



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

Memorandum

Subject: **ACTION:** Program Guidance Letter 95-2

Date:

JUN 28 1995

From: Acting Manager, Financial Assistance
Division, APP-500

Reply to
Attn. of:

To: PGL Distribution List

95-2.1 Assurance on Pavement Maintenance Program - Mark Beisse (202)
267-8826.

Public Law 103-305, section 107, amends Title 49, section 47105, of the United States Code to require sponsor assurances on preventive maintenance with certain project applications (Attachment 1). The provision requires, for any project to replace or reconstruct pavement, that the sponsor assure the airport has implemented an effective pavement maintenance management program. The amendment also provides that reports on pavement condition and management programs may be required by the Secretary.

Assurance number 11 is now incorporated into the standard grant assurances to reflect the new requirement. Note that the maintenance management program requirement applies to any pavement at the airport, which has been constructed, reconstructed, or repaired, with Federal assistance. Note, also, the requirement is triggered only by a project for pavement replacement or reconstruction, but not by a project for new paving as in a new runway or runway extension. It does not apply to pavements constructed under the Passenger Facilities Charge program unless other Federal participation is involved.

Regions should work with sponsors to ensure they have plans for ongoing inspections, for periodic work necessary to preserve and effectively maintain pavements, and for adequate record keeping. Such plans could be the elaborate pavement management programs which are described in Advisory Circular (AC) 150/5380-7, Pavement Management Systems, or less formal procedures may be appropriate. The objective is to ensure the sponsor is carrying out a program of inspections and timely preventive or corrective maintenance.

Guidance on the minimum expected of such inspection and maintenance programs has been prepared by AAS-200 (Attachment 2). That office has agreed to incorporate the guidance in the next change to AC 150/5380-6, Guidelines and Procedures for Maintenance of Airport Pavements, a draft of which is now being circulated for comment.

As an interim procedure, pending publication of the change to AC 150/5380-6, regions should incorporate a newly developed special condition (Attachment 3) into all grant offers for pavement replacement or reconstruction projects. We expect that the changed AC will be published late this year. It will be added to the next list of current advisory circulars for AIP projects, at which time use of the special condition should be discontinued.

To verify adequate compliance with the assurance, regions, at their option, may request a sponsor to submit pavement condition reports and maintenance records.



Donna P. Taylor

Attachments

Cancelled

§ 47105. Project grant applications

(a) **SUBMISSION AND CONSULTATION.**—(1) An application for a project grant under this subchapter may be submitted to the Secretary of Transportation by—

(A) a sponsor; or

(B) a State, as the only sponsor, for an airport development project benefitting ~~at least 2~~ ^{1 or more} airports in the State or for airport planning for ~~similar~~ projects for at least 2 airports in the State if—

(i) the sponsor of each airport gives written consent that the State be the applicant;

(ii) the Secretary is satisfied there is administrative merit and aeronautical benefit in the State being the sponsor; and

(iii) an acceptable agreement exists that ensures that the State will comply with appropriate grant conditions and other assurances the Secretary requires.

(2) Before deciding to undertake an airport development project at an airport under this subchapter, a sponsor shall consult with the airport users that will be affected by the project.

(3) This subsection does not authorize a public agency that is subject to the laws of a State to apply for a project grant in violation of a law of the State.

(b) **CONTENTS AND FORM.**—An application for a project grant under this subchapter—

(1) shall describe the project proposed to be undertaken;

(2) may propose a project only for a public-use airport included in the current national plan of integrated airport systems;

(3) may propose airport development only if the development complies with standards the Secretary prescribes or approves, including standards for site location, airport layout, site preparation, paving, lighting, and safety of approaches; and

(4) shall be in the form and contain other information the Secretary prescribes.

(c) **STATE STANDARDS FOR AIRPORT DEVELOPMENT.**—The Secretary may approve standards (except standards for safety of approaches) that a State prescribes for airport development at nonprimary public-use airports in the State. On approval under this subsection, a State's standards apply to the nonprimary public-use airports in the State instead of the comparable standards prescribed by the Secretary under subsection (b)(3) of this section. The Secretary, or the State with the approval of the Secretary, may revise standards approved under this subsection.

(d) **CERTIFICATION OF COMPLIANCE.**—The Secretary may require a sponsor to certify that the sponsor will comply with this subchapter in carrying out the project. The Secretary may rescind the acceptance of a certification at any time. This subsection does not affect an obligation or responsibility of the Secretary under another law of the United States.

(e) **PREVENTIVE MAINTENANCE.**—After January 1, 1995, the Secretary may approve an application under this subchapter for the replacement or reconstruction of pavement at an airport only if the sponsor has provided such assurances or certifications as the Secretary may determine appropriate that such airport has implemented an effective airport pavement maintenance-management program. The Secretary may require such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

(4)(e) **NOTIFICATION.**—The sponsor of an airport for which an amount is apportioned under section 47114(c) of this title shall notify the Secretary of the fiscal year in which the sponsor intends to submit a project grant application for the apportioned amount. The notification shall be given by the time and contain the information the Secretary prescribes.

PAVEMENT MAINTENANCE MANAGEMENT PROGRAM

An effective pavement maintenance management program is one that details the procedures to be followed to assure that proper pavement maintenance, both preventive and repair, is performed. An airport sponsor may use any form of inspection program it deems appropriate. The program must, as a minimum, include the following:

1. **Pavement Inventory.** The following must be depicted in an appropriate form and level of detail:

- Location of all runways, taxiways, and aprons
- Dimensions
- Type of pavement
- Year of construction or most recent major rehabilitation

For compliance with the Airport Improvement Program assurances, pavements that have been constructed, reconstructed, or repaired with Federal financial assistance shall be so depicted.

2. **Inspection Schedule.**

a. **Detailed Inspection.** A detailed inspection must be performed at least once a year. If a history of recorded pavement deterioration is available, i.e. Pavement Condition Index (PCI) survey as set forth in Advisory Circular 150/5380-6, Guidelines and Procedures for Maintenance of Airport Pavements, the frequency of inspections may be extended to three years.

b. **Drive-by Inspection.** A drive-by inspection must be performed a minimum of once per month to detect unexpected changes in the pavement condition.

3. **Record Keeping.** Complete information on the findings of all detailed inspections and on the maintenance performed must be recorded and kept on file for a minimum of five years. The types of distress, their locations, and remedial action, scheduled or performed, must be documented. The minimum information to be recorded is listed below.

- a. inspection date
- b. location
- c. distress types
- d. maintenance scheduled or performed

For drive-by inspections, the date of inspection and any maintenance performed must be recorded.

4. **Information Retrieval.** An airport sponsor may use any form of record keeping it deems appropriate, so long as the information and records produced by the pavement survey can be retrieved to provide a report to the FAA as may be required.

5. **Reference.** Refer to Advisory Circular 150/5380-6, Guidelines and Procedures for Maintenance of Airport Pavements, for specific guidelines and procedures for maintaining airport pavements and establishing an effective maintenance program. Specific types of distress, their probable causes, inspection guidelines, and recommended methods of repair are presented.

SPECIAL CONDITION

PAVEMENT MAINTENANCE MANAGEMENT PROGRAM

For a project to replace or reconstruct pavement at the airport, the sponsor shall implement an effective airport pavement maintenance management program as is required by Airport Sponsor Assurance Number 11. The sponsor shall use such program for the useful life of any pavement constructed, reconstructed, or repaired with Federal financial assistance at the airport. As a minimum, the program must conform with the provisions in the attached outline entitled "Pavement Maintenance Management Program."

Cancelled

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