

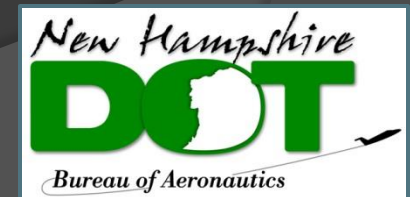
2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE



May 8, 2015
NHDOT Offices
7 Hazen Drive
Concord, NH

- Bureau of Aeronautics' Responsibilities
- New Hampshire Airport System Plan Highlights
- Aeronautics Registrations Overview
- Airport Block Grant Program Overview
- Federal Funding Tips and Expectations
- Resources for FAA-Funded Airport Projects

Patrick C. Herlihy
Director



Housekeeping

- Exits
- Restrooms
- Refreshments
- First half = overview of aviation information
- Second half = federal funding program information
- Take questions along the way and at end
- Participation is encouraged!

Carol L. Niewola, PE, CM
Senior Aviation Planner

Bureau of Aeronautics' Beginnings

Bureau of
Aeronautics'
Responsibilities

1929: The passage of first two Aeronautics laws in New Hampshire

- The Public Service Commission was entrusted to regulate aviation
- Gave towns and cities the authority to acquire land by eminent domain for the purposes to operating landing fields.

1931: Laws were amended

1935: Laws were amended

Tricia L. Schoeneck Lambert
Administrator

Bureau of Aeronautics' Beginnings

- New Hampshire Aeronautics Act of 1939
- Aeronautics means the science and art of flight.
- Appointment of Director - no compensation - but allows for travel expenses (not to exceed \$1,500), served an indefinite term at the pleasure of the Governor
- Establish a State Airways System
- Appropriation \$1,500 annually
- Acceptance of Federal Aid

Bureau of Aeronautics' Beginnings

New Hampshire Aeronautics Act 1941

- Centralize all aeronautical activities in a single state agency
- Allowing funds to be available from registration
- Making non-compliance with federal regulations a violation of the state law
- Establish the State Aeronautics Commission
- Director of Aeronautics appointed by Commission



2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE



Who we are and what we do today...



2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE

The Bureau of Aeronautics is responsible for providing New Hampshire with an air transportation system that is safe and efficient. In addition to our State, New Hampshire airports have a regional and national importance. Airports allow an opportunity for the movement of people for both business and tourism, as well as the movement of goods.



2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE



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and Transit
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Bureau of Aeronautics' Responsibilities

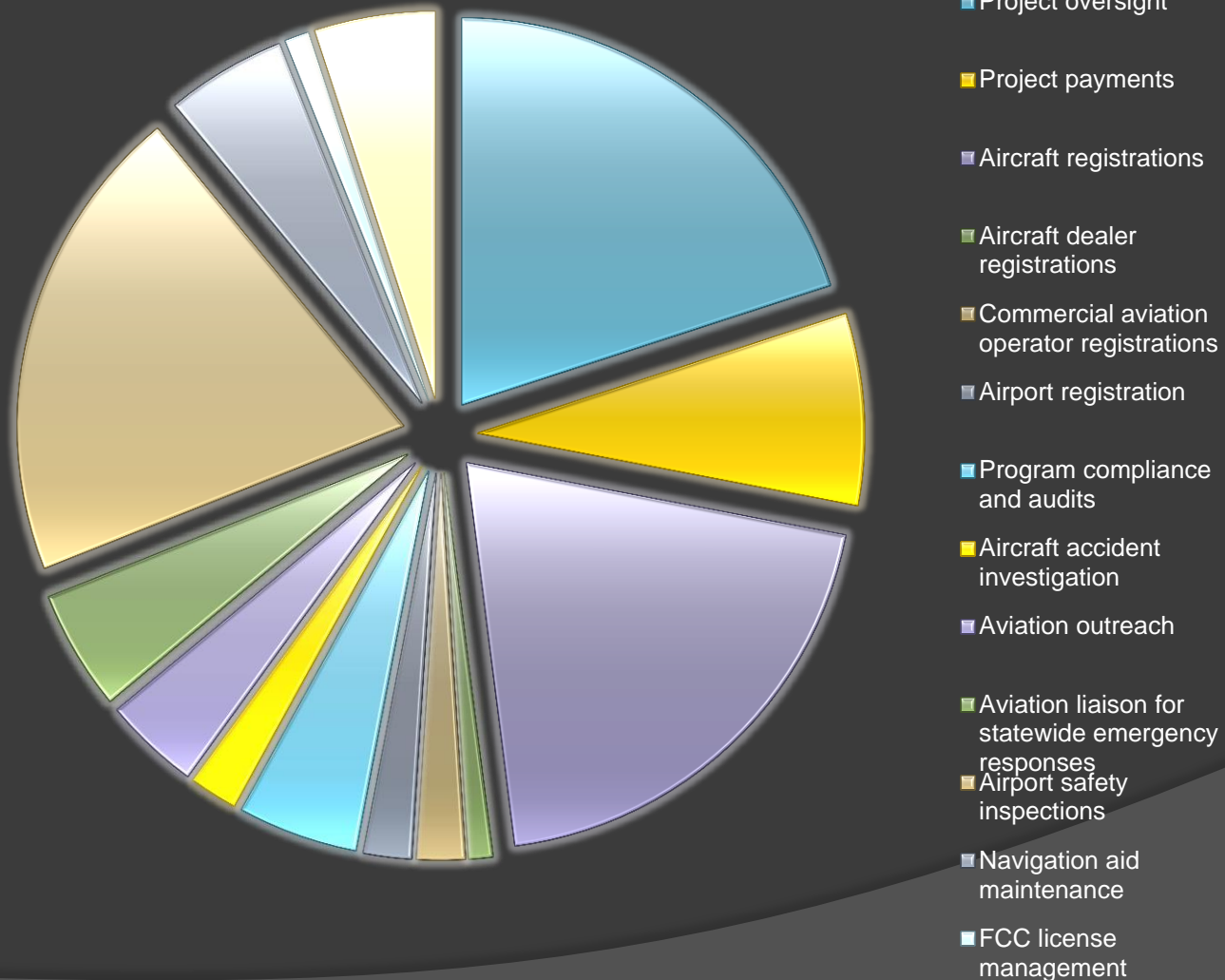
- The Bureau has regulatory oversight of all aviation issues in the state.
- One of only 10 states in the Federal Aviation Administration (FAA) Airport Block Grant Program.
- Processes all federal and state funding to airports.
- Operates 5 state-owned navigational aids in the state.
- The Bureau provides technical resources to the airports.
- The Bureau registers:
 - 104 airports
 - 1,510 aircraft
 - 73 Commercial Aviation Operators
 - 2 Aircraft Dealers
- Funds received from these registrations total approximately \$1M annually.
- The Bureau conducts annual airport safety inspections.

Bureau of Aeronautics' Responsibilities (continued)

- The Bureau responds to aircraft incident and accidents.
- The State owns and maintains five navigational aid sites that provide safety and guidance for pilots.
- The Bureau promotes aviation education programs and outreach.
- The Bureau works with Governor-appointed Aviation Users Advisory Board (AUAB) and the Granite State Airport Management Association (GSAMA).
- The Bureau owns the Alton Bay Seaplane Base (a.k.a., Ice Runway), which is open for approximately six weeks in the winter as conditions permit.

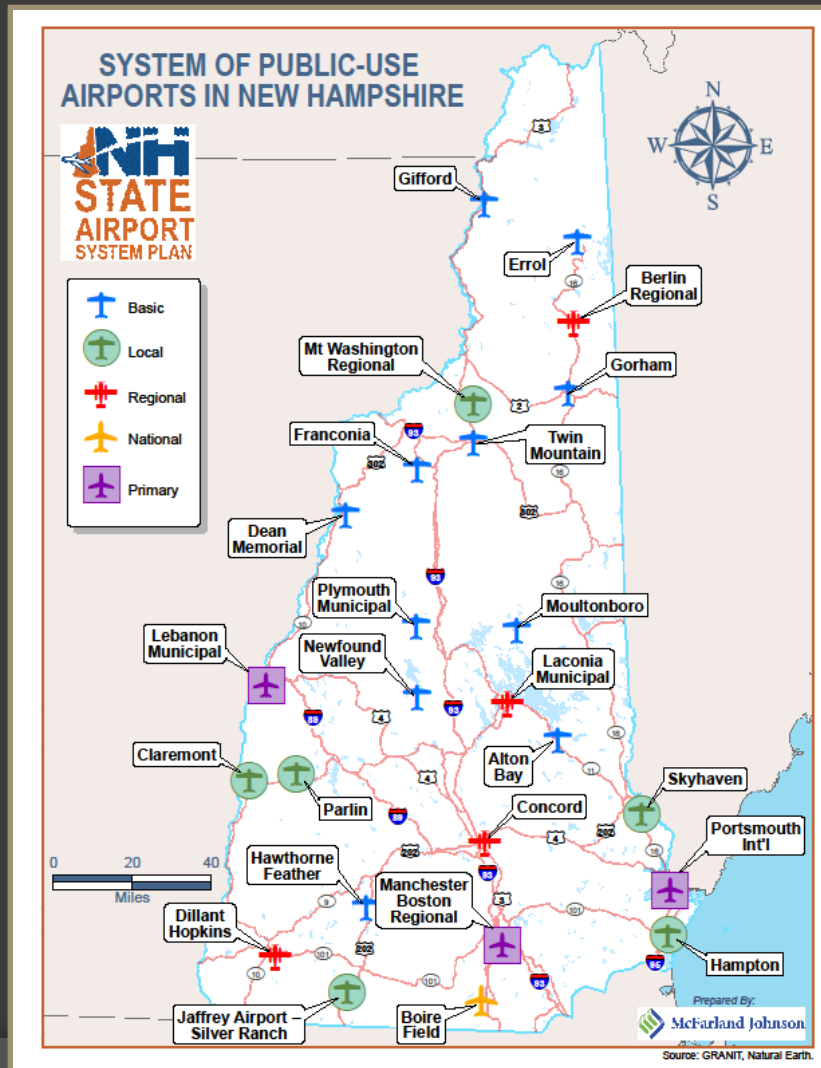


NHDOT Bureau of Aeronautics' Responsibilities



State Airport System Plan

New Hampshire
Airport System
Plan Highlights



Rita L. Castonguay Hunt
Aviation Planner

Purpose:

To identify critical infrastructure, recommend improvements, define economic benefit, provide information to educate and tools to assist development.

