



Airport Topics

FAA Western - Pacific Region

Volume VI Issue 2

September 2018

MESSAGE FROM THE DIRECTOR, OFFICE OF AIRPORTS

Fiscal year (FY) 2018 is coming to an end!

In this edition of Airport Topics I would like to highlight some of the changes and highlights for FY 2018. We would like to thank all of you for your support in making FY 2018 another successful year.

Federal Aviation Administration (FAA) Regional Office

On July 27, 2018, the Western Pacific Regional Office moved to its new location. You may send correspondence to both the Office of Airports and the Los Angeles Airports District Office (ADO) at:

777 S. Aviation Blvd, Suite #150
El Segundo, CA 90245



Mark McClardy

Noteworthy Environmental Milestones

- Tucson (Proposed Airfield Safety Enhancement Project and other Land Transfers). FAA prepared a detailed Environmental Impact Statement (EIS) to evaluate the proposed projects. This involved direct close coordination with the U.S. Air Force and National Guard Bureau, the Tucson Airport Authority, Pima County, City of Tucson and Raytheon Missile Systems. FAA published the Draft EIS on May 18, 2018. We published the Final EIS on August 31, 2018, we anticipate being able to sign a joint Record of Decision in October 2018. FAA is tracking the EIS under the Fixing America's Surface Transportation Act (FAST) consistent with Executive Order 13807 to complete the federal envi-

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MESSAGE FROM THE DIRECTOR; OFFICE OF AIRPORTS

(continued)

ronmental process in about 24 months.

- Burbank (Proposed Replacement Passenger Terminal Building). FAA selected a consulting firm to assist in preparing an EIS for construction and operation of a replacement Passenger Terminal Building including aircraft parking apron and new parallel and connecting taxiways. FAA anticipates issuing a Notice of Intent to prepare the EIS in FY 19.
- Los Angeles (Landside Access Modernization Program (LAMP)). FAA worked with the City of Los Angeles to prepare a detailed federal Environmental Assessment for a proposed Landside Access Modernization Program that consists of an Airport People Mover, two intermodal transportation facilities (ITF), consolidated Rental Car facility and connection to the Los Angeles County Metro rail system. This EA was specifically challenging because it involved complex General and Transportation Conformity air quality analysis issues that required coordination with various federal, state, and local air quality control agencies. FAA approved a Finding of No Significant Impact and Record of Decision in January 2018.

AIRPORT OUTREACH—FY 2018 FAA Airports Conference

Thank you for making our annual AWP Airports Conference a success. Conference presentations are on our FAA Webpage. https://www.faa.gov/airports/western_pacific/

Here are some quick links.

Conference Presentations *(organized by session)*

<https://faa-airports.sharefile.com/share/view/s039685db616486ab/fo74d0e1-11c4-4126-a61f-f5904efa3ecc>

Conference Photos

Day 1. <https://faa-airports.sharefile.com/share/view/s039685db616486ab/fo6885f5-913b-4a1b-8830-4f5a41dfe451>

Day 2. <https://faa-airports.sharefile.com/share/view/s039685db616486ab/fo3e0b25-b38a-4ca6-bf2d-07dbb976ee6e>

Day 3. <https://faa-airports.sharefile.com/share/view/s039685db616486ab/foa73d98-2c4d-497b-8ecf-971aaca8ad66>

MESSAGE FROM THE DIRECTOR; OFFICE OF AIRPORTS

(continued)

AIRPORT FUNDING—Airport Improvement Program (AIP)

- AWP issued 149 AIP grants totaling about \$427M. About \$294M went towards airfield pavements, \$43M towards airport noise mitigation, \$39M towards targeted airport safety/security projects, \$11M towards airport planning studies, and \$15M towards other development.

I will provide a more detailed summary of FY18 accomplishments in our first quarter newsletter.

In closing, I would like to inform those of you who are not aware that I am on assignment at our FAA headquarters until early November. I would like to end this article where I started; by thanking everyone for a successful FY 2018!

