Presentation Topics

1. Office of Airports – Who are we?
2. Authorization & Appropriation
3. Rules & Regulations
4. Project Formulation
5. Money, Money, Money
6. Supplemental Appropriations
7. Moving Forward
FAA Airports Division Mission

World leaders in creating a safe and efficient system of airports.

Vision
Advancing the safest, most efficient airport system in the world.

Values
Integrity – Collaboration – Innovation

• Safety is our passion.
• Quality is our trademark.
• Integrity is our character.
• People are our strength.
Airports Division – Who We Are & How We Fit Into the FAA?

- Federal Aviation Administration (Safety, Security, System Efficiency of the National Airspace System)
  - Air Traffic Org (Traffic Management)
  - Airway Facilities (Facilities & Equipment)
  - Civil Aviation Security (National Airspace System Safety & Hazardous Materials)
  - Airports (Airport Development & Certification)
  - Flight Standards (Pilots & Aircraft)

*Note: Shows only major FAA Lines of Business – not all Divisions represented*
How is Office of Airports Organized?
Office of Airports—Functions & Mission

• Core Functions
  — Establish airport design standards
  — Safety oversight and airport certification (Part 139)
  — Airport planning & master plans
  — Noise
  — Environmental review & compliance with federal regulations
  — Compliance with grant assurances
  — Financial assistance programs (AIP & PFC)
Office of Airports—Myths and Misconceptions

• “ARP just runs a grant program.”
• “ARP only does environmental reviews when someone wants a grant.”
• “ARP decides which airports expand and which ones don’t.”
• “ARP can force an airport to do anything.”
• “ARP can stop an airport from doing anything.”
• “ARP has $3 billion in its pocket and can give money to anyone who wants it.”
AUTHORIZATION & APPROPRIATIONS

Why & How does the Office of Airports Exist?
What is authorization?

- Allows the FAA to exist as an agency
- Authorizes the imposition of ticket taxes & the use of those revenues flowing into & out of the Airport and Airway Trust Fund
- Establishes basic statutory authorities & obligations (for FAA, airports, airlines & other users, & other stakeholders)
- Gives FAA the authority to spend money – if & when it’s appropriated
- Typically runs 3-4 years at a time (versus appropriations, which are annual)
## Dynamic Stakeholder Relationships

<table>
<thead>
<tr>
<th>Office of Mgmt &amp; Budget</th>
<th>Govt. Account. Office (GAO)</th>
<th>U.S. Congress</th>
</tr>
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<tbody>
<tr>
<td>DOT Inspector General</td>
<td>U.S. Dept of Transportation</td>
<td>Environmental Agencies</td>
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<tr>
<td>Metropolitan Planning Org.'s</td>
<td>FAA</td>
<td>DHS / TSA</td>
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<tr>
<td>Financial consultants</td>
<td>State DOT's</td>
<td>Individual Airports</td>
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<tr>
<td>Bond rating agencies</td>
<td>Municipal governments</td>
<td>Airlines</td>
</tr>
<tr>
<td>Bond insurers</td>
<td>Neighboring communities</td>
<td>G.A. and other users</td>
</tr>
<tr>
<td>Bond underwriters</td>
<td>Planning consultants</td>
<td>Military</td>
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<tr>
<td>Institutional investors</td>
<td>Environmental consultants</td>
<td>Law firms</td>
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<td>Constr. mgmt consultants</td>
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<td>Const. material suppliers</td>
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<td>Other Federal Agencies</td>
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<td>Businesses that rely on air cargo</td>
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<td></td>
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<td>Aircraft engine manufacturers</td>
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<td>Media</td>
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<td></td>
<td></td>
<td>Engineering consultants</td>
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<td>Construction contractors</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Const. material suppliers</td>
</tr>
</tbody>
</table>
History of Authorizing Legislation Since 1982

- Airport & Airway Improvement Act (1982)
- Airport & Airway Safety & Capacity Expansion Act (1987)
- Aviation Safety & Capacity Expansion Act (1990)
- Airport & Airway Safety, Capacity, Noise Improvement & Intermodal Transportation Act (1992)
- AIR-21 (2000)
- Vision 100 (2003)
- FAA Modernization & Reform Act (2012)
- FAA Reauthorization (2018)