Highlights

- System Recommendations
- Tools and Policies
- Economic Impact

*With a little help from FAA Administrator
Michael Huerta...*

System Recommendations
“The Flying Public Relies on
Our Services”

- Expand Capacity
- Enhance Service to Employers & Economic Centers
- Enhance Service to Geographical Gap Areas



Tools and Policies

“Meet the Challenges of the
Aviation Industry”

- Aircraft Registration Fees
- Fuel Taxes
- Aviation Fuel Alternatives
- Funding Needs
- Succession Planning
- Business Planning
- FAA Compliance

Economic Impact

“Aviation is a Tremendous Asset to Our Economy”

25 Public-Use Airports per year =

- \$1.16B of economic output
- 9,200 jobs

Aerospace Manufacturing per year =

- \$9.98M of economic output
- 3,600 jobs

Economic Impact

Totals =

- \$2.1B of economic output per year from aviation sources
- ~13,000 jobs



2.2%

Estimated share of airport improvement needs versus economic impact annually:

*\$25 million in improvements needed versus \$1.16 billion in revenue per year
(next 20 years)*

UAS Update



- FAA NPRM
- FAA Blanket Waiver
- State Position



Resources in SASP

- State Airport System Plan – Technical Document
- Executive Summary
- Economic Summary
- Airport Specific Handouts
- Airport System Information Video
- New Hampshire Airports Pictorial
- Tools

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE

We move money (grant payments)

We collect money (registrations)

Administrative duties

Other duties as assigned

Administrative
Functions in
Aeronautics



J. Thomas Manseau
Aeronautics Program Supervisor
Howard C. Burgess
Aeronautics Program Assistant
Carol L. Niewola, PE, CM
Senior Aviation Planner

Grant Payments

- Normal process and schedule
- Expedited process and schedule
- Bridging the state's fiscal year
- Receiving more than one check per request



NH RSA 422:15
(aka Channeling Act)

Aircraft Registrations

Two Components to Aircraft Registration Certificates

State Registration Fee
In-state resident
vs.
Out-of-state resident

+

Aircraft Operating Fee
Fee per gross aircraft weight
+
Millage rate per aircraft
manufacturer's list price

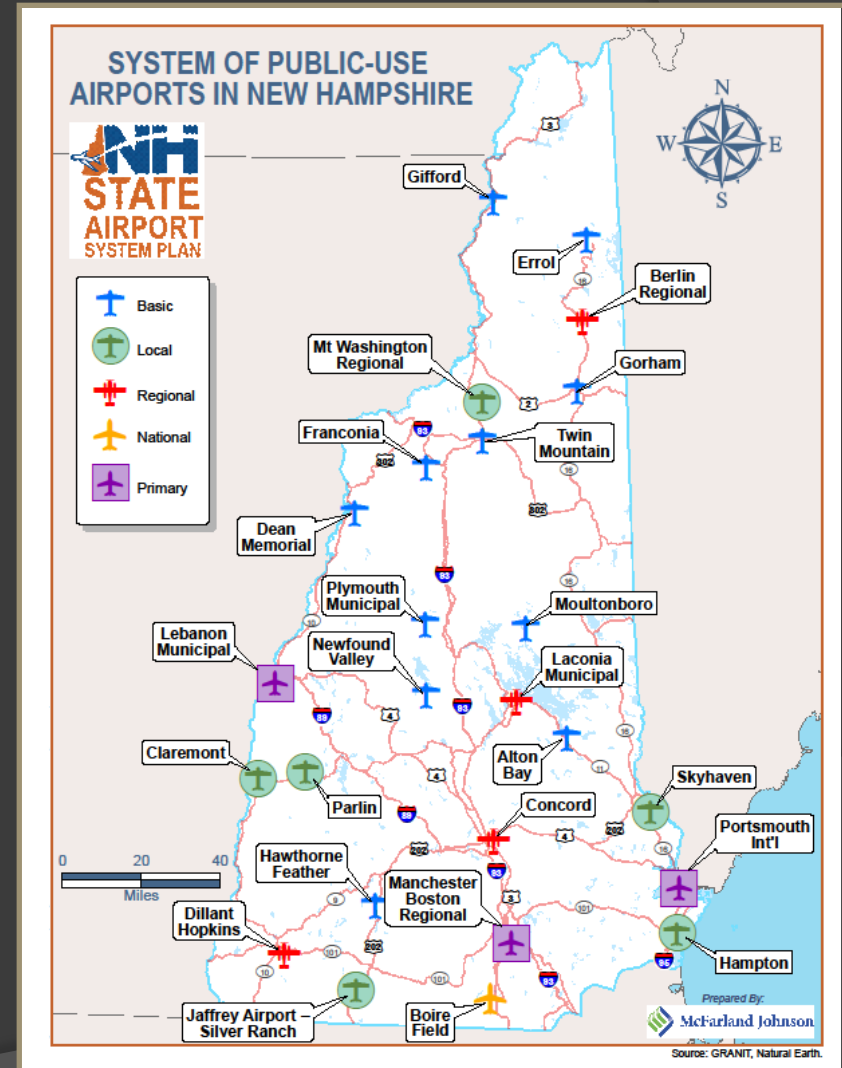
NH RSA 422:31

$\frac{1}{4}$ of only the Aircraft Operating Fee is returned to public-use airports

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE

TIPS

- Aircraft registrations can be “assigned” to public use airports OR the state airport system – impacts “AOF Returns”
- Bureau can issue quotes for aircraft registration fees
- N#s can affect aircraft registration fees



Aircraft Emergencies



NOTICE

Aircraft Accidents and Incidents

Call **9-1-1**
and
New Hampshire State Police Dispatch at
1-800-525-5555 (*77 from NH cell phones).

DO NOT DELAY calling 9-1-1. Once the initial emergency has passed call NH State Police to initiate the investigation process.

If able, provide any or all of the following information when you make phone calls:

- Time and location of accident or incident
- Aircraft's tail number and extent of aircraft damage
- Name of pilot and passengers
- Extent of injuries
- Extent of property damage

The New Hampshire State Police have procedures in place to contact Bureau of Aeronautics in the event of an aircraft accident. The Bureau of Aeronautics has a responsibility to respond promptly to aircraft accidents and to notify the Federal Aviation Administration (FAA) and the National Transportation Safety Board (NTSB).

Additionally, a member of the Bureau of Aeronautics is often the first trained accident investigator to the accident scene therefore providing invaluable assistance to the FAA and NTSB in the conduct of their investigation.

New Hampshire Department of Transportation
Bureau of Aeronautics
For further information, contact the Bureau of Aeronautics
at (603) 271-2552

AIRPORT EMERGENCY PLAN (AEP)

New Hampshire Aviation System



Airport Emergency Plans

Airports differ in complexity, but each has unique features. Some are basic facilities serving a more rural environment, while others are more complex with residential, industrial, and commercial installations serving major metropolitan areas. Airports within the state are operated by the local government such as a city or county, or are privately owned and open to the public. One thing they all have in common is that they are all subject to emergencies and incidents.

According to Advisory Circular (AC) 150/5200-31C, Airport Emergency Plan, the Federal Aviation Administration (FAA) identifies an airport emergency as, "any occasion or instance, natural or man-made that warrants action to save lives and protects property and public health". An airport emergency can occur anywhere, at any time - day or night, under any weather condition, and in varying degrees of magnitude; it can occur instantaneously or develop slowly; it can last only a few minutes or last for days. Emergencies may be caused by a natural occurrence, such as a hurricane or earthquake, or it can be "man-made", such as a hazardous materials spill, civil unrest, terrorism, major fire, or power outage. Moreover, emergencies of the same type can differ widely in severity, depending on factors such as degree of warning, duration, and scope of impact. The important thing to remember is that, while emergencies can seldom be exactly predicted, they can be anticipated and prepared for.

It is likely that many, if not most of our state airports have experienced emergencies associated with aircraft accidents, power failures, fuel spills, floods, or other adverse events that result from natural processes. Therefore, the state encourages all airports to prepare a written plan that is focused on response and recovery. This template has been developed to help you prepare such a plan.

The Federal Aviation Administration's Code of Federal Regulations Part 139.325 requires that each airport holding an Airport Certificate "develop and maintain an Airport Emergency Plan (AEP) designed to minimize the possibility and extent of personal injury and property damage on the airport in an emergency."

Knowing that not all airports hold an Airport Certificate nor possess a particular plan, the New Hampshire Bureau of Aeronautics, deemed that it was necessary to create an emergency plan specifically fashioned to the airports they operate and manage.

This template has been developed in accordance Advisory Circular (AC) 150/5200-31C, Airport Emergency Plan, and the requirements in Title 14, Code of Federal Regulations (CFR) Part 139.325 (14 CFR Part 139.325).

Emergency Plan Template

Helpful Resources

- 1 U.S. Department of Transportation, Federal Aviation Administration, Advisory Circular (AC) 150/5200-31C, Airport Emergency Plan, June 19, 2009, p. 1.
- 1 U.S. Department of Transportation, Federal Aviation Administration, Federal Aviation Rule (FAR) 139.325, Airport Emergency Plan, June 08, 2004, p.22.

AIRCRAFT EMERGENCY PROCEDURE

Step 1: Call **9-1-1** and tell them there's been an aircraft accident. If possible provide additional information such as:

- location of aircraft accident
- any injuries
- any fire or fuel leaks
- request that New Hampshire State Police be notified of the aircraft accident (1-800-525-5555 or *77 from any NH cell phone)

Step 2: Call Flight Service Station (FSS) at 1-800-WX-BRIEF (1-800-992-7433) or 1-877-4USNTMS (1-877-487-6867) if you need to close a runway or the whole airport.

Step 3: Provide assistance to emergency responders to protect life and property. Once the people and scene are stable, treat the accident as if it was a crime scene to protect the integrity of the accident evidence.

Step 4: Provide data and/or facilitate communications, if possible, with the parties involved in the aircraft accident to NHDOT/Bureau of Aeronautics, FAA/Flight Standards District Office, and National Transportation Safety Board. FAA or NTSB will take control of the accident scene at this point.

When you call New Hampshire State Police, the following happens 24/7:

1. New Hampshire State Police will take your preliminary aircraft accident information.
2. New Hampshire State Police will contact NHDOT/Bureau of Aeronautics duty officer.
3. NHDOT/Bureau of Aeronautics' duty officer will contact you to collect additional data, if available.

4. NHDOT/Bureau of Aeronautics' duty officer will contact FAA Communications Center to notify them of the aircraft accident and be put in touch with FAA/Flight Standards District Office and National Transportation Safety Board, as applicable.
5. FAA Communications Center will contact you and telecon FAA/Flight Standards District Office and NHDOT/Bureau of Aeronautics into the call with you.
 - a. Aeronautics' role on the telecon is to facilitate FAA's questions to you and provide you with explanations of what to expect next.
 - b. FAA/Flight Standards District Office's role is to conduct the aircraft accident investigation and collect the facts surrounding the accident.

6. FAA/Flight Standards District Office may send an investigator to the accident location. If that happens, NHDOT/Bureau of Aeronautics may visit the site at the same time.
7. Ultimately, FAA or NTSB are the only entities that can authorize the aircraft to be removed from the scene or "released" from their custody back to the aircraft owner, insurance company, or salvage firm.
8. NHDOT/Bureau of Aeronautics will continue to work with FAA and/or NTSB until the investigation is complete. If part of the airport facility was found to have contributed to the aircraft accident, NHDOT/Bureau of Aeronautics will work with the airport and FAA to correct the issue to the extent possible.

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE



Conference
Break
15 minutes

Next Presentations...

- Airport Block Grant Program Overview
- Federal Funding Tips and Expectations
- Resources for FAA-Funded Airport Projects



2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE

“New Hampshire Department of Transportation has been selected by the Federal Aviation Administration (FAA) on the basis of an application dated July 17, 2007 to administer federal aid funds under the Block Grant Program.”

