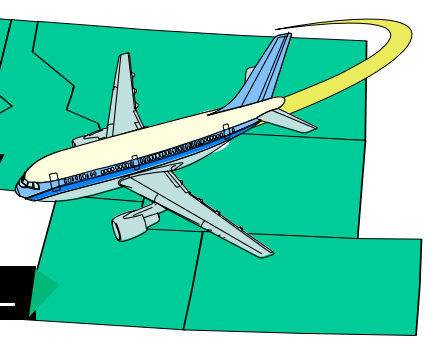




December 2006

U.S. Department of Transportation
Federal Aviation Administration
Northwest Mountain Region

THE AIRPORTS APPROACH



A Publication of the Northwest Mountain Region Airports Division — Vol. 32

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Congressional change impacts the Airport Capital Improvement Program

Typically, this is the time of year I provide information on pending appropriations and other legislative matters. Currently, the focus is on the authorization, which will expire in 2007. As a result, the Department of Transportation (DOT) has been working hard in their efforts to craft new funding provisions. The results of these efforts are closely held until DOT provides its proposal to Congress.

The DOT appropriations bill is one of nine spending measures not approved during the 109th Congress. This has led to another continuing resolution to keep the government running until mid-February. During this continuing resolution, funds to issue new grants will not be available. In the interim, sponsors may select their consultants and continue coordination efforts with their applicable Airports District Offices.

As soon as we get the green light from Congress and DOT, we will immediately begin programming fiscal year 2007 grant dollars.

— Warren Ferrell

Airports work plan sets goals, guides efforts

Each fiscal year, we develop a work plan for the Airports Division and our three Airports District Offices. This document guides our efforts, particularly on higher-emphasis programs and initiatives. The plan provides the “yardstick” by which we measure our performance, on both a quarterly and fiscal year-end basis, on these particular goals and objectives.

While we continue work on routine, yet important, day-to-day tasks of our core activities, the annual work plan helps us focus on accomplishing national and regional priorities, which are identified and outlined in the plan. Our goals are derived from the annual updates, respectively, of the FAA Flight Plan, the national Airports' Business Plan, and our own Regional Airport Plan (RAP). This cascading system of objectives and measurements is the implementation, in our line-of-business, of the FAA's overall management as a performance-based organization (PBO).

This year, our work plan includes the following broad-goal categories, with specific measures under each: increased safety; greater capacity; international leadership; and organizational excellence. In addition, it outlines our Division values, workplace standards, and outreach and customer-service priorities.

If you wish to check out the 2-page FY-2007 Work Plan, it is on the Internet at:

http://www.faa.gov/airports/airtraffic/airports/regional_guidance/northwest_mountain/about_airports/annual_work_plan/.

— Don M. Larson

Editor: Nancy Royak
Airports Division
December 2006

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DIVISION MANAGER'S COLUMN



On November 29, close to 100 of Lowell H. Johnson's colleagues and friends gathered at a well-known restaurant on Seattle's waterfront for his retirement luncheon. (*Lowell, pictured left, addresses his luncheon guests.*)

The guests welcomed the opportunity to honor Lowell, not only for his many achievements during his 40-year federal career, but also for being the man of character and affability that he is.

Bidding farewell to Lowell, a leader who has left a profound imprint on both the staff and work of the Airports Division in this region, brought to a close a very interesting era. During his 12-year tenure in the Northwest Mountain Region Airports Division, the region has worked through some momentous national and local events, such as Y-2K, September 11, 2001, and the western Washington earthquake of 2001; and has experienced many worthwhile and significant accomplishments. Always, Lowell's focus was to achieve greater safety at airports in this region for both the flying public and aircraft.

Lowell's masterful leadership and overall presence definitely will be missed in Airports. But, over the past few weeks, one could not help noticing that Lowell's countenance got brighter and his step lighter, as his official retirement date of December 3, 2006, got closer. He truly was looking forward to this new, exciting stage of his life, and, indeed, we all could appreciate and share his enthusiasm for the future.

Best wishes to Lowell and his wife, Joyce!



Denver hosts workshop with emphasis on timing

On October 25, 2006, the Denver Airports District Office (ADO) conducted a 1-day workshop, the theme of which was "Timing is Everything." Held at the Doubletree Hotel in Denver, this workshop captured the interest and attendance of almost 100 airport consultants and representatives.

