



**Federal Aviation
Administration**

Fiscal Year 2004

Airport Improvement Program

Report to Congress

Twenty-First Annual Report of Accomplishments

Cover Photograph

Cleveland – Hopkins International Airport, Cleveland, Ohio

Dane County Regional Airport – Truax Field, Madison, Wisconsin



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590
FEB 16 2006

The Honorable J. Dennis Hastert
Speaker of the House of Representatives
Washington, DC 20515

Dear Mr. Speaker:

I am pleased to send you the Twenty-First Annual Report of Accomplishments under the Airport Improvement Program for Fiscal Year 2004. As required by Section 47131 of 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.

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

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Norman Y. Mineta', is written over the typed name. The signature is fluid and cursive, with a large loop at the end.

Norman Y. Mineta

Enclosure



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

FEB 16 2006

The Honorable Richard B. Cheney
President of the Senate
Washington, DC 20510

Dear Mr. President:

I am pleased to send you the Twenty-First Annual Report of Accomplishments under the Airport Improvement Program for Fiscal Year 2004. As required by Section 47131 of 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.

An identical letter has been sent to the Speaker of the House of Representatives.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Norman Y. Mineta", is written over the typed name.

Norman Y. Mineta

Enclosure

Table of Contents

Executive Summary	iv
Chapter 1: Program Overview	1
1.1 U.S. Airport System Planning	1
1.2 Airport Categories.....	2
1.3 Collection Of Passenger Boarding And Cargo Data.....	4
1.4 Program History and Statistics.....	5
1.5 AIP Administration.....	5
1.5.1 Grant Management System Upgrades	6
1.5.2 Competition Plan Streamlining.....	6
Chapter 2: FY 2004 Summary of Financial Assistance	9
Chapter 3: Annual AIP Funding.....	13
3.1 Distribution of Apportioned Funds.....	16
3.1.1 Primary Airports.....	16
3.1.2 PFC Participant Apportionment Reductions.....	17
3.1.3 Cargo Service Airports	18
3.1.4 State/Insular Areas.....	18
3.1.5 Alaska Supplemental Funds.....	18
3.2 Distribution of Discretionary Funds	19
3.3 Carryover Funds.....	21
3.4 Federal Share of AIP Projects.....	23
Chapter 4: Airport Capital Improvement Plan.....	25
Chapter 5: State Block Grant Program	29
Chapter 6: Military Airport Program	31
Chapter 7: Major Capacity, Safety, and Security Project Grants.....	35
Chapter 8: Letter of Intent	41
Chapter 9: Environmental Responsibilities	43
9.1 Streamlining The Environmental Review Process	44
9.2 Changes To FAA Environmental Policies.....	45
9.3 High-Priority Transportation Projects.....	45
9.4 Voluntary Airport Low Emission Program.....	46
Chapter 10: Noise Compatibility.....	47
Chapter 11: Disadvantaged Business and Civil Rights Requirements.	49

Chapter 12: Passenger Facility Charge Program.....	51
Chapter 13: Performance Measurement	53
13.1 Increase Safety	54
13.2 Greater Capacity	55
13.3 International Leadership	56
13.4 Organizational Excellence	56
Chapter 14: Pilot Programs and Special Funding.....	59
14.1 ILEAV Pilot Program	59
14.2 Airport Privatization Pilot Program	60
14.3 Innovative Financing Techniques Program	61
14.4 Hurricane Grants.....	61
Chapter 15: Land Use Compliance	63
Appendix A: Glossary	A-1
Appendix B: Program History	B-1
Appendix C: Grant Funding Authorizations, Obligations Limitations, and Obligations	C-1
Appendix D: Total AIP Grant Funds Awarded by Development and Funding Types.....	D-1
Appendix E: Cumulative Comparison of AIP to PFC.....	E-1
Appendix F: Letter of Intent Commitments by Fiscal Year	F-1
Appendix G: Letter of Intent Payments for FY 2004	G-1
Appendix H: Land Use Compliance Report for FY 2004.....	H-1
Appendix I: FY 2004 AIP Grants Awarded and Grant Amounts by Airport Category.....	I-1
Appendix J: AIP Grants Awarded in FY 2004 by State.....	J-1

List of Tables and Figures

Tables

Table 1: Distribution of Activity (2002)	4
Table 2: AIP Funding Distribution Summary for FY 2004	12
Table 3: AIP Funding Distribution Plan for FY 2004	20
Table 4: State Block Grant Totals for FY 2004	30
Table 5: MAP Selected Locations and Funds Awarded in FY 2004	33

Figures

Figure 1: Yearly AIP Authorizations and Amounts Available for AIP	15
Figure 2: Airport Capital Improvement Plan (ACIP) Process	28

Executive Summary

This 21st Annual Report on the Airport Improvement Program (AIP): Fiscal Year (FY) 2004 is submitted to Congress in accordance with Section 47131 of Title 49 of the United States Code. This report covers activities for the fiscal year ending September 30, 2004, and provides a detailed statement of airport development funded by AIP grants, allocation of appropriated funds, and an itemized statement of expenditures and receipts. In addition, this report contains comprehensive information on the Airport Land Use Compliance Program and the Passenger Facility Charge Program.

The Federal Aviation Administration (FAA) currently administers Federal funds for airport improvements through AIP. The Airport and Airway Trust Fund (Trust Fund), which was established by the Airport and Airway Revenue Act of 1970, provides the revenues used to fund AIP projects, the administration of AIP, and the Small Community Air Service Development Pilot Program. The Act, as amended, authorizes the use of monies from the Trust Fund to make grants under AIP on an annual fiscal year basis. The United States Congress authorizes obligation authority to use funds derived from the Trust Fund to be distributed to United States (U.S.) airports through AIP.

The Vision 100–Century of Aviation Reauthorization Act (Vision 100), Public Law 108-176, authorized obligation authority for AIP for FY 2004 through FY 2007. For FY 2004, Vision 100 made available \$3.4 billion for AIP. 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.

In FY 2004, Congress limited the amount of funds available for awarding new grants to \$3.29 billion. However, Congress had previously authorized FAA to recover funds from prior year projects in which the final costs were less than expected. Consequently, in FY 2004, gross AIP obligations (for 2,150 new grants and 369 grant amendments) amounted to \$3.4 billion, of which \$34 million was for increases in existing grant agreements. The gross obligation amount also included \$226 million for the State Block Grant Program.

