



Aeronautics Division

Annual General Aviation Regional Meetings

2024

Meeting Agenda

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

Welcome

State of Aeronautics

Programming and Monitoring

Statewide Planning Initiatives

Questions

Break

Kinsley Williams

John Paul Saalwaechter, P.E.

John Briggs

Zach DeVeau, AICP & Taylor Filaroski, AICP

All

~15 minutes

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

ACIP & Planning Updates

Advanced Aviation Updates

Asset Management/Maintenance Updates

Questions

Evan Lester

Ryan Traversa

Christopher Starr, P.E.

All

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

TN

TM

State of Aeronautics

John Paul Saalwaechter, P.E. - Director

2024 State of Aeronautics

**TDOT**
Department of
Transportation

Go to TN.gov

Search TDOT

Traveler how do I... Business how do I... Government how do I... Find Local Information Sitemap Index of Services

Aeronautics

Tennessee Drone Symposium

Tennessee Aircraft/Helicopter Tax and Transfer

Aeronautics Economic Development Fund

COVID Relief Programs

Airfield Pavement and Marking Maintenance Contract

Aeronautics Commission

Planning

Engineering

Notice to Airports

Aeronautics News

Aeronautics Publications

Aeronautics News

Aeronautics Division Planning and Engineering Office Updates				
March 2024	2024 State of Aeronautics			
September 2023 Edition	Preliminary Studies			
October 2022 Edition Engineering Update	Development Phasing Changes			
June 2022 Edition Engineering Update	Updated TAC Policy & Funding Request Approval Process	Changes to Funding Request Deadlines	Approved ALP's Now Available on Our Website	
February 2022 Edition Engineering Update	Important Staffing Changes	Airport Assignments	Continuous Process and Program Improvements	Section 163 Determinations
December 2021 Edition	Preparing for Airports and Other Aviation Events			

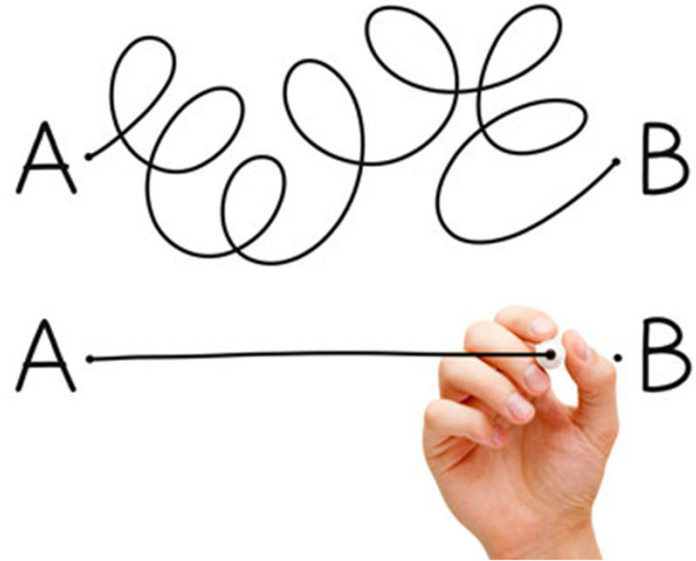
New Staff

- **Kinsley Williams**, Program Monitor, Planning/Environmental
- **Joseph Howes**, Project Manager
- **Joy Vaughn**, Project Manager
- **Chase Nolan**, Program Monitor, Planning/Environmental
- **Oliver Ruff**, Aviation Technical Specialist (BIL and Federal Programs)

Today's Theme and Key Topics

- **Simple solutions**

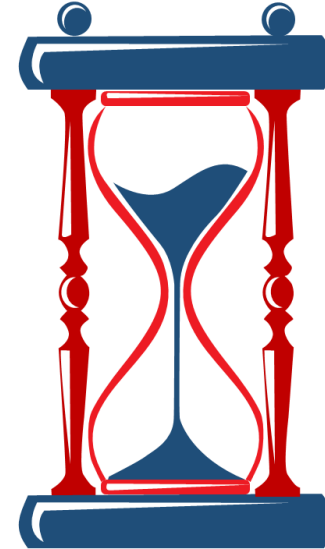
- ACIP
- Lifespan of AIP & BIL funding
- New approaches to maintenance
- Open to feedback & responding with improvements



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- New approaches to maintenance
- Open to feedback & responding with improvements



Today's Theme and Key Topics

- **Simple solutions**

- ACIP
- Lifespan of AIP & BIL funding
- New approaches to maintenance of our assets
 - Which one needs rehabilitation?



Today's Theme and Key Topics

- **Simple solutions**

- We are open to feedback & eager to respond with improvements



"SOMEDAY THIS TYPE OF FEEDBACK WILL BE OBSOLETE,
AND WILL SIMPLY BE A FORM TO FILL OUT."

Division Priorities



Aviation Safety and Compliance



**Aviation Promotion, Workforce
and Economic Development**



**Airport System Preservation and
Investments**

TASP Update Report – *by April 2025*



2021 PROJECT SUMMARY

for the Tennessee Aviation System Plan and Economic Impact Study



Kimley»Horn

with assistance from Garver, LLC and EBP

Goals and Performance Measures



GOAL #1 Preserve Airport Infrastructure: Protect and preserve existing airport infrastructure by prioritizing airport system needs.

Performance Measures

Percent of airports meeting the airport pavement management system (APMS) objective

Percent of infrastructure within its useful life



GOAL #2 Transportation Options: Provide an airport system with available and cost-efficient transportation options for moving people and freight.

Performance Measures

Percent of area and population within a 45-minute drive to any Tennessee commercial service airport

Percent of area and population within a 30-minute drive to any Tennessee general aviation airport



GOAL #3 Safety and Security: Improve the safety and security of airport system users.

Performance Measures

Percent of airports that have adopted an emergency response and/or security plan

Percent of airports meeting federal design and safety criteria based on existing operations and current airport reference code (ARC)

Percent of airports with approaches meeting state obstruction criteria



GOAL #4 Funding and Environment: Maximize federal, state, and local resources to meet airport system needs and minimize environmental impacts.

Performance Measures

Percent of airports with airport included in local comprehensive and/or land use plan

Execution of annual Airport Capital Improvement Plan (ACIP)

Percent of federal funds allocated through sub-awards

Percent of airports with a spill prevention control and countermeasure (SPCC) program



GOAL #5 Workforce and Economy: Invest in the airport system and aviation workforce to support economic growth and competitiveness.

Performance Measure

Population and area within a 45-minute drive time of an airport meeting business aircraft needs

Commercial Service and General Aviation Drive Time Maps

POPULATION



65% of Tennessee's Population lives within a 45-minute drive to a Tennessee commercial service airport.



87% of Tennessee's Population lives within a 30-minute drive to a Tennessee general aviation airport.



Airports that support business aircraft are defined as those that provide: primary runway length of 5,500 feet or more, jet-A fuel, instrument approach, and ground transportation.

ACCESS TO AIRPORTS THAT SUPPORT BUSINESS ACTIVITY



Cost Estimates

Systemwide cost estimates are based on future system performance and facility and service objectives. Airports that do not meet existing performance targets or facility and service objectives are recommended projects to meet targets. Systemwide, the cost of these projects is \$1.5 billion, including \$1.1 billion (76 percent of total costs) in maintenance projects and \$347 million (24 percent of total costs) in expansion projects. Maintenance cost estimates are generally categorized as projects needed to maintain the existing system, while expansion projects are generally defined as new infrastructure or new programs. Total cost estimates shown are for projects resulting from TASP goals and facility and service objectives only. Statewide and commercial service airports' CIPs are not included. Commercial service airports' CIPs alone total over \$2.5 billion. *

*Excludes McGhee Tyson Airport (TYS)



\$1.1 billion
Maintenance Projects



\$347 million
Expansion Projects



\$1.5 billion
Statewide Cost

Tennessee Economic Impact Study

Tennessee's Statewide Aviation Benefits

Tennessee's airports don't just cater to Tennesseans. Annually, almost 7 million out-of-state visitors travel through one of the state's commercial service or general aviation airports, contributing \$9 billion to the state's economy. Tennessee's airports employ 1,250 people and are home to almost 450 businesses. These businesses in turn employ an additional 31,640 people. The economic impact attributable to this on-airport activity accounts for almost \$12 billion!

Tennessee's airports also contribute to the state's economy with freight/cargo services, which support over 82,000 jobs and \$19 billion in economic impact. To understand how Tennessee's 78 system airports support the economy, the Tennessee Department of Transportation (TDOT) Aeronautics Division undertook this Aviation Economic Impact Study. Data for this study were collected for calendar year 2019 and represent a snapshot in time for that year. The total economic impact of \$40 billion is how much airports contributed to the state's economy in 2019 alone.

TOTAL
ECONOMIC
IMPACT

\$40 BILLION

AVIATION
CONTRIBUTES

11%

OF TENNESSEE'S GROSS
DOMESTIC PRODUCT (GDP)





Aviation Safety and Compliance

“Playing by the Rules of the Game”

Federal:

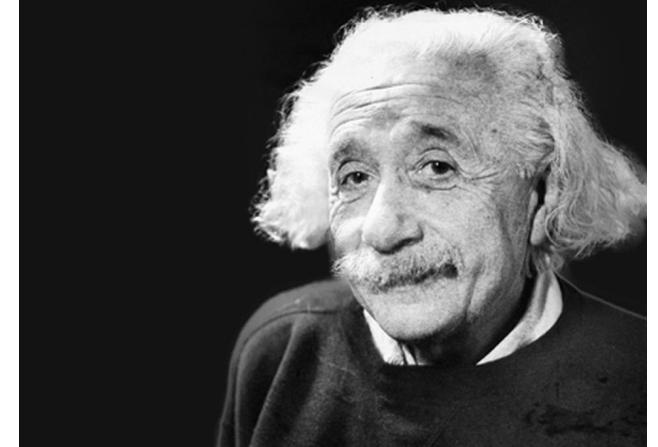
- Title 49, USC, Subtitle VII, Aviation Programs
- 2 CFR, Grants and Agreements
- 14 CFR, Aviation and Space
 - Part 13
 - Part 200
 - Part 48
 - Part 77
 - Part 89
 - Part 107
 - Part 156
- 49 CFR, Transportation:
 - Part 24,
 - Part 26,
- FAA Orders and Notices
- FAA Advisory Circulars
- FAA Policy and Guidance

State:

- T.C.A. Title 42, Aeronautics
- T.C.A. Title 5, Counties
- T.C.A. Title 5, Cities/Towns

You have to learn
the rules of the
game. And then you
have to play better
than anyone else.

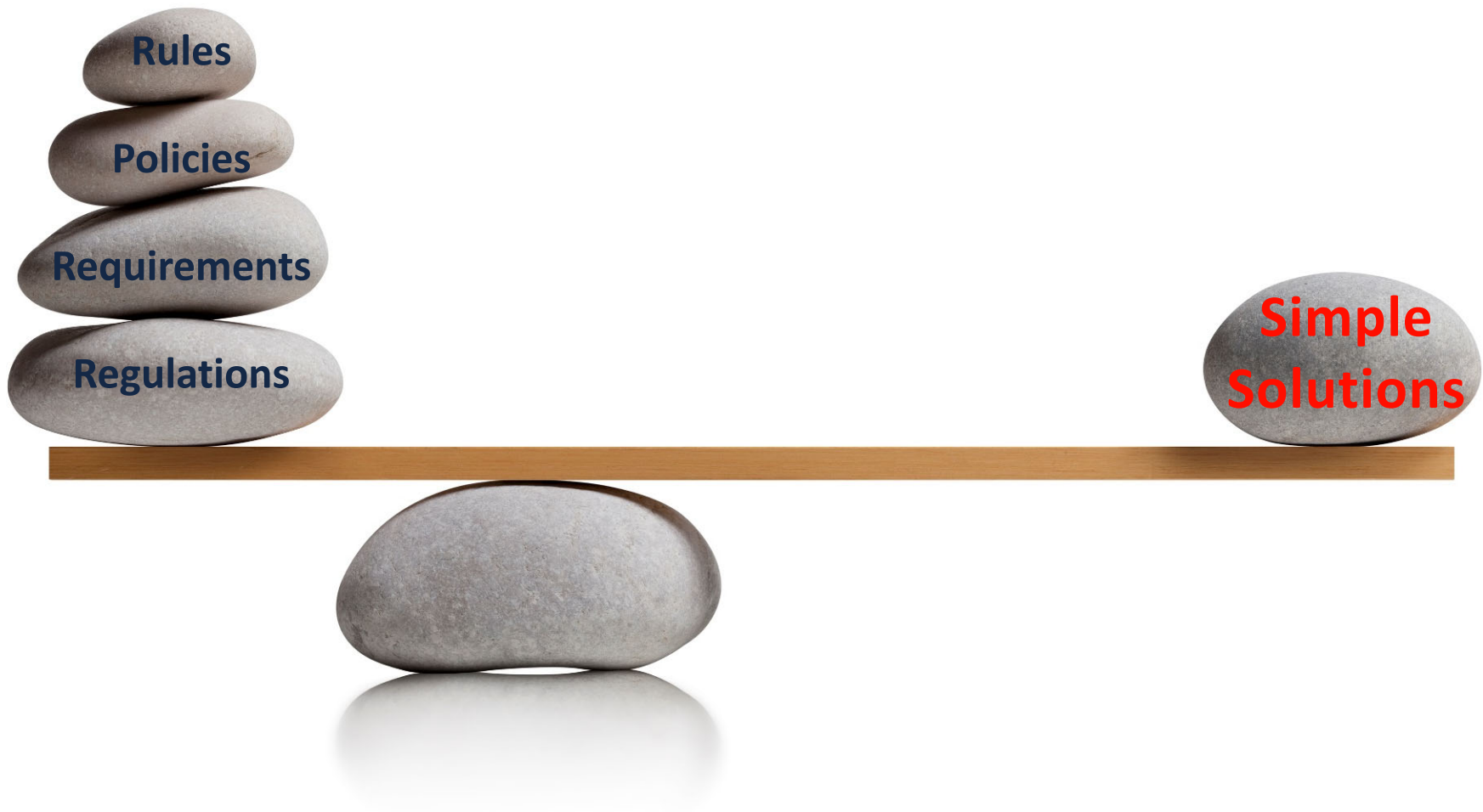
ALBERT EINSTEIN



Increase in Regulations

- Current ALPs
- Section 163 determinations
- Exhibit 'A' Updates and land ownership verification
- NEPA reviews
- Davis-Bacon Act and Copeland Act
- State and Federal contract provisions
- 7460s (Airspace Authorizations)
- Grant Assurances
- Design Criteria
- Wildlife Management
- DBE Program







TM

Aviation Promotion, Workforce and Economic Development

High School Aviation Promotion & Education

- Partnership with AOPA Foundation: **YOU CAN FLY**
 - Designed to rebuild pilot population and aviation industry
- Four-year STEM program with two tracks:
 1. Pilot
 2. unmanned aircraft systems or drones
- Leads to a certification or industry-accepted test:
 - FAA Private Pilot knowledge test, or
 - Part 107 drone pilot certification
- Connect us with educators in your communities!
More info coming soon!



AOPA | **YOU CAN FLY**

Karla Smith

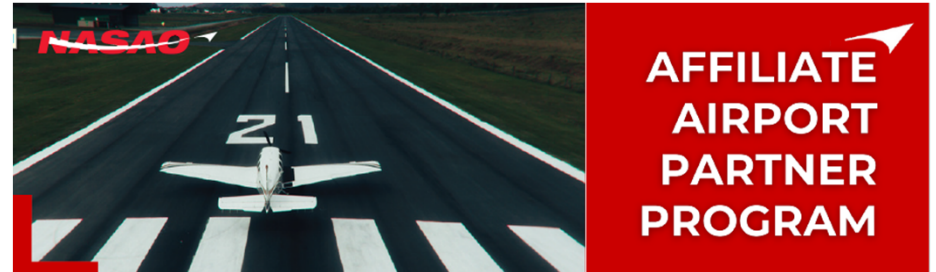
Manager
High School Initiative

o. 301.695.2161 | m. 931.581.5558
karla.smith@aopa.org
807 William Northern Boulevard
Tullahoma, TN 37388

NASAO Affiliate Airport Partner Program

- Resources

- NASAO Aviation Data Report
- Membership Directory
- Webinar Participation
- **Aviation Online Training Program**
 - Program offers 30 courses across 7 modules
 - Modules:
 - 1. Airport Setting
 - 2. Partners
 - 3. Planning
 - 4. Environmental Planning
 - 5. Engineering
 - 6. Funding – Coming soon!
 - 7. Public Outreach – Coming soon!



New or seasoned aviation professionals looking for an introduction to or refresher on the airport environment

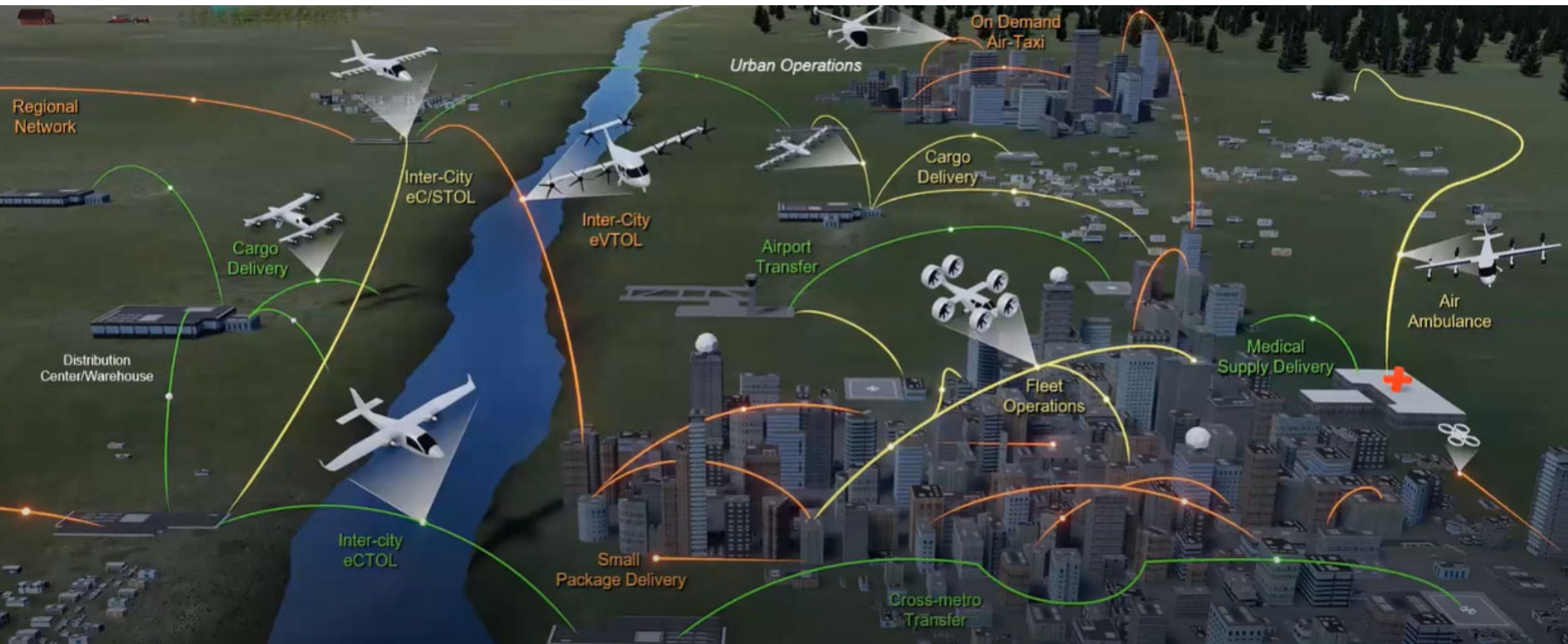
- **State funded membership** for airports wanting to opt-in

Please reply to the 4/11/24 email from Aero.Grants@tn.gov!

UAS & AAM

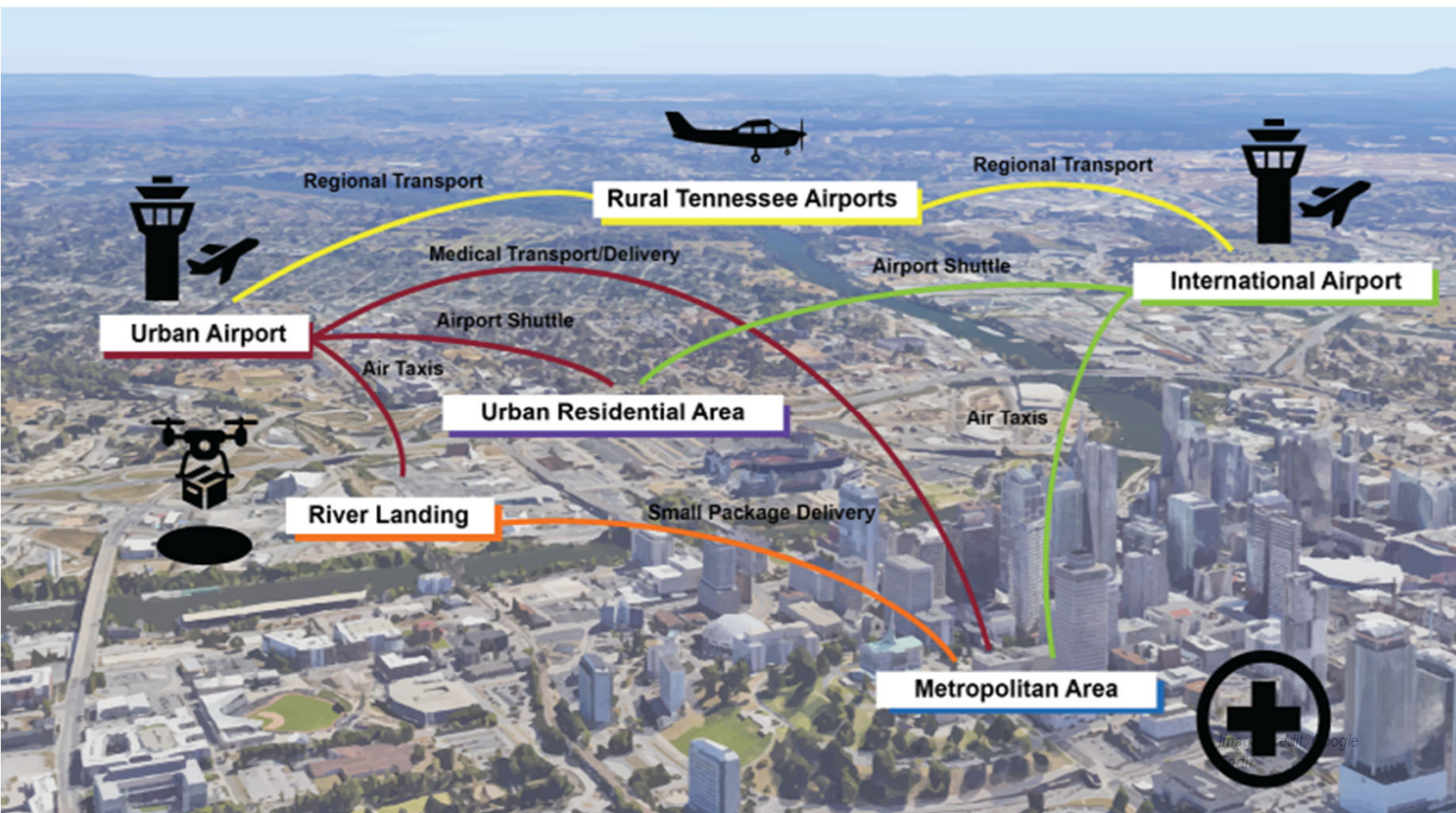
UAS - Uncrewed Aircraft Systems

AAM – Advanced Air Mobility



Air Mobility – The Future is Now!

