Objectives

- Understanding the status of NPE funding
- Understanding the changes to the ACIP Process
- Understanding the planning role
- Understanding the phasing of projects
Agenda

9:00 a.m. Welcome
9:05 a.m. Introduction - Michelle Frazier
9:25 a.m. Planning - Jordan Gunn
9:40 a.m. Engineering - John Paul Saalwaechter
10:05 a.m. BREAK (~ 15 minutes)
10:20 a.m. Interactive Exercise
10:40 a.m. Finance – John Briggs
11:00 a.m. Working Sessions – John Paul Saalwaechter
11:15 a.m. Questions – John Paul Saalwaechter
Strategy for FY 2019

Transportation Equity Fund (TEF)

Federal Spending

Airport Planning

Statewide Programming
Programmed FY 2019 Airport ACIP

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**TDOT Aeronautics Division**  
**FY 2019 ACIP**

Inclusion of a project in the plan is not a commitment for funding. Project requests must be submitted and reviewed by Tennessee Aeronautics Commission and/or TDOT Aeronautics Division for approval and grant award. Please contact your TDOT Project manager to discuss Project Staff Review (PSR) deadlines for submittal.

<table>
<thead>
<tr>
<th>Associated City</th>
<th>Project Short Title</th>
<th>Airport Priority Ranking</th>
<th>TDOT Project Category</th>
<th>Estimate Cost</th>
<th>Sponsor Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport 1</td>
<td>Lighting System</td>
<td>1</td>
<td>Safety</td>
<td>$20,000.00</td>
<td>$1,000.00</td>
</tr>
<tr>
<td>Airport 1</td>
<td>Security Cameras</td>
<td>1</td>
<td>Security</td>
<td>$35,000.00</td>
<td>$1,750.00</td>
</tr>
<tr>
<td>Airport 1</td>
<td>Obstruction Removal</td>
<td>3</td>
<td>Safety</td>
<td>$65,000.00</td>
<td>$3,250.00</td>
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<tr>
<td>Airport 1</td>
<td>Obstruction Survey</td>
<td>2</td>
<td>Infrastructure Preservation</td>
<td>$25,000.00</td>
<td>$1,250.00</td>
</tr>
<tr>
<td>Airport 1 Total</td>
<td></td>
<td></td>
<td></td>
<td>$145,000.00</td>
<td>$7,250.00</td>
</tr>
</tbody>
</table>
Considerations for FY 2020

Federal Expenditure Rate

Construction Ready Projects

Bids exceeding Estimates

TEF Cap $10,500,000

Uncertainty of Federal Funds
**ACIP Process FY 2020**

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Funds Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td>State TEF</td>
<td>$8,000,000</td>
</tr>
<tr>
<td>Federal Apportionment</td>
<td>$4,600,000</td>
</tr>
<tr>
<td>*Federal NPE</td>
<td>$9,300,000</td>
</tr>
<tr>
<td></td>
<td>$21,900,000</td>
</tr>
</tbody>
</table>

* Dependent on demonstrated need
July 6, 2018

Airport 1
Mr. Mayor, County Mayor
COUNTY COURTHOUSE AVENUE
MY TOWN, TN 37000

Dear Mayor,

Annually, the State collects Airport Capital Improvement Plans (ACIP) from non-primary airport sponsors. Airports must submit and develop a list of capital improvement projects to justify receiving the annual Federal Aviation Administration (FAA) Non-Primary Entitlement (NPE) of $150,000. The importance of the ACIP was discussed in the 2017 ACIP meetings conducted across the State. The individual airport ACIPs are compiled and provided to the FAA with the annual Airport Improvement Program (AIP) block-grant application.

In June of 2018, TDOT met with the FAA to discuss Tennessee’s 2018 AIP block-grant application and to review the status of prior year federal spending. The large NPE balances currently held by airports across the State were an item of discussion. FAA Order $100.38D, Airport Improvement Program Handbook and FAA Advisory Circular 150/5100-21 dictate that “non-primary entitlements are available for the fiscal year in which the funds are apportioned plus three fiscal years immediately following the year in which the funds are apportioned, or a total of four years.” AIP Funding allocated to an airport in FY 2014 or a prior year has now expired. As a result of this meeting, the FAA has agreed that expired funds may remain in Tennessee for the benefit of our aviation system. Additionally, Tennessee may re-portion expired funds to other airports in the State with high-priority projects targeted for completion in FY 2019 or early FY 2020. Eligible projects will be identified by TDOT Aeronautics and reviewed by the Tennessee Aeronautics Commission for funding.

