

# FAA Airports Division Annual Brief to KAA

## CARES Act & AIP/Planning Update

Presented to: Kansas Association of Airports

By: Jason Knipp, Kansas Planner

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**Federal Aviation  
Administration**

# FAA Airports Division During Pandemic

## Operational Status

- Travel and office restrictions.
- ARP personnel working from home. 3 months and counting. Phased return process.
- Airport certification inspections on hold. Some work starting.
- Project management and oversight as usual.
- Administering AIP program as usual.
- CARES from enactment:
  - Created \$10B program in 18 days
  - Issued \$8.6B in grants in 45 days



# Coronavirus Aid, Relief and Economic Security (CARES) Act

## Airport Grants Overview

- What are CARES Act provisions?
- Which airports are eligible?
- What expenditures are eligible?
- How is the \$10 billion allocated?
- How to request and process grant payments?
- What are the documentation and audit requirements?
- How to close out a CARES grant?



# Coronavirus Aid, Relief and Economic Security (CARES) Act

## What are CARES Act Provisions?

- Enacted March 27, 2020
- Nearly \$10 billion to eligible U.S. airports to prevent, prepare for, and respond to coronavirus impacts, including support for continuing airport operations.
- **Funds available to:**
  - Keep airports in reliable, safe operation
  - Keep airport and aviation workers employed
  - Keep airport credit ratings stable

# Coronavirus Aid, Relief and Economic Security (CARES) Act

## What are CARES Act Provisions?

- NOT Airport Improvement Program (AIP) grants
- Appropriated from General Fund and NOT from the Airport and Airway Trust Fund
- FAA will award funds on expedited basis
- FAA encourages sponsors to **spend funds expeditiously**
- Workforce retention requirements for large, medium, and small hub airports



# Coronavirus Aid, Relief and Economic Security (CARES) Act

## Which airports are eligible?

- **Eligible airports in the NPIAS**, commercial service airports, reliever airports, and non-primary public-owned general aviation airports
- **Over 3,000 airports**, ranging from large airports like DFW to small general aviation airports such as Anthony, KS.



# Coronavirus Aid, Relief and Economic Security (CARES) Act

## What expenditures are eligible?

- Available for any purpose for which airport revenues may lawfully be used
- Generally available for expenditures allowed by the FAA's Policy and Procedures Concerning the Use of Airport Revenue (Revenue-Use Policy).
- Additional requirements for new contracts for airport development, (construction or real property acquisition), such as safety and security, Davis-Bacon Act, Buy American, NEPA, and other specific requirements for new airport development



# Coronavirus Aid, Relief and Economic Security (CARES) Act

## Examples of eligible O&M airport expenditures

<b>Access Road Maintenance</b>	<b>Utilities</b>	<b>Fuel</b>	<b>Payroll</b>	<b>Mowers, SRE</b>
<b>Airfield Markings</b>	<b>Pavement Repairs</b>	<b>Hangar Maintenance</b>	<b>Terminal Bldg Maintenance</b>	<b>Mowing Contracts</b>
<b>Local Match to Grants</b>	<b>Debt/Principal/ Interest Payments</b>	<b>Promotional /Marketing</b>	<b>Wind Cone Supply</b>	<b>Service Contracts</b>
<b>Contact FAA if you have a specific eligibility question</b>				





# Coronavirus Aid, Relief and Economic Security (CARES) Act

## How is the \$10 billion in funds allocated?

- Divided over 4 groups. Formulas derived from legislation. Refer to FAQs for additional information.
  - Group 1: Increases the federal share to 100% for FY20 AIP, FY20 AIP Multi-year, and FY20 supplemental discretionary grants – **At least \$500 million**
  - Group 2: Commercial Service Airports – **At least \$7.4 billion**
  - Group 3: Primary Commercial Airports – **Up to \$2 billion**
  - Group 4: General Aviation Airports – **At least \$100 million**



# Coronavirus Aid, Relief and Economic Security (CARES) Act

## Kansas Breakdown

- Total \$53,420,412
  - Commercial Service Airports
    - \$51,215,412
  - General Aviation Airports (non-Primary and Unclassifieds)
    - \$2,205,000
- As of 5/29/2020, we have approx \$18M of this total under grant. Nationally, we have approx \$8.6 billion under grant.

