



City of Chicago



F2017-34

Office of the City Clerk

Document Tracking Sheet

Meeting Date:	5/24/2017
Sponsor(s):	Dept./Agency
Type:	Communication
Title:	Federal Aviation Administration dated May 3, 2017 regarding an application by City of Chicago for Passenger Facility Charge Program at Chicago O'Hare International Airport
Committee(s) Assignment:	



CHICAGO DEPARTMENT OF AVIATION
CITY OF CHICAGO

May 9, 2017

The Honorable Anna Valencia
City Clerk
City Council Division
c/o Peter Polacek
City of Chicago
City Hall Room 107
121 N. LaSalle Street
Chicago, IL 60602

Dear Ms. Valencia:

Pursuant to the ordinance passed on January 12, 1993, attached hereto please find the approval by the Federal Aviation Administration (FAA) dated May 3, 2017 regarding an application by the City of Chicago for the Passenger Facility Charge (PFC) program at Chicago O'Hare International Airport.

If you have any questions regarding these matters, please contact me at (773) 686-3579.

Sincerely,

Michael Cosentino
Department of Aviation

Attachment

RECEIVED
#22
AA
2017 MAY 10 AM 11:08
OFFICE OF THE
CITY CLERK



U.S. Department
of Transportation
**Federal Aviation
Administration**

Federal Aviation Administration
Great Lakes Region

2300 E. Devon Avenue
Des Plaines, Illinois 60018

May 3, 2017

Ms. Ginger S. Evans
Commissioner, Department of Aviation
City of Chicago, O'Hare International Airport
P.O. Box 66142
Chicago, Illinois 60666

Attn: Ms. Reshma Soni

Dear Ms. Evans:

In accordance with section 158.29 of the Federal Aviation Regulations (Title 14, Code of Federal Regulations, Part 158), the Federal Aviation Administration has approved your application to use a passenger facility charge (PFC) at Chicago O'Hare International Airport (ORD). The authority to impose a PFC is contingent on your continued compliance with the terms of the regulation and any conditions included in this letter.

Enclosed is a Final Agency Decision which provides specific information about this approval including the approved PFC level, total amount approved, net PFC revenue to be collected, earliest charge effective date, and duration of authority to impose the PFC. This Decision also includes information on the approved projects, as well as the FAA's reason for the decision. The FAA's findings and determinations required by statute and Part 158 as well as the FAA's disposition of comments received in response to your air carrier consultation and public notice are also included in the Decision.

The FAA has approved authority to use a PFC at ORD for one project. The total approved net PFC revenue to be used for the project is \$349,003,646, which is the entire amount requested by the City of Chicago Department of Aviation.

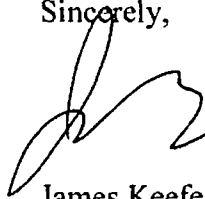
The FAA has also approved your request to exempt that class of carriers defined as *Air Taxi* from the requirement to collect the PFC. We request that you notify the carriers in the excluded class, which were listed in your application, of this exemption.

Reporting, recordkeeping, and auditing requirements are described in Part 158, Subpart D. Please issue your required quarterly reports in accordance with the previously issued guidance on reports. We request that you advise our Chicago Airports District Office when you notify the air carriers and foreign air carriers to begin collecting PFCs.

In accordance with §158.33(a)(1), you are required to implement your projects approved for use authority at ORD no later than two (2) years after receiving approval to use PFC revenue on the project.

We have enclosed the list of advisory circulars with which you must comply in accordance with your certification of assurance number 9, standards and specifications.

Sincerely,

A handwritten signature in black ink, appearing to be 'James Keefer', written over a long diagonal line that extends from the signature area towards the top right of the page.

James Keefer
Acting Director, Great Lakes Airports Division Office

FINAL AGENCY DECISION

CITY OF CHICAGO, DEPARTMENT OF AVIATION CHICAGO, ILLINOIS

Application number 17-30-U-00-ORD is to use a passenger facility charge (PFC) collected at Chicago O'Hare International Airport (ORD), at ORD.

