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of Transportation
**Federal Aviation
Administration**

Report to Congress Eighteenth Annual Report of Accomplishments Under the Airport Improvement Program

Fiscal Year 1999



WASHINGTON, DC

REPORT OF THE SECRETARY
OF TRANSPORTATION TO THE
UNITED STATES CONGRESS
PURSUANT TO SECTION 47131
OF TITLE 49,
UNITED STATES CODE



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FOREWORD

This annual report of the Airport Improvement Program (AIP) for the fiscal year (FY) ending September 30, 1999, is the 18th report of activity required by Section 47131 of Title 49, United States Code.* The current grant program, known as the Airport Improvement Program, was established by the Airport and Airway Improvement Act of 1982. It authorized funding for the AIP from the Airport and Airway Trust Fund for airport development, airport planning, and noise compatibility planning and programs.

Along with meeting statutory requirements, this report will focus on the goals the Federal Aviation Administration (FAA) is striving to meet with the AIP. It also details the mechanics of administering the AIP and the methods used to accomplish these objectives.

The report includes narrative pertaining to the Passenger Facility Charge (PFC) Program to highlight the increasing importance of the PFC revenue stream in the financing of airport improvements.

This report also describes FAA management initiatives to make the administration of the airport financial assistance programs more effective and to make Federal dollars go farther. Some of these initiatives build on activities begun in previous years dealing with the use of investment criteria, implementation of a revised priority system, and movement toward greater use of benefit and cost-analysis techniques. Development of AIP performance goals and measurement of the accomplishments is an ongoing process and continues to be refined to align with FAA's published goals. The use of the Airport Capital Improvement Plan to identify future airport development needs has been implemented and continues to be refined with use. Initiatives undertaken include testing of innovative financing techniques through a pilot program, evaluating the use of and need for Federal funding for routine pavement maintenance, and testing airport privatization through a pilot program. Future annual reports to Congress will provide additional information on FAA's application of these initiatives and their impacts.

*

Under Public Law 103-272 (July 5, 1994), the Airport and Airway Improvement Act of 1982 and other transportation laws were consolidated in a new Codification of Certain Transportation Laws as Title 49, United States Code.

1999 CHANGES AFFECTING AIP

During FY 1999, four separate public laws extended AIP through September 30, 1999:

INITIAL EXTENSION

Public Law 105-277, enacted October 21, 1998, extended AIP for a 6-month period ending March 31, 1999. The AIP contract authority was established at \$1.205 billion and the obligation limitation was established at \$975 million. This public law created new project eligibility, during FY 1999 only, for assessments of Year 2000 processing capabilities for airport technology systems.

SECOND EXTENSION

Public Law 106-6, enacted March 31, 1999, extended AIP for a 2-month period until May 31, 1999, increasing the contract authority by \$402 million and the obligation limitation to \$1.3 billion, or an additional \$325 million. In addition, the public law made changes by transferring the Small Hub Fund to the Small Airport Fund from the Discretionary Fund. Further, the law removed a cap of \$300 million that was placed on the Discretionary Fund.

THIRD EXTENSION

Public Law 106-31, enacted May 21, 1999, extended AIP until August 6, 1999. It increased the AIP contract authority by \$443 million and increased the obligation limitation for FY 1999 by \$360 million to a total of \$1.660 billion. The law further restored discretionary set-aside for the Military Airport Program (MAP), which had inadvertently been permitted to expire.

FINAL EXTENSION

On September 29, 1999, Public Law 106-59 was enacted which extended AIP to September 30, 1999. This law increased the AIP contract authority to \$2.410 billion for an increase of \$360 million. The obligation limitation was increased to \$1.95 billion for an increase of \$290 million. Due to the nature of the AIP funding availability, the majority of this \$290 million expired on September 30, 1999. FAA was able to obligate all funds needed to be obligated

FAA expended considerable resources in administering each of the short-term extensions to the program. To administer each extension, FAA was required to perform administrative steps (e.g. apportioning funds, computing set-asides, and establishing deadlines for sponsors to notify FAA of projected use of apportioned funds multiple times. In spite of these complications, the program was fully obligated on time.

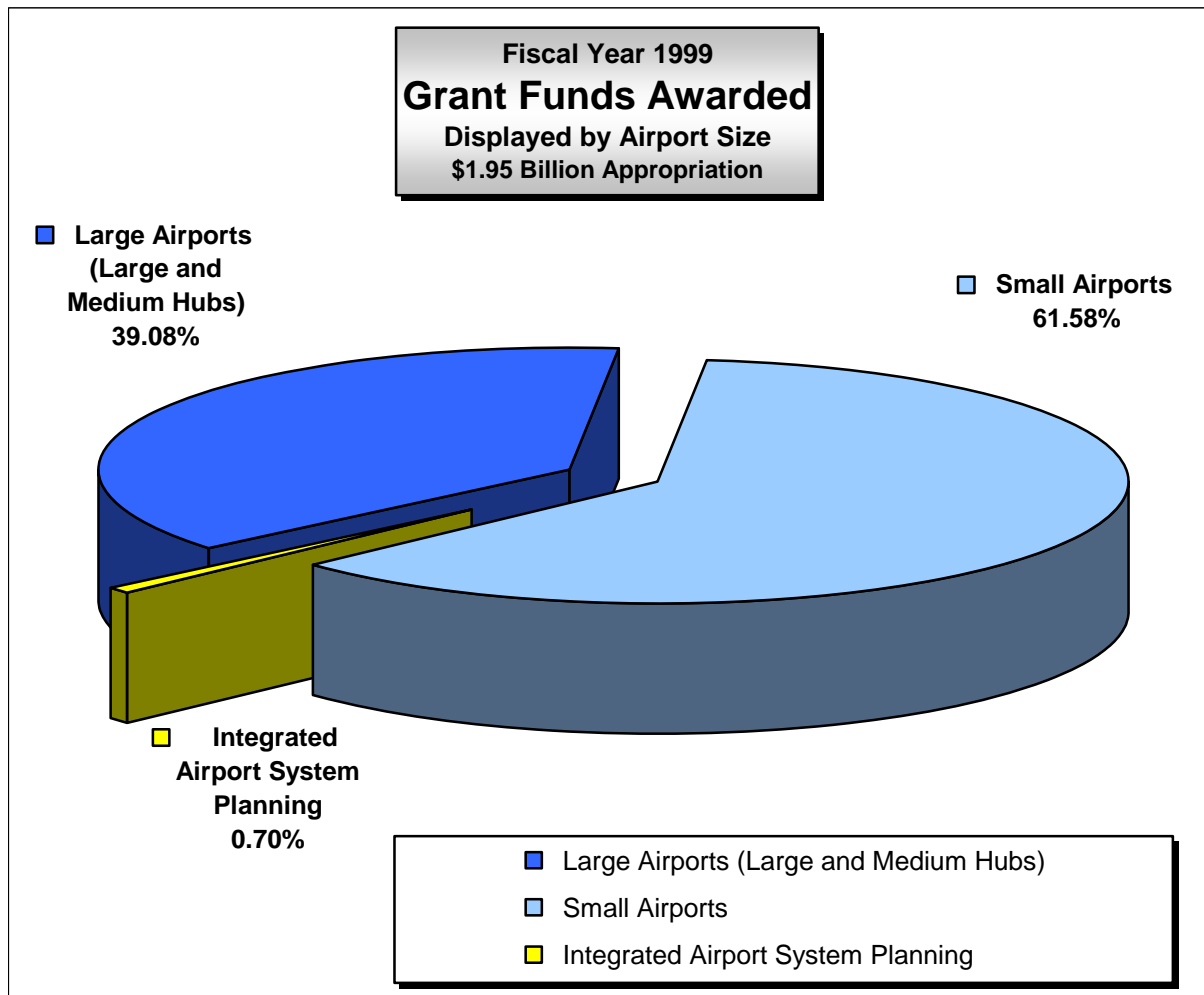
SUMMARY ACCOMPLISHMENTS

In FY 1999, Congress authorized **\$1,950.0 million** for AIP. In addition, recoveries from prior year projects permitted reobligations of another **\$40.1 million**. When combined with amounts recovered from previously awarded grants, the total amount of obligated funds for the year was slightly more than **\$1,990.1 million**. New AIP grants for **1,489 projects** amounted to nearly **\$1,958.7 million**. The remaining **\$31.4 million** was used for increases in existing grant agreements. Table F-1 depicts the new grants awarded for the various funding categories.

Table F-1 FY 1999 Summary				
<i>Funding Category</i>	<i>Grants Awarded</i>	<i>Percentage of Total</i>	<i>Grant Amounts</i>	<i>Percentage of Total</i>
Large Airports				
Primary Large-Hub Airports	104	6.98%	\$407,487,686	20.80%
Primary Medium-Hub Airports	153	10.28%	\$331,238,171	16.91%
Large Airports Subtotal	257	17.26%	\$738,725,857	37.71%
Small Airports				
Primary Small-Hub Airports	177	11.89%	\$281,828,402	14.39%
Primary Nonhub Airports	434	29.15%	\$369,259,701	18.85%
Nonprimary Commercial Service Airports	62	4.16%	\$64,037,379	3.27%
Reliever Airports	136	9.13%	\$148,991,357	7.61%
Other General Aviation Airports	341	22.90%	\$211,218,664	10.78%
State Block Grant Program	37	2.48%	\$130,955,333	6.69%
Small Airports Subtotal	1187	79.72%	\$1,206,290,836	61.58%
Integrated Airport System Planning				
States and Planning Agencies	45	3.02%	\$13,727,526	0.70%
Totals	1489	100.00%	\$1,958,744,219	100.00%

The data shown in Table F-1 depict the number and amount of grants awarded to large and small airports. Integrated Airport System Planning is displayed separately since it applies to both categories. The data show that a significant number of the grants and more than 60 percent of the grant funds went to small airports. Figure F-1 depicts this consolidated funding distribution.

Figure F-1 FY 1999 Summary

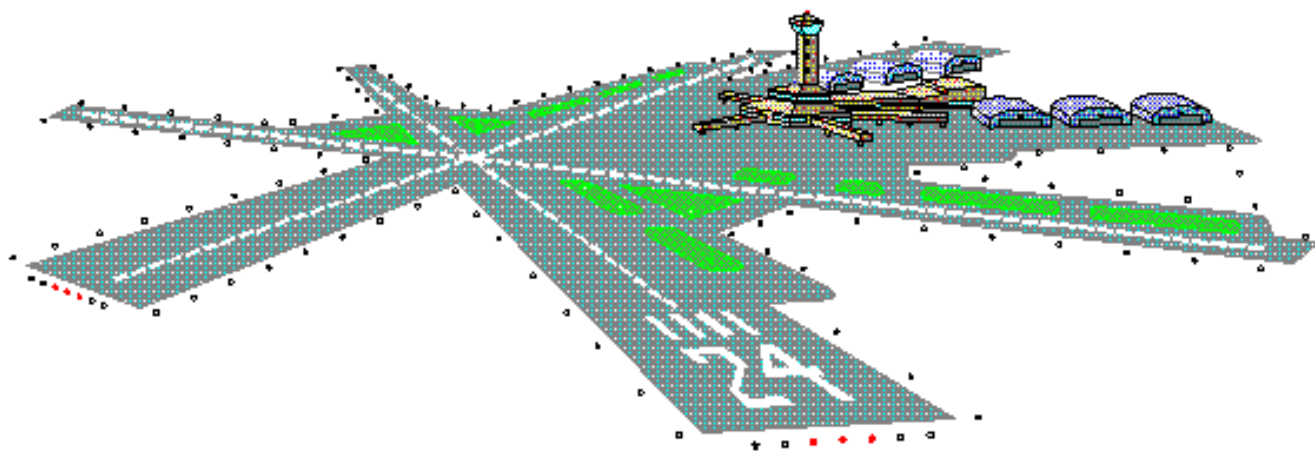


During the 18 years of AIP, 21,097 grants have been awarded for a total of slightly more than \$24.033 billion. Figures B-1 and B-2 in Appendix B show, by airport funding category, the cumulative number of grants awarded and the cumulative amount of funds associated with these grants. Table B-1 shows the types of airport development and planning grants plus the AIP funds associated with these grants over the life of the AIP.

EIGHTEENTH ANNUAL REPORT OF ACCOMPLISHMENTS UNDER THE AIRPORT IMPROVEMENT PROGRAM

OVERVIEW

Section 47131 of Title 49, United States Code (U.S.C.), requires the Secretary of Transportation to submit an annual report to Congress describing the accomplishments of the Airport Improvement Program (AIP). This report covers activities for the fiscal year ending September 30, 1999.



INTRODUCTION

The Airport Improvement Program and the Passenger Facility Charge (PFC) Program are administered in the Federal Aviation Administration (FAA) by the Office of the Associate Administrator for Airports. The Airports organization is composed of staffs in the headquarters and nine regional Airports divisions, six of which have district and field offices. The headquarters staff develops policy for the effective utilization of AIP and PFC funds and provides technical, planning, and administrative guidance to the other Airports offices. Most of the day-to-day decisionmaking for AIP project formulation is delegated to the regional, district, or field level. The managers and their staffs have diverse backgrounds, which include expertise in planning, engineering, accounting, and administrative functions. Together, this team of Airports professionals consistently manages the AIP funds made available each year by Congress. Controversial or precedent-setting PFC decisions are issued out of the headquarters office, although authority to approve many PFC applications was delegated to FAA's regions beginning in FY 1997.

Moreover, field input is vital to the headquarters staff for approval of collections and use of PFCs for those decisions retained by headquarters.

The administration of the AIP is shaped and guided by the dictates of formulas and program set-asides contained in legislation. Decisions on distribution of funds are made at headquarters, with significant input by field offices. Projects identified for receipt of funds are carefully scrutinized to ensure they are justified based on safety, security requirements, aeronautical demand, and noise mitigation. They must also meet established selection criteria established by Congress in enabling legislation. These mandates are further refined by the headquarters Airports organization and disseminated to the field through program guidance and design criteria. Adherence to these directives is monitored to ensure conformity and consistency nationwide.

Although past actions employed to administer the AIP have been highly successful, the Airports organization continues to seek opportunities for improvement. Currently, the FAA is working to more clearly define existing and future aeronautical needs. One tool being used is the Airport Capital Improvement Plan (ACIP). This tool provides a better selection process for distribution of AIP funds to the projects that have the greatest potential for improving the national system of airports. Other initiatives are being implemented to further improve project evaluation and funding decisions by including the use of financial analysis techniques. A summary of these initiatives is discussed later in this report.

POLICY

The highest aviation priority of the United States is the safe and secure operation of the airport and airway system. Through legislation, the FAA has also been directed to minimize noise impacts on nearby communities; develop reliever airports; develop cargo-hub airports; develop transportation systems that use various modes of transportation; protect and enhance natural resources; reduce aircraft operation delays; convert former military air bases to civil use; and implement a variety of other provisions to ensure a safe and efficient airport system.

In the administration of the AIP, the FAA implements these policies by giving the highest priority to projects that enhance the safety and security of our airport system. Other major policy objectives are advanced by assigning high priority in the award of AIP funds to projects that maintain current airport infrastructure and increase the capacity of facilities to accommodate growing passenger and cargo traffic. The United States' aviation policies are strengthened by statutory provisions that direct specific funding resources to help minimize current and projected noise impacts; convert available former military air bases to civil use; preserve and enhance capacity, safety, and security at primary and reliever airports; and ensure continued funding availability to the small general aviation and nonhub commercial service airports. Discussion of these funding designations is provided in sections that follow dealing with apportioned and discretionary funds.

Section 47103 of Title 49 U.S.C. requires the Secretary of Transportation to publish a national plan for the development of public-use airports in the United States. This plan, the National Plan of Integrated Airport Systems (NPIAS), lists development considered necessary to provide a safe, secure, efficient, and integrated airport system meeting the needs of civil aviation, national defense, and the U. S. Postal Service. An airport must be included in this plan to be eligible to receive a grant under the AIP. In March 1999, the 1998-2002 NPIAS was transmitted to Congress. The report included estimates that \$35.1 billion in AIP-eligible development would be needed over the 5-year period of 1998-2002 to meet the needs of all segments of civil aviation at 3,344 existing airports of significance to air transportation.

The cost estimates were 18 percent higher than the preceding report issued in 1995. This increase of about \$1.0 billion per year is largely due to an increase in development programs at large hub airports. Terminal and access improvements account for almost 50 percent of development at large-hub airports.

FY 1999 SUMMARY OF FINANCIAL ASSISTANCE

The final amount permitted by Congress to be obligated for awarding grants in FY 1999 was \$1,950 million. The FAA is also authorized to recover funds from prior year projects in which the final costs were less than expected. These recovered funds can then be reobligated to fund new projects and to increase the Federal amount to accommodate cost overruns in existing grants. A total of \$40.1 million was recovered, making a total of \$1,990.1 million available for obligation in FY 1999. Of this amount, \$1,958.7 million was used for 1,489 new grant agreements and \$31.4 million was used for increases to existing grant agreements.

New grants awarded in FY 1999 included the following: 868 grants totaling more than \$1,389.8 million for primary airports; 62 grants totaling slightly more than \$64 million for nonprimary commercial service airports; 136 grants for \$149 million for reliever airports; 341 grants for \$211.2 million at general aviation airports; 45 grants for \$13.7 million to conduct integrated airport system planning; and \$131 million for 37 State Block Grant Program grants to the nine States participating in the program.

Among these new grants were 115 grants totaling \$241.2 million to achieve noise compatibility. This amount included the purchase of noise-impacted land adjacent to airports, soundproofing residences and schools, and for other efforts to reduce adverse impacts of noise.

The following sections outline the general and specific aspects of the administration of the airport grant program. These discussions reflect direction of Congress contained in authorizing legislation. The narrative sections, figures, and tables emphasize FY 1999 program activities and provide a snapshot of the accomplishments during that period.

AIRPORT IMPROVEMENT PROGRAM

Section 47104 of Title 49 U.S.C. authorizes the Secretary of Transportation to make project grants for airport planning and development projects under the AIP to maintain a safe and efficient nationwide system of public-use airports that meets both present and future needs of civil aeronautics. AIP grant authority through the end of FY 1998 was provided by the Federal Aviation Reauthorization Act of 1996. During Fiscal Year 1999, four separate public laws extended AIP through September 30, 1999. These public laws are described in the Foreword.

AIRPORT CATEGORIES

The United States Code defines an airport as any area of land or water used or intended to be used for the landing or taking off of aircraft and includes, within the five categories of airports listed below, special types of facilities like seaplane bases and heliports.

The Code further defines airports by categories that include commercial service, primary, cargo service, reliever, and general aviation airports. They are defined as follows:

- ➔ **Commercial Service Airports** are publicly owned airports that have at least 2,500 passenger boardings each year and receive scheduled passenger service. **Passenger boardings** refer to revenue passenger boardings on an aircraft in service in air commerce. The definition also includes passengers who continue on an aircraft in international flight that stops at an airport in any of the 50 States for a nontraffic purpose. **Passenger boardings** at airports that receive scheduled passenger service are also referred to as **Enplanements**.
- ◆ **Nonprimary Commercial Service Airports** are **Commercial Service Airports** that have at least 2,500 and no more than 10,000 passenger boardings each year.
- ◆ **Primary Airports** are **Commercial Service Airports** that have more than 10,000 passenger boardings each year. These airports are further categorized as **Hub Airports** based on the level of **passenger boardings**. Hub categories for **Primary Airports** are defined as a percentage of total **passenger boardings** in the most current calendar year ending before the start of the current fiscal year. For FY 1999, calendar year (CY) 1997 data are used since the FY 1999 began 9 months after the end of CY 1997. Table 1 depicts the definition and formulae used for designating **Primary Airports** by **Hub Type**:

Table 1 Hubs Defined by Current Boardings

Primary Airport Hub Type	Percentage of Annual Passenger Boardings (Enplanements)
Large	1% or more
Medium	at least 0.25%, but less than 1%
Small	at least 0.05%, but less than 0.25%
Nonhub	more than 10,000, but less than 0.05%*

→ **Cargo Service Airports** are *airports* that, in addition to any other air transportation services that may be available, are served by aircraft providing air transportation of only cargo with a total annual landed weight of more than 100 million pounds. “Landed weight” means the weight of aircraft transporting only cargo in intrastate, interstate, and foreign air transportation. For FY 1999, CY 1997 data are used since FY 1998 began 9 months after the end of CY 1997.

→ **Reliever Airports** are *airports* designated by the FAA to relieve congestion at a **Commercial Service Airport** and to provide improved general aviation access to the overall community.

→ The remaining *airports*, while not specifically defined in Title 49 U.S.C., are referred to as **General Aviation Airports** and comprise the largest single group of airports in the U.S. airport system.



COLLECTION OF PASSENGER BOARDING AND CARGO DATA

Each year, the FAA’s Office of the Associate Administrator for Airports publishes a document entitled *Enplanement and All Cargo Activity* which contains annual passenger boardings and revenue cargo data by all-cargo aircraft.

* By definition, **nonhub airports** have less than 0.05% annual passenger boardings. Technically, there are two more categories of nonhub airports besides the **primary nonhub** category. They include **nonprimary commercial service** airports that have at least 2,500 and no more than 10,000 passenger boardings each year. The other is known as **nonhub noncommercial service**. They have less than 2,500 passenger boardings each year.

(The complete report is available from the Department of Commerce's National Technical Information Service.) The data in the publication are obtained from the Air Carrier Activity Information System (ACAIS) and are subsequently used to determine formula distributions of annual AIP funds.

Pertinent passenger and cargo data for the period of time relating to FY 1999 are included in this report.

Passenger boarding data are derived from a variety of sources. U.S. scheduled and nonscheduled large certificated air carriers submit passenger boarding data to the Department of Transportation (DOT) on Form 41, Schedule T-100. Foreign flag air carriers submit data to DOT on Form 41, Schedule T-100(F). Commuter and small certificated air carriers submit data to DOT on Form 298-C, Schedule T1 and E1. In addition, FAA conducts an annual survey of air taxi/commercial operators who voluntarily report their nonscheduled activity on FAA Form 1899-31.

For purposes of calculating AIP apportionments to airports, passenger boardings also include those passengers on board international flights that stop at airports located in the 50 States for nontraffic purposes (typically refueling stops). In calendar year 1997, this amounted to 1,358,943 additional passengers at 3 airports. These airports were Honolulu, Hawaii (459,074); Bangor, Maine (269,904); and Anchorage, Alaska (629,965).

The passenger boarding data obtained from these sources for calendar year 1997 were merged into the ACAIS data base, which was then reviewed by FAA staff and individual airport operators. Erroneous or inconsistent data were coordinated with the air carriers. If warranted, appropriate revisions were made before the data were finalized. These data were then used to determine formula distributions of funds for FY 1999.



Data from all-cargo carriers were compiled for airports with a minimum of 100 million pounds of cargo aircraft landed weight annually. The cargo carriers report the landed cargo aircraft weight of all-cargo aircraft to the airport operator, who completes FAA Form 5100-108 and submits it to the FAA.

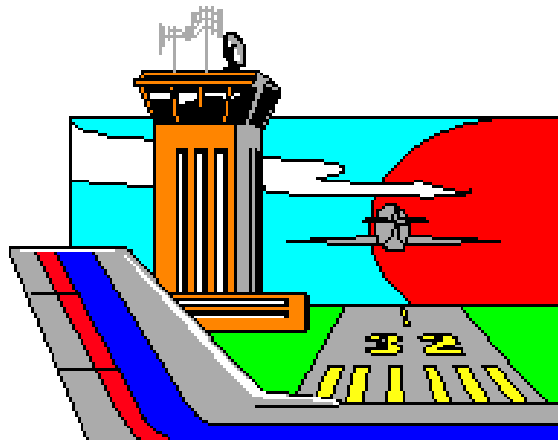
The FAA compiled and merged the data into the ACAIS data base. As with passenger-boarding data, the data were then reviewed by FAA staff and individual airport operators. Erroneous or inconsistent data were coordinated with the air carriers. If warranted, appropriate revisions were made before the data were finalized. These data were then used to determine formula distributions of cargo funds for FY 1999.

The data used to determine FY 1999 formula distributions are shown in the following tables (Tables 2, 3, 4, and 5). The data shown in Table 2 include both calendar years 1996 and 1997 for comparison. These totals were used to compute the formula distributions for FY 1998 and FY 1999, respectively.

Table 2 Comparison of Prior Year to CY 1997 Boardings							
Changes in Passenger Boardings							
Data Used For Determining FY 1998 and FY 1999 Primary Apportionments (By Airport Type, Compared to Previous Year)							
<i>Airport Types</i>	<i>CY 1996 Airports</i>	<i>CY 1997 Airports</i>	<i>Percent Change</i>	<i>CY 1996 Boardings</i>	<i>CY 1997 Boardings</i>	<i>Percent Change</i>	<i>Percent of Total CY 97 Boardings</i>
Primary, Large-Hub	29	30	3.45%	418,425,819	439,556,180	5.05%	68.51%
Primary, Medium-Hub	42	40	-4.76%	137,813,925	132,472,093	-3.88%	20.65%
Primary, Small-Hub	70	71	1.43%	43,807,189	46,968,440	7.22%	7.32%
Primary, Nonhub	272	276	1.47%	19,748,437	21,191,850	7.31%	3.30%
Subtotal Primary	413	417	0.97%	619,795,370	640,188,563	3.29%	99.79%
Nonprimary, Other Commercial Service	127	112	-11.81%	615,553	550,755	-10.53%	0.09%
Other Than Commercial Service*	1,431	1,055	-26.28%	1,202,238	824,388	-31.43%	0.13%
Total	1,971	1,584	-19.63%	621,613,161	641,563,706	3.21%	100.00%

The greatest percentage increase in qualifying airports was in the large-hub primary category. The greatest percentage increase in passenger boardings was in the nonhub primary category, followed by small-hub primary airports.

Table 3 focuses on the breakdown of the passenger boarding data as it applies to the FY 1999 designation of commercial service airports.



* Reflects only airports for which passenger boardings were recorded.

Table 3 Application of Formulae to CY 1997 Boardings to Determine Hubs

**Commercial Service Airports Primary and Nonprimary Hub Categories
Based on CY 1997 Total Passenger Boardings of 641, 563,706
Data Used for Determining FY 1999 Primary Apportionments**

<i>Type Commercial Service Airports</i>	<i>CY 1997</i>	<i>Formula</i>	<i>Lower Limit</i>	<i>Upper Limit</i>
Primary, Large-Hub	30	1.0% or more	6,415,637	NA *
Primary, Medium-Hub	40	at least 0.25%, but less than 1.0%	1,603,909	6,415,636
Primary, Small-Hub	71	at least 0.05%, but less than 0.25%	320,782	1,603,908
Primary, Nonhub	276	more than 10,000, but less than 0.05%	10,001	320,781
Nonprimary, Other Commercial Service	112	at least 2,500, and no more than 10,000	2,500	10,000
Total	529			
89% of Passengers are Boarded at the Top 70 Airports (Large- and Medium-Hubs)				

* The most passenger boardings reported by a single airport was 33,249,963 at Atlanta Hartsfield International.

The data in Table 4 show how the passenger boardings were distributed between various types of operations.

Table 4 Passenger Boardings for CY 1997

**Passenger Boardings Data by Type of Operation
Based on CY 1997 Total Passenger Boardings of 641,563,706
Data Used for Determining FY 1999 Primary Apportionments**

<i>Type Operations</i>	<i>Passenger Boardings</i>	<i>Percent of Total</i>	<i>Type Operations</i>	<i>Passenger Boardings</i>	<i>Percent of Total</i>
Air Taxi Operators	587,073	0.09%	Domestic	584,953,052	91.18%
Commuter Carriers *	35,941,975	5.60%	International	56,610,654	8.82%
Large Certificated Carriers	574,787,902	89.59%	Total	641,563,706	100.00%
Foreign Flag Carriers	28,887,813	4.50%	Scheduled	629,503,042	98.12%
Intransit Operations	1,358,943	0.21%	Non-Scheduled	12,060,664	1.88%
Total	641,563,706	100.00%	Total	641,563,706	100.00%

* Includes small certified carriers.

