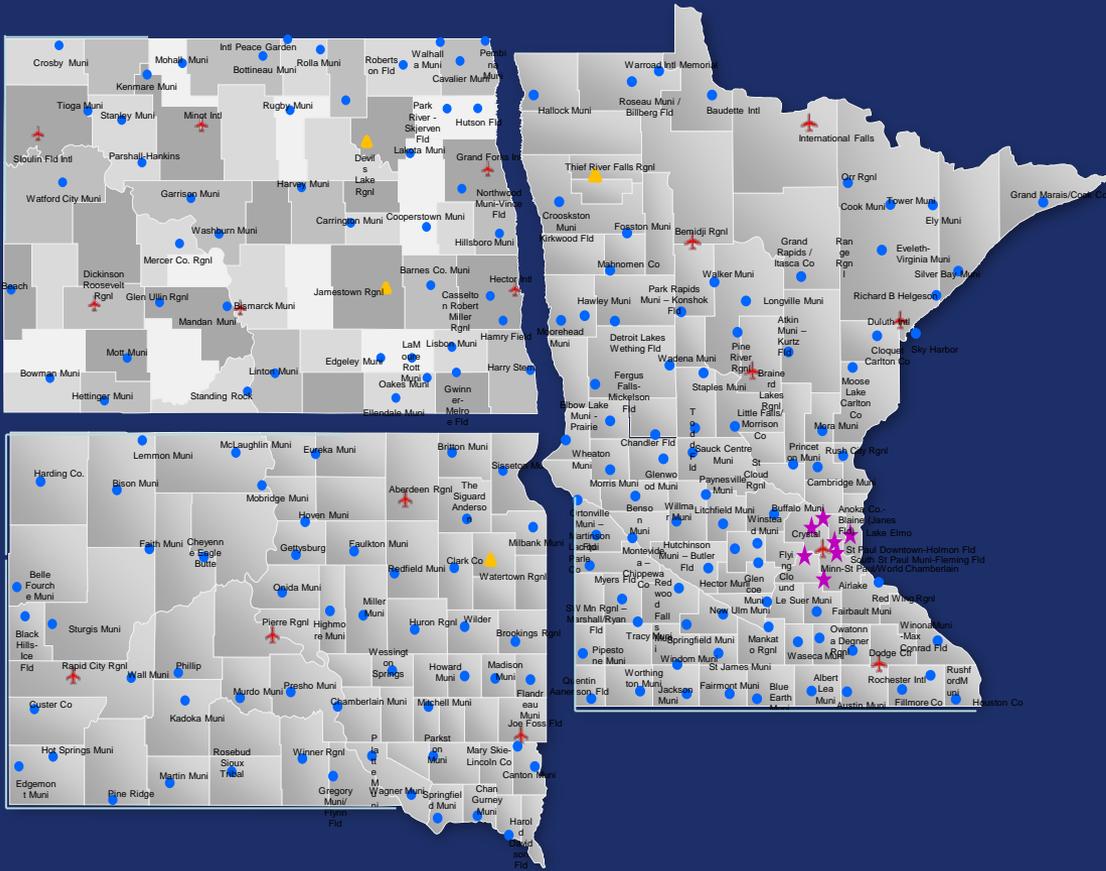


# 2016 South Dakota Airports Conference

## FAA Update



Federal Aviation  
Administration



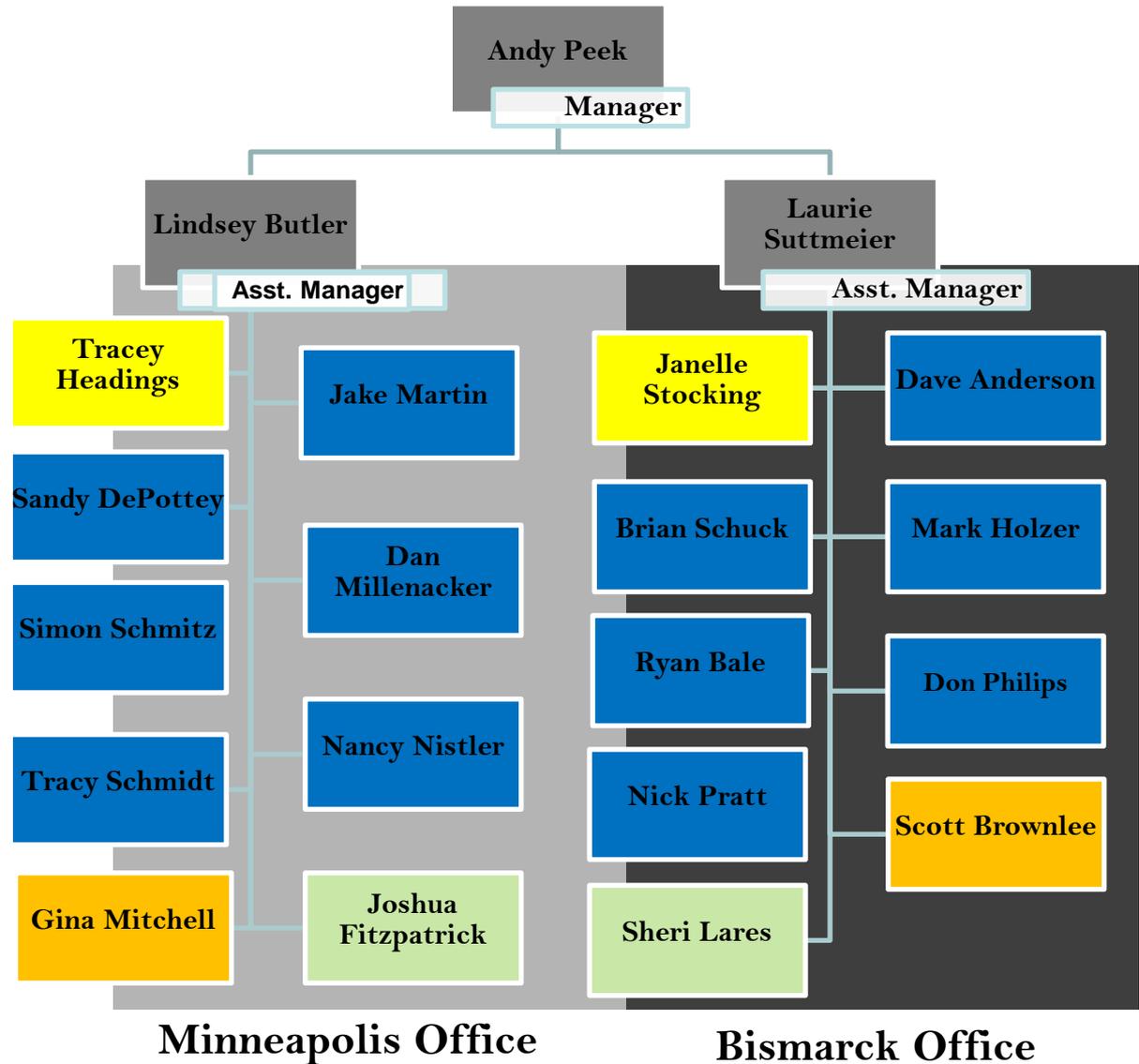
Presented By: Andy Peek  
Date: April 7, 2016



