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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](mailto:glenn.helm@faa.gov)*

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## Since Our Last Newsletter . . .

- You helped make our 23rd Annual Airports Conference live up to its reputation - very positive feedback from the 400+ participants. It's on for next year, same time, same place.
- As we go to press, Congress is about to adjourn without appropriating funds for most government departments, passing instead a continuing resolution (CR) that allows us to keep our doors open until mid-February. My crystal ball tells me that the new Congress will pass another CR for the remainder of Fiscal Year 2007. Though rarely, this has happened before, but exactly how it will play out this time remains to be seen, particularly with respect to the AIP and grant funds. We'll let you know as soon as we do – if you promise to do the same!
- In mid-October airport sponsors throughout the country received a letter from GCR & Associates, Inc. asking them to provide up-to-date based aircraft information by November 15. As we go to press less than 30% nationally have responded. While our four-state region's response rate is higher than the national average, it leaves a lot to be desired. To make this effort successful by providing us with some essential information, those who haven't need to respond as soon as possible.

*George A. Hendon  
Division Manager*

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## Airports Conference - October 2-3, 2007

The [24th Annual Central Region Airports Conference](#) is scheduled for October 2nd and 3rd, 2007. It will again be held at the Overland Park Convention Center in Overland Park, Kansas. Details will be posted on the conference website as they are finalized. Anyone with suggestions for breakout session topics should contact either of the Conference Co-chairs: [Jeff Deitering](#) at 816-329-2637 or [Angie Muder](#) at 816-329-2620.

*Jeffrey D. Deitering, P.E.  
Airport Planning Engineer - Kansas*

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## February 15 Deadline for FY 2008-2010 ACIP Data Sheets

The deadline to submit ACIP data sheets for FY 2008-2010 projects is February 15, 2007. On that day, the Central Region will begin to put together a planned program for Fiscal Year (FY) 2008. This program will identify our regional recommendations. From these recommendations, discretionary funds will be identified for the Central Region, based on national goals and funding availability. Early identification of work will allow us to process projects in late FY2007 to expedite issuance of grants in time to get construction projects under way in early spring of 2008.

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## May 1 Deadline for FY-07 Non-Primary Entitlement Projects

FAA Airports Division has a national goal of issuing at least 90% of all development and equipment grants based on bid. The goal helps promote efficient use of limited Airport Improvement Program (AIP) dollars. Airport Sponsors benefit greatly when construction and equipment grants are based on bid rather than an engineering estimate. Grant amounts are much more accurate and grant funds are not needlessly obligated and potentially sitting unused for years. A grant based on bid also limits the sponsor's exposure to unforeseen conditions as current law limits the maximum amount that the grant can be increased to 15 percent.

Each year, the FAA publishes an announcement in the Federal Register establishing a deadline for sponsors to notify the FAA of their intent to use non-primary entitlement funds for that fiscal year. The deadline is typically set for May 1. Our State Airport Engineers are working closely with Airport Sponsors and their consultants to establish target bid dates so that we receive applications based on bid by this May 1 date. Meeting this May 1 date helps ensure bid openings are conducted early enough in the year to take advantage of what is typically the most competitive bidding period. This schedule also helps ensure a single-phase construction project starts early in the construction season so that the work can be accomplished before winter.

The Airport Sponsor should contact their FAA Airports Division State Airport Engineer as soon as possible if it becomes apparent that the established bid opening date will be missed. Failure to meet the established bid opening and grant application date without prior notification and coordination may result in postponing AIP funding until the following fiscal year.

*Jim Johnson*  
*Manager, Safety and Standards Branch*

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## Submitting Aeronautical Survey Data

The process for submitting aeronautical survey data has transitioned to a web-based method. The FAA's [Airport Surveying – GIS Program](#) provides airport managers and their consultant's access to detailed technical guidance on the performance and accuracy requirements of airport and aeronautical surveys.

The forms that have been in place since 2003 were an interim method for satisfying 405 survey requirements. The submittal of survey data by hardcopy requires the manual transfer of data to the accepted "uddf" format. This labor-intensive action can delay the processing of an instrument approach procedure.

Under the web-based program, data is collected with the aid of the FAA's ADCAT software. This software assists the surveyor with proper collection and submission of survey data to the NGS for validation. The "Surveyors" tab on the website provides information on conducting aeronautical surveys as well a link to download the ADCAT software. The "Airports" tab provides information to airport operators on funding of surveys, selection of a surveyor, development of a Request-For-Proposal, and the establishment of a Statement of Work.

Sponsors should now submit all aeronautical survey data through the web-based application.

