

# Airports Division Great Lakes Region

## Terminal Eligibility

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Federal Aviation  
Administration



# Objective

- **Terminal Eligibility**
  - AIP vs. PFC
- **Typical FAA Review for Terminal Eligibility**
- **Benefit Cost Analysis Requirements**
- **Future Guidance**



# FAA's Interest in Terminal Facilities

- **Safety**
- **Functional, integrated air transportation system**
- **Balanced capacity**
- **Airfield efficiency**
- **Environmental considerations**
- **Views of other stakeholders**



# Terminal Eligibility

- **General Eligibility**
  - AIP Handbook (Order 5100.38C)
  - Terminal Development is generally defined as:  
  
“..development for non-revenue producing public-use areas that are directly related to the movement of passengers and baggage in terminal facilities within the boundaries of the airport.”





# Terminal Eligibility

- **General Aviation Airports**
- **Typically Eligible\*:**
  - Building including revenue producing Areas.
  - Non-revenue public parking lots.
- **Typically Ineligible\*:**
  - Equipment and final finishes of restaurants and retail spaces.



\* Check Eligibility requirements with your ADO first.



# Terminal Eligibility Terminal Eligibility

Table 13 Terminal Eligibility by Commercial Service Airport Type

COMMON AIRPORT NAME*	ELIGIBILITY	FEDERAL SHARE (%)**	DISCRETIONARY FUNDS RESTRICTION	ENTITLEMENT FUNDS (APPORTIONMENTS) ALLOWED
<i>Large &amp; Medium Hub</i>	Limited to public use, non-revenue producing areas §47110(d)(1)	75	None, §47119 (b) does not allow the use of discretionary funds	Any amount of passenger entitlement funds for the specific airport §47119(b)
<i>Small Hub</i>	Limited to public use, non-revenue producing areas §47110(d)(1)	95	None, §47119 (b) does not allow the use of discretionary funds	Any amount of passenger entitlement funds for the specific airport §47119(b)
<i>Nonhub Primary</i>	May include revenue producing areas and non-revenue public parking lots. Does not include equipment and final finishes of restaurants and retail spaces §47110(d)(2)	95	Any amount of discretionary and small airport funds Secretary approves	Any amount of passenger entitlement funds for the specific airport §47119(b)
<i>Nonprimary Commercial</i>	May include revenue producing areas and non-revenue public parking lots. Does not include equipment and final finishes of restaurants and retail spaces §47110(d)(2)	95	\$200,000 / FY §47119(b)(2)(B) and §47119(b)(4)***	Nonprimary entitlements apportioned §47114(d)(3)(A)

Note: See Table 14 for terminal eligibility by general aviation and special airport categories.

\*See Paragraph 23 for information on types of airports.

\*\*See Paragraph 26 for variations in Federal share.



# Terminal Eligibility Terminal Eligibility

Table 14 Terminal Eligibility by General Aviation and Special Airport Categories

COMMON AIRPORT NAME*	ELIGIBILITY	FEDERAL SHARE (%)**	DISCRETIONARY FUNDS RESTRICTION	ENTITLEMENT FUNDS (APPORTIONMENTS) ALLOWED
<i>Reliever §47102(18)</i>	May include revenue producing areas and non-revenue public parking lots. Does not include equipment and final finishes of restaurants and retail spaces §47110(d)(2)	95	\$200,000 / FY §47119(b)(2)(B)	Nonprimary entitlements apportioned §47114(d)(3)(A)
<i>Military Airport Program §47118 (a)</i>	Construct, improve, or repair a terminal facility, including gates for revenue passengers. Gates may not be leased for more than 10 years or subject to majority in interest clauses §47118 (a)	95	Not more than \$10,000,000 / FY at each airport '04 and '05; \$7,000,000 thereafter §47118(e) and (f)	Any amount of apportioned funds to the specific airport §47119(b)
<i>Cargo Service §47114(c)(2)</i>	None	95	Depends on requirements based on the airport's other airport types or categories	None
<i>General Aviation</i>	May include revenue producing areas and non-revenue public parking lots. Does not include equipment and final finishes of restaurants and retail spaces §47110(d)(2) and §47119(b)(5)***	95	None, limited to nonprimary entitlements §47119(b)	Nonprimary entitlements apportioned §47114(d)(3)(A)

Note: See Table 13 for terminal eligibility by commercial service airport type.

\*See Paragraphs 23 and 40 for information on airport program categories.

\*\*See Paragraph 26 on variations in Federal share.

\*\*\*Contact APP-520 for revenue-producing support facility proposals other than hangars and fuel farms.



