

## CHAPTER TWO – REGIONAL AIRPORT PLAN INITIATIVES AND PERFORMANCE

**Initiatives**

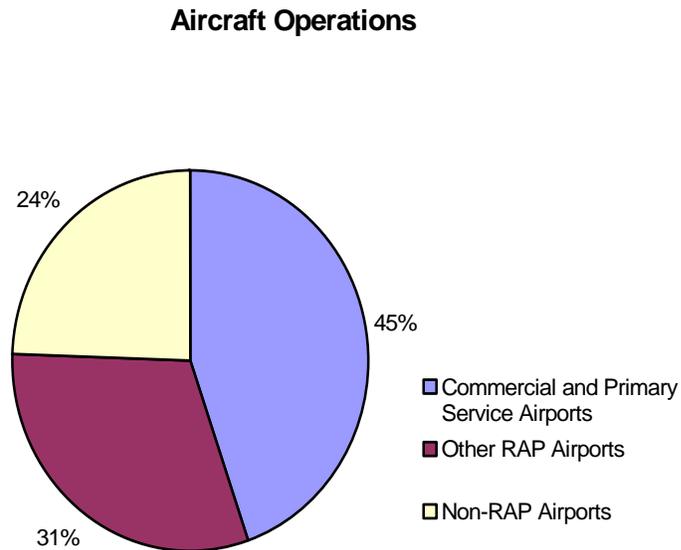
The RAP initiatives are the mechanisms that implement the goals set forth in Chapter One, and they are derived from:

- *The Airports Line of Business FY-2004 Performance Plan*
- *The Northwest Mountain Region FY-2004 Annual Work Plan<sup>1</sup>*

Establishing, defining, and tracking these initiatives helps to assure that we are effectively improving the airport system. Because the needs exceed the availability of federal funds, analyses of these initiatives provides a basis for selection of projects.

The RAP is limited to reporting on the initiatives, as well as accomplishments, of primary and commercial-service airports, and general-aviation airports with more than 75-based aircraft. This is because they serve a high percentage of the aviation activity within the region, and produce the largest demand on federal discretionary dollars. The Airports District Offices (ADO's) continue to address and monitor similar development at all airports, regardless of size.

**Graph 2-1  
Percentage of Aircraft Operations at RAP Airports**



<sup>1</sup> Included in the Appendix.

## **RUNWAY SAFETY AREAS (RSA'S)**

**Increased Safety**

*Fiscal Year 2004 Goal: Complete improvement of six nonstandard safety areas at Part 139, commercial-service, and general-aviation airports with greater than 75 based aircraft (Denver ADO: three; Seattle ADO: three; and Helena ADO: none).*

**Objective**

The focus of this work-plan activity is to promote standard RSA's. When it is not practicable to obtain the entire RSA, the objective may be met through other alternatives such as shifting or relocating a runway, reducing the length, establishing declared distances, or installing engineered materials. Safety area standards at airports not covered in the RAP should be met no later than when there is a major pavement project on the subject runway.

**Purpose**

An RSA is a graded area surrounding the runway's pavement and extending beyond the runway ends, which provides a surface adequate to minimize damage and injury. We have been working on this initiative for many years, because the RSA enhances safety should an aircraft undershoot, overrun, or veer off the runway. We have had a succession of incidents within the region that have proven the benefits of standard safety areas. Two examples are cited.

The airport manager at Steamboat Springs, Colorado, reported that this past summer an aircraft aborted takeoff and swerved to the edge of the RSA. All six passengers, three adults and three small children, survived and the aircraft sustained minimal damage.

**Steamboat Springs, CO  
North End  
RSA**



In October of 2002, at Paine Field, Washington, the superintendent of operations reports that a Cessna Citation 500 Jet aborted takeoff while departing runway 16R. The aircraft was unable to stop, and ended up skidding 400 feet beyond the paved runway surface and onto the safety area. The landing gear sustained a significant amount of damage, but did not collapse, and none of the eight occupants on board was injured. If this had happened before the safety area had been improved, this aircraft, along with the eight occupants, would have hit a localizer antenna and gone down a roughly graded 12-foot slope, before hitting another berm.