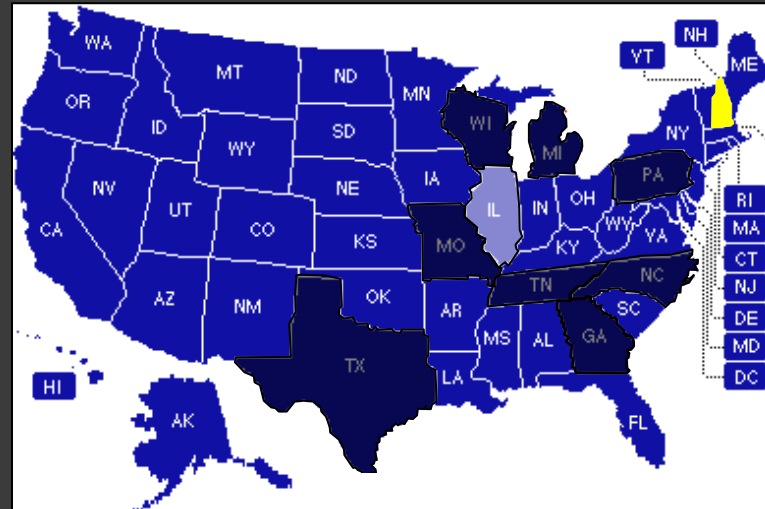
Airport Block Grant Program Overview

ABGP Roles

- NHDOT
- FAA
- Airport Sponsors

Non-ABGP Role

- NHDOT



Rita L. Castonguay Hunt
Aviation Planner
Carol L. Niewola, PE, CM
Senior Aviation Planner

ABGP Roles – NHDOT/Bureau of Aeronautics

- Reviews
- Concurrence
- Approvals
- Complaints
- Enforcement



ABGP Roles – FAA

- Reviews
- Concurrence
- Approvals
- Complaints
- Enforcement



ABGP Roles – Airport Sponsors

- Reviews
- Grant Assurances
- Approvals
- Complaints
- Enforcement



Non-Aero Use of Hangars - Update

- Still under current policy
- Can request temporary uses
- Approvals by NHDOT or FAA
- Enforcement



Federal Register / Vol. 79, No. 176 / Thursday, September 11, 2014 / Proposed Rules 54223

(h) If you eddy current inspected an RB211-Trent 700 engine, before the effective date of this AD, using RB211 Trent 700 and Trent 800 Series Propulsion Systems Alert NMSB No. RB 211-72-AG095, Revision 1, dated September 27, 2010, you met the DCI requirement of paragraph (e)(1)(iii) of this AD. However, you are still required to perform the repetitive inspections required by paragraphs (e)(1)(ii) and (e)(1)(iii) of this AD.

(i) If you eddy current inspected an RB211-Trent 800 engine, before the effective date of this AD, using RB211 Trent 800 Series Propulsion System Alert NMSB No. RB 211-72-AG264, Revision 2, dated December 21, 2010, or Revision 4, dated February 25, 2011, you met the requirements of paragraph (e)(2)(i) of this AD.

(j) If you eddy current inspected an RB211-Trent 800 engine, before the effective date of this AD, using RB211 Trent 700 and Trent 800 Series Propulsion Systems Alert NMSB No. RB 211-72-AG095, Revision 1, dated September 27, 2010, you met the DCI requirement of paragraph (e)(2)(ii) of this AD. However, you are still required to perform the repetitive inspections required by paragraphs (e)(2)(i) and (e)(2)(ii) of this AD.

(k) If you eddy current inspected an RB211-Trent 500 engine, before the effective date of this AD, using RB211 Trent 500 and Trent 900 Series Propulsion Systems NMSB No. RB 211-72-4448, Revision 2, dated December 21, 2010, you met the requirements of paragraph (e)(3)(i) of this AD.

(l) If you eddy current inspected an RB211-Trent 500 engine, before the effective date of this AD, using RB211 Trent 500 and Trent 900 Series Propulsion Systems NMSB No. RB 211-72-4448, Revision 2, dated December 21, 2010, you met the DCI requirement of paragraph (e)(3)(ii) of this AD. However, you are still required to perform the repetitive inspections required by paragraphs (e)(3)(i) and (e)(3)(ii) of this AD.

(m) If you eddy current inspected an RB211-Trent 400 engine, before the effective date of this AD, using RB211 Trent 500 and Trent 900 Series Propulsion Systems NMSB No. RB 211-72-4448, Revision 2, dated December 21, 2010, you met the requirements of paragraph (e)(4) of this AD.

(n) If you eddy current inspected an RB211-Trent 900 engine, before the effective date of this AD, using RB211 Trent 500 and Trent 900 Series Propulsion Systems NMSB No. RB 211-72-4448, Revision 2, dated December 21, 2010, you met the DCI requirement of paragraph (e)(4)(i) of this AD. However, you are still required to perform the repetitive inspections required by paragraphs (e)(4)(i) and (e)(4)(ii) of this AD.

(g) Definition
For the purpose of this AD, a shop visit is defined as the introduction of engine into the shop and disassembly sufficient to expose the IPC module rear face.

(b) Alternative Methods of Compliance (AMOCs)
The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures in 14 CFR 39.19 to make your request.

(i) Related Information
(1) For more information about this AD, contact Kenneth Stover, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7765; fax: 781-238-7189; email: kenneth.stover@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency, AD 2014-0152, dated June 20, 2014 and corrected on June 25, 2014, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2007-29050.

(3) For Alert NMSB No. RB 211-72-AG264, Revision 5, dated March 21, 2011; ER Alert NMSB No. RB 211-72-AG270, Revision 4, dated March 21, 2011; ER Alert NMSB No. RB 211-72-AG385, Revision 2, dated July 7, 2011; ER NMSB No. RB 211-72-4448, Revision 3, dated July 7, 2011; ER Alert NMSB No. RB 211-72-41859, dated December 11, 2012; and ER Alert NMSB No. RB 211-72-41858, dated December 13, 2012, which are not incorporated by reference in this AD, can be obtained from Rolls-Royce plc, using the contact information in paragraph (i)(4) of this AD.

(4) For service information identified in this AD, contact Rolls-Royce plc, Corporate Communications, P.O. Box 91, Derby, England, DE248BQ; phone 911-44-1322-2424; fax: 011-44-1332-245416; Internet: http://www.rolls-royce.com/contact/civil_trent.asp.

(5) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7125.

Issued in Burlington, Massachusetts, on August 29, 2014.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate, Aircraft Certification Service.
[FR Doc. 2014-21677 Filed 9-10-14; 8:41 am]

BLING code 4910-13-0

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Chapter 1
[Docket Number No. FAA-2014-0403]
Policy on the Non-Aeronautical Use of Airport Hangars; Extension for Comments
AGENCY: Federal Aviation Administration (FAA)

ACTION: Notice of proposed policy; 30 day extension for comments.

SUMMARY: The Federal Aviation Administration (FAA) has recently issued a notice of proposed policy. Significant interest among the aviation community, industry representatives, and congressional representatives has compelled the FAA to extend the comment period by 30 days. FAA will consider comments submitted to the docket by Monday, October 6, 2014.

DATES: Comments regarding this policy must be received on or before October 6, 2014.

ADDRESSES: You may send comments [identified by Docket Number FA-2014-0403] using any of the following methods:

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- Mail: Docket Operations, U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, Routing Symbol M-30, 1200 New Jersey Avenue SE, Washington, DC 20590.
- Fax: 1-202-493-2251.
- Hand Delivery: To Docket Operations, Room W12-140 on the ground floor of the West Building, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Kevin C. Willis, Manager, Airport Compliance Division, ACO-100, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-2895; facsimile (202) 267-4629.

SUPPLEMENTARY INFORMATION: Privacy: We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the Federal Register published on April 11, 2000 (65 FR 19477-78).

Statutory Authority
This notice is published under the authority described in Title 49 of the United States Code, Subtitle VII, Part B, Chapter 471, section 47122(a).

Proposal for Removing IAPs - Update

- NAVAIDs are still functional
- Federal Register Notice of Proposed Rulemaking issued April 13, 2015
- Docket: FAA-2015-0783
- Comments due: May 28, 2015

ASH NDB RWY 14
 ASH VOR-A
 BML VOR-B
 DAW VOR/DME-A
 LCI NDB RWY 8
 LEB VOR RWY 25
 MHT VOR RWY 35
 MHT VOR/DME RWY 17
 PSM VOR RWY 16
 PSM VOR RWY 34

Federal Register / Vol. 80, No. 70 / Monday, April 13, 2015 / Proposed Rules 18577

Transportation (DOT), 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

Hand Delivery or Courier: Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For: For comments to Docket Operations at 202-493-3257.

Privacy: In accordance with 5 U.S.C. 553(e), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FRMS), which can be reviewed at www.dot.gov/privacy.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays, for further information contact: For technical questions concerning this action, contact Molly Smith, Office of Aviation Policy and Plans, Federal Aviation Administration, 400 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-2774; email molly.smith@dot.gov; Susan Pfingster, System Operations Services, Air Traffic Organization, Federal Aviation Administration, 400 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-6462; email susan.pfingster@dot.gov; or Peter Irvine, U.S. Department of Transportation, Office of Aviation Analysis, 1200 New Jersey Avenue SE, Washington, DC 20590; telephone (202) 366-2156; email peter.irvine@dot.gov.

For legal questions concerning this action, contact Bonita Diagotto, Office of the Chief Counsel, Regulations Division, Federal Aviation Administration, 400 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-3606; email bonita.diagotto@dot.gov; or Cindy Baraban, U.S. Department of Transportation, Office of the General Counsel, 1200 New Jersey Avenue SE, Washington, DC 20590; telephone (202) 366-2156; email cindy.baraban@dot.gov.

SUPPLEMENTARY INFORMATION:

Additional Information Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. The agency also invites comments relating to the economic, environmental, energy, or federalism impacts that might result from adopting the proposals in this document. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments, or if comments are filed electronically, commenters should submit only one print.

The FAA will file in the docket all comments it receives, as well as a report summarizing such substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the DOT and the FAA will consider all comments received on or before the closing date for comments. We will also consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The agency may change this proposal in light of the comments it receives.

Proprietary or Confidential Business Information: Do not file proprietary or confidential business information in the docket. Such information must be sent or delivered directly to the person identified in the FOR FURTHER INFORMATION CONTACT section of this document, and marked as proprietary, confidential. If submitting information on a disk or CD ROM, mark the outside of the disk or CD ROM, and identify electronically within the disk or CD ROM the specific information that is proprietary or confidential.

Under 14 CFR 11.26(b), if the FAA is aware of proprietary information filed with a comment, the agency does not place it in the docket. It is held in a separate file to which the public does not have access, and the FAA places a note in the docket that it has received it. If the FAA receives a request to examine or copy this information, it treats it as any other request under the Freedom of Information Act (5 U.S.C. 552). The FAA processes such a request under the DOT procedures found in 49 CFR part 7.

Availability of Rulemaking Documents

An electronic copy of rulemaking documents may be obtained from the Internet by—

1. Searching the Federal eRulemaking Portal (<http://www.regulations.gov>);
2. Visiting the FAA's Regulations and Policies Web page at <http://www.faa.gov/regulations/policies>; or
3. Accessing the Government Printing Office's Web page at <http://www.gpo.gov>.

Copies may also be obtained by sending a request to the Federal Aviation Administration, Office of Rulemaking, AIRM-1, 800 Independence Avenue SW, Washington, DC 20591, or by calling (202) 267-2677. Commenters must identify the docket or notice number of this rulemaking.

All documents the FAA considered in developing this proposed rule, including economic analysis and technical reports, may be accessed from the Internet through the Federal eRulemaking Portal referenced in item (1) above.

Issued under authority provided by an E.O. 12866 in Washington, DC, on April 9, 2015.

Brandon Reifel,
 Deputy Assistant Secretary for Aviation and International Affairs.