The purpose of the workshop was to teach the keys to a successful Airport Improvement Program (AIP) and provide instruction on how the Denver ADO implements the AIP process. The major topics covered were: Master Plans and Airport Layout Plans, Capital Improvement Plans, environmental processes, design engineering, construction, land and airspace analysis, risk management, and the new e-grant application process.

It began with an in-depth discussion of the grant program as a funding source, including what types of money are available and how it is distributed. This was followed by a brief synopsis of the entire AIP timeline, from planning for a project and inclusion in the Capital Improvement Plan (CIP), to the completion and closeout process.

Though a variety of topics were addressed, an overriding theme was carried throughout: careful timing of each step leads to a successful project. The ADO wanted the consultants to not only understand why schedules and submission dates are so important to the AIP process, but also to glimpse the internal deadlines and work occurring at the ADO over the course of a project.

It was not all work, though. Many attendees also enjoyed an evening of volleyball in a city park the night before the workshop, and a trip to the Coral Room for appetizers at the conclusion of the conference.

Feedback from a follow-up survey indicates the workshop was well received. The staff of the Denver ADO extends a special thanks to all who attended and made the workshop a success!



— Kevin Luey

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A for your thoughts makes a lot of cents

The penny is such a small thing, with a small value. But, it can cause big problems. For example, if an airport captures the value of pennies on their spreadsheet, and submits a notice of intent on the spreadsheet, our program will round up the values to the nearest whole dollar. You may wonder why it matters in the long-term scheme of things. What's a penny here or there, and why is there an issue in tracking dollars to the penny? Here are a couple of examples why it should matter: (1) Submissions on FAA Forms 5500-1 do not always match the total of the values reflected in the spreadsheets submitted. When this happens and the discrepancy is not noticed, or the FAA Form 5500-1 is approved, it could result in having to request an amendment later, to get that dollar back. Whether we catch it and call you for clarification, or we miss it and the Form 5500-1 request is approved, the result is an amendment will be required at some point, to get that dollar back. (2) Disbursements. Although it is permissible to use cents to record your passenger-facility-charge (PFC) disbursements, project approval is based on whole dollar amounts. That means your final disbursement must be such that the total disbursement is a whole dollar value. The best PFC action might be to avoid using pennies altogether.

Either way, one might see how tracking these pennies could cost more in man-hours than their face value. In the long run, a better option might be to avoid the penny predicament.

Warren Ferrell

Denver prepares for new Airbus A-380 service

Denver International Airport (DIA) is preparing for international scheduled service with the new Airbus A-380 aircraft. Lufthansa Airlines is expected to begin upgrading the Denver-Frankfurt service from the current Boeing 747 aircraft, to the new A-380, in 2010, at the programmed cost of \$17,900,000.

While upgrading is generally good, this one may lead to new logistical problems, due to the sheer size of the aircraft and passenger load of the A-380. Concerns include the runway to gate position, loading and unloading passengers, getting passengers back and forth from the terminal, and ticketing and baggage service. The airport expects the Airbus A-380 will be used in the 550-passenger configuration, nearly a 40-percent increase over the passenger load of the Boeing 747, causing a rippling effect from curbside to gate.

The current ticket-counter space and baggage-claim area at DIA should meet forecast demands. Transport of baggage from terminal to a gate, and back, is done by baggage cart trains traveling from terminal to concourses through tunnels. The length of cart trains is limited, so more cart trains will be needed, increasing tunnel traffic. The current upgrade of DIA's computerized train-management system will allow greater frequency of trains traveling to and from the concourses, and more train cars will be purchased, to increase the number of trains operating; thus, increasing the capacity of the system.

The designated runway for A-380 operations will be the recently opened 16R/34L that was designed and constructed to Group VI standards in anticipation of the A-380 coming to DIA. Getting from the runway to the gate will require restricted taxiing from the cross-field taxiways to the apron. The two south cross-field taxiways to the runway were upgraded to Group VI criteria during construction of the sixth runway, but more construction is needed to widen fillets, safety area, and shoulders along the taxi path. An electrical vault needs modifying, to meet wingtip clearance requirements and operational restrictions on the apron, and the parallel taxiways have to be in effect when the A-380 is taxiing.

The A-380 will dock at the international gates on Concourse A. Two gates will be modified, to increase the current power, preconditioned air, and fuel-hydrant capacity available at each gate. Loading and unloading will occur on each of the airliner's two decks. For the upper deck jet way, an elevating rotunda will be installed, to allow passenger boarding from the second level of the concourse building. At the same time, it will accommodate single-level loading/unloading of smaller aircraft. The existing passenger holding areas are adequate; no expansion is anticipated.

