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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

In This Issue

- **Conference Update:** We've locked in the time and place for you.
- **For the Internet-Challenged** - Not you, of course, but some of your customers might appreciate a phone number instead.
- **Airport Closure for Non-aeronautical Events** - Find out if you can really rent out some of your airport for the day.
- **Standards for Specifying Construction of Airports** - The AC is finally here and you need to replace the "advance" copy if you have one.
- **ENHANCED Pavement Marking Guidance** - A real Safety enhancement. check it out.
- **Uniform Act: New Requirements** - The Advisory Circular incorporating changes to the Uniform Act hasn't been issued yet, but until it is, the FAA Order gives you what you need to know.
- **Arrivals and Departures** - Some names have changed.

Conference Update

You already know that our annual FAA Central Region Airports Conference will be moving to the fall in 2006. We've locked in a time and place: Tuesday and Wednesday, October 3rd and 4th at the Overland Park Convention Center in Overland Park, Kansas, for the third year. Fast becoming a tradition, there will be a 4-person scramble golf tournament on Monday, October 2nd. More details about the conference and the golf tournament will be forthcoming in the near future

Ed Hyatt

*2006 Conference Chair
(816) 426-2629*

For the Internet-Challenged: An FAA Phone Number

There is a new toll free number the public can to reach the FAA. This one number lets people report aviation safety-related issues, contact a customer service representative, get information on FAA employment, and more! Now most of our readers are already expert in navigating our home page and, in a pinch, they have our telephone numbers. But for some things, this just might be useful.

Call FAA toll-free 24 hours a day at **1-866-TELL-FAA** (1-866-835-5322) **To contact:**

- An FAA office
- Consumer Hotline – ask questions about FAA-monitored consumer issues
- A customer service representative
- Whistleblower Hotline – aviation industry employees can report information relating to air carrier safety or participate in other protection activities

To report:

- Safety-related Issues
 - Maintenance improprieties
 - Aircraft incidents
 - Federal Aviation Regulation (FAR) violations
- Aircraft noise
- Low-flying aircraft
- Problems with tower lights
- Transportation of hazardous materials by air

To obtain:

- Advisory circulars
- FAA publications
- Information on airmen certification
- Information on aircraft registration
- Information on FAA employment
- NOTAMS
- Regulations

Airport Closure for Non-Aeronautical Events

Editor's note; As the result of a proposal to close a Central Region airport for a model jet rally, our Washington headquarters came through with some updated national guidance on the issue which we publish here for you.

Federal law and Federal Aviation Administration (FAA) policy stipulate that any proposal to close a federally **obligated** airport temporarily requires FAA approval. It is FAA policy that a federally obligated airport **may not close** for non-aeronautical events, such as sports car races, county fairs, parades, car testing, or model airplane events. However, in certain

circumstances when non-aeronautical events that promote the airport are proposed, FAA may support a limited use of airport facilities **provided the airport itself is not closed**. In such cases, safeguards must be set up to protect the aeronautical use of the airport while the non-aeronautical activities are in progress. Safeguards to protect the aeronautical use of the airport include:

The event must be held in an area of the airport which is not needed for the normal operation of aircraft and where the event would not interfere with the airport's normal use; or in a limited operational area of an airport having a relatively small traffic volume and where it has been determined that the event can be conducted without interference to the aeronautical use of the airport.

Adequate facilities for the landing and takeoff of aircraft must remain open to air traffic. Agreements for Prior Permission Required (PPR) landings do not satisfy this requirement. In addition, satisfactory arrangements must be made by the owner to ensure the safe operation of the non-aeronautical activities in progress.

Proper NOTAMS are to be issued in advance. NOTAMS do **not**, however, supplant the requirement to obtain advance approval from the FAA.

Necessary steps must be taken by the airport owner to ensure the proper marking of that portion of the airport that is to be temporarily closed to aeronautical use. Remember, however, that the entire airport may **not** be closed.)

The airport owner must notify in advance the appropriate FAA Flight Standards office and any air carrier using the airport.

The airport owner must remove all special markings and repair all damage, if any, within 24 hours of the conclusion of the event. If not completed within 24 hours, the airport owner must issue such additional NOTAMS as may be appropriate.

