



Office of the City Clerk

City Hall
121 N. LaSalle St.
Room 107
Chicago, IL 60602
www.chicityclerk.com

Legislation Details (With Text)

File #: F2017-31
Type: Communication **Status:** Placed on File
File created: 5/24/2017 **In control:** City Council
Final action: 5/24/2017
Title: Federal Aviation Administration approval dated March 23, 2017 regarding application by City of Chicago for Passenger Facility Charge program at Chicago O'Hare International Airport
Sponsors: Dept./Agency
Indexes: O'Hare
Attachments: 1. F2017-31.pdf

Date	Ver.	Action By	Action	Result
5/24/2017	1	City Council		Placed on File

Chicago Department of Aviation city of chicago

April 25,2017

The Honorable Anna Valencia City Clerk 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 March 23, 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

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

Federal Aviation Administration ;
Great Lakes Region j

2300 E Devon Avenue
Des Plaines, Illinois 60018

March 23, 2017 ;

Ms. Ginger S. Evans \
Commissioner, Department of Aviation j
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 impose and 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 FA A has approved authority to impose a PFC at ORD for two projects. The total approved net PFC revenue to be collected for the projects is \$376,096,529, which is the entire amount requested by the City of Chicago Department of Aviation.

The FA A 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 \$27,092,883, which is the entire amount requested by the City of Chicago Department of Aviation.

The FA A 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 concurrent impose and 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,

Susan Mowery-Schalk Director, Great Lakes Airports Division Office

FINAL AGENCY DECISION

**CITY OF CHICAGO, DEPARTMENT OF AVIATION CHICAGO,
ILLINOIS**

Application number 17-29-C-00-ORD is to impose and use a passenger facility charge (PFC) at Chicago O'Hare International Airport (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 the appropriate determinations to approve or disapprove, in whole or in part, imposition of a PFC at ORD and use of PFC revenue on a project at ORD.

Procedural History (Dates)

Air carrier consultation meeting: July 28, 2016.
Public notice: July 28, 2017.
FAA receipt of application: November 23, 2015.
FAA finding that application is substantially complete: December 21, 2016.

PFC Level, Amount, and Charge Effective Date

Level of PFC:	\$4.50
Total approved net PFC revenue in this decision:	\$376,096,529
Earliest charge effective date:	January 1, 2039

January 1, 2039, is the "earliest" date on which air carriers are obliged to begin collecting PFCs from passengers ("charge effective date") and is based upon the estimated "charge expiration date" for the previously approved collections in application 15-28-C-00-ORD². If the City of Chicago Department of Aviation (City) changes the charge expiration date for the previous application, the charge effective date for this application will also change, so that the City can continue to collect the authorized amount of PFC revenue without a cessation in collections. Title 14 CFR §158.43 contains information regarding notification to air carriers and foreign air carriers of the charge effective date and changes to the charge expiration date. In establishing its charge effective date, the public agency must comply with §158.43(b)(3), which states, in part, that the charge effective date will be the first day of a month which is at least 30 days from the date the public agency notifies the carriers of approval to impose the PFC.

Duration of Authority

¹ Elsewhere in this document 14 CFR Part 158 may be referred to in abbreviated form as "Section 158.xx" or "§ 158.xx".

² Pursuant to Title 14 CFR §158.3: "charge effective date" means the date on which air carriers are obliged to begin collection of a PFC; "charge expiration date" means the date on which air carriers are to cease collecting a PFC.

The City is authorized to impose a PFC at ORD until the date on which the total net PFC revenue collected plus interest thereon equals the allowable cost of the approved projects or the charge expiration date is reached, whichever comes first. Based on information submitted by the City, the FAA estimates the charge expiration date for this decision is July 1, 2041. Should the amount of PFC revenue collected for this application ever exceed the allowable costs for all approved projects in this

application, the public agency's authority to impose a PFC for this application ceases.³ If the public agency's authority to impose a PFC ceases, the public agency must, without delay, submit a plan acceptable to the FAA to insure that it complies with applicable law, subject to loss of Airport Improvement Program (AIP) grant funds. Section 158.39(d).

