

Session #10

FAA Southern Region

ADO Updates and

Reguthorization

Moderator: Frank Bartanowitz, Airport Manager, Waycross - Ware County Airport

Speakers: Pearlis Johnson, Deputy Regional Administrator, Southern Region, FAA

Jasmine Evains, Deputy Director, Southern Region Airports Division, FAA

Matt Felton, Assistant Manager, Atlanta Airports District Office, FAA



2024 GAA Annual Conference & Expo | Columbus, Ga | October 16 – 18, 2024

2024 Georgia Airports Association Conference



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Updates

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FAA 2023 Financial Program

October 1, 2023 – September 30, 2024

**Southern Region issued grants - \$1.69 Billion
(AL, FL, GA, KY, MS, NC, SC, TN, PR, USVI)**



ATL-ADO FY24 Financial Program

October 1, 2023 – September 30, 2024

ATL-ADO Total Program = \$316 Million
(Georgia, South Carolina, Puerto Rico, Virgin Islands)

Georgia Commercial Airports: \$140M
General Aviation Airports: \$50M

Georgia Total = \$190M



Reauthorization

- **Reauthorizes the FAA (including key programs, authorities, and obligations) through FY 2028.**
- **Key Sections**
 - Sec. 101—Increased authorization level
Increases the amount authorized for AIP from \$3.35 billion annually to \$4 billion, from FY 2025 through FY 2028.
 - Sec. 708—temporary increase in Federal share to 95%.
Temporary increase in Federal share from 90% to 95% of allowable project costs for grants to Nonhub or Nonprimary airport for FY-2025 and FY-2026.
 - Sec. 714—Changes to the Supplemental Discretionary program
Now “Airport Safety and Resilient Infrastructure” Program, focused on resiliency (esp. flooding) or safety (esp. reducing incursions or increasing airfield safety).
- **Appropriations**
 - Currently under a Continuing Resolution (CR) through December 20th



State Block Grant Program MOA

- **Signed December 21, 2023**
- **Discretionary grants will be issued on an individual airport basis and will include an airports entitlements for that year**
- **AIG – must have specific project to be able to issue grant**
- **GDOT will coordinate the following:**
 - Land Use Changes
 - Non-Aeronautical Events
 - On Airport Airspace Evaluations
 - Part 13 informal complaints



5 Year Capital Improvement Plan (CIP)

- GDOT submits comprehensive CIP to FAA
- Ensure CIP includes all potential project request (ATP, AIG, AIP)
- Ensure CIP has \$750,000 in AIP construction to protect airport non-primary entitlement funds
- Tighten up planning on future years
- Stick to the plan (CIP) when requesting discretionary funding
- Better planning increases our ability to help you
- We continue to encourage prior-year design and fiscal year gap between design and construction for discretionary projects.



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Airport Infrastructure Grants (AIG)

- **\$2.89 billion/year over 5 years based on formula distribution**
 - Up to \$2.39 billion/year for primary airports based on passenger and cargo volume
 - Up to \$500 million/year for non-primary airports based on development cost needs of airports with the same NPIAS role
 - Funds not used within 4 years will be lost and converted to discretionary programs
- **FY22, FY23, and FY24 apportionments are available to airports**
- **FY25 apportionments will be made available by December 2024**
- **FY22 apportionments will expire if not under grant to GDOT by May 2025**
 - \$6.9 Million of FY22 available to program



Competitive Grant Programs

- **Airport Terminal Program (ATP)**
 - **\$1 Billion/Year - Over 5 years – National Competitive Grants**
 - **Eligible projects include:**
 - Airport terminals and associated roadways
 - Multimodal terminal projects
 - On airport rail access projects
 - Airport sponsor owned towers
- **FAA Contract Tower Competitive Program (FCT)**
 - **FY25 will make \$20 Million available - National Competitive Grants**
 - sustain, construct, repair, improve, rehabilitate, modernize, replace, or relocate non-approach control towers;
 - acquire and install air traffic control, communications, and related equipment to be used in those towers;
 - construct a remote tower certified by the FAA



Airspace

- **NRA (On-airport)**

- Reminder: GA airport NRA cases need to be coordinated through GDOT first regardless of fund source. FAA will not review cases until GDOT concurrence is received

- **OE (Off-airport)**

- The FAA cannot prevent the construction of structures near an airport. The airport environment can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreements, or other means.



