

As-Built Airport Layout Plans (ALP) – for State Block Grant Program (SBGP) Airports

What to Provide MDOT Office of Aeronautics:

- A cover letter explaining the as-built conditions for the affected sheets. This must include anything that has changed from the sponsor's currently approved ALP.
- A full set of the as-built ALP. This means to provide all sheets of the ALP, including ones with no as-built changes.
- Affected as-built sheets should show the corresponding project information in the revision blocks. For example, if the as-built is for Expand Apron – West Terminal (2,000 SYD), federal project B-26-0000-2019. The revision block should denote the project number and project description for easy reference & historical recordkeeping.
- As-built ALP should be sent in a timely manner after the construction work is completed. Not receiving promptly will delay project closeout and final consultant payment processing.

Who to Provide the As-built ALP to at MDOT Office of Aeronautics:

- Steve Houtteman is the main point of contact to receive as-builts for SBGP airports.
- In addition, the specific AERO Project Manager should be cc'd on the distribution of the cover letter & as-built drawings.
- Submit the complete DRAFT package (cover letter & drawings), both electronically, and with a single hard copy. FINAL hard copies and CDs are required to be submitted following MDOT review and comment incorporation.

What MDOT Office of Aeronautics provides to the sponsor:

The airport sponsor will receive an as-built acceptance letter detailing changes and MDOT acceptance. All as-built acceptance letters must remain with the official ALP approval letter.

General ALP Reminders

- Airports under the SBGP are federally-obligated and required to maintain a current ALP in accordance with federal grant assurance 29, 49 USC Code 47107 (a) (16), and FAA Order 5100.38 (AIP Handbook).
- An as-built ALP must also be provided to MDOT Office of Aeronautics for locally-funded projects. Typical local projects are tree clearing in approaches and hangar development (either privately or by the sponsor).
- Any development project must be on an approved ALP, received a FAA airspace determination and been environmentally cleared **prior to** construction. This includes projects funded locally.
- Development that has not received a FAA airspace determination cannot be shown on an as-built ALP. It must go through the formal ALP process.
- Sponsors are responsible for evaluating their ALP obstruction tables and taking timely action to resolve issues. Refer to federal grant assurances 19 & 20.