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APPENDIX J – PILOT PROGRAMS

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20 **J-1. OVERVIEW**

21 This appendix outlines sponsor and project requirements for pilot programs related to the use of AIP
 22 funds. Because pilot programs are created to test new concepts or further specific goals, this appendix
 23 outlines limitations and requirements that are unique to each program. Some pilot programs have
 24 become permanent parts of the AIP, while others have ended. Each program is stand-alone and cannot
 25 be combined with others.

26 This appendix discusses active pilot programs. If a program becomes permanent, it will be added to the
 27 relevant section of this Order.

28 **J-2. GENERAL ELIGIBILITY AND JUSTIFICATION**

29 See: 49 U.S.C. §§ [47142](#), [47143](#), [47145](#), and [47146](#)

30 See also: [FAA Reauthorization Act of 2024 \(P.L. 118-63\)](#) Sections 745 and 785 for uncodified provisions

31 Pilot programs must meet the eligibility and justification requirements in [Chapter 2, Eligibility &](#)
 32 [Justification](#), unless the enabling legislation provides a specific exemption or eligibility restriction.
 33 [Section J-3.](#) outlines the eligibility and justification requirements applicable to each pilot program.

34 **J-2.1. ELIGIBILITY CRITERIA**

35 **TABLE J-2.1. GENERAL ELIGIBILITY REQUIREMENTS FOR PILOT PROGRAM PROJECTS**

Item	Description
Ownership & Operator	Projects must be owned and operated by the airport sponsor.
Prerequisites	All pilot program projects must meet the prerequisites described in Chapter 3, Prerequisites , including, but not limited to, all applicable statutory and regulatory requirements for planning, environmental, certification, and
Application	Sponsors seeking to participate in a pilot program must inform the ARP Field Office or State Block Grant Program (SBGP) State, if required by applicable pilot program guidance, and provide proof of eligibility. If the program is active and has openings, the ARP Field Office will confirm the sponsor’s eligibility and ask the sponsor to submit the proposed project through the Airports Capital Improvement Plan (ACIP) or by application.

36 **J-2.2. JUSTIFICATION REQUIREMENTS**

37 AIP pilot programs focus on specific development or planning goals articulated by statute. Eligible
 38 sponsors may submit the proposed project through the ACIP or by project grant application. Sponsors
 39 should address any pilot program-specific justification requirements in their application or through the
 40 ACIP. Some pilot programs are competitive, and the FAA selects participants based on the merits of the
 41 application or ACIP submission.

42 J-2.2.1. SCOPE & ALLOWABLE COSTS

43 Projects must align with the requirements of the pilot program, be necessary for the airport’s specific
44 needs, and not exceed the scope or quantities identified.

45 Excluded work and costs are not eligible.

46 J-2.2.2. USEFUL LIFE

47 Useful life aligns with existing useful life terms for the relevant project type. [Chapter 2, Section 2-3.2.,](#)
48 [Minimum Useful Life](#), for useful life requirements.

49 **J-3. ELIGIBLE PILOT PROGRAM PROJECTS**

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

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

52 **TABLE J-3.1. PILOT PROGRAMS**

Pilot Program	Sponsor and Project Eligibility	Additional Requirements and Considerations	Excluded Work
<p>Electric Aircraft Infrastructure</p> <p>Section 745 of the FAA Reauthorization Act of 2024</p>	<p>Sponsor Eligibility: Limited to up to 10 airports with electric aircraft operators currently using the airport or planning to operate there within the next 5-10 years, supported by an agreement.</p> <p>Project Eligibility: Scheduled to sunset on October 1, 2028.</p>	<p>This program focuses on integrating electric aircraft into the National Airspace System (NAS). Projects must aim to integrate electric aircraft operations into the NAS by developing necessary infrastructure or acquiring equipment.</p> <p>May include an electric planning study, design costs, acquisition of equipment to support the operations of electric aircraft, including interoperable electric vehicle charging equipment, and construction or modifications of infrastructure, including utility service upgrades and power distribution system supporting equipment. Sponsors should work with local utility providers to meet electricity resource demands.</p>	<p>Off-airport construction.</p> <p>Non-public use charging or utilities.</p> <p>Costs for failed permitting and inspections, including operational checks.</p>

Pilot Program	Sponsor and Project Eligibility	Additional Requirements and Considerations	Excluded Work
		<p>Costs for permits, code compliance, and other necessary work to achieve an operational system are eligible.</p> <p>No special funding is available for this pilot program. All AIP funding may be used to support the effort, subject to project type.</p>	
<p>Integrated Project Delivery (IPD) 49 U.S.C. § 47142</p>	<p>Sponsor Eligibility: Limited to 5 airport building construction projects.</p> <p>Project Eligibility: IPD contracts must be allowed under State and local law.</p> <p>The proposed building construction project must be eligible and justified in accordance with the applicable appendix.</p>	<p>An IPD contract, as defined:</p> <ul style="list-style-type: none"> • Includes, at a minimum, the sponsor, contractor, and consultant as parties that are subject to the terms of the contract; • Aligns the interests of all the parties to the contract with respect to the project costs and project outcomes; and • Includes processes to ensure transparency and collaboration among all parties to the contract relating to project costs and project outcomes. <p>Not less than two sets of proposals must be submitted for each type of bidder under the selection process.</p> <p>No special funding is available for this pilot program. All AIP funding may be used to support the effort, subject to project type. Allowable costs incurred on or after May 16,</p>	<p>Any project delivery methods that do not meet the criteria for IPD contracts.</p>