Air Mobility describes the use of drones and larger electric aircraft to move people and goods locally and regionally



Example Use Cases

– Drones

- Medical supply delivery
- Package delivery
- Transportation engineering projects

– Larger Aircraft (currently crewed, future autonomous)

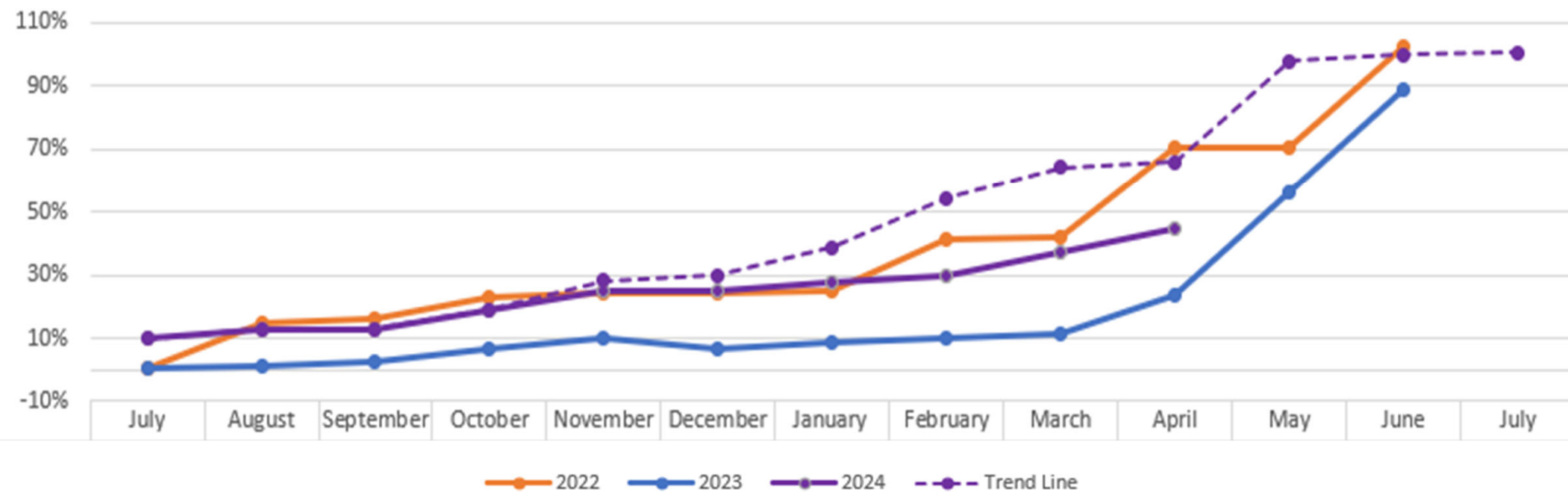
- Urban and Regional (50 – 250 miles)
- Medical Transfer
- Air Taxis
- Larger cargo

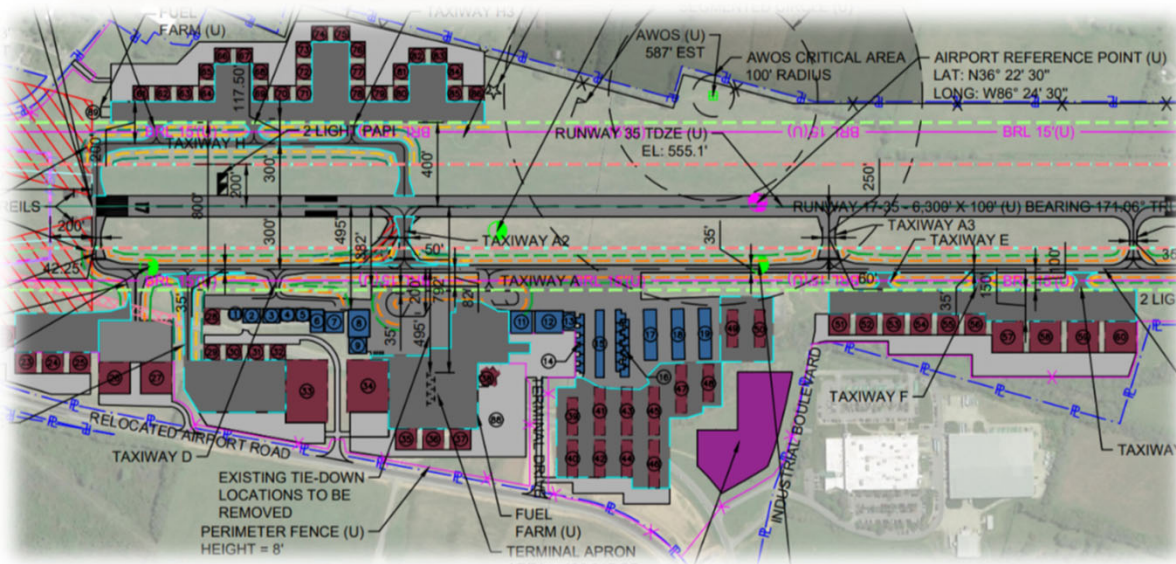
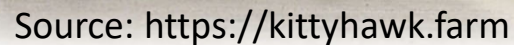


Airport System Preservation and Investments

ACIP Execution

ACIP Implementation: Project Initiation

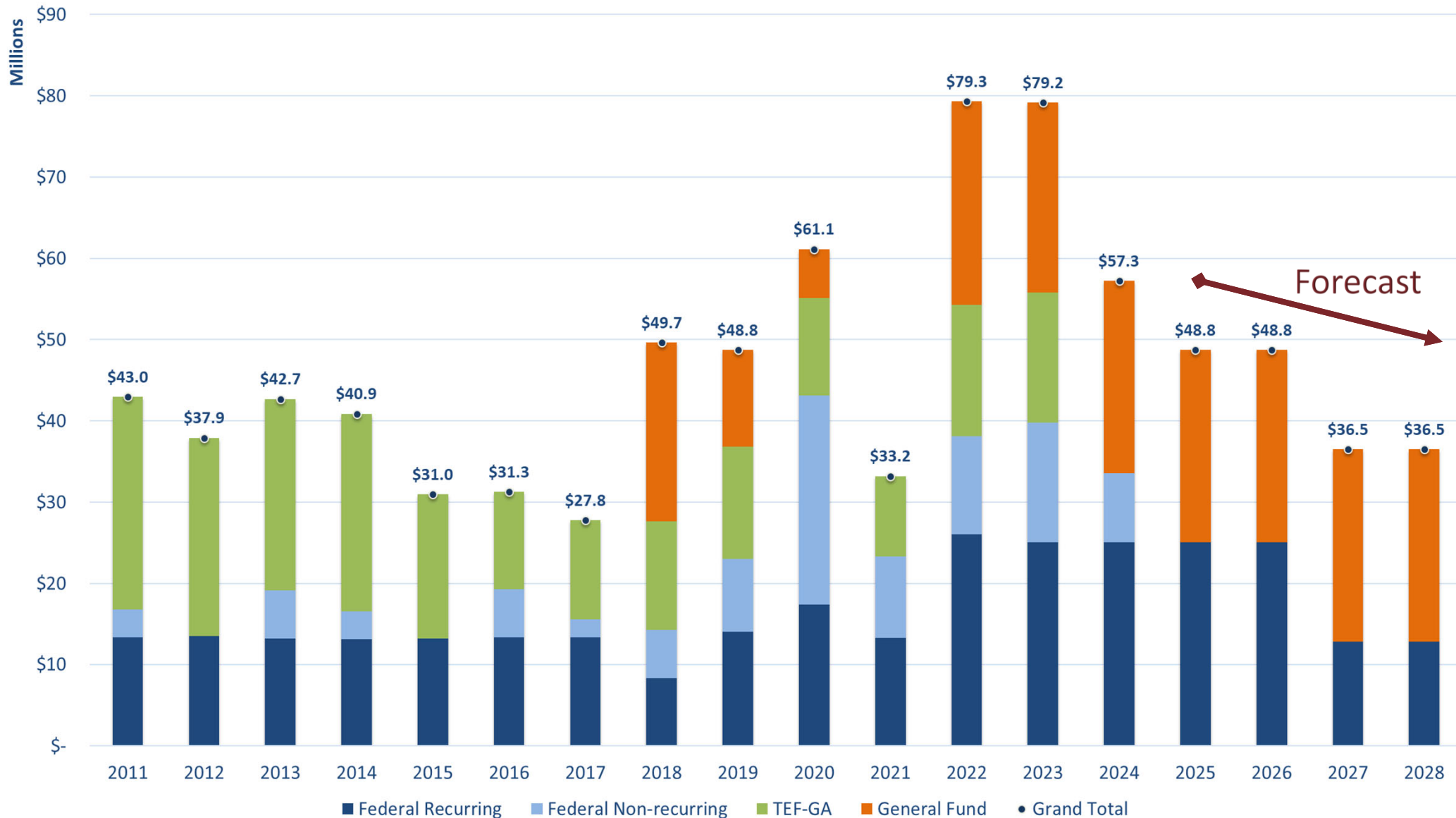






General Aviation Funding Levels

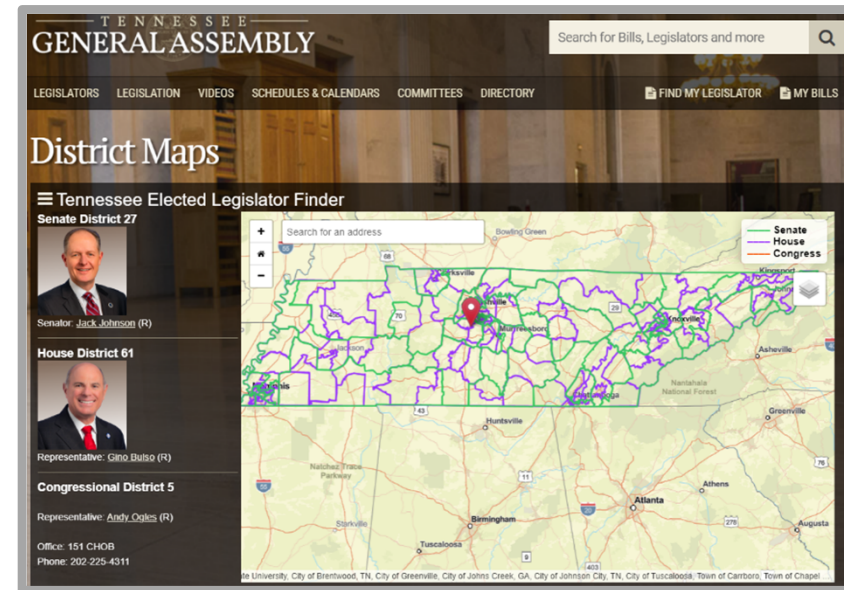
Total Funding for General Aviation (GA)



We need your help!

❑ Funding Advocacy from Airports

- TN General Assembly: Find Your Legislator tool
<https://wapp.capitol.tn.gov/Apps/fml2022/search.aspx>
- Write letters, schedule visits/meetings, tell them about the value of your airport and need for additional funding!



Contact Info

John-Paul Saalwaechter [sawl véktər], P.E.

Director

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john.saalwaechter@tn.gov



Programming and Monitoring

John Briggs - Assistant Director

Programming and Monitoring

- NPE
- BIL AIG
- Airport Maintenance Grants

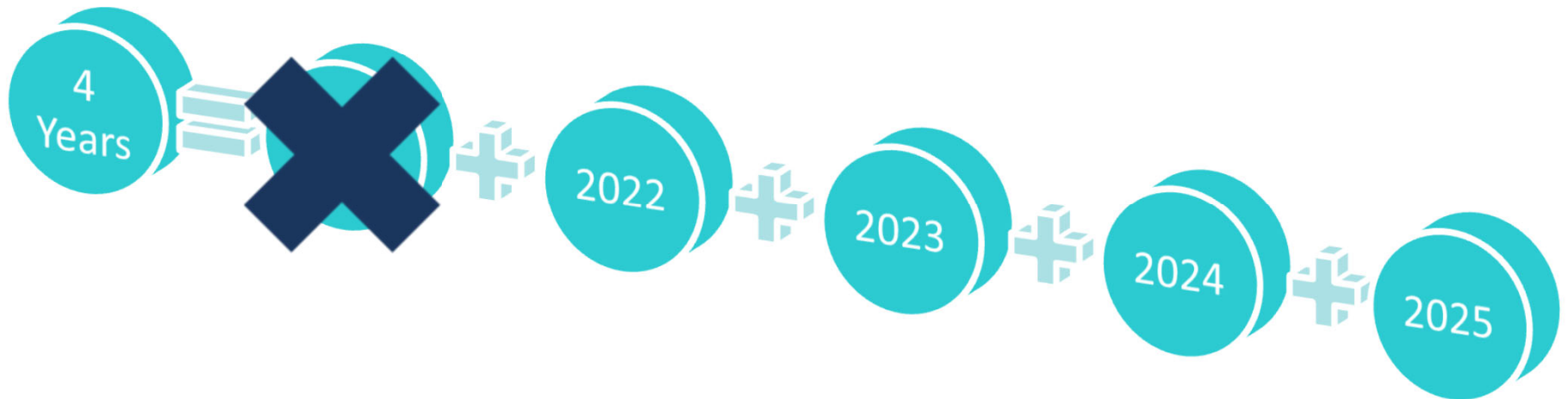
Non-Primary Entitlements (NPE)

- 49 USC § 47117(b) and FAA Order 5100.38D, Airport Improvement Program Handbook dictate that:
- “non-primary entitlements are available for the fiscal year in which the funds are apportioned plus three fiscal years immediately following the year in which the funds are apportioned, **or a total of four years.**”
- Changes in how FAA are administering Block Grants (AC 150/5100-21), we are having to adjust how we grant and track NPE.

Non-Primary Entitlements (NPE)

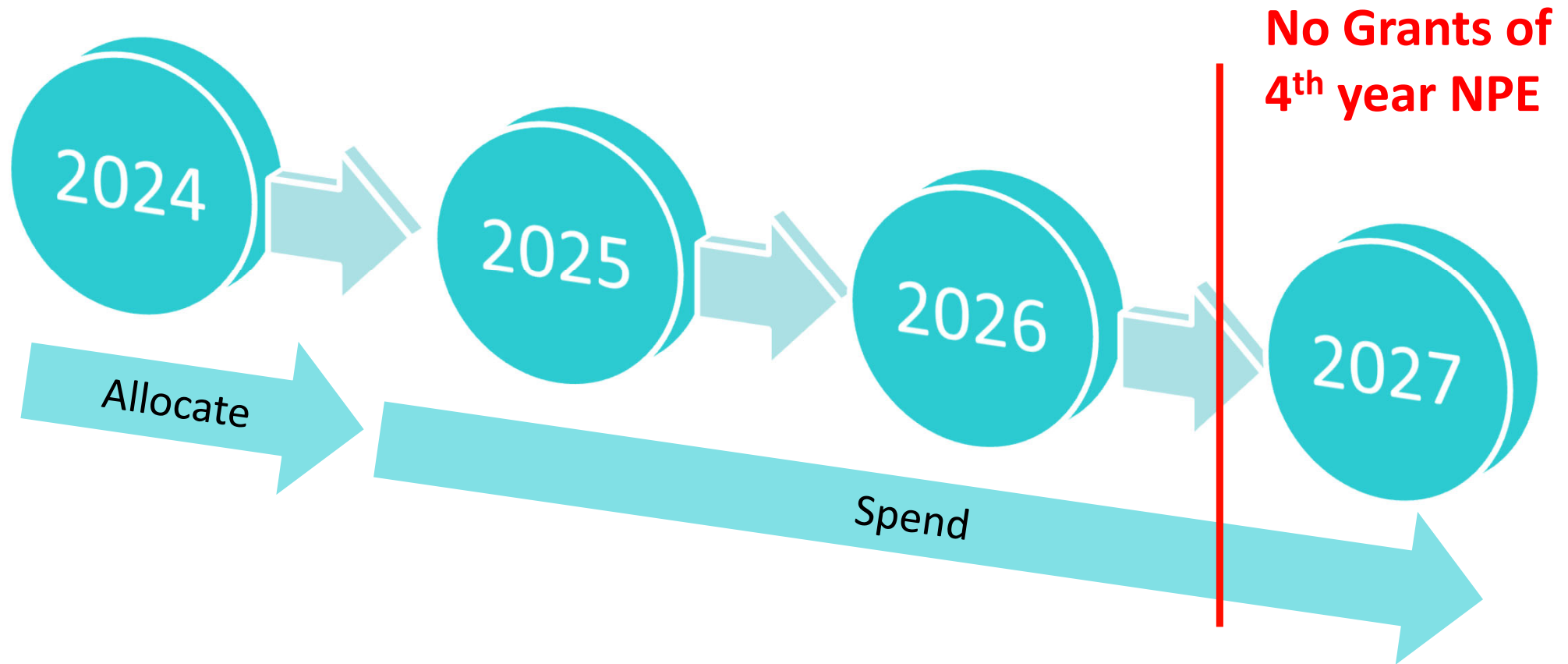


2021 NPE must be spent by July 1, 2024



2022 NPE must be spent by July 1, 2025

Non-Primary Entitlements (NPE)



Non-Primary Entitlements (NPE)

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
FY 1	150K										
FY 2		150K									
FY 3			150K								
FY 4				150K							
FY 5					150K						
FY 6						150K					
FY 7							150K				
FY 8								150K			

Environmental / Design

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
FY 1	150K										
FY 2		150K									
FY 3			150K								
FY 4											
FY 5					300K						
FY 6						150K					
FY 7							150K				
FY 8								150K			

Construction

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	May 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

- TDOT will need to request the funds by **May 2025**

Grant Logistics

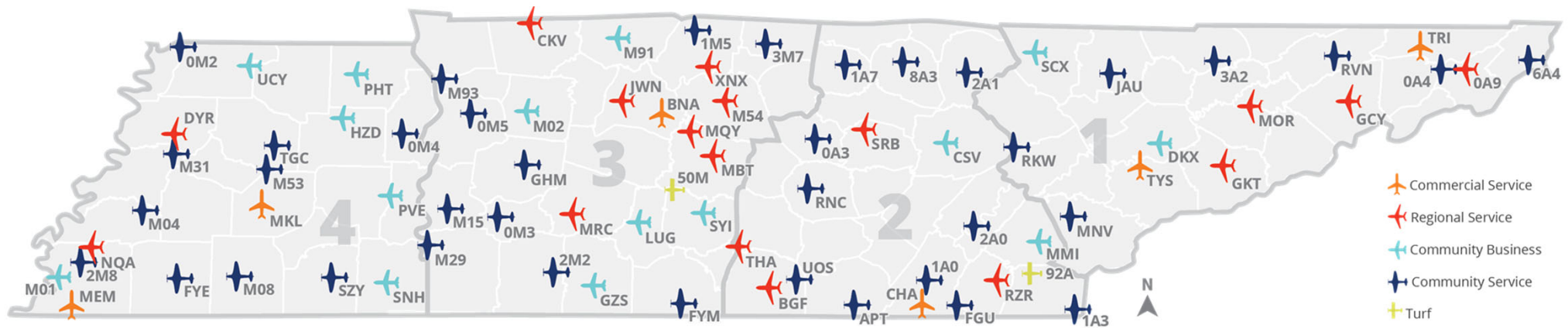
- We cannot combine AIP and BIL funding on one grant. Can combine on one project using two grants.
- Consider two grants on a project and how that impacts invoicing
 - Invoicing considerations –splitting up the work based on funding type per each grant (percentage basis instead of usable unit of work).
- 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.

FY2024 Airport Maintenance Program

2025 Program

- Will analyze results of grant amendment pilot
- \$15,000 for GA airports, \$25,000 for Part 139 airports.
- State participation 95%
- Same Eligible/Ineligible item list

Questions



Any Questions?





BREAK

15 minutes

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

TN

ACIP & Planning Updates

Evan Lester, Transportation Manager 1



Programs and Initiatives

Environmental SOP V 2.0



Aeronautics Division Tennessee Department of Transportation

Environmental Standard Operating Procedure



Environmental Determination Checklist

An airport's representative (i.e., manager, sponsor, or consultant) will complete this form to request the TDOT Aeronautics Division's determination on the level of environmental documentation required for a proposed project to satisfy National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) environmental requirements.

When completing this form, the preparer must review the potentially affected environmental resources and the requirements of the applicable special purpose laws, if any. Once completed, please send this form and all supporting documentation, including a project sketch, design, or plan to Aero.Environmental@tn.gov.

It is ultimately the airport sponsor's responsibility to ensure that all information necessary for the TDOT Aeronautics Division to make an environmental determination is accurate and complete. The airport sponsor and/or its representative (i.e., airport manager or consultant) must notify the TDOT Aeronautics Division via email at Aero.Environmental@tn.gov if there are any changes to a project's location and/or scope of work. The TDOT Aeronautics Division will determine if additional environmental documentation is needed based on this information.

Airport Name & Identifier	
UPIN	BCA
Project Title	
Provide a brief, but complete, description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDS, changing flight procedures, and designating or developing haul routes, new material or expanded material sources, staging or disposal areas). Include a brief, but complete, description of the proposed project area, including any unique or natural features within or surrounding the airport property or whether it is previously disturbed.	
Provide any additional comments or attach any documentation to this form that will assist in the environmental determination.	
<i>The submission of a sketch, design, or plan of the proposed project is required.</i>	

All Funding Request Deadlines

² Aeronautics Review completed within three weeks of receiving project funding request.

³ The deadlines for project requests are on Wednesdays of the respective months.

⁴ This date indicates when the environmental documentation for a project must be submitted prior to the funding request deadline. This includes the Environmental Determination Checklist/Simple Written Record form, Documented CATEX, Short Form EA, EA, and EIS.

⁵ The TDOT Aeronautics Division Environmental SOP Version 2.0 is effective as of January 24, 2024. December 2023, January 2024, and February 2024 funding request deadlines will utilize the Environmental SOP Version 1.0's processing times and procedures.

Statewide Operations Data Counter System Program

- Methodology: Years 1 & 2 vs Years 3 – 5
- Target - October 2024 full installation
- TAC Policy – Requires participation for State funding eligibility
- Benefits
 - Better understanding of the number and type of operations conducted
 - Make data-driven decisions
 - Provides justification for funding to both the FAA and State
 - Significantly fills the gap of FAA's TFMSC data (~3% to ~70-90%)

Morristown (MOR)



Summary

Landings		Take-Offs		Totals	
Single Engine	9379	Single Engine	9593	Single Engine	18972
Single Engine Turbine	42	Single Engine Turbine	42	Single Engine Turbine	84
Multi Engine	200	Multi Engine	208	Multi Engine	408
Multi Engine Turbine	171	Multi Engine Turbine	172	Multi Engine Turbine	343
Business Jet	419	Business Jet	417	Business Jet	836
Helicopter	485	Helicopter	379	Helicopter	864
Military	5	Military	7	Military	12
Light Sport Aircraft	1	Light Sport Aircraft	1	Light Sport Aircraft	2
TOTAL	10702	TOTAL	10819	TOTAL	21521

From 01/2022 To 12/2022 | Airport=MOR

#	Date	Airport	Aircraft	AAC	ADG	Total Ops
Total:						2,007

TFMSC = 9.3% of operations collected through data counter system

Crossville (CSV)



Summary

Landings		Take-Offs		Totals	
Single Engine	5788	Single Engine	5990	Single Engine	11778
Single Engine Turbine	99	Single Engine Turbine	99	Single Engine Turbine	198
Multi Engine	197	Multi Engine	195	Multi Engine	392
Multi Engine Turbine	65	Multi Engine Turbine	66	Multi Engine Turbine	131
Business Jet	188	Business Jet	186	Business Jet	374
Helicopter	51	Helicopter	59	Helicopter	110
Military	20	Military	16	Military	36
Military Helicopter	12	Military Helicopter	7	Military Helicopter	19
Light Sport Aircraft	5	Light Sport Aircraft	5	Light Sport Aircraft	10
Other	7	Other	7	Other	14
TOTAL	6432	TOTAL	6630	TOTAL	13062

Airport	Departures	Arrivals	Total Operations
CSV - Crossville	37	40	77
CSV - Crossville	537	547	1,084
CSV - Crossville	148	148	296
CSV - Crossville	29	27	56
CSV - Crossville	1	1	2
lle	752	763	1,515
	752	763	1,515

TFMSC = 11.6% of operations collected through data counter system

McMinnville (RNC)



Summary

Landings		Take-Offs		Totals	
Single Engine	8195	Single Engine	8378	Single Engine	16573
Single Engine Turbine	51	Single Engine Turbine	53	Single Engine Turbine	104
Multi Engine	1032	Multi Engine	1031	Multi Engine	2063
Multi Engine Turbine	13	Multi Engine Turbine	12	Multi Engine Turbine	25
Business Jet	37	Business Jet	35	Business Jet	72
Helicopter	68	Helicopter	73	Helicopter	141
Military	10	Military	8	Military	18
Military Helicopter	2	Military Helicopter	1	Military Helicopter	3
Light Sport Aircraft	5	Light Sport Aircraft	5	Light Sport Aircraft	10
Other	4	Other	2	Other	6
TOTAL	9417	TOTAL	9598	TOTAL	19015

TFMSC Report (Airport)

From 07/22/2022 To 07/22/2023 | Airport=RNC

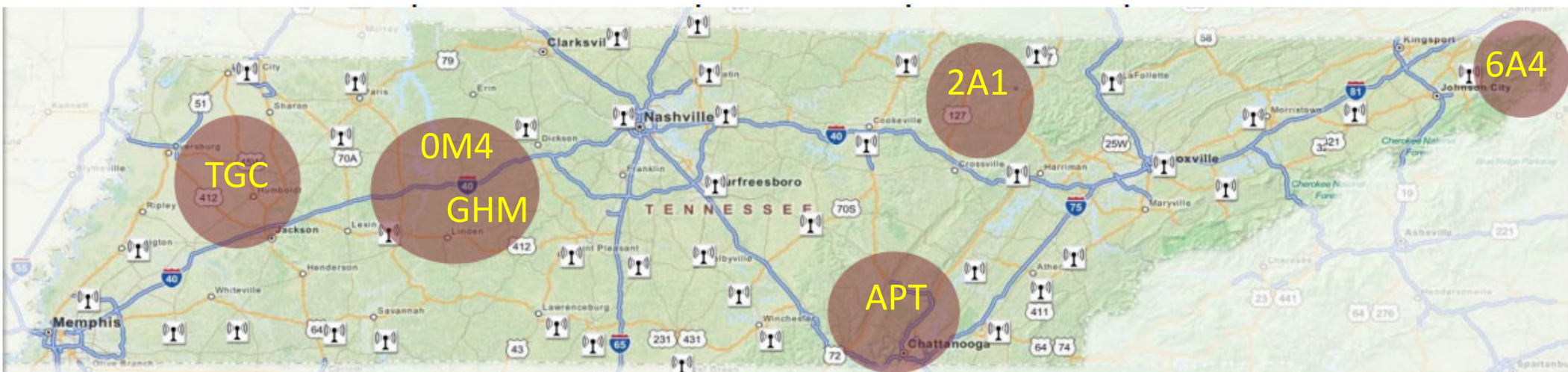
#	Date Airport	Airplane Approach Category	Airplane Design Group	Total Operations
Total:				615

TFMSC = 3.2% of operations collected through data counter system

AWOS Expansion and Replacement

- TASP identified gaps in AWOS coverage
- TDOT and NWS's top 6 airports aligned (*no particular order*)

