

**APPENDIX A. FAA/STATE MEMORANDUM OF AGREEMENT (MOA) FOR THE STATE  
BLOCK GRANT PROGRAM**

**Notes:** The latest version of this MOA template is available from the FAA's Office of Airports. The FAA and each state may mutually agree to customize Article V of the MOA as needed to reflect situations unique to the state, subject to the approval of the Manager of the FAA's Airports Financial Assistance Division (APP-500).

**STATE BLOCK GRANT PROGRAM  
MEMORANDUM OF AGREEMENT  
BETWEEN  
THE FEDERAL AVIATION ADMINISTRATION  
AND**

**THE** \_\_\_\_\_

THIS AGREEMENT, made this \_\_\_\_ day of \_\_\_\_\_ by and between the State of \_\_\_\_\_ (referred herein as "State"), and the Federal Aviation Administration (FAA), an agency of the United States of America.

WHEREAS, the FAA has selected the State of \_\_\_\_\_ to administer Federal Airport Improvement Program (AIP) funds under the FAA State Block Grant Program (SBGP), and

WHEREAS, successful accomplishment of this program requires understandings and commitments on the part of both the State of \_\_\_\_\_ and the FAA, and

WHEREAS, the State of \_\_\_\_\_ and the FAA, intending to be legally bound, do hereby agree to the following understandings and commitments with respect to the SBGP.

**ARTICLE I – SCOPE OF AGREEMENT**

**1. TERM OF THIS AGREEMENT**

Unless otherwise stipulated, the responsibility of the State in carrying out the terms of this Agreement and the SBGP (see title 49 U.S.C., § 47128) shall begin on the date of the latest signature of this Agreement and end if the SBGP is canceled or substantially altered by either the U.S. Congress or the FAA. The State may elect to withdraw from the SBGP as of the beginning of any new grant year (Federal Fiscal Year) with at least two full Federal fiscal years advance notice to the FAA. If the State withdraws from the SBGP it agrees to comply with the termination policies set forth by the FAA as well as continue to administer open grant projects previously placed under grant by the State even though the final phases of administration and closeout of such projects may extend beyond the effective date when the State withdraws from the program. This Agreement shall be reviewed annually by both parties and Article V may be amended provided the specific amendment is agreed to, in writing, by both parties, subject to the approval of the Manager of the FAA's Airports Financial Assistance Division (APP-500).

**2. AIRPORTS COVERED**

The obligations of this Agreement shall apply only to those airports eligible for funding under the SBGP; i.e., all non-primary airports located within the boundaries of the State that are eligible for the receipt of Federal funds under the AIP. A listing of those airports is included in Attachment A to this Agreement. Airports that are otherwise eligible for inclusion in the SBGP, but whose sponsors

elect not to be administered by the State under this agreement, are also identified in the attached list. It is understood that airports classified as “primary” are not eligible for funding under the SBGP (see title 49 U.S.C., § 47128(a)) and thus no Federal funds or oversight obligations shall accrue to the State for such airports under this Agreement.

Airports that change from primary to non-primary status may be added to the State’s block grant program responsibilities at such time as agreed to by both the State and the FAA, but no later than three years after the change. Airports within the block grant program that change from non-primary to primary status shall be removed from subsequent grants in the first fiscal year that AIP primary airport entitlement funds are available. Each party shall retain the responsibility for administering those grants or subgrants that the party issues, regardless of subsequent changes in primary versus nonprimary status.

### 3. ROLE OF FAA AND RELATIONSHIP TO SPONSORS AND CONSULTANTS

The \_\_\_\_\_ FAA Airports District Office (or Regional Office) shall provide overall program guidance on behalf of the FAA and shall serve as the primary contact for the State. A detailed list of functions and responsibilities under the SBGP is included as Attachment C to this MOA. The FAA shall refer airport sponsors and their consultants to the State to answer questions about active and proposed block grant projects and other AIP related matters. The FAA shall provide policy guidance and advisory opinions to the State as needed. However, the State bears ultimate responsibility for project administration that complies with Federal requirements. In the event there is a dispute between the sponsor and the State, either or both parties may contact the FAA for an opinion.

### 4. FAA REVIEW OF STATE BLOCK GRANT PROGRAM

The FAA shall review the State’s adherence to program and administrative requirements through its oversight efforts. An FAA team composed of FAA representatives may conduct evaluations, which could include visits to project sites and the State office. The FAA shall conduct various program oversight reviews on a periodic basis per FAA program guidance.