Mark A. McClardy, Director

AWP SPOTLIGHT

Hazel Johns, AAE, Santa Barbara Municipal Airport

Hazel Johns has served as the Director of the Santa Barbara Airport since June 2014. Ms. Johns oversees the operations, maintenance, fiscal management, and long-term capital planning for the Santa Barbara Airport with a staff of 70 employees. In addition to the airfield the Santa Barbara Airport's 950 acres is comprised of 400 acres of wetlands and 95 acres of commercial/industrial property currently leased to about 100 tenants. Ms. Johns joined the airport as the Assistant Airport Director in 1987. She was responsible for strategic fiscal leadership for the Santa Barbara Airport.



Hazel Johns

The American Association of Airport Executives (AAAE) certified Ms. Johns, as an Accredited Airport Executive, in 1994. She received the 2002 Southwest Chapter of AAAE (SWAAAE) Aviation Award for Exceptional Performance and Outstanding Contribution to the Airport Management Profession. She served on the SWAAAE Board of Directors representing airports in Southern California, and from 2003 to 2006 on the national AAAE Board. The Santa Barbara Airport also won the 2018 FAA Western Pacific Region Airports Division Outstanding Airport award.

AWP SPOTLIGHT

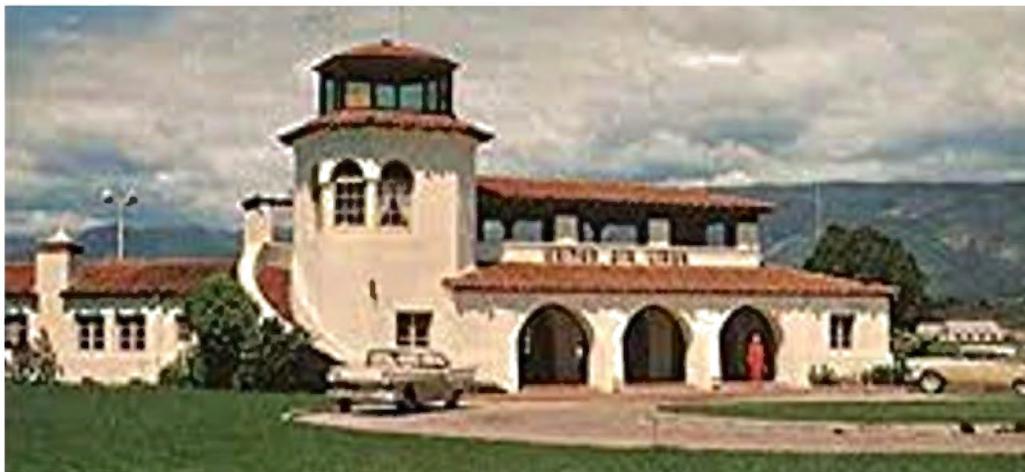
Hazel Johns, AAE, Santa Barbara Municipal Airport (continued)

Ms. Johns got her start in aviation at the Will Rogers World Airport. She was working for Oklahoma City for 4 years with various duties including Human Resources and grants management, when the Oklahoma City Department of Airports created a new position. Ms. John thought the position as the Manager of Business and Property for the Department of Airports sounded interested, so she applied. As happened to many of us, the minute she got in she loved it.

Ms. Johns and her husband decided to leave Oklahoma and move to Colorado for a small adventure as the owners of a bar and restaurant. After a few years, they decided to move on to the next adventure. While visiting San Francisco for a job interview, Ms. Johns and her husband decided to drive down the California coast. When they arrived in Santa Barbara, they knew they were home. So they left Colorado and moved to Santa Barbara. Not long after the move, a position opened at the Santa Barbara Airport, and as they say, the rest is history.

After her long and illustrious career, Ms. Johns is retiring on August 30. She has no plans to relax and enjoy all the wonderful things the Santa Barbara area has to offer. Please join me in thanking Ms. Johns for her contribution to aviation.

