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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

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- **Calendar of Events Feature** - Does your state aviation group have a meeting planned? Let us know!

Since our last newsletter . . .

After a year's hiatus, Glenn Helm has returned and resumed his role as our editor. For the time when I tried to fill his shoes, I enjoyed it thoroughly but I'm happy he has returned. In the process, I learned that it's not an easy job, primarily because of a couple of things:

1. The editor sometimes has to beat the bushes for worthwhile material – it doesn't write itself.
2. When you contributors finally realize you have something worthwhile to share, the deadline is upon us and we end up publishing something that you wish you had spent more time preparing. In cold hard print, it's "OK" but not quite as clear or pointed as you had in mind.
3. Some of you readers don't realize until much too late that your insights and contributions are very useful and welcome. In our "beat the bushes" mode we often find a potential contributor who says "sure – I can give you something – it just hadn't occurred to me until you asked.

I could go on, but you get the picture. Don't be bashful – let Glenn know if you have something you think our readers would be interested in.

George A. Hendon
Manager, ACE-600

FAA Safety Team (FAASTeam) Program

One of FAA's aviation safety initiatives this year is the establishment of the FAASTeam Program to begin nationwide on October 1, 2006. Part of the Flight Standards organization, it will replace the regional safety program as follows:

- Regional Safety Program Manager replaced by Regional FAASTeam Program Manager (RFM), one in each region.
- FSDO Safety Program Managers replaced by FAASTeam Program Managers (FPM), six within Central Region comprised of four operations inspectors (one for each of our four states) and two airworthiness inspectors who will divide the regional responsibilities.
- Aviation Safety Counselors will become FAASTeam Representatives.
- Program will emphasize analysis of regional accident statistics and quarterly reports to determine causal factors and then focus seminar topics and educational material on methods aimed at those causes.

The program is not yet up and running, and you won't be seeing much in the way of publicity for a while, but here's why I'm telling you now. Central Region was the first region to staff and implement this program: the FPMs have been selected* and the transition is gaining momentum, so stay tuned. And, we've snagged the region's RFM to conduct one of the workshops at our Conference the first week of October – talk about timing!

List is as follows, effective May 14, so don't start calling them yet!

Regional FAASTeam Program Manager (RPM): Dennis Pratte

Operations FAASTeam Program Managers (FPM):

- Bob Linenweber (Iowa)
- Fred Harms (Missouri)
- Bruce Allred (Kansas),
- June Tonsing (Nebraska);

Airworthiness FAASTeam Program Managers (FPM):

- Sal Botta (Iowa and Missouri)
- Bobby Reed (Kansas and Nebraska)

George A. Hendon
Manager, ACE-600

Essential Air Service (EAS) Program

To refresh your memory about the basics of the Program:

- Established in 1978 as part of the Airline Deregulation Act to mitigate the effects of deregulation on the very smallest communities.
- Provided for subsidies to carriers to continue providing scheduled service to communities that would otherwise have lost such service.
- In 1987 Congress expanded program and extended it for an additional ten years.
- Part of FAA Reauthorization of 1996 removed sunset date for EAS.

Over the years, the amounts appropriated by Congress to fund the program have varied requiring discontinuance of subsidies for some communities, pro-rata reductions across the board and other measures. During the earlier years, appropriations were in the \$30-38 M range. The terrorist attacks of September 11 put increased pressure on the program because EAS subsidies basically make up the difference between carriers' forecast expenses and revenues. With revenues down and expenses up, especially security and insurance costs plus fuel more recently, Congress has been appropriating around \$100 M beginning in FY 2002. The President's budget for 2007 would fund the program at \$50 M, and makes substantive changes to the program, foremost among them being the requirement for communities to pay some of the subsidy on a sliding scale based on isolation, the most isolated paying the least.

As noted above, the sunset for the program was removed so, presumably, it could continue indefinitely. Should Congress or the Administration decide to make any substantive changes in the program, the most logical time and place would likely be the next reauthorization. This, as you know, will take place in 2007 for FY 2008 and beyond.

*George A. Hendon
Manager, ACE-600*

Annual Report and Workplan Objectives

Take a moment to review the Central Region Airports Division [Annual Report for 2005 and Workplan Objectives for 2006](#).

