



Federal Aviation  
Administration

# Airport Improvement Program

Fiscal Year 2007



## Report to Congress

24<sup>th</sup> Annual Report of Accomplishments

**Cover Photograph**

Seattle –Tacoma International Airport  
Third Runway 16R/34L



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

March 9, 2009

The Honorable Nancy Pelosi  
Speaker of the House of Representatives  
Washington, DC 20515

Dear Madam Speaker:

I am pleased to send you the enclosed report to Congress, "24th Annual Report of Accomplishments Under the Airport Improvement Program for Fiscal Year (FY) 2007." As required by Section 47131, Title 49 United States Code, this report contains comprehensive information on the Airport Improvement Program and Airport Land Use Compliance Program. The narrative sections, figures, and tables highlight the accomplishments of both programs and provide additional information on the Passenger Facility Charge Program.

In addition, this report reflects the fact that traffic continued to increase during the reporting period (FY 2007), and despite the current struggles of the aviation industry, airports need to invest for the future. The purpose of the Airport Improvement Program is to assist in airport development to meet our current and future aviation needs, as well as continuing to optimize safety and capacity.

An identical letter has been sent to the President of the Senate.

Sincerely yours,

Ray LaHood

A large, stylized handwritten signature in blue ink is written over the typed name "Ray LaHood". The signature is highly fluid and abstract, with many loops and flourishes.

Enclosure



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

March 9, 2009

The Honorable Joseph R. Biden, Jr.  
President of the Senate  
Washington, DC 20510

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Enclosure

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## Executive Summary

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### Major Fiscal Year 2007 Accomplishments

This 24th Annual Report of Accomplishments: Airport Improvement Program (AIP) – Fiscal Year (FY) 2007 is submitted to Congress in accordance with Section 47131 of Title 49 of the United States Code (U.S.C.). This report covers activities for the fiscal year ending September 30, 2007. It provides a detailed statement of airport development funded by AIP grants and a detailed listing of how appropriated funds were allocated. In addition, this report contains information on the Airport Land Use Compliance Program and a review of the Passenger Facility Charge (PFC) Program.

The Federal Aviation Administration (FAA), through its Office of the Associate Administrator for Airports, administers Federal funds for airport improvements through AIP. For the purposes of this report, the Office of the Associate Administrator for Airports will be referred to as FAA's Office of Airports.

The purpose of the Executive Summary is to highlight the notable accomplishments funded by AIP for safety, security, capacity, preservation of existing capacity, and environmental mitigation. Notable FY 2007 AIP accomplishments included:

- Issued more than 2,000 grants to public-use airports throughout the country, totaling more than \$3.34 billion. These grants funded a variety of safety, security, capacity and environmental improvements to benefit the traveling public, aviation system users and neighboring communities.
- Issued approximately \$262 million in AIP funds for Runway Safety Area (RSA) improvements, and continued to support airports to physically complete construction improvements on 41 RSAs. This exceeded the goal to complete 36 RSAs.
- Emphasized efforts to reduce runway incursions caused by Vehicle/Pedestrian Deviations which required implementation of approved Runway Safety Action Team (RSAT) recommendations. Issued \$92.8 million in AIP funds to support RSAT recommendations.
- Exceeded the goal to maintain at least 93 percent of all National Plan of Integrated Airport Systems (NPIAS) and commercial service airport runways in excellent, good, or fair condition.
- Remained on target to meet the long-term FY 2010 goal to bring 20 substandard Alaskan airports up to FAA lighting standards for 24-hour access by essential medical emergency aircraft. Issued \$50.3 million in AIP funds to 5 Alaskan airports.
- Issued \$186 million in AIP funds to increase the Annual Service Volume (ASV) of the 35 airports identified in the Operational Evolution Partnership by at least 1 percent annually (measured as a 5-year moving average through FY 2011). These funds helped Boston-Logan International Airport open a new runway and Los Angeles International Airport relocate a runway, resulting in a 1.57 percent increase in the ASV.

- Issued \$298 million in AIP funds for noise compatibility projects, including residential and school noise mitigation and noise compatibility towards meeting our goal of providing relief to 20,000 persons (per year on average over a 5-year period).
- Ensured AIP funds were targeted to maximize return on funding investments by either closing grants in a timely manner or demonstrating activity by September 30, 2007. Reached goal of reactivating or closing 99 percent of inactive grants (1,871).

## **Airport Improvement Program (AIP) History**

The Airport and Airway Trust Fund (Trust Fund), which was established by the Airport and Airway Revenue Act of 1970 (the Act), provides the revenues used to fund AIP projects and the administration of AIP. The Act, as amended, authorizes the use of monies from the Trust Fund to make grants under AIP on a fiscal year basis. The United States Congress authorizes obligation authority to distribute Trust Fund monies to U.S. airports through AIP.

The Vision 100–Century of Aviation Reauthorization Act (Vision 100), Public Law (P.L.) 108-176, authorized obligation authority for AIP for fiscal years (FYs) 2004 through 2007. For FY 2007, Vision 100 authorized \$3.7 billion in contract authority for AIP. However, the 2007 appropriation provided an obligation limitation of \$3.5 billion. From this amount, the AIP funding provided for the Office of Airports administrative expenses, the Small Community Air Service Development Program, Airport Cooperative Research Program and the Airport Technology Research. The net funding amount for awarding new AIP grants totaled \$3.4 billion.<sup>1</sup>

Congress had also previously authorized FAA to recover funds from prior-year projects in which the final costs were less than expected. Consequently, in FY 2007, gross AIP obligations (for 2,022 new grants and 727 grant amendments) amounted to \$3.6 billion, of which \$226.4 million was for increases in existing grant agreements. The gross obligation amount also included \$199.5 million for the State Block Grant Program.

In FY 2007, FAA issued 2,022 new grants. As detailed in Table 1, almost 9 percent of these grants, and 33.3 percent of the corresponding funding, financed projects at large U.S. airports. Approximately 87 percent of the grants, representing 64 percent of the funding, financed projects at small U.S. airports.<sup>2</sup> FAA awarded the remaining 3 percent of AIP grants, and 2.6 percent of the funding, to State and local planning agencies to help plan and organize additions and improvements to the U.S. aviation system.

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<sup>1</sup> This amount is the total AIP amount authorized by legislation less administrative expenses, Airport Cooperative Research Program and Airport Technology Research expenses (See Table 4 for a breakdown of these expenses, and Chapter 13 and 15 for further details), and a contribution to the Small Community Air Service Development Program (a program managed by DOT to expand air service into small communities, per Section 41743 of Title 49 U.S.C.).

<sup>2</sup> General aviation airports received 53 percent of all grants for small airports, representing 18.5 of funding for this category. Commercial service airports received 3 percent of all grants for small airports, representing 2.9 percent of funding for this category.

**Table 1: AIP Funding Distribution Summary for FY 2007<sup>3</sup>**

<b>Funding Category</b>	<b>Number of Grants Awarded</b>	<b>Percent of Total Grants</b>	<b>Obligated Amounts (millions)<sup>4</sup></b>	<b>Percent of Total Obligated Amounts</b>
<b>Large Airports</b>				
Primary Large Hub Airports	96	4.7	\$689.3	20.6
Primary Medium Hub Airports	84	4.2	\$422	12.6
<b>Large Airports Subtotal</b>	<b>180</b>	<b>8.9</b>	<b>\$1,111.3</b>	<b>33.3</b>
<b>Small Airports</b>				
Primary Small Hub Airports	128	6.3	\$387.4	11.6
Primary Nonhub Airports	298	14.7	\$604.7	18.1
Nonprimary Commercial Service Airports	61	3	\$96.1	2.9
Reliever Airports	179	8.9	\$214.5	6.4
Other General Aviation Airports	1,074	53.1	\$617.2	18.5
State Block Grant Program	24	1.2	\$199.5	6
State Sponsored: Various Locations	12	0.6	\$21.9	0.7
<b>Small Airports Subtotal</b>	<b>1,776</b>	<b>87.8</b>	<b>\$2,141.3</b>	<b>64.1</b>
<b>Airport System Planning</b>				
Planning Agencies and Other	24	1.2	\$68.2	2.0
State Sponsored: Other Locations	42	2.1	\$20.2	0.6
<b>System Planning Subtotal</b>	<b>66</b>	<b>3.3</b>	<b>\$88.4</b>	<b>2.6</b>
<b>Total</b>	<b>2,022</b>	<b>100.0</b>	<b>\$3,340.9</b>	<b>100.0</b>

Statutory provisions require that AIP funds be apportioned by formula each year to specific airport sponsors, types of airports, or States. These funds are more commonly referred to as “entitlement funds.” The largest portion of entitlement funds is available to primary airports (airports with more than 10,000 annual passenger enplanements (boardings), of which there were 384 in 2007). Based on statutory requirements, FY 2007 entitlement funds available to primary airports totaled \$857.7 million.

Remaining AIP funds are referred to as “discretionary funds.” FAA approves discretionary funds for use on specific projects after consideration of project priority and other selection criteria. In FY 2007, FAA awarded a total of \$1.28 billion of new AIP discretionary funds. FAA also awarded discretionary projects another \$481.3 million in converted carryover funds (entitlement funds the sponsor does not intend to use in the current fiscal year or that have expired and been converted to discretionary funds per the authorizing statute).

<sup>3</sup> Subtotals and totals may not add up exactly due to rounding.

<sup>4</sup> Amounts include both entitlement and discretionary funds.

Discretionary funds are limited and consequently FAA directs them to higher priority project needs. In allocating AIP discretionary funds, FAA selects projects that best advance statutory goals and objectives with respect to the enhancement of the national airport system. Investment decisions are made using structured selection criteria that include a variety of factors that help identify 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. The authorizing statute directs FAA to allocate certain discretionary funding to specific airport types and “set-aside” categories such as the Military Airport Program (MAP). However, FAA has some discretion in funding specific projects within these discretionary funding “set-aside” categories.

Entitlement funds not used during the fiscal year are redistributed to other airport sponsors as discretionary funds and become “protected entitlement” (formerly “carryover”) funding in the next fiscal year. The original airport sponsor’s entitlement to these funds carries over into the next fiscal year and must be funded out of that fiscal year’s AIP budget. In FY 2007, over \$447.8 million in AIP funds represented entitlement funds carried over from FY 2006—almost 13 percent of the total FY 2007 funds.

The authorizing statute (Title 49 U.S.C. Chapter 471) also requires FAA to set aside a certain portion of AIP funds for projects relating to capacity, safety, security, and noise (C/S/S/N). Such projects include the construction and improvement of runways, taxiways, and air carrier aprons at many capacity-constrained airports. In FY 2007, the set-aside amount for C/S/S/N projects was formulated to be a minimum of \$366 million, or approximately 11 percent of the annual AIP.

Typically, final annual AIP allocations result in more funding being provided to C/S/S/N projects than was planned at the beginning of the year. The extra funds for these projects come from funds remaining and recovered from prior year projects, and from unused current year entitlement funds converted to discretionary funds. Accordingly, in FY 2007, FAA awarded AIP grants totaling \$707.9 million in discretionary funds for C/S/S/N projects.

FAA is authorized to issue a letter of intent (LOI) to an airport sponsor to indicate Federal approval of a proposed project. The LOI indicates Federal intent to fund the project in subsequent years (subject to the future availability of AIP funds). In FY 2007, LOI payments totaled \$255.8 million in discretionary funds and \$73 million in airport sponsor entitlements. One new LOI was approved for Charlotte/Douglas International Airport, Charlotte, NC. Two LOIs were closed out during the fiscal year at Chicago (Midway), IL and Manchester, NH. At the end of FY 2007, there were 29<sup>5</sup> open LOIs with payment schedules totaling almost \$1.3 billion and extending from FY 2008 through FY 2020.

FAA regulates and approves the collection of Passenger Facility Charges (PFCs) from

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<sup>5</sup> Three airport locations had more than one LOI open in FY 2007.

passengers at commercial airports controlled by public agencies<sup>6</sup> to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition. Collections of PFCs complement AIP funding as there is broader eligibility under the PFC Program for certain noise and terminal projects than under AIP. In calendar year (CY) 2006, airport sponsors collected PFCs totaling \$2.46 billion.

In FY 2007, FAA approved or partially approved 104 applications for PFC collections, totaling \$4.6 billion for 92 locations, of which 7 were new locations: Sitka, AK (Sitka Rocky Gutierrez Airport), Santa Maria, CA (Santa Maria Public Airport), Stockton, CA (Metropolitan Airport), Hilo, HI (Hilo International Airport), Evansville, IN (Evansville Regional Airport), Topeka, KS (Forbes Field) and Cedar City, UT (Cedar City Regional Airport). As of September 30, 2007, there were 369 airports collecting PFCs. Since the program's inception in 1991, FAA has authorized PFC collections totaling approximately \$61 billion.

In FY 2007, a new 5,000 foot runway was commissioned at Boston-Logan International Airport in November 2006. It was estimated, the availability of this runway would reduce visual flight rules (VFR) runway delays occurring during northwest wind conditions by almost 90 percent. Additionally, new end-around Taxiway V at Atlanta Hartsfield International Airport opened. This new taxiway provides this airport with the potential to eliminate 612 runway crossings per day.

To further support capacity enhancements, FAA also distributed AIP funds for regional studies on the Atlanta, Los Angeles and San Francisco metropolitan areas to examine regional capacity issues. Although these studies are being completed over several fiscal years, the sponsors met their respective performance targets and deliverables during FY 2007. Regional studies were completed in FY 2007 for New York and New England.

Congress authorized the Secretary of Transportation to designate and fund, as part of the MAP, capital development projects at up to 15 eligible airports. These funds are intended to aid in the conversion of military facilities to civilian use or to upgrade civilian joint-use facilities. In FY 2006, eleven of the 15 available slots were previously designated, allowing the Secretary to designate an additional four airports in Michigan, New Hampshire, New York, and Texas in FY 2007. During FY 2007, FAA awarded MAP airport sponsors \$58 million in discretionary and entitlement funds.

Throughout FY 2007, FAA continued to pursue performance goals intended to enhance the administration of AIP and to ensure the best use of Federal funds. For example, the agency continued to close older and inactive grants so AIP funds are not idle and projects are completed in a timely manner. Such initiatives ensure AIP funds are directed to projects that achieve the agency's safety, security and capacity goals and are cost beneficial.

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<sup>6</sup> PFCs also may be charged by airports privatized under the airport privatization pilot program under 49 U.S.C. 47134 (g).

Safety is a main performance goal for the Office of Airports and was supported through several existing and new initiatives in FY 2007. FAA has an important long-term goal to improve 100 percent of Runway Safety Areas (RSA)<sup>7</sup> at Title 14 Code of Federal Regulations (CFR), Part 139 (14 CFR Part 139), certificated airports to meet, to the extent practicable, standards by 2015. In FY 2007, FAA continued to make progress on improving RSAs and granted approximately \$262 million in AIP funds for RSA improvements. The majority of the FY 2007 funds are directed to improvements that will be completed in future years. However, grant funds issued in prior fiscal years allowed airport sponsors to physically complete construction improvements on 41 RSAs in FY 2007, thereby exceeding the FY 2007 goal to complete improvements on at least 36 RSAs.

In FY 2007, FAA initiated a pilot study to help implement Safety Management Systems (SMS) at airports. Participants in the pilot program review existing safety standards to determine if they meet the intent of SMS requirements; if so, they then develop an SMS implementation plan. In FY 2007, FAA issued AIP grants to 20 pilot study participants to evaluate their current safety system against SMS requirements.

In FY 2007, \$3.9 million of AIP funds were allocated for 4 surveys in Alaska and 89 surveys within the Continental United States under State system plans, master plans, and individual airport grants. Out of the total 93 surveys, 82 were performed at general aviation airports, 7 at commercial service airports, and 4 at reliever airports. WAAS offers an opportunity for airports to gain Instrument Landing System (ILS) approach capability without the purchase or installation of any ground-based navigation equipment at the airport. WAAS was estimated in use at more than 900 runways across the United States to achieve minimums as low as 200 feet above touchdown and 0.5 mile visibility.

The Office of Airports continued to use AIP funds to increase safety and access to rural airports in Alaska. To achieve these goals in FY 2007, FAA issued \$50.3 million in AIP funds to 5 locations. These funds kept FAA on target to meet the long-term FY 2010 goal of bringing 20 substandard Alaskan airports up to FAA lighting standards for 24-hour access by essential medical emergency aircraft. In FY 2007, the total number of airports that met this target was 14. An additional 10 airports have been identified as potential candidates for remote access projects in Alaska.

In administering AIP, FAA also must ensure opportunities for participation by disadvantaged business enterprises (DBEs) in AIP-funded projects and airport concessions. During FY 2007, DBEs received 15.3 percent of contract dollars awarded under AIP. The DBE concessionaires for FY 2006 (the latest year of data available) produced 13.1 percent of the total gross receipts generated by all concessions at primary airport locations.

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<sup>7</sup> A runway safety area is a defined area comprising runway and the surrounding surfaces that is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from a runway (see 14 CFR 139.5, Definitions).

Finally, throughout FY 2007 and in accordance with 49 U.S.C. 47131, FAA monitored airport sponsors' compliance with Federal grant assurances and other Federal land use requirements with respect to airport land. Through the Airport Land Use Compliance Program, FAA worked with airport sponsors to resolve violations of land use requirements. At the end of FY 2007, there were 29 airport sponsors undertaking corrective action and 14 airport sponsors found in noncompliance. FAA also worked with another 20 airport sponsors during the fiscal year and brought them into compliance with their grant assurances.

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## Chapter 1: Program Overview

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Section 47104 of Title 49 U.S.C. authorizes the Secretary of Transportation to make project grants for airport planning and development to maintain a safe and efficient national system of public-use airports. The United States Congress periodically authorizes Federal funds to be made available to U.S. airports for this purpose through AIP. On an annual basis, Congress appropriates the funding level to be distributed to U.S. airports.

In administering AIP, FAA gives the highest priority to eligible projects that enhance the safety, security, and efficiency of the U.S. airport and airway system. Generally, the AIP authorizing statute specifies requirements for administering the program; however, FAA also has adopted additional procedures and policies to ensure an efficient and uniform approach to implementing AIP.

Vision 100 authorized funding for AIP for FY 2004 through FY 2007. For FY 2007, Vision 100 provided \$3.7 billion in contract authority for AIP. The FY 2007 appropriation after non-grant considerations such as program administration, provided \$3.4 billion in available funds for AIP obligations.

### 1.1 U.S. Airport System

Aviation activity in the United States accounts for approximately 40 percent of all commercial aviation and 50 percent of all general aviation activity in the world. An extensive system of almost 20,000 airports throughout the United States has been developed to support this activity. However, AIP supports only a subset of those airports FAA considers to be important to national transportation, as discussed below.

Section 47103 of Title 49 U.S.C. requires the Secretary of Transportation to maintain a plan for the development of public-use airports in the United States and to report this plan to Congress every 2 years. This NPIAS plan, lists development considered necessary to provide a safe, secure, efficient, and integrated airport system that meets the needs of civil aviation.<sup>8</sup>

FAA, in concert with State aviation agencies and local planning organizations, 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, the role they serve, and the airport development and associated AIP-eligible costs required over the following 5 years. Airport development costs included in the NPIAS are eligible for financing with AIP funds, Passenger Facility Charge (PFC) revenue (if the airport participates in the PFC Program), or other local

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<sup>8</sup> The National Plan of Integrated Airport Systems (NPIAS), 2007-2011, is available online at [http://www.faa.gov/airports\\_airtraffic/](http://www.faa.gov/airports_airtraffic/).

sources of revenue. An airport must be included in the NPIAS to be eligible to receive a grant under the AIP. However, costs included in the NPIAS far exceed AIP resources. Therefore, PFCs and other local revenue sources finance between 75 and 80 percent of overall airport capital development.

FAA's capital planning process (described in Chapter 4: Airports Capital Improvement Plan) starts with projects identified in the NPIAS. For FY 2007, FAA has designated 3,361 U.S. airports as important to national transportation and, therefore, eligible to receive grants under AIP.

## 1.2 Airport Categories

The NPIAS includes all commercial service, reliever (general aviation airports in metropolitan areas that "relieve" demand for nearby primary airports), and select general aviation airports. The word "airport," as used in the five categories of airports defined below, includes landing areas developed for conventional fixed-wing aircraft, helicopters, and seaplanes. The category is determined by the number of passenger boardings that occur each year. For FY 2007, AIP apportionments were calculated using CY 2005 passenger and all-cargo data. Except where otherwise stated, the word "airport" in this report refers only to airports included in the NPIAS.

### Commercial Service Airports

Commercial service airports are defined as public airports receiving scheduled passenger service and having 2,500 or more enplaned passengers (also referred to as boardings) per year. There were 514 commercial service airports in CY 2005. Of these, 384 had more than 10,000 annual passenger enplanements and were classified as primary airports. In FY 2007, 384 primary airports received an annual apportionment of at least \$1 million each in AIP funds with the exact amount determined by the number of annual enplaned passengers.<sup>9</sup>

Primary airports are grouped into the following four categories:

- **Large Hub**

Large hub airports are defined as airports that each account for at least 1 percent of total U.S. passenger enplanements (the term "hub" is used by FAA to categorize busy commercial service airports). At these airports, some passenger enplanements originate in the local community, and some consist of connecting passengers transferring from one flight to another. Several large hub airports have little passenger transfer activity, while transfers account for more than half of the traffic at others. In CY 2005, the 30 large hub airports accounted for approximately 69 percent of all passenger enplanements (508,300,492 enplanements). Large hub airports tend to

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<sup>9</sup> If Congress appropriates AIP funding levels below \$3.2 billion, the primary airport annual minimum apportionment is reduced to \$650,000.

concentrate on airline passenger and freight operations and have small amounts of general aviation activity (see Table 2: Distribution of Activity by Airport Type).

- **Medium Hub**

Medium hub airports are defined as airports that individually account for 0.25 percent but less than 1 percent of the total U.S. passenger enplanements. In CY 2005, there were 38 medium hub airports. Together, they accounted for 20 percent of all enplanements (147,383,118 enplanements). Medium hub airports typically receive substantial amounts of both commercial and general aviation activity.

- **Small Hub**

Small hub airports are defined as airports that account for 0.05 percent but less than 0.25 percent of the total U.S. passenger enplanements. In CY 2005, there were 69 small hub airports that accounted for 8 percent of all enplanements (57,054,670 enplanements).

- **Nonhub Primary**

Nonhub primary airports are defined as airports that account for less than 0.05 percent of all U.S. commercial passenger enplanements but have at least 10,000 annual enplanements. In CY 2005, there were 247 nonhub primary airports that together accounted for 3 percent of all enplanements (22,809,513 enplanements). While these airports have small amounts of commercial activity, general aviation aircraft accounts for the majority of activity.

#### Nonprimary Commercial Service

Commercial service airports that have from 2,500 to 9,999 annual passenger enplanements are categorized as nonprimary commercial service airports. In CY 2005, there were 130 of these airports, and they accounted for 0.1 percent of all enplanements (654,468 enplanements). In most locations, general aviation accounts for the majority of activity at these airports.

#### Reliever Airports

Due to different operating requirements between small general aviation aircraft and large commercial aircraft, general aviation pilots often find it difficult to use congested large and medium hub airports.<sup>10</sup> In recognition of this, FAA has encouraged the development of high-capacity general aviation airports in major metropolitan areas. These specialized airports, called relievers, provide pilots with attractive alternatives to using congested hub airports. They also provide general aviation access to the surrounding area. Reliever airports must have at least 100 based aircraft or 25,000 annual itinerant operations. In CY 2005, there were 274 reliever airports. All airports that are designated as relievers by FAA are included in the NPIAS.

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<sup>10</sup> Large commercial aircraft typically operate at much greater speeds than small general aviation aircraft. Such operational differences complicate aircraft operations when both types of aircraft use the same runways during periods of high commercial aircraft activity.

### General Aviation Airports

Airports that do not receive scheduled commercial service or do not meet the criteria for classification as commercial service airport location may be included in the NPIAS as sites for general aviation airports if they account for enough activity (usually at least 10 locally based aircraft) and are at least 20 miles from the nearest NPIAS airport.

In CY 2005, there were 2,573 general aviation airports. These airports tend to be distributed on a one-per-county basis in rural areas and are often located near the county seat. With an average of 33 based aircraft, they are home to approximately 40 percent of the U.S. general aviation fleet.

**Table 2: Distribution of Activity by Airport Type (CY 2005)**

<b>Number of Airports</b>	<b>Airport Type</b>	<b>Percentage of All Passenger Enplanements</b>
30	Large Hub Primary	69.0
38	Medium Hub Primary	20.0
69	Small Hub Primary	7.7
247	Nonhub Primary	3.1
130	Nonprimary Commercial Service	0.1
274	Relievers	0.0
2,573	General Aviation	0.0
<b>3,361</b>	<b>Existing NPIAS Airports</b>	<b>99.9</b>
16,476	Low-Activity Landing Areas <sup>11</sup> (Non-NPIAS)	0.1

### 1.3 Collection of Passenger Boarding and Cargo Data

Each year, FAA's Office of Airports publishes a report titled *Enplanement and All Cargo Activity*.<sup>12</sup> This report contains annual passenger boardings and revenue cargo data by all-cargo aircraft. The data in the report are obtained from the Air Carrier Activity Information System (ACAIS) and are subsequently used to determine formula distributions of annual AIP funds. As noted above in Section 1.2, FY 2007 AIP apportionments were calculated using CY 2005 passenger and all-cargo data.

<sup>11</sup> Low activity landing areas typically represent small privately owned general aviation airports that are not considered by FAA to have a measurable impact on the overall national aviation system.

<sup>12</sup> Federal Aviation Administration passenger boardings and all-cargo statistics are available online at [http://www.faa.gov/airports\\_airtraffic/airports/](http://www.faa.gov/airports_airtraffic/airports/).

Passenger boarding data are derived from information provided to the DOT by air carriers, including U.S. scheduled and nonscheduled large certificated air carriers, U.S. commuter and small certificated air carriers, and foreign flag air carriers. In addition, FAA conducts an annual survey of air taxi/commercial operators who voluntarily report their nonscheduled activity. For purposes of calculating AIP apportionments to airport sponsors, 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).

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

## 1.4 Program History and Statistics

Cumulative performance data of AIP for FY 1982 through FY 2007 are provided in the report's appendices. Appendix B provides a detailed history of AIP and the legislative changes that have affected the program since its inception in 1982. In addition, Appendix C provides yearly totals for AIP grant funding authorizations, obligation limitations, and obligations since 1982. Detailed footnotes are provided to indicate changes in legislation or special conditions that affected authorized amounts. Appendix D shows, in table and chart form, the overall AIP totals to date for apportioned and discretionary funds and their sum by development/planning type and funding type.

## 1.5 AIP Administration

Within FAA, the Office of Airports administers AIP. The Office of Airports comprises of staff in headquarters, 9 regional divisions, and 21 district offices. Headquarters staff develops policy; provide guidance for the effective utilization of AIP funds, and provide technical, planning, environmental, and administrative guidance to other FAA Airports offices. Most of the day-to-day decision making for AIP project formulation is delegated to the regional or district level. The managers and their staffs have diverse backgrounds, including many with expertise in planning, environmental, engineering, financial, accounting, and administrative functions.

Formulas and program set-asides contained in legislation shape and guide the administration of AIP. FAA headquarters staff, with significant input from field and regional offices, airport sponsors and state aviation organizations, makes decisions on the distribution of funds. Projects identified for receipt of funds are carefully scrutinized to ensure they are justified based on safety, security requirements, aeronautical demand, and environmental mitigation. They must also meet selection criteria established by Congress in enabling legislation. Headquarters staff further refines these mandates and disseminates them to the regions through program guidance and design criteria. Headquarters then monitors adherence to these directives to ensure conformity and consistency nationwide.

In particular, Congress establishes set-aside funding through legislation to minimize environmental impacts on nearby communities, enhance system capacity and meet forecasted aviation demand, develop reliever airports, develop cargo hub airports, protect and enhance natural resources, reduce aircraft operation delays, convert former military air bases to civilian use, and implement a variety of other provisions to ensure a safe and efficient airport system.

In the administration of AIP, FAA implements these policies by giving the highest priority to projects that enhance the safety, security, and efficiency of the U.S. airport system. By assigning high priority to projects that maintain current airport infrastructure and increase the capacity of facilities to accommodate growing passenger and cargo traffic, the agency advances other major policy objectives.

To achieve these goals, FAA uses a national priority system that includes current year appropriation levels and calculated numerical priority ratings and results in the creation of a list of airport projects rated by priority. FAA then uses this project ranking in the development of its national Airport Capital Improvement Plan (ACIP). The ACIP provides a selection process for distribution of AIP funds to the projects that have the greatest potential for improving the national system of airports (see Chapter 4: Airport Capital Improvement Plan). The ACIP process also allows for additional considerations of current national initiatives and local priorities.

### 1.5.1 Grant Management Automation System Upgrades

The System of Airports Reporting (SOAR) is the grant management system that aids the FAA in administering the airport development grant and PFC programs. SOAR provides FAA staff a consistent platform with which to maintain common data elements that were once maintained in three separate databases—the Air Carrier Activity Information System (ACAIS), the National Plan of Integrated Airport Systems–Airports Capital Improvement Plan (NPIAS–ACIP) and the Airport Improvement Program (AIP). SOAR assists FAA in identifying needed airport infrastructure development for the ACIP, as well as serving as an AIP grants management and tracking tool. In FY 2007, there were no major modifications implemented in SOAR.

### 1.5.2 Competition Plans

AIR-21 enacted in April 2000, revised the AIP authorizing statute to include a new requirement for certain airport sponsors to file a competition plan with FAA. The purpose of the competition plan is for the airport sponsor to demonstrate how it will foster a competitive environment that will provide for new-entrant air carrier access and expansion by incumbent air carriers.

Sections 40117(k) and 47106(f) of Title 49 U.S.C. direct each medium and large hub airport at which one or two air carriers control more than 50 percent of the passenger boardings to develop and file a competition plan. Section 40117(k) also directs DOT to

“review [the plan’s] implementation from time-to-time to ensure that each covered airport successfully implements its plan.”

In FY 2007, FAA approved 6 competition plans for Cleveland International Airport, Albuquerque International Airport, Anchorage International Airport, Milwaukee International Airport, Tucson International Airport, and Cincinnati-Northern Kentucky International Airport.

Vision 100, P.L. 108-126, added a grant assurance requiring each medium and large hub airport to file a competitive access report (on February 1 and August 1 of each year) if the airport was unable to accommodate an airline’s request for access during the previous 6-month period to begin or expand service at the airport. No competitive access reports were filed with FAA during FY 2007.

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## Chapter 2: FY 2007 Summary of Financial Assistance

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The Airport and Airway Trust Fund (Trust Fund), established by the Airport and Airway Revenue Act of 1970 (the Act), provides the revenues used to fund AIP projects, primarily from passenger ticket taxes and aviation fuel taxes. The Act, as amended, authorizes the use of monies from the Trust Fund to make grants under AIP on an annual fiscal year basis. Funds authorized but remaining after a fiscal year due to appropriations limitations carry forward to future fiscal years unless Congress takes specific action to limit such amounts. During the annual appropriations process, Congress may also limit the funding that may be obligated for grants to an amount that differs from the annual authorization.<sup>13</sup>

This chapter summarizes the FY 2007 AIP financial commitments and discusses significant accomplishments relating to the administration of AIP. For more information on each AIP grant FAA awarded in FY 2007, please refer to Appendix I: FY 2007 AIP Grants Awarded and Grant Amounts by Airport Type and State, and Appendix J: AIP Grants Awarded in FY 2007 by State. Appendix I lists obligation amounts for grants and amendments, excluding recoveries, and only FY 2007 grants with obligations are shown. Appendix J provides information on all AIP grants awarded in FY 2007, including the airport sponsor or entity to which the grant was awarded, the grant amount, and a brief description of the project funded.

In FY 2007, Congress provided \$3.4 billion in available funds for new grants.<sup>14</sup> Congress also authorized FAA to recover funds from prior year grants in which the final costs were less than expected (totaling \$170 million in FY 2007). These recovered funds were re-obligated to new projects and to increase the Federal amount to accommodate cost overruns in prior year grants. Consequently, in FY 2007, gross AIP obligations (for 2,022 new grants and 727 grant amendments) amounted to \$3.6 billion, of which \$226.4 million was for increases in prior year grant agreements, known as “upward adjustments” or “amendments.”<sup>15</sup>

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<sup>13</sup> For more information on the AIP funding and grant process, see FAA Order 5100.38C, Airport Improvement Program Handbook. This order is available online at [http://www.faa.gov/airports\\_airtraffic/airports/](http://www.faa.gov/airports_airtraffic/airports/).

<sup>14</sup> This amount is the total AIP amount authorized by legislation less administrative expenses, Airport Cooperative Research Program and Airport Technology Research expenses (See Table 4 for a breakdown of these expenses, Chapter 13 and 15 for further details), and a contribution to the Small Community Air Service Development Program (a program managed by DOT to expand air service into small communities, per Section 41743 of Title 49 U.S.C.).

<sup>15</sup> See Appendix A: Glossary and Acronym List for more definitions of terms specific to AIP.

In brief, 8.9 percent of the grants awarded and 33.3 percent of the corresponding funding financed projects at large and medium hub airports, leaving over 87 percent of the grants and 64 percent of the funding to support projects at small airports. FAA awarded the remaining 3 percent of the grants and 2.6 percent of funding to State and local planning agencies to help them better plan and organize additions and improvements to the U.S. aviation system. Table 3 details the distribution of FY 2007 grants by airport funding categories.

**Table 3: AIP Funding Distribution Summary for FY 2007<sup>16</sup>**

<b>Funding Category</b>	<b>Number of Grants Awarded</b>	<b>Percent of Total Grants</b>	<b>Obligated Amounts (Millions)<sup>17</sup></b>	<b>Percent of Total Obligated Amounts</b>
<b>Large Airports</b>				
Primary Large Hub Airports	96	4.7	\$689.3	20.6
Primary Medium Hub Airports	84	4.2	\$422	12.6
Large Airports Subtotal:	180	8.9	\$1,111.3	33.3
<b>Small Airports</b>				
Primary Small Hub Airports	128	6.3	\$387.4	11.6
Primary Nonhub Airports	298	14.7	\$604.7	18.1
Nonprimary Commercial Service Airports	61	3	\$96.1	2.9
Reliever Airports	179	8.9	\$214.5	6.4
Other General Aviation Airports	1,074	53.1	\$617.2	18.5
State Block Grant Program	24	1.2	\$199.5	6
State Sponsored: Various Locations	12	0.6	\$21.9	0.7
Small Airports Subtotal:	1,776	87.8	\$2,141.3	64.1
<b>Airport System Planning</b>				
Planning Agencies and Other	24	1.2	\$68.2	2.0
State Sponsored: Other Locations	42	2.1	\$20.2	0.6
System Planning Subtotal:	66	3.3	\$88.4	2.6
<b>Total:</b>	<b>2,022</b>	<b>100.0</b>	<b>\$3,340.9</b>	<b>100.0</b>

As in previous fiscal years, the largest portion of AIP grants issued by FAA funded reconstruction, rehabilitation, and standards projects. In FY 2007, FAA directed 61.7 percent of AIP funds, totaling \$2.1 billion, to such projects. These projects included the construction and repair of runways, taxiways, and other airfield facilities and the purchase of certain equipment to ensure compliance with FAA standards and regulations.

Such projects were critical to FAA achieving many of its performance goals related to safety and noise. (See Chapter 15: Performance Measurement, for a detailed explanation

<sup>16</sup> Subtotals and totals may not add up exactly due to rounding.

<sup>17</sup> Amounts include both entitlement and discretionary funds.

of FAA performance goals tied to AIP). FAA has an important long-term goal to improve 100 percent of Runway Safety Areas (RSA)<sup>18</sup> at Title 14 Code of Federal Regulations (CFR), Part 139 (14 CFR Part 139), certificated airports to meet, to the extent practicable, standards by FY 2015. In FY 2007, FAA continued to make progress on improving RSAs and granted approximately \$262 million in AIP funds for RSA improvements. The majority of the FY 2007 funds are directed to improvements that will be completed in future years. However, grant funds issued in prior fiscal years allowed airport sponsors to physically complete construction improvements on 41 RSAs in FY 2007, thereby exceeding the FY 2007 goal to complete improvements on at least 36 RSAs.

In addition to funding construction, rehabilitation, and other development projects, FAA issued 86 grants, totaling \$298 million, specifically for noise compatibility projects in FY 2007. These projects included the purchase of noise-impacted land adjacent to airports, soundproofing of residences and schools, and other efforts to reduce adverse impacts of noise, providing relief to 20,000 residents, students, and medical patients (per year on average over a 5-year period).

In FY 2007, AIP funded certain airport security projects but not at the same levels as in previous fiscal years. Per the authorizing statute, AIP funds are limited to security projects required under Title 49 CFR Part 1542, Airport Security (49 CFR Part 1542) or as determined by the Secretary of Homeland Security. In FY 2007, FAA issued 122 grants totaling \$72.6 million for security projects.

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<sup>18</sup> A runway safety area is a defined area comprising runway and the surrounding surfaces that is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from a runway (see 14 CFR 139.5, Definitions).

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## Chapter 3: Annual AIP Funding

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Congress authorizes AIP contract authority, which permits FAA, through AIP, to distribute funds from the Trust Fund. This contract authority is contained in Chapter 471 of Title 49 U.S.C. and has been amended numerous times since 1982. The amounts Congress authorized for obligation rose from \$450 million in FY 1982<sup>19</sup> to \$2.47 billion in FY 2000. Under AIR-21, AIP authorizations increased to \$3.2 billion in FY 2001, and \$3.4 billion in FY 2003. Vision 100 authorized AIP contract authority for FY 2004 through FY 2007, with authorized amounts of \$3.4 billion in FY 2004 that increased annually to \$3.7 billion in FY 2007.

Historical AIP authorization and amounts available to AIP from FY 1982 through FY 2007 are shown in Figure 1, Yearly AIP Authorizations and Amounts Available for AIP.

Prior to AIR-21, Congress generally limited annual obligations to less than the amount authorized through enactment in the “Grants-in-Aid for Airports” section of annual appropriation acts for the Department of Transportation, Treasury, and Related Agencies.<sup>20</sup> For example, the amount authorized under Title 49 U.S.C. for FY 2000 was \$2.47 billion. In that year’s appropriations bill, however, Congress placed an obligation limitation of \$1.95 billion against the authorized amount. Moreover, of the \$1.95 billion obligation limitation, only \$1.85 billion was available to AIP. The remaining \$100 million was used to fund the administrative expenses of FAA’s Office of Airports (\$45 million) and FAA’s share of a government-wide budget rescission (\$55 million).

Since the enactment of AIR-21, the obligation limitation for each year has more closely tracked the authorized amount. For FY 2007, however, Vision 100 authorized \$3.7 billion in contract authority for AIP and the 2007 appropriation provided an obligation limitation of \$3.51 billion. From this amount, FAA funded administrative expenses, the Small Community Air Service Development Program, Airport Cooperative Research Program and Airport Technology Research benefiting the airport community. The net funding amount for AIP grants totaled \$3.4 billion.

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<sup>19</sup> The total amount authorized in FY 1994 was \$2.97 billion. Compared to historical authorizations, the FY 1994 amount was anomalous. 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.

<sup>20</sup> The Grants-in-Aid for Airports section of the annual appropriation acts establishes the maximum FAA can obligate for AIP grants. This is commonly known as the “obligation limitation”. That section also provides an appropriation for liquidating AIP obligations.

Of the \$3.51 billion available under obligation limitation in FY 2007, \$75.4 million was used to fund the administrative expenses of FAA's Office of Airports,<sup>21</sup> \$17.9 million was used to fund the Airport Technology Research program, \$10 million was used to fund the Airport Cooperative Research Program, and \$10 million was used to fund the Small Community Air Service Development Program.<sup>22</sup> The remaining \$3.4 billion was made available for AIP grants. This amount, in addition to the \$170.2 million in recovered funds from previous fiscal years, resulted in a total of \$3.57 billion being available for AIP grants in FY 2007 (see Table 3: AIP Funding Distribution Summary for FY 2007).

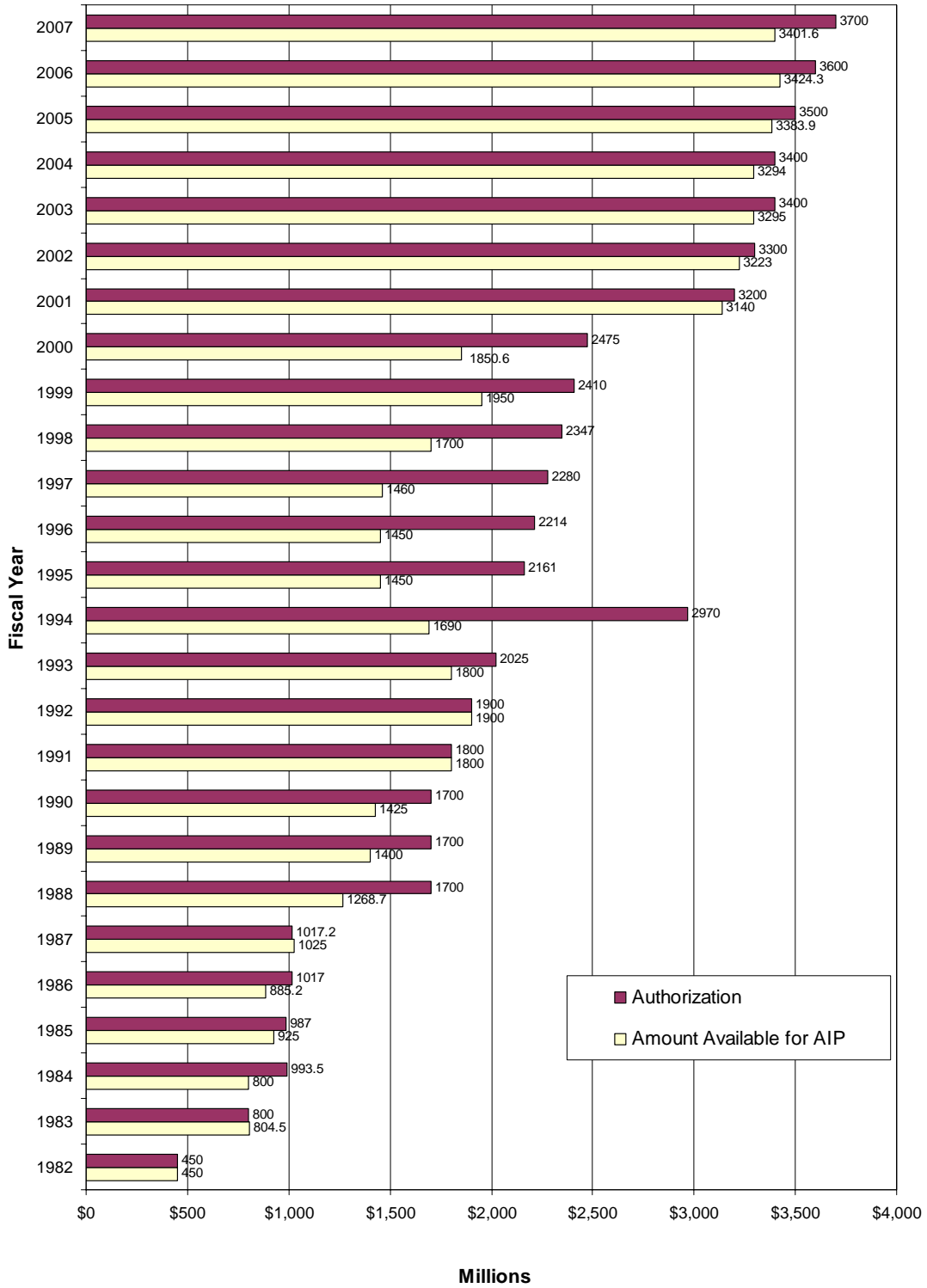
The amounts available for obligation fall into two basic categories: apportioned funds (also known as entitlement funds) and discretionary funds. Funds apportioned to airports may generally be used for any eligible airport planning or development. FAA approves other funds for use on projects after consideration of project priority and other selection criteria. Although airport sponsors receiving apportioned funds are given some latitude in determining how they will be used, they are discouraged both by FAA policy and statutory requirements from using entitlement funds for lower priority projects when they are also seeking discretionary funding. Discretionary funds are limited and consequently directed only to higher priority needs.

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<sup>21</sup> Under the Grants-in-Aid for Airports section of the annual appropriation acts, Congress continues to fund administrative expenses for FAA's Office of Airports.

<sup>22</sup> The Small Community Air Service Development Program is a program managed by DOT in which grants are awarded to small communities seeking to improve air carrier service; per Section 41743 of Title 49 U.S.C.

**Figure 1: Yearly AIP Authorizations and Amounts Available for AIP**



## 3.1 Distribution of Apportioned Funds

Statutory provisions require AIP funds to be apportioned by formula each year to specific airport sponsors, types of airports, or States. These funds are more commonly referred to as “entitlement funds.” Such funds are available to large, medium, and small hub and non-hub airport sponsors in the year they are first apportioned. If unused, they remain available for 2 fiscal years immediately following. In the case of nonhub primary and nonprimary airports, entitlement funds are available in the year they are first apportioned and remain available for 3 fiscal years following apportionment.

### 3.1.1 Primary Airports

For FY 2007, there were 384 primary airports. These airports boarded 735,547,793 passengers in CY 2005, the year used to determine FY 2007 primary airport entitlement funds. Each primary airport’s entitlement funds are based on the number of passenger boardings at the airport. The minimum amount of entitlement funds apportioned to the airport sponsor of a primary airport is \$650,000 and the maximum is \$22,000,000. As prescribed by the authorizing statute, FAA calculates individual airport annual entitlement funds as follows:

- \$7.80 for each passenger boarding up to 50,000 passengers
- \$5.20 for each additional passenger boarding up to 100,000 passengers
- \$2.60 for each additional passenger boarding up to 500,000 passengers
- \$0.65 for each additional passenger boarding up to 1,000,000 passengers
- \$0.50 for each additional passenger boarding from 1,000,001 passengers and up

Under the authorizing statute, individual entitlements are doubled (with a maximum of \$26 million and a minimum of \$1 million per airport sponsor) if AIP funding in a fiscal year is at least \$3.2 billion. Based on these criteria, FAA calculated FY 2007 entitlement funds available to primary airports to be \$790.7 million.

### 3.1.2 AIP Apportionment Reductions Due to PFC Revenue

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. AIR-21 authorized PFC charges of \$4 and \$4.50. Public agencies wishing to impose a PFC must apply to 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 by up to 50 percent if a PFC of \$1, \$2, or \$3 is imposed at that airport and up to 75 percent for a PFC level above \$3. The reduced apportionment takes effect in the first fiscal year following the year in which the collection of the PFC level begins. In FY 2007, the final apportionment for an airport was reduced based on 50 or 75 percent (as applicable) of the forecasted PFC revenue in that fiscal year, but not by more than 50 or 75 percent of the preliminary apportionments for that fiscal year.



In FY 2007, 64 of the 68<sup>23</sup> large and medium hub airports had a PFC in place, and all were subject to these reductions. Of these 64 airports, the following applied:

- 18 airports were subject to the 50-percent reduction in entitlements
- 44 airports were subject to the 75-percent reduction in entitlements

FAA redistributes the apportionments that are withheld as a result of PFC collections within AIP. The authorizing statute requires FAA to assign 87.5 percent of these redistributed funds to the Small Airport Fund. In FY 2007, FAA redistributed \$466.9 million to this fund. Of this total, 14 percent was assigned to small hub airports (\$66.7 million), 57 percent was assigned to nonhub primary and nonprimary commercial service (\$266.8 million), and 29 percent was assigned to general aviation/reliever airports (\$133.4 million).

The authorizing statute also requires FAA to redistribute the remaining 12.5 percent of apportionments that are withheld as a result of PFC collections to the AIP discretionary fund. In FY 2007, 12.5 percent of redistributed apportionments equaled \$66.7 million. Of this total, three-quarters of the funds were used for C/S/S/N projects. FAA classified the remaining one-quarter as “undesignated discretionary” or “pure discretionary” funds (funds that may be used for any eligible project at any airport in the NPIAS).

### 3.1.3 Cargo Service Airport Funding

FAA allocates 3.5 percent of AIP to cargo service airports. Each cargo service airport receives funds 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. In FY 2007, there were 114 airports that qualified as cargo service airports, which shared the 3.5 percent of funding, totaling \$119 million.

### 3.1.4 State/Insular Areas

Since FY 2001, a total of 20 percent of the annual amount Congress makes available for AIP grants has been apportioned for use at nonprimary commercial service, general aviation, and reliever airports within the States and insular areas. These airports are collectively referred to as nonprimary airports (see Section 1.2, Airport Categories). Out of this amount, nonprimary airports are entitled to an individual apportionment based on one-fifth of the airport’s 5-year capital needs as identified in the NPIAS, not to exceed \$150,000 per year. The remainder is distributed to States based on the proportions of both the land area of each State to the total land area of all States, and the population of each State to the population of all States. Therefore, as the amount required for nonprimary airport entitlements (NPEs) has increased from year-to-year due to airports’ increasing capital requirements, the percentage remaining available for state apportionments has decreased.

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<sup>23</sup> In FY 2007, the following 4 airports did not have a PFC in place: George Bush Intercontinental/Houston, Houston, TX; Memphis International, Memphis TN; Dallas Love Field, Dallas, TX; Eppley Airfield, Omaha, NE.

Under this funding entitlement, \$408.6 million was available for obligation to nonprimary airports in FY 2007. (Under the authorizing statute, if AIP funding drops below \$3.2 billion, the State apportionment is reduced to 18.5 percent, and nonprimary airports are not provided an individual apportionment.) Of the amount remaining after allocation of individual nonprimary apportionments, 99.38 percent was apportioned to airports within the 50 States, as well as in the District of Columbia and Puerto Rico, which are treated as States for the purposes of this apportionment in accordance with Section 47114(d) of Title 49 U.S.C. The remaining 0.62 percent was apportioned to airports in four insular areas; Guam, American Samoa, the U.S. Virgin Islands, and the Commonwealth of the Northern Mariana Islands.

FAA works closely with airport sponsors and state aviation agencies on the use of funds in each State. However, FAA relies on the nine participating States in the State Block Grant Program<sup>24</sup> (see Chapter 5: State Block Grant Program) to distribute their own funds. This exercise in partnership assures that critical project needs are identified and funded within the States. In FY 2007, \$1.68 million was made available for obligation to the insular areas and \$270.03 million was available to the States, the District of Columbia, and Puerto Rico.

### 3.1.5 Alaska Supplemental Funds

Congress apportions funds for certain Alaskan airports to ensure that the State of Alaska receives at least as much as these airports were apportioned in FY 1980 under previous Grants-in-Aid for Airports appropriation legislation. In FY 2007, this requirement provided an additional \$21.35 million for Alaskan airports, based on the special apportionment rule applicable if AIP funding level is \$3.2 billion or more.

## 3.2 Distribution of Discretionary Funds

The authorizing statute defines the remaining funds as discretionary funds but establishes a number of set-aside amounts to assure specified minimum funding levels are achieved, as follows:

- **Noise:** An amount equal to 35 percent of the discretionary fund (\$283 million in FY 2007) was reserved for noise compatibility planning and implementing noise compatibility programs under Section 47501 *et seq.* of Title 49 U.S.C. FAA can use entitlement funds to satisfy this set-aside as long as the total AIP funds awarded for noise compatibility purposes equals the amount specified in the legislation. In FY 2007, FAA issued 86 noise grants totaling \$298 million.

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<sup>24</sup> Per the authorizing statute, the State Block Grant Program (SBGP) allows certain States to assume responsibility for administering AIP grants at airports classified as other than primary airports. States participating in the State Block Grant Program administer funding of nonprimary commercial service, reliever, and general aviation airports (see Chapter 5: State Block Grant Program). At the end of FY 2007, there were 9 States included in the SBGP. However, the newest participant, New Hampshire was designated too late in the fiscal year to administer funding.

- **Military Airport Program (MAP):** FAA reserved 4 percent of the discretionary fund, amounting to \$32.3 million in FY 2007 as a minimum, for the MAP.<sup>25</sup> MAP airport sponsors received an additional \$13 million in AIP discretionary funds and \$12 million in AIP entitlement funds, for a total of \$58 million in FY 2007.
- **Reliever:** If the AIP funding level is \$3.2 billion or more, an amount equal to two-thirds of 1 percent is to be made available for grants to the sponsors of airports that have been designated by the Secretary of Transportation as reliever airports and that have (1) more than 75,000 annual operations, (2) a minimum usable runway length of at least 5,000 feet, (3) a precision instrument landing procedure, and (4) a minimum number of based aircraft (100) as determined by the Secretary. In FY 2007, 26 eligible airports met these criteria and an amount of \$5.3 million, as a minimum was set-aside for the sponsors of these airports. The amount of AIP funding awarded to these sponsors in FY 2007 exceeded the set-aside amount by \$46.8 million, for a total of \$52.1 million.
- **Capacity/Safety/Security/Noise (C/S/S/N):** Of the remaining discretionary funds (\$487.9 million), FAA reserved 75 percent, or \$365.9 million, for C/S/S/N projects in FY 2007; \$707.9 million in discretionary funds were actually awarded to these projects. The final 25 percent of the remaining discretionary funds (\$122.0 million) was available for any eligible project at any airport included in the NPIAS.

The following table shows the AIP Funding Distribution Plan based on the funding requirements described above.

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<sup>25</sup> The MAP, a funding set-aside of the discretionary portion of AIP, provides financial assistance for capacity and/or conversion-related projects at current joint-use or former military airports. Joint-use military airports are those military airports where the U.S. Government leases a portion of the airport to a civil airport sponsor and permits civilian use of the airfield (see Chapter 6: Military Airport Program).

**Table 4: AIP Funding Distribution Plan for FY 2007**  
(\$ Millions)

<b>Authorized by Legislation</b>	<b>3,700.0</b>
<b>Available for AIP (Obligation Limitation)</b>	3,515.0
Less:	
Government-wide Budget Rescission <sup>26</sup>	0.0
Small Community Air Service Dev. Program	10.0
Administrative Expenses	75.4
Airport Technology Research	17.8
Research and Development (ACRP)	10.0
<b>Total Available for AIP Grants</b>	<b>3,401.7</b>
<b>FUNDING DISTRIBUTION</b>	
<b>Entitlements/Appportionments</b>	
Primary Airports	857.7
Cargo (3.5% of total available for AIP grants)	119.1
Alaska Supplemental	21.4
States (20% of total available for AIP grants)	
Nonprimary Entitlement	408.6
State Apportionment by Formula	271.7
Carryover Entitlement	447.8
<b>Subtotal Entitlements</b>	<b>2,126.2</b>
Small Airport Fund	
Nonhub Airports	266.8
Noncommercial Service	133.4
Small Hub	66.7
<b>Subtotal Small Airport Fund</b>	<b>466.9</b>
<b>Subtotal Nondiscretionary</b>	<b>2,593.1</b>
<b>DISCRETIONARY</b>	
Noise (35% of discretionary funds)	283.0
Reliever (0.66% of discretionary funds)	5.3
MAP (4% of discretionary funds)	32.3
<b>Subtotal Discretionary Set-asides</b>	<b>320.6</b>
C/S/S/N	366.0
Remaining Discretionary	122.0
<b>Subtotal Other Discretionary</b>	<b>487.9</b>
<b>Subtotal Discretionary</b>	<b>808.5</b>
<b>Funding Distribution Total for Fiscal Year Funds</b>	<b>3,401.7</b>
<b>Recovery Ceiling Authorized for Reobligations</b>	<b>170.2</b>
<b>Total Authorized Obligation Level</b>	<b>3,571.8</b>

<sup>26</sup> The government-wide budget rescission line item is retained in this table to maintain comparability amongst prior versions of the AIP Annual Report of Accomplishments.

### 3.3 Protected Entitlement Funds (Formerly “Carryover” Funds)

Entitlements are funds that FAA allocates to a grant sponsor pursuant to the apportionment formulas specified in the authorizing statute. AIP legislation specifies that entitlement funds will remain available to a sponsor for 2 or 3 years after the year of apportionment depending on the category of airport or sponsor type. For a variety of reasons, a sponsor may elect not to use their entitlements in the fiscal year in which FAA makes the funds available. These unused entitlements are made available to other sponsors to ensure full obligation of all program funds.

In those instances where entitlements have not been used within their 3-to-4 year life span, they expire and are not replaced. The unused entitlement funds that have not expired are called “protected entitlement” funds (formerly referred to as “carryover”<sup>27</sup> funds). Protected entitlements are funds that must be made available to the sponsor in a subsequent fiscal year.

In FY 2007, protected entitlement funds totaled \$467.9 million. In a subsequent fiscal year, FAA makes funds available to replace the original grant sponsor’s protected entitlements. Because the protected entitlements are made available to the original airport sponsors in the subsequent fiscal year, this reduces the amount of new discretionary funds available in that fiscal year.

The authorizing statute requires FAA to make available protected entitlements from prior years before all other AIP apportionment and set-aside commitments. Discretionary set-asides specified in the authorizing statute (minimum funding levels for noise projects, certain reliever airports, and the MAP) are affected by changes in protected entitlements. FAA establishes the level of discretionary funds after protected entitlements are deducted from the total AIP, and calculates set-aside funds as a percentage of these available discretionary funds.

