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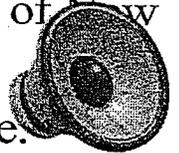
Federal FAA Law states that Airport Revenue cannot be used outside the airport with the exceptions of Public Transportation Projects to the Airport such as Multi-model Transportation Centers and Underground Trolleys. Current No Inter-model terminal or public transit to Airport are planned.

Large exceptions to Federal FAA Airport Revenue law for 12 US Grandfathered Airports on State Tidelands including San Diego. Local FAA ADO Written Ruling.

Financing Solutions for NFL Stadium and Contiguous Convention Center Expansion \$1.6 BILLION SDCRAA Revenue Bonds + State Water Bonds.

Based on previous DOT interpretations, examples of grandfathered airport sponsors may include, but are not limited to the following: a. A port authority or state department of transportation which owns or operates other transportation facilities in addition to airports, and which have pre-September 3, 1982, debt obligations or legislation governing financing and providing for use of airport revenue for non-airport uses

49 U.S.C. § 47107(b)(2). Grandfathered Airport List. World Trade Center Port of New York New Jersey, Boston's Central Artery reconstruction Big Dig; the Denver International Airport; the eastern span of the San Francisco-Oakland Bay Bridge.



FAA 09/30/2009 Permitted and Prohibited Uses of Airport Revenue.

Chapter 15. Permitted and Prohibited Uses of Airport Revenue

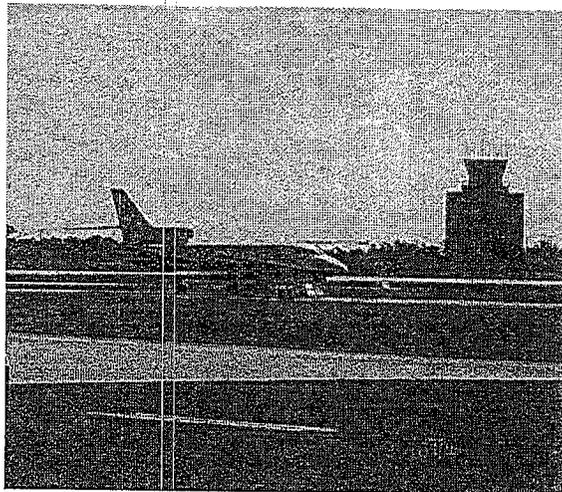
15.1. Introduction. This chapter discusses the sponsor's use of airport revenue. It supplements, but does not supersede, the guidance issued in FAA's *Policy and Procedures Concerning the Use of Airport Revenue*, 64 Fed. Reg. 7696, February 16, 1999, (*Revenue Use Policy*).

The U.S. Congress has established the general requirements for the use of airport revenue and has identified the permitted and prohibited uses of airport revenues. These statutory requirements are incorporated in the standard grant assurances and have been interpreted by the FAA and the General Counsel's Office, Office of the Secretary, in policy statements and compliance decisions. It is the responsibility of the FAA airports district offices (ADOs) and regional offices to advise sponsors on the statutes, grant assurances, and policies that outline the permitted and prohibited uses of airport revenue and to ensure that sponsors are not in violation of their federal obligations in the use of their airport revenue. This chapter describes the legislative history, defines airport revenue, and describes the allowable and prohibited uses of airport revenue.

15.2. Legislative History. Congress placed restrictions on the use of airport revenue in four separate acts:

a. Airport and Airway Improvement Act of 1982 (AAIA). Congress first placed restrictions on the use of airport revenue in the AAIA (Public Law (P.L.) No. 97-248). The AAIA established the basic rules for the use of airport revenue, which are still largely in effect today.

"All revenues generated by the airport, if it is a public airport, will be expended for the capital or operating costs of the airport, the local airport system, or other local facilities which are owned or operated by the owner or operator of the airport and directly related to the actual transportation of passengers or property."



Congress first placed restrictions on the use of airport revenue in the Airport and Airway Improvement Act of 1982 (AAIA) (Public Law No. 97-248). The AAIA established the basic rules for using airport revenue, which are still largely in effect today. The general principle is that airport revenue is to be used for the capital and operating costs of the airport. (Photo: FAA)

Twelve (12) US Grandfathered Airports List. 9. Port of San Diego/San Diego International

09/30/2009

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Grandfathered Airport List

1. State of Maryland—Baltimore/Washington International and Martin State.
2. Massachusetts Port Authority—Boston-Logan and Hanscom Field.
3. Port Authority of New York and New Jersey—JFK, Newark, LaGuardia, and Teterboro.
4. City of Saint Louis, Missouri—Lambert-St. Louis.
5. State of Hawaii—all publicly owned/public use airports.
6. City and County of Denver—Denver International.
7. City of Chicago—Chicago O'Hare and Midway.
8. City and County of San Francisco—San Francisco International.
9. Port of San Diego—San Diego International.
10. Niagara Frontier Transportation Port Authority, NY—Greater Buffalo and Niagara Falls.
11. City and Borough of Juneau, AK—Juneau International.
12. Texarkana Airport Authority, AR—Texarkana Regional