Pertinent cargo data for the current fiscal year are included in Table 5 below.

Table 5 Cargo Aircraft Landed Weight for CY 1997
<i>CARGO AIRPORTS ACTIVITY</i> Based on CY 1997 Landed Weight <i>Data Used for Determining FY 1999 Cargo Apportionments</i>
There were 106 Qualifying Cargo Airports
100 were Primary Airports (27 Large Hub; 29 Medium Hub; 26 Small Hub; and 18 Nonhub)
Two were Non-Primary Commercial Service
Four were General Aviation
They Recorded a Total Cargo Aircraft Landed Weight of 133.2 Billion Pounds , Compared to 123.5 Billion Pounds in CY 1996
Growth in Total Cargo Aircraft Landed Weight was 7.85%
Four New Airports Qualified this Fiscal Year (Mobile, AL; Ft Wayne, IN; Grand Forks, ND; and Fort Worth Alliance, TX)
None of the Airports that Qualified in Prior Years Failed to Qualify this Fiscal Year



ANNUAL AUTHORIZATION

Historical AIP authorization and appropriation levels from FY 1982 through FY 1999 are shown in Figure 1 as follows:

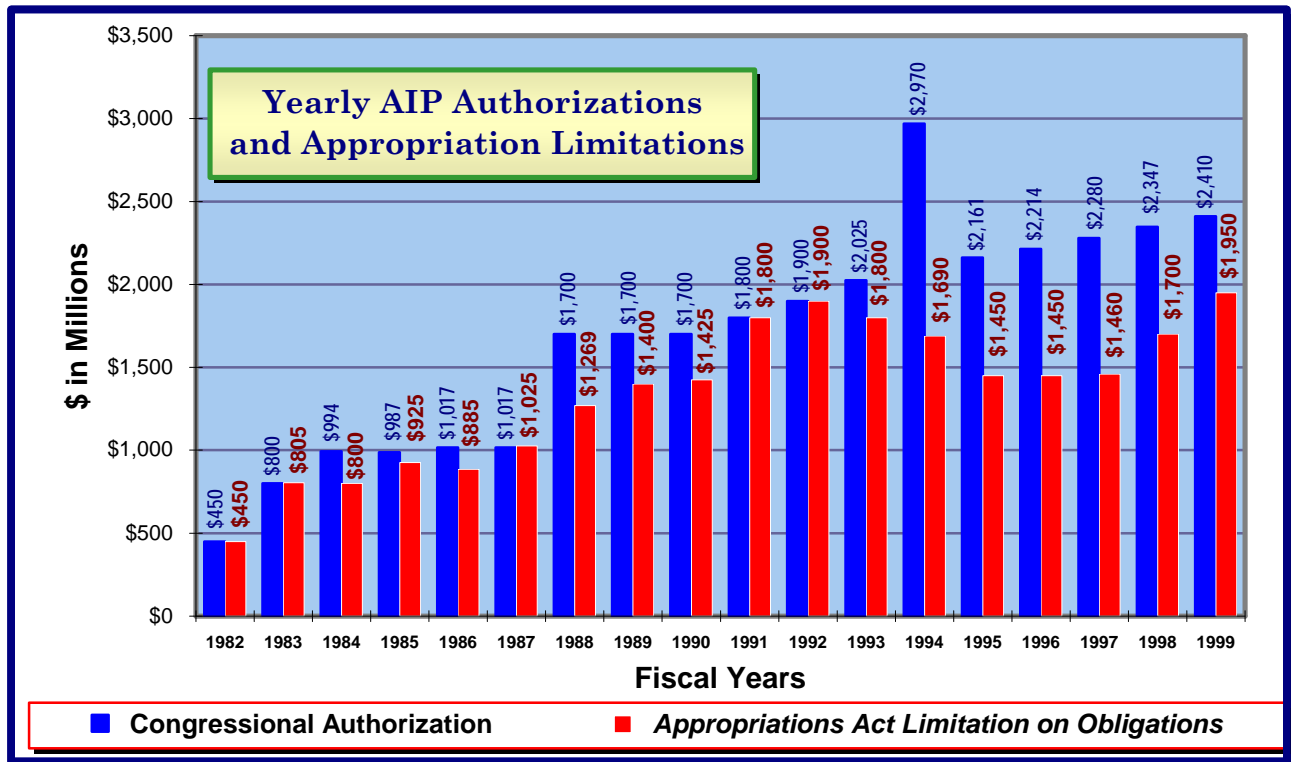
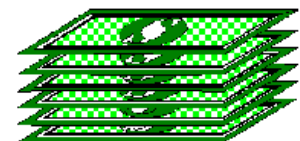


Figure 1 Annual Airport Improvement Program Authorizations

As shown, the amounts authorized for the AIP rose from \$450 million in FY 1982 to \$2,970 million in FY 1994* and declined to \$2,161 million in FY 1995. In subsequent years there were modest increases to the \$2,410 million level in FY 1999. However, Congress generally limits annual obligations to less than the amount authorized. Thus, the amounts available for obligation rose from \$450 million in FY 1982 to \$1,900 million in FY 1992, then fell to \$1,800 million in FY 1993, to \$1,690 million in FY 1994, \$1,450 million in



*

The FY 1983 appropriation includes \$600.0 million of the \$800.0 million authorized and \$150.0 million of the \$200.0 million authorized by the STAA and appropriated under the Emergency Jobs Bill (Public Law 98-8), plus another \$54.5 million of unrequested entitlements carried over from prior years.

According to the Office of Management and Budget, with concurrence by the Congressional Budget Office, the total amount authorized in FY 1994 was \$2.97 billion, even though it appeared that \$2.161 billion was the amount authorized. This was due to the combination of the lapse of authority of AIP after FY 1993 and the amendments extending the program in May 1994 and August 1994.

FY 1995, and \$1,450 million in FY 1996. In FY 1997 these amounts began to rise, from \$1,460 million that year to \$1,700 million in FY 1998, and \$1,950 million in FY 1999.

The amounts available for obligation fall into two basic categories: apportioned funds and discretionary funds. Funds apportioned to airports may generally be used for any eligible airport planning or development; other funds are approved by the FAA for use on projects after consideration of project priority and other selection criteria. Sponsors receiving apportioned funds are given some latitude in determining how they will be used, but are encouraged by FAA to devote them to high priority needs. Discretionary funds are generally limited and consequently directed to only higher priority needs.

DISTRIBUTION OF APPORTIONED FUNDS

Statutory provisions require that AIP funds be apportioned by formula each year to specific airports or types of airports. Such funds are available to airports in the year they are first apportioned and for most airports they remain available for the two fiscal years immediately following. In the case of nonhub airports, the funds remain available for three fiscal years.

Among the recipients of apportioned funds are primary airports, cargo service airports, States and insular areas, and Alaska.

For FY 1997 and FY 1998, the authorizing legislation was amended to make many changes to the distribution of apportioned and discretionary funds. For FY 1999, the second extension made changes by including the Small Hub Fund in the Small Airport Fund instead of in the Discretionary Fund. Further, the law removed a cap of \$300 million that had been placed on the Discretionary Fund. The third extension restored the discretionary set-aside for the Military Airport Program, which had inadvertently been permitted to expire.

PRIMARY AIRPORTS

For FY 1999, there were 417 primary airports. These airports, along with the nonprimary commercial service and miscellaneous other airports, boarded 641,563,706 passengers in CY 1997, the year used to determine FY 1999 primary airport apportionments. Each primary airport apportionment is based upon the number of passenger boardings at the airport. If full funding is made available for obligation, the minimum amount apportioned to the sponsor of a primary airport is \$500,000, and the maximum is \$22,000,000. These funds are calculated as follows:

- ρ \$7.80 for each of the first 50,000 passenger boardings
- ρ \$5.20 for each of the next 50,000 passenger boardings
- ρ \$2.60 for each of the next 400,000 passenger boardings
- ρ \$0.65 for each of the next 500,000 passenger boardings
- ρ \$0.50 for each passenger boarding in excess of 1 million



For FY 1999, \$1,950 million was made available for obligation.

PASSENGER FACILITY CHARGE PARTICIPANT APPORTIONMENT REDUCTIONS

In 1990, Congress enacted legislation that allows public agencies controlling commercial service airports to charge enplaning passengers using the airport a \$1, \$2, or \$3 PFC. Public agencies wishing to impose a PFC must apply to the FAA for such authority and meet certain requirements.*

Section 47114(f) of Title 49 U.S.C. requires that AIP funds apportioned to a large- or medium-hub airport be reduced up to 50 percent if a PFC is imposed at that airport. Under the law in effect in FY 1999, this reduction must first take place in the fiscal year following the approval of authority for PFC collections at that airport and continues in each succeeding fiscal year in which a PFC is imposed. The apportionment for a fiscal year in 1999 was reduced by 50 percent of the forecast PFC revenue in that fiscal year, but not by more than 50 percent of the apportionments calculated for that fiscal year. In FY 1999, 56 of the 70 large- and medium-hub airports were subject to these reductions.†

The apportionments that are withheld as a result of PFC collections are distributed within the AIP program as follows:

- a) 12.5 percent to the discretionary fund; and
- b) 87.5 percent to the “small airport fund”.

Of the 12.5 percent distributed to the AIP discretionary fund, three-fourths is distributed for *capacity, safety, security*, and carrying out *noise* compatibility planning and programs at primary and reliever airports (C/S/S/N category). The

* The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), Public Law 106-181, April 5, 2000, authorized PFC charges of \$4 and \$4.50, but this authority was not available in 1999.

† AIR-21, which affects years subsequent to 1999, authorized reductions of up to 75 percent in apportioned AIP funds for a PFC level above \$3. Under AIR-21, the reduced apportionment takes effect in the first fiscal year following the year in which the collection of the higher PFC level begins.

remaining one-quarter is classified as *undesignated discretionary* and may be used for any eligible project at any airport in the NPIAS.

Of the 87.5 percent distributed to the “small airport fund”, one-seventh is distributed to small hub airports. The remaining is split, two-thirds to nonhub primary and nonprimary commercial service and one-third to General Aviation/Reliever Airports.

As a result of apportionment reductions, \$161.5 million of FY 1999 AIP funds that otherwise would have been apportioned to large- and medium-hub primary airports were distributed as follows: \$20.2 million went to small-hub airports; \$80.8 million went to nonhub primary and nonprimary commercial service airports; \$40.4 million went to the remaining noncommercial, reliever, and general aviation airports; and \$20.2 million went to the remaining discretionary funding pot and was distributed based on the 75/25 percent split respectively between capacity/safety/security/noise projects and undesignated discretionary available to all airports. Table B-3 depicts the total effect of these returns on the final distribution of appropriated funds.

CARGO SERVICE AIRPORTS

For FY 1999, 106 airports qualified as cargo service airports and shared the 2.5 percent of AIP apportionment made available to them. Cargo funds are apportioned to each cargo service airport in the same proportion as its proportion of landed weight of cargo aircraft to the total landed weight of cargo aircraft at all qualifying airports. No cargo service airport is entitled to receive more than 8 percent of the total amount apportioned to all cargo service airports, and in FY 1999, only the airport at Anchorage, Alaska, was affected by the 8 percent ceiling. Further, beginning in 1997, the Secretary is authorized to make a portion of the cargo funds available to airports not qualifying for these funds if the Secretary finds the nonqualifying airports will be served primarily by aircraft providing cargo-only air transportation. In FY 1999, no funds were distributed under this provision

STATES/INSULAR AREAS

In FY 1999, a total of 18.5 percent of the annual amount made available for obligation was apportioned for use at nonprimary commercial service, general aviation, and reliever airports within the States and insular areas. Of this 18.5 percent, 99.34 percent was apportioned for airports within the 50 States, the District of Columbia, and Puerto Rico, while the remaining 0.66 percent was apportioned for airports in the insular areas (Guam, American Samoa, the Commonwealth of the Northern Mariana Islands, and the U.S. Virgin Islands). The formula for distribution of funds to States is based on the proportions of both the area of each State to the total area of all States, and the population of each State to the population of all States. Actual use of funds in each State, other than those in the State Block Grant Program, is made by the FAA in consultation with the States. This exercise of discretion by FAA assures that critical project needs are identified and funded within the States.

ALASKA SUPPLEMENTAL FUNDS

Funds are apportioned for certain Alaskan airports to ensure that Alaska receives at least as much as these airports were apportioned in FY 1980 under previous grant-in-aid legislation. This requirement provided an additional \$10.67 million for Alaskan airports in FY 1999.

DISTRIBUTION OF DISCRETIONARY FUNDS

The remaining funds are defined as discretionary, but a number of statutory set-asides are established to achieve specified funding minimums. A minimum amount of funding is directed to the following:

- ➔ 31 percent of the discretionary fund is reserved for noise compatibility planning and implementing noise compatibility programs under Section 47501 *et seq.* of Title 49 U.S.C. (formerly the Aviation Safety and Noise Abatement Act of 1979);
- ➔ 4 percent of the discretionary fund is used for the MAP.

Of the remaining discretionary funds, 75 percent is to be used for preserving and enhancing *capacity, safety, security*, and carrying out *noise* compatibility planning and programs at primary and reliever airports (C/S/S/N category). The remaining 25 percent may be used for any eligible project at any airport in the NPIAS.

MINIMUM DISCRETIONARY FUND

Congress specified, beginning in FY 1997, that not less than \$148 million plus an amount equal to payments from the discretionary funds for Letters of Intent issued prior to January 1, 1996, remain in discretionary funds after all apportionments and set-asides are satisfied. If less than this amount remains, all apportionments (except for Alaska supplemental funds) and set-asides are to be reduced pro rata to ensure that the appropriate amount is available for discretionary grants. In FY 1999, no reductions were necessary to comply with this provision.

RATE OF PARTICIPATION

At large- and medium-hub airports i.e., primary airports that had at least 1,603,909 or more passenger boardings for FY 1999 (0.25 percent or more of the national total), the Federal share is 75 percent of the total allowable project cost except for project grants to implement noise compatibility projects as authorized by Section 47501 *et seq.* of Title 49 U.S.C., which are funded at 80 percent. At all other airports, the Federal share is 90 percent of the total allowable project cost for all projects. There are upward adjustments for projects in States containing high percentages of public lands. In FY 1999, some airports in seven States qualified for upward adjustments. Grants for integrated airport system planning are for 90 percent of allowable planning costs.

AIRPORTS CAPITAL IMPROVEMENT PLANNING

The FAA's policy in selecting projects for AIP discretionary funding is intended to ensure that the national system of airports is safe and secure, existing infrastructure is preserved, critical expansion needs are met, and compatibility with neighboring communities is attained. AIP investments must be directed toward these goals to enable passengers, shippers, and aircraft operators to operate and use the system in a safe and reliable manner.

The NPIAS, as required by Section 47103 of Title 49 U.S.C., is the FAA's official document that provides long-and short-range cost estimates of AIP-eligible projects. The FAA identifies airports for inclusion in the NPIAS that are significant to national air transportation. The NPIAS identifies, for Congress and the public, the airports included in the national system along with the airport development and associated costs required over the ensuing 10 years to implement the plan. These development costs will be partially funded with AIP funds to expand and improve the system to meet the present and future needs of civil aviation, to meet requirements in support of national defense, and to meet the special needs of the U.S. Postal Service.

All development projects in the NPIAS are eligible for AIP funding. However, the cost of planned development far outweighs the funding available from the AIP, which typically funds only 25 percent of all airport capital investment. Therefore, in allocating AIP funds, the FAA must select projects that best advance agency goals and objectives with respect to the enhancement of the national airport system.

Investment decisions are made using a structured selection process that includes a variety of factors that help demonstrate critical annual development needs within associated AIP funding levels. The factors are weighted more heavily in favor of the type of project than the type of airport. In some cases, Title 49 U.S.C. directs the FAA to allocate funding to specific airport types and categories. The FAA has more discretion as to what type of development to fund within these funding set-asides.

The project selection process occurs on a 6-month cycle that creates a funding plan known as the ACIP, an internal product used by the FAA to select projects for AIP funding. The ACIP is a by-product or sub-set of the NPIAS, which is used by the FAA to identify, plan, fund, and execute airport development while ensuring that the most critical airport development needs are being funded nationwide. Projects included in the ACIP are subject to further consideration prior to funding approval. For instance, a project could be included in the ACIP initially, but may fall out and not be approved for funding because an environmental action was not completed or the airport failed to secure local matching funds.

The ACIP allows FAA to determine and fund the most critical airport development needs within the limited AIP funding made available by Congress through the appropriation process.

The development of the ACIP is a bottom-up process that begins with input from individual airport sponsors and state aviation officials. The primary emphasis is on the effective use of AIP funds, but the concept applies to other funding sources as well. New funding sources and initiatives, such as PFC collections and innovative financing mechanisms, have greatly expanded funding options for airport development.

In short, the ACIP is created using a process consisting of three filters. The first filter occurs at the regional and field office level of the FAA where project engineers and planners develop a district or regional ACIP. During this process, airport development projects in the NPIAS are evaluated based on many factors. They include cost for the project; project scheduling and timing; level of sponsor compliance with Federal mandates; adequacy of sponsor maintenance of airport infrastructure; feasibility of accomplishing the project; the benefit-cost relationship; eligibility of the proposed development; and current condition of resources to meet needs.

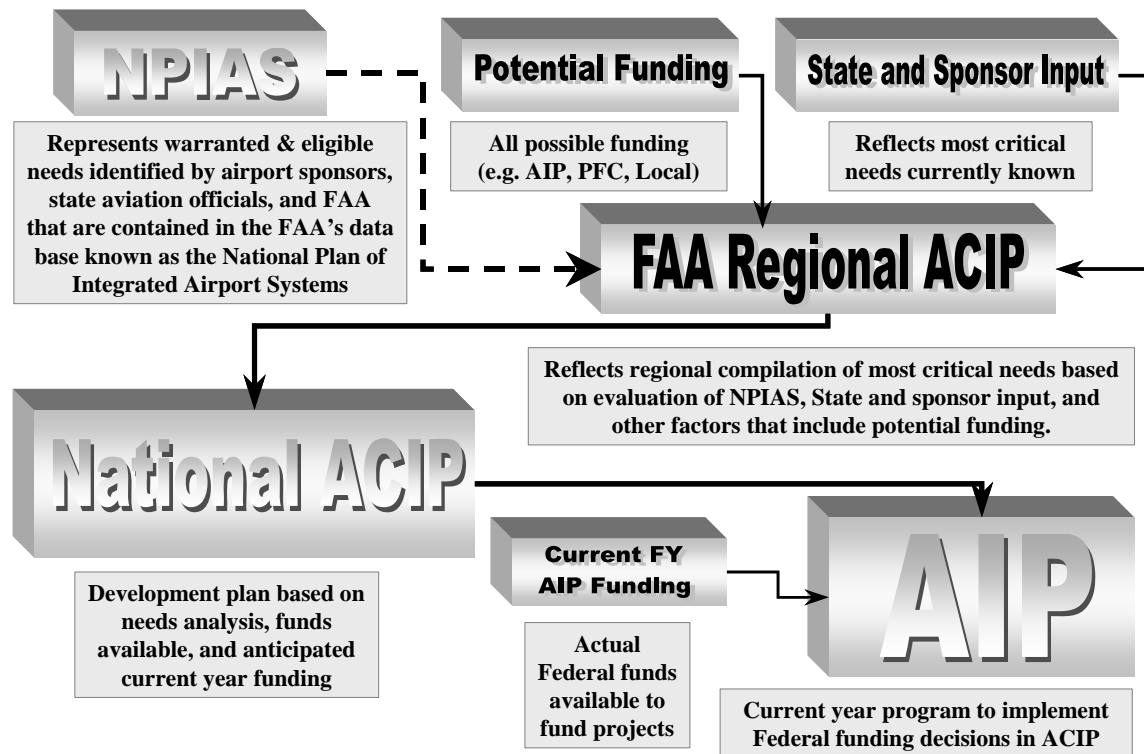


Figure 2 The Airports Capital Improvement Planning (ACIP) Process

This filter allows field personnel to determine critical current year needs and to develop a realistic field level ACIP. One ACIP from each regional office is then submitted to FAA headquarters for evaluation.

The second filter occurs at the headquarters level where all nine regional ACIPs are evaluated for development of a single national funding plan (or national ACIP). This

filter primarily takes into account a national priority system that includes current year appropriation levels and calculated numerical priority ratings. This filter serves to permit creation of a quantified listing of airport projects rated by priority. This listing of projects is referred to as the “candidate list”. Projects included in the “candidate list” are considered eligible for receiving discretionary funding. The numerical rating ensures that the projects are consistent with agency goals and objectives and stay within the funding limitations imposed by the AIP authorization. The accumulated costs of the “candidate list” generally exceed amounts available in each AIP funding category to allow flexibility in selecting the most critical and merit-based projects for funding.

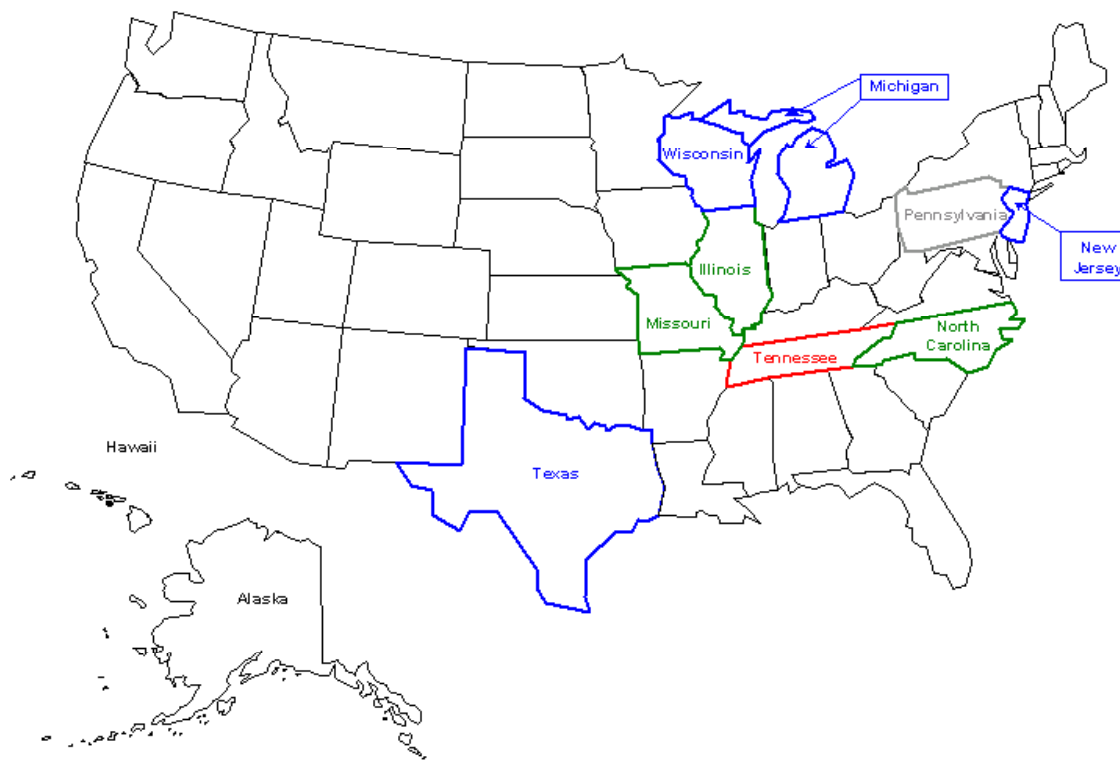
To meet current funding levels a third filter is applied to pare down the “candidate list”. This filter is identical to the second with the difference being that the listing of projects has been narrowed down in accordance with the priority ratings. From this filter, the FAA creates a national funding plan within the specific funding level limits.

In addition, in 1994, in order to further enhance the agency’s investment decisions, FAA began requiring airports seeking \$10 million or more in AIP capacity discretionary funds to complete a benefit-cost analysis (BCA) on the project to demonstrate that the project’s aeronautical benefits outweigh its costs. In 1997, FAA lowered the threshold to \$5 million because BCA had proven to be an effective tool in evaluating airfield projects. Airports seeking a LOI (a multi-year commitment of Federal AIP support for airfield projects) also must complete a BCA, demonstrate substantial system capacity benefits, and present a full financing strategy that shows evidence of substantial non-Federal financial commitments to preserve airport development investment or enhance airport capacity.

The final funding allocations that result from the ACIP, including LOI approvals, are reported each year in the Airports Annual Report of Accomplishments. These reports can be found on the Internet at <http://www.faa.gov/arp/500home.htm>.

STATE BLOCK GRANT PROGRAM

The State Block Grant Program is implemented by FAR Part 156. Under this regulation, States assume responsibility for administration of AIP grants at airports classified as “other than primary”. This program became effective October 1, 1989 with only three States: Illinois, Missouri, and North Carolina. By FY 1993, the list had been expanded to include four more States: Michigan, New Jersey, Texas, and Wisconsin. Legislation allowed Pennsylvania to be another participant starting in FY 1997. Tennessee was selected to begin participation in FY 1998.



These block grant States administer funding of nonprimary commercial service, reliever, and general aviation airports. Each State is responsible for determining which locations within its jurisdiction will receive funds and for ongoing project administration. Each State is also responsible for employing Federal priority rating for use of discretionary funds. A total of \$131 million, including \$39.6 million discretionary, was granted to the block grant States in FY 1999 as follows: Illinois, \$20.4 million; Michigan, \$16.7 million; Missouri, \$10.3 million; New Jersey, \$16.5 million; North Carolina, \$10.9 million; Pennsylvania, \$10.4 million; Tennessee \$8.4 million; Texas, \$30.2 million; and Wisconsin, \$7.2 million. For the period the program has been effective, \$740.2 million, including \$322.7 million discretionary, has been awarded as block grants.

MILITARY AIRPORT PROGRAM

The Military Airport Program (MAP) has been in existence since fiscal year 1991. The MAP is a funding set-aside of the discretionary portion of the AIP used for capacity and/or conversion-related projects at current (joint use) or former military airports. Eligible airports are as follows: 1) those that were realigned or declared surplus and scheduled for closure under the Department of Defense (DOD) Base Realignment and Closure (BRAC) programs or 10 U.S.C. 2687 (disposal of large surplus defense installations that are normally reported to the General Services Administration); 2) current or former airports which would reduce delays at commercial service airports that have 20,000 hours of annual delays in passenger aircraft take-off and landing; or 3) airports which would enhance air traffic control and airport system capacity in a metropolitan area. Eligible airports must be classified as reliever or commercial service airports as designated in the NPIAS.

The Secretary of Transportation was authorized to designate or redesignate, and to fund capital development projects for up to 12 eligible airports in the 1999 MAP. Nine of the 12 authorized airports were previously designated, allowing the Secretary to redesignate or designate three additional airports for fiscal year 1999 MAP funding. Designated airports remain eligible to participate in the program for five fiscal years following their initial designation. Table 6 is a listing of the current or former military airfields participating in the fiscal year 1999 MAP and the associated funding for each location.

Conversion- and capacity-related capital development projects are especially important to newly converting military airfields. These airfields have the potential to contribute significantly to the national air transportation system by providing capacity and future infrastructure for expansion of the national airport system. The addition of up to 34 additional airfields and over 50 new runways, 60,000 acres of property and associated airport infrastructure capable of accommodating the largest aircraft in the civil fleet will add over 6 million potential aircraft operations to the airport system. To duplicate this airport investment in infrastructure (estimated at over \$30 billion) by using the existing level of AIP funding would deplete all AIP appropriated funds for many years. These airfields, however, still require significant amounts of AIP funding to be properly retrofitted for civilian use. For example, terminal buildings, access roads, and automobile parking lots are not normally found on military airfields and must be constructed to provide adequate facilities for movement of passengers and cargo at commercial service airports. Utility systems, including electrical, sewer, water, and heating lines, have to be reconfigured or constructed to accommodate civil uses. Hangars have to be upgraded to meet local and state codes, and provisions made to provide adequate facilities to accommodate all types of aeronautical users. Consequently, AIP enabling legislation permits expanded eligibility in these otherwise ineligible specific areas for converted military airports. For FY 1999, AIP may not make more than \$5 million available per fiscal

year for terminal building construction. Also, no more than \$4 million may be made available for parking lots, fuel farms, utilities, and hangars.