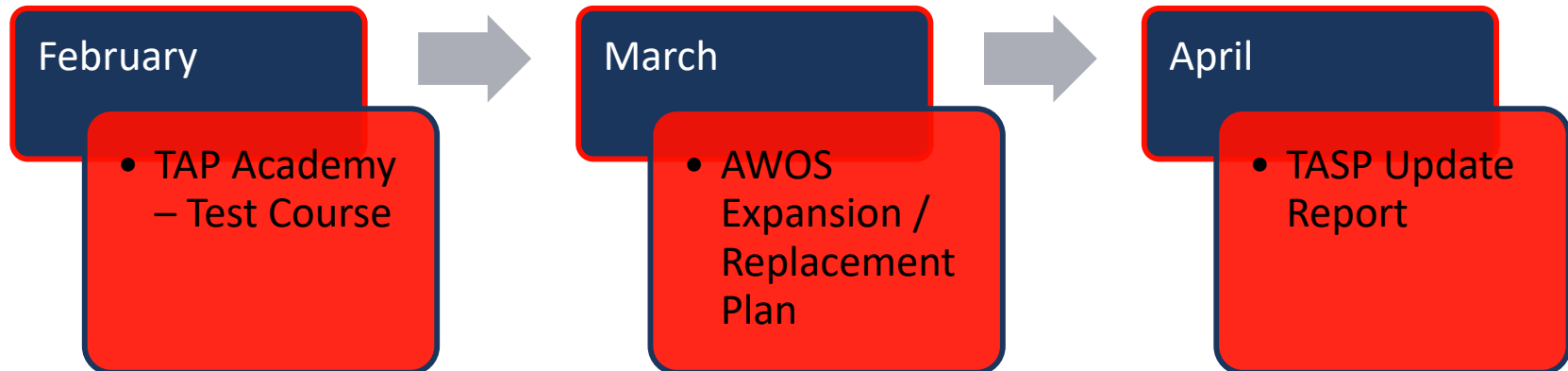
Centerville (GHM)	Mountain City (6A4)	Trenton (TGC)
Jasper (APT)	Camden (0M4)	Jamestown (2A1)
- *Developing an expansion and replacement plan for State-owned AWOS*



2024



2025





FY25-29 NPIAS Report

Based Aircraft Updates for NPIAS Report

- 2025-2029 NPIAS Report will be published in September
- There may be a few changes to airport classifications
- *Any changes could result in different BIL AIG funding allocations*





ACIP Process Enhancements

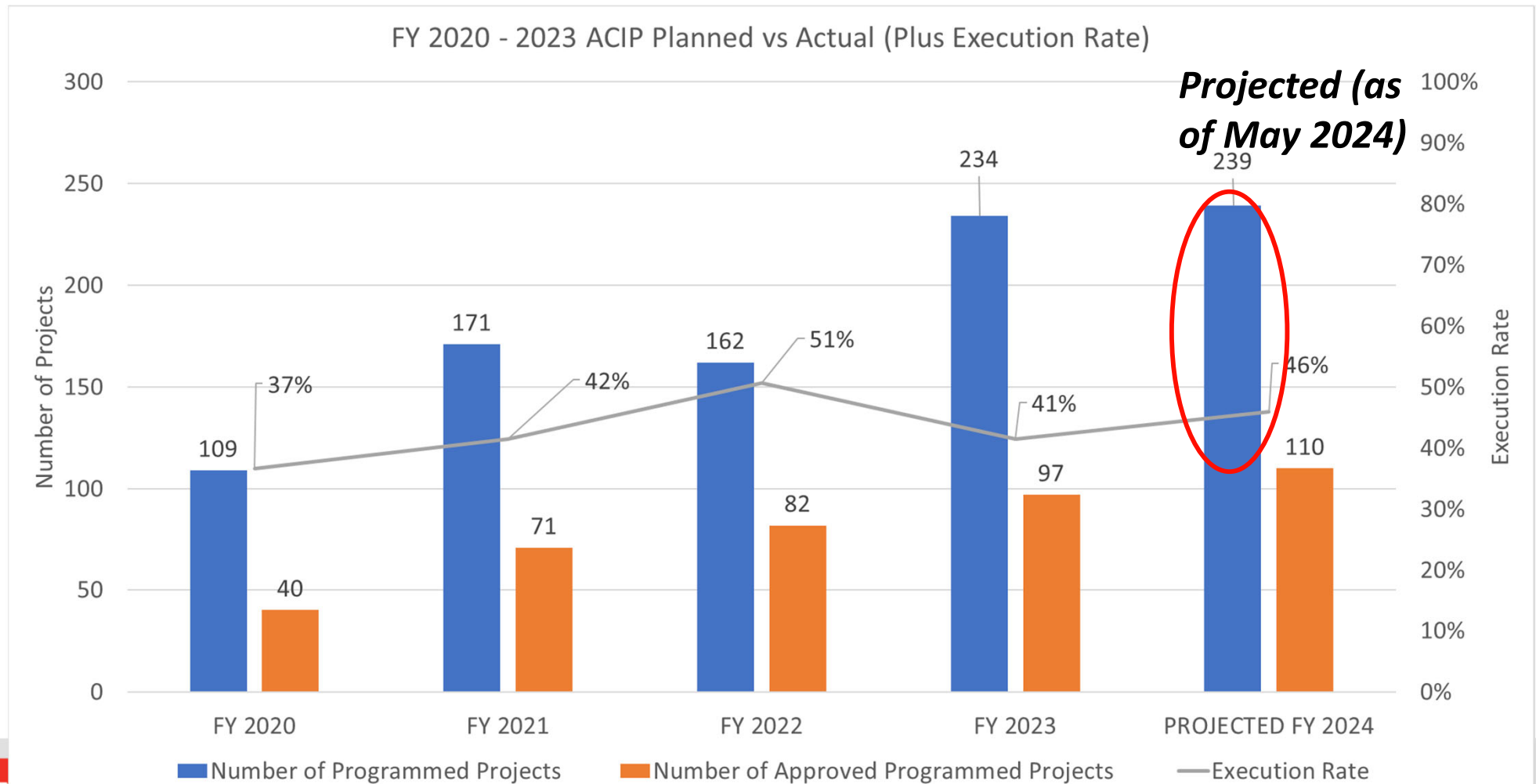
Turning Plans Into Reality

- Planning is a pillar of our Division
 - Planning documents airport needs > projects > funding
 - ALPs, TASP, Existing Conditions, Future Growth Opportunities, inspections, etc.
- How are the State and airports supposed to fund all these projects?
 - ACIP



ACIP Execution Rate

- ACIP is critical to plan these projects over time according to needs and funding eligibility, prioritization, & availability

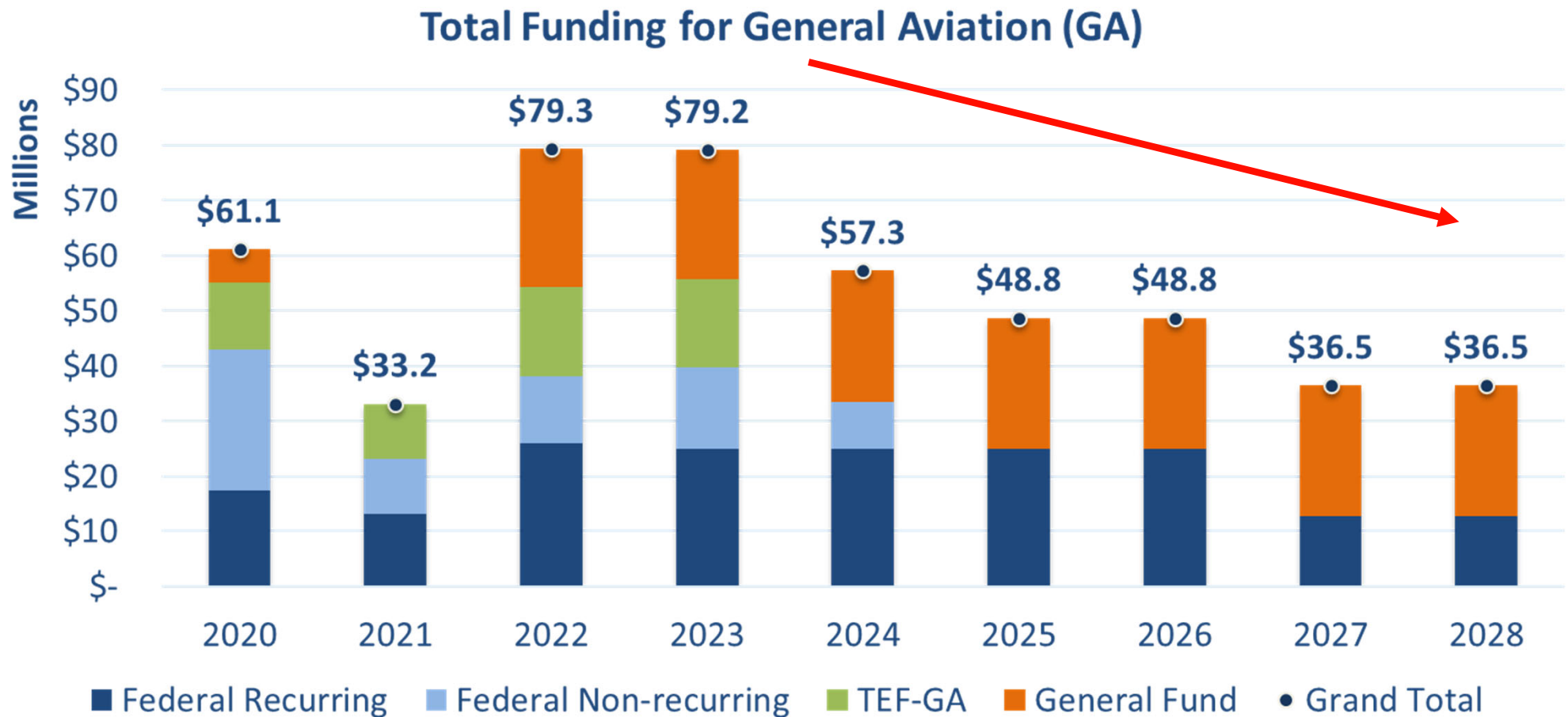


ACIP Execution Rate

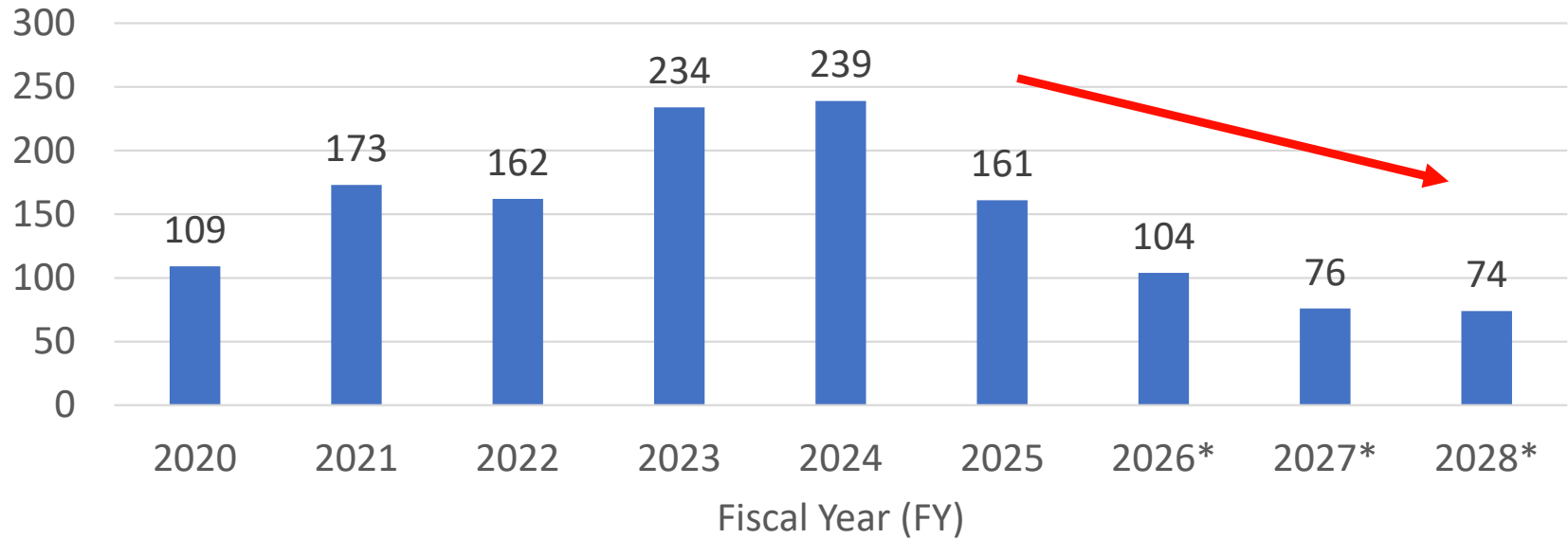
- How do we close the gap and increase the ACIP execution rate?
- Historical and Future Perspective
 - 1.5% of the time airports received approval for 4 programmed projects
 - About 45% of the programmed projects are approved
 - NPE for programmed but unapproved projects could and has expired
 - From FY 22 – 24, 70 – 110 projects each FY were removed or delayed
**totaling ~ 300 delayed or removed projects*
 - All available State funding is spent each FY from reprogramming projects

Funding

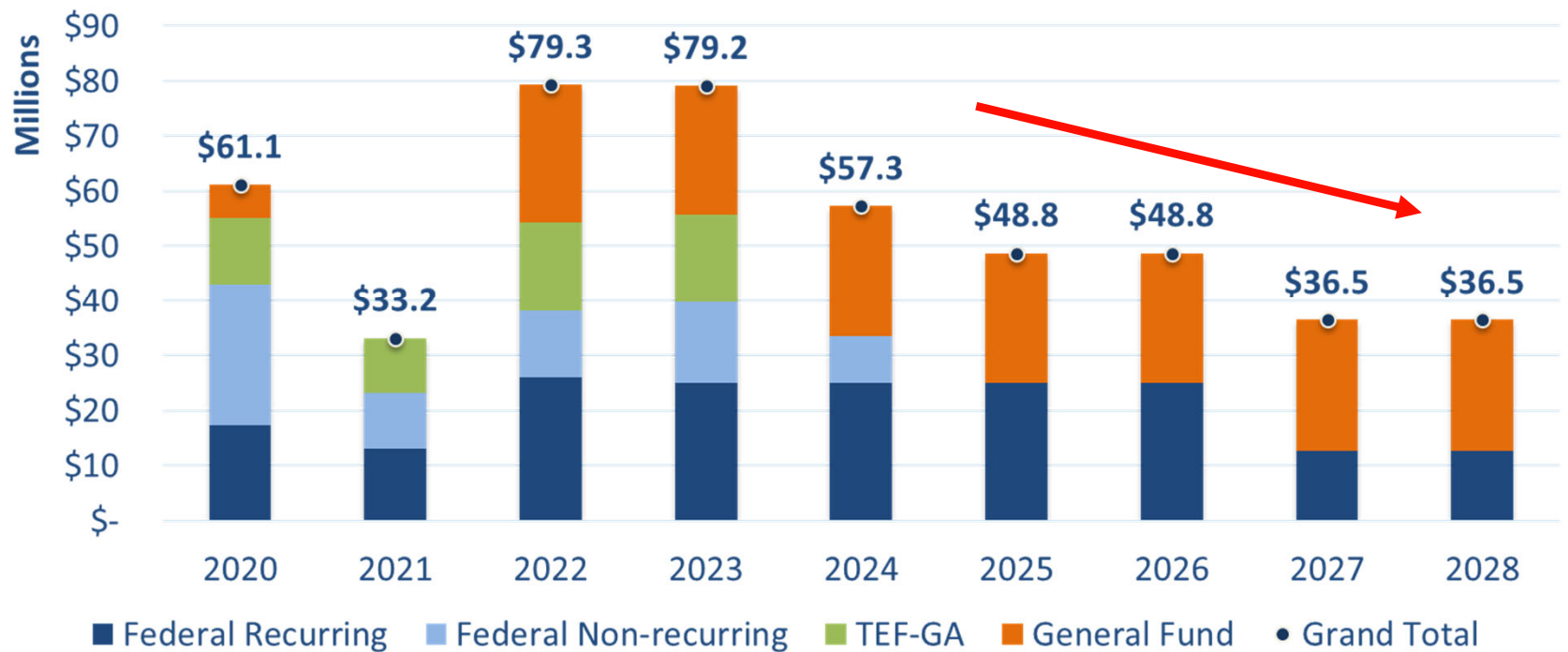
- COVID-era FAA funding is ending = less funding for projects



Programmed Projects by FY



Total Funding for General Aviation (GA)



Historical ACIP Process

- After Working Sessions, no feedback opportunity from the airports on the programmed ACIPs

GARM
Meeting
May

Working
Sessions
June-Sep

ACIP Due
Sept 1st

3-year
Statewide
Program
Dec

Secure Local
Funding
Jan – Jun

Project
Submittal
Begin June
2024

Enhanced ACIP Process



TAD Drafts ACIP

- Using existing project needs on airports' ACIPs, TAD:
 - Drafted a proposed 3-year ACIP for each airport
 - Ran the draft SPR model for the programming results each FY



State Priority Rating (SPR) Model

TDOT State Priority Rating Model Guide

11 Total Criteria

- Eight standard criteria
- One bonus criteria (bonus points awarded based on local funding share)
- Two discretionary criteria (points awarded at TDOT's discretion)

100-Point Scale

- 75 points = TDOT Priorities
- 15 points = influenced by airport
- 10 points = based on TASP classification of the airport
- 20 points = bonus points based on higher proportions of local funding share
- 15 points = discretionary criteria

Three Project Tiers

- Tier 1 Projects:** This list includes federal projects with a $\leq 5\%$ state share requested. Historically, TDOT has supported these projects with the full state share requested.
- Tier 2 Projects:** This list includes federal projects with more than 5% state share requested AND all state-only project requests.
- Tier 3 Projects:** This list only includes acquiring ground maintenance equipment, operations counting systems, or airport layout plan (ALP) updates. Historically, TDOT has supported these projects with the full state share requested.

TDOT Priorities

Considers TDOT's priorities with prioritizing state funds across the system.

Criteria	Categories	Scores	Max Score
Project Purpose: This criteria awards points based on the purpose the project serves on the airport. The categories align with TDOT's existing state priority ranking system for airport projects.	Safety	20	20
	Security	18	
	Pavement Preservation/Maintenance	16	
	Infrastructure Preservation	14	
	Standards	12	
	Planning	10	
	Capacity / Modernization	8	
	Equipment	6	
	Landside Improvements	4	
	Revenue Producing	2	
Licensing: This criteria awards points based on the type of state license issued to the airport, or the ability of the project to remediate a state licensing deficiency.	Conditional (project alleviates gap)	20	20
	Conditional (another project alleviates gap)	10	
	Standard License	10	
	N/A (Part 139 Airport)	10	
	Conditional (no fix programmed)	-20	
Airport Component: This criteria awards points based on where the project is being directed to at the airport.	Runway	15	15
	Taxiway	13	
	NAVAIDS/Lighting/Weather Stations	10	
	Apron, Other Airside, Fencing, Terminal, Planning Studies, Wildlife Hazard Assessment/Site Visits, Environmental	8	
	Hangar, Fuel	6	
	Building	4	
	Access Road, Other Landside, Parking	2	
	Unknown Location, ARFF	0	
	Maintenance/Rehab/Repair, Obstruction Removal/Environmental Work	10	
	Reconstruction/Relocation	8	
Work Type: This criteria awards points based on the type of work that the project can be defined as.	Upgrade/Extension/Expansion, Land Acquisition	6	10
	New Construction/Equipment	4	
	Planning	2	
	Other	1	
Align with TASP Goals: This criteria awards points based on the project's alignment with a facility & service objective (F&SO) and/or a performance metric (PM).	PM and F&SO	10	10
	PM Only, F&SO Only	5	
	None	0	

Airport-Influenced

Considerations that can be directly influenced by the airport.

Criteria	Categories	Scores	Max Score
Expired Grants (90+ Days Old): This criteria awards points based on whether the airport has any existing grants that are expired 90 days or older.	No	7.5	7.5
	Yes	0	
Historical ACIP Compliance: This criteria awards points based on how aligned the airport's project requests have been with their programmed ACIP.	50%-100%	7.5	7.5
	0%-49.9%	0	
Local Share/Additional Funding Sources: This criteria awards bonus points based on the percentage of the total project cost that is being funded locally or with additional funding sources. Additional points are awarded for project requests with a higher local share.	50%-99%	20	+20
	25%-49.9%	15	
	10%-24.9%	10	
	5%-9.9%	0	

TASP Classification

Evaluates the airport based on the airport classification defined in the latest Tennessee Aviation System Plan (TASP)

Criteria	Categories	Scores	Max Score
Airport Classification: This criteria awards points based on the airport's classification as defined by TDOT and the latest TASP.	Commercial Service	10	10
	Regional Service	8	
	Community Business	6	
	Community Service	4	
	Turf	2	
	N/A	0	

Discretionary Criteria

Points awarded at TDOT's discretion to account for unique circumstances.

Criteria	Categories	Scores	Max Score
Critical Project Timing: This criteria awards discretionary points based on whether the project request has an elevated level of urgency.	Critical	5	+5
TDOT Alignment: This criteria awards discretionary points to projects TDOT determines have greater alignment with state goals (or should be awarded points for a unique case that isn't captured in the standard criteria).	Yes	10	+10

TAD Drafts ACIP

- **Draft** ACIP identifies the potential projects for the airport over the next 3 years
 - *Assumes no changes are made by any airport in the system and approved by TAD*
 - *No guarantee projects shown on draft will be the final results*
- Draft ACIP sent to airports following GARMs for internal meetings / discussions with stakeholders and consultant

Internal Airport Meetings / Discussions



 **TDOT**
Department of
Transportation

 **Aeronautics Division**
Tennessee Department of Transportation

ACIP Review Checklist

Please use this checklist as a guide for discussing your airport's draft ACIP with your airport stakeholders and consultant prior to the ACIP Working Session

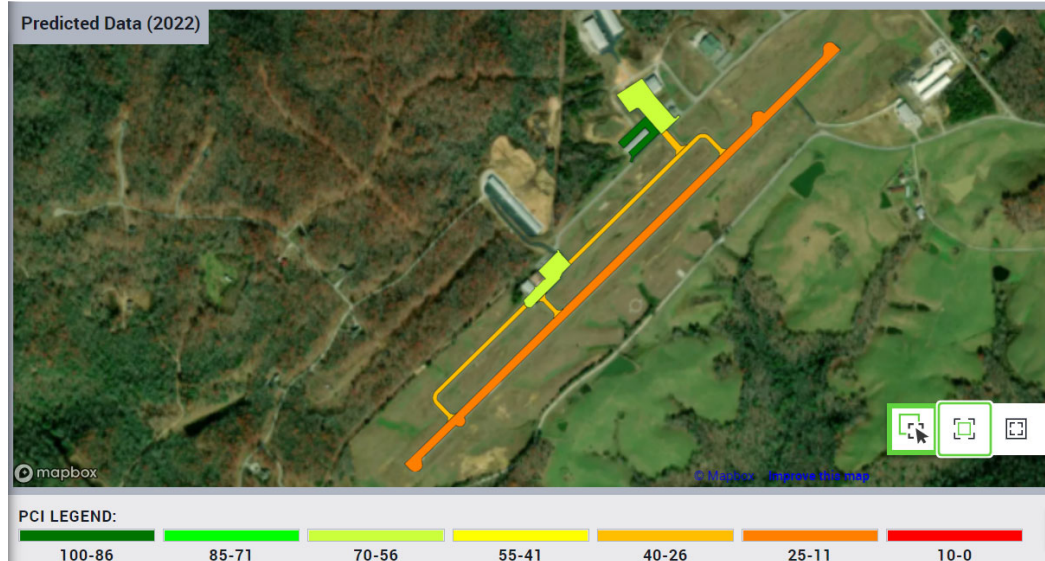
*Your proposed ACIP must be confirmed
by September 13, 2024*

- ☐ Identify FY25 Programmed Projects to Delay or Remove
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Update all project cost estimates shown in FY25 – 28. Increase cost estimates for FY26-28 projects by 30% for construction projects and 20% for all other project types.
- ☐ Confirm Local Share for Proposed Projects
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Projects requested in FY 2026 must have an estimated PSR/TAC date(s) to be considered for funding.
- ☐ Identify Locally or Privately Funded Projects (As Needed)
Airports can show locally or privately funded projects on the ACIP to show needs/future development.

