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APPENDIX N – TERMINAL DEVELOPMENT

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25 **N-1. OVERVIEW**

26 Terminal development consists of projects within terminal buildings as well as associated airside and
 27 landside areas, which are directly related to the movement of passengers and baggage. Eligible projects
 28 advance congressionally directed priorities, such as capacity, standards, and special emphasis objectives,
 29 through new construction or improvement of existing facilities. Certain projects are limited by statute
 30 based on airport categories and funding.

31 Eligibility and justification must be determined prior to funding. This includes determining which areas
 32 of the terminal serve the public, which areas are for private use (such as offices), and which areas are for
 33 concessions. Terminals usually have a mix of eligible and ineligible areas that require prorating the total
 34 project cost to allocate funding correctly (see [Table N-2.6.](#)).

35 Terminal projects must also comply with [Buy American](#) requirements and procurement restrictions,
 36 including prohibitions on certain foreign equipment.

37 **N-2. GENERAL ELIGIBILITY AND JUSTIFICATION**

38 See: 49 U.S.C. §§ [47102\(3\)](#), [47102\(28\)](#), [47108](#), and [47119](#)

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

41 **N-2.1. ELIGIBILITY CRITERIA**

42 This section outlines the necessary qualifications for terminal project participation and details the
 43 criteria for modifying funding classifications to ensure consistent financial management.

44 **TABLE N-2.1. GENERAL ELIGIBILITY REQUIREMENTS**

Item	Description
Ownership & Operator	<ul style="list-style-type: none"> ▪ The project must be: <ul style="list-style-type: none"> ○ located on airport property, and ○ depicted on the most recent FAA-approved ALP; and ▪ The airport sponsor must own and operate AIP-funded equipment / facilities, which includes meeting the conditions of nonexclusive use for leases.
Safety, Security, and Access Needs Met	<p>The sponsor must certify in writing to the ARP Field Office that:</p> <ul style="list-style-type: none"> ▪ It has all the applicable 14 CFR Part 139 safety and 49 CFR Part 1542 security equipment required by rules or regulation, and ▪ The sponsor has provided access and equipment for passengers boarding or exiting non-air carrier aircraft.
Terminal Security Areas	<p>Terminal security is divided into three different areas:</p> <ul style="list-style-type: none"> ▪ Landside: This area is accessible to the general public.

Item	Description
(Landside, Sterile, & Secured Areas)	<ul style="list-style-type: none"> ▪ Sterile Area: This area (as more fully defined in 49 CFR Part 1540) is restricted to passengers, airline employees and others who have passed airport security. The Transportation Security Administration (TSA) is responsible under 49 CFR Part 1544 for controlling access between the landside and the sterile area. ▪ Secured Area: This area (as more fully defined in 49 CFR Part 1540) is the portion of the terminal or terminal ramp that has direct access to the aircraft. The airport is responsible, under 49 CFR Part 1542, for controlling access to the secured area.
Public-Use Requirements for Terminal Buildings	<p>Terminal public-use space is limited to the following:</p> <ul style="list-style-type: none"> ▪ Areas that passengers may need to occupy as part of their air travel. ▪ Utility support space needed to make the public-use space operational, including the mechanical and electrical rooms. ▪ Areas past passenger screening (accessible only by ticketed passengers) may still contain public-use areas. ▪ General aviation terminals can be stand-alone buildings, co-located within a commercial service terminal, or co-located within a fixed-base operator (FBO) facility. Each is considered public use, but when co-located with an FBO, exclusions apply. <p>Excluded Areas:</p> <ul style="list-style-type: none"> ▪ Areas such as airport administration offices, police areas, janitor closets, or conference rooms are not considered public-use areas even if these areas are occasionally accessed by the public. ▪ In a general aviation terminal that shares space with an FBO, the areas behind the counter and office space are not public-use and do not qualify for terminal development.
Typical Eligible Areas or Equipment within a Terminal Building	<p>Eligible Areas:</p> <ul style="list-style-type: none"> ▪ Passenger-Related Areas: Ticketing lobbies (excluding ticket counters and area behind the counters, discussed further under Limited Eligibility or Exceptions), public-use lobbies, the public-use portion of baggage claim areas, public-use corridors, central waiting rooms, gate holding areas including fixed seating and tables, service animal relief areas, and public restrooms. ▪ Operational Equipment: Baggage carousel equipment, boarding bridges, directional signs, nonexclusive use flight information display systems (FIDS), baggage information display systems (BIDS), and public address systems. ▪ Infrastructure: Mechanical and electrical rooms (prorated), public-use elevators, escalators, moving walkways, utilities (prorated), and accommodations for Americans with Disabilities Act (ADA) compliance.