Through the end of FY 1999, \$268 million, or about 69 percent, of total AIP grant funding of \$386 million for capital development at these military airfields has been funded from the MAP category of the AIP.

Table 6 Military Airport Program Funds Awarded in FY 1999	
Location	MAP Funds
Millington Municipal, Millington, TN	\$1,496,000
Austin-Bergstrom International, Austin, TX	\$2,750,000
Williams Gateway, Phoenix, AZ	\$3,980,811
Homestead Regional, Miami, FL	No funding this year
Alexandria International, Alexandria, LA	\$6,065,198
Rickenbacker International, Columbus, OH	\$8,022,500
Sawyer Airport, Gwinn, MI	\$2,118,900
Myrtle Beach International, Myrtle Beach, SC	\$2,419,200
Pease International Tradeport, Portsmouth, NH	\$1,521,000
Chippewa County International, Sault Ste Marie, MI	\$2,280,000
Southern California International, Victorville, CA	\$297,000
TOTAL	\$30,950,609

There are also about 20 existing joint-use agreements at active military airfields that allow civil operations, in addition to the 16 long-term leases executed by the DOD that allow civil airport sponsors to operate at surplus military airfields converting to civil airports. Additionally, three BRAC military airfields have been transferred by deed to civil airport sponsors. It is estimated that about one-third of the converting BRAC airports have the potential to become commercial service airports and one-third reliever airports. A number of the remaining one-third could become general aviation airports. Military airfield closures classified as general aviation airports in the NPIAS are not eligible to participate in MAP funding but are eligible to receive other categories of funding if included in the NPIAS.

A current list of military airfields involved in the DOD BRAC that have converted or have potential for conversion to civil public airports is presented in Table B-6. The listing includes only military assets made surplus by the actions of the 1988, 1991, 1993, and 1995 BRAC programs. Not all of these locations can or will participate in MAP funding. In addition, some of the airports participating in the MAP were released by the DOD through other surplus disposal programs before the BRAC was instituted. Following Table B-6 is a summary of significant MAP projects funded in FY 1999.

MAJOR CAPACITY, SAFETY, AND SECURITY PROJECT GRANTS

During FY 1999, \$167.6 million of discretionary, and \$116.1 million of apportioned funds were awarded in grants with another \$1.017.4 billion of LOI requests approved for projects focused on the capacity, safety and security of the Nation's airports. These grants provided Federal funding for projects to construct and improve runways, taxiways, air carrier aprons, and terminals at many capacity-constrained airports. In addition, approximately 93 percent of the \$1.515 billion in PFC revenues collected in 1999 at the Nation's commercial service airports were allocated to projects that will preserve or enhance the capacity, safety, or security of the national air transportation system and/or will enhance competition among air carriers in that system. A short description of a few of these significant projects follows:

- **Miami International Airport, Miami, Florida:** In 1999, the FAA approved an LOI in the amount of \$100 million to construct a new north runway parallel to Runway 9L-27R. The addition of the new runway is expected to ease current capacity constraints. Major components of this project include the following: construction of a new runway, relocation of Taxiway L and its associated connectors, construction of a new taxiway K and its connectors, construction of an interior service road, and provision of the necessary NAVAIDS to service the new runway. In 1995, a decade sooner than anticipated, activity surpassed the predicted 2005 levels by 47,000 operations, bringing them to a record high of 577,000 operations. The proposed fourth runway, and its associated projects, is crucial to meet the increasing capacity demands of Miami International Airport. The total estimated cost for this project is \$208.0 million, with a local share of approximately \$103.6 million. At the end of FY 1999, the design of the project was underway and the construction was expected to begin in the spring of 2000.

- **Orlando International Airport, Orlando, Florida:** Orlando International Airport was expected in FY 1999 to reach its operational capacity of 460,000 to 480,000 annual operations by 2002. Once operations reach that level, a fourth runway will be essential to forestall inevitable system delays. In anticipation, the Orlando Airport Authority began planning for the fourth runway in 1990. Between 1990 and 1998 the FAA, the Florida Department of Transportation, and the Greater Orlando Aviation Authority committed \$86,954,271 towards the construction of the fourth runway. Projects completed have included land acquisition, mitigation requirements, initial site preparation, and a portion of the runway design. At the end of FY 1999, the cost to build the fourth runway and its associated support projects was estimated at \$166 million, of which \$86.95 million had already been committed. The new runway is expected to save up to \$47.3 million annually in direct aircraft operating costs at a traffic level of 600,000 annual aircraft operations.

- **Dallas/Fort Worth International Airport, Dallas, Texas:** In March 1991, the Dallas-Fort Worth International Airport Board completed the Airport Development Plan for the Airport. The Plan identified facilities needed to accommodate the forecast aviation demand at the Airport through the year 2010. Included in the report were the recommendations of extensions to runways 17C, 18L, and 18R. In March 1999, D/FW submitted a request for an LOI in the amount of \$72.5 million to be funded over a 5-year period. The projects cited in the LOI included the above named runway extensions, extensions to Taxiways C, M, and E, and construction of the Northwest Holding Apron. The operational benefits of the combined projects will improve aircraft operating efficiency by reducing taxiway congestion, enhancing Land and Hold Short Operations capability, eliminating Intersection Departure Rule, and improving the departure sequencing from the Northwest Holding Apron. Nationally, it is anticipated that the proposed projects will reduce delays in the National Air Transportation System by 1.5 to 3.5 percent. Financing for these projects will be accomplished, in part, by Joint Revenue Bonds, PFC collections, and funds received through the AIP.

- **San Jose International Airport, San Jose, California:** The FAA approved an LOI for San Jose International Airport, in the amount of \$81,520,001. The LOI is to be funded over a 10-year period commencing in FY2000. Airfield improvement projects noted in the LOI include the reconstruction and extensions of runways 12L-34R, 12R-34L, the extensions of Taxiways 'Y' and 'Z', and other associated taxiway improvements including drainage, lighting, signs, NAVAIDS, and marking. These projects were cited in the 1997 Airport Master Plan as being necessary to more efficiently and safely accommodate current and projected airline operations. The projects included the replacement of deteriorating pavement on the existing primary runway.

- **George Bush Intercontinental Airport, Houston, Texas:** The FAA approved a \$10 million AIP project to construct Phase 1 of a taxiway that will serve the north edge of the Terminal A/B apron. This taxiway project is part of a larger Capital Improvement Program (CIP) the Houston Airport System (HAS) is undertaking to position their airports to meet the expanding needs of the traveling public. In recent years the HAS experienced a high rate of growth. Houston is now the fourth largest city in the United States, measured by population. Passenger enplanements have increased in the 1993-1998 period at a rate of 8.8 percent annually, which is nearly double the national average. Key projects of the CIP include a new north runway, expansion of the taxiway system, relocation of an aircraft rescue and fire fighting facility, aircraft apron expansion, development of an air cargo facility, as well as other related projects. The cost of HAS's capital improvement program was anticipated over \$2.2 billion with major work elements scheduled to begin in FY 2000. Revenue bonds, local sources, and Federal funds through the AIP will provide financing of the program.

- **Kahului Airport, Honolulu, Hawaii:** A runway extension was needed to meet the operational demands of Kahului Airport. Limited runway length imposed takeoff weight restrictions on departing overseas flights. This project continues an earlier project with the goal of eventually completing the runway extension through a series of phased construction project increments.
- **Minneapolis St. Paul International Airport, Minneapolis, Minnesota:** In 1999, the FAA approved an LOI for the Minneapolis-Saint Paul Metropolitan Airports Commission in the amount of \$95 million (discretionary funds) over a 12-year period, to construct a new runway (17-35) that is expected to be operational in late 2003. This runway will operate independently from the parallel runways and is expected to reduce delays and increase capacity at the airport by approximately 25 percent. The project also includes site preparation (utilities relocation, building demolition, lease termination, and tenant relocation costs) and construction of associated taxiways. The total cost associated with the new runway was estimated to be approximately \$563 million in FY 1999. In addition to LOI funding, local funding sources include a passenger facility charge. The new runway was one recommendation in a capacity study completed in 1993 and was a major consideration in the decision in 1996 by the Minnesota State Legislature to remain at the existing airport site rather than build an entirely new facility.
- **Seattle Tacoma International Airport, Seattle, Washington:** The FAA is supporting a runway safety project for Seattle Tacoma International Airport that will increase both the length and width of the safety areas for both runways 16L and 16R. At the present time, neither runway meets FAA design standards impairing the safety of operations on both runways. Major components of the project include relocation of a road, acquisition of 38 land parcels and wetland mitigation. The anticipated cost of the project is approximately \$34 million with \$25.5 million to be funded with discretionary funds and the remaining \$8.5 million with PFC collections. Increasing runway safety areas to meet FAA design standards is one of the Department of Transportation's key initiatives in an effort to enhance safety at the Nation's airports.

LETTERS OF INTENT

The LOI indicates Federal approval to a sponsor of a proposed project's scope and the timing for its accomplishment. It also indicates the Federal intent to fund the project in subsequent years. If airports can finance the cost of construction before receiving grants, LOIs permit them to be reimbursed from future program funds without penalty. Thus, the sponsor may begin construction of the project without an official grant award and then obtain reimbursement for allowable project costs for the development specified in the LOI. Yearly increments of funds are paid from grants that are subject to the future availability of AIP funds.

Before a sponsor begins construction, the FAA must approve the scope of work and the proposed funding plan. In addition to standard project criteria, FAA has required, since October 1994, that a benefit–cost analysis (BCA) accompany any LOI request. FAA also considers the sponsor's financial commitment to the project and the project's effect on the capacity of the national air transportation system. (Other details are provided earlier in the section on Airports Capital Improvement Planning.)

Once agreement has been reached, the FAA prepares the LOI indicating the intent to provide future funding for the agreed-upon project. This expression of intent on the part of FAA is sufficient to reduce the risk associated with making improvements now and not receiving reimbursement until future years. Subsequently, once an airport receives an LOI, it may proceed with the project without waiting for future AIP grants and all allowable costs in the LOI related to the airport development remain eligible for reimbursement. However, an LOI is not an obligation of Federal funds. In most cases, the airports finance the projects with revenue bonds. Most airports are likely to receive more favorable bond rates since the Federal Government has supported the project and indicated an intent to provide grant funding in subsequent years.

LOI payments in FY 1999 totaled \$113.7 million in discretionary funds and \$48.5 million in airport sponsor entitlements. At the end of FY 1999, there were 29 LOIs with payment schedules totaling \$1,410.3 million extending from 2000 through 2010. See Appendix B, Tables B-7 and B-8, for details on the projects included in these totals. Table B-7 shows payments made in FY 1999 for open LOIs. The following LOIs received their last payments in FY 1999: Buffalo, New York; Washington (Dulles), District of Columbia; New Orleans, Louisiana; and Denver, Colorado.

In FY 1999, the following five LOIs were approved:

- **San Jose, California, San Jose International**, totaling \$81.5 million, of which \$58 million is discretionary funding, over the period FY 2000-2009, to overlay runways and taxiways and to reconstruct an apron.
- **Miami, Florida, Miami International**, totaling \$101 million, of which \$66 million is discretionary funding, over the period FY 2000-2010, to construct a runway.
- **Orlando, Florida, Orlando International**, totaling \$73.7 million, of which \$36.1 million is discretionary funding, over the period FY 2000-2009, to construct a runway.
- **Minneapolis, Minnesota, Minneapolis - St Paul International/Wold Chamberlain**, totaling \$95 million in discretionary funding over the period FY 1999-2010, to construct a runway and taxiways.
- **Dallas/Fort Worth, Texas, Dallas/Fort Worth International**, totaling \$49.6 million in discretionary funding over the period FY 2000-2010, to extend runways and taxiways and to construct an apron.

After the above five new LOIs are added to the 28 open LOIs at the beginning of the fiscal year, and the four LOIs receiving final payments are deducted, there will be 29 LOIs eligible to receive funding in fiscal year 2000. To demonstrate, Table B-7 shows the LOI payments made in FY 1999, and Table B-8 shows the AIP commitments, by fiscal year, for FY 2000 and beyond for these 29 airports.

ENVIRONMENTAL RESPONSIBILITIES

The FAA assesses potential environmental impacts that may result from an airport development project before approving airport layout plans, amendments to them, or financing for the project. This evaluation is based on requirements contained in the National Environmental Policy Act of 1969 (NEPA) and other Federal laws, regulations, and orders that detail specific criteria to be used for protecting the human and natural environment. Specific areas of environmental concern include air quality, water quality, public recreation lands, wildlife refuges, prime or unique farmlands, hazardous materials, historical and archeological sites, endangered species, coastal zones, wetlands, flood plains, and noise. This evaluation process provides FAA, other Federal, State, and local agencies, and the public with a better understanding of a proposed airport project's potential environmental impacts and identifies measures to lessen or eliminate adverse effects.



FAA's detailed environmental evaluations, which ensure compliance with NEPA and other pertinent environmental directives, are predicated on the nature of the proposed action and the severity of its environmental impacts. FAA's Office of Airports has developed FAA Order 5050.4A, Airport Environmental Handbook, to define the scope of environmental evaluations. The order identifies the types of airport projects that normally fit predetermined scopes of analyses, which range from limited to very comprehensive. Although there is much commonality among projects at various airports, each project is still judged on its own merits. In addition to its published airport environmental procedures, the FAA provides updated guidance to its field offices as a result of revisions in laws and regulations enacted and promulgated by Congress, the President, the courts, and other Federal agencies.

The documents resulting from environmental analyses serve to identify environmental resources that would be affected by Federal actions related to airports. FAA procedures identify the types of actions that require either an environmental assessment by the airport sponsor, a more detailed environmental impact statement prepared by the FAA, or a limited review based on a predefined category of excluded projects. Section 102(2)(C) of NEPA requires an environmental impact statement when a project would significantly affect the quality of the environment. If after detailed study the impacts are determined to be insignificant (not exceeding any thresholds of significance that FAA has set for the evaluation of a particular environmental impact), an appropriate determination will be made reflecting this finding.

The environmental process is one that varies greatly in complexity and duration. The FAA first reviews the proposed project to determine if it is one of a predefined category of excluded actions. These projects are commonly referred to as categorical

exclusions, and normally do not significantly affect the quality of human environment or specially protected resources (such as endangered or threatened species, historical properties, parklands, etc.). If this determination can be made, and there are no extraordinary circumstances, no further environmental analysis is required.

If the project has the potential to affect environmental resources adversely, the airport sponsor will prepare an Environmental Assessment (EA) based on the requirements outlined in FAA Order 5050.4A. If after reviewing the EA the FAA determines it meets the requirements of FAA Order 5050.4A and concludes that the action with defined mitigation would not significantly affect environmental resources, the FAA adopts the EA and prepares a document known as a Finding of No Significant Impact. On the other hand, if the project will significantly affect the environment, the FAA must further analyze the severity of the impacts and evaluate measures that could reduce or eliminate degradation of ecological systems. The formal document containing this detailed study is known as an Environmental Impact Statement (EIS) and may use the EA prepared by the airport sponsor as the basis for further analysis. The EIS is prepared by the FAA and an FAA-selected consultant specializing in the evaluation and assessment of environmental impacts. The resulting document: 1) defines a proposed project's purpose and need; 2) describes alternatives that will achieve that purpose and need; 3) identifies the significant environmental impacts resulting from these alternatives (including the alternative FAA identifies as its preferred action); 4) discusses the measures FAA will require to mitigate the preferred action's environmental impacts; and 5) includes public comments on these topics and FAA's responses to those comments.

NOISE COMPATIBILITY

In FY 1992, the FAA began administering new Federal Aviation Regulations (FAR) Part 161, which was issued September 25, 1991. Part 161 implements provisions of the Airport Noise and Capacity Act of 1990 (ANCA) by establishing a national program for reviewing airport noise and access restrictions on Stage 2 and Stage 3 aircraft operations. Part 161 also advises airport operators on how ANCA and Part 161 apply to the airport noise compatibility planning process conducted under FAR Part 150. The FAA established an interdisciplinary team to review airport noise and access restrictions regarding applicability of ANCA and Part 161.

In the area of airport noise and land use compatibility planning, the FAA's Part 150 program continues to assist airport operators in developing comprehensive programs to reduce noise and achieve compatible land uses in the areas surrounding the airport. Since an approved Noise Compatibility Program (NCP) is a prerequisite to receiving AIP funds for most mitigation actions, most operators of airports where noise is a significant factor participate in some level of noise planning. They view the opportunity to conduct planning and mitigation with Federal funds as a means to foster better relations with the adjacent and nearby communities. To date, 247 airports have chosen to participate in the study process, and 216 have submitted Noise Exposure Maps depicting the noise environment surrounding the airport. Of these, 198 have approved NCPs, and 60 amendments to these NCPs have been approved by the FAA. In FY 1999, grants for approximately \$241 million were awarded for noise compatibility planning and mitigation. This represents roughly 12.3 percent of total available airport grants-in-aid funding.

In addition, many airport sponsors have applied for approval to collect PFCs, in part, to provide for additional funding to improve airport-land use compatibility. As of the end of 1999, PFC authority approved for noise planning and mitigation totaled more than \$1.6 billion throughout the life of the program. PFC eligibility for noise compatibility projects differs from AIP eligibility in one significant way. As noted, to be AIP eligible, a noise mitigation measure must, with few exceptions, be an approved noise compatibility measure in an FAA-approved NCP under Part 150. To be eligible for a PFC approval, a noise compatibility measure need only be qualified for inclusion in an approved NCP under Part 150, whether or not one is in place at an airport. Moreover, even where an approved NCP is in place, PFC can be used to fund a measure not included as a measure of the approved NCP, so long as the measure would qualify for inclusion.

NEW FAA POLICY ON PART 150 APPROVAL OF NOISE MITIGATION MEASURES

Beginning October 1, 1998, the FAA adopted a policy to approve remedial noise mitigation measures under Part 150 only for noncompatible development that existed as of that date. Under the policy, noncompatible development that may have potentially occurred after October 1, 1998, may only be addressed in Part 150 programs with preventive noise mitigation measures. This policy affects the use of AIP funds to the extent that such funding is dependent on approval under Part 150. Certain types of funding must be submitted to the FAA by airport operators to be considered on a case-by-case basis. These include: noise mitigation measures for bypassed lots or additions to existing structures within noise-impacted neighborhoods, additions to existing noise-impacted schools or other community facilities required by demographic changes within their service area, former noise compatible uses that have been rendered noncompatible as a result of airport expansion or changes in airport operations, and other reasonable exceptions to this policy on similar grounds. This policy does not affect AIP funding for noise mitigation projects that do not require Part 150 approval, those that are included in FAA-approved environmental documents for airport development, or projects to be funded with PFC revenues without AIP funds.

DISADVANTAGED BUSINESS AND CIVIL RIGHTS REQUIREMENTS

In FY 1999, the Department of Transportation issued a revision to its disadvantaged business enterprise (DBE) regulations in light of the U.S. Supreme Court decision in Adarand Constructors v. Peña. The ruling requires Federal affirmative action programs to be narrowly tailored to meet a strict scrutiny standard. Under the revised rule (49 CFR Part 26), the goal of "at least 10 percent" in sections 47113 and 47107(e) of Title 49, U.S.C., for DBE participation in DOT-assisted contracts and airport concessions continued as aspirational national goals. In both the DOT-assisted contract and airport concessions programs, the FAA approved programs of recipients with goals lower and higher than 10 percent.

During the past fiscal year, DBEs received 18.6 percent of contract dollars awarded under the AIP. DBE concessionaires earned 11.2 percent of the total gross receipts generated by all concessions at primary airport locations.

During FY 1999, the FAA informally resolved 18 complaints filed under the Americans with Disabilities Act and The Rehabilitation Act of 1973. Five complaints filed under Title VI of the Civil Rights Act of 1964 were also informally resolved.

PASSENGER FACILITY CHARGE PROGRAM

The PFC program was first authorized by the Aviation Safety and Capacity Expansion Act of 1990. Other statutory changes to the program were authorized through the Federal Aviation Administration Authorization Act of 1994 and the Federal Aviation Reauthorization Act of 1996. The PFC statutory language is codified under Section 40117 of Title 49 U.S.C., and is implemented through the PFC regulation under 14 CFR Part 158.

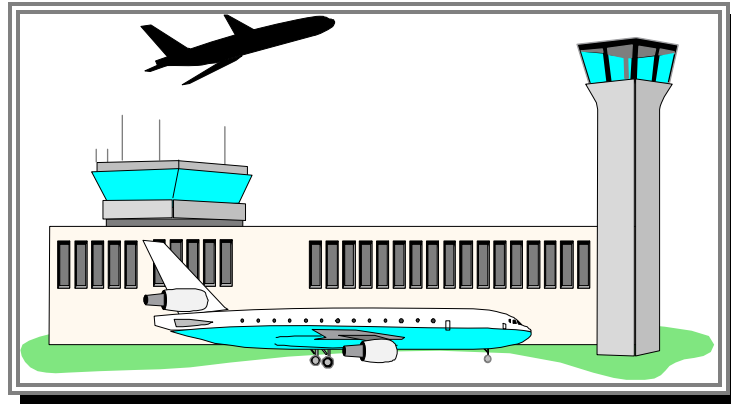
The PFC program provides an important additional source of capital for expansion and repair of the Nation's airport infrastructure. The PFC program enables public agencies controlling commercial service airports, after receiving approval from the FAA, to charge enplaning passengers using the airport a \$1, \$2, or \$3 facility charge.

FAA headquarters and regional personnel administer the PFC program by ensuring that the following conditions are met: projects proposed for PFC funding meet statutory objectives and eligibility requirements; PFC projects are adequately justified; PFC revenues do not exceed allowable project costs; the PFC collection process is reasonable and nondiscriminatory; and the public agency conforms to other requirements and assurances in the PFC regulation. Also, PFC headquarters and regional personnel ensure that PFC information is coordinated with the air carriers at airports participating in the PFC program. With assistance from the Office of General Counsel, FAA also acts to ensure that PFC collections are correctly remitted to public agencies.

PFC collections and AIP funds are complementary in the overall funding of airport improvements. The majority of PFC-approved projects are also AIP eligible, although there is broader eligibility under the PFC program for noise compatibility measures and terminal gates and related areas. One major use of PFCs is as the local "match" funds for AIP grants, particularly at nonhub primary airports. Figures B-6, B-7, and B-8 illustrate the manner in which AIP funds and PFC revenues are used and compare the types of development items funded by each fund source.

In FY 1999, the FAA approved or partially approved 111 applications for PFC collections at 102 locations. Eleven of these were new locations. PFC collections enabled by these and earlier approvals have made significant contributions to many of the major capacity, safety, and security projects described beginning on Page 23 of this report. Airports for which PFC applications for significant sums (in excess of \$125 million) were approved in FY 1999 included: Chicago Midway, Cleveland Hopkins International, John F. Kennedy International, Kansas City International, LaGuardia, Lambert-St Louis International, Newark International, Orlando International, and Portland International.

From the program's inception in 1991 to September 30, 1999, a total of 307 locations had been approved for PFCs. Total authorized PFC collections for these locations totaled over \$24.2 billion. Of those primary large- and medium-hub airports eligible



to collect PFCs, 81 percent were doing so as of the end of the fiscal year, with 67 percent of small-hub and nonhub primary airports collecting PFCs. Participation in the PFC program falls off sharply at the level of nonprimary commercial service airports, with only 14 percent of these airports collecting PFCs as of the end of FY 1999.

CONDITION AND PERFORMANCE

The FAA monitors the condition and performance of the airport system and includes an extensive report on the subject in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS report concentrates on six factors: capacity, safety, noise, pavement condition, accessibility, and financial performance. Each factor is discussed below.

The 1998-2002 NPIAS indicates that the expansion of capacity of the airport system has kept pace with increased demand for air transportation in recent years. As a result, the average delay per aircraft operation remained fairly constant from 1991 through 1995. In 1996 air traffic delays rose again, attributable to a change in air traffic procedures to ensure safe spacing to avoid wake turbulence. Projections indicate that delay will increase in the future if no new runways are added to the busiest airports. The FAA is encouraging the development of needed new runways along with other alternative measures to add capacity, help control airport congestion, and reduce projected increases in delay.

Safety-related development receives the highest priority under the AIP, and this contributes to the excellent level of safety at public airports.

Aircraft noise is a major constraint on the operation of airports, but the situation is improving. The residential population exposed to unacceptably high levels of noise has declined from 7 million in 1975 to less than 2 million at the end of FY 1999. Further improvement is expected, due in part to the elimination of Stage 2 aircraft operations. Projections indicate that the affected population should fall to 0.6 million by the end of calendar year 2000.

Airfield pavement has an average useful life of 15 to 20 years, after which major rehabilitation is necessary. The AIP has been very effective in helping airport operators to conduct rehabilitation in a timely manner. The NPIAS reports that 95 percent of the runway pavement at NPIAS airports is in good or fair condition.

As to accessibility, the AIP has helped to make air transportation available on demand to most Americans. At the end of FY 1999, there were 538 commercial service airports that were convenient to 70 percent of the Nation's population, particularly to residents of urban areas. Another 2,806 reliever and general aviation airports provided additional coverage, particularly in rural areas. Collectively, 98 percent of all Americans resided within 20 miles, or 30 minutes travel time, of an AIP-eligible airport.

Finally, in the area of financial performance, the AIP has been important to the financial operations of airports, accounting for about 25 percent of the public investment in airport improvements. AIP grants are essential for development projects at thousands of lower activity airports where all revenues are used for

operations and maintenance. AIP grants are also effective in expediting safety-related development and capacity improvements at the busiest airports.

Performance measurement has taken on a major role due to the Government Performance and Results Act (GPRA) of 1993. The GPRA requires Federal agencies to set targets for achievement, expressed in measurable terms. The GPRA measurement focuses on broad outcomes like improved safety and lower noise exposure. The goals and measurements are tracked through strategic plans, annual performance plans, and program performance reports. Future reports of AIP accomplishments will increasingly emphasize the effect of AIP on the condition and performance of the airport system.

PILOT PROGRAMS

The Federal Aviation Reauthorization Act of 1996 (Public Law 104-264, October 9, 1996) established pilot programs extending through FY 1999 for routine pavement maintenance and private ownership of airports.

ROUTINE PAVEMENT MAINTENANCE

FAA is exercising oversight to ensure airport compliance with a pavement maintenance program. The routine pavement maintenance pilot program allows crack sealing and related periodic work on a stand-alone basis at nonprimary airports in ten AIP projects during FY 1997-1999.

This program is designed to maintain and extend the useful life of runways, taxiways, and aprons at smaller airports where routine maintenance, generally a requirement of airports to be funded from local funds, may be delayed by the airport due to the cost involved. For purposes of the pilot program, the FAA defines routine maintenance to include cleaning, filling, as well as sealing longitudinal and transverse cracks. Routine maintenance was also determined to include grading pavement edges, cleaning of drainage systems, patching pavement, applying seal coats, and remarking paved areas. However, FAA's definition excludes costs of frequent sweeping to remove mud, dirt, sand, aggregate, debris, foreign objects, water, snow, ice, and other loose contaminants.