No obstructions determined by FAA to be hazards shall be erected on or in the vicinity of the airport.

In addition, the non-aeronautical activity must directly and substantially benefit the airport financially. Authorization to use a valuable public asset cannot be given away for a nominal fee. The airport is required to be as self-sustaining as possible in view of the Federal investment in the facility. Non-aeronautical users must pay fair market rates to use the airport.

The FAA may, as permitted by applicable policy, agree to an event that would not close the airport outright, that would financially benefit the airport, and that contains the safeguards listed above. Requests for approval of any such event should be submitted as far in advance as possible to FAA's responsible Airports Program office, in this case, the Central Region Airports Division, ACE-610.

Nicoletta Oliver, Regional Compliance Specialist
816-329-2642

Standards for Specifying Construction of Airports

The long awaited update to [Advisory Circular 5370-10B, STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS](#) (pdf) has been posted to the FAA website.

This advisory circular now includes either as notes to the engineer, or as part of the specification, the majority of what was previously included in the Central Region Modifications to Standards guidance. This AC will be the starting point for specifications for FY 2006 construction projects. Note: the version posted on the web contains numerous changes not included in the advance copy which some of our readers may have received previously. If you have any questions, call or write:

Doug Johnson, Regional Paving Engineer
816-329-2616

Enhanced Pavement Marking Guidance

New Signing and Marking Supplements (SAMS) have been recently issued. [SAMS #20](#) and [SAMS #21](#) each address supplement guidance for enhanced pavement markings.

Uniform Act: New Requirements

In January, the Uniform Relocation Assistance and Real Property Acquisition Policies Act, known as the "Uniform Act" for short, was amended. Accordingly, the implementing regulation (49 CFR Part 24) was also amended. The relevant FAA Advisory Circular is in the process of revision to incorporate all of the new or revised requirements. In the meantime, FAA has published and posted on its website [FAA Order 5100.37B](#) (pdf), which reflects the revisions. It provides guidelines and identifies responsibilities for FAA acceptance and monitoring of airport sponsor compliance on airport projects receiving Federal financial assistance.

To help you navigate this 75+ page document, our Washington headquarters has prepared the following guide:

Voluntary Transaction Exemption Criteria – Paragraph 1-22

- Clarification on application of exemption to Federally assisted programs.

Appraisal Waiver Increased to \$10,000 - Paragraph 2-3

- The Final Rule increases the limit on the appraisal waiver from \$2,500 to \$10,000

Appraiser Conflict of Interest – Paragraph 2-4

- No person shall attempt to unduly influence or coerce an appraiser or review appraiser.

No Waiver of Relocation Assistance – Paragraph 4-6

- The Sponsor shall not propose or request that a displaced person waive his or her rights or entitlements to relocation assistance and payments provided by the Uniform Act and 49 CFR Part 24.

Relocation Planning at Project Development Stage – Paragraph 4-20

- The Final Rule requires detailed analysis of business displacement at the project development stage.

Acquisition Stage Relocation Plan, Displaced Businesses – Paragraph 4-21

- As part of the acquisition stage relocation planning and assistance, the Final Rule requires an interview of displaced businesses to ensure an airport sponsor provides adequate relocation assistance.

Personal Property Only Move – Paragraph 5-33

- New provision to move personal property, where there is no relocation of a residence or business.

Searching Expense, Non-residential Move – Paragraph 5-30(n)

- The limit for this payment is raised to \$2500.

Related Non-residential Eligible Moving Expenses – Paragraph 5-32

- The Final Rule allows costs that had been considered reestablishment expenses, to be moving expenses that are not subject to the \$10,000 statutory cap.

Rental Assistance Payment for 180-Day Homeowner – Paragraph 6-6

- The Final Rule allows a rental assistance payment for a displaced 180-day homeowner (who elects to rent instead of purchase a replacement dwelling) to exceed \$5,250 if the difference in the estimated market rent of the acquired dwelling and the rent for a comparable replacement dwelling support a higher figure.