Item	Description
	<ul style="list-style-type: none"> ▪ Environmental Enhancements: Terminal-based air conditioning, heating, or electric power systems aimed at reducing emissions (see Appendix D, Environmental & Energy). <p>Limited Eligibility or Exceptions:</p> <ul style="list-style-type: none"> ▪ In addition to the eligible areas listed above, the following is eligible at Nonhub, nonprimary commercial service, and general aviation airports: <ul style="list-style-type: none"> ○ Ticket counters at commercial service airports (but not the areas behind the counters). ○ Rental car counters (but not the area behind the counter). ○ Construction of bare space with fit and finishes, as well as appropriate utilities and fixed public-use seating, for the public-use portion of concession areas. ○ Nonrevenue parking lots for the parking of vehicles of passengers and persons meeting or delivering passengers. ○ A pilot briefing area or pilot lounge at general aviation terminals if the area is open to the public. ▪ Security Areas: Passenger screening and Customs and Border Protection (CBP) (formerly Federal Inspection Services or FIS) areas are eligible only for basic construction and utilities. <ul style="list-style-type: none"> ○ Eligibility is limited to the construction of bare space (drywall, standard paint, and standard floor covering) with appropriate utilities. ○ For CBP, these can be separate buildings but are still considered terminal development. The airport sponsor is responsible for providing a letter from CBP to support the size of the area needed based on staffing requirements. The funding source of staffing does not affect eligibility. Administration areas within these spaces are not eligible. ▪ Explosive Detection Systems (EDS): While eligible, AIP funds have been restricted by annual appropriations bills for the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install EDS. However, EDS and associated terminal modifications are still eligible for Passenger Facility Charge (PFC) funding. ▪ Command and Control Centers: Although a sponsor has the option to include a command and control center in the terminal, it is not required to be in a terminal. If included, terminal funding rules would apply. Regardless, it must meet the requirements in Appendix E, Equipment and Facilities. ▪ Multimodal Terminals: Only public-use areas for passenger and baggage movement.

Item	Description
	<ul style="list-style-type: none"> ▪ Incidental Use of Public-Use Space: Public-use space for the incidental use of displays, advertising, or vending is eligible, but modifications for these purposes are not covered.
<p>Movement of Passengers and Baggage Requirements</p>	<p>Terminal space must be directly related to the movement of passengers or baggage as follows:</p> <ul style="list-style-type: none"> ▪ A terminal building's main purpose is to help passengers and baggage move from the curb to an airplane. <p>Excluded Areas:</p> <ul style="list-style-type: none"> ▪ Other features in a terminal might be for public use but are not directly related to this main purpose. <ul style="list-style-type: none"> ○ If the area does not need to be at an airport, but could be located somewhere else, it is not directly related to the movement of passengers and baggage and is not eligible. For example, a satellite office for the county's Department of Motor Vehicles may be public use, but it is not directly related to the movement of passengers and baggage and is not eligible.
<p>Terminal Area Impacted by an AIP Eligible Terminal Project</p>	<p>If the affected area is normally eligible for AIP funding, it can be replaced using AIP funds. However, if the area is not AIP eligible, only its demolition is eligible. This type of facility cannot be replaced with AIP funds (see Chapter 2).</p>

45 **TABLE N-2.2. LIST OF PROJECT RESTRICTIONS BY FUND TYPE**

Fund Type	Terminal Buildings	Non-Revenue Producing Public-Use Parking Lots	Revenue Producing Aeronautical Support Facilities
<p>Primary and Commercial Service Apportionment</p>	<p>Allowed at primary airports.</p>	<p>Allowed for terminal parking at Nonhub airports.</p>	<p>Not Allowed.</p>
<p>Cargo Apportionment</p>	<p>Allowed at nonprimary commercial service and general aviation airports.</p>	<p>Allowed at nonprimary commercial service and general aviation airports.</p>	<p>Allowed at nonprimary commercial service and general aviation airports.</p>
<p>Nonprimary Commercial Service Apportionment</p>	<p>Allowed at nonprimary commercial service airports.</p>	<p>Allowed at nonprimary commercial service airports as long as parking lot is associated with a terminal building.</p>	<p>Allowed. The sponsor must certify in writing to the ARP Field Office that any needed</p>

