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Airport NEWS is a quarterly newsletter of the FAA Central Region Airports Division; providing airport managers and consultants with timely and useful information to help them serve their aviation customers. Suggestions and articles are welcome and may be sent to mark.sedarous@faa.gov. If you require assistance with this document or request reasonable accommodation, please call (816) 329-2600.

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Manager's Message

It is hard to believe calendar year 2012 is already here. We hope all of you enjoyed the holidays and were able to spend some quality time with friends and family.

This year promises to be another challenging year for Airport Improvement Program (AIP) projects. We are in the midst of another extension to the FAA authorization. If you are counting, this is number 22. The current extension expires on January 31, 2012. We will continue to operate as we have with the previous extension – working with you to get your 2012 projects ready so that when full funding becomes available, we are ready to go.

As I am sure many of you have heard, the Missouri State Aviation Director, Joe Pestka, is leaving the State to pursue another opportunity. I want to personally thank Joe for his dedication to enhancing aviation in Missouri and the productive working relationship he fostered with the FAA. We will miss you Joe.

Jim Johnson
Manager, Airports Division

Laser Incident and Information Reporting

The FAA has recently launched a [Laser Incident Information and Reporting](#) Website. Please take a moment to pay the site a visit where you will find the necessary information on reporting a laser incident to the correct officials. In addition, other resources you will find on the website include recent news, research on the dangers lasers may pose to pilots, and official guidance policies and laws.

Reducing Mourning Dove Abundance

There are many hazards found on airports that can be overlooked. Wildlife can easily be one of those hazards, especially small birds such as mourning doves. Mourning doves are widely distributed throughout North America, and are commonly found in dense populations throughout the Midwest. Peak flock densities can be seen from the months of August through September, as the birds prepare for the fall migration in mid to late October.

Mourning doves are found in a variety of habitats, as the bird adapts easily to both native open grasslands, as well as man-made agricultural and residential areas. They prefer to feed on waste agricultural grains such as corn, wheat, sunflowers, and rice. Doves will also feed on seeds of native grasses and other annual weeds. At night, doves roost in habitats ranging from tall grass to dense timber, and prefer to be near both food and water. Flocks of mourning doves are most often seen flying in the early morning and late evening; spending afternoons on the ground, or in the trees, loafing and feeding.

Mourning dove's small size and fondness for flying close to the ground make them easy to overlook at airports as a wildlife threat. However, these are key attributes that contribute to the reason doves pose a safety threat to aircraft. Since the birds are small, the best defense against predators is to stay in large groups, providing more eyes to spot danger in all directions. Once a threat is recognized, one bird will take off triggering the entire flock to follow to ensure their own safety. Once in the air, the flocks make extremely erratic movements and fly at low altitudes creating a very difficult situation for pilots. Furthermore, doves are a food source for larger birds of prey such as red-tailed hawks, Cooper's hawks, American kestrels, and great-horned owls. With an abundance of mourning doves, it is more likely larger birds of prey will be hunting in the area.

According to the FAA¹, there were 3,408 mourning dove strikes, causing \$5.5 million in damages across the United State during 1990-2009. Striking a flock of doves increases the risk to aircraft, and almost twenty percent (n= 666) of recorded mourning dove strikes over the past twenty years have involved multiple birds¹.

Rosecrans Memorial Airport, in conjunction with USDA-Wildlife Services, recognized the hazard of mourning doves on airport property and instituted three management techniques to reduce presence. Rosecrans Memorial Airport is located in Saint Joseph, Missouri, near the Missouri River. The dominate habitats around the airport are large agricultural fields, the Missouri River, Browning Lake, and several managed timber areas. Large flocks of mourning doves were routinely seen loafing, feeding, and roosting on or near airport property.

The initial management technique involved decreasing crop acreage on the Airport Operations Area (AOA), specifically crop areas adjacent to the primary runway. Like many small airports, Rosecrans relies on agricultural leases for a significant portion of the airport's funding. While a decision to reduce leased acreage is not an easy one, aviation safety outweighed the loss of funding the airport incurred. The reclaimed areas were planted with fescue. Fescue is easy to grow, drought tolerant, and produces very few edible seeds attractive to wildlife.

The second management technique performed was to implement and maintain a strict mowing schedule on all grass found on the AOA. Airport maintenance crews did an outstanding job of controlling grass height, which limited the amount of habitat available for mourning doves. A well maintained grass area that is less attractive to doves will be dense with no bare spots, will produce little edible weed seed, and will be maintained at a height of at least 8 inches. Every

airport environment is unique and turf management techniques should be tailored to be least attractive to the species posing the greatest threats at that airport.