- Created LOI program, PFC program ($3.00 limit) & pilot SBGP (3 states)
- Established PFC program with cap at $3.00
- Added ADA & other requirements, & expanded SBGP to 7 states
- Made SBGP permanent & expanded to 10 states
- Major changes in AIP formulas, raised PFC to $4.50
- Nonhub PFC streamlining pilot program
## AIP Legislative History

<table>
<thead>
<tr>
<th>Authorization (1 = Extensions)</th>
<th>Appropriation (1 = CRs)</th>
<th>Program Fully Funded (mmm = Month)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019 1 2 (thru 2023)</td>
<td>2019 1 2 3 4</td>
<td>2019 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep</td>
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<tr>
<td>2018 1 2</td>
<td>2018 1 2 3 4 5</td>
<td>2018 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep</td>
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<tr>
<td>2017 Full Year Authorization</td>
<td>2017 1 2</td>
<td>2017 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep</td>
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<td>2016 1 2 3</td>
<td>2016 1 2 3 4</td>
<td>2016 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep</td>
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<tr>
<td>2015 Full Year Authorization</td>
<td>2015 1 2 3 4</td>
<td>2015 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep</td>
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<tr>
<td>2014 Full Year Authorization</td>
<td>2014 1 2 3 4 - FAA Furlough</td>
<td>2014 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep</td>
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<tr>
<td>2013 Full Year Authorization</td>
<td>2013 1 2 - Funded Contract Towers</td>
<td>2013 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep</td>
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<tr>
<td>2012 1 2 3</td>
<td>2012 1 2 3 4 5 6</td>
<td>2012 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep</td>
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<tr>
<td>2011 1 2 3 4 5 6 7 - ARP Furlough</td>
<td>2011 1 2 3 4 5 6 7 8</td>
<td>2011 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep</td>
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<tr>
<td>2010 1 2 3 4 5 6</td>
<td>2010 1 2 3</td>
<td>2010 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep</td>
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<tr>
<td>2009 1 2</td>
<td>2009 1 2 3 4 - Included ARRA</td>
<td>2009 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep</td>
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<tr>
<td>2008 1 2 3 4 5 6 7</td>
<td>2008 1 2 3 4 5</td>
<td>2008 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep</td>
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<td>2007 Full Year Authorization</td>
<td>2007 1 2 3 4</td>
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<tr>
<td>2006 Full Year Authorization</td>
<td>2006 1 2 3</td>
<td>2006 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep</td>
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</tbody>
</table>
FAA’s Current Status

AUTHORIZATION
• We are operating under Public Law 115-254 (FAA Reauthorization Act of 2018)
• Authorizes $3,350,000 in AIP for the period beginning on October 1, 2018, ending on September 30, 2023

 APPROPRIATION
• We are operating under Public Law 116-6 (Consolidated Appropriations Act, 2019)
• This allows FAA to operate to September 30, 2019
The 2018 Reauthorization was Different

• Five-year authorization (2019 through 2023)
• First five-year authorization since 1982 (35 years)
• Literally hundreds of provisions, changes & requirements affecting nearly every part of the FAA
• 45 provisions specific to the Office of Airports
Notable Provisions Affecting the Office of Airports

• Relatively minor changes affecting AIP
• More significant changes in the PFC program
• Changes in what used to be called the Airport Pilot Privatization Program (now the Airport Investment Partnership Program)
• Environmental issues with Aqueous Film-Forming Foam (AFFF) in ARFF firefighting agents
• Major changes in FAA role in reviewing & approving non-aeronautical development
• Noise-related issues
• Infrastructure needs & funding study
RULES & REGULATIONS

Untangling the Policy Mysteries (hopefully)!
What Are All These Crazy Rules?

• What is the relationship between Orders, Regulations, Guidance, Advisory Circulars, Executive Orders & Statute?

• What is the AIP Handbook? Are the major changes in the AIP Handbook?
What is the Order of Precedence?

1. Things your mother taught you
2. Statute
3. Executive Orders
4. Regulations
5. Orders
6. Guidance
7. Advisory Circulars
What is the AIP Handbook?

