



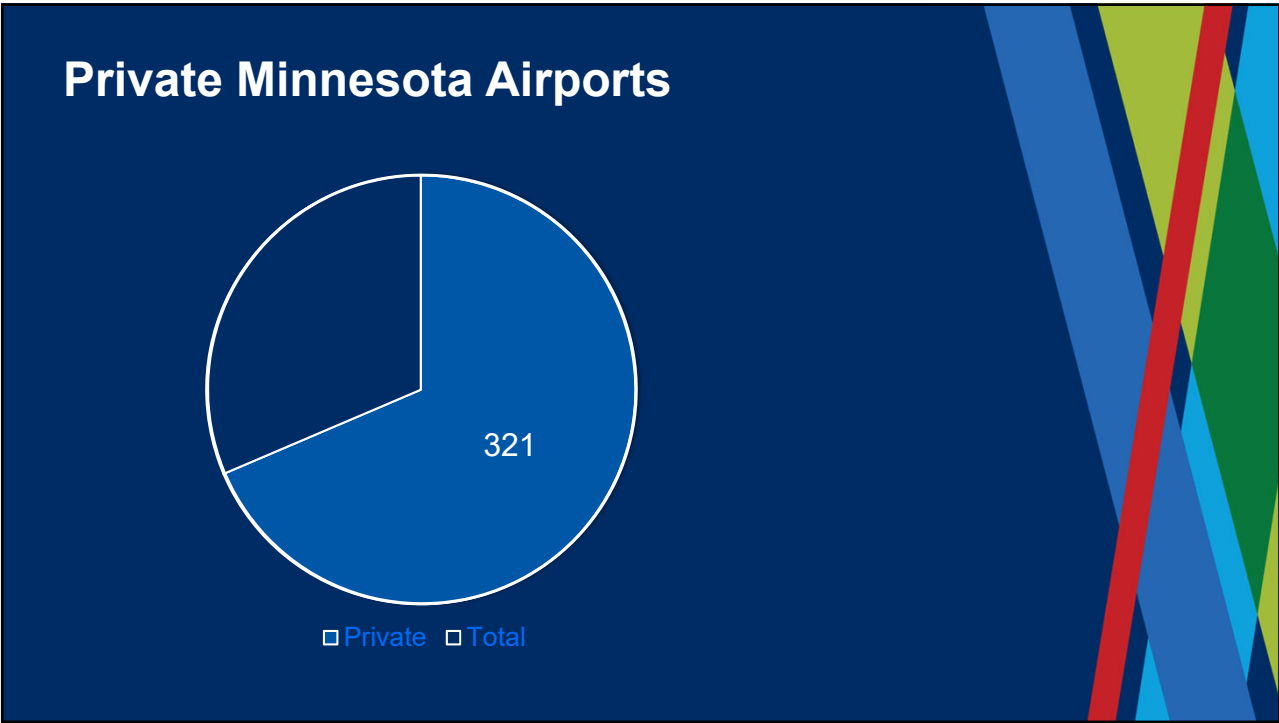
