

# Planning & Financial

# Capital Planning Expectations

Prepared for: 2018 Southwest Region

Airport Conference

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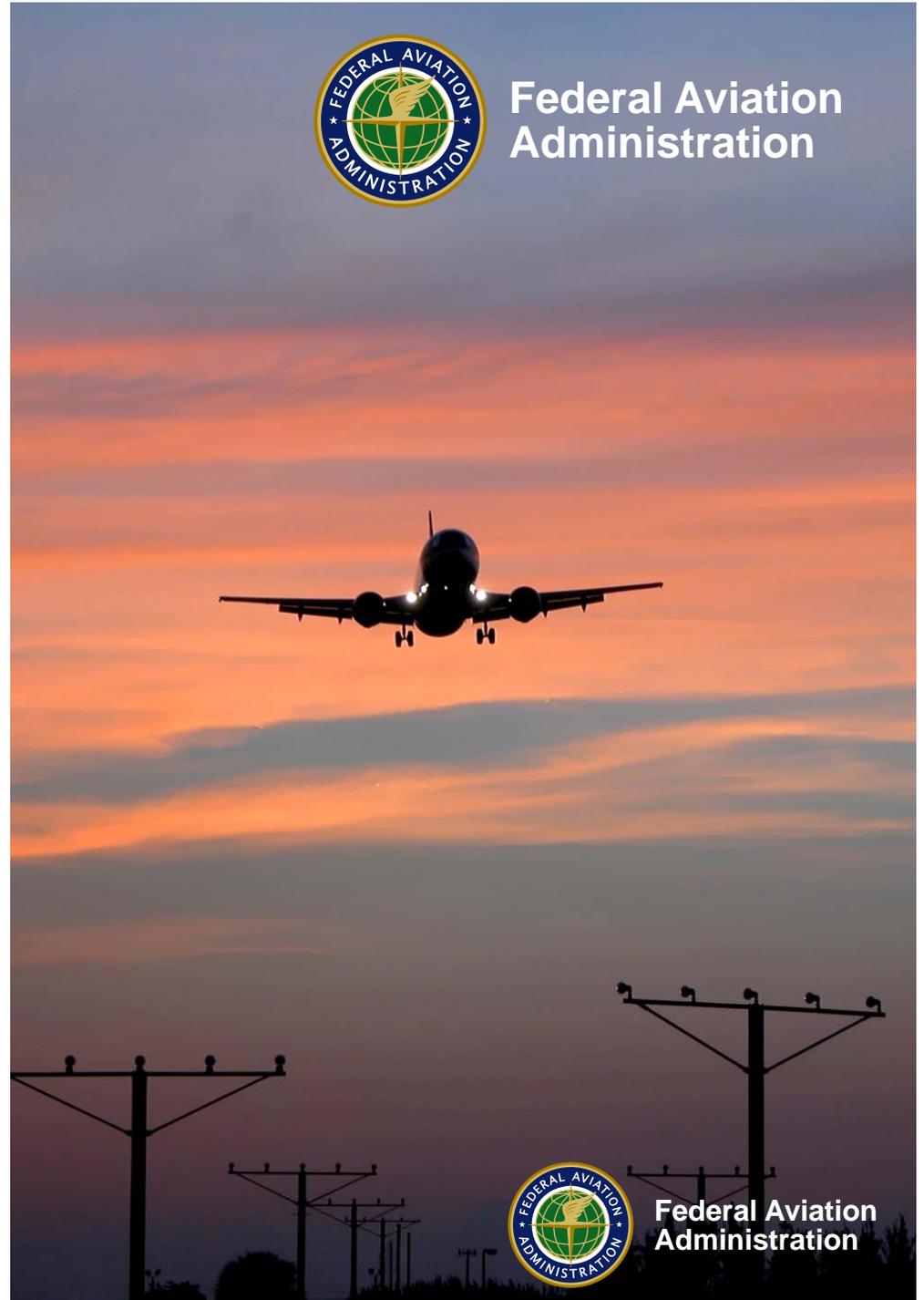
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Date: January 30, 2018