In FY 2004, FAA issued 2,150 grants. As detailed in the chart below, 10 percent of these grants, and 33 percent of the corresponding funding, financed projects at large U.S. airports. Of the remaining AIP grants, 87 percent of AIP grants and 66 percent of the funding financed projects at small U.S. airports. The FAA awarded the remaining 3 percent of AIP grants and 1 percent of funding to State and local planning agencies to assist in the effort to better plan and organize additions and improvements to the U.S. aviation system.

AIP Funding Distribution Summary for FY 2004

Funding Category	Number of Grants Awarded	% of Total Grants	Obligated Amounts for New Grants (in millions of dollars)	% of Total Obligated Amounts
Large Airports				
Primary Large Hub Airports	126	5.9 %	\$694.5	20.6%
Primary Medium Hub Airports	94	4.4%	\$415.3	12.3%
Large Airports Subtotal:	220	10.2%	\$1,109.8	32.9%
Small Airports				
Primary Small Hub Airports	155	7.2%	\$479.5	14.2%
Primary Nonhub Airports	315	14.7%	\$607.7	18.0%
Nonprimary Commercial Service Airports	81	3.8%	\$137.9	4.1%
Reliever Airports	215	10.0%	\$209.4	6.2%
Other General Aviation Airports	1,062	49.4%	\$540.2	16.0%
State Block Grant Program	27	1.3%	\$226.0	6.7%
State Sponsored: Various Locations	16	0.7%	\$26.6	0.8%
Small Airports Subtotal:	1,871	87.0%	\$2,227.3	66.0%
Airport System Planning				
Planning Agencies and Other	25	1.2%	\$23.5	0.7%
State Sponsored: Other Locations	34	1.6%	\$14.1	0.4%
System Planning Subtotal:	59	2.7%	\$37.6	1.1%
Total:	2,150	100%	\$3,374.7 ¹	100.0%

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 (approximately 383 airports that have more than 10,000 annual passenger enplanements or boardings). Based on statutory requirements, FY 2004 entitlement funds available to primary airports totaled \$860.8 million.

Remaining AIP funds are referred to as “discretionary funds” and FAA approves discretionary funds for use on projects after consideration of project priority and other

¹ The total for obligated amounts includes only those grants for the current fiscal year with obligations. This number does not include amounts for amendments made to existing grant projects or multi year projects.

selection criteria. In FY 2004, FAA awarded a total of \$879 million of AIP discretionary funds.

Discretionary funds are limited and consequently directed only to higher priority 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. Such investment decisions are made using a structured selection process that includes 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. In some cases, the authorizing statute directs FAA to allocate discretionary funding to specific airport types and categories, although FAA has more discretion as to what type of development to fund within discretionary funding set-asides.

As happens each fiscal year, entitlement funds not used in the FY 2004 were redistributed to other airport sponsors as discretionary funds. 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 2004, airport sponsors carried over \$415.9 million in entitlement funds—12 percent of total AIP. This is a moderate increase over the previous year's carryover entitlements.

The authorizing statute 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) projects. Such projects include the construction and improvement of runways, taxiways, air carrier aprons, and terminals at many capacity-constrained airports. In FY 2004, the set-aside amount for C/S/S/N projects was formulated to be a minimum of \$392.8 million, or 12 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 unused funds recovered from other projects and from the conversion of entitlement funds unused in the specific year. Accordingly, in FY 2004, FAA awarded AIP grants totaling \$525.4 million of discretionary funds for these projects.

Changes to legislation regarding the funding of airport security projects resulted in AIP funding for security returning to pre-September 11, 2001 spending levels. This enabled FAA and airports to begin to address the backlog of reconstruction, rehabilitation, and standards projects that had built up over the two prior years as airport sponsors deferred work in order to accommodate security projects in FY 2002 and FY 2003.

The FAA is authorized to issue a letter of intent (LOI) to indicate Federal approval to an airport sponsor of a proposed project and indicates Federal intent to fund the project in subsequent years (subject to the future availability of AIP funds). In FY 2004, LOI payments totaled \$231.4 million in discretionary funds and \$76.3 million in airport sponsor entitlements. At the end of FY 2004, there were 33 open LOIs with payment schedules totaling \$1.41 billion extending from FY 2005 through FY 2015.

The FAA regulates and approves the collection of Passenger Facility Charges (PFCs) from air carrier passengers at commercial airports controlled by public agencies 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 2004, airport sponsors collected PFCs totaling \$2.22 billion.

In FY 2004, FAA approved or partially approved 77 applications for PFC collections in excess of \$100 million at 74 locations, of which 7 were new locations. As of September 30, 2004, a total of 348 locations had been approved for PFC collection since the program's inception in 1991, with authorized PFC collections totaling approximately \$46 billion.

In support of FAA's goal to improve capacity at the top 35 U.S. airports by 30 percent, FAA commissioned two new runways at airports in Houston and Orlando. These runways were funded in part with AIP funds, and FAA anticipates they will accommodate an additional 370,000 annual operations in the airspace system. In addition, the Secretary of Transportation selected the proposed airport expansion projects at the Los Angeles and Philadelphia International Airports as 2 of 13 high-priority transportation projects under an Executive order to promote environmental stewardship and expedited environmental reviews of high-priority transportation projects. Throughout FY 2004, FAA worked with affected Federal and State agencies to ensure expedited environmental reviews and adequate and timely funding for both projects.

In FY 2004, the Secretary of Transportation was authorized to designate and fund capital development projects for up to 15 eligible airports in the Military Airport Program (MAP). Ten of the 15 available slots were previously designated, allowing the Secretary of Transportation to designate four additional airports in Florida, Louisiana, Michigan, and Tennessee, and redesignate one New York airport. During FY 2004, FAA awarded MAP airport sponsors a total of \$48.2 million in discretionary funds.

At the close of FY 2004, FAA also assisted airport sponsors that sustained damage during the extremely active 2004 hurricane season and expedited \$23.5 million in AIP funds to airports that sustained damage as a result of Hurricanes Charley, Frances, and Ivan. The FAA provided AIP funds for eligible projects to augment airport insurance and aid sought from the Federal Emergency Management Agency and State/local sources.

Throughout FY 2004, FAA continued to implement initiatives and new grant processes to make the administration of AIP more effective and to ensure the best use of Federal

funds. For example, the agency established goals for closing older grants and inactive grants to ensure AIP funds are not idle and projects are completed in a timely manner. Other initiatives built on activities started in previous fiscal years, including the use of implementation of a revised priority system and the implementation of improved benefit and cost-analysis techniques. Such initiatives ensure AIP funds are directed to projects that achieve agency safety and capacity goals and are cost beneficial.

