



U. S. Department  
Of Transportation

**Federal Aviation  
Administration**

WASHINGTON AIRPORTS DISTRICT OFFICE  
13873 Park Center Road, Suite 490-S  
Herndon, Virginia 20171  
Telephone: 703/487-3980 Fax: 703/487-3982

December 19, 2019

Doug Taylor, County Administrator **VIA EMAIL**  
Somerset County Commissioner's Office  
11916 Somerset Avenue, Room 111  
Princess Anne, Maryland 21853

The Honorable Barry Dize, Mayor **VIA EMAIL**  
City of Crisfield  
City Hall  
Crisfield, Maryland 21817

Re: Crisfield-Somerset County Airport Capital Improvement Plan (CIP) Fiscal  
Years 2020-2025

Dear Gentlemen:

At the start of each Fiscal Year, the Federal Aviation Administration (FAA) begins the process of updating its Airports Capital Improvement Program (ACIP), which started on October 1, 2019, and we will begin working with you to update your proposed CIP for FY 2021 through FY 2025.

Based on the information you submitted last year, we have attached a list of projects that we are optimistic could compete favorably for AIP funding. AIP funds are subject to annual Congressional appropriation and the attached list is not an FAA commitment of funding for the identified projects. The list is intended to provide you with information for planning purposes so that you can be prepared should funds be available.

In order to ensure your CIP reflects realistic development requests for your airport, we ask that you review the attached and provide updates as follows.

**Federal Fiscal Year 2020 Projects (current year)**

- The FAA expects extremely limited to no changes to projects proposed in the current fiscal year.
- Airport sponsors should be taking steps to get these projects under grant in FY 2020 in accordance with the attached schedule.

- For projects competing for AIP funding above the available sponsor entitlements, changes will be limited to project deletions or reasonable updates to project cost estimates.
- For projects planned for sponsor entitlement funds only, in addition to deletions and cost updates, project changes/substitutions may be accepted provided all federal application requirements can be met, i.e. environmental, airspace, airport layout plan (ALP) updates, application requirements, etc.
- Based on anticipated entitlements and funds carried over from past years, your airport will have approximately \$150,000 in entitlements available in FY2020.

**Federal Fiscal Year 2021 through 2025 Projects (future years)**

- Please review the draft CIP along with your Airport Master Plan, state and local funding plans, and your overall development plans.
- Provide any necessary comments, revisions or changes to the projects shown for FY 2021 through FY 2025.
- Any new projects added, should be accompanied by the following information:
  - CIP data sheet for each project including:
    - Description
    - Justification
    - Cost Estimate
  - A sketch of the project referencing the ALP
  - Updates to ALP (if necessary)
  - Airspace Status/Requests (if necessary)
- For any revisions or updates, you must submit revised documents as necessary so that we have the most current information on file.
- Attached, you will find a list of dates to help guide the process and to ensure we receive the information in a timely manner.

If you have any questions or wish to meet with us to discuss your CIP, please contact me at [mindy.lee@faa.gov](mailto:mindy.lee@faa.gov).

Sincerely,

**ORIGINAL SIGNED  
BY MINDY LEE**

Mindy Lee

Enclosures: Draft CIP (not for reproduction or distribution)  
CIP Development Deadlines

cc: Ashish Solanki, Maryland Aviation Administration w/copy of CIP

## **Crisfield-Somerset County Airport**

Note: The following is a list of projects competing for AIP funding. AIP funds are subject to annual Congressional appropriation and the attached list is NOT an FAA commitment of funding for the identified projects. The list is intended to provide you with information for planning purposes so that you can be prepared should funds become available.

