

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

**FY 2026 Notice of Funding Opportunity: Airport Terminal Program
(ATP)**

Date Posted: December 8, 2025

Date Closed: January 15, 2026

Opportunity ID: FAA-ARP-IIJA-G-26-001

Docket # FAA-FAA-2025-1056

Grant Program: <https://www.faa.gov/iija>

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A. BASIC INFORMATION

The Department of Transportation (DOT), Federal Aviation Administration (FAA) announces the opportunity to apply for approximately \$1 billion in Fiscal Year (FY) 2026 competitive funds for the Airport Terminal Program (ATP), made available under the Infrastructure Investment and Jobs Act of 2021 (IIJA), Pub. L. 117-58. The FY 2026 ATP announcement will be the final announcement for this program. The purpose of the ATP is to make annual grants available to eligible airports for airport terminal and airport-owned Airport Traffic Control Tower (ATCT) development projects that address the aging infrastructure of our nation's airports.

TOPIC	DESCRIPTION
Funding Opportunity Number	The Funding Opportunity Number (FON) is FAA-ARP-IIJA-G-26-001
Assistance Listing Number	The Assistance Listing Number is 20.118
Funding Detail	The IIJA (Pub. L. 117-58) provides up to \$1 billion for FY 2026
Key Dates	Applications for FY 2026 ATP must be submitted on or before 5:00 pm Eastern Time, January 15, 2026
Agency Contact Information	Dan Neumann, Acting Manager, FAA Office of Airports IIJA Infrastructure Branch (APP-540), at IIJA.Airports@faa.gov

Executive Summary

IIJA established the ATP as a competitive grant program which provides approximately \$1 billion in grant funding annually for five years (FYs 2022-2026) to upgrade, modernize, and rebuild our nation's airport terminals and airport-owned ATCTs. This funding opportunity (FY 2026) is for the final year in which ATP will be available.

B. ELIGIBILITY**1. Eligible Applicants**

Eligible applicants are those airport sponsors normally eligible for Airport Improvement Program (AIP) competitive grants as defined in [49 U.S.C. § 47115](#).

- Public Agency
- Private Entity
- State Agency
- Indian Tribe or Pueblo owning a public-use NPIAS airport
- Secretary of the Interior for Midway Island airport
- Republic of the Marshall Islands
- Federal State of Micronesia
- Republic of Palau

2. Minimum Funding Request

The minimum grant application amount shall be equal to or greater than \$25,000.00. Applicants will have the option to include multiple projects in an application to meet or exceed the minimum grant funding requirement.

3. Project Eligibility

Eligible ATP projects are:

- Airport terminal development, defined in [49 U.S.C. § 47102\(28\)](#) as development of an airport passenger terminal building, including: terminal gates; access roads servicing exclusively airport traffic that leads directly to or from an airport passenger terminal building; and walkways that lead directly to or from an airport passenger terminal building. Under the ATP, the FAA may consider projects that qualify as "terminal development" (including multimodal terminal development), as that term is defined in [49 U.S.C. § 47102\(28\)](#); or
- On-airport rail access projects as set forth in Passenger Facility Charge (PFC) Update 75-21 ([86 FR 48793](#), Aug. 31, 2021); or
- Airport-owned ATCT that includes relocating, reconstructing, repairing, or improving the ATCT; and
- Projects justified based on civil aeronautical demand.

4. Cost Sharing

Cost sharing means the portion of the project's cost that is not paid with Federal funds. 2 CFR § 200.1. Cost share funds are typically stated as a percentage of the total project cost. An applicant's inability to meet the local match will render the project ineligible.

HUB SIZE	COST SHARE REQUIREMENT
Large	20% Local Funding
Medium	
Small	5% Local Funding
Non-hub	
Non-primary	

5. Pre-Award Authority

Certain project costs are allowable, pursuant to [49 U.S.C. § 47110\(c\)](#) or [49 U.S.C. § 47142](#). Refer to Section G, *Award Notice*, below for more information on Pre-Award Cost.

C. PROGRAM DESCRIPTION

1. Purpose and History

IIJA established the ATP, a competitive grant program, which provides approximately \$1 billion in grant funding annually for five years (FYs 2022-2026) to upgrade, modernize, and rebuild our nation's airport terminals and airport-owned ATCTs. This includes bringing airport facilities into conformity with current standards; constructing, modifying, or expanding facilities as necessary to meet demonstrated aeronautical demand; encouraging actual and potential competition; and providing a balanced system of airports to meet the roles and functions necessary to support civil aeronautical demand.