Many airports were identified as having an NPE balance sufficient to accomplish the projects identified on the ACIP for FY 2019. Therefore, the 2018 $150,000 AIP entitlement will not be requested for those airports by Tennessee for inclusion in the 2018 block-grant. The airport’s 2018 entitlement will remain protected with the FAA and will be available for a future year’s funding request. This will keep the funding from beginning the four year performance period required under the block-grant.

TDOT Aeronautics is preparing a communication to provide you with your airport’s available funding balances and the status of your 2018 AIP funding. If you have additional questions, please contact Michelle Frazier, Aeronautics Director, at 615-741-7864.

Thank you for your continued efforts to operate and maintain Tennessee’s Aviation System.

Sincerely,

John Schroer
Commissioner, Tennessee Department of Transportation
Annually, the State collects Airport Capital Improvement Plans (ACIP) from non-primary airport sponsors. Airports must submit and develop a list of capital improvement projects to justify receiving the annual Federal Aviation Administration (FAA) Non-Primary Entitlement (NPE) of $150,000.
Non-Primary Entitlements (NPE)

FAA Order 5100.38D, Airport Improvement Program Handbook and FAA Advisory Circular 150/5100-21 dictate that “non-primary entitlements are available for the fiscal year in which the funds are apportioned plus three fiscal years immediately following the year in which the funds are apportioned, or a total of four years.”

AIP Funding allocated to an airport in FY 2014 or a prior year has now expired.
Non-Primary Entitlements with TN

2018 + 2017 + 2016 + 2015 = 6 yrs

2018 + 2017 + 2016 + 2015 = 4 yrs

2019 + 2018 + 2017 + 2016 = 4 yrs
Many airports were identified as having an NPE balance sufficient to accomplish the projects identified on the ACIP for FY 2019. Therefore, the 2018 $150,000 AIP entitlement will not be requested for those airports by Tennessee for inclusion in the 2018 block-grant.
The airport’s 2018 entitlement will remain protected with the FAA and will be available for a future year’s funding request. This will keep the funding from beginning the four year performance period required under the block-grant.
Tennessee Program Changes

On the ACIP vs. Not On the ACIP

Project Phases vs. Amendments

Emergency vs. Poor Planning
Aeronautics Economic Development Fund
What is our role within the planning of your airport?

- To preserve and develop long-term, feasible goals for your airport.
- Meet airport capacity demand.
- Mitigate environmental impacts.
- Provide safe air transportation according to design standards.
What does that process look like?

AIP  ACIP  ALP  Exhibit “A”
Planning Process

NPIAS

Showing a need for $750,000 or more for five years
Planning Process

AIP
ACIP
ALP
Exhibit “A”

ACIP submission
Project Description and Justification
Cost Estimate
Approved ALP
Sketch
## ACIP Submittal

<table>
<thead>
<tr>
<th>Proposed FY to Begin Project</th>
<th>Project Description</th>
<th>Project Identification in ALP/MP (Yes No)</th>
<th>Sponsor Priority Number</th>
<th>AIP Entitlements</th>
<th>AIP Discretionary</th>
<th>AIP Apportionment</th>
<th>State Participation</th>
<th>Sponsor Participation</th>
<th>Estimated Total Cost of Project</th>
<th>Justification</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Corporate Hangar Maintenance</td>
<td>No</td>
<td>2</td>
<td>18,000</td>
<td></td>
<td></td>
<td>1,000</td>
<td>1,000</td>
<td>20,000</td>
<td>Main hangar from 1965 needs siding and roof replacement (Acid rain damaged); noted in the airport inspection report for rust, paint, sealing. Includes some replacing windows. This is our office and maintenance hangar.</td>
</tr>
<tr>
<td>2019</td>
<td>Runway Lights - DESIGN</td>
<td>No</td>
<td>1</td>
<td>45,000</td>
<td></td>
<td></td>
<td>2,500</td>
<td>2,500</td>
<td>50,000</td>
<td>New runway lighting system required to resume night time operations</td>
</tr>
<tr>
<td>2020</td>
<td>Runway Lights/Night Certification</td>
<td>No</td>
<td>1</td>
<td>450,000</td>
<td></td>
<td></td>
<td>25,000</td>
<td>25,000</td>
<td>500,000</td>
<td>Airport requires night recertification. Includes obstruction lighting, runway lighting (MIRL/REIL), repair/upgrade beacon.</td>
</tr>
<tr>
<td>2021</td>
<td>Finish Security Fence</td>
<td>No</td>
<td>4</td>
<td>135,000</td>
<td></td>
<td></td>
<td>7,500</td>
<td>7,500</td>
<td>150,000</td>
<td>Security fencing needs to be completed per ALP and new security regulations. Should be completed after new apron is installed</td>
</tr>
</tbody>
</table>

