

SWAAE 58th Annual Summer Conference



FAA – Western Pacific Region

Airports Division

July 19, 2004



FAA Flight Plan Initiatives

- **Improved Safety**
- **Greater Capacity**
- **International Leadership**
- **Organizational Excellence**



FAA Flight Plan Initiatives

- ARP Business Plan provides line of business goals to meet FAA Flight Plan initiatives.
- AWP Performance Plan provides specific activities we plan to do to meet ARP Business Plan goals.



FAA Flight Plan Initiatives

Increased Safety

→ Runway Safety Area (RSA) Determinations

- ◆ **ARP Business Plan:** Ensure that work is initiated on all 422 high priority RSAs where practicable by the end of FY-2007
 - Initiate 65 RSA Improvements in FY-2004.

- **AWP Performance Plan:** Six RSA's will be initiated in FY-2004.
 - AWP has identified several additional deficient RSAs at 139 airports.
 - RSA Determinations will be revalidated by January 2005.



FAA Flight Plan Initiatives

Increased Safety

→ Vehicle/Pedestrian Deviations (V/PD)

- ◆ **ARP Business Plan:** Reduce FY-2001 through FY-2003 baseline of 65 V/PDs to 62 or less in FY-2004.
- **AWP Performance Plan:** Reduce FY-2001 through FY-2003 baseline of 20 V/PDs to 19 or less in FY-2004 in AWP.
 - AWP is currently ahead of FY-2003's number of V/PDs.
 - Airports Division has teamed with the FAA's Runway Safety Office to add more focus on V/PDs



FAA Flight Plan Initiatives

Greater Capacity

→ Validate Pavement Condition – Pavement Maintenance Management Program (PMMP)

- ◆ **ARP Business Plan:** Ensure 93% of Runways at NPIAS Airports are maintained in good or fair condition.

- **AWP Performance Plan:** 450 paved runways in AWP.

- Based on available data, 441 runways (98%) are rated in good or fair condition

- Working with states to validate and update data.



FAA Flight Plan Initiatives

Greater Capacity

→ Noise Insulation

- ◆ **ARP Business Plan:** Ensure approximately 12,500 people nationally receive benefits.

- **AWP Performance Plan:** Ensure approximately 4,000 people receive benefits.

- Noise mitigation projects are 100% programmed.

- AWP is on target to meet and exceed the goal:

- 4,278 people at \$50.2 million



FAA Flight Plan Initiatives

Greater Capacity

→ Land Use Inspections

- ◆ **ARP Business Plan:** Each region will conduct at least two land use inspections at General Aviation airports by September 30, 2004
 - The inspection serves as a means for the FAA to perform surveillance and compliance oversight of federally obligated airports in order to assess if land use complies with the airport sponsor's obligations.
 - If inappropriate uses are found such as unapproved non-aeronautical uses, the goal is to eliminate those uses and restore property to proper airport



FAA Flight Plan Initiatives

Greater Capacity

→ Land Use Inspections

- **AWP Performance Plan:** AWP is on target to meet and exceed this goal. Inspections have been/will be conducted at:
 - Sedona Airport, Sedona, AZ on 1/30/04
 - Blythe Airport, Blythe CA on 2/19/04
 - Fullerton Airport, Fullerton, CA on 2/20/04
 - Holtville Airport, Holtville, CA on 3/26/04
 - Imperial Airport, Imperial, CA on 3/26/04
 - French Valley Airport, Temecula, CA on 5/19/04
 - Banning Airport, Banning, CA on 5/19/04
 - Oceanside Airport, Oceanside, CA on 6/8/04
 - Brown Field, San Diego, CA on 6/8/04
 - Rialto Airport, Rialto, Ca in 4th quarter FY-2004



FAA Flight Plan Initiatives

International Leadership

→ Support/Oversight

- ◆ **ARP Business Plan:** Conduct training in airport safety and certification in response to international requests to the extent by September 30, 2004.

- **AWP Performance Plan:**

- Host delegation from South Korea for annual certification inspection at Honolulu Int'l Airport
- Host delegation from Micronesia airports for FAA/AAAE ASOS course in Honolulu
- Conduct Airport Safety and Certification training in...



