



DEPARTMENT OF  
TRANSPORTATION

# Aeronautics Commission

February 19, 2026

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# FAA Airport Grant Programs

- Coronavirus Aid, Relief, and Economic Security (CARES) 2020
- Coronavirus Response and Relief Supplemental Appropriation Act (CRSSA) 2021
- American Rescue Plan Act (ARPA) 2021
- Bipartisan Infrastructure Law (BIL-AIG): 2022 (\$16.4M), 2023 (\$16.5M)  
2024 (\$16.5M), 2025 (16.5M)

# What is Eligible?

- Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, sponsors can get AIP funds for most airfield capital improvements or rehabilitation projects and in some specific situations, for terminals, hangars, and nonaviation development.
- Projects related to revenue producing facilities may be eligible at non-primary airports if the airport has already satisfactorily addressed all airside needs and the improvement will increase revenue for the airport.
- Projects related to airport operations are not eligible for funding. Operational costs - such as salaries, equipment, and supplies - are also not eligible for AIP grants.



# What is Eligible?

## Eligible Projects

- Runway construction/rehabilitation
- Taxiway construction/rehabilitation
- Apron construction/rehabilitation
- Airfield lighting
- Airfield signage
- Airfield drainage
- Land acquisition
- AWOS
- REILs and PAPIs (Nav aids)
- Planning and environmental studies
- Safety area improvements
- Airport Layout Plans/master plans
- Access roads on airport property
- Snow removal equipment; fire rescue equipment

## Ineligible Projects

- Maintenance equipment and vehicles
- Office and office equipment
- Commercial/private fuel farms\*
- Commercial/private aircraft hangars\*
- Industrial park development
- Marketing plans
- Training
- Maintenance of buildings
- Improvements for commercial enterprises

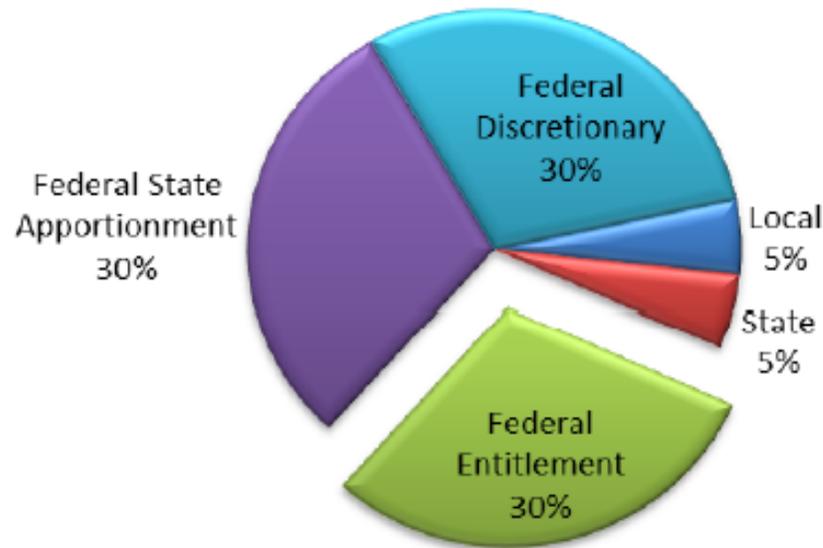
\* Revenue projects for sponsors are AIP eligible but receive no state match.

# These conditions must apply for FAA to consider a project for AIP funding:

- The project sponsorship requirements have been met.
- The project is reasonably consistent with the plans of planning agencies for the development of the area in which the airport is located.
- Sufficient funds are available for the portion of the project not paid for by the Federal Government.
- The project will be completed without undue delay.
- The airport location is included in the current version of the NPIAS.
- The project involves more than \$25,000 in AIP funds.
- The project is depicted on a current airport layout plan approved by FAA.



