

ShowMe Flyer

Summer 2010

Aviation Brings Lift to Haiti

By Mark Anderson, senior construction inspector,
MoDOT Aviation Section

As a boy, I grew up overseas in the mission field where I saw and experienced many different things, but nothing could have prepared me for the experience I was about to enter on a recent Haiti mission trip. Perhaps perspective and age had something to do with it. I arrived in Haiti's capitol, Port au Prince, March 19, 2010, with a medical mission group of medical professionals. This group works with ongoing illnesses and diseases in northern Haiti, so our mission was not in a direct response to the earthquake Haiti experienced January 12, 2010. However, we could not escape its damaging effects. We saw firsthand the great response aviation

provided in assisting with this great disaster.

As a senior construction inspector in the MoDOT Aviation Section, as well as a pilot, one of my goals and interests was to learn more



A Cuban Air Tupolev 204CE on the apron at Port au Prince

about the current Haiti aviation system while assisting the mission medical team. Assisting the medical team included moving bags and medical supplies, constructing a rain gutter and shelves for a couple mission outposts, and a considerable amount of time coordinating logistics of goods and services to serve as many patients as possible during our stay.

We landed in Port au Prince (9,973') on Friday about 1 p.m. No parallel taxiway, so during the back-taxi, I spotted the packed general aviation apron. There were many types of aircraft on the apron including Cessnas, Pipers and Beeches. A Zodiac and some Caravans were on the apron, too, along with Jetstream 31s and LET



Intergovernmental coordination to repair a windsock

727 departed while we were waiting for our chartered flight to the north part of the island. There was no mistaking the 27's climb-out! A Cuban Air Tupolev 204CE was also present.

Upon departure out of Port au Prince for northern Haiti, I was fortunate enough to fly right seat in a Jetstream 31. I was given the controls at 1500 MSL, climbed to 9500 MSL, leveled off for 15 minutes with a few assigned routes, then descended to 1500. We were IMC during most of the flight and broke out at 1200

continued on page 3



J31 on the apron at Cap-Haitien Airport



Statewide Transportation Improvement Program

The 2011-2015 Statewide Transportation Improvement Program (STIP) was approved by the Missouri Highways and Transportation Commission July 1, 2010. The STIP

is prepared annually and includes aviation projects proposed to be funded in the next five years. The STIP can be viewed on the MoDOT website at: http://www.modot.mo.gov/plansandprojects/construction_program/STIP2011-2015/index.htm.

Airfield Pavement Maintenance

If you are an airport that has received Federal Aviation Administration Airport Improvement Program (AIP) funds, you are required to implement a pavement maintenance-management program at your airport. Yes, that is one of the fine print items when you accept a federal AIP grant.

So, how's your pavement maintenance management program doing? Do you have any questions about it? If you have questions, you are in luck. Recently, MoDOT selected the engineering firm of Applied Pavement Technology to perform a number of pavement inspections at federally obligated airports. They



Participants arrive at the Jefferson City Memorial Airport for State Aviation Day

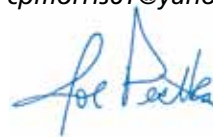


Participants arrive at the Jefferson City Memorial Airport for State Aviation Day

will not be at all airports, but if you are one of the lucky ones selected, you might want to ask some questions or get some feedback from the pavement inspection experts when they visit your airport. Airports will be notified ahead of time prior to the pavement inspection visit.

State Aviation Day

The 2010 Missouri State Aviation Day was a huge success! This year's event was held March 24, 2010. State Aviation Day is hosted by the Missouri Pilots' Association and is co-sponsored by other state aviation organizations, airports, consultants and aviation businesses. This year's event was held in the state capitol building and provided convenient access for those attending to also visit with their state senator and representative. If you have questions, would like to attend a future State Aviation Day or would like to be a co-sponsor, contact Carolyn Morris with the Missouri Pilots' Association at cpmorris61@yahoo.com.



Haiti

continued from page 1

MSL two miles from Cap-Haitien (the only other paved runway in Haiti). Upon landing, we dove for cover just before a huge rainstorm hit the airport. There, we waited for an L410 to take us into Port du Paix, a narrow, tree-lined dirt/gravel landing strip.

The 150-mile trek to Cap-Haitien would have taken us more than 10 hours by land. By air, it was 30 minutes. From Cap Haitien to Port du Paix, it was another 105 miles, more than a seven-hour drive through rough terrain. We were fortunate, however, to fly the route in 25 minutes at 1500' over water along the northern shore of Haiti. Once in Port du Paix, we traveled east about 10 miles by ground to the Mission in St. Louis du Nord, which took over 1 hour. I cannot overemphasize the benefit of air travel over ground routes.