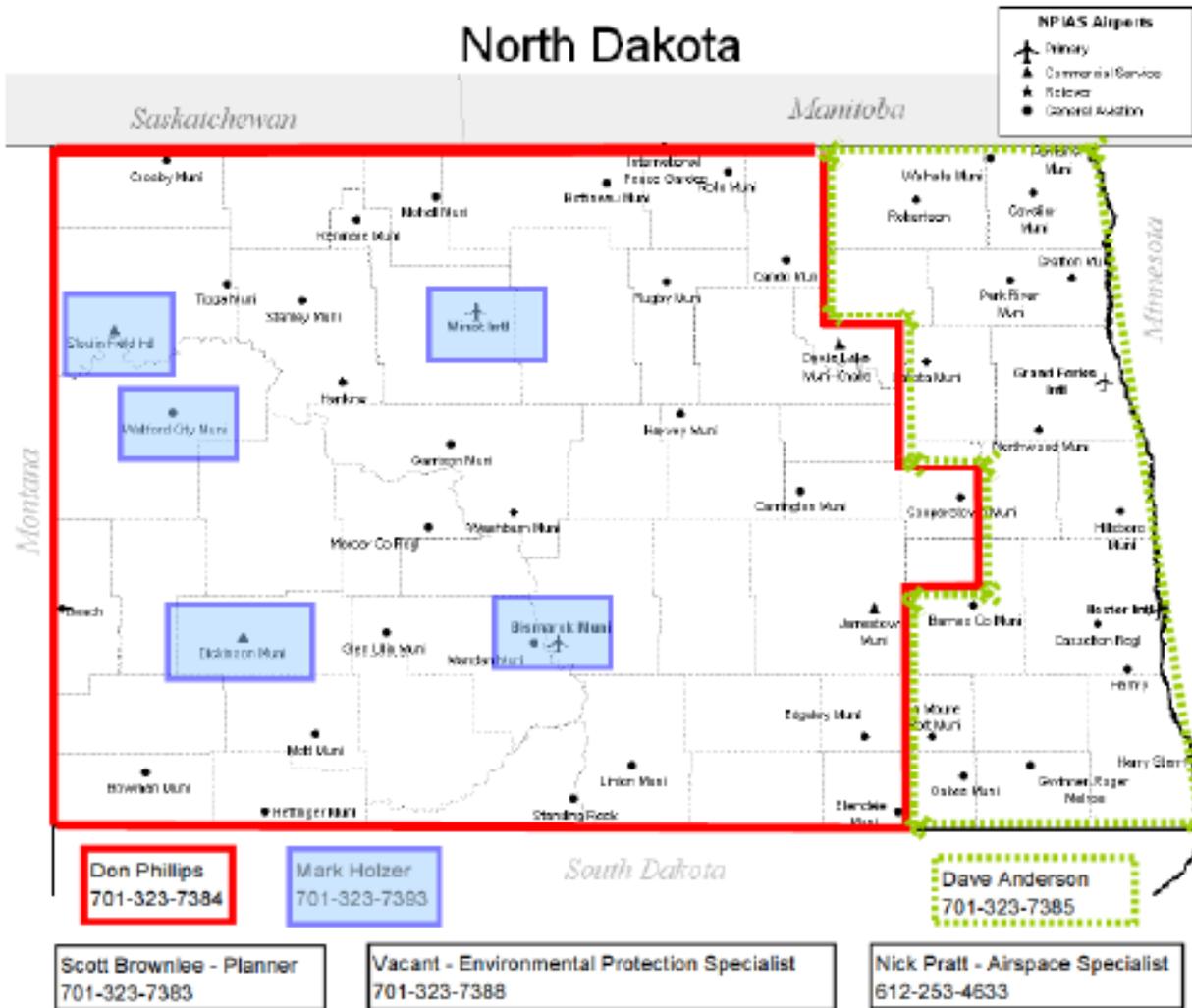
# DMA Organizational Chart

Administration	3
Program Assistant	2
Civil Engineer/PM	12
Environmental Protection Specialist	2
Community Planner	2
Total	21

**Airports in DMA**  
**208 NPIAS Airports**  
**1-Large Hub**  
**(MSP 15,943,878)**  
**2 Small Hub**  
**(FSD 453,007)**  
**(FAR 369,968)**