**Paine Field,  
WA RSA**



There is no doubt that in both of these cases, the outcome could have been substantially different had the airport not built standard safety areas.

The following table shows the safety areas for which we expect to complete this fiscal year or later.

Table 2-2  
RSA  
Completion  
Schedule

Location	Runway	FY Funded	FY Planned Completion
GUNNISON-CRESTED BUTTE REGIONAL, GUNNISON, CO	06	1999	2004
STEVENS FIELD, PAGOSA SPRINGS, CO (2V1)	01	2001	2004
STEVENS FIELD, PAGOSA SPRINGS, CO (2V1)	19	2001	2004
ASTORIA REGIONAL, ASTORIA, OR (AST)	13	2003	2004
ASTORIA REGIONAL, ASTORIA, OR (AST)	31	2003	2004
PORTLAND-HILLSBORO, PORTLAND, OR (HIO)	30	1999	2004
LEWISTON-NEZ PERCE COUNTY, LEWISTON, ID (LWS)	08	2000	2005
BOEING FIELD/KING COUNTY INTL, SEATTLE, WA (BFI)	31L	2002	2005
CHEYENNE, CHEYENNE, WY (CYS)	08	2002	2005
ASPEN-PITKIN CO/SARDY FIELD, ASPEN, CO (ASE)	15	1999	2006
BRIGHAM CITY, BRIGHAM CITY, UT (BMC)	16	2003	2006
BRIGHAM CITY, BRIGHAM CITY, UT (BMC)	34	2003	2006
OLYMPIA, OLYMPIA, WA (OLM)	17	2001	2006
SEATTLE-TACOMA INTL, SEATTLE, WA (SEA)	16L	1999	2006
TACOMA NARROWS, TACOMA, WA (TIW)	17	2002	2006
SEATTLE-TACOMA INTL, SEATTLE, WA (SEA)	16R	1999	2007
JEFFCO, DENVER, CO (BJC)	11L	2001	2008
GARFIELD COUNTY REGIONAL, RIFLE, CO (RIL)	08	2006	2008
GARFIELD COUNTY REGIONAL, RIFLE, CO (RIL)	26	2006	2008
YAKIMA AIR TERMINAL/MCALLISTER FIELD, YAKIMA, WA	27	2006	2008
TELLURIDE REGIONAL, TELLURIDE, CO (TEX)	09	2003	2009
TELLURIDE REGIONAL, TELLURIDE, CO (TEX)	27	2003	2009
ST GEORGE MUNI, ST GEORGE, UT (SGU)	34	2001	2010
ST GEORGE MUNI, ST GEORGE, UT (SGU)	16	2001	2010



Many of these projects are dependent on discretionary funding, and they are included in our regional 5-year Airport Capital Improvement Plan (ACIP). The total discretionary funding required to meet this goal through FY-09 is approximately \$135 million, as shown for each year's funding in the table below.

Table 2-3  
Discretionary  
Funding

Service Level	(Dollars in Millions)					
	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Total Discretionary Funds:	\$37.5	\$22.6	\$31.0	\$17.0	\$23.4	\$3.0
Total AIP Funds:	\$49.0	\$31.4	\$37.8	\$24.4	\$22.2	\$4.6

**Accomplishments**

Five runway safety areas were completed in 2003. Of the 428 runway ends at the 125 RAP locations, only 24 runway ends at 17 airports remain to be standardized. All safety areas are scheduled for completion by 2010.



**STATUTORY-EMPHASIS ITEMS**

(commonly referred to as congressional high-priority items)

Increased Safety

*Fiscal Year 2004 Goal: Complete three outstanding work items identified in Section 47101(f) as congressional high-priority, to improve airport safety (Denver ADO: none; Seattle ADO: one; and Helena ADO: two).*



Purpose

This program enhances standardization of the airport system and adds to the overall safety of the airport, while reducing risk for the flying public. The work items in this activity are named in Title 49 of the United States Code, Section 47101(f) (AIP Authorization). The law mandates giving highest priority to work intended to maximize the use of safety facilities at commercial-service airports. Therefore, this initiative does not monitor installation at general-aviation airports.