## **ARTICLE II – PROGRAM ADMINISTRATION**

### 5. COMPLIANCE WITH FEDERAL REQUIRMENTS

In accomplishing this program, the State must comply with all the current Federal requirements set forth in the assurances attached to each AIP grant agreement between the FAA and the State, as well as Federal legislation, FAA Orders and mandatory Advisory Circulars, Executive Orders, and Office of Management and Budget (OMB) Circulars. A list of relevant Federal legislation, Executive Orders, Federal regulations, OMB Circulars, and FAA Orders is included in Attachment B.

## 6. ADHERENCE TO GRANT ASSURANCES

Each sub recipient (sponsor) of Federal funds under the SBGP shall be required to adhere to the current standard Federal sponsor assurances and associated documents as provided by the FAA. These assurances and associated documents must be incorporated into the terms and conditions of the funding agreements issued to each airport sponsor by the State.

## 7. STATE PRIORITIES, PROCEDURES, and FORMS

It is the intent of the FAA in administering this program to encourage and work with the States to identify innovative approaches and to allow maximum flexibility for the States to carry out the grant program effectively and efficiently. The State may use either FAA forms and procedures or its own with FAA (ADO/RO) approval. The State must use an airport system planning and programming process approved by the FAA. The State planning and programming process must be documented. If the State uses its own procedures and forms, the State must provide them to the FAA during the annual review of this Agreement. At a minimum, any state forms must contain the data elements of the FAA forms.

## 8. ADMINISTRATION ELEMENTS

There are two essential administration elements: staffing and an accounting system. The State must maintain an organization capable of effectively administering the SBGP funds, including trained and professional personnel sufficient to fulfill the State's program responsibilities under this Agreement. Prior to acceptance of this Agreement, the State shall provide to the FAA a statement of anticipated staffing levels to administer this program. The State is required to have an accounting system that accurately reflects expenditures of SBGP funds, as SBGP projects and subgrants are subject to the same Federal audit requirements as other grants issued by the FAA.

## 9. LIABILITY OF THE UNITED STATES GOVERNMENT

The United States of America shall not be responsible or liable for damage to property or injury to persons that may arise from, or be incident to, compliance with this Agreement.

## 10. PRIOR AGREEMENTS

Nothing in this Agreement may be construed as relieving the State of its obligations under any agreements previously entered into between the FAA and/or any other parties. This would primarily include any item in an earlier MOA that is of particular importance to the State or FAA and should be addressed in Article V on this new standard MOA.

## 11. ALLOWABLE PROJECTS

The State may not use SBGP funds to accomplish projects which are not eligible and justified under title 49 U.S.C., chapter 471, as interpreted by the FAA, nor for projects at airports not identified in Attachment A.

## 12. PROJECT AND BLOCK GRANT CLOSEOUT

The State is not required to provide project records to the FAA unless otherwise indicated in this MOA. However, the State must maintain all records to satisfy Federal requirements such as, Disadvantaged Business Enterprise (DBE) provisions and the Terms and Conditions of Accepting Airport Improvement Program Grants. All project records must be available to FAA and/or the Office of the Inspector General for inspection upon request. After project completion, the State must maintain documentation provided by the Airport Owner including: a Certification of Project Acceptance, a summary of the Final Project Cost, and a statement indicating that all related Project expenses were reasonable in amount, necessary for the Project, and that all are paid in full (see title 2 CFR, Subpart D, §200.343 Closeout). Any remaining funds not expended shall be recovered by the FAA.

Unless explicitly stated otherwise in an amendment from the FAA, the end date of the project period of performance (PoP) is 4 years (1,460 calendar days) from the date of formal grant acceptance by the State.

The State must include a PoP requirement in all subawards (subgrants) made under a block grant. This PoP includes a start date and end date.

The State may only charge allowable costs for obligations incurred prior to the end date of the period of performance (2 CFR § 200.309). Unless the FAA authorizes a written extension, the State must submit all project closeout documentation and liquidate (pay off) all obligations incurred under this award no later than 90 calendar days after the end date of the period of performance (2 CFR § 200.343).