**Project Total Cost** 720,000.00
NOTE:
This diagram is for orientation purposes only and is not to scale. Aprons, buildings, roadways, taxiways, runway extension, property lines, etc. shown on the photo are approximated in size, shape and location. Security or other miscellaneous improvements are not shown on diagram but may be included in the ACIP.

Key ACIP 2019-2021 Proposed Projects

2019:
1. Runway Lights (Design)
2. Corporate Hangar Maintenance

2020:
1. Runway Lights/Night Certification

2021:
4. Finish Security Fence
Planning Perspective

- AIP
- ACIP
- ALP
- Exhibit “A”

Design Standards

Airport Design and Control of Safety Surfaces (RSA, OFA, RPZ, etc.)

Aeronautical Development

Airspace Protection and AGIS
Planning Perspective

- Compliance with AIP Grant Assurances
- Proposed vs. Existing
- Different than a Property Map
Contact Information

Jordan Gunn
615-532-5238
Jordan.gunn@tn.gov

Anna Bobrowski
615-253-1889
Anna.bobrowski@tn.gov
Phasing and Timing of Development

John Paul Saalwaechter, PE, Engineering Manager
Development Phases

Planning
- ALP Update
- Exhibit “A” update
- Studies

Land
- Study
- Acquisition

Design
- Preliminary Study
- Design and Bidding/Negotiation

Construction
- Construction
- Closeout
• **Current ALP**
  
  – A current FAA approved ALP showing the proposed airport development is a **prerequisite** for issuance of a grant.
• Grant Assurance 29
  – Any sponsor who has received a grant for airport development is obligated by grant assurance to “keep the ALP up-to-date at all times.”
  – The same is true for the Exhibit ‘A’.
• Acquisition... then development
  – Sponsors must accomplish land acquisition prior to and separately from the grant for the development project.
  – Sponsor must hold adequate property rights.
Runway Protection Zone (RPZ)

- Sponsor must have sufficient interest in the RPZ to protect from both obstructions and incompatible land use.

- 3 Ways to attain sufficient interest:
  1. Purchase the approach areas in fee.
  2. Purchase of an easement.
  3. Rely upon adequate zoning.
**Interim Guidance: New or modified land uses in RPZ**

<table>
<thead>
<tr>
<th>Table 1: Land Uses Requiring Coordination with APP-400</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Buildings and structures (Examples include, but are not limited to: residences, schools, churches, hospitals or other medical care facilities, commercial/industrial buildings, etc.)</td>
</tr>
<tr>
<td>- Recreational land use (Examples include, but are not limited to: golf courses, sports fields, amusement parks, other places of public assembly, etc.)</td>
</tr>
<tr>
<td>- Transportation facilities. Examples include, but are not limited to:</td>
</tr>
<tr>
<td>- Rail facilities – light or heavy, passenger or freight</td>
</tr>
<tr>
<td>- Public roads/highways</td>
</tr>
<tr>
<td>- Vehicular parking facilities</td>
</tr>
<tr>
<td>- Fuel storage facilities (above and below ground)</td>
</tr>
<tr>
<td>- Hazardous material storage (above and below ground)</td>
</tr>
<tr>
<td>- Wastewater treatment facilities</td>
</tr>
<tr>
<td>- Above-ground utility infrastructure (i.e. electrical substations), including any type of solar panel installations.</td>
</tr>
</tbody>
</table>
• Study Phase

• **TDOT Requirements**
  - Letter
  - Summary of costs
  - Schedule

• **Actions & Expectations**
  - Survey and Description
  - Environmental Site Assessment (ESA)
  - Appraisal and Review Appraisal
  - **Negotiations (land costs)**
• **Acquisition Phase**