## Entitlement Funding



Entitlement funds are Federal funds distributed to individual airports. Characteristics of entitlement funding are:

For primary airports (airports with more than 10,000 enplanements per year):

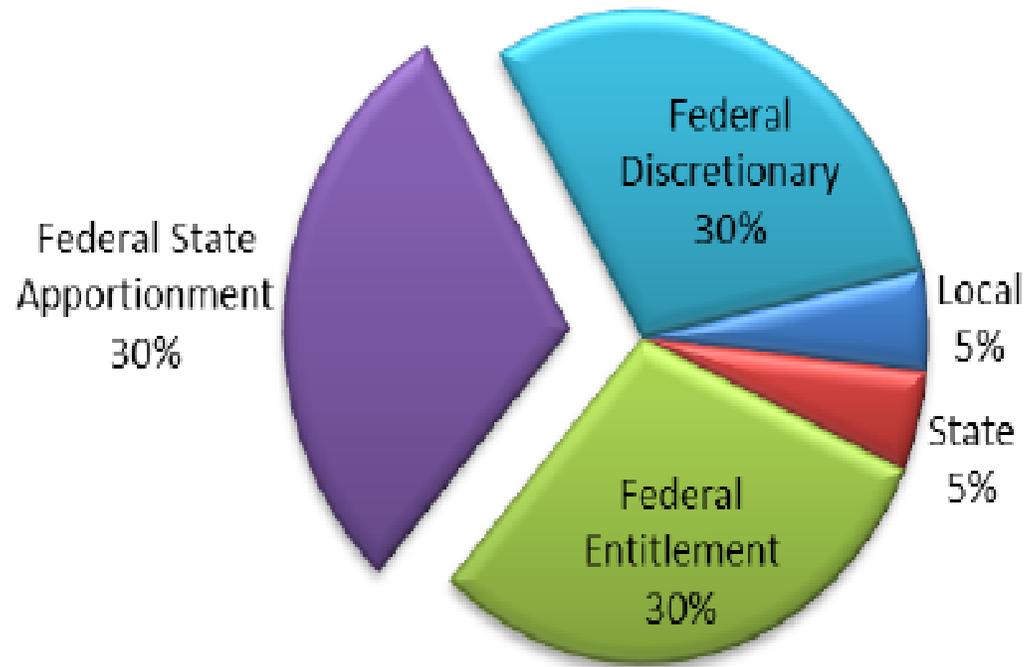
1. Increases as passenger enplanements and cargo increases.
2. Starts at a minimum of \$1,000,000 per year.
3. The funds expire after 3 years.

For General Aviation and Commercial Service Airports:

1. Receive \$150,000 per year.
2. Expires after four years.
3. Can multi-year up to the end of the authorization.
4. Can use for hangars and fuel farms if aeronautical needs are met.
5. Can be used for past projects.
6. Can be transferred to another eligible airport
7. At \$150,000 a year, this equate to \$3,000,000 every twenty years.

# State Apportionment Funding

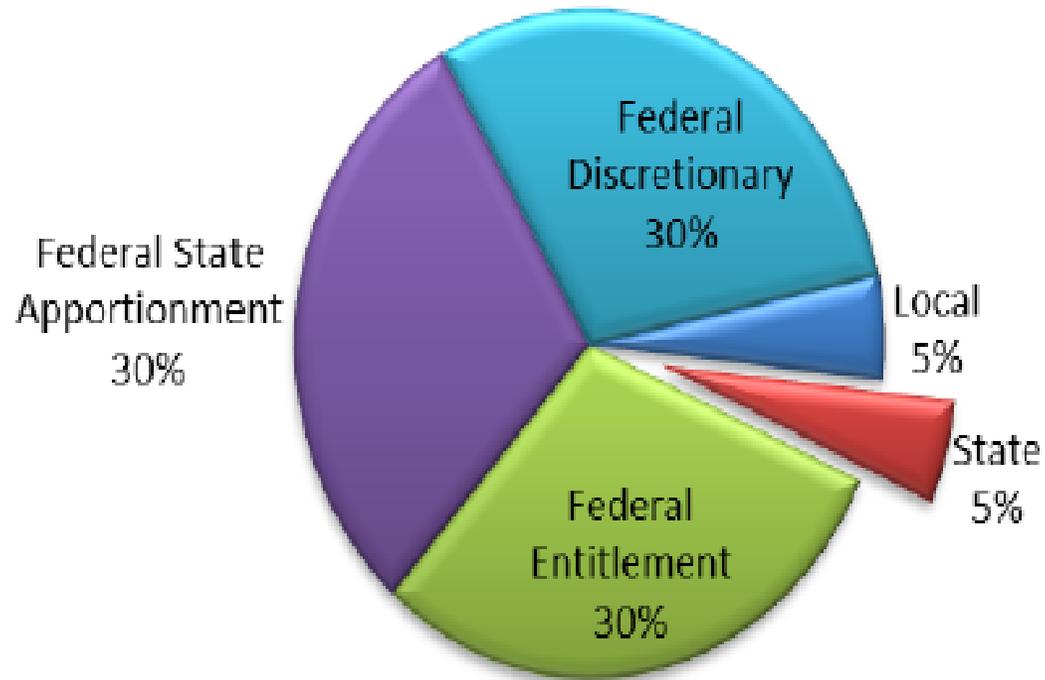
State Apportionment is Federal funding distributed or apportioned to each state to be used for projects that are a high priority for the state. Characteristics of State Apportionment are:



1. Can only be used at GA and Commercial Service Airports
2. Not allowed for terminal buildings, revenue producing facilities, or parking lots.
3. Usually used to supplement projects too large for the amount of entitlement funds available.



# State Funding



State funding is funding provided by the State for a project. The state funding can cover the entire local share, none of the local share, or anything in between. Typically the State will provide half the local share, or about 5% of the project.



# AIP Grant CIP Schedule

Event	Description	Time	FAA
CIP Meetings with sponsors	This is an annual process where the state meets with sponsors and their consultant to discuss the coming year's projects and those for the next several years.	Summer-Fall	Participate if available
Project Pre-Application	The pre-application is required by the FAA ADO to allow them to program funding for the upcoming year. A timeline and required documents show that prerequisite work has been done prior to the project being granted.	December 1	Evaluate justification, eligibility, environmental, airspace, planning, etc.
Statewide CIP	When all CIPs have come in, the State reviews priorities and funding from the State's perspective.	February 1	Review scope, engineering agreements
Aeronautics Commission Review of program	The statewide CIP is provided to the Commission for review.	February-March	Review plans and specifications, mod to standards
Aeronautics Commission Approve Program	Between Feb and May, the commission will determine whether projects will receive state funding. Sponsors must inform the FAA by May whether it will use its entitlement for this year's project, or carry forward to next year.	April - May	Program funding, carry over entitlements to be used next year.
Bid Letting	For construction projects, bid lettings are held in anticipation of grant offers, which are generally based on bids.	June - July	Transfer entitlements, finalize funding

# AIP Grant CIP Schedule

Event	Description	Time	FAA
Aeronautics Commission final approval of as-bid project costs and program	After bid lettings, project costs are adjusted for inclusion in grant applications. Total cost will change, as well as state match.	June - July	Final funding is prepared for grant applications
Grant application and agreement Read all 39 Grant Assurances!	When federal funding becomes available, and all prerequisite work and documents are complete, applications are submitted.	June - July	Assemble project documentation.
Grant Offers	Grant offers are federal agreements between FAA and sponsors.	June - July	Issue offer to sponsors
Project activities	Pre-construction meetings will be held and projects started. For planning grants, those projects will begin according to their timeline.	Project timeline	
Aeronautics Commission Review of 3-year Capital Improvement Program	Planning, environmental, airspace surveys, etc. are working toward runway, taxiway and terminal rehabilitation projects.	August – Sept.	
Documentation	Any changes to the airport made as a result of the project are reflected in the airport master record and state airport directory.	5010, directory	

# 2024 AIP & BIL Grants

51 Grants – Mix of both AIP & BIL, some in same project.

- AIP                      \$37,359,645
- BIL                        \$16,504,005
- TOTAL FED            \$53,863,650
- Total Projects        \$61,931,288



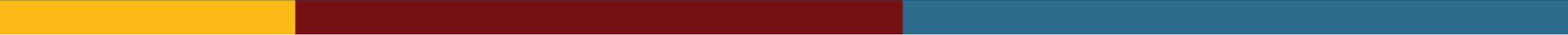
# 2020-2024 Grant Comparison (\$Millions)

	<b>Projects Total</b>	<b>AIP</b>	<b>Other Fed\$</b>
2024	\$61.9	\$37.4	\$16.5 (BIL)
2023	\$20.7	\$12.9	\$6.0 (BIL)
2022	\$50.5	\$36.4	\$1.0 (BIL)
2021	\$43.4	\$40.0	\$3.4 (10% covid)

2025 Pre-applications needed to be to SDDOT by Monday, October 1, 2024.  
For non-hub airports in 2025-2026, AIP and BIL match will be 95%, 2.5%, 2.5%.



