

AIP Eligibility

You can fund that,
right?

Presented to: 2010 Bismarck Fall Seminar

By: Dave Anderson, Program Manager

Date: October 27 and 28, 2010



Federal Aviation
Administration



WHAT DOES IT MEAN?

➤ Eligible

➤ 1. Suitable or worthy to be chosen:

“the most eligible candidate”.

➤ 2. Qualified or entitled:

“Are they eligible to join the national team”?

WHAT IS AN ELIGIBLE EXPENSE?

- **Eligible expenses are capital improvements at your airport that the FAA has determined Federal Funds can be used.**
- **Typically involves purchase of new equipment or construction.**
- **Makes everyone happy!**



WHAT DOES IT MEAN?

➤ Ineligible

- 1. Disqualified by law, rule, or provision:
“ineligible to run for office; ineligible for health benefits”.
- 2. Unworthy of being chosen; unfit:
“considered ineligible for the job”.

WHAT IS INELIGIBLE EXPENSES?

- **Ineligible expenses are capital improvements at your airport that the FAA has determined Federal Funds cannot be used.**
- **Typically involves maintenance on items such as: Buildings, Lighting Systems, Equipment, and Pavements. Can also include portions of buildings.**
- **Does not make people happy!**



PROJECT ELIGIBILITY REQUIREMENTS

- **Airport in National Plan of Integrated Airport Systems**
- **Appropriate airport sponsorship**
- **Local share - with state, private contributions**
- **Meets Current advisory circulars in grant agreement**

EXAMPLES OF ELIGIBLE PROJECTS

Runway, Taxiway, and Apron Construction/Rehabilitation

Airfield Lighting, Signage, Drainage

Land Acquisition

Weather (AWOS)

NAVAIDs (REILs, PAPIs, ETC.)

Planning and Environmental Studies

RSA Improvements

Airport Layout Plans (ALPs)

Access Roads (only located on airport property)

Removing, Lowering, Moving, Marking, and Lighting Hazards



EXAMPLES OF INELIGIBLE PROJECTS

Maintenance Equipment and Vehicles

Office and Office Equipment

Fuel Farms*

Landscaping

Artworks

Aircraft Hangars*

Industrial Park Development

Marketing Plans

Training

Improvements for Commercial Enterprises

Maintenance or Repairs of Buildings



JUSTIFICATION FOR DEVELOPMENT PROJECTS

- Justify based on established aeronautical demand
- Projects that meet standards
- Projects may be eligible but not justified

OTHER PROJECT ELIGIBILITY REQUIREMENTS

- Airport has Airport Layout Plan, local and area planning
- Capacity Projects > \$5 million discretionary must have Benefit-cost
- Environmental finding and land title
- Project meets standards

MORE PROJECT ELIGIBILITY REQUIREMENTS

- The cost is reasonable and necessary for project accomplishment.
- Costs commonly are incurred after a grant with some exceptions: Exceptions include passenger, cargo and non-primary entitlements; project formulation; land

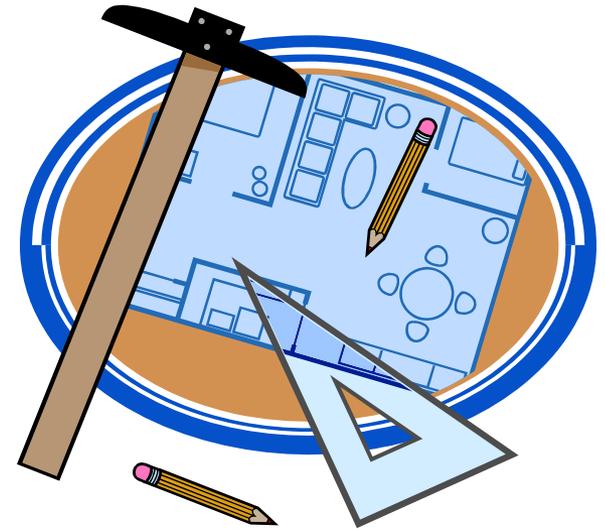
IS THE PROJECT READY?

- Is the proposed project on the approved ALP?
- Is the project justified?
- Are the eligibility requirements met?
- Is the funding likely?