In accordance with §158.29 of Title 14, Code of Federal Regulations ("CFR") of the Federal Aviation Regulations¹, this Final Agency Decision (FAD) includes all the appropriate determinations to approve or disapprove, in whole or in part, use of PFC revenue on one project at ORD.

Procedural History (Dates)

Date impose authority approved: March 23, 2017.

Air carrier consultation meeting: July 28, 2016.

Public notice: July 28, 2016.

FAA receipt of application: January 27, 2017.

FAA finding that application is substantially complete: February 24, 2017.

The Federal Aviation Administration (FAA) approved the application numbered 17-29-C-00-ORD from the City of Chicago Department of Aviation (City) for the project included in this use application on March 23, 2017. That application was also subject to the same air carrier consultation and public notice dates as listed above.

PFC Level, Amount, and Charge Effective Date

Level of PFC:	\$4.50
Amount approved for use in this decision:	\$349,003,646
Earliest charge effective date:	January 1, 2039

Duration of Authority

There are no changes to the previously approved duration of authority to impose the PFC at ORD, July 1, 2041.

CUMULATIVE PFC AUTHORITY DECISION SUMMARY TABLE (including current decision)

Application Number	Approved for Collection	Approved for Use
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¹ Elsewhere in this document 14 CFR Part 158 may be referred to in abbreviated form as "Section 158.xx" or "§ 158.xx".

93-01-C-00-ORD	\$ 500,418,285	\$ 203,169,288
93-01-C-01-ORD	\$ 3,043,976	\$ 0
93-01-C-02-ORD	\$ 4,070,943	\$ 4,070,943
93-01-C-03-ORD	\$ 2,310,816	\$ 0
93-01-C-04-ORD	(\$ 49,381,374)	(\$ 49,381,374)
93-01-C-05-ORD	\$ 2,228,896	\$ 0
93-01-C-06-ORD	\$ 33,289,404	\$ 52,607,489
93-01-C-07-ORD	\$ 7,211,803	\$ 0
93-01-C-08-ORD	\$ 12,397,557	\$ 0
93-01-C-09-ORD	\$ 6,455,531	\$ 5,228,339
93-01-C-10-ORD	(\$ 4,774,097)	(\$ 4,774,097)
93-01-C-11-ORD	\$ 612,594,021	\$ 0
93-01-C-12-ORD	(\$ 115,037,047)	\$ 23,053,275
93-01-C-13-ORD	\$ 214,109,256	\$ 109,210,915
93-01-C-14-ORD	(\$ 80,400,000)	\$ 0
93-01-C-15-ORD	\$ 9,947,249	\$ 8,367,249
94-02-U-00-ORD	\$ 0	\$ 59,572,172
94-02-U-01-ORD	\$ 0	\$ 2,228,896
94-02-U-02-ORD	\$ 0	\$ 7,072,870
94-02-U-03-ORD	\$ 0	(\$ 2,572,624)
95-03-C-00-ORD	\$ 21,343,524	\$ 48,078,691
95-03-C-01-ORD	\$ 0	\$ 7,211,803
95-03-C-02-ORD	\$ 0	\$ 218,210,000
95-03-C-03-ORD	\$ 0	(\$ 153,928,673)
95-03-C-04-ORD	(\$ 21,343,524)	(\$ 21,343,524)
95-03-C-05-ORD	\$ 0	\$ 23,020,309
95-03-C-06-ORD	\$ 0	\$ 11,700,000
96-04-C-00-ORD	\$ 1,450,000	\$ 1,450,000
96-04-C-01-ORD	(\$ 346,500)	(\$ 346,500)
96-04-C-02-ORD	(\$ 1,103,500)	(\$ 1,103,500)
96-05-C-00-ORD	\$ 386,444,323	\$ 588,747,375
96-05-C-01-ORD	\$ 26,474,108	\$ 27,701,300
96-05-C-02-ORD	\$ 10,774,097	\$ 10,774,097
96-05-C-03-ORD	\$ 33,191,669	\$ 427,575,690
96-05-C-04-ORD	\$ 0	\$ 18,410,975
96-05-C-05-ORD	(\$ 5,288,448)	(\$ 5,288,448)
96-05-C-06-ORD	\$ 16,118,381	\$ 97,996,413
96-05-C-07-ORD	\$ 0	(\$ 80,400,000)
96-05-C-08-ORD	\$ 0	(\$ 10,120,000)
96-05-C-09-ORD	\$ 20,426,238	\$ 20,426,238
97-06-C-00-ORD	\$ 1,470,500	\$ 1,470,500
97-06-C-01-ORD	(\$ 1,470,500)	(\$ 1,470,500)
98-07-C-00-ORD	\$ 61,717,809	\$ 61,717,809
98-07-C-01-ORD	(\$ 8,814,528)	(\$ 8,814,528)

