

# FAA Update

## Dakota-Minnesota (DMA) Airports District Office

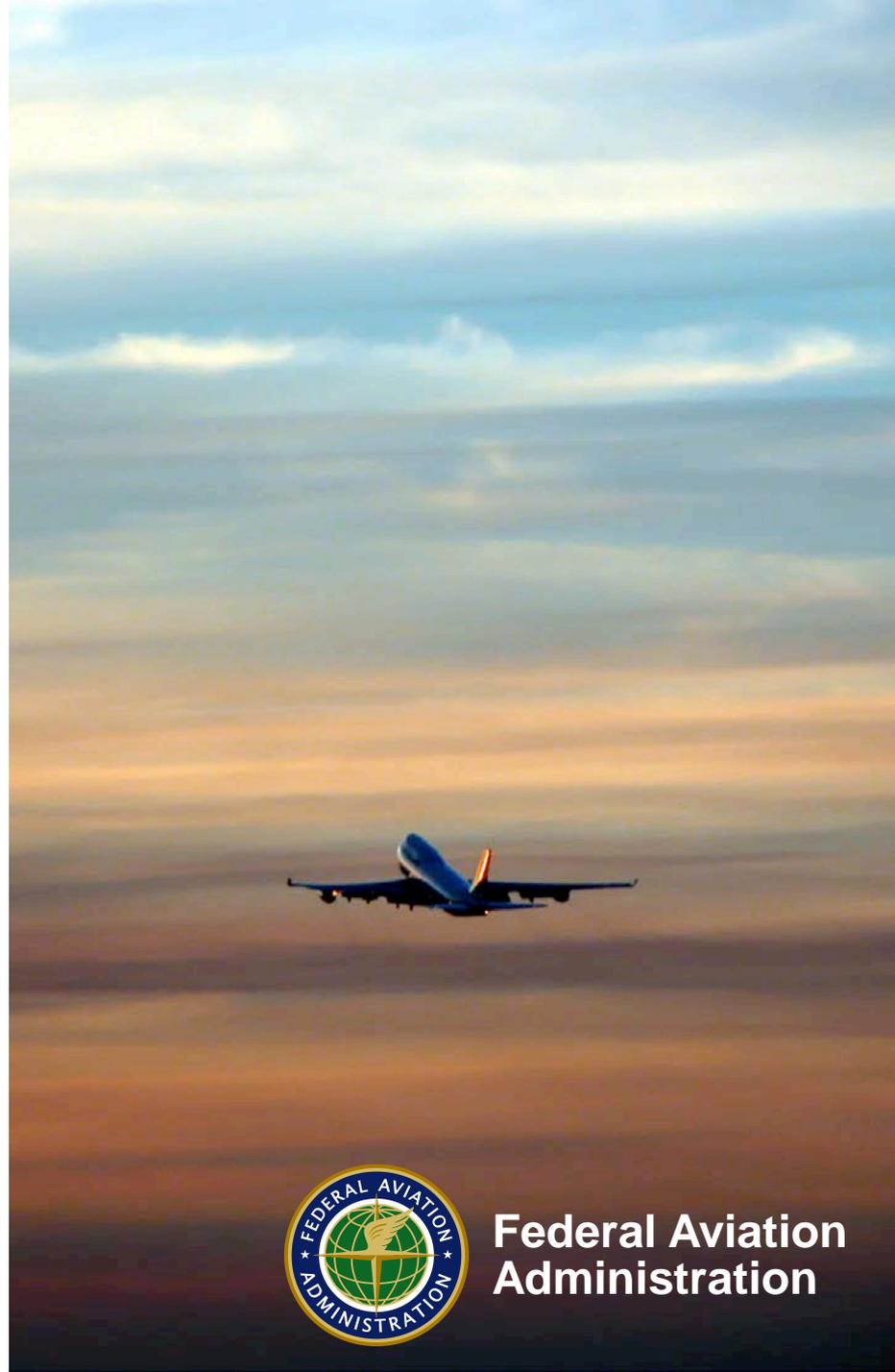
Presented to: South Dakota Airports Conference