### **2021**

Remove Obstructions  
(Phase 3: Land Acquisition)

Phase 7 of 9  
\$180,000

### **2021**

Remove Obstructions  
(Phase 3: Design)

Phase 8 of 9  
\$45,000

### **2022**

Remove Obstructions  
(Phase 3: Construction)

Phase 9 of 9  
\$180,000

### **2023**

Rehabilitate Runway 14/32<sup>1</sup>  
(Pre-Design: Geotech & NEPA reimburse)

Phase 1 of 3  
\$90,000

<sup>1</sup>Unclassified airport projects require eligibility review

## Fiscal Year 2020-2025 Capital Improvement Program (CIP) Planning Dates

<b>Dates</b>	<b>Actions</b>
November 2019 – March 2020	ADO meets with airport sponsors, consultants and state agencies to review 5-year CIP (FY21-25) of airport development needs.
Dec. 1, 2019- March 31, 2020	Sponsor reviews their 5-year CIP (FY21-25) and confirms accuracy or submits revisions/updates to the ADO. <i>NOTE:</i> FY20 adjustments will typically be limited to deletions or cost adjustments and not the addition of new projects.
April 1, 2020	Sponsor submits final CIP update request to ADO, including: <ul style="list-style-type: none"><li>• CIP data sheet for each project including:<ul style="list-style-type: none"><li>○ Description</li><li>○ Justification</li><li>○ Cost Estimate</li></ul></li><li>• A sketch of the project referencing the ALP</li><li>• Updates to ALP (if necessary)</li><li>• Airspace Status/Requests (if necessary)</li></ul>
April 15, 2020	ADO submits preliminary 3-year FAA ACIP to FAA Regional Office for FY21-23.
April 30, 2020	Sponsors submit complete environmental documentation (CATEX or EA) for projects competing for discretionary funds in FY21.
May 2020	ADO coordinates CIP requests with state aviation counterparts. <i>Sponsor confirms intent to use available entitlements.</i>
June 1, 2020	ADO and Regional Office send final FAA ACIP to the FAA Headquarters Office.
June 2020 (Approx.)	FY2020 Grant Applications due to the ADO.
July 15-31, 2020	ADO coordinates updates to CIP with sponsors & provides updates to FAA Regional Office.
October-November 2020	ADO informs sponsor of projects that are being considered for AIP funding in FY21-23. Sponsors begin to take actions such as consultant selection, and planning to submit grant applications for projects.
November 2020	The ADO and sponsor initiate discussions for the FY22-26 CIP planning cycle.

Proposed Capital Program (FFY 2020-2024)  
Crisfield-Somerset County Airport

FFY <sup>1</sup>	State and Local FY	Completed	Project	Funding Type	FAA \$	FAA %	MAA \$	MAA %	Local \$	Local %	Total Project Cost
2017			Remove Obstructions: Land Acquisition - Services and Purchase (Phase 1) <sup>7</sup> (AIP 13)	AIP	\$ 221,439	90%	\$ 12,302	5%	\$ (233,741)	-95%	\$ 246,043
2018			Remove Obstructions: Design (on-Airport, Phase 1, and Phase 2 parcels) (AIP 14) <sup>3</sup>	AIP	\$ 128,946	90%	\$ 7,164	5%	\$ 7,164	5%	\$ 143,273
2018			Remove Obstructions: Land Acquisition - Services & Purchase (Phase 2) <sup>1</sup> - (AIP 14)	AIP	\$ 32,751	90%	\$ 1,820	5%	\$ 1,820	5%	\$ 36,390
2019			Remove Obstructions: Construction (on-Airport, Phase 1 and Phase 2 parcels) <sup>3</sup>	AIP	\$ 675,000	90%	\$ 37,500	5%	\$ 37,500	5%	\$ 750,000
<b>FFY 2020-2024</b>											
2020			N/A	N/A							\$ -
2021			Remove Obstructions: Land Acquisition Purchase (Phase 3) <sup>5</sup>	AIP	\$ 63,000	90%	\$ 3,500	5%	\$ 3,500	5%	\$ 70,000
2021			Remove Obstructions: Land Acquisition Services (Phase 3) <sup>6</sup>	AIP	\$ 123,300	90%	\$ -	0%	\$ 13,700	10%	\$ 137,000
2021			Remove Obstructions: Design (Phase 3) <sup>6</sup>	AIP	\$ 45,000	90%	\$ -	0%	\$ 5,000	10%	\$ 50,000
2022			Remove Obstructions: Construction (Phase 3) <sup>6</sup>	AIP	\$ 171,000	90%	\$ 9,500	5%	\$ 9,500	5%	\$ 190,000
2022			Remove Obstructions: CA/CI Services (Phase 3) <sup>6</sup>	AIP	\$ 27,000	90%	\$ -	0%	\$ 3,000	10%	\$ 30,000
2023			Runway 14-32 Rehabilitation - Geotechnical Evaluation	AIP	\$ 31,500	90%	\$ -	0%	\$ 3,500	10%	\$ 35,000
2023			Runway 14-32 Rehabilitation - Environmental Documentation <sup>7</sup>	AIP	\$ 63,000	90%	\$ -	0%	\$ 7,000	10%	\$ 70,000
2024			Runway 14-32 Rehabilitation - Design	AIP	\$ 270,000	90%	\$ -	0%	\$ 30,000	10%	\$ 300,000
<b>Out Years</b>											
2025			Runway 14-32 Rehabilitation - Construction	AIP	\$ 2,160,000	90%	\$ 120,000	5%	\$ 120,000	5%	\$ 2,400,000
2025			Runway 14-32 Rehabilitation - CA/CI Services	AIP	\$ 270,000	90%	\$ -	0%	\$ 30,000	10%	\$ 300,000
OUT			ALP Update <sup>8</sup>	TBD	TBD		TBD		TBD		TBD
OUT			Environmental Assessment for Five-Year ACIP <sup>8</sup>	TBD	TBD		TBD		TBD		TBD
OUT			Apron Development and Expansion : Design	TBD	TBD		TBD		TBD		TBD
OUT			Apron Development and Expansion: Construction	TBD	TBD		TBD		TBD		TBD
OUT			T-Hangar Development: Design <sup>9</sup>	County	TBD		TBD		TBD		TBD
OUT			T-Hangar Development: Construction <sup>9</sup>	County	TBD		TBD		TBD		TBD
OUT			New Terminal / Operations Building: Design	County	TBD		TBD		TBD		TBD
OUT			New Terminal / Operations Building: Construction	County	TBD		TBD		TBD		TBD
<b>Total (FFY 2020-2024)</b>					\$ 793,800		\$ 13,000		\$ 75,200		\$ 882,000