PLANS AND SPECIFICATIONS

- **Construction must be planned within 2 years for plans and specs to be eligible**
- **Specs must be based on FAA standards**
- **Customization is limited to what's allowed in the specification**
- **Equipment must be from the FAA-certified list**



RUNWAYS

- FAA design and engineering standards are used or have an approved modification to standards
- Typical runway development includes construction of new runways, runway extensions, runway strengthening, and runway widening
- Crosswind Runways (if necessary)



RUNWAYS

- Anticipated activity by the most demanding airplane, or “critical aircraft.”
- A group of aircraft may control the design of any specific airport’s different facility features.
- A critical design aircraft is that airplane using (or is highly likely to use) the airport on a regular basis. A regular basis is at least 500 annual itinerant operations.



APRONS / TAXIWAYS



- The construction, alteration, and reconstruction of public use apron.
- Taxiways on, or connecting to, aprons available for use by the general public are eligible.
- Apron areas for the exclusive and near exclusive use of an air carrier, fixed base operator, or other tenant are not eligible.

APRONS / TAXIWAYS



- Taxiways on, or connecting to, aprons available for use by the general public are eligible.
- Cargo-only aprons are eligible but cannot be limited to serve only one carrier. The opportunity for another carrier to serve the airport in the future at fairly competitive terms must be provided.

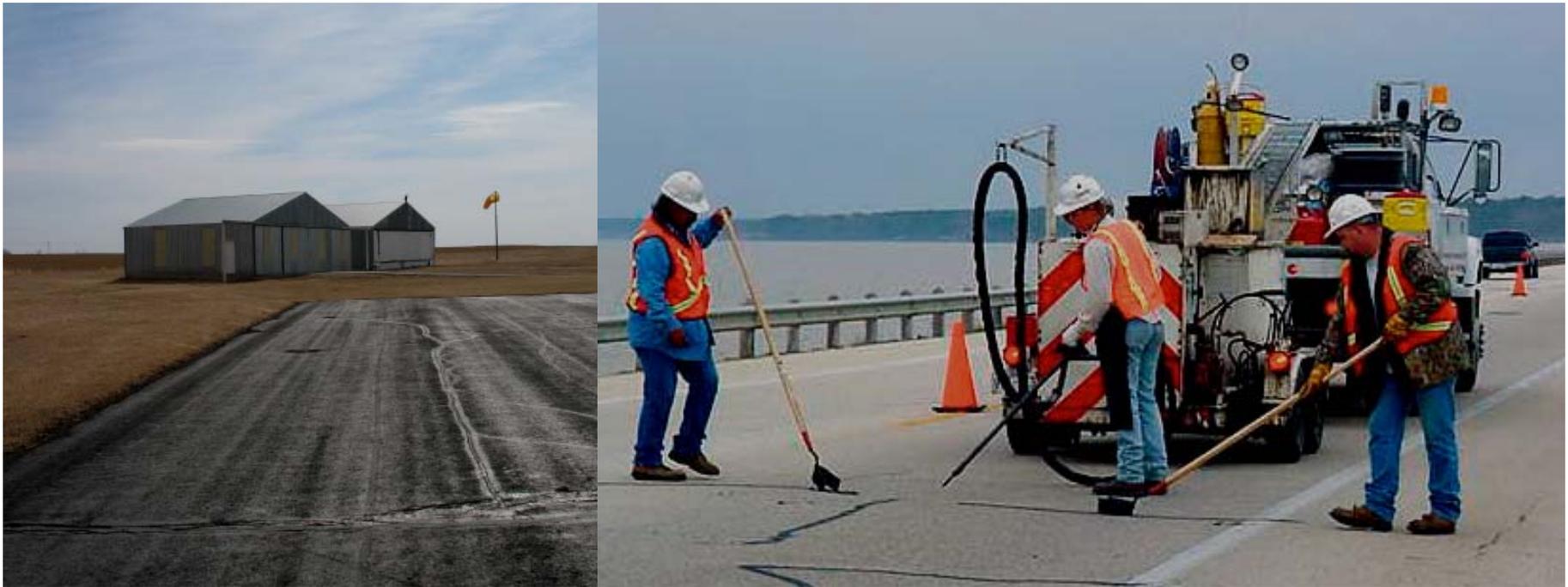
APRONS / TAXIWAYS

- Taxiways to expedite the flow of traffic between runways and aircraft parking areas available for public use are eligible.
- A full-length parallel taxiway connected to each end of an eligible runway is eligible. A partial parallel taxiway may be considered at general aviation airports.
- Turnarounds and holding bays are eligible.
- Taxiways to aircraft storage, hangar, and service areas.



