



Aeronautics Division

Annual General Aviation Regional Meetings

2022

Meeting Agenda

9:00 a.m. - 10:15 a.m.

Welcome	Evan Lester
Introduction	Jay Norris
Engineering & Development	John Paul Saalwaechter & Joseph Clement
Questions	All
Break	~15 minutes

10:30 a.m. - 12:00 p.m.

Programming and Monitoring	John Briggs
ACIP & Planning Updates	Evan Lester
Questions	All

The logo consists of a red square containing the letters 'TN' in white, serif font. Below the red square is a thin, dark blue horizontal bar.

TN

Introduction

Jay Norris, Director

TM

Staffing Updates

- **Civil Engineering Manager 2** – Christopher Starr
- **Civil Engineering Manager 1** – Joseph “Joe” Clement
- **Transportation Program Monitor 1 (Planning & Environmental)** - Xavier Gliesman
- **Transportation Program Monitor 1 (Finance/Compliance)** – Evan Rodgers

Overview of the TAC Policy Update

- Definitions Added
 - “Airport Capital Improvement Plan (ACIP)”
 - “Airport Improvement”
 - “Project Formulation”
 - “Preliminary Project Formulation”
 - “Final Project Formulation”
- Definitions Removed
 - ~~“Non-Routine Projects”~~
 - ~~“Routine Projects”~~

Overview of the TAC Policy Update

- Funding Request Approval Changes
 - Funding requests for **Final Project Formulation greater than or equal to \$50,000** will be considered by the Tennessee Aeronautics Commission at their next scheduled public meeting.
 - Funding requests **from Commercial Services Airports**, or from General Aviation Airports for **airport maintenance equipment, Preliminary Project Formulation, Final Project Formulation less than \$50,000**, and **Airport Improvements** will be considered by the Tennessee Aeronautics Division without review by the Tennessee Aeronautics Commission.
 - TDOT staff will give monthly updates to the TAC on Airport Improvement grant Awards and other relevant program topics.

TAC Review of Funding Requests for Projects

Plan, Initiate

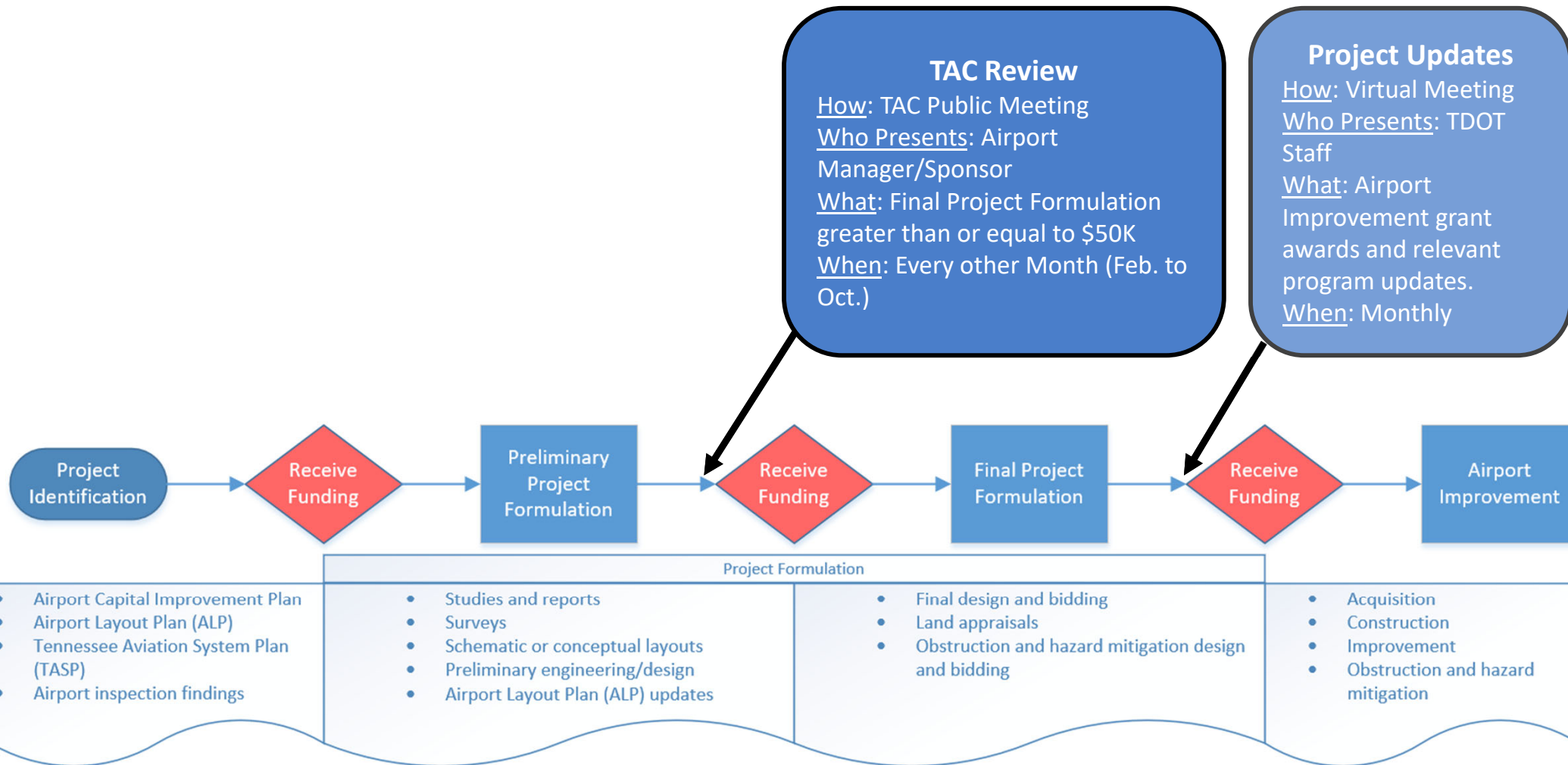
- Gather data, assess alternatives, generate estimates

Execute, Monitor

- Develop, procure, report-out (briefings)

Control, Close

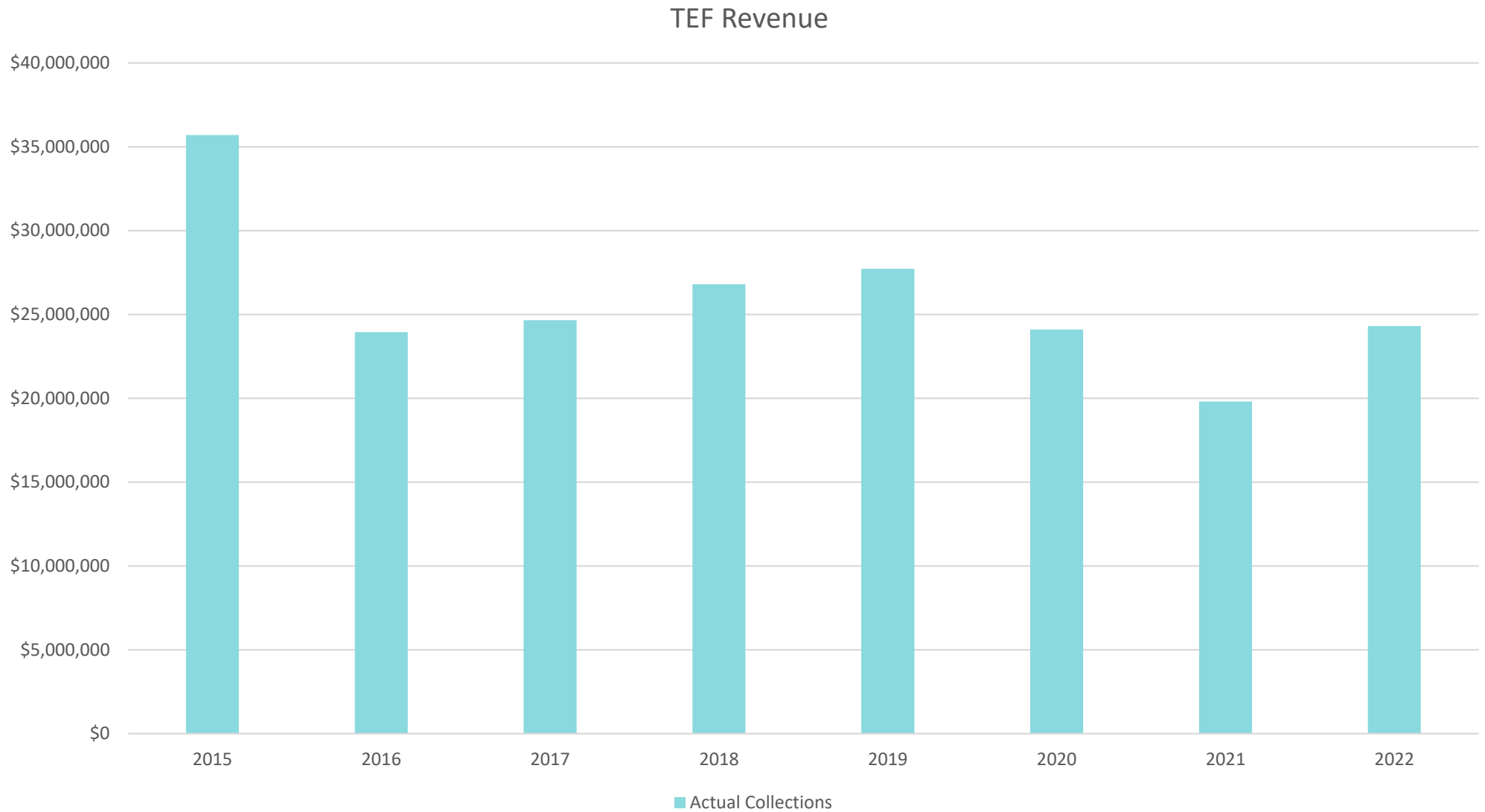
- Updates



Note: Funding requests from Commercial Service Airports, or from General Aviation Airports for airport maintenance equipment, Preliminary Project Formulation, Final Project Formulation less than \$50,000, and Airport Improvements will be considered by the Tennessee Aeronautics Division without review by the Tennessee Aeronautics Commission.



