

General Aviation Project Guidance by Fund Type

Fund Type – Federal or State	Federal						State			
	NPE	AIG	APP	DISC	SUPP	ATP	State Aid	STIP	ED	Safety Enhancement
Requires Application from airport (Federal funds may require FAA Form 5100-100 from airport)	No, requires ACIP plan to collect	Yes, to DOA. FAA to review & announce	No, DOA must submit annual proposal	No, DOA must submit annual proposal	Yes, to FAA. Another application required if announced.	Yes to FAA. Another application required if announced.	No	No, requires entries every 2 yrs.	Yes, to DOA. ITRE to review.	No
Requires Board of Transportation approval	No	No	No, BOT announcement	No, BOT announcement	No, BOT announcement	No, BOT announcement	Yes, BOT ITEM I	Yes, BOT ITEM K per phase of work	Yes, BOT ITEM I	Yes, BOT ITEM I
Requires Minority goal (Disadvantaged or Minority- or Women-owned Business Enterprise)	Yes, DBE if spending over \$250K in one year	Yes, DBE if spending over \$250K in one year	Yes DBE	Yes DBE	Yes DBE	Yes DBE	Yes, M/WBE if not combined with Federal funds	Yes. M/WBE	Yes, M/WBE	Yes, depending on type of funds it is matching
Requires Scope review	Yes, after award	Yes, before Application	Yes, before award	Yes, before award	Yes, before award	Yes, before award	Yes, after award	Yes, before award	Yes, before award	N/A
Approval of National Environmental Policy Act (NEPA) documentation	DOA	DOA	DOA	DOA comment, FAA approval year prior to award	DOA comment, FAA approval	DOA comment, FAA approval	DOA	DOA	DOA	N/A
Requires Independent Fee Estimate or Assessment (IFE/IFA)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A
Professional Services can be reimbursed before land is acquired	No	No	No	No	No	No	Yes	Yes	N/A	N/A
Can pay for standalone utility work	No	No	No	No	No	No	Yes	No	Yes	If matching state aid
Can pay for work after completion	Yes, if followed FAA rules	Yes, if followed FAA rules	Yes, if followed FAA rules	Yes, if followed FAA rules	Yes, if followed FAA rules	Yes, if followed FAA rules	Yes, if followed state rules	No	No	Yes
Has expiration to track	Yes, four years from award	Yes, 3 years from announcement and 4 years from award	Yes, four years from award	Yes, four years from award	Yes, four years from award	Yes, four years from award	No, can be deemed inactive after 18 months of no billings	No, can be deemed inactive after 18 months of no billings	No, can be deemed inactive after 18 months of no billings	N/A
Requires local match (FAA to be 5% match in 2025 and 2026)	Yes, typically 10%. Green airports may be eligible for safety match	Yes, typically 10%. Green airports eligible for safety match	Yes, typically 10%. Green airports eligible for safety match	Yes, typically 10%. Green airports eligible for safety match	Yes, per announcement. Green airports eligible for safety match	Yes. 5% plus ineligible proration amount.	Yes, 10%. Green airports may be eligible for safety match	No, local contribution can increase scoring. Must be confirmed at time of award.	No match. Local contribution is considered in the application	N/A
Eligibility	AIP Handbook & on ALP	AIP Handbook, Passenger Facility Charge (PFC) eligibility & on ALP	AIP Handbook & on ALP	AIP Handbook & on ALP	Based on meeting application criteria, AIP Handbook & on ALP	Based on meeting application criteria, AIP Handbook, & on ALP	PGH Handbook, System Plan Goals & on ALP	SPOT definition & on ALP	Based on meeting application criteria & on ALP	Safety Projects for green airports & on ALP
Can utilize Safety Enhancement (Green airports only)	Yes	Yes	Yes	Yes	Yes	Yes, if safety concern. EX: Asbestos	Yes	No	No	N/A
Has funding limitations	Costs over \$25K, if less need justification	Costs over \$25K, if less need justification	Typically, \$5.5M/yr.	Typically, \$6.2M/yr.	Unknown	Cap of \$2M for General Aviation, investment based on proration	Based on budget & cost increase memo	\$18.5M/yr. for General Aviation. Tracked by grants team	Based on meeting application criteria	Cannot exceed 20% of State Aid budget
Requires prioritization by DOA	No	No	Yes	Yes	No	No	Yes	Biennial Scoring	No	No
Can pay for hangars (see eligibility)	If safety needs are met. Lose 3 yrs. of DISC eligibility	Yes	No	No	No	No	Yes, if needed to meet System plan goals & prioritized	Yes	Typically, sitework only	Depending on funds it is matching
Can pay for terminals (see eligibility)	Yes, at prorated amount	Yes, at prorated amount	No	No	No	Yes, at prorated amount	Yes at 50% of System plan square footage and rate	Yes	No	Depends on safety determination
Can pay for Fuel farms – new, replace, or expand (see eligibility)	Depends on previous use of federal funds. See AIP handbook	Depends on previous use of federal funds. See AIP handbook	No	Lose 3 years of eligibility for Discretionary funds if NPE is used	No	No	Yes, if prioritized. Safety issues rank higher. Expansion must be justified.	Yes	No	Depending on safety determination
Bidding timeline	Prior to grant/amendment	During application process	Before award	Before award	Before award	By deadline set with each year of funding	Within 120 days of award	Within 120 days of award	After award	Depends on type of funds it is matching

\*This is general guidance and is subject to modifications. All federal, state, and local laws apply and would override any variance with this document.

Key:

DOA – Division of Aviation	NPE – Non-Primary Entitlement	AIG – Airport Infrastructure Grant	APP – Apportionment	DISC - Discretionary	ACIP – Airport Capital Imp. Plan	ALP – Airport Layout Plan
ITRE – Inst. for Trans. Research & Edu.	SUPP – Supplemental Discretionary	ATP – Airport Terminal Program	STIP – State Transportation Imp. Program	ED – Economic Development	AIP – Airport Imp. Program	BOT – Board of Transportation