

DETROIT AIRPORTS DISTRICT OFFICE



Federal Aviation
Administration

FAA Airport Improvement Program Update

Presented to: MAAE Spring Airport Conference

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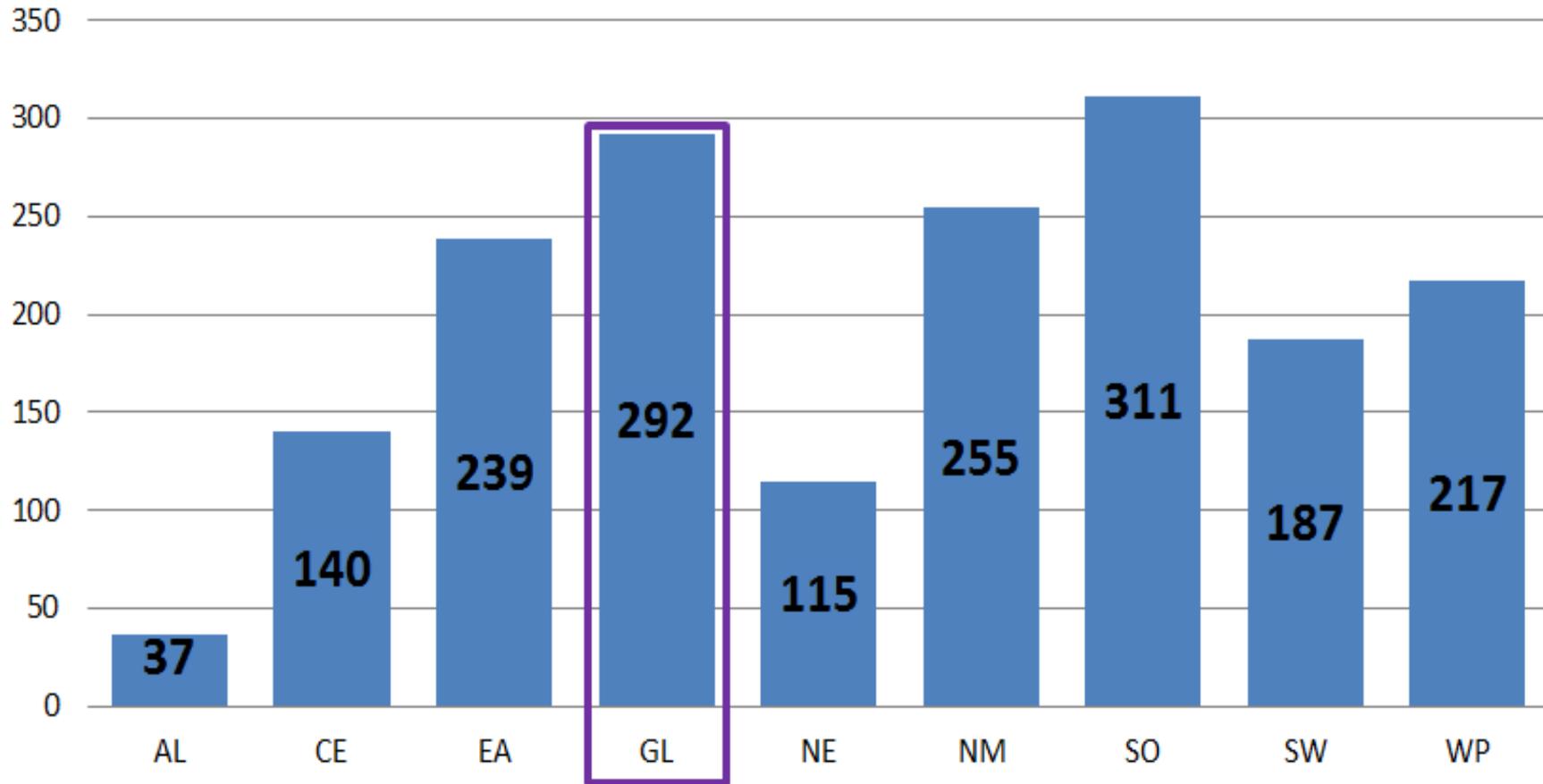
Date: February 19, 2014

