

Closeouts

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Federal Aviation
Administration



Closeouts

- **The closeout process is being changed because:**
 - The merger of the Bismarck ADO and the Minneapolis ADO into the DMA ADO
 - A national Standard Operating Procedure (SOP) is being developed which will replace SOPs that were developed by individual ADOs.
 - The national SOP is not finished or approved



Closeouts

- **Because the National SOP is not yet finished, the DMA ADO will have its own procedures until the National SOP is complete.**
- **Since the National SOP is being developed it was decided that current ADO closeout procedures would be used until the new SOP is approved.**



Closeouts

- **BIS ADO has one closeout procedure**
- **MSP ADO has two closeout procedures**
 - Short Form for simple project closeouts such as planning grants.
 - Long Form which is similar to the BIS ADO closeout procedure.
- **Any of the 3 closeout procedures can be used (provided its applicable) for Minnesota, South Dakota, and North Dakota until the national SOP is developed.**



Closeouts

- **The procedures can be downloaded at:**

http://www.faa.gov/airports/great_lakes/about_airports/bis_ado/bis_ado_web/

Title: BIS ADO Grants Management Handbook

http://www.faa.gov/airports/great_lakes/about_airports/msp_ado/msp_ado_web/

**Titles: Long Form
Short Form**



Closeouts

- **We need the following for closeout:**
 - SF 425
 - SF 270/271
 - Quarterly Report



Side Notes

- **Important but totally unrelated to closeouts:**
 - Modifications to Standards requests will be processed through the GIS program in 2015.
 - A construction safety/phasing (CSP) plan will be needed for all construction work.
 - CSP Certification for Closed Airports is no longer valid.



Closeouts

- **Grant conditions for testing of pavement:**
 - Submit at completion of the project, a final test and quality control report documenting the results of all tests performed, highlighting those tests that failed or that did not meet the applicable test standard. The report must include the pay reductions applied and the reasons for accepting any out-of-tolerance material. An interim test and quality control report must be submitted, if requested by the FAA.



Closeouts

- **Grant conditions for testing of pavement:**
 - Failure to provide a complete report as described in paragraph b, or failure to perform such tests, will, absent any compelling justification; result in a reduction in Federal participation for costs incurred in connection with construction of the applicable pavement. Such reduction will be at the discretion of the FAA and will be based on the type or types of required tests not performed or not documented and will be commensurate with the proportion of applicable pavement with respect to the total pavement constructed under the grant agreement.
 - The FAA, at its discretion, reserves the right to conduct independent tests and to reduce grant payments accordingly if such independent tests determine that sponsor test results are inaccurate.



Closeouts

154-3.9 THICKNESS. The thickness of the completed subbase course shall be determined by **depth tests or sample holes** taken at intervals so each test shall represent no more than 500 sq yd (420 sq m). When the deficiency in thickness is **more than 1/2 in** (12 mm), the Contractor shall correct such areas by scarifying, adding satisfactory mixture, rolling, sprinkling, reshaping, and finishing in accordance with these specifications. The Contractor shall replace at his/her expense the subbase material where borings are taken for test purposes.

The use of survey for thickness determination is permitted.



Base Course

- **Advisory Circular 5370-10F:**

- 208-3.8 Thickness control. The thickness of the base course shall be within +0 and -1/2 inch (12 mm) of the specified thickness as determined by **depth tests** taken by the Contractor in the presence of the Engineer. Tests shall be taken at intervals representing no more than 300 square yards (250 sq m) per test. Where the thickness is deficient by **more than 1/2 inch** (12 mm), the Contractor shall correct such areas at no additional cost by scarifying to a depth of at least 3 inches (75 mm), adding new material of proper gradation, and the material shall be blended and recompact to grade. The Contractor shall replace, at his expense, base material where depth tests have been taken.

- The Engineer may modify the above thickness control paragraph to permit the thickness determination by survey. Survey shall be required before and after placement of the base. The survey interval should be specified based on the size of the project.

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Surface Course (Asphalt)

- **Advisory Circular 5370-10F:**

401 Thickness. Thickness of each lift of surface course shall be evaluated by the Engineer for compliance to the requirements shown on the plans. Measurements of thickness shall be made by the Engineer using the cores extracted for each subplot for density measurement. The maximum allowable deficiency at any point shall not be more than 1/4 inch (6 mm) less than the thickness indicated for the lift. Average thickness of lift, or combined lifts, shall not be less than the indicated thickness. Where the thickness tolerances are not met, the lot or subplot shall be corrected by the Contractor at his expense by removing the deficient area and replacing with new pavement. The Contractor, at his expense, may take additional cores as approved by the Engineer to circumscribe the deficient area.

