



AirportNews

FAA Central Region Airports Division

April 2008

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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

In This Issue

- **Since our last newsletter . . .** – We didn't think George could spell the word "retire"!
- **Nine-Month Extension to AIP** – How's that going to work again?
- **Central Region Airports Division Annual Report**
- **Electronic Filing of On-Airport 7460-1 Now Available** – Wow!
- **Davis-Bacon Wage Rate Determinations - New Site Recommended**
- **Airfield Projects Affecting FAA Facilities Will Likely Require Reimbursable Agreement**
- **Reporting Off-Airport Out-of-Service Obstruction Lights**
- **Trafficking Victims Protection Act**
- **AWOS Has Limited Waiver to Buy American Preference Requirements**
- **Airport Pavement Design Seminar**
- **Airport Wildlife Hazard Mitigation News**
- **Recently Revised or New FAA Publications (a selected list)**
- **Arrivals and Departures**
- **Calendar of Events**

Since Our Last Newsletter . . .

First, the good news: on February 13th both Houses of Congress passed legislation providing for a nine-month extension of the AIP authorization including continuation of the taxes which feed the Aviation Trust Fund, and a little over two weeks later, the President signed it into law.

Now, the rest of the story: because the extension is for only nine months, some of the details are considerably more complex than normal so we've provided a further explanation in the next article.

Some news you may have already heard: I plan to retire on May 2 after twenty years as the division manager here. In a personal note to our customers (that's you) which I recently prepared for our Annual Statement, I wrote the following:

I have genuine mixed feelings about this because I've enjoyed every one of my many assignments in our Washington headquarters and in three of our regional headquarters offices during my 42+ years with the FAA. Responsible for that are the rich relationships that I have had over the years with so many of you and with the consummate professionals who make up our staff here in Kansas City. As I often say proudly, this division could easily run on "auto-pilot." Our managers and supervisors provide all of the necessary professional guidance and, even more important, they have helped me enable our people to take ownership and professional responsibility for their jobs. In effect, our people manage themselves and, as a result, you, our customers, have learned to value their credibility and to view them as experts who truly represent the FAA. In all of this, I have been truly blessed. I will miss most of all the warm collegiality we have enjoyed over the years.



George Hendon

George A. Hendon
Division Manager

Editor's Note: A Retirement Coffee for George will be held on April 30, 2008, at 1:00 p.m., in the Executive Conference Room here in the Regional Office. If you would like to attend, please contact Patti Alexander, 816-329-2600 or Wendy McKeever, 816-329-2602, no later than April 23, 2008.

Nine-Month Extension to AIP

We are sure you have heard by now that the AIP program has been extended nine months through June 30th. The following bullets address the background and some of the more important aspects of the nine-month program.

- The FAA's authorizing legislation expired at the end of FY 2007, and a series of continuing resolutions provided both temporary funds and temporary spending authority through the end of December 2007.
- The expiration of our authorization didn't prevent us from continuing to make payments on existing AIP grant obligations, but it did prevent us from making any new grant obligations—e.g., issuing new grants.
- Unlike most federal agencies and other parts of the FAA, the spending authority for AIP does not come from our appropriation act; rather, it comes from our authorizing legislation.
- AIP was included in the FY 2008 omnibus appropriations Act that was enacted at the end of December 2007. That Act sets a \$3.515 billion obligation limit for the AIP program for FY 2008. However, that didn't solve the underlying authorization problem. This is a lot like having money in the bank but not being able to access the funds.
- On February 28th, the President signed into law, passed by Congress on February 13th, a new Act that provides nine months, or three quarters of the year, of AIP program authority. The Act also extends the collection aviation taxes and the authority to spend from the aviation Trust Fund, through June 30th.
- Even though that AIP program authority is for only three quarters of the year, it would give us access to a little more than three quarters of the money. The reason is that the legislation prescribes using \$3.675 billion as the AIP level for the purpose of running the AIP formulas. The actual amount of spending authority for the extension, however, is \$2.756 billion.
- By writing the legislation in this way, Congress protected several aspects of the program that would have otherwise been reduced or eliminated because we wouldn't have met the \$3.2 billion AIP formula "trigger" that is in current law. For example, absent this adjustment in the new Act, primary entitlements would have been reduced by 50%, state apportionment would have been calculated at 18.5% rather than 20% of AIP, and non-primary entitlement would not be available.
- But, while the legislation avoided the trigger, it further required us to take a 25% reduction in apportioned funds. So, in other words, under the new Act, sponsors can expect roughly 75% of anticipated apportionments being available, including carryovers. The availability of the remaining apportionments will be dependent on whether Congress enacts a further extension of the AIP program authority beyond June 30th.
- In addition to airports receiving 75% of their entitlements, the new Act provides sufficient levels of discretionary funding, enough to cover critical safety and statutory projects nationwide. In fact, nothing in either the appropriation or new Act changes our priorities.

