



OAMA Conference Creswell, Oregon October 15, 2012

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"Who am I? Why am I here?"

- Vice Admiral James Bond Stockdale

The SCIP is a FAA program that organizes all Capital Improvements Projects (CIP) on a statewide level.

- This will be the primary planning tool for systematically identifying, prioritizing, and planning for critical airport development and associated capital needs.
- Build a system to collect project data and fund the highest priority work

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SCIP – Where do I start ?



Review your:

ALPs / Master Plans &
Oregon Aviation Plan

Make sure your
project has been
identified by the FAA
and on the Oregon
Aviation System
Plan (OAP).

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Think in terms of where you want to be

How do you see your airport in the future? What is best for your community, what role do you see the airport playing in the "BIG" picture?



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Who do you serve?

Do you have or will you have jet service?

Do you focus on corporate service or have facilities to serve them?



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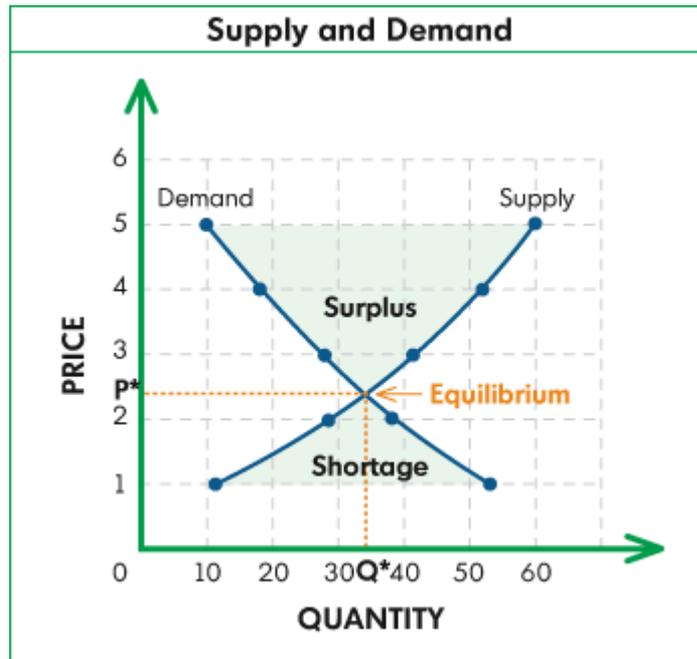
OR . . .

Do you focus more on smaller planes?

Are you a weekend or summer destination?



Can you show demand for the project?



The key for anything is the need, but you must take care of what you already have. **AND** is the project the airports highest priority?

To sum it up: Can you justify it?

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How do you see your airport?

In realistic terms, how do you want your airport to develop?
During the ALP or Master Plan process, what were the recommendations?

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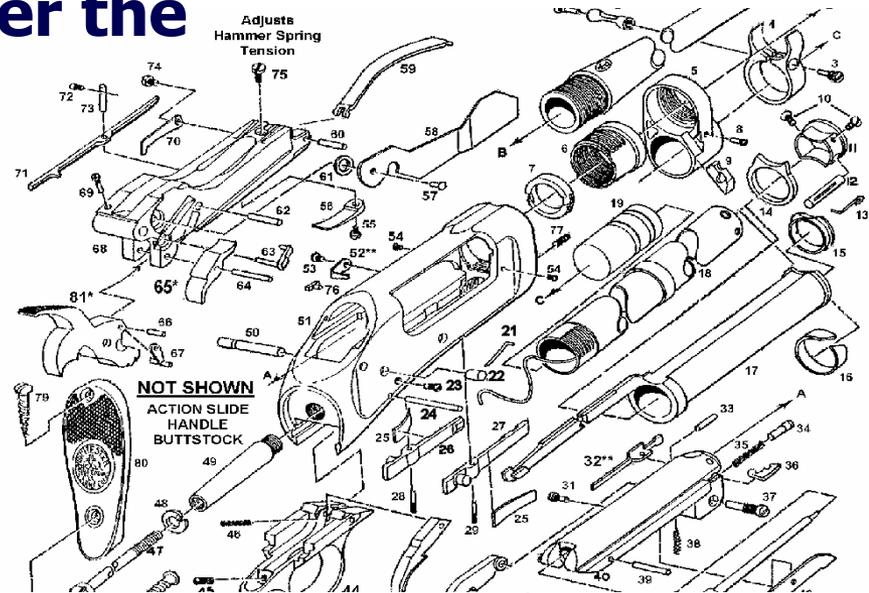
How does the FAA see your airport?

SCIP considers project priority, eligibility, adequate justification, available entitlements (including carryovers), ability to match Federal funding, and planned transfers

How to put together the SCIP

Schedule for GA's:

- **Year 4** – Planning Requirements Met (on ALP or Master Plan)
- **Year 3** – Environmental
- **Year 2** – Design
- **Year 1** – Construct



- For a FY15 project, the environmental should have started in FY13 and design in FY14.
- Small GA's should only plan one project every 4 years! Hopefully, these would be staggered for the state to balance the workload and money.

Who's in Charge of my project ?

Years 2-5

**State SCIP Coordinator &
ADO Planner**

FY 15/16/17/18

FY15-18 is the planning phase
(justifications, funding levels,
need for environment, etc.)



**Current Year + 1 Year
FAA - PM Engineer**

FY-13/14 – Implementation
Phase: Predesign conferences,
preconstruction conferences,
final grant funding, grant offers,
amendments, payments,
inspections, closeouts, etc.



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How we ALL work together

- Oregon and Airport Sponsors will focus on planning FY15 and FY16. The details of FY13 & FY14 are in implementation phase and are being worked by FAA PM's.
- The FAA will openly "share" projects (including requested discretionary funds) and significant money changes for FY13 and FY14. This will assist in the development of the FY15 & 16 lists as well as FY 17 & 18.
- FAA has provided a Carryover list showing all available entitlement funds.
- Oregon and FAA (Planners) need to work the FY15 & FY16 lists from October – December, 2012, while looking out to FY17 & FY18.

What is the SCIP Timeline?

- October – December 2012 – FAA and Oregon firm up the FY14 and FY15 lists of projects
- December 2012 – FAA and Oregon go out to sponsors soliciting confirmation of FY14 & FY15 projects and proposed projects for FY16-FY18
- February 2013 – CIP's due to the SCIP Coordinator & FAA
- March/April 2013 – Work the FY16-FY18 project lists and any final adjustments to the FY14 & FY15 lists.
- May 2013 – Prepare Draft FY16 - FY18 SCIP List
- June 1st – FY14 Discretionary List is Locked
- July 1st – Letters to Sponsors go out to inform/confirm sponsors of what projects they should actively be pursuing FY14-FY18.

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Important FAA & ODA Dates

- January 15th of project construction – environmental must be completed for all projects
- High priority projects need to be ready to bid by April 1st of the planned construction year
- The discretionary list gets locked June 1st of the proceeding construction year

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