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Airport NEWS is a quarterly newsletter of the FAA Central Region Airports Division; providing airport managers and consultants with timely and useful information to help them serve their aviation customers. Suggestions and articles are welcome and may be sent to mark.sedarous@faa.gov. If you require assistance with this document or request reasonable accommodation, please call (816) 329-2600

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Manager's Message

We regret to announce that the annual Central Region Airports Conference, originally planned for September, will not be conducted in 2012.

As you know, there is significant discussion and attention on federal spending in general, and particularly conferences and travel. The FAA, like the rest of DOT and other agencies, is examining our conference policies and procedures, and also determining how we can better use technology, such as webinars, to ensure we are being fiscally prudent, while also more efficiently and effectively collaborating with stakeholders, like airport sponsors.

Once DOT/FAA completes its examination of conference policies and procedures, we will let you know the outcome. If you have any questions, please feel free to call me.

To provide even better coordination internally as your projects transition from the planning/programming phase to the engineering/construction phase, we have reorganized our office structure to put our planners and engineers in the same branch. This transition should be seamless to you. Your points of contacts on planning/engineering issues will remain the same. Our manager of the new Planning and Engineering Branch is Mike Scott. Mike comes to us from Federal Emergency Management Agency (FEMA). Visit our Regional "[Personnel Roster and Contact Information](#)" webpage for updated information and a [printable roster](#).

We are well into the 2012 construction season and while many AIP projects are underway, we have several more to get under grant. Please continue to work closely with your FAA planner and engineer to get your projects bid and under construction as soon as possible. It is hot now, but winter will be here before we know it.

Jim Johnson
Manager, Airports Division

AIP Grant Payment Method Changing

The U.S. Department of Transportation (DOT) is implementing a new department-wide electronic grant payment system, Delphi eInvoicing System. This system will provide a web-based standardized portal for grantees to electronically request grant payments and monitor payment status. All airport sponsors, including those currently submitting grant payment requests through Electronic Clearing House Operation (ECHO), will be required to transition to the new system. The DOT and FAA are transitioning AIP sponsors over to the Delphi eInvoicing system in two phases.

- **Phase One:** Includes all AIP sponsors currently using ECHO. These sponsors will transition to the new Delphi system in **August 2012**.
- **Phase Two:** Includes all AIP sponsors currently submitting paper payment requests. These sponsors will transition to the new Delphi system in **Fall 2012**.

More information may be found at the [AIP Grant Payments](#) website.

Procurement Requirements under the AIP

(This is the second of a series of articles that address Sponsor procurement requirements under the Airport Improvement Program. This article addresses "Competition in Procurement Actions".)

To remain eligible under the Airport Improvement Program (AIP), a grant recipient's (Sponsor) procurement action must conform to the provisions established under Federal Regulation 49 CFR Part 18.36. A Sponsor agrees to comply with these requirements when they accept the FAA's offer of a grant. The provisions and procedures contained in 49 CFR Part 18.36 represent requirements the Sponsor must apply in their procurement actions in order to remain eligible.

Competition

Sponsors must conduct all procurement transactions in a manner providing full and open competition. Sponsors must avoid practices that limit or unduly restrict competition. Restrictive practices include:

- Incorporating unreasonable requirements in order to qualify
- Requiring unnecessary experience and bonding
- Non-competitive pricing practices between firms
- Non-competitive awards to consultants that are on retainer contract
- Conflicts of interest
- Unnecessary use of "brand name" specifications or use without identifying the salient characteristics
- Use of arbitrary actions in the procurement process
- Favoritism and restricting competition to Sponsor preference

Geographic Preference

Sponsors may not incorporate geographic preferences in their procurement actions. This prohibition includes both statutory and administrative imposed State and local preferences. Geographic preferences can take many forms. Some common geographical preferences the FAA considers as unduly restricting competition include:

- Requiring a percentage of the contract material to be acquired locally or within the State
- Imposing local or State contract employment goals (e.g. requiring a percentage of the project labor force to reside in the municipality, county or State)
- Requiring vendors of equipment to be located within an established mile radius or travel time of the project location. (e.g. within 20 miles or 1 hour of the project location)
- Rejecting an apparent low bidder in favor of a higher bid from a local firm

Description of Services

A Sponsor may not unduly restrict competition in their procurement actions. This includes the preparation of technical specifications. Specification requirements must clearly identify the qualitative performance characteristics of the material, equipment or product that are essential for the intended use. Sponsor shall avoid detailed specifications that establish requirements that are not necessary, that are proprietary or that are excessive for the intended use.

Maximize Free and Open Competition

Sponsors should strive to maximize interest for their procurement action through public solicitation in newspapers, trade magazines and web-based plan rooms. Sponsors should avoid selective targeting of a minimum number of bidders (e.g. two bidders) simply to meet the definition of competition. Sponsors should strive to establish the highest competitive environment that is reasonable and appropriate for the size and type of project they are undertaking. Such actions establish reasonable assurance that the apparent low bid is fair and reasonable.