TEF Revenue

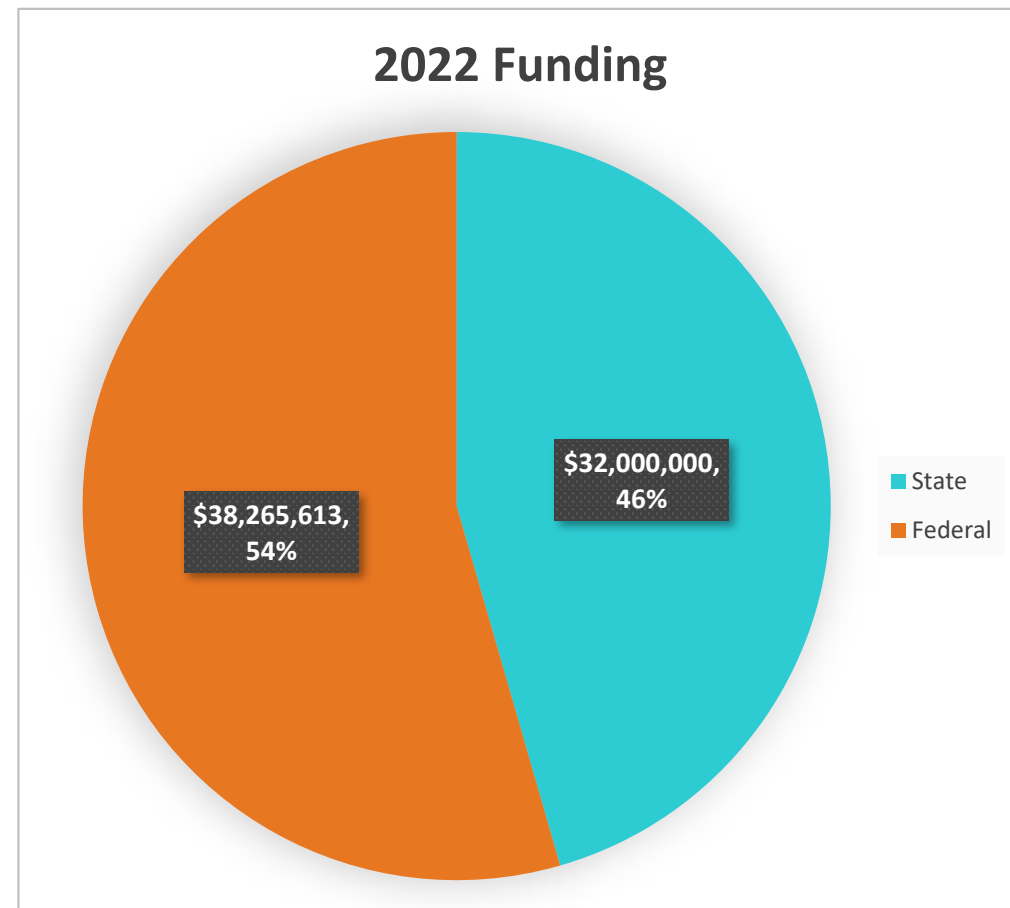


2022 Budget Summary

State	\$32,000,000
Federal	\$38,265,613
Grand Total	\$70,265,613

	State
TEF	\$7,000,000
State General Fund	\$25,000,000
	Total \$32,000,000

	Federal
FAA - Annual Block Grant	\$13,271,558
FAA - Discretionary (MRC)	\$6,533,280
FAA - Supplemental (1M5)	\$5,685,775
FAA - BIL	\$12,775,000
	Total \$38,265,613

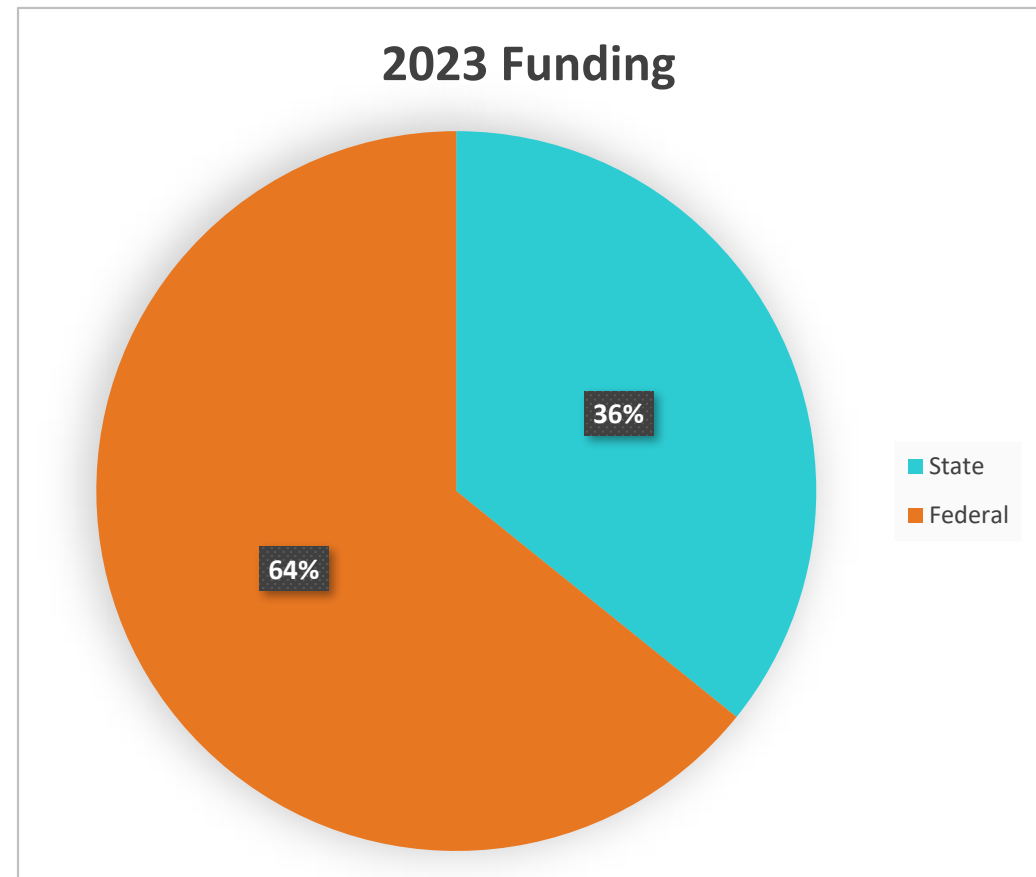


2023 Budget Summary

State	\$18,424,000
Federal	\$33,046,558
Total	\$51,470,558

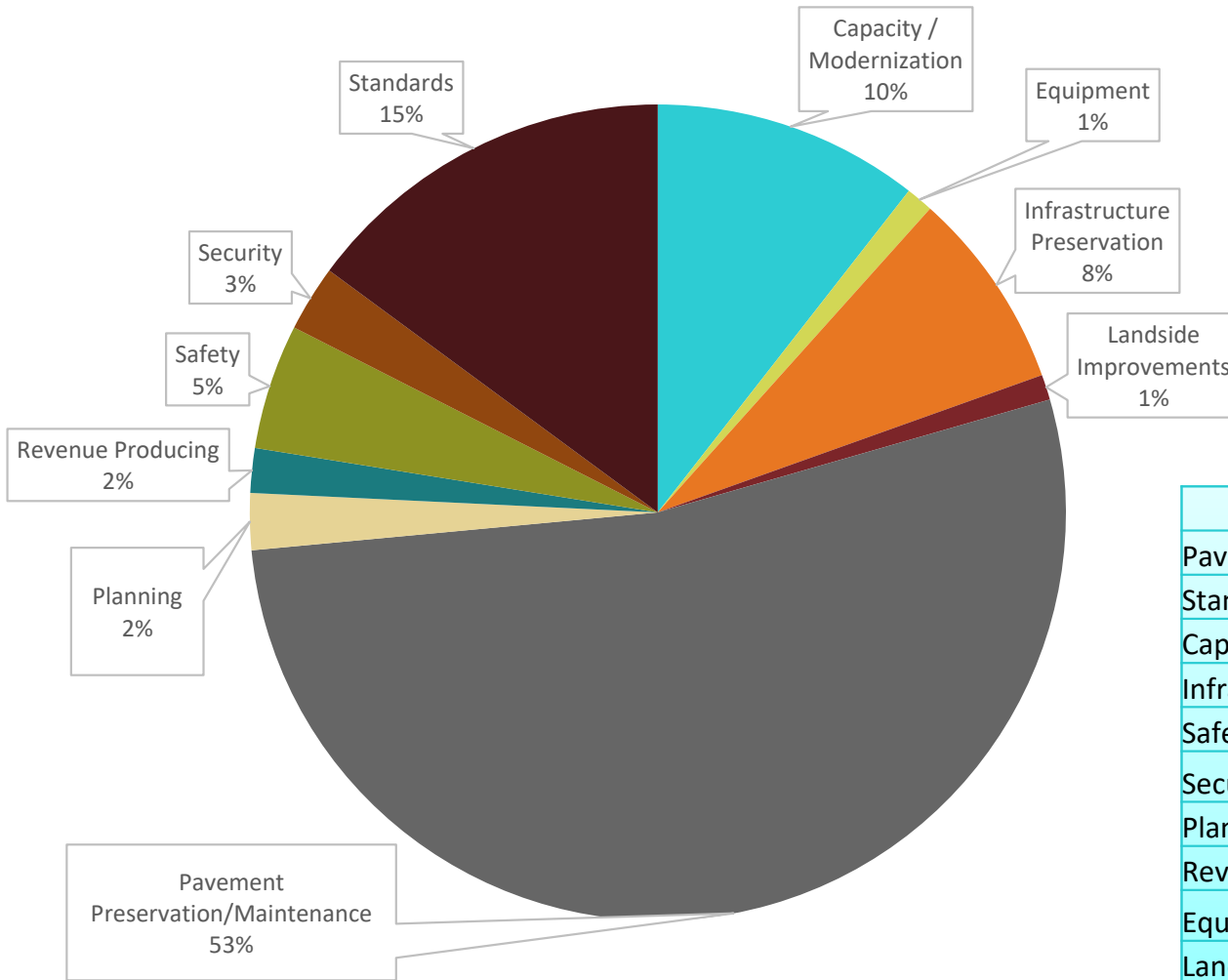
State	
TEF*	\$8,000,000
General Fund	\$10,424,000
	<hr/>
	\$18,424,000

Federal	
FAA - Annual Block Grant	\$13,271,558
FAA – Discretionary*	\$7,000,000
FAA – BIL*	\$12,775,000
	<hr/>
Total	\$33,046,558



ACIP Funding Breakdown by Category

FY23 ACIP Funding By Category



Project Category	Estimated Cost
Pavement Preservation/Maintenance	\$ 33,868,308.00
Standards	\$ 9,525,000.00
Capacity / Modernization	\$ 6,745,000.00
Infrastructure Preservation	\$ 5,051,500.00
Safety	\$ 3,170,400.00
Security	\$ 1,671,000.00
Planning	\$ 1,437,000.00
Revenue Producing	\$ 1,126,667.00
Equipment	\$ 691,500.00
Landside Improvements	\$ 640,000.00
Grand Total	\$ 63,926,375.00

Planning Strategy

- When developing your ACIP, project must be:
 - Necessary
 - Reasonable
 - Justified



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Engineering & Development

John-Paul Saalwaechter, Assistant Director of Development

Joseph Clement, Assistant Engineering Manager

TM

Overview



BIL



Site Development for Hangars



Statewide Contracts Update



TM



Types of BIL Funding

\$5B

AIRPORT TERMINALS

To replace aging terminals, increase terminal energy efficiency and...