FAA Flight Plan Initiatives

Organization Excellence

→ Grants Based On Bids

- ◆ **ARP Business Plan:** Issue 90% of grants based on bids

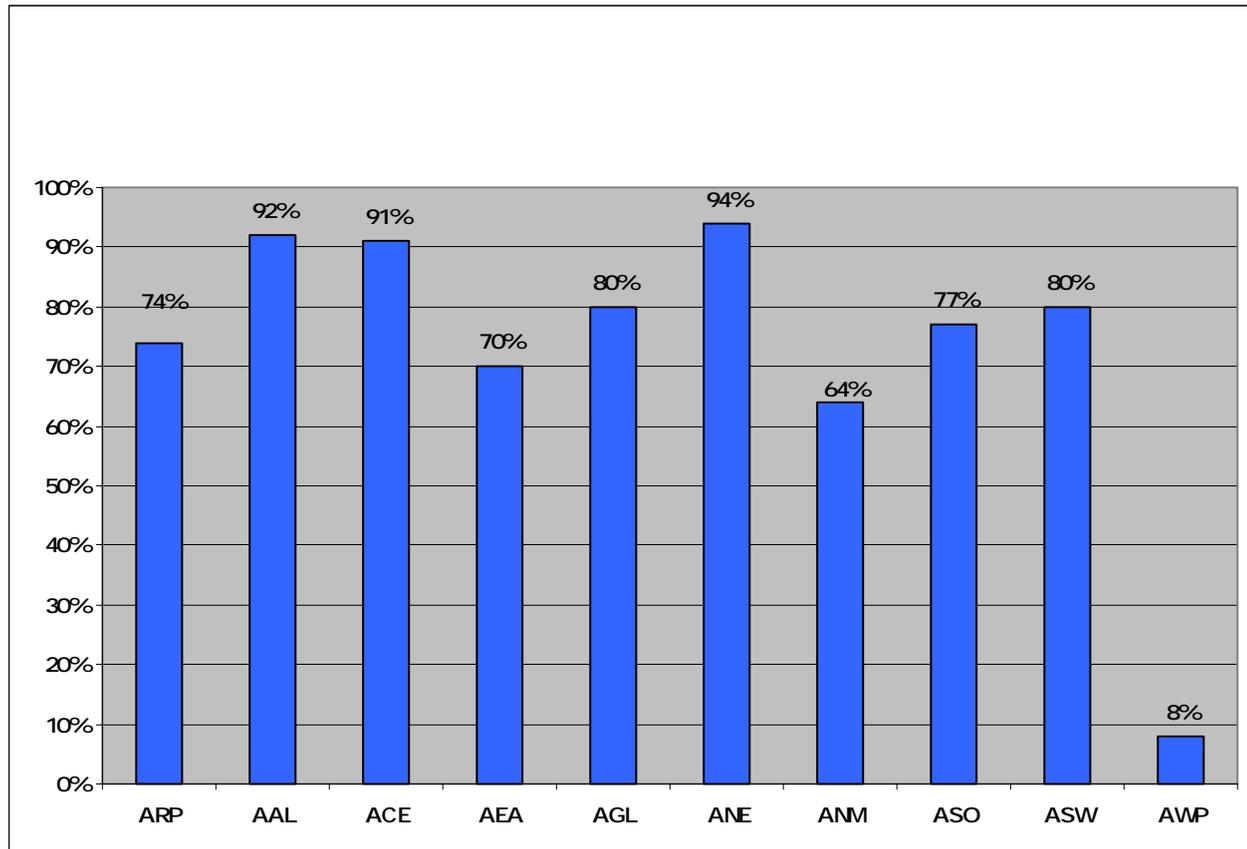
- **AWP Performance Plan:** We project that approximately 30% of AWP's FY-2004 grants will be based on bids. Our goal is at least 70% in FY-2005.



