



FAA Airports

Assurances

Aviation Block Grant Program

General

These assurances are required to be submitted as Part III of the three-part application forms by States applying to participate in the State block grant program under Title 49, United States Code, section 47128, and Title 14, Code of Federal Regulations, Part 156. Participating States shall comply with these assurances in the performance of any grant agreement executed as a result of this application.

1. Incorporated in Grant Agreement.

Upon acceptance by the State of the grant offer, these assurances are incorporated in and become part of the grant agreement.

2. Federal Requirements.

The State agrees to comply with Federal procedural and other standard requirements for administering the block grant.

3. Program Reporting.

The State agrees to provide the FAA with such program or project information as the DOT Secretary may require.

4. Obligated to Standard Assurances.

- (a) For all projects where the State is the owner of the airport(s), the State shall be obligated to comply with the standard AIP Assurances entitled "Assurances – Airport Sponsors" and "Assurances – Non-airport Sponsors Undertaking Noise Compatibility Program Projects," as appropriate to the individual project. These standard assurances are attached to and become part of these Aviation Block Grant Program State Assurances.
- (b) For all projects benefiting an airport owner other than the State, the State shall enter into an agreement with the airport owner. The agreement shall obligate the airport owner, or the State, to comply with each of the attached assurances that would have been applicable to the airport owner had it applied directly to the FAA for a grant to undertake the project. The agreement shall address the transfer and delegation to the airport owner of State obligations to the FAA, if desired. The agreement and changes thereto must be satisfactory to the Administrator of the FAA.

5. Compliance Responsibilities.

The State shall take steps to enforce its agreement with each airport owner benefiting from the block grant program if noncompliance with the terms of the agreement is evident. This compliance responsibility shall be assumed by the FAA at the

termination of the block grant program, or as otherwise agreed to by the State and the FAA.

6. Environmental Responsibilities.

A State that is subject to its own environmental requirements comparable to requirements of the National Environmental Policy Act (NEPA) of 1969 ("NEPA-like," as defined in regulations issued by the U.S. Council on Environmental Quality (CEQ)) shall follow its own requirements. If the State has no such requirements, it shall follow applicable CEQ regulations.

7. State Resources.

The State assures that sufficient funds will be available for that portion of project costs that are not paid by the United States, and that sufficient qualified personnel will be available to carry out its responsibilities under this grant in a timely manner satisfactory to the FAA.