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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 glenn.helm@faa.gov

In This Issue

- **Thanks for the Memories**
- **2006 Airports Conference**
- **Website Changes are Forthcoming**
- **Editor Returns - and Takes Us Quarterly**
- **Deadline for Configuration B Runway Marking – Are you ready?**
- **Precision Obstacle Free Zone (POFZ) – What is it? Do I have one? Do I want one? Do I need one?**
- **Pavement Loading Ratings**
- **Is Your Pavement Maintenance Program Current?**
- **Wildlife, Wetlands and Landfills – New FAA Contact**
- **Avian Flu Advisory – Wildlife specialists dealing with airport bird strikes take note**
- **Operating Your Runway End Identifier Lights (REILS) – Let's get REIL!**
- **Arrivals and Departures**
- **Calendar of Events Feature**

Thanks for the Memories

When George suggested that I might want to write something for the newsletter upon the occasion of my retirement, I doubted that I had anything interesting to say to our readers. But, I decided to do it anyway because I do have some genuine feelings about this place and my time here that are worth sharing.

I have been asked "why now?" Well, gee whiz, why not? At my advanced age, and with the accumulation of the vast wisdom imparted by life's highs and lows, I have learned one thing: there's only a limited amount of time allocated to each of us. So now, because I've been working since I was about 12 years old, I've decided to spend my remaining time doing exactly what I want to do each and every day.

Looking back on the 16 years I have spent here in the Central Region's Airports Division, I am amazed at how quickly the time has flown by. It literally seems only yesterday that I was sweating out the first meeting of the advisory committee for the Lambert – St. Louis

International Airport Master Plan, after being assigned as the project manager. That was 1990.

As I told George recently, for me there could have been no better place to spend the last 16 years of my career than the Airports Division here in Central Region. The reason is expressed in one word: PEOPLE. I feel truly blessed to have had the opportunity to work with such wonderful people. To the staffs at STL, MCI, MKC, SGF, JLN, COU, the MODOT aviation folks who struggled with a small staff to become one of the best Block Grant states, and the managers and consultants for the Kansas GA airports, thanks for putting up with me. What a great group of Guys and Gals to butt heads with.

As for my coworkers and managers here, it has been a privilege to work with such a dedicated and professional group. This may sound like a recruitment ad but that's OK, because I would recommend this career to any of you young (or not so young) Engineers out there with an interest in aviation. After working for an aircraft manufacturer, a consultant, four small cities, and running my own business, I can honestly say that this is the best place I have ever worked in my career.

I was also blessed to have met my late wife, Joyce, right here in the Airports Division. For the time we had together, I will be forever grateful.

What will I be doing? I plan to spend my time tinkering with my Jag, growing tomatoes, and watching my grandsons play ball at every opportunity.

Thomas C. Coates, P.E.
Airports Capacity Specialist

Airports Conference Reminder

The 2006 Airports Central Region Conference will be held Tuesday, October 3rd and Wednesday October 4th at the Overland Park Convention Center. The annual golf tournament will be held on Monday October 2nd. The conference committee is working on some changes to this year's event based on your feedback. This year's conference will have an abbreviated general session to allow for additional breakout sessions (20 vs. 12 last year). If you have any suggestions for breakout session topics please call Ed Hyatt at (816) 329-2629. More information about registration and exhibit opportunities will be posted on our web site as it becomes available.

Website Changes are Forthcoming

In the very near future, the Central Region website will undergo a significant change: it will take on a look similar to that of www.faa.gov. Unfortunately, this change will result in a new web address for our site. Users of our existing site will need to update their bookmarks once the change takes place.

The current homepage will have a re-direct link to the new website. We anticipate the new site to be available in late February/early March. Once the site is up, we will send out an e-mail to notify those included in our newsletter address list.

We apologize for any inconvenience this change might cause. It is our hope that users will find the new website just as useful as the previous one. As always, we welcome any suggestions from our customers on how to enhance the usefulness of the website.

