Merry Christmas,
Happy Holidays and
a Prosperous New Year

The Board of Directors and Staff of the New Mexico Municipal League and the The New Mexico Self Insurers’ Fund
Angel Fire Mayor Pro Tem Chuck Howe has been named one of four New Mexico True Heroes for their contributions to their communities. They were chosen from dozens of state-wide nominees. Governor Susana Martinez acknowledged the four during a presentation in Albuquerque.

Howe, a Vietnam veteran, has been associated with the National Veterans Wellness and Healing Center in Angel Fire to provide alternative treatments for post traumatic stress disorder.

The National Veterans Wellness and Healing Center in Angel Fire, Inc. (NVW&HC) is a 501(c) 3 non-profit organization incorporated as a result of a study conducted by the Village of Angel Fire and the New Mexico Department of Veterans Services, alongside Angel Fire business and community partners. The mission of the NVW&HC is to establish an environment that is responsive to the needs of veterans and military families using creative therapies and processes that focus on emotional and physical healing.
Getting to Know You

This is a new feature that focuses on learning more about League Executive Committee members, Board members and other elected officials. This month is League Vice President Richard Cordova, Mayor of Eagle Nest.

What was your primary motivation to run for political office in your community?
I grew up in Eagle Nest. The people here had given me so much during my childhood that I felt it was time for me to give back to place I call home.

How do you view your role in serving as an elected official in your community?
Try to understand the views of all, teach those that don't understand and listen to those that want to be heard.

What do you think is the primary role of municipal government?
Ensure that all residents have a voice in the affairs of their municipality.

What do you think is the primary role of the New Mexico Municipal League in municipal government?
To represent and lobby for the 105 municipalities in New Mexico.

What is your favorite “after work” pass time?
When it is possible, grab a fish pole and go fishing or spend time with my eleven grandchildren. Hopefully they want to go fishing.
You’re now an Airport Manager - So What Do You Need to Know?
By Dave Pearce, Director - Sierra Blanca Regional Airport

The position of airport manager has often been described as a “jack-of-all-trades.” A successful airport manager requires a variety of skills to accomplish the myriad of responsibilities of the job. A manager is responsible for ensuring compliance with federal, state, and local rules and regulations. In addition, a manager has to oversee the daily operations of the airport such as monitoring transportation schedules, inspecting airport property for safety concerns, maintaining the financial well-being of the facility, paying bills and managing receivables, leasing, contracts, annual budgets, capital expenditures and long-term development.

They also are responsible for emergency response and emergency response personnel training. The manager serves best if he/she are visionary in nature and committed to the customer – he/she must be able to solve problems and/or answer complaints. Some airport managers are also responsible for running the airport’s FBOs which is a complete retail operation.

One can easily state that an airport is the closest governmental activity to mirror a business model thus, making it very unique. It should be operated like a business. The number one responsibility is to operate a safe and efficient airport. The overall quality of the national airspace system depends on it.

Airport owners are responsible for compliance with legal policies and ordinances of the federal government (FAA), state and community, which include EPA guidelines. By nature of the position, an airport manager accepts these responsibilities on behalf of the owner. Some of these Federal Regulations are included in Title 14 U.S. Code of Federal Regulations (CFR), Chapters I and II, Federal Aviation Regulations (FARs). These regulations regulate aircraft, airmen, airports, and the national airspace system. Some of the primary FARs that apply specifically to general aviation airports include the following:

- **FAR Part 77, Objects Affecting Navigable Airspace.** Part 77 establishes standards for determining obstructions in navigable airspace.
- **FAR Part 139, Certification of Airports.** Part 139 prescribes rules governing the certification, operation and personnel training to include provisions describing the contents, preparation, and maintenance of an airport certification manual and Airport Emergency Plan (AEP).
- **FAR Part 150, Airport Noise Compatibility Planning.** Part 150 applies to the airport noise compatibility planning activities of public-use airports, including heliports.
- **FAR Part 151, Federal Aid to Airports.** Part 151 provides detailed information regarding FAA airport construction and development grants.
- **FAR Part 152, Airport Aid Program.** Part 152 applies to airport planning and development under the Airport and Airway Development Act of 1970, as amended.
- **FAR Part 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports.** Part 157 defines the requirements for notifying the FAA when proposing to construct, alter, activate, or deactivate a civil or joint-use (civil/military) airport or to alter the status of such an airport.
- **FAR Part 170, Establishment and Discontinuance Criteria for Air Traffic Control Services and Navigational Facilities.** Part 170 sets the federal criteria for the establishment of air traffic control services.
- **FAR Part 171, Non-Federal Navigation Facilities.** Part 171 establishes procedures for requests for instrument flight rules (IFR) procedures, minimum requirements for approval, performance requirements, installation requirements, and maintenance and operations requirements for non-federal aids to navigation.
- **State and Local Regulations.** Individual States and local units of governments have additional rules and regulations that require compliance. These may cover storm-water runoff and wetland protection, zoning, labor requirements and wage rates, working hours, product use, noise ordinances, wildlife management and other issues. It is important for airport managers to strive for consistent enforcement these varying airport rules, standards, and policies. A standard method of operation establishes the means for ensuring organized growth and tenant satisfaction.

In the end one must say an airport manager has a tough balancing act. They truly work for a number of “bosses” and in some cases are legally bound to ensure compliance with different entities. Public relations is vital to the success of any airport. Managers must implement a wide variety of marketing strategies aimed at maintaining a positive perception of the facility and for building community relations. An airport needs an organizational vision, mission, goals, objectives, and direction. This is an essential function of airport management and is vital to the ongoing assessment of the airport’s role in the community.
Our Communities – Village of Virden

This feature is a monthly look at New Mexico’s cities, towns and villages. A different community will be featured each month.

In 1879, the New Mexico Mining Company created the town of Ralston (later named Shakespeare). The founders needed more water, so they claimed a site on the Gila River and named it the Virginia Mining District, with the resulting town dubbed Richmond (for Virginia’s capital). Hispanic settlers, ranchers, and traders soon occupied the area. The Gila Ranch Company owned much of the land.

In 1912, Mormons immigrating from Mexico arrived and began negotiating with the company's president, Earnest W. Virden, for land. The Gila Ranch Company sold the valley for $50,000, with $5,000 down and $500 a year until paid. The community was named Virden to honor him in 1916.

The community continued to grow stronger in the Mormon population and original Hispanic families dwindled. The village was incorporated in 1932.

According to the 2010 Census, 152 people lived in Virden. Because the valley runs through the border of New Mexico and Arizona, residents claim to live in two states. The center called Virden is in New Mexico, but a couple of miles west, residents are in Arizona. New Mexican residents get their mail as a service of Lordsburg, 30 miles to the south (88045), but Arizona residents are served by Duncan, Arizona, about seven miles to the west (85534).

School children attend school in Duncan, Arizona, on a waiver from Lordsburg Municipal Schools. The median age is about 32 and there are slightly more males (53%) than females. Only about 7% of the population was Hispanic. The weather is moderate and conducive to farming.
POSITIONS AVAILABLE
To check the municipal job opportunities click on
http://nmml.org/classifieds/positions-available/