The FAA is committed to advancing safe, efficient transportation, including projects funded under the ATP.

2. Program Goals and Objectives

The FAA provides consideration to projects that increase capacity and passenger access, replace aging infrastructure, and other considerations as described in Infrastructure Investment and Jobs Act of 2021 (IIJA), Public Law 117-58.

Additionally, the FAA will prioritize projects that align with the Administration's focus on the American family by ensuring a more seamless travel experience and enhancing existing family facilities. Applicants are encouraged to include components in their proposed terminal projects that focus on enhancing the experience for traveling families including adding mother's rooms, as outlined in 49 USC § 47107(w), reconfiguring security checkpoints to ensure adequate space for dedicated family screening lanes, adding new family restrooms, and creating [or expanding] passenger and public hold room areas to include space for children's play areas, or exercise areas; and other projects improving overall travel for families in U.S. airport terminals.

Projects for relocating, reconstructing, repairing, or improving an airport-owned ATCT will also be considered. In addition to the considerations above, these projects will also be assessed based on overall impact on the National Airspace System (NAS), including age of facility, operational constraints, and nonstandard facilities.

3. Funding Restrictions

In general, the \$1 billion in ATP grant funding available in FY 2026 is subject to the following award allocation limitations:

HUB SIZE	RESTRICTION
Large Hub Airports	Not more than 55%

Medium Hub Airports	Not more than 15%
Small Hub Airports	Not more than 20%
Nonhub/Nonprimary Airports	Not less than 10%

The table below outlines the application and award deadlines for FY 2026 ATP funding.

Fiscal Year	Application Deadline	Award Deadline
FY 2026	January 15, 2026	October 30, 2026

4. Performance Goals

IIJA program performance measures can be found on [FAA's Portfolio of Goals \(PoG\)](#) website.

5. Previous Awards

Previous awards can be viewed by visiting the IIJA website at [Infrastructure Investment and Jobs Act Airport Terminal Program Grants file | Federal Aviation Administration](#).

6. Build America, Buy America

Funds made available under this notice are subject to the domestic preference requirements in the Buy American requirements under [49 U.S.C. § 50101](#) and the Build America, Buy America Act requirements in Section 70914 in IIJA (P.L. 117-58). To obtain a waiver, a recipient must demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project.

D. APPLICATION CONTENT AND FORMAT

Applications will only be accepted on FAA Form 5100-144, *Infrastructure Investment and Jobs Act (IIJA), Competitive Grant*

Project Information. Applicants should follow the instructions given on pages I to VII and then provide applicable responses on pages 1 to 6 of the form.

1. Completing and Submitting the Application Form

The applicant should submit Form 5100-144 as a fillable, digitally signed PDF document via email:

1. Open the document and select the save button to save the form on the desktop.

! Editing the form in the web browser will result in some fields not working correctly.

2. Save the document as a PDF Editor or Reader that can fill in form data to include digital signatures.

! Save the fillable PDF by selecting "File>Save As" to save as a fillable PDF. Once saved, the applicant can email the completed application to the FAA IIJA Team at IIJA.Airports@faa.gov.

3. Read instructions carefully on pages I to VII for completing the form.
4. Complete each section applicable to the sponsor and projects listed on pages 1 to 6. Project narratives must fit within the character limits provided in the form. The

FAA will not accept or review additional pages that are not part of the form.

5. Digitally sign the form. If the applicant cannot provide a digital signature, the application must be submitted as two documents: (1) the completed fillable PDF without a signature; and (2) a scanned version of the completed application with a written signature.

! The fillable PDF application must contain either a digital signature or the applicants' written signature accompanied with the completed fillable form.

6. Submit the document(s) by clicking on the "Submit by Email" button at the bottom of the form to generate an email for the applicant to send to the FAA IIJA Team at:
IIJA.Airports@faa.gov.

2. Technical Capability Assessment

Applicants should be ready to provide any technical documentation to support any type of eligibility determination, if requested. The FAA requests that each project application have a financial plan (or project budget) available for review upon request. Project budgets should show how different funding sources will share in each activity and present that data in dollars and percentages. The budget should identify other Federal funds the applicant is applying for or has been awarded, if any, that the applicant intends to use. Funding sources should be grouped into three categories: Non-Federal, ATP, and a

breakout of any other Federal funding source with specific amounts.