Robin Hunt, Deputy Director



PLANNING AND PROGRAMMING

\$1 Billion Supplement Information

On March 23, 2018, the President signed H.R. 1625, the Consolidated Appropriations Act, 2018. The legislation provided the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP) an additional \$1 billion in discretionary grants, to enable the Secretary of Transportation to make grants for projects as authorized by subchapter 1 of chapter 471 and subchapter 1 of chapter 475 of title 49, United States Code.

The Act also stipulated that the Secretary shall give priority consideration to projects at: (a) nonprimary airports that are classified as Regional, Local, or Basic airports and not located within a Metropolitan or Micropolitan Statistical Area as defined by the Office of Management and Budget; or (b) primary airports that are classified as Small or Nonhub airports.

Key points in the law:

- For projects authorized by chapters 471 and 475.
- To remain available through September 30, 2020.
- Funds to be distributed as discretionary grants to airports.
- .- Federal share for a grant under this heading to a nonprimary airport shall be 100 percent.

Airports eligible for “Priority Consideration”:

- Currently 1,099 Nonprimary airports meet the criteria.
- Currently 319 Primary airports meet the criteria
- **Currently 1,418 airports meet the criteria**
- List will be updated once FAA publishes the next NPIAS Report.
- List is publicly available now—but pay close attention to the caveats listed on the front page.
- List available online at:
https://www.faa.gov/airports/aip/aip_supplemental_appropriation/

Broad process:

- A Federal Register Notice was published on July 9, 2018 which outlined two primary deadlines:
 - **Deadline #1:** August 8, 2018: For airports that meet the criteria for “Priority Consideration” and want to be considered for supplemental funds in FY-2018.
Submissions are currently under review.
 - **Deadline #2:** October 31, 2018: For any NPIAS airport that wants to be considered for supplemental funds during FY-2019 or FY-2020.
- Specific Submission Requirements— *See the Links below*

Federal Register Notice

[Federal Register Notice: Supplemental Guidance on the Airport Improvement Program \(AIP\) for Fiscal Years 2018-2020 \(83 FR 31834, July 9, 2018\)](#)

PLANNING AND PROGRAMMING

\$1 Billion Supplement Information (continue)

Note: Footnotes 6, 7, and 9 should refer back to Footnote 5, not 4.

- Revised Federal Register Notice/Updates

[Federal Register Notice: Corrections to Previous Notice Regarding Supplemental Guidance on the Airport Improvement Program \(AIP\) for Fiscal Years 2018-2020 \(PDF\)](#) (83 FR 35052, July 24, 2018)

- Optional Template Request Form:

[FY 2018-2020 AIP Supplemental Appropriation - Optional Airport Project Request Template and Instructions \(PDF\)](#) (added 7/24/2018)

This *optional* form can be used to meet the submission requirements established in the July 9, 2018, Federal Register Notice listed above. Use of this form is optional, but may enable the FAA to process requests more quickly.

Note: The FRN requires requests to be submitted via email. This form can also be used for submittals under the Deadline #2 (October 31, 2018) request as well.

Related Guidance: ;

[FY 2018-2020 AIP Supplemental Appropriation Frequently Asked Questions \(FAQs\) \(PDF\)](#) (added 7/16/2018)

[Airports eligible for 'Priority Consideration' as of April 30, 2018 \(PDF\)](#)

Arlene Draper, Manager

SAFETY AND STANDARDS

Vanquishing the VPD

This publication is directed primarily towards airport management to be disseminated to all levels of personnel working at your airfield. Vanquishing the Vehicle/Pedestrian Deviation (V/VPD) can be accomplished through a solid partnership between the FAA and airport management. The responsibility of making sure that the proper safeguards are in place, however, lies squarely on the shoulders of airport management. Please use this information and all that follows as a guide by which to provide a safer environment at your airfield.

