



AirportNews

FAA Central Region Airports Division

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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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Manager's Message

2009 looks to be another challenging year for all of us. Just like last fiscal year, we did not initially receive a full year's appropriation of funding. We will continue to work aggressively with you to ensure your priority projects can be programmed and constructed in the most efficient manner with the available funding. We are also all anxiously awaiting word on what will happen with the proposed Economic Recovery Package. As soon as we know anything, we will let you know.

This will be a very busy year, but with your help, it will be another successful one.

Jim Johnson
Manager, Airports Division

Improper Payments

From time to time, questions come up about the rules governing what airport sponsors can and cannot do when drawing upon Airport Improvement Program (AIP) grant funds. This is a very important issue, because violation of the rules is a violation of Federal law, with serious consequences for airport sponsors.

What is an "improper payment"?

The White House Office of Management and Budget (OMB) Circular 123 defines an "improper payment" as any payment that:

- Should not have been made; or
- That was made in an incorrect amount under statutory, contractual, administrative, or other legally applicable requirements.

Incorrect amounts can be either overpayments or underpayments, including inappropriate denials of payment or service. An improper payment can also be:

- Any payment made to an ineligible recipient, or for an ineligible service;
- Duplicate payments;
- Payments for services not received; or
- Payments that are for the incorrect amount.
- Payments where the sponsor does not have sufficient documentation in their files for an auditor to determine whether a payment was proper.

The term "payment" in this context means any payment that is:

- Derived from Federal funds or other Federal sources;
- Ultimately reimbursed from Federal funds or resources; or
- Made by a Federal agency, a Federal contractor, or any other organization administering a Federal program.

What about construction retainage?

One improper payment issue that has arisen recently (and that needs to be fully understood by all sponsors) is the issue of when sponsors may draw down AIP

grant funds for retainage payments to contractors. Airport sponsors must not draw down AIP grant funding for the full value of a construction invoice unless the airport sponsor has already paid the contractor for the 10% retainage. We consider an airport sponsor to have paid the contractor the retainage when it either:

- Pays the contractor either the full amount due on the construction invoice; or
- When the airport sponsor pays the contractor 90% of the amount due and pays the 10% retainage into a properly established escrow account.

In the latter case, a third party will disburse the escrow funds to the contractor under the conditions of the escrow—i.e., upon satisfactory completion of work. If an airport sponsor draws down AIP grant funds for the full amount of a construction invoice without paying the contractor for the construction retainage either in full or by escrow, then the sponsor is in violation of the Federal regulation and their AIP grant assurances, and as a result would be subject to grant compliance action.

Where Can I Learn More?

- FAA Order 5100.38C (“Airport Improvement Program”), Chapter 13 (“Project Payment, Closeout, and Audit”).
- Title 49 Code of Federal Regulations, Part 18 (“Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments”), Section 18.20.

Buying Airport Land - Do You Know Where Your Parcels Are?

For many years it was a common practice with airport grant projects to submit a Title Opinion with every land project. This document was received by the Airports Division and forwarded to the FAA Legal Department. The Attorney would seek any supplemental information needed and then sign an acceptance of the opinion which would then clear any Special Condition regarding existing title to land satisfactory to the Administrator. Sometime in the early 1980's that step was omitted from the grant process. Our web guidelines now suggest that we receive a new Title Opinion from the Sponsor at a minimum of every eight years.

We are observing an increasing amount of problems with title interest when we acquire land for an airport. We have qualified appraisers that have uncovered some errors and problems during their regular title search for the scope of work. The survey work has sometimes identified discrepancies in property descriptions. The majority of the time, the problems come to light when the planner is working on an ALP update and finds that the copy of the property map in the ALP map set does not match the last Exhibit A property map on file.

Whether minor or major, when the difference is discovered it needs to be addressed and corrected. The greatest tool we have is the Data Information Table found on both the Exhibit A and ALP property maps. If properly completed, this information can give you a snapshot of the history of your airport's land for the last 50-60 years! The Exhibit A table should include:

- The Parcel Identification (Tract, Area or Parcel number or letter)

- The size of the parcel and the property interest (Example 3.2 acres/fee)
- The date of acquisition (at least month/year)
- How it was funded or transferred (FAA Project #, local buy, AP-4 agreement, etc.)
- Recordation Information (Book/Page or Condemnation Case Number)
- Notes (changes, releases, explanations, subordinations, etc.)

Please don't wait until your next land project. There are steps you can take now:

- Contact FAA to get the date of the last Title Opinion on file.
- Add Title work to the next scope of work for an ALP Update project or Land Acquisition project.
- Verify with the City Attorney and other knowledgeable officials all of the information now shown on your Data Information Table.
- Contact FAA for copies of archived documents or assistance in correcting title issues.