# Land Use and Obstructions



Land Use planning and zoning for airports.

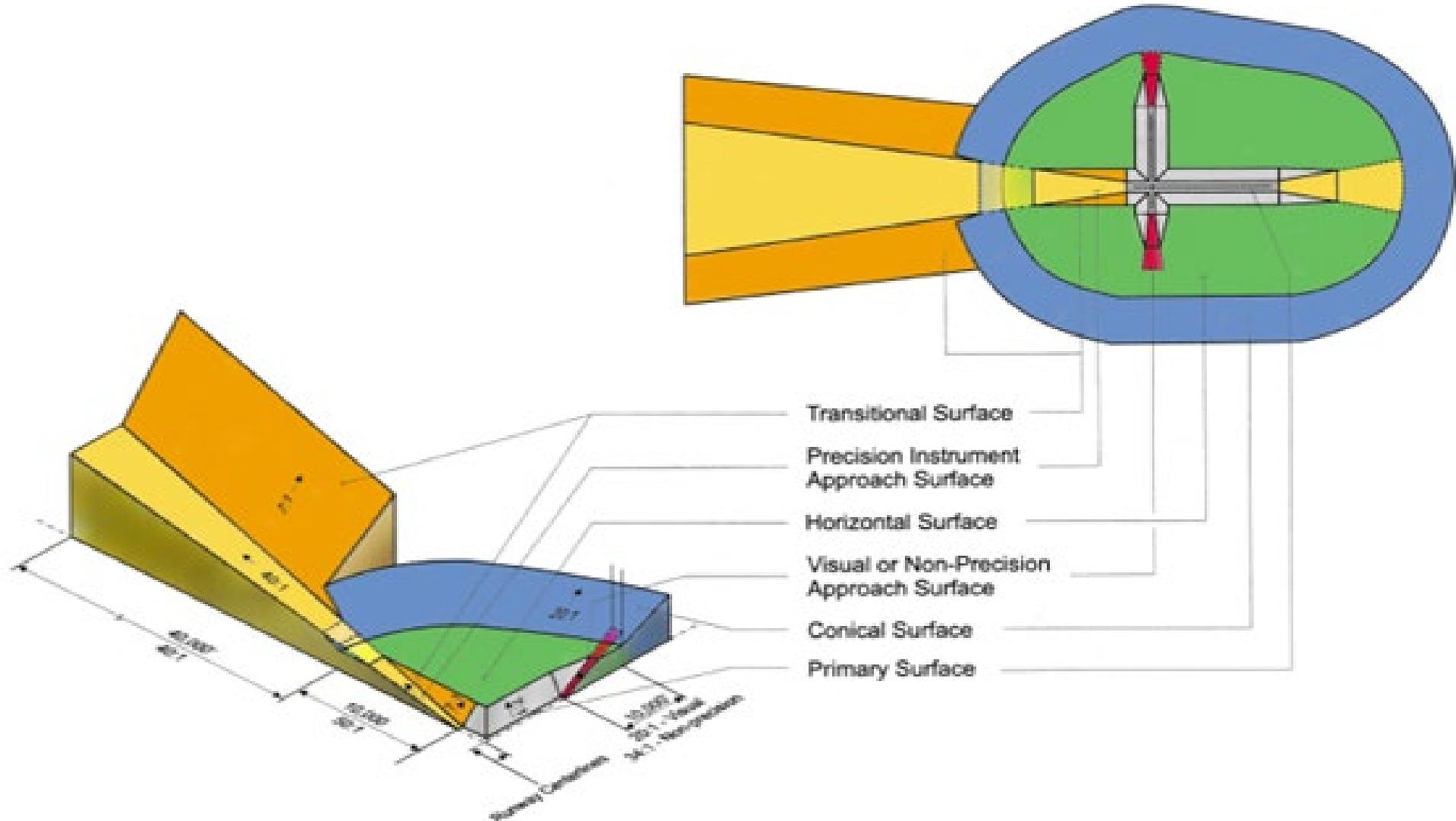
# Protection Around Your Airport

- Land Use Control (Ownership and/or Zoning)
  - Land Use Control is intended to assure that incompatible land uses are not placed in locations that would impede the development of the airport
  - Land Use Control involves the Airport Owner and Surrounding Jurisdictions
  - Work with your Planning Consultant
    - <http://www.dot.state.mn.us/aero/planning/landuse-compatibility-manual.html>
    - <http://www.dot.ca.gov/hq/planning/aeronaut/documents/alucp/AirportLandUsePlanningHandbook.pdf>
    - <https://www.wsdot.wa.gov/aviation/LandUseCompatibilityOverview.htm>
- Height Restrictions



FAR Part 77

14 CFR Part 77 Safe, Efficient Use, and Preservation of Navigable Airspace



# Protect Your Airport – Height Zoning

- Establish/maintain relationship with adjacent jurisdiction. Make sure they understand the importance of YOUR airspace!
- Why Protect Airspace?
  - Similar to a lane width restriction or limited interchanges to interstate
  - It's about "Access" and maintaining the Best Access for your Community
- What needs to be checked?
  - On Airport and Off Airport
  - Part 77 stipulates any item which penetrates a 100:1 surface from the nearest runway or is 200' above ground level
  - Hangars, houses, towers, grain bins all need to be airspaced.
- FAA OE/AAA website – use the Notice Criteria Tool
  - [oeaaa.faa.gov/oeaaa/external/portal.jsp](https://oeaaa.faa.gov/oeaaa/external/portal.jsp)

# OE/AAA Notice Criteria Tool

- Enter Latitude/Longitude  
(Can use Google Earth for general location)
- Enter Site Elevation and Structure Height
- Select if this is a traverseway (road)
- Select if 'On Airport'
- Report will show whether filing is required including the Part 77 section that is applicable
- If filing is required, get surveyed Latitude/Longitude/Elevations to file
- Have Owner of Improvement Complete the filing

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference [CFR Title 14 Part 77.9](#).

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b)
- your structure will emit frequencies, and does not meet the conditions of the [FAA Co-location Policy](#)