Presentation Topics

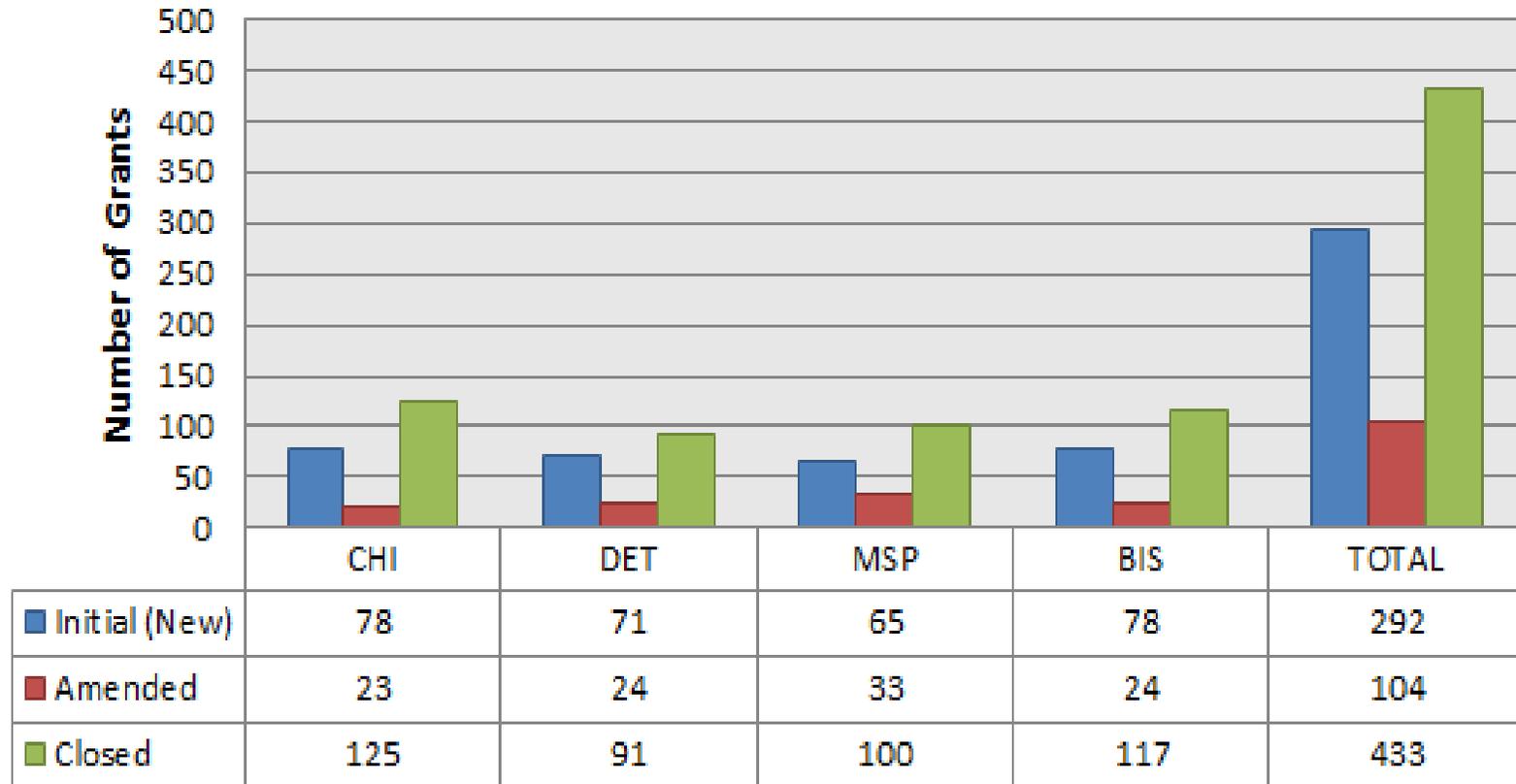
- **2013 AIP Funding**
- **PFC**
- **Grant Closeouts**
- **Grant Management**
- **Standard Operating Procedures (SOPs)**
- **Snow Removal Equipment (SRE)**
- **Airport Design Standards**
- **2014 AIP Funding**