Richard M. Swayan,
 Assistant Administrator for Policy, International Affairs, and Enforcement.
 PR Doc. 2015-0818 Filed 4-13-15; 845 AM
 BILLING CODE 4910-12-9

DEPARTMENT OF TRANSPORTATION
 Federal Aviation Administration
 14 CFR Part 97
 (Docket No. FAA-2015-0783; Notice No. 15-02)
 RIN 2129-3A45

Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Notice of proposed rulemaking.

SUMMARY: This action proposes to remove certain nonstandard or unidentifiable ground-based non-directional instrument and very high frequency omnidirectional radio range (VOR) stations from the Standard Instrument Approach Procedures based on the criteria established by the FAA's Policy for Discontinuities of Certain Instrument Approach Procedures.

DATES: Send comments on or before May 28, 2015.

TIPS

Federal
Funding
Program Tips
and
Expectations

- Process
- Knowledge
- Resources
- Forms
- Scoping
- Quality Products
- Lessons Learned
- Expectations

I Permission


Why beg for forgiveness when all you have to do is ask for permission?

Carol L. Niewola, PE, CM
Senior Aviation Planner
J. Thomas Manseau
Aeronautics Program Supervisor

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE



TIPS



(year #1 is year of grant issuance)

Processes	ABGP	Non-ABGP
FAA laws, regulations guidance	yes	yes
CIP meetings	June - September	open
Grant application	April 1	May 1
Governor & Council process	yes	yes
Permits in hand	Prior to bidding	December 1 (year prior)
Airport sponsors use Delphi for grant reimbursements	no	yes
Project documentation	yes	yes
Project duration	4 years	4 years
SF 425/425A annually	no	yes

TIPS

PROGRAM KNOWLEDGE

NHDOT/Bureau of Aeronautics' staff are generalists with access to subject matter experts

Project Programming

Planning

Engineering

Environmental

DBE Compliance

Labor Compliance

Construction

Grant Compliance

Project Finances

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE



TIPS

FAA and NHDOT RESOURCES

NHDOT Natural Resource Committee
NHDOT Cultural Resource Committee
NH SHPO Coordination
NHDOT Construction Specifications (state specs)
Initial Review of FAA regulations
NHDOT Labor Compliance Assistance
NHDOT DBE Assistance
NHDOT mass e-mails

FAA Order 5100.38D and PGLs
FAA Order 5190.6B, CGLs, DDs
FAA Order 5050.4B
FAA Order 1050.1E
FAA Environmental Desk Reference
FAA Advisory Circulars
FAA Engineering Briefs
FAA Policies
FAA mass e-mails



Revisions are
pending

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE

NEW!

FAA Standard Operating Procedures – Airports

- CSPP
- ALP
- Exhibit A
- SMS
- CATEX
- More to come.



FAA
Airports

**ARP SOP
5.00**

Effective Date:
October 1, 2014

Standard Operating Procedure (SOP)

CATEX Determinations

1. PURPOSE

The National Environmental Policy Act (NEPA) and Council on Environmental Quality (CEQ) Regulations establish a broad national policy to protect and enhance the quality of the human environment, and require federal agencies to develop programs and measures to meet national environmental goals. Section 102(2) of NEPA provides specific direction to federal agencies, sometimes called "action-forcing" provisions (see 40 CFR § 1500.1(a), 1500.3, and 1507, CEQ Regulations) on how to implement the goals of NEPA. The major provisions include the requirement to use a systematic, interdisciplinary approach and develop implementing methods and procedures. Section 102(2)(C) requires detailed analysis in the form of Environmental Impact Statements (EISs) for proposed major federal actions significantly affecting the quality of the human environment. The CEQ Regulations additionally provide for Environmental Assessments (EAs) to assist agencies in determining whether potential environmental impacts are significant and Categorical Exclusions (CATEXs) where there is no potential for significant impacts.

2. SCOPE

This SOP addresses how to document a CATEX for airport actions reviewed by the Office of Airports (ARP). Specific FAA actions subject to NEPA review include, but are not limited to, grants, loans, contracts, leases, construction and installation actions, procedural actions, research activities, rulemaking and regulatory actions, certifications, licensing, permits, plans requiring approval, and legislation proposed by the FAA. See FAA Order 1050.1E for more detail on actions subject to NEPA. A CATEX refers to a category of actions that do not individually or cumulatively have a significant effect on the environment. A CATEX is not an exemption or waiver of NEPA review; it is a level of NEPA review. An EA or EIS is not required if a proposed action falls within the scope of a CATEX described in FAA Order 1050.1E and 5050.4B and the following conditions can be met: 1) there are no extraordinary circumstances; 2) any extraordinary circumstances that are present can be eliminated or resolved through conservation measures included in the project design; or 3) any extraordinary circumstances that are present can be otherwise resolved through the completion of special purpose law requirement(s).

<http://www.faa.gov/airports/resources/sops/>

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TIPS

Checklists, checklists and more checklists.

CHECKLIST FOR CAPITAL IMPROVEMENT PROGRAM (CIP)

Airport Name:	Yes, No, N/A	Date Done
Overview CIP process?		
Any changes to Airport Sponsor management?		
NHDOT news? (funding, legislation, staffing, hot topics, new policies, deadlines,...)		
FAA news? (funding, legislation, staffing, hot topics, new policies, deadlines,...)		
Airport compliance issues? (from safety inspectors or other notifications)		
Airport project priorities?		
Environmental prerequisites? (historic, wetlands, T&E species,...)		
Adjustments to meet funding availability?		
Congressional interests?		
Based aircraft counts?		
SWPPP and SPCC updates?		
NAVAID needs?		
Current FY project needs?		
Residential Through-the-Fence Agreement? ALP? (Due Sep. 30, 2013 for BML and DAW.)		
Single Audit Act report?		
System for Award Management (SAM)?		
Project closeout needs?		
Pavement maintenance management plan?		
DBE Plan, Goal Calculation Updates, DOORS?		
Consultant selection up-to-date?		
UST operator certification? http://des.nh.gov/organization/divisions/waste/orcb/occs/ustp/operator-training/classes.htm		
Updates to FAA Form 5010?		
Current ALP? Exhibit A? (provide dates)	ALP: Exhibit A:	
Other requests or IOUs?		

FAA's Land Project Checklist	
Step	Description
1	Develop Exhibit A Property Map that clearly delineates the land to be required
2	Consult with the FAA Project Manager to verify that proposed parcels are identified on an approved Airport Layout Plan (ALP)
3	Verify environmental requirements of the National Environmental Policy Act (NEPA) are met
4	Prepare surveys and plats for proposed property acquisition.
5	Order preliminary title search to confirm ownership and encumbrances on property title
6	Select and negotiate contract for qualified appraiser and review appraiser
7	Select and negotiate contract for Environmental Site Assessment (ESA) consultant (if not completed in project planning phase)
8	Select and negotiate contract for qualified land acquisition and relocation consultant, if required
9	Conduct Environmental Site Assessment of property suspected of being contaminated
10	Prepare relocation plan if there are any persons to be displaced
11	Perform appraisals and appraisal review, and approve appraised fair market value. The property owner shall be given the opportunity to accompany the appraiser on the inspection of the property.
12	Submit appraisal and review appraisal reports to the FAA if required by project manager.
13	Make written offer of just compensation. At initiation of negotiations, provide general notice of the property owner's rights and entitlements on the acquisition of their property and an explanation of the relocation assistance and payment entitlements. Provide notice of relocation eligibility to displaced persons.
14	Negotiate purchase agreement. If reasonable attempts to negotiate an agreement or acceptable settlement are unsuccessful, the acquisition may be referred to the sponsor's attorney for condemnation under the airport's eminent domain authority.
15	Closing/court award, title conveyance, title company /escrow agent.
16	Complete relocation assistance for been made available for all persons.
17	Clear property for project use.
18	Furnish project application with E Certification of Environmental Site Property.
19	Execute grant agreement.
20	Submit final Outlay Report and B and make final drawdown.

Source: <http://www.faa.gov/airports/environments>

CHECKLIST FOR ABGP PROJECT DOCUMENTATION

Sent to NHDOT? Yes, No, N/A		Date
Current Exhibit A on file at NHDOT		
Current ALP and contains current project on file at NHDOT		
Scoping meeting minutes		
Project schedule		
Non-Primary Entitlement document		
E.O. 12372 Intergovernmental Review (Complete items A through D below)		
A. Section 106		
B. USFWS		
C. Coastal zone		
Intergovernmental review by NHOEP		
Justification and approval that these activities:		
responsibilities that the city hired for,		
led by qualified city personnel (qualifications weren't part of the criterion, see (a) above) and,		
effective for city personnel to conduct rather than hiring a consulting firm,		
are met, NHDOT needs exact ed to be included, not a percentage of		
negotiations of consultant's		
contractor's work scope and fee		
communications and plans	Prelim: As Bid: Contract: As-Built:	Prelim: As Bid: Contract: As-Built:
or specifying sole source items/services		

AIRPORT IMPROVEMENT PROGRAM – AIRPORT BLOCK GRANT PROGRAM PROJECT EVALUATION REVIEW AND DEVELOPMENT ANALYSIS (PERADA)			
Airport Name/Airport Location	State	Project No.	Date
PART I - Checklist	NA	Meets Req.	See Part II
1. Sponsor Funds. The sponsor has adequate funding for the local match and ongoing maintenance costs.			
2. Site Approval and Airspace Clearance. The sponsor will have airspace approvals, if needed, before construction starts.			
3. NPIAS. Airport is in the NPIAS.			
4. Current ALP. Is project on the approved ALP? (planning, environmental, and vehicles check N/A)			
5. Open Grants 2-4 years. All open grants should be less than 4 years old.			
6. Compliance. Airport meets requirements unless it's on the FAAHQ non-compliance list.			
7. Status of RPZ, Approaches, Exhibit A. The sponsor has adequate control over RPZ, has clear runway approaches, and carries Exhibit A.			
8. Project Useful Life. Project will produce an acceptable useful life per FAA Order 5100.38D Table 3-6.			
9. Landing Aid Requirements. AIP-funded NAVAIDS meet the BCA for FAA take-over.			
10. Modification of Standards. Are modifications needed for this project? See FAA Order 5300.1F.			
11. Donations. Any donations being used to fund or replace this project?			
12. Force Account. Any sponsor labor being used on this project? See FAA Order 5100.38D Table 3-53.			
13. Unreasonable Costs. Will projects costs be reasonable per airport sponsor or FEE?			
14. Runway Surface Treatment. Airports with subject activity should have a friction surface treatment on the runways.			
15. Intergovernmental Review. Has E.O. 12372 been met already or will it be met?			
PART II – Title/Description/Analysis/Justification of Work Items (use additional pages as needed)			
PART III – Explanation of Checklist Items (use additional pages as needed)			
Printed Name of Preparer	Signature of Preparer		



TIPS

GRANT RESOURCES

- US Homeland Security Administration
- US Transportation Security Administration
- Northern Border Commission
- The Neil and Louise Tillotson Fund
- Land & Community Heritage Investment Program
- Aquatic Resource Management Fund
- US Economic Development Administration
- FHWA Research Grant Program
- Airport Cooperative Research Program
- Federal Emergency Management Agency
- Many more...

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE

TIPS

SCOPING MEETING

Attendees include airport sponsor, consultant, IFE, local stakeholders, NHDOT, and/or FAA.

This is the opportunity for laying out airport sponsor's project expectations.

NHDOT and/or FAA comment on project eligibility, funding, and safety issues.

Identify limits of project; consultant should be able to write scope of work from these notes.