Brand Name or Equal

When it is impractical to make a clear and accurate description of the technical requirements, the sponsor may apply "Brand Name or equal" to convey the desired performance requirements. However, Sponsors may not use "brand name" requirement to preclude an otherwise eligible bidder from participating.

In order to maintain AIP eligibility, specification writers should note the following concerns when incorporating "Brand Name or equal" provisions.

- Avoid applying "Brand Name or Equal" without identifying the salient characteristics, those that are essential physical and functional requirements a proposed "equal" must have to meet the intended need.
- Avoid applying "brand name" without "or equal". This practice is a sole source action that will likely preclude AIP participation.
- To avoid potential claims of preferential treatment or competitive advantage, we recommend identifying at least two or more known suppliers/vendors that can meet the specified salient characteristics.

Uniformity of Equipment

Uniformity of equipment is not sufficient justification for a sole-source procurements under the AIP. Airfield projects involving installation of lighting equipment must be open to all vendors listed on the approved lighting equipment list.

Contingent upon approval by the FAA, a sole source acquisition due to **valid** compatibility issues with existing equipment may be permitted under **select** circumstances. Under this situation, the sponsor must provide adequate documentation to the FAA that validates the incompatibility. AIP will not participate in a sole source acquisition if the source of the incompatibility is due to features and performance characteristics that are not FAA standard requirements.

If approved, the FAA may require the Sponsor to separately procure the sole source item rather than have the contractor acquire the item. The Sponsor would then deliver the equipment to the contractor as a "Sponsor furnished" item for installation by the contractor. This practice limits the potential for vendor price gouging that can result from a single source procurement specification.

Mike Rottinghaus, P.E.
Central Region FAA

NEPAssist Now Available to the Public

The National Environmental Policy Act (NEPA) requires all federal actions to incorporate environmental considerations in their planning and decision-making through a systematic interdisciplinary process. *NEPAssist* is designed to help promote collaboration and early involvement in the NEPA process by raising important environmental issues at the earliest stages of project development. The mapping tool can be used to identify alternative project locations, to avoid and minimize impacts, as well as identify potential mitigation areas.

The public version of the [*NEPAssist*](#) tool is now available on-line. Current government users will still have access to the password protected version of *NEPAssist* and all federal, state, local and tribal government employees may still request access to this version for use. The public version of *NEPAssist* contains publicly available databases and web services; however, you do not have the ability to save your project information for a later date.

If you have any questions contact:

Jessica Trice
[Office of Federal Activities, NEPA Compliance Division](#)
(202) 564-6646

Is Your Pavement Maintenance Management Program (PMMP) Current?

Why do you need a PMMP?

Public Law 103-305, section 107, amended Title 49, Section 47105, of the United States Code by requiring sponsor assurances on preventative maintenance for project applications involving airfield pavements. For any project to replace or reconstruct pavement, the sponsor must provide assurance to the FAA that they have implemented an effective pavement maintenance management program. The amendment also provides for the submittal of reports addressing the pavement condition and the management program.

Who must have a program?

The requirement to establish a pavement maintenance management program applies to any pavement at the airport that has been constructed, reconstructed, or repaired, with federal assistance. All grants involving pavement rehabilitation or reconstruction will contain a grant assurance that addresses the pavement maintenance obligation.

When is it needed by?

Prior to the FAA being able to issue a grant for development at your airport you must have a current PMP on file with our office. Please submit a copy of your program including the most recent pavement inspection forms and the most recent budget for pavement maintenance at your airport for our files. If you have previously submitted a program, please submit the most recent inspection forms and your most recent budget for pavement maintenance at your airport.

What should be included in my PMMP?

As a minimum, your program should identify:

- (1) Pavement Type & Structure
- (2) Inspection Schedule
- (3) Inspection results / reports
- (4) Economic Analysis (Capital Improvement / Major Maintenance Program)

Sample Program and Regional Guidance on PMMP's

The minimum requirements for a PMP, as well as a sample PMP can be found on our web site in the AIP Sponsor Guide.

- [1750 Pavement Maintenance](#)
- [Developing a Pavement Maintenance Management Program](#)
- [Sample Pavement Maintenance Management Program](#)

If you have any questions regarding your PMP, you may contact Doug Johnson at (816) 329-2616 or through the e-mail application located on the Central Region [Personnel Roster and Contact Information](#) web page.

Doug Johnson
Paving Engineer
FAA Central Region

Hot-Weather Concrete Placement

Looking at the weather forecast we can only hope that the temperatures get down to what the American Concrete Institute (ACI) defines 'Hot Weather' as, '.. average daily air temperature greater than 77° F ..". During hot weather, problems that are likely to occur with construction of Portland Cement Concrete Pavement (PCCP) include:

1. Rapid Slump Loss
2. Reduced Air Content
3. Premature Stiffening
4. Plastic Shrinkage Cracking
5. Thermal Cracking

FAA Advisory Circular 150/5370-10F, paragraph 501-4.7 LIMITATIONS ON MIXING AND PLACING, outlines the limitations on when concrete may be placed, and requires that the contractor have a temperature management plan in place **prior** to the start of paving.