To improve airport safety at air-carrier runways, as identified in air-carrier operations specifications, facilities such as visual vertical guidance, friction treatments, distance-to-go signage, and runway-end identifier lights are installed.

The following table identifies the remaining facilities in this initiative, all of which are planned for completion by FY 2006. The only discretionary requested is \$3 million in 2006 for North Bend.

Table 2-4  
Statutory -  
Emphasis  
Items  
Completion  
Schedule

Location	Description	Runway	FY
YELLOWSTONE, WEST YELLOWSTONE, MT (WYS)	Friction Treatment	01	2004
YELLOWSTONE, WEST YELLOWSTONE, MT (WYS)	Visual Vertical Guidance	01	2004
NORTH BEND MUNI, NORTH BEND, OR (OTH)	Friction Treatment	13	2004
BOEING FIELD/KING COUNTY INTL, SEATTLE, WA (BF)	Distance-To-Go Signs	13R	2005
NORTH BEND MUNI, NORTH BEND, OR (OTH)	Runway End Indicator Lights	22	2006
NORTH BEND MUNI, NORTH BEND, OR (OTH)	Visual Vertical Guidance	22	2006

**Accomplishments**

In 1998, 193 facilities were identified as needed. All but six facilities at three airports have been completed at the 61 commercial-service airports in the region.



## LINE OF SIGHT

Increased Safety

***Fiscal Year 2004 Goal: Initiate line-of-sight corrections at Logan, Utah, and make a decision for Moses Lake, Washington.***

Purpose

Paragraph 503 of Advisory Circular 150/5300-13, "Airport Design," defines the line-of-sight standard along individual runways and between intersecting runways. If this standard is not met, it is possible for two aircraft operating on the same runway or intersecting runways to not be visible to each other. This condition reduces the margin of safety, especially at locations with a less than full-time airport traffic control tower. Our goal is to correct line-of-sight deficiencies (both vertical and runway visibility zones) when doing major runway work at commercial-service airports. Cost versus benefits may be a consideration in determining a solution for potentially very high-cost projects.

**Table 2-5  
Number of Runways Requiring Corrections and Funding**

Location	No. of RWs	Year Completed	(Dollars in Millions)		Comment
			Discr funds	State Funds	
Logan, UT (LGU)	2	2004		<\$1	RVZ 10/28 & 17/35
Vernal, UT (VEL)	2	2004		<\$1	16/34 and 7/25 RVZ
Cheyenne, WY (CYS)	1	2005	\$8	\$2	8/26 VERT, correct in SA project
Great Falls, MT (GTF)	1	2004	\$4		Ph2
		2005	\$10		Ph3
		2006			Ph4- entitlement only
Pueblo, CO (PUB)	2	2006		\$2	8L/26R and 17/35 RVZ
Olympia, WA (OLM)	1	2007	\$5		17/35 VERT
Laramie, WY (LAR)	1	2008	\$1		12/30 VERT
Moses Lake, WA (MWH)	1	TBD			14/32 VERT



### Accomplishments

Twenty-nine runways in this region did not meet runway-visibility-zone and/or line-of-sight standards. To date, a total of 18 runways have been corrected. Of the 11 runways remaining, four are planned for completion in 2004: Vernal and Logan. This leaves seven to be addressed over the next 4 years.

**Table 2-6  
Number of Runways Corrected**

Completed Line-of-Sight Project Locations		
Location	No. of RWs	Year Completed
Butte, MT (BTM)	1	1998
Eagle, CO	1	1999
Eugene, OR	1	1999
Helena, MT	1	1999
Casper, WY	2	2000
Riverton, WY	2	2000
Rock Springs, WY	2	2000
Klamath Falls, OR (LMT)	2	2001
Redmond, OR (RDM)	2	2001
Grand Junction, CO (GJT)	2	2002
Gillette, WY (GCC)	2	2003





## VEHICULAR RUNWAY CROSSINGS

**Increased Safety**

*Fiscal-Year 2004 Goal: Construct access roads at four airports, to reduce vehicular runway crossings (Denver ADO: two; Seattle ADO: none; and Helena ADO: two).*

**Purpose**

The FAA has been placing increased emphasis on reducing runway incursions. Reducing incursions requires a variety of initiatives, including education, marking, fencing, signage, upgrades in air-traffic-control technology, and reducing the need for vehicles to cut across runways. The intent of this activity is to reduce runway incursions by providing on-airport service roads around operational surfaces for use by fueling trucks, fixed-base-operator employees, airport personnel, and others who drive on the airport.

