

	Federal Funding*						State Funding**				
	NPE	APP	DISC	Supp DISC	CARES/CRRSA/ARPA	IIJA/BIL	State Aid	Safety Enhancement Match (10% funds)	Economic Development	STIP (100% funds)	Directed Funds (100% funds)
WBS starts with 36237	X	X	X	X	X	X					
WBS starts with 36244							X	X	X		X
WBS starts with 4										X	
Requires NCDOT BOT Approval		X					X	X	X	X	
Expires 4 years from NCDOT/FAA agreement	X	X	X	X	X	X					
Expires 2 years from NCDOT Award Letter							X	X	X	X	
AV101, AV102, AV103 Checklists	X	X	X	X		X	X	X	X	X	
AV108, AV109 Checklists											X
AIP Handbook governs eligibility	X	X	X								
Special Conditions apply	X	X	X			X					

*GA airports only

** CS and GA airports

FEDERAL FUNDS *As a block grant state, we have a memorandum of agreement to manage AIP funds for GA airports in NC.*

1. Non-Primary Entitlement (NPE)

- a. Annually available to GA NPIAS airports that are not deemed unclassified by ASSET.
- b. Typically \$150,000 of federal funds requires 10% local match (\$16,666)
- c. Contact APM to request the use of funds.
 - i. Project must be scoped/cost identified before a Request for Aid is generated.
 - ii. NCDOT BOT approval is required ONLY if Safety Enhancement Funds are needed.
- d. Project must be \$25K or more to use (unless supplementing existing federal grant at 100% funding)
- e. Airports can defer or “bank” funds for up to 4 years.
 - i. Must collect in year four or lose one year of funds.
 - ii. Expiration of funds starts with the year collected.
- f. Special conditions apply to each year of funds and may require documentation depending on the project proposed.
- g. Can be transferred between sponsors with documentation to NCDOA.
- h. FY 2023 – must have a project identified and ready to start to collect.
- i. Can be combined with other federal funds.
- j. Must contribute at least one year toward an awarded Discretionary project.
- k. Use on revenue-generating projects prevents eligibility for Discretionary or Supplemental funds for 3 years.

2. Apportionment (APP)

- a. Only awarded to GA airports through NCDOA.
- b. Typically around \$6M of federal funds for NCDOA prioritization
- c. Award of funds requires NCDOT BOT approval – APM contacts the airport to confirm project status prior to submission.
- d. NCDOA tends to fund projects prioritized on the Discretionary list that the FAA does not pick up.
- e. New criteria requiring NCDOA to contribute APP funds towards Discretionary projects
- f. Special conditions apply to each year of funds and may require documentation depending on the project proposed.
- g. NCDOA can use the remaining project funds toward another eligible project.
- h. Can be combined with NPE/DISC

3. Discretionary (DISC)

- a. NCDOA submits a four-year list annually, only for GA airports. CS airports work directly with FAA.
- b. FAA picks one top project for funding each year and awards to NCDOA based on airport estimate.
- c. Environmental documentation must be completed and approved by ADO one year prior to funding.
- d. Design must be completed in time to bid for funding distribution (typically March – June)
- e. Funds not used on the assigned project must be returned to FAA.
- f. Can be combined with NPE/APP

4. Supplementary Discretionary

- a. Airports apply directly to the FAA.
- b. ADO asks NCDOA for input on GA airports.
- c. Headquarters announces project, ADO awards to NCDOA based on GA airport application.
- d. Environmental and design do not have to be complete at the time of award.

