FAA

Airports

Airports Financial Assistance

FY 2012 Essential Air Service (EAS) and Economically Distressed Areas (EDA) Determinations

This guidance provides information on a relevant section of the FAA Modernization and Reform Act of 2012.

FAA Regional Airports Offices and Airports District Offices are encouraged to distribute this PGL widely to the airport and consultant community.

12-05.1 Section 137. Government Share of Project Costs.

In the FAA reauthorization bill is an exception to the 90% federal share for grants at smaller airports (i.e. other than Large and Medium-hub) who are **both** receiving Essential Air Service (EAS) **and** are located in economically distressed areas (EDA).

Section 137 of the FAA Modernization and Reform Act of2012 (H.R. 658) provides a special rule for economically distressed communities:

> *The Government's share of allowable project costs shall be 95 percent for a project at an airport that.-*
> *"(1) is receiving essential air service for which compensation was provided to an air carrier under subchapter II of chapter 417; and*
> *"(2) is located in an area that meets one or more of the criteria established in section 301(a) of the Public Works and Economic Development Act of 1965 (42 U.S.C. 3161(a)), as determined by the Secretary of Commerce."*

FAA will make a determination of whether an airport qualifies for the increased 95% federal share on an annual basis. Because federal share percentages affect how the agency plans AIP spending, determinations will only be made at the start of the fiscal year on October 1. Once the FAA determines that an airport qualifies for the increased federal share, it will maintain that status for the entire fiscal year, regardless of mid-year changes in EAS or EDA status.

For the current fiscal year (FY-2012), a determination of the airports that meet the Section 137 criteria was made on April 1, 2012.

EAS Determinations

FAA will consider the airport an EAS location if it is 1) receiving EAS subsidized service as of October 1 of the fiscal year in question, or 2) has been notified by the Department of Transportation (DOT) as of October 1that it will receive subsidies that fiscal year. An airport that is notified after October 1 that it will receive EAS service may not be considered for increased federal share of AIP funding until the following fiscal year. For example, if an airport is notified on May 1, 2012 that it will gain EAS service prior to October 1, 2012, then the FAA will designate the airport for the higher federal share beginning in FY-2013 (provided the airport does not lose the designation prior to October 1, 2012).

The EAS program is administered by the DOT. The office administering the program will provide the FAA with an official list of all EAS locations. As of the most recent list, DOT identified 163 locations receiving EAS, 149 of which FAA has associated with NPIAS airports. This list will be reviewed annually for additions/deletions to the program. For more information about the EAS program, visit their site at http://www.dot.gov/policy/aviation-policy/current-list-eligible-eas-communities

EDA Determinations

FAA will use EDA data published by Federal Highway Administration (FHWA) to determine which EAS airports are in EDAs. FHWA currently compiles a list of EDA counties on a quarterly basis. As in the case of EAS status, should a location be deemed an EDA after October 1st, they will not be considered for increased federal share for that fiscal year.

Because EDA determinations are based on a threshold, it is possible that some locations may change EDA status from one quarter to the next. In order for an airport to be considered in an EDA, it must be included in the most recent data available as of October 1, regardless of its status in the reporting periods prior. For more information about how FHWA calculates EDAs, please visit the FHWA site: http://www.fhwa.dot.gov/economicrecovery/edaqanda.htm

Qualifying Airports for FY-2012

The attached table below lists the airports that qualify for a 95% federal share for grants issued in FY-2012 based on the process outlined in this PGL. This list will be posted on the FAA Airports website. All future updates will be posted on-line only.

Table: EAS Locations in EDAs

Of the 149 NPIAS airports receiving EAS, we have identified 56 that are located in EDAs as of February 15, 2012. These airports are eligible to receive a 95% federal share for grants issued to these airports.

State	EAS Community	Loc ID	State	EAS Community	Loc ID
AK	Akutan	KQA	MI	Ironwood/Ashland	IWD
AK	Central	CEM	MI	Manistee	MBL
AK	Circle	CRC	MI	Muskegon	MKG
AK	Healy Lake	HRR	MI	Pellston	PLN
AK	Lake Minchumina	MHM	MI	Sault Ste. Marie	CIU
AK	Manley	MLY	MN	Bemidji	BJI
AK	Port Alexander	PTD	MN	Brainerd	BRD
AK	Yakutat	YAK	MO	Joplin	JLN
AL	Muscle Shoals	MSL	MO	Kirksville	IRK
AR	Harrison	HRO	MS	Greenville	GLH
AR	Jonesboro	JBR	MS	Hattiesburg/Laurel	PIB
AZ	Kingman	IGM	MS	Meridian	MEI
AZ	Prescott	PRC	MS	Tupelo	TUP
AZ	Show Low	sow	MT	Wolf Point	OLF
CA	Crescent City	CEC	NE	Chadron	CDR
CA	El Centro	IPL	NM	Alamogordo/Holloman AFB	ALM
CA	Merced	MCE	NM	Silver City/Hurley/Deming	SVC
CA	Visalia	VIS	NY	Jamestown	JHW
CO	Pueblo	PUB	NY	Massena	MSS
GA	Athens	AHN	NY	Ogdensburg	OGS
IL	Decatur	DEC	NY	Saranac Lake/Lake Placid	SLK
KS	Dodge City	DDC	OR	Pendleton	PDT
KS	Garden City	GCK	PA	DuBois	DUJ
KS	Liberal/Guymon	LBL	PA	Franklin/Oil City	FKL
ME	Presque Isle/Houlton	PQI	PR	Mayaguez	MAZ
MI	Alpena	APN	UT	Cedar City	CDC
MI	Escanaba	ESC	UT	Moab	CNY
MI	Hancock/Houghton	CMX	UT	Vernal	VEL

On or about October 1st of each year this table will be updated if required and posted on the FAA Airports website.