\$15B

AIRPORT INFRASTRUCTURE

Projects that increase safety and expand capacity.

\$5B

AIR TRAFFIC FACILITIES

To replace facilities and equipment and improve safety, security, and...

Airport Infrastructure Grants = AIG

Project Eligibility – AIG Allocated

- For eligible costs incurred on or after November 15, 2021.
- Like PFCs (Passenger Facility Charge)
- Discussed in the current version of FAA Order 5500.1.
 - Airport development (Design and Construction)
 - Airport planning
 - Terminal development (public-use areas & utility support only – Eligibility Proration calculations may apply) – *Coordinate with your TDOT Project Manager*
 - Noise projects eligible under 49 U.S.C. §47504
 - Ground access/Intermodal
 - Revenue producing facilities
- Eligibility can only be determined by the FAA.

Project Eligibility – AIG Allocated

- **Fuel Farms and Hangars** (sponsor-owned revenue producing aeronautical support facilities)
 - See BIL FAQ Q-U47
 - “Airside needs” assessment is not applicable to BIL funding.
 - Project must be a new installation or major improvement to increase revenue production at the airport.
 - Goal of BIL to improve the nation’s infrastructure.
 - **Maintenance and repair are not eligible.**

Project Eligibility – AIG Allocated

- **Example:**

Adding a new fuel tank.

- Increasing capacity
- Eligible

vs.

Replacing old fuel tank supply lines.

- General maintenance
- Ineligible

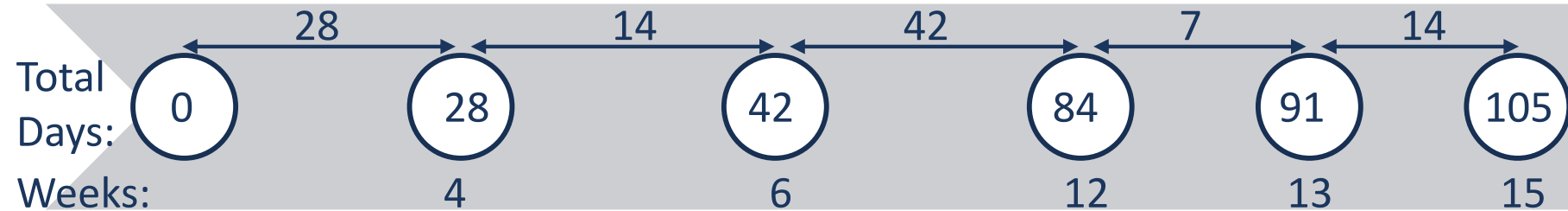
Process for Requesting/Receiving Funds

Hypothetical scenario...

Airport/Sponsor submits project request to TDOT (PSRs)

ADO enters information in Federal systems for the Office of Secretary (OST) announcement and begins drafting grant to TDOT.

FAA awards grant to TDOT



Once reviewed & approved, TDOT will then apply to the FAA Memphis ADO.

OST announces the awards, like AIP Discretionary. (AIP and BIL will be announced together)

TDOT makes a subaward grant to Sponsor.

Application Requirements

- Construction/Improvements
 - Must have **bids** in-hand, *or quotes if acceptable procurement method*
- Professional Services
 - Must submit negotiated **work authorization/s** (WA)
 - Signed WA preferred, but unsigned may be accepted
 - When unsigned, Sponsor must provide written acknowledgement that *scope and fees were found to be reasonable and that fees will not change when agreements are executed*
 - IFEs required to be submitted when >\$100K
 - Also applies to Preliminary, Environmental, or Design-only grants

Timing is everything!

- Recommended submittal timeframes...

In order to have an executed BIL grant in...

BIL Funding Request Approved at

The request shall be submitted no later than Wednesday...





Site Development for Hangars

Supply, Demand, and Owner Expectations

- High hangar demand statewide, and
- Widespread private interests in ground lease agreements

But...

- Build-ready sites are often needed to:
 - Attract prospective tenants
 - Reduce overall costs
 - Expedite construction schedules
 - And if sub-leased, enable quick return on investment (ROI)
 - *For investors, FBOs, etc.*

Why Site Development is Better than Building Hangars

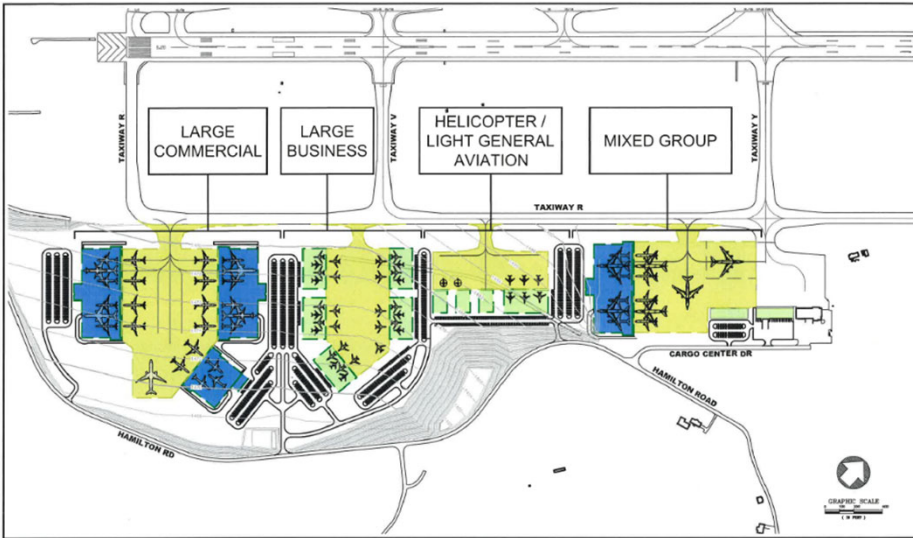
- Broader funding eligibility
- Fewer AIP funding restrictions than with Revenue Producing Facilities
- Construction scope is simpler and easier
- Ownership and maintenance of facilities
 - Airport has long-term ownership rights, plus
 - Not responsible for maintenance during the lease term
- Airport will eventually be vested the title to facilities

Considerations

- Consistency with ALP and long-term plans
- Look under, above, and around
 - Building height/s
 - Site conditions
 - rock, environmental features, drainage, existing utilities
 - Clearances and safety areas
- Access to utilities
- Vehicular access
- Ground lease agreements terms and conditions*
 - E.g., Include maintenance requirements to ensure state of good repair
 - Term of the lease should be less than the useful life of structures
- Pavements and AOA access

Examples

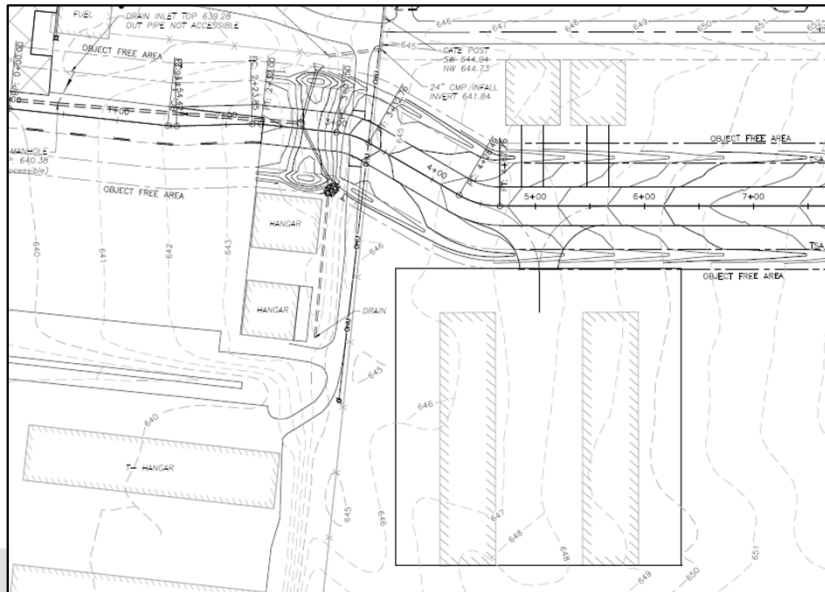
• TRI



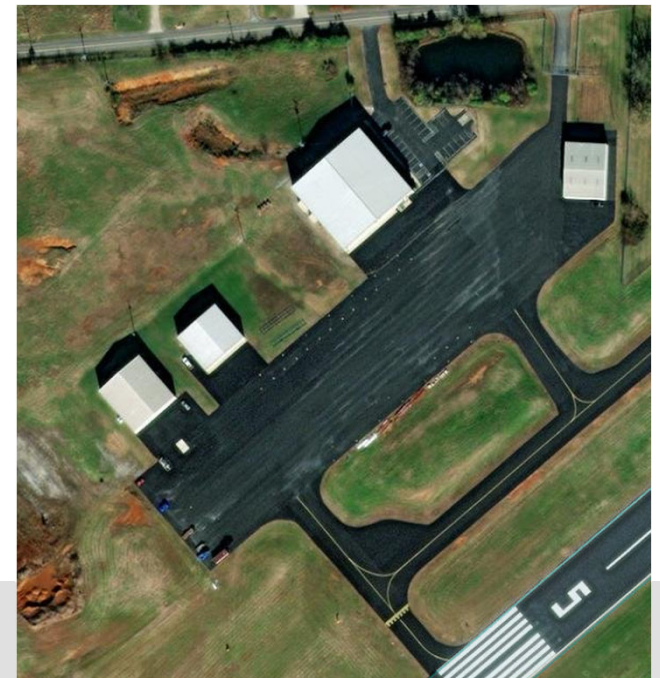
• RZR



• APT



• MOR



And many others...