Grants Based on Bids

FY-2003

ARP Goal was 70%





FAA Flight Plan Initiatives Organization Excellence

→ Inactive Grants – 18 Months Without Payments

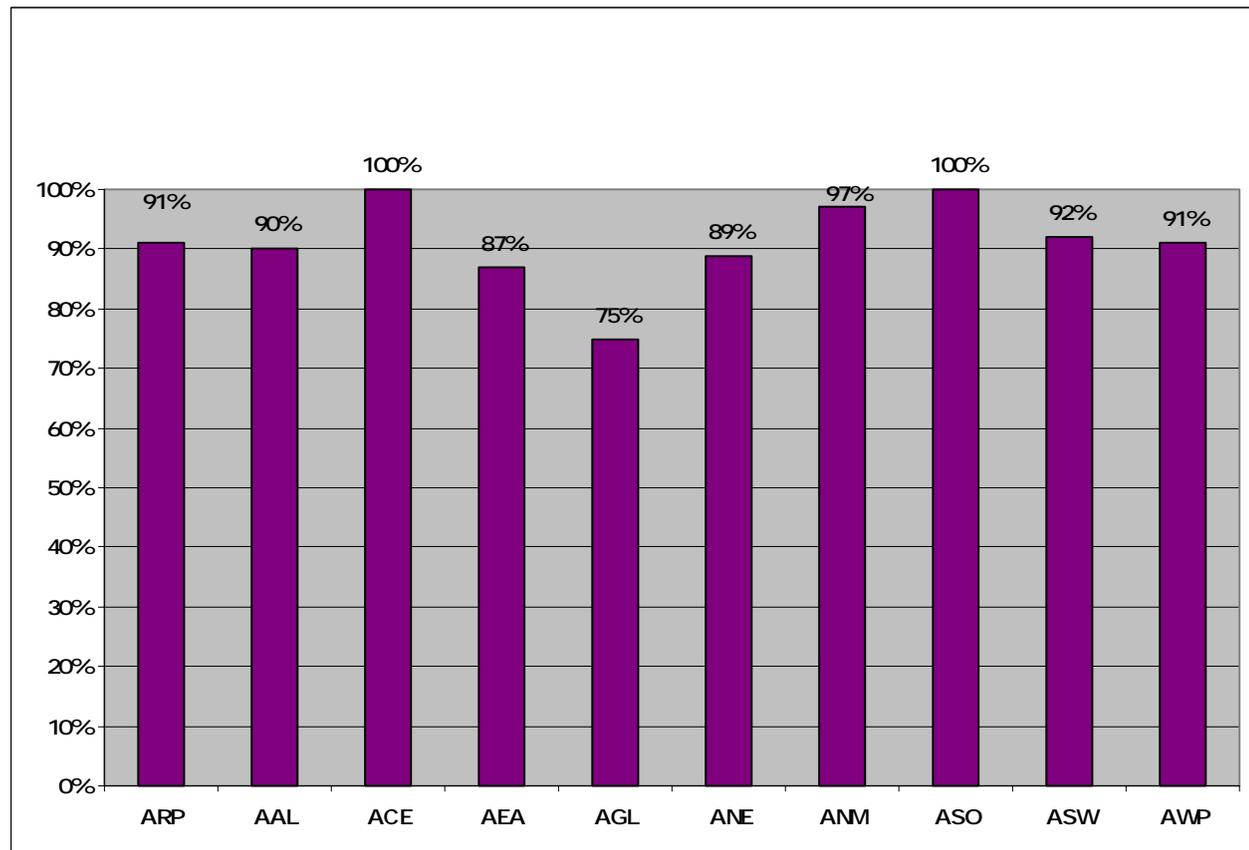
- ◆ **ARP Business Plan:** Close/Reactivate 95% of inactive grants

- **AWP Performance Plan:** To date, approximately 56% of AWP's inactive grants have been closed/reactivated. We expect to close or reactivate 95% of our inactive grants.



