

Project Restrictions by Federal Fund Type

Fund Type	Project Restrictions by Fund Type
Non-Primary Entitlement Funds (49 USC § 47119(a)(2)) (49 USC § 47119(c)(5))	<p>(1) Non-Revenue Producing Public Parking Lots. Not allowed for any airport types except non-primary commercial service airports (only if associated with a commercial service terminal building) or General Aviation and Reliever Airports (only if associated with a General Aviation terminal building).</p>
State Apportionment Funds (FAA Order 5100.38D)	<p>(1) Terminal Buildings. Not allowed.</p> <p>(2) Non-Revenue Producing Public Parking Lots. Not allowed.</p> <p>(3) Revenue Producing Aeronautical Support Facilities. Not allowed.</p>
Noise and Environmental Set Aside (FAA Order 5100.38D)	<p>(1) Requesting discretionary funding on higher priority projects. Lower priority is given to discretionary projects submitted by the Airport Sponsor if the Sponsor proposes using entitlement funds for a lower priority project than the priority project for which discretionary funding is being requested.</p> <p>(2) Projects that are not Noise, Air Quality, or Environmental. These funds must not be used on projects except eligible noise, air quality, and specific environmental projects. Energy efficiency studies and projects are not included. Eligible projects are restricted to those outlined in FAA Order 5100.38D.</p>
MAP Set Aside (FAA Order 5100.38D) (49 USC § 47118(h))	<p>(1) Projects that are not approved under MAP or 49 USC § 47118(h). Funds cannot be used on projects not approved under MAP or as an FAA designated safety critical project under 49 USC § 47118(h).</p> <p>(2) Requesting discretionary funding on higher priority projects. Lower priority must be given to discretionary projects submitted by the Airport Sponsor if the Sponsor proposes using Entitlement Funds for a lower priority project than the priority of the project for which Discretionary Funding being requested.</p>
Reliever Set Aside (49 USC § 47120)	<p>(1) Terminal Buildings. Not allowed.</p> <p>(2) Non-Revenue Producing Public Parking Lots. Not allowed.</p> <p>(3) Revenue Producing Aeronautical Support Facilities. Not allowed.</p> <p>(4) Relocation of Sponsor Owned Facilities Caused by a Change in FAA Design Standards. Not allowed.</p> <p>(5) Contract Air Traffic Control Towers. Not allowed.</p> <p>(6) Requesting discretionary funding on higher priority projects. Lower priority must be given to discretionary projects submitted by the Airport Sponsor if the Sponsor proposes using Entitlement Funds for a lower priority project than the priority of the project for which Discretionary Funding being requested.</p>

Remaining Discretionary
(C/S/S/N, Pure Discretionary,
and Discretionary from
Converted
Entitlements/Apportionments)
(49 USC § 47119(a)(2))
(49 USC § 47119(c)(2))
(49 USC § 47119(c)(3))
(49 USC § 47115(d)(2)(A))
(49 USC § 47120)
(49 USC § 47115(d)(2)(B))
(49 USC § 47124(b)(4)(A))

(1) Terminal Buildings. Only allowed in limited amounts at non-hub primary airports non-primary commercial service airports, and reliever airports and in limited circumstances where the airport has changed airport types.

(2) Non-Revenue Producing Public Parking Lots. Not allowed except for non-hub primary airports, non-primary commercial service airports, and reliever airports. The non-revenue producing public parking lot is only allowable if it is associated with an eligible commercial service or general aviation terminal building. The same discretionary funding rules and amounts apply for non-revenue producing public parking lots as the associated terminal.

(3) Revenue Producing Aeronautical Support Facilities. Not allowed.

(4) Relocation of Sponsor Owned Facilities Caused by a Change in FAA Design Standards. Not allowed.

(5) Use on Higher Priority Projects than Entitlement Projects. Airport Sponsors must obtain approval from TDOT Aeronautics Division and/or the FAA to use these funds on a project if the sponsor's entitlements will be used on lower priority projects.

(6) Consideration of Project Priority. Prior to selecting a project for this type of funding, TDOT Aeronautics Division and/or the FAA must determine if the decision will impact the ability to fund other projects with a higher national priority rating in the same fiscal year and obtain Regional FAA office approval.

(7) Consideration of Project Execution. To comply with regulations, TDOT Aeronautics Division and/or the FAA must consider whether the Airport Sponsor can start the project in either the current fiscal year or six months after the grant is issued, whichever is later. Per FAA policy, starting the project means issuing a notice to proceed for construction projects; executing the purchase order for equipment projects; beginning design for projects that include design; or beginning planning for planning projects.

(8) Contract Air Traffic Control Towers. Not allowed.