



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: **ACTION:** Program Guidance Letter 04-4

Date: July 19, 2004

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

Reply to
Attn. of:

To: PGL Distribution List

04-4.1 RSA Projects for FAA Equipment – Mark Beisse (202) 267-8826.

This guidance outlines the procedure for evaluation of the runway safety area projects that involve relocation or other appropriate modification of any Federal Aviation Administration (FAA) owned equipment for Airport Improvement Program (AIP) funding. This guidance does not address relocation of FAA equipment where another AIP funded development project necessitates a modification of the RSA that in turn requires relocation of FAA owned equipment to maintain or achieve a standard Runway Safety Area (RSA). It addresses the criteria for considering AIP funded relocation or modification in connection with a stand-alone RSA project (either as a single element or one of multiple elements to correct a non-standard RSA). It does not change AIP eligibility.

We should clearly present RSA project requirements to airports when projects involve moving of navigation aid or other equipment to ensure FAA organizations have a single position on the work. Airports and Airway Facilities divisions should jointly identify the Facilities and Equipment program items by coordination in the region and Washington if needed. Paragraph 513 of the AIP handbook describes implementing the RSA program, and use of reimbursable agreements may be suitable as described in paragraph 553.

RSA project eligibility is clarified as follows:

- An RSA stand-alone project is AIP eligible whenever the F&E program completed an installation that met RSA standards at the time of installation and where a change to an airport standard (subsequent to installation) caused the nonstandard condition.
- An RSA stand-alone project is not AIP eligible when original installations violated the standards in place at the time and where a modification of standards was not approved in advance of the work. However, the region may use broad categories or types of equipment installations rather than specific F&E project dates for purposes of determining eligibility in this

PGL. For instance, F&E program coordination of a work category at an early date may suggest a determination of eligibility for a number of installations within that category.

Projects earmarked for F&E program funding would not be an eligible project under the AIP.

This guidance applies to AIP funding only. Sponsors are free to use airport revenue (excluding PFCs) to finance relocation of FAA-owned equipment that does not qualify for consideration for AIP funding.

For FY 2006 and beyond regions should identify candidates for AIP funding based on this PGL in the normal ACIP process. We will ensure the nationwide proposal is consistent with FAA policy during that year. For FY 2005, I request regions identify for APP-520 by October 30 the locations and dollar amounts you plan to recommend for FY 2005 to bring nonstandard RSA's up to standards by relocation or other appropriate modification of F&E program facilities in an RSA.

04-4.2 Program Guidance Letter Cancellation – Mark Beisse (202) 267-8826.

Many program guidance letters starting with 1982 have now been addressed within Order 5100.38B, Airport Improvement Program Handbook, Change 1.

A new PGL index in Attachment A reflects items that are to be carried as current with distribution of the new change. Other outstanding PGL items are cancelled as of today's date. Each cancelled item is outdated or simply provides examples of the features when they were new and the rationale for eligibility.

While each PGL cancelled in its entirety is to be taken down from our Web site, we suggest regions consider retaining them for information not contained in the handbook.



Barry L. Molar

Attachment

Program Guidance Letters

Index of Current Items as of July 16, 2004

Date	Item Number	Topic
November 3, 2000	00-6.1	Inherently Low-Emission Airport Vehicle Program
June 20, 2001	01-2.1	Design-Build Pilot Program
September 7, 2001	01-4.1	Innovative Finance Demonstration Program
October 16, 2001	02-1.1	Applying for Block Grants
November 19, 2002	03-1.1	Requirement for Airline Competition Plans
August 4, 2003	03-2.1	Determining Justification of Projects for the Noise Set-Aside Based on Currency of Noise Exposure Maps
	03-2.2	Annual Reporting of Residential Population Benefits Resulting from the Airport Improvement Program Set-Aside
August 13, 2003	03-3.1	Contract Air Traffic Control Towers under AIP
January 5, 2004	04-1.1	Reauthorization of AIP through Fiscal Year 2007
	04-1.2	Terminal Modification Projects to Install Explosive Detection Systems
	04-1.3	Added Pavement Maintenance
	04-1.4	Increase in Federal Share
	04-1.5	In-Kind Federal Facilities Relocation
	04-1.6	Innovative Finance Extension
	04-1.7	Elimination of Duplicative Environmental Requirements
April 30, 2004	04-2.1	Intermodal Planning Coordination
	04-2.2	Increase in Apportionment for, and Flexibility of, Noise Compatibility Planning Programs
	04-2.3	Federal Share for Private Ownership of Airports
	04-2.4	Considerations for Discretionary Grants
	04-2.5	Duration of Non-Primary Entitlements
	04-2.6	Military Airport Program (MAP) Changes
	04-2.7	Flexible Use of Non-Primary Entitlements
	04-2.8	Liability Clauses for Consultant Contracts
June 9, 2004	04-3.1	Weather Support to Deicing Decision-Making (WSDDM)
	04-3.2	Correction to Program Guidance Letter 04-2.7 Flexible Use of Non-Primary Entitlements