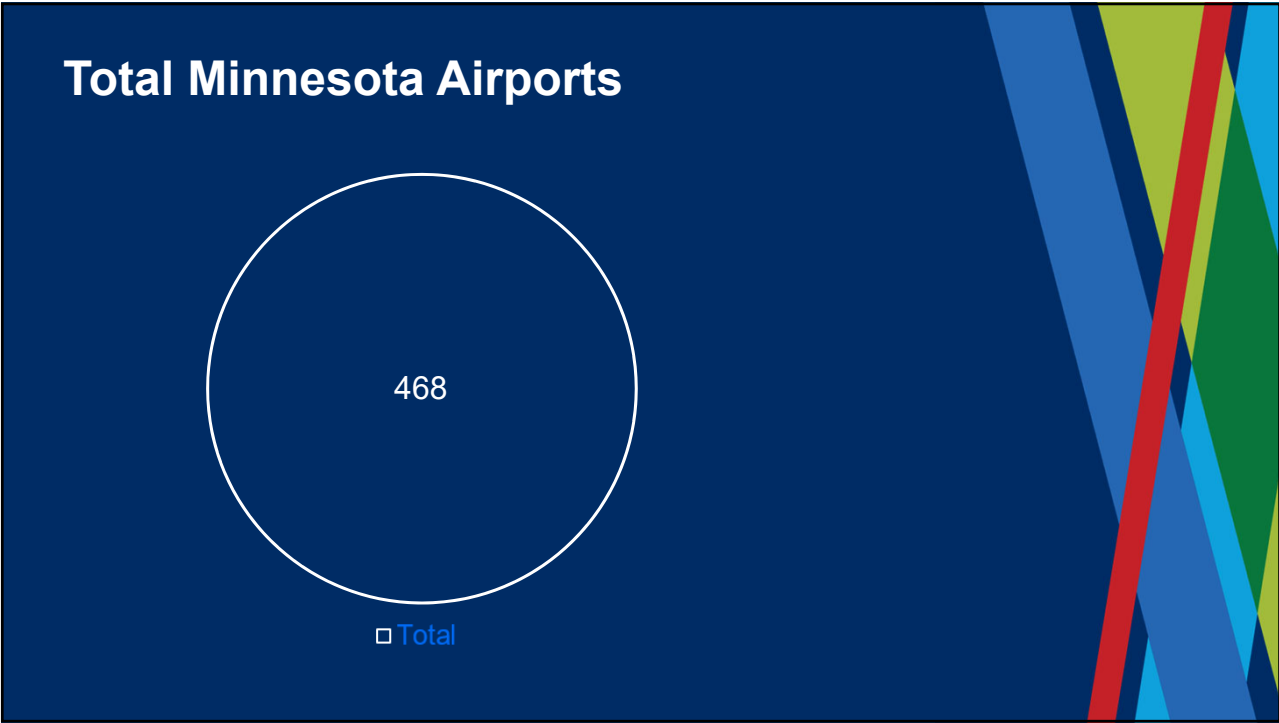
Minnesota Airports Conference