<sup>1</sup> For reference, FFY 2020 begins October 1, 2019 and ends September 30, 2020. State and Local FY 2021 begins July 1, 2020 and ends June 30, 2021

<sup>2</sup> Phase 1 of land acquisition services and purchases includes Long (PID 19), Jeffra (PID 20), Mayne (PID 8), Tyler (PID 16)

<sup>3</sup> Design and construction includes on-Airport, Phase 1 off-Airport parcels (Long (AE), Mayne (AE), Jeffra (AE), Tyler (AE)), Phase 2 off-Airport parcel (St. Peter's Church (PID 14)), as well as Blough (AR)

<sup>4</sup> Phase 2 of land acquisition services and purchases includes St. Peter's Church (PID 14)

<sup>5</sup> Phase 3 of land acquisition services and purchases includes Leatherbury (PID 10), Annessex Ridge (PID 21), Alonso (PID 15), and Surdykowski (PID 18)

<sup>6</sup> Design and construction includes Phase 3 off-Airport parcel (Leatherbury (PID 10), Annessex Ridge (PID 21), Alonso (PID 15), and Surdykowski (PID 18))

<sup>7</sup> Environmental Documentation (EA) is proposed to assess the proposed rehabilitation of Runway 14-32

<sup>8</sup> ALP Update and Environmental Assessment is proposed to assess the Apron / T-Hangar / Terminal area redevelopment and expansion as part of the future 5-year ACIP

<sup>9</sup> County submitted a grant through the State of Maryland - Dept of General Services for design, construction, and project management of an eight unit hangar for SFY 2020.

