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|  | **Revenue-Producing Facility Application for Eligibility** |
| **Purpose of this Form** | To offer guidance in evaluating the eligibility of a revenue-producing facility for AIP Funding. This application should be completed prior to each funding request supporting a revenue-producing facility. This application does not replace or supersede any statute or regulation. |
| **Revenue Producing Facilities Definition** | Per 49 USC § 47102(24), *fuel farms, hangar buildings [this includes alteration and repair of existing hangars], self-service credit card aeronautical fueling systems, airplane wash racks, major rehabilitation of a hangar owned by a sponsor, or other aeronautical support facilities* that the Secretary determines will increase the revenue producing ability of the airport. (FAA Order 5100.38D, Change 1) |
| **Airside Development Needs** | 49 USC § 47110(h) requires a determination that the sponsor has made adequate provision for funding the airport’s airside needs before a grant can be issued for the construction of these revenue-producing facilities. For that determination to be completed, the sponsor must document the airport’s airside development needs and ACIP for addressing those needs. As an example, a low pavement condition index (PCI) rating would indicate a need to invest in the airport’s pavement before investing in a revenue-producing facility. **Please see the state-wide priority below which outlines what type of projects should be addressed before applying for a revenue-producing facility.** In addition, if an airport’s capital improvement plan identifies a need for Discretionary funding in the current FY or next two future FYs, then the use of AIP funds for revenue-producing facilities will generally not be approved. \*Note: If this project is assigned a multi-year grant, this timeline will be extended to the next three years after the issuance of the last amendment for the multi-year grant. |
| **State-Wide Priority Ranking** | 1. Safety
2. Security
3. Pavement Preservation/Maintenance
4. Preservation of Infrastructure
5. Compliance with current FAA Standards
 | 1. Planning
2. Increase Capacity/Modernization
3. Equipment
4. Landside Improvements\*
5. Revenue Producing
 |
| *Statewide Priority Rankings will be evaluated on a case-by-case basis with respect to demonstrated needs on the ACIP. \*Ranking 9 does not apply to airside.* |
| **Project Funding** | The Federal share of AIP eligible revenue producing facilities can only be funded with NPE funds. State apportionment and Discretionary funds cannot be used for the federal share of these projects. Additionally, the Airport sponsor must demonstrate to TDOT Aeronautics and/or FAA ADO that the airside needs within the current FY and next two future FYs will be accommodated through local or accumulated NPE funds, barring a specific unforeseen, safety issue that must be addressed. (FAA Order 5100.38D, Change 1) |
| **Documents to be submitted:** | The following documents shall be submitted to the FAA/TDOT Aeronautics Division before the project’s eligibility for AIP funding can be approved:1. Completed ***Revenue-Producing Facility Application for Eligibility***

*Continued on next page…* |
| **Documents to be submitted:** | 1. ACIP
2. Hangar Waiting List (If Applicable)
3. Obstruction Removal Documentation (If Applicable)
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| **Additional Notes** | 1. In addition, any other aspects of the proposed eligibility determination will be based on current AIP eligibility guidelines as described in Order 5100.38D, Change 1 (AIP Handbook).2. All projects approved under this provision must be identified on an approved ALP (FAA Airport Sponsor Assurances 2/2020, Grant Assurance #29). Construction of these facilities cannot proceed until an approved airspace review has been received (7460-1 Notice of Proposed Construction or Alteration).3. Sponsors must maintain complete documentation of all revenue received from these facilities, since the FAA may periodically review those records to ensure that the airport is receiving all net revenues pursuant to the application request. (FAA Airport Sponsor Assurances 2/2020, Grant Assurance #25).4. Existing fuel farms often have environmental issues. FAA/TDOT Aeronautics must be satisfied that there are no significant environmental issues with the fuel farm before programming the project. An environmental audit may be required. Demolition of an existing fuel farm, environmental mitigation, or environmental clean-up are not eligible for AIP funding (FAA Order 5100.38D, Change 1, Table C-2, #15).5. Rehabilitation of existing Sponsor-owned hangars is eligible if airside needs are met and it makes financial sense to rehabilitate the hangar, the rehabilitation will result in a reasonable extension of the hangar's useful life, and there are no significant environmental issues with the hangar (Environmental mitigation and/or clean-up are not eligible for AIP funding). If Sponsor would like to purchase an existing hangar, then an appraisal, environmental audit, and estimate of the hangar's useful life will be required. (FAA Order 5100.38D, Change 1, Table O-3, part f., #13).6. The submittal of the revenue-producing facility application does not guarantee funding.7. If the revenue-producing facility project is determined to be eligible and is funded, a grant provision, *“The State makes no assurances whatsoever as to future FAA nonprimary entitlement funds available to Grantee.”* will be implemented, pertaining to future NPE reimbursement. |