## **ARTICLE III – FINANCIAL MANAGEMENT**

### 13. ISSUANCE OF BLOCK GRANT FUNDS

The State must submit grant applications annually to the FAA that include the breakdown of requested block grant funds by airport, project, and fund type (i.e. non-primary entitlement (NPE), state apportionment, and discretionary). The FAA may issue one or more block grants to the State for each fiscal year for the combined NPE and state apportionment funds for eligible airports. The FAA may issue subsequent block grants to the State within each fiscal year for the discretionary funds for specific projects at eligible airports.

### 14. ADMINISTRATION OF BLOCK GRANT FUNDS

The State must ensure that projects funded with AIP funds are implemented expeditiously. The State must also ensure that projects funded with AIP funds are appropriately phased, if necessary, to use funds in a reasonable timeframe that result in usable units of work.

The State shall be responsible for administering NPE and state apportionment funds to eligible airports.

Prior to obligation under a block grant agreement, NPE funds are available for the fiscal year apportioned and can be carried over by the FAA for three subsequent years, for a total of four years, before they expire and are recovered by the FAA. State Apportionment funds are only available for the fiscal year apportioned and can be carried over by the FAA for two subsequent years, for a total of three years. Once the FAA obligates these funds to a block grant state, the FAA expects the funds to be utilized in accordance with the PoP.

In a given FY, the FAA issues a block grant offer for available non-primary, state apportionment funds, and discretionary funds, and once the state accepts the offer it becomes a formal grant agreement (obligated funds). After state execution of the block grant, the state in turn provides funds to airports through subgrants issued to individual airport subrecipients (sponsors) for specific projects. These subgrants may contain funds from multiple block grant agreements. Each state can develop its own process for subgrants but must meet basic SBGP grant administration requirements. The statute [Title 49 U.S.C., § 47117(c)(2)] allows an airport sponsor to forego its NPE funds and permits the funds to be transferred to another non-primary airport in the state. A block grant state may develop a process to transfer NPEs between locations and years in order to optimize the use of NPEs. The FAA expects the State to use the block grant funds within 4 years. The block grant must be closed and all funds accounted for within the closeout package. Obligated discretionary funds may not be transferred to another airport or project, and any remaining discretionary funds must be returned to the FAA.

#### 15. FEDERAL SHARE REQUIREMENT

The Federal share of all work accomplished for each fiscal year shall not exceed the statutory limit (see title 49 U.S.C., section 47109(a)(2)). The State has flexibility to fund individual projects at any matching share they wish provided the total AIP grant funds spent by the State does not exceed the statutory limit.

#### 16. MISUSED BLOCK GRANT FUNDS

The State shall take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal anti-trust statutes, or misused in any other manner in any project upon which Federal funds have been expended. For the purpose of this Agreement, the term "Federal funds" means funds used or disbursed by the State that were originally paid pursuant to any Federal grant agreement. The State must obtain the approval of FAA for the amount of the Federal share of such funds, and return the recovered Federal share to the FAA, including funds recovered by settlement, order, or judgment. Also, the State must furnish to FAA, upon request, all documents and records pertaining to the determination of the Federal share amount or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements, in court or otherwise, involving the recovery of such Federal share must be approved in advance by FAA.

#### 17. ELIGIBILITY OF ADMINISTRATIVE COSTS

Block grant funds may be used for allowable project administration costs that would normally be incurred by a sponsor and eligible under a development grant issued by FAA.

Any program administration costs, which would normally be incurred by FAA if it were administering the airport project, are not allowable.

#### 18. BLOCK GRANT PAYMENTS

Financial drawdowns of Federal funds must be through the use of the electronic grant payment system administered by the U.S. Department of Transportation.

### **ARTICLE IV – PROGRAM RESPONSIBILITIES**

Many of the Airport Improvement Program activities that would normally be the responsibility of FAA become the responsibility of the State under the SBGP. The State and FAA's program responsibilities for airport actions are described in Attachment C. Major program areas are discussed below:

#### 19. AIRPORT LAYOUT PLAN (ALP)

The State shall provide conditional, unconditional, mixed, or full approval for the Airport Layout Plan (ALP) on behalf of FAA for airports covered under this program. Once the ALP has been reviewed by the State, it must be submitted to FAA for review and any other required circulation. All comments generated by the FAA's review shall be addressed and incorporated into the ALP document prior to approval by the State on the FAA's behalf. No grant shall be issued to an airport sponsor by the State under the SBGP unless the airport has an approved ALP and the project is consistent with the approved ALP.