The FAA made changes to streamline its review process for competition plans required by the authorizing statute. Based on the competition plans it has reviewed, FAA believes airport sponsors have made significant progress in fostering a more competitive aviation environment and will continue to follow through on the initiatives to strengthen competition opportunities. Accordingly, in FY 2004, FAA simplified requirements for filing competition plans, reduced the number of required plan updates, and met its goal to reduced agency review time from an average of six months to two months.

In administering AIP, FAA also must ensure participation by disadvantaged business enterprises (DBEs) in AIP-funded projects and airport concessions. Since the last reporting period (FY 2002), DBEs received 15.26 percent of contract dollars awarded under AIP, and DBE concessionaires earned 9.16 percent of the total gross receipts generated by all concessions at primary airport locations.

Finally, throughout FY 2004 and in accordance with 49 U.S.C. § 47131, FAA monitored airport sponsors' compliance with Federal grant assurances or other Federal land use requirements with respect to airport lands. Through FAA's Airport Land Use Compliance Program, FAA worked with airport sponsors to resolve violations of land use requirements. At the end of FY 2004, there were 26 airport sponsors that are undertaking corrective action and 11 airport sponsors found in noncompliance.

Chapter 1: Program Overview

Section 47104 of Title 49 of the United States Code (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, or appropriates, federal funds to be distributed to United States (U.S.) airports through the Airport Improvement Program (AIP).

The Federal Aviation Administration (FAA) administers AIP. In administering AIP, FAA gives the highest priority to projects that enhance the safety and security of the United States airport and airway system. Generally, AIP authorizing statute specifies requirements for the administering the program; however, FAA also has adopted additional procedures and policies to ensure the efficient and uniform approach to implementing AIP.

The Vision 100—Century of Aviation Reauthorization Act (Vision 100), Public Law 108-176, authorized funding for AIP for fiscal year (FY) 2004 through the FY 2007. For FY 2004, Vision 100 made available \$3.4 billion for AIP. However, appropriation legislation limited the amount of AIP funds available for obligation to \$3.29 billion.

1.1 U.S. Airport System Planning

Aviation activity in the United States accounts for approximately 30 percent of all commercial aviation and 50 percent of all general aviation activity in the world. An extensive system of more than 19,500 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. This plan, the National Plan of Integrated Airport System (NPIAS), lists development considered necessary to provide a safe, secure, efficient, and integrated airport system meeting the needs of civil aviation, national defense, and the U.S. Postal Service.²

The NPIAS is FAA's official document that provides long- and short-range cost estimates of AIP-eligible projects. The 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 along with the airport development and associated costs required over the ensuing five years to implement the plan. These development costs will be partially financed with AIP funds, and/or PFC funding where applicable, to expand and improve the system to meet the present and future needs of

²Federal Aviation Administration Annual Report on the National Plan of Integrated Airport Systems (NPIAS) 2005-2009 available on line at: <http://www.faa.gov/arp/planning/index.cfm>

civil aviation, to meet requirements in support of national defense, and to meet the special needs of the U.S. Postal Service.

The FAA uses the NPIAS in administering AIP. An airport must be included in this plan to be eligible to receive a grant under AIP. For the FY 2005 through FY 2009, FAA has designated 3,344 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, relievers (high capacity general aviation airports in metropolitan areas), and select general aviation airports. As used in the five categories of airports defined below, the word “airport” includes landing areas developed for conventional fixed wing aircraft, helicopters and seaplanes.

Commercial Service Airports

Commercial service airports are defined as public airports receiving scheduled passenger service and having 2,500 or more enplaned passengers per year. There are 510 commercial service airports. Of these, 383 have more than 10,000 annual passenger enplanements (also referred to as boardings) and are classified as primary airports. Primary airports receive an annual apportionment of at least \$1 million in AIP funds (when appropriated AIP funding levels meet or exceed \$3.2 billion), with the amount determined by the number of enplaned passengers.

Primary airports are grouped into the following four categories:

- **Large Hub**

Large hub airports are defined as airports that each account for at least one percent of total U.S. passenger enplanements (the term “hub” is used by FAA to identify very 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. Together, the 31 large hub airports account for 70 percent of all passenger enplanements. Large hub airports tend to concentrate on airline passenger and freight operations and have limited general aviation activity. Five large hub airports (Salt Lake City, Honolulu, Las Vegas, Miami, and Phoenix) have an average of 340 general aviation based aircraft, but the other 26 large hubs average only 47 based aircraft each. Thus, locally based general aviation plays a relatively small role at most large hubs.

- **Medium Hub**

Medium hub airports are defined as airports that each account for between 0.25 percent and one percent of the total U.S. passenger enplanements. There are 37 medium hub airports, and together they account for 20 percent of all

enplanements. Medium hub airports usually have sufficient capacity to accommodate air carrier operations and a substantial amount of general aviation activity. Medium hub airports have an average of 166 general aviation based aircraft.

- **Small Hub**

Small hub airports are defined as airports that enplane 0.05 percent to 0.25 percent of the total U.S. passenger enplanements. There are 68 small hub airports that together account for eight percent of all enplanements. Less than 25 percent of the runway capacity at small hub airports is used by airline operations, so these airports can accommodate a great deal of general aviation activity, with an average of 138 based aircraft at each airport.

- **Nonhub Primary**

Commercial service airports that enplane less than 0.05 percent of all U.S. commercial passenger enplanements but more than 10,000 annual enplanements are categorized as nonhub primary airports. There are 247 nonhub primary airports that together account for three percent of all enplanements. General aviation aircraft heavily use these airports, which have an average of 99 based aircraft.

Nonprimary Commercial Service

Commercial service airports that have from 2,500 to 10,000 annual passenger enplanements are categorized as nonprimary commercial service airports. There are 127 of these airports in the NPIAS and they account for 0.1 percent of all enplanements. These airports are used mainly by general aviation and have an average of 35 based aircraft.

Reliever Airports

General aviation pilots often find it difficult and expensive to gain access to congested airports, particularly large and medium hub airports. 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 and must have 100 or more based aircraft or 25,000 annual itinerant operations. The 278 reliever airports have an average of 219 based aircraft, representing 29 percent of the U.S. general aviation fleet. All airports that are designated as relievers by FAA are included in the NPIAS.

General Aviation Airports

Communities that do not receive scheduled commercial service or that do not meet the criteria for classification as a commercial service airport 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. The activity criterion may be relaxed for remote locations or other mitigating circumstances. The 2,556 general aviation airports in the NPIAS tend to be distributed on a one-per-county basis in rural areas and are often located near the county seat. These airports, with

an average of 33 based aircraft, are the home for 40 percent of the U.S. general aviation fleet.