CUMULATIVE PFC AUTHORITY DECISION SUMMARY TABLE (including current decision)

Application Number	Approved for Collection	Approved for Use
93-01-C-00-ORD	93-01-C-01-ORD	93-01-C-02-ORD
93-01-C-03-ORD	93-01-C-04-ORD	93-01-C-05-ORD
93-01-C-06-ORD	93-01-C-07-ORD	93-01-C-08-ORD
93-01-C-09-ORD	93-01-C-10-ORD	93-01-C-11-ORD
93-01-C-12-ORD	93-01-C-13-ORD	93-01-C-14-ORD
93-01-C-15-ORD		
94-02-U-00-ORD	94-02-U-01-ORD	94-02-U-02-ORD
94-02-U-03-ORD		
95-03-C-00-ORD	95-03-C-01-ORD	95-03-C-02-ORD
\$ 500,418,285		
\$ 3,043,976		
\$ 4,070,943		
\$ 2,310,816		
(\$ 49,381,374)		
\$ 2,228,896		
\$ 33,289,404		
\$ 7,211,803		
\$ 12,397,557		
\$ 6,455,531		
(\$ 4,774,097)		
\$ 612,594,021		
(\$ 115,037,047)		
\$ 214,109,256		
(\$ 80,400,000)		
\$ 9,947,249		
\$ 0		
\$ 0		
\$ 0		
\$ 0		
\$ 21,343,524		
\$ 0		
\$ 0		
\$ 203,169,288		
\$ 0		
\$ 4,070,943		
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(\$ 49,381,374)
\$ 0
\$ 52,607,489
\$ 0
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\$ 5,228,339
(\$ 4,774,097)
\$ 0
\$ 23,053,275
\$ 109,210,915
\$ 0
\$ 8,367,249

\$ 59,572,172
\$ 2,228,896
\$ 7,072,870
(\$ 2,572,624)

\$ 48,078,691
\$ 7,211,803
\$ 218,210,000

³ See Title 14 CFR § 158.63(a) (The public agency must provide quarterly reports to air carriers collecting PFCs for the public agency with a copy to the appropriate FAA Airports Office.), § 158.67 (c) (The public agency shall annually provide for an audit of its PFC account.), and § 158.39(a) (If excess PFC revenue has been collected, the public agency must use the excess funds for approved PFC projects or to retire outstanding PFC - financed bonds.).

95-03-C-03-ORD 95-03-C-04-ORD 95-03-C-05-ORD
95 03-C-06-ORD

96 04-C-00-ORD 96-04-C-01-ORD 96-04-C-02-ORD

96-05-C-00-ORD 96-05-C-01-ORD 96-05-C-02-ORD 96-05-C-03-ORD 96-05-C-04-ORD 96-05-C-05-
-ORD 96-05-C-06-ORD 96-05-C-07-ORD 96-05-C-08-ORD
96 05-C-09-ORD

97 06-C-00-ORD
97 06-C-01-ORD

98 07-C-00-ORD 98-07-C-01-ORD 98-07-C-02-ORD

98-08-C-00-ORD 98-08-C-01-ORD

98-09-C-00-ORD 98-09-C-01-ORD

98-10-U-00-ORD
98 10-U-01-ORD

99 11-C-00-ORD 99-11-C-01-ORD

01-12-C-00-ORD 01-12-C-01-ORD 01-12-C-02-ORD 01-12-C-03-ORD 01-12-C-04-ORD 01-12-C-05-ORD 01-12-C-06-ORD 01-12-C-07-ORD

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\$ 26,474,108
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\$ 33,191,669
\$ 0
(\$ 5,288,448)
\$ 16,118,381
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\$ 20,426,238

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\$ 61,717,809
(\$ 8,814,528)
\$ 1,922,127

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\$ 222,300,000

02-13-U-00-ORD 02-13-U-01-ORD

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\$ 53,000,000 (\$ 9,000,000)

02-14-C-00-ORD	\$ 2,565,000	\$ 2,565,000
2 14-C-01-ORD	(\$ 2,565,000)	(\$ 2,565,000)
3 15-C-00-ORD	\$ 11,625,000	\$ 11,625,000
4 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'
6 19-C-02-ORD	\$ 1,300,000	\$ 1,300,000
7 20-C-00-ORD	\$ 53,983,000	\$ 53,983,000
7 20-C-01-ORD	(\$ 53,983,000)	(\$ 53,983,000)
8 21-C-00-ORD	\$ 235,690,213	\$ 235,690,213
9 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 <u>26-C-00-ORD</u>	<u>\$ 2,484,000</u>	<u>\$ 2,484,000</u>
12 <u>15-28-C-00-ORD</u>	<u>\$ 11,125,000</u>	<u>\$ 11,125,000</u>
12 <u>17-29-C-00-ORD</u>	<u>\$ 376,096,529</u>	<u>\$ 27,092,883</u>
12 <u>Totals</u>	<u>\$6,926,705,514</u>	<u>\$6,577,701,868</u>

12 **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.

