FAA Update for DMA-ADO State Conferences

FY2024

By:

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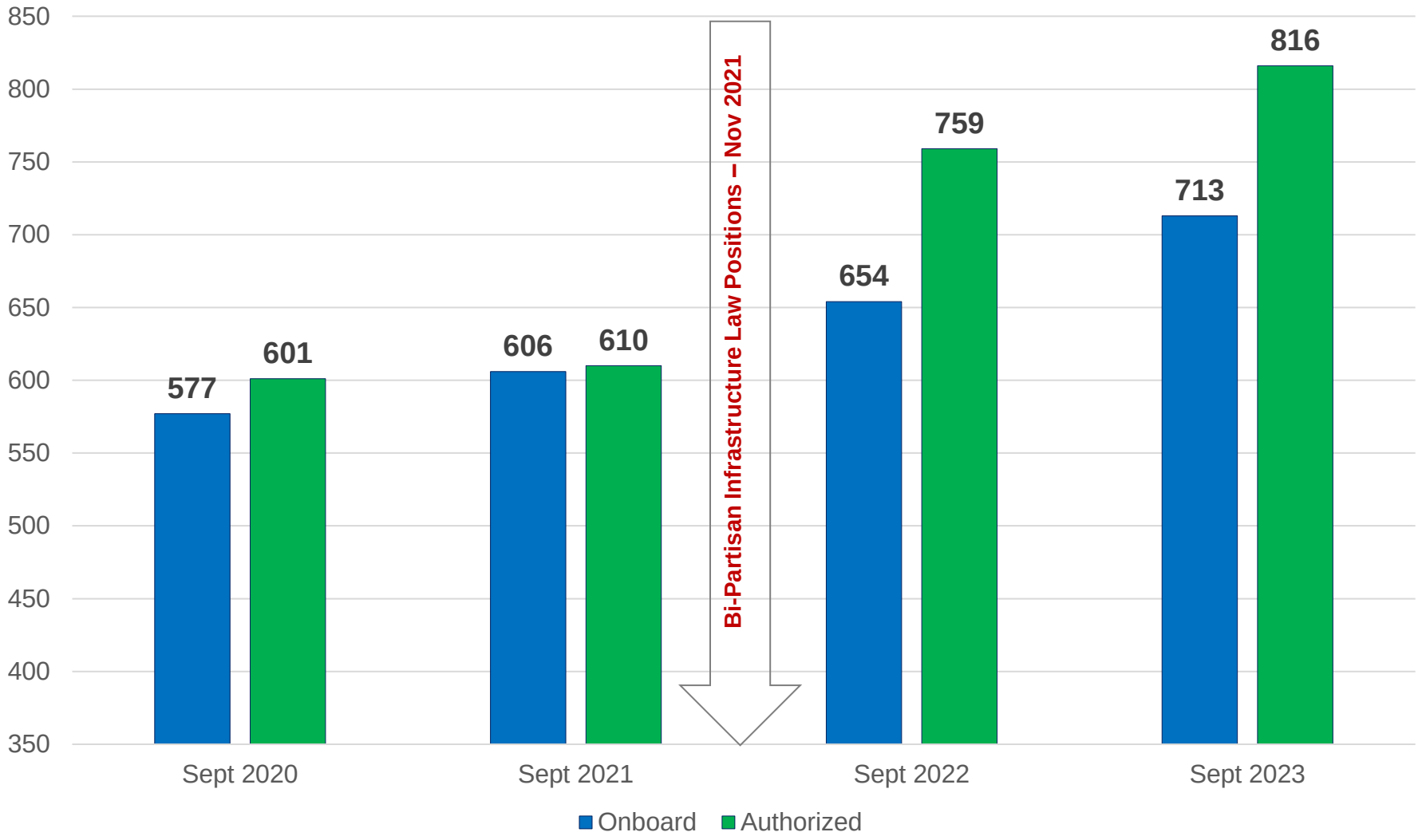
Date: April 10, 2024

FAA Agenda

- ✓DMA-ADO Team
- ✓FAA Legislation
- ✓FY2024 AIP Grant Program
- ✓BIL Funding Updates
- ✓Title VI Introduction

