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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

- **Since Our Last Newsletter . . .** – George covers NEPA, surveys, runways, Steve, and our conference.
- **2006 Airports Conference – Hotel Phone Number Correction – Oops!**
- **Subscribe to FAA Webpages** – Your editor tried this and finds it works really well.
- **Third Party Surveys for Instrument Approaches**
- **National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions**
- **Changes on the Horizon for Environmental Site Assessments and Due Diligence** – If you are dealing with real estate issues, you will want to read this.
- **Airport Design Competition for Universities**
- **Engineering Brief No. 59A - Item P-401 - Plant Mix Bituminous Pavement (Superpave)**
- **Quality Assurance (QA) vs. Quality Control (QC)**
- **Stop Runway Incursions and Surface Incidents Now**
- **Bird Strike Meeting To Be Held In St. Louis – August 20-24, 2006** – This meeting is for the birds!
- **Kansas Airport Improvement Program Receives Award**
- **Arrivals and Departures**
- **Calendar of Events Feature**

Since our last newsletter . . .

For the first time in over two decades, FAA has published a revised and updated version of our implementing instructions for airport actions to conform with the requirements of the National Environmental Policy Act (NEPA). For more on this very important document, see the article elsewhere in this newsletter.

Another development of note is the web-based program for third party preparation of aeronautical survey data to meet our requirements for the development of precision and

non-precision approaches. This is something we've known you needed for a long time; we began doing "workarounds" within the region and working to get a national solution several years ago. So, we're happy to report that the first phase of the program is now available. See the article on "Third Party Surveys For Instrument Approaches."

This is an important year for FAA's Operational Evolution Plan (OEP). Four new runways were scheduled to open in FY06: Minneapolis, Cincinnati, St. Louis and Atlanta. Taken together, they will provide the potential to accommodate about 655,000 more operations per year, a major boost to system capacity. On April 13, Kate Lang and I, along with the Central Region team, participated in a terrific ceremony opening the third of these, the new \$1.1 billion runway 11/29 at Lambert-St. Louis International Airport. The culmination of well over a decade of work on the part of the City, its consultants and contractors and virtually every element of the FAA, many Airports Division professionals devoted literally years of effort to help make this happen.

Please check "Arrivals and departures", where we tell you about Steve Whitton, our new Nebraska State Airport Engineer.

Finally, this is our last newsletter before our [2006 Airports Conference](#) here in Kansas City on October 3 and 4. It's shaping up to be another winner. I'll see you there.

George A. Hendon
Manager, ACE-600

2006 Airports Conference - Hotel Phone Number Correction

We received a call from one of our eagle-eye sponsors informing us that the hotel phone number at the bottom of the registration form is wrong. The correct one, (866) 837-4214, appears at the bottom of "General Information." For more information about the conference to be held October 3rd and 4th, visit our [2006 Airports Conference](#) website.

Subscribe to FAA Webpages

The FAA recently began offering web visitors the ability to "subscribe" to certain webpages. Subscribers receive email notifications when the pages they've subscribed to are updated. Within Airports, we've added this feature to the following pages:

- [News and New Resources for Airport Projects](#)
- [New and Revised Airports Series 150 Advisory Circulars \(ACs\)](#)
- [Draft Airports Series 150 Advisory Circulars \(ACs\)](#)
- [Airport Data \(5010\) & Contact Information](#)
- [Certaerts](#)
- [Engineering Briefs](#)
- [Program Guidance Letters \(PGLs\)](#)
- [Signs and Marking Supplement](#)

If you are interested in signing up for this service, go to one of the pages listed above and select the "Subscribe to this page" link in the gray FAA.gov tools box on the right side of the page.

The system will ask you to supply your email address. Within a few minutes, you will receive an acknowledgement message. If you select the User Profile Link in that message, you will be able to access a list of all FAA.gov pages offering subscriptions. You can choose as many or as few as you'd like, and you can update your profile at any time to add or delete subscriptions. (New pages are being added to the system all the time.)

