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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](mailto:glenn.helm@faa.gov)*

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## Since Our Last Newsletter . . .

- As I'm writing this, I learned that on June 11 the House transportation appropriations subcommittee approved \$3.6 billion for AIP as part of the fiscal year 2008 DOT/FAA spending bill. This is \$850 million above the \$2.75 billion amount requested by the President for the program and \$85.5 million more than was approved by Congress for fiscal year 2007. The bill next moves to consideration by the House Appropriations Committee. Of course, reauthorization (the Administration's Financing Proposals) will also be necessary for an AIP appropriation to be effective and, as you know, this is the subject of considerable discussion within the broader aviation community. As I wrote last time, no one is really sure just how it will all play out, but your crystal ball is just as good as mine.
- Because of a series of Congressional continuing resolutions (CRs), getting our 2007 program underway was delayed but in late May we finally began issuing grants and are working to have all grants executed by the end of August. We are currently working on the 2008 program and hope, as I know you do as well, that there will be enabling legislation by the end of this fiscal year.
- Members of the division have managed to see a number of you at your state airport managers' meetings since the beginning of the year and will continue to do so up until and including your meetings in Kansas City immediately preceding the kick-off lunch of our Annual Conference on October 2. These included your meetings in Kearney, NE (twice), Salina and Garden City, KS, Lake of the Ozarks, MO, and Des Moines, IA. These sessions are just as important to us as they are to you. They not only encourage productive networking and exchange of information among airport professionals, but they also provide the time (often "off-agenda") for face-to-face discussions that can be so much more productive than written or telephone correspondence. So, thanks for your support and participation in these meetings.
- Finally, on a personal note and at the risk of tarnishing my reputation for modesty, I was flattered recently by my selection to receive the Metropolitan Kansas City Federal Executive Board's "Distinguished Lifetime Achievement Award." As I approach forty years with the FAA (in October), I'm grateful to Todd Madison for the generous, expansive and inflated words he used in the nomination that resulted in my selection.

*George A. Hendon*  
*Division Manager*

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## Airports Conference Hotel Information

The Convention Center Sheraton Hotel (the hotel adjacent to the Conference Center where many of you stayed last year) did not offer a "discount rate" this year. The hotels listed in the brochure have offered a special rate for this year's Conference. Three of these may be considered within easy walking distance: Convention Center Courtyard by Marriott, Chase Suite Hotel, and, just a block further, Holiday Inn Hotel and Suites. A short distance away are the Peartree and the Drury Inn. Please note the number of rooms reserved at our conference rate is limited, therefore, make your reservations as soon as possible. Our [Conference Lodging Information](#) web page has more hotel information including room rates. The Overland Park Convention Center has a [map and listing](#) of all hotels in the vicinity.

The [FAA Central Region Airports Conference](#) is October 2-3, 2007. If you are on our mailing list, you should have received registration information a few weeks ago. This is the last newsletter reminder before the conference, so make a note to make hotel reservations and send in your conference registration.

*Jeff Deitering, 2007 Conference Chair, ACE-611D*

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## AFSS Service Issues

If you have a concern or comment about service from a Lockheed Martin (LM) Automated Flight Service Station (AFSS) facility, there are two ways to address your concern:

- Call your [AFSS Central Service Area](#) FSS Manager
- E-mail or call national contact, [Jeanne Giering](#), ATO Program Manager for the LM transition. Her phone number is 202-385-7627.

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## Add "Room 335" To Our Address

It would help speed mail delivery to us if you would add our room number to the address, particularly for overnight mail. A suggested format follows. Also use the specific "ACE" routing number as necessary.

Federal Aviation Administration  
Airports Division, ACE-600, Room 335  
901 Locust St.  
Kansas City, MO 64106-2325

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## Submission of DOT Title VI Assurances Not Required for Existing AIP Project Sponsors

Existing AIP project sponsors are not required to submit the Standard DOT Title VI Assurances with their project application. This is only required of new sponsors who have never had an AIP grant. New sponsors will receive the Assurances as part of their grant. Signature of the grant implements the requirement to comply with the Assurances.

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## Environmental Assessment for Land Acquisition

FAA has clarified the environmental processing of land acquisition projects in accordance with the National Environmental Policy Act (NEPA). We previously used the Categorical Exclusion Checklist for land acquisition projects. However, after FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, was coordinated with the Council on Environmental Quality (CEQ), and subsequently published, it was discovered that a Categorical Exclusion for land acquisition projects did

not exist. As such, an Environmental Assessment (EA) is required for land acquisition projects.

