



Financial Programs Update

2024 MAMA Conference – 10/29/2024



Federal Aviation
Administration

FY 2024 Overview

362 Grants for approximately \$670.2M

ADO	Entitlement Only	Discretionary (Including six VALE/ZEV/Noise)	Supplemental (CDS and Traditional)	BIL AIG	ATP/ FCT
DEN	59	16	5	59	4
HLN	47	8	2	43	5
SEA	43	11	7	48	5
Total	149	35	14	150	14



Funding Program Reminder

- **Airport Improvement Program**
 - Entitlements (Passenger, Nonprimary, Cargo, State Apportionment)
 - Discretionary
 - Supplemental Discretionary (through FY 2024)
 - Traditional Supplemental – Competitive
 - Community Projects (Congressionally Directed Spending)
- **Bipartisan Infrastructure Law**
 - Airport Infrastructure Grants (AIG)
 - FAA Contract Tower (FCT) Program – Competitive
 - Airport Terminal Program (ATP) – Competitive
 - AIG Funding Reallocation (AFR) Program – Competitive – NEW FOR FY 2026
- **COVID Relief Program**
 - ~~Coronavirus Aid, Relief, and Economic Security (CARES) Act – Expired!~~
 - ~~O&M~~
 - ~~Development Addendums~~
 - Coronavirus Response and Relief Supplemental Appropriation Act (CRRSA) – Expiring soon!
 - American Rescue Plan Act (ARPA) – Expiring soon!
- **FY 2024 Reauthorization Introduced Programs – More to Come!**



Airport Improvement Program Update

AIP Entitlements

State	Primary	Cargo	Nonprimary	State Apportionment	Total Entitlements
CO	\$27,038,676	\$993,817	\$8,058,340	\$5,672,633	\$41,763,466
UT	\$11,632,790	\$659,476	\$2,750,804	\$3,882,152	\$18,925,222
WY	\$13,874,171	\$0	\$2,161,157	\$3,212,400	\$19,247,728
DEN Total	\$52,545,637	\$1,653,293	\$12,970,301	\$12,767,185	\$79,936,416
ID	\$7,051,290	\$244,724	\$4,246,129	\$3,266,092	\$14,808,235
MT	\$19,819,980	\$397,280	\$6,903,716	\$4,481,594	\$31,602,570
HLN Total	\$26,871,270	\$642,004	\$11,149,845	\$7,747,686	\$46,410,805
OR	\$12,648,876	\$500,196	\$6,873,225	\$4,570,192	\$24,592,489
WA	\$25,677,553	\$2,587,174	\$3,837,891	\$4,899,901	\$37,002,519
SEA Total	\$38,326,429	\$3,087,370	\$10,711,116	\$9,470,093	\$61,595,008
Region Total	\$117,743,336	\$5,382,667	\$34,831,262	\$29,984,964	\$187,942,229

Carry Over

ADO	Carry Over
DEN	\$23.1M
HLN	\$20.8M
SEA	\$43.8M
Total:	\$87.7M

Discretionary

State	Discretionary
CO	\$68,229,817
UT	\$14,378,162
WY	\$10,597,847
DEN Total	\$93,205,826
ID	\$39,135,930
MT	\$3,134,500
HLN Total	\$42,270,430
OR	\$9,566,663
WA	\$30,098,600
SEA Total	\$39,665,263
Region Total	\$175,141,519



Airport Improvement Program Update (Continued)

FY 2023 Supplemental

- Supplemental Program Total: \$559M (\$284M in CDS; \$269M remainder in competitive funds)

