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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

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Woodie Woodward to leave FAA

Woodie Woodward, Associate Administrator for Airports, announced shortly before we went to press that she would be retiring in early December. Known as far back as we can remember as "Woodie" [if she has another name, we don't know it], she was born in Brunswick, Georgia and graduated from Florida State University. She is proud of her Midwest connection, having earned both a master's degree and a doctorate from the University of Kansas.

Before joining the FAA in 1987, Woodward gained invaluable "Hill" experience as chief of staff to Senator Mack Mattingly (R-GA). In FAA, she held a number of senior management positions including executive assistant to the Deputy Administrator, acting chief of staff to the Administrator, acting Associate Administrator for Administration and Deputy Regional Administrator of the Southern Region. In 1993 she was appointed Director of FAA's Center for Management Development, considered a "one-of-a-kind" executive training facility for

a federal agency. Then, in January of 2002, Woodie was appointed Associate Administrator for Airports, administering the annual federal airport grant program which reached \$3.5 billion for fiscal year 2005, and overseeing national airport planning as well as the development of airport design, engineering and safety standards. Kate Lang, currently Woodie's deputy, has been named acting associate administrator for airports until a successor is selected.

Woodward told AAAE that in January she will open the firm of Woodward and Associates, which will specialize in government relations, aviation security, and training "in the broad areas of aviation and management leadership." The firm will be oriented primarily toward the U.S. aviation community, but she added that "over time" she will expand into international aviation. In her message to her FAA colleagues, she wrote: "While I'm excited about the decision I have made, I do have very mixed feelings. My time at the FAA has been both rewarding and challenging and I don't think you can ask more of a job than that . . . As an added bonus, I have made some wonderful friends both inside and outside the agency. And to all my colleagues both here at Headquarters and around the country and world, many thanks for a wonderful experience." As a key member of the FAA Administrator's executive team, she will certainly be missed by the professionals in many segments of aviation, not just the airports community.

Airports Conference Reminder

Most of you now have your calendars, planners or whatever for 2006, right? Well then, if you haven't done it already, put our 2006 conference on it right now in big red letters:

Tuesday and Wednesday, October 3 and 4, 2006
Overland Park Conference Center, Overland Park, Kansas

And, if you're a golfer, Monday, October 2 is what has become the "traditional" golf event. Then, ever so often, go to the Conference link on our website for up-to-date details as they evolve over the next couple of months.

AIP Figures for 2005 and Tentative 2006

The figures are in for fiscal year 2005 which closed September 30. We issued 183 grants, a new record, for a total of over \$198 million shown by state as follows.

Iowa	\$53.2 million
Kansas	\$32.0 million
Missouri	\$88.0 million
Nebraska	\$25.6 million

The larger amount for Missouri is primarily due to large projects at Kansas City International and St. Louis Lambert airports. Incidentally, the new runway at Lambert is on schedule to open this April!

As we went to press, Congress passed and sent to the President for signature an appropriation providing for \$3.55 B AIP for FY 06. Too soon to tell exactly how that will play out across the nation, but the amount is up slightly from the FY 05 \$3.5 B.

Airport Research Funds Available

One of the line items in the FY 06 appropriation bill is \$10 M for airport research, which when added to several million being held from '05, makes for a significant opportunity that we need to take advantage of. Our headquarters wants us to make sure that those of you with ideas for research projects know how to get them to the right place for consideration.

The program is administered by the Airport Cooperative Research Program (ACRP), sponsored by the Federal Aviation Administration (FAA) and managed by the National Academies, acting through its Transportation Research Board (TRB), with program oversight and governance provided by representatives of airport operating agencies.

Very simply, problem statements, describing research needs, may be submitted to ACRP by anyone at any time. Problem statements were solicited early in 2004, and some 100 suggestions have been received. Additional suggestions are still welcome.

If you have a research need that you would like to submit for consideration, we request that you describe it in accordance with the "Problem Statement Outline" shown as an attachment to TRB's [Request for Research Topics Announcement](#) (pdf). Submit completed problem statements by email to ACRP@NAS.EDU.

Airport Pavement Workshop

The Asphalt Institute in conjunction with the FAA will be offering another Airport Pavement Workshop April 4-6, 2006 in Dallas, Texas. This workshop will provide up to date information regarding asphalt pavement design, construction and maintenance. This workshop is intended for airport managers and engineers, consultants, testing laboratory personnel, construction inspectors and others who have responsibility for the design, construction, maintenance and rehabilitation of airport pavements. If you cannot make the seminar in Dallas a similar one will be held in Kansas City in the Spring 2007.

You may register for the Dallas seminar on the Asphalt Institute's website at www.asphaltinstitute.org. For questions or additional information, contact Doug Johnson at (816) 329-2616 or via email doug.johnson@faa.gov.