#### 20. EXHIBIT "A" PROPERTY MAP

All land shown on an Exhibit "A" constitutes the airport property Federally obligated for compliance under the terms and covenants of a grant agreement. The State must require each recipient of funds to develop (or update) an Exhibit A Property Map, which clearly shows by appropriate legal description, all airport land owned by the sponsor for airport purposes, including land and interests in land in the runway approach areas, plus any areas or tracts of land proposed to be acquired in connection with a project. The map must indicate, by appropriate symbols or other markings, the property interest (fee title, aviation easement, etc.) the sponsor holds in each tract or parcel of land and the property interest to be acquired in each tract or parcel of land in connection with the project. The Exhibit "A" Property Map must also identify how each airport tract of land was acquired, i.e. Federal grant, Federal surplus property, or sponsor-acquired land. An airport sponsor is Federally obligated to obtain FAA consent to delete any land described and shown on the Exhibit "A". New Airports receiving a grant for the first time must submit an Exhibit "A" depicting the land required to support the facilities needed to operate the airport.

## 21. AIRPORT CAPITAL DEVELOPMENT AND PLANNING UPDATES

Upon FAA request, the State agrees to provide data and updates related to the National Plan of Integrated Airport Systems (NPIAS) and Airport Capital Improvement Plan (ACIP). The State must coordinate and compile this data from airport sponsors and then provide it to FAA. The data request may include airport name and location, name of airport owner, brief description of each work item, estimated Federal funds needed, status of environmental review, a benefit-cost analysis (if required) for discretionary funds, and any additional information the FAA may need to know that may have a bearing on the requested project items. The State also agrees to provide FAA a 3-year capital improvement program each year. The FAA shall advise the State when these updates are needed. To help with preparation of the ACIP the State should work with the FAA to prioritize discretionary projects requested.

## 22. ENVIRONMENTAL APPROVAL OF PROJECTS

The State assumes administrative responsibility pursuant to the specific SBGP contractual terms set forth in this Memorandum of Agreement (MOA) to process and complete all applicable environmental actions that the FAA would have normally fulfilled. Therefore, pursuant to the State's contractual commitments under this SBGP MOA, the State shall fulfill all applicable environmental duties in accordance with the National Environmental Policy Act (title 42 U.S.C., § 4321, *et seq.*), as implemented by the Council of Environmental Quality (CEQ) Regulations, as well as any other applicable environmental statutes, regulations and executive orders identified and discussed in FAA Orders 1050.1 and 5050.4.

For any project involving an Airport Layout Plan change and those projects that will involve state block grant funding but not AIP discretionary funds, the State shall assume responsibility for determining and completing the appropriate level of NEPA review and analysis, including the review and findings associated with Categorical Exclusions (absent extraordinary circumstances) or Environmental Assessments as well as addressing the specific environmental topics and concerns as identified and required by the applicable paragraphs and appendices of FAA Orders 1050.1 and 5050.4.

For any project that will involve AIP discretionary funds, 139 certificates, or direct Federal actions, or any project requiring an Environmental Impact Statement (EIS), the FAA retains authority for preparing the documentation and analysis as well as issuing the environmental findings as identified in FAA Orders 1050.1 and 5050.4. (See 49 USC §47128)

The FAA shall retain oversight and approval authority of airport noise compatibility programs under title 14 CFR, part 150. The FAA shall oversee the portion of the SBGP for which the participating state is responsible. This oversight is needed to ensure the participant is honoring its commitment to the contractual agreements it made when it became a SBGP participant. This includes working with the block-

grant state to determine whether an EIS may be required, and whether any other circumstances may require FAA involvement.<sup>2</sup>

Other Federal agencies that are responsible for issuing an approval, license, or permit to ensure compliance with an environmental requirement applicable to a project to be carried out by a State using block grant funds must coordinate and consult with the State, use the environmental analysis prepared by the State if adequate or consult with the State to describe the supplemental analysis the State must provide to meet applicable Federal requirements. Failure of the SBGP State to perform the requisite environmental analysis and determination, as required by this MOA may jeopardize continued eligibility and participation in the SBGP.

## 23. DESIGN CRITERIA

The geometric and design criteria to be used for projects under this program must be those promulgated by FAA in its Advisory Circulars. Any request for a modification of these standards by a sponsor must be first submitted to the State for review and comment. The State must submit all requests for modification of standards to the FAA with a recommendation. Any project that complies with FAA standards, or for which a modification of standards has been mutually agreed to by the FAA and State, shall be deemed to meet FAA standards for the purpose of future block grant funded projects at that airport.