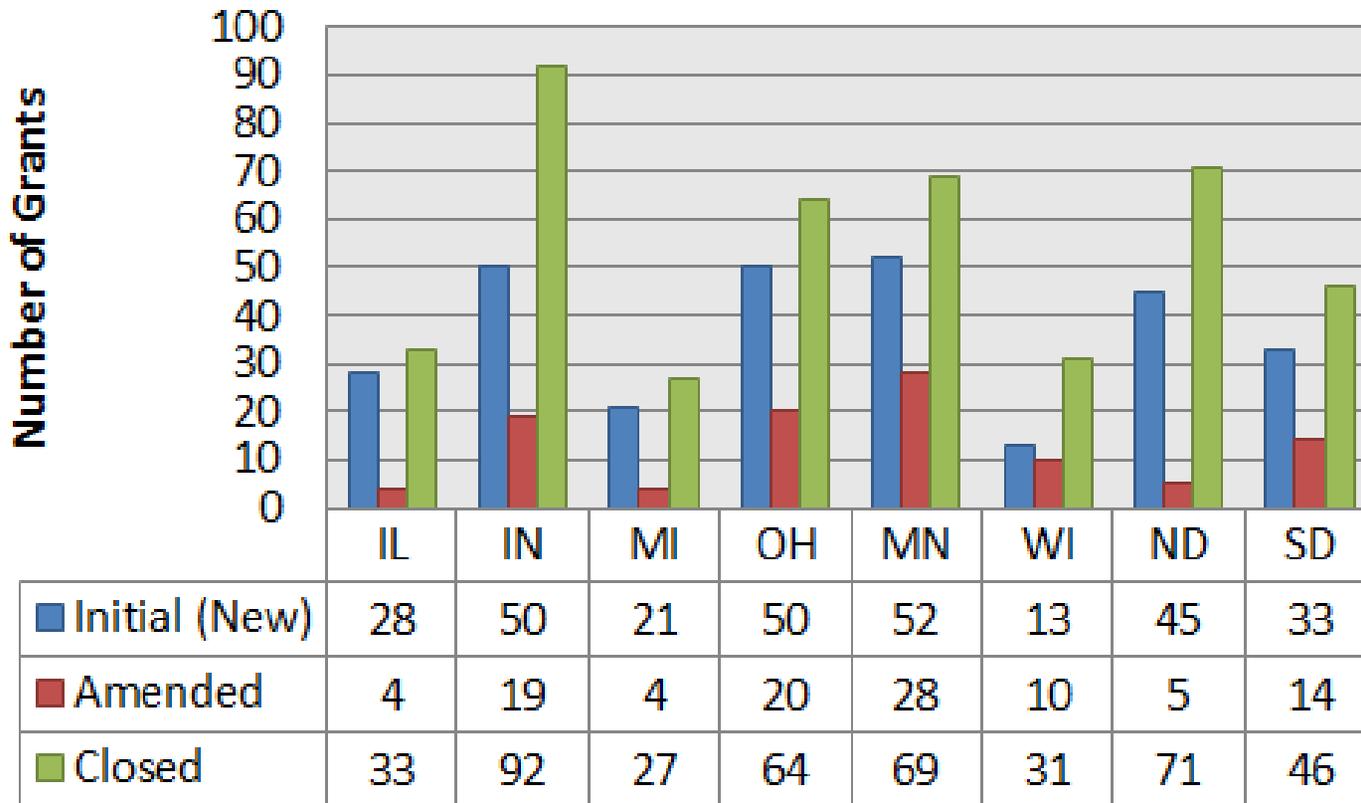
Number of FY13 New (Initial) AIP Grants (National Summary)