**Vehicular Traffic at SEA**



The table on the following page lists the progress of eliminating runway-crossing problems. We have identified locations where roads make sense, but we will continue to evaluate additional needs as we meet with airport sponsors. Thirteen locations, as shown on the table that follows, are under active consideration.

**Table 2-8  
Locations  
with Potential  
Vehicular  
Runway-  
Crossing  
Problems**



(Dollars in Thousands)

Location	State	Resolution	Planned Year Complete	Estimated Costs (000)
Kalispell	MT	Road around RW.	2004	100
Great Falls	MT	Road around end of RW 21.	2004	330
Longmont	CO	Road around east end of RW 29.	2004	225
Pagosa Springs	CO	Road around RW.	2004	150
Bozeman	MT	Road around end of RW 03.	2004	350
Klamath Falls	OR	Road around RW 14.	2005	250
Redmond	OR	Road around the end of RW 10 for fuel trucks only.	2005	500
Yakima	WA	Road around the ends of RWs 27 and 22.	2006	725
Jeffco	CO	Road around ends of RWs 17R and 17L.	2006	700
Vernal	UT	Road around end of RW 7.	2006	300
Worland	WY	Hangars will be relocated to east side of airport to avoid runway crossings	2006	125
Boulder	CO	Road around end of RW 26.	2007	TBD
Hayden	CO	Road around end of RW 10.	2008	560

### Accomplishments

Nine of 22 locations have been completed since 1999. Five will be done in 2004 and all will be completed by 2008.

**Table 2-9  
Corrected  
Vehicular  
Runway-  
Crossing  
Problems**



Location	State	Resolution	Year Completed
Hailey	ID	Built access road north end of RW.	1999
Eagle	CO	Built access road east end of RW	1999
Centennial	CO	Road around south side of runway 10/28	2001
Scappoose	OR	Vehicles are restricted from crossing the RW.	2001
Walla Walla	WA	Provided access from other side of runway.	2002
Wenatchee	WA	Restricted vehicle crossing access.	2002
Helena	MT	Constructed road.	2002
Missoula	MT	Road around end of RW 25.	2003
Billings	MT	Road around end of RW 28R.	2003

## NOISE IMPACT REDUCTION

Greater Capacity

***Fiscal Year 2004 Goal: At airports with approved Part 150 programs, reduce by 1,200 the number of people in residences or schools who are exposed to a greater than 65 day-night noise level. Report number.***

Purpose

The goal in this region is to continue to support approved Part 150 noise-compatibility programs (NCP), and reduce the number of people identified as being exposed to significant noise. The following table provides the locations that have active noise-compatibility programs (NCP's) or studies underway.

Table 2-10  
Part 150  
Status

<b>Part 150 Noise Compatibility Program (NCP) Active Programs</b>			
Location	Last NCP Approval	New Study	Next Part 150 Completion Year
Billings, MT	6/87		
Boeing Field, WA		Underway	2004
Boise, ID	3/97	Underway	2004
Centennial, CO		Underway	
Colorado Springs, CO	9/01		
Denver, CO		Underway	2004
Jackson Hole, WY	11/85	In approval process	
Paine Field, WA	10/96	Map only underway	2004
Portland, OR	4/97	Underway	2005
Salt Lake City, UT	9/99		
Seattle, WA	6/02		2007



The following table indicates the anticipated number of people that will benefit from acquisition or insulation NCP programs each fiscal year.