The international baggage area has been expanded by 60 percent to handle increased international traffic, and should accommodate the A-380 needs. To handle expected increased traffic at customs, 10 more primary international processing counters, and one international crew processing counter will be constructed.

— Don O'Brien

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Program funds give boost to localizer performance with vertical (LPV) guidance survey efforts

This is the third in a series of articles informing you of the status of developing localizer performance with LPV instrument-approach-procedures at NPIAS airports.

Recently, the locations in the chart on the right (*top*) were identified as eligible for Airport Improvement Program (AIP) funding for runway surveys in FY-2007. Being on this list is not a guarantee of receiving grant funds. The locations on this chart are for planning purposes, but it is our goal to accomplish surveys at these locations in fiscal year 2007.

There is a process in place for applying for AIP grants, and these surveys are subject to this standard process. Some of the options for grant funds include: stand-alone grants for a single survey, as well as those for system or master planning, and construction.

Your Airports District Office will assist you with determining the best way to accomplish surveys at the identified locations.

Location	Runway
Cortez Muni, Cortez, CO	03
McCall Muni, McCall, ID	16
McCall Muni, McCall, ID	34
Wokal Field/Glasgow Intl, Glasgow, MT	30
Laurel Muni, Laurel, MT	22
Astoria Rgnl, Astoria, OR	08
Canyonlands Field, Moab, UT	21
Panguitch Muni, Panguitch, UT	18
Panguitch Muni, Panguitch, UT	36
Ephrata Muni, Ephrata, WA	02
Ephrata Muni, Ephrata, WA	20
Ed Carlson Memorial Field - South Lewis Co, Toledo, WA	05
Converse County, Douglas, WY	29

In the chart below there are 10 locations for which 2006 surveys are in various stages of completion:

Location	Runway
Canyonlands Field, Moab, UT	03
Corvallis Muni, Corvallis, OR	35
Heber City Muni - Russ McDonald Field, Heber, UT	03
Joslin Field - Magic Valley Rgnl, Twin Falls, ID	07
Nephi Muni, Nephi, UT	34
Nephi Muni, Nephi, UT	16
Rock Springs-Sweetwater County, Rock Springs, WY	09
Sidney-Richland Muni, Sidney, MT	19
Sidney-Richland Muni, Sidney, MT	01
Wendover, Wendover, UT	08

— Mike Crader

Validation of disbursements in SOAR continues

All known disbursements/expenditures have been loaded into the new SOAR system. However, we are now in the difficult process of validating that all historical disbursement data has been correctly accounted for. This validation process is made difficult for a number of reasons, but here are the two major issues we face. First, one project could have a number of disbursements, and these disbursements may span many quarters. Second, during the time prior to loading the disbursement data, some airports may have added cumulative data. Because the upload of the data appends, rather than overwrites the data, we are provided duplicate values. Even with these problems, we have made great strides in cleaning up this data. However, we recognize that the database may still have some errors. So, in addition to your patience, we ask that you inform us of any errors you see reflected in the SOAR system data.

We hope to complete the validation of disbursement data by the first of the year.

— Warren Ferrell

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Major runway rehabilitation project at Great Falls International Airport brings Washington brass to town for grand re-opening celebration

On October 31, 2006, U.S. Senator Conrad Burns, Secretary of Labor Elaine Chao, and FAA Administrator Marion Blakey participated in an event celebrating the re-opening of runway 3/21 at the Great Falls International Airport (*center page aerial picture*). Dr. Deb Kottel, Chairperson for the Airport Authority, welcomed the dignitaries, and opening remarks were made by Cynthia Schultz, Airport Director.

The runway was re-opened on October 12 after nearly 6 months of a major rehabilitation project. The construction project corrected the non-standard line-of-sight deficiency on runway 3/21; and replaced the existing category (CAT) I instrument landing system with a new CAT-III ILS, including runway centerline and touchdown zone lights, approach lighting system with sequenced flashers (scheduled for completion this winter), new localizer, inner marker with distance-measuring equipment, and new precision approach-path-indicator systems. The CAT I ILS was recommissioned in late October; the CAT-III ILS is expected to be commissioned in April 2007, after a 6-month burn-in time to assure that all equipment is working properly.