Staffing Numbers – ARP FTEs



ARP Disciplines & Job Functions – 3-Legged Stool

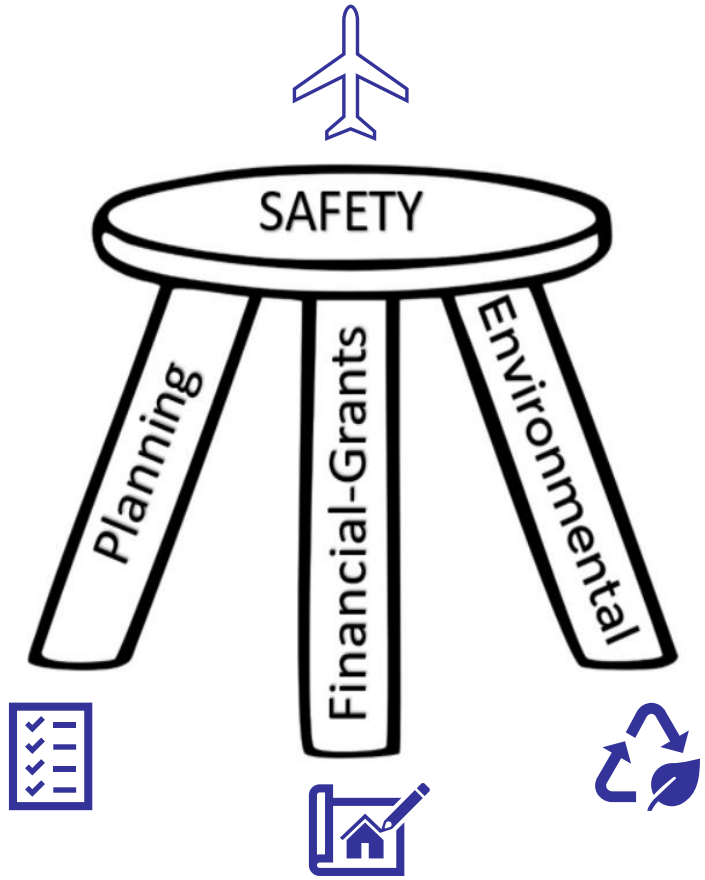
Airport design standards

Part 139 Certification

Airport Safety Data

Airspace Evaluations

Airport Noise



Construction Safety Plans

Land Releases

Airport Compliance

Coordination with other LOBs

PFAS/ARFF

Communication is key – all disciplines need to work together for a sturdy foundation

FAA Current Legislation

Future FAA Funding - Reauthorization

AUTHORIZATION

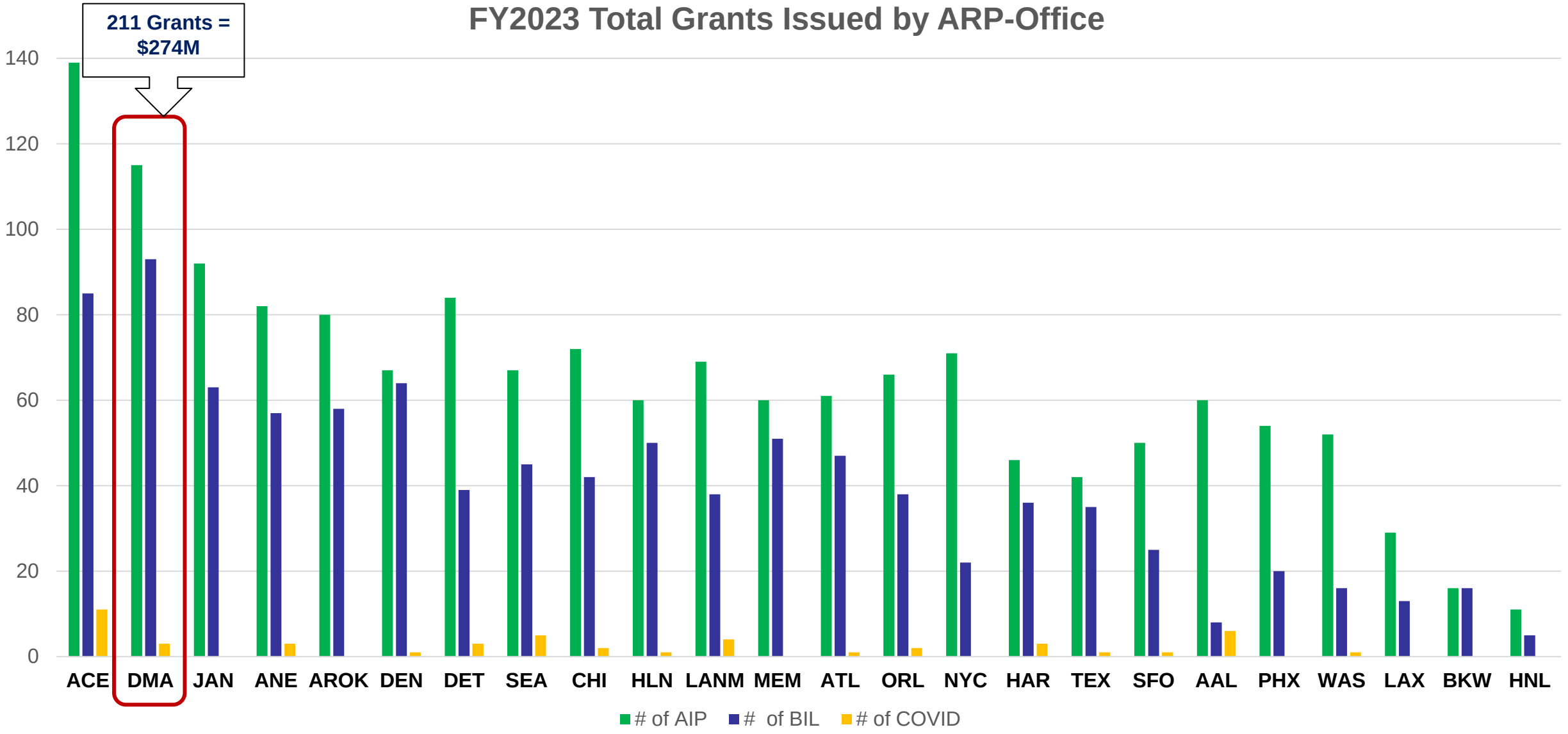
- We operate under Public Law 115-254 (FAA Reauthorization Act of 2018)