Editor Returns and Takes Us Quarterly

After serving two details under the Executive Potential Program Glenn Helm returns as our editor. Beginning in April 2006, we will change to a quarterly newsletter format.

Deadline for Configuration B Runway Marking

How many stripes does your threshold have? Normally, we don't ask personal questions, but in this case, we have a good reason for asking! January of 2008 may seem like a long way off, but the clock is ticking!

Runway threshold markings (or stripes) are required unless the runway is visual. In 1993, FAA changed the design for runway threshold markings. The old standard, referred to as Configuration A, was replaced by a new standard named Configuration B. Configuration A had 8 stripes no matter what the runway width, with the stripes getting thinner as the runway width decreased. Configuration B has anywhere from 4 to 16 stripes depending on runway width with the stripes the **same width** (5.75') for all runways.

We still see a few airports, some of them commercial service, with the Configuration A markings. Airports are advised to check their markings and verify that they have Configuration B. The deadline for changing the markings to Configuration B is January 1, 2008. For more details, see Paragraph 9 of the Standards for Airport Markings, [FAA Advisory Circular 150/5340-1J](#) (PDF).

Glenn Helm
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Precision Obstacle Free Zone (POFZ)

The POFZ is a volume of airspace above the area defined by a rectangle that begins 200' in advance of the landing threshold, is 800' wide centered on the runway centerline, is at the threshold elevation, and ends at the landing threshold.

The POFZ is defined in Change 8 to Advisory Circular 150/5300-13 (Airport Design) which was adopted September 30, 2004. The POFZ applies ONLY to runways with approach minimums lower than 250' (HAT) and/or ¾ mile (Visibility). Some locations will need additional marking and signage in order to maintain their lower minimums.

The FAA Central Region's RAPT (Regional Approach Procedures Team) is reviewing the list of currently published approaches to determine which airports will be affected by the January 1, 2007 implementation date. The RAPT will develop a plan, with each affected airport, to assure that the POFZ is kept clear during weather conditions that require it. Should you have questions, contact your Airports Division planner.

Tom Coates
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Pavement Load Ratings

So how big an aircraft can land at your airport? The key to remember is that pavements are rated based upon gross aircraft load for each gear type. For example, if the Airport Facilities Directory lists a runway as capable of accommodating S 12.5, this means single wheel gear 12,500 pounds gross aircraft weight. Similarly, it might indicate S 12.5, D 15.8, this pavement can accommodate a single wheel gear aircraft with a gross weight of 12,500 pounds and a dual wheel gear aircraft with a gross weight of 15,800 pounds.

Typically, at small general aviation airports the most demanding load might be maintenance equipment. To evaluate this, one needs to look at what wheel loads the pavement is designed to accommodate. A 12.5 pavement is designed considering 95% of the load is on the main landing gear or 11,875 pounds. One half of this load is carried by each wheel or 5,937.5 pounds per wheel. However if you have a single axle fuel truck with dual wheels at maximum legal load, each set of wheels could put a 7,000 pound load on the pavement. A smaller facility may need to limit the size of service equipment and/or locations on the airfield where this equipment can operate.

Pavements can, of course, accommodate an occasional overload. But be careful: each time you overload your pavement you are shortening its life. Premature pavement failures exacerbated by frequent overloading may reduce future federal participation in any subsequent project for rehabilitation.

Gear Type	Gross Load	Axle Load	Gear Load	Wheel Load
Single Wheel Gear	12,500	11,875	5937.5	5,937.5
Dual Wheel Gear	30,000	28,500	14,250	7,125
Dual Wheel Gear	60,000	57,000	28,500	14,250
Single Axle Dual Wheel Truck		18,000	9,000	4,500
Tandem Axle Dual Wheel		36,000	18,000	4,500

Doug Johnson
Regional Paving Engineer
816-426-2616

(Editor's Note: In case the article above looks familiar, it's a reprint of one first appearing in our December 2002 edition and one which Doug felt deserved repeating.)

