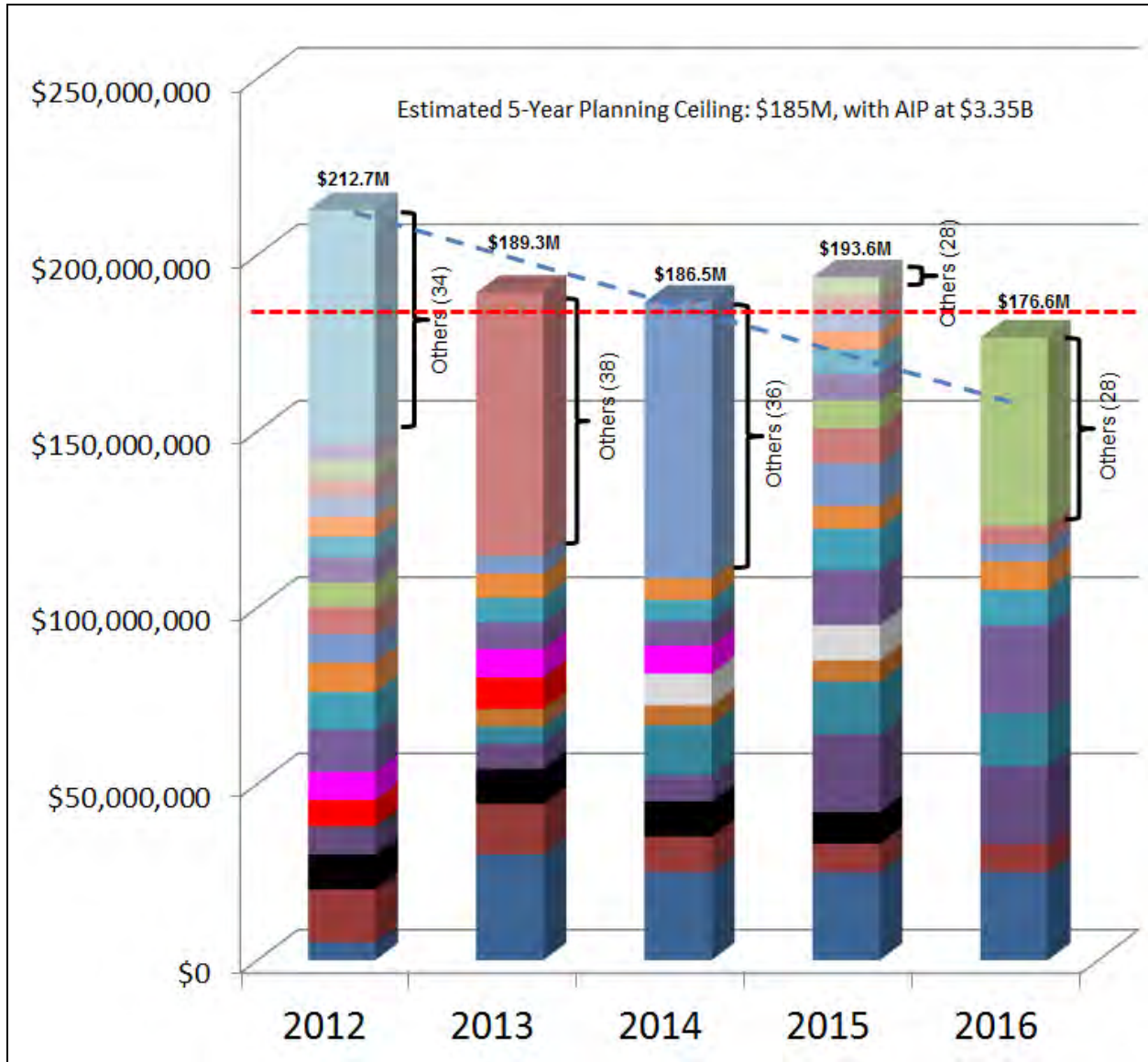
**Plans for  
Large Capital  
Projects**