FY 2023 Traditional (Competitive) Supplemental Funding Projects

- Selected projects announced 9/6/2024
- Obligation deadline: June 2025

LOCID	ADO	Recipient	State	Proposed NCB Amount
PDX	SEA	Portland International Airport	OR	\$8,724,651
SLC	DEN	Salt Lake City International Airport	UT	\$4,200,000
SLC	DEN	Salt Lake City International Airport	UT	\$900,000
DEN	DEN	Denver International Airport	CO	\$6,231,000
SLC	DEN	Salt Lake City International Airport	UT	\$14,539,349
MAN	HLN	Nampa Municipal Airport	ID	\$1,431,312
RKS	DEN	Southwest Wyoming Regional	WY	\$750,000
BZN	HLN	Bozeman Yellowstone International Airport	MT	\$750,000
EUG	SEA	Mahlon Sweet Field Airport	OR	\$400,000

FY 2023 Community Directed Spending (CDS) Projects – all obligated in FY 2023



Airport Improvement Program Update (Continued)

FY 2024 Supplemental

- Supplemental Program Total: \$532M (\$482M in CDS; \$40-45M remainder in competitive funds)
- Process for competitive funds TBD – obligation deadline June 2026

FY 2024 Community Directed Spending (CDS) Projects

- Announced in the FY 2024 appropriations bill
- Obligation deadline June 2026

LOCID	ADO	Recipient	State	Allocated/Made Available
GXY	DEN	Greeley-Weld County Airport Authority	CO	\$850,000
DEN	DEN	Denver International Airport	CO	\$300,000
EGE	DEN	Eagle County Regional Airport	CO	\$500,000
BDN	SEA	Bend Municipal Airport	OR	\$6,000,000
SLE	SEA	City of Salem	OR	\$850,000
PVU	DEN	Provo Municipal Airport	UT	\$2,000,000
OGD	DEN	Ogden-Hinkley Airport	UT	\$4,500,000
EAT	SEA	Pangborn Memorial Airport	WA	\$3,096,000
PUW	SEA	Pullman Moscow Regional Airport	WA	\$3,500,000
GEG	SEA	Spokane International Airport	WA	\$1,000,000
JAC	DEN	Jackson Hole Airport	WY	\$3,000,000



Bipartisan Infrastructure Law Update

Reminder on ARP Funding Structure:

- AIG: \$3B per year for 5 years (up to \$2.49B for primary airports, up to \$500M for nonprimary airports, \$20M for FCT)
- ATP: \$1B per year for 5 years

FY 2024 Statistics

- FY 2024 was year 3 of 5 with funds available for 4 years after appropriated
- AIG amounts calculated annually with amount announcement in November
- FY 2024 BIL obligations:

State	AIG	ATP	FCT
CO	\$31,790,933	\$40,600,000	\$0
UT	\$10,649,915	\$20,000,000	\$0
WY	\$14,399,336	\$0	\$0
DEN Total	\$56,840,184	\$60,600,000	\$0
ID	\$8,912,778	\$4,301,496	\$360,000
MT	\$27,592,806	\$8,800,000	\$0
HLN Total	\$36,505,584	\$13,101,496	\$360,000
OR	\$9,351,275	\$15,214,286	\$1,290,000
WA	\$25,835,635	\$12,400,000	\$0
SEA Total	\$35,186,910	\$27,614,286	\$1,290,000
Region Total	\$128,532,678	\$101,315,782	\$1,650,000



Bipartisan Infrastructure Law Update (Continued)

Airport Terminal Program (ATP)/ Federal Contract Tower (FCT) Program

ATP FY 2024 Announcements

- Readiness deadline: June 2024 (all obligated)

LOCID	ADO	Airport	State	Announced Amount
APA	DEN	Centennial Airport	CO	\$8,000,000
BOI	HLN	Boise Airport	ID	\$1,000,000
COS	DEN	Colorado Springs Airport	CO	\$6,000,000
DEN	DEN	Denver International Airport	CO	\$26,600,000
GEG	SEA	Spokane International Airport	WA	\$2,000,000
GPI	HLN	Glacier Park International Airport	MT	\$2,800,000
MSO	HLN	Missoula Airport	MT	\$6,000,000
PDX	SEA	Portland International Airport	OR	\$8,214,286
RDM	SEA	Redmond Municipal Airport	OR	\$7,000,000
SEA	SEA	Seattle-Tacoma International Airport	WA	\$10,400,000
SLC	DEN	Salt Lake City International Airport	UT	\$20,000,000

