



U.S. Department
of Transportation
**Federal Aviation
Administration**

Date: June 22, 2020

Dear Airport Sponsors:

The Coronavirus Aid, Relief, and Economic Security (CARES) Act Airport Grant Program's \$10 billion in emergency resources are intended to help fund the continued operations of our nation's airports during this public health emergency and save workers' jobs. We encourage sponsors to consider the impact the public health emergency has on all aeronautical and non-aeronautical businesses that make up the airports' community. These businesses are dependent on passengers and aeronautical activity to generate revenue, employ workers, and sustain airport operations.

We are aware that these businesses have also experienced unprecedented losses in revenue and have laid off thousands of workers. While small disadvantaged firms are particularly vulnerable during these uncertain times, large international firms may also find the reduction of revenue to be disruptive to continued operations.

Some sponsors have taken the lead to ensure the businesses that make up their airport community will be able to continue operations and bring back workers when operations resume. Unfortunately, we have heard others may not be fully considering the desirability of having viable businesses as tenants that can bring workers back when normal operations resume.

Temporary rent abatement and minimum annual guarantee waivers for tenants, as referenced in the April 4, 2020 FAA Office of Airports Guidance, *Information for Airport Sponsors on Considering COVID-19 Restrictions or Accommodations*, are tools that sponsors can use to assist businesses.¹ Rent deferments, rather than abatements, and unjustified hurdles for consideration of relief are not as supportive of the "we are all in this together" approach sponsors should take during this public health emergency.

We encourage sponsors to use available tools to mitigate adverse impacts on large and small businesses to ensure the airport community emerges from these trying times stronger than ever.

Sincerely,

D. Kirk Shaffer
Associate Administrator, Office of Airports

John P. Benison
Assistant Administrator, Office of Civil Rights

¹ This guidance is not legally binding in its own right. Conformity with this guidance, as distinct from existing statutes, regulations, and grant assurances, is voluntary only, and nonconformity will not affect existing rights and obligations.