Important Reminder
FY 2025 Programmed Projects must be submitted for funding request approval
by May 21, 2025

ACIP Resources

- Approved Airport Layout Plan and Exhibit “A”
- 2024 & 2025 PSR/TAC and Environmental Submittal Schedule
- Current Project Schedules
- PCI Data
- AIP Handbook & SPR Model
- Airport Inspection Report



ACIP Working Sessions

- Standardized Agenda
- Discuss the draft ACIP
- Discuss the feedback from the internal airport meeting(s)



ACIP Working Sessions

- P&E Staff will be documenting feedback and information using an interactive ACIP Excel module

FY	UPIN (If Available)	Project Title	Project Phase	Total Cost Estimate	NPE		BIL AIG		Allocated Federal (NPE + BIL AIG) Funding Remaining	Other Federal Funding Proposed	Other Federal Funding Type(s) Proposed	Matches		Project Totals	Anticipated Funding Request Date	Anticipated PSR Date	Anticipated TAC Date	Pavement Section ID(s) Impacted By Project	Are all phases of the project identified on the ACIP?	Can year ba timeli
					Adjustments	NPE Remaining	Adjustments	Balance				State	Local							
FY 2024		Current Fiscal Year			N/A	\$160,097	N/A	\$448,000	\$608,097											
						\$160,097		\$448,000	\$608,097	\$0		\$0	\$0	\$0						
						\$160,097		\$448,000	\$608,097	\$0		\$0	\$0	\$0						
						\$160,097		\$448,000	\$608,097	\$0		\$0	\$0	\$0						
						\$160,097		\$448,000	\$608,097	\$0		\$0	\$0	\$0						
FY 2025		Annual Disbursement			\$300,000	\$460,097	\$144,000	\$532,000	\$1,052,097											
						\$460,097		\$532,000	\$1,052,097					\$0						
		Security Cameras and Access Control Gates	Construction	\$70,000	\$63,000	\$397,097	\$0	\$532,000	\$989,097	\$0		\$3,500	\$3,500	\$70,000						
		Replacement Hangar - Construction	Construction	\$2,200,000	\$397,097	\$0	\$532,000	\$0	\$0	\$0		\$110,000	\$1,100,903	\$2,200,000						
		Remove Hangars From OFA - Construction	Construction	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$100,000	\$100,000						
					If remaining NPE Disbursers is greater than or equal to \$150,000 after entering all proposed FY26 projects, FY26 NPE will be held by the FAA and not requested.															
FY 2026		Annual Disbursement			\$150,000	\$150,000	\$144,000	\$144,000	\$294,000											

ACIP Working Sessions

- Interactive ACIP Excel Module
 - Shows available, projected, and expiring NPE and BIL AIG funding
 - Visually show funding impacts of draft ACIP and proposed changes
 - Checklist to ensure all data has been collected

[illegible]

ACIP Working Sessions

- **Other Tips When Developing the ACIP**

- Identify the top 2 (but no more than 4) priority projects in each FY from FY26 – 28
 - *Recommendations:*
 - One or two projects using maximum federal funding (BIL/NPE)
 - One high SPR-scoring project requesting greater than 5% State funding
- Projects over \$1.5M without a significant federal funding contribution will likely be phased over multiple FYs, if possible
- Request only 2 phases of a major construction project in one FY

ACIP BlackCat Entries

- P&E Staff will enter ACIP data into BCA and generate a report for airport confirmation within 2 weeks
- Request confirmation from airport within 2 weeks of receipt
- **Deadline for ACIP confirmation is September 13, 2024**
(Goal: All Working Sessions completed and ACIPs entered before August 30th)



ACIP BlackCat Entries

- Other BCA ACIP Changes
 - SPR model integration in BlackCat
 - Consolidation of project phases under one UPIN (ODO)
 - Invoicing and Applications for an overall project under one UPIN
 - Efficient programming and tracking a project over time
 - Cleans up the ACIP and project listings in BCA
 - ACIP Data Entry by P&E Staff each year

ACIP BlackCat Entries

- Further guidance and training will be provided on these changes before the end of the CY

Project Overview

Construct New Full Length Parallel Taxiway (3,500' x 40')

UPIN:BCA0011212

DOT#:

Locked:☐

Requested:\$1,306,945

Current Application:State

Status:Open

Created By:Evan Lester on 3/27/2024 at 1:42 PM

Last Modified By:Evan Lester on 3/27/2024 at 2:27 PM

Allocated:\$1,406,945

Paid To Date:\$0

Requested

Allocated

Comments

Requested Amounts

Add New

Create Fund Request

	Year	Funding Type	Amount	ProjectPhase
 	2026	Federal Entitlement	\$90,000.00	Environmental-Preliminary Study
 	2026	State	\$5,000.00	Environmental-Preliminary Study
 	2026	Local	\$5,000.00	Environmental-Preliminary Study
 	2026	Federal Entitlement	\$180,000.00	Design-Final Design and Bidding
 	2026	State	\$10,000.00	Design-Final Design and Bidding
 	2026	Local	\$10,000.00	Design-Final Design and Bidding
 	2027	Federal - BIL	\$75,000.00	Construction
 	2027	Federal Entitlement	\$500,000.00	Construction
 	2027	Federal State Apportionment	\$50,000.00	Construction
 	2027	State	\$24,700.00	Construction

1

15 items per page

1 - 11 of 11 items

TAD Programming and End Result

- 3-Year Work Program developed by December
 - 1st FY – all projects are “locked in”
 - **Note:** *Unless an exception is approved by TAD and TAC, no projects will be added or swapped*
 - 2nd and 3rd FY – minimal changes on case-by-case basis
 - Goal is to adjust only if the 1st FY's project(s) are not requested
- Future ACIP working sessions will focus on the new “third FY”

Enhanced ACIP Process – Final Steps



3-year
Statewide
Program
Dec

Secure
Local
Funding
Jan – Jun

Project
Submittal
**Begin June
2025**

Benefits of the Enhanced ACIP Process

- Opportunity for feedback on draft ACIPs
- More efficient and productive Working Sessions
- Reduced workload (i.e., BCA)
- More realistic ACIPs = an increased execution rate
- Consistent and stable 3-year Work Program

Continuous Communication

- Communication is key to a successful ACIP and project approval
- Airports are responsible for updating TAD P&E staff about:
 - Changes in project cost estimates during the design phase(s)
 - If a significant increase, funding may not be available
 - **Important Note:** *Actual project costs exceeding 10% of the programmed cost estimate and needing \$100,000 or more in State funding requires TAC approval*
 - Changes in anticipated funding request submittal deadlines and PSRs

Next Steps

- Review the draft ACIP with stakeholders and consultant
- Bring feedback to the ACIP Working Session

TN

TDOT

Department of
Transportation



Aeronautics Division

Tennessee Department of Transportation

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Any Questions?



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

TN

TM

Advanced Aviation

Ryan Traversa, Transportation Manager

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TN

Obstruction Updates

Current Process

- Line of Sight.



Problems with Line of Sight

- We find one, you remove one...
 - Still doesn't mean you are clear of obstructions.
- New process will capture the entire approach.



Aerial Surveys

- Raw data collection completed
 - GTE's currently processing all data requests.
 - If you want data, request consultant to contact me.
 - ryan.traversa@tn.gov
 - If you want processed data, contact me directly.

Wingtra



Data Collection

- Current plan will be to collect data on a triennial rotation.
 - If you have a 5010, expect us to fly the drone.
- Temporarily closing runways.
- Will save money.
- Plan to start new process in 2025.

HD photos collected via aerial survey

- The following slides showcase a Completed Plan Sets.

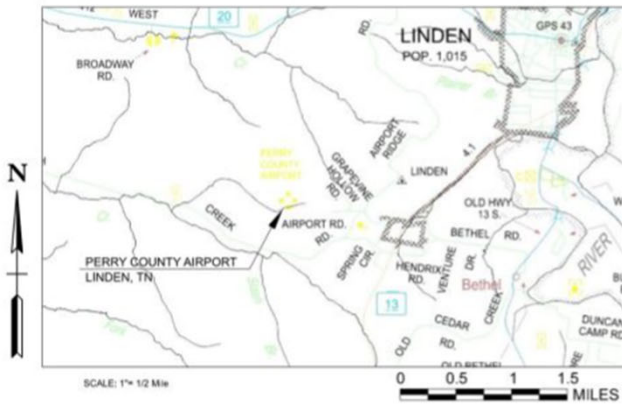
Completed Plan Set Linden

RUNWAY 18-36 TREE OBSTRUCTION REMOVAL

Perry County Airport
Linden, Tennessee

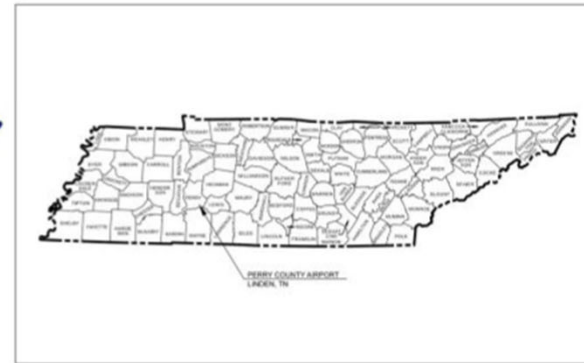
OPERATED BY PERRY COUNTY
TAD PROJECT No. 68-555-XXXX-23

TENN.	YEAR	SHEET NO.
	2023	1
TAD NO.	68-555-XXXX-23	



VICINITY MAP

AIRPORT MANAGER
BOB OUSLEY



LOCATION MAP

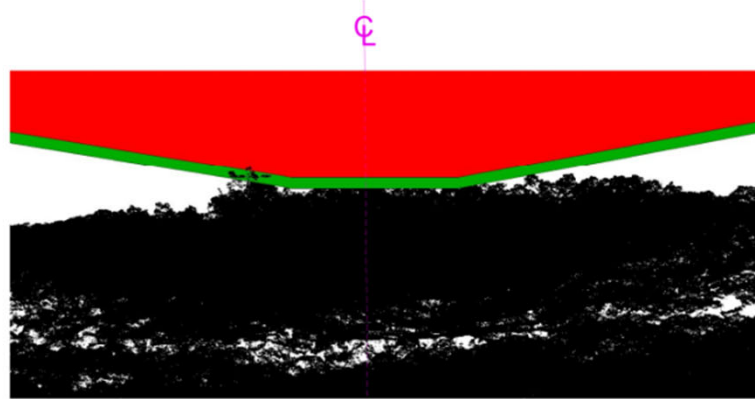
Completed Plan Set Linden



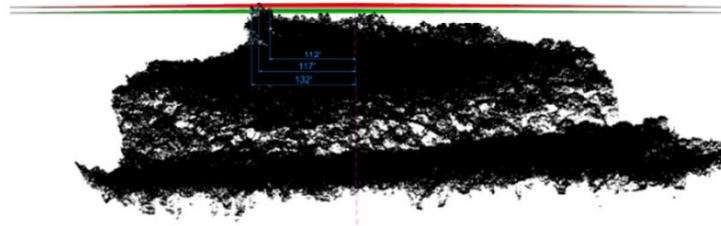
Completed Plan Set Linden



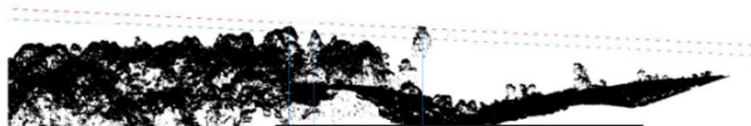
Completed Plan Set Linden



FRONT



CROSS
SECTION

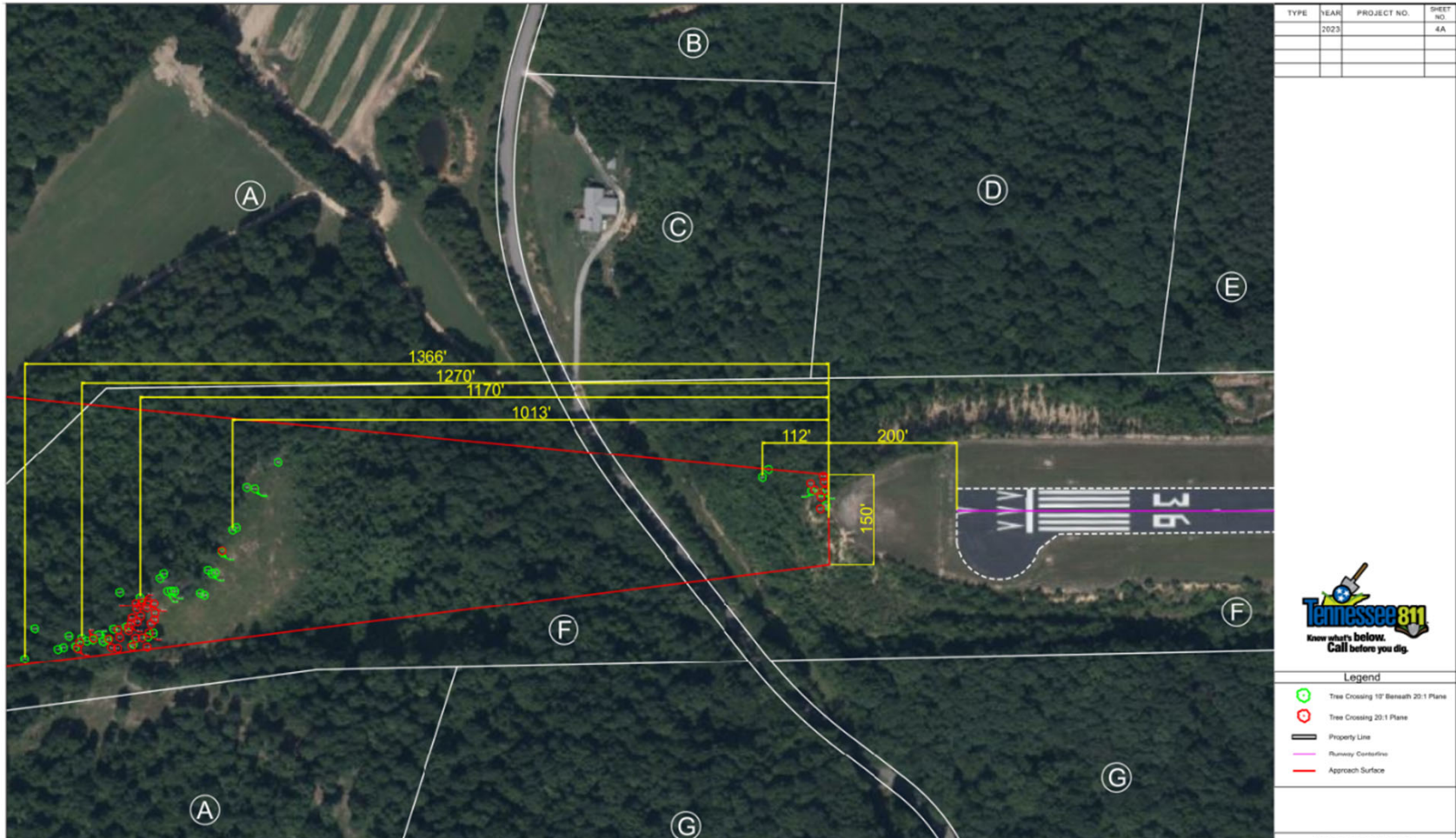


PROFILE
(LEFT)

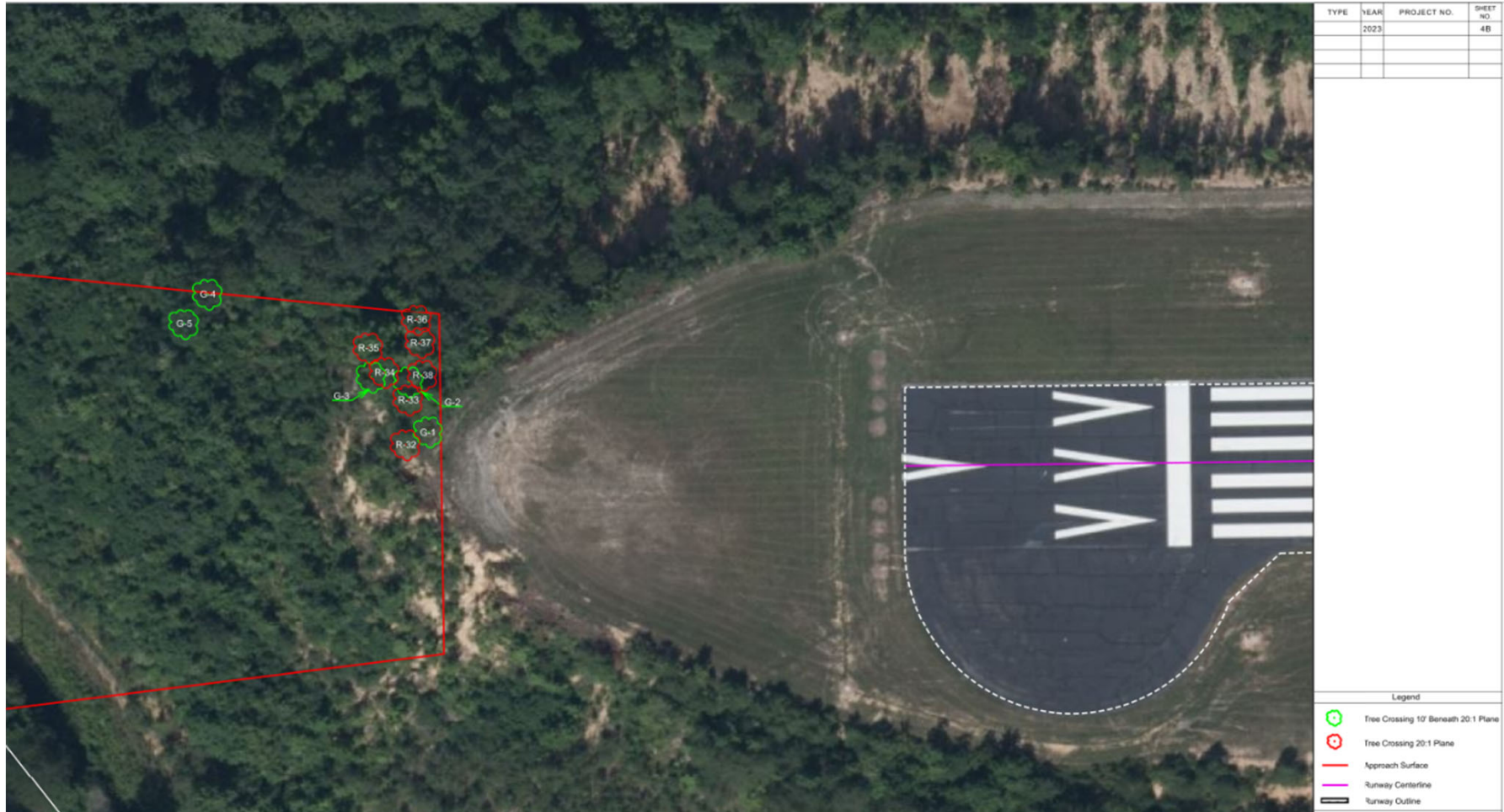
TYPE	YEAR	PROJECT NO.	SHEET NO.
	2023		3C

STATE OF TENNESSEE

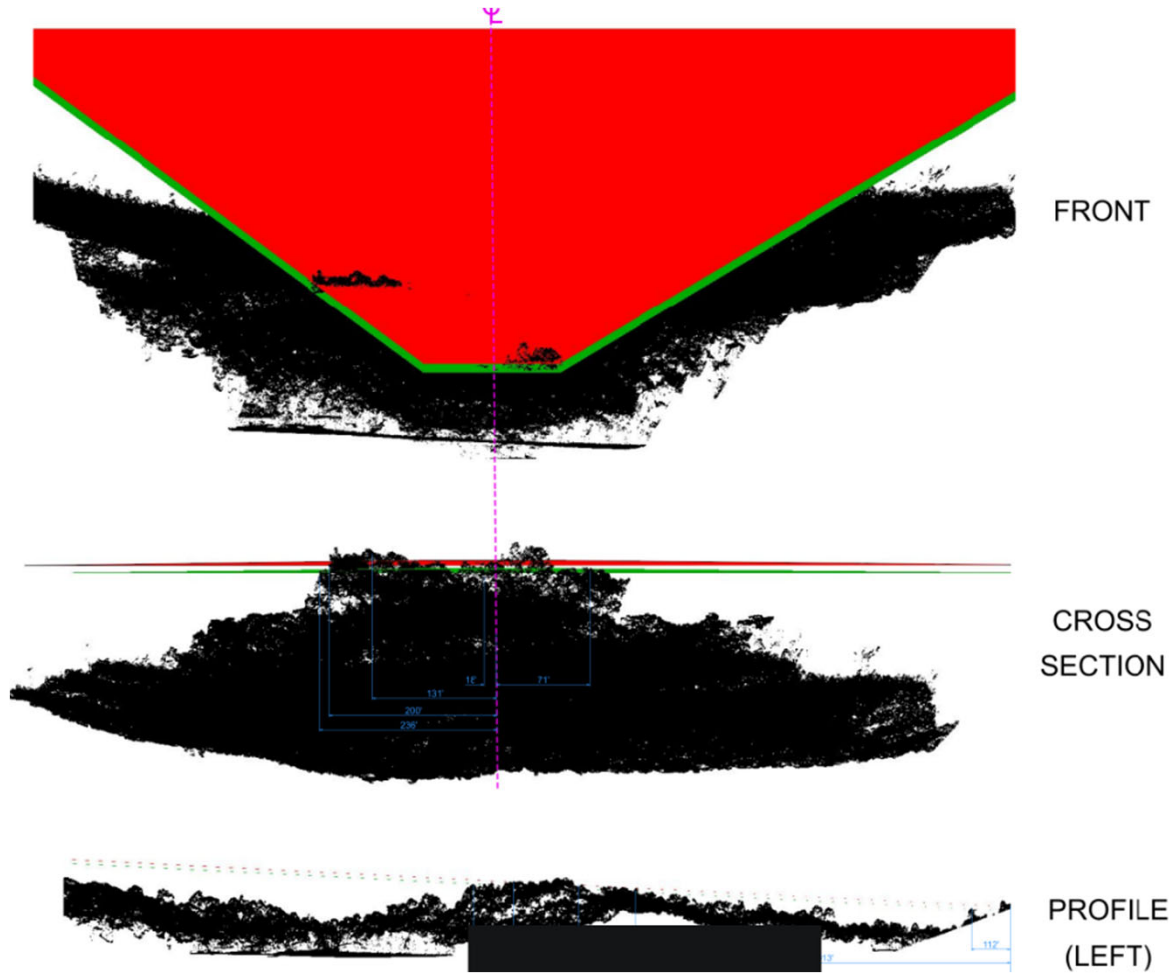
Completed Plan Set Linden



Completed Plan Set Linden



Completed Plan Set Linden



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
RUNWAY 36
000000

Completed Plan Set Gainesboro

- Gainesboro received their data set.
- Gainesboro used an inmate crew to remove obstructions.
- Unconventional but effective.
- All airport sponsors must complete and submit an Environmental Determination Checklist (EDC) to aero.environmental@tn.gov.
 - Required if any monies are spent.
 - If using local forces or inmate crew (no funding)
 - State can assist with on-call
 - If unsure, please check with planning and environmental.