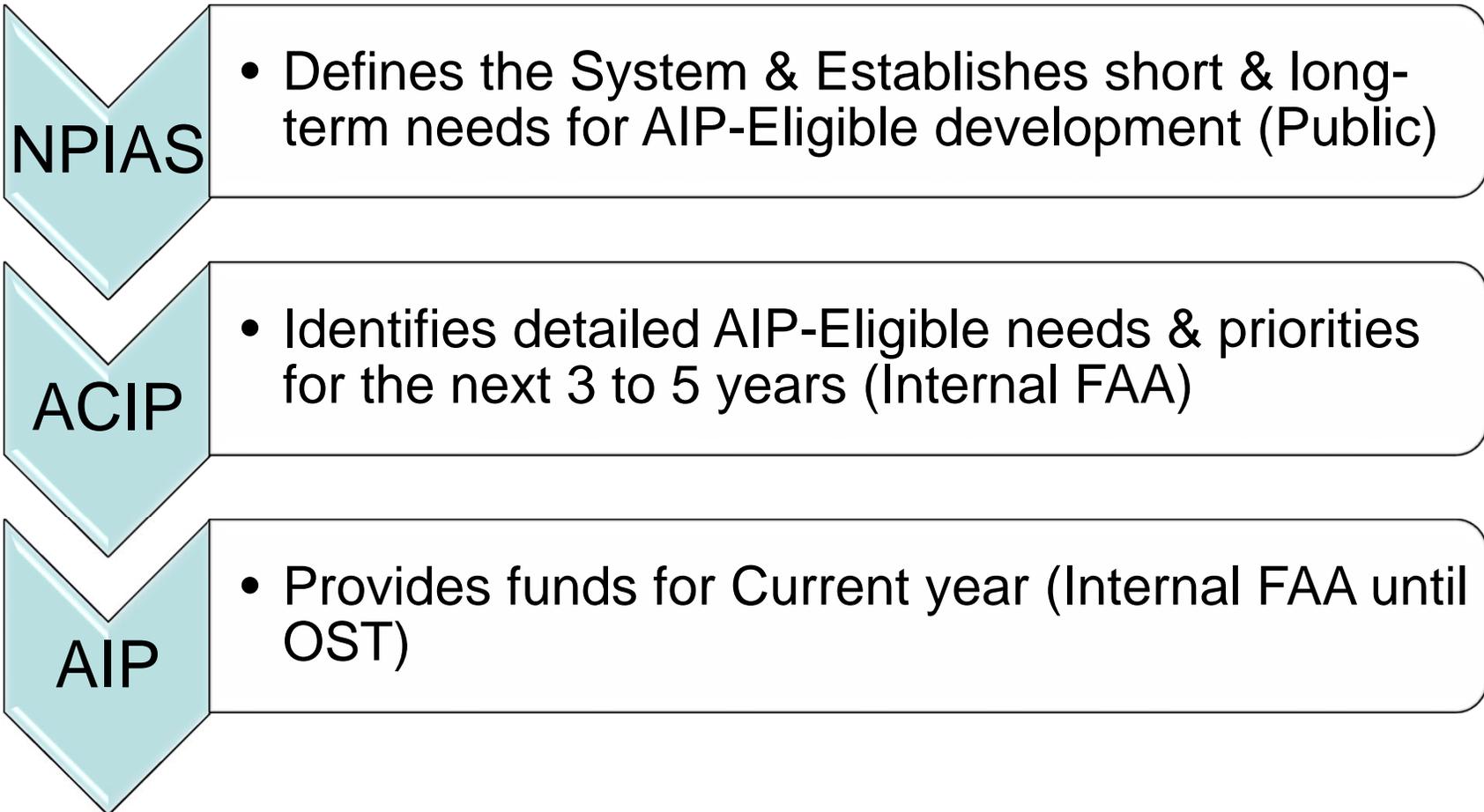


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# Capital Planning Expectations



# Capital Planning - FY 2018 – 2028

## ACIP – FY18 - 2020

- Underway

## NPIAS – FY19 - 2028

- Review of Airports & FY19 – 2023 development
- Final Snapshot mid - Feb 2018

## NPIAS Report 2019-2023

- Sept 30, 2018 (FY2019 NPE)