## 24. CONSTRUCTION PLANS AND SPECIFICATIONS

The construction specifications used for projects under this program shall be those promulgated by FAA in the Advisory Circulars. Alternative individual standards such as those of the State may be proposed by the State for FAA approval. Any project complying with either FAA or FAA-approved State standards shall be deemed to meet Federal standards for the purpose of future federally funded projects. The State shall be responsible for review and acceptance of construction plans and specifications for purposes of bidding for any project under this program.

## 25. CONSTRUCTION SAFETY PHASING PLANS

Projects must have a construction safety phasing plan consistent with relevant FAA Advisory Circulars (ACs) and Standard Operating Procedures (SOPs). The State will collect, coordinate, and review the CSPP in accordance with the relevant ACs and SOPs, and prepare documentation including recommendation for final written approval or disapproval by the FAA. The final approval cannot be assumed by the state under the MOA and is not covered by the sponsor certifications. (FAA

---

<sup>2</sup> Title 49 U.S.C. 47106(c)(1)(A)(ii) allows communities that meet certain criteria to petition the Secretary in connection with certain airport projects. The FAA interprets this provision as not being applicable to a project solely approved and administered as part of a state block grant.

Order 5100.38) For certificated airports, this coordination shall be with the FAA Airport Certification Safety Inspector.

## 26. AIRSPACE DETERMINATIONS

The State shall coordinate the review of all NRA airspace determinations at non-primary airports, i.e., "Notices of Proposed Construction or Alteration," FAA Form 7460-1, for any construction or alteration taking place within the property boundaries of an airport approved for participation in the block grant program. The review coordination must be in accordance with FAA policies and State shall make the final determination. Airports Division must be given an opportunity to review and comment prior to the final determination. The State must coordinate with the airport sponsor to ensure the final airspace determination is followed and to resolve any comments generated through the FAA review process. The State shall also evaluate and respond to any and all rulemaking petitions received. The FAA shall selectively audit airspace cases to determine adherences to FAA policies and practices.

## 27. DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

The State shall administer and provide oversight of the DBE Program for all projects under the block grant program in accordance with the requirements of title 49 CFR, part 26. The State may use the total of all state block grant funded contracts by the State to meet the DBE goal. The state is responsible for all coordination directly with the FAA Office of Civil Rights.

## 28. COMPLIANCE RESPONSIBILITIES

The State shall be responsible for ensuring that all agreements and Federal grant assurances with airport sponsors are met during the program. The State agrees to: (1) not issue a grant under this program to an airport that has been formally determined by FAA to be in noncompliance with the Federal grant assurances; and (2) perform an investigation under title 14 CFR, part 13, of informal complaints filed with the state (or informal complaints received by FAA and delegated to the state) concerning the compliance of airports covered under this program and, prepare a report on the findings of the investigation with recommendations for corrective action, as applicable. Formal complaints filed under title 14 CFR, part 16, will be adjudicated by the FAA Office of Airport Compliance and Management Analysis (ACO-100) only. The State shall also advise FAA promptly of (1) grant assurance violations based on Part 13 investigations, including safety violations as per grant assurances; (2) any proposed sale or release of land; and (3) any concurrent or interim use of land on an obligated airport.

## 29. AIRPORT LAND RELEASES AND LAND USE APPROVALS

The State is responsible for review of sponsor requests for release of airport land from Federal obligations as well as requests for concurrent and interim uses of airport land. The State must review the request and provide FAA its

recommendation. The FAA shall review the request and make the final determination. Land must be released in conformance with Order 5190.6, *The FAA Airport Compliance Manual*.

### 30. WILDLIFE MANAGEMENT

The State shall review hazardous wildlife attractant issues on or near block grant airports, including proposed landfills, in accordance with Advisory Circulars 150/5200-33, *Hazardous Wildlife Attractants On or Near Airports*, and 150/5200-34, *Construction or Establishment of Landfills Near Public Airports*. The State shall forward its review comments to the ADO for a final determination.