- Authorizes $3,350,000 in AIP for the period beginning on October 1, 2018, ended on September 30, 2023 – *extension granted through May 10*

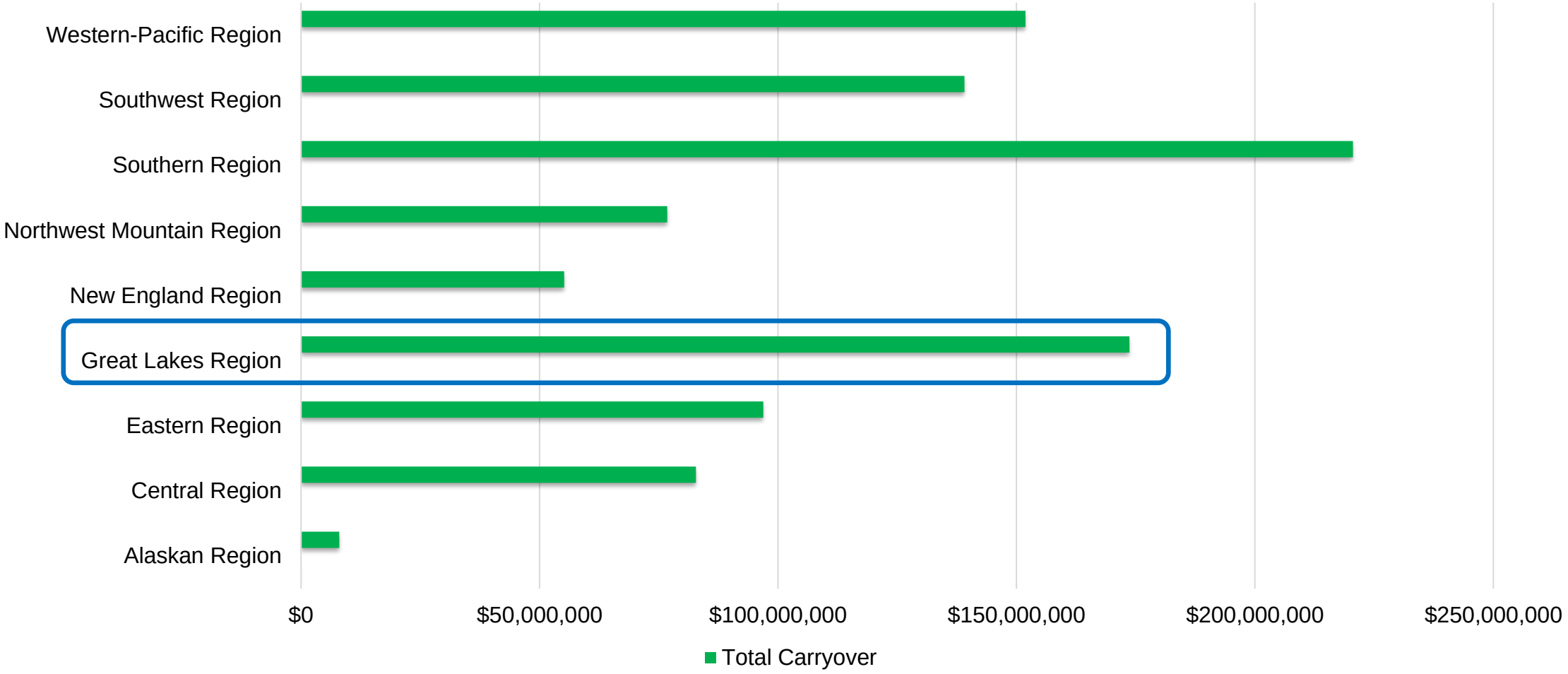
APPROPRIATION

- March 9 – the President signed H.R. 4366, the "Consolidated Appropriations Act, 2024," which provides full-year funding through September 30, 2024