# Include Development

- **It is:**
  - Eligible to be funded under AIP
  - Justified by the current use, forecasts or design standards
  - Reasonable development for the airport to accomplish

AND

- **It has not been identified as being funded through PFC, airport revenue, bonds**



# Do Not Include Development If:

- **It is not AIP eligible, justified and reasonable**
- **Funding source is secured (PFCs, bonds, or other sources)**
- **All development needs should be met before AIP eligible Revenue Producing Projects are included**



# Identify Development through

- **Airport Master Plans**
- **System Plans** (State or Regional)
- **Stand-Alone Studies** (RSAT, RIM, Terminal Area Master Plans, etc.)
- **Inspections** (Part 139, state 5010, and airport safety inspections)
- **Wildlife Hazard Assessments**
- **Input from other Federal agencies** (TSA, FHWA, FTA, etc.)



# Proactive Capital Planning

## Will Lead to:

- **Standardization of Capital Projects** (Example: ODO Description; Capital Description; etc.)
- **Reduction of last minute project detail requests**
- **Easier review by region**
  - Pertinent information will allow for earlier review and fewer last minute changes.
  - Decrease eligibility and justification reviews.



# SOAR Timeframes

NPIAS → ACIP → AIP

The ACIP and AIP are subsets of the NPIAS planning data

Projects must meet the following criteria at the various stages in the Airport Development Planning Process . . .	Long Term	Medium Term	Near Term	ACIP	AIP
Timing of project implementation	11+ years	6-10 years	1-5 years	1-3 years	1 year
Eligible to be funded under AIP	✓	✓	✓	✓	✓
Justified by current use, forecasts or design standards			✓	✓	✓
Reasonable development for the airport to accomplish, with all pertinent preliminary activities (land acquisition, environmental Analysis, Benefit-Cost Analysis, permitting, etc.)			✓	✓	✓
Funding available					✓

\* Near Term projects are published in the NPIAS Report



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# Do Not Include Development *If*

- It is not AIP eligible, justified and reasonable
- If you have insufficient funding
- Revenue producing projects such as hangar and fuel farm (Per 49 USC § 47110(h), the sponsor must certify that all airfield needs have been accommodated. Per FAA policy, the sponsor must adequately demonstrate to the ADO that airside needs within the next three years will be accommodated through local funds or nonprimary entitlement funds. It is APP-500 policy that the sponsor will not be considered for discretionary during that time, PFCs, bonds, or other sources)



5 Year Capital Improvement Plan (CIP)

				CIP START YEAR: 2018				
		2015 Entitlement Balance (Expires FY18)		<b>Instructions</b>				
		2016 Entitlement Balance (Expires FY19)		Show all planned projects (not just AIP funded projects)				
\$103,539		2017 Entitlement Balance (Expires FY20)		For AIP-MY, show est. cost in initial year & list project in following year(s) w/ \$0				
\$150,000		2018 Entitlement (for planning purposes through 2022)		Submit CIP to the ADO as a PDF file dated with signature.				
Fed FY	Entitlement Available	Funding Source	ODO Project Component/Phase	Estimated Cost	Funding Plan			
					Entitlement	Additional AIP	Other	Match
2018	\$253,539	AIP	Install Perimeter Fencing and Gates	\$208,200	\$187,380			\$20,820
	\$66,159	Remaining Funds	<b>2018 Annual Subtotals:</b>	\$208,200	\$187,380			\$20,820
2019	\$216,159	AIP	Install Medium Intensity Taxiway Lights	\$237,300	\$213,570			\$23,730
	\$2,589	Remaining Funds	<b>2019 Annual Subtotals:</b>	\$237,300	\$213,570			\$23,730
2020	\$152,589	AIP	Rollover Funds to FY 2021					
	\$152,589	Remaining Funds	<b>2020 Annual Subtotals:</b>					
2021	\$302,589	AIP	Rollover Funds to FY 2022					
	\$302,589	Remaining Funds	<b>2021 Annual Subtotals:</b>					
2022	\$452,589	AIP	Rehabilitate Runway 17/35	\$501,875	\$451,688			\$50,188
	\$902	Remaining Funds	<b>2022 Annual Subtotals:</b>	\$ 501,875	\$ 451,688			\$ 50,188
<b>5 Year CIP Totals:</b>				\$947,375	\$852,638			\$94,738

