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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 [george.hendon@faa.gov](mailto:george.hendon@faa.gov)*

## In This Issue

- **Airports Conference 2005**
- **More Awards**
- **Passenger Facility Charge Streamlining**
- **New Marking Advisory Circular**
- **Arrivals and Departures**

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## Airports Conference 2005

Once more, a successful conference for a record crowd! Over 420 airport professionals turned out on May 24th and 25th to attend our 22nd annual event here in Kansas City. And, as usual, the ratings on the evaluation forms were skewed to the high side, a testament to the guest speakers, exhibitors, sponsors and the Airports Division members here who guided and supported the event. The ever-popular pre-conference golf outing was blessed by warm sunny weather [some said 'a little too hot'] and a healthy, if not record, turnout.

The opening luncheon speaker held the audience spellbound with his own photos of some of his space travels. Sam Gemar (right), Chief, Flight Test, Bombardier Aerospace, and former Astronaut, provided fascinating insights from his three space missions for NASA.





The general session following lunch featured **Nan Shellabarger** (left), FAA's Director of Policy and Planning, who told about the agency's dialogue with its stakeholders about the future of the trust fund and how to finance increasing costs of our aviation system.

As part of her session, Ms. Shellabarger invited questions and comments from the conference attendees. She made it clear that FAA did not have any preconceived notions about what mix of funding sources should be recommended when the

trust fund and the taxes supporting it expire in 2007, and that we (the FAA) are honestly seeking advice and suggestions from our various constituencies. The audience response might be described as "very interested", but hardly vigorous. During the break following, several airport managers were overheard giving fairly heated opinions about the subject. Which leads me to say this to our readers:

Now that you've had time to think about it, if you have opinions and suggestions about how to finance and to use the trust fund, please send them to me so I can pass them along to Nan and the others in our headquarters who are wrestling with this issue in preparation for recommending reauthorization legislation next year

The conference consisted of many workshops and venues, too numerous to describe here, but many will tell you that the most valuable aspect was – as it is every year – the networking opportunities, represented by the scene of one of the meals.



Safety awards are always an important part of the conference and shown to the left is one those presentations. Chris Blum, left, Regional Administrator, and George Hendon, second from right, Airports Division Manager, present an award to Lambert-St. Louis International Airport, here represented by, from left, Kevin Dolliole, the recently appointed Director, Gerard Slay, and Bill Korte.

Other important awards, not related to safety, were those for low scores on the golf course. This years top team award goes to Mark Van Loh, Kansas City Aviation Department Director, Darin Neufeld, EBH Consultants, Mark Williams, HNTB Corporation and John Cox St Joseph Rosecrans Airport.

*George Hendon, Manager  
Central Region Airports Division*

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## More Awards

As noted in the article on our Conference, Lambert-St. Louis International received a safety award, this year a Special Airport Safety Enhancement Award for the way they transitioned to a completely new taxiway designation system, an extremely difficult task given the very complex layout of the airport. Also of note, the following six airports were recognized at the Conference for three consecutive years with no discrepancies noted during their annual Part 139 inspections (those receiving previous awards are noted):

- **Waterloo Municipal (IA)** - Second Award
- **Spirit of St. Louis (MO)** - Third Award
- **Wichita Mid-Continent (KS)** - Second Award
- **Mason City Municipal (IA)**
- **Eastern Iowa (IA)** - Second Award
- **Eppley Airfield–Omaha (NE)** - Fifth award

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## Passenger Facility Charge (PFC) Streamlining

Effective May 9, 2005, the non-hub pilot program and related streamlining changes went into effect as a result the Final Rule published on March 23, 2005. All PFC actions received prior to May 9, 2005, are being processed under the prior procedures.

### Changes that Affect All Public Agencies

- Air Carrier Consultation – The final rule changed the air carrier consultation requirements: public agencies need to consult **ONLY** with those carriers who have a significant business interest at the airport.

Significant business is defined as a domestic or foreign air carrier that (1) had no less than 1.0 percent of passenger boardings at that airport in the prior calendar year; (2) had at least 25,000 passenger boardings at that airport in the prior calendar year; or (3) provides scheduled service at that airport.

An air carrier has to meet only one of the above definitions to be considered a significant business interest at the airport.

- Notice and Opportunity for Public Comment – The final rule added a new requirement that public agencies must provide notice and opportunity for public comment BEFORE submitting (1) a PFC application; (2) a notice of intent (see non-hub pilot program below); (3) an amendment request to change the scope of a project(s), increase the PFC level to be collected, or increase the PFC amount for a project by more than 25 percent. This public notice and comment period may run concurrently with the carrier consultation.

The eight required types of information to be contained in the notice are very similar to the types of information required for the carrier consultation notification and meeting.

