



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: Program Guidance Letter 86-6

Date: ~~JUN~~ 03 1986

From: Manager, Grants-in-Aid Division, APP-500

Reply to
Attn. of:

To: PGL Distribution List

86-6.1 Airport Planning - Dick Rodine (426-3857).

Over the past several months a number of questions have been raised concerning eligibility of airport master planning and system planning tasks. While Change 2 to Order 5100.38 did contain further clarification on our philosophy on system planning (paragraph 401) some additional discussion on planning eligibility is warranted.

We have observed that airport master planning eligibility presents less confusion since the tasks remain more specific and are directly related to development at the airport under study. The master planning elements identified in AC 150/5070-6A, Airport Master Plans, remain appropriate to serve as the general framework for master plan eligibility. Each master plan or plan update need not contain all of the tasks identified in the Advisory Circular; however, the study must include adequate tasks so that it does not produce disjointed or inappropriate recommendations. The study level and detail should be tailored to the specific needs of the airport, and in general, should be directed towards identifying, supporting, or protecting airport capital development.

Airport system planning eligibility has created greater confusion, especially as sponsors request funding for special studies and for detailed planning tasks that are more traditionally funded under master planning. Airport system planning, as defined in the Airport and Airway Improvement Act of 1982, must have a direct, identifiable relationship to airport development. Additionally, the system planning effort must produce a complete and cohesive end product that clearly benefits the system planning effort. Continuous system planning applications should be reviewed carefully to ensure that we are not funding force account work that does not produce such an identifiable end product, or that does not produce end products which are related to airport development.

The following recent examples of planning eligibility issues should further clarify this philosophy and allow regions to review future planning applications for consistency with this philosophy prior to submitting folders to Washington. APP-510 is available to provide guidance on unusual study elements or to discuss this philosophy in greater detail.

° Obstruction Identification in Airport System Planning.

This process would involve accurately identifying and describing objects which penetrate the FAR Part 77 approach surfaces on a system-wide basis. It could be accomplished through various methods, including: traditional field survey; use of precision photography and triangulation; and aerial photogrammetry. In recognition that some cost-benefits and efficiency may accrue if this process is funded for a number of airports under single sponsorship, we have determined, subject to the following conditions, that this item may be considered eligible for AIP funds in an initial system plan or as an element in an update:

- (1) The results of the obstruction identification study must be incorporated into an action plan by the study's sponsor. The plan must identify a course of action for removing or mitigating the obstructions either through direct financial/staff assistance or through efforts in working with local sponsors. The plan must also identify appropriate follow-on action for continued updating of the data at reasonable intervals.
- (2) Grant funds will only be provided for the initial obstruction identification process for any runway. The sponsor must assure in its application that it will accomplish the periodic updating as necessary without grant assistance since this is considered an operational expense. This does not preclude the initial obstruction identification process from being phased over several grants.
- (3) Only airports that are included in the State Airport System Plan are eligible to be included in the study and there must be evidence (such as information on the FAA Form 5010) that the airport has, or is likely to have, an obstructed approach. Projects should not be approved which call for a blanket coverage of all runways in, say, an entire State, since many runways will either have a current survey or have no present or potential obstruction problems. Before including in the study an airport that has an Obstruction Chart (OC) prepared by the National Ocean Service there should be a determination that the OC does not adequately provide the information required.
- (4) Where detailed obstruction identification has already been funded as part of an FAA master plan, the location should not be duplicated in a system plan and vice versa.
- (5) The sponsor's selection of the obstruction identification process must be competitive and non-proprietary (for example, it can not specify the patented Photoslope process, but instead it should request proposals for detailed approach surface obstruction identification).
- (6) If the Photoslope process (or another process which may require purchase of dedicated equipment) is selected by the sponsor and it desires to purchase the necessary equipment for follow-on updating of information, only one unit is eligible. Additionally, reasonable and appropriate training is eligible on a one-time basis to prepare the sponsor's staff for future updating of the information.

(7) Results of the study, including survey drawings or photographic displays, must also be provided to each airport surveyed and to the FAA office administering the grant. When the information is available it should be incorporated into the FAA Form 5010.

° Capacity Task Force Delay Studies Funded Under Airport Master Planning.

In discussions with the Airport Capacity Program Office (ACPO), we have agreed to consider AIP funding of a select number of master plans which include an activity equivalent to the FAA chaired Capacity Task Force Delay Studies. We would like your help in selecting the most appropriate locations for the initial group. Candidate locations should be those having capacity constraints and/or significant delays. AIP funded studies must continue to exhibit the same general approach as the FAA managed task force efforts. Accordingly, you should consider your own in-house resources for commitment to these task forces. You should review any application for these studies and forward to APP-500 only those which you feel are prime candidates. You may also find it appropriate to encourage a particular sponsor to apply for such a grant. The ACPO is developing a sample statement of work for sponsors to consider in applying for AIP funds, and we will forward that when available.

86-6.2 - User Consultation - Ben Castellano (426-3857).

In August of 1984, we sent each region a copy of the ATA's Directory of Airline Airport Chairmen and State Public Affairs Coordinators. ATA had requested our aid in raising the awareness of all parties to the requirement for meaningful consultation and to make the sponsors aware of the ATA's organizational structure. Enclosed are updated copies of this booklet.

86-6.3 - Grant Assurance 31 - Dick Rodine (426-3857).

Enclosed is a revised Assurance 31 which includes the following change:

- ° Updates AC 150/5340-27 to "27A"
- ° Changes the title of AC 150/5210-14 to "Airport Fire and Rescue Personnel Protective Clothing"
- ° Adds new AC 150/5220-16 "Automated Weather Observing Systems (AWOS) for non-Federal Applications"

You may use the attached revised Assurance 31 and make local reproductions as necessary or you may make the above changes to your own Assurance 31 sheet if it has been placed on local word processing equipment. As a reminder, the grant assurance package is not available from the Depot and local reproduction of the package is required.