SPONSOR SIGNATURE: \_\_\_\_\_







This is an example of what happens when you/sponsor submit your CIP and ODOs. The program manager enters your requests into SOAR under appropriate codes and will show how the project will be funded. Ex - an airport will request a project such as 'Rehabilitate Apron' and 'Improve Fuel Farm'. There are two different codes basically covering this one project that is 'Improving a Fuel Farm' and making the Apron suitable for the aircraft fleet and necessary geometry for fueling.

Acip By Year And Pm Report

PM LAST NAME	STATE	CITY	LOCID	STANDARD DESCRIPTION	FULL ODO DESCRIPTION	DISCRETIONARY	TOTAL ENTITLEMENT	CREATED DATE	CREATED BY	MODIFIED DATE	MODIFIED BY
1	Colditz	OK		Rehabilitate Runway	Rehabilitate Runway 17/35 Design and Construct - Seal Cracks and Panel Repair	0	377,793	11/13/2017	mcolditz		
2	Colditz	OK		Construct Building	Construct Building Design and Construct City 8 Bay Nested T-Hangar	0	450,450	12/08/2016	mcolditz	04/03/2017	mcolditz
3	Colditz	OK		Reconstruct Taxiway	Reconstruct Taxiway Parallel Convert old runway to parallel taxiway	0	85,000	10/16/2017	cdiep	10/16/2017	cdiep
4	Colditz	OK		Construct Taxiway	Construct Taxiway Construct Portion of Parallel Taxiway.	0	207,000	03/09/2017	cdiep	03/09/2017	cdiep
5	Colditz	OK		Rehabilitate Taxiway	Rehabilitate Taxiway Crack Seal and Seal Coat	0	99,000	10/30/2017	mcolditz	10/30/2017	mcolditz
6	Colditz	OK		Improve Fuel Farm	Improve Fuel Farm	0	506,128	01/17/2017	mcolditz	01/17/2017	mcolditz
7	Colditz	OK		Rehabilitate Apron	Rehabilitate Apron	0	200,000	01/17/2017	mcolditz	01/17/2017	mcolditz
8	Colditz	OK		Improve Airport Drainage	Improve Airport Drainage	0	31,441	11/14/2017	mcolditz		
9	Colditz	OK		Rehabilitate Apron	Rehabilitate Apron Design and Construction	0	40,000	01/17/2017	mcolditz		
10	Colditz	OK		Rehabilitate Runway	Rehabilitate Runway 17/35 Overlay existing runway.	0	150,000	02/04/2016	wwitzer1	11/14/2017	mcolditz
11	Colditz	OK		Rehabilitate Taxiway	Rehabilitate Taxiway Crack Repair and Seal Coat (Design and Construction)	0	50,000	01/17/2017	mcolditz		
12	Colditz	OK		Widen Runway	Widen Runway 18-36 Phase I is design and following year will be construction to widen runway from 60 to 75 width for B-II standards.	0	150,000	11/16/2015	mcolditz	11/16/2015	mcolditz
13	Colditz	OK		Acquire Emergency Generator	Acquire Emergency Generator Replacement of 25 Year old EG that provides back-up emergency power for RWY Lighting (CAT II RWY 17L-35R) and airfield lighting and signs.	0	600,000	10/23/2017	mcolditz		
14	Colditz	OK		Construct Access Road	Construct Access Road Replace Signage for Access Road	0	1,800,000	10/23/2017	mcolditz		
15	Colditz	OK		Expand Terminal Building	Expand Terminal Building East Conaco Phase III terminal expansion. About \$60M expected to be PFC-Construction.	0	100,000	01/22/2016	mcolditz	11/15/2017	mcolditz
16	Colditz	OK		Improve Terminal Building	Improve Terminal Building Pedestrian Way Finding and Signs	0	1,800,000	10/23/2017	mcolditz	10/23/2017	mcolditz
17	Colditz	OK		Rehabilitate Access Road	Rehabilitate Access Road Repair Access Road	0	2,250,000	01/25/2017	mcolditz	04/21/2017	jbarker1
18	Colditz	OK		Update Miscellaneous Study	Update Miscellaneous Study Conduct PCI for OKC pavement and the development and procedural maintenance of a Pavement Management Program.	0	135,000	10/23/2017	mcolditz		
19	Colditz	OK		Reconstruct Taxiway Lighting	Reconstruct Taxiway Lighting	0	522,000	11/01/2017	mcolditz	11/01/2017	mcolditz
20	Colditz	OK		Rehabilitate Taxiway	Rehabilitate Taxiway Pmtl A5 and A1	0	75,000	01/03/2017	mcolditz	02/22/2017	mcolditz
21	Colditz	OK		Extend Taxiway	Extend Taxiway - Extend TW to south (700 ft x 35 ft)	0	50,000	03/09/2017	cdiep	03/09/2017	cdiep
22	Colditz	OK		Rehabilitate Runway Lighting	Rehabilitate Runway Lighting 18-36 Design and Construction	0	452,500	01/21/2016	mcolditz	11/09/2017	mcolditz
23	Colditz	OK		Install Perimeter Fencing not Required by 49 CFR 1542	Install Perimeter Fencing not Required by 49 CFR 1542 West and North sides of airport property. Phase I	0	171,540	01/17/2017	mcolditz	02/11/2017	DBA2520
24	Colditz	OK		Expand Terminal Building	Expand Terminal Building Expand Terminal Building for Commercial service	0	85,500	11/01/2017	mcolditz	11/01/2017	mcolditz
25	Colditz	OK		Rehabilitate Runway	Rehabilitate Runway 04/22	1,500,000	1,214,500	06/09/2015	gboles2	05/25/2017	jbarker1
26	Colditz	OK		Install Miscellaneous NAVAIDS	Install Miscellaneous NAVAIDS Replace Wind Cone	0	13,500	10/25/2017	mcolditz		
27	Colditz	OK		Install Runway Vertical/Visual Guidance System	Install Runway Vertical/Visual Guidance System 17/35 - PAPIs	0	100,000	10/25/2017	mcolditz	10/25/2017	mcolditz
28	Colditz	OK		Install Taxiway Lighting	Install Taxiway Lighting	0	72,000	01/12/2016	mcolditz	01/12/2016	mcolditz
29	Colditz	OK		Reconstruct Airport Beacon	Reconstruct Airport Beacon	0	18,000	10/25/2017	mcolditz		
30	Colditz	OK		Reconstruct Runway Lighting	Reconstruct Runway Lighting 17/35	0	99,000	10/25/2017	mcolditz		
Total 30 Records											