Effective in FY 2001, AIR-21 significantly increased AIP funding and concurrently established a new category of entitlement funding referred to as nonprimary airport entitlement (NPE). This new funding category authorized additional entitlement funds (up to \$150,000 per year each) to nearly 3,000 nonprimary airports.

In FY 2007, NPE funds continued to account for the largest category of entitlement funds that sponsors elected not to use during the fiscal year. FAA apportioned \$408.6 million in new entitlement funds to 2,774 NPE airports in FY 2007. Combined with \$247.6 million in FY 2004 through FY 2006 funds that NPE airports had previously elected not to use but remained protected, there was total of \$656.2 million available. By the end of the fiscal year, 1,141 NPE airports had determined that they were unable to use \$276.2 million of the total \$656.2 million in NPE funds available. FAA converted and obligated these funds as discretionary funding. The NPE amount accounts for 57 percent of all entitlement funds protected for sponsor use in FY 2008.

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<sup>27</sup> The terminology was changed in this version of the report to improve the accuracy of the description of protected entitlement funds.

### 3.4 Federal Share of AIP Projects

At medium and large hub airports, 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 95 percent of the total allowable project cost for all projects, including noise compatibility projects. The increase in Federal share to 95 percent was established in FY 2004 under Vision 100 to provide temporary relief to operators of small airports after the terrorist attacks of September 11, 2001. Vision 100 has a sunset clause that returns the Federal share for these airports back to 90 percent after FY 2007.

In FY 2007, this increase in Federal share resulted in FAA redirecting \$115.8 million away from capital projects to cover the additional 5 percent that otherwise would be funded by the airport sponsor.

## **Chapter 4: Airports Capital Improvement Plan (ACIP)**

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FAA's policy for selecting projects for AIP discretionary funding is intended to ensure the following objectives are met: (1) the national system of airports is safe and secure, (2) the existing infrastructure is preserved, (3) critical expansion needs are met, and (4) projects are compatible with neighboring communities. AIP investments must be directed toward these objectives to enable passengers, shippers, and aircraft operators to operate and use the system in a safe and reliable manner.

All development projects identified in the NPIAS are eligible for AIP funding; however, the cost of planned development outweighs the funding available from AIP, which typically funds only 25 percent of all airport capital investment. Therefore, in allocating AIP funds, FAA must select projects that advance statutory goals and objectives to meet FAA Flight Plan targets and enhance the national airport system.

Investment decisions are made using structured selection criteria that help identify critical annual development needs within associated AIP funding levels. The considered factors are weighted more heavily in favor of the type of project than the type of airport. In some cases, the authorizing statute directs FAA to allocate funding to specific airport types and categories. FAA has more discretion as to what type of development to fund within discretionary funding set-asides.

The project selection process occurs during a 6-month cycle that creates a funding plan known as the Airports Capital Improvement Plan (ACIP), an internal product used by FAA to select projects for AIP funding. The ACIP allows FAA to determine and fund the most critical airport development needs within AIP funding limits set by Congress through the appropriation process.

The ACIP is a subset of the NPIAS, which is one method used by FAA to identify, plan, fund, and execute airport development while ensuring 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 not approved for funding because an environmental action was not completed.

### **4.1 ACIP Development Process**

The development of an 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. Other funding sources and initiatives, such as PFC collections and innovative financing mechanisms, have expanded funding options for airport development. Figure 2: ACIP Process, illustrates the ACIP development process and how airport sponsors, local planning agencies, and regional FAA offices contribute to it.

The ACIP process consists of three filters. The first filter occurs at the regional and field office level of FAA where project engineers and planners develop a district or regional ACIP, incorporating input from airport operators and States. During this process, airport development projects are evaluated based on many factors. They include the costs for Federal mandates, the adequacy of sponsor maintenance of airport infrastructure, the feasibility of accomplishing the project, the benefit-cost relationship, the eligibility of the proposed development, and the potential funding. This filter allows field personnel to determine critical current-year needs and to develop a realistic field-level ACIP. Each regional office then submits an ACIP to FAA headquarters for evaluation.

The second filter occurs at FAA headquarters where the staff evaluates the nine regional ACIPs for development into a single national funding plan. The national ACIP establishes a priority of development that, among other things, considers factors such as an airport's service level, activity level, hub status, type of project, and the agency's goals for safety, security, and infrastructure preservation. Within the appropriation levels and any laws and formulas that affect the disbursement of discretionary funds, FAA establishes a relative cutoff point in the ACIP using a calculated numerical priority rating. The result is a quantified listing of airport projects rated by priority, referred to as the "candidate list." Projects included on the "candidate list" are considered for discretionary funding.

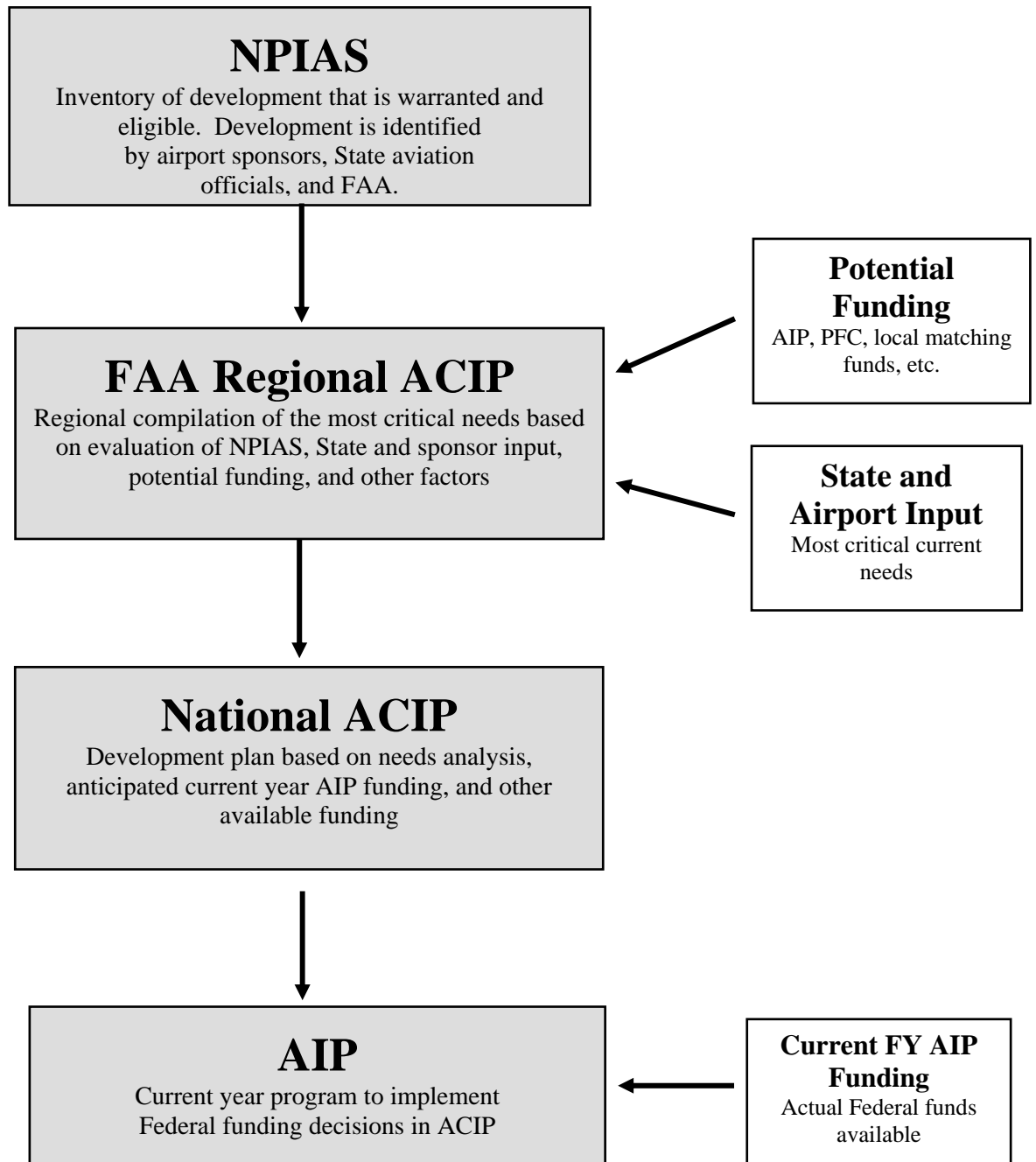
Generally, projects receiving a numerical rating below the target (relative cutoff point) do not receive funding unless they are a phase of a larger project that has already been initiated, already have a LOI, are required by a statutory mandate, are unanticipated (such as infrastructure repairs needed after a hurricane), or otherwise receive special emphasis (e.g., national effort to enhance runway safety areas). The accumulated costs of the "candidate list" generally exceed amounts available in AIP funding to allow flexibility in selecting the most critical merit-based projects for funding.

To meet the current funding levels a third filter is applied to refine 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.

FAA has formal guidance on the calculation of the numerical priority rating that places more emphasis on the type of project and whether a project is a component of a larger project rather than on airport size. This guidance also requires written justification for deviations from the priority list and specifies that FAA regions constrain the number of projects submitted within a budget ceiling specified by FAA headquarters.



**Figure 2: Airports Capital Improvement Plan (ACIP) Process**



## 4.2 Benefit-Cost Analysis

In addition to priority ratings, FAA requires the airport sponsor to complete a benefit-cost analysis (BCA) for projects issued a letter of intent (LOI) (see Chapter 7: Letter of Intent Program) and capacity projects exceeding \$5 million in discretionary funds over the life of the project. FAA does not conduct a BCA for other AIP projects because the authorizing statute exempts certain projects (such as noise projects) from the BCA process or the underlying value of this type of project has already been subject to economic evaluations required through regulation, advisory circulars, or an amendment process.<sup>28</sup>

While FAA relies on the BCA results, among other considerations in making discretionary funding decisions for capacity projects, BCA results are not generally used to determine a project's ranking on the AIP discretionary candidate list. Governing legislation for AIP identifies a number of other factors, such as, safety, congestion relief, intermodal connections, quality of the environment and capacity, for priority consideration that are not captured in the BCA process. In addition, other projects included in the candidate list are not subject to the BCA requirement. Assigning weight to the BCA results in the ranking process would bias the process against other statutory priorities and in favor of those projects that are not subjected to an individual BCA.

When required, the airport sponsor conducts a BCA using requirements developed by FAA. The airport sponsor then submits its BCA and supporting documentation to FAA for review and acceptance. When possible, an airport sponsor conducts a BCA in conjunction with the development of the airport master plan or environmental study. If it is not feasible to include the BCA in these activities, the airport sponsor conducts a BCA on a supplemental basis and submits it to FAA when requesting AIP funds.

In general, a BCA must demonstrate that the project's benefits outweigh its costs before FAA will consider the project eligible for discretionary funding. This BCA requirement does not apply to reconstruction projects that do not change the operating characteristics of the airport. In addition to providing a BCA, airport sponsors seeking an LOI—a multiyear commitment of Federal AIP support for airfield project—must meet additional requirements, as discussed in Chapter 7.

While projects requiring a BCA cannot be funded until FAA accepts the BCA, FAA can still include the project in the ACIP for planning purposes. Since the ACIP is a multiyear planning tool, it is possible for a project needing a BCA to be included in the ACIP for future-year funding consideration.

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<sup>28</sup> To be eligible for Federal funds, certain AIP projects must comply with Federal regulations, including 14 CFR Part 139, and 49 CFR Part 1542, and associated FAA standards and policies. When Federal regulations are proposed or amended, the Federal government must complete a regulatory evaluation to determine the costs and benefits of any proposed new or amended requirements. The public is provided an opportunity to comment on such evaluations.

In FY 2007, FAA reviewed 13 BCAs for capital projects requesting AIP funds in future fiscal years. The estimated total cost for these proposed capital projects totaled \$845 million, of which \$440 million was requested from AIP discretionary funds. Of these, FAA completed the review of 2 BCAs for capital projects with an estimated total cost of \$29 million, of which, \$22 million was requested from AIP discretionary funds to be funded in future fiscal years. FAA does not track the net benefits actually achieved after projects are completed. Benefits will not be realized until a project is completed and commissioned, which may be years after the BCA was completed. In addition, the benefits may be realized over a 20-year period and may vary from forecast results in the BCA for reasons having nothing to do with the quality of the BCA itself.

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## **Chapter 5: State Block Grant Program**

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Requirements for the State Block Grant Program are contained in 14 CFR Part 156. As specified in this regulation, States assume responsibility for administering AIP grants at airports classified as “other than primary” airports—that is, nonprimary commercial service, reliever, and general aviation airports. Each State is responsible for determining which locations within its jurisdiction will receive funds for ongoing project administration. Within AIP, a national priority system has been established to provide uniform criteria so funding is used more efficiently.

The national priority system is one method for the States to use in considering the use of entitlement and state apportionment funds within their state. Favored projects are those that best carry out the purpose of the legislation, with highest priority given to safety, security, reconstruction, standards, and capacity, in that order (see 49 U.S.C. 47120 and 47128(c).) The priority system does not consider all factors that States, local governments, or private sponsors use to establish their individual priorities. To ensure all objectives are considered in project selection, the application of the national priority system is flexible as allowed under FAA Order 5100.39A, Airports Capital Improvement Plan.<sup>29</sup>

FAA initiated this program in 1989 with three States: Illinois, Missouri, and North Carolina. Currently nine states participate in the program—the original three States plus Michigan, New Jersey, Texas, Wisconsin, Pennsylvania, and Tennessee.

FAA announced in September 2007 that New Hampshire had been admitted into the State Block Grant Program, effective with grants to be issued FY 2008. New Jersey is in the process of withdrawing from the program. New Jersey has not accepted new grants under the State Block Grant Program since FY 2002 and is in the processing of closing out all grants funded under this program. New Jersey’s withdrawal is due to changes in the State’s aviation agency programs.

Since the enactment of AIR-21, 10 states have been authorized to participate in the State Block Grant Program. FAA is willing to accept applications for an opening in the program at any time.

For FY 2007, FAA granted \$199.5 million in State apportionment and discretionary funds under the State Block Grant Program. Table 5: State Block Grant Totals for FY 2007 provides a breakdown of these funds by State.

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<sup>29</sup> FAA Order 5100.39A is available online at [http://www.faa.gov/airports\\_airtraffic/airports/resources/publications/orders/](http://www.faa.gov/airports_airtraffic/airports/resources/publications/orders/).

**Table 5: State Block Grant Totals for FY 2007**

State	Block Grant Funds		State Total
	Apportionment <sup>30</sup>	Discretionary	
Illinois	\$17,834,017	\$4,045,746	\$21,879,763
Michigan	\$19,841,359	\$9,400,000	\$29,241,359
Missouri	\$15,423,001	\$668,800	\$16,091,801
North Carolina	\$14,459,249	\$12,438,000	\$26,897,249
Pennsylvania	\$11,048,063	\$4,162,122	\$15,210,185
Tennessee	\$13,827,417	\$98,200	\$13,925,617
Texas	\$44,059,334	\$10,251,373	\$54,310,707
Wisconsin	\$16,566,486	\$5,327,500	\$21,893,986
<b>State Block Grant Total:</b>	<b>\$153,058,926</b>	<b>\$46,391,741</b>	<b>\$199,450,667</b>

<sup>30</sup> Apportionment amounts include nonprimary entitlements, state apportionments, and nonprimary commercial service entitlements.

## Chapter 6: Military Airport Program (MAP)

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Since FY 1991, in accordance with Section 47118 of Title 49 U.S.C., Congress has authorized the Military Airport Program (MAP) for the purpose of providing additional airport capacity to the U.S. airport system. The MAP, a funding set-aside of the discretionary portion of AIP, provides financial assistance for capacity and/or conversion-related projects at current joint-use or former military airports. Joint-use military airports are those military airports where the U.S. Government leases a portion of the airport to a civil airport sponsor. Once an airport has successfully transitioned from the MAP program, it then can compete with all other airports for AIP funds.

MAP funding helps finance needed infrastructure changes to meet civil aviation standards and the needs of civil aviation users. For example, some surplus military airfields have wide runways with runway edge lights located 150 feet on either side of the runway centerline. To comply with civil standards, the airport sponsor must move the runway edge lights 75 feet closer to the runway centerline. Military lighting systems and signs frequently need to be changed to meet the requirements of 14 CFR Part 139, based on the type of air carriers using the airport. In addition, the civil airport sponsor may need to build additional infrastructure, such as roads, hangars, and terminal buildings.

Airport sponsors participating in the MAP can also receive discretionary funding for projects not typically eligible under AIP, including projects to rehabilitate or construct fuel farms, surface parking lots, cargo terminals up to 50,000 square feet, and utilities. Many of these projects are needed to upgrade a former military airfield to accommodate the needs of civil tenants and to make civil operation economically viable. Examples include projects for upgrading hangars to meet local building code requirements (such as fire, safety, and access for the disabled) and projects to upgrade and separate utility systems (including older central above-ground heating systems).

The following types of airports are eligible to participate in the MAP:

- Airports that were realigned or declared surplus and scheduled for closure under the Department of Defense (DOD) Base Realignment and Closure (BRAC) programs or Title 10 U.S.C. 2687 (disposal of large surplus defense installations that are normally reported to the General Services Administration);
- Current or former military airports that could reduce delays at commercial service airports that experience 20,000 hours of annual takeoff and landing delays for passenger aircraft; or
- Military airports that could enhance air traffic control and airport system capacity in a metropolitan area.

The Secretary of Transportation is authorized to designate up to 15 eligible airports for participation in the MAP each fiscal year. In any single year, MAP may include airports that have been carried forward from the previous year, airports that had been designated at one time and are now being reconsidered for participation in the program, and others that will be new entrants into the program. Designated airports remain eligible to participate in the program for up to 5 consecutive fiscal years following their initial designation.

Of the 15 slots authorized, 11 were filled by airports carried forward from the previous year and 4 slots were available to be filled in FY 2007. FAA received a total of 9 applications for these 4 available slots and filled all of them. From these applications, the Secretary selected Portsmouth International Airport at Pease in Portsmouth, NH; Sawyer International Airport in Marquette, MI; Plattsburgh International Airport in Plattsburgh, NY; and Killeen-Fort Hood Regional Airport in Killeen, TX. Portsmouth International Airport, and Sawyer International Airports were designated for 3-year terms in the MAP. Plattsburgh International Airport was designated for a 4-year term and Killeen-Fort Hood Regional Airport was designated for a 1-year term. All sites had previously participated in the MAP for at least one term.

Although the Secretary of Transportation may designate one general aviation airport at a time for inclusion in the MAP, all other participating airports must be classified as reliever or commercial service airports in the NPIAS.

Table 6: MAP Selected Locations and Funds Awarded in FY 2007 lists the MAP discretionary, non-MAP discretionary and entitlement amounts FAA awarded to sponsors of FY 2007 MAP airports. In total, AIP funds to MAP airports in FY 2007 equaled \$58 million.



**Table 6: MAP Selected Locations and Funds Awarded in FY 2007**

<b>Airport Name</b>	<b>City</b>	<b>St</b>	<b>MAP Discretionary Funds</b>	<b>Non-MAP Discretionary Funds</b>	<b>AIP Entitlement Funds</b>	<b>Total</b>
Cecil Field	Jacksonville	FL	\$3,867,900	\$0	\$150,000	\$4,017,900
Griffiss Airpark	Rome	NY	\$2,956,300	\$47,700	\$150,000	\$3,154,000
Guam Int'l	Agana	GU	\$6,800,000	\$3,500,000	\$4,546,213	\$14,836,213
Kalaeloa	Kapolei	HI	\$602,595	\$0	\$0	\$602,595
Sacramento Mather Field	Sacramento	CA	\$0	\$0	\$915,000	\$915,000
Okaloosa/Eglin AFB	Valparaiso	FL	\$4,951,681	\$0	\$1,873,229	\$6,824,910
Plattsburgh Int'l	Plattsburgh	NY	\$0	\$787,175	\$150,000	\$937,175
Rickenbacker	Columbus	OH	\$4,500,000	\$0	\$107,344	\$4,607,344
San Bernardino Int'l	San Bernardino	CA	\$2,077,101	\$506,326	\$150,000	\$2,733,427
Sawyer Int'l	Marquette	MI	\$2,567,366	\$559,145	\$1,297,155	\$4,423,666
Portsmouth Int'l at Pease	Portsmouth	NH	\$2,850,000	\$443,555	\$880,650	\$4,174,205
Stewart Int'l	Newburgh	NY	\$215,000	\$2,254,687	\$1,487,819	\$3,957,506
Waynesville Regional	Fort Leonard Wood	MO	\$668,800	\$0	\$0	\$668,800
Williams Gateway	Phoenix	AZ	\$0	\$3,797,934	\$569,432	\$4,367,366
Killeen-Fort Hood	Killeen	TX	\$285,000	\$1,298,801	\$285,000	\$1,868,801
<b>Total</b>			<b>\$32,341,743</b>	<b>\$13,195,323</b>	<b>\$12,561,842</b>	<b>\$58,098,908</b>

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## Chapter 7: Letter of Intent (LOI) Program

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FAA is authorized to issue an LOI for certain airport development projects when current obligating authority is not adequate to meet an airport sponsor's desired timing for a particular project. Under this provision, the sponsor of a primary or reliever airport may request that the FAA consider issuing an LOI. The authorizing statute limits the aggregate amount that the FAA can commit in LOIs, and limits LOIs to projects that will preserve or enhance capacity. For large airports, the legislation also requires that projects supported with LOIs will enhance system-wide airport capacity significantly.

FAA evaluates the proposal and, if approved, issues a letter stating the reimbursement will be made according to a given schedule as funds become available. The LOI indicates Federal approval to an airport sponsor of a proposed project's scope and the timing for its accomplishment. It also indicates Federal intent to fund the project in subsequent years, subject to the future availability of AIP funds.

Before an airport sponsor begins construction, FAA must approve the scope of work and the proposed funding plan. In addition to standard project criteria, FAA requires that a BCA (see Chapter 4: Airports Capital Improvement Plan) accompany any LOI request. FAA also considers the airport sponsor's financial commitment to the project. For large and medium hub airports, the authorizing statute requires a review of the project's effect on the capacity of the national air transportation system.

Once FAA and the airport sponsor reach an agreement on the scope of the project and the proposed payment stream, FAA prepares the LOI indicating its 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. Most airports finance projects with revenue bonds and are likely to receive favorable bond rates, and thus, a lower financing cost, if the Government supports the project with an LOI.

An airport sponsor that receives an LOI 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 and is subject to availability of AIP funding.

Below is a brief summary of the LOI program for FY 2007. For additional information, please refer to Appendix F: Letter of Intent Payments for FY 2007 and Appendix G: Letter of Intent Commitments by Fiscal Year. Appendix F shows locations awarded grants associated with LOIs during FY 2007 and both entitlement and discretionary amounts awarded. The amounts shown are the total for the grant award but not necessarily the amount paid during the fiscal year. Appendix G lists the amounts for future fiscal years committed in LOIs to the listed airports. This appendix breaks down the airport sponsor's

commitment by their apportioned funds in AIP and the funds FAA intends to provide from AIP discretionary funds.

In FY 2007, LOI payments totaled \$255.8 million in discretionary funds and \$73 million in airport sponsor entitlements. At the end of FY 2007, there were 29<sup>31</sup> open LOIs with payment schedules totaling \$1.3 billion (\$959 million in discretionary and \$300.3 million in entitlement funds) remaining and extending from FY 2008 through FY 2020.

During FY 2007, FAA closed out two LOIs (Chicago Midway, IL and Manchester, NH) and issued the following new LOI and LOI amendments:

- **Charlotte Douglas International Airport**, Charlotte, NC (new)—, totaling \$125.5 million, of which \$80 million is discretionary funds from FY 2007 to FY 2014 to construct a new runway and associated improvements.
- **Hagerstown Regional-Richard A. Henson Field**, Hagerstown, MD (amendment)—totaling \$1.5 million to help construct a runway extension and associated improvements. For this amendment, the discretionary amount is increased by \$7.5 million to cover project cost increases and a projected \$6 million reduction in airport entitlements due to the annual enplanements level falling below 10,000.
- **Piedmont Triad International Airport**, Greensboro, NC (amendment) — totaling \$10 million, of which \$10 million is discretionary funds from FY 2008 to FY 2010 to help construct a new runway and associated improvements. FAA awarded additional funds in the amendment to cover project cost increases.
- **Ted Stevens Anchorage International Airport**, Anchorage, AK (amendment) — totaling \$9.2 million, of which \$7 million is discretionary funds from FY 2009 to FY 2010 to help fund a new taxiway and other runway and taxiway improvements. FAA awarded additional funds in the amendment to cover project cost increases.

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<sup>31</sup> Three airport locations had more than one LOI open in FY 2007.

## Chapter 8: Major Capacity, Safety, Security, and Noise Project Grants

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The primary goals of AIP are to preserve and enhance the capacity, safety, and security of U.S. airports. To that end, the authorizing statute requires FAA to set aside a certain portion of AIP funds for projects relating to capacity, safety, and security, as well as to those leading to airport noise reductions.

Specifically, the authorizing statute requires that at least 75 percent of the discretionary funds each year must be used for grants to enhance to preserve and enhance capacity, safety and security, or for noise compatibility planning or mitigation at primary and reliever airports.

In FY 2007, the amount available for AIP obligations was \$3.4 billion, and the corresponding amount set aside for capacity, safety, security, and noise (C/S/S/N) projects was formulated to be a minimum of \$365.9 million or approximately 11 percent of the annual AIP (see Table 4: AIP Funding Distribution Plan for FY 2007).

Typically, final annual AIP allocations result in more funding being provided to C/S/S/N projects than was planned at the beginning of the year. This reflects the important and significant contributions they make to the airport system, and so these types of projects are often funded from remaining discretionary AIP funds. The extra funds include a portion of unused funds recovered from other projects' grants (\$170.2 million in FY 2007). Accordingly, in FY 2007, FAA awarded AIP grants totaling \$707.9 million in discretionary funds for these projects. In addition to this amount, other funding—including PFC revenues collected at U.S. commercial service airports, sponsor entitlements, and State apportionment funding—may be allocated to C/S/S/N projects.

Examples of the types of projects in each category include:

- **Capacity.** Major capacity projects included new or extended runways and taxiways designed to improve airfield capacity, including increased aircraft operations, larger aircraft or improved peak-hour capacity. Other capacity projects include new and expanded aprons to support aircraft parking in the terminal area.
- **Safety.** Major safety projects included Runway Safety Area (RSA) improvements, removal of obstructions to critical surfaces, acquisition of Airport Rescue and Firefighting (ARFF) equipment and support facilities, and improvements to airfield signage, lighting and marking.
- **Security.** AIP-supported security enhancements are closely coordinated with the Transportation Security Administration (TSA), and include improvements from airport perimeter fences to access control and explosive detection systems.

- **Noise.** Major noise projects range from noise analysis, noise monitoring systems and land-use compatibility studies to acquisition of property and aviation easements, sound insulation of homes and schools and other noise mitigation measures.

Some of the more significant FY 2007 C/S/S/N projects, or projects with the potential to develop into future C/S/S/N projects, include the following:

- **Birmingham International Airport**, Birmingham, AL: In FY 2007, FAA provided \$15.5 million to acquire land for noise compatibility. The airport has an ongoing program to purchase non-compatible residences in noise-impacted areas. Approximately 395 people will receive benefits from this noise compatibility grant.
- **Boston-Logan International Airport**, Boston, MA: The new Runway 14/32 opened in November 2006. It is 5,000 feet long and 150 feet wide and will be utilized largely by regional air carrier airlines. This runway is included in FAA's Operational Evolution Plan (OEP).<sup>32</sup>
- **Charlotte Douglas International Airport**, Charlotte, NC: The city of Charlotte is constructing a third parallel runway to accommodate existing and projected capacity demands. Included in FAA's OEP, the runway is currently under construction and scheduled for completion in February of 2010. This new runway will be 150-foot wide and 9,000-foot long. It will have a 4,300 foot separation that will allow triple independent simultaneous instrument approaches. The estimated total construction cost is \$300 million. An LOI of \$124.1 million was approved for this project over an 8-year period from FY 2007 through FY 2014. An LOI grant of \$11.1 million was issued in FY 2007.
- **Chicago Midway International Airport**, Chicago, IL: As a result of a December 2005 accident, there has been a renewed focus on the nonstandard Runway Safety Areas (RSAs) on the two main runways at Chicago Midway (13C/31C and 4R/22L).

The city of Chicago requested Federal funding to support installation of engineered materials arresting systems (EMAS) for each end of the two main runways. FAA awarded an AIP grant to the city in August 2007 for \$7 million to support the second phase of the EMAS installation, scheduled for completion in FY 2008. The city of Chicago completed EMAS installation on the end of Runway 13C (December 2005 accident site) on August 30, 2007.

Unrelated to the RSAs, FAA also awarded more than a \$17.7 million in grants to Chicago Midway in FY 2007 under the last year of an existing LOI. With this final disbursement FAA has fulfilled the entire \$96 million LOI commitment. In addition,

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<sup>32</sup> The Operational Evolution Partnership (OEP) is FAA's plan to improve capacity and efficiency in the national airspace system over the next 10 years. The OEP is available online at [http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/publications/oep/](http://www.faa.gov/about/office_org/headquarters_offices/ato/publications/oep/).

FAA also awarded more than \$9.7 million in discretionary funding in FY 2007 for noise mitigation at the airport.

- **Chicago O’Hare International Airport**, Chicago, IL: Early in FY 2006, FAA signed a 15-year, \$337 million LOI in support of the O’Hare Modernization Program, a major airfield reconfiguration that received environmental approval in FY 2005. In FY 2007, FAA issued the second grant under the LOI, for \$28.4 million, to support site preparation work for Runway 9L/27R. The city initiated site preparation and enabling projects for the new runway and a 2,856-foot extension of existing Runway 9R/27L (future Runway 10L/28R). Both are scheduled to be complete and commissioned in November 2008. The city also initiated the construction of a supplemental air traffic control tower, which is also scheduled to be complete and commissioned in November 2008.

In addition, as part of the airport reconfiguration, the city continued the required acquisition of adjacent property and as of September 2007, had acquired 511 of the 611 parcels needed in the Village of Bensenville. FAA also awarded AIP grants totaling more than \$23.4 million for noise mitigation, including both residential and school soundproofing.

Unrelated to the O’Hare Modernization Program, FAA awarded an AIP grant for more than \$18 million to support the installation of an EMAS bed on existing Runway 4R/22L to improve the nonstandard RSA. This runway plays a key role in many of the airport’s operating configurations and will remain a permanent component of the reconfigured airfield.

- **Cleveland Hopkins International Airport**, Cleveland, OH: This LOI supports the phased replacement of Runway 5L/23R with new Runway 6L/24R which was completed in FY 2005—and supported by an LOI for \$148 million of the \$500 million project cost. During FY 2006, work continued on another important element of the airfield reconfiguration—namely, the elimination of the intersection between Runway 6R/24L and Runway 10/28. This will be accomplished by extending Runway 6R/24L to the southwest and truncating its northeast end, providing additional capacity, reducing the possibility of runway incursions and providing a standard RSA. Early in FY 2006, FAA approved an amendment to the original \$148 million LOI, providing an additional \$33.4 million in AIP discretionary funding over 6 years. By FY 2007, FAA awarded grants totaling more than \$105.4 million under the LOI, and more than \$46 million additional in discretionary for noise mitigation. The 6R/24L runway extension is scheduled for completion by the end of FY 2008.
- **Dallas/Fort Worth International Airport**, Dallas/Fort Worth, TX: In FY 2007, an AIP grant in the amount of \$18.4 million was issued to assist with the second and final phase of construction for the end-around taxiway system at the Southeast Quadrant. The taxiway will be a safety enhancement reducing the number of runway crossings, as well as providing capacity benefits by reducing departure delays. Construction of the taxiway is scheduled for completion in December 2008.

- **Daytona Beach International Airport**, Daytona Beach, FL: In FY 2007, FAA provided \$2.4 million for the fourth phase of a perimeter road construction project. This road eliminated ground vehicles from frequently crossing runways to access other portions of the airport and improving overall ground safety. This active airport supports a large pilot training program. FAA provided almost \$7 million for prior phases of this road from FY 2004 to FY 2006.
- **Detroit Metropolitan Wayne County Airport**, Detroit, MI: During FY 2007, FAA awarded more than \$52 million in AIP grants to Detroit Metropolitan, including more than \$14 million in discretionary funds disbursed under a \$300 million LOI that supported the construction of two new runways at this OEP airport, the later of which was commissioned in 2001. There is still one disbursement of discretionary funds pending under that LOI, scheduled for FY 2008. Other discretionary funds awarded in FY 2007 included more than \$22.1 million towards the rehabilitation of Runway 3R/21L, and \$5.2 million for continued noise mitigation, \$5 million for Voluntary Airport Low Emission (VALE) infrastructure in the North Terminal, and \$0.2 million for a Safety Management Systems (SMS) study.

**Hartsfield-Jackson Atlanta International Airport**, Atlanta, GA: In FY 2007, FAA approved an LOI for \$26 million to aid in funding the construction of an end-around taxiway (Taxiway V) on the Runway 8R approach end. A grant for \$7 million was issued in FY 2007 for the project construction under the LOI. Taxiway V opened in April 2007, will eliminate approximately 600 daily runway crossings at the airport, thus enhancing both safety and airfield capacity.

FAA granted \$7 million in FY 2007 to improve the RSA 27R. This project will enhance aircraft operational safety by improving a substandard safety area. It is scheduled to be complete in FY 2009.

- **Lambert-St. Louis International Airport**, St. Louis, MO: A new 9,000-foot by 150-foot runway was commissioned in April 2006. Included in FAA's OEP, the new runway allows the airport to increase aircraft operations conducted under visual flight rules (VFR) conditions by 14 percent and by 84 percent in instrument flight rules (IFR) conditions. A LOI grant of \$20.7 million was issued for the project in FY 2007, and the total LOI funds committed to this project from FY 1999 to FY 2010 is \$191 million. The expected total project cost is \$1.1 billion of which \$230.5 million was from the AIP.
- **Los Angeles International Airport**, Los Angeles, CA: A relocated 11,095-foot by 200-foot Runway 7R/25L was constructed 55 feet south of its former centerline alignment. The relocated runway was commissioned in April 2007. The runway was relocated to enable construction of a center taxiway between Runways 7R/25L and 7L/25R. The purpose of the center taxiway is to improve airport safety by reducing runway incursions. Construction of the center taxiway started immediately after the relocated runway was commissioned and is scheduled to be



complete in June 2008. The expected total project cost is \$333 million of which \$98 million was from the AIP, including \$29.6 million in FY 2007 for center taxiway construction.

- **Los Angeles Regional Airport Management/Regional Airport Management Implementation Study**, Los Angeles Metropolitan area: The Southern California Association of Governments (SCAG) initiated a study in FY 2004 utilizing AIP funds. The study is based on the aviation component of SCAG's 2004 Regional Transportation Plan (RTP), which proposes to accommodate a total regional air passenger demand of 85 million enplanements by 2030. The Regional Airport Management Study, completed in September 2005, evaluated approaches to regional airport and ground access governance and identified the most appropriate organizational structures for a new Regional Airport Consortium for the SCAG region. The Regional Airport Management Implementation Study was completed in December 2006. The implementation study evaluates and recommends specific strategies to both create and ensure the success of a new governance structure consistent with the Regional Airport Consortium concept. By September 2007, SCAG had also completed the forecasting and other technical studies that will serve as the basis for the aviation component of their 2008 RTP. The total grant amount for updating the aviation component of the RTP and completing the Regional Airport Management and Implementation Studies is \$833,000.
- **Louisville International Airport, Standiford Field**, Louisville, KY: The airport is constructing a new full parallel taxiway to Runway 17R/35R. The taxiway construction will improve airport capacity and enable the operation of large aircraft without interference with other aircraft. The total estimated construction costs are approximately \$18 million. The first phase was funded in FY 2006 and \$11.3 million was provided toward the second phase in FY 2007. FAA also provided \$10 million to acquire land for noise compatibility. Approximately 290 people will receive benefits from the FY 2007 noise compatibility grant. The airport owner has an ongoing program to purchase or insulate non-compatible residences in noise-impacted areas.
- **Nashville International Airport**, Nashville, TN: In FY 2007, AIP funds in the amount of \$10.8 million were issued to assist with the reconstruction of a portion of Runway 13/31 and the associated taxiways. Runway 13/31 is the longest runway at Nashville International Airport and is the primary cargo and international runway. It is critical in supporting long-haul international operations. This is one phase of the complete reconstruction of this runway. Runway 13/31 is also the nighttime noise abatement runway and critical to maintaining capacity for the airport when one of the north/south parallel runways is closed for construction.
- **New Panama City-Bay County International Airport**, Panama City, FL: The existing Panama City-Bay County International Airport does not meet FAA standards for RSAs and cannot be feasibly expanded to meet these standards. It is constrained by non-airport development and an environmentally sensitive body of water. Also, the

airport cannot be expanded to meet the airport owner's long-range aviation goals. The airport owner plans to build a replacement airport at a cost of \$331 million. In FY 2007, FAA provided a grant of \$26.3 million to fund a portion of the relocated airport. The new airport will meet FAA safety standards and is scheduled for completion in FY 2010.

- **New York City Regional Air Service Demand Study, Phase I**, New York City region: In FY 2006, a study was commenced to analyze strategies and policies to address the increasing demand for passenger air service at the three Port Authority of New York and New Jersey (PANYNJ) airports—John F. Kennedy International, Newark Liberty International, and LaGuardia Airport. The study considered the opportunities and limitations of these three metropolitan large hub commercial airports, as well as the surrounding regional airports, including Stewart International, Westchester County, and Long Island/MacArthur Airports in New York State; Trenton and Atlantic City International Airports in New Jersey; and Lehigh Valley International Airport in Pennsylvania. The study involves three separate grants with the PANYNJ, the New York State Department of Transportation's Aviation Bureau, and the Delaware Valley Regional Planning Commission. The study consists of (1) a survey of passengers, (2) a forecast of passengers and operations activity, (3) a forecast of origins and destination volumes, (4) a projection of carrier schedules, and (5) an assessment of the system's airports capacity. The entire study was completed in May 2007.<sup>33</sup>
- **Paulding County Airport**, Dallas, GA: This is a new general aviation airport being constructed west of Atlanta to help meet the aviation demand of the metropolitan area. It will be initially constructed to include a 5,500-foot long by 100-foot wide runway with a full parallel taxiway and modest apron and terminal facilities. FAA provided \$9.4 million in FY 2007 and \$14.1 million in prior years to support this area capacity building project. The airport is planned to open in Fall 2008.
- **Philadelphia International Airport**, Philadelphia, PA: In FY 2007, AIP grants to the airport totaled \$13 million. Of this amount, \$1 million was dedicated toward the extension of Runway 17/35, which FAA's OEP identified as necessary for reducing delays at the airport. Construction associated with the extension of Runway 17/35 began in August of 2006 and is expected to be completed by 2009. The city of Philadelphia is also preparing an Environmental Impact Statement (EIS) for the Airfield Capacity Enhancement Program (CEP). The CEP/EIS consists of a study of environmental impacts resulting from major changes in the airfield configuration. The proposed changes would increase the airport's ability to meet future airfield capacity demands. The draft EIS is expected to be complete in 2008.

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<sup>33</sup> The study is available at [http://www.faa.gov/airports\\_airtraffic/airports/regional\\_guidance/eastern/planning\\_capacity](http://www.faa.gov/airports_airtraffic/airports/regional_guidance/eastern/planning_capacity).

- **Piedmont Triad International Airport**, Greensboro, NC: The Piedmont Triad Airport Authority is constructing a major parallel runway to accommodate a Federal Express mid-Atlantic hub. The runway is scheduled for completion in 2009. An LOI grant of \$11.7 million was issued in FY 2007. The total LOI funds committed to this project from FY 2002 to FY 2013 are \$108.5 million.
- **San Francisco Metropolitan Area Study**, San Francisco, CA: The San Francisco Bay Area Metropolitan Transportation Commission is sponsoring a study to examine aviation demand in the San Francisco metropolitan area. The study will address aviation demand trends, develop updated forecasts of unconstrained demand, consider future capacity benefits of new air traffic control technologies, examine demand management strategies, and conduct a review of airport governance and institutions. The study will also assess availability of land for approach protection at general aviation airports and review other transportation alternatives. The study is supported through an FY 2007 AIP grant for \$585,000.
- **Seattle-Tacoma International Airport**, Seattle, WA: This is a multi-phased project to construct a third parallel runway (8,500-foot long and 150-foot wide) with 2,500-feet of separation from an existing runway. Included in FAA's OEP, the construction of this third runway is needed to preserve capacity when low-visibility conditions exist. The new runway will provide all-weather capability for two aircraft arrival streams. After resolution of legal action that halted construction, the airport used FY 2004 and FY 2005 funds to provide the 8.5 million cubic yards of fill needed to relocate Miller Creek and mitigate the fill impacts on the creek. Also during this time, large reinforced earth walls were constructed to retain fill in areas adjacent to wetlands. In FY 2006, airport construction included placing an additional 4 million cubic yards of material, 68 acres of in-basin wetland mitigation and 50 acres out-of-basin mitigation; and installation of the storm water conveyance system for the third runway.

In FY 2007, the final contract was awarded to pave the runways and connector taxiways including installing airfield lighting and signs. Navigational aid (NAVAID) systems funded in FY 2007 will be installed by FAA in FY 2008. The airport sponsor anticipates commissioning the runway in November 2008. In FY 2007, FAA provided \$17.6 million in LOI commitments. The expected total project cost is \$1.1 billion.

- **Southern Nevada Supplemental Airport (Proposed)**, Ivanpah Valley, NV: FAA is conducting an EIS for the construction of a proposed new commercial airport for the Las Vegas metropolitan area to supplement McCarran International Airport. The Notice of Intent was published in September 2006. The Final EIS and Record of Decision (ROD) are expected in late 2010. If approved, construction could begin in 2011, with the airport opening in 2017. The EIS effort is supported by a total of \$9.1 million in AIP grants including a \$2.1 million FY 2007 grant.

- **Washington Dulles International, Dulles, VA:** In FY 2007, FAA provided the second AIP grant of \$26 million under the LOI for construction of Runway 1L/19R. The total Federal commitment is \$200 million of a total estimated cost of \$389 million. The new Runway 1L/19R is identified in FAA's OEP as a capacity project with construction starting in FY 2006. This project adds a fourth runway to the airfield at Dulles Airport. The proposed fourth runway will be a north-south runway, approximately 9,400-feet long and 150-feet wide, and is due for completion in 2009. Construction began in FY 2006 and is anticipated to continue through FY 2009 with the improvements expected to be fully operational in CY 2009. A new Runway 1L/19R with adequate spacing would provide the ability for dual independent simultaneous instrument approach capabilities in conjunction with the existing runways. This new configuration provides redundancy for the existing north-south parallel runways and similar capabilities in the event of a runway closure of either of the existing runways (due to rehabilitation/maintenance, repairs, aircraft rescue and fire fighting exercises, snow removal, and other reasons) or emergencies.

## Chapter 9: Environmental Responsibilities

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FAA's Office of Airports assesses potential environmental impacts that may result from airport development projects. FAA must complete this assessment before it approves airport layout plans or amendments or finances airport development projects. This evaluation of environmental impacts 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.

FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, define the scope of environmental evaluations needed to comply with NEPA and other appropriate environmental directives.<sup>34</sup> These orders address potential impacts to—among other environmental resources—noise, air quality, water quality, public recreation lands, wildlife refuges, prime or unique farmlands, hazardous materials, historical and archeological sites, endangered species, coastal zones, wetlands, and floodplains. This evaluation process provides FAA; other Federal, State, and local agencies; and the public with a better understanding of potential environmental impacts associated with a proposed project and measures to mitigate adverse impacts.

Although there is commonality among airport projects, FAA determines the breadth of analysis for each project based on its nature. As a result, FAA's environmental process is one that can vary greatly in complexity and duration. FAA's procedures identify the types of airport actions requiring environmental reviews of one of the following types:

- Limited review based on a predefined category of excluded projects, known as categorical exclusions;
- An environmental assessment (EA); and/or
- A detailed Environmental Impact Statement (EIS).

FAA first reviews the proposed project to determine if a categorical exclusion applies. These actions normally do not individually or cumulatively affect the quality of the human environment or a specially protected environmental resource, such as endangered or threatened species, historical or archaeological properties, and parklands. If this determination can be made, and there are no extraordinary circumstances, there is no further need to analyze the project's effects on the environment.

If the project has the potential to significantly impact the human environment, the airport sponsor will normally prepare an EA based on the requirements prescribed in FAA Orders 1050.1E and 5050.4B. If after reviewing the EA, FAA determines the document meets the legal requirements and the project (including any identified mitigation) would not

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<sup>34</sup>FAA Order 1050.1E is available online at [http://www.faa.gov/regulations\\_policies/orders\\_notices/envir\\_orders/](http://www.faa.gov/regulations_policies/orders_notices/envir_orders/), and FAA Order 5050.4B at: [http://www.faa.gov/airports\\_airtraffic/airports/](http://www.faa.gov/airports_airtraffic/airports/).

significantly affect environmental resources, the agency will adopt the EA and prepare a document known as a Finding of No Significant Impact (FONSI).

If after reviewing the EA, FAA determines the project will significantly impact the environment, the agency must prepare and EIS to further analyze the severity of the impacts and evaluate measures that could reduce or eliminate degradation of environmental resources. If the project normally requires an EIS or significant impacts are anticipated, FAA may proceed directly into the EIS. The EIS is a detailed study of a proposed action's potential environmental impacts. FAA and an FAA-selected consultant specializing in evaluating and assessing environmental impacts prepare the EIS. FAA may use an EA that an airport sponsor prepares as the basis for further analyses in the EIS. The resulting EIS:

- Defines a proposed project's purpose and need;
- describes alternatives, including the no action alternatives, that will achieve that purpose and need;
- identifies the environmental impacts resulting from these alternatives, including the alternative FAA identifies as its preferred action;
- discusses the measures FAA will require to mitigate adverse environmental impacts; and
- includes public comments on these topics and FAA's responses to those comments.

After completing the EIS, FAA will issue a Record of Decision (ROD). The ROD provides the approving FAA official's rationale for the decision made.

Major EISs in progress or completed during FY 2007, include the following:

- Philadelphia International Airport (PA); Reconfiguration, Capacity Enhancement Project
- Proposed Southern Nevada Supplemental Airport (NV) for Las Vegas McCarran International Airport
- Palm Beach International Airport (FL); proposed relocated and extended runway
- Fort Lauderdale/Hollywood International Airport (FL); proposed runway extension
- Mesquite Airport (UT); relocated general aviation airport
- Mammoth Lakes/Yosemite Airport (CA); operations specifications for jet service
- Juneau International Airport (AK); construct runway safety areas; completed July 2007
- Taos Regional Airport (NM); proposed new runway

## 9.1 Streamlining the Environmental Review Process

In response to congressional direction, FAA issued a Report to Congress in May 2001 addressing the Federal environmental requirements related to the planning and approval of airport improvement projects. The report specifically addressed FAA's assessment of the current level of coordination between Federal and State agencies and the role of public involvement. It also examined staffing and other resources and the timeline for

environmental reviews, together with recommendations for streamlining the environmental review process. Among the recommendations were six initiatives for streamlining the airport environmental review process:

- Set up teams to prepare EISs for all major runway projects at large hub primary airports. These are the top 30 airports that board 70 percent of U.S. air passengers.
- Reallocate staff to support environmental work. This also includes seeking reimbursable agreements with airport sponsors to expedite reviews.
- Maximize the use of consultants to assist FAA with more EIS-related tasks.
- Increase the use of categorical exclusions where appropriate, and streamline both the EA/FONSI and EIS processes.
- Improve interagency cooperation and coordination to achieve more timely environmental reviews of airport projects.
- Compile a best practices guide to improve EIS management and preparation.

FAA subsequently undertook all six initiatives. The initiatives have and continue to contribute to improved efficiencies in the preparation and coordination of environmental analyses and EIS documents for proposed airport development projects across the country. In addition, since FY 2004, FAA has filled 31 new positions specifically to support environmental reviews of airport projects. Eighteen of the positions are environmental specialists and 13 are environmental attorneys. The increased staff has greatly contributed to FAA's ability to prepare and process increased EIS workloads and resolve environmental issues in a timely manner.

Vision 100 contained a number of environmental provisions applicable to the Airports Program, notably, Title III, Subtitle A, the "Aviation Streamlining Approval Process Act of 2003." This provision directs the Secretary of Transportation to develop and implement an expedited and coordinated environmental review process for airport capacity enhancement projects at congested airports, aviation safety projects, and aviation security projects. FAA's Office of Airports continues to implement an expedited and coordinated review process for airport development projects at congested airports as defined in Vision 100. Expedited and coordinated review processes are in place for several EISs currently underway, specifically at Fort Lauderdale International Airport and the proposed Southern Nevada Supplemental Airport. In addition, the Office of Airports has formalized this review process in Order 5050.4B and related documents.

## 9.2 Changes to FAA Environmental Guidance and Policies

FAA's Office of Airports published its updated environmental handbook, FAA Order 5050.4B, in April of 2006. FAA Order 5050.4B addresses NEPA implementing instructions for airport projects under FAA's purview. On September 28, 2007, the Office of Airports issued a separate document entitled, *Environmental Desk Reference for Federal Airport Actions (Desk Reference)* to provide staff and interested parties with information to integrate and comply with Federal environmental laws, regulations, and executive orders beyond NEPA regulations.

The *Desk Reference* is a compendium of special purpose laws that fall outside of NEPA and apply to airport projects. As a compendium, it organizes all of the non-NEPA environmental laws, regulations, and executive orders in one convenient resource and reference for those analyzing airport actions.

The *Desk Reference* was developed to be responsive to frequent changes to the multitude of non-NEPA laws and regulations. The document has been made available to FAA's Office of Airports regional and district office personnel, the aviation and consulting industry, and the public. The *Desk Reference* is posted on FAA's website.<sup>35</sup>

In early FY 2007, FAA's Office of Airports coordinated with the Airports Council International – North America (ACI-NA) and Airports Consultants Council (ACC) on three workshops focused on NEPA and the application of Order 5050.4B. The workshops took place in Seattle, WA; Alexandria, VA; and Fort Worth, TX. Additionally, FAA's Office of Airports developed with ACI-NA and ACC a specially designed Workshop on use of the *Desk Reference*. The workshop was planned for early FY 2008 in Indianapolis, IN.

In addition to the issuance of the *Desk Reference* in FY 2007, FAA's Office of Airports issued several other pieces of environmental guidance. Airport Guidance for Park Related Noise Studies was issued on June 27, 2007, providing FAA practitioners with detailed guidance on how to perform noise evaluations of National Parks and other sensitive areas as part of an Airport EA or EIS. FAA also published in the Federal Register on July 25, 2007, a specific list of airport actions, which cause few, if any, air emissions and are therefore exempt from the usual analysis and paperwork for demonstrating conformity with State Implementation Plans (SIP) under the Clean Air Act. The Office of Airports is the first Federal agency to establish such a list. The list of presumed-to-conform (PTC) actions will help streamline the Airports environmental review process.

On September 28, 2007, guidance was issued addressing AIP eligibility for sponsors of large and medium hub airports to develop an environmental management system (EMS) for the airport. An EMS is a business management practice that allows an organization to address strategically its environmental matters. It uses a systematic process to identify goals, complete the goals, determine progress, and make changes to ensure continual improvement of their environmental programs. The guidance, issued in September 2007 consisted of a Program Guidance Letter to the field and a new Advisory Circular 150/5050-8, *Environmental Management Systems for Airport Sponsors*.

### 9.3 High-Priority Transportation Projects

The goal of Executive Order 13274, Environmental Stewardship and Transportation Infrastructure Project Reviews, is to promote environmental stewardship and expedite environmental reviews of high-priority transportation projects. In 2003, the Secretary of

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<sup>35</sup> The *Desk Reference* is available online at [http://www.faa.gov/airports\\_airtraffic/airports/environmental/environmental\\_desk\\_ref/](http://www.faa.gov/airports_airtraffic/airports/environmental/environmental_desk_ref/)



Transportation selected the proposed airport expansion projects at the Los Angeles and Philadelphia International Airports as 2 of the initial 13 designated high-priority transportation projects under the Executive Order.

In 2004, the proposed replacement airport for St. George, UT was added to the list of high-priority transportation projects. The St. George project was designated because of unresolved issues between FAA and the Department of Interior, National Park Service, about the assessment of potential noise impacts to nearby Zion National Park. The ROD for Los Angeles and one of the two Philadelphia projects were issued in 2005. The ROD for St. George project was issued in 2006. All three of the airport projects benefited from the oversight process under the Executive Order and were moved forward expeditiously as a result of improved coordination and concurrent environmental reviews by Federal and State agencies. Valuable lessons were learned for future projects seeking streamlined environmental reviews.

Currently, only one aviation project remains on the list of high-priority transportation projects under the Executive Order 13274. That project involves a proposed major airfield Capacity Enhancement Program (CEP) for the Philadelphia International Airport. An FAA multidisciplinary EIS team is working on this project utilizing a concurrent and streamlined environmental review process. A draft EIS related to this project is anticipated to be complete by September 2008.

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## Chapter 10: Noise and Air Quality Programs

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### 10.1 Noise Compatibility

Under 14 CFR Part 150, Airport Noise Compatibility Planning,<sup>36</sup> FAA continues to fund airport sponsors to develop comprehensive programs to reduce noise and achieve compatible land uses in areas surrounding an airport. Part 150 prescribes the procedures, standards, and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs (NCPs). Since an approved NCP is a precondition to receiving AIP funds for most noise mitigation actions, most operators of airports where noise is a significant factor have engaged in some level of noise planning. They view the opportunity to conduct planning and mitigation with Federal funds as a means of fostering better relations with nearby communities.

By the end of FY 2007, 271 different airport sponsors chose to take part in the noise planning process, and most have already submitted noise exposure maps depicting the noise environment surrounding the airport. Of these, 247 have approved NCPs, and FAA has approved 88 amendments to NCPs. In FY 2007, 12 grants were awarded for new or updated noise studies, costing about \$6 million. Section 160 of Vision 100 (P.L. 108-176) provides that state or local planning jurisdictions may apply for their own noise planning grants if they are located near a large or medium hub airport that does not have a Part 150 NCP or if the NCP is over 10 years old. No grants under Section 160 were issued to planning jurisdictions in FY 2007.

Additionally, 86 grants totaling \$298 million were awarded for noise compatibility mitigation. These projects included the purchase of noise-impacted land adjacent to airports, soundproofing of residences and schools, and other efforts to reduce adverse impacts of noise, providing relief to 20,000 residents, students, and medical patients (per year on average over a 5-year period).

Many public agencies have applied for approval to collect PFCs, in part to provide more funding to improve airport land use compatibility. In FY 2007, PFC authority for noise planning and mitigation totaled more than \$34 million. Since the inception of the program in 1992, \$3 billion has been approved for collection.

PFC eligibility for noise compatibility projects differs from AIP eligibility. As noted, to be AIP eligible, a noise mitigation measure must, with few exceptions, be an approved noise compatibility measure in an FAA-approved Part 150 NCP. To be eligible for a PFC approval, a noise compatibility measure needs only to qualify for approval under a Part 150 NCP, whether or not the airport has undertaken the Part 150 study process. Even where an approved NCP is in place at that airport, PFCs can be used to fund a measure not included in the approved NCP, as long as the measure would qualify for approval.

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<sup>36</sup> FAA's Part 150 Airport Noise Compatibility Program was established under the Aviation Safety and Noise Abatement Act of 1979 (recodified at 49 U.S.C. 47501 *et seq.*).

To implement provisions of the Airport Noise and Capacity Act of 1990 (ANCA, codified at 49 U.S.C. 47521 *et seq.*), FAA issued 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, on September 25, 1991. Part 161 implements portions of the ANCA by setting up a national program for reviewing airport noise and access restrictions on Stage 2 and Stage 3 aircraft operations.<sup>37</sup> Part 161 also provides information about how airport operators may use the procedures for airport noise compatibility planning under 14 CFR Part 150 instead of the those described in Part 161 to provide notice and opportunities for public comment in proposing airport noise and access restrictions. FAA has set up an interdisciplinary team to review airport noise and access restrictions. This team works informally with many airports across the country and provides guidance on compliance with ANCA, Part 161, and other pre-existing Federal laws governing airport access. There was no Part 161 activity in FY 2007.

With the passage of Vision 100, additional noise projects outside the Part 150 program became eligible for AIP grants in FY 2004. Section 160 of Vision 100 added Section 47141 to Title 49 U.S.C., which authorizes the Secretary of Transportation to make grants from AIP noise set-aside funds to States and units of local government for compatible land use planning and projects around large and medium hub airports that have either never submitted a noise compatibility program or have not updated such a program within the preceding 10 years. These grants are limited to FY 2004 through FY 2007.

FAA issued a total of two grants during the pilot period, both in FY 2006 under Section 160. The city of Des Plaines near Chicago-O'Hare International Airport received \$750,000 to conduct a noise study under Section 160, and San Mateo County near San Francisco International airport received a grant for \$300,000 for this type of study. FAA has worked to advise eligible State and local governments through several venues, including national planning forums, planning magazines, and FAA's website. Thirty-one airports were identified as being large or medium hubs where State or local governments would be eligible to participate in this program. FAA has had a few additional inquiries for these studies from potential applicants.