FCT Program FY 2024 Announcements

- Readiness deadline: October 2024

LOCID	ADO	Airport	State	Announced Amount
EUL	HLN	Caldwell Executive Airport	ID	\$360,000
BDN	SEA	Bend Municipal Airport	OR	\$1,290,000
CYS	DEN	Cheyenne Regional Airport	WY	\$850,000



Bipartisan Infrastructure Law Update (Continued)

ATP/FCT (continued)

ATP FY 2025 Announcements – **announced 10/24/2024**

- Readiness deadline: June 2025

LOCID	ADO	Airport	State	Announced Amount
COS	DEN	Colorado Springs Airport	CO	\$8,000,000
DEN	DEN	Denver International Airport	CO	\$15,000,000
BOI	HLN	Boise Airport	ID	\$9,000,000
IDA	HLN	Idaho Falls Regional Airport	ID	\$2,500,000
BZN	HLN	Bozeman Yellowstone International Airport	MT	\$10,000,000
GPI	HLN	Glacier Park International Airport	MT	\$2,500,000
EUG	SEA	Eugene Airport - Mahlon Sweet Field	OR	\$5,000,000
PDX	SEA	Portland International Airport	OR	\$3,000,000
PVU	DEN	Provo Municipal	UT	\$4,500,000
SLC	DEN	Salt Lake City International Airport	UT	\$15,000,000
PSC	SEA	TRI-CITIES AIRPORT	WA	\$4,000,000
SEA	SEA	Seattle Tacoma International Airport	WA	\$17,500,000
GEG	SEA	Spokane International Airport	WA	\$2,000,000
YKM	SEA	Yakima Air Terminal/McAllister Field	WA	\$1,000,000
RKS	DEN	Southwest Wyoming Regional Airport	WY	\$7,500,000

FCT Program FY 2025 Announcements

- Grant applications under review with announcement anticipated for late November



BIL - AIG Funding Reallocation (AFR) Program

Expiring FY 2022 AIG Funds

- First \$100M to be made available as part of the FY 2026 FCT program (will be a joint Notice of Funding Opportunity(NOFO) up to \$120M versus the standard \$20M NOFO)
- Remaining amount not obligated to be made available under AFR competitive program

AIG Funding Reallocation Program

- Funds available for 1 year (fifth year of original availability) before expiring and return to treasury
- BIL FAQs updated 10/4/2024
 - Q-9: AFR Sponsor Deadlines
 - **May 1** – Deadline for Sponsors to notify FAA of intent to use expiring AIG funds
 - **June 30** – Sponsors must submit an application, based on bids, to the FAA for AIG projects that would use AIG expiring funds
 - **After June 30th** – During Q4, FAA will complete all obligations of expiring funds and start the process of moving unused AIG funds into the competitive programs (FCT and AFR) per the law
 - Q-F5: Federal Share for AFR projects will be the same as AIG grants
 - Reauthorization provision for 95% for non hub and nonprimary airports for grants made in FY 2025 and 2026 applies
 - Given the nature of the competitive program, grants will not be permitted to reimburse costs incurred prior to grant execution (unless considered an approved project formulation cost)



FY 2024 Reauthorization

- FAA Reauthorization 2024, Public Law 118-63 enacted on 5/16/2024
- Authorization expired September 30, 2028
- Reauthorized the FAA (including key programs, authorities, and obligations) through FY 2028 to be funded up to \$4B (\$650M more)
- Changes multiple FAA authorities, obligations, and programs, certain functions of DOT and other government agencies.
- Impacts to airports include safety, planning, engineering, environmental, financial assistance, compliance, and other miscellaneous provisions.
- **Overview of the legislation**
 - 480 sections in the bill:
 - Approximately 75 provisions require leadership by the Office of Airports (ARP)
 - Approximately 55 provisions require ARP involvement or support
 - Many sections modify existing statute, mainly Title 49 U.S.C.
 - 410 pages total (but many have to read along with other statutory text)



FY 2024 Reauthorization (Continued)

Key Changes: Primary Airports

- Enplanement formula changed, but results are similar
- Max is now \$22M (was \$26M)/ Min is now \$1.3M (was \$1M)
- PFC reductions have been reduced. If your reduction was 75%, it will be 60%. If your reduction was 50%, it will be 40%.