Approved Modifications to Standards for Specifying Construction of Airports

As reported in our last newsletter, Advisory Circular 150/5370-10B, Standards for Specifying Construction of Airports was posted to our web site. Related to that, a revision to Central Region's AIP Sponsor Guide [AIP-940, Approved Modifications to AC 150/5370-10b](#) (rtf), has now been posted on our web site as well.

These modifications account for materials and conditions unique to the Central Region. They 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 modifications in all project specifications is required 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 standards, including omission of the regional modifications, must be submitted to Central Region for review and approval prior to use. Refer to Central Region AIP Sponsor Guide [AIP-950, Sponsor Modifications of FAA Standards](#) for additional information on Sponsor initiated requests for modification of FAA standards.

Doug Johnson
Regional Paving Engineer
816-426-2616

Fire Safety Standards for Fueling Operations at Part 139 Airports

The fire safety standards for fueling operations and quarterly inspection checklists have been updated in the Central Region Sample Airport Certification Manual (ACM). The revised fire safety standards are based on the current National Fire Protection Association (NFPA) fire code, which is the most common fire code in effect at certificated airports. Part 139.321(b)(7) requires certificate holders to establish and maintain fire safety standards for fueling operations that meet the local fire code. The previous fire safety standards used in the Sample ACM were based on an old FAA fueling Advisory Circular. NFPA 407 has gone through two revisions in 1990 and 2001 and the old fueling AC was replaced in 2004 with a version that references the NFPA standards. An extensive review of the current NFPA 407 and NFPA 30 fire code was recently conducted and has resulted in a much more detailed set of fire safety standards in the Sample ACM.

At airports where the NFPA fire code is in effect, FAA inspections of fueling operations will be conducted in accordance with the current NFPA fire code. If the fueling facilities are not in compliance with the NFPA fire code, there is a Part 139 discrepancy to 139.321(b)(7). Airport operators at airports where the NFPA fire code is in effect should review these new sample fire safety standards with the Authority Having Jurisdiction and their resident fueling agents. Any fueling facilities not in compliance with this fire code will need to be upgraded to meet it. Airport operators will also need to revise the fire safety standards in their respective ACMs accordingly. The new sample fire safety standards will be distributed to Central Region airports in early December.

In addition to updating the sample fire safety standards, Central Region's airport certification staff has also prepared a PowerPoint presentation on conducting quarterly inspections of aircraft fuel servicing vehicles and airport fueling systems for compliance with the NFPA fire code. The presentation can be used to supplement the airport specific training for the personnel responsible for conducting quarterly inspections of fueling facilities as required by Part 139.321(d). This training requirement is addressed in Part 139.303(c). The PowerPoint presentation will be distributed along with the sample fire safety standards in early December. Anyone with questions concerning implementation of the new sample fire safety standards may contact Mike Mullen at 816-329-2618.

Inspecting Airfield Marking, Signs and Lighting - PowerPoint Presentation

The PowerPoint we distributed in 2003 titled, "Airfield Signs and Markings: Common Problems Found During FAA Inspections", has been updated, expanded and reorganized and is now titled, "Inspecting Airfield Marking, Signs and Lighting". This 220 slide

presentation includes photos and discussions of Part 139 marking, sign and lighting requirements, common problems found during FAA inspections, FAA standards and specifications, new marking, sign and lighting standards, and inadequate maintenance of marking, signs and lighting. It can be used to supplement the airport specific training for self-inspection personnel. A CD with this PowerPoint presentation will be distributed to Central Region certificated airports in early December. Other airports and consultants can request a copy of the CD via email to michael.mullen@faa.gov.

Bird Strike Committee USA/Canada Meeting in St. Louis in August 2006

The Bird Strike Committee USA/Canada (BSC-USA) meetings have grown in popularity over the past decade with a record 434 people attending the 2004 meeting in Baltimore. Because of the growth in attendance and increased emphasis on training and interaction with other organizations in the aviation industry, BSC-USA has signed a Memorandum of Understanding with the American Association of Airport Executives (AAAE) for the 2006 meeting. AAAE will handle registration and meeting logistics and BSC-USA will handle the technical program and training sessions. This partnership will enhance the quality of the meeting and further the integration of BSC-USA and wildlife hazard management into the mainstream of the aviation industry.

The 2006 meeting was originally scheduled for New Orleans but, as a result of the unprecedented damage caused by Hurricane Katrina, BSC-USA and AAAE have changed the venue for 2006 and will schedule New Orleans for a future meeting. Therefore, the 2006 USA/Canada meeting will be hosted by Lambert-St. Louis International Airport and held at the Sheraton City Center in downtown St. Louis on August 21-24 (Monday-Thursday). Details regarding registration, call for papers, and hotel reservations may be found on the [FAA Wildlife Hazard Mitigation Website](#) or at www.birdstrike.org.

