



AIP Ineligible Stand-Alone Projects

This document contains a list of stand-alone projects that are specifically listed in the AIP Handbook (FAA Order 5100.38D) as not AIP eligible. Please note, this is not a comprehensive list of stand-alone projects that are not AIP eligible. Please refer to the AIP Handbook for more information.

- Construction of an Additional Fuel Farm, Replacement of Existing Fuel Farm, and Rehabilitation of an Existing Fuel Farm (See Table C-2) The construction of a new fuel farm if the airport already has a fuel farm, even if the existing fuel farm has reached the end of its useful life, is not AIP eligible as a stand-alone project and is considered a prohibited project/cost for construction. The replacement of individual components, such as fuel tanks, is also not AIP eligible as a stand-alone project and is considered a prohibited project/cost for construction. AIP funding can only fund the initial construction of a fuel farm, then the facility is expected to be self-supporting. Only adding supplemental tanks are allowed if justified.
- Environmental Remediation and Removal of Fuel Farms, Underground Fuel Tanks, Hazardous Waste, and Contaminated Soil (See Table C-2) This is also considered a prohibited project/costs for construction.
- Hangar Acquisition (On Land Leased from the Airport) (See Table C-2) Acquisition of an existing hangar on land leased from the airport is not AIP eligible as a stand-alone project, and it is also considered a prohibited project/cost for construction.
- Correcting or Doing Something More Than Once (Construction / Equipment / Land / Design / Planning) (See Table C-1) Projects to correct or do something more than once for construction, equipment, and land projects are not AIP eligible as stand-alone projects, and they are considered prohibited projects/costs. Also, projects to redesign or to bring the plans up to date due to delays in starting the construction project are not AIP eligible as stand-alone projects, and they are considered prohibited projects/costs. Exceptions to this is for advisory circular changes during the project.
- Appraisals (See Table C-4)
- Airport Geographic Information System (GIS) Surveys (See Table C-6)
- ALP Update to Only Document What Has Already Been Constructed (See Table C-6)
- Replacement of Faded Sign Panels (See Table J-2) Stand-alone projects to replace faded sign
 panels are considered a maintenance activity.
- Obstruction Removal Beyond the Aircraft Category on the Approved ALP for the Runway and
 Obstruction Removal/Topping of a Specific Location More Than Once (See Table C-2 and Table 3-3)
 This is also considered a prohibited project/cost for construction.
- Utility Work (See Table C-2)
- Project to Improve a Building's Energy Efficiency (See Table 3-43)

- Carpet Replacement and Painting of Any Kind (See Table C-2) Example is repainting a rotating beacon and tower.
- Radios and Communication Equipment (See Table C-3)
- Airport Emergency Plan (See Table C-6)
- **Groove Runway** (See Table G-5) Ineligible as a stand-alone project if the airport is a non-commercial service airport and the runway is between 4,000 feet and 5,000 feet long.
- Any Development Project to Serve a Through-the Fence Operation (See Table C-2) This is also considered a prohibited project/cost for construction.
- More Than One Flight Check for the Same NAVAID or Weather Aid (See Table C-3) This is also considered a prohibited project/cost for equipment.
- Security and Access Control Equipment for Landside Facilities (See Table C-3) This is also considered a prohibited project/cost for equipment.
- **Emergency Power Equipment** (See Table C-3) This is also considered a prohibited project/cost for equipment.
- Benefit-Cost Analysis (See Table C-6)
- Replacing Small Sections of Roofing in Terminals and Airport Buildings (See Table 3-3) This is also considered a prohibited project/cost for construction as it is considered a maintenance activity.