Fund Type	Terminal Buildings	Non-Revenue Producing Public-Use Parking Lots	Revenue Producing Aeronautical Support Facilities
			airport development project affecting safety, security or capacity will not be deferred due to the revenue producing project.
General Aviation Airport Apportionment	Allowed at general aviation airports.	Allowed at general aviation airports as long as the parking lot is associated with a terminal building.	Allowed. The sponsor must certify in writing to the ARP Field Office that any needed airport development project affecting safety, security or capacity will not be deferred due to the revenue producing project.
State Apportionment	Not Allowed.	Not Allowed.	Not Allowed.
Alaska Supplemental	Not Allowed.	Not Allowed.	Not Allowed.
Small Airport Fund	Allowed for Small hub, Nonhub, nonprimary commercial service, and general aviation airports. Note: Priority is given to new runways and FAA Contract Towers (FCTs).	Allowed for Small hub, Nonhub, nonprimary commercial service, and general aviation airports. Note: Priority is given to new runways and FCTs.	Not Allowed.
Noise, Energy, and Accessibility Special Noncompetitive Discretionary Apportionment (NEA)	Not Allowed. Exception: allowed for terminal development or equipment associated with noise, resiliency, air quality or other eligible environmental projects, and ADA.	Not Allowed.	Not Allowed.

Fund Type	Terminal Buildings	Non-Revenue Producing Public-Use Parking Lots	Revenue Producing Aeronautical Support Facilities
Military Airport Program Special Noncompetitive Apportionment (MAP)	Allowed.	Allowed.	Allowed.
Noncompetitive Discretionary	Allowed. See Table N-2.4 for airport type funding rules. Exception: not allowed at Large hub, Medium hub, Small hub, and general aviation airports.	Allowed in limited amounts at Nonhub, nonprimary commercial service, and reliever airports. Exception: not allowed at Large hub, Medium hub, Small hub and general aviation airports.	Not Allowed.

46 Note: Apportionment funding is sometimes referred to as entitlement funding.

47 **TABLE N-2.3. NONCOMPETITIVE DISCRETIONARY TERMINAL FUNDING AIRPORT RECLASSIFICATION RULES**

Airport Type	Change to / limitations per 49 U.S.C. § 47108
From Primary to Nonprimary Airport	If a primary airport is reclassified as a nonprimary airport while a development project is ongoing under a multi-year grant, the project remains eligible for noncompetitive discretionary funds under the terms provided by the grant agreement, subject to the availability of funds. Newly planned projects follow noncompetitive discretionary funding rules applicable to the airport’s current classification.
From Commercial Service to Noncommercial Service Airport	If a commercial service airport becomes a noncommercial service airport during an unfinished terminal development project under a phased-funding plan, the project remains eligible for noncompetitive discretionary funding under the terms provided by the grant agreement, subject to the availability of funds. Newly planned projects follow noncompetitive discretionary funding rules applicable to the airport’s current classification.
From Nonhub to Small Hub Airport	If a Nonhub airport is reclassified as a Small hub airport while a noncompetitive discretionary funded terminal development project is ongoing, the project remains eligible for funding from both the noncompetitive discretionary fund and the Small Airport Fund. Allowable project costs remain eligible for three fiscal years after the start of construction or if the FAA determines a further extension of eligibility is justified until the project is complete. Newly planned projects follow noncompetitive discretionary funding rules applicable to the airport’s current classification.

48 **TABLE N-2.4. NONCOMPETITIVE DISCRETIONARY TERMINAL FUNDING RULES BY AIRPORT TYPE**

Airport Type	Permitted Noncompetitive Discretionary
Large and Medium Hubs	Not permitted.
Small Hubs	Noncompetitive discretionary funding, funding from the Small Airport Fund, and funding from non-AIP funding programs administered by ARP (e.g., Congressionally Directed Spending or CDS, Community Project Funding or CPF, and the Airport Safety and Resilient Infrastructure Discretionary Program or ASRID) are not permitted except when an airport changes from a Nonhub to Small hub while a phased terminal development project is underway. When permitted, the cumulative total amount of funding is capped at \$30,000,000 (see Table N-2.3.).
Nonhubs	Noncompetitive discretionary, funding from the Small Airport Fund, and funding from non-AIP funding programs administered by ARP (e.g., CDS, CPF, and ASRID) can be used for terminal development. The cumulative total amount of funding is capped at \$30,000,000 for all terminal development projects.
Nonprimary Commercial Service	Noncompetitive discretionary funding and funding from non-AIP funding programs administered by ARP (e.g., CDS, CPF, and ASRID) can be used for terminal development. No more than \$200,000 may be distributed per fiscal year for terminal development.
General Aviation - Relievers	Noncompetitive discretionary and funding from non-AIP funding programs administered by ARP (e.g., CDS, CPF, and ASRID) can be used for terminal development. No more than \$200,000 may be distributed per fiscal year for terminal development.
General Aviation - Other than Reliever	Not permitted.

49 **N-2.2. JUSTIFICATION REQUIREMENTS**

50 **TABLE N-2.5. GENERAL JUSTIFICATION REQUIREMENTS FOR TERMINAL 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; and ▪ There is an actual need for the project and a timeframe for the need; and

Item	Description
	<ul style="list-style-type: none"> Only the elements required to obtain the full benefit of the project are included in the scope.
Funding Plan	A comprehensive funding strategy that outlines Federal and additional contributions ensuring the project's financial feasibility.

