



**Federal Aviation
Administration**

FUNDING SOURCES

2022 MAMA Meeting

October 18, 2021



FUNDING SOURCES

- **History (2017-2022)**
- **Review of COVID Relief Programs**
- **Bipartisan Infrastructure Law**



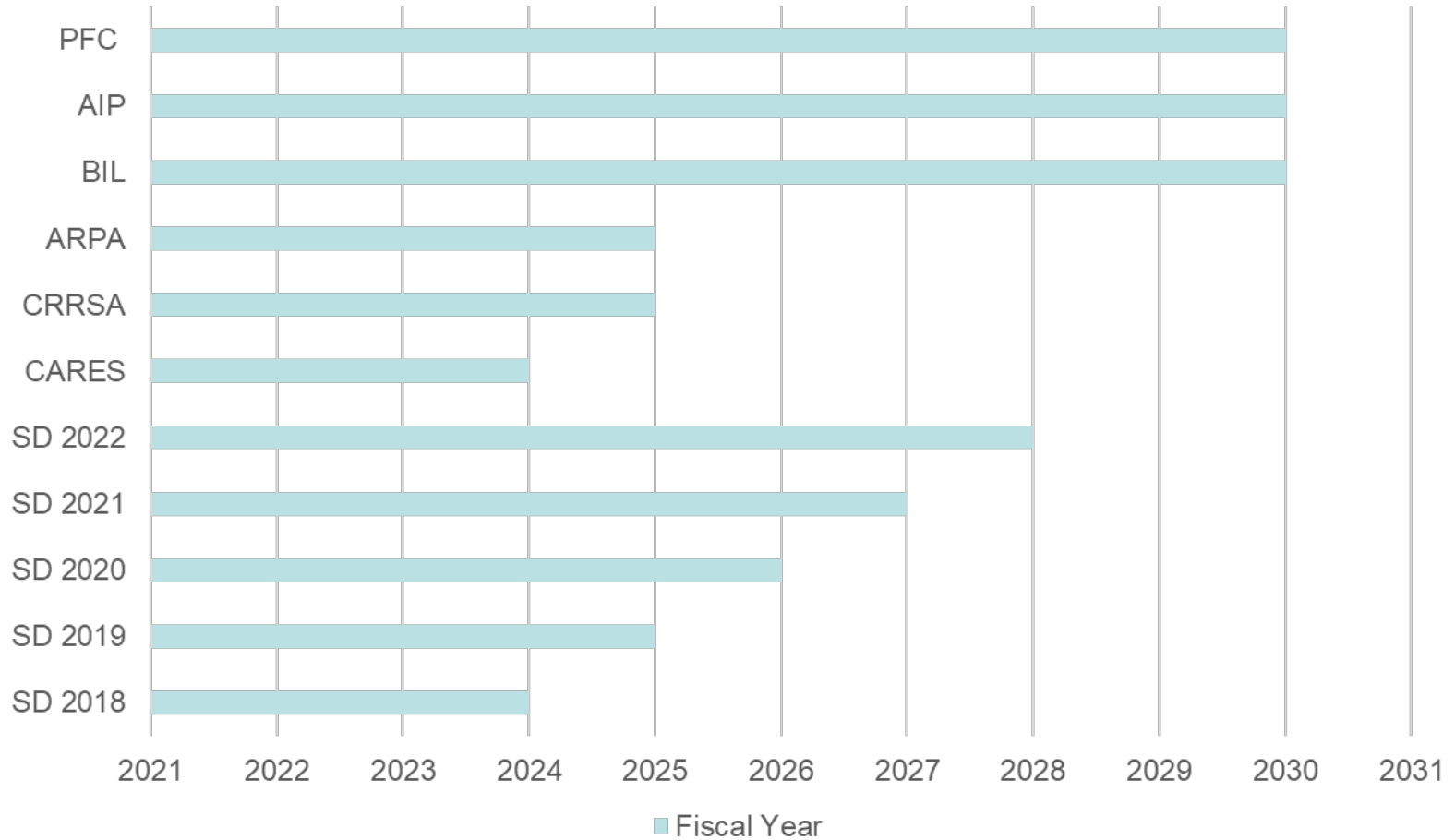
HISTORY

- **2017 (ye goode olde days)**
- **2018–2022 Supplemental Discretionary**
- **2020 – CARES**
- **2021 – CRRSA and ARPA**
- **2022 Bipartisan Infrastructure Law**



HISTORY

Fiscal Year



Supplemental Discretionary 2022

- **Provided \$554M**
- **Approximately \$268M available**
- **Grants must be obligated by 9/30/2024**
- **Notice of Funding Opportunity**



Test Your Knowledge

- **True or False? The Period of Performance for a CARES Development Addendum begins when the Development Addendum is executed?**
- **True or False? Information required to be submitted with reimbursement requests for a CARES Development Addendum are the same as for AIP grants?**



Period of Performance

- **Period of Performance is 4 years from the date of acceptance.**
 - The Sponsor 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 Sponsor must submit all Grant 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).



