

IOWA
KANSAS
MISSOURI
NEBRASKA



AirportNews

FAA Central Region Airports Division

August 2005

[Airports Web](#) | [Contact Us](#) | [Public Affairs](#) | [Press Release](#)

Airport NEWS is a bimonthly 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 george.hendon@faa.gov

In This Issue

- **Airports Conference 2006**
- **Mike Mullen Strikes Again**
- **New and Revised Runway Length Advisory Circular Now Available**
- **Updated Grant Assurances**
- **Arrivals and Departures**
- **Correction – With Kudos to some Huskers**

Airports Conference 2006

For those who may have been otherwise engaged when we made the announcement at the 2005 event, next year's Airports Conference will be held in the Fall. Ed Hyatt and his Conference Committee are tentatively aiming for the first week of October 2006, but we won't know the exact date for a couple of weeks. Stay tuned for details.

Ed Hyatt
2006 Conference Chair
(816) 426-2629

Mike Mullen Strikes Again

And, as usual, in the name of safety. It seems that Mike Mullen, Central Region's lead certification inspector, along with two inspectors from other regions, had put their heads together and come up with a deceptively simple solution to an airfield lighting problem that few were aware of. The May/June issue of AAAE's bimonthly *Airport Magazine*, contained a fascinating four+ page article on the problem and its solution and, for those of you who don't receive or haven't read it, we have the following highly condensed version:

- Low-light or foggy conditions sometimes make it difficult to see and distinguish multiple signs and lights, particularly at very wide taxiway intersections.
- Taxiway centerline lights and lead-on lights are very similar and can be visually indistinguishable.
- This situation, in low-light conditions, has the potential to cause a busy pilot to overlook a runway holding position sign.
- This, in turn, could mislead a pilot onto a runway inadvertently.

The three inspectors concluded that changing the taxiway centerline lead-on lighting from all green to an alternating green and yellow pattern starting just beyond the hold short line might do the trick. The lighting transition at that point would be easily recognized as a warning that the runway is close: pilots already know that green/yellow is an alert associated with a runway. In addition, retrofitting existing fixtures would be relatively easy and inexpensive.

FAA's Washington headquarters immediately saw the value of this idea, but it was also clear that a reality check was needed. So, after arranging and conducting a series of laboratory simulations and field demonstrations, a real-time, real-life pilot installation was arranged last summer at Louisville International which has a large number of night operations by UPS. As revealed in FAA's final report [in March] on this effort, pilot surveys confirmed the value of the "fix", and it's expected that this modification of lead-on lights will be suggested as part of the FAA lighting standard.

Mark Taylor, Northwest Mountain, and John Lott, Great Lakes, were the other two certification inspectors mentioned, and Bob David, Airport Safety and Standards, was the Washington Headquarters project lead.

By George Hendon

For more information, call or e-mail Mike Mullen at 816-329-2618 or michael.mullen@faa.gov

New and Revised Runway Length Advisory Circular now Available

The new [Runway Length For Airport Design Advisory Circular 150/5325-4B](#) (pdf) is now available on the FAA website

This advisory circular has been updated to include newer aircraft and the runway length curves have been revised accordingly. These new curves should be used instead of the runway lengths provided in the "Airport Design for Micro Computers" software program. References are provided for data about large commercial aircraft in Appendix 1 to the AC on the internet.

Airport consultants are urged to review this advisory circular carefully. If you have any questions about this advisory circular you may contact your state planner or Jan Monroe at (816) 329-2635 or via email at jan.monroe@faa.gov.

*Jan Monroe
Airports Division
FAA Central Region*

Updated Grant Assurances

Two new sets of grant assurances became effective March 29, 2005, and are required for all AIP grants issued after that date. [Program Guidance Letter PGL 05-03](#) (pdf) summarizes the major changes to the previous set of assurances we've all come to know and love, as they say.

*Kendall Ball
FAA Headquarters
202-267-7437*

Arrivals and Departures

Garden City Regional Airport

Mr. George Speake became Manager of the Garden City (KS) Regional Airport on July 18, 2005. He was formerly with the Dare County Regional Airport in North Carolina.

Correction - with kudos to some Huskers...

Your new editor regrets a significant omission from our June newsletter. Denny Lawson, the region's Runway Safety Program Manager, has reminded us that he had administered a "Do You Dare To Be Tested" quiz as part of the Runway Safety session. We therefore failed to recognize two awards that were presented at our Conference as a result of that competition. The awards have been properly presented but we take this opportunity to recognize those who won by giving the highest number of right answers as a group:

"Smartest" RWY Safety Airport - Omaha Airport Authority

"Smartest" RWY Safety State - Nebraska