51 Airport sponsors must coordinate early with the ARP Field Office through the Airports Capital
 52 Improvement Plan (ACIP) to ensure a solid funding plan is ready when evaluating the airport's overall
 53 needs in accordance with [FAA Order 5090.5, Formulation of the National Plan of Integrated Airport](#)
 54 [Systems \(NPIAS\) and the Airports Capital Improvement Plan \(ACIP\)](#) (see [Chapter 2](#)).

55 **N-2.2.1. SCOPE & ALLOWABLE COSTS**

56 AIP cannot be used to pay for items or costs that are not eligible or allowable. In terminals that have
 57 both eligible and ineligible areas, the total cost is divided proportionally to determine allowable costs.

58 Projects must align to the airport's forecasted role within the next five years and service level as defined
 59 in the current NPIAS.

60 Terminal sizing is based on gate capacity and passenger level of service needs at the airport. This is used
 61 to develop the project scope and determine allowable costs. Eligible, ineligible, and high-cost items are
 62 identified based on public use versus non-public use spaces. Costs must be prorated using the ratio of
 63 eligible area square footage to total area. High-cost equipment must be excluded from terminal
 64 proration calculations to avoid distortion, and ineligible items are also subtracted. Examples of eligible
 65 high-cost items are passenger boarding bridges and escalators. A large sculpture is an example of an
 66 ineligible high-cost item. The formula for calculating prorated eligible terminal building costs is in [Table](#)
 67 [N-2.6](#).

68 **TABLE N-2.6. PRORATED AREAS AND HIGH-COST ELIGIBLE / INELIGIBLE ITEMS**

Step	Action
1	<p>Determine the square footage for each of the following categories:</p> <p>A: Eligible Areas</p> <p>B: Ineligible Areas</p> <p>C: Prorated Areas (areas that are needed for utilities such as mechanical, electrical, or water)</p> <p>D: High Cost 100% Eligible Items (e.g., passenger boarding bridges, escalators, elevators)</p> <p>E: High Cost 100% Ineligible Items (e.g., large, commissioned sculptures and ineligible build-out costs such as TSA screening equipment)</p>
2	<p>Determine the eligible proration % as follows:</p> <p>Eligible Proration % = A / (A+B)</p>
3	<p>Determine the eligible cost as follows:</p>

Step	Action
	Eligible Cost = [(Cost of A+B+C) * (Eligible Proration %)] + (Cost of D)

69 The cost of most new terminal projects exceeds the Federal funds available as the FAA focuses on
 70 funding airfield safety projects. Generally, the Federal Government covers up to 70% of eligible costs for
 71 these terminal projects. Airports can use a calculation tool to self-certify this percentage and submit it to
 72 the ARP Field Office. However, airport sponsors must maintain detailed records for auditing purposes. If
 73 an airport wants Federal funding to cover more than 70% of the costs, it must undergo the traditional
 74 review process and follow specific guidelines outlined in [Table N-2.6.](#), which details eligible and ineligible
 75 items and prorated areas. This self-certification option may not be available for airports that anticipate
 76 using PFC funds for the terminal project, because airports that propose PFC funding in excess of \$10
 77 million for a terminal project are required to provide detailed basis of cost information.

78 N-2.2.2. USEFUL LIFE

79 [Chapter 2](#) discusses minimum useful life requirements applicable to all AIP-funded projects. One
 80 component of the minimum useful life requirement for a facility being reconstructed is that the facility
 81 must no longer be operational or maintainable, while rehabilitation must extend the useful life. [Chapter](#)
 82 [2, Section 2-3.2., Minimum Useful Life](#), provides details on what factors the ARP Field Office must
 83 evaluate if the facility has not achieved its minimum useful life.

84 [Section N-3.](#) discusses specific minimum useful life requirements applicable to terminal projects.

85 **N-3. ELIGIBLE TERMINAL DEVELOPMENT PROJECTS**

86 Projects for terminal development in non-revenue producing areas must be directly related to the
 87 movement of passengers and baggage.

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

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

- 90 ▪ [FAA Order 5090.5, Formulation of the National Plan of Integrated Airport Systems \(NPIAS\) and](#)
 91 [the Airports Capital Improvement Plan](#);
- 92 ▪ [AC 150/5070-6, Airport Master Plans](#); and
- 93 ▪ [AC 150/5360-13, Airport Terminal Planning](#).

