



Airport Funding 101

Ryan Porter, P.E.

Airport Program Engineer

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Presentation Overview

- Types of Airport Funding
 - AIP – Entitlements, Discretionary, Apportionment
 - AIG – IIJA, other competitive IIJA – FCT, ATP
 - SAP – State Aid Program
 - Sponsor Only



Funding Types: Federal Funds

- Airport Improvement Program (AIP)
 - Entitlement: Primary (Air Carriers) & Non-Primary (GA)
 - Apportionment: Non-Primary ONLY
 - Discretionary: Primary & Non-Primary



AIP Entitlements

- For Non-Primary Airports
 - Administered through the Block Grant
 - Available to all Classified Airports on the NPIAS
 - \$150,000/year
 - Can Reimburse with Entitlements.



AIP Entitlements (continued)

- For Non-Primary Airports (continued)
 - Local match varies. Typically 5% of total project cost. 2.5% for 2025 and 2026 grant applications. State splits the match on most projects, otherwise match would typically be 10% or 5% for 2025, 2026
 - Entitlements expire 4 years from date Block Grant is issued
 - Also known as the Period of Performance (PoP) of the Grant
 - Some projects can only be funded with Entitlements (or AIG IIJA)



AIP Entitlements

- For Primary Airports
 - Entitlement varies by formula for each Primary (can include Cargo)
 - Minimum is \$1,300,000
 - Period of Availability (POA) 4 years for Non-Hub Primaries. Hub Primaries POA is 3 years. Slightly different sponsor match for Hub Primaries.
 - Period of Performance is 4 years
 - No difference for hub vs nonhub
 - Some projects can only be funded with Entitlements or IIJA



AIG IJA

- Money allocated FFY 2022-2026.
- Available to all NPIAS classified airports, both Primary and Non-Primary.
- 2026 is last year of program. 2026 money available to claim in grant through FY 2029.
- Very useful for funding Hangars and Fuel Systems. Does not trigger revenue generating restrictions.



AIG IIJA (Continued)

- Less flexibility in application process compared to entitlements - Grant application is supposed to be based on bids or negotiated contract.
- Can reimburse with IIJA.
- 4-year Period of Availability for IIJA grants. 4 year Period of Performance. No difference Primary vs. Non-Primary.
- Usually the same local match percentage as Entitlements.



IIJA (Other IIJA)

- ATP (Airport Terminal Program) and FCT (FAA Contract Tower) programs. Competitive application process.
- Available to Primary and Non-Primary. Last year is 2026, but left over money may be made available for one last application cycle in 2027.



AIP Apportionment

- For Non-Primary Airports ONLY
 - Additional funding included in the Block Grant for WBOA to administer
 - Helps to fund projects needing more funding than Entitlements allow, but aren't likely to get Discretionary (priority rating low, not at least \$500,000)
 - Cannot reimburse with Apportionment, subject to limited exceptions such as land acquisition.
 - Apportionment expires 3 years from date Block Grant is issued
 - One year earlier than Entitlement funds in Block Grant



AIP Discretionary

- How Airports Fund Larger Projects
 - Runways, Taxiways, other large projects that are justified
- Wisconsin's Candidate Projects Compete
 - Within ADO vs Indiana and Illinois
- List tends to consist of construction projects, not design, and be developed well in advance of Application year. Projects frequently shifted back depending on progression of design.



AIP Discretionary (continued)

- \$500,000 minimum
- How competitive? Should plan on having work item rating of 70 plus for each item funded with discretionary.
- Required to take all available entitlements in the discretionary year. Will not start the next year with deferred entitlements after your discretionary year.
- Cannot start work until grant is signed. Eligible costs incurred after grant execution.



Funding Types: State Aid

- State Aid Projects (SAP)
 - Generally 80/20 (80% State/20% Sponsor)
 - 50/50 Projects Possible (required if combined with AIP funding)
- 100% State Funded Programs
 - Legislative set asides



State Aid Projects

- Generally funds similar projects as AIP
- Do NOT fund buildings other than terminals and SRE buildings
 - No State Money for Hangars.
 - Buildings (Terminals/SRE) max SAP contribution is \$1.25M
- Fuel Systems as AIP eligibility is VERY limited. Typically 50/50 State Aid
- Reimbursements: fuel card readers & mowing equipment



State Aid Projects (continued)

- Project Formulation. Used at start of project to get through ALP approval, environmental clearance. Can get through roughly 20 percent of design in this stage. Typically 80/20 even though project planned for federal reimbursement later.



State Funded Programs

- AWOS Communications and Maintenance – for maintenance.
- Pavement Condition Index (PCI) Evaluation Program
- Airport Pavement Marking



Funding Types: Sponsor Only

- Sponsor Only Projects (100% covered by Sponsor)
 - Generally ran through WBOA IF
 - Starting a project element that is time sensitive
 - Aerial survey or environmental work are good examples
 - Design project that will later be reimbursed with AIP
 - Project elements included in a bid that aren't eligible for AIP or SAP
 - Terminal Buildings are a good example. 50/50. Subject to 1.25 million max.



Questions?

Contact Information:

Ryan Porter, P.E.
ryan.porter@dot.wi.gov
608-266-2572