Federal Funding Criteria for Multiple Runways

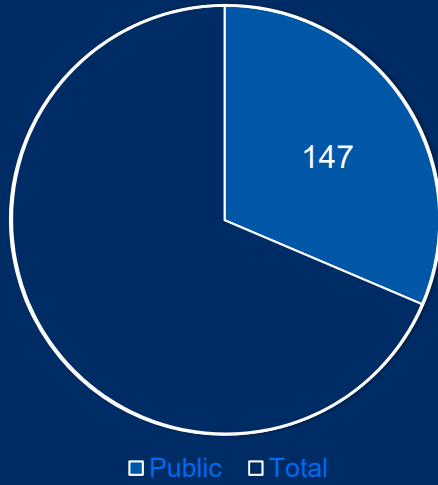
April 25th, 2024

Minnesota Runways

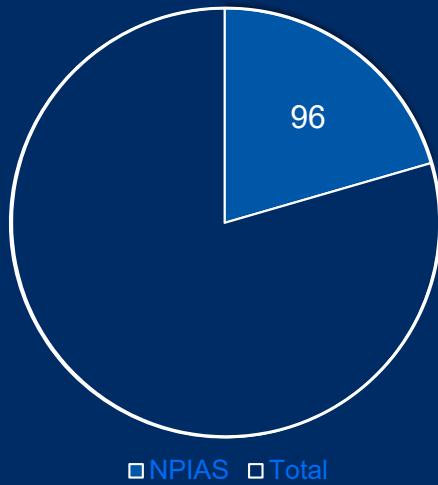
Numbers and Types



Public Minnesota Airports



NPIAS Minnesota Airports

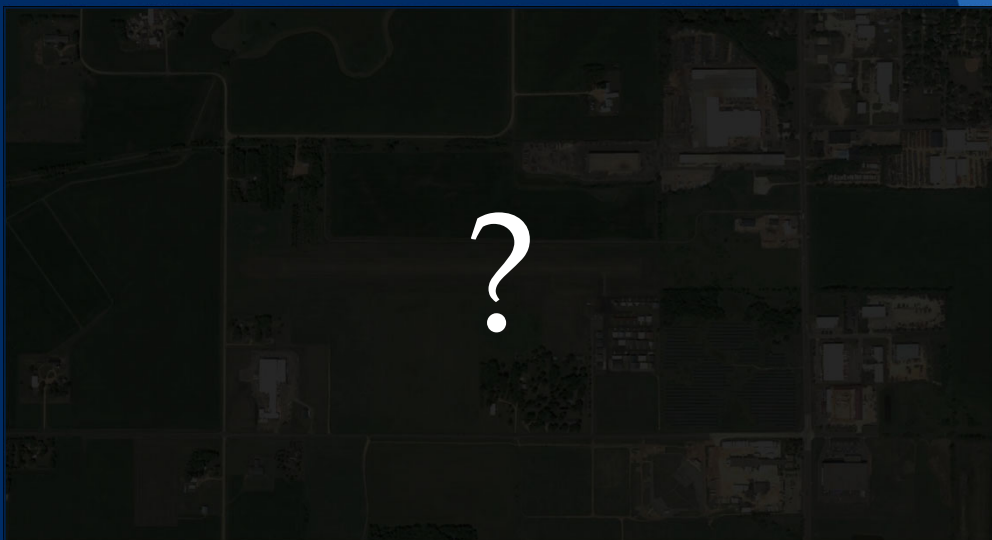


Federal Runway Categories

Number of Runways	Runway Mix	Number of Airports	Percentage
1	1 Paved	45	47%
	1 Turf	1	1%
2	2 Paved	23	24%
	1 Paved, 1 Turf	23	24%
3	3 Paved	2	2%
	2 Paved, 1 Turf	1	1%
4	4 Paved	1	1%



Federal Runway Categories



Federal Runway Categories



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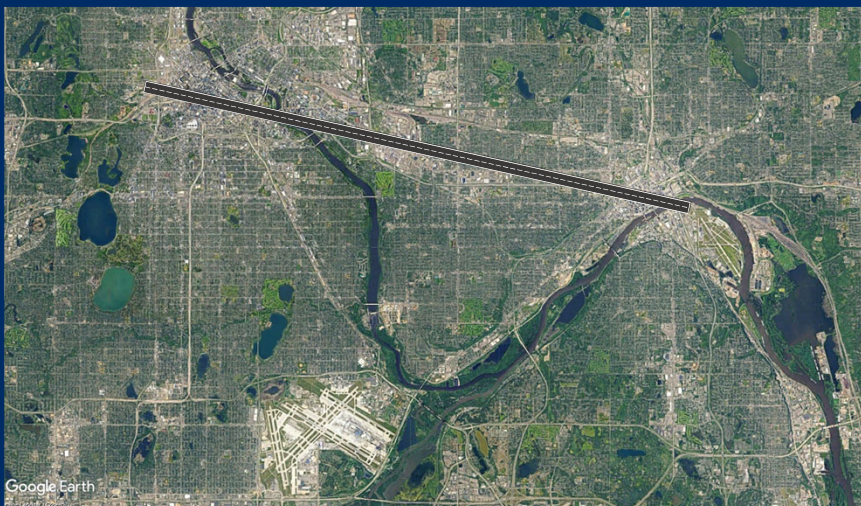
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NPIAS Runway Pavement



NPIAS Runway Pavement




Federal Runway Categories

Types, Criteria, and Eligibility

Federal Funding Eligibility for Runway Projects

- FAA Advisory Circular 150/5000-17, *Critical Aircraft and Regular Use Determination*
 - Published June 2017
 - Establishes key considerations for runway project **justification**