98-07-C-02-ORD	\$ 1,922,127	\$ 1,922,127
98-08-C-00-ORD	\$ 546,526,300	\$ 209,956,300
98-08-C-01-ORD	(\$ 546,526,300)	(\$ 209,956,300)
98-09-C-00-ORD	\$ 1,540,000	\$ 1,540,000
98-09-C-01-ORD	(\$ 1,540,000)	(\$ 1,540,000)
98-10-U-00-ORD	\$ 0	\$ 88,370,000
98-10-U-01-ORD	\$ 0	(\$ 88,370,000)
99-11-C-00-ORD	\$ 1,500,000	\$ 1,500,000
99-11-C-01-ORD	(\$ 1,500,000)	(\$ 1,500,000)
01-12-C-00-ORD	\$1,486,284,358	\$ 787,084,358
01-12-C-01-ORD	\$ 108,543,432	\$ 108,543,432
01-12-C-02-ORD	(\$ 279,500,000)	\$ 0
01-12-C-03-ORD	\$ 25,000,000	\$ 25,000,000
01-12-C-04-ORD	\$ 100,251,514	\$ 100,251,514
01-12-C-05-ORD	\$ 8,432,793	\$ 17,432,793
01-12-C-06-ORD	(\$ 366,700,000)	\$ 0
01-12-C-07-ORD	\$ 222,300,000	\$ 222,300,000
02-13-U-00-ORD	\$ 0	\$ 53,000,000
02-13-U-01-ORD	\$ 0	(\$ 9,000,000)
02-14-C-00-ORD	\$ 2,565,000	\$ 2,565,000
02-14-C-01-ORD	(\$ 2,565,000)	(\$ 2,565,000)
03-15-C-00-ORD	\$ 11,625,000	\$ 11,625,000
04-16-C-00-ORD	\$ 37,000,000	\$ 37,000,000
06-17-C-00-ORD	\$ 73,198,000	\$ 73,198,000
06-17-C-01-ORD	\$ 5,206,650	\$ 5,206,650
06-18-C-00-ORD	\$ 8,200,000	\$ 8,200,000
06-18-C-01-ORD	(\$ 8,200,000)	(\$ 8,200,000)
06-19-C-00-ORD	\$1,290,509,174	\$1,290,509,174
06-19-C-01-ORD	\$ 132,971,654	\$ 132,971,654
06-19-C-02-ORD	\$ 1,300,000	\$ 1,300,000
07-20-C-00-ORD	\$ 53,983,000	\$ 53,983,000
07-20-C-01-ORD	(\$ 53,983,000)	(\$ 53,983,000)
08-21-C-00-ORD	\$ 235,690,213	\$ 235,690,213
09-22-C-00-ORD	\$ 247,195,313	\$ 247,195,313