Planning is a very important process that guides our overall program direction. We attempt to coordinate the larger projects, so that they can be blended with the other funding needs of the region, without creating either huge shortfalls or overages. This regional view provides a more complete picture of the program, allowing for flexibility and accommodation of changes as needed. The chart on the following page provides a visual of our large capital projects (>\$5M) projects currently in our 5-year ACIP. The planning ceiling is based on the total annual Appropriation and is somewhere between 5-6% of the national AIP. The planning ceiling is higher than the amount of funding we anticipate and its use has several benefits:

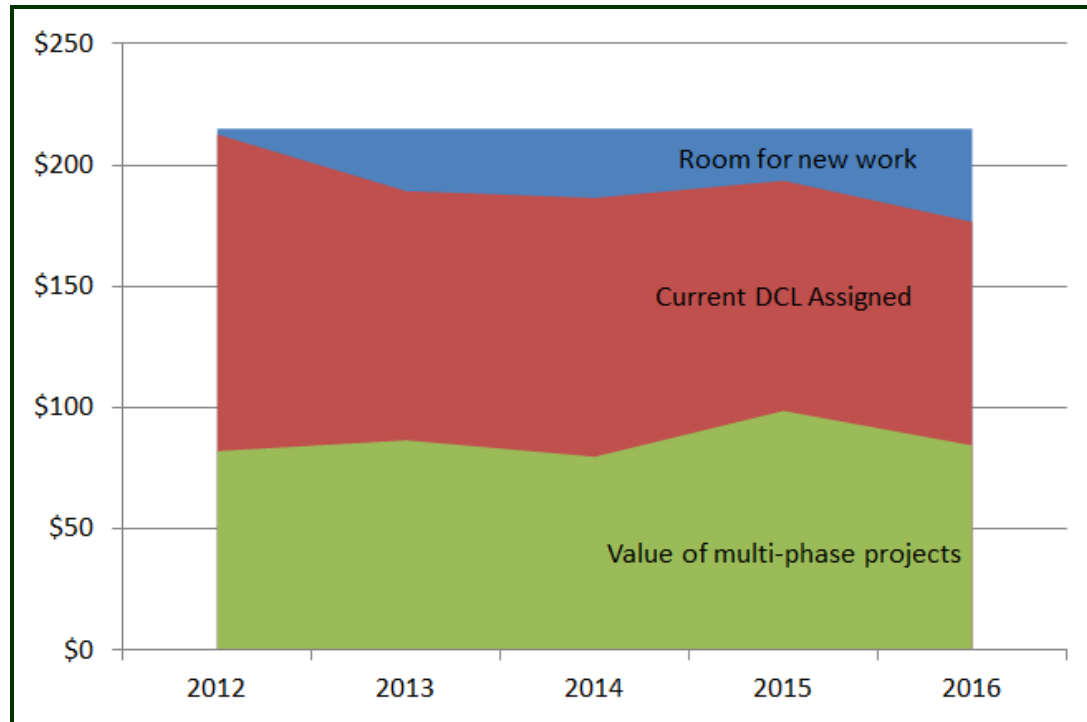
- It limits, to a reasonable level, the amount of need we have identified for potential funding.
- It allows us regional flexibility in selecting candidate projects to fund.
- It allows more projects than we will be able to fund so that we always have good projects in the queue as the funding year progresses, for example, if bids come in good, or a planned project drops.

Once we have actual funding allotments for the grant year, we are able to quickly deliver grants to fund projects and meet the needs of our airports. Because the total needs exceed available funding every year, unfunded projects are deferred to subsequent years, and re-evaluated for ranking purposes.

**Chart 1: Large Capital Projects - Discretionary Funding Levels**



**Chart 2:  
Current  
Discretionary  
Funding Plan**



The figure above indicates how much of our expected funding is planned for projects, and how much of the funding remains for new work. 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.

The process to get your project into the five year ACIP is simple. The airport sponsor should undertake master or system planning efforts to 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) or a state CIP (SCIP). Then, the sponsor submits their potential NPIAS project to FAA. Next, FAA will evaluate the project for eligibility, project justification, sponsor performance and compliance, how it ranks in accordance with AIP priority formulas, regional initiatives identified in the RAP, and against other competing projects to determine whether it should be considered for the ACIP, at which point capital funding may be available. To effectively compete for funding, projects should:

- Be adequately justified;
- Have updated cost estimates; and
- Not constantly change

**Reauthorization**

After many years of continuing resolutions, we have a stable funding stream with the passage of The FAA Modernization and Reform Act of 2012 (Public Law 112-95), which is a 4-year authorization. This will provide us with consistent funding for important airport planning, development, environmental, and noise compatibility planning programs. It is a \$3.35 billion annual authorization through 2015.

