

# TALKING POINTS



In the ever changing world that is aviation, certain news and requirements from regulatory agencies can catch your airport off guard. The following topics recently introduced by regulatory agencies may have a direct affect on your airport.

## Grant Assurances

Most of you have received and executed an updated version of the Terms and Conditions for Accepting Airport Improvement Program (AIP) Grants from the Federal Aviation Administration (FAA). What has changed since then is the addition of Grant Assurance No. 5(g). The FAA has recently developed a Residential Through-The-Fence (RTTF) policy which prohibits new development of "hangar homes" both on- and off-airport property with access to the runways or taxiways. The purpose of this change is to protect the public's viability. Grant Assurance No. 5(g) has been added to prohibit new RTTF arrangements at federally-funded airports. Existing arrangements can remain so long as FAA requirements are met in establishing an Airport Access Plan. More information can be found on FAA's website: [http://www.faa.gov/airports/airport\\_compliance/residential\\_through\\_the\\_fence/](http://www.faa.gov/airports/airport_compliance/residential_through_the_fence/).

## CCR Mandate

The federal Office of Management and Budget (OMB) now requires each federal grants recipient to register and maintain current airport sponsor information in the Central Contractor Registration (CCR) database. This is required so that FAA can facilitate paperless payments through electronic funds transfer. Proof of registration is required to be updated for airport sponsors to receive federal grants in fiscal year 2011 and beyond.

Please go to [www.ccr.gov](http://www.ccr.gov) to login and register. You must have your Dun and Bradstreet

Universal Numbering System (DUNS) number available. Once this is complete include a copy of your current CCR registration with your 2011 FAA grant request.

## FAA Audit Requirements

The FAA is highlighting audit requirements for AIP funded projects as required in Grant Assurance No. 13 to ensure uniform compliance. As a reminder, non-federal entities that expend \$500,000 or more of federal funds in the sponsor's fiscal year must have a single or program-specific audit conducted for that year, consistent with OMB Circular A-133. The \$500,000 threshold includes all federal funding sources, not just grants from FAA.

As your FAA-funded projects near closeout, please coordinate with your Bolton & Menk project manager as to the type of audit performed on your project so that information is included in the FAA closeout report.

## Minnesota Airport SWPPP Requirements

For those airports that were required to apply for coverage under the Minnesota Pollution Control Agency's (MPCA) Industrial Stormwater Permit, new actions and requirements will be required of airport sponsors on the first anniversary of the permittee's authorization date. Benchmark monitoring, including sampling stormwater runoff, will now be required in "year 2" of the permit. Visit the MPCA's Industrial Stormwater Program's Website at [www.pca.state.mn.us/industrialwater.com](http://www.pca.state.mn.us/industrialwater.com) for compliance details or contact your Bolton & Menk project manager.

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## Bolton & Menk Tailwinds Blog

Bolton & Menk is excited to announce the beginning of our aviation blog, *Tailwinds!* This content rich site will be available for you to view brief, relevant, and timely information that may impact your airport. Visit us at [www.bolton-menk-aviation.blogspot.com](http://www.bolton-menk-aviation.blogspot.com) and subscribe to receive updates by RSS feed or e-mail.



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# TALKING POINT:

## Federal & State Changes You Should Know About



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