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Statewide Contracts Update

Airfield Pavement and Markings Maintenance (APMM)

Aeronautics

COVID Relief Programs

Airfield Pavement and Marking Maintenance Contract

Aeronautics Commission

Aeronautics Economic Development Fund

Planning

Engineering

Notice to Airports

Aeronautics News

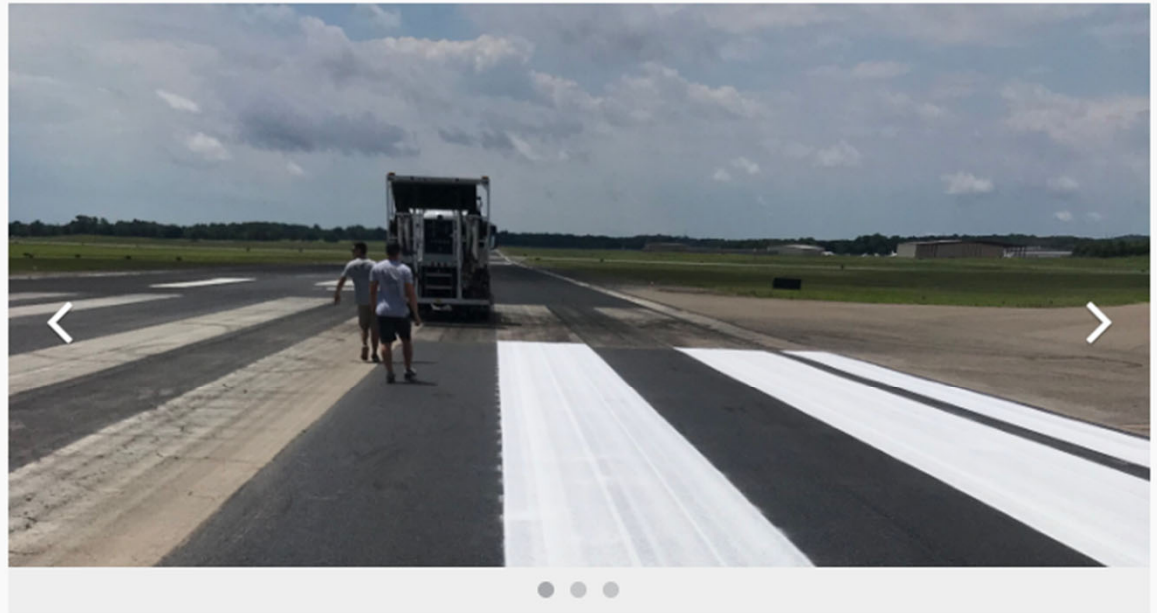
Aeronautics Publications

Unmanned Aircraft Systems (UAS)/Drones

Aviation Outreach and Education Program

Application for Public Airport License

Airfield Pavement and Marking Maintenance Contract



2022 Contract

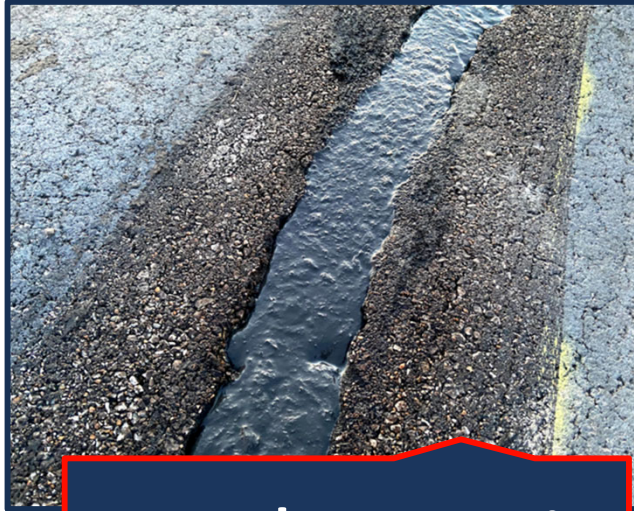
[Contract Award](#) (pdf)

[Summary of Bids](#) (pdf)

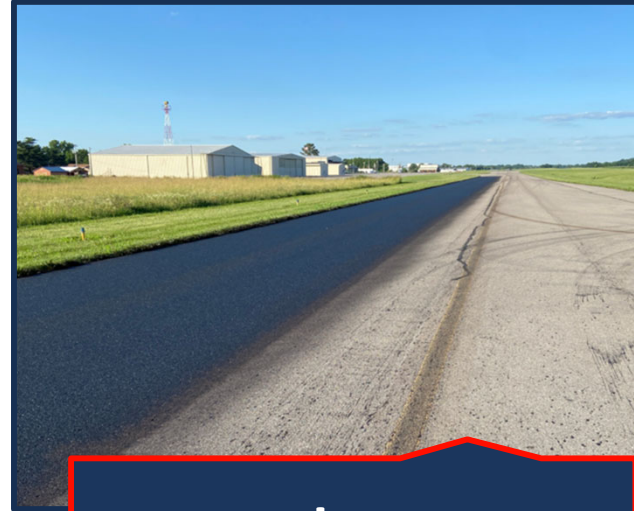
Bid Opening - Held Tuesday 3/15/22 1:00 PM CST.

Mandatory Pre-bid Meeting - Held Tuesday 3/1/22 9:00 AM CST. [Meeting Minutes](#) (pdf)