  • **TDOT Requirements**
    - Letter
    - Summary of costs
    - Schedule

  • **Actions & Expectations**
    - Land transactions
    - Legal and Closing Fees
    - **Evidence of Good Title**
    - Relocation Assistance (as applicable)
    - Exhibit "A" property map update
• Preliminary Study Phase

TDOT Requirements
- Letter
- Man-hour estimate and fee proposal for Preliminary services
- Schedule

Deliverables
- Geotechnical Report
- Environmental clearance/review document
- **Itemized opinion of probable** Construction Cost (**+30% to -20%**)
- Summary of allowances for other items included in Total Project Cost
- Preliminary Report
Design and Bidding/Negotiation Phase

TDOT Requirements

- Letter
- **Itemized opinion of probable Construction Cost** (+30% to -20%)
- Man-hour estimate and fee proposal for design and bidding/negotiation services
- Scope and fee relationship to construction cost (%)
- Schedule
• Design and Bidding/Negotiation Phase

**Deliverables**

**Final Design**
- Engineer’s Report
- Plans and Specifications
- Construction Schedule
- Cost Estimate
- CSPP
- Bid book and Contract Specs
- Special Studies

**Bidding/Negotiation**
- Advertisement
- Record of plans holders and prospective bidders
- Addenda, if necessary
- **Bid Tabulations**
- Award letter
- Construction Contract
• Construction/Closeout

**TDOT Requirements**
- Letter
- **Bid tabulations**
- Man-hour estimate and fee proposal for construction/closeout services
- Scope and fee relationship to Construction cost (%)
- Schedule
**Construction**

- **Deliverables**
  - Change orders and Supplemental Agreements
  - Punch-lists and Statement of substantial completion
  - Final Construction/Inspection Report
  - Record drawings or as-built drawings
  - Summary of material testing report
  - Summary of project change orders
  - Grant amendment request and associated justification, if applicable
  - Final project reports including financial summary.
  - DBE Participation

**Planning**
- ALP Update
- Exhibit “A” update
- Studies

**Land**
- Study
- Acquisition

**Design**
- Preliminary Study
- Design and Bidding/Negotiation

**Construction**
- Construction
- Closeout
Other Requirements

• RSA Determination
  – Construction, reconstruction (includes overlays), or significant expansion of any runway

• RPZ Alternatives Analysis Study
  – When incompatible land uses enter the limits of new or modified RPZs

• AGIS Survey
  – Changes to safety critical data
Other Requirements

• 5010 Master Record Updates
  – Development projects that modify airport features

• As-built ALP
  – Geometric changes are made to airfield pavements

• Airport Chart/Diagram Modification
  – Impacts to Instrument Approach Procedures
BREAK
Phasing – Affordability Example

- Objective: Full Parallel Taxiway
Prerequisites

- On ALP
- Adequate property rights?

**Phase 1**
- Design Grant
  - Preliminary Study (FY 2020)
  - Design and Bidding (FY 2020)
- Construction (FY 2021)

**Phase 2**
- Land Acquisition
  - Study (FY 2021)
  - Acquisition (FY 2022)

**Phase 3**
- Design Grant
  - Preliminary Study (FY 2023)
  - Design and Bidding (FY 2023)
- Construction (FY 2024)
Development Phases

Planning
- ALP Update
- Exhibit “A” update
- Studies

Land
- Study
- Acquisition

Design
- Preliminary Study
- Design and Bidding/Negotiation

Construction
- Construction
- Closeout
Programming
John Briggs, Transportation Manager 1
Programming and Monitoring

• Airport License
• ACIP Programming
• BlackCat
Airport License

- Online Airport License Application
- Airport Inspection SOP
- Conditional License
  - Usually granted for 120 days
  - Must have plan of action to correct if needed beyond 120 days
## What Happens After ACIP Submission?

**FY19 ACIP submission from 2018:**
- 90 projects
- $29 Million

**Budget:**
- $9.3M NPE
- $4.6M Apportionment
- $8.0M TEF
- $21.9M Total

$29M > $22M = Prioritization
What Happens After ACIP Submission?

State Priority Ranking

1. Safety
2. Security
3. Pavement Preservation/Maintenance
4. Preservation of Infrastructure
5. Compliance with current FAA Standards
6. Planning
7. Increase Capacity/Modernization
8. Equipment
9. Landside Improvements
10. Revenue Producing
What Happens After ACIP Submission?

