

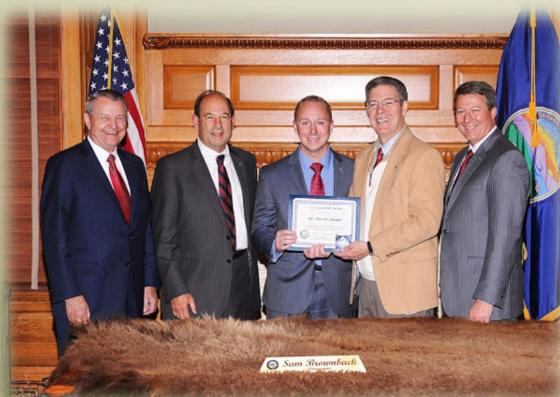
Merrill Moves to the “Family Business;” Bob Moves Up as Director March Tips Off with Aviation Day; Tips from KAIP and FAA Meet the Masters

Bob Brock, Director of Aviation

KDOT Aviation is now under new leadership. Bob Brock, a native of Pittsburg, Kansas came to KDOT after 22 years as an Air Force pilot and UAS squadron commander, retiring as a Lieutenant Colonel.

“We are so fortunate at KDOT to have such a talented and passionate person like Bob Brock to take over aviation,” said Secretary of Transportation, Richard Carlson. “After already serving the state and the agency in opening new doors for UAS, Bob is in the best possible position to make great strides for aviation in Kansas.”

Bob follows Merrill Atwater, who moves on to serve the “family business” while ending on a high note. Stories below.



Merrill Atwater received the 2017 Impact Award from the Federal Aviation Administration, in a presentation event with Governor Sam Brownback and (l-r) KDOT Secretary Richard Carlson, FAA Regional Administrator Joe Minace, and John Speckin, Deputy Regional Administrator (from the Central Region office in Kansas City).

(From NASAO *Sky Briefs*)

Merrill Atwater (shown at left, center) has stepped down as the Kansas Aviation Director to become COO at People to People International in Kansas City, MO, an organization started by his great-grandfather, President Dwight D. Eisenhower. <https://www.ptpi.org>

Kansas Secretary of Transportation Richard Carlson added, “From economic development, to workforce innovation programs and educational opportunities, Merrill has led KDOT Aviation on a path of innovation. We appreciate his service to this agency and the State of Kansas and wish him the very best.”

Reporting Points: Tips from KAIP and FAA

Heads up from FAA: Updates on based aircraft were due December 2017, and only a third of the 80 Kansas NPIAS airports submitted updated Capital Improvement Plan (CIP) data that were due in January of this year. Both reports are essential for grant funding. And based aircraft play a larger role than may be understood: They provide an underlying basis for gauging activity levels beyond transient activity that is always subject to fluctuation. Call Jason Knipp at FAA in Kansas City for assistance at 816-329-2646. Also check out www.basedaircraft.com. Our office can help non-NPIAS airports with based aircraft updates on the 5010 master records.



Grant applications to the Kansas Airport Improvement Program (KAIP) are now under review for Fiscal Year 19. “This year’s apps are consistent with the system-wide need of around \$67 million,” according to State Aviation Planner Greg Chenoweth, with most applications addressing Preservation and Modernization for pavement needs or airport facilities. “And we’ve noticed something else,” reports Dennis O’Connor, Manager of Federal and State Affairs. “Several applications fall within cost estimates that could be covered by Non-Primary Entitlement funds at NPIAS airports,” if not otherwise committed. Others, he adds, may be worthy of public-private partnerships, if assisting commercial tenants or business development. Eligible NPE projects include pavement, lighting, hangars and terminal, fuel facilities, AWOS, and clearing trees in approach areas.



Two Kansas VORs are next for “MON:” Robinson (RBA) and Anthony (ANY) VORs are next for de-commissioning in FAA’s “Minimum Operating Network” via NextGen. Atchison, Harper and Anthony will lose VOR approaches. Airport sponsors must apply for new approaches, but replacements for runways less than 4200’ x 60’ must be waived by FAA and limited to day use. Check the list for other Kansas VORs planned for de-commissioning through fiscal year 2025 at [KDOT Aviation](http://www.kdot.gov/Aviation).