- We plan to meet our discretionary commitments under letter of intent projects and to support the highest-priority safety projects. These safety projects include planned Runway Safety Area improvements, Runway Safety Action Team (RSAT) projects and Enhanced Taxiway Centerline markings (part of the FAA's Call to Action to reduce runway incursions). We also plan to satisfy the noise and Military Airport Program set-asides, consistent with the percentages required by the new Act.
- So, the good news is we will be able to provide discretionary funds to most of the highest-priority safety projects. But, these priorities will limit the discretionary funds available under the new Act. This means that phased projects (which we may have been able to support in prior years) and new projects that are not safety-related may not be funded at this time.

FAA Washington HQ

Central Region Airports Division Annual Report

The [Central Region Airports Division 2007 Annual Report](#) contains accomplishments from FY2007 and objectives for FY2008. Also included in the report is a [Central Region Airports Division Roster](#).

Electronic Filing of On-Airport 7460-1 Now Available

Electronic filing of the 7460-1 form for **off-airport** structures has been available for years. Now you can electronically file the 7460-1 for **on-airport** structures and construction. The advantages to filing electronically include: the ability to track your case on-line and faster processing of your airspace case. We strongly encourage you to file your 7460-1 electronically. At some point, this will likely become mandatory, so start now if you haven't already.

To file your on-airport 7460-1 electronically, go to the [Obstruction Evaluation/Airport Airspace Analysis \(OE/AAA\)](#) website. First-timers should click on the large box in the center of the screen entitled "Helpful hints on how to E-file your 7460-1 form to the FAA." If a reference appears saying this is "for structures located OFF airport property," please ignore as this process now works for structures off and on airport property.

Davis-Bacon Wage Rate Determinations - New Site Recommended

For those of you getting wage rates off the GPO wage rate web site, we now recommend you use [Wage Determinations OnLine.gov](#) website. This website is part of the Integrated Acquisition Environment, one of the E-Government initiatives in the President's Management Agenda. It is a collaborative effort of the Office of Management and Budget, Department of Labor, Department of Defense, General Services Administration, Department of Energy, and Department of Commerce. We have found this site to be more current than the GPO website.

Airfield Projects Affecting FAA Facilities Will Likely Require Reimbursable Agreement

If you are doing an airfield project (whatever the funding source) that may affect FAA facilities, you should contact Larry Smith, a Lead Planner for the NAS Planning and Integration Team in Ft. Worth, Texas.

If there is a need for FAA to do extensive review of plans and specs, for FAA to monitor construction, or for FAA to physically do the work, then a reimbursable agreement will likely be required. Larry is responsible for determining if a reimbursable agreement is required and then developing and coordinating the reimbursable agreement.

Reimbursable agreements have historically taken up to a year to complete (that is just the agreement, not the actual work), although the process is being refined with the goal to get these agreements completed in three months. Therefore, you should notify Larry as early in the process as possible. His contact information is:

Larry W. Smith
Lead Planner, AJO2-C32
2601 Meacham Blvd.
Fort Worth, TX 76092
682-647-2912
larry.w.smith@faa.gov

Reporting Off-Airport Out-of-Service (OTS) Obstruction Lights

Airport management knows who owns what on the airport, so when an obstruction light is OTS, the airport can quickly determine the responsible party and advise them to get it fixed.

For off-airport obstruction lighting, you may not know who owns the obstruction light. If you (or your customers) become aware of off-airport obstruction lights that are OTS, please report them at the [Light Outage Reporting](#) page on the [FAA's Obstruction Evaluation/Airport Airspace Analysis \(OE/AAA\)](#) website.

Trafficking Victims Protection Act

A new special provision will be included in future grants entitled the Trafficking Victims Protection Act. To find out more, refer to AIP [Program Guidance Letter 08-03](#) (pdf).

AWOS Has Limited Waiver to Buy American Preference Requirements

FAA has waived the Buy American preference requirements for FAA-certified Vaisala AWOS I, II, III and above Automated Weather Observing Systems (AWOS). We are not, however, waiving Buy American Preference for the Vaisala AWOS-A which is currently manufactured by three other United States manufacturers.

Any AWOS installed under AIP must be FAA-certified. Currently, there are only two vendors (Vaisala and AWI) that meet the requirements for a certified AWOS I, II, III, and above. Prohibiting Vaisala would have created a sole-source situation and an undesirable lack of competition.

Edited from Washington HQ memo

Airport Pavement Design Seminar

Back by popular demand, the American Concrete Paving Association (ACPA) is offering an [Airport Pavement Design Seminar](#) (pdf). This hands-on seminar provides opportunities to improve one's knowledge and understanding of the critical aspects of concrete pavement design and construction for airports. The 2-day seminar May 14-15, 2008 will be held at the Kansas City Airport Marriott. The seminar will provide up to 12 PDH's. Visit the website of the [Missouri-Kansas chapter of ACPA](#) for additional information or call MO/KS ACPA at (913) 381-2251.

Doug Johnson, Paving Engineer

Airport Wildlife Hazard Mitigation News

To receive a newsletter and other information on preventing or mitigating wildlife hazards on your airport, go to the [Airport Wildlife Hazard Mitigation Home Page](#). A link in the upper part of the page allows one to register to receive items of interest, coming events and community news.