During the life of the pilot program, FAA approved a total of nine multiple-location grants to five states and one airport sponsor, the Port of Portland, Oregon. The airports identified below benefited from a pilot maintenance project:

➤ Alabama -

ASSOCIATED CITY	AIRPORT	AIRPORT ROLE	BASED AIRCRAFT
Centre	Centre Municipal	General Aviation	15
Centreville	Bibb County	General Aviation	2
Fairhope	Fairhope Municipal	General Aviation	35
Foley	Foley Municipal	General Aviation	35
Greenville	Greenville Municipal	General Aviation	10
Haleyville	Posey Field	General Aviation	14
Hartselle	Rountree Field	General Aviation	13
Headland	Headland Municipal	General Aviation	24
Oneonta	Robbins Field	General Aviation	15
Ozark	Blackwell Field	General Aviation	69
Russellville	Russellville Municipal	General Aviation	21
Alabaster	Shelby County	Reliever	88
Pell City	St. Clair County	Reliever	83

➤ **Louisiana -**

ASSOCIATED CITY	AIRPORT	AIRPORT ROLE	BASED AIRCRAFT
Bogalusa	George R. Carr Memorial	General Aviation	31
Coushatta	Red River	General Aviation	7
DeQuincy	DeQuincy Industrial Airpark	General Aviation	12
DeRidder	Beauregard Parish	General Aviation	23
Galliano	South Lafourche	General Aviation	2
Homer	Homer Municipal	General Aviation	4
Jennings	Jennings	General Aviation	23
Many	Hart	General Aviation	6
Oakdale	Allen Parish	General Aviation	2
Rayville	Rayville Municipal	General Aviation	22
Vivian	Vivian	General Aviation	6
Slidell	Slidell	Reliever	87

➤ **New Hampshire -**

ASSOCIATED CITY	AIRPORT	AIRPORT ROLE	BASED AIRCRAFT
Berlin	Berlin Municipal	General Aviation	26
Claremont	Claremont Municipal	General Aviation	23
Concord	Concord Municipal	General Aviation	66
Keene	Dillant-Hopkins	General Aviation	54
Laconia	Laconia Municipal	General Aviation	97
Rochester	Skyhaven	General Aviation	79
Whitefield	Mt. Washington Regional	General Aviation	25
Nashua	Boire Field	Reliever	384

➤ **Oregon -**

ASSOCIATED CITY	AIRPORT	AIRPORT ROLE	BASED AIRCRAFT
Hillsboro	Portland-Hillsboro	Reliever	405
Mulino	Portland-Mulino	Reliever	63
Troutdale	Portland-Troutdale	Reliever	182

➤ **South Dakota -**

ASSOCIATED CITY	AIRPORT	AIRPORT ROLE	BASED AIRCRAFT
Buffalo	Harding County	General Aviation	4
Canton	Canton Municipal	General Aviation	7
Gettysburg	Gettysburg Municipal	General Aviation	17
Martin	Martin Municipal	General Aviation	9
Parkston	Parkston Municipal	General Aviation	8
Springfield	Springfield Municipal	General Aviation	7
Tea	Great Planes	General Aviation	35
Webster	Webster Municipal	General Aviation	6

➤ **Vermont -**

ASSOCIATED CITY	AIRPORT	AIRPORT ROLE	BASED AIRCRAFT
Barre-Montpelier	Edward F. Knapp State	General Aviation	61
Bennington	William H. Morse State	General Aviation	43
Highgate	Franklin County State	General Aviation	23
Middlebury	Middlebury State	General Aviation	55
Morrisville	Morrisville-Stowe State	General Aviation	28
Newport	Newport State	General Aviation	18
Springfield	Springfield State/Hartness	General Aviation	37
Rutland	Rutland State	Non-Primary Commercial Service	41

The above listed airports and States have clearly benefited from eligibility for the pilot maintenance projects. Based on the success of the program, FAA recommends permanent eligibility.

AIRPORT PRIVATIZATION

The Airport Privatization Pilot Program authorizes the FAA to exempt up to five airports from certain Federal requirements pertaining to the use of airport revenue. Airports participating in the program may be exempt from requirements to repay Federal grants, to return property acquired with Federal assistance, and to use the sale or lease proceeds for airport improvements only.

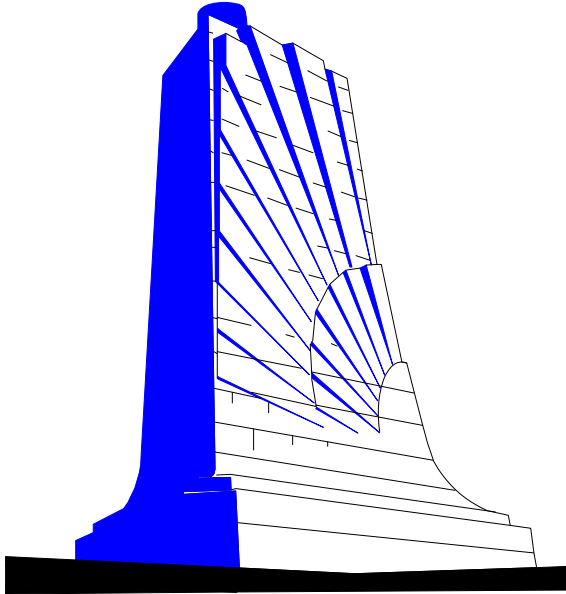
Of the five airports authorized in legislation, the following options and limitations apply: general aviation airports can be leased or sold; only one large-hub air carrier airport can be included in the program; and air carrier airports can only be leased.

The FAA published application procedures in the Federal Register for the pilot program in September 1997. Since that time, three applications have been submitted. During FY 1999, New York State Department of Transportation completed its final application for the participation of Stewart International Airport, a primary airport in Newburgh, New York. The FAA accepted the preliminary application for Niagara Falls International Airport, a general aviation airport in Niagara Falls, New York, for processing on July 1, 1999. The City of San Diego's application for Brown Field Municipal, a reliever airport in San Diego, California was accepted on September 9, 1999.

As required by statute, a report will be submitted to Congress two years after the first application is approved for exemption.

APPENDIX A

PROGRAM HISTORY



Wright Brothers Memorial, Kitty Hawk, NC Monument to First Flight

The Federal Government initiated a grant-in-aid program shortly after the end of World War II to promote the development of a system of civil airports to meet the Nation's needs. This early program, the Federal-Aid Airport Program (FAAP), was established with the passage of the Federal Airport Act of 1946 and was funded from the general fund of the Treasury. FAAP grants could be used for basic airport development, including airfield construction, passenger terminals, entrance roads, and land needed for the airport.

The Airport and Airway Development Act of 1970 established a more comprehensive program. This Act provided grant assistance for airport planning under the Planning Grant Program and for airport development under the Airport Development Aid Program. The source of funds was a newly established Airport and Airway Trust Fund that derived its revenues from aviation user taxes on items like airline fares, air freight, and aviation fuels. The Act was amended several times and was extended 1 year before expiring on September 30, 1981.

The Airport and Airway Improvement Act of 1982 (Title V of the Tax Equity and Fiscal Responsibility Act of 1982, Public Law 97-248, September 3, 1982) established the successor grant program. The AIP provides assistance under a single program for airport planning and development with the tax revenue deposited in the Airport and Airway Trust Fund. The 1982 Act also provides funds to conduct noise

compatibility planning and to implement noise compatibility programs that are authorized by the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193).

The Airport and Airway Improvement Act has been amended several times. The first, enacted barely 1 month after the basic statute, was the Continuing Appropriations Act (Public Law 97-276, October 2, 1982). It provided authority to convert unused apportioned funds for use in the award of discretionary grants. The Surface Transportation Assistance Act (Public Law 97-424, January 6, 1983) increased the annual authorizations for AIP for FY 1983 through FY 1985.

The Airport and Airway Safety and Capacity Expansion Act of 1987 (Public Law 100-223, December 30, 1987) extended the AIP grant authority for 5 years. It authorized \$1.7 billion each fiscal year through 1990 and \$1.8 billion each year for FY 1991 and FY 1992. This Act also authorized the FAA to use the LOI process to approve high-priority capacity projects with funds that become available in future fiscal years. Another provision of the 1987 amendment was authorization of a State Block Grant Program in three States during FY 1990 and FY 1991. The amendment also established a Disadvantaged Business Enterprise (DBE) Program to help small business concerns owned and controlled by socially and economically disadvantaged individuals. Under the DBE Program, not less than 10 percent of the AIP funds made available yearly for approved construction projects must be awarded to DBE firms and individuals.

The Aviation Safety and Capacity Expansion Act of 1990 (Public Law 101-508, November 8, 1990) authorized FAA to approve collection and use of PFCs by public agencies owning or operating commercial service airports. PFC revenue provides airports another source of funds to finance airport-related projects. Approved projects must meet one of the following objectives: preserve or enhance safety, capacity, or security; reduce airport noise; or furnish opportunities for enhanced competition between or among air carriers. This Act also established a Military Airport Program (MAP) for civil airports located at current or former military airfields. The MAP is intended to help improve the capacity of the national transportation system by enhancement of civil airport and air traffic control systems at designated locations in or near major metropolitan areas. Further, the Act extended the State Block Grant Program through FY 1992, and it increased the AIP authorization for FY 1992 to \$1,900 million.

The Airport and Airway Safety, Capacity, Noise Improvement, and Intermodal Transportation Act of 1992 (Public Law 102-581, October 31, 1992) authorized the extension of the AIP at a funding level of \$2.05 billion through FY 1993. This Act included a number of changes in AIP. The primary changes include: the expanded eligibility of development under the MAP; eligibility for the relocation of air traffic control towers and navigational aids (including radar) if they impede other projects funded under the AIP; the eligibility of land, paving, drainage, aircraft deicing equipment, and structures for centralized aircraft deicing areas; and projects to

comply with the Americans with Disabilities Act of 1990, the Clean Air Act, and the Federal Water Pollution Control Act. The Act also increased the number of States that may participate in the State Block Grant Program from three to seven and extended that program through FY 1996.

Three statutes were enacted during FY 1994 that affected AIP. The AIP Temporary Extension Act of 1994 (Public Law 103-260, May 26, 1994) extended the authorization of AIP until June 30, 1994. It provided that the minimum amount apportioned to a primary airport based on passenger boardings would be \$500,000. The Act also modified the percentage of AIP funds that must be set aside for reliever airports (reduced from 10 percent to 5 percent), for commercial service nonprimary airports (reduced from 2.5 percent to 1.5 percent), and for system planning projects (increased from 0.5 percent to 0.75 percent). It also provided a minimum level of discretionary funds after August 1, 1994. If discretionary funds remaining after all formulas and set-asides are calculated are less than \$325 million, all set-asides and apportionments (except Alaska supplemental funds) must be reduced by equal percentages to provide this minimum level of discretionary funds. Eligibility for terminal development was expanded to allow the use of discretionary funds at reliever airports and primary airports enplaning less than 0.05 percent of annual national enplanements (nonhub primary.)

Public Law 103-272 (July 5, 1994), Codification of Certain U.S. Transportation Laws at 49 U.S.C., repealed the Airport and Airway Improvement Act of 1982, as amended, and the Aviation Safety and Noise Abatement Act of 1979, as amended, and recodified them without substantive change at Title 49, U.S.C. Several notable name changes were contained in the recodification language. The term *enplanements* was replaced with the term *passenger boardings*. The codification also refers to *passenger facility fees* instead of *Passenger Facility Charges*. These terms, when used in a discussion of legislative provisions and program objectives, are interchangeable.

The Federal Aviation Administration Authorization Act of 1994 (Public Law 103-305, August 23, 1994) extended AIP until September 30, 1996. This Act increased the number of airports that can be designated in the MAP from 12 to 15, but required that FAA find that projects at newly designated airports will reduce delays at airports with 20,000 hours of delay or more. It also expanded eligibility to include universal access control and explosives detection security devices. The Act also imposed a requirement for a number of actions by FAA and airport sponsors regarding airport rates and charges and airport revenue diversion.

The Federal Aviation Reauthorization Act of 1996 (Public Law 104-264, October 9, 1996) extended AIP until September 30, 1998. Various changes were made to the formula computation of primary and cargo entitlements, State apportionment, and discretionary set-asides. Specifically, under primary airport entitlements, the formula was adjusted by changing the credit for the number of enplaning passengers over 500,000 from \$0.65 to (a) \$0.65 for the passengers from

500,000 up to 1 million and (b) \$0.50 for each passenger over 1 million. Cargo entitlements were decreased from 3.5 percent of AIP to 2.5 percent of AIP. The previous cap of 44 percent of AIP for primary and cargo entitlements was removed.

State apportionments were increased from 12 percent of AIP to 18.5 percent, with the previous set-asides for reliever and nonprimary commercial service airports removed. The eligibility for use of State apportionments was expanded to include nonprimary commercial service airports. The system planning set-aside was also eliminated.

The noise and MAP set-aside computations were also changed from 12.5 percent and 2.5 percent of total AIP, respectively, to 31 percent and 4 percent of the discretionary fund. In addition, previously there was a minimum level of \$325 million for the discretionary fund after subtraction of the various apportioned funds and set-asides. The new Act changed the minimum level to \$148 million over the payments necessary for LOI payments (for LOIs issued prior to January 1, 1996) from the discretionary fund.

Three new pilot programs for innovative financing techniques, pavement maintenance, and privatization of airports were added to the program. Other amendments included changes to the MAP in the number of airports under the program, criteria for selection, project eligibility, and permission to extend MAP participants for an additional 5-year period. The State Block Grant Program was formally adopted by removing the designation of “pilot”, and the number of participant States was increased first from 7 to 8 States in 1997 and then to 9 States in 1998.

The Act also aligned PFC and AIP language to permit both to be used for funding projects in compliance with Federal mandates and to relocate navigational aids and air traffic control towers. However, these relocations are eligible only when needed in conjunction with approved airport development using AIP or PFC funding. Finally, new provisions for revenue diversion enforcement were added to FAA’s authority.

During FY 1999, four separate public laws extended AIP through September 30, 1999. Each public law is identified below, together with any program changes included with the extension.

Initial Extension. Public Law 105-277, enacted October 21, 1998, extended AIP for a 6-month period ending March 31, 1999. The AIP contract authority was increased by \$1.205 billion and the obligation limitation was established at \$975 million. This public law created new project eligibility, during FY 1999 only, for assessments of Year 2000 processing capabilities for airport technology systems.

Second Extension. Public Law 106-6, enacted March 31, 1999, extended AIP for a 2-month period until May 31, 1999, increasing the contract authority by \$402 million and the obligation limitation to \$1.3 billion, or an additional \$325 million. In addition, the law relocated the Small Hub Fund from the Discretionary Fund to the

Small Airport Fund. Further, the law removed a cap of \$300 million that was placed on the Discretionary Fund.

Third Extension. Public Law 106-31, enacted May 21, 1999, extended AIP until August 6, 1999. It increased the AIP contract authority by \$443 million and increased the obligation limitation for FY 1999 by \$360 million to a total of \$1.660 billion. The law further restored discretionary set-aside for the MAP, which was inadvertently permitted to expire.

Final Extension. On September 29, 1999, Public Law 106-59 was enacted, extending the AIP to September 30, 1999. This law increased the AIP contract authority to \$2.410 billion, an increase of \$360 million. The obligation limitation was increased to \$1.95 billion, an increase of \$290 million.

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APPENDIX B

FIGURES AND TABLES

Figures and tables mentioned earlier in the foreword and body of the narrative are shown on the following pages. These supplement the tables and figures included and described in the body of the report.

Figure B-1 shows, by airport funding category, the cumulative number of grants awarded since the beginning of the AIP through FY 1999.

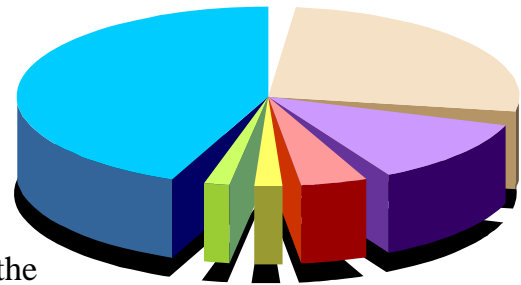


Figure B-2 shows, by airport funding category, the cumulative amounts of funds associated with these grants.

Following these figures is Table B-1. It shows the types of airport development and planning work elements plus the AIP funds associated with these grants over the life of the AIP.

Figure B-3, based on data in Table B-1, illustrates the distribution of the apportioned grant funds awarded under the AIP. This and the next two figures, also based on data in Table B-1, further illustrate the distribution of discretionary and total combined grant funds.

Figure B-4 depicts discretionary funding.

Figure B-5 depicts the combined grant funds.

Figure B-6 illustrates the manner in which AIP funds and PFC revenues are used and compares the types of development items funded for FY 1999 only.

Following in Figure B-7 is a depiction of the comparable data over the 8-year period that PFCs have been available for use by airport sponsors.

Figure B-8 depicts the distribution of AIP funds during the period of PFC authorization based on development and planning type work elements.

Table B-2 provides a display of grant totals for the fiscal year based on airport types, block grants, and system plans for the states and territories.

Table B-3 shows the impact in FY 1999 of the reductions as a result of an obligation limitation of \$1,950,000,000.

Table B-4 shows the AIP yearly authorizations, obligation limitations, actual obligations, and grant totals.

Table B-5 provides an array of the primary airports in descending order of Calendar Year 1997 passenger boardings, with hub designation indicated for each category. The data is used for determining FY 1999 Primary Apportionments.

Table B-6 shows the FY 1999 list of military airfields involved in the DOD Base Realignment and Closure program, including those converting to civil airports.

Table B-7 provides a list of the airports receiving LOI payments during FY 1999.

Table B-8 provides a list of the airports scheduled to receive LOI payments following FY 1999.

Table B-9 provides an array of the individual grants awarded during FY 1999 and includes an abbreviated description of the work in each grant.

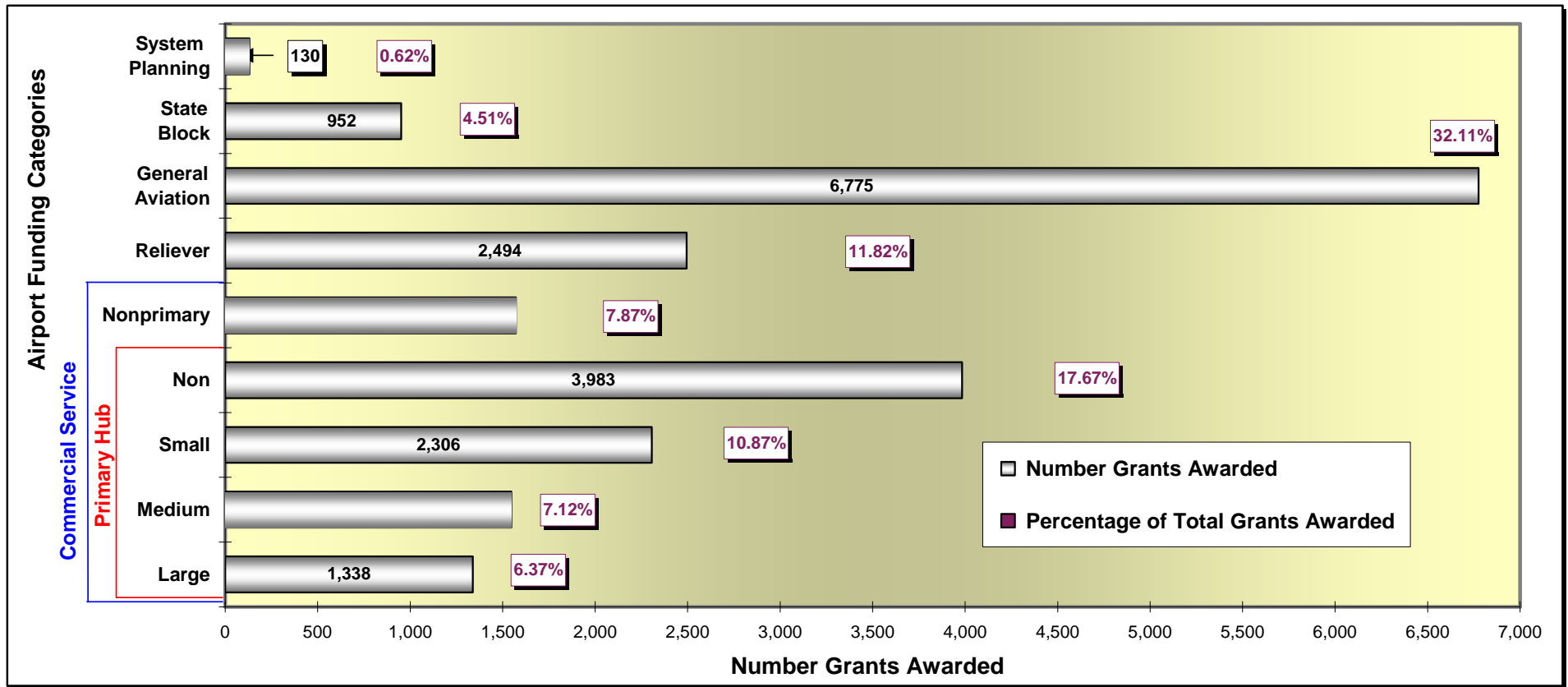
Figure B-1

Airport Improvement Program
Fiscal Years 1982 - 1999

Cumulative Number Grants Awarded

(By Airport Funding Category)

Airport Funding Categories	Commercial Service					Reliever	General Aviation	State Block Grant Program	System Planning	Totals
	Primary Hub				Nonprimary					
	Large	Medium	Small	Non						
Number Grants Awarded	1,338	1,547	2,306	3,983	1,572	2,494	6,775	952	130	21,097
Percentage of Total Grants Awarded	6.34%	7.33%	10.93%	18.88%	7.45%	11.82%	32.11%	4.51%	0.62%	100.00%

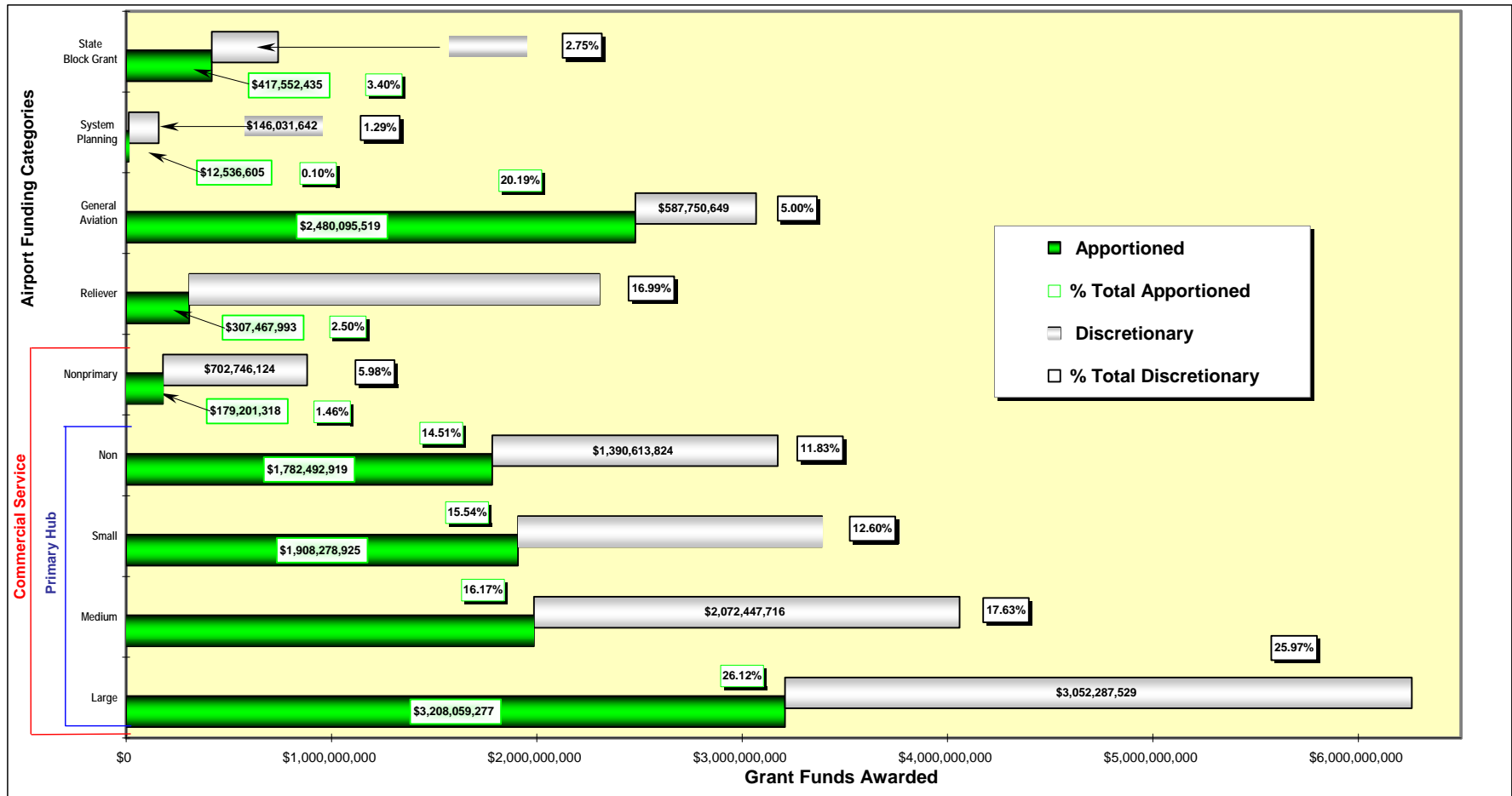


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Figure B - 2

Airport Improvement Program
Fiscal Years 1982 - 1999
Cumulative Funds Awarded
(By Airport Funding Category)

Funding Category	Commercial Service					Reliever	General Aviation	System Planning	State Block Grant	Totals
	Primary Hub				Nonprimary					
	Large	Medium	Small	Non						
Discretionary	\$3,052,287,529	\$2,072,447,716	\$1,480,515,526	\$1,390,613,824	\$702,746,124	\$1,997,287,303	\$587,750,649	\$146,031,642	\$322,667,495	\$11,752,347,808
% Total Discretionary	25.97%	17.63%	12.60%	11.83%	5.98%	16.99%	5.00%	1.24%	2.75%	100.00%
Apportioned	\$3,208,059,277	\$1,985,586,130	\$1,908,278,925	\$1,782,492,919	\$179,201,318	\$307,467,993	\$2,480,095,519	\$12,536,605	\$417,552,435	\$12,281,271,121
% Total Apportioned	26.12%	16.17%	15.54%	14.51%	1.46%	2.50%	20.19%	0.10%	3.40%	100.00%
Grant Funds Awarded	\$6,260,346,806	\$4,058,033,846	\$3,388,794,451	\$3,173,106,743	\$881,947,442	\$2,304,755,296	\$3,067,846,168	\$158,568,247	\$740,219,930	\$24,033,618,929
% Total Grants Awarded	26.05%	16.88%	14.10%	13.20%	3.67%	9.59%	12.76%	0.66%	3.08%	100.00%



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Table B-1

Airport Improvement Program
Fiscal Years 1982 - 1999
Total Apportioned and
Discretionary Grant Funds Awarded

(By Development/Planning type and Funding Type)