FY2023 Total Grants Issued by ARP-Office



FY23 Grants at a Glance - Carryover



FY2024 Funds

Overview: Airport Grants Success

- Focus on the use of AIP entitlement and anticipated BIL AIG allocations
- Keep your Capital Improvement Program up-to-date to identify options for funding the future of the airport
- Think through questions that you have and review FAA frequently asked questions (FAQs) available online
- Apply for the competitive programs – however, they have been over-subscribed

FAA MONEY

FY2024 Programs

- **Airport Improvement Program (AIP) Grants**
- **BIL (AIG and ATP)**
- **Supplemental (FY18-19-20-21-22-23)**
- **COVID Relief Grants**
  - *CARES Act Grants (PoP FY2024)*
  - CRRSA/ACRGP Grants
  - ARPA Grants

Supplemental FY2023 NOFO

- **On April 1st, the FY2023 FAA Supplemental Discretionary Notice of Funding Opportunity (NOFO) for $269 million was published in the Federal Register Notice.**

- **The Application deadline is May 2, 2024 at 5 pm EDT.**

- **Airports must be ready to execute a grant no later than May 31, 2025.**

- **FAA seeks to fund projects that advance the Departmental priorities of safety, equity, climate and sustainability, and workforce development, job quality, and wealth creation.**

Supplemental FY2023 NOFO (continued)

These are projects should fall into one of the following categories:

- airfield operational resiliency (AOR); sustainable aviation fuel (SAF); and emissions and energy improvements (EE).

This NOFO announces approximately $268,707,225 available

- $235,677,112 will be made available to Large and Medium hub airports
- No single project more than $20 million federal share

- $33,030,113 to Small hub, Nonhub, and NonPrimary airports
- No single project more than $1.5 million federal share

DMA Pre-Applications Received

- AIP & BIL Pre-applications were due to the FAA & States on October 21, 2023

  - **133 AIP Projects**
  - **122 BIL Projects – includes ATP awards**
  - **255 DMA Pre-Applications *(201 eligible Airports)***

- If you are not pursuing a grant, a statement saying that and what you would like to do with your entitlements (**carryover**) – *email is acceptable*

- *If you are planning to **transfer** entitlements– please submit signed forms to PM*

Status of Funding Programs

AIP Funds

- The FAA has a FY2024 full year appropriation for program funding, however, only authorization through May 10. Therefore, we can only partially fund projects at this time ~50% of FY2024 funds.

BIL Allocated Funds

- BIL allocated funds are available at this time.
- If these are standalone projects and will not be combined with an AIP project, please work to bid/apply by June 15, 2024.

Federal Register FY24 AIP Application Dates

On April 3rd, the upcoming deadlines for Airport Improvement Program (AIP) Entitlement Funds for FY2024 was published in the Federal Register.

Important AIP dates:

- **May 20, 2024: Notify the FAA if you will use your FY2024 entitlement funds for an AIP eligible project.**
- **May 20, 2024: The final grant application deadline for entitlement funds only and should be based on bids, not estimates.**
- **June 3, 2024: The FAA will carry over the available entitlement funds that we have not received an application or intent to use (pre-application).**
- **August 5, 2024: The FAA will carryover all remaining available entitlement funds not applied to a FY2024 grant.**

Bipartisan Infrastructure (BIL) Law Update

Bipartisan Infrastructure Law (BIL) Overview

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.

•Managed by the Office of Airports (ROs/ADOs)

BIL - Airport Infrastructure Grants (AIG)

- **$2.89 billion/year over 5 years based on formula distribution**
  - Up to $2.39 billion/year for primary airports based on passenger and cargo volume
  - Up to $500 million/year for non-primary airports based on development cost needs of airports with the same NPIAS role
  - Funds not used within 4 years will be lost and converted to discretionary programs
- **FY22 and FY23 apportionments are available to airports**
- **FY24 apportionments will be made by December 2024**
- **The "best of three" provision only applied to FY22 and FY23. It does not apply for FY24 forward. 85% of the primary airports used the "best of three" provision in FY23 allocations**

BIL AIG Allocated Fund Updates

PRIMARY AIRPORTS: BIL Annual AIG follows AIP - the allocations are based on the previous CY

The "best of" provision that started with FY22 and will continue into FY24

- the FAA uses enplanements from the previous calendar year, or calendar years 2018 or 2019, whichever is highest.

NONPRIMARY AIRPORTS: In a non-NPIAS update year, BIL requires the FAA to use the categories/roles published in the most current NPIAS. The NPIAS is published every other FY.

- **Updated only for airports that were:**
  - newly opened, closed, change to or from primary to nonprimary, or moved in and out of unclassified status.
  - ARP intends to follow the same process in FY 26.