By: Chris Hugunin & Dave Anderson

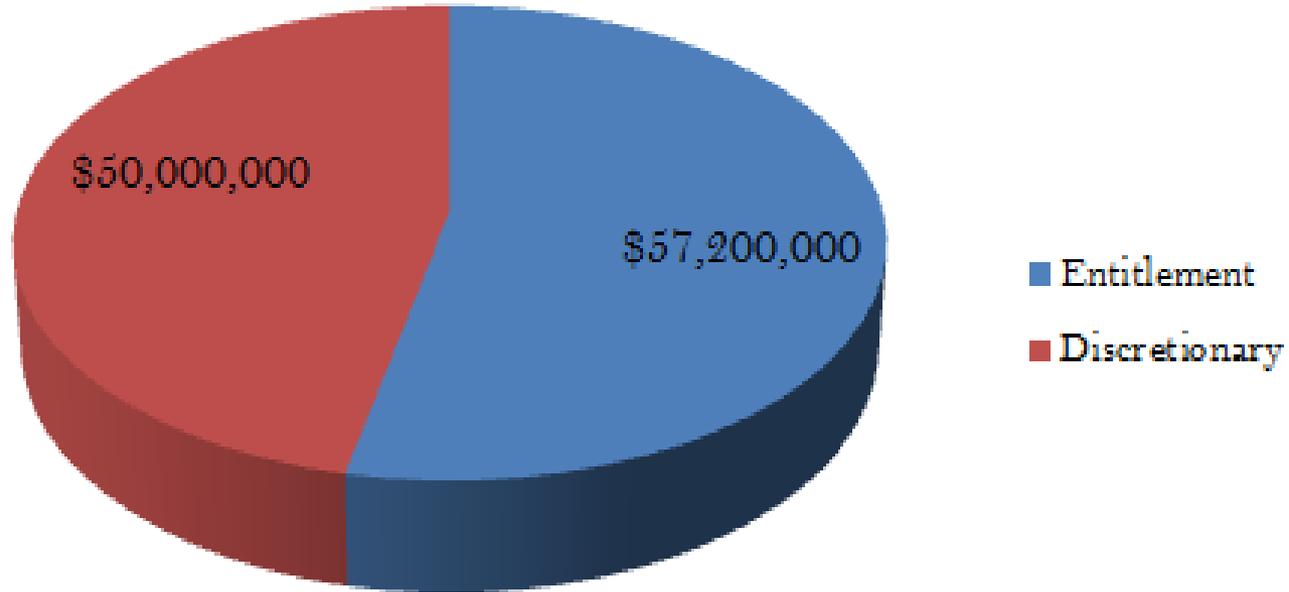
Date: March 18, 2015



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## FY 2014 DMA ADO Total AIP Funding



**\$107.2 Million / 136 Grants**



# Today's General Theme

FAA is improving our processes!

Or in other words - changing, moving everyone's cheese.

- Please be patient with the new processes.
- Please assist in these transitions.
- Ask lots of questions.
- Talk to your ADO contact.

## Identity Statement

The DMA ADO provides sponsors, consultants, states, and aeronautical users within our 3-state area the technical support they need to navigate through the complex federal requirements and programs to ensure a safe and efficient airport system. We strive to provide our customers consistent, collaborative and credible information, to help them meet their aviation needs.