## 10.2 Voluntary Airport Low Emission Program

The FAA Voluntary Airport Low Emission (VALE) Program began in FY 2005 under the auspices of Vision 100. The VALE Program is intended to help airport sponsors meet their obligations under the Clean Air Act (CAA) in conjunction with State and regional efforts to comply with national air quality standards.

The VALE Program, which is managed in cooperation with the Environmental Protection Agency (EPA) and the Department of Energy, is available to commercial service airports in EPA-designated air quality nonattainment and maintenance areas. The goal of the program is to reduce emissions from major pollutants, including ozone, particulates, and carbon monoxide, that are generated by airport vehicles and ground support equipment.

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<sup>37</sup> Stage 2 and Stage 3 aircraft are those aircraft that meet certain noise levels and other prescribed requirements under 14 CFR Part 36, Noise Standards: Aircraft Type and Airworthiness Certification.

The program provides airport sponsors with financial and regulatory incentives to make earlier and larger investments in proven low-emission technology. In the process, airports are encouraged to use domestic alternative fuels in support of national energy goals.

The centralized operations of airports offer many practical opportunities for controlling emissions from stationary and mobile sources. Airport fleets, especially ground support equipment (GSE), operate primarily, if not exclusively, on airport property. In addition, refueling and recharging stations can often be sited safely and conveniently for vehicle refueling.

Participation in the VALE Program is voluntary for airport sponsors and participating State air quality agencies, which play an important role by providing regulatory incentives in the form of “airport emission reduction credits.” Airport sponsors receive the State-issued credits for eligible VALE projects and may use the credits to meet future CAA requirements.

In addition to AIP, funding for VALE projects may be provided through the PFC program. AIP and PFC eligibility is limited to capital investments and the deployment of proven, cost-effective technologies that are commercially available. Eligible low-emission technology ranges from on-road vehicles and aeronautical GSE to refueling and recharging stations, gate electrification, and other infrastructure improvements for lowering emissions.

Information about the program is located on FAA’s web site.<sup>38</sup> The main guidance document is called the VALE Technical Report. It describes program requirements and outlines how airport sponsors should prepare a VALE project application.

In FY 2007, FAA awarded four AIP grants for VALE projects totaling \$6.2 million. Since FY 2005, the FAA has funded nine AIP grants for \$6.6 million; with the addition of the local funding match totals for the program, investment to date in new airport low-emission technology equals \$8.9 million.

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<sup>38</sup> This information is located at [http://www.faa.gov/airports\\_airtraffic/airports/environmental/vale](http://www.faa.gov/airports_airtraffic/airports/environmental/vale).

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## Chapter 11: Disadvantaged Business Enterprise and Civil Rights Requirements

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In FY 1999, DOT issued a revision to its disadvantaged business enterprise (DBE) regulations for contracting in light of the U.S. Supreme Court decision in *Adarand Constructors v. Peña*. Subsequently, DOT revised the airport concession DBE regulations in FY 2005 to comply with *Adarand* and statutory changes. These revisions require Federal affirmative action programs to be narrowly tailored to meet a strict scrutiny standard. A target of at least 10-percent participation, specified in Sections 47113 and 47107(e) of Title 49 U.S.C. for DBE participation in DOT-assisted contracts, including those funded with AIP grants, and airport concessions continues as a national aspirational goal under the revised rules (49 CFR Part 26, Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs and 49 CFR Part 23, Participation of Disadvantaged Business Enterprises in Airport Concessions).

Under Part 26, overall DBE goals must be based on demonstrable evidence of the relative availability of DBEs that are ready, willing, and able to participate in DOT-assisted contracts. Consequently, FAA approved goals that were both lower and higher than 10 percent for DOT-assisted contract and airport concessions programs that reflected the relative availability of DBEs. In addition, DOT's DBE regulations do not penalize an airport sponsor merely for not achieving its overall DBE participation goal. Instead, the airport sponsor is required to use an approved process to establish the goal<sup>39</sup> and make good faith efforts to achieve this goal. If this is done, the airport sponsor is considered to have met the necessary requirements. FAA applies similar principles to its airport concessions program.

During FY 2006, DBEs received 15.30 percent of contract dollars awarded under AIP. DBE concessionaires for FY 2006 produced 13.09 percent of the total gross receipts generated by all concessions at primary airport locations. (FY 2006 is the latest year complete and updated data are available.)

During FY 2007, FAA informally resolved 17 complaints filed under the Americans with Disabilities Act of 1990 or the Rehabilitation Act of 1973. At the beginning of FY 2007, there were 7 unresolved disability complaints, and FAA received an additional 20 complaints during the year for a total of 27 complaints.

Sixteen complaints filed under Title VI of the Civil Rights Act of 1964, which provides that no person in the United States "shall" on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance, were

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<sup>39</sup>Requirements for establishing a DBE goal are contained in 49 CFR Part 23, Participation of Disadvantaged Business Enterprises in Airport Concessions, and 49 CFR Part 26, Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.

also informally resolved during FY 2007. The number of unresolved Title VI complaints at the beginning of FY 2007 was 5, and FAA received 21 additional complaints during the fiscal year, for a total of 26 complaints. One new administrative complaint relating to noncompliance with AIP grant assurances pertaining to DBE requirements, filed under 14 CFR Part 16, Rules of Practice for Federally-Assisted Airport Enforcement Proceedings, was filed in FY 2007. It was dismissed on procedural grounds. A Part 16 administrative complaint, filed in FY 2006 with numerous procedural filings in FY 2007, is pending.



## Chapter 12: Passenger Facility Charge Program

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The Passenger Facility Charge (PFC) Program was first authorized by the Aviation Safety and Capacity Expansion Act of 1990. The PFC statutory language is codified under Title 49 U.S.C. 40117, and FAA uses this authority to issue requirements for PFC collections under 14 CFR Part 158, Passenger Facility Charges.

Through the PFC Program, FAA regulates and approves the collection of fees, known as PFCs, from air carrier passengers at commercial airports controlled by public agencies. Public agencies then use these fees to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition. The PFC Program provides an important additional source of capital for expansion and rehabilitation of the U.S. airport infrastructure. The PFC Program enables public agencies controlling commercial service airports, after receiving approval from FAA, to charge enplaning passengers using the airport a \$1, \$2, \$3, \$4, or \$4.50 PFC.

PFC collections and AIP funds are complementary in the overall funding of airport improvements. The majority of PFC-approved projects are also AIP eligible. However, there is broader eligibility under the PFC Program for noise compatibility measures, terminal gates and related areas, and costs associated with debt financing. One major use of PFCs is as local “match” funds for AIP grants, particularly at nonhub primary airports.

Since its inception, Congress has made several statutory changes to the program. Most recently, the passage of AIR-21 modified the program by raising the maximum PFC limit to \$4.50. In addition, Congress included a mandate in Vision 100 for FAA to develop a nonhub pilot program to streamline the application process. FAA issued a final rule for the pilot program on March 23, 2005. This pilot program is ongoing and has been a success. FAA implemented other changes required under Vision 100 issuing a Federal Register Notice on May 23, 2007, of a final rule amending PFC regulations. This amendment addressed a number of issues, including debt service, air carrier bankruptcy, and miscellaneous charges. To date, almost all non-hub notices have taken 30 or fewer days to process.

Within FAA, the PFC Program is administered by FAA’s Office of Airports. Although authority to approve other PFC applications was delegated to regional staff in FY 1997, headquarters staff issues any controversial or precedent-setting PFC decisions. However, regional input is vital to headquarters staff for approval of collections and use of PFCs for such decisions.

FAA headquarters and regional personnel work together to ensure PFC collections meet the following conditions:

- Projects proposed for PFC funding meet statutory objectives and eligibility requirements and 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 PFC regulation.

In addition, headquarters and regional staff ensure PFC information is coordinated with other airport users, as well as with the air carriers at airports participating in the PFC Program. FAA also coordinates with the DOT Office of the General Counsel to ensure air carriers correctly remit PFC collections to public agencies.

In FY 2007, FAA approved or partially approved 104 applications for PFC collections at 92 locations, of which seven were new locations. PFC collections enabled by these and earlier approvals have made significant contributions to major capacity, safety, and security projects described earlier in this report. In FY 2007, FAA approved PFC collections, totaling approximately \$4.6 billion, including these at the following airports:

- Chicago O'Hare International Airport, Chicago, IL (\$1,290,509,174);
- Norman Y. Mineta San Jose International Airport, San Jose, CA (\$495,095,000);
- Pittsburgh International Airport, Pittsburgh, PA (\$126,185,531);
- Tampa International Airport, Tampa, FL (\$98,840,500);
- Syracuse Hancock International Airport, Syracuse, NY (\$96,732,010); and
- Ontario International Airport, Ontario, CA (\$96,648,998).

In CY 2006, public agencies collected PFCs totaling \$2.46 billion, an increase of \$139 million from CY 2005 PFC collections (see Appendix E: Comparisons of AIP to PFC).

As of September 30, 2007, a total of 369 locations had been approved for PFCs since the program's inception in 1991 and collections were occurring at 332 locations. Since 1991, FAA has authorized PFC collections totaling approximately \$61 billion.<sup>40</sup>

Ninety-six percent of all large and medium hub airports were approved to collect PFCs as of the end of the fiscal year, while 82 percent of all small hub and nonhub primary airports were collecting PFCs. The simplified nonhub pilot program (NHPP) PFC process has encouraged expanded participation among airports in this classification. Specifically, under NHPP, the Office of Airports processed 48 applications at 46 airport locations. The NHPP is scheduled to expire in May 2008. Participation in the PFC Program decreases sharply at the level of nonprimary commercial service airports, with only 23 percent of these airports collecting PFCs as of the end of FY 2007. This category of airports has low passenger volume, so the revenue generated may not offset the cost associated with implementing a PFC program.

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<sup>40</sup>A complete listing of all PFC approved locations, collections, and expiration dates is available online at [http://www.faa.gov/airports\\_airtraffic/airports/pfc/](http://www.faa.gov/airports_airtraffic/airports/pfc/).

## Chapter 13: Pilot Programs and Special Funding

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### 13.1 Airport Privatization Pilot Program

The Airport Privatization Pilot Program authorizes 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 airport slots authorized by the legislation, the following options and limitations apply:

- general aviation airports can be leased or sold and any other type of airport can only be leased, and
- only one large hub primary airport can participate in the program.

Although other airports have expressed interest in the program, Stewart International Airport, a primary airport in Newburgh, NY continues to be the only facility in FY 2007 with an approved exemption. In August 2007, the Port Authority of New York and New Jersey (PANYNJ) executed an agreement with Stewart Airport Acquisition, Inc., the current private operator, to assume the lease for the airport and become the new operator of Stewart International Airport. If the State of New York, the airport owner, and FAA approve this action, the exemptions would be revoked and the airport would be removed from the program. FAA action on the PANYNJ's request is expected in early FY 2008.

The Orleans Levee District application for Lakefront Airport in New Orleans was taken over by events. At the end of FY 2006, a Louisiana state law was enacted transferring Lakefront Airport to a new airport sponsor, the state Division of Administration. The slot held by the Orleans Levee District was planned for release in FY 2008.

In early FY 2007, FAA approved the city of Chicago's preliminary application for Chicago Midway International Airport to participate in the initial Airport Privatization Pilot Program. During FY 2007, the city of Chicago was in the initial process of selecting a private operator and obtaining the necessary airline approvals required prior to final application submittal to FAA. Chicago Midway is the first and only large hub airport to participate in the pilot program. At the end of FY 2007, three slots remained available for applicants to the program.

## 13.2 Innovative Financing Techniques Program

In December 2003, Vision 100 extended the innovative financing technique provisions contained in Title 49 U.S.C. Section 47135(a) to allow 20 additional finance projects through FY 2007. This is in addition to the 20 demonstration projects FAA approved in FY 2001 and FY 2002.

First introduced in 1996, as a pilot program, these provisions allow FAA to test and evaluate at airports smaller than large and medium hubs innovative airport development financing techniques not otherwise eligible for AIP funds. Such techniques include paying interest, commercial bond insurance, other credit enhancements associated with airport bonds, flexible matching share, and use of entitlement funding for paying principal and interest of terminal building costs incurred before FY 2000.

There were no innovative finance proposals received in FY 2007.

## 13.3 Safety Management System (SMS) Pilot Study

FAA endorses the International Civil Aviation Organization (ICAO) initiative to implement safety management systems (SMSs) for airport operators in accordance with recently adopted amendments to Annex 14, Aerodromes, of the Convention on International Civil Aviation. An SMS is essentially a quality management approach to controlling risk. It also provides the organizational framework to support a sound safety culture. The SMS provides airport management with a detailed roadmap for monitoring safety-related processes.

Safety management is a collaborative effort between government and airport operators. FAA is in the process of implementing SMS for certificated airports. Systems safety must be infused into the management systems of airport operators if it is to have the desired effect on safety outcomes.

In FY 2007, FAA initiated a pilot study to help implement SMS at airports. Participants in the pilot program review existing safety standards to determine if they meet the intent of SMS requirements; if so, they then develop an SMS implementation plan. In FY 2007, FAA issued AIP grants to 20 pilot study participants to evaluate their current safety system against SMS requirements. The Office of Airports is working with the participants to assure the evaluations are completed in FY 2008.

## 13.4 Localizer Performance with Vertical Guidance (LPV) Surveys

Wide Area Augmentation System (WAAS) enabled vertically-guided approach procedures are referred to as Localizer Performance with Vertical Guidance (LPV) approaches and provide Instrument Landing System (ILS) equivalent approach minimums as low as 200 feet at qualifying airports. Actual minimums are based on an airport's current infrastructure, as well as an evaluation of any existing obstructions. FAA plans to publish

300 WAAS approach procedures per year to provide service to all qualifying instrument runways within the U.S. National Airspace System (NAS).

WAAS offers an opportunity for airports to gain ILS-like approach capability without the purchase or installation of any ground-based navigation equipment at the airport. WAAS was estimated in use at more than 900 runways across the United States to achieve minimums as low as 200 feet above touchdown and 0.5 mile visibility.

In FY 2007, \$3.9 million of AIP funds were allocated for 4 surveys in Alaska and 89 surveys within the Continental United States under State system plans, master plans, and individual airport grants. Out of the 93 surveys, 82 were performed at general aviation airports, 7 at commercial service airports, and 4 at reliever airports.

A brochure<sup>41</sup> entitled *Maximizing Airport Operations Using the Wide Area Augmentation System (WAAS)* was developed by the WAAS Office, with input from the Office of Airports, to educate the aviation public on the benefits of implementing these types of approaches (including LPVs). The purpose of this document is to provide an overview of the benefits WAAS offers to airports and to provide information on the steps that airports can take now to begin realizing these benefits.

### 13.5 Airport Cooperative Research Program (ACRP)

The ACRP was funded at \$10 million in FY 2007. The program was established by Congress for the purpose of conducting research on problems common to airports but not being addressed in other Federal research programs. The ACRP is administered by the National Academy of Sciences and its Transportation Research Board (TRB). TRB solicits annually for research topics from airports, consultants, universities, and the public. A Governing Board appointed by the Secretary of Transportation reviews the topics and selects the best topics for funding. In FY 2007, the Governing Board met to select the FY 2007 projects. Currently, more than 70 research studies are underway on airport issues such as airport management, airport efficiency, airport safety, and the environment. FAA is a member of the Governing Board and ensures there is no duplication between the two AIP-funded research programs: ACRP and Airport Technology Research.

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<sup>41</sup> This information is located at [http://www.faa.gov/airports\\_airtraffic/airports/planning\\_capacity/](http://www.faa.gov/airports_airtraffic/airports/planning_capacity/)

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## Chapter 14: Land Use Compliance

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Section 737 of AIR-21, now codified in Title 49 U.S.C. 47131, requires the annual compilation of the *Land Use Compliance Report*.<sup>42</sup> This report provides a detailed statement listing airports the Secretary of Transportation believes are not in compliance with Federal grant assurances or other Federal land use requirements with respect to airport lands. The report is to include the circumstances of such noncompliance, the timeliness for corrective action, and the corrective action the Secretary intends to take to bring the airport sponsor into compliance.

In response to this requirement, FAA has prepared the *Land Use Compliance Report for FY 2007* and included it as Appendix H. This appendix lists airport sponsors that at the end of FY 2007, FAA is investigating or working with to resolve a land use compliance issue and where corrective actions have been requested or are under way.<sup>43</sup> Inclusion in the report does not mean an airport sponsor has been found to be in noncompliance. The list also includes airports identified in previous years but where resolution is still in progress.

In monitoring airport sponsor compliance with land use requirements, FAA relies in part on inspections of selected airports. This inspection program serves as a compliance oversight and surveillance tool pertaining to airport land use subject to Federal obligations. Congress authorized this program in FY 2000, and the following fiscal year, FAA implemented a regular program of land use inspections of selected airports in each FAA region.

FAA has developed and implemented guidance related to the methodology and procedures to be used when conducting land use inspections, including (1) airport selection criteria, (2) data gathering, (3) pre-inspection procedures, (4) onsite inspection procedures, and (5) corrective actions. The purpose of land use inspections is to ascertain the airport sponsor's compliance with the terms of applicable Federal obligations incurred through grant agreements, surplus property, and non-surplus property conveyances dealing specifically with the use of airport property. FAA also uses this inspection program to promote standardized reporting formats and completeness of land use records and to provide supporting data for potential compliance determinations, both informal and formal. The results of these inspections, including those conducted in FY 2007, are the basis of the *Land Use Compliance Report*.

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<sup>42</sup> See Title 49 U.S.C. 47131(a)5.

<sup>43</sup> Section 47131(b) does not require FAA to make a final agency determination on a compliance matter in order to list an airport in the *Land Use Compliance Report*.

At the end of FY 2007, there were 29 airport sponsors undertaking corrective action and 14 airport sponsors found in noncompliance. FAA also worked with another 20 airport sponsors during the fiscal year and brought them into compliance with their grant assurances.



## Chapter 15: Performance Measurement

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Performance measurement has taken on a major role in FAA activities, including the AIP, due to the Government Performance 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 greater safety, increased capacity, international leadership, and organizational excellence. The goals and measurements are tracked through strategic plans, business plans, annual performance plans, and program performance reports.

FAA sets its goals and reports on performance in the FAA Flight Plan.<sup>44</sup> The Flight Plan is a multiyear strategic effort, setting a course for FAA through 2012. This strategic plan is tied directly to agency funding and is updated each year. The plan includes outcome-based performance goals with measures and targets for four goals:

- **Increased Safety** — Achieve the lowest possible accident rate and constantly improve safety;
- **Greater Capacity** — Work with local governments and airspace users to provide increased capacity in the U.S. airspace system that reduces congestion and meets projected demand in an environmentally sound manner;
- **International Leadership** — Increase the safety and capacity of the global civil aerospace system in an environmentally sound manner; and
- **Organizational Excellence** — Ensure the success of FAA's mission through stronger leadership, a better-trained and safer workforce, enhanced cost-control measures, and improved decision-making based on reliable data.

FAA's Office of Airports Business Plan was developed to achieve the strategic goals and objectives of the FAA Flight Plan. The Office of Airports Business Plan has a strong alignment to the Flight Plan, clear and measurable activity targets, and realistic milestones. In 2007, this business plan demonstrated effective coordination with outcome-based performance goals with measures and targets for each of the Flight Plan's four goals.

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<sup>44</sup>The current edition of the FAA Flight Plan, 2008–2012, is available online at [http://www.faa.gov/about/plans\\_reports/](http://www.faa.gov/about/plans_reports/).

## 15.1 Increased Safety

FAA has an important long-term goal to improve 100 percent of RSAs<sup>45</sup> at 14 CFR Part 139 certificated airports to meet, to the extent practical, standards by 2015. In FY 2007, FAA continued to make progress and completed improvements for 41 priority runways, exceeding the FAA's Office of Airports FY 2007 Business Plan goal of improving at least 36 priority RSAs. FAA also granted approximately \$262 million in AIP funds for RSA improvements for the remaining 169 out of 453 priority runways, including 39 that will be completed in FY 2008.

Reducing the number of runway incursions<sup>46</sup> is another major FAA safety goal. In FY 2007, FAA's Office of Airports supported this goal by striving to have 56 or less runway incursions involving vehicle or pedestrians, known as V/PDs, at airports with an FAA air traffic control tower (approximately 517 towers). Both FAA and the airport community focused on controlling V/PDs throughout the year. These actions resulted in only 56 V/PDs, which met the target.

Many safety projects FAA funded in FY 2007 support these efforts to reduce runway incursions, including some discretionary-funded safety projects solely intended to reduce runway incursions (such as enhanced runway marking and lighting and pavement reconfiguration). FAA Runway Safety Action Teams (RSATs) established at individual airports recommended these projects. In FY 2007, FAA issued 20 AIP grants, totaling \$92.8 million in support of RSAT recommendations.

In addition, two new safety programs were funded by AIP and contributed to greater safety in FY 2007: Lateral Precision Performance with Vertical Guidance (LPV) and Safety Management Systems (SMSs) are detailed in Chapter 13: Pilot Programs and Special Funding.

To promote safety, the Office of Airports has focused contract and staff resources on updating standards contained in Advisory Circulars (ACs). Many AIP-funded projects must comply with the safety standards contained in the ACs. In FY 2007, FAA updated 33 ACs. This has reduced the average age of ACs from 13.5 years in FY 2002 to 5.0 years in FY 2007. This is significant progress on FAA's Office of Airports long-term goal of reducing the average age of more than 100 ACs to less than 5 years.

During FY 2007, FAA's Office of Airports continued efforts on two research programs: the Airport Technology Research and the Airport Cooperative Research Program (ACRP). The Airport Technology Research was authorized \$17.87 million in funding in FY 2007.

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<sup>45</sup> A runway safety area is a defined area comprised of a runway and the surrounding surfaces that is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from a runway (see 14 CFR 139.5, Definitions).

<sup>46</sup> A runway incursion is defined as any occurrence in the airport runway environment involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of required separation with an aircraft taking off, intending to take off, landing, or intending to land.

This research is conducted at the FAA's Technical Center in Atlantic City, NJ, in the areas of airport planning and design, airport lighting and marking, runway safety, wildlife hazard mitigation near airports, aircraft rescue and firefighting and pavement design and construction. The results of the research are used to update ACs and equipment specifications to provide guidance to airport sponsors and consultants. The ACRP is discussed in Chapter 13: Pilot Programs and Special Funding.

Finally, the Office of Airports continued to use AIP funds to increase safety and access to rural airports in Alaska. To achieve these goals in FY 2007, FAA issued \$50.3 million in AIP funds to five locations. These funds kept FAA on target to meet the long-term FY 2010 goal of bringing 20 substandard Alaskan airports up to FAA lighting standards for 24-hour access by essential medical emergency aircraft. In FY 2007, the total number of airports that meet this target was 14. An additional 10 airports have been identified as potential candidates for remote access projects in Alaska.

## 15.2 Greater Capacity

The Operational Evolution Plan (OEP)<sup>47</sup>, which was established in 2001, focused on increasing the capacity of the national airspace by 30 percent and consolidated information about capacity enhancements into one document. The forecasted and actual benefits of these activities were measured annually, and analysis shows FAA will achieve the original goal by 2013. In 2007, FAA expanded the scope of the existing OEP to include FAA's commitments to integrate and implement the new air transportation system (NextGen). The plan is now known as the Operational Evolution Partnership (OEP) and it identifies 35 commercial airports (30 large hub airports and 5 medium hub airports) that account for the majority of the scheduled passenger enplanements in the country. In CY 2006, about 75 percent of all U.S. enplanements occurred at these airports. The OEP supports DOT's *National Strategy to Reduce Congestion on America's Transportation Network*, and the Office of Airports regularly reports to DOT on related congestion reductions in the airspace system.

From FY 2000 through FY 2007, 13 new runways at OEP airports were commissioned at 35 OEP airports providing these airports with the potential to accommodate 1.6 million more annual operations. The total cost of these 13 new runways was \$5.3 billion with approximately \$1.7 billion in AIP funding. Eight OEP airports had airfield projects under construction; 3 new runways, 2 airfield reconfigurations, 1 runway extension, 1 end around taxiway, and 1 centerfield taxiway.

In FY 2007, a runway at Boston Logan International Airport was commissioned. This new 5,000-foot runway is planned to reduce the average delay per operation by almost 3 minutes. Additionally, the first phase of the Southside Airfield Reconfiguration at Los Angeles International Airport was completed in April 2007 with the opening of the relocated runway 7R/25L. The second phase will be completed in June 2008 when the

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<sup>47</sup> The OEP is available online at <http://www.faa.gov/programs/oep/>.

new center taxiway opens. (See Chapter 8: Major Capacity, Safety, Security, and Noise Project Grants for more information on AIP-funded runway projects during FY 2007.)

Another means of improving safety and decreasing delays at a busy airport is through the construction of end-around taxiways. These taxiways provide an alternative to having aircraft cross an active runway. An end-around taxiway at Atlanta Hartsfield International Airport was commissioned in April 2007 that eliminated about 612 runway crossings per day.

In FY 2003, the FAA Administrator requested the Office of Airports to further study the long-term capacity of the aviation system to ensure it matches forecasts of demand. FAA issued a report in June 2004 entitled, *Capacity Needs in the National Airspace System (FACT 1)*.<sup>48</sup> It identified airports and/or metropolitan areas that were not expected to meet projected aviation demands in 2003, 2013 and 2020 (using 2003 data as the baseline).

This study was updated with new modeling data, findings from airport visits, current demand forecasts, and agency plans contained in the current OEP. It was also updated to align the periods analyzed with the work being done as part of the NextGen by the Joint Planning and Development Office. The updated report, entitled *Capacity Needs in the National Airspace System (2007-2025): An Analysis of Airports and Metropolitan Area Demand and Operational Capacity in the Future (FACT 2)*, was released in May 2007.<sup>49</sup>

To further support capacity enhancements, the Office of Airports also distributed AIP funds for three regional studies in Atlanta, Los Angeles, and San Francisco metropolitan areas, to study regional capacity issues. The studies are being completed over several fiscal years and the sponsors of these studies met their respective performance targets and deliverables during FY 2007. In FY 2007, regional studies were completed for New England and New York.<sup>50</sup>

FAA's Office of Airports also conducted \$8.5 million in airport research to improve capacity and efficiency. This included pavement research to develop improved pavement design and construction models. This research was conducted at FAA's National Pavement Test Facility at the William J. Hughes Technical Center in Atlantic City, NJ. This is a unique facility that allows full scale testing on 900 feet of highly instrumented pavement.

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<sup>48</sup> The *Capacity Needs in the National Airspace System Report* is available online at [http://www.faa.gov/airports\\_airtraffic/airports/resources/publications/reports/](http://www.faa.gov/airports_airtraffic/airports/resources/publications/reports/).

<sup>49</sup> See [http://www.faa.gov/airports\\_airtraffic/airports/resources/publications/reports/#capacity](http://www.faa.gov/airports_airtraffic/airports/resources/publications/reports/#capacity).

<sup>50</sup> The New York Metropolitan Area Air Service Demand Study (May 2007) is available at [http://www.faa.gov/airports\\_airtraffic/airports/regional\\_guidance/eastern/planning\\_capacity/](http://www.faa.gov/airports_airtraffic/airports/regional_guidance/eastern/planning_capacity/). The New England Regional Aviation System Plan Study (Fall 2006) is available at [http://www.faa.gov/airports\\_airtraffic/airports/regional\\_guidance/new\\_england/planning\\_capacity/airport\\_system\\_plan/](http://www.faa.gov/airports_airtraffic/airports/regional_guidance/new_england/planning_capacity/airport_system_plan/).

### 15.3 International Leadership

FAA's Office of Airports continued to participate in international activities in FY 2007. Both headquarters and regional FAA personnel responded to requests for technical assistance from foreign countries to help improve their programs for airport safety, certification, and inspection. Office of Airports safety certification inspectors conducted training in the United States for airport safety inspectors from China and Korea. This training consisted of 1 week of classroom instruction at the FAA Aeronautical Center in Oklahoma City and hands-on airport safety inspection training in two FAA regions. Office of Airports wildlife biologist also conducted wildlife hazard assessments at airports in Costa Rica and Peru.

FAA's Office of Airports engineering staff represented the U.S. Government at International Civil Aviation Organization (ICAO) meetings of the Aerodrome Panel and meetings of the Visual Aids Working Group, the Aircraft Rescue and Firefighting Working Group, and the Airport Design Working Group.

The Associate Administrator for Airports attended international conferences and meetings in India and Dubai, and held discussions with high-level members of those countries' civil aviation authorities and airports to discuss issues of airport safety and development.

### 15.4 Organizational Excellence

By establishing organizational excellence goals, FAA develops initiatives to ensure the success of FAA's mission through stronger leadership, a better-trained and safer workforce, enhanced cost-control measures, and improved decision-making based on reliable data. In FY 2007, FAA's Office of Airports supported these goals by continuing to make improvements in all of its management and organizational processes, including AIP.

To ensure better AIP funds control, the Office of Airports continued to reduce the number of grants older than 4 years and address grants that have not been active in over 18 months. The Office of Airports was successful in monitoring and taking appropriate actions on inactive AIP grants on which the airport sponsor has made no funds requests for 18 months or longer. In FY 2007, FAA's Office of Airports reactivated or closed out 99 percent of inactive grants (1,871) and reached its goal of reactivating or closing 99 percent of them.

In addition, Office of Airports met its national goal of closing out 95 percent of AIP grants that are 4 years and older. A total of 815 of these older AIP grants, or 95.6 percent, were closed in FY 2007. The Office of Airports also achieved its goal to issue not less than 90 percent of all construction and equipment grants based on costs determined by bids rather than estimates.

In FY 2007, the Office of Airports continued to carry out its national goal of providing relief to 20,000 residents, students, and medical patients (per year on average over a 5-year period) impacted by the airport environment by reducing their level of noise exposure to a day-night sound average<sup>51</sup> of less than 65 decibels. These noise compatibility projects were funded through AIP. In FY 2007, FAA issued 86 AIP grants totaling \$298.1 million in AIP funding in support of noise compatibility projects. The Office of Airports remained on track to meet its long-term target of benefiting 20,000 persons per year based on a rolling 5-year average. The total people benefitting in FY 2007 was 18,617, based on final granted projects.

Historically, approximately two-thirds of non-noise AIP funds are expended on infrastructure development of airside facilities, more specifically, runways, taxiways, aprons, and associated lighting, safety and standards projects. To most effectively expend funds to maintain pavement integrity, it is important that projects be accomplished before extensive damage due to normal wear and tear and climatic conditions require more extensive reconstruction (versus rehabilitation). Accordingly, the Office of Airports maintains and monitors a database of runway pavement conditions at all NPIAS and commercial service airports to assure that a minimum level of pavement condition is being maintained. Our established goal is to assure that 93 percent of all runways at airports in the NPIAS are maintained in good or fair condition. In FY 2007, actual field surveys affirmed that 96.4 percent of runways at NPIAS airports and 97.4 percent of runways at commercial service airports met these criteria.

In late FY 2005, the Office of Airports conducted a nationwide customer satisfaction survey with the following goals:

- Measure customer satisfaction with the manner in which the Office of Airports conducts its business;
- Garner user views on staff interaction, processes, and materials;
- Identify and/or develop best practices that can be leveraged across FAA; and
- Establish a baseline to provide for measurement of improvement in future years to gauge the effectiveness of resulting FAA regional action plans.

In FY 2006, the Office of Airports developed regional action plans to address the three areas the survey identified as needing improvement:

- Process improvements, such as more flexibility in adapting guidelines for local interests, paper reduction, and more consistent policy;
- Materials improvement, such as more timely updates to resource guidance, more consistent interpretation, and easier access (via the internet, if possible); and

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<sup>51</sup> The day-night average sound level means the 24-hour average sound level, in decibels, for the period from midnight to midnight, obtained after the addition of 10 decibels to sound levels for the period between midnight and 7 a.m. and between 10 p.m. and midnight, local time.

- Resource management, focusing on most widely used forms of communication (e.g., internet and advisory circulars).

These action plans have been implemented at both the headquarters and regional level.

In FY 2007, the Office of Airports launched a follow-on customer satisfaction survey effort to provide data for comparison to the FY 2005 baseline survey. The ARP Business Plan calls for the survey to be completed in FY 2008, with the presentation of survey findings and subsequent adjustments to the regional action plans.

In FY 2007, the Office of Airports began to develop a new AIP financial performance metric focused on the conversion rate of trust fund dollars into airport infrastructure improvements. The FY 2008, ARP Business Plan identifies this new performance metric as an AIP management and oversight goal and a core business function. The FY 2008 objective is to establish a baseline methodology for the new performance metric.

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## Appendix A: Glossary and Acronym List

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### Glossary

- Allocations. After a project is fully processed and approved, FAA regions notify airport sponsors of an allocation of funds for a project. This is merely a notification of intent to grant (obligate) funds and does not involve a transfer of funds. Total allocations by an FAA region can never exceed funds made available by FAA headquarters to a region in either planning figures or allotments. Allocations based only on planning figures issued in advance of obligation limitations and apportionments may have to be withdrawn if final congressionally approved program levels are lower than originally expected.
- Allotments. After the Office of Management and Budget (OMB) approves FAA's apportionment request, FAA will request that its budget office make an allotment of funds to FAA regions to support previously issued planning figures. Allotments and adjustments to allotments are made throughout the year as required.
- Apportionments. There are two actions referred to as apportionments:
  1. The authorizing legislation requires an apportionment of funds to be made each October to airport sponsors and States based on formulas contained in the authorizing legislation. This apportionment notifies airport sponsors and States these funds are available for eligible work, but it does not involve any transfer of funds. Such apportionments are more commonly referred to as "entitlements" funds.
  2. The other type of apportionment is a plan to spend resources provided by law. Once OMB approves FAA's apportionment, FAA may obligate congressionally authorized AIP funds. The OMB apportionment is formally requested by FAA, which provides a financial plan for orderly use of the funds. The financial plan is based on FAA regional submission of annual program plans. The OMB apportionment may contain restrictions on the use of funds such as restrictions on the amount that may be used quarterly. Such apportionments are more commonly referred to as "discretionary" funds.
- Appropriations. This is a legislative act authorizing the obligation of a designated amount of public funds for a specific purpose. Short-term appropriations legislation sometimes is enacted and is known as a "Continuing Resolution." A Continuing Resolution is a temporary appropriation authorizing an agency to incur obligations during the interim at some fixed rate, usually the lesser of the prior year's rate or the rate provided by passed bill. In the case of AIP, legislation provides the necessary authorization to obligate funds and issue grants in the form of a contract authority. Congress uses the appropriation process to establish an obligation limit for AIP.

- Authorization. This is a legislative act granting FAA the “contract authority” to issue AIP grants within a specified dollar amount.
- Authorizing Legislation. AIP is authorized by Chapter 471 of Title 49 U.S.C., as amended.
- Discretionary. The term “discretionary” refers to funds that are available for use on eligible projects at FAA’s discretion. Discretionary funds are of two types. One type is referred to as discretionary set-aside funds (for noise planning and programming, Military Airport Program (MAP) participants, and a special reliever airport category). The other type comprises those funds remaining after the apportionments are made and the set-asides are accommodated. Of these remaining funds, 75 percent—known as capacity/safety/security/noise (C/S/S/N)—is to be used for preserving and enhancing capacity, safety, and security and carrying out noise compatibility planning and programs at primary and reliever airports. The remaining 25 percent, known as remaining or pure discretionary, may be used for any eligible project at any airport.
- Entitlements. The term “entitlements” refers to the passenger, cargo service, and State apportionments (including nonprimary apportionments when applicable) available to sponsors and States based on formulas in the Act. See the definition of “apportionments” above.
- Grant Assurances. There are three types of standard grants assurances that sponsors must agree to when accepting AIP funds; airport sponsor assurances, noise compatibility assurance for non-airport sponsors and planning agency assurances. Airport sponsor assurances are used for airport development grants, airport planning grants, and noise compatibility program grants. Noise compatibility assurances for non-airport sponsors are used for noise compatibility projects undertaken by sponsors who do not own the airport that has the noise compatibility program. Planning agency assurances are used for integrated airport system planning grants made to planning agencies.
- Obligations. The execution of a grant agreement with an airport sponsor constitutes an obligation of the U.S. Government to pay the amounts specified in the grant. Obligations of funds are processed through FAA regional accounting offices in two steps: (1) a “reservation of funds” is made before the grant is signed; and (2) an “obligation” is reported when the grant is signed. Total obligations in a region may never exceed the total of funds allotted to a region.
- Obligation Limitation. This is language in an annual appropriations act that limits annual grant funds to either the authorized level or to any different level determined by Congress to be suitable for economic requirements.
- Passenger Facility Charges (PFCs). These are fees collected for every enplaned passenger at commercial airports controlled by public agencies for projects and at fee

levels approved by FAA. Airport sponsors then use these fees, up to \$4.50 for every enplaned passenger, to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition.

- Payments. Payments to a sponsor are made either through processing of requests submitted by a sponsor to FAA or via a letter of credit arrangement.
- Protected Entitlement Funds (Formerly “Carryover” Funds). These are funds apportioned for primary or cargo service airports, States (including nonprimary apportionments when applicable), and Alaskan airports for eligible work. Specifically, work that an airport sponsor can claim to use during the fiscal year for which the amount was apportioned and the 2 fiscal years immediately after that year (or the 3 fiscal years immediately following that year in the case of primary nonhub airports and nonprimary airports). Grants using carryover amounts from apportionment funds may be used whether or not there is AIP authorizing legislation if sufficient contract authority remains from prior authorization legislation.
- Recoveries. As adjustments are made based on final actual grant payments, funds may be recovered (de-obligated) from existing obligations and, under certain circumstances, may be re-obligated for new projects or for upward adjustments to existing projects. For State block grants, funds are not normally recovered. These funds may be used within the block grant for other eligible projects.
- Set-aside Funds. Portions of discretionary funds are set-asides designed to achieve funding minimums specified in the authorizing statute, including (1) 35 percent for noise compatibility planning and implementing noise compatibility programs under Title 49 U.S.C. Section 47501 *et seq.*; (2) 4 percent for the Military Airport Program; and (3) if AIP is funded at \$3.2 billion or above, 0.66 percent for a limited number of reliever airports with more than 75,000 annual operations, a runway with a minimum usable landing distance of 5,000 feet, a precision instrument landing procedure and at least 100 based aircraft, and that relieve airports that have at least 20,000 hours of annual delays in commercial passenger aircraft takeoffs and landings.
- Small Airport Fund. Title 49 U.S.C. Section 47114(f) requires that AIP funds apportioned to a large or medium hub airport be reduced if a PFC is imposed at that airport. In accordance with Title 49 U.S.C. Section 47116(b), FAA distributes the withheld apportionments, as follows: 12.5 percent to the AIP discretionary fund and 87.5 percent to the “Small Airport Fund,” of which certain amounts must be spent at small hub primary airports, general aviation airports (including reliever airports), and nonhub commercial service airports.

## Acronym List

AC	Advisory Circular
ACAIS	Air Carrier Activity Information System
ACC	Airports Consultants Council
ACI-NA	Airports Council International – North America
ACIP	Airports Capital Improvement Plan
ACRP	Airport Cooperative Research Program
ADAP	Airport Development Aid Program
AIP	Airport Improvement Plan
ALP	Airport Layout Plan
ALS	Approach Lighting System
ANCA	Airport Noise and Capacity Act
ASOS	Automatic Surface Observation System
ATCT	Airport Traffic Control Tower
AWOS	Automated Weather Observation System
BCA	Benefit-Cost Analysis
C/S/S/N	Capacity/Safety/Security/Noise
CAA	Clean Air Act
CEP	Capacity Enhancement Program
CFR	Code of Federal Regulations
CY	Calendar Year
DBE	Disadvantaged Business Enterprise
DOD	Department of Defense
DOT	Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
EMAS	Engineered Materials Arresting System
EMS	Environmental Management System
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FONSI	Finding of No Significant Impact
FY	Fiscal Year
GA	General Aviation
GPRA	Government Performance Results Act
GPS	Global Positioning Satellite
GSE	Ground Support Equipment
ICAO	International Civil Aviation Organization
ILS	Instrument Landing System
LOCID	Location Identifier
LOI	Letter of Intent
LPV	Localizer Performance with Vertical Guidance
MAP	Military Airport Program
NAVAID	Navigational Aid
NCP	Noise Compatibility Program

NEPA	National Environmental Policy Act
NPE	Nonprimary Airport Entitlements
NPIAS	National Plan of Integrated Airport Systems
NSRCATN	<i>National Strategy to Reduce Congestion on America's Transportation Network</i>
OEP	Operational Evolution Partnership (previously Operational Evolution Plan)
OMB	Office of Management and Budget
PANYNJ	Port Authority of New York and New Jersey
PFC	Passenger Facility Charge
PGP	Planning Grant Program
P.L.	Public Law
PTC	Presumed-to-Conform
RSA	Runway Safety Area
RSAT	Runway Safety Area Team
RTP	Regional Transportation Plan
ROD	Record of Decision
RW	Runway
SBGP	State Block Grant Program
SCAG	Southern California Association of Governments
SIP	State Implementation Plans
SMS	Safety Management System
SOAR	System of Airports Reporting
TRB	Transportation Research Board
TW	Taxiway
U.S.C.	United States Code
V/PD	Vehicle Pedestrian Deviation
VALE	Voluntary Airport Low Emission
WAAS	Wide Area Augmentation System

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## Appendix B: Program History

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The Federal Government initiated a grants-in-aid program shortly after the end of World War II to promote the development of a system of civil airports to meet U.S. aviation needs. This early program, the Federal-Aid Airport Program (FAAP), was established with the passage of the Federal Airport Act of 1946 and 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.

**Airport and Airway Development Act of 1970:** 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 (PGP) and for airport development under the Airport Development Aid Program (ADAP). The source of funds was a newly established Airport and Airway Trust Fund that derives its revenues from aviation user taxes on items such as 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:** The Airport and Airway Improvement Act of 1982 (Title V of the Tax Equity and Fiscal Responsibility Act of 1982, P.L. 97-248, September 3, 1982) established the successor grant program, the Airport Improvement Program (AIP). AIP provides assistance under a single program for airport planning and development with user taxes from the Airport and Airway Trust Fund. This 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 (P.L. 96-193).

The Airport and Airway Improvement Act has been amended several times. The first amendment, enacted barely 1 month after the initial statute, was the Continuing Appropriations Act (P.L. 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 (P.L. 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:** The Airport and Airway Safety and Capacity Expansion Act of 1987 (P.L. 100-223, December 30, 1987) extended AIP grant authority for 5 years. It authorized \$1.7 billion each fiscal year through 1990, \$1.8 billion for FY 1991, and \$1.9 billion for FY 1992. This Act also authorized FAA to use the letter of intent process to finance high-priority capacity projects with funds that become available in future fiscal years. Another provision of the 1987 amendment authorized a State Block Grant Program in three States during FY 1990 and FY 1991. FAA initiated this program with Illinois, Missouri, and North Carolina. 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 statutory authority establishing the DBE Program, not less than 10 percent of AIP funds made available yearly for approved construction projects must be awarded to DBE firms and individuals. However, subsequent Supreme Court decisions and the resultant revisions to the Department of Transportation's DBE regulations require DBE goals to be "narrowly tailored." Therefore, DBE goals must be based on demonstrable evidence of the relative availability of DBEs ready, willing, and able to participate in DOT-assisted contracts.

**The Aviation Safety and Capacity Expansion Act of 1990:** The Aviation Safety and Capacity Expansion Act of 1990 (Public Law 101-508, November 5, 1990) allowed public agencies controlling commercial service airports to charge enplaning passengers using the airport a \$1, \$2, or \$3 facility charge. The Act required that public agencies wanting to impose such Passenger Facility Charges (PFCs) must apply to FAA for such authority and meet regulatory requirements spelled out in the legislation and the implementing regulation 14 CFR Part 158 issued by FAA in May 1991.

**The Airport and Airway Safety, Capacity, Noise Improvement and Intermodal Transportation Act of 1992:** The Airport and Airway Safety, Capacity, Noise Improvement and Intermodal Transportation Act of 1992 (P.L. 102-581, October 31, 1992) authorized the extension of AIP at a funding level of \$2,025 million through FY 1993. This Act included a number of changes in AIP. The primary changes include the expanded eligibility of development under the Military Airport Program (MAP); eligibility for the relocation of air traffic control towers and navigational aids (including radar) if they impede other projects funded under 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. In 1993, FAA added Michigan, New Jersey, Texas and Wisconsin to the program.

**The AIP Temporary Extension Act of 1994:** The AIP Temporary Extension Act of 1994 (P.L. 103-260, May 26, 1994) extended the authorization of AIP until June 30, 1994. This Act stipulated the minimum amount to be 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), commercial service nonprimary airports (reduced from 2.5 percent to 1.5 percent), and 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 the 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 nonhub primary airports.



**Codification of Certain U.S. Transportation Laws at 49 U.S.C.:** Codification of Certain U.S. Transportation Laws at 49 U.S.C. (P.L. 103-272, July 5, 1994), 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. 47101, et seq. Several notable name changes were contained in the recodification language. The term “enplanements” was replaced with the term “passenger boardings.” The codification also uses the term “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:** The Federal Aviation Administration Authorization Act of 1994 (P.L. 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 AIP eligibility to include universal access control and explosives detection security devices. This 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:** The Federal Aviation Reauthorization Act of 1996 (P.L. 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 (1) \$0.65 for the passengers from 500,000 up to 1 million and (2) \$0.50 for each passenger over 1 million. Cargo entitlements were decreased from 3.5 percent of AIP to 2.5 percent of AIP.

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. In addition, this Act changed the minimum discretionary fund level to \$148 million plus the total amount required from the discretionary fund to carry out in the fiscal year letters of intent issued prior to January 1, 1996.

Three new pilot programs for innovative financing techniques, pavement maintenance, and privatization of airports were added to the program. Other changes 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 to seven States in 1993, and then to nine States in 1998. Following enactment, FAA added Pennsylvania and Tennessee to the program.

The Act also aligned PFC and AIP to permit both to be used for funding projects to comply 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.

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

- Initial Extension. P.L. 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 turn of the century (Y2K) CY 2000 processing capabilities for airport technology systems.
- Second Extension. P.L. 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 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. P.L. 106-31, enacted May 21, 1999, extended AIP until August 6, 1999. It increased AIP contract authority by \$443 million and increased the obligation limitation for FY 1999 by \$360 million to a total of \$1.66 billion. The law further restored discretionary set-aside for the MAP, which was inadvertently permitted to expire.
- Final Extension. On September 29, 1999, P.L. 106-59 was enacted extending AIP to September 30, 1999. This law increased AIP contract authority to \$2.41 billion, an increase of \$360 million. The obligation limitation was increased to \$1.95 billion, an increase of \$290 million.

**The Wendell H. Ford Aviation Investment and Reform Act of the 21st Century:** The Wendell H. Ford Aviation Investment and Reform Act of the 21st Century (AIR-21) (P.L. 106-181, April 2000) reauthorized AIP through FY 2003. AIR-21 instituted many changes to the program, including changes to funding levels, revised criteria for program eligibility, and expanded pilot programs. Some of these changes were as follows:

- The authorized AIP funding level significantly increased in FY 2001 to a level of \$3.2 billion, growing to \$3.4 billion in FY 2003.
- Formula changes became effective in FY 2000 without regard to the total AIP level, including (1) a minimum passenger entitlement increase from \$500,000 to \$650,000, (2) a cargo entitlement increase from 2.5 percent of AIP to 3 percent, and (3) a set-aside increase for noise compatibility planning and projects from 31 percent of discretionary funds to 34 percent.
- If the amounts made available for AIP through the appropriations process equal or exceed \$3.2 billion in FY 2001 and beyond, the following changes would be made to the AIP formula: (1) passenger entitlements determined by formula would double; (2) minimum passenger entitlements would increase to \$1 million; and (3) maximum passenger entitlements would increase from \$22 million to \$26 million.
- State apportionment increased from 18.5 percent to 20 percent, with each nonprimary airport entitled to an individual apportionment based on the lesser of one-fifth of the airport's 5-year capital needs as identified in FAA's National Plan for Integrated Airport Systems (NPIAS) or \$150,000. The remainder is distributed to States based on the proportions of both the land area of each State to the total land area of all States, and the population of each State to the population of all States.
- A new "super reliever" airport set-aside was established. An amount equal to two-thirds of 1 percent is to be made available for grants to airport sponsors of reliever airports that have (1) more than 75,000 annual operations, (2) a minimum usable runway length of 5,000 feet, (3) a precision instrument landing procedure, and (4) a minimum number of based aircraft as determined by the Secretary of Transportation or has been designated by the Secretary of Transportation as a reliever airport. (This set-aside is not provided if AIP is less than \$3.2 billion.)
- Two new pilot programs were established—one for low emission vehicles and supporting infrastructure and another for projects implemented through design-build contracts. AIR-21 also extended the innovative finance pilot program and made the pavement maintenance pilot program permanent.
- The maximum allowable PFC increased from \$3.00 to \$4.00 or \$4.50. A large or medium hub that imposes a PFC at the \$4.00 or \$4.50 level would be obliged to increase its passenger entitlement turnback from 50 percent to 75 percent.
- Qualifications for a large or medium hub airport to qualify for the higher PFC (above \$3.00) changed, requiring sponsors of these airports to show that the projects proposed for funding would make significant contributions to (1) improving safety or security, (2) increasing air carrier competition, (3) reducing current or anticipated congestion, or (4) reducing aviation noise impacts.

- The number of States eligible to participate in the State Block Grant Program increased from 9 to 10. To date, no qualified state has applied to fill the 10<sup>th</sup> slot.

**The Aviation and Transportation Security Act:** The Aviation and Transportation Security Act (ATSA) (P.L. 107-71, November 2001) amended Title 49 U.S.C. to make eligible any additional security related activity required by law or the Secretary. This new eligibility was broad and could include operational costs that had previously not been eligible under AIP. The period of eligibility was for FY 2002 only and could include only the additional costs from September 11, 2001, to September 30, 2002.

Section 119(a)(1) of ATSA provided for use of FY 2001 or FY 2002 entitlements on any nonprimary airport activity, including operational activities, where the airfield had been the subject of security restrictions defined by Notice to Airmen FDC 1/0618.

Section 119(a)(1) of the ATSA made eligible for AIP in FY 2002 payments for “debt service on indebtedness incurred to carry out a project at an airport owned or controlled by the sponsor or at a privately owned or operated airport passenger terminal financed by indebtedness incurred by the sponsor if the Secretary determines that such payments are necessary to prevent a default on the indebtedness.” This provision applied to both publicly owned projects and privately-owned or operated passenger terminal buildings, including those on AIP-eligible airports that may be under private ownership. No airport requested any AIP funding under this provision.

Finally, ATSA amended Section 47102(3) of Title 49, U.S.C., to include the replacement of baggage conveyor systems, and reconfiguration of terminal baggage areas, that are undertaken by an airport owner or operator and that the Secretary determines are necessary to install bulk explosive detection systems. The effect of this amendment made this development AIP eligible (it was already PFC eligible). Unlike other provisions of ATSA, eligibility for this item was not limited to FY 2002.

**Emergency Funding for Costs of New Security Requirements Resulting from Terrorist Attacks of September 11, 2001:** The Department of Defense’s Supplemental 2002 Appropriations Act (P.L. 107-117, January 2002), appropriated \$175 million to FAA to reimburse airports for direct costs to comply with new security requirements as a result of terrorist attacks on September 11, 2001. On March 8, 2002, the Secretary of Transportation announced the allocation of these funds to 317 eligible airports. The funds helped defray costs associated with additional law enforcement personnel, airport surveillance and the revalidation of all airport-issued and approved identification.

The specific allocations were as follows:

- Nonhub airports — 184 airports received \$35.6 million;
- Small hub airports — 67 airports received \$28.3 million; and
- Large and medium hub airports — 66 airports received \$111.1 million.

**The Vision 100—Century of Aviation Reauthorization Act:** The Vision 100—Century of Aviation Reauthorization Act (Vision 100) (P.L. 108-176, December 12, 2003) provided funding for AIP from FY 2004 through FY 2007. The new legislation also contained changes to the basic requirements and guidelines under which FAA implements AIP, including numerous provisions to assist smaller airports and to streamline the environmental review of airport projects.

Several sections of Vision 100 are summarized below:

- Section 123 established a pilot program for streamlining approvals under the PFC Program for nonhub airports. Under this pilot program, FAA deems a PFC approval request approved unless the agency objects within 30 days. In addition, changes were made to requirements for air carrier consultation, public comment and Federal Register notice, application content, air carrier financial management, debt service, military charters, low emission vehicles and the Air Traffic Modernization Program.
- Section 141 expanded AIP eligibility for routine pavement maintenance to nonhub airports. Under AIR-21, pavement maintenance was made eligible for nonprimary airports.
- Section 149 contained provisions for nonprimary airports to better use the entitlements granted under AIR-21 by allowing these airports to share their entitlements with other airports in the same State or geographic area; airports may also perform work prior to a grant and be reimbursed later using their nonprimary entitlements. Under this provision, FAA may also provide grants on a multiyear basis similar to larger airports. Airports are also permitted to use these nonprimary entitlements for terminal development work. Finally, this section allows nonprimary airports to use the entitlements for limited revenue producing aeronautical facilities if they have demonstrated that all of their airside needs have been adequately financed.
- Section 148 consolidated various considerations for making discretionary grants into one section and added two more considerations. These two new considerations restrict FAA in giving discretionary grants to the projects with the highest numerical priority rating first and to make a determination that a project will be commenced within 6 months or within the same fiscal year, whichever is later.
- Section 150 extended the use of nonprimary airports' entitlements from 3 years to 4 years.
- Section 152 established a pilot program for the purchase of development rights of privately owned airports by State or local public entities.
- Section 156 extended Title 49, U.S.C. 47135, Innovative Finance Demonstration Program (IFDP). During FY 2004 through FY 2007, the IFDP extension allows an additional 20 airport development projects at small and nonhub airports, as well as any nonprimary commercial service or general aviation airport.

- Section 159 expanded AIP and PFC eligibility to include facilities needed to support low emission vehicles and other air quality improvements including gate electrification and low emission vehicles. It further added a pilot program for the retrofit of conventional fuel burning ground support equipment to lower emission equipment.
- Section 160 permits AIP grants to be provided to local governments for land use compatibility planning and projects if the local airport does not have an existing and current FAR Part 150 noise compatibility program.
- Section 161 increased the Federal share of projects at small hub and smaller airports from 90 percent to 95 percent until 2007.
- Section 47102 (3)(B)(ii) limited eligibility for projects to accommodate bulk explosive detection systems (EDS) to passenger entitlements. However, since FY 2003 annual FAA appropriation legislation has prohibited use of any AIP funds for this purpose.
- Section 424 added a requirement that a large or medium hub airport must disclose to FAA if it has been unable to provide access in the previous 6 months. Such disclosure must be provided on February 1 or August 1 of a year for any inability occurring in the previous 6 months.

**FY 2005 Response to Hurricane Damage:**

The President signed into law the Emergency Supplemental Appropriations for Hurricane Disaster Assistance Act, 2005 (P.L. 108-324, October 13, 2004), as part of the FY 2005 Military Construction Appropriations Act. The public law authorized emergency capital funding to compensate airport sponsors for capital costs for replacement or repair of public-use facilities, as well as emergency funding for other Federal agencies. The airport emergency funding had to be directly related to damage caused by Hurricanes Charley, Frances, Ivan, or Jeanne and was distributed at the discretion of the FAA Administrator.

Similarly, on October 7, 2005, the President signed P.L. 109-87, which authorized the Secretary of Transportation to provide grants-in-aid for emergency repairs to airports damaged by Hurricanes Katrina and Rita. The law specified that such emergency aid be funded from FY 2005 and FY 2006 unobligated funds already appropriated to AIP. The law also waived all federal matching share requirements.

## Appendix C: Grant Funding Authorizations, Obligation Limitations, and Obligations

The following chart shows the cumulative performance of AIP since the program's inception in 1982. Funding amounts are shown in millions of dollars.

Fiscal Year	Congressional Auth. AIP Funding Amount	AIP Funding Amount Adjusted for Approp. Act Limitations	Gross Obligations <sup>1, 3</sup>	Total Amount of New Grants Awarded	Total Number of New Grants Awarded
1982 <sup>2</sup>	450	450	413	413	651
1983 <sup>4</sup>	800 <sup>5</sup>	805	806	736	1,082
1984 <sup>6</sup>	994	800	812	739	1,104
1985	987	925	935	849	1,160
1986 <sup>7</sup>	1,017	885	906	782	1,083
1987 <sup>8</sup>	1,017	1,025	1,053	919	1,173
1988	1,700	1,269	1,290	1,278	1,251
1989	1,700	1,400	1,430	1,279	1,258
1990	1,700	1,425	1,453	1,285	1,152
1991	1,800	1,800	1,836	1,670	1,404
1992	1,900	1,900	1,955	1,765	1,507
1993	2,025	1,800	1,875	1,830	1,434
1994 <sup>9</sup>	2,970	1,690	1,731	1,702	1,318
1995	2,161	1,450	1,501	1,418	1,047
1996	2,214	1,450	1,506	1,380	941
1997 <sup>10</sup>	2,280	1,460	1,506	1,476	1,066
1998	2,347	1,700	1,654	1,504	1,040
1999	2,410	1,950	1,990	1,959	1,489
2000	2,475	1,851	1,862	1,958	1,149
2001	3,200	3,140	3,224	3,128	1,912
2002	3,300	3,223	3,302	3,152	2,033
2003	3,400	3,295	3,397	3,274	2,234
2004	3,400	3,294	3,409	3,375	2,150
2005	3,500	3,384	3,417	3,546	2,099
2006	3,600	3,424	3,604	3,411	2,059
2007	3,700	3,402	3,567	3,341	2,022

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Gross obligations are calculated by adding the amount of new grants awarded with the amount of recoveries in prior-year grants used for increases in existing grants. Gross obligations include current year funds plus re-obligations 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.