# North Dakota



## New Assignments

Don Phillips-Program Manger

Dave Anderson-Program Manager

Mark Holzer-Program Manager

Brian Schuck-PFC

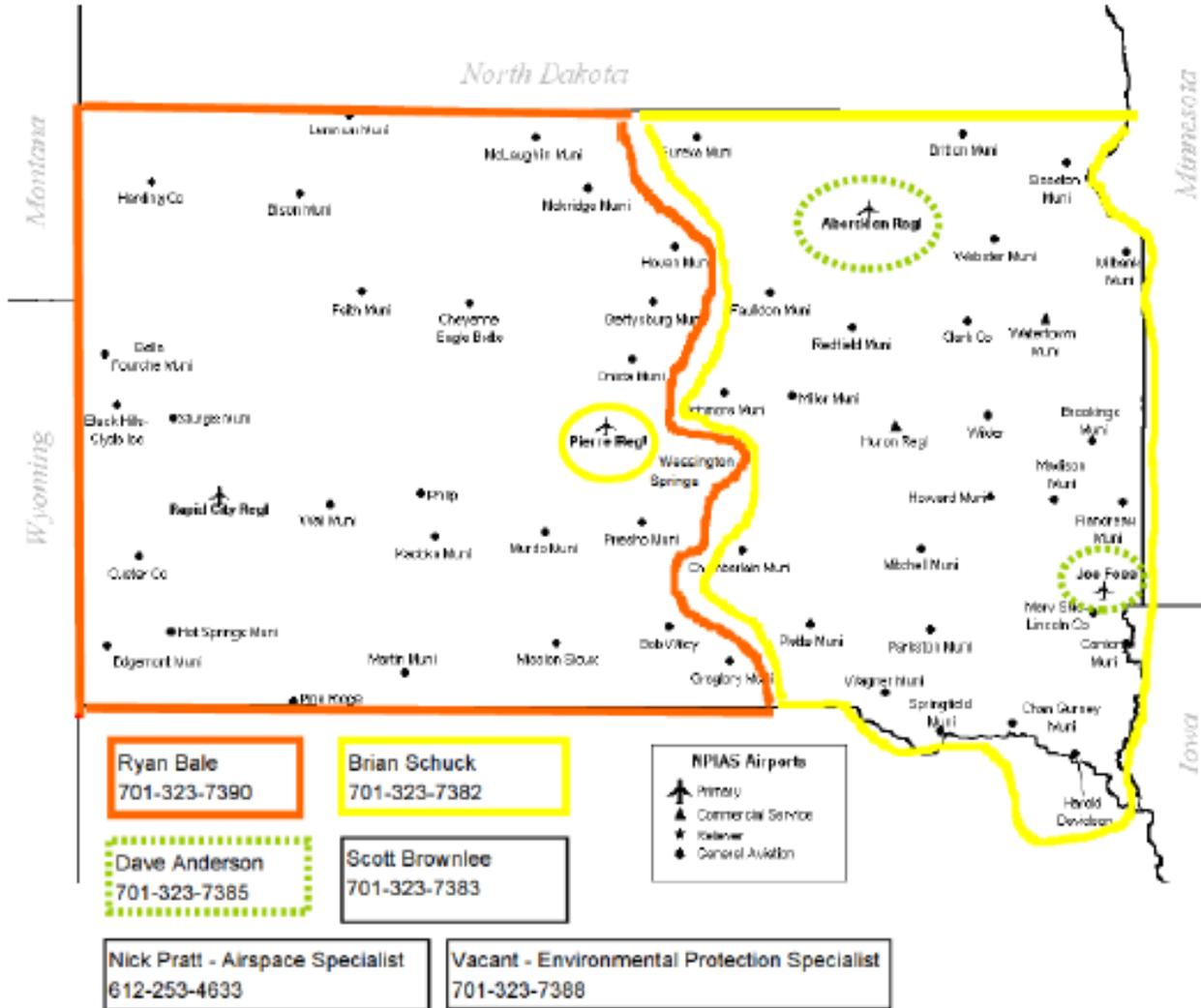
Nick Pratt-Airspace Specialist

Scott Brownlee-Planning

EPS-Sheri Lares



# South Dakota



## New Assignments

Ryan Bale-Program Manger

Brian Schuck-Program Manager

Dave Anderson-Program Manager

Brian Shuck-PFC

Nick Pratt-Airspace Specialist

Scott Brownlee-Planning

EPS-Sheri Lares



# Collaboration Activities in 2016



## The ADO and the State staff are here to help

- Collaboration to align State, Local and Federal Funding to help achieve project success
- Collaboration between the ADO and the State office via VTC
- Collaboration on complicated projects with regularly scheduled teleconference meetings



# Working together we can all help to develop of path forward

**TIMELINE FOR A FEDERALLY FUNDED MAJOR AIRPORT CONSTRUCTION PROJECT**

**TIMELINE ELEMENT** 12 – 24 MONTHS **PLANNING**

TASK	State Aviation Systems Plan	RQ/RFP for Planning/Services	Funding Action	Receive FAA Grant, State Agreement, Partial Payments	Public Involvement	Existing Conditions Survey	Forecast Approval & Justification Validation	Critical Aircraft Validation	Environmental Considerations	Facility Requirements	Wildlife	Clear RPT or RPT Concurrence	Desired Approach/Requirements to be Developed	Alternative Development and Evaluation	Facility Implementation Plan/Financial Plan	Airspace Planning	Conditional AIP Review/Approval	Planning Complete	Close Out Report
FAA	Review for grant funding eligibility	ADO receives a courtesy copy of the RQ	Review for planning complete	ADO receives a courtesy copy of the RQ	Participate in Advisory Group meetings	Review submitted information	Concur with project Approval letter	Concur with new and long term critical						Modifications to standards if			ISA determination		
STATE	Prepare plan	Regional Teams prefer a courtesy copy of the RQ/SIP	Prepare FAA application	Participate in Advisory Group meetings and other public involvement activities as needed or requested	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance	Review submitted information and check against the State Aviation System Plan, aircraft registration data base, and existing airport safety noise ordinance
SPONSOR	Complete sponsor survey	Coordinate draft RQ/RFP with ADO	Submit draft Scope of Work for ADO concurrence	Accept FAA grant	Ensure airport safety survey is analyzed	Document detailed review of facilities	Conduct airport user surveys	Complete operations counts	Prepare and submit forecast to FAA										

**TIMELINE FOR A FEDERALLY FUNDED MAJOR AIRPORT CONSTRUCTION PROJECT**

**TIMELINE ELEMENT** 12 – 24 MONTHS **NEPA**

TASK	Scope of Work	Receive FAA Grant, State Agreement, Partial Payments	Landowner Access	Resource Survey	NEPA Documentation	Alternative Analysis (As a function of Section 404/LEPA)	FAA Coordination	Agency Coordination	Draft EA / Public Notice	Comment Resolutions	Final FONSI/EA	Close Out Report for Environmental Grant
FAA	Scope of Work concurrence											
STATE	Regional Teams prefer a courtesy copy of the Scope of Work for comment	Prepare state grant agreement	Review and/or comment as needed	Review and/or comment as needed	Review and/or comment as needed	Review and/or comment as needed	Review and/or comment as needed	Review and/or comment as needed	Review and/or comment as needed	Review and/or comment as needed	Review and/or comment as needed	Review and/or comment as needed
SPONSOR	Scope of Work to ADO	Accept FAA grant	Cultural resources	30% design	Develop and submit Purpose and Need, Justification, Alternatives, Environmental constraints, coordination, conceptual mitigation, public comment, schedule	Request partial payments on credit applications	Request partial payments on credit applications	Request partial payments on credit applications	Request partial payments on credit applications	Request partial payments on credit applications	Request partial payments on credit applications	Request partial payments on credit applications

**TIMELINE FOR A FEDERALLY FUNDED MAJOR AIRPORT CONSTRUCTION PROJECT**

**TIMELINE ELEMENT** 12 – 24 MONTHS **PROJECT FORMULATION** | 12 – 36 MONTHS **CONSTRUCTION**

TASK	BCA	Permitting	Land Acquisition	Close Out Report for Land Acquisition Grant	NAIACD Coordination	Procedure Request	Funding Action	Funding Action	Runway Construction Phase I	Close Out Report for Runway Construction Phase I	Runway Construction Phase II	Flight Check	Public Procedure	Runway Commissioning	As-Built Deliverables to AGIS	Close Out Report Phase II Construction Grant
FAA	Coordination with HQ	Review submitted information	Exhibit A conforms to SOP	ADO review	Reimbursable agreements FED/non-FED coordination	RAPI coordination	Review CSPP	Review Eligibility	Review CSPP	ADO review	Part 139 Inspection	Coordinate with NIS in needed	ADO Review			
STATE	Regional Teams prefer a courtesy copy	Prepare state grant agreement	Review close out report	State-owned NAIACD different process early coordinate with regional engineer	Collaborate on funding / phasing plan	Review eligibility	Prepare FAA grant application	Summarize partial payments	Prepare FAA grant application	Summarize partial payments	Prepare FAA grant application					
SPONSOR	Obtain local permits	Accept FAA grant	Approve state agreement	Request partial payments on credit application	Submit M4 forms	Submit request for Procedures	Develop CSPP	Procurement meeting	Obstruction removal	Contract Award	Procurement meeting	Obstruction removal	Contract Award	Procurement meeting	Obstruction removal	Contract Award

# FAA's Compliance Philosophy

- When deviations from regulatory standards do occur, the **FAA's goal is to use the most effective means to return an individual or entity that holds a FAA certificate, approval, authorization, or license to full compliance to prevent reoccurrence.**
- In 2015, FAA provided clarification to ensure all agency compliance and enforcement programs follow the same philosophy.
- This shared philosophy is one that FAA Airports Division has embraced for many years which first focuses on education, training and awareness to remediate deviations and instances of non-compliance in most cases.