- An **FAA Order**, required to be followed by FAA employees

- It is made public so that states, airports, consultants & the public can see the rules under which AIP operates

- It generally reflects current law, incorporates published Program Guidance Letters & clarifies items where questions have come in

- Change 1 does not include the 2018 Reauthorization
Other Helpful Guidance

• Reauthorization Program Guidance Letters (R-PGLs)

• Organized by topics, similar to AIP Handbook
  — R-PGL 19-02: Planning and Project Eligibility (7/24/2019)
  — R-PGL 19-03: Airport Types for Funding and Definitions (coming soon)
  — R-PGL 19-04: New Pilot Programs (coming soon)
  — R-PGL 19-05: VALE, ZEV, and Energy Efficiency (coming soon)
  — R-PGL 19-06: Environmental and Noise (coming soon)
  — R-PGL 19-07: Reports and Reporting (coming soon)
I HAVE READ THE RULES AND THE BOOK

SO, HOW DO I GET MY PROJECT??
NPIAS Requirement

• Statute requires the Secretary to maintain & publish a report every other year that
  — Defines a system of public-use airports necessary to provide a safe, efficient integrated system
  — Identifies development needed at these public-use airports to meet their role as shown in the Plan
• Public document describing the U.S. airport system to Americans & international representatives
• Utilized by Congress in discussions of total airport development needs
• Examined by DOT, OMB & GAO auditors
• Compared against industry estimates federal auditors (ACI & ACC)
FAA Capital Planning Process

NPIAS
- Defines the Public-Use Airport System
- Establishes short (1-5 year) & long-term (6-20 year) needs for AIP-Eligible development (Public Information)

ACIP
- Identifies detailed AIP-Eligible needs & priorities for the next 3 years (Internal FAA only)

AIP
- Provides funds for Current year (Internal FAA until OST)
Formulation of the NPIAS and ACIP - Order 5090.5

- This Order establishes guidelines for managing & maintaining two federal plans that are essential to airport development: the National Plan of Integrated Airport Systems (NPIAS) & the Airports Capital Improvement Plan (ACIP)

- The Order also discusses the FAA project database that supports these plans & its use for preparing the Secretary of Transportation’s biennial NPIAS Report

- Replaces Order 5100.39A, Airports Capital Improvement Plan & Order 5090.3, Field Formulation of the National Plan of Integrated Airport Systems (NPIAS)

- [https://www.faa.gov/airports/planning_capacity/npias_acip_order/](https://www.faa.gov/airports/planning_capacity/npias_acip_order/)

- Published September 3, 2019
Development in ACIP

• To be considered a “Need” it should be
  — Eligible to be funded under AIP
  — Justified by the current use, forecasts or design standards
  — Reasonable development for the airport to accomplish
  — AND

• Funding has not been secured (i.e. does not have approved PFC application funding the project & no bonds or local funds assigned)
Eligible and Justified

• **Is the project eligible?**
  — AIP Handbook – provides guidance for determining eligibility & justification for any AIP funded project
  — Eligibility areas that require extra review
    – Terminal buildings
    – ARFF equipment & buildings
    – Reconstruction vs. rehabilitation

• **Is the project justified?**
  — Three basic tests
    – The project advances airport safety, security, capacity, meets FAA standards, preserves airport infrastructure, protects the environment, minimizes aircraft noise or provides planning studies
    – There is a demonstrated need for the project
    – The project scope is appropriate
Examples of Eligible vs Ineligible Projects