In order to minimize work associated with the preparation of an EA for land acquisition projects, FAA Central Region Airports has developed an EA format tailored for the singular focus of land acquisition projects. The EA format is entitled, Environmental Assessment (EA) for Land Acquisition. The EA for Land Acquisition may only be used if the sponsor's proposed project is strictly land acquisition without any land disturbance, i.e., land acquisition to meet FAA airport design standards for the Runway Protection Zone (RPZ), Building Restriction Line (BRL), Object Free Area, Runway Safety Area, FAR Part 77, etc. The EA for Land Acquisition is required for appropriate land projects in FAA Central Region that began environmental processing effective June 6, 2007.

The EA for Land Acquisition is available upon request from Todd Madison, Environmental Specialist, on a case-by-case basis, with prior written authorization for use in the FAA Central Region. Please contact Todd Madison if you have an upcoming land acquisition project to discuss the appropriate environmental processing, and if appropriate, he will authorize use of the EA for Land Acquisition via an e-mail with a copy attached. Please note that the EA for Land Acquisition is not available on our web site because you must contact Todd Madison for prior written approval.

The Environmental Assessment (EA) for Land Acquisition will be used to document case history for a future request of a Categorical Exclusion for land acquisition projects from CEQ.

*Todd Madison, Environmental Specialist, ACE-611F*

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## Non-Fed Coordinator Updated Contacts

Lilian Gasway, 314-890-4636, is the Non-Fed Coordinator for Iowa, and Missouri.

Robert Tomko, 913-254-8867, is the Non-Fed Coordinator for Kansas and Nebraska

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## Payment for Design Services

In the 1990's, FAA changed its policy to encourage the use of design-only grants, especially for smaller airports that could not afford to upfront the cost of design. This was especially useful in projects that needed to be done in a shorter time frame, and for which there was a high certainty of funding. Prior to this, a sponsor would have to provide funds to a design consultant upfront, or a consultant would have to wait several months before being reimbursed for their services.

Some airports have reverted to this practice of not paying for design services until given a grant by FAA, even though the design may have been completed many months before. The extent of this practice is not known, but appears to be limited to a few regions nationwide.

Asking a consultant to undertake a design and assume the risks and carrying costs without prompt payment creates many problems. It is a financial burden to a consulting firm, particularly smaller companies that often work at general aviation airports. It can also serve to limit competition as consultants have different degrees to which they can

absorb these risks. It is in the public interest to preserve full and open competition, especially where Federal funding is anticipated, since it is one of the prerequisites for AIP funding.

Therefore, airports should not ask private firms to wait for payment until they get a grant from FAA. Further, if airport sponsors cannot afford to upfront the design costs, they should contact their FAA Regional office representative with information about why they are unable to afford to pay for the design costs on their own until a later project grant, or to discuss the possibility of receiving a design-only grant. FAA will work with the Sponsor to determine if it can afford the design work on its own based upon the complexity of the project and the size of the airport.

*FAA Washington Headquarters*

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## Fuel Safety Training Update - Part 139 Requirement

Part 139 requires training of fueling personnel in fire safety in accordance with section 139.321 (b)(6). To accomplish this, "at least one supervisor with each fueling agent must have completed an aviation fuel training course in fire safety that is authorized by the Administrator." Section 139.321(e)(2) requires that "all other employees who fuel aircraft, accept fuel shipments, or otherwise handle fuel must receive at least initial on-the-job training and recurrent instruction every 24 consecutive calendar months in fire safety from the supervisor trained in accordance with paragraph (e) (1) of this section." For more information, including an updated list of acceptable trainers, refer to [Certalet 07-06](#) (pdf).

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## Segmented Circles - Are They Still Needed?

Are segmented circles still needed? Some think that the segmented circle may be an idea whose time has come and gone. After reading this article, we would like to receive feedback on whether or not you think segmented circles are still needed.

AC 150/5340-5B says that "The segmented circle performs two functions; it aids the pilot in locating obscure airports and it provides a centralized location for such indicators and signal devices as may be required on a particular airport."

With the development of GPS, the first function of the segmented circle is largely negated. Let's look individually at the indicators and signal devices indicated in the second function.

Wind Direction Indicators: This is more commonly known as a wind cone, a valuable asset to a pilot. A segmented circle is not necessary to locate a wind cone. In fact, supplemental wind cones, viewable by pilots on approach, do not have segmented circles associated with them. Pilots approaching an airport also receive wind information from AWOSs, ASOSs, and by calling the FBO on UNICOM. Generally, airports large enough to have a segmented circle also have at least one of these other sources for wind information, making the segmented circle redundant and the least favorite alternative for an arriving pilot to determine which runway to use.

Landing Direction Indicators: The AC says these are used to indicate “the direction in which landings and takeoffs are to be made. This indicator may be so designed that it can be made free-swinging when left unattended.” These indicators are archaic and are no longer used to our knowledge. They are unnecessary and can provide misleading information if not properly maintained.