*Mike Rottinghaus*  
*FAA State Airport Engineer, Kansas*

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## The FAA Safety Team and Airports

The FAA Safety Team (FAASTeam) was activated on October 1, 2006. It is the follow-on piece to the FAA Aviation Safety Program that has been around in one form or another since 1970. The Aviation Safety Program was operated out the Flight Standards District Offices while the new FAASTeam is a Regional function with remotely located inspectors and FAASTeam Program Managers (FPMs), assigned to specific geographic areas.

One of the responsibilities of the FAASTeam is to continue to support the Runway Safety Action Team (RSAT) program at airports in their areas of responsibility. Beyond that however, there are mutual benefits that can be realized by establishing a close working relationship between airport management and the FAASTeam. The methodology of the FAASTeam is to utilize the expertise within the aviation community by designating and training Representatives, Lead Representatives, and Industry Members who volunteer their service toward making flying safer.

What benefit will that be for airports? One of the eventual goals is to have representation for each airport in the Region. The expectation of our Representatives will be to act as a liaison with the FAASTeam to identify safety issues and be a local resource to help correct problems. Representatives will eventually have the capability of setting-up safety meetings and/or publishing notices regarding operational issues. Airport managers or consultants may want to consider becoming Representatives in the program.

The primary tool that will be used to get timely information into the hands of users will be the FAASTeam web portal, [FAASafety.gov](http://FAASafety.gov). The goal is to eventually get all airmen to register on that site. When that happens, they will receive safety information immediately via email. Additionally, using Regional SharePoint sites, Representatives will have the capability to upload and download training programs that can be specifically tailored to individual airports.

**Where to Start?** The first step is [On-line Registration](#). There is no cost to register your name. The next step is to contact the FAASTeam Program Manager assigned to your geographic location. In the Central Region the Regional FAASTeam Manager (RFM) is [Dennis Pratte](#). Dennis is responsible for the overall management of the Central Region FAASTeam. He has six FAASTeam Managers working for him, four with operational (flying) specialties, and two airworthiness (maintenance) inspectors. The FAASTeam operations manager assignments are as follows:

**Missouri - [Fred Harms](#)**

**Nebraska - [June Tonsing](#)**

**Kansas - [Bruce Allred](#)**

**Iowa - [Robert Linenweber](#)**

The FAASTeam maintenance inspectors, who are supported by industry maintenance representatives, are as follows:

**Iowa and Missouri - [Sal Botta](#)**

**Kansas and Nebraska - [Bobby Reed](#)**

Once registered, the FAASTeam Manager can explain how the web portal can be used as a tool for airport management and how the airport may become an Industry Member, or how individuals may volunteer as Representatives. The resources available at airports, combined with the communications available through the FAASTeam can benefit everyone and move toward the mutual goal of preventing accidents.

*Fred Harms*

*Bobby Reed*

*Flight Standards*

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## PAID System Provides Record of Federal Payments

The [Payment Advice Internet Delivery](#) (PAID) is a system developed by the U.S. Department of the Treasury's Financial Management Service (FMS) to provide participating Federal agencies a method of making remittance information available to their vendors through the Internet.

After receiving the registration acceptance notice, a vendor (grantee) can log into PAID and query on payments by date, date range, invoice number, dollar amount, agency, or any combination thereof. If a vendor registers for e-mail delivery of remittance data, they will receive a message containing their remittance information.

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## Airport Pavement Workshop

The Asphalt Institute in conjunction with the FAA will be offering an [Airport Pavement Workshop](#) from April 3-5, 2007 in Kansas City, Missouri. This workshop will provide up to date information regarding asphalt pavement design, construction and maintenance. This workshop is intended primarily for engineers, consultants, testing laboratory personnel, construction inspectors and others who have responsibility for the design, construction, maintenance and rehabilitation of airport pavements. For questions or additional information contact [Doug Johnson](#) at (816) 329-2616.

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## Is Your PMP (Pavement Maintenance Program) Current?

Public Law 103-305, section 107, amended Title 49, Section 47105, of the United States Code. This amendment requires the inclusion of sponsor assurances on preventative maintenance for project applications involving airfield pavements. For any project to replace or reconstruct pavement, the sponsor must provide assurance to the FAA that they have implemented an effective pavement maintenance management program. The amendment also provides for the submittal of reports addressing the pavement condition and the management program.