PAVMENT MAINTENANCE

Non-hub and non-primary airports are eligible for certain cost effective routine pavement maintenance projects.



PAVEMENT MAINTENANCE

- Some rules apply.....
 - Sponsors must be unable to fund maintenance using their own resources, which include transfer of funds to the airport from other sponsor accounts.
 - The sponsor or State must implement a pavement maintenance management program.
 - Pavement Maintenance is ineligible when the runway has deteriorated to such a point where it is not beneficial.
 - Routine maintenance like to remove mud, dirt, sand, aggregate, debris, foreign objects, water, snow, ice, loose contaminants, and rubber deposits, or the mowing of turf areas are ineligible.

ELIGIBLE AIRFIELD SERVICE ROADS

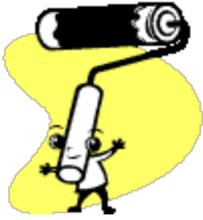
- Internal service roads located within the airfield area may be eligible to separate airplanes and ground vehicles where desirable due to traffic volume or other safety considerations.

- Service roads may also be necessary for:
 1. ARFF as determined by the certification inspection or study;
 2. Security in accordance with an FAA approved TSA plan;
 3. Operation and maintenance of the airport;
 4. Access to AIP-funded safety, security, and related facilities, including navigation aids approved under the AIP;
 5. Temporary access to the airfield for construction equipment;
 6. Necessary to improve runway safety and reduce the possibility of runway incursions.

CIRCULATION ROADS

Roads constructed to provide for the circulation of passengers and freight on the airport are eligible except:

- Roads exclusively for the purpose of connecting parking facilities to an access or circulation road (for roads that directly connect terminal facilities to ineligible facilities)
- Roads serving solely industrial or non-aviation related areas or facilities
- Roads necessary only to maintain FAA facilities installed under the F&E program.



AIRFIELD MARKING



- The initial marking of the eligible runways, heliports, taxiways, and apron areas is eligible. The markings must comply with the current Advisory Circular for marking the airport and the terminal apron complex.
- The initial marking of service roads is eligible on aprons or in other airfield areas. During the construction phase of an AIP project, marking temporary service roads for routing equipment on paved areas is also eligible.
- At non-hub primary and non-primary airports, remarking of the pavement is eligible. Sponsors must be unable to fund maintenance using their own resources, which include transfer of funds to the airport from other sponsor accounts.

AIRFIELD SIGNAGE

- Reflective airfield signage that is mandatory, or signs necessary to provide information or guidance to pilots are eligible when FAA Advisory Circulars are used.
- Runway signage, including intersection and runway distance remaining signs, is eligible at all airports. Runway distance remaining sign eligibility is limited to only those primary and secondary runways used by turbo-jet aircraft.
- Taxiway or taxi-lane signage, intersection, and destination signs, are eligible at all airports.
- Signing for eligible service roads is eligible.

AIRFIELD LIGHTING



- The installation, alteration, and rehabilitation of airfield lighting equipment and related electrical work is eligible, provided they conform to FAA design and engineering standards.
- Electronic equipment allowing the airport to remotely control the functioning of airfield lighting is eligible.
- Certain airport navigation aid equipment may be eligible on a temporary basis during construction projects.

MORE AIRFIELD LIGHTING

- Miscellaneous airfield lighting and marking includes:

Segmented Circles. The segmented circle airport marker system that provides basic airfield information for pilots is eligible.