- your structure will be in an instrument approach area and might exceed part 77 Subpart C
- your proposed structure will be in proximity to a navigation facility and may impact the assurance of navigation signal reception
- your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the [Air Traffic Areas of Responsibility map](#) for Off Airport construction, or contact the [FAA Airports Region / District Office](#) for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	<input type="text" value="43"/> Deg	<input type="text" value="17"/> M	<input type="text" value="43.2"/> S	<input type="text" value="N"/> ▾
Longitude:	<input type="text" value="103"/> Deg	<input type="text" value="50"/> M	<input type="text" value="46.7"/> S	<input type="text" value="W"/> ▾
Horizontal Datum:	<input type="text" value="NAD83"/> ▾			
Site Elevation (SE):	<input type="text" value="3590"/> (nearest foot)			
Structure Height :	<input type="text" value="55"/> (nearest foot)			
Traverseway:	<input type="text" value="No Traverseway"/> ▾ <small>(Additional height is added to certain structures under 77.9(c)) User can increase the default height adjustment for Traverseway, Private Roadway and Waterway</small>			
Is structure on airport:	<input checked="" type="radio"/> No <input type="radio"/> Yes			
<input type="button" value="Submit"/>				

## Results

You exceed the following Notice Criteria:

77.9(b) by 51 ft. The nearest airport is 6V0, and the nearest runway is 12/30.

The FAA requests that you file

# OE/AAA Process

- File the Case through the OE/AAA website
- Case should be filed by the owner of the structure or their representative. This is the responsible party who is indicating the information is accurate and what they plan to do to mitigate the impact of the obstruction such as with lighting or marking
- FAA Review process and determination takes about 90 days
- The Determination by the FAA should be considered with any local approval process
- If a filing is required, it is recommended that a building permit not be issued until the determination is made by the FAA
- A copy of the filing and determination by the FAA should be placed in file with the building permit