Remember when a grant offer is accepted, the Sponsor is assuring the FAA that they hold good title satisfactory to the Secretary of Transportation to all existing and federally purchased property. Please contact Gayla Rich, Airports Program Land Specialist (816) 329-2603 for assistance and guidance.

Gayla Rich
Land Specialist

Airfield Marking Handbook

Airfield marking includes preparing the pavement surface and the application of paint, or other materials, for the purpose of providing visual guidance for aircraft operations. The [AIRFIELD MARKING HANDBOOK](#), a compilation of best practices for airfield markings is now available. This 'Best Practices' handbook provides a summary of how marking is done and how it can be improved.

The [AIRFIELD MARKING HANDBOOK](#) is the final report for Innovative Pavement Research Foundation project 01-G-002-05-01.

Doug Johnson
Regional Paving Engineer

Mobile ARFF Trainer Survey and Update

We recently surveyed Part 139 airports to get their comments on the Mobile ARFF Trainer (MARFFT) operated by the University of Missouri Fire and Rescue Training Institute (MUFRTI). The MARFFT simulates an aircraft on fire. Firefighters train on the MARFFT so they know what to do in the event of a real aircraft fire. Here are some of the comments from the survey:

- Very useful, trained in just two days
- Training locally with our own equipment is superior and gives us the luxury of spending extra time on certain aspects when needed
- Sending our crew out of state to unfamiliar turf using unfamiliar equipment is not quality training
- Too expensive (multiple responses)
- Training is far superior to a "fixed site"
- We have found the MARFFT training to be more realistic training and able to use Airport Response Equipment
- The MARFFT and instructors have become an excellent source for training for airports our size with similar budgets. Strongly recommend continued support of the project
- This trainer allows for the most realistic aircraft fire training and is widely accepted as the standard in live fire training as far as my local fire departments are concerned. The only downside to the Mobile ARFF Trainer is the cost associated with it.
- Compared to sending our firefighter to a fixed facility the MARFFT is a great value that offers the same skill sets learned from a fixed facility
- It's expensive training but the benefits of training as a shift and with our own equipment are incredible
- In previous years the MARFFT had malfunctioned so we were not able to utilize all the features we had anticipated. We have always had at least two sometimes three of our own personnel assist with the set-up and breakdown with the unit, including the use of our own fork lift. For the price, we should not have to do anything with the trainer than just train
- All the personnel who attend always come away with a great deal of experience and knowledge that we are not able to provide locally. The ability to practice tactics involving a simulated aircraft is invaluable

In summary, we found great enthusiasm for continued use of the MARFFT. On the downside, cost and reliability are issues. MUFRTI has made a number of improvements to the unit to increase reliability, but the MARFFT is seven years old, and we can see the need for a new MARFFT.

We are hoping to program a new MARFFT for FY 2010 with delivery sometime in calendar year 2011. With the knowledge we have from the old unit, we will make changes to increase the reliability of the new unit. Whether we can reduce costs remains to be seen, but we will most certainly try. Some airports have reduced costs by training at other airports and rotating the training among themselves from year to year. If you have any suggestions for improvements for the new MARFT, please let me know.

Glenn Helm
Program Manager

2008 Airports Conference Presentations on Website

Those wishing to obtain a copy of a particular presentation given at our September 2008 Airports conference may do so by sending an email request to glenn.helm@faa.gov or jeff.deitering@faa.gov. Please identify the specific presentation from the following list of available presentations:

- FAARFIELD - Airfield Pavement Design & Evaluation (AC 150/5320-6E) - Rodney Joel, P.E.
- FAARFIELD - Pavement strength reporting system developed by ICAO - Rodney Joel, P.E.
- FAARFIELD - Rigid Pavement Example - Rodney Joel, P.E.
- FAARFIELD - Flexible Pavement Example - Rodney Joel, P.E. FAARFIELD - Link to the FAARFIELD software site
- Airport Safety Management System (SMS) - Robert Grierson, A.A.E.
- The ABC's of DBE - Guidance on how Airport Grant Recipients can set DBE Goals and Airport Concession DBE Goals - Nancy Cibic
- Status of the L-M Contract Flight Services and Update to NOTAMs - Michael Morin
- Wildlife on Airports: An Accident Waiting to Happen, Why is Happening, and How to Deal with the Conflict - Ed Hartin
- Status of 5300-13 Rewrite - Jan Monroe
- Construction Safety - A Pilot's Perspective (no videos)- Glenn A. Boles
- Review and Discussion of the Latest Part 139 Issues (Part 1)- Including New Marking Standards, Vehical Pedestrian Deviations, and Discrepancies Found During Part 139 Inspections - Mike Mullen and Pat Haynes
- Review and Discussion of the Latest Part 139 Issues (Part 2)
- Airport GIS - Robert Bonanni, P.E.
- Best Practices on How to Deal with a Plane Crash at or Near an Airport - Erik R. Grosf
- Fair Market Value in Both Acquisition and Disposal of Land and the Importance of Appraisals in this Process - Robert N. Merryman
- Best Practices for Runway Safety for Airport Operators and Vehicle Drivers (Part 1) - Gordan Evans
- Best Practices for Runway Safety for Airport Operators and Vehicle Drivers (Part 2)
- Airport Layout Plans - Mark Schenkelberg, P.E., Jeff Deitering, P.E.
- Aviation Weather
- Reimbursable Agreements with the FAA - Lawrence W. Smith