Types of Grants Programmed

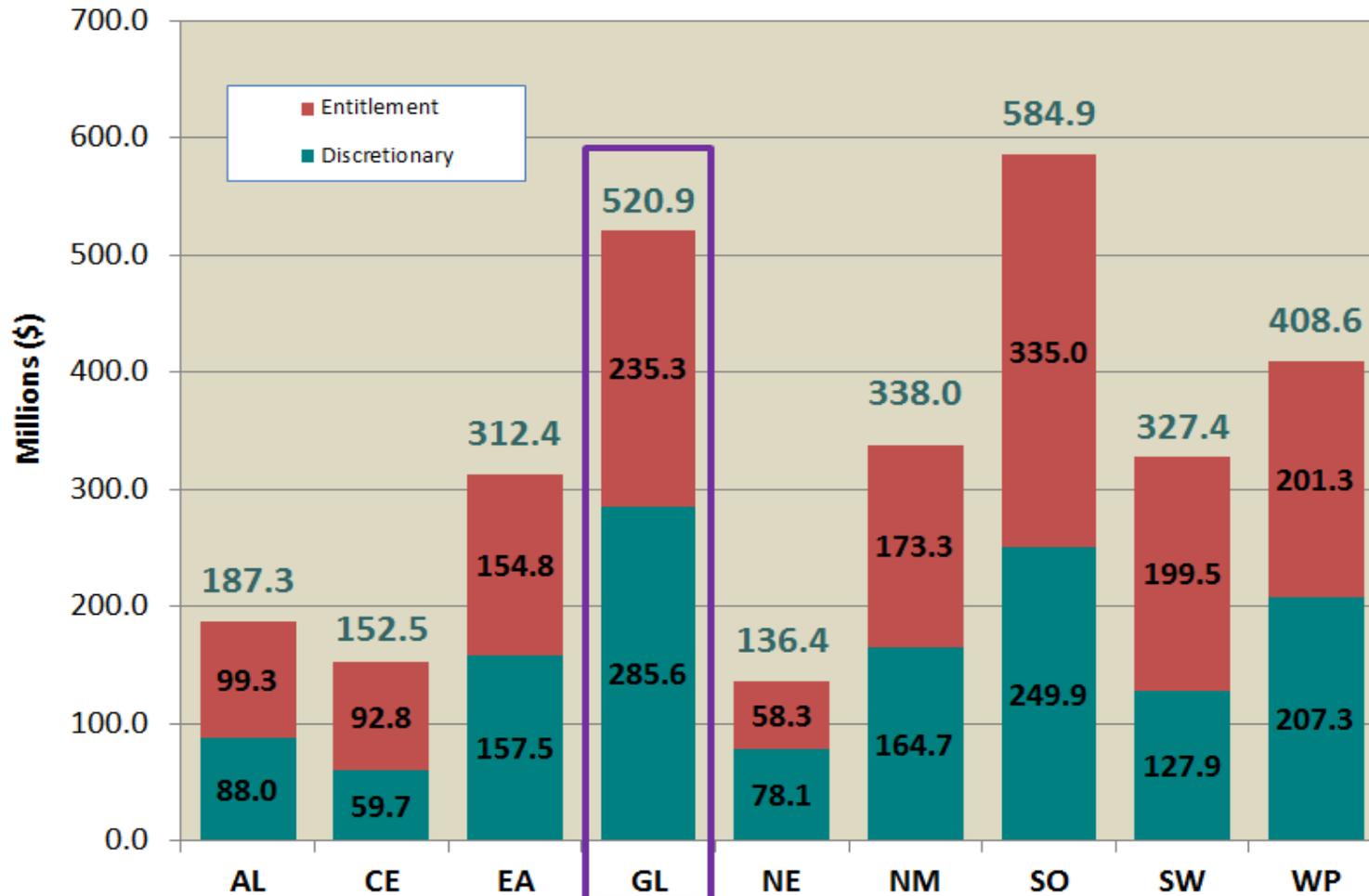


Types of Grants Programmed FY13

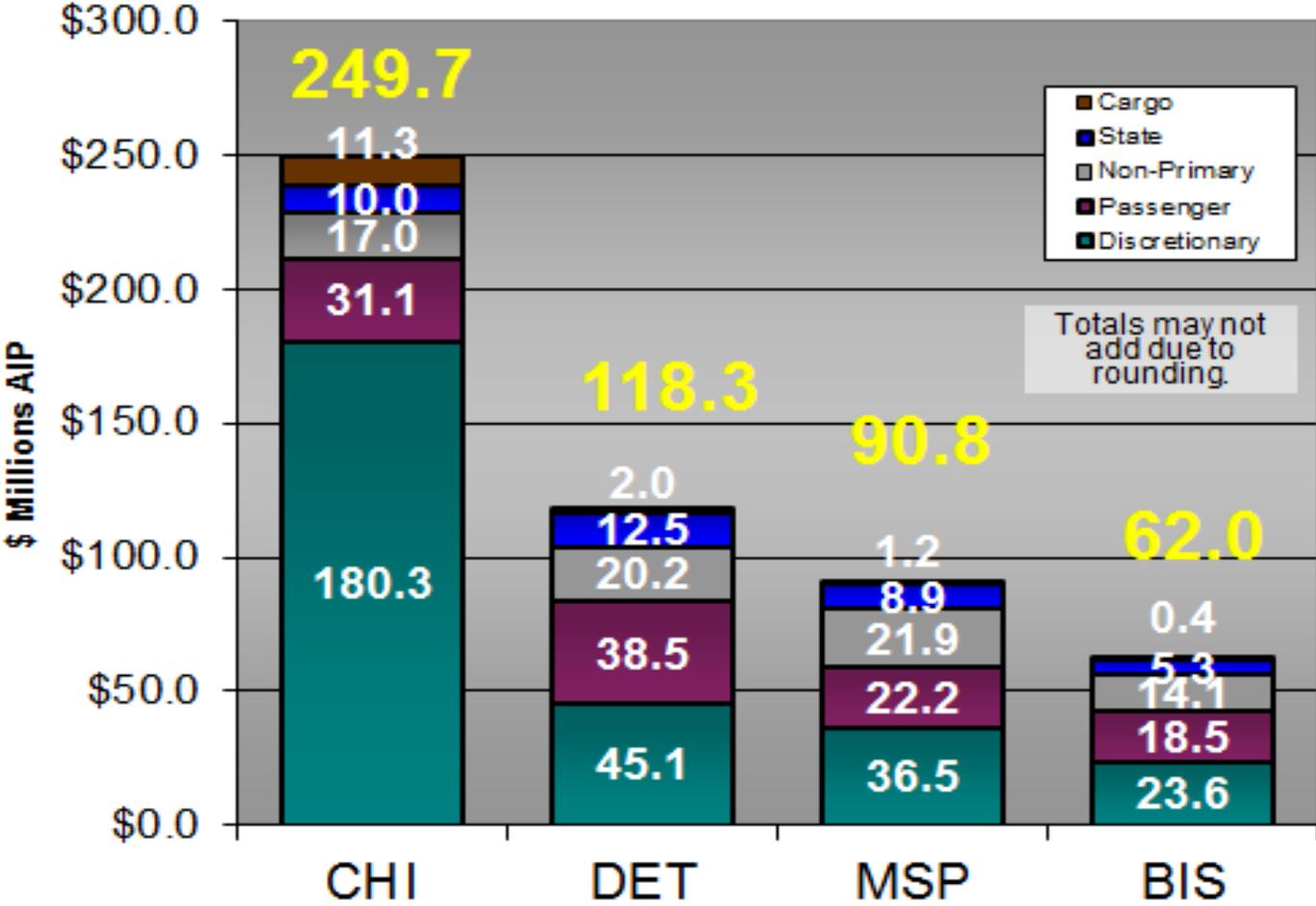


