

June 17, 2026

Via Electronic Mail

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

RE: Update from the University of Central Missouri
Our file no: 41168-0002

Dear Mr. Joel, Ms. Muder, and Ms. Sanning,

Although the FAA has indicated to the University of Central Missouri ("UCM") in its previous correspondence that UCM is not under a continuing obligation to provide bi-weekly updates, I'm writing this letter to provide some important updates that have occurred since our last correspondence that are related to the informal complaint against UCM.

First, [REDACTED] has chosen to sign a commercial vendor agreement ("CVA") with UCM. A copy of that fully executed agreement is included with this correspondence. Because several licensees at Skyhaven Airport expressed interest in [REDACTED] Assistant Airport Manager Travis Gorrell sent out an email to all Skyhaven Airport licensees informing them that [REDACTED] had signed a CVA. The purpose of this email was to share the news that [REDACTED] had signed a CVA. UCM became aware after the fact that due to the way that Mr. Gorrell phrased this announcement, some licensees interpreted Mr. Gorrell's email as UCM re-opening [REDACTED] business. Mr. Gorrell later sent a clarifying email explaining that the purpose of his email was to share the news about [REDACTED] CVA. As explained in previous correspondence with the FAA, [REDACTED] was permitted to operate his business activities at Skyhaven Airport pursuant to a CVA, waiver, or in the public-use hangar at UCM, and [REDACTED] questions in this regard were consistently clarified by airport management as early as October 2024. His business was never closed nor reopened by UCM.

Second, per Ms. Muder's April 3, 2026 email to UCM, the FAA has declined to meet with UCM until UCM had accomplished the following: "a determination on [REDACTED] CVA application, a completed operational inventory, and a revised minimum standards that FAA has confirmed as compliant." As discussed previously in the administrative record, [REDACTED] application for a CVA was approved nearly a year ago on June 23, 2025, and he had declined to sign a CVA until recently. UCM has also asked for clarification from the FAA regarding its expectations of an operational inventory so that UCM can complete the inventory to the FAA's satisfaction. UCM likewise provided revised minimum standards to the FAA in its March 6, 2026 update to the FAA and asked for further clarification from the FAA to finalize these standards, which should address the pending concern from Ms. Muder regarding [REDACTED] activity at the airport. UCM has not received clarification on the FAA's expectations for an operational inventory or UCM's revised minimum standards. Due to the length of time that has passed since the FAA's last correspondence and because UCM is seeking further clarification from the FAA regarding its outstanding concerns, UCM again requests a meeting with the FAA to try and resolve these outstanding issues. Per the FAA's request, if the FAA accepts UCM's request for a meeting, UCM will prepare an agenda ahead of the meeting.

Third, UCM is both in the process of seeking reimbursement from the federal government for a prior extension to the Skyhaven runway and was recently congressionally awarded, and signed by the President, \$6 million in appropriations for an additional extension of the runway at Skyhaven Airport and that design and engineering work will soon commence. The already completed extension was primarily a federal and state funded project, with UCM footing 10% of the cost. The new extension project will likely also be jointly funded. UCM has reviewed its agreements with the FAA and is not aware of any requirement in these agreements that would prohibit UCM from requesting federal reimbursement in any project based on the FAA's finding of potential noncompliance in the current Part 13 investigation. Although it has been relayed to UCM that the FAA has placed it on a "zero-pay status," the agreements between UCM and the FAA do not indicate that UCM is prohibited from requesting reimbursement.

UCM has been under a "zero-pay status" since August 12, 2025—nearly a year. During this time, UCM has attempted to resolve the FAA's outstanding concerns related to the informal complaint process. One of the FAA's primary concerns has been [REDACTED] lack of execution of a CVA. Because [REDACTED] has signed a CVA, and this was one of the FAA's primary concerns, UCM respectfully requests that the FAA remove the zero-pay condition. Furthermore, because the zero-pay condition has been in effect since August 12, 2025, and there has been no hearing or formal finding that UCM violated the grant assurances, this further supports removal of the condition. See 49 U.S.C. § 47111(d)(1). If the FAA declines to remove the zero-pay condition, UCM requests that the FAA make a formal finding on the record so that UCM may exercise its procedural rights available to it.

Sincerely,



Douglas R. Davenport, Ph.D.
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