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Airport NEWS is a quarterly newsletter of the Airports Division, FAA Central Region providing airport managers and consultants with timely and useful information to help them serve their aviation customers. Suggestions and articles are welcome and should be sent to glenn.helm@faa.gov

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Since Our Last Newsletter . . .

- As I noted last time, we were hoping to stay in business, Congress willing! Well, our wish came true and thanks to a full year Continuing Resolution (CR), we expect to have a 2007 program at roughly the same level as 2006. As we go to press, we're expecting the apportionment and allocation process to begin very shortly allowing us to begin issuing grants. As to what to expect for 2008, the Administration's proposed budget shows an AIP level comparable to the amount submitted for 2006 but less than what was actually appropriated by Congress. On the other hand, that proposal is tied to the Administration's Financing Proposals (otherwise known as reauthorization) that, if passed as written, include a number of other changes affecting some of the related funding formulas. Many of you are already aware that information about the proposals are available via our website, but in case you missed it, visit the FAA [NextGen Financing Reform Act of 2007 \(Reauthorization\)](#) webpage. You are also aware that this legislation is already the subject of considerable discussion within the broader aviation community, so no one is really sure just how it will all play out. For up to date information on the debate, your local newspaper and the aviation press are the best bets.
- In our January letter, I reminded you of the based aircraft survey sent to you in mid-October by GCR & Associates, Inc., and urged you to respond as soon as possible. We appreciate the excellent job you've done and Central Region is far ahead of the other regions with an overall response rate of 75%. Having said that, however, nearly 70 of you have not yet done so. Iowa is the leader with 100% and I'm challenging the rest of you to help your state achieve the same!

*George A. Hendon
Division Manager*

Annual Report - FAA Central Region Airports Division

Our [Annual Report for FY2006 and the Workplan Objectives for FY2007](#) document is now available. The document includes AIP grant totals, accomplishments, and our workplan objectives.

Kirk Shaffer is New Head of FAA Airports Organization

[D. Kirk Shaffer](#) has been named the new Associate Administrator for Airports, effective January 8th, 2007. He succeeds Woodie Woodward, who retired in 2006. He most recently served as Special Counsel to the Managing Director of the Federal Communications Commission. Prior to then at the Metropolitan Nashville Airport Authority, Kirk served as Executive Assistant to the President and General Counsel. He worked on a wide range of environmental and airport construction funding issues, especially those related to our Airport Improvement Program (AIP).

Sponsor Quarterly Performance Report

As a result of an audit finding, the FAA is requiring sponsors to submit a Sponsor Quarterly Performance Report. The report shall be by grant. The report shall be mailed or e-mailed (e-mail is preferred) to your respective FAA engineer or planner no later than 30 days after the quarter ending March 31, June 30, September 30, and December 31.

The report shall consist of the following elements:

- Comparison of actual accomplishments to the goals established for the period
- Reasons for slippage in those cases where established goals are not met
- Impact on other airport projects (e.g. AIP, PFC, F&E, airport-initiated, etc.)
- Analysis and explanation of cost overruns

The sponsor may use their own format provided the four elements are adequately addressed. For the Sponsor's convenience, we have also prepared a suggested format for the [Sponsor Quarterly Report](#) (MS Word).

Correction (4/9/07): The deadline for submittal of the quarterly performance report is thirty (30) days after the end of a quarter.

PDFs Needed for Construction Safety Plans

Due to impacts resulting from the reorganization of the FAA's ATO (Air Traffic Organization), we need to route construction safety plans via electronic Portable Document File (PDF) format to FAA's other lines of business. In order to implement this process as smoothly as possible, please make sure your engineering staff and/or consultant engineers are aware of the following:

1. When submitting the final review set of plans (before the bid documents), submit as well PDFs of the sheets containing the safety plan (including phasing information). The entire plan package is not required or desired. The PDFs may either be e-mailed or sent on disk.
2. The safety plan sheets should address all elements in the "Safety Plan Checklist" which is section 2-2 of AC 150/5370-2E. Currently, some consultants have placed a portion of this information in the specifications. However, we are now requesting that safety plan provisions appear in the plans. This may require additional sheets.

Glenn Helm, Program Manager

Lockheed Martin AFSS Transition

On October 4, 2005, Lockheed Martin assumed, from the FAA, the operation of all 58 Flight Service Stations across the United States except Alaska. Lockheed Martin's goals are to:

- Enhance services to the general aviation community
- Increase safety

- Improve operational efficiencies.