Completed Plan Set Gainesboro



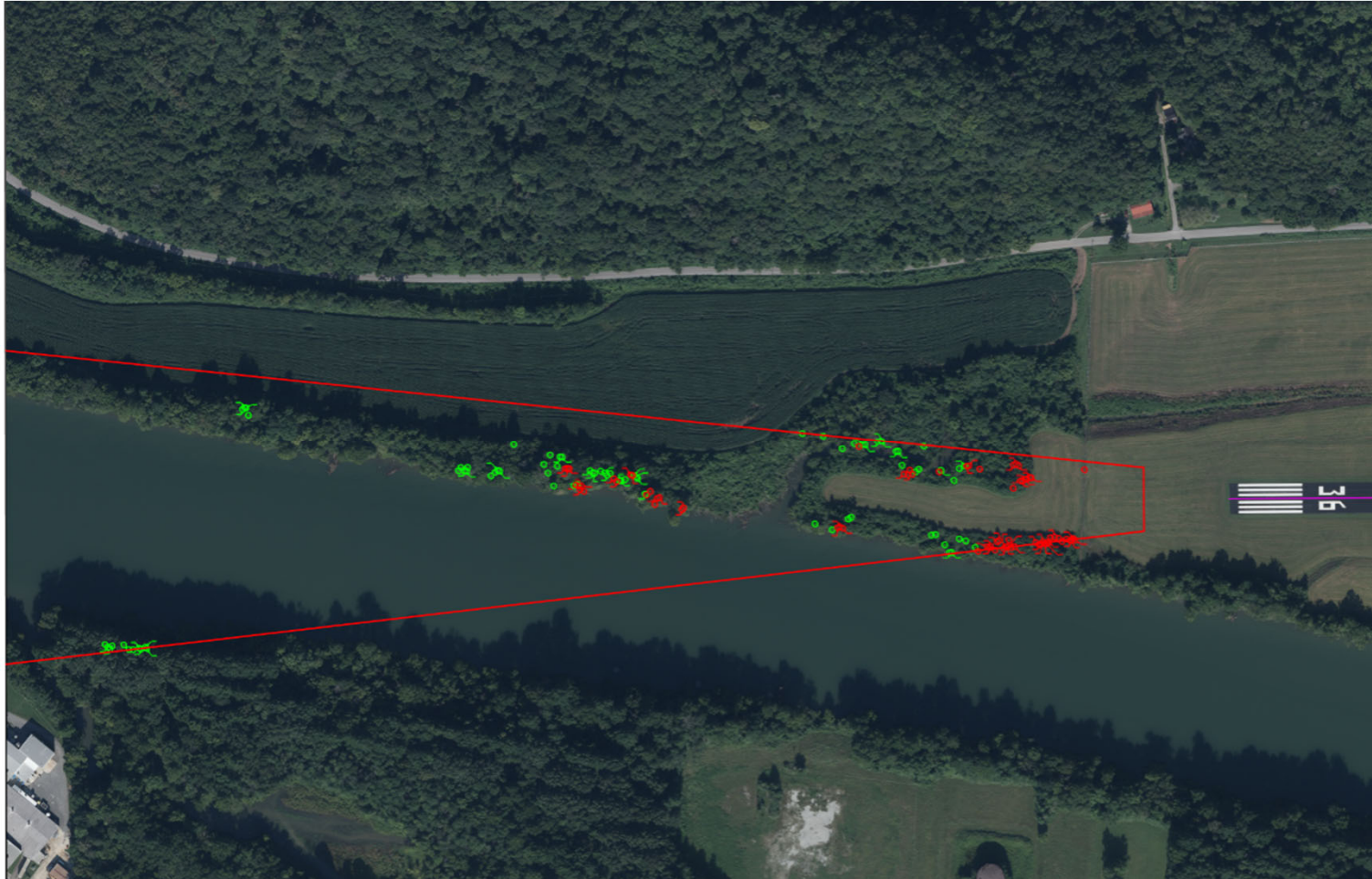
Completed Plan Set Gainesboro



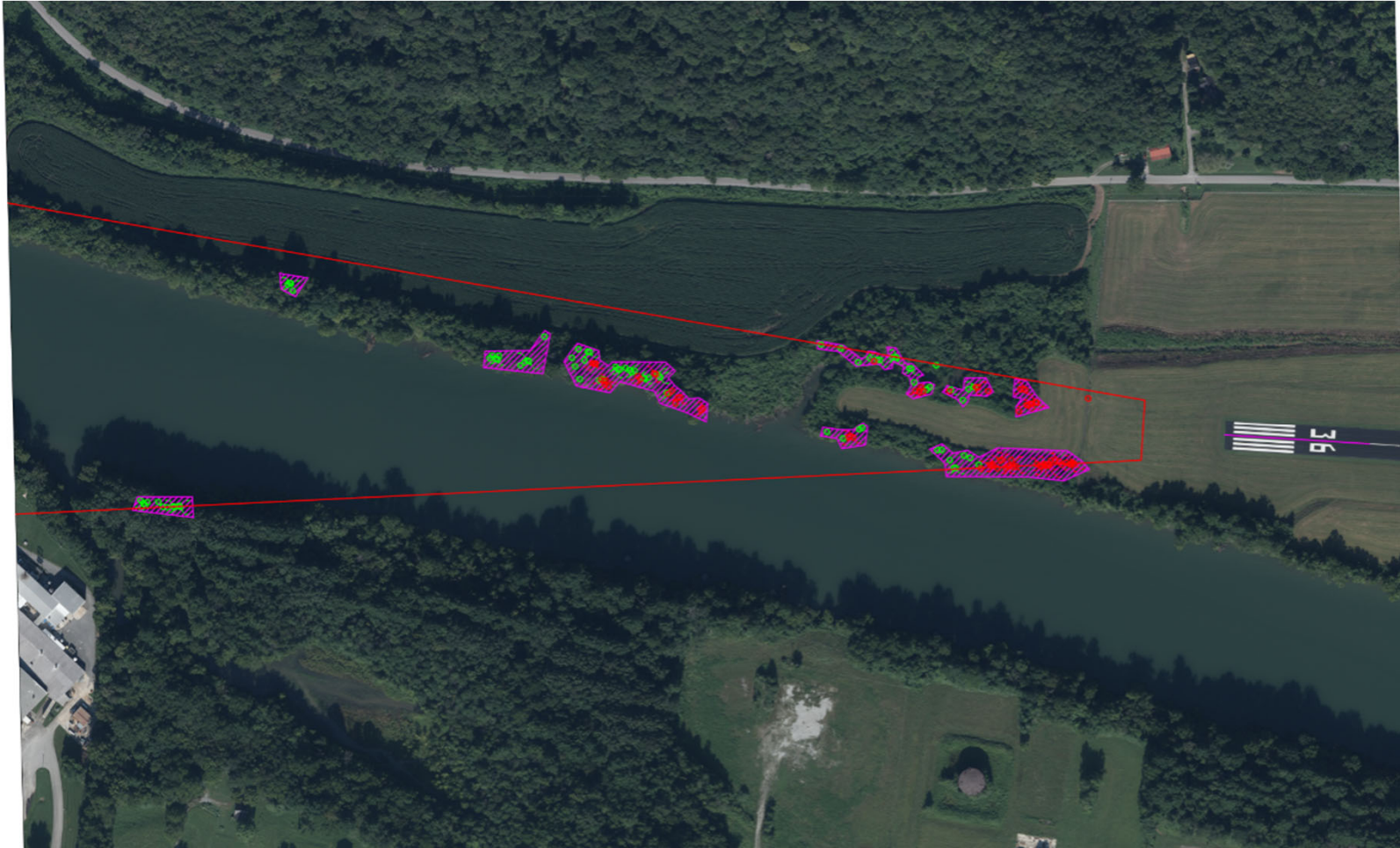
Completed Plan Set Gainesboro



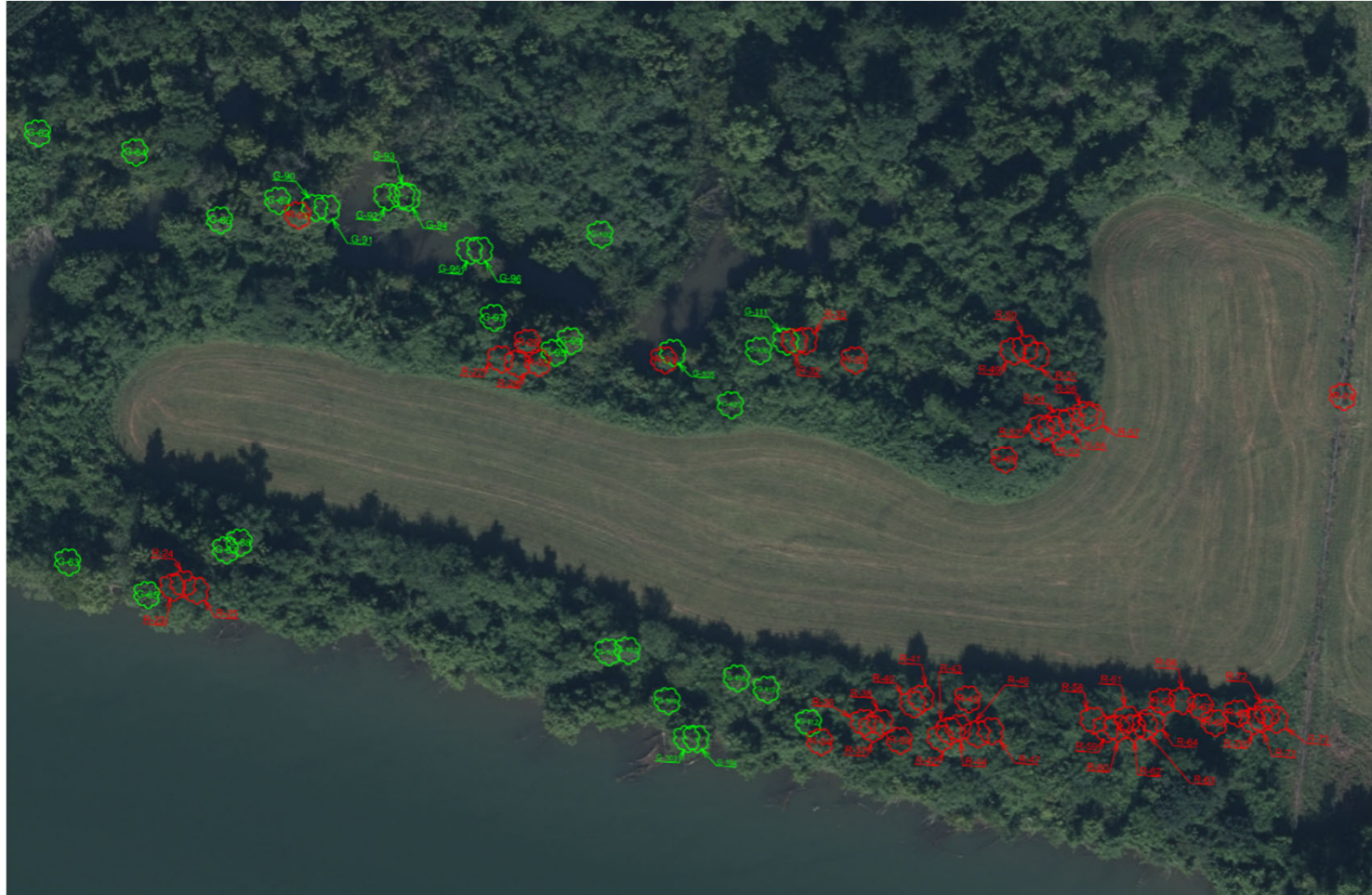
Completed Plan Set Gainesboro



Completed Plan Set Gainesboro



Completed Plan Set Gainesboro



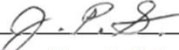
Collegedale Obstructions Removed



Collegedale Obstructions Removed



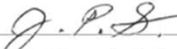
Linden Regular License

Issue Date: 04/19/2024	No. 23062.5*A
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION	
This certifies that James Tucker Airport at Perry County, 35° 36'N Latitude, 87° 53'W Longitude; In Linden , Tennessee is hereby licensed as an AIRPORT	
This license is valid until December 31st, 2025 , only so long as operations are conducted in accordance with the laws and regulations of the United States and the State of Tennessee governing the operations of civil aircraft landing areas.	
	This the 19th day of April, 2024  Director of Aeronautics Division  Commissioner of Transportation
DT-1496	

Gainesboro Regular License

Issue Date: 04/23/2024	No. 22976.8*A
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION	
This certifies that Jackson County Airport at Jackson County, 36° 24'N Latitude, 85°39'W Longitude; In Gainesboro, Tennessee is hereby licensed as an	
<u>AIRPORT</u>	
This license is valid until December 31st, 2025, only so long as operations are conducted in accordance with the laws and regulations of the United States and the State of Tennessee governing the operations of civil aircraft landing areas.	
	This the 23rd day of April, 2024 <u>John Paul Saalwaechter</u> Director of Aeronautics Division <u>Hal H. Eley</u> Commissioner of Transportation
DT-1496	

Collegedale Regular License

Issue Date: 4/11/2024	No. 22919.*A
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION	
This certifies that Collegedale Municipal Airport at Hamilton County, 35° 29'N Latitude, 83°01'W Longitude; In Collegedale, Tennessee is hereby licensed as an	
AIRPORT	
This license is valid until December 31, 2025, only so long as operations are conducted in accordance with the laws and regulations of the United States and the State of Tennessee governing the operations of civil aircraft landing areas.	
	This the 11th day of April, 2024  Director of Aeronautics Division  Commissioner of Transportation
DT-1496	

Selmer Regular License

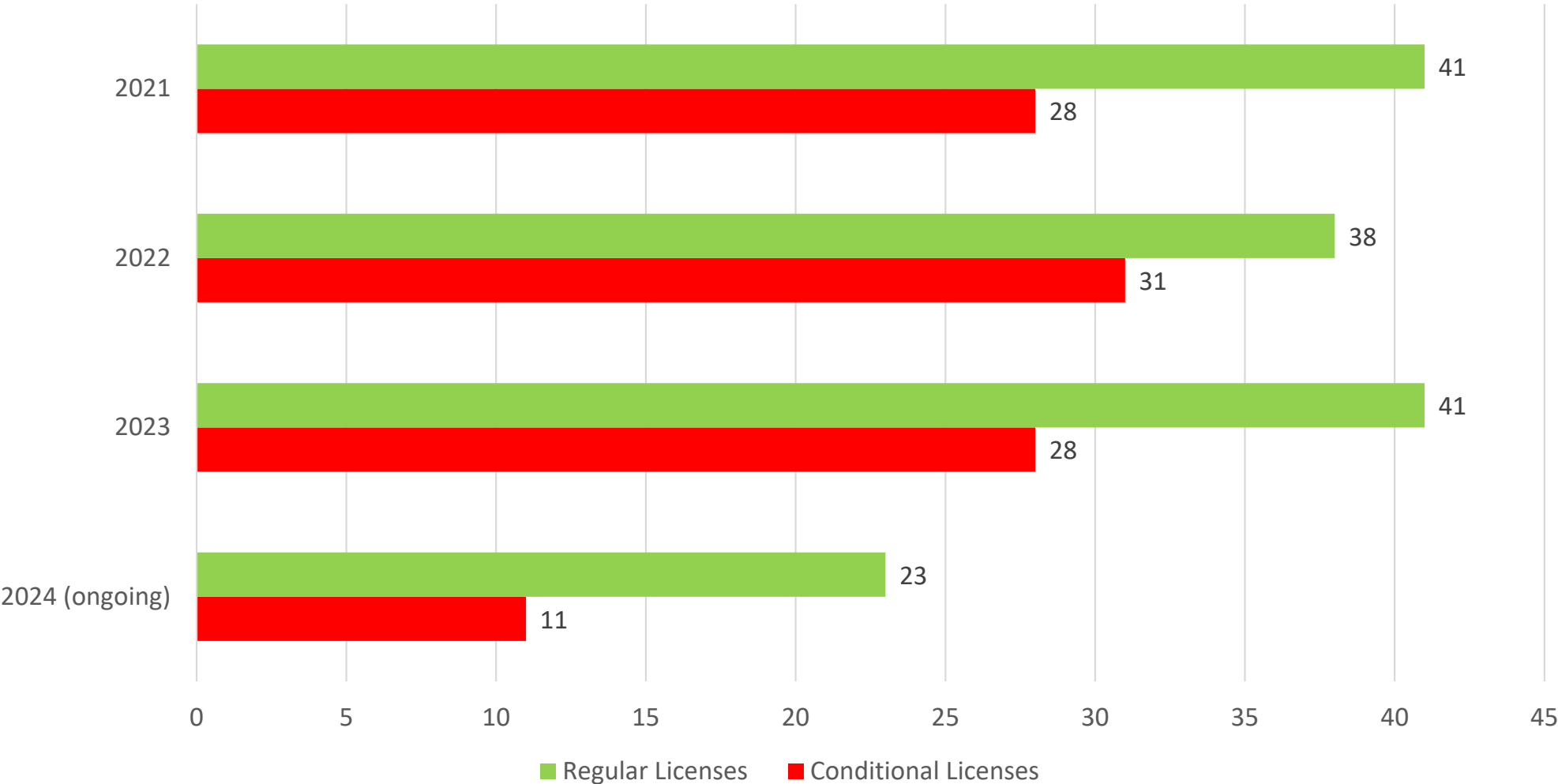
Issue Date: 04/05/2024	No. 23183.6*A
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION	
This certifies that Robert Sibley Airport at McNairy County, 35° 12'N Latitude, 88°29'W Longitude; In Selmer , Tennessee is hereby licensed as an AIRPORT	
This license is valid until December 31, 2025 , only so long as operations are conducted in accordance with the laws and regulations of the United States and the State of Tennessee governing the operations of civil aircraft landing areas.	
	This the 5th day of April, 2024  Director of Aeronautics Division  Commissioner of Transportation
DT-1496	

Covington Regular License

Issue Date: 5/1/2024	No. 22930.*A
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION	
This certifies that Covington Municipal Airport at Tipton County, 35° 35'N Latitude, 83° 35'W Longitude; In Covington , Tennessee is hereby licensed as an AIRPORT	
This license is valid until December 31, 2025 , only so long as operations are conducted in accordance with the laws and regulations of the United States and the State of Tennessee governing the operations of civil aircraft landing areas.	
	This the 1st day of May, 2024  Director of Aeronautics Division  Commissioner of Transportation
DT-1496	

Airport License Overview

Regular vs. Conditional Licenses



2024 (in progress)

- 34 airports inspected (49.3% complete)
- 23 given Regular Licenses (67.6%)
- 11 given Conditional Licenses (32.4%)
- Currently projected to finish 2024 with 23 conditionally licensed airports.

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

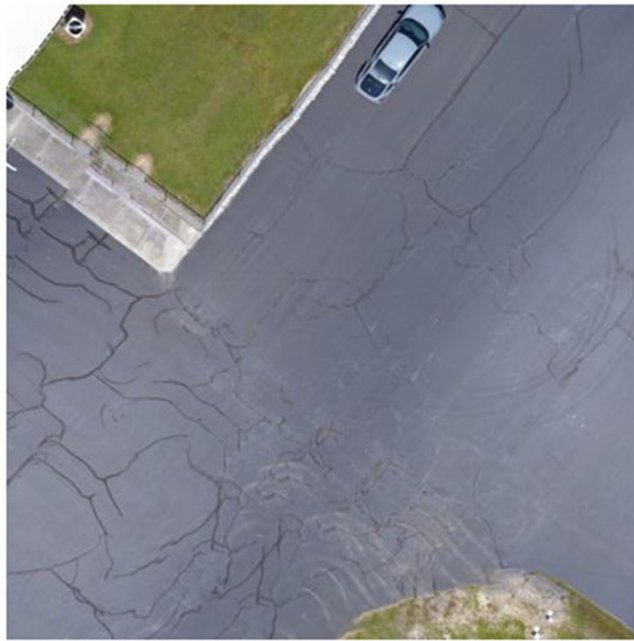
TN

Crack Learning Algorithm

Crack Learning Algorithm Update

- We have been developing a Crack Learning Algorithm
 - Reason: to help produce more accurate quantities.
- Reduce temporarily closure time for runways to collect quantity count.