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| **Application****(TO BE COMPLETED BY THE SPONSOR)** |
| **Airport and Location ID** |   |
| **Proposed Project** | [type brief description including type of facility and location] | Will this project or facility be public use? [ ]  Yes [ ] No  Public use is a requirement for eligibility. |
| **Approval Date of Current ALP** | [Choose/Type date here] | Is proposed project on an Approved ALP? | [ ]  Yes [ ]  No [ ]  ALP will need Pen & Ink change |
|  If No, please elaborate (i.e. ALP Update is currently in progress, etc.):   |
| **Airport State Inspection Report** | 20:1 Approach Violations:[ ]  Yes [ ] No | Licensing Status:[ ]  Regular [ ]  Conditional |  Additional Comments: [Enter comments here]  |
| **5010 Airport Master Record Review** |  **Click Here To Update 5010!**  | Does the [5010 Airport Master Record](https://adip.faa.gov/agis/public/#/public) reflect current conditions? [ ] Yes [ ]  No If No, please elaborate:  |
| Runway Surface Type Condition [ ]  E [ ]  G [ ]  F [ ]  P [ ]  L |
| Part 77 Cat. | Runway End Approach Procedure | Primary Surface Width | Approach |
| Length | Slope |
| A(V) | Utility Runway with a Visual (V) Approach |  | 250 | 5000 | 20:1 |
| A(NP) | Utility Runway with Non-Precision (NP) Approach | 500 | 5000 | 20:1 |
| B(V) | Other than a Utility Runway with a Visual (V) Approach | 500 | 5000 | 20:1 |
| C | Other than a Utility Runway with a Non-Precision Approach- Visibility Min greater than 3/4 Mile | 500 | 10000 | 34:1 |
| D | Other than a Utility Runway with a Non-Precision Approach- Visibility Min less than or equal to 3/4 Mile | 1000 | 10000 | 34:1 |
| PIR | Precision Instrument Approach \*Approach slope is 50:1 for first 10,000 ft. and 40:1 for remaining 40,000 ft. | 1000 | 50000 | \*50:1/40:1 |

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| **5010 Master Record Review** | Does the 5010 show approach penetrations in reference to the table above based on the published *FAR 77 Category*?  [ ]  Yes [ ]  No If approach penetrations are marked on the 5010, please provide detail regarding obstacle action plan (attach additional documentation if necessary):  |
| **Approach and Airfield Category** | The published approaches and airfield category must agree with the current ALP. Do they match? [ ]  Yes [ ]  No |
| **Pavement Condition Index** | Are any paved surfaces in the air operations area (AOA\*) below the TDOT Aeronautics' minimum service levels? Note: PCI Minimum Service Levels: Runways - 65; other airside pavement – 60  [ ]  Yes [ ]  No |
| \*AOA - All airport areas where aircraft can operate, either under their own power or while in tow. The AOA includes runways, taxiways, and apron areas. | If yes, where? |    |
| **Lighting System** | What is the current age of your airfield lighting system? Runway: [ ]  N/A  Taxiway: [ ]  N/A |
| Working Condition Comments:  |
| **ACIP** | Please attach the Sponsor's ACIP for the next 5 years in chronological order. |
| **Ownership and Demand** | Will the Airport Sponsor Own the Facility? [ ]  Yes [ ]  No |
| Will the Airport Sponsor Operate the Facility? [ ]  Yes [ ]  No |
| If no, please provide information on the proposed operator, commercial terms, and duration of commitment.  |
| **FOR HANGAR REQUESTS ONLY** |
| Does Airport Sponsor have a hangar waiting list? [ ]  Yes (Please Attach) [ ]  No [ ]  N/AIf Yes, how many are on the waiting list? Please elaborate on hangar waiting list policy and procedure below:  |
| **Airport Sponsor Certification Statement** | The Airport Sponsor must provide documentation outlining the airport's airside development needs for the current FY & next two FYs. If airside needs are met, a certification below is still required. |
| Will this project require obligation of future NPE reimbursement (borrowing forward)? *Click* [*here*](https://www.tn.gov/tdot/aeronautics.html) *for more information.*  [ ]  Yes [ ]  No*Note: Maximum timeframe of obligating future NPE reimbursement is limited to current FY and next two FYs.* |
| Seeking Obligation of **One** FY Future NPE Reimbursement  | Sponsor certifies that airside development needs are met for current FY and next two FYs. To qualify for borrowing forward, Sponsor certifies that airside development needs for current FY and next FY will be accommodated through local funds. The following FY must be accommodated through local or accumulated NPE funds. | [ ]  Yes [ ]  No Initials [ ]  N/A  |  |
| Seeking Obligation of **Two** FYs Future NPE Reimbursement  | Sponsor certifies that airside development needs are met for current FY and next two FYs. To qualify for borrowing forward, Sponsor certifies that airside development needs for current FY and next two FYs will be accommodated through local funds. | [ ]  Yes [ ]  No Initials [ ]  N/A  |  |
| **Not** Seeking Obligation of Future NPE Reimbursement | Sponsor certifies that airside development needs are met for current FY and next two FYs. Sponsor is not borrowing forward NPE and certifies airside development needs for current FY and next two FYs will be accommodated through local or accumulated NPE funds. | [ ]  Yes [ ]  No Initials [ ]  N/A  |
| Additional Comments: |   |
| **Project Cost Estimates** | Preliminary Design Request[ ]  Yes [ ]  N/ATotal Cost Estimate $  | Design (or Final Design) through Bidding Request [ ]  Yes [ ]  N/A Total Cost Estimate $  | Construction Request[ ]  Yes [ ]  N/A Total Cost Estimate $  | NPE needed for this request: $   |
|  Construction Estimate: $  |
|  **Prepared by** **(Airport Sponsor)****TO BE COMPLETED BY TDOT****Determination**[ ]  Approved[ ]  Conditionally Eligible (Explain below)[ ]  Ineligible**Explanation****Authorized Official****Signature** *Name* \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_*Title* \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ *Organization* \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | *Name*  *Title* *Organization*  | *Signature*   *Date*   |

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| **TO BE COMPLETED BY TDOT** |
|  **Airport and Location ID**   | **Proposed Project**   |
|  **Determination**  [ ]  Eligible [ ]  Conditionally Eligible (Explain below) [ ]  Ineligible |
| **Explanation** |  |
| **Authorized Official** *Name*\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_*Title* \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ *Organization* \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | **Signature**\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  ***Date***\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ **Date**  |