# Coronavirus Aid, Relief and Economic Security (CARES) Act

## What requirements apply to a CARES grant?

- Grant Agreements require:
  - 2 CFR Part 200
  - Exclusive Rights prohibitions
  - Title VI, Civil Rights
- For airport development projects, require:
  - Consistent with ALP, Airspace, Prevailing wage, Buy American, Veteran's Preference, DBE, NEPA
  - Other requirements to protect airport safety



# Coronavirus Aid, Relief and Economic Security (CARES) Act

## How to request reimbursements

- **Delphi eInvoicing website.**
- Ensure expense requests follow FAA's Policy and Procedures Concerning the Use of Airport Revenue (Revenue-Use Policy).
- HQ will be handling the manual review and approval of requests.
  - **POC: David Duchow**, (202)-267-9605, [David.Duchow@faa.gov](mailto:David.Duchow@faa.gov)

# Coronavirus Aid, Relief and Economic Security (CARES) Act

## Examples of documentation of airport O&M expenditures

Invoices	Bills	Time and Effort Reports	Payroll Reports	General Ledger Reports
Current and Approved indirect cost rate agreement		Recently approved local or statewide cost allocation plan		Receipts, Statements
<b>Incurred Expenses Only – From January 20, 2020 to Present</b>				
<b>For Debt Service Payments – From March 27, 2020 to Present</b>				
Refer to published FAQs for additional guidance				
Contact FAA if you have a specific documentation question				

# Coronavirus Aid, Relief and Economic Security (CARES) Act

## Documentation and Audit Requirements

- All requests require supporting documentation similar to the level of detail required for AIP grants.
- Sponsors must retain complete records to support all grant payments.
- Grants are subject to audit to prevent improper payments.

# Coronavirus Aid, Relief and Economic Security (CARES) Act

## Grant Closeout

- Narrative Report uploaded to Delphi
  - Summarizes non-development expenses.
  - Certify that expenses were incurred in accordance with FAA's Revenue Use Policy and 2 CFR Part 200.
  - Certify that any equipment or services were procured consistent with the terms of the grant (i.e. Buy American).
  - Certify that operational expenses were incurred on/after January 20, 2020.
  - Certify that debt service payments were due on/after March 27, 2020.
  - Submit/upload completed SF425 form with final payment request.

# AIP and Planning Update

1. In FY19, we issued 27 grants in KS for a total of \$38.7M.
2. FY20 grant writing season continues. All unused FY20 NPE has been carried over as of June 1<sup>st</sup>.
3. Grant applications due June 15<sup>th</sup>.
4. Adobe eSign
5. Pandemic has had numerous impacts, but most construction progresses.
6. FAA ATO work stoppage has affected reimbursable agreements and FAA oversight. If you need answers to RA issues, contact the contracting officer for the RA.
7. RISK Assessment updates.





# AIP and Planning Update

8. Airport Design Advisory Circular is currently going through a revision. Preparing for industry review. Expect to publish Spring 2021.
9. Land Use Compatibility Advisory Circular we hope to publish this year will contain guidance on Section 163.
10. NPIAS publication update to be released in October after Congressional review.
11. Requests for CIP Updates will again go out by November 1<sup>st</sup> with a due date by mid-January.
12. FAA is beginning to move towards a paperless CIP submittal process. The website goes active this summer/fall and will include the ability to update various sponsor data. Central Region leading the way nationally.



# Project Spotlights in Kansas System

- Concordia – Runway reconstruction and shift
- El Dorado – Runway edge lighting and visual approach aids
- Ellsworth – Runway reconstruction and realignment
- Hutchinson – Runway rehabilitation
- Lawrence – Runway rehabilitation
- Leoti – Runway reconstruction and shift
- Newton – Parallel taxiway reconstruction
- Wichita (ICT) – Runway rehabilitation (all runways)



# Personnel Changes

- Tim McClaran is transitioning out of Kansas at the end of the FY to handle Missouri and building (structure) projects in the Region.
- Todd Rastorfer will take over project engineering for all KS airports until an additional project engineer is brought onboard.
- New airport certification inspector, Andrew Edgar, joins us June 8<sup>th</sup>. He comes from Airport Operations at DFW.



# Q & A

## FAA Team Kansas

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