## OUR AIP INVESTMENT STRATEGY

### Preamble

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 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. This can be seen in our efforts to incorporate Safety Management System (SMS) processes into our projects.

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) throughout the U.S. 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. 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 Geospatial 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 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 which equals less emissions. In addition, we encourage airports to meet Leadership in Energy and Environmental Design (LEED) certification in all AIP-funded buildings, because the airports can expect lower operating costs and a reduced environmental impact,

both in terms of construction and operation.

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 needed airport development in the most effective manner. 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 2012 RAP	Potential Implementation Steps
<b>Safety and Standards</b>		
<p>Enhance and support safety at airports</p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Identify Part 139 requirements and equipment to be included in the ACIP.</li> <li>• Evaluate confusing airport pavement geometry in master plan studies where problems have been indicated.</li> <li>• Improve and develop airports to meet anticipated demand, i.e. business-jet activity.</li> <li>• Fund replacement of aging ARFF vehicles.</li> <li>• Fund required wildlife hazard assessments.</li> </ul>	<ul style="list-style-type: none"> <li>• Integrate Construction Safety Plans and Part 139 certification</li> <li>• Fund recommended pavement reconfiguration to correct confusing airfield geometries.</li> <li>• Fund approach surveys and projects supporting forecast demand and enhancing access.</li> <li>• Fund required wildlife hazard assessment (WHA) plans.</li> <li>• Complete RAP safety initiatives.</li> </ul>
<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"> <li>• ARP SMS program under development. For large-hub airports, SMS is required for AIP and PFC projects.</li> </ul>	<ul style="list-style-type: none"> <li>• Evaluate impacts on funding and resources and project schedules.</li> <li>• Develop regional procedures to implement and provide training to staff.</li> <li>• Work with ATO to develop mutually-acceptable guidance that establishes when/how SMS is to be undertaken</li> </ul>

	<b>Initiative</b>	<b>Included in 2012 RAP</b>	<b>Potential Implementation Steps</b>
<b>Pavement</b>	<b>Pavement Preservation</b>		
	Preserve needed pavement. Use relevant data to make investment decisions.	<ul style="list-style-type: none"> <li>Promote recycling of materials and support economical specifications.</li> </ul>	<ul style="list-style-type: none"> <li>Determine the best course of action considering PCI, useful life, use of pavement, risks, and other factors.</li> </ul>
<b>Access</b>	<b>Capacity and Enhanced Access</b>		
	Prepare busy GA airports for NextGen-type technologies; streamline BCA process.	<ul style="list-style-type: none"> <li>Inventory airports and develop ACIP plan for needed infrastructure to meet NextGen (C-III standards and RNP precision approach procedures) at busy GA locations.</li> </ul>	<ul style="list-style-type: none"> <li>Develop 5-year regional ACIP to ensure aviation needs are met.</li> <li>Process survey data into AGIS.</li> <li>Fund infrastructure needs to support NextGen.</li> <li>Support regional studies on the use of NextGen strategies</li> </ul>
<b>Green</b>	<b>Environmental</b>		
	Reduce airport ground emissions and promote sustainability	<ul style="list-style-type: none"> <li>Provide information and encourage the use of available programs to reduce emissions (VALE).</li> <li>Encourage recycling and the use of “green” construction methods and materials (require in design report).</li> <li>Encourage obtaining Leadership in Energy and Environmental Design (LEED) certification in all AIP-funded buildings.</li> <li>Complete two Sustainability Management Plan pilot projects.</li> </ul>	<ul style="list-style-type: none"> <li>When conducting a Part 150 study with flight procedures, explore alternatives using RNP, RNAV, and other fuel saving approaches (CDA) if applicable.</li> <li>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).</li> <li>Nominate additional airports for future grant programs, and promote and encourage sustainability planning for airports in the region.</li> </ul>

## RUNWAY SAFETY AREAS (RSAs)

### Initiative

**Goal:** *Complete improvement of nonstandard safety areas.*

### Progress

Since 1998, our focus has been to construct standard runway safety areas (RSAs) at RAP airports. Of the 432 runway ends evaluated, 92 were sub-standard. Of these, we have completed all but one at our 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)<sup>2</sup> and Telluride (9/27). The new replacement airport which opened at St. George in 2011 corrected the RSA deficiencies of the old airport. At present, among the RAP focus locations, only Rocky Mountain Metropolitan (BJC) remains to be completed. We will complete the Runway 11L/29R RSA there in 2015.