New Web Address

If you haven't heard already, some FAA websites have new addresses. This includes the [Central Region Airports Division Home Page](#). Please change your bookmark.

SAFE Extensions, Inc. Removed from List of Certified Airport Lighting Equipment

This is to inform you that all products of SAFE Extensions, Inc. have been removed from the list of certified airport lighting equipment in FAA Advisory Circular (AC) 150/5345-53C, Airport Lighting Equipment Certification Program because we have concluded that the manufacturer did not comply with certification procedures in AC 150/5345-53C or

predecessor advisory circulars. As a result of failure to comply with agency procedures for the certification of airport lighting equipment, this equipment does not meet the requirements of 14 CFR Part 139, Certification of Airports, Paragraph 139.311, Marking, Signs, and Lighting.

Equipment by SAFE Extensions, Inc. is not to be installed on any runway or as part of any federally funded project. As this is a safety issue, this notice is effective immediately regardless of the stage of a project. If you have an ongoing project where installation has already begun, please contact your FAA Airport Engineer as soon as possible to discuss how to proceed.

We expect to issue guidance relating to existing installations soon, but no action is required on existing installations at this time.

Rick Marinelli
Manager, Airport Engineering Division
FAA Headquarters

ALP Checklist Updated

The Central Region ALP Checklist has been updated to incorporate the additional considerations Change 9 added to the Advisory Circular 150/5300-13, Airport Design. We use this checklist to perform our initial review of new and updated Master Plans and Airport Layout Plans. The new ALP Checklist is available on our website under the [Planning and Capacity](#) heading and by the following direct links.

Checklist for Master Plan and Airport Layout Plan - [MS Word](#) (56 kb) | [pdf](#) (66 kb)

Jan Monroe, Supervisor
Planning Section

New Guidance on Land Acquisition and Relocation Assistance

Change 6 to [Advisory Circular \(AC\) 150/5100-17, Land Acquisition and Relocation Assistance](#) (pdf 1.7 MB) was issued on November 7, 2005. The AC has been updated for the recent changes to the Uniform Act regulations, 49 CFR Part 24 and to incorporate our "Frequently Asked Questions (FAQ)" and "Lesson's Learned" guidance. The major changes in the AC are as follows:

- **Voluntary Transaction Exemption Criteria – Paragraph 1-3** - Clarification on application of exemption to Federally assisted programs.
- **Appraisal Waiver Increased to \$10,000 - Paragraph 2-2** - The Final Rule increases the limit on the appraisal waiver from \$2,500 to \$10,000.
- **Appraiser Conflict of Interest – Paragraph 2-5** - No person shall attempt to unduly influence or coerce an appraiser or review appraiser.
- **Sample Scope of Work – Appraisal Assignment – Paragraph 2-8 / Figure 2-2** - General Scope of Work statement that may be included in sponsor appraisal, modified as necessary for the specific property.
- **Review Appraisal Report – Paragraph 2-18(g)** - The review appraiser shall prepare a written report that identifies the appraisal reports reviewed and documents the findings and conclusions arrived at during the review of the

appraisal(s). The review appraiser shall identify each appraisal report reviewed as:

- Recommended as the basis for the establishment of the amount believed to be just compensation,
 - Accepted and meets all requirements, but not selected as approved, or
 - (3) Not Accepted. The appraisal failed to meet requirements for acceptance and value opinion is not considered correct or supported.
- **Written Notice to Property Owner** – Paragraph 3-1(e) - As soon as feasible, (no later than the appraisal assignment) the Sponsor shall notify the owner in writing of the Sponsor's interest in acquiring the real property and the basic protections provided to the owner by law and this part. The FAA brochure, Land Acquisition for Public Airports, may be used to provide this general information notice.
 - **No Waiver of Relocation Assistance** – Paragraph 4-7 - The Sponsor shall not propose or request that a displaced person waive his or her rights or entitlements to relocation assistance and payments provided by the Uniform Act and 49 CFR Part 24.
 - **Relocation Planning at Project Development Stage** – Paragraph 4-13: The Final Rule requires detailed analysis of business displacement at the project development stage.
 - **Acquisition Stage Relocation Plan, Displaced Businesses** – Paragraph 4-14: As part of the acquisition stage relocation planning and assistance, the Final Rule requires an interview of displaced businesses to ensure an airport sponsor provides adequate relocation assistance.
 - **Updated Displaced Business Questionnaire– Figure 4-1B:** Includes the new required questions for interview and planning for business displacements.
 - **Personal Property Only Move – Paragraph 5-11** - New provision to move personal property, where there is no relocation of a residence or business.
 - **Searching Expense, Non-residential Move – Paragraph 5-18** - The limit for this payment is raised to \$2500.
 - **Related Non-residential Eligible Moving Expenses – Paragraph 5-17** - The Final Rule allows costs that had been considered reestablishment expenses, to be moving expenses that are not subject to the \$10,000 statutory cap.
 - **Rental Assistance Payment for 180-Day Homeowner – Paragraph 6-10** - The Final Rule allows a rental assistance payment for a displaced 180-day homeowner (who elects to rent instead of purchase a replacement dwelling) to exceed \$5,250 if the difference in the estimated market rent of the acquired dwelling and the rent for a comparable replacement dwelling support a higher figure.
 - **List Price Adjustment Not Allowed - Paragraph 6-8** - The Final Rule removes the prior requirement that a list price adjustment be applied to Sponsor's determination of the cost of comparable replacement dwelling
 - **No Adjustment for "Required" Downpayment – Paragraph 6-15** - The Final Rule clarifies that a displaced residential tenant may apply the full computed rental assistance payment as a downpayment for the purchase of a replacement DSS dwelling.

- **New “Low Income” Qualification for Base Monthly Rent - Paragraph 6-14(b)** - Under the Final Rule the base monthly rent to compute a rental assistance payment will be set at 30 percent of monthly gross household income only for displaced persons who qualify as “low income.
- **Subsequent Occupants – Paragraph 6-28** - The Final Rule modifies the payment eligibility to apply the new “Low Income” qualification.
- **Mobile Home Displacement – Section 6, Chapter 6** - Final Rule reorganizes and clarifies requirements to establish payment eligibility.

FAA Headquarters

New Antennas or Frequencies on Existing Structures at a Public-Use Airport

When adding an antenna or frequency on a public-use airport, you now need to file for your aeronautical request on-line at <http://www.oiaaa.faa.gov/>. Currently, public-use airports can only use this on-line filing for:

- Adding antennas that do not increase the height of the existing structure they will be mounted on or,
- Adding frequencies for existing transmitting equipment.

If you have not created an account at the above-mentioned website, you will be required to do so before entering your study. All other construction activities on public-use airports in Central Region (IA, KS, MO, NE) will continue to be submitted to Angie Muder, ACE-620F, Airports Airspace Specialist, 901 Locust, Kansas City, MO 64106 for review.

ARFF Vehicles Spec Revision for Delivery of Fire Suppression Agents

[Engineering Brief \(EB\) #71](#) (pdf - 166 kb) identifies the latest performance criteria attainable in the delivery of fire suppression agents. Advisory Circular (AC) 150/5220-10, Guide Specification for Water/Foam Aircraft Rescue and Firefighting Vehicles and AC 150/5220-19, Guide Specification for Small, Dual Agent Aircraft Rescue and Fire Fighting Vehicles are currently in the process of revision to reflect the criteria in EB 71. Engineering Brief 71 should be followed until the Advisory Circulars can be revised.

AFFF Foam Purchased After July 1, 2006 Must Meet Standards

Aqueous Film Forming Foam (AFFF) agents used in firefighting must meet the requirements of Mil-F-24385. Any AFFF purchased after July 1, 2006 by an airport operator certificated under Part 139 must meet the Mil Spec. There are several reasons for this requirement.

First of all, AFFF has to be compatible when mixed. AFFF manufactured by different manufacturers, although meeting the UL 162 standard, may not be compatible. AFFF meeting the Military Specification will always be compatible with other Military Specification AFFF no matter the manufacturer.

Second, AFFF meeting the military specification requires less agent than AFFF meeting UL 162 to extinguish the same size fire. Finally, the requirement to use Mil Spec is in concert with the National Fire Protection Association National Fire Code 403, paragraph 5.1.2.1.