10-23-C-00-ORD	\$ 1,400,818,394	\$ 1,400,818,394
10-24-C-00-ORD	\$ 4,635,392	\$ 4,635,392
11-25-C-00-ORD	\$ 90,787,103	\$ 90,787,103
12-26-C-00-ORD	\$ 2,484,000	\$ 2,484,000
15-28-C-00-ORD	\$ 11,125,000	\$ 11,125,000
17-29-C-00-ORD	\$ 376,096,529	\$ 27,092,883
17-30-U-00-ORD	\$ 0	\$ 349,003,646
Totals	\$ 6,926,705,514	\$ 6,926,705,514

Project Approval Determinations

For each project approved in this FAD and for the application as a whole, the FAA, based on its expertise with the PFC program and airport development, exercises its judgment, and based upon its expertise finds that the application and record thereof, contain substantial documentation to support its determinations. Based on its review and pursuant to 49 U.S.C. §40117, the FAA finds that:

- The amount and duration of the PFC will not result in revenue that exceeds the amount necessary to finance the specific project.
- Each project approved at a PFC level above \$3, meets the requirements of 14 CFR §158.17(a) (2). The FAA has reviewed the City's funding proposals for each project. For each project, the FAA has determined that the Airport Improvement Program (AIP) funds are not expected to be available to fund the project in whole or in part.
- Each project approved at a PFC level above \$3.00 will make a significant contribution in accordance with §158.17(b) (as set forth in the individual project determinations); meets at least one of the objectives set forth in §158.15(a); is eligible in accordance with §158.15(b) (as set forth in the individual project determinations); and is adequately justified in accordance with §158.15(c) and paragraph 4-8 of FAA Order 5500.1, Passenger Facility Charge (August 9, 2001).
- For those surface transportation or terminal projects approved for collection at a PFC level above \$3, the requirements of §158.17(a)(3) have been met. For each such project approved in this Final Agency Decision, the FAA has determined that the public agency has made adequate provisions for financing the airside needs at the airport including runways, taxiways, aprons, and aircraft gates.

- The collection process, including a request by the public agency not to require a class or classes of carrier to collect PFC, is reasonable, not arbitrary, nondiscriminatory, and otherwise in compliance with the law.
- The public agency has not been found to be in violation of §9304(e) or §9307 of the Airport Noise and Capacity Act (ANCA) of 1990 (since codified at 49 U.S.C. 47524 and 47526).
- The project-related requirements, concerning approval of the airport layout plan (ALP) and completion of airspace studies, have been met.
- Environmental requirements (14 CFR §158.29(b) (1) (iv)) have been completed and are discussed under a separate heading below.
- The total approved net PFC revenue includes debt service and financing costs of PFC approved projects. Any PFC revenue collected in excess of debt servicing requirements shall be used for approved projects or retirement of outstanding PFC-financing costs.

Projects Approved for Authority to Use the PFC at ORD at a \$4.50 Level

<u>Description:</u>	<u>Approved Amount</u>
Terminal 5 Expansion - Construction	
Pay-as-you-go ²	\$ 0
Bond Capital ³	\$174,501,823
Bond Financing & Interest ⁴	<u>\$174,501,823</u>
Total	\$349,003,646

The Terminal 5 Expansion (Construction Project) includes design and planning efforts related to an expansion of, and set of modifications to, the International Terminal (Terminal 5 or T5) in order to increase gate capacity at ORD. The construction project will include site and civil work as well as a full building package.

The project will extend the M Concourse in Terminal 5 by approximately 279,000 square feet, construct new gates, reconfigure existing gates and facilities, and increase the number of gates in the terminal by 9. In addition, new loading bridges will be installed, new holdrooms, concession space, airline lounge(s) and operations space and ancillary spaces would be created. The terminal apron will be expanded by approximately 1.48 million square feet, and hydrant fueling, gate

² "Pay-as-you-go" refers to a method of financing a project where a public agency pays any outstanding project invoices as soon as PFC collections revenue permits.

³ "Bond capital" refers to the proceeds of a bond or other debt instrument used to pay the capital costs of a project.