We are very proud of the accomplishment of this initiative and the added factor of safety it brings to our flying public. We will continue to emphasize correction of substandard safety areas, including at non-RAP locations, and where funding sources other than discretionary will be also used. Finally, for any RSA currently meeting design standards that may need to be improved in the future due to an upgrade in airport reference code (ARC), we will address that as part of a comprehensive development package to meet safety and standards.

In addition to the dimensional standards for runway safety areas, we continue to work with the Air Traffic Organization (ATO) to identify and remove or make frangible nav aids that are currently in the safety area but not required to be there by function. This includes many localizers and glide slope antennas as well as power units and equipment shelters for nav aids. We continue to support ATO in their efforts to compete this by 2015.

### Pullman, WA



<sup>2</sup> Not a RAP focus location.

## PREPARE AIRPORTS FOR NEXTGEN-TYPE TECHNOLOGIES AND ENHANCE ACCESS

### NextGen

Our vision is to deliver improved airport access through innovation. We plan to do this by protecting the availability of existing airport facilities and use them as efficiently as possible, while making strategic investment in new infrastructure consistent with our evolving aviation needs. With the next generation (NextGen) of aviation, we anticipate increased access to airports through advancing navigation technology and greater numbers of properly equipped aircraft that are capable of using the new Performance Based Navigation (PBN) procedures. Therefore, we are working to enhance access to airports by meeting upgraded airport design standards and facilitating NextGen-type technologies such as WAAS-based LPV approaches. At selected airports that have LPV approaches today, we are working to identify obstruction mitigation and infrastructure improvements such as lighting or full-length parallel taxiways, that are needed to achieve lower ceiling and visibility minima. We are also seeking the development of new LPV approaches to qualified runways that don't yet have an ILS or PBN approach procedure.

### LPV/WAAS 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. Since 2009, we have been identifying locations where LPV is viable and funding needed surveys with AIP. While these surveys have been completed, the WAAS Office is funding surveys at additional airports. We continue to coordinate with the WAAS Office to identify and prioritize other potential locations for LPVs. FAA plans to have LPV approaches to all qualified runways by 2016.

### NextGen for GA airports

In 2011, we launched a system plan study with the Puget Sound Regional Council (PSRC) to evaluate what a densely populated area can do to prepare the general aviation (GA) airport community for NextGen-type technologies. The study is currently underway and will determine existing and future assets needed to support NextGen, particularly for PBN including LPV and, where beneficial, Required Navigation Performance (RNP). The study is expected to result in identifying any gaps and make recommendations moving forward. We are working closely with our Headquarters on this effort so that this information can help guide how we progress in preparing GA airports for NextGen on a national level.

### Geospatial Information

A key to our efforts to extend the benefits of NextGen-type technologies to airports is providing current and accurate data. FAA has been developing the state-of-the-art Airports Geospatial 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). Our region is well underway in working towards the goal of entering the

airport data and currently has many in various stages of approval in AGIS. Some of these are safety-critical information such as runway threshold locations for new procedures, or airport-wide data from planning studies that will eventually produce eALPs. 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.

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

We continue to monitor activity of business jets and high-speed turbo-aircraft at airports, especially 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 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. The below table shows the remaining projects and locations we are monitoring.

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

Location	OPS > 500	OPS >250 <499	Current ARC	Needed ARC	Status	FY Completion
McCall, ID		X	B-II	C	Planned	2013
Meeker, CO <sup>1</sup>		X	B-I	C	Planned	2015
Pullman, WA	X		B-II	C	Planned	2018
Canon City, CO		X	B-II	C	Planned	TBD
Aurora, OR	X		B-II	C	Master Plan Update	TBD
Hailey, ID	X		C-III <sup>2</sup>	C	Master Plan Update	TBD

<sup>1</sup> Non-RAP location.

