

The ["Coronavirus Aid, Relief, and Economic Security Act" \(the CARES Act\)](#) was signed into law on March 27, 2020, following approval earlier in the day by the US House of Representatives and a unanimous 96-0 vote by the US Senate on March 25th. The CARES Act's estimated \$2+ trillion price tag includes: extraordinary public health spending to confront the COVID-19 pandemic; immediate cash relief for individual citizens; a broad lending program for small business; and, targeted relief for hard-hit industries.

As a reminder, there is \$10 billion from the federal general fund to remain available until expended for airports to prevent, prepare for, and respond to coronavirus. The funds provided may not be used for any purpose not directly related to the airport. It is divided in the following manner:

- \$500 million to fund the local share (matching requirements) of fiscal year 2020 AIP grants with any remainder moved to the \$7.4 billion pot below
- \$7.4 billion for commercial service airports to be used for any lawful purpose, which means any activity airports can legally use funds now
 - 50% set aside for distribution based on each sponsor's calendar 2018 enplanements as a percentage of total 2018 enplanements
 - 50% set aside for distribution based on an equal combination of each sponsor's fiscal year 2018 debt service as a percentage of the combined debt service for all commercial service airports and each sponsor's ratio of unrestricted reserves to their respective debt service
 - 100% federal share (no local match)
- \$2 billion for distribution through AIP entitlement formula to be used for any lawful purpose with the following criteria:
 - Use double entitlement formula
 - Eliminate maximum apportionment for largest airports
 - Maintain minimum apportionment for small airports (\$1 million or \$600k)
 - Eliminate any turnback for large and medium hubs with \$4.50 PFC
 - Any remainder after the formula run is moved to the \$7.4 billion pot above
 - 100% federal share (no local match)
- \$100 million for general aviation airports
 - Distributed based on proportional needs as determined by NPIAS\
 - 100% federal share (no local match)
- Large, medium, and small hub airports must maintain 90 percent of workforce (after making adjustments for retirements or voluntary employee separations) through end of 2020, with hardship waivers from DOT possible for economic hardship or reductions in aviation safety or security
- Any airport development project **using these new funds must follow the AIP's prevailing wage standard.**
- 0.1 percent is set aside for FAA administration of these funds

Additional guidance from the FAA is pending.