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THE AIRPORTS APPROACH

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Airport Improvement Program gets a gold star for accomplishments in 2004

We had another very successful year for the Airport Improvement Program in the Northwest Mountain Region. The chart below shows some of the highlights:

STATE	NO.OF PROJ.	ENTITLEMENT FUNDS	DISCRETIONARY FUNDS	TOTAL PROGRAM
Colorado	47	$33,161,039	$32,030,802	$65,191,841
Idaho	21	$20,314,770	$10,885,000	$31,199,770
Montana	32	$22,067,284	$10,520,528	$32,587,812
Oregon	27	$25,986,874	$12,742,843	$38,729,717
Utah	30	$17,508,851	$11,301,938	$28,810,789
Washington	38	$35,921,065	$48,726,343	$84,647,408
Wyoming	30	$17,886,583	$28,902,537	$46,789,120
Region Total	225	$172,846,466	$155,109,991	$327,956,457

Our share of national discretionary funding was 17 percent, a little higher than usual. More than 90 percent of grants were issued based on bids or other known costs. This is a much higher percentage than in recent years, and we expect it to help make the entire project accomplishment more efficient.

We met most of our project-specific goals, including continuing progress on safety-related improvements. We exceeded our basic goal for project closeouts, closing 242 grants, while opening 225 new ones.

For some specific project highlights, look for our report of work-plan accomplishments, and our annual report card, which will be issued soon.

— ***Dave Field***

Editor: Nancy Royak
Airports Division
September 2004

Follow Concourse to Gate 2

DIVISION MANAGER'S COLUMN

Another fiscal year is in the books. Each year has its own wrinkles and issues, and this year was no exception. We received authority to use grant funds in late January, and then had a wrap-up deadline of August 31, which slipped a few days into September. It was a shortened year, but the preparatory work with airport sponsors and the measured development of our airport capital improvement plan led to a successful year.

This year, we also placed more emphasis on having bids for construction/equipment projects or appraisals for land acquisition projects completed before issuing the grants. This was another pressure point for some. In the long run, this will save considerable time in many cases. I have mentioned this objective previously and we can expect this to be the case in fiscal year 2005 as well.

Also, this coming fiscal year, we will work with sponsors to close out Airport Improvement Program (AIP) and passenger-facility-charge (PFC) projects. The AIP closeouts will continue to be one of our objectives, but this year we will also emphasize PFC. Also, there will be a big effort to help airports successfully implement the new Part 139 airport certification rule, which requires various time-critical actions. Both of these emphasis areas are covered in more detail in separate articles in this edition of the "*Airports Approach*."

The next big milestone will be action by Congress on the fiscal year 2005 appropriation level for the AIP. In the meantime, we will continue to work with you as we start the new fiscal year. Happy New Year!

New regional policy should generate more PFC grant application closeouts

In a recent review of passenger facility charge (PFC) applications, we have found that many older applications remain open. Three criteria must be met to close a PFC application: (1) the project needs to be physically complete; (2) the work must be financially complete (i.e., all approved funds have been disbursed); and (3) the charge-expiration date must have expired.

The charge expiration date is a function of the total approved amount, and the time it will take to collect the approved amount. So, in theory, when the charge-expiration date has passed, all the funds should be both fully collected and disbursed on the approved projects. But, because an airport may expend funds on concurrent applications, some projects are not funded sequentially. However, approval of each PFC application is based in part on the project completion schedule noted therein. To this end, the Northwest Mountain Region has established a new policy to close out any PFC application with a charge-expiration date that expired in fiscal year 2002 or earlier. This means you should examine your old applications and ensure the work is complete.

If you have any questions about this policy and its application, please contact your local Airports District Office.