Scope of Work



Crack Repair



Seal Coat

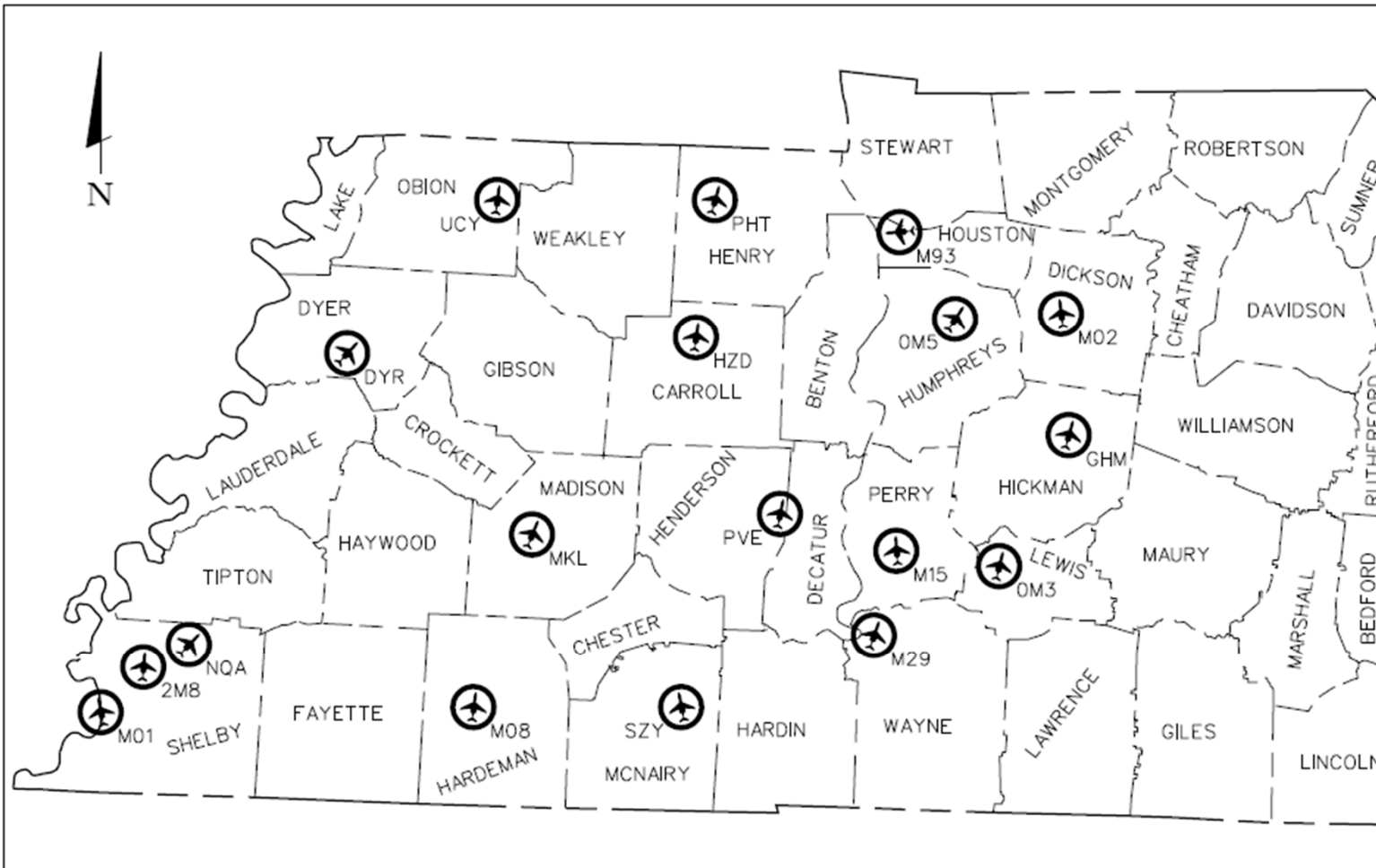


Remarking



Joint Repair

APMM Phase 1 - 2020

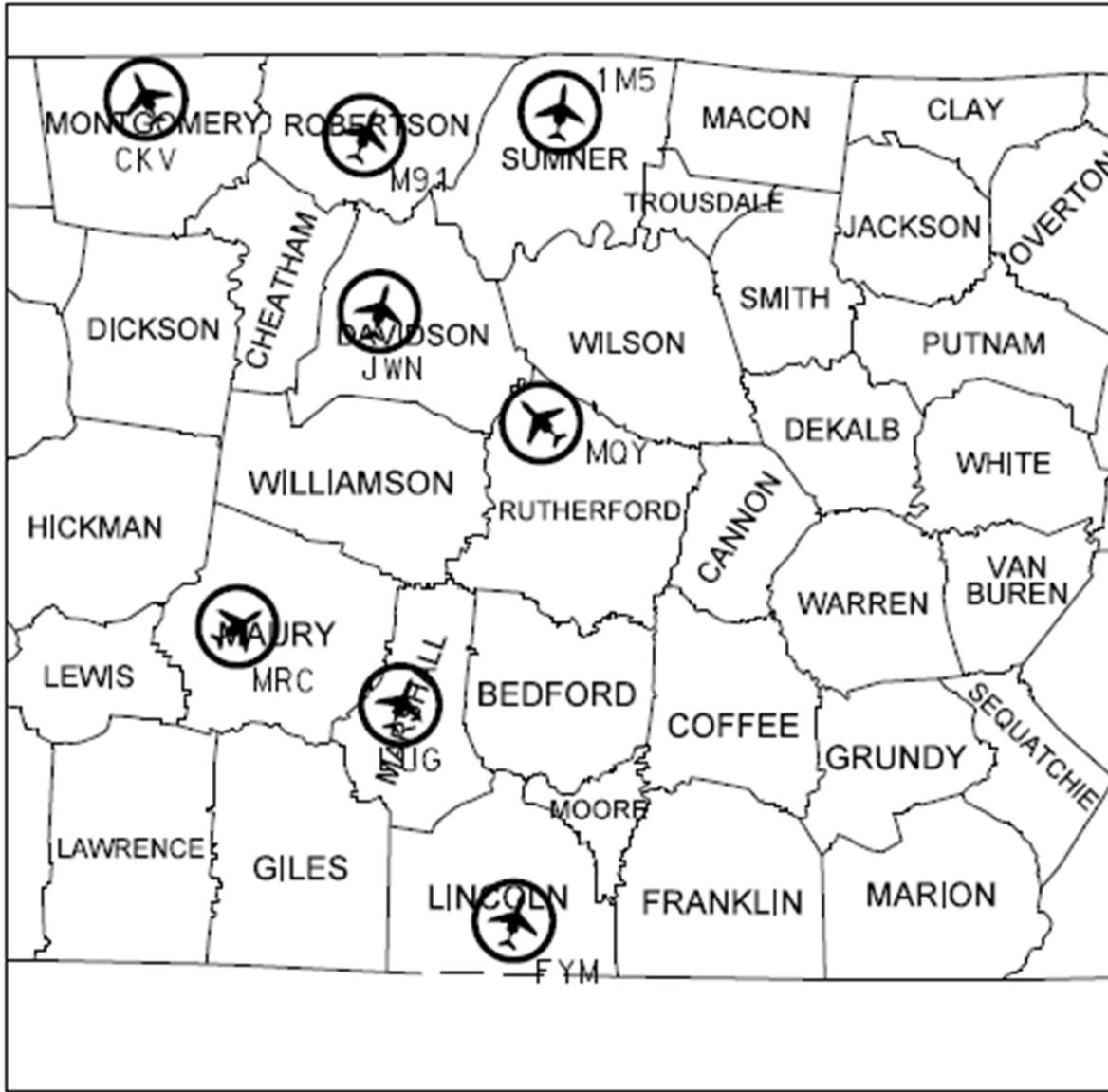


- 18 Airports
- \$4,103,945

LOCATION MAP

NOT TO SCALE

APMM Phase 2 - 2021

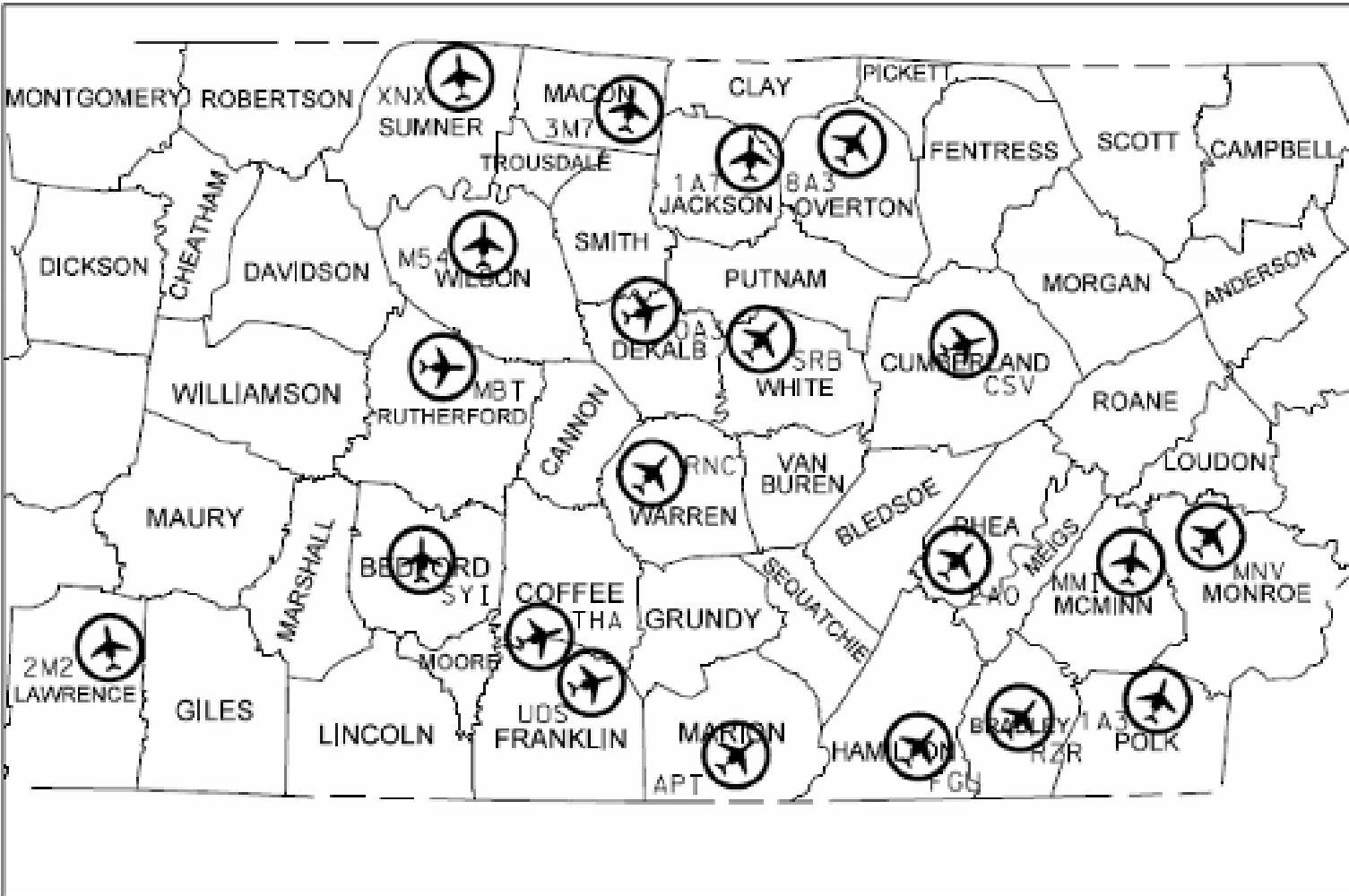


- **8 Airports**
- **\$2,847,755.92**

LOCATION MAP

NOT TO SCALE

APMM Phase 3 - 2022



- 21 Airports
- \$4,152,795

LOCATION MAP

NOT TO SCALE

APMM Phase 4 - 2023

- Preliminary Study is getting underway
- 11 airports identified for study
 - COLONEL TOMMY C STINER AIRFIELD
 - ELIZABETHTON MUNI
 - GATLINBURG-PIGEON FORGE
 - GREENEVILLE MUNI
 - HAWKINS COUNTY
 - JOHNSON COUNTY
 - KNOXVILLE DOWNTOWN ISLAND
 - MOORE-MURRELL
 - NEW TAZEWELL MUNI
 - ROCKWOOD MUNI
 - SCOTT MUNI
- Final Design Fall/Winter 2022
- Spring 2023 Start



Airport Pavement Management Program/System (APMP/APMS)

TENNESSEE PROJECT AIRPORTS



applied pavement
TECHNOLOGY

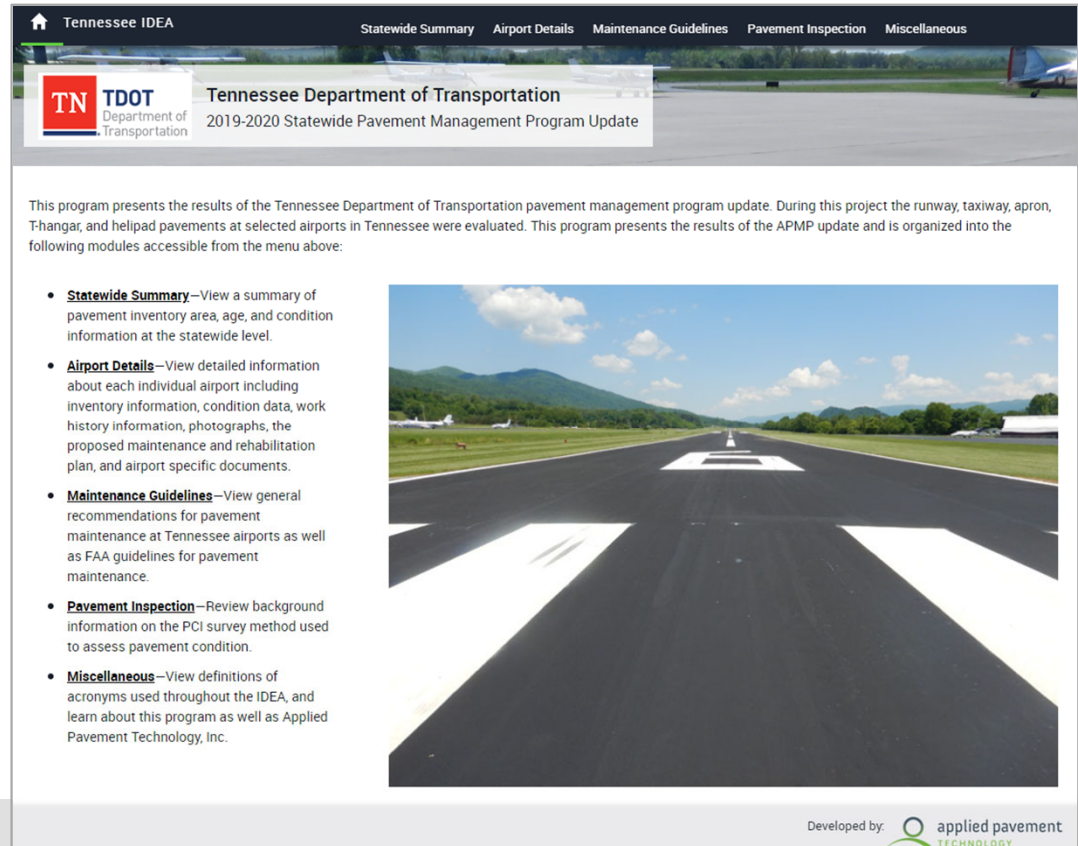
APMS Tasks (In-Progress)

- Records Review (September 2022)
- Network Definition/Mapping Updates (September 2022)
- Pavement Condition Assessments (August 2022)
- Database Development (October 2022)



APMS Tasks (Upcoming/Remaining)

- GIS Map Link Updates (October 2022)
- System Customization (November 2022)
- Maintenance and Rehabilitation Plan Generation (February 2023)
- Reporting (May 2023)
 - Individual Airport Reports
 - Statewide Report
 - Executive Summary
 - Interactive Website



The screenshot shows the Tennessee IDEA website. The header includes navigation links: Home, Tennessee IDEA, Statewide Summary, Airport Details, Maintenance Guidelines, Pavement Inspection, and Miscellaneous. The main content area features the Tennessee Department of Transportation logo and the title "2019-2020 Statewide Pavement Management Program Update". Below the title, there is a paragraph explaining the program's purpose and a list of modules. A large image of a runway is positioned to the right of the text.