<sup>2</sup> The FY 1982 gross obligations included Airport Development Aid Program (ADAP) entitlements that were authorized to be continued under AIP. FY 1982 data does not include a FY 1982 grant to the Cannon International Airport, Reno, NV, for \$5.1 million that was funded with FY 1982 funds authorized prior to approval of AIP.

<sup>3</sup> For FY 1982–1993, gross obligation amounts do not include re-obligated funds recovered from adjustments to obligations made under the ADAP program authorized from FY 1970 through FY 1981. Legislation allowed use of recovered ADAP funds for ADAP grant increases up to a maximum of 10 percent of the original grant amount. Re-obligation amounts were \$7.1 million for 1982; \$6.7 million for 1983; \$7.1 million for 1984; \$5.2 million for 1985; \$4.0 million for 1986; \$6.7 million for 1987; \$2.7 million for 1988; \$3.1 million for 1989; \$1.1 million for 1990; \$0.4 million for 1991; \$0.2 million for 1992; and \$0.1 million for 1993.

<sup>4</sup> The FY 1983 appropriation included \$600 million of the \$800 million authorized and \$150 million of the \$200 million authorized by the Surface Transportation Assistance Act of 1982 (STAA) and appropriated under the Emergency Jobs Bill (P.L. 98-8), plus another \$54.5 million of unrequested entitlements carried over from prior years.

<sup>5</sup> The STAA increased authorization by \$200 million in FY 1983 and FY 1984 and by another \$75 million in FY 1985. The projects approved under this authorization were referred to as “Jobs Bill Projects” since they were financed with funds appropriated by the Emergency Jobs Bill (P.L. 98-8).

<sup>6</sup> The FY 1984 appropriation included \$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 (P.L. 98-8).

<sup>7</sup> The FY 1986 appropriation included \$885.2 million of the \$925 million authorized and was reduced by P.L. 99-177, Balanced Budget and Emergency Deficit Control Act.

<sup>8</sup> The FY 1987 appropriation included the \$1 billion authorized, plus a \$25 million supplemental appropriation (P.L. 100-71).

<sup>9</sup> The total amount authorized in FY 1994 was \$2.97 billion. Compared to historical authorizations, the FY 1994 amount was anomalous. 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.

<sup>10</sup> Congress imposed 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.



## **Appendix D: Total AIP Grant Funds Awarded by Development and Funding Types**

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### Cumulative Grants Awarded FY 1982-2007

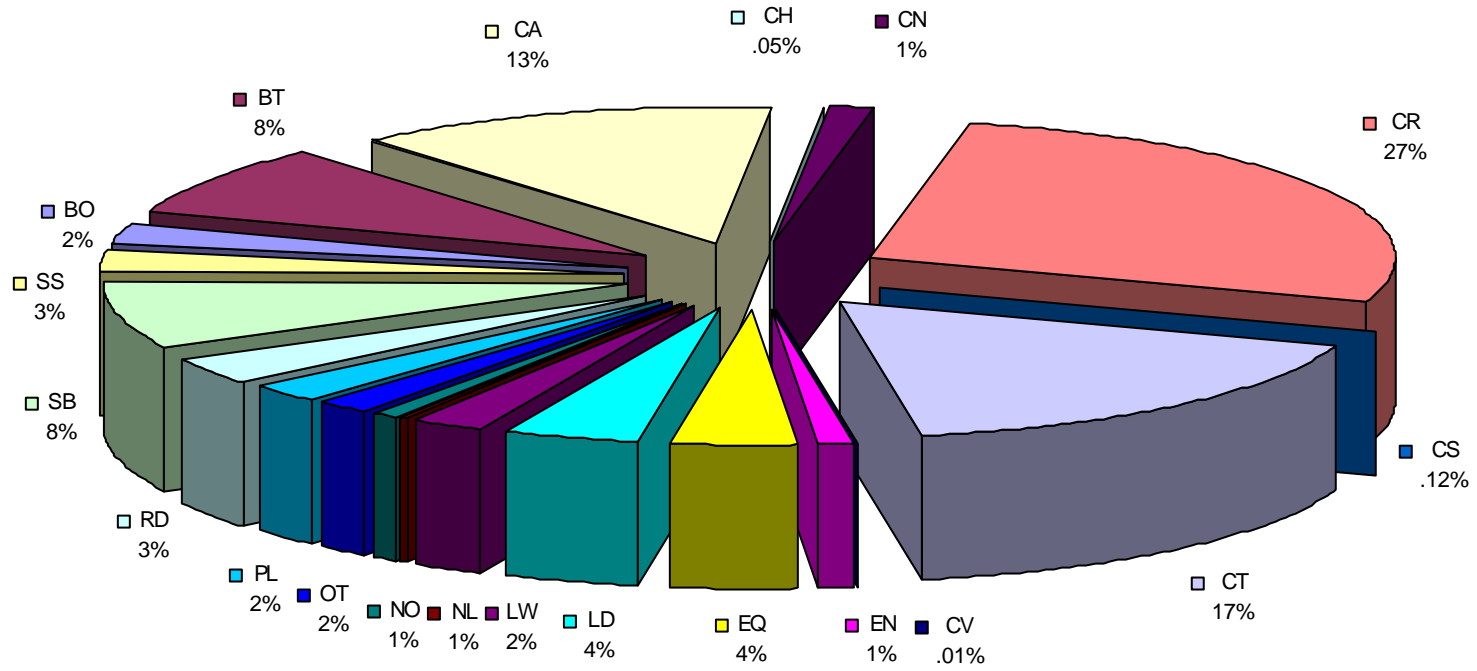
Airport Improvement Program

D-2

24<sup>th</sup> Annual Report of Accomplishments

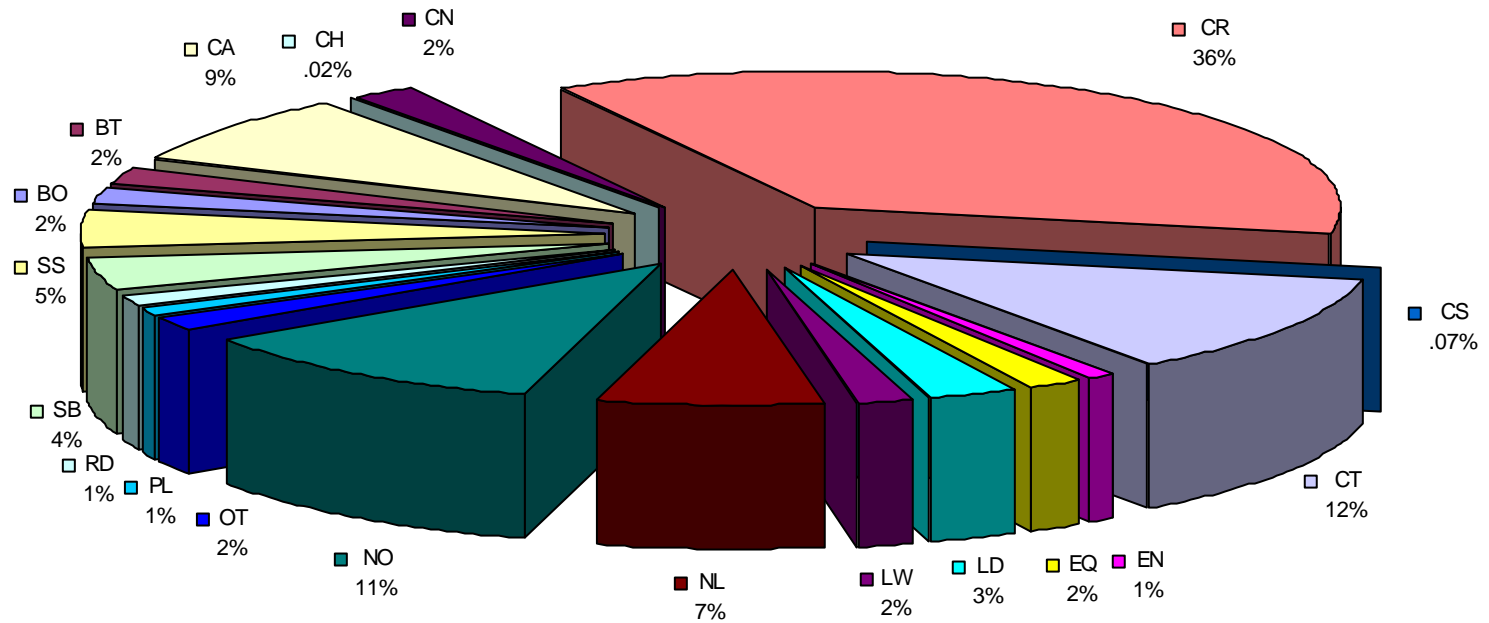
Development Planning Type		Apportioned Grant Funds		Discretionary Grant Funds		Combined Grant Funds	
Abbrev	Description	Total Awarded (\$ Millions)	%	Total Awarded (\$ Millions)	%	Total Awarded (\$ Millions)	%
BO	Building, Other	469.84	2.52	375.45	1.94	845.29	2.22
BT	Building, Terminal	1,544.04	8.26	359.99	1.86	1,904.03	5
CA	Landing Area Construction, Apron	2,444.19	13.07	1,653.21	8.51	4,097.40	10.75
CH	Landing Area Construction, Heliport	7.74	0.05	3.71	0.02	11.46	0.04
CN	Landing Area Construction, New Airport	244.29	1.31	350	1.8	594.3	1.56
CR	Landing Area Construction, Runway	5,106.43	27.31	7,062.09	36.32	12,168.52	31.9
CS	Landing Area Construction, Seaplane Base	21.88	0.12	1	0.01	22.89	0.06
CT	Landing Area Construction, Taxiway	3,188.79	17.06	2,342.96	12.05	5,531.76	14.51
CV	Landing Area Construction, Vertiport	0.49	0.01	0	0	0.49	0.01
EN	Environmental	235.57	1.26	185.92	0.96	421.48	1.11
EQ	Equipment	726.33	3.89	292.27	1.51	1,018.61	2.68
LD	Land (Other than Noise)	770.74	4.13	574.31	2.96	1,345.05	3.53
LW	Lighting, Navaids, Weather, Obstructions, Signage	392.27	2.1	282.84	1.46	675.11	1.77
NL	Noise Control, Land	91.85	0.5	1,348.29	6.94	1,440.14	3.78
NO	Noise Control, Other	127.35	0.69	2,238.68	11.52	2,366.02	6.21
OT	Other	296.57	1.59	299.86	1.55	596.43	1.57
PL	Planning	445.14	2.39	209.8	1.08	654.94	1.72
RD	Roadways	616.67	3.3	272.06	1.4	888.73	2.33
SB	State Block Grant Programs	1,514.24	8.1	736.92	3.79	2,251.15	5.91
SS	Safety and Security	456.37	2.45	857.81	4.42	1,314.18	3.45
<b>Totals</b>		<b>18,700.79</b>	<b>100</b>	<b>19,447.18</b>	<b>100</b>	<b>38,147.97</b>	<b>100</b>

### FY 1982 - FY 2007 Cumulative Apportioned Grant Funds Awarded



BO Building, Other	BT Building, Terminal	CA Landing Area Construction, Apron
CH Landing Area Construction, Heliport	CN Landing Area Construction, New Airport	CR Landing Area Construction, Runway
CS Landing Area Construction, Seaplane Base	CT Landing Area Construction, Taxiway	CV Landing Area Construction, Vertiport
EN Environmental	EQ Equipment	LD Land (Other than Noise)
LW Lighting, Nav aids, Weather, Obstructions, Signage	NL Noise Control, Land	NO Noise Control, Other
OT Other	PL Planning	RD Roadways
SB State Block Grant Programs	SS Safety and Security	

**FY 1982 - FY 2007  
Cumulative Discretionary Grant Funds Awarded**

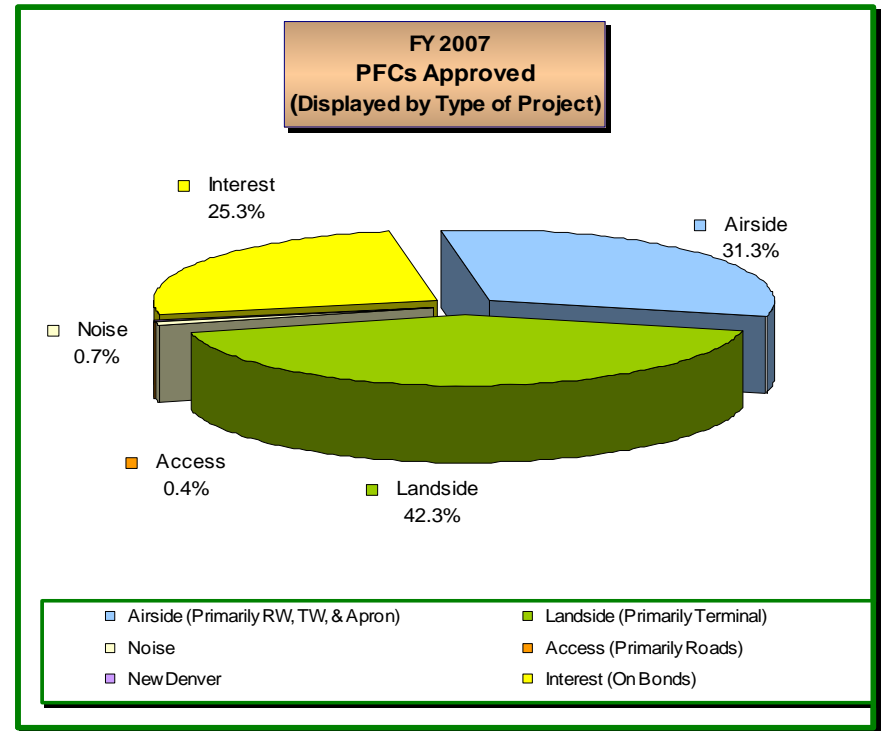
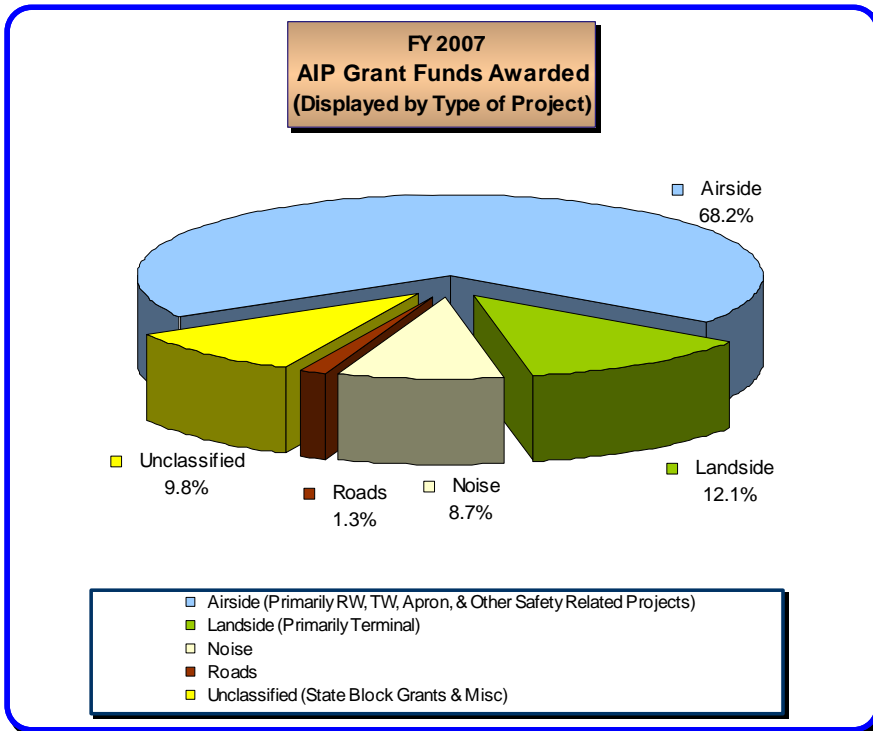


BO Building, Other	BT Building, Terminal	CA Landing Area Construction, Apron
CH Landing Area Construction, Heliport	CN Landing Area Construction, New Airport	CR Landing Area Construction, Runway
CS Landing Area Construction, Seaplane Base	CT Landing Area Construction, Taxiway	EN Environmental
EQ Equipment	LD Land (Other than Noise)	LW Lighting, Nav aids, Weather, Obstructions, Signage
NL Noise Control, Land	NO Noise Control, Other	OT Other
PL Planning	RD Roadways	SB State Block Grant Programs
SS Safety and Security		

## **Appendix E: Comparisons of AIP to PFC**

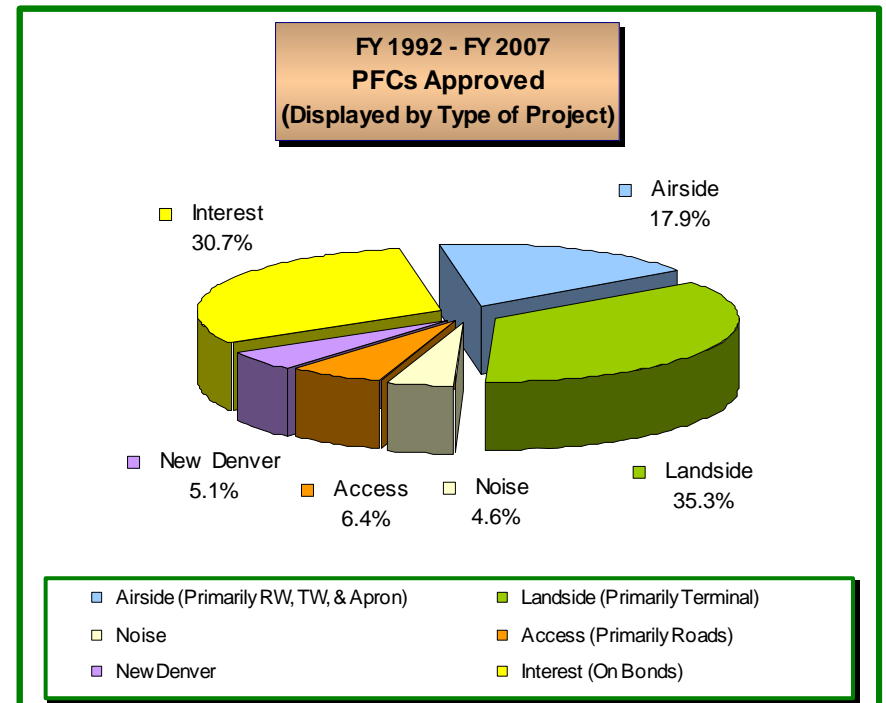
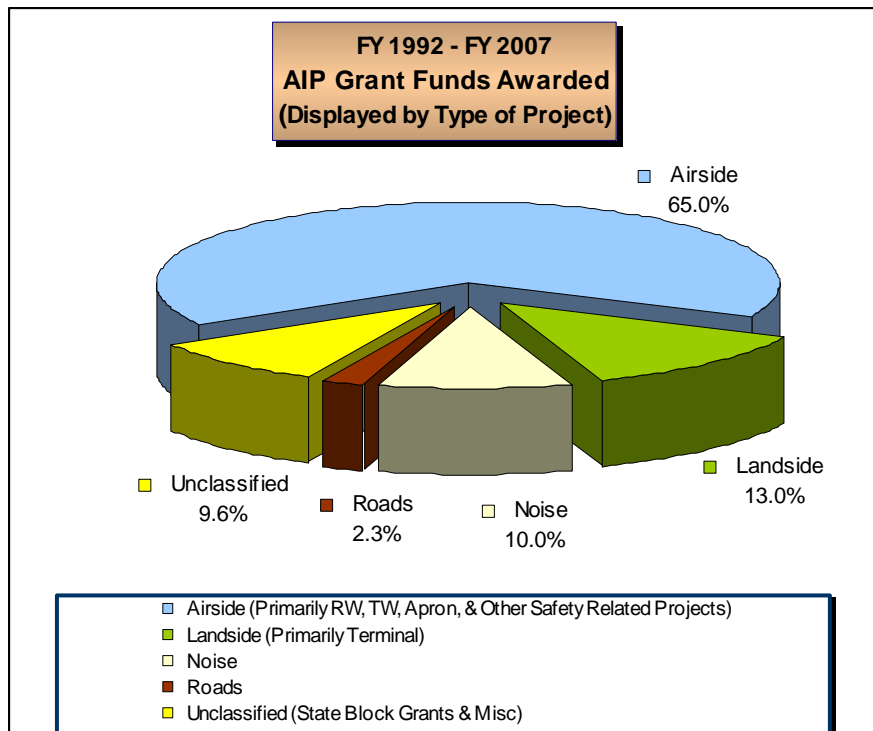
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Approved Funds, FY 2007 (\$ Millions)			
Airport Improvement Program		Passenger Facility Charge Program	
Development/Planning	Grant Funds Awarded *	Development/Planning	PFC Funds Authorized
Airside (Primarily RW, TW, Apron, & Other Safety Related Projects)	2,268.3	Airside (Primarily RW, TW, & Apron)	1,482.1
Landside (Primarily Terminal)	402.7	Landside (Primarily Terminal)	2,001.4
Noise	288.4	Noise	34.4
Roads	42.7	Access (Primarily Roads)	17.0
Unclassified (State Block Grants & Misc.)	325.7	New Denver	0.0
<b>Total</b>	<b>\$3,327.8</b>	Interest (On Bonds)	1,196.1
* Includes all funds awarded, including projected future amounts for multiyear grants		<b>Total</b>	<b>\$4,731.1</b>



Cumulative Funds, FY 1992–FY 2007 (\$ Millions)			
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)	24,804.0	Airside (Primarily RW, TW, & Apron)	10,944.4
Landside (Primarily Terminal)	4,971.0	Landside (Primarily Terminal)	21,661.4
Noise	3,808.0	Noise	2,8808.6
Roads	889.0	Access (Primarily Roads)	3,903.7
Unclassified (State Block Grants & Misc)	3,679.0	New Denver	3,137.1
<b>Total</b>	<b>\$38,151.0</b>	Interest (On Bonds)	18,872.3
		<b>Total</b>	<b>\$61,377.5</b>

\* Includes all funds awarded, including projected future amounts for multiyear grants



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## Appendix F: Letter of Intent Payments for FY 2007

Letter of Intent Payments for FY 2007				
(\$ Thousands)				
State	Primary/Reliever Airports	Entitlement Funds	Discretionary Funds	Total Funds
AK	Ted Stevens Anchorage International	\$460	\$920	\$1,380
CA	Norman Y. Mineta San Jose International	\$2,467	0	\$2,467
FL	Southwest Florida International	0	\$3,500	\$3,500
FL	Miami International	0	\$8,000	\$8,000
FL	Orlando International	\$5,900	\$2,000	\$7,900
GA	Hartsfield-Jackson Atlanta International	0	\$25,308	\$25,308
IL	Chicago Midway International	0	\$12,000	\$12,000
IL	Chicago O'Hare International	\$8,400	\$20,000	\$28,400
IN	Gary/Chicago International	\$1,000	\$5,000	\$6,000
IN	Indianapolis International	\$5,000	\$8,000	\$13,000
KY	Cincinnati/Northern Kentucky International	0	\$15,000	\$15,000
MA	General Edward Lawrence Logan International	\$3,650	\$10,000	\$13,650
MD	Hagerstown Regional-Richard A Henson Field	\$150	\$7,350	\$7,500
MI	Detroit Metropolitan Wayne County	\$6,320	\$14,000	\$20,320
MN	Minneapolis-St Paul International/Wold-Chamberlain/	0	\$7,000	\$7,000
MO	Lambert-St Louis International	\$2,838	\$17,750	\$20,588
NC	Charlotte/Douglas International	\$7,765	\$2,000	\$9,765
NC	Piedmont Triad International	\$5,000	\$7,000	\$12,000
NH	Manchester	0	\$3,309	\$3,309
OH	Cleveland-Hopkins International	\$2,917	\$17,265	\$20,182
OH	Port Columbus International	0	\$8,000	\$8,000
PA	Harrisburg International	0	\$9,130	\$9,130
SC	Myrtle Beach International	0	\$6,000	\$6,000
TN	Memphis International	0	\$4,402	\$4,402
TX	Dallas-Fort Worth International	0	\$2,752	\$2,752
TX	George Bush Intercontinental/Houston	\$9,000	\$8,000	\$17,000
VA	Washington Dulles International	\$6,662	\$20,000	\$26,662

<b>Letter of Intent Payments for FY 2007</b>				
<b>(\$ Thousands)</b>				
<b>State</b>	<b>Primary/Reliever Airports</b>	<b>Entitlement Funds</b>	<b>Discretionary Funds</b>	<b>Total Funds</b>
<b>WA</b>	Seattle-Tacoma International	\$5,456	\$12,135	\$17,591
<b>Fiscal Year 2007 National Totals</b>		<b>\$72,985</b>	<b>\$255,822</b>	<b>\$328,807</b>

## **Appendix G: Letter of Intent Commitments by Fiscal Year**

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**Letter of Intent Commitments by Fiscal Year (\$ Millions)**

	2008	2009	2010	2011	2012	2013	2014	2015	Beyond	Total
<b>State: AK</b>										
<b>Anchorage, Ted Stevens Anchorage International</b>										
Entitlement	1,000	1,470	1,957	3,476	3,016	0	0	0	0	10,919
Discretionary	7,436	8,000	4,000	7,200	6,280	0	0	0	0	32,916
<b>State: CA</b>										
<b>San Jose, Norman Y. Mineta San Jose International</b>										
Entitlement	1,800	0	0	0	0	0	0	0	0	1,800
Discretionary	0	0	0	0	0	0	0	0	0	0
<b>State: FL</b>										
<b>Miami, Miami International</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	4,000	10,110	8,540		0	0	0	0	0	22,650
<b>Orlando, Orlando International</b>										
Entitlement	6,200	4,780		0	0	0	0	0	0	10,980
Discretionary	2,000	0	0	0	0	0	0	0	0	2,000
<b>Fort Myers, Southwest Florida International</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	3,500	0	0	0	0	0	0	0	0	3,500
<b>State: GA</b>										
<b>Atlanta, Hartsfield - Jackson Atlanta International</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	16,808	23,708	12,500	10,000		0	0	0	0	63,017
<b>State: IL</b>										
<b>Chicago O'Hare International</b>										
Entitlement	6,500	6,500	6,500	0	0	0	0	0	0	19,500
Discretionary	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	100,000	260,000
<b>State: IN</b>										
<b>Gary, Gary/Chicago International</b>										
Entitlement	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	0	8,000
Discretionary	5,000	5,000	5,000	5,000	5,000	5,000	5,000	2,845	0	37,845
<b>Indianapolis, Indianapolis International</b>										
Entitlement	5,000	5,000	5,000	5,000	5,000	0	0	0	0	25,000
Discretionary	8,000	7,500	5,000	3,000	5,000	0	0	0	0	28,500

<b>State: KY</b>										
<b>Covington, Cincinnati/Northern Kentucky International</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	9,000	6,000	2,000	6,000	0	0	0	0	0	23,000
<b>State: MA</b>										
<b>Boston, General Edward Lawrence Logan International</b>										
Entitlement	3,690	3,740	3,780	3,830	3,870		0	0	0	18,910
Discretionary	6,000	6,000	5,900	5,900	5,800	0	0	0	0	29,600
<b>State: MD</b>										
<b>Hagerstown, Hagerstown Regional-Richard A Henson Field</b>										
Entitlement	150	150	150	150	150	150	0	0	0	900
Discretionary	5,850	3,850	850	850	850	850	0	0	0	13,100
<b>State: MI</b>										
<b>Detroit, Detroit Metropolitan Wayne County</b>										
Entitlement	4,886	0	0	0	0	0	0	0	0	4,886
Discretionary	14,000	0	0	0	0	0	0	0	0	14,000
<b>State: MN</b>										
<b>Minneapolis, Minneapolis-St Paul International/Wold-Chamberlain/</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	5,000	5,000	5,000	0	0	0	0	0	0	15,000
<b>State: MO</b>										
<b>St. Louis, Lambert-St Louis International</b>										
Entitlement	2,838	2,838	4,380	0	0	0	0	0	0	10,055
Discretionary	9,000	9,000	5,000	0	0	0	0	0	0	23,000
<b>State: NC</b>										
<b>Charlotte/Douglas International</b>										
Entitlement	2,386	8,500	8,500	8,500	8,500	0	0	0	0	36,386
Discretionary	13,000	11,000	12,000	12,000	12,000	12,000	6,000	0	0	78,000
<b>Greensboro, Piedmont Triad International</b>										
Entitlement	5,100	5,200	5,200	5,200	5,200	6,115	0	0	0	32,016
Discretionary	7,000	6,000	6,000	0	0	0	0	0	0	19,000

<b>State: OH</b>										
<b>Cleveland, Cleveland-Hopkins International</b>										
Entitlement	2,975	3,036	3,099	3,165	3,233	3,304	3,378	3,455	4,194	29,839
Discretionary	16,000	16,480	13,170		0	0	0	0	0	45,650
<b>Columbus, Port Columbus International</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	8,300	0	0	0	0	0	0	0	0	8,300
<b>State: PA</b>										
<b>Harrisburg, Harrisburg International</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	11,300	2,170	0	0	0	0	0	0	0	13,470
<b>State: TN</b>										
<b>Memphis, Memphis International</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	5,805	5,180	4,823	0	0	0	0	0	0	15,808
<b>State: TX</b>										
<b>Dallas-Fort Worth, Dallas/Fort Worth International</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	2,552	5,292	6,000	0	0	0	0	0	0	13,844
<b>Houston, George Bush Intercontinental/Houston</b>										
Entitlement	10,000	10,000	10,024	0	0	0	0	0	0	30,024
Discretionary	7,250	12,750	13,050	0	0	0	0	0	0	33,050
<b>State: VA</b>										
<b>Washington Dulles International</b>										
Entitlement	6,663	6,663	6,663	6,663	0	0	0	0	0	26,650
Discretionary	17,000	20,000	4,000	0	20,000	13,000	13,000	14,000	9,000	110,000
<b>State: WA</b>										
<b>Seattle, Seattle-Tacoma International</b>										
Entitlement	5,498	5,213	335	5,400	5,500	5,600	5,700	6,207	0	39,453
Discretionary	20,135	13,700	20,075	8,200	0	0	0	0	0	62,110
<b>Total</b>										
<b>Entitlement</b>	<b>65,686</b>	<b>64,090</b>	<b>56,588</b>	<b>42,384</b>	<b>35,469</b>	<b>16,169</b>	<b>10,078</b>	<b>10,662</b>	<b>4,194</b>	<b>305,320</b>
<b>Discretionary</b>	<b>223,936</b>	<b>196,740</b>	<b>152,908</b>	<b>80,150</b>	<b>74,930</b>	<b>50,850</b>	<b>44,000</b>	<b>36,845</b>	<b>109,000</b>	<b>967,369</b>

## **Appendix H: Land Use Compliance Report for FY 2007**

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Land Use Compliance Report for FY 2007								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Aniak	AL	Aniak	AK	ANI	Airport has permitted nonaeronautical uses without FAA concurrence and at below Fair Market Value (FMV).	Eliminate nonaeronautical uses or seek FAA concurrence at FMV. Although the airport sponsor has established communications with the FAA on the issues, it has not yet taken adequate corrective action.	Non-Compliant	Non-Compliant since 3/13/2005
Beaver	AL	Beaver	AK	WBQ	Several structures are located on airport property without adequate oversight and compensation.	Execute lease agreements and collect fair market rents for activities at the airport. In coordination with its congressional delegation, the airport sponsor was able to address the FAA's issues through legislation.	Closed, In Compliance	Compliant 9/30/2007
Fort Yukon	AL	Fort Yukon	AK	FYU	a. The Airport Layout Plan (ALP) is not current. b. Several non-aeronautical uses (residences, storage) have been permitted on airport property without FAA approval.	a. Submit an updated ALP. b. Airport must submit a corrective action plan that is consistent with FAA requirements.	Non-Compliant	Non-Compliant since 10/31/2005
Girdwood	AL	Girdwood	AK	AQY	The ALP is not current. The airport sponsor has also permitted non-aeronautical use of airport property (kennel facilities, vehicular parking and storage) without FAA approval.	The airport sponsor is to provide a corrective action plan that addresses all of the land use issues identified at the airport, including updating the ALP assess FMV rents.	In Process	Estimated completion 9/30/2008
Gulkana	AL	Gulkana	AK	GKN	a. ALP is not current. b. Certain taxiways are used for non-aeronautical uses (ski/gravel strip). c. Several nonaeronautical uses of airport property are taking place without FAA approval (nonairport equipment storage, living quarters, campground). Several of the non-aeronautical uses provide no compensation to the airport.	The airport sponsor has not cooperated with the FAA in taking any corrective action.	Non-Compliant	Non-Compliant since 12/31/2006
Igiugig	AL	Igiugig	AK	IGG	a. Airport has permitted certain non-aeronautical (residences, offices, vehicle parking) uses at the airport without FAA approval. b. ALP is not current.	The Airport must submit a corrective action plan that is consistent with FAA requirements and submit an updated ALP. However, the Airport has not cooperated with the FAA in taking corrective action.	Non-Compliant	Non-Compliant since 10/31/2005
Ralph M Calhoun Memorial	AL	Tanana	AK	TAL	In addition to a nonconforming ALP, the airport has permitted non-aeronautical uses of airport property without FAA approval.	Airport must update the ALP and terminate nonaeronautical uses. The airport sponsor has not taken any corrective action.	Non-Compliant	Non-Compliant since 9/30/2005



Land Use Compliance Report for FY 2007								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Soldotna	AL	Soldotna	AK	SXQ	a. ALP does not conform with actual airport properties and uses. b. Unauthorized airport construction has taken place, which in turn conflicts with several land use requirements, including 14 CFR Part 77 and airport safety. c. Residential hangars have been permitted at the airport.	The sponsor must update the ALP, restore intended uses of airport property, remedy any safety action items, and terminate residential use of airport property. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	Compliant 3/14/2007
Willow	AL	Willow	AK	UUO	The ALP is not current and incompatible land uses have been found at the airport (residences). The airport sponsor has also permitted non-aeronautical use of airport property (place of worship and a school) without FAA approval	The airport sponsor is to provide a corrective action plan that addresses all of the land use issues identified at the airport.	In Process	Estimated completion 9/30/2008
Jack Edwards	SO	Gulf Shores	AL	JKA	The Exhibit A map and the ALP are inconsistent with runway visibility zones and there are inconsistencies concerning the airport's property line in reference to the underlying surplus property deed. The airport sponsor has also permitted a road to traverse airport property acquired with AIP funds without FAA approval.	Update property maps and ALP.	In Process	Estimated completion 5/30/2008
Ganado	WP	Ganado	AZ	85V	Airport closed without FAA approval.	The airport sponsor must take appropriate action to either reopen the facility or provide the FAA with an acceptable alternative that meets the applicable federal obligations.	Non-Compliant	Estimated completion 5/30/2008
Phoenix Sky Harbor International	WP	Phoenix	AZ	PHX	Proceeds from the disposal of Noise Land was not returned to the Noise Program as required.	The airport sponsor must apply the disposal proceeds back to the Noise Program or back to the trust fund. Compliance with Grant Assurance 31 "Disposal of Land" is expected. The airport sponsor has agreed with the FAA, is cooperating and is completing the required appraisals.	In Process	Estimated completion 12/31/2007

Land Use Compliance Report for FY 2007								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Pinal Airpark	WP	Marana	AZ	MZJ	The entire airport was leased to a private company in violation of the applicable Surplus Property Agreement. The airport is not open to the public. Several land use issues were also identified.	Sponsor must renegotiate lease with operator and address all outstanding compliance violations. Although the sponsor is cooperating with the FAA, and the sponsor is actively pursuing resolution of the issue, an exclusive right that has been granted to one operator for the entire airport has not yet been eliminated. Airport remains unopened to the public.	Non-Compliant	Estimated completion 12/31/2007
Superior Municipal	WP	Superior	AZ	E81	Airport closed without FAA approval.	The airport sponsor must take appropriate action to either reopen the facility or provide the FAA with an acceptable alternative that meets the applicable federal obligations.	Non-Compliant	Estimated completion 5/30/2008
Winslow-Lindbergh Regional	WP	Winslow	AZ	INW	Airport sponsor disposed of airport property without FAA approval.	Take corrective action that is acceptable to the FAA and that is consistent with property release procedures. The airport sponsor has taken some corrective action, but the issues are not yet resolved.	In Process	Estimated completion 5/30/2008
Banning Municipal	WP	Banning	CA	BNG	Airport property is being used for non-aeronautical purposes without FAA approval.	Eliminate the nonaeronautical use agreement. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	Compliant 3/14/2007
Blythe	WP	Blythe	CA	BLH	Sponsor allowed long-term leases of airport property for nonaeronautical use without FAA approval.	Terminate leases or seek FAA release of land from aeronautical use. There has been progress on this issue. The FAA is considering approval of certain nonaeronautical revenue producing activities as part of the corrective action plan.	In Process	Estimated completion 12/31/2007
Brackett Field	WP	La Verne	CA	POC	The airport sponsor has permitted non-aeronautical uses of airport property (RV Storage) without FAA approval.	Eliminate the unauthorized land use or seek FAA approval. The airport sponsor agreed to an adequate corrective action plan and will eliminate the nonaeronautical use.	Closed, In Compliance	Compliant 9/30/2007

Land Use Compliance Report for FY 2007								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Brawley Municipal	WP	Brawley	CA	BWC	Airport sponsor sold dedicated airport property without FAA approval.	Submit a corrective action plan to resolve the matter by restoring airport property and/or seeking FAA approval. The airport sponsor has been responsive to FAA concerns. The sponsor has taken steps towards implementing adequate corrective action. The sponsor has agreed to invest the required compensation due back to the airport into an AIP eligible airport project. Additional time is needed to completely resolve the matter.	In Process	Estimated completion 12/31/2007
Brown Field Municipal	WP	San Diego	CA	SDM	The airport sponsor has permitted several nonaeronautical uses without FAA approval, many of which are below FMV.	FAA has requested that the airport take corrective action to eliminate and mitigate the nonaeronautical uses that exist at the airport by seeking FAA approval and ensuring adequate compensation to the airport at FMV. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	Compliant 12/31/2006
Fresno Yosemite International	WP	Fresno	CA	FAT	Airport disposed of airport property without FAA approval (release) and below FMV.	The airport sponsor must submit and FAA must approve the release and current use of land. Sponsor must compensate airport account at FMV based on an appraisal. The FAA expects repayment with interest. A new ALP and Exhibit A must be submitted to FAA. The airport sponsor is now cooperating with the FAA, and has taken steps towards implementing adequate corrective action. It is expected that the issues will be resolved in FY 2008.	Non-Compliant	Estimated completion 1/5/2008
Holtville	WP	Holtville	CA	L04	The airport is no longer used as an airport. Airport has effectively been abandoned.	The airport sponsor was asked to take appropriate action to ensure that the facility is used for airport purposes. A feasibility study for a replacement airport is being conducted.	Non-Compliant	Estimated completion 1/5/2008

Land Use Compliance Report for FY 2007								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Mammoth Yosemite	WP	Mammoth Lakes	CA	MMH	a. Airport property has been compromised by nonaeronautical leases and agreements without FAA approval. b. Exclusive right has effectively been granted. c. Airport sponsor has not demonstrated it holds property interest in part of airport property.	The airport sponsor must provide evidence that it has taken corrective action to address nonaeronautical leases, that exclusive rights issue has been addressed and that it holds adequate property interest in all airport property. The airport sponsor has cooperated with the FAA, and actively pursued resolution of all the issues in a manner consistent with its federal obligations.	Closed, In Compliance	Compliant 9/30/2007
March ARB	WP	Riverside	CA	RIV	a. The airport sponsor disposed of airport property without FAA approval. b. Airport is not open to the public.	Although the airport sponsor took adequate action to compensate the airport fund with the FMV of the disposed airport property, the airport sponsor has not taken adequate corrective action to open the airport to the public.	Non-Compliant	Non-Compliant since 9/30/2005
Shafter-Minter Field	WP	Shafter	CA	MIT	a. Airport property was disposed of without FAA concurrence. b. Several nonaeronautical land uses have been permitted without FAA approval.	Although there have been communications between the FAA and the airport sponsor and there has been progress of several of the issues, the airport sponsor has not yet taken adequate corrective action on others.	Non-Compliant	Non-Compliant since 9/30/2005
Van Nuys	WP	Van Nuys	CA	VNY	a. Several nonaeronautical uses of airport property must revert to aeronautical use. b. Certain airport property is to be dedicated to aeronautical uses.	a. The airport sponsor needs to establish a transition plan and take action to convert the nonaeronautical use areas to aeronautical uses. b. Dedicate certain areas for aeronautical uses and make them available accordingly. c. The airport sponsor has taken significant steps towards implementing corrective action, including not renewing non-aeronautical leases and dedicating airport property to specific types of aeronautical uses as a means to address aeronautical demand. However, additional time is needed to ascertain full implementation.	In Process	Estimated completion 5/30/2008
Jeffco	NM	Denver	CO	BJC	ALP is inconsistent with release records and as such is not representative of actual conditions at the airport.	The airport sponsor is cooperating with FAA in updating the ALP. Additional time is required to achieve compliance.	In Process	Estimated completion 12/31/2007

Land Use Compliance Report for FY 2007								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Opa Locka	SO	Miami	FL	OPF	a. Airport sponsor exchanged property with the United States Coast Guard without FAA approval. b. Roads and canal constructed in part with airport property without FAA approval. c. Airport sponsor permitted several non-aeronautical uses of airport property. d. Airport sponsor has permitted the local imposition of land use development limitations and encumbrances (i.e. historic preservation) on prime aeronautical development land. e. Outdated property maps. f. Long-term leases inconsistent with airport's land use requirements.	a./b. Seek FAA approval on the property exchanged, road and canal uses and other land uses. c./d. Work with FAA in ensuring adequate aeronautical uses of airport properties. e. Submit updated property maps. f. Consider negotiating lease modifications.	In Process	Estimated completion 6/30/2008
Brunswick Golden Isles	SO	Brunswick	GA	BQK	Sponsor allowed unauthorized non-aeronautical use of airport property.	Sponsor must request a release of the property in question and compensate the airport account accordingly. The airport sponsor submitted a corrective action plan and several action items were corrected by during FY 2004-2005. During FY 2007, the FAA worked with the airport sponsor in correcting the outstanding issues.	Closed, In Compliance	Compliant 09/30/2007
Dekalb-Peachtree	SO	Atlanta	GA	PDK	a. Various units of County government are using airport property for non-aeronautical purposes without appropriately compensating the airport. b. Several nonaeronautical uses of airport property were not approved by FAA.	The airport sponsor must seek FAA release and compensate the airport account accordingly. The airport sponsor submitted a corrective action plan which is still under FAA review and several issues have already been corrected. Although FAA anticipated that all required corrective action will be completed by mid-FY 2008, additional time will be needed.	In Process	Estimated completion 5/30/2008
Malcolm McKinnon	SO	Brunswick	GA	SSI	Sponsor allowed unauthorized use of airport property for nonaeronautical activity without FAA approval.	Request a release of the property in question and compensate the airport account accordingly. During FY 2007, the airport sponsor took the last adequate corrective action to close all issues.	Closed, In Compliance	Compliant 09/30/2007

Land Use Compliance Report for FY 2007								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Schenck Field	CE	Clarinda	IA	ICL	The airport sponsor has permitted non-aeronautical uses of airport property (including incompatible land uses) without FAA approval, including some rent free or at nominal rates.	The airport sponsor must eliminate or mitigate the incompatible land use and take action to correct compensation to the airport. The airport sponsor cooperated with the FAA and submitted acceptable justification and an adequate corrective action plan.	Closed, In Compliance	Compliant 9/30/2007
Chicago Executive Airport	GL	Chicago/Prospect Heights/Wheeling	IL	PWK	The ALP is outdated and needs to be updated. The airport sponsor permitted a nonaeronautical use of airport property that interferes with the use of the airport (water main).	All corrective actions complete. The sponsor has submitted a revised ALP.	Closed, In Compliance	Compliant 9/30/2007
Plymouth Municipal	GL	Plymouth	IN	C65	a. Without FAA approval, sponsor allowed a third party to pave road on airport property for which only an easement had been granted. The sponsor permitted the surrounding non-sponsoring public entity to remove all restrictions on the easement without FAA approval.	The sponsor condemned the "off airport" private property for future airport expansion. The condemnation action was litigated. A court order/settlement was issued. As a result, this constitutive adequate corrective action and therefore, the airport is in compliance with its obligations.	Closed, In Compliance	Compliant 9/30/2007
Putnam County	GL	Greencastle	IN	417	ALP has not been updated in over 30 years.	Update the ALP and provide it to the FAA. The airport sponsor is cooperating with the FAA and resolution is expected in FY 2008.	In Process	Estimated completion 12/31/2007
Sturgis Municipal	SO	Sturgis	KY	I05	Airport has permitted nonaeronautical uses of airport property without FAA approval.	Take corrective action by requesting FAA approval and ensuring adequate airport compensation. The airport sponsor cooperated with the FAA and took adequate corrective action during FY 2007.	Closed, In Compliance	Compliant 9/30/2007
Harriman-And-West	NE	North Adams	MA	AQW	The airport sponsor has permitted tenants to hold airport property they do not need. Nonaeronautical uses (personal item storage, vehicular and boat storage) of AIP purchased airport property have also been identified.	The airport sponsor is to take corrective action, including updating the ALP, and provide a corrective action plan that addresses all of the land use issues identified at the airport, including removing certain activities and seeking FAA approval.	In Process	Estimated completion 9/30/2008

Land Use Compliance Report for FY 2007								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Marthas Vineyard	NE	Vineyard Haven	MA	MVY	The airport sponsor allowed non-aeronautical uses of airport property without FAA approval.	The airport sponsor must take corrective action to compensate the airport for the unauthorized non-aeronautical uses of airport property. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	Compliant 9/30/2007
Taunton Municipal - King Field	NE	Taunton	MA	TAN	The airport sponsor has allowed several nonaeronautical uses of airport property including vehicle parking such as RVs/trailers and non-aeronautical use of aviation hangars.	The airport sponsor was required to take action to remove vehicles from the airport and amend existing lease to prevent nonaeronautical uses of hangars. The airport sponsor cooperated with the FAA in taking corrective action. The issues have been resolved.	Closed, In Compliance	Compliant 12/31/2006
Houlton International	NE	Houlton	ME	HUL	a. The Exhibit A contains numerous inconsistencies. b. Property was disposed of without FAA approval/release.	The airport sponsor needs to correct the problems with the Exhibit A and take appropriate action regarding the disposal of property, such as submitting a request for release and addressing the issue of the use of proceeds from the disposal. The airport sponsor is cooperating with the FAA in taking corrective action. Additional time is needed.	In Process	Estimated completion 12/31/2007
Princeton Municipal	NE	Princeton	ME	PNN	A closed runway is not depicted as such. The airport sponsor has also permitted penetrations of the airports Part 77 surfaces. Nonaeronautical use of airport property (model aircraft activities) have also been identified.	The airport sponsor is to take corrective action, including the submittal of a FAA Form 7480 to officially deactivate the runway in question, and provide a corrective action plan that addresses all of the land use issues identified at the airport and the potential Part 77 penetrations.	In Process	Estimated completion 9/30/2008

Land Use Compliance Report for FY 2007								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Coleman A. Young Municipal	GL	Detroit	MI	DET	Airport sponsor has permitted several nonaeronautical uses of airport property without FAA concurrence, including nonaeronautical uses of hangars.	Airport sponsor had to terminate non-aeronautical uses or/and seek FAA approval under applicable policies. A new ALP and Exhibit A were also needed. The Exhibit A issue was resolved, while there has been progress on resolving the ALP submittal. In addition, the airport sponsor and the FAA are working on a request for interim use as a means to resolve the nonaeronautical uses of airport property. Additional time is needed to achieve resolution.	In Process	Estimated completion 5/30/2008
Tulip City	GL	Holland	MI	BIV	ALP needs to be updated and an airspace review must be completed. Airport property is used for non-aeronautical purposes (farming/vehicular and boat storage) without FAA approval.	Submit a new ALP and seek FAA approval of nonaeronautical uses.	In Process	Estimated completion 5/30/2008
Anoka County-Blaine Airport (Janes Field)	GL	Minneapolis	MN	ANE	a. Exhibit A is outdated. b. Airport sponsor permitted several nonaeronautical uses of airport property without FAA approval. This includes golf facilities, softball and soccer facilities.	The airport sponsor is to update the Exhibit A and take action to submit to the FAA the appropriate release and interim use documentation. The airport has cooperated with the FAA in taking corrective action, but additional time is needed.	In Process	Estimated completion 12/31/2007
Bruce Campbell Field	SO	Madison	MS	MBO	The airport sponsor has allowed several nonaeronautical uses of airport property without FAA approval. This includes a community center constructed on prime aeronautical land and a road. The airport has also granted "through the fence" access for residential development. FBO lease language does not reflect actual amount and type of property under the tenant's control. In addition, the ALP does not reflect current uses.	The airport sponsor must take corrective action which includes seeking FAA concurrence with the nonaeronautical uses, provide FMV compensation back to the airport for those uses, restrict residential access to the airport and update its ALP to reflect those actions and existing uses. Although the airport sponsor is cooperating with the FAA and is taking corrective action on all items, additional time is needed to achieve compliance.	In Process	Estimated completion 6/30/2008
Warren Field	SO	Washington	NC	OCW	Airport sponsor has permitted non-aeronautical uses (including residential) on airport property in a manner inconsistent with its Federal obligations.	The FAA has asked for the residence to be removed. The airport sponsor has been responsive, and although it was expected that all issues would be resolved in FY 2006, additional time is needed to resolved them.	In Process	Estimated completion 12/31/2007



Land Use Compliance Report for FY 2007								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Mandan Municipal	GL	Mandan	ND	Y19	<p>a. Airport property was used for agricultural purposes without FAA concurrence.</p> <p>b. Sponsor permitted the storage of nonaeronautical material adjacent to an aircraft parking area.</p> <p>c. Outdated Exhibit A and ALP.</p> <p>d. Outdated Exhibit A and ALP.</p>	The airport sponsor had to submit a request for concurrent use at FMV and remove the materials. Sponsor has accepted FAA corrective action, cooperated with FAA and completed all action items, including the resolution of the ALP and Exhibit A.	Closed, In Compliance	Compliant 9/30/2007
Watford City Municipal	GL	Watford City	ND	S25	The FAA is unable to ascertain airport property ownership as required under Grant Assurance 4. The ALP does not reflect current airport facilities. Several nonaeronautical uses have been allowed on airport property without FAA approval, including a softball complex and agricultural spraying storage.	The Exhibit A and ALP had to be updated. The airport sponsor had to provide a title opinion that reflected the ownership of airport property and subordination of easements. The airport sponsor also had to seek FAA approval of the nonaeronautical uses and this included addressing the FMV compensation back to the airport account. Finally, the airport sponsor had to complete the appropriate FAA Form 7460-1 for certain airport uses. The airport sponsor accepted FAA corrective action, cooperated with FAA and completed all action items, including the resolution of the ALP and Exhibit A.	Closed, In Compliance	Compliant 9/30/2007
South Jersey Regional	EA	Mount Holly	NJ	VAY	The airport sponsor allowed several nonaeronautical uses of airport property. In addition, a museum was permitted on airport property at a nominal rate. Finally, the ALP does not reflect several airport land uses.	The airport sponsor must take corrective action to seek FAA approval for the nonaeronautical uses, including providing the appropriate information regarding FMV, elimination of nominal rental values, and compensating the airport accordingly. The ALP must be updated. The airport sponsor is cooperating with the FAA. There has been progress, and resolution is expected in FY 2008, in part by the use of special conditions in future grants. As a result, additional time is needed.	In Process	Estimated completion 5/30/2008

Land Use Compliance Report for FY 2007								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
McCarran International	WP	Las Vegas	NV	LAS	Proceeds from the disposal of Noise Land was not returned to the Noise Program as required.	Proceeds from the disposal of Noise Land must be returned to the Noise Program or to the trust fund. Compliance with Grant Assurance 31 "Disposal of Land" is required. The airport is cooperating with the FAA and it is anticipated that corrective action will be achieved in FY 2008 since the required identification of property and the appraisal process are progressing. Additional time is needed in order to resolve the matter.	In Process	Estimated completion 9/30/2008
East Hampton	EA	East Hampton	NY	HTO	Airport sponsor permitted non-aeronautical land uses within the airport property without FAA approval and below FMV.	Take action to correct non-aeronautical uses and compensate the airport in a manner that is consistent with applicable law and FAA policy. The airport sponsor and the FAA have agreed on the amount of the compensation to be credited back to the airport. Although it was anticipated that this issue will be closed and in compliance in FY 2007, additional time is needed to complete all corrective action.	In Process	Estimated completion 12/31/2007
Plattsburgh International	EA	Plattsburgh	NY	PBG	In a replacement airport situation, the airport sponsor has not yet completed the disposition of the airport land that constituted the old facility.	Dispose of the old airport land as required, at FMV, and apply all proceeds in a manner consistent with the applicable federal obligations, including use for airport purposes at the new location. The airport sponsor and the FAA are working to resolve the matter.	In Process	Estimated completion 9/30/2008

Land Use Compliance Report for FY 2007								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Cincinnati Municipal Airport Lunken Field	GL	Cincinnati	OH	LUK	A significant portion of the airport is being used for nonaeronautical uses without FAA approval and without adequate FMV compensation. Other land use issues have also been identified including airspace penetrations due to "on airport" obstructions.	The airport sponsor has to correct all outstanding issues, including taking action to dedicate certain parcels to aeronautical use in order to address aeronautical demand. FAA must approve existing land uses and existing land uses must provide the airport with adequate compensation. FAA conducted a land use inspection in order to ascertain the extent of land use issues at the airport. The airport sponsor has taken several actions to correct several issues. Additional time is necessary to resolved all remaining issues.	In Process	Estimated completion 5/30/2008
Clermont County	GL	Batavia	OH	I69	a. Airport sponsor has granted an exclusive right for all airport property. b. Airport sponsor has permitted non-aeronautical use of airport property. c. There is no current ALP.	Airport sponsor must take action to eliminate the exclusive rights that has been granted. In addition, a new ALP was to be submitted and all non-aeronautical uses removed or approved by the FAA approval. To date, the airport sponsor has not taken adequate corrective action.	Non-Compliant	Non-Compliant since 12/31/2005
Ohio State University	GL	Columbus	OH	OSU	Several non-aeronautical uses were permitted at the airport without FAA approval or/and below FMV. Issues include land use designations and compensation back to the airport for non-aeronautical uses.	Take adequate corrective action to ensure FAA approval is according to the Federal obligations and applicable policy. As a result of the airport sponsor taking significant steps towards implementing corrective action, resolution of all outstanding issues was achieved in FY 2007.	Closed, In Compliance	Compliant 9/30/2007
Wadsworth Municipal	GL	Wadsworth	OH	3G3	The airport has permitted certain non-aeronautical uses at the airport without FAA approval.	Airport must take corrective action by seeking approval of certain non-aeronautical uses and by instituting new leasing practices. Although the airport sponsor is cooperating with the FAA in taking corrective action, not all issues have been addressed. Additional time is needed.	In Process	Estimated completion 12/31/2007

Land Use Compliance Report for FY 2007								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Grand Lake Regional	SW	Afton	OK	309	Airport sponsor has permitted non-aeronautical land uses, including incompatible land uses, within airport property without FAA approval. Airport sponsor permitted airport property to be encumbered by third party lien and consented to sale of airport property without FAA approval.	Although initially the FAA required that the airport sponsor return the properties to approved aeronautical uses and return sale proceeds proportionate to Federal assistance, DOT filed lawsuit against airport sponsors and third party. The District Court for the Northern District of Oklahoma granted summary judgment in favor of the FAA against the airport sponsors and denied the third party's motion to dismiss. The Court found the airport sponsors jointly liable for repayment of federal grant funds. In FY 2007, a settlement agreement was entered into involving the required repayment of funds, effectively closing the issue.	Closed, In Compliance	Compliant 9/30/2007
Barnwell Regional	SO	Barnwell	SC	BNL	The airport sponsor has allowed several nonaeronautical uses of airport property without FAA approval. This includes municipal uses and a cemetery. The airport has also granted an easement on airport property to another entity and has allowed a non-airport entity to control parts of the Airport. In addition, airport property was disposed of without FAA approval.	The airport sponsor must take action to correct the noted deficiencies. Corrective action is to include: request FAA concurrence, fair market compensation back to the airport account, and regains control over the affected properties where control was lost. The airport sponsor is cooperating with the FAA. As a result, additional time is granted to achieve resolution.	In Process	Estimated completion 5/30/2008
Greenwood County	SO	Greenwood	SC	GRD	a. Several nonaeronautical uses were permitted at the airport without FAA approval. b. Airport property was disposed of without FAA approval. c. ALP and Exhibit A map are not consistent with actual land uses at the airport.	a. Take action to eliminate unauthorized nonaeronautical land uses. b. Seek FAA release on disposed parcel and compensate airport adequately at FMV. c. Submit updated documents. During FY 2007, the airport sponsor finalized taking the remaining corrective actions.	Closed, In Compliance	Compliant 9/30/2007
Custer County	GL	Custer	SD	CUT	The airport sponsor does not have clear title or a long-term interest in portions of the airport. The airport sponsor has unauthorized non-aeronautical uses of airport property and has entered into several non-aeronautical leases at nominal rates.	Provide evidence that it has acquired good title for all property or, in the alternative, that it has a long-term interest in the property. Eliminate all nonaeronautical uses or seek FAA approval and eliminate nominal rates.	In Process	Estimated completion 5/30/2008