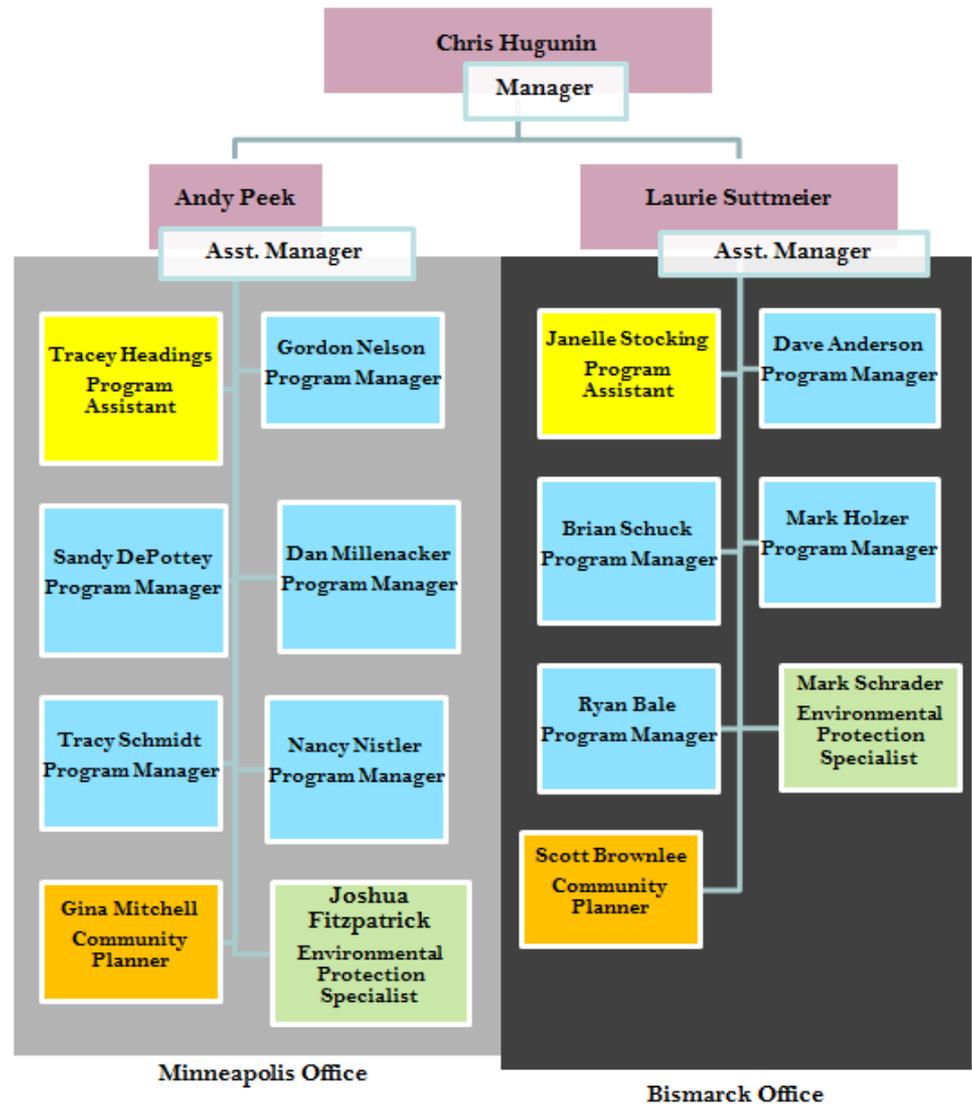


# DMA ADO



# DMA ADO

- Officially formed October 1, 2014
- Website: [http://www.faa.gov/airports/great\\_lakes/about\\_airports/dma-ado/](http://www.faa.gov/airports/great_lakes/about_airports/dma-ado/)



# Plans & Specifications



# P&S - AIP Handbook (Para. 3-29)

- ❑ Sponsors must prepare P&S to meet FAA standards
- ❑ ADO must review P&S in accordance with Policy memorandum signed December 8, 2014
- ❑ ADO is not required to issue approval but has the option to provide comments.
  - Any response to be kept in project file
- ❑ ADO must not fund project if it fails to meet FAA Standards
  - Modification to Standards may be required



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## Memorandum

DEC 08 2014

Date:

To: All Regional Airports Division Managers

From:   
Michael J. O'Donnell, Director of Airport Safety and Standards, AAS-1

Prepared by: National Plans and Specifications Workgroup

Subject: Implementation Plan for FAA Review of Construction Plans and Specifications for AIP Funded Projects

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### PURPOSE:

This Memorandum provides information to Regional and Airports District Office (ADO) Program Managers (PMs) and Engineers about the implementation plan for reviewing construction plans and specifications (P&S) for Airport Improvement Program (AIP) funded projects. The guidance in this memo will also be useful for reviewing projects financed with any other funding source such as Passenger Facility Charge (PFC) or local funding. The FAA review of P&S should be done at the 90% design stage (at a minimum) in order to capture the near-final design state before the project goes to bid. Additionally, it may also be advantageous to review the P&S during earlier submittals as well.

### BACKGROUND:

In order to standardize the review of construction P&S for AIP funded projects and to provide consistency among Regions and ADOs, the Office of Airports (ARP) 2011 Business Plan tasked the Office of Airport Safety and Standards (AAS) to "Complete a national template with risk-based criteria for the Federal Aviation Administration (FAA) review of plans and specifications and to establish the time frame for implementation."

In January 2011, the National Plans and Specifications Workgroup was established to develop a national template for reviewing AIP funded construction P&S. This template has been coordinated throughout the Regions for review and comment. In July 2012, AAS-100 released a DRAFT Engineering Brief (EB) #88, "Guidance for Reviewing Airport Construction Plans and Specifications" to obtain employee comments. All comments were



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# Objective of FAA Review of P&S

## To verify...

- Conformance to the approved SOW
- Verification that the work meets AIP eligibility req.
- Conformance to FAA Airport Design Standards
- Conformance to FAA Construction Standards
- Incorporation of Federal Provisions
- Incorporation of Airport Safety Provisions



# P&S Implementation Schedule

- **Effective March 1, 2015,**
  - P&S reviews will be conducted for all AIP projects at Part 139 airports
  - General Aviation airports with an estimated cost of construction greater than 2 million dollars.
- **Effective October 1, 2015,**
  - P&S reviews will be conducted for all AIP funded construction.