<table>
<thead>
<tr>
<th>Eligible Projects</th>
<th>Ineligible Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Runway construction/rehabilitation</td>
<td>Maintenance equipment and vehicles</td>
</tr>
<tr>
<td>Taxiway construction/rehabilitation</td>
<td>Office and office equipment</td>
</tr>
<tr>
<td>Apron construction/rehabilitation</td>
<td>Fuel farms*</td>
</tr>
<tr>
<td>Airfield lighting</td>
<td>Landscaping</td>
</tr>
<tr>
<td>Airfield signage</td>
<td>Artworks</td>
</tr>
<tr>
<td>Airfield drainage</td>
<td>Aircraft hangars*</td>
</tr>
<tr>
<td>Land acquisition</td>
<td>Industrial park development</td>
</tr>
<tr>
<td>Weather observation stations (AWOS)</td>
<td>Marketing plans</td>
</tr>
<tr>
<td>NAVAIDs such as REILs and PAPIs</td>
<td>Training</td>
</tr>
<tr>
<td>Planning studies</td>
<td>Improvements for commercial enterprises</td>
</tr>
<tr>
<td>Environmental studies</td>
<td>Maintenance or repairs of buildings</td>
</tr>
<tr>
<td>Safety area improvements</td>
<td></td>
</tr>
<tr>
<td>Airport layout plans (ALPs)</td>
<td></td>
</tr>
<tr>
<td>Access roads only located on airport property</td>
<td></td>
</tr>
<tr>
<td>Removing, lowering, moving, marking, and lighting hazards</td>
<td></td>
</tr>
</tbody>
</table>
MONEY, MONEY, MONEY

Well, sort of….free money is rarely free… and always has a some catch!
Where Does the FAA Get the Money??

Airfare
Ticket Taxes
Security Taxes
Passenger Facility Charges
Airport rents and landing fees
AIP grants
Number of FY18 New AIP Grants
(National Summary)

<table>
<thead>
<tr>
<th>Region</th>
<th>New AIP Grants</th>
</tr>
</thead>
<tbody>
<tr>
<td>AL</td>
<td>49</td>
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<tr>
<td>CE</td>
<td>128</td>
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<tr>
<td>EA</td>
<td>214</td>
</tr>
<tr>
<td>GL</td>
<td>310</td>
</tr>
<tr>
<td>NE</td>
<td>108</td>
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<tr>
<td>NM</td>
<td>222</td>
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<tr>
<td>SO</td>
<td>275</td>
</tr>
<tr>
<td>SW</td>
<td>192</td>
</tr>
<tr>
<td>WP</td>
<td>148</td>
</tr>
</tbody>
</table>
AIP Funding for ALL FY18 Grants Initiated
(National Summary)
AIP Allocation Rules
Allocated $3.35B

Entitlement Funds: Approx. 2/3 of AIP

- Entitlements Carried from previous year
- Primary Entitlement
- Cargo
- State Apportionment
- Non-Primary Entitlement
- Small Airport Fund
- Alaska Supplement

- FY18: $2.88B

- Primary Airports
  - based upon # of passengers (10,000 or more)
- Cargo Entitlement
  - Stipulated 3.5% of AIP
- State Apportionment (population & land mass)
  - State Apportionment - remainder of 20% allotted to states and NPE
- Non-Primary Entitlements
  - Non-Primary Entitlements - based on planned development, $150,000/year maximum
- Small Airport Fund
  - 1/7 - Small Hubs
  - 4/7 - Nonhub, commercial service airports
  - 2/7 - General aviation and reliever airports
- Alaska Supplemental
  - Stipulated dollar amount, based on size of AIP program
Historic AIP Carryover by Month

[Bar chart showing monthly carryovers from 2009 to 2018 with different months represented by different colors and millions of dollars on the y-axis.]
AIP Allocation Rules
Allocated $3.35B

Discretionary Funds:
Approx. 1/3 of AIP

- Set-Asides
  - Noise
  - Reliever Airports
  - Military Airport Program (MAP)
- Capacity/Safety/Security/Noise
- “Pure” Discretionary

FY18: $180M

- Noise Mitigation & Compatibility Planning & Environmental Set-Aside
  - 35% of discretionary funds
- Military Airports Program
  - 4% of discretionary funds
- Reliever
  - 0.66% discretionary

- Capacity/Safety/Security
  - 75% of remaining discretionary
  - Includes 3/4 of 12.5% recycled entitlement
- Other Discretionary (“Pure”)
  - 25% of remaining discretionary
  - Includes 1/4 of 12.5% recycled entitlement
# AIP Allocation Rules
Allocated $3.35B

## Entitlement Funds:
Approx. 2/3 of AIP
- Entitlements Carried from previous year
- Primary Entitlement
- Cargo
- State Apportionment
- Nonprimary Entitlement
- Alaska Supplement
- Small Airport Fund

