

# DVRPC

## *RAC Meeting*

JUNE 21, 2012

- **AGENDA**
- **MINUTES** *from March 15, 2012*
- **FEDERAL REGISTER AVIATION NOTICES**
- **NEWS ARTICLES**

### **SPECIAL PRESENTATIONS**

**ELLIOTT LINDGREN: AECOM**

*Title: EALP - FAA Pilot Studies*

**SELENA SHILAD: ALLIANCE FOR AVIATION ACROSS AMERICA**

*Title: State of GA Airports*

**AECOM**





**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**REGIONAL AVIATION COMMITTEE MEETING  
(RAC)**

**Thursday June 21, 2012**

**10:00 AM**

*Coffee will be available in the morning;*

*Lunch will be served after the meeting!*

American College of Physician's Building  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
(6<sup>th</sup> & Race Streets)  
(Philadelphia, PA 19106)  
(215) 592-1800

**AGENDA**

- 1. Introductions**
- 2. Minutes of the of March 15, 2011 RAC Meeting**
- 3. Status of Regional Airport Systems Implementation (2 Min Reports)**

Delaware State Airports:  
New Castle County, Summit

New Jersey State Airports:  
Camden County, Cross Keys, Flying W, Red Lion, South Jersey Regional,  
Spitfire Aerodrome, Trenton-Mercer, Trenton-Robbinsville,

Maryland State Airport:  
Cecil County

Pennsylvania State Airports:  
Brandywine, Chester County, Doylestown, Heritage Field, New Garden,  
Northeast Philadelphia, Penridge, Perkiomen Valley, Philadelphia International,  
Philadelphia Seaplane Base, Pottstown Municipal, Quakertown, Vansant, Wings  
Field

Heliports:  
Penn's Landing Heliport, Total RF Heliport, Valley Forge Bicentennial Heliport,  
Horsham Airways Heliport.

#### **4. Special Presentations**

E-ALP – Elliott Lindgren, AECOM

State of GA – Selena Shilad, Alliance for Aviation Across America

#### **5. Continuing Planning Activities**

- a. DVRPC /PA Aircraft Operations Counting Programs
- b. DVRPC/NJDOT AWOS Project Status
- c. DVRPC CASP 30 - Grant Application Status

#### **6. Capital Programming Status**

- a. FAA Funding Program - Harrisburg ADO Status and Activities
- b. PA Funding Program; Status and Activities
- c. New Jersey Funding Program Status and Activities.
- d. Delaware Funding Program Status and Activities.
- e. Maryland Funding Program Status and Activities

#### **7. Old Business**

- a. FAA NPIAS ASSET Study Status update
- b. New Jersey State Aviation Conference May 4, 2012, Newark Airport
- c. Maryland Aviation Conference, May 4-5, 2012, Hagerstown, MD
- d. 8th National Aviation System Planning Symposium, May 20-23, 2012 Galveston, TX
- e. Trenton-Mercer Airport's Strategic Land Development Study – update

#### **8. New Business**

- a. Pennsylvania Aviation & Aerospace Advocacy Day, June 13, 2012  
- Legislative Updates: PA HB 1100 Fixed Wing Tax Exemption
- b. Public Comment Period

#### **9. Announcements**

- a. McGuire Airspace Safety Tours – Tentative dates  
Link to sign up: <http://www.surveymonkey.com/s/7GRSSKL>
- b. Next RAC Meeting Date: Thursday, September 20, 2012, DVRPC offices.

#### **10. Attachments**

March 15, 2012 RAC Meeting Minutes and Attendance Sheet.

Federal Register Notices: Relevant FAA notices since March 15, 2012.



## **Assorted News Articles**

### **International News Articles:**

Congress Blog: What new Passenger Name Record agreement means for U.S. travelers, UN agency: 1 billion tourists expected this year, IATA reports air travel up but threatened by high oil prices, Summer gains forecasted uncertainty for fall, Passengers want more automation at airports, International air traffic up in March, China high speed rail and air pax impact.

### **Federal News Articles:**

US Commercial Aircraft Fleet shrank in 2011, FAA seeks sites to test drones, Disruptions: Time to Review F.A.A. Policy on Gadgets, DOT reports 17 percent increase in us airline passengers, Satellite System that could mean the end to circling above an airport, Half of Americans are not taking all of their vacation time, New Atlanta airport terminal sets stage for future travel, International Tourism strategy launched.

### **State News Articles:**

PA Aviation Newsletter

### **Local News Articles:**

LVIA carrier DirectAir halts flights nationwide, Willow Grove Naval Air Station news, Hurdle for Queen City Airport sale, PHL security, PHL picks firms to manage expansion, HLRA-Willow Grove 1-18-12 Meeting Minutes, Non-stop Asia flights from Philadelphia.

### **Airline News Articles:**

DOT reports improvement in airline on time performance cancellation rates, United Airlines Wi-Fi internet streaming video coming to Australia on US Boeing 747 flights, More airline passengers than ever in 2011, Airlines looking gains amid higher fuel prices, AA-USAIR merger would present challenge, DELTA USAIRWAYS Q1 earnings, USAIRWAYS predicts benefits from merger with AA, Delta Air Lines to buy Trainer refinery, USAIR adds flights to Europe, Senator asks for kid seat fees to be dropped, Airlines impose seat fees, SW expansion at Hobby approved, how airlines spend your airfare.

### **Policy and Regulatory News:**

Airlines push for more bio-fuel support, CT met airline safety, Implementing NextGen technology mindset, GAAC letter to Senate THUD appropriations committee.



**Directions to the DVRPC Offices  
And  
Parking Lot Locations**



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**BY AUTOMOBILE**

DVRPC is located in the American College of Physicians (ACP) Building.

**From Western PA:**

Take I-76 East (PA Turnpike) to Exit 326 Valley Forge Interchange. Continue East on I-76 (Schuylkill Expressway) to Exit 344, which is I-676 (Vine Street Expressway). Get off I-676 at Ben Franklin Br. (4th Exit). Stay right, following signs to 6th Street/Independence Mall. Make a right at the end of the exit (at the traffic light) onto 6th Street. The Building is located on the right side, at 6th and Race Streets.

**From Northeastern PA:**

Take I-476 south (PA Turnpike - NE Extension, formerly Rt. 9) to Exit 16, I-76 (Schuylkill Expressway), and take I-76 East to Exit 344 (I-676 (Vine Street Expressway). Get off I-676 at Ben Franklin Br. (4th Exit). Stay right, following signs to 6th Street/Independence Mall. Make a right at the end of the exit (at the traffic light) onto 6th Street. The Building is located on the right side, at 6th and Race Streets.

**From Central New Jersey (Trenton area):**

Take I-95 South to I-676 West/Callowhill Street Exit. Stay to the far right and get off immediately at the Callowhill Street Exit (local traffic). At the light, make a right and get into the far left lane. Make a left on 6th Street. The Building is located on the right side, at 6th and Race Streets.

**From Northern and Southern New Jersey:**

Take the New Jersey Turnpike to Exit 4 (Rt. 73). Take Rt. 73 North to Rt. 38 West. Take Rt. 38 West to the Benjamin Franklin Bridge. Cross the bridge staying in the far right lane. Exit at 5th Street. Take 5th Street to Callowhill Street and make left. From Callowhill Street make left on to 6th Street. The Building is located on the right side, at 6th and Race Streets.

**From Delaware:**

Take I-95 North to I-676 West (left lane of I-95). On exit ramp, stay to the right and get off immediately at the Callowhill Street Exit (local traffic). Merge onto Callowhill Street and stay in the left lane. Make a left onto 6th Street. The Building is located on the right side, at 6th and Race Streets.

**BY PUBLIC TRANSIT**

**Amtrak:**

Take Amtrak to 30th Street Station. Exit the station at 30th Street. The subway entrance is located at the NW corner of 30th and Market Streets. Take the Market-Frankford Line (blue) Eastbound towards Frankford. Get off at 5th Street. Walk north on 5th Street to Race Street and walk west to 6th Street.

**SEPTA Regional Rail:**

Regional Rail lines stop at Market East Station (11th and Market Streets). Walk East on Market to 6th Street then north on 6th to Race Street or take the Market-Frankford Line (blue) Eastbound towards Frankford. Get off at 5th Street. Walk north on 5th Street to Race Street and walk west to 6th Street.

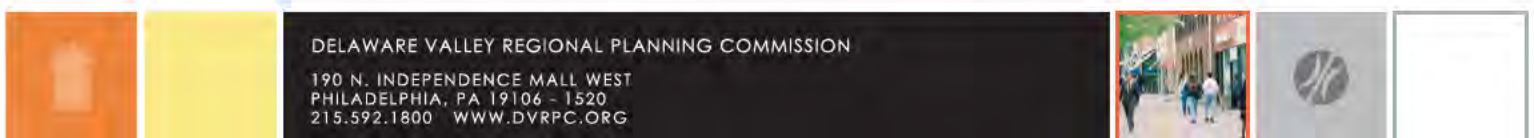
**SEPTA Blue Line:**

When riding the Market-Frankford Elevated-Subway, get off at 5th Street. Walk north on 5th Street to Race Street and walk west to 6th Street.

**PATCO:**

Take PATCO to the 8th & Market Street stop. Walk East to 6th Street then north to Race Street.

Parking is available at the Constitution Center across from the building. The entrance is on Race Street. From 6th Street make a left on to Race Street. Parking entrance is on the right.



**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

190 N. INDEPENDENCE MALL WEST  
PHILADELPHIA, PA 19106 - 1520  
215.592.1800 WWW.DVRPC.ORG



**Delaware Valley Regional Planning Commission**  
**190 N. Independence Mall West**  
**Philadelphia, PA 19106**  
**(215) 592-1800**



**P** - Parking (Daily and Monthly)  
**P** - Parking (Daily Only)





Minutes of the December 15, 2011

RAC Meeting

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Minutes of the March 15, 2012

Regional Aviation Committee Meeting

Attendee	Affiliation
James Branch	TransSystems
Chuck Brewer	PennDOT BOA
Ted Dahlburg	DVRPC
Brian D'Amico	DVRPC
Tom Defant	HNTB
Chris DiPrima	University of Pennsylvania
Justin Edwards	Trenton Mercer Airport
Elaine Farashian	Aero Club of PA
Jeff Gilley	NBAA
Deborah Halligan	University of Pennsylvania
David Hojsak	Citizen of Burlington County, NJ
Richard Horstmann	KS Engineers
Gary Hudson	CCAAA
David Jones	Delta Airport Consultants
Jan Kopple	TransSystems
William Leavens	MAAC
Lori Ledebom	FAA
Jerry Leipfinger	NJ DOT Aeronautics
Claire Mansfield	NJDOT Aeronautics
Michael McCartney	PHL
John McGrath	Hortman Aviation
Dave Metzler	DVRPC
Roger Moog	NJAA/ACP
Bryan Oscarson	AECOM
Reiner Pelzer	DVRPC
Joni Powell	Kleinfelder
Robert Powell	Cecil County Airport
Mary Scheuermann	Parsons Brinckerhoff
Fran Strouse	L.R. Kimball
Robin Sukley	PennDOT BOA
Andre Szumylo	Michael Baker Jr. Corp.
Thomas Thatcher	L.R. Kimball
Tom Tomczyk	PennDOT BOA
Anne Tyska	CHPlanning
John Ward	DVRPC

## **1. Introductions**

Committee Chairman Mr. McCartney opened the meeting at 10:06 and asked all in attendance to introduce themselves by name and affiliation.

## **2. Minutes of the of December 15, 2011 RAC Meeting**

The minutes of the 12-15-2011 RAC meeting were passed without comments.

## **3. Status of Regional Airport Systems Implementation (2 Min Reports)**

### **Chester County**

The south apron project is scheduled to re-start beginning of May. One additional corporate hanger will be added to the airport in the near future.

### **Philadelphia International**

Runway 9L paving received Notice to Proceed (NTP) for March 18, 2012. The airport plans to start paving on May 1, 2012.

Taxiway K extension design is 90 percent complete. Phase I includes moving soil stock pile. Taxiway K5 design is 40 percent complete.

### **Northeast Philadelphia**

Crack sealing and repair for runway 6/24 received NTP for May 1, 2012.

### **Doylestown**

Runway 5-23 obstruction removal: The Authority is in the process of finalizing the acquisition of numerous easements for properties located under the Runway 5 approach.

Anticipated grants:

- a. Remove Obstructions R/W 5-23 Approaches and Transitional Surfaces, Phase I: Preliminary Design
- b. Construct Bypass Taxiways on R/W 5 and 23 Ends.

### **Camden County**

A runway widening project is currently pending. A notification letter was sent to the sponsor with the request to act on the current grant continuation soon; otherwise the grant may be terminated.

## **Quakertown**

Acquire easements for runway 11 approach: The Authority is finalizing the acquisition of aviation easements for seven (7) parcels located under the Runway 11 Approach. A Grant Request Letter was submitted to PennDOT for this project in mid-December.

Relocate and Replace Fuel Farm: The Authority is developing plans for removing the existing Under Surface Tank (UST) and providing a new location for a 10,000 gallon Above Surface Tank (AST) for AVGAS. It is anticipated that this project will start this spring.

The Authority is looking to acquire two parcels of land located under the Runway 29 approach. They have completed the EDDA and appraisals for this land and are looking to finalize the acquisition.

On February 23rd, the Governor released Capital Budget funding to acquire land to remove runway obstructions.

## **Trenton-Mercer**

Justin Edwards gave his final report as the airport manager of the Trenton-Mercer Airport at the RAC meeting. He will join the consulting firm Hoyle-Tanner and relocate to Florida. Justin has been a long time Chairman of this committee and expressed his gratitude to all members for their valuable input to a worthy committee that has taught him a lot over the years. Mr. McCartney, the committee chair, thanked Mr. Edwards for his invaluable contributions to this committee, the Trenton Mercer Airport, New Jersey and the Delaware Valley Region and wished him the best of luck in his future endeavors on behalf of the RAC members.

Justin reported completion of the airfield marking improvements using thermo plastics, in his words a phenomenal product. The runway 6/24 EMAS installation is scheduled to commence this June or July. The FAA has agreed to provide grants to relocate the airport's localizer. Mr. Edwards further reported that Streamline airlines is currently doing well and is looking to possibly expand routes in the future.

## **New Castle County**

No representative attended – no comments

## **Pottstown Municipal**

A runway feasibility study for an extended RSA is underway.

## **South Jersey Regional**

Bids for a REIL installation project are going out soon. Design is completed for the installation of a Jet A fuel farm. RFP is being prepared for consultant selection. The NJ Division of Aeronautics is working with AECOM on the initial stages of an airport master plan update.

## **Heritage Field**

No comments

## **Cross Keys**

All projects are currently on hold because the NJDOT grants have expired. Grant extension requests have been submitted, but, to date, have received no indication concerning the extension of the grants.

## **Summit**

No representative attended – no comments

## **Flying W**

Jerry Leipfinger, NJDOT-Aeronautics reported that the airport has no active projects at this time.

## **Penridge**

No comments

## **Wings Field**

New Replacement Hangars: A bid package has been prepared for the demolition of Hangars 3 and 4 and the construction of new hangars. The new hangars are expected to be in service by mid-summer.

Itinerant Apron: A stop work order was issued at the end of last year's construction season. Beneficial Occupancy was granted for the Apron over the shut-down period. Work remaining is the removal and replacement of the existing Taxiway B connector. Completion of the project is planned for late spring.

New FBO: The Airport has a new FBO - Advanced Aircraft. They will be a Cirrus authorized center - training, maintenance and sales.

### **New Garden**

Extend Parallel T/W 'A', Phase 3, Paving and Marking: Project is complete and a final inspection was held with the BOA on November 30, 2011. Punch list will be completed with spring start-up.

A ground lease has been executed with Hangar Corporation to develop hangars at the east end of the Airport.

Finalizing the acquisition of an easement for Runway 6.

Anticipated grant for:

Design of Reconstructing and Widening RW 6/24

### **Brandywine**

Rehabilitate Taxiway A, improve RSA/TSA, Phase II Construction closed-out. Acquired Ground Service Equipment (Tug).

Anticipating grants for:

- a. Improving Main Terminal Apron South
- b. Design to rehabilitate and relocate airfield lighting

### **Trenton-Robbinsville**

The agreement for crack sealing repair, sealcoat and marking expired. NJ Division of Aeronautics is awaiting a time modification request from the sponsor.

A project to purchase and install security cameras is currently under design and a Request for Proposals is being prepared.

A time modification request was granted for the detention basin cleanout and drainage. The sponsor needs to continue with this project.

The Stormwater Management Plan Study and the Environmental Assessment Study both are completed and awaiting final invoices for closeout.

### **Perkiomen Valley**

The Airport has been in discussion with the Bureau regarding licensing requirements and amending the Township's ordinance.

The Township has not made the changes to the Airport Hazard Zoning Ordinance offered by DVRPC and Kimball. The Bureau is pursuing this matter with the Township.



## **Cecil County**

The Airport recently conducted a presentation to the Counties Association of Mayors (8 towns) regarding the formation and recognition of an Autonomous Airport Authority. The Airport is being considered as a site for basing a medevac unit. The Airport is pursuing land acquisition for runway approach protection.

## **Red Lion**

Jerry Leipfinger reported that the airport has no active projects at this time. DVRPC staff has recognized a diminished number of based aircraft at the airport during their latest visits.

## **Spitfire Aerodrome**

Mr. Leipfinger (NJDOT) reported the airport is still trying to resolve its Bankruptcy issue. All projects are currently on hold.

## **Vansant**

No current projects at this time.

## **Penn's Landing Heliport**

No representative attended – no comments

## **Total RF Heliport**

No representative attended – no comments

## **Valley Forge Bicentennial Heliport**

No representative attended – no comments

## **Horsham Airways Heliport**

No representative attended – no comments

## **Philadelphia Seaplane Base**

After failing to accept a grant offer to rehab some vital infrastructure at the seaplane base in the past years, the airport sponsor has decided this year to participate in the PA 12 year plan process again and entered projects for year four and beyond from now.

#### **4. Special Presentation**

##### **Cecil County Airport Development – From start to “almost” finish!**

Challenges of Private Airport Ownership  
Presentation by Robert Powell

Mr. Powell’s power point presentation can be found on the DVRPC Website

[www.dvrpc.org](http://www.dvrpc.org)

#### **5. Continuing Planning Activities**

##### a. DVRPC /PA Aircraft Operations Counting Programs

Mr. Metzler updated the attendees on the status of the currently active 2011/12 aircraft counting programs. Seven airports are being surveyed within the DVRPC Region namely, Brandywine, Cecil County, Red lion, Cross Keys and Camden County. Counts are expected to conclude this spring and a report will be prepared over the summer months. Four airports are being surveyed outside the DVRPC region in PA. Three counts have been completed so far at Penn Valley, Bloomsburg, Bradford and Grand Canyon airports. If all works according to schedule this program will conclude its counts by October 2012.

The 2010/11 counting reports for four airports outside the DVRPC region in Pennsylvania, Jake Arner, Wyoming County, Queen City and Schuylkill County as well as counts at five DVRPC regional airports, Pennridge, Quakertown, Spitfire Aerodrome, Trenton Robbinsville, and Vansant are concluded and the reports are being prepared.

##### b. DVRPC/NJDOT AWOS Project Status

Mr. Pelzer reported that Spitfire Aerodrome and Solberg-Hunterdon installations are still on hold due to bankruptcy proceedings and FAA 7460-1 hazard determination filings respectively are still ongoing. NJDOT and DVRPC are currently in negotiations to modify the AWOS agreement and include installation of ceilometers (cloud ceiling height readers) at 10 of the 15 original AWOS sites.

##### c. DVRPC CASP 30 - Grant Application Status

Staff will submit proposals for two projects to FAA in 2012. One project proposal includes the Update of the 2035 Regional Aviation System Plan to year 2040 and the second projects proposal includes the DVRPC Aircraft Operations Counting Program at 6-8 yet undetermined airports.

FAA representative generally confirmed the eligibility of the projects for funding and requested detailed scope of work and budget before a formal grant application can be processed. Staff plans to provide documents to FAA by the end of April 2012.

## **6. Capital Programming Status**

### a. FAA Funding Program

Lori Ledebohm from the FAA Harrisburg ADO noted that the recent passage of the FAA's reauthorization bill is the first time the agency has had full reauthorization since 2007. The bill reauthorizes the FAA for the next four years. Ms. Ledebohm reported that nothing was new in terms of the process of securing federal grants. The most significant change was that the federal government is reducing its contribution to aviation projects from 95 percent to 90 percent. States and local communities will be responsible for coming up with the remaining 10 percent share.

### b. PA Funding Program; Status and Activities Post 12 Year Plan Meetings. Tom Tomczyk:

The Commonwealth expects to have \$7.0 million in Aviation Development funds available this upcoming fiscal year. The 12 year planning meetings with airport sponsors concluded successfully. The 12 year plan projects have been forwarded to the Department and the State Transportation Commission (STC) for approval.

### c. New Jersey Funding Program; Status and Activities. Jerry Leipfinger and Claire Mansfield:

The State Aeronautical budget will hold \$ 5.0 million this coming fiscal year. None of the projects that applied for grants has been approved by the Governor yet.

### d. Delaware Funding Program Status and Activities. No representative attended – no report

## **7. Old Business**

### a. Legislative Updates:

HB 1100 will now be introduced into the PA State Senate where so far 11 state senators have signed on in support of the legislation. The committee encouraged attendees to mobilize support of the bill that would provide for a fixed wing tax exemption in the state to keep Pennsylvania competitive by contacting their state senators.

### b. Class B Airspace

Mr. Pelzer reported that the redesign is complete and awaits listing in the federal register for announcement and final comments. No firm date has been set when the announcement will appear in the Federal Register.

c. NPIAS ASSET Study Status

The Study has not been released yet. A more detailed update will be presented once published. Jeff Gilley reported that issues with airport categorizations have not been fully resolved yet.

## 8. New Business

a. PA Aviation Advisory Committee (PAAAC) Meeting: March 21, 2012, Planned

The Agenda of this meeting was briefly discussed and Mr. Pelzer referred to the June 21, 2012 RAC meeting to present highlights of the March 21, 2012 PAAAC meeting.

b. NJ Aviation Association Update

(NJAA Winter Newsletter included in March mailing attachments)

c. Mercer County Airport Strategic Land Use Study – Planned Development Initiatives

Mercer County is in the process of using 100 percent of its own funds to start a strategic land use study around the Mercer County Airport including stakeholders from all modes of Transportation and the comprehensive community planning field. So far all sides are very hopeful this study will unveil the expected development potential of the sites. Exciting synergies among local interests and tremendous opportunities and potential for future development have been reported by members of the study team. A first interim report on the progress of this study is expected in May. The study considers relocation and modernization of the Mercer County Airport terminal.

d. ACRP Report 58 - Airport Industry Familiarization and Training for Part-Time Airport Policy Makers

Mr. Pelzer recommended this report as essential reading for airport stakeholders and policy makers that are not too familiar with the day to day operation of airports. This report highlights topics such as roles of airport policy makers and airport managers, understanding and conveying the value of an airport, basic elements of an airport, use of airport revenue, etc., etc., etc.

e. GA User Fees

While the language regarding the implementation of GA user fees was stricken from the recently passed FAA reauthorization bill, the Obama Administration is currently proposing a \$100 per flight user fee for flights under instrument flight

rule in their latest federal budget. There are concerns as to the undue and disproportional burden this user fee will place on smaller aircraft operators as the cost will not be as easily absorbed on a per passenger basis as would be the case on larger jets. However, both General Aviation and the Airlines oppose the proposed user fees. There is a strong bipartisan opposition in the US Congress to the Obama Administration's proposal. Most aviation alphabet groups believe the existing fuel tax mechanisms to fund the aviation system have worked in the past and will be the better solution to secure adequate funding in the future. The RAC agreed and recommended to capitalize on the current funding system rather than undermining it with a new system looming of unknown bureaucratic cost.

f. Public Comment Period

Fran Strouse (L. R. Kimball) - Regarding user fees

Maryland has said the state will pick up increased local share for the first two years. The state contribution to aviation projects will be 7.5 percent and the local share will remain at the current 2.5 percent. Maryland is one among a few other states that are recognizing this new challenge for local communities to come up with an additional 2.5 percent to fund local projects. Of course, their ability to take on this burden is subject to the availability of state funds.

Robin Sukley (PA BOA) - Regarding PA funding

Said he was hopeful Governor Corbett will approve the use of intermodal funding for aviation purposes which will help the continued funding of aviation assets here in Pennsylvania.

Roger Moog (DVRPC Manager of Aviation, retired) - Regarding future base closures

Department of Defense may initiate a new round of BRAC (military base closures and consolidations). Rumors are that McGuire Air Force Base, approximately 15 miles south of Trenton, New Jersey, maybe be a future candidate. If that happens, the airspace in the whole Northeast Corridor will drastically change. Ironically, a significant amount of former Willow Grove operations were supposed to be accommodated by McGuire.

Fran Strouse - Regarding federal funding

The president's budget anticipates a significant raise in PFC's and decreased AIP funding to a level that if approved would eliminate non-primary entitlements.

Chuck Brewer (PA BOA) - Regarding airline pilot qualifications

NPRM (Notice of Proposed Rule Making) HR 5900 deals with pilot qualifications

for future airline pilots. The comment period regarding this ruling is currently underway. The only break for pilots seeking qualification under the increased flying time requirements is the supplementation of academic credit for pilot hours. In order to be an airline pilot you will now need an ATA license which is the equivalent of 1500 hours. Before this new rule, one could be hired by an airline with only 400 hours. The academic exemption is only applicable if one obtains a degree from an approved aviation college which likely comprises a list of 12-15 universities nationwide. 80-85 percent of pilots flying today did not graduate from any of these universities. This could have a negative impact on flying schools that do not make the list and create an additional barrier to recruiting enough pilots in the future.

Robin Sukley - Regarding mixed asphalt application for airports

The Pennsylvania Bureau of Aviation is interested in learning more about the use of mixed asphalt in airport projects as more airports are asking about it due to the added benefits associated with the product. The Bureau would like to learn if the FAA will be tackling the issue and what, if any, regulations may arise regarding the use of mixed asphalt in the future.



**Aviation Related Notices of Rules  
and Regulations Published in the  
Federal Register**

(March 15 – June 8, 2012)



\* \* \* Effective Upon Publication

AIRAC date	State	City	Airport	FDC No.	FDC Date	Subject
28-Jun-12 ...	FL	Miami .....	Miami Intl .....	2/2277	5/8/12	ILS OR LOC RWY 8R, Amdt 30B.
28-Jun-12 ...	TX	Dallas .....	Dallas Love Field .....	2/3938	5/8/12	ILS OR LOC RWY 31L, Amdt 21A.
28-Jun-12 ...	OH	Columbus .....	Rickenbacker Intl .....	2/4597	5/8/12	ILS OR LOC RWY 5R, Amdt 3.
28-Jun-12 ...	GA	Jekyll Island .....	Jekyll Island .....	2/5532	5/8/12	VOR A, Amdt 10.
28-Jun-12 ...	AL	Pell City .....	St Clair County .....	2/5579	5/8/12	RNAV (GPS) RWY 3, Amdt 2A.
28-Jun-12 ...	AL	Pell City .....	St Clair County .....	2/5581	5/8/12	RNAV (GPS) RWY 21, Amdt 2.
28-Jun-12 ...	IL	De Kalb .....	De Kalb Taylor Muni .....	2/5711	5/8/12	ILS OR LOC RWY 2, Orig-B.
28-Jun-12 ...	IL	Chicago/West Chicago .....	Dupage .....	2/6836	5/8/12	RNAV (GPS) RWY 20R, Amdt 1.
28-Jun-12 ...	IA	Des Moines .....	Des Moines Intl .....	2/6965	5/8/12	ILS OR LOC RWY 31, Amdt 23.
28-Jun-12 ...	IA	Des Moines .....	Des Moines Intl .....	2/6966	5/8/12	RNAV (GPS) RWY 13, Amdt 1A.
28-Jun-12 ...	IA	Des Moines .....	Des Moines Intl .....	2/6967	5/8/12	ILS OR LOC RWY 5, Orig-A.
28-Jun-12 ...	IA	Des Moines .....	Des Moines Intl .....	2/6968	5/8/12	RNAV (GPS) RWY 5, Amdt 1.
28-Jun-12 ...	IA	Des Moines .....	Des Moines Intl .....	2/6970	5/8/12	RNAV (GPS) RWY 31, Amdt 1A.
28-Jun-12 ...	IA	Des Moines .....	Des Moines Intl .....	2/6971	5/8/12	ILS OR LOC RWY 13, Amdt 9.
28-Jun-12 ...	AR	Monticello .....	Monticello Muni/Ellis Field ...	2/6972	5/8/12	VOR A, Amdt 6.
28-Jun-12 ...	AR	Monticello .....	Monticello Muni/Ellis Field ...	2/6973	5/8/12	RNAV (GPS) RWY 3, Amdt 1.
28-Jun-12 ...	AR	Monticello .....	Monticello Muni/Ellis Field ...	2/6974	5/8/12	RNAV (GPS) RWY 21, Orig.
28-Jun-12 ...	OK	Oklahoma City .....	Sundance Airpark .....	2/6987	5/8/12	LOC RWY 17, Orig-D.
28-Jun-12 ...	TX	Houston .....	Ellington Field .....	2/7012	5/8/12	RNAV (GPS) RWY 17R, Amdt 1.
28-Jun-12 ...	TX	Snyder .....	Winston Field .....	2/7605	5/8/12	NDB RWY 35, Amdt 2A.

[FR Doc. 2012-12325 Filed 5-24-12; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30842; Amdt. No. 3478 ]

**Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of

new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective May 25, 2012. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 25, 2012.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

*For Examination—*

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**Availability—**All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit <http://www.nfdc.faa.gov> to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

**FOR FURTHER INFORMATION CONTACT:** Richard A. Dunham III, Flight Procedure Standards Branch (AFS-420), Flight Technologies and Programs Divisions, Flight Standards Service, Federal

Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125) Telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This rule amends Title 14 of the Code of Federal Regulations, Part 97 (14 CFR part 97), by establishing, amending, suspending, or revoking SIAPS, Takeoff Minimums and/or ODPs. The complete regulators description of each SIAP and its associated Takeoff Minimums or ODP for an identified airport is listed on FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR part 97.20. The applicable FAA Forms are FAA Forms 8260-3, 8260-4, 8260-5, 8260-15A, and 8260-15B when required by an entry on 8260-15A.

The large number of SIAPS, Takeoff Minimums and ODPs, in addition to their complex nature and the need for a special format make publication in the Federal Register expensive and impractical. Furthermore, airmen do not use the regulatory text of the SIAPS, Takeoff Minimums or ODPs, but instead refer to their depiction on charts printed by publishers of aeronautical materials. The advantages of incorporation by reference are realized and publication of the complete description of each SIAP, Takeoff Minimums and ODP listed on FAA forms is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAPS and the effective dates of the associated Takeoff Minimums and ODPs. This amendment also identifies the airport and its location, the procedure, and the amendment number.

### The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as contained in the transmittal. Some SIAP and Takeoff Minimums and textual ODP amendments may have been issued previously by the FAA in a Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP and Takeoff Minimums and ODP amendments may require making them effective in less than 30 days. For the remaining SIAPS and Takeoff Minimums and ODPs, an effective date at least 30 days after publication is provided.

Further, the SIAPS and Takeoff Minimums and ODPs contained in this amendment are based on the criteria

contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPS and Takeoff Minimums and ODPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPS, Takeoff Minimums and ODPs, and safety in air commerce, I find that notice and public procedures before adopting these SIAPS, Takeoff Minimums and ODPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPS effective in less than 30 days.

### Conclusion

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866;(2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### List of Subjects in 14 CFR Part 97

Air Traffic Control, Airports, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC, on May 11, 2012.

**Ray Towles,**

*Deputy Director, Flight Standards Service.*

### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures and/or Takeoff Minimums and/or Obstacle Departure Procedures effective at 0902 UTC on the dates specified, as follows:

### PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

■ 1. The authority citation for part 97 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721-44722.

■ 2. Part 97 is amended to read as follows:

### Effective 31 MAY 2012

Forest, VA, New London, RNAV (GPS) RWY 18, Orig  
Forest, VA, New London, RNAV (GPS) RWY 36, Orig  
Forest, VA, New London, Takeoff Minimums and Obstacle DP, Orig

### Effective 28 JUNE 2012

Arcata/Eureka, CA, Arcata, ILS Y OR LOC/DME RWY 32, Amdt 2A  
Arcata/Eureka, CA, Arcata, RNAV (GPS) RWY 32, Amdt 1A  
Atlanta, GA, Hartsfield—Jackson Atlanta Intl, VOR RWY 27L, Amdt 4C, CANCELLED  
Eagle Grove, IA, Eagle Grove Muni, NDB RWY 13, Amdt 2, CANCELLED  
Fort Madison, IA, Fort Madison Muni, RNAV (GPS) RWY 35, Orig-A  
Moline, IL, Quad City Intl, LOC RWY 10, Orig, CANCELLED  
Moline, IL, Quad City Intl, RNAV (GPS) RWY 28, Orig, CANCELLED  
Hutchinson, KS, Hutchinson Muni, ILS OR LOC RWY 13, Amdt 16B  
Hutchinson, KS, Hutchinson Muni, RNAV (GPS) RWY 13, Orig-B  
Hutchinson, KS, Hutchinson Muni, RNAV (GPS) RWY 31, Amdt 1  
Glasgow, KY, Glasgow Muni, Takeoff Minimums and Obstacle DP, Amdt 1  
Orange, MA, Orange Muni, VOR-A, Amdt 7  
Worcester, MA, Worcester Rgnl, ILS OR LOC RWY 11, Amdt 23  
Worcester, MA, Worcester Rgnl, ILS OR LOC RWY 29, Amdt 4  
Worcester, MA, Worcester Rgnl, NDB RWY 11, Amdt 21, CANCELLED  
Worcester, MA, Worcester Rgnl, RNAV (GPS) RWY 11, Amdt 1  
Worcester, MA, Worcester Rgnl, RNAV (GPS) RWY 29, Amdt 1  
Oak Island, NC, Cape Fear Rgnl Jetport/Howie Franklin Fld, RNAV (GPS) RWY 23, Orig  
Oak Island, NC, Cape Fear Rgnl Jetport/Howie Franklin Fld, Takeoff Minimums and Obstacle DP, Amdt 1  
Imperial, NE., Imperial Muni, NDB RWY 31, Amdt 3B, CANCELLED  
Athens/Albany, OH, Ohio University Snyder Field, RNAV (GPS) RWY 25, Amdt 1A  
Hamilton, OH, Butler Co Rgnl, ILS OR LOC RWY 29, Amdt 1A  
Dallas, TX, Dallas Love Field, RNAV (GPS) RWY 31L, Amdt 1A  
Dallas, TX, Dallas Love Field, RNAV (GPS) RWY 31R, Amdt 1A

### Effective 26 JULY 2012

Talkeetna, AK, Talkeetna, NDB RWY 36, Amdt 3  
Marion, AL, Vaiden Field, RNAV (GPS) RWY 16, Orig

Marion, AL, Vaiden Field, RNAV (GPS) RWY 34, Orig

Marion, AL, Vaiden Field, Takeoff Minimums and Obstacle DP, Orig

Marina, CA, Marina Muni, VOR/DME RWY 29, Amdt 2A

Mason City, IA, Mason City Muni, ILS OR LOC RWY 36, Amdt 6D

Mason City, IA, Mason City Muni, LOC/DME BC RWY 18, Amdt 7

Mason City, IA, Mason City Muni, VOR RWY 36, Amdt 6C

Mason City, IA, Mason City Muni, VOR/DME RWY 18, Amdt 5

Galesburg, IL, Galesburg Muni, ILS OR LOC/DME RWY 3, Amdt 10

Galesburg, IL, Galesburg Muni, RNAV (GPS) RWY 3, Orig

Galesburg, IL, Galesburg Muni, RNAV (GPS) RWY 21, Orig

Galesburg, IL, Galesburg Muni, VOR RWY 3, Amdt 7

Galesburg, IL, Galesburg Muni, VOR RWY 21, Amdt 7

Louisville, KY, Bowman Field, RNAV (GPS) RWY 24, Amdt 2

Trenton, MO, Trenton Muni, GPS RWY 18, Orig, CANCELLED

Trenton, MO, Trenton Muni, GPS RWY 36, Orig, CANCELLED

Trenton, MO, Trenton Muni, NDB RWY 36, Amdt 10

Trenton, MO, Trenton Muni, RNAV (GPS) RWY 18, Orig

Trenton, MO, Trenton Muni, RNAV (GPS) RWY 36, Orig

Lumberton, NJ, Flying W, RNAV (GPS) RWY 1, Amdt 1

Lumberton, NJ, Flying W, RNAV (GPS) RWY 19, Amdt 1

Lumberton, NJ, Flying W, Takeoff Minimums and Obstacle DP, Amdt 1

Lumberton, NJ, Flying W, VOR-A, Amdt 4

Norwich, NY, Lt Warren Eaton, Takeoff Minimums and Obstacle DP, Amdt 3

Antlers, OK, Antlers Muni, GPS RWY 35, Amdt 1, CANCELLED

Antlers, OK, Antlers Muni, NDB RWY 35, Amdt 3, CANCELLED

Antlers, OK, Antlers Muni, RNAV (GPS) RWY 35, Orig

Antlers, OK, Antlers Muni, Takeoff Minimums and Obstacle DP, Orig

Belle Fourche, SD, Belle Fourche Muni, RNAV (GPS) RWY 32, Amdt 1

Knoxville, TN, Mc Ghee Tyson, ILS OR LOC RWY 23R, ILS RWY 23R (SA CAT I), ILS RWY 23R (CAT II), Amdt 12

Hamilton, TX, Hamilton Muni, RNAV (GPS) RWY 18, Amdt 1

Hamilton, TX, Hamilton Muni, RNAV (GPS) RWY 36, Amdt 1

[FR Doc. 2012-12332 Filed 5-24-12; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF COMMERCE

### International Trade Administration

#### 15 CFR Part 336

#### 19 CFR Part 357

[Docket No. 120117047-2421-02]

RIN 0625-AA90

### Final Withdrawal of Regulations Pertaining to Imports of Cotton Woven Fabric and Short Supply Procedures

**AGENCY:** Import Administration, International Trade Administration, Department of Commerce.

**ACTION:** Final rule.

**SUMMARY:** Import Administration (“IA”) issues this final rule withdrawing regulations pertaining to imports of cotton woven fabric and short supply procedures. Both sets of regulations are obsolete: The tariff quota on cotton woven fabric expired in 2009, and the short supply voluntary restraints have not affected U.S. trade for over 19 years. The removal of these regulations will simplify research into the trade laws and eliminate confusion for both United States importers and foreign exporters.

**DATES:** *Effective Date:* This Final Withdrawal of Regulations will become effective June 25, 2012.

**FOR FURTHER INFORMATION CONTACT:**

Robert Goodyear, Director, Office of Operations Support, Import Administration, U.S. Department of Commerce, at 202-482-5194 or Scott McBride, Senior Attorney, Office of the Chief Counsel for Import Administration, U.S. Department of Commerce, at (202) 482-6292.

**SUPPLEMENTARY INFORMATION:**

#### Background

President Barack Obama issued Executive Order 13563 on January 18, 2011, titled “Improving Regulation and Regulatory Review.” The Executive Order directed all agencies, to “develop and submit” to the Office of Information and Regulatory Affairs plans under which agencies, “consistent with law and [their] resources and regulatory priorities,” will “periodically review [their] existing significant regulations to determine whether any such regulations should be modified, streamlined, expanded or repealed so as to make the agency’s regulatory program more effective or less burdensome in achieving the regulatory objectives.” The Executive Order states that one of the purposes of implementing a program to perform a “retrospective analysis of existing rules” is to withdraw

regulations that are “outmoded, ineffective, insufficient, or excessively burdensome.”