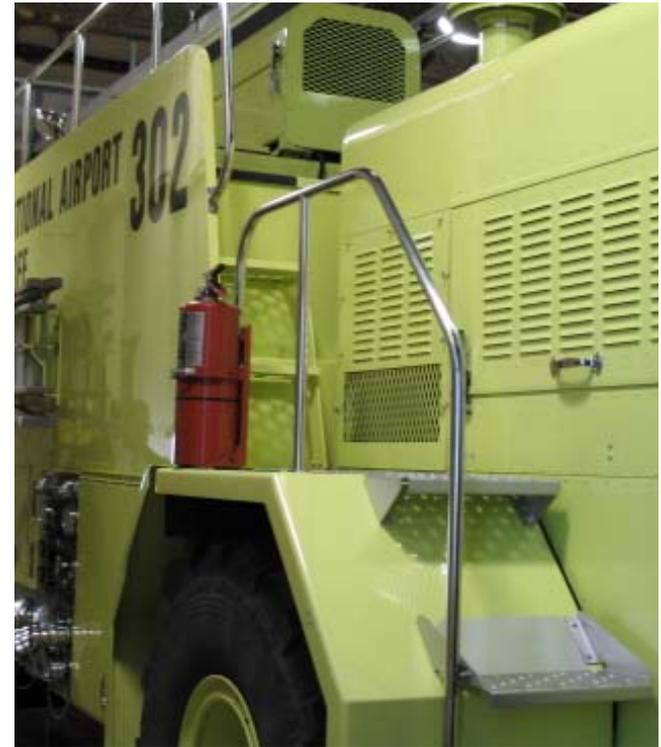
Wind Indicators. Lighted wind indicators are eligible when necessary for the operation of the airfield at night.

Airport Hazards. Marking and lighting of an obstruction or hazard is eligible if located within navigable airspace for a civil airport and required under FAR Part 77, or for an approach procedure needed at the airfield.

Runway Closure Marking. Portable equipment to light and mark a runway closure on a temporary basis during maintenance or construction is eligible.

ARFF VEHICLES

- Part 139 sets forth minimum extinguishing agents and water required for ARFF vehicles. The number of eligible vehicles is based on the airport index in accordance with the criteria specified in Part 139 for conditions forecast within five years.
- ARFF vehicles are ineligible at locations with no airport operating certificate under Part 139.





ARFF BUILDINGS



- The number of bays eligible is limited to that necessary for housing ARFF equipment needed or forecast to be needed within 5 years.
- The type of fire fighting requirements at the specific airport should determine eligible administrative space and personnel facilities.
- Bays for fire trucks that are stationed on the airport, but primarily provide protection to buildings outside the airport boundaries, are ineligible.

SNOW REMOVAL EQUIPMENT



- Equipment for clearing snow and ice from the runways, taxiways, aprons, and airport roads is eligible. Please use the spreadsheet for the amount and type of equipment needed.
- Expendable items such as sand, chemicals, fluids, and other types of deicing materials are ineligible.
- Funding snow and ice control buildings is limited to facilities necessary for eligible equipment, as well as storing abrasive or chemicals used in treatment of paved areas.







MOWERS ARE STILL NOT ELIGIBLE

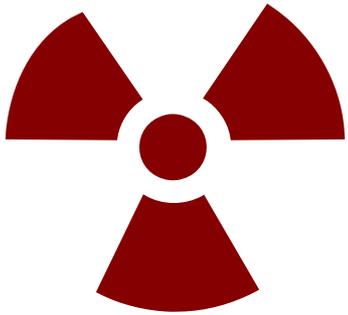


FENCING



- Contiguous perimeter fences encompassing the airfield facilities and terminal building areas are eligible.
- Fences must be of an appropriate type for the situation. The specific location, extent, type, and height must be designed for the purpose intended based on requirements for restraining the targeted animals.
- Fencing of operational and/or secure areas as required to meet the requirements of FAR Part 139 and Title 49 CFR, Part 1542 (TSA) is eligible. Fence requirements will be determined by the FAA airport certification safety inspector.