In the aviation community, Airfield Operations employees are considered professionals when it comes to the execution of their duties. This consideration applies especially to the manner in which they drive the movement areas at their airports. Since January 1, 2017, there have been seven V/VPDs in the Western-Pacific Region involving Airfield Operations. All of them were runway incursions. With the exception of one incident, all occurred at large airports certificated under 14 CFR Part 139. This is an alarming trend we want to see reversed.

As you perform your airfield operational duties, keep in mind that you are professionals. Airfield Operations personnel work closely with the best air traffic controllers and the best pilots in the aviation industry. This is a very serious working environment and executing your assigned duties with a safe and professional attitude is paramount. How can you strive to accomplish this? We can begin by following a few, basic tenets:

- **Report for work physically and mentally fit.** It is your professional responsibility to govern your physical and mental condition. Working back-to-back shifts or reporting to work when you are ill does not promote mental acuity or safety. I have known airfield operations personnel who have fallen asleep while driving their vehicles and collided with other vehicles on the airfield.
- **Complacency kills.** We all understand that complacency leads to inattention and inattention leads to disaster. I have always found that the best remedy for a self-congratulatory or self-satisfied attitude is a simple walk through the terminal. The human connection of looking at the faces of the passengers and realizing that each one of them have families, friends and loved ones is enough to dispel complacency and garner attention to the task-at-hand.
- **Trust but verify.** Assuming that a given situation on the airfield is always correct is unwise. You can be satisfied that (usually) when Air Traffic Control (ATC) issues you a clearance, it will be safe to proceed; however, it is a good practice to verify your assumption by looking for traffic and comparing your situational awareness with ATCs. Do not trust that pilots or ATC never make mistakes. Pilots and ATC are humans and, as humans, make mistakes. This is why pilots, ATC and Airfield Operations should all back each other up by exercising situational awareness. The concept of trust but verify applies to every operational responsibility assigned to Airfield Operations personnel including self-inspection duties, escorting, overseeing construction activities, entering the runway environment or responding to an accident or incident.
- **The runway is sacred territory.** The runway environment must be treated in an inviolate manner. The boundary of this sacred territory begins at the runway holding position marking and ends where you exit the runway. When ATC clears you onto the runway, you have a clearance to occupy that space, much the same as an aircraft is granted sole occupation of airspace while flying IFR. We

SAFETY AND STANDARDS

Vanquishing the VPD

(continued)

have recently had incidents in the Western-Pacific Region where airfield operations personnel have entered active runways, completely unaware that they were doing so. In some cases, inclement weather or disorientation contributed to the incursions. Nevertheless, in the most egregious cases, one or more of the preceding tenets were not followed. These incursions led to revocation of airfield driving privileges or outright dismissal of the employee.

Airport Operations employees are entrusted with the responsibility of executing their duties safely and professionally. They are considered dedicated professionals who keep the airport running safely and efficiently. Following the four tenets of professionalism will keep you out of trouble and keep you in the highest esteem of the flying public.

Steve Oetzell, Lead Airport Certification Safety Inspector



HONOLULU ADO NEWS

GUAM MOST EFFICIENT AIRPORT UNDER 10 MILLION PAX

The A.B. Won Pat International Airport (GUM) was voted the "most efficient airport under 10 million passengers," by the Air Transport Research Society (ATRS), as a result of its 2018 Global Airport Performance Benchmarking Report.

"This is another feather in our cap," stated Chuck Ada, Executive Manager. "This unbiased, research based benchmarking report was prepared by members of a task force from Canada, USA, Australia, Japan, Hong Kong, the Netherlands, Germany and Israel. Clearly, our facility and operational performance is on top globally in productivity and efficiency, unit costs and cost competitiveness, financial result and airport charges; categories that were considered in this benchmarking report. Guam should be extremely proud of its Airport and being acknowledged as one of the best, not only in the region, but on global scale as well."