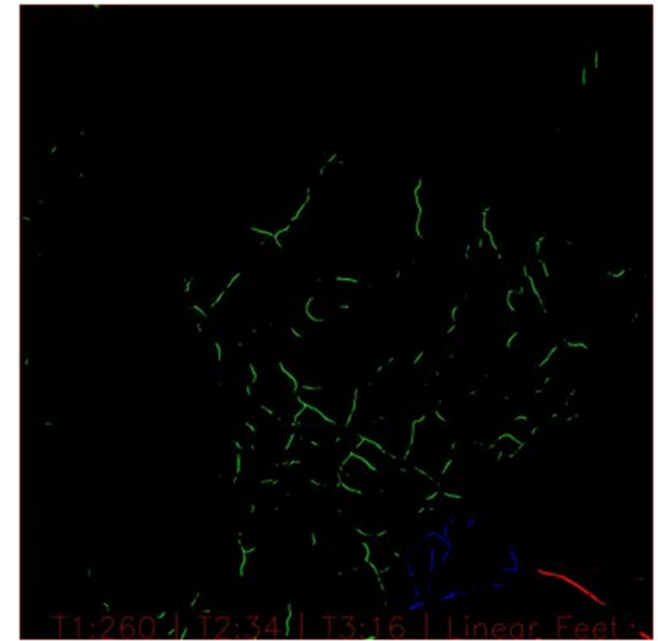
Crack Learning Algorithm Update



Cropped image



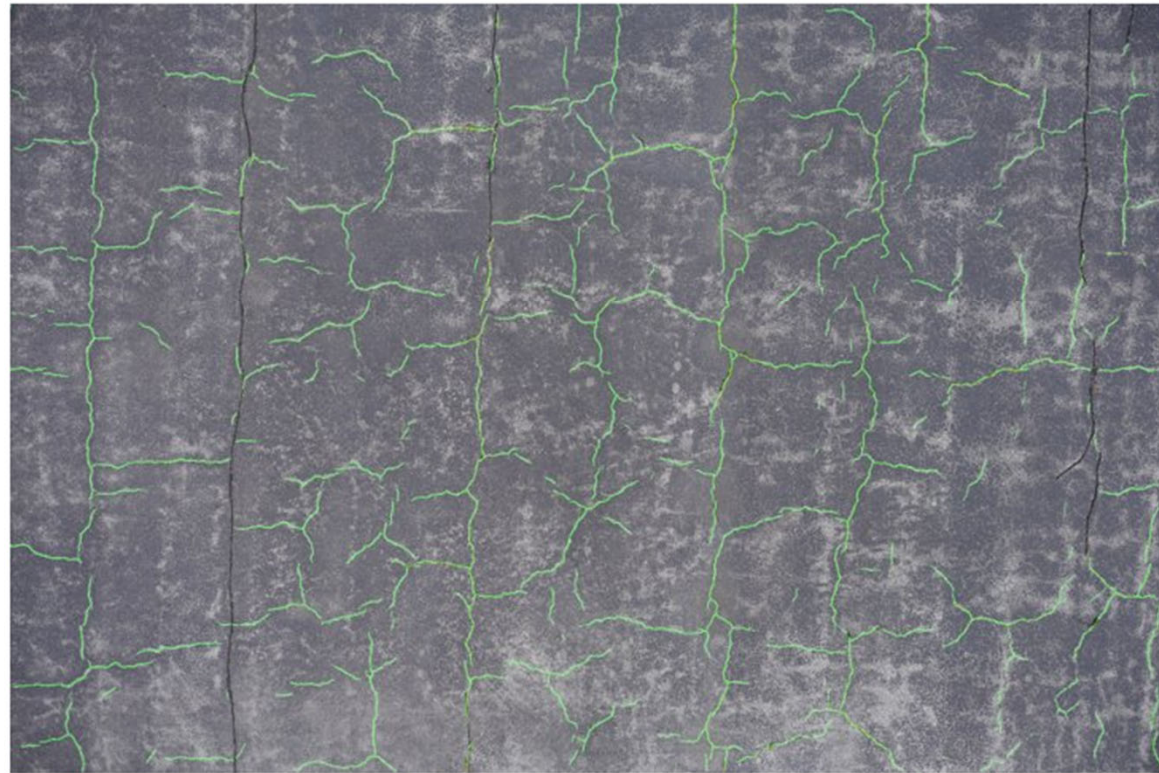
Binary mask



RGB mask

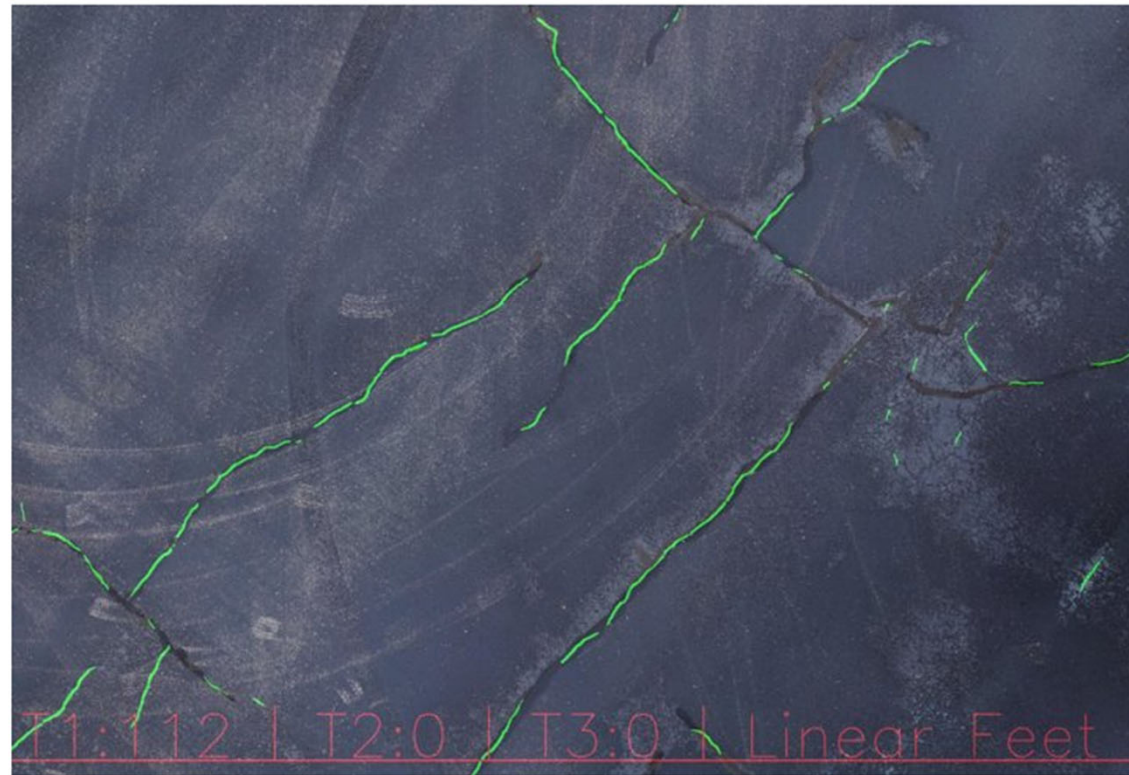
Crack Learning Algorithm Update

Example: Gatlinburg-Pigeon Forge 2

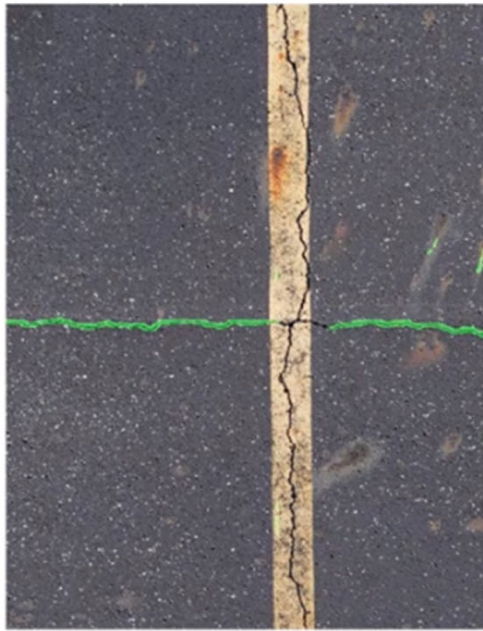


Crack Learning Algorithm Update

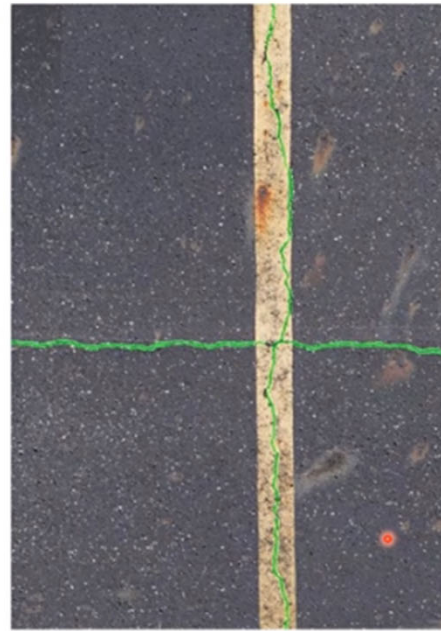
Example: Marion County-Brown Field 2



Crack Learning Algorithm Update

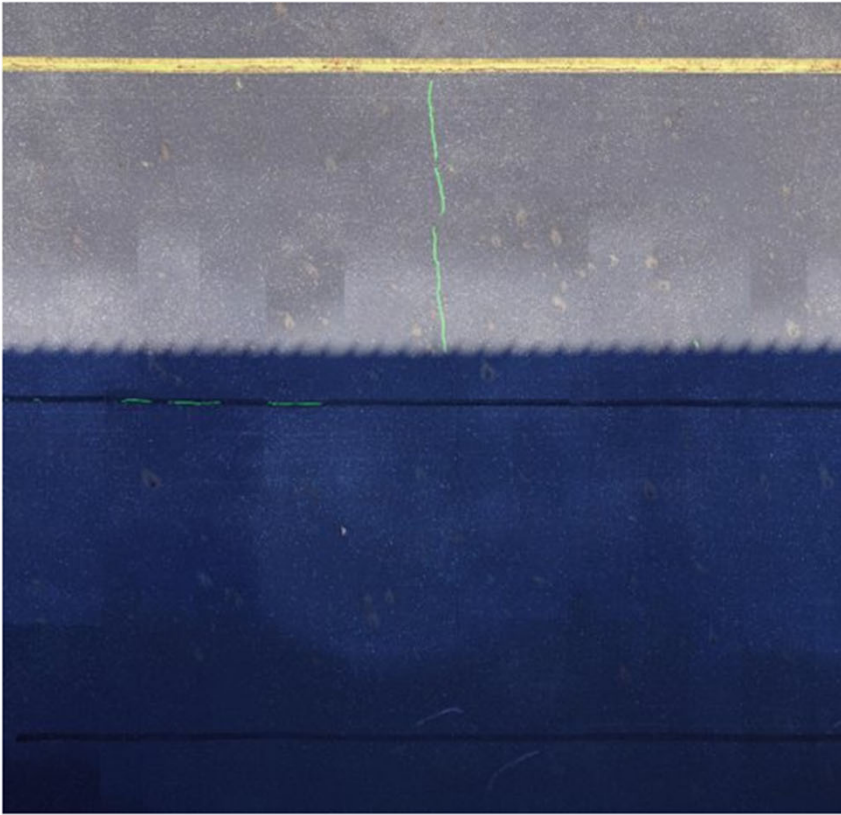


Underestimation

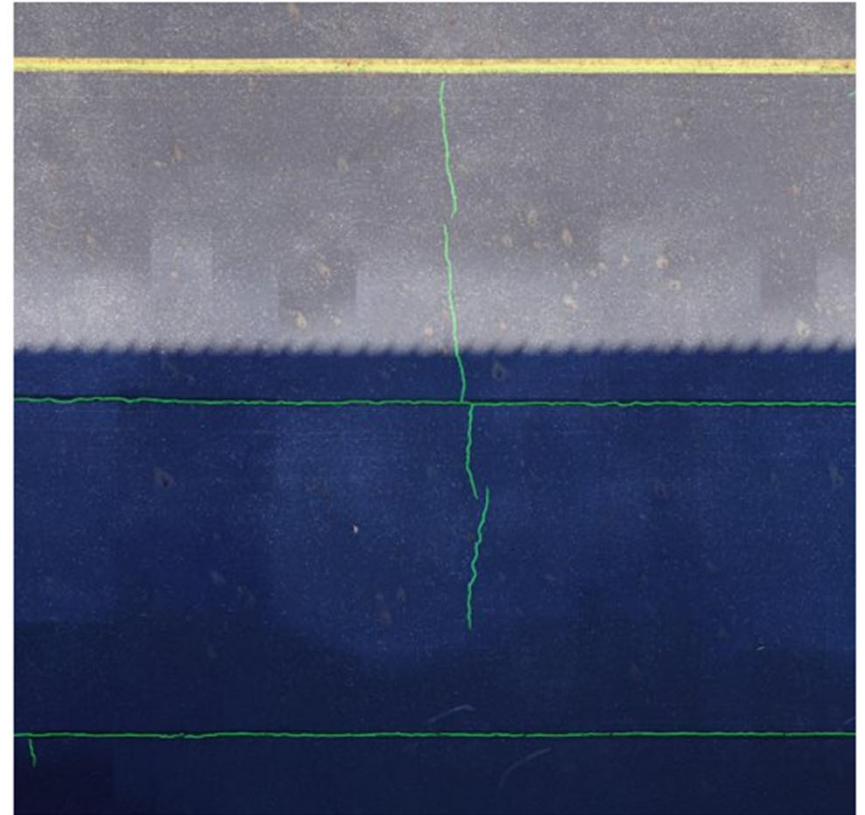


Improved Results

Crack Learning Algorithm Update

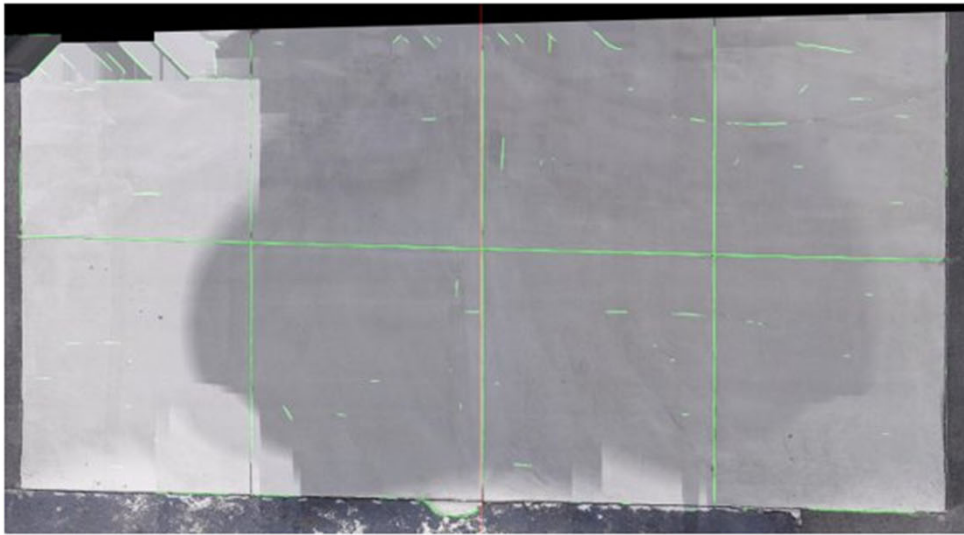


Underestimation

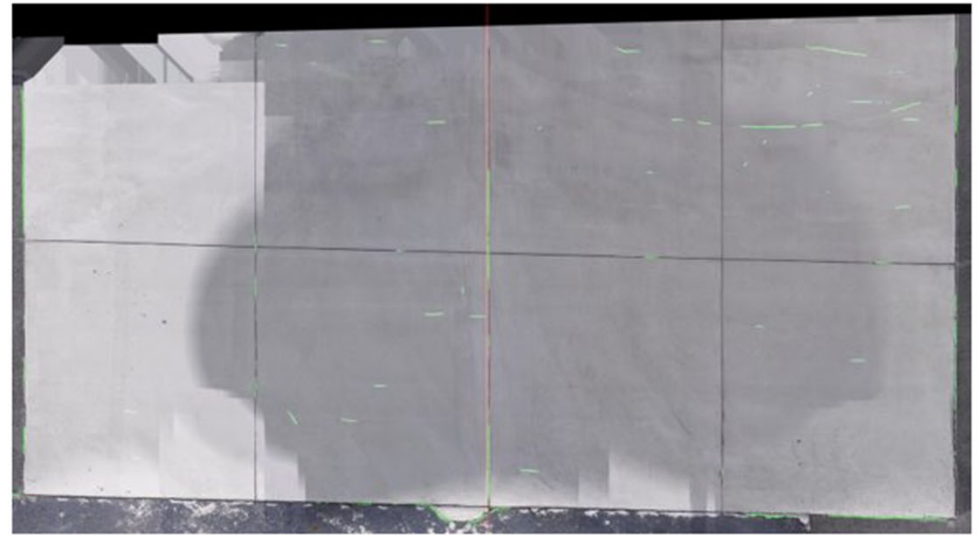


Improved Results

Crack Learning Algorithm Update

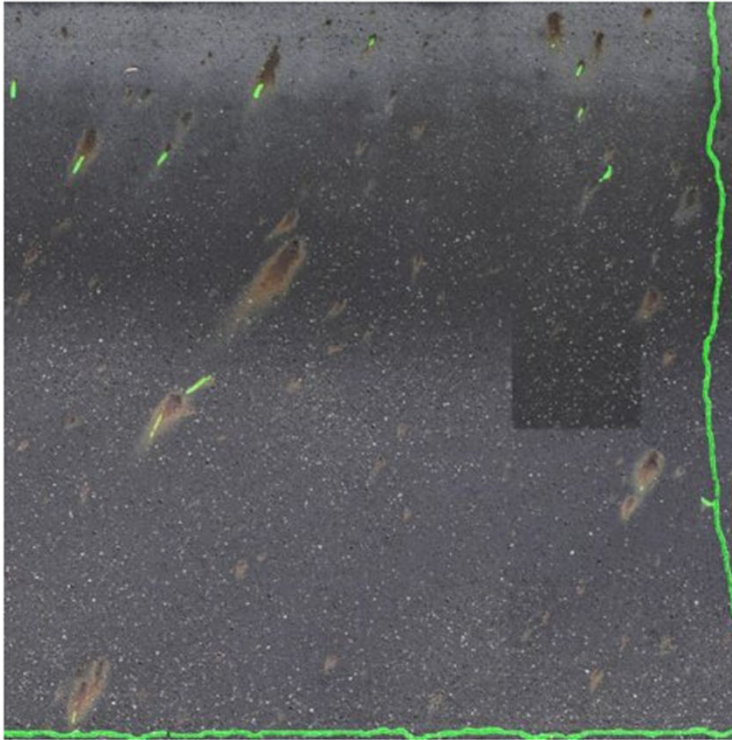


Overestimation

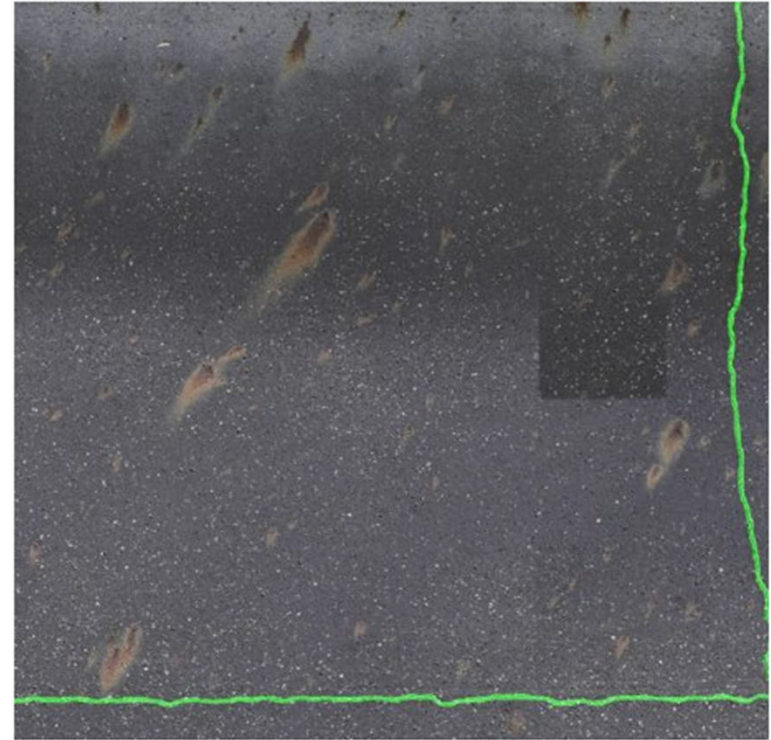


Improved Results

Crack Learning Algorithm Update



Overestimation



Improved Results

Crack Learning Algorithm Update

- ☐ Expand the training dataset by investigating **more airports**.
- ☐ Enhance the algorithm to identify **previously filled cracks**.
- ☐ Incorporate more pavement distresses such as **alligator cracking**.

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

TN

Asset Management/ Maintenance Updates

Christopher Starr, P.E., State Aviation Manager



Seal Coat Study

Partners



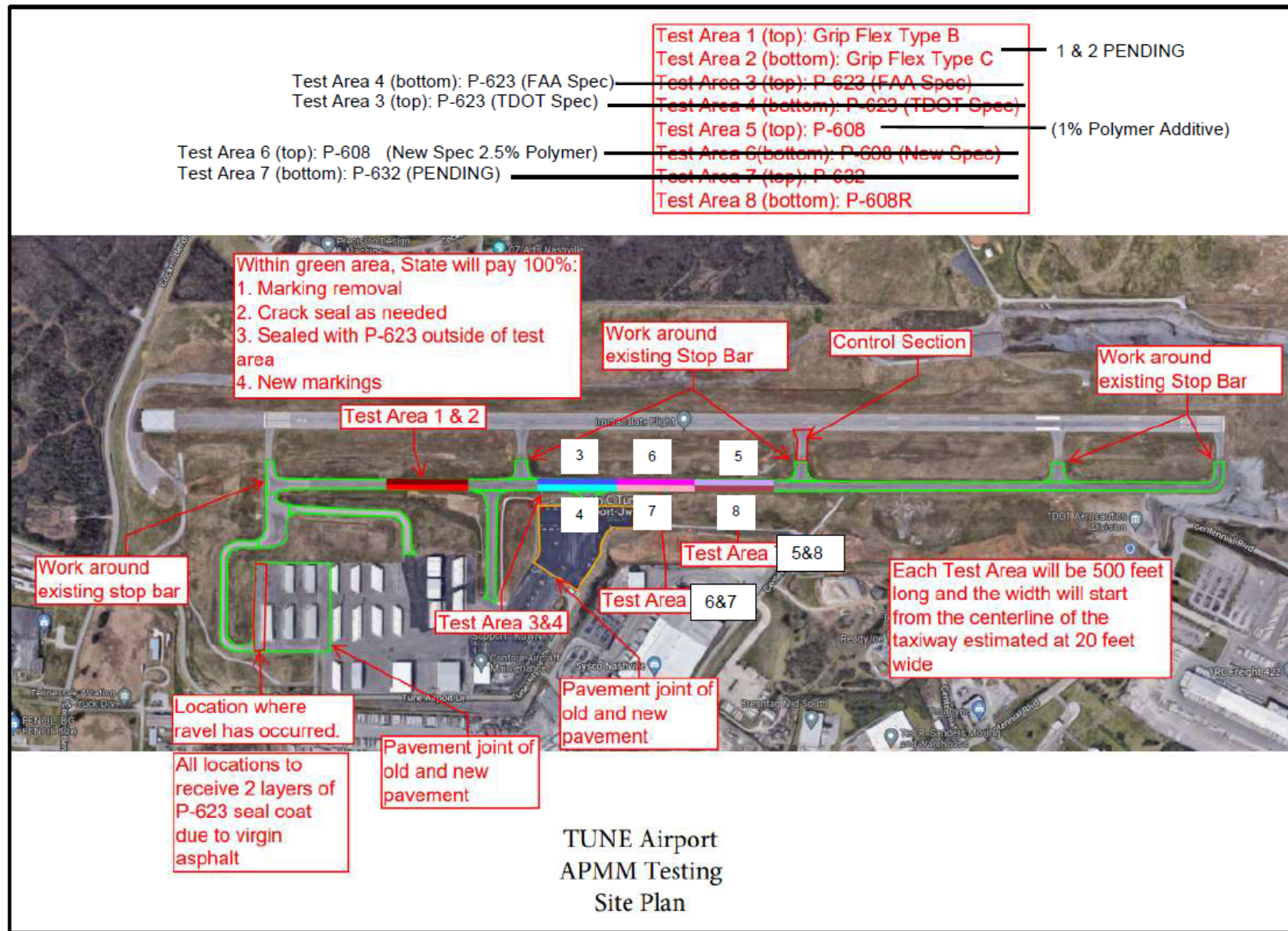
Seal Coat Study – APMM Cost: Phase 1-3 & Results

- APMM Over the years are shown as follows:
 - Phase 1 (Late 2019): \$4.10 million
 - Phase 2 (2021): \$2.85 million
 - Phase 3 (2022/2023): \$4.60 million
 - APMM24 (2024 + Phase 4): \$9.12 million
- Comparing 2019 and 2022 PCI Study, the preliminary report suggests that TDOT is maintaining a stable PCI condition

TDOT Seal Coat Program Concerns



JWN Seal Coat Areas



Seal Coat Study – Hi-Lite Skid Machine



JWN Test Strips – TDOT Skid Machine



Pavement Coring Photos



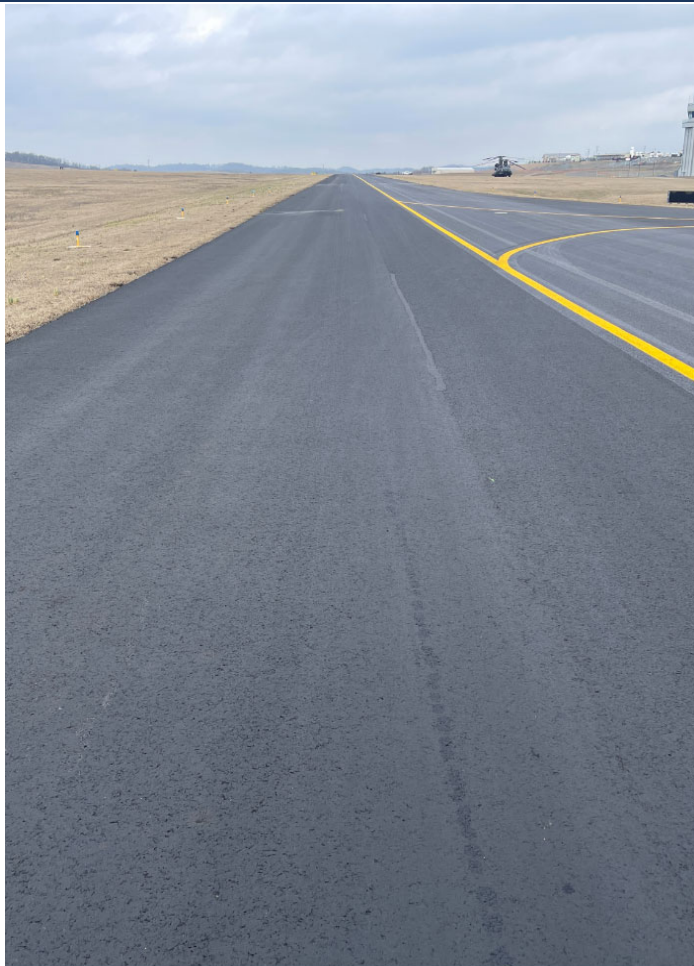
Pavement Coring Photos



P623 TDOT (with aggregate)



November 7, 2022



January 11, 2023



February 19, 2023

P623 TDOT (with aggregate)



February 19, 2023



September 8, 2023



April 3, 2024

P623 FAA



November 7, 2022



January 11, 2023



February 19, 2023

P623 FAA



February 19, 2023



September 8, 2023



April 3, 2024

P608 2.5% Polymer



November 7, 2022



January 11, 2023



February 19, 2023

P608 2.5% Polymer



February 19, 2023



September 8, 2023



April 3, 2024

P632



November 7, 2022



January 11, 2023



February 19, 2023

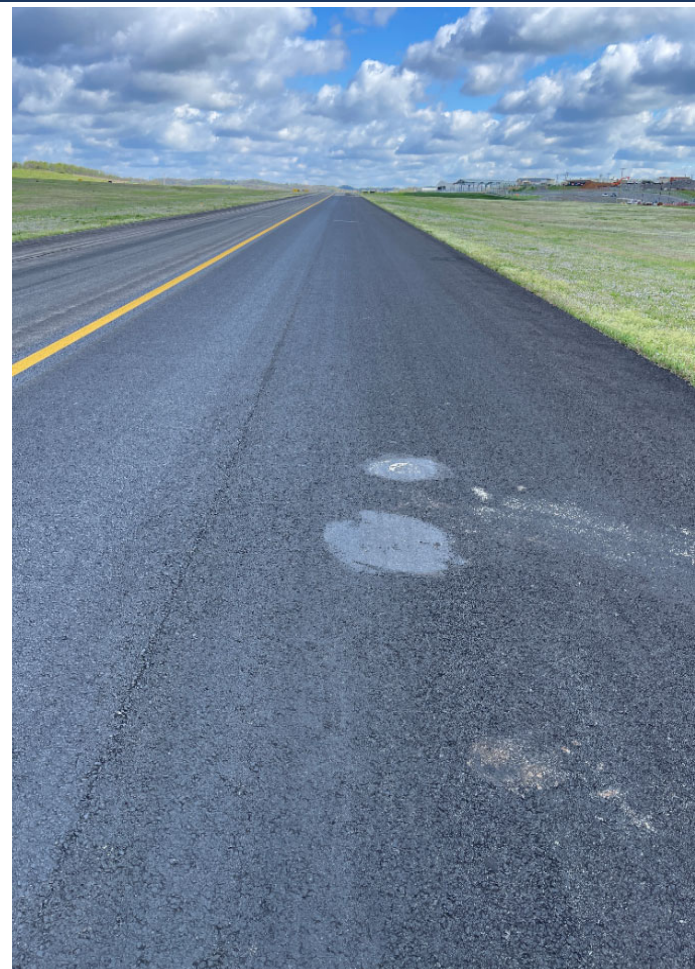
P632



February 19, 2023



September 8, 2023



April 3, 2024

P608 (Standard – 1% Polymer)



November 7, 2022



January 11, 2023



February 19, 2023

P608 (Standard – 1% Polymer)