Is Your Pavement Maintenance Program (PMP) Current?

Public Law 103-305, section 107, Title 49, Section 47105, of the United States Code was amended to require sponsor assurances on preventative maintenance for project applications involving airfield pavements. In other words, for us to approve any project to replace or reconstruct pavement, the sponsor must provide assurance to us that they have implemented an effective pavement maintenance management program. The amendment also provides for the submission 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, which has been constructed, reconstructed, or repaired, with federal assistance. All grants involving pavement rehabilitation or reconstruction will contain a grant assurance that addresses the pavement maintenance obligation.

If you have not already done so, please submit a copy of your 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 on our web site in the AIP Sponsor Guide under Section 1700 Post Grant Obligations.

[1700 Post Grant Obligations](#) (PDF)

- 1750 Pavement Maintenance

If you have any questions regarding your PMP, you may contact me at (816) 329-2616 or via e-mail at doug.Johnson@faa.gov.

Doug Johnson
Regional Paving Engineer
816-426-2616

Wildlife, Wetlands, and Landfills

Glenn Helm is now the FAA Central Region contact handling Hazardous Wildlife Attractants. Many types of development are potentially hazardous to aircraft. Please notify him of any proposed Wetlands, Landfills, Waste Disposal Operations, Water Management Facilities, or Golf Courses (yes, sad, but true) within 5 miles of the existing or planned Airport Operations Area (AOA) of public-use airports. [Advisory Circular AC 150/5200-33A, Hazardous Wildlife Attractants On or Near Airports](#) (PDF) has more information. Glenn can be reached at 816-329-2617.

Avian Flu Advisory

(Editor's note: This information was obtained from the USGS Wildlife Health Center ([Wildlife Health Bulletin #05-03](#)).

The following guidelines are provided for those who routinely collect bird remains from runways or aircraft components for bird strike identification. They are advisory in nature for field biologists and others concerned about Highly Pathogenic Avian Influenza (HPAI). Currently, Avian Influenza (H5N1) has NOT been reported in the United States and we are operating under the following guidelines. These guidelines may be updated periodically.

When handling apparently healthy wild birds in areas where HPAI H5N1 is not suspected, work in well-ventilated areas if working indoors. When outdoors, work upwind of birds, to the extent practical, to decrease the risk of inhaling aerosols such as dust, feathers, or dander.

Recommendations:

- Thoroughly wash hands with soap and water (or with alcohol-based hand products if the hands are not visibly soiled). This is a very effective method for inactivating influenza viruses, including HPAI. These viruses are also inactivated with common disinfectants such as detergents, 10% household bleach, alcohol and other

commercial disinfectants. The virus is more difficult to inactivate in organic material such as feces or soil.

- When possible, wear rubber or latex gloves that can be disinfected or disposed.
- Wash hands often as described above, and disinfect work surfaces and equipment between sites.
- Do not eat, drink, or smoke while handling animals.
- If there is any concern about airborne particles, wear a facemask and safety glasses when handling bird remains.
- Spray the aircraft impact area with 70% ethanol (not water) and wipe with a paper towel. Place the paper towel in a Ziploc bag. If you are involved in removing large numbers of birds or bird feces in a confined space such as when clearing pigeons or their feces from a hanger, wear a protective suit and a respirator.

Additional websites:

- [US. Geological Survey Wildlife Health Center](#)
- [World Health Organization](#)
- [Centers for Disease Control and Prevention](#)
- [United Kingdom Government Health Protection Agency](#)

First and Foremost - Follow all guidance provided by your own agency or military installation. Management and Administration is encouraged to provide supplies and facilities to accommodate these guidelines.