Using an operating system called Flight Services 21 (FS21), Lockheed Martin plans to consolidate the flight service system from 58 facilities to 19 by August 2007. The end state configuration will be 3 HUB sites located in Leesburg, Virginia; Fort Worth, Texas; Prescott, Arizona and 16 Legacy sites across the country. The consolidation is currently underway with the first HUB opening and the closure of Anniston, Alabama AFSS on February 22, 2007. The 16 legacy or continuing sites will temporarily close for refurbishment and installation of the FS21 equipment. During these closures, the functions of the facilities will be moved to other flight service facilities within the service area and there will be no loss in service to our aviation customers.

Lockheed Martin is committed to providing service to the customer quickly and efficiently. Modernization, integration and implementation of new computer systems and voice switching systems will streamline and tailor customer services. The first phase of the AFSS consolidation process has already begun with the realignment of the 800 WX-BRIEF lines. Utilizing a national daily call off-loading plan, incoming calls are rerouted throughout the country and within certain flight plan areas to better balance the workload and reduce delays in answering calls. Positive customer feedback on this change was immediately received from the more concentrated traffic areas in the country. Under the new concept, a pilot normally calling an AFSS within their designated area may receive a specialist located in a different AFSS but who is still qualified to provide the same quality of service. Even with the off-loading plan, pilots can still contact a specific AFSS to close flight plans, obtain a clearance or request site-specific aviation information via the appropriate 866 phone numbers as published for the existing flight service stations.

The FAA and Lockheed Martin are committed to efficient service delivery and customer safety. The Lockheed Martin contract is performance-based and focuses on quality of service delivered rather than on discrete products. There are 21 performance measurements of acceptable performance levels for contractual success and improvements in customer service delivery. These include timelines for responding to radio calls, providing radio service, answering pilot briefing calls, filing flight plans, collection and dissemination of pilots reports, just to name a few. Two of the metrics are also based on customer feedback surveys and customer compliment/complaints about flight services.

The transition from FAA flight services to Lockheed Martin flight services is intended to be seamless and transparent to our customers. However, the transition phases will generate some temporary changes in how service is provided. One of the main concerns expressed by airport management has to do with NOTAMs and how Lockheed Martin will handle them. There will be a new National 866 NOTAM number provided when the continuing sites close for refurbishment and for use when the facilities reopen. This number will allow NOTAMs to be handled by a NOTAM specialist according to the state the caller says he/or she is calling from, just like calls coming into a briefer. This will ensure the person you talk with is familiar with your airport and needs. Notifications will be made when this new NOTAM number goes into effect.

Lockheed Martin's goal is to provide efficient and quality customer service. At end-state, the new FS21 Equipment System will provide our employees the tools necessary to meet and exceed that goal for every customer. For questions or comments, call Lockheed Martin Columbia AFSS at 573-875-5319.

Janet Ford
Operations Manager
Columbia AFSS

On-Line Terminal Procedures, Airport Diagrams and Airport/Facility Directory

FAA has put terminal procedures (i.e. instrument approaches), airport diagrams, and the Airport Facility Directory online! Visit FAA Aviation Systems Standard's (AVN) [Free Online Products](#) to check out your airport and to periodically ensure your information is correct.

The Airport/Facility Directory (green book) as well as U.S. Terminal Procedures charts are both published every 56 days. The information in each of these publications is critical to the flying public's safety. It is very important that information in both of these publications is correct and current.

If you find an error that may be critical to safety, contact your Flight Service Station (FSS) to get a NOTAM issued. To get corrections made to the publications, contact one of the following offices:

Charting Errors:

FAA, National Aeronautical Charting Office, ATO-W
SSMC-Sta. #2335
1305 East West Highway
Silver Spring, MD 20910-3281
Tel: 800-626-3677
E-mail: 9-AMC-Aerochart@faa.gov

All Other Content Changes

FAA, Aeronautical Information Services, ATO-R
800 Independence Ave., SW
Washington, D.C. 20591
Tel: 866-295-8236
Fax: 202-267-5322

Runway/Taxiway Closure Information Via Diagrams

(Editor's Note: The information below is an edited version of CERTALERT No. 07-01)

Due to the rapidly changing conditions that can occur on an airport when runways and taxiways are closed for maintenance or construction, aircrews may have a hard time keeping up with these changes as they occur. With today's technology, there is little to no reason why an airport operator cannot supply the air carriers and FBOs on the airport with the latest and most current information on runway and taxiway closures. This should be done graphically as well as textually.