FAA Headquarters

Third Party Surveys for Instrument Approaches

In the early 1990's, when satellite navigation and GPS publicity started mushrooming, visions of sugarplums (in the form of precision approaches to every out-of-the-way airport and grass strip) began to dance in the heads of some pilots. But the hard light of day revealed that it just wasn't all that simple. The precision approaches that many had envisioned required certain runway geometry and design, pavement strength, the absence of obstructions and more property. The bottom line is that these improvements are expensive and take time to accomplish.

There remained one "wild card", so to speak: the kind of aeronautical survey needed by FAA's Flight Procedures element to permit development and publication of an approach. Up until two years ago, FAA required an "official" National Geodetic Survey (NGS) in order to evaluate requests for precision [as well as non-precision] approaches to runways in accordance with our criteria. Because of funding, however, NGS had not been able to keep up with the demand for all surveys and, as a result, FAA has developed a manual and procedures for private surveyors to prepare acceptable surveys. The overall program goal is to provide an interoperable web-based Airport Geographic Information System (GIS) for the collection, management, and maintenance of airport data addressing the needs of all parts of the FAA collectively rather than individually.

This first phase became operational on March 31st, 2006, enabling on-line data collection of airport and aeronautical survey data, validation by the National Geodetic Survey, and data warehousing. Under the program, the FAA and airport sponsors for the first time have a fully standardized and automated process for third-party surveyors to perform all phases of aeronautical surveys. As part of this effort, ARP has published three new Advisory Circulars (ACs), dated March 29th, 2006 defining the process and providing detailed guidance. The three new AC's that address general guidance and specifications for aeronautical surveys are listed below.

- [150/5300-16](#) - Establishment of Geodetic Control and Submission to the National Geodetic Survey
- [150/5300-17](#) - Airport Imagery Acquisition and Submission to the National Geodetic Survey
- [150/5300-18](#) - Field Data Collection and Geographic Information System (GIS) Standards

George Hendon (with editorial assistance from Jim Johnson and Wayne Halter)

National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions

The Federal Aviation Administration's (FAA) Office of Airports has released its [National Environmental Policy Act \(NEPA\) Implementing Instructions for Airport Actions \(Order 5050.4B\)](#). Order 5050.4B supplements the FAA's Environmental Impacts: Policies and Procedures (Order 1050.1E), which provide the FAA policies and procedures for complying with NEPA and the implementing regulations the Council on Environmental Quality has issued (40 CFR part 1500-1508).

Order 5050.4B substantially updates, revises, and replaces the Airports Environmental Handbook (Order 5050.4A). The publication of the Environmental Order not only is the first update to Order 5050 in 21 years but also the culmination of much of the FAA work in the last few years on environmental streamlining. Order 5050.4B presents revised and updated instructions on how the FAA analyzes the environmental effects of airport projects under the NEPA, the Country's charter environmental protection law. The Order stresses the need to integrate airport sponsor planning efforts with FAA's environmental review process. Scopes of work for environmental documents should all reference Orders 1050.1E and 5050.4B. Order 5050.4B was published in the Federal Register on April 28, 2006.

Mark Schenkelberg, Environmental Program Manager

Changes on the Horizon for Environmental Site Assessment and Due Diligence

The Federal Register dated November 1, 2005 published [40 CFR Part 312 Standards and Practices for All Appropriate Inquiries \(AAI\) Final Rule](#). In 2004, a Task Group was formed to study and revise the standard ASTM E-1528, Standard Practice for Environmental Site Assessments, and to reach a consensus on a standardized tool for conducting environmental due diligence.

The provisions of the final rule become effective on November 1, 2006. The changes are expected to affect real estate transactions involving government entities. Highlighted here are several of the 74 changes that may affect Environmental Site Assessments (ESA) for Airport Improvement Program (AIP) projects.

The final rule requires that a written report be prepared and signed by an "environmental professional." The report shall include:

1. Interviews with past and present owners, operators and occupants
2. Searches for environmental cleanup liens
3. Federal, tribal, State and local government records reviews
4. Visual inspection of the subject property and in some cases adjoining property
5. A declaration by the "environmental professional" regarding any "data gaps" (missing information that could affect the discovery of hazardous conditions or contamination on a site).

The person conducting the ESA is defined as an “environmental professional” The qualifications are now more stringent and include both academic and field experience. The new requirements can be found in the final rule under Subpart B, Section 312.10 (1-5).