<sup>2</sup> Cannot meet most C-III design standards.

## 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 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) recommended improved taxiway and apron layout configurations and taxiway designation schemes that should enhance safety by mitigating some impacts on pilots' situational awareness. In 2011, Change 17 to AC 150/5300-13, Airport Design, incorporated much of the recommendations of EB-75, and these are now design standards.

Implementing this initiative is twofold:

- To plan, in the ALP and ACIP, future airfield development to avoid creating new configurations which might be confusing to airport users; and
- To identify, and to the extent practicable, remedy existing problematic airfield configurations through development projects.

As a first phase, we are compiling an inventory of airports with known problematic areas that have been reported in Runway Safety Action Team (RSAT) studies and action item lists, by airport traffic control tower (ATCT) personnel or through Airports District Office (ADO)- or Part 139 certification inspections (some of these areas are shown as "hot spots" in aeronautical publications). We are working closely with the Runway Safety Office (RSO) on the airfield inventory, and RSO is performing a root-cause analysis of vehicle/pedestrian deviations (V/PDs). The inventory and analysis will yield a list of potential projects at individual airports to correct problem areas for funding consideration in the 5-year ACIP.

In addition, 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**<sup>3</sup> to address such airfield geometries, including:

- During an ALP review, our **planners** evaluate airfield configuration in light of these new standards, ensure that safety analysis of existing and proposed airfield layout is performed, and advance recommended remedies into the ALP and ACIP.
- Our **engineers** review the ALP (with the planner) and ensure that the projects in the 5-year ACIP are designed and constructed in accordance with the new standards and recommendations from the airport's RSAT report, if any.
- Prior to each Part 139 inspection, our **cert inspectors** review the ALP and the Signage and Marking Plan in light of with the new standards and recommendations from the airport's RSAT report, if any.

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

<sup>3</sup> Our Regional action plan was presented at the 2011 FAA workshop on mitigating runway incursions through improved taxiway geometry.

## 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 Class III Part 139 locations (all of the below are Essential Air Service (EAS) airports 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 complete. In 2003 we rehabilitated and grooved Runways 1-19 and 10-28 at Sidney; in 2003 we rehabilitated Runway 8-26 at Glasgow and grooved it in 2006; in 2007 we rehabilitated and grooved Runway 12-30 at Glendive; and in 2009, we finished rehabilitation and grooving on Runway 12-30 at Miles City. Wolf Point Runway 11-29 paving was completed in fall, 2010, and the grooving and final marking were completed in spring, 2011. Due to flooding in 2011, minor grading and seeding on this project will be completed in spring, 2012. The Lewistown taxiway lighting was completed in 2010 and the Runway 7-25 rehabilitation was completed in 2011. Rehabilitation and grooving of Runway 12-30 at Glasgow is underway and is scheduled for completion in 2012. The remaining friction treatment work for Runway 8-26 at Havre and Runway 4-22 at Miles City are planned as shown in the following table.

**Table 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	2014	2015
Frank Wiley Field, Miles City, MT (MLS)	Friction Treatment	4/22	2015	2016

**Runway Grooving**



## 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 ARFF 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. An ARFF vehicle purchase is a major capital outlay, so it is prudent to plan well ahead and base replacement in part on expected end-of-useful-life. That is when a vehicle may become unreliable, regardless of maintenance efforts, and ensuring its readiness may become 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 24 primary vehicles older than 10 years. Of those, 8 are over 20 years old and 4 are over 30 years of age. Our goal, in the coming 1-6 years, is to replace all primary ARFF vehicles exceeding 15 years old 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 4:  
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:	6	8	4	18
Non-scheduled:	4	2	0	6
Totals:	10	10	4	24

**Modern  
ARFF  
Vehicle,  
Helena, MT**





## WILDLIFE HAZARD ASSESSMENTS

***Goal: Assess potential hazards of wildlife at specified general aviation (GA) and certificated airports, and develop wildlife management plans where needed.***

To meet requirements of 14 CFR Part 139, we funded wildlife hazard assessments (WHA) and wildlife hazard management plans (WHMP) at certificated airports which had a “triggering event.” Because wildlife is a potential hazard at other airports, we started a continuing program to address it.<sup>1</sup> In FY-11 we began funding WHAs on a voluntary basis at all certificated airports, even those with no prior wildlife concerns. We also now conduct WHAs at “Group 1” GA airports (those with either 100+ based jet/turboprop aircraft or 75,000+ annual operations). The first assessments must begin by the end of FY-15. GA airports with fewer turbine aircraft or operations also will have wildlife hazards site visits. WHAs for Group 1 airports and certificated airports with no previous WHAs are shown in the below table by anticipated funding year. Initial WHAs are already underway at many certificated airports.