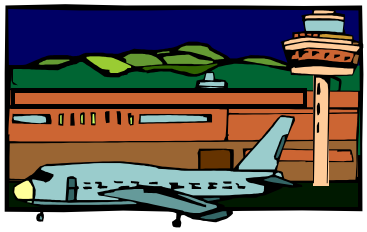
— ***Warren Ferrell***

Return to Gate 1 Follow Concourse to Gate 3

Airport system planning grants will not be issued to states for collection of 5010 data

On July 26, 2004, the FAA executed a grant with GCR & Associates, in association with Southern Illinois University to collect airport safety data (i.e., the 5010 inspection program). As a result, the FAA will no longer issue system-planning grants to states for collection of the 5010 data.

The grant was issued under a new provision of the Airport Improvement Program. The grant allows continuation of the inspection process that is in place today. All 5010 airport inspections accomplished by state inspectors will continue to be submitted to GCR.



If a state chooses to use its own personnel to perform the 5010 inspections, an agreement for the inspection services will be executed between the state and GCR/SIU. The grant stipulates that if a state chooses not to perform the inspections, then GCR may perform the 5010 inspections and submit the data directly to the FAA.

The grant requires annual 5010 inspections at one third of the non-part 139 airports. (The FAA annually inspects all Part 139 airports.) The FAA will prepare a list at the beginning of each fiscal year of the airports that are due to be inspected that year. A state may conduct additional inspections, but will only be reimbursed for those on the list.

If a state currently has a system planning grant for the collection of 5010 data, it will continue to conduct inspections and be reimbursed until the inspections covered by that grant are completed. Subsequent inspections will be conducted under the agreement with GCR/SIU.

— ***Matt Cavanaugh***

FAA extends comment period for mods to grant assurances

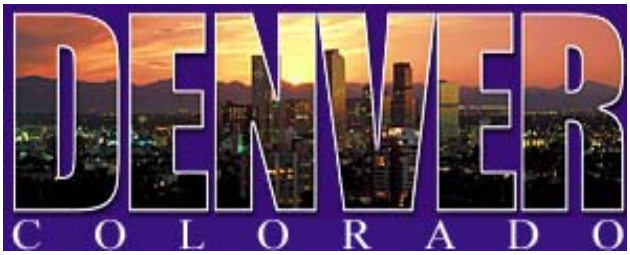
The FAA has extended the comment period on the proposed modifications to the standard grant assurances required of a sponsor when accepting a federal grant under the Airport Improvement Program (AIP). The date has been extended to November 8, 2004.

The proposed modifications to the assurances convert several assurances to grant conditions, make minor technical edits, and add three new assurances; including Disadvantaged Business Enterprise requirements, hangar construction and competitive access.

Details on the proposed modifications are in the *Federal Register*, Docket Number FAA-2004-18925.

— *Carolyn Read*

MARK YOUR CALENDARS



NORTHWEST MOUNTAIN REGION AIRPORTS CONFERENCE
April 4-6, 2005
at the Marriott City Center Hotel

For updated information go to www.faa.gov/arp/anm or contact Cathy Zimmerman 425/227-2602

Return to Gate 2 Follow Concourse to Gate 4

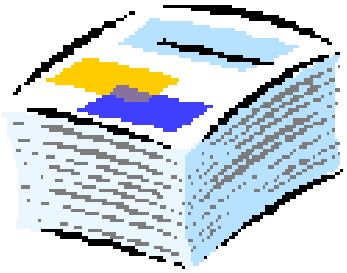
December marks first deadline under New Part 139

The Final Rule for Title 14 of the Code of Federal Regulations, Part 139, was published in the ***Federal Register*** on February 10, 2004, becoming effective June 9.

This rule revises the airport certification regulation and establishes requirements for airports serving scheduled air-carrier operations in aircraft designed for more than nine passenger seats, and unscheduled air-carrier operations in aircraft designed for more than 30 passenger seats.

The posting can be accessed by searching for "14 CFR 139" on the Government Printing Office's ***Federal Register*** page at: http://www.gpoaccess.gov/fr/. In addition, we have created a web page to provide information about the new rule at: http://www.faa.gov/arp/certification/part139/.

