



JANUARY 2008 AIRPORT NEWS

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ISSUE 1

ANNUAL WINTER OPS REVIEW

“A Review of μ ”

Runway braking action is reported in terms of “Good, Fair, Poor, or Nil.” When braking action is reported to be less than “Good,” airport personnel use a Bowmonk runway friction tester to report runway condition readings (RCR) in terms of MU values.

Three friction tests are performed on the runway—one between 500-1,000 feet down the runway, one in the middle of the runway, and one in the last third of the runway. The information is then published in a NOTAM. A typical NOTAM might be: “CPS 1200 RWY 30L BOWMONK 40 40 28 LSR.”

Translated, that means at 7am local time (12Z) braking action in the touchdown zone and mid-section of runway 30L was good, but was poor in the last third of the runway, with loose snow on the runway.

The NOTAM will be replaced when conditions change or cancelled when MU values for all three sections of the runway are 40 or higher.

A MU of 40 or higher is considered normal braking action and will not be reported.

| <u>Term</u> | <u>Mu</u> |
|----------------|------------|
| Good | .40 to 1.0 |
| Medium to Good | .36 to .39 |
| Medium | .30 to .35 |
| Poor | .26 to .29 |
| Nil | 0 to .25 |

Pilots should use MU information with other knowledge (e.g., aircraft performance characteristics, weight, previous experience and wind conditions) to determine runway suitability.

SENATE AVIATION SUBCOMMITTEE

Senator Kay Hutchinson of Texas recently replaced retiring Senator Trent Lott as the Chairperson of the Senate Aviation Subcommittee.

CALENDAR OF EVENTS

Jan. 1: Airport office closed for the holiday

Jan. 18-20: Midwest Aviation Conference & Trade Show (See right column)

SNOW REMOVAL PRIORITIES

Airport maintenance follows a detailed snow plan in preparing for and battling winter snowstorms. Preparations begin in the fall with the inspection and servicing of all snow removal equipment and then kicks into high gear 24 hours before a snowfall is forecast to arrive.

Snow is cleared according to the following priorities:

- Runway 12R/30L
- Taxiway B (the parallel taxiway)
- Taxiways A-4/B-4 to the east ramp and taxiway B to the west ramp.
- Taxiway C-2 connecting the ramps
- Curtiss Steinberg and Vector Drive
- All remaining runways, taxiways, taxi lanes between T-hangars, and ramp areas, as needed
- Last priority—vehicle parking lots
- Tenants are responsible for clearing snow from their own individual leasehold areas (ramps, taxilanes, sidewalks, etc.)

Our highest priority is keeping the aircraft operations areas open and safe. Use caution on the perimeter roadways as they are not maintained by municipal snow crews and are the last areas to be cleared by our airport snow team.

CHINESE STUDENT PILOTS COMING

St. Louis University’s Parks College of Engineering and Aviation will begin seeing a steady stream of Chinese flight students this month. Approximately 20 to 30 student pilots will begin their flight training here in January and new students will arrive every four months.

If you see them around the airport, say “hello” and make them feel welcome.



2008 MIDWEST AVIATION CONFERENCE & TRADE SHOW

January 18 - 19 - 20, 2008

The Midwest Aviation Conference and Trade Show is returning to St. Louis University’s Busch Student Center for another exciting weekend of seminars, displays, and clinics presented by professional educators and aviation industry experts. The MACTS is for anyone interested in aviation.

In addition to a Super Safety Seminar and a Flight Instructor Revalidation Clinic, the three days of seminars will include presentations by world-class aviators. Record-setting pilots, veterans, and professionals in rotorcraft, soaring, ballooning, sport pilot, airplanes, aircraft manufacturing, and aeronautical clubs will all be on-hand in the seminars and trade show booths.

Lunch will be provided in the trade show area where the goods and services of manufacturers, flight schools, clubs, associations, and service providers will be on display.

An accompanying aviation awards banquet, held on Friday evening at the St Louis Science Center’s Planetarium, will recognize some of your fellow aviators for their outstanding contributions and accomplishments in aviation.