# Planning for Compliance

Getting ahead of compliance issues **BEFORE** they happen



- Planning is proactive and seeks to lay out a path toward positive outcomes



- Compliance is typically reactive (e.g., problem exists that must be corrected)

**Planning for Compliance uses the planning process to support compliance and educate stakeholders**



# Runway Incursion Mitigation Program (RIM)

- **Data mining (2007-2013) of surface events**
  - 3 or more events in a single year
  - 6 cumulative events during the survey period
- **Risk based analysis produced airport geometry locations with a higher potential for RI's.**
  - 113 locations identified nationwide.
  - 9 locations identified in AGL (none in SD)
- **FAA working with Airport operators to evaluate potential mitigation strategies.**

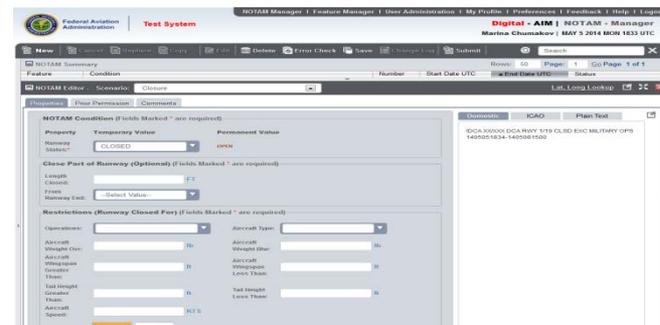
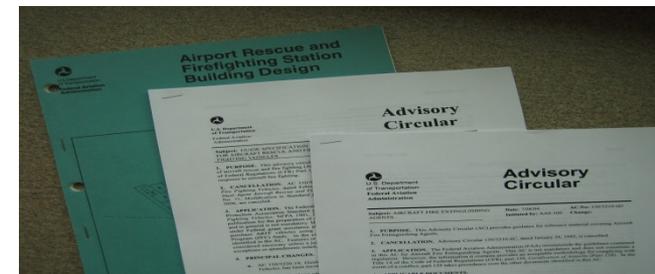


# Takeoff And Landing Performance Assessment (TALPA) Aviation Rulemaking Committee (ARC)



# Implementation Actions Across LOBs

- Update/develop various Advisory Circulars and other guidance documents
- Develop/test software changes to the NOTAM system
- Industry outreach
- Training for employees and operators
- Operational Oct 2016



# Safety During Winter Operations



## Federal Aviation Administration

### National Part 139 CertAlert

Advisory/Cautions/Non-Directive Advisory/Cautions/Non-Directive Advisory/Cautions/Non-Directive

Date: 4/1/2016 No. 16-01

To: Title 14 CFR Part 139 Airport Operators

Subject: Operational Safety During Snow Removal Activities

Point of Contact: Phil Davenport, AAS-300, 202-267-7072

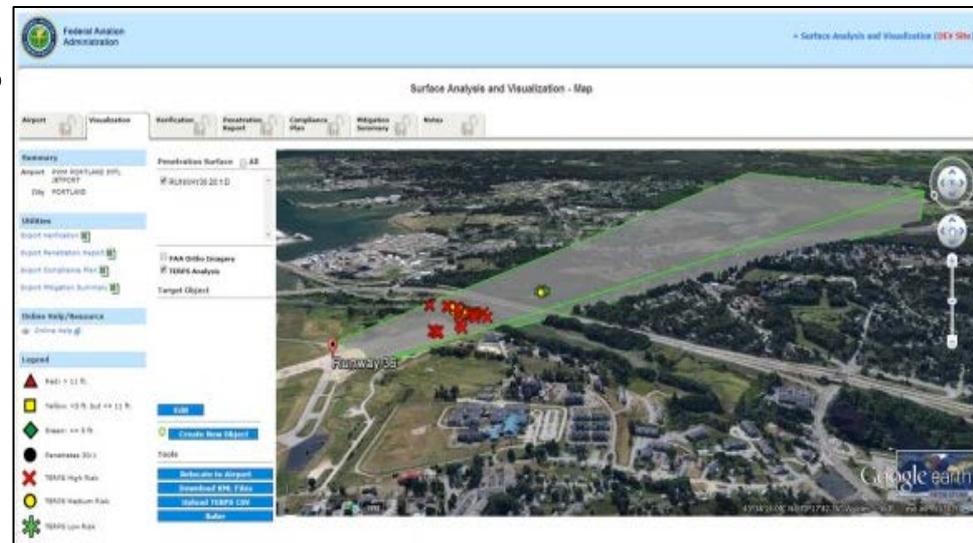
Email: [Phillip.Davenport@faa.gov](mailto:Phillip.Davenport@faa.gov)

1. **Purpose.** This CertAlert provides guidance to airport operators on the proper procedures to follow when conducting airport maintenance activities such as snow removal.
2. **Background.** An accident occurred in December 2015 in which an aircraft landed and collided with a piece of snow removal equipment on a runway. This was primarily due to the flight crew not having updated runway status information. Similarly, multiple instances of aircraft missed approaches have occurred at various airports because of attempts to land on a runway while snow removal operations were taking place. These recent events have highlighted the importance of operational safety, effective communications, and coordination when conducting airport maintenance activities on aircraft operating areas.
3. **Recommendations.**
  - a. Close a surface (runway, taxiway, ramp, etc.) with a Notice to Airmen (NOTAM) when conducting maintenance activities such as snow removal operations. *Simply occupying a runway does not constitute a closure.*
  - b. Proemptirely close runways and taxiways that are not being actively maintained.
  - c. When a surface is not operationally functional, the airport **must** issue a NOTAM advising of the maintenance activity, in accordance with 139.339(c)(1).
    - (1) This NOTAM must be in place **before** personnel and equipment operate on the active areas and should be cancelled when work is complete to accurately represent the current environment.
    - (2) Use the "work in progress" (WIP) keyword for NOTAMs issued for these types of activities.