Development/Planning Type		Apportioned Grant Funds		Discretionary Grant Funds		Combined Grant Funds Awarded	
Abbreviation	Description	Total Funds Awarded	Percentage of Total	Total Funds Awarded	Percentage of Total	Total Funds Awarded	Percentage of Total
PL	Planning	\$258,247,426	2.20%	\$212,518,201	1.73%	470,765,627	2.14%
SS	Safety & Security (Required by Regulation)	\$639,213,284	5.44%	\$708,265,669	5.77%	1,347,478,953	6.11%
C-RW	Landing Area Construction-Runways	\$3,234,269,899	27.52%	\$2,717,210,976	22.12%	5,951,480,875	27.01%
C-TW	Landing Area Construction-Taxiways	\$1,624,285,256	13.82%	\$2,110,302,250	17.18%	3,734,587,506	16.95%
C-A	Landing Area Construction-Aprons	\$1,302,412,437	11.08%	\$1,768,685,615	14.40%	3,071,098,052	13.94%
NS-LN	Noise Control (Excluding Landing Area)-Land	\$1,241,939,317	10.57%	\$359,315,123	2.93%	1,601,254,440	7.27%
NS-O	Noise Control (Excluding Landing Area)-Other	\$960,455,306	8.17%	\$169,989,774	1.38%	1,130,445,080	5.13%
LNW	Lighting, Nav aids, Weather Equipment	\$484,970,092	4.13%	\$797,724,762	6.50%	1,282,694,854	5.82%
B-T	Buildings-Terminal	\$101,144,241	0.86%	\$874,145,948	7.12%	975,290,189	4.43%
B-O	Buildings-Other	\$65,647,585	0.56%	\$165,853,476	1.35%	231,501,061	1.05%
LN	Land (Other than for Noise Compatibility)	\$1,021,598,927	8.69%	\$896,991,333	7.30%	1,918,590,260	8.71%
RD	Roadways	\$275,641,916	2.35%	\$781,885,157	6.37%	1,057,527,073	4.80%
MS	Miscellaneous	\$224,149,221	1.91%	\$301,194,066	2.45%	525,343,287	2.38%
SB	State Block Grants	\$318,372,901	2.71%	\$417,188,771	3.40%	735,561,672	3.34%
	Total	\$11,752,347,808	100.00%	\$12,281,271,121	100.00%	\$24,033,618,929	100.00%

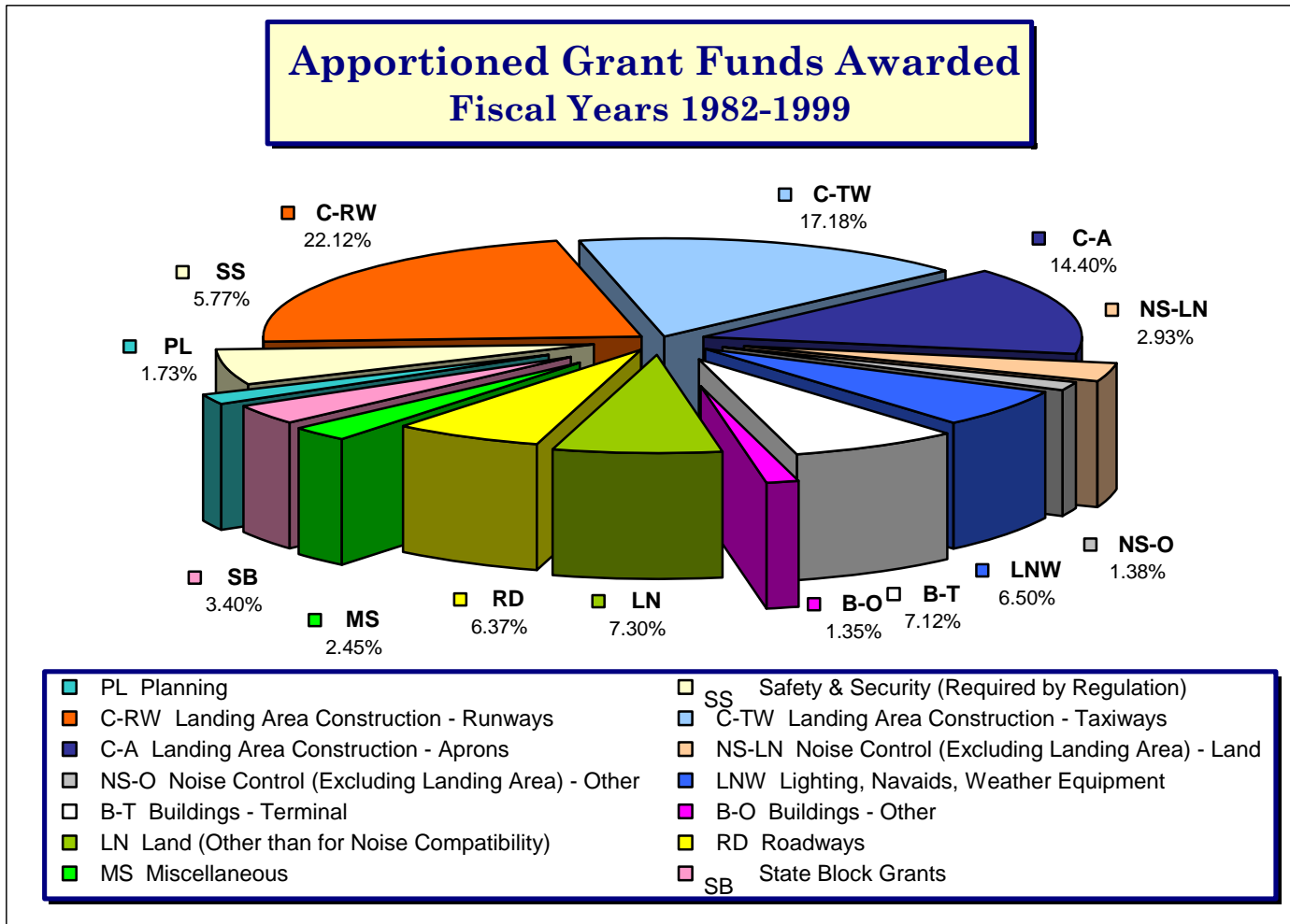
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Figure B-3

**Airport Improvement Program
Fiscal Years 1982 - 1999**

Total Apportioned Grant Funds Awarded

(By Development/Planning Type and Funding Type)



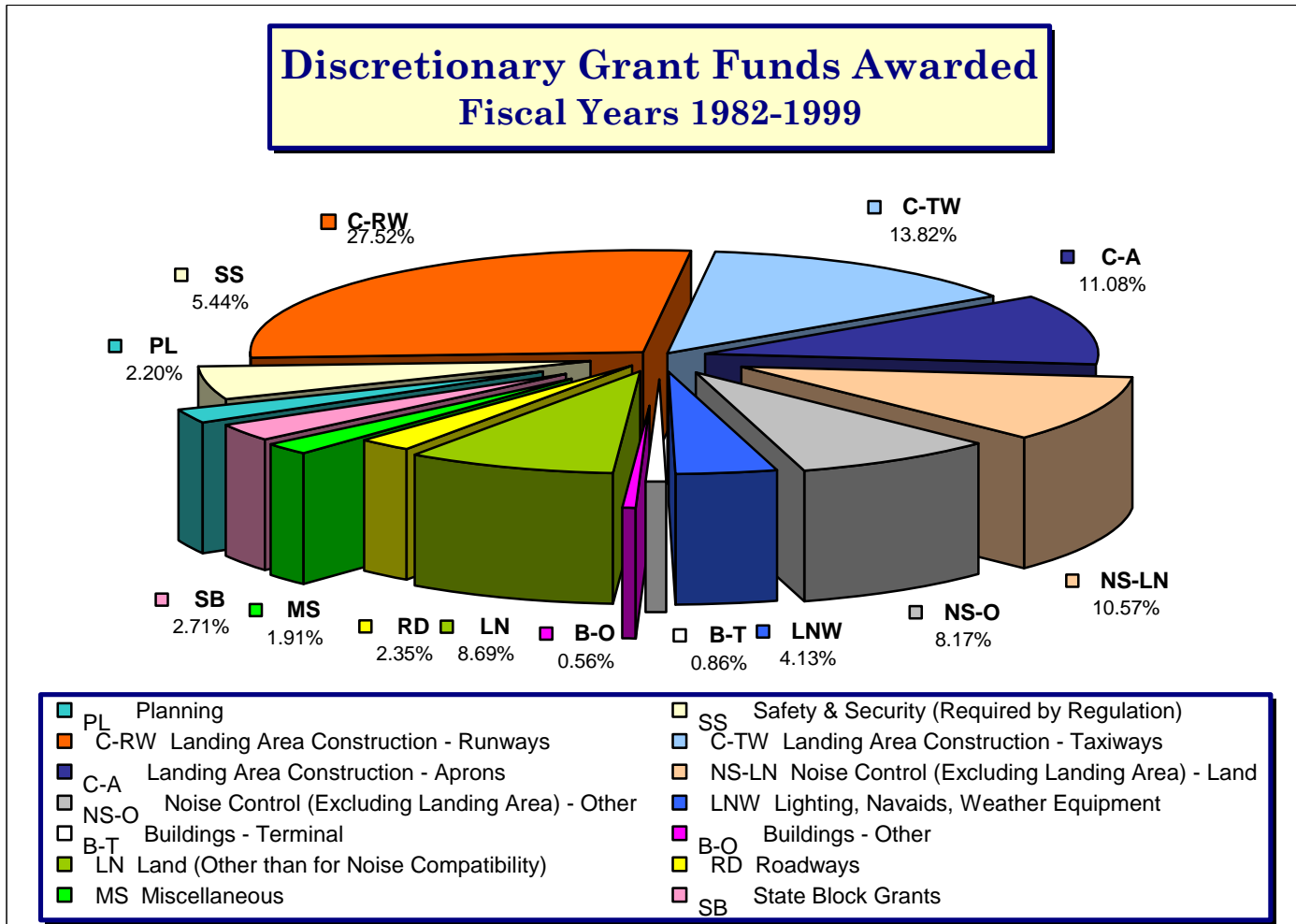
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Figure B-4

**Airport Improvement Program
Fiscal Years 1982 - 1999**

Total Discretionary Grant Funds Awarded

(By Development/Planning Type and Funding Type)



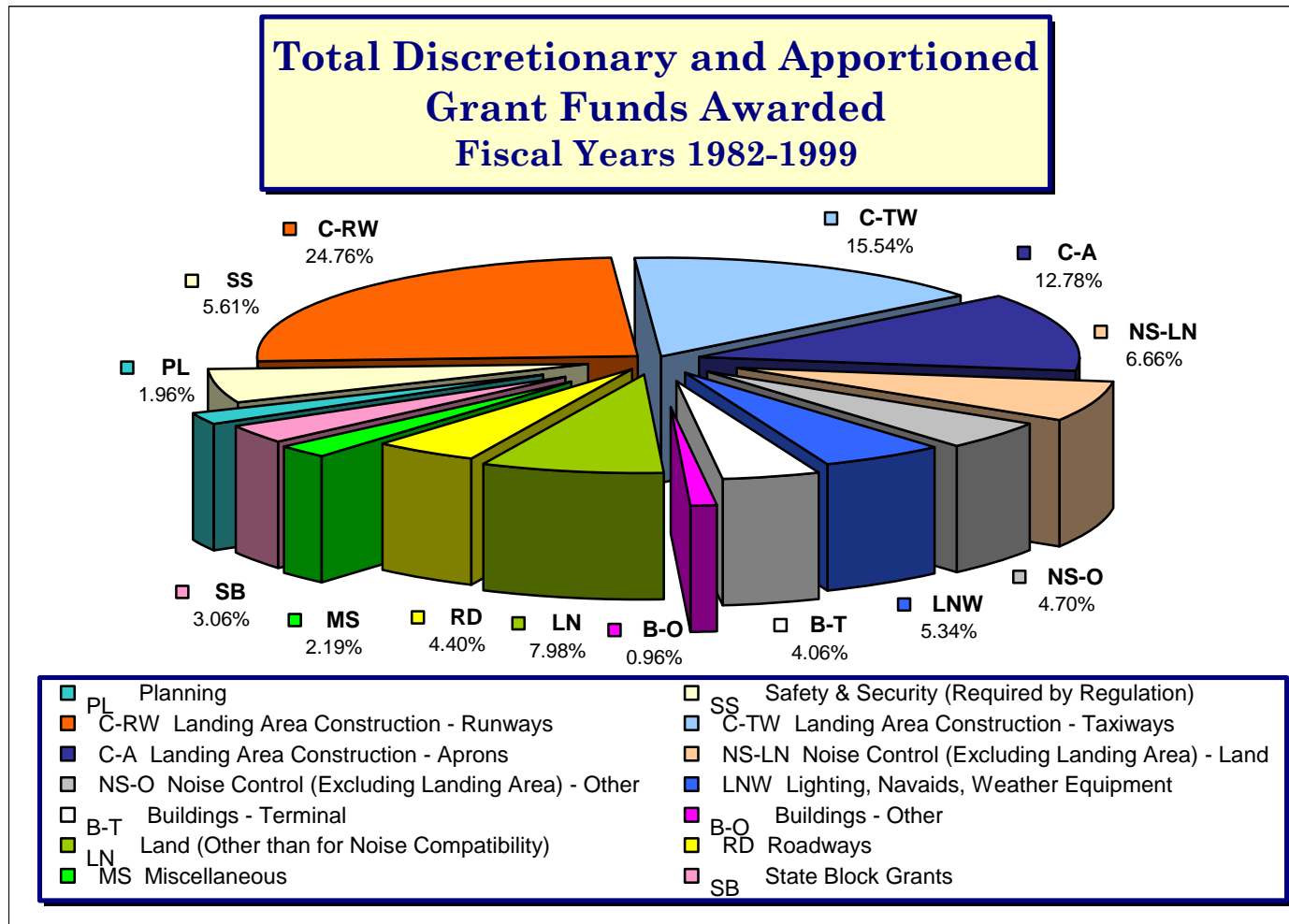
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Figure B-5

**Airport Improvement Program
Fiscal Years 1982 - 1999**

Total Combined Grant Funds Awarded

(By Development/Planning Type and Funding Type)



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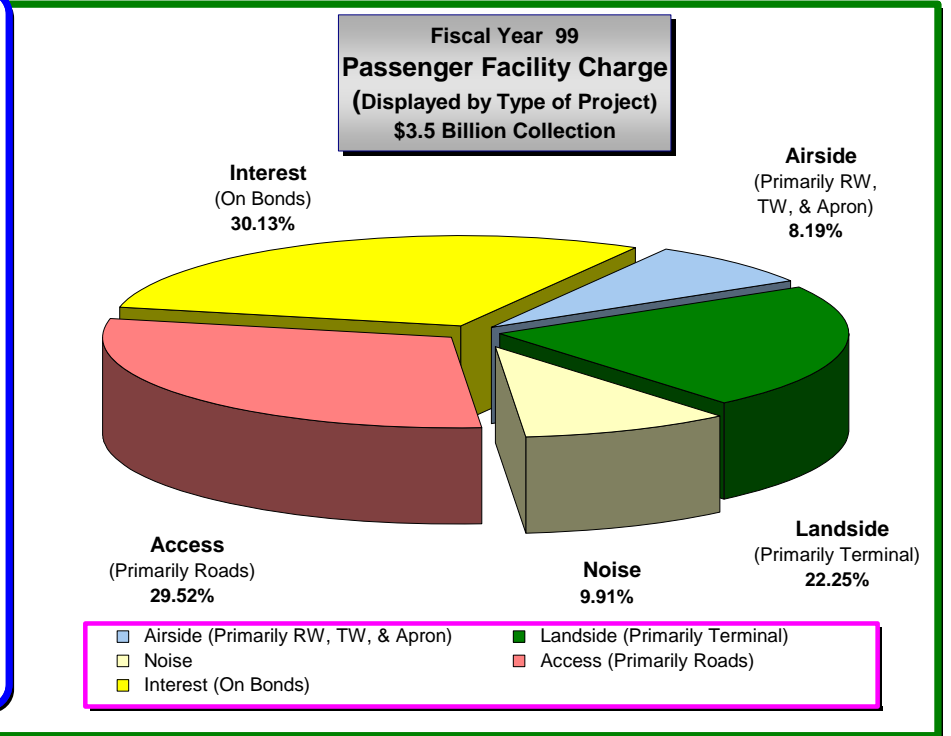
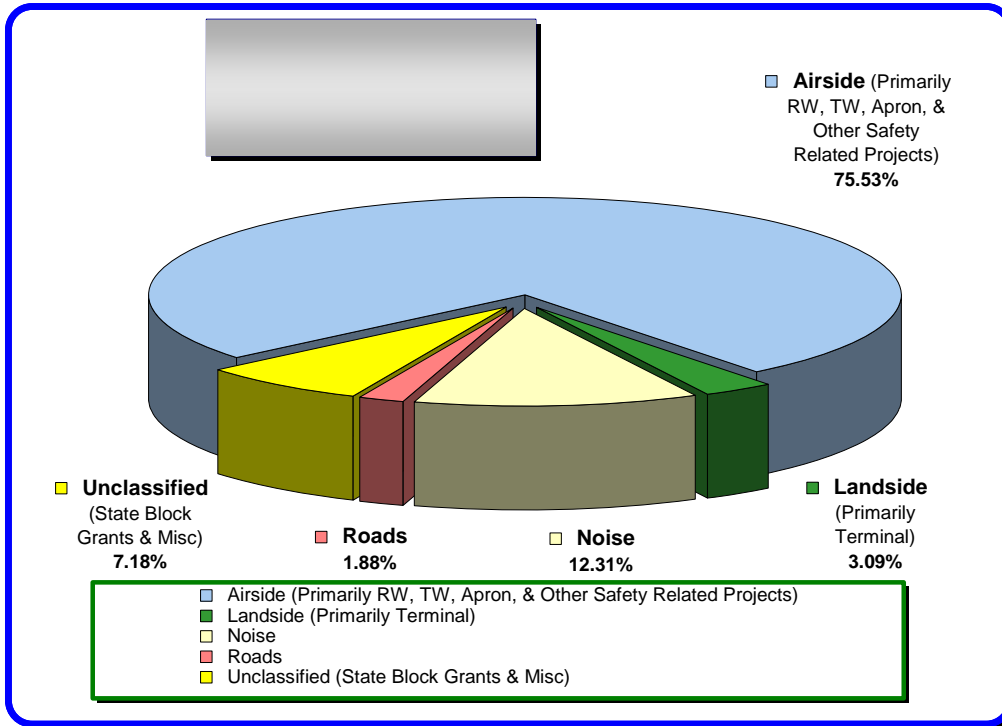
Figure B-6

Airport Improvement Program
Fiscal Year 1999

Comparison of AIP to PFC Funding Approved

Approved Funds, FY 1999			
Airport Improvement Program		Passenger Facility Charge Program	
Development/Planning	Grant Funds Awarded	Development/Planning	PFC Funds Authorized
Airside (Primarily RW, TW, Apron, & Other Safety Related Projects)	\$1,479,406,530	Airside (Primarily RW, TW, & Apron)	\$284,772,680
Landside (Primarily Terminal)	\$60,568,977	Landside (Primarily Terminal)	\$773,508,329
Noise	\$241,198,666	Noise	\$344,702,994
Roads	\$36,877,662	Access (Primarily Roads)	\$1,026,314,617
Unclassified (State Block Grants & Misc)	\$140,692,384	Interest (On Bonds)	\$1,047,585,893
Total	\$1,958,744,219	Total	\$3,476,884,513

Note: Amounts above prorated to remove effect of future year funds of Multi-Year Projects



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Figure B-7

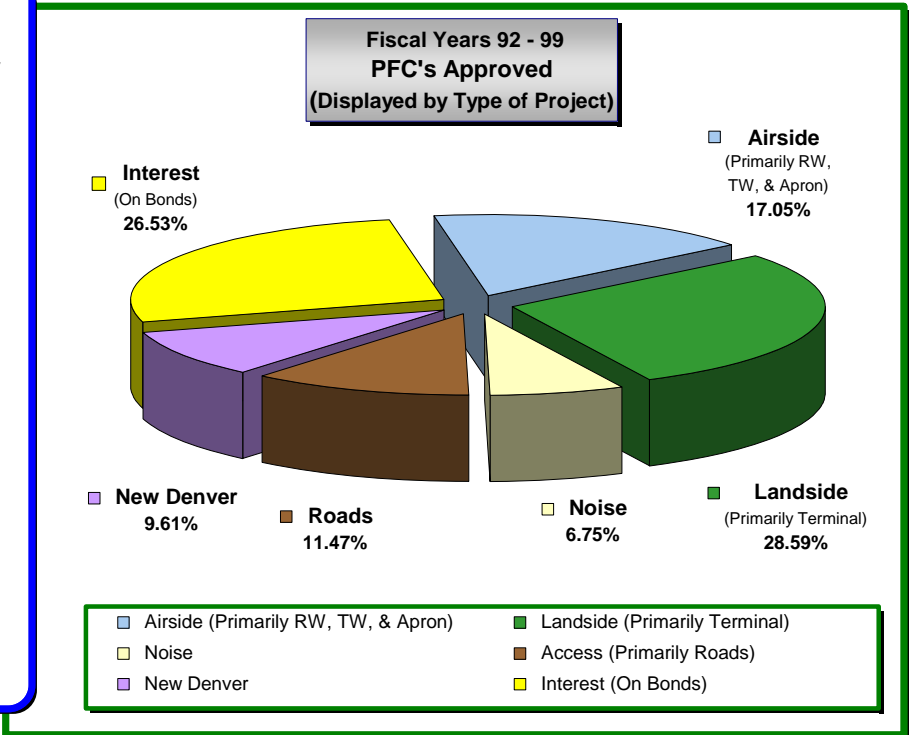
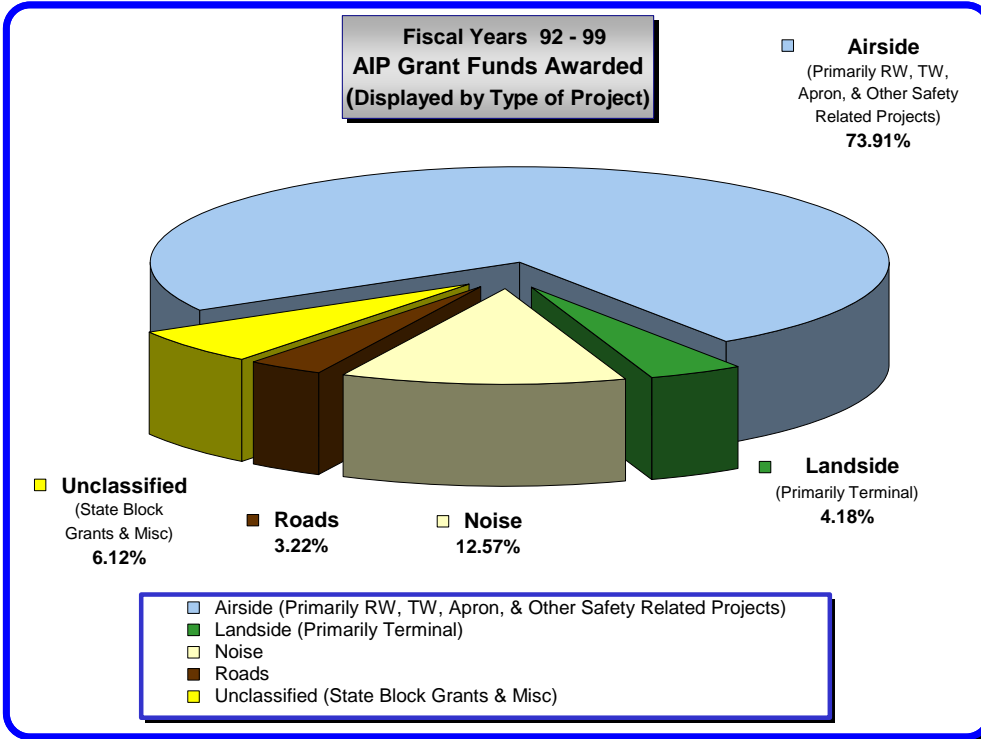
Airport Improvement Program
Fiscal Years 1992 - 1999

Cumulative Comparison of AIP to PFC Funding Approved

(For the Period PFC's Have Been in Use)

Cumulative Funds, FY 1992- FY 1999			
Airport Improvement Program		Passenger Facility Charge Program	
Development/Planning	Grant Funds Awarded	Development/Planning	PFC Funds Authorized
Airside (Primarily RW, TW, Apron, & Other Safety Related Projects)	\$9,791,297,150	Airside (Primarily RW, TW, & Apron)	\$4,132,867,790
Landside (Primarily Terminal)	\$554,277,977	Landside (Primarily Terminal)	\$6,933,077,198
Noise	\$1,664,776,244	Noise	\$1,636,234,252
Roads	\$426,281,432	Access (Primarily Roads)	\$2,780,648,438
Unclassified (State Block Grants & Misc)	\$810,954,663	New Denver	\$2,330,734,321
Total	\$13,247,587,466	Interest (On Bonds)	\$6,432,809,523
		Total	\$24,246,371,522

Note: PFC Funds actually collected from CY 1992 thru CY 1998 were approximately \$6.2 billion.



