



**MARCH 2009
AIRPORT NEWS**

VOLUME 9 ISSUE 3

**CALENDAR OF
EVENTS**

- March 3: EAA Mtg,**
Hangar 2 rear, 6pm
food; 7pm meeting
- March 5: Gateway Area
Ultralight Assoc. Mtg.**
in EAA room, Hangar 2
rear at 7:30 pm
- March 8: Daylight
Savings Time Begins**

The airport is open and
attended 24-hours daily.
JetAviation 618-646-8000
Ideal Aviation 618-337-3400

ATC Tower Hours 0630-2200	
ATIS	121.45
CLNC DEL	118.275
Ground Control	121.8
Tower/CTAF	119.925
Tower UHF	379.3
Unicom	122.95

Airport Administration
Weekdays 0800-1630

Phone: 618-337-6060
FAX: 618-337-1597
E-Mail: director@cps.aero

(After hours, contact the
firefighter on duty or call
618-646-8262 and ask the
attendant to call the standby
airport management repre-
sentative.)

Airport Firefighters On-Duty
0800-2100 Weekdays
Dial 911 or 618-410-0188
Call "Rescue One" on 121.8

Visit us on the web at
stlouisdowntownairport.com
or cps.aero

AIRPORT ECONOMIC STIMULUS

President Obama's \$787 billion economic stimulus bill contained good news for airports: \$1.1 billion in discretionary Airport Improvement Program funding with no requirement for local matching funds. These discretionary funds are in addition to funds already in the pipeline.

Priority will be given to projects that can be completed within two years and serve to "supplement expenditures from airport-generated revenues or from other state and local resources." Half of the funds must be distributed within 120 days and the remainder within a year.

Airports all over the country will be under construction these next two years. The two largest obstacles to construction are now removed—the ability to match federal funds from local airport revenues and the slow trickle of limited federal funds.

Here at CPS, we expect to accomplish several years worth of construction and improvements over the next two years and we will be able to complete a few projects that we have only dreamed about such as a new state-of-the-art airport fire station.

Most of our projects mentioned in earlier newsletters are now assured funding. We expect to complete the following projects this year: new ATCT lighting control system, interior service road connecting the two ramps, runway 12L extension to 5,300 feet, and a new fire station. As soon as the runway extension is completed, we will close runway 12R/30L to strengthen and widen it to 150 feet, relocate the localizer and approach lights to the new runway centerline, and install PAPIs. We'll also install new high intensity runway lights at that time. We hope to have additional taxiway improvement projects underway soon afterward.

The proposed FAA Reauthorization Bill (the mechanism for funding the FAA) contains good news for airports, also. It proposes to fund the AIP program at approximately \$4 billion per year—an increase of about 25 percent over prior years. The major provisions of the Economic Recovery Program that affect airports and aviation and provisions of the proposed FAA Reauthorization Bill are detailed on the back page of this newsletter.

Watch out for barricades and flying dirt!

PRESIDENT'S FY2010 BUDGET—WATCH OUT

At the risk of sounding like Chicken Little warning the sky is falling, I must urge each and every one of you to stay engaged with your legislators and keep fighting the relentless attacks on our industry.

The comment period on the Large Aircraft Security Program has ended and some action will follow shortly.

The latest attack came February 26th in the President's FY2010 budget submission. The proposed budget includes language that will "replace aviation excise taxes with direct user charges beginning in 2011."

The Bush Administration proposed a similar user fee but Congress rejected the proposal. The current system of aviation excise taxes has proved to be a stable and efficient source of funding for our aviation system—we cannot allow it to be changed to a system that subsidizes the commercial airline industry at the expense of general aviation.

THE AEROSCHOLARS PROGRAM

Do you know a high-school aged student who would like to learn more about aviation and earn college credits in the process? Check out the *AeroScholars* on-line high school courses sponsored by the EAA.

AeroScholars consists of two online aviation courses. The first, Fundamentals of Aviation Science, teaches students about the evolution of aircraft and their designs, engines, instruments, and aircraft systems, meteorology, air traffic control, and a variety of aviation and aerospace career options. The course includes a Young Eagles flight, airport tour, virtual museum tour and an EAA student membership.

The second course prepares the student to pass the FAA Private Pilot written exam. Six college credits are awarded from *Utah Valley University* for successfully completing both courses. Although the courses cost \$444 and \$514 respectively, scholarships are available.

