



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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Since Our Last Newsletter . . .

We saw many of you (over 400 once again) at our 24th Annual Airports Conference on October 2nd and 3rd, something we look forward to each year. Associate Administrator for Airports, Kirk Shaffer, delivered the opening address to the conference, which was a tremendous success and has generated a considerable amount of positive feedback from the attendees who chose from 20 informational workshops and had access to 38 vendor booths in the exhibit hall. The pre-conference golf tournament was won by the team of Gary Cyr, Shawn Schroeder, Jim Trott, and Dale Mitchell with a score of 10 under.

Safety recognition is always a significant part of this annual event and this year I was joined by Associate Administrator Shaffer and Regional Administrator Chris Blum in presenting this year's Regional Safety Awards to the Iowa DOT's Office of Aviation and to six airports: The Eastern Iowa Airport, Des Moines International Airport, Great Bend Municipal Airport, Wichita Mid-Continent Airport, Joplin Regional Airport, and Central Nebraska Regional Airport.

And, we announced the location and dates for next year's conference: Westin Crown Center, Kansas City, MO; September 16-17, 2008. Golfing will be on September 15, 2008. Angie Muder is our Conference Chair.

As to the latest on reauthorization, we're essentially in the same boat as last time. At this writing, we're still operating under a continuing resolution, but an omnibus bill (minus essential contract authority) is being considered. Stay tuned to your newspaper!

George A. Hendon
Division Manager

Airports Conference - September 16-17, 2008

In case you missed it in the article above, the [FAA Central Region Airports Conference](#) will be held in a new location: the Westin Crown Center Hotel.

Recommended attractions within walking distance include:

- Crown Center Shops – adjacent to hotel
- Union Station/Science City – 0.1 miles
- Hallmark Cards Visitor Center/Kaleidoscope – 0.1 miles
- National World War I Museum/Liberty Memorial - 0.2 miles

Update on Update to NOTAM System

In our last issue, we said that on Oct. 1, 2007, the local NOTAM would disappear as a separate entity and would be combined with the D NOTAMS. You may have noticed that this did not happen. We now hear that this will take place on January 28, 2008.

At that time, the local NOTAM disappears. All NOTAMS will be disseminated the same way distance NOTAMS (D NOTAMS) had been previously. Any NOTAM issued by the airport operator, whether it deals with taxiway closings, runways, or ramp areas - all will be issued as if it were a D NOTAM.

If it doesn't happen on January 28, 2008, look for us to announce a new and improved date.

*Glenn Helm
Program Manager*

Overnight Mailing to FAA Central Region Office

To save a day's delivery time (and a trip to our mail room), be sure to include our room number (Room 335) in the address when sending packages/letters via UPS, FedEx, etc. Our address is:

FAA Airports Division, ACE-600 (or other routing number)
Room 335
901 Locust St.
Kansas City, MO 64106-2325

Airspace Studies for State or Locally Funded Airfield Construction

The FAA initiates an airspace study based on the PDF of the construction safety plan submitted with AIP projects. Similarly, the FAA must perform an airspace study for all state or locally funded airfield construction projects. The purpose of this study is to identify impacts to runway approaches, FAA facilities and planned development at the airport.

Please remember to send in a 7460 Form describing your state or locally-funded airfield construction project along with a PDF file of your construction safety plans as far in advance of starting construction as you can. The Form and PDF file should be sent to Angie Muder, Airspace Specialist, ACE-620F. (For projects in Missouri, send the 7460 Form and PDF file to Jason Knipp at MoDOT).

Please note that for non-AIP projects, our FAA project engineers do not perform reviews of the plans (including construction safety plans), therefore the state and/or airport sponsor must make an extra effort to ensure design and construction conform to the applicable Advisory Circulars.

*Jim Johnson
Manager Safety and Standards Branch*

ECHO Drawdowns - No More Checklist!

We have decided that when submitting documentation for ECHO payments, that we no longer require the ECHO Drawdown Checklist. You should continue to submit the following documentation via fax or mail within two days for each drawdown transaction:

1. ECHO Drawdown Report or print out of the ECHO screen.
2. Signed copy of the project outlay report (SF-271) or approved equivalent.
3. Copies of cost documentation (invoices, billing statements, etc.) as required by the program manager.

Entitlement Applications Based on Bids Must Be Submitted By May 1

Editor's Note: This article is based on the premise that AIP funding will be available in advance of May 1, 2008. Sponsors should proceed with their projects on that basis. However, please contact your FAA project manager prior to soliciting bids. If AIP funding is not available in advance of May 1, bid openings may have to be delayed beyond May 1.