Please note the following deadlines



December 9, 2004 - Class I airports (scheduled service, more than 30 passenger seats) must submit an airport certification manual (ACM) meeting the requirements of the revised regulation.

June 9, 2005 - Class II, III and IV airports must submit an ACM, meeting the requirements of the revised regulation.

The Northwest Mountain Region has prepared an ACM template to guide preparation of your new ACM. The template, a training record, and an aircraft rescue and firefighting inventory can be found at: http://www.faa.gov/arp/anm/, under "What's New."

Your certification inspector will contact you to determine your point-of-contact for preparing the ACM.

— ***Matt Cavanaugh***

Proposed rulemaking may improve relocation planning and assistance for small businesses

The Federal Highway Administration issued a Notice of Proposed Rulemaking on December 17, 2003, proposing revisions to Title 49 of the Code of Federal Regulations, Part 24, "Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs." This regulation was last updated in 1989.

The proposed revisions, also printed in the *Federal Register* on December 17, clarify current regulations, change many of the subparts, and add some new requirements. One of the new requirements provides improved relocation planning and assistance for displaced small businesses. There have been a significant number of small businesses that have been unable to successfully relocate.

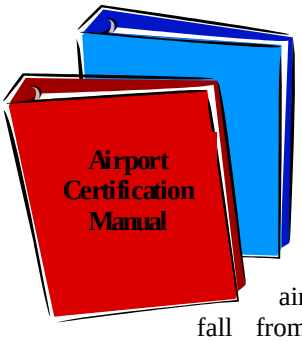
The regulation and final rule are expected to be published in January 2005. This will be followed by updates to Federal Aviation Administration Order 5100.37A, "Land Acquisition and Relocation Assistance for Airport Projects," and Advisory Circular 150/5100-17, "Land Acquisition and Relocation Assistance for Airport Improvement Projects."

— ***Paul Johnson***

Return to Gate 3 Follow Concourse to Gate 5

Montana workshop provides forum for new Part 139 discussions with state airports

On August 11, 2004, the staff of the Regional Airports Division, Safety and Standards Branch, conducted a Part 139 workshop in Billings, Montana. The purpose was to discuss the new Part 139 with the seven Montana airports that will be seeking certificates under the revised regulation.



The meeting included descriptions of the various Part 139 requirements, and discussions of ways to implement these requirements. Each of the airports will receive a visit this fall from one of our certification inspectors. The workshop and the upcoming visits are the first steps in the certification process. Each airport will then need to prepare an airport certification manual to be submitted to the FAA by June 9, 2005.

The workshop was well attended. In addition to representatives of Havre, Glasgow, Glendive, Lewistown, Miles City, Sidney and Wolf Point airports, we were joined by personnel from FAA headquarters; the Montana Department of Transportation, Montana Aeronautics Division; Helena Airports District Office staff; and experienced operations officers from current Part 139 Montana airports.

Special thanks are given to Mark Gabel and the rest of the operations staff at Billings-Logan International Airport for hosting this workshop.

— ***Matt Cavanaugh***

Efficient management adds to organizational excellence and increases airport development

Management publications today are populated with new buzz words, and catch phrases. One that has meaning for us is "organizational excellence." It is a concept we embrace and work to achieve by meeting the following goals:

- Make the most efficient use of financial resources.
- Provide capital to local governments in a timely manner, to assist in airport development.
- Close out old grants; specifically those 4 years and older.
- Ensure grants are not languishing without a payment.

At the heart of these goals is making sure airport development is occurring. What does that have to do with you, as an airport sponsor? Many of the old grants have funds in them that can be recovered and used for other projects, whether at your airport, or another. Leaving these funds sitting is an inefficient use of financial resources.

So, the next time a project manager calls about closeouts, it is not because they simply want to check a box. It is because we cannot close those grants without your final documentation.

