

# The Small Community Air Service Development Program



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U.S. Department of Transportation, Office of Aviation Analysis

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A presentation from the AAIE National Airport Service Conference by the U.S. DOT that provides an overview of the SCASDP.

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# Overview

- SCASDP & EAS: Differences and Limitation
- SCASD Program Background
- The Grant Solicitation Order (RFP) and Eligibility
- Program Funding
- Elements of a Successful Grant

# SCASDP and EAS

- ▶ Are the only DOT programs that assist Small/Rural communities with air service
- ▶ SCASDP is a annual competitive grant process open to communities with airports not larger than a small hub using 1997 data
- ▶ EAS is a direct air carrier subsidy for minimal service to a defined population of approximately 160 communities

# SCASDP & EAS Distinctions

	SCASDP	EAS
<b>Program Type</b>	<ul style="list-style-type: none"> <li>• Competitive Discretionary Grant</li> </ul>	<ul style="list-style-type: none"> <li>• Entitlement Subsidy</li> </ul>
<b>Funding</b>	<ul style="list-style-type: none"> <li>• 2002–2014: \$146 (Million)</li> <li>• Payments are reimbursed to local government sponsor</li> </ul>	<ul style="list-style-type: none"> <li>• 2002–2014: Over \$1.7 (Billion)</li> <li>• Payments are made directly to air carriers</li> </ul>
<b>Projects</b>	<ul style="list-style-type: none"> <li>• Air Service Development</li> <li>• Marketing</li> <li>• Ground Handling</li> <li>• Intermodal Solution</li> </ul>	<ul style="list-style-type: none"> <li>• Regional Service</li> <li>• Charter Service</li> <li>• Study</li> <li>• Common Use Ticketing</li> </ul>
<b>Eligibility</b>	<ul style="list-style-type: none"> <li>• All small and non–hub airports as of 1997 with or without service</li> <li>• Includes EAS communities</li> </ul>	<ul style="list-style-type: none"> <li>• Only Communities subsidized since 1978</li> <li>• ~160 eligible communities</li> </ul>
<b>Flexibility</b>	<p>Allows communities to identify their own air service deficiencies and develop their own solutions</p>	<p>Alternate EAS Program (AEAS) –Provides similar flexibilities as SCASDP, but <u>only</u> to EAS eligible communities</p>

# SCASDP Background

- ▶ Established in 2000 by the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century as a 3-year pilot program (Pub. L. No. 106-181)
- ▶ Program was first funded and implemented in 2002
- ▶ Reauthorized in 2003 by the Vision 100-Century of Aviation Reauthorization Act (Pub. L. No. 108-176), eliminating the pilot status and authorized funding through 2008
- ▶ FAA Modernization and Reform Act of 2012 (Pub. L. No. 112-95) authorized the program until 2015
- ▶ Program is currently pending under FAA Reauthorization for 2015

# SCASDP's Statutory Goal

Provide temporary financial assistance to small communities in order to gain or improve access to the national air transportation system

# Statutory Eligibility Criteria

1.

- Communities served by an airport not larger than a small hub based on FAA 1997 enplanement data, and:

2.

- Community has insufficient air service, or

3.

- Unreasonably high air fares, or

4.

- Geographic diversity or unique circumstances



# Small Community Program Statute

## ▶ Grant Award Limits

- Max of 40 each fiscal year
- No more than 4 to the same state

## ▶ Six Statutory Priorities:

1. Higher than average air fares
2. Local Cash Contribution
3. Establish(ed) Public–Private Partnership
4. Materially benefits broad segment (business/education...)
5. Timely Use of Funding
6. Regional Air Service Project: Consolidate Air Service into One Regional airport