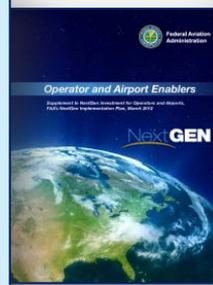
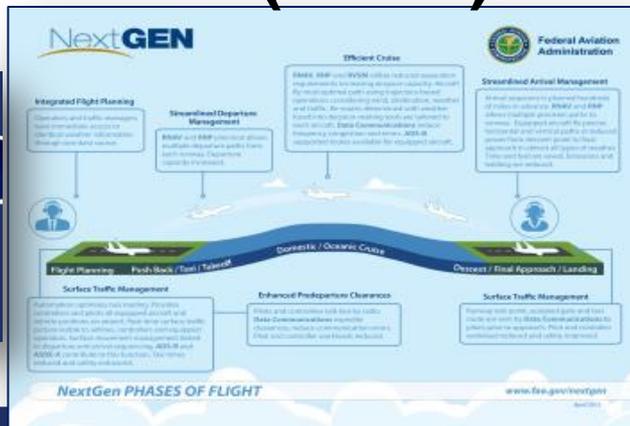
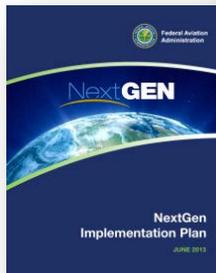
# AGIS Applications in FY2016

- **Surface Analysis and Visualization Tool is the quickest way to analyze and mitigate obstacles identified on your airport.**
- 20:1 Surface Visualization
- Obstacles Data Visualization and Validation
- Obstructions Risk Identification and Visualization
- Measurement of Penetrations
- Penetrations Report
- Mitigation Coordination
- Obstacle Mitigation Plan



# What about AGIS in the years ahead?

- AGIS has a direct connection to the implementation of NextGen. AGIS data is the foundation for the redevelopment of the National Aerospace System
- AGIS data supports NextGen airport and airspace modernization initiatives – enabling airport data sharing across all Agency lines of business (LOBs)



### AIRPORTS GEOGRAPHIC INFORMATION SYSTEM

Overview of Airport Enabler			
Avionics Enabler	Target Users	Target Area	Maturity
Geographic Information System			

Precision runway surveys are currently required to develop an LPV or GLS approach. The airport data are used for obstruction analyses, NOTAMs and flight deck airport moving maps. The Airports Geographic Information System (AGIS) will improve the management and maintenance of this information, providing a current, integrated electronic database. The FAA's central database for AGIS enhances sharing of both safety-critical data (such as runway end points or the location of navigational aids) and non-safety-critical data (such as the location of a building on an airfield). In addition to providing users with current data, AGIS will improve airport planning efforts with more efficient reviews of layout plan updates.

The AGIS program is well under way. Surveys for most airport projects are required to comply with the AGIS standards. The FAA Office of Airports is finalizing associated AGIS transition policy that will help distinguish airports and airport/airspace projects as each relates to transitioning fully into AGIS compliance. Nearly 40 airports across the country are collecting and inputting data into AGIS. These detailed surveys are laying the foundation for electronic Airport Layout Plans (eALP). We expect to begin assembling the initial eALPs for beta-testing during 2012. This work is an important step toward implementing eALPs system-wide. Combined, the efforts at these 40 airports help us identify best practices, processes and necessary guidance updates for practical AGIS and eALP deployment — targeted at all airports in the National Plan of Integrated Airport Systems by the 2020-2025 time frame. Additionally, we are finalizing the details of a comprehensive implementation plan for AGIS, with a detailed development and implementation schedule across FAA lines of business.

*FAA Policy: Airports: To be determined (AC 150/5300-16,-17, -18)*



# Status of FAA Re-authorization

- **HR 636 was on the floor for discussion yesterday**
- **Consensus Bill, widely supported (98-0)**
- **Extension of the appropriation until the end of FY17**



# FY 16 Highlights (Part A)

- **The extension allows FAA to continue processing payments on more than 5,400 open grants that were issued in previous years. We process payments of over \$3 billion annually, drawing from grants issued in prior years.**
- **The DMA ADO is working with airport sponsors to complete all remaining pre-grant requirements, including all procurement actions and the supporting grant application documentation.**
- **If you are facing any particularly challenging situation, I strongly encourage you to reach out to your appropriate contacts in the ADO.**
- **Additionally, the Consolidated Appropriations Act of 2016 will keep all other FAA offices open and operational through July 15, 2016.**



# “Carryover” AKA “Protected Entitlements”

the amounts that would otherwise be distributed to sponsors of airports under subsection (b)(2) shall be used to assist the airports in meeting the terms established by the regulations. If the Secretary publishes in the Federal Register a finding that all the terms established by the regulations have been met, this subsection shall cease to be effective as of the date of such publication.

(f) NOTIFICATION OF SOURCE OF GRANT.—Whenever the Secretary makes a grant under this section, the Secretary shall notify the recipient of the grant, in writing, that the source of the grant is from the small airport fund.

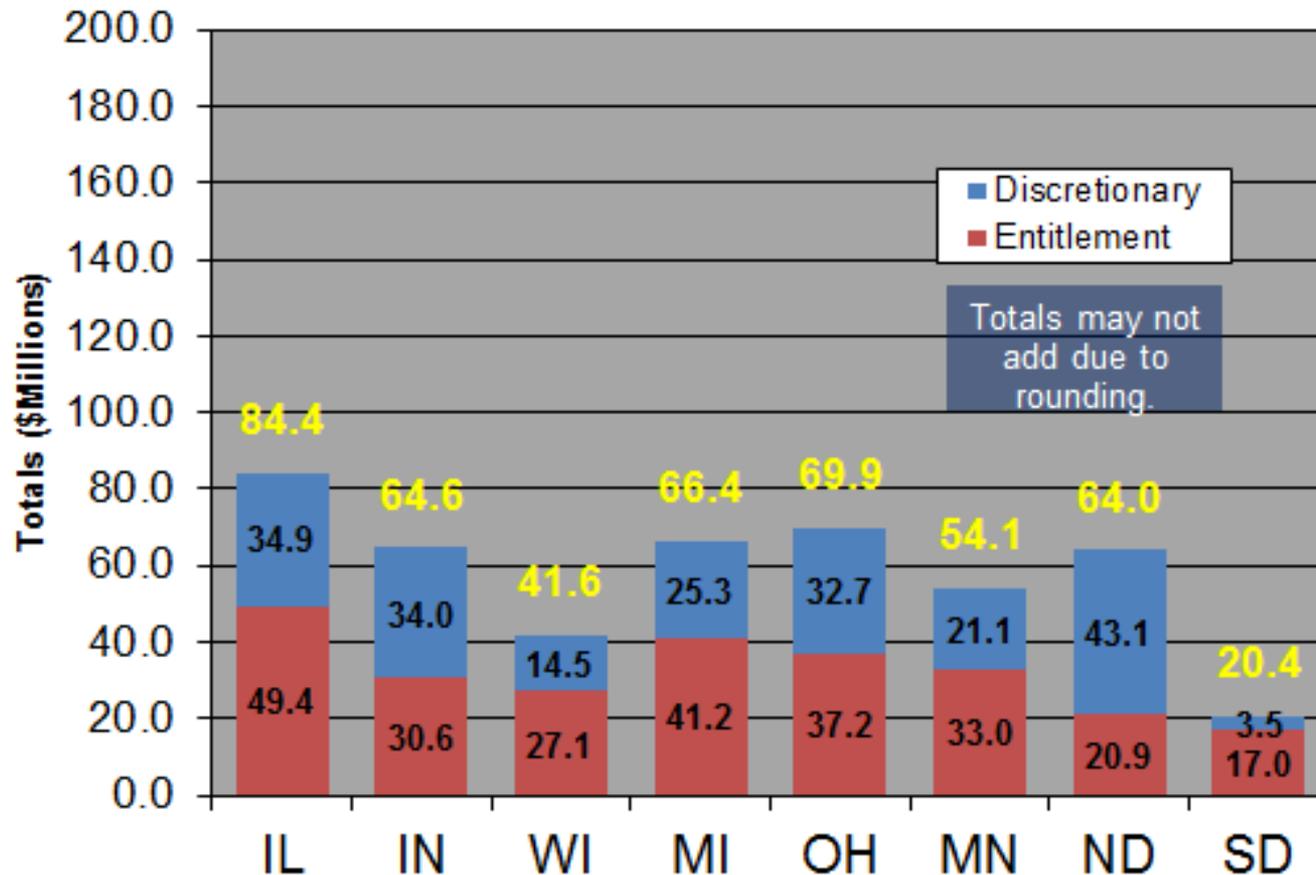
## §47117. Use of apportioned amounts

(a) GRANT PURPOSE.—Except as provided in this section, an amount apportioned under section 47114(c)(1) or (d)(2) of this title is available for making grants for any purpose for which amounts are made available under section 48103 of this title.

