



## NCDOT Reference on Collection of FAA AIG funds

The Bipartisan Infrastructure Law authorized the Federal Aviation Administration (FAA) to provide tiered Airport Infrastructure Grants (AIG) for public airports for each of five years. As a FAA block grant administrator, NCDOT applies to FAA for AIG funds on behalf of North Carolina general aviation airports and manages distribution, tracking and reporting.

NCDOT recommends that airports plan and apply for their AIG funds within three years of their availability to prevent the possibility of expiration (*see table below*). Once collected, AIG funds must be spent within four years.

Federal fiscal year (Oct-Sep) funds are made available	Date funds must be requested from NCDOT	Date NCDOT must submit application to FAA ADO	Date funds must be obligated (NCDOT under grant with FAA)
FFY 2022	April 10, 2025	June 15, 2025	September 30, 2025
FFY 2023	April 10, 2026	June 15, 2026	September 30, 2026
FFY 2024	April 10, 2027	June 15, 2027	September 30, 2027
FFY 2025	April 10, 2028	June 15, 2028	September 30, 2028
FFY 2026	April 10, 2029	June 15, 2029	September 30, 2029

Here are general guidelines for collecting and expending AIG funds.

As of January 1, 2025, FAA has announced four years of AIG funds for each general aviation airports that is not deemed “unclassified.”

- **Airports may request AIG funds** from NCDOT Aviation any time after FAA announces they are available. AIG funds expire and must obligated within four years.
- **AIG grants may not be extended or swapped**, as AIP funds allow. Unused funds are automatically rolled into other FAA program funds if they are not obligated by the deadline.
- **AIG projects must meet Airport Improvement Program eligibility and/or Passenger Facility Charge eligibility** (*Consult your engineer of record for eligibility determinations*).

**To collect AIG funds**, airports must contact their airport project manager (APM) and include one or more of the following documents with the requested funding amount:

- **For Professional Services:** Reviewed/ approved and executed Work Authorization, with completed Independent Fee Estimate.
- **For Professional Services:** NEPA must be complete to advance design. FAA requires determination dates with the application for design funding.

- **For Construction:** Final construction estimate that is being advertised (only bid amount will be awarded by FAA).
- **For Land Acquisition:** Final draft closing document.

The FAA Airports District Office (ADO) reviews AIG applications and may require APMs to request other pertinent information (budgets, exhibits, etc.). FAA can decline applications if airports do not have clear approaches or documented plans to address obstructions.

Because FAA’s ADO does not allow NCDOT to submit applications monthly, NCDOT groups funding requests as they are approved and submits them as FAA allows. Based on previous years, FAA does not accept applications between July and October.

**Airports are encouraged to request funds as soon as they are available** and not wait until the last minute. FAA process of review by the ADO and submission to FAA headquarters for review and funding announcement can take months.



## DIVISION OF AVIATION

FAA requires NCDOT to report on airports' plans to use AIG funds in the annual Airports Capital Improvement Plan (ACIP). NCDOT sent airports a form to report their plans each year. *NOTE: This is not an application or request for funds.*

**AIG is not the same as NPE.** Airports get different funding amounts, and the funding amounts are for a specific year. Funds cannot be transferred between airports. Approved AIG projects are airport specific and project specific.

**Learn more on the FAA's BIL FAQ webpage, [www.faa.gov/bil](http://www.faa.gov/bil)**

### Q&A with FAA

- 1. If a project has been approved by FAA for AIG use, but the project is no longer needed by the Airport, how do we proceed?** If FAA has granted NCDOA an AIG grant to a specific airport and NCDOA granted a subgrant to that airport, we would close out that grant and recover the funds to be used on a future grant. If the funding has expired (FY22 funds expire in 2025), we would recover the funds and the airport would no longer have access to that year's AIG funds and they would be converted to FCT funds. If an AIG grant contains multiple projects, recovery of funds may take longer.
- 2. If we do not use all of the AIG funding allocated towards a project, what happens to the funding?** If the funding has expired, we will close the grant and recover the funds and convert them to FCT funds to be used at another airport. If the funds have not expired, we can close the grant, FAA recovers the funds, and sponsor will re-apply for them on another AIG grant at the same airport.
- 3. Are options available to swap AIG fiscal year funding from one project to another to ensure the oldest funding is spent first?** No swapping allowed. FAA will program the oldest AIG funds first (Block Grant A is 2022, Block Grant B is 2023, Block Grant C is 2024, etc.) when the applications come in. FAA notes which year funds are being programmed on the grant to NCDOA. *Those funds need to stay on that airport for that project.* Grant extensions will not be permitted for the AIG program.