Table 2-11  
People Benefited by  
FY

People Benefited	FY04	FY05	FY06	FY07	FY08
Number of Residents	628	180			
Number of Students	899	722			
<b>Total</b>	1,527	902	TBD	TBD	TBD

We will be able to better define the number of people and associated costs, when the studies noted above are completed.

Table 2-12  
Estimated Discretionary  
Funding

	FY04	FY05	FY06	FY07	FY08
Noise Discretionary Funding	\$17M	\$16M	\$18M	\$15M	\$17M

### Accomplishments

Table 2-13  
No. of People Benefited

<b>No. of People Benefited</b>	
Type of People	FY03
Residents	530
Students	0
<b>Total</b>	530



## NEW RUNWAYS AND AIRPORTS

Devil's Tower  
National  
Monument Near  
Hulett Airport,  
Wyoming



Two of the most exciting elements of airport system development are the addition of new runways and the opening of new airports. Even though other improvements may be equally important system additions, new runways and airports are always the culmination of difficult planning, environmental, financial, and construction processes. Their commissioning is an accomplishment in which all of us take great pride. We will continue to support new runways as high priorities, since runways provide the biggest capacity gains.

The following is a list of anticipated new runways and airports, some of which are not RAP locations. Some of these locations require discretionary funding; but many times, state, entitlement and local funds are used.

Table 2-14  
Proposed  
New Runways  
and Airports

### New Runways and Airports

Other Locations	Runway	Estimated Fed Costs (mil)	Operational Year	Purpose
Nephi, UT	16/34	\$7	2004	Meet design standards
Superior, MT	12/30	\$2	2004	Meet design standards
Broadus, MT	new airport	\$3	2005	Meet design standards
Plains, MT	12/30	\$3	2006	Meet design standards
Poplar, MT	new airport	\$3	2006	Meet design standards
Evanston, WY	5/23	\$22	2006	Accommodates business jets
Eugene, OR	16L/34R	\$22	2006	Construct GA runway, operational efficiency
Philipsburg, MT	new airport	\$3	2007	Meet design standards
Hamilton, MT	16/34	\$6	2008	Meet design standards
Kalispell (city), MT	14/32	\$7	2008	Meet design standards
Hillsboro, OR	12L/30R	\$11	2008	Meet design standards
Hardin, MT	new airport	\$2	2008	Meet design standards
Seattle, WA	16R/34L	\$1.2B	2008	Provides dual-dependent arrivals in poor weather
St. George, UT	new airport	\$85	2010	Meet safety design standards
Denver, CO	8L/26R	\$285	2015	East-west runway
Pullman, WA	New RW	\$26	2015	Accommodates business jets
Salt Lake City, UT	realign or build 3rd RW	\$400	TBD	Provides a third parallel RW



Runways are constructed for a variety of reasons. Often it is for the purpose of meeting standards, such as accommodating faster aircraft as seen in the Business Jet section in this chapter. They can also be constructed for the purpose of increasing capacity and/or operational efficiency.

At our more congested airports, our goal is to reduce poor weather delay by striving to achieve parity between instrument flight rules (IFR) and visual flight rules (VFR) operations. Construction of the third runway at SEA is primarily justified based on the need to increase arrival rates during poor weather conditions. Denver’s new sixth runway provides a more balanced operational flow, increased acceptance rates, and helps reduce delay within the national airspace system.

We also strive to achieve balance between airspace and airfield capacity. At SLC, the arrival rate would be improved with a more balanced airspace design. At Portland, as operations grow, departure capacity may be lost due to noise mitigation.

**Accomplishments**

Both Hulett Airport and Denver’s new sixth runway opened in September 2003. Denver constructed a fully instrumented 16,000-foot runway. At Hulett, Wyoming, a new general-aviation airport with a 5,500-foot general-aviation runway was constructed. In addition to these, one military-use and six civilian-use runways have been completed since 1999.

