



# Federal Aviation Administration

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## Memorandum

Date: May 14, 2025

To: Office of Airports Regional Directors, AXX-600s  
Regional Airport Planning and Programming, AXX-610s  
Airports District Office Managers, XXX-ADOs

From: DANIELLE J RINSLER  
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Date: 2025.05.13 18:55:44 -04'00'

Subject: Reauthorization Program Guidance Letter (R-PGL) 25-07: Civil Rights

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This Reauthorization Program Guidance Letter (R-PGL) 25-07 explains and implements provisions in the FAA Reauthorization Act of 2024 (the 2024 Act) (P.L. 118-63) impacting Airport Improvement Program (AIP) eligibility related to universal changing stations and funding for supportive services training programs. This R-PGL is directed to Office of Airports staff for the purpose of helping them implement statutory changes. This R-PGL is not legally binding and will not be relied upon by the FAA as a separate basis for affirmative enforcement action or other administrative penalty. The FAA will update FAA Order 5100.38D, Change 1, *Airport Improvement Program (AIP) Handbook*, to reflect these statutory changes.

Please be advised that unless expressly noted below, Infrastructure Investment and Jobs Act (IIJA) eligibility is generally broader than and more inclusive than AIP eligibility. All other applicable Federal statutes, regulations, Executive Orders, policy, and guidance apply unless expressly provided for otherwise in this R-PGL. For all planning and programming purposes, including System of Airports Reporting (SOAR) actions, refer to the latest Regional Implementation Guidance (RIG).

This R-PGL addresses the following specific provisions:

Bill Section	Topic	49 U.S.C. Section(s) Impacted
725	Airport Accessibility	§ 47145
730(b)	Small Business Participation, Supportive Services	§ 47113
774	Universal Changing Stations	§§ 47107, 47119(a)

## **Section 725, Airport Accessibility**

Section 725 amends 49 U.S.C. by adding § 47145, *Pilot program for airport accessibility*. § 47145 authorizes up to \$20 million annually from discretionary funding for fiscal years 2025-2028 for projects that increase airport accessibility for individuals with disabilities. This funding may be available to eligible commercial service airport sponsors and would adhere to current AIP eligibility requirements as defined by 49 U.S.C. § 47102(3).

The airport accessibility pilot program may make grants available for development projects, accessibility planning, and other projects that meet or exceed the standards and regulations under the Americans with Disabilities Act of 1990 (42 U.S.C. § 12131 et seq.) and the Rehabilitation Act of 1973 (29 U.S.C. § 701 note). Sponsors may use grant awards to repair, improve, or relocate the infrastructure of an airport, airport terminal, or airport facility to increase accessibility for individuals with disabilities. These grants may also fund the development or modification of a plan for a project that increases accessibility for individuals with disabilities, which may include:

- (i) assessments of accessibility or assessments of planned modifications to an airport, airport terminal, or airport facility for passenger use, performed by the disability advisory committee of the recipient airport (if applicable), the protection and advocacy system for individuals with disabilities in the applicable state, a center for independent living, or a disability organization, including an advocacy or nonprofit organization that represents or provides services to individuals with disabilities; or
- (ii) coordination by the disability advisory committee of the recipient airport with a protection and advocacy system, center for independent living, or such disability organization.

A sponsor that receives a grant through this pilot program shall adopt a plan that commits the sponsor to maximize the accessibility of its airport facilities for individuals with disabilities through project types outlined in 49 U.S.C. § 47145(e)(1)-(4). This commitment will be established using a special condition included in the grant agreement.

## **Implementation for Field Offices**

Terminal development costs funded through this pilot program would be required to follow discretionary funding rules for terminal development projects as provided in Table N-7 of the AIP Handbook, *Terminal Building Funding Rules by Airport Type*, and supplemented by R-PGL 25-05, *Funding and Formula Changes*, which implements changes made by Section 718 of the 2024 Act.

## **Section 730(b), Small Business Participation, Supportive Services**

Section 730(b) amends 49 U.S.C. § 47113 by adding paragraph (f) *Supportive Services*, which allows the FAA to provide assistance to eligible entities to develop, conduct, or administer small business training and assistance programs. This amendment expands the FAA's ability to promote training that supports small business participation in airport infrastructure development.

FAA assistance is to be provided through funding described in 49 U.S.C. § 47113, which are funds applied toward small business concerns owned and controlled by socially and economically disadvantaged individuals or qualified HUBZone small business concerns.

These training and assistance programs aid small businesses to compete on an equal basis for contracts and subcontracts for airport improvement projects subject to 49 C.F.R. part 26. Eligible entities, which are airport sponsors defined by 49 U.S.C. § 47102(26), include:

- a) a State;
- b) a political subdivision of a State or local government;
- c) a Tribal government;
- d) an airport sponsor;
- e) a metropolitan planning organization;
- f) a group of entities described in subparagraphs (A) through (E); or
- g) any other organization considered appropriate by the Secretary

### **Implementation for Field Offices**

FAA encourages eligible entities to coordinate with States in expanding existing supportive service programs funded by other sources, when beneficial, and to contact a local Airports District Office (ADO) or Regional Office (RO) with any questions or sponsor inquiries about FAA supportive services funding.

Application packages for these funds should include descriptions of the relevant supportive services training, such as: preparation of proposals, planning, scheduling, contract administration, accounting, and bidding specific to airport projects. Training material may also cover subcontracting, bonding and business insurance, proposal debrief, business operations, marketing to the government, payment cycling, navigating the change order process, compliance and reporting, understanding retainage and how it is utilized, as well as procurement processes. This is not an exhaustive list of possible supportive services, and additional relevant training may also be considered.

ADOs and ROs should coordinate with APP-500 regarding sponsor inquiries.

Grant recipients should work directly with the FAA Office of Civil Rights (ACR) to ensure that training and assistance program implementation aligns with small business concerns or qualified HUBZone small business concerns in accordance with 49 U.S.C. § 47113.

### **Section 774, Universal Changing Stations**

Section 774 amends 49 U.S.C. § 47107 by adding paragraph (y) *Universal Changing Station*, which establishes a grant assurance requiring medium and large hub airports to install universal changing stations beginning in FY 2030 as a condition for receiving AIP funding. Section 774 also amends § 47119(a) by adding subparagraph (4) *Universal Changing Stations*, which adds

AIP eligibility for construction or installation of a universal changing station at a commercial service airport.

Beginning in FY 2030, section 47107(y) will require medium and large hub airports to provide written assurances that the airport owner or operator will install or maintain at least one private, single-use room with a universal changing station that complies with the requirements for maintenance of accessible features outlined in 28 C.F.R. 35.133, and

- At least 1 private, single-use room with a universal changing station that meets standards (to be established by the United States Access Board) and is accessible to all individuals for purposes of use by an individual with a disability in each passenger terminal building of the airport; and
- Signage at or near the entrance to the changing station indicating the location of the changing station.

Pursuant to 49 U.S.C. § 47107(y)(4), for airports with universal changing stations installed prior to May 16, 2024, the Secretary may consider a sponsor in compliance with this provision if APP-500 determines that the universal changing station meets the intent of the provision even though the sponsor may not meet all of the requirements in § 47107(y). APP-500 may also temporarily waive the requirement under section 47107(y) if construction or maintenance activities make it impracticable or unsafe for the universal changing station to be located in a sterile area of the building.

### **Implementation for Field Offices**

The FAA will provide further guidance to field offices once the United States Access Board establishes standards applicable to this requirement. Before FY 2030 grants are issued, the FAA will revise special condition language in grant agreements and expects that all medium and large hub airport sponsors applying for federal grants have complied with the new assurance.