— ***Warren Ferrell***

Return to Gate 4 Follow Concourse to Gate 6

Airport Improvement Program support for small airports continues even as large airport needs grow

The FAA provides Airport Improvement Program (AIP) financial support to a number of very important airport improvement projects around the country. These are projects that have a significant impact on the national airport system. They are meant to increase system capacity and reduce delays. Generally, operational delays at these airports ripple through the system, causing delays elsewhere. We call these Operational Evolution Plan (OEP) runways. The OEP describes initiatives we are undertaking to improve the entire system; not just airports. Under this program, runways recently have been commissioned at Orlando, Miami, Houston, Cleveland and Denver. Others are underway at Atlanta, Minneapolis, and Cincinnati. In this region, we are continuing to work on the Seattle-Tacoma International Airport runway.

The cost of these major projects often exceeds $1 billion. The AIP cannot fund anywhere near the total eligible share of these costs. In most cases, Letters of Intent (LOI) are issued by the FAA to express the agency's commitment for funding. Generally, funding support is limited to about 25 percent of total eligible costs, which are spread over an extended number of years, beyond commissioning of the project. Total funding of all of the LOI's is limited, not to exceed 50 percent of the available AIP discretionary funds.

These major projects are very important to the system and to the FAA. While providing that assistance, we have continued to support important work at airports of all sizes throughout the system. The AIP formulas recognize the importance of AIP funding to smaller airports and protect the funds available to them. In this region, we have many important needs at smaller airports and plans to support making those improvements. We will continue to work with small and large airports on our 5-year capital improvement plan (CIP). This will be the basis for determining which projects receive financial support each year. Keep up the good work with your Airports District Office on your CIP.

— ***Dave Field***

Safety and Standards welcomes new employee

The Airports Division has recently acquired a new staff member in the Safety and Standards Branch. George A. Allison will provide assistance to the inspectors as our initial point of contact for airports as they comply with the new Part 139 regulation that requires the submission of an airport certification manual (ACM). George will be the initial reviewer of the manuals to ensure they comply with the prescribed requirements of the regulation and template we provided them. He also will provide other support for work generated by the requirements of the new Part 139.

George (pictured at left) is not new to the aviation field. This Florida native joined the U.S. Air Force at 19 and made a career of it. The Air Force trained him to be a skilled aircraft and power plant mechanic, and maintenance superintendent, with experience in quality assurance, and maintenance control. He spent much of his time flying over the Pacific and Asia during his 20-year service career.

George's time in the Orient led to good things. He met his wife of 14 years in Tokyo. They have two children, Albert, who is 12 years old, and 10-year-old Erika. George is pleased to have secured a position with the FAA, and he is eager to learn as much as possible about his job. So, at times, he may be out of the office at school, or with the other inspectors in the field. Otherwise, if you have questions about the new Part 139 ACM requirements, please call George at (425) 227-2376, or you may contact him by e:mail at george.allison@faa.gov.

Return to Gate 5 Follow Concourse to Gate 7

Fort Collins/Loveland Municipal Airport marks a milestone in their commercial service

July 31, 2003, marked a momentous time for aviation at the Fort Collins/Loveland Municipal Airport as Allegiant Airlines Flight 468 made its inaugural landing with a full cabin. This was an exciting day for the airport and local communities.

It did, however, require a lot of hard work to accomplish the necessary upgrades to the airport, which paved the way for this and future commercial-service flights there. Some of these upgrades included the installation of security fencing, minor parking lot repairs, and implementation of a fee structure for the improved parking area. Currently, with minimal maintenance and observation, the airport annually generates approximately $90,000 in parking revenue alone. Another large hurdle to overcome was the expansion and remodeling of the existing terminal from a 20-passenger building to one that could accommodate more than 160 passengers at one time. The improved terminal consists of three new connected-modular buildings, which increased the useable area to 4,200 square feet. In addition to the terminal upgrade, Transportation Security Administration equipment and personnel were added.