- **The FAQs are updated. www.faa.gov/bil**

BIL AIG Allocations

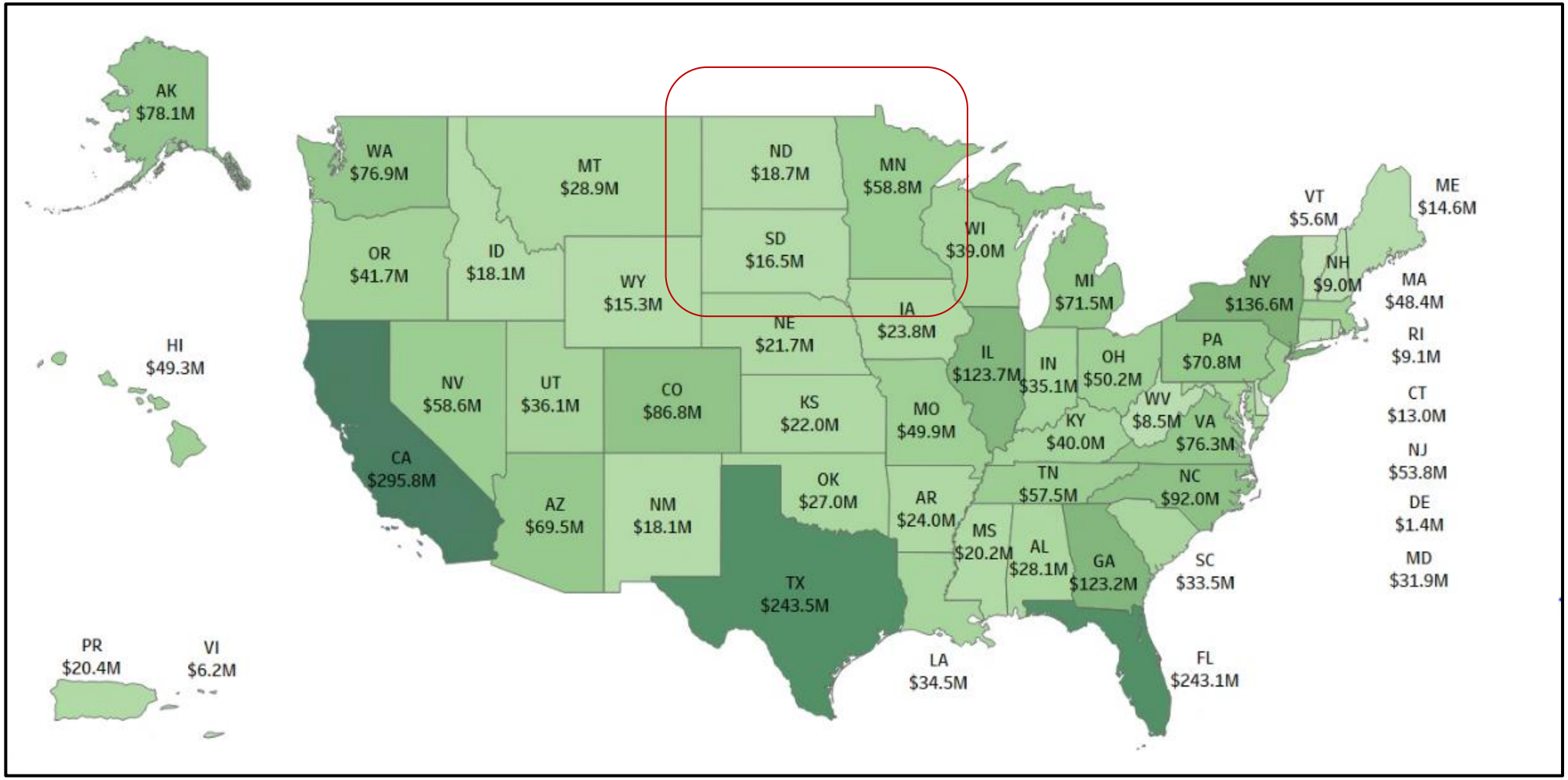
FY24 Allocation Specifics - Nonprimary:

	Airports			Allocations			Change (FY23 to FY24)	
Role	FY22	FY23	FY24	FY22	FY23	FY24	$	%
National	92	101	100	$763,000	$844,000	$851,000	$7,000	0.83%
Regional	471	491	490	$295,000	$292,000	$294,000	$2,000	0.68%
Local	1,215	1,167	1,168	$159,000	$145,000	$144,000	($1,000)	-0.69%
Basic	887	902	907	$110,000	$113,000	$113,000	$0	0.00%
Unclassified	214	212	204	$0	$0	$0	$0	0.00%

FY24 Allocation Specifics - Primary:

	Airports		
Role	FY22	FY23	FY24
Primary	339	383	391
Virtual	71	29	26
Total	410	412	417