In August 2011, the U.S. Department of Commerce issued its Plan for Retrospective Analysis of Existing Rules. < <http://open.commerce.gov/news/2011/08/23/commerce-plan-retrospective-analysis-existing-rules>>. Within the Department’s Plan, International Trade Administration (ITA) indicated that IA, a subagency of ITA, intended to withdraw two groups of regulations which it determined are obsolete. On February 3, 2012, IA published a notice proposing the withdrawal of those two groups of regulations and requested public comment. See *Proposed Withdrawal of Regulations Pertaining to Imports of Cotton Woven Fabric and Short Supply Procedures: Opportunity for Public Comment*, 77 FR 5440 (Feb. 3, 2012). No comments were received within the time set forth in the notice.

The regulatory provisions titled “Imports of Cotton Woven Fabric,” codified at 15 CFR 336.1–336.5, are no longer relevant. They were implemented pursuant to the Tax Relief and Health Care Act of 2006, at Division C, Title IV, Section 406(b)(1) (Pub. L. 109-432) (codified in the Harmonized Tariff Schedule of the United States, per 19 U.S.C. 3004) (2006). The Tax Relief and Health Care Act of 2006 set forth tariff rate quotas for cotton woven fabric and the regulatory provisions at issue provide for the administration of allocations of those quotas by IA. The interim regulations were issued in 2007, and then adopted without change, with an effective date of July 10, 2008. *Imports of Certain Cotton Shirting Fabric: Implementation of Tariff Rate Quota Established Under the Tax Relief and Health Care Act of 2006 (Interim Final Rule)*, 72 FR 40235 (July 24, 2007); *Imports of Certain Cotton Shirting Fabric: Implementation of Tariff Rate Quota Established Under the Tax Relief and Health Care Act of 2006 (Final Rule)*, 73 FR 39585 (July 10, 2008).

However, the tariff rate quota on cotton woven fabric expired on December 31, 2009. Accordingly, these regulations are obsolete and are therefore withdrawn.

The regulations pertaining to “Short Supply Procedures,” which are codified at 19 CFR 357.101–111, are also no longer relevant. These regulations were issued pursuant to Section 4(b) of the Steel Trade Liberalization Program Implementation Act (Pub. L. 101-221) (1989). *Short Supply Procedures (Interim—Final Rules)*, 55 FR 1348 (Jan. 12, 1990). They pertain to voluntary restraints on certain steel imports from October 1, 1989 through March 31,



Phoenix, AZ; INT Phoenix 155° and Stanfield, AZ, 105° radials; Tucson, AZ; San Simon, AZ; INT San Simon 119°(T)/106°(M) and Columbus, NM, 277°(T)/265°(M) radials; Columbus, TX; Salt Flat, TX; Wink, TX; INT Wink 066° and Big Spring, TX, 260° radials; Big Spring; Abilene, TX; Bowie, TX; Bonham, TX; Paris, TX; Texarkana, AR; Pine Bluff, AR; Marvell, AR; Holly Springs, MS; Jacks Creek, TN; Shelbyville, TN; Hinch Mountain, TN; Volunteer, TN; Holston Mountain, TN; Pulaski, VA; Roanoke, VA; Lynchburg, VA; Flat Rock, VA; Richmond, VA; INT Richmond 039° and Patuxent, MD, 228° radials; Patuxent; Smyrna, DE; Cedar Lake, NJ; Coyle, NJ; INT Coyle 036° and Kennedy, NY, 209° radials; Kennedy; INT Kennedy 040° and Calverton, NY 261° radials; Calverton; Norwich, CT; Boston, MA. The airspace within Mexico and the airspace below 2,000 feet MSL outside the United States is excluded. The airspace within Restricted Areas R-5002A, R-5002C, and R-5002D is excluded during their times of use. The airspace within Restricted Areas R-4005 and R-4006 is excluded.

Issued in Washington, DC, on May 16, 2012.

**Ellen Crum,**

*Acting Manager, Airspace, Regulations and ATC Procedures Group.*

[FR Doc. 2012-12571 Filed 5-22-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2012-0386; Airspace Docket No. 12-AEA-6]

#### Proposed Establishment of Class E Airspace; Quakertown, PA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to establish Class E Airspace at Quakertown, PA, to accommodate new Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures at Quakertown Airport. This action would enhance the safety and airspace management of Instrument Flight Rules (IFR) operations at the airport.

**DATES:** Comments must be received on or before July 9, 2012. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA, Order 7400.9 and publication of conforming amendments.

**ADDRESSES:** Send comments on this rule to: U. S. Department of Transportation,

Docket Operations, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001; Telephone: 1-800-647-5527; Fax: 202-493-2251. You must identify the Docket Number FAA-2012-0386; Airspace Docket No. 12-AEA-6, at the beginning of your comments. You may also submit and review received comments through the Internet at <http://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-6364.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to comment on this rule by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA-2012-0386; Airspace Docket No. 12-AEA-6) and be submitted in triplicate to the Docket Management System (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://www.regulations.gov>.

Persons wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2012-0386; Airspace Docket No. 12-AEA-6." The postcard will be date/time stamped and returned to the commenter.

All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of the comments received. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

##### Availability of NPRMs

An electronic copy of this document may be downloaded from and comments submitted through [http://](http://www.regulations.gov)

[www.regulations.gov](http://www.regulations.gov). Recently published rulemaking documents can also be accessed through the FAA's web page at [http://www.faa.gov/airports/airtraffic/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/airports/airtraffic/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Office (see the **ADDRESSES** section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, room 350, 1701 Columbia Avenue, College Park, Georgia 30337.

Persons interested in being placed on a mailing list for future NPRMs should contact the FAA's Office of Rulemaking, (202) 267-9677, to request a copy of Advisory circular No. 11-2A, Notice of Proposed Rulemaking distribution System, which describes the application procedure.

##### The Proposal

The FAA is considering an amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 to establish Class E airspace at Quakertown, PA, providing the controlled airspace required to support the new RNAV (GPS) standard instrument approach procedures for Quakertown Airport. Controlled airspace extending upward from 700 feet above the surface would be established for the safety and management of IFR operations at the airport.

Class E airspace designations are published in Paragraph 6005 of FAA Order 7400.9V, dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated,

would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This proposed rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This proposed regulation is within the scope of that authority as it would establish Class E airspace at Quakertown Airport, Quakertown, PA.

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures" prior to any FAA final regulatory action.

#### Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### The Proposed Amendment:

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

#### PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

##### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9V, Airspace Designations and Reporting Points, dated August 9, 2011, effective September 15, 2011, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 Feet or more above the surface of the earth.*

\* \* \* \* \*

#### AEA PA E5 Quakertown, PA [New]

Quakertown Airport, PA  
(Lat. 40°26'07" N., long. 75°22'55" W.)

That airspace extending upward from 700 feet above the surface within an 8.3-mile radius of Quakertown Airport, and within 5.4

miles each side of the 099° bearing from the airport, extending from the 8.3-mile radius to 11.1-miles east of the airport.

Issued in College Park, Georgia, on May 16, 2012.

**Michael D. Wagner,**

*Acting Manager, Operations Support Group,  
Eastern Service Center, Air Traffic  
Organization.*

[FR Doc. 2012-12545 Filed 5-22-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2012-0249; Airspace  
Docket No. 12-ASO-16]

#### Proposed Establishment of Class E Airspace; Apopka, FL

**AGENCY:** Federal Aviation  
Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking  
(NPRM).

**SUMMARY:** This action proposes to establish Class E Airspace at Apopka, FL, to accommodate the Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures at Orlando Apopka Airport. This action would enhance the safety and airspace management of Instrument Flight Rules (IFR) operations at the airport.

**DATES:** Comments must be received on or before July 9, 2012. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA, Order 7400.9 and publication of conforming amendments.

**ADDRESSES:** Send comments on this rule to: U. S. Department of Transportation, Docket Operations, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001; Telephone: 1-800-647-5527; Fax: 202-493-2251. You must identify the Docket Number FAA-2012-0249; Airspace Docket No. 12-ASO-16, at the beginning of your comments. You may also submit and review received comments through the Internet at <http://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-6364.

**SUPPLEMENTARY INFORMATION:**

#### Comments Invited

Interested persons are invited to comment on this rule by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA-2012-0249; Airspace Docket No. 12-ASO-16) and be submitted in triplicate to the Docket Management System (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://www.regulations.gov>.

Persons wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2012-0249; Airspace Docket No. 12-ASO-16." The postcard will be date/time stamped and returned to the commenter.

All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of the comments received. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

#### Availability of NPRMs

An electronic copy of this document may be downloaded from and comments submitted through <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at [http://www.faa.gov/airports/airtraffic/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/airports/airtraffic/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Office (see the **ADDRESSES** section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, room 350, 1701 Columbia Avenue, College Park, Georgia 30337.



The following areas have been determined to be adversely affected by the disaster:

Primary Parish  
Lafayette.

Contiguous Parishes  
Louisiana

Acadia, Iberia, Saint Landry, Saint Martin, Vermilion.

The Interest Rates are:

	Percent
<i>For Physical Damage:</i>	
Homeowners With Credit Available Elsewhere .....	3.750
Homeowners Without Credit Available Elsewhere .....	1.875
Businesses With Credit Available Elsewhere .....	6.000
Businesses Without Credit Available Elsewhere .....	4.000
Non-Profit Organizations With Credit Available Elsewhere .....	3.125
Non-Profit Organizations Without Credit Available Elsewhere .....	3.000
<i>For Economic Injury:</i>	
Businesses & Small Agricultural Cooperatives Without Credit Available Elsewhere .....	4.000
Non-Profit Organizations Without Credit Available Elsewhere .....	3.000

The number assigned to this disaster for physical damage is 13074B and for economic injury is 130750.

The State which received an EIDL Declaration # is Louisiana.

(Catalog of Federal Domestic Assistance Numbers 59002 and 59008)

Dated: May 15, 2012.

**Karen G. Mills,**  
*Administrator*

[FR Doc. 2012-12327 Filed 5-21-12; 8:45 am]

**BILLING CODE 8025-01-P**

**SMALL BUSINESS ADMINISTRATION**

[Disaster Declaration #13076 and #13077]

**Louisiana Disaster #LA-00045**

**AGENCY:** U.S. Small Business Administration.

**ACTION:** Notice.

**SUMMARY:** This is a notice of an Administrative declaration of a disaster for the State of Louisiana dated 05/15/2012.

*Incident:* Severe storms, tornadoes and flooding.

*Incident Period:* 03/20/2012 through 03/22/2012.

*Effective Date:* 05/15/2012.

*Physical Loan Application Deadline Date:* 07/16/2012.

*Economic Injury (EIDL) Loan Application Deadline Date:* 02/15/2013.

**ADDRESSES:** Submit completed loan applications to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

**FOR FURTHER INFORMATION CONTACT:** A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street SW., Suite 6050, Washington, DC 20416.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that as a result of the Administrator's disaster declaration, applications for disaster loans may be filed at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

Primary Parish

Beauregard.

Contiguous Parishes/Counties

Louisiana

Allen, Calcasieu, Jefferson Davis, Vernon.

Texas

Newton.

The Interest Rates are:

	Percent
<i>For Physical Damage:</i>	
Homeowners with Credit Available Elsewhere .....	3.750
Homeowners without Credit Available Elsewhere .....	1.875
Businesses with Credit Available Elsewhere .....	6.000
Businesses without Credit Available Elsewhere .....	4.000
Non-Profit Organizations with Credit Available Elsewhere .....	3.125
Non-Profit Organizations without Credit Available Elsewhere .....	3.000
<i>For Economic Injury:</i>	
Businesses & Small Agricultural Cooperatives without Credit Available Elsewhere .....	4.000
Non-Profit Organizations without Credit Available Elsewhere .....	3.000

The number assigned to this disaster for physical damage is 13076B and for economic injury is 130770.

The States which received an EIDL Declaration # are Louisiana and Texas.

(Catalog of Federal Domestic Assistance Numbers 59002 and 59008)

Dated: May 15, 2012.

**Karen G. Mills,**  
*Administrator.*

[FR Doc. 2012-12330 Filed 5-21-12; 8:45 am]

**BILLING CODE 8025-01-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

[Docket No. FAA-2012-0547]

**Airport Improvement Program (AIP) Use of Mineral Revenue at Certain Airports**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of guidance; opportunity to comment.

**SUMMARY:** On February 14, 2012, the FAA Modernization and Reform Act of 2012 (FMRA) was signed into law (Pub. L. 112-95). Section 813 permits the Administrator of the Federal Aviation Administration (FAA) to declare certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport to be revenue greater than the amount needed to carry out the five-year projected maintenance needs of the airport in order to comply with the applicable design and safety standards of the Administration. Although the FMRA directed the FAA to promulgate regulations to carry out Section 813 not later than 90 days after the date of enactment, the authorizing committees agreed to support the FAA's request to issue guidance in lieu of a formal rulemaking due to the time limits imposed by the statute. This notice contains the FAA's proposed guidance developed to carry out Section 813 and offers the public an opportunity to comment.

**DATES:** The effective date of this guidance is May 22, 2012. The FAA will consider comments on this guidance. If necessary, any appropriate revisions resulting from the comments received will be adopted as of the date of a subsequent publication in the **Federal Register**. Comments must be submitted on or before June 21, 2012.

**ADDRESSES:** You may send comments [identified by Docket Number FAA-2012-0547] using any of the following methods:

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- *Mail:* Docket Operations, U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, Routing Symbol M-30, 1200 New Jersey Avenue SE., Washington, DC 20590.

- *Fax:* 1-202-493-2251.

- *Hand Delivery:* To Docket Operations, Room W12-140 on the ground floor of the West Building, 1200

New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Randall S. Fiertz, Director, Office of Airport Compliance and Management Analysis, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-3085; facsimile: (202) 493-1416.

**SUPPLEMENTARY INFORMATION:** A sponsor (applicant) seeking financial assistance for airport planning, airport development, noise compatibility planning or noise mitigation under 49 U.S.C., as amended must agree to comply with certain assurances. These assurances include certain prohibitions on the use of airport revenue. On April 13, 2012, the FAA published modifications to this assurance at 77 FR 22376. Specifically, paragraph (a)(3) of Sponsor Assurance 25 permits the FAA to exempt certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at Section 47102 of title 49 United States Code), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95.

A complete list of the current grant assurances can be viewed at: [http://www.faa.gov/airports/aip/grant\\_assurances/](http://www.faa.gov/airports/aip/grant_assurances/).

### Guidance Developed To Carry Out Section 813 of Public Law 112-95

**Airport Sponsor Actions:** Airport sponsors seeking to exempt mineral revenue under Section 813 of Public Law 112-95 must submit a sponsor application. The application must include:

- A statutorily mandated five year capital improvement program, as set forth in FAA's Compliance Guidance Letter 2012-01 and Appendix B-1;
- An executed agreement including clauses pertaining to the sponsor's liability, funding waiver, revenue use, and airport use, as set forth in FAA's Compliance Guidance Letter 2012-01 and Appendix C-1;
- A statement with details identifying eligible projects and providing the necessary documentation to meet the thresholds set by statute for the use of the exempted revenue, as set forth in FAA's Compliance Guidance Letter 2012-01 and Appendix D-1 and Table D;

FAA's Compliance Guidance Letter 2012-01 and applicable appendices may be found at: [http://www.faa.gov/airports/airport\\_compliance/mineral\\_revenue](http://www.faa.gov/airports/airport_compliance/mineral_revenue).

**FAA Actions:** FAA and, where applicable, block grant state personnel will begin working with airport sponsors interested in and eligible for the exemption prescribed under Section 813 of Public Law 112-95 to develop a proposed five-year capital improvement program inclusive of the items identified in the sponsor submission application, as set forth in FAA's Compliance Guidance Letter 2012-01 and Appendix B-1. At such time when the airport sponsor submits its application, the local FAA office will ensure the proposed five-year capital improvement program meets the statutorily mandated requirements. The local FAA office also will ensure the airport sponsor's application includes the required agreements and conditions. The local FAA office will forward the sponsor's application to the appropriate regional FAA office. The regional FAA office will notify the airport sponsor if the "application and requisite supporting documentation" meet the statutory requirements. This notice commences FAA's 90-day clock to provide a determination on revenue exemption under this provision.

For more details regarding FAA's internal procedures, see FAA's Compliance Guidance Letter 2012-01 and appendices, which may be found at: [http://www.faa.gov/airports/airport\\_compliance/mineral\\_revenue](http://www.faa.gov/airports/airport_compliance/mineral_revenue).

Issued in Washington, DC, on May 16, 2012.

**Randall S. Fiertz,**

*Director, Office of Airport Compliance and Management Analysis.*

[FR Doc. 2012-12375 Filed 5-21-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Sec. 221 Public Private Partnerships Public Meeting

**AGENCY:** Federal Aviation Administration, Department of Transportation.

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is conducting a public meeting on May 30 to seek initial input from interested stakeholders about program design and implementation of an equipage incentives program for commercial aircraft and general aviation to equip their aircraft with Next Generation Air Transportation (NextGen) capabilities, pursuant to the FAA's authority in the FAA Modernization and Reform Act of 2012 (sec. 221). The statute requires that such

a program be based on public-private partnership (PPP) principles and maximize the use of private sector capital. The purpose of this meeting is to serve as an information sharing session. The FAA is interested in engaging stakeholders and potential public-private partners in the process of developing an effective public-private partnership equipage incentive program.

This notice is for the initial meeting. A subsequent meeting will be planned within 90 days of the May 30 meeting after FAA has assessed stakeholder comments and feedback and further solidified its policy on how to implement a PPP equipage incentives program.

**FOR FURTHER INFORMATION CONTACT:** Ann Tedford, Office of Finance and Management: Telephone (202) 267-8930; Email: [9-AWA-APO-NextGenIncentives@faa.gov](mailto:9-AWA-APO-NextGenIncentives@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The FAA Modernization and Reform Act of 2012 granted authority for the Secretary of Transportation to establish an equipage incentive program to equip US registered aircraft operating in the National Airspace System (NAS) in the interest of achieving NextGen capabilities. The authority states a loan guarantee program could be established either using appropriated funds or by fees and premiums. The FAA is working to understand what options exist for establishing the most effective program possible even if it receives no additional appropriations to fund the incentive. In addition, the FAA must have the authority to enter into a loan guarantee program recognized in an appropriations Act in accordance with the Federal Credit Reform Act of 1990.

The goal for an equipage program would be to encourage deployment of NextGen capable aircraft in the NAS sooner than would have occurred otherwise. Specifically, FAA would aim to increase the speed of adoption of base levels of NextGen equipage (equipage bundles), which will accelerate delivery of NextGen benefits by reducing the time of mixed equipage operations. The FAA is examining various methods of reducing the Government's risk and determining the extent of industry interest in the program, but we need more information for our analysis. The May 30 meeting is therefore intended to share FAA's preliminary thinking and seek industry feedback about what factors are beneficial to the various stakeholders, if such a program were to be created.

**TENNESSEE VALLEY AUTHORITY****Agency Information Collection  
Activities: Proposed Collection;  
Comment Request**

**AGENCY:** Tennessee Valley Authority.  
**ACTION:** 60-Day notice of submission of information collection approval and request for comments.

**SUMMARY:** The proposed information collection described below will be submitted to the Office of Management and Budget (OMB) for review, as required by the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35, as amended). The Tennessee Valley Authority is soliciting public comments on this proposed collection as provided by 5 CFR 1320.8(d)(1).

**ADDRESSES:** Requests for information, including copies of the information collection proposed and supporting documentation, should be directed to the Agency Clearance Officer: Mark Winter, Tennessee Valley Authority, 1101 Market Street (MP-3C), Chattanooga, Tennessee 37402-2801; (423) 751-6004.

**DATES:** Comments should be sent to the Agency Clearance Officer no later than July 6, 2012.

**SUPPLEMENTARY INFORMATION:**

*Type of Request:* Regular submission; reinstatement of a previously approved collection.

*Title of Information Collection:* Salary Surveys for Engineering Association (EA), Office and Professional Employees International Union (OPEIU), and United Government Security Officers of America (UGSOA) bargaining unit employees.

*Frequency of Use:* Once every three years for each bargaining unit.

*Type of Affected Public:* State or local governments, Federal agencies, non-profit institutions, businesses, or other for-profit.

*Small Businesses or Organizations Affected:* No.

*Federal Budget Functional Category Code:* 999.

*Estimated Number of Annual Responses:* 61.

*Estimated Total Annual Burden Hours:* 165.5.

*Estimated Average Burden Hours per Response:* 2.75.

*Need For and Use of Information:* TVA conducts salary surveys once every three years for each bargaining unit to be used as a basis for labor negotiations in determining prevailing rates of pay for represented salary policy employees. TVA surveys firms, and Federal, State and local governments whose

employees perform work similar to that of TVA's salary policy employees.

**Michael T. Tallent,**

*Director, Enterprise Information Security & Policy.*

[FR Doc. 2012-10855 Filed 5-4-12; 8:45 am]

**BILLING CODE 8120-08-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Opportunity To Comment on the Draft  
Airport Design Advisory Circular  
150/5300-13A**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA), DOT invites airports consultants, industry representatives and all other interested parties to review and comment on the Draft "Airport Design" Advisory Circular, AC 150/5300-13A. The Advisory Circular provides standards and recommendations for airport design. The FAA has posted the AC on the Internet at: [http://www.faa.gov/airports/resources/advisory\\_circulars/](http://www.faa.gov/airports/resources/advisory_circulars/).

**FOR FURTHER INFORMATION CONTACT:**

Khalil Elias Kodsi, P.E. PMP, Airport Engineering Division, (AAS-100), Federal Aviation Administration, 800 Independence Ave. SW., Washington, DC 20591; telephone (202) 267-7553.

**DATES:** Comments must be received on or before July 6, 2012—60 Days after publication date. Comments that are received after that date will be considered to the extent possible.

**ADDRESSES:** Comments must be submitted by:

- *Hand Delivery/Courier:* Federal Aviation Administration, 800 Independence Avenue SW., AAS-100, Room 621, Washington, DC 20590.
- *FAX:* (202) 267-3688.

**SUPPLEMENTARY INFORMATION:** Title 49 of the United States Code, section 47108(a), provides that the Secretary may impose terms on the offer that the Secretary considers necessary to carry out this subchapter and regulations to be assumed by the sponsor. Uniform design standards for airports can be found in the Federal Aviation Administration advisory circular and mandatory use is required on all Federal Airport Improvement Program projects. This draft AC incorporates all previous changes and numerous technical updates within a new format. This AC was substantially revised to fully incorporate all previous changes to AC

150/5300-13, as well as new standards and technical requirements. This document was reformatted to simplify and clarify the FAA's airport design standards and improve readability. Therefore, change bars were not used to signify what has changed from the previous document. Users should review the entire document to familiarize themselves with the new format. Principal changes include:

a. An introduction of the Runway Reference Code (RRC) and the Runway Design Code (RDC).

b. An expanded discussion on Declared Distances.

c. A clarified discussion on the Runway Protection Zone (RPZ).

d. The introduction of a Taxiway Design Group (TDG) concept for fillet design.

e. The establishment of better guidelines for the separation between non-intersecting runways and intersecting runways.

f. The inclusion of Runway Incursion prevention geometry for taxiway to taxiway intersections and taxiway to runway interface.

g. The consolidation of numerous design tables into one Runway Design Standards Matrix (*Table 3-5*).

Issued in Washington, DC on April 30, 2012.

**Michael J. O'Donnell,**

*Director, Office of Airport Safety & Standards.*

[FR Doc. 2012-10896 Filed 5-4-12; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Motor Carrier Safety  
Administration**

**[Docket No. FMCSA-2006-26367]**

**Motor Carrier Safety Advisory  
Committee (MCSAC): Public Meeting**

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of Meeting of Motor Carrier Safety Advisory Committee (MCSAC).

**SUMMARY:** FMCSA announces that MCSAC will hold a meeting on Monday -Wednesday, May 21-23, 2012. On Monday and Tuesday, May 21 and 22, MCSAC will consider ideas and concepts to address certain open recommendations of the National Transportation Safety Board (NTSB). Wednesday, May 23, will be reserved for MCSAC's Cross-Border trucking subcommittee and the Motorcoach Hours-of-Service (HOS) subcommittee. All three days of the meeting will be open to the public.



AIRAC Date	State	City	Airport	FDC No.	FDC Date	Subject
31-May-12 ..	WY	Cheyenne .....	Cheyenne Rgnl/Jerry Olson Field.	2/3058	4/20/12	ILS OR LOC RWY 27, Amdt 34B
31-May-12 ..	PA	Perkasie .....	Pnnridge .....	2/3117	4/11/12	RNAV (GPS) RWY 26, Orig
31-May-12 ..	PA	Perkasie .....	Pnnridge .....	2/3154	4/11/12	NDB OR GPS A, Amdt 2
31-May-12 ..	PA	Perkasie .....	Pnnridge .....	2/3164	4/11/12	RNAV (GPS) RWY 8, Amdt 1
31-May-12 ..	VA	Luray .....	Luray Caverns .....	2/4789	4/20/12	RNAV (GPS) RWY 4, Orig
31-May-12 ..	VA	Luray .....	Luray Caverns .....	2/4790	4/20/12	NDB A, Amdt 7
31-May-12 ..	VA	Luray .....	Luray Caverns .....	2/4791	4/20/12	VOR/DME B, Amdt 3
31-May-12 ..	VA	Luray .....	Luray Caverns .....	2/4792	4/20/12	RNAV (GPS) RWY 22, Amdt 1
31-May-12 ..	UT	Milford .....	Milford Muni/Den And Judy Briscoe Field.	2/5298	4/20/12	RNAV (GPS) RWY 16, Orig
31-May-12 ..	LA	New Orleans .....	Louis Armstrong New Orleans Intl.	2/5888	4/20/12	ILS OR LOC RWY 10, ILS RWY 10 (CAT II), ILS RWY 10 (CAT III), Amdt 2B
31-May-12 ..	IL	Chicago .....	Chicago O'Hare Intl .....	2/6031	4/11/12	ILS OR LOC RWY 4R, Amdt 6L
31-May-12 ..	MN	Cloquet .....	Cloquet Carlton .....	2/6430	4/20/12	NDB RWY 35, Amdt 4
31-May-12 ..	WI	Racine .....	John H Batten .....	2/8815	4/11/12	ILS OR LOC RWY 4, Amdt 4C
31-May-12 ..	TX	Houston .....	George Bush Intercontinental/Houston.	2/8871	4/20/12	ILS OR LOC RWY 26R, ILS RWY 26R (SA CAT I), ILS RWY 26R (CAT II), ILS RWY 26R (CAT III), Amdt 3
31-May-12 ..	TX	Houston .....	George Bush Intercontinental/Houston.	2/8872	4/20/12	ILS OR LOC RWY 26L, ILS RWY 26L (SA CAT I), ILS RWY 26L (CAT II), ILS RWY 26L (CAT III), Amdt 20
31-May-12 ..	TX	Houston .....	George Bush Intercontinental/Houston.	2/8874	4/20/12	ILS OR LOC RWY 27, ILS RWY 27 (SA CAT I), ILS RWY 27 (CAT II), ILS RWY 27 (CAT III), Amdt 9
31-May-12 ..	CA	Lakeport .....	Lampson Field .....	2/9212	4/20/12	RNAV (GPS) A, Orig
31-May-12 ..	OH	Toledo .....	Toledo Express .....	2/9345	4/20/12	ILS OR LOC RWY 25, Amdt 7A
31-May-12 ..	OH	Toledo .....	Toledo Express .....	2/9347	4/20/12	RNAV (GPS) RWY 25, Amdt 2

[FR Doc. 2012-10720 Filed 5-4-12; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30839; Amdt. No. 3476 ]

#### Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to

promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective May 7, 2012. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 7, 2012.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

*For Examination—*

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**Availability—**All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit <http://www.nfdc.faa.gov> to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

**FOR FURTHER INFORMATION CONTACT:**

Richard A. Dunham III, Flight Procedure Standards Branch (AFS-420), Flight Technologies and Programs Divisions, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125) Telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This rule amends Title 14 of the Code of Federal Regulations, Part 97 (14 CFR part 97), by establishing, amending, suspending, or revoking SIAPs, Takeoff Minimums and/or ODPS. The complete regulators description of each SIAP and its associated Takeoff Minimums or ODP for an identified airport is listed on FAA form documents which are incorporated by reference in this amendment under 5

U.S.C. 552(a), 1 CFR part 51, and 14 CFR part 97.20. The applicable FAA Forms are FAA Forms 8260-3, 8260-4, 8260-5, 8260-15A, and 8260-15B when required by an entry on 8260-15A.

The large number of SIAPs, Takeoff Minimums and ODPs, in addition to their complex nature and the need for a special format make publication in the **Federal Register** expensive and impractical. Furthermore, airmen do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead refer to their depiction on charts printed by publishers of aeronautical materials. The advantages of incorporation by reference are realized and publication of the complete description of each SIAP, Takeoff Minimums and ODP listed on FAA forms is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAPs and the effective dates of the, associated Takeoff Minimums and ODPs. This amendment also identifies the airport and its location, the procedure, and the amendment number.

### The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as contained in the transmittal. Some SIAP and Takeoff Minimums and textual ODP amendments may have been issued previously by the FAA in a Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP and Takeoff Minimums and ODP amendments may require making them effective in less than 30 days. For the remaining SIAPs and Takeoff Minimums and ODPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs and Takeoff Minimums and ODPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and Takeoff Minimums and ODPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs, Takeoff Minimums and ODPs, and safety in air commerce, I find that notice and public procedures before adopting these SIAPs, Takeoff Minimums and ODPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

### Conclusion

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### List of Subjects in 14 CFR Part 97

Air Traffic Control, Airports, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC, on April 27, 2012.

**Ray Towles,**

*Deputy Director, Flight Standards Service.*

### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures and/or Takeoff Minimums and/or Obstacle Departure Procedures effective at 0902 UTC on the dates specified, as follows:

### PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

■ 1. The authority citation for part 97 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 2. Part 97 is amended to read as follows:

\* \* \* *Effective 31 MAY 2012*

Anchorage, AK, Ted Stevens Anchorage Intl, ILS RWY 15, Amdt 6

Anchorage, AK, Ted Stevens Anchorage Intl, ILS OR LOC/DME RWY 7L, ILS RWY 7L (SA CAT I), ILS RWY 7L (SA CAT II), Amdt 3

Anchorage, AK, Ted Stevens Anchorage Intl, ILS OR LOC/DME RWY 7R, ILS RWY 7R (CAT II), ILS RWY 7R (CAT III), ILS RWY 7R (SA CAT I), Amdt 3

Oneonta, AL, Robbins Field, RNAV (GPS) RWY 5, Orig

Oneonta, AL, Robbins Field, RNAV (GPS) RWY 23, Orig

Oneonta, AL, Robbins Field, Takeoff Minimums and Obstacle DP, Orig

Prattville, AL, Prattville-Grouby Field, RNAV (GPS) RWY 9, Amdt 2

Prattville, AL, Prattville-Grouby Field, RNAV (GPS) RWY 27, Orig

Camden, AR, Harrell Field, RNAV (GPS) RWY 1, Amdt 1

Camden, AR, Harrell Field, RNAV (GPS) RWY 19, Amdt 1

Camden, AR, Harrell Field, Takeoff Minimums and Obstacle DP, Amdt 1

Phoenix, AZ, Phoenix-Mesa Gateway, RNAV (GPS) Y RWY 30C, Amdt 1

Phoenix, AZ, Phoenix-Mesa Gateway, RNAV (RNP) Z RWY 30C, Orig

Oxford, CT, Waterbury-Oxford, RNAV (GPS) RWY 36, Amdt 2

Windsor Locks, CT, Bradley Intl, RNAV (GPS) Y RWY 24, Amdt 3A

Windsor Locks, CT, Bradley Intl, RNAV (RNP) Z RWY 24, Orig-A

Washington, DC, Washington Dulles Intl, VOR/DME RWY 12, Amdt 9

Apalachicola, FL, Apalachicola Regional, NDB RWY 14, AMDT 2

Apalachicola, FL, Apalachicola Regional, NDB RWY 32, AMDT 2

Apalachicola, FL, Apalachicola Regional, RNAV (GPS) RWY 6, Amdt 1

Apalachicola, FL, Apalachicola Regional, RNAV (GPS) RWY 14, Amdt 2

Apalachicola, FL, Apalachicola Regional, RNAV (GPS) RWY 18, Orig

Apalachicola, FL, Apalachicola Regional, RNAV (GPS) RWY 24, Amdt 1

Apalachicola, FL, Apalachicola Regional, RNAV (GPS) RWY 32, Amdt 2

Apalachicola, FL, Apalachicola Regional, RNAV (GPS) RWY 36, Orig

Apalachicola, FL, Apalachicola Regional, RNAV (GPS)-A, Orig-A, CANCELLED

Apalachicola, FL, Apalachicola Regional, RNAV (GPS)-B, Orig-A, CANCELLED

Apalachicola, FL, Apalachicola Regional, Takeoff Minimums and Obstacle DP, Amdt 1

Fort Pierce, FL, St Lucie County Intl, Takeoff Minimums and Obstacle DP, Amdt 4

Miami, FL, Miami Intl, ILS OR LOC RWY 8R, Amdt 30B

Panama City, FL, Northwest Florida Beaches Intl, ILS OR LOC/DME RWY 16, Amdt 1

Panama City, FL, Northwest Florida Beaches Intl, RNAV (GPS) RWY 16, Amdt 1

Panama City, FL, Northwest Florida Beaches Intl, RNAV (GPS) RWY 34, Amdt 1

Tampa, FL, Peter O Knight, NDB RWY 4, Amdt 12A

Tampa, FL, Peter O Knight, RNAV (GPS) RWY 22, Amdt 2

Tampa, FL, Peter O Knight, RNAV (GPS) RWY 36, Amdt 2A

Tampa, FL, Peter O Knight, Takeoff Minimums and Obstacle DP, Amdt 7

Independence, IA, Independence Muni, RNAV (GPS) RWY 36, Orig-A

Chicago, IL, Chicago O'Hare Intl, ILS OR LOC RWY 9L, ILS RWY 9L (CAT II), ILS RWY 9L (CAT III), Amdt 1

Chicago, IL, Chicago O'Hare Intl, ILS OR LOC RWY 22L, Amdt 5

Chicago, IL, Chicago O'Hare Intl, ILS OR LOC RWY 22R, Amdt 9

Chicago, IL, Chicago O'Hare Intl, ILS OR LOC RWY 27R, ILS RWY 27R (CAT II), ILS RWY 27R (CAT III), Amdt 1

Chicago, IL, Chicago O'Hare Intl, LOC RWY 4L, Amdt 22

- Chicago, IL, Chicago O'Hare Intl, RNAV (GPS) RWY 4L, Amdt 2
- Chicago, IL, Chicago O'Hare Intl, RNAV (GPS) RWY 4R, Amdt 1
- Chicago, IL, Chicago O'Hare Intl, RNAV (GPS) RWY 9L, Amdt 1
- Chicago, IL, Chicago O'Hare Intl, RNAV (GPS) RWY 10, Amdt 3C
- Chicago, IL, Chicago O'Hare Intl, RNAV (GPS) RWY 14L, Amdt 1E
- Chicago, IL, Chicago O'Hare Intl, RNAV (GPS) RWY 14R, Amdt 2B
- Chicago, IL, Chicago O'Hare Intl, RNAV (GPS) RWY 22L, Amdt 1
- Chicago, IL, Chicago O'Hare Intl, RNAV (GPS) RWY 22R, Amdt 2
- Chicago, IL, Chicago O'Hare Intl, RNAV (GPS) RWY 27R, Amdt 1
- Chicago, IL, Chicago O'Hare Intl, RNAV (GPS) RWY 28, Amdt 2D
- Chicago, IL, Chicago O'Hare Intl, RNAV (GPS) Y RWY 22L, Orig-C, CANCELLED
- Wichita, KS, Wichita Mid-Continent, RNAV (GPS) RWY 1R, Amdt 1
- Greenville, KY, Muhlenberg County, Takeoff Minimums and Obstacle DP, Amdt 2
- Natchitoches, LA, Natchitoches Rgnl, LOC RWY 35, Amdt 4
- Natchitoches, LA, Natchitoches Rgnl, NDB RWY 35, Amdt 6
- Natchitoches, LA, Natchitoches Rgnl, RNAV (GPS) RWY 17, Amdt 1
- Natchitoches, LA, Natchitoches Rgnl, RNAV (GPS) RWY 35, Amdt 1
- Hopedale, MA, Hopedale Industrial Park, GPS-A, Orig-A, CANCELLED
- Hopedale, MA, Hopedale Industrial Park, RNAV (GPS)-A, Orig
- Orange, MA, Orange Muni, GPS RWY 32, Orig-E, CANCELLED
- Orange, MA, Orange Muni, NDB RWY 1, Amdt 1
- Orange, MA, Orange Muni, NDB RWY 32, Amdt 1
- Orange, MA, Orange Muni, RNAV (GPS) RWY 32, Orig
- Orange, MA, Orange Muni, Takeoff Minimums and Obstacle DP, Amdt 1
- Gaithersburg, MD, Montgomery County Airport, RNAV (GPS)-A, Orig
- Ridgely, MD, Ridgely Airport, RNAV (GPS) RWY 12, Orig-A
- Ridgely, MD, Ridgely Airport, RNAV (GPS) RWY 30, Orig-A
- Boyne City, MI, Boyne City Muni, RNAV (GPS) RWY 9, Orig
- Boyne City, MI, Boyne City Muni, RNAV (GPS) RWY 27, Orig
- Boyne City, MI, Boyne City Muni, Takeoff Minimums and Obstacle DP, Orig
- Ontonagon, MI, Ontonagon County-Schuster Field, NDB OR GPS-A, Amdt 4A, CANCELLED
- Ontonagon, MI, Ontonagon County-Schuster Field, RNAV (GPS)-A, Orig
- Ontonagon, MI, Ontonagon County-Schuster Field, Takeoff Minimums and Obstacle DP, Amdt 2
- Owatonna, MN, Owatonna Degner Rgnl, ILS OR LOC RWY 30, Amdt 2A
- Owatonna, MN, Owatonna Degner Rgnl, RNAV (GPS) RWY 12, Amdt 1
- Owatonna, MN, Owatonna Degner Rgnl, RNAV (GPS) RWY 30, Orig
- Jacksonville, NC, Albert J Ellis, ILS OR LOC RWY 5, Amdt 9
- Jacksonville, NC, Albert J Ellis, RNAV (GPS) RWY 5, Amdt 1
- Jacksonville, NC, Albert J Ellis, RNAV (GPS) RWY 23, Orig
- Pittstown, NJ, Sky Manor, RNAV (GPS) RWY 7, Orig
- Pittstown, NJ, Sky Manor, RNAV (GPS) RWY 25, Orig
- Pittstown, NJ, Sky Manor, Takeoff Minimums and Obstacle DP, Amdt 2
- Pittstown, NJ, Sky Manor, VOR RWY 7, Amdt 3
- Robbinsville, NJ, Trenton-Robbinsville, GPS RWY 11, Orig, CANCELLED
- Robbinsville, NJ, Trenton-Robbinsville, RNAV (GPS) RWY 11, Orig
- Robbinsville, NJ, Trenton-Robbinsville, RNAV (GPS) RWY 29, Amdt 1
- Robbinsville, NJ, Trenton-Robbinsville, VOR RWY 29, Amdt 11
- Somerville, NJ, Somerset, RNAV (GPS) RWY 30, Amdt 1
- Somerville, NJ, Somerset, VOR RWY 8, Amdt 12
- Cortland, NY, Cortland County-Chase Field, Takeoff Minimums and Obstacle DP, Amdt 3
- Hornell, NY, Hornell Muni, GPS RWY 18, Orig-B, CANCELLED
- Hornell, NY, Hornell Muni, GPS RWY 36, Orig-B, CANCELLED
- Hornell, NY, Hornell Muni, RNAV (GPS) RWY 18, Orig
- Hornell, NY, Hornell Muni, RNAV (GPS) RWY 36, Orig
- Hornell, NY, Hornell Muni, Takeoff Minimums and Obstacle DP, Amdt 5
- New York, NY, La Guardia, RNAV (GPS) RWY 13, Amdt 1
- Ogdensburg, NY, Ogdensburg Intl, RNAV (GPS) RWY 9, Orig
- Westhampton Beach, NY, Francis S Gabreski, COPTER ILS OR LOC RWY 24, Amdt 2A, CANCELLED
- Westhampton Beach, NY, Francis S Gabreski, ILS OR LOC RWY 24, Amdt 10
- Westhampton Beach, NY, Francis S Gabreski, RNAV (GPS) RWY 6, Amdt 2
- Westhampton Beach, NY, Francis S Gabreski, RNAV (GPS) RWY 24, Amdt 2
- Westhampton Beach, NY, Francis S Gabreski, TACAN RYW 6, Orig
- Westhampton Beach, NY, Francis S Gabreski, TACAN RWY 24, Orig
- Westhampton Beach, NY, Francis S Gabreski, Takeoff Minimums and Obstacle DP, Amdt 2
- Portsmouth, OH, Greater Portsmouth Rgnl, Takeoff Minimums and Obstacle DP, Amdt 3
- Tiffin, OH, Seneca County, RNAV (GPS) RWY 24, Amdt 1
- Madras, OR, Madras Municipal, RNAV (GPS) RWY 16, Amdt 1
- Madras, OR, Madras Municipal, RNAV (GPS) RWY 34, Orig
- Madras, OR, Madras Municipal, RNAV (GPS)-A, Amdt 1, CANCELLED
- Danville, PA, Danville, RNAV (GPS) RWY 9, Orig
- Danville, PA, Danville, RNAV (GPS) RWY 27, Orig
- Danville, PA, Danville, Takeoff Minimums and Obstacle DP, Orig
- Lebanon, PA, Keller Brothers, RNAV (GPS) RWY 7, Orig
- Lebanon, PA, Keller Brothers, RNAV (GPS) RWY 25, Orig
- Lebanon, PA, Keller Brothers, Takeoff Minimums and Obstacle DP, Orig
- Philadelphia, PA, Philadelphia Intl, Takeoff Minimums and Obstacle DP, Amdt 9
- Quakertown, PA, Quakertown, NDB RWY 29, Amdt 11
- Quakertown, PA, Quakertown, RNAV (GPS) RWY 11, Orig
- Quakertown, PA, Quakertown, RNAV (GPS) RWY 29, Amdt 1
- Austin, TX, Austin-Bergstrom Intl, ILS OR LOC RWY 17L, ILS RWY 17L (SA CAT I), ILS RWY 17L (CAT II), ILS RWY 17L (CAT III), Amdt 2
- Austin, TX, Austin-Bergstrom Intl, ILS OR LOC RWY 17R, Amdt 4
- Austin, TX, Austin-Bergstrom Intl, ILS OR LOC RWY 35L, Amdt 5
- Austin, TX, Austin-Bergstrom Intl, ILS OR LOC RWY 35R, Amdt 2
- Austin, TX, Austin-Bergstrom Intl, RNAV (GPS) RWY 17L, Amdt 1
- Austin, TX, Austin-Bergstrom Intl, RNAV (GPS) RWY 17R, Amdt 1
- Austin, TX, Austin-Bergstrom Intl, RNAV (GPS) RWY 35L, Amdt 1
- Austin, TX, Austin-Bergstrom Intl, RNAV (GPS) RWY 35R, Amdt 1
- Austin, TX, Austin-Bergstrom Intl, RNAV (GPS) Y RWY 35L, Orig, CANCELLED
- Houston, TX, George Bush Intercontinental/Houston, GLS RWY 8L, Orig
- Houston, TX, George Bush Intercontinental/Houston, GLS RWY 8R, Orig
- Houston, TX, George Bush Intercontinental/Houston, GLS RWY 9, Orig
- Houston, TX, George Bush Intercontinental/Houston, GLS RWY 26L, Orig
- Houston, TX, George Bush Intercontinental/Houston, GLS RWY 26R, Orig
- Houston, TX, George Bush Intercontinental/Houston, GLS RWY 27, Orig
- Houston, TX, George Bush Intercontinental/Houston, ILS OR LOC RWY 8L, ILS RWY 8L (CAT II), ILS RWY 8L (CAT III), ILS RWY 8L (SA CAT I), Amdt 3
- Houston, TX, George Bush Intercontinental/Houston, ILS OR LOC RWY 8R, ILS RWY 8R (SA CAT II), Amdt 24
- Houston, TX, George Bush Intercontinental/Houston, ILS OR LOC RWY 9, ILS RWY 9 (SA CAT II), Amdt 9
- Houston, TX, George Bush Intercontinental/Houston, RNAV (GPS) RWY 8L, Amdt 4
- Houston, TX, George Bush Intercontinental/Houston, RNAV (GPS) RWY 9, Amdt 4
- Houston, TX, George Bush Intercontinental/Houston, RNAV (GPS) RWY 26L, Amdt 3A
- Houston, TX, George Bush Intercontinental/Houston, RNAV (GPS) RWY 26R, Amdt 3A
- Houston, TX, George Bush Intercontinental/Houston, RNAV (GPS) Z RWY 8R, Amdt 3
- Houston, TX, George Bush Intercontinental/Houston, RNAV (RNP) Y RWY 8R, Orig
- Houston, TX, George Bush Intercontinental/Houston, RNAV (RNP) Y RWY 27, Orig
- Madisonville, TX, Madisonville Muni, Takeoff Minimums and Obstacle DP, Orig
- Monahans, TX, Roy Hurd Memorial, Takeoff Minimums and Obstacle DP, Amdt 1
- Clarksville, VA, Lake Country Regional, GPS RWY 4, Orig-B, CANCELLED
- Clarksville, VA, Lake Country Regional, RNAV (GPS) RWY 4, Orig