# Risk-Based Approach

## Primary and Part 139 Airports

	Required Submittals in advance of 90% P&S						Acceptance of Plans & Specs Based On		
	Consultant Scope of Work	Engineering Design Report	Const. Safety & Phasing Plan	Sponsor Cert for P&S	Eligibility Verification	Contract Provisions**	139/Primary Less than \$1M*	139/Primary Greater than \$1M*	139/Primary Greater than \$5M*
Runway New Construction-139/Primary	X	X	X	X	X	X	General	Full	Full
Runway Rehab-139/Primary	X	X	X	X	X	X	Sponsor Cert	General	Full
Runway Safety Area Improvements	X	X	X	X	X	X	General	Full	Full
Taxiway New Construction-139/Primary	X	X	X	X	X	X	General	General	Full
Taxiway Rehab-139/Primary	X	X	X	X	X	X	General	General	Full
Taxiway Safety Area Improvements	X	X	X	X	X	X	General	Full	Full
Apron New Construction-139/Primary	X	X	X	X	X	X	General	General	Full
Apron Rehab-139/Primary	X	X	X	X	X	X	Sponsor Cert	General	Full
Runway Airfield Lighting-139/Primary	X	X	X	X	X	X	General	General	Full
Taxiway/Apron Airfield Lighting-139/Primary	X	X	X	X	X	X	General	General	Full
AWOS	X	X	X	X	X	X	Sponsor Cert	General	General
NAVAIDS	X	X	X	X	X	X	General	General	Full
SRE Bldgs	X	X	X	X	X	X	Sponsor Cert	General	General
ARFF Building	X	X	X	X	X	X	Sponsor Cert	General	General
Terminals 139	X	X	X	X	X	X	Sponsor Cert	General	General
Equipment	X	n/a	n/a	X	X	X	General	General	General



# AGIS Data

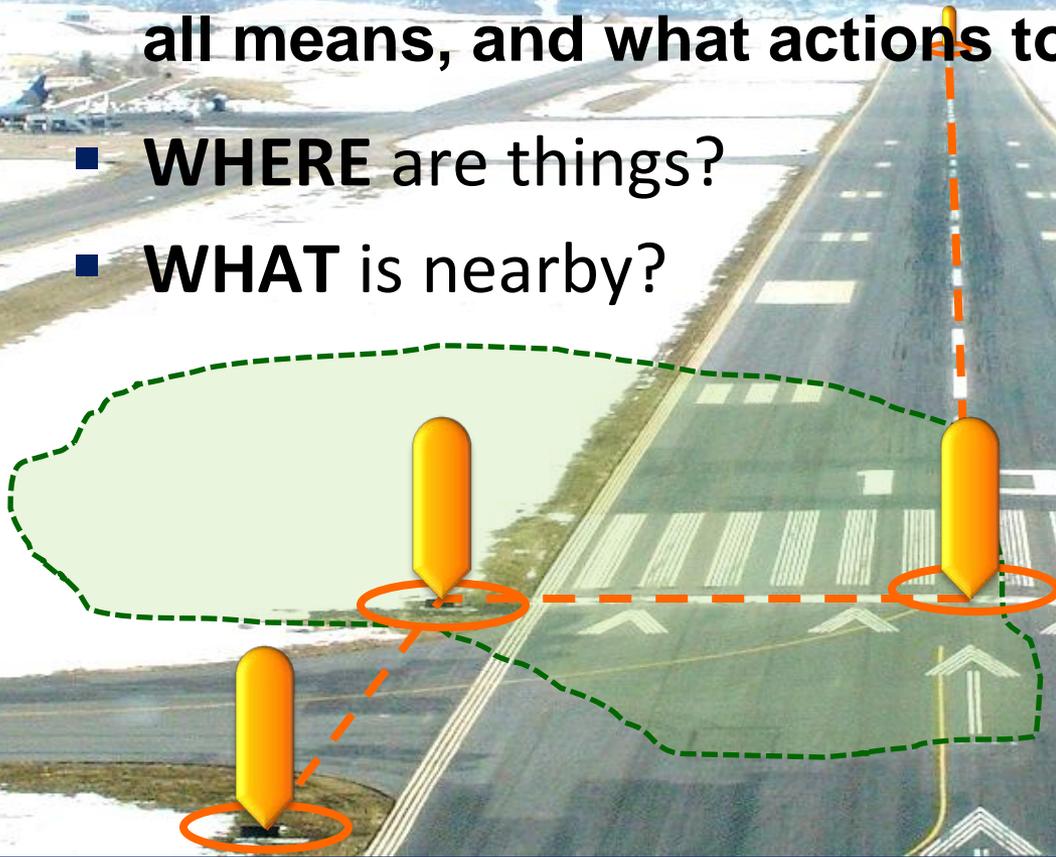


# GIS: the power of spatial analysis

- **Spatial analysis is how we understand our world—mapping where things are, how they relate, what it all means, and what actions to take**

- **WHERE** are things?
- **WHAT** is nearby?