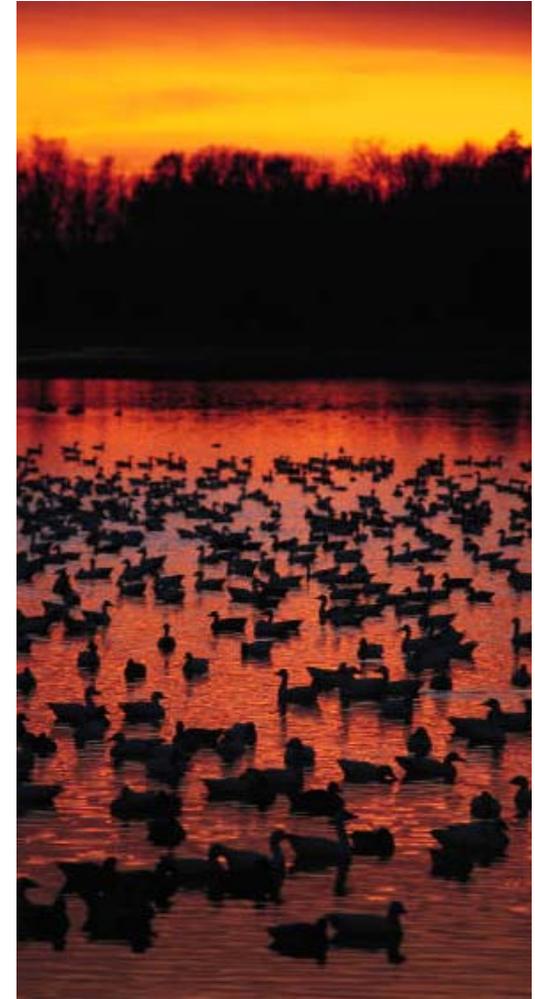
HAZARDOUS WASTE



- Land involving hazardous waste must be identified at the earliest possible time during the airport planning and development process.
- Emphasis should be placed on due diligence audits to determine the nature and responsibilities for hazardous waste as an AIP eligible activity of environmental assessment during airport planning. Solutions that identify acceptable remedial actions can frequently be established in such a study. Where no solution can be identified, airport site evaluation may be required.
- Clean up of hazardous waste is normally ineligible in airport development projects.

WILDLIFE HAZARDS

- If wildlife hazards have been determined to exist, capital improvements to reduce the hazard within the airport boundary are eligible provided the actions will be designed to produce long-term solutions.
- Removal of wildlife attractants through improving airport drainage, elimination or modification of man-made structures used by birds for nesting or roosting, purchase of contiguous land or easements, or modification of the habitat, are eligible.



WILDLIFE HAZARDS



- Acquisition of equipment for bird patrols and wildlife hazard reduction is eligible. This includes cassette tape decks and public address systems for broadcasting distress calls, exploding gas cannons, shotguns, and pyrotechnic pistols.
- Shotgun shells, chemicals, and pyrotechnic devices (other than pistols) are not eligible. Airport operations vehicles associated with wildlife control are ineligible.

TERMINALS

- Eligible areas include non-revenue producing public-use areas directly related to the movement of passengers and baggage.



Examples Are:

Public-use corridors to boarding areas, central waiting rooms, restrooms, holding areas, foyers and entryways, as well as passenger loading bridges and handicapped boarding assistance devices.

- Excluded would be those areas that are primarily revenue producing such as restaurants, concession stands, and airline ticketing areas. Only public-use areas associated with baggage claim delivery are eligible under the AIP program.

TERMINAL FUNDING

➤ **Small Hub -**

Limited to public use, non-revenue producing areas

95% Funding of eligible areas

No use of discretionary funds allowed

Any amount of passenger entitlement funds for the specific airport



➤ **Nonhub Primary**

May include revenue producing areas and non-revenue public parking lots. Does not include equipment and final finishes of restaurants and retail spaces

95% Funding of eligible areas

Any amount of discretionary and small airport funds

Any amount of passenger entitlement funds for the specific airport

TERMINAL FUNDING

➤ ***Non-primary Commercial -***

May include revenue producing areas and non-revenue public parking lots. Does not include equipment and final finishes of restaurants and retail spaces

95% Funding of eligible areas

\$200,000 Discretionary and Non-primary entitlements apportioned

➤ ***General Aviation -***

May include revenue producing areas and non-revenue public parking lots. Does not include equipment and final finishes of restaurants and retail spaces

95% Funding of eligible areas

Limited to non-primary entitlements

ACCESS ROADS



- Access roads and related facilities are eligible provided they meet the following conditions:
 1. The access road may only extend to the nearest public highway of sufficient capacity to accommodate airport traffic.
 2. The access road must be located on the airport or within a right-of-way acquired by the airport sponsor.

- The access road must serve exclusively airport traffic. Any section of the roadway, which does not serve airport traffic exclusively, is ineligible.