3. Selected Applicants

Applicants selected to receive an ATP grant will be required to follow AIP grant application procedures prior to award, which include meeting all prerequisites for funding, and submission of [Standard Form SF-424, Application for Federal Assistance](#), and [FAA Form 5100-100, Application for Development Projects](#).

Airports covered under the FAA's State Block Grant Program (SBGP) or airports in a channeling act state should coordinate with their associated state agency on the process for who should apply via the procedures listed above. The FAA may share application information within the Department or with other Federal agencies if the FAA determines that sharing is relevant to the respective program's objectives.

4. Compliance with Federal Law and Policies

The applicant assures and certifies, with respect to any application and awarded Project under this NOFO, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds and will cooperate with Federal officials in the enforcement of Federal law.

E. SUBMISSION REQUIREMENTS AND DEADLINES

1. How to Obtain the Application Form

An application for ATP terminal or ATCT projects, FAA Form 5100-144, *Infrastructure Investment and Jobs Act (IIJA), Competitive Grant Project Information*, can be found at:

<https://www.faa.gov/forms/index.cfm/go/document.information/documentID/1040623>.

Direct all inquiries regarding applications to the appropriate [Regional Office \(RO\), Airports District Office \(ADO\)](#) or State Agency for airports covered under the FAA SBGP, or contact the FAA IIJA Team at: IIJA.Airports@faa.gov.

2. Unique Entity Identifier and System for Award Management

Applicants must comply with 2 CFR Part 25, *Universal Identifier and System for Award Management*. All applicants must have and continue to maintain a Unique Entity Identifier (UEI) provided by System for Award Management (SAM). Additional information about obtaining a UEI and registration procedures may be found at <http://www.sam.gov>.

Each applicant is required to:

- (1) Be registered in SAM;
- (2) Provide a valid UEI prior to grant award; and
- (3) Maintain an active SAM registration with current information during the time in which the applicant has an active Federal award or an application or plan under consideration by the FAA.

The grant recipient must review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term.

Under the ATP, the UEI and SAM account must belong to the entity that has the legal authority to apply for, receive, and execute ATP grants.

The FAA may not make an award until the applicant has complied with all applicable UEI and SAM requirements. If an applicant has not fully complied with the requirements by the time the FAA is ready to make an award, the FAA may determine that the applicant is not qualified to receive an award and use that determination as a basis for making a Federal award to another applicant.

Non-Federal entities that have received a Federal award are required to report certain civil, criminal, or administrative proceedings to SAM to ensure registration information is current and complies with Federal requirements. Applicants should refer to [2 CFR § 200.113](#) for more information about this requirement.

3. Submission Instructions

Applications will only be accepted electronically on FAA Form 5100-144 fillable PDF via email.

- No other forms of applications will be accepted.
- Emailed applications dated/timed-stamped after January 15, 2026, 5:00 PM ET will not be accepted.
- Mailed and faxed submissions will not be accepted.

Submit applications per Section D, *Application Contents and Format*, above. Applicants will receive an email confirmation stating that their application was successfully submitted. Applicants should contact FAA IIJA Team immediately at IIJA.Airports@faa.gov to request email confirmation if confirmation was not received during application submission.

4. Submission Dates and Times

Airports that wish to be considered for FY 2026 ATP competitive funding must submit an application that meets the requirements of this NOFO as soon as possible, but no later than 5:00 pm Eastern Time on January 15, 2026.

5. Intergovernmental Review

This program is not subject to [Executive Order 12372](#), *Intergovernmental Review of Federal Programs*.

F. APPLICATION REVIEW INFORMATION

1. Responsiveness Review

All projects funded from the ATP must be part of terminal development and/or airport-owned ATCT and must support the criteria listed in Section F.2. below.

