U.S. Department
of Transportation
Federal Aviation Administration

Memorandum

Subject: **ACTION:** Program Guidance Letter 07-02

Date: August 10, 2007

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

Reply to Attn. of:

To: PGL Distribution List

This Program Guidance Letter is being issued to provide information on eligibility and on Airport Improvement Program (AIP) grant procedures.

The format has been revised to allow users to separate the different topics for easier filing by subject. Each topic has keywords and, where appropriate, SOAR coding for the topic. The items included in this PGL are:

1. ARFF Equipment Stored Offsite
2. ARFF Vehicle Strut Replacement
3. Miscellaneous Safety, Security and ARFF Vehicles
4. Miscellaneous Airport Improvement
5. Emergency Generators
6. Enhanced Taxiway Centerline Markings
7. Approach Lighting Systems for LPV approaches

<Original signed by>
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SOAR Code: SA/EQ/RF
ST/EQ/RF
ST/EQ/MS

07-02-1 ARFF Equipment Stored Off-Airport:

Due to the recent changes in Part 139, many smaller airports have asked if AIP-funded vehicles could be stored at off-airport locations since they do not have the trained personnel to dedicate to ARFF vehicles at an on-airport location.

Traditionally, FAA has objected to this type of arrangement due to a concern that AIP-funded vehicles garaged off-airport could be used for nonairport purposes. Paragraph 303 of the AIP Handbook requires that work items be located within the airport boundary to be eligible. AIP-funded vehicles may not be used for nonairport purposes unless approved by the FAA in mutual aid agreements (and not affecting the necessary complement for the airport). Other off-airport use could lead to repayment of the grant by the sponsor. (See Paragraph 303 of the AIP Handbook.)

However, due to the unique needs of smaller airports, off-airport vehicle storage may be permitted so long as certain conditions are met. First, there must be a means of assuring that the vehicles will be available for airport use at times necessary to meet Part 139 requirements. Second, there must be clear assurance that the vehicles will not be used for local community needs since AIP funding cannot be used for nonairport purposes and use of the vehicle for nonairport purposes reduces the useful life of the vehicles. Third, the airport must demonstrate to the satisfaction of the FAA that the off-airport storage is to the airport's benefit over on-airport storage.

Therefore, regions and Airport District Offices, at their option, may approve the request for storing the vehicles at off-airport locations if an acceptable agreement is executed between the airport sponsor and the local government entity. The agreement must, as a minimum, restrict the use of the vehicle for airport purposes only (except for FAA-approved mutual aid agreement uses) and contain an agreement that use of the vehicle of other than airport purposes could require repayment of the grant funding since it would be in violation of the grant conditions. Further the agreement must contain provisions for documenting the use of the vehicle. When the region or ADO has approved an agreement, the region or ADO must periodically audit the use of the vehicle, most likely during inspection activities.

Keywords: ARFF equipment, Off-Airport Storage

07-02-2 ARFF Vehicle Strut Replacement

SA/EQ/RF
ST/EQ/RF

This is reminder that AIP funds may be used to replace struts on ARFF vehicles that were acquired before the enhanced strut requirements were issued (discussed in Advisory Circular 150/5220-10C, issued in 2002).

Major rehabilitation of ARFF vehicles that are required under Part 139 is AIP-eligible and may include strut replacement. This is because major rehabilitation will extend the useful life of the equipment, thereby maximizing the federal investment.

The ACIP coding for ARFF vehicles has been modified to include acquisition or rehabilitation.

<Acquire/Rehabilitate> ARFF Vehicle (Required by Part 139)	SA/EQ/RF
<Acquire/Rehabilitate> ARFF Vehicle (Not Required by Part 139)	ST/EQ/RF

Keywords: ARFF equipment, Strut

07-02-3 Miscellaneous Safety, Security and ARFF Vehicles

Some airports have inquired about AIP funding for all terrain vehicles (ATV) as ARFF or safety equipment, relying on the AIP statute that allows safety equipment beyond what is required by Title 49 CFR, Part 1542 or FAR Part 139. The airports have said that these ATVs would be used to allow firefighter access to wooded or remote areas of an airport when responding to emergencies. Other airports have asked about passenger vehicles or trucks used by firefighters or by security and operations personnel.

This question of defining the eligibility of safety equipment has been raised before. The basic criteria for eligibility of safety and security equipment remains whether the item of equipment is needed to meet a unique safety need at a particular airport.

Paragraph 541 of the AIP Handbook contains detailed information regarding the eligibility of safety equipment. Paragraph 542 of the AIP Handbook contains detailed information regarding what is eligible for AIP for security projects, as well as detailing the required TSA coordination.

A general rule of thumb is that safety and security equipment that is required specifically by Part 139 or contained in an emergency plan approved by an FAA inspector under Part 139 (or Part 1542 in the case of security equipment) will be eligible. Commercially available passenger vehicles or trucks, including ATVs and lawn or agricultural tractors, are generally ineligible for AIP funding, unless FAA (or TSA for security issues) determines that the equipment fills a unique safety or security need. In accordance with FAA Order 5100.38C, paragraph 541.h, the Airport Safety and Operations Division, AAS-300, makes the determination on behalf of FAA for projects that "contribute significantly to safety".

Eligibility determinations for equipment or vehicles not required by regulation or plans approved under the regulation must be forwarded to APP-500. APP-500 will coordinate the request with AAS-300 or TSA to ensure the unique safety and security need for the equipment as well as ensuring the appropriate performance specifications that are required for the item.

Keywords: Safety, Security, Equipment

07-02-4 Emergency Generators

Soar Code: ST/EQ/LI

Following the hurricanes in 2004 and 2005, we received inquiries about the eligibility of emergency generators for some nonprimary airports.

The AIP Handbook allows acquisition of fixed generators for airfield lighting. The requirements for AIP-provided generators are addressed in Paragraph 538.a, Redundant Electrical Power Supply Policy. It states that only a single source of power is eligible unless the prolonged loss of electric service imposes a major impact, reduces safety, or causes significant delays to airport users.

AIP eligibility for emergency generators is limited to fixed generators sized to provide the minimum capacity needed for airports as discussed in Paragraph 538 of the Handbook.

For cases that are not covered by Paragraph 538, Regions and ADOs should review the requests for emergency generators. AIP funds may not be used to provide emergency power to an airport for emergency housing, marshaling of equipment or supplies for catastrophe relief or other purposes. This could be an augmentation of other federal agencies' budgets since other agencies have the specific responsibility to provide those services.

Funding for fixed emergency generators that does not meet paragraph 538.a criteria but supports AIP eligible airside infrastructure is limited to entitlement funds and should be coded according to the facility or equipment that is being supported by the generator. The project file should include documentation that the generator will enhance safety even though it exceeds the Paragraph 538a criteria.

Acquiring portable emergency generators or light plants that function essentially as portable emergency generators is not eligible for AIP funding.

Keywords – Generators, Airfield Lighting

07-02-5 Enhanced Taxiway Centerline Markings

SOAR Code: SA/OT/SG
SP/OT/SG

In April 2005, Advisory Circular 150/5340-1J, Standards for Airport Markings was issued. This AC introduces the enhanced taxiway centerline to alert pilots that they are approaching a runway holding position. Airports with more than 1.5 million enplanements (approximately 72 airports) must complete these enhanced centerline markings by June 30, 2008. Other primary airports not currently required to incorporate the enhanced centerlines may also choose to install the enhanced markings on their airfields.

When the airports do the marking change, all the taxiway centerlines on the airfield leading up to runways must be changed. Partial marking of the airfield is not allowed.

This enhanced marking contributes to runway safety, and FAA requires that this work be done. Therefore, the work is eligible for AIP funding. A new code has been added to SOAR to code this work. It is:

SA/OT/SG	Install <Guidance Signs/Runway Incursion Caution Bars/Runway Incursion Markings> [Required by Part 139]
SP/OT/SG	Install <Guidance Signs/Runway Incursion Caution Bars/Runway Incursion Markings> [non Part 139 CS]

Keywords: Runway Incursion Lighting, Taxiway Centerline Markings, Marking and Lighting

07-02-6 Approach Lighting Systems (ALS) on Runways with LPV Approaches

SOAR Code: SP/RW/VI

Some airports have inquired whether an Approach Lighting System (ALS) is AIP-eligible for a runway end that has a published Localizer Performance with Vertical Guidance (LPV) approach.

LPV approaches can be flown under Visual Flight Rules (VFR) in an aircraft equipped with a WAAS-enabled GPS receiver can fly into an airport with lower visibility minimums than are normally available on a visual approach. [Note - when a pilot flies an approach to an airport, the pilot must either be operating under Instrument Flight Rules (IFR) or Visual Flight Rules (VFR). VFR flight is permitted during Visual Meteorological Conditions (VMC) – basically when pilots have sufficient visibility to maintain visual separation from other aircraft and terrain.]

WAAS system improvements and LPV technology means that LPV approaches can have visibility minimums that are as low as many instrument approaches. To get the lowest minima possible, an airport must meet the requirements listed in FAA Advisory Circular 150/5300-13. These include an ALS, precision runway markings, a full parallel taxiway, and land acquisition and obstruction removal needed to meet the larger clearance and runway dimensional requirements associated with the lower approach visibility minimums.

An ALS is technically eligible if the project has a passing Benefit Cost Analysis (BCA). The BCA must include all of the costs to meet the increased design standards for the lower visibility minimums, plus the cost of airport maintenance of the ALS for a 10-year period.

Regions and ADOs may not program an ALS for LPV-approach runways for AIP funding unless the airport has presented a passing Benefit Cost Analysis that has been accepted by FAA.

If an airport is contemplating starting a Benefit Cost Analysis, contact APP-510. The process will follow the general format that is used for an ILS installation. The costs will be balanced against the economic benefit of the airport being able to handle arrivals in the incremental minimums gained with the installation of an ALS. While an AIP grant may not be issued for preparation of a BCA, the cost of preparing the BCA is an allowable cost to an ALS project if an ALS project is programmed.

An airport may propose installing an ALS without taking the reduction in minimums that could be gained in order to avoid having to meet approach clearing, obstruction or dimensional standards. In that instance, the installation is not eligible for AIP funding.

Keywords: Approach Lighting System, Localizer Performance with Vertical Guidance, ALS, LPV, BCA – ALS/LPV