The final technique involved Wildlife Services performing daily harassment and trapping efforts. Wildlife Services took a zero tolerance approach to any flock of mourning doves found on airport property. Harassment efforts involved dispersing birds by use of pyrotechniques and physical harassment. The goal of this harassment was to create an environment that was not comfortable and thereby reverse the "refuge" effect many airports have on wildlife. Along with daily harassment, Wildlife Services trapped and relocated birds caught on airport property. Funnel traps were set at strategic locations throughout the airport property, and baited with a mixture of corn, sunflower seeds, and millet. Captured birds were then taken to a Missouri Department of Conservation Area approximately 30 miles from Rosecrans and released. The Conservation Area is intensively managed for upland game bird use, and consists of both native grassland prairies and agricultural fields.

Wildlife Services began the trapping effort in 2009 and have relocated a total of 712 mourning doves away from Rosecrans' property. Daily harassment and relocation efforts continue, and daily totals are recorded. The management and trapping techniques have helped lessen the risk of strike incidents and increase airport safety. Although there will always be some mourning doves using the Rosecrans' AOA, a more manageable population density has been achieved through an integrated wildlife damage management approach. The FAA is now for up to date press releases, Temporary Flight Restrictions (TFRs) and news updates.

1. Dolbeer, R. A. and S. E. Wright. 2010. Wildlife strikes to civil aircraft in United States 1990-2009. Bird strike committee proceedings: other bird strike and aviation materials.

USDA Wildlife Services

Wildlife Strike Reporting Database

The FAA encourages all wildlife strikes to be reported via the [FAA Wildlife Strike Database](#) web page, or now also available is reporting directly from your smart phone! In support of this, a new wildlife poster (below) has been circulated around GA airports community where strike reporting has been significantly lower. Every wildlife strike should be reported, damage or not, regardless of the species. A complete and accurate wildlife strike history is beneficial in the creation and review of a Wildlife Program for your airport. The strike history and other factors allow you to evaluate the potential hazards and tailor a wildlife program around these, as well as enabling you to evaluate the effectiveness of a wildlife control program already in place.

At the FAA Wildlife Homepage you will find access to the wildlife strike database and instructions on how to properly document and report a strike in addition to valuable resources and recent and updates to the program. Reporting and maintaining a wildlife strike database for your airport has no negative consequences. Funding is available for wildlife hazard assessments and certain mitigation efforts. Contact your local FAA office for further information.



FAA Central Region



U.S. Department
of Transportation
Federal Aviation
Administration



Report Wildlife Strikes

 <http://wildlife.faa.gov>  <http://www.faa.gov/wireless>



QR Code Scanner for Smart Phone Users ->



FAA Poster Promoting For Promoting Wildlife Strikes

Delphi e-Invoicing - New Grant Payment Process

The U.S. Department of Transportation (DOT) is implementing a new department-wide electronic grant payment system, Delphi eInvoicing System. This new system will be a web-based standardized portal for grantees to electronically request payment and monitor payment status. All airport sponsors currently requesting payments manually or through the Electronic Clearing House Operation (ECHO) will be required to transition over to the Delphi eInvoicing System. The following are some major benefits the new electronic grant payment system will provide:

- **Electronic Payment Request Submission:** Submission of payment requests on-line individually or in bulk.
- **Grantee Self Service:** Real time views on the status of all payment requests.
- **Email Notifications:** Notifications to inform requesters about payment status.
- **Document Attachment:** Upload files as supporting documentation for payment requests.
- **Unified Platform:** The same grants payment request process will be utilized Department-wide, which will be helpful particularly for grant recipients who also work with other DOT Programs.

To access the Delphi eInvoicing System and request payment all users will be required to provide proof of their identity, through a notarized user request form, prior to gaining system access. User request forms will be provided to each sponsor at a later date to be completed and notarized. The DOT and FAA currently anticipate training and system deployment to begin in Spring/Summer 2012.

Please take a moment to browse our new grant payments webpage for additional information and frequently asked questions. http://www.faa.gov/airports/aip/grant_payments/.

If you have any other questions please contact Sarah Smith at 816-329-2641.

U.S. Department of Transportation

ACRP Report 58 - *Airport Industry Familiarization and Training for Part-Time Airport Policy Makers*

TRB's Airport Cooperative Research Program (ACRP) [Report 58: Airport Industry Familiarization and Training for Part-Time Airport Policy Makers](#) highlights policy issues affecting airport administrative and operational decisions. The report is designed to provide airport policy leaders, stakeholders, and policy-related decision makers with a common framework to understand airport administrative and operational requirements in order to assist them in making more informed policy decisions.