Visit www.macts.org or e-mail john@teipen.com for more information. Don’t miss this great aviation event!

AVIATION SPENDING BILL

Congress has still not passed a permanent FAA funding bill. A continuing resolution will allow the FAA to operate through Feb. 29, 2008, but no new airport improvement projects can begin.

Administration Office Hours: 8-4:30, Mon.–Fri. (Closed most holidays)

Phone: (618) 337-6060

E-mail: rmcdaniel@stlouisdowntownairport.com

Fax: (618) 337-1597

IMPACT OF THE METRO LEADERSHIP CHANGE

Because St. Louis Downtown Airport is wholly owned and operated by the Bi-State Development Agency, aka METRO, several people have asked what impacts the recent trial judgment against METRO and the departure of its CEO, Larry Salci, will have on the airport.

The biggest impact will be felt from the loss of Mr. Salci, who enthusiastically supported airport growth and development. Mr. Salci understood the business aviation industry and airport issues and strongly advocated positions that were good for the airport and its tenants. After a period of orientation and education, I'm sure METRO's next CEO will also quickly become a strong airport ally.

Financially, the judgment against METRO will have no impact on the airport at all. METRO has two very separate and distinct divisions, the Transit Division and the Business Enterprises Division. Only the Transit Division can be impacted by the judgment.

Transit operations include the 87 light rail vehicle MetroLink system, a fleet of 395 MetroBus vehicles, 123 Metro Call-A-Ride paratransit vans, and over 2,100 people serving a six-county area in Missouri and Illinois. The Transit Division employs over 90 percent of METRO's people and has a \$215 million annual operating budget that is dependent on sales tax and both federal and state grant subsidies to enable it to break even.

The airport is part of METRO's Business Enterprises Division. Business Enterprises are only a small fraction of METRO, employing only 210 people and with a separate budget that is only five percent the size of the transit division's. In addition to the airport, METRO's business enterprises include the St. Louis Downtown Heliport, the Gateway Arch tram system and parking garage, and the Gateway Arch Riverboats (the Tom Sawyer and Becky Thatcher.) All of these businesses must succeed on their own without taxpayer subsidies.

Further protecting the airport, the FAA places a strong financial firewall between airports and their ownership entities—all revenue generated by an airport must remain at the airport and be reinvested in airport operations and infrastructure. The airport maintains its own independent budget and cannot be affected by deficits from outside sources.

St. Louis Downtown Airport continues to enjoy a sound financial situation and continued progress toward an even brighter future.

GATE ACCESS SYSTEM CHANGED

Although we experienced some growing pains during the gate access control system changeover, the new access cards are now active and the old cards no longer work.

The new gate access controller has a call box on the left side and the card sensor on the right side of the control box. Simply place your card near the card sensor and the gate should open. In the event you need to talk to someone, you may reach the airport administration office during normal office hours by pressing the call button. Unfortunately, when the office is closed there's no one to talk to.

We can no longer issue multiple cards to the same individual for the same vehicle. If you have friends or family members who need access to your plane or if you need a card for a second car, we need the identification and insurance information for the individual and vehicle the card will be issued to.

We appreciate your cooperation and vigilance as we continue to improve our airport security.

cps.aero GOES LIVE!

www.stlouisdowntownairport.com is a real mouthful and a lot of letters to type when you're trying to find our official airport website. We now have a new web domain name to make things much simpler.

Simply entering "cps.aero" in your web browser will take you directly to our web site. Both domain names are active and point to the same site.

We've also simplified our e-mail addresses. Our much longer stlouisdowntownairport.com e-mail addresses will continue to work fine, but you can also e-mail us at the following simplified addresses:

| | |
|--------------------------------------|--|
| Bob McDaniel, airport director: | director@cps.aero |
| Wendi Sellers, assistant director: | ops@cps.aero |
| Gail Gartelos, office manager: | office@cps.aero |
| Bobby Toenjes, maintenance manager: | mx@cps.aero |
| Val Juenger, maintenance supervisor: | mx2@cps.aero |