There are several options for publishing the notice – (1) local newspaper, (2) other local media, (3) posting on the public agency's website, or (4) other method acceptable to the FAA (must have prior approval for option 4).

- Amendments – This section was revised to require additional carrier consultation and public notice (as described above) if (1) increasing the PFC amount for A PROJECT by more than 25 percent of the originally approved amount of THE PROJECT; (2) changing the scope of a project; and (3) increasing the PFC level to be collected.

### **Non-hub Pilot Program**

A non-hub airport may apply for PFC impose and/or use authority using either the prior application process and forms OR the new pilot program process. Vision 100 indicated that the request for PFC authority submitted under the new pilot program would be known as a "Notice of Intent". After the consultation process and public comment process is conducted as described above, the submission of project information will be divided into two categories.

1. For projects in existing Airport Improvement Program (AIP) grants, the public agency will need to provide the project title, PFC funds sought for the project, PFC level, and AIP grant agreement number on plain bond paper.
2. For projects that are not a part of an existing AIP grant, the public agency will need to provide, in addition to the above, a brief project justification, a description of how the project meets a PFC objective, and the project schedule. In addition, for those projects not in an AIP grant, an Attachment G will have to be provided if use approval is requested.

The FAA will issue a letter acknowledging the public agency's Notice of Intent within 30 days of receipt. The public agency is permitted to collect a PFC and/or use PFC revenue, as appropriate, for any projects that the FAA does not object to in the acknowledgement letter.

For any new collections, the public agency must notify the carriers of the charge effective date, which must be on the first day of the month at least 30 days after the date of the FAA's acknowledgement letter.

*Lorna Sandridge  
Planning and Programming  
FAA Central Region*

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## New Marking Advisory Circular Published...

The new marking [Advisory Circular 150/5340-1J](#) was signed by Dave Bennett on 4-29-05. Included in the explanation of changes is the requirement for an enhanced taxiway centerline [applicable to airports that have 1.5 million enplanements in a calendar year], and the extension of the runway holding position marking onto a paved shoulder [for airports regularly served by aircraft in Airport Design Groups 5 and 6]. These requirements are the only acceptable means of compliance with Part 139 for those airports. While the effective date of this new standard is June 30, 2008, we wanted to make sure those affected were aware well in advance.

**Note:** For the benefit of our sharp-eyed readers, this would have been designated as “-1I” but a recent change, designed to eliminate confusion, prohibits using either I [eye] or the letter O in our numbering system.

*Ben Castellano  
Airport Safety and Operations Division  
FAA Headquarters*

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## Arrivals and Departures

### **St. Louis Airport Authority**

At our Conference, we welcomed **Kevin Dolliole**, appointed Director, St. Louis Airport Authority, June 2, 2005. Kevin had been Director of the San Antonio Aviation Department since 1999 and was formerly Acting Director of New Orleans International Airport. He was with Eastern Airlines for 13 years and currently serves on AAE's Policy Review Committee.

### **Springfield Branson Regional Airports Division**

Of course, we all “knew him when” but this was **Gary Cyr's** first Airports Conference as Manager, Springfield-Branson Regional Airport, for which he was duly recognized.

### **Kansas City Aviation Department**

He had barely touched down here in Kansas City at last year's Conference as Director of the Kansas City Aviation Department, so we also acknowledged **Mark Van Loh**, as the “senior new kid.”

### **McPherson, Kansas**

We also extend a warm welcome to **Rick Lanman**, who assumed airport manager duties at McPherson, KS on June 1st.

### **Pratt, Kansas**

**Bill Parker**, Airport Manager at Pratt, KS who will be retiring at the end of this calendar year. Bill has been airport manager at Pratt for the past 11 years and, prior to that, he was an FAA air traffic controller from 1969 to 1994.

### **Grand Island Nebraska**

**Bill Stovall**, Hall County Airport Authority Manager (Grand Island, NE) who's planning to leave that post later this year.

### **Cedar Rapids**

**Larry Mullendore**, who had earlier announced his plan to retire in late June. Larry served for over 15 years as Director of the Eastern Iowa Airport [Cedar Rapids].

*And this just in*, as they say! The Cedar Rapids Airport Commission has named **Dan Mann** as the new Director of Eastern Iowa Airport. Dan had been manager of Natrona County International Airport [Casper, Wyoming] for the last eight years and earlier held other positions at the airports in Elmira [NY] and Dubuque [IA].

We've very probably left someone out, for which we apologize – it was not intentional. But this does remind the editor to remind you to keep us informed, not only of arrivals and departures that we need to acknowledge, but also of newsworthy events to share with the region's airports community. Masquerading as editor – to whom you should address news items - is George Hendon.