All Airport Improvement Program (AIP) grants administered by the FAA are funded from limited resources, as appropriated by Congress. Needless to say we nearly always have more projects than dollars to fund them. Because of this, it is critical that funds are administered efficiently and applied to the highest priority **projects that are ready to go**. This ensures that the dollars are being converted into high priority equipment or infrastructure that will benefit our aviation system customers on a timely basis and not sitting idle in the bank waiting to be spent.

To help assure that limited AIP funds are benefiting our aviation users on a timely basis, FAA adopted the policy several years ago that grants will be based on bids, and land acquisition grants will be based on negotiated purchase agreements rather than on appraisals. This has enabled us to fund more projects by not encumbering funds in grants based on generous estimates while at the same time protecting sponsors from the consequences of low estimates.

Each year, pursuant to statute, the FAA publishes an announcement in the Federal Register establishing a deadline for notification of intent to use AIP sponsor, cargo, and nonprimary entitlement funds for that fiscal year. This announcement states "Absent an acceptable application by May 1, FAA will defer an airport's entitlement funds until the next fiscal year."

Beginning in Federal Fiscal Year 2008, it will be the policy of the Central Region that each Airports Division Project Manager will require that "Notification of Intent to Use AIP Entitlement Funds" in the current fiscal year, is in the form of a formal grant application based on bids. If a sponsor does not submit a grant application base on bids, or alternative notification acceptable to the Project Manager, by May 1 of the Federal fiscal year then, within 30 days, the related entitlement funds will be carried over to the following Federal fiscal year in accordance with the provisions in the Federal Register notice. Pursuant to the annual Federal Register notice, sponsors may request unused entitlements after September 30 of that fiscal year. This policy is beneficial to the overall aviation system because the law enables the FAA to convert the unused entitlement dollars into discretionary dollars and fund high priority projects that are ready to go during

the current fiscal year. (It is important to note that entitlement funds expiring in the current fiscal year cannot be carried over to the following fiscal year.)

It is critical to our aviation system customers that AIP funds do not sit idle but rather are converted to high priority equipment and infrastructure on a timely basis. To accomplish this we need your continued cooperation and support. We can do more with the limited funds we have. Lets work together to make that happen!

Lorna Sandridge
AIP/PFC Program Manager

FAA's Environmental Desk Reference for Airport Actions

PURPOSE - As a compendium, the FAA's [Environmental Desk Reference for Airport Actions](#) summarizes applicable special purpose laws in one location for convenience and quick reference. Its function is to help FAA integrate the compliance of NEPA and applicable special purpose laws to the fullest extent possible. This integration should ensure that all environmental review procedures applicable to an airport action run concurrently rather than consecutively.

BACKGROUND - Before issuing decisions approving new or amended airport layout plans, airport sponsor applications for Airport Improvement Program (AIP) or Passenger Facility Charge (PFC) funding, or other Federal actions to support airport development projects, the Office of Airports (ARP) must complete various environmental analyses. ARP must do so to satisfy the requirements of the National Environmental Policy Act (NEPA) and "special purpose laws" that apply to those Federal actions.

In April 2006, ARP published FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. That Order supplements FAA Order 1050.1E, Environmental Impacts: Policies and Procedures. While Order 1050.1E provides instructions for implementing NEPA by all FAA Lines of Business, Order 5050.4B focuses on airport actions under ARP's scope.

Order 5050.4B refers to Federal environmental requirements outside NEPA as "special purpose laws." The Order states that, besides NEPA, FAA must comply with those laws before FAA may approve a proposed Federal action. Paragraph 9.t of the Order defines the term "special purpose laws" as:

"[The] Federal laws, regulations, executive orders, or departmental orders that are outside NEPA. FAA must often address special purpose law requirements in completing its environmental analyses of major Federal actions involving airports. For example, before deciding if an action qualifies as a categorical exclusion, the responsible FAA official must examine extraordinary circumstances, which are often based on these laws, regulations, or orders. FAA Order 1050.1E, Appendix A, provides more information on these items and how to address their requirements for all FAA organizations...."

Please let me know if you have any questions.

Todd M. Madison
Environmental Specialist

Central Region Modifications To AC 150/5370-10C

The Central Region AIP sponsor guidance for approved modifications to AC 150/5370-10C has been recently updated. [Regional Guidance AIP-940](#) provides modifications to Advisory Circular 150/5370-10C, Standards for Specifying Construction of Airports, which account for materials and conditions unique to the Central Region. These modifications 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. Designers who would like to have additional changes included may make a request to the Region.

