

FY24 Grant Plan



Austin-Bergstrom
International Airport



FAA Types of Grants

- **Airport Improvement Program (AIP)** : funds airport infrastructure projects such as runways, taxiways, airport signage, airport lighting, and airport markings. Airports are entitled to a certain amount of AIP funding each year, based on passenger volume. If their capital project needs exceed their available entitlement funds, then the FAA can supplement their entitlements with discretionary funding.
- **Bipartisan Infrastructure Law – Airport Infrastructure Grant (AIG)**: funds are specific, annual allocations to each eligible airport. This law has a 5 year rollout plan that distributes roughly \$3B a year to airports based on formula allocations.
- **Bipartisan Infrastructure Law – Airport Terminal Program(ATP)**: funds are awarded annually through a competitive Notice of Funding Opportunity (NOFO) process specifically for airport terminal improvements. This law has a 5 year rollout plan that distributes roughly \$1B a year to airports based on competitive application.
- **The FAA adopted the BABA (Buy American Build American) Act via an executive order as of November 10, 2022 which narrows our eligible project pool in terms of use of these dollars.**

FY24 Planned Grant Applications

Project	Grant Type	\$ Seeking
Central Utility Plant	AIG	\$11,250,000 (approximately)
Atrium Infill	ATP	\$25,260,000 (application in process)
Midfield Taxiway	AIP	\$15,000,000 (approximately)

Bipartisan Infrastructure Law

The annual AIG allocation is based on the AIP primary and cargo entitlement formulas. Thus the percentages by HUB description are:

- Large HUB 41.6%
- Medium HUB 14.4%
- Small HUB 13%
- Non-HUB/Non-primary 31%

The annual ATP competitive process is broken up by HUB as well, with dollar value maximums by HUB:

- Large HUB 55%
- Medium HUB 15%
- Small HUB 20%
- Non-HUB/Non-primary 10%