Chairman of the Board Ricardo S. Duenas received the award for the Guam Airport, at the ATRS conference held this past July in Seoul Korea. Chairman Duenas stated, "In our commitment and efforts to create an exceptional airport experience for all our airport users and stakeholders, as well as being industry-leading in safety and security, and we are pleased to report that the Guam International Airport has made significant progress in both regards. Thanks to all the staff and airport stakeholders for the hard work and efficient performance. This award is a result of them."



Overview of the GUM's performance include:

Airport facility handles operations that include 60,400 flights annually

3.8 MILLION arriving, departing and transit passengers a year

Airport Mission is critical to the success and continued growth not only to Guam, but to our region as well

Airport activities infuse \$2.3 billion annually into the island's local economy

GUM expects to continue to raise the performance bar to better serve the people of the island and all who travel to and through the Antonio B. Won Pat International Airport, Guam!

The Air Transport Research Society was established in 1995 to enhance the research capability for multi-national and multi-disciplinary issues on air transportation, and to foster interaction between international and national aviation academics dealing with policy, management strategy and infrastructure issues.

Honolulu Airports District Office

HONOLULU ADO NEWS

MARTINEZ JACOBS APPOINTED REGIONAL DIRECTOR – AMERICAS FOR IAFPA ASIA

Mr. Martinez Jacobs, Fire Chief for Hawaii Airports, was recently appointed the Regional Director – Americas, at the annual International Aviation Fire Protection Association (IAFPA) Asia meeting held in Singapore on May 9, 2018.

The next IAFPA conference will be in Hawaii. The proposed dates to be September 11 – 13, 2019.

IAFPA was formed in 2000 to promote the information exchange, study, and improvement of aircraft rescue fire fighting and airport facility fire protection.

IAFPA Asia was recently set up in Singapore as a regional headquarters to better serve the Asia Pacific region to help to promote International Civil Aviation Safety Standards in Aircraft Fire Fighting and Rescue and closer co-operation between the various Emergency Responders across Asia and the Middle East.



Honolulu Airports District Office

HONOLULU ADO NEWS

E Komo Mai (Welcome) to Kevin Nishimura Our New Environmental Protection Specialist

The FAA Honolulu Airports District Office is very pleased to welcome Kevin Nishimura as our Environmental Protection Specialist (EPS). Kevin started with us on September 17, 2018.

Prior to joining the FAA, Kevin was an EPS with the US Army Corps of Engineers, Honolulu District (District). He worked on a wide range of environmental projects for the District with varied responsibilities including providing natural resources support and field contractor oversight for projects under the Formerly Used Defense Sites program; project manager for the clean-up of former live fire ranges; technical environmental lead for construction projects at the US Army Garrisons at Hawaii and Kwajalein Atoll and for the District's Civil Works Program in Hawaii and the US Territories in the Pacific; and writing, contracting and overseeing the development and issuance of NEPA documents.

Kevin's other past lives include serving as a Microbiologist with the US Navy's Environmental Lab at Pearl Harbor, a Sanitary Chemist with the City and County of Honolulu's Water Quality Lab and as a retired Commander with the US Coast Guard Reserve with a specialty in Maritime Safety.

Having worked in agencies whose areas included assignments primarily involving water and land, he is excited to begin work involving a different arena...air.

Kevin is very excited and enthusiastic to join the Western-Pacific Region Airports Division and looks forward to partnering with our airport sponsors in the Pacific.

Join us in welcoming Kevin to our FAA Ohana!



Gordon Wong, Manager

LOS ANGELES ADO NEWS



Long Beach Airport – Airport Capital Improvement Program

Long Beach Airport (LGB) currently has nearly 300,000 annual operations and 12.5 million square feet of airfield pavement. For a small hub airport with significant commercial aircraft operations, maintaining the vast amount of the airfield pavement has proven to be a challenge. LGB relies on the Airport Improvement Program (AIP) to ensure that the Airport continue to conform to existing and future demands, facilitate safe and efficient operations, and sustain an FAA compliant airfield.