**Airport Capital Improvement Program**  
**Crisfield-Somerset County Airport**

**Program:** Remove Obstructions (Runway 14-32)

**Program Description/Justification:**

Under a prior obstruction analysis conducted by the County in 2012, existing and near penetrations to the 14 CFR Part 77 surfaces to Runways 14-32 were identified. The analysis showed existing 14 CFR Part 77 surfaces incorporating 20:1 sloped non-precision approaches to both ends of Runways 14-32. Obstructions include trees to the 14 CFR Part 77 surfaces are located on-Airport as well as on numerous privately-owned parcels. The purpose of the obstruction removal and associated aviation easement project is to meet current FAA requirements outlined in 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace, and FAA Advisory Circular 150/5300-13A, Change 1, Airport Design. The proposed project is needed in order to protect public safety and preserve the existing published arrival and departure procedures for Runways 14-32. The proposed project is a safety maintenance project to clear trees that penetrate the primary surface, 20:1 approach surfaces, and associated 7:1 transitional surface for Runways 14-32. Under the provisions of 14 CFR Part 77, trees that penetrate the surfaces are considered obstructions which can adversely affect the navigable airspace. The 20:1 approach surfaces and associated 7:1 transitional surfaces for Runways 14-32 are defined under the provisions of Federal Aviation Regulation (FAR) Part 77.19, Civil Airport Imaginary Surfaces, and FAA Advisory Circular 150/5300-13A, Change 1. These provisions, together with federal grant obligations, require the City of Crisfield and Somerset County, as Airport Owners, to remove, relocate, or lower objects to preclude their penetration of the primary surface, 20:1 approach surfaces, and associated 7:1 transitional surface unless an object is fixed by function (e.g., a navigational aid) and/or the object is designated to be impractical to remove, relocate, or lower. In accepting FAA Airport Improvement Program funds for the Airport, the owner has assured the FAA in Grant Assurance 20, Hazard Removal and Mitigation, that the owner will take appropriate action to assure that the airspace required to protect operations to the Airport will be adequately cleared and protected.

	ALP	ALP Approval	Total Project Dollars	Date Completed	AIP	MAA Gr. No.
<b>Environmental Assessment</b>	Yes	9/17/2015	\$242,391	6/10/2016	10	14-023
<b>Critical Area Mitigation</b>	N/A	N/A	TBD	Ongoing	12	17-11
<b>Wetland Mitigation</b>	N/A	N/A	\$177,252	6/7/2016	12	17-11
<b>Land Acquisition (Phase 1)</b>	Yes	9/17/2015	\$246,043	2018-2019	13	18-011
<b>Land Acquisition (Phase 2)</b>	Yes	9/17/2015	\$36,390	2018	14	19-015
<b>Land Acquisition (Phase 3)</b>	Yes	9/17/2015	\$207,000	Ongoing	TBD	
<b>Design (on-Airport, Phase 1 and 2)</b>	Yes	9/17/2015	\$143,273	4/2/2019	14	
<b>Design (Phase 3)</b>	Yes	9/17/2015	\$50,000	TBD	TBD	
<b>Construction (on-Airport, Phase 1 and 2)</b>	Yes	9/17/2015	\$750,000	TBD	TBD	
<b>Construction (Phase 3)</b>	Yes	9/17/2015	\$220,000	TBD	TBD	
<b>TOTAL</b>			\$2,072,349			