FY24 BIL-AIG Funding by State



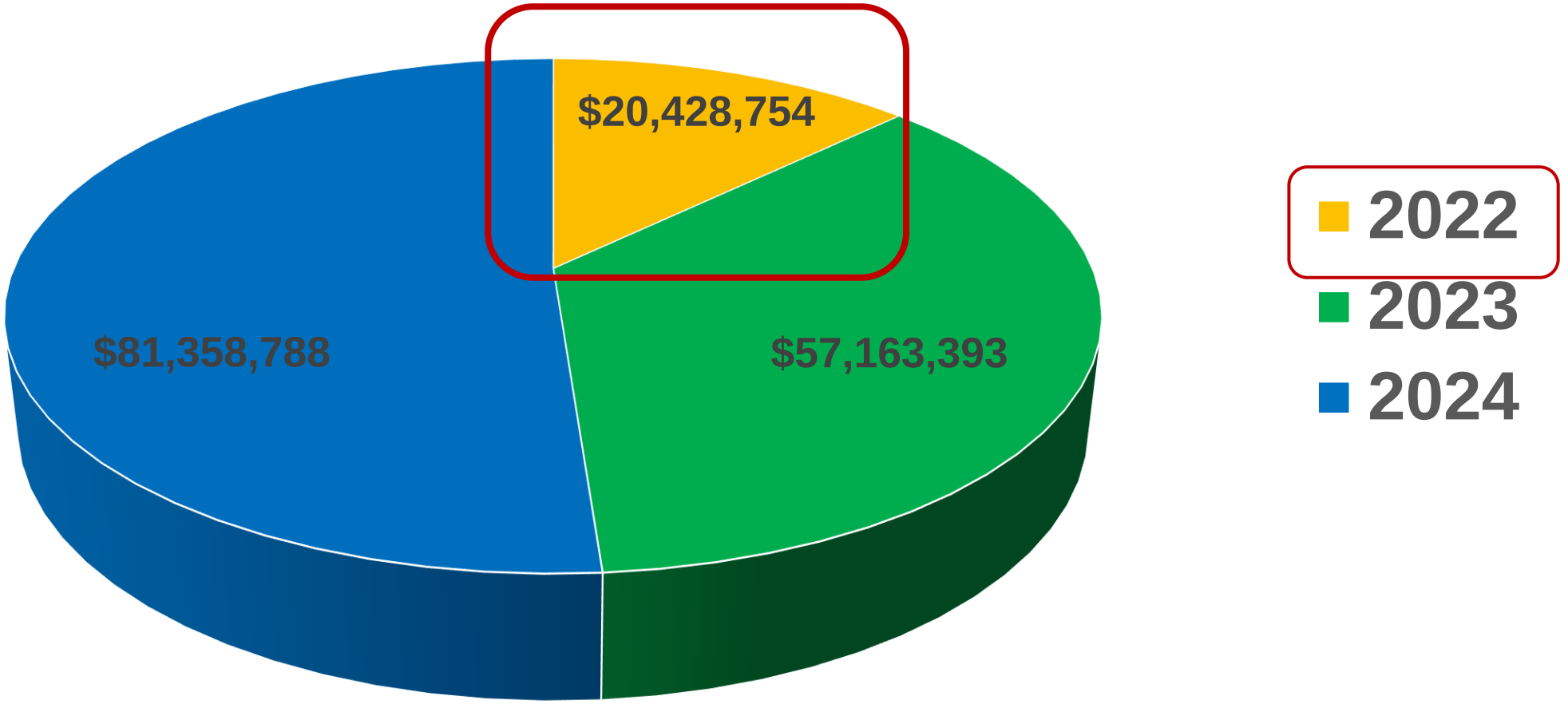
AIG Regional Spending

Data as of 4/01/2024

Region	FY22 Allocation	FY23 Allocation	FY24 Allocation	Program Totals
AL	$80,110,118	$78,051,703	$78,109,258	$236,271,079
CE	$117,976,172	$117,394,009	$115,735,024	$351,105,205
EA	$380,263,413	$379,380,320	$373,762,558	$1,133,406,291
GL	$415,486,045	$413,423,377	$404,486,439	$1,233,395,861
NE	$99,984,051	$99,625,493	$99,600,913	$299,210,457
NM	$303,015,567	$303,797,280	$307,736,848	$914,549,695
SO	$661,307,584	$664,246,132	$673,754,727	$1,999,308,443
SW	$346,073,766	$347,156,017	$353,743,854	$1,046,973,637
WP	$485,679,284	$486,682,669	$482,913,379	$1,455,275,332
National	**$2,889,896,000**	**$2,889,757,000**	**$2,889,843,000**	**$8,669,496,000**
			Obligated	$2,084,973,967
			Unobligated	**$6,584,522,529**

DMA AIG Allocations vs Obligations by Year

DMA AIG Allocations Remaining



Data as of start FY2024

BIL-AIG “ReAllocation”

Any unobligated (*not under grant*) AIG allocated funds at the end of the 4th fiscal year will be moved into a competitive discretionary grant program, provided;

- First $100 million will go toward the BIL FCT Program
- Anything above $100 million will go toward BIL priorities including:
  - Reduce Airport Emissions
  - Reduce Dependency on the Electric Grid
  - Reduce Noise Impact on the Surrounding Community
  - Provide General Benefits to the Surrounding Community