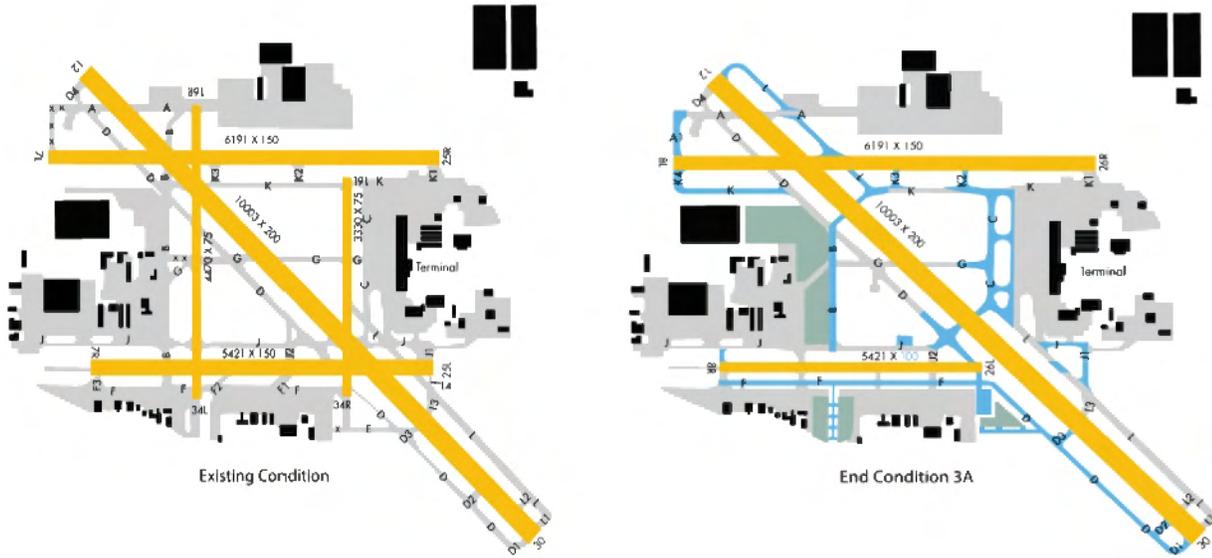
As LGB evolved since the late 1920's, pavement additions have resulted in increasingly complex runway and taxiway alignments and intersections. In 2002, LGB was identified as one of the sixteen assessed airports which would benefit from safety enhancements to prevent runway incursions. FAA identified multiple "Hot Spots" or high risk of incursion locations within the LGB airfield. The Airport subsequently completed a multi-year geometry study that was intended to address the complexities of the airfield geometry. This study was done as a collaborative effort, with extensive input from LGB staff, Stakeholders, and the community, and resulted in identified implementable solutions. The solutions comprised of numerous airfield geometry reconfigurations that need to be implemented incrementally and is estimated to take 20+ years to construct.

To execute this new airfield layout, LGB recently overhauled its Capital Improvement Plan (CIP) strategy, moving away from the typical annual AIP grant applications to requesting grants in alternating years. This would mean a smaller number of potential larger grants, which allows the airport to develop plans for larger scale projects, every other year. The airport has cited several advantages, including significant decreases in unit bid prices due to the increased quantities. The greater economies of scale have apparently dramatically decreased bid prices, allowing the airport to build more with the same amount of money. Other cost benefits include fewer contracts to manage, decreased mobilization/demobilization costs, reduced administrative/CM/PM and other soft costs.

LGB's new strategy has made managing their open grants more efficient. LGB used to maintain 9 open AIP grants at any given time, they now only have 2 open AIP grants. Projects were phased over several grants years. According to the airport, this resulted in longer construction periods and increased cost for mobilization. The current strategy of deferring/alternating years allows the airport more time to plan, design and coordinate their projects. By completing the project one or less contract phase, there are cost savings, there are less disruptions and construction impacts to ATCT, Airport Tenants, Commercial Airlines, and their Airport Operations staff.