Specify project deliverables...or forever hold your peace!



NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION BUREAU OF AERONAUTICS SCOPING/PREDESIGN MEETING WORKSHEET (Planning or Development Projects)

A. General:	
1. Airport:	Proposed SBG - - -
2. Date of Meeting:	
3. Proposed Project Description (describe project deliverables):	

B. Engineer's Contract		
Item	Address	Notes
1. AC 150/5100-14:	<input type="checkbox"/>	Consultant selection was carried out in accordance with this AC.
2. Record of Negotiations:	<input type="checkbox"/>	A record of negotiations will be submitted for concurrence.
3. Sponsor Certification for Selection of Consultants:	<input type="checkbox"/>	This certification will be included with the grant application.
4. Independent Fee Estimate:	<input type="checkbox"/>	If consulting fees are expected to exceed \$100,000, then an IFE is required. If less than \$100,000, an IFE is optional and AIP-eligible.

C. Planning Considerations		
Item	Address	Notes
1. Subconsultants Needed:	<input type="checkbox"/>	Sub #1: Sub #2: Sub #3:
2. Level of Data Collection Required:	<input type="checkbox"/>	Expectations:
3. Alternatives to be Explored:	<input type="checkbox"/>	Expectations:
4. Unique Studies:	<input type="checkbox"/>	Sustainability; Section 106 of NEPA; Wildlife Hazard Assessment; others?
5. Stakeholder Input:	<input type="checkbox"/>	Number of meetings: Timing of meetings:
6. Deliverables Expected:	<input type="checkbox"/>	List: Note: ALP SOP checklist
7. Agency Coordination:	<input type="checkbox"/>	List:

TIPS

GRANT APPLICATIONS

- FAA and NHDOT shares need to be to even dollar
- Use sponsor administration line for rounding
- Complete the Record of Negotiations
- Have FAA's approval of DBE goals
- CSPP approvals in hand
- Attach bid tabulation
- If CATEX, submit early
- Start date of project (after G&C meeting)
- If SRE acquisition, get SRE calcs accepted early
- Watch bid expiration date vs. G&C meeting date
- New Sponsor Certifications – not on FAA website
- ABGP = 4 signed applications; non-ABGP = 1
- Contents of Program Narrative on NHDOT website
- Unless justified, sponsor admin has a threshold

FAA AC Checklist:
Feb. 11, 2015

OMB Number: 4540-004
REGIONS ONE 80310101

Application for Federal Assistance SF-424

*1. Type of Submission *2. Type of Application * If Revision, select appropriate letter(s):

Preapplication New

Application Continuation * Other (Specify)

Changed/Corrected Application Revision * Other (Specify)

*3. Date Received: 4. Application Identifier:

5a. Federal Entity Identifier: *5b. Federal Award Identifier:

State Use Only:

6. Date Received by State: 7. State Application Identifier:

8. APPLICANT INFORMATION

*a. Legal Name:

*b. Employer/Supplier Identification Number (EIN/TIN): *c. Organizational DUNS:

d. Address:

*Street1:
Street 2:
City:
Country:
State:
Province:
Country: *Zip Postal Code:

*e. Organizational Unit:

Department Name: Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

First Name:
Middle Name:
Last Name:
Suffix:
Title:

Organizational Affiliation:

*1 Telephone Number: Fax Number:
* Email:

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TIPS

- Recipient = sponsor
- Payee = NHDOT
- If using only AIP, then column A = Total column
- Recheck the math
- Instructions are available

Complete General Form

REQUEST FOR ADVANCE OR REIMBURSEMENT

3. FEDERAL SPENDING AGENCY AND CIRCULAR/ACCOUNT NUMBER TO WHICH THIS REQUEST IS SUBMITTED

4. EMPLOYER IDENTIFICATION NUMBER

5. RECIPIENT ORGANIZATION

Name: Nashua Airport Authority

Address: 93 Parkwater Road, Nashua, NH 03062

Name: NHDOT Bureau of Aeronautics

Address: P.O. Box 463, 7 Hazen Drive, Concord, NH 03302-0463

6. COMPUTATION OF AMOUNT OF REIMBURSEMENT SPANNAGES REQUESTED

PROGRAMS/ACTIVITIES	AMOUNT	TOTAL
a. Total program salary to date	\$108,472.20	\$108,472.20
b. Less: Cumulative program income	\$0.00	
c. Net program salary (Line a minus line b)	\$108,472.20	\$108,472.20
d. Estimated cash value for advance period	\$0.00	
e. Total (sum of lines c & d)	\$108,472.20	\$108,472.20
f. Prev Federal share of project on file	\$5,472.61	\$5,472.61
g. Federal share at amount on file	\$103,000.00	\$103,000.00
h. Federal payments previously requested	\$0.00	\$0.00
i. Federal share requested (line e minus line f)	\$103,000.00	\$103,000.00

7. FEDERAL PAYMENTS PREVIOUSLY REQUESTED

8. AMOUNT REQUESTED FOR REIMBURSEMENT

9. PERCENTAGE OF PHYSICAL COMPLETION OF PROJECT

10. CERTIFICATION

Ed Mastern, Airport Director

David W. Rich

OUTLAY REPORT AND REQUEST FOR REIMBURSEMENT FOR CONSTRUCTION PROGRAMS

DMS APPROVAL NO. 0348-0802

1. TYPE OF REQUEST: FINAL, PARTIAL, CASH, ACCRUAL

2. BASIS OF REQUEST: PARTIAL PAYMENT REQUEST NO. 3

3. FEDERAL SPENDING AGENCY AND ORGANISATIONAL ELEMENT TO WHICH THIS REPORT IS SUBMITTED: Airports Division, ANE 620

4. EMPLOYER IDENTIFICATION NUMBER: 02-0000441

5. RECIPIENT'S ACCOUNT NUMBER OR IDENTIFYING NUMBER ASSIGNED BY FEDERAL AGENCY: SBG-08-10-2012

6. PERIOD COVERED BY THIS REQUEST: 06/04/2014 to 06/05/2014

7. RECIPIENT ORGANIZATION: Name: City of Keene, No. and Street: 3 Washington Street, City, State and ZIP Code: Keene, NH 03401

8. PAYEE (OTHER CHECK IS TO BE USED IF ALLOWED BY ITEM 1): Name: NHDOT Division of Aeronautics, No. and Street: 7 Hazen Drive, John O. Morton Building, City, State and ZIP Code: Concord, NH 03302

11. STATUS OF FUNDS

CLASSIFICATION	(a) PROGRAMS	(b) FUNCTIONS	(c) ACTIVITIES	TOTAL
a. Administrative expense	\$ 89,707.10	\$	\$	\$ 89,707.10
b. Preliminary expense				0.00
c. Land, structures, light-of-way				0.00
d. Architectural engineering basic fees	274,415.15			274,415.15
e. Other architectural engineering fee				0.00
f. Project inspection fee	2,238.24			2,238.24
g. Land development				0.00
h. Publication expenses				0.00
i. Recreation payments to individuals and businesses				0.00
j. Demolition and removal				0.00
k. Construction and project improvement cost	300,788.18			300,788.18
l. Equipment				0.00
m. Miscellaneous cost				0.00
n. Total cumulative to date (sum of lines a through m)	667,146.67			667,146.67
o. Deductions for program income				0.00
p. Net cumulative to date (line n minus line o)	667,146.67			667,146.67
q. Federal share to date	600,432.00			600,432.00
r. Rehabilitation grants (100% reimbursement)				0.00
s. Total Federal share (sum of lines q and r)	600,432.00			600,432.00
t. Federal payments previously requested	254,994.30			254,994.30
u. Amount requested for reimbursement	345,437.70			345,437.70
v. Percentage of physical completion of project	18 %			18 %

12. CERTIFICATION

a. RECIPIENT: Ed Mastern, Airport Director

b. REPRESENTATIVE CERTIFYING TO LINE 11: David W. Rich

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE

TIPS

- Submit when there is a state funding share
- Exception: do not submit if a state-sponsored project
- Columns A+B+C=D
- Column D needs to match SF 270/271
- Recheck the amount previously reimbursed
- Recheck the math
- Instructions are available

New Hampshire
Department of Transportation
Bureau of Aeronautics

Application for AIP/SBG Grant Payment



Must be used for all AIP and SBG grant reimbursement payments for which there is a NHDOT share.

1. Airport Name:	2. Period Covered by this Application:	3. Sponsor Name:
CONCORD MUNICIPAL AIRPORT	Thru 3/27/15	CITY OF CONCORD
4. Airport Address:	5. Progress Payment Application Number:	6. Project Grant No.
41 GREEN ST., CONCORD, NH 03301	Two (2) FINAL	SBG-04-11-2014

Status of Funds				
	a. FAA	b. NHDOT	c. Local	d. Total
7. Amount of Original Grant Offer	\$293,850.00	\$16,325.00	\$16,325.00	\$326,500.00
8. Total Spent to Date	\$291,975.98	\$16,220.89	\$16,220.89	\$324,417.75
9. Total Previously Reimbursed	\$7,446.95	\$413.72	\$413.72	\$8,274.39
10. Amount Spent This Period	\$284,529.03	\$15,807.17	\$15,807.17	\$316,143.36
11. Amount of Payment Request	\$284,529.03	\$15,807.17		
12. Percent Project Completed to Date				99.4%

13. Certification of Sponsor			
I certify that the statements contained in this grant payment are true and correct and that the work referred to in this application has been performed in accordance with the approved scope of work, plans, and specifications for this project.			
4 May 2015	Martha Drukker	Associate City Engineer	<i>Martha Drukker</i>
Date	Printed Name	Title	Signature

14. Certification of NHDOT Representative			
I certify that the foregoing statements contained in the Sponsor's Application for grant payment are true and correct to the best of my knowledge and belief. The application has been reviewed and payment is approved.			
Date	Printed Name	Title	Signature

NHDOT Aero Form 5555
Revised July 2013

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE



TIPS

The NHDOT's Bureau of Aeronautics has processed your partial payment for Project SBG or AIP at ABC Airport. The reimbursement consists of the Federal (FAA's) share and the State (NHDOT's) share of the project. Please feel free to contact us should you not receive payment within 30 days of this e-mail.

Howard Burgess

NHDOT payments to airports may be limited near end of the state fiscal year and/or calendar year to allow for financial closeout reports.

Delphi drawdowns may be limited near the end of the federal fiscal year and when program updates are being implemented.

TIPS



Block Grant vs. Non-Block Grant Reimbursement Differences



- Need NHDOT Form 5555 if the state helped fund part of the project.
- Need paper or PDF versions of all grant reimbursement paperwork.
- Need all supporting documentation for each payment
- Subject to NH's Channeling Act.
- When an amendment is issued, no payments made until G&C approves the amendment.
- NHDOT does Delphi drawdown for sponsor.

- Need NHDOT Form 5555 if the state helped fund part of the project.
- Need paper or PDF versions of only NHDOT Form 5555, SF 270/271, and Invoice Summary at time of drawdown.
- Subject to NH's Channeling Act.
- When an amendment is issued, no payments made until G&C approves the amendment.
- Sponsor does Delphi drawdown.

TIPS

Lessons learned in the planning and development of public-use airports are important for the success of the airport, its community, and its users.

Maintaining the quality of the product is key for success. Airport sponsors need to stay involved...this investment is being made at your airport and needs your inside knowledge.



“If you want to know something, ask and don’t assume. That’s how drama starts.”