**FY18:** $2.88B

## Discretionary Funds:
Approx. 1/3 of AIP
- Capacity/Safety/Security/Noise
- Set-Asides
  - Noise
  - Reliever Airports
  - Military Airport Program (MAP)
- “Pure” Discretionary

**FY18:** $180M

## Other Formula Funds:
- Small Airport Community Air Service Fund
- Tech Research Center
- ACRP
- Admin Expenses

**FY18:** $171M
What’s the Problem? Why Can’t I Get My Grant Earlier??

- Not enough discretionary to start the FY
- WAY TOO late carryover
- Too much carryover
- High bids
- Late cancelled projects
- Expiring funds
- No local match
- No multi-year option *(added in Reauthorization)*
- Need more **MONEY**! *(Supplemental Appropriations)*

What? Who? How? When?
What Legislation Provides FAA the FY2018-2020 Supplemental Appropriation Funds?

**Answer: On March 23, 2018, the President signed H.R. 1625, the Consolidated Appropriations Act, 2018**

- **Provided $1B in supplemental funds under AIP**
  - Funding source is the General Fund
  - Funds are not subject to AIP discretionary formulas, set-asides
  - Funds are available through Fiscal Year 2020
    - Able to issue grants throughout FY
  - Allows up to 0.5% ($5 million) for administration & oversight

- **Priority Consideration**
  - Smaller airports not in MSA
  - Allocated funds are subject to AIP eligibility & prioritization provision
Consolidated Appropriations Act of 2018

• FY 2018 Supplemental Grants
  — The FAA received 2,652 requests totaling $10.9 billion for airport projects between the unfunded Round 1 requests & new Round 2 requests

• FY 2018
  — Secretary announced on Sept 27, 2018 $205M to 37 airports in 34 states

• FY 2019
  — Secretary announced on May 15, 2019 an intent to fund projects totaling approximately $780 million at 127 airports in all 50 states & Puerto Rico
  — All grants funded through the Supplemental Appropriation will be awarded by September 30, 2020

https://www.faa.gov/airports/aip/aip_supplemental_appropriation/
How Long Does the FAA Have to Spend the FY2018 Supplemental Appropriation?

- The FAA has until **September 30, 2020** to obligate, not just commit or allocate, this additional $1B.

- Any amounts of this $1B not obligated will expire & return to the Treasury & be unavailable to the FAA (e.g. grant amendments).

- The FAA has until **September 30, 2025** to spend on any grant made under this provision.

- Therefore, Airport Sponsors need to make all requests for drawdowns or reimbursements to ensure the agency can make such payment by **September 30, 2025**.
FAA Reauthorization Act of 2018

• Section 158 of 49 U.S.C 47115 (j) created statutory supplemental discretionary fund under the AIP which included

  — Authorizes approximately $1 billion annually through Fiscal Year 2023

  — Annual appropriations provide actual funding amounts, which may be less than what is authorized

  — Not subject to formulas, special apportionment categories, or minimum percentages required by AIP statute for regular discretionary or apportionment
FAA Reauthorization Act of 2018

• Section 158 of 49 U.S.C 47115 (j) also includes
  — Eligibility: The Secretary may provide grants under this subsection for an airport or terminal development project at any airport that is eligible to receive a grant from the discretionary fund under subsection (a) of this section

  — Prioritization: Not less than 50 percent of the amounts available under this subsection shall used to provide grants at
    o Non primary airports, reliever airports, and Pacific island airports [47114(d)(3)]; and
    o Nonhub & small hub airports
Consolidated Appropriations Act of 2019

- Provided $500M in supplemental funds under AIP
  - Funding source is the General Fund
  - Funds are not subject to AIP discretionary formulas, set-asides
  - Funds are available through Fiscal Year (FY) 2021
    - Able to issue grants throughout FY
  - Allows up to 0.5% ($2.5 million) for administration & oversight

- Funds appropriated are to be allocated under Section 158 of 49 U.S.C 47115 (j): Supplemental Discretionary
  - Allocated funds are subject to eligibility & prioritization provisions previously mentioned
Consolidated Appropriations Act of 2019

FY2019-2021 Supplemental Grants
• Supplemental projects intent to award - coming soon
• Supplemental funding by state - coming soon