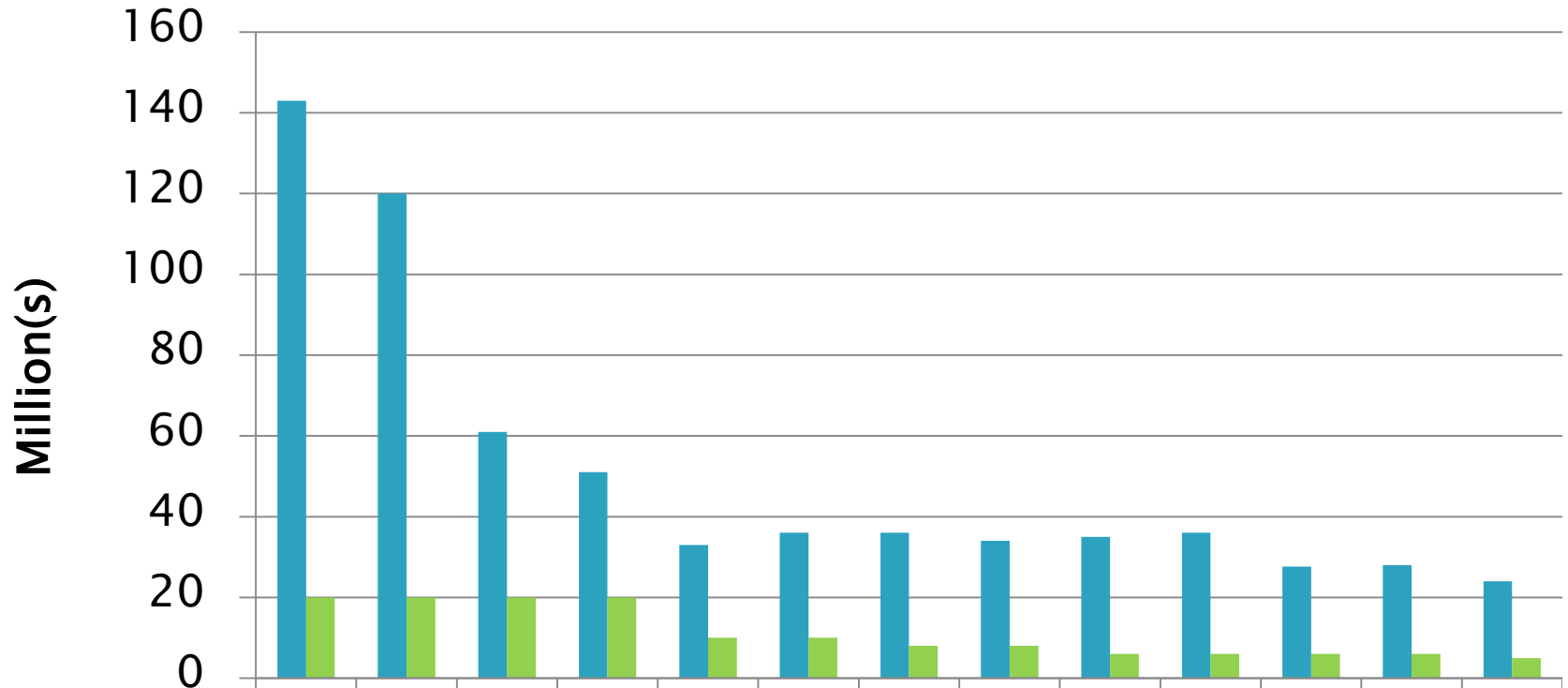
# Common Grant Projects

- ▶ Air Carrier Revenue Guarantees
- ▶ Marketing: General Airport and/or Route Specific
  - EAS Communities are limited to marketing EAS route only
- ▶ Aircraft upgrade
- ▶ Research studies: Leakage, Catchment, Intermodal
- ▶ Start-up cost off-sets

# Project Funding

- ▶ Reimbursable grant program
  - Communities front payments
  - Then submit invoices and proofs of payment for reimbursement of the Federal share
- ▶ There is no limit on individual grant awards; however, the funding request should be reasonable given the total funding available
- ▶ In past, grant sizes have ranged from \$20,000 to nearly \$1.6 million

