

Addressing System-Level Needs Fuel Sales Tax Compliance (and more) from FAA Here, There and Almost Everywhere in 2016

Future Views from the Aviation Division

What's new? The new year ahead is already putting new jobs on the calendar for the state's Aviation Office at KDOT. "Thanks to the Kansas Aviation System Plan that's now updated," says Aviation Director Merrill Atwater, "we can clearly see needs and respond effectively." For example, one area of need according to the study is emergency planning. The KASP of 2016 reported that just under half of the study airports—49%—have adopted an airport emergency plan (AEP). The figure is an increase of 12% over KASP finding in 2010. "But," as Director Atwater notes, "the system goal, of course, is 100%." Only a few Kansas airports are certified under Part-139 of the Federal Aviation regulations, requiring an AEP. For airports without a plan, and whether studied for KASP or not (FAA funding for the KASP update was limited to NPIAS airports), KDOT Aviation is addressing the matter with a webinar planned for January 25th at 2pm. Website access is in the works. The participants represent a comprehensive view of subjects for effective emergency planning. Check with our office for the website, and find the KASP at:



ksaviationportal.ksdot.org/aviationportal

Eric Johnson President/Director of Airports Metropolitan Topeka Airport Authority; formerly: ARFF Chief, Elmira-Corning (NY) Regional Airport

John Kinney CM, Director of Aspen-Pitkin County Airport;
Chair of AAAE Emergency Management Committee

Joe Husband FAASTeam member; Director, Phoenix-Goodyear Airport



Emergency response is one of several areas where UAS technology can be applied for beneficial results. "We remain in development mode," says UAS Director Bob Brock, "with key components gradually taking shape." KDOT Aviation has already exceeded KASP findings by creating a joint task force with law enforcement, agriculture and economic development to guide discussions on the future on Unmanned Aircraft Systems in Kansas for job creation and public service.

FAA News, Notes and Other Information

From FAA's FAASTeam Safety reporting:



DRONES NOT WELCOME AT AIR SHOWS,' SAYS INDUSTRY TRADE ASSOCIATION

Proliferation of privately-owned unmanned systems causing safety concerns at air show venues

LEESBURG, Va. - Leave the flying to the professionals. That's the message coming from The International Council of Air Shows (ICAS) out of concern for spectator safety and the safety of air show pilots who will fly nearly 10,000 performances at over 300 North American events in 2016.

Supporting the FAA's "No Drone Zone," "Leave Your Drone at Home," and "Know Before You Fly" initiatives, ICAS wants air show spectators and those in an air show venue's surrounding area to understand that flying an unmanned aircraft in unauthorized air space is not just illegal, but unnecessarily puts people at risk. John Cudahy, ICAS president and CEO, says, "While performing, air show pilots require total concentration and precision. If a drone interferes with an aircraft's flight path, that's a distraction that could have disastrous consequences."

North American air shows are highly regulated and regarded as the safest in the world. There hasn't been a spectator fatality in North America since 1952.

From the Federal Register:

"Under Federal law, airport operators using Federal assistance generally may use airport revenues only for airport-related purposes. Local taxes on aviation fuel are subject to airport revenue use requirements. State taxes on aviation fuel are subject to use either for a State aviation program or for airport-related purposes." (64 FR 7696)

This requirement applies to use of Airport Improvement Program (AIP) grants. FAA requires an "action plan" for showing compliance by December 2017. KDOT uses AIP funds for system studies; KDOT Aviation plans to use KSA 75-5152 for compliance with assistance from the Kansas Department of Revenue (KDOR). Meanwhile, local airports participating in AIP must show their own compliance related to local sales taxes. "And that's sometimes a challenge," according to Dennis O'Connor, KDOT Aviation's Manager of Federal and State Affairs, "because tax revenues from airport sales fuels may be co-mingled with other tax collections from around town." AIP funding will be in jeopardy if compliance is not established.

From FAA Central Region Headquarters:

Airports required by AIP to furnish FAA with a 5-year Capital Improvement Plan (CIP) need to "hustle up" to meet the deadline in January. Check with FAA's Kansas State Planner Jason Knipp at 816-329-2646 for details. "And there's good news for Kansas airports," according to KDOT Aviation Director Merrill Atwater. "Airports relying on AIP funds for pavement projects will be studied for updates to our Pavement Management Survey, starting around May of this year for Phase 1." The second phase of the survey is set for 2018. Each phase covers half of the state; the western half first, then the eastern half...

KDOT Aviation monitored more than 10,000 aeronautical obstruction studies in 2016 for FAA's Central Region—most without airport conflicts. But, they happen. In Garden City and Hays, studies were concluded by local zoning ordinances that prevented further issue for the airports. New zoning around your airport area could be a New Year's goal with development assistance available via KAIP. Check with State Aviation Planner Greg Chenoweth for details.

On-line tip: Remember, KDOT Aviation's website remains an effective resource in 2017 for nearly all things aviation in Kansas...state statutes, latest sites for Met Towers, the Kansas Aviation System Plan, weather, KAIP and FAA UAS links... Log on at <http://www.ksdot.org/divaviation/default.asp>

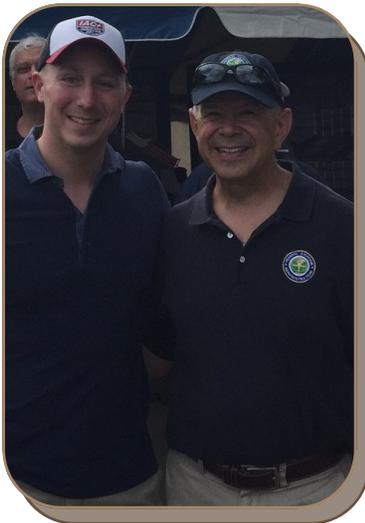
KDOT Aviation ...Out 'n About/Up 'n Away in 2016



Visiting K67/Oswego's Fly-In



Fingertip flyin' to NRN



Hangin' with Huerta at OSH



UAS Task Force meeting in SLN



UAS tests at KDOT/Junction City



Air Tour at FOE



Meeting Martha King at WAC



At Flight Safety in Wichita



Merrill Atwater, Director; Bob Brock, Deputy Director/UAS
 Halee Lindstrom, Manager of State Aviation Policy; Dennis O'Connor, Manager Federal & State Affairs
 Lindsey Dreiling, Manager Marketing & Outreach; Greg Chenoweth, State Aviation Planner
 Contact: 700 SW Harrison St. 9th Floor/Topeka, KS 66603 KDOT.KDOTAviation@ks.gov 785-296-2553