- **HOW** are things connected?



•Source: ESRI



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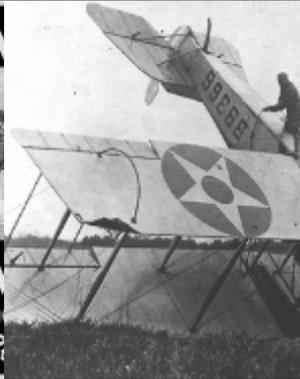
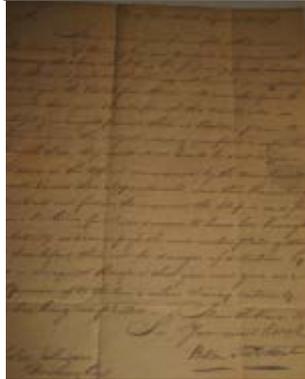
# Why GIS? Accuracy and Visualization

- When trying to visualize and understand relationships between data, it is much better to have an accurate, geospatially-referenced picture in front of you rather than tables of numbers
- This concept makes communicating and sharing data with others easier

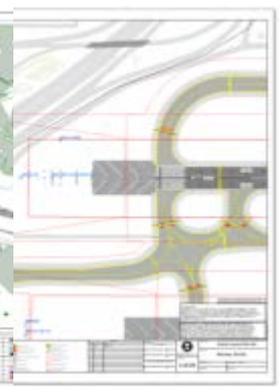
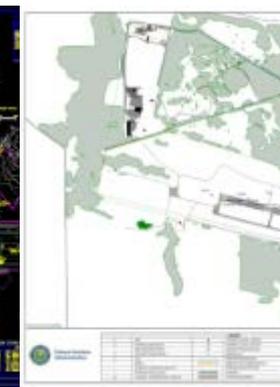
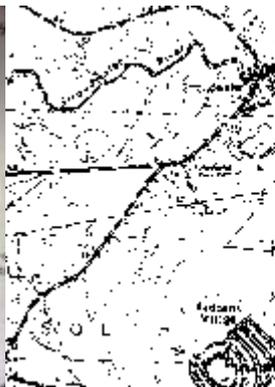
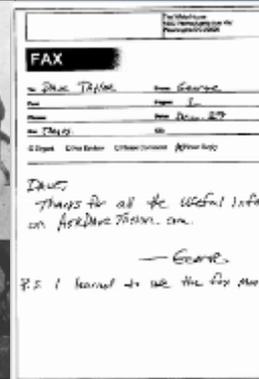


# An Inevitable Transition

## Old Methods



## Technological Advances



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# Problem: Disparate Aeronautical Data

## OE/AAA case data

- Towers and tall buildings
- Part 77 notification
- Construction notification
- No terrain data

## NGS OC Chart Surveys

- All other obstructions
- Old survey standards (405) were accurate, but limited in their application at airports

## USGS Quad Maps; Terrain Data

- Part 77 data for ALPs
- Structures greater than 200'
- Terrain penetrations
- Limited accuracy (50' contours)

- In the past, a disconnect between aeronautical survey data



# The Result: Aeronautical Data Silos

## NFDC NASR/5010 Airport Data

Runway Information	
Runway 09:27	<b>Runway 09</b>
	Traffic Pattern: Left
	Runway heading: 112
	Markings: Basic
	Markings condition: Good
	Latitude: 44-30-7.037 N
	Longitude: 123-17-30.385 W
	Elevation: 241.4 ft.
	Threshold crossing height:
	Visual glide path angle: degrees

## NFPG (Flight Procedures) Data

<b>Rwy Number: 09</b>		
Status: A	Survey: 5	
Markings:	BSC-	
<b>Threshold</b>		
Latitude:	N 44° 30' 06.3000"	
Longitude:	W 123° 17' 27.8300"	
Elevation:	241.0	
Elipsoid Elev:	169.9	E
Horz. Datum:	NAD83	
Vert. Datum:	NGVD29	