CARES Grant Summary

- **81 open grants (O&M and Development Addendums)**
 - ID = 28, MT = 53
- **39 ready to close (\$0 balance)**
 - ID = 10, MT = 29
- **13 with no draw down**
 - ID = 6, MT = 7
- **\$46M still available**
 - ID = \$15M
 - MT = \$31M



CRSSA Grant Summary

- **107 open grants (General and Concessions)**
 - ID = 38, MT = 69
- **50 ready to close (\$0 balance)**
 - ID = 12, MT = 38
- **43 with no draw down**
 - ID = 23, MT = 20
- **\$8.4M still available**
 - ID = \$2.6M
 - MT = \$5.8M



ARPA Grant Summary

- **109 open grants (General and Concessions)**
 - ID = 37, MT = 69
- **17 ready to close (\$0 balance)**
 - ID = 2, MT = 15
- **73 that have not drawn down anything**
 - ID = 30, MT = 43
- **\$38.4M still available**
 - ID = \$16.1M
 - MT = \$22.3M



Reporting Requirements

- **All CARES, CRRSA, and ARPA grants open at the end of the fiscal year require a EOY SF 425 by December 31**
- **All open CARES Development Addendum also require quarterly reports**



COVID RELIEF

-https://www.faa.gov/airports/cares_act/ for FAQs,
Sample CARES Act Closeout Report

-<https://www.faa.gov/airports/crrsaa/> for FAQs,
Sample ACRGP Closeout Report, Sample ACRGP
Concessions Certification, Sample ACRGP
Concessions Relief Plan

-https://www.faa.gov/airports/airport_rescue_grants/
for FAQs, Sample ARP Closeout Report, Sample
ARPA Concessions Certification, Sample ARPA
Concessions Relief Plan





A 5-year, \$25 billion investment in the Nation's air transportation system.

\$5B

AIR TRAFFIC FACILITIES

To replace facilities and equipment and improve safety, security, and environmental standards.

\$15B

AIRPORT INFRASTRUCTURE

For airport projects that increase safety and expand capacity.

\$5B

AIRPORT TERMINALS

To replace aging terminals and airport-owned towers, increase terminal energy efficiency and accessibility, and more.

**BIPARTISAN
INFRASTRUCTURE
LAW**



BIL Funding

FY funds are first made available:	Funds must be obligated (under grant) by:	Unobligated funds must be obligated (under grant) as competitive grants in:	Unobligated funds are returned to the General Fund in:
2022	September 30, 2025	FY 2026	FY 2027
2023	September 30, 2026	FY 2027	FY 2028
2024	September 30, 2027	FY 2028	FY 2029
2025	September 30, 2028	FY 2029	FY 2030
2026	September 30, 2029	FY 2030	FY 2031



BIL Funding

FY funds are first made available:	Funds must be obligated (under grant) by:	Funds recovered after the following FYs returned to the General Fund:
2022	September 30, 2026	FY 2026
2023	September 30, 2027	FY 2027
2024	September 30, 2028	FY 2028
2025	September 30, 2029	FY 2029
2026	September 30, 2030	FY 2030



BIL AIG Allocated Funds

- Eligibility follows AIP and PFC eligibility
- Use of AIG Allocated funds is not a consideration for AIP Discretionary or BIL Competitive Funds
- FAA Design Standards and Specifications apply
 - ALP, NEPA, useful life, Period of Performance, Davis-Bacon, DBE, Buy American, Buy America/Build America (BABA)
- Airport Sponsor Assurances apply
- 15% amendment limit



BIL AIG Allocated Funds

- No transfer between sponsors
- No airside needs test for eligible Sponsor Owned Revenue Producing Support Facilities
- No requirement to certify that all safety and security equipment, and access and equipment for passengers boarding or exiting non-air carrier aircraft for Terminal grants



BIL AIG Allocated Funds

- For projects that include eligible terminal revenue producing areas, no requirement to certify that projects affecting safety, security, or capacity, including pavement condition are not delayed
- Can be used for eligible costs incurred on or after November 15, 2021
 - When service was provided, not when invoiced



BIL AIG Allocated Funds

- FY 2022 funds currently available for programming
- FY 2023 formulas are being run, funds should be available for programming in November
- FY 23 AIG Allocations based on best of CY 2018, 2019, 2021 enplanements
 - FY 24 AIG Allocations based on CY 2022 enplanements
- Next programming cut-off is November 15



FY 2022 FCT Initial Applications

- FAA received a total of **97** total applications for about **\$364** million in projects received by May 16 at 5 p.m. ET deadline
- Secretary of Transportation announced a Notice of Intent to Fund on August 2, 2022



FY 22 FCT Selection Results

- 20 projects at 20 airports in 18 states for \$20 million
- Mix of projects selected include:
 - Planning/Environmental/Design for future replacement tower construction
 - Rehabilitate and upgrade FCTs
 - Replace obsolete basic air traffic control equipment
- FY 2023 NOFO anticipated in November 2023



Airport Terminal Program (ATP)

AIRPORT TERMINALS

\$5B

- 1 Billion/Year - Over 5 years – Airport Terminal Competitive Grant Program (ATP)
- Eligible projects include:
 - Airport terminals and associated roadways
 - Multimodal terminal projects
 - On airport rail access projects
 - Airport sponsor owned towers



FY 2022 ATP Initial Applications*

- **658** total applications for about **\$14** billion in projects received by deadline
 - Includes 56 applications for tower projects
- Application by airport type:

HUB SIZE	AIRPORTS w/APPS	# APPS SUBMITTED	FUNDING REQUESTS
Large Hubs	22	58	\$7,255,521,996
Med Hubs	23	43	\$1,994,912,715
Small Hubs	60	85	\$2,196,748,713
Nonhub/Nonprimary	427	472	\$2,598,394,706
Total	532	658	\$14,045,578,130

* Note: These figures represent total applications submitted, based solely on the informal data provided by the airports, prior to FAA start of evaluation process.