FAA Priority Calculation

- FAA Order 5100.39A  Airport Capital Improvement Plan (Appendix 5)

Priority = \(0.25 \times (P \times (A + 1.4P + C + 1.2T))\)

### FAA Priority Calculation

#### FAA Order 5100.39A  Airport Capital Improvement Plan (Appendix 5)

Priority formula:

\[ \text{Priority} = 0.25 \times (P \times (A + 1.4P + C + 1.2T)) \]

### FAA Priority Calculation

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Priority formula:

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### FAA Priority Calculation

#### FAA Order 5100.39A  Airport Capital Improvement Plan (Appendix 5)

Priority formula:

\[ \text{Priority} = 0.25 \times (P \times (A + 1.4P + C + 1.2T)) \]
### What Happens After ACIP Submission?

| Associated City | Year | Title | Airport Priority | FAA Priority | AERO Rank | Estimate Cost | Sponsor Participation | NPE Balance | NPE | APP | DIS/MAP | State |
|-----------------|------|-------|------------------|--------------|-----------|---------------|-----------------------|-------------|------|-----|--------|--------|--------|
| Airport 2       | 2019 | Partial Parallel Taxiway - DESIGN | 1               | 57           | 1         | $150,000      | $7,500.00             | $265,000.00 | $135,000.00 | $7,500.00 |
| Airport 2       | 2019 | Obstruction Survey (UAS) | 5               | 42           | 1         | $15,000       | $750.00               | $251,500.00 | $13,500.00 | $750.00 |
| Airport 2       | 2019 | Apron Rehabilitation | 2               | 58           | 3         | $150,000      | $7,500.00             | $116,500.00 | $135,000.00 | $7,500.00 |
| Airport 2       | 2020 | Remove hangars in OFA | 3               | 90           | 1         | $150,000      | $7,500.00             | $131,500.00 | $135,000.00 | $7,500.00 |
| Airport 2       | 2020 | RPZ Acquisition - R/W 02 | 8               | 42           | 1         | $200,000      | $10,000.00            | $63,463.74  | $68,036.26  | $122,000.00 |
| Airport 2       | 2020 | Partial Parallel Taxiway - CONSTRUCTION | 3               | 64           | 4         | $1,600,000   | $80,000.00            | $0.74       | $63,463.00  | $1,376,537.00 |
| Airport 2       | 2021 | Terminal roof maintenance | 4               | 32           | 4         | $50,000       | $2,500.00             | $150,000.74 | $0.00         | $47,500.00 |
| Airport 2       | 2021 | ALP Update | 7               | 42           | 5         | $150,000      | $7,500.00             | $15,000.74  | $135,000.00 | $7,500.00 |

ACIP is sorted by year for five years and balanced to fit with other airports projects within discretionary, state apportionment ceilings, and TEF.
What Happens After ACIP Submission?

<table>
<thead>
<tr>
<th>Associated City</th>
<th>Year</th>
<th>Title</th>
<th>Airport Priority</th>
<th>FAA Priority</th>
<th>AERO Rank</th>
<th>Estimate Cost</th>
<th>Sponsor Participation</th>
<th>NPE Balance</th>
<th>NPE</th>
<th>APP</th>
<th>DIS/MAP</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport 2</td>
<td>2019</td>
<td>Partial Parallel Taxiway - DESIGN</td>
<td>1</td>
<td>57</td>
<td>1</td>
<td>$150,000</td>
<td>$7,500.00</td>
<td>$265,000.00</td>
<td>$135,000.00</td>
<td>$7,500.00</td>
<td></td>
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<tr>
<td>Airport 2</td>
<td>2019</td>
<td>Obstruction Survey (UAS)</td>
<td>5</td>
<td>42</td>
<td>1</td>
<td>$15,000</td>
<td>$750.00</td>
<td>$251,500.00</td>
<td>$13,500.00</td>
<td>$750.00</td>
<td></td>
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</tr>
<tr>
<td>Airport 2</td>
<td>2019</td>
<td>Apron Rehabilitation</td>
<td>2</td>
<td>58</td>
<td>3</td>
<td>$150,000</td>
<td>$7,500.00</td>
<td>$116,500.00</td>
<td>$135,000.00</td>
<td>$135,000.00</td>
<td>$7,500.00</td>
<td></td>
</tr>
<tr>
<td>Airport 2</td>
<td>2020</td>
<td>Remove hangars in GPA</td>
<td>6</td>
<td>90</td>
<td>1</td>
<td>$150,000</td>
<td>$7,500.00</td>
<td>$131,500.00</td>
<td>$135,000.00</td>
<td>$7,500.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport 2</td>
<td>2020</td>
<td>RPZ Acquisition - R/W 02</td>
<td>8</td>
<td>42</td>
<td>1</td>
<td>$200,000</td>
<td>$10,000.00</td>
<td>$63,463.74</td>
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<td>Airport 2</td>
<td>2021</td>
<td>Terminal roof maintenance</td>
<td>4</td>
<td>32</td>
<td>4</td>
<td>$50,000</td>
<td>$2,500.00</td>
<td>$150,000.74</td>
<td>$0.00</td>
<td>$47,500.00</td>
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</tr>
<tr>
<td>Airport 2</td>
<td>2021</td>
<td>ALP Update</td>
<td>7</td>
<td>42</td>
<td>5</td>
<td>$150,000</td>
<td>$7,500.00</td>
<td>$15,000.74</td>
<td>$135,000.00</td>
<td>$7,500.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