Table 1 shows the number of NPIAS airports by type as well as its percentage of passenger enplanements and based aircraft.

Table 1: Distribution of Activity (2002)

Number Airports	Airport Type	Percentage of All Passenger Enplanements	Percentage of All Based Aircraft ¹
31	Large Hub Primary	69.4	1.4
37	Medium Hub Primary	19.7	2.9
68	Small Hub Primary	7.6	4.5
247	Nonhub Primary	3.1	11.6
127	Nonprimary Commercial Service	0.1	2.1
278	Relievers	0.0	28.7
2,556	General Aviation	0.0	39.6
3,344	Existing NPIAS Airports	99.9	90.8
16,232	Low Activity Landing Areas (Non-NPIAS)	0.1	9.2

¹ Based on active aircraft fleet of 211,244 aircraft in 2002.

1.3 Collection Of Passenger Boarding And Cargo Data

Each year, FAA's Office of the Associate Administrator for Airports publishes a report, titled *Enplanement and All Cargo Activity*.³ 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.

Passenger boarding data are derived from information air carriers provide the Department of Transportation (DOT), 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).

³Federal Aviation Administration Enplanement and All Cargo Activity Report is available online at <http://www.faa.gov/arp/planning/index.cfm>

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

1.4 Program History and Statistics

Cumulative performance data of AIP for FY 1982 through FY 2004 is provided in the report's appendices. Appendix B provides a detailed history AIP and the legislative changes that have affected the program since its inception in 1982. In addition, Appendix C, Grant Funding Authorizations, Obligation Limitations, and Obligations, 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, Total AIP Grant Funds Awarded by Development and Funding Types, shows, in both table and chart form, the overall AIP totals to date for apportioned funds, discretionary funds and their sum by development/planning type and funding type.

1.5 AIP Administration

Within FAA, the Office of the Associate Administrator for Airports administers AIP. The FAA Airports organization is comprised of staffs in headquarters and nine regional Airports divisions, six of which have district offices. The headquarters staff develops policy for the effective utilization of AIP funds and provides technical, planning, environmental, and administrative guidance to the other FAA Airports offices. Most of the day-to-day decision making for AIP project formulation is delegated to the regional, district, or field 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 regional offices, 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 noise 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 directs FAA through legislation to minimize noise impacts on nearby communities; develop reliever airports; develop cargo hub airports; protect and enhance natural resources; reduce aircraft operation delays; convert former military air bases to civil use; and implement a variety of other provisions to ensure a safe and efficient airport system.

In the administration of AIP, FAA implements these policies by giving the highest priority to projects that enhance the safety and security 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 this goal, FAA uses a national priority system that includes current year appropriation levels and calculated numerical priority ratings and results in the creation of a quantified listing of airport projects rated by priority. The 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).

1.5.1 Grant Management System Upgrades

In FY 2001, FAA began an automation effort to integrate several legacy databases it uses to manage AIP. These databases assist FAA in identifying needed airport infrastructure development for the ACIP, as well as serving as an AIP grants management and tracking tool.

In order to improve staff efficiency in administering AIP, FAA developed a new multifaceted database, System of Airports Reporting (SOAR). The resulting multifaceted database provides FAA staff a consistent platform for which to maintain common data elements that were once maintained in three separate databases—the Air Carrier Activity Information System (ACAIS), AIP, and the National Plan of Integrated Airport Systems - Airports Capital Improvement Plan (NPIAS-ACIP). In addition, the easy to use web-based application provides a single point for FAA staff to access using one set of log-on passwords and provides easier report and querying capabilities, while adhering to FAA's strict security certification and accreditation process.

In FY 2004, the agency made its final preparation for converting databases into SOAR. FAA staff will use the full capabilities of SOAR for the first time in FY 2005. The FAA anticipates that State aviation organizations and airport sponsor will have the capability to interface with SOAR by year's end.

1.5.2 Competition Plan Streamlining

The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), P.L. 106-181, revised the 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. directs each medium and large hub airport at which one or two air carriers control more than 50 percent of the passenger boardings at the covered airport to develop and file a competition plan. The statute also directs the Department of Transportation to “review [the plan’s] implementation from time-to-time to ensure that each covered airport successfully implements its plan.”

Airport sponsors of covered airports are required to file an initial competition plan in the Federal fiscal year in which they are first identified as a covered airport. The FAA will not issue an AIP grant or approve new Passenger Facility Charges in that fiscal year until the plan is accepted. In FY 2001, covered airport sponsors initially submitted their competition plans to FAA and were required to submit updates annually. However, in FY 2003, FAA extended the time between plan updates from every 12 months to every 18 months.

In FY 2004, FAA received and approved 37 competition plans from covered airport sponsors. When airport sponsors were first required to develop competition plans in FY 2001, FAA was taking up to six months to approve an airport sponsor’s submittal. In FY 2004, FAA committed to reducing this review time and set a goal of 75 days for completion of a plan approval. During FY 2004, FAA took an average of 62 days to review a plan or update, a two-thirds reduction in review time.

Based on the competition plans it has reviewed, FAA believes that most covered airport sponsors are making significant progress in fostering a competitive environment. To date, most of the covered airports have filed and received approval of their initial plan and two updates. Information provided in the subsequent two plan updates filed by covered airport sponsors indicates that most have successfully implemented many of FAA’s recommended changes to their competition plans. Accordingly, FAA has decided to modify the requirement that all covered airport sponsors file a written plan update on a regular basis. On September 30, 2004, FAA issued a new program guidance letter (PGL 04-08) that provides revised guidance for filing competition plans and updates. Effective FY 2005, PGL 04-08 limits the scope of updates to changes made since previous submittal, including issues raised in FAA’s review letter, and requires an airport sponsor to file written updates after FAA has accepted the original competition plan and two updates only if one of the following special conditions arise—

- The covered airport filed a competitive access report as required by Section 424 of Vision 100 (the Century of Aviation Reauthorization Act) describing a denial of access to gates or facilities within the last six-month period.
- The covered airport has executed a new master lease and use agreement, or significantly amended a lease and use agreement, including an amendment due to use of PFC financing for gates.

The Department of Transportation will continue to review the implementation of competition plans by all airports through other means, as required by 49 U.S.C. §40117(k)(2).