LAND ACQUISITION



- Land for projects such as runways, aprons, taxiways, associated safety areas that will be constructed in the reasonably foreseeable future is eligible when necessary for the development of, and the land required by current standards for separation and clearance.



MORE LAND



- No project to acquire land for future development of a proposed airport shall be approved unless the following requirements have been satisfied:
 1. There is a valid aeronautical need for the land;
 2. The site selected has been approved by the FAA;
 3. Airspace clearance for the site has been granted;
 4. There is an approved airport layout plan; and
 5. Environmental concerns have been identified and addressed in accordance with NEPA.

RUNWAY PROTECTION ZONES

- If you do not own your RPZ, this should be a priority.
- If you are planning to extend a runway and need to purchase land, make sure to include the RPZ.
- If this is not feasible to acquire the RPZ land in fee, an easement to control land use may be acceptable.
- If an easement is purchased, adequate language needs to be in place to prevent future non-compatible development.
- The removal or relocation of any object located in the RPZ is eligible regardless of whether it constitutes an obstruction and/or airport hazard.



LAND FOR APPROACHES / TRANSITIONAL ZONES

- Land interest is eligible when acquisition is necessary to restrict the use of land in the approach and the transitional zones for compatible use with normal airport operations.
- Sponsors should be encouraged to acquire the minimum property interest necessary to ensure safe aeronautical use.



REVENUE PRODUCING FACILITIES



- Revenue producing hangars and fuel farms may be eligible at non-primary airports using entitlements.
- Sponsor must ensure that airside needs have been met before revenue-producing work.

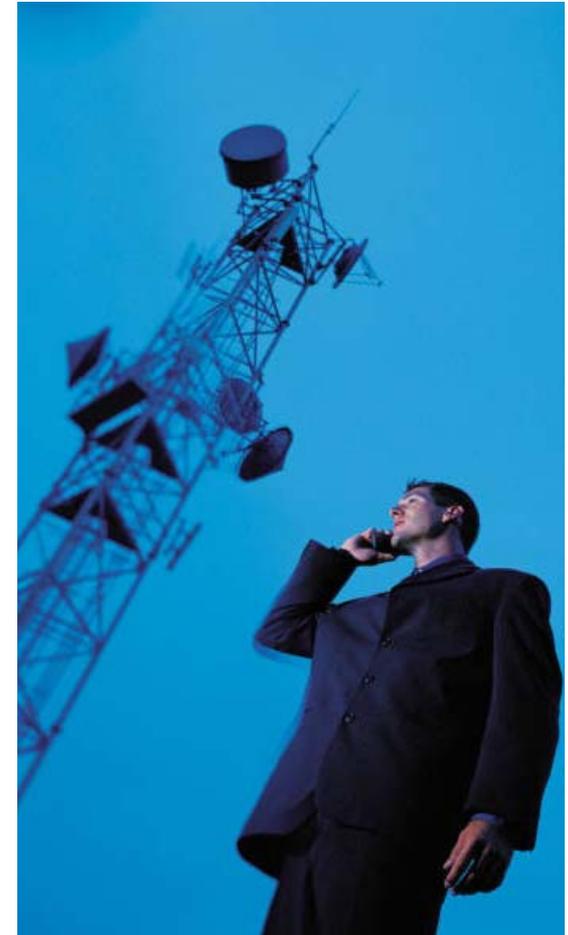
WEATHER REPORTING

- **Airports are eligible for a basic AWOS.**
- **If a more advanced AWOS is desired, a positive cost benefit study must be completed to be eligible.**



HAZARD MITIGATION

- **We do not relocate sponsor owned hazards – simply demolish them**
- **To remove obstructions, you must have good title (through fee simple or easement) to do work on the land**
- **Wildlife hazard or fencing must be as the result of a wildlife study**



