

August 11, 2025

Rodney Joel, Director
Angela Muder, Compliance Specialist
Federal Aviation Administration
Office of Airports
901 Locust, Room 364
Kansas City, MO 64106

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Re: Ms. Muder's 08.07.25 email to Dean Davenport

Mr. Joel and Ms. Muder,

This letter is in response to Ms. Muder's August 7th email to me, the first response we have received to UCM's submitted CAP and subsequent updates. We endeavor to provide all information needed by the FAA, but we are uncertain what is now being asked of UCM.

In a June 17, 2025 letter to UCM's counsel, Mr. Joel stated: "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 . . . 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."

Since receiving Mr. Joel's letter, UCM has submitted its corrective action plan and multiple updates related to these stated concerns. Ms. Muder's August 7, 2025 email to me is the only communication UCM has received from the FAA since Mr. Joel's June 17, 2025 letter.

To date, none of the allegations raised in the informal complaint have been substantiated. We have received no actual findings by the FAA related to the informal complaint and no substantive response to our submitted CAP or subsequent updates, only a broad statement that we have not "address[ed] all the issues [Mr. Joel and Ms. Muder] outlined in [their] correspondence between the FAA and Skyhaven Airport." Ms. Muder further stated "there remain outstanding concerns that must be addressed to achieve full compliance with FAA requirements." These "outstanding concerns" were not listed or explained. And per FAA

Order 5190.6B, section 2.9(b), the FAA “must clearly spell out the actions needed to correct the noncompliance” and must timely follow up with UCM.

UCM has endeavored to address all previously raised concerns that it has been made aware of, and it believes it has. We do not intend to leave any concerns unaddressed, but we cannot guess what remains outstanding.

We request a meeting involving me, our counsel, Mr. Joel, and Ms. Muder so that UCM can provide all requested information. So that we may appropriately prepare and make the most of your time, and to allow notice and opportunity to respond, UCM requests written clarification of the specific allegations being made, whether those have been substantiated by the FAA, what grant assurances have been determined to have been violated, if any, and how, and how specifically the actions UCM has taken and reported throughout this months-long process are being deemed insufficient to address any concerns that have been raised.

UCM shares Ms. Muder’s intent to work together to resolve this process successfully, but we can only do so upon sufficient notice of what is being alleged and what is being asked of us.

Importantly, UCM may soon be negatively impacted by this process and its wake of confusion. Throughout the process, the FAA has copied Mr. Kyle LePage with the Missouri Department of Transportation on some of its correspondence. Mr. LePage has informed UCM that the FAA communicated to him the FAA has placed UCM in a no-pay status for FAA grants. That is not UCM’s understanding as UCM has not received notification in this regard.¹ UCM has received neither notice of proposed action, nor notice of action, regarding zero-pay status per 14 C.F.R. § 13.33. As current Block Grant awards are at issue, please clarify this for us. Detrimental action requires a formal proceeding, opportunity to respond based on full information, as well as an appeal if necessary to satisfy due process. Improper delay in processing of the

¹ In an April 15, 2025 letter to UCM, Mr. Joel indicated that the FAA’s findings were preliminary and not subject to judicial review. Furthermore, in a June 3, 2025 letter to UCM’s counsel, Mr. Joel stated “The FAA will include a zero-pay special condition in the proposed grants if these matters remain unresolved at the time of grant issuance,” which UCM reads at face value -- a warning of what may happen, not a determination already made. To the extent that the FAA has or will place UCM on a zero-pay status, it must give UCM notice that it is doing so via a notice of proposed action.

monies awarded to UCM for the federally and state-approved fuel farm at Skyhaven Airport will negatively impact the flying public and violate UCM's administrative procedural rights.

UCM and its counsel will make themselves available at times that work for you. We would be happy to meet in person at your offices, or at Skyhaven Airport, where you can personally view any areas of concern.

Sincerely,



Douglas R. Davenport, Ph.D.

Dean

Harmon College of Business and Professional Studies