The requirement to establish a pavement maintenance management program applies to any pavement at the airport that has been constructed, reconstructed, or repaired, with federal assistance. All grants involving pavement rehabilitation or reconstruction will contain the following grant assurance that addresses the pavement maintenance obligation:

**PAVEMENT MAINTENANCE MANAGEMENT PROGRAM:** For a project to replace or reconstruct pavement at the airport, the Sponsor shall implement an effective airport pavement maintenance management program as is required by Airport Sponsor Assurance Number C-11. The Sponsor shall use such program for the useful life of any pavement constructed, reconstructed, or repaired with federal financial assistance at the airport. As a minimum, the program must have the following elements: 1) Pavement Inventory, 2) Inspection Schedule, 3) Record Keeping, 4) Information Retrieval, and 5) Reference.

If you have not done so please submit a copy of the program including the most recent pavement inspection forms and the most recent budget for pavement maintenance at your airport for our files.

The minimum requirements for a PMP, as well as a sample PMP can be found within [Section 1700, Post Grant Obligations](#) (pdf) of the Central Region [AIP Sponsor Guide](#). Subsection 1750 addresses pavement maintenance programs

If you have any questions regarding your PMP, you may contact [Doug Johnson](#) at (816) 329-2616.

*Doug Johnson*  
Central Region Paving Engineer

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## Approved FAA Central Region Modifications to AC 150/5370-10

A revision to [AIP Guide No 940, Approved Modifications to Advisory Circular 150/5370-10B Standards for Specifying Construction of Airports](#) (rtf), has been posted on our website. This guidance is located within [Section 900 - Project Design, Development Projects](#)(pdf) of the Central Region [AIP Sponsor Guide](#).

These modifications account for materials and conditions unique to the Central Region. These modifications are the result of local weather and climatic conditions and represent the accepted materials and products used to obtain quality construction. Included in the appendix are sample specifications for Recycled Aggregate Base Course, Hot Mix Asphalt (HMA) – State Mix and Portland Cement Concrete Pavement (PCC) – State Mix.

Inclusion of these approved modifications is required for all development project specifications within the Central Region, and therefore do not require a Sponsor request for approval of a modification to standards. All other sponsor initiated modifications to FAA standards, including omission of the regional modifications, must be submitted to Central Region for review and approval prior to use. Refer to AIP Guide No. AIP-950 for information on sponsor initiated requests for modification of FAA standards.

*Doug Johnson*  
Central Region Paving Engineer

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## Missing Crop Table Reappears in Design AC

For a couple of years now, our Advisory Circular (AC) [150/5300-33A](#) (pdf) on “Hazardous Wildlife Attractants” has referred readers (see paragraph 2-6) to a table succinctly titled “Minimum Distances between Certain Airport Features and Any On-Airport Agricultural Crops” (let’s call it the “Crop Table”), which was purportedly located in Appendix 19 of [AC 150/5300-13, Airport Design](#). However, the Airport Design AC did not contain the Crop Table. The crop table had appeared in the previous version of AC 150/5300-33 (without the “A”).

Now all is right with the world. The only caveat is that the Crop Table in the Airport Design AC is Appendix 17 rather than Appendix 19, but at least it is actually there! The Crop Table is located on page number 296 of [AC 150/5300-13](#). Appendix 17 is available for download at the following link:

[150/5300-13 \(Part 4: Appendices 13-19\)](#) (pdf)

*Glenn Helm*  
Program Manager

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## Don't Turn Your Airport Into A Wildlife Refuge!

[Ceralert No. 06-07](#) (pdf) describes procedures for responding to requests by state wildlife agencies to facilitate and encourage habitats for state-listed threatened and endangered species or species of special concern that occur on airports and may pose a threat to aviation safety. This Ceralert does not apply to federally listed threatened and endangered species. Federal Aviation Administration (FAA) guidance on dealing with federally listed threatened and endangered species can be found in [FAA Order 1050.1E, Environmental Impacts - Policies and Procedures](#) (pdf), Appendix A, Section 8. For more complete information, refer to [Ceralert No. 06-07](#) (pdf).

For ease of reference, the key land management practices bearing upon aviation safety are summarized and highlighted below:

1. Adhere to the turf, landscaping, and habitat management practices described in the airport's Wildlife Hazard Management Plan (WHMP), if applicable; [AC 150/5200-33A](#) (pdf); and the joint FAA/WS manual for [Wildlife Hazard Management at Airports](#) (pdf). Do not change these practices specifically to encourage the presence of, or to attract hazardous wildlife species even if the species are state-listed or of special concern.
  - a. Do not deliberately preserve or develop on-airport wildlife habitats such as wetlands, forest, brush, or native grasslands having characteristics that attract hazardous wildlife (See the airport's WHMP, AC 150/5200-33A, and the joint FAA/WS Manual.)
  - b. Manage the airport's AOA vegetation as recommended in the airport's WHMP, AC 150/5200-33A, and the joint FAA/WS manual.
2. Adhere to the wildlife harassment and repellent techniques described in the airport's WHMP, AC 150/5200-33A, and the joint FAA/WS manual for Wildlife Hazard Management to prevent hazardous wildlife species from becoming established and complicating the ability to adhere to prescribed habitat management practices.
3. Do not allow hazardous state-listed threatened and endangered species or species of special concern to remain on the airport if it requires managing the airport environment contrary to FAA recommendations.
4. Re-evaluate existing and evaluate future agreements with federal, state, or local wildlife agencies where the terms of the agreements are or may be contrary to federal obligations concerning hazardous wildlife on or near public-use airports and aviation safety.
5. Whenever practicable, wetland mitigation for state-listed threatened and endangered species or species of special concern should be sited off-airport (see AC 150/5200-33A, §2-4.c (1)).

Excerpts above are from [Ceralert No. 06-07](#) (pdf).

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## New Airport Wildlife Strike Summary Report

A new report, Wildlife Strike Summary Report for the period 2001-2005, is available to all Part 139 airports. This reports provides all strikes rates as well as damaging strike rates (per 100,000 aircraft movements). So that airports may compare their rates with airports of equivalent size, all Part 139 airports are divided into 4 groups by enplanements (passengers departing). The groupings are:

Group 1 - > = 1 % of all Enplanements - Large Primary Hub

Group 2 - < 1 % - >= .25% of all Enplanements - Medium Primary Hub

Group 1 - < .25 % - >= .05 % of all Enplanements - Small Primary Hub

Group 1 - < .05% of all Enplanements - Primary Non-Hub

As a result of the above groupings, airports may compare their rates with other Part 139 airports of the same Group in their FAA Region and with the total US. This report is immediately available to airports that have received password access to the on-line [FAA Wildlife Aircraft Strike Database](#).

Other Part 139 airports that do not have password access (as well as any other US/Canadian airport) are encouraged to request password access in accordance with Section 4 of [AC 150/5200-32A, Reporting Wildlife Aircraft Strikes](#) (pdf).

Also please mark your calendar for [Birdstrike 2007 Conference](#) to be held in Kingston, Ontario, Canada next September 10 -13, 2007.

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## New NFPA 407 - Standard for Aircraft Fuel Servicing

The 2007 edition of [NFPA 407, Standard for Aircraft Fuel Servicing](#) is now available. It was issued by the NFPA Standards Council on July 28, 2006 with an effective date of August 17, 2006, and supersedes all previous editions. This is a copyrighted publication and is available at the [National Fire Protection Association](#) website.

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## Iowa Aviation Consultant Workshop

Aviation consultants joined together as peers in Ames on November 16, 2006 for an Iowa Aviation Consultant Workshop with the Iowa DOT Office of Aviation and the FAA Central Region Airports. Todd Madison, Environmental Specialist, Ed Hyatt, Iowa Engineer, and Scott Tener, Iowa Planner represented the FAA Central Region Airports Division; presenting information on project formulation, grant application, grant administration; and answering questions in a round table format. Kay Thede, Office of Aviation Program Manager, and Mike Marr, Airport Inspector, provided information on state programs and the role of the state in the federal AIP process. Larry Jesse, Iowa DOT Office of Local Systems, provided information on new state bidding requirements.

The workshop, hosted by the Office of Aviation, was designed to bring together consultants working at airports in Iowa in an informal atmosphere to discuss state and federal grant processes. The overall goal for the workshop was to identify ways to more effectively work together to produce the best projects for airport sponsors. Forty consultants, representing 25 firms attended. A notebook with all of the presentations and

handout material, including Ed Hyatt's "Consultant Survival Guide," was provided to each participant.

Consultants overwhelmingly agreed that the daylong workshop was well worth the time and should be repeated. Comments included: "Liked the casual format and easy communication," "Appreciated the open format discussion with FAA to better understand what they need/want in submittals." "Coming in as a consultant was a positive move instead of feeling competitive, it was an environment for peers to learn the process together."

*Todd Madison*  
*Formerly Airport Planner, Iowa*  
*Currently Central Region Environmental Specialist*

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## Missouri Part 77 Airspace Filings

In an effort to reduce the amount of Missouri phone calls to FAA Central Region Airports Division to inquire on the status or determination of an airspace filing on airport property in Missouri, the Missouri Department of Transportation (MoDOT) Aviation Section now has access privileges to the FAA Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) System to answer your Part 77 questions. Access privileges to this system are only eligible to state governments participating in the FAA Block Grant Program. Please direct your inquiries to [Jason Knipp](#) at 573-751-7477.