# Terminal Eligibility

- AIP vs. PFC



**Baggage Claim Delivery Areas**

- ☺ AIP Eligible
- ☺ PFC Eligible



**Baggage Make-up Area**

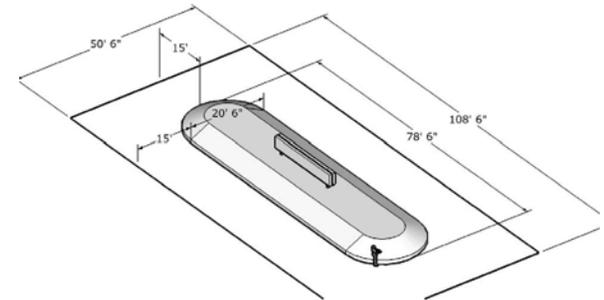
- ☹ NOT AIP Eligible
- ☺ PFC Eligible





# Terminal Eligibility

- **Non-Hub Primary, Non-Primary commercial service and Reliever Airports**
- **Typically PFC Eligible\*:**
  - AIP Eligible Projects.
  - Hub Airport PFC Eligible Projects.
  - Restaurant shell.
  - Car rental facilities.
  - Other concessions.
- **Typically PFC Ineligible\*:**
  - Build-out of concession facilities.



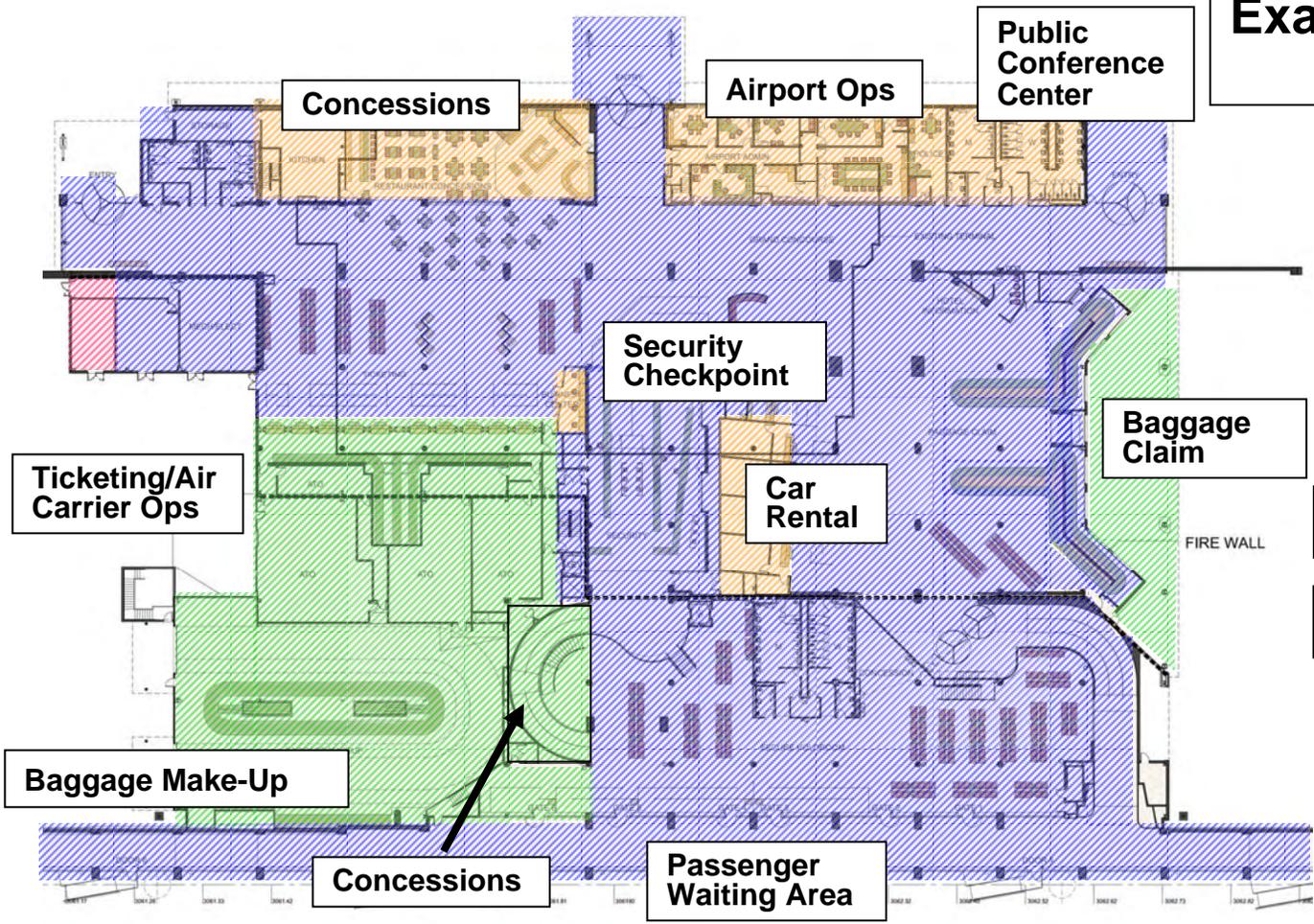
- **Not Eligible for PFC: Operational areas for airports and air carriers, or maintenance.**