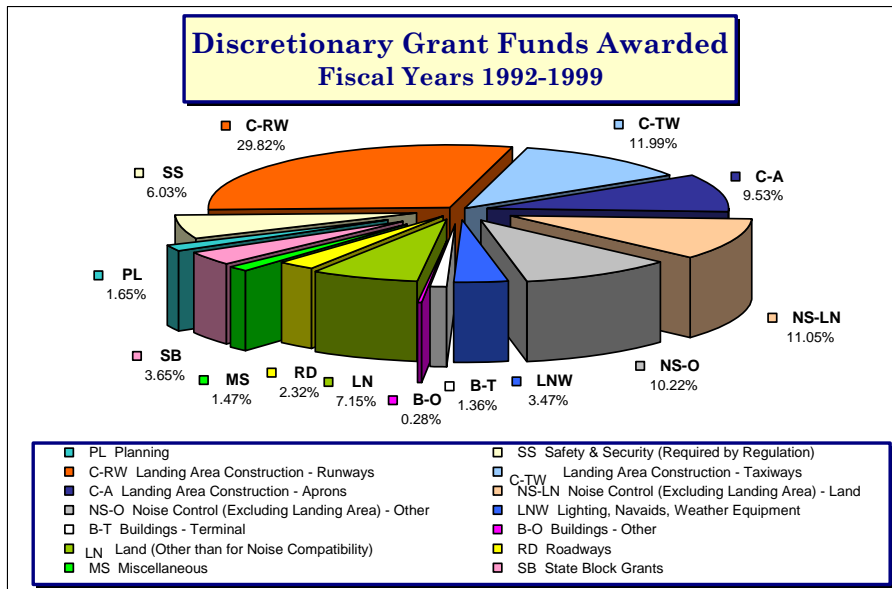
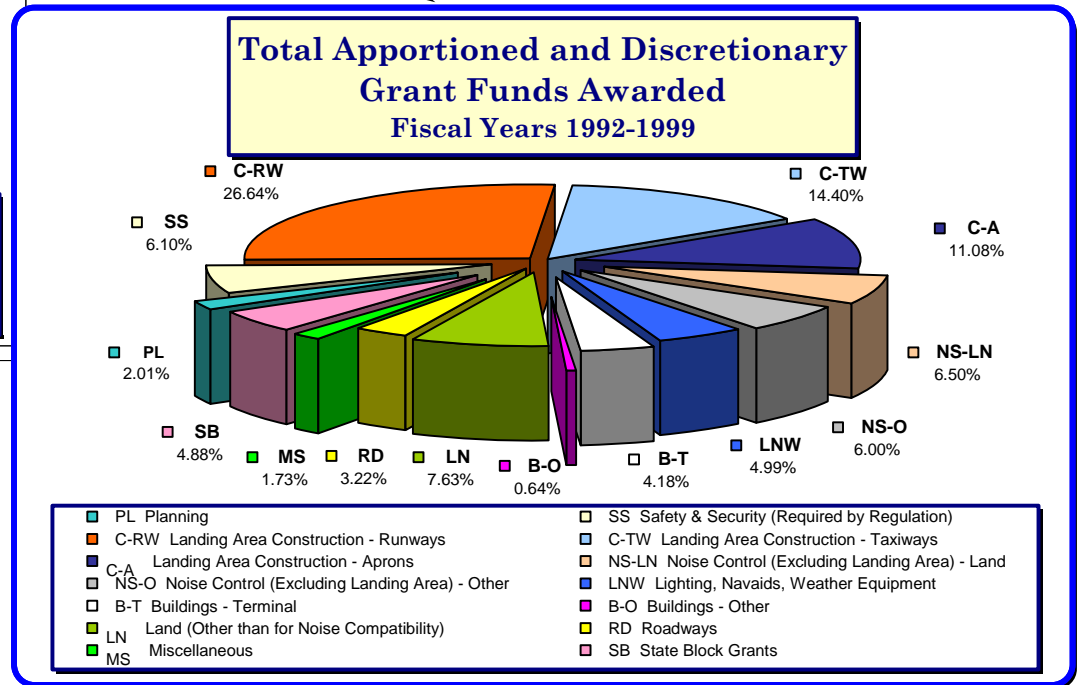
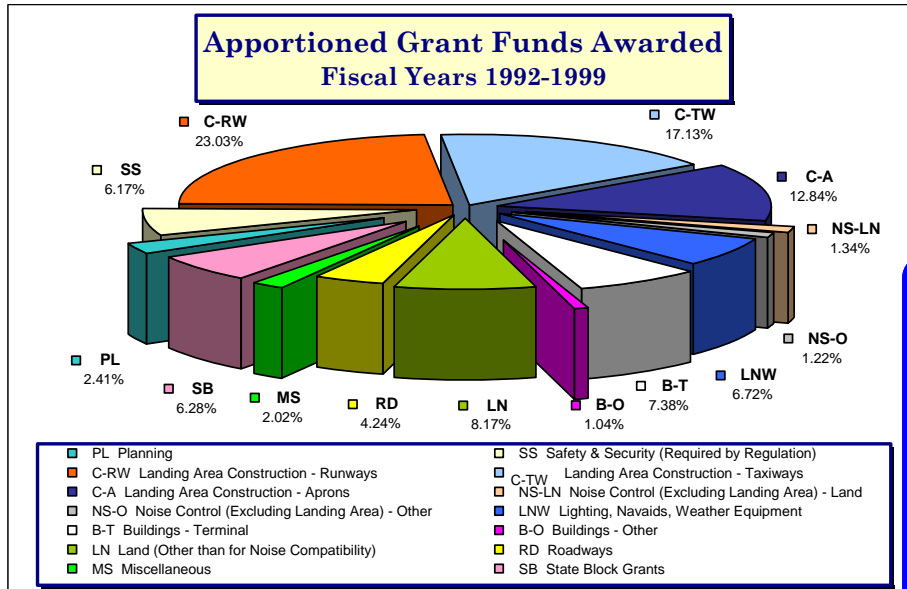
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Figure B-8

Airport Improvement Program
Fiscal Years 1992 - 1999

AIP Development/Planning Type Fund Distribution

(For the Period PFC's Have Been in Use)



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Airport Improvement Program
Fiscal Year 1999

Table B-2

Numbers of Grants Awarded and Total Amounts

(Excludes Amendments to Prior Year Grants)

Location	Primary	Commercial Service	Reliever	General Aviation	State Block (Multiple Projects)	System Plans	Total Grants Awarded						
Alabama	12	\$16,797,280	1	\$401,400	2	\$672,457	14	\$8,154,768			29	\$26,025,905	
Alaska	31	\$37,910,049	7	\$12,490,218	2	\$1,393,646	23	\$25,409,447		1	\$564,626	64	\$77,767,986
American Samoa	2	\$4,500,000	2	\$5,054,090								4	\$9,554,090
Arizona	20	\$34,224,017	1	\$1,723,300	6	\$14,742,790	9	\$8,454,362		1	\$300,000	37	\$59,444,469
Arkansas	8	\$14,249,671	2	\$751,107	2	\$428,342	8	\$3,091,782		1	\$100,000	21	\$18,620,902
California	66	\$124,871,296	5	\$6,075,800	11	\$15,078,892	19	\$14,985,203		4	\$3,727,400	105	\$164,738,591
Colorado	21	\$42,442,079	4	\$2,973,618	5	\$1,685,940	4	\$8,545,260		2	\$422,000	36	\$56,068,897
Connecticut	12	\$4,655,636			2	\$715,888	2	\$1,005,179				16	\$6,376,703
Delaware			2	\$2,740,331			1	\$200,000		1	\$146,340	4	\$3,086,671
District of Columbia										1	\$100,000	1	\$100,000
Florida	40	\$73,495,992			11	\$11,412,017	6	\$4,966,956		2	\$1,000,000	59	\$90,874,965
Georgia	14	\$27,364,128			11	\$18,599,198	17	\$5,061,079		1	\$100,000	43	\$51,124,405
Guam	5	\$5,166,714										5	\$5,166,714
Hawaii	8	\$19,235,508			2	\$2,887,845						10	\$22,123,353
Idaho	14	\$15,220,296			2	\$639,710	8	\$4,193,701		1	\$190,417	25	\$20,244,124
Illinois	25	\$42,197,537			1	\$14,000,000			5	\$20,358,822		31	\$76,556,359
Indiana	18	\$15,768,586	5	\$4,423,495	5	\$2,579,809	6	\$5,285,919				34	\$28,057,809
Iowa	9	\$20,910,894			1	\$1,333,190	6	\$4,225,274				16	\$26,469,358
Kansas	9	\$4,483,927	1	\$775,004	3	\$1,219,685	10	\$3,968,632				23	\$10,447,248
Kentucky	14	\$31,600,879	2	\$1,746,901	1	\$141,468	7	\$4,237,130				24	\$37,726,378
Louisiana	26	\$28,088,973			5	\$3,449,079	10	\$5,012,779		2	\$200,000	43	\$36,750,831
Maine	6	\$9,219,805	1	\$60,360			7	\$1,169,375				14	\$10,449,540
Maryland	9	\$10,285,650			5	\$691,101	6	\$1,772,036		1	\$297,519	21	\$13,046,306
Massachusetts	13	\$15,657,857			4	\$1,562,111	6	\$2,158,068				23	\$19,378,036
Michigan	32	\$42,558,915			1	\$186,899			6	\$16,655,593		39	\$59,401,407
Minnesota	15	\$31,604,574	3	\$2,369,454	1	\$774,510	5	\$6,519,118		1	\$125,000	25	\$41,392,656
Mississippi	9	\$9,601,073			1	\$270,000	13	\$6,710,939				23	\$16,582,012
Missouri	12	\$43,248,284			1	\$230,868	1	\$1,000,000	4	\$10,329,112		18	\$54,808,264
Montana	16	\$13,358,515					7	\$2,949,024		1	\$70,785	24	\$16,378,324

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Airport Improvement Program
Fiscal Year 1999

Table B-2

Numbers of Grants Awarded and Total Amounts

(Excludes Amendments to Prior Year Grants)

Location	Primary	Commercial Service	Reliever	General Aviation	State Block (Multiple Projects)	System Plans	Total Grants Awarded							
Nebraska	7	\$5,676,800		6	\$5,003,592		13	\$10,680,392						
Nevada	17	\$49,392,354	2	\$7,643,082	4	\$2,762,658	1	\$150,000	24	\$59,948,094				
New Hampshire	3	\$5,264,000	2	\$185,054	8	\$2,640,880			13	\$8,089,934				
New Jersey	13	\$27,225,337				3	\$16,541,724	1	\$200,000	17	\$43,967,061			
New Mexico	5	\$2,800,344	5	\$1,049,394	1	\$82,726	10	\$7,096,471	1	\$144,000	22	\$11,172,935		
New York	49	\$78,208,907	6	\$3,780,226	15	\$5,949,776	12	\$8,091,258	4	\$795,300	86	\$96,825,467		
North Carolina	26	\$46,753,506					3	\$10,888,455	2	\$250,000	31	\$57,891,961		
North Dakota	9	\$11,295,833	6	\$4,629,417			2	\$1,310,950	1	\$81,000	18	\$17,317,200		
Northern Mariana	4	\$7,593,003									4	\$7,593,003		
Ohio	23	\$42,146,905		8	\$11,358,469	23	\$10,676,560				54	\$64,181,934		
Oklahoma	5	\$12,861,867				2	\$5,783,992		2	\$450,000	9	\$19,095,859		
Oregon	8	\$11,356,191	2	\$2,710,907	2	\$2,281,045	9	\$4,656,472	1	\$157,301	22	\$21,161,916		
Pennsylvania	38	\$66,611,255						3	\$10,381,261	3	\$1,392,100	44	\$78,384,616	
Puerto Rico	8	\$7,045,346									8	\$7,045,346		
Rhode Island	7	\$16,998,116				3	\$269,200				10	\$17,267,316		
South Carolina	13	\$10,326,699		3	\$1,107,691	14	\$4,454,391		1	\$150,000	31	\$16,038,781		
South Dakota	9	\$4,885,215	5	\$9,214,732		8	\$2,140,164		1	\$300,000	23	\$16,540,111		
Tennessee	18	\$43,151,023						6	\$8,403,367		24	\$51,554,390		
Texas	48	\$105,616,680						3	\$30,187,987	2	\$850,000	53	\$136,654,667	
Utah	6	\$10,736,198	1	\$540,000	4	\$2,082,165	9	\$4,474,140		2	\$237,576	22	\$18,070,079	
Vermont	1	\$2,767,831									1	\$2,767,831		
Virgin Islands	7	\$8,428,432									7	\$8,428,432		
Virginia	15	\$14,901,483		9	\$13,115,706	13	\$11,260,942		1	\$675,000	38	\$39,953,131		
Washington	20	\$26,106,599		5	\$10,490,198	7	\$2,740,865		2	\$551,162	34	\$39,888,824		
West Virginia	9	\$4,609,518	1	\$527,625		6	\$2,797,308				16	\$7,934,451		
Wisconsin	18	\$19,069,658						4	\$7,209,012		22	\$26,278,670		
Wyoming	16	\$9,266,725				10	\$5,982,790				26	\$15,249,515		
Grand Total	868	\$1,389,813,960	62	\$64,037,379	136	\$148,991,357	341	\$211,218,664	37	\$130,955,333	45	\$13,727,526	1489	\$1,958,744,219

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Table B-3

Airport Improvement Program
Fiscal Year 1999

Comparison of Authorized and Appropriated Levels

(Based on Appropriation of \$1,950,000,000)

Funding Category	Authorized Funding Level			Appropriated Funding Level		
	Actual and Derived Values	Sub Totals	Category Totals	Actual and Derived Values	Sub Totals	Category Totals
Other than Discretionary						
Apportionments						
Primary Airports Apportionment (Reduced for PFC) (APRMTS)	\$519,891,928			\$519,891,928		
Cargo Airports Apportionment (2.5% Appropriation)	\$60,250,000			\$48,750,000		
Alaskan Airports Supplemental	\$10,672,557			\$10,672,557		
States/Insular Areas (18.5% Appropriation)	\$445,850,000			\$360,750,000		
Carryover Apportionments (CA) (Actual Value from Previous FY)	\$94,818,379			\$94,818,379		
SubTotal Apportionments		\$1,131,482,864			\$1,034,882,864	
Small Airport Fund (SAF) (87.5% RA)						
Small Hubs (SH) (1/7 SAF)		\$20,193,129			\$20,193,129	
Remaining Small Airport Fund Distribution RSAF (6/7 SAF)	\$121,158,771			\$121,158,771		
Non Hub Commercial Service Airports (2/3 RSAF)		\$80,772,514			\$80,772,514	
General Aviation/Reliever Airports (1/3 RSAF)		\$40,386,257			\$40,386,257	
Total Other than Discretionary			\$1,272,834,764			\$1,176,234,764
Discretionary						
Discretionary Formula Set-Asides (FSA)						
Noise Compatibility (31% of Total Discretionary Available for Distribution)	\$352,521,223			\$239,867,223		
Military Airports (4% of Total Discretionary Available for Distribution)	\$45,486,609			\$30,950,609		
SubTotal Formula Set-Asides		\$398,007,833			\$270,817,833	
Remaining Discretionary Distributions (RD)						
Capacity/Safety/Security/Noise (C/S/S/N) (75% RD)	\$554,368,053			\$377,210,553		
Undesignated Discretionary (UD) (25% RD)	\$184,789,351			\$125,736,851		
SubTotal Remaining Discretionary (RD)		\$739,157,404			\$502,947,404	
Total Discretionary Available for Distribution			\$1,137,165,237			\$773,765,237
GRAND TOTAL			\$2,410,000,000			\$1,950,000,000
Given and Defined Data						
Calculated Apportionments (APRMTS)	\$519,891,928		Carryover Apportionments (CA) (Actual Value from Previous FY)	\$94,818,379		
Returned Apportionments (RA) (Function of Apportionments)	\$161,545,028		Small Airport Fund (SAF) (87.5% RA)	\$141,351,900		
Fiscal Year 1999 Authorization (AUTH)	\$2,410,000,000		Discretionary Available for Distribution (AUTH less APRMTS and SAF)	\$1,137,165,237		
Fiscal Year 1999 Appropriation Limitation (APR)	\$1,950,000,000		Discretionary Available for Distribution (APR less APRMTS and SAF)	\$773,765,237		

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Table B-4

Airport Improvement Program
Fiscal Year 1982 - 1999

Grant Funding Authorizations, Obligations Limitations, and Obligations

(Dollars in Millions)

Note: Gross Obligations = \$ new Grants Awarded + \$ from Recoveries in Prior Year Grants used for Increases in Existing Grants

Fiscal Year	Congressional Authorization ¹	Appropriations Act Limitation on Obligations	Gross Obligations ^{6,8}	Total \$ Amount New Grants Awarded	Total Number New Grants Awarded
1982	\$450.0	\$450.0	\$412.5 ⁷	\$412.5	651
1983	\$800.0	\$804.5 ²	\$805.8	\$736.0	1,082
1984	\$993.5	\$800.0 ³	\$811.5	\$739.2	1,104
1985	\$987.0	\$925.0	\$934.7	\$848.7	1,160
1986	\$1,017.0	\$885.2 ⁴	\$906.1	\$782.0	1,083
1987	\$1,017.2	\$1,025.0 ⁵	\$1053.0	\$919.4	1,173
1988	\$1,700.0	\$1,268.7	\$1289.8	\$1,278.3	1,251
1989	\$1,700.0	\$1,400.0	\$1430.4	\$1,279.3	1,258
1990	\$1,700.0	\$1,425.0	\$1453.1	\$1,284.5	1,152
1991	\$1,800.0	\$1,800.0	\$1835.7	\$1,670.3	1,404
1992	\$1,900.0	\$1,900.0	\$1954.5	\$1,765.0	1,507
1993	\$2,025.0	\$1,800.0	\$1875.2	\$1,829.8	1,434
1994	\$2,970.3 ⁹	\$1,690.0	\$1730.7	\$1,702.2	1,318
1995	\$2,161.0	\$1,450.0	\$1500.8	\$1,418.2	1,047
1996	\$2,214.0	\$1,450.0	\$1506.4	\$1,379.9	941
1997	\$2,280.0 ¹⁰	\$1,460.0	\$1506.4	\$1,475.9	1,066
1998	\$2,347.0	\$1,700.0	\$1653.7	\$1,503.5	1,040
1999	\$2,410.0	\$1,950.0	\$1,990.1	\$1,958.7	1,489

- The Surface Transportation Assistance Act of 1982 (STAA) increased authorizations by \$200.0 million in FY 83 and FY 84 and another \$75.0 million in FY 85. The projects approved under this authorization were referred to as "Jobs Bill Projects" since they were appropriated by the Emergency Jobs Bill (Public Law 98-8).
- The FY 83 appropriation includes \$600.0 million of the \$800.0 million authorized and \$150.0 million of the \$200.0 million authorized by the STAA and appropriated under the Emergency Jobs Bill (Public Law 98-8), plus another \$54.5 million of unrequested entitlements carried over from prior years.
- The FY 84 appropriation includes \$793.5 million of the \$993.5 million authorized and \$6.5 million of the \$200 million authorized by the STAA and appropriated under the Emergency Jobs Bill (Public Law 98-8).
- The FY 86 appropriation includes \$885.2 million of the \$925.0 million authorized and was reduced by P.L. 99-177, Balanced Budget and Emergency Deficit Control Act.
- The FY 87 appropriation includes the \$1,000.0 million authorized plus a \$25.0 million supplemental appropriation, P.L. 100-71, July 1987.
- Note: Gross Obligations** = \$ New Grants Awarded + \$ from Recoveries in Prior Year Grants used for Increases in Existing Grants. Gross obligations include current year funds plus reobligations of funds recovered from adjustments to prior year projects. The difference between yearly gross obligations and new

grants is attributed to increases to existing grant agreements.

- Includes ADAP entitlements that were authorized to be continued under the Airport Improvement Program (AIP). FY 82 data do not include an FY 82 grant to Reno, Nevada (Cannon International), for \$5.1 million funded with FY 82 funds authorized prior to approval of the AIP.
- Not included in above figures are reobligated funds recovered from adjustments to obligations made under the ADAP program authorized from FY 70-81. Legislation allowed use of recovered ADAP funds for ADAP grant increases up to a maximum of 10 percent of the original grant amount. For each FY from 82 through 93, the reobligations have been \$7.1, \$6.7, \$7.1, \$5.2, \$4.0, \$6.7, \$2.7, \$3.1, \$1.1, \$0.4, \$0.2, and \$0.1 million, respectively.
- According to the Office of Management and Budget, with concurrence by the Congressional Budget Office, the total amount authorized in fiscal year 1994 was \$2.97 billion, even though it appeared that \$2.161 billion was the amount authorized. This was due to the combination of the lapse of authority of AIP after fiscal year 1993 and the amendments extending the program in May 1994 and August 1994.
- Rescissions in contract authority of \$50 million per P.L. 104-208 (Omnibus Consolidated Appropriations Act, 1997) and \$750 million per P.L. 105-18 (1997 Emergency Supplemental Appropriations Act) were imposed.

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TABLE B-5

Airport Improvement Program
Fiscal Year 1999

CY 97 Passenger Boardings For Primary Hub Airports

Data Used For Determining FY 1999 Primary Apportionments
(Airports Imposing PFC on October 1, 1998 Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Large Hub Airports									
1	2	GA	Atlanta	William B Hartsfield Atlanta International	ATL	#	33,249,963	7.50%	30,931,572
2	1	IL	Chicago	Chicago O'Hare International	ORD	#	32,937,402	2.07%	32,270,478
3	3	CA	Los Angeles	Los Angeles International	LAX		28,874,012	0.77%	28,653,975
4	4	TX	Dallas-Fort Worth	Dallas/Fort Worth International	DFW	#	28,152,220	2.62%	27,433,782
5	5	CA	San Francisco	San Francisco International	SFO		19,284,485	3.77%	18,584,321
6	7	CO	Denver	Stapleton International	DEN	#	16,626,361	7.21%	15,508,873
7	6	FL	Miami	Miami International	MIA	#	16,579,269	1.48%	16,338,062
8	12	NJ	Newark	Newark International	EWR	#	15,432,626	6.74%	14,457,696
9	9	MI	Detroit	Detroit Metropolitan Wayne County	DTW	#	15,424,000	2.88%	14,992,697
10	8	NY	New York	John F Kennedy International	JFK	#	15,199,099	0.57%	15,113,526
11	10	AZ	Phoenix	Phoenix Sky Harbor International	PHX	#	14,940,339	0.37%	14,885,372
12	11	NV	Las Vegas	Mc Carran International	LAS	#	14,631,827	-0.35%	14,683,142
13	14	MN	Minneapolis	Minneapolis-St Paul International/ Wold-Chamberlain	MSP	#	14,373,895	7.05%	13,427,805
14	13	MO	St Louis	Lambert-St Louis International	STL	#	14,015,360	3.12%	13,591,679
15	17	TX	Houston	Houston Intercontinental	IAH		13,212,686	9.27%	12,092,245
16	15	FL	Orlando	Orlando International	MCO	#	13,044,802	6.39%	12,261,366
17	16	MA	Boston	General Edward Lawrence Logan International	BOS	#	12,449,466	1.71%	12,240,511
18	18	WA	Seattle	Seattle-Tacoma International	SEA	#	12,124,080	2.34%	11,846,802
19	19	HI	Honolulu	Honolulu International	HNL		11,596,316	-1.30%	11,749,344
20	20	NC	Charlotte	Charlotte/Douglas International	CLT		11,334,049	4.05%	10,892,494
21	21	NY	New York	La Guardia	LGA	#	10,861,757	4.34%	10,409,851
22	24	PA	Philadelphia	Philadelphia International	PHL	#	10,777,410	15.41%	9,338,454
23	22	PA	Pittsburgh	Pittsburgh International	PIT		10,306,076	1.03%	10,200,505
24	23	UT	Salt Lake City	Salt Lake City International	SLC	#	10,073,021	-0.21%	10,094,382
25	25	KY	Covington, KY/Cincinnati, OH	Cincinnati/Northern Kentucky International	CVG	#	9,322,162	1.05%	9,225,526
26	26	VA	Arlington, VA/Washington, DC	Washington National	DCA	#	7,537,156	3.87%	7,256,254
27	27	CA	San Diego	San Diego International-Lindbergh Field	SAN	#	7,131,902	3.34%	6,901,466
28	28	MD	Baltimore	Baltimore-Washington International	BWI	#	7,008,399	5.02%	6,673,379
29	29	FL	Tampa	Tampa International	TPA	#	6,588,845	3.43%	6,370,260

TABLE B-5

Airport Improvement Program
Fiscal Year 1999

CY 97 Passenger Boardings For Primary Hub Airports

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(Airports Imposing PFC on October 1, 1998 Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Large Hub Airports									
30	31	VA	Chantilly, VA/Washington, DC	Washington Dulles International	IAD	#	6,467,195	7.29%	6,027,624
Sub Total Large Hub Airports							439,556,180		
Medium Hub Airports									
31	30	OR	Portland	Portland International	PDX	#	6,318,523	1.68%	6,214,032
32	32	FL	Fort Lauderdale	Fort Lauderdale/Hollywood International	FLL	#	6,088,000	9.82%	5,543,683
33	33	OH	Cleveland	Cleveland-Hopkins International	CLE	#	5,710,370	5.27%	5,424,309
34	34	MO	Kansas City	Kansas City International	MCI	#	5,376,439	6.96%	5,026,389
35	35	CA	San Jose	San Jose International	SJC	#	5,016,667	1.47%	4,944,026
36	37	PR	San Juan	Luis Munoz Marin International	SJU	#	4,874,291	3.13%	4,726,242
37	38	TN	Memphis	Memphis International	MEM	#	4,871,479	4.59%	4,657,501
38	36	CA	Oakland	Metropolitan Oakland International	OAK	#	4,447,833	-6.36%	4,749,707
39	39	IL	Chicago	Chicago Midway	MDW	#	4,426,424	-1.47%	4,492,269
40	40	LA	New Orleans	New Orleans International/Moisant Field	MSY	#	4,300,905	0.80%	4,266,599
41	41	TX	Houston	William P Hobby	HOU	#	3,949,236	-1.92%	4,026,584
42	42	CA	Santa Ana	John Wayne Airport-Orange County	SNA	#	3,820,766	5.25%	3,630,269
43	46	TN	Nashville	Nashville International	BNA	#	3,760,270	9.19%	3,443,905
44	44	IN	Indianapolis	Indianapolis International	IND	#	3,574,139	1.33%	3,527,335
45	45	CA	Sacramento	Sacramento Metropolitan	SMF	#	3,495,461	0.43%	3,480,379
46	43	TX	Dallas	Dallas Love Field	DAL	#	3,413,519	-3.59%	3,540,643
47	47	TX	San Antonio	San Antonio International	SAT	#	3,343,818	-1.13%	3,381,939
48	52	NC	Raleigh/Durham	Raleigh-Durham International	RDU	#	3,341,684	6.48%	3,138,402
49	49	OH	Columbus	Port Columbus International	CMH	#	3,326,225	3.14%	3,225,093
50	50	NV	Reno	Reno Cannon International	RNO	#	3,249,535	2.26%	3,177,790
51	48	NM	Albuquerque	Albuquerque International	ABQ	#	3,149,245	-4.40%	3,294,123
52	51	CA	Ontario	Ontario International	ONT	#	3,050,750	-3.49%	3,161,063
53	53	TX	Austin	Robert Mueller Municipal	AUS	#	2,948,701	2.83%	2,867,581
54	54	FL	West Palm Beach	Palm Beach International	PBI	#	2,898,035	2.54%	2,826,256

TABLE B-5

Airport Improvement Program
Fiscal Year 1999

CY 97 Passenger Boardings For Primary Hub Airports

Data Used For Determining FY 1999 Primary Apportionments
(Airports Imposing PFC on October 1, 1998 Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Medium Hub Airports									
55	57	WI	Milwaukee	General Mitchell International	MKE	#	2,735,367	1.98%	2,682,179
56	56	CT	Windsor Locks	Bradley International	BDL	#	2,684,701	-0.33%	2,693,490
57	55	HI	Kahului	Kahului	OGG		2,682,808	-2.76%	2,759,007
58	58	AK	Anchorage	Anchorage International	ANC		2,638,618	3.70%	2,544,454
59	60	CA	Burbank	Burbank-Glendale-Pasadena	BUR	#	2,356,346	-2.85%	2,425,504
60	61	FL	Fort Myers	Southwest Florida International	RSW	#	2,191,934	3.92%	2,109,238
61	62	FL	Jacksonville	Jacksonville International	JAX	#	2,119,640	15.61%	1,833,378
62	59	CO	Colorado Springs	City Of Colorado Springs Municipal	COS	#	2,080,777	-14.94%	2,446,373
63	77	RI	Providence	Theodore Francis Green State	PVD	#	2,017,782	63.48%	1,234,271
64	65	KY	Louisville	Standiford Field	SDF	#	1,839,707	3.71%	1,773,834
65	63	GU	Agana	Guam International	GUM	#	1,787,504	-1.44%	1,813,602
66	66	AZ	Tucson	Tucson International	TUS		1,775,566	0.91%	1,759,495
67	68	NE	Omaha	Eppley Airfield	OMA		1,732,704	-0.99%	1,750,091
68	67	OK	Oklahoma City	Will Rogers World	OKC	#	1,722,224	-1.94%	1,756,377
69	69	OK	Tulsa	Tulsa International	TUL	#	1,719,522	2.06%	1,684,747
70	64	TX	El Paso	El Paso International	ELP	#	1,634,578	-9.42%	1,804,607
Sub Total Medium Hub Airports							132,472,093		
Small Hub Airports									
71	71	NY	Buffalo	Greater Buffalo International	BUF	#	1,553,700	-0.25%	1,557,530
72	70	WA	Spokane	Spokane International	GEG	#	1,524,518	-6.26%	1,626,276
73	72	VA	Norfolk	Norfolk International	ORF		1,440,680	3.30%	1,394,658
74	73	AL	Birmingham	Birmingham International	BHM		1,376,691	-0.31%	1,381,008
75	76	ID	Boise	Boise Air Terminal/Gowen Field	BOI	#	1,266,463	-0.44%	1,272,071
76	75	AR	Little Rock	Adams Field	LIT	#	1,256,470	-1.59%	1,276,818
77	79	NY	Rochester	Greater Rochester International	ROC		1,255,255	3.14%	1,217,003
78	80	HI	Kailua/Kona	Keahole-Kona International	KOA		1,253,706	3.28%	1,213,935
79	78	HI	Lihue	Lihue	LIH		1,223,401	0.02%	1,223,159
80	81	VA	Richmond	Richmond International (Byrd Field)	RIC	#	1,197,896	9.87%	1,090,241

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Airport Improvement Program
Fiscal Year 1999