# Airport Zoning

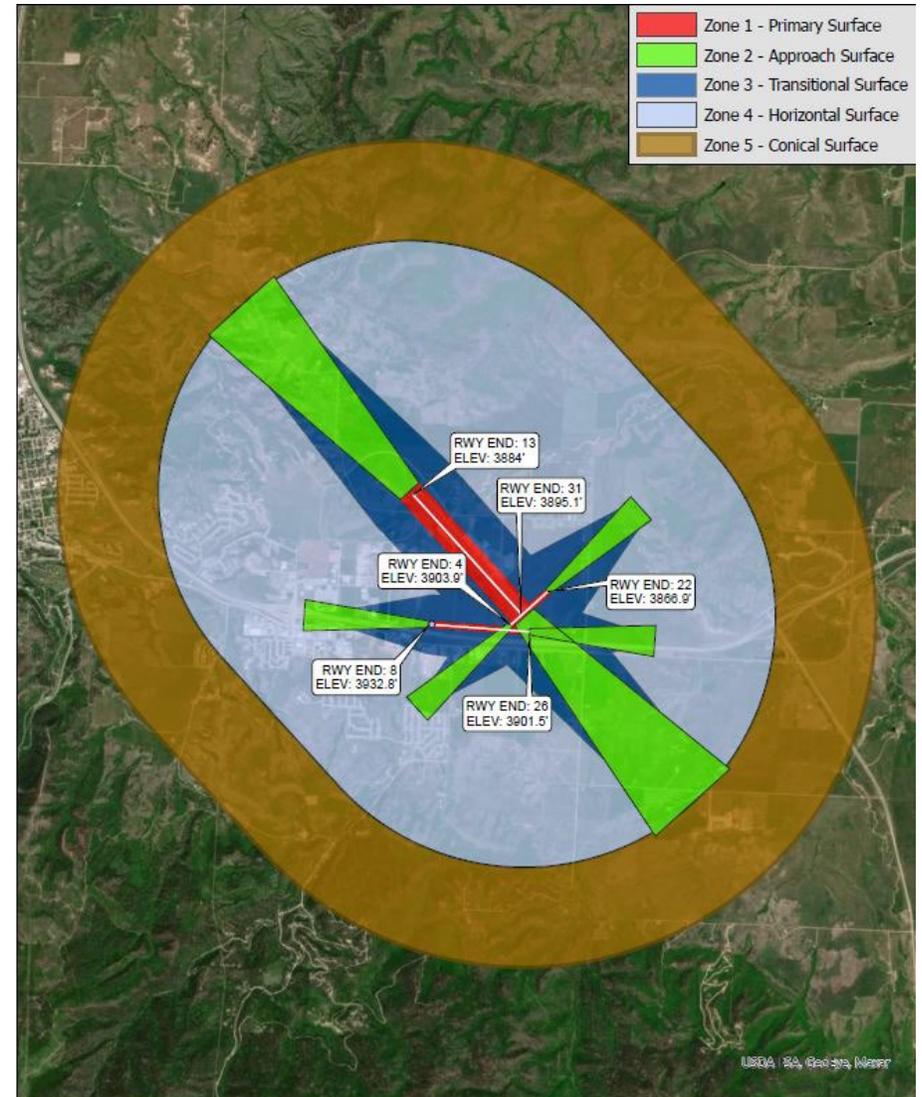
- 32 of 51 airports have no zoning – 2020 SDSASP
- SDCL Chapter 50 for zoning
- Aeronautics Commission renewing efforts – KLJ under contract.
- Sponsor tasks:
  - If you don't have a zoning specialist, hire airport consultant
  - Include your planning district for comprehensive plan
  - 150/5190-4B - Airport Land Use Compatibility Planning
  - ACRP Guidebook for Managing Small Airports – Chapter 5.6  
[https://crp.trb.org/acrpwebresource6/home/chapter-resources/chapter-5-asset-management-maintaining-current-asset-and-planning-development-for-the-future/Ordinance Template](https://crp.trb.org/acrpwebresource6/home/chapter-resources/chapter-5-asset-management-maintaining-current-asset-and-planning-development-for-the-future/Ordinance%20Template)

# Example Ordinance and Zone Map

## SECTION 4: AIRPORT SURFACE ZONES

In order to carry out the provisions of this Ordinance, there are hereby created and established certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces and conical surfaces as they apply to the Airport Name. Such zones are shown on the Airport Name Height Limitation and Zoning District Map prepared by Map Preparer, and dated \_\_\_\_\_, which is attached to this Ordinance and made a part hereof. An area located in more than one (1) of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows, with the height limitations defined in Section 5.