FY 22 ATP Selection Results

- 91 projects at 85 airports \$968.6 million (out of \$970 million available)
- By Airport Type:

HUB SIZE	# AIRPORTS	\$ OF FUNDS (mil)	% OF AVAIL FUNDS
Large Hubs (less admin)	13	\$515.5	53%
Med Hubs	11	\$121.8	13%
Small Hubs	22	\$199.6	20%
Nonhub/Nonprimary	39	\$131.7	14%



Airport Terminal Program (ATP)

Applications
Received

Regions

ADO

Region

National Control
Board

Multiple
Reviews



Airport Terminal Program (ATP)

- Eligible for ATP funding and justified
- Timeliness of Implementation – grant by July 2023
- Selection Considerations in BIL (NOFO Section E.1):
 - Increase capacity and passenger access
 - Replacing aging facilities
 - Expand access for persons with disabilities
 - Improving airport access for historically disadvantaged populations
 - Improve Energy Efficiency (including LEED accreditation)
 - Improve airfield safety through terminal relocation
 - Encourage competition



Airport Terminal Program (ATP)

- Additional Consideration:
 - Good paying jobs
- Considerations cover the White House priorities and Executive Orders
- Per BIL, preference given to applications that complete a project, or priority given to projects that have already received a partial award



Airport Terminal Program (ATP)

- FY 2023 NOFO Published in Federal Register on September 28, 2022
- Review NOFO Section F.2.
 - i. Pre-Award Authority (when costs are incurred)
 - ii. Grant requirements
 - Civil Rights and Title VI
 - Critical Infrastructure Security and Resilience



Airport Terminal Program (ATP) - FAQs

Q-U24: Can BIL funds be used to reimburse costs previously incurred?

A: Yes.—For all AIG Allocated funds and funds awarded under the FY 2022 ATP NOFO and the FY 2022 FAA Contract Tower (FCT) Competitive Grant Program NOFO, FAA will reimburse sponsors for eligible project related costs incurred on or after November 15, 2021, which is the date of enactment of BIL, as long as all Federal funding procurement requirements and FAA design and construction standards, are met (see the [AIP Handbook](#)). ~~This applies to all BIL funds (AIG and ATP).~~

After further legal review, the FY 2023 and future ATP, FCT Competitive, and other BIL related NOFOs will be adjusted to further ensure consistency with other DOT grant programs. Project formulation costs (airport development), incurred after November 15, 2021, are reimbursable. The specific costs eligible for reimbursement are outlined under 49 U.S.C. 47110(c), and further described in Table 3-60 of the AIP Handbook. All other costs ~~must~~ be incurred after grant execution.



Airport Terminal Program (ATP) - FAQs

Q-U72: If a sponsor has been put in pending noncompliance or noncompliance with AIP grant assurances are they eligible to receive AIG Allocations?

A: All eligible airports will receive an AIG allocation. Sponsors with a Part 16 non-compliance finding by a Director's Determination, Final Agency Decision, or Hearing will not receive an AIG Allocated grant until the compliance finding is resolved. All other sponsors, including those with a Part 13 noncompliance finding, can receive an AIG Allocated grant. However, grants issued to a sponsor with a Part 13 noncompliance finding must contain a special condition requiring Agency approval of a Corrective Action Plan before the sponsor can drawdown funds.



FY 2022 Lessons Learned

- Timely submission prior to deadline
- Procurement – 2 CFR 200 applies
- Eligible Projects
- Justified
- Financial Plan
- Ready to take a grant with bids or negotiated price
- Considerations – clear concise narrative how project meets the objective
- Open form (5100-144) in a pdf reader in order to add signature



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What the Bipartisan Infrastructure Law Means for U.S. Aviation

The Bipartisan Infrastructure Law is a once-in-a-generation investment in America's transportation network. It will modernize infrastructure, increase equity in transportation, help fight climate change, strengthen the supply chain, and create jobs.

Continue reading to learn how the FAA will invest \$25 billion to achieve this.

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ROOM	NO.	AREA	TYPE	STATUS
STORAGE	NO. 1	616	-	51 F.1
TRAINING ROOM	618	-	62	R.9
STORAGE	62	-	51	F.1
SLEEPING QUARTERS	62	-	62	F.9
STORAGE	NO. 2	62	-	51 F.1
STORAGE RM.	62	-	62	R.2
TOILET	62	-	62	R.2
CONFERENCE	62	R.9	-	E.

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