⁴ "Financing and Interest" means the cost of financing a bond or other debt instrument, including debt service.

power, and preconditioned air will be provided. Certain facilities will be relocated or replaced, including the triturator building, perimeter fence and guard post, a blast fence, a snow melter area, cargo storage, hardstands and other associated elements.

Determinations:

Approved for use.

Significant contribution: It has been determined that the expansion, reconfiguration and increase in the number of gates in Terminal 5 will enhance air carrier competition by increasing the number of non-exclusive use gates at ORD. In addition, the higher number of gates will assist in reducing taxi-in wait times, thereby improving capacity. Both of these impacts are considered significant contributions to these stated goals, as further discussed in the Attachment B for the project.

PFC Objective: This project will result in increased competition by permitting greater access to non-exclusive gates for domestic and foreign air carriers, as further discussed in the Attachment B for the project. The Transportation Security Administration issued a memorandum of support for the expansion and redesign of the security screening checkpoint within the terminal, dated January 20, 2017.

Basis for eligibility: Development that is eligible under AIP criteria (Table N-9 of Order 5100.38D, Terminal Project Requirements) pursuant to 49 U.S.C. 47101 et seq. The Terminal 5 Expansion must provide the designs and specifications to the FAA for review after the design is complete and before construction is begun on this project to ensure a mutual understanding of eligible and ineligible areas. If the FAA determines that a portion of this facility is ineligible for PFC funding, the Terminal 5 Expansion may not use PFC revenue on that portion of the project and may be required to submit an amendment to the FAA decreasing the PFC funding for this project. In accordance with 14 CFR Part 191, information regarding the specifics of the security aspects of this project is not being provided in the public record. However, the FAA has reviewed the specific security elements of this project and has determined these elements to be eligible in accordance with Appendix L of FAA Order 5100-38D, AIP Handbook, (September 30, 2014).

Adequate justification: This project will provide needed non-exclusive use gate capacity, contributing to improvements in competition and congestion, as further discussed in the Attachment B for the project. The FAA has examined the proposed cost in relation to similar terminal projects and determined that the cost is reasonable.

Estimated total project cost: \$371,888,823.

Proposed sources of financing: PFC revenue: \$349,003,646; Local funds (Airport discretionary funds): \$22,885,177.

Environmental Requirements

The Terminal 5 Expansion-Construction project was analyzed and approved in a re-evaluation of the O'Hare Modernization environmental impact statement issued on January 27, 2017, thus allowing the application to seek authority to use PFCs on the project. The re-evaluation to the EIS was prepared pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality guidelines implementing NEPA and FAA Orders 1050.1.E and 5050.4B. There appear to be no extraordinary circumstances requiring further review.

All applicable requirements pertaining to ALP approval, airspace and NEPA have been met with respect to the Terminal 5 Expansion-Construction project.

Request Not to Require a Class or Classes of Carriers to Collect PFCs.

There are no changes to the collection process as approved in the PFC impose application 17-29-C-00-ORD decision.

Compliance with the Airport Noise and Capacity Act of 1990 (ANCA)

The FAA is not aware of any proposal at ORD which would be found to be in violation of the ANCA. The FAA herein provides notice to the City of Chicago Department of Aviation that a restriction on the operation of aircraft at ORD must comply with all applicable provisions of the ANCA and that failure to comply with the ANCA and Part 161 makes the City of Chicago Department of Aviation subject to provisions of Subpart F of that Part. Subpart F, "Failure to Comply With This Part," describes the procedures to terminate eligibility for AIP funds and authority to collect PFC revenues.

Compliance with Subsection 47107(b) Governing Use of Airport Revenue

As of the date of this approval the City of Chicago Department of Aviation has not been found to be in violation of 49 U.S.C. §47107(b) or in violation of grant assurances made under 49 U.S.C. §47107(b).