Land Use Compliance Report for FY 2007								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Castroville Municipal	SW	Castroville	TX	T89	Airport sponsor entered into agreement with aeronautical user on airport, which encumbered airport property and deprived sponsor of its rights and responsibilities to effectively operate, manage, and develop the property. Airport sponsor also permitted nonaeronautical uses of airport property.	The airport sponsor must take adequate corrective action to regain control over the property and seek FAA approval on nonaeronautical land uses. In coordination with Texas DOT, the FAA is investigating the matter informally. Additional time is needed.	Non-Compliant	Estimated completion 5/30/2008
Terrell Municipal	SW	Terrell	TX	TRL	The airport sponsor has permitted non-aeronautical uses of airport property (municipal maintenance storage facility) without FAA approval and rent free.	The FAA asked the airport sponsor to provide appraisal and related information (i.e. lease) in order to consider accepting corrective action, including making provisions for repayments to the airport account. The airport sponsor took adequate corrective action.	Closed, In Compliance	Compliant 3/28/2007
L O Simenstad Municipal	GL	Osceola	WI	OEO	The ALP is outdated.	Submit a new ALP.	In Process	Estimated completion 5/30/2008

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## **Appendix I: FY 2007 AIP Grants Awarded and Grant Amounts by Airport Type and State**

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**FY 2007 AIP Grants Awarded and Grant Amounts by Airport Type and State**

State	Primary		Commercial Count		Reliever		General Aviation		State Sponsored		State Block Grant		Other		Total Grants	
	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount
AK	21	101,014,216	3	29,835,217	0	0	12	41,118,980	7	11,256,013	0	0	8	15,813,356	51	199,037,782
AL	9	38,157,884	0	0	2	2,753,337	35	10,425,610	1	1,936,284	0	0	0	0	47	53,273,115
AR	6	14,562,416	2	1,140,743	1	2,282,439	32	15,545,635	1	200,000	0	0	2	1,582,451	44	35,313,684
AZ	3	6,800,000	0	0	0	0	0	0	0	0	0	0	0	0	3	6,800,000
CA	10	37,832,733	3	4,359,036	8	13,741,558	22	11,960,494	0	0	0	0	0	0	43	67,893,821
CO	39	203,806,049	3	1,869,000	26	24,512,142	60	42,061,416	1	337,250	0	0	2	785,000	131	273,370,857
CT	14	47,478,201	2	4,140,000	6	8,550,000	18	11,793,135	1	250,000	0	0	0	0	41	72,211,336
DC	3	12,694,451	0	0	1	116,850	9	3,387,244	1	1,332,549	0	0	0	0	14	17,531,094
DE	0	0	0	0	1	2,785,000	2	7,863,893	1	166,250	0	0	0	0	4	10,815,143
FL	28	91,590,541	0	0	13	17,678,117	25	13,551,906	0	0	0	0	1	26,264,212	67	149,084,776
FM	0	0	0	0	0	0	8	51,650,000	0	0	0	0	0	0	8	51,650,000
GA	12	56,536,054	1	1,150,000	4	9,190,034	11	6,760,957	1	11,249,611	0	0	1	9,380,300	30	94,266,956
GU	3	14,836,213	0	0	0	0	0	0	0	0	0	0	0	0	3	14,836,213
HI	7	24,837,315	1	346,000	1	602,595	2	692,000	2	5,889,559	0	0	0	0	13	32,367,469
IA	11	13,958,435	1	819,081	0	0	49	24,104,346	3	522,975	0	0	0	0	64	39,404,837
ID	7	17,054,545	0	0	1	450,000	17	8,539,305	3	877,502	0	0	1	2,245,094	29	29,166,446
IL	23	123,053,580	0	0	0	0	0	0	0	0	4	21,879,763	0	0	27	144,933,343
IN	9	28,795,978	0	0	6	1,428,096	46	19,058,098	1	162,345	0	0	0	0	62	49,444,517
KS	7	2,498,546	6	3,247,933	3	715,633	43	12,937,551	1	109,696	0	0	0	0	60	19,509,359
KY	10	62,298,020	1	1,059,166	1	150,000	29	9,095,753	0	0	0	0	0	0	41	72,602,939
LA	15	46,567,992	0	0	1	766,520	25	10,986,904	1	106,147	0	0	0	0	42	58,427,563
MA	13	21,792,870	0	0	4	5,208,369	18	10,184,521	0	0	0	0	0	0	35	37,185,760
MD	8	17,584,930	2	10,419,744	11	5,866,547	7	8,215,763	0	0	0	0	0	0	28	42,086,984
ME	7	13,465,642	2	633,807	5	5,648,364	19	5,124,130	1	288,246	0	0	0	0	34	25,160,189
MH	0	0	0	0	0	0	1	14,000,000	0	0	0	0	0	0	1	14,000,000
MI	24	84,035,138	0	0	4	5,004,577	0	0	0	0	5	29,241,359	0	0	33	118,281,074
MN	13	30,326,475	1	478,916	6	10,035,402	56	19,919,008	1	299,250	0	0	0	0	77	61,059,051
MO	14	70,017,730	0	0	1	4,263,294	0	0	1	110,000	2	16,091,801	0	0	18	90,482,825
MP	1	1,684,647	0	0	0	0	0	0	0	0	0	0	0	0	1	1,684,647
MS	10	17,103,172	0	0	1	245,005	43	20,474,936	1	89,775	0	0	0	0	55	37,912,888
MT	10	19,144,646	1	709,424	0	0	34	11,589,823	1	142,500	0	0	1	1,662,366	47	33,248,759
NC	11	42,570,698	0	0	0	0	1	3,479,500	0	0	1	26,897,249	0	0	13	72,947,447
ND	6	11,936,894	3	2,745,706	0	0	30	8,183,123	1	1,396,641	0	0	0	0	40	24,262,364
NE	3	1,944,164	2	392,906	0	0	35	11,970,816	2	137,185	0	0	0	0	42	14,445,071
NH	6	25,820,254	4	4,174,205	1	380,000	8	5,733,411	3	375,440	0	0	0	0	22	36,483,310
NJ	9	26,182,673	1	3,640,655	13	27,880,126	13	4,721,793	0	0	0	0	0	0	36	62,425,247



FY 2007 AIP Grants Awarded and Grant Amounts by Airport Type and State																
State	Primary		Commercial Count		Reliever		General Aviation		State Sponsored		State Block Grant		Other		Total Grants	
	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount
NM	3	10,121,039	2	2,320,904	0	0	25	12,138,770	1	109,920	0	0	1	87,000	32	24,777,633
NV	7	42,525,532	2	3,012,018	3	7,398,463	11	4,326,855	0	0	0	0	1	475,000	24	57,737,868
NY	41	82,237,893	8	5,354,593	20	11,941,940	37	17,218,515	1	300,000	0	0	0	0	107	117,052,941
OH	16	57,914,387	0	0	8	3,297,189	64	18,542,531	1	120,000	0	0	0	0	89	79,874,107
OK	6	20,443,362	0	0	4	4,985,551	43	13,970,116	1	400,000	0	0	0	0	54	39,799,029
OR	8	11,683,906	0	0	1	300,000	24	14,127,668	1	109,000	0	0	0	0	34	26,220,574
PA	23	74,875,295	3	5,348,094	4	1,797,000	7	8,232,651	2	269,849	4	15,210,185	1	243,504	44	105,976,578
PR	2	14,812,085	0	0	0	0	0	0	0	0	0	0	0	0	2	14,812,085
PW	0	0	0	0	0	0	3	5,575,000	0	0	0	0	0	0	3	5,575,000
RI	4	15,085,159	0	0	1	776,398	2	1,537,522	0	0	0	0	0	0	7	17,399,079
SC	7	14,632,164	0	0	2	2,089,882	30	16,914,499	1	294,000	0	0	0	0	40	33,930,545
SD	4	13,501,798	1	851,200	0	0	19	12,050,505	1	551,000	0	0	0	0	25	26,954,503
TN	10	40,972,610	0	0	0	0	0	0	0	0	2	13,925,617	0	0	12	54,898,227
TX	40	181,776,927	0	0	2	10,933,758	0	0	2	662,000	3	54,310,707	1	950,000	48	248,633,392
UT	5	12,780,287	2	450,000	2	3,102,187	16	15,024,681	2	219,000	0	0	1	8,000,000	28	39,576,155
VA	12	57,848,620	1	728,536	6	14,668,038	20	14,032,546	1	900,000	0	0	2	559,984	42	88,737,724
VI	1	4,742,699	0	0	0	0	0	0	0	0	0	0	0	0	1	4,742,699
VT	3	1,696,700	0	0	0	0	5	1,008,883	2	417,215	0	0	0	0	10	3,122,798
WA	18	70,452,905	1	2,500,000	4	1,551,184	25	17,686,492	1	180,000	0	0	1	135,000	50	92,505,581
WI	8	18,423,598	0	0	0	0	0	0	0	0	3	21,893,986	0	0	11	40,317,584
WV	6	18,060,040	2	4,332,108	1	1,387,240	14	7,778,769	0	0	0	0	0	0	23	31,558,157
WY	10	10,892,273	0	0	0	0	19	11,938,338	1	307,795	0	0	0	0	30	23,138,406
<b>Total</b>	<b>606</b>	<b>2,103,462,381</b>	<b>61</b>	<b>96,058,992</b>	<b>179</b>	<b>214,482,835</b>	<b>1,074</b>	<b>617,234,392</b>	<b>54</b>	<b>42,074,997</b>	<b>24</b>	<b>199,450,667</b>	<b>24</b>	<b>68,183,267</b>	<b>2,022</b>	<b>3,340,947,531</b>

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## Appendix J: AIP Grants Awarded in FY 2007 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
<b>Alabama</b>					
Alexander City	Thomas C Russell Field	General Aviation	9	98,819	Rehabilitate Taxiway
Andalusia/Opp	Andalusia-Opp	General Aviation	11	783,128	Extend Runway
Anniston	Anniston Metropolitan	General Aviation	22	550,000	Improve Runway Safety Area, Rehabilitate Apron
Ashland	Ashland/Lineville	General Aviation	2	428,732	Remove Obstructions
Auburn	Auburn-Opelika Robert G. Pitts	General Aviation	20	895,876	Construct Apron
Bay Minette	Bay Minette Municipal	General Aviation	7	112,697	Install Perimeter Fencing, Update Airport Master Plan Study
Birmingham	Birmingham International	Primary	65	2,120,749	Security Enhancements
Birmingham	Birmingham International	Primary	66	2,356,331	Conduct Miscellaneous Study, Install Guidance Signs, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Rehabilitate Taxiway
Birmingham	Birmingham International	Primary	64	15,500,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Butler	Butler-Choctaw County	General Aviation	1	22,740	Remove Obstructions, Update Airport Master Plan Study
Camden	Camden Municipal	General Aviation	2	65,692	Acquire Land For Approaches
Centreville	Bibb County	General Aviation	4	260,597	Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Clanton	Gragg-Wade Field	General Aviation	5	688,652	Acquire Land For Approaches
Courtland	Lawrence County	General Aviation	6	266,434	Rehabilitate Taxiway
Cullman	Folsom Field	General Aviation	15	0	No projects assigned.
Demopolis	Demopolis Municipal	General Aviation	7	182,170	Conduct Miscellaneous Study, Install Weather Reporting Equipment
Dothan	Dothan Regional	Primary	27	2,962,262	Improve Runway Safety Area, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Elba	Carl Folsom	General Aviation	3	201,862	Acquire Land For Approaches
Elba	Carl Folsom	General Aviation	4	1,364,580	Improve Runway Safety Area, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Eufaula	Weedon Field	General Aviation	14	29,548	Rehabilitate Runway
Fairhope	H. L. (Sonny) Callahan	General Aviation	9	197,226	Construct Taxiway
Foley	Foley Municipal	General Aviation	7	406,378	Acquire Equipment, Install Perimeter Fencing

Geneva	Geneva Municipal	General Aviation	3	205,569	Improve Runway Safety Area, Remove Obstructions
Gulf Shores	Jack Edwards	General Aviation	21	300,000	Expand Terminal Building
Hartselle	Rountree Field	General Aviation	5	137,982	Rehabilitate Runway Lighting
Headland	Headland Municipal	General Aviation	7	156,585	Rehabilitate Apron
Huntsville	Huntsville International-Carl T Jones Field	Primary	53	3,749,510	Security Enhancements
Huntsville	Huntsville International-Carl T Jones Field	Primary	51	3,837,759	Acquire Snow Removal Equipment, Conduct Miscellaneous Study, Expand Terminal Building, Rehabilitate Apron, Rehabilitate Taxiway
Huntsville	Huntsville International-Carl T Jones Field	Primary	52	5,000,000	Acquire Land for Development
Jackson	Jackson Municipal	General Aviation	3	86,477	Construct Apron, Install Perimeter Fencing
Jasper	Walker County-Bevill Field	General Aviation	11	51,051	Rehabilitate Apron
Lanett	Lanett Municipal	General Aviation	4	218,830	Acquire Equipment, Acquire Land For Approaches, Install Miscellaneous NAVAIDS, Rehabilitate Apron, Update Miscellaneous Study
Mobile	Mobile Regional	Primary	40	2,441,273	Construct Apron, Improve Airport Drainage, Rehabilitate Access Road, Rehabilitate Terminal Building
Mobile	Mobile Downtown	Reliever	18	2,508,501	Acquire Equipment, Conduct Miscellaneous Study, Install Perimeter Fencing, Rehabilitate Apron
Montgomery	Montgomery Regional (Dannelly Field)	Primary	37	190,000	Install Guidance Signs, Update Airport Master Plan Study
Montgomery	State of Alabama	System Plan	2	1,936,284	Acquire Land for Development, Conduct Miscellaneous Study, Construct Apron, Construct Taxiway, Remove Obstructions, Update Miscellaneous Study, Update State System Plan Study
Mooreville	Pryor Field Regional	General Aviation	14	154,173	Construct Terminal Building
Oneonta	Robbins Field	General Aviation	4	38,000	Rehabilitate Runway
Ozark	Blackwell Field	General Aviation	8	124,735	Install Miscellaneous NAVAIDS, Rehabilitate Apron, Update Airport Master Plan Study
Pell City	St Clair County	Reliever	8	244,836	Improve Terminal Building, Install Perimeter Fencing, Rehabilitate Taxiway Lighting, Remove Obstructions
Prattville	Prattville - Grouby Field	General Aviation	10	560,822	Construct Access Road
Russellville	Russellville Municipal	General Aviation	6	86,276	Install Apron Lighting
Selma	Craig Field	General Aviation	6	150,000	Install Perimeter Fencing
Talladega	Talladega Municipal	General Aviation	14	993,894	Extend Taxiway, Rehabilitate Runway Lighting
Tuscaloosa	Tuscaloosa Regional	General Aviation	21	150,000	Update Airport Master Plan Study

Tuskegee	Moton Field Municipal	General Aviation	10	70,000	Construct Terminal Building
Wetumpka	Wetumpka Municipal	General Aviation	9	386,085	Conduct Miscellaneous Study, Construct Terminal Building
<b>Subtotal FY 2007 Funds</b>				<b>53,273,115</b>	
<b>Alaska</b>					
Akutan	Akutan	General Aviation	7	291,393	Conduct Airport Master Plan Study
Akutan	Akutan (Proposed GA)	System Plan	1	1,000,000	Construct New Airport
Alakanuk	Alakanuk (Proposed CM)	System Plan	2	6,574,722	Construct New Airport
Anchorage	Merrill Field	Primary	43	1,520,000	Construct Taxiway
Anchorage	Merrill Field	Primary	42	2,356,000	Acquire Equipment, Rehabilitate Apron
Anchorage	Ted Stevens Anchorage International	Primary	100	226,454	Acquire Snow Removal Equipment
Anchorage	Ted Stevens Anchorage International	Primary	97	1,106,976	Acquire Aircraft Rescue & Fire Fighting Vehicle
Anchorage	Ted Stevens Anchorage International	Primary	99	1,380,000	Rehabilitate Apron
Anchorage	Ted Stevens Anchorage International	Primary	98	4,500,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Anchorage	Ted Stevens Anchorage International	Primary	96	17,498,046	Rehabilitate Apron
Anchorage	Anchorage Float Plane Basin	System Plan	1	94,328	Conduct Miscellaneous Study
Angoon	Angoon (Proposed GA)	System Plan	1	1,000,000	Construct New Airport
Bethel	Bethel	Primary	16	2,733,217	Construct Runway
Chevak	Chevak	System Plan	2	193,800	Construct New Airport
Chistochina	Chistochina (Proposed GA)	System Plan	1	150,000	Conduct Airport Master Plan Study
Cordova	Merle K (Mudhole) Smith	Primary	12	2,700,000	Construct Sand and Chemical Storage Building
Deadhorse	Deadhorse	Primary	9	600,000	Update Airport Master Plan Study
Fairbanks	Fairbanks International	Primary	33	16,778,236	Rehabilitate Runway
Juneau	Juneau International	Primary	48	14,700,000	Construct Apron, Construct Runway Safety Area, Construct Snow Removal Equipment Building, Construct Taxiway, Environmental Mitigation
Juneau	State of Alaska	System Plan	8	379,950	Conduct Environmental Study, Conduct Miscellaneous Study
Juneau	State of Alaska	System Plan	7	590,000	Conduct aeronautical survey for WAAS approach
Juneau	State of Alaska	System Plan	6	2,511,166	Update State System Plan Study
Juneau	Various Locations in Alaska	System Plan	61	693,500	Acquire Snow Removal Equipment
Juneau	Various Locations in Alaska	System Plan	59	1,150,927	Acquire Snow Removal Equipment
Juneau	Various Locations in Alaska	System Plan	58	2,133,054	Acquire Snow Removal Equipment
Juneau	Various Locations in Alaska	System Plan	60	3,797,416	Rehabilitate Runway

Kenai	Kenai Municipal	Primary	37	3,541,997	Improve Seaplane Base, Rehabilitate Runway
Ketchikan	Ketchikan International	Primary	19	5,290,066	Construct Sand and Chemical Storage Building, Construct Snow Removal Equipment Building
Ketchikan	Ketchikan International	Primary	17	10,427,060	Rehabilitate Runway
Kodiak	Kodiak	Primary	10	3,486,000	Extend Runway Safety Area
Kongiganak	Kongiganak	Commercial Service	1	14,587,115	Construct Apron, Construct Snow Removal Equipment Building, Extend Runway
Lake Louise	Lake Louise	General Aviation	1	2,730,897	Construct Apron, Construct Runway, Construct Taxiway
Manokotak	Manokotak (Proposed GA)	System Plan	2	6,373,030	Construct New Airport
Minto	Minto	General Aviation	2	9,233,918	Construct Apron, Construct Runway, Construct Snow Removal Equipment Building
Nenana	Nenana Municipal	General Aviation	13	100,000	Install Perimeter Fencing, Rehabilitate Runway
Nenana	Nenana Municipal	General Aviation	12	245,500	Acquire Snow Removal Equipment
Nightmute	Nightmute	General Aviation	1	15,113,303	Construct Snow Removal Equipment Building, Expand Apron, Extend Runway
Nome	Nome	Primary	18	500,000	Update Airport Master Plan Study
Nome	Nome	Primary	17	950,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Nome	Nome	Primary	16	7,205,555	Rehabilitate Runway
Nunapitchuk	Nunapitchuk	Commercial Service	1	15,068,297	Construct Snow Removal Equipment Building, Extend Runway
Palmer	Palmer Municipal	General Aviation	15	236,276	Update Airport Master Plan Study
Palmer	Palmer Municipal	General Aviation	16	2,355,190	Rehabilitate Runway
Point Lay	Point Lay LRRS	General Aviation	4	5,423,105	Extend Runway
Port Alsworth	Port Alsworth Proposed	System Plan	4	427,476	Conduct Airport Master Plan Study
Sand Point	Sand Point	Commercial Service	11	179,805	Conduct Airport Master Plan Study
Sitka	Sitka Rocky Gutierrez	Primary	21	204,250	Rehabilitate Terminal Building
Soldotna	Soldotna	General Aviation	6	1,092,500	Acquire Miscellaneous Land
Soldotna	Soldotna	General Aviation	7	3,244,021	Construct Runway, Extend Runway Safety Area
Valdez	Valdez Pioneer Field	Primary	8	3,310,359	Extend Runway Safety Area, Install Perimeter Fencing
Wasilla	Wasilla	General Aviation	13	1,052,877	Construct Taxiway
<b>Subtotal FY 2007 Funds</b>				<b>199,037,782</b>	
<b>American Samoa</b>					
Pago Pago	Pago Pago International	Primary	39	200,000	Install Weather Reporting Equipment
Pago Pago	Pago Pago International	Primary	37	2,000,000	Rehabilitate Runway
Pago Pago	Pago Pago International	Primary	38	4,600,000	Rehabilitate Runway

Subtotal FY 2007 Funds			6,800,000		
<b>Arizona</b>					
Bagdad	Bagdad	General Aviation	6	667,364	Install Perimeter Fencing
Benson	Benson Municipal	General Aviation	11	654,486	Construct Parking Lot, Install Taxiway Lighting, Install Weather Reporting Equipment
Bisbee	Bisbee Municipal	General Aviation	8	1,487,201	Widen Runway
Buckeye	Buckeye Municipal	General Aviation	12	273,600	Install Weather Reporting Equipment
Bullhead City	Laughlin/Bullhead International	Primary	29	45,000	Update Airport Master Plan Study
Bullhead City	Laughlin/Bullhead International	Primary	28	2,977,848	Rehabilitate Terminal Building
Bullhead City	Laughlin/Bullhead International	Primary	30	7,205,995	Improve Runway Safety Area, Rehabilitate Runway
Casa Grande	Casa Grande Municipal	General Aviation	11	596,367	Install Perimeter Fencing
Chandler	Chandler Municipal	Reliever	19	2,709,244	Construct Apron
Clifton	Greenlee County	General Aviation	8	115,000	Conduct Miscellaneous Study, Install Instrument Approach Aid
Colorado City	Colorado City Municipal	General Aviation	12	100,000	Update Airport Master Plan Study
Colorado City	Colorado City Municipal	General Aviation	11	311,386	Install Apron Lighting, Install Perimeter Fencing
Flagstaff	Flagstaff Pulliam	Primary	31	1,000,000	Extend Runway
Fort Huachuca Sierra Vista	Sierra Vista Municipal-Libby AAF	General Aviation	20	150,000	Update Airport Master Plan Study
Gila Bend	Gila Bend Municipal	General Aviation	12	150,000	Construct Building
Glendale	Glendale Municipal	Reliever	18	450,000	Acquire Equipment, Install Runway Vertical/Visual Guidance System
Globe	San Carlos Apache	General Aviation	15	621,514	Construct Taxiway
Kingman	Kingman	General Aviation	19	150,000	Install Airfield Guidance Signs
Lake Havasu City	Lake Havasu City	Commercial Service	19	389,819	Install Airfield Guidance Signs
Marana	Marana Regional	Reliever	15	1,030,000	Acquire Land For Approaches, Construct Building
Mesa	Falcon Field	Reliever	16	388,270	Install Perimeter Fencing
Mesa	Williams Gateway	Reliever	19	4,367,366	Construct Taxiway, Improve Service Road
Page	Page Municipal	Primary	20	1,021,612	Construct Heliport/Helipad, Construct Service Road, Security Enhancements
Parker	Avi Suquilla	General Aviation	11	3,479,850	Construct Runway
Peach Springs	Grand Canyon West	Primary	7	9,937,592	Construct Runway, Improve Airport Drainage
Phoenix	Phoenix Sky Harbor International	Primary	63	9,527,731	Rehabilitate Taxiway
Phoenix	Phoenix Deer Valley	Reliever	22	900,000	Acquire Land for Development
Phoenix	Phoenix Deer Valley	Reliever	23	3,500,799	Rehabilitate Apron
Safford	Safford Regional	General Aviation	16	634,868	Construct Taxiway, Expand Access Road, Install Perimeter Fencing

Saint Johns	St Johns Industrial Air Park	General Aviation	11	300,000	Construct Apron, Construct Taxiway
San Manuel	San Manuel	General Aviation	1	150,000	Rehabilitate Taxiway
Scottsdale	Scottsdale	Commercial Service	23	3,794,217	Construct Taxiway, Install Apron Lighting
Sedona	Sedona	General Aviation	17	110,000	Expand Apron
Show Low	Show Low Regional	Commercial Service	16	175,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Springerville	Town of Springerville Municipal	General Aviation	16	125,708	Acquire Snow Removal Equipment
Taylor	Taylor	General Aviation	15	239,875	Rehabilitate Runway
Tucson	Tucson International	Primary	53	364,240	Conduct Environmental Study
Tucson	Tucson International	Primary	52	4,520,282	Construct Apron, Security Enhancements
Tucson	Ryan Field	Reliever	17	395,879	Acquire Equipment
Whiteriver	Whiteriver	General Aviation	10	128,459	Update Airport Master Plan Study
Wickenburg	Wickenburg Municipal	General Aviation	17	207,224	Install Weather Reporting Equipment
Williams	H.A. Clark Memorial Field	General Aviation	20	1,307,592	Rehabilitate Taxiway
Yuma	Yuma MCAS/Yuma International	Primary	28	1,232,433	Modify Terminal Building
<b>Subtotal FY 2007 Funds</b>				<b>67,893,821</b>	
<b>Arkansas</b>					
Ash Flat	Sharp County Regional	General Aviation	5	282,028	Install Perimeter Fencing
Augusta	Woodruff County	General Aviation	1	53,010	Conduct Miscellaneous Study
Benton	Saline County Regional	General Aviation	2	1,050,333	Construct New Airport
Blytheville	Arkansas International	General Aviation	1	48,925	Conduct Airport Master Plan Study
Brinkley	Frank Federer Memorial	General Aviation	3	233,049	Construct Taxiway, Expand Apron
Calico Rock	Calico Rock-Izard County	General Aviation	4	434,691	Construct Taxiway
Carlisle	Carlisle Municipal	General Aviation	7	177,004	Expand Apron
Cave Springs	Northwest Arkansas Regional	Primary	28	1,437,119	Expand Terminal Building
Clarendon	Clarendon Municipal	General Aviation	3	592,626	Construct Runway
Clinton	Clinton Municipal	General Aviation	6	498,057	Widen Runway, Widen Taxiway
Colt	Delta Regional Airport	System Plan	2	392,825	Construct New Airport
Colt	Delta Regional Airport	System Plan	1	1,189,626	Construct New Airport
Corning	Corning Municipal	General Aviation	11	167,628	Expand Apron, Install Perimeter Fencing
Crossett	Z M Jack Stell Field	General Aviation	4	154,280	Improve Airport Drainage, Install Runway Vertical/Visual Guidance System



El Dorado	South Arkansas Regional at Goodwin Field	General Aviation	13	956,935	Strengthen Runway
Fort Smith	Fort Smith Regional	Primary	36	3,363,820	Construct Apron, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Update Miscellaneous Study
Harrison	Boone County	Commercial Service	16	392,477	Expand Aircraft Rescue & Fire Fighting Building
Heber Springs	Heber Springs Municipal	General Aviation	6	271,851	Acquire Land For Approaches
Hot Springs	Memorial Field	Commercial Service	14	748,266	Acquire Aircraft Rescue & Fire Fighting Vehicle, Rehabilitate Runway, Remove Obstructions
Lake Village	Lake Village Municipal	General Aviation	4	500,048	Construct Taxiway
Little Rock	Adams Field	Primary	65	585,002	Acquire Aircraft Rescue & Fire Fighting Vehicle
Little Rock	Adams Field	Primary	66	2,200,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Little Rock	Adams Field	Primary	64	5,096,291	Extend Runway
Little Rock	State of Arkansas	System Plan	6	200,000	Conduct State System Plan Study
Malvern	Malvern Municipal	General Aviation	2	600,000	Remove Obstructions
Marked Tree	Marked Tree Municipal	General Aviation	5	65,483	Conduct Airport Master Plan Study
Marshall	Searcy County	General Aviation	7	49,210	Construct Taxiway
McGehee	McGehee Municipal	General Aviation	6	658,573	Rehabilitate Runway
Melbourne	Melbourne Municipal - John E Miller Field	General Aviation	9	59,755	Construct Taxiway
Monticello	Monticello Municipal/Ellis Field	General Aviation	9	144,024	Install Perimeter Fencing
Mount Ida	Bearce	General Aviation	5	150,000	Conduct Miscellaneous Study, Widen Runway
Mountain Home	Ozark Regional	General Aviation	12	1,394,217	Construct Taxiway
Newport	Newport Municipal	General Aviation	5	458,326	Rehabilitate Runway
Ozark	Ozark-Franklin County	General Aviation	1	94,668	Conduct Airport Master Plan Study
Paragould	Kirk Field	General Aviation	5	252,785	Rehabilitate Runway Lighting
Piggott	Piggott Municipal	General Aviation	5	192,726	Construct Taxiway
Pocahontas	Pocahontas Municipal	General Aviation	2	447,849	Construct Taxiway
Rogers	Rogers Municipal-Carter Field	General Aviation	24	3,350,000	Construct Taxiway
Russellville	Russellville Regional	General Aviation	7	1,058,489	Construct Taxiway
Searcy	Searcy Municipal	General Aviation	16	365,843	Expand Apron
Texarkana	Texarkana Regional-Webb Field	Primary	26	1,880,184	Construct Aircraft Rescue & Fire Fighting Building
Ulm	Stuttgart Municipal	General Aviation	13	532,694	Rehabilitate Taxiway

West Helena	Thompson-Robbins	General Aviation	6	250,528	Construct Runway Safety Area
West Memphis	West Memphis Municipal	Reliever	20	2,282,439	Rehabilitate Runway
<b>Subtotal FY 2007 Funds</b>				<b>35,313,684</b>	
<b>California</b>					
Alturas	Alturas Municipal	General Aviation	5	153,900	Improve Service Road
Apple Valley	Apple Valley	General Aviation	8	463,733	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Arcata/Eureka	Arcata	Primary	31	1,000,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Improve Runway Safety Area
Avalon	Avalon (New)	System Plan	2	200,000	Conduct Airport Master Plan Study
Bakersfield	Bakersfield Municipal	General Aviation	14	300,000	Expand Apron, Rehabilitate Taxiway
Big Bear City	Big Bear City	General Aviation	15	2,932,431	Install Airfield Guidance Signs, Install Runway Vertical/Visual Guidance System, Rehabilitate Taxiway
Borrego Springs	Borrego Valley	General Aviation	14	667,663	Construct Apron
Brawley	Brawley Municipal	General Aviation	12	150,000	Rehabilitate Runway
Bridgeport	Bryant Field	General Aviation	6	315,302	Acquire Land For Approaches
Burbank	Bob Hope	Primary	44	7,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Burbank	Bob Hope	Primary	43	11,894,624	Extend Taxiway
Calexico	Calexico International	General Aviation	11	200,000	Construct Access Road
California City	California City Municipal	General Aviation	10	1,418,560	Widen Runway
Camarillo	Camarillo	Reliever	25	1,665,661	Construct Taxiway, Expand Apron, Improve Airport Drainage, Rehabilitate Apron
Carlsbad	McClellan-Palomar	Primary	24	13,208,977	Construct Access Road, Construct Apron, Construct Taxiway, Construct Terminal Building, Construct Utilities, Improve Airport Drainage, Improve Terminal People Mover, Security Enhancements
Cedarville	Cedarville	General Aviation	6	323,000	Install Perimeter Fencing
Chico	Chico Municipal	Primary	27	700,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Chino	Chino	Reliever	28	1,419,315	Construct Taxiway
Coalinga	New Coalinga Municipal	General Aviation	6	525,000	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Columbia	Columbia	General Aviation	12	650,000	Extend Taxiway
Colusa	Colusa County	General Aviation	10	575,000	Construct Taxiway, Install Perimeter Fencing, Rehabilitate Taxiway
Compton	Compton/Woodley	Reliever	6	200,000	Rehabilitate Apron
Crescent City	Jack McNamara Field	Primary	17	800,000	Rehabilitate Runway
Davis/Woodland/Winters	Yolo County-Davis/Woodland/Winters	General Aviation	7	75,000	Install Taxiway Lighting, Rehabilitate Runway, Rehabilitate Taxiway

Davis/Woodland/Winters	Yolo County- Davis/Woodland/Winters	General Aviation	8	75,000	Update Airport Master Plan Study
Delano	Delano Municipal	General Aviation	10	150,000	Update Airport Master Plan Study
Dunsmuir	Dunsmuir Municipal- Mott	General Aviation	9	349,000	Rehabilitate Runway
El Monte	El Monte	Reliever	9	126,490	Acquire Equipment
Fall River Mills	Fall River Mills	General Aviation	8	1,525,000	Construct Taxiway, Install Perimeter Fencing, Install Weather Reporting Equipment
Fort Jones	Scott Valley	General Aviation	5	150,000	Construct Taxiway
Fortuna	Rohnerville	General Aviation	6	250,000	Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Fresno	Fresno Yosemite International	Primary	52	1,651,040	Noise Mitigation Measures for Residences within 65 - 69 DNL
Fresno	Fresno Yosemite International	Primary	51	3,635,953	Rehabilitate Runway, Rehabilitate Service Road, Rehabilitate Terminal Building
Fresno	Fresno Chandler Executive	Reliever	13	61,284	Rehabilitate Terminal Building
Fresno	Fresno Chandler Executive	Reliever	14	89,000	Update Airport Master Plan Study
Fullerton	Fullerton Municipal	Reliever	18	2,047,500	Acquire Land For Approaches, Construct Taxiway
Grass Valley	Nevada County Air Park	General Aviation	12	75,000	Update Airport Master Plan Study
Gustine	Gustine	General Aviation	7	250,000	Install Runway Vertical/Visual Guidance System
Hanford	Hanford Municipal	General Aviation	16	731,750	Remove Obstructions
Havasu Lake	Chemehuevi Valley	General Aviation	5	829,474	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Hawthorne	Jack Northrop Field/Hawthorne Municipal	Reliever	11	5,562,071	Rehabilitate Runway
Hayfork	Hayfork	General Aviation	6	405,000	Install Perimeter Fencing, Rehabilitate Runway Lighting
Hayward	Hayward Executive	Reliever	14	1,200,000	Construct Apron
Hollister	Hollister Municipal	General Aviation	10	427,500	Improve Runway Safety Area, Rehabilitate Runway, Rehabilitate Taxiway, Update Miscellaneous Study
Imperial	Imperial County	Commercial Service	21	1,297,000	Construct Building, Improve Runway Safety Area, Install Airfield Guidance Signs, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Independence	Independence	General Aviation	3	333,242	Rehabilitate Runway Lighting
Inyokern	Inyokern	Primary	22	1,475,303	Acquire Safety Equipment and/or Fencing, Improve Terminal Building, Rehabilitate Runway, Rehabilitate Runway Lighting
Lancaster	General Wm J Fox Airfield	General Aviation	12	1,677,725	Rehabilitate Apron
Lee Vining	Lee Vining	General Aviation	4	218,500	Install Airfield Guidance Signs, Install Apron Lighting, Install Miscellaneous NAVAIDS, Install Runway Lighting, Install Weather Reporting Equipment, Rehabilitate Runway

Lincoln	Lincoln Regional/Karl Harder Field	Reliever	14	554,800	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Littleriver	Little River	General Aviation	4	150,000	Rehabilitate Runway
Livermore	Livermore Municipal	Reliever	18	95,000	Rehabilitate Apron
Long Beach	Long Beach /Daugherty Field/	Primary	29	5,511,659	Rehabilitate Taxiway
Los Angeles	Los Angeles International	Primary	43	6,000,000	Noise Mitigation Measures for Residences within 70 - 74 DNL
Los Angeles	Los Angeles International	Primary	44	6,000,000	Noise Mitigation Measures for Residences within 70 - 74 DNL
Los Angeles	Los Angeles International	Primary	45	10,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Los Angeles	Los Angeles International	Primary	42	29,638,632	Construct Taxiway
Los Angeles	Whiteman	Reliever	10	142,500	Update Airport Master Plan Study
Los Banos	Los Banos Municipal	General Aviation	6	150,000	Rehabilitate Runway, Update Airport Master Plan Study
Lost Hills	Lost Hills-Kern County	General Aviation	3	350,700	Install Perimeter Fencing
Madera	Madera Municipal	General Aviation	16	600,000	Install Runway Vertical/Visual Guidance System
Mammoth Lakes	Mammoth Yosemite	General Aviation	17	5,950,000	Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment, Rehabilitate Runway
Mariposa	Mariposa-Yosemite	General Aviation	7	300,000	Install Apron Lighting
Merced	Merced Municipal/MacReady Field	Commercial Service	14	272,000	Improve Airport Drainage
Mojave	Mojave	General Aviation	19	1,550,000	Security Enhancements
Monterey	Monterey Peninsula	Primary	46	1,222,051	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Safety Equipment and/or Fencing
Monterey	Monterey Peninsula	Primary	45	2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Monterey	Monterey Peninsula	Primary	47	3,037,763	Install Emergency Generator, Install Miscellaneous NAVAIDS, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Napa	Napa County	Reliever	24	332,500	Conduct Airport Master Plan Study
Oakland	Metropolitan Oakland International	Primary	42	11,530,249	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Oakland	Nine Bay Area Counties	System Plan	1	585,000	Conduct Metropolitan System Plan Study
Ontario	Ontario International	Primary	29	350,000	Conduct Noise Compatibility Plan Study
Ontario	Ontario International	Primary	28	3,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Orland	Haigh Field	General Aviation	4	285,000	Install Perimeter Fencing
Oxnard	Oxnard	Primary	26	38,950	Improve Airport Drainage
Palm Springs	Jacqueline Cochran Regional	General Aviation	15	1,276,000	Construct Service Road, Rehabilitate Runway, Rehabilitate Taxiway

Palm Springs	Palm Springs International	Primary	42	500,000	Update Airport Master Plan Study
Palm Springs	Palm Springs International	Primary	41	532,447	Rehabilitate Runway
Palmdale	Palmdale Regional/USAF Plant 42	Commercial Service	4	300,000	Conduct Airport Master Plan Study
Palo Alto	Palo Alto Airport of Santa Clara County	Reliever	7	525,000	Rehabilitate Access Road
Petaluma	Petaluma Municipal	Reliever	17	126,842	Construct Building
Porterville	Porterville Municipal	General Aviation	7	150,000	Install Runway Vertical/Visual Guidance System
Red Bluff	Red Bluff Municipal	General Aviation	8	400,000	Improve Airport Drainage, Install Taxiway Lighting, Rehabilitate Taxiway
Redding	Benton Field	General Aviation	9	130,000	Improve Airport Drainage
Redding	Redding Municipal	Primary	31	3,250,000	Acquire Equipment, Expand Access Road, Expand Terminal Building, Rehabilitate Taxiway
Riverside	Riverside Municipal	Reliever	24	1,745,482	Construct Taxiway, Rehabilitate Taxiway
Ruth	Ruth	General Aviation	3	270,000	Install Perimeter Fencing, Rehabilitate Apron
Sacramento	Sacramento International	Primary	40	200,000	Safety Management System (SMS) Program
Sacramento	Sacramento International	Primary	41	438,106	Conduct Environmental Study
Sacramento	Sacramento International	Primary	39	7,500,000	Construct Taxiway, Expand Apron
Sacramento	Sacramento Mather	Reliever	15	915,000	Improve Building
Sacramento	State of California	System Plan	3	337,250	Update State System Plan Study
Salinas	Salinas Municipal	General Aviation	14	300,000	Construct Taxiway, Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Rehabilitate Apron
San Andreas	Calaveras County-Maury Rasmussen Field	General Aviation	6	800,080	Construct Taxiway
San Bernardino	San Bernardino International	Reliever	21	2,733,427	Rehabilitate Taxiway
San Carlos	San Carlos	Reliever	11	300,000	Improve Airport Drainage, Rehabilitate Taxiway
San Diego	San Diego International	Primary	48	10,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
San Diego	Brown Field Municipal	Reliever	12	150,000	Update Airport Master Plan Study
San Diego	Montgomery Field	Reliever	11	285,000	Rehabilitate Runway
San Diego/El Cajon	Gillespie Field	Reliever	15	2,429,150	Construct Apron
San Francisco International Airport	San Francisco International	Primary	38	6,021,415	Improve Airport Drainage, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Security Enhancements, Update Airport Master Plan Study
San Francisco International Airport	San Francisco International	Primary	39	18,175,000	Improve Runway Safety Area, Rehabilitate Runway, Rehabilitate Runway Lighting, Update Miscellaneous Study
San Jose	Norman Y. Mineta San Jose International	Primary	68	870,372	Install Runway Incursion Caution Bars
San Jose	Norman Y. Mineta San Jose International	Primary	66	2,467,466	Extend Runway

San Jose	Norman Y. Mineta San Jose International	Primary	67	6,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
San Jose	Reid-Hillview of Santa Clara County	Reliever	13	475,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
San Jose	Reid-Hillview of Santa Clara County	Reliever	12	551,300	Install Perimeter Fencing
San Luis Obispo	San Luis County Regional	Primary	33	11,602,175	Construct Runway Safety Area
San Martin	South County Airport of Santa Clara County	Reliever	7	554,000	Install Perimeter Fencing, Install Weather Reporting Equipment
Santa Ana	John Wayne Airport-Orange County	Primary	37	247,923	Improve Service Road
Santa Barbara	Santa Barbara Municipal	Primary	36	665,000	Install Noise Monitoring System
Santa Barbara	Santa Barbara Municipal	Primary	35	13,821,611	Construct Runway Safety Area
Santa Maria	Santa Maria Public/Capt G Allan Hancock Field	Primary	29	100,000	Safety Management System (SMS) Program
Santa Maria	Santa Maria Public/Capt G Allan Hancock Field	Primary	28	1,719,333	Extend Runway, Rehabilitate Aircraft Rescue & Fire Fighting Building, Security Enhancements
Santa Paula	Santa Paula	General Aviation	1	6,075,000	Acquire Existing Airport
Santa Rosa	Charles M. Schulz - Sonoma County	General Aviation	31	650,000	Conduct Environmental Study
Santa Ynez	Santa Ynez	General Aviation	11	1,043,137	Construct Apron, Rehabilitate Access Road, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
South Lake Tahoe	Lake Tahoe	General Aviation	26	150,000	Install Noise Monitoring System
Stockton	Stockton Metropolitan	General Aviation	24	1,583,475	Rehabilitate Runway, Rehabilitate Taxiway
Susanville	Susanville Municipal	General Aviation	9	75,000	Update Airport Master Plan Study
Susanville	Susanville Municipal	General Aviation	10	150,000	Rehabilitate Runway
Tehachapi	Tehachapi Municipal	General Aviation	10	658,985	Improve Airport Drainage, Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting, Rehabilitate Runway Lighting
Tracy	Tracy Municipal	General Aviation	12	350,000	Rehabilitate Runway
Trinity Center	Trinity Center	General Aviation	6	515,000	Install Perimeter Fencing, Rehabilitate Runway, Rehabilitate Taxiway
Truckee	Truckee-Tahoe	General Aviation	18	400,462	Install Weather Reporting Equipment, Rehabilitate Runway
Tulare	Mefford Field	General Aviation	8	550,000	Expand Apron, Improve Airport Miscellaneous Improvements, Install Weather Reporting Equipment
Ukiah	Ukiah Municipal	General Aviation	10	195,000	Improve Airport Drainage
Upland	Cable	Reliever	11	225,820	Install Perimeter Fencing
Wasco	Wasco-Kern County	General Aviation	5	55,000	Rehabilitate Apron
Weaverville	Lonnie Pool Field/Weaverville	General Aviation	7	374,900	Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Weed	Weed	General Aviation	8	376,897	Construct Service Road

**Subtotal FY 2007 Funds**

**273,370,857**

<b>Colorado</b>					
Aspen	Aspen-Pitkin County/Sardy Field	Primary	34	213,000	Install Runway Sensors
Boulder	Boulder Municipal	General Aviation	11	1,342,952	Rehabilitate Apron, Rehabilitate Taxiway
Broomfield	Rocky Mountain Metropolitan	Reliever	42	150,000	Conduct Environmental Study
Broomfield	Rocky Mountain Metropolitan	Reliever	41	4,000,000	Construct Taxiway, Improve Runway Safety Area
Canon City	Fremont County	General Aviation	8	61,071	Rehabilitate Apron, Rehabilitate Taxiway
Colorado Springs	City of Colorado Springs Municipal	Primary	43	500,000	Improve Service Road
Colorado Springs	City of Colorado Springs Municipal	Primary	42	3,792,001	Rehabilitate Taxiway
Colorado Springs	Meadow Lake	Reliever	14	250,000	Acquire Land For Approaches
Cortez	Cortez Municipal	Commercial Service	23	2,440,000	Rehabilitate Taxiway, Remove Obstructions
Denver	Denver International	Primary	45	1,643,278	Update Airport Master Plan Study
Denver	Denver International	Primary	44	1,800,000	Widen Taxiway
Denver	Denver International	Primary	43	1,808,999	Construct Deicing Containment Facility
Denver	Denver International	Primary	46	8,698,750	Rehabilitate Taxiway
Denver	State of Colorado	System Plan	6	250,000	Update State System Plan Study
Durango	Durango-La Plata County	Primary	33	8,931,697	Construct Taxiway
Eagle	Eagle County Regional	Primary	40	4,971,150	Extend Runway
Englewood	Centennial	Reliever	33	1,000,000	Rehabilitate Taxiway
Englewood	Centennial	Reliever	34	3,000,000	Rehabilitate Runway
Fort Collins/Loveland	Fort Collins-Loveland Municipal	Primary	21	1,000,000	Conduct Miscellaneous Study, Construct Taxiway, Improve Airport Drainage, Rehabilitate Taxiway
Fort Morgan	Fort Morgan Municipal	General Aviation	7	540,354	Acquire Land For Approaches
Grand Junction	Walker Field	Primary	33	97,000	Update Miscellaneous Study
Grand Junction	Walker Field	Primary	34	3,419,324	Rehabilitate Apron
Greeley	Greeley-Weld County	General Aviation	18	150,000	Improve Airport Drainage
La Junta	La Junta Municipal	General Aviation	6	150,000	Construct Taxiway
Lamar	Lamar Municipal	General Aviation	14	450,000	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Leadville	Lake County	General Aviation	6	213,379	Rehabilitate Runway
Limon	Limon Municipal	General Aviation	8	370,200	Construct Taxiway, Install Perimeter Fencing
Longmont	Vance Brand	General Aviation	9	600,000	Rehabilitate Runway Lighting
Meeker	Meeker	General Aviation	7	450,000	Rehabilitate Runway
Monte Vista	Monte Vista Municipal	General Aviation	7	284,671	Install Perimeter Fencing, Rehabilitate Runway
Pagosa Springs	Stevens Field	General Aviation	18	5,250,000	Construct Taxiway

Pueblo	Pueblo Memorial	Commercial Service	26	1,700,000	Construct Taxiway
Rifle	Garfield County Regional	General Aviation	16	500,000	Improve Runway Safety Area
Salida	Harriet Alexander Field	General Aviation	9	301,425	Rehabilitate Apron, Rehabilitate Taxiway
Steamboat Springs	Steamboat Springs/Bob Adams Field	General Aviation	16	150,000	Rehabilitate Runway
Sterling	Sterling Municipal	General Aviation	10	229,083	Rehabilitate Apron, Rehabilitate Taxiway
Telluride	Telluride Regional	Primary	23	982,000	Improve Runway Safety Area
Telluride	Telluride Regional	Primary	22	9,621,002	Improve Runway Safety Area
Walsenburg	Spanish Peaks Airfield	General Aviation	2	300,000	Construct Taxiway, Install Weather Reporting Equipment
Watkins	Front Range	Reliever	31	150,000	Rehabilitate Taxiway
Wray	Wray Municipal	General Aviation	8	450,000	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building
<b>Subtotal FY 2007 Funds</b>				<b>72,211,336</b>	
<b>Connecticut</b>					
Bridgeport	Igor I Sikorsky Memorial	General Aviation	23	156,940	Update Airport Master Plan Study
Bridgeport	Igor I Sikorsky Memorial	General Aviation	24	494,000	Improve Runway Safety Area
Groton New London	Groton-New London	General Aviation	24	264,176	Update Airport Master Plan Study
Groton New London	Groton-New London	General Aviation	23	658,218	Construct Runway Safety Area
Meriden	Meriden Markham Municipal	General Aviation	9	94,644	Update Airport Master Plan Study
Meriden	Meriden Markham Municipal	General Aviation	8	145,160	Rehabilitate Apron
New Haven	Tweed-New Haven	Primary	32	10,050,000	Construct Runway Safety Area
Oxford	Waterbury-Oxford	General Aviation	12	330,721	Extend Taxiway
Plainville	Robertson Field	Reliever	2	116,850	Conduct Miscellaneous Study
Simsbury	Simsbury	General Aviation	1	118,750	Conduct Airport Master Plan Study
Willimantic	Windham	General Aviation	10	1,124,635	Rehabilitate Apron
Windsor Locks	Bradley International	Primary	40	560,000	Install Noise Monitoring System
Windsor Locks	Bradley International	Primary	45	2,084,451	Construct Taxiway
Windsor Locks	State of Connecticut	System Plan	3	1,332,549	Remove Obstructions
<b>Subtotal FY 2007 Funds</b>				<b>17,531,094</b>	
<b>Delaware</b>					
Dover	State of Delaware	System Plan	5	166,250	Conduct State System Plan Study
Dover/Cheswold	Delaware Airpark	General Aviation	8	3,452,067	Construct Runway
Georgetown	Sussex County	General Aviation	21	4,411,826	Rehabilitate Runway
Wilmington	New Castle	Reliever	26	2,785,000	Improve Runway Safety Area
<b>Subtotal FY 2007 Funds</b>				<b>10,815,143</b>	



**Federated States of  
Micronesia**

Colonia	Yap International	General Aviation	10	5,700,000	Construct Aircraft Rescue & Fire Fighting Building
Colonia	Yap International	General Aviation	9	10,000,000	Rehabilitate Apron
Iras	Chuuk International	General Aviation	11	1,100,000	Rehabilitate Runway
Iras	Chuuk International	General Aviation	10	5,200,000	Construct Aircraft Rescue & Fire Fighting Building
Kosrae	Kosrae	General Aviation	9	1,600,000	Rehabilitate Runway
Kosrae	Kosrae	General Aviation	8	6,000,000	Expand Aircraft Rescue & Fire Fighting Building
Ponape	Pohnpei International	General Aviation	10	10,500,000	Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Ponape	Pohnpei International	General Aviation	9	11,550,000	Construct Aircraft Rescue & Fire Fighting Building

**Subtotal FY 2007 Funds****51,650,000****Florida**

Avon Park	Avon Park Executive	General Aviation	14	49,544	Conduct Miscellaneous Study
Boca Raton	Boca Raton	Reliever	11	418,615	Conduct Noise Compatibility Plan Study
Bonifay	Tri-County	General Aviation	6	222,474	Construct Taxiway, Install Taxiway Lighting
Bunnell	Flagler County	General Aviation	12	86,500	Extend Taxiway, Rehabilitate Taxiway
Bunnell	Flagler County	General Aviation	11	332,438	Conduct Environmental Study
Clearwater	St Petersburg-Clearwater International	Primary	32	6,358,152	Rehabilitate Airport Beacons, Rehabilitate Apron, Rehabilitate Terminal Building, Security Enhancements
Crestview	Bob Sikes	General Aviation	20	122,210	Update Airport Master Plan Study
Crestview	Bob Sikes	General Aviation	19	2,444,610	Rehabilitate Runway
Daytona Beach	Daytona Beach International	Primary	51	100,000	Safety Management System (SMS) Program
Daytona Beach	Daytona Beach International	Primary	50	2,417,850	Construct Service Road
De Funiak Springs	Defuniak Springs	General Aviation	4	714,768	Rehabilitate Runway
DeLand	DeLand Municipal-Sidney H Taylor Field	Reliever	16	427,634	Install Airfield Guidance Signs, Install Runway Lighting, Rehabilitate Runway Lighting
Destin	Destin-Fort Walton Beach	General Aviation	14	142,408	Update Airport Master Plan Study
Fernandina Beach	Fernandina Beach Municipal	Reliever	17	162,135	Rehabilitate Taxiway
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	54	545,250	Conduct Environmental Study

Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	53	549,000	Update Airport Master Plan Study
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	55	636,000	Conduct Noise Compatibility Plan Study
Fort Lauderdale	Fort Lauderdale Executive	Reliever	24	8,999,999	Construct Taxiway
Fort Myers	Southwest Florida International	Primary	42	1,842,642	Construct Apron, Construct Terminal Building
Fort Myers	Southwest Florida International	Primary	41	3,500,000	Construct Apron
Fort Pierce	St Lucie County International	General Aviation	28	1,300,000	Construct Runway
Hilliard	Hilliard Airpark	General Aviation	3	404,323	Rehabilitate Runway, Rehabilitate Runway Lighting
Hollywood	North Perry	Reliever	4	322,779	Construct Service Road
Jacksonville	Jacksonville International	Primary	43	125,411	Safety Management System (SMS) Program
Jacksonville	Jacksonville International	Primary	42	5,005,798	Construct Apron
Jacksonville	Cecil Field	Reliever	10	4,017,900	Improve Airport Drainage, Rehabilitate Building, Rehabilitate Terminal Building
Jacksonville	Craig Municipal	Reliever	18	152,860	Rehabilitate Taxiway
Key West	Key West International	Primary	32	1,074,184	Conduct Noise Compatibility Plan Study, Noise Mitigation Measures for Residences within 65 - 69 DNL
Key West	Key West International	Primary	31	2,561,407	Construct Terminal Building
Key West	Key West International	Primary	33	2,858,997	Improve Runway Safety Area
Keystone Heights	Keystone Airpark	General Aviation	17	160,265	Install Perimeter Fencing
Kissimmee	Kissimmee Gateway	Reliever	29	393,186	Extend Taxiway
Lake Wales	Lake Wales Municipal	General Aviation	9	365,059	Rehabilitate Runway Lighting
Leesburg	Leesburg International	General Aviation	16	467,918	Extend Runway
Leesburg	Leesburg International	General Aviation	15	2,882,304	Extend Runway
Live Oak	Suwannee County	General Aviation	7	67,500	Rehabilitate Runway Lighting
Marathon	The Florida Keys Marathon	General Aviation	24	98,088	Update Airport Master Plan Study
Marco Island	Marco Island	General Aviation	4	431,000	Construct Taxiway
Marianna	Marianna Municipal	General Aviation	7	105,274	Rehabilitate Apron
Miami	Miami International	Primary	54	8,000,000	Construct Runway
Miami	Miami International	Primary	55	10,760,261	Construct Taxiway, Rehabilitate Runway
New Smyrna Beach	New Smyrna Beach Municipal	Reliever	11	141,900	Install Guidance Signs
Okeechobee	Okeechobee County	General Aviation	15	1,356,677	Rehabilitate Runway
Orlando	Orlando International	Primary	95	738,123	Noise Mitigation Measures for Public Buildings

Orlando	Orlando International	Primary	96	2,000,000	Construct Taxiway
Orlando	Orlando International	Primary	98	5,757,000	Rehabilitate Taxiway, Rehabilitate Terminal Building
Orlando	Orlando International	Primary	97	5,900,000	Construct Runway
Orlando	Executive	Reliever	24	1,127,566	Install Airfield Guidance Signs, Rehabilitate Taxiway Lighting
Ormond Beach	Ormond Beach Municipal	Reliever	12	1,343,393	Acquire Equipment, Construct Runway, Install Runway Lighting, Rehabilitate Runway
Palatka	Palatka Municipal - Lt. Kay Larkin Field	General Aviation	15	945,121	Construct Access Road, Construct Terminal Building, Rehabilitate Apron
Panama City	Panama City-Bay County International	Primary	38	851,200	Acquire Safety Equipment and/or Fencing, Rehabilitate Apron
Panama City	New	System Plan	1	26,264,212	Construct New Airport
Saint Petersburg	Albert Whitted	Reliever	16	27,650	Rehabilitate Runway
Sanford	Orlando Sanford International	Primary	53	9,154,452	Extend Runway
Sarasota/Bradenton	Sarasota/Bradenton International	Primary	41	4,108,059	Conduct Miscellaneous Study, Construct Service Road, Construct Taxiway, Expand Terminal Building, Rehabilitate Runway, Rehabilitate Runway Lighting
Sebastian	Sebastian Municipal	General Aviation	7	31,423	Update Airport Master Plan Study
Sebring	Sebring Regional	General Aviation	17	202,421	Install Perimeter Fencing
Tallahassee	Tallahassee Regional	Primary	32	100,000	Safety Management System (SMS) Program
Tampa	Tampa International	Primary	48	8,818,314	Construct Taxiway, Extend Taxiway, Rehabilitate Taxiway
Umatilla	Umatilla Municipal	General Aviation	4	249,871	Construct Taxiway
Valparaiso	Eglin AFB	Primary	19	146,654	Update Airport Master Plan Study
Valparaiso	Eglin AFB	Primary	18	1,726,575	Expand Terminal Building, Improve Terminal Building
Valparaiso	Eglin AFB	Primary	20	4,951,681	Construct Access Road, Construct Building, Construct Fuel Farm [MAP]
Wauchula	Wauchula Municipal	General Aviation	8	69,710	Expand Apron
West Palm Beach	Palm Beach International	Primary	47	1,003,531	Conduct Environmental Study
West Palm Beach	Palm Beach County Park	Reliever	7	142,500	Improve Runway Safety Area
Zephyrhills	Zephyrhills Municipal	General Aviation	9	300,000	Extend Taxiway, Rehabilitate Taxiway

