



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

August 12, 2011

Dear Airport Sponsor:

**SUBJECT: Michigan - State Block Grant Program
Pavement Maintenance-Management Program (PMMS)
Federal Grant Compliance Requirements**

In accordance with Public Law 103-305 (Section 107) and federal assurance in Section III.C.11 of the "Terms and Conditions of Accepting Airport Improvement Program Grants", airport sponsors are required to provide assurances that they have implemented an effective airport pavement maintenance-management program (PMMS). Airport Sponsors requesting Federal funds for a project to replace, reconstruct or repair an eligible pavement under the Airport Improvement Program (AIP) must have an effective PMMS in place. Sponsors must be able to provide reports on pavement condition and PMMS if requested by Federal Aviation Administration (FAA) and/or the Michigan Department of Transportation Office of Aeronautics (AERO).

To be in full compliance, an acceptable PMMS must, as a minimum, include the following:

1. Pavement Inventory – location of all runways, taxiways, and aprons; types of pavement; dimensions; year of construction or most recent major rehabilitation. Pavements that have been constructed, reconstructed, or repaired with Federal AIP funding shall be so identified.
2. Inspection Schedule – a **detailed inspection** must be performed at least once a year. If a history of recorded pavement deterioration is available, i.e., Pavement Condition Index (PCI) survey as set forth in FAA Advisory Circular 150/5380-6, Guidelines and Procedures for Maintenance of Airport Pavements, the frequency of inspections may be extended to every three years; a **drive-by inspection** must be performed a minimum of once per month to detect unexpected pavement condition changes.
3. Record Keeping – complete information on the findings of all detailed inspections and on the maintenance performed must be recorded and kept on file for a minimum of five years. The inspection date, location, distress types, and maintenance scheduled or performed need to be included, as a minimum. For drive-by inspections, the inspection date and any maintenance performed must be recorded.
4. Information Retrieval – a sponsor may use any form of record keeping it deems appropriate, so long as the information and records produced by the pavement survey can be retrieved to provide a report to the FAA and/or AERO as may be required.

5. Program Funding – the PMMS should identify funding and other resources available to provide remedial and preventive maintenance activities.

To assist with these requirements, AERO has been funding and undertaking a statewide Airport Pavement Management System (APMS). An APMS is a systematic and consistent procedure for scheduling maintenance and rehabilitation based on maximizing benefits and minimizing costs. An APMS helps individual airport sponsors understand the pavement maintenance and repair needs at their local facilities.

On typical three-year rotations, AERO is providing airport sponsors with a detailed Pavement Management Report that contains a detailed inspection and complete pavement inventory report of their facility. Pavement conditions are being assessed using the Pavement Condition Index (PCI) procedure. The designated PCI number, ranging from 0 (failed) to 100 (excellent) is a measure of overall condition and provides an indicator on what needs to be done to maintain the pavement's useful life.

The Pavement Condition Index (PCI) survey and resultant information contained in the report can be used as a basis toward meeting the federal grant assurances. However, in order to remain in full compliance with Federal law and Federal grant assurances, airport sponsors also need to undertake the monthly drive-by inspections and record pavement-related maintenance activities. Sponsors are responsible for making sure they are meeting at least the minimum requirements for PMMS and having this information readily available upon request.

In summary, please review and use the Pavement Management Report provided by AERO as a tool in further developing your PMMS. If your airport has not had a PCI survey done or you haven't received a report from AERO, please contact Neal Barncard at (517) 335-9484 or barncardn@michigan.gov for assistance. Having a thorough and comprehensive PMMS will allow you and your airport staff to better prioritize and schedule pavement maintenance and rehabilitation projects more effectively. The PMMS will become a valuable tool when you're developing your annual Airport Capital Improvement Program (ACIP) because you'll know what needs to be done, when it should be done, and what funding resources need to be available.

Sincerely,



Betsy Steudle, P.E.
Programming Section
Contracts & Grants Unit
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cc: Neal Barncard, AERO
Mark Grennell, AERO
Mark Noel, AERO