Clarksville, VA, Lake Country Regional, RNAV (GPS) RWY 22, Orig

Leesburg, VA, Leesburg Executive, ILS OR LOC RWY 17, Amdt 1

Leesburg, VA, Leesburg Executive, RNAV (GPS) RWY 17, Amdt 3

New Market, VA, New Market, Takeoff Minimums and Obstacle DP, Orig

Norfolk, VA, Norfolk Intl, ILS OR LOC RWY 5, Amdt 26A

Newport, VT, Newport State, GPS RWY 36, Orig-A, CANCELLED

Newport, VT, Newport State, RNAV (GPS) RWY 36, Orig

Guernsey, WY, Camp Guernsey, GPS RWY 32, Orig, CANCELLED

Guernsey, WY, Camp Guernsey, NDB RWY 32, Amdt 1

Guernsey, WY, Camp Guernsey, RNAV (GPS) RWY 32, Orig

Torrington, WY, Torrington Muni, NDB RWY 10, Amdt 2

Torrington, WY, Torrington Muni, NDB RWY 28, Amdt 2

RESCINDED: On March 28, 2012 (77 FR 18683), the FAA published an Amendment in Docket No. 30833, Amdt No. 3470 to Part 97 of the Federal Aviation Regulations under section 97.33. The following 46 entries for Denver, CO, and 1 entry for Camden, AR, effective 31 May, 2012, are hereby rescinded in their entirety:

Camden, AR, Harrell Field, VOR/DME RWY 1, Amdt 10

Denver, CO, Centennial, Takeoff Minimums and Obstacle DP, Amdt 5

Denver, CO, Denver Intl, ILS OR LOC RWY 7, Amdt 3

Denver, CO, Denver Intl, ILS OR LOC RWY 8, Amdt 5

Denver, CO, Denver Intl, ILS OR LOC RWY 16L, Amdt 3

Denver, CO, Denver Intl, ILS OR LOC RWY 16R, Amdt 1

Denver, CO, Denver Intl, ILS OR LOC RWY 17L, Amdt 4

Denver, CO, Denver Intl, ILS OR LOC RWY 17R, Amdt 3

Denver, CO, Denver Intl, ILS OR LOC RWY 25, Amdt 3

Denver, CO, Denver Intl, ILS OR LOC RWY 26, Amdt 3

Denver, CO, Denver Intl, ILS OR LOC RWY 34L, ILS RWY 34L (CAT II), ILS RWY 34L (CAT III), ILS RWY 34L (SA CAT I), Amdt 2

Denver, CO, Denver Intl, ILS OR LOC RWY 34R, ILS RWY 34R (CAT II), ILS RWY 34R (CAT III), ILS RWY 34R (SA CAT I), Amdt 3

Denver, CO, Denver Intl, ILS OR LOC RWY 35L, ILS RWY 35L (CAT II), ILS RWY 35L (CAT III), ILS RWY 35L (SA CAT I), Amdt 5

Denver, CO, Denver Intl, ILS OR LOC RWY 35R, ILS RWY 35R (CAT II), ILS RWY 35R (CAT III), ILS RWY 35R (SA CAT I), Amdt 3

Denver, CO, Denver Intl, RNAV (GPS) Y RWY 7, Amdt 1

Denver, CO, Denver Intl, RNAV (GPS) Y RWY 8, Amdt 1

Denver, CO, Denver Intl, RNAV (GPS) Y RWY 16L, Amdt 1

Denver, CO, Denver Intl, RNAV (GPS) Y RWY 16R, Amdt 1

Denver, CO, Denver Intl, RNAV (GPS) Y RWY 17L, Amdt 1

Denver, CO, Denver Intl, RNAV (GPS) Y RWY 17R, Amdt 1

Denver, CO, Denver Intl, RNAV (GPS) Y RWY 25, Amdt 1

Denver, CO, Denver Intl, RNAV (GPS) Y RWY 26, Amdt 1

Denver, CO, Denver Intl, RNAV (GPS) Y RWY 34L, Amdt 2

Denver, CO, Denver Intl, RNAV (GPS) Y RWY 34R, Amdt 2

Denver, CO, Denver Intl, RNAV (GPS) Y RWY 35L, Amdt 2

Denver, CO, Denver Intl, RNAV (GPS) Y RWY 35R, Amdt 2

Denver, CO, Denver Intl, RNAV (RNP) Z RWY 7, Orig

Denver, CO, Denver Intl, RNAV (RNP) Z RWY 8, Orig

Denver, CO, Denver Intl, RNAV (RNP) Z RWY 16L, Orig

Denver, CO, Denver Intl, RNAV (RNP) Z RWY 16R, Orig

Denver, CO, Denver Intl, RNAV (RNP) Z RWY 17L, Orig

Denver, CO, Denver Intl, RNAV (RNP) Z RWY 17R, Orig

Denver, CO, Denver Intl, RNAV (RNP) Z RWY 25, Orig

Denver, CO, Denver Intl, RNAV (RNP) Z RWY 26, Orig

Denver, CO, Denver Intl, RNAV (RNP) Z RWY 34L, Orig

Denver, CO, Denver Intl, RNAV (RNP) Z RWY 34R, Orig

Denver, CO, Denver Intl, RNAV (RNP) Z RWY 35L, Orig

Denver, CO, Denver Intl, RNAV (RNP) Z RWY 35R, Orig

Denver, CO, Front Range, ILS OR LOC RWY 17, Amdt 1

Denver, CO, Front Range, ILS OR LOC RWY 26, Amdt 5

Denver, CO, Front Range, ILS OR LOC RWY 35, Amdt 1

Denver, CO, Front Range, NDB RWY 26, Amdt 5

Denver, CO, Front Range, RNAV (GPS) RWY 17, Amdt 1

Denver, CO, Front Range, RNAV (GPS) RWY 26, Amdt 1

Denver, CO, Front Range, RNAV (GPS) RWY 35, Amdt 1

Denver, CO, Front Range, Takeoff Minimums and Obstacle DP, Amdt 3

Denver, CO, Rocky Mountain Metropolitan, Takeoff Minimums and Obstacle DP, Amdt 5

[FR Doc. 2012-10727 Filed 5-4-12; 8:45 am]

BILLING CODE 4910-13-P

## COMMODITY FUTURES TRADING COMMISSION

### 17 CFR Part 1

#### Fees for Reviews of the Rule Enforcement Programs of Designated Contract Markets and Registered Futures Associations

**AGENCY:** Commodity Futures Trading Commission.

**ACTION:** Notice of FY 2011 schedule of fees.

**SUMMARY:** The Commission charges fees to designated contract markets and registered futures associations to recover the costs incurred by the Commission in the operation of its program of oversight of self-regulatory organization rule enforcement programs, specifically National Futures Association, a registered futures association, and the designated contract markets. The calculation of the fee amounts charged for FY 2011 by this notice is based upon an average of actual program costs incurred during FY 2008, 2009, and 2010.

**DATES:** *Effective Date:* Each SRO is required to remit electronically the fee applicable to it on or before July 6, 2012.

**FOR FURTHER INFORMATION CONTACT:** Mark Carney, Chief Financial Officer, Commodity Futures Trading Commission, (202) 418-5477, Three Lafayette Centre, 1155 21st Street NW., Washington, DC 20581. For information on electronic payment, contact Jennifer Fleming, Three Lafayette Centre, 1155 21st Street NW., Washington, DC 20581, (202) 418-5034.

#### SUPPLEMENTARY INFORMATION:

##### I. Background Information

###### A. General

This notice relates to fees for the Commission's review of the rule enforcement programs at the registered futures associations<sup>1</sup> and designated contract markets (DCM) each of which is a self-regulatory organization (SRO) regulated by the Commission. The Commission recalculates the fees charged each year to cover the costs of operating this Commission program.<sup>2</sup> All costs are accounted for by the Commission's Budget Program Activity Codes (BPAC) system, formerly the Management Accounting Structure Codes (MASC) system, which records each employee's time for each pay period. The fees are set each year based on direct program costs, plus an overhead factor. The Commission calculates actual costs, then calculates an alternate fee taking volume into account, then charges the lower of the two.<sup>3</sup>

<sup>1</sup> NFA is the only registered futures association.

<sup>2</sup> See section 237 of the Futures Trading Act of 1982, 7 U.S.C. 16a, and 31 U.S.C. 9701. For a broader discussion of the history of Commission fees, see 52 FR 46070, Dec. 4, 1987.

<sup>3</sup> 58 FR 42643, Aug. 11, 1993 and 17 CFR part 1, app. B.



ACO, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: (425) 917-6577; fax: (425) 917-6590; email: [berhane.alazar@faa.gov](mailto:berhane.alazar@faa.gov).

#### (g) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the **Federal Register** approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified.

(i) Boeing Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012, approved for IBR June 11, 2012.

(ii) Boeing Alert Service Bulletin 767-53A0100, Revision 2, dated January 15, 2010, approved for IBR June 11, 2012.

(iii) Boeing Alert Service Bulletin 767-53A0100, dated September 26, 2002; approved for IBR November 1, 2004 (69 FR 57636, September 27, 2004, as referenced in 70 FR 58000, October 5, 2005).

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; email [me.boecom@boeing.com](mailto:me.boecom@boeing.com); Internet <https://www.myboeingfleet.com>.

(3) You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal-register/cfr/ibr\\_locations.html](http://www.archives.gov/federal-register/cfr/ibr_locations.html).

Issued in Renton, Washington on April 23, 2012.

**Michael Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2012-10570 Filed 5-4-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30840; Amdt. No. 3477]

#### Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule establishes, amends, suspends, or revokes Standard

Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective May 7, 2012. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 7, 2012.

**ADDRESSES:** Availability of matter incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal-register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal-register/code_of_federal_regulations/ibr_locations.html).

**Availability**—All SIAPs are available online free of charge. Visit [nfdc.faa.gov](http://nfdc.faa.gov) to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

**FOR FURTHER INFORMATION CONTACT:**

Richard A. Dunham III, Flight Procedure Standards Branch (AFS-420) Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike

Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125) telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This rule amends Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) by amending the referenced SIAPs. The complete regulatory description of each SIAP is listed on the appropriate FAA Form 8260, as modified by the National Flight Data Center (FDC)/Permanent Notice to Airmen (P-NOTAM), and is incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of Title 14 of the Code of Federal Regulations.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAP and the corresponding effective dates. This amendment also identifies the airport and its location, the procedure and the amendment number.

#### The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP as modified by FDC/P-NOTAMs.

The SIAPs, as modified by FDC P-NOTAM, and contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these changes to SIAPs, the TERPS criteria were applied only to specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a FDC NOTAM as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for all these SIAP amendments requires making them effective in less than 30 days.

Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice

and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making these SIAPs effective in less than 30 days.

**Conclusion**

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will

not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 97**

Air Traffic Control, Airports, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC, on April 27, 2012.

**Ray Towles,**

*Deputy Director, Flight Standards Service.*

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal regulations, Part 97, 14 CFR part 97, is amended by amending Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

**PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES**

■ 1. The authority citation for part 97 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 2. Part 97 is amended to read as follows:

**§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]**

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, Identified as follows:

\* \* \* Effective Upon Publication

AIRAC Date	State	City	Airport	FDC No.	FDC Date	Subject
31-May-12 ..	MO	St Louis .....	Lambert-St Louis Intl .....	2/1136	4/20/12	ILS OR LOC RWY 6, Amdt 1C
31-May-12 ..	MO	Columbia .....	Columbia Rgnl .....	2/1214	4/20/12	RNAV (GPS) RWY 31, Orig
31-May-12 ..	AK	Soldotna .....	Soldotna .....	2/1292	4/20/12	VOR A, Amdt 7
31-May-12 ..	MT	Billings .....	Billings Logan Intl .....	2/1298	4/20/12	VOR/DME RWY 28R, Amdt 14
31-May-12 ..	KY	Covington .....	Cincinnati/Northern Ken- tucky Intl.	2/1417	4/20/12	ILS OR LOC RWY 18R, ILS RWY 18R (CAT II), Amdt 1A
31-May-12 ..	KY	Covington .....	Cincinnati/Northern Ken- tucky Intl.	2/1418	4/20/12	ILS OR LOC RWY 36C, ILS RWY 36C (CAT II), ILS RWY 36C (CAT III), Amdt 41A
31-May-12 ..	KY	Covington .....	Cincinnati/Northern Ken- tucky Intl.	2/1419	4/20/12	ILS OR LOC RWY 36L, ILS RWY 36L (CAT II), Amdt 1A
31-May-12 ..	KY	Covington .....	Cincinnati/Northern Ken- tucky Intl.	2/1420	4/20/12	ILS OR LOC RWY 36R, ILS RWY 36R (CAT II), ILS RWY 36R (CAT III), Amdt 8A
31-May-12 ..	TN	Memphis .....	Memphis Intl .....	2/1439	4/11/12	ILS OR LOC RWY 36R, ILS RWY 36R (CAT IIO), ILS RWY 36R (CAT III), Amdt 3B
31-May-12 ..	TN	Memphis .....	Memphis Intl .....	2/1441	4/11/12	ILS OF LOC RWY 36L, ILS RWY 36L (CAT II), ILS RWY 36L (CAT III), Amdt 14C
31-May-12 ..	TN	Memphis .....	Memphis Intl .....	2/1442	4/11/12	ILS OR LOC RWY 36C, ILS RWY 36C (CAT II), ILS RWY 36C (CAT III), Amdt 3B
31-May-12 ..	OH	Batavia .....	Clermont County .....	2/1617	4/20/12	NDB RWY 22, Amdt 1
31-May-12 ..	OH	Batavia .....	Clermont County .....	2/1623	4/20/12	VOR B, Amdt 7
31-May-12 ..	MN	Mankato .....	Mankato Rgnl .....	2/1869	4/20/12	RNAV (GPS) RWY 22, Orig
31-May-12 ..	TN	Memphis .....	Memphis Intl .....	2/1907	4/11/12	RNAV (RNP) Y RWY 18L, Orig-B
31-May-12 ..	TN	Memphis .....	Memphis Intl .....	2/1908	4/11/12	RNAV (GPS) Z RWY 18C, Amdt 2
31-May-12 ..	TN	Memphis .....	Memphis Intl .....	2/1909	4/11/12	RNAV (RNP) Y RWY 18C, Orig- A
31-May-12 ..	TN	Memphis .....	Memphis Intl .....	2/1910	4/11/12	RNAV (GPS) Z RWY 18R, Amdt 2
31-May-12 ..	TN	Memphis .....	Memphis Intl .....	2/1911	4/11/12	ILS OR LOC RWY 18R, Amdt 14A
31-May-12 ..	TN	Memphis .....	Memphis Intl .....	2/1913	4/11/12	ILS OR LOC RWY 18L, Amdt 2B
31-May-12 ..	TN	Memphis .....	Memphis Intl .....	2/1918	4/11/12	RNAV (GPS) Z RWY 18L, Amdt 2
31-May-12 ..	TN	Memphis .....	Memphis Intl .....	2/1919	4/11/12	RNAV (RNP) Y RWY 18R, Orig- B
31-May-12 ..	TN	Memphis .....	Memphis Intl .....	2/1920	4/11/12	RNAV (RNP) X RWY 18L, Orig-B
31-May-12 ..	TN	Memphis .....	Memphis Intl .....	2/1921	4/11/12	RNAV (RNP) X RWY 18R, Orig- B
31-May-12 ..	TN	Memphis .....	Memphis Intl .....	2/1922	4/11/12	ILS OR LOC RWY 18C, Amdt 1B
31-May-12 ..	WI	Milwaukee .....	General Mitchell Intl .....	2/2232	4/20/12	ILS OR LOC RWY 1L, ILS RWY 1L (CAT II), ILS RWY 1L (CAT III), Amdt 9A

AIRAC Date	State	City	Airport	FDC No.	FDC Date	Subject
31-May-12 ..	WY	Cheyenne .....	Cheyenne Rgnl/Jerry Olson Field.	2/3058	4/20/12	ILS OR LOC RWY 27, Amdt 34B
31-May-12 ..	PA	Perkasie .....	Pnnridge .....	2/3117	4/11/12	RNAV (GPS) RWY 26, Orig
31-May-12 ..	PA	Perkasie .....	Pnnridge .....	2/3154	4/11/12	NDB OR GPS A, Amdt 2
31-May-12 ..	PA	Perkasie .....	Pnnridge .....	2/3164	4/11/12	RNAV (GPS) RWY 8, Amdt 1
31-May-12 ..	VA	Luray .....	Luray Caverns .....	2/4789	4/20/12	RNAV (GPS) RWY 4, Orig
31-May-12 ..	VA	Luray .....	Luray Caverns .....	2/4790	4/20/12	NDB A, Amdt 7
31-May-12 ..	VA	Luray .....	Luray Caverns .....	2/4791	4/20/12	VOR/DME B, Amdt 3
31-May-12 ..	VA	Luray .....	Luray Caverns .....	2/4792	4/20/12	RNAV (GPS) RWY 22, Amdt 1
31-May-12 ..	UT	Milford .....	Milford Muni/Den And Judy Briscoe Field.	2/5298	4/20/12	RNAV (GPS) RWY 16, Orig
31-May-12 ..	LA	New Orleans .....	Louis Armstrong New Orleans Intl.	2/5888	4/20/12	ILS OR LOC RWY 10, ILS RWY 10 (CAT II), ILS RWY 10 (CAT III), Amdt 2B
31-May-12 ..	IL	Chicago .....	Chicago O'Hare Intl .....	2/6031	4/11/12	ILS OR LOC RWY 4R, Amdt 6L
31-May-12 ..	MN	Cloquet .....	Cloquet Carlton .....	2/6430	4/20/12	NDB RWY 35, Amdt 4
31-May-12 ..	WI	Racine .....	John H Batten .....	2/8815	4/11/12	ILS OR LOC RWY 4, Amdt 4C
31-May-12 ..	TX	Houston .....	George Bush Intercontinental/Houston.	2/8871	4/20/12	ILS OR LOC RWY 26R, ILS RWY 26R (SA CAT I), ILS RWY 26R (CAT II), ILS RWY 26R (CAT III), Amdt 3
31-May-12 ..	TX	Houston .....	George Bush Intercontinental/Houston.	2/8872	4/20/12	ILS OR LOC RWY 26L, ILS RWY 26L (SA CAT I), ILS RWY 26L (CAT II), ILS RWY 26L (CAT III), Amdt 20
31-May-12 ..	TX	Houston .....	George Bush Intercontinental/Houston.	2/8874	4/20/12	ILS OR LOC RWY 27, ILS RWY 27 (SA CAT I), ILS RWY 27 (CAT II), ILS RWY 27 (CAT III), Amdt 9
31-May-12 ..	CA	Lakeport .....	Lampson Field .....	2/9212	4/20/12	RNAV (GPS) A, Orig
31-May-12 ..	OH	Toledo .....	Toledo Express .....	2/9345	4/20/12	ILS OR LOC RWY 25, Amdt 7A
31-May-12 ..	OH	Toledo .....	Toledo Express .....	2/9347	4/20/12	RNAV (GPS) RWY 25, Amdt 2

[FR Doc. 2012-10720 Filed 5-4-12; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30839; Amdt. No. 3476 ]

#### Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to

promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective May 7, 2012. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 7, 2012.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

*For Examination—*

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**Availability—**All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit <http://www.nfdc.faa.gov> to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

**FOR FURTHER INFORMATION CONTACT:**

Richard A. Dunham III, Flight Procedure Standards Branch (AFS-420), Flight Technologies and Programs Divisions, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125) Telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This rule amends Title 14 of the Code of Federal Regulations, Part 97 (14 CFR part 97), by establishing, amending, suspending, or revoking SIAPs, Takeoff Minimums and/or ODPS. The complete regulators description of each SIAP and its associated Takeoff Minimums or ODP for an identified airport is listed on FAA form documents which are incorporated by reference in this amendment under 5



U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590.

**NOTIFICATION PROCEDURE:**

Individuals wishing to know if their records appear in this system may make a request in writing to the System Manager. The request must include the requester's name, mailing address, telephone number, and/or email address; a description and the location of the records requested; and verification of identity (such as a statement, under penalty of perjury), that the requester is the individual who he or she claims to be. Requests must conform to the Privacy Act regulations set forth in 49 CFR part 10. You must verify your identity by providing either a notarized statement or a statement signed under penalty of perjury stating that you are the person that you say you are. You may fulfill this requirement by: (1) Having your signature on your request letter witnessed by a notary; or (2) including the following statement immediately above the signature on your request letter: "I declare under penalty of perjury that the foregoing is true and correct. Executed on [date]." If you request information about yourself and do not follow one of these procedures, your request cannot be processed. Requests not following these procedures will not be processed.

**RECORD ACCESS PROCEDURES:**

Same as indicated under "Notification Procedure".

**PROCEDURE TO CONTEST RECORDS:**

Same as indicated under "Notification Procedure".

**RECORD SOURCE CATEGORIES:**

ME information is obtained from application submissions provided by the medical examiner. CMV driver information is provided by the driver at the time of medical examination to the ME for submission to FMCSA.

**EXEMPTIONS CLAIMED FOR THE SYSTEM:**

None.

Dated: April 17, 2012.

**Claire W. Barrett,**

*Departmental Chief Privacy Officer,  
Department of Transportation.*

[FR Doc. 2012-9624 Filed 4-20-12; 8:45 am]

**BILLING CODE 4910-62-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Consensus Standards, Light-Sport Aircraft**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability; request for comments.

**SUMMARY:** This notice announces the availability of three new and three revised consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule issued July 16, 2004, and effective September 1, 2004. ASTM International Committee F37 on Light Sport Aircraft developed the new and revised standards with Federal Aviation Administration (FAA) participation. By this notice, the FAA finds the new and revised standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

**DATES:** Comments must be received on or before June 22, 2012.

**ADDRESSES:** Comments may be mailed to: Federal Aviation Administration, Small Airplane Directorate, Programs and Procedures Branch, ACE-114, Attention: Terry Chasteen, Room 301, 901 Locust, Kansas City, Missouri 64106. Comments may also be emailed to: [9-ACE-AVR-LSA-Comments@faa.gov](mailto:9-ACE-AVR-LSA-Comments@faa.gov). All comments must be marked: Consensus Standards Comments, and must specify the standard being addressed by ASTM designation and title.

**FOR FURTHER INFORMATION CONTACT:** Terry Chasteen, Light-Sport Aircraft Program Manager, Programs and Procedures Branch (ACE-114), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4147; email: [terry.chasteen@faa.gov](mailto:terry.chasteen@faa.gov).

**SUPPLEMENTARY INFORMATION:** This notice announces the availability of three new and three revised consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule. ASTM International Committee F37 on Light Sport Aircraft developed the new and revised standards. The FAA expects a suitable consensus standard to be reviewed at least every two years. The two-year review cycle will result in a standard revision or reapproval. A standard is issued under a fixed designation (i.e., F2244); the number immediately following the

designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A reapproval indicates a two-year review cycle completed with no technical changes. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval. A notice of availability (NOA) will only be issued for new or revised standards. Reapproved standards issued with no technical changes or standards issued with editorial changes only (i.e., superscript epsilon (ε)) are considered accepted by the FAA without need for a NOA.

**Comments Invited:** Interested persons are invited to submit such written data, views, or arguments, as they may desire. Communications should identify the consensus standard number and be submitted to the address specified above. All communications received on or before the closing date for comments will be forwarded to ASTM International Committee F37 for consideration. The standard may be changed in light of the comments received. The FAA will address all comments received during the recurring review of the consensus standard and will participate in the consensus standard revision process.

**Background:** Under the provisions of the Sport Pilot and Light-Sport Aircraft rule, and revised Office of Management and Budget (OMB) Circular A-119, "Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities", dated February 10, 1998, industry and the FAA have been working with ASTM International to develop consensus standards for light-sport aircraft. These consensus standards satisfy the FAA's goal for airworthiness certification and a verifiable minimum safety level for light-sport aircraft. Instead of developing airworthiness standards through the rulemaking process, the FAA participates as a member of Committee F37 in developing these standards. The use of the consensus standard process assures government and industry discussion and agreement on appropriate standards for the required level of safety.

**Comments on Previous Notices of Availability**

In the Notice of Availability (NOA) issued on July 20, 2011, and published in the **Federal Register** on July 29, 2011 the FAA asked for public comments on the new and revised consensus standards accepted by that NOA. The comment period closed on September

27, 2011. No public comments were received regarding the standards accepted by this NOA.

### Consensus Standards in This Notice of Availability

The FAA has reviewed the standards presented in this NOA for compliance with the regulatory requirements of the rule. Any light-sport aircraft issued a special light-sport airworthiness certificate, which has been designed, manufactured, operated and maintained, in accordance with this and previously accepted ASTM consensus standards provides the public with the appropriate level of safety established under the regulations. Manufacturers who choose to produce these aircraft and certificate these aircraft under 14 CFR part 21, §§ 21.190 or 21.191 are subject to the applicable consensus standard requirements. The FAA maintains a listing of all accepted standards on the FAA Web site.

### The Revised Consensus Standard and Effective Period of Use

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revision. Either the previous revision or the later revision may be used for the initial certification of special light-sport aircraft until October 22, 2012. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision level to complete that process. After October 22, 2012, manufacturers must use the later revision and must identify the later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise. The following Consensus Standards may not be used after October 22, 2012:

ASTM Designation F2245–10c, titled: Standard Specification for Design and Performance of a Light Sport Airplane.

ASTM Designation F2352–09, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft.

ASTM Designation F2564–09, titled: Standard Specification for Design and Performance of a Light Sport Glider

### The Consensus Standards

The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule. The following consensus standards become effective April 23, 2012 and may be used unless the FAA publishes a specific notification otherwise:

ASTM Designation F2245–11, titled: Standard Specification for Design and Performance of a Light Sport Airplane.

ASTM Designation F2352–11, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft.

ASTM Designation F2564–11, titled: Standard Specification for Design and Performance of a Light Sport Glider

ASTM Designation F2745–11, titled: Standard Specification for Required Product Information to be Provided with an Airplane.

ASTM Designation F2839–11, titled: Standard Practice for Compliance Audits to ASTM Standards on Light Sport Aircraft.

ASTM Designation F2840–11, titled: Standard Practice for Design and Manufacture of Electric Propulsion Units for Light Sport Aircraft.

### Availability

These consensus standards are copyrighted by ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA 19428–2959. Individual reprints of a standard (single or multiple copies, or special compilations and other related technical information) may be obtained by contacting ASTM at this address, or at (610) 832–9585 (phone), (610) 832–9555 (fax), through [service@astm.org](mailto:service@astm.org) (email), or through the ASTM Web site at [www.astm.org](http://www.astm.org). To inquire about standard content and/or membership or about ASTM International Offices abroad, contact Christine DeJong, Staff Manager for Committee F37 on Light Sport Aircraft: (610) 832–9736, [cdejong@astm.org](mailto:cdejong@astm.org).

Issued in Kansas City, Missouri, on February 22, 2012.

**John R. Colomy,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2012–9743 Filed 4–20–12; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Release From Federal Grant Assurance Obligations for Sacramento International Airport (SMF), Sacramento, CA

**AGENCY:** Federal Aviation Administration, US DOT.

**ACTION:** Notice of Request to Release Airport Land.

**SUMMARY:** The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the

application for a release of two parcels of land comprising approximately 6.50 acres of airport property at the Sacramento International Airport, California. The County of Sacramento proposes to release the 6.50 acres for sale to the California's Reclamation District 1000 at fair market value. The two parcels of land are occupied in their entirety by a storm water drainage canal and pumping plant owned and operated by Reclamation District 1000 and do not serve any aviation purposes. The property serves as a regional drainage canal and pumping plant to support facilities for transporting storm water away from developed and undeveloped property, including part of the Sacramento International Airport in the southwest section of the Natomas Basin.

**DATES:** Comments must be received on or before May 23, 2012.

### FOR FURTHER INFORMATION CONTACT:

Comments on the request may be mailed or delivered to the FAA at the following address: Robert Y. Lee, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, **Federal Register** Comment, 1000 Marina Boulevard, Suite 220, Brisbane, CA 94005. In addition, one copy of the comment submitted to the FAA must be mailed or delivered to Mr. Greg Rowe, Senior Environmental Analyst, County of Sacramento, 6900 Airport Boulevard, Sacramento, California 95837.

**SUPPLEMENTARY INFORMATION:** In accordance with the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 106–181 (Apr. 5, 2000; 114 Stat. 61), this notice must be published in the **Federal Register** 30 days before the Secretary may waive any condition imposed on a federally obligated airport by surplus property conveyance deeds or grant agreements.

The following is a brief overview of the request:

The County of Sacramento, California requested a release from grant assurance obligations for approximately 6.50 acres of land that is not contiguous to the airport and located southwest of the airport between the Sacramento River and Interstate Highway 5. The property was originally acquired as two separate parcels, one measuring 6.27 acres and the other 0.18 acres. The Federal Aviation Administration's Federal Aid to Airports Program, FAAP 9–04–130–6401, provided partial grant funding to acquire the property.

Due to the parcels' location and use, the property has no alternative airport use. The property was improved for flood control purpose and continues to serve that purpose. The larger parcel

*Electronic Comments*

- Use the Commission's Internet comment form (<http://www.sec.gov/rules/sro.shtml>); or
- Send an email to [rule-comments@sec.gov](mailto:rule-comments@sec.gov). Please include File Number SR-FINRA-2011-075 on the subject line.

*Paper Comments*

- Send paper comments in triplicate to Elizabeth M. Murphy, Secretary, Securities and Exchange Commission, 100 F Street NE., Washington, DC 20549-1090.

All submissions should refer to File Number SR-FINRA-2011-075. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's Internet Web site (<http://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for Web site viewing and printing in the Commission's Public Reference Room, 100 F Street NE., Washington, DC 20549, on official business days between the hours of 10 a.m. and 3 p.m. Copies of such filing also will be available for inspection and copying at the principal office of FINRA. All comments received will be posted without change; the Commission does not edit personal identifying information from submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR-FINRA-2011-075 and should be submitted on or before May 4, 2012.

**VII. Conclusion**

It is therefore ordered, pursuant to Section 19(b)(2) of the Act,<sup>12</sup> that the proposed rule change (SR-FINRA-2011-075), as modified by Amendment No. 1, be, and hereby is, approved on an accelerated basis.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.<sup>13</sup>

**Kevin M. O'Neill,**

*Deputy Secretary.*

[FR Doc. 2012-8880 Filed 4-12-12; 8:45 am]

**BILLING CODE 8011-01-P**

**DEPARTMENT OF STATE****[Public Notice 7845]**

**Culturally Significant Objects Imported for Exhibition Determinations: "Ellsworth Kelly: Plant Drawings"**

**SUMMARY:** Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, and Delegation of Authority No. 236-3 of August 28, 2000, I hereby determine that the object to be included in the exhibition "Ellsworth Kelly: Plant Drawings," imported from abroad for temporary exhibition within the United States, is of cultural significance. The object is imported pursuant to a loan agreement with the foreign owners or custodians. I also determine that the exhibition or display of the exhibit object at The Metropolitan Museum of Art, New York, New York from on or about June 5, 2012, until on or about September 3, 2012, and at possible additional exhibitions or venues yet to be determined, is in the national interest. I have ordered that Public Notice of these Determinations be published in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:** For further information, including a list of the exhibit objects, contact Ona M. Hahs, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202-632-6473). The mailing address is U.S. Department of State, SA-5, L/PD, Fifth Floor (Suite 5H03), Washington, DC 20522-0505.

Dated: April 9, 2012.

**Ann Stock,**

*Assistant Secretary, Bureau of Educational and Cultural Affairs, Department of State.*

[FR Doc. 2012-8925 Filed 4-12-12; 8:45 am]

**BILLING CODE 4710-05-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

**[Docket No. FAA-2012-0233]**

**Airport Improvement Program (AIP) Grant Assurances**

**AGENCY:** Federal Aviation Administration (FAA).

**ACTION:** Notice of modification of Airport Improvement Program grant assurances; opportunity to comment.

**SUMMARY:** On February 14, 2012, the FAA Modernization and Reform Act of 2012 was signed into law (Pub. L. 112-95). Provisions contained in this law necessitate modifications to five grant assurances.

**DATES:** The effective date the modifications to the grant assurances is April 13, 2012. The FAA will consider comments on the modifications to the grant assurances. If necessary, any appropriate revisions resulting from the comments received will be adopted as of the date of a subsequent publication in the **Federal Register**. Comments must be submitted on or before May 14, 2012.

**ADDRESSES:** You may send comments [identified by Docket Number FAA-2012-0233] using any of the following methods:

- *Government-wide rulemaking web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- *Mail:* Docket Operations, U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, Routing Symbol M-30, 1200 New Jersey Avenue SE., Washington, DC 20590.

- *Fax:* 1-202-493-2251.

- *Hand Delivery:* To Docket Operations, Room W12-140 on the ground floor of the West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Frank San Martin, Manager, Airports Financial Assistance, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-3831; facsimile: (202) 267-5302.

**Authority for Grant Assurance Modifications**

This notice is published under the authority described in Subtitle VII, Part B, Chapter 471, Sections 47107 and 47122 of Title 49 United States Code.

**SUPPLEMENTARY INFORMATION:** A sponsor (applicant) seeking financial assistance

<sup>12</sup> 15 U.S.C. 78s(b)(2).

<sup>13</sup> 17 CFR 200.30-3(a)(12).

for airport planning, airport development, noise compatibility planning or noise mitigation under 49 U.S.C., as amended must agree to comply with certain assurances. These assurances are submitted as part of a sponsor's application for federal assistance and are incorporated into all grant agreements. As need dictates, these assurances are modified to reflect new federal requirements. Notice of such modifications is published in the **Federal Register**, and an opportunity for public comment is provided.

The assurances, prior to the FAA Modernization and Reform Act of 2012 (Pub. L. 112-95), were published on February 3, 1988, at 53 FR 3104 and amended on September 6, 1988, at 53 FR 34361; on August 29, 1989, at 54 FR 35748; on June 10, 1994 at 59 FR 30076; on January 4, 1995, at 60 FR 521; on June 2, 1997, at 62 FR 29761; on August 18, 1999, at 64 FR 45008; on March 29, 2005 at 70 FR 15980; and on March 18, 2011, at 76 FR 15028.

A complete list of the current grant assurances can be viewed at: [http://www.faa.gov/airports/aip/grant\\_assurances/](http://www.faa.gov/airports/aip/grant_assurances/)

#### *Discussion of Grant Assurance Modifications*

The FAA is modifying five grant assurances to conform with the FAA Modernization and Reform Act of 2012 (Pub. L. 112-95) (hereinafter "FMRA" or "the Act"). The FAA will implement these modified grant assurances upon publication of this notice to expedite processing fiscal year 2012 grants under the Airport Improvement Program. The FAA will accept public comments concerning these modified grant assurances for 30 days. If necessary, in response to comments received, the FAA will also adopt any appropriate revisions to these grant assurance modifications.