ACRP has also produced a primer report of issues affecting the airport industry as well as a customizable orientation program in the form of a Microsoft PowerPoint presentation entitled [ACRP Report 58](#). The primer and presentation are designed to assist airports during a typical familiarization and training program for a new policy maker that generally include an orientation briefing about the airport organization, a report of airport issues, and a tour of airport facilities and activities.

***Airport Cooperative Research Program
Transportation Research Board***

Call for Airport Cooperative Research Program (ACRP) Problem Statements

The ACRP undertakes research and other technical activities to develop near-term solutions to issues facing airport-operating agencies. Problem statements might address operations, design, construction, engineering, legal, maintenance, human resources, administration, policy, planning, environment, safety, and security. Anyone may submit a problem statement to solve an issue facing an airport.

Problem statements should be described in accordance with the approved program statement outline:

<http://onlinepubs.trb.org/onlinepubs/acrp/ACRPProblemStatementoutline.pdf>.

Submit Problem Statements for FY 2013 by March 2, 2012.

Davis Bacon Clause

On 12/19/2008, the U.S. Department of Labor published a final rule ([FR 77504 12/19/2008](#)) in Federal Register that revised regulations issued pursuant to the Davis-Bacon and Related Acts and the Copeland Anti-Kickback Act to better protect the personal privacy of laborers and mechanics employed on covered construction contracts.

This rule revised select sections of the Davis-Bacon contract clause that grantees must incorporate into their contracts. Federal grantees should have started incorporating the revised language into their contracts starting in calendar year 2009.

As we approach the bid letting season, we request AIP sponsors and their consultants verify whether you have the correct language incorporated into your current bid solicitation. For the convenience of our AIP grant sponsors, we have prepared an informational bulletin entitled "[Recent Revisions to Davis Bacon Contract Clause](#)", which addresses these changes.

Recently Revised or New FAA Publications (a selected list)

Advisory Circulars (AC)

- [AC 150/5000-9a](#) - Announcement of Availability Report No. DOT/FAA/PP/92-5, Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations (AC now includes complete report).
- [AC 150/5100-13B](#) - Development of State Standards for Non-primary Airports
- [AC 150/5220-26](#) - Airport Ground Vehicle Automatic Dependent Surveillance - Broadcast (ADS-B) Out Squitter Equipment
- [AC 150/5300-13](#) - Airport Design
- [AC 150/5300-17C](#) - Standards for Using Remote Sensing Technologies in Airport Surveys
- [AC 150/5340-30F](#) - Design and Installation Details for Airport Visual Aids
- [AC 150/5345-28G](#) - Precision Approach Path Indicator (PAPI) Systems
- [AC 150/5345-39D](#) - Specification for L-853, Runway and Taxiway Retroreflective Markers
- [AC 150/5345-53C, Airport Lighting Equipment Certification Program](#) - September 2011, Addendum to appendices 1, 3, and 4. (Note: This AC is updated the 15th of every month)
- [AC 150/5345-56B](#) - Specification for L-890 Airport Lighting Control and Monitoring System (ALCMS)
- [AC 150/5370-2F](#) - Operational Safety on Airports During Construction
- [AC 150/5370-10F](#) - Standards for Specifying Construction of Airports
- [AC 150/5370-11B](#) - Use of Nondestructive Testing in the Evaluation of Airport Pavements
- [AC 150/5370-15B](#) - Airside Applications for Artificial Turf

Program Guidance Letters

- [PGL 12-01 \(pdf\)](#)– Modifications to Benefit Cost Analysis (BCA) Threshold

Part 139 Cert Alert

- [CertAlert 11-04](#)(pdf) - Announcement of Order JO 7930.2M, Notices to Airmen (NOTAM), Change 2; Notice JO 7930.93, Reporting of Field Conditions (FICON); and Notice JO 7930.94, Use of 'Work in Progress' in Notices to Airmen.

For a more complete list, please visit our website [News and New Resources for Airport Projects](#). To receive automatic e-mail notification of changes, users may click on the "Subscribe" option at the top of webpage. Users will be prompted to provide their e-mail address.

Arrivals and Departures

Departures

Missouri Department of Transportation

Joe Pestka – State Aviation Director of Missouri and President of NASAO; Joe will leave his duties with the state on 12/30/2011 and enter the consulting world. Our best wishes Joe.

Calendar of Events

Date	Event
January 25-28, 2012	Nebraska Aviation Symposium Kearney, NE
February 7 & 8, 2012	Kansas Association of Airports – Winter Workshop Topeka, KS
February 29 – March 2, 2012	AAAE Airport Planning Design and Construction Symposium Denver, CO
March 25-28, 2012	SCC 2012 Annual Conference South Central Chapter of the AAEE Wichita, KS