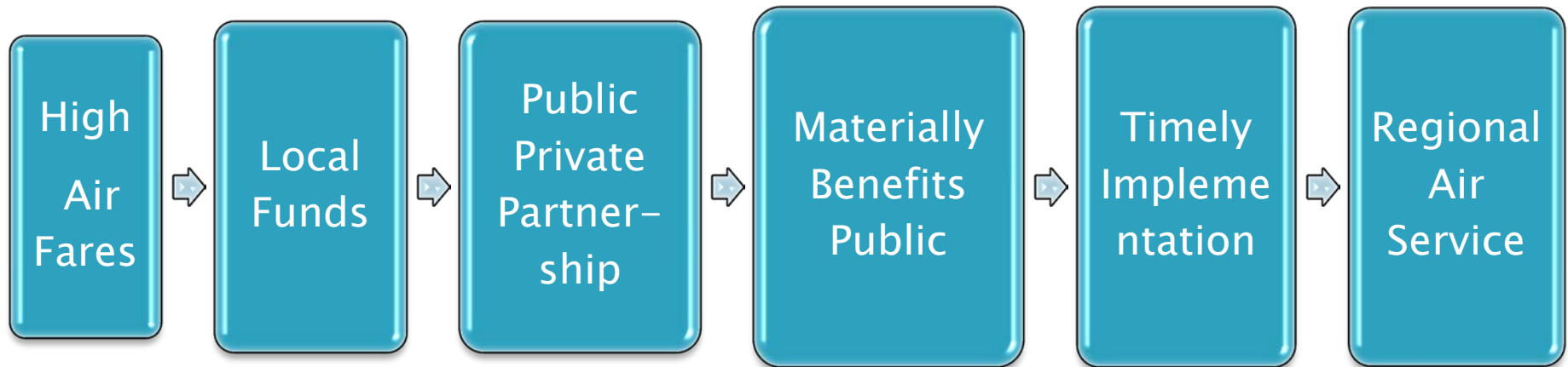
# Funds Requested & Appropriated



	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
<span style="color: blue;">■</span> \$ Requested	143	120	61	51	33	36	36	34	35	36	28	28	24
<span style="color: green;">■</span> \$ Appropriated	20	20	20	20	10	10	8	8	6	6	6	6	5

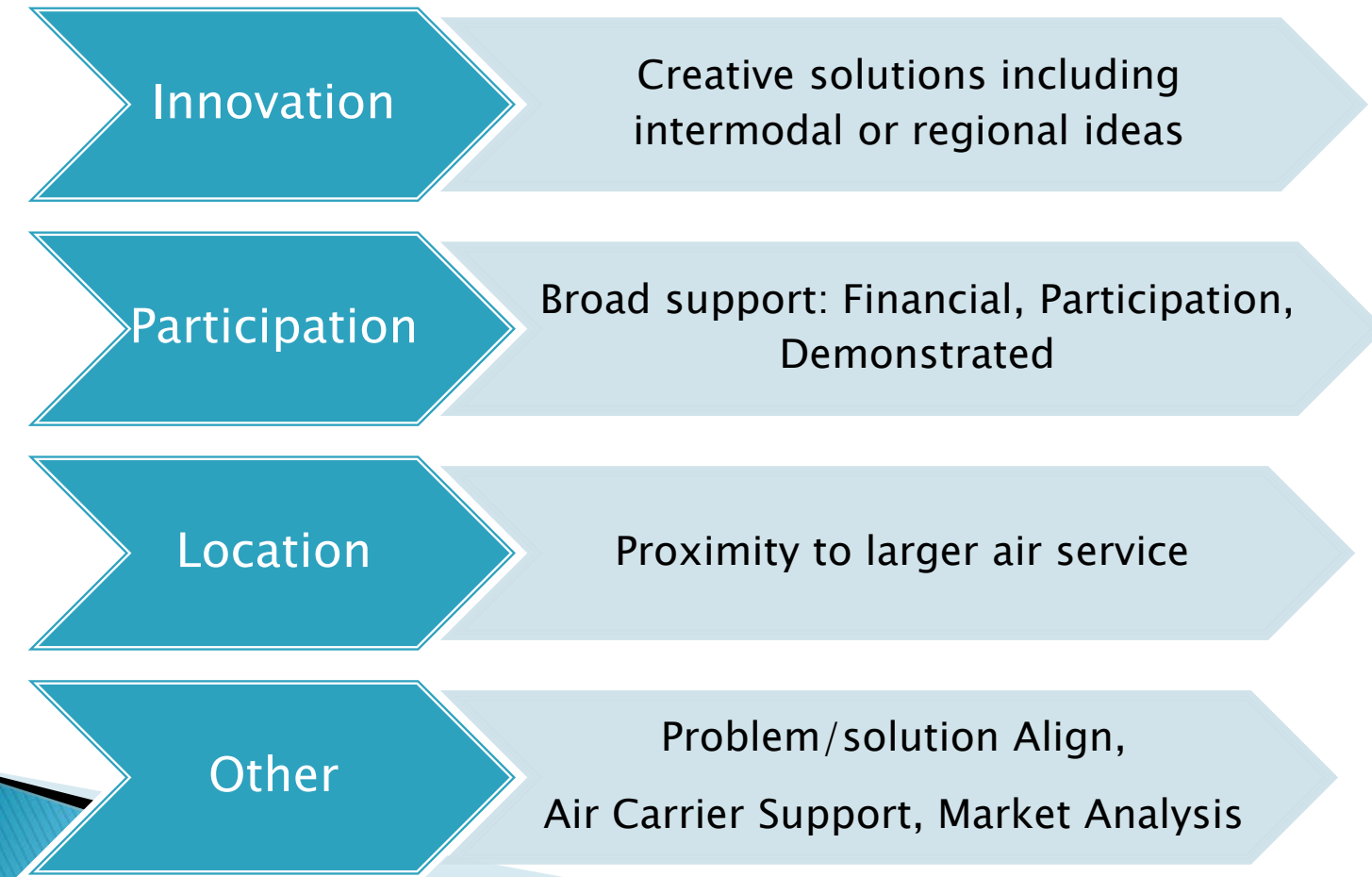
# Elements of Successful Grant Applications