AIRPORT	1. SPONSOR INFORMATION																
<p>State the Overall Development Objective (ODO) as described in FAA Order 5100.39A. Acquire Emergency Generator.</p>																	
<p>NOTE: For a development project to be considered eligible for federal funding, the development must be shown on an approved Airport Layout Plan (ALP) or Airport Layout Drawing (ALD) and have a favorable environmental determination.</p>																	
<p><b>4a. ODO COMPONENT WORK ITEMS</b></p> <table border="1" style="width: 100%;"> <thead> <tr> <th>List all component work items associated with ODO execution</th> <th>Grant Amount and/or Estimated Cost</th> </tr> </thead> <tbody> <tr> <td>Administration</td> <td style="text-align: right;">\$3,000</td> </tr> <tr> <td>Engineering</td> <td style="text-align: right;">\$37,000</td> </tr> <tr> <td>Survey, Geotech, Material Testing</td> <td style="text-align: right;">\$0.00</td> </tr> <tr> <td>Project Inspection</td> <td style="text-align: right;">\$0.00</td> </tr> <tr> <td>Construction</td> <td style="text-align: right;">\$0.00</td> </tr> <tr> <td>Equipment and Installation</td> <td style="text-align: right;">600,000</td> </tr> <tr> <td style="text-align: right;"><b>ODO Estimated Total Cost</b></td> <td style="text-align: right;"><b>640,000</b></td> </tr> </tbody> </table>		List all component work items associated with ODO execution	Grant Amount and/or Estimated Cost	Administration	\$3,000	Engineering	\$37,000	Survey, Geotech, Material Testing	\$0.00	Project Inspection	\$0.00	Construction	\$0.00	Equipment and Installation	600,000	<b>ODO Estimated Total Cost</b>	<b>640,000</b>
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<p><b>4b. ODO PROJECT/PHASE DRAWING/SKETCH</b></p> <p>Attach an 8½"x11" or 11"x17" sketch depicting the limits of each proposed development project/phase in relation to the airport. Shading, hatching or color-coding a reduced Airport Layout Plan (ALP) is ideal. For projects involving land acquisition, attach a copy of the airport's property map (Exhibit A) identifying the parcel(s) and/or easement(s) to be acquired.</p>																	
<p><b>4c. ODO PROJECT/PHASE JUSTIFICATION</b></p> <p>Attach FAA Form 5100-100 PART IV – PROGRAM NARRATIVE (or its equivalent) describing the need, method of accomplishment and benefit expected.</p>																	
<p><b>5. IMPACTS</b></p> <p>Describe impacts to navigational aids, approach procedures, environmental concerns, utilities etc. associated with ODO execution. This work will be inside the existing electrical vault where the existing generator and switch gear will be removed and a new one installed. This generator is one of two backup generators for the airfield. While this generator is removed and a new one installed, our other backup generator will provide backup power for the airfield. There will be no impact to airport operations, environment, or utilities for this work.</p>																	
<p><b>6. COST ESTIMATE</b></p> <p>For each component work item listed above that the Sponsor is pursuing receipt of a federal grant in the upcoming federal fiscal year, attach FAA Form 5100-100 PART III – BUDGET INFORMATION – CONSTRUCTION, SECTION B -CALCULATION OF FEDERAL</p>																	
<p>Completed By: <span style="background-color: black; color: black;">[REDACTED]</span> <small>(Print Name)</small></p>																	
FOR FAA USE																	
Date Received:	Date Loaded:																
	Program Manager's Initials:																



