

United States Senate
WASHINGTON, DC 20510

May 14, 2026

The Honorable Bryan Bedford
Administrator
Federal Aviation Administration
800 Independence Ave, SW
Washington, D.C. 20591

Dear Administrator Bedford,

We write regarding the City of Kingman, Arizona's request to release 790 acres of land at the Kingman Municipal Airport currently held by the Federal Aviation Administration (FAA). The City has worked with the FAA for over six years to complete this process, which would support approximately \$250 million in investment at the airport. Despite working in good faith with the FAA for years, the City is now being asked to undertake additional bureaucratic steps by the FAA, requiring the City to incur additional costs and needlessly delay the land transfer. We urge the FAA to work with the City of Kingman to resolve any outstanding issues to complete this land release in a timely manner.

Originally established as a World War II Army Air Corps training facility, the site has evolved into a major transportation and economic hub with direct connectivity to Interstate 40, Interstate 11, and BNSF Southern Transcon rail line. The airport site spans 4,000 acres, and despite boasting two 7,000-foot runways and more than 150 general aviation operators, much of the land on the airport site has remained undeveloped since the airfield was turned over for civilian use in 1949. The Kingman Airport Layout Plan, which was approved by the FAA in 2021, concludes that much of this undeveloped land is not required for current airport operations and will not be needed future airport operations.

For these reasons, the City of Kingman formally submitted a request to release the federal obligations to 790 acres of land on the Kingman Airport Site. We understand that the FAA has a statutory and regulatory obligation to ensure that the land release will not affect "the development, improvement, operation, or maintenance of the airport" and ensure the proceeds of the sale and disposal of airport property will be reinvested in airport operations. While we appreciate the FAA has an obligation to protect the national airspace system (NAS), in the case of the Kingman deed release, the FAA is failing to account for the unique circumstances the airport faces. Unlike many airports, a reduction in size of the airport's footprint (which was based on the WWII-era aircraft training needs) will have no impact on airport operations or the

NAS, while failure to act significantly limits current and future economic development opportunities in Kingman and northwest Arizona.

For these reasons, we are disappointed that in a letter dated February 12, 2026, the FAA Office of Airport Compliance (ACO) “rejected” one of the two required appraisals for the parcel submitted by the City of Kingman, citing a review by Valuation Consultants, and asserting that only one appraisal remained usable. If this were true, the City would not have met baseline requirements for the release. However, subsequent correspondence from Valuation Consultants, shared with both the FAA and the City rejects this assertion by ACO, confirming that the report should be considered valid and compliant with the Uniform Standards of Professional Appraisal Practice (USPAP). In follow-up correspondence, dated April 4, 2026, we understand that the ACO offered to waive the requirement for a second appraisal, if the City were to accept a valuation at a rate significantly higher than either of the initial two appraisals submitted by the City. This letter also proposes, contrary to past agreement between the Phoenix Airport District Office (ADO) and City of Kingman, that any deed release payment must be made lump sum, rather than in installments. It is worth noting that any payment required under the terms of the deed release is not payment to the FAA, just a requirement that the City of Kingman provide a payment to the Airport, which is owned by the City of Kingman.

We urge FAA to re-evaluate the prior decisions made by ACO rather than requiring the City to acquire new appraisals at the city’s expense, which will further delay the process of seeing the deed release. If FAA determines that an additional appraisal is needed, we urge that the ACO act expeditiously to work with the City to identify an acceptable appraiser who has experience valuing properties in Kingman. Lastly, we urge FAA to honor the arrangement the Airport and ADO reached regarding a payment schedule for the deed release.

The evolving interpretations of appraisal requirements and other procedural expectations have created additional hurdles for the City of Kingman and prolonged a process that has already been underway for six years. We urge ACO to redouble efforts with the City of Kingman to resolve any outstanding issues and advance this land release without further unnecessary delay. Completing this process will allow the City to move forward with a project that will create jobs, attract private investment, and strengthen the regional economy while maintaining the operational integrity of Kingman Municipal Airport.

Thank you for your attention to this matter, and I appreciate your continued engagement with the City of Kingman to ensure this process moves forward in a timely manner.

Sincerely,



Mark Kelly
United States Senator



Ruben Gallego
United States Senator

cc: Secretary Sean Duffy, U.S. Department of Transportation