FY funds are first made available:	Funds must be obligated (under grant) by:	Any unobligated funds must be obligated (under grant) as competitive grants in:
2022	September 30, 2025	FY 2026
2023	September 30, 2026	FY 2027
2024	September 30, 2027	FY 2028
2025	September 30, 2028	FY 2029
2026	September 30, 2029	FY 2030

JUNE OBLIGATION*

AIRPORT TERMINAL PROGRAM

FUNDED BY THE BIPARTISAN INFRASTRUCTURE LAW

INVESTING IN AMERICA

FEDERAL AVIATION ADMINISTRATION

BIL – Airport Terminals (ATP)

•AIRPORT TERMINALS

$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

So long as the competitive application process for the Airport Terminal Program (ATP) is oversubscribed, consider competing for funding is a long shot

ATP Selection Overview

- **Selection Criteria:**
  - Improve airfield safety through terminal relocation
  - Replacing aging facilities
  - Increase capacity and passenger access
  - Encourage competition
  - Improve Energy Efficiency (including LEED accreditation)
  - Expand access for persons with disabilities
  - Improving airport access for historically disadvantaged populations
- **Other considerations:**
  - Project is justified and can be quickly put under award (FY24 - June 2024)
  - Project creates good paying jobs
  - Project advances White House priorities and Executive Orders
  - Funding will complete a project or the project has already received a partial award

ATP Selection Overview - Continued

- **Tower projects have an additional four selection criteria:**
  - Impact on the National Airspace System
  - Age of facility
  - Operational constraints
  - Nonstandard facility conditions
- **ATO is consulted on evaluation of tower project applications**

FY 2024 ATP Applications*

636 total applications for about $7.7 billion in projects received by October 16 at 5pm ET deadline

- Includes 44 applications for tower projects

Application by airport type:

HUB SIZE	AIRPORTS w/APPS	# APPS SUBMITTED	FUNDING REQUESTS
Large Hubs	26	62	$3,064,954,056
Med Hubs	28	42	$1,609,630,113
Small Hubs	56	72	$1,049,923,635
Nonhub/Nonprimary	421	460	$1,971,799,362
National	**531**	**636**	**$7,696,307,166**

GREAT LAKES REGION

94 Applications = $1.1B

DMA-ADO

24 Applications = $320.6M

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

ATP Status and Results

FY22:

- Selected 91 projects at 85 airports totaling $968.6 million in funding
- 658 applications received requesting $14.0 billion

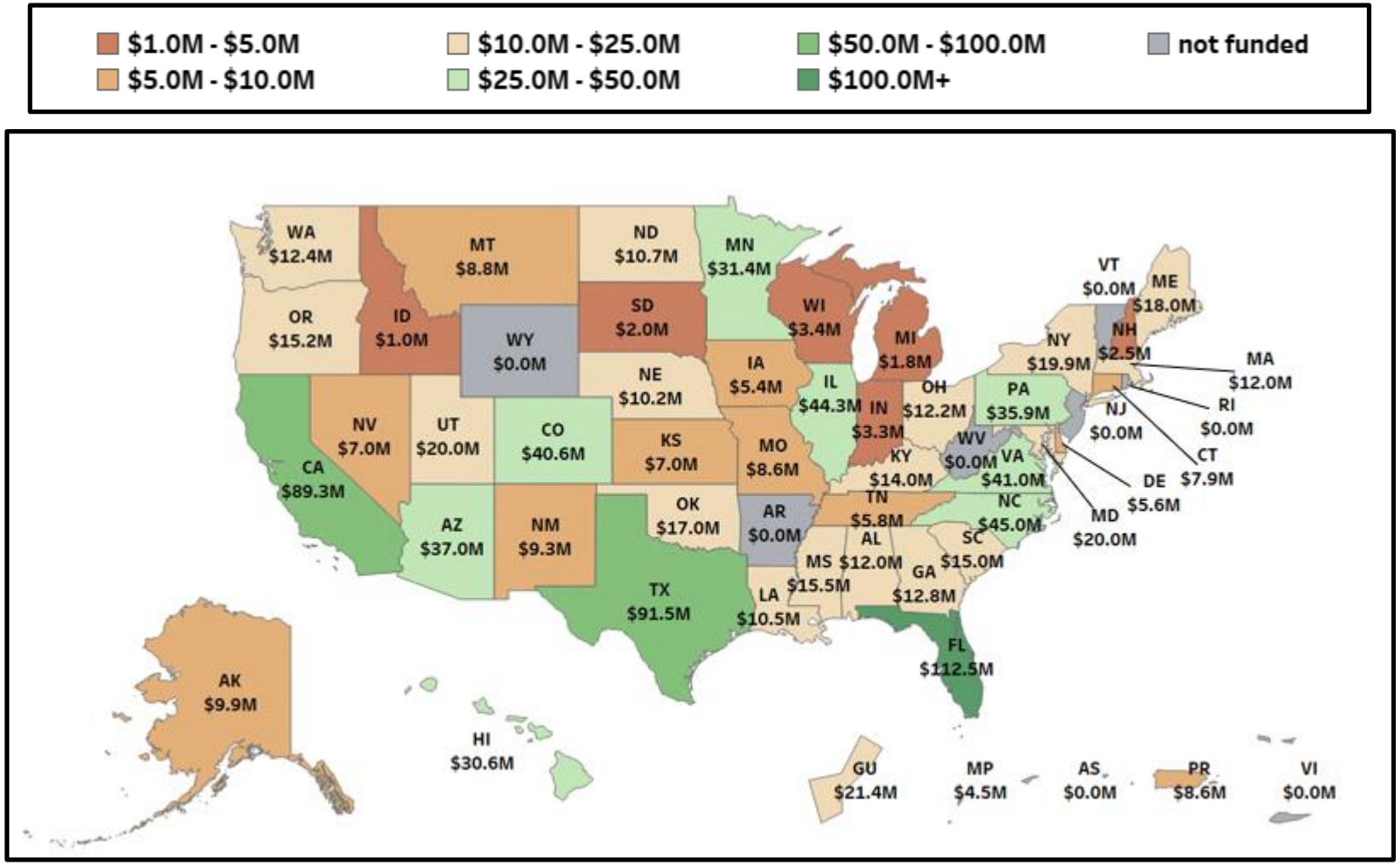
FY23:

- Selected 104 projects at 99 airports totaling $967.4 million in funding
- 658 applications received requesting $9.6 billion

FY24:

- Selected 118 projects at 114 airports totaling $970.0 million in funding.
- 636 applications received requesting $7.7 billion

FY24 ATP Funding by State



Tips for a successful ATP application

- **FILL OUT EVERY SECTION**
- **Submit application early to avoid last minute technical difficulties**
- **Confirm project is eligible and justified**
- **Have a detailed and complete financial plan**
- **Write to each criteria and provide details how the project achieves each criteria**
- **Make sure narratives are clear and concise**
- **Digitally sign the application**
- **Be ready to take a grant based on bids or negotiated price by the deadline in the NOFO**
- **Work with your ADO throughout the year on planned projects**

Title VI & DBE at a Glance

Title VI Compliance

- DOT Order 1000.12C requires the FAA to confirm each airport sponsor's probable compliance with nondiscrimination requirements before an award of an FAA grant. As a result, all Hub Commercial Service Airports will be required to have a Title VI compliance checklist, Title VI Plan and a Community Participation Plan that are approved by the FAA.

- All Airport sponsors were notified of this upcoming requirement in the attached letter from August 2022. This is part of a multi-year roll out starting with the Hub Commercial Service Airports then to GAs.

- Prior to a FY2024 grant award all Hub Commercial Service Airports must submit a checklist as part of your grant application to the ADO.

- For FY2024, all Non-Hub Commercial Service Airports are required to submit an airport Title VI Plan, which is due by December 31, 2024. The plans should be submitted to ACR-4-TItleVI@faa.gov

- The creation of Title VI Plans would be an eligible AIP/BIL grant item as project formulation, but not as a standalone grant.

Important Deadlines For Sponsors
Title VI Team - “Dear Airport Sponsors” Letter

- **Issued: August 12, 2022 and October 17, 2023**
- Notification of DOT Order 1000.12C (June 11, 2021)
- Reminder of Title VI and related nondiscrimination obligations
- Includes “Tentative” FAA Implementation Schedule

Airport Type	Schedule
Large and Medium Hub Airports	FY 2023
Small and Non-Hub Airports	FY 2024
Block Grant States and smaller commercial service/reliever airports	FY 2025
General Aviation Airports	FY 2025

Title VI Resources

- ***Checklist:*** **Prior to grant award all Hub Commercial Service Airports must submit a checklist annually. The checklist is available at https://www.faa.gov/about/office_org/headquarters_offices/acr/airport-nondiscrimination-compliance-title-vi-lep-ej/pre-grant-award-checklist**

- ***Plan Template:*** Airport Title VI Plans must use the attached FAA Title VI Plan template, which is also currently available in the FAA Civil Rights Connect System (under Title VI Doc Vault) and on the Title VI page on the FAA civil rights website (https://www.faa.gov/about/office_org/headquarters_offices/acr/airport-nondiscrimination-compliance-title-vi-lep-ej).

- ***Training:*** **A training presentation was recorded and posted on the FAA Civil Rights Connect System. The presentation recording can be accessed through the main page (https://faa.civilrightsconnect.com/FAA/login.asp), following the attached instructions.**

Questions?

Please do not hesitate to reach out to me or any of our DMA Team!

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