#### *Through-the-Fence Arrangements*

Section 136 of the FMRA amends the statutory conditions for project grant approval to permit sponsors of general aviation airports to enter into residential through-the-fence arrangements. The FAA is amending paragraph (g) of Sponsor Assurance 5, Preserving Rights and Powers, to conform to this change in the law. Additionally, the FAA is amending paragraph (a) of Sponsor Assurance 29, Airport Layout Plan, to require that all proposed and existing access points used to taxi aircraft across the airport property's boundary be depicted on the airport layout plan (ALP). This includes all residential and commercial through-the-fence access points at both general aviation and

commercial service airports. ALP depiction of existing access points can be made through pen-and-ink changes. ALP depiction of residential through-the-fence access points at general aviation airports will facilitate the FAA's ability to enforce the requirements included in Section 136.

#### *Use of Airport Revenues*

Sections 149 and 813 of the Act modify the statutory grant assurances on use of airport revenue to add two new exceptions. The FAA is revising Sponsor Assurance 25 to incorporate these new statutory exceptions relating to use of proceeds from the sale of an airport and use of revenues derived or generated by mineral extraction. To make this assurance easier to understand, the FAA reorganized paragraph (a) of Sponsor Assurance 25 by taking the grandfathering exception set forth at the end of paragraph (a) and making it a new subparagraph (a)(1). The two new statutory exceptions are then stated verbatim as separate new subparagraphs (a)(2) and (3).

#### *Veteran's Preference*

Section 139 expands the statutory grant assurance regarding veteran's preference to include Persian Gulf veterans, Afghanistan-Iraq war veterans, and small business concerns owned and controlled by disabled veterans. FAA has revised Sponsor Assurance 15, Veteran's Preference, to include these changes verbatim.

#### *Costs of Relocating or Replacing Sponsor-Owned Property*

Sections 135(a) and 138(c) of the FMRA revise the statutory grant assurance relating to airport layout plans to provide that a sponsor does not have to bear all costs of relocating property or its replacement and of restoring the property or its replacement to the level that existed before the alteration was made in certain circumstances. The FAA has added this exception to paragraph (b) of Sponsor Assurance 29, Airport Layout Plan, to incorporate this statutory change.

#### *Disposal of Land*

Section 135(b) of the Act makes several changes to the statutory assurances regarding disposal of land relating to noise buffers and leasing of land for noise compatibility purposes and preferences for reinvesting or transferring proceeds from disposal of land. These changes have been included in paragraphs (a) and (b) of Sponsor Assurance 31, Disposal of Land.

In consideration of the above, the FAA makes the following changes:

*C. Sponsor Certification.* The sponsor hereby assures and certifies, with respect to this grant that:

\* \* \* \* \*

#### **5. Preserving Rights and Powers.**

\* \* \* \* \*

g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

\* \* \* \* \*

15. *Veteran's Preference.* It shall include in all contracts for work on any project funded under this grant agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in Section 47112 of Title 49, United States Code. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

\* \* \* \* \*

#### **25. Airport Revenues.**

a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:

(1) If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

(2) If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to



certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.

(3) Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at Section 47102 of title 49 United States Code), if the FAA determines the airport sponsor meets the requirements set forth in Sec. 813 of Public Law 112-95.

\* \* \* \* \*

**29. Airport Layout Plan.**

a. It will keep up to date at all times an airport layout plan of the airport showing (1) boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto; (2) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars, and roads), including all proposed extensions and reductions of existing airport facilities; (3) the location of all existing and proposed nonaviation areas and of all existing improvements thereon; and (4) all proposed and existing access points used to taxi aircraft across the airport's property boundary. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility, or efficiency of the airport.

b. If a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary (1) eliminate such adverse effect in a manner approved by the Secretary; or (2) bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the

Secretary's design standards beyond the control of the airport sponsor.

\* \* \* \* \*

**31. Disposal of Land.**

a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order, (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund. If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.

b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, (1) upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order: (1) Reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund.

\* \* \* \* \*

Issued in Washington, DC on April 10, 2012.

**Benito De Leon,**

*Director, Office of Airport Planning and Programming.*

[FR Doc. 2012-8961 Filed 4-12-12; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Noise Exposure Map Notice; Lafayette Regional Airport, Lafayette, LA**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Lafayette Airport Commission for Lafayette Regional Airport under the provisions of 49 U.S.C. 47501 et seq. (Aviation Safety and Noise Abatement Act) and 14 CFR Part 150 are in compliance with applicable requirements.

**DATES:** *Effective Date:* The effective date of the FAA's determination on the noise exposure maps is April 3, 2012.

**FOR FURTHER INFORMATION CONTACT:** DOT/FAA Southwest Region, Tim Tandy, Environmental Resources Specialist, ASW-640D, 2601 Meacham Boulevard, Fort Worth, Texas 76137. Telephone (817) 222-5644.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Lafayette Regional Airport are in compliance with applicable requirements of Part 150, effective April 3, 2012. Under 49 U.S.C. section 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or



# **International News Articles**



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# IATA: Premium traffic up 8.6% in March

By *Iblachly*

Created 2012-05-28 15:12

By [Linda Blachly](#) <sup>[1]</sup>

IATA reported that international premium traffic for March was up 8.6% compared to the year-ago growth of 2.9% recorded in March 2011, and up from 6.3% growth in February ([ATW Daily News, April 25](#) <sup>[2]</sup>).

Although the March growth rates are exaggerated by the events of a year ago, air travel still looks strong, IATA said in its latest premium traffic monitor. "We estimate that premium travel was about 4 points higher this March than it would have been in the absence of the Arab Spring and Japan earthquake—but that still has the market growing at a solid rate of over 4% in March. Over the last four months, premium travel has been increasing at an annualized rate of over 6%, above the annual growth of 5.5% in 2011," IATA said.

Economy travel showed a strong growth of 8.9% year-over-year, up sharply from 1.1% growth recorded in March 2011 ([ATW Daily News, May 23, 2011](#) <sup>[3]</sup>).

The strongest premium traffic growth in March was recorded on the Africa-Middle East route, which reported a 40.3% growth year-over-year. Next highest growth rate was on the Central America-South America route (up 21.3%) and Middle East-Southwest Pacific routes (up 21%) compared to March 2011.

The worst performing routes in March were on Europe-Southwest Pacific routes (down 24%), routes within Central America (down 10.5%) and routes within the Southwest Pacific (down 2.1%).

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# Technology the answer to airport hassle, says Amadeus

May 24, 2012 06:40AM GMT



Almost three quarters of airline passengers complain that the process of passing through airports is inefficient, according to new research.

The study by Amadeus identified 'a stress-free airport experience' as the number one priority for travellers, with 72% of global respondents saying they thought the core passenger journey from check-in to boarding was inefficient.

The research found that 69% of travellers are seeking improved security processes.

Passengers also expect airports to give a sense of place which reflects local culture and makes the airport destination and flight part of their total trip experience (81%).

Travellers view technology as increasingly important to their airport experience.

Many want to control their entire airport journey through the use of mobile phones to navigate through key touch points (63%), use frequent flyer cards as permanent boarding passes (59%), benefit from permanent electronic bag tags (57%), and to automate the full range of airport processes including baggage drop (48%).

Social media is also seen as a vital tool for the real-time exchange of ideas, information and feedback with travellers while at the airport. Consumers want their ideas for improvements to be heard (69%), to receive important information (66%), to provide real-time feedback (53%) and to be rewarded as frequent travellers/shoppers (51%).

The Reinventing the Airport Ecosystem report maps out how airports could re-invent themselves up to 2025, with new operating models, driving revenues beyond traditional aviation income.

It suggests that airports of the future become self-sufficient mini cities generating their own energy on site with many of the current processes performed remotely by passengers at home or via a separate virtual terminal.

At the low-cost end of the spectrum it forecasts adoption of a 'bus station' model, a no-frills atmosphere where speed and efficiency are key.

Amadeus airline IT senior vice president Julia Sattel said: "A range of macro-trends including increasing traveller demands, new technologies and the immediate requirement for the industry to create new revenue streams are driving the need for a fundamental rethink of the airport ecosystem.

"Imagine an airport where the retail experience is so impressive you choose to shop there without even flying; or using an in-flight app to make purchases you can pick up once you've landed.

"It's an exciting future but airports, airlines and the whole eco-system need to make co-operative decisions to unlock this potential."





Posted on: May 20, 2012

## Reports forecast summer gains, but uncertainty surrounds fall

By Danny King

For U.S. hoteliers and online travel agencies, the living may be easy in summertime. In the fall? Not so much.

That's the crux of three recent reports from travel analysts and trade groups that are forecasting strong year-over-year gains for U.S. travel spending this summer and, from one analyst, a prediction of a spending drop-off once the weather cools.

About 64% of U.S. adults, or 154 million people, are planning at least one leisure trip during the next six months, up from the 56% that were planning summer and early fall trips a year earlier, the U.S. Travel Association said, citing an April survey of 2,200 people that it conducted with MMGY Global ([click on chart](#)).



U.S. Travel also said that the number of business trips during the past 12 months is at a five-year high and is expected to rise “slightly” during the next six months.

Meanwhile, Deloitte, in a separate report, said 31% of respondents to its April survey of 1,000 people planned on traveling on Memorial Day weekend, while 54% said they expected to take a leisure trip between June 1 and Labor Day.

Those numbers are up from 24% and 52% a year ago, according to Deloitte, which added that 80% of those polled will spend as least as much on summer travel as they did last year.

“Room rates are back to levels reminiscent of pre-financial crisis peaks,” Tim Mullaney, financial analyst at PhoCusWright, said in a webinar conducted on May 16. “People were waiting for the price of gas to spawn some pullback in consumer spending, and it didn’t happen.”

(PhoCusWright is owned by Northstar Travel Media, which also publishes Travel Weekly.)

Those predictions are consistent with a report released this month by Smith Travel Research (STR) that said U.S. hotel-room revenue will reach summer-record highs this year.

Revenue per available room for June, July and August will rise 5.7% from a year earlier to \$73.59, beating out the previous summer record of \$73.26 in 2007, according to STR.

But PhoCusWright’s Mullaney said such a boom might be short-lived, noting that the travel industry is in for “one to one-and-a-half more good quarters.”

After that, he expects consumers and businesses to pull back on travel spending, owing to uncertainty over both the upcoming presidential election and what Congress will do to address national debt issues.

Similar questions over the proposed debt ceiling caused a travel-spending lull last summer that “really froze the market,” according to Mullaney.

“There are going to be so many stories in the paper about these crazy Congress members driving us over the cliff,” Mullaney said. “There’s a pretty good chance we’re going to see some version of that movie again.”

As for sectors within the travel industry, online travel agencies (OTAs) will handle the business fluctuations better than hoteliers, Mullaney said. That’s because OTAs are almost exclusively dependent on consumers who are less likely than businesses to shelve travel plans as the economy softens, even if they downgrade on a hotel class or trip length.

Additionally, hotels, which allocate anywhere between 6% and 12% of their rooms to OTAs, depending on travel expectations, are often hit harder in a downturn like the one forecast for fall because they lack the flexibility to push available rooms out to the OTAs quickly enough when economic hiccups occur.

“They make these [OTA] allocation decisions months in advance and don’t have the flexibility to turn the tap on and off as nimbly as they want to,” Mullaney said.

*Follow Danny King on Twitter [@dktravelweekly](#).*

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### IATA Reports Air Travel Up But Threatened by High Oil Prices

By [Kate Rice](#)  
May 02, 2012 9:56 AM

Global air traffic increased 7.6 percent in March, according to the latest figures from the [International Air Transport Association](#). But part of that increase is due to fact that last year's results were dampened by the chilling effect the Arab Spring and the earthquake and tsunami in Japan. If it weren't for those events, traffic would have increased just two percentage points, according to IATA estimates.

That's good news and bad news, according to Toby Tyler, director general and CEO of IATA. The good news is that airlines still managed to expand 5 or 6 percent. But little of that is going to airlines' bottom lines because airline yields can't keep up with oil price increases. Oil has been above \$100 per barrel for the past 14 months. In 2008, the last time oil prices soared so high they went from \$90 a barrel in January, peaked at \$147 a barrel in late July but then dropped to under \$50 in November.

"We have not seen such sustained high oil prices previously," Tyler said. "Jet fuel prices have risen 8 percent since January. Considering that fuel now accounts for 34% of average operating costs, it's an increase that hurts."

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In March, total airline passenger capacity rose 4.4 percent compared to the same month last year, resulting in a load factor of 78.3 percent, up 2.4 percentage points over the year-ago period. Freight capacity climbed 1.7 percent year-on-year, above the rate of demand, placing pressure on load factors. International air travel rose 9.6 percent in March compared to the year-ago period, while capacity climbed 5 percent, resulting in a load factor of 77.7 percent, up 3.2 percentage points from March 2011.

European carriers are seeing the strongest traffic growth despite the region's economic problems, demand was up 8.8 percent, and capacity was up 4.1 percent. Load factors rose to 78.5 percent. Asia-Pacific carriers also showed healthy growth, with demand up 8.1 percent on a 4.1 percent increase in capacity and load factors up to 76.5 percent. These carriers, however, were affected the most by the tsunami and earthquake in Japan last year, so that exaggerated their growth by about 3 percent, IATA estimates.

Middle East carriers saw the biggest demand increase -- 20.9 percent with a 12.4 percent rise in capacity and load factors of 78.7 percent. But much of that was because the Arab Spring hurt travel to the region last year. Meanwhile, North America saw a 5.3 percent rise in passenger traffic in March, which IATA called a solid performance that reflects an improving economy and increased consumer confidence.

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# UN agency: 1 billion tourists expected this year

The Associated Press  
*PUBLISHED IN: WORLD*

**SAN JUAN, Puerto Rico** -- The U.N.'s World Trade Organization says 1 billion people will cross international borders as tourists this year for the first time.

The WTO's regional director for the Americas, Carlos Vogeler, predicted Wednesday that the milestone will be reached in the fall.

That figure would be about 4 percent higher than last year's total. Back in 1950, the figure was 25 million. The UN counts only people who stay at least one night. It does not include cruise ship passengers.

"It is quite iconic when you realize 1 billion people crossed borders," Vogeler said at a Caribbean Hotel and Tourism Association conference in Puerto Rico. "It shows from a sociological point of view how things have changed. If you go back 20-30 years, many people would die without traveling more than 100 miles from home."

The WTO plans a celebration, and may even try to designate someone as the billionth tourist, when the number is hit.

The organization also projects that there will be 1.4 billion in 2020 and 1.8 billion in 2030.

The top three destination countries now are France, the US and China.

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### What new Passenger Name Record agreement means for U.S. travelers

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On 27 March 2012, European lawmakers gave the green light to the Passenger Name Record agreement between the EU and the US. They supported the draft recommendation of the new agreement that would replace the agreement from 2007 that is currently still in force. The European Parliament is scheduled to vote on the final text on April 19. If legislators reject it, the 2007 provisional agreement would continue to apply until it expires in July 2014.

The Passenger Name Record stores traveller's journey information and allows all the different agents within the air industry (from travel agents and the computer reservation systems to the carrier and the handling agents at the airports) to have access to all relevant information related to his/her trip. This includes sensitive personal details, such as departure and return flights, connecting flights and special services required on board. The nature of information in a Passenger Name Record system will vary from airline to airline and from passenger to passenger and could expand to approximately 60 fields and sub-fields.

Furthermore, airlines should provide to all of EU Member States information about passengers who arrive at or depart from the EU territory i.e. approximately 25% of the EU flights. The Member States can retain and analyse the information to prevent and combat terrorism and other transnational crimes. The information may be kept for 7-years from the date of collection in an active database following which the data will be moved to an inactive status for 8-years, to be accessed only in exceptional circumstances. However, in the event of a serious crime investigation the personal data may be accessed up to 15 years.

The scope of the agreement is set to allow obscure practises and it is against international and EU law. It infringes persons' fundamental freedoms and rights on privacy and family rights protected by international conventions. In particular, it violates Article 8 of the Charter of Fundamental Rights of the European Union, Article 10 of Charter of Fundamental Rights and Freedoms, and Article 8 of the European Convention on Human Rights. In addition, it is not compatible with the key premise of the EU law, the principle of proportionality and necessity.

The provisions of the Directive do not justify the necessity to collect the advance passenger information - the data that are irrelevant for the travelling - and it allows sharing the information not only with relevant authorities within the EU but also with third parties outside the zone. Also, the time of storage is unnecessarily long while storage protection is not secured as the passengers' rights and their remedies have not been specified. Under the proposal, EU Members States would be required to establish a body in charge of the data storage and procession. However, they are left with a quite a high degree of deliberation and is unclear what steps they are responsible to take to prevent the information leakage.

Combat and prevention of terrorism and other transnational crime should undoubtedly remain on the agenda of every State. However, the current version of the Passenger Name Record agreement is an aggressive intrusion into private life leading to obnoxious practices of profiting. It should not be given the green light until security arrangements and measures are specifically defined.

*Geiger is managing partner of Alber & Geiger, a leading EU government relations law firm in Brussels.*

Source:

<http://thehill.com/blogs/congress-blog/foreign-policy/220541-what-new-passenger-name-record-agreement-means-for-us-travelers>

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# High-Speed Rail – The First Three Years: Taking the Pulse of China’s Emerging Program

Richard Bullock, Andrew Salzberg, and Ying Jin

World Bank Office, Beijing

*High-speed rail services have now been operating in China for three years. How are they performing? What has happened to the conventional services they parallel? What has been the impact on the airlines? Little comprehensive information has been published to date but a general picture is emerging in which high-speed rail, as in other countries, is competing strongly on short and medium-distance routes up to 1,000 km while air remains dominant over longer distances. Overall, however, diverted air passengers have not been a major source of high speed rail ridership. A larger source has been ‘generated’ trips: new trips by passengers who were induced to travel by the greater convenience of high speed service. Based on this evidence and the continuing strong growth in Chinese urban populations and incomes, we are cautiously optimistic about the long-term ridership (and hence economic viability) of the major trunk railways of the high-speed rail network in China. This optimism is tempered by the need to develop a sustainable financing mechanism in the short to medium term and to carefully weigh the costs and benefits of the peripheral extensions of the network.*

## THE NETWORK SO FAR

China began to operate network-wide 200 km/h services in April 2007 as part of what is known as the Sixth Speed-Up<sup>1</sup> but the first high-speed rail (HSR) service on a dedicated line was the Beijing – Tianjin service opened in August 2008 just prior to the Olympics. Since then, the network has grown to over 6,800 km, with a total of 16,000 km to be completed as part of the long range plan that runs to 2020 (Figure 1).

## HSR CONSTRUCTION STANDARDS AND COSTS

The new HSR lines are of two general types: trunk lines, which are passenger-only lines designed to operate at a maximum speed of 350 km/h, and secondary mainlines and regional intercity lines designed with a maximum speed of 250 km/h, some of which are passenger-only and others which can also carry express freight such as container services.

<sup>1</sup> A trial 200 km/h section was opened in 2002 between Qinhuangdao and Shenyang which was upgraded to 250 km/h in 2007. These ‘speeded-up’ services, together with the 250km/h and 350km/h HSR services, are collectively known as the CRH (China Railway High-speed) services.

Most lines have a large proportion of tunnel and viaduct (in hilly areas)<sup>2</sup> or elevated structure (in flatter areas)<sup>3</sup>, the latter to conserve farmland and minimize severance. The construction cost naturally depends on the proportion of such tunnels and structures but typically ranges from RMB 80-120 million per km (US\$13-20 million) excluding stations. Station costs naturally depend on their frequency and scale of construction but can add up to a further 30% for the shorter lines serving major cities.

## HSR SERVICES AND FARES

The lines generally operate reasonably intensively, typically an hourly or half-hourly service between 7am and midnight (Table 1), normally with 8-car sets. The main exceptions

<sup>2</sup> The 835 km of new construction for the Guiyang - Guangzhou railway has 54% of its length in tunnel and 29% on viaduct and bridges.

<sup>3</sup> The 357 km Shijiazhuang – Zhengzhou section of the Beijing – Guangzhou north-south trunk line has 69% of its length on viaduct and bridges.

**Figure 1 Chinese High Speed Rail (HSR) Network as of February, 2012**

are lines that have been opened in advance of adjacent sections of the network (such as Zhengzhou–Xian) and so are currently only providing service for local trips.

**Table 1 Selected Service Patterns (as of July 2011)**

Section	First dep	Last arr	Services /day <sup>(1)</sup>
Wuhan – Guangzhou	0700	2349	50
Zhengzhou – Xian	0800	2246	12
Changchun – Jilin	0656	2124	28
Beijing – Tianjin	0630	2333	76
Beijing – Shanghai	0700	2327	49
Wenzhou – Fuzhou	0734	2245	27

(1) Per direction; some lines also have services to/from intermediate points

In 2007, CRH services totalled about 40 million train-km per year, all on conventional ‘speeded-up’ lines. By 2011 this had increased to over 250 million train-km per year, of which 85% was on dedicated lines with a maximum speed of 250 km/h or more. This represents about a quarter of the total passenger train-km operated on the network.

There are national fare scales for the two speeds but in practice HSR fares vary slightly from line to line (Table 2).

**Table 2 Economy HSR Fares (as of November 2011)**

Section	Economy fare	
	RMB	RMB/km
350km/hr design speed <sup>4</sup>		
Wuhan – Guangzhou	465	0.48
Zhengzhou – Xian	230	0.46
Beijing – Tianjin	55	0.46
Beijing – Shanghai	555	0.42
250km/hr design speed		
Wenzhou – Fuzhou	91	0.31
Changchun – Jilin	32	0.29
Taiyuan – Beijing	149	0.29

For comparison, air fares are typically around RMB 0.70/km, with shorter trips a bit more expensive, and bus trips are about RMB 0.35/km, with sleeper buses slightly more expensive. The lower-speed lines are thus price-competitive with bus while the higher-speed lines are generally cheaper than air except where heavily discounted air fares are offered.<sup>5</sup>

### EFFECTS ON CONVENTIONAL RAIL OPERATIONS

Service reductions on conventional lines paralleling new high speed services have in some case been extensive. In the case of the Wuhan – Guangzhou service, in 2007 there were 17 services daily to Guangzhou originating within the Wuhan – Guangzhou corridor (termed ‘local’ trains for the purposes of this discussion), with a further 42 trains from origins outside the corridor (termed ‘through’ trains for the purposes of this discussion)<sup>6</sup>. By 2009, these had

<sup>4</sup> On opening, the average operating speed of non-stop services on these lines reached as high as 90% of these design speeds. Operating speeds have recently been temporarily reduced by about 12–15 %, apparently to conserve energy and reduce vehicle maintenance costs.

<sup>5</sup> For reference, rail fares on conventional lines range from RMB 0.11/km for the slowest services to nearly RMB 0.30/km for the 200km/h services (almost equal to the cost per km on new 250km/h dedicated track).

<sup>6</sup> For example, a train originating in Beijing and terminating in Guangzhou would be classified as a ‘through’ train in this corridor, while a train originating in Wuhan (or Changsha,

increased to 23 trains and 47 trains respectively. The distinction is relevant as passengers wishing to travel relatively short distances (for example, from Changsha to Guangzhou) are generally less able to purchase a ticket on a ‘through’ train than a ‘local’ train<sup>7</sup>. Following the opening of the HSR line, local trains were reduced to only 6 services, with the through trains increased to 52 services (see table 3).

**Table 3 Southbound conventional services into Guangzhou**

Section	2007	2009	2011
‘Local’			
Wuhan-Guangzhou	6	9	2
Changsha-Guangzhou	12	15	3
Shaoguan-Guangzhou	17	23	6
‘Through’			
Wuhan-Guangzhou	21	24	25
Changsha-Guangzhou	25	30	31
Shaoguan-Guangzhou	42	47	52

Table 4 shows comparable figures for three other corridors, showing a general reduction in local trains and some adjustments to through trains in response to the additional capacity.

**Table 4 Service changes – other corridors**

Section	2007	2009	2011
‘Local’			
Zhengzhou – Xian	4	6	0
Shijiazhuang -Taiyuan	1	4	4
Changchun – Jilin	0	6	2
‘Through’			
Zhengzhou – Xian	63	58	57
Taiyuan – Beijing	11	9	23 <sup>8</sup>
Changchun – Jilin	11	13	10

Shaoguan etc) and terminating in Guangzhou would be classified as ‘local’.

<sup>7</sup> MOR’s ticket quota system generally favors long distance travel at the expense of short-distance trips to maximize network utilization.

<sup>8</sup> Includes several long-distance trains (e.g. Beijing – Wulumuqi (Urumqi) and Beijing - Xian) rerouted to take advantage of the increased corridor capacity.

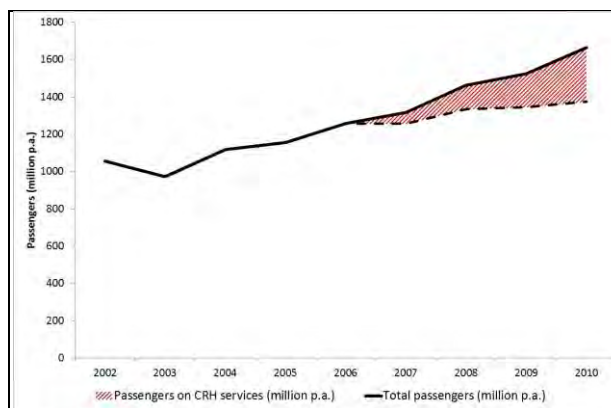
In some corridors, many of the conventional services removed have been overnight express trains. For example, between Changsha and Guangzhou in 2009, 12 'local' trains departed Changsha between 7 PM and midnight. With an 8 to 9 hour travel time, these overnight trains offered a mix of low cost and convenience since on-board hours could be spent sleeping. In 2011, after high speed opening, only 3 such trains departed during the same time period. The removal of these services has been reported in the media as a source of irritation among some passengers.

Another important impact of these service changes is freed-up freight capacity. For example, the 12 conventional passenger services removed from the Wuhan-Guangzhou line will leave capacity for approximately six additional freight services, providing important additional revenue generating capacity to the Ministry of Railways.

### RIDERSHIP

Detailed official ridership figures for the HSR services generally are not available but indirect evidence suggests ridership is broadly favourable compared to international experience. In 2010, 290 million passengers (17% of the total carried in China) travelled on services operating at 200km/h (both on dedicated high speed lines and 'speeded-up' conventional lines as described above). The important contribution of these services to overall growth in rail passenger demand since 2006 is shown in Figure 2, where the incremental growth since 2007 is roughly equivalent to the volume currently carried on 200km/h plus services.

**Figure 2 Rail passenger demand 2002-10**



The first dedicated high speed line to open, from Beijing to Tianjin in 2008 with a relatively short length of 117km, is currently carrying about 25 million passengers per year. The line from Wuhan to Guangzhou (968 km) is carrying about 22 million passengers per year but most of these passengers do not travel the full length of the line. The average density of passenger traffic on this line is about 10 million passengers per year.<sup>9</sup>

The lowest ridership is probably found on the Zhengzhou – Xian and Nanchang – Jiujiang services; both are currently operating as isolated sections of future trunk lines (Figure 1 shows these existing lines and their place in the future network). As the rest of the network is completed, these lines will be able to provide service to a wider range of origins and destinations, helping to increase service frequency and ridership.

A key feature observed in HSR demand to date has been the high level of generated trips, i.e. trips made by those who have been induced to travel by the improved service levels (speed, frequency, reliability, and comfort) of HSR. In the

<sup>9</sup> The average density is derived by dividing the passenger-km by the length of the line in km. For the short Beijing-Tianjin line, where almost all traffic travels end to end, the density is approximately equal to the number of passengers, 25 million. For comparison, the Tokyo – Osaka line carried 141 million passengers in 2010, with an average density of 85 million. The corresponding figures for the Taiwan HSR are 37 million passengers with an average density of 22 million.

case of the Wuhan - Guangzhou line, in 2009 prior to the opening of the new high speed line, the corridor was carrying an estimated 45 million local rail passengers (i.e. those with both origins and destinations within the corridor). In 2010, the first full year of operation of the new HSR line, the estimated total travel on both the conventional and HSR lines was about 55 million, of which 20 million are travelling on HSR.<sup>10,11</sup> Of these, about 1 million appear to have come from competing air services (see next section) and about 10 million have transferred from conventional rail services. A few have also transferred from bus and car. Based on these estimates, of the 20 million travelling on this HSR line each year, about 50% have transferred from conventional rail, about 5% have transferred from air and 45% have been either generated or transferred from bus and car, with the overwhelming majority of these being generated.

Put another way, for the Wuhan - Guangzhou rail corridor, about 25% of the conventional rail passengers have transferred to HSR while the overall rail market (conventional plus HSR) has increased by about 20%.

The Beijing to Tianjin service shows a similar pattern. Prior to 2008, about 8 million passengers travelled on the conventional rail service each year but this reduced by about 50 percent following the introduction of the HSR services. The bus service is also estimated to have lost about 1 million passengers to HSR. 25 million passengers per year are now using the new HSR line. On this basis, roughly 20 million passengers per year of the current demand either transferred from private vehicles (including minibus) or has been generated. As in Wuhan, the overwhelming majority of these have probably been generated trips. This suggests a conservatively estimated rate of generation of 65% or greater on this line, a

<sup>10</sup> The Wuhan-Guangzhou high speed line opened on December 26, 2009.

<sup>11</sup> Based on ridership growth trends in the corridor, the annual growth in demand would have been about 1.5 million trips in the absence of the new line.

dramatic indication of the latent demand for the type and quality of service being offered by HSR.

In the case of the line from Changchun to Jilin, a 111 km HSR line with a design speed of 250 km/hr, an estimated 4 million passengers per year previously travelled between the two cities on conventional rail services. The new high speed line, which opened in January 2011, is estimated to be carrying around 10 million passengers per year. Based on information from intercity bus operators, an estimated 2 million per year have transferred from bus service to the new HSR line. An estimated 1 million per year have transferred from local rail, leaving roughly 7 million per year of the HSR passengers who have either transferred from private vehicles or been generated, for an estimated generation rate of 40-50%.

Despite the high rates of generation noted above, patronage on some of the lines remains substantially below the opening-year forecasts developed in their respective feasibility studies.

One reason for this is that many feasibility studies assumed a wholesale transfer of conventional rail passengers to HSR on opening. Few studies made a realistic allowance for HSR fares being much higher than fares on conventional rail (as described above), and many made a simple assumption that all existing conventional passengers would transfer to HSR. In fact, as mentioned above, using the Wuhan to Guangzhou line as an example, only an estimated 25 per cent have made the transfer. This transfer rate will, however, increase as incomes increase, providing a source of long-term growth for high speed rail ridership.

Another important reason for the discrepancy between forecast and actual ridership is that many feasibility studies assumed that the entire 2020 network would be in place by the opening year of any individual line. In practice, as shown in Figure 1, this final network configuration is still some years off for most corridors and demand will likely build up gradually as the network is

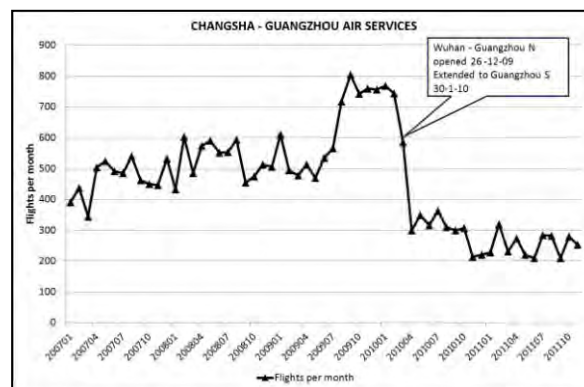
completed, making the ‘ramp up’ more marked than usual on these lines. For example, the feasibility study for the line from Zhengzhou to Xian estimated that local trips between origins and destinations within the corridor would represent just 20 percent of the total passenger-km on the line. The other 80 percent was represented by longer distance HSR trips – i.e. between destinations beyond either Zhengzhou or Xian – that are not yet possible with the current network configuration.

As the rest of the network is completed, travel between these other origin-destination pairs will become possible by high speed rail, supporting ridership growth on the Zhengzhou-Xian line. A similarly positive ‘network effect’ will be felt by other lines as the remaining pieces of the network enter into operation in the coming years.

### IMPACT ON OTHER MODES

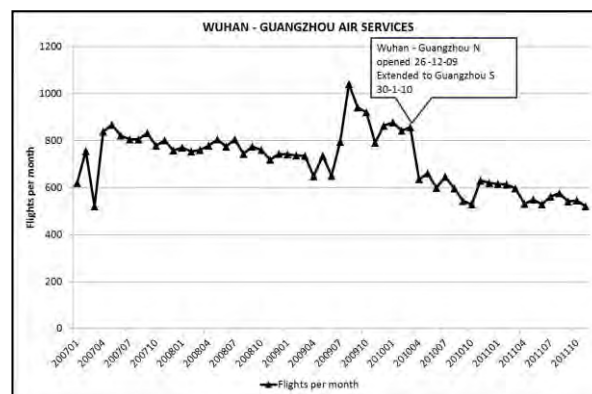
For distances up to approximately 500 km, HSR has had a strong impact on air demand. As has been widely reported, some short-distance air services have been completely withdrawn after an HSR line has opened; air routes from Zhengzhou to Xian and from Wuhan to Nanjing both survived only a few months after the opening of HSR. Figure 3 shows monthly air services (sum of both directions) between Changsha and Guangzhou, a distance of approximately 600km. Passenger demand has reduced from about 90,000 per month prior to the line opening to about 30,000 at the present time and services have reduced from 750 per month to 250 per month.

**Figure 3 Changsha – Guangzhou air services**



A similar pattern can be seen for the Wuhan – Guangzhou route (a distance of approximately 900km) (Figure 4), although in somewhat less dramatic fashion. Passenger demand has fallen by about one-half, from about 120,000/month to 60,000 per month, while flights have reduced from 900 per month to about 600 per month.

**Figure 4 Wuhan – Guangzhou air services**



However, this impact appears to die away quite quickly for distances over 1,000 km. The opening of the Beijing – Shanghai line (approximately 1,300 km) has had very limited impact on air travel between the two cities.

In contrast to longer routes where the chief competition in terms of travel speed and cost is air, the main competitors for shorter intercity routes are bus and private vehicles (car and minibus). Systematic volume data for both of these modes is unfortunately not often available but, based on evidence collected from bus service operators, they have often been hard-hit. The competing bus service along the Changchun

to Jilin route described above charges roughly the same fare as the new HSR line but offers a much lower quality of service, and has thus been all but eliminated; the service has reduced from a bus every 5-10 minutes to one or two buses a day, travelling via intermediate towns. The competing bus services along the Beijing to Tianjin route still maintain a significant price advantage over HSR (about half the HSR fare) but nonetheless have not been able to hold onto to their riders, having lost over half their patronage.

### FINANCIAL PERFORMANCE

Very little information is publicly available on the financial performance of the HSR network. There seems little doubt, based on experience elsewhere and evidence collected in China, that most lines, except possibly isolated lines like Zhengzhou to Xian and Jiujiang to Nanchang, are covering their immediate cash costs (rolling stock and infrastructure operations and maintenance costs). The next important financial hurdle for any railway is its ability to cover its interest payments on debt, and it is likely that some of the better-performing services (with densities of 10-15 million passengers) are already doing that.

Of course, covering interest payments is not the same thing as making a profit, as depreciation on the capital investment is a substantial cost. However, most of the depreciation is for infrastructure with a very long life. Given the continuing growth of urban populations, incomes, and the overall network, ridership (and hence revenue) growth should continue to ramp up over time. If, in accounting terms, depreciation is deferred now, there should be ample time to close this gap over time for lines that are reasonably well performing.

The final financial threshold for a railway is its ability to repay the principal on its loan. Only a handful of HSR lines in the world have been able to reach this milestone. It seems likely that repayment of principal will ultimately need to be

rescheduled in one way or another for all but the busiest Chinese lines. Conventional solutions to this issue include extending the tenor of the loans or sculpting debt repayments to better match the growth in demand over time. Other options include combining lines into a few large groups so that the main lines can support their feeder branches, or providing some funds from the conventional railway to reflect the benefit of the additional capacity which is being made available for them.

### SUMMARY

It is now three years since the first high-speed rail line in China opened. The total volume carried is already larger than that on the French TGV services and is rivalling the volume on the Japanese Shinkansen services. It will continue to grow rapidly as the many lines under construction are completed and as urban incomes and population in China continue to rise.

Ultimately, the appropriate time frame to deliver final judgement on the program will be measured in decades, not years. However, evidence accumulated to date provides some key insights.

This evidence suggests that HSR can compete effectively with air at distances up to 1,000 kilometres but that it can gain only a limited share over longer distances. Over shorter distances, it seems able to take almost all the bus market as long as its stations are conveniently located. However, gains from both of these markets have been dwarfed by the size of the new, generated market for rail trips, representing passengers who had not travelled in the corridor before. We estimate approximately half or more of HSR passengers appear to be these new travellers.

This finding is significant, pointing to a large latent demand for the quality of service provided by HSR. These generated trips also suggest that businesses and individuals are already modifying



their behaviour to take advantage of this new mode of transportation, providing some preliminary evidence of the wider economic benefits to be provided by these lines in the long term. Based on these trends and the continuing strong growth in Chinese urban populations and incomes, we are cautiously optimistic about the long-term ridership (and hence economic viability) of the major trunk railways of the HSR program in China.

This optimism is tempered by some significant obstacles that will need to be overcome in the short to medium term. Little data is publicly available on the finances of the new lines but, based on experience elsewhere, even well-performing railways capable of covering their cash running costs and interest on their debt will almost certainly be unable to repay the principal without some long-term financing arrangements. Given the large scale of the HSR investment program, this issue will need to be addressed in the short term. The recent slowdown in construction activity may also provide an ideal opportunity to review the as yet unbuilt peripheral sections of the network, ensuring that they will not create an undue financial burden on the overall network.

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*This note is part of the China Transport Note Series to share experience about the transformation of the Chinese transport sector. For comments, please contact John Scales*

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# Federal News Articles



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# FAA: US commercial aircraft fleet shrank in 2011

By *lblachly*

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By [Aaron Karp](#) <sup>[1]</sup>



*Airbus A320. Courtesy, Airbus*

The FAA said the total number of aircraft in the US commercial airline fleet (including regional carriers) stood at an estimated 7,185 at the end of 2011, down 29 aircraft compared to the end of 2010.

According to figures released last week by the agency, US airlines operated 3,739 mainline passenger aircraft (over 90 seats) last year, 879 mainline cargo aircraft (including those operated by FedEx and UPS) and 2,567 regional aircraft jets/turboprops. Mainline US carriers' passenger jet fleet lowered by 12 aircraft in 2011, FAA said. That followed a 41 unit increase in 2010.

"The decrease [in 2011] was driven by a 61 unit decrease by the remaining network carriers as they continued to prune their fleets in the face of uncertain economic growth and rising fuel prices," FAA said. "With the decline of the fleet in 2011, the mainline carrier fleet now stands at 16.7% below the level it was in 2000."

The US commercial passenger fleet is "undergoing transformation," according to the agency. "The mainline carriers are retiring older, less fuel efficient aircraft [Boeing 737-300/400/500s and MD-80s] and replacing them with more technologically advanced

[Airbus] A320 and 737-700/800/900 aircraft. The regional carriers are growing their fleet of 70-90 seat regional jet aircraft and reducing their fleet of 50-seat jet aircraft."

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### FAA seeks sites to test drones, other civilian craft sharing airspace

BY KEITH ROGERS  
LAS VEGAS REVIEW-JOURNAL

Posted: Mar. 13, 2012 | 2:01 a.m.

The Federal Aviation Administration wants to find six places to test drones – unmanned aircraft systems – like the ones the Air Force flies routinely over Afghanistan and at Creech Air Force Base, except with no laser-guided missiles.

These and other drones would be used by civilians sharing airspace with commercial and private aircraft.

"Unmanned aircraft can help us meet a number of challenges, from spotting wildfires to assessing natural disasters," Transportation Secretary Ray LaHood, said in a news release last week announcing a 60-day public comment period for the idea.

This year's FAA reauthorization bill mandates that the FAA establish sites to test the safety of commingling piloted and remotely-piloted aircraft.

Feedback will help the FAA develop requirements for the test locations and set standards and oversight parameters.