## iOEAAA

	NASR	Opp. NASR
<b>ID:</b>	09	27
<b>Heading:</b>	112.03	292.04
<b>Latitude:</b>	44-30-6.194 N	44-29-53.097 N
<b>Longitude:</b>	123-17-27.503 W	123-16-42.138 W
<b>Approach Category:</b>	B(V) - Other than Utility (Visual)	B(V) - Other than Utility (Visual)
<b>Elevation:</b>	245	246.3
<b>Approach Lights:</b>		
<b>Extension:</b>	0	0
<b>Length:</b>	3545	3545
<b>Width:</b>	75	75

Yes, it is the same runway, but which information is correct?!

## Airport Layout Plan (ALP) Data

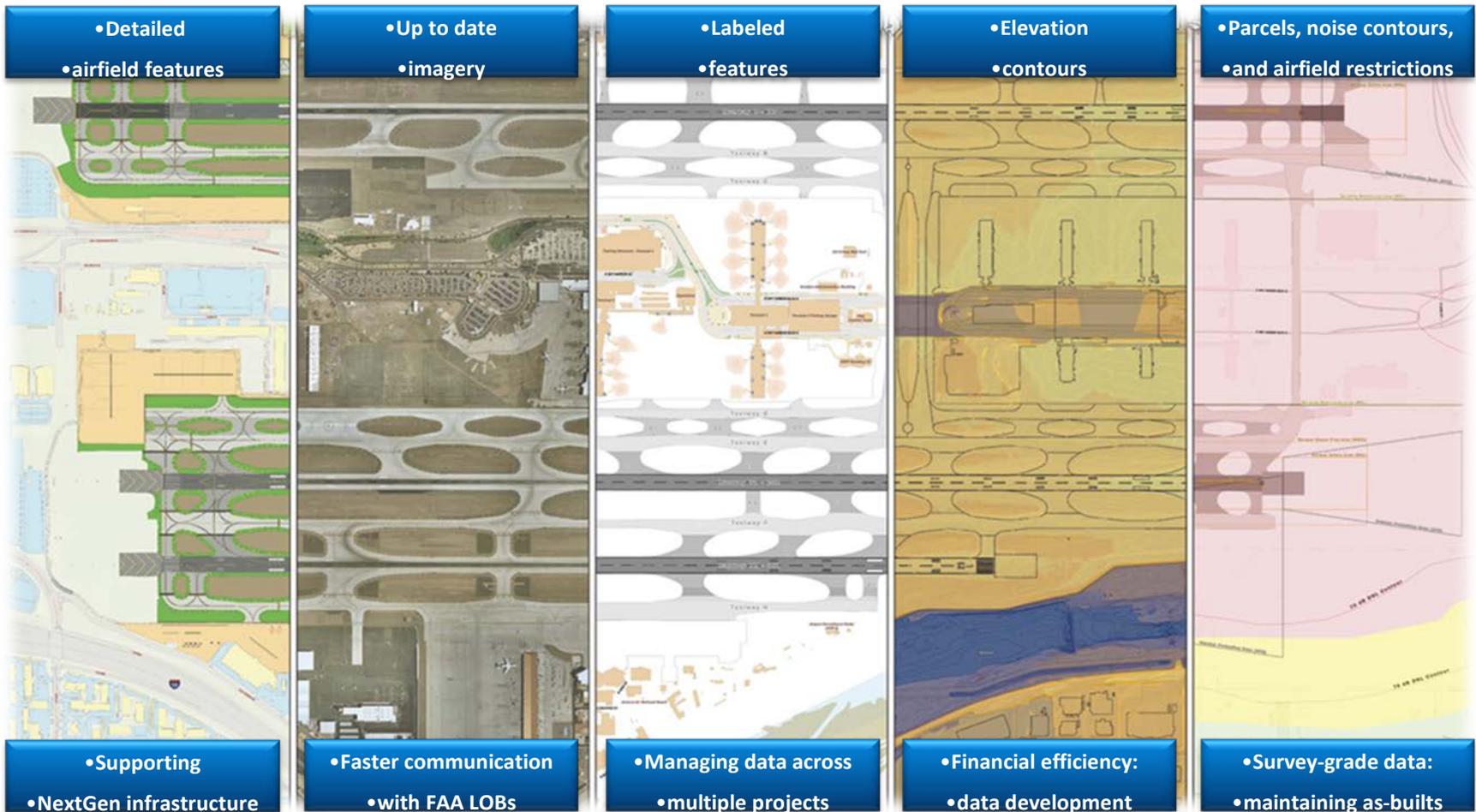
### RUNWAY END COORDINATES (NAD 83)

