

New Hampshire Airport Block Grant Program

WHAT

The State of New Hampshire, through its Department of Transportation Bureau of Aeronautics (Bureau), was selected by the Federal Aviation Administration's (FAA) New England Region to be a member of FAA's Airport Block Grant Program (Program) starting in 2008. This Program has been in existence in the United States of America since Congress authorized the pilot program in 1990.

WHEN

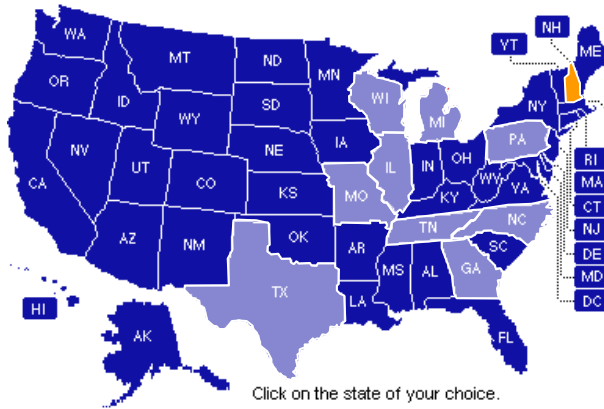
The first airport-improvement grants issued under this Program were the FY 2008 grants. The initial Program was started in NH with just eight general aviation airports, but in 2010, Dean Memorial Airport was added to the New Hampshire Program bringing the total airports to nine.

WHY

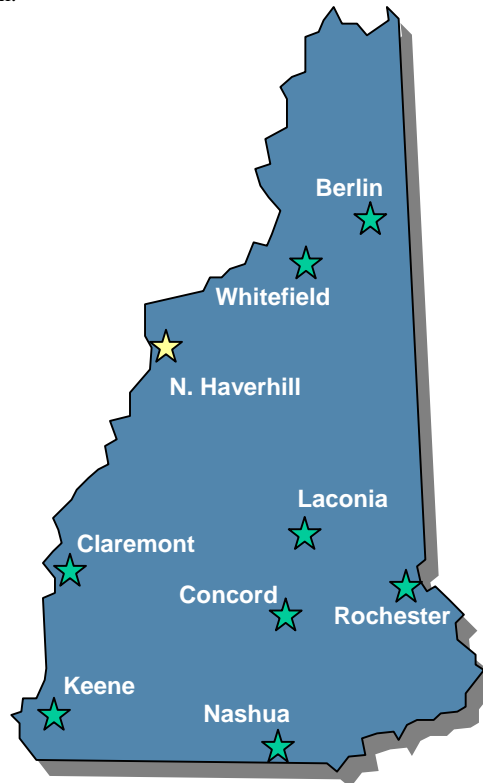
The Bureau's relationship with FAA is as strong as ever. The state's inclusion into the Program enables the Bureau to be an extension of FAA's New England Region. Because of the Bureau's working relationships with the aviation community in NH, the Bureau has a better understanding of local issues and needs that will be used to help determine project and funding priorities. By giving the state the funding assistance directly, the FAA is giving the Bureau the flexibility to redistribute these funds for non-primary airport improvements based, in part, on local needs.

WHO

New Hampshire was the ninth state to actively be included in the Program.



In New Hampshire, only the non-primary airports in the National Plan of Integrated Airport Systems (NPIAS) are included in this program.



HOW

The Bureau manages the Airport Improvement Program (AIP) grants for all non-primary NPIAS airports and the statewide program.

The Bureau provides input and decisions on project-related issues and questions instead of the FAA.

The FAA works with the Bureau as subject matter experts to help the Bureau manage this Program.

The Program airports coordinate all project-related issues with the Bureau. FAA will provide input only upon request.

The Bureau continues to operate its other aviation programs, including the primary airport grants, 80-20 grants, aircraft operating fee (AOF) grants, and aviation education programs.

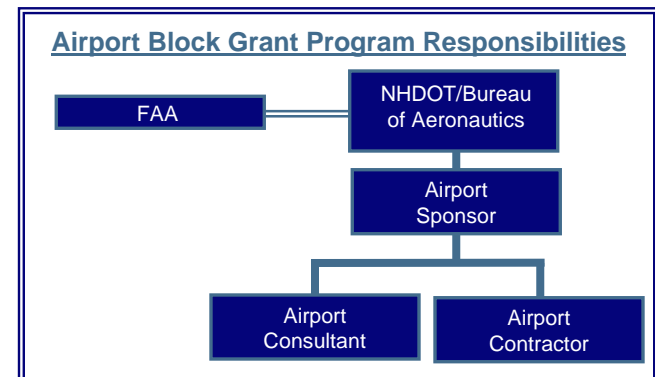
The Bureau provides additional guidance to Program airports through meetings and website updates.

The Program allows the Bureau to allocate non-primary entitlement and state general aviation apportionment funds to meet local needs. FAA continues to control the distribution of discretionary funds to Program airports.

The Bureau continues to utilize FAA regulations, guidance, and policies to implement projects within the Program such as:

- Airport Capital Improvement Program
- Project Scoping Meetings
- Grant Applications
- Grant Offers
- Grant Reimbursement Requests

The Program airports have experienced little to no uninterrupted service of their AIP grants.



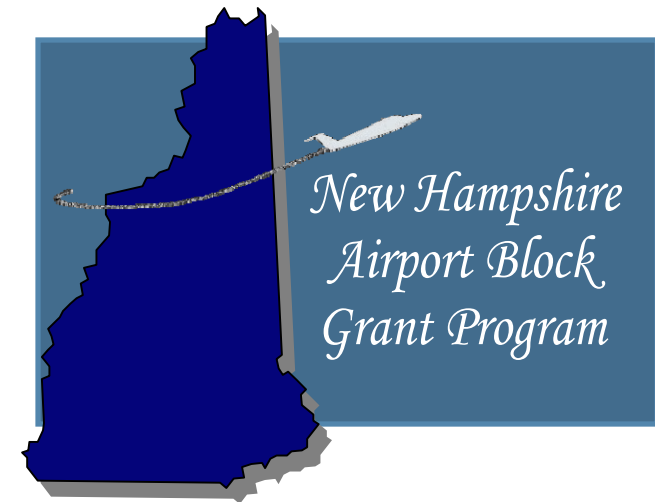
FAA Comments About the Airport Block Grant Program*

- The Airport Block Grant Program (Program) consolidates funding to states for individual airport projects at eligible airports and enhances the state's airport improvement responsibilities.
- The Program shifts or shares administrative responsibility for the Airport Improvement Program (AIP) with the FAA and eligible states.
- The Program allows states greater discretion in selecting and managing projects.
- FAA has found that states have enhanced their working relationships with their airports as a result of this Program.

* Report to Congress: State Block Grant Program, USDOT/FAA, May 1992

For more information,
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Introduction for General Aviation Airports