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

95 **TABLE N-3.1. ELIGIBLE TERMINAL STRUCTURE, RELATED AREAS, AND COMPONENTS**

Project Type and Requirements
Terminal Building Structures (including general aviation terminals) <i>Construct, Expand, & Reconstruct</i> Unit of Work: Square Feet

Project Type and Requirements

Justification:

- Scope must be supported by an FAA-accepted planning study (e.g., master plan or terminal area narrative study), ensuring only essential elements are included. Reconstruction of existing facility or areas must be considered before the ARP Field Office can consider a new terminal development or expansion.
- The ARP Field Office can consider funding a new terminal development if costs are comparable to reconstruction of existing facilities and the new construction will provide better flexibility, ability to expand, or a longer useful life.
- To the extent possible, the development must meet the anticipated terminal needs for the next 5 years after project justification. An option to include an expansion as part of the design to construct a terminal is recommended if additional demand is expected after this period. The number of gates needed for capacity is established by the aircraft operations average peak hour in the busiest month, or about the 90th percentile of peak hourly operations. Passenger processing facilities in the terminal building are sized according to levels of service needed to accommodate the existing or predicted number of passengers using the airport.
- The ARP Field Office must agree with the sponsor's terminal sizing methodology, including proration calculation as outlined in [Section N-2.2.1](#).
- Terminal capacity projects, such as gate expansion, requiring noncompetitive discretionary, may require a benefit cost analysis (BCA) (see [Chapter 2, Section 2-3.5](#)).
- Because of the requirement for public use, by FAA policy, gates cannot be leased for more than 10 years and must not be subject to a majority in interest clause.

Useful Life:

- Reconstruction (replacement of building) after 20 years (40 years for concrete block structures) and the building is no longer functional or maintainable; reconstruction (specific areas of the building or terminal components) (e.g., roof replacement, bathrooms, elevator or escalator replacement, etc.) after 10 years and the area is no longer functional or maintainable.
- For the useful life of other specific eligible stand-alone terminal-related areas or components, see [Table N-3.2](#).

Construct Terminal Building

- Lobbies (public-use and ticketing), baggage claim areas, public-use corridors, public-use restrooms, lactation rooms, and universal changing rooms.
- A passenger holding area with fixed public-use seating at a nonexclusive use gate in the sponsor-owned terminal, passenger waiting rooms, and passenger boarding bridges.
- Passenger security queuing areas and screening areas (limited to bare space).
- Terminal access road and eligible parking.
- Elevators and escalators.

Project Type and Requirements

- Architectural treatment of the inside and outside of buildings to reflect local custom, style, or cultural attitudes is an allowable cost. The work must be architectural in nature (it cannot be for the sole purpose of aesthetic enhancement) and must be in an area accessible by the public.
- A project for walkways that lead directly to or from a terminal. Per FAA policy, walkway projects may include other related elements necessary for the movement of passenger and baggage in these areas. Only the portion of the walkway that is on-airport is eligible.
- See [Chapter 2, Section 2-3.6.6.7.1](#) for terminal utility costs.
- The ARP Field Office must coordinate all multimodal terminal projects with ARP Headquarters prior to programming to ensure relevant procurement regulations and contract provision requirements are used.

Expand Terminal Building

- The requirements for Construct Terminal Building apply.
- Terminal capacity is triggered by the need to add gates to accommodate additional aircraft operations during the average peak hour.
- Terminal expansion to building standards to improve passenger level of service with additional passenger-related areas.

Reconstruct or Replace Terminal Building or Areas

- The requirements for Construct Terminal Building apply.
- Reconstruction of areas of the terminal building will extend the useful life of the terminal building. Reconstruction of the terminal replaces the terminal by constructing a new terminal and restarting the useful life of the terminal building.
- Projects may include:
 - Complete renovation of public-use restrooms;
 - Replacement of a significant percentage of a terminal roof;
 - Complete overhaul of existing gates, holding rooms, and public-use areas; and
 - Replacement of a terminal building.

Excluded Work

- Replacing carpeting (or other flooring, such as tiles or terrazzo), painting, wall coverings, doors or ceiling tiles are not eligible as stand-alone projects but may be included as allowable costs when necessary for reconstruction.
- Replacing public-use seating (including tables and counters) that is bolted or affixed to the terminal wall or floor is not eligible as a stand-alone project but may be included as allowable costs when necessary for reconstruction.
- Replacing small sections of roofing in terminals and airport buildings is not eligible as a stand-alone project but may be included as an allowable cost when necessary for reconstruction.
- Purchasing and installing a free-standing sculpture in the terminal.