Airports should not discard their current inventory of UL 162 AFFF, or replace UL 162 AFFF already loaded on apparatus because it is an effective foam. However, all future purchases at certificated airports must conform to MIL-F-24385. For complete information, see [Cert-Alert No. 06-02](#) (pdf – 31 kb).

Embraer 170/190 (ERJ 170/190) ARFF Door Operation Notice

There is a safety issue involving the E170 and E190 Type I aircraft door operation. The E170/E190 Type I Aircraft Door is designed such that when operated normally and opened from the outside while armed the escape slide will not deploy. However, there have been at least two occurrences of partial inadvertent slide deployments due to opening from the outside. These inadvertent deployments have been traced to improper operational procedures, as well as to unique features of the door design. Specifically, if the door is armed but the door vent flap is open, the escape slide will deploy when opened from the outside.

This issue potentially poses a threat to Airport Rescue and Fire Fighting (ARFF) personnel in the event of an emergency evacuation or similar event involving the E170/E190. If these aircraft typically visit your airport, your ARFF personnel should study [Cert-Alert No. 06-03](#) (pdf – 48 kb)

Problem With P-23 ARFF Vehicle Wheel Hub/Axle Assembly

During a past aircraft accident investigation, the National Transportation Safety Board (NTSB) surfaced a safety issue (non-aircraft accident related) pertaining to the US Air Force P-23 model aircraft rescue and fire fighting (ARFF) vehicle wheel hub/axle assembly. US Air Force actions to address these issues include an engineering analysis, complete redesign of the wheel hub/axle assembly, and extensive laboratory testing. If you have this vehicle on your airport, we recommend reviewing [Cert-Alert No. 06-04](#) (pdf - 34 kb), which provides a brief history of the P-23 ARFF hub/axle assembly defect and recommended actions.

405 Surveys and the National Spatial Reference System

Airport development projects that result in the requirement for new or revised Instrument Approach Procedures (IAP) require the submittal of accurate survey information that meets the requirements of FAA Standard 405. The FAA uses this data to analyze and develop new approach procedures or to modify existing approach procedures.

Sponsors that accomplish their own 405 surveys must demonstrate that the survey is properly tied to the National Spatial Reference System (NSRS). The Sponsor's surveyor must take a GPS observation at their control station (PAC, SAC or CORS). This information must then be submitted to the National Geodetic Survey's (NGS) On-line Positioning User System (OPUS) at <http://www.ngs.noaa.gov/OPUS/>. Within one day, the surveyor should get back a response from the system showing the tie in to the National Spatial Reference System the accuracy of the data. A copy of this print out

should be submitted along with the 405 survey data. The accuracy of the datum tie in must meet the requirements set forth in appendix 3 and appendix 5 of FAA Standard 405.

Arrivals and Departures

Clay County Regional Airport, Mosby, Missouri

Colin McKee is now the airport manager. He was the former assistant airport manager at Lee's Summit Municipal Airport. Colin has a master's degree in aviation safety from Central Missouri State University and is an active pilot.

Dubuque Regional Airport, Dubuque, Iowa

Andrew Perry, Airport Manager, has left to accept a position with W.C.F., LLC to construct and manage a new airport in Houston, TX. He began the position in March. Todd Dalsing is serving as interim Airport Manager until Mr. Perry's replacement is chosen.

Known as "Andy", he joined the Dubuque Regional Airport in January 7, 2002. Under Andy's leadership the airport continued the 15-year record of no discrepancies during FAA Part 139 inspections. He also served as the President of the Iowa Public Airport Association.

Peggy Dickson, the airport's Executive Secretary reports: "Andy officially left us on March 3, 2006 and should be hitch-in up his giddy-up down in Texas by now. He's got the drawl, we gave him a hat, so he is all set to become an official Texan."

Calendar of Events

Date	Event
April 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
April 13, 2006	Dedication of New Runway 11-29; Lambert-St. Louis International Airport; St. Louis, MO
April 14, 2006	International Aviation Art Contest Awards Ceremony, Lincoln Air National Guard Conference Room, Lincoln, NE
October 3-4, 2006	FAA Central Region Airports Conference, Overland Park, KS