February 19, 2023



September 8, 2023



April 3, 2024

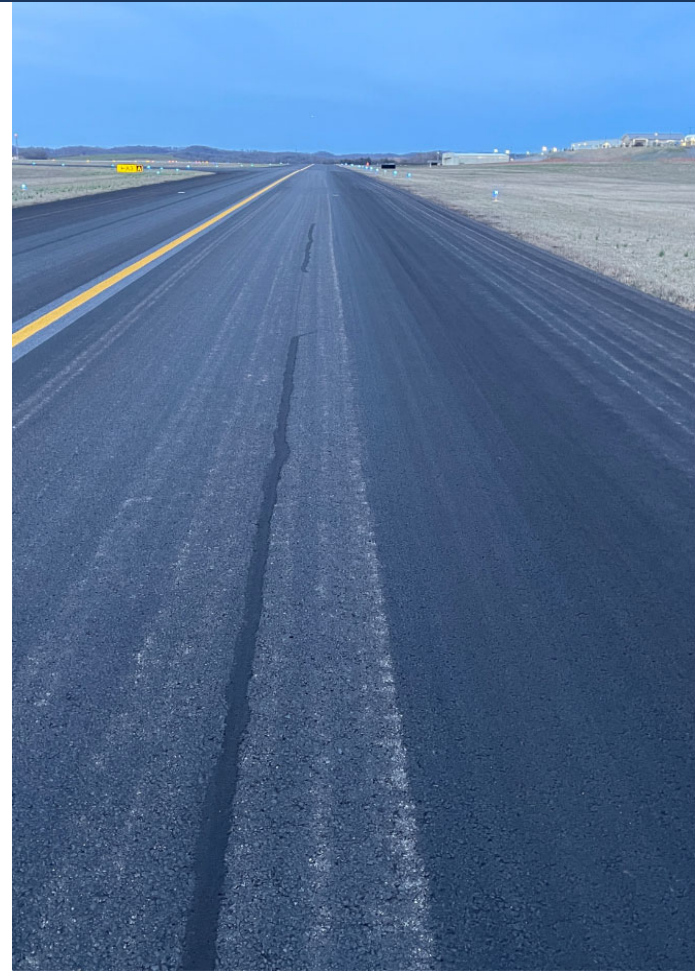
P608R



November 7, 2022



January 11, 2023



February 19, 2023

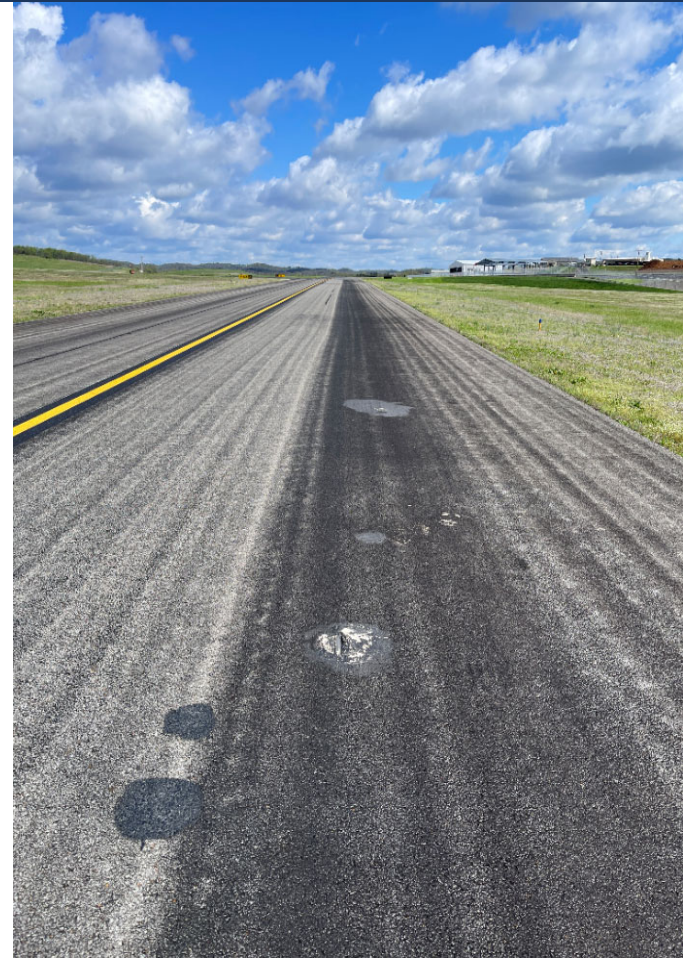
P608R



February 19, 2023



September 8, 2023



April 3, 2024

P629 Type B



March 23, 2023



September 8, 2023



April 3, 2024

P629 Type C



March 23, 2023

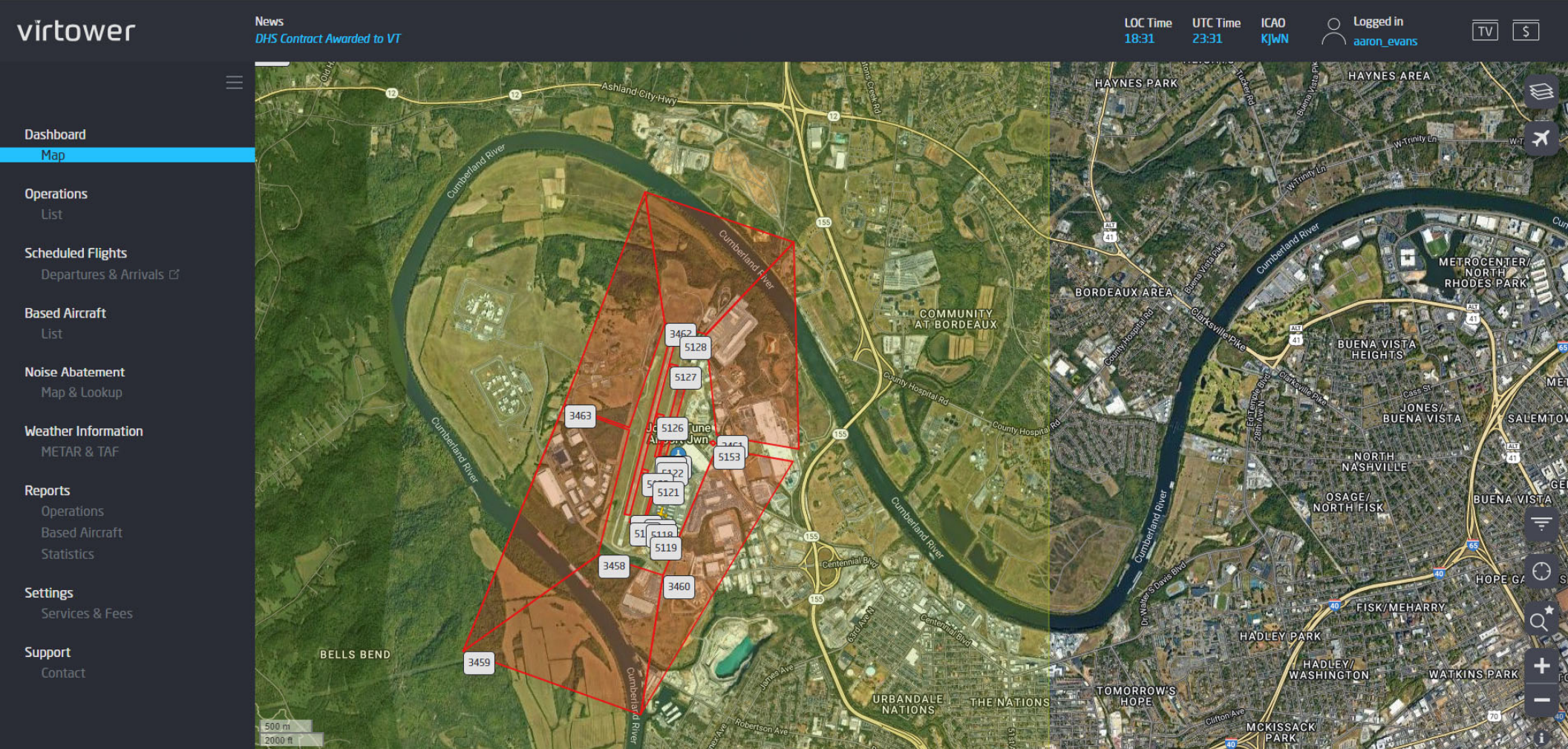


September 8, 2023



April 3, 2024

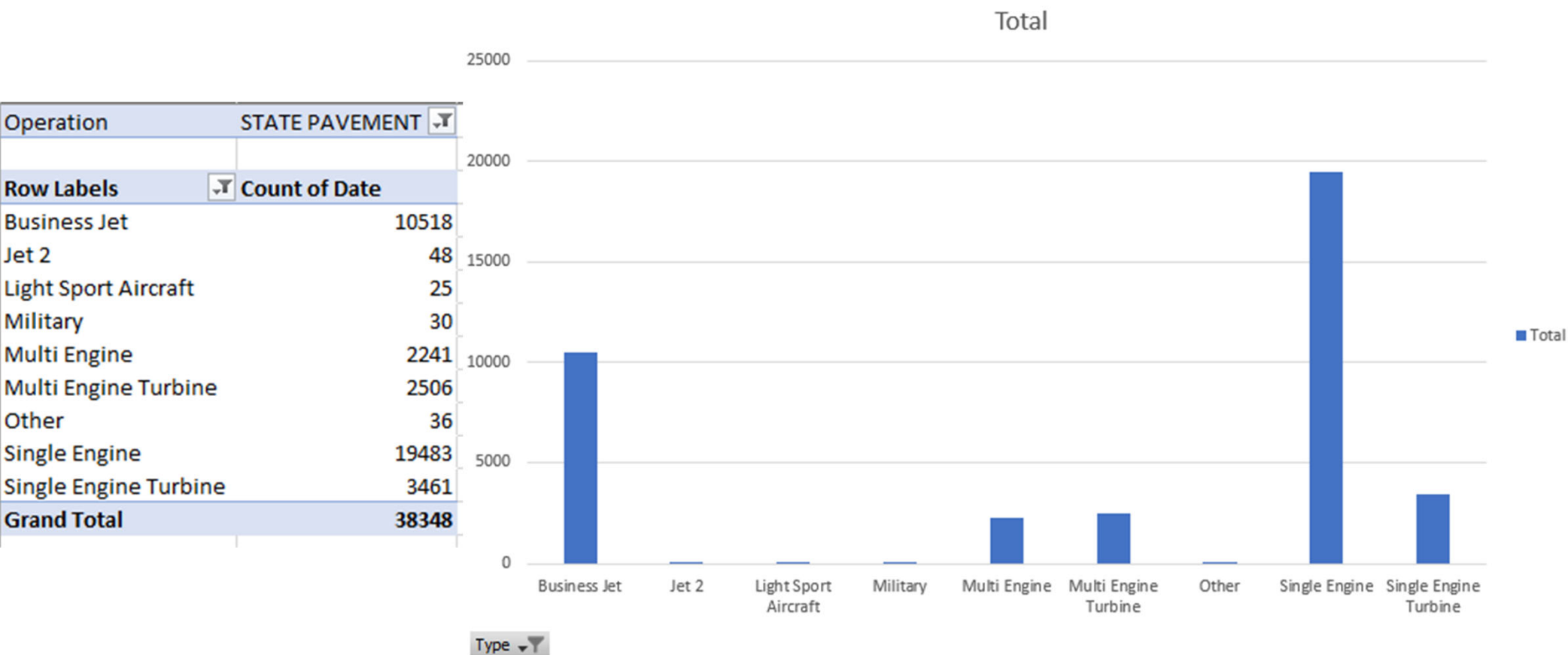
Traffic Counts



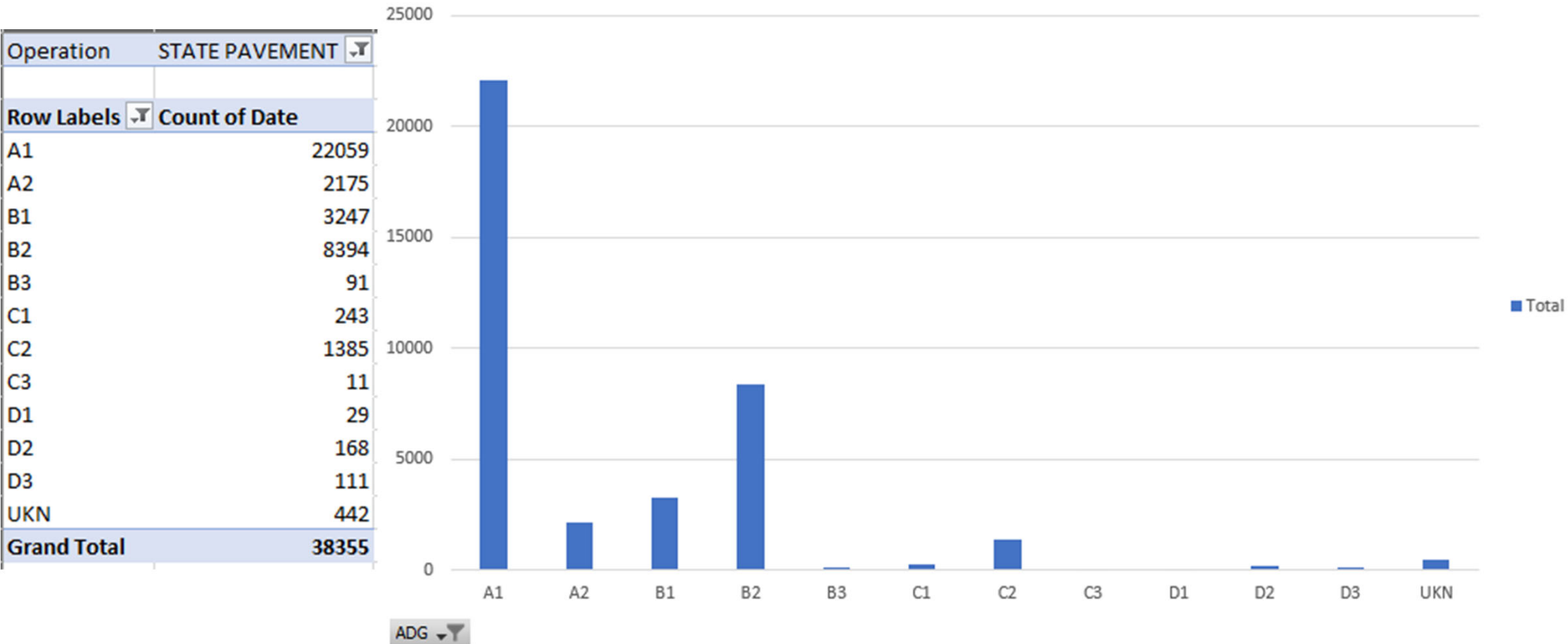
Traffic Counts



Traffic Counts – Sections 3-8 (11/11/22 – 5/03/24)



Traffic Counts – Sections 3-8 (11/11/22 – 5/03/24)



P629 Type B - Lawrenceburg



P629 Type B - Lawrenceburg



P608 - Lawrenceburg





APMM Update

Airfield Pavement and Markings Maintenance (APMM) Update

Aeronautics

COVID Relief Programs

Airfield Pavement and Marking Maintenance Contract

Aeronautics Commission

Aeronautics Economic Development Fund

Planning

Engineering

Notice to Airports

Aeronautics News

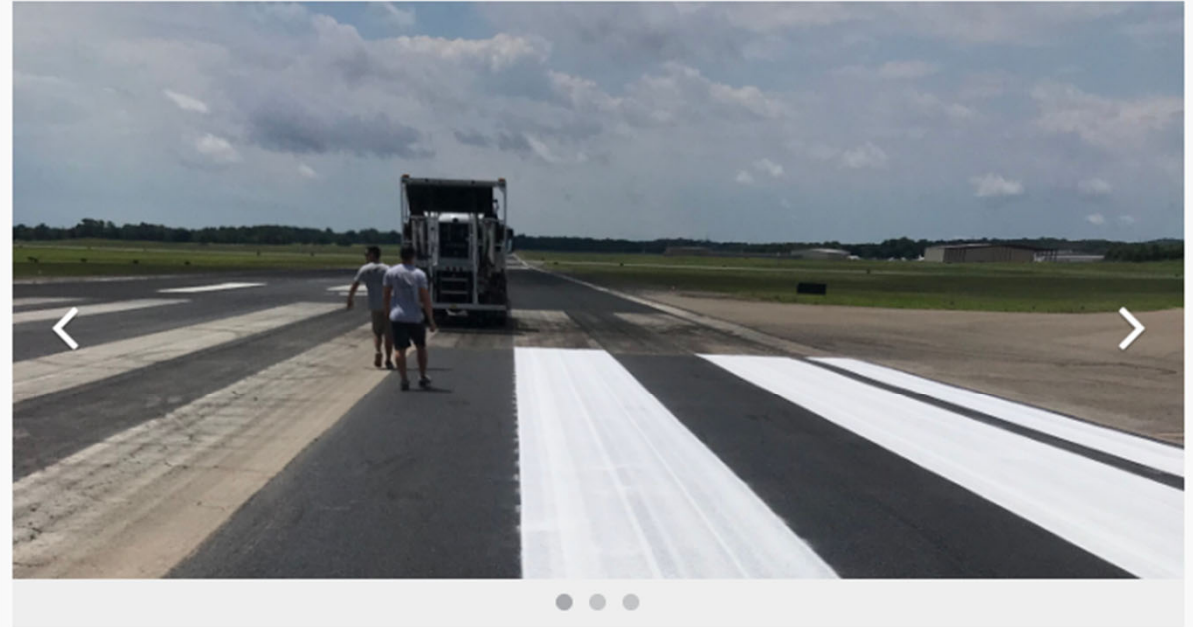
Aeronautics Publications

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)

APMM Updates – Common Issues (Distresses)



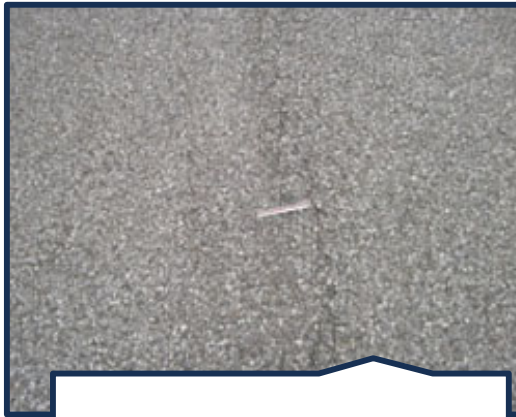
Alligator Cracking



Block Cracking



Raveling



Weather

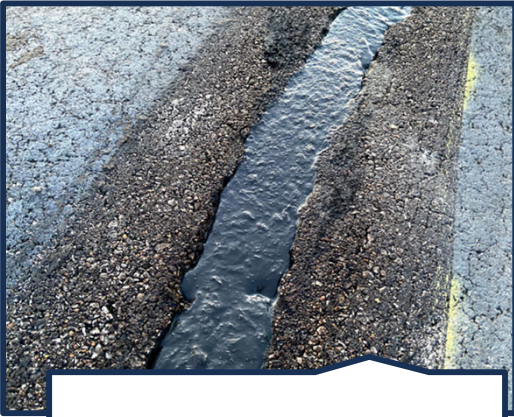


Patching - Small
(future)



Joint Seal Damage

APMM Updates – Maintenance Methods



Crack Repair



Seal Coat



Remarking



Joint Repair

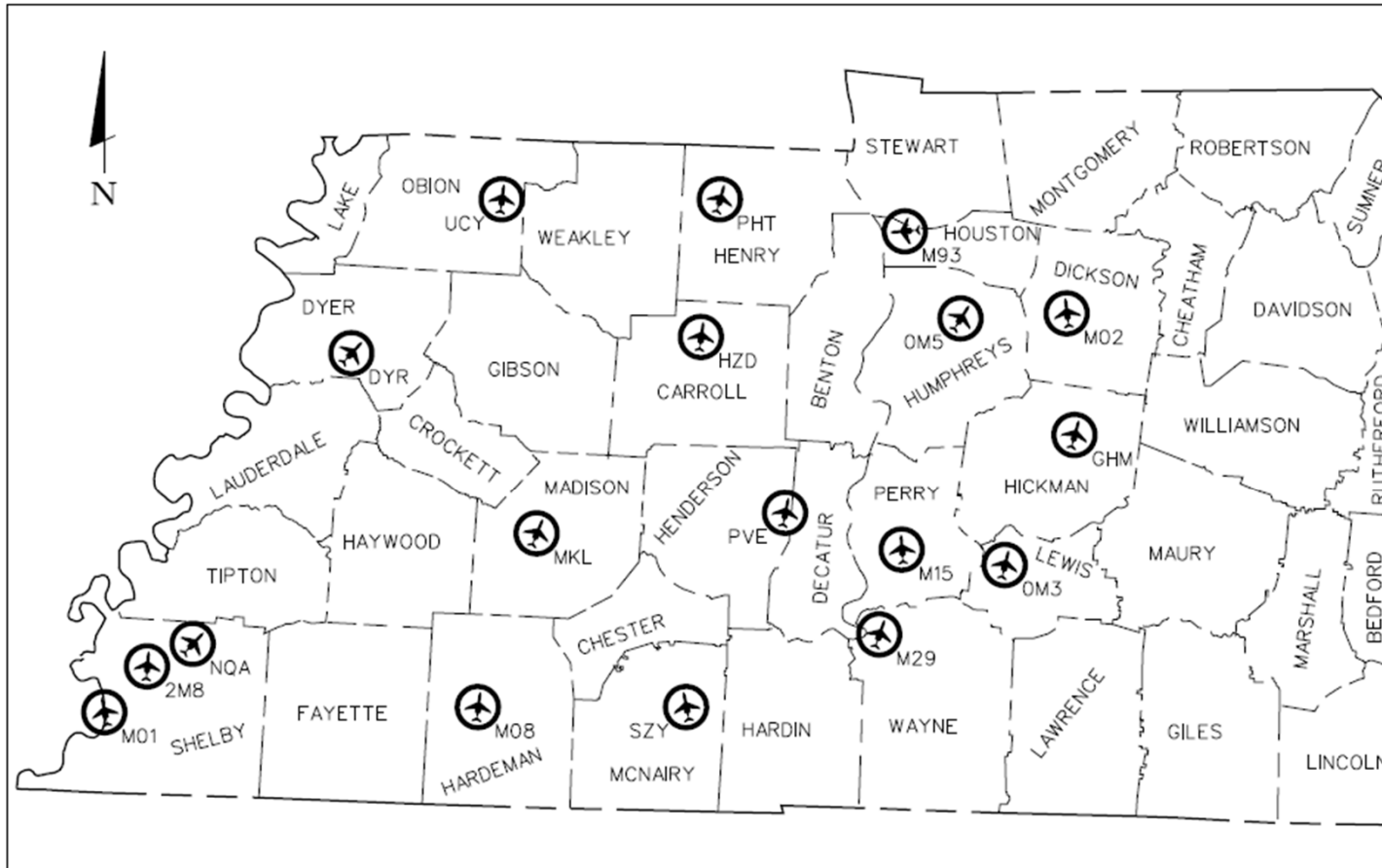


Patching - Small
(future)



Microsurfacing
(APMM24)

APMM Update - Phase 1 (2020)

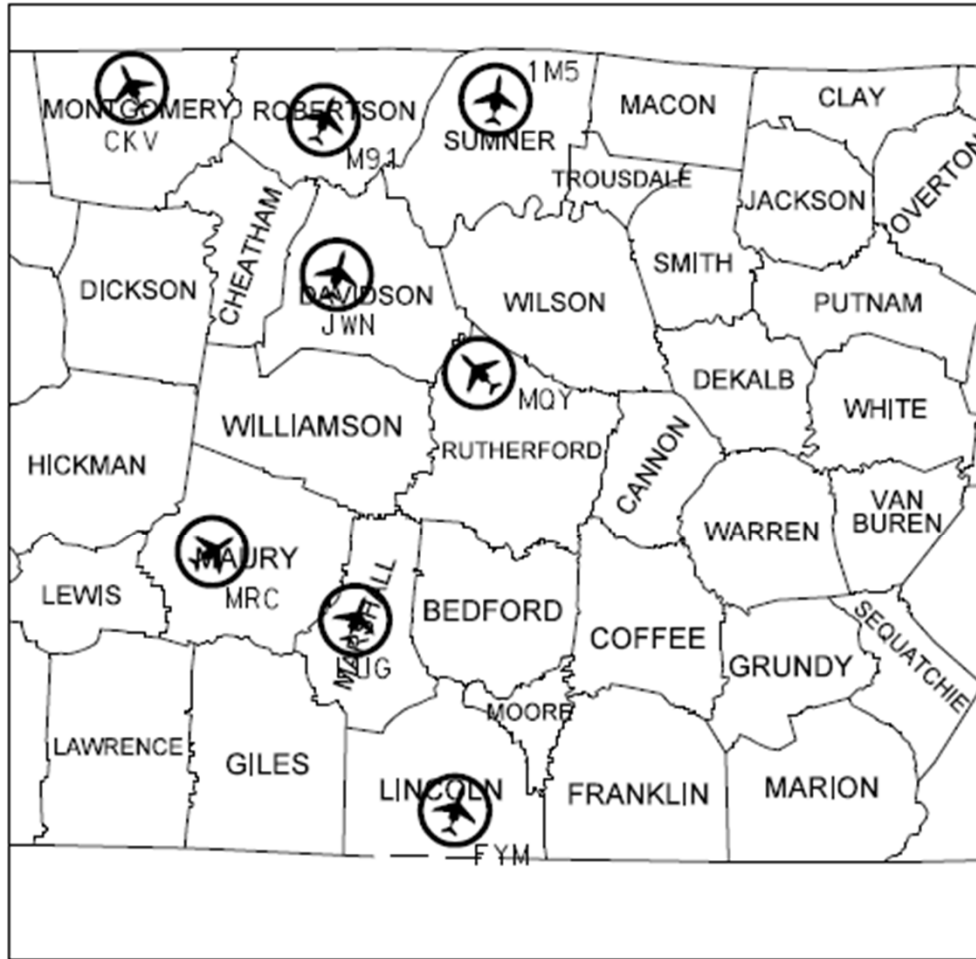


LOCATION MAP

NOT TO SCALE

- **18 Airports**
- **\$4.10 Million**

APMM Update - Phase 2 (2021)

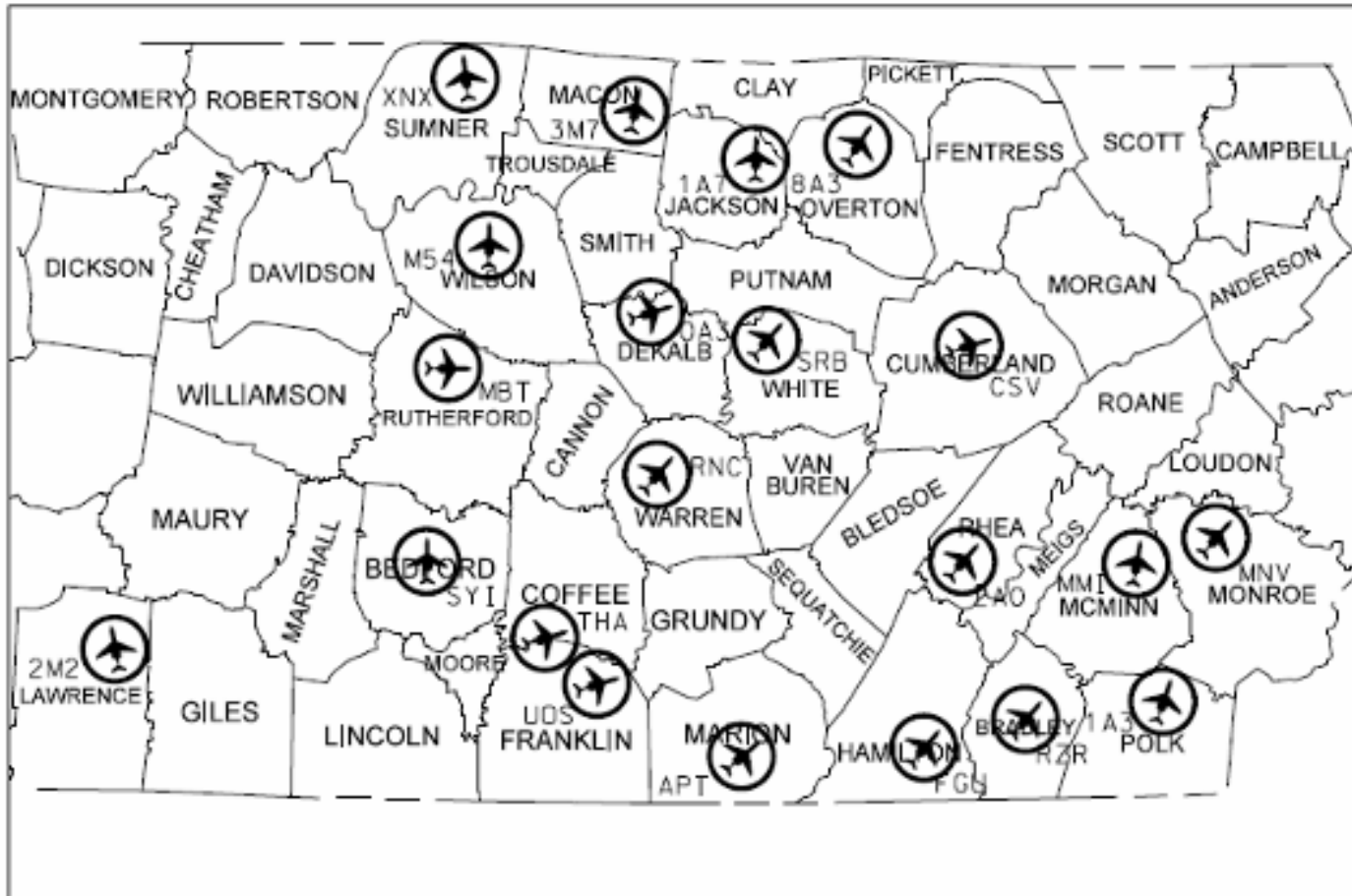


LOCATION MAP

NOT TO SCALE

- 8 Airports
- \$2.85 Million

APMM Update - Phase 3 (Summer 2022 to Summer 2023)



- 21 Airports
- \$4.60 Million



Tennessee Department of Transportation

17,984 followers

3mo •

TDOT Aeronautics Division and the Tennessee Aeronautics Commission are excited to announce a \$23 million, 5-year cooperative purchasing agreement through [Sourcewell](#) with Hi-Lite Airfield Services for Airfield Pavement and Marking Maintenance at Tennessee public-use General Aviation Airports. With this agreement, Tennessee will continue to maintain and extend the asset life of pavements at these airports by applying crack-seal, seal coat, slurry surfacing, concrete repair, and marking maintenance as needed through negotiated work orders.