Project Type and Requirements
<ul style="list-style-type: none"> Relocating a facility impeding an AIP development project unless it is for a tenant-owned terminal or an airport administration office, in which case demolition is the only allowable cost. <p>Exceptions</p> <ul style="list-style-type: none"> An interim terminal facility is an allowable cost if there is no other reasonable way to accomplish the project. The interim facilities must be limited to construction necessary to keep the movement of passengers and baggage operational. The facilities must only be built for this interim use. Costs to develop the facility into a follow-on use are not allowable.

96 **TABLE N-3.2. ELIGIBLE STAND-ALONE TERMINAL RELATED AREAS AND COMPONENTS**

Project Type	Justification and Useful Life	Additional Requirements and Considerations	Excluded Work
<p>Terminal Access Rail <i>Construct, Expand, & Reconstruct</i></p> <p>Unit of Measure: <i>Quantities may include number of stations, rail cars and length of associated infrastructure</i></p>	<p>Must provide the public with access to the terminal.</p> <p>The rail must not have been newly constructed, expanded, or reconstructed within the last 20 years, and the rail must no longer be functional or maintainable.</p>	<p>Rail service to an airport must meet the same eligibility criteria as airport access roads. The rail line’s eligibility is limited to only the portion serving the public traveling to and from the airport.</p>	<p>Rehabilitation and routine work.</p> <p>Costs to operate or maintain the terminal access rail, including all associated maintenance facilities and equipment.</p> <p>Access to non-terminal areas such as commercial areas, maintenance areas, employee parking lots, or ticketing or fare collection areas.</p>
<p>Terminal Access Roads <i>Construct, Expand, Reconstruct, & Rehabilitate</i></p> <p>Unit of Measure: <i>Linear Feet</i></p>	<p>Must provide the public with access to the terminal.</p> <p>The road must not have been newly constructed, expanded, or reconstructed within the last 20 years, rehabilitated within the last 10 years, or resealed within the last 3 years, and the road must no longer</p>	<p>On airport access roads or right-of-way acquired by the sponsor exclusively servicing airport traffic that leads directly to or from an airport passenger terminal building. Per FAA policy, the boundaries of this road are the main road or driveway in either direction from the terminal.</p> <p>Usually, only one road connects the airport to public-use roads. More</p>	<p>Routine work.</p> <p>On-airport road that does not go directly to or from a passenger terminal building.</p> <p>Guidance signs are only eligible as part of an approved road project, a road redesign, or if the entire signage system needs replacement due to age. Airport</p>

Project Type	Justification and Useful Life	Additional Requirements and Considerations	Excluded Work
	<p>be functional or maintainable.</p>	<p>connections are allowed if traffic is heavy and proven by a traffic study, or if there is no other way to reach aeronautical facilities.</p> <p>The terminal access road cannot be prorated. If mixed-use situations exist (aeronautical and nonaeronautical use), only the portion of the road beyond the nonaeronautical use is allowable.</p> <p>Related facilities such as acceleration and deceleration lanes, exit and entrance ramps, street lighting, guidance and traffic signs, bike lanes, and bus stops may be included when determined necessary as part of the overall development objective.</p> <p>Recirculation roads and cell phone waiting lots can be included in an access road project if extra costs are minimal, as approved by the ARP Field Office. Only costs for safe car waiting areas are eligible, while parking and amenities like phones, seating, and a flight information display board are not.</p> <p>Per FAA policy, walkways include surface sidewalks, moving sidewalks, tunnels, stairs, and overhead paths. Covers over sidewalks can be included if they protect people from the weather in areas like passenger</p>	<p>entrance signs are not eligible.</p>

Project Type	Justification and Useful Life	Additional Requirements and Considerations	Excluded Work
		<p>boarding zones. Only the portions of the walkway on airport property are eligible.</p> <p>The airport road can only extend to the nearest public highway handling the airport's traffic.</p>	
<p>Terminal Accessibility Measures</p> <p><i>Construct, Rehabilitate, & Reconstruct</i></p> <p>Unit of Measure: <i>Must identify measure(s)</i></p>	<p>Acquire and install ADA-compliant accessibility-related measures in the eligible public-use areas of a terminal building.</p> <p>Reconstruction after 10 years and the accessibility measure is no longer functional or maintainable.</p> <p>Rehabilitation after 5 years to extend the useful life.</p>	<p>The project may include accessibility-related equipment, such as adding escalators or elevators that do not currently exist, a new wayfinding system, or accessibility features such as ramps, ADA compliance doors, etc.</p> <p>For projects involving multiple eligible terminal areas, see N-3</p> <p>Eligible for NEA noncompetitive discretionary funding.</p>	<p>Reconstruction, rehabilitation, and routine work.</p>
<p>Terminal Components</p> <p><i>Reconstruct</i></p> <p>Unit of Measure: <i>Must identify component(s)</i></p>	<p>Reconstruct or replace eligible terminal components that cannot be measured by square footage or if the area itself may not have met the end of useful life, but reconstruction enhances the movement of passengers and baggage within the terminal.</p> <p>Reconstruction after 10 years, and the component is no longer functional or maintainable.</p>	<p>The project may include a new baggage system, windows, and passenger conveyances (e.g., elevator, escalator, reconfiguration of walls and moving walkways), reconfiguring existing space to enhance utilization of the terminal, and reconfiguring public-use space for security screening areas.</p> <p>Can be included with a larger terminal development project based on square foot measurements.</p> <p>Eligible for MAP noncompetitive discretionary funding.</p>	<p>Rehabilitation and routine work.</p> <p>Roofing, restrooms, flooring, or any other component that can be measured in square feet.</p>