PART IV  
PROGRAM NARRATIVE  
(Suggested Format)

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION OMB NO. 2120-0569

PROJECT: Acquire Emergency Generator

AIRPORT: [REDACTED]

1. Objective:  
Replacement of an existing airfield backup generator and switch gear. There are two airfield backup generators located in the electrical vault near Meridian and 66th street on the land side of the airport just west of the control tower. These generators currently run on natural gas and diesel fuel with a day tank and fuel storage for extended run-time. Both generators can supply 100% backup power in the event of a power outage. One of these generators with switch gear was recently installed with OCAT funds to provide a redundant backup to the airfield and to provide constant backup capability during an outage or maintenance on one of the generators. It was also needed to provide backup capability during the replacement of the older generator.

2. Benefits Anticipated:  
FAA Order 6030.20F requires [REDACTED] and specifically Runway 17L-35R as having a continuous power requirement. Under this classification we have a responsibility to provide continuous power for that runway for safe landing and taxiing during a power failure. We have two backup generators each serving the entire airfield. The one we are requesting for replacement is over 25 years old and has failed recently to meet this requirement because of malfunctioning during recent power outages causing the loss of our runway/taxiway lighting and NAVAIDS for the entire airfield, including Runway 17L/35R. Also, 17R/35L will be upgraded by the FAA with the ELVO. Per the AIP Handbook, pages M-1 and M-2 for Table M-1, we meet both criteria listed under c.(1) and c.(2).

3. Approach: (See approved Scope of Work in final Application)  
This project is proposed for a 2018 FAA AIP Grant. We will use our on-call A/E consultant to prepare the procurement and installation documents for the generator and switch gear. These will be prepared in Dec17/Jan18 timeframe with advertisement in February 2018 and bids received in April 2018. The grant application will be submitted in May 2018. After receiving the grant a contract will be issued to the contractor to begin the submittal and procurement process.