**Table 2-15  
Completed  
New Runways  
and Airports**



Completed New Runways and Airports			
Location	Runway	Operational Year	Purpose
Wendover, UT	8/26	1999	Instrument RW capability
Greeley, CO	16/34	2000	Accommodates bus 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

## PAVEMENT REHABILITATION PROGRAM

**Pavement Rehabilitation Initiative**

*Fiscal Year 2004 Goal: In Wyoming, continue to use pavement condition index (PCI) information and maintenance funds to optimize the federal investment in pavements. Make a decision on initiating like programs in Oregon and Montana.*

**Purpose**

Our 5-year goal is to use PCI data to manage pavement improvement decisions. It is our intention to integrate pavement maintenance and rehabilitation/reconstruction projects into the ACIP, using the data to ensure timely and cost-effective use of federal funds.

One way to better manage our pavements is to continually monitor their condition and plan for maintenance as well as improvement projects to keep them in good condition. In combination with the PCI data, we will verify runway conditions and update the FAA's safety data accordingly. Further, we will use the PCI data to determine runways and taxiways that need to be included in our ACIP. Currently, the Airports Division's safety database indicates 96 percent of the eligible runways at our RAP locations have fair or good pavement condition.

**Funding**

The table below indicates the total amount of pavement rehabilitation dollars proposed in the ACIP from 2004 through 2008, by type of facility. Over this 5-year time frame, the discretionary ACIP pavement rehabilitation demand is estimated at \$138 million. This is in addition to substantial entitlement/apportionment fund commitments by sponsors and states. Maintenance of pavement is now eligible for federal funding at general-aviation, reliever and small commercial-service airports. Investment in maintenance is expected to reduce the cost of rehabilitation.

**Table 2-16  
Total ACIP  
Dollars for  
FY 2004-2008**

<b>(Dollars in Millions)</b>				
<b>Facility Type</b>	<b>Sponsor Entitlement Funds</b>	<b>State Apportionment Funds</b>	<b>Discretionary Funds</b>	<b>Facility Type Totals</b>
Apron	\$34	\$14	\$14	\$62
Runway	\$40	\$41	\$91	\$172
Taxiway	\$33	\$17	\$33	\$83
<i>Grand Totals:</i>	\$107	\$72	\$138	\$317



### Accomplishments

Our region has initiated programs to incorporate the use of PCI data in the project priority system for general-aviation airport pavement. We plan to use PCI data, along with site inspections, to help us determine our future pavement projects.

## BUSINESS JETS AND HIGH-SPEED TURBO AIRCRAFT ACTIVITY

Greater Capacity

*Fiscal Year 2004 Goal: Initiate needed improvements to serve business-jet operations at Telluride, Colorado, and Brigham City, Utah.*

Purpose

Over the past few years, there has been a significant increase in the amount of faster aircraft activity in the region, including jets and Q-400's. In most cases, larger airports can handle the increase without significant changes. However, for some smaller airports, the design standards may not be met and some upgrades may be necessary. In most cases, it is costly to improve an airport to meet standards for a higher category of aircraft (from B to C or D).

To support thriving markets, airports need to plan to meet the design standard for approach categories C and D, and design group III aircraft, while providing improvements such as aprons. Of course, this work must be based on thoroughly supported forecast analysis. Available funding to meet this high demand is limited; therefore, it is necessary to forecast the cost early, so the projects can fit into a long-range AIP plan. The projects below are locations requiring federal funds so that design standards to support significant levels of regional- and business-jet operations can be met.

Table 2-17  
Locations With Significant Operations of Faster Aircraft and Do Not Meet Standards

(Dollars in Millions)

Location	OPS		Current ARC	Needed ARC	Total Develop. Cost Est.	Status	Year Completed
	> 500	>250 but <499					
Pagosa Springs, CO	X		B-II	C	\$13	Underway	2004
Evanston, WY		X	B-II	C	\$22	Underway	2006
Hailey, ID	X		B-III	C	\$5	In ACIP	2005
Brigham City, UT	X		B-II	C	\$9	Underway	2006
Aspen, CO	X		B-III	D	\$15	Underway	2007
Heber Valley, UT	X		B-II	C	\$25	In ACIP	2008
Rifle, CO	X		B-III	C	\$18	In ACIP	2008
Aurora, OR		X	B-II	C	\$3	In ACIP	2009
Meeker, CO*		X	B-I	C	\$16	In ACIP	2010
Telluride, CO	X		B-III	D	\$40	Underway	2010
Pullman, WA	X		B-II	C	\$26	2005-07 study	2010

\* Non-RAP location

### Accomplishments

Four locations have been upgraded and five are underway.