Guidance
• FY 2019-2021 AIP Supplemental Appropriation
Frequently Asked Questions (FAQs) - coming soon

https://www.faa.gov/airports/aip/aip_supplemental_appropriation_2019/
## Overview: Key Differences between the Supplemental Funds

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</thead>
<tbody>
<tr>
<td>Reference</td>
<td>HR 1625 Pages 632-633</td>
<td>HR 302 Sec. 158</td>
<td>H J.Res. 31 Page 392</td>
</tr>
<tr>
<td>Source</td>
<td>General Fund</td>
<td>Trust Fund</td>
<td>General Fund</td>
</tr>
<tr>
<td>Amount</td>
<td>$1 billion</td>
<td>$1.02 billion (2019) $1.041 billion (2020) $1.064 billion (2021) $1.087 billion (2022) $1.11 billion (2023)</td>
<td>$500 million</td>
</tr>
<tr>
<td>Obligate by</td>
<td>Sep. 2020</td>
<td>Two (2) fiscal years</td>
<td>Sep. 2021</td>
</tr>
<tr>
<td>Federal share</td>
<td>Standard except for nonprimary airports (100%)</td>
<td>Standard Federal share</td>
<td>Standard Federal share</td>
</tr>
<tr>
<td>Special requirements</td>
<td>Priority Consideration to: • Small hubs; • Nonhubs; and • Regional, Local or Basic and not within a Metropolitan or Micropolitan Statistical Area (MSA)</td>
<td>At least 50% of funds to: • Small hubs; • Nonhubs; and • Nonprimary airports eligible for nonprimary entitlements.</td>
<td>• Silent on allocation or prioritization • Therefore, Sec. 158 from reauthorization governs.</td>
</tr>
<tr>
<td>Administrative expenses</td>
<td>Allows FAA to reserve up to 0.5% ($5 million) for administrative costs.</td>
<td>Silent</td>
<td>Allows FAA to reserve up to 0.5% ($2.5 million) for administrative costs.</td>
</tr>
</tbody>
</table>
WHERE DO WE GO FROM HERE?

How do we improve?
How do we keep moving forward in a positive direction?
Core Principles for Us All to Remember

- Safety
  - Reducing runway incursions
  - Minimizing damage connected with runway excursions
  - Wildlife hazards
  - Other risks
- Enhancing capacity & optimizing efficiency
- Preservation of infrastructure
- Environmental & economic sustainability
- Financial accountability
- Critical value of planning
- Preserving stakeholder confidence
- We are all in it TOGETHER!
Looking forward
Let’s continue our successes

• Submit your Pre-Application & Funding Request
• Let us know if you intend to Carryover or Transfer
• Make sure you have proper Planning
• Submit your Environmental documentation
• Coordinate your Airspace Submittal &/or Construction Safety Phasing Plan
• Plan for bids – funding timing is uncertain
• Communicate with your ADO or Region
Airport Improvement Program (AIP) Airports

The Airport Improvement Program (AIP) provides grants to public agencies — and, in some cases, to private owners and entities — for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). See the AIP Glossary for a description of AIP-related terms.

- Overview: What is AIP & What Airports/Projects are Eligible?
- 2019 AIP Grants
- Acquiring Land for Airports and Relocation Assistance
- AIP Grant Payments - Delphi invoicing
- Benefit-Cost Analysis
- Economically Distressed Communities (EAS/EDA Determinations)
- Grant Assurances for the AIP
- Letter of Intent (LOI) Program
- Military Airport Program (MAP)
- Procurement and Contracting Under AIP
  - Buy American Preferences
  - Nationwide Buy American Waivers Issued (PDF)
- State Block Grant Program
- Supplemental Appropriation
  - 2019-2021 Supplemental Program
  - 2016-2020 Supplemental Program

Order 5090.5, Formulation of the NPIAS-ACIP

This Order establishes guidelines for managing and maintaining two federal plans that are essential to airport development: the National Plan of Integrated Airport Systems (NPIAS) and the Airports Capital Improvement Plan (ACIP). The Order also discusses the NPIAS project database that supports these plans and its use for preparing the Secretary of Transportation’s biennial NPIAS Report. This new
Questions?

Please do not hesitate to find me during the remainder of our time here or give me a call!

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Dakota-Minnesota ADO
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