Consultants who presently have in-house employees providing ESA services will need to check into the new qualifications and make sure their employees meet the minimum requirements. The changes to the standard may cause delays in future projects depending upon the size of the pool of professionals that are credentialed to perform the ESAs. It is also anticipated that the final costs of the documents will rise. It should be noted however that the final rule as well as previous editions do not apply to residential property.

To read more for yourself on this topic, please visit EPA's "[All Appropriate Inquiries Fact Sheet](#)" web page and ASTM's [E1528-06 Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process](#) web page.

Gayla Rich, Airports Program Specialist (Land)

Airport Design Competition for Universities

AAS and Safety Services, in partnership with several industry groups, have announced an [Airport Design Competition for Universities](#). Students can address technical challenges regarding the safety, capacity and efficiency of the nation's airports, offer innovative solutions, and win cash for outstanding proposals. The FAA hopes that the Competition challenges will provide a meaningful educational experience for individual students or students working in teams either as part of a class assignment, independent study or a project undertaken by a student professional society.

Engineering Brief No. 59A - Item P-401, Plant Mix Bituminous Pavement (Superpave)

[Engineering Brief](#) No. 59A provides information and guidance on using Superpave asphaltic concrete mixtures. Recent improvements and refinements to the Superpave mixture design parameters and the apparent successful use on these modifications on projects across the country has resulted in additional requests to use Superpave mixtures.

Some of the changes include: a reduction in the Design Number of Gyration and Maximum Number of Gyration, adjustment of dust to asphalt ratio, elimination of need to report Marshall properties; and an optional change to include a two sided acceptance criteria to include both an upper and lower tolerance on density.

As with all Engineering Briefs, the information in the brief is not construed as a general approval by the FAA Office of Airport and Safety Standards. Use of this brief on any AIP or PFC funded project is considered a modification to standards, with approval required at the Regional office level.

If you have any questions please contact Doug Johnson at 816-329-2616 or via email at doug.johnson@faa.gov.

Quality Assurance (QA) vs. Quality Control (QC)

The question has been raised by several engineers and sponsors if the quality assurance (QA) and quality control (QC) laboratories must be separate independent laboratories. There is not currently a federal requirement that these laboratories be independent. However the FAA does require that the laboratory have a separate contract with the owners engineer for quality assurance testing and a separate contract with the contractor for the quality control testing. Best practices would encourage the laboratory to utilize separate personnel for quality control and quality assurance testing.

Since the laboratory must be accredited by a national laboratory accreditation, any tests performed must be in accordance with established testing procedures. These established testing procedures should lead to the same results regardless of whom the test is being performed for. It is our opinion that the person taking on the greatest risk when QA and QC are performed by the same laboratory is the contractor.

Doug Johnson, Regional Paving Engineer

Stop Runway Incursions and Surface Incidents Now

During the first two quarters of the fiscal year 2006, the trend for Runway Incursions and Surface Incidents has not shown an appreciable decline in numbers. At Part 139 airports, Airport Operators are required to properly inform and train each individual with access to the movement areas of the airport.

During the fiscal year 2005, the Airport Certification Program investigated approximately 269 surface incidents; not all of these Surface Incidents resulted in Runway Incursions, but these numbers are still a significant safety concern for airports certificated under Part 139. Through the end of March 2006, there have been 24 Runway Incursions caused by vehicles or pedestrians compared to 27 for the same time last year. We recommend you review [CertAlert 06-05](#) for suggested actions, which may be applicable to help reduce Runway Incursions and/or Surface Incidents at your airport.

FAA Headquarters

Bird Strike Meeting to be Held in St. Louis - August 20-24, 2006

Bird Strike Committee USA/Canada and the American Association of Airport Executives have teamed up this year to offer the [8th Annual Joint Meeting of the Bird Strike Committee USA/Canada](#). Hosted by Lambert St. Louis International Airport, it is a great location to bring together wildlife experts and airport officials from across the U.S. and Canada. Each year wildlife personnel at all airports face the problem of how to best control birds and other wildlife while continuing to be environmentally cautious and still keep those users of our airports safe. This is a great opportunity to learn not only what options are available in wildlife management, but also what others in the industry are doing to manage the same dilemma.