U.S. Department
of Transportation
Federal Aviation
Administration

Advisory Circular

Subject: Critical Aircraft and Regular Use Determination **Date:** 6/20/2017 **AC No:** 150/5000-17
Initiated By: APP-400

1 Purpose.


- This advisory circular (AC) defines the term Critical Aircraft and provides guidance on the use of Critical Aircraft in facility planning and design studies, and related FAA decision making, for federally obligated airports. Specifically, this AC establishes a common, uniform definition of Critical Aircraft for all deliberations of the FAA Office of Airports, inclusive of planning and environmental, design and engineering, and financial decision making regarding airport development. The Critical Aircraft determination is a key consideration in FAA decision making on project justification. However, this AC does not establish project justification for Federal Airport Improvement Program (AIP) funding. Refer to FAA Order 5100.38, *Airport Improvement Program Handbook*, for specifics on justifying a project for AIP funding.
- This guidance also clarifies when the Critical Aircraft determination includes civilian-owned aircraft under military or other government agency contracts and when a Critical Aircraft determination may include military aircraft activity.
- The term "Regular Use" is also defined and replaces the term "Substantial Use."

2 Application.

- There are multiple published definitions of Critical Aircraft or substantial use in existing FAA Orders and Advisory Circulars (ACs), as shown in the below table. The policy of the Office of Airports is to use this synthesized definition of Critical Aircraft, as contained in this AC, in place of all previous definitions of Critical Aircraft or substantial use found in the documents listed below. The Office of Airports plans to update these documents to reflect the new definition of Critical Aircraft.

Federal Funding Eligibility for Runway Projects

- FAA Order 5100.38D, *Airport Improvement Program Handbook*
 - Published September 2014
 - Revised February 2019
 - Appendix G, *Runway Projects*
 - Establishes runway project **eligibility**



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

National Policy

ORDER
5100.38D,
Change 1

Effective date:
February 26, 2019

SUBJ: Airport Improvement Program Handbook

1. PURPOSE.
This Handbook provides guidance and sets forth policy and procedures used in the administration of the Airport Improvement Program.

2. DISTRIBUTION.
This Handbook is located on the FAA Office of Airports website (see Appendix B for link) where it is available to all interested parties.

3. CANCELLATION.
This Handbook cancels the following order:

- FAA Order 5100.38D, Airport Improvement Program Handbook (dated September 30, 2014).

4. EXPLANATION OF CHANGES.
This Handbook replaces the above order with updated information that reflects current legislation and policy as of September 30, 2018, with the exception of Program Guidance Letter (PGL) 17-01. The changes in this Handbook reflect feedback from industry stakeholders over the last 4 years. It does not include changes in FAA Reauthorization Act of 2018 (Public Law 115-254), which will initially be addressed in the form of PGLs and then in a subsequent update of the AIP Handbook itself. The FAA Office of Airports has streamlined this Handbook and replaced guidance with references where there is a more appropriate source of guidance (such as in other orders or advisory circulars). This includes deleting guidance on airport planning, capital planning, labor rates, and civil rights. The references appear as the basic publication numbers without any suffix. The intent is for the reader to use the latest version of the referenced publications.

Mead & Hunt

Federal Runway Categories

Runway Type	Criteria to Meet	Eligibility
Primary Runway	A single runway at an airport is eligible for development consistent with FAA design and engineering standards.	Eligible
Crosswind Runway	For the first crosswind, the wind coverage on the primary runway less than 95%.	Eligible if Justified
	The existing crosswind runway(s) is operating at $\geq 60\%$ ASV.	
Secondary Runway	The airport is operating at 60% or more of its annual capacity, which is based on guidance developed by APP-400 as the threshold for considering when to plan a new runway.	Eligible if Justified
	A specific determination that the runway is required for operation of the airfield.	
Additional Runway	The ADO has determined that this runway does not meet the requirements to be designated a crosswind runway.	Ineligible
	The ADO has determined that this runway does not meet the requirements to be designated a secondary runway.	