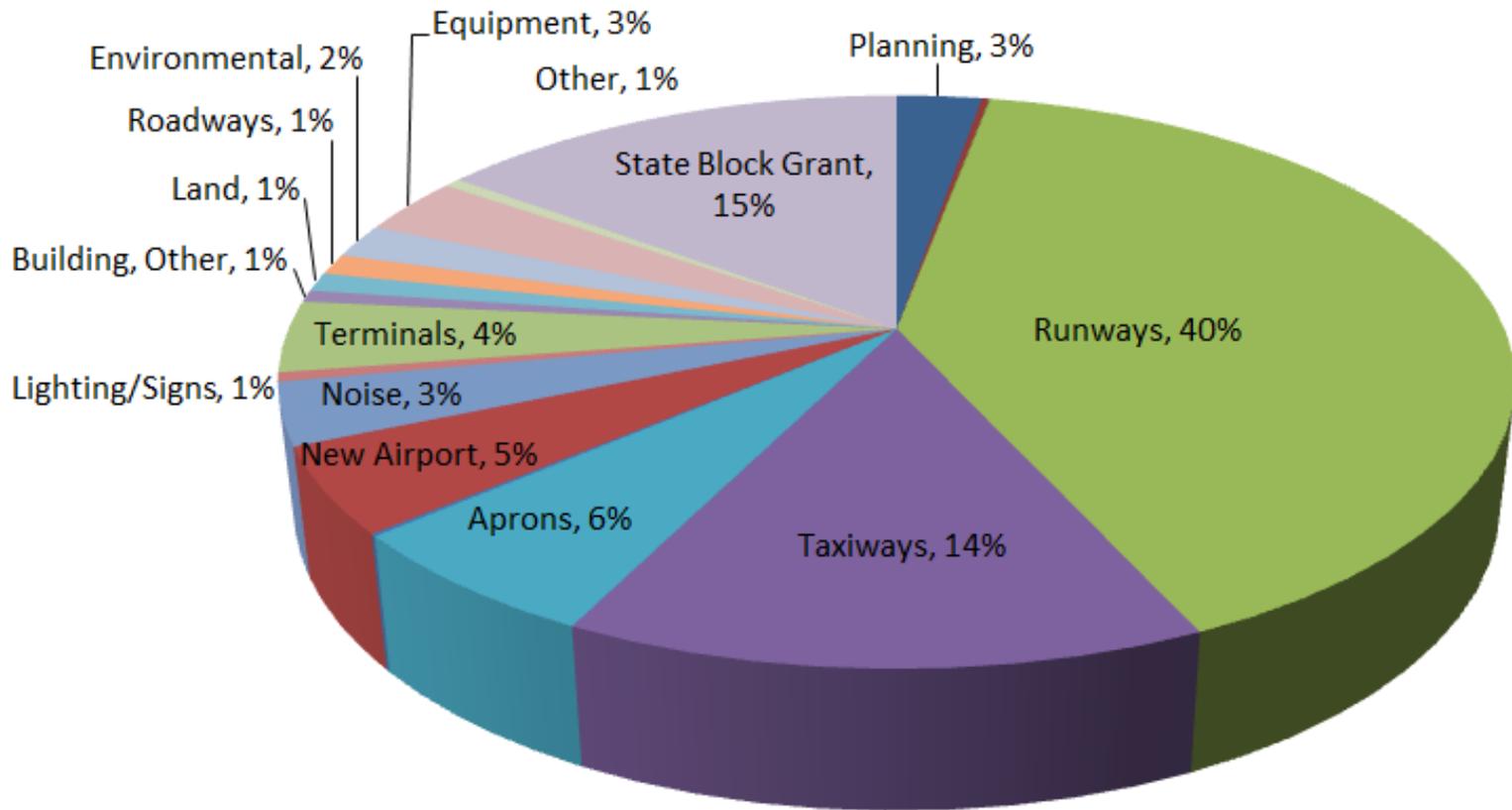
(b) PERIOD OF AVAILABILITY.—An amount apportioned under section 47114 of this title is available to be obligated for grants under the apportionment only during the fiscal year for which the amount was apportioned and the 2 fiscal years immediately after that year or the 3 fiscal years immediately following that year in the case of a nonhub airport or any airport that is not a commercial service airport. If the amount is not obligated under the apportionment within that time, it shall be added to the discretionary fund.



