


AIRPORT IMPROVEMENT PROGRAM PROJECT EVALUATION REVIEW AND DEVELOPMENT ANALYSIS								
Airport Name/Associated City				State	Project No.	Date		
PART 1 – CHECKLIST	N/A	Meets Req.	See Part III			N/A	Meets Req.	See Part III
1. ACIP Project Checklist	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	15. Intergovernmental Review		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Sponsor Eligibility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16. Compatible Land Use		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Consistent with Local Plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17. Public Hearing		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Designation of Instrument Runway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	18. Usable Unit of Work		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Prior Grant Projects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	19. Information on Specific Opposition		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Runway Marking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	20. Flood Insurance		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Runway Safety Areas, Protection Zones, and Approaches	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	21. Consultation with Airport Users		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Runway Lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	22. Uniform Act Requirements		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Navigation Aid Requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	23. Terminal Development/ Bond Retirement		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Good Title and Exhibit A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	24. Noise Compatibility Projects		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Donations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	25. Pavement Reconstruction		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Force Account	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	26. Sponsor Certifications		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Unreasonable Costs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	27. Washington Approval Required		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Runway Surface Treatment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
PART II – DESCRIPTION AND JUSTIFICATION OF WORK ITEMS <i>(USE ADDITIONAL PAGES AS NEEDED)</i>								
PART III - EXPLANATION OF CHECKLIST ITEMS <i>(USE ADDITIONAL PAGES AS NEEDED)</i>								

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 <p style="font-size: small; margin-top: 5px;">U.S. Department of Transportation Federal Aviation Administration</p>		<p>CONSTRUCTION PROGRESS AND INSPECTION REPORT</p> <p>AIRPORT GRANT PROGRAM</p>		Period Ending
		Project Number		
Airport Name				
Project Description			Contractor's Name	
1. Rough Estimate of Percent Completion to Date of Construction Phases <i>(include Items such as clearing, grading, drainage, base, surface, lighting, etc.)</i>				
2. Work Completed or in Progress this period				
3. Brief Weather Summary This Period Including Approximate Rainfall and Periods of Below Freezing Temperature <i>(On earthwork jobs include soil conditions)</i>				
4. Contract Time		5. Summary of Laboratory and Field Testing This Period <i>(Note failing tests and any retests. Summarize out-of-tolerance.)</i>		
No Days Charged To Date	Last Working Day Charged (Date)	Material. <i>(Identify material subject to pay reduction.)</i>		
6. Describe Anticipated Work by Contractor for Next Period				
7. Problem Areas/Other Comments <i>(Revisions to plans and specifications approved or denied, delays, difficulties, etc. and actions taken.)</i>				
SPONSOR'S INSPECTOR OR REPRESENTATIVE				
Date	Typed or Printed Name and Title		Signature	

FAA Form 5370-1 (8-89) Supersedes Previous Edition

Note: You can find a fillable PDF version of this form at <http://forms.faa.gov/>. To access this form, type in the form number. Please be sure to view the form processing instructions by selecting the "Information" icon link.

INSTRUCTIONS FOR PREPARATION OF FAA FORM 5370-1 (8-89)
CONSTRUCTION PROGRESS AND INSPECTION REPORT
AIRPORT GRANT PROGRAM

This preaddressed form is to be filled out, with ballpoint pen or typewriter by the Sponsors Inspector on the project, folded with return address out, fastened, and mailed to the address shown below. No postage is required since the postage has been prepaid by the Federal Aviation Administration.

Submit one copy for each report. If additional space is required to complete any of the items, continue on a separate sheet of plain paper, identifying it with the project number, fold and insert inside the report before mailing.

If additional blank copies of the form are required, submit your request to the address provided below.

U.S. GPO:1989-261-335/03364

1st Fold

TAPE HERE

Paperwork Reduction Act Statement: The information collected on this form documents the progress of construction work on a project funded with a Federal grant under the AIP in a form prescribed by the Secretary of Transportation.

Title 49, United States Code (U.S.C.), Section 47121, requires cost and progress reporting by the sponsor. The burden associated with sponsor certification of qualified engineering and construction specifications, compliance with wage regulations, and periodic performance reporting is estimated to be 1/2 hour. Sponsors benefit by receiving proceeds of the grant based on documented performance. No assurance of confidentiality can be given since these become public records. Please note that an agency may conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number, which is 2120-0569 for this collection.

2nd Fold

U.S. Department
of Transportation
Federal Aviation
Administration

800 Independence Avenue, S.W.
Washington, D.C. 20591

Official Business
Penalty for Private Use \$200

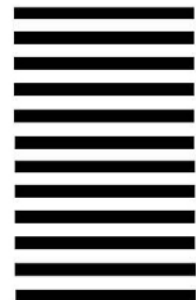


NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED
STATES



POSTAGE WILL BE PAID BY THE FEDERAL AVIATION ADMINISTRATION

Federal Aviation Administration



June 28, 2005

**Appendix 10. Final Inspection Report
(FAA Form 5110-17)**

Order 5100.38C

AIP FINAL INSPECTION REPORT	Reports Identification Symbol: AS 5100-4		
	PROJECT NO.		
SPONSOR'S NAME	DATE COMPLETED	DATE INSPECTED	
SPONSOR'S ADDRESS	NUMBER OF CONTRACTS THIS PROJECT		
	FUNDS		
		FAAP / ADAP	OTHER
AIRPORT NAME	TOTAL BID		
LOCATION	TOTAL AMOUNT CHANGE ORDERS		
CONTRACTOR'S NAME	TENTATIVE TOTAL COST		
<p>1. DESCRIPTION OF WORK (Indicate portion of project description applicable to the contract inspected. Additional description may be given to define the scope of the contract and to indicate eligible work and ineligible work.)</p>			
<p>2. QUALITY OF WORK ALL ELIGIBLE FAAP / ADAP WORK IS: <input type="checkbox"/> SATISFACTORY <input type="checkbox"/> UNSATISFACTORY (Explain in item 3)</p>			
<p>3 SUMMARY OF TEST RESULTS Describe any unusual construction or installation conditions. If unsatisfactory ineligible work which can adversely affect eligible work exists, explain in detail. If previous inspection reports indicate unsatisfactory work, give date of inspection and comment on conditions found at the time of this inspection.</p>			
<p>4. COMMENTS</p>			
<p>5. NAMES AND TITLES OF PERSONS PRESENT DURING INSPECTION</p>			
DATE	TITLE	SIGNATURE	

FAA Form 5100-17 (7-70) SUPERSEDES FAA FORM 1627

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Below are the reverter clauses to be placed in Grant agreements, as necessary, in accordance with Title VI requirements. See Chapter 14.

1. TO BE INCLUDED IN LICENSES, LEASES, PERMITS, ETC.

“That in the event of breach of any of the above nondiscrimination covenants, (name of sponsor) shall have the right to terminate the (license, lease, permit, etc.) and to reenter and repossess said land and facilities thereon, and hold the same as if said (license, lease, permit, etc.) had never been made or issued; provided, however, that the (licensee, lessee, permittee, etc.) allegedly in breach shall have the right to contest said alleged breach under applicable Federal Aviation Administration procedures, and any sanctions under or termination of (license, lease, permit, etc.), shall be withheld pending completion of such procedures.”

2. TO BE INCLUDED IN DEEDS.

“That in the event of breach of any of the above nondiscrimination covenants, (name of sponsor) shall have the right to reenter said lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of (name of sponsor) and its assigns; provided, however, that the party allegedly in breach shall have the right to contest said alleged breach under applicable Federal Aviation Administration procedures, and the right of reverter shall not be exercised until completion of such procedures.”

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June 28, 2005

**Appendix 12. Labor Standards Interview and Summary of
Labor Standards Investigation Report
(Forms DOT F 4220.5 and 4220.6)**

Order 5100.38C

DEPARTMENT OF TRANSPORTATION LABOR STANDARDS INTERVIEW <i>(Routine & Special)</i>				CONTRACT NUMBER OR PROJECT NUMBER	
PRIME CONTRACTOR			EMPLOYER		
NAME OF EMPLOYEE		ADDRESS			
		TEMPORARY:			
		PERMANENT:			
DATES EMPLOYED ON THE PROJECT		WORK CLASSIFICATION		NAME OF SUPERVISOR	
FROM	TO				
HOURS OF WORK	DO YOU WORK OVER 8 HOURS PER DAY	WAGE RATE		HOW PAID	
	<input type="checkbox"/> YES <input type="checkbox"/> NO	S.T.:	O.T.:	<input type="checkbox"/> CASH	<input type="checkbox"/> CHECK
IS ANY MONEY DEDUCTED FROM YOUR PAY EXCEPT INCOME TAX AND SOCIAL SECURITY					
<input type="checkbox"/> YES <input type="checkbox"/> NO <i>(If "yes," state what types of deductions are made)</i>					
WHAT KIND OF WORK DO YOU DO ON THIS PROJECT:					
DATE YOU STARTED DOING THIS WORK ON THIS PROJECT		TOOLS USED		APPRENTICES	
				CRAFT	STEP
				RATE	DATE OF REGISTRATION CARD
DO YOU HAVE PAYMENT RECORDS? <input type="checkbox"/> YES <input type="checkbox"/> NO; RECORDS OF HOURS WORKED? <input type="checkbox"/> YES <input type="checkbox"/> NO; LIST NAMES AND ADDRESSES OF OTHERS DOING SAME WORK:					
ADDITIONAL COMMENTS:					
IS PERMISSION GIVEN TO DIVULGE TO YOUR EMPLOYER THE INFORMATION IN THIS STATEMENT? <input type="checkbox"/> YES <input type="checkbox"/> NO					
CERTIFICATION OF EMPLOYEE I HAVE READ THE INFORMATION REPORTED AS OBTAINED FROM ME AND CERTIFY IT TO BE CORRECT TO THE BEST OF MY BELIEF.					
DATE AND SIGNATURE OF EMPLOYEE			DATE AND SIGNATURE OF INTERVIEWER		
INTERVIEWER'S EVALUATION: IS THE EMPLOYEE PROPERLY CLASSIFIED? <input type="checkbox"/> YES <input type="checkbox"/> NO					
PROPERLY PAID? <input type="checkbox"/> YES <input type="checkbox"/> NO					
REMARKS:					
FOR USE OF PAYROLL CHECKER: IS THE ABOVE INFORMATION IN AGREEMENT WITH PAYROLL DATA AND CONTRACT REQUIREMENTS?					
<input type="checkbox"/> YES <input type="checkbox"/> NO					
COMMENTS:					
DATE	TITLE		SIGNATURE		

DEPARTMENT OF TRANSPORTATION SUMMARY OF LABOR STANDARDS INVESTIGATION REPORT		CONTRACT OR PROJECT NUMBER
1. PROJECT DESCRIPTION		
2. PROJECT LOCATION	3a. CONTRACT PRICE	3b. DATE OF CONTRACT
	4a. CONTRACT WAGE DETERMINATION NUMBER:	4b. WAGE DETERMINATION DATE
5. TYPE OF CONTRACT <input type="checkbox"/> FIXED PRICE <input type="checkbox"/> CPFF <input type="checkbox"/> OTHER		6. PERCENT OF COMPLETION OF CONTRACT WORK:
7. HAS FINAL PAYMENT BEEN MADE TO CONTRACTOR? <input type="checkbox"/> YES <input type="checkbox"/> NO		
8. NAME OF CONTRACTOR		
9. DOES THE REPORT PERTAIN TO EMPLOYEES OF THE PRIME CONTRACTOR <input type="checkbox"/> YES <input type="checkbox"/> NO		
10. NAME(S) OF SUBCONTRACTOR(S) INVOLVED		
11. TOTAL NUMBER OF EMPLOYEES AFFECTED BY VIOLATIONS?	12. TOTAL UNDERPAYMENT UNDER DAVIS-BACON ACT \$	CWWSA*
13. NUMBER OF CWWSA VIOLATIONS	14. TOTAL RESTITUTION MADE UNDER DAVIS-BACON ACT \$	CWWSA*
15. TOTAL AMOUNT OF CONTRACT FUNDS BEING RETAINED TO COVER DAVIS-BACON ACT AND CWWSA UNDERPAYMENT \$		CWWSA* LIQUIDATED DAMAGES
16. IS NON ASSESSMENT OF CWWSA LIQUIDATED DAMAGES RECOMMENDED? <input type="checkbox"/> YES <input type="checkbox"/> NO (IF YES, JUSTIFY FULLY IN REPORT)		
17. DOES REPORT CONTAIN EMPLOYER'S SIGNED STATEMENT OF REASONS FOR NONCOMPLIANCE? <input type="checkbox"/> YES <input type="checkbox"/> NO (IF NO, JUSTIFY IN REPORT)		18. DATE INVESTIGATION BEGAN
18. REMARKS:		
DATE	*CONTRACT WORK HOURS STANDARDS ACT	SIGNATURE AND TITLE OF INVESTIGATOR

Examples of Increasing Maximum Obligation

This Appendix applies to grants issued in any of three time periods: on or before September 30, 1987; between October 1, 1987, and, September 30, 1992; and grants issued on or after October 1, 1992. In reviewing the legislative intent, we have concluded that the examples now reflect the way development and land increases should be handled. The effects are reflected in the following examples for each period. Throughout, where the terms "costs" or "project costs" are used, they are meant to read as allowable costs.

SCENARIO: A project includes land acquisition and development other than land. Total project costs are estimated to be \$1 million, and the total grant amount is \$900,000 (assuming a 90 percent participation rate); these are broken down as follows:

ITEM	PROJECT COSTS	GRANT AMOUNT
Development	\$800,000	\$720,000
Land	\$200,000	\$180,000
Totals	\$1,000,000	\$900,000

Five examples of changes in project costs are shown to compare the effects of legislative changes. Each example is calculated for the three specific time periods covered by legislative changes. In considering changes in project costs and subsequent grant changes, we have considered the projects for land and development as if they were separate grants. The resulting grant changes are a combination of allowable increases for each portion of the grant. The following chart reflects final project costs for each example considered:

ITEM	EXAMPLE 1	EXAMPLE 2	EXAMPLE 3	EXAMPLE 4	EXAMPLE 5
Development	\$800,000	\$700,000	\$850,000	\$950,000	\$950,000
Land	\$260,000	\$260,000	\$260,000	\$260,000	\$400,000
Totals	\$1,060,000	\$960,000	\$1,110,000	\$1,210,000	\$1,350,000

A. GRANTS ISSUED ON OR BEFORE SEPTEMBER 30, 1987

For grants issued during this period, the maximum obligation (grant amount) may be increased by not more than 10 percent for airport development (other than a project for land acquisition). In land only grants, or in the land portion of mixed grants, the grant may be increased by an amount not to exceed 50 percent of the total increase in allowable project costs attributable to acquisition of land or interests in land, based upon credible appraisals. Although this set of examples assumes the Federal share of costs to be 90 percent, this provision makes no distinction as to the type of airport to which it applied. The effect of this provision on each of the examples is as follows:

Note: The maximum allowable increase for development other than land is 10 percent of \$720,000 (\$72,000). Therefore, the original grant amount can be increased to a maximum of \$792,000 for development. Land costs are based on the 50 percent limit and are added to the development.

Example A1

Development: No change in development cost. Therefore, grant amount portion remains at \$720,000.

Land: Total cost of land increases by \$60,000. The grant can be adjusted by 50 percent of the increase, or \$30,000. Consequently, the \$180,000 original grant amount for land can be increased to \$210,000.

New Total: \$720,000 + \$210,000 = \$930,000

Example A2

Development: Development cost decreases by \$100,000. Therefore, this portion of the grant amount decreases by \$90,000, resulting in a revised amount of \$630,000.

Land: Same as in Example A1.

New Total: $\$630,000 + \$210,000 = \$840,000$

Note: The revised Federal amount for development is decreased, but the decrease is partly offset by the increase in land costs (\$90,000 versus \$60,000). Since the statute treats land separately from development, the original grant amount must be reduced. The result is that the total grant amount is less than 90 percent of total costs. To allow otherwise, however, would require that reimbursement for land costs be higher than the \$210,000 cost permitted, thereby exceeding authority contained in the statute.

Example A3

Development: Development cost increases by \$50,000. Therefore, the development portion of the grant amount can be increased by \$45,000. This results in a new grant amount for development of \$765,000.

Land: Same as in Example A1.

New Total: $\$765,000 + \$210,000 = \$975,000$

Example A4

Development: Development cost increases by \$150,000. The development portion of the grant amount can be increased by a maximum of 10 percent. Therefore, the maximum increase for this portion is \$72,000. The amended grant amount for development is \$792,000.

Land: Same as in Example A1.

New Total: $\$792,000 + \$210,000 = \$1,002,000$

Note: In this case, the maximum Federal obligation is increased by an amount which is more than 10 percent of the original total amount. This is because the provision allowing a 10 percent increase in the maximum Federal obligation does not apply to the total original grant amount of \$900,000. Rather, the provision must be read to require that each component be treated separately.

Example A5

Development: Same as in Example A4.

Land: Total cost of land increases by \$200,000. The grant can be adjusted by 50 percent of the increase, or \$100,000. Consequently, the \$180,000 original grant amount for land can be increased to \$280,000.

New Total: $\$792,000 + \$280,000 = \$1,072,000$

Note: In this case, the maximum Federal obligation is increased by an amount which is more than 10 percent of the original total amount. This is because the provision allowing a 10 percent increase in the maximum Federal obligation does not apply to the total original grant amount of \$900,000. Rather, the provision must be read to require that each component be treated separately.

B. GRANTS ISSUED OCTOBER 1, 1987, THROUGH SEPTEMBER 30, 1992

For grants issued during this period, the maximum obligation may be increased by not more than 15 percent in the case of a project for airport development. By definition contained in former Section 503(a)(2)(C), land is considered airport development. Therefore, a project for land acquisition and a project for development other than land acquisition are treated the same. In each example, therefore, there is no requirement to separate the development and land costs to compute the changed grant amounts. Also, there is no prohibition against using lower development costs to cover increased land costs. The effect of this provision on each example is as follows:

Note: The maximum allowable increase is 15 percent of \$900,000 (\$135,000). Therefore, the original grant amount can be increased to a maximum of \$1,035,000.

Example B1

Development: No change in development cost.

Land: Total cost of land increases by \$60,000.

New Total: $\$800,000 + \$260,000 = \$1,060,000 * 90\% = \$954,000$. This is less than the maximum amount of \$1,035,000 and may be used as the amended grant amount.

Example B2

Development: Development cost decreases by \$100,000.

Land: Total cost of land increases by \$60,000.

New Total: $\$700,000 + \$260,000 = \$960,000 * 90\% = \$864,000$. The amended grant amount is reduced from the original amount.

Example B3

Development: Development cost increases by \$50,000.

Land: Total cost of land increases by \$60,000.

New Total: $\$850,000 + \$260,000 = \$1,110,000 * 90\% = \$999,000$. This is less than the maximum amount of \$1,035,000 and may be used as the amended grant amount.

Example B4

Development: Development cost increases by \$150,000.

Land: Total cost of land increases by \$60,000.

New Total: $\$950,000 + \$260,000 = \$1,210,000 * 90\% = \$1,089,000$. The increase is more than the maximum of \$1,035,000. Therefore, the new grant amount is limited to \$1,035,000.

Example B5

Development: Development cost increases by \$150,000.

Land: Total cost of land increases by \$200,000.

New Total: $\$950,000 + \$400,000 = \$1,350,000 * 90\% = \$1,215,000$. The increase is more than the maximum of \$1,035,000. Therefore, the new grant amount is limited to \$1,035,000.

C. GRANTS ISSUED ON OR AFTER OCTOBER 1, 1992

Amendments for grants issued to primary airports during this period are computed as for grants issued October 1, 1987 through September 30, 1992; i.e., with a maximum of 15 percent for combined land and development. Grants at non-primary airports are treated differently, however. The maximum obligation can be increased by not more than 15 percent for airport development (other than a project for land acquisition). In land only grants, or in the land portion of mixed grants, the grant amount attributable to land costs can be increased by an amount not to exceed 15 percent of the original grant amount for land or by an amount not to exceed 25 percent of the total increase in costs attributable to acquisition of land or interests in land, based upon credible appraisals or a court award in a condemnation proceeding, whichever is greater. The effect of this provision on non-primary airports in each of the examples is as follows:

Example C1 Non-primary

Development: No change in development cost. Therefore, grant amount portion remains at \$720,000.

Land: Total cost of land increases by \$60,000. The grant amount may be increased by 25 percent of the increase (\$15,000), or by 15 percent of the original grant portion pertaining to the land (\$27,000), whichever is greater. Consequently, the land portion of the original grant amount \$180,000 can be increased by \$27,000 to \$207,000.

New Total: $\$720,000 + \$207,000 = \$927,000$

Example C2 Non-primary

Development: Development cost decreases by \$100,000. Therefore, the grant amount portion decreases by \$90,000, resulting in a revised amount of \$630,000.

Land: Same as in Example C1.

New Total: $\$630,000 + \$207,000 = \$837,000$

Note: The revised Federal amount for development is decreased, but the decrease is partly offset by the increase in land costs (\$90,000 versus \$60,000). Since the statute treats land separately from development, the original grant amount must be reduced. As in example A2, the result is that the total grant amount is reduced and is less than 90 percent of total costs. Further, in this case, the amended grant amount is less than in example A2 because the adjustment is based on 25 percent, not 50 percent, of the increase in land cost.

Example C3 Non-primary

Development: Development cost increases by \$50,000. Therefore, the development portion of the grant amount can be increased by \$45,000. This results in a new grant amount for development of \$765,000.

Land: Same as in Example C1.

New Total: $\$765,000 + \$207,000 = \$972,000$

Example C4 Non-primary

Development: Development cost increases by \$150,000. The development portion of the grant amount can be increased by a maximum of 15 percent. Therefore, the maximum increase is \$108,000. The amended grant amount for development is \$828,000.

Land: Same as in Example C1.

New Total: $\$828,000 + \$207,000 = \$1,035,000$

Note: In this example, the amended total grant amount is increased by an amount which is exactly equal to 15 percent of the original grant amount.

Example C5 Non-primary

Development: Development cost increases by \$150,000. As in example C4, the amended grant amount for development is \$828,000.

Land: Total cost of land increases by \$200,000. The original grant amount for land may be increased by the greater of 25 percent of the increase (\$50,000), or by 15 percent of the original grant amount for land (\$27,000). Consequently, the original grant amount for land (\$180,000) can be increased to \$230,000.

New Total: $\$828,000 + \$230,000 = \$1,058,000$

Note: In this case, the amended total grant amount is increased by an amount which is more than 15 percent of the original grant amount.



U.S. Department of Transportation
Federal Aviation Administration

Page of Pages

Contract No

DUNS No

Airport/Planning Area

(Location)

AMENDMENT NO. TO GRANT AGREEMENT AIP PROJECT NO.

WHEREAS, the Federal Aviation Administration (hereinafter referred to as the "FAA") has determined it to be in the interest of the United States that the Grant Agreement between the FAA, acting for and on behalf of the United States, and the [Sponsor Name] (hereinafter referred to as the "Sponsor"), accepted by said Sponsor on [Acceptance Date], be amended in conformance with the Sponsor's letter dated and as hereinafter provided.

NOW THEREFORE, WITNESSETH:

That in consideration of the benefits to accrue to the parties hereto, the FAA on behalf of the United States, on the one part, and the Sponsor, on the other part, do hereby mutually agree that the said Grant Agreement be and hereby is amended as follows:

All other terms and conditions of the Grant Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused this amendment to said Grant Agreement to be duly executed as of the day of , .

**UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION**

(Signature)

(Typed Name)

(Title)

Page of Pages

Contract No

DUNS No

Airport/Planning Area

(Location)

(Name of Sponsor)

(Signature of Sponsor's Designated Official Representative)

(Typed Name of Sponsor's Designated Official Representative)

(Typed Title of Sponsor's Designated Official Representative)

(Date)

(SEAL)

Attest:

Title:

CERTIFICATE OF SPONSOR'S ATTORNEY

I, , acting as Attorney for the Sponsor do hereby certify:

That I have examined the foregoing Amendment to the Grant Agreement and the proceedings taken by said Sponsor relating thereto, and find that the execution thereof by said Sponsor has been duly authorized and is in all respects due and proper and in accordance with the laws of the State of and further that, in my opinion, said Amendment to the Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Dated at this day of , .

By

(Signature of Sponsor's Attorney)



U.S. Department of Transportation
Federal Aviation Administration

Region/Airports District Office
Address
City, State Zip

Sponsor
Address
City, State Zip

Dear:

Airport
AIP Project No
Contract No
DUNS No
Letter Amendment (Amendment No.)

This is in response to your letter dated , requesting an amendment to the Grant Agreement for the subject AIP project to: (1) revise the project description, and (2) increase (*OR decrease) the maximum obligation of the United States, as set forth in the Grant Agreement accepted by the Sponsor (OR) Co-Sponsors on (use last co-sponsor acceptance date). (IF APPLICABLE→), as amended on .
USE FOLLOWING PARAGRAPH IF: REVISING PROJECT DESCRIPTION
NOT REVISING MAXIMUM OBLIGATION

This letter, together with your letter, effects the amendment, as requested, and commits the Federal Aviation Administration, acting for and on behalf of the United States of America, to delete the project description, as shown in the above referenced Grant Agreement, and to substitute the following project description:

USE FOLLOWING PARAGRAPH(S) IF: REVISING PROJECT DESCRIPTION
INCREASING MAXIMUM OBLIGATION

This letter, together with your letter, effects the amendment, as requested, and commits the Federal Aviation Administration, acting for and on behalf of the United States of America, to delete the project description, as shown in the above referenced Grant Agreement, and to substitute the following project description:

Furthermore, this letter commits the Federal Aviation Administration, acting for and on behalf of the United States of America, to increase the maximum obligation of the United States by \$ (from \$ to \$) to cover the Federal share of the total actual eligible and allowable project costs.
USE FOLLOWING PARAGRAPH(S) IF: REVISING PROJECT DESCRIPTION
DECREASING MAXIMUM OBLIGATION

This letter, together with your letter, effects the amendment, as requested, and commits the Federal Aviation Administration, acting for and on behalf of the United States of America, to delete the project description, as shown in the above referenced Grant Agreement, and to substitute the following project description:

Furthermore, this letter commits the Federal Aviation Administration, acting for and on behalf of the United States of America, to decrease the maximum obligation of the United States by \$ (from \$ to \$) to cover the Federal share of the total actual eligible and allowable project costs.

**USE FOLLOWING PARAGRAPH IF: NOT REVISING PROJECT DESCRIPTION
INCREASING MAXIMUM OBLIGATION**

This letter, together with your letter, effects the amendment, as requested, and commits the Federal Aviation Administration, acting for and on behalf of the United States of America, to increase the maximum obligation of the United States by \$ (from \$ to \$) to cover the Federal share of the total actual eligible and allowable project costs of the above referenced Grant Agreement.

Under the terms of the Grant Agreement, this document is incorporated into and constitutes Amendment No. to the above referenced Grant Agreement. All other terms and conditions of the Grant Agreement remain in full force and effect.

Sincerely,

(Typed Name)

(Title)



U.S. Department of Transportation
Federal Aviation Administration

AGREEMENT FOR TRANSFER OF ENTITLEMENTS

In accordance with section 47117(c)(2) of Title 49 U.S.C. (hereinafter called the "Act).

(Name of Transferor Sponsor)

Hereby waives receipt of the following amount of funds apportioned to it for each fiscal year specified under section 47114(c) or 47114(d)(3)(A) of the Act.

	<u>Amount</u>	<u>Fiscal Year</u>
	\$	20
	\$	20
	\$	20
TOTAL	\$ <u> </u>	

On the condition that the Federal Aviation Administration makes the waived amount available to:

(Name of Transferee Sponsor)

for eligible projects under section 47104(a) Act. This waiver shall expire on earlier of *(date)* or when the availability of apportioned funds would lapse under section 47117(b) of the Act.

**FOR THE UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION**

FOR

(Signature)

(Typed Name)

(Title)

(Date)

(Signature)

(Typed Name)

(Title)

(Date)

CERTIFICATE OF SPONSOR'S ATTORNEY

I, _____ acting as Attorney for the Sponsor do hereby certify:

That I have examined the foregoing Agreement and find that the Sponsor has been duly authorized to make such transfer and that the execution thereof is in all respects due and proper and in accordance with the laws of the State of _____ and the Act.

Dated at _____ this _____ day of _____, _____.

By _____
(Signature of Sponsor's Attorney)

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U.S. Department
of Transportation
Federal Aviation
Administration

Region/Airports District Office
Address
City, State Zip

Sponsor
Address
City, State Zip

Dear:

Airport
AIP Project No
Contract No
DUNS No
Letter Amendment (Multi-Year Amendment No.)

This letter transmits the FAA's current Fiscal Year statement of the maximum obligation for the Multi-Year Grant agreement for Project No. .

The above-captioned grant agreement commits the Federal Aviation Administration (FAA), acting for and on behalf of the United States of America, to increase the maximum obligation of the United States, as authorized by Section 47108(a) of the Act, as amended. The maximum obligation is increased by \$ (from \$ to \$) to include the current Fiscal Year (FY-) obligation of the multi-year Grant Agreement for the subject project.

(Insert specific description of changes to be incorporated by this Amendment.)

Sincerely,

(Typed Name)

(Title)

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FEDERAL CASH TRANSACTIONS REPORT		OMB APPROVAL NO. 0348-0003	
(See instructions on the back. If report is for more than one grant or assistance agreement, attach completed Standard Form 272A.)		1. Federal sponsoring agency and organizational element to which this report is submitted	
2. RECIPIENT ORGANIZATION Name: Number and Street: City, State and ZIP Code:		4. Federal grant or other identification number	5. Recipient's account number or identifying number
		6. Letter of credit number	7. Last payment voucher number
		<i>Give total number for this period</i>	
		8. Payment Vouchers credited to your account	9. Treasury checks received (whether or not deposited)
3. FEDERAL EMPLOYER IDENTIFICATION NO.		10. PERIOD COVERED BY THIS REPORT	
		FROM (month, day, year)	TO (month, day, year)
11. STATUS OF FEDERAL CASH (See specific instructions on the back)		a. Cash on hand beginning of reporting period	\$
		b. Letter of credit withdrawls	
		c. Treasury check payments	
		d. Total receipts (Sum of lines b and c)	0.00
		e. Total cash available (Sum of lines a and d)	0.00
		f. Gross disbursements	
		g. Federal share of program income	
		h. Net disbursements (Line f minus line g)	0.00
		i. Adjustments of prior periods	
		j. Cash on hand end of period	\$
12. THE AMOUNT SHOWN ON LINE 11j, ABOVE, REPRESENTS CASH REQUIREMENTS FOR THE ENSUING Days		13. OTHER INFORMATION	
		a. Interest income	\$
		b. Advances to subgrantees or subcontractors	\$

14. REMARKS (Attach additional sheets of plain paper, if more space is required)

15. CERIFICATION			
I certify to the best of my knowledge and belief that this report is true in all respects and that all disbursements have been made for the purpose and conditions of the grant or agreement.	AUTHORIZED	SIGNATURE	DATE REPORT SUBMITTED
	CERTIFYING OFFICIAL	TYPED OR PRINTED NAME AND TITLE	TELEPHONE (Area Code, Number, Extension)
		01/12/2004	

THIS SPACE FOR AGENCY USE

Note: You can find a fillable PDF version of this form at <http://www.whitehouse.gov/omb/grants/sf272.pdf>.

INSTRUCTIONS

Public reporting burden for this collection of information is estimated to average 120 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0003), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

Please type or print legibly. Items 1, 2, 8, 9, 10, 11d, 11e, 11h, and 15 are self explanatory, specific instructions for other items are as follows:

<i>Item</i>	<i>Entry</i>	<i>Item</i>	<i>Entry</i>
3	Enter Employer Identification Number (EIN) assigned by the U.S. Internal Revenue Service or the FICE (institution) code.		benefits if treated as a direct cost, interdepartmental charges for supplies and services, and the amount to which the recipient is entitled for indirect costs.
4	If this report covers more than one grant or other agreement, leave items 4 and 5 blank and provide the information on Standard Form 272A, Report of Federal Cash Transactions - Continued. Enter Federal grant number, agreement number, or other identifying numbers if requested by sponsoring agency.	11g	Enter the Federal share of program income that was required to be used on the project or program by the terms of the grant or agreement.
5	This space reserved for an account number or other identifying number that may be assigned by the recipient.	11i	Enter the amount of all adjustments pertaining to prior periods affecting the ending balance that have not been included in any lines above. Identify each grant or agreement for which adjustment was made, and enter an explanation for each adjustment under "Remarks." Use plain sheets of paper if additional space is required.
6	Enter the letter of credit number that applies to this report. If all advances were made by Treasury check, enter "NA" for not applicable and leave items 7 and 8 blank.	11j	Enter the total amount of Federal cash on hand at the end of the reporting period. This amount should include all funds on deposit, imprest funds, and undeposited funds (line e, less line h, plus or minus line i).
7	Enter the voucher number of the last letter-of-credit payment voucher (Form TUS 5401) that was credited to your account.	12	Enter the estimated number of days until the cash on hand, shown on line 11j, will be expended. If more than three days cash requirements are on hand, provide an explanation under "Remarks" as to why the drawdown was made prematurely, or other reasons for the excess cash. The requirement for the explanation does not apply to prescheduled or automatic advances.
11a	Enter the total amount of Federal cash on hand at the beginning of the reporting period including all of the Federal funds on deposit, imprest funds, and undeposited Treasury checks.	13a	Enter the amount of interest earned on advances of Federal funds but not remitted to the Federal agency. If this includes any amount earned and not remitted to the Federal sponsoring agency for over 60 days, explain under "Remarks." Do not report interest earned on advances to States.
11b	Enter total amount of Federal funds received through payment vouchers (Form TUS 5401) that were credited to your account during the reporting period.	13b	Enter the amount of advance to secondary recipients included in item 11h.
11c	Enter the total amount of all Federal funds received during the reporting period through Treasury checks, whether or not deposited.	14	In addition to providing explanations as required above, give additional explanation deemed necessary by the recipient and for information required by the Federal sponsoring agency in compliance with governing legislation. Use plain sheets of paper if additional space is required.
11f	Enter the total Federal cash disbursements, made during the reporting period, including cash received as program income. Disbursements as used here also include the amount of advances and payments less refunds to subgrantees or contractors; the gross amount of direct salaries and wages, including the employee's share of		

STANDARD FORM 272 (Rev. 7-97) Back

Note: You can find a fillable PDF version of this form at <http://www.whitehouse.gov/omb/grants/sf272.pdf>.

FEDERAL CASH TRANSACTIONS REPORT CONTINUATION <i>(This form is completed and attached to Standard Form 272 only when reporting more than one grant or assistance agreement.)</i>		OMB APPROVAL No. 0348-0003	
		1. FEDERAL SPONSORING AGENCY AND ORGANIZATIONAL ELEMENT TO WHICH THIS REPORT IS SUBMITTED	
2. RECIPIENT ORGANIZATION <i>(Give name only as shown in item 2, SF-272)</i>		3. PERIOD COVERED BY THIS REPORT <i>(As shown on SF-272)</i>	
		FROM <i>(month, day, year)</i>	TO <i>(month, day, year)</i>
4. List information below for each grant or other agreement covered by this report. Use additional forms if more space is required.			
FEDERAL GRANT OR OTHER IDENTIFICATION NUMBER <i>(Show a subdivision by other identifying numbers if required by the Federal Sponsoring Agency)</i> (a)	RECIPIENT ACCOUNT NUMBER OR OTHER IDENTIFYING NUMBER (b)	FEDERAL SHARE OF NET DISBURSEMENTS	
		NET DISBURSEMENTS <i>(Gross disbursements less program income received)</i> FOR REPORTING PERIOD (c)	CUMULATIVE NET DISBURSEMENTS (d)
		\$	\$
5. TOTALS <i>(Should correspond with amounts shown on SF 272 as follows: column (c) the same as line 11h; column (d) the sum of lines 11h and 11i of the SF-272 and cumulative disbursements shown on last report. Attach explanation of any differences.)</i>		\$	\$

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PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

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STANDARD FORM 272A (Rev. 7-97)
 Prescribed by OMB Circulars A-102 and A-110

Note: You can find a fillable PDF version of this form at <http://www.whitehouse.gov/omb/grants/sf272a.pdf>.

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