Chapter 2: FY 2004 Summary of Financial Assistance

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. The Trust Fund concept guarantees a stable funding source whereby users pay for the services they receive — 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 the 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. In addition, Congress also may reduce FAA’s obligation limit by enacting a government-wide budget rescission.⁴

This chapter summarizes the FY 2004 AIP financial commitments and discusses significant accomplishments relating to administration of AIP. For more information on each AIP grant FAA awarded in FY 2004, please refer to Appendix I: FY 2004 AIP Grants Awarded and Grant Amounts by Airport Category and Appendix J: AIP Grants Awarded in FY 2004 by State. Appendix I lists the number and amount of grants by State and airport category. Obligation amounts listed are for grants and amendments, excluding recoveries, and only FY 2004 grants with obligations are shown. Appendix J provides information on all AIP grants awarded in FY 2004, 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 2004, Congress limited the amount of funds available for awarding new grants to \$3.29 billion.⁵ However, Congress also authorized FAA to recover funds from prior year projects in which the final costs were less than expected. These recovered funds may then be reobligated to new projects and to increase the Federal amount to accommodate cost overruns in existing grants. Consequently, in FY 2004, gross AIP obligations (for 2,150 new grants and 369 grant amendments) amounted to \$3.41 billion of which \$34 million was for increases in existing grant agreements, known as “upward adjustment” or “amendments.”⁶ The amount for upward adjustments was primarily derived from recovered funds.

⁴For more information on the AIP funding and grant process, see Federal Aviation Administration Order 5100.38B, Airport Improvement Program Handbook. This order is available online at <http://www.faa.gov/arp/financial/aip/index.cfm>

⁵This amount is the total AIP amount authorized by legislation less a government wide budget rescission of 0.59 percent, administrative expenses and contribution to the Small Community Air Service Development Pilot Program (a program managed by the DOT to expand air service into small communities, per Title 49, U.S.C., Section 41743)

⁶See Appendix A: Glossary for more definitions of terms specific to the AIP.

With this level of funding, FAA was able to fund the following program requirements:

- All legislative set-aside requirements, such as the noise mitigation and reduction program (\$318.9 million); reliever airports⁷ (\$132 million in discretionary funds) and the Military Airport Program⁸ (\$46.2 million in discretionary funds);
- Safety projects (\$289 million);
- Security emphasis projects (\$11 million);
- Congressionally designated priorities (\$172 million);
- Rehabilitation and reconstruction projects (\$985 million); and
- Standards projects (\$1.02 billion).

Funds listed above may be counted toward multiple funding minimums and set-asides. For example, certain standards projects may also be counted toward safety project minimums. Further, funds listed above for security emphasis projects do not include all funds spent of security projects. Some security enhancements are required by regulation and may count toward standards projects or may be counted toward safety project minimums if the security enhancement also improves safety, such as a perimeter fence.

In addition to the funding projects above, FAA issued three grants totaling \$9.2 million for nontraditional projects. One of these grants funded FAA's Airport Master Record Program that provides national airport data to the *Airport Facility Directory* and other pilot navigation aides. The other two grants were specified by legislation and required FAA to provide funding for a Federal security research consortium and safety improvements at the Federally owned Henderson Field, Midway Atoll.

In FY 2004, AIP also was critical in providing the requisite funding needed to achieve many of FAA's performance goals, particularly goals related to safety and noise. See Chapter 13, Performance Measurement, for a detailed explanation of FAA performance goals tied to AIP.

In FY 2002 and 2003, FAA directed unprecedented levels of AIP funding toward security projects to provide airports adequate resources to meet security requirements imposed in response to the September 11, 2001 terrorist attacks. In FY 2003, a majority of this funding went toward accommodation of explosive detection system (EDS) funding. However, Congress effectively prohibited the use of AIP funds for EDS accommodation in FY 2004. Consequently, AIP funding for security fell to \$11 million in FY 2004, which is in line with pre-September 11, 2001 spending levels.

With additional AIP funds available for other purposes in FY 2004, FAA directed more AIP funds toward reconstruction, rehabilitation and standards projects than in FY 2002 and FY 2003. The higher level of funding for reconstruction, rehabilitation, and

⁷The authorizing statute requires the FAA to pay set-aside amounts for reliever airports from discretionary funds.

⁸The authorizing statute requires the FAA to pay set-aside amounts for airports participating in the Military Airport Program from discretionary funds.

standards in FY 2004 enabled FAA and airports to begin to address the backlog that had built up over the two prior years as airport sponsors deferred work in order to accommodate security projects.

Of the total number of grants awarded, 97 of these grants, totaling \$318.9 million, were issued specifically for noise compatibility projects. These projects included the purchase of noise-impacted land adjacent to airports, soundproofing residences and schools, and other efforts to reduce adverse impacts of noise.

In brief, 10 percent of the grants awarded and 33 percent of the corresponding funding financed projects at large U.S. airports, leaving 87 percent of the grants and 66 percent of the funding to support projects at small airports. The FAA awarded the remaining three percent of the grants and one percent of funding to State and local planning agencies to assist in the effort to better plan and organize additions and improvements to the U.S. aviation system. The following table details the distribution of FY 2004 grants by airport funding categories.

Table 2: AIP Funding Distribution Summary for FY 2004

Funding Category	Number of Grants Awarded	% of Total Grants	Obligated Amounts for New Grants (in millions of dollars)	% of Total Obligated Amounts
Large Airports				
Primary Large Hub Airports	126	5.9 %	\$694.5	20.6%
Primary Medium Hub Airports	94	4.4%	\$415.3	12.3%
Large Airports Subtotal:	220	10.2%	\$1,109.8	32.9%
Small Airports				
Primary Small Hub Airports	155	7.2%	\$479.5	14.2%
Primary Nonhub Airports	315	14.7%	\$607.7	18.0%
Nonprimary Commercial Service Airports	81	3.8%	\$137.9	4.1%
Reliever Airports	215	10.0%	\$209.4	6.2%
Other General Aviation Airports	1,062	49.4%	\$540.2	16.0%
State Block Grant Program	27	1.3%	\$226.0	6.7%
State Sponsored: Various Locations	16	0.7%	\$26.6	0.8%
Small Airports Subtotal:	1,871	87.0%	\$2,227.3	66.0%
Airport System Planning				
Planning Agencies and Other	25	1.2%	\$23.5	0.7%
State Sponsored: Other Locations	34	1.6%	\$14.1	0.4%
System Planning Subtotal:	59	2.7%	\$37.6	1.1%
Total:	2,150	100%	\$3,374.7⁹	100.0%

⁹ The total for obligated amounts includes only those grants for the current fiscal year with obligations. This number does not include amounts for amendments made to existing grant projects or multi year projects.