- 4.1 Utility Runway Visual Approach Surface Zone – Established beneath the visual approach surface. The inner edge of this zone coincides with the width of the primary surface, which is 250 feet wide or the width of the primary surface correlating to the other runway end if wider. The zone expands outward uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
- 4.2 Utility Runway Non-precision Instrument Approach Surface Zone – Established beneath the non-precision instrument approach surface. The inner edge of this zone coincides with the width of the primary surface, which is 500 feet wide or the width of the primary surface correlating to the other runway end if wider. The zone expands outward uniformly to a width of 2,000 feet at a horizontal distance 5,000 feet from the primary surface. Its centerline is the continuation of the runway centerline.
- 4.3 Runway Larger than Utility Visual Approach Surface Zone – Established beneath the visual approach surface. The inner edge of this zone coincides with the width of the primary surface, which is 500 feet wide or the width of the primary surface correlating to the other runway end if wider. The zone expands outward uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.
- 4.4 Runway Larger than Utility With A Visibility Minimum Greater Than ¼ Mile Non-precision Instrument Approach Surface Zone – Established beneath the non-precision instrument approach surface. The inner edge of this zone coincides with the width of the primary surface, which is 500 feet wide or the width of the primary surface correlating to the other runway end if wider. The zone expands outward uniformly to a width of 3,500 feet at a horizontal distance of 10,000 feet from the



# Airport Emergency Plan

Another State Aviation System Plan recommendation was to encourage more airports to create an Airport Emergency Plan

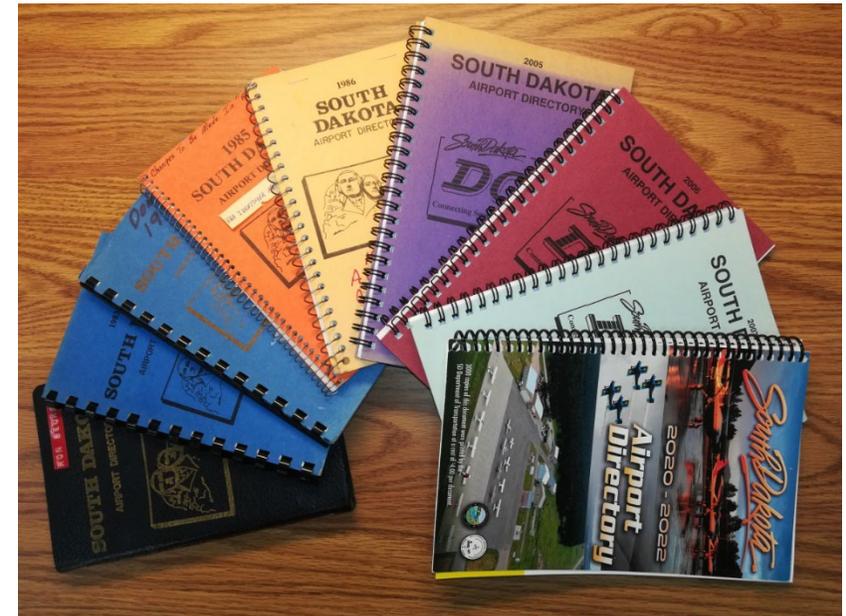
# Airport Emergency Planning (AEP)

- An AEP can be as simple or complex as you need it
- Meet with your public safety partners
- Planning should include documenting who and how to contact
- Plan templates are available
- Contact your County Emergency Manager  
<https://sdemergencymgmt.maps.arcgis.com/apps/SimpleViewer/index.html?appid=d1c7ab8f4a2e411484250925b1a31d22>
- Schedule an exercise at the airport
- ACRP Report 04-19 Emergency Plan Development



# 2023-2025 Airport Directory

- Thanks for sending your updated information
- Photos of airport – airport information, frequencies, manager info
- Mailed with aircraft registrations beginning January 2023



# Airport Conference 2026

**April 7**      CIP Meetings in the SDDOT Commission Room

**April 8**      Conference held at Ramkota in Pierre

Great information for finance and airport personnel!



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**Office of Aeronautics website:** <https://dot.sd.gov/transportation/aviation/about-aviation>



# THANK YOU