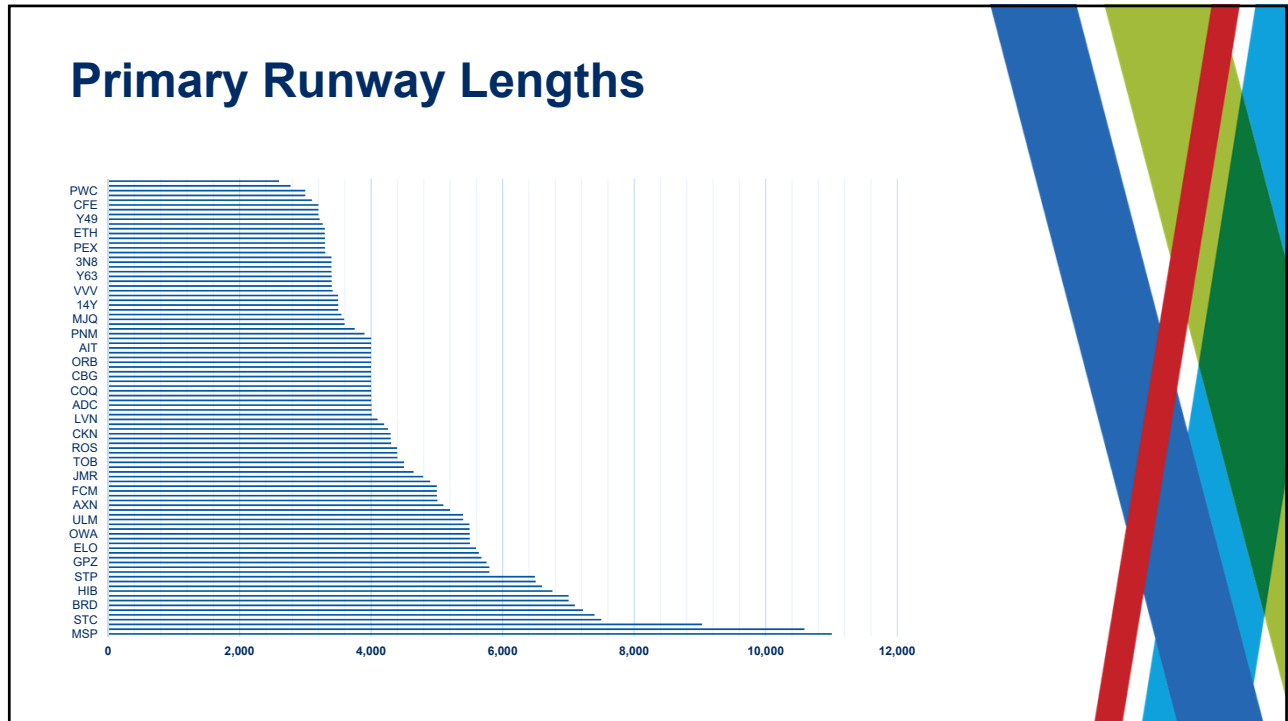
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Secondary Runway	The airport is operating at 60% or more of its annual capacity, which is based on guidance developed by APP-400 as the threshold for considering when to plan a new runway. A specific determination that the runway is required for operation of the airfield.	Eligible if Justified
Additional Runway	The ADO has determined that this runway does not meet the requirements to be designated a crosswind runway. The ADO has determined that this runway does not meet the requirements to be designated a secondary runway.	Ineligible

Primary Runway

- FAA Order 5100.38D, *Airport Improvement Program Handbook*
 - Appendix G, *Runway Projects*
 - A single runway (**the “primary runway”**) is generally eligible for AIP funding.