Inactive Grants Closed/ Reactivated FY-2003

ARP Goal Was 95%





FAA Flight Plan Initiatives Organization Excellence

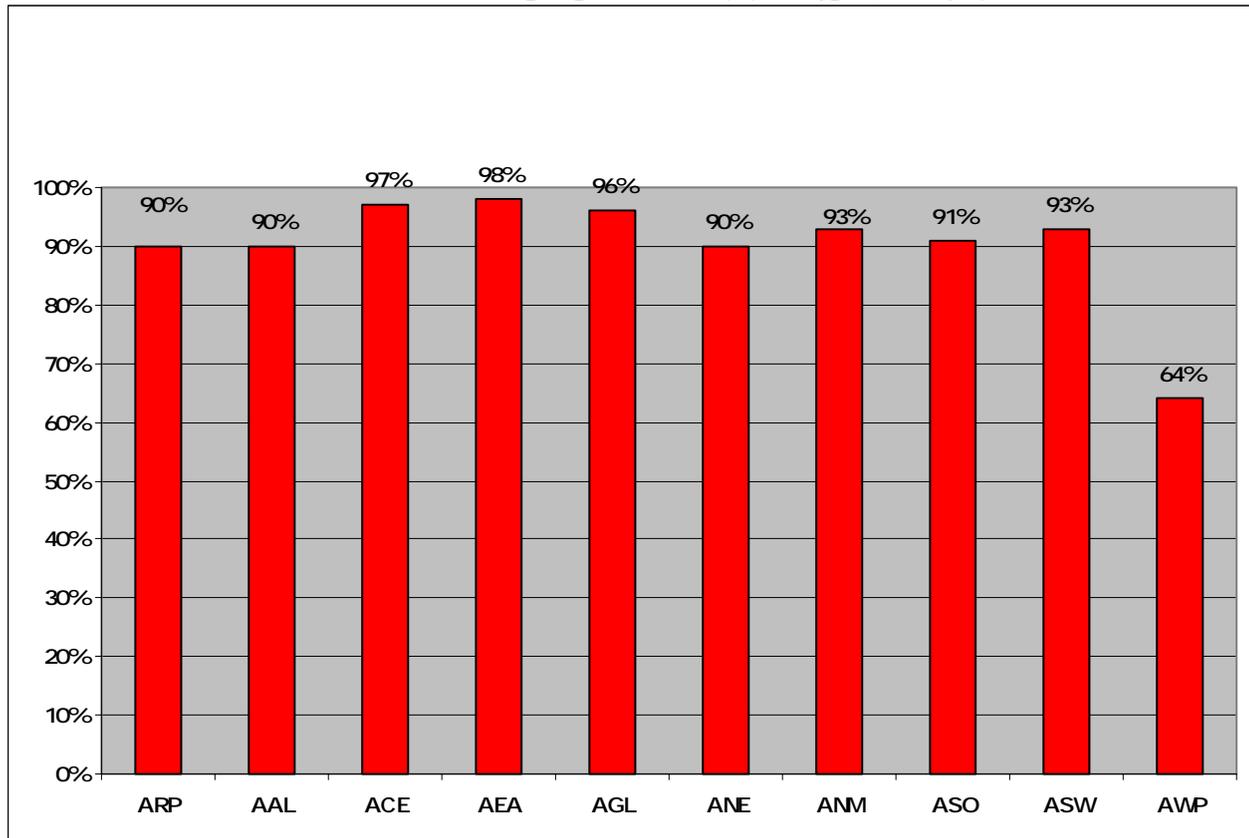
→ Four Years & Older Grants Closed

- ◆ **ARP Business Plan:** Close 95% of grants that are four years and older.
- **AWP Performance Plan:** To date, approximately 45% of grants that are four years and older have been closed. We expect to close about 80% in FY-2004.



Four Years & Older Grants Closed FY-2003

ARP GOAL WAS 95%





FAA Flight Plan Initiatives

Organization Excellence

→ Obligation of Funds

- ◆ **ARP Business Plan:** Obligate 100% of all funds that have been released by the Office of the Secretary of Transportation by August 31, 2004:
 - Obligate 50% by June 30, 2004
 - Obligate 75% by July 31, 2004
 - Obligate 90% by August 16, 2004
 - Obligate 100% by August 31, 2004

- **AWP Performance Plan:** As of July 12, 2004, 38% of AWP's grants have been obligated.



Regional Initiatives

→ Partnership with the States in ACIP development

- Meetings held in April, May and July
- Joint Letter from FAA and States for ACIP in AZ, CA, and NV

◆ Planned Outcomes

- Aligning ACIP (Federal and State Money)
- Avoid Duplication
- Eliminate Guessing Game



Regional Initiatives

→ Letter of Credit (LOC)

- ◆ Maximum letter of credit payment method
 - Improves utilization of FAA staff
 - Allows faster payout for the sponsor

FAA-wide, approximately 75% of sponsors are on a LOC. In AWP, less than 20% are on an LOC.



Regional Initiatives

- **FAA Western-Pacific Region Airports Division Conference**
 - ◆ Location: Los Angeles area
 - ◆ Date: April/May, 2004
 - ◆ Length: Two to three days
 - ◆ Four concurrent sessions
 - Including one day on "AIP-101"



Decentralize Decision Making

→ Enhance Performance and Accountability

- ◆ Provide ACIP Planning Levels to ADO's and Standard Sections
 - ADO/Standards Section accountable for AIP program.
 - Supports performance goal of grants based on bids.
 - Enables sponsor's to open bids with level of confidence



Decentralize Decision Making

- ➔ Enhance Performance and Accountability
 - ◆ Streamline AIP Application Process
 - Minimize Regional Oversight
 - Eliminate Duplication
 - Reduce Processing Time

The End



Thank you!