5. CARES/CRRSA/ARPA (*not AIP funds – awarded administration funds*)
 - a. Coronavirus Relief funds through FAA as assigned amounts.
 - b. NCDOA only manages for GA NPIAS airports that are not designated as unclassified by ASSET.
 - c. Expenses to be Operational or Capital approved by FAA headquarters.
 - d. Some funds are issued as direct awards, and some are issued as matching funds to NPE/APP/DISC.
 - e. NCDOT BOT approval is only required on Apportionment funds/match.
 - f. Requirements sent out in statewide emails.
 - g. No RFA required, NCDOA created WBS and delivered to applicable airports. Each year of funding is added to the same WBS.
 - h. Funds not transferable
 - i. Funds must be tracked separately by NCDOA.
6. Infrastructure Investment and Jobs Act (IIJA) (*not AIP funds – not awarded administration funds*)
 - a. Created three types of funds to be issued each year for 5 years.
 - b. Airport Infrastructure Grant (AIG) – amounts determined by FAA.
 1. PFC rules determine eligibility of use
 2. Funds must have executed contract or be advertised to bid in order to request funding through an application to the FAA.
 - a. FAA Application process ~45 days, then execution with FAA/DOA, then grant application to the airport.
 - b. Each application expires after 4 years from the agreement with FAA/DOA and must be tracked individually.
 - c. Funding is only awarded for contract or bid amount, additional application is required for any CO or scope changes.
 3. Airport Terminals Program (ATP) – awards determined through annual application to FAA
 - a. NC awards to GA airports awarded through NCDOA to manage, track, and closeout
 - b. RFA and payment claims will follow AV101, AV102, & AV103
 4. AIG FAA Contract Tower (FCT) Competitive Program – awards determined through annual application to FAA
 - a. NC awards to GA airports awarded through NCDOA to manage, track, and closeout
 - b. RFA and payment claims will follow AV101, AV102, & AV103 checklists

STATE FUNDS

1. State Aid –
 - a. Funds typically available to GA airports
 - b. Requires NCDOT BOT approval – developed through coordination with APM/Sponsor
 - c. Typically funded as 90 state/10 local.
 - d. Prioritized by NCDOA annually based on available budget.
 - e. Award requires RFA submission within 120 days or written request for extension with reasons why delayed.
 - f. NCDOT looks to close grants with no billings after 18 months – must submit reason for delays to request to keep funds.
2. Safety Enhancement Match – state funds that can be used as a local match toward safety projects at green airports
 - a. Funds only available to GA airports
 - b. This is matching funds so the WBS will match the primary funds (fed/state)
 - c. Additional info is available on the State Aid website via a document titled [Aviation Funding Safety Enhancement Program](#)
3. Economic Development funds –
 - a. Funds only available to GA airports
 - b. Requires NCDOT BOT approval – developed through coordination with APM/Sponsor
 - c. Typically awarded as 100% state funds to supplement local/private investments.
 - d. Airport submits application.
 - e. ITRE/NCDOA completes Return on Investment (ROI) review and Qualitative Assessment for approval.
 - f. APM manages project expenditures & concerns from award to closeout.
 - g. Follow-up assessments and reporting by DoA
 - h. NCDOT looks to close grants with no billings after 18 months – must submit reason for delays to request to keep funds
4. STIP –
 - a. Funds available to both CS and GA airports
 - b. 100% state funds that are programmed through the SPOT process every 2 years.
 - c. Scored projects are scheduled over a ten-year period and only the first 6 years are considered programmed for funding.
 - d. Costs must be updated annually until the funding is awarded.
 - e. SPOT assigns schedule for funding within the 10 years
 - i. If the schedule changes, the airport must notify the APM.
 - ii. APM submits a schedule change to the NCDOT BOT to amend the STIP.
 - f. Each phase of work requires NCDOT BOT approval request for funding –developed through coordination with APM/Sponsor
 - i. Each project may be phased into four WBS elements:
 1. WBS will start with a 4 and end in 1.1 for design and environmental
 2. WBS will start with a 4 and end in 2.1 for land acquisition expenses
 3. WBS will start with a 4 and end in 3.1 for construction/CA/RPR expenses
 4. WBS will start with a 4 and end in 4.1 for mitigation fees
 5. Any project that requires 2 separate projects (EX: road relocation prior to runway extension) must be phased which may result in WBS ending in 1.2, 2.2, 3.2
 - g. NCDOT looks to close grants with no billings after 18 months – must submit reason for delays to request to keep funds.

4. Directed Funds –

a. Four types: NCAIP, GAL, SCIF, TRDF

i. NCAIP – funding appropriations to the Commercial Service airports. Distribution formula in the law. Funds are only available to CS airports.

ii. GAL – General Aviation Legislative funds appropriated to individual airports for projects with costs determined between the airport and political representative. Funds are only available to GA airports.

iii. SCIF – State Capital Infrastructure Funds appropriated through the Office of State Budget Management to individual airports for projects with costs determined between the airport and political representative. NCDOA must disperse, monitor, and close per MOA with OSBM. Available to both CS and GA airports.

iv. TRDF - Transportation Reserve Directed Funds – Available to both CS and GA airports.

b. Funding identified in the annual state budget – no NCDOT BOT approval required.

c. Funds may be dispersed quarterly or annually depending on the legislation