### 31. NATIONAL SAFETY INITIATIVES

The FAA periodically has special initiatives for development and safety on airports. These initiatives must be included in the state's program. For example States are continuing with the following special initiative: The State must prepare the runway safety area (RSA) documentation for any project for runway construction, reconstruction, or significant expansion in accordance with FAA Order 5200.8, *Runway Safety Area Program*, Appendix 1. The State shall review and provide FAA with a recommendation on the documentation findings. The ADO shall issue those determinations where the RSA meets or is practical to meet FAA RSA design standards. The FAA Regional Airports Division Manager shall issue the determination for those existing RSAs that can be improved to enhance safety, but will still not meet current standards, and those existing RSAs that do not meet current standards and it is not practicable to improve the RSA. The Region/ADO will notify the SBGP State of new national safety initiatives.

### 32. AIRPORT SITE SELECTION

The State must provide to FAA a review and recommendation for approval of any airport site selection where future inclusion of the airport in the NPIAS or Federal funding requests are anticipated. The FAA will make the final determination.

### 33. LAND USE COMPATABILITY

The State shall help airport sponsors with their efforts to protect against encroachment of incompatible land use, such as establishing zoning protection to safeguard the Federal investment in an airport.

### 34. RECORDS AND REPORTING REQUIREMENTS

The State must maintain all subgrant sponsor records as well as information needed to satisfy the Civil Rights provisions. All project records must be available to FAA for inspection upon request. The State must retain files for closed subgrant projects for at least 3 years.

At a minimum, the State must provide the following reports to FAA with the frequency noted:

- Annual SBGP Data Request Template (within 30 days of request): The State must report program activity for each open block grant. This report for each block grant must include the description of each federally-funded project by airport with identification of amount and type of the block grant funds used on each project. It must also identify the funds from other block grants also used on each project. This report is intended to be a complete snapshot of how block grant funds are being used at the end of each fiscal year.
- Outlay Report and Request for Reimbursement for Construction Program, SF-271: The State must submit this report, or an approved equivalent report approved by the ADO/Region, which is used for construction projects and must be submitted annually, due 90 days after the end of each Federal fiscal year, to summarize requests for reimbursements. In addition, this report must be submitted as a final financial report during closeout.
- Request for Advance or Reimbursement, SF-270: The State must submit this report, or an equivalent report approved by the ADO/Region, which is used for non-construction projects only and must be submitted annually, due 90 days after the end of each Federal fiscal year, to summarize requests for block grant reimbursements. In addition, this report must be submitted as a final financial report during closeout.
- Record of nonprimary entitlement funds (annual, December 1): This report shows each airport and its disposition of nonprimary entitlements by block grant number, state project number, and project description. It must clearly show the amount of each year's nonprimary entitlement funds not obligated in a subgrant.
- Record of state apportionment funds (annual, December 1): This report shows the disposition of state apportionment funds by block grant, state project number, and project description for each block grant.
- Federal Financial Report, SF-425: The State must provide this form annually to show the financial progress of each grant.
- Federal Funding Accountability and Transparency Act Report (FFATA) (monthly): This report is required for all prime recipients (the State) of individual Federal grants of \$25,000 or more that are awarded. The State is required to report subaward and executive compensation data on the FFATA Subaward Reporting System (FSRS) at <http://www.fsrs.gov/>. The State must submit FFATA required data into FSRS by the end of the month, plus 30 days, in which the subgrant or subgrant amendment is made.

### 35. PART 139 AIRPORTS

All title 14 CFR Part 139, airport certification matters shall remain the responsibility of FAA, including development proposed in connection with Part 139 requirements.

**ARTICLE V – UNIQUE STATE CONSIDERATIONS**

FAA and each state may mutually agree to customize Article V of this MOA as needed to reflect situations unique to the state. Any elements of Article V must be approved in advance by APP-500.

**ARTICLE VI – ACCEPTANCE**

The terms of this Agreement shall remain in effect while any Block Grant project is active. By signing below, the following parties agree to the understandings and responsibilities, and terms of this Memorandum of Agreement.

Amendments to this agreement may be made from time to time provided the specific amendment is agreed to, in writing, by both parties.

Signed for the Federal Aviation Administration Region

\_\_\_\_\_  
Director, Airports Division, Region (A -600)

Signed for the Federal Aviation Administration Headquarters

\_\_\_\_\_  
Director, Office of Airport Planning and Programming (APP-1)

Signed for the State of \_\_\_\_\_

\_\_\_\_\_  
Title:\_\_\_\_\_