Chapter 3: Annual AIP Funding

The United States Congress authorizes AIP contract authority, which permits FAA, through AIP, to distribute funds from the Airport and Airway Trust Fund. This contract authority is contained in chapter 481 of Title 49, United States Code (U.S.C.) and has been amended numerous times since 1982. The amounts Congress authorized for obligation rose from \$450 million in FY 1982 to \$2.97 billion in FY 1994¹⁰, declined to \$2.16 billion in FY 1995, and then rose steadily once again to \$2.47 billion in FY 2000. Under AIR-21, AIP authorizations then increased to \$3.2 billion in FY 2001, \$3.3 billion in FY 2002, and \$3.4 billion in FY 2003. The Vision 100—Century of Aviation Reauthorization Act (Vision 100), Public Law 108-176, authorized AIP contract authority for the FY 2004 through the FY 2007. For FY 2004, Vision 100 authorized \$3.4 billion for AIP.

Historical AIP authorization and amounts available to AIP from FY 1982 through FY 2004 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 “Grant-In-Aid for Airports” section of annual appropriation acts for the Department of Transportation, Treasury and Related Agencies.¹¹ 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 grant program. The remaining \$100 million was used to fund the administrative expenses of FAA's Office of the Associate Administrator for 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 equaled the authorized amount, thus providing significantly more funds for AIP grant program. However, not all of the amounts authorized have been available for AIP grants— under the Grants-in-Aid for Airports section of the annual appropriation acts, Congress continues to fund administrative expenses of the Office of the Associate Administrator Airports (\$65.9 million in FY 2004), as well as the Small Community Air Service Development Pilot Program (\$19.9 million in FY 2004), which began in FY 2002.¹²

¹⁰ According to the Office of Management and Budget, with concurrence by the Congressional Budget Office, the total amount authorized in FY 1994 was \$2.97 billion, even though it appeared that \$2.161 billion was the amount authorized. This was due to the combination of the lapse of authority of AIP after FY 1993 and the amendments extending the program in May 1994 and August 1994.

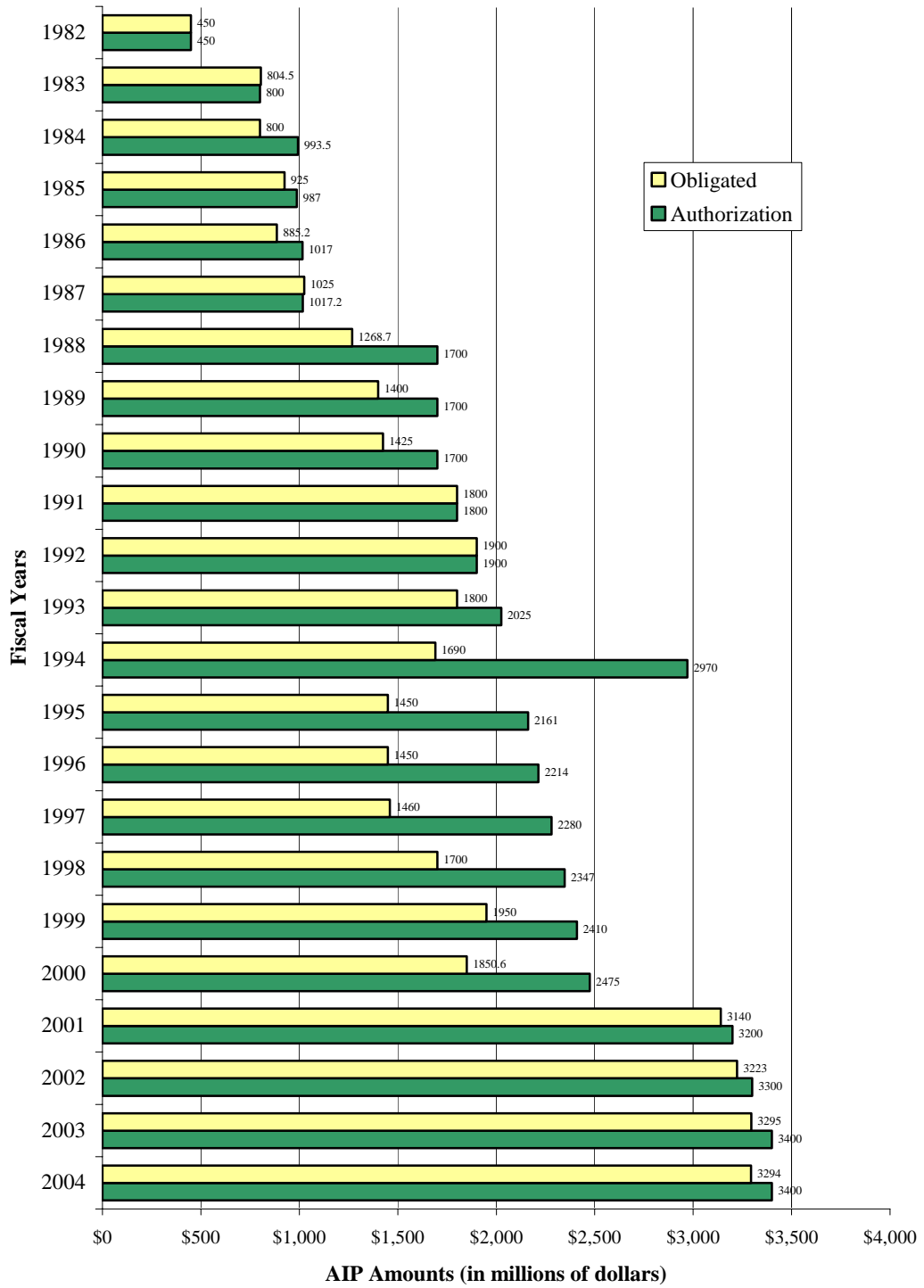
¹¹ The Grants-in-Aid for Airports section of the annual appropriation acts establishes the maximum that the FAA can obligate for AIP grants. This is commonly known as the obligation limitation. That section also provides an appropriation for liquidating AIP obligations.

¹² The Small Community Air Service Development Pilot Program is a program managed by DOT to expand air service in to small communities, per Section 41743 of Title 49, U.S.C.

In addition, government-wide rescissions of 0.59 percent in FY 2004 further reduced the amounts available. The actual amounts available for AIP grants were therefore \$3.29 billion in FY 2004, including \$124.1 million in recovered funds that are available for reobligation.

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. The FAA approves discretionary 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 seeking discretionary funding. Discretionary funds are limited and consequently directed to only higher priority needs.

Figure 1: Yearly AIP Authorizations and Amounts Available for AIP



3.1 Distribution of Apportioned Funds

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.” Such funds are available to large, medium and small hub airport sponsors in the year they are first apportioned and they remain available for the two 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 three fiscal years following apportionment.

