



**Federal Aviation  
Administration**

Office of Airports  
Central Region

901 Locust, Room 364  
Kansas City, MO 64106

June 17, 2025

Via Electronic Mail

Michal G. Jones [mgjones@martinpringle.com](mailto:mgjones@martinpringle.com)  
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Suite 100  
Wichita, KS 67202

**Subject: Urgent: Submission of Corrective Action Plan by June 24, 2025**

Dear Mr. Jones,

Thank you for your June 12, 2025 letter recapping our June 10, 2025 meeting. We appreciate your efforts to outline the University of Central Missouri's (UCM) understanding of the FAA's concerns regarding non-compliance with Federal Grant Assurances at Skyhaven Airport. However, we remain concerned by UCM's comprehension of and actions addressing the violations we have discussed throughout our 14 CFR Part 13 investigation, detailed in our April 15, 2025 preliminary determination letter, our June 3, 2025 follow-up letter, and subsequent discussions.

In our letter dated April 15, 2025, we communicated that Skyhaven airport is in potential non-compliance with Grant Assurances 22 (Economic Nondiscrimination), 23 (Exclusive Rights), and 24 (Fee and Rental Structure). Our preliminary determination stated the airport is in potential non-compliance meaning that the airport sponsor may be violating its federal obligations and requires a corrective action plan as specified to resolve its obligation issues (See FAA Order 5190.6B, Change 3, Chapter 5, Section 5.4. Part 13: Resolution through Informal Discussions, page 5-9) due to:

- (1) the unclear and inconsistent Commercial Operations Vendor Agreement process,
- (2) preferential treatment of UCM's Flight School and Aircraft Maintenance operations – including students and university personnel, and
- (3) unauthorized commercial maintenance activities.

Your June 12, 2025 letter, while proposing steps toward a Corrective Action Plan (CAP), does not provide concrete actions or revised policies to resolve these issues, nor does it meet the June 13, 2025 deadline for submitting a detailed CAP as requested in our April 15 and June 3 letters. You have asked for examples or help drafting agreements between the airport and the university, however, per FAA Order 5190.6B:

“The FAA Airport Compliance Program is contractually based, and it does not attempt to control or direct the operation of airports. Rather, the program is designed to monitor and enforce obligations agreed to by airport sponsors in exchange for valuable benefits and rights granted by the United States in return for substantial direct grants of funds and for conveyances of federal property for airport purposes. The Airport Compliance Program is designed to protect the public interest in civil aviation.”

The FAA continues to request UCM submit a comprehensive Corrective Action Plan no later than Tuesday, June 24, 2025. The FAA will not provide additional extensions.

Sincerely,

RODNEY N JOEL

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Rodney Joel  
Director, Central Region Airports Division

cc:

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