

The Small Community Air Service Development Program

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

A presentation from the AAAE 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
Program Type	<ul style="list-style-type: none"> • Competitive Discretionary Grant 	<ul style="list-style-type: none"> • Entitlement Subsidy
Funding	<ul style="list-style-type: none"> • 2002–2014: \$146 (Million) • Payments are reimbursed to local government sponsor 	<ul style="list-style-type: none"> • 2002–2014: Over \$1.7 (Billion) • Payments are made directly to air carriers
Projects	<ul style="list-style-type: none"> • Air Service Development • Marketing • Ground Handling • Intermodal Solution 	<ul style="list-style-type: none"> • Regional Service • Charter Service • Study • Common Use Ticketing
Eligibility	<ul style="list-style-type: none"> • All small and non–hub airports as of 1997 with or without service • Includes EAS communities 	<ul style="list-style-type: none"> • Only Communities subsidized since 1978 • ~160 eligible communities
Flexibility	<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



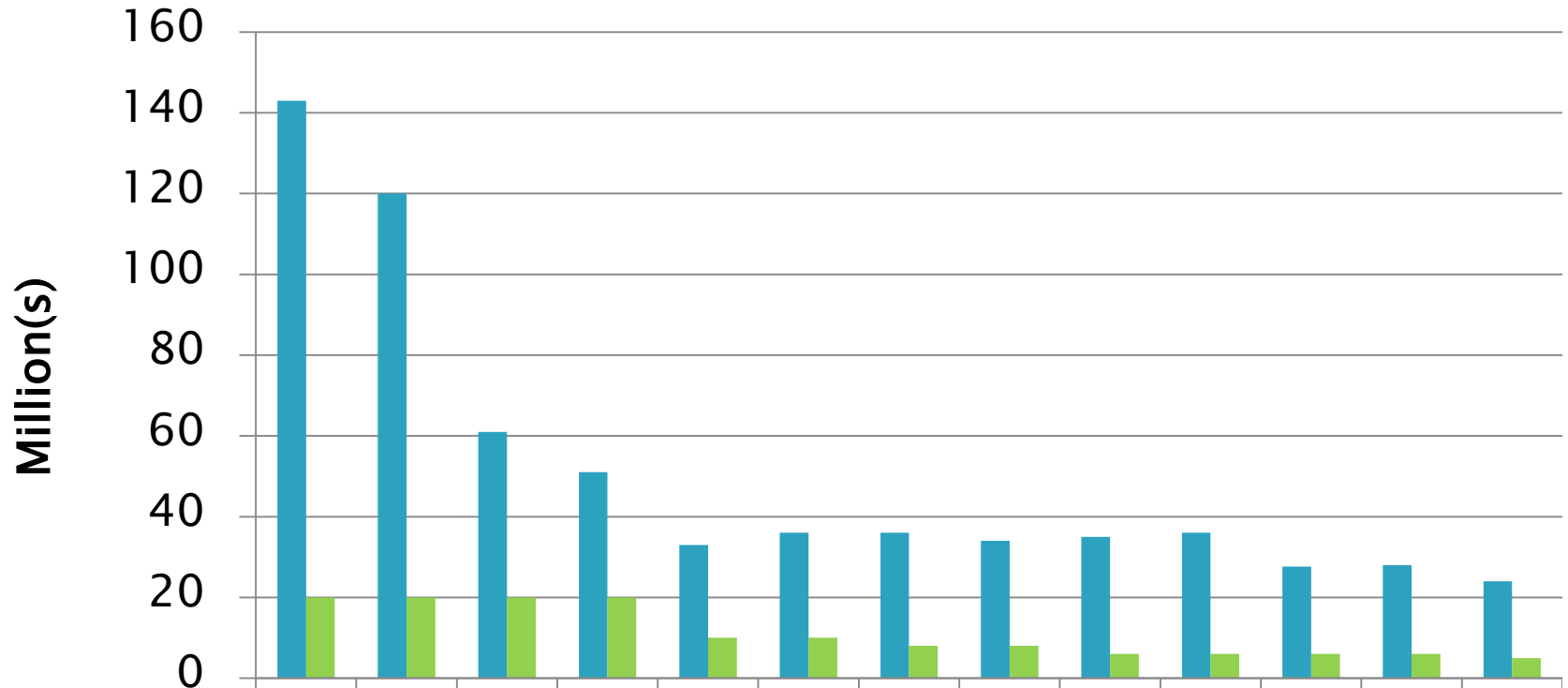
Common Grant Projects

- ▶ 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

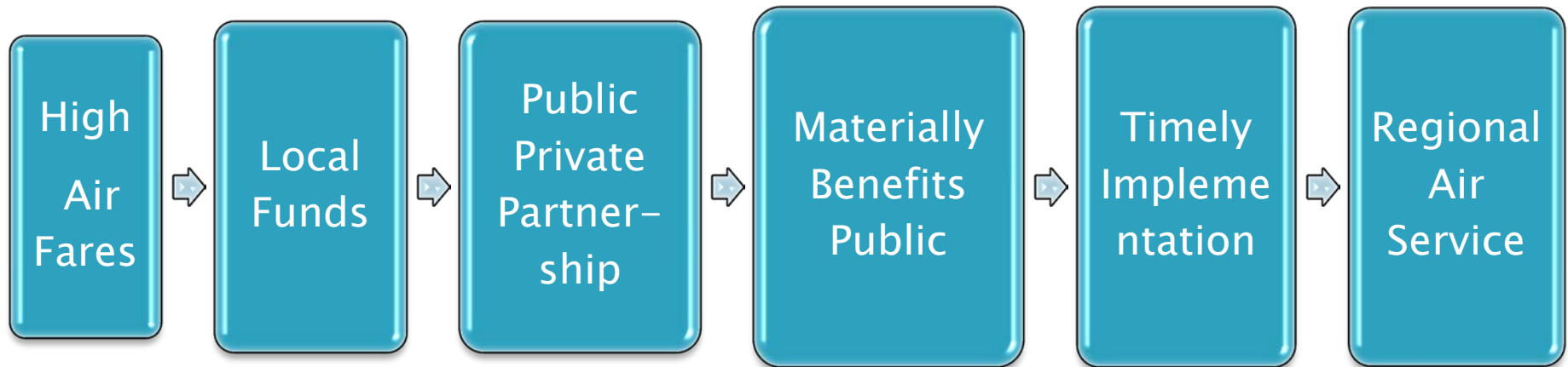
Funds Requested & Appropriated



	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
■ \$ Requested	143	120	61	51	33	36	36	34	35	36	28	28	24
■ \$ Appropriated	20	20	20	20	10	10	8	8	6	6	6	6	5

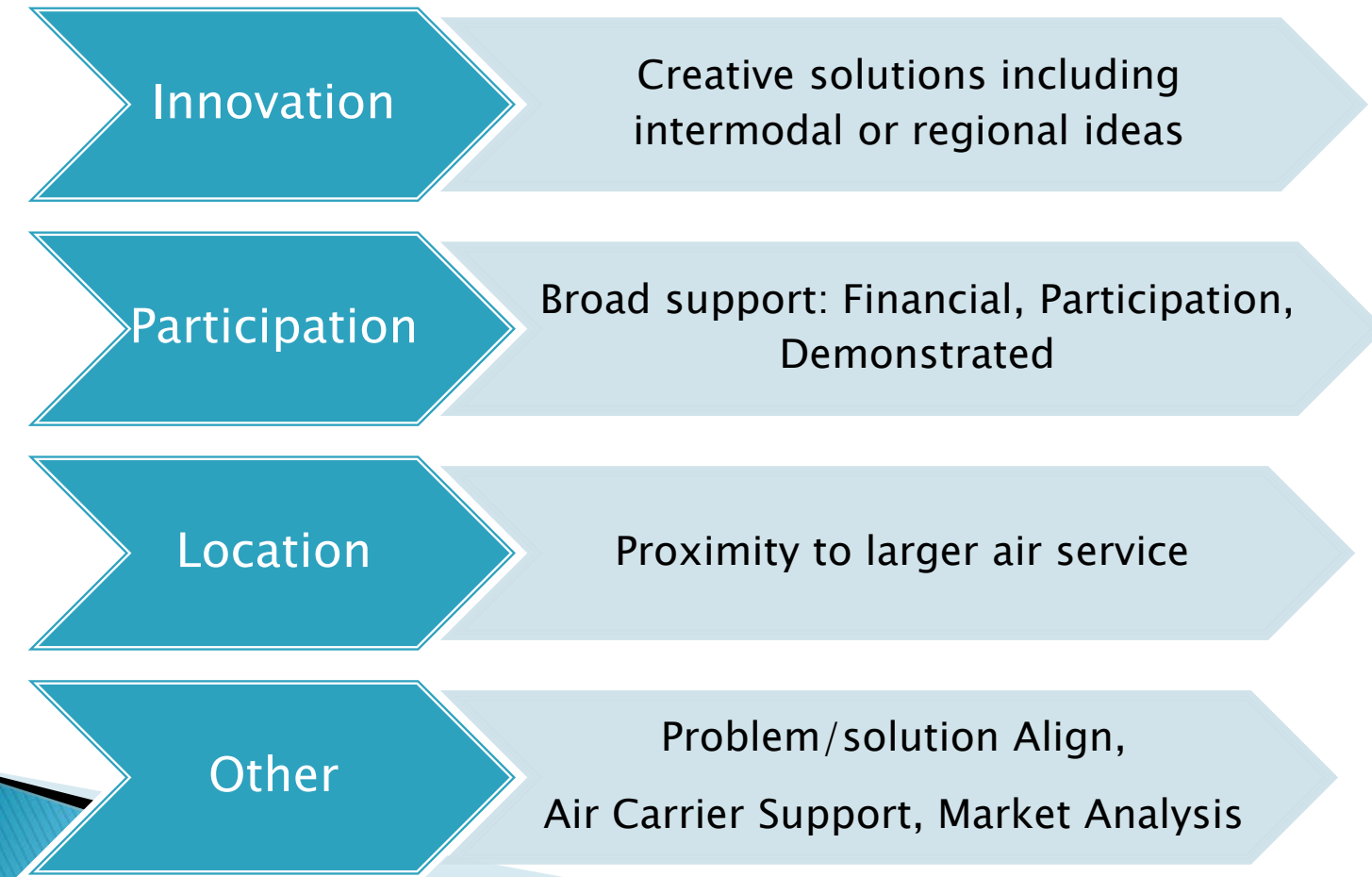
Elements of Successful Grant Applications

Align with Multiple Priority Considerations:



Elements of Successful Grant Applications

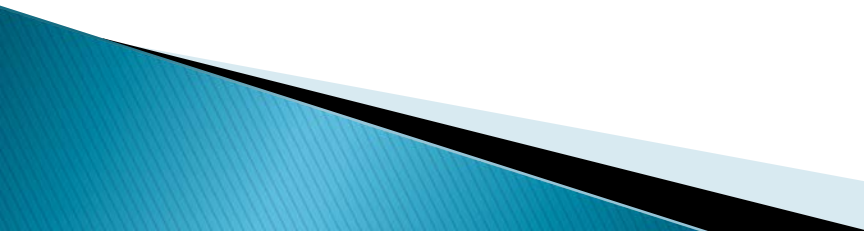
Align with Some Secondary Considerations



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 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
- 

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!