2. Review Criteria

Applications for FY 2026 ATP will be evaluated using the following criteria:

- Projects must meet eligibility requirements under the ATP outlined under Sections B.1. and B.3. above.
- The FAA will consider timeliness of implementation, with priority given to those projects, including “design only” projects, that can satisfy all statutory and administrative requirements for grant award by October 30, 2026.
- Consideration will be given to eligible and justified (based on civil aeronautical demand) terminal development projects (including multimodal terminal development), on-airport rail access projects, and ATCT projects that:
 - a. *Increase capacity and passenger access:*
The applicant should describe the extent to which the project contributes to the functioning and growth of the

economy, including the extent to which the project addresses congestion or service gaps in rural areas. The applicant should demonstrate how the proposed project increases capacity and provides ongoing market access to the airport by competing carriers as economic and competitive conditions change (such as by constructing common -use gates or updating gates and other areas with common -use equipment).

b. Replace aging infrastructure:

Applicants should describe how the project addresses replacing or upgrading facilities that have reached the end of their useful lives. This includes information on the current age and condition of the asset that will be affected by the project and how the proposed project will improve asset condition. The applicant should describe how the facility no longer meets the current or forecasted operational needs of the airport. This includes the renovation, expansion, or replacement of a facility that is too small or cannot efficiently meet current or future demand. This also includes projects aimed at terminal modernization or upgrades to meet the changing user or community expectations. This can be met by including multimodal terminal development, and the incorporation of common-use equipment and practices, all with the goal of providing a terminal that focuses on the most efficient movement of passengers and baggage possible.

c. Achieve compliance with the Americans with Disabilities Act (ADA), including expanded accessibility for persons with disabilities:

Applicants should describe how the project increases mobility, expands access, and improves connectivity for

- people with disabilities both inside and outside the terminal or ATCT. The information should demonstrate how the proposed project will meet the requirements under the ADA and improve access for people with disabilities.
- d. *Improve airport access for historically disadvantaged populations:*
- Applicants should describe how the project increases mobility, expands access, and improves connectivity for disadvantaged communities and underserved populations. The information should demonstrate how the proposed project provides a significant local and regional impact. DOT is providing a list of communities that meet the definition of Disadvantaged Communities, available at <https://www.transportation.gov/grants/list-areas-persistent-poverty-and-historically-disadvantaged-communities>.
- e. *Improve energy efficiency, including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards:*
- Applicants should explain how the project enhances energy efficiency by reducing energy consumption through energy-efficient design. This includes how the project may facilitate the airport in achieving LEED or similar accreditation standards through reliance on alternative energy, water use reduction, sustainable site selection and development, responsible materials selection and waste management.
- f. *Improve airfield safety through terminal relocation:*
- Applicants should describe how the proposed terminal project is improving airfield safety through the relocation of the terminal building or its components.

This could also include a project to relocate a terminal that assists in addressing nonstandard airfield configurations.

g. *Encourage actual and potential competition:*

The applicant should describe the extent to which the project promotes competition in air service by providing greater ability to accommodate new entrants, increasing the ability of competing air carriers to access constrained facilities on an ongoing basis, and facilitating the efficient and reliable movement of passengers and cargo. The applicant may also wish to describe how the project will offer regional and national impacts by improving the economic strength of regions and cities, resulting in long-term job creation. The ATP is intended to support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards, such as through the use of project labor agreements, registered apprenticeship programs, and other training and placement programs. It is also intended to help the United States compete in a global economy by encouraging the location of important industries and future innovations and technology in the United States.

- ATCT projects that relocate, reconstruct, repair, or improve an airport-owned ATCT will also be assessed based on overall impact on the NAS, including age of facility, operational constraints, and nonstandard facility conditions.

- The FAA will provide a preference to projects that achieve a complete development objective, even if awards for the project must be phased, and priority will be given to projects that have previously received partial awards.

Applicants are encouraged to submit projects that meet as many of the above criteria as possible but do not need to meet all criteria to be considered for funding.

3. Review and Selection Process

The Department intends to apply principles from DOT Order 2100.7, Ensuring Reliance Upon Sound Economic Analysis in DOT's Policies, Programs and Activities, when evaluating applications and making award selections. To the maximum extent permitted by law, the FAA will prioritize projects that are in alignment with the principles outlined in DOT Order 2100.7.

Federal awarding agency personnel will assess applications based on how well the projects meet the criteria in Section F.2. above, including project eligibility, justification, timeliness, impact on the NAS, and availability of matching funds.

Applications are first reviewed for eligibility, justification, and timeliness of implementation consistent with the requirements of this NOFO. Applications are then reviewed for how well the proposed project(s) meets the criteria in Section F.2. above and is ranked by evaluators. The recommended projects for each airport category are then assessed by a National Control Board (NCB) that is staffed with representatives from each Region and Headquarters management. Recommendations of project and funding levels will then be routed to senior and

executive leadership for review, concurrence, and approval to announce selections.