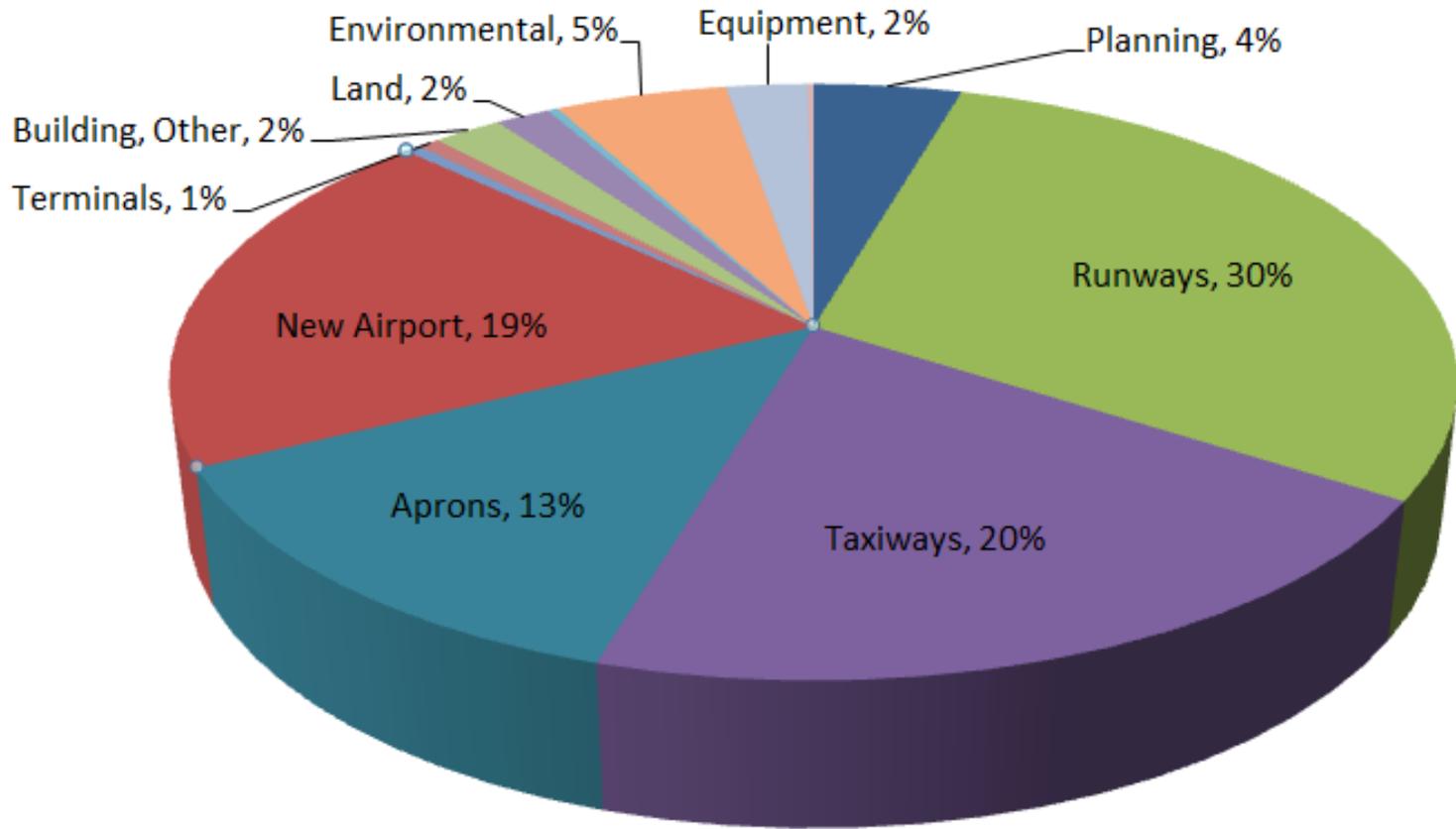
# AIP Funding for ALL Grants Initiated in FY15 (w/o LOIs & Noise)



# AGL Funding By Work Code FY15



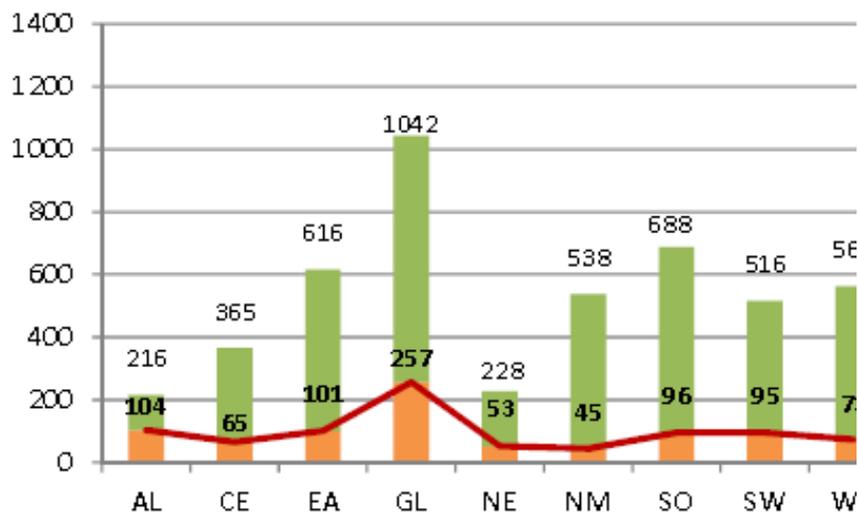
# DMA ADO Funding By Work Code FY15



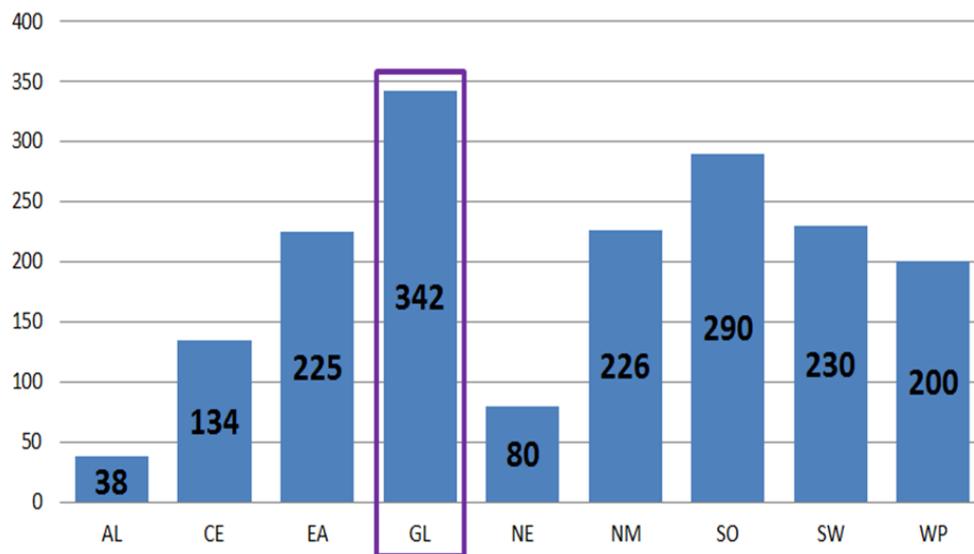
# Many new grant in Great Lakes- Good!

## Financial Stewardship is key going forward

Open Grants by Region



Number of FY15 New (Initial) AIP Grants  
(National Summary)



# ~~Title 49 CFR Part 19.36~~ 2 CFR Part 200

**Establishes uniform administrative rules for Federal grants.**



<https://cfo.gov/cofar/>



# SOP's and associate tools

## Final SOPs

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 for FAA Review of Exhibit 'A' Airport Property Inventory Maps (PDF)	Oct. 1, 2013
4.00	Standard Operating Procedure for Safety Risk Management (SRM) Under the FAA Office of Airports Safety Management System (SMS) (PDF)	Sept. 1, 2014
5.00	Standard Operating Procedure for CATEX Determinations (PDF) (updated 12-11-2014)	Oct. 1, 2014
6.00	Standard Operating Procedure for FAA Review and Approval of an Airport Improvement Program (AIP) Grant Application (PDF) (added 9-21-2015)	Oct. 1, 2015
7.00	Standard Operating Procedure for Airport Improvement Program Construction Project Change Orders (PDF) (added 9-24-2015)	Oct. 1, 2015
8.00	Standard Operating Procedure for Runway Safety Area Determination (PDF) (added 9-22-2015)	Jan. 1, 2016