3.1.1 Primary Airports

For FY 2004, there were 383 primary airports. These airports boarded 643,153,637 passengers in calendar year 2002, the year used to determine FY 2004 primary airport entitlement funds. Each primary airport’s entitlement funds are based upon 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 an 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 2004 entitlement funds available to primary airports to be \$860.8 million.

In addition, Vision 100 directed FAA to calculate entitlement funds for certain airports that do not meet the definition of primary airports. These airports, known as virtual primary airports, did not have more than 10,000 enplanements in calendar 2003, but by legislative exception, will receive entitlement funds in the current fiscal year based on prior year enplanements. Vision 100 specified that for airports boarding fewer than 10,000 passengers in calendar years 2002 or 2003 as the result of terrorist attacks of September 11, 2001, FAA may use calendar year 2000 or 2001 enplanement numbers if they are greater than prior calendar year enplanements to calculate FY 2004 passenger entitlements. The amount apportioned in FY 2004 is equal to the amount apportioned in FY 2002 or FY 2003, whichever amount is greater.

In FY 2004, there were 43 virtual primary airports and \$43 million of entitlement funds were available to these airports. This is in addition to virtual primary entitlement funds carried over from the previous fiscal year. Per the authorizing statute, the amount of entitlement funding distributed to virtual primary airports reduces the amount of funding available for discretionary projects by \$36.5 million.

3.1.2 PFC Participant Apportionment Reductions

In 1990, Congress enacted legislation that allows public agencies controlling commercial service airports to charge enplaning passengers using the airport a \$1, \$2, or \$3 PFC. 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 in apportioned AIP funds 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. The apportionment for an airport in FY 2004 was reduced by 50 or 75 percent of the forecast PFC revenue in that fiscal year (whichever was applicable), but not by more than 50 or 75 percent of the apportionments calculated for that fiscal year.

In FY 2004, 59 of the 68 large and medium hub airports had a PFC in place; all of which were subject to these reductions. Of the 59 airports, 27 airports were subject to the 50 percent reduction in entitlements and 32 were subject to the 75 percent reduction in entitlements.

The FAA redistributes the apportionments that are withheld as a result of PFC collections within AIP program. The authorizing statute requires FAA to assign 87.5 percent of these redistributed funds to the Small Airport Fund. In FY 2004, FAA redistributed \$380.2 million to the Small Airport Fund. Of this total, one-seventh was distributed to small hub airports (\$54.3 million in FY 2004); two-thirds was distributed to nonhub primary and nonprimary commercial service (\$217.3 million in FY 2004); and the remaining one-third was distributed to general aviation/reliever airports (\$108.6 million in FY 2004).

The authorizing statute also requires FAA redistribute the remaining 12.5 percent of apportionments that are withheld as a result of PFC collections to AIP discretionary fund. In FY 2004, FAA redistributed \$55.2 million of apportionments to AIP discretionary fund. Of this total, three-quarters of the funds were used for C/S/S/N projects. The FAA classified the remaining one-quarter as "undesignated discretionary" or "pure discretionary" funds (funds that may use these funds for any eligible project at any airport in the NPIAS).

3.1.3 Cargo Service Airports

The 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 2004, there were 113 airports that qualified as cargo service airports, which shared the 3.5 percent funding, totaling \$115.3 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 was 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 Chapter 1.2, Airport Categories). Out of this amount, nonprimary airports are entitled to an individual apportionment based on the lesser of one-fifth of the airport's five-year capital needs as identified in FAA's NPIAS or \$150,000. Under this funding entitlement, \$341 million was made available to nonprimary airports for obligation in FY 2004. (Under the authorizing statute, if AIP funding drops below \$3.2 billion, the State apportionment is reduced to 18.5 percent and the 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, the District of Columbia, and Puerto Rico, while the remaining 0.62 percent was apportioned to airports in the insular areas (Guam, American Samoa, the U.S. Virgin Islands and the Commonwealth of the Northern Mariana Islands). The formula for distribution of funds to States is 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. The FAA makes decisions on the use of funds in each State, other than those in the State Block Grant Program,¹³ in consultation with the States. This exercise of discretion by FAA assures that critical project needs are identified and funded within the States. In FY 2004, \$1.97 million was made available for obligation for the insular areas and \$315.7 million was available for 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 Grant-In-Aid for Airports appropriation legislation. In FY 2004, 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.

¹³Per the authorizing statute, the State Block Grant Program allows certain States to assume responsibility for administration of 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).

3.2 Distribution of Discretionary Funds

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

- **Noise:** An amount equal to 35 percent of the discretionary fund (\$307.6 million in FY 2004) was reserved for noise compatibility planning and implementing noise compatibility programs under Section 47501 *et seq.* of Title 49, U.S.C. The 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 by legislation.
- **Military Airports Program (MAP):** The FAA reserved four percent of the discretionary fund, amounting to \$35.2 million in FY 2004, for the MAP¹⁴.
- **Reliever:** An amount equal to two-thirds of one 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. In FY 2004, 37 eligible airports met these criteria. An amount of \$5.8 million was made available and used for eligible projects by these 37 airport sponsors. (This set-aside is not provided if AIP is less than \$3.2 billion.)
- **Capacity/Safety/Security/Noise (C/S/S/N):** Of the remaining discretionary funds (\$530.4 million in FY 2004), FAA reserved 75 percent or \$392.8 million for C/S/S/N projects. Of the remaining 25 percent (\$137.6 million), FAA is required set aside \$5 million for the testing and evaluation of innovative aviation security systems.¹⁵ The remaining amount, \$132.6 million, available for any eligible project at any airport included in the NPIAS.

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

¹⁴The MAP, a funding set-aside of the discretionary portion of the 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).

¹⁵See Title 49, U.S.C. 47137(f).