Recently Revised or New FAA Publications (a selected list)

Advisory Circulars

- [AC 150/5000-15, Announcement of Availability of Airport-Related Research and Development Projects](#) (pdf)
- [AC 150/5200-30C, Airport Winter Safety and Operations](#) (pdf)
- [AC 150/5210-14B, Aircraft Rescue Fire Fighting Equipment, Tools and Clothing](#) (pdf) - September 30, 2008
- [AC 150/5210-15A, Aircraft Rescue and Firefighting Station Building Design](#) (pdf) - September 10, 2008
- [AC 150/5210-18A, Systems for Interactive Training of Airport Personnel](#) (pdf) - September 29, 2008
- [AC150/5300-13, Change 14, Airport Design](#) (pdf)
- [AC 150/5300-17B, General Guidance and Specifications for Aeronautical Survey Airport Imagery Acquisition and Submission to the National Geodetic Survey](#) (pdf) – September 29, 2008
- [AC 150/5340-30D, Design and Installation Details for Airport Visual Aids](#) - September 30, 2008
- [AC 150/5345-53C, Airport Lighting Equipment Certification Program - September 15, 2008 Addendum](#) (pdf) – Updates to Appendices 1 and 3.

Safety Management Systems (SMS)

- [Safety Management Systems \(SMS\) for Airports](#) – Register your email address to receive current information regarding Safety Management Systems by selecting the “Subscribe” link
- [External SMS Efforts - Part 139 Rulemaking](#) – Finding of First Pilot Study

Winter Operations

- [Runway Deicing Fluids](#) (pdf) – FAA letter to industry regarding the use of Newer Generation Runway Deicer Fluids

For a more complete list and to receive automatic e-mail notification of changes, go to [News and New Resources for Airport Projects](#). Click on “Subscribe to this page” to the upper right and provide your e-mail address.

Arrivals and Departures

Eppley Airfield; Omaha, NE

Don Smithey retires on March 1 after 20 years of service. Don initially held the title of Director of Administration, then Deputy Executive Director and General Manager before becoming the Executive Director in 1989. Steve Coufal, Director of Operations will become the new Executive Director. Chris Martin, Northwest Airlines Station Manager at Omaha, will become the new Director of Operations.

Central Region Airports Division; Kansas City, MO

Jan Monroe will be retiring January 31 2009 with over 22 years of federal service. During the last 16 years he has served as the Central Region's Airport Planning Section Supervisor.

Jan is known nationally for his outstanding technical expertise in the area of airport planning. His council and advice is highly valued by his subordinates, peers, headquarters, sponsors and consultants.

Before coming to Central Region, Jan was the Environmental Specialist in the Northwest Mountain Region's Airport Division.

Prior to joining the FAA, he gained an in-depth understanding of issues from a sponsor's point of view over a ten year period while serving as the City Planning Director and Airport Manager for the City of Newport, Oregon. During this time, Jan also served as President of the Oregon Planning Directors Association and the State Airport Managers Association.

We wish Jan the best in retirement and we will miss him.

Central Region Airports Division; Kansas City, MO

Larry Bowles will be retiring January 3, 2009 with over 35 years of federal service. During the last 11 he years has served as Airports Division, Central Region computer specialist.

We will greatly miss Larry. His expertise in computer technology has kept the Airports Division staff operating efficiently for many years. He has also been a great resource for national IT initiative and implementations.

Larry's career began with the U.S. Army Mobility Command Center in St. Louis, Missouri. Larry also worked for the U.S. Post Office and the FAA Airways Facilities Division before joining Airports Division.

We wish Larry the best in retirement.

Calendar of Events

Date	Event
January 28-31, 2009	17TH Annual Nebraska Aviation Symposium (pdf) Nebraska Aviation Conference(NAC) Kearney, NE (Corrected 1/12/09)
April 1, 2009	Missouri State Aviation Council (MoSAC) Meeting Resort at Port Arrowhead Lake Ozark, MO
April 2-3, 2009	Missouri Airport Managers Association (MAMA) Conference Resort at Port Arrowhead Lake Ozark, MO
April 22-23, 2009	Iowa Aviation Conference Sheraton Hotel West Des Moines, IA
September 22-23, 2009	2009 Annual Airports Conference FAA Central Region Airports Division Westin-Crown Center Kansas City, MO