The pilot program calls for designating airspace for operating both manned and unmanned flight operations in context of the "next generation air transportation system."

"The FAA has a proven track record of safely introducing new technology and aircraft into the (national airspace system), and I am confident we will successfully meet the challenges posed by unmanned aircraft system technology," FAA Acting Administrator Michael Huerta said.

Contact reporter Keith Rogers at [krogers@reviewjournal.com](mailto:krogers@reviewjournal.com) or 702-383-0308.

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# Disruptions: Time to Review F.A.A. Policy on Gadgets

By [NICK BILTON](#)

| March 18, 2012, 11:00 am<sup>45</sup>



American Airlines iPads may have made their [way into cockpits](#), but passengers have been barred from using them while the plane is taxiing, taking off or landing — a rule that federal regulators are taking a new look at.

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SAN FRANCISCO — On Monday morning I'm going to drive to the airport, check in for my flight to New York, then head to the airport bookstore for a stack of magazines to read on the plane. I'll do this reluctantly because I will carry both an Amazon Kindle and an Apple iPad packed full of reading material in my bag.

I need the paper products because Federal Aviation Administration rules state that [I cannot use these digital reading devices](#) on an airplane during taxi, take-off or landing.

But this rule might change soon.

When I called the F.A.A. last week to pester them about this regulation — citing experts and research that says these devices could not harm a plane — the F.A.A. responded differently than it usually does. Laura J. Brown, deputy assistant administrator for public affairs for the F.A.A., said that the agency has decided to take a “fresh look” at the use of personal electronics on planes.

That's going to be welcome news to the people in the United States who, according to Forrester Research, by the end of 2012 will have bought more than 40 million e-readers and 60 million iPads and other tablets.

Yes, you read that correctly. The F.A.A., which in the past has essentially said, “No, because I said so,” is going to explore testing e-readers, tablets and certain other gadgets on planes. The last time this testing [was done](#) was 2006, long before iPads and most e-readers existed. (The bad, or good, news: The F.A.A. doesn't yet want to include the 150 million smartphones in this revision.)

Ms. Brown said that the administration's current rules allow airlines to request use of electronic devices “once the airline demonstrated the devices would not interfere with aircraft avionics.”

Airlines have not done this because it is a expensive and laborious affair.

So, likely [bowing to public pressure](#), the F.A.A. has decided to take this initiative into its own hands and is going to figure out a way to start testing new electronics on airplanes.

As Ms. Brown said: “With the advent of new and evolving electronic technology, and because the airlines have not conducted the testing necessary to approve the use of new devices, the FAA is taking a fresh look at the use of personal electronic devices, other than cellphones, on aircraft.”

Don't run past the bookstore at the airport and start using your Kindle during takeoff just yet. There's plenty of work to be done before these rules are changed. You see, while the F.A.A. is no longer ignoring the devices, it could very well entwine them in the kind of bureaucratic red tape only Washington can invent.

Abby Lunardini, vice president of corporate communications at Virgin America, explained that the current guidelines require that an airline must test each version of a single device before it can be approved by the



F.A.A. For example, if the airline wanted to get approval for the iPad, it would have to test the first iPad, iPad 2 and the new iPad, each on a separate flight, with no passengers on the plane.

It would have to do the same for every version of the Kindle. It would have to do it for every different model of plane in its fleet. And American, JetBlue, United, Air Wisconsin, etc., would have to do the same thing. (No wonder the F.A.A. is keeping smartphones off the table since there are easily several hundred different models on the market.)

Ms. Lunardini added that Virgin America would like to perform these tests, but the current guidelines make it “prohibitively expensive, especially for an airline with a relatively small fleet that is always in the air on commercial flights like ours.”

The F.A.A. said it is exploring how to bring together electronics “manufacturers, consumer electronic associations, aircraft and avionics manufacturers, airlines, pilots, flight attendants and passengers” to figure out how to allow greater use of these electronics on planes. That’s a lot of people, organizations and bureaucracy to juggle. Plus the money to do this testing is going to have to come from somewhere.

The F.A.A. will now have an opportunity to update its current peculiar list of electric devices that approved on planes during take-off and landing, which includes electric razors and audio recorders, but not calculators.

By doing these new tests, we could finally squash the unrealistic fears that some people harbor that an e-reader could play havoc with a plane’s avionics, which could distract the flight crew or do worse. Most of these fears seem to be causing more trouble than the electronics themselves.

The National Aeronautics and Space Administration collects reports from pilots of incidents related to electronic devices. Of 50 incidents in the most recent report check from last year, few had anything to do with cockpit interference. Mostly it was reports of people who simply didn’t turn off their device or laptop batteries overheating, not of any kind of interference from those devices.

Those incidents that were related to the plane’s avionics were purely speculation. For example, in one report, a fuel gauge on a Boeing 757 was not working properly during takeoff, but began working again when the plane was landing. The report says the pilot “suspects” a possible electronic device on the plane caused the interference. The pilot admitted he did not do any testing.

It is in everyone’s interest that we move from unscientific fears to real scientific testing.

To keep things moving, the airlines could team up and each make a single plane available for say, one day a month, until the testing is done. And the device and software makers, many with very deep pockets, could foot the bill. Any device maker who doesn’t contribute financially to the testing won’t be added to the new updated list of approved electronics devices on planes.

I would like to volunteer to help as the guinea pig for these test flights. I’ll run up and down the aisle turning on e-readers, iPads and any other devices, and then settle down for a little undisturbed reading.

I’ll even bring my own peanuts.

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DOT Reports 1.7 Percent Increase in U.S. Airline Passengers

By [Kate Rice](#) April 03, 2012 10:01 PM

The number of passengers on U.S. and foreign carriers serving the U.S. went up 1.7 percent in 2011 to 803.5 million scheduled passengers, according to the latest U.S. Department of Transportation figures. The 2011 passenger total was 4.3 percent higher than in 2009.

The number of passengers increased in every month of 2011 from 2010 except in October when a 1.3 percent decrease in domestic passengers resulted in a systemwide 0.7 percent decrease that was not fully offset by an increase in international passengers. Higher fuel prices led to airlines cutting back to fall/winter schedules earlier than usual. As a result, there were not as many domestic seats available in October as expected.

Delta Air Lines, following its merger with Northwest Airlines, carried more total system passengers in 2011 than any other U.S. airline for the second consecutive year. American Airlines carried more international passengers to and from the United States in 2011 than any other U.S. or foreign carrier, followed closely by Delta.

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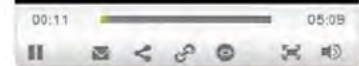
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A Satellite System That Could End Circling Above the Airport



Stuart Issett for The New York Times

Technology that has been adopted by Alaska Airlines could be used at big, busy airports to cut 30 miles from a plane's approach to the runway.

By JAD MOUAWAD
Published: April 3, 2012

SEATTLE — Capt. Mike Adams demonstrated what the future will look like at the nation's airports as he pulled back on the throttles of his Boeing 737 flight simulator, setting the engines on idle to glide smoothly from his cruising altitude all the way down to the runway.

Enlarge This Image



Stuart Issett for The New York Times

Pilots using the technology will no longer need to circle overhead awaiting clearance to land, saving fuel and reducing delays.

Starting in June, that's exactly what actual Alaska Airlines flights will be doing when the airline begins testing the use of satellite technology to land at Seattle-Tacoma International Airport — all in the hope of saving fuel and reducing delays.

Alaska Airlines, one of the nation's smallest airlines, has taken some of the biggest steps in adopting a technology that allows its planes to navigate Alaska's hazardous terrain, weaving through narrow valleys and mountain peaks, and land at remote airports in some of the worst imaginable weather. Now it wants to demonstrate that technology at big, busy airports, said Captain Adams, the airline's chief technical pilot.

Planes using the new technology will cut 30 miles from their approach to the airport by taking a more direct path to the runway. They will no longer need to circle overhead awaiting clearance to land. And pilots will not have to push and pull at the throttles — in effect, repeatedly stepping on the gas, then coasting — to maintain the altitude assigned by air traffic controllers as they begin a stairlike descent. For passengers, landing will feel more like coming down a slide.

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"This makes much better use of the airspace," Captain Adams said. "It improves efficiency and reduces congestion. That's the holy grail we're all aiming for."

The Seattle experiment is one of the first extensive applications of satellite technology after years of planning and political wrangling in Washington.

Replacing the radar-based air traffic control system, which the nation's airports have relied on since the 1940s, is an enormous and expensive undertaking. By one official government estimate, the price tag could reach \$42 billion by 2025.

But the agency in charge of the program, the Federal Aviation Administration, has been hamstrung by political infighting that deprived it of a stable budget for five years. Congress finally approved a four-year budget for the agency in February, including \$1 billion a year for the program, called the Next Generation Air Transportation System, or NextGen.

The program has already confronted trouble. A government audit found in February that half of the 30 critical contracts needed to build the new system were delayed, and more than a third were over budget.

And the airlines complain that the F.A.A. has been slow to create new landing procedures that make the most use of satellite guidance. It takes five to 10 years to create these procedures because of lengthy environmental and noise impact studies, and the difficulty of coordinating flights in busy airspaces. The F.A.A. is now trying to speed up that process to three years.

The agency has approved tests using satellite-guided landings at Phoenix Sky Harbor International Airport, and experiments are planned this year in Washington, Atlanta, Dallas and Charlotte, N.C. Delta Air Lines, Southwest Airlines, JetBlue and American Airlines have been trying out aspects of satellite navigation.


Given the expected growth in air traffic in the next decades, airlines and regulators say there is an urgent need to modernize the existing air traffic control system. The F.A.A. projects that the number of planes flown by domestic airlines will double in the next two decades, while the number of domestic passengers will reach 1 billion by 2024, up from about 732 million this year. Much of that growth will be concentrated in the biggest airports, most of which are already congested, particularly at peak hours.

Radar has proved to be reliable over the years. But air traffic controllers can be sure of the precise location of the planes they are directing only when their radar sweeps once every six seconds. To make up for that uncertainty, controllers keep wide buffers between flights. Satellite technology will eventually change that equation and allow planes to fly much closer to one another because they will broadcast their locations with more accuracy.

In effect, airports could increase capacity without building more runways because more planes could take off and land every hour.

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A version of this article appeared in print on April 4, 2012, on page B1 of the New York edition with the headline: No More Circling Seattle.

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Almost half of Americans are not taking all of their vacation time, a new national survey commissioned by the Radisson hotel chain found.

According to the survey conducted by Kelton Research for Radisson, Americans have an average of 18 vacation days per year, but in 2011, 48% chose not to take half or more of their vacation time.

Workload and a reluctance to play catch-up were cited as reasons, according to the survey of 1,000 adults, ages 18 and over.

Nonetheless, nearly one in four said they'd give up their next promotion or 5% of their salary to get five more days of vacation this year.

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Other things they'd give up for more vacation that they apparently don't take all of: office-sponsored events (52% of respondents), a favorite beverage (30%), an hour of sleep every day (20%), listening to music (25%), and lunch breaks (23%).

As a compromise to not taking time off, more business travelers are combining business with pleasure. According to the survey, about 63% bring family along on a business trip.

If they do hit the road, there are certain amenities they expect. High-speed Internet ranked as the most important hotel amenity for 72% of business travelers. More than half—65%—of leisure travelers also listed internet as one of the top amenities.

Rounding out the top five amenities for business travelers were: A hotel restaurant or café (70%), room service (51%), hotel pool (46%), and hotel fitness center (44%).

The top amenities for leisure travelers were: A hotel restaurant or café (69%), hotel pool (69%), room service (43%), and fitness center (39%).

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## New airport terminal sets stage for future travel

By [Kelly Yamanouchi](#)  
The Atlanta Journal-Constitution

5:00 a.m. Sunday, April 8, 2012

When the Atlanta airport's new international terminal was envisioned in the late 1990s, buoyant forecasts projected tremendous growth.

Airport planners emphasized the need for expansion, saying 121 million passengers would be flooding Hartsfield-Jackson International by 2015, up from about 68 million at the time. They floated initial cost estimates of a few hundred million dollars and eventually laid out a plan to open the complex in 2006.

Fast forward to today and the Maynard H. Jackson Jr. International Terminal's actual price tag: Nearly \$1.5 billion. The facility, named for the city's first black mayor, is set to open May 16, six years later than planned.

It will add 12 international gates — to be known as Concourse F — and create a new entry-exit point for travelers on the opposite end of the airport from the main terminal. That will eliminate the current cumbersome baggage claim setup for Atlanta-bound international travelers, who must recheck their baggage for the train ride to the distant main terminal after clearing customs.

The airport's passenger volume last year was 92.4 million and is now forecast to be about 101 million in 2015, according to Federal Aviation Administration figures.

The vastly different landscape demonstrates the tenuous nature of forecasts of passenger traffic — a key driver for airport development. It highlights the challenges airport managers face when determining the right time to build, the right facility to design and the right size to plan.

"You can't build something today that meets your needs for today," said airport general manager Louis Miller, who inherited the project when he arrived in 2010. "We're building for the future."

Just a few years after plans for the terminal first took shape, air travel took a huge hit from the 2001 terrorist attacks on America. Almost every major carrier has gone through wrenching bankruptcies and cutbacks, including Atlanta-based Delta Air Lines, Hartsfield-Jackson's biggest tenant and a key player in the terminal project.

Airline mergers, including Delta's with Northwest and Southwest's with AirTran, have shrunk the industry. The economy has suffered from a severe global recession that continues to dampen consumer and business spending on travel.

Airport officials say that while the terminal may not be immediately necessary to handle current passenger volume, it was always envisioned as a facility to grow into.

Miller said the additional gates will not only provide more capacity for international flights but also open space for domestic flights. That's because domestic gates on other concourses are sometimes used for international departures.

"At peak hours, we have a need for additional facilities," Miller said. "But we're really looking toward the future."

Miller expects airlines will want to shift a number of their international flights to the new concourse F since it's more convenient to the new terminal for entry and exit.

Delta said it expects the new concourse to operate near capacity several times a day. Spokesman Trebor Banstetter said operating flights out of the new concourse will give its top customers access to the "world-class facility" and its new Sky Club lounge.

"We want our best customers to be in this facility," Banstetter said.

The international terminal is indirectly paid for by travelers — most of whom live outside Atlanta and merely connect at Hartsfield-Jackson — mainly through passenger facility charges on airline tickets, through fares paid to airlines that then pay lease and landing fees to the airport and through payments for concessions and parking.

Those revenue streams are used to back airport bonds that financed construction.

Airlines' cost of using Hartsfield-Jackson will climb from about \$4.50 per boarded passenger last year to \$6 next year, based on lease payments, landing fees and other airport costs divided by passengers. That calculation is why airlines often closely watch construction costs, an issue that came up during contentious Delta lease negotiations in 2009. On the other hand, those costs can be offset by more efficient airport operations and expanded business, which is why airlines often support new facilities or additional runways.

In any case, Hartsfield-Jackson officials no longer cite total passenger forecasts as the motivation for the terminal, though they say the terminal will be needed to accommodate an expected 13 million international passengers in 2015.

International air travel is still slowed by a wobbly world economy and high fuel costs that have discouraged fare discounting to gin up traffic.

Delta is cutting international flights this year in Atlanta and across its system, discontinuing its routes from Atlanta to Shanghai; Athens, Greece; Copenhagen, Denmark; Moscow; Prague; and Tel Aviv, Israel.

In the first two months of the year, the number of international travelers at Hartsfield-Jackson fell 1.5 percent from a year earlier, including a 5.7 percent drop in international passengers carried by Delta.

Delta plans to operate about 85 international departures a day from Atlanta this summer, down from about 90 last summer.

To be sure, Hartsfield-Jackson remains the world's busiest airport and has recovered after a decline in 2009 to post last year's record volume. And building new facilities despite slowdowns in growth is not without precedent. Work on Hartsfield-Jackson's Concourse E, for instance, began when an entire domestic concourse was empty because of Eastern Airlines' 1991 collapse.

Holden Shannon, Delta's senior vice president of corporate strategy and real estate, called the new international terminal "a 30- to 40-year asset."

"This is the right investment," Shannon said. "It's very important that we continue to invest properly in the future."

Miller acknowledged that by this time, "We'd have thought we'd be recovered." He said any long-term major facility project involves risk.

"There's no guarantees out there," he said.

Colorado-based aviation consultant Mike Boyd said it's not unusual for airline passenger forecasts to change significantly over time.

"The reality is, if we don't build these things, you're going to find yourself way behind the curve," Boyd said. Atlanta is "still going to grow ... Delta is going to turn Atlanta into what we call a global portal, where there will be enormous amounts of traffic flows going all over Latin America and all over Asia."

Boyd added: "I will bet you this: Five years, we're going to look back, and say, 'How come you didn't build more?'"

New York-based airline consultant Bill Fife said that with airline shifts, changes in market forces and fuel price volatility, forecasts have many ups and downs.

"You know that you're going to need facilities for 115 or 120 million [passengers] at some point in time, but it's now become very difficult to say that year is going to be 2017 or 2012," he said.

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<http://www.ajc.com/news/new-airport-terminal-sets-1409912.html>

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## White House Launches National Tourism Strategy, an Historic First

by Nick Verrastro

May 10, 2012

The travel industry is hailing a [National Travel and Tourism Strategy](#) announced by the White House today that promises federal support for travel in a way never before seen in the U.S.

The strategy mandates the creation of a National Travel and Tourism Office within the Commerce Department. It also sets an ambitious goal of attracting 100 million foreign visitors annually to the U.S. by 2021, up from just over 60 million in 2011.

The new National Travel and Tourism Office gives the industry a major platform for influencing policies across the federal government. The office will be the “central driving force” for travel and tourism policy in the federal government, said Commerce Secretary John Bryson in a press call today.

The strategy also encompasses further steps to ease entry for foreign visitors; a promise to better coordinate federal programs that affect tourism, and government support of travel -related research.

### **Music to our ears**

“We want the world to know there has not been a better time to visit the U.S. and America is truly open for business,” said Bryson.

Bryson’s message is music to the travel industry’s ears, said U.S. Travel Association president and CEO Roger Dow during the press call with Bryson, Secretary of the Interior Ken Salazar and other top administration officials.

“The travel industry is very, very excited about this,” said Dow. Dow met earlier in the day with Reps. Sam Farr and Jo Bonner, co-chairs of the Senate and Congressional Tourism Caucus, who briefed industry leaders on the strategy.

“A national strategy is finally here – we’ve been talking about it for 16 years,” said Dow, noting that the initiative was announced just 90 days after President Obama issued a mandate to create a travel policy in January. (*See story, ["Jubilant Industry Leaders Hail Obama’s Travel Strategy," Jan. 23, 2012](#)*)

### **More praise**

NTA president Lisa Simon also hailed the news. “We applaud the development of this national strategy. It’s wonderful to see the various government agencies pull together to improve the U.S. as a travel destination, both for international and for domestic tourists.

“The fact they’ve already made vast improvements in streamlining visa applications in key markets is encouraging, and we look forward to more progress.”

Mayflower Tours president John Stachnik was equally enthusiastic. “I’m thrilled,” said Stachnik.

“Not only did the government say they will increase their promotional efforts, but that they would make it easier for people to travel to and within the U.S. Both elements are very important.”

### **Big impact on meetings and events**

Stachnik, who also owns a destination management company called On the Scene Chicago, said the tourism strategy will be an important factor in encouraging more international attendance at U.S.-based meetings, trade shows and other events.

“This tourism strategy is very significant for the meetings and events industry in the U.S.,” he said. “It will ensure that more international associations and corporations will want to meet here.”

Stachnik had praise for the U.S. travel industry organizations that have worked hard to convey their message about the need for government-level tourism support.

“It’s not just about getting the support of senators and congressmen, it’s about getting support from all the various government departments – to make sure they think of tourism in their planning. It took a longtime to get the word out, but now the message is really drilling down.”

### **Driver of growth**

The new strategy recognizes the travel industry’s importance to economic growth, jobs creation and public diplomacy, Dow and Simon said.

Travel and tourism has created 250,000 jobs since the recession ended – 59,000 new jobs this year so far, according to Dow, who said that outpaces all other service industries. “These jobs cannot be outsourced,” he added.

Travel and tourism also contributed \$125 billion in service exports to the economy, making it the leading service sector contributor to the balance of trade, said Dow.

### **Aiming for #1**

Bryson said the strategy sets forth an “ambitious goal” of making the U.S. the world’s top travel destination by the end of 2021. If the U.S. succeeds in attracting 100 million international visitors annually, they would spend an estimated \$250 billion, he said.

“At same time we will encourage Americans to travel here at home,” said Bryson.

Bryson noted that Interior Secretary Salazar is joining him in implementing the travel strategy, which he said demonstrates that the government means business. (See sidebar.)

The government is intent on implementing the strategy because of travel’s potential to create jobs, strengthen the balance of trade and improve public diplomacy, he said.

### **Important details**

Key elements of the National Travel and Tourism Strategy include:

- Easing entry for foreign visitors by using technology, expanding the Trusted Traveler program, improving customs staffing at international gateways and expanding open skies agreements, for improved international air service.
- Working with the travel industry to collect and analyze data to inform government and industry decisions that would affect travel and tourism.
- Better coordinating federal policies, programs and participation in public-private tourism initiatives by “reinvigorating” the Tourism Policy Council

*Maria Lenhart contributed to this report.*

# **State News Articles**





## Host Airports Sought for 2012 Aviation Day Celebration



Participants at the 2010 National Aviation Day celebration received information on the state's industry before separating into groups.

Following two years of successful National Aviation Day Celebrations at six Pennsylvania airports, PennDOT's Bureau of Aviation is looking to expand the day to even more airports in 2012. Nearly 300 people attended the past celebrations, experiencing activities aimed at scouting organizations' Aviation Merit Badge requirements and promoting aviation.

Organizations or airports interested in participating in the 2012 celebration on Aug. 20 should review the "National Aviation Day Celebration Proposal," which outlines the celebration's approximate cost, audience, agenda, proposed events and exhibits, and requirements for the

day's activities to conform to Aviation Merit Badge guidelines. For more details, contact Harrison Brooks from the bureau at [hbrooks@pa.gov](mailto:hbrooks@pa.gov) or 717-705-1253 by April 30.

National Aviation Day, established in 1939 by President Franklin D. Roosevelt, is observed annually in the United States on Aug. 19 to celebrate the history and promote interest and development of aviation. It coincides with the birthday of Orville Wright who, together with his brother Wilbur, made significant contributions to powered flight. Pennsylvania's 2012 celebration will take place on Monday, Aug. 20, as Aug. 19 falls on a Sunday this year.



### Mark Your Calendar!

- 4/2 – 4/4 – FAA/Harrisburg Area Regional Airline Dispatch Office Eastern Region Airports Conference (Hershey, PA)
- 4/15 – Progress Reports Due
- 5/23 – Federally funded Reimbursement Request Deadline
- 6/13 – State-funded Reimbursement Request Deadline
- 6/30 – State Fiscal Year End



### Aviation Spotlight: Smoketown Airport



If you fly in Pennsylvania and are looking for a place to stop that has everything you need within reach, Smoketown Airport should be on your destination list. Just six miles east of the City of Lancaster, the airport offers access to agricultural and tourist attractions alike.

Smoketown was built on 49 acres of former farm land in the heart of Pa. Dutch Country, though its proximity to Lancaster provides convenient access to varied attractions. Within minutes of the airport you can visit outlet shopping attractions, take a horse and buggy ride through Amish country, visit an amusement park or see a show in Lancaster. Local eateries and lodging are within a five minute walk of the airport.

The airport is also a prime stop for aviation enthusiasts, who can also sightsee from the air. Visitors can take an

aerial tour of the Lancaster Valley, the Susquehanna River or the upper Chesapeake Bay. The airport also hosts an annual "fly-in" day, to be held Aug. 11 this year, which in the past has attracted pilots and aircraft from as far away as Poughkeepsie, N.Y.

Operationally, Smoketown has a 2,750-foot asphalt runway, handles approximately 74 aircraft operations daily and hosts 86 aircraft on its field. In addition to the entertainment opportunities offered near the airport, pilots will find fueling service, a flight school, aircraft charter, maintenance, restoration, and refinishing service available on the airfield.

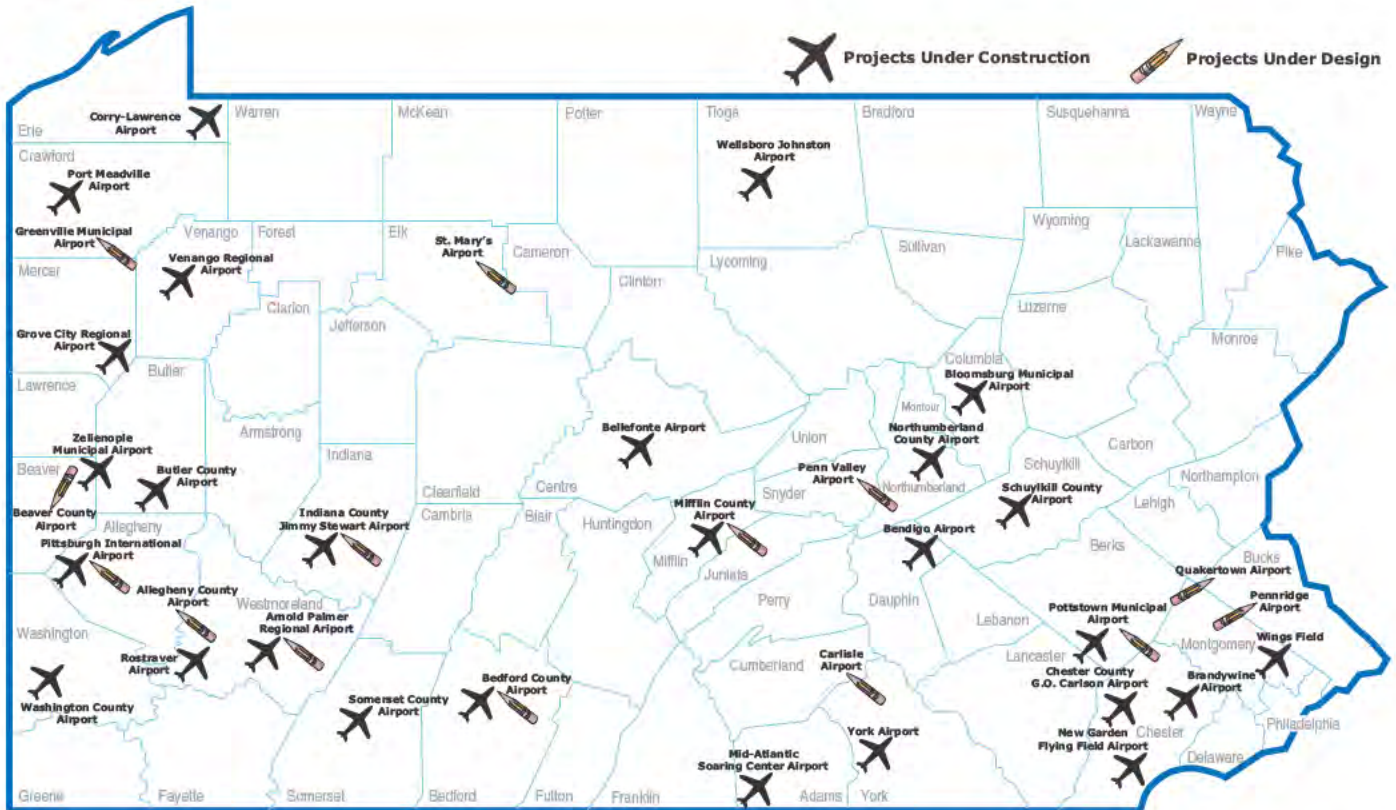
To learn more about Smoketown Airport, look for the airport's page on Facebook or visit [www.smoketownairport.com](http://www.smoketownairport.com).

To subscribe to receive quarterly issues of PA In Flight, please email [ra-penndotpress@pa.gov](mailto:ra-penndotpress@pa.gov) and note the newsletter name in your request.



## Current Aviation Design and Construction Projects

PennDOT wants to keep you informed on the progress of our federal and state investments in Pennsylvania's aviation industry. A list of current projects and a map with their corresponding airports' locations is included so you can track the projects' progress.



Allegheny County Airport – \$250,336 for design on an improved apron/taxiway drainage system; for surveying and environmental work for obstruction removal; to collect data needed for the Airports Geographic Information System and rehabilitate the main apron.

Bellefonte Airport – \$1.5 million to widen and resurface the runway.

Bloomsburg Municipal Airport – \$989,782 to extend and realign a runway, including grading, installing drainage, and paving.

Bradford Regional Airport – \$2.5 million to construct an aviation multi-tenant facility.

Brandywine Airport – \$513,386 to rehabilitate a taxiway and improve the runway and taxiway safety areas.

Carlisle Airport – \$93,750 to acquire snow-removal equipment.

Chester County/G.O. Carlister Airport – \$2.6 million to construct the south apron.

DuBois Regional Airport -- \$503,000 to construct an air commerce park.

Erie International Airport – \$3.6 million to extend a runway.

Greenville Municipal Airport -- \$250,000 to construct aircraft tie downs.

Indiana County-Jimmy Stewart Airport – \$5.2 million to construct a runway extension and rehabilitate a fuel farm.

Mid-Atlantic Soaring Center – \$127,888 to repave a portion of the runway.

Mifflin County Airport – \$284,125 to design a hangar taxiway and construct a 10-unit hangar.

New Garden Flying Field -- \$1.2 million to extend a parallel taxiway.

*See Projects on Page 4*



### Pennsylvania Student Places Second in National Aviation Art Contest



Xincheng (Jack) Zhou from Newtown received second place in his group in the national art contest.

In addition to the more than 900 students who participated in the 2011 Pennsylvania Aviation Art Contest, some students submitted entries to the Bureau of Aviation for consideration for the 2012 National/International Aviation Art Contest. After the bureau selected six entries to advance to the national competition, one student was awarded second place in the national competition.

The National/International Art Contest theme for 2012 was "Silent Flight." Pennsylvania entries were received in two of the contest's three groups – Group I – Junior Category, 6 to 9

year olds; and Group II – Intermediate Category, 10 to 13 year olds. No entries were received for Group III – Senior Category, 14 to 17 year olds. Students selected for Group I were Jelena Gard, McKenna Litynski and Grant Litynski. Group II selections were Isabella Lin, Xincheng (Jack) Zhou, and Andriy Lassowsky.

At the national level, the artwork of Xincheng (Jack) Zhou of Newtown was awarded second place in his group, and his work will be forwarded on to Lausanne, Switzerland, to compete in the 2012 International Aviation Art Contest judging in April.

The artwork for the national competition was judged for its originality, creativity, and use of the theme. The winners will receive ribbons and a framed reproduction of their artwork to display.

To see the artwork Pennsylvania forwarded to the national contest, [click here](#). To see the national winning artwork proceeding to the international competition, [click here](#).

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#### *Projects Continued from Page 3*

Northumberland County Airport – \$357,337 to construct a parallel taxiway.

Pennridge Airport – \$150,000 to acquire snow-removal equipment.

Penn Valley Airport – \$41,730 to acquire easements for an extended runway.

Pottstown Municipal Airport – \$288,440 to design a runway rehabilitation project.

Quakertown Airport – \$400,000 to design and construct a replacement fuel farm.

Schuylkill County/Joe Zerbey Airport – \$780,154 to rehabilitate taxiways.

St. Mary's Airport -- \$200,000 for obstruction removal.

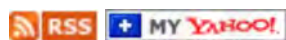
Wellsboro Johnston Airport -- \$77,885 to upgrade its fueling facility, remove obstructions and acquire easements to reduce incursions.

Wings Field Airport -- \$2.5 million to construct an itinerant aircraft apron.

# Local News Articles



# Business D



Posted: Wed, May. 16, 2012, 3:00 AM

## US Airways considers nonstop Asia flights from Philadelphia International

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Philadelphia will be the US Airways hub for nonstop flights to Asia if the airline launches service to China, Japan or Turkey, airline officials said.

Currently, the only nonstop flight to Asia from Philadelphia International Airport is a US Airways flight to Tel Aviv, Israel. Philadelphia is the largest metro area in the country without nonstop service to other cities in Asia.

Service to Beijing, Istanbul or Narita, Japan, will await the delivery of new long-distance planes in the next several years and would also depend on fuel costs and government approvals, officials said.

“These are all things that may happen, but they depend on what happens on a macroeconomic level,” US Airways president Scott Kirby told employees in recent “state of the airline” remarks. “Our aircraft order gives us flexibility, and we can use these aircraft either as replacement aircraft or to grow into those markets.”


Kirby made similar statements to financial analysts and reporters in the company’s quarterly earnings call late last month.

US Airways is awaiting delivery next year of five Airbus A330-200s, the longest-range planes in the airline’s fleet. It is scheduled to take delivery of three more A330-200s in 2014.

In 2017, US Airways expects to receive its first A350s, the long-range, wide-body Airbus now in development and designed to be capable of nonstop flights to China from Philadelphia.




Officials said Asia service would await new planes and depend on fuel costs and government OKs. STEVEN M. FALK / Staff Photographer


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Philadelphia would be the airline's hub for Asia service because of the many business travelers who use the airport, officials said. Some flights to Narita might also originate in Phoenix, Kirby said.

Philadelphia-area travelers who want nonstop service to Asia must currently go to Newark, New York, or Washington-Dulles.

"China is a booming market and one that we would like to serve at some point," US Airways spokesman Todd Lehmacher said Tuesday.

US Airways received approval from the U.S. Department of Transportation to fly from Philadelphia to Beijing in July 2008 but elected not to because of economic conditions. The airline relinquished the DOT authorization for Beijing at the end of 2009.

The city-owned Philadelphia International Airport handles about 3.8 million international passengers a year, ranking it 11th among U.S. airports. But almost all the 64 daily international flights from Philadelphia are to destinations in North America or Europe.

US Airways, the dominant carrier at Philadelphia International, operates 84 percent of the international flights.

Airport spokeswoman Victoria Lupica said city government and regional leaders "were highly supportive of US Airways' plans for new nonstop service to Beijing, and we were all tremendously disappointed when they decided to give the China route back to the Department of Transportation."

"The time is right to service these markets," Lupica said. "We are constantly in dialogue with airline carriers both domestic and foreign, looking at new opportunities for direct, nonstop air service to meet the needs of our travelers and U.S. companies. We look forward to doing business abroad in the emerging Asian markets as well as South America, India and other parts of the world."

"The primary reason we chose not to serve Beijing at the time was escalating fuel prices," Lehmacher said. "This is again a concern when evaluating any potential new international markets."

Beijing, 7,804 miles from Philadelphia, is a significantly longer flight than Tel Aviv, which, at 6,635 miles, is currently US Airways' longest flight. A flight from Philadelphia to Beijing would take about 14 hours.

Contact Paul Nussbaum at 215-854-4587 or pnussbaum@phillynews.com.

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## Meeting Minutes And Agendas

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### HLRA

**Wednesday, January 18 2012**

**HLRA - HORSHAM TOWNSHIP AUTHORITY  
FOR NAS-JRB WILLOW GROVE  
MEETING MINUTES  
WEDNESDAY • JANUARY 18, 2012 • 7:00 PM**

In Attendance:

Authority Board

W. William Whiteside, III, Chairman  
Joanna M. Furia, Vice Chair  
William Donnelly  
Curtis Griffin (absent)  
Mark Theurer  
Steve Nelson  
Donnamarie Davis  
Larry Burns  
Gary Bissig (absent)

HLRA Staff

Michael J. McGee  
Tom Ames  
William Walker  
Mary Eberle, Esquire (absent)

Chairman Whiteside called the meeting to order at 7:05 p.m. in the Horsham Township Community Center at 1025 Horsham Road, Horsham PA 19044 and led those in attendance in the Pledge of Allegiance to the flag.

Mr. Whiteside started the meeting by asking the will of the Board regarding the Election of Officers. It was moved by Mr. Donnelly, seconded by Mr. Theurer to nominate William Whiteside as Chairman, Joanna Furia as Vice Chairman, Curtis Griffin as Treasurer and William Walker as Secretary. All voted in favor, motion passed unanimously.

Mr. Whiteside asked for questions and comments from the public. Andrew Starr of Horsham asked if the email notification of the meeting could come out several days prior to the meeting instead of the Monday the week of the meeting.

With no further questions from the audience, Mr. Whiteside asked Mr. McGee to review the Preferred Reuse Alternative Plan – Option E. Mr. McGee indicated that he had expected to have the financial

data to go along with the map but RKG had not finalized the information so they were not in attendance at the meeting. Mr. McGee pointed out on the map the requested changes that had been made by RKG:

- The residential aspect of the plan had been reduced. RKG has yet to provide build out information but the number of units is expected to be between 1,400 and 1,500.
- Hatboro-Horsham School District's portion increased from 14 acres to 40 acres.
- A 7-acre parcel designated for the Bucks County Housing Group/Genesis Corporation/The Reinvestment Fund was located adjacent to the DVHAA Museum. The proposed use is for permanent supportive housing in accordance with their NOI.
- The parcel for the Delaware Valley Historical Aviation Association was sized at approximately 13 acres.
- The road network only shows the four major arteries.
- A shared parking lot was added to the plan between DVHAA and Recreation Center to be shared by the School District, DVHAA and the Recreation Center to accommodate larger events.
- The chip and putt is also now a contiguous property with no road crossings.

It was pointed out by Mr. McGee that the drawing in the lobby and the one the Board had received via email included a phasing plan. He indicated that the phasing map will be important in the next couple of months if the LRA goes forward with an EDC. Although DVHAA and the parkland on the site of the former Horsham Elementary School is shown in Phase 2, they could be in Phase 1.

Mr. McGee asked for the Board's comments on the Option E alternative plan. He added that although the financial data associated with this alternative was not available, he believed that the financial projections provided by RKG for Option D will be close to the amount for the current plan.

Mr. McGee informed the Board that the Redevelopment Plan and the numbers to go with the map will be available in early February 2012 for their review.

Mr. Whiteside asked if the Board was supposed to be looking at the map to be sure RKG had done what they were asked to do. Mr. Donnelly questioned if Norristown Road extended through to Maple Avenue. Mr. McGee responded yes to both questions.

Mr. Nelson questioned the impact of the plan on the local transportation network. He questioned if the HLRA Board understood the impacts. He stated that we need to start working on transportation issues now and did not believe the consultant had done a thorough job in this area. Mr. Nelson suggested the HLRA staff have a meeting with PennDot and the transportation consultant to start getting their support. Mr. McGee agreed with Mr. Nelson and added that money from the State for local projects has been cut back significantly and it is time to make our needs known as we will need the support of the County, State and Federal Highway Administration.

Mr. Nelson inquired about environmental remediation costs and what standards the Federal Government was obligated to clean the base up to. Mr. McGee answered that the current regulations require the federal government to meet standards associated with current land use (not the future land use shown in the redevelopment plan). He noted that there are three major areas of environmental concern; and that RKG is tasked with the responsibility to insure that the current plan

shows future land uses that would be consistent with standards that the Navy would remediate to. He stated that he did not believe that the Township would have any of the environmental cleanup costs.

Mr. Nelson asked if the DVHAA was agreeable to the acreage shown on the plan. Mr. McGee responded that they originally submitted 5 Notices of Interest (NOI's) and one of those NOI's was for 14 acres in the location shown on Option E. He added that although they would like more acreage to include Hanger 175, he was recommending the Board stay at the 13 acres shown. Mr. McGee also pointed out that if the DVHAA would get the hangar, it would set the tone for the entire development and in his opinion, have a negative impact on the redevelopment of the property. Mr. McGee concluded by stating that proposed parcel size is comparable to other aviation museums on closed bases. Mr. Nelson commented that the museum could be a unique destination and felt it would be appropriate to hear from them. Mark Hurwitz from the DVHAA stated that their organization's position is they would like more space and added that Hanger 175 could be refaced to make the building more attractive. He added that of all of the organizations looking for space, the DVHAA deserves some deference as they are trying to maintain the history of the last 100 years. He asked for details on the shared parking space acreage shown on Option E. Mr. McGee answered that the township or the school would likely be responsible for maintaining the 5.6 acre parking lot which would be accessible from the Privet Road extension to the Main Gate. Mr. Hurwitz added that the DVHAA is very confident that they can raise the funds needed to operate and maintain the museum. Mr. Nelson asked that the Board remain open regarding the DVHAA as he feared if they were locked in at too small of a space, they could fail.