Table 3: AIP Funding Distribution Plan for FY 2004
(in millions of dollars)

Authorized by Legislation	3,400.0
Available for AIP Authorized	3,400.0
Less:	
Government-wide Budget Rescission (.59%)	20.0
Small Community Air Service Dev. Program	19.9
Administrative Expenses	65.9
Total Available for AIP Grants	3,294.2
FUNDING DISTRIBUTION	
Entitlements/Appportionments	
Primary Airports	903.8
Cargo (3.5% of total available for AIP grants)	115.3
Alaska Supplemental	21.3
States (20% of total available for AIP grants)	
Nonprimary Entitlement	341.0
State Apportionment by Formula	<u>317.8</u>
	658.8
Carryover Entitlement	335.7
Subtotal Entitlements	2,034.9
Small Airport Fund	
Nonhub Airports	217.3
Noncommercial Service	108.6
Small Hub	54.3
Subtotal Small Airport Fund	380.2
Subtotal Non -Discretionary	2,415.1
DISCRETIONARY	
Noise (35%)	307.6
Reliever (0.66% of discretionary funds)	5.8
MAP (4% of discretionary funds)	35.2
Subtotal Discretionary Set-asides	348.6
C/S/S/N	392.8
Security Research/Testing Consortium	5.0
Remaining Discretionary	132.6
Subtotal Other Discretionary	530.4
Subtotal Discretionary	879.0
Funding Distribution Total for Fiscal Year Funds	3,294.1*
Recovery Ceiling Authorized for Reobligations	124.1
Total Authorized Obligation Level	3,418.2
*Due to rounding, the amount for the Funding Distribution Total for Fiscal Year Funds varies from the Total Available for AIP Grants by \$100,000. Both totals are the same—\$3,294,194,899.	

3.3 Carryover Funds

Carryover entitlements are funds that FAA allocates to a State or airport sponsor (per formulas specified in the authorizing statute) but, for a variety of reasons, a State or airport sponsor elects not to use the money in the fiscal year in which FAA made the funds available. The law governing AIP specifies that these funds remain available to the specific State or airport for either two or three years after the year of apportionment. The FAA redistributes carryover funds not used in the FY 2004 to other airport sponsors as discretionary funds and the obligation to fund the original airport sponsor was “carried over” into FY 2005.

The obligation to fund in a future year reduces the amount of new discretionary funds that are available in that fiscal year. In FY 2004, airport sponsors carried over \$415.9 million in apportionment funds—12 percent of total AIP. This is a moderate increase over last year’s carryover entitlements.

While carryover funds increase the discretionary funding in the current fiscal year, they reduce the amount of discretionary funds available in a subsequent fiscal year. The authorizing statute requires FAA to fund carryover amounts 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 Military Airport Program) are particularly sensitive to increases in carryover amounts. The FAA calculates set-aside funds as a percentage of the available discretionary funds and FAA establishes the level of discretionary funds after carryover funds are deducted from the total AIP program.

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

In FY 2004, FAA apportioned \$341 million in entitlement funds to 2,834 NPE airports. Of these NPE airports, 1,010 carried over \$191¹⁶ million of the total \$416 million of FY 2004 entitlement funds carried over into the FY 2005. The NPE carryover resulted in total carryover funds increasing to approximately 12.6 percent of the total AIP (compared to 6.25 percent from FY 1995 – FY 2000). While this was an increase in carryover as a percentage of the total program compared to the carryover percentage prior to AIR-21, an analysis shows that the percent of program is virtually identical (approximately 6.3 percent), after factoring out the effect of the NPE category.

¹⁶ The \$191 million in carryover funds for NPE airports is comprised of entitlement funds carried over from several fiscal years, including \$15.1 million from FY 2002, \$54.5 million from FY 2003 and \$121.4 million from FY 2004.

The FAA conducted a program review, including interviews with FAA regional personnel, to identify the reasons for carryover entitlement funds with the objective of identifying means to reduce these funds. The analysis identified the following—

- Many nonprimary airports are “banking” their limited annual entitlement amounts so as to be able to accomplish a larger project in a later year. NPE carryovers amounts are increasing at a rate of twice that of PE carryover amounts.
- Many smaller airport sponsors cannot afford to advance the project cost of a large, multiyear grant and must wait to have their entitlements available.
- Nonprimary airports can now carry forward entitlement funds for three years (versus two years in the previous legislation), thus encouraging even more “banking” of entitlements.
- Airport sponsors may defer decisions on spending entitlements pending a FAA decision on an AIP grant award for matching discretionary grants. If airport sponsors are not awarded the discretionary grant, they often will carryover their entitlement funds in order to pool these funds with subsequent years’ entitlement funds.
- Recent efforts by FAA to ensure uniform implementation of AIP policy on awarding AIP grants based upon bids has resulted in airport sponsors making last minute decisions to not use their entitlements if bids come in high.¹⁷ In such cases, most airport sponsors choose to re-bid the project and reapply for AIP funding in a subsequent fiscal year, thus resulting in carryover funds.

¹⁷The FAA is placing a greater emphasis on enforcing a long-standing policy that requires airport sponsors to determine cost for most AIP projects based on bids rather than an engineer/consultant estimate. This policy assures that the amount of an individual grant does not exceed the amount actually needed to finance the project, thus allowing the FAA to reach more projects with AIP funding. In response to FAA’s effort to more uniformly implement this policy, some airport sponsors are making last minute decisions not to proceed with entitlement grants because of inadequate time to complete planning, bidding, environmental assessments or land negotiations activities.

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 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 2007.

Legislation also provides for upward adjustments for projects in States containing high percentages of public lands and 95 percent of allowable planning costs for airport system planning grants.

Chapter 4: Airport Capital Improvement Plan

The FAA's policy in selecting projects for AIP discretionary funding is intended to ensure that 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 in a 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 best advance statutory goals and objectives with respect to the enhancement of the national airport system.

Investment decisions are made using a structured selection process that includes a variety of factors that help 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. In some cases, the authorizing statute directs FAA to allocate funding to specific airport types and categories. The FAA has more discretion as to what type of development to fund within discretionary funding set-asides.

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

The 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, Airport Capital Improvement Plan (ACIP) Process, illustrates the ACIP development process and how airport sponsors, local planning agencies and regional FAA offices contribute to this process.

The FAA creates an ACIP using a process consisting 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, states, airport planning districts and FAA regional officials. During this process, airport development projects are evaluated based on many factors. They include cost for Federal mandates, adequacy of sponsor maintenance of airport infrastructure, feasibility of accomplishing the project, the benefit-cost relationship, eligibility of the proposed development, and 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 staff evaluate all nine regional ACIPs for development of a single national funding plan. The national ACIP categorizes projects according to the size of the airport or two special project categories (noise mitigation and airport planning). Within each of these categories, FAA ranks projects on the basis of an analysis that takes into account the type of airport, the type of project, and other factors, such as the agency's goals for safety, security, and infrastructure preservation. Within the confines of appropriation levels and any laws and formulas that affect the disbursement of discretionary funds, FAA establishes a cutoff point in each category 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 eligible for receiving discretionary funding.

To meet current funding levels, FAA headquarters applies a third filter to pare down the "candidate list" by selecting a target priority rating. Projects above this rating may receive funding. Generally, projects receiving a numerical rating below the target do not receive funding unless they are a