



STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

GRETCHEN WHITMER  
GOVERNOR

PAUL AJEGBA  
DIRECTOR

June 26, 2023

Dear Airport Sponsor:

SUBJECT: Michigan - State Block Grant Program  
Airport Pavement Management Program (PMP)  
Federal Grant Compliance Requirements

In accordance with Title 49, Section 47105 of the United States Code and Federal grant assurance #11 Pavement Preventive Maintenance, airport sponsors are required to provide evidence they have implemented an effective Airport Pavement Management Program (PMP). As outlined in FAA's Advisory Circular 150/5380-6, 'Guidelines and Procedures for Maintenance of Airport Pavements', a PMP is a systematic, objective, and consistent procedure for scheduling maintenance and rehabilitation based on maximizing benefits and minimizing costs. A PMP not only evaluates the present condition of a pavement, but also can be used to forecast its future condition. By projecting the rate of deterioration, a PMP can facilitate a life-cycle cost analysis for pavement maintenance/repair procedures and help determine the best alternative.

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 PMP in place that is utilized by the sponsor. Sponsors must be able to provide reports on pavement condition and PMP if requested by Federal Aviation Administration (FAA) and/or the Michigan Department of Transportation Office of Aeronautics (AERO).

**To be in full compliance**, an effective PMP must, at a minimum, include the following in accordance with FAA AC 150/5380-7, 'Airport Pavement Management Program' (Appendix A):

1. Pavement Inventory – identification of all runways, taxiways, and aprons with pavement broken down into sections; type of pavement surface; dimensions of pavement sections; year of construction or most recent major rehabilitation. Pavements that were constructed, reconstructed, or rehabilitated with federal AIP funding shall be so identified.
2. Pavement Inspection Schedule
  - a. A **detailed inspection** must be performed at least once a year. If a Pavement Condition Index (PCI) survey has been performed, as set forth in ASTM D5340, Standard Test Method for Airport PCI surveys, the frequency of the detailed inspection by PCI surveys may be extended to three years.
  - b. A **drive-by pavement inspection** must be performed a minimum of once per month by the airport sponsor to detect unexpected pavement condition changes. These drive-by inspections are in addition to routine maintenance inspections for operations.
3. Record Keeping – complete information about all detailed inspections and maintenance performed must be recorded and kept on file. 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 planned or 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 from the pavement can generate required reports, as necessary.

To assist with these requirements, AERO has been funding and undertaking a statewide Airport Pavement Management Program (PMP). On three-year rotations, AERO provides federally-obligated 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 Statewide Pavement Management System (APMS) is available on AERO's website under the Planning & Development tab.** The web-based database includes individual airport pavement management documents and is a very interactive tool to use in managing your airfield pavements.

5. The Pavement Condition Index (PCI) survey and resultant information contained in the report can be used as a basis toward meeting the federal requirements. However, to remain in full compliance with Federal law and Federal grant assurances, airport sponsors also need to undertake monthly drive-by inspections of pavement conditions and track pavement-related maintenance activities. A Pavement Inspection & Maintenance Tracking form is available on AERO's website, under the APMS. You can find it under the Airport Details tab (Network data view), Documents, Inspection Form.

Having a thorough and comprehensive PMP will allow you and your airport staff to better prioritize and schedule pavement maintenance and rehabilitation projects more effectively. The PMP will become a valuable tool for sponsors developing their annual Capital Improvement Program (CIP).

Sincerely,

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Betsy Steudle, P.E.  
Planning & Programming Specialist  
Office of Aeronautics