



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

Memorandum

Subject: **ACTION:** Program Guidance Letter 08-04

Date: APR 24 2008

From: Acting Manager, Airports Financial Assistance
Division, APP-500

Reply to
Attn. of:

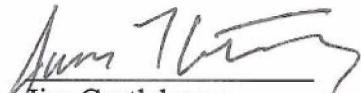
To: PGL Distribution List

This Program Guidance Letter is being issued to provide clarifying information on the secondary use of snow removal equipment (SRE) that is acquired with Airport Improvement Program grant funds at the nonprimary airports.

A longer-term review of published guidance will be undertaken shortly, after which more detailed guidance for AIP eligibility for SRE for airports of all sizes will be issued.

In the interim, the following PGL must be followed for acquisition of SRE and any resultant construction of SRE buildings for nonprimary airports.

This guidance becomes effective immediately.



Jim Castleberry

08-04 Secondary Use of Snow Removal Equipment
For Nonprimary Service Airports not having a
Part 139 Operating Certificate

SOAR Code: ST/EQ/SN
ST/BD/SN

This Program Guidance provides guidance on the secondary use of Snow Removal Equipment (SRE) vehicles at non-primary airports that do not have an active Part 139 operating certificate.

The AIP Handbook states that the purchase of equipment for maintenance activities is ineligible. FAA has interpreted that use of SRE for any activity other than removing snow and ice from airfield pavements and airport roads is not allowable. However, this often causes equipment to sit idle for significant portions of the year. Allowing use of SRE vehicles for incidental airport activities, while ensuring the useful life of the SRE vehicle is not diminished, can provide for more efficient use of AIP funds and benefits to airport users. Benefits to airport users may include reduced airport fees because airport sponsors can avoid costs of buying additional equipment to perform maintenance, for example.

Accordingly, the FAA will now permit the use of SRE vehicles for limited incidental activities. Examples of allowable incidental use are clearing airfield pavement of debris or removing earth/grass build-up from runway edges/shoulders. However, such use is permitted only if:

- 1) The activities will not significantly degrade the SRE useful life. Normal useful life of a piece of SRE is about 10 years;
- 2) The SRE will be used only for airport purposes (i.e. will not be used off the airport);
- 3) The SRE shall be only used by airport employees; and
- 4) The SRE should generally be used for activities on AIP eligible facilities (i.e. airfield).

The AIP Handbook allows purchase of vehicles and equipment for the purpose of removing snow and ice from airfield pavements and airport roads. The eligibility is limited to the minimum requirements recommended in Advisory Circulars 150/5200-30 and 150/5220-20. However, the following guidance provides added internal controls to ensure the efficient use AIP and preservation of SRE equipment while, at the same time, allowing use of SRE vehicles for incidental use.

- 1) In general, the FAA will fund with AIP only a single SRE carrier vehicle using published FAA carrier specifications (published in Appendix 1 of AC 150/5220-20) for industrial tractors, trucks or loaders using the specification in Appendix 1 of AC 150/5220-20 for nonprimary airports that do not have a Part 139 operating certificate. Acquisition of even one SRE carrier vehicle must be justified. Nonprimary airports that do not have a Part 139 operating certificate with more than one-piece of grant funded SRE may continue to use it, however future

replacements will be limited to a single piece of SRE.

- 2) There may be instances in which it is appropriate for the FAA to fund more than one SRE vehicle for certain nonprimary airports that do not hold a Part 139 operating certificate, such as for reliever airports with a significant amount of airfield pavement, large number of aircraft operations, and a large amount of annual snowfall. In such cases, the Region may consider funding additional pieces of equipment but must fully document and support the justification for acquisition of additional SRE carrier vehicles.
- 3) Under no circumstances can incidental use of SRE be used as part of the justification for acquisition. The acquisition of one or more SRE vehicles must be based solely on snow removal needs.
- 4) Generally, FAA will not fund a replacement SRE less than 10 years in age.
- 5) The attached form shall be completed by the airport and kept on file at the FAA regional or district office as a record of the federal and airport investment in snow removal equipment. It should be updated when there is a change in equipment inventory or status at the airport.

APP-500 is available to assist Regions and ADOs in making a determination on whether adequate justification exists for purchase of more than one SRE vehicle at a Nonprimary, non-Part 139 Airport.

Keywords: Snow Removal Equipment
Maintenance

INVENTORY OF SNOW REMOVAL EQUIPMENT

NAME OF AIRPORT:

EQUIPMENT ACQUIRED WITH AIP GRANT FUNDS:

EQUIPMENT NUMBER	AIP GRANT NUMBER	DATE OF GRANT	TYPE OF EQUIPMENT ACQUIRED. INCLUDE YEAR, MAKE, MODEL, SERIAL NUMBER AND ACCESSORIES*	TOTAL COST OF EQUIPMENT	EARLIEST REPLACEMENT DATE

* A photograph of the equipment taken upon delivery to the airport shall be attached to this form.

ON-AIRPORT SNOW REMOVAL EQUIPMENT ACQUIRED WITHOUT AIP GRANT FUNDS

EQUIPMENT NUMBER	DATE ACQUIRED	WAS EQUIPMENT NEW OR USED WHEN FIRST MADE AVAILABLE TO AIRPORT?	TYPE OF EQUIPMENT ACQUIRED INCLUDE. YEAR, MAKE, MODEL, SERIAL NUMBER**	TOTAL COST OF EQUIPMENT

** A photograph of the equipment may be attached to this form.