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APPENDIX H – NEW AIRPORT

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21 **H-1. OVERVIEW**

22 This appendix outlines the eligibility and justification requirements for projects associated with new
 23 airports. New airports include replacement, supplemental, or additional airports, inclusive of heliports
 24 and seaplane bases. A new airport is also one that has been converted from former military to civilian
 25 ownership and use, or to the civilian component of a newly established joint use facility.

26 New airport projects require extensive coordination with ARP Headquarters. New sponsors necessitate
 27 ARP Headquarters review and concurrence. ARP Field Offices must notify ARP Headquarters when
 28 consideration of the new airport begins.

29 **H-2. GENERAL ELIGIBILITY AND JUSTIFICATION**

30 See: 49 U.S.C. §§ [47102\(3\)\(A\)](#) and [47102\(3\)\(C\)](#)

31 For eligibility and justification requirements applicable to all projects funded with AIP, see [Chapter 2,](#)
 32 [Eligibility & Justification.](#)

33 **H-2.1 ELIGIBILITY CRITERIA**

34 **TABLE H-2.1. GENERAL ELIGIBILITY REQUIREMENTS FOR NEW AIRPORT PROJECTS**

Item	Description
National Plan of Integrated Airport Systems (NPIAS) Status	The airport is included in the current NPIAS or the FAA has determined the airport meets the criteria for inclusion in the NPIAS. The airport must be accepted into the NPIAS before requesting AIP funds.
Sponsorship	<ul style="list-style-type: none"> ▪ A public agency or a private owner of a public-use airport capable of funding the non-Federal share of airport costs and operating and maintaining the airport. ▪ New airport sponsors require coordination with ARP Headquarters. ▪ Sponsors need to demonstrate local support for the project and provide a financial plan for the airport. See Chapter 3, Grant Prerequisites, for additional details about community consultation.
Planning	The project is supported by a feasibility study (including financial plan) and an aeronautical forecast approved by the ARP Field Office. Alignment within a state system will be considered by the ARP Field Office in its approval of the feasibility study. If the new airport is justified as a capacity project, a benefit cost analysis (BCA) must be provided to the ARP Field Office for approval.
ALP	The sponsor must have an FAA-approved ALP.
Good Title	The airport sponsor has or will obtain good title for the project.
Environmental	All environmental requirements have been met.

35 H-2.2 JUSTIFICATION REQUIREMENTS

36 An FAA approved feasibility study and aeronautical forecast demonstrating that the new airport is
 37 needed according to the following:

38 **TABLE H-2.2. JUSTIFICATION REQUIREMENTS FOR NEW AIRPORT PROJECTS**

Item	Description
Objective	<ul style="list-style-type: none"> ▪ The project must achieve at least one of the congressionally directed priorities: <ul style="list-style-type: none"> ○ accommodate capacity; ○ achieve compliance with standards; or ○ address safety determinations. ▪ There is an actual need for the project and a timeframe for the need; and ▪ Only the elements required to obtain the full benefit of the project are included in the scope.
BCA	A satisfactory BCA determines if the benefits to the system outweigh the cost of implementation (see Chapter 2 for details).

39 **TABLE H-2.3. NEW AIRPORT TYPES**

Item	Description
Replacement	Construction of a new airport is needed to replace an existing airport that is unable to meet the long-term aviation demand in the community or to meet established design standards, because the existing airport is constrained. The existing airport will close once the replacement airport is open.
Supplemental	Construction of a new airport that the FAA has determined is needed to supplement an existing NPIAS airport that will remain open. Typically, supplemental airports are considered to provide additional capacity for large, medium, or small hub airports. It is unusual to have a general aviation airport supplement an existing general aviation airport.
Additional	Construction of a new airport for a community that does not have an existing or proximate NPIAS airport, to add capacity and access for the community to the aviation system.

40 H-2.2.1 SCOPE & ALLOWABLE COSTS

41 Projects must align to:

- 42 ▪ The airport’s forecasted role within the next five years; and
- 43 ▪ Service level as defined in the current NPIAS.

44 Excluded work and costs are not eligible (see [Table H-3.1.](#) for details).

45 H-2.2.2 USEFUL LIFE

46 The useful lives of airport infrastructure, buildings, and equipment vary. Refer to [Chapter 2](#) and the
 47 applicable appendix for future efforts.

48 **H-3. ELIGIBLE NEW AIRPORT PROJECTS**

49 For scope of work requirements applicable to all AIP-funded projects, see [Chapter 2](#).

50 Relevant Advisory Circulars (ACs) and Orders include, but are not limited to, the current version of:

- 51 ▪ [FAA Order 5090.5, Formulation of the National Plan of Integrated Airport Systems \(NPIAS\) and](#)
 52 [the Airports Capital Improvement Plan](#);
- 53 ▪ [AC 150/5070-6, Airport Master Plans](#); and
- 54 ▪ [AC 150/5300-13, Airport Design](#).

55 See the [AC checklist](#) for a list of the latest version of ACs applicable to AIP-funded projects.

56 **TABLE H-3.1. ELIGIBLE NEW AIRPORT PROJECTS**

Project Type	Justification and Useful Life	Additional Requirements and Considerations	Excluded Work
<p>New Airport (Replacement, Supplemental, Additional)</p> <p><i>Construct & Acquire</i></p> <p>Unit of Measure: <i>Item Type</i></p>	<p>Feasibility and site selection studies approved by ARP Field Office.</p> <p>A BCA is required when a new airport is a capacity project (supplemental or additional) instead of a standards project (replacement).</p> <p>In the case of a former military airport being converted to civilian use or a joint use airport (not participating in the Military Airport Program or MAP), the land for the Federally owned portions of the airport is acquired through transfer and not acquisition. Eligible work is limited to compensating the non-</p>	<p>Construction of a new airport includes environmental, land acquisition, easements, environmental mitigation, utilities, runway(s), sealanes, helipads, taxiway(s), taxi channels or turning basins, and aprons or ramp access docks.</p> <p>Acquisition of the land and improvements that make up the airport.</p> <p>Other allowable infrastructure may include:</p> <ul style="list-style-type: none"> ▪ Essential eligible airport structures such as a terminal and a Federal Contract Tower (FCT), if required; ▪ Airfield infrastructure such as utilities, airfield lighting, signage, and electrical systems; ▪ Navigational aids (NAVAIDs), weather reporting, and security and safety-related equipment; ▪ Internal service roads; and 	<p>Off-airport roads, including access roads or utility extensions not essential to the airport.</p> <p>New airport improvements or modifications.</p> <p>Acquisition of land or businesses outside the airport boundary.</p> <p>Operational expenses or routine work, including, but not limited to, pavement maintenance.</p>

Project Type	Justification and Useful Life	Additional Requirements and Considerations	Excluded Work
	Federal tenants for the acquisition of facilities as approved by ARP Headquarters. See the applicable appendix for future airport infrastructure projects.	<ul style="list-style-type: none"> ▪ Additional eligible development.* 	

57 * Other airport infrastructure or equipment, beyond the scope contained above, requires its own
 58 justification, as detailed in the applicable appendix of this Order.

59 **H-4. RELATED PROJECTS**

60 The projects listed in this section are studies that may precede a new airport project.

61 **TABLE H-4.1. RELATED PROJECTS**

Project Type	When Scope of Work Includes	See Appendix
Electric Aircraft	Infrastructure Planning	J, Pilot Programs
Planning or Study	New Airport Feasibility Airport Site Selection Study	K, Planning
	Airport Site Selection Study	
	Environmental Study	

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