The Northwest Haiti Christian Mission St. Louis du Nord was our base camp for food, translators, guards and medical supplies necessary to operate several outpost missions across Haiti. We visited four outpost clinics in five days. Medical and food bags were repacked, and by 8 a.m. Sunday, March 13, we set out for a two-and-a-half-hour road trip to Le Bai de Mosquitoes, literally "The Bay of Mosquitoes." The country seemed to provide better living conditions than the cities we had seen up to this point. The terrain in mosquito bay could easily support an unimproved airstrip.

We stayed one night at Le Bai and then traveled to Passe Catabois for two nights, with simultaneous day trips to Beauchamp. I was able to use some of my construction experience in Beauchamp. We built a gutter system for the school to collect rain water for drinking and bathing. We then spent two nights in Le Mole. Le Mole was a stop for Christopher Columbus in his first voyage to the Americas. It is quite a remote location in the extreme northwest corner of Haiti. This leg of the mission was the worst in terms of travel by land.

At five hours by truck on Haiti's state highway, it was brutal to a human's entire body, not to mention the vehicles. Steel rims made of forged steel cracked and lost chunks of metal, an alternator bracket broke, and a radiator was cracked and lost coolant. I believe the maintenance costs for these repairs were greater than the aircraft we flew. One of our leader's lower back

received bruised discs. He was incapacitated for the last two days of the mission.

On the morning of our departure back to Port au Prince, we headed to Mole's 4,000 foot unimproved runway north of town. One of the most beautiful sights of the week was the L410's low pass with gear up at 200' above the surface to clear the runway. In one smooth transition, the pilot performed a climbing left turn back to pattern altitude, then executed a military style 180 degree turn back to his target landing site. It was a surreal scene, euphoric in nature. The one-hour flight back to Port au Prince was smooth at 11,500 feet.

Haiti is working hard to improve their road transportation network. In the meantime, aviation has and will continue to transport needed medical, military and civilian personnel to remote Haitian areas.

In the month following the earthquake, there were over 4,500 general aviation flights conducted to assist Haiti with earthquake relief.



Haiti's road network

Compatible Land Use and Airspace Protection

Over the past few years, there is a mounting issue of incompatible land uses developing around Missouri's system of airports due to lack of airport zoning laws and height restrictions. Examples have included outdoor firearm shooting ranges, waste management facilities, tall towers, residential development and private airport development next to or in close proximity to a public-use facility. Incompatible land use at or near airports may result in the creation of hazards to air navigation and reductions in airport utility resulting from obstructions to flight paths.

Airports that receive funding under the Airport Improvement Program (AIP) are obligated under Grant Assurance 21, Compatible Land Use, to take appropriate actions to zone and control existing and planned land uses to make them compatible with aircraft operations at the airport. Airports receiving grants under the State Aviation Trust Fund are also obligated to protect the airport. It is recognized that not all airport sponsors have direct jurisdictional control over uses of property near the airport. However, for the purpose of evaluating airport sponsor compliance with the compatible land use assurance, the FAA and MoDOT do not consider a sponsor's lack of authority as a reason for the sponsor to decline to take any action at all to achieve land use compatibility outside airport boundaries.

In all cases, the FAA and MoDOT expect an airport sponsor to take appropriate actions to the extent reasonably possible to minimize incompatible land uses. Quite often airport sponsors have a voice in the affairs of the community where an incompatible land use is being proposed. The sponsor should make an effort to ensure proper zoning or other land use controls are in place. Considering the amount of state and federal investment that go into airports, it is necessary that these transportation investments be properly protected.

MoDOT and the FAA encourage airport owners to review each AIP agreement and conveyance document to ensure they understand their obligations related to compatible land use and airspace protection. Keeping good records will allow them to quickly reference incurred obligations. Further, annual reviews of all agreements will aid efforts in complying with incurred federal obligations.

For additional guidance on airport compliance, reference FAA Order 5190.6B, Airport Compliance Handbook, or visit FAA's website at http://www.faa.gov/airports/airport_compliance/.

Is your airport in compliance with all your federal grant assurance obligations? If you have any questions, contact Jason Knipp in the MoDOT Aviation Section at jason.knipp@modot.mo.gov or at 573-526-5571.

Chairman's Message

Steve Stockam, new Chairman of the Missouri Aviation Advisory Committee, looks at the past and toward the future for aviation in Missouri.



The Past

I was raised a "MoDOT" brat as my dad worked for MoDOT for almost 40 years. As the head of Right of Way for District 7 (Joplin area), he was aware of future projects and shared the importance of those plans with me on family outings and vacations. He really instilled in me how important transportation was to businesses and communities. As I grew older and moved into aviation, I recognized the importance of a total transportation system.