<sup>1</sup> Based on FAA’s July 30, 2010, response to NTSB safety recommendations

**Table 5:  
Airports  
needing  
initial Wildlife  
Hazard  
Assessments**

Grant Year	Group 1 GA Airports Needing WHA		Certificated Airports Needing First WHA	
	Location	Airport	Location	Airport
2011			Durango, CO	Durango-LaPlata County (initiated)
2011			Lewiston, ID	Lewiston-Nez Perce (initiated)
2011			Bozeman, MT	Gallatin Field (initiated)
2011			Butte, MT	Bert Mooney Airport (complete)
2011			Great Falls, MT	Great Falls International Airport (complete)
2011			Helena, MT	Helena Regional Airport (complete)
2011			Wolf Point, MT	L.M. Clayton Airport (complete)
2011			Missoula, MT	Missoula International Airport (complete)
2012	Auburn, WA	Auburn Municipal	Aspen, CO	Aspen-Pitkin County Airport (complete)
2012	Denver, CO	Centennial (initiated)	Eagle, CO	Eagle County Regional
2012	Blackfoot, ID	McCarley Field	Cortez, CO	Cortez Municipal Airport
2012	Portland, OR	Portland-Troutdale (initiated with local funds)	Twin Falls, ID	Magic Valley Regional Airport (complete)
2012			Kalispell, MT	Glacier Park International
2012			Lewistown, MT	Lewistown Municipal Airport (initiated)
2012			Sidney, MT	Sidney-Richland Muni.
2012			W. Yellowstone, MT	Yellowstone
2012			Logan, UT	Logan International

**Table 5  
(cont.):  
Airports  
needing  
initial Wildlife  
Hazard  
Assessments**

2012			Provo, UT	Provo Municipal
2012			Pullman, WA	Pullman Moscow Regional Airport
2012			Walla Walla, WA	Walla Walla Regional
2012			Casper, WY	Natrona County International Airport
2013	Erie, CO	Erie Municipal Airport	Coeur d'Alene, ID	Coeur d'Alene
2013	Greeley, CO	Greeley-Weld County	Glendive, MT	Dawson Community
2013	Caldwell, ID	Caldwell Industrial	Miles City, MT	Frank Wiley Field
2013	West Jordan, UT	South Valley Regional	Ogden, UT	Ogden-Hinckley
2013	Arlington, WA	Arlington Municipal	Vernal, UT	Vernal
2013	Puyallup, WA	Pierce County – Thun Field	Pendleton, OR	Eastern Oregon Regional
2013	Renton, WA	Renton Municipal	Riverton, WY	Riverton Regional
2013	Spokane, WA	Felts Field		
2013	Tacoma, WA	Tacoma Narrows		
2014	Longmont, CO	Vance Brand	Telluride, CO	Telluride Regional
2014	Bremerton, WA	Bremerton National	Glasgow, MT	Wokal Field/Glasgow Intl.
2014	Ephrata, WA	Ephrata Municipal	Havre, MT	Havre City/County
2014			Wendover, UT	Wendover
2014			Laramie, WY	Laramie Regional
2015	Scappoose, OR	Scappoose Industrial Airpark	Alamosa, CO	San Luis Valley Regional
2015			Newport, OR	Newport Municipal
2015			Moab, UT	Canyonlands Field
2015			St. George, UT	St. George Municipal
2015			Worland, WY	Worland Municipal