One airport scans their airport diagram into the computer as a bitmap. They open the diagram and, in Paintbrush in Microsoft programs, color in the area of the airport that is being closed. They then cut and paste that portion into a construction notice that is sent to the air carriers and the FBOs on the airport.

In many cases, pure text can be difficult for people to envision exactly what is being described. Whereas, using a picture or diagram that pinpoints the exact location of the closure is much more clear. The dissemination of the diagrams can be done by email, by establishing a website that can be accessed by the tenants, or by hand delivery. The result is a safer airport environment. For an example of one airport's diagram for closures, go to [CertAlert No. 07-01](#) (pdf).

FAA Washington Headquarters

New Central Region Contact for FAA Reimbursable Agreements

Larry Smith is the new FAA Central Region contact for reimbursable agreements. His e-mail address is larry.w.smith@faa.gov.

His mail address is:

FAA / CSA / AJO-2C3 / NAS Planning / Larry Smith
3rd Floor, Column J5
2601 Meacham Blvd.
Fort Worth, TX, 76137

His current phone numbers are:

Office: 314-890-4641
Cell: 816-506-1690

Larry will be moving from St. Louis to Ft. Worth on May 23, so his phone numbers will change. However, you will still be able to reach him at his e-mail address until you get his new number.

Drivers Training Needed at Part 139 Airports

At Part 139 airports having driver training programs, all airfield drivers, including FAA employees and contractors, need to complete the airport's driver training program. For more information, go to [CERTALERT No. 07-02](#) (pdf).

Runway Safety Course

The FAA and AOPA have teamed up to provide an excellent resource geared to pilots and maintenance technicians, but also useful to vehicle operators who operate on airport movement areas. Go to AOPA's [Runway Safety](#) web page and take the free online course. We tried it and found it engaging, educational, and fun! Upon completion you can get a certificate, but you will have to enter "none" for pilot certificate number if you are not a pilot.

Why Can't I Store My Stuff in My Hangar?

Sound familiar? Some of you may be facing this issue at your airport and wonder if there is anything you can do.

As an airport owner who has received Federal funds or conveyances of airport property, you are obligated to abide by certain grant assurances. Aircraft hangars are to be used for aeronautical activities and it is a violation of Grant Assurance 29, *Airport Layout Plan* to allow an aeronautical hangar to be used for non-aeronautical purposes. This is because you, as the federally obligated airport sponsor, must ensure that no changes or alterations are made on the airport that are not in conformity with the airport layout plan without the approval of FAA. Therefore, when you become aware that a tenant is using a hangar as a storage unit to store his boat, snowmobile, camper, and/or other non-aeronautical items, you are obligated to have the tenant remove any items that are not needed for aviation purposes.

If you have any questions, contact Nicoletta Oliver, Airports Compliance Specialist, 816-329-2642.

Ease That Airport Land Purchase - Hire a Capable Land Consulting Firm

"The only appraiser I can find is busy for the next four months--what can I do?" "How many days do I have to wait before I can contact the property owner regarding the Just Compensation offer?" "How do I address acquisition of tenant improvements?" "How do I know the appraiser correctly valued the easement?" These and many other questions and concerns can be expertly handled and answered by hiring a capable land consulting firm at the earliest stages of your land acquisition project.

We are all interested in saving money and often hear a sponsor lament that he can't justify the cost of hiring an expert. Credentialed professionals are well worth every penny and in many cases it is a matter of simply paying the price to complete a job properly. The process of buying land under the provisions of the Uniform Act is a lengthy process and it is absolutely essential that the property owners receive all of the entitlements due them. Your airport may only buy land once or twice in twenty years. Land consulting firms are in the business of buying land daily!

We cannot recommend a particular consultant, but we can send Sponsors a list of the airports in your State who have recently completed land projects. You can interview them to see which company they used and their experience and level of satisfaction.

Here are some advantages of hiring a land-consulting firm:

1. It saves the airport staff from stretching its own resources beyond the comfort level.
2. You can breathe a sigh of relief when you certify that all requirements under the Uniform Act were met during your land project.
3. When you have questions, issues or problems, you have a team of experts that can answer your questions.
4. You eliminate the numerous phone calls to find an appraiser that fits your time frame and special circumstances. The firms already have appraisers/review

appraisers that sub-contract with them and experience to handle any situation from an acquisition to relocation of tenants.

In 2005 a number of changes occurred regarding the Uniform Act and several major ones appeared in the Business Relocation arena. It is extremely important to have someone on board who continually stays current in the field through continuing education. You can consider the selection of a capable land consulting firm the best insurance you can obtain to realize ultimate success in your land acquisition project.