4. Risk Review

Prior to making a Federal award with a total amount of Federal share greater than the simplified acquisition threshold, the FAA is required to review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM pursuant to [41 U.S.C. § 2313](#). An applicant may review information in the designated integrity and performance systems accessible through SAM and comment on any information about itself that a Federal awarding agency previously entered. The FAA will consider any comments by the applicant, in addition to the other information in the designated integrity and performance system, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants as described in [2 CFR § 200.206](#).

G. AWARD NOTICE

Federal awarding agency personnel will assess applications based on how well the projects meet the criteria in Section F.2. above, including project eligibility, justification, timeliness, impact on the NAS, and availability of matching funds.

1. How Project Selections are Announced

IIJA awards are announced through a Congressional notification process and the Secretary's Notice of Intent to Fund.

- The FAA will email the selected applicants through a GovDelivery notice and will publish a list of selected

projects to the IIJA website. The RO/ADO representative will contact the airport sponsor with further information and instructions.

- Once all pre-grant actions are complete, the RO/ADO will offer the airport sponsor a grant for the announced project. This offer may be provided through postal mail or by electronic means.
- Once this offer is signed by the airport sponsor, it becomes a grant agreement.
- Awards made under this program are subject to conditions and assurances in the grant agreement.

2. Pre-Award Cost

All project costs must be incurred after the grant execution date unless specifically permitted under [49 U.S.C. § 47110\(c\)](#). In all cases, all pre-award project costs must be incurred after November 15, 2021 per IIJA. If pre-award costs are allowed, those costs are incurred at the applicant's own risk. [AIP Handbook 5100.38D Chg. 1, Table 3-60](#) lists the entire set of rules regarding when project costs can be incurred in relation to the grant execution date, the type of funding, and the type of project.

3. How Funds are Obligated

Obligation occurs when a selected applicant and the FAA enter into a written grant agreement after the applicant has satisfied applicable local and Federal requirements.

- Funds must be used only for the specific purposes requested in the application and described in the award announcement.
- Selected applicants can contact their RO/ADO at [https://www.faa.gov/about/office org/headquarters offices/a](https://www.faa.gov/about/office_org/headquarters_offices/a)

[rp/offices/regional offices](#), or their State Agency for airports covered under the SBGP, for information about grant submission.

H. POST-AWARD REQUIREMENTS AND ADMINISTRATION

1. Administrative and National Policy

Grant Requirements:

All grant recipients are subject to AIP grant requirements, found in [49 U.S.C. Chapter 471](#).

- Grant recipients are subject to requirements in the FAA's ATP Grant Agreement for financial assistance awards, 2 CFR Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and any additional applicable statutory or regulatory requirements. This includes the annual Certifications and Assurances required of applicants and nondiscrimination requirements.
- Grant requirements include, but are not limited to, approved projects on an airport layout plan, Buy American requirements under [49 U.S.C. § 50101](#), Build America, Buy America requirements in §§ 70912(6) and 70914 in IIJA (Pub. L. 117-58), and prevailing wage rate requirements under the Davis-Bacon Act, as amended (40 U.S.C. §§ 276a-276a-5, and reenacted at 40 U.S.C. §§ 3141-3144, 3146, and 3147).

Critical Infrastructure Security, Cybersecurity and Resilience:

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against both physical and cyber threats, consistent with the President's National Security Memorandum on Critical Infrastructure Security and Resilience (NSM-22) and the National Security

Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems (NSM-5). Each applicant selected for Federal funding under this notice must demonstrate, prior to the signing of the grant agreement, an effort to consider and address physical and cyber security risks relevant to the transportation mode, and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by the Department and the Department of Homeland Security, will be required to do so before receiving funds for construction.

Civil Rights and Title VI:

As a condition of a grant award, grant recipients should demonstrate that the recipient has a plan for compliance with civil rights obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964 and implementing regulations (49 CFR part 21), including any amendments thereto, the Americans with Disabilities Act of 1990 (ADA), and Section 504 of the Rehabilitation Act, all other civil rights requirements, and accompanying regulations. This should include a current Title VI plan, a completed Community Participation Plan, and a plan to address any legacy infrastructure or facilities that are not compliant with ADA standards. The Department's and the FAA's Office of Civil Rights may work with awarded grant recipients to ensure full compliance with Federal civil rights requirements.

Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity:

- Pursuant to Section 3(b)(iv)(A) of Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, the Recipient agrees that its compliance in all respects with all applicable Federal anti-discrimination laws is material to the government's payment decisions for purposes of 31 U.S.C. § 3729(b)(4).
- Pursuant to Section 3(b)(iv)(B) of Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, with respect to any application and awarded Project under this NOFO, the Recipient certifies that it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives that violate any applicable Federal anti-discrimination laws.

To the extent a court order bars the implementation or enforcement of one or more of these conditions or requirements with respect to a particular applicant or recipient, the Department will not implement or enforce the relevant condition(s) or requirement(s) against that applicant or recipient for as long as the order remains in place.

Domestic Preference Requirements:

Funds made available under this notice are subject to the domestic preference requirements in the Buy American requirements under [49 U.S.C. § 50101](#). The FAA expects all applicants to comply with those requirements without needing a waiver. However, to obtain a waiver, a recipient must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project.

Performance and Program Evaluation:

As a condition of grant award, grant recipients may be required to participate in an evaluation undertaken by the DOT, FAA, or another agency or partner. The evaluation may take different forms, such as:

- An implementation assessment across grant recipients;
- An impact and/or outcomes analysis of all or selected sites within or across grant recipients; or
- A benefit/cost analysis or assessment of return on investment.

DOT may require applicants to collect data elements to aid the evaluation. As a part of the evaluation, as a condition of award, grant recipients must agree to:

- Make records available to the evaluation contractor or DOT staff;
- Provide access to program records and any other relevant documents to calculate costs and benefits;
- In the case of an impact analysis, facilitate the access to relevant information as requested; and
- Follow evaluation procedures as specified by the evaluation contractor or DOT staff.

Requested program records or information will be consistent with record requirements outlined in [2 CFR §§ 200.334-200.338](#) and the grant agreement.

Standard Assurances:

Each grant recipient must assure that it will comply with all applicable Federal statutes, regulations, executive orders, directives, FAA circulars, and other Federal administrative requirements in carrying out any project supported by the ATP grant.

- The grant recipient must acknowledge that it is under a continuing obligation to comply with the terms and conditions of the grant agreement issued for its project with the FAA. The grant recipient understands that Federal laws, regulations, policies, and administrative practices might be modified from time to time and may affect the implementation of the project.
- The grant recipient must agree that the most recent Federal requirements will apply to the project unless the FAA issues a written determination otherwise.
- The grant recipient must submit the Certifications at the time of grant application, and Assurances must be accepted as part of the grant agreement at the time of accepting a grant offer.

Grant recipients must also comply with the requirements of [2 CFR Part 200](#), which “are applicable to all costs related to Federal awards,” and which are cited in the grant assurances incorporated in the grant agreements. The Airport Sponsor Assurances are available on the FAA website at: https://www.faa.gov/airports/aip/grant_assurances.

2. Reporting

Grant recipients are subject to financial reporting per [2 CFR § 200.328](#) and performance reporting per [2 CFR § 200.329](#). Under the ATP, the grant recipient is required to comply with all Federal financial reporting requirements and payment requirements, including the submittal of timely and accurate reports. Financial and performance reporting requirements are available in the FAA October 2024 Financial Reporting Policy, which is available at https://www.faa.gov/airports/aip/grant_payments.

- The grant recipient must comply with annual audit reporting requirements.
- The grant recipient and sub-recipients, if applicable, must comply with [2 CFR Part 200, Subpart F](#), *Audit Requirements*.
- The grant recipient must also comply with any requirements outlined in [2 CFR Part 180](#), *Office of Management and Budget (OMB) Guidelines to Agencies on Government-Wide Debarment and Suspension*.

I. OTHER INFORMATION

For further information concerning this notice, please contact the FAA IIJA Branch via email at IIJA.Airports@faa.gov. To ensure applicants receive accurate information about the program, the applicant is encouraged to contact the FAA directly, rather than through intermediaries or third parties, with questions.

All applicants should have a plan to address any potential cost overruns as part of an overall funding plan.

Issued in Washington, DC, on December 8, 2025

Daniel G. Neumann,

Acting Manager,

FAA Office of Airports IIJA Infrastructure Branch, APP-540