Key Changes: Commercial Service (CS) Airports (Airports with more than 2,500 scheduled enplanements)

- Under Reauthorization, these airports are on a “sliding scale” formula for apportionments with calculations still in process with HQ.
- No more state apportionment for CS airports

Key Changes: State Apportionment (SA)

- In addition to the change prohibiting the use of SA at CS airports, the amount of SA will increase
- SA is derived from the non-primary airport formula under 47114(d)
- The overall formula increased from 20% to 25%



FY 2024 Reauthorization (Continued)

Key Changes: Federal Share for Certain Airports

- For FY 2025 and 2026, the Federal share of allowable project costs for grants issued to primary non hub or non-primary airports shall be 95%.
- This also applied to BIL AIG grants.

Key Changes: Terminal Development Cap Increase

- Cap for cumulative (lifetime) discretionary funding for terminal development projects under 4719 at non hub and small hub airports has been raised to \$30M (was \$20M)

Key Changes: Supplemental Program

- Supplemental Program as we know it will go away to be replaced with a new resiliency-based program (“Airport Safety and Resilient Infrastructure Program”) *authorized* at \$200M ‘

Key Changes: Expanded AIP Project Eligibility

- Section 702 introduced expanded AIP project eligibility for power generation and storage, resilience, new cybersecurity standards, fueling systems for unleaded avgas and hydrogen, existing crosswind runways, expanded VALE program, and any project the FAA determines will prove safety.



FY 2024 Reauthorization (Continued)

Key Changes: Exemption from Notice of Funding Opportunities (NOFOs)

- Prohibits use of NOFOs for AIP funds. Going back to well-established use of the NPIAS and ACIP processes for airports to request AIP funding.

Key Changes: Timing of Updated Guidance Documents

- Must issue interim Program Guidance Letters (PGLs) within 1 year for AIP-related changes; seek public comment on new draft AIP Handbook within 2 years; and publish revised AIP Handbook within 3 years, including special Alaska considerations.

Key Changes: Passenger Facility Charge (PFC)

- Section 776 – Makes PFC streamlining permanent but retains the requirement to prescribe regulations. Also directs the FAA to retain and modify the current guidance, as necessary, until a final rule is issued.
- Section 775 - Expands eligibility to include noise barriers at small hubs where noise from new airport development may exceed DNL 55 dB and relocation costs of Federal agencies due to other development that is PFC eligible.

Key Changes: Requirement for Universal Changing Stations

- Beginning in 2030, FAA may not award an AIP grant to a medium or large hub airport unless the airport will install or maintain at least one (1) AIP-eligible private, single use room with a universal changing station.



FY 2025 Appropriation

- House and Senate have based versions funding the AIP to the newly authorized amount of \$4B; however, this is subject to change
 - Many similarities for AIP
 - Supplemental program funding has some variations
- Current Status - Continuing Resolution
 - This is how we have started most of the fiscal years recently.
 - FY 2024 full year appropriations – enacted March 2024
 - FY 2023 full year appropriations – enacted December 2022
 - FY 2022 full year appropriations – enacted March 2022
- What can you do in the meantime?
 - FY23 and 24 Supplemental Projects (Traditional Competitive and CDS)
 - These are appropriated already – no need to wait!
 - The FAA is authorized to issue these grants
 - BIL Funds
 - FY 22-24 AIG Funds currently available
 - FY 2025 AIG funds to be announced mid November and made available
 - FY 2025 ATP projects announced 10/24/2024