4. Geographic Location:  
[REDACTED]

5. If Applicable, Provide Additional Information: N/A.

6. Sponsor's Representative: (incl. address & tel. no.)  
[REDACTED]

FAA Form 5100-100 (6-73) SUPERSEDES FAA FORM 5100-10 PAGES 1 THRU 7

PAGE 2

In this Page 2 Narrative, the sponsor provides information about the location of the emergency generator, but will it be sufficient? Is the location information provided give an accurate location?

This justification is helpful. When a sponsor can provide FAA Order and other information it will support the project's eligibility.

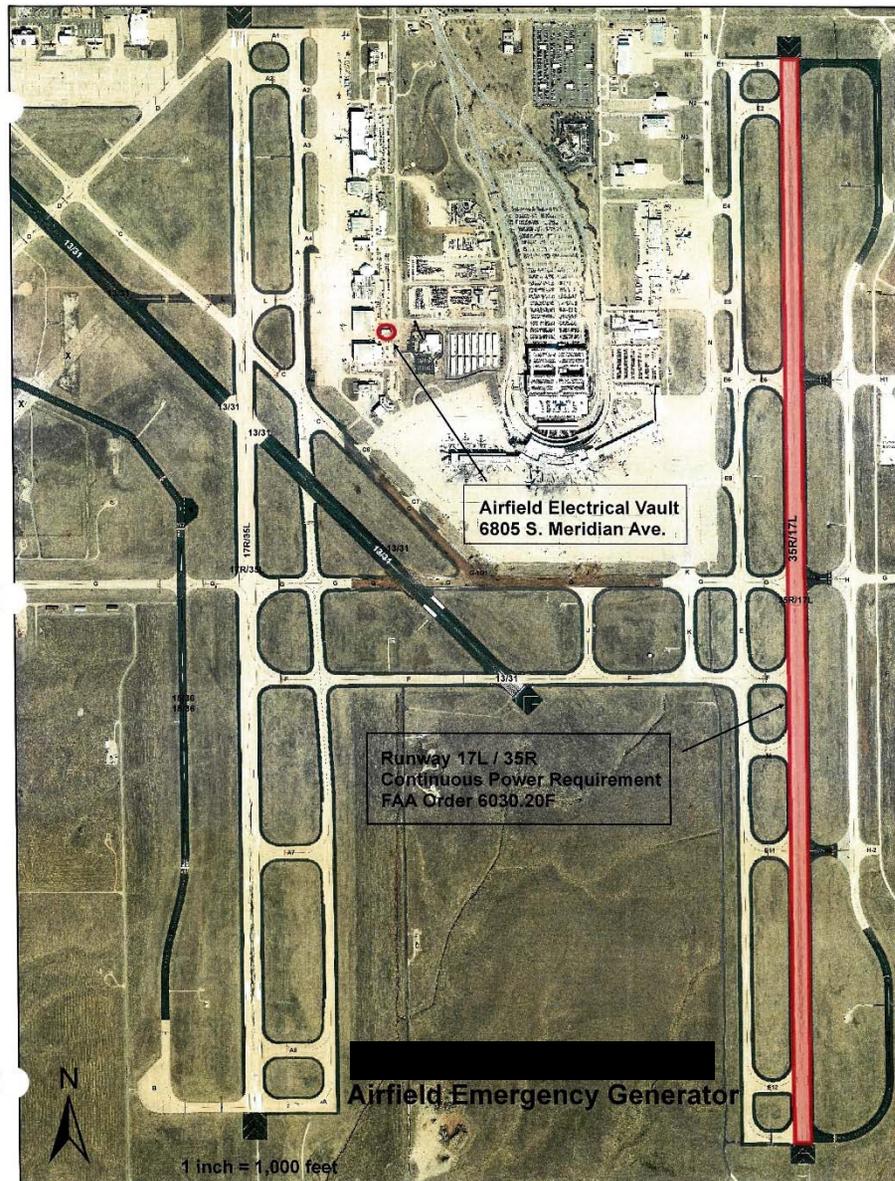


This is a sketch of the actual location and the actual address of the emergency generator to be replaced at \*\*\*\* for 2018.