*Gayla Rich
Airports Program Specialist (Land)*

Revenue Producing Facility Policy Updated

The current reauthorization for the FAA, "Vision100 – Century of Aviation Reauthorization Act," included a provision that allows the use of Federal AIP funds for revenue-producing facilities, such as hangars or fuel farms. Visit our website for [Revenue Producing Facility Policy](#) for a current version of FAA policy.

ARFF Training Available

The [University of Missouri Fire and Rescue Training Institute](#) (FRTI) has scheduled Part 139 Aircraft Rescue Fire Fighting (ARFF) Initial and Re-qualification Training Fires and ARFF Initial Training at the Columbia Regional Airport.

The dates for the initial/re-qualification training fires will be:

2007: May 2 and October 25
2008: March 19, May 7 and October 29
2009: March 18, May 6 and October 21

Initial ARFF 40 hour course will be:

Apr 30 to May 4, 2007
May 5 to May 9, 2008
May 4 to May 8, 2009

Course Fees for 2007 and 2008

Part 139 Initial and Re-qualification Training Fires	\$300 per person
Part 139 40 Hour Initial ARFF Training	\$850 per person

To make reservations to attend the training, contact Mark Lee, MU FRTI ARFF Program Manager, 1-800-869-3476 or email leema@missouri.edu. Visit the MU FRTI [List of Courses](#) website to view a listing of other courses that are being offered. One special note for attendees: MU FRTI ARFF course is NOT accredited with IFSAC certification process.

Part 139 Airport - Inactive Status

Any certificated airport that has not had any scheduled service by air carrier aircraft with more than 9 passenger seats or unscheduled service by air carrier aircraft with more than 30 passenger seats for more than 18 months may be placed on the inactive list. This basically means that the airport will not be inspected on a periodic basis by the FAA but will remain subject to surveillance inspections.

Though an airport may be included on the inactive list, it still possesses an Airport Operating Certificate. And, as such, the certificate holder will be expected to continue to maintain the airport in accordance to Part 139 standards. For more information, go to [CERTALERT No. 07-03](#) (pdf).

Positive Identification of Runway for Landing

Some airports are experiencing problems with pilots mistakenly identifying parallel taxiways for adjacent runways. [Engineering Brief No. 72](#) (pdf) provides guidance for identifying situations where a taxiway could be mistaken for a runway and provides mitigation strategies for dealing with the problem. These standards and recommendations will be incorporated into changes in several Advisory Circulars, including 150/5300-13, Airport Design, 150/5340-30, Design And Installation Details For Airport Visual Aids, and 150/5340-1, Standards for Airport Markings. In the interim, due to a number of recent incidents, use this guidance for addressing the problem.

FAA Washington HQ

Updated Categorical Exclusion Checklist

FAA Central Region has developed a new [Categorical Exclusion Checklist](#) (MS Word), dated February 2007, which replaces the previous version and is effective immediately. The new checklist has been updated to reflect changes in FAA Orders 1050.1E and 5050.4B and changes in special purpose laws. The new checklist should be used for all projects where the sponsor is requesting a categorical exclusion from the preparation of an Environmental Assessment or an Environmental Impact Statement. The checklist is for use in Central Region only. Questions on the use of the checklist should be directed to Todd Madison at 816-329-2640 or Mark Schenkelberg at 816-329-2645.

Dos and Don'ts for Equipment Procurement

Certain airfield equipment may be purchased with AIP funds through competitive bids. This equipment is then bought directly from a manufacturer (e.g. ARFF vehicles, snow removal equipment) or as part of an AIP construction project (e.g. airfield signs, airfield lighting).

Sponsors often have a desire to procure a certain brand or manufacturer of equipment. This is counter to the Federal requirement for "full and open completion" as defined in Title 49 CFR Part 18.

In order to clear up misconceptions about what you can and can't do in equipment procurement, the [AIP Handbook \(FAA Order 5100-38c\)](#) provides guidance. Among the dos and don'ts with the applicable AIP handbook sections are:

Dos

- Use FAA specifications with no modification (905.b.)
- Make sure at least two sources are able to meet the specification (905.d.)
- Send non-standard specs to industry for review prior to IFB (905.f.)
- If spec is proprietary, justify and obtain FAA-approval in advance (905.g.)

Don'ts

- Use unnecessary product or 'brand name' specifications (903.a.(5))
- Influence contractor to switch suppliers (915.a.)
- Arrange for different supplier at the same price (915.b.)
- Pay the difference to get contractor to switch suppliers (915.c.)