-picturequotes.com

TIPS



Lessons learned...final thoughts

- Watch the big picture, but be sure someone is watching the details
- No one can read minds...speak now or forever hold your peace
- Be clear about your expectations

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TIPS

Regulations...words to live by.



- Regulators live in literal-land...literally
- Shall, must, will versus could, should, would
- Regulations are permissive...won't tell you what you can't do
- Read regulations carefully, know your obligations
- If you didn't document, then you didn't do it

Grant assurances are the strings FAA and NHDOT use to protect their airport investments. Airports use grant assurances to protect their ability to receive future FAA funding.



FAA
Airports

ASSURANCES

Airport Sponsors

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this grant agreement.

B. Duration and Applicability.

1. Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.

The terms, conditions and assurances of this grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.

The preceding paragraph 1 also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

TIPS

Construction Observation

- Labor compliance
- OSHA compliance
- DBE compliance
- Specification compliance
- Buy America compliance
- Quantity measurement
- Shop drawing approvals
- Record drawings
- Other duties as assigned



Figure 1 Concord core showing source of major iron staining



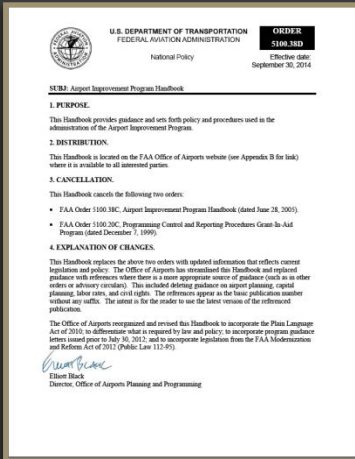
Figure 2 Close up of Figure 1 showing iron staining

Pavement Paint Study - 2015



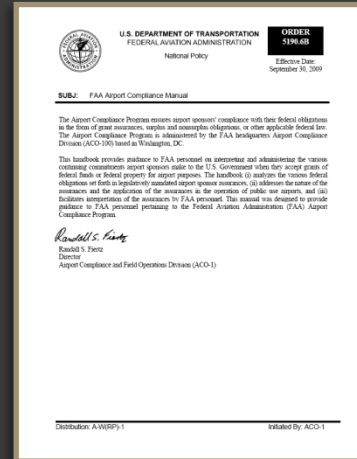
Pre-weathered aggregate - 2012

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE



DBE/ACDBE Program Compliance Team

Name	Phone	Email	Mailing Address
Richard D. French Director National General Operations Program	310-725-3943	richard.french@faa.gov	FAA Western-Pacific Regional Office P.O. Box 35007, AWP-9 Los Angeles, CA 90035-3007
Sheila Chulak Special Opportunity Assistant	310-725-3943	sheila.chulak@faa.gov	FAA Western-Pacific Regional Office P.O. Box 35007, AWP-9 Los Angeles, CA 90035-3007
Sara E. Roth National Team Lead DBE/ACDBE Program Compliance Team	404-985-5266	sara.e.roth@faa.gov	FAA Southern Regional Office 1701 Columbia Ave., AWP-9 College Park, GA 30737
Regional DBE/ACDBE Program Compliance Team Leads			
Region	Name	Phone	Email
Alaskan Region - Alaska	Ricky Watson	310-725-3940	ricky.watson@faa.gov
Central Region - Iowa, Kansas, Missouri, Nebraska	Ohlia Medina	310-725-3945	ohlia.medina@faa.gov
Eastern Region - Delaware, Maryland, New Jersey, New York, Pennsylvania, Virginia, West Virginia	Elizabeth Umrath	310-725-3947	elizabeth.umarath@faa.gov
Great Lakes Region - Illinois, Indiana, Michigan, Minnesota, North Dakota, Ohio, South Dakota, Wisconsin	Nancy Chio	847-284-7182	nancy.chio@faa.gov
New England Region - Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont	Thomas Knox	310-725-3942	thomas.knox@faa.gov
Northwest Mountain Region - Colorado, Idaho, Montana, Oregon, Utah, Washington, Wyoming	Ricky Watson	310-725-3940	ricky.watson@faa.gov
Southern Region - Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Puerto Rico, Virgin Islands	Kathryn Pittard	404-985-7392	kathryn.pittard@faa.gov
Southwest Region - Arkansas, Louisiana, New Mexico, Oklahoma, Texas	Dolores Leyva	310-725-9959	dolores.leyva@faa.gov
Western-Pacific Region - American Samoa, Arizona, California, Guam, Hawaii, Nevada	Patricia Wright	310-725-3955	patricia.wright@faa.gov



- “Do you write goodly?” Bill Boynton
- DBE resources..... David Cloutier
- FAA’s Obstruction Evaluations..... Rita Hunt
- Environmental agency coordination..... Carol Niewola
- AIP Handbook..... Carol Niewola
- AIP Compliance Handbook..... Carol Niewola
- Governor and Council expectations..... Carol Niewola
- CIP expectations..... Carol Niewola

Carol L. Niewola, PE, CM
Senior Aviation Planner

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE

Purpose of writing...
...convey message.

Is your writing...

- Readable
- Concise
- Accurate
- Consistent

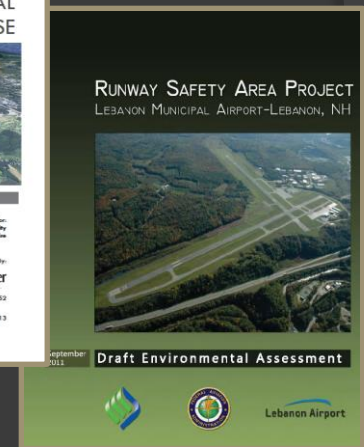
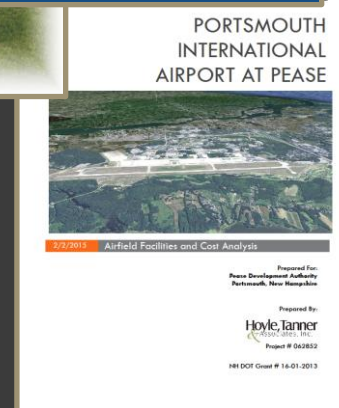
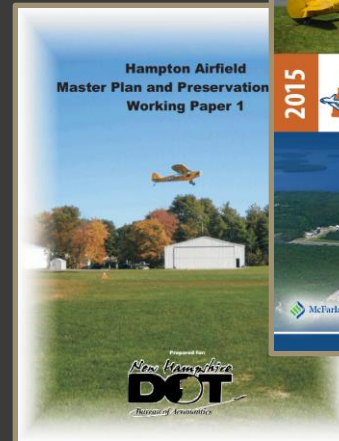
Check writing for...

- Tone
- Grammar
- Punctuation
- Appropriateness

Writing takes many forms...

- Letters
- E-mails
- Grant applications
- Change Orders
- Scopes of Work
- Reports

Resources:
Technical
Writing



William H. Boynton
Public Information Officer

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

Resources:
DBE
Requirements

DBE is defined as a “small business that is at least 51% owned and controlled by one or more minorities or women and doesn’t exceed present net worth and small business size standards.”

DBE Program Goal: to ensure minority and women owned small businesses can compete fairly for federally-funded transportation related projects

DBE firms must be certified by NHDOT to be eligible and receive credit for their participation.

David R. Cloutier
External EEO Coordinator

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Outreach Efforts

NHDOT will forward advertisements, bid opportunities to all DBE firms in the New Hampshire DBE database.

Reciprocity Efforts

NHDOT offers interstate certification for DBE firms from other states.

www.nh.gov/dot/org/administration/ofc/documents/CompleteDBEDirectory.pdf



DBE Credit and Substitution

- 100% credit for all work performed by a DBE (excluding work subcontracted to other non-DBEs).
- 60% DBE credit is allowed for materials or supplies purchased from a DBE supplier.
- If materials or supplies are purchased from a broker, then only broker fees are allowable for DBE credit.
- DBE substitution allowed, however, good-faith efforts to utilize another DBE firm is required on projects with mandatory goal and airport sponsor approval for the substitution must be documented.

Note: You cannot take credit for a DBE firm that further sublets to a non-DBE contractor or who uses a non-DBE's equipment.

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Uniform Reports
of DBE Awards
or Commitments
and Payments

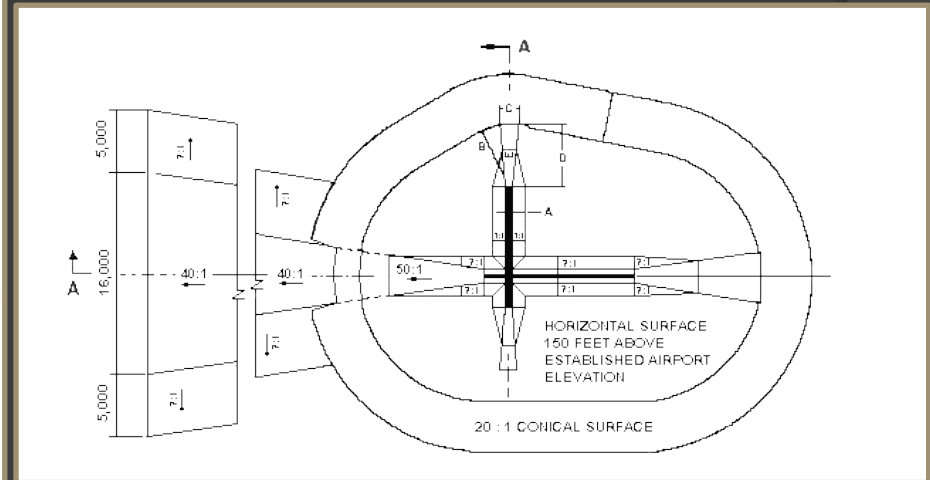
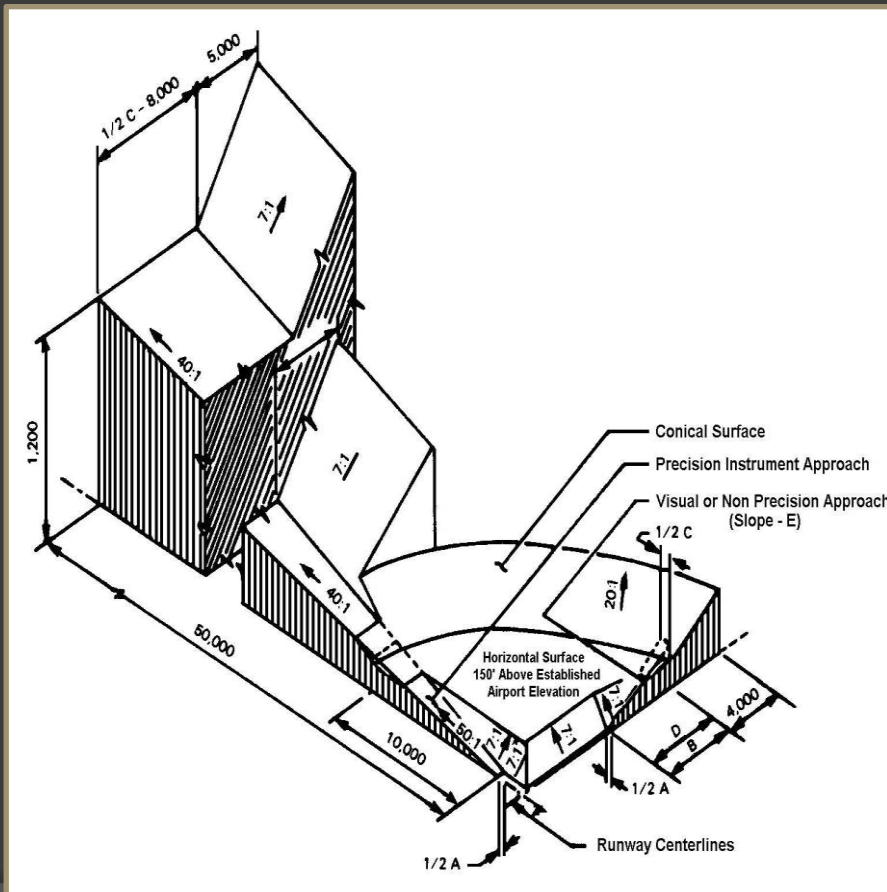
- Submitted through dbE-Connect and due no later than December 1st annually.
- Use AIP numbers, not SBG project numbers which means you must contact NHDOT/Bureau of Aeronautics (for ABGP airports) to obtain the AIP grants that funded your project).
- Use only federal percentage for all reporting, do not include ongoing project payments.
- Report only contracting opportunities/projects. Excludes capital equipment purchases and land/easement costs

Awards or Commitments = grant offers approved by G&C

Payments = grant reimbursements received on projects that closed out in the fiscal year

Obstruction Evaluation/Airport Airspace Analysis

OE/AAA



Rita L. Castonguay Hunt
Aviation Planner

On Airport Cases
versus
Off Airport Cases



What to Submit - Construction

Pavement

- Runways, Aprons, Taxiways, etc.

