

Project Requirements by Reimbursement Fund Type

	NPE	AIG	APP	DISC	SUPP	ATP	State Aid	STIP	ED	Safety Enhancement Program
Fund Type	Federal	Federal	Federal	Federal	Federal	Federal	State	State	State	State
Requires Application 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 BOT approval	No	No	No, BOT announce ment	No, BOT announce ment	No, BOT announce ment	No, BOT announce ment	Yes, ITEM I	Yes, ITEM K per phase of work	Yes, ITEM I	Yes, ITEM I
Requires Minority goal (DBE or M/WBE)	DBE if spending over \$250K in one year	DBE if spending over \$250K in one year	DBE	DBE	DBE	DBE	M/WBE	M/WBE	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 NEPA	DOA	DOA	DOA	DOA comment, FAA appr. year prior to award	DOA comment, FAA approval	DOA comment, FAA approval	DOA	DOA	DOA	N/A
Requires IFE/IFA for PE services	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A
Can pay for land costs as work proceeds	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

Key:

NPE – Non-Primary Entitlement	AIG – Airport Improvement Grant	APP – Apportionment	DISC - Discretionary
SUPP – Supplemental Discretionary	ATP – Airport Terminal Program	STIP – State Transportation Improvement Program	ED – Economic Development

Project Requirements by Reimbursement Fund Type

	NPE	AIG	APP	DISC	SUPP	ATP	State Aid	STIP	ED	Safety Enhancement Program
Fund Type	Federal	Federal	Federal	Federal	Federal	Federal	State	State	State	State
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, three years from announcement and four 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 16 mos of no billings	No, can be deemed inactive after 16 months of no billings	No, can be deemed inactive after 16 months of no billings	N/A
Requires local match <i>(FAA to be 5% match in 2025 and forward)</i>	Yes, 10% unless 2020 or 2021. Green airports may be eligible for safety match	Yes. Green airports eligible for safety match	Yes, 10% unless 2020 or 2021. Green airports eligible for safety match	Yes, 10% unless 2020 or 2021. Green airports eligible for safety match	Yes, 10% unless 2020 or 2021. 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 SPOT scoring. Must be considered in future awards.	No match. Local contribution is considered in the application	N/A
Eligibility	AIP Handbook & on ALP	AIP Handbook & 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	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	N/A
Has funding limitations	Costs over \$25K, if less need	Costs over \$25K, if less need	Typically, \$5.5M/yr.	Typically, \$6.2M/yr.	Unknown	ATP cap of \$2M per project for GA,	Based on budget & cost	\$18.5M/yr. for GA airports. Tracked by	Based on award	Cannot exceed 20% of

Key:

NPE – Non-Primary Entitlement	AIG – Airport Improvement Grant	APP – Apportionment	DISC - Discretionary
SUPP – Supplemental Discretionary	ATP – Airport Terminal Program	STIP – State Transportation Improvement Program	ED – Economic Development

Project Requirements by Reimbursement Fund Type

	NPE	AIG	APP	DISC	SUPP	ATP	State Aid	STIP	ED	Safety Enhancement Program
Fund Type	Federal	Federal	Federal	Federal	Federal	Federal	State	State	State	State
	justification	justification				investment based on proration	<i>increase memo</i>	grants team		State Aid budget
Requires prioritization by DOA	No	No	Yes	Yes	No	No	Yes	Scoring every two years	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	<i>Typically,</i> 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 SF and rate	Yes	No	Depends on safety determination
Can pay for Fuel farms – new, replace, or expand (see eligibility)	Depends on prev. use of federal funds. See AIP handbook	Depends on prev. use of federal funds. See AIP handbook	No	Lose three yrs of eligibility for DISC 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 award/amendment	During application process	<i>Before</i> award	<i>Before</i> award	Before award	By deadline set with each year of funding	Within 90 days of award	Within 90 days of award	After award	Depending on type of funds it is matching

Key:

NPE – Non-Primary Entitlement	AIG – Airport Improvement Grant	APP – Apportionment	DISC - Discretionary
SUPP – Supplemental Discretionary	ATP – Airport Terminal Program	STIP – State Transportation Improvement Program	ED – Economic Development