Compliance with Requirement to Submit a Competition Plan

As of the date of this approval, the City of Chicago Department of Aviation has complied with the requirement to submit a competition plan in accordance with §158.29(a)(1)(viii). Furthermore, by letter dated June 2, 2004, the FAA has determined that the plan is in accordance with 49 U.S.C. §47106(f).

Air Carrier Consultation and City's Public Notice

United Airlines certified agreement with the proposed projects before or following the July 28, 2016 air carrier consultation meeting. No carriers certified disagreement with the proposed projects.

No comments from the public were received from the City's public notice issued on July 28, 2016 prior to filing of the application.

Legal Authority

This decision is made under the authority of 49 U.S.C. §40117, as amended. This decision constitutes a final order to approve, in whole or in part, the City of Chicago Department of Aviation's application to impose a PFC on two projects and use PFC revenue on one projects at ORD. A person disclosing a substantial interest may apply for review of this decision to the courts of appeals for the United States or the United States Court of Appeals for the District of Columbia upon petition, pursuant to 49 U.S.C. §46110, filed within 60 days after issuance of this decision.

Concur

Great Lakes Region
Acting Airports Division Director5-3-17
Date**Nonconcur**_____
Great Lakes Region
Acting Airports Division Director_____
Date



FAA Airports

Current FAA Advisory Circulars Required for Use in AIP Funded and PFC Approved Projects

Updated: 1/24/2017

View the most current versions of these ACs and any associated changes at:

http://www.faa.gov/airports/resources/advisory_circulars_and
http://www.faa.gov/regulations_policies/advisory_circulars/

NUMBER	TITLE
70/7460-1L Change 1	Obstruction Marking and Lighting
150/5020-1	Noise Control and Compatibility Planning for Airports
150/5070-6B Changes 1 - 2	Airport Master Plans
150/5070-7 Change 1	The Airport System Planning Process
150/5100-13B	Development of State Standards for Nonprimary Airports
150/5200-28F	Notices to Airmen (NOTAMs) for Airport Operators
150/5200-30D	Airport Field Condition Assessments and Winter Operations Safety
150/5200-31C Changes 1 - 2	Airport Emergency Plan
150/5210-5D	Painting, Marking, and Lighting of Vehicles Used on an Airport
150/5210-7D	Aircraft Rescue and Fire Fighting Communications
150/5210-13C	Airport Water Rescue Plans and Equipment
150/5210-14B	Aircraft Rescue Fire Fighting Equipment, Tools and Clothing
150/5210-15A	Aircraft Rescue and Firefighting Station Building Design

NUMBER	TITLE
150/5210-18A	Systems for Interactive Training of Airport Personnel
150/5210-19A	Driver's Enhanced Vision System (DEVs)
150/5220-10E	Guide Specification for Aircraft Rescue and Fire Fighting (ARFF) Vehicles
150/5220-16D	Automated Weather Observing Systems (AWOS) for Non-Federal Applications
150/5220-17B	Aircraft Rescue and Fire Fighting (ARFF) Training Facilities
150/5220-18A	Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials
150/5220-20A	Airport Snow and Ice Control Equipment
150/5220-21C	Aircraft Boarding Equipment
150/5220-22B	Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns
150/5220-23	Frangible Connections
150/5220-24	Foreign Object Debris Detection Equipment
150/5220-25	Airport Avian Radar Systems
150/5220-26, Changes 1 - 2	Airport Ground Vehicle Automatic Dependent Surveillance - Broadcast (ADS-B) Out Squitter Equipment
150/5300-7B	FAA Policy on Facility Relocations Occasioned by Airport Improvements or Changes
150/5300-13A, Change 1	Airport Design
150/5300-14C	Design of Aircraft Deicing Facilities
150/5300-16A	General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey
150/5300-17C	Standards for Using Remote Sensing Technologies in Airport Surveys
150/5300-18B Change 1	Survey and Data Standards for Submission of Aeronautical Data Using Airports GIS
150/5320-5D	Airport Drainage Design
150/5320-6F	Airport Pavement Design and Evaluation