Buildings

- Hangars, Terminals, etc.

Equipment

- Cranes, Trucks, etc.



What to Submit - Others

Possible Part 77 Penetrations:

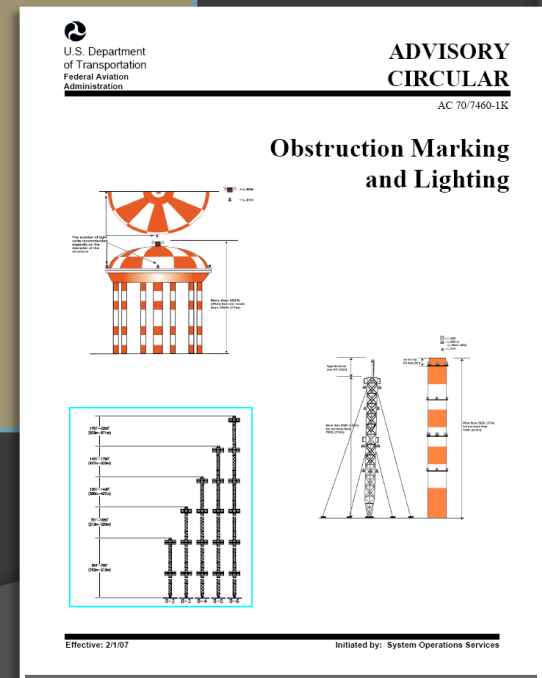
- Antenna, Pole, Solar, etc.

Planning Studies:

- CSPP, ALP, Master Plan, Noise Study, etc.

Other Submissions:

- Fuel Farms, Removing Obstructions, Parking Lots, NAVAIDS, non-aero event, etc.



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[Air](#) [Rail](#) [Highway](#) [Bike/Ped](#) [Public Transit](#)

search this site

- Home
- Traveler/Commuter Info
- Media Center
- Doing Business with DOT
- Project Center
- Laws/Policies/Procedures
- Job Opportunities
- Divisions/Bureaus/Districts
 - Environment
 - Bureau Contacts
 - Document Library
 - FAQs
 - Links
- Contact Us
- Site Map

[Project Development](#) > Environment



Welcome to the Bureau of Environment!

The Bureau of Environment's principal role is to evaluate transportation construction projects and maintenance activities relative to impacts on natural, cultural and socioeconomic resources. The Bureau also acts as an environmental liaison between the Department and the appropriate federal, state, local and private environmental organizations as well as the general public. Coordinated interagency efforts address such issues as water quality, air quality, noise, wetlands, wildlife, historic resources, archeological sites, farmlands, hazardous waste/contamination, permitting and regulatory compliance.

Kevin Nyhan, Administrator
Bureau of Environment

The Bureau of Environment consists of two major sections and manages a number of programs:

[Project Management Section](#)

[Program Management Section](#)

- ▶ [Contamination](#)
- ▶ [Cultural Resources](#)
- ▶ [Air & Noise](#)
- ▶ [Water Quality](#)
- ▶ [Wetlands](#)

Additional Information

- ▶ [Invasive Species](#)

Quick Links:

- ▶ [Natural Resource Agency Coordination Meeting Minutes](#)
- ▶ [Cultural Resource Agency Coordination Meeting Minutes](#)

Natural Resources
and Cultural
Resources

Environmental
Agency
Coordination

Coordinated and streamlined to facilitate multiple agencies' comments.

<http://www.nh.gov/dot/org/projectdevelopment/environment/index.htm>

Carol L. Niewola, PE, CM
Senior Aviation Planner

TIPS



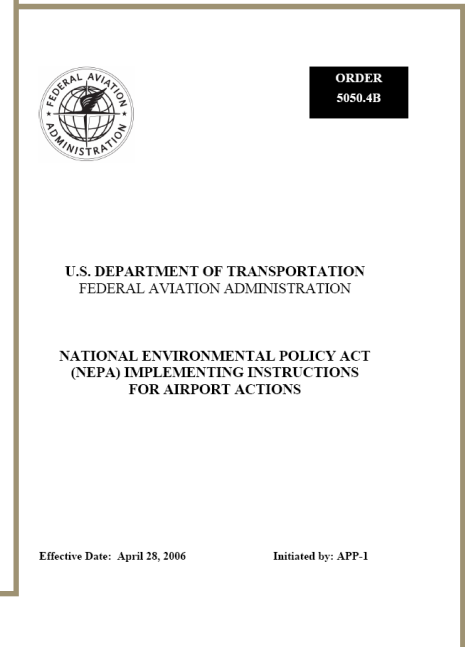
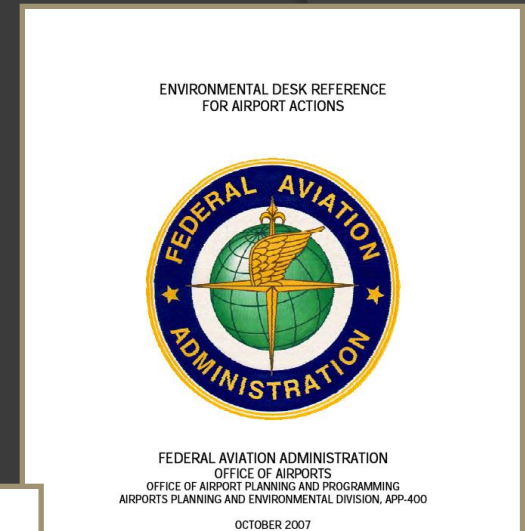
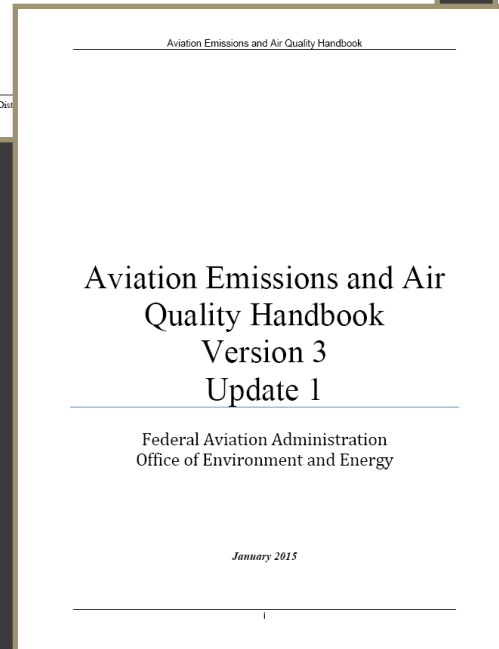
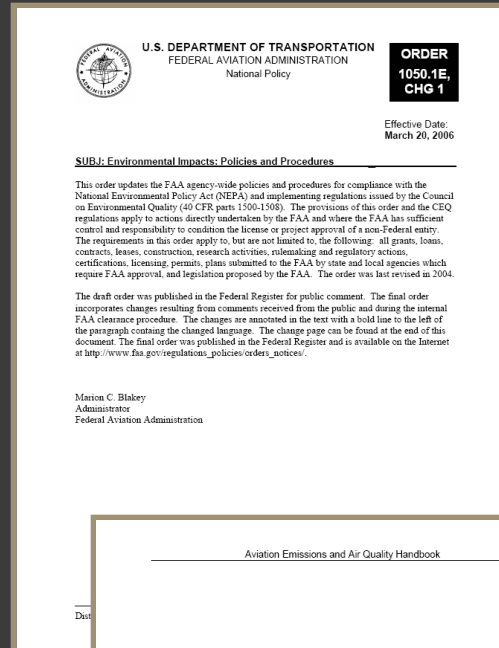
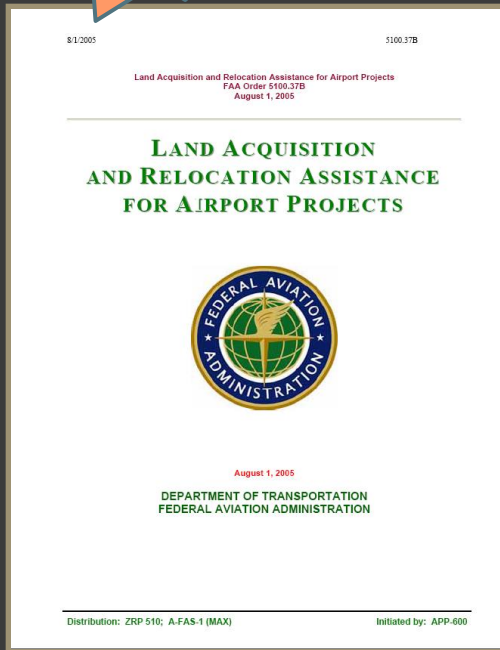
Many permits require a pre-construction meeting with the agencies...can hold concurrently with the contractor pre-construction meeting.

Section 106 (a.k.a. Historic Preservation) issues must be reviewed prior to digging test pits or other soil disturbances if federal funds are involved.



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TIPS



Federal laws are interpreted by federal agencies a little differently. Must follow FAA interpretations.

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FAA Order 5100.38D, *AIP Handbook*

Popular Topics	Reference
Project Eligibility	Appendices C-T
Useful Life of Deliverables	Table 3-8
Maintenance vs. Rehabilitation	Table 3-2
Engineer's Design Report Content	Table 3-20
Escalator Clauses	Paragraph 3-52
No New ILS Installations	Appendix K
Equipment Disposals	Table 5-39
Project Titles	Table 3-16
Prohibited or Ineligible Project Items	Appendix C

AIP Handbook

NEAR-J

Eligible
Justified
Necessary
Reasonable
Allowable

I



Permission

Carol L. Niewola, PE, CM
Senior Aviation Planner

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE


Airport Improvement Program legislation and the Handbook use “permissive language.”



Tells you what you CAN do...all else you can't do.



Exception is Appendix C of the AIP Handbook that lists the prohibited projects and unallowable costs.