Mr. Whiteside asked for guidance from Mr. McGee on how the Board could move forward to approve the plan with this open issue. Mr. McGee stated that if the property was acquired under an Economic Development Conveyance (EDC), there will be flexibility in the future to adjust these areas. He added that the most important thing was for the Board to consider was that the Plan create revenue from jobs and real estate taxes. He recommended that the Board give RKG the direction to proceed as shown with the understanding that implementation of the Plan would take 10-25 years.

Mr. Whiteside noted that the discussions thus far did not include any new data and if the EDC is successful than the acreage could change. He added that he preferred to proceed with the Option E plan. Ms. Furia commented that while educated minds can differ over how much land should go to the DVHAA, she believed the previous discussions with the DVHAA had provided sufficient information. Mr. Donnelly added that the Board had toured the base and museum, and that the current plan is proposing to more than double their existing space in the location they asked for and he believed has been enough input.

Horsham resident Robert Tait commented that the Option E plan was the first time that a parcel had been proposed for the Bucks County Housing Group and questioned the timing of this new designation. Mr. McGee responded that the parcel in question was shown as open space on the last map. He clarified for the audience, in terms of approving the Base Reuse Alternative plan, this Board's action tonight is not the final approval of the overall redevelopment plan; it allows RKG to develop the financial data and complete the narrative for the redevelopment plan. Gary Connors of

Horsham inquired if Bucks County Housing Group was to receive Shenandoah Woods. Mr. McGee responded that the final plan for the off-site housing shows Aldie Foundation getting twenty units at Shenandoah Woods and Bucks County Housing Group receiving the property along Jacksonville Road in Ivyland where six houses will be demolished and replaced with Bucks County Housing Group's corporate headquarters.

Mr. Tait asked if there were pictures of the Bucks County Housing Group plans. Mr. McGee responded that their NOI had requested the Navy Lodge for 30 one and two bedroom apartments. He added that they also requested the single family homes along Easton Road and BCHG's Executive Director was quoted in the newspaper earlier in the week as stating that the buildings would have to be demolished as they would be empty for too long. Mr. McGee stated that he was trying to arrange another meeting with the Bucks County Housing Group, TRF and the Genesis Housing Corporation to continue to negotiate the exact number of units proposed for this parcel.

Mike Fitzpatrick of Jarrett Road in Horsham indicated that only one study was done on Privet Road and he opposed it going through the base because of the added traffic it will generate on Jarrett Road. Gary Connors of Horsham voiced that the school buses would not be able to get to the school if Privet Road is not extended onto the base. George Conroy of Privet Road in Horsham also commented that having the school on Privet Road seems dangerous as with playing fields near the road. Mr. McGee stated it was important to note that anything that happens at the base will go through the township land development approval process and added that the current middle school is on another busy road, Meetinghouse Road.

Sandy Roberto of Horsham asked why Bucks County Housing Group was being considered for free land if the base was in Montgomery County. Mr. McGee answered that homeless service providers have a priority as part of the BRAC process. Since the military housing for NAS-JRB was located in Bucks County, we need to address the needs of the homeless in both Montgomery and Bucks Counties while balancing the needs to create jobs on the base. He concluded that RKG will be putting together a Homeless Assistance Submission that will be submitted to HUD along with the redevelopment plan.

A member of the audience questioned the need for a new middle school when the birth rate is dropping and Keith Valley is in better shape than the schools in Philadelphia. He also stated we should find jobs for the homeless versus putting them in a homeless shelter. Mr. McGee stated the Bucks County Housing Group NOI is not looking for a homeless shelter but permanent supportive housing. He also commented that there is a need for the new school as every building has a life expectancy. The community needs to invest in the future and this is the perfect opportunity for the school to get free land and that Keith Valley Middle School will soon be at the end of its life expectancy and thus will need significant upgrades that may prove to be more expensive than construction of a new building. A question from the audience on what happens to the land at Keith Valley was answered by Mr. Whiteside. He stated the school district owns the land so they will have the option to sell or redevelop it. Mr. McGee added that Keith Valley Middle School building was formerly the old high school and was centrally located relative to the student population when it was constructed more than 40 years ago. Since then, Horsham has grown and the location of the student

population has shifted. Mr. McGee also stated that in his opinion the school district was demonstrating good long term planning.

With no further questions from the audience, Mr. Whiteside asked for the will of the Board regarding Plan Approval. Ms. Furia moved to direct RKG to provide the Board the financial data and a redevelopment plan based on Option E for the Board's review and introduction as a draft for public comment at the February 15, 2012 HLRA meeting. Mr. Donnelly seconded the motion to approve the plan. The Board adopted the motion on a 6-1 vote with Mr. Nelson voting nay.

Mr. Whiteside asked for the will of the Board regarding the minutes of the HLRA meeting on December 21, 2011. It was moved by Mr. Donnelly, second by Mr. Nelson to approve the minutes of the December 21, 2011 HLRA meeting. All voted in favor, motion passed unanimously.

Mr. Whiteside asked for the Executive Director's Report. Mr. McGee advised that he had no report at this time.

Mr. Whiteside asked for the Solicitor's Report. Mr. McGee indicated that Ms. Eberle was not in attendance at the meeting but she had advised him that she had no report at this time.

Mr. Whiteside asked for the will of the Board regarding the list of checks. It was moved by Ms. Furia, second by Mr. Theurer to approve the list of checks in the amount of \$35,319.21. All in favor, motion passed unanimously. Mr. Nelson thanked the staff for the financial data memo.

Mr. Whiteside announced the next HLRA meeting would be on February 15, 2012 at 7:00 p.m. in the Horsham Township Community Center. There being no further business, the meeting was adjourned at 8:05 p.m.

Respectfully,

---

William T. Walker  
HLRA Secretary





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# City picks managers for massive Philadelphia International Airport expansion

June 02, 2012 | By Paul Nussbaum and INQUIRER STAFF WRITER

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City officials have selected a joint venture of three companies to manage the planning and construction of the multi-billion-dollar expansion of Philadelphia International Airport.

CH2M HILL, a Denver-based engineering and construction firm, will be the lead company, and will work with minority-owned companies Delon Hampton & Associates of Washington D.C. and CMTS Inc. of Dallas. The city has agreed to pay the team \$25 million for the first four-year term of the project.

The project-management team will oversee the complex financial, engineering, design and scheduling elements in preparing for the expansion of the city-owned airport, airport chief executive officer Mark Gale said Thursday.

Story continues below.

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The city estimates the expansion will create thousands of jobs, cost \$6.5 billion and take 12 to 15 years to complete. It will include the construction of a new runway, extensions of two existing runways, expansion of the terminal complex, construction of a people-mover train for passengers, relocation of the existing UPS freight-handling facility, and new rental-car facilities and public parking.

Airlines that use the airport, led by US Airways, have objected to the planned expansion, arguing that the cost — which they will pay — will be about \$10.5 billion, and that the new runway won't ease congestion or boost capacity. The real problem, the airlines contend, is in the crowded skies over the northeastern United States, not on the ground in Philadelphia.

"We have outstanding issues with the airlines, but we're continuing to negotiate, and it's in everybody's interest to get to 'yes,'" deputy mayor Rina Cutler said Thursday.

Cutler said the creation of the project-management team "is really the first big step ... on the very long road to creating an extraordinary airport. This gets us out of the planning phase and into the action phase."

She said a priority will be to figure out what jobs will be needed when and "what the workforce development will look like — how do we put Philadelphians to work."

Gale said the project-management office will help develop financial numbers that both the airlines and airport officials can trust.

The airlines and airport managers have sounded more conciliatory since a face-to-face meeting in March between Mayor Nutter and US Airways chief executive Doug Parker.

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Parker flew to Philadelphia to meet with Nutter amid public disagreement between the airport and its dominant airline about the need for the new runway along the Delaware River.

The two officials agreed to meet every three months on the expansion plans.

US Airways' lease to use the airport expires in July 2013, and the airline has balked at signing a new lease until the expansion issue has been settled. City officials said earlier this year that if the airline did not sign a new lease by July, they would seek an ordinance to set new rates unilaterally.

That threat is now off the table, and Nutter and Parker have both said the two sides remain committed to getting a new 15-year lease signed.

Contact Paul Nussbaum at 215-854-4587 or [pnussbaum@phillynews.com](mailto:pnussbaum@phillynews.com).

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## LATEST NEWS

# Airport CEO Answers City Council's Questions About Security After Gate Crashing

April 17, 2012 7:15 AM

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(Philadelphia City Council president Darrell Clarke, left, talks airport security with Mark Gale, CEO of the city's airports. Photo from City of Phila. TV)

By Mike Dunn

PHILADELPHIA (CBS) – The incident last month in which a 24-year-old man rammed a gate at Philadelphia International Airport (see related story) has prompted the airport to review the strength of its security perimeter.

Mark Gale, CEO of Philadelphia International Airport, appeared before City Council on the airport's budget yesterday, but it was security that was on the minds of lawmakers.

Council president Darrell Clarke asked Gale what's been done since March 1st, when a man rammed a gate with his SUV and drove onto a runway, "because all it would take is one incident and — as we saw on 9/11 — it could change the whole scope of what we're trying to do in this country."

Gale answered, "We're taking it very seriously and we're giving it all due review, and we're looking at ways to greatly strengthen the perimeter barrier around the airport."

Gale obviously didn't provide more detail on stepped-up security, other than to say "it's about everybody being vigilant." He added that "security

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The man accused of ramming the airport gate, 24-year Kenneth Mazik, faces federal charges and has been ordered to undergo psychiatric examinations.

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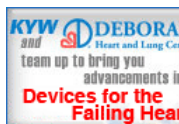


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# News



Posted: Thu, Mar. 22, 2012, 6:58 AM

## 'A plan to move forward' on Willow Grove Naval Air Station site

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Last summer, hundreds of residents filled meeting halls in Horsham to say what they didn't want built on the site of the now-shuttered Willow Grove Naval Air Station: a commercial airport.

But as area planners met Wednesday to approve a final proposal to fill the nearly 900-acre hole in the heart of their community, precious few looked on.

"Now we have a plan to move forward," W. William Whiteside III, chairman of the Horsham Land Reuse Authority, told about 30 people. "The airport issue was a big one for the residents of Horsham, but we've come a long way in seven years."

Moments before, the board - charged with planning the parcel's redevelopment - signed off on a plan to bring a mix of housing, retail, open space, and an office park to the site. Now the proposal goes to the federal government before development can begin.

"I think this vote deserves a drum roll," said board member Donnamarie Davis, a Warminster lawyer representing the Bucks County commissioners. "If anyone thinks there hasn't been enough time or effort put into this plan, they're sorely mistaken."

As Davis noted, it is difficult to overstate the importance of Wednesday's vote for this bedroom community about 20 miles north of Center City on Route 611. The redevelopment proposal promises to reshape Horsham's future for decades.

For years, the air base served as an economic driver for the region. Its closure as part of the military's 2005 Base Realignment and Closure process, completed last year, threatened to dry up as much as \$800 million in annual tax revenue and government subsidies, township officials estimated.



A map of the proposal for the old Willow Grove Naval Air Station is displayed at a Horsham council meeting, with member Gary Bissig silhouetted before it.

CHARLES FOX / Staff Photographer



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**Final plan for air base site is approved**

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But the loss also offered opportunity, giving the region a rare chance to cohesively plan the development of one of the largest contiguous spaces left up for grabs in the Philadelphia area - a tract of land comprising one-tenth of the township, and nearly as large as the neighboring borough of Hatboro.

The nine-member authority - made up mostly of Horsham residents, including three current or former members of the Township Council, two area business leaders, and the superintendent of the Hatboro-Horsham School District - began work two years ago to draw up a master plan.

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Almost immediately, it found itself confronted by local leaders urging the preservation of the base's airstrip.

Neighbors, who for decades heard the daily drone of jet engines, showed up in force to protest any proposal that would keep the runway lights glowing and the engines roaring.

By that measure, at least, most would be satisfied with the plan approved Wednesday.

The proposal features more than 1,400 residences, including townhouses and single-family houses, a 40-acre middle school, and a town center featuring retail, dining, and open space. A planned 133-acre office park is expected to bring more than 7,000 jobs to the community, officials have estimated.

Nearly all of the base's structures, including an aircraft hangar, offices, and barracks, are to be torn down. But one of the area's more popular attractions - the aviation-focused Wings of Freedom Museum - will remain on the site.

The Horsham Air Guard Station will also maintain a 238-acre piece of property on the parcel's northeast end.

Elsewhere, the proposal calls for a 137,000-square-foot hotel and conference center that would anchor a strip of open space, retail, and a recreation center facing Route 611. On the west side, the plan envisions a golf course as well as housing and offices facing Horsham Road.

But as anyone whose daily commute includes either thoroughfare can state, more development threatens to add more traffic to perpetually congested roads.

Traffic was the reason Steve Nelson, director of the Montgomery County Planning Commission, gave for being the lone board member to withhold his vote Wednesday. "At this point, I don't think this plan adequately addresses the traffic impact," he said.

Still, it may be years before those idling in Route 611 gridlock glimpse construction cranes and development trailers moving in.

First, the plan needs a green light from federal housing officials. A portion of the property must be made available to organizations that provide housing assistance for the homeless.

Then, the Department of Defense, which owns the land, could take as long as two years to review the plan.

Horsham Township officials hope to then buy the property through an economic development conveyance - described as a sort of "layaway program" for government land sales. An independent board appointed by the township would then resell parcels to developers and pay back the original purchase price through the proceeds.

But even after that process begins, Michael J. McGee, director of the land reuse authority, said, a full build-out of all the elements proposed for the site might not be completed until 2036.

As McGee put it, "It's not over until it's over."

Contact Jeremy Roebuck

at 267-564-5218 or [jroebuck@phillynews.com](mailto:jroebuck@phillynews.com), or follow on Twitter @jeremyroebuck.

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## LVIA carrier DirectAir halts flights nationwide

Airline owes LVIA \$93,000, and airport officials have been unable to reach the company.

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Lehigh Valley International Airport could be without the services of South Carolina-based airline Direct Air, which cancelled all flights Tuesday, March 13, 2012. (ROB KANDEL/THE MORNING CALL / March 13, 2012)

By Matt Assad, Of The Morning Call  
10:09 P.M. EDT, MARCH 13, 2012

Apparently buried in debt and unable to pay its fuel bills, DirectAir on Tuesday abruptly halted its flights in airports across the nation, including Lehigh Valley International.

The stoppage by the South Carolina-based discount airline means passengers booked for its twice weekly flights out of LVIA must make other arrangements. It also means airport officials may have a hard time collecting on the more than \$93,000 running tab the airline left for fuel, landing, passenger fees.

Perhaps most frustrating for LVIA chief Charles R. Everett Jr. was that the cancellations came without warning, and once they hit late Monday, he was unable to reach anyone at DirectAir to get an explanation of what was happening.

Everett recommends passengers contact the airline about future

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"We are disappointed by the lack of responsiveness of the airline; we understand passenger frustration levels," said Everett, executive director of the Lehigh-Northampton Airport Authority. "We will make every effort to assist passengers."

Late Tuesday, DirectAir's website featured a one-paragraph statement stating, "DirectAir finds it necessary to suspend flight operation from Tuesday, March 13, 2012 until May 15, 2012. This decision was made to address operational matters. We are currently evaluating strategic alternatives for DirectAir."

DirectAir, which has had flights to and from Orlando out of LVIA since 2008, serves 17 cities in the Midwest, East and South. It is unclear how many travelers were affected.

As of late Tuesday, DirectAir gave no explanation why flights were canceled, and all calls made to its headquarters were greeted with an automated message that gave little indication of the stoppage. Company President Ed Warneck told The Sun News newspaper in Myrtle Beach, S.C., that the airline missed a fuel payment and the fuel supplier cut it off. That left it no choice but to ground its fleet.

It also stranded passengers in many of the 17 cities it serves. That didn't happen at LVIA because the flight stoppage announcement occurred few hours after its flight out of LVIA departed for Orlando.

The bigger concern for LVIA is that DirectAir has left it holding the bag on unpaid fees. In recent months, it has rung up \$59,846 in fuel, service and landing fees, and an additional \$23,381 in passenger charges.

Everett said DirectAir has been allowed to run slightly late on its bills, but it has usually paid within 45 days. The airport has stopped allowing airlines to run months overdue, since Southeast went belly up in 2004 while owing LVIA \$1 million, and Hooters Air abruptly closed and left behind a \$1.4 million debt to the airport.

If DirectAir is to restart service at LVIA, it will have some work to do first.

"We will require DirectAir to make payment arrangements and provide a performance bond prior to resuming operations from Lehigh Valley International Airport," Everett said.

It's been a game of musical chairs for air carriers at LVIA. In January, \_\_\_\_\_ announced that because of its merger with Southwest, it would be suspending its service from LVIA beginning in August. It was a heavy blow to an airport that was hoping to lure the highly-coveted Southwest.

Last month, Denver-based \_\_\_\_\_ announced it would begin offering two flights a week to Orlando, and that the number could increase in August after AirTran halts its Orlando flights.

Everett suggested that the loss of DirectAir, if it can't restart service, is not a crushing blow to air travelers. Not only does the airline have just two weekly flights to Orlando out of LVIA, its service in the Valley is seasonal, running from November through April.

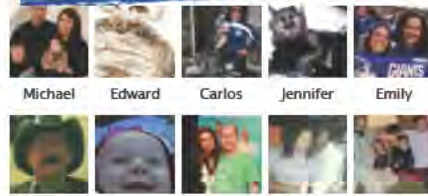
"Obviously, it's an inconvenience for anyone who has a flight scheduled with DirectAir, but all is not lost for us at this point," Everett said. "We're managing air service very well, and we expect other carriers to fill the void."

All passengers who have reservations with DirectAir should contact the airline at 877-432-3473 or visit \_\_\_\_\_ for updates.

LVIA employees will assist stranded DirectAir passengers with making other arrangements for their return trip to the Lehigh Valley. Passengers needing assistance should call 610-231-3131 or 800-359-5842. LVIA will waive all service charges for rebooking.

610-820-6691

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RomanMorone at 11:06 PM March 13, 2012

It also seems Morning Call reporter/airport hater Matt Assad can't use a calculator. Go to the flyvia.com website and download the press release.

Direct Air owes \$59,000 to LVIA, not \$93,000. Even if you combined the money owed to LVIA with the money owed to the FAA for Allentown travel, the total owed regarding any Allentown operations is \$82,000.

Those numbers aren't even typo close. It's just bad reporting by the paper and writer as usual. But you can't spell "Assad" without the first three letters referring to a donkey.

And to ShirleyLickso, the time you want to provide an argument on here, try doing so in some semblence of the English language. Although I have doubts that your argument will either have any sense or fact to it, based on your previous wacky writings.

Jawsoflife at 9:48 PM March 13, 2012

Air travel in the US is a crapshoot at best. No penalties to the airlines for delayed or cancelled flights. Buy your ticket and hope for the best.

webster7 at 8:21 PM March 13, 2012

I can see very easily why the airlines are filing for bankruptcy. When you have to fly east to go west or fly north to go south, that makes no sense to me at all but they always have to fly into their hub which doesn't make sense to me. Why can't they have more direct flights? When I fly from Harrisburg to Columbus, Ohio, I always have to go via Phila. Why US Airways dropped Pittsburgh as its hub and chose Phila., I cannot understand. Another occasion I had to fly from Columbus to Charlotte to get to Harrisburg. The original flight from Columbus to Phila. was canceled for some unknown reason. I love to fly but it certainly is not a time saver anymore like it used to be.

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# **Airline News Articles**





# How Airlines Spend Your Airfare

By SCOTT MCCARTNEY

On an airplane carrying 100 passengers, how many customers does it take, on average, to cover the cost of the flight?

The Middle Seat asked US Airways and consulting firm Oliver Wyman to crunch airline expenses down to the percentages that an individual passenger pays, taking a hard look at costs of running an airline. US Airways created a hypothetical flight of 100 passengers. Each one paid the average \$146 fare for a domestic flight (\$292 round-trip), plus \$18 each in fees and add-ons, based on a year's worth of data ending March 31. The bottom line: There is very little wiggle room on the plane for profit.

Somebody on every flight helps cover crash insurance and compensation paid for bumped passengers or lost luggage. The person beside you on your next trip may be partly paying to repair baggage carts or to buy and maintain passenger oxygen and defibrillators.

"It's like a wristwatch. You only see the face and hands, but all the parts inside are really necessary," said former airline chief executive Gordon Bethune. "Those bags don't get downstairs by themselves. All those things that move bags have to be purchased and then they break. It never stops."

Fuel now is by far the biggest cost for airlines—greater than even airline salaries. On that 100-passenger US Airways flight, the tickets and fees of 29 people pay just for the fuel to make the trip. (Salaries are the second-highest cost, with 20 passengers covering personnel paychecks.)

Oliver Wyman's research pegs fuel costs at an even bigger percentage of costs for the airline industry as a whole. Bigger carriers with longer



flights tend to spend a bigger portion of their money at the fuel pump. The industry spent more than 34% of its revenue on fuel—it takes the fares of more than one-third of passengers on a flight, on average, to pay for the gas.

Airline gas mileage has improved over the years, the result of filling more seats on each flight, replacing multiple trips on small planes with fewer trips on larger aircraft and replacing older planes with newer, more fuel-efficient jets. In 2000, U.S. airlines burned 28.6 gallons of jet fuel per passenger, according to the Bureau of Transportation Statistics. Last year, that improved to 22.5 gallons per passenger. The industry is using less fuel but carrying more passengers. But the fuel bill tripled—airlines spent \$32 billion more on fuel in 2011 than in 2000.

After fuel and salaries come ownership costs—buying and leasing

planes. That includes the cost of spare engines and insuring planes in case of accidents. In the hypothetical 100-passenger flight, 16 people cover these costs.

Another 14 passengers cover the collective federal taxes paid by passengers, US Airways calculated. That money helps fund the Federal Aviation Administration, plus the Sept. 11 security fees that cover much of the cost of Transportation Security Administration screening, and facility charges that most airports add to tickets. Fuel taxes paid by airlines are counted with other fuel costs. In the end, passengers pay more in government taxes and fees than they do for baggage fees and other add-ons.

Total maintenance costs equal 11 passengers on the plane of 100, according to US Airways, which built its own repair shop in Philadelphia just for the trucks, baggage carts and

*Please turn to the next page*

6/7/2012 THE WALL STREET JOURNAL



# STYLE & TRAVEL

## How Airlines Spend Your Airfare

Continued from the prior page

the tugs that haul them. That is a tiny part of all the airline's maintenance responsibilities. Planes' parts often break. Every few months they undergo routine maintenance. Every few years more intensive maintenance is performed. And once every five or six years planes literally get taken apart and put back together.

### Cost of 'Free' Soft Drinks

Nine passengers cover the "other" category—everything from catering (the soft drink you get free on most, but not all, carriers) to compensating passengers for bumping them from flights and paying to deliver or replace lost baggage. Food costs—mostly for first-class meals—add up to less than 2% of airline costs, according to Oliver Wyman's research. Rental fees for airport gates and ticket counters also factor into the big "other" category. So do regular business things like advertising and legal fees.

Landing fees eat up more than 2% of airline revenue, according to Oliver Wyman, so that it takes two passengers out of 100 to cover the use of airport runways and taxiways. Airports charge airlines by the weight of the airplane.

With 99 passengers accounted for, what does that leave the airline in terms of profit? One passenger.

"It's not exactly one, but we rounded up," said Robert Isom, chief operating officer at US Airways Group Inc.

Airlines don't have some of the expenses of other industries. Research and development is virtually nonexistent—in-ovation tends to come from airplane makers, seat makers or other businesses that supply the carriers. While airlines have lots of inventory expense, it isn't like what Boeing Co. or other manufacturers encounter.

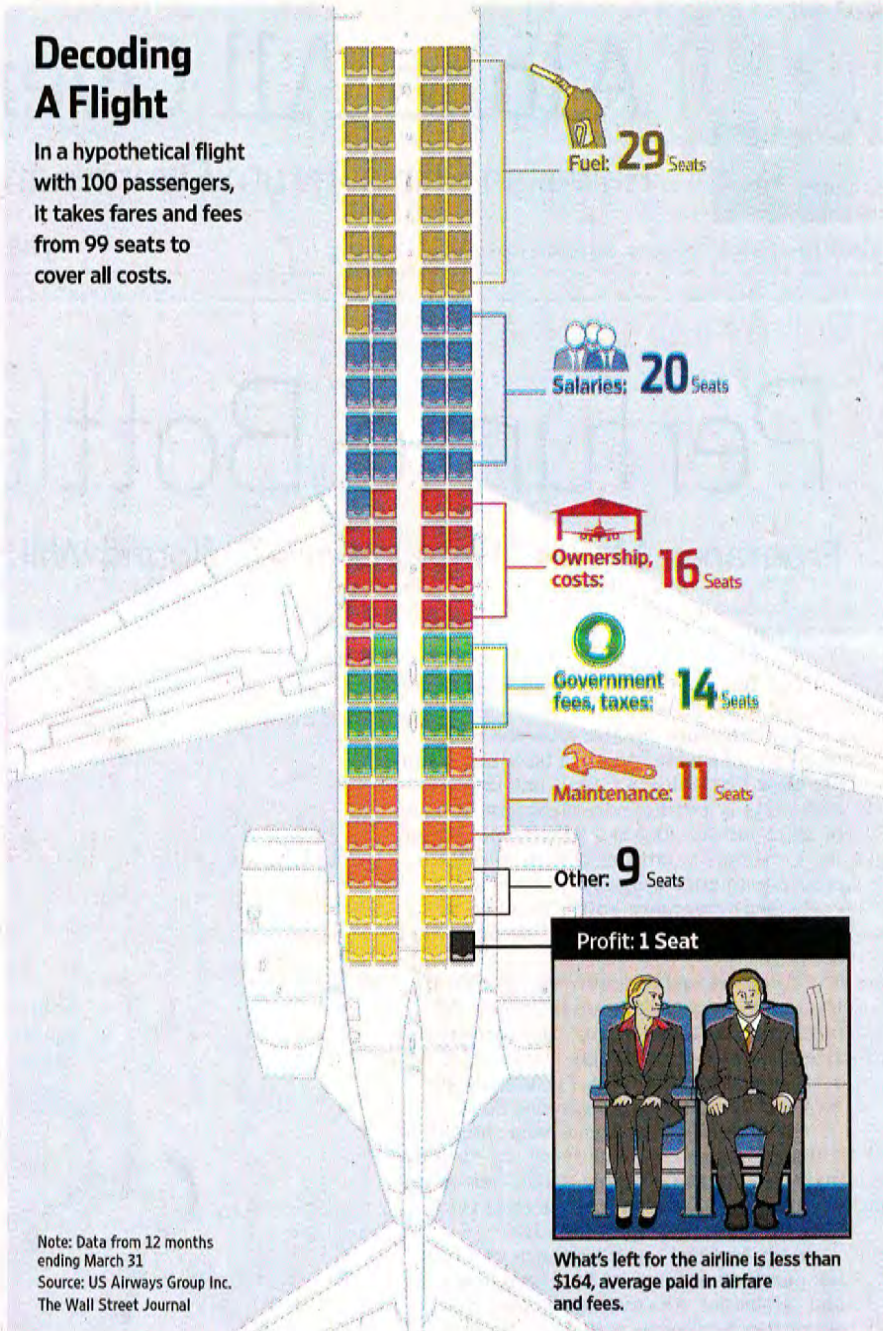
### The Weather Variable

But airline operating costs are off the charts compared with other industries. In a business where much of the work is done outside, routine storms can eat into margins. And there are many moving parts to flying people through the air, and many safety costs required by regulation.

While ticket revenue pays the bulk of these costs, "ancillary revenue" supplements the flight by another \$18 per per-

### Decoding A Flight

In a hypothetical flight with 100 passengers, it takes fares and fees from 99 seats to cover all costs.



son on a 100-passenger flight. That includes fees for checked baggage, seat assignments, ticket penalties and revenue from cargo.

According to the Bureau of Labor Statistics, baggage fees for the U.S. airline industry last year totaled a hefty \$3.4 billion, or roughly \$5 for every passenger boarded. Cancellation and change fees totaled \$2.4 billion, or more than \$3 for every passenger.

It's these myriad fees that can be most

maddening to passengers—customers who now pay higher fares yet feel like they're getting less service. But these fees, in part, offset the expense of operating an airline.

"It's a crazy business," Mr. Bethune said. "There are so many costs you could never articulate it all."

Email Scott McCartney at [MiddleSeat@wsj.com](mailto:MiddleSeat@wsj.com) or visit his blog at [blogs.wsj.com/middleseat](http://blogs.wsj.com/middleseat)

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Scan this image to watch a video with Scott McCartney on what a plane ticket really pays for, or see it at [WSJ.com/Lifestyle](http://WSJ.com/Lifestyle).



# StarTribune

## Houston city council OKs Southwest expansion

Article by: The Associated Press  
Associated Press  
May 30, 2012 - 9:46 PM

Southwest Airlines is planning to offer international service out of Houston's Hobby Airport with the city council's adoption of a \$100 million plan to expand the airport and add international flights.

Southwest, the nation's fourth-largest airline by passenger traffic, plans to begin the service in 2015.

The airline already runs more than 130 daily flights from Hobby, making it Southwest's sixth-busiest airport. It plans to add about 20 more.

Although Southwest doesn't fly beyond U.S. borders, its AirTran Airways subsidiary does, and Dallas-based Southwest plans to fold AirTran into the Southwest brand over the next several years.

AirTran now flies to Mexico and the Caribbean from cities including Atlanta, Baltimore and Los Angeles.

Southwest plans to build five new gates and a customs facility at Hobby, all of which will be owned by the city.

United Continental Holdings Inc., the world's largest airline company, opposed the plan to add international flights at Hobby. United has a major hub at Houston's larger George Bush Intercontinental Airport, which is farther away from downtown. United says splitting the city's international air service could cost jobs and growth at Bush airport.

Until Continental Airlines combined with United in 2010 to form United Continental Holdings Inc., it was based in Houston and was considered the city's hometown airline.

Southwest CEO Gary Kelly has said the Hobby expansion will boost travel to and through Houston. Other airlines left Hobby after Bush airport opened 20 miles north of downtown in 1969, but Southwest pushed the city to reopen Hobby in 1971.

Southwest also has long fought to stay at Dallas Love Field while other airlines moved to much larger Dallas-Fort Worth International Airport. The locations of Hobby and Love Field make them attractive to business travelers in downtown Houston and Dallas and were critical to Southwest's early growth.

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# The Washington Post

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## US: Want to sit with your family on the plane this summer? Be prepared to pay extra

By Associated Press,

NEW YORK — If you're flying this summer in the U.S., be prepared to kiss your family goodbye at the gate. Even if they're on the same plane.

U.S. airlines are reserving a growing number of window and aisle seats for passengers willing to pay extra. That's helping to boost revenue but also making it harder for friends and family members who don't pay this fee to sit next to each other. At the peak of the summer travel season, it might be nearly impossible.

Buying tickets two or more months in advance makes things a little easier. But passengers are increasingly finding that the only way to sit next to a spouse, child or friend is to shell out \$25 or more, each way.

With base fares on the rise — the average domestic roundtrip ticket this summer is forecast by Kayak.com to be \$431, or 3 percent higher than last year — some families are reluctant to cough up more money.

“Who wants to fly like this?” says Khampha Bouaphanh, a photographer from Fort Worth, Texas. “It gets more ridiculous every year.”

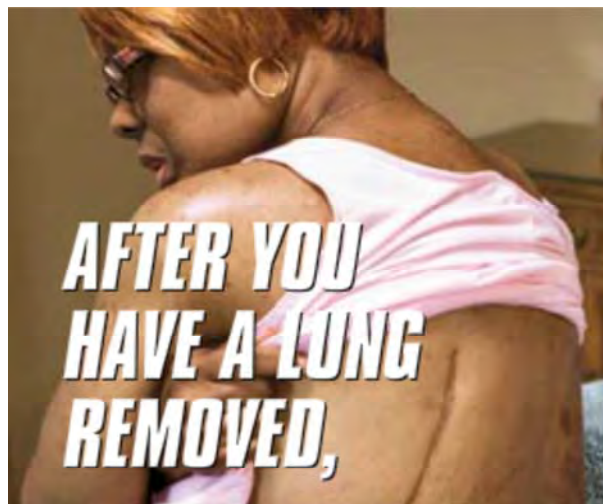
Bouaphanh balked at paying an extra \$114 roundtrip in fees to reserve three adjacent seats for him, his wife and their 4-year-old daughter on an upcoming trip to Disney World. “I'm hoping that when we can get to the counter, they can accommodate us for free,” he says.

Airlines say their gate agents try to help family members without adjacent seats sit together, especially people flying with small children. Yet there is no guarantee things will work out.

Not everyone is complaining.

Frequent business travelers used to get stuck with middle seats even though their last-minute fares were two or three times higher than the average. Now, airlines are setting aside more window and aisle seats for their most frequent fliers at no extra cost.

“The customers that are more loyal, who fly more often, we want to make sure they have the best travel experience,” says Eduardo Marcos, American Airline's manager of merchandising strategy.





For everybody else, choosing seats on airline websites has become more of a guessing game.

To travelers who haven't earned "elite" status in a frequent flier program, flights often appear full even though they are not. These casual travelers end up paying extra for an aisle or window seat believing they have no other option.

But as flights get closer many of the seats airlines had set aside for those willing to pay a premium do become available — at no extra cost.

"Airlines are holding these seats hostage," says George Hobica, founder of travel site AirfareWatchdog. "The seat selection process isn't as fair as it used to be."

Airlines are searching for more ways to raise revenue to offset rising fuel costs. In the last five years, they have added fees for checked baggage, watching TV, skipping security lines and boarding early.

Now they are turning to seats.

Since last summer, American, Delta Air Lines, Frontier Airlines and United Airlines have increased the percentage of coach seats requiring an extra fee. Some — like those on Delta, JetBlue Airways and United — come with more legroom. Others, including those on American and US Airways, are just as cramped but are window and aisle seats near the front.

Allegiant Air and Spirit Airlines go one step further, charging extra for any advanced seat assignment. On Spirit, passengers who aren't willing to pay the extra \$5 to \$15 per flight, are assigned a seat at check-in. The computer doesn't make any effort to keep families together.

"It gets really difficult, unfortunately, because all you end up with is a lot of onesies and twosies," says Barry Biffle, Spirit's chief marketing officer. "If you want to sit together, we would highly encourage you to get seat assignments in advance."

Delta just launched a discounted "Basic Economy" fare on certain routes where it competes with Spirit that doesn't include advance seat assignments.

"Airlines have to be careful. They can only push this so far before they risk incurring the wrath of customers or the government," says Henry Harteveldt, co-founder Atmosphere Research Group.

Summer brings passengers traveling in larger groups and fewer empty seats. Last July and August, a record 86.4 percent of seats were filled by paying customers. Planes will be "slightly fuller this year," says John P. Heimlich, chief economist at the industry's trade group, Airlines for America. Add in seats occupied by off-duty airline staff and passengers who redeemed frequent-flier miles, and on many flights there won't be a spare seat.

On a July flight from Dallas to San Francisco on American, a recent search showed only 28 of 144 coach seats available for passengers unwilling to pay extra. Of those, 21 were middle seats. There were five spots where a couple could sit together; groups of three or more were out of luck.

It was dramatically different for elite frequent fliers. They could pick from 75 seats including nine rows with four or more seats together.

Another flight — New York to Los Angeles on Delta — offered its most loyal fliers almost twice as many seats for free: 111 versus 60.

For those unable to find two or more adjacent seats, new seat assignments can be snagged for free starting five days before departure as some elite fliers are upgraded to first class. Another block of seats is released 24 hours in advance when online check-in starts. Finally, gate agents can sometimes put families in seats set aside for disabled passengers or ask others to move.

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Scott Mayerowitz can be reached at <http://twitter.com/GlobeTrotScott>.

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## Senator asks airlines to drop seat fee for kids

- Story
- Discussion

Senator asks airlines to drop seat fee for kids

Associated Press | Posted: Sunday, May 27, 2012 6:44 am | Loading...

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FILE - In this Feb. 1, 2012 file photo, Sen. Charles Schumer, D-N.Y., attacks the secrecy of super PAC donors to the Republican presidential candidates, during a news conference on Capitol Hill in Washington. Schumer is urging airlines to allow families with young children to sit together without paying extra. The New York Democrat is reacting to an Associated Press story last week detailing how families this summer are going to find it harder to sit together without paying fees that can add up to hundreds of dollars over the original ticket price. (AP Photo/J. Scott Applewhite, File)

Sen. Charles Schumer is urging airlines to allow families with young children to sit together without paying extra.

The New York Democrat is reacting to an Associated Press story last week detailing how families this summer are going to find it harder to sit together without paying fees that can add up to hundreds of dollars over the original ticket price.

"Children need access to their parents and parents need access to their children," Schumer said in a statement. "Unnecessary airline fees shouldn't serve as a literal barrier between mother and child."

Since last year, American Airlines, Delta Air Lines, Frontier Airlines and United Airlines have increased the percent of seats they set aside for elite frequent fliers or customers willing to pay extra. Fees for the seats \_ on the aisle, next to windows, or with more legroom \_vary, but typically cost \$25 extra, each way.

Airlines are searching for more ways to raise revenue to offset rising fuel prices. Airfare alone typically doesn't cover the cost of operating a flight. In the past five years, airlines have added fees for checked baggage, watching TV, skipping security lines and boarding early. Fees for better seats have existed for a few years but have proliferated in the last 12 months.

Schumer is asking Transportation Secretary Ray LaHood to issue rules preventing airlines from charging parents more to sit next to kids. He is also asking the industry's trade group, Airlines for America, to persuade carriers to voluntarily waive the fee for families.

"A parent should not have to pay a premium to supervise and protect their child on an airplane," Schumer wrote in a letter expected to be sent Sunday to Nicholas E. Calio, the trade group's president.

The airlines say they try to keep parents and young children together. Gate agents will often ask passengers to voluntarily swap seats but airlines say they can't guarantee adjacent seats unless families book early or pay extra for the preferred seats.

Airlines have resisted past efforts by the government to further regulate them. Their argument: The cost associated with new rules would cripple an industry already struggling with thin profit margins.

Two years ago, Schumer got five big airlines to pledge that they wouldn't charge passengers to stow carry-on bags in overhead bins. The promise came after Spirit Airlines became the first U.S. carrier to levy such a fee.

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Scott Mayerowitz can be reached at <http://twitter.com/GlobeTrotScott>.

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Posted in Business on *Sunday, May 27, 2012 6:44 am* Updated: 10:10 am. | Tags:

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From the Phoenix Business Journal

:<http://www.bizjournals.com/phoenix/news/2012/05/09/us-airways-adding-flights-to-europe.html>

## US Airways adding flights to Europe

Phoenix Business Journal by Jen Wilson, Associate Editor/Online

Date: Wednesday, May 9, 2012, 1:52pm MST

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Travel



Jen Wilson

Associate Editor/Online- *Charlotte Business Journal*

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AdChoices

US Airways Group Inc. is adding daily, seasonal flights to Madrid, Rome and Dublin from its hub at Charlotte Douglas International Airport. It also will increase the number of daily flights it offers from Charlotte to Frankfurt, Germany.

In addition, the Tempe-based airline is adding flights to Europe from Philadelphia. No international flights will be added from Phoenix.

Many international business class passengers on the European flights will have the added option of US Airways' Envoy Suite. The carrier's entire Airbus A330 fleet was upgraded this spring with the suites, which feature an adjustable seat that reclines into a flat bed, personal in-flight entertainment and a standard 110-volt universal power outlet.

"Our seasonal service gives our customers more ways to reach their favorite European destinations from both Philadelphia and Charlotte, while also giving European travelers access to US Airways destinations as diverse as San Juan and Los Angeles," [Suzanne Boda](#), senior vice president, airport customer service, international and cargo, [says in the company's press release](#). "Customers will also be able to enjoy the Envoy Suite to many new destinations, enhancing their travel experience across the Atlantic."