Ext Runway 9                      LATITUDE 44-30'-07.044" N  
 ELEVATION 242.0 ft              LONGITUDE 123-17'-28.929" W



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# The Solution: One source for data



•Source: PHX; ESRI



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# Airports GIS Applicability in 2015

- All projects at all Part-139 and towered airports require AGIS
- Any project with safety-critical data *requires* AGIS:

Safety-Critical Projects	Non-Safety Critical Projects	
<ul style="list-style-type: none"><li>• All NAVAIDs</li><li>• All Obstacles</li><li>• All Runway Ends</li><li>• All Touchdown Lift Off areas</li><li>• All Airport Control Points</li><li>• Most Runway projects</li><li>• Most Stopway projects</li><li>• Most Taxiway projects</li><li>• Visual Aids</li><li>• All Airport Airspace Analysis</li></ul>	<p><i>AC 150/5300-18B, Section 4.1.3</i></p> <p><i>Master Plan Updates are considered on a case-by-case basis. ALP updates require up-to-date obstacle data for the airspace and inner airspace. Thus, <b>most</b> MPUs are considered safety-critical projects. Baseline data is easier to update in the future.</i></p>	<ul style="list-style-type: none"><li>• Most apron projects</li><li>• Land acquisition, avigation, easements</li><li>• AIP-funded environmental features</li><li>• Noise contour mapping</li><li>• Most lighting projects</li><li>• Most construction of buildings (that do not penetrate airspace surfaces)</li><li>• Installation of fencing</li><li>• Installation of jetbridges</li></ul>

- At non-Part-139 airports, non-safety critical projects are considered on a case-by-case basis; AGIS encouraged



# SOP Implementation



# STANDARD OPERATING PROCEDURES (SOPs)

- **The Airports organization is developing SOPs for high-value field activities**
- **Standardizing these activities will**
  - create efficiencies,
  - increase quality control,
  - and ensure consistency in the way we administer programs across the country
- **There are currently five final SOPs available on the FAA website**



# FINAL SOPs

- **SOP-1.00 FAA Evaluation of Sponsor’s Construction Safety and Phasing Plans Funded by the AIP or PFC Programs**
- **SOP-2.00 Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)**
- **SOP-3.00 Standard Operating Procedure for FAA Review of Exhibit “A” Airport Property Inventory Maps**
- **SOP-4.00 Standard Operating Procedure for Safety Risk Management (SRM) Under the FAA Office of Airports Safety Management System (SMS)**
- **SOP-5.00 Standard Operating Procedure for CATEX Determination**



# SOP TOOLS

- **Construction Safety Phasing Plan Checklist**
  - Related SOP-1.00
- **ALP Approval Letters Template**
  - Related SOP-2.00
- **ALP Review Checklist**
  - Related SOP-2.00
- **Exhibit A Checklist**
  - Related SOP-3.00
- **Documented CATEX Form**
  - Related SOP-5.00



# AIP Programming



# AIP Programming

- **FY 2015 Timelines**

- Entitlement funding is first available funding.
- Discretionary grants later in fiscal year. Why?
  - Most discretionary allocations are converted entitlements.
  - Also, we must protect converted entitlements from previous years before making discretionary grants.
  - LOI commitments
- Transparency and checks and balances are in important part of grant issuance process

2015								
January	February	March	April	May	June	July	August	September
			<b>Grant Issuance</b>					
			Entitlements Available					
					Discretionary Available			
January 15, Pre-Application was Due	February 15, CSPP was Due			May 1, written intent to submit a grant	June 5, if have not submitted a grant application, notify FAA of any issues with not being able to file a grant application by July 2	July 2, all grant applications Due		
				May 15, Entitlement Transfers Complete				

*Note: The grant issuance dates are approximate and based on past experiences.*

*Individual grants issuance is driven by sponsor-provided information and sponsor completion of required documents.*



# AIP Programming

- What is required to “Program” a grant?
  - FAA must answer 29 questions to ensure compliance with AIP policy and guidance
    - (See the PERADA checklist in the AIP Handbook)
  - The answers to these questions are based on information provided by the Sponsor.
  - There are also other safety, administrative, and coordination processes that must occur.