Tennessee IDEA

Statewide Summary Airport Details Maintenance Guidelines Pavement Inspection Miscellaneous

TN TDOT Department of Transportation Tennessee Department of Transportation 2019-2020 Statewide Pavement Management Program Update

This program presents the results of the Tennessee Department of Transportation pavement management program update. During this project the runway, taxiway, apron, T-hangar, and helipad pavements at selected airports in Tennessee were evaluated. This program presents the results of the APMP update and is organized into the following modules accessible from the menu above:

- **Statewide Summary**—View a summary of pavement inventory area, age, and condition information at the statewide level.
- **Airport Details**—View detailed information about each individual airport including inventory information, condition data, work history information, photographs, the proposed maintenance and rehabilitation plan, and airport specific documents.
- **Maintenance Guidelines**—View general recommendations for pavement maintenance at Tennessee airports as well as FAA guidelines for pavement maintenance.
- **Pavement Inspection**—Review background information on the PCI survey method used to assess pavement condition.
- **Miscellaneous**—View definitions of acronyms used throughout the IDEA, and learn about this program as well as Applied Pavement Technology, Inc.

Developed by:  applied pavement TECHNOLOGY

State Priority Ranking System

1. Safety
2. Security
3. Pavement Preservation / Maintenance
4. Infrastructure Preservation
5. Standards
6. Planning
7. Capacity / Modernization
8. Equipment
9. Landside Improvements
10. Revenue Producing

PCR Reports

- FAA Advisory Circular 150/5335-5D (released April 29, 2022), *Standard Method of Reporting Airport Pavement Strength – PCR*.
- Replaces the previous ACN-PCN system.
- Aircraft Classification ~~Number~~ Rating – Pavement Classification ~~Number~~ Rating (ACR-PCR).
- ICAO developed ACR-PCR (*internationally recognized*)

PCR Reports

- Aircraft Classification Rating (ACR)
 - Expresses the effect of an individual aircraft on different pavements
- Pavement Classification Rating (PCR)
 - 5-part code
 - Numerical PCR Value / Pavement type / Subgrade category / Allowable tire pressure / Method used to determine PCR

PCR Reports

- **FAA RECOMMENDS**
 - ACR-PCR for all paved runways, taxiways, and aprons at all airports
- **FAA REQUIRES**
 - all 14 CFR Part 139 certified airports
 - Assigned gross weight and PCR data by September 30, 2024
- PCR reports will be developed for 36 airports.
 - Airports with primary runways around 5,000' or longer,
 - Or determined by runway pavement strength demands.

Questions?





BREAK

15 minutes



TN

Programming and Monitoring

John Briggs, Assistant Director

TM

Programming and Monitoring

- BIL
- Airport Maintenance/COVID Relief Grants
- Audit Reports
- Invoice Reimbursement Timeline
- Airport Inspections - CAPs
- Compliance and Grant Assurances

Bipartisan Infrastructure Law (BIL)

BIL has five-years of funding. (2022-2026)

The BIL is composed of two main programs:

- Airport Infrastructure Grants (AIG)
 - annual formula allocations for airports
 - competitive funds for Federal Contract Towers
- Airport Terminals Grants (competitive)

Airport Infrastructure Grants (AIG)

Airport Allocations

Amounts per airport are based on the NPIAS classifications. Amounts for each Tennessee GA airport can be found on Aeronautics website.

FAA is administering this funding as if it were discretionary funding. What does that mean?

- Bids/environmental will be needed to request the funding
- It will take longer than normal to get the funding
- Coordinate closely with TDOT
- Include BIL projects in the ACIP

BIL Big Picture

- TDOT wants to use the additional funding to make the most improvements to the state system.
- Encouraging airports to help us leverage this funding to maximize the number of improvement projects for TN airports.

How?

- Prioritize BIL use based on state priorities and airport needs. Don't build a pool when the roof is leaking.
- Replace additional state funding on programmed projects with BIL funding. Make state dollars go farther.
- Save multiple years of BIL funding to put on larger projects.
- TDOT is willing to increase state share on projects when BIL funding is used in keeping with state priorities and airport needs.

Airport Infrastructure Grants (AIG)

Airport Allocations

- Funds not obligated at the end of the fourth FY will be recovered and made available for competitive grants in the fifth year.

FY funds are first made available:	Funds must be obligated (under grant) by:	Any unobligated funds must be obligated (under grant) as competitive grants in:
2022	September 30, 2025	FY 2026
2023	September 30, 2026	FY 2027
2024	September 30, 2027	FY 2028
2025	September 30, 2028	FY 2029
2026	September 30, 2029	FY 2030

Grant Logistics

- We cannot combine AIP and BIL funding on one grant.
- Consider two grants on a project and how that impacts invoicing
 - Invoicing considerations –splitting up the work based on funding type per each grant (percentage basis instead of usable unit of work).
- Consider the timeline it will take to receive BIL funding and implications - holding bids longer. Think discretionary projects.
- TDOT Aeronautics will be tracking BIL balances for each airport like NPE.
- Recovering unspent BIL funding from a grant will take longer.

FY2023 Airport Maintenance Program

Continuing same program in 2023

- \$15,000 for GA airports, \$25,000 for Part 139 airports.
- State participation 95%
- Same Eligible/Ineligible item list

COVID Relief

- CARES Part 4 – Spend it
 - Recommend using for operating expenses and saving local for use on airport development.
- CRSSA – Request grant if you have not already, spend it.
- ARPA - Request grant if you have not already, spend it.

Audit Reports

Common findings:

1. On Contract AERO12345, the subrecipient did not submit the grant disbursement reconciliation report required by Section C.7. On Contract AERO12345, the subrecipient did not submit the final report required by Section D.18.

On Contract AERO12345, Section C.7., Disbursement Reconciliation and Close Out, states the final invoice and grant disbursement reconciliation report shall be submitted within sixty days of the contract end date. The grant disbursement reconciliation report “shall detail all grantee expenditures recorded to meet this requirement.”

On Contract AERO12345, Section D.18., Annual and Final Reports, states “The Grantee shall submit, within three (3) months of the conclusion of each year of the Term, an annual report....For grant contracts with multiyear terms, the final report will take the place of the annual report for the final year of the Term....

At minimum, annual and final reports shall include: (a) the Grantee’s name; (b) the Grant Contract’s Edison identification number, Term, and total amount; (c) a narrative section that describes the program’s goals, outcomes, successes and setbacks, whether the Grantee used benchmarks or indicators to determine progress, and whether any proposed activities were not completed; and (d) other relevant details requested by the Grantor State Agency. Annual and final report documents to be completed by the Grantee shall appear on the Grantor State Agency’s website or as an attachment to the Grant Contract.”

Audit Reports

Aeronautics Division Responded to Finding.

- Annual and Final Reports (via grant language D.18) are required. Can use form provided on TDOT's website
- The final invoice can serve as the grant disbursement report if it meets the requirements on C.7. if it details "all grantee expenditures recorded to meet this requirement."

Invoice Reimbursement

- We have recently adopted BlackCat Aviation Data Management System.
- During this transfer of systems, there has been an issue with BlackCat Aviation being able to correctly process invoices. To prevent the delay of payment, we have chosen to process the invoices through the state system.

What does this mean for the airports?

- You will be receiving payments for your invoices even if you don't see your invoices being processed in BlackCat Aviation. The system is currently operating correctly so this should no longer be an issue.
- Please let your Transportation Program Monitor know if you are not seeing invoices processed in BlackCat Aviation.

Airport Inspections

- Section One vs Section Two
 - At the bottom of your Tennessee Airport Inspection Report, you will see section one violations and section two violations
 - Section One violations are issues that will lead to an airport receiving a conditional license. Generally, these are violations of state standards.
 - Section Two violations are issues that need to be addressed but not critical enough to issue a conditional license.

Airport Inspections

- Airports issued a conditional license have 120 days to correct the section one violation. If more time is needed, the sponsor must submit a corrective action plan.
- The corrective action plan must detail the airport's plan to correct the section one violation. This plan must have benchmark dates and an estimated completion date so progress can be monitored.
- This plan must be signed by the authorized representative of the airport's sponsor and submitted to TDOT Aeronautics prior to the expiration of the conditional license.
- Failure to address section one violations puts the airports public use license in jeopardy as well as funding of airport projects.

Grant Assurances and Compliance

- Ensure lease agreements allow for enforcement of grant assurances and airport minimum standards. (#5)
- Airport sponsors that have accepted Federal funding are obligated to use dedicated aviation facilities for aeronautical use. Prior approval is required for Non-Aeronautical Use of Aeronautical facilities. (#19)
- Federally obligated airports must ensure the airport is as self sufficient as possible (#24)

READ THE GRANT ASSURANCES!!

Grant Language

ALP Grants

- Updated scope paragraphs A.2. and A.3. to define expected deliverables and timelines based on the new ALP Project Guide.