Table 2-18  
Locations That Meet Standards for Faster Aircraft

Location	OPS		Needed ARC	Year Completed
	> 500	>250 and <499		
Saratoga, WY*	X		C	2001
Greeley, CO	X		D	2002
Logan, UT	X		D	2002
Alamosa, CO		X	C	2003

\* Non-RAP Location

## SPECIAL-EMPHASIS NEEDS

**Special-  
Emphasis  
Initiative**

*Provide the appropriate level of resources to address the needs of these identified airports.*

**Purpose**

Projects are included in this section when they require high-level support, in either financial or staff resources to meet our system objectives, or to accommodate congressional interests. Due to their cost, environmental sensitivity, and/or controversial nature, the projects listed require a significant level of commitment from the region.



Each year, we review the list on the next page to determine whether needs and conditions still exist that require our continued focus, and to identify new candidate projects. The needed discretionary funding is shown below.

**Table 2-19  
Funding**

<b>Discretionary Funding-not shown in previous sections</b>					
<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>Total</b>
\$15.4	\$24.3	\$18.1	\$29.5	\$22	\$109.3

### **Accomplishments**

Gunnison will be completed by this summer.



Table 2-20 Special-Emphasis Projects

(Dollars in Millions)						
Location	Reference Initiative	Project	Federal Cost	Anticipated Discretionary Request	Project Years	Status
Gunnison, CO	RSA	Correct ROFA and SA by shifting RW	\$12.7	funded	1999-2004	Completion 2004.
Aspen, CO	RSA	Remove objects from the object-free area and relocate parallel taxiway	\$14.5	See SA Section	1998-2006	The third contract is underway.
Brigham, UT	RSA and B.Jets	Upgrade from B-II to C-III	\$7.0	SA section for 04 funding \$4 - 2005	2000-2006	Environmental review underway.
Eugene, OR	New RW	Construct 6,000-foot general-aviation runway	\$21.4	\$7.6 - 2004 \$6.9 - 2005	2004-2006	Land acquisition completed, design underway.
Great Falls, MT	LOS	Correct runway 3/21 line of sight and install CAT III ILS	\$28.4	See LOS section	2001-2006	Project started in 2001
Hillsboro, OR	New RW	Construct runway 12L/30R.	\$10.0	\$4.5 - 2007 \$4.5 - 2009	2007-2010	EA completed in 2007.
Jeffco, CO	Runway Incursion	Taxiway reconfiguration to meet standards and reduce potential for runway incursions.	\$24.0	\$4.0 - 2004 \$4.0 - 2005 \$2.0 - 2006 \$4.0 - 2007	2001-2007	Ph-I: Completed. PH-II: Started reconfiguring parallel taxiway.
Missoula, MT	New RW	Acquire land for future parallel runway	\$11.6	\$2.5 - 2004 \$2.4 - 2005 \$2.5 - 2006 \$0.9 - 2007	2002-2007	\$3.25 for approach land funded in 2002. Future development land subject to airspace feasibility, EA, and BCA.
Seattle, WA	New RW and RSA	Construct new 3rd RW and standard safety areas	LOI	LOI	Operational 2008	Fill work underway.
Telluride, CO	RSA	Improve airport to standards to meet current demand (Part 77, OFA's, RW gradients)	\$40.0	\$7- 2005 \$6- 2006 \$8- 2007 \$11- 2008	2003-2009	Land acquisition underway.
St George, UT	New RW and RSA	Construct replacement airport for southern Utah	\$85.0	\$1.3- 2004 \$7.6- 2006 \$12.1- 2007 \$11- 2008	2004-2010	EIS is scheduled for completion by 2006.
Pullman, WA	New RW and B.Jets	Upgrade from B-II to C-III	\$26.0	funding needs beyond 2008	2005-2014	In the planning stages.