*Allen Newman
Webmaster
Airport Technology, R&D Branch*

Newsletter Format Changes

As you read this month's issue, you'll note that we have changed the format of our newsletter. Our bi-monthly newsletter will now be published in a portable document file (pdf) format. This format change will facilitate our transition to the new look that is forthcoming.

Some useful features of this format include:

- Articles are indexed as bookmarks. Readers may quickly access an article by clicking the link in the bookmark tab.
- The Find feature allows the reader to quickly search the document for key words.
- The magnification tool allows users to increase or decrease magnification of the text to facilitate ease of reading.

While the pdf format is fast becoming a standard format on the web, some users may not be fully up to speed with viewing a pdf file. Users will need a current pdf reader in order to view the newsletter. Generally, all FAA web pages include a link to a free download of the Adobe Reader software. Readers are encouraged to use the most current reader available.

Mike Rottinghaus
Web Manager
FAA Central Region

New Calendar Feature

Beginning with our next issue (February for those who don't remember that we're bi-monthly), your editor would like to include a very simple "Calendar of Events" for the coming calendar year. It would include regional and national AAAE, ACI-NA and ACC conferences, the airport managers' association meetings in our four states, and other regional and national meetings or conferences of particular interest to our Central Region airports family. To make it most useful, however, I'll need you to send me (via email, if possible) brief information on events you believe should be included. But please try to conform to the following ground rules:

- Only events of real interest to the majority of our readership (the annual pet show the town holds in your terminal parking lot definitely does not qualify).
- Short and to-the-point: date, time, place, a very brief description of the event (usually the title will be enough), and who to contact for more information.
- Submit by no later than the 15th of the month preceding publication (we publish on the first day of February, April, June, etc.).
- Since we plan to keep an event on the calendar from issue to issue, you'll need to let us know of significant changes prior to event itself.

E-mail your events to george.hendon@faa.gov.

In Memoriam

With deep regret we learned that Harold "Harry" Miller of Des Moines died tragically in a plane crash on November 8. He had served for many years as a senior planner for the Iowa Aviation Department before retiring several years ago to join the consulting firm of Snyder and Associates.

Arrivals and Departures

FAA Headquarters

On November 14 Woodie Woodward, Associate Administrator for Airports, announced her plans to retire in early December. (See lead article in this issue.)

Central Region Airports Division

We knew it was going to happen one of these days but we kept hoping it wouldn't. Alas, alack [as we old-timers used to say] the time has come and Rex Yoho is leaving us on January 3, 2006 after 37+ years of federal service! That includes four years of military service including service as a commissioned officer for the Army Corps of Engineers following his 1968 graduation from Kansas State University with dual B.S. degrees in Civil Engineering and Business Administration.

After discharge from active duty, he served as a project manager for design and construction of projects on military installations in the Corps of Engineers offices in Fort Worth and later in Kansas City. He moved to the FAA in 1990, serving with distinction as State Airport Engineer (NE) for 14+ years. In retirement, he plans to work on his delinquent golf game (after the honey-do's), travel, enjoy the grandchildren, and a variety of activities that he and his wife simply hadn't found the time for, particularly after his daily commute of 60 miles [each way!] to and from downtown Kansas City. His steady hand will be missed by us all.

Pratt (KS) Industrial Airport

William G. Parker, Manager, Pratt Industrial Airport, is retiring on December 31. Reid Bell, currently manager of Hill City (KS) Municipal Airport has been selected to replace Bill and will report to Pratt on December 12.

Kansas City (MO) Aviation Department

After seven years as a top official in the Aviation Department, Assistant Director Phil Brown resigned on October 31. He joined the department in September 1998 and most recently had the title of principal assistant to the department head. Phil served several stints as acting aviation director, first in 1999, and again before the current aviation director, Mark VanLoh, was hired in 2004.

Correction: Sorry, but we misspelled Sandy Komula's last name when we reported his retirement in our last newsletter.

Central Nebraska Regional Airport

The Hall County Airport Authority (Grand Island, NE) announced the appointment of Michael Olson as the airport's Executive Director effective November 21. He most recently served as director of operations and facilities for the Ft. Wayne-Allen County Airport Authority, Ft. Wayne, Indiana. He replaces Bill Stovall whose departure was announced in our last newsletter.

Kirksville (MO) Municipal Airport

David Hall is serving as interim airport manager following the departure of Marty Cupp who is flying for Midwest Airlines. Hall, also a pilot, has been with the airport at Kirksville for 18 years.