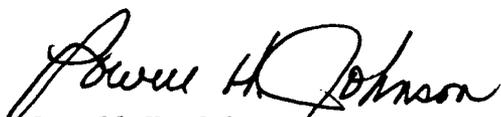
86-6.4 - CFR Hot Drill Pits - Ben Castellano (426-3857).

We have received several inquiries concerning eligibility of the construction of CFR hot drill pits. Since these are training facilities, and as such are not eligible under AIP as airport development, a legal opinion on the subject was sought. The opinion allows us to fund those portions of hot drill pits which can be classified as safety or security equipment under section 503(a)(2)(B)(ii). As a result, the following guidance is provided:

1. The purchase of those items which may be termed "equipment" will be eligible for funding. This would include items such as fuel storage tanks, pumps, fuel/oil separators and pipes.

2. Construction material (concrete, sand, liners, etc.) and construction costs will not be eligible.

3. Each request is to be forwarded to AAS-300 for evaluation as per paragraph 564, Expanded Safety and Security Equipment Eligibility, in Order 5100.38.


Lowell H. Johnson

Attachments

Index for New Program Guidance Letters System

Issued by APP-500

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86-6.1 Airport Planning
86-6.2 User Consultation
86-6.3 Grant Assurance 31
86-6.4 CFR Hot Drill Pits

Canceled

ASSURANCE 31

Policies, Standards, and Specifications. It will carry out the project in accordance with policies, standards, and specifications approved by the Secretary including but not limited to the advisory circulars listed below, and in accordance with applicable state policies, standards, and specifications approved by the Secretary.

Number	Subject
70/7460-1G	Obstruction Marking and Lighting
150/5200-23	Airport Snow and Ice Control
150/5210-5A	Painting, Marking, and Lighting of Vehicles Used on an Airport
150/5210-7B	Aircraft Fire and Rescue Communications
150/5210-10	Airport Fire and Rescue Equipment Building Guide
150/5210-14	Airport Fire and Rescue Personnel Protective Clothing
150/5220-4A	Water Supply Systems for Aircraft Fire and Rescue Protection
150/5220-10	Guide Specification for Water/Foam Type Aircraft Fire and Rescue Trucks
150/5220-11	Airport Snowblower Specification Guide
150/5220-12	Airport Snowsweeper Specification Guide
150/5220-13A	Runway Surface Condition Sensor--Specification Guide
150/5220-14A	Airport Fire and Rescue Vehicle Specification Guide
150/5220-15	Buildings For Storage and Maintenance of Airport Snow Removal and Ice Control Equipment: A Guide
150/5220-16	Automated Weather Observing Systems (AWOS) for Non-Federal Applications
150/5300/2D	Airport Design Standards--Site Requirements for Terminal Navigation Facilities
150/5300-4B	Utility Airports--Air Access to National Transportation
150/5300-12	Airport Design Standards--Transport Airports
150/5320-5B	Airport Drainage
150/5320-6C	Airport Pavement Design and Evaluation
150/5320-12	Methods for the Design, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces
150/5320-14	Airport Landscaping for Noise Control Purposes
150/5325-4	Runway Length Requirements for Airport Design
150/5340-1E	Marking of Paved Areas on Airports
150/5340-4C	Installation Details for Runway Centerline Touchdown Zone Lighting Systems
150/5340-5B	Segmented Circle Airport Marker System
150/5340-14B	Economy Approach Lighting Aids
150/5340-17A	Standby Power for Non-FAA Airport Lighting Systems
150/5340-18B	Standards for Airport Sign Systems
150/5340-19	Taxiway Centerline Lighting System
150/5340-21	Airport Miscellaneous Lighting Visual Aids
150/5340-23A	Supplemental Wind Cones
150/5340-24	Runway and Taxiway Edge Lighting System
150/5340-27A	Air-to-Ground Radio Control of Airport Lighting Systems

Number	Subject
150/5345-3C	Specification for L-821 Panels for Remote Control of Airport Lighting
150/5345-5A	Circuit Selector Switch
150/5345-7D	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits
150/5345-10E	Specification for Constant Current Regulators and Regulator Monitors
150/5345-12C	Specification for Airport and Heliport Beacon
150/5345-13	Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits
150/5345-26B	Specification for L-823 Plug and Receptacle, Cable Connectors
150/5345-27C	Specification for Wind Cone Assemblies
150/5345-28D	Precision Approach Path Indicator (PAPI) Systems
150/5345-39B	FAA Specification L-853, Runway and Taxiway Centerline Retroreflective Markers
150/5345-42B	FAA Specification L-857, Airport Light Bases, Transformer Houses, and Junction Boxes
150/5345-43C	Specification for Obstruction Lighting Equipment
150/5345-44D	Specification for Taxiway and Runway Signs
150/5345-45	Lightweight Approach Light Structure
150/5345-46A	Specification for Runway and Taxiway Light Fixtures
150/5345-47	Isolation Transformers for Airport Lighting Systems
150/5345-48	Specification for Runway and Taxiway Edge Lights
150/5345-49	Specification L-854, Radio Control Equipment
150/5345-50	Specification for Portable Runway Lights
150/5345-51	Specification for Discharge-Type Flasher Equipment
150/5370-6A	Construction Progress and Inspection
150/5370-10	Report--Federal-Aid Airport Program
150/5370-11	Standards for Specifying Construction of Airports
150/5370-12	Use of Nondestructive Testing Devices in the Evaluation of Airport Pavements
150/5370-12	Quality Control of Construction for Airport Grant Projects
150/5390-1B	Heliport Design Guide