TDOT Aeronautics continues to invest in general aviation airports as they are a critical component of the nation's and state's transportation networks, linking and providing access to regional, national, and global transportation systems.



You and 244 others

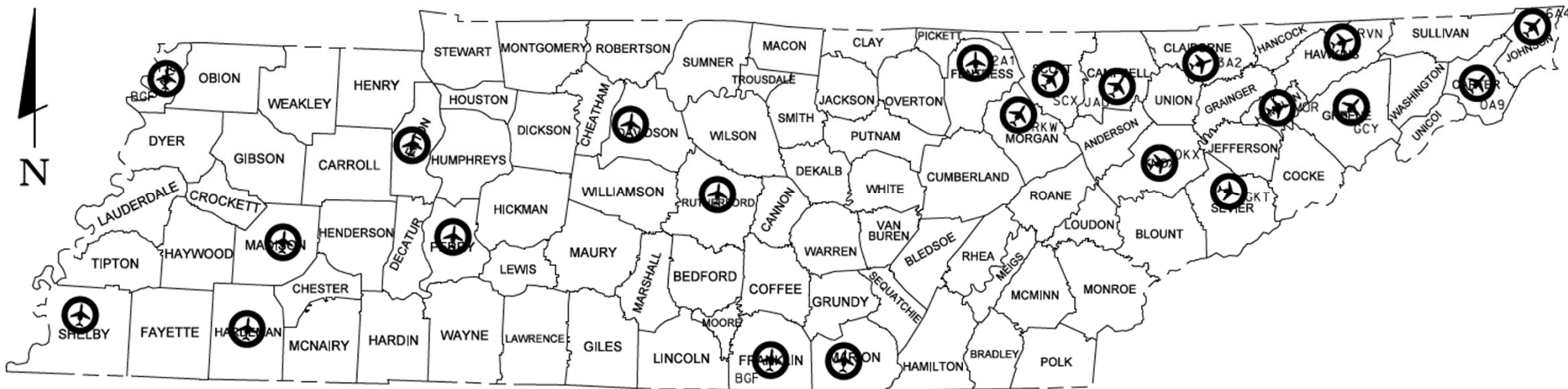
6 comments • 14 reposts

APMM Update – APMM24 (Phase 4 plus 2024)

- Additional Work added to Phase 4
 - Reviewed ACIP to determine maintenance projects

FAA Designator	Airport Name	ACIP FY	Facility	Pavement Section	2019 PCI	Current PCI	Delta PCI	Area (SY)	Micro-Surface Total Cost	Rehabilitation Total Cost
M08	William L. Whitehurst Field	2024	TAXIWAY	CTBO-003, CTBO-006, CTBO-007, PTBO-001, PTBO-002, PTBO-003	55	51	49	16,117	193,408	\$ 2,139,576.00
M08	William L. Whitehurst Field	2024	APRON	APBO-001, APBO-002, APBO-003	58	53	47	14,479	\$ 173,744.00	\$ 1,922,043.00
M08	William L. Whitehurst Field	2024	RUNWAY	RY119BO-001	68	57	43	43,686	524,227	\$ 5,799,257.50
M08	William L. Whitehurst Field	2024	Taxiway				100	0	0	\$ -
MKL	McKellar-Sipes Regional	2024	APRON	APJK-001	93	80	20	4,718	\$ 56,613.33	\$ 626,285.00
MKL	McKellar-Sipes Regional	2024	APRON	APJK-002	64	65	35	3,333	\$ 40,001.33	\$ 442,514.75
MKL	McKellar-Sipes Regional	2024	APRON	APJK-003	88	74	26	6,109	\$ 73,312.00	\$ 811,014.00
MKL	McKellar-Sipes Regional	2024	APRON	APJK-005	71	64	36	66,984	\$ 803,802.67	\$ 8,892,067.00
MKL	McKellar-Sipes Regional	2024	APRON	APJK-006	93	81	19	469	\$ 5,633.33	\$ 62,318.75
MKL	McKellar-Sipes Regional	2024	APRON	APJK-007	89	77	23	553	\$ 6,634.67	\$ 73,396.00
MKL	McKellar-Sipes Regional	2024	TAXIWAY	CTJK-003	63	53	47	1,457	\$ 17,480.00	\$ 193,372.50
MKL	McKellar-Sipes Regional	2024	TAXIWAY	CTJK-004	57	29	71	3,173	\$ 38,073.33	\$ 421,186.25
MKL	McKellar-Sipes Regional	2024	TAXIWAY	CTJK-005	57	24	76	2,091	\$ 25,086.67	\$ 277,521.25
MKL	McKellar-Sipes Regional	2024	TAXIWAY	CTJK-006	50	19	81	1,560	\$ 18,716.00	\$ 207,045.75
MKL	McKellar-Sipes Regional	2024	TAXIWAY	CTJK-007	75	29	71	11,821	\$ 141,848.00	\$ 1,569,193.50
MKL	McKellar-Sipes Regional	2024	TAXIWAY	CTJK-008	54	56	44	7,920	\$ 95,036.00	\$ 1,051,335.75
MKL	McKellar-Sipes Regional	2024	TAXIWAY	CTJK-009	75	65	35	9,534	\$ 114,413.33	\$ 1,265,697.50
MKL	McKellar-Sipes Regional	2024	TAXIWAY	CTJK-010	92	78	22	3,120	\$ 37,440.00	\$ 414,180.00
MKL	McKellar-Sipes Regional	2024	TAXIWAY	CTJK-011	70	33	67	4,194	\$ 50,330.67	\$ 556,783.00
MKL	McKellar-Sipes Regional	2024	TAXIWAY	PTJK-002	64	65	35	1,578	\$ 18,933.33	\$ 209,450.00
MKL	McKellar-Sipes Regional	2024	TAXIWAY	PTJK-003	69	69	31	8,973	\$ 107,680.00	\$ 1,191,210.00
MKL	McKellar-Sipes Regional	2024	TAXIWAY	PTJK-004	100	81	19	11,605	\$ 139,262.67	\$ 1,540,593.25
MKL	McKellar-Sipes Regional	2024	TAXIWAY	PTJK-005	96	78	22	40,017	\$ 480,198.67	\$ 5,312,197.75
MKL	McKellar-Sipes Regional	2024	TAXIWAY	PTJK-006	61	27	73	1,560	\$ 18,720.00	\$ 207,090.00
MKL	McKellar-Sipes Regional	2024	T-HANGAR	TH01JK-001	71	73	27	4,993	\$ 59,912.00	\$ 662,776.50
MKL	McKellar-Sipes Regional	2024	APRON	HPJK-001	93	93	7	324	\$ 3,888.00	\$ 43,011.00
MKL	McKellar-Sipes Regional	2024	RUNWAY	RY220JK-001A, RY220JK-001B	43	46	54	100,047	\$ 1,200,562.67	\$ 13,281,224.50
DKX	Knoxville Downtown Island	2024	Apron	TH01KN-001	63	55	45	33,793	405,517	\$ 4,486,035.50
DKX	Knoxville Downtown Island	2024	APRON	APKN-001	73	64	36	15,431	\$ 185,166.67	\$ 2,048,406.25
DKX	Knoxville Downtown Island	2024	APRON	APKN-002	76	65	35	8,528	\$ 102,333.33	\$ 1,132,062.50
M15	James Tucker	2024	APRON	THLI-001	31	36	64	1,097	\$ 13,160.00	\$ 145,582.50
M15	James Tucker	2024	APRON	CTLI-001	61	68	32	615	\$ 7,380.00	\$ 81,641.25
M15	James Tucker	2024	APRON	APLI-001	58	65	35	6,162	\$ 73,944.00	\$ 818,005.50
NQA	Millington/Memphis	2024	TAXIWAY	CTCML-001, CTDML-001, CTDML-002	48	55	45	12,018	144,212	\$ 1,595,345.25
NQA	Millington/Memphis	2024	TAXIWAY	CTEML-003	61	62	38	12,330	147,960	\$ 1,636,807.50

APMM Update – APMM24 (Phase 4 plus 2024)



- **22 Airports**
- **\$9.10 Million**

APMM24 Kickoff



APMM24 Kickoff



APMM24 Project Planning

TDOT APMM24

christopher.starr@tn.gov

File Home Insert Draw View Help Tell me what you want to do

Calibri Light 20 B I U A A ... Styles Tags abc Feed

TDOT APMM24

TDOT

GENERAL INFORMATION

- Slope Daily Reports
- TDOT contact list
- Specs Page
- Production rate assum...
- P-629 Notes
- 3/14/24 Kickoff day no...
- PO 2470 and 2471 Sea...
- Weekly minutes
- Gripflex
- [NQA] Millington/Memp...
- RCS notes
- NQA Additional Work ...
- Re: Millington Add On...
- [OM2] Reelfoot Lake Airp...
- FW: Announcement F...
- [MKL] McKellar-Sipes Re...
- RE: <EXT>PO 2538 Air...
- Photos: IMG_5639 and...
- [JWN] John C Tune

Add section Add page

Millington-Memphis Airport

Millington-Memphis Airport

Millington Airport Fire Station

United States Postal Service

Millington Police Department

Reelfoot Lake Airport

FW: Announcement F...

[MKL] McKellar-Sipes Re...

RE: <EXT>PO 2538 Air...

Photos: IMG_5639 and...

[JWN] John C Tune

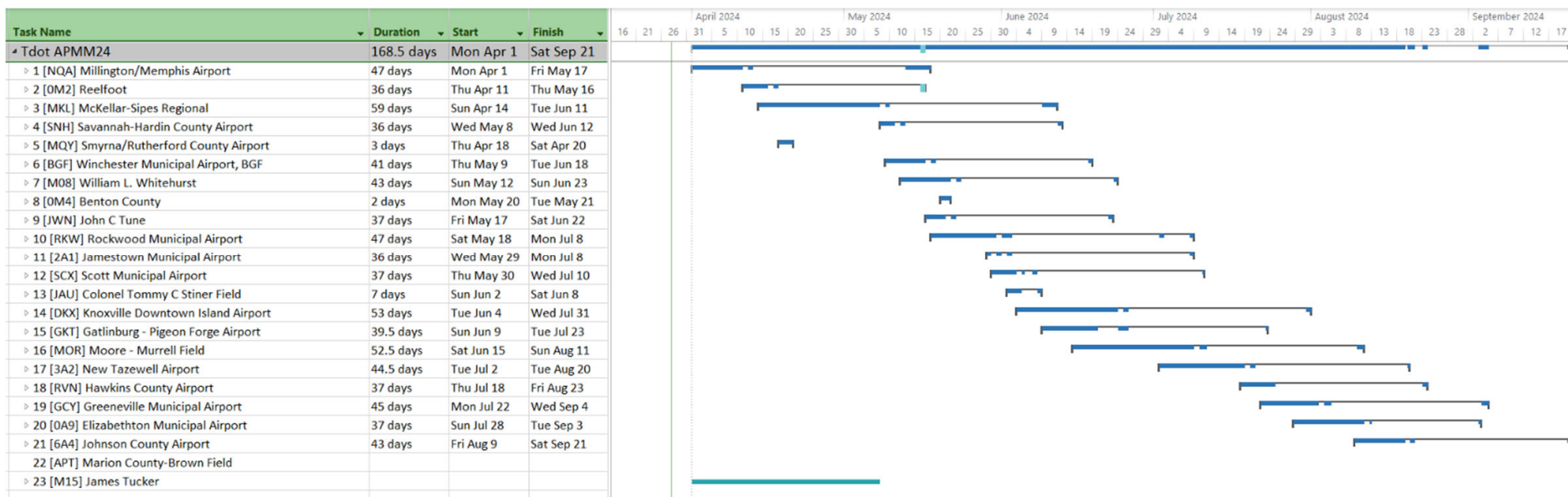
Cleaning only - this is a last minute add-on

United States Postal Service

Millington Airport

APMM24 Plan

- Plan
 - On-Call Consultant will contact
 - 30 days, 14 days, 7 days and 3 days



APMM



APMM



APMM





Maintenance Programs

Maintenance Program - SWC503 -> Large Patchwork

- TDOT Highway – Summer Road Maintenance and Materials Statewide Contract
 - Had asphalt pickup option and contract placement option
 - Mainly used for large patching operations
 - Contractor mill and/or fill (install) asphalt
 - » 2 inch lifts
 - TDOT highway is placing materials themselves
 - Limit to patching of < 20% of the airfield
 - Not a replacement of a rehabilitation or reconstruction project

Maintenance Program - SWC503 -> Large Patchwork

REV. 03/27/2006

MULTIPLE AWARD BID SHEET

SUBSTITUTE FOR P5

EXPLANATION: Reelfoot Lake Airport
Tiptonville, TN

1) CALCULATIONS PREPARED BY
2) EXPLANATION TO BYPASS LOW BIDDER
3) DISTRICT APPROVAL BY
4) REGION APPROVAL BY

Christopher Starr
N/A
DATE 5/18/2023
DATE
DATE

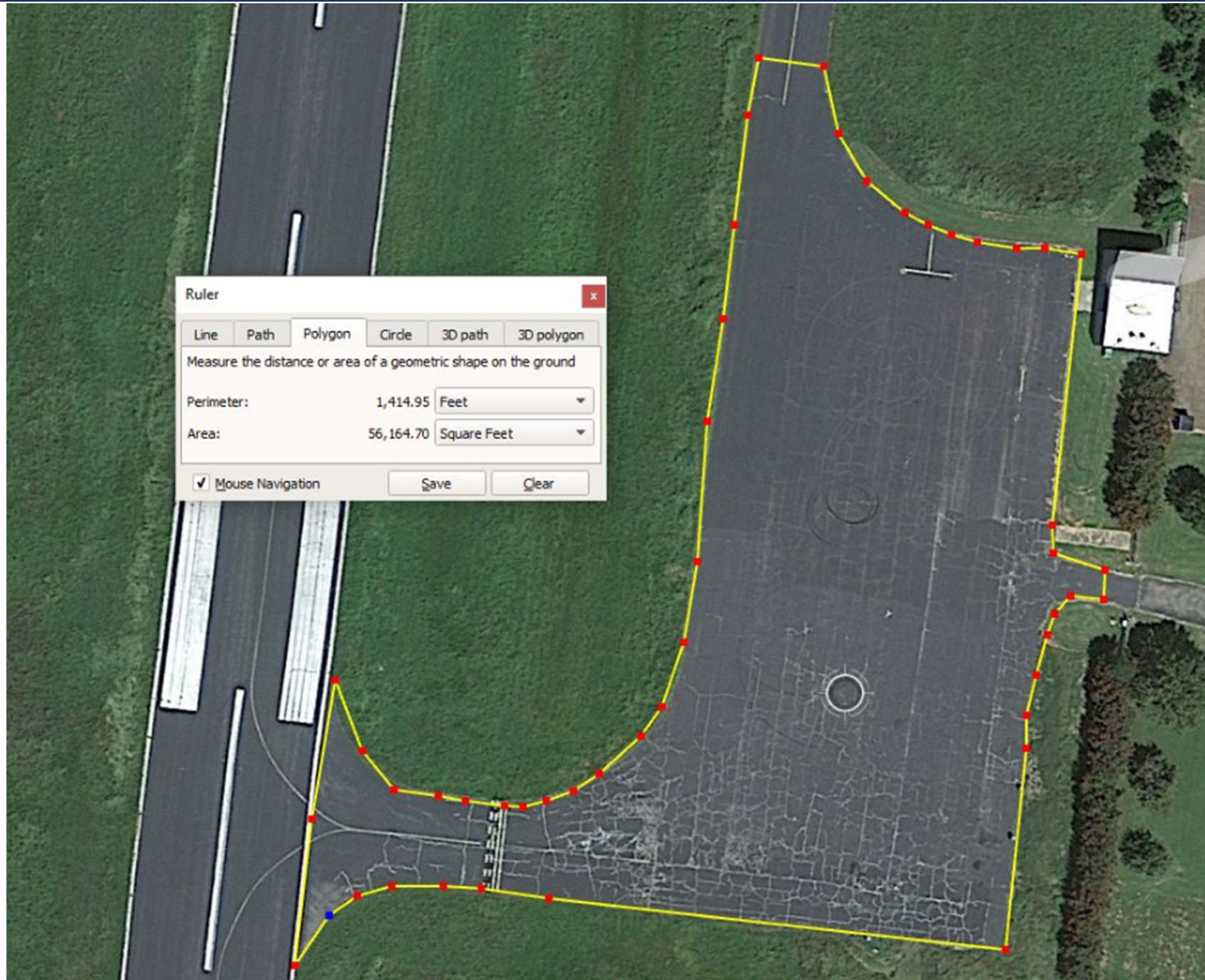
☐ WEIGHT TICKET VERIFIED ANALYZED BY _____ DATE _____

☐ MATERIALS CERTIFICATION REC'D BY _____ DATE _____

				VENDOR 1				VENDOR 2				VENDOR 3			
VENDOR				Ford Construction Company				Delta Contracting Company				Jones Bros Contracting			
ADDRESS				1610 N Morgan Street				1815 E Wood Street				221 Bud Crockett Drive			
CITY				Union City, TN 38261				Paris, TN 38242				Lexington, TN 38351			
TERMS															
REPRESENTATIVE															
CONTRACT #				73971				73968							
DESCRIPTION	EST. QTY	FINAL QTY	UNIT OF MEASURE	DISTANCE TO JOB	UNIT PRICE	EST. AMOUNT	FINAL AMOUNT	DISTANCE TO JOB	UNIT PRICE	EST. AMOUNT	FINAL AMOUNT	DISTANCE TO JOB	UNIT PRICE	EST. AMOUNT	FINAL AMOUNT
411-D 76-22	800		Ton		\$ 110.00	\$ 88,000.00	\$ -		\$ 104.00	\$ 83,200.00	\$ -		\$ 145.00	\$ 116,000.00	\$ -
Non-HWY Paving Mob	1		Each		\$2,000.00	\$ 2,000.00	\$ -		\$ 3,000.00	\$ 3,000.00	\$ -		\$ 1,500.00	\$ 1,500.00	\$ -
Haul Charge (1st Mile)	800		Ton Mile	1.00	\$ 3.00	\$ 2,400.00	\$ -	1.00	\$ 2.50	\$ 2,000.00	\$ -	1.00	\$ 6.25	\$ 5,000.00	\$ -
Haul Charge (Add. Miles)	800		Ton Mile	31.30	\$ 0.35	\$ 8,764.00	\$ -	80.20	\$ 0.22	\$ 14,115.20	\$ -	103.00	\$ 1.90	\$ 156,560.00	\$ -
Non-HWY Paving	800		Ton		\$ 60.00	\$ 48,000.00	\$ -		\$ 25.00	\$ 20,000.00	\$ -		\$ 65.00	\$ 52,000.00	\$ -
Cold Planing (2 inches)	347		CY		\$ 58.00	\$ 20,126.00	\$ -		\$ 49.00	\$ 17,003.00	\$ -		\$ 55.00	\$ 19,085.00	\$ -
Cold Planing Mob	1		Each		\$6,300.00	\$ 6,300.00	\$ -		\$ 6,000.00	\$ 6,000.00	\$ -		\$ 6,000.00	\$ 6,000.00	\$ -
Job Estimating	8		HR		\$ 200.00	\$ 1,600.00	\$ -		\$ 250.00	\$ 2,000.00	\$ -		\$ 350.00	\$ 2,800.00	\$ -
Area Preparation	12		HR		\$ 400.00	\$ 4,800.00	\$ -		\$ 500.00	\$ 6,000.00	\$ -		\$ 500.00	\$ 6,000.00	\$ -
TOTAL						\$ 181,990.00	\$ -			\$ 153,318.20	\$ -			\$ 364,945.00	\$ -

NOTES: Mill out 2 inches of asphalt on the Apron identified and replace with new asphalt.

Maintenance Program - SWC503 -> Large Patchwork



Maintenance Program - SWC503 -> Large Patchwork



Maintenance Program - SWC503 -> Large Patchwork



Maintenance Program - SWC503 -> Large Patchwork



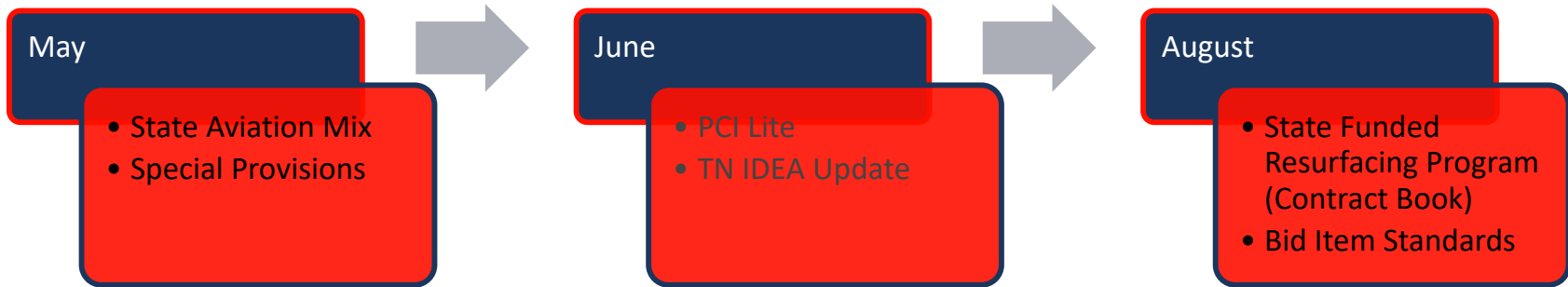
Maintenance Program - SWC503 -> Large Patchwork



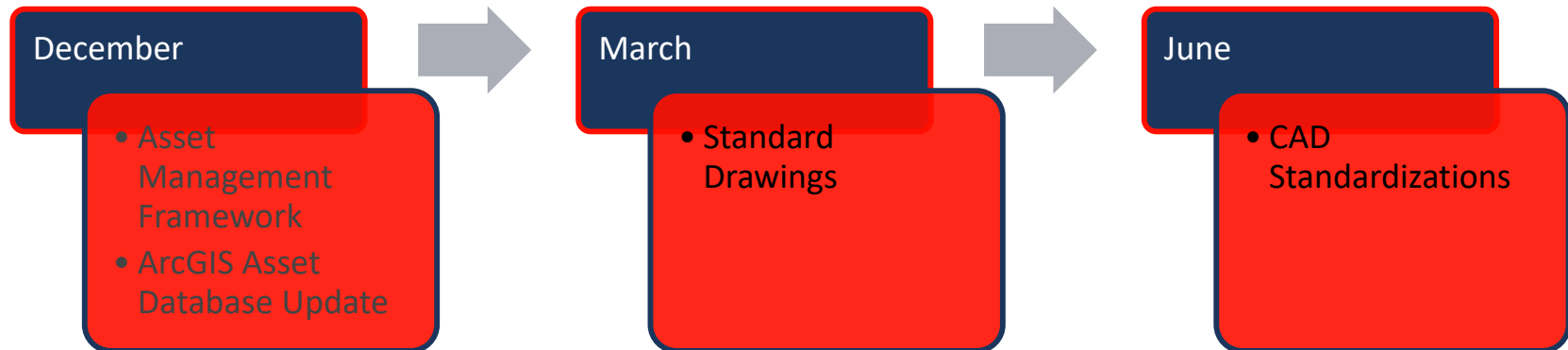
Typical Site



2024



2025



Announcement

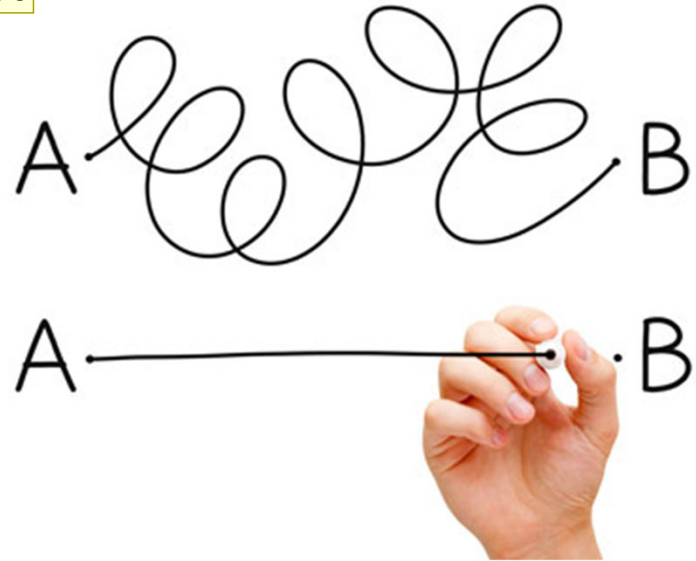
- **Future monthly webinar**
 - Starting August
 - Monthly topic or training
 - Opportunity for Q&A

Today's Theme and Takeaways

- **Simple solutions**

- ACIP
- Lifespan of AIP & BIL funding
- New approaches to maintenance
- Open to feedback & responding with improvements

CS0



Slide 178

CS0

[@Evan Lester]: Should this be where the main points are placed instead of this slide?

Christopher Starr, 2024-05-11T00:58:54.607

Questions?