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Non-Aeronautical Event Requests

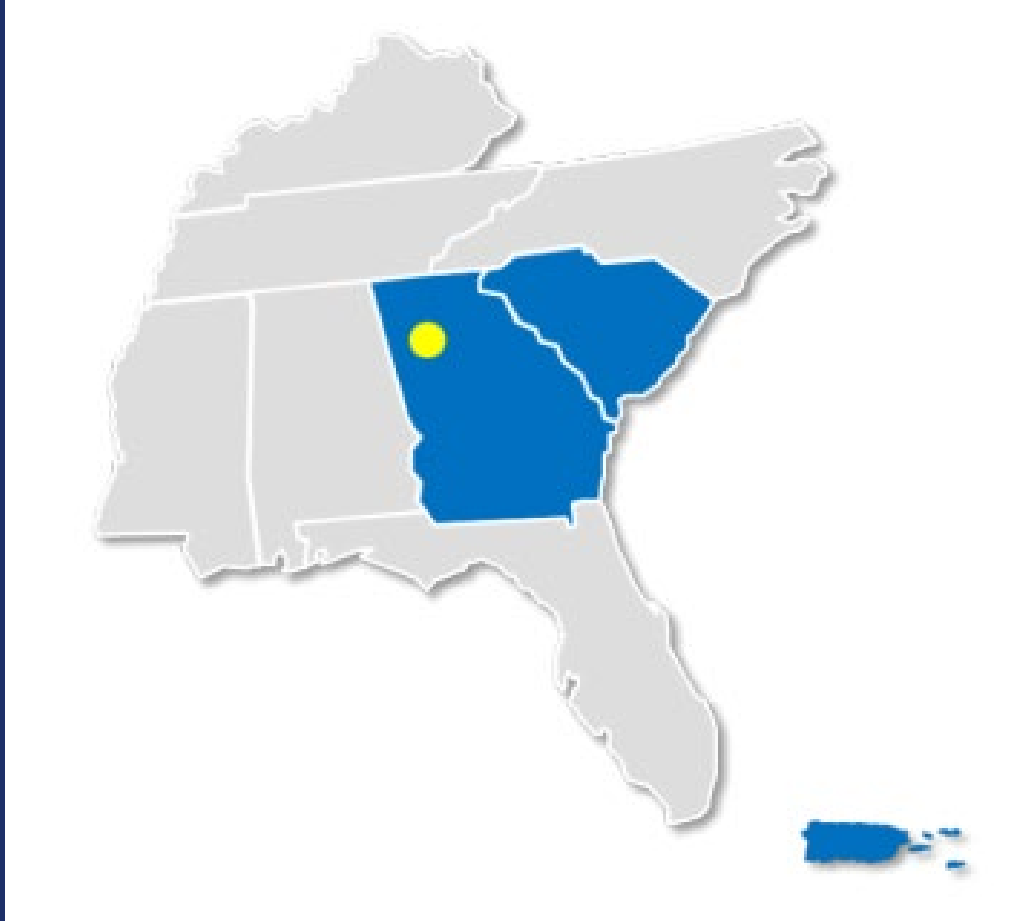
- May 12, 2023 Federal Register Notice
- Need to be coordinate through GDOT first
- Key Provisions
 - The airport sponsor should meet with the local FAA office no later than 120 days before the event to discuss their plans and develop a timetable for FAA review and approval.
 - The airport sponsor must file Form 7460 Notice of Proposed Construction or Alteration at least 90 days before the event.
 - The airport sponsor should submit at least 60 days in advance a written request for temporary closure to the FAA that addresses justification, the benefit to civil aviation, timetable, map, safety, communications with airport users, environmental review, and financial issues for review and approval.
 - The airport sponsor must follow the Process for Notification of Airport Users including Notice to Air Missions (NOTAM).

•<https://www.federalregister.gov/documents/2023/05/12/2023-09983/notice-of-final-policy-and-procedures-on-the-temporary-closure-of-airports-for-nonaeronautical>



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Thank You!



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