



FW: Section 13.2 Report Complaint - Request for Additional Information from Airport Sponsor - Skyhaven Airport (KRCM)

Muder, Angela (FAA) <Angela.Muder@faa.gov>
To: "Jones, Michael G." <mgjones@martinpringle.com>
Cc: [REDACTED]
<rodney.joel@faa.gov>

Wed, Mar 5, 2025 at 7:49 AM

"Joel, Rodney (FAA)"

Mr. Jones,

Thank you for providing the requested information. We made the request for the financial information due to concerns raised regarding the use of airport revenue during our investigation of the original Part 13 Informal Complaint.

As we discussed in a previous meeting, we have received information and additional comments from multiple parties, beyond the original complainants, regarding their concerns at Skyhaven airport. These comments led us to request the airport's financial information.

Please let me know if you have any questions or need additional information.

Thank you,

Angie Muder

Compliance Specialist, ACE-610



FAA
Airports

Federal Aviation Administration

Office of Airports – Central Region (IA, KS, MO, NE)

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901 Locust, Room 364

Kansas City, MO 64106

From: Jones, Michael G. <mgjones@martinpringle.com>

Sent: Friday, February 28, 2025 10:44 AM

To: Muder, Angela (FAA) <Angela.Muder@faa.gov>

Subject: RE: Section 13.2 Report Complaint - Request for Additional Information from Airport Sponsor - Skyhaven Airport (KRCM)

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Jones, Michael G. <mgjones@martinpringle.com>
To: "Muder, Angela (FAA)" <Angela.Muder@faa.gov>

Wed, Mar 5, 2025 at 2:28 PM

[REDACTED] "Joel, Rodney (FAA)"
<rodney.joel@faa.gov>

Ms. Muder,

Thanks for that explanation.

Also, pursuant to the airport sponsor's ongoing intent to update and improve its Rules and Minimum Standards when it deems appropriate, UCM's Airport Manager has determined there is no longer a need for the Flying Club Agreement (an addendum to the License Agreement) after discussions with Mr. [REDACTED] and the Flying Club. The language in the Rules and Regulations has been modified and reference to the agreement removed, along with a few other minor edits. Please see attached for your information a revised copy of the Rules and the Appendix. These changes mainly appear in sections 2-2.G.2 and 2-2.H, and via the removal of the form Flying Club Agreement from the appendix.

Mike

Michael G. Jones

Attorney



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From: Muder, Angela (FAA) <Angela.Muder@faa.gov>

Sent: Wednesday, March 5, 2025 7:50 AM

To: Jones, Michael G. <mgjones@martinpringle.com>

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3 attachments



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UCM Airport Rules and Regulations_3.3.25.pdf
244K



Appendix_Airport Rules and Regulations_3.3.25.pdf
943K



FW: Section 13.2 Report Complaint - Request for Additional Information from Airport Sponsor - Skyhaven Airport (KRCM)

Muder, Angela (FAA) <Angela.Muder@faa.gov>
To: "Jones, Michael G." <mjones@martinpringle.com>
Cc: [REDACTED]
<rodney.joel@faa.gov>

Wed, Mar 5, 2025 at 3:03 PM

Joel, Rodney (FAA)

Mr. Jones,

Thank you for the updated documents. I will review them shortly.

I sent Skyhaven's submitted financial information to our Airports Financial Compliance Division. Below please find the issues that need further explanation.

1. Are the financial statements submitted from FY18-FY24 solely for the Airport Operations/Sponsor or are the FBO's costs comingled in the expense line items? This is especially relevant for revenues and expenses related to Fuel.
2. Is the Airport FBO Reimbursement line item a source of Revenue, such as lease payments? It is confusing to see this as a negative expense. A fixed-base operator (FBO) is an organization granted the right by an airport to operate at the airport and provide aeronautical services such as fueling, hangaring, tie-down, and parking, aircraft rental, aircraft maintenance, flight instruction, and similar services. In common practice, an FBO is the primary provider of support services to general aviation operators at a public-use airport. The relationship between an airport sponsor and an FBO is usually like a landlord and tenant, governed by a lease agreement. An FBO makes money by selling fuel, renting hangars, offering maintenance, and providing other aviation services. Other sources of income include aircraft sales, charters, flight instruction, and more.
3. Also, what is the purpose of the Interfund Transfer Out? Is this an expense paid by another cost center of University of Central Missouri/State of Missouri to be reimbursed by the Airport Operations?

Please let me know if you have any questions or need additional information.

Thank you,

Angie Muder