ELIGIBLE PLANNING PROJECTS

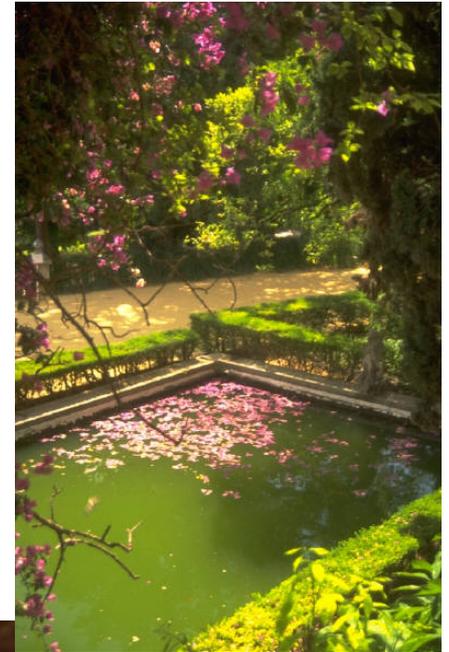
- Master plan studies are eligible, however, projects should include only those elements or activities required to produce a plan that meets the sponsor's needs.
- State system plan studies are eligible, however, projects should include only those elements or activities required to produce a plan that meets the sponsor's needs.
- Wildlife hazard assessments and wildlife management plans required under FAR Part 139 are eligible in a master plan study whenever airport development actions may result.
- Preparing a new or updated Airport Layout Plan is eligible.
- Environmental Documents are on eligible on justified projects.

CHANGE ORDERS & AGREEMENTS

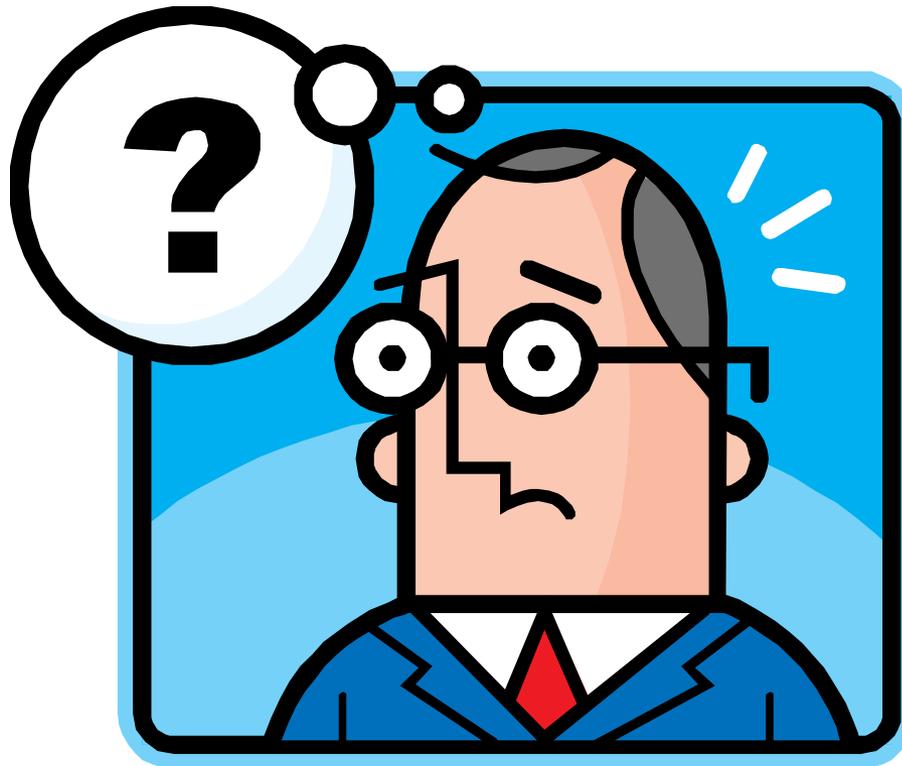
- Any change that exceeds an increase or decrease of 25% of the estimated cost of the contract or of a major item must normally be accomplished through a supplemental agreement.
- A supplemental agreement covers work that is not within the general scope of the existing contract and which the contractor is not obligated to perform under the terms of the contract.
- The sponsor must get prior FAA approval for any change orders and supplemental agreements, which will result in a grant amendment.
- If the change order will be eliminating work as to change the scope of the project described in the grant agreement, a grant amendment prior to issuance of the change order is needed.

STATUTORILY INELIGIBLE

- All Parking lots at Large, Medium and Small Hubs; revenue producing lots at nonhub airports.
- Revenue producing terminal development at Large, Medium and Small Hubs; nonpublic use at all airports.
- Decorative landscaping.
- Art works.



Questions?



**SEND IT TO US IN WRITING,
WE'LL GET BACK TO YOU!**