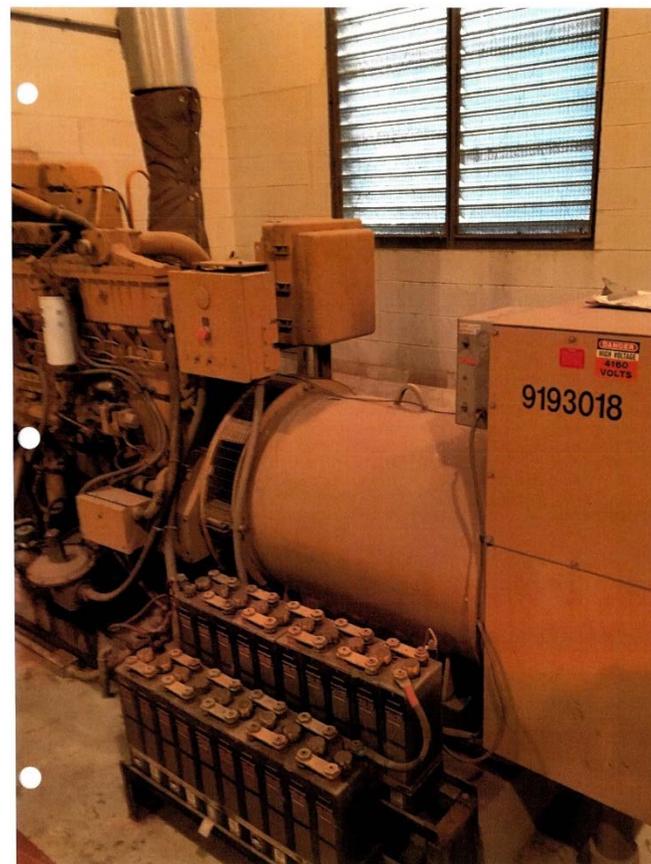
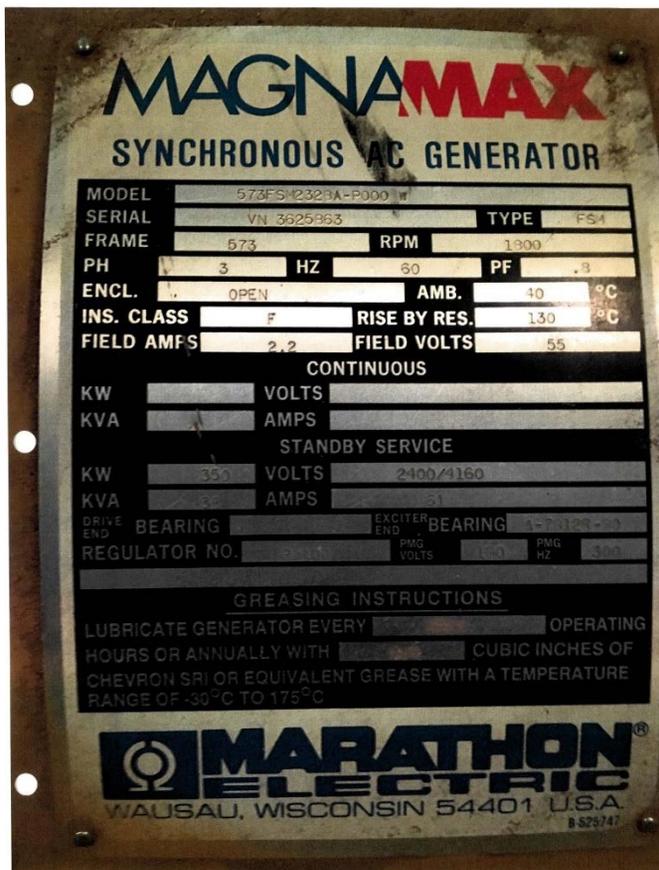
With this sketch and address it is clear where the replacement EG is going to be located.

This is an example, where the Program Manager may ask you for more information in order to make sure there is no uncertainty as to where the equipment will go.

In other words, when a FAA Program Manager requests more information than the ODO you can see how this type of sketch/document greatly helps in the justification process.



These are additional documents that were requested from the Sponsor to show the type, size and existing EG that will be replaced.



# Questions?