Keeping the temperature of the mix below 90° F may require:

- Wetting aggregate piles
- Substituting chilled water or ice for part or all of water
- Adjusting amount and type of admixtures
- Fog spraying or use of evaporative retardants
- Starting placement at a different time of day

After sustained periods of temperatures in the 90's it very well may be the only option is to delay paving until the temperature of the mix can be controlled.

Additional guidance on hot weather concreting can be found in the Innovative Pavement Research Foundation (IPRF) [IPRF 01-G0002-1 Best Practices for Airport Portland Cement Concrete Pavement Construction](#) (pdf).

Just in case you have not read the section in P501 Portland Cement Concrete Pavement here are the paragraphs related to hot weather...

501-4.7 LIMITATIONS ON MIXING AND PLACING

b. Hot Weather. During periods of hot weather when the maximum daily air temperature exceeds 85 °F (30 °C), the following precautions shall be taken.

The forms and/or the underlying surface shall be sprinkled with water immediately before placing the concrete. The concrete shall be placed at the coolest temperature practicable, and in no case shall the temperature of the concrete when placed exceed 90° F (35 °C). The aggregates and/or mixing water shall be cooled as necessary to maintain the concrete temperature at or not more than the specified maximum.

The finished surfaces of the newly laid pavement shall be kept damp by applying a water-fog or mist with approved spraying equipment until the pavement is covered by the curing medium. If necessary, wind screens shall be provided to protect the concrete from an evaporation rate in excess of 0.2 psf per hour as determined in accordance with Figure 2.1.5 in ACI 305R, Hot Weather Concreting, which takes into consideration relative humidity, wind velocity, and air temperature.

When conditions are such that problems with plastic cracking can be expected, and particularly if any plastic cracking begins to occur, the Contractor shall immediately take such additional measures as necessary to protect the concrete surface. Such measures shall consist of wind screens, more effective fog sprays, and similar measures commencing immediately behind the paver. If these measures are not effective in preventing plastic cracking, paving operations shall be immediately stopped.

c. Temperature Management Program. Prior to the start of paving operation for each day of paving, the contractor shall provide the engineer with a Temperature Management Program for the concrete to be placed to assure that uncontrolled cracking is avoided. As a minimum, the program shall address the following items:

- 1) Anticipated tensile strains in the fresh concrete as related to heating and cooling of the concrete material
- 2) Anticipated weather conditions such as ambient temperatures, wind velocity, and relative humidity.
- 3) Anticipated timing of initial sawing of joint.

Doug Johnson
FAA Central Region

Recently Revised or New FAA Publications (a select list)

ACRP

- [Airport Cooperative Research Program \(ACRP\): Call for 2013 Synthesis](#) Topics - Submit topics by September 28, 2012

Advisory Circulars (AC)

- [AC 150/5100-19D](#) - Guide for Airport Financial Reports Filed by Airport Sponsors
- [AC 150/5300-18B](#) - Errata Sheet (4/23/12) General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards
- [AC 150/5345-53C, Airport Lighting Equipment Certification Program](#) - July 2012, Addendum to appendices 1, 3, and 4. (Note: This AC is updated the 15th of every month)
- [Draft Airport Series Advisory Circulars](#) - Current listing of Advisory Circulars that are out for public comment
 - AC 150/5345-53D, Airport Lighting Equipment Certification Program (7/30/12)
 - AC 150/5340-30G, Design and Installation Details for Airport Visual Aids (7/9/12)
 - AC 150/5300-13A, Airport Design (7/6/12)

AIP - Other

- [AIP Buy American Preferences Webpage](#) - Webpage has moved. Update your bookmarks
- [Current Airport Sponsor Grant Assurances](#) - Amended as of 4/13/12

CertAlert

- [CertAlert 12-03](#) - Change 1 to Advisory Circular 150/5200-30C, Airport Winter Safety and Operations

Compliance

- [Mineral Rights Revenue Exemption Toolkit](#)

Planning

- [General Aviation Airports: A National Asset](#)

Program Guidance Letters (PGL)

- [PGL 12-05](#) - Government Share of Project Costs at Essential Air Service (EAS)/Economically Distressed Area (EDA) Locations
- [PGL 12-06](#) - Initial Program on FOD Detection Systems

Safety

- [Wildlife Hazard Mitigation](#) - Website has moved.

For a complete list of recently revised publications, please visit our website [News and New Resources for Airport Projects](#). To receive automatic e-mail notification of changes, users may click on the "Subscribe" option at the top of webpage. Users will be prompted to provide their e-mail address.

Arrivals and Departures

Arrivals

Ken Adams – New airport Manager at Emporia Municipal Airport, Emporia, KS.

Michael (Mike) Scott – Manager of the newly reorganized FAA Central Region Airports Division - Planning and Engineering Branch. Mike comes to us from the Federal Emergency Management Agency (FEMA).

Calendar of Events

Date	Event
July 16-17, 2012	2012 Small Airports Conference ACI-NA Grand Rapid, MI
August 13-16, 2012	2012 Bird Strike Committee USA Meeting <i>Beyond the Fence-Operations and Off Airport Hazards</i> Bird Strike Committee/AAAE Memphis, TN