Doug Johnson
Paving Engineer

Reducing Wildlife Hazards On Your Airport

A new handout “Reducing Wildlife Hazards On Your Airport” is now available. The handout is a condensed and summary version of items from FAA Advisory Circulars, the FAA/USDA Wildlife Hazard Management at Airports Manual and notes taken at USDA presentations on the subject. The handout is ideal for a general aviation airport to get a quick overview of what they can do to reduce wildlife hazards. Contact Mr. Glenn Helm at (816) 329-2617 to request a copy.

Glenn Helm

On-Line Self-Screening for Hazardous Wildlife Attractants On Or Near Public-Use Airports (within 7 Miles)

Proponents of the following facilities should use on-line self-screening to determine whether further study by FAA is needed:

- Waste Disposal Operations (e.g. municipal solid waste landfills, trash transfer stations, composting operations, underwater waste discharges, construction and demolition debris facilities, fly ash disposal, etc.)
- Water Management Facilities (e.g. storm water management facilities, wastewater treatment facilities & associated retention and settling ponds, artificial marshes, wastewater discharge and disposal, drinking water intake and treatment facilities, ponds built for recreational use, ponds resulting from mining operations, etc.)
- Wetlands
- Dredge Spoil Containment Areas
- Agricultural Activities (e.g. livestock production, aquaculture, intentional seasonal flooding to attract wildlife, etc.)
- Golf Courses

A study by the FAA will determine if the proposed facility is compatible with safe airport operations. For more information concerning the on-line self-screening process, refer to our [Part 139 Best Practice: Wildlife Management](#) article entitled "[On-Line Self Screening for Hazardous Wildlife Attractants on or near Public-Use Airport \(within 7 miles\)](#)"

Glenn Helm

News and New Resources for Airport Projects

To receive automatic e-mail notification of new and revised FAA ACs, draft ACs and other information, get a free subscription to "[News and New Resources for Airport Projects](#)." Click on the "Subscribe to this page" link located under the heading "faa.gov tools" and fill in the requested e-mail information. You will average a couple of e-mail notifications a day, but they are easy to delete and you will be kept updated on things you need to know. If you don't like it, you can easily unsubscribe.

Nebraska Aviation Art Contest

Since 1986 the Nebraska Department of Aeronautics (NDA) has participated in the sponsorship of an aviation art contest for the benefit of our youth. The program goal is to motivate and encourage young people to become more familiar with and participate in aeronautics, engineering and science. The aviation art contest also provides the opportunity to develop an awareness of the role of aviation in our society.

Throughout Nebraska, NDA continues to receive generous support from both private and corporate citizens, which allows for the success of the program. With participation continuing to increase, the State of Nebraska is committed to continuing the aviation art contest, including an awards ceremony to recognize the winners as well as their artwork. This year's theme is "Aviation in the Heartland." Entries must be postmarked by March 7, 2008. For further information on our aviation art contest call the Nebraska Department of Aeronautics at 402-471-2371 or e-mail David.Morris@aero.ne.gov

Recently Revised or New FAA Publications (a selected list)

- [AC 150/5050-8, Environmental Management Systems for Airport Sponsors](#)
- [AC 150/5300-14A, Design of Aircraft Deicing Facilities](#)
- [AC 150/5300-18A, General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System \(GIS\) Standards](#)
- [AC 150/5340-30C, Design and Installation Details for Airport Visual Aids](#)
- [AC 150/5345-44H, Specification for Runway and Taxiway Signs](#)

- [AC 150/5345-53C \(Addendum\)](#) (pdf) – Airport Lighting Equipment Certification Program updates for Appendices 1, 3 and 4. (Note: these appendices are updated on a monthly basis.
- [AC 150/5370-6C, Construction Progress and Inspection Report— Airport Improvement Program \(AIP\)](#)
- [AC 150/5370-10C, Standards for Specifying Construction of Airports](#)
 - [AC 150/5370-10C, Errata Sheet for Standards for Specifying Construction of Airports](#) (MS Word)
- [AC 150/5370-12A, Quality Control of Construction for Airport Grant Projects](#)
- [AC 150/5370-15, Airside Applications for Artificial Turf](#)
- [AC 150/5370-16, Rapid Construction of Rigid \(Portland Cement Concrete\) Airfield Pavements](#)
- [AC 150/5380-6B, Guidelines and Procedures for Maintenance of Airport Pavements](#)
- [AIP Project Eligibility – Clarification of Eligibility of Glycol Recovery Trucks/Glycol Vacuum Trucks](#)
- [Design, Installation and Maintenance of In-Pavement Airport Lighting by Arthur S. Schai](#) (pdf) - Reproduced with permission
- [Engineering Brief No. 63B - Taxiways for Airbus A380 Taxiing Operations \(pdf\)](#)
- [Engineering Brief No. 65A, Use of 150-Foot- \(45-M\) Wide Runways for Airbus A380 Operations \(pdf\)](#)
- [Engineering Brief No. 72A, Positive Identification of Runways for Landing \(pdf\)](#)
- [Engineering Brief No. 73, Use of Non-Standard 75-Foot- \(23-M\) Wide Straight Taxiway Sections for Boeing 747-8 Taxiing Operations \(pdf\)](#)
- [Engineering Brief No. 75, Incorporation of Runway Incursion Prevention into Taxiway and Apron Design \(pdf\)](#)
- [FAARFIELD 1.101 Airfield Pavement Design](#) - New FAA standard for airfield pavement design upon final publication of AC 150/5320-6E Software page
- [Land Acquisition for Public Airports: How and Why Your Local Government Acquires Real Property for Public Airports](#) (doc)
 - [Spanish Version of Land Acquisition for Public Airports: How and Why Your Local Government Acquires Real Property for Public Airports](#) (doc)