LOS ANGELES ADO NEWS

LONG BEACH AIRPORT – AIRPORT CAPITAL IMPROVEMENT PROGRAM (continued)



Mark Guan
Lead Engineer/Program Manager

PHOENIX ADO NEWS

Runway Incursion Mitigation (RIM) Program

Airfield geometry has been identified as a primary contributing factor for runway incursions. After analyzing more than 10 years of national runway incursion data between 2007 and 2017, ARP has developed a preliminary inventory of locations (initial version released in July 2015) at airports where risk factors might contribute to a runway incursion. To address these existing issues, we initiated a new comprehensive multi-year Runway Incursion Management (RIM) program in 2015 to identify, prioritize, and develop strategies to help airport sponsors mitigate risk at these locations.

Runway incursions occur when an aircraft, vehicle, or person enters the protected area of an airport designated for aircraft landings and take offs. Risk factors that contribute to runway incursions may include unclear taxiway markings, airport signage, and more complex issues such as the runway or taxiway geometry. Through RIM, the FAA will focus on reducing runway incursions by addressing risks at specific locations at the airport that have a history of runway incursions.

The FAA has made significant progress in improving runway safety at U.S. airports over the past 15 years by working with other members of the aviation community on education, training, marking and lighting, standard runway safety areas, new technology and airfield improvements. The FAA plans to build on that success by working with airport sponsors over the next 10-15 years to further reduce runway risks through risk-based decision-making.

The Phoenix Airports District Office (PHX-ADO) is currently working with the Reno-Tahoe Airport Authority (RTAA) to implement mitigations at RIM locations RNO-HS2 and RNO-02 at Reno-Tahoe International Airport. During the Airport Capital Improvement Program (ACIP) meeting, the ADO discussed hot spots and RIM locations on the airfield and developing implementation strategies. The ADO anticipates RTAA will request AIP funding to address the RIM issues in their upcoming runway 16R-34L reconstruction project.

The Runway Safety Action Team (RSAT) meetings are also used to identify strategic activities to reduce risk of runway incursions. Attendees were the ADO and other FAA Lines of Business such as Tech Ops, Flight Standards, and Air Traffic Organization. The purpose was to review operations, incident history, airport layout, and hot spots. Once these issues were identified an Action Plan was developed to implement these issues.

PHOENIX ADO NEWS

Introducing Ken Hall – Community Planner

Ken Hall has joined the Phoenix ADO as our new Community Planner. Ken is originally from Milwaukee, Wisconsin and has lived in Arizona since the 1990's. He has a B.A. in Geography and a M.S. in Urban Affairs from the University of Wisconsin-Milwaukee, and has been working in professional planning and community development for over 25 years. His professional work experience includes the Southeastern Wisconsin Regional Planning Commission, the Maricopa Association of Governments and the City of Mesa. He has also worked as an urban planning consultant, and was recently the Executive Director of the Central Arizona Governments, which comprises over 20 governments and is situated between the metropolitan regions of Phoenix and Tucson.

Ken has traveled to 47 states and 18 countries. He has three adult kids (one of which lives in California), and he likes to hike and travel around the Southwest on road trips in his spare time. Ken doesn't miss the snow in Wisconsin, and isn't quite sure about living in a place that can't naturally support a palm tree.



Mike Williams, Manager

SAN FRANCISCO ADO NEWS

Foresight Pays Off!

Early partnership and conversing with airport project stakeholders helps collaboratively predict the next steps and strengthens the likelihood of a successful outcome. This group strategy approach is important for *Airport Improvement Program (AIP)* funded proposed development projects that can on occasion require elevated coordination across Federal Aviation Administration (FAA) organizational lines.