AIP Funding for ALL FY13 Grants Initiated

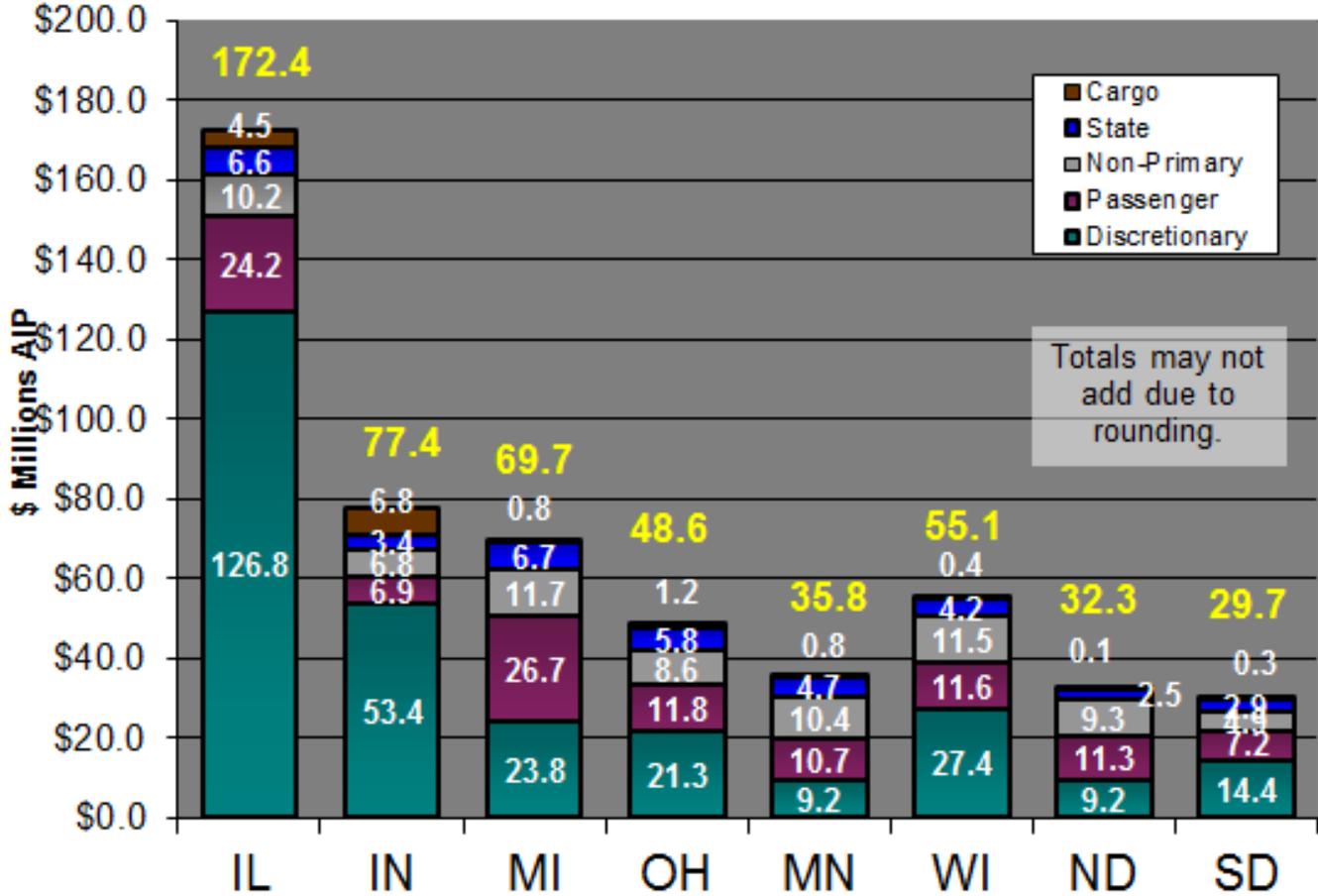
(National Summary)