Aviation may seem more glamorous than some of the other modes, but it serves a basic, vital and strong economic role in Missouri's total transportation system. Aviation is the real pathway for Missouri, and it's communities to the global economy. The more prepared we are to meet the future needs of that economy, the better positioned we are to reap the benefits of that growth.

I have also been privileged to be part of some of the early efforts to unify the aviation community within the state. The development of the Missouri Airport

continued on page 8

West Plains Regional Airport

West Plains, a county seat town of about 12,000, has been in the airport business for many years, but it was 25 years ago when the city opened the current facility at Pomona, right in the middle of the regional economic development project owned by the not-for-profit Ozarks Development Corporation (ODC). The multi-community industrial park dates back to 1969, but really it got off the ground much more recently. The move of the West Plains Airport to the park has been a major factor, along with MoDOT's development of Highway 63 to four lanes.

The 200-plus acres the ODC provided for the facility has sparked a significant amount of economic development activity, not only in the park, but also in the entire area. An engineering firm contracted by the State of Missouri in 2002 estimated the West Plains Airport had generated an annual \$5.3 million in economic impact to the region. The facility has certainly been closely entwined with the establishment and growth of Air Evac, now the nation's largest independently owned and operated air medical company.

Air Evac has grown from one helicopter located at West Plains Municipal in 1985 to some 140 helicopters in 91 bases in 14 states. The company's national headquarters is still in West Plains and employs approximately 600 people. Air Evac occupies two large hangars at the airport, one housing its maintenance training center, the other housing aircraft in its fixed-wing fleet. The company's completion and materials management facility, where they completely rebuild Bell helicopters, is located in downtown West Plains, some 10 miles south of the airport.

The ODC park now has a new name better reflecting the current economic development scene. It is the Heritage Business Park, and it includes a number of developments, the largest of which is the Caterpillar High Pressure Hydraulic Hose plant. The actual operation of the park is handled by representatives of the three largest towns in Howell County – West Plains, Willow Springs and Mountain View – along with the County Commission.

After operating the Municipal Airport downtown for many years, the city realized that poor approach paths and the lack of expansion possibilities were creating numerous problems for the business and industrial communities, and the move to the new West Plains

Regional Airport location 25 years ago has proven to have been a win-win decision.

The latest airport improvement projects included completion of the full-length parallel taxiway and drainage improvements. The runway is 5,100 feet by 75 feet with an elevation of 1,228 feet above sea level. Instrument approaches were improved a number of years ago with the addition of the on-field VOR and the addition of the PAPI system. West Plains Regional is home to 35 aircraft, and during a five-year period, the airport averaged approximately 37,000 annual operations. These numbers include a large number of business aircraft, both multi-piston engine and corporate jets. Even after-hours use has been given a boost with the availability of a new automated credit card system for av-gas and jet fuel. An active chapter of the Missouri Pilots Association has a presence at the airport, and these pilots represent a good variety of aircraft based there.

This past June, the city held a multipurpose event at the airport – a 25th anniversary celebration for the airport, an open house to show off the latest improvements and a party to recognize the name change from West Plains Municipal to West Plains Regional Airport.

For more information about the West Plains Regional Airport, contact Manager Jack Bowman at 417-257-1530.