Our Airports District Offices (ADO) often coordinate with the FAA Air Traffic Organization (ATO), **National Airspace System (NAS) Planning & Integration (NPI) Team** in order to determine the effect of a proposed airport development project on the NAS. Our NPI Team often provides a high-impact role behind the scenes of ADO led projects by helping to lead conversation for projects with potential impacts to NAVAIDS and/or Flight Procedures. Our ATO NPI Team colleagues are located in Des Moines, Washington, and will often travel to join the ADO staff to conduct airport site visits for mission critical project coordination.

So, when does an Airport Sponsor need to communicate with the NPI Team?

The NPI Team serves as a focal point for Airport Sponsor's planning of airport construction projects that are expected to impact existing FAA-owned facilities and/or equipment (such as NAVAIDS, VISAIDS, communication or surveillance systems). NPI Planners work closely with the ADO and Airport Sponsor to ensure that critical project requirements are known well in advance of construction, and that all necessary FAA resources and arrangements are in place to make your project a success!

Your Western-Pacific Region NPI contacts are here to help!

Matt Robertson	Lead Planner	(425) 231-2855	matthew.d.robertson@faa.gov	Northern California / (SFO ADO)
Tamra Lee	Lead Planner	(425) 231-2852	tamra.lee@faa.gov	Southern California / (LA ADO)
Doc Richardson	Lead Planner	(425) 231-2854	doc.richardson@faa.gov	Nevada-Arizona / (PHX ADO)
Corey S. Glaze	Lead Planner	(425) 231-2850	corey.s.glaze@faa.gov	Pacific Islands / (HNL ADO)
Matthew Murphy	NPI South Team Manager	(425) 231-2824	matthew.murphy@faa.gov	Western Pacific Region

“NPI – The home of *Reimbursable Agreements (RA)*!

An RA is a legal document executed by the FAA and the Airport Sponsor that provides the FAA engineering and technical resources needed for your project.

RAs also ensure that:

Work on FAA-owned facilities is in accordance with regulatory requirements.

Performance of commissioned facilities is maintained.

The safety and efficiency of the NAS is maintained.

FAA and Airport Sponsor responsibilities are clearly defined.

I think I might need an RA for my project!...Now what?

SAN FRANCISCO ADO NEWS

Foresight Pays Off! (continued)

The Airport Sponsor and/or ADO contacts their NPI Lead Planner as soon as they think that a construction project **might** impact FAA facilities. (During or following Environmental Assessment, early in project design (15% or sooner), etc.).

NPI typically starts planning for reimbursable agreements supporting airport projects 18-36 months prior to proposed start of construction. They'll work with the ADO and all necessary ATO field offices to evaluate potential projects for NAS impacts.

Standard RA Development...How long does it take?

Develop work scope & cost estimate:	60-90	working days
FAA Local and HQ approval:	20-30*	working days
Accounting system set up:	14-21	working days
Total development time (average):	4.5 to 6	months

**The timelines above do not account for additional time needed for sponsor execution and funding of the RA. If the FAA must contract out some portion of the required FAA work scope, allow 6-8 months after RA has been executed and fully funded for FAA contract award.*



Featured NPI Team:

Matt Robertson & Matthew Murphy

Fernando Yáñez, Lead Program Manager—Airport Planning

Matt Robertson, Aviation Technical Systems Specialist



**Contact AWP Offices:
Find AWP Online:**

[http://www.faa.gov/airports/
western_pacific/](http://www.faa.gov/airports/western_pacific/)

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602-792-1060

San Francisco Airports District Office

1000 Marina Blvd, Suite 220

Brisbane, CA 94005-1835

650-827-7600

WESTERN—PACIFIC SUGGESTION BOX

If you would like to suggest an article or topic for the newsletter, please contact the ADO Manager for your area. Be prepared to provide information, photos, and references to material if requested.

If you would like to be added to the e-mail list for this publication, please contact the FAA Western Pacific Region, Airports Division Office.

Contact information is given above.