**Subtotal FY 2007 Funds 149,084,776**

**Georgia**

Albany	Southwest Georgia Regional	Primary	27	3,238,946	Rehabilitate Taxiway, Widen Taxiway
Athens	Athens/Ben Epps	Commercial Service	21	1,150,000	Construct Taxiway, Expand Apron, Rehabilitate Apron
Atlanta	Hartsfield - Jackson Atlanta International	Primary	80	990,000	Update Airport Master Plan Study
Atlanta	Hartsfield - Jackson Atlanta International	Primary	77	6,308,300	Construct Runway
Atlanta	Hartsfield - Jackson Atlanta International	Primary	78	7,000,000	Construct Taxiway

Atlanta	Hartsfield - Jackson Atlanta International	Primary	76	12,000,000	Extend Runway
Atlanta	Hartsfield - Jackson Atlanta International	Primary	79	15,167,649	Improve Runway Safety Area, Rehabilitate Apron
Atlanta	Dekalb-Peachtree	Reliever	33	5,377,021	Acquire Miscellaneous Land, Improve Runway Safety Area
Atlanta	Fulton County Airport-Brown Field	Reliever	21	749,958	Construct Taxiway, Update Airport Master Plan Study
Atlanta	Various Locations in Georgia	System Plan	7	11,249,611	Acquire Easement For Approaches, Acquire Land For Approaches, Acquire Land for Development, Acquire Miscellaneous Land, Conduct Environmental Study, Conduct aeronautical survey for WAAS approach, Construct Apron, Construct Building, Construct Fuel Farm, Construct Taxiway, Expand Apron, Extend Runway, Improve Airport Drainage, Install Perimeter Fencing, Install Runway Lighting, Install Weather Reporting Equipment, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Remove Obstructions, Strengthen Runway, Update Airport Master Plan Study, Widen Runway
Augusta	Daniel Field	General Aviation	12	300,000	Install Airfield Guidance Signs, Install Perimeter Fencing, Rehabilitate Runway Lighting
Augusta	Augusta Regional at Bush Field	Primary	30	2,710,731	Expand Terminal Building, Improve Runway Safety Area
Brunswick	Brunswick Golden Isles	Primary	25	2,000,000	Rehabilitate Runway Lighting
Calhoun	Tom B. David Field	General Aviation	6	150,000	Rehabilitate Apron
Canton	Cherokee County	General Aviation	11	3,339,198	Extend Runway
Columbus	Columbus Metropolitan	Primary	30	2,389,540	Construct Aircraft Rescue & Fire Fighting Building
Dallas	Paulding County (New)	System Plan	4	9,380,300	Construct New Airport
Gainesville	Lee Gilmer Memorial	General Aviation	13	114,000	Improve Utilities
Lawrenceville	Gwinnett County - Briscoe Field	Reliever	27	186,055	Install Perimeter Fencing
Macon	Macon Downtown	General Aviation	6	68,260	Install Perimeter Fencing, Rehabilitate Runway Lighting
Macon	Middle Georgia Regional	Primary	23	86,450	Improve Utilities, Rehabilitate Runway Lighting
Marietta	Cobb County-McCollum Field	Reliever	24	2,877,000	Improve Runway Safety Area, Rehabilitate Taxiway
Peachtree City	Peachtree City-Falcon Field	General Aviation	20	1,496,477	Construct Taxiway, Update Airport Master Plan Study
Savannah	Savannah/Hilton Head International	Primary	43	2,210,000	Expand Apron, Rehabilitate Runway
Savannah	Savannah/Hilton Head International	Primary	42	2,434,438	Expand Terminal Building
Thomaston	Thomaston-Upson County	General Aviation	15	398,620	Acquire Land For Approaches
Toccoa	Toccoa - R G LeTourneau Field	General Aviation	12	150,000	Acquire Land For Approaches, Remove Obstructions

Warm Springs	Roosevelt Memorial	General Aviation	6	423,402	Extend Runway, Rehabilitate Runway, Remove Obstructions
Washington	Washington-Wilkes County	General Aviation	6	246,000	Construct Taxiway
Winder	Winder-Barrow	General Aviation	16	75,000	Improve Airport Drainage
<b>Subtotal FY 2007 Funds</b>				<b>94,266,956</b>	
<b>Guam</b>					
Agana	Guam International	Primary	56	3,500,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Agana	Guam International	Primary	57	4,536,213	Extend Runway
Agana	Guam International	Primary	58	6,800,000	Improve Utilities [MAP]
<b>Subtotal FY 2007 Funds</b>				<b>14,836,213</b>	
<b>Hawaii</b>					
Hana	Hana	Commercial Service	6	346,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Hilo	Hilo International	Primary	27	617,570	Acquire Aircraft Rescue & Fire Fighting Vehicle
Hilo	Hilo International	Primary	26	2,999,340	Improve Terminal Building
Honolulu	Honolulu International	Primary	90	7,271,392	Improve Terminal Building
Honolulu	Honolulu International	Primary	91	9,295,182	Acquire Emergency Generator, Rehabilitate Runway Lighting
Honolulu	State of Hawaii	System Plan	2	2,383,275	Security Enhancements
Honolulu	State of Hawaii	System Plan	3	3,506,284	Security Enhancements
Kailua Kona	Kona International at Keahole	Primary	28	100,000	Safety Management System (SMS) Program
Kalaupapa	Kalaupapa	General Aviation	5	346,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Kamuela	Waimea-Kohala	General Aviation	5	346,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Kapolei	Kalaeloa (John Rodgers Field)	Reliever	11	602,595	Acquire Aircraft Rescue & Fire Fighting Vehicle
Lihue	Lihue	Primary	37	617,570	Acquire Aircraft Rescue & Fire Fighting Vehicle
Lihue	Lihue	Primary	36	3,936,261	Modify Terminal Building
<b>Subtotal FY 2007 Funds</b>				<b>32,367,469</b>	
<b>Idaho</b>					
Aberdeen	Aberdeen Municipal	General Aviation	2	204,670	Rehabilitate Runway
Arbon Valley	Pocatello Regional	Primary	26	1,500,000	Rehabilitate Parking Lot, Rehabilitate Taxiway
Boise	Boise Air Terminal/Gowen Field	Primary	48	8,384,649	Rehabilitate Runway
Boise	State of Idaho	System Plan	3	434,060	Update State System Plan Study
Boise	Various Locations in Idaho	System Plan	9	92,212	Update Airport Master Plan Study
Boise	Various Locations in Idaho	System Plan	8	351,230	Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Bonnars Ferry	Boundary County	General Aviation	6	766,500	Rehabilitate Apron
Buhl	Buhl Municipal	General Aviation	4	475,000	Rehabilitate Apron
Caldwell	Caldwell Industrial	Reliever	17	450,000	Construct Taxiway

Cascade	Cascade	General Aviation	8	188,000	Acquire Snow Removal Equipment
Driggs	Driggs-Reed Memorial	General Aviation	7	512,993	Rehabilitate Runway
Hailey	Friedman Memorial	Primary	32	5,350,000	Rehabilitate Runway
Hailey	New	System Plan	1	2,245,094	Conduct Environmental Study
Hayden Lake	Coeur d'Alene Air Terminal	General Aviation	27	300,000	Extend Taxiway, Install Perimeter Fencing
Idaho Falls	Idaho Falls Regional	Primary	28	600,000	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building, Rehabilitate Runway
Jerome	Jerome County	General Aviation	7	541,500	Acquire Land For Approaches
Kellogg	Shoshone County	General Aviation	2	1,205,701	Rehabilitate Runway
Lewiston	Lewiston-Nez Perce County	Primary	25	97,778	Update Airport Master Plan Study
Lewiston	Lewiston-Nez Perce County	Primary	24	210,000	Rehabilitate Apron, Rehabilitate Taxiway
McCall	McCall Municipal	General Aviation	12	178,799	Conduct aeronautical survey for WAAS approach, Rehabilitate Runway
Mountain Home	Mountain Home Municipal	General Aviation	8	250,000	Install Perimeter Fencing, Install Weather Reporting Equipment, Rehabilitate Runway
Nampa	Nampa Municipal	General Aviation	18	650,000	Construct Taxiway
Orofino	Orofino Municipal	General Aviation	2	1,048,942	Construct Taxiway, Install Perimeter Fencing, Rehabilitate Runway
Paris	Bear Lake County	General Aviation	5	160,000	Construct Building
Rexburg	Rexburg-Madison County	General Aviation	8	600,000	Acquire Land For Approaches
Saint Maries	St Maries Municipal	General Aviation	4	200,000	Extend Taxiway
Salmon	Lemhi County	General Aviation	10	1,000,000	Construct Taxiway, Install Perimeter Fencing
Twin Falls	Joslin Field - Magic Valley Regional	Primary	26	912,118	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Rehabilitate Runway, Rehabilitate Taxiway
Weiser	Weiser Municipal	General Aviation	6	257,200	Install Perimeter Fencing

**Subtotal FY 2007 Funds 29,166,446**

**Illinois**

Belleville	Scott AFB/Midamerica	Primary	25	718,146	Improve Airport Erosion Control, Update Airport Master Plan Study
Bloomington/Normal	Central IL Regional Airport at Bloomington-Normal	Primary	48	3,906,344	Construct Aircraft Rescue & Fire Fighting Building, Construct Snow Removal Equipment Building
Champaign/Urbana	University of Illinois-Willard	Primary	24	200,000	Construct Snow Removal Equipment Building
Chicago	Chicago Midway International	Primary	70	3,950,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago Midway International	Primary	74	5,706,849	Construct Terminal Building
Chicago	Chicago Midway International	Primary	71	5,730,000	Noise Mitigation Measures for Public Buildings

Chicago	Chicago Midway International	Primary	72	7,055,696	Improve Runway Safety Area
Chicago	Chicago Midway International	Primary	73	12,000,000	Construct Apron
Chicago	Chicago O'Hare International	Primary	88	1,865,052	Conduct Environmental Study
Chicago	Chicago O'Hare International	Primary	92	2,256,928	Noise Mitigation Measures for Residences within 65 - 69 DNL
Chicago	Chicago O'Hare International	Primary	89	3,200,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	90	18,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Chicago	Chicago O'Hare International	Primary	93	18,033,438	Improve Runway Safety Area
Chicago	Chicago O'Hare International	Primary	91	28,400,000	Construct Runway
Decatur	Decatur	Primary	30	842,625	Rehabilitate Runway, Rehabilitate Taxiway
Marion	Williamson County Regional	Primary	25	1,000,000	Acquire Land For Approaches, Expand Terminal Building, Rehabilitate Apron, Remove Obstructions
Moline	Quad City International	Primary	60	1,760,000	Extend Runway
Moline	Quad City International	Primary	61	2,179,600	Improve Runway Safety Area
Peoria	Greater Peoria Regional	Primary	44	178,861	Acquire Land For Approaches, Acquire Safety Equipment and/or Fencing
Rockford	Chicago/Rockford International	Primary	48	1,048,674	Expand Terminal Building
Rockford	Chicago/Rockford International	Primary	47	1,906,300	Rehabilitate Taxiway
Rockford	Chicago/Rockford International	Primary	49	2,000,000	Extend Runway
Springfield	Abraham Lincoln Capital	Primary	45	1,115,067	Acquire Handicap Passenger Lift Device, Acquire Snow Removal Equipment, Widen Taxiway
Springfield	Illinois State Block Grant Program	System Plan	68	100,000	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	67	138,165	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	70	3,807,581	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	66	17,834,017	Non primary development projects in state block grant program

**Subtotal FY 2007 Funds 144,933,343**

**Indiana**

Anderson	Anderson Municipal-Darlington Field	General Aviation	19	2,953,175	Construct Taxiway
Angola	Tri-State Steuben County	General Aviation	9	123,500	Conduct Environmental Study
Auburn	De Kalb County	General Aviation	14	150,001	Install Perimeter Fencing
Bedford	Virgil I Grissom Municipal	General Aviation	5	61,750	Acquire Snow Removal Equipment
Bloomington	Monroe County	General Aviation	25	120,368	Install Weather Reporting Equipment
Columbus	Columbus Municipal	General Aviation	19	498,750	Rehabilitate Runway

Connersville	Mettel Field	General Aviation	11	1,982,056	Construct Taxiway
Crawfordsville	Crawfordsville Municipal	General Aviation	5	796,933	Rehabilitate Apron
Danville	Hendricks County-Gordon Graham Field	Reliever	10	172,463	Update Airport Master Plan Study
Delphi	Delphi Municipal	General Aviation	8	110,770	Rehabilitate Runway
Elkhart	Elkhart Municipal	General Aviation	18	150,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Evansville	Evansville Regional	Primary	42	412,252	Improve Airport Drainage, Improve Airport Miscellaneous Improvements, Install Runway Vertical/Visual Guidance System
Evansville	Evansville Regional	Primary	43	1,761,475	Rehabilitate Service Road, Rehabilitate Taxiway Lighting
Fort Wayne	Smith Field	General Aviation	6	99,451	Install Weather Reporting Equipment
Fort Wayne	Fort Wayne International	Primary	48	3,868,633	Rehabilitate Runway
Frankfort	Frankfort Municipal	General Aviation	9	69,432	Construct Taxiway
French Lick	French Lick Municipal	General Aviation	6	554,263	Conduct Environmental Study, Extend Taxiway, Update Airport Master Plan Study
Gary	Gary/Chicago International	Primary	21	6,000,000	Extend Runway
Goshen	Goshen Municipal	General Aviation	9	387,000	Install Perimeter Fencing
Greencastle	Putnam County	General Aviation	10	150,000	Acquire Land for Development, Conduct Environmental Study, Expand Apron
Greensburg	Greensburg-Decatur County	General Aviation	2	581,386	Acquire Existing Airport
Greenwood	Greenwood Municipal	General Aviation	21	67,811	Construct Parking Lot, Update Airport Master Plan Study
Griffith	Griffith-Merrillville	Reliever	7	60,800	Construct Taxiway
Huntingburg	Huntingburg	General Aviation	9	199,975	Conduct Environmental Study
Indianapolis	Indianapolis Downtown	General Aviation	7	476,168	Rehabilitate Heliport/Helipad, Rehabilitate Terminal Building
Indianapolis	Indianapolis International	Primary	103	400,000	Conduct Noise Compatibility Plan Study
Indianapolis	Indianapolis International	Primary	104	1,543,618	Acquire Aircraft Rescue & Fire Fighting Vehicle, Rehabilitate Runway
Indianapolis	Indianapolis International	Primary	102	13,000,000	Construct Apron, Construct Service Road, Construct Taxiway, Improve Airport Drainage, Remove Obstructions
Indianapolis	Eagle Creek Airpark	Reliever	15	140,226	Rehabilitate Runway Lighting
Indianapolis	Eagle Creek Airpark	Reliever	14	472,918	Rehabilitate Runway Lighting
Indianapolis	State of Indiana	System Plan	4	162,345	Update State System Plan Study
Jeffersonville	Clark Regional	Reliever	17	450,000	Extend Runway, Rehabilitate Runway
Kendallville	Kendallville Municipal	General Aviation	13	131,537	Acquire Miscellaneous Land
Knox	Starke County	General Aviation	8	43,795	Rehabilitate Taxiway



Kokomo	Kokomo Municipal	General Aviation	14	417,050	Acquire Land For Approaches, Remove Obstructions
La Porte	La Porte Municipal	General Aviation	13	137,799	Acquire Land For Approaches
Lafayette	Purdue University	General Aviation	28	514,815	Acquire Safety Equipment and/or Fencing, Rehabilitate Apron
Logansport	Logansport/Cass County	General Aviation	12	223,476	Acquire Land For Approaches, Acquire Snow Removal Equipment
Madison	Madison Municipal	General Aviation	11	447,496	Construct Taxiway, Extend Runway, Light Obstructions
Marion	Marion Municipal	General Aviation	12	54,834	Improve Runway Safety Area, Rehabilitate Runway
Marion	Marion Municipal	General Aviation	13	1,771,541	Rehabilitate Runway
McCordsville	Mount Comfort	Reliever	10	131,689	Rehabilitate Taxiway
Monticello	White County	General Aviation	7	450,000	Construct Terminal Building
Muncie	Delaware County - Johnson Field	General Aviation	16	279,000	Conduct Airport Master Plan Study, Rehabilitate Apron
New Castle	New Castle-Henry County Municipal	General Aviation	5	23,987	Rehabilitate Runway
North Vernon	North Vernon	General Aviation	8	669,162	Install Runway Lighting, Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting
Paoli	Paoli Municipal	General Aviation	6	407,845	Construct Snow Removal Equipment Building
Peru	Peru Municipal	General Aviation	8	58,966	Rehabilitate Apron, Rehabilitate Taxiway
Plymouth	Plymouth Municipal	General Aviation	9	762,375	Rehabilitate Apron
Portland	Portland Municipal	General Aviation	6	275,500	Extend Runway
Richmond	Richmond Municipal	General Aviation	10	1,272,160	Rehabilitate Runway
Rochester	Fulton County	General Aviation	7	182,400	Extend Runway
Shelbyville	Shelbyville Municipal	General Aviation	17	150,000	Rehabilitate Apron
South Bend	South Bend Regional	Primary	34	100,000	Safety Management System (SMS) Program
South Bend	South Bend Regional	Primary	35	1,710,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Snow Removal Equipment
Sullivan	Sullivan County	General Aviation	8	327,527	Construct Building
Tell City	Perry County Municipal	General Aviation	4	180,500	Construct Taxiway, Improve Access Road
Terre Haute	Terre Haute International-Hulman Field	General Aviation	32	155,700	Rehabilitate Runway
Valparaiso	Porter County Municipal	General Aviation	17	168,832	Acquire Aircraft Rescue & Fire Fighting Vehicle
Warsaw	Warsaw Municipal	General Aviation	7	140,593	Conduct Airport Master Plan Study
Winamac	Arens Field	General Aviation	6	104,500	Update Airport Master Plan Study
Winchester	Randolph County	General Aviation	8	173,919	Conduct Environmental Study, Update Airport Master Plan Study
<b>Subtotal FY 2007 Funds</b>				<b>49,444,517</b>	

<b>Iowa</b>					
Albia	Albia Municipal	General Aviation	4	179,846	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System
Ames	State of Iowa	System Plan	11	88,350	Conduct aeronautical survey for WAAS approach
Ames	State of Iowa	System Plan	10	271,581	Conduct State System Plan Study
Atlantic	Atlantic Municipal	General Aviation	7	61,750	Update Airport Master Plan Study
Belle Plaine	Belle Plaine Municipal	General Aviation	3	171,000	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System
Boone	Boone Municipal	General Aviation	9	1,248,072	Rehabilitate Runway
Carroll	Arthur N Neu	General Aviation	8	90,299	Install Runway Vertical/Visual Guidance System
Cedar Rapids	The Eastern Iowa	Primary	34	8,181,060	Rehabilitate Runway
Centerville	Centerville Municipal	General Aviation	3	201,400	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Rehabilitate Runway
Chariton	Chariton Municipal	General Aviation	5	133,285	Acquire Snow Removal Equipment
Clarinda	Schenck Field	General Aviation	5	16,124	Construct Snow Removal Equipment Building
Clinton	Clinton Municipal	General Aviation	11	65,922	Rehabilitate Runway
Council Bluffs	Council Bluffs Municipal	General Aviation	13	4,533,869	Rehabilitate Runway
Davenport	Davenport Municipal	General Aviation	13	238,923	Construct Snow Removal Equipment Building
Des Moines	Des Moines International	Primary	45	1,303,284	Construct Runway
Des Moines	Various Locations in Iowa	System Plan	4	163,044	Rehabilitate Runway
Dubuque	Dubuque Regional	Primary	42	28,168	Conduct Miscellaneous Study
Dubuque	Dubuque Regional	Primary	43	47,952	Improve Runway Safety Area
Dubuque	Dubuque Regional	Primary	44	95,000	Safety Management System (SMS) Program
Emmetsburg	Emmetsburg Municipal	General Aviation	3	56,475	Conduct Environmental Study
Forest City	Forest City Municipal	General Aviation	8	817,780	Rehabilitate Runway
Fort Dodge	Fort Dodge Regional	Commercial Service	23	819,081	Extend Taxiway, Rehabilitate Apron
Fort Madison	Fort Madison Municipal	General Aviation	3	83,007	Construct Snow Removal Equipment Building
Guthrie Center	Guthrie County Regional	General Aviation	3	126,592	Construct Building, Construct Taxiway, Expand Apron
Hampton	Hampton Municipal	General Aviation	3	184,300	Construct Snow Removal Equipment Building
Independence	Independence Municipal	General Aviation	6	741,000	Extend Runway
Independence	Independence Municipal	General Aviation	5	5,139,500	Rehabilitate Runway
Iowa City	Iowa City Municipal	General Aviation	14	1,638,750	Extend Runway
Iowa Falls	Iowa Falls Municipal	General Aviation	2	297,725	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building

Keokuk	Keokuk Municipal	General Aviation	16	1,217,628	Install Perimeter Fencing, Rehabilitate Taxiway
Knoxville	Knoxville Municipal	General Aviation	9	313,413	Construct Building
Lamoni	Lamoni Municipal	General Aviation	3	150,000	Extend Taxiway
Le Mars	Le Mars Municipal	General Aviation	3	151,828	Extend Runway
Le Mars	Le Mars Municipal	General Aviation	4	448,172	Extend Runway
Marshalltown	Marshalltown Municipal	General Aviation	10	58,900	Extend Runway
Mason City	Mason City Municipal	Primary	28	925,483	Install Perimeter Fencing
Mason City	Mason City Municipal	Primary	29	1,535,032	Rehabilitate Taxiway
Monticello	Monticello Regional	General Aviation	4	265,444	Construct Parking Lot, Rehabilitate Taxiway
Mount Pleasant	Mount Pleasant Municipal	General Aviation	7	270,000	Construct Fuel Farm, Remove Obstructions
Muscatine	Muscatine Municipal	General Aviation	13	1,071,076	Construct Taxiway
Newton	Newton Municipal	General Aviation	10	39,805	Conduct Miscellaneous Study
Oelwein	Oelwein Municipal	General Aviation	3	423,700	Construct Building, Construct Taxiway
Orange City	Orange City Municipal	General Aviation	3	189,300	Conduct Environmental Study, Rehabilitate Runway
Osceola	Osceola Municipal	General Aviation	5	18,843	Update Airport Master Plan Study
Osceola	Osceola Municipal	General Aviation	6	59,850	Install Runway Vertical/Visual Guidance System
Oskaloosa	Oskaloosa Municipal	General Aviation	5	750,500	Construct Taxiway
Ottumwa	Ottumwa Industrial	General Aviation	13	133,636	Acquire Snow Removal Equipment
Pella	Pella Municipal	General Aviation	6	44,817	Rehabilitate Runway
Pella	Pella Municipal	General Aviation	5	200,579	Conduct Airport Master Plan Study
Pocahontas	Pocahontas Municipal	General Aviation	3	61,750	Update Airport Master Plan Study
Red Oak	Red Oak Municipal	General Aviation	7	37,244	Construct Taxiway
Rockwell City	Rockwell City Municipal	General Aviation	2	359,478	Expand Apron
Sac City	Sac City Municipal	General Aviation	4	146,696	Modify Access Road
Sheldon	Sheldon Municipal	General Aviation	7	306,320	Construct Terminal Building
Shenandoah	Shenandoah Municipal	General Aviation	5	113,764	Remove Obstructions
Sioux City	Sioux Gateway/Col. Bud Day Field	Primary	35	194,987	Acquire Snow Removal Equipment
Sioux City	Sioux Gateway/Col. Bud Day Field	Primary	33	266,245	Construct Taxiway, Rehabilitate Apron
Spencer	Spencer Municipal	General Aviation	17	113,467	Rehabilitate Runway

Washington	Washington Municipal	General Aviation	4	526,665	Acquire Land For Approaches
Waterloo	Waterloo Regional	Primary	31	609,520	Rehabilitate Taxiway
Waterloo	Waterloo Regional	Primary	30	771,704	Rehabilitate Taxiway
Webster City	Webster City Municipal	General Aviation	7	100,436	Install Runway Vertical/Visual Guidance System
West Union	George L Scott Municipal	General Aviation	2	478,541	Widen Runway
Winterset	Winterset-Madison County	General Aviation	4	26,875	Rehabilitate Apron
<b>Subtotal FY 2007 Funds</b>				<b>39,404,837</b>	
<b>Kansas</b>					
Abilene	Abilene Municipal	General Aviation	5	293,440	Rehabilitate Taxiway
Anthony	Anthony Municipal	General Aviation	3	120,413	Rehabilitate Runway
Atwood	Atwood-Rawlins County City-County	General Aviation	6	95,000	Construct Fuel Farm, Install Miscellaneous NAVAIDS
Augusta	Augusta Municipal	General Aviation	12	316,993	Rehabilitate Apron, Rehabilitate Taxiway
Belleville	Belleville Municipal	General Aviation	6	43,130	Construct Taxiway
Belleville	Belleville Municipal	General Aviation	5	62,306	Install Runway Vertical/Visual Guidance System
Clay Center	Clay Center Municipal	General Aviation	6	105,325	Rehabilitate Runway
Coffeyville	Coffeyville Municipal	General Aviation	11	98,596	Install Miscellaneous NAVAIDS
Delavan	Herington Regional	General Aviation	3	1,364,482	Rehabilitate Runway
Dodge City	Dodge City Regional	Commercial Service	20	182,400	Update Airport Master Plan Study
Dodge City	Dodge City Regional	Commercial Service	19	1,029,426	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Rehabilitate Runway Lighting
El Dorado	Captain Jack Thomas/El Dorado	General Aviation	6	119,001	Update Airport Master Plan Study
Ellsworth	Ellsworth Municipal	General Aviation	2	154,581	Acquire Snow Removal Equipment
Emporia	Emporia Municipal	General Aviation	6	136,798	Install Miscellaneous NAVAIDS
Fort Scott	Fort Scott Municipal	General Aviation	9	27,817	Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment
Garden City	Garden City Regional	Primary	24	83,362	Rehabilitate Taxiway
Gardner	Gardner Municipal	General Aviation	3	88,825	Update Airport Master Plan Study
Garnett	Garnett Municipal	General Aviation	3	305,796	Expand Apron
Goodland	Renner Field /Goodland Municipal/	General Aviation	14	286,000	Construct Access Road
Great Bend	Great Bend Municipal	General Aviation	16	1,478,100	Rehabilitate Taxiway
Hays	Hays Regional	Commercial Service	19	532,047	Rehabilitate Apron
Hill City	Hill City Municipal	General Aviation	7	61,750	Construct Taxiway

Hutchinson	Hutchinson Municipal	General Aviation	15	178,980	Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Hutchinson	Hutchinson Municipal	General Aviation	16	233,072	Acquire Aircraft Rescue & Fire Fighting Vehicle
Independence	Independence Municipal	General Aviation	15	1,276,032	Rehabilitate Taxiway
Iola	Allen County	General Aviation	7	25,152	Rehabilitate Apron
Johnson	Stanton County Municipal	General Aviation	6	260,862	Construct Runway
Junction City	Freeman Field	General Aviation	5	53,773	Rehabilitate Taxiway
Kingman	Kingman Airport - Clyde Cessna Field	General Aviation	9	41,610	Construct Building, Construct Taxiway
Lawrence	Lawrence Municipal	General Aviation	14	966,254	Improve Runway Safety Area
Lyons	Lyons-Rice County Municipal	General Aviation	8	650,196	Rehabilitate Apron
Manhattan	Manhattan Regional	Primary	29	132,052	Rehabilitate Runway
Manhattan	Manhattan Regional	Primary	32	219,181	Conduct Noise Compatibility Plan Study
Manhattan	Manhattan Regional	Primary	30	299,673	Update Airport Master Plan Study
Manhattan	Manhattan Regional	Primary	31	311,879	Acquire Snow Removal Equipment
Manhattan	Manhattan Regional	Primary	33	615,947	Construct Snow Removal Equipment Building
Marysville	Marysville Municipal	General Aviation	3	56,145	Conduct Airport Master Plan Study
Newton	Newton-City-County	Reliever	22	95,541	Construct Taxiway
Newton	Newton-City-County	Reliever	21	255,841	Rehabilitate Taxiway
Norton	Norton Municipal	General Aviation	2	173,556	Improve Access Road, Rehabilitate Taxiway
Oakley	Oakley Municipal	General Aviation	6	135,755	Rehabilitate Runway
Oberlin	Oberlin Municipal	General Aviation	2	71,250	Update Airport Master Plan Study
Olathe	Johnson County Executive	Reliever	20	364,251	Rehabilitate Runway
Oswego	Oswego Municipal	General Aviation	5	36,100	Conduct Environmental Study
Paola	Miami County	General Aviation	9	117,202	Rehabilitate Runway
Parsons	Tri-City	General Aviation	4	27,959	Rehabilitate Apron, Rehabilitate Taxiway
Phillipsburg	Phillipsburg Municipal	General Aviation	6	73,720	Conduct Environmental Study
Pittsburg	Atkinson Municipal	General Aviation	10	1,432,449	Install Perimeter Fencing
Pratt	Pratt Industrial	General Aviation	10	161,453	Rehabilitate Apron, Rehabilitate Taxiway
Salina	Salina Municipal	Commercial Service	26	181,678	Acquire Snow Removal Equipment
Salina	Salina Municipal	Commercial Service	27	254,505	Rehabilitate Taxiway
Scott City	Scott City Municipal	General Aviation	8	88,445	Rehabilitate Runway, Rehabilitate Taxiway
Smith Center	Smith Center Municipal	General Aviation	4	180,744	Acquire Land For Approaches

Syracuse	Syracuse-Hamilton County Municipal	General Aviation	5	384,012	Construct Runway
Topeka	Forbes Field	Commercial Service	22	1,067,877	Rehabilitate Taxiway
Topeka	State of Kansas	System Plan	5	109,696	Conduct aeronautical survey for WAAS approach
Ulysses	Ulysses	General Aviation	9	1,031,927	Construct Taxiway
Wellington	Wellington Municipal	General Aviation	7	79,800	Update Airport Master Plan Study
Wichita	Wichita Mid-Continent	Primary	53	836,452	Rehabilitate Runway
Winfield	Strother Field	General Aviation	13	42,750	Improve Airport Drainage

**Subtotal FY 2007 Funds 19,509,359**

<b>Kentucky</b>					
Bardstown	Samuels Field	General Aviation	10	49,637	Install Perimeter Fencing, Remove Obstructions
Bowling Green	Bowling Green-Warren County Regional	General Aviation	19	650,000	Rehabilitate Runway Lighting
Covington	Cincinnati/Northern Kentucky International	Primary	56	1,398,370	Acquire Land for Noise Compatibility within 70 - 74 DNL
Covington	Cincinnati/Northern Kentucky International	Primary	58	7,883,153	Acquire Land for Noise Compatibility within 65 - 69 DNL
Covington	Cincinnati/Northern Kentucky International	Primary	57	12,402,502	Rehabilitate Apron, Rehabilitate Runway
Covington	Cincinnati/Northern Kentucky International	Primary	55	15,000,000	Construct Runway
Cynthiana	Cynthiana-Harrison County	General Aviation	5	47,613	Conduct Environmental Study
Danville	Stuart Powell Field	General Aviation	13	65,175	Construct Heliport/Helipad, Install Weather Reporting Equipment
Debord	Big Sandy Regional	General Aviation	9	148,889	Improve Runway Safety Area, Rehabilitate Runway
Falmouth	Gene Snyder	General Aviation	8	203,215	Improve Runway Safety Area, Install Miscellaneous NAVAIDS, Remove Obstructions
Fulton	Fulton	General Aviation	4	274,922	Construct Terminal Building
Georgetown	Georgetown Scott County - Marshall Field	General Aviation	12	153,631	Expand Apron
Gilbertsville	Kentucky Dam State Park	General Aviation	6	81,510	Improve Runway Safety Area
Glasgow	Glasgow Municipal	General Aviation	15	300,000	Acquire Land for Development
Greenville	Muhlenberg County	General Aviation	4	128,250	Improve Runway Safety Area
Hardinsburg	Breckinridge County	General Aviation	3	150,000	Acquire Land for Development
Harlan	Tucker-Guthrie Memorial	General Aviation	6	530,576	Remove Obstructions
Hartford	Ohio County	General Aviation	6	970,116	Widen Runway
Hazard	Wendell H Ford	General Aviation	11	249,900	Expand Apron
Henderson	Henderson City-County	General Aviation	17	1,419,829	Rehabilitate Runway
Hopkinsville	Hopkinsville-Christian County	General Aviation	13	101,650	Rehabilitate Apron

Jamestown	Russell County	General Aviation	10	583,524	Acquire Miscellaneous Land, Construct Building, Remove Obstructions
Leitchfield	Grayson County	General Aviation	3	285,000	Construct Building
Lexington	Blue Grass	Primary	41	100,000	Safety Management System (SMS) Program
Lexington	Blue Grass	Primary	40	3,426,800	Improve Terminal Building
Louisville	Louisville International- Standiford Field	Primary	79	10,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Louisville	Louisville International- Standiford Field	Primary	80	11,262,472	Construct Taxiway
Louisville	Bowman Field	Reliever	17	150,000	Update Miscellaneous Study
Madisonville	Madisonville Municipal	General Aviation	15	270,275	Construct Taxiway
Middlesboro	Middlesboro-Bell County	General Aviation	9	150,000	Conduct Miscellaneous Study, Improve Airport Drainage, Improve Terminal Building, Install Runway Vertical/Visual Guidance System, Install Weather Reporting Equipment
Murray	Kyle-Oakley Field	General Aviation	16	992,746	Improve Runway Safety Area
Owensboro	Owensboro-Daviess County	Commercial Service	35	1,059,166	Extend Runway
Paducah	Barkley Regional	Primary	30	214,871	Rehabilitate Apron
Paducah	Barkley Regional	Primary	31	609,852	Acquire Snow Removal Equipment, Construct Deicing Containment Facility, Expand Snow Removal Equipment Building, Improve Airport Drainage, Rehabilitate Taxiway Lighting, Remove Obstructions, Security Enhancements
Princeton	Princeton-Caldwell County	General Aviation	5	150,000	Construct Fuel Farm
Russellville	Russellville-Logan County	General Aviation	8	257,836	Acquire Land for Development
Somerset	Somerset-Pulaski County- J.T. Wilson Field	General Aviation	15	189,553	Acquire Aircraft Rescue & Fire Fighting Vehicle
Stanton	Stanton	General Aviation	2	33,250	Acquire Land For Approaches
Tompkinsville	Tompkinsville-Monroe County	General Aviation	4	428,073	Install Perimeter Fencing, Rehabilitate Runway
West Liberty	West Liberty	General Aviation	3	19,410	Conduct Miscellaneous Study
Worthington	Ashland Regional	General Aviation	8	211,173	Acquire Land For Approaches, Install Miscellaneous NAVAIDS, Install Perimeter Fencing

**Subtotal FY 2007 Funds 72,602,939**

**Louisiana**

Abbeville	Abbeville Chris Crusta Memorial	General Aviation	13	142,748	Improve Runway Safety Area
Alexandria	Alexandria International	Primary	34	257,730	Acquire Equipment, Construct Building, Security Enhancements
Alexandria	Alexandria International	Primary	35	722,330	Update Airport Master Plan Study
Alexandria	Alexandria International	Primary	36	2,000,000	Noise Mitigation Measures for Public Buildings, Noise Mitigation Measures for Residences within 70 - 74 DNL
Bastrop	Morehouse Memorial	General Aviation	10	146,727	Rehabilitate Runway

Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	75	1,950,000	Rehabilitate Runway Lighting
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	74	3,000,000	Security Enhancements
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	73	5,550,000	Improve Runway Safety Area
Baton Rouge	State of Louisiana	System Plan	2	106,147	Conduct State System Plan Study
Coushatta	The Red River	General Aviation	3	587,449	Rehabilitate Runway Lighting
Crowley	Le Gros Memorial	General Aviation	6	314,513	Install Miscellaneous NAVAIDS, Rehabilitate Runway Lighting
DeRidder	Beauregard Regional	General Aviation	12	49,376	Construct Taxiway
Eunice	Eunice	General Aviation	9	765,053	Construct Building, Rehabilitate Apron
Galliano	South Lafourche Leonard Miller Jr	General Aviation	9	2,363,356	Extend Runway
Gonzales	Louisiana Regional	General Aviation	9	2,445,438	Conduct aeronautical survey for WAAS approach, Improve Runway Safety Area
Jennings	Jennings	General Aviation	11	232,260	Install Miscellaneous NAVAIDS
Lafayette	Lafayette Regional	Primary	32	644,854	Improve Runway Safety Area, Rehabilitate Runway
Lafayette	Lafayette Regional	Primary	33	1,730,669	Rehabilitate Taxiway
Lake Charles	Chennault International	General Aviation	6	1,370,566	Construct Building
Lake Charles	Lake Charles Regional	Primary	34	202,065	Rehabilitate Runway Lighting
Lake Charles	Lake Charles Regional	Primary	33	20,000,000	Construct Terminal Building
Many	Hart	General Aviation	7	38,109	Install Runway Lighting
Marksville	Marksville Municipal	General Aviation	8	107,937	Conduct Airport Master Plan Study, Construct Taxiway
Metairie	Louis Armstrong New Orleans International	Primary	80	3,400,000	Security Enhancements
Monroe	Monroe Regional	Primary	24	1,362,847	Rehabilitate Runway Lighting
Natchitoches	Natchitoches Regional	General Aviation	14	297,414	Rehabilitate Runway
New Iberia	Acadiana Regional	General Aviation	12	295,642	Install Perimeter Fencing
New Orleans	New Orleans Downtown	General Aviation	5	23,750	Install Runway Vertical/Visual Guidance System
New Roads	False River Regional	General Aviation	13	259,692	Acquire Land For Approaches
Oak Grove	Kelly	General Aviation	10	130,000	Extend Runway
Opelousas	St Landry Parish-Ahart Field	General Aviation	10	28,500	Conduct Airport Master Plan Study
Shreveport	Shreveport Regional	Primary	40	844,773	Acquire Aircraft Rescue & Fire Fighting Vehicle
Shreveport	Shreveport Regional	Primary	42	1,902,724	Construct Taxiway



Shreveport	Shreveport Regional	Primary	43	3,000,000	Acquire Land for Noise Compatibility within 70 - 74 DNL
Shreveport	Shreveport Downtown	Reliever	15	766,520	Improve Airport Drainage, Rehabilitate Taxiway
Springhill	Springhill	General Aviation	5	303,974	Improve Runway Safety Area
Sulphur	Southland Field	General Aviation	11	91,572	Rehabilitate Runway Lighting
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	General Aviation	8	63,653	Construct Taxiway
Vidalia	Concordia Parish	General Aviation	6	649,650	Rehabilitate Runway Lighting
Vivian	Vivian	General Aviation	4	140,427	Rehabilitate Runway
Winnfield	David G Joyce	General Aviation	5	67,848	Rehabilitate Runway
Winnsboro	Winnsboro Municipal	General Aviation	3	71,250	Conduct Airport Master Plan Study
<b>Subtotal FY 2007 Funds</b>				<b>58,427,563</b>	
<b>Maine</b>					
Auburn	Auburn/Lewiston Municipal	Reliever	15	71,250	Construct Taxiway
Auburn	Auburn/Lewiston Municipal	Reliever	16	5,304,142	Acquire Snow Removal Equipment, Construct Taxiway
Augusta	Augusta State	Commercial Service	17	73,307	Conduct Environmental Study, Security Enhancements
Augusta	Augusta State	Commercial Service	16	560,500	Acquire Easement For Approaches
Augusta	State of Maine	System Plan	7	288,246	Conduct aeronautical survey for WAAS approach
Bangor	Bangor International	Primary	44	2,164,810	Acquire Snow Removal Equipment, Rehabilitate Apron
Bar Harbor	Hancock County-Bar Harbor	Primary	23	456,000	Construct Runway Safety Area, Remove Obstructions, Strengthen Runway
Bethel	Bethel Regional	General Aviation	9	213,750	Improve Access Road, Install Perimeter Fencing, Rehabilitate Runway
Biddeford	Biddeford Municipal	General Aviation	7	46,550	Environmental Mitigation
Caribou	Caribou Municipal	General Aviation	11	287,824	Construct Apron, Rehabilitate Apron
Carrabassett	Sugarloaf Regional	General Aviation	2	226,379	Improve Runway Safety Area
Dexter	Dexter Regional	General Aviation	3	117,724	Update Airport Master Plan Study
Eastport	Eastport Municipal	General Aviation	7	388,560	Install Perimeter Fencing, Remove Obstructions
Frenchville	Northern Aroostook Regional	General Aviation	11	588,077	Remove Obstructions
Frenchville	Northern Aroostook Regional	General Aviation	10	1,406,923	Remove Obstructions
Fryeburg	Eastern Slopes Regional	General Aviation	12	109,250	Remove Obstructions
Greenville	Greenville Municipal	General Aviation	10	304,000	Rehabilitate Apron

Lincoln	Lincoln Regional	General Aviation	5	66,500	Update Airport Master Plan Study
Machias	Machias Valley	General Aviation	6	149,217	Update Airport Master Plan Study
Millinocket	Millinocket Municipal	General Aviation	9	4,180	Acquire Land for Development
Oxford	Oxford County Regional	General Aviation	6	74,675	Acquire Easement For Approaches
Pittsfield	Pittsfield Municipal	General Aviation	8	150,214	Remove Obstructions
Portland	Portland International Jetport	Primary	60	387,125	Rehabilitate Taxiway
Portland	Portland International Jetport	Primary	61	918,682	Conduct Environmental Study
Presque Isle	Northern Maine Regional Airport at Presque Isle	Primary	25	3,914,075	Rehabilitate Runway
Princeton	Princeton Municipal	General Aviation	1	241,790	Construct Snow Removal Equipment Building
Rangeley	Steven A. Bean Municipal	General Aviation	10	441,750	Construct Taxiway
Rockland	Knox County Regional	Primary	23	646,950	Acquire Miscellaneous Land
Rockland	Knox County Regional	Primary	22	4,978,000	Construct Taxiway
Sanford	Sanford Regional	Reliever	23	36,100	Update Airport Master Plan Study
Sanford	Sanford Regional	Reliever	21	109,572	Rehabilitate Apron
Sanford	Sanford Regional	Reliever	22	127,300	Construct Taxiway
Waterville	Waterville Robert Lafleur	General Aviation	15	146,300	Update Airport Master Plan Study
Wiscasset	Wiscasset	General Aviation	12	160,467	Light Obstructions, Rehabilitate Airport Beacons

**Subtotal FY 2007 Funds 25,160,189**

**Maryland**

Cambridge	Cambridge-Dorchester	General Aviation	22	172,159	Extend Runway
College Park	College Park	General Aviation	7	94,990	Remove Obstructions
Easton	Easton/Newnam Field	General Aviation	32	821,032	Rehabilitate Runway Lighting
Easton	Easton/Newnam Field	General Aviation	31	3,394,293	Rehabilitate Runway
Frederick	Frederick Municipal	Reliever	31	95,000	Conduct Miscellaneous Study
Frederick	Frederick Municipal	Reliever	29	150,000	Acquire Snow Removal Equipment
Frederick	Frederick Municipal	Reliever	30	160,056	Extend Runway
Frederick	Frederick Municipal	Reliever	28	2,112,304	Remove Obstructions
Gaithersburg	Montgomery County Airpark	Reliever	16	152,262	Rehabilitate Taxiway Lighting
Gaithersburg	Montgomery County Airpark	Reliever	15	324,159	Remove Obstructions
Gaithersburg	Montgomery County Airpark	Reliever	14	1,463,555	Remove Obstructions
Glen Burnie	Baltimore/Washington International Thurgood Marshal	Primary	79	173,100	Safety Management System (SMS) Program

Glen Burnie	Baltimore/Washington International Thurgood Marshal	Primary	80	1,875,950	Rehabilitate Apron
Glen Burnie	Baltimore/Washington International Thurgood Marshal	Primary	78	6,014,036	Rehabilitate Taxiway
Hagerstown	Hagerstown Regional-Richard A Henson Field	Commercial Service	39	2,919,744	Rehabilitate Apron
Hagerstown	Hagerstown Regional-Richard A Henson Field	Commercial Service	38	7,500,000	Construct Runway Safety Area
Indian Head	Maryland	Reliever	6	169,999	Construct Runway
Indian Head	Maryland	Reliever	4	399,999	Construct Runway
Indian Head	Maryland	Reliever	5	756,675	Construct Runway
Leonardtown	St. Mary's County Regional	General Aviation	14	351,600	Extend Runway
Oakland	Garrett County	General Aviation	11	2,856,316	Extend Runway
Ocean City	Ocean City Municipal	General Aviation	17	525,373	Rehabilitate Apron
Odenton	Tipton	Reliever	13	82,538	Rehabilitate Apron, Update Airport Master Plan Study
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	37	204,836	Acquire Land For Approaches
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	34	490,200	Improve Runway Safety Area
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	38	674,868	Extend Runway
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	36	3,546,572	Improve Runway Safety Area
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	35	4,605,368	Rehabilitate Runway
<b>Subtotal FY 2007 Funds</b>				<b>42,086,984</b>	
<b>Massachusetts</b>					
Bedford	Laurence G Hanscom Field	Primary	24	813,786	Install Guidance Signs
Bedford	Laurence G Hanscom Field	Primary	25	919,521	Acquire Snow Removal Equipment
Beverly	Beverly Municipal	Reliever	26	3,125,500	Rehabilitate Runway
Boston	General Edward Lawrence Logan International	Primary	92	250,000	Conduct Noise Compatibility Plan Study
Boston	General Edward Lawrence Logan International	Primary	91	15,675,924	Construct Runway
Chatham	Chatham Municipal	General Aviation	17	589,000	Rehabilitate Runway
Fitchburg	Fitchburg Municipal	General Aviation	17	94,145	Conduct Environmental Study
Gardner	Gardner Municipal	General Aviation	10	447,735	Rehabilitate Taxiway
Hyannis	Barnstable Municipal-Boardman/Polando Field	Primary	43	327,750	Rehabilitate Runway

Hyannis	Barnstable Municipal-Boardman/Polando Field	Primary	44	422,750	Update Airport Master Plan Study
Lawrence	Lawrence Municipal	Reliever	25	38,074	Conduct Environmental Study
Lawrence	Lawrence Municipal	Reliever	24	603,645	Rehabilitate Runway Lighting
Mansfield	Mansfield Municipal	General Aviation	19	364,645	Rehabilitate Taxiway
Marshfield	Marshfield Municipal - George Harlow Field	General Aviation	14	186,200	Improve Airport Miscellaneous Improvements
Marshfield	Marshfield Municipal - George Harlow Field	General Aviation	13	655,500	Acquire Land for Development
Montague	Turners Falls	General Aviation	11	494,000	Rehabilitate Runway
Nantucket	Nantucket Memorial	Primary	44	282,150	Update Airport Master Plan Study
Nantucket	Nantucket Memorial	Primary	43	801,990	Install Perimeter Fencing, Rehabilitate Taxiway
New Bedford	New Bedford Regional	Primary	35	433,200	Rehabilitate Taxiway
New Bedford	New Bedford Regional	Primary	36	533,900	Conduct Environmental Study
North Adams	Harriman-And-West	General Aviation	18	446,500	Remove Obstructions
Norwood	Norwood Memorial	Reliever	28	1,441,150	Construct Snow Removal Equipment Building
Orange	Orange Municipal	General Aviation	14	177,650	Acquire Easement For Approaches
Pittsfield	Pittsfield Municipal	General Aviation	22	75,810	Extend Runway
Pittsfield	Pittsfield Municipal	General Aviation	21	332,500	Remove Obstructions
Plymouth	Plymouth Municipal	General Aviation	34	285,950	Update Airport Master Plan Study
Plymouth	Plymouth Municipal	General Aviation	35	1,202,700	Construct Apron
Provincetown	Provincetown Municipal	Primary	21	98,895	Acquire Snow Removal Equipment
Provincetown	Provincetown Municipal	Primary	22	731,500	Conduct Environmental Study
Southbridge	Southbridge Municipal	General Aviation	15	316,000	Construct Building
Springfield/Chicopee	Westover ARB/Metropolitan	General Aviation	15	2,758,400	Acquire Land for Noise Compatibility within 70 - 74 DNL
Taunton	Taunton Municipal - King Field	General Aviation	17	41,800	Acquire Snow Removal Equipment
Vineyard Haven	Marthas Vineyard	Primary	30	501,504	Improve Runway Safety Area
Westfield	Barnes Municipal	General Aviation	26	1,328,386	Construct Apron, Remove Obstructions
Worcester	Worcester Regional	General Aviation	35	387,600	Remove Obstructions
<b>Subtotal FY 2007 Funds</b>				<b>37,185,760</b>	
<b>Michigan</b>					
Alpena	Alpena County Regional	Primary	12	707,750	Acquire Snow Removal Equipment, Improve Airport Drainage, Security Enhancements
Charlevoix	Charlevoix Municipal	Primary	9	905,000	Acquire Land For Approaches, Update Airport Master Plan Study

Detroit	Detroit Metropolitan Wayne County	Primary	84	200,000	Safety Management System (SMS) Program
Detroit	Detroit Metropolitan Wayne County	Primary	82	5,099,971	VALE Infrastructure
Detroit	Detroit Metropolitan Wayne County	Primary	83	5,168,808	Noise Mitigation Measures for Residences within 65 - 69 DNL
Detroit	Detroit Metropolitan Wayne County	Primary	80	19,744,902	Construct Apron, Construct Runway, Environmental Mitigation
Detroit	Detroit Metropolitan Wayne County	Primary	81	22,107,995	Rehabilitate Runway
Detroit	Willow Run	Reliever	27	163,463	Conduct Noise Compatibility Plan Study
Detroit	Willow Run	Reliever	29	499,287	Acquire Safety Equipment and/or Fencing
Detroit	Willow Run	Reliever	28	666,286	Acquire Aircraft Rescue & Fire Fighting Vehicle
Detroit	Willow Run	Reliever	30	3,675,541	Improve Runway Safety Area
Escanaba	Delta County	Primary	28	304,000	Construct Snow Removal Equipment Building, Install Taxiway Lighting
Flint	Bishop International	Primary	43	2,500,000	Construct Apron
Flint	Bishop International	Primary	42	2,623,510	Expand Apron
Grand Rapids	Gerald R. Ford International	Primary	39	1,603,600	Construct Service Road, Expand Apron, Rehabilitate Apron
Gwinn	Sawyer International	Primary	22	536,750	Rehabilitate Runway, Rehabilitate Taxiway
Gwinn	Sawyer International	Primary	23	1,319,550	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Building, Install Taxiway Lighting, Rehabilitate Runway
Gwinn	Sawyer International	Primary	24	2,567,366	Construct Parking Lot, Improve Building
Hancock	Houghton County Memorial	Primary	26	636,500	Acquire Snow Removal Equipment, Install Perimeter Fencing, Rehabilitate Access Road
Kalamazoo	Kalamazoo/Battle Creek International	Primary	32	2,381,664	Construct Taxiway, Construct Terminal Building
Lansing	Capital City	Primary	40	2,545,288	Conduct Miscellaneous Study, Expand Apron, Rehabilitate Apron, Remove Obstructions
Lansing	Capital City	Primary	41	3,700,000	Construct Runway Safety Area
Lansing	Michigan State Block Grant Program	System Plan	52	100,000	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	53	1,750,000	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	54	2,250,000	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	51	5,300,000	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	50	19,841,359	Non primary development projects in state block grant program
Muskegon	Muskegon County	Primary	28	3,849,039	Improve Runway Safety Area
Pellston	Pellston Regional Airport of Emmet County	Primary	28	791,100	Acquire Land for Development, Expand Terminal Building
Saginaw	MBS International	Primary	35	2,150,800	Construct Terminal Building

Saginaw	MBS International	Primary	36	2,166,000	Acquire Snow Removal Equipment, Extend Taxiway, Rehabilitate Runway, Rehabilitate Taxiway
Sault Ste. Marie	Chippewa County International	Primary	21	316,350	Acquire Snow Removal Equipment, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Traverse City	Cherry Capital	Primary	33	109,195	Update Airport Master Plan Study
<b>Subtotal FY 2007 Funds</b>				<b>118,281,074</b>	
<b>Minnesota</b>					
Aitkin	Aitkin Municipal-Steve Kurtz Field	General Aviation	7	430,996	Construct Apron, Rehabilitate Access Road, Rehabilitate Runway, Update Airport Master Plan Study
Albert Lea	Albert Lea Municipal	General Aviation	5	550,050	Construct Runway, Rehabilitate Runway, Remove Obstructions
Bemidji	Bemidji Regional	Primary	17	8,133,554	Extend Runway
Benson	Benson Municipal	General Aviation	5	313,221	Construct Building, Construct Fuel Farm
Blaine	Anoka County-Blaine Airport(Janes Field)	Reliever	8	664,202	Rehabilitate Runway Lighting, Rehabilitate Taxiway
Blue Earth	Blue Earth Municipal	General Aviation	5	76,000	Update Airport Master Plan Study
Brainerd	Brainerd Lakes Regional	Primary	28	221,021	Acquire Snow Removal Equipment
Buffalo	Buffalo Municipal	General Aviation	3	93,100	Extend Runway
Cambridge	Cambridge Municipal	General Aviation	6	250,240	Install Perimeter Fencing
Cloquet	Cloquet Carlton County	General Aviation	7	37,996	Acquire Snow Removal Equipment
Cook	Cook Municipal	General Aviation	1	54,150	Acquire Snow Removal Equipment, Conduct Miscellaneous Study, Remove Obstructions
Detroit Lakes	Detroit Lakes-Wething Field	General Aviation	5	165,494	Conduct Environmental Study, Rehabilitate Runway
Duluth	Sky Harbor	General Aviation	5	642,747	Conduct Environmental Study
Duluth	Duluth International	Primary	43	1,234,783	Expand Apron, Improve Terminal Building, Rehabilitate Apron
Elbow Lake	Elbow Lake Municipal - Pride of the Prairie	General Aviation	5	106,001	Acquire Snow Removal Equipment
Fairmont	Fairmont Municipal	General Aviation	8	39,900	Rehabilitate Runway
Faribault	Faribault Municipal	General Aviation	5	615,302	Construct Runway, Install Perimeter Fencing
Fergus Falls	Fergus Falls Municipal-Einar Mickelson Field	General Aviation	7	57,285	Construct Snow Removal Equipment Building
Fosston	Fosston Municipal	General Aviation	3	57,902	Conduct Environmental Study, Construct Snow Removal Equipment Building, Rehabilitate Runway
Grand Rapids	Grand Rapids/Itasca County Airport-Gordon Newstrom Field	General Aviation	13	331,590	Construct Runway, Install Perimeter Fencing
Hallock	Hallock Municipal	General Aviation	3	224,810	Rehabilitate Access Road, Rehabilitate Parking Lot
Hawley	Hawley Municipal	General Aviation	4	162,853	Construct Terminal Building

Hibbing	Chisholm-Hibbing	Primary	23	155,919	Extend Taxiway, Install Miscellaneous NAVAIDS, Rehabilitate Runway
Hutchinson	Hutchinson Municipal-Butler Field	General Aviation	7	28,500	Update Airport Master Plan Study
International Falls	Falls International	Primary	18	242,250	Improve Runway Safety Area
International Falls	Falls International	Primary	19	756,618	Acquire Aircraft Deicing Equipment, Acquire Friction Measuring Equipment, Acquire Snow Removal Equipment, Extend Runway
Jackson	Jackson Municipal	General Aviation	6	350,000	Construct Terminal Building
Lake Elmo	Lake Elmo	Reliever	5	103,105	Rehabilitate Taxiway
Lakeville	Airlake	Reliever	8	336,395	Rehabilitate Service Road, Rehabilitate Taxiway
Le Sueur	Le Sueur Municipal	General Aviation	4	93,765	Rehabilitate Runway, Remove Obstructions
Litchfield	Litchfield Municipal	General Aviation	5	123,229	Extend Runway, Rehabilitate Runway
Long Prairie	Todd Field	General Aviation	5	101,835	Rehabilitate Runway
Longville	Longville Municipal	General Aviation	5	155,481	Acquire Snow Removal Equipment, Remove Obstructions, Update Airport Master Plan Study
Luverne	Quentin Aanenson Field	General Aviation	4	139,650	Construct Runway
Mahnomen	Mahnomen County	General Aviation	6	313,672	Construct Runway, Construct Taxiway, Environmental Mitigation, Improve Airport Drainage
Mankato	Mankato Regional	General Aviation	14	1,823,158	Rehabilitate Runway
Mankato	Mankato Regional	General Aviation	15	4,030,000	Rehabilitate Runway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain	Primary	90	3,738,711	Rehabilitate Runway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	88	1,400,542	Rehabilitate Apron
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	89	4,237,398	Rehabilitate Taxiway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	87	7,000,000	Construct Runway
Minneapolis	Crystal	Reliever	3	358,800	Rehabilitate Taxiway
Montevideo	Montevideo-Chippewa County	General Aviation	6	61,750	Construct Taxiway, Rehabilitate Runway Lighting
Moorhead	Moorhead Municipal	General Aviation	3	256,023	Acquire Snow Removal Equipment, Construct Runway, Construct Snow Removal Equipment Building, Update Airport Master Plan Study
Moose Lake	Moose Lake Carlton County	General Aviation	1	120,650	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway

Mora	Mora Municipal	General Aviation	6	1,981,500	Construct Runway, Extend Runway, Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Orr	Orr Regional	General Aviation	4	517,691	Acquire Snow Removal Equipment, Construct Building, Install Runway Vertical/Visual Guidance System
Owatonna	Owatonna Degner Regional	General Aviation	11	418,950	Acquire Snow Removal Equipment, Construct Runway
Park Rapids	Park Rapids Municipal-Konshok Field	General Aviation	8	429,101	Expand Apron, Remove Obstructions
Paynesville	Paynesville Municipal	General Aviation	1	57,000	Update Airport Master Plan Study
Pine River	Pine River Regional	General Aviation	3	128,583	Conduct Airport Master Plan Study, Construct Runway, Rehabilitate Runway
Pipestone	Pipestone Municipal	General Aviation	3	224,508	Construct Terminal Building
Preston	Fillmore County	General Aviation	6	150,000	Rehabilitate Access Road, Rehabilitate Apron, Rehabilitate Taxiway
Princeton	Princeton Municipal	General Aviation	6	50,758	Update Airport Master Plan Study
Red Wing	Red Wing Regional	General Aviation	8	289,277	Expand Apron
Redwood Falls	Redwood Falls Municipal	General Aviation	6	340,100	Conduct Environmental Study, Improve Airport Drainage, Rehabilitate Apron
Rochester	Rochester International	Primary	24	272,749	Modify Terminal Building, Update Airport Master Plan Study
Roseau	Roseau Municipal/Rudy Billberg Field	General Aviation	5	30,452	Conduct Environmental Study, Update Airport Master Plan Study
Rush City	Rush City Regional	General Aviation	3	207,977	Construct Runway, Install Miscellaneous NAVAIDS, Update Airport Master Plan Study
Rushford	Rushford Municipal	General Aviation	1	130,150	Install Airfield Guidance Signs, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Update Airport Master Plan Study
Sauk Centre	Sauk Centre Municipal	General Aviation	1	150,000	Construct Building
Springfield	Springfield Municipal	General Aviation	5	259,936	Rehabilitate Runway Lighting
St. Cloud	St. Cloud Regional	Primary	18	617,500	Acquire Land for Development
St. Cloud	St. Cloud Regional	Primary	19	2,315,430	Acquire Aircraft Deicing Equipment, Acquire Equipment, Construct Utilities, Install Guidance Signs
St. James	St James Municipal	General Aviation	6	40,850	Construct Terminal Building
St. Paul	St Paul Downtown Holman Field	Reliever	16	1,872,900	Improve Runway Safety Area
St. Paul	St Paul Downtown Holman Field	Reliever	17	6,700,000	Improve Airport Drainage
St. Paul	State of Minnesota	System Plan	4	299,250	Conduct aeronautical survey for WAAS approach
Staples	Staples Municipal	General Aviation	3	90,250	Update Airport Master Plan Study



Thief River Falls	Thief River Falls Regional	Commercial Service	10	478,916	Acquire Snow Removal Equipment
Tower	Tower Municipal	General Aviation	3	27,908	Remove Obstructions, Update Airport Master Plan Study
Walker	Walker Municipal	General Aviation	2	973,672	Extend Runway, Install Runway Lighting, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Remove Obstructions
Warroad	Warroad International Memorial	General Aviation	8	156,742	Rehabilitate Building
Waseca	Waseca Municipal	General Aviation	6	383,905	Construct Terminal Building
Wheaton	Wheaton Municipal	General Aviation	4	709,650	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Rehabilitate Taxiway
Willmar	Willmar Municipal	General Aviation	8	209,748	Widen Taxiway
Winona	Winona Municipal-Max Conrad Field	General Aviation	3	152,950	Improve Runway Safety Area
<b>Subtotal FY 2007 Funds</b>				<b>61,059,051</b>	
<b>Mississippi</b>					
Ackerman	Ackerman Choctaw County	General Aviation	4	199,444	Construct Taxiway, Install Perimeter Fencing
Batesville	Panola County	General Aviation	7	328,076	Construct Building, Construct Taxiway
Bay St. Louis	Stennis International	Reliever	18	245,005	Conduct Miscellaneous Study, Improve Airport Drainage, Update Airport Master Plan Study
Belzoni	Belzoni Municipal	General Aviation	7	79,125	Install Miscellaneous NAVAIDS, Install Runway Lighting
Booneville/Baldwyn	Booneville/Baldwyn	General Aviation	8	774,682	Extend Taxiway, Install Perimeter Fencing
Brookhaven	Brookhaven-Lincoln County	General Aviation	6	129,775	Install Perimeter Fencing
Clarksdale	Fletcher Field	General Aviation	13	768,293	Construct Taxiway
Cleveland	Cleveland Municipal	General Aviation	13	872,075	Extend Runway
Columbia	Columbia-Marion County	General Aviation	5	81,382	Improve Fuel Farm, Improve Terminal Building
Columbus	Golden Triangle Regional	Primary	39	1,000,000	Conduct Miscellaneous Study, Expand Apron, Improve Terminal Building
Corinth	Roscoe Turner	General Aviation	16	44,000	Conduct aeronautical survey for WAAS approach
Crystal Springs	Copiah County	General Aviation	5	150,000	Construct Parking Lot, Install Apron Lighting, Install Perimeter Fencing, Rehabilitate Apron
Drew	Ruleville-Drew	General Aviation	8	97,122	Improve Airport Drainage, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Eupora	Eupora	General Aviation	5	166,773	Improve Runway Safety Area, Install Runway Vertical/Visual Guidance System
Greenville	Mid Delta Regional	Primary	24	616,263	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Rehabilitate Runway

Gulfport	Gulfport-Biloxi International	Primary	61	2,162,589	Expand Terminal Building, Update Miscellaneous Study
Gulfport	Gulfport-Biloxi International	Primary	62	2,652,386	Rehabilitate Taxiway
Gulfport	Gulfport-Biloxi International	Primary	60	5,000,000	Acquire Land for Noise Compatibility within 75 DNL, Noise Mitigation Measures for Residences within 65 - 69 DNL
Holly Springs	Holly Springs-Marshall County	General Aviation	9	132,108	Conduct Miscellaneous Study, Install Perimeter Fencing
Indianola	Indianola Municipal	General Aviation	9	160,019	Rehabilitate Access Road
Jackson	Hawkins Field	General Aviation	9	82,598	Acquire Equipment
Jackson	Jackson-Evers International	Primary	40	100,000	Safety Management System (SMS) Program
Jackson	Jackson-Evers International	Primary	39	915,164	Security Enhancements
Jackson	State of Mississippi	System Plan	5	89,775	Conduct Miscellaneous Study
Kosciusko	Kosciusko-Attala County	General Aviation	6	155,981	Improve Runway Safety Area
Lumberton	I H Bass Jr Memorial	General Aviation	4	248,765	Acquire Land For Approaches, Construct Building
Macon	Macon Municipal	General Aviation	6	120,763	Install Perimeter Fencing
Madison	Bruce Campbell Field	General Aviation	15	142,923	Improve Service Road, Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System
Magee	Magee Municipal	General Aviation	6	58,012	Install Runway Vertical/Visual Guidance System, Rehabilitate Apron
Meridian	Key Field	Primary	22	2,884,420	Construct Taxiway
Moselle	Hattiesburg-Laurel Regional	Primary	28	772,350	Construct Access Road, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Natchez	Hardy-Anders Field Natchez-Adams County	General Aviation	18	44,000	Conduct aeronautical survey for WAAS approach
Natchez	Hardy-Anders Field Natchez-Adams County	General Aviation	17	194,488	Acquire Aircraft Rescue & Fire Fighting Vehicle
New Albany	New Albany-Union County	General Aviation	9	149,891	Construct Fuel Farm
Newton	James H Eason Field	General Aviation	5	197,790	Environmental Mitigation
Okolona	Okolona Municipal-Richard Stovall Field	General Aviation	8	75,130	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Oxford	University-Oxford	General Aviation	20	2,296,681	Construct Taxiway
Pascagoula	Trent Lott International	General Aviation	22	82,496	Install Runway Vertical/Visual Guidance System
Picayune	Picayune Municipal	General Aviation	14	284,287	Construct Heliport/Helipad, Construct Parking Lot, Improve Airport Drainage, Update Airport Master Plan Study
Pittsboro	Calhoun County	General Aviation	5	14,250	Construct Fuel Farm

Pontotoc	Pontotoc County	General Aviation	7	443,032	Construct Building, Rehabilitate Runway Lighting
Prentiss	Prentiss-Jefferson Davis County	General Aviation	4	133,563	Improve Airport Erosion Control, Improve Terminal Building
Quitman	Clarke County	General Aviation	6	410,557	Construct Terminal Building, Improve Runway Safety Area, Install Perimeter Fencing
Raymond	John Bell Williams	General Aviation	12	2,781,602	Construct Taxiway, Extend Runway, Extend Taxiway
Richton	Richton-Perry County	General Aviation	7	48,925	Remove Obstructions
Ripley	Ripley	General Aviation	4	435,945	Construct Building, Rehabilitate Runway Lighting
Starkville	George M Bryan	General Aviation	12	729,397	Construct Access Road, Rehabilitate Apron
Tunica	Tunica Municipal	General Aviation	9	6,121,297	Extend Runway
Tupelo	Tupelo Regional	Primary	29	1,000,000	Acquire Land For Approaches, Conduct Environmental Study, Extend Runway, Improve Terminal Building
Tylertown	Paul Pittman Memorial	General Aviation	8	145,551	Construct Taxiway, Improve Fuel Farm
Water Valley	Water Valley Municipal	General Aviation	4	156,257	Rehabilitate Runway Lighting
Waynesboro	Waynesboro Municipal	General Aviation	6	117,114	Construct Building
Waynesboro	Waynesboro Municipal	General Aviation	5	478,756	Construct Fuel Farm, Construct Terminal Building
Winona	Winona-Montgomery County	General Aviation	6	260,577	Construct Taxiway
Yazoo City	Yazoo County	General Aviation	8	81,434	Install Perimeter Fencing

**Subtotal FY 2007 Funds 37,912,888**

**Missouri**

Columbia	Columbia Regional	Primary	26	1,406,650	Acquire Friction Measuring Equipment, Rehabilitate Apron
Jefferson City	Missouri State Block Grant Program	System Plan	28	668,800	Non primary development projects in state block grant program
Jefferson City	Missouri State Block Grant Program	System Plan	29	15,423,001	Non primary development projects in state block grant program
Jefferson City	State of Missouri	System Plan	5	110,000	Conduct aeronautical survey for WAAS approach
Joplin	Joplin Regional	Primary	25	3,500,000	Acquire Safety Equipment and/or Fencing, Construct Terminal Building
Kansas City	Kansas City International	Primary	54	289,128	Acquire Land for Noise Compatibility within 65 - 69 DNL
Kansas City	Kansas City International	Primary	53	2,747,048	Rehabilitate Apron
Kansas City	Kansas City International	Primary	55	7,590,000	Rehabilitate Taxiway
Kansas City	Charles B. Wheeler Downtown	Reliever	17	4,263,294	Rehabilitate Runway
Springfield	Springfield-Branson National	Primary	32	8,188,221	Construct Terminal Building
St. Louis	Lambert-St Louis International	Primary	109	1,849,701	Improve Runway Safety Area

St. Louis	Lambert-St Louis International	Primary	110	2,324,128	Rehabilitate Taxiway
St. Louis	Lambert-St Louis International	Primary	107	2,441,712	Rehabilitate Taxiway
St. Louis	Lambert-St Louis International	Primary	106	3,800,828	Security Enhancements
St. Louis	Lambert-St Louis International	Primary	105	3,840,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
St. Louis	Lambert-St Louis International	Primary	103	4,800,000	Conduct Airport Master Plan Study, Conduct Noise Compatibility Plan Study
St. Louis	Lambert-St Louis International	Primary	104	6,555,874	Acquire Land for Noise Compatibility within 70 - 74 DNL
St. Louis	Lambert-St Louis International	Primary	102	20,684,440	Construct Runway
<b>Subtotal FY 2007 Funds</b>				<b>90,482,825</b>	
<b>Montana</b>					
Anaconda	Bowman Field	General Aviation	9	115,165	Rehabilitate Runway
Big Timber	Big Timber	General Aviation	4	112,830	Install Perimeter Fencing
Billings	Billings Logan International	Primary	32	475,000	Update Airport Master Plan Study
Billings	Billings Logan International	Primary	33	3,456,846	Improve Airport Drainage, Rehabilitate Runway, Rehabilitate Taxiway, Remove Obstructions
Bozeman	Gallatin Field	Primary	32	3,722,674	Construct Apron, Construct Service Road, Construct Taxiway, Expand Apron, Rehabilitate Taxiway Lighting
Butte	Bert Mooney	Primary	36	835,274	Rehabilitate Access Road, Rehabilitate Apron, Rehabilitate Taxiway, Update Airport Master Plan Study
Choteau	Choteau	General Aviation	6	130,631	Rehabilitate Runway
Circle	Circle Town County	General Aviation	4	1,957,965	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Colstrip	Colstrip	General Aviation	10	89,600	Rehabilitate Runway
Columbus	Columbus	General Aviation	5	64,600	Conduct Environmental Study
Culbertson	Big Sky Field	General Aviation	4	135,660	Rehabilitate Runway, Update Airport Master Plan Study
Cut Bank	Cut Bank Municipal	General Aviation	8	2,210,000	Install Miscellaneous NAVAIDS, Rehabilitate Runway, Rehabilitate Taxiway, Update Airport Master Plan Study
Deer Lodge	Deer Lodge-City-County	General Aviation	7	134,900	Construct Fuel Farm
Ekalaka	Ekalaka	General Aviation	5	126,662	Acquire Snow Removal Equipment
Ennis	Ennis - Big Sky	General Aviation	9	110,970	Construct Snow Removal Equipment Building

Eureka	Eureka	General Aviation	7	182,042	Acquire Snow Removal Equipment
Forsyth	Tillitt Field	General Aviation	6	162,400	Construct Snow Removal Equipment Building
Fort Benton	Fort Benton	General Aviation	6	90,000	Install Weather Reporting Equipment
Glasgow	Wokal Field/Glasgow International	General Aviation	12	251,750	Acquire Snow Removal Equipment, Conduct aeronautical survey for WAAS approach, Improve Terminal Building
Glendive	Dawson Community	General Aviation	8	1,869,510	Acquire Safety Equipment and/or Fencing, Construct Taxiway, Install Guidance Signs, Install Perimeter Fencing, Rehabilitate Runway
Hamilton	Ravalli County	General Aviation	8	109,774	Install Weather Reporting Equipment
Harlowton	Wheatland County at Harlowton	General Aviation	4	204,000	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building
Havre	Havre City-County	General Aviation	10	194,750	Acquire Aircraft Rescue & Fire Fighting Vehicle
Helena	Helena Regional	Primary	33	3,164,164	Conduct Miscellaneous Study, Construct Aircraft Rescue & Fire Fighting Training Facility, Expand Aircraft Rescue & Fire Fighting Building, Rehabilitate Taxiway, Security Enhancements
Helena	State of Montana	System Plan	6	142,500	Conduct State System Plan Study
Jordan	Jordan	General Aviation	3	185,250	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building
Kalispell	Glacier Park International	Primary	33	764,184	Update Airport Master Plan Study
Kalispell	Glacier Park International	Primary	34	1,067,774	Acquire Snow Removal Equipment, Improve Terminal Building, Modify Access Road, Rehabilitate Apron, Security Enhancements
Laurel	Laurel Municipal	General Aviation	12	213,180	Conduct Miscellaneous Study, Conduct aeronautical survey for WAAS approach, Install Airfield Guidance Signs, Install Weather Reporting Equipment, Rehabilitate Runway
Libby	Libby	General Aviation	7	120,038	Rehabilitate Runway, Rehabilitate Runway Lighting
Malta	Malta	General Aviation	6	373,937	Construct Taxiway, Install Perimeter Fencing, Rehabilitate Runway
Miles City	Frank Wiley Field	General Aviation	9	125,000	Rehabilitate Runway
Missoula	Missoula International	Primary	42	284,680	Update Airport Master Plan Study
Missoula	Missoula International	Primary	41	4,695,665	Improve Airport Drainage, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Remove Obstructions
Plentywood	Sher-Wood	General Aviation	4	151,638	Acquire Snow Removal Equipment

Poplar	New	System Plan	3	1,662,366	Construct New Airport
Ronan	Ronan	General Aviation	8	223,694	Install Runway Vertical/Visual Guidance System, Install Weather Reporting Equipment, Rehabilitate Runway
Roundup	Roundup	General Aviation	7	157,700	Install Miscellaneous NAVAIDS, Rehabilitate Runway, Update Airport Master Plan Study
Sidney	Sidney-Richland Municipal	Primary	15	678,385	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Land for Development, Rehabilitate Apron
Stanford	Stanford	General Aviation	5	283,484	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building
Stevensville	Stevensville	General Aviation	6	100,977	Update Airport Master Plan Study
Superior	Mineral County	General Aviation	6	183,261	Construct Fuel Farm
Three Forks	Three Forks	General Aviation	5	92,345	Install Weather Reporting Equipment
Townsend	Townsend	General Aviation	7	75,000	Rehabilitate Runway
Turner	Turner	General Aviation	3	222,283	Rehabilitate Runway, Rehabilitate Runway Lighting, Update Airport Master Plan Study
West Yellowstone	Yellowstone	Commercial Service	7	709,424	Install Perimeter Fencing
Wolf Point	L M Clayton	General Aviation	6	828,827	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Aircraft Rescue & Fire Fighting Building, Update Airport Master Plan Study

**Subtotal FY 2007 Funds 33,248,759**

**Nebraska**

Ainsworth	Ainsworth Municipal	General Aviation	5	873,554	Conduct Miscellaneous Study, Construct Taxiway, Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting
Alma	Alma Municipal	General Aviation	3	403,353	Construct Apron
Aurora	Aurora Municipal - Al Potter Field	General Aviation	6	312,303	Construct Building, Remove Obstructions
Bassett	Rock County	General Aviation	6	89,034	Install Runway Vertical/Visual Guidance System
Beatrice	Beatrice Municipal	General Aviation	11	162,798	Improve Access Road
Chadron	Chadron Municipal	General Aviation	9	100,000	Install Guidance Signs
Columbus	Columbus Municipal	General Aviation	6	67,000	Remove Obstructions
Creighton	Creighton Municipal	General Aviation	4	1,379,114	Construct Taxiway, Extend Runway, Install Runway Lighting, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Widen Runway
David City	David City Municipal	General Aviation	3	115,888	Acquire Land For Approaches

Fairbury	Fairbury Municipal	General Aviation	7	540,800	Construct Taxiway, Install Airfield Guidance Signs
Fairbury	Fairbury Municipal	General Aviation	8	575,000	Construct Taxiway
Fremont	Fremont Municipal	General Aviation	8	257,836	Improve Runway Safety Area, Install Miscellaneous NAVAIDS
Gordon	Gordon Municipal	General Aviation	4	430,000	Construct Building, Construct Taxiway
Grand Island	Central Nebraska Regional	Commercial Service	29	217,220	Acquire Snow Removal Equipment
Hartington	Hartington Municipal	General Aviation	4	267,996	Construct Taxiway
Hastings	Hastings Municipal	General Aviation	9	208,000	Rehabilitate Taxiway Lighting
Holdrege	Brewster Field	General Aviation	6	178,125	Acquire Land For Approaches
Imperial	Imperial Municipal	General Aviation	7	285,372	Construct Terminal Building
Kimball	Kimball Municipal/Robert E Arraj Field	General Aviation	5	56,187	Install Runway Vertical/Visual Guidance System
Lincoln	State of Nebraska	System Plan	9	31,326	Conduct State System Plan Study
Lincoln	State of Nebraska	System Plan	10	105,859	Conduct aeronautical survey for WAAS approach
McCook	McCook Regional	General Aviation	10	145,350	Acquire Snow Removal Equipment
Norfolk	Karl Stefan Memorial	General Aviation	14	430,023	Rehabilitate Apron
North Platte	North Platte Regional Airport Lee Bird Field	Commercial Service	22	175,686	Rehabilitate Runway
Ogallala	Searle Field	General Aviation	5	38,895	Install Runway Vertical/Visual Guidance System
Omaha	Eppley Airfield	Primary	45	944,164	Rehabilitate Runway
Ord	Evelyn Sharp Field	General Aviation	4	235,600	Extend Runway
Oshkosh	Garden County	General Aviation	4	162,499	Install Taxiway Lighting
Pender	Pender Municipal	General Aviation	5	254,056	Construct Snow Removal Equipment Building
Red Cloud	Red Cloud Municipal	General Aviation	3	574,834	Construct Parking Lot, Construct Snow Removal Equipment Building, Construct Terminal Building
Rushville	Modisett	General Aviation	3	150,000	Construct Fuel Farm
Scottsbluff	Western Nebraska Regional/William B. Heilig Field	Primary	26	105,000	Acquire Snow Removal Equipment
Scottsbluff	Western Nebraska Regional/William B. Heilig Field	Primary	28	895,000	Install Apron Lighting, Rehabilitate Parking Lot
Sidney	Sidney Municipal/Lloyd W. Carr Field	General Aviation	3	802,722	Expand Apron, Rehabilitate Runway
Tecumseh	Tecumseh Municipal	General Aviation	6	1,558,450	Construct Taxiway, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway

Theford	Thomas County	General Aviation	4	665,999	Construct Taxiway, Extend Runway, Install Runway Lighting, Widen Runway
Valentine	Miller Field	General Aviation	5	172,000	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Wahoo	Wahoo Municipal	General Aviation	5	102,125	Acquire Snow Removal Equipment
Wayne	Wayne Municipal	General Aviation	7	22,800	Update Airport Master Plan Study
Wayne	Wayne Municipal	General Aviation	8	131,453	Rehabilitate Runway Lighting
York	York Municipal	General Aviation	8	101,000	Construct Runway Safety Area
York	York Municipal	General Aviation	9	120,650	Acquire Land For Approaches
<b>Subtotal FY 2007 Funds</b>				<b>14,445,071</b>	
<b>Nevada</b>					
Alamo	Alamo Landing Field	General Aviation	2	61,750	Conduct Environmental Study
Battle Mountain	Battle Mountain	General Aviation	17	240,000	Install Perimeter Fencing, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Beatty	Beatty	General Aviation	8	55,100	Expand Apron, Install Miscellaneous NAVAIDS
Boulder City	Boulder City Municipal	Commercial Service	11	1,754,693	Conduct Miscellaneous Study, Construct Apron, Improve Runway Safety Area
Carson City	Carson	Reliever	14	5,000,000	Acquire Land For Approaches
Elko	Elko Regional	Primary	32	3,914,000	Construct Taxiway
Ely	Ely /Yelland Field/	Commercial Service	12	1,257,325	Rehabilitate Apron
Fallon	Fallon Municipal	General Aviation	8	304,000	Install Runway Lighting, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Jackpot	Jackpot/Hayden Field	General Aviation	5	300,000	Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Las Vegas	McCarran International	Primary	63	2,124,233	Conduct Environmental Study
Las Vegas	McCarran International	Primary	62	17,618,533	Rehabilitate Apron, Rehabilitate Runway
Las Vegas	North Las Vegas	Primary	23	4,338,365	Improve Airport Drainage
Las Vegas	Henderson Executive	Reliever	20	1,878,150	Construct Taxiway
Minden	Minden-Tahoe	General Aviation	18	950,000	Rehabilitate Apron, Remove Obstructions, Security Enhancements
Owyhee	Owyhee	General Aviation	3	456,000	Construct Apron, Construct Runway, Construct Taxiway, Install Miscellaneous NAVAIDS, Install Runway Lighting, Install Taxiway Lighting
Pahrump	Pahrump (New)	System Plan	3	475,000	Conduct Environmental Study
Panaca	Lincoln County	General Aviation	6	1,512,705	Construct Access Road, Construct Taxiway, Expand Apron, Rehabilitate Runway
Reno	Reno/Tahoe International	Primary	74	2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL



Reno	Reno/Tahoe International	Primary	76	2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Reno	Reno/Tahoe International	Primary	75	10,530,401	Construct Aircraft Rescue & Fire Fighting Building, Construct Taxiway, Improve Runway Safety Area, Rehabilitate Apron, Remove Obstructions, Security Enhancements
Reno	Reno/Stead	Reliever	25	520,313	Construct Access Road, Improve Runway Safety Area, Install Perimeter Fencing, Rehabilitate Taxiway
Tonopah	Tonopah	General Aviation	9	127,300	Rehabilitate Taxiway
Winnemucca	Winnemucca Municipal	General Aviation	12	50,000	Conduct Environmental Study
Yerington	Yerington Municipal	General Aviation	9	270,000	Construct Heliport/Helipad, Expand Apron, Install Miscellaneous NAV AIDS, Install Weather Reporting Equipment

**Subtotal FY 2007 Funds 57,737,868**

<b>New Hampshire</b>					
Concord	Concord Municipal	General Aviation	20	268,738	Install Perimeter Fencing, Remove Obstructions
Concord	Concord Municipal	General Aviation	21	649,895	Acquire Easement For Approaches
Concord	State of New Hampshire	System Plan	3	114,950	Update State System Plan Study
Concord	State of New Hampshire	System Plan	2	149,340	Conduct aeronautical survey for WAAS approach
Concord	Various Locations in New Hampshire	System Plan	4	111,150	Strengthen Runway
Keene	Dillant-Hopkins	General Aviation	22	328,000	Rehabilitate Apron
Laconia	Laconia Municipal	General Aviation	18	2,076,035	Construct Apron, Light Obstructions
Lebanon	Lebanon Municipal	Primary	34	153,615	Update Airport Master Plan Study
Lebanon	Lebanon Municipal	Primary	32	332,500	Update Airport Master Plan Study
Manchester	Manchester	Primary	66	2,500,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Manchester	Manchester	Primary	65	3,309,408	Rehabilitate Runway
Manchester	Manchester	Primary	67	3,417,685	Extend Runway Safety Area
Manchester	Manchester	Primary	68	16,107,046	Extend Runway Safety Area
Nashua	Boire Field	Reliever	28	380,000	Conduct Environmental Study
Portsmouth	Portsmouth International at Pease	Commercial Service	36	142,500	Update Airport Master Plan Study
Portsmouth	Portsmouth International at Pease	Commercial Service	35	443,555	Noise Mitigation Measures for Residences within 65 - 69 DNL
Portsmouth	Portsmouth International at Pease	Commercial Service	34	738,150	Acquire Land For Approaches
Portsmouth	Portsmouth International at Pease	Commercial Service	37	2,850,000	Acquire Snow Removal Equipment, Construct Apron, Improve Terminal Building
Rochester	Skyhaven	General Aviation	21	730,903	Extend Taxiway

Rochester	Skyhaven	General Aviation	22	967,399	Extend Taxiway
Whitefield	Mount Washington Regional	General Aviation	16	119,276	Conduct Miscellaneous Study
Whitefield	Mount Washington Regional	General Aviation	17	593,165	Construct Taxiway
<b>Subtotal FY 2007 Funds</b>				<b>36,483,310</b>	
<b>New Jersey</b>					
Atlantic City	Atlantic City International	Primary	72	23,180	Acquire Equipment
Atlantic City	Atlantic City International	Primary	66	142,500	Environmental Mitigation
Atlantic City	Atlantic City International	Primary	68	154,751	Acquire Equipment
Atlantic City	Atlantic City International	Primary	67	579,500	Expand Terminal Building
Atlantic City	Atlantic City International	Primary	69	625,430	Install Perimeter Fencing
Atlantic City	Atlantic City International	Primary	71	6,434,210	Expand Apron
Caldwell	Essex County	Reliever	26	49,400	Improve Access Road
Caldwell	Essex County	Reliever	27	84,000	Remove Obstructions
Caldwell	Essex County	Reliever	25	249,000	Rehabilitate Apron
Hammonton	Hammonton Municipal	General Aviation	13	55,281	Remove Obstructions
Hammonton	Hammonton Municipal	General Aviation	12	604,656	Construct Apron
Lakewood	Lakewood	General Aviation	8	296,657	Install Perimeter Fencing
Linden	Linden	Reliever	11	666,900	Construct Snow Removal Equipment Building
Manville	Central Jersey Regional	Reliever	7	50,160	Install Weather Reporting Equipment
Manville	Central Jersey Regional	Reliever	8	623,200	Construct Taxiway
Millville	Millville Municipal	General Aviation	27	80,000	Remove Obstructions
Millville	Millville Municipal	General Aviation	26	1,240,000	Rehabilitate Runway
Morristown	Morristown Municipal	Reliever	35	122,075	Improve Airport Drainage
Morristown	Morristown Municipal	Reliever	36	215,650	Update Airport Master Plan Study
Morristown	Morristown Municipal	Reliever	37	5,386,500	Rehabilitate Taxiway
Mount Holly	South Jersey Regional	Reliever	6	116,057	Acquire Snow Removal Equipment
Newark	Newark Liberty International	Primary	115	3,419,141	Improve Access Road
Newark	Newark Liberty International	Primary	114	5,000,000	Expand Terminal Building
Newark	Newark Liberty International	Primary	113	9,803,961	Noise Mitigation Measures for Public Buildings
Ocean City	Ocean City Municipal	General Aviation	11	439,024	Construct Snow Removal Equipment Building
Sussex	Sussex	Reliever	8	93,953	Expand Apron, Rehabilitate Apron
Teterboro	Teterboro	Reliever	36	2,899,745	Noise Mitigation Measures for Public Buildings

Teterboro	Teterboro	Reliever	37	17,323,486	Improve Runway Safety Area
Toms River	Robert J. Miller Air Park	General Aviation	17	325,000	Construct Runway
Toms River	Robert J. Miller Air Park	General Aviation	16	710,000	Rehabilitate Apron
Trenton	Trenton Mercer	Commercial Service	34	3,640,655	Rehabilitate Taxiway
West Milford	Greenwood Lake	General Aviation	3	116,057	Acquire Snow Removal Equipment
Wildwood	Cape May County	General Aviation	23	71,250	Improve Airport Drainage
Wildwood	Cape May County	General Aviation	24	80,000	Remove Obstructions
Woodbine	Woodbine Municipal	General Aviation	15	55,281	Remove Obstructions
Woodbine	Woodbine Municipal	General Aviation	14	648,587	Rehabilitate Runway
<b>Subtotal FY 2007 Funds</b>				<b>62,425,247</b>	
<b>New Mexico</b>					
Alamogordo	Alamogordo-White Sands Regional	General Aviation	14	461,040	Acquire Aircraft Rescue & Fire Fighting Vehicle, Install Guidance Signs
Albuquerque	Albuquerque International Sunport	Primary	32	5,486,917	Rehabilitate Taxiway
Albuquerque	Proposed Sandoval County Airport	System Plan	1	87,000	Conduct Miscellaneous Study
Angel Fire	Angel Fire	General Aviation	14	253,583	Acquire Land for Development, Install Weather Reporting Equipment, Rehabilitate Apron, Rehabilitate Runway
Artesia	Artesia Municipal	General Aviation	9	70,947	Conduct Miscellaneous Study, Rehabilitate Access Road
Belen	Alexander Municipal	General Aviation	8	124,343	Rehabilitate Runway
Carlsbad	Cavern City Air Terminal	Commercial Service	17	1,464,074	Rehabilitate Runway
Clayton	Clayton Municipal Airpark	General Aviation	11	938,015	Rehabilitate Taxiway
Clovis	Clovis Municipal	General Aviation	20	266,583	Conduct aeronautical survey for WAAS approach, Extend Runway
Deming	Deming Municipal	General Aviation	11	2,075,647	Extend Runway
Farmington	Four Corners Regional	Primary	28	2,897,980	Conduct aeronautical survey for WAAS approach, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Gallup	Gallup Municipal	General Aviation	20	2,155,545	Construct Runway Safety Area, Rehabilitate Taxiway
Grants	Grants-Milan Municipal	General Aviation	10	52,250	Update Airport Master Plan Study
Hatch	Hatch Municipal	General Aviation	3	300,000	Construct Taxiway
Hobbs	Lea County Regional	General Aviation	16	1,128,908	Improve Terminal Building
Las Cruces	Las Cruces International	General Aviation	19	37,762	Construct Taxiway

Lordsburg	Lordsburg Municipal	General Aviation	7	775,355	Construct Taxiway
Los Alamos	Los Alamos	General Aviation	3	149,764	Conduct Miscellaneous Study, Rehabilitate Runway Lighting
Moriarty	Moriarty	General Aviation	6	327,465	Construct Runway
Questa	Questa Municipal Nr 2	General Aviation	5	34,965	Construct Taxiway, Install Runway Vertical/Visual Guidance System
Raton	Raton Municipal/Crews Field	General Aviation	12	189,679	Extend Runway
Roswell	Roswell International Air Center	Commercial Service	18	856,830	Acquire Equipment, Improve Terminal Building, Install Airfield Guidance Signs
Ruidoso	Sierra Blanca Regional	General Aviation	17	156,592	Rehabilitate Runway, Rehabilitate Runway Lighting
Santa Fe	Santa Fe Municipal	Primary	28	1,736,142	Construct Aircraft Rescue & Fire Fighting Building, Construct Taxiway, Rehabilitate Apron, Rehabilitate Runway
Santa Fe	State of New Mexico	System Plan	5	109,920	Conduct State System Plan Study
Santa Rosa	Santa Rosa Route 66	General Aviation	8	317,746	Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Santa Teresa	Dona Ana County at Santa Teresa	General Aviation	17	290,230	Acquire Equipment, Install Perimeter Fencing
Silver City	Grant County	General Aviation	7	67,419	Install Perimeter Fencing
Socorro	Socorro Municipal	General Aviation	7	280,468	Acquire Equipment, Install Weather Reporting Equipment
Taos	Taos Regional	General Aviation	18	150,000	Acquire Land For Approaches
Taos	Taos Regional	General Aviation	17	613,268	Conduct Environmental Study
Truth or Consequences	Truth Or Consequences Municipal	General Aviation	10	921,196	Construct Apron, Rehabilitate Apron, Rehabilitate Taxiway
<b>Subtotal FY 2007 Funds</b>				<b>24,777,633</b>	
<b>New York</b>					
Akron	Akron	Reliever	13	47,159	Acquire Land for Development, Construct Apron
Albany	Albany International	Primary	93	1,818,623	Install Runway Lighting
Albany	Albany International	Primary	91	2,286,647	Improve Terminal Building
Albany	Albany International	Primary	92	4,655,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Albany	State of New York	System Plan	7	300,000	Conduct State System Plan Study
Bayport	Bayport Aerodrome	General Aviation	10	124,197	Remove Obstructions
Bayport	Bayport Aerodrome	General Aviation	9	174,286	Rehabilitate Runway
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	50	148,569	Security Enhancements
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	49	265,904	Acquire Snow Removal Equipment

Binghamton	Greater Binghamton/Edwin A Link Field	Primary	47	272,080	Rehabilitate Taxiway
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	48	445,923	Remove Obstructions
Buffalo	Buffalo Niagara International	Primary	64	330,991	Expand Service Road
Buffalo	Buffalo Niagara International	Primary	63	6,243,514	Noise Mitigation Measures for Public Buildings, Noise Mitigation Measures for Residences within 70 - 74 DNL
Buffalo	Buffalo Airfield	Reliever	18	48,523	Acquire Easement For Approaches, Acquire Land for Development
Buffalo	Buffalo Airfield	Reliever	17	133,097	Acquire Land for Development, Rehabilitate Runway, Rehabilitate Taxiway Lighting
Canandaigua	Canandaigua	Reliever	22	46,550	Conduct Environmental Study
Corning	Corning-Painted Post	General Aviation	9	1,161,984	Construct Taxiway
Dansville	Dansville Municipal	General Aviation	17	87,000	Remove Obstructions
Dansville	Dansville Municipal	General Aviation	16	97,850	Acquire Land For Approaches
Dunkirk	Chautauqua County/Dunkirk	General Aviation	36	23,750	Conduct Miscellaneous Study
Dunkirk	Chautauqua County/Dunkirk	General Aviation	35	87,305	Conduct aeronautical survey for WAAS approach
Dunkirk	Chautauqua County/Dunkirk	General Aviation	37	194,845	Rehabilitate Runway
East Moriches	Spadaro	Reliever	8	25,447	Install Perimeter Fencing
Ellenville	Joseph Y Resnick	General Aviation	22	963,119	Construct Taxiway
Elmira/Corning	Elmira/Corning Regional	Primary	46	530,183	Conduct Environmental Study, Expand Apron, Rehabilitate Apron
Elmira/Corning	Elmira/Corning Regional	Primary	47	4,996,922	Rehabilitate Runway
Endicott	Tri-Cities	General Aviation	13	150,000	Remove Obstructions
Fishers Island	Elizabeth Field	General Aviation	14	1,042,000	Rehabilitate Runway Lighting
Fulton	Oswego County	General Aviation	29	95,000	Remove Obstructions
Fulton	Oswego County	General Aviation	28	172,900	Improve Runway Safety Area
Glens Falls	Floyd Bennett Memorial	General Aviation	36	1,410,000	Rehabilitate Runway
Hamilton	Hamilton Municipal	General Aviation	13	91,200	Conduct aeronautical survey for WAAS approach
Hamilton	Hamilton Municipal	General Aviation	14	2,377,466	Rehabilitate Runway
Islip	Long Island MacArthur	Primary	73	46,550	Construct Deicing Containment Facility
Islip	Long Island MacArthur	Primary	71	3,677,932	Install Runway Lighting
Ithaca	Ithaca Tompkins Regional	Primary	47	1,548,544	Improve Runway Safety Area, Rehabilitate Access Road, Remove Obstructions, Security Enhancements

Johnstown	Fulton County	General Aviation	15	76,000	Construct Building, Install Miscellaneous NAVAIDS
Kingston	Kingston-Ulster	Reliever	15	53,395	Update Airport Master Plan Study
Lake Placid	Lake Placid	General Aviation	28	115,841	Improve Terminal Building
Lancaster	Buffalo-Lancaster	Reliever	16	241,056	Acquire Land for Development, Extend Runway
Lancaster	Buffalo-Lancaster	Reliever	15	1,053,024	Acquire Land for Development, Construct Taxiway
Le Roy	Le Roy	Reliever	17	275,646	Acquire Land for Development, Extend Runway
Massena	Massena International-Richards Field	Commercial Service	40	91,000	Update Airport Master Plan Study
Massena	Massena International-Richards Field	Commercial Service	34	150,000	Construct Terminal Building
Massena	Massena International-Richards Field	Commercial Service	41	901,000	Remove Obstructions
Massena	Massena International-Richards Field	Commercial Service	39	1,268,000	Install Miscellaneous NAVAIDS, Rehabilitate Taxiway
Millbrook	Sky Acres	Reliever	16	599,306	Construct Apron, Construct Taxiway
Montauk	Montauk	Reliever	10	34,407	Install Weather Reporting Equipment
Montauk	Montauk	Reliever	11	41,231	Install Runway Vertical/Visual Guidance System
Montauk	Montauk	Reliever	12	58,215	Install Perimeter Fencing
Monticello	Sullivan County International	General Aviation	22	155,515	Update Airport Master Plan Study
New York	John F Kennedy International	Primary	152	699,300	Rehabilitate Taxiway
New York	John F Kennedy International	Primary	153	5,220,294	Rehabilitate Runway
New York	John F Kennedy International	Primary	151	5,801,369	Improve Runway Safety Area
New York	John F Kennedy International	Primary	150	13,733,232	Noise Mitigation Measures for Public Buildings
New York	La Guardia	Primary	124	1,793,597	Security Enhancements
New York	La Guardia	Primary	121	2,069,519	Noise Mitigation Measures for Public Buildings
New York	La Guardia	Primary	122	2,099,086	Noise Mitigation Measures for Public Buildings
New York	La Guardia	Primary	120	3,975,290	Noise Mitigation Measures for Public Buildings
New York	La Guardia	Primary	123	4,174,200	Rehabilitate Taxiway
Newburgh	Stewart International	Primary	55	33,587	Remove Obstructions
Newburgh	Stewart International	Primary	60	70,000	Install Miscellaneous NAVAIDS
Newburgh	Stewart International	Primary	59	175,000	Acquire Snow Removal Equipment
Newburgh	Stewart International	Primary	56	215,000	Conduct Environmental Study
Newburgh	Stewart International	Primary	54	922,600	Rehabilitate Runway Lighting
Newburgh	Stewart International	Primary	58	1,053,500	VALE Infrastructure
Newburgh	Stewart International	Primary	53	1,487,819	Rehabilitate Taxiway
Niagara Falls	Niagara Falls International	Reliever	27	665,000	Construct Access Road, Construct Apron
North Babylon	Republic	Reliever	33	190,000	Improve Runway Safety Area
North Babylon	Republic	Reliever	32	7,600,000	Construct Taxiway
Norwich	Lt Warren Eaton	General Aviation	23	560,000	Extend Runway
Ogdensburg	Ogdensburg International	General Aviation	30	223,250	Remove Obstructions

Ogdensburg	Ogdensburg International	General Aviation	29	359,100	Install Airport Beacons
Olean	Cattaraugus County-Olean	General Aviation	11	968,000	Rehabilitate Apron
Oneonta	Oneonta Municipal	General Aviation	12	114,950	Remove Obstructions
Penn Yan	Penn Yan	General Aviation	22	338,271	Construct Taxiway
Perry	Perry-Warsaw	General Aviation	21	737,200	Construct Taxiway
Piseco	Piseco	General Aviation	16	73,150	Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment, Remove Obstructions
Plattsburgh	Plattsburgh International	General Aviation	18	36,575	Conduct Miscellaneous Study
Plattsburgh	Plattsburgh International	General Aviation	17	900,600	Acquire Aircraft Rescue & Fire Fighting Vehicle
Potsdam	Potsdam Municipal/Damon Field/	General Aviation	21	619,400	Construct Apron
Poughkeepsie	Dutchess County	General Aviation	27	32,000	Improve Airport Drainage
Poughkeepsie	Dutchess County	General Aviation	28	269,800	Remove Obstructions
Rochester	Greater Rochester International	Primary	58	192,216	Update Miscellaneous Study
Rochester	Greater Rochester International	Primary	60	533,303	Rehabilitate Taxiway
Rochester	Greater Rochester International	Primary	57	2,543,326	Rehabilitate Apron
Rochester	Greater Rochester International	Primary	59	3,543,130	Rehabilitate Runway
Rome	Griffiss Airfield	General Aviation	14	85,500	Remove Obstructions
Rome	Griffiss Airfield	General Aviation	15	1,130,500	Construct Access Road, Construct Terminal Building, Install Instrument Approach Aid, Rehabilitate Taxiway Lighting
Rome	Griffiss Airfield	General Aviation	16	1,938,000	Improve Building, Improve Snow Removal Equipment Building, Rehabilitate Apron
Saranac Lake	Adirondack Regional	Commercial Service	41	137,139	Improve Airport Drainage
Saranac Lake	Adirondack Regional	Commercial Service	42	457,294	Rehabilitate Apron
Schenectady	Schenectady County	Reliever	38	54,172	Conduct Environmental Study
Schenectady	Schenectady County	Reliever	39	86,132	Improve Airport Drainage
Shirley	Brookhaven	Reliever	23	606,550	Remove Obstructions
Sodus	Williamson-Sodus	Reliever	19	83,030	Conduct aeronautical survey for WAAS approach
Syracuse	Syracuse Hancock International	Primary	95	47,500	Conduct Noise Compatibility Plan Study
Syracuse	Syracuse Hancock International	Primary	96	71,250	Remove Obstructions
Watertown	Watertown International	Commercial Service	25	145,635	Conduct Miscellaneous Study, Construct Taxiway

Watertown	Watertown International	Commercial Service	26	2,204,525	Install Airport Beacons, Rehabilitate Runway
Wellsville	Wellsville Municipal Airport, Tarantine Field	General Aviation	19	77,900	Rehabilitate Apron, Remove Obstructions
Westhampton Beach	Francis S Gabreski	General Aviation	14	154,061	Rehabilitate Runway
White Plains	Westchester County	Primary	82	190,000	Rehabilitate Access Road
White Plains	Westchester County	Primary	83	192,739	Security Enhancements
White Plains	Westchester County	Primary	79	446,035	Acquire Snow Removal Equipment
White Plains	Westchester County	Primary	80	581,613	Acquire Aircraft Deicing Equipment
White Plains	Westchester County	Primary	78	3,106,006	Rehabilitate Taxiway
<b>Subtotal FY 2007 Funds</b>				<b>117,052,941</b>	
<b>North Carolina</b>					
Asheville	Asheville Regional	Primary	32	4,586,889	Improve Access Road, Improve Terminal Building
Charlotte	Charlotte/Douglas International	Primary	56	11,132,191	Construct Runway
Fayetteville	Fayetteville Regional/Grannis Field	Primary	32	673,474	Construct Snow Removal Equipment Building, Improve Aircraft Rescue & Fire Fighting Building, Rehabilitate Emergency Generator, Rehabilitate Runway
Greensboro	Piedmont Triad International	Primary	53	950,000	Conduct Airport Master Plan Study
Greensboro	Piedmont Triad International	Primary	52	1,178,000	Improve Runway Safety Area
Greensboro	Piedmont Triad International	Primary	51	11,731,304	Construct Runway
Hickory	Hickory Regional	Primary	22	55,867	Rehabilitate Taxiway
Jacksonville	Albert J Ellis	Primary	27	4,311,432	Improve Utilities, Rehabilitate Runway
Kinston	Kinston Regional Jetport at Stallings Field	Primary	24	1,000,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Improve Terminal Building, Rehabilitate Access Road, Rehabilitate Parking Lot
New Bern	Craven County Regional	Primary	27	1,956,037	Acquire Equipment, Acquire Land for Development, Acquire Snow Removal Equipment, Improve Runway Safety Area, Install Airport Beacons, Remove Obstructions, Security Enhancements
Pinehurst/Southern Pines	Moore County	General Aviation	23	3,479,500	Construct Runway Safety Area
Raleigh	North Carolina State Block Grant Program	System Plan	32	26,897,249	Non primary development projects in state block grant program
Wilmington	Wilmington International	Primary	38	4,995,504	Conduct Miscellaneous Study, Construct Service Road, Improve Airport Drainage, Rehabilitate Apron, Rehabilitate Taxiway
<b>Subtotal FY 2007 Funds</b>				<b>72,947,447</b>	
<b>North Dakota</b>					
Beach	Beach	General Aviation	6	137,145	Acquire Snow Removal Equipment, Install Miscellaneous NAVAIDS, Update Airport Master Plan Study



Bismarck	Bismarck Municipal	Primary	37	1,403,236	Construct Service Road, Improve Airport Drainage, Improve Terminal Building, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Bismarck	Various Locations in North Dakota	System Plan	3	1,396,641	Install Weather Reporting Equipment
Bottineau	Bottineau Municipal	General Aviation	8	97,588	Construct Taxiway, Improve Snow Removal Equipment Building
Cando	Cando Municipal	General Aviation	8	297,906	Construct Building, Rehabilitate Runway
Casselton	Casselton Robert Miller Regional	General Aviation	14	98,663	Improve Access Road, Improve Terminal Building, Rehabilitate Apron, Rehabilitate Runway Lighting
Cooperstown	Cooperstown Municipal	General Aviation	6	43,000	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting, Update Airport Master Plan Study
Crosby	Crosby Municipal	General Aviation	6	255,220	Conduct Airport Master Plan Study, Construct Terminal Building, Rehabilitate Runway
Devils Lake	Devils Lake Regional	Commercial Service	24	1,666,511	Acquire Snow Removal Equipment, Extend Runway, Update Airport Master Plan Study
Dickinson	Dickinson - Theodore Roosevelt Regional	Commercial Service	20	539,106	Acquire Snow Removal Equipment, Construct Terminal Building, Improve Runway Safety Area
Edgeley	Edgeley Municipal	General Aviation	6	509,428	Construct Runway, Rehabilitate Runway, Update Airport Master Plan Study
Ellendale	Ellendale Municipal	General Aviation	4	396,332	Construct Building, Rehabilitate Runway, Remove Obstructions
Fargo	Hector International	Primary	32	2,702,601	Expand Terminal Building
Fargo	Hector International	Primary	33	2,900,000	Expand Terminal Building
Fort Yates	Standing Rock	General Aviation	3	123,135	Rehabilitate Runway
Glen Ullin	Glen Ullin Regional	General Aviation	7	202,350	Improve Access Road, Rehabilitate Runway
Grafton	Hutson Field	General Aviation	6	66,972	Improve Runway Safety Area, Rehabilitate Runway
Grand Forks	Grand Forks International	Primary	31	2,487,247	Environmental Mitigation
Gwinner	Gwinner-Roger Melroe Field	General Aviation	6	182,400	Acquire Land For Approaches
Hazen	Mercer County Regional	General Aviation	6	319,788	Construct Building, Rehabilitate Runway
Jamestown	Jamestown Regional	General Aviation	26	995,600	Extend Taxiway, Rehabilitate Runway, Update Airport Master Plan Study
Kenmare	Kenmare Municipal	General Aviation	7	211,346	Construct Taxiway, Rehabilitate Runway
Kindred	Hamry Field	General Aviation	8	190,546	Construct Access Road, Construct Taxiway, Rehabilitate Runway
Langdon	Robertson Field	General Aviation	5	59,418	Rehabilitate Runway, Update Airport Master Plan Study
Linton	Linton Municipal	General Aviation	7	108,462	Construct Fuel Farm, Rehabilitate Runway

Lisbon	Lisbon Municipal	General Aviation	4	140,000	Expand Apron, Improve Access Road, Install Airfield Guidance Signs, Update Airport Master Plan Study
Mandan	Mandan Municipal	General Aviation	11	522,500	Rehabilitate Taxiway
Minot	Minot International	Primary	35	908,100	Acquire Snow Removal Equipment, Rehabilitate Runway, Update Airport Master Plan Study
Minot	Minot International	Primary	34	1,535,710	Rehabilitate Apron
Mott	Mott Municipal	General Aviation	5	43,162	Acquire Land For Approaches, Remove Obstructions
Northwood	Northwood Municipal- Vince Field	General Aviation	8	111,169	Acquire Snow Removal Equipment, Rehabilitate Runway
Park River	Park River - W C Skjerven Field	General Aviation	5	50,374	Rehabilitate Runway
Parshall	Parshall-Hankins	General Aviation	5	222,528	Construct Fuel Farm, Expand Apron, Improve Access Road, Install Perimeter Fencing, Rehabilitate Runway
Rolla	Rolla Municipal	General Aviation	6	180,365	Construct Snow Removal Equipment Building, Rehabilitate Runway
Stanley	Stanley Municipal	General Aviation	6	124,113	Construct Building, Rehabilitate Runway
Tioga	Tioga Municipal	General Aviation	4	1,748,000	Extend Runway, Rehabilitate Runway, Rehabilitate Taxiway
Valley City	Barnes County Municipal	General Aviation	8	434,676	Construct Building, Rehabilitate Runway
Walhalla	Walhalla Municipal	General Aviation	4	285,937	Construct Building, Rehabilitate Runway
Watford City	Watford City Municipal	General Aviation	8	25,000	Rehabilitate Runway, Update Airport Master Plan Study
Williston	Sloulin Field International	Commercial Service	26	540,089	Conduct Environmental Study, Rehabilitate Apron
<b>Subtotal FY 2007 Funds</b>				<b>24,262,364</b>	
<b>Northern Mariana Islands</b>					
Tinian (Municipality)	Tinian International	Primary	20	1,684,647	Strengthen Taxiway
<b>Subtotal FY 2007 Funds</b>				<b>1,684,647</b>	
<b>Ohio</b>					
Akron	Akron Fulton International	General Aviation	14	104,500	Install Runway Vertical/Visual Guidance System, Rehabilitate Taxiway
Akron	Akron-Canton Regional	Primary	45	3,655,002	Improve Terminal Building
Akron	Akron-Canton Regional	Primary	46	5,398,223	Extend Runway
Ashtabula	Ashtabula County	General Aviation	8	583,998	Environmental Mitigation, Rehabilitate Runway
Athens/Albany	Ohio University Snyder Field	General Aviation	12	200,000	Conduct aeronautical survey for WAAS approach, Improve Runway Safety Area
Barnesville	Barnesville-Bradfield	General Aviation	6	258,495	Construct Snow Removal Equipment Building, Improve Utilities

Bowling Green	Wood County	General Aviation	17	132,055	Construct Building, Construct Terminal Building, Install Airport Beacons, Rehabilitate Runway, Rehabilitate Taxiway
Bucyrus	Port Bucyrus-Crawford County	General Aviation	4	141,227	Install Instrument Approach Aid, Install Miscellaneous NAVAIDS, Install Taxiway Lighting
Cadiz	Harrison County	General Aviation	6	150,000	Rehabilitate Runway
Cambridge	Cambridge Municipal	General Aviation	6	630,225	Improve Runway Safety Area
Celina	Lakefield	General Aviation	10	701,438	Acquire Miscellaneous Land, Extend Runway
Chillicothe	Ross County	General Aviation	10	658,200	Acquire Land for Development
Circleville	Pickaway County Memorial	General Aviation	8	141,049	Modify Terminal Building
Cleveland	Cleveland-Hopkins International	Primary	82	3,300,000	Install Noise Monitoring System, Noise Mitigation Measures for Residences within 65 - 69 DNL, Noise Mitigation Measures for Residences within 70 - 74 DNL
Cleveland	Cleveland-Hopkins International	Primary	81	19,745,429	Construct Runway, Extend Runway
Cleveland	Burke Lakefront	Reliever	6	442,498	Rehabilitate Apron, Rehabilitate Taxiway
Columbus	Port Columbus International	Primary	65	1,320,605	Expand Apron, Rehabilitate Taxiway, Security Enhancements
Columbus	Port Columbus International	Primary	64	8,000,000	Construct Apron, Construct Taxiway, Extend Taxiway
Columbus	Rickenbacker International	Primary	35	4,607,344	Construct Building, Update Airport Master Plan Study
Columbus	Bolton Field	Reliever	17	139,266	Rehabilitate Taxiway
Columbus	Bolton Field	Reliever	18	237,500	Install Perimeter Fencing
Columbus	Ohio State University	Reliever	22	506,989	Conduct Noise Compatibility Plan Study
Columbus	Ohio State University	Reliever	23	1,300,000	Improve Runway Safety Area, Rehabilitate Apron, Rehabilitate Runway
Columbus	State of Ohio	System Plan	4	120,000	Update State System Plan Study
Coshocton	Richard Downing	General Aviation	13	150,000	Construct Building
Dayton	James M Cox Dayton International	Primary	58	750,000	Acquire Land for Noise Compatibility within 70 - 74 DNL
Dayton	James M Cox Dayton International	Primary	63	1,106,408	Improve Runway Safety Area
Dayton	James M Cox Dayton International	Primary	62	1,676,500	Construct Service Road
Dayton	James M Cox Dayton International	Primary	59	2,000,000	Acquire Safety Equipment and/or Fencing
Dayton	James M Cox Dayton International	Primary	61	2,183,750	Conduct Airport Master Plan Study, Rehabilitate Apron, Rehabilitate Taxiway, Remove Obstructions
Dayton	James M Cox Dayton International	Primary	60	3,300,000	Construct Access Road

