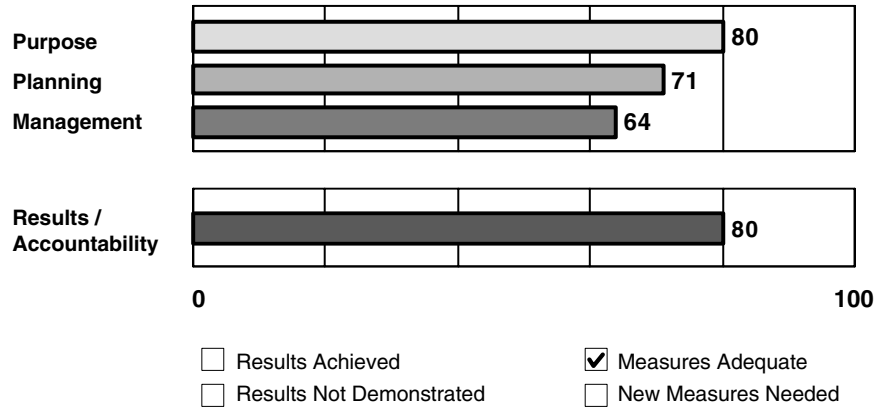


**Program: FAA Grants-in-Aid for Airports (Airport Improvement Program)**

**Agency:** Department of Transportation

**Bureau:** Federal Aviation Administration



**Key Performance Measures**

**Year Target Actual**

Long-term Measure: Eliminate airport conditions that cause aircraft accidents and security breaches (Such conditions include safe runways and taxiways that meet standards. The long-term target is to bring all 520 runway safety areas to standard by 2007. The annual target is to bring 65 runway safety areas to standard each year.)	2000	65	71
	2001	65	68
	2002	65	
	2003	65	
Long-term Measure: Reduce the number of people exposed to high levels of noise by 50,000 over 5 years (The annual target is a reduction of 10,000 people exposed a year.)	2000	10,000	13,501
	2001	10,000	18,813
	2002	10,000	
	2003	10,000	
Long-term and Annual Measure: Maintain at least 93% of active airfield pavement in fair or better condition (The 93% figure was selected because 5-7% of all runways are undergoing major repairs each year.)	1999	93%	95 %
	2000	93%	94.5%
	2001	93%	
	2002	93%	

**Rating: Moderately Effective**

**Program Type:** Competitive Grants

**Program Summary:**

The Airport Improvement program (AIP) provides funding to airports for infrastructure improvements such as safety, security and capacity projects.

The assessment indicates the overall purpose of the program is clear and performance goals are clearly defined and achievable. Additional findings include:

1. The program is working to improve its overall cost effectiveness and efficiencies through greater use of automated systems and greater delegation to the regions.
2. The structure of the program combined with the statute can limit the programs' ability to quickly respond to new situations and events.
3. The program has a number of long and short term goals that are intricately linked together. Headquarters and regional office staff take the goals very seriously. The Department's 2004 budget proposal has aligned spending with goals to create linkages within the AIP program.
4. Dependence on the Federal government's assistance varies based on the airports' location, size and financial resources. Large airports are less dependent on Federal funds because of their ability to access different revenue sources such as landing fees.

In response to these findings, the Administration will propose to review and possibly restructure the AIP program. To change the authorization formula so that funds will be primarily targeted to medium and small airports that are more dependent on Federal assistance. AIP will continue to support safety, security, and major capacity projects at airports that provide the greatest benefits to the national system.

(For more information on this program, please see the Department of Transportation chapter in the Budget volume.)

**Program Funding Level (in millions of dollars)**

<u>2002 Actual</u>	<u>2003 Estimate</u>	<u>2004 Estimate</u>
3,475	3,400	3,400