Project Type	Justification and Useful Life	Additional Requirements and Considerations	Excluded Work
<p>Terminal Family Care Areas</p> <p><i>Effort: Construct</i></p> <p><i>Unit of Work: Quantity</i></p>	<p>Lactation areas and baby changing tables are required at Large, Medium and applicable Small hub airports, which are defined as airports designated as Small hub airports during any consecutive three-year period beginning after 2020. Facilities in existence on or before October 5, 2018, may be approved as compliant with this requirement by the ARP Field Office.</p> <p>Universal changing stations are required at Large and Medium hub airports beginning in fiscal year 2030. Facilities in existence on or before May 16, 2024, may be approved as compliant with this requirement by the ARP Field Office.</p> <p>Through grant agreement special conditions, applicable airports must certify compliance as a condition for receiving AIP funding.</p> <p>This project type only allows for initial construction in an existing terminal and has a life expectancy of 20 years. See Table</p>	<p>Lactation Areas: At least one must be located in the sterile area of each passenger terminal and must include:</p> <ul style="list-style-type: none"> ▪ Privacy from public view; ▪ A lockable door; ▪ Seating, a flat surface, a sink or sanitizing equipment, and an electrical outlet; ▪ Accessibility for individuals with disabilities, including wheelchair users; and ▪ Must not be located in a restroom. <p>Exception: When construction or maintenance activities make it impracticable or unsafe for the lactation area to be located in the sterile area of the building, as confirmed by the ARP Field Office.</p> <p>Baby Changing Tables: Must be located in at least one men’s and at least one women’s restroom in each passenger terminal.</p> <p>Universal Changing Stations: Must install at least one private, single-use room with a universal changing station that is accessible to all individuals in each passenger terminal, as well as signage at or near the entrance to the changing station indicating its location.</p>	<p>Reconstruction, rehabilitation, and routine work.</p> <p>Facilities not located in the sterile area are not eligible.</p> <p>Facilities that do not meet the specified requirements, unless granted an exemption.</p>

Project Type	Justification and Useful Life	Additional Requirements and Considerations	Excluded Work
	<p>N-3.1 for information on reconstruction projects, which would be included as part of a terminal building structure project.</p>	<p>Universal changing stations must meet forthcoming standards established by the United States Access Board.</p> <p>Exception: When construction or maintenance activities make it impracticable or unsafe for the universal changing station to be located in the sterile area of the building, as confirmed by the ARP Field Office.</p>	
<p>Terminal Parking Lots <i>Construct, Expand, Reconstruct, & Rehabilitate</i> Unit of Measure: <i>Square Feet</i></p>	<p>The airport is a nonprimary commercial service, Nonhub, reliever, general aviation airport, or the airport has been accepted into the MAP program.</p> <p>The parking lot is public-use and non-revenue producing, or the parking lot is public-use (revenue or non-revenue producing) and the project has been approved for an airport accepted into the MAP program.</p> <p>The project justification must only be based on civil operations.</p> <p>The parking lot must not have been newly constructed, newly expanded, or reconstructed within</p>	<p>Eligible for MAP noncompetitive discretionary funding.</p>	<p>Routine work.</p> <p>Parking lots at primary hub airports.</p> <p>Non-passenger parking lots, such as employee and restaurant lots, unless allowed for limited passenger vehicle parking.</p> <p>Parking garages are ineligible at all airports per 49 U.S.C. § 47119.</p>