Runway 3/21 is 10,502 feet by 150 feet. It had an 8-foot dip and 5-foot rise on the south end of the runway,



which created a serious line-of-sight issue. The FAA design standards state that an acceptable runway profile permits any two points 5 feet above the runway centerline to be mutually visible for the entire runway length. Since there is a full parallel taxiway at Great Falls, the unobstructed line-of-sight between the 5-foot obstacles must exist for at least half of the runway length. The runway also had a non-standard transverse grade, which was corrected to a crown section the full length of the runway. These corrections required the reconstruction of the entire runway. The final runway surface was grooved to improve runway drainage.

The Airport Authority reported that the project lasted 170 days, employed 348 construction workers, moved 617,000 cubic yards of material (enough to fill a football field 287 feet high), placed 170,000 tons of asphalt, 49 miles of electrical cable, installed 14 miles of concrete encased duct, and removed 1 mile of drainage pipe to install 8 miles of new pipe.

The total project cost was approximately \$42.3 million, with \$37.9 million in Airport Improvement Program funds. This also included \$1.9 million for arrestor barriers, required by the Montana Air National Guard, which shared the cost with the sponsor, the city of Great Falls. No passenger-facility charge funds were used for this project.

— Dave Stelling

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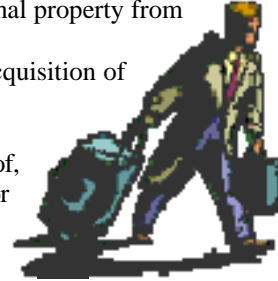
The who's and when's of the Uniform Relocation and Assistance Act — “Getting to Know You. . .”

Is that tenant of the apartment complex eligible for benefits under the Uniform Act? Is the fixed-base operator (FBO) on your airport eligible for benefits under the Uniform Act? What about the “squatter” you learned about after you acquired the property?

In this article, we will explore general eligibility for benefits under the Uniform Act. Individuals may be eligible to receive relocation-assistance advisory services, replacement-housing payments, rental assistance, down-payment assistance and/or moving and related-expense payments. We will discuss these benefits in a later article.

To be eligible for one or more of the benefits under the Uniform Act, an individual **must** be a **Displaced Person**. Generally, this is any person who moves from the real property or moves personal property from the real property as a direct result of:

- (1) A written notice of intent to acquire, the initiation of negotiations for, or the acquisition of such real property, in whole or in part, for a project.
- (2) Rehabilitation or demolition for a project.
- (3) A written notice of intent to acquire, or the acquisition, rehabilitation or demolition of, in whole or in part, other real property on which the person conducts a business or farm operation, for a project. *This person is only eligible for relocation assistance advisory services and moving expenses that we will discuss in a later article.*



Persons who **are not displaced** include:

- (1) A person who moves before the initiation of negotiations, unless the sponsor determines the person was displaced as a direct result of the program or project.
- (2) A person who enters into occupancy after the date of the property acquisition for the project.
- (3) A person who has occupied the property for the purpose of obtaining assistance under the Act.
- (4) A person not required to relocate permanently as a direct result of a project. But, if required to temporarily relocate, due to the project, the temporary housing must be decent, safe, and sanitary and the occupant must be reimbursed for all reasonable out-of-pocket expenses. If an airport tenant business will be shut down due to rehabilitation or demolition of a leased site, it may be temporarily relocated and reimbursed for all reasonable out-of-pocket expenses.
- (5) An owner-occupant who conveys property as a “Voluntary Transaction.” This type of transaction was discussed in our September 2006 article and in FAA Order 5100.37B, paragraph 1-22.
- (6) A person the sponsor determines is not displaced as a result of a partial acquisition.
- (7) A person who, after receiving a relocation notice, is notified in writing that he or she will not be displaced for a project, so long as the person has not relocated.
- (8) A person who retains the right to use, and occupancy of the real property for life, following the sponsor’s acquisition.
- (9) A person who is determined to be in unlawful occupancy prior to or after the initiation of negotiations, or a person evicted for cause.
- (10) A person who is unlawfully present in the United States.



So, is the tenant of the apartment complex you are purchasing, with Airport Improvement Program grant funds, eligible for benefits under the Uniform Act? If the tenant moves as a result of the sponsor’s notice of intent to acquire the property, the initiation of negotiations to acquire the property, or the actual acquisition of the property, then, yes, the tenant is eligible for some type of benefits under the Uniform Act. Depending on how long the tenant has occupied the apartment, he or she may be eligible for relocation advisory services, rental or down-payment assistance up to \$5,250, or actual reasonable moving and related expenses.

