

## Airport Coronavirus Response Grant Program (ACRGP) Information for Airports

The [Coronavirus Response and Relief Supplemental Appropriation Act \(CRRSAA\) \(Public Law 116-260\)](#) provides funding to FAA for distribution to Airports (Commercial Service and GA), mostly by formula contained in the legislation. Non-primary commercial service and general aviation airports will share \$45 million based on their airport categories, such as National, Regional, Local, and Basic. Of that \$45 million, airports that participate in the FAA Contract Tower Program will divide \$5 million equally.

TDOT Aeronautics will receive \$1,119,486 in funding for GA Airports in a Block Grant from the FAA. Amounts for each airport are determined by formula based on the categories published in the most current National Plan of Integrated Airport Systems NPIAS. An airport sponsor may use these funds for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments. Grant recipients should follow [FAA's Policy and Procedures Concerning the Use of Airport Revenues \("Revenue Use Policy"\), 64 Federal Register 7696 \(64 FR 7696\)](#), as amended by [79 Federal Register 66282 \(79 FR 66282\)](#). The Revenue Use Policy document provides guidance regarding permitted and prohibited uses of airport revenue. In addition, while CRRSA limits the use of funds to certain stated eligible costs, it states that funds may not be used for any purpose not directly related to the airport. Grant recipients also should review the [Information for Airport Sponsors Considering COVID-19 Restrictions or Accommodations](#) for clarifying COVID-19 revenue use guidance.

Airports can use funds for Operational costs (payroll, debt service) or new airport development. Keeping airports open is the main intent of the funding (i.e. operational costs). FAA will reimburse sponsors for operational expenses directly related to the airport incurred on or after **January 20, 2020**. Operational expenses are those expenses necessary to operate, maintain, and manage an airport. They include expenses such as payroll, utilities, service contracts, and items generally having a limited useful life, including personal protective equipment, and cleaning supplies. FAA will reimburse sponsors for debt service payments directly related to the airport that are due on or after **December 27, 2020**, which is the date of enactment of CRRSA.

If airports choose to use the funds for development, there are limitations on the type of development for which the funding can be used. Any development-related costs must be associated with combating the spread of pathogens at the airport. Examples of eligible development would be replacing or upgrading a heating, ventilation, and air conditioning (HVAC) system; reconfiguring the terminal to accommodate increased social distancing; or reconfiguring terminal space or other facilities to accommodate health screening. A sponsor seeking to use the funds for new airport development or construction should contact TDOT Aeronautics to coordinate with the Airports District Office. This will ensure that such development is consistent with requirements for airport development. TDOT Aeronautics and the Airports District Office will assist with executing a Development Addendum for the intended project.

### Federal Contract Tower

Another component of the ACRGP funding is for the FAA Federal Contract Tower (FCT) Program. Sponsors who operate a Federal Contract Tower will receive additional funds for expenses incurred by the Sponsor on or after **December 27, 2020** to support Federal Contract Tower operations such as payroll, utilities, cleaning, sanitization, janitorial services, service contracts, and combating the spread of pathogens, which may include items generally having a limited useful life, including personal protective equipment and cleaning supplies, as well as debt service payments; and eligible



equipment for Federal Contract Tower operations defined in [FAA Reauthorization Program Guidance Letter 19-02, Appendix A: FCT Minimum Equipment List](#), acquired on or after December 27, 2020.

The Sponsor may not use funds allocated for Federal Contract Tower operations for other airport purposes. The Sponsor agree to submit invoices for reimbursement for these funds separately from other invoices for funds provided in the ACRGP Grant. Funds not expended under this condition are subject to recovery by FAA.

## **Application for funds**

Airports will submit ACRGP funding requests in TDOT's BlackCat system. The application must contain a request letter, documentation for intended use of the funds, and a proposed funding drawdown schedule. A sample request letter is posted on the TDOT website. Additional instructions are posted on our website and are available from your TDOT Project Manager.