

Engineering and Construction

2022 Focus Items

Presented to: Montana and Idaho Airport Managers

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**Federal Aviation
Administration**

Updated Advisory Circulars (ACs)

- **Where can we find the circulars that have changed?**

https://www.faa.gov/airports/resources/recent_advisory_circulars/

- **Where can we find the circulars proposed to change?**

https://www.faa.gov/airports/resources/draft_advisory_circulars/



Updated Advisory Circulars (ACs)

Series 150 Updated ACs

- **5190-4B Airport Land Use Compatibility Planning**
- **5000-9B Guidelines for Sound Insulation of Structures Exposed to Aircraft Noise**
- **5200-28G Notice to Air Missions (NOTAMs) for Airport Operators**
- **5335-5D Standardized Method of Reporting Airport Pavement Strength – PCR**
- **5370-15B Airside Applications for Artificial Turf**
- **5300-13B Airport Design**



Updated Advisory Circulars (ACs)

- **5300-13B Airport Design**
 - Substantial format changes
 - Design Standards are in Chapters
 - Much more clarity on standard verse consideration
 - Supporting Information is in Advisory Circulars
 - Items of Interest
 - Operations in RSAs (2.10.6)
 - Overlapping RSAs (3.7.5)
 - Parallel Runway Separation (3.9)
 - Taxiway and Taxilane Design (Chapter 4)
 - Online Design Tools
 - https://www.faa.gov/airports/engineering/airport_design



Engineering Considerations

- **Plan Review is limited by PM workload**
 - Sponsor/Consultant are responsible for Plans and Specifications.
 - Grant Special Condition Typically Included:

Plans and Specifications Approval Based Upon Certification. The FAA and the Sponsor agree that the FAA's approval of the Sponsor's Plans and Specification is based primarily upon the Sponsor's certification to carry out the project in accordance with policies, standards, and specifications approved by the FAA. The Sponsor understands that:

- a. The Sponsor's certification does not relieve the Sponsor of the requirement to obtain prior FAA approval for modifications to any AIP standards or to notify the FAA of any limitations to competition within the project;
- b. The FAA's acceptance of a Sponsor's certification does not limit the FAA from reviewing appropriate project documentation for the purpose of validating the certification statements; and
- c. If the FAA determines that the Sponsor has not complied with their certification statements, the FAA will review the associated project costs to determine whether such costs are allowable under this Grant.



Engineering Considerations

- **Errors or Differing Conditions During Construction**
 - Was issue reasonably foreseeable or result of error?
 - ADO is not using funding limits to punish, but rather protect public.
 - Basic premise is that AIP is intended for something to be done correctly one time.



Engineering Considerations

The ADO cannot approve costs that the ADO has determined are due to errors and omissions in the plans and specifications that were foreseeable at the project design. In addition, the ADO must only approve costs that are directly necessary to accomplish the project. Examples of change orders that the ADO can approve and cannot approve are discussed in Table 5-16. Examples of changes to professional services agreements that the ADO can approve and cannot approve are discussed in Table 5-17.

Table C-1 Examples of General Prohibited Projects/Costs for All Project Types

Examples include, but are not limited to...

(12) Correcting or Doing Something More than Once – Construction/Equipment/Land. Cost to correct or do something more than once. This is based on the general AIP premise that AIP is intended for something to be done correctly one time. Therefore, costs not required to complete the project are not allowable. This includes restocking charges if a contractor orders too much or an incorrect material and wants to return the materials to the supplier. While the supplier may charge the contractor to restock the materials, the costs of restocking are not required to complete the projects. It also includes costs for replacing defective materials, or items that are warranty issues, and all costs associated with the removal and replacement of pavement or materials that do not meet the FAA specifications.