Primary Runway

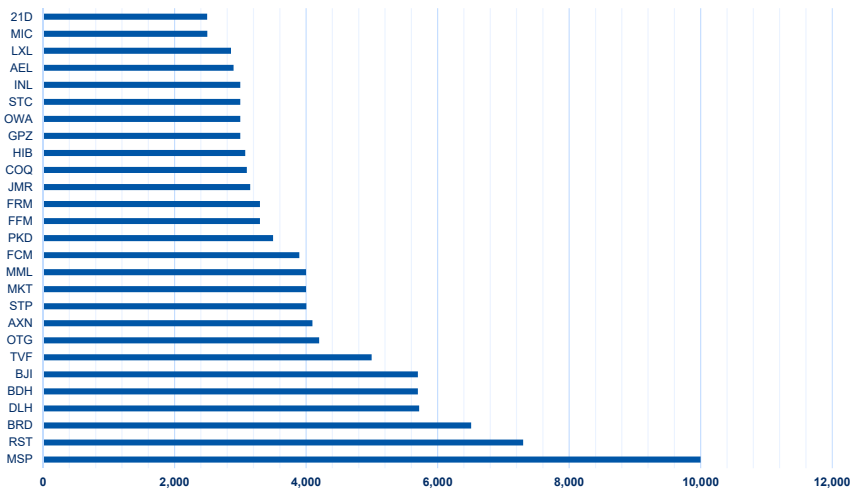
- A single primary runway is generally eligible for AIP funding.
- **But!** Gathering justification information is still required.

LVN
AirLake

Federal Runway Categories

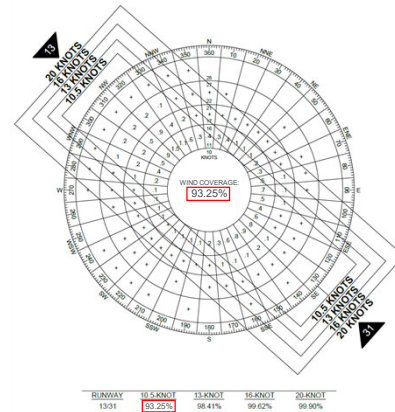
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Primary Runway	A single runway at an airport is eligible for development consistent with FAA design and engineering standards.	Eligible
Crosswind Runway	For the first crosswind, the wind coverage on the primary runway less than 95%. The existing crosswind runway(s) is operating at $\geq 60\%$ ASV.	Eligible if Justified
Secondary Runway	The airport is operating at 60% or more of its annual capacity, which is based on guidance developed by APP-400 as the threshold for considering when to plan a new runway. A specific determination that the runway is required for operation of the airfield.	Eligible if Justified
Additional Runway	The ADO has determined that this runway does not meet the requirements to be designated a crosswind runway. The ADO has determined that this runway does not meet the requirements to be designated a secondary runway.	Ineligible

Second Runway Lengths



Crosswind Runway

- FAA Order 5100.38D, *Airport Improvement Program Handbook*
 - For first crosswind runway, wind coverage on the primary runway < 95%.
 - For second crosswind runway:
 - Wind coverage on the primary runway < 95%, and
 - First crosswind runway operates at 60% or more annual capacity.
- FAA Advisory Circular 150/5000-17, *Critical Aircraft and Regular Use Determination*
 - Both of the following two criteria are met:
 - Wind coverage on the primary runway < 95%, and
 - “**Regular use**” requirements are met for the aircraft that would use the crosswind runway.

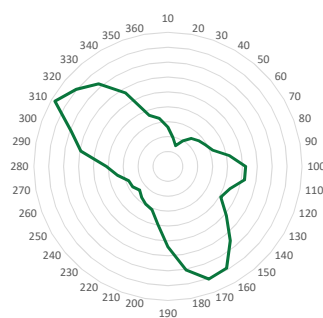


RDC	Allowable Crosswind Component
A-I and B-I	10.5 knots
A-II and B-II	13 knots
A-III, B-III, C-I through D-III D-I through D-III	16 knots
A-IV and B-IV C-IV through C-VI D-IV through D-VI E-I through E-VI	20 knots