Kansas Airport Improvement Program Receives Award

The Kansas Airport Improvement Program (KAIP) was selected by the Kansas Chapter of the American Public Works Association to receive the Excellence in Program Operation Award for 2006. The KAIP was launched in 1999 with a \$3 million annual budget. With the assistance of FAA non-primary entitlement funds, the average airport pavement condition index (PCI) rating improved from fair to good in a single year and from good to very good in three years. The on-going nature of the program has permitted the average PCI in Kansas to stay in the very good range for the last three years.

The primary goals of the KAIP were to raise the PCI to good and have an air ambulance capable airport within 30 miles of all Kansas residents. Both goals have been reached. This year, maintenance and planning activities will be given higher ranking in the evaluation of grant requests.

To date, the KAIP has funded approximately 200 projects in every part of the state.

Ed Young

Arrivals and Departures

Federal Aviation Administration: Kansas City, Missouri

Steven L. Whitton, P.E. has joined the Airports Division as the new State Airport Engineer for Nebraska. He resides in Grain Valley, Missouri, is married, and has four children. He most recently served as the City Engineer for the City of Belton, Missouri. Prior to this position Steve spent two years in the private sector as a Project Engineer. Prior to that he was with the City of Kansas City, Missouri as a Project Manager for the Water Services Department. Steve comes to the FAA with approximately 11 years experience in Civil Engineering. He has a Bachelor of Science in Mechanical Engineering from the University of Missouri – Columbia. Steve is also a registered Professional Engineer.

Kearney Municipal Airport: Kearney, Nebraska

Jim Lynaugh is the new Airport Manager at Kearney Municipal Airport, Kearney, Nebraska. He has been the airport maintenance supervisor at Kearney for about six years.

Manhattan Regional Airport; Manhattan, Kansas

Peter Van Kuren was named Airport Director for the Manhattan Regional Airport effective May 8, 2006. He served as Assistant Airport Manager at La Crosse Municipal Airport, La Crosse, Wisconsin since June 2004. Prior to that, Peter served 25 years with the Department of Defense, United States Navy. He graduated with a Bachelor of Science Degree in Professional Aeronautics from Embry-Riddle Aeronautical University in 2004. Peter holds an FAA Control Tower Operator certificate and is a Certified Member of the American Association of Airport Executives. He replaces the vacancy left by Airport Director Russ Johnson, who resigned from the position in December 2005.

Dubuque Regional Airport; Dubuque, Iowa

Robert A. Grierson, AAE is the new Dubuque Regional Airport Manager. He will begin his duties on July 1 and replaces Andrew Perry who left for a position in Texas after

four years as airport manager in Dubuque. Prior to being self-employed for the past year as an airport consultant to small airports within California, Robert was the airport manager for the Chico Municipal Airport in Chico, Calif. He has also served as airports administration and development manager for the City of Fresno, Calif., a commissioner on the DuPage Airport Authority in West Chicago, Ill., and as a member of the governing board of directors to establish fiscal, managerial, development, and expansion policies for the DuPage County Airport. Before that, Robert was the president and sole proprietor of Aviation Risk Management in Elmhurst, Ill., where he performed an on-site evaluation of safety management and loss-prevention policies and procedures. Additional experience includes two years as budget analyst for the City of Chicago where he assisted the budget director in the formulation and oversight of the annual operating and capital improvement program budgets for O'Hare International, Midway, and Meigs airports. Mr. Grierson is an Accredited Airport Executive (AAE) by the American Association of Airport Executives and serves on the air service committee, small airport security committee, and the military relations committee. He holds a master of public administration degree from Northern Illinois University and a bachelor's degree in public administration from Eastern Illinois University.

Calendar of Events

Date	Event
July 20-21, 2006	Kansas Association of Airports Summer Workshop Hilton Inn Wichita Airport; Wichita, KS
August 20-24, 2006	8th Annual Joint Meeting of the Bird Strike Committee USA/Canada St. Louis, MO
October 3-4, 2006	FAA Central Region 2006 Airports Conference Overland Park Convention Center Overland Park, KS
April 14-5, 2007	Iowa Aviation Conference; Sheraton Hotel; West Des Moines, IA