If you have a student who is going to enroll in the program, contact me so I can facilitate the airport tour and other local options that supplement the program.

Visit www.aeroscholars.org for more information.

Bob McDaniel, Airport Director

Economic Stimulus Bill's Airport Development Provisions:

• \$1.1 billion in additional grants for airport improvement projects, noise abatement, and for the procurement, installation and commissioning of runway incursion prevention devices and systems at airports.

• The FAA shall award grants totaling not less than 50 percent of the \$1.1 billion within 120 days of enactment of the bill, and award grants for the remaining amounts not later than 1 year after enactment.

• The USDOT Secretary "shall distribute funds...as discretionary grants to airports, with priority given to those projects that demonstrate to his satisfaction the ability to be completed within 2 years of enactment of this Act."

• The federal share is 100 percent.

• The funding is to remain available until Sept. 30, 2010.

• The funding shall "supplement, not supplant planned expenditures from airport-generated revenues or from other State and local sources on such activities."

FAA Facilities & Equipment (F&E):

Provides \$200 million for improvements to power systems, air route traffic control centers, air traffic control towers, terminal radar approach control facilities, and navigation and landing equipment. The federal share is 100 percent and the funding is to remain available until Sept. 20, 2010.

Transportation Security Administration

• Provides \$1.0 billion for procurement and installation of checked baggage explosives detection systems and checkpoint explosives detection equipment. TSA shall prioritize grants to accelerate installations at locations with complete design plans.

FAA Reauthorization Proposal

The House Transportation and Infrastructure Committee re-introduced its proposal to reauthorize the FAA (the FAA's standard four-year funding process.) The proposal (H.R. 915) closely mirrors the version from the last Congress but contains a few "tweaks." Below are some details on the House reauthorization proposal:

• **AIP:** \$16.2 billion over four years
○ FY 2009: \$3.9 billion
○ FY 2010: \$4.0 billion
○ FY 2011: \$4.1 billion
○ FY 2012: \$4.2 billion

• Proposes an **increase in general aviation jet fuel tax** from 21.8 cents to 35.9 cents per gallon, and **increases aviation gasoline taxes** from 19.3 cents to 24.1 cents per gallon.

• **Facilities and Equipment:** \$13.564 billion over four years
○ FY 2009: \$3.246 billion
○ FY 2010: \$3.259 billion
○ FY 2011: \$3.553 billion
○ FY 2012: \$3.506 billion

• **Operations:** \$38.8 billion over four years
○ FY 2009: \$8.9 billion
○ FY 2010: \$9.5 billion
○ FY 2011: \$9.9 billion
○ FY 2012: \$10.3 billion

• **Research, engineering and development:** \$1.35 billion
○ FY 2009: \$323 million
○ FY 2010: \$328 million
○ FY 2011: \$339 million
○ FY 2012: \$360 million

• **Labor provisions:** Includes a section that would void the 2005 air traffic controllers' contract and another section that would make it easier for Federal Express employees to unionize. These provisions caused controversy in the last Congress but might be mitigated with a Democratic Congress and administration this year.

• **ARFF:** Includes a provision that directs the FAA to issue a proposed and final rule to revise aircraft rescue and fire fighting (ARFF) standards that are "to the extent practicable, consistent with national voluntary consensus standards for aircraft rescue and firefighting services at airports." There has been concern expressed by airports that the new standards could be expensive with new staffing requirements.

• **NextGen** (from the committee summary)

○ **Funding:** \$13.4 billion for FAA F&E to accelerate the implementation of the Next Generation Air Transportation System ("NextGen"); enable FAA to make needed repairs and replacement of existing facilities and equipment; and provide for the implementation of high-priority safety-related systems.

○ **Accountability:** Elevates the Director of the Joint Planning and Development Office ("JPDO") to the status of Associate Administrator of NextGen within the FAA, reporting directly to the FAA Administrator. Annual reporting requirements on NextGen-related deliverables; and provisions to ensure FAA vendor accountability for providing safe, quality services for automatic dependant surveillance broadcast ("ADS-B") and flight service stations.

○ **NextGen Demonstrations:** Several development activities are authorized to be funded. These activities may include trajectory-based operations and super density operations to mature technologies, investment, and deployment of new capabilities while also identifying early implementation opportunities and refining longer-term objectives

Items that are particularly good for airports are highlighted by the boxes.