Dayton	Dayton-Wright Brothers	Reliever	8	300,000	Improve Runway Safety Area, Install Perimeter Fencing, Update Airport Master Plan Study
Defiance	Defiance Memorial	General Aviation	6	32,775	Construct Taxiway
East Liverpool	Columbiana County	General Aviation	9	192,560	Rehabilitate Taxiway
Findlay	Findlay	General Aviation	17	1,150,000	Construct Taxiway, Expand Apron
Fostoria	Fostoria Metropolitan	General Aviation	7	274,217	Acquire Snow Removal Equipment, Repair Fuel Farm
Fremont	Sandusky County Regional	General Aviation	15	307,605	Expand Apron
Gallipolis	Gallia-Meigs Regional	General Aviation	6	162,823	Install Weather Reporting Equipment
Georgetown	Brown County	General Aviation	5	570,900	Construct Snow Removal Equipment Building, Rehabilitate Runway, Remove Obstructions
Harrison	Cincinnati West	General Aviation	6	100,000	Conduct Environmental Study
Jackson	James A Rhodes	General Aviation	6	99,638	Extend Runway, Rehabilitate Runway
Kelleys Island	Kelleys Island Land Field	General Aviation	6	262,228	Acquire Land For Approaches, Acquire Miscellaneous Land
Kenton	Hardin County	General Aviation	5	278,533	Install Runway Lighting, Rehabilitate Runway, Remove Obstructions
Lancaster	Fairfield County	General Aviation	15	66,700	Construct Access Road, Modify Access Road, Rehabilitate Apron, Rehabilitate Taxiway
Lebanon	Lebanon-Warren County	General Aviation	6	426,974	Acquire Easement For Approaches, Acquire Miscellaneous Land
London	Madison County	General Aviation	11	124,158	Install Perimeter Fencing
Lorain	Lorain County Regional	Reliever	18	249,136	Construct Taxiway, Improve Airport Miscellaneous Improvements
Mansfield	Mansfield Lahm Regional	General Aviation	22	475,716	Rehabilitate Runway
Marysville	Union County	General Aviation	15	144,728	Construct Building, Construct Taxiway
McArthur	Vinton County	General Aviation	5	150,000	Extend Runway Safety Area, Remove Obstructions
Medina	Medina Municipal	Reliever	9	121,800	Acquire Land For Approaches, Construct Terminal Building, Rehabilitate Runway
Middle Bass	Middle Bass Island	General Aviation	14	260,000	Acquire Easement For Approaches, Environmental Mitigation, Improve Airport Drainage, Install Perimeter Fencing
Middletown	Hook Field Municipal	General Aviation	10	380,335	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Millersburg	Holmes County	General Aviation	6	330,061	Acquire Miscellaneous Land, Conduct Environmental Study
Mount Vernon	Knox County	General Aviation	11	93,806	Acquire Snow Removal Equipment
Mount Vernon	Knox County	General Aviation	10	585,050	Acquire Land For Approaches, Extend Runway

Napoleon	Henry County	General Aviation	6	317,744	Construct Terminal Building, Rehabilitate Runway
New Philadelphia	Harry Clever Field	General Aviation	7	25,175	Rehabilitate Apron
Newark	Newark-Heath	General Aviation	19	544,517	Acquire Land For Approaches
North Bass Island	North Bass Island	General Aviation	10	40,000	Update Airport Master Plan Study
Norwalk	Norwalk-Huron County	General Aviation	7	535,804	Acquire Land For Approaches, Improve Airport Drainage, Rehabilitate Apron, Rehabilitate Taxiway, Remove Obstructions
Ottawa	Putnam County	General Aviation	5	126,900	Acquire Snow Removal Equipment, Rehabilitate Apron, Update Airport Master Plan Study
Oxford	Miami University	General Aviation	5	219,137	Construct Taxiway, Rehabilitate Runway, Update Airport Master Plan Study
Port Clinton	Carl R Keller Field	General Aviation	23	1,150,000	Acquire Snow Removal Equipment, Rehabilitate Runway
Portsmouth	Greater Portsmouth Regional	General Aviation	10	182,126	Install Perimeter Fencing, Rehabilitate Access Road, Strengthen Taxiway
Put-in-Bay	Put-in-Bay	General Aviation	13	465,856	Construct Heliport/Helipad, Construct Utilities
Ravenna	Portage County	General Aviation	20	111,402	Acquire Land for Development
Ravenna	Portage County	General Aviation	19	279,000	Acquire Land for Development, Install Weather Reporting Equipment
Sidney	Sidney Municipal	General Aviation	10	149,625	Acquire Miscellaneous Land, Improve Runway Safety Area, Rehabilitate Apron
Springfield	Springfield-Beckley Municipal	General Aviation	17	150,000	Acquire Land For Approaches, Acquire Safety Equipment and/or Fencing, Rehabilitate Runway
Steubenville	Jefferson County Airpark	General Aviation	13	600,000	Construct Terminal Building
Stow	Kent State University	General Aviation	11	21,000	Update Airport Master Plan Study
Tiffin	Seneca County	General Aviation	5	450,000	Acquire Land For Approaches
Toledo	Toledo Express	Primary	62	100,000	Safety Management System (SMS) Program
Toledo	Toledo Express	Primary	63	229,462	Update Airport Master Plan Study
Toledo	Toledo Express	Primary	64	541,664	Acquire Land for Development, Conduct Miscellaneous Study, Construct Deicing Containment Facility, Rehabilitate Access Road, Rehabilitate Apron
Urbana	Grimes Field	General Aviation	14	80,418	Remove Obstructions
Van Wert	Van Wert County	General Aviation	9	24,985	Rehabilitate Runway
Versailles	Darke County	General Aviation	4	229,296	Install Weather Reporting Equipment
Wadsworth	Wadsworth Municipal	General Aviation	9	183,059	Install Runway Lighting, Rehabilitate Runway

Wapakoneta	Neil Armstrong	General Aviation	10	150,000	Install Weather Reporting Equipment, Rehabilitate Taxiway, Update Airport Master Plan Study
Washington Court House	Fayette County	General Aviation	5	141,127	Construct Taxiway, Expand Apron, Install Miscellaneous NAVAIDS
Wauseon	Fulton County	General Aviation	6	207,446	Acquire Land for Development, Rehabilitate Taxiway
Waverly	Pike County	General Aviation	5	7,980	Install Weather Reporting Equipment
West Union	Alexander Salamon	General Aviation	6	502,300	Acquire Land For Approaches, Remove Obstructions
Woodsfield	Monroe County	General Aviation	7	44,690	Rehabilitate Runway
Xenia	Greene County-Lewis A. Jackson Regional	General Aviation	11	307,900	Remove Obstructions
Youngstown/Warren	Youngstown-Warren Regional	General Aviation	34	900,000	Acquire Safety Equipment and/or Fencing, Construct Deicing Containment Facility, Install Airfield Guidance Signs, Rehabilitate Apron, Remove Obstructions
Zanesville	Zanesville Municipal	General Aviation	9	75,050	Update Airport Master Plan Study
<b>Subtotal FY 2007 Funds</b>				<b>79,874,107</b>	
<b>Oklahoma</b>					
Ada	Ada Municipal	General Aviation	9	3,283,969	Rehabilitate Taxiway
Altus	Altus/Quartz Mountain Regional	General Aviation	6	192,783	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Alva	Alva Regional	General Aviation	5	118,750	Construct Runway
Antlers	Antlers Municipal	General Aviation	2	196,714	Improve Airport Drainage, Improve Runway Safety Area, Remove Obstructions, Update Airport Master Plan Study
Boise City	Boise City	General Aviation	3	483,080	Rehabilitate Runway
Bristow	Jones Memorial	General Aviation	3	228,000	Construct Runway
Buffalo	Buffalo Municipal	General Aviation	4	127,724	Rehabilitate Runway Lighting
Burns Flat	Clinton-Sherman	General Aviation	3	130,916	Install Perimeter Fencing
Canadian	Arrowhead	General Aviation	4	737,003	Install Miscellaneous NAVAIDS, Rehabilitate Apron, Rehabilitate Runway
Chandler	Chandler Regional	General Aviation	7	187,900	Conduct Miscellaneous Study
Cherokee	Cherokee Municipal	General Aviation	4	93,401	Rehabilitate Runway
Cheyenne	Mignon Laird Municipal	General Aviation	2	242,428	Rehabilitate Apron, Rehabilitate Runway Lighting
Chickasha	Chickasha Municipal	General Aviation	6	220,561	Rehabilitate Apron, Rehabilitate Taxiway
Claremore	Claremore Regional	General Aviation	11	386,892	Extend Taxiway
Cordell	Cordell Municipal	General Aviation	2	291,230	Rehabilitate Runway

Duncan	Halliburton Field	General Aviation	8	485,934	Construct Terminal Building
Elk City	Elk City Regional Business	General Aviation	9	216,070	Acquire Miscellaneous Land
Enid	Enid Woodring Regional	General Aviation	19	164,398	Acquire Aircraft Rescue & Fire Fighting Vehicle
Eufaula	Fountainhead Lodge Airpark	General Aviation	5	113,045	Install Airport Beacons, Install Miscellaneous NAVAIDS, Remove Obstructions
Gage	Gage	General Aviation	1	42,560	Rehabilitate Runway
Grandfield	Grandfield Municipal	General Aviation	5	25,032	Conduct Airport Master Plan Study
Guthrie	Guthrie-Edmond Regional	General Aviation	9	150,001	Install Airfield Guidance Signs, Install Perimeter Fencing, Update Miscellaneous Study
Guymon	Guymon Municipal	General Aviation	9	433,056	Construct Terminal Building
Healdton	Healdton Municipal	General Aviation	4	560,443	Construct Runway
Hinton	Hinton Municipal	General Aviation	5	438,050	Construct Taxiway, Improve Access Road, Install Perimeter Fencing
Hominy	Hominy Municipal	General Aviation	3	178,600	Acquire Land For Approaches, Improve Runway Safety Area, Install Airport Beacons, Rehabilitate Runway
Idabel	McCurtain County Regional	General Aviation	6	249,999	Improve Runway Safety Area, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Lawton	Lawton-Fort Sill Regional	Primary	23	1,456,555	Extend Taxiway, Rehabilitate Taxiway, Update Airport Master Plan Study
Lindsay	Lindsay Municipal	General Aviation	3	171,605	Install Miscellaneous NAVAIDS, Install Runway Lighting
Madill	Madill Municipal	General Aviation	3	394,741	Rehabilitate Runway
Medford	Medford Municipal	General Aviation	4	299,374	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Norman	University of Oklahoma Westheimer	Reliever	19	199,435	Rehabilitate Runway Lighting
Oklahoma City	Will Rogers World	Primary	54	1,995,000	Acquire Miscellaneous Land, Update Airport Master Plan Study
Oklahoma City	Wiley Post	Reliever	16	2,751,662	Rehabilitate Taxiway, Update Airport Master Plan Study
Oklahoma City	State of Oklahoma	System Plan	7	400,000	Update State System Plan Study
Okmulgee	Okmulgee Regional	General Aviation	12	244,400	Improve Airport Drainage, Rehabilitate Taxiway
Overbrook	Lake Murray State Park	General Aviation	4	107,755	Install Airport Beacons, Install Miscellaneous NAVAIDS, Install Runway Lighting
Pauls Valley	Pauls Valley Municipal	General Aviation	6	271,980	Expand Apron
Perry	Perry Municipal	General Aviation	6	297,920	Rehabilitate Apron, Rehabilitate Taxiway
Ponca City	Ponca City Regional	General Aviation	12	233,088	Construct Taxiway

Prague	Prague Municipal	General Aviation	2	367,650	Extend Runway
Purcell	Purcell Municipal - Steven E. Shephard Field	General Aviation	4	145,830	Remove Obstructions
Sand Springs	William R. Pogue Municipal	General Aviation	13	591,722	Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Stigler	Stigler Regional	General Aviation	4	52,820	Extend Runway
Stillwater	Stillwater Regional	General Aviation	16	199,154	Conduct Miscellaneous Study, Update Airport Master Plan Study
Sulphur	Sulphur Municipal	General Aviation	3	96,344	Update Airport Master Plan Study
Thomas	Thomas Municipal	General Aviation	5	367,194	Widen Runway
Tulsa	Tulsa International	Primary	62	1,181,357	Construct Taxiway
Tulsa	Tulsa International	Primary	61	1,815,000	Rehabilitate Runway Lighting
Tulsa	Tulsa International	Primary	60	6,930,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Tulsa	Tulsa International	Primary	59	7,065,450	Extend Taxiway
Tulsa	Richard Lloyd Jones Jr	Reliever	18	147,190	Install Perimeter Fencing
Tulsa	Richard Lloyd Jones Jr	Reliever	17	1,887,264	Improve Airport Drainage
Weatherford	Thomas P Stafford	General Aviation	6	150,000	Construct Apron
<b>Subtotal FY 2007 Funds</b>			<b>39,799,029</b>		
<b>Oregon</b>					
Ashland	Ashland Municipal-Summer Parker Field	General Aviation	7	227,939	Install Weather Reporting Equipment, Rehabilitate Parking Lot
Astoria	Astoria Regional	General Aviation	14	197,375	Conduct aeronautical survey for WAAS approach, Construct Taxiway, Update Miscellaneous Study
Aurora	Aurora State	General Aviation	12	1,959,856	Construct Taxiway, Install Miscellaneous NAVAIDS, Install Taxiway Lighting
Aurora	Aurora State	General Aviation	13	2,293,993	Construct Taxiway, Install Miscellaneous NAVAIDS, Install Taxiway Lighting
Baker City	Baker City Municipal	General Aviation	8	150,000	Rehabilitate Taxiway
Bend	Bend Municipal	General Aviation	14	4,169,965	Construct Runway
Brookings	Brookings	General Aviation	5	100,000	Construct Taxiway
Burns	Burns Municipal	General Aviation	5	80,000	Construct Apron
Cave Junction	Illinois Valley	General Aviation	2	85,000	Install Weather Reporting Equipment, Update Miscellaneous Study
Cottage Grove	Cottage Grove State	General Aviation	3	199,000	Improve Runway Safety Area, Install Apron Lighting, Install Perimeter Fencing
Eugene	Mahlon Sweet Field	Primary	39	385,920	Expand Apron, Extend Taxiway
Eugene	Mahlon Sweet Field	Primary	37	589,000	Update Airport Master Plan Study
Grants Pass	Grants Pass	General Aviation	5	1,150,000	Construct Taxiway, Install Weather Reporting Equipment



Hermiston	Hermiston Municipal	General Aviation	5	660,000	Rehabilitate Runway
Independence	Independence State	General Aviation	4	31,000	Conduct Airport Master Plan Study, Rehabilitate Taxiway
John Day	Grant County Regional/Ogilvie Field	General Aviation	3	60,000	Extend Runway
Joseph	Joseph State	General Aviation	6	125,621	Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment, Update Airport Master Plan Study
Klamath Falls	Klamath Falls	Primary	23	1,000,021	Acquire Snow Removal Equipment, Environmental Mitigation, Rehabilitate Runway
Lakeview	Lake County	General Aviation	5	413,158	Rehabilitate Apron
Lebanon	Lebanon State	General Aviation	1	175,000	Improve Runway Safety Area, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
McMinnville	McMinnville Municipal	General Aviation	9	395,761	Rehabilitate Runway
Medford	Rogue Valley International - Medford	Primary	29	2,271,906	Construct Terminal Building
Medford	Rogue Valley International - Medford	Primary	30	3,500,000	Construct Apron
Myrtle Creek	Myrtle Creek Municipal	General Aviation	6	850,000	Rehabilitate Runway
Newport	Newport Municipal	General Aviation	15	55,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
North Bend	Southwest Oregon Regional	Primary	25	2,338,691	Construct Taxiway
Ontario	Ontario Municipal	General Aviation	7	200,000	Install Perimeter Fencing
Portland	Portland International	Primary	56	1,078,368	Extend Runway
Portland	Portland-Troutdale	Reliever	12	300,000	Construct Taxiway, Install Runway Vertical/Visual Guidance System
Prineville	Prineville	General Aviation	5	150,000	Rehabilitate Terminal Building
Redmond	Roberts Field	Primary	27	520,000	Expand Terminal Building
Salem	McNary Field	General Aviation	11	249,000	Extend Taxiway, Install Apron Lighting, Install Perimeter Fencing
Salem	State of Oregon	System Plan	6	109,000	Update State System Plan Study
Tillamook	Tillamook	General Aviation	9	150,000	Construct Building, Install Perimeter Fencing, Rehabilitate Runway
<b>Subtotal FY 2007 Funds</b>				<b>26,220,574</b>	
<b>Pennsylvania</b>					
Allentown	Allentown Queen City Municipal	General Aviation	12	146,249	Install Weather Reporting Equipment, Rehabilitate Runway
Allentown	Allentown Queen City Municipal	General Aviation	13	1,234,573	Extend Taxiway
Allentown	Lehigh Valley International	Primary	71	1,000,000	Install Runway Vertical/Visual Guidance System
Allentown	Lehigh Valley International	Primary	70	2,076,283	Acquire Interactive Training System, Rehabilitate Apron, Remove Obstructions

Allentown	Lehigh Valley International	Primary	69	4,208,156	Noise Mitigation Measures for Residences within 65 - 69 DNL
Altoona	Altoona-Blair County	Commercial Service	33	554,294	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Taxiway, Install Airport Beacons
Bradford	Bradford Regional	Commercial Service	33	449,825	Acquire Snow Removal Equipment, Improve Runway Safety Area, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Brookville	Du Bois-Jefferson County	Primary	29	1,153,509	Construct Access Road
Chambersburg	Franklin County Regional	General Aviation	7	836,283	Remove Obstructions
Erie	Erie International/Tom Ridge Field	Primary	45	5,095,000	Acquire Land For Approaches, Extend Runway, Improve Runway Safety Area
Gettysburg	Gettysburg Regional	General Aviation	3	100,000	Conduct Airport Master Plan Study
Gettysburg	Gettysburg Regional	General Aviation	4	153,750	Acquire Snow Removal Equipment, Remove Obstructions
Harrisburg	Harrisburg International	Primary	47	391,844	Acquire Land for Noise Compatibility within 65 - 69 DNL
Harrisburg	Harrisburg International	Primary	46	1,075,638	Remove Obstructions
Harrisburg	Harrisburg International	Primary	48	2,770,388	Construct Apron, Environmental Mitigation
Harrisburg	Harrisburg International	Primary	45	9,130,000	Construct Apron, Construct Taxiway, Install Runway Lighting
Harrisburg	Commonwealth of Pennsylvania	System Plan	5	100,000	Conduct aeronautical survey for WAAS approach
Harrisburg	Commonwealth of Pennsylvania	System Plan	4	169,849	Conduct State System Plan Study
Harrisburg	Pennsylvania State Block Grant Program	System Plan	37	948,124	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	36	3,213,998	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	34	5,048,063	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	35	6,000,000	Non primary development projects in state block grant program
Johnstown	John Murtha Johnstown-Cambria County	Primary	36	539,695	Acquire Land for Development
Johnstown	John Murtha Johnstown-Cambria County	Primary	37	669,034	Acquire Snow Removal Equipment, Construct Deicing Containment Facility
Lancaster	Lancaster	Commercial Service	29	4,343,975	Acquire Easement For Approaches, Improve Runway Safety Area
Latrobe	Arnold Palmer Regional	Primary	32	1,230,000	Improve Runway Safety Area
New Cumberland	Capital City	Reliever	17	450,000	Improve Airport Drainage
Philadelphia	Philadelphia International	Primary	81	1,500,000	Construct Runway
Philadelphia	Philadelphia International	Primary	80	2,400,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Philadelphia	Philadelphia International	Primary	82	9,100,000	Rehabilitate Taxiway

Philadelphia	Delaware Valley Region	System Plan	8	243,504	Conduct Metropolitan System Plan Study
Pittsburgh	Pittsburgh International	Primary	94	88,425	Safety Management System (SMS) Program
Pittsburgh	Pittsburgh International	Primary	93	4,386,799	Improve Runway Safety Area
Pittsburgh	Pittsburgh International	Primary	92	5,999,999	Construct Snow Removal Equipment Building
Pittsburgh	Pittsburgh International	Primary	95	6,115,219	Construct Deicing Containment Facility
Pittsburgh	Allegheny County	Reliever	18	38,000	Install Perimeter Fencing
Pittsburgh	Allegheny County	Reliever	17	950,000	Rehabilitate Taxiway
Reading	Reading Regional/Carl A Spaatz Field	General Aviation	43	300,000	Improve Runway Safety Area
Reading	Reading Regional/Carl A Spaatz Field	General Aviation	42	5,461,796	Acquire Snow Removal Equipment, Construct Runway Safety Area
State College	University Park	Primary	41	552,783	Install Guidance Signs, Install Runway Distance-To-Go Signs, Security Enhancements
West Newton	Rostraver	Reliever	12	359,000	Expand Apron, Improve Snow Removal Equipment Building
Wilkes-Barre/Scranton	Wilkes-Barre/Scranton International	Primary	43	5,426,936	Improve Runway Safety Area
Wilkes-Barre/Scranton	Wilkes-Barre/Scranton International	Primary	44	5,565,587	Rehabilitate Runway
Williamsport	Williamsport Regional	Primary	32	4,400,000	Improve Runway Safety Area
<b>Subtotal FY 2007 Funds</b>				<b>105,976,578</b>	
<b>Puerto Rico</b>					
Aguadilla	Rafael Hernandez	Primary	20	530,639	Conduct Miscellaneous Study
San Juan	Luis Munoz Marin International	Primary	43	14,281,446	Extend Taxiway, Improve Runway Safety Area
<b>Subtotal FY 2007 Funds</b>				<b>14,812,085</b>	
<b>Republic of Palau</b>					
Koror	Babelthuap/Koror	General Aviation	8	375,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Koror	Babelthuap/Koror	General Aviation	10	2,200,000	Install Perimeter Fencing
Koror	Babelthuap/Koror	General Aviation	9	3,000,000	Rehabilitate Apron
<b>Subtotal FY 2007 Funds</b>				<b>5,575,000</b>	
<b>Republic of the Marshall Islands</b>					
Majuro	Marshall Islands International	General Aviation	7	14,000,000	Construct Aircraft Rescue & Fire Fighting Building, Modify Service Road
<b>Subtotal FY 2007 Funds</b>				<b>14,000,000</b>	
<b>Rhode Island</b>					
Block Island	Block Island State	General Aviation	13	927,542	Construct Apron
Newport	Newport State	General Aviation	15	609,980	Rehabilitate Taxiway
Pawtucket	North Central State	Reliever	17	776,398	Rehabilitate Taxiway
Warwick	Theodore Francis Green State	Primary	79	404,247	Strengthen Taxiway

Warwick	Theodore Francis Green State	Primary	81	1,080,912	Conduct Environmental Study
Warwick	Theodore Francis Green State	Primary	82	3,600,000	Conduct Environmental Study
Warwick	Theodore Francis Green State	Primary	80	10,000,000	Acquire Land for Noise Compatibility within 70 - 74 DNL
<b>Subtotal FY 2007 Funds</b>				<b>17,399,079</b>	
<b>South Carolina</b>					
Allendale	Allendale County	General Aviation	11	150,000	Construct Terminal Building
Anderson	Anderson Regional	General Aviation	15	130,506	Acquire Land For Approaches
Barnwell	Barnwell Regional	General Aviation	4	1,525,675	Rehabilitate Apron, Rehabilitate Taxiway
Beaufort	Beaufort County	General Aviation	9	218,640	Remove Obstructions, Update Airport Master Plan Study
Camden	Woodward Field	General Aviation	15	858,800	Construct Taxiway
Charleston	Charleston Executive	General Aviation	11	3,187,316	Conduct Airport Master Plan Study, Expand Apron, Improve Runway Safety Area, Rehabilitate Taxiway
Charleston	Charleston AFB/International	Primary	28	819,826	Acquire Equipment, Improve Terminal Building, Modify Terminal Building
Charleston	Charleston AFB/International	Primary	26	3,140,207	Improve Access Road
Cheraw	Cheraw Municipal/Lynch Bellinger Field	General Aviation	7	405,984	Construct Taxiway
Chester	Chester Catawba Regional	General Aviation	5	51,344	Conduct Miscellaneous Study, Expand Apron
Columbia	Columbia Metropolitan	Primary	33	1,287,500	Noise Mitigation Measures for Residences within 65 - 69 DNL
Columbia	Columbia Metropolitan	Primary	32	3,852,199	Acquire Friction Measuring Equipment, Improve Terminal Building, Rehabilitate Runway, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Columbia	Columbia Owens Downtown	Reliever	10	1,939,882	Rehabilitate Apron, Rehabilitate Runway
Columbia	State of South Carolina	System Plan	6	294,000	Conduct State System Plan Study, Install Perimeter Fencing
Conway	Conway-Horry County	General Aviation	14	37,079	Construct Fuel Farm, Improve Access Road
Florence	Florence Regional	Primary	24	656,106	Acquire Aircraft Rescue & Fire Fighting Vehicle, Improve Terminal Building, Modify Terminal Building, Rehabilitate Apron
Georgetown	Georgetown County	General Aviation	9	646,236	Extend Runway
Greenwood	Greenwood County	General Aviation	9	232,827	Construct Building
Greer	Greenville Spartanburg International	Primary	39	4,088,679	Rehabilitate Apron, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting, Rehabilitate Terminal Building, Security Enhancements

Hilton Head Island	Hilton Head	Primary	27	787,647	Acquire Land for Development, Construct Aircraft Rescue & Fire Fighting Building, Remove Obstructions, Update Airport Master Plan Study
Kingstree	Williamsburg Regional	General Aviation	9	67,021	Improve Runway Safety Area
Laurens	Laurens County	General Aviation	7	69,458	Construct Building
Manning	Santee Cooper Regional	General Aviation	5	526,451	Construct Building
Moncks Corner	Berkeley County	General Aviation	15	446,000	Extend Taxiway
Mount Pleasant	Mt Pleasant Regional	General Aviation	9	678,122	Rehabilitate Runway Lighting, Update Airport Master Plan Study
Newberry	Newberry County	General Aviation	6	1,697,713	Construct Runway
North Myrtle Beach	Grand Strand	General Aviation	13	150,000	Remove Obstructions
Orangeburg	Orangeburg Municipal	General Aviation	15	91,736	Construct Apron
Pageland	Pageland	General Aviation	4	359,449	Acquire Land for Development, Install Perimeter Fencing
Pelion	Lexington County at Pelion	General Aviation	9	390,691	Install Runway Lighting, Install Runway Vertical/Visual Guidance System, Rehabilitate Taxiway Lighting
Pickens	Pickens County	General Aviation	14	281,941	Conduct aeronautical survey for WAAS approach, Construct Terminal Building
Ridgeland	Ridgeland	General Aviation	6	162,482	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Rock Hill	Rock Hill/York County/Bryant Field	Reliever	18	150,000	Acquire Land For Approaches, Construct Taxiway
Saluda	Saluda County	General Aviation	5	57,776	Install Runway Vertical/Visual Guidance System
Seneca	Oconee County Regional	General Aviation	15	281,218	Extend Runway
Spartanburg	Spartanburg Downtown Memorial	General Aviation	13	205,200	Construct Apron
St. George	St George	General Aviation	5	105,376	Install Runway Vertical/Visual Guidance System, Remove Obstructions
Summerville	Summerville	General Aviation	11	95,534	Install Perimeter Fencing
Sumter	Sumter	General Aviation	11	1,081,995	Construct Taxiway, Remove Obstructions
Walterboro	Lowcountry Regional	General Aviation	9	2,721,929	Construct Taxiway
<b>Subtotal FY 2007 Funds</b>				<b>33,930,545</b>	
<b>South Dakota</b>					
Aberdeen	Aberdeen Regional	Primary	27	5,380,724	Acquire Snow Removal Equipment, Rehabilitate Taxiway
Belle Fourche	Belle Fourche Municipal	General Aviation	8	845,500	Rehabilitate Runway

Britton	Britton Municipal	General Aviation	7	76,000	Rehabilitate Access Road, Rehabilitate Apron
De Smet	Wilder	General Aviation	6	57,000	Rehabilitate Runway
Eagle Butte	Cheyenne Eagle Butte	General Aviation	5	398,014	Construct Building
Flandreau	Flandreau Municipal	General Aviation	3	30,000	Expand Apron
Gregory	Gregory Municipal, Flynn Field	General Aviation	6	1,165,000	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Huron	Huron Regional	General Aviation	23	157,890	Update Airport Master Plan Study
Martin	Martin Municipal	General Aviation	5	427,500	Rehabilitate Apron, Rehabilitate Taxiway
Milbank	Milbank Municipal	General Aviation	9	66,500	Rehabilitate Apron
Miller	Miller Municipal	General Aviation	5	133,000	Install Runway Vertical/Visual Guidance System, Update Airport Master Plan Study
Murdo	Murdo Municipal	General Aviation	5	451,250	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Pierre	Pierre Regional	Primary	22	864,350	Acquire Aircraft Rescue & Fire Fighting Vehicle, Rehabilitate Taxiway
Pierre	Various Locations in South Dakota	System Plan	11	551,000	Rehabilitate Apron, Rehabilitate Runway
Pine Ridge	Pine Ridge	General Aviation	9	25,500	Install Runway Lighting
Rapid City	Rapid City Regional	Primary	34	1,700,500	Expand Apron, Rehabilitate Runway Lighting, Security Enhancements
Sioux Falls	Joe Foss Field	Primary	36	5,556,224	Construct Snow Removal Equipment Building, Construct Taxiway, Rehabilitate Runway Lighting
Sisseton	Sisseton Municipal	General Aviation	7	33,250	Improve Access Road, Rehabilitate Apron
Spearfish	Black Hills-Clyde Ice Field	General Aviation	13	7,068,054	Extend Runway
Tea	Marv Skie-Lincoln County	General Aviation	7	266,000	Conduct Environmental Study
Wagner	Wagner Municipal	General Aviation	5	57,950	Rehabilitate Apron
Wall	Wall Municipal	General Aviation	3	28,787	Update Airport Master Plan Study
Watertown	Watertown Regional	Commercial Service	19	851,200	Acquire Land For Approaches, Acquire Safety Equipment and/or Fencing
Winner	Winner Regional	General Aviation	8	388,060	Construct Building
Yankton	Chan Gurney Municipal	General Aviation	17	375,250	Rehabilitate Apron
<b>Subtotal FY 2007 Funds</b>				<b>26,954,503</b>	
<b>Tennessee</b>					
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	45	453,910	Construct Taxiway
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	47	844,075	Acquire Equipment, Acquire Land For Approaches, Install Miscellaneous NAVAIDS, Rehabilitate Runway

Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	46	1,879,219	Rehabilitate Apron
Chattanooga	Lovell Field	Primary	41	871,165	Security Enhancements, Update Airport Master Plan Study
Chattanooga	Lovell Field	Primary	43	1,569,059	Construct Apron, Construct Taxiway
Chattanooga	Lovell Field	Primary	42	2,500,000	Extend Runway, Rehabilitate Runway
Maryville	McGhee Tyson	Primary	52	6,176,012	Construct Aircraft Rescue & Fire Fighting Building
Memphis	Memphis International	Primary	71	4,402,000	Rehabilitate Runway
Memphis	Memphis International	Primary	72	7,277,015	Construct Deicing Containment Facility, Construct Taxiway, Improve Terminal Building, Rehabilitate Runway, Rehabilitate Taxiway, Update Airport Master Plan Study
Nashville	Nashville International	Primary	80	15,000,155	Construct Deicing Containment Facility, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Nashville	Tennessee State Block Grant Program	System Plan	28	98,200	Non primary development projects in state block grant program
Nashville	Tennessee State Block Grant Program	System Plan	27	13,827,417	Non primary development projects in state block grant program
<b>Subtotal FY 2007 Funds</b>				<b>54,898,227</b>	
<b>Texas</b>					
Abilene	Abilene Regional	Primary	33	580,166	Rehabilitate Runway Lighting
Abilene	Abilene Regional	Primary	32	2,684,629	Rehabilitate Apron
Amarillo	Rick Husband Amarillo International	Primary	32	3,210,088	Rehabilitate Apron
Arlington	North Central Texas	System Plan	2	950,000	Conduct Metropolitan System Plan Study
Austin	Austin-Bergstrom International	Primary	39	200,000	Safety Management System (SMS) Program
Austin	Austin-Bergstrom International	Primary	37	5,000,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Austin	Austin-Bergstrom International	Primary	38	6,616,988	Construct Service Road, Security Enhancements
Austin	State of Texas	System Plan	4	162,000	Conduct aeronautical survey for WAAS approach
Austin	State of Texas	System Plan	3	500,000	Update State System Plan Study
Austin	Texas State Block Grant Program	System Plan	45	4,910,000	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	42	5,341,373	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	41	44,059,334	Non primary development projects in state block grant program
Beaumont/Port Arthur	Southeast Texas Regional	Primary	24	608,000	Conduct Miscellaneous Study, Improve Airport Drainage, Rehabilitate Runway
Brownsville	Brownsville/South Padre Island International	Primary	32	4,926,359	Conduct Miscellaneous Study, Improve Runway Safety Area, Rehabilitate Apron, Rehabilitate Taxiway
College Station	Easterwood Field	Primary	25	1,163,476	Expand Apron
Corpus Christi	Corpus Christi International	Primary	39	3,914,214	Improve Airport Drainage, Rehabilitate Apron

Dallas	Dallas Love Field	Primary	31	7,298,360	Construct Runway Safety Area, Improve Airport Drainage, Update Airport Master Plan Study
Del Rio	Del Rio International	Primary	6	1,000,000	Construct Heliport/Helipad, Install Apron Lighting, Install Taxiway Lighting
Fort Worth	Dallas/Fort Worth International	Primary	84	200,000	Safety Management System (SMS) Program
Fort Worth	Dallas/Fort Worth International	Primary	81	2,752,000	Extend Runway
Fort Worth	Dallas/Fort Worth International	Primary	83	9,089,286	Improve Terminal Building, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Update Miscellaneous Study
Fort Worth	Dallas/Fort Worth International	Primary	82	18,370,595	Construct Taxiway
Fort Worth	Fort Worth Alliance	Reliever	32	932,758	Rehabilitate Airport Beacons, Rehabilitate Runway, Rehabilitate Taxiway
Fort Worth	Fort Worth Alliance	Reliever	33	10,001,000	Extend Runway
Harlingen	Valley International	Primary	41	3,228,758	Acquire Equipment, Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Taxiway
Houston	George Bush Intercontinental/Houston	Primary	64	62,163	VALE Vehicle
Houston	George Bush Intercontinental/Houston	Primary	63	623,975	Acquire Aircraft Rescue & Fire Fighting Vehicle
Houston	George Bush Intercontinental/Houston	Primary	62	5,662,152	Noise Mitigation Measures for Residences within 65 - 69 DNL
Houston	George Bush Intercontinental/Houston	Primary	61	17,000,000	Construct Runway
Houston	William P Hobby	Primary	34	17,226	VALE Vehicle
Houston	William P Hobby	Primary	32	13,000,000	Rehabilitate Runway
Houston	William P Hobby	Primary	33	20,540,181	Acquire Land For Approaches, Acquire Safety Equipment and/or Fencing, Conduct Environmental Study, Rehabilitate Runway, Rehabilitate Taxiway Lighting, Security Enhancements
Killeen	Robert Gray AAF	Primary	15	285,000	Acquire Equipment
Killeen	Robert Gray AAF	Primary	13	1,298,801	Improve Terminal Building
Laredo	Laredo International	Primary	50	2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Laredo	Laredo International	Primary	51	4,513,444	Rehabilitate Apron, Rehabilitate Runway
Longview	East Texas Regional	Primary	26	6,500,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Snow Removal Equipment, Improve Runway Safety Area, Rehabilitate Runway, Security Enhancements



Lubbock	Lubbock Preston Smith International	Primary	30	4,461,314	Improve Runway Safety Area, Improve Terminal Building, Rehabilitate Apron
McAllen	McAllen Miller International	Primary	35	5,890,708	Conduct Miscellaneous Study, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Midland	Midland International	Primary	44	3,712,552	Acquire Equipment, Acquire Snow Removal Equipment, Improve Terminal Building, Rehabilitate Runway, Update Miscellaneous Study
San Angelo	San Angelo Regional/Mathis Field	Primary	25	4,233,810	Rehabilitate Apron, Rehabilitate Runway Lighting
San Antonio	San Antonio International	Primary	55	200,000	Safety Management System (SMS) Program
San Antonio	San Antonio International	Primary	54	6,094,446	Noise Mitigation Measures for Residences within 65 - 69 DNL
San Antonio	San Antonio International	Primary	53	8,815,391	Construct Taxiway, Extend Taxiway, Improve Airport Drainage, Rehabilitate Apron
Tyler	Tyler Pounds Regional	Primary	22	2,274,369	Improve Runway Safety Area
Victoria	Victoria Regional	Primary	20	1,748,612	Rehabilitate Building
Waco	Waco Regional	Primary	24	1,205,514	Improve Runway Safety Area, Improve Terminal Building
Wichita Falls	Sheppard AFB/Wichita Falls Municipal	Primary	5	794,350	Rehabilitate Apron, Rehabilitate Taxiway

**Subtotal FY 2007 Funds 248,633,392**

<b>Utah</b>					
Beaver	Beaver Municipal	General Aviation	8	50,000	Install Perimeter Fencing
Blanding	Blanding Municipal	General Aviation	12	381,390	Rehabilitate Apron
Brigham City	Brigham City	General Aviation	18	8,350,000	Improve Runway Safety Area
Bryce Canyon	Bryce Canyon	Commercial Service	9	300,000	Rehabilitate Access Road
Cedar City	Cedar City Regional	Primary	19	100,000	Construct Taxiway, Rehabilitate Runway Lighting
Delta	Delta Municipal	General Aviation	7	301,348	Construct Snow Removal Equipment Building, Install Perimeter Fencing
Duchesne	Duchesne Municipal	General Aviation	5	150,000	Construct Apron
Kanab	Kanab Municipal	General Aviation	8	317,521	Rehabilitate Runway Lighting
Loa	Wayne Wonderland	General Aviation	5	600,000	Acquire Land For Approaches, Rehabilitate Apron
Logan	Logan-Cache	General Aviation	18	1,412,348	Construct Taxiway
Manti	Manti-Ephraim	General Aviation	5	255,564	Construct Taxiway
Milford	Milford Municipal/Ben and Judy Briscoe Field	General Aviation	10	150,000	Install Runway Vertical/Visual Guidance System
Moab	Canyonlands Field	Commercial Service	18	150,000	Rehabilitate Runway Lighting
Nephi	Nephi Municipal	General Aviation	10	150,000	Update Airport Master Plan Study
Ogden	Ogden-Hinckley	Reliever	30	2,560,687	Construct Taxiway

Panguitch	Panguitch Municipal	General Aviation	7	150,000	Construct Apron
Parowan	Parowan	General Aviation	9	300,000	Acquire Land For Approaches
Price	Carbon County Regional/Buck Davis Field	General Aviation	13	2,018,087	Construct Apron, Construct Taxiway
Provo	Provo Municipal	General Aviation	27	43,000	Install Apron Lighting
Salt Lake City	Salt Lake City International	Primary	84	2,200,000	Improve Airport Drainage
Salt Lake City	Salt Lake City International	Primary	86	2,530,287	Rehabilitate Apron
Salt Lake City	Salt Lake City International	Primary	85	6,800,000	Rehabilitate Runway, Rehabilitate Taxiway
Salt Lake City	Salt Lake City Municipal 2	Reliever	13	541,500	Rehabilitate Taxiway
Salt Lake City	State of Utah	System Plan	7	89,000	Conduct aeronautical survey for WAAS approach
Salt Lake City	State of Utah	System Plan	6	130,000	Update State System Plan Study
Spanish Fork	Spanish Fork-Springville	General Aviation	15	395,423	Rehabilitate Runway
St. George	New	System Plan	8	8,000,000	Construct New Airport
Wendover	Wendover	Primary	18	1,150,000	Construct Terminal Building
<b>Subtotal FY 2007 Funds</b>				<b>39,576,155</b>	
<b>Vermont</b>					
Burlington	Burlington International	Primary	67	133,000	Conduct Noise Compatibility Plan Study
Burlington	Burlington International	Primary	68	689,700	Acquire Land for Development
Burlington	Burlington International	Primary	66	874,000	Acquire Land for Noise Compatibility within 75 DNL
Middlebury	Middlebury State	General Aviation	3	305,846	Acquire Snow Removal Equipment
Montpelier	State of Vermont	System Plan	4	237,285	Update State System Plan Study
Montpelier	Various Locations in Vermont	System Plan	4	179,930	Install Perimeter Fencing
Rutland	Rutland State	General Aviation	27	169,450	Update Airport Master Plan Study
Rutland	Rutland State	General Aviation	28	204,412	Security Enhancements
Rutland	Rutland State	General Aviation	26	209,000	Construct Runway Safety Area
Springfield	Hartness State (Springfield)	General Aviation	3	120,175	Light Obstructions
<b>Subtotal FY 2007 Funds</b>				<b>3,122,798</b>	
<b>Virgin Islands</b>					
Christiansted	Henry E Rohlsen	Primary	29	4,742,699	Rehabilitate Taxiway, Update Airport Master Plan Study
<b>Subtotal FY 2007 Funds</b>				<b>4,742,699</b>	
<b>Virginia</b>					
Abingdon	Virginia Highlands	General Aviation	24	60,269	Extend Runway

Abingdon	Virginia Highlands	General Aviation	25	124,321	Remove Obstructions
Arlington	Ronald Reagan Washington National	Primary	23	658,373	Improve Runway Safety Area
Blacksburg	Virginia Tech/Montgomery Executive	General Aviation	13	503,500	Acquire Land For Approaches
Blacksburg	Virginia Tech/Montgomery Executive	General Aviation	14	2,256,250	Construct Apron
Brookneal	Brookneal/Campbell County	General Aviation	3	58,807	Rehabilitate Apron
Charlottesville	Charlottesville-Albemarle	Primary	37	1,356,377	Acquire Land For Approaches
Chesapeake	Hampton Roads Executive	Reliever	7	3,884,426	Rehabilitate Runway
Chesterfield	Chesterfield County	Reliever	19	6,140,971	Rehabilitate Runway
Culpeper	Culpeper Regional	General Aviation	17	256,500	Conduct Environmental Study
Danville	Danville Regional	General Aviation	23	3,000,000	Acquire Land For Approaches
Dublin	New River Valley	General Aviation	11	600,000	Rehabilitate Apron
Dulles International Airport	Washington Dulles International	Primary	36	26,662,414	Construct Runway
Farmville	Farmville Regional	General Aviation	9	89,136	Extend Runway
Farmville	Farmville Regional	General Aviation	11	223,941	Construct Apron
Highland Springs	Richmond International	Primary	49	1,600,000	Update Airport Master Plan Study
Highland Springs	Richmond International	Primary	50	2,058,107	Rehabilitate Apron
Highland Springs	Richmond International	Primary	48	4,000,000	Improve Terminal Building
Hot Springs	Ingalls Field	General Aviation	8	311,257	Construct Runway Safety Area
Leesburg	Leesburg Executive	Reliever	32	1,427,319	Construct Apron
Luray	Luray Caverns	General Aviation	8	272,549	Acquire Land for Development, Remove Obstructions
Manassas	Manassas Regional/Harry P. Davis Field	Reliever	27	2,859,500	Rehabilitate Apron
Mattaponi	Middle Peninsula Regional	General Aviation	5	1,517,644	Rehabilitate Runway
Newport News	Newport News/Williamsburg International	Primary	35	74,300	Install Runway Lighting
Norfolk	Norfolk International	Primary	53	364,822	Update Airport Master Plan Study, Update Miscellaneous Study
Norfolk	Norfolk International	Primary	54	735,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Orange	Orange County	General Aviation	10	1,785,000	Construct Apron
Quinton	New Kent County	General Aviation	10	150,000	Construct Building

Richlands	Tazewell County	General Aviation	12	2,017,168	Remove Obstructions
Richmond	Commonwealth of Virginia	System Plan	4	900,000	Conduct Miscellaneous Study
Roanoke	Roanoke Regional/Woodrum Field	Primary	42	2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Roanoke	Roanoke Regional/Woodrum Field	Primary	41	16,339,227	Rehabilitate Taxiway
South Hill	Mecklenburg-Brunswick Regional	General Aviation	10	309,206	Construct Taxiway
Stafford	Stafford Regional	Reliever	17	94,572	Construct Apron
Stafford	Stafford Regional	Reliever	18	261,250	Conduct Airport Master Plan Study, Environmental Mitigation
Suffolk	Suffolk Executive	General Aviation	12	114,000	Improve Runway Safety Area
Tappahannock	New	System Plan	10	403,007	Construct New Airport
Timberlake	Lynchburg Regional/Preston Glenn Field	Primary	30	2,000,000	Extend Runway
Weyers Cave	Shenandoah Valley Regional	Commercial Service	28	728,536	Rehabilitate Runway Lighting
Williamsburg	James City	System Plan	1	156,977	Conduct Miscellaneous Study
Winchester	Winchester Regional	General Aviation	22	51,248	Conduct Environmental Study
Winchester	Winchester Regional	General Aviation	21	331,750	Acquire Land for Noise Compatibility within 65 - 69 DNL

**Subtotal FY 2007 Funds 88,737,724**

**Washington**

Anacortes	Anacortes	General Aviation	15	207,388	Acquire Emergency Generator, Construct Access Road, Construct Apron, Install Weather Reporting Equipment, Rehabilitate Runway, Rehabilitate Taxiway
Arlington	Arlington Municipal	General Aviation	16	124,865	Construct Apron, Rehabilitate Taxiway, Strengthen Taxiway
Auburn	Auburn Municipal	Reliever	13	300,006	Construct Taxiway
Bellingham	Bellingham International	Primary	37	3,182,009	Construct Taxiway, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Bremerton	Bremerton National	General Aviation	19	151,153	Rehabilitate Runway
Cle Elum	Cle Elum Municipal	General Aviation	2	119,220	Construct Runway
Colfax	Port of Whitman Business Air Center	General Aviation	4	904,400	Construct Taxiway, Improve Runway Safety Area
Deer Park	Deer Park	General Aviation	16	450,411	Construct Apron, Construct Taxiway
East Wenatchee	Pangborn Memorial	Primary	26	142,500	Conduct Miscellaneous Study
East Wenatchee	Pangborn Memorial	Primary	27	1,694,799	Acquire Land For Approaches, Construct Taxiway, Modify Terminal Building, Rehabilitate Access Road

Ellensburg	Bowers Field	General Aviation	9	1,134,431	Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Taxiway
Ephrata	Ephrata Municipal	General Aviation	9	28,852	Conduct aeronautical survey for WAAS approach
Ephrata	Ephrata Municipal	General Aviation	8	2,276,522	Conduct aeronautical survey for WAAS approach, Construct Runway, Construct Taxiway, Rehabilitate Runway
Everett	Snohomish County (Paine Field)	Reliever	42	1,000,000	Construct Aircraft Rescue & Fire Fighting Building, Construct Taxiway
Friday Harbor	Friday Harbor	Primary	21	460,344	Acquire Land for Development
Hoquiam	Bowerman	General Aviation	8	450,000	Rehabilitate Runway, Remove Obstructions
Kelso	Kelso-Longview	General Aviation	12	834,378	Construct Taxiway, Install Perimeter Fencing
Lopez	Lopez Island	General Aviation	9	274,309	Install Perimeter Fencing
Moses Lake	Grant County International	Commercial Service	32	2,500,000	Rehabilitate Runway Lighting, Rehabilitate Taxiway
Ocean Shores	Ocean Shores Municipal	General Aviation	4	122,773	Construct Taxiway, Extend Runway
Odessa	Odessa Municipal	General Aviation	1	128,342	Extend Runway, Rehabilitate Runway
Olympia	Olympia	General Aviation	14	1,950,000	Rehabilitate Runway
Olympia	State of Washington	System Plan	7	180,000	Conduct State System Plan Study
Omak	Omak	General Aviation	5	293,041	Rehabilitate Apron, Rehabilitate Taxiway
Othello	Othello Municipal	General Aviation	4	99,750	Construct Runway
Pasco	Tri-Cities	Primary	30	3,584,332	Rehabilitate Apron
Port Angeles	William R Fairchild International	Primary	24	1,648,812	Construct Apron, Construct Taxiway
Pullman	Pullman/Moscow Regional	Primary	28	524,371	Acquire Handicap Passenger Lift Device, Acquire Snow Removal Equipment, Construct Service Road, Install Weather Reporting Equipment, Modify Snow Removal Equipment Building
Renton	Renton Municipal	Reliever	17	150,000	Rehabilitate Runway
Richland	Richland	General Aviation	16	355,060	Construct Taxiway, Install Runway Lighting
Ritzville	Pru Field	General Aviation	2	97,800	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Remove Obstructions
Rosalia	Rosalia Municipal	General Aviation	2	80,000	Rehabilitate Runway
Seattle	Boeing Field/King County International	Primary	34	5,000,000	Noise Mitigation Measures for Residences within 70 - 74 DNL
Seattle	Seattle-Tacoma International	Primary	108	200,000	Safety Management System (SMS) Program
Seattle	Seattle-Tacoma International	Primary	107	1,747,834	Noise Mitigation Measures for Public Buildings

Seattle	Seattle-Tacoma International	Primary	105	2,141,866	Noise Mitigation Measures for Residences within 70 - 74 DNL
Seattle	Seattle-Tacoma International	Primary	103	5,000,000	Install Miscellaneous NAVAIDS
Seattle	Seattle-Tacoma International	Primary	106	7,748,855	Acquire Land for Noise Compatibility within 70 - 74 DNL
Seattle	Seattle-Tacoma International	Primary	102	14,000,000	Improve Runway Safety Area
Seattle	Seattle-Tacoma International	Primary	104	17,590,941	Construct Runway
Seattle	Central Puget Sound Region	System Plan	3	135,000	Conduct Metropolitan System Plan Study
Shelton	Sanderson Field	General Aviation	9	77,435	Update Airport Master Plan Study
Spokane	Spokane International	Primary	37	4,659,002	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Apron, Rehabilitate Apron, Rehabilitate Taxiway
Spokane	Felts Field	Reliever	19	101,178	Construct Access Road, Install Airfield Guidance Signs
Tacoma	Tacoma Narrows	General Aviation	10	7,087,229	Improve Runway Safety Area, Install Perimeter Fencing
Toledo	Ed Carlson Memorial Field - South Lewis County	General Aviation	2	233,808	Conduct aeronautical survey for WAAS approach, Construct Apron, Construct Taxiway
Walla Walla	Walla Walla Regional	Primary	23	317,500	Install Airport Beacons, Install Runway Vertical/Visual Guidance System, Rehabilitate Apron
Wilbur	Wilbur	General Aviation	2	87,314	Acquire Land For Approaches, Install Airfield Guidance Signs
Wilbur	Wilbur	General Aviation	3	118,011	Acquire Easement For Approaches, Acquire Land For Approaches, Acquire Land for Development
Yakima	Yakima Air Terminal/McAllister Field	Primary	27	809,740	Improve Runway Safety Area
<b>Subtotal FY 2007 Funds</b>				<b>92,505,581</b>	
<b>West Virginia</b>					
Beckley	Raleigh County Memorial	Commercial Service	21	182,108	Rehabilitate Aircraft Rescue & Fire Fighting Building, Security Enhancements
Bluefield	Mercer County	General Aviation	19	3,419,207	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Improve Runway Safety Area, Improve Terminal Building
Buckhannon	Upshur County Regional	General Aviation	18	150,000	Construct Building
Charleston	Yeager	Primary	38	518,700	Conduct Airport Master Plan Study
Charleston	Yeager	Primary	39	3,385,158	Extend Runway, Extend Runway Safety Area, Improve Airport Miscellaneous Improvements, Remove Obstructions
Clarksburg	Harrison/Marion Regional	Commercial Service	30	4,150,000	Improve Runway Safety Area
Elkins	Elkins-Randolph County-Jennings Randolph Field	General Aviation	13	213,954	Install Runway Vertical/Visual Guidance System, Remove Obstructions

Fairmont	Fairmont Municipal-Frankman Field	General Aviation	7	246,050	Rehabilitate Runway, Remove Obstructions
Huntington	Tri-State/Milton J. Ferguson Field	Primary	35	5,035,000	Improve Runway Safety Area
Lewisburg	Greenbrier Valley	Primary	23	7,596,030	Improve Runway Safety Area
Logan	Logan County	General Aviation	7	150,000	Rehabilitate Runway, Update Airport Master Plan Study
Martinsburg	Eastern WV Regional/Shepherd Field	Reliever	23	1,387,240	Construct Taxiway, Construct Terminal Building
Morgantown	Morgantown Municipal-Walter L. Bill Hart Field	Primary	28	930,598	Conduct Airport Master Plan Study, Improve Airport Drainage, Improve Terminal Building, Rehabilitate Apron
Moundsville	Marshall County	General Aviation	15	413,564	Rehabilitate Apron
Parkersburg	Mid-Ohio Valley Regional	Primary	31	594,554	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Rehabilitate Apron
Petersburg	Grant County	General Aviation	16	259,455	Rehabilitate Apron
Philippi	Philippi/Barbour County Regional	General Aviation	8	313,377	Install Perimeter Fencing
Pineville	Kee Field	General Aviation	11	45,719	Install Perimeter Fencing
Ravenswood	Jackson County	General Aviation	15	145,351	Rehabilitate Runway
Sutton	Braxton County	General Aviation	12	224,893	Rehabilitate Airport Beacons, Remove Obstructions
Wheeling	Wheeling Ohio County	General Aviation	23	108,690	Conduct aeronautical survey for WAAS approach
Wheeling	Wheeling Ohio County	General Aviation	24	1,638,509	Improve Runway Safety Area, Rehabilitate Runway
Williamson	Mingo County	General Aviation	11	450,000	Construct New Airport

**Subtotal FY 2007 Funds 31,558,157**

**Wisconsin**

Appleton	Outagamie County Regional	Primary	31	3,470,922	Construct Taxiway
Eau Claire	Chippewa Valley Regional	Primary	27	1,000,000	Improve Terminal Building
Green Bay	Austin Straubel International	Primary	36	7,410,360	Rehabilitate Runway
La Crosse	La Crosse Municipal	Primary	30	1,414,754	Rehabilitate Taxiway
Madison	Dane County Regional-Truax Field	Primary	40	855,000	Expand Apron
Madison	Wisconsin State Block Grant Program	System Plan	29	2,000,000	Non primary development projects in state block grant program
Madison	Wisconsin State Block Grant Program	System Plan	30	2,327,500	Non primary development projects in state block grant program
Madison	Wisconsin State Block Grant Program	System Plan	28	17,566,486	Non primary development projects in state block grant program
Milwaukee	General Mitchell International	Primary	52	2,397,701	Acquire Safety Equipment and/or Fencing, Construct Snow Removal Equipment Building, Improve Runway Safety Area, Rehabilitate Runway, Rehabilitate Service Road

Mosinee	Central Wisconsin	Primary	36	855,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Terminal Building, Install Miscellaneous NAVAIDS
Rhineland	Rhineland-Oneida County	Primary	25	1,019,861	Acquire Safety Equipment and/or Fencing, Construct Service Road, Construct Taxiway
<b>Subtotal FY 2007 Funds</b>				<b>40,317,584</b>	
<b>Wyoming</b>					
Afton	Afton Municipal	General Aviation	16	297,377	Acquire Snow Removal Equipment
Big Piney	Miley Memorial Field	General Aviation	8	386,149	Strengthen Apron
Buffalo	Johnson County	General Aviation	12	150,000	Rehabilitate Runway
Cheyenne	Cheyenne Regional/Jerry Olson Field	Primary	38	552,229	Rehabilitate Runway
Cheyenne	State of Wyoming	System Plan	4	307,795	Conduct State System Plan Study
Cody	Yellowstone Regional	Primary	21	717,881	Construct Terminal Building
Cody	Yellowstone Regional	Primary	22	1,097,647	Construct Terminal Building
Cowley/Lovell/Byron	North Big Horn County	General Aviation	9	150,000	Rehabilitate Runway
Douglas	Converse County	General Aviation	17	1,718,999	Rehabilitate Runway
Dubois	Dubois Municipal	General Aviation	12	450,000	Acquire Land For Approaches
Evanston	Evanston-Uinta County Burns Field	General Aviation	21	300,000	Construct Apron, Construct Taxiway
Fort Bridger	Fort Bridger	General Aviation	5	334,615	Install Perimeter Fencing
Gillette	Gillette-Campbell County	Primary	29	668,875	Install Runway Vertical/Visual Guidance System
Greybull	South Big Horn County	General Aviation	13	435,000	Improve Runway Safety Area
Hulett	Hulett Municipal	General Aviation	11	150,000	Construct Access Road
Jackson	Jackson Hole	Primary	37	500,000	Install Noise Monitoring System
Jackson	Jackson Hole	Primary	38	2,065,003	Rehabilitate Taxiway
Kemmerer	Kemmerer Municipal	General Aviation	14	163,179	Rehabilitate Runway
Laramie	Laramie Regional	Primary	24	1,983,844	Rehabilitate Apron, Update Airport Master Plan Study
Newcastle	Mondell Field	General Aviation	11	247,542	Rehabilitate Apron
Pine Bluffs	Pine Bluffs Municipal	General Aviation	7	318,501	Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting
Pinedale	Ralph Wenz Field	General Aviation	14	3,691,976	Extend Runway
Powell	Powell Municipal	General Aviation	10	150,000	Update Miscellaneous Study
Rawlins	Rawlins Municipal/Harvey Field	General Aviation	12	150,000	Update Airport Master Plan Study



Rock Springs	Rock Springs-Sweetwater County	Primary	22	700,000	Acquire Snow Removal Equipment, Rehabilitate Parking Lot, Rehabilitate Runway
Sheridan	Sheridan County	Primary	32	301,999	Improve Runway Safety Area
Sheridan	Sheridan County	Primary	31	2,304,795	Rehabilitate Taxiway
Thermopolis	Hot Springs County-Thermopolis Municipal	General Aviation	2	600,000	Conduct Environmental Study
Wheatland	Phifer Airfield	General Aviation	4	600,000	Rehabilitate Apron
Worland	Worland Municipal	General Aviation	17	1,645,000	Construct Runway

<b>Subtotal FY 2007 Funds</b>				<b>23,138,406</b>	
<b>Total New FY 2007 Funds</b>				<b>3,340,947,531</b>	