## SOP Tools

Tool	Related SOP
Construction Safety Phasing Plan Checklist (MS Word)	1.00
Implementation Plan for FAA Review of Construction Plans and Specifications for AIP Funded Projects (PDF)	1.00
ALP Approval Letters Template (MS Word)	2.00
ALP Review Checklist (MS Word)	2.00
Exhibit A Checklist (MS Word)	3.00
Documented CATEX Form (MS Word)	5.00
AIP Grant Application Checklist	6.00
Runway Safety Area Inventory for Non-Certificated Airports (MS Word)	8.00
RSA Determination Form (MS Word)	8.00
<b>The SOP checklists and tools are fillable.</b>	



# Plan and Specifications in FY16

## APPENDIX 1

### AIP CONSTRUCTION PLANS AND SPECIFICATIONS REVIEW MATRIX



**Federal Aviation  
Administration**

## Memorandum

DEC 08 2014

Date:

To: All Regional Airports Division Managers

From: Michael J. O'Donnell, Director of Airport Safety

Prepared by: National Plans and Specifications Workgroup

Subject: Implementation Plan for FAA Review of Cons for AIP Funded Projects

#### 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
NAV AIDs	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

#### Non Primary 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**	NP Less than \$300k*	NP Less than \$500k*	NP Greater than \$500k*
Runway New Construction- NP	x	x	x	x	x	x	General	General	Full
Runway Rehab-NP	x	x	x	x	x	x	Sponsor Cert	General	General
Runway Safety Area Improvements	x	x	x	x	x	x	General	General	Full
Taxiway New Construction-NP	x	x	x	x	x	x	Sponsor Cert	General	General
Taxiway Rehab-NP	x	x	x	x	x	x	Sponsor Cert	General	General
Taxiway Safety Area Improvements	x	x	x	x	x	x	General	General	Full
Apron New Construction-NP	x	x	x	x	x	x	Sponsor Cert	General	General
Apron Rehab-NP	x	x	x	x	x	x	Sponsor Cert	General	General
Runway Airfield Lighting-NP	x	x	x	x	x	x	General	General	General
Taxiway/Apron Airfield Lighting-NP	x	x	x	x	x	x	Sponsor Cert	General	General
AWOS	x	x	x	x	x	x	Sponsor Cert	Sponsor Cert	General
NAV AIDs	x	x	x	x	x	x	General	General	General
Hangars/GA Terminal Bldgs	x	x	x	x	x	x	Sponsor Cert	General	General
SRE Bldgs	x	x	x	x	x	x	Sponsor Cert	General	General
Equipment	x	n/a	n/a	x	x	x	Sponsor Cert	General	General

\* The dollar amounts shown above reflect the total estimated construction (or equipment) costs (not limited to federal share) for the P&S to be reviewed

\*\* If changes have been made to the Standard Provisions, the Sponsor needs to identify them

Rev 02/05/2014



**Federal Aviation  
Administration**

# Pre Application Timeline

## 2016 Grant PreApplication Checklist Dakota-Minnesota (DMA) Airports District Office *(COMPLETE ONE CHECKLIST PER GRANT)*

AIRPORT NAME: \_\_\_\_\_ DATE PREPARED: \_\_\_\_\_

SAM CAGE CODE # \_\_\_\_\_ SAM EXPIRATION DATE: \_\_\_\_\_

PROJECT DESCRIPTION:

**WE DO NOT PLAN ON HAVING A PROJECT THIS FISCAL YEAR. THE FAA IS AUTHORIZED TO CARRY OUR ENTITLEMENTS INTO THE NEXT FISCAL YEAR. (Please check, sign below, and return to ADO.)**

	Yes	No	N/A	Comments Attached
<b>ITEMS REQUIRED WITH PRE-APPLICATION:</b>				
1. Project Schedule <i>(NOTE FAA DUE DATES)</i>				
2. Standard Form 424, Form 5100-100 <i>(parts II-IV for airport development grants), Form 5100-101 (parts II-IV for planning grants) (Includes project cost breakdown and sketch)</i>				
3. Project Narrative and Justification <i>(for Planning or Environmental Projects include Scope of Work)</i>				
4. Environmental Documentation <i>(Is the complete environmental documentation matching the potential application project description included?) (Attached or previously submitted to ADO)</i>				
5. Construction Safety Phasing Plan/Airspace				
6. Exhibit A (SOP available) <i>(attached or previously submitted to ADO)</i>				
7. Title Certificate or Long Term Lease Agreement <i>(at the request of ADO)</i>				

Pre-application submittal deadline for FY16 the deadline will be December 15, 2015. If you are unable to complete any of the above documents with this submittal, please explain in the space provided on page 2 and provide the expected submittal date, but no later than the date specified in the Federal Register. Incomplete Pre-application submittals may delay grant issuance.

LOCATION:		PROJECT NO:	
ITEM *If appropriate		DATE	
		FAA (Due)	SPONSOR (Sent/Will Send)
1.	Submission of Environmental Document	9/1/15 – 12/15/15	
2.	Provide Airspace <i>(For new structures only)</i>	12/15/15	
3.	Verify Project is on ALP <i>(*Update to ALP)</i>	12/15/15	
4.	Submission of a Benefit-Cost Analysis	12/15/15	
5.	Selection of Sponsor's Engineer <i>(Within 5 year term or project included in associated RFQ)</i>		
6.	Provide DBE plan and/or revisions to AGL-9 <i>(See DBE and ACDBE Reporting Requirements for Airport Grants)</i>		
7.	Provide PreApplication Package to ADO	12/15/15	
8.	Provide Final Notice of Intent to Use Funds <i>(via PreApplication Package)</i>	See Date in Federal Register	
9.	Professional Services Agreement	1/15/16	
10.	Submit Preliminary Engineers Design Report <i>(Verify rehabilitation method or pavement section)</i>	2/1/16	
11.	Request deviations to FAA design standards form with supporting documents		
12.	Submit project safety phasing plan for FAA approval	2/15/16	
13.	90% Complete Plans and Specs (Part 139) <i>(45 days prior to advertising bids)</i>		
14.	90% Complete Plans and Specs (Other) <i>(30 days prior to advertising bids)</i>		
15.	Submit all transfer agreements to FAA office	5/15/16	
16.	Obtain wage rates		
17.	Advertise for bids		
18.	Bid Opening		
19.	Bid Tab Submitted		
20.	Application Submitted <i>(Submit by date required by FAA/MnDOT)</i>	See Date in Federal Register	
21.	Acceptance of Grant Offer		



# FY 16 Important Dates

- **Submit engineers design report to ADO by 2/1/16**
- **Safety and phasing plans to airspace 2/15/16**
- **Transfer of NPE's and turn back of NPE's by mid May 2016**
- **Grant Application by July 1<sup>st</sup> (Estimated pending FRN to be issued)**



# Great Lakes Chapter AAAE Operations and Maintenance Conference

- Held November 8-10, 2015 in Rosemont IL
- Supported by AGL Airports Division, including Division, Safety Branch and ADO managers
- There were approximately 200 attendees
- Visit <http://glcaaae.org/events/annual-conference/> to view topics covered
- This years O & M conference is scheduled for October 23-25, 2016



# Questions?

If we run out of time, please do not hesitate to find me during the remainder of our time here or give me a call when you have the spare time



## Andy Peek

Manager Dakota-Minnesota ADO

FAA Great Lakes Region – Airports

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