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- Each project approved at a \$3 or lower level meets at least one of the objectives set forth in 14 CFR §158.15(a) (as set forth in the individual project determinations); 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) (as set forth in the individual project determinations).
- Each project approved for collection 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.
- 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.

Approved Amount

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

Description:

\$ 0 \$ 13,546,441 \$ 13,546,441 \$ 27,092,882

Terminal 5 Expansion - Design

Pay-as-you-go⁴ Bond Capital⁵

Bond Financing & Interest⁶ Total

The Terminal 5 Expansion (Design 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 design project will be full services from programming and conceptual design through bidding,

⁴ "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.

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

⁶ "Financing and Interest" means the cost of financing a bond or other debt instrument, including debt service.

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anticipating a design/bid/build, a site and civil bid package, and a collaborative design and integrated project delivery building package.

The overall 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 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 collection and 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-1 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-1 for the project.

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.

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-1 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: \$28,869,441.

Proposed sources of financing: PFC revenue: \$27,092,883; Local funds (Airport discretionary funds): \$1,776,559.

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

Description:
Terminal 5 Expansion - Construction
Approved Amount

Pay-as-you-go ⁷	\$ 0	
Bond Capital ⁸	\$174,501,823	
<u>Bond Financing & Interest⁹</u>	<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 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 collection.

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-2 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-2 for the project.

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 etseq.

⁷ "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.

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

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

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-2 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-Design project was analyzed and approved in a Categorical Exclusion issued on October 6, 2016, thus allowing the application to seek concurrent authority to impose and use the PFCs. The Categorical Exclusion 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.

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

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

The City requests that the following class of air carriers be excluded from the requirement to collect PFCs: Air taxi.

Determination: Approved pursuant to 14 CFR §158.11. Based on information contained in the City's application, the FAA has determined that the proposed class accounts for less than 1 percent of ORD's total annual enplanements. The City should confirm, on an annual basis using prior year enplanement data, that the approved class does not exceed 1 percent of the total enplanements at ORD. Upon completion of the annual review, should the approved class (Air taxi) no longer meet the requirement for exclusion; the City must initiate collection of PFCs from this class of carriers.

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 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 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

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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.

Airports Division Director

Great Lakes Region Airports Division Director

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/

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- 70/7460-1L Change 1 Obstruction Marking and Lighting
 - 150/5020-1 Noise Control and Compatibility Planning for Airports
 - 150/5070-6B Changes Airport Master Plans
 - 1 - 2
 - 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 Airport Emergency Plan
 - Changes 1-2
 - 150/5210-5 D 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
- FAA Advisory Circulars Required for Use in AIP Funded and PFC Approved Projects
Updated 1/24/2017 ARP
- title ;■ v . ;■ '!= " ■. ;<■';■ ■■ ■.w/j;::v" | .-' ?'lv;:/Xa-K:|*
- 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 Airport Ground Vehicle Automatic Dependent Surveillance - Broadcast (ADS-B)
 - 1 - 2 Out Squitter Equipment
 - 150/5300-7B FAA Policy on Facility Relocations Occasioned by Airport Improvements or Changes /
 - 150/5300-13A, Change Airport Design
 - 1
 - 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
- 150/5300-18 B Change Survey and Data Standards for Submission of Aeronautical Data Using Airports
1 GIS
- 150/5320-5D Airport Drainage Design
- 150/5320-6F Airport Pavement Design and Evaluation

FAA Advisory Circulars Required for Use in AIP Funded and PFC Approved Projects
Updated 1/24/2017 ARP

- 150/5320-12C, Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement
Changes 1-8 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
- 150/5345-1 OH 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
- 150/5345-39 D 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

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- 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

150/5345-56 B	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

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THE FOLLOWING ADDITIONAL APPLY TO AIP PROJECTS ONLY

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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

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