 **U.S. DEPARTMENT OF TRANSPORTATION**
FEDERAL AVIATION ADMINISTRATION

National Policy

ORDER
5100.38D

Effective date:
September 30, 2014

SUBJ: Airport Improvement Program Handbook

1. PURPOSE.

This Handbook provides guidance and sets forth policy and procedures used in the administration of the Airport Improvement Program.

2. DISTRIBUTION.

This Handbook is located on the FAA Office of Airports website (see Appendix B for link) where it is available to all interested parties.

3. CANCELLATION.


This Handbook cancels the following two orders:

- FAA Order 5100.38C, Airport Improvement Program Handbook (dated June 28, 2005).
- FAA Order 5100.20C, Programming Control and Reporting Procedures Grant-In-Aid Program (dated December 7, 1999).

4. EXPLANATION OF CHANGES.

This Handbook replaces the above two orders with updated information that reflects current legislation and policy. The Office of Airports has streamlined this Handbook and replaced guidance with references where there is a more appropriate source of guidance (such as in other orders or advisory circulars). This included deleting guidance on airport planning, capital planning, labor rates, and civil rights. The references appear as the basic publication number without any suffix. The intent is for the reader to use the latest version of the referenced publication.

The Office of Airports reorganized and revised this Handbook to incorporate the Plain Language Act of 2010; to differentiate what is required by law and policy; to incorporate program guidance letters issued prior to July 30, 2012; and to incorporate legislation from the FAA Modernization and Reform Act of 2012 (Public Law 112-95).


Elliott Black
Director, Office of Airports Planning and Programming

49 USC §50101, *Buying Goods Produced in the United States*
(a.k.a. Buy American Preference)

AIP funds can be used only if (1) the steel and manufactured goods used in the project are produced in the US, or (2) FAA issues a waiver from these requirements for the steel or manufactured goods to be used in the project.

Refer to Appendix Y of *AIP Handbook*

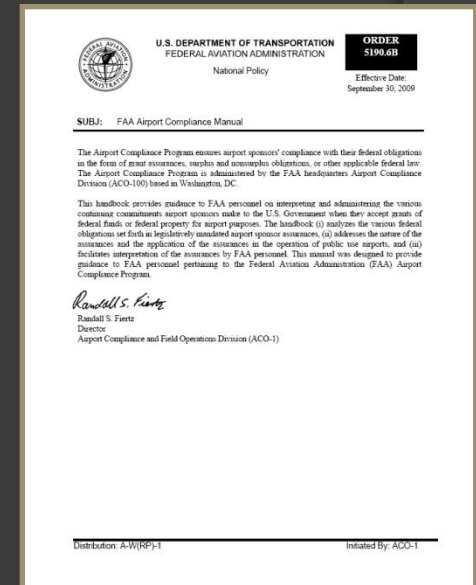
FAA's Required Contract Provisions, including the mandatory Buy American provisions are at:
http://www.faa.gov/airports/aip/procurement/federal_contract_provisions/

http://www.faa.gov/airports/aip/buy_american/

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FAA Order 5109.6B, *FAA Airport Compliance Manual*

Popular Topics	Chapter(s)
Non-Aeronautical Uses	17, 22
Land Disposal/Release	22
Complaint Resolution	5
Duration of Federal Obligations	4
Maintenance and Operation of Airport	7
Minimum Standards for Commercial Aeronautical Services	10
Airport Revenues	15, 16, 17, 18
Though-the-Fence Operations	12



I



Permission

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Senior Aviation Planner

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE

Channeling Act

Bureau → G&C Meeting
4-6 weeks

January 14, 2015
January 28, 2015
February 11, 2015
February 25, 2015
March 13, 2015
March 25, 2015
April 8, 2015
April 22, 2015
May 6, 2015
May 27, 2015
June 10, 2015
June 24, 2015

Schedule of Governor & Council Meetings

Grant
Applications
and Grant
Amendments

Governor &
Council
Expectations

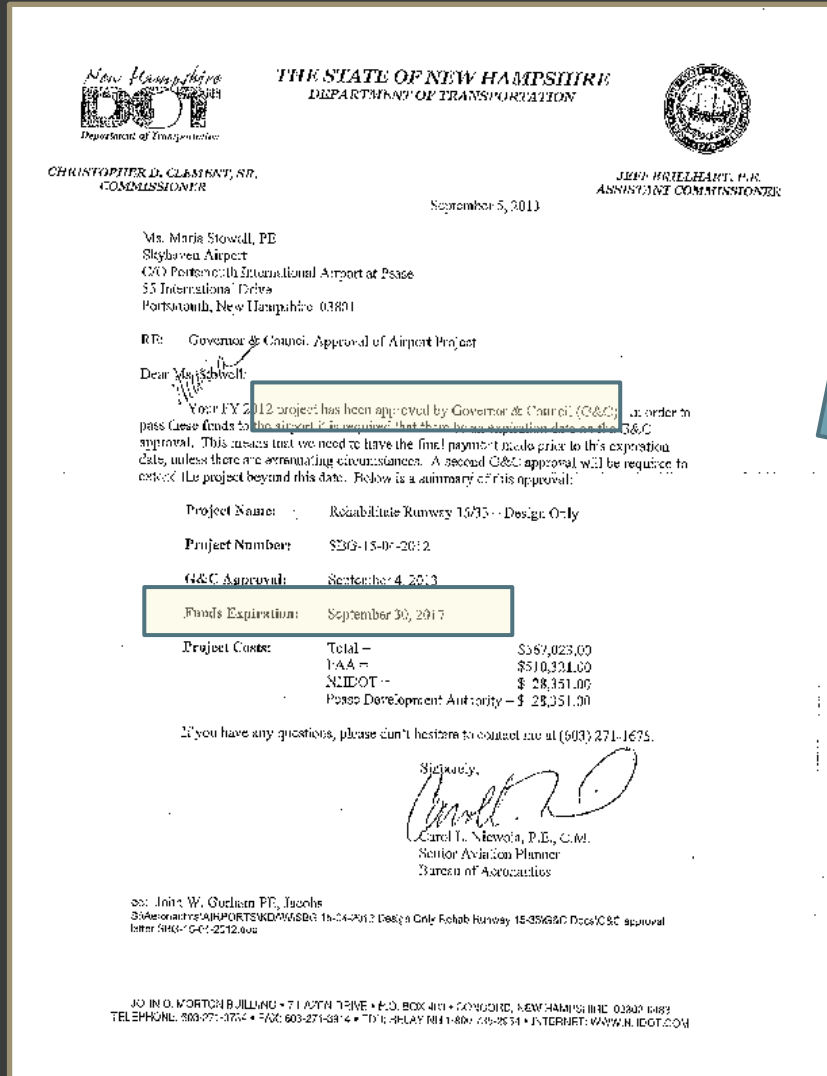
- engineering \$ < 15% to 20%
construction \$
- Program Narrative explains project
- Bid tab
- Insurances (ABGP only)
- Certificate of Vote (ABGP only)
- Double-sided
- Three copies

Dates of
signature are
important

<http://sos.nh.gov/GC2.aspx>

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Project approved by G&C

Note the funds expiration date

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE

CIP Expectations

CHECKLIST FOR CAPITAL IMPROVEMENT PROGRAM (CIP) MEETING

Airport Name: _____

	Yes, No, N/A	Date Discussed
Overview CIP process?		
Any changes to Airport Sponsor management?		
NHDOT news? (funding, legislation, staffing, hot topics, new policies, deadlines...)		
FAA news? (funding, legislation, staffing, hot topics, new policies, deadlines...)		
Airport compliance issues? (from safety inspections or other notifications)		
Airport project priorities?		
Environmental prerequisites? (historic, wetlands, T&E species...)		
Adjustments to meet funding availability?		
Congressional interests?		
Based aircraft counts?		
SWPPP and SPCC updates?		
NAVAID needs?		
Current FY project needs?		
Residential Through-the-Fence Agreement? ALP? (Due Sep. 30, 2013 for BML and DAW.)		
Single Audit Act report?		
System for Award Management (SAM)?		
ut needs?		
tenance management plan?		
al Calculation Updates, DOORS?		
ection up-to-date?		
certification? organization/divisions/waste/orc/occs/ning/training-classes.htm		
A Form 5010?		
Exhibit A? (provide dates)	ALP: Exhibit A:	
s or IOUs?		

3/28/2009 Overview, Checklist, Policies, Training/ADP Checklist/Checklist for CIP meeting.doc

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

5100.39A

August 22, 2000

SUBJ: AIRPORTS CAPITAL IMPROVEMENT PLAN

1. **PURPOSE.** This order prescribes the development of the national Airports Capital Improvement Plan (ACIP). The ACIP serves as the primary planning tool for systematically identifying, prioritizing, and assigning funds to critical airport development and associated capital needs for the National Airspace System (NAS). The ACIP also serves as the basis for the distribution of grant funds under the Airport Improvement Program (AIP). By identifying and investing in airport development and capital needs, the Federal Aviation Administration (FAA) can ensure to the American public that the NAS is a safe, secure, and an efficient environment for air travel nationwide.

2. **DISTRIBUTION.** This order is distributed to all addressees of the ZRP-510 special distribution list and to all Airports Regional, District, and Field Offices.

3. **CANCELLATION.** This revision cancels Order 5100.39, Airport Capital Improvement Plan, dated June 16, 1993.

4. **EXPLANATION OF CHANGES.** This revision changes the process through which the FAA formulates the ACIP.

5. BACKGROUND.

a. The FAA identifies airports that are significant to national air transportation through the development of the National Plan of Integrated Airport Systems (NPIAS). The NPIAS identifies, for Congress and the public, the composition of a national system of airports together with the airport development and costs necessary that will be needed over the ensuing ten years to expand and improve the system in order to anticipate and meet the present and future needs of civil aviation, to meet requirements in support of national defense, and to meet the special needs of the U.S. Postal Service. The ACIP provides additional details including the anticipated sources of funds for specific NPIAS development expected to be undertaken within the next 3 to 5 years and considered likely to be funded by the AIP. The FAA maintains the NPIAS and the ACIP in a common database (NPIAS-ACIP).

b. The AIP, which provides Federal funds for planning and development at the nation's public use airports, is a major source of revenue for airport planning and capital development

Distribution: ZRP-510; A-FAS-1 (STD)

Initiated By: APP-520

Revisions are pending

- Be prepared (project needs, project cost estimates, project timing)
- Airport Layout Plan
- Preliminary equipment calculations
- Preliminary limits of work
- Be cognizant of expiring entitlement funds

Carol L. Niewola, PE, CM
Senior Aviation Planner

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE

- Bureau responsibilities
- Grant reimbursements
- Aircraft registrations
- Airport Block Grant Program
- Checklists
- Resources available
- Form contents
- Project scoping
- Quality control efforts
- Construction observation responsibilities
- Asking for help
- Disadvantaged Business Enterprise Program
- OE/AAA
- AIP and Compliance Handbooks
- Governor & Council process
- Capital Improvement Program process
- Other topics

**General
Question and
Answer Session**

Feedback for next year?

**Carol L. Niewola, PE, CM
Senior Aviation Planner**

2015 NEW HAMPSHIRE AERONAUTICS PROGRAM REVIEW CONFERENCE

Conference materials will be posted to the Bureau's website.

Conference
Close

For more information, please contact us at:

NHDOT/Bureau of Aeronautics

7 Hazen Drive

P.O. Box 483

Concord, New Hampshire 03302

P: (603) 271-2552

<http://www.nh.gov/dot/org/aerorailtransit/aeronautics/index.htm>

Tricia L. Schoeneck Lambert
Administrator