Pilot Program	Sponsor and Project Eligibility	Additional Requirements and Considerations	Excluded Work
		2024, may be reimbursed based on associated funding rules.	
<p>Airport Accessibility 49 U.S.C. § 47145</p>	<p>Sponsor Eligibility: Limited to commercial service airports.</p> <p>Project Eligibility: Projects must make commercial service airports more accessible by meeting or exceeding Americans with Disabilities Act (ADA) and Rehabilitation Act standards and regulations.</p>	<p>Projects to upgrade accessibility for individuals with disabilities, including assessments of current accessibility or planned modifications at airports, terminals, or facilities for passenger use; repairing, improving, or relocating the infrastructure of airports, terminals, or facilities to increase accessibility; or acquiring and installing equipment necessary to upgrade accessibility.</p> <p>The FAA may allocate up to \$20 million annually from the noncompetitive discretionary fund through fiscal year 2028.</p>	<p>Costs not associated with carrying out the purpose of the pilot program.</p>
<p>General Aviation Airport Runway Extension 49 U.S.C. § 47146</p>	<p>Sponsor Eligibility: Limited to 2 general aviation airports that would otherwise be ineligible for AIP funding per fiscal year.</p> <p>Project Eligibility: Projects may only be to extend the primary runway by no more than 1,000 feet to accommodate larger turboprop or turbojet aircraft (that are not the critical aircraft) and support the development and economic vitality of</p>	<p>Projects may include planning, environmental review, design, and / or construction.</p> <p>Projects that meet the selection criteria are considered justified and are not required to conduct a benefit cost analysis (BCA) or meet the justification criteria otherwise required for pilot programs.</p> <p>Selected projects are funded through the Small Airport Fund through fiscal year 2028.</p>	<p>Runway widening and expansion projects exceeding a 1,000 foot runway extension.</p> <p>Runways other than those designated as primary.</p> <p>Airports other than general aviation.</p> <p>Rehabilitation.</p> <p>Reconstruction.</p>

Pilot Program	Sponsor and Project Eligibility	Additional Requirements and Considerations	Excluded Work
	the airport and the local community.		
<p>Environmental Mitigation</p> <p>Section 190 of the FAA Reauthorization Act of 2018, Section 785 of the FAA Reauthorization Act of 2024</p>	<p>Project Eligibility: Limited to 6 eligible projects per fiscal year.</p> <p>Projects must demonstrate the ability to measurably reduce or mitigate environmental impacts on noise, air quality, or water quality at the airport or within 5 miles of the airport.</p> <p>Projects must be implemented by an eligible consortium composed of two or more of the following entities, incorporated or located in the United States: businesses, public or private educational or research organizations, entities of state or local governments, and federal laboratories.</p> <p>Scheduled to sunset on October 1, 2028.</p>	<p>Projects must introduce new environmental mitigation techniques or technologies proven in lab demonstrations, propose methods for integration of new concepts into airport operations, and demonstrate whether new techniques or technologies are (1) practical to implement at or near multiple public-use airports, and (2) capable of reducing noise, airport emissions, or water quality impacts in measurably significant amounts.</p> <p>Projects may include constructing noise barriers, blast pads, and noise walls between the airport and a neighborhood.</p> <p>The Federal share is 50% of eligible costs and capped at \$2,500,000 per project. Selected projects are funded with Noise, Energy, and Accessibility (NEA) Noncompetitive Discretionary Apportionments.</p>	<p>Projects that do not focus on noise, air quality, or water quality.</p>
<p>Non-Movement Area Surveillance</p> <p>49 U.S.C. § 47143</p>	<p>Sponsor Eligibility: Limited to 5 airport sponsors of airports eligible to receive primary and commercial service airport apportionments (also referred to as</p>	<p>Projects that will improve safety, capacity, or efficiency through the use of non-movement area surveillance display systems and sensors. Systems must be airport owned, with sensors installed on-airport, and should supplement existing</p>	<p>Operation and maintenance expenses.</p> <p>Subscription costs.</p>

Pilot Program	Sponsor and Project Eligibility	Additional Requirements and Considerations	Excluded Work
	<p>entitlements) or cargo apportionments. Includes Large hub airports involved in surface metering under the FAA's Terminal Flight Data Manager (TFDM) program.</p> <p>Eligible airports must have existing Airport Surface Detection Equipment, Model X (ASDE-X) or Airport Surface Surveillance Capability (ASSC) systems and participate in the FAA's collaborative decision-making (CDM) process.</p> <p>Project Eligibility: Scheduled to sunset on October 1, 2028.</p>	<p>movement area systems to provide operational data for delay savings and improved surface metering.</p> <p>Projects should promote the distribution of data to off-airport stakeholders through data exchange processes to achieve capacity goals.</p> <p>Only capital expenses are eligible for AIP grants.</p> <p>No special funding is available for this pilot program. Selected projects are funded with primary and commercial service airport apportionments or cargo apportionment funding.</p>	

53 **J-4. RELATED PROJECTS**

54 The projects in this section are not eligible for pilot program purposes; however, references to related
 55 projects that may be eligible are provided as applicable.

56 **TABLE J-4.1. RELATED PROJECTS**

Project Type	When Scope of Work Includes	See Appendix
Accessibility Measures	Terminal construction / reconstruction	N, Terminal Development
Airfield Equipment	Automatic Dependent Surveillance - Broadcast (ADS-B) squitters, Vehicle Movement Area Transmitters	C, Airfield Infrastructure
Airport Energy Infrastructure	Infrastructure to improve energy efficiency	D, Environmental & Energy

Project Type	When Scope of Work Includes	See Appendix
Airport Energy Management Plan	Assess the airport’s current and future energy power requirements	K, Planning
Environmental Impact Statement	Identifying environmental measures associated with a proposed project	K, Planning
Noise	Acquire homes	I, Noise
	Acquire easements	
	Noise mitigation measures	
	Studies	
Runway Extensions	Extend / expand runway	B, Aircraft Operational Surfaces

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