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ACIP & Planning Updates

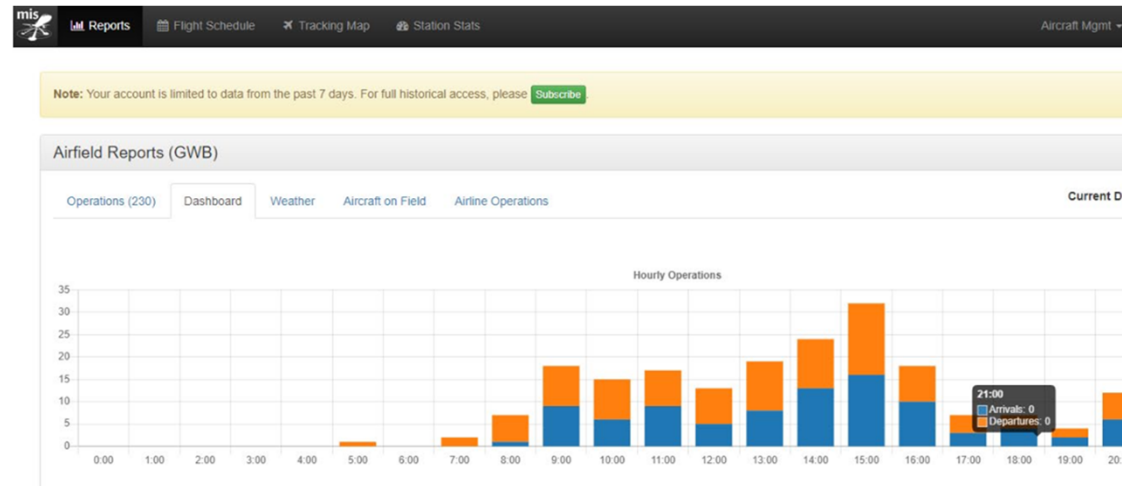
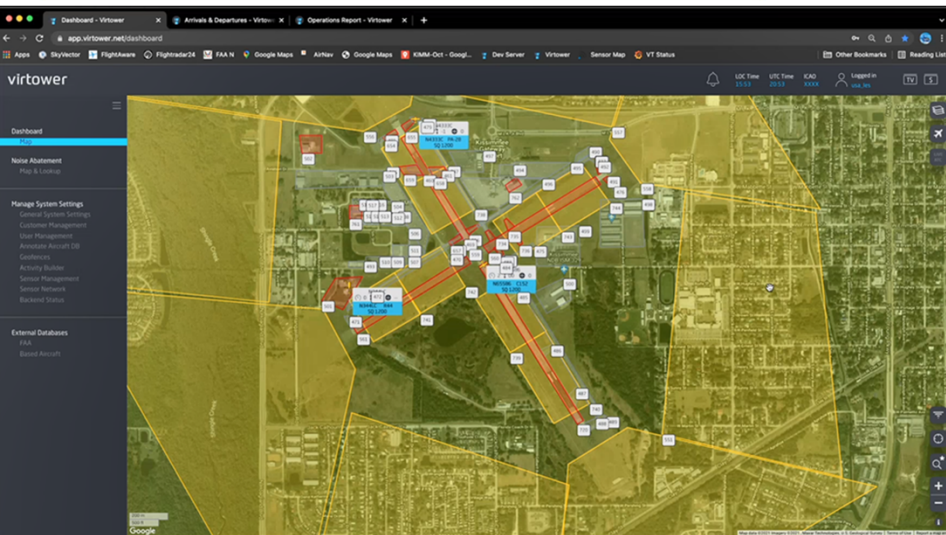
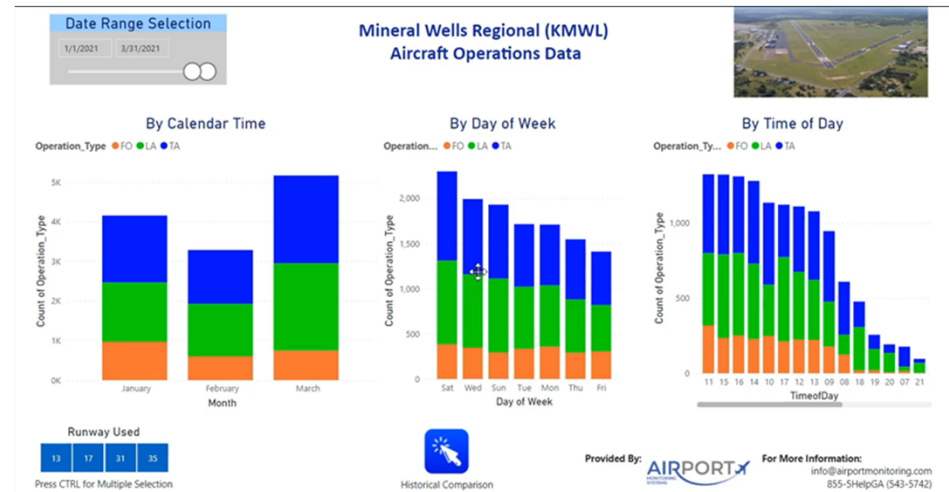
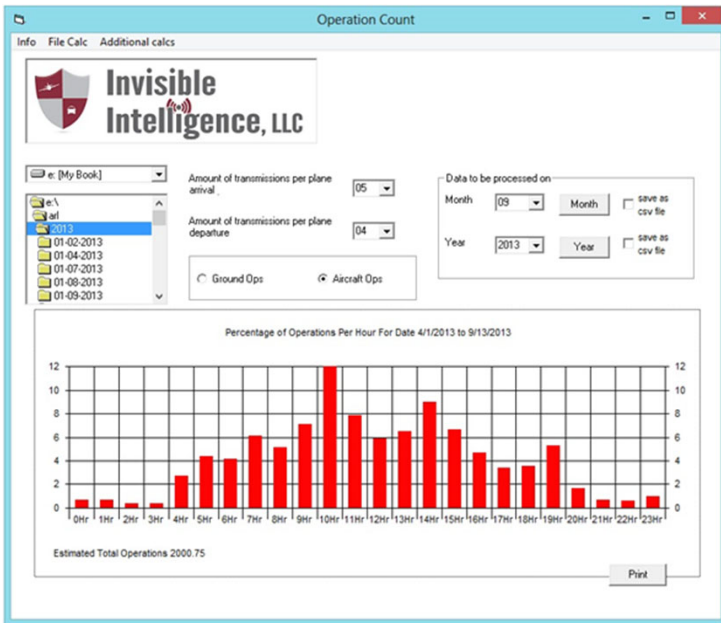
Evan Lester, Transportation Program Supervisor

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Operations Data Counter Grant Program

Operations Data Counter Grant Program



Importance of Accurate Operations Counts

- Operations data is critical for airport planning purposes, environmental analysis, project justification, and funding.
- Data-driven approach to determine the justified, reasonable, and necessary development
- **Example** - ALP projects rely heavily on determining an airport's existing critical aircraft by documenting 500 annual operations by a specific aircraft or grouping of aircraft (excluding touch and go operations)

Operations Data Counter Grant Program

- Stand-alone grant program – 95% State and 5% Local
- 5 vendors on approved list (open to additional suggestions)
- Airport to collect data for one year
- Airports are eligible if they:
 - Have an Airport Layout Plan Update programmed on the ACIP
 - Have a capacity project programmed on ACIP
 - Are a Discretionary candidate (and any other special funding source provided by the FAA)
 - Have been requested to participate by the Aeronautics Division

Operations Data Counter Grant Program

- **Eligible Costs**

- Purchase of data counter system equipment from the selected vendor for 12 months
- Subscription fees required to collect the operations data for 12 months

- **Ineligible Costs**

- Costs for installing the data counter equipment outside funding provided to the vendor to do so
- Costs for any regular reporting of the data
- Costs for operating the system for more than 12 months

Operations Data Counter Grant Program

- Contact Information:
 - Kabrina Webb – Data Counter Grant Program Lead
 - Kabrina.Webb@tn.gov
 - 615-532-4640

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FY23-27 NPIAS Report

FY23-27 NPIAS Report

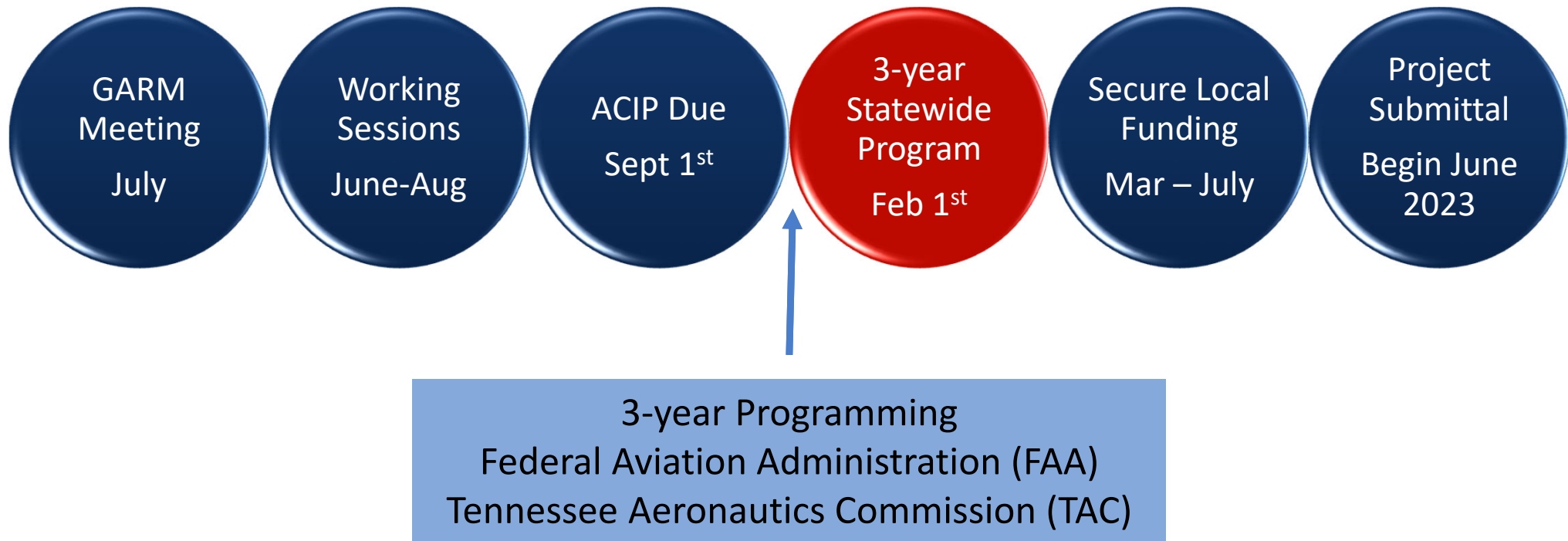
- Updated NPIAS Report is expected to be published by September 30, 2022
- Airport NPIAS classifications may change
- Any NPIAS classification changes could result in different funding amounts provided to the airport through special, existing, and future FAA funding sources, such as BIL
- Airports will be notified when the updated NPIAS Report is available