(Uniform Act., by Joelle Briggs, continued on page 7)

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Uniform Act *(continued from page 6)*

Is the FBO a displaced person and eligible for benefits under the Uniform Act? The answer to this is a definite, “It Depends.” An FBO or other airport tenant may be determined to be a displaced person and entitled to relocation assistance, if the airport must acquire the tenant’s real property interest to force possession of the land needed for project development. An FBO that is not required to move permanently, due to demolition or rehabilitation of the leased airport property, is not a displaced person.

The lease terms with the airport owner will determine the occupancy rights of the tenant, and if the airport must acquire the tenant leasehold or “break” (extinguish) the current lease. In lieu of displacement from the airport, the sponsor may renegotiate a lease for continued occupancy elsewhere on the airport property.

Is the “squatter” you learned about after you acquired the property a displaced person and eligible for benefits under the Uniform Act? Again, the answer is “It Depends.” This determination depends on whether the person was there unlawfully. If the previous owner permitted the person to remain on the land and did not take action to evict, it is likely that he or she now is eligible for some type of relocation assistance.

In the end, the airport sponsor makes the eligibility determination. Any person who disagrees with the sponsor’s determination that he or she is not a displaced person may file an appeal with the sponsor.

Additional information on eligibility can be found in Advisory Circular 150/5100-17, Sections 4-2, 4-16, and 5-1. And, we in the regional office and your Airports District Offices are available to assist you in making an eligibility determination.

EDUCATIONAL OPPORTUNITY

*International Right of Way Association present
Public Real Estate Education Symposium (PRES)
February 13-15, 2007, in Dallas, Texas*

Topics include:

February 13, 2006

Sea-Tac Excess Land Disposal
Airport Improvement Program Funding
Airport Land Project Quality Assurance

February 14, 2006

Airport Grant Land Use Compliance
Airport 2025
FAA – Regional Updates

February 15, 2006

FAA Noise Land Reuse & Disposal
Executive Airports

More information and on-line registration are at:
<https://www.irwaonline.org/eweb/>. Just click on
“PRES Annual Symposium.”

— Joelle Briggs

Annual Northwest Mountain Region Airports Conference agenda is shaping up for April

While there is a lot of work yet to do, the plans for this year’s annual conference are in full swing. We have viewed the space at the Doubletree Hotel Sea-Tac Airport, located at 18740 Pacific Highway, South, in SeaTac, and we are satisfied that not only the conference rooms will meet our needs, but also the newly renovated suites will be comfortable and meet the needs of our guests.

The agenda is still in a draft format, but there probably will not be great change between now and April 16, when the pre-conference workshop begins. Once again, Jack Scott will co-host the Engineering and Asphalt presentations with John Duval, of the Asphalt Institute. The workshop will be from 8 a.m. - 4 p.m.

The State Directors will hold their meeting from 1 – 4 p.m. on April 16.

Registration for the 2-day conference will be open from 7:30 a.m. to 4 p.m. on both Tuesday and Wednesday.

(Conference update continued on page 8)

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Airports conference update (*continued from page 7*)

Below is draft agenda for the regular conference. For more information and registration, check the conference web site at: <http://www.engr.washington.edu/epp/Faa/>.

TUESDAY, APRIL 17

7:30 a.m. – 5 p.m. **CONFERENCE REGISTRATION**

7:30 – 8:30 a.m. **Coffee and Muffins**

8:30 – 9:45 a.m. **Opening Session**

Introductions: Carolyn Read, conference co-chairperson

Presenters: Kate Lang, Acting Associate Administrator for Airports
Dennis Roberts, Regional Administrator
J. Wade Bryant, Acting Manager, Airports Division

10:15 – 11:30 a.m. **CONCURRENT SESSIONS**

Reauthorization 2008 – Nancy LaBue, Deputy Assistant Administrator for Policy Planning and Environment

11:45 a.m. – 1:15 p.m. **LUNCHEON – SURVIVAL AT NEW ORLEANS AIRPORT**

Dick Blanchard, New Orleans Airport Fire Chief

1:30 – 2:45 p.m. **CONCURRENT SESSIONS**

Future of Aviation – Robert Nicols – ATO, En Route & Oceanic Service

Surveillance I & Broadcast Services Program Office

Future of ADS-B – Bing Lantis, Columbia Aircraft

Anna Mracek, Terrafugia, Inc., Designing a Roadable Aircraft

Part 139 – Mark Taylor, Airports Division

Environmental Regulations 5050.4G – TJ Stetz, Airports Division
Ed Melisky, AWA

4:30 – 6 p.m. **Welcome Reception**

6:00 – 10 p.m. **Mariners' Baseball Game**

WEDNESDAY, APRIL 18

8:30 – 9:45 a.m. **Marketing Your Airport** – Ron Mercer, Helena Airport; Robert Oligslageus, Manager, Centennial Airport