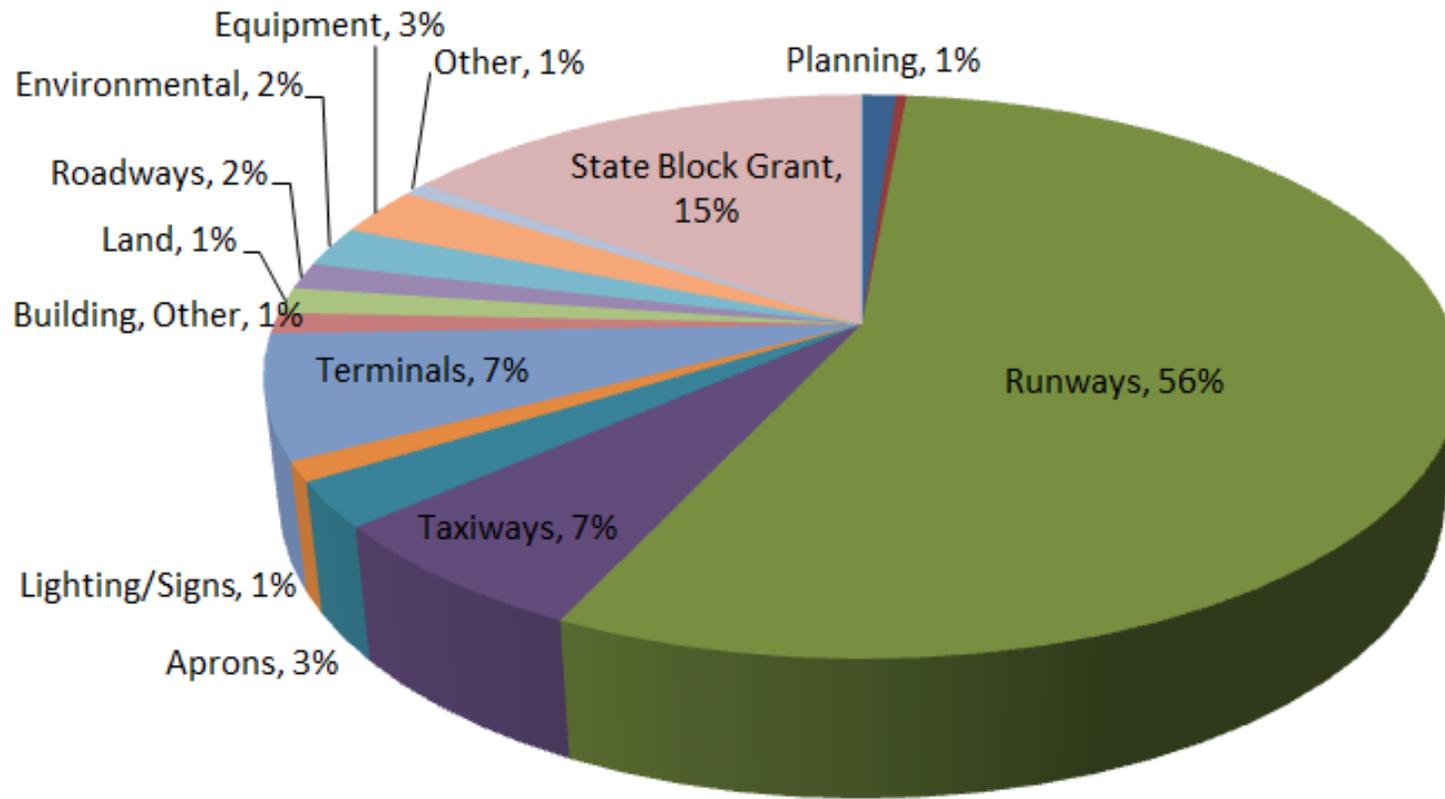
AIP Funding for ALL Grants Initiated in FY13



AIP Funding for ALL Grants Initiated in FY13 (w/ Entitlement Breakdown)



DET ADO Funding By Work Code FY13



PFC Guidance

- Part 158 (6/22/07)
- FAA Order 5500.1 (8/9/01)
- PFC Updates (found at http://www.faa.gov/airports/pfc/pfc_updates/)



The Order (also known as the PFC Handbook) is being updated, however a final publication date has not been determined.

Meanwhile, start with Part 158 (available on the Airports website) and then refer to the Order!!!

PFC Eligibility Advantages

- **Generally the same as AIP eligibility except:**
 - Slight difference for noise projects
 - Additional eligibility for terminal projects
 - Debt service costs
 - PFC (but not AIP) administrative costs
 - EDS machines



Other PFC Advantages

- **Timing:** You don't have to wait for Reauthorization to get your money.
- **Reimbursement:** Unlike AIP discretionary, you can reimburse with PFC funding.
- **No Competition:** You don't have to compete against other airports for funding.
- **AIP Rules:** Unless project also has AIP funding, you don't have to follow AIP procurement and contracting rules (DBE, Davis Bacon, Buy American, etc.).



