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## APPENDIX M - SECURITY

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19 **M-1. OVERVIEW**

20 This appendix outlines the eligibility and justification requirements for airport security projects meeting  
 21 the minimum requirements of [49 CFR Part 1542](#) and related statutes. Only projects supporting access  
 22 control as required in an airport’s Transportation Security Administration (TSA)-approved security  
 23 program (the 1542 Plan) are eligible for AIP funding, with some exceptions as may be included in annual  
 24 appropriations laws. Projects not eligible for AIP may be eligible under other programs, such as the  
 25 Passenger Facility Charge (PFC) program.

26 **M-2. GENERAL ELIGIBILITY AND JUSTIFICATION**

27 See: 49 U.S.C. §§ [47102\(3\)\(B\)\(ii\)](#) and [47102\(3\)\(B\)\(x\)](#)

28 See also: 49 CFR §§ [1542.103](#), [1542.201](#), [1542.203](#), [1542.207](#), and [1542.211](#)

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

31 **M-2.1. ELIGIBILITY CRITERIA**

32 **TABLE M-2.1. GENERAL ELIGIBILITY REQUIREMENTS FOR SECURITY PROJECTS**

Item	Description
<b>Ownership &amp; Operator</b>	Projects must be owned and operated by the airport sponsor.
<b>1542 Plan</b>	The airport must have a TSA-approved 1542 Plan, and projects must be included in this plan.
<b>Scope</b>	Projects must support access control to secured areas, Aircraft Operations Areas (AOA), and Security Identification Display Areas (SIDA) as defined in the 1542 Plan. FAA eligibility is limited to entry access control for secured areas, SIDA, and AOA. Egress systems, exit lanes, and terminal exit devices are not eligible.
<b>Location</b>	Construction projects must be on airport property and depicted on the latest FAA-approved ALP.
<b>Approval</b>	Projects outside this appendix require ARP Field Office approval before inclusion in the ACIP.

33 **M-2.2. JUSTIFICATION REQUIREMENTS**

34 To meet the Department of Homeland Security consultation requirements prescribed in  
 35 [49 U.S.C. § 47106\(g\)](#), a letter from the TSA Federal Security Director (FSD) to the ARP Field Office is  
 36 required. The letter must identify and justify the project, confirm the project supports access control,  
 37 and state that TSA will not fund it. While a TSA letter is required, it cannot expand project eligibility.

38 Justification for rehabilitation or replacement is based upon the applicable useful life standards detailed  
 39 in [Table M-3.1](#).

40 M-2.2.1. SCOPE & ALLOWABLE COSTS  
 41 Projects must align with the TSA Letter, be necessary for the airport’s unique needs, and not exceed the  
 42 scope or quantities identified.  
 43 Excluded work and costs are not eligible.

44 M-2.2.2. USEFUL LIFE  
 45 [Chapter 2](#) discusses minimum useful life requirements applicable to all AIP-funded projects. One  
 46 component of the minimum useful life requirement for equipment or a facility being rehabilitated or  
 47 reconstructed is that the equipment or facility must no longer be operational or maintainable. [Chapter](#)  
 48 [2, Section 2-3.2](#), provides details on what factors the ARP Field Office must evaluate if the equipment or  
 49 facility has not achieved its minimum useful life.  
 50 [Table M-3.1](#) includes specific minimum useful life requirements applicable to security projects.

51 **M-3. ELIGIBLE SECURITY PROJECTS**

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

53 **TABLE M-3.1. ELIGIBLE SECURITY PROJECTS**

Project Type	Justification and Useful Life	Additional Requirements and Considerations	Excluded Work
<b>Access Control Systems</b> <i>Acquire, Install, Improve, &amp; Reconstruct</i> <b>Unit of Measure:</b> <i>Item Type</i>	TSA letter; replacement eligible after 10 years and if the equipment is no longer functional or maintainable.	Access control systems and panels for entry points (doors, gates) to secured areas, AOA, and SIDA, including entry intrusion detection systems.  Work to enable functionality including utilities, communication and control.	Egress control mechanisms and access control for non-secured areas.  Rehabilitation or routine work.
<b>Badging Equipment</b> <i>Acquire, Install, &amp; Reconstruct</i> <b>Unit of Measure:</b> <i>Item Type</i>	TSA letter; replacement after 10 years and if the equipment is no longer functional or maintainable.	Badging equipment and systems for access control, including associated systems necessary for implementation, such as initial purchase of hardware and software.	Supplies (laminates, ink, lanyards) and operational fees.  Rehabilitation, improvements, modifications, or routine work.
<b>Fingerprinting Equipment</b> <i>Acquire, Install, &amp; Reconstruct</i>	TSA letter; replacement after 10 years and if the equipment is no longer functional or maintainable.	Equipment for Federal Bureau of Investigation (FBI) certified fingerprint-based criminal history records checks (background checks) for access control. Includes	Supplies and operational costs (e.g., TSA approved fingerprinting cards, applications, ink,