Business & Properties Aviation – Moderator, Bill Watson; Port of Portland; Chris Madsen, General Manager, Portland Airport

DBE Update – Christine Whitehead

Pavement Marking and Airfield Lighting – Holy Cyrus, Project Manager, FAA Tech Center

10:15 – 11:30 a.m. **CONCURRENT SESSIONS**

Airport Compliance – Part 16 Update – Joelle Briggs, Compliance, Airports Division
Kevin Willis, FAA Compliance Officer

Aviation Demand Forecasting in Airport Planning – Don Larson, Airports Division
Dan Taylor, APO-110

Financial Programs Update – Legislative Changes and Financial Programs Changes
Warren Ferrell, Airports Division

Noon – 1:30 p.m. **LUNCHEON – Airports Awards Presentation**, Bill Watson, Conference Co-Chairperson

2:00 – 3:15 p.m. **CONCURRENT SESSIONS**

Denver, Seattle, and Helena ADO Sessions

Topics could include: Customer survey results; entitlement program; funding eligibility; passenger facility charge program, and Airport Improvement Program; air quality conformance; and Q&A session.

— Nancy J. Royak

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Northwest Mountain Region Airports says thanks to both FAA headquarters and Washington State DOT for each one giving us one of their employees

The new Colorado planner in the Denver Airports District Office (ADO) is a seasoned FAA'er from national headquarters in Washington, DC.

Linda Bruce (pictured below right) has been with the FAA since 1992 and, until this summer, has always worked at FAA headquarters. This private pilot has been a lead Airport Certification and Compliance Specialist in the Airport Safety and Operations Division and, more recently, a Management Analyst for the Airport Improvement Program (AIP) Branch, managing the agency's automated AIP grant system and SOAR, and overseeing Airports' compliance with "EGov" requirements for federal grant programs.

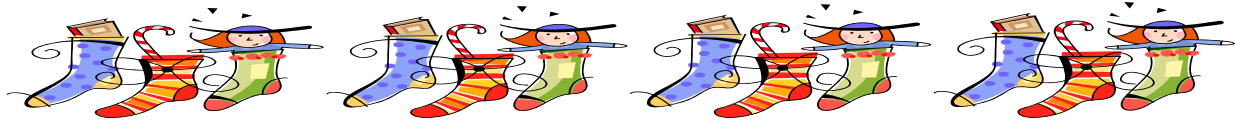


Before joining the FAA, Linda was the Manager of Technical Affairs for the American Association of Airport Executives, representing the interests of airport operators to the federal government and providing technical and training support to the association's 2,000 members. She also was employed in administrative and operational positions at commercial-service airports in California and Wisconsin.

Linda, a native of Littleton, Colorado, graduated from Metropolitan State College of Denver with a bachelor's degree in Aviation Management. While in college, she worked as an aviation planner for the Denver Regional Council of Governments.

Linda is married to her college sweetheart and is the mother of two girls, ages 3 and 6 years old. She is excited to be living close to family and friends again (and hopes to have an occasional night out with her husband now that grandma lives nearby). Linda and her husband plan to renovate a home in the neighborhood where they grew up and are looking forward to introducing their girls to skiing, camping and hiking in the Rocky Mountains.

You may call Linda at the Denver ADO at (303) 342-1264.



Peter Doyle, an engineer from the Washington State Department of Transportation (DOT), joined the Seattle Airports District Office (ADO) on December 11th, as engineer in the Oregon/Idaho Section.

Peter graduated in 2000 from Northern Illinois University with a degree in mechanical engineering. In February 2001, Peter's sense of adventure prompted a move from the northwest suburbs of Chicago, to the Seattle area.

Fortune was with Peter, because, in March 2001, he picked up a position with the DOT, where he performed civil engineering work, and also held project management/team lead positions.

In his spare time, Peter enjoys filming and video editing activities, as well as photography. In the summer, he turns his attention to softball. He plays with the Puget Sound Senior Baseball League as both pitcher and outfielder. As the weather turns colder, Peter's thoughts turn to ski slopes, and the downhill skiing he enjoys. A man for all seasons it would seem.

Peter's telephone number in the Seattle ADO is (425) 227-2652.



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