Reminders

Don't Forget to Submit...



- **Quarterly Reports.** Public agencies can enter these either monthly or quarterly in SOAR. **Due within 30 days after the end of each quarter.**
- **Audits.** §158.68 allows public agencies to submit either an audit specifically performed for your PFC account or an audit conducted under the Single Audit Act provided the auditor specifically addresses your PFC program. **Due each year after the audit is complete.**
- **Large and Medium Hub Forecasts.** Public agencies of large and medium hub airports must enter this information into SOAR. **The deadline is normally in July each year.**

FAA PFC Point of Contact

- **ADO Duties.** PFC processing is no longer centralized in AGL and is back in the individual Airport District Offices (ADO).
- **Detroit ADO Points of Contact:**
 - Irene Porter 734-229-2915



Target PFC Application Close-outs

- Escanaba 01-06-C-00-ESC
(After amendment-underway)
- Escanaba 03-07-C-00-ESC
(After amendment – underway)
- Flint 93-01-C-01-FNT
(Awaiting New App-underway)
- Grand Rapids 05-03-I-00-GRR
- Grand Rapids 07-04-C-00-GRR
(After amendment-underway)
- Grand Rapids 07-05-U-00-GRR
- Houghton 06-10-C-00-CMX
(In Progress)
- Houghton 07-11-C-00-CMX
- Iron Mountain 01-04-C-00-IMT
- Saginaw 08-06-C-00-MBS
- Traverse City 01-02-C-00-TVC
- Traverse City 04-03-C-00-TVC
- Traverse City 06-04-C-00-TVC
- Marquette 03-07-C-00-SAW
(Working on)
- Marquette 06-08-C-00-SAW
- Marquette 08-09-C-00-SAW
- Pellston 05-10-C-00-PLN (Awaiting
New App-underway)
- Pellston 09-11-C-00-PLN (Awaiting
New App-underway)

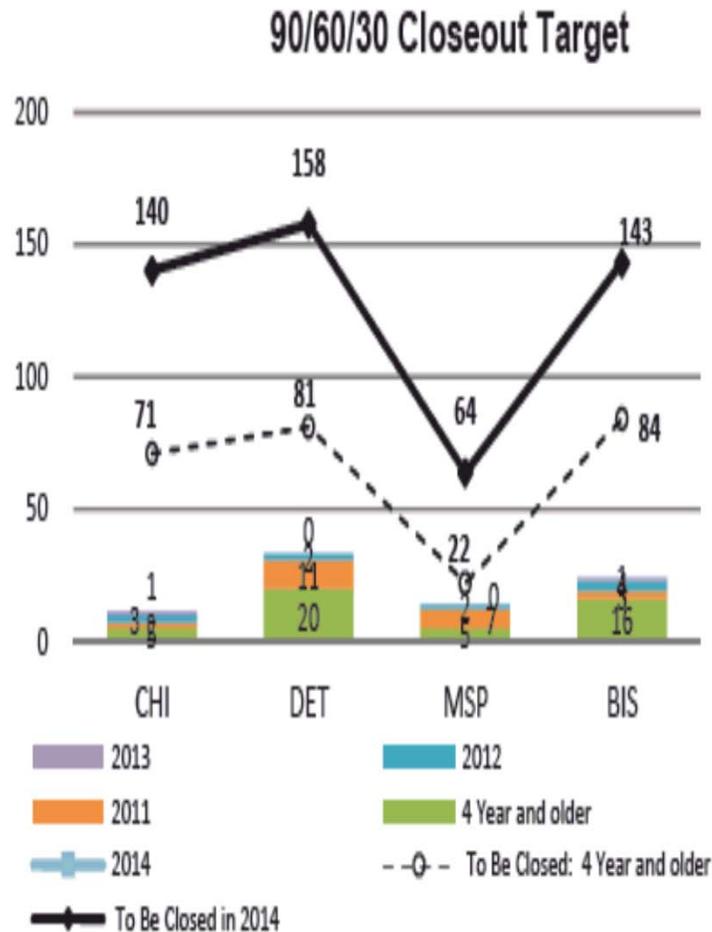


Grant Closeouts

- **The closeout process will usually require an examination of three areas:**
 - Project work completion
 - Administrative requirements (i.e., As Builts, Exhibit A, property accountability)
 - Financial requirements (accomplished by MDOT)
- **DET ADO Close-out Target for 2014**
 - Total grants: 158 grants (32 grants closed to date)
 - Total **126 grants** left to close