Recently Revised or New FAA Publications (a selected list)

- [Addendum for AC 150/5345-53C, Airport Lighting Equipment Certification Program](#) (pdf)
- [Errata Sheet for AC 150/5100-17 Change 6, Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects](#) (pdf)
- [Order 5100.37B, Land Acquisition and Relocation Assistance for Airport Projects](#) (pdf)- Note 3 revised to provide link to most current schedule for Public Housing and Section 8 Program Income Limits.

- [Call to Action for Runway Safety: Reducing Runway Incursions - Guidance for Airports](#)
- [AIP Program Information Memorandum 1: Acquiring Paint Machines to Complete Enhanced Taxiway Centerline Marking](#) (pdf)
- [AIP Program Guidance Letter 08-02: Management of Acquired Noise Land: Inventory - Reuse - Disposal](#) (pdf)
- [Change 12 to AC 150/5300-13, Airport Design](#)
 - [Errata Sheet for Change 12 to AC 150/5300-13, Airport Design](#) (MS Word)
- [AC 150/5300-14B, Design of Aircraft Deicing Facilities](#) (pdf)
- [Design spreadsheet for Asphaltic Concrete - Payment Adjustment for Densities and Air Voids, Item P-401 \(AC1000.xls\)](#) (MS Excel)
- [Design spreadsheet for PCC Pavement - Payment Factor for Strength and Thickness, Item P-501 \(PC1000.xls\)](#) MS (Excel)
- [AC 150/5200-28D, Notices to Airmen \(NOTAMs\) for Airport Operators](#) (pdf)
 - [Errata sheet for AC 150/5200-28D, Notices to Airmen \(NOTAMs\) for Airport Operators](#) (doc)
- [Engineering Brief No. 76, Using Solar Power for Airport Obstruction Lighting](#) (pdf)

For a more complete list and to receive automatic e-mail notification of changes, go to [New and Revised Airports Series 150 Advisory Circulars \(ACs\)](#). Click on "Subscribe to this page" under the heading "FAA.gov Tools" and provide your e-mail address.

Arrivals and Departures

Augusta Municipal, Kansas

Tyler Setchel is the new manager.

Forbes Field, Topeka, Kansas

Mike Humberd resigned as President of Metropolitan Topeka Airport Authority. Eric Johnson is Interim President/Director of Operations.

Hutchinson Municipal, Kansas

Ami Schumacher-Myers is the new airport manager at Hutchinson. She reports on April 1, 2008.

Wellington Municipal, Kansas

Airport Manager James Knight has left to become a full-time pilot with Falcon Aviation in Peachtree City, GA.

Lambert-St. Louis International Airport, Missouri

The airport has created and filled two new positions. The Deputy Director of Planning and Development is Cornell Mays who was Deputy Director of Detroit Metropolitan Wayne County Airport. The Deputy Director of Finance and Accounting is Susan Kopinski who was the Chief Financial Officer (CFO) at Cleveland and Detroit airports. Gerard Slay's title has changed to Senior Deputy Director. There is also a new Properties Manager – Kathleen Verret.

Spirit of St. Louis Airport, Missouri

John Bales has had the "interim" removed from his job title and is now officially the Airport Director.

Rosecrans Memorial Airport, St. Joseph, Missouri

Mike Hurst is the new Airport Manager. He is a retiree from the Air Force Reserve Command where he was a Colonel who commanded the Advanced Airlift Tactics Training Center (AATTC). Mike also has been a U.S. Air Force commissioned officer and pilot having over 6,000 flying hours.

He has a BS in Industrial Technology, a MS in Operations Management and is a graduate of both the Air Command Staff College and Air War College from the Air University in Montgomery, Alabama.

Alliance Municipal Airport, Nebraska

Richard Cayer has left and Tony Tolsted, is now interim Airport Manager. Tony may be contacted at the city: 308-762-5200 or the airport: 308-762-4512

Calendar of Events

Date	Event
April 9, 2008	22nd Aviation Summit (pdf) Missouri State Aviation Council (MoSAC) Lake Ozark, MO
April 10-11, 2008	Spring Meeting (pdf) Missouri Airport Managers Association (MAMA) Lake Ozark, MO
April 22-23, 2008	Runway Safety Summit - Call to Action Update Marriott Hotel and Golf Club, Dallas/Fort Worth, TX Contact Chuckie Hospers, 817-222-5059
April 23-24, 2008	2008 Iowa Aviation Conference Iowa Public Airports Association Sheraton Hotel West Des Moines, IA
May 14-15, 2008	Airport Pavement Design Seminar (pdf) American Concrete Paving Association (ACPA) Airport Airport Marriott Kansas City, MO
August 19-21, 2008	Bird Strike Committee USA/Canada Meeting BSC-USA and AAEE Orlando, FL
September 16-17, 2008	25th Annual Airports Conference FAA Central Region Airports Division Westin-Crown Center Kansas City, MO