[US Airways \(NYSE:LCC\) announced earlier this week that it will add some daily domestic flights between Charlotte Douglas and New York's John F. Kennedy International Airport, starting in September.](#)

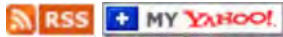
[US Airways booked a profitable first quarter, earning \\$48 million, or 28 cents per diluted share, excluding one-time items. Revenue totaled a record \\$3.3 billion. The airline posted strong traffic numbers as well, delivering its best-ever operational performance for the quarter.](#)

[The carrier has an eye on merging with American Airlines.](#)

Jen Wilson coordinates the Charlotte Business Journal's online operations, chronicles local events for CBJ Seen and takes photographs.



# Business <sub>D</sub>



Posted: Mon, Apr. 30, 2012, 5:15 PM

## Delta Air Lines to buy Trainer refinery for \$150 million

E | #Dlqgd#Or | g#dqg#Dqguh# #P d | nxwk

Delta Air Lines, hoping to secure a steady source of discounted jet fuel, announced Monday that it will buy the ConocoPhillips oil refinery in Trainer for the bargain price of \$150 million.

The nation's second-largest commercial airline says it hopes to reduce its fuel expenses by \$300 million a year with the acquisition. Delta spent \$11.8 billion on jet fuel in 2011, about 36 percent of its operating expenses.

"Acquiring the Trainer refinery is an innovative approach to managing our largest expense," said Richard Anderson, Delta's chief executive officer. He said the refinery's price was the equivalent to one wide-body aircraft.

The deal, announced after the stock markets closed, was greeted with relief in Delaware County, where officials had feared the loss of two refineries simultaneously as the refining industry undergoes a severe contraction. Sunoco Inc., which owns a refinery in neighboring Marcus Hook, announced last year that it was shutting down operations.

Tom Kloza, publisher of Oil Price Information Service, said the cost was an "incredibly advantageous price."


Delta said the Corbett administration will provide \$30 million in government assistance for job creation and infrastructure improvement. "Today marks an important win for southeast Pennsylvania and the Commonwealth as a whole," the governor said in a statement.

The Trainer refinery, which was idled last year, employs nearly 400 people directly, but the Governor's Office stated that the sale means the preservation of more than 5,000 jobs at the plant and in related industries.

As recently as last week, U.S. Sen. Robert Casey (D.,



The main gate to the ConocoPhillips refinery in Trainer, Delaware County, is at Main Street and Post Street. CLEM MURRAY / Staff Photographer

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Pa.) and local elected officials had expressed fear that ConocoPhillips would sell the refinery for use as a fuel-storage terminal, a less intensive activity than a fuel-manufacturing facility.

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Delta's wholly owned subsidiary Monroe Energy L.L.C. will buy the refinery and operate it in agreement with BP and Phillips 66. BP will be responsible for locating crude oil supplies, and Phillips 66, an affiliate of ConocoPhillips, will market other fuels produced at the refinery, such as gasoline, heating oil, and diesel.

The 185,000-barrel-per-day refinery now is configured to produce 23,000 barrels of jet fuel, which is similar to kerosene. Delta will spend \$100 million to reconfigure the plant to produce more jet fuel.

The acquisition includes pipelines and transportation assets that allow Delta to transport fuel to its hubs at New York's LaGuardia and John F. Kennedy airports.

East Coast refining has been under pressure because of poor profit margins and declining markets for motor fuel, and the Trainer plant is one of one of three Philadelphia refineries that faced closure. Sunoco Inc. is in talks with the Carlyle Group to operate its Philadelphia refinery as a joint venture, though it says it has been unable to find a buyer for the Marcus Hook refinery.

The Trainer refinery will be run by a 25-year refinery veteran, Jeffrey Warmann, who was refinery manager for Murphy Oil USA Inc.'s refinery in Meraux, La. Warmann led Meraux's restructuring efforts and increased refinery output by more than 30 percent and "significantly improved" Meraux's profitability, Delta said.

The deal is expected to close by June 30, with jet fuel production to begin in the third-quarter, and result in a fuel savings this year of more than \$100 million, the airline said.

Some analysts had expressed skepticism about the wisdom of an airline diversifying into oil refining, a notoriously cyclical, capital-intensive business with low margins. But Michael Linenberg, an airline analyst with Deutsche Bank Securities, recently called Delta's bid "a very bold move."

Contact Andrew Maykuth at 215-854-2947 or [amaykuth@phillynews.com](mailto:amaykuth@phillynews.com) or follow on Twitter @Maykuth.

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## UPDATE 2-US Air says AMR deal would yield \$1.2 bln a year

Wed, Apr 25 2012

\* US Airways president: Deal could yield tremendous value

\* Bankrupt AMR has shunned merger talk

\* AMR unions support a merger deal

\* AMR, unions locked in court battle over labor contracts

By Kyle Peterson and Nick Brown

CHICAGO/NEW YORK, April 25 (Reuters) - A merger of bankrupt American Airlines and US Airways would generate at least \$1.2 billion a year in new value beyond the benefit that could be passed to employees of the combined carrier, the president of US Airways said on Wednesday.

Speaking on a conference call with reporters and analysts about US Airways' first-quarter earnings, Scott Kirby said a merger of his carrier and American parent AMR Corp would generate more savings and revenue improvements than AMR's plan could produce on its own.

"There is a tremendous amount of value created by merging US Airways and AMR, and we can and should use a portion of that to give employees more than AMR can on a stand-alone basis," Kirby said.

US Airways has not made a bid for AMR but said it hopes to start merger talks with its reluctant rival, which is restructuring in Chapter 11.

AMR so far has shunned interest from US Airways, which has already won the support of AMR labor unions. The unions say that more jobs can be saved by casting their lot with US Airways than with AMR alone.

An AMR spokesman declined to comment on Kirby's estimates. The company's CEO, Tom Horton, has said US Airways' interest would not alter AMR's efforts to formulate its own, stand-alone restructuring plan in bankruptcy.

At a hearing on Wednesday in U.S. bankruptcy court in Manhattan, AMR's financial adviser, Rothschild Inc managing director David Resnick, said the company needs its own plan against which to measure alternatives like merger offers.

"In my view, it makes no sense to put all your eggs in one basket, to pursue one alternative without looking at an array of options," Resnick said during testimony. "The base case against which to compare alternatives is a stand-alone plan. Then, from there, you can compare other options."

But Resnick acknowledged that AMR might ultimately consider a merger because the company has a fiduciary duty to seek maximum recovery for its creditors.

### THE FATE OF LABOR CONTRACTS

The merger debate has taken center stage as AMR and its unions fight over a company business plan that contemplates cutting 13,000 union jobs. The plan seeks \$1.25 billion in annual savings from AMR's labor force, including \$990 million a year from its unions.

AMR has asked the bankruptcy court for permission to abandon its current labor agreements altogether and unilaterally impose interim terms as negotiations for long-term deals continue. That request is the subject of a court-hearing this week in which a handful of witnesses, including Resnick and AMR restructuring chief Bev Goulet have testified.

For its request to be approved, AMR must show that it explored alternatives to avoid abandoning union deals. Unions argue the company has not sufficiently explored the alternative of a merger.

US Airways said it could avert 6,200 of AMR's proposed job cuts and still derive \$1.2 billion in improvements.

Kirby said the US Airways plan would "generate significant cost savings even though we wouldn't shrink the combined airline."

Savings would come from reducing or eliminating facility space and management headcount. He said other savings could be achieved by combining computer systems and through the improved purchasing power of a larger airline.

US Airways on Wednesday reported net profit of \$48 million, or 28 cents a share, in the quarter, compared with a net loss of \$114 million, or 71 cents a share, a year earlier.

### LONG WAY TO GO

AMR's bankruptcy hearing is expected to last at least through Friday, but resolution could be weeks away.

When the hearing ends, the company and its unions will have two weeks to negotiate consensual deals. If the period lapses without new deals, the unions will have a chance to present their case in court in May. Judge Lane would then be expected to issue a ruling in June.

AMR witnesses have generally said the company's business plan, focused on beefing up its international presence and updating its aircraft fleet, will not make it profitable unless augmented by major labor concessions.

Resnick testified that without a cost-effective labor structure, AMR may not gain the high credit ratings and access to capital markets that it needs to finance its business plan.

Resnick has said the proposed labor cuts are the "absolute minimum" necessary to make AMR viable after bankruptcy, an opinion that garnered ample attention from union lawyers during Resnick's cross-examination.

The case is *In re AMR Corp et al*, U.S. Bankruptcy Court, Southern District of New York, No. 11-15463.

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# StarTribune

## Delta, US Airways see strong travel demand

Article by: JOSHUA FREED  
Associated Press  
April 25, 2012 - 4:57 PM

MINNEAPOLIS - Rising fares haven't kept passengers away, judging by financial results at Delta Air Lines and US Airways.

Both airlines reported quarterly profits on Wednesday. And both said travel demand appears to be holding up, suggesting that planes will be full and fares will be higher for the busy summer travel season.

Delta, the nation's second-biggest airline, said it will reduce flying as much as 3 percent during the quarter that ends in June. The idea is that travelers will pay more for the remaining seats. So far, that appears to be working.

Delta earned \$124 million for the most recent quarter and US Airways earned \$48 million. Both airlines lost money a year ago, and both benefited from special items for their quarterly profit this year.

Delta President Ed Bastian said per-mile yields are rising for April and May, and that Delta expects a "solidly profitable" second quarter, too.

Airlines have had three broad-based fare increases so far this year, according to a tally by JPMorgan analyst Jamie Baker. Another one last week appears to have failed.

However, fare sales are fewer, said US Airways President Scott Kirby. And some airlines are restoring one-week advance purchase requirements on cheaper fares that had sometimes been available on the day of the flight, he said.

Kirby said strong leisure demand shows that the higher prices haven't kept passengers on the ground.

"I don't think by any stretch of the imagination the consumer is getting priced out of air travel," he said.

We may not be there yet, but there is a point where people start to stay home because of high fares, said Rick Seaney, CEO of FareCompare.com.

"Consumers will prevent prices from going outlandishly high because they'll stop booking," he said. "Airlines, in the new world order of \$100 a barrel oil, have to fill up their planes to the gills" with passengers in order to make money, he said.

He predicted one or two more attempts at fare increases before the summer travel season is done. Airlines often roll back fare increases if they aren't widely matched by competitors.

Last week, Southwest Airlines CEO Gary Kelly acknowledged that some passengers are resisting higher fares. His airline saw a 1-percentage point drop in occupancy. Occupancy rose 1.3 percentage points at US Airways and 3.3 percentage points at Delta.

US Airways per-seat passenger revenue rose 8.2 percent last quarter. Even with higher fares, passenger traffic rose 4.7 percent. At Delta, per-seat revenue jumped 14 percent. Traffic rose 1 percent from the same period last year.

The first three months of the year are usually the weakest for airlines because fewer people fly than in the rest of the year. Delta and US Airways both would have lost money if not for one-time items. A \$151 million gain on fuel hedges that haven't settled yet allowed Delta to post a profit of 15 cents per share.

Minus that and other items, Delta would have lost \$39 million, or 5 cents per share. Analysts surveyed by FactSet expected a loss of 4 cents per share.

Revenue rose 9 percent to \$8.41 billion.

US Airways Group Inc. reported net income of 28 cents per share. If not for a one-time gain of \$73 million from trading landing rights with Delta, it would have lost \$22 million, or 13 cents per share. Analysts forecast a loss of 25 cents per share.


Revenue rose 10.3 percent to \$3.27 billion. That was more than analysts expected.

Delta shares closed unchanged Wednesday at \$10.48. US Airways shares rose 29 cents, or 3.1 percent, to close at \$9.60.

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## Officials: AA, US Airways merger would present challenge

BY D.R. STEWART World Staff Writer

Sunday, April 22, 2012

4/22/2012 7:39:48 AM

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 [Read all coverage of American Airlines, including bankruptcy issues.](#)

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A merger between bankrupt American Airlines and US Airways would create the largest airline in the world, preserve American Airlines jobs and provide cost-saving synergies of \$1.8 billion to \$2.5 billion within a year, industry analysts and union executives said.

But a proposed merger also would present daunting challenges, industry officials said, including winning the support of American's management and board of directors, combining two different aircraft fleets and route systems, and integrating the two airlines' union and nonunion employees.

"What on earth are they going to do with all those unions - the Transport Workers Union, the Association of Professional Flight Attendants, the Allied Pilots Association, which represents American Airlines pilots, and the Air Line Pilots Association, which represents (American's regional airline affiliate) American Eagle pilots," said Eric Smith, a Pittsburgh bankruptcy and aviation attorney.

"The challenge is to integrate the work forces. And US Airways to date hasn't been able to do that with its America West merger."

US Airways and America West Airlines merged in 2005.

Nearly all of America West's employees were junior to US Airways' workers, news reports show, which made merging airline seniority lists a nightmare.

Smith said he expects similar difficulties if American and US Airways merge.

"I think there are definite synergies there," Smith said. "I see a lot of symbiosis between hubs and routes. And they both have strategically located hubs. But the challenge is integrating the work force."

US Airways CEO Douglas Parker believes a merger would revitalize employees of both companies while creating additional business, boosting pay and benefits and saving jobs.

A significant feature of American parent AMR Corp.'s bankruptcy restructuring plan is cutting 14,000 jobs, court documents show.

Not so with an American/US Airways merger, Parker said.

"Our intention would be to put our two complementary networks together, maintaining both airlines' existing hubs and aircraft and create an airline that could compete successfully with United, Delta and other carriers within our industry," Parker said in an email to US Airways employees Friday. "A merged airline would provide competitive, industry-standard compensation and benefits, as well as improved job security and advancement opportunities for all employees of the combined airline.

"Most importantly, in American's stand-alone strategy, over 13,000 employees at American will lose their jobs. Our merger contemplates saving at least 6,200 of these positions. For the US Airways team, the

agreements we have reached with the unions representing employees at American would also provide enhancements to the compensation and benefits currently in place (at US Airways)."

Bob Herbst, an airline industry analyst and founder of AirlineFinancials.com, has expected a merger between American and US Airways for nearly a year.

Without a merger, American and US Airways will face major challenges in attempting to compete with Delta Air Lines and the merged United Airlines/Continental Airlines, Herbst said.

"When comparing total revenue (includes regional affiliate income), the merged United and Delta are now 45 percent to 60 percent larger than American and significantly more than twice the size of US Airways," Herbst writes in his analysis "American Airlines and US Airways - Will They Fly Off Together?"

"Combining the revenues of American and US Airways would move the merged carriers to the top of the largest airline in the world list. Combining aircraft fleet sizes, merging American and US Airways would give them, by far, the largest fleet in the industry."

Merging the two airlines, Herbst said, would provide \$500 million to \$700 million in cost-saving synergies.

In addition, American, through the bankruptcy process, will reduce labor costs by \$700 million to \$800 million a year and capital costs by \$300 million to \$500 million per year, Herbst said.

A merged American/US Airways would be a stronger global competitor to United and Delta, regaining premium/business travelers and providing it with another \$350 million per year, Herbst said.

"Total cost-saving synergies (equal) \$1.8 billion to \$2.5 billion accretive within 12 months of merger," Herbst said. "History shows a long list of once great airlines that failed. Each of those failed airlines had one thing in common. They all failed to remain competitive. It's the opinion of AirlineFinancials.com that American and US Airways must merge to remain long-term competitive."

Jake Dollarhide, CEO of Longbow Asset Management Co. in Tulsa, said US Airways' overtures to American's unions is like accumulating chips in a poker game.

"US Airways is building their case with the (unsecured) creditors committee that a merger with them is a superior strategy compared with AMR's emergence as a stand-alone airline," Dollarhide said.

Fred Russell, CEO of Fredric E. Russell Investment Management Co. of Tulsa, said years of labor/management strife at American has driven its unions to US Airways.

"Whether or not management at US Airways will treat them better than AMR management is not a concern," Russell said. "They just don't like AMR management."

In an email issued Saturday, Tulsa Metro Chamber president and CEO Mike Neal said: "We continue to monitor the progress of American Airline's restructuring under Chapter 11 of the bankruptcy code. While this process is difficult, it is necessary for American to emerge a viable company.

"Premature discussions of mergers with competing companies only serve as a hindrance to the significant progress being made by the negotiating teams. While any merger discussion must wait until the company emerges from bankruptcy proceedings, we are confident the best option for success of American Airlines is to emerge from bankruptcy protection reorganized as a strong, viable and independent company."

In the same email from the Tulsa Metro Chamber, Tulsa Mayor Dewey Bartlett said he remains hopeful that the end result will include the maximum number of American jobs in Tulsa.

"Local discussion affirms significant progress is being made between the negotiating teams," Bartlett said. "Consensual agreements between American and its unions will preserve the most jobs for Tulsa and Oklahoma. We are confident the company will emerge in a positive position to grow and continue investments in the Tulsa region."

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**Comparing airline fleets**

**Delta Air Lines:** 707 aircraft

**United Airlines:** 701 aircraft

**Southwest Airlines:** 698 aircraft

**American Airlines:** 608 aircraft

**US Airways:** 340 aircraft

**Combined American Airlines/ US Airways:** 948 aircraft

Source: *AirlineFinancials.com LLC*

**Original Print Headline: US Airways, AA merger has savings, challenges**

**D.R. Stewart 918-581-8451**  
don.stewart@tulsaworld.com

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**RoyRogers**(2 days ago)

AA Execs are skilled at asking for & receiving handouts, but know absolutely Nothing at Day-to-Day Operations. This merger will make a ton of Moolah for the top Execs, then disintergrate before our eyes!

**FF**(2 days ago)

D.R. Stewart, "A merger between bankrupt American Airlines..." American Airlines isn't bankrupt. They aren't broke. Their company isn't on the verge of insolvency. They didn't have any problems paying their bills. They weren't having liquidity problems. The term 'bankrupt' they way you have used it in your article would mean the company isn't/wasn't financially stable. American Airlines took bankruptcy with \$4 billion dollars in cash on hand. Companies don't do that. Taking bankruptcy with cash on hand is not the norm, even in today's cut throat business world. They weren't/aren't bankrupt. They are merely taking advantage of the bankruptcy law that allows them to beat creditors out of what's owed and will also allow the company to beat their employee's out of what's owed to them. Bankrupt? No way!



**DomoArrigato**(2 days ago)

If an Airline files Bankruptcy, then aren't they a "bankrupt airline"???

Or did they file a "we're not really bankrupt, we just want to break all of our labor contracts" bankruptcy filing??

Actually American Airlines is "Mangerially Bankrupt", and has been for a long time now. If they emerge out of this filing as an independent company, they will still be "Managerially Bankrupt".

I agree with you on your assessment that AA is using the system to beat their creditors, and probably will not learn anything in the process



**DomoArrigato**(2 days ago)

If US Airways takes over, do they get to use the dozen or so AA Executive Luxury Homes located around the world???

**Barf-Bag**(1 day ago)





The luxury homes they have, perhaps do the math and u will find that it is cheaper for them to own them, versus renting, that is if u REALLY know how much they paid for them versus the rent for the same area. You will find they are a bargain.....

**Bone**(2 days ago)

Just Do It!!!!!! Sell the Homes... Buy Horton a ATT Phone card free of charge and show him the door.....



**Mar**(1 day ago)

I'm against American merging or being bought by US Airways. American needs to follow their bankruptcy plan to come out better on the other side.

**b.smalls**(1 day ago)

Mike Neal's really got his hands full...running the Tulsa City Council, and now deciding what's best for American Airlines.



**observer 5**(1 day ago)

"Local discussion affirms significant progress is being made between the negotiating teams," Bartlett said. "Consensual agreements between American and its unions...."


Could our mayor be more clueless? AMR has decided to go to court to request that the current contracts be voided. Both AMR and the unions have stated in the press that no "consensual" progress has been made.

**Lucky Ed**(17 hours ago)

Fewer and fewer comments about American Airlines...guess most folks figure it's a gone deal.

10 comments displayed

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## Airlines looking for gains amid higher fuel prices

By Ann Schrader *The Denver Post* *The Denver Post*

Posted:

DenverPost.com

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Jet-fuel prices have shot up about a quarter per gallon since January, leaving airlines to scramble to cover the cost by raising fares and finding ways to cut expenses.

For people looking to book summer trips, travel experts say fuel prices will push fares higher — especially to Europe, where fuel surcharges can top \$400 per roundtrip.

The key is to shop sales and be flexible on destinations, travel experts say.

"Sign up for airfare alerts and go where it's cheap," said George Hobic, founder of [airfarewatchdog.com](http://airfarewatchdog.com). "If New York is \$500 roundtrip, don't go there. Readjust. Denver to Fort Lauderdale is \$214 roundtrip, including tax, in August. There's always a deal somewhere."

Fuel is the lifeblood of airlines, representing more than 35 percent of their operating expenses. That's up from 30 percent in 2010, said Steve Lott, spokesman for the trade group Airlines for America.

Average jet-fuel prices leaped 64 cents a gallon from 2010 to 2011. Airfares haven't jumped as high. Airline officials acknowledge there is a point at which consumers will balk at buying.

"You've got to be careful how far you go in that," said Daniel Shurz, a senior vice president at Denver-based Frontier Airlines.

Republic Airways Holdings noted in its 2011 annual report that its subsidiary, Frontier, takes a \$2 million hit for every penny increase in fuel prices.

A report issued last month by the Federal Aviation Administration cautions travelers to get used to higher fares. "Planes will remain crowded, and shrinking capacity will further lift fares higher in 2012," the FAA analysis stated.

Since 2005, average airfares have crept up from \$307 per roundtrip to \$362 through the third quarter of 2011, according to the Department of Transportation's Bureau of Transportation Statistics.

So far this year, there have been three successful airfare increases in the industry. There have been other attempts, but they don't stick unless Southwest Airlines, Denver's third-largest airline, gets on board.

For Southwest, getting on board has become increasingly important. The Dallas-based carrier, known as the most-consistently profitable airline, has announced that because of high fuel costs, it doesn't expect to post a profit in the just-ended quarter.

With the current economic environment and volatile fuel prices, "we are having to make some hard decisions with regard to flights and routes," Southwest spokesman Chris Mainz said.

Southwest has trimmed some less-profitable flights, and if fuel prices continue upward, more flights could be cut.

For Frontier, the industry fare increase in March — the most recent of the three — should represent about a 5-cents-per-gallon cost reduction, Shurz said.

Frontier has deployed an array of fuel-saving measures, Shurz said: reviewing schedules to look for lower-demand flights that could be trimmed; washing jet engines regularly to improve efficiency; flying planes at slower, more-efficient speeds; fueling planes with the right amount of reserve fuel; checking wind speeds during flight so adjustments can be made; and being better at working the fuel market.

"Certainly our prices have risen, but it is not similar to late 2007 and 2008," when fares and fuel prices jumped, Shurz said. "We have learned since then. Fuel prices are still dangerous to airlines, but we are in a better place."

United spent \$12.4 billion on fuel nationally and internationally last year, which spokesman Mike Trevino said was nearly 30 percent higher than in 2009. Fuel "has been our largest expense for some time," he said.

United recently announced it will cut capacity by up to 1.5 percent this year because of fuel prices. Trevino said the airline also is trying to manage the impact of rising fuel prices through fuel hedging and operational and ground efficiencies, including buying fuel-efficient planes.

Tom Parsons of BestFares.com urges consumers to use the airlines' price sensitivity to their advantage. He cautions would-be passengers to hold off buying tickets, likening the dynamic between consumer and airline to the game of chicken.

By not buying now, Parsons said, it will make the airlines wary about further fare increases and perhaps force them to retreat on prices. "Don't blink — let them blink first," he said.

Ann Schrader: 303-954-1967 or [aschrader@denverpost.com](mailto:aschrader@denverpost.com)

latimes.com/business/money/la-fi-mo-airline-passengers-20120322,0,2280088.story

**latimes.com**

## Airline passenger totals reach highest mark since 2008

By Hugo Martin

10:52 AM PDT, March 22, 2012

U.S.-based airlines carried 730 million domestic and international passengers in 2011, the highest total since 2008, a government report said Thursday.

The latest statistics from the U.S. Bureau of Transportation Statistics also showed that airlines flew with an average of 82.87% of all seats on domestic flights occupied in 2011, a record high for what the industry calls the "load factor." On international flights, the load factor was 80.30% in 2011, the second highest rate for that category.

Combined, the growing passenger numbers and the record domestic load factor demonstrate again that the nation's airlines are enjoying growing demand for air travel, representing a strong rebound from the industry slump during the recession.

Atlanta-based Delta Air Lines ranked as the nation's busiest carrier, serving 113.5 million domestic and international travelers, followed by Dallas-based Southwest Airlines, which carried a total of 110.6 million passengers in 2011.

Hartfield-Jackson Atlanta International Airport remained the nation's busiest airport, serving 39.6 million passengers in 2011, an increase of nearly 3% over the previous year. Los Angeles International Airport was the country's fifth busiest airport, serving 22.4 million passengers, an increase of nearly 6%, according to the bureau's report.

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# United: wifi Internet & streaming video for Aussie Boeing 747s

By David Flynn Filed under: United Airlines, inflight internet, United, Boeing 747, in-flight entertainment, in-flight internet, in-flight wifi, inflight wifi, inflight streaming

PUBLISHED 15 MAR, 2012 SHARE: f t TEXT SIZE: SMALLER LARGER

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United Airlines plans to launch inflight Internet on its Boeing 747 flights between Australia and the US this year, along with the introduction of streaming video and music for passenger's own devices such as tablets and laptops.

The airline will begin rolling out a fleet-wide upgrade for wireless Internet and content streaming mid-year, and will prioritise its international Boeing 747s "because we especially want to improve the entertainment factor for our economy customers" explains Alison Espley, General Manager of Australia and New Zealand for United Airlines.

Espley told *Australian Business Traveller* that she "certainly hoped" the system would be available on United's Australian 747 flights by the end of the year, "but we don't have a schedule as yet."



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United's Boeing 747s which fly from Sydney and Melbourne to Los Angeles and San Francisco rely on a dozen ceiling-mounted screens for the economy and economy plus cabins, rather than using the more modern alternative of individual in-seat displays with video-on-demand.





In late 2010 Jeff Smisek, president and CEO of United Airlines, [admitted](#) to *Australian Business Traveller* that "the back of the product on the 747 that United flies to Australia is not an acceptable level of product." Smisek admits.

"And I know that, I recognise that. But United on its own didn't have the money to invest in that product. Now (with the United-Continental merger) it does, and we will."

Smisek is now making good on his word, with the Boeing 747s gaining not only wireless streaming (similar to Qantas' recent [Q Streaming](#) trial on a domestic Boeing 767) but also a satellite-based Internet service.

The streaming wireless system will deliver the same programming as the first class and business class cabins to every passenger in economy – provided they've got a notebook, tablet or smartphone which can tap into the aircraft's network of on-board wifi hotspots which feed into a dedicated 'content server' box.

You'll also want to ensure your notebook is fully charged up, because without in-seat AC sockets in economy you'll only be able to enjoy United's streaming video for as long as the battery lasts, and that's not much past 5-6 hours on most laptops.

It's understood that United has no plans to supply devices for passengers travelling *sans tech*.

United Airlines considered handing out [personal media players](#) along the lines of an iPod Touch or even a compact tablet, and even trialled Microsoft's Zune HD player on flights between the US, Hong Kong and Australia, renting the Zune pre-loaded with content for US\$10.

At the time, Espley told *Australian Business Traveller* that "when we tested the provision of personal media players the take-up was very positive, and I'm very hopeful that we will be able to take the decision to introduce these on both of our trans-Pacific services in the near future."

However, Espley now says that the explosive growth of tablets, smartphones, notebooks and low-cost netbooks changed the way United looked at in-flight entertainment.

"The experience we had was that increasingly everybody has their own mobile device" she says. "You can see them on the train and the bus and at the cafe. Almost everybody has a device with them, so this is the most practical way to move forward."



#### About David Flynn

David Flynn is the editor of Australian Business Traveller and a bit of a travel tragic with a weakness for good coffee, shopping and lychee martinis.

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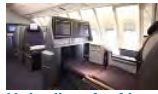
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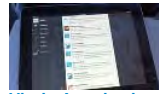
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I believe that you mean 2011?

1 4 days, 12 hours ago by David 0 REPORT REPLY

I just checked and it was actually late 2010 - this has been a long time coming, just hope it's truly here by late 2012!

2 4 days, 9 hours ago by airtraveladdict 1 REPORT REPLY

Yes United has a very outdated entertainment system for the people sitting in the back.

But if you are one of those passengers who prefer to read a book, its okay.

Otherwise you are rather stuck for 14 hours to LA/SF.

I would be keen to see how much United charges for their Wi-fi and the bandwidth they allow.

Because right now you have anywhere from 20megabytes-40mb on Qantas to 100MB on Emirates and that is hardly enough to even access web mail.

On flights between US cities, i believe the internet is a flat rate and download is not capped. Which is good, Im not suggesting i want to be watching youtube or something onboard and burn up the bandwidth, but I'd hate to splash \$40 for onboard internet and be allowed to use upto 20 megabytes for 14 hours.

3 2 days, 8 hours ago by djb 0 REPORT REPLY

David the only issue I have with this system is where do you put your laptop or ipad when you are eating? One of the best times I find, to watch a movie, is whilst having a meal. If the only screen available is your own & it needs to be either held or placed on the fold-down table then this will be impossible.

also most food services are not removed straight away so you can have up to another 30mins or more after finishing with the table occupied by the meal tray.

have you come across any discussions or solutions to this issue as it seems that a lot of airlines are very interested in this delivery method for entertainment?





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Travel Pulse > Travel News > DOT Reports Improvement in Airline On-Time Performance, Cancellation Rates

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### DOT Reports Improvement in Airline On-Time Performance, Cancellation Rates

By [Kate Rice](#)  
March 15, 2012 5:59 PM

According to the [U.S. Department of Transportation's](#) Air Travel Consumer Report for January, the nation's largest airlines posted an on-time arrival rate of 83.7 percent in January, up from the 76.3 percent on-time rate in January 2011, but down slightly from December 2011's 84.4 percent rate. On-time arrival performance during January 2012 was the highest January on-time arrival percentage in the 18 years with comparable numbers.

According to the DOT, cancellations were also down in January from a year ago, as carriers canceled 1.5 percent of their scheduled domestic flights, down from January 2011's 3.9 percent cancellation rate, but up from December 2011's 0.8 percent. Airlines reported no tarmac delays of more than three hours on domestic flights or tarmac delays of more than four hours on international flights in January.

The larger U.S. airlines have been required to file complete reports on their long tarmac delays for domestic flights since October 2008. Under a new rule that took effect Aug. 23, 2011, all U.S. and foreign airlines operating at least one aircraft with 30 or more passenger seats must report lengthy tarmac delays at U.S. airports.

Also beginning on Aug. 23, airlines operating international flights may not allow tarmac delays at U.S. airports to last longer than four hours. There is a separate three-hour limit on tarmac delays involving domestic flights, which went into effect in April 2010.

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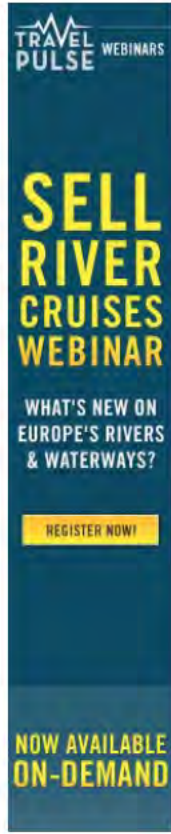


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# **Policy and Regulatory News Articles**







April 18, 2012

Dear Member of the Senate Appropriations Committee:

As you plan to mark up the Transportation, Housing and Urban Development Appropriations bill, the General Aviation Airport Coalition (GAAC) seeks your support for certain provisions included in the bill approved by the Subcommittee on April 17, 2012. Specifically, GAAC supports the \$3.35 billion included for the Airport Improvement Program (AIP), which helps to offset the cost of vital airport improvement projects, such as runway resurfacing and facility safety enhancements. In addition, GAAC supports a provision that would allow smaller airports to benefit from a 95/5 cost share for certain AIP projects.

The recently-passed FAA Reauthorization changed the cost share for AIP projects from 95/5 to 90/10, which has disrupted many airport projects that have been budgeted and planned for years. State and local governments and airport sponsors are scrambling to find the additional five percent to meet the required nonfederal share. This is a huge burden, especially, to phased projects at smaller airports that began before enactment of the FAA Reauthorization bill on February 14, 2012.

General aviation airports are the backbone of our country's aviation system, comprising 90.2% of our nation's airports. In addition, the general aviation industry is an integral part of the U.S. economy - creating jobs, generating revenue, attracting business and industry, providing a transportation lifeline to communities across the country, helping businesses succeed, and supporting people and communities in times of crisis. General aviation's overall economic output in the U.S. is estimated at \$150 billion annually, supporting more than 1.2 million jobs.

Like many sectors of the economy, GA airports are struggling to stay afloat in the current economic climate, and receive a majority of their federal assistance through AIP. In order to secure local assistance for the nonfederal share, GA airports are forced to compete with emergency services, schools, and other important infrastructure projects. We hope that you will support the Subcommittee's approved funding level for AIP, and its effort to ease the blow of the cost share change for smaller airports in FY 2013 to allow them to move forward with current projects as planned, and budget accordingly for the future.

Thank you for your consideration of this priority request.

Respectfully,

Richard K. Lewis  
Chairman, General Aviation Airport Coalition  
Concord Regional Airport Director



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asked you to contact your Senators that sit on the Appropriations Committee. Thank you for your efforts to ensure full funding for AIP and protect our smaller airports.

Also of importance to many of our GAAC members, the Committee approved \$140,350,000 for the contract tower program, which includes \$10,350,000 for the contract tower cost share program. The Committee retained language that limits contributions in the contract tower cost share program to 20 percent of total costs.

The full Senate is expected to approve this measure when the chamber returns from its next recess in early May.

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# Implementing NextGen technology a 'mindset'

By [Christine Boynton](#) | April 16, 2012

1

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The delay in implementing the US NextGen advanced air traffic management system is more about mindset than technology according to airline and manufacturer CEOs.

Speaking at the US Chamber of Commerce 11th Annual Aviation Summit in Washington, JetBlue Airways president and CEO Dave Barger said, "To me the glass is more than half -full, technology is definitely out in front to say the least ... I think we're working the right issues right now."

Rockwell Collins chairman, president and CEO Clayton Jones said, "Technology in my view is the least of our problems ... most all of the systems are well in place ... everybody's for it ... why hasn't it happened yet?"

Being able to move airplanes around efficiently in "this archaic system," he said, "will be a self-limiting function if we don't solve this problem."

The problem now, Jones said, is getting \$40 billion in this economic climate, "and I just don't see it happening."

Delta Air Lines (DL) CEO Richard Anderson said, "We talk about NextGen, we need to make the investment in NextGen, but it's got to be real." He noted DL's block time in 1956 between Atlanta and Washington National using DC-6s was the same as it is today with a Boeing 757-200.

"We need to get it done," he said. "And we need to get it done in a prompt way."

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## NextGen has become an FAA

16 Apr  
23:57

By Gabe Bruno

NextGen has become an FAA contractors Disneyland. Why complete the PROJECT when keeping it in motion means Billions into the contractors pockets? This is what today's FAA does for the inside the beltway bunch.

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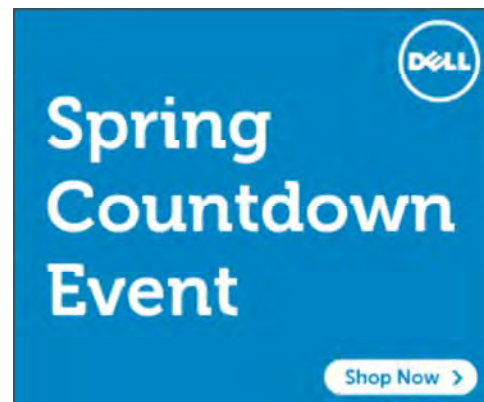
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## Experts: Airline safety standards still inconsistent

### 3 years after fatal crash, FAA has failed to meet new congressionally mandated requirements

By [Jon Hilkevitch](#), Chicago Tribune reporter

March 21, 2012

One consistent level of safety across the entire airline industry — from regional jets to large mainline carriers to air cargo operations — has not been achieved three years after the warning sign delivered when tired and poorly skilled pilots crashed their commuter plane in New York, experts told a U.S. Senate hearing Tuesday.

The Federal Aviation Administration has made progress toward meeting congressionally mandated requirements to extend rest time for pilots before duty and establish new procedures to minimize safety risks, Calvin Scovel III, inspector general at the U.S. Department of Transportation, testified before the Senate Aviation Subcommittee in Washington.

But the FAA has not met deadlines for raising pilot training standards, increasing minimum pilot qualifications, implementing pilot mentoring programs to raise the proficiency of less-experienced pilots and improving the leadership skills of airline captains, Scovel said.

Congress required the FAA to issue a final rule to increase airline pilot qualifications by August, but FAA officials say they cannot meet the mandate until August 2013. The new rule would require first officers, who are also called co-pilots, to hold an Airline Transport Pilot certificate, which requires 1,500 hours of pilot flight time. Somewhat lower requirements may be allowed for ex-military pilots and graduates of aviation degree programs, the FAA said.

Currently, airline captains must have the ATP certificate, but first officers only need a commercial pilot's license and as little as 250 hours to be hired by some commuter airlines.

Airlines have challenged the change, delaying the process, FAA officials said. The FAA estimated the airline transport certificate requirement will cost more than \$87 million annually, with the brunt of the expense to be covered by regional airlines and other small carriers.

"These rulemaking activities are complex, and some have encountered significant air carrier opposition," Scovel said in reference to legislation that Congress passed in 2010 following the crash of a Colgan Air commuter jet near Buffalo, N.Y., in February 2009. Fifty people were killed in the crash, which the

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accident investigation attributed to pilot error by the captain and his overall weaknesses in basic flight control.

While the nation's biggest airlines are running at an unprecedented level of safety, the fatal accidents in recent years have involved regional airlines, Gerald Dillingham, an aviation expert at the Government Accountability Office, said in written testimony submitted to the Senate subcommittee.

"The last six fatal commercial airline accidents involved regional airlines, which account for about 53 percent of the nation's commercial flights," Dillingham said. "As a result, Congress, the media and the flying public have raised concerns about the extent that there is 'one level of safety' across the entire airline industry."

Poor pilot performance was cited as a potential contributing factor in four of the six accidents, including the Colgan Air crash, by the National Transportation Safety Board.

The FAA did meet requirements under the new law to address pilot-fatigue problems. Pilots will be required to state before each flight whether they are fit to fly and, if not, airlines are required to assign substitute pilots without taking punitive action against the tired pilot. Other changes include a 10-hour minimum rest period before reporting to duty, a two-hour increase over the previous rule.

But the fatigue rules will be phased in slowly over the next two years, and cargo flights are exempted. That exemption has led to criticism that cargo operations are being held to a lower safety standard because no passengers are on board the flights.

Margaret Gilligan, FAA associate administrator for aviation safety, said at the hearing that the agency believes that, overall, "we have struck the right balance within the rule."

But Carl Kuwitzky, a Southwest Airlines captain, disagreed.

"We do not have one level of safety. We have two — one for passenger pilots and one for cargo pilots," Kuwitzky, who is also president of the Coalition of Airlines Pilots Associations, told the subcommittee.

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## Airline Industry Executives Call On Govts To Promote Biofuels Use

Published March 29, 2012 | Dow Jones Newswires

SANTIAGO – The global airline industry wants stronger government efforts to promote using biofuels, with new regulations and economic incentives for its production. It is working to meet the growing air-passenger demand without a proportional increase of carbon emissions, industry executives said Thursday.

As global air traffic is expected double in the next 15 years and the demand for new passenger jets is seen reaching some 30,000 units worth nearly \$4 trillion, the challenge for the aviation industry continues to be reducing pollution and, by doing so, costs.

At the 7th Wings of Change conference organized by the International Air Transport Association, or IATA, at Santiago's FIDAE 17th biannual Air and Space Show, industry executives said the legislative framework, the still-high costs of biofuels and the availability of raw materials are the main challenges to broadening the use of biofuels.

According to Gilberto Lopez, director at Mexico's Aeropuertos y Servicios Auxiliares, ASA, governments must offer legislation on biofuels and also offer incentives. He added that for some countries, the use of biofuels represents a national security issue as it allows them to reduce their dependence on oil and fight poverty by promoting the production of biofuel raw materials such as the jatropha plant.