Projects Under Construction



Albany

Airfield pavement maintenance

Bismarck

Airfield pavement maintenance

Boonville

AWOS, construct taxi lanes

Brookfield/Marceline

Relocate tower

Branson West

AWOS, terminal building and maintenance hangar

Cabool

Runway widening and overlay

Camdenton

AWOS

Caruthersville

Airfield pavement maintenance, NAVAIDS

Cassville

Lighting improvements

Eldon

Runway extension, partial parallel taxiway

Farmington

Parallel taxiway

Hornersville

Airfield pavement maintenance, apron expansion

Kennett

Airfield pavement maintenance, T-hangar

Linn State Technical College

Airfield pavement maintenance

Mansfield

Airfield lighting

Memphis

Airfield lighting

Mexico

Terminal area improvements, widen T-hangar taxi lanes

Mount Vernon

Airfield pavement maintenance

Neosho

Construct taxi lanes

Point Lookout

Taxiway and apron pavement maintenance

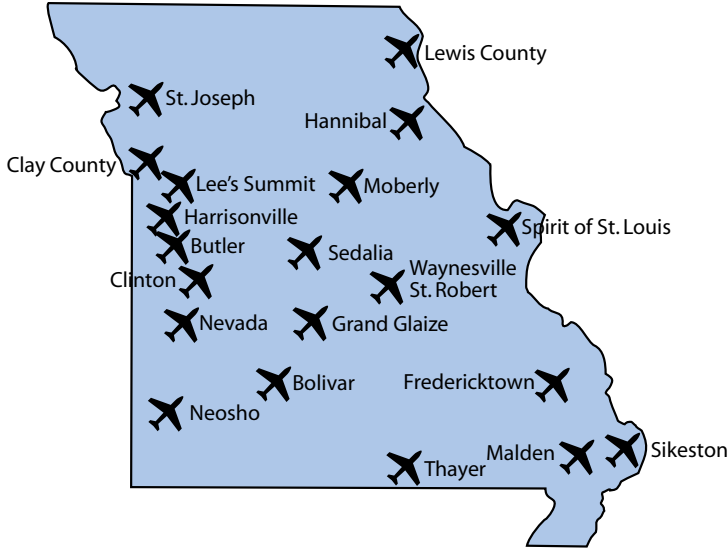
Waynesville/St. Robert

Construct taxi lane

Sullivan

Obstruction removal

Projects In Design



Lewis County

AWOS

Malden

Airfield pavement maintenance

Moberly

Apron rehabilitation

Nevada

Apron rehabilitation

St. Joseph

Taxiway Alpha rehabilitation

Sedalia

Runway rehabilitation

Sikeston

Relocate parallel taxiway, runway lighting

Spirit of St. Louis

Ground run-up enclosure

Spirit of St. Louis

Localizer relocation

Thayer

Airfield pavement maintenance

Waynesville/St. Robert

Terminal building

Bolivar

Airfield pavement maintenance

Butler

Airfield pavement maintenance

Clinton

New runway

Clay County

AWOS

Fredericktown

Terminal building

Grand Glaize

Airfield pavement maintenance

Hannibal

Terminal building

Harrisonville

Airfield pavement maintenance

Lee's Summit

Airfield pavement maintenance

Chairman's Message

continued from page 4

Managers' Association (MAMA), along with Missouri State Aviation Council (MoSAC) and their cooperation with the State Aviation Advisory Committee, showed me that we could make a real difference. The mentoring I received from former Chairman Dick Hrabko along with Bob Stewart, Ed Noyallis, Lloyd Parr, Jack Bowman and others really inspired me to use the abilities I have to move Missouri aviation to the next level.

The Future

The economy is obviously affecting everything right now. For most organizations, this should be a stimulus to find ways to be innovative in how we run our operations and plan for the future. We would always like to see federal and state agencies provide clear guidance and support for existing and future aviation development. I believe it is more important now than ever that all aviation groups and transportation modes communicate and work together to maximize our limited resources and be a major player in Missouri's effort to rebuild our economy.

This I realize is preaching to the choir for the aviation community. So how do we get this message out to folks not involved in the day-to-day operation of the industry? I think our message should be two fold. First is that aviation as a whole is a huge part of the Missouri economy. When you talk in terms of employment, payroll and so forth, these are effects most people can see. The unseen is the access aviation gives us to the domestic and global economy. Second is

the perception that "aviation" and especially corporate aviation is a luxury perk for the high rollers. We understand that over 95 percent of aviation provides basic services to move people and freight within our economy not to mention its importance in supporting our safety and security. Corporate, commercial and business aviation depends on and supports BUSINESS. While the general public may not have direct access or contact with aviation, it affects all our lives.

Steve Stockam, Manager of the Joplin Regional Airport, was recently named chairman of the Missouri State Aviation Advisory Committee. The committee provides recommendations on aviation matters to the Missouri Highways and Transportation Commission.

Stockam has served as Joplin's airport manager since 1991. He currently serves on the United States Contract Tower Association (USCTA) and National Policy Board, and he is also an accreditation advisor for the University of Central Missouri's Professional Aviation Program.

He has served as the vice president of the Missouri State Chapter of the American Public Works Association and was president of the Missouri Airport Managers Association for two terms. He has also been a state representative and executive board member of the Great Lakes Chapter of the American Association of Airport Executives.

ShowMe Flyer

is produced twice a year by the Missouri Department of Transportation. It is e-mailed to aviation enthusiasts and other interested groups to inform them about Missouri aviation programs, projects and general news. If you have any comments or questions, please send them to:

Missouri Department of Transportation
Aviation Section, Multimodal Operations
P.O. Box 270
Jefferson City, MO 65102
(573) 526-7912
1-888 ASK MODOT (275-6636)
www.modot.org

Interim Director

Kevin Keith

Multimodal Operations Director

Brian Weiler

Administrator of Aviation

Joe Pestka

Aviation Section Staff

David Burle	Glen Stratman
Cindy Kever	Jim Goodrich
Millicent Parker	Jason Knipp
Mark Anderson	Linda McEntire
Bryant Walker	

Community Relations

Sue Cox, editor