Airport Capital Improvement Plan (ACIP)

ACIP Process



Resources to Utilize When Developing Your ACIP

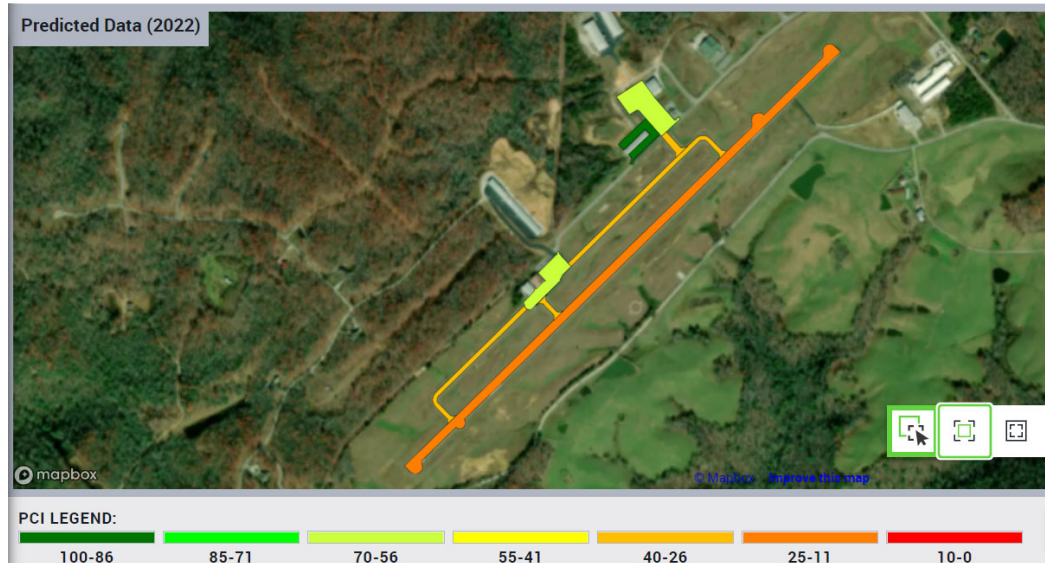
- **3-Year ACIP programmed last year for FY 2023 - 2025**
 - TDOT programmed projects for 3 fiscal years

Please contact your TDOT Project Manager to discuss program requirements and funding request details.

Programmed Year	Associated City	Project Title	Airport Priority	Project Category	State Priority	Estimated Cost	NPE	Discretionary	Apportionment	State	Local
FY 2023											
2023		Obstruction Removal Construction	2	Safety	1	\$600,000	\$18,300	\$0	\$0	\$551,700	\$30,000
FY 2024											
2024		ALP Update		Planning	6	\$225,000	\$150,000	\$0	\$0	\$63,750	\$11,250
FY 2025											
2025		Terminal & Main Hangar Refurbishing Design/Bid	6	Infrastructure Preservation	4	\$200,000	\$150,000	\$0	\$0	\$40,000	\$10,000
FY 2026											
2026		T-Hangar Preliminary Design	3			\$40,000					
2026		T-hangar Final Design/Bid	4			\$60,000					
2026		Terminal & Main Hangar Refurbishing - Construction	6			\$320,000					
FY 2027											
2027		Parallel Taxiway - Construction	8			\$4,250,000					
2027		T-Hangar Construction	7			\$600,000					
2027		T-hangar Site Work Construction	5			\$200,000					
2027		Partial Perimeter Fencing - Design/Bid	9			\$20,000					

Resources to Utilize When Developing Your ACIP

- Approved Airport Layout Plan and Exhibit "A"
- 2022 and 2023 PSR/TAC Schedule
- 2022 and 2023 Environmental Submittal Schedule
- PCI Data
- AIP Handbook
- Airport Inspection Report



Factors to Consider When Developing Your ACIP

- **When prioritizing and requesting projects on the ACIP, remember to consider the following factors:**
 - State project priority ranking system (i.e., safety vs. capacity/modernization)
 - State license status and, as applicable, corrective action plan
 - Airfield pavement condition (i.e., PCI)
 - Necessary, reasonable, and justified
 - Airport priority and local share requirements
 - Current and future NPE balance
 - Anticipated project schedules / timelines of each project phase
 - Available BIL funding
 - AIP eligibility – see AIP Handbook (FAA Order 5100.38D)



New ACIP Requirements

Showing NPE & BIL Funding On Your ACIP

- **FAA Requirements for NPE**

- Must show \$750,000 in projects over a 5-year period to receive \$150,000 in NPE each fiscal year
- Must show how your airport's NPE will be utilized for the upcoming fiscal year (FY 2024's NPE)

- **FAA Requirements for BIL**

- Must show all projects requesting BIL funding on the ACIP
- FAA requirement in order to receive BIL funding for a project

ACIP Project Titles

- ACIP entries must have project titles that are:
 - **Specific** – provide a specific project location
 - **Broad** - provide a broad scope of work that captures multiple project phases and/or components plus incidentals



EXAMPLE

- **Specific** – Runway 10/28
- **Broad** – Reconstruction, including RSA grading and runway lighting replacement
- **New Project Title** –
Reconstruct Runway 10/28
Construction, including RSA
grading and runway lighting
replacement

Multiple Requests Under One Project Title

- BlackCat allows for multiple project funding requests to be placed under a single project title
- A single project title must be entered for all Project Formulation phases leading to an Airport Improvement project
 - **Example** – Enter the preliminary and final design phases for a runway rehabilitation project under one project title
 - **Example** – Enter the land appraisals, surveys, negotiations, studies, etc., for a land acquisition project under one project title
- A separate project title must be entered for the Airport Improvement project

ACIP Project Scope of Work

- Brief project descriptions are required for each project requested in the first 3 years of the ACIP in the Scope of Work text box in BlackCat and must include the following:
 - Project details, including scope of work and specific location
 - Project phase(s) being requested
 - Justification for the project
- Any project requested in FY 2024 must have an estimated schedule for each project phase
 - Estimated start date at minimum for each phase

FY 2019 – FY 2022 Unrequested Programmed Projects

- FY 2019 through FY 2022 programmed projects on the ACIP
 - When programming, TDOT looks at the current fiscal year's projects and the next 5 years of projects (FY23 and FY24-28)
 - Any projects programmed in FY19 through FY22 but not yet requested and approved must be shown as projects requested in FY23 (or later) if they are still needed
 - In the project's Scope of Work text box in BlackCat, add the fiscal year in which the project(s) was originally programmed

FY 2019 – FY 2022 Unrequested Programmed Projects

- Budget considerations and project priorities must be reevaluated when moving older, unrequested programmed projects to the current or future fiscal years

1 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



ACIP Checklist



ACIP CHECKLIST

During the development of your ACIP, please coordinate with your TDOT Aeronautics Division Project Manager

*Your ACIP must be submitted in the TDOT Aeronautics Division's BlackCat Grant Management System by **September 1, 2022***

- Show NPE and BIL Funding on Your ACIP (NPIAS Airports Only)**
NPIAS airports must show at least \$750,000 in projects over a 5-year period, how FY 2024's NPE will be utilized, and how the airport's BIL funding will be utilized on the ACIP.
- Create Project Titles that are Both Specific and Broad**
ACIP project titles must contain specific project locations and broad scopes of work that captures multiple project phases and/or components plus any incidentals.
- Enter All Project Formulation Phases Under One Project Title**
One project title must be entered for all Project Formulation phases leading to an Airport Improvement project. A separate project title must be entered for the Airport Improvement project (see TAC Policy 170-02).
- Enter Project Descriptions for First 3 Years of ACIP Projects**
Brief project descriptions are required for each requested project in the first 3 years of the ACIP. The descriptions must include project details, requested project phase(s), and justification for the project.
- Enter Estimated Schedule for Requested Projects in FY 2024**
Any project requested in FY 2024 must have an estimated schedule for each project phase. At minimum, the estimated schedule must include the estimated start date for each project phase.
- Move/Delete FY 2019-2022 Unrequested Programmed Projects**
Unrequested programmed projects in FY 2019 through FY 2022 must be shown as requested in FY 2023 or later fiscal years if they are still needed. If not needed, delete the project(s) in BlackCat.

Important Reminder

*FY 2023 Programmed Projects must be submitted for funding request approval by **May 24, 2023***

Any Questions?



Key Takeaways



2022 General Aviation Regional Meeting

Key Takeaways

- **ACIP Submittal Deadline is September 1, 2022**
- **Projects on your ACIP must be necessary, reasonable, and justified**
- **New ACIP Requirements** – Use the ACIP checklist when developing your ACIP
- **New TAC Policy Effective July 1, 2022** – TAC will only review Final Project Formulation funding requests greater than or equal to \$50,000. All other funding requests will be reviewed by the TDOT Aeronautics Division.
- **BIL Funding Application and Grant** – TDOT Aeronautics Division will submit five BIL applications to the FAA in FY 2023 following the discretionary project application process. A BIL grant from the FAA could take approximately 15 weeks to receive, and it cannot combine different federal funding sources.
- **BIL Funding Considerations** – TDOT Aeronautics Division encourages using BIL funding on higher State priorities and airport needs. If BIL funding is used for a lower State priority project when a higher priority project is needed, any amount not covered by BIL funding will be the responsibility of the airport.
- **COVID Relief Funding** – Request your grant if you have not already done so and spend the funding as soon as possible on eligible items.
- **Annual and Final Reports Must be Submitted for Each Grant**
- **Grant Assurances** – Make sure your airport is in compliance with all Grant Assurances, especially in regards to lease agreements (Grant Assurance #5) and fair market value for all lease/rental agreements (Grant Assurance #24)
- **Operations Data Counter Grant Program** – Eligible airports can receive a grant for the purchase of an approved operations data counter system. Funding is provided at a 95% State and 5% Local split. Contact Kabrina Webb for more details.