Glenn Helm, Program Manager

May 1 Deadline for FY-07 Entitlement Projects

As previously mentioned in our January 2007 AirportNews, the FAA publishes an annual notice in the Federal Register that establishes a deadline for sponsors to notify the FAA of their intent to use their entitlement funds for that fiscal year. This year's notice was published March 7, 2007.

[Federal Register, Vol. 72, No. 44, Page 10292, March 7, 2007](#) (pdf)

Sponsors desiring to use their entitlement funds in FY-2007 shall submit a grant application by May 1, 2007.

This notice is promulgated to expedite and prioritize grants in the final quarter of the fiscal year. Absent any acceptable application, the FAA may defer the airport's entitlement funds until the next fiscal year.

Sponsor may contact their project manager to discuss any questions pertaining to this notice.

Recently Revised or New FAA Publications (a selected list)

- [Advisory Circular 150/5345-53C](#) (pdf) - March 2007 addendum to Airport Lighting Equipment Certification Program
- [Grant History Summaries](#) – Updated to include FY 2006 Airport Improvement Program Summary
- [Program Guidance Letter 07-01](#) - Revised and Updated Requirements for Airport Improvement Program (AIP) Grant Management
- [Safety Management Systems \(SMS\) for Airport Operators](#) - Guidance on Safety Management Systems (SMS) for Airport Operators
- [Advisory Circular 150/5200-37](#) (pdf) - Introduction to Safety Management Systems (SMS) for Airport Operators

- [Change 8 to Advisory Circular 150/5320-12C](#) (pdf) - Measurement, Construction, and Maintenance of Skid-Resistant Airport Pavement Surfaces
- [Design Software](#) – Revisions made to correct printing errors. There were no mathematical or formula modifications:
 - [Asphaltic Concrete - Payment Adjustment for Densities and Air Voids \(AC1000.xls\)](#) - Pay equations for Item P-401 as published in AC 150/5370-10B
 - [Asphaltic Concrete - Payment Adjustment for Densities and Air Voids \(AC1000sp.xls\)](#) – Pay equations for Item P-401SP as published in Engineering Brief EB-59A
 - [PCC Pavement - Payment Factor for Strength and Thickness \(PC1000.xls\)](#) - Pay equations for versions of Item P-501 as published in AC 150/5370-10B and -10A, Change 10 and forward.
 - [Annual Departure Conversion to Design Aircraft Annual Departures \(equiv traffic 5335 5a.xls\)](#) – Utility for converting annual departures of various aircraft to annual departures of a design aircraft in accordance with the procedures outlined in AC 150/5335-5A.
- [Advisory Circular 150/5190-6, Exclusive Rights at Federally-Obligated Airports](#) (pdf) – This new Advisory Circular cancels AC 150/5190-5, Exclusive Rights and Minimum Standards for Commercial Aeronautical Activities.
- [Advisory Circular 150/5190-7](#) (pdf) – This new Advisory Circular cancels AC 150/5190-5, Minimum Standards for Commercial Aeronautical Activities.
- [AC 150/5220-9A, Aircraft Arresting Systems on Civil Airports](#) - FAA standards and recommendations for installations of aircraft arresting systems on civil airports.

Arrivals and Departures

Garden City Regional Airport, Garden City, Kansas

Rachelle Powell becomes the Director of Aviation.

Rosecrans Memorial Airport; St. Joseph, Missouri

Bruce Woody, Public Works Director, is acting airport manager until a replacement for John Cox is hired. Bruce's phone number is 816-271-4653.

Calendar of Events

Date	Event
April 3-5, 2007	Airport Pavement Workshop ; Kansas City, MO Sponsored by the FAA and the Asphalt Institute
April 4-5, 2007	Iowa Aviation Conference ; Sheraton Hotel; West Des Moines, IA; For conference information, call (515) 239-1691
April 5-6, 2007	Kansas Association of Airports Spring Workshop ; Salina, KS
April 11, 2007	Missouri State Aviation Council's 20th Aviation Summit (pdf), Resort at Port Arrowhead; Lake Ozark, MO
April 12-13, 2007	Missouri Airport Managers Association Spring Meeting (pdf), Resort at Port Arrowhead; Lake Ozark, MO
June 28-29, 2007	Kansas Association of Airports Summer Workshop ; Garden City, KS
September 10-13, 2007	Birdstrike 2007 Conference ; Kingston, Ontario, Canada
October 2-3, 2007	FAA Central Region Airports Conference ; Overland Park, KS