NUMBER	TITLE
150/5320-12C, Changes 1 - 8	Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces
150/5320-15A	Management of Airport Industrial Waste
150/5325-4B	Runway Length Requirements for Airport Design
150/5335-5C	Standardized Method of Reporting Airport Pavement Strength - PCN
150/5340-1L	Standards for Airport Markings
150/5340-5D	Segmented Circle Airport Marker System
150/5340-18F	Standards for Airport Sign Systems
150/5340-26C	Maintenance of Airport Visual Aid Facilities
150/5340-30H	Design and Installation Details for Airport Visual Aids
150/5345-3G	Specification for L-821, Panels for the Control of Airport Lighting
150/5345-5B	Circuit Selector Switch
150/5345-7F	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits
150/5345-10H	Specification for Constant Current Regulators and Regulator Monitors
150/5345-12F	Specification for Airport and Heliport Beacons
150/5345-13B	Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits
150/5345-26D	FAA Specification For L-823 Plug and Receptacle, Cable Connectors
150/5345-27E	Specification for Wind Cone Assemblies
150/5345-28G	Precision Approach Path Indicator (PAPI) Systems
150/5345-39D	Specification for L-853, Runway and Taxiway Retroreflective Markers
150/5345-42H	Specification for Airport Light Bases, Transformer Housings, Junction Boxes, and Accessories
150/5345-43H	Specification for Obstruction Lighting Equipment
150/5345-44K	Specification for Runway and Taxiway Signs
150/5345-45C	Low-Impact Resistant (LIR) Structures

NUMBER	TITLE
150/5345-46E	Specification for Runway and Taxiway Light Fixtures
150/5345-47C	Specification for Series to Series Isolation Transformers for Airport Lighting Systems
150/5345-49C	Specification L-854, Radio Control Equipment
150/5345-50B	Specification for Portable Runway and Taxiway Lights
150/5345-51B	Specification for Discharge-Type Flashing Light Equipment
150/5345-52A	Generic Visual Glideslope Indicators (GVGI)
150/5345-53D	Airport Lighting Equipment Certification Program
150/5345-54B	Specification for L-884, Power and Control Unit for Land and Hold Short Lighting Systems
150/5345-55A	Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure
150/5345-56B	Specification for L-890 Airport Lighting Control and Monitoring System (ALCMS)
150/5360-12F	Airport Signing and Graphics
150/5360-13 Change 1	Planning and Design Guidelines for Airport Terminal Facilities
150/5360-14	Access to Airports By Individuals With Disabilities
150/5370-2F	Operational Safety on Airports During Construction
150/5370-10G	Standards for Specifying Construction of Airports
150/5370-11B	Use of Nondestructive Testing in the Evaluation of Airport Pavements
150/5370-13A	Off-Peak Construction of Airport Pavements Using Hot-Mix Asphalt
150/5370-15B	Airside Applications for Artificial Turf
150/5370-16	Rapid Construction of Rigid (Portland Cement Concrete) Airfield Pavements
150/5370-17	Airside Use of Heated Pavement Systems
150/5390-2C	Heliport Design
150/5395-1A	Seaplane Bases

THE FOLLOWING ADDITIONAL APPLY TO AIP PROJECTS ONLY

Updated: 1/24/2017

NUMBER	TITLE
150/5100-14E, Change 1	Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects
150/5100-17, Changes 1 - 6	Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects
150/5300-15A	Use of Value Engineering for Engineering and Design of Airport Grant Projects
150/5320-17A	Airfield Pavement Surface Evaluation and Rating Manuals
150/5370-12B	Quality Management for Federally Funded Airport Construction Projects
150/5380-6C	Guidelines and Procedures for Maintenance of Airport Pavements
150/5380-7B	Airport Pavement Management Program
150/5380-9	Guidelines and Procedures for Measuring Airfield Pavement Roughness