The Fort Collins/Loveland Municipal Airport (aerial view pictured at left) has been receiving $150,000 yearly in non-primary entitlements under the Airport Improvement Program. However, the airport wanted to qualify for the much-needed $1 million of primary entitlements, to use during fiscal year 2005 on some larger airport improvement projects, which previously could not be funded. To be eligible for the primary entitlement, the airport must have scheduled commercial service with at least 10,000 enplanements during the calendar year two years prior to their application. Amazingly, in only 5 months, the airport reached this level in 2003 with 10,380 enplanements. In addition, the airport has exceeded the necessary enplanements for 2004, anticipating a total between 25,000 and 30,000 by year's end. With the guarantee of additional entitlement funds over the next couple of years, the airport expects to complete many airport improvements.

In addition to the increased enplanements, Fort Collins/Loveland Municipal Airport recently has increased, from four to five, the number of flights to and from Las Vegas, Nevada, each week. Currently, Allegiant Airlines is operating its MD-83's at an average load factor of 80 percent per flight.

We are all very pleased and excited about Fort Collins/Loveland Municipal Airport's accomplishments over the past 14 months. We look forward to the airport's many successes in the years to come!

— ***Marc Miller***

Return to Gate 6 Follow Concourse to Gate 8

Airports are meeting challenges of new DBE regs

Airports that received an Airport Improvement Program (AIP) grant of $250,000 or more in fiscal year 2004 have successfully partnered with the Civil Rights Staff to establish a Disadvantaged Business Enterprise (DBE) program under the new Title 49 of the Code of Federal Regulations (49 CFR), Part 26. This would have included the arduous task of rewriting their entire DBE program and designing a new goal-setting method.

Together, we did it!!! We created plans that are narrowly tailored and meet the legal requirements and challenges for all primary airports in our region.

Now comes the next hurdle, 49 CFR, Part 23. There is an expectation that the new concession regulation, for Airport Concession Disadvantaged Business Enterprise (ACDBE), will be signed by the beginning of 2005. This means that primary airports will be required to develop and implement a new concession plan. Sponsors will be expected to submit two different goals each year, one for retail, food and beverage, etc., and a separate goal for car rentals. Look forward to additional information and training.

We appreciate the support given by the individual airports and Airports District Offices to ensure that the program plans and goals are submitted prior to the issuance of an AIP grant. If you have not submitted a plan and/or goal, and expect an AIP grant of $250,000 or more, or you need more information regarding the DBE program, please contact Christine Whitehead or Joelle Briggs at the numbers below.

— Christine Whitehead

Education and help from our friends has aided the reduction of runway incursions in this region

Runways are becoming increasingly safer as the number and severity of runway incursions decrease. Nationally, the goal was to have no more than 345 runway incursions during FY-2004. Fortunately, this goal was met with an end-of-year total of 326. In addition, this number of high-risk (categories A and B) incursions declined by approximately 15 percent from FY-2003.

The primary cause of incursions remains pilot deviations, accounting for more than half the incidents in FY-2004. Operational errors on the part of controllers account for 30 percent of incursions, and 17 percent are vehicle/pedestrian deviations. As a result, the FAA has focused much of its time educating each of these target groups in all aspects of runway safety.

Category A incursions, the most serious type, are those in which collisions occurred or were barely averted. They account for approximately 4 percent of runway incursions in FY-2004. Between 1997 and 2003, Category A incursions accounted for 6 percent of all incidents, including three collisions and four deaths. Category B incursions, in which there was a significant chance for a collision, are down to approximately 5 percent. Category C incursions, in which there was ample time and distance to avoid a collision, account for approximately 35 percent of all incidents, which is similar to last year. Category D incursions, in which there was little or no chance of collision, were up slightly in FY-2004, accounting for more than half of the incursions.

Thanks to the efforts of airport sponsors and tenants, this region has only three of the national total of 52 vehicle/pedestrian incursions that occurred this fiscal year. Keep up the good work!