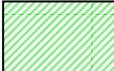
\* Check Eligibility requirements with your ADO first.



# Terminal Eligibility

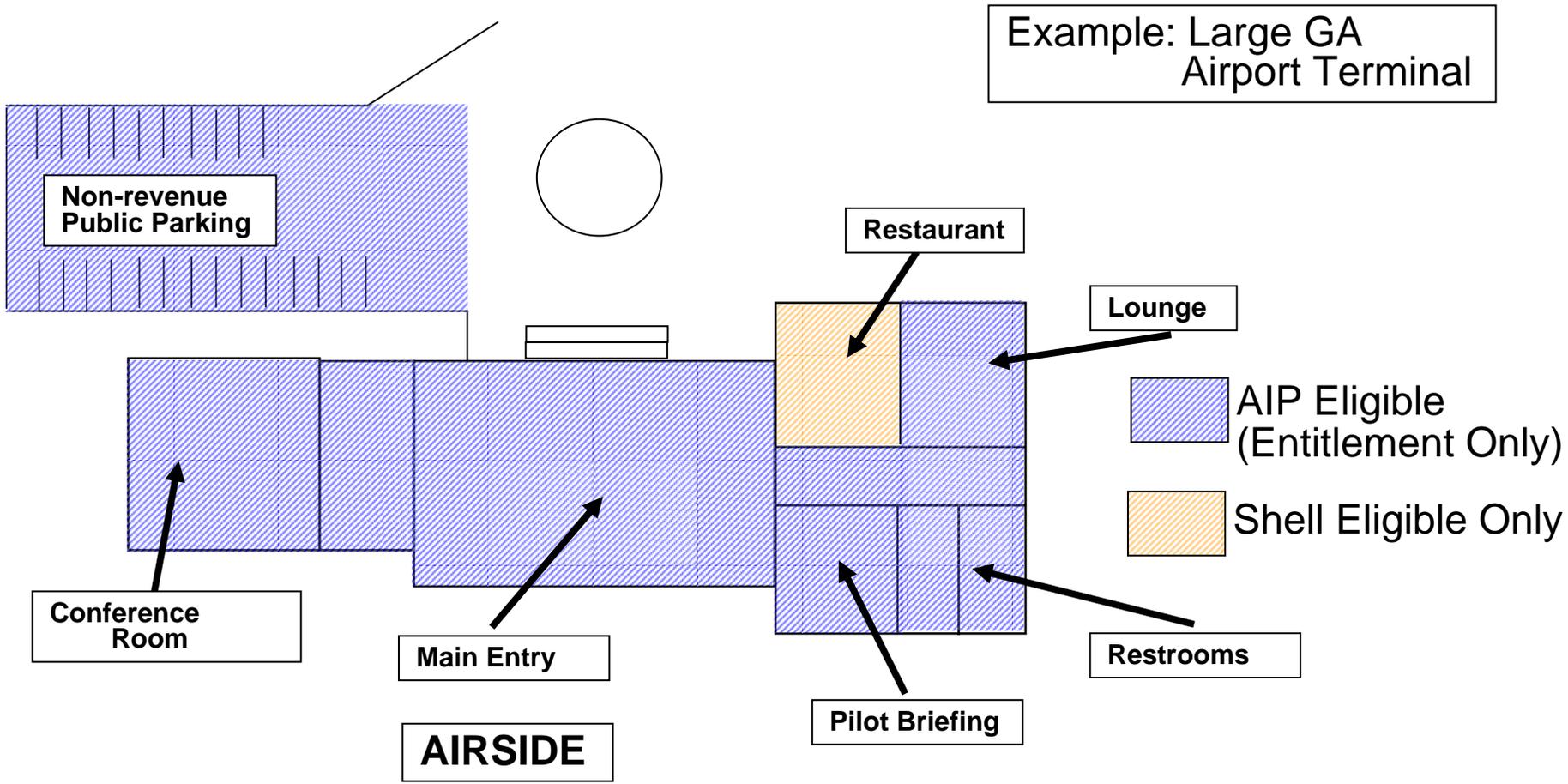
**Example: Small Hub Airport**



-  AIP/PFC Eligible
-  PFC Only
-  Not Eligible
-  Pro-Rated

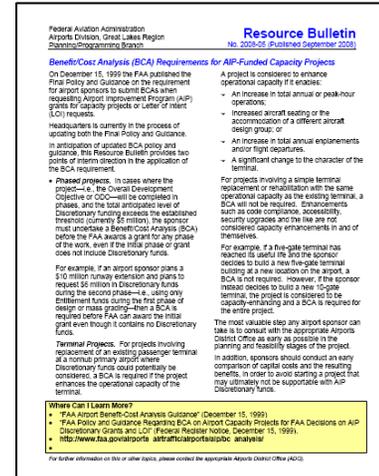


# Terminal Eligibility



# Benefit Cost Analysis Guidance

- **Resource Bulletin (Published September 2008)**
  - **Phased Projects**
    - **Total anticipated level of Discretionary funding exceeds the established threshold (currently \$5 million).**
  - **Terminal Projects**
    - **Replacement at a Nonhub Primary Airport (potentially with Discretionary funding)**
    - **Project Enhances the Operational Capacity of the Terminal**
      - **Increased total annual or peak-hour operations.**
      - **Increased aircraft seating or the accommodation of a different aircraft design group.**
      - **Increased total annual enplanements and/or flight departures.**
      - **Significant change to the character of the terminal.**



# Benefit Cost Analysis Guidance

- **What is the FAA looking for in BCAs?**
  - **Facts are verifiable.**
  - **Back-up documentation (as available).**
  - **Renovation?**
    - **Costs avoided that would permit renovation of the existing terminal (Benefit).**
  - **All costs associated with renovating or relocating a terminal building.**
    - **i.e. Property purchased that is necessary to successfully complete the project should be included.**
    - **All costs should be included regardless of AIP or PFC eligibility.**



# Current Status of Terminal Guidance-Related ACRP Projects

ACRP #	Project Title	Status
Quantitative	03-02 U.S. Airport Passenger-Related Processing Rates	<ul style="list-style-type: none"> <li>✓ Draft Report in Review</li> <li>✓ Started 1/07 &gt; Ends 1/08</li> </ul>