"The airline industry efforts don't seem to be enough. [Governments] need to generate more incentives for this to become a reality in the short and medium term," Lopez said.

It is key to use incentives to not increase ticket prices when using biofuels. Fuel represents 30% to 45% of a flight operation costs and although the use of biofuels is 20% lower compared to jet fuel, its cost is still high. Currently, the airline industry uses 65 billion U.S. gallons of fuels per year, worth \$4 billion per week, said Peter Turner, Rolls Royce customer vice president.

"By reducing CO2 emissions not only will we be helping the environment, but industry productivity will also increase," Turner said.

For his part, German Efromovich, Avianca Taca (PFAVTA.BO) controller, believes that if the industry targets expanding the use of biofuels to 1% by 2015 and to 50% by 2040, the cost issue must be addressed. "If we add biofuels [to flight operations] the ticket costs will increase," he said.

The world's two largest aircraft manufacturers, Boeing Co. (BA) and Airbus, say their newer planes are biofuel ready.

"The switch from traditional jet fuel to biofuel should be absolutely transparent," Randy Tinseth, Boeing's vice president of marketing for commercial airplanes, told Dow Jones Newswires while showing reporters the cabin of the company's latest star, the 787 Dreamliner on display at the air show.

It is as simple as switching from regular to special gasoline at the pump, he added.

In Latin America, Aeromexico and Lan Airlines' (LFL, LAN.SN) Chile unit have successfully operated commercial flights using biofuels. Although Enrique Guzman, head of LAN's environmental unit, described LAN's biofuel flight "full of bio labor pains", he is

in favor of working along with governments to promote its use. He also called for government regulation based on the efficiencies reached by airlines that have already made progress in that front.

"LAN already is 20% more efficient than the industry average. We ask governments not to regulate to a level lower than what has been achieved. They should consider what has been already done," Guzman added.

Giovanni Bisignani, representative from the World Economic Forum, said the main challenge the industry faces is governments' willpower. "This is the only sector that has implemented a strategy that has saved \$20 billion in fuels. This strategy should motivate governments and oil companies to take biofuels seriously."

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<http://www.foxbusiness.com><http://www.foxbusiness.com/news/2012/03/29/airline-industry-executives-call-on-govts-to-promote-biofuels-use/>

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# DVRPC Regional Airport System



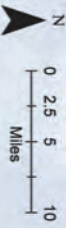
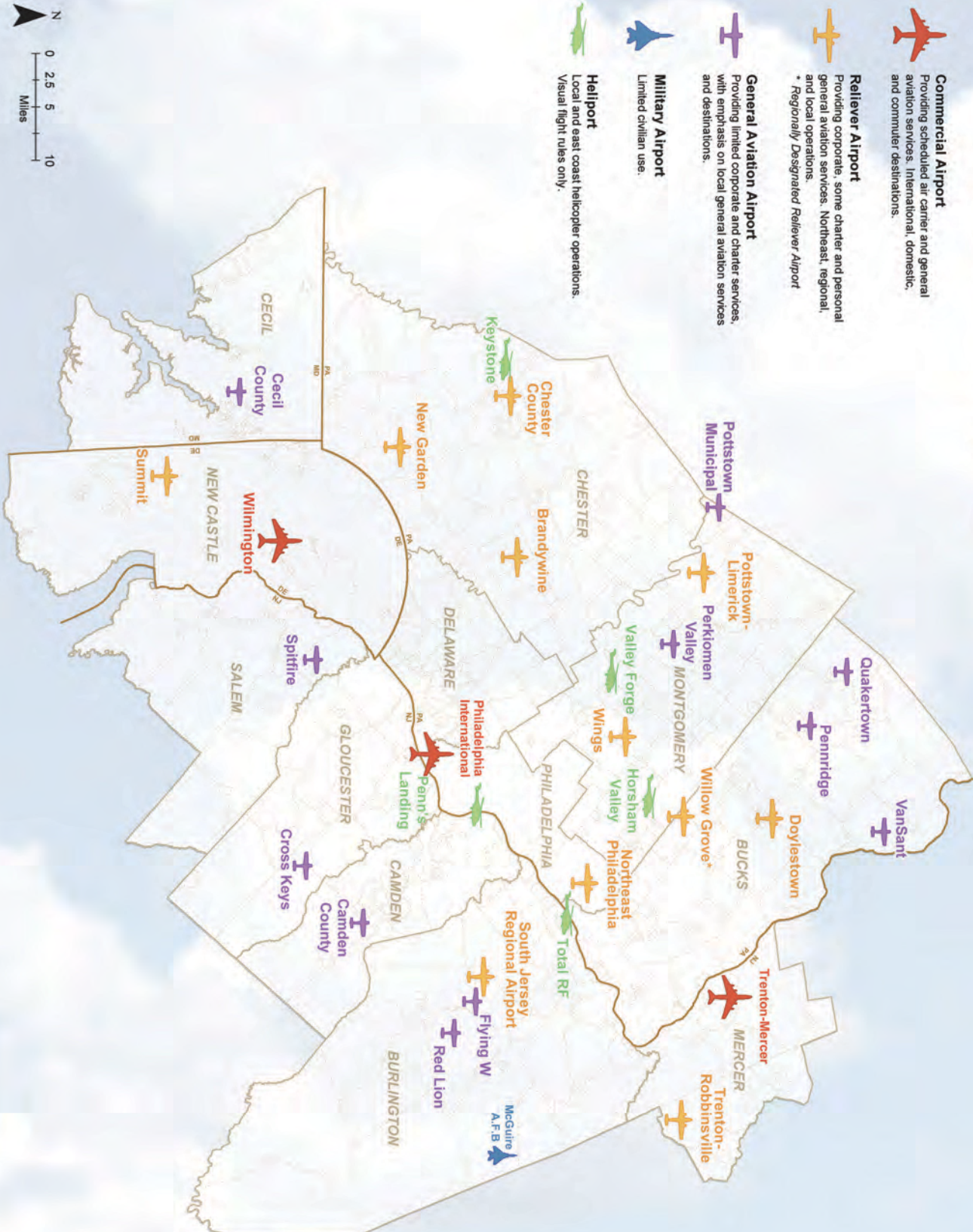
**Commercial Airport**  
 Providing scheduled air carrier and general aviation services. International, domestic, and commuter destinations.

**Reliever Airport**  
 Providing corporate, some charter and personal general aviation services. Northeast, regional, and local operations.  
 \* Regionally Designated Reliever Airport

**General Aviation Airport**  
 Providing limited corporate and charter services, with emphasis on local general aviation services and destinations.

**Military Airport**  
 Limited civilian use.

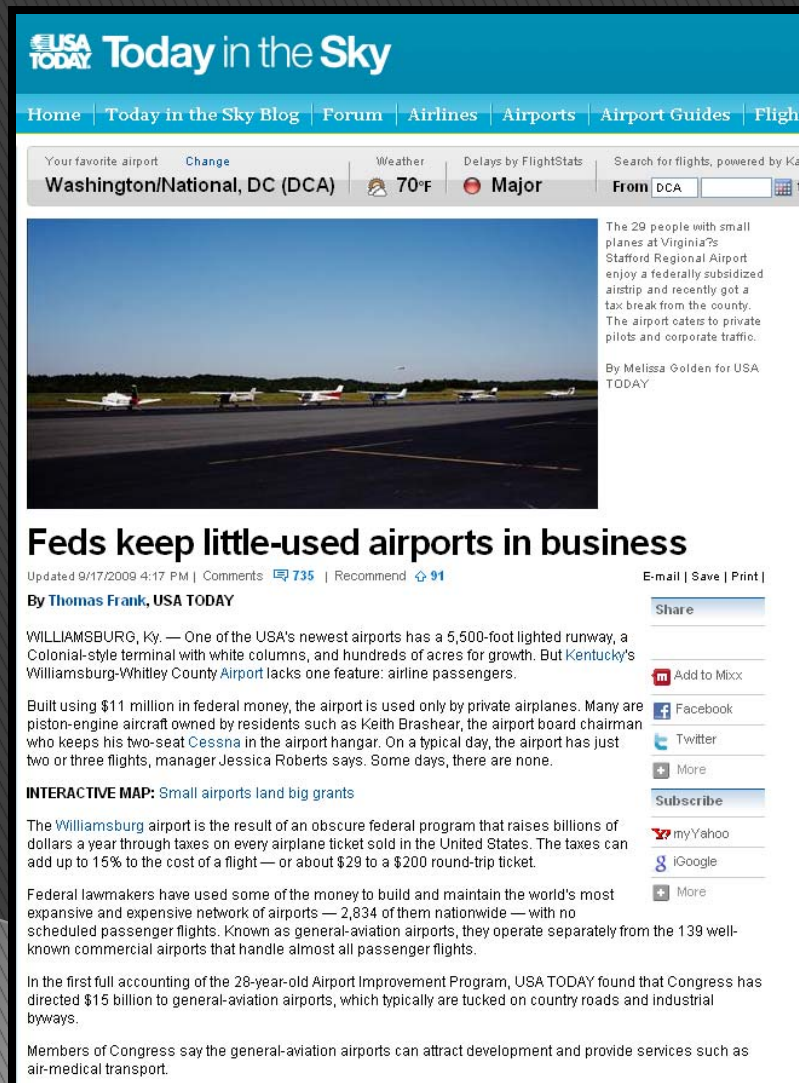
**Heliport**  
 Local and east coast helicopter operations. Visual flight rules only.







# Challenges Facing General Aviation and Airports



The screenshot shows a USA Today article from 2009. The article is titled "Feds keep little-used airports in business" and is written by Thomas Frank. It discusses the Williamsburg, Kentucky airport, which is a small, general aviation airport. The article mentions that the airport has a 5,500-foot runway and a terminal, but it only handles private flights. It also notes that the airport is subsidized by the federal government through taxes on airline tickets. The article includes a photo of the airport tarmac and a sidebar with social media sharing options.

**USA Today Today in the Sky**

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Your favorite airport: **Washington/National, DC (DCA)** | Weather: **70°F** | Delays by FlightStats: **Major** | Search for flights, powered by Ka

The 29 people with small planes at Virginia's Stafford Regional Airport enjoy a federally subsidized airstrip and recently got a tax break from the county. The airport caters to private pilots and corporate traffic.

By Melissa Golden for USA TODAY

## Feds keep little-used airports in business

Updated 9/17/2009 4:17 PM | Comments 735 | Recommend 91 | E-mail | Save | Print | Share

By **Thomas Frank, USA TODAY**

WILLIAMSBURG, Ky. — One of the USA's newest airports has a 5,500-foot lighted runway, a Colonial-style terminal with white columns, and hundreds of acres for growth. But Kentucky's Williamsburg-Whitley County Airport lacks one feature: airline passengers.

Built using \$11 million in federal money, the airport is used only by private airplanes. Many are piston-engine aircraft owned by residents such as Keith Brashear, the airport board chairman who keeps his two-seat Cessna in the airport hangar. On a typical day, the airport has just two or three flights, manager Jessica Roberts says. Some days, there are none.

**INTERACTIVE MAP: Small airports land big grants**

The Williamsburg airport is the result of an obscure federal program that raises billions of dollars a year through taxes on every airplane ticket sold in the United States. The taxes can add up to 15% to the cost of a flight — or about \$29 to a \$200 round-trip ticket.

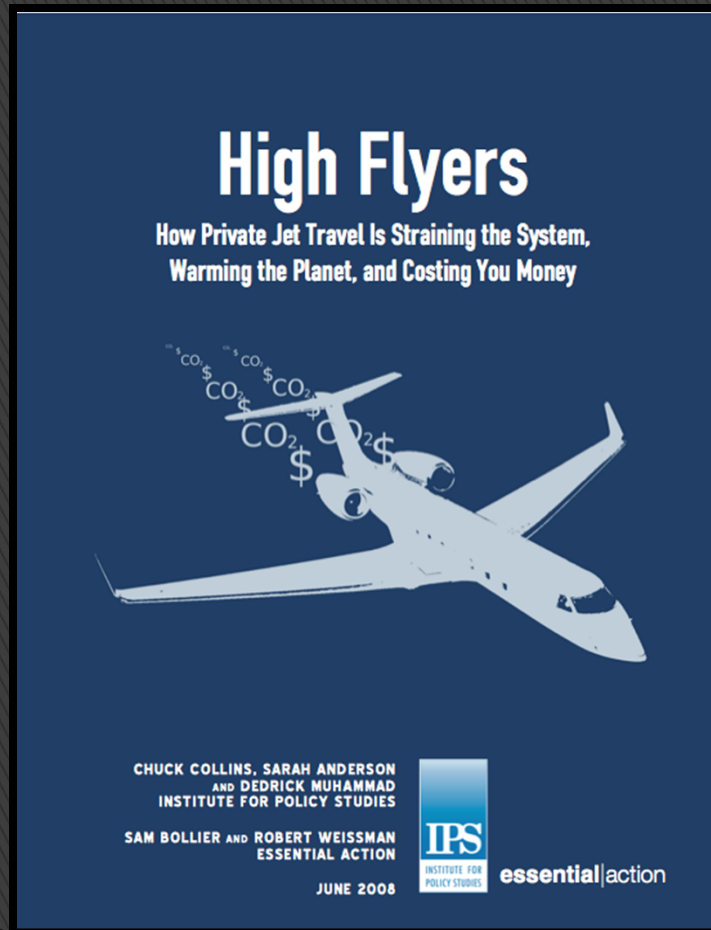
Federal lawmakers have used some of the money to build and maintain the world's most expensive and expensive network of airports — 2,834 of them nationwide — with no scheduled passenger flights. Known as general-aviation airports, they operate separately from the 139 well-known commercial airports that handle almost all passenger flights.

In the first full accounting of the 28-year-old Airport Improvement Program, USA TODAY found that Congress has directed \$15 billion to general-aviation airports, which typically are tucked on country roads and industrial byways.

Members of Congress say the general-aviation airports can attract development and provide services such as air-medical transport.

- “Big Three CEOs Flew Private Jets to Plead for Public Funds (ABC News)
- “Fat cats and corporate jets” (The Economist)
- “Feds keep little-used airports in business” (USA Today)

# Tough Times for General Aviation



- ▶ “The private jet is one of the most powerful symbol of extreme inequality...the growing class of the ultra-rich are flying high in the comfort of their own aircraft.”

# President Obama and General Aviation



“It’s only fair to ask an oil company or a corporate jet owner that has done so well to give up that tax break that no other business enjoys”

President’s recently introduced budget includes user fees



# Economic Downturn

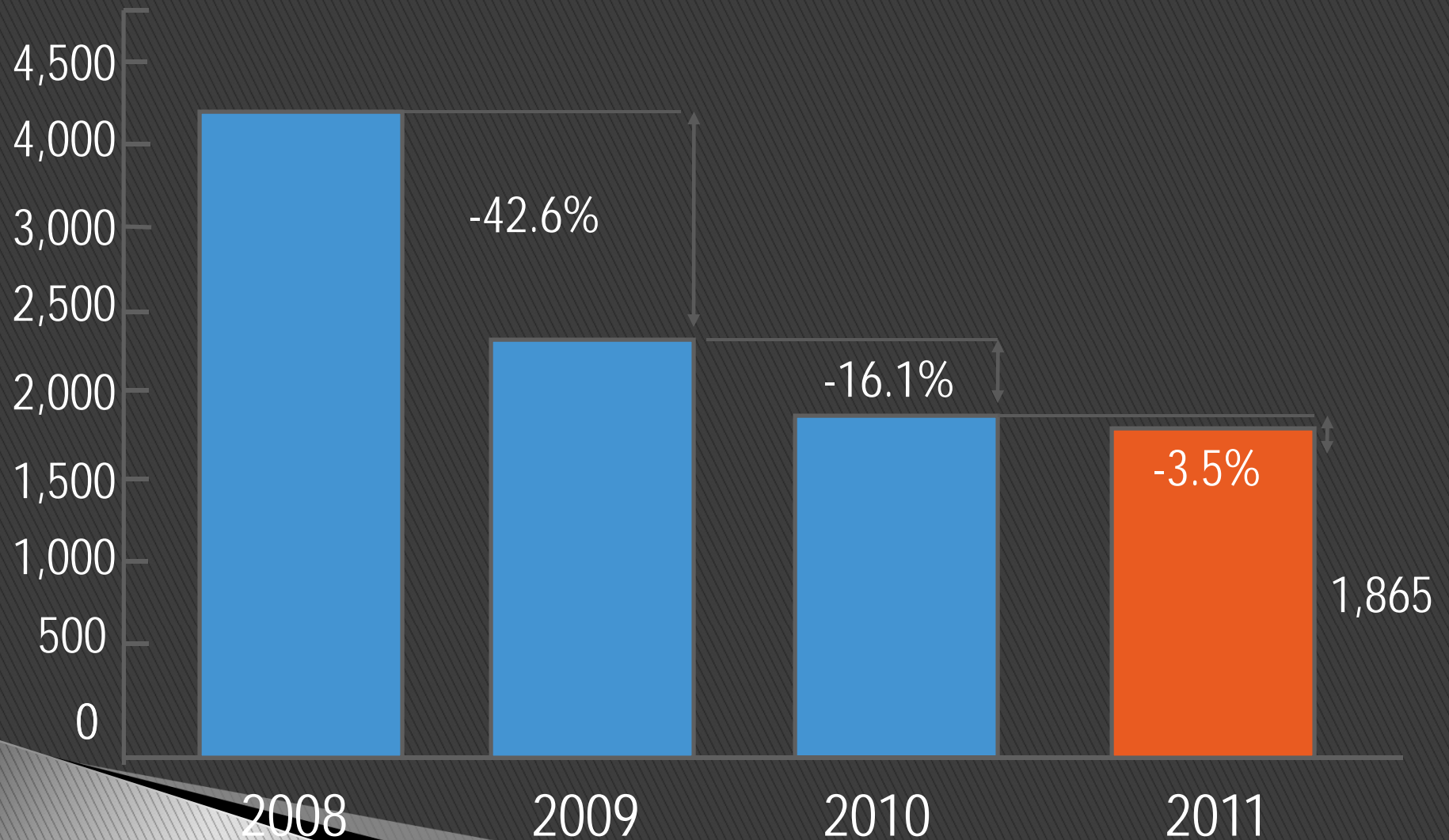


- ▶ Between 2008–2010
  - General aviation operations dropped by up to 40% (*FAA*)
  - Charter operations have dropped by up to 50% (*Corporate Jet Insider*)
- ▶ Over 20,000 workers in this industry have been laid off.
- ▶ Ripple effect throughout local airports and economies.



# Manufacturing: Drop in Shipments Worldwide

Source:GAMA



# Potential Sequestration: FAA Cuts



- ▶ Center for Budget and Policy Priorities estimates 9.1% budget cut
  - Potential loss of \$1 billion or more for FAA
- ▶ Potential implications:
  - Layoff of 1,200 air traffic controllers
  - Layoff of 600 safety inspectors
  - Closure of 250 airport control towers
  - (Source – Aerospace Industries Association)



# FAA ASSET Study



- ▶ 18-month study of nearly 3,000 GA airports, heliports, and seaplane bases
  - Alliance provided data for profile airports included in study
  - Highlights pivotal role of all airports in the NPIAS
  - Aligns airports into 4 categories
    - National
    - Regional
    - Local
    - Basic
  - Certain airports to remain unclassified

# AIP Funding Challenges



- FAA Reauthorization and Reform Act of 2012
  - Funding Split: 90/10
  - AIP Funding: \$3.3 billion
- Prior Reauthorization Bill
  - Funding Split: (95/5)
  - AIP Funding: \$3.5 billion



# Alliance for Aviation Across America

**ALLIANCE FOR AVIATION ACROSS AMERICA**  
**CONNECTING SMALL BUSINESS**

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**Latest From The Alliance**

**National Aviation Organizations Applaud Governor Terry Branstad's Proclamation Declaring December "General Aviation Appreciation Month"**  
National aviation organizations today applauded Iowa Governor Terry Branstad for declaring December "General Aviation Appreciation Month." Aviation in Iowa supports more than 47,000 jobs and has an annual economic impact of \$18 billion. General aviation activities in Iowa include business aviation, air medical transport, air cargo, aerial application, search and rescue, and law enforcement. To see a copy of the proclamation, [click here](#).

**National Aviation Organizations Welcome Proclamation From Governor Bobby Jindal Declaring December "General Aviation Appreciation Month"**  
National aviation organizations today welcomed Governor Bobby Jindal's proclamation declaring December "General Aviation Appreciation Month." Louisiana becomes the 35th state to recognize the importance of general aviation. Throughout Louisiana, general aviation contributes \$2.05 billion, or \$454 per capita, to the state's economy annually. To read the press release and a copy of the proclamation, [click here](#).

**National Aviation Organizations Welcome Governor Deval Patrick's Proclamation Declaring November "General Aviation Appreciation Month"**  
National aviation organizations today commended Massachusetts Governor Deval Patrick for declaring the month of November "General Aviation Appreciation Month." Governor Patrick was on hand to present the proclamation during an event held at New Bedford Regional Airport. General aviation activities at Massachusetts' 39 airports generate \$3.8 billion annually in economic activity and support roughly 28,000 jobs. To read the press release and see a copy of the proclamation, [click here](#).

**JOIN NOW** »  
Help Support General Aviation and Protect Small Towns and Local Communities Across America.

**CONTRIBUTE** »  
The Alliance Needs Your Support - Please Make a Contribution to Help Us Protect the Future of General Aviation!

**SEND A LETTER** »  
Support the Alliance - Contact Your Elected Officials Today!

- ▶ Launched in 2007 with the goal of educating the public and elected officials about the importance of general aviation
- ▶ The Alliance has grown to more than 5,900 individuals and associations
- ▶ Many Alliance members are not in aviation-related industries

# Alliance Snapshot: General Aviation Groups





# Non-General Aviation Alliance Membership

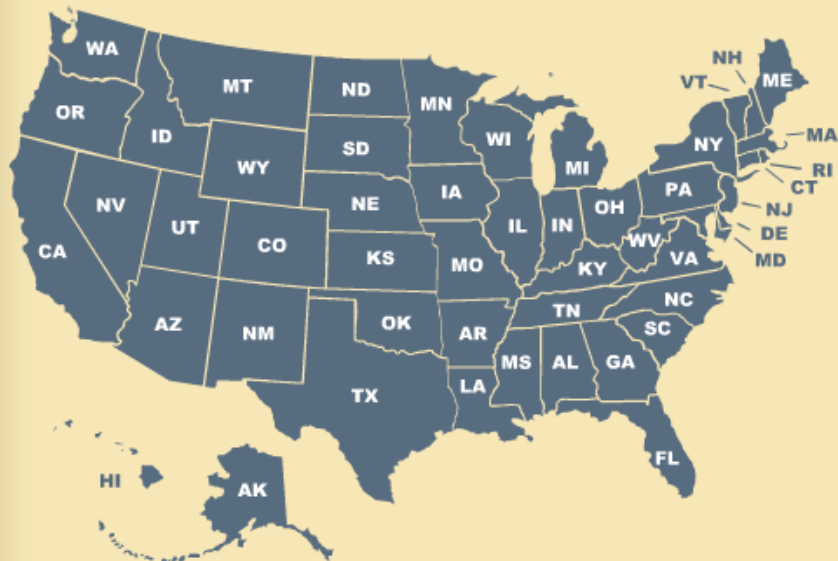
- Mayor Verne Rupright, Wasilla, AK
- Mayor Nickolis Helmer, Prospect Heights, IL
- Mayor Glen Haines, Faith, SD
- Mayor Stephen Smith, Pinedale, WY
- Mayor Nancy Adams, Pequot Lakes, MN
- Mayor Timothy Helbling, Mandan, ND
- Mayor Richard P. Vilello, Lockhaven, PA
- Mayor Norm Archibald, Abilene, TX
- ▶ Alaska Public Health Association
- ▶ Alabama Department of Environmental Management
- ▶ League of Rural Voters
- ▶ National Grange
- ▶ American Corn Growers Association
- ▶ Small Business Entrepreneurship Council
- ▶ National Farmers Union
- ▶ Intertribal Agriculture Council
- ▶ Independent Beef Association of North Dakota

# Alliance Economic Impact Survey

## General Aviation: An Economic Impact Survey

The Alliance for Aviation Across America recently launched a wide-scale economic impact survey to outline the benefit of general aviation on businesses, local economies and communities around the nation.

Roll your mouse over a state to see the quick facts, then click on each state to get a more complete picture of the economic impact of general aviation for each state.



- ▶ Economic Impact Survey launched: September 2009
- ▶ General aviation supports 1.2 million jobs and \$150 billion in economic impact nationally
- ▶ Utilized by members, Administration officials, aviation groups, elected officials, members of the media, and staff

# Economic Impact Snapshot

[Share / Save](#)

## General Aviation: An Economic Impact Survey

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Roll your mouse over a state to see the quick facts, then click on each state to get a more complete picture of the economic impact of general aviation for each state.

Texas	
Airports	391
Pilots	50,932
Aircraft	31,690
Jobs	61,900
Econ Impact	\$14.6 Billion
Per Capita	\$581
Notes	Texas DOT sponsors a statewide "Adopt an Airport" program, to support local community airports.

[Executive Summary](#) [Survey Methodology](#)

**JOIN NOW** »  
Help Support General Aviation and Protect Small Towns and Local Communities Across America.

**CONTRIBUTE** »  
The Alliance Needs Your Support - Please Make a Contribution to Help Us Protect the Future of General Aviation!

**SEND A LETTER** »  
Support the Alliance - Contact Your Elected Officials Today!

- ▶ Over 30 states have individual airport economic impact figures
- ▶ Pilot and Airport figures updated using GAMA Statistical Databook
- ▶ Agricultural and medical service facts and figures



# Economic Impact Snapshot

The screenshot shows a website with a green navigation bar containing links for 'About Us', 'Issues', 'News', 'Take Action', and 'Blog'. Below the navigation bar is a 'Share / Save' section with social media icons. The main content area features a title 'Summary of Economic Impact' and a sub-section 'General Aviation in Texas'. A text block states: 'There are 391 general aviation airports in Texas... General aviation in Texas... are full-time jobs directly related to the industry... rely on aviation to rapidly transport...'. A map of Texas is displayed, color-coded by congressional district (CD-13 to CD-31). A callout box highlights the 'Menard County Airport (T50)' with the address 'PO Box 1038, Menard, TX - 76859-1038'. A 'LOCAL SPOTLIGHT: WBH INDUSTRIES' section is visible, with an arrow pointing to a text box that reads: 'WBH Industries is a supplier of doors, frames, and hardware for the construction industry. WBH is a...'. At the bottom left, a section titled 'AVIATION BY THE NUMBERS' states: 'There are 394 public use airports in Texas, serving 81,419 aviation aircraft.' A white box with the text 'Local Spotlights' is overlaid on the bottom right of the screenshot.

- ▶ State Pages
  - State-by-state spotlights on local members
  - Color-coded Congressional district breakdown

# Local Airport Data Updated

## TEXAS AIRPORTS BY THE NUMBERS

A closer look into the local general aviation facilities within Texas demonstrate the economic impact of this industry, not only within the state but also the local communities they serve.

For example, Jones Field in Bonham employs 10 individuals with a total payroll of \$394,000. The total economic impact has been calculated to be \$2,900,000. The full report provided by the Texas Department of Transportation, [click here](#).

<u>Airport Name</u>	<u>City</u>	<u>Employees</u>	<u>Payroll</u>	
Abernathy Municipal Airport	Abernathy	9	\$207,000	\$503,000
Addison Airport	Addison	2,789	\$127,900,000	\$610,900,000
Alice International Airport	Alice	65	\$2,100,000	\$9,000,000
Alpine-Casparis	Alpine	22	\$727,000	\$1,900,000
Andrews County Airport	Andrews	4	\$60,000	\$372,000
Arlington Municipal Airport	Arlington	786	\$30,100,000	\$93,300,000
Athens Municipal Airport	Athens	5	\$131,000	\$399,000
Hall-Miller Municipal Airport	Atlanta	4	\$113,000	\$622,000
Bruce Field	Ballinger	32	\$1,200,000	\$12,600,000
Bay City Municipal Airport	Bay City	24	\$932,000	\$6,600,000
Beumont Municipal	Beaumont	42	\$1,200,000	\$3,300,000
Reagan County Airport	Big Lake	2	\$45,000	\$423,000
Beeville Municipal Airport	Beeville	3	\$94,000	\$1,300,000
Big Spring McMahon-Wrinkle Airport	Big Springs	124	\$5,000,000	\$20,900,000
Jones Field	Bonham	10	\$394,000	\$2,900,000
Bowie Municipal Airport	Bowie	7	\$274,000	\$762,000
Curtis Field	Brady	23	\$736,000	\$4,100,000
Bishop Municipal Airport	Bishop	3	\$48,000	\$94,000
Brenham Municipal Airport	Brenham	47	\$1,100,000	\$3,300,000
Brazoria County Airport	Brazoria	244	\$9,000,000	\$30,700,000

and Protect Small Towns and Local Communities Across America.

CONTRIBUTE »

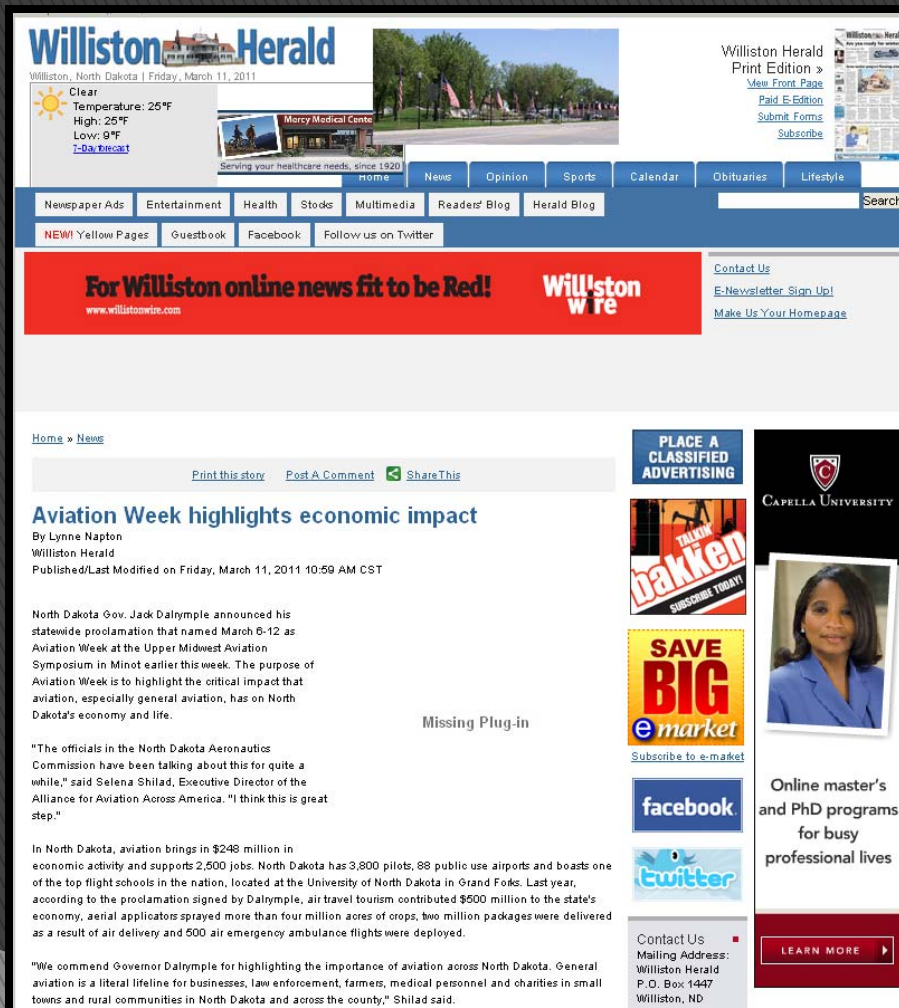
Almost 30 states have airport-specific economic impact and jobs related data

Support the Alliance - Contact Your Elected Officials Today!





# Press Coverage



- ▶ Proclamation Media
  - Columbus Dispatch (OH)
  - The News Virginian (VA)
  - Williston Herald (ND)
  - Taunton Daily Gazette (MA)
  - Juneau Empire (AK)
  - Spring Valley Herald (IN)
  - Las Vegas Sun (NV)

- ▶ Proclamation Media
  - Fox40 & Friends (MS)
  - WRUR-FM (NY)
  - WKBK-AM (NH)
  - KFLO-FM (LA)
  - WTUZ-FM (OH)
  - WGEM-FM (IL)
  - KMZA/KNZA (KS)

# Press Coverage

NEWS SPORTS OPINION ENTERTAINMENT LIVING SPECIAL REPORTS SIGHTS & SOUNDS YOUR TOWN

## Guest View: Municipal airports are vital part of local economies

By **Scott W. Lang**  
Scott W. Lang is mayor of New Bedford.  
December 14, 2011 12:00 AM

Over a century ago, aviation enthusiasts in Massachusetts formed our country's first aeronautical society (1895) and first aeronautical club (1902), encouraging individuals to experiment and study the science of flight.

Sometime later, our state was home of the first licensed aircraft manufacturer in the United States with the establishment of the Burgess and Curtis Co. based out of Marblehead in 1911. And these stories go on and on — from the first-built monoplanes for the U.S. government, to the first nonstop service to Europe — we should be proud that much of the history of aviation has roots here in the commonwealth.

With a major commercial airport that serves as a worldwide hub, and over 200 publicly and privately owned aviation facilities, our state remains a leader in terms of aviation. While most people immediately think of commercial aviation, the truth is that our local general aviation airports serve as a lifeline for communities throughout the state, allowing local businesses, manufacturers, farmers, medical and law enforcement organizations, and charities to reach residents quickly and efficiently when time is of the essence. These airports and the aircraft that rely upon them play a pivotal role in our communities, generating over \$304 million annually in economic activity and supporting roughly 10,000 jobs throughout the state.

Here in New Bedford, we have a great airport that is evolving to meet the demands of aviation in the 21st century. The New Bedford Regional Municipal Airport is a tremendous asset for our city and region. It is an economic driver that generates over \$26 million annually in revenue, and its related companies employ over 200 people. Bridgewater State University has founded a School of Aviation and has built one of the most modern aviation educational facilities in the United States. It has partnered with our area high schools and vocational high schools to provide aviation careers in service, technology and mechanical areas.

At the present time, the airport is involved in a major FAA safety project extending buffer areas to its 5,000-foot runway. In the future, New Bedford airport will improve the aprons and taxi areas as well as expand its terminal to provide TSA screening and a dedicated access road to the airport. In fact, in the coming decades, New Bedford Municipal Airport will be a major factor in building our region's aviation sector in transportation, freight, education and public safety resources.

In addition, these aircraft and airports help in ways that many do not realize — after our recent snow storms, when communities were without power and supplies, FEMA responded using general aviation aircraft and airports to ensure supplies reached our cities and towns quickly. Throughout the year, charitable groups such as Angel Flight Northeast utilize airports such as Westover Metropolitan, offering free flights to those in need of transportation to critical care treatment centers. In fact, Holyoke Medical Center relies on Westover Airport to transport patients and organs, allowing medical services to be provided to those in need quickly.

It is for all these reasons and more that it is fitting that Gov. Deval Patrick recently declared "General Aviation Appreciation Month," and recognized just how valuable general aviation is to the state of Massachusetts.

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### POPULAR TODAY

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- Dentistry practice offers day of free service
- A time to celebrate for some, a time to work for others
- Mild winter translating into low municipal expenses for snow removal
- Patricia A. Louro
- Manuel Carvalho, Jr.
- Wind forum panelists include MIT researcher, DEP official and Windwise

- ▶ Op-Ed's by Local Alliance Members
  - The Wichita Eagle (KS)
  - Chicago Tribune (IL)
  - The Charlotte Observer (NC)
  - Bonner County Daily Bee (ID)
  - Hanover Herald Progress (VA)
  - Waco Tribune (TX)
- ▶ Alliance LTE's
  - The Boston Globe (MA)
  - Nashua Telegraph (NH)
  - The Miami Herald (FL)
  - The Tuscaloosa News (AL)
  - Omaha World (NE)
  - Lehigh Valley News (PA)
  - The Seattle Times (WA)



# Mayors Letter To President Obama



FOR IMMEDIATE RELEASE

January 24, 2012

Contact: Devin Osting (AAAA) 202-223-9523

Aaron Cooper (Governor Mary Fallin) 405-521-2342

Colin Manning (Governor John H. Lynch) 603-271-2121

## **Governors from Oklahoma and New Hampshire Call on President Obama to Protect General Aviation**

Washington, DC - Today, the Alliance for Aviation Across America announced that Oklahoma Governor Mary Fallin and New Hampshire Governor John H. Lynch both recently sent letters to President Obama calling on the Administration to recognize the vital importance of general aviation for the economy and communities around the nation. The release of the letters comes following recent reports that the Administration is likely pursuing a "user fee" tax on these aircraft, which would be extremely harmful to businesses, organizations and individuals across the country that rely on general aviation, as well as the general aviation manufacturing industry as a whole.

Governor John Lynch of New Hampshire specifically stated in his letter to the President: "General aviation has been hit hard by the economic downturn. General aviation aircraft and the airports they use represent a critical link to emergency services, economic opportunity and global markets. It is important that this infrastructure remain in place and that we maintain it at a level that allows it to operate safely and efficiently." The industry represents 1.2 million jobs and approximately \$150 billion in economic impact.

The industry has recently seen thousands of lay-offs as a result of the economic downturn and an increasingly negative environment toward general aviation. In fact, 85% of the companies that rely on general aviation are small- to mid-sized businesses that use these aircraft to reach plants, markets and customers in other regions of the state or country. These businesses would be decimated by a proposed user fee, which would result in an increased tax and huge administrative burden on businesses, farms and organizations that are already struggling as a result of the economic downturn. General aviation operators currently pay into the air transportation system through a fuel tax, which is simple, efficient and easy-to-use.

Oklahoma Governor Mary Fallin specifically highlighted the need to protect this industry against burdensome taxes which may further harm the industry and impact the economy: "Putting our nation's financial house in order must remain the top priority in Washington at this time. However, doing so through new tax burdens on a critical sector of our economy will do more economic harm than good and put thousands of jobs at risk. For this reason, I oppose the imposition of new "user fee" taxes on general aviation aircraft operators in any form."

The bi-partisan pair of Governors join a growing list of state and local officials that have highlighted the need to protect general aviation. In September, over 70 mayors from 44 states sent a letter to President Obama, denouncing recent attacks on general aviation, and calling on the President to highlight the importance of the industry for communities around the country. In addition, 36 states around the country have passed proclamations recognizing the importance of general aviation to the economy and local communities. Additional information on the economic importance of general aviation can be found [here](#).

- ▶ 102 Mayors from 48 states
- ▶ Press Coverage
  - The Hill (DC)
  - The News Virginian (VA)
  - Stuttgart Daily Leader (AL)
  - The Columbus Dispatch (OH)
  - Le Mars Daily Sentinel (IA)
  - El Dorado Times (KS)
  - Daily Press (VA)
  - Fitchburg Sentinel and Enterprise (MA)
  - Reporter News (TX)

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- ▶ Governors Fallin (R-OK), Lynch (D-NH), Quinn (D-IL), Daugaard (R-SD) and Otter (R-ID) have written to President Obama to highlight the importance of general aviation and local airports.

- ▶ Press Coverage
  - WBIN-TV (NH)
  - Local News CBS 8 (ID)
  - Newsday
  - The Hill
  - USA Today
  - The Oklahoman
  - NPR (SD)
  - KGYN Radio (OK)



# How You Can Help

- ▶ Become a member and urge family, friends, co-workers, colleagues, elected officials, etc. to become members
- ▶ Help us to pass a proclamation or resolution in your community
- ▶ Urge your local Mayor to sign our petition
- ▶ Help us to raise awareness about the importance of your business or airport in the community
- ▶ Follow AAAA on Twitter
  - Username: “AviationAcrAmer”
- ▶ Make a donation
- ▶ Tell us your story to highlight on the AAAA website



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## **E-ALP Presentation**

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