Just sayin’... When talking to FAA, you may find aviation regulations referred to as “CFRs”—for Code of Federal Regulations—instead of “FARs.” We bet you won’t get fined if you don’t keep up (!), but the reference is now in regular practice. The CFRs are administrative laws that come from the Executive Branch and federal agencies, published in the Federal Register. The CFRs are organized within “Titles” used for broad subjects comprised of regulations under specific “Parts.” For example, Title 14 is “Aeronautics and Space;” its “Parts” are the FARs. So, the change is simply how an FAR may be cited: “FAR Part 91” might look or sound like “14 CFR Part 91.” Check out the CFRs at <https://www.govinfo.gov/>

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Master Pilot Awards

Lifetimes of Flying



Pilots from around Kansas received their Wright Brothers Master Pilot Awards at Larksfield Place in Wichita during an event from December 2, 2017. (Photo: Halee Lindstrom; reporting below: Mallory Goeke)

Six hundred months, 18,250 days...they both equal 50 years. That's how long pilots are required to fly before they can receive the most prestigious award that the Federal Aviation Administration has --- the Wright Brothers Master Pilot award.

Twenty pilots from across Kansas gathered to receive the award from the FAA, which recognized their contributions to the safest aviation system in the world. For more than 50 years the pilots flew regularly, and recognized and promoted safe air travel and operations. The event was the single largest collection of pilots in the country to receive the Master Pilot award. The date of nominees' first solo flight is the effective start date to receive the award. Their piloting history is also a major factor.

Retired airline Captain Doug Moler (seen above with his award, far right), a recipient of the award and the organizer of the event, said that like most pilots, he was fascinated with flying early on in life. "When I was a child, my dad would take the family out to the old municipal airport in the family car to watch airplanes come and go," Moler recalls. "This was great fun and unforgettable good times." A companion award was also given to the pilots' spouses for their unique endurance of 50 years!



Bonus Page: Up and Down the Runways

News and Notes...Good stuff for Aviating in Kansas!

Spotted in USA TODAY:

WICHITA, Kan. (AP) — The Wichita Eisenhower National Airport will renumber its runways due to the slow but constant shift in the Earth's magnetic poles that's altered pilots' compass headings.

Airport officials told members of the Wichita Airport Advisory Board recently that the compass headings of the airport's three runways have shifted six degrees because of magnetic variation. The change has prompted the airport to plan to renumber its two primary and one crosswind runways for the first time in its nearly 64-year history. "Most of the physical costs would be airfield directional signage," said Brad Christopher, assistant director of airports for the airport authority. "Almost all of those will need to be replaced." Christopher said the airport expects to pay for the costs with a grant from the FAA. The runways will likely be physically renumbered in 2019.



UAS Pilot Program News

KDOT Aviation is awaiting word on its application to the UAS Integration Pilot Program. As FAA puts it, "The UAS Integration Pilot Program is an opportunity for state, local, and tribal governments to partner with private sector entities, such as UAS operators or manufacturers, to accelerate safe UAS integration. USDOT is presently reviewing entries from applicants; up to 10 states could be selected for the program.



HUT's Facebook page has great view of KAIP work on 4-22. And KDOT Aviation's Flight Crew of the Day got a good look on approach to 22.

Aviation Day at the Capitol is all set for March 1:

[Save the Date](#)

MET Towers On-line

When needed, KDOT Aviation's website has a feature for ag pilots to check latest details on the locations or Meteorological Evaluation Towers, or METs. Go to KDOT Aviation online at [Latest MET Sites](#). METs are listed in notices from FAA's Obstruction Evaluation Group (OEG) including towns and coordinates. Since 2012, Kansas statute 66-1281 has required markings for METs above 50'. Otherwise, METs can just be there—often as part of wind turbine sites, but some may be located in open areas where they stand on their own. In those cases, especially, pilots are reminded to "see and avoid" as usual, but they can get a hand with the flight planning obligations found in Part 91.103 to be familiar with "all available information concerning that flight" with the online list.