This material was developed by Dr. Carla Dove at the Smithsonian Division of Birds and Dr. Richard Dolbeer, Wildlife Services, National Coordinator, Airport Safety and Assistance Program. Safety Precautions for Handling Bird Strike Remains - October 2005

Operating Your Runway End Identifier Lights (REILs)

REILs purchased with Airport Improvement Program (AIP) funds are expected to be available to pilots 24 hours a day. That does not mean they have to be on constantly. Most non-towered airports have REILs that are pilot-controlled via the Common Traffic Advisory Frequency (CTAF). They are set to come on at different intensity levels depending on whether the pilot keys the microphone 3, 5, or 7 times within a 5-second time period. The intensity levels may be either 1) low, medium, and high; or 2) off, low, and high; depending on the airport's preference. The REILs automatically turn off after 15 minutes.

Airports may also elect to have the REILs set to be on constantly during certain time periods. Outside those time periods, the REILs should be available via pilot control. However the airport decides to operate the REIL, it should be accurately reflected in the Airport/Facility Directory. Airport managers may contact FAA, Aeronautical Information Services to update the Airport/Facility Directory. Their fax number is 202-267-5322. Their phone number is 866-295-8236.

Sometimes there are complaints from nearby homeowners over the brightness of the REILs. In these cases, consider purchasing standard baffles made by the REIL manufacturer to reduce the glare.

Glenn Helm
816-329-2617

Arrivals and Departures

Alliance (NE) Municipal

Barbara Watson resigned her position as airport manager effective the end of 2005. Richard Cayer will be serving as airport manager in the interim.

Central Region Airports Division

At the end of February, **Tom Coates**, our Capacity Program Manager, will be retiring after 16 years with the FAA. Perhaps his most significant contribution was his service as our planning engineer during the master planning, environmental assessment and record of decision process for the expansion of Lambert-St. Louis International Airport, arguably one of the most controversial projects in the country. But, apparently, he enjoyed the experience. He will be missed by us all. See the lead article in this issue, "Thanks for the memories", which he wrote.

Kansas Association Of Airports (KAA)

At their January 2006 meeting in Olathe, KS, KAA elected Shawn McGrew, Strother Field Winfield/Arkansas City as president.

Kearney (NE) Municipal Airport

January 6, 2006 was Colin English's last day as Airport Manager. He has accepted a position at the Aspen/Pitkin County Airport in Colorado as the Assistant Aviation Director - Operations. Wendell Wessells, the City's Finance Director has been named as the interim manager until a full time replacement is named. Colin and family are settling in Red Stone just south of Carbondale, which is between Glenwood Springs and Aspen. As he says, "we'll be back in the woods and mountains a ways."

Manhattan (KS) Regional Airport

The Airport has announced that their director, Russ Johnson, left that post on December 31, 2005, and that a search is underway for a replacement. The Deputy City Manager has asked that any interested applicants be referred to her office at 785-587-2404 or stoddard@ci.manhattan.ks.us.

McCook (NE) Municipal

John Bingham has taken a position in Oregon. Kyle Pottoff will now serve as the official airport contact.

Calendar of Events

Feb. 13-15, 2006	Nebraska Aviation Trades Association (NATA) – Annual Convention & Agricultural Aviation Exhibition, Midtown Holiday Inn, Grand Island, NE. Rooms: 800-548-5542. Info: nata@altel.net
Feb. 25-Mar. 1, 2006	American Association of Airport Executives (AAAE)-South Central Chapter (SSC) Conference, Albuquerque, NM
Feb. 26-Mar. 4, 2006	SSC/AAAE –Accreditation and Certification Written Exam Review, Dallas, TX
Apr. 11-13, 2006	Missouri Airport Managers Association (MAMA) and Missouri Aviation Council (MoSAC) Conference, The Resort at Port Arrowhead, Lake of the Ozarks, Lake Ozark, MO
Apr. 14, 2006	International Aviation Art Contest Awards Ceremony, Lincoln Air National Guard Conference Room, Lincoln, NE
Oct. 3-4, 2006	FAA Central Region Airports Conference, Overland Park, KS

Correction

The "In Memoriam" item in our last newsletter should have reflected that the late Harry Miller had served as the Director of Iowa's Office of Aviation.