Landing Strip Indicators: The AC says these are designed “to show orientation of landing strips.” A pilot should already have this information on his charts so these indicators are redundant.

Traffic Pattern Indicators/Right-Turn Indicators: The AC says that traffic pattern indicators are supposed to be in place “when there is any variation from the normal left-hand pattern.” Title 14 Part 91.126 (b) (1) of the Federal Regulations states “ Each pilot of an airplane must make all turns of that airplane to the left unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right.” However, landing direction indicators are not lit and cannot be seen at night! A better solution would be to change the regulation to instead require the pilot to do proper preflight planning.

Closed Field Signal: The AC says that an X over the segmented circle indicates a permanently closed field. In our opinion, it is more prudent to X out the runway numbers and remove the segmented circle.

The most effective argument against the segmented circle is that the lighted wind cone is the only system element visible at night! So the segmented circle system is largely ineffective at night! Another consideration against segmented circles is that they are maintenance-intensive. If their value is low, why continue their use?

Again, please contact us at [glenn.helm@faa.gov](mailto:glenn.helm@faa.gov) and advise whether or not you think segmented circles are still needed. We would like to receive your comments by July 14.

*Glenn Helm  
Program Manager, ACE-620B*

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## Private Airport Survey

The FAA has contracted with GCR to update private airport information. To do this, they have started with a mass telephone call campaign to the phone number of the private airport owner on record. Public-use airports may be contacted by private airport owners as to what this is about. Basically we are trying to update the 5010 information for these airports. If you receive a phone call asking about this, please refer the caller to <http://www.gcr1.com/privateairports/> for information on how to update their information. If they do not have access to the web, they can be referred to GCR at (985) 327-0413.

*FAA Washington HQ*

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## Recently Revised or New FAA Publications (a selected list)

- [Addendum for Airport Lighting Equipment Certification Program](#) (pdf)– Contains updated list of certified manufacturer's equipment under the Airport Lighting Equipment Certification Program.
- [Change 1 to AC 150/5070-6B, Airport Master Plans](#) (pdf) – Adds a new drawing, the Runway Departure Surfaces Drawing, into the Airport Layout Plan drawing set.
- [AC150/5320-5C, Surface Drainage Design](#)
- [Change 11 to AC 150/5300-13, Airport Design](#) (pdf) – This change clarifies the standard for the Runway Protection Zone (RPZ).
- [Advisory Circular Checklist for AIP/PFC Projects](#) (pdf)

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.

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## Arrivals and Departures

### **FAA Central Region Airports Division, Kansas City, Missouri**

We're happy to announce that on June 11, **Sheila Bridges** reported to the Planning and Programming Branch as airports program specialist (fiscal control). Her previous FAA roles as staff accountant, team leader, section supervisor, and branch manager. These positions have provided Shelia with outstanding problem solving experience as well as responsibility for meeting goals and objectives. She also has an Accounting degree from UMKC. Marlene DeWitt will work very closely with Shelia over the next six months to train Sheila in the fiscal control area. Marlene is heading for retirement, but more on that later!

### **Augusta Municipal, Augusta, Kansas**

**Tim Reid** becomes airport manager.

### **Hutchinson Municipal Airport, Kansas**

**Mike Lueck**, Parks and Facilities Director for the City of Hutchinson, is acting manager.

### **Lambert-St. Louis International Airport, St. Louis, Missouri**

In late April we were surprised to learn that Kevin Dolliole resigned his post as Director of the St. Louis Airport Authority to return to his home and family in San Antonio. In less than two years Kevin had become a respected member of our Central Region family and he will be missed. Not surprisingly, the mayor of St. Louis appointed Dick Hrabko to take Kevin's place. You'll recall that Dick (director of the Spirit of St. Louis Airport in Chesterfield) had previously served as the STLAA director briefly following the retirement of Col. Len Griggs (who's doing quite well, by the way).

**Sioux Gateway Airport, Sioux City, Iowa**

**Rick McElroy** becomes director. He had been the director of administration and finance at Fort Wayne International Airport in Indiana.

**Skyhaven Airport, Warrensburg, Missouri**

**Phil Florey** has accepted the position of Airport Director (coming from Hutchinson).

**Spirit of St. Louis, Chesterfield, Missouri**

**John Bales** becomes Airport Director. He had previously been the Operations Manager.

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## Calendar of Events

Date	Event
September 10-13, 2007	<a href="#">Birdstrike 2007 Conference</a> ; Kingston, Ontario, Canada
October 2-3, 2007	<a href="#">FAA Central Region Airports Conference</a> ; Overland Park, KS
October 24, 2007	ARFF Initial/Re-qualification Training Fires; Columbia, MO; call Mark Lee at 800-869-3476
March 19, 2008	ARFF Initial/Re-qualification Training Fires; Columbia, MO; call Mark Lee at 800-869-3476