Align with Multiple Priority Considerations:



# Elements of Successful Grant Applications

## Align with Some Secondary Considerations



# Problem/Solution Alignment

- ▶ The Department will assess if the solution actually addresses the stated problem
- ▶ Example: Stated Problem is high air fares and the solution is to bring in a mainline carrier
- ▶ Example: Stated Problem is small aircraft size but a runway expansion is needed for desired aircraft

# Contents of a Successful Grant Application

- ▶ There is no set design/format for an application
- ▶ Suggested content includes:
  - ❑ Description of air service needs or deficiencies
  - ❑ A strategic plan for meeting those needs
  - ❑ A detailed description of the necessary funding
  - ❑ An explanation of how the proposed project differs from any previous grant projects
  - ❑ Designation of a legal sponsor responsible for administering the proposed project



# Statutory & Policy Restrictions

“Same Project” Restriction

Timely Use of Funding

Concurrent Grant Limitation

EAS Communities

# Prior Grant Recipients and the “Same Project Limitation”

- ▶ Congress limited communities to only trying a specific air service solution once
- ▶ As an example, if a community requested service to the west, all destinations to the west are ineligible forever
- ▶ However, if the applicant sought LAX service, which is to the west of the community, only LAX is ineligible
- ▶ The limitation exists even if no funding is used
- ▶ Drafting the scope of a grant is extremely important

# Timely Use of Funding

- ▶ The Department will assess if a community is ready to implement a grant project
- ▶ If the community has airport improvement projects underway or soon to start, it is likely the grant application is not ready
- ▶ Example: Runway expansion, TSA areas

# Concurrent Grant Limitation

Community or consortium may have only one active SCASDP grant at any time


A community does not need to terminate an existing grant in order to apply for a new subsequent grant; it must only acknowledge willingness to terminate in the application

Permission must be granted from a consortium grant sponsor and the Department in order to withdraw

# Application Process

- ▶ SCASDP applications must be submitted through [www.grants.gov](http://www.grants.gov) and must be time stamped before the published submission deadline
- ▶ Applications may not exceed 20 pages
  - Excluding the SF424 form, Summary Information Schedule, and letters of support
  - Applications exceeding 20 pages will be accepted, but additional pages past page 20 will not be evaluated or considered

# Grants.gov

- ▶ Specific step-by-step registration instructions are included in each Solicitation Order
  - ▶ Registering is a one-time process; however, processing can take several weeks for first time registrants to receive confirmation and user password
  - ▶ Communities are strongly encouraged to register even if they decide not to apply
  - ▶ Access does expire; Applicants must ensure its users are all current
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# Late Applications

- ▶ Late applications are not accepted
  - This includes all required Grants.gov registration requirements and all steps required to remain a current user
- ▶ Applicants experiencing technical difficulties outside their control must contact us immediately

# Important Emails

- ▶ [Dot.gov/policy/aviation-policy/small-community-rural-air-service/SCASDP](https://www.dot.gov/policy/aviation-policy/small-community-rural-air-service/SCASDP)
  - Program's official website
- ▶ [FederalRegister.gov](https://www.federalregister.gov)
  - You can sign up for automatic notifications
- ▶ [Grants.gov](https://www.grants.gov)
  - Required grant submission website
- ▶ [Regulations.gov](https://www.regulations.gov)
  - All Orders and applications are publicly available



*Thank You!*