ACIP is sorted by year for five years and balanced to fit with other airports projects within discretionary, state apportionment ceilings, and TEF.
What Happens After ACIP Submission?

Annual Inspection

SECTION TWO VIOLATIONS, STATE RECOMMENDED CORRECTIONS:

- 20:1 Federal Approach Slope Violations on Runway 18 approach end; therefore, an obstruction survey / removal project is recommended in the near future
- Fill material is needed along both sides of the runway
- Extensive cracking and faded markings on the ramp and taxiway; therefore, a pavement rehabilitation / crack sealing and marking project is recommended in the near future
What Happens After ACIP Submission?

Notification Letter will be sent to the airports notifying what projects will be funded for the upcoming Fiscal Year.

Secure local funding

Review TAC, PSR, and funding request deadlines – Submit project requests

TDOT Aeronautics reviews and evaluates your updated needs.
In order to have a grant\(^1\) start date in...

- **March**: 2/28/2019
- **May**: 4/25/2019
- **July**: 6/27/2019
- **September**: 8/22/2019
- **November**: 10/24/2019

The TAC\(^2\) meeting would occur on\(^3\)... 

- **March**: 2/8/2019
- **May**: 4/5/2019
- **July**: 6/7/2019
- **September**: 8/9/2019
- **November**: 10/11/2019

Aeronautics review completed by\(^4\)...

- **March**: 1/18/2019
- **May**: 3/15/2019
- **July**: 5/17/2019
- **September**: 7/19/2019
- **November**: 9/20/2019

The request shall be submitted no later than\(^5\)...
In order to have an executed grant\(^1\) in...

February
March
April
May
June
July
August
September
October
November
December

Aeronautics Review completed by...

1/18/2019
2/8/2019
3/8/2019
4/5/2019
5/10/2019
6/7/2019
7/12/2019
8/9/2019
9/6/2019
10/11/2019
11/8/2019

The request deadline would be\(^5\)...

12/28/2018
1/18/2019
1/18/2019
2/15/2019
3/15/2019
4/19/2019
5/17/2019
6/21/2019
7/19/2019
8/16/2019
9/20/2019
10/18/2019
Federal Funding - NPE

- Non-Primary Airport Entitlement (NPE)

- Up to $150,000/year for classified NPIAS airports

- Four year period of performance. Must be spent in the four years, not just obligated.

- Maximum an airport can have in balance is $600,000

- Airports need to average spending $150,000/year of NPE to avoid NPE expiring.
**Federal Funding - NPE**


- If FAA holds an airports NPE, the period of performance does not begin.

<table>
<thead>
<tr>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
<th>Year 5</th>
<th>Year 6</th>
<th>Year 7</th>
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</thead>
<tbody>
<tr>
<td>2016</td>
<td>$150,000</td>
<td>$150,000</td>
<td></td>
<td>Expires</td>
<td></td>
<td>Expires</td>
</tr>
<tr>
<td>2017</td>
<td></td>
<td></td>
<td>$150,000</td>
<td>Expires</td>
<td></td>
<td>Expires</td>
</tr>
<tr>
<td>2018</td>
<td></td>
<td></td>
<td></td>
<td>Expires</td>
<td></td>
<td>Expires</td>
</tr>
<tr>
<td>2019</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$150,000</td>
<td>Expires</td>
</tr>
<tr>
<td>Total</td>
<td>$150,000</td>
<td>$300,000</td>
<td>$450,000</td>
<td></td>
<td>$600,000</td>
<td></td>
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</tbody>
</table>
Federal Funding - Apportionment

• State Apportionment
  – Cannot be used for revenue producing projects or Terminal buildings.
  – Using for priority projects.