	03-05 Passenger Space Allocation Guidelines for Planning and Design of Airport Terminals	<ul style="list-style-type: none"> <li>✓ Research in Progress, Interim report issued in April 2008 to panel</li> <li>✓ Started 07/07 &gt; Ends 11/08*</li> </ul>
	07-04 Spreadsheet Models for Airport Terminal Planning and Design	<ul style="list-style-type: none"> <li>✓ Research in Progress, Interim report issued in April 2008 to panel</li> <li>✓ Started 06/07 &gt; Ends 12/08*</li> </ul>

\* Estimated / Tentative Dates



# Current Status of Terminal Guidance-Related ACRP Projects

ACRP #	Project Title	Status
07-05	Updated Terminal Design Guidelines	<ul style="list-style-type: none"> <li>✓ Research in Progress</li> <li>✓ Started 06/07 &gt; Ends 2/09*</li> </ul>
07-01	New Concepts for Airport Terminal Landside Facilities	<ul style="list-style-type: none"> <li>✓ Research in Progress</li> <li>✓ Started 12/06 &gt; Ends 6/08*</li> </ul>
10-02	Planning Guide for Offsite Terminals	<ul style="list-style-type: none"> <li>✓ Research in Progress, Published Report Expected late Spring 2008</li> <li>✓ Started 12/06 &gt; Ends 12/07*</li> </ul>
10-07	Current Status and Future Implications of Passenger Self-Tagging	<ul style="list-style-type: none"> <li>✓ Request for Proposals is expected in November 2008</li> <li>✓ Anticipated Start in FY2009</li> </ul>
10-09	Elimination of Baggage Recheck for Arriving International Passengers	<ul style="list-style-type: none"> <li>✓ Request for Proposals is expected in November 2008</li> <li>✓ Anticipated Start in FY2009</li> </ul>

Qualitative

\* Estimated / Tentative Dates



# Conclusions

- **AIP and/or PFC eligibility depends on type of airport.**
- **The FAA review is to ensure a safe and efficient complex.**
- **Check with your ADO contact on eligible areas.**
- **Great Lakes Region requires BCAs for terminals when the capacity is increased.**
- **Future Terminal Guidance is on the way.**



***Thank you!***

**Questions?**

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