Grant Close-Outs



90/60/30 Closeout Target

	CHI	DET	MSP	BIS	Total:
To Be Closed:					
4 Year and older	71	81	22	84	258
To Be Closed 2011	28	39	15	28	110
To Be Closed 2012	32	30	20	22	104
To Be Closed 2013	10	8	6	9	33
To Be Closed 2014	0	0	0	0	0
To Be Closed in 2014	140	158	64	143	505
Closed in 2014	11	33	14	24	82
Difference:	-129	-125	-50	-119	-423



Grant Management

- One measurement that a project is physically progressing without unreasonable delay, as required by 49 USC 47106(a)(4), is regular grant payments to reimburse for project accomplishments.
- Under 49 CFR 18.41(d)(3), sponsors must submit payments requests **at least every twelve months** starting from the date of the grant acceptance.
- Inactive Michigan Grants (2/18/2014)
 - 18+ Months – 12 grants (15%)
 - 15-18 Months – 8 grants (10%)
 - 9-12 Months – 10 grants (12%)
 - 6-9 Months – 1 grants (1%)
 - Zero Balances – 11 grants (13%)



Standard Operating Procedure (SOP)

What is a SOP?

- **A set of written instructions that detail necessary processes and procedures that assure consistent and correct application of agency policy.**
- **The process or procedure should be carried out without any deviation or modification to guarantee the expected outcome.**

What a SOP is not!

- **SOPs do not establish policies**
- **SOPs are not “Best Practices**



Standard Operating Procedure (SOP)

- **How will Standardization help?**
 - It will eliminate duplicative processes, tools, and training developed across regions, ADOs, and individuals
 - FAA will leverage innovation benefits across whole organization
 - FAA will evaluate work load impact of new requirements once standardization in place
 - FAA to weigh relative staffing needs among field offices once standard
 - Standardization eliminates inconsistent field interpretation of national policy



Standard Operating Procedure (SOP)

The external SOPs are located at <http://www.faa.gov/airports/resources/sops/>

The screenshot shows the FAA website's 'Standard Operating Procedures (SOPs)' page for Airports. The page features a navigation menu with options like Aircraft, Airports, Air Traffic, Data & Research, Licenses & Certificates, Regulations & Policies, and Training & Testing. A search bar is located at the top right. The main content area includes a breadcrumb trail, a title 'Standard Operating Procedures (SOPs) Airports', and options to print or subscribe. A paragraph explains the organization's goal to standardize activities for high-value field activities. Below this, a section titled 'Final SOPs' contains a table with three entries.

SOP No.	Title	Effective Date
1.00	FAA Evaluation of Sponsor's Construction Safety and Phasing Plans Funded by the AIP or PFC Programs (PDF)	Oct. 1, 2013
2.00	Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs) (PDF)	Oct. 1, 2013
3.00	Standard Operating Procedure (SOP) for FAA Review of Exhibit 'A' Airport Property Inventory Maps (PDF)	Oct. 1, 2013



Snow Removal Equipment (SRE)

For SRE procured with AIP funds:

- ADO had a number of bid protests related to SRE procurements recently.
- Specifications must follow most current version of AC150/5220-20.
- Any deviations from the AC must be approved by the ADO in advance of the bid solicitation.
- Equipment must meet Buy American or obtain a waiver.



Airport Design Standards

- **Relatively new Advisory Circular (AC) – 150-5300-13A dated 9/28/2012, modified several airport design standards.** They must be evaluated and discussed when doing full reconstruction or expansions of airport facilities.
- New construction or reconstruction must meet the current design standards for the design aircraft shown on the approved Airport Layout Plan (ALP) to the extent practicable. **Just because development is shown on an approved ALP, it is NOT grandfathered.**
- If the current design standards cannot be met, a Modification to Design Standards must be requested and approved by the FAA.
- This modification must identify the current design standard, evaluate alternatives to meet the design standard/improve the existing condition and determine the most practicable.
- If the most practicable alternative does not meet standards for the current design aircraft, identify the standards for any groups of aircraft it meets and how the alternative achieves an acceptable level of safety at the airport.



2014 AIP Funding

Authorization

- The President signed a bill which provides authorization at an annual level of \$3,350,000 until **September 30, 2015** (FY 2012-2015). The bill is called the FAA Modernization and Reform Act of 2012 (H.R. 658, P.L. 112-95).

Appropriation

- The President signed an omnibus bill on 1/17/2014 that provided a continuing resolution for all agencies until **September 30, 2014**. The Airport Improvement Program was funded at \$3,350,000 (same as the FY 2014 authorization level). The bill is called the Consolidated Appropriations Act, 2014 (H.R. 3547, P.L. 113-76).

Airport Improvement Program Status (FY 2014)

- We are awaiting funding guidance



QUESTIONS