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

FAA Airports Division, Kansas City, Missouri

Marlene Dewitt plans to retire on January 3, 2008 after serving over 38 years in the federal government. Her career started right after high school in 1966 when she was hired as an admissions clerk at a hospital in Fort Carson, Colorado. In 1971 she moved to Kansas City where she started work with the Corps of Engineers as an Administrative Contract Specialist.

In 1995 Marlene was welcomed to the ACE Airports Division as the Planning and Programming Branch Secretary. Over the next 12 years through hard work and dedication she was able to work herself up the ladder to Program Specialist in charge of, among other things, fiscal control for our AIP program. Also during this time she went to night school and in 2000 graduated with a BS in Organizational Management and Leadership. We will really miss her and wish her the best in retirement.

Mike Faltermeier

FAA Airports Division, Kansas City, Missouri

Mr. **Donald Harper** becomes the new FAA Iowa State Airport Engineer (SAE) starting January 7, 2008. Mr. Harper comes from the USAF, providing distinguished service as a Captain-Engineering. He served two tours in Iraq with his station at a joint use airport in Texas. He has a civil engineering education and significant airport design and maintenance experience. He loves flying having a commercial pilot rating.

It is with exceptional honor and gratitude for his service, that the Airports Division welcomes Don to our SAE staff. We intend to quickly acclimate him with Sponsors, State Aviation individuals, consultants, pilots, and others associated within the Iowa aviation community. We ask that you please welcome Mr. Donald Harper as the new Iowa SAE at your first opportunity.

Wayne Halter

Garden City Regional Airport, Kansas

The new Director of Operations is **Grant Phillips**. He graduated from Oklahoma State last year with a B.S. in Aviation Management.

Ft. Worth, Texas

Kent Penney, formerly a Nebraska Department of Aeronautics Director and more recently Airport Director at Fort Smith, Arkansas, has accepted a new position as Airport Systems Director with the city of Ft. Worth, Texas.

Calendar of Events

Date	Event
January 23-25, 2008	<u>Nebraska Aviation Symposium</u> Nebraska Aviation Council Kearney, NE
February 12-14, 2008	<u>Public Real Estate Education Symposium</u> International Right of Way Association Dallas, Texas
February 26- 28, 2008	Airports Day at the Capitol <u>Kansas Association of Airports</u> Topeka, KS
February 26-28, 2008	Portland Cement Concrete Pavement Conference <u>MO/KS Chapter of American Concrete Pavement</u> Kansas City, MO
March 5-7, 2008	<u>Wildlife Hazard Management Workshop</u> Embry-Riddle Aeronautical University Dallas-Fort Worth International Airport Dallas, Texas
March 19, 2008	ARFF Initial/Re-qualification Training Fires; Columbia, MO; call Mark Lee at 800-869-3476
April 9, 2008	Spring Conference <u>Missouri State Aviation Council (MoSAC)</u> Lake Ozark, MO
April 10-11, 2008	Spring Conference <u>Missouri Airport Managers Association (MAMA)</u> Lake Ozark, MO
April 23-24, 2008	<u>2008 Iowa Aviation Conference</u> Iowa Public Airports Association Sheraton Hotel West Des Moines, IA
August 19-21, 2008	<u>Bird Strike Committee USA/Canada Meeting</u> BSC-USA and AAEE Orlando, FL
September 16-17, 2008	<u>25th Annual Airports Conference</u> FAA Central Region Airports Division Westin-Crown Center Kansas City, MO