• Discretionary Grants
  – Must be ready to construct
BlackCat Grants Airport Sponsor User’s Guide

### CIP Listing

<table>
<thead>
<tr>
<th>UPIN</th>
<th>Airport ID</th>
<th>Associated City</th>
<th>Title</th>
<th>Estimate Cost</th>
<th>Year</th>
<th>Airport Priority</th>
<th>FAA Priority</th>
<th>State Priority</th>
<th>AIP Eligible</th>
<th>Locked</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCG00000612</td>
<td>UOS</td>
<td>Sewanee</td>
<td>Obstruction removal</td>
<td></td>
<td>2019</td>
<td>3</td>
<td>46</td>
<td>64</td>
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</tr>
<tr>
<td>BCG000003051</td>
<td>UOS</td>
<td>Sewanee</td>
<td>Obstruction Survey</td>
<td></td>
<td>2019</td>
<td>2</td>
<td>57</td>
<td>50</td>
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<tr>
<td>BCG00001695</td>
<td>UOS</td>
<td>Sewanee</td>
<td>Pilot Controlled Lighting System</td>
<td></td>
<td>2019</td>
<td>1</td>
<td>18</td>
<td>61</td>
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<tr>
<td>BCG00000618</td>
<td>UOS</td>
<td>Sewanee</td>
<td>Security cameras</td>
<td></td>
<td>2010</td>
<td>1</td>
<td>1</td>
<td>51</td>
<td>✔</td>
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<tr>
<td>BCG000303052</td>
<td>UOS</td>
<td>Sewanee</td>
<td>Approach Development</td>
<td></td>
<td>2021</td>
<td>9</td>
<td>02</td>
<td>42</td>
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<tr>
<td>BCG0002723</td>
<td>UOS</td>
<td>Sewanee</td>
<td>Instrument Landing System</td>
<td></td>
<td>2021</td>
<td>5</td>
<td>30</td>
<td>40</td>
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<td>UOS</td>
<td>Sewanee</td>
<td>Runway preventative maintenance</td>
<td></td>
<td>2021</td>
<td>6</td>
<td>68</td>
<td>40</td>
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<tr>
<td>BCG00000010</td>
<td>UOS</td>
<td>Sewanee</td>
<td>Ground Maintenance Equipment</td>
<td></td>
<td>2022</td>
<td>7</td>
<td>38</td>
<td>10</td>
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<tr>
<td>BCG0001726</td>
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<td>Sewanee</td>
<td>AWOS-SV</td>
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<td>2024</td>
<td>8</td>
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<td>UOS</td>
<td>Sewanee</td>
<td>Hangar renovations</td>
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<td>2024</td>
<td>9</td>
<td>31</td>
<td>21</td>
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<td>BCG0006813</td>
<td>UOS</td>
<td>Sewanee</td>
<td>Full parallel taxiway</td>
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<td>2025</td>
<td>11</td>
<td>49</td>
<td>21</td>
<td>✔</td>
<td>✔</td>
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<tr>
<td>BCG00000611</td>
<td>UOS</td>
<td>Sewanee</td>
<td>T-hangars</td>
<td></td>
<td>2025</td>
<td>10</td>
<td>0</td>
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<td>✔</td>
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<td>BCG00000009</td>
<td>UOS</td>
<td>Sewanee</td>
<td>Runway overlay &amp; rehab</td>
<td></td>
<td>2020</td>
<td>12</td>
<td>08</td>
<td>30</td>
<td>✔</td>
<td>✔</td>
<td>Delete, Convert</td>
</tr>
</tbody>
</table>
Editing Proposed Project Information

3. Select the Projects tab.

4. Filter the project listing by Associated City to Smithville and Status to Open.

The project listing includes:
- **UPIN**: BCG0000198
- **TAND**: 21555072504
- **Project Name**: Grounds Maintenance Equipment
- **Airport**: OA3
- **City**: Smithville
- **Request Year(s)**: 2013
- **Allocated Year(s)**: 2013
- **Request Amount**: Open
- **Allocated Amount**: Open

Another project highlighted is:
- **Project Name**: Obstruction Clearing

 alike.
The intention of this project is to clear trees in the federal (34':1') and state (20':1') approaches, Runway 06 & 24. The 2017 State Airfield Inspection at the Smithville Municipal Airport recommends the trees be mitigated, section II, item #3. In addition, the survey data from the approved ALP displays the trees/clusters of trees that encroach into the federal/state approach surfaces. With this, there are proposed lifetime avigational easements that will be requested.