Project Type	Justification and Useful Life	Additional Requirements and Considerations	Excluded Work
<p><b>Unit of Measure:</b> <i>Item Type</i></p>		<p>biometric scanners and computers used solely for access control purposes by the airport operator with software and hardware required to transmit and receive background investigation data for access control purposes.</p>	<p>paper, and similar supplies). Associated subscriptions and services. Rehabilitation, improvements, modifications, and routine work.</p>
<p><b>Security Fencing &amp; Gates</b> <i>Construct, Improve, &amp; Reconstruct</i> <b>Unit of Measure:</b> <i>Feet for fencing, Quantity for gates</i></p>	<p>TSA letter; replacement after 20 years and if the fencing and / or gates are no longer functional or maintainable.</p>	<p>Security fencing and gates for AOA access control, operated manually, through card readers or remote monitoring. Work to enable functionality including utilities, communication, and control.</p>	<p>Fencing / gates not for AOA access control and motion detectors as part of the security fencing project. Rehabilitation and routine work.</p>
<p><b>Security Guard Shacks</b> <i>Construct, Improve, &amp; Reconstruct</i> <b>Unit of Measure:</b> <i>Quantity</i></p>	<p>TSA letter; replacement after 20 years (40 for concrete block structures) and the structure / equipment is no longer functional or maintainable.</p>	<p>Guard shacks supporting airport personnel performing surveillance for access control purposes at perimeter gates. Work to enable functionality including utilities, communication, and control.</p>	<p>Decorative features. Construction costs for non-operational space and equipment (e.g., interior walls and doors, office space, furniture, appliances and related equipment). Firearms and ammunition. Rehabilitation and routine work.</p>
<p><b>Security Monitoring Equipment</b> <i>Acquire, Install, &amp; Reconstruct</i> <b>Unit of Measure:</b> <i>Item Type</i></p>	<p>TSA letter; replacement after 10 years and if the equipment is no longer functional or maintainable.</p>	<p>Surveillance cameras, motion detectors, and associated systems to operate the perimeter / AOA access control equipment (e.g., initial purchase of hardware and software).</p>	<p>Subscription services, maintenance contracts, spare parts, personnel, terminal cameras. Rehabilitation and routine work.</p>

Project Type	Justification and Useful Life	Additional Requirements and Considerations	Excluded Work
		Work to enable functionality including utilities, communication, and control.	
<p><b>Security Police Vehicles</b> <i>Acquire &amp; Reconstruct</i> <b>Unit of Measure:</b> <i>Item Type</i></p>	TSA letter; replacement after 10 years and if the vehicle is no longer functional or maintainable.	Vehicles with associated communication equipment meeting the airport’s security needs that are necessary to meet the 1542 Plan.	<p>Operational costs (maintenance and maintenance contracts, fuel and charging, spare parts, firearms, munitions, etc.).</p> <p>Rehabilitation, improvements, modifications, and routine work.</p>
<p><b>Security Perimeter Service Roads</b> <i>Construct, Improve, Rehabilitate, &amp; Reconstruct</i> <b>Unit of Measure:</b> <i>Feet</i></p>	TSA letter; rehabilitation after 10 years (5 for gravel) to extend the useful life, replacement after 20 years (10 for gravel) and the road is no longer functional or maintainable.	Service roads, gravel or asphalt, inside the AOA fence for security vehicles. Includes signage and markings to warn of aircraft operations.	<p>Non-public use service roads for aircraft rescue and firefighting (ARFF), snow removal equipment (SRE), or other airport operations vehicles to access the airfield, navigational aids (NAVAIDs), power vaults, or critical infrastructure for airport operations.</p> <p>Routine work.</p>
<p><b>Security Access Control Lighting</b> <i>Construct, Rehabilitate, &amp; Reconstruct</i> <b>Unit of Measure:</b> <i>Item Type</i></p>	TSA letter; rehabilitation after 5 years to extend the useful life; replacement after 10 years and the equipment is no longer functional or maintainable.	<p>Lighting for the AOA perimeter access control including flood lighting, fence mounted lighting, or pole lighting.</p> <p>Work to enable functionality including utilities, communication, control, needed upgrades to the airfield lighting vault, motion activation systems</p>	<p>Lighting for ramps, hangars, businesses, or maintenance buildings.</p> <p>Improvements, modifications, and routine work.</p>

Project Type	Justification and Useful Life	Additional Requirements and Considerations	Excluded Work
		and down shielding equipment.	

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55 **M-4. RELATED PROJECTS**

56 The projects in this section are not eligible for security purposes; however, references to related projects  
 57 that may be eligible are provided as applicable.

58 **TABLE M-4.1. RELATED PROJECTS**

Project Type	When Scope of Work Includes	See Appendix
<b>Access and Service Roads</b>	Non-public use service roads for airport operations vehicles to access the airfield	C, Airfield Infrastructure
	Public-use access roads to ARFF or SRE	E, Equipment & Facilities
	Public-use roads to other eligible buildings	L, Revenue Producing
	Public-use access roads to terminals	N, Terminal Development
<b>Airport Terminal Cameras / Surveillance</b>	Cameras in public areas of terminal buildings, including cameras mounted on the exterior of terminal buildings providing surveillance of public use landside areas	N, Terminal Development
<b>Apron Lighting</b>	Apron lighting	F, Lighting, Signage, & Markings
<b>Automated Exit Lanes (Exit Doors)</b>	Automated exit lanes, including, but not limited to, exit door technologies providing egress control from sterile areas	Not eligible to be funded under FAA grant programs.
<b>Emergency Operations Center (EOC)</b>	Emergency operations centers for airport personnel to monitor eligible security access control systems	E, Equipment & Facilities
<b>Explosive Detection Devices / Systems (EDD/EDS)</b>	EDD / EDS / baggage screening equipment / systems	AIP funding is prohibited by appropriations law. Limited

		<p>eligibility for certain baggage screening equipment remains available under the PFC Program.</p> <p>See the AIP Handbook Website.</p>
<b>Fencing and Gates</b>	Wildlife hazard mitigation fencing	C, Airfield Infrastructure
	Standard perimeter fencing	E, Equipment & Facilities
<b>Non-Access Control Surveillance Systems</b>	Cameras and monitoring equipment for ramps / aprons, hangars, businesses, and / or maintenance buildings that do not have direct access to the AOA	Not eligible to be funded under AIP.
<b>Passenger Screening Areas and Equipment</b>	Limited space for non-revenue producing public-use areas of a commercial service airport	N, Terminal Development