Summary of Key Documents Supporting Programming Actions (not an all-inclusive list)
Sponsor has submitted Pre-Application and FAA concurs with documentation
FAA Reviewed and Concurred with Professional Scope of Services
Sponsor has submitted the Engineer's Design Report
Construction Safety Phasing Plan Submitted and Reviewed by FAA
Sponsor has identified and will secure all Permits by time grant is issued
SAM Registration is current
90% Plans and Specifications submitted (if applicable)
Buy American Documentation (as applicable)
Documentation of Economic Necessity
Business Plan (Revenue Producing)
Current Exhibit A Property Map
Current Airport Layout Plan
Reimbursable Agreements (if applicable)
TSA Security Approval (if applicable)
Cost/Price Analysis



# AIP Programming

9. Has the FAA completed an environmental finding for the project(s)? (Section 7)

## Grant Requirements (Chapter 5)

10. 22. Does the airport have a plan to address the following? (Section 2, Paragraph 5-4)

26. Is the sponsor risk level determination complete? (Section 2, Paragraph 5-12)

Yes                       No, see Part 3

27. Is the open grant status acceptable? (Section 2, Paragraph 5-13)

Yes                       No, see Part 3

13. 23. Is the Airport Layout Plan current? (Section 2, Paragraph 5-9)

Yes                       No, see Part 3



# Eligible & Justified



# Eligible & Justified

- Eligibility is found in FAA Order 5100.38D, *Airport Improvement Program Handbook*
- **Justification:** Narrative description of **Aeronautical Need**
- **What doesn't work for Justification:**
  - A simple project description with no project descriptors
  - A statement referencing the FAA to a Master Plan or other document to find the details on the project.



# Eligible & Justified

**What is needed for Justification? Answer these questions:**

- **What is the project?** (Detailed description of project (length, width, square yards, type of equipment, square feet etc.)
- **Why is the project being done?** (Description of problem trying to solve (pavement PCI and condition, new critical design aircraft, new passenger demand or based aircraft requiring new or larger facilities)
- **Why is the project needed now?**
- **Is this project phased?** If yes, what phase is this? How does this phase fit into the larger development need?



# AIP Stewardship



# AIP Stewardship

## Ongoing Program Responsibilities

- **Use Funding Quickly** - 49 USC § 47106(a)(4) the project will be completed without unreasonable delay;

Fiscal Year	Open Grants 10/1/2014	Closeouts Received	Closeouts Reviewed	Closeouts Completed	Closeout Goal
2008	1	1	1	1	1
2009	21	12	10	5	21
2010	28	21	11	9	28
2011	45	21	15	10	45
2012	85	37	27	19	39
2013	114	31	14	11	36
2014	136	8	4	3	14
<b>Total</b>	<b>430</b>	<b>131</b>	<b>82</b>	<b>58</b>	<b>184</b>

Inactive Grants	
Length	# of Grants
> 18 months	63
12-18 months	60
6-12 Months	56
2014 Grants with No activity	18

- **Risk Assessments**
  - Renewed every 3 years
  - Enables automated grant payments
  - How you manage grants is a factor in this risk assignment



# AIP Stewardship

## Ongoing Program Responsibilities

- **Maintain current System for Award Management (SAM) registration**
  - Annual renewal
  - Required for new grants and grant reimbursements
- **Quarterly Performance Reports** (certain projects)
  - Please provide more detail on construction progress, and percent complete for projects
  - Due within 30 days following the end of the quarter based on federal fiscal year
- **Annual Reports**
  - SF-425, due 90 days after end of the Federal Fiscal Year
  - SF-271 (construction), due 90 days after end of the Federal Fiscal Year
  - SF-270 (non-construction), due 90 days after end of the Federal Fiscal Year



# AIP Stewardship

## Ongoing Program Responsibilities

- **Electronic Payments (Delphi eInvoicing)**
  - All payments made through this system. Requires airport have active username and password account.
  - Sponsor must approve all payments in this system. Approval cannot be delegated to a consultant.
  - You must include supporting documentation
- **Annual Capital Improvement Plan Submittal**
  - Consider your needs not your wants
  - Make sure projects are eligible & justified
  - Have a consistent plan



<b>Dakota-Minnesota Airports District Office</b>			
<b>Contact List</b>			
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Joshua Fitzpatrick	Environmental Protection Specialist	DMA-682	612.253.4639
Gina Mitchell	Community Planner	DMA-683	612.253.4641
Sandy DePottay	Program Manager	DMA-684	612.253.4642
Gordon Nelson	Program Manager	DMA-685	612.253.4633
Dan Millenacker	Program Manager	DMA-686	612.253.4635
Tracy Schmidt	Program Manager	DMA-687	612.253.4636
Nancy Nistler	Program Manager	DMA-688	612.253.4638
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