No List Price Adjustment to Comparable Replacement Dwelling Allowed - Paragraph 6-30

- The Final Rule removes the prior requirement that a list price adjustment be applied to Sponsor's determination of the cost of comparable replacement dwelling

No Adjustment for "Required" Downpayment – Paragraph 6-22

- The Final Rule clarifies that a displaced residential tenant may apply the full computed rental assistance payment as a downpayment for the purchase of a replacement DSS dwelling.

New "Low Income" Qualification for Base Monthly Rent - Paragraph 6-21

- Under the Final Rule the base monthly rent to compute a rental assistance payment will be set at 30 percent of monthly gross household income only for displaced persons who qualify as "low income."

Subsequent Occupants – Paragraph 6-43

- The Final Rule modifies the payment eligibility to apply the new "Low Income" qualification.

Mobile Home Displacement – Section 5, Chapter 6

- Final Rule reorganizes and clarifies requirements to establish payment eligibility.

*Rick Etter, FAA Headquarters
202-267-8773*

Arrivals and Departures

Wichita Mid-Continent Airport

Victor White was appointed Director of Airports for the City of Wichita effective September 12 to serve as the top administrator for Wichita Mid-Continent and Colonel James Jabara Airports. White, 54, of Lake Mary, Fla., was executive vice president and chief operating officer of Orlando Sanford International Airport until June 30, 2005. His airport career covers 29 years and included stints in Waukegan, Illinois, Midland, Texas, Salt Lake City and Cleveland. He succeeds longtime director of airports Bailis Bell, who retired in December 2004, and is now associated with a consulting firm reputed to have offices located strategically adjacent to some of the better golf courses in this part of the country. Tom Nolan had served as the interim director and will return to his position as assistant director of airports.

Central Nebraska Regional Airport

Effective August 22, Bill Stovall ended his day-to-day responsibilities as airport director at Grand Island. His resignation was to have become effective November 30 but, for personal reasons, he decided to step down earlier. At the request of the Hall County Airport Authority, Bill has agreed to remain as a consultant until a replacement is found.

Kansas City Aviation Department

Sandy Komulo surprised us all when he announced his retirement on September 16 and departed the same day for sunny Southern California! A long time planning engineer for the department, he had a hand in many, if not most, of the improvements made at Kansas City International and Wheeler-Downtown Airports during his tenure of over 25 years. Another surprise, not so incidentally, your editor has heard that a wedding (his!) took place roughly a week earlier. We'll let you know if, when and where he lands.

Kansas DOT – Division of Aviation

C. Edward Young was appointed Director of KDOT's Aviation Division on September 19. Ed is a graduate of KU with both a master's in public administration and a law degree from the same institution. A pilot and member of the Civil Air Patrol, he served successively as administrator for Eldon, MO and for two counties in Kansas from 1994 to 2004. George Laliberte, who had served in an acting position since Mike Armour's retirement, returns to his former planning position in that office.

Columbia (MO) Regional Airport

William E. (Bill) Boston, III has announced his retirement effective October 14. The City is in the process of interviewing candidates to succeed him. A pilot, Bill retired from the Air Force 13 years ago and then served as Director of the State Board of Accountancy until becoming Columbia's Airport Manager in October 1998. He plans to golf, volunteer, exercise and travel. We understand that he plans to attend the next MAMA meeting at Lake of the Ozarks in November so you can wish him well there.

Eastern Iowa Airport – Cedar Rapids

On July 11 Dan Mann , A.A.E., became Eastern Iowa Airport Director, replacing Larry Mullendore who retired earlier this year. An Ohio native and a private pilot, Dan graduated from Bowling Green State and served in the USAir Force. For the last eight years he was Manager of the International Airport in Caspar, Wyoming and before that he served as Assistant Manager of Corning Regional in upstate New York.

Des Moines International Airport

Craig S. Smith , A.A.E., was appointed Aviation Director effective later this year upon the retirement of Robert Hagener who has served in that position since Bill Flannery retired last year. With the airport for nine years, Craig served most recently as Deputy Director for Operations and Maintenance.

Wellington (KS) Municipal Airport

Carol Courtney, Airport Manager, has announced her resignation effective September 18, 2000