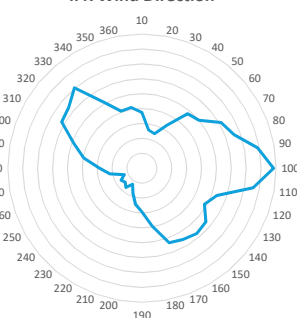
Crosswind Runway

- Wind often shifts during poor weather
 - Good wind coverage for VFR does not guarantee coverage during IFR
- Regular use must be attained by aircraft that *require* the crosswind
- Check your wind data
 - Is the weather station on the field?
 - Is it obstructed by hangars or trees?
- Eligible does not mean justified

All Weather Wind Direction



IFR Wind Direction

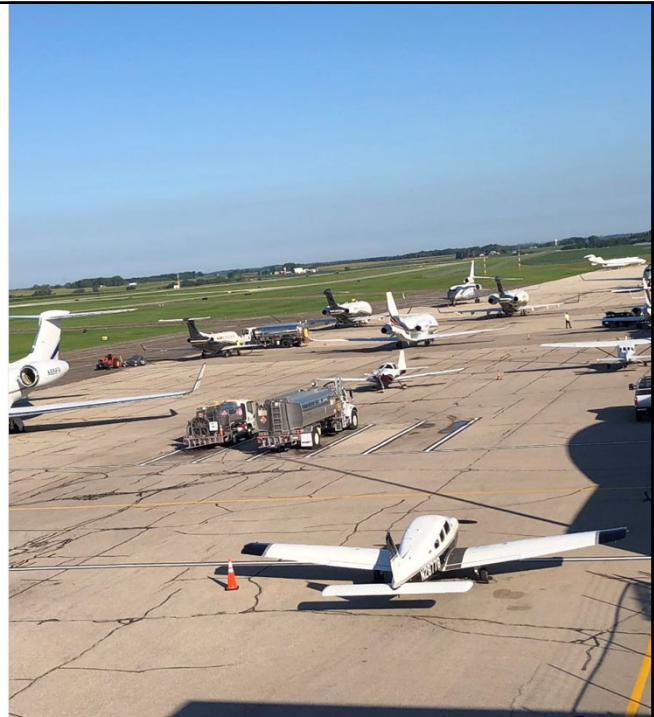


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Secondary Runway	The airport is operating at 60% or more of its annual capacity, which is based on guidance developed by APP-400 as the threshold for considering when to plan a new runway. A specific determination that the runway is required for operation of the airfield.	Eligible if Justified
Additional Runway	The ADO has determined that this runway does not meet the requirements to be designated a crosswind runway. The ADO has determined that this runway does not meet the requirements to be designated a secondary runway.	Ineligible

Secondary Runway

- FAA Order 5100.38D, *Airport Improvement Program Handbook*
 - It is not a crosswind runway.
 - One of the following two criteria are met:
 - **The primary runway is operating at 60% or more of its annual capacity, or**
 - **The FAA has made a specific determination that the runway is required for operation of the airfield.**



Secondary Runway

- Figure out your best case for why your runway is **“required for operation of the airfield.”**
- Meet with FAA early/often.
- Marshal information supporting project need.
 - *Operations on the runway.*
 - *Users of the runway.*
 - *Unique characteristics of typical activity on the runway.*
 - *Importance of the runway to the local community and regional/national airport system.*
- Document, document, document.



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Additional Runway	The ADO has determined that this runway does not meet the requirements to be designated a crosswind runway. The ADO has determined that this runway does not meet the requirements to be designated a secondary runway.	Ineligible

Additional Runway

- An additional runway is not eligible for federal funding.
- This does not mean it is not allowed but will not be federally funded.



Takeaways

- Record Today!
 - At least a year of data is usually necessary
 - Monitoring systems can be affordable at a municipal level
- Secondary Runway
 - *Require a unique situation*
 - *Document that unique situation!*
- A good argument is:
 - Clear
 - Unique
 - Concise
 - Defendable

Questions?