Project Type	Justification and Useful Life	Additional Requirements and Considerations	Excluded Work
	<p>the last 20 years, rehabilitated within the last 10 years, or resealed within the last 3 years, and the parking lot must no longer be functional or maintainable.</p>		
<p>Passenger Boarding Bridges (PBB) <i>Install & Reconstruct</i> Unit of Measure: <i>Quantity</i></p>	<p>The PBB(s) must not have been newly installed or reconstructed within the last 20 years and must no longer be functional or maintainable.</p>	<p>The project may include new installation or reconstruction.</p> <p>All PBBs and associated equipment must comply with Buy American requirements and procurement from certain foreign sources, including the People’s Republic of China is prohibited.</p>	<p>Rehabilitation and routine work.</p>
<p>Passenger Lift Devices <i>Acquire</i> Unit of Measure: <i>Quantity</i></p>	<p>The equipment must be required for ADA compliance.</p>	<p>The equipment must be used to board passengers on an aircraft. It may be mobile but cannot be used to transport passengers between gates in airport terminals.</p> <p>Eligible for NEA noncompetitive discretionary funding.</p>	<p>Reconstruction, rehabilitation, and routine work.</p> <p>Acquired for a tenant or for specific gates only occupied by one tenant.</p>
<p>People Movers <i>Construct, Expand, & Reconstruct</i> Unit of Measure: <i>Quantity</i></p>	<p>Must provide the general public with access to the terminal.</p> <p>The people mover must not have been newly constructed, expanded, or reconstructed within the last 20 years, and the people mover must no longer be</p>	<p>Stations or stops must be on airport property and only for passenger access to the airport.</p> <p>Project may include light rail, monorail, and automated people mover systems used to transport passengers (e.g., cable-drawn train systems) and baggage between terminals.</p>	<p>Rehabilitation and routine work.</p> <p>Costs to operate or maintain terminal people movers, including all associated maintenance facilities and equipment.</p>

Project Type	Justification and Useful Life	Additional Requirements and Considerations	Excluded Work
	functional or maintainable.	<p>Vehicles for moving passengers between terminal facilities and between terminal facilities and aircraft.</p> <p>If the people mover system or station is constructed where eligible and ineligible items are identified per Section N-2.1., the cost for the system and station must be prorated.</p>	
<p>Security Cameras (exceeding Part 1542) <i>Acquire, Install, & Reconstruct</i> Unit of Measure: <i>Quantity</i></p>	<p>Applicable to airports under 49 CFR Part 1542.</p> <p>For security cameras exceeding the requirements of Part 1542, the sponsor must provide a TSA letter to the ARP Field Office indicating that TSA will not fund the extra cameras.</p> <p>Replacement after 10 years and if equipment is no longer functional or maintainable.</p>	<p>Surveillance cameras, motion detectors, associated systems to operate the perimeter / airfield operations area (AOA) access control equipment (e.g., initial purchase of hardware and software), and work to enable functionality (e.g., utilities, communication, and control).</p>	<p>Rehabilitation and routine work.</p> <p>Subscription services, maintenance contracts, spare parts, personnel, handheld cameras.</p> <p>Security and access control equipment such as closed-circuit cameras for protection of unsecured landside areas prior to security screening checkpoint.</p> <p>Video cameras that are not in the secured terminal area or AOA.</p>
<p>Utilities (MAP only) <i>Construct, Improve, & Repair</i> Unit of Measure: <i>Type</i></p>	<p>Utility upgrades necessary to meet code requirements, to support the civilian function of a MAP-designated airport, or to allow utilities serving the civilian portion of the base to</p>	<p>Project may include gas, water, sewer, and primary electric service.</p> <p>Total MAP funding may not exceed \$7 million per year, per airport for construction, improvement, or repair of airport surface parking lots, fuel farms, utilities, hangars,</p>	<p>Utilities supporting the military portion of the MAP-designated airport.</p>

Project Type	Justification and Useful Life	Additional Requirements and Considerations	Excluded Work
	<p>be separated from the military portion.</p> <p>May repair after 20 years to extend the utilities' useful life.</p>	<p>and air cargo terminal building facilities.</p> <p>See Chapter 2, Section 2-3.6.6.7.1, Utility Costs, for more information.</p>	

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N-4. RELATED PROJECTS

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The projects in this section are not eligible for terminal development; however, references to related projects that may be eligible are provided as applicable.

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TABLE N-4.1. RELATED PROJECTS

Project Type	When Scope of Work Includes	See Appendix
Access Roads (non-terminal access)	Non-public use service roads for airport operations vehicles to access the airfield	C, Airfield Infrastructure
	Public-use roads to other eligible buildings	L, Revenue Producing
	Security perimeter service roads	M, Security
Accessibility Measures	Measures and equipment in excess of ADA requirements	J, Pilot Programs
Badging Equipment	Badging equipment and systems for access control	M, Security
Facilities	Command and control center	E, Equipment & Facilities
Revenue Producing (other buildings)	Only for primary nonhub and nonprimary airports	L, Revenue Producing
Security	Cameras required per 49 CFR Part 1542	M, Security
	EDS / baggage screening equipment / systems	<p>AIP funding is prohibited by appropriations law. Limited eligibility for certain baggage screening equipment remains available under the PFC Program.</p> <p>See the AIP Handbook Website.</p>

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