— Matt Cavanaugh

Return to Gate 7 Follow Concourse to Gate 9

The signs are pretty good if you have a camera-ready airport

Recently, I had the opportunity to assist one of our Part 139 certification safety inspectors in the annual inspection of an air-carrier airport. As Lynn Deardorff and I began our inspection, the airport field operations manager drove the vehicle, with Lynn beside him in the front passenger seat. I had a digital camera to record any unusual or interesting features of the airport. I had hoped to use these visuals as an educational aid at the October Helena Airports District Office (HLN ADO) seminar.

The extra set of eyes and data recording helped make the inspection more effective. Lynn was able to concentrate on comparing the approved sign plan with the actual field installations as we covered the entire pavement system. Many of these signs had been in place for years (since the big sign effort in 1992). Lynn discovered several in-place signs that did not match the approved plan. Her "eagle eye" also caught errors in the co-mingling of clear and black message dividers in the long sign panels. Here were some good examples to use in that later training event, so click went the camera.

This was became an opportunity to clarify how to properly sign a taxiway at the end of a runway, where there is another taxiway directly across the runway. We get so accustomed to seeing single runway numbers on the mandatory hold signs at runway ends that we forget about special cases such as this (special cases are referenced in Paragraph 5A of Advisory Circular (AC) 150/5340-18C). Where there is an operational need for aircraft or vehicles to cross the runway at the ends and continue on the taxiway system, both runway numbers must be shown on the sign, i.e., 9-27, along with the taxiway designation (depicted at left).

A follow-on conversation with our signing "guru" Jack Scott revealed that the figures in the AC do not tell the whole story. Jack agreed that this is one area most often overlooked on airport sign plans. He pointed out that Figure A-2 of the AC is not the best example, since it lacks critical background information necessary to make correct signing plan determinations. In fact, the majority of airports with taxiways entering runways on both sides of the threshold area require the dual runway designation, due to true operational needs. Figure A-2 shows single runway designations on runway ends with taxiways entering on both sides of the runway.

Lynn also observed that the mandatory hold sign that should be painted on the pavement of taxiways wider than 200 feet was absent. The sponsor corrected the problem and provided us proof of his efforts with a photograph. This correction will help alert pilots of the need to stop, which will reduce the potential for a runway incursion.

By the conclusion of the inspection, I had collected at least 50 digital photographs, and gained quite a "learning" experience. It gave me an appreciation for the diligent work done by the inspectors. I highly recommend you accompany your FAA certification safety inspector on your next airport inspection. You just never know what you might learn!

— ***John Styba***

Return to Gate 8 Follow Concourse to Gate 10

Kudos to sponsors who have submitted their Disadvantaged Business Enterprise goals

Congratulations to the following airports for submitting their annual Disadvantaged Business Enterprise (DBE) Goals:

FISCAL YEAR 2005 GOALS SUBMITTED

- ✓ **Aspen Airport**
- ✓ **Denver International Airport**
- ✓ **Gunnison County Airport**
- ✓ **Idaho Falls Airport**
- ✓ **Klamath Falls International**
- ✓ **Mahlon Sweet Field**
- ✓ **Roberts Field**
- ✓ **Salt Lake City Airport**
- ✓ **King County International Airport**
- ✓ **Seattle-Tacoma International Airport**
- ✓ **Walla Walla Regional Airport**
- ✓ **Pangborn Memorial Airport**
- ✓ **Natrona County International**

GENERAL-AVIATION AIRPORTS

- ✓ **Arapahoe Airport**
- ✓ **Albany Airport**
- ✓ **Arlington Airport**
- ✓ **Roseburg Airport**

Once we have reviewed, commented on, and approved these goals, we will contact you. Those airport sponsors who expect to award more than $250,000 in prime contracts with Airport Improvement Program (AIP) funds in FY-05 must submit an FY-05 DBE goal.

If you need any assistance in setting your goal, please contact Joelle Briggs at (425) 227-2097, or Christine Whitehead at (425) 227-2095.

— ***Christine Whitehead***

Return to Gate 9 Follow Concourse to Main Gate