CY 97 Passenger Boardings For Primary Hub Airports

Data Used For Determining FY 1999 Primary Apportionments
(Airports Imposing PFC on October 1, 1998 Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Small Hub Airports									
81	74	NC	Greensboro	Piedmont Triad International		GSO	1,113,366	-13.89%	1,292,951
82	83	NY	Syracuse	Syracuse Hancock International		SYR	# 1,046,387	4.70%	999,404
83	82	NY	Albany	Albany County		ALB	# 1,035,249	3.54%	999,845
84	84	OH	Dayton	James M Cox Dayton International		DAY	# 991,207	1.07%	980,749
85	86	MI	Grand Rapids	Kent County International		GRR	# 873,679	2.66%	851,050
86	87	FL	Sarasota/Bradenton	Sarasota/Bradenton International		SRQ	# 819,983	3.24%	794,234
87	85	IA	Des Moines	Des Moines International		DSM	# 817,815	-8.40%	892,848
88	90	SC	Charleston	Charleston AFB/International		CHS	788,384	7.33%	734,558
89	88	HI	Hilo	Hilo International		ITO	779,302	2.58%	759,723
90	97	PA	Middletown/Harrisburg	Harrisburg International		MDT	736,296	26.00%	584,365
91	92	SC	Greer	Greenville-Spartanburg		GSP	723,983	0.69%	719,047
92	89	CM	Obyan	Saipan International		GSN	723,081	-4.15%	754,350
93	93	TN	Knoxville	Mc Ghee Tyson		TYS	# 718,885	1.85%	705,852
94	91	KS	Wichita	Wichita Mid-Continent		ICT	# 683,678	-6.31%	729,696
95	95	GA	Savannah	Savannah International		SAV	# 619,878	2.84%	602,768
96	99	WI	Madison	Dane County Regional-Truax Field		MSN	# 607,091	8.15%	561,328
97	98	ME	Portland	Portland International Jetport		PWM	# 602,886	6.63%	565,425
98	94	TX	Lubbock	Lubbock International		LBB	# 592,101	-2.93%	609,953
99	101	CA	Palm Springs	Palm Springs Regional		PSP	# 577,306	4.94%	550,129
100	96	SC	Columbia	Columbia Metropolitan		CAE	# 574,591	-2.09%	586,877
101	102	FL	Pensacola	Pensacola Regional		PNS	# 571,237	4.04%	549,057
102	108	KY	Lexington	Blue Grass		LEX	# 549,405	12.46%	488,526
103	109	NH	Manchester	Manchester		MHT	# 542,247	11.54%	486,128
104	111	MS	Jackson	Jackson International		JAN	# 541,839	13.35%	478,025
105	118	AZ	Grand Canyon	Grand Canyon National Park		GCN	533,867	19.93%	445,162
106	104	TX	Midland	Midland International		MAF	# 527,760	-2.17%	539,463
107	107	NY	White Plains	Westchester County		HPN	# 526,737	7.18%	491,470
108	103	NY	Islip	Long Island Mac Arthur		ISP	# 510,225	-6.34%	544,776
109	100	CA	Fresno	Fresno Air Terminal		FAT	507,720	-8.56%	555,238

TABLE B-5

Airport Improvement Program
Fiscal Year 1999

CY 97 Passenger Boardings For Primary Hub Airports

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Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Small Hub Airports									
110	117	IN	South Bend	Michiana Regional Transportation Center	SBN	#	505,725	11.52%	453,467
111	113	SC	Myrtle Beach	Myrtle Beach Jetport	MYR		502,576	8.66%	462,520
112	144	FL	Orlando	Orlando Sanford	SFB		500,969	79.51%	279,077
113	119	AL	Huntsville	Huntsville International-Carl T Jones Field	HSV	#	498,229	13.45%	439,165
114	106	ME	Bangor	Bangor International	BGR	#	493,215	-2.53%	505,998
115	121	VI	Charlotte Amalie	Cyril E King	STT	#	476,986	12.26%	424,906
116	116	FL	Tallahassee	Tallahassee Regional	TLH	#	474,165	4.47%	453,856
117	110	TX	Corpus Christi	Corpus Christi International	CRP	#	471,914	-1.38%	478,535
118	114	PA	Allentown	Lehigh Valley International	ABE	#	470,960	2.77%	458,245
119	120	LA	Baton Rouge	Baton Rouge Metropolitan, Ryan Field	BTR	#	461,770	6.13%	435,095
120	112	TX	Harlingen	Rio Grande Valley International	HRL		461,619	-1.42%	468,271
121	115	TX	Amarillo	Amarillo International	AMA		450,432	-1.59%	457,704
122	105	FL	St Petersburg/ Clearwater	St Petersburg/Clearwater International	PIE		444,604	-13.73%	515,385
123	124	IA	Cedar Rapids	Cedar Rapids Municipal	CID	#	444,108	8.78%	408,262
124	123	VT	Burlington	Burlington International	BTV		424,266	3.05%	411,725
125	130	NJ	Atlantic City	Atlantic City International	ACY		422,949	20.83%	350,028
126	122	NY	Newburgh	Stewart International	SWF	#	418,673	1.38%	412,976
127	135	CA	Santa Barbara	Santa Barbara Municipal	SBA		414,465	27.03%	326,270
128	128	AL	Mobile	Mobile Regional	MOB		410,728	7.57%	381,822
129	125	AK	Fairbanks	Fairbanks International	FAI		395,374	0.41%	393,756
130	132	LA	Shreveport	Shreveport Regional	SHV	#	382,444	11.38%	343,381
131	126	FL	Daytona Beach	Daytona Beach Regional	DAB	#	379,627	-2.75%	390,357
132	127	AK	Juneau	Juneau International	JNU		379,083	-0.81%	382,191
133	129	OR	Eugene	Mahlon Sweet Field	EUG	#	374,322	-0.55%	376,400
134	131	MI	Lansing	Capital City	LAN	#	368,220	5.37%	349,442
135	133	SD	Sioux Falls	Joe Foss Field	FSD		356,258	5.95%	336,262
136	142	OH	Toledo	Toledo Express	TOL	#	340,201	12.26%	303,050
137	141	WI	Green Bay	Austin Straubel International	GRB	#	335,614	7.66%	311,740
138	134	IN	Fort Wayne	Fort Wayne International	FWA	#	335,295	0.40%	333,946

TABLE B-5

Airport Improvement Program
Fiscal Year 1999

CY 97 Passenger Boardings For Primary Hub Airports

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Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Small Hub Airports									
139	136	MO	Springfield	Springfield Regional	SGF	#	335,005	2.75%	326,038
140	138	VA	Roanoke	Roanoke Regional/Woodrum Field	ROA		329,158	3.09%	319,288
141	156	CA	Long Beach	Long Beach (Daugherty Field)	LGB		324,521	44.47%	224,631
Sub Total Small Hub Airports							46,968,440		
Nonhub Airports									
142	152	OH	Akron	Akron-Canton Regional	CAK	#	317,199	33.48%	237,632
143	143	IL	Moline	Quad-City	MLI	#	315,596	11.09%	284,091
144	140	TX	Mc Allen	Mc Allen Miller International	MFE		313,506	0.56%	311,747
145	139	MT	Billings	Billings Logan International	BIL	#	303,044	-3.00%	312,425
146	137	FL	Melbourne	Melbourne Regional	MLB		289,641	-9.44%	319,825
147	147	MI	Saginaw	Tri City International	MBS		286,806	4.59%	274,218
148	151	TN	Chattanooga	Lovell Field	CHA	#	277,588	16.15%	238,983
149	145	FL	Key West	Key West International	EYW	#	269,764	-2.23%	275,911
150	150	NC	Asheville	Asheville Regional	AVL	#	264,214	6.32%	248,501
151	153	CA	Monterey	Monterey Peninsula	MRY	#	258,975	9.32%	236,891
152	162	FL	Valparaiso	Eglin AFB	VPS		258,929	21.50%	213,108
153	149	NE	Lincoln	Lincoln Municipal	LNK		257,640	1.08%	254,895
154	188	NV	Las Vegas	North Las Vegas Air Terminal	VGT		257,129	82.89%	140,592
155	155	AR	Fayetteville	Drake Field	FYV		252,311	9.38%	230,680
156	146	MI	Kalamazoo	Kalamazoo/Battle Creek International	AZO		251,141	-8.74%	275,192
157	157	WV	Charleston	Yeager	CRW	#	249,692	11.62%	223,703
158	159	WI	Appleton	Outagamie County	ATW	#	248,956	14.29%	217,819
159	163	MA	Nantucket	Nantucket Memorial	ACK		247,549	17.86%	210,033
160	148	VI	Christiansted	Alexander Hamilton	STX	#	244,413	-5.99%	259,988
161	160	IN	Evansville	Evansville Regional	EVV		233,915	7.50%	217,598
162	161	MS	Gulfport	Gulfport-Biloxi Regional	GPT	#	229,537	5.74%	217,083
163	182	MI	Flint	Bishop International	FNT	#	228,122	50.52%	151,552
164	164	CO	Aspen	Aspen-Pitkin County/Sardy Field	ASE	#	225,737	8.03%	208,958

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Airport Improvement Program
Fiscal Year 1999

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Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Nonhub Airports									
165	170	IL	Peoria	Greater Peoria Regional	PIA	#	224,847	20.60%	186,433
166	154	PA	Wilkes-Barre/Scranton	Wilkes-Barre/Scranton International	AVP	#	219,672	-5.63%	232,774
167	165	TN	Bristol/Johnson City/Kingsport	Tri-City Regional	TRI		213,176	6.89%	199,443
168	172	OR	Medford	Medford-Jackson County	MFR	#	213,126	17.77%	180,964
169	167	AL	Montgomery	Dannelly Field	MGM		213,042	7.67%	197,872
170	166	GA	Augusta	Bush Field	AGS		211,214	5.92%	199,411
171	168	MT	Bozeman	Gallatin Field	BZN	#	206,406	5.56%	195,536
172	169	NC	Wilmington	New Hanover International	ILM	#	203,235	6.28%	191,231
173	158	ND	Fargo	Hector International	FAR		203,140	-8.91%	222,998
174	180	LA	Lafayette	Lafayette Regional	LFT	#	201,078	24.90%	160,988
175	173	MT	Missoula	Missoula International	MSO	#	192,272	6.64%	180,303
176	174	WA	Pasco	Tri-Cities	PSC	#	185,604	3.69%	178,992
177	176	WY	Jackson	Jackson Hole	JAC	#	181,335	7.42%	168,804
178	179	MA	Hyannis	Barnstable Municipal-Boardman/Polando Field	HYA		180,777	10.90%	163,005
179	178	FL	Gainesville	Gainesville Regional	GNV		178,643	8.45%	164,729
180	171	SD	Rapid City	Rapid City Regional	RAP		170,303	-6.69%	182,510
181	177	NC	Fayetteville	Fayetteville Regional/Grannis Field	FAY		168,755	2.19%	165,140
182	204	CO	Eagle	Eagle County Regional	EGE	#	166,404	44.62%	115,060
183	181	MI	Traverse City	Cherry Capital	TVC		165,271	3.22%	160,117
184	184	VA	Charlottesville	Charlottesville-Albemarle	CHO	#	160,408	8.51%	147,830
185	175	VA	Newport News	Newport News/Williamsburg International	PHF		158,502	-7.51%	171,367
186	183	FL	Panama City	Panama City-Bay County International	PFN	#	158,103	5.91%	149,276
187	187	MN	Rochester	Rochester Municipal	RST		157,390	10.69%	142,196
188	190	PA	Erie	Erie International	ERI	#	153,502	13.73%	134,968
189	185	NY	Binghamton	Binghamton Regional/Edwin A Link Field	BGM	#	145,861	-0.81%	147,057
190	189	NV	Elko	Elko Municipal-J.C. Harris Field	EKO		143,486	4.27%	137,614
191	193	CA	San Luis Obispo	San Luis Obispo County-McChesney Field	SBP	#	140,551	10.72%	126,943
192	192	AK	Ketchikan	Ketchikan International	KTN		140,530	8.42%	129,612
193	195	IL	Champaign/Urbana	University Of Illinois-Willard	CMI		139,757	11.63%	125,194

TABLE B-5

Airport Improvement Program
Fiscal Year 1999

CY 97 Passenger Boardings For Primary Hub Airports

Data Used For Determining FY 1999 Primary Apportionments
(Airports Imposing PFC on October 1, 1998 Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Nonhub Airports									
194	194	WI	Mosinee	Central Wisconsin	CWA	#	138,682	10.46%	125,555
195	227	IL	Bloomington/Normal	Bloomington/Normal	BMI	#	137,694	69.06%	81,448
196	197	MT	Kalispell	Glacier Park International	FCA	#	132,590	8.43%	122,281
197	191	CO	Grand Junction	Walker Field	GJT	#	130,657	-0.77%	131,675
198	198	LA	Monroe	Monroe Regional	MLU		124,811	2.56%	121,692
199	196	MT	Great Falls	Great Falls International	GTF	#	124,798	0.74%	123,883
200	186	ND	Bismarck	Bismarck Municipal	BIS		122,488	-14.57%	143,371
201	208	CA	Bakersfield	Meadows Field	BFL	#	121,075	12.49%	107,632
202	200	MN	Duluth	Duluth International	DLH	#	120,008	-0.54%	120,657
203	207	AK	Kenai	Kenai Municipal	ENA		114,782	3.71%	110,672
204	202	HI	Kaunakakai	Molokai	MKK		114,174	-1.83%	116,308
205	205	ID	Idaho Falls	Fanning Field	IDA	#	113,951	-0.95%	115,046
206	206	WI	La Crosse	La Crosse Municipal	LSE	#	112,552	-0.42%	113,032
207	209	TX	Beaumont/Port Arthur	Jefferson County	BPT	#	112,456	6.02%	106,068
208	201	WA	Bellingham	Bellingham International	BLI	#	112,164	-4.22%	117,106
209	199	AK	Bethel	Bethel	BET		108,816	-10.48%	121,552
210	210	NY	Ithaca	Tompkins County	ITH	#	107,090	2.52%	104,457
211	219	CO	Hayden	Yampa Valley	HDN	#	106,046	11.18%	95,380
212	217	PA	State College	University Park	UNV	#	105,519	7.89%	97,801
213	221	CO	Durango	Durango-La Plata County	DRO	#	104,881	14.34%	91,729
214	213	OR	Redmond	Roberts Field	RDM	#	104,671	3.36%	101,268
215	212	IA	Sioux City	Sioux Gateway	SUX	#	102,847	1.21%	101,618
216	276	LA	Alexandria	Alexandria International	AEX		100,641	116.15%	46,561

* Alexandria International became the sole airport for the area when Alexandria Esler Regional closed. Both airports had passenger boardings for the previous year.

TABLE B-5

Airport Improvement Program
Fiscal Year 1999

CY 97 Passenger Boardings For Primary Hub Airports

Data Used For Determining FY 1999 Primary Apportionments
(Airports Imposing PFC on October 1, 1998 Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Nonhub Airports									
217	220	AR	Fort Smith	Fort Smith Regional	FSM	#	99,833	8.17%	92,294
218	214	NY	Elmira	Elmira/Corning Regional	ELM		98,841	-2.24%	101,102
219	215	GA	Columbus	Columbus Metropolitan	CSG	#	98,790	-1.20%	99,988
220	218	ND	Grand Forks	Grand Forks International	GFK	#	95,602	-1.27%	96,830
221	224	TX	College Station	Easterwood Field	CLL		93,331	7.39%	86,908
222	223	CA	Arcata/Eureka	Arcata	ACV	#	91,522	4.94%	87,211
223	222	WA	Yakima	Yakima Air Terminal	YKM	#	90,996	-0.23%	91,208
224	234	SC	Hilton Head Island	Hilton Head	49J	#	90,787	18.58%	76,564
225	216	IL	Springfield	Capital	SPI	#	87,419	-12.18%	99,549
226	225	VA	Lynchburg	Lynchburg Regional/Preston Glenn Field	LYH	#	85,023	3.13%	82,445
227	233	TX	Killeen	Killeen Municipal	ILE	#	84,963	10.66%	76,775
228	228	HI	Lanai City	Lanai	LNY		84,802	7.18%	79,121
229	211	NV	Las Vegas	Henderson	L15		81,773	-21.64%	104,362
230	237	TX	Brownsville	Brownsville/South Padre Island International	BRO		81,439	11.61%	72,968
232 *	229	AK	Kodiak	Kodiak	ADQ		79,098	0.52%	78,691
233	238	NJ	Trenton	Mercer County	TTN		77,885	8.42%	71,839
234	236	AZ	Yuma	Yuma MCAS/Yuma International	YUM	#	76,788	3.56%	74,150
235	257	LA	Lake Charles	Lake Charles Regional	LCH		75,997	27.97%	59,388
236	231	ND	Minot	Minot International	MOT	#	75,755	-3.03%	78,124
237	243	MT	Helena	Helena Regional	HLN	#	71,874	5.85%	67,902

* Ranking numbers are not sequential. Missing numbers indicate airports that enplaned passengers, but are not classified under the statute as primary airports. These include airports that are not publicly owned or those that do not have scheduled service. Examples include military fields with no joint-use agreement in effect, privately owned airports, and airports with no scheduled service. Enplanements for the airports missing from the listing are not included in the Grand Total for Primary Airports.

TABLE B-5

Airport Improvement Program
Fiscal Year 1999

CY 97 Passenger Boardings For Primary Hub Airports

Data Used For Determining FY 1999 Primary Apportionments
(Airports Imposing PFC on October 1, 1998 Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Nonhub Airports									
238	240	IA	Waterloo	Waterloo Municipal	ALO	#	70,453	0.53%	70,084
239	239	TX	Tyler	Tyler Pounds Field	TYR	#	69,639	-1.27%	70,534
240	245	NC	Jacksonville	Albert J Ellis	OAJ		69,125	3.74%	66,632
241	241	NM	Farmington	Four Corners Regional	FMN		68,660	-0.50%	69,007
242	247	NC	New Bern	Craven County Regional	EWN		68,489	4.10%	65,791
243	253	MD	Salisbury	Salisbury-Wicomico County Regional	SBY		67,804	10.06%	61,604
244	261	TX	Laredo	Laredo International	LRD	#	67,664	15.91%	58,375
245	250	AK	Sitka	Sitka	SIT		66,988	4.17%	64,307
246	242	CA	Redding	Redding Municipal	RDD		66,874	-3.00%	68,939
247	249	OK	Lawton	Lawton Municipal	LAW	#	65,445	0.80%	64,925
248	226	CT	New Haven	Tweed-New Haven	HVN	#	65,141	-20.95%	82,410
249	244	WV	Huntington	Tri-State/Milton J Ferguson Field	HTS		64,458	-3.32%	66,670
250	259	WY	Casper	Natrona County International	CPR	#	63,489	7.13%	59,261
251	258	ID	Lewiston	Lewiston-Nez Perce County	LWS	#	62,930	6.07%	59,329
252	230	FL	Naples	Naples Municipal	APF	#	62,584	-20.32%	78,548
253	263	AL	Dothan	Dothan	DHN		60,655	4.57%	58,002
254	248	ID	Hailey	Friedman Memorial	SUN	#	60,357	-7.61%	65,329
255	254	AK	Kotzebue	Ralph Wien Memorial	OTZ		60,187	-0.35%	60,400
256	277	PA	Reading	Reading Regional/Carl A Spaatz Field	RDG	#	59,910	31.99%	45,389
257	265	MA	Vineyard Haven	Marthas Vineyard	MVY		59,238	12.59%	52,613
258	262	SC	Florence	Florence Regional	FLO		59,156	1.36%	58,364
259	264	TX	Waco	Waco Regional	ACT		58,742	7.35%	54,722
260	252	AK	Nome	Nome	OME		58,339	-6.33%	62,280
261	266	WA	Wenatchee	Pangborn Memorial	EAT	#	57,885	10.27%	52,495
262	255	AS	Pago Pago	Pago Pago International	PPG	#	57,835	-4.15%	60,336
263	279	CO	Montrose	Montrose Regional	MTJ	#	57,641	28.88%	44,725
264	898	TX	Fort Worth	Fort Worth Meacham International	FTW		55,475	27637.50%	200
265	274	CO	Gunnison	Gunnison County	GUC	#	54,918	16.86%	46,996
266	260	TX	Wichita Falls	Sheppard AFB/Wichita Falls Municipal	SPS		53,942	-8.57%	58,996

TABLE B-5

Airport Improvement Program
Fiscal Year 1999

CY 97 Passenger Boardings For Primary Hub Airports

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(Airports Imposing PFC on October 1, 1998 Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Nonhub Airports									
267	251	TX	Abilene	Abilene Regional	ABI		52,864	-16.97%	63,667
269	203	AZ	Bullhead City	Laughlin/Bullhead International	IFP		52,804	-54.14%	115,140
270	267	CA	Santa Maria	Santa Maria Public/Capt G Allan Hancock Field	SMX		51,378	-0.97%	51,881
271	268	MP	Rota Island	Rota International	GRO		51,377	-0.11%	51,436
272	278	CA	Carlsbad	Mc Clellan-Palomar	CRQ		50,714	13.38%	44,729
273	273	TX	Houston	Ellington Field	EFD		50,503	6.72%	47,322
274	269	AK	King Salmon	King Salmon	AKN		50,440	-1.19%	51,050
275	297	PA	Williamsport	Williamsport-Lycoming County	IPT		50,135	33.07%	37,676
276	272	NC	Greenville	Pitt-Greenville	PGV		49,261	3.88%	47,423
277	232	PR	Aguadilla	Rafael Hernandez	BQN	#	48,359	-37.56%	77,446
279	287	OH	Youngstown/Warren	Youngstown-Warren Regional	YNG	#	47,779	14.14%	41,860
280	283	AZ	Flagstaff	Flagstaff Pulliam	FLG	#	44,565	2.94%	43,294
281	282	MT	Butte	Bert Mooney	BTM	#	43,997	-0.15%	44,063
282	288	AK	Barrow	Wiley Post-Will Rogers Memorial	BRW		42,850	2.59%	41,769
283	289	MA	Worcester	Worcester Municipal	ORH	#	42,849	3.67%	41,334
284	286	MS	Columbus/West Point/ Starkville	Golden Triangle Regional	GTR	#	42,167	-0.23%	42,263
285	284	MI	Marquette	Marquette County	MQT	#	41,881	-2.65%	43,022
286	298	AK	Dillingham	Dillingham	DLG		41,838	11.64%	37,476
287	271	TX	San Angelo	Mathis Field	SJT	#	41,404	-16.09%	49,346
288	292	ID	Pocatello	Pocatello Regional	PIH	#	40,787	-0.05%	40,808
289		PR	Fajardo	Diego Jimenez Torres	X95		40,407		0
290	302	IA	Dubuque	Dubuque Regional	DBQ	#	39,624	13.21%	35,001
291	290	NH	Lebanon	Lebanon Municipal	LEB	#	39,264	-4.95%	41,309
292	270	MP	Peipeinimaru	West Tinian	TNI		38,855	-23.61%	50,861
294	280	IL	Rockford	Greater Rockford	RFD	#	38,193	-14.26%	44,545
295	311	WI	Rhineland	Rhineland-Oneida County	RHI	#	37,431	14.44%	32,708
296	293	AR	Texarkana	Texarkana Regional-Webb Field	TXK	#	36,367	-6.98%	39,096
297	294	FL	Marathon	Marathon	MTH	#	36,113	-7.26%	38,939
298	296	GA	Albany	Southwest Georgia Regional	ABY	#	36,111	-6.28%	38,532

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Airport Improvement Program
Fiscal Year 1999

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(Airports Imposing PFC on October 1, 1998 Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Nonhub Airports									
299	285	PR	Isla De Vieques	Antonio Rivera Rodriquez	VQS		35,610	-15.90%	42,342
300	307	MD	Hagerstown	Washington County Regional	HGR		35,396	4.54%	33,860
301	301	AK	Unalaska	Unalaska	DUT		34,787	-3.95%	36,217
302	295	WA	Pullman/Moscow, ID	Pullman/Moscow Regional	PUW	#	34,572	-10.83%	38,770
303	303	AK	Homer	Homer	HOM		34,547	0.60%	34,340
304	775	MI	Detroit	Detroit City	DET		33,178	5124.88%	635
305	316	WV	Parkersburg	Wood County Airport Gill Robb Wilson Field	PKB		33,129	9.54%	30,245
306	291	ID	Twin Falls	Twin Falls-Sun Valley Regional	TWF	#	33,090	-18.95%	40,826
307	313	AK	Skagway	Skagway	SGY		33,036	4.03%	31,756
308	305	MO	Columbia	Columbia Regional	COU		32,360	-5.59%	34,276
309	317	MI	Pellston	Pellston Regional Airport of Emmet County	PLN	#	32,268	7.95%	29,892
310	331	PA	Latrobe	Westmoreland County	LBE		32,007	28.94%	24,823
311	314	MO	Joplin	Joplin Regional	JLN		31,890	1.88%	31,302
312	300	PR	Ponce	Mercedita	PSE	#	31,803	-13.96%	36,962
313	308	MI	Muskegon	Muskegon County	MKG	#	31,788	-3.50%	32,941
314	321	NM	Roswell	Roswell Industrial Air Center	ROW		29,664	10.86%	26,759
315	299	PR	Mayaguez	Eugenio Maria De Hostos	MAZ		29,448	-20.37%	36,982
316	332	AK	Haines	Haines	HNS		28,843	20.59%	23,918
317	322	NY	Jamestown	Chautauqua County/Jamestown	JHW	#	28,509	8.02%	26,393
318	315	UT	St George	St George Municipal	SGU		28,184	-8.83%	30,913
319	328	SD	Aberdeen	Aberdeen Regional	ABR		27,550	7.32%	25,671
320	329	WY	Cody	Yellowstone Regional	COD		27,255	8.12%	25,207
321	323	AK	Valdez	Valdez	VDZ		26,787	2.04%	26,251
322	318	TX	Longview	Gregg County	GGG		26,779	-6.67%	28,693
323	312	GA	Macon	Middle Georgia Regional	MCN		26,743	-18.04%	32,630
324	327	MS	Meridian	Key Field	MEI	#	26,697	3.20%	25,869
325	319	NC	Hickory	Hickory Regional	HKY		25,900	-9.49%	28,615
326	359	PA	Lancaster	Lancaster	LNS	#	25,734	40.10%	18,368
327	334	WA	Walla Walla	Walla Walla Regional	ALW	#	25,685	9.30%	23,499

TABLE B-5

Airport Improvement Program
Fiscal Year 1999

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Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Nonhub Airports									
328	339	GA	Valdosta	Valdosta Regional	VLD	#	25,685	14.22%	22,487
329	325	WA	Port Angeles	William R Fairchild International	CLM	#	24,899	-4.12%	25,969
330	348	WV	Morgantown	Morgantown Municipal-Walter L Bill Hart Field	MGW	#	24,858	17.90%	21,084
332	370	MN	Bemidji	Bemidji-Beltrami County	BJI		23,704	37.84%	17,197
333	309	CA	Oxnard	Oxnard	OXR		23,698	-28.04%	32,931
334	246	UT	Wendover	Wendover	ENV		23,596	-64.30%	66,102
335	337	MI	Hancock	Houghton County Memorial	CMX	#	23,456	3.49%	22,666
336	330	ME	Presque Isle	Northern Maine Regional Airport at Presque Isle	POI		23,398	-6.18%	24,939
337	361	KS	Manhattan	Manhattan Municipal	MHK		22,734	25.60%	18,101
338	342	WY	Cheyenne	Cheyenne	CYS	#	22,638	3.58%	21,855
339	336	WI	Eau Claire	Chippewa Valley Regional	EAU		22,291	-3.21%	23,031
340	353	PA	Johnstown	Johnstown-Cambria County	JST	#	22,285	14.31%	19,495
341	333	OR	Klamath Falls	Klamath Falls International	LMT		21,885	-7.22%	23,587
342	324	CA	Imperial	Imperial County	IPL		21,844	-16.67%	26,214
343	320	CA	Santa Rosa	Sonoma County	STS	#	21,799	-20.30%	27,352
345	356	TX	Victoria	Victoria Regional	VCT	#	21,656	14.04%	18,989
346	345	NC	Southern Pines	Moore County	SOP		21,407	-0.14%	21,437
347	326	IL	Decatur	Decatur	DEC		21,373	-17.60%	25,937
348	338	CA	Modesto	Modesto City-County-Harry Sham Field	MOD	#	21,281	-5.77%	22,583
349	347	CO	Telluride	Telluride Regional	TEX	#	20,822	-1.35%	21,108
350	340	AK	Cordova	Merle K (Mudhole) Smith	CDV		20,696	-6.37%	22,104
351	343	MI	Escanaba	Delta County	ESC	#	20,530	-5.99%	21,839
352	335	KY	Paducah	Barkley Regional	PAH	#	20,480	-12.77%	23,479
353	367	MN	International Falls	Falls International	INL	#	20,014	13.33%	17,660
354	341	IA	Burlington	Burlington Municipal	BRL		19,855	-9.31%	21,894
355	363	IN	Lafayette	Purdue University	LAF		19,846	9.90%	18,059
356	357	MA	New Bedford	New Bedford Regional	EWB		19,778	5.36%	18,772
357	369	NM	Santa Fe	Santa Fe County Municipal	SAF		19,685	12.61%	17,480
358	364	PA	Du Bois	Du Bois-Jefferson County	DUJ	#	19,582	9.57%	17,871

