History of FAA authorizing legislation

- **1982** Airport and Airway Improvement Act
- **1987** Airport and Airway Safety and Capacity Expansion Act
- **1990** Aviation Safety and Capacity Expansion Act
- **1992** Airport and Airway Safety, Capacity, Noise Improvement and Intermodal Transportation Act
- **1996** Federal Aviation Reauth. Act
- **2000** AIR-21
- **2003** Vision 100
- **2007** FAA Modernization and Reform Act of 2012
- **2012** FAA Modernization and Reform Act of 2012
FY 14 AIP program at a glance…

• FAA Modernization and Reform Act of 2012 (Authorization)
  – The President signed a bill which provides authorization at an annual level of $3,350,000 until September 30, 2015 (FY 2012-2015). [H.R. 658, P.L. 112-95].

• Consolidated Appropriations Act of 2014
  – Omnibus bill signed on January 17, 2014 that provided a continuing resolution for all agencies until September 30, 2014. The Airport Improvement Program was funded at $3.35 billion (same as the FY 2014 authorization level). [H.R. 3547, P.L. 113-76].

FY 14 AIP (cont’d)

• Earliest grant program in many years
• Funding Priorities – National Rating System & Regional Priorities
  – RSA projects, Part 139 safety enhancements, runway safety team recommendations, and security enhancements, preservation projects
• Continue to stress projects based on bids
• May 1, 2014 deadline to declare intentions on use of entitlement funds
Grant Management Reminders

- Inactive Obligations
- Drawdown Metric
- SAM
- Grant Risk Management Policy
- Airports External Portal (AEP)

Inactive Obligations Guidance

New guidance from the Office of Financial Services (ABA) working with the Department of Transportation (DOT) was issued February 27, 2013:

- The first requirement is to capture the status of inactive obligations. An inactive obligation is a funding obligation – money that has been placed on contract or otherwise 'obligated' – that has not had any activity (payment) for a twelve month period or longer.

- The second requirement is to review all unliquidated obligations with a period of performance that has been expired for more than 180 days. (AIP grants have a period of performance of 5 years after grant execution)
OMB Drawdown Metric

• Watch how all Federal agencies spend their money
• Want all money to be spent in a timely manner
  – Expect regular drawdown of funds
  – Monthly goals on funds used
  – Completely expended within four years
• Use this information and data for future funding decisions
• Don’t just make a drawdown; the funds must be used for real work that has been completed

System for Award Management (SAM)

• Formerly known as the Central Contractor Registry (CCR)
• SAM is the primary database of vendors doing business with the federal government
• Active registration required to receive any Federal grant award monies (including AIP)

CAUTION: SAM registration is completely free. Be mindful that you are at the correct website:

www.sam.gov
**Risk Management-Program Guidance Letter 13-01**

- PGL 13-01 Implemented as a result of a National Program Audit

- Overall assessment examines several areas of Sponsor’s practices and policies related to the oversight and management of their grants program

- Ultimately results in reducing the amount of documentation necessary for the processing of grant payments and the subsequent close-out documentation: the lower the risk, the less documentation required

---

**Risk Management (cont’d)**

- Three Phases to processing the Risk Assessments
  - Phase 1: collecting sponsor data – ongoing
  - Phase 2: Program Manager completes internal review of sponsor data and office files
  - Phase 3: Data is entered into a National Database

- Will be re-evaluated every three years
Airports External Portal (AEP)

- This is the first in a series of upgrades to our 15 year old SOAR grant management system
- AEP: Web-based application allows airport sponsors and state agencies to provide planning data (ACIP and NPIAS) electronically
- Provides external users periodic grant financial information
- Provides external users direct control over essential airport contact data
- AEP will also serve as the new “front door” for public agency access to the PFC external module
- All encouraged to keep registrations current, system is undergoing extensive testing and maintenance
  https://aep.airports.faa.gov

Program Guidance Letter (PGL) 14-01 Cold Weather Provision

- 49 U.S.C. § 47110(b)2(D) Cold Weather Provision
- Allows for discretionary reimbursement of construction costs incurred prior to grant execution
- Very specific requirements, no guarantee of funding
- PGL 14-01 provides detailed guidance including limitations outlined in statute
- FAA acknowledgement needed. Contact your ADO first.
Questions???