**Wildlife on-  
and near  
airports**



## SUSTAIN OUR FUTURE

**Initiative 1**

**Goal:** *Reduce the number of students and residences that are exposed to aircraft noise.*

**Progress**

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 6:  
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 <sup>1</sup> to Benefit from AIP Funding (w/in 65 DNL) Based on Published Noise Map	No. of People Remaining and Still Eligible (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 <sup>2</sup>	5,500 <sup>2</sup>
Jackson Hole, WY	2004	Completed			
Paine Field, WA	2004	Map completed			
Boeing Field, WA	2005	Completed		7,092 <sup>2</sup>	7,092 <sup>2</sup>
Missoula, MT	2005	Completed		0	0
Boise, ID	2006	Completed		103 <sup>2</sup>	103
Portland, OR	2007 <sup>4</sup>	Completed	2016	24 <sup>3</sup>	24 <sup>3</sup>
Great Falls, MT	2007	Completed		782 <sup>5</sup>	477
Centennial, CO	(2004) <sup>6</sup>	Completed <sup>6</sup>			
Bellingham, WA	1991	Completed			
Billings, MT	1987	Completed			

<sup>1</sup> Does not include people benefiting from prior NCPs.

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

<sup>3</sup> Number revised from 1,280 based on revised NEMs (7/21/10).

<sup>4</sup> Noise exposure maps updated in 2010. NCP reconfirmed in 2010.

<sup>5</sup> 782 includes a total of 340 estimated homes per GTF NCP (2.3 persons per home). Number of people remaining based on 782-305=477 per table 7 below.

<sup>6</sup> Publication in Federal Register in 2008.

The following table shows the number of people who benefited by year from our noise projects.

**Table 7:  
People  
Benefited**

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*	--	459			
Number of Residents (BFI)							263*	168*	168*	318			
Number of Residents (GTF)							23	144*	69	69			

\* Source: SOAR

**Initiative 2**

***Goal: Reduce airport ground emissions.***

We encourage and solicit VALE applications for viable projects supporting this initiative.

**Progress**

The Voluntary Airport Low Emission (VALE) program is a national program designed to reduce all sources of airport ground emissions. Congress created the program in 2004 to help airport sponsors located in non-attainment or maintenance areas to meet their state-related air quality responsibilities under the Clean Air Act. It is funded through the Airport Improvement Program and Passenger Facility Charges. The following airports are eligible for consideration because they are located within non-attainment or maintenance areas.

Denver International Airport, Denver, CO  
City of Colorado Springs Municipal Airport, Colorado Springs, CO  
Aspen-Pitkin County/Sardy Field, Aspen, CO  
Fort Collins-Loveland Municipal, Fort Collins, CO  
Telluride Regional, Telluride, CO  
Boise Air Terminal/Gowen Field, Boise, ID  
Bert Mooney Airport, Butte, MT  
Portland International Airport, Portland, OR  
Mahlon Sweet Field, Eugene, OR  
Rogue Valley International, Medford, Medford, OR  
Klamath Falls Airport, Klamath Falls, OR

FAA issued a VALE grant to Seattle-Tacoma International Airport in 2010 and in 2011 for a PC air and gate electrification project. The project, when completed, will result in the following approximate annual emission reductions.

Carbon Monoxide: 80.2 tons per year  
VOCs: 6.4 tons per year  
Oxides of Nitrogen: 73.2 tons per year  
Sulfur Dioxide: 10.2 tons per year  
Particulate Matter: 10.1 tons per year

**Initiative 3**

***Goal: Reduce environmental, social, and financial impacts through sustainable airport planning.***

**Progress**

Specifically, our target is to complete two Sustainability Management Plan Projects in FY2012/FY2013. We will nominate additional airports for future grant programs, and promote and encourage sustainability planning for airports in the region.