TABLE B-5

Airport Improvement Program
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Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Nonhub Airports									
359	384	AK	Metlakatla	Metlakatla	MTM		19,518	29.62%	15,058
360	351	PA	Altoona	Altoona-Blair County	AOO	#	19,403	-4.45%	20,306
361	352	AK	Petersburg	Petersburg	PSG		19,343	-2.55%	19,849
362	374	WV	Clarksburg	Benedum	CKB	#	19,095	15.29%	16,563
363	346	PR	Isla De Culebra	Culebra	CPX		18,972	-11.49%	21,434
364	350	OR	North Bend	North Bend Municipal	OTH	#	18,952	-6.76%	20,326
365	349	CA	Chico	Chico Municipal	CIC	#	18,933	-7.68%	20,508
366	358	GA	Brunswick	Glynco Jetport	BQK		18,725	1.57%	18,435
367	390	VA	Staunton/Waynesboro/ Harrisonburg	Shenandoah Valley Regional	SHD		18,597	31.62%	14,129
368	377	IA	Mason City	Mason City Municipal	MCW		17,619	6.65%	16,520
369	383	WA	Friday Harbor	Friday Harbor	FHR		17,251	12.55%	15,328
370	376	SD	Pierre	Pierre Regional	PIR		17,047	3.06%	16,541
371	372	NE	Grand Island	Central Nebraska Regional	GRI		16,496	-1.51%	16,749
372	355	PR	San Juan	Fernando Luis Ribas Dominicci	SIG		16,481	-13.48%	19,049
373	427	MN	St Cloud	St Cloud Municipal	STC		16,471	64.18%	10,032
376	385	CT	Groton/New London	Groton-New London	GON		16,279	8.27%	15,035
377	344	CA	Inyokern	Inyokern	IYK	#	16,263	-24.20%	21,456
378	371	NY	Utica	Oneida County	UCA		16,103	-4.53%	16,867
380	408	MN	Hibbing	Chisholm-Hibbing	HIB		15,997	33.85%	11,951
381	381	AK	Yakutat	Yakutat	YAK		15,686	2.12%	15,360
382	389	AK	Aniak	Aniak	ANI		15,049	6.05%	14,191
383	410	NE	Scottsbluff	William B. Heilig Field	BFF		14,935	28.25%	11,645
384	404	MN	Brainerd	Brainerd-Crow Wing County Regional	BRD	#	14,815	17.36%	12,624
385	378	IL	Quincy	Quincy Municipal Baldwin Field	UIN	#	14,644	-7.78%	15,879
386	386	AK	Wrangell	Wrangell	WRG		14,629	-1.76%	14,891
387	398	MA	Provincetown	Provincetown Municipal	PVC		14,214	7.28%	13,250
388	393	WY	Sheridan	Sheridan County	SHR		13,996	1.48%	13,792
390	405	PA	Bradford	Bradford Regional	BFD	#	13,945	10.89%	12,575

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Airport Improvement Program
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CY 97	CY 96						CY 97	Change	CY 96
Nonhub Airports									
391	412	MS	Tupelo	Tupelo Municipal -C D Lemons	TUP	#	13,883	21.16%	11,458
392	366	WY	Gillette	Gillette-Campbell County	GCC	#	13,794	-22.09%	17,705
393	379	NC	Kinston	Kinston Regional Jetport at Stallings Field	ISO		13,710	-11.96%	15,573
394	388	WV	Lewisburg	Greenbrier Valley	LWB		13,617	-5.07%	14,345
395	411	RI	Westerly	Westerly State	WST		13,520	17.20%	11,536
397	391	GA	Athens	Athens/Ben Epps	AHN		13,438	-4.27%	14,037
399	407	NY	Plattsburgh	Clinton County	PLB	#	13,253	9.20%	12,137
400	387	NC	Rocky Mount	Rocky Mount-Wilson	RWI		12,952	-10.16%	14,417
401	375	IL	Chicago	Merrill C Meigs	CGX		12,646	-23.55%	16,542
402	421	RI	Block Island	Block Island State	BID		12,546	18.08%	10,625
403	424	IL	Marion	Williamson County Regional	MWA		12,482	21.89%	10,240
404	396	WY	Riverton	Riverton Regional	RIW	#	12,457	-7.35%	13,445
405	417	NC	Winston Salem	Smith Reynolds	INT		12,395	12.63%	11,005
406	402	OH	Port Clinton	Carl R Keller Field	PCW		12,216	-3.54%	12,664
407	401	AZ	Fort Huachuca/Sierra Vista	Libby AAF/Sierra Vista Municipal	FHU		11,938	-6.63%	12,786
408	399	AK	Deadhorse	Deadhorse	SCC		11,868	-9.58%	13,126
409	415	AZ	Lake Havasu City	Lake Havasu City	HII		11,854	7.05%	11,073
410	429	KS	Salina	Salina Municipal	SLN		11,724	20.83%	9,703
411	403	MS	Greenville	Mid Delta Regional	GLH		11,718	-7.40%	12,655
412	409	KS	Garden City	Garden City Regional	GCK		11,713	-0.98%	11,829
413	428	NE	North Platte	North Platte Regional	LBF		11,699	16.80%	10,016
414	418	WA	Moses Lake	Grant County	MWH		11,468	5.82%	10,837
415	478	MT	Sidney	Sidney-Richland Municipal	SDY		11,320	98.81%	5,694
416	432	WY	Rock Spring	Rock Springs-Sweetwater	RKS		11,014	19.43%	9,222
417	373	AZ	Page	Page Municipal	PGA		10,859	-35.12%	16,736
418	368	CO	Fort Collins/Loveland	Fort Collins-Loveland Municipal	FNL	#	10,854	-38.28%	17,586
419	419	AK	Cold Bay	Cold Bay	CDB		10,792	-0.41%	10,836
420	457	LA	Hattiesburg, LA/MS	Hattiesburg-Laurel	PIB		10,751	53.45%	7,006
421	392	AK	Gustavus	Gustavus	GST		10,466	-24.57%	13,875

TABLE B-5

Airport Improvement Program
Fiscal Year 1999

CY 97 Passenger Boardings For Primary Hub Airports

Data Used For Determining FY 1999 Primary Apportionments
(Airports Imposing PFC on October 1, 1998 Noted by #)

Ranking		State	Associated City	Airport Name	ID	PFC	Passenger Boardings		
CY 97	CY 96						CY 97	Change	CY 96
Nonhub Airports									
422	416	OH	Put In Bay	Put In Bay	OH30		10,452	-5.37%	11,045
423	426	WY	Laramie	Laramie Regional	LAR		10,446	3.99%	10,045
425	414	AK	Hoonah	Hoonah	HNH		10,361	-6.98%	11,139
426	395	KS	Topeka	Forbes Field	FOE		10,321	-23.29%	13,455
428	488	CA	Visalia	Visalia Municipal	VIS		10,304	102.64%	5,085
429	380	CT	Bridgeport	Igor I Sikorsky Memorial	BDR		10,256	-33.70%	15,470
430	440	SD	Watertown	Watertown Municipal	ATY		10,227	23.22%	8,300
431	438	CA	Palmdale	Palmdale Production Flight/Test Installation- AF Plant 42	PMD		10,019	17.77%	8,507
Sub Total Nonhub Airports							21,191,850		
Grand Total Primary Airports							640,188,563	3.29%	619,795,370
Other Commercial Service - Were Primary in CY 96									
432	423	NM	Carlsbad	Cavern City Air Terminal	CNM		9,724	-6.06%	10,351
435	397	OR	Pendelton	Eastern Oregon Regional at Pendelton	PDT		9,333	-30.18%	13,368
441	420	AZ	Prescott	Ernest A. Love Field	PRC		8,634	-19.56%	10,734
453	425	MI	Iron Mountain/Kingsford	Ford	IMT	#	6,853	-31.81%	10,050
456	413	CO	Pueblo	Pueblo Memorial	PUB	#	6,785	-40.18%	11,342
461	422	ND	Williston	Sloulin Field International	ISN		6,325	-39.01%	10,370
1542	281	LA	Alexandria	Alexandria Esler Regional	ESF		1	-100.00%	44,353

Table B-6 Airport Improvement Program Fiscal Year 1999 Department of Defense Base Realignment and Closure (BRAC) Fiscal Years 1988, 1991, 1993, and 1995 Status of Transition of Military Airfields To Civil Airports								
#	Military Airfield Name	Location	Closure Approved	Mission Move	# RW's	Civilian Name / Remarks	Arpt Role	Loc ID

Former Military Airfields Now Operated As Civil Airports

Military Airport Property Transferred to Civil Sponsor by Deed

1	Fritzsche AAF	Marina, CA	91	95	1	Marina Municipal	GA	OAR
2	Williams AFB	Phoenix, AZ	91	93	3	Williams Gateway	R	IWA
3	Norton AFB	San Bernardino, CA	88	94	1	San Bernardino International	GA	SBD
4	Cecil Field NAS	Jacksonville, FL	93	98	4	Cecil Field	R	VOQ
5	K.I. Sawyer AFB	Gwinn, MI	93	95	1	Sawyer Airport	PR	SAW

Military Airport Property Transferred to Civil Sponsor by Long Term Lease

6	Chanute AFB,	Rantoul, IL	88	93	2	Rantoul National Aviation Center	GA	215
7	George AFB	Victorville, CA	88	92	2	Southern California Logistics	R	VCV
8	Mather AFB	Sacramento, CA	88	93	2	Sacramento Mather	R	MHR
9	Pease AFB	Portsmouth, NH	88	91	1	Pease International Tradeport	CM	PSM
10	Bergstrom AFB	Austin, TX	91	93	2	Austin-Bergstrom International	PR	AUS
11	Castle AFB	Merced, CA	91	95	1	Castle Airport	GA	MER
12	Eaker AFB	Blytheville, AR	91	92	1	Arkansas International	GA	BYH
13	England AFB	Alexandria, LA	91	92	2	Alexandria International	PR	AEX
14	Myrtle Beach AFB	Myrtle Beach, SC	91	93	1	Myrtle Beach International	PR	MYR
15	Rickenbacker AFB	Columbus, OH	91	94	2	Rickenbacker International	R	LCK
16	Wurtsmith AFB	Oscoda, MI	91	93	1	Oscoda-Wurtsmith	GA	OSC
17	Agana NAS	Agana, GU	93	98	2	Guam International	PR	GUM
18	Memphis NAS	Millington, TN	93	95	1	Millington Municipal	GA	NOA
19	Tipton AAF	Odenton, MD	88	95	1	Tipton Airport	R	FME
20	Barbers Point NAS	Oahu, HI	93	97	3	Kalaeloa	R	JRF
21	Plattsburgh AFB	Plattsburgh, NY	93	95	1	(Runway currently closed to Public)	GA	PBG

Military Airport Property Transferred to Civil Sponsor by Joint-Use Agreement

22	Grissom ARB	Peru, IN	91	94	1	Grissom Aeroplex	GA	GUS
23	March ARB	Riverside, CA	93	96	1	March Inland Port	R	RIV
24	Blackstone AAF	Blackstone, VA	95	97	2	Allen C. Parkinson / BAAF	GA	BKT

Former Military Assets Which May be Transferred for Civil Use

Military Airport Property Expected to be Transferred to Civil Sponsor Planning Underway

25	Griffiss AFB	Rome, NY	93	95	1	Griffis Airport / (Conditional Airspace)	GA	RME
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Military Airport Property that could be Transferred to Civil Sponsor Planning Underway

26	El Toro MCAS	Santa Ana, CA	93	98	5		R	OCX
27	Dallas NAS	Ft. Worth, TX	93	95	1		R	NBE

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Table B-6 Airport Improvement Program
 Fiscal Year 1999
 Department of Defense Base Realignment and Closure (BRAC)
 Fiscal Years 1988, 1991, 1993, and 1995
 Status of Transition of Military Airfields To Civil Airports

#	Military Airfield Name	Location	Closure Approved	Mission Move	# RW's	Civilian Name / Remarks	Arpt Role	Loc ID
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Other Military Assets - Possible Civil Need - Planning Underway

28	Adak NAS	Adak Island, AK	95	98	2	Adak Airport	CM	ADK
29	Allen AAF	Fort Greely, AK	95		1	Realigned Airfield	GA	BIG

Military Airfields with Potential for Joint Civil/Military Use

30	Gray AAF (Ft Hood)	Killeen, TX	Not	BRAC	1	Used by AC's-Supplement Killeen Municipal	PR	BIF
31	Phillips AAF	Aberdeen Prov. MD	Not	BRAC	1	Harford County	GA	APG
32	Malmstrom AFB	Great Falls, MT	95		1	Realigned airfield	GA	GFA

Significant MAP projects funded in FY 1999 are summarized below.

- (**Southern California Logistics Airport, Victorville, California:** This is the former George Air Force Base, located northeast of the Los Angeles metropolitan area in the high desert. This base was nominated for closure in the 1988 Base Realignment and Closure Commission. This airport is a reliever to Los Angeles International and Ontario International. This airport was designated in 1998. This airport received a total of \$2,520,000 of map grants. This airport serves cargo carriers and is a passenger hub for the Army's National Training Center, Fort Irwin, California.
- (**Williams Gateway Airport, Mesa, Arizona:** This airport, the former Williams Air Force Base, was recommended for closure by the 1991 Defense Base Realignment and Closure Commission. It is a reliever for Phoenix Sky Harbor. Map projects include those necessary to ensure that the runways, originally designed to handle lighter pilot training aircraft, can accommodate much larger aircraft. This is the only reliever in the Phoenix area that can handle large aircraft. The airport is immediately adjacent to the Williams campus of Arizona State University (formerly the main cantonment area of the base). The Boeing Company has several facilities at Williams including T-38 avionics Upgrade Program and a Structural Repair Facility. Extex is an FAA-approved turbine engine parts manufacturer. Native American Air Ambulance, Inc provides air ambulance service throughout Native American communities to medical facilities in the larger cities. During the FY99, aircraft operations totaled over 236,000 representing a mix of cargo, corporate, general aviation, and pilot training aircraft. This airport received a total of \$3,629,800 of MAP funds in 1999.
- (**Cecil Field, Jacksonville, Florida:** Cecil Field was newly designated to the program in 1998. This 6,000 acre former Naval Air Station was a fighter base for the Atlantic Fleet. The surrounding land is unbuilt so this airport has almost no encroachment. The airport was taken over by the Port of Jacksonville as a large aircraft reliever for the area. Cecil Field provides an effective base of operations for corporate aircraft, general aviation, air cargo and National Guard and Reserve aviation. The airport has four, 200-foot wide runways, three of which measure 8,000 feet. The fourth runway is 12,500 feet in length, one of the longest in Florida.

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Table B-7	Airport Improvement Program	
	Fiscal Year 1999	
	Letter of Intent (LOI) Payments for Fiscal Year 1999	
	(\$ in Thousands) (Totals may not add due to rounding)	

Primary/Reliever Airports (Sorted by Region)	Formula	Discretionary	Total
New England Region			
<i>Providence, RI Theodore Francis Green State</i>	1,100	810	1,910
Eastern Region			
<i>Buffalo, NY Buffalo Niagara International</i>	0	1,284	1,284
<i>Washington, DC Ronald Reagan Washington National</i>	0	0	0
<i>Washington, DC Washington Dulles</i>	0	1,367	1,367
Southern Region			
<i>Fort Myers, FL Southwest Florida International</i>	0	2,000	2,000
<i>Orlando, FL Orlando International</i>	4,330	2,000	6,330
<i>Atlanta, GA The William B Hartsfield Atlanta International</i>	0	0	0
<i>Covington, KY Cincinnati/Northern Kentucky International</i>	0	6,000	6,000
<i>Louisville, KY Louisville International-Standiford Field</i>	3,816	5,800	9,616
<i>Columbus, MS Golden Triangle Regional</i>	364	18	382
<i>Hilton Head Island, SC Hilton Head</i>	602	0	602
<i>Memphis, TN Memphis International</i>	7,851	7,500	15,351
<i>Nashville, TN Nashville International</i>	1,786	0	1,786
Southwest Region			
<i>Fayetteville, AR NW Arkansas Regional</i>	0	5,000	5,000
<i>New Orleans, LA New Orleans International-Moisant Field</i>	331	0	331
<i>Austin, TX New Austin at Bergstrom</i>	1,667	9,763	11,430
<i>Midland, TX Midland International</i>	1,708	0	1,708
Great Lakes Region			
<i>Chicago, IL Chicago Midway</i>	2,383	3,000	5,383
<i>Belleville, IL MidAmerica (Reliever)</i>	0	14,000	14,000
<i>Detroit, MI Detroit Metropolitan Wayne County</i>	4,864	12,000	16,864
<i>Minneapolis, MN Minneapolis-St Paul International/ Wold Chamberlain</i>	0	6,500	6,500
Central Region			
<i>St Louis, MO Lambert-St Louis International</i>	3,186	4,000	7,186
Western-Pacific Region			
<i>Sacramento, CA Sacramento Metropolitan</i>	1,187	0	1,187
<i>Las Vegas, NV Las Vegas-Henderson Sky Harbor</i>	404	2,700	3,104
<i>Reno, NV Reno/Tahoe International</i>	1,174	4,000	5,174
Northwest Mountain Region			
<i>Denver, CO Denver International</i>	5,506	20,000	25,506
<i>Salt Lake City, UT Salt Lake City International</i>	0	4,000	4,000
<i>Seattle, WA Seattle-Tacoma International</i>	4,269	0	4,269
Alaskan Region			
<i>Anchorage, AK Anchorage International</i>	1,950	2,000	3,950
Fiscal Year 1999 National Totals	\$48,478	\$113,742	\$162,220

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Table B-8

**AIRPORT IMPROVEMENT PROGRAM
PROGRAM LEVEL SUMMARY
Letter of Intent (LOI) Commitments by Fiscal Year
as of FY 1999**

(\$ in Thousands)
(Totals may not add due to rounding)

Primary/Reliever Airports (Sorted by Region)	2000	2001	2002	2003	2004	2005	2006	2007	2008	Beyond	Total
New England Region											
<i>Providence, RI Theodore Francis Green State</i>											
Formula	1,100	1,100	1,100	1,100	1,100	1,100	643	0	0	0	\$7,243
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0
Eastern Region											
<i>Washington, DC Ronald Reagan Washington National</i>											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	0	13,249	12,643	0	0	0	0	0	0	0	\$25,892
Southern Region											
<i>Fort Myers, FL Southwest Florida International</i>											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	2,000	4,000	4,000	4,000	4,000	4,000	4,000	3,500	3,500	0	\$33,000
<i>Miami, FL Miami International</i>											
Formula	7,000	7,000	7,000	7,000	7,000	0	0	0	0	0	\$35,000
Discretionary	5,000	3,000	2,840	4,000	5,000	8,000	7,550	8,000	4,000	18,650	\$66,040
<i>Orlando, FL Orlando International</i>											
Formula	4,343	4,474	4,279	0	0	0	0	0	0	0	\$13,096
Discretionary	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	0	\$18,000
<i>Orlando, FL Orlando International</i>											
Formula	0	0	0	4,600	5,100	5,360	5,620	5,900	6,200	4,780	\$37,560
Discretionary	15,530	7,590	5,000	5,000	3,000	0	0	0	0	0	\$36,120
<i>Atlanta, GA The William B Hartsfield Atlanta International</i>											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	9,071	9,998	10,179	6,708	6,982	6,369	6,368	6,308	6,308	6,709	\$75,000
<i>Covington, KY Cincinnati/Northern Kentucky International</i>											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	5,000	1,562	0	0	0	0	0	0	0	0	\$6,562
<i>Louisville, KY Louisville International-Standiford Field</i>											
Formula	3,525	3,525	3,525	64	0	0	0	0	0	0	\$10,639
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0
<i>Columbus, MS Golden Triangle Regional</i>											
Formula	351	0	0	0	0	0	0	0	0	0	\$ 351
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0

Table B-8

**AIRPORT IMPROVEMENT PROGRAM
PROGRAM LEVEL SUMMARY
Letter of Intent (LOI) Commitments by Fiscal Year
as of FY 1999**

(\$ in Thousands)
(Totals may not add due to rounding)

Primary/Reliever Airports (Sorted by Region)	2000	2001	2002	2003	2004	2005	2006	2007	2008	Beyond	Total
<i>Hilton Head Island, SC Hilton Head</i>											
Formula	219	0	0	0	0	0	0	0	0	0	\$ 219
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0
<i>Memphis, TN Memphis International</i>											
Formula	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,366	0	0	\$53,966
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0
<i>Nashville, TN Nashville International</i>											
Formula	1,095	0	0	0	0	0	0	0	0	0	\$1,095
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0
Southwest Region											
<i>Fayetteville, AR NW Arkansas Regional</i>											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	7,000	7,000	7,000	0	0	0	0	0	0	0	\$21,000
<i>Austin, TX New Austin at Bergstrom</i>											
Formula	1,430	1,775	0	0	0	0	0	0	0	0	\$3,205
Discretionary	5,000	5,000	0	0	0	0	0	0	0	0	\$10,000
<i>Dallas/Fort Worth, TX Dallas/Fort Worth International</i>											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	6,292	2,292	3,292	4,892	4,892	5,692	5,692	2,752	2,552	11,292	\$49,640
<i>Midland, TX Midland International</i>											
Formula	1,327	1194	0	0	0	0	0	0	0	0	\$2,521
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0
Great Lakes Region											
<i>Chicago, IL Chicago Midway</i>											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	8,000	9,000	9,000	12,000	12,000	12,000	12,000	12,000	12,000	22,000	\$120,000
<i>Belleville, IL MidAmerica (Reliever)</i>											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	14,000	14,000	14,000	0	0	0	0	0	0	0	\$42,000
<i>Detroit, MI Detroit Metropolitan Wayne County</i>											
Formula	4,684	4,850	5,070	5,300	5,540	5,790	6,050	6,320	5,299	0	\$48,903
Discretionary	12,000	12,000	12,000	12,000	13,000	13,000	13,000	14,000	14,000	0	\$115,000
<i>Minneapolis, MN Minneapolis-St Paul International/Wold-Chamberlain</i>											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0

Table B-8

**AIRPORT IMPROVEMENT PROGRAM
PROGRAM LEVEL SUMMARY
Letter of Intent (LOI) Commitments by Fiscal Year
as of FY 1999**

(\$ in Thousands)
(Totals may not add due to rounding)

Primary/Reliever Airports (Sorted by Region)	2000	2001	2002	2003	2004	2005	2006	2007	2008	Beyond	Total
Discretionary	9,000	10,000	13,000	11,000	8,000	8,000	7,500	7,000	5,000	10,000	\$88,500
Central Region											
St Louis, MO Lambert-St Louis International											
Formula	5,329	4,410	4,506	4,601	4,695	4,789	4,882	4,973	5,063	0	\$43,248
Discretionary	9,500	9,500	9,500	12,000	12,000	10,000	10,000	10,000	8,500	0	\$91,000
Western-Pacific Region											
Sacramento, CA Sacramento Metropolitan											
Formula	1,600	1,600	1,600	786	0	0	0	0	0	0	\$5,586
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0
San Jose, CA San Jose International											
Formula	2,148	2,191	2,235	2,279	2,325	2,372	2,419	2,467	2,517	2,567	23,520
Discretionary	20,000	3,000	9,000	9,000	6,000	6,000	5,000	0	0	0	58,000
Las Vegas, NV Las Vegas-Henderson Sky Harbor											
Formula	540	540	540	676	0	0	0	0	0	0	\$2,296
Discretionary	2,000	2,000	2,000	2,000	0	0	0	0	0	0	\$8,000
Reno, NV Reno/Tahoe International											
Formula	1,600	1,600	1,600	616	0	0	0	0	0	0	\$5,416
Discretionary	6,000	6,000	6,000	0	0	0	0	0	0	0	\$18,000
Northwest Mountain Region											
Salt Lake City, UT Salt Lake City International											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	9,000	9,000	7,000	7,000	7,000	7,000	0	0	0	0	\$46,000
Seattle, WA Seattle-Tacoma International											
Formula	4,600	4,700	4,900	5,000	5,100	5,300	5,400	5,600	5,600	11,318	\$57,518
Discretionary	7,000	7,000	7,000	7,050	6,590	7,204	7,204	7,135	7,135	23,775	\$87,093
Alaskan Region											
Anchorage, AK Anchorage International											
Formula	1,950	1,519	1,519	1,519	1,519	1,519	1,519	1,519	1,518	0	\$14,101
Discretionary	3,000	3,500	3,500	3,500	3,500	3,400	3,200	3,200	3,200	0	\$30,000
Regional Totals											
Formula	49,641	47,278	44,674	40,341	39,179	33,030	33,333	33,145	26,198	18,665	\$365,484
Discretionary	156,393	140,691	138,954	102,150	93,964	92,665	83,514	75,895	68,195	92,426	\$1,044,847
Total	206,034	187,969	183,628	142,491	133,143	125,695	116,847	109,040	94,393	111,091	\$1,410,331

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Table B-9

Airport Improvement Program

Fiscal Year 1999

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
A L A B A M A			
State of Alabama (General Aviation)	02	\$234,900	Perform Routine Maintenance Under the Pilot Pavement Maintenance Program (Various Locations)
State Of Alabama (System Plan)	SC	\$110,700	Update State System Plan
Alabaster Shelby County (Reliever)	04	\$45,000	Conduct Master Plan Study (Environmental Assessment)
Anniston Anniston Metropolitan (Commercial Service)	16	\$600,000	Strengthen Taxiways
Auburn Auburn-Opelika Robert G Pitts (General Aviation)	10	\$49,000	Construct Apron (Design Only)
Birmingham Birmingham International (Primary)	36	\$787,500	Update Master Plan and Noise Compatibility Plan
Birmingham Birmingham International (Primary)	37	\$1,890,000	Acquire Land for Noise Compatibility; Provide Relocation Assistance (Noise Land)
Birmingham Birmingham International (Primary)	38	\$2,812,435	Construct Service Road (Phase II)
Birmingham Birmingham International (Primary)	39	\$1,805,664	Rehabilitate Runway (Phase I)
Dothan Dothan (Primary)	16	\$998,575	Rehabilitate Apron; Acquire Passenger Lift Device; Construct Access Road
Fort Payne Isbell Field (General Aviation)	06	\$834,435	Rehabilitate and Strengthen Runway; Extend and Light Runway and Taxiway
Gulf Shores Jack Edwards (General Aviation)	13	\$698,742	Construct Taxiway; Expand Apron
Huntsville Huntsville International-Carl T Jones Field (Primary)	31	\$75,088	Update Master Plan; Acquire Security Vehicle and Snow Removal Equipment
Huntsville Huntsville International-Carl T Jones Field (Primary)	32	\$159,300	Improve Security System (Design Only)
Huntsville Madison County Executive (General Aviation)	07	\$497,565	Construct Taxiway (Phase II); Rehabilitate Apron (Phase II); Acquire Land for Development

Note: Pages 99 – 196 are not included in this package for review. If needed, they can be downloaded from the following site:

http://www.faa.gov/airports_airtraffic/airports/aip/grant_histories/media/summary_1999.pdf