To determine the status of airspace filings off airport property, please continue to visit FAA's [Obstruction Evaluation / Airport Airspace Analysis \(OE/AAA\)](#) website.

*Jason Knipp, MoDOT*

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## Recently Revised or New FAA Publications (a selected list)

- [Letter of Intent \(LOI\) Program](#) – Revised and updated guidance including new LOI Application Financial Template
- [Design Software - Pay Reductions For Airport Pavement Projects](#) - Updated spreadsheet for [Asphaltic Concrete, Payment Adjustment for Densities and Air Voids - Item P-401](#) (xls)
- [AC 150/5300-13](#) - Change 10 to Airport Design
- [AC 150/5345-53C](#) - Addendum for Airport Lighting Equipment Certification Program
- [AC 150/5370-13A](#) - Off-Peak Construction of Airport Pavements Using Hot-Mix Asphalt
- [AC 150/5370-14A](#) - Hot Mix Asphalt Paving Handbook (now available electronically)
- [AC 150/5380-7A](#) - Airport Pavement Management Program

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## Arrivals and Departures

### **Sioux Gateway Airport; Sioux City, Iowa**

Glenn Januska has left to become the Airport Manager at Natrona County International Airport, Casper, Wyoming.

### **Metropolitan Topeka Airport Authority; Topeka, Kansas**

As reported in our last issue, David Stremming retired in December. The new MTAA director is Michael Humberd, formerly the Director of Aviation at Idaho Falls Regional Airport.

Mike retired from the Marine Corps with the rank of lieutenant colonel and has more than 20 years of experience in the commercial airport business. He most recently was director of aviation at Idaho Falls Regional Airport, the second-largest commercial airport in Idaho. Mike earlier had served as deputy of operations, plans and community relations at El Toro, Calif., and assistant director of aviation at McAllen, Texas. He earned a bachelor's degree from Colorado State University and a master's in business administration from Pepperdine University.

### **Charles B. Wheeler Downtown Airport; Kansas City, Missouri**

Melissa Cooper has been appointed as Assistant Airport Manager at Charles B. Wheeler Downtown Airport, Kansas City, Missouri. She supervises daily operations, maintenance, and safety for the Part 139, Class IV general aviation airport.

Most recently, Melissa worked as a Management Analyst Contractor with the FAA Central Region Runway Safety Program where she became acquainted with many airport operators in the Central Region. Prior to that, she worked as a System Controller for Vanguard Airlines and in the Flight Department at Executive Beechcraft.

Melissa holds a commercial pilot certificate with an instrument rating. She has a Master of Science degree in aviation safety and a Bachelor's degree in aviation technology, both from the University of Central Missouri.

### **Rosecrans Memorial Airport; St. Joseph, Missouri**

John Cox announced his resignation as Airport Manager with the City of St. Joseph. His last day at Rosecrans Memorial Airport will be January 5, 2007. He plans to move to Phoenix, AZ in mid-January. John has sent the following message: "I have genuinely appreciated the professionalism and assistance the FAA CE staff has provided me at STJ over the past 12+ years. I have learned a great deal in the ever-changing aviation industry during that time, and have been amazed by the support and pro-active behavior of the FAA CE staff."

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## Calendar of Events

Date	Event
January 24-27, 2007	<a href="#">15th Annual NE Aviation Symposium</a> ; Kearney, NE
February 12-14, 2007	Nebraska Aviation Trade Association (NATA) Convention; Midtown Holiday Inn (800) 548-5542; Grand Island, NE; For information call NATA at 402-475-6282
April 3-5, 2007	<a href="#">Airport Pavement Workshop</a> ; Kansas City, MO Sponsored by the FAA and the Asphalt Institute
April 4-5, 2007	<a href="#">Iowa Aviation Conference</a> ; Sheraton Hotel; West Des Moines, IA; For conference information, call (515) 239-1691
April 5-6, 2007	<a href="#">Kansas Association of Airports Spring Workshop</a> ; Salina, KS
April 11, 2007	Missouri State Aviation Council, Resort at Port Arrowhead; Lake Ozark, MO
April 12-13, 2007	Missouri Airport Managers Association, Resort at Port Arrowhead; Lake Ozark, MO
June 28-29, 2007	<a href="#">Kansas Association of Airports Summer Workshop</a> ; Garden City, KS
September 10-13, 2007	<a href="#">Birdstrike 2007 Conference</a> ; Kingston, Ontario, Canada
October 2-3, 2007	<a href="#">FAA Central Region Airports Conference</a> ; Overland Park, KS