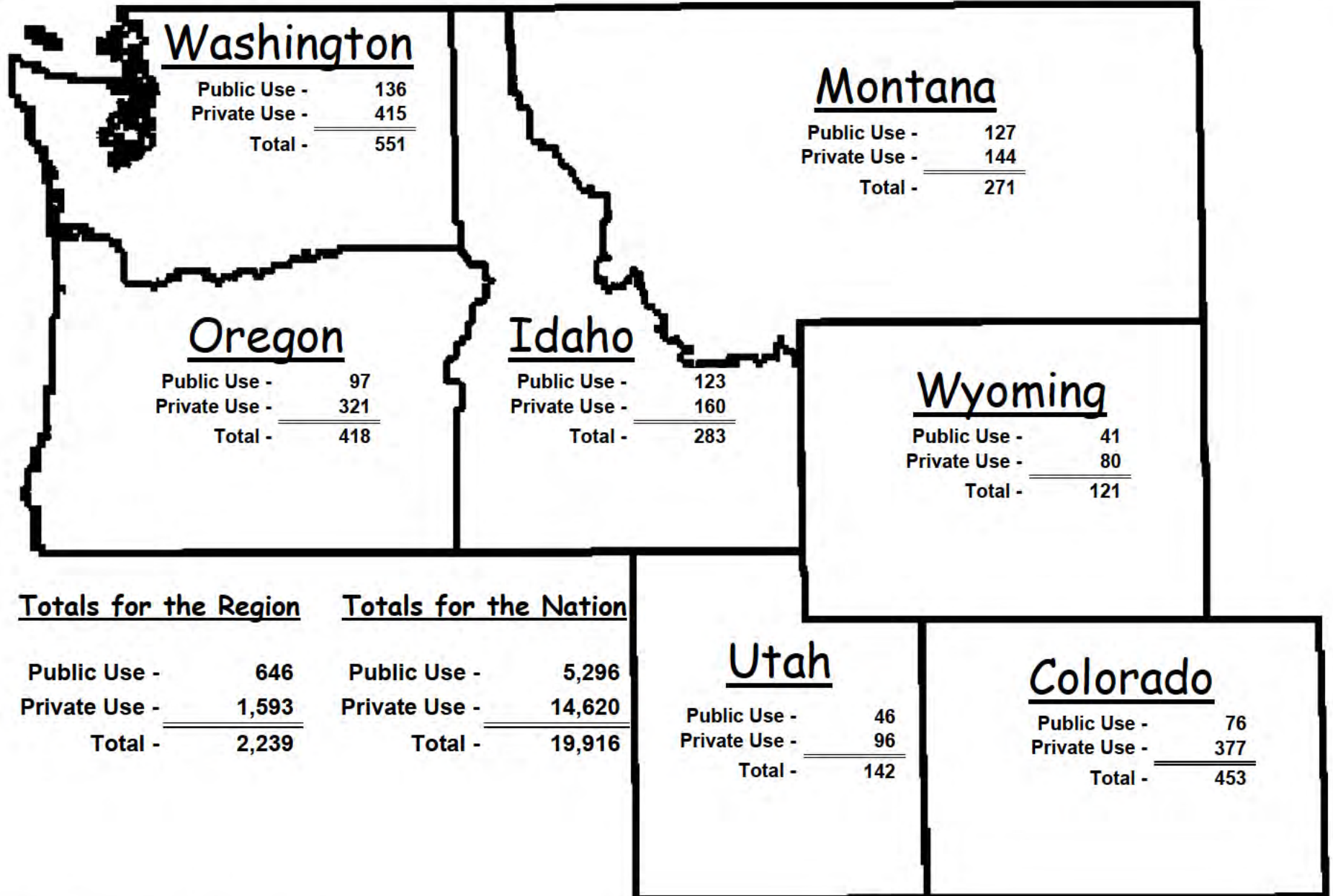
In 2009, FAA issued grants to ten airports nationally for the development of Sustainable Master Plans or Sustainability Management Plans. Two airports in the Northwest Mountain Region were selected – Denver International Airport (DEN) and Renton Municipal Airport (RNT). Both airports are developing Sustainability Management Plans with the funding provided by FAA, and are both anticipated to complete their programs by December, 2012. Both airports are sharing valuable lessons-learned through the plan-development process.

We have identified several potential airports for consideration for future sustainability grant cycles. For airports in ANM selected by Headquarters for future grants, we will work with these airports to develop successful plans by building on the work conducted through the initial grant program.

We will utilize the sustainability grant program to assist airports in the following areas:

- Environmental Compliance through the use of the Environmental Management System Plan-Do-Check-Review cycle
- Energy efficiency
- Reducing landfilled waste volumes through recycling/reuse/reduction programs
- Emission reductions
- Total project cost analysis vs. capital cost analysis
- Community outreach and participation

# Numbers of Airports - Northwest Mountain Region



# Focus Airports

Fiscal Year 2012

## 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 2012

### 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 2012

### 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 2012

### 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

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

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

# Focus Airports

## Fiscal Year 2012

### 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 2012

## 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**