

# Grant Assurance #11

Resource: *Airport Sponsor Assurances* (4/2012)

[[http://www.faa.gov/airports/aip/grant\\_assurances/media/airport\\_sponsor\\_assurances\\_2012.pdf](http://www.faa.gov/airports/aip/grant_assurances/media/airport_sponsor_assurances_2012.pdf)]

## 11. Pavement Preventative Maintenance

With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

### Associated Grant Offer Condition:

**PAVEMENT MAINTENANCE MANAGEMENT PROGRAM:** For a project to replace or reconstruct pavement at the airport, the Sponsor shall implement an effective airport pavement maintenance management program as is required by Airport Sponsor Assurance Number C-11. The Sponsor shall use such program for the useful life of any pavement constructed, reconstructed, or repaired with federal financial assistance at the airport. As a minimum, the program must conform to the provisions outlined below:

#### **PAVEMENT MAINTENANCE MANAGEMENT PROGRAM**

An effective pavement maintenance management program is one that details the procedures to be followed to assure that proper pavement maintenance, both preventive and repair, is performed. An airport sponsor may use any form of inspection program it deems appropriate. The program must, as a minimum, include the following:

a. **Pavement Inventory.** The following must be depicted in an appropriate form and level of detail:

- (1) location of all runways, taxiways, and aprons;
- (2) dimensions;
- (3) type of pavement, and;
- (4) year of construction or most recent major rehabilitation.

For compliance with the Airport Improvement Program (AIP) assurances, pavements that have been constructed, reconstructed, or repaired with federal financial assistance shall be so depicted.

b. **Inspection Schedule.**

- (1) Detailed Inspection. A detailed inspection must be performed at least once a year. If a history of recorded pavement deterioration is available, i.e., Pavement Condition Index (PCI) survey as set forth in Advisory Circular 150/5380-6, "Guidelines and Procedures

"Several studies have shown that maintaining a pavement in good condition versus periodically rehabilitating a pavement in poor condition is four to five times less expensive."

Source: FAA AC 150/5380-7A

for Maintenance of Airport Pavements,” the frequency of inspections may be extended to three years.

(2) Drive-By Inspection. A drive-by inspection must be performed a minimum of once per month to detect unexpected changes in the pavement condition.

c. **Record Keeping.** Complete information on the findings of all detailed inspections and on the maintenance performed must be recorded and kept on file for a minimum of five years. The types of distress, their locations, and remedial action, scheduled or performed, must be documented. The minimum information to be recorded is listed below:

- (1) inspection date,
- (2) location,
- (3) distress types, and
- (4) maintenance scheduled or performed.

For drive-by inspections, the date of inspection and any maintenance performed must be recorded.

d. **Information Retrieval.** An airport sponsor may use any form of record keeping it deems appropriate, so long as the information and records produced by the pavement survey can be retrieved to provide a report to the FAA as may be required.

e. **Reference.** Refer to Advisory Circular 150/5380-6, “Guidelines and Procedures for Maintenance of Airport Pavements,” for specific guidelines and procedures for maintaining airport pavements and establishing an effective maintenance program. Specific types of distress, their probable causes, inspection guidelines, and recommended methods of repair are presented.

**Resources:**

- FAA Advisory Circular 150/5380-6B, *Guidelines and Procedures for Maintenance of Airport Pavements* ([http://www.faa.gov/documentLibrary/media/advisory\\_circular/150-5380-6B/150\\_5380\\_6b.pdf](http://www.faa.gov/documentLibrary/media/advisory_circular/150-5380-6B/150_5380_6b.pdf))
- FAA Advisory Circular 150/5380-7A, *Airport Pavement Management Program* ([http://www.faa.gov/documentLibrary/media/advisory\\_circular/150-5380-7A/150\\_5380\\_7a.pdf](http://www.faa.gov/documentLibrary/media/advisory_circular/150-5380-7A/150_5380_7a.pdf))
- FAA Order 5190.6B, *FAA Airport Compliance Manual*, Chapter 7 ([http://www.faa.gov/documentLibrary/media/Order/5190\\_6b.pdf](http://www.faa.gov/documentLibrary/media/Order/5190_6b.pdf))

**Key Terms to Remember:**

**Life Cycle Costs (LCC):** The sum of all recurring and one-time costs accumulated over the lifetime of the facility. Typically used to financially compare one alternative to another.