Please reference (if applicable):

- PCI Report
- PCI value & Pavement Section ID #
- Inspection Report
- State and/or FAA Inspection
- ALP or Master Plan
- IFRs
- Environmental Findings
- RSA Determination
- Obstruction Survey
- Runway Justification Study
- Wildlife Management Study
- Noise Study
- Other relevant technical guidance
Project Funding Request

[Image showing the Funding Requests section in BlackCat]

Funding Requests

Project Information

Smithville Municipal Airport: Obstruction Clearing

UPIN: BCG0003079  Project Manager: Adam Guy
DOT #: Status: Open

Created by Joe Johnson on 12/27/2017 3:54 PM
Last Modified by Adam Guy on 4/11/2018 6:52 PM

Funding Requests

Add New

[Image showing the TDOT logo and page number]
When do we expect the grant to be closed? (Typically 3 months after work is complete is complete)

With schedule and project sketch (if applicable)
Input dollar amounts into the text boxes, the percentages will auto populate.

- **Fiscal Year:** 2018
- **Type Of Funding:** Capital
- **Federal:** 36,000 (90%)
- **State:** 2,000 (5%)
- **Local:** 2,000 (5%)
- **Other:** 0 (0%)
- **Matching Funds Available:** Yes
- **Request to use NPE Funds?** Yes

Choose "Save" or "Cancel".
Project Funding Request

- Please do not forget to click **Submit**
  - After submittal, TDOT project manager gets an email alert
Project Funding Request

Request Summary

Title: Obstruction Clearing
Fiscal Year: 2018
Status: Submitted
Requested: $40,000
Allocated: $0
Encumbered: $0

There was 1 revision after request was submitted. View Log

Program:

History Print

* The Funding Request Summary Letter is required to be uploaded before submitting the request.

<< Return to Funding Requests

Active Documents

Document Name: Smithville Obstruction Clearing April TAC PPT
Size: 3.28 MB
Created: 4/11/2018

TAC Documents

Project supporting documentation
Questions
Following ACIP Meetings ...
   - Your TDOT project manager will schedule a working session with your airport.

End of September through the end of November.
Who is involved?

stakeholder ≠ steakholder
Stakeholders

Airport Sponsor
- Director,
- Manager,
- County or City Official,
- Budget Manager, etc.

Airport Consultant Staff
- Planners,
- Engineers,
- Project Managers

TDOT Aeronautics Division
- Project Manager,
- Program Monitor, and
- Planner
Items to bring

- Lasts years ACIP
- Future projects in mind?
  - Cost estimate, priority, justification, description, sketch
- Approved ALP,
- Exhibit A,
- AGIS/Survey Dates,
- Studies,
- Inspection,
- 5010 Master Record,
- PCI Report, etc.
- Your NPE Balance
Deliverable & Deadline

• A needs-based 5 year plan, or ACIP, of potential:
  – planning projects,
  – land projects,
  – design projects,
  – construction projects, and
  – equipment purchases.

• All ACIP projects entered into BlackCat by December 1st.
Takeaways – Working Sessions

- **TDOT** PM will schedule
- Who do I bring?
  - The appropriate stakeholders
- What do I bring?
  - Lasts years ACIP,
  - Supporting info for future projects,
  - Approved ALP,
  - Exhibit A,
  - AGIS/Survey Dates,
  - Studies,
  - Inspection,
  - 5010 Master Record,
  - PCI Report, etc.
  - Your NPE Balance
Takeaways – Working Sessions

• Receipt of **NPE depends upon** justified needs in **ACIP**.

• **Include all** relative development **phases/projects**.

• **Phase** large development **over multiple FY**.

• Your **5-year ACIP** should include **at least $750K** in total projects. (5 x $150K = $750K).

• **Predictability**: Upcoming FY projects are announced early so **we all know what to expect** in advance.
Commitment

Plan the Work

the
Any Questions?