**Airport Capital Improvement Program**  
**Crisfield-Somerset County Airport**

**Program:** Runway 14-32 Rehabilitation Program

**Program Description/Justification:**

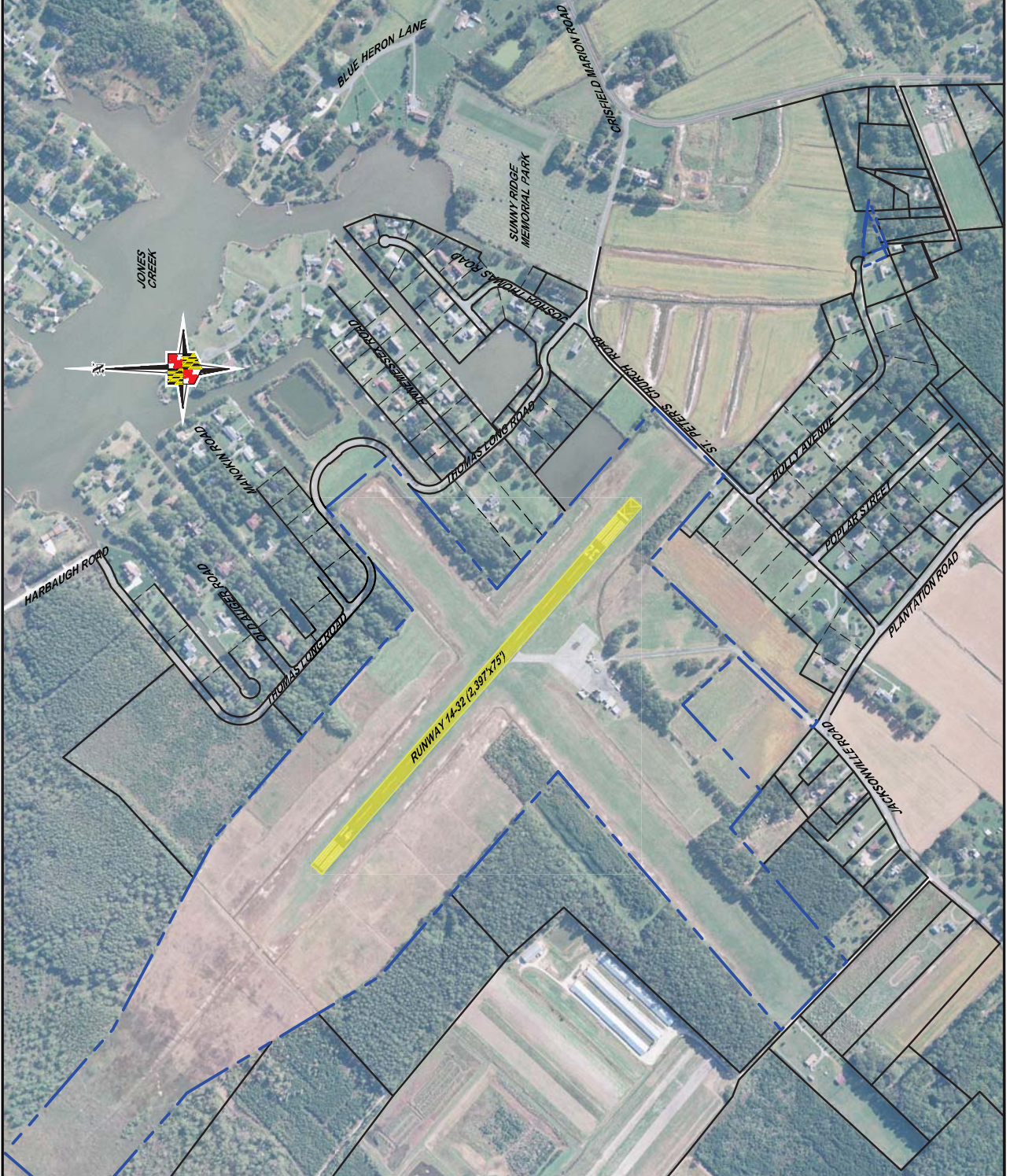
A pavement condition survey was completed in September 2014. Runway 14-32 consists of one (1) section, which was originally constructed in 1949, was overlaid in 1965 and, we believe, again in 1985. This pavement exhibits significant quantities of linear cracks of low and medium severity and block cracking of low severity and weathering. Based upon the Network Level pavement inspection, Runway 14-32 is in "Fair" condition, exhibiting a PCI below the critical PCI value of 70. Runway 14-32 PCI is projected to be 59 by 2020 and nearing failure (PCI <55). This facility should be scheduled for reconstruction/resurfacing based upon a design level investigation and evaluation of the existing pavement layer thicknesses and the fleet mix and projected operational levels.

	ALP	ALP Approval	Cost	Date Completed	AIP	MAA Gr. No.
Environmental Assessment	Yes	9/17/2015	\$70,000.00	TBD	TBD	TBD
Geotech. Investigations	Yes	9/17/2015	\$35,000.00	TBD	TBD	TBD
Design	Yes	9/17/2015	\$300,000.00	TBD	TBD	TBD
Construction	Yes	9/17/2015	\$2,700,000.00	TBD	TBD	TBD
<b>TOTAL</b>			\$3,105,000.00	TBD	TBD	TBD









**LEGEND**  
LIMITS OF RUNWAY REHABILITATION  
AIRPORT PROPERTY LINE



CRISFIELD - SOMERSET COUNTY AIRPORT  
CRISFIELD, MARYLAND  
AIRPORT CAPITAL IMPROVEMENTS  
PROGRAM OBSTRUCTION REMOVAL  
PROPOSED ACIP (FFY 2019-2023)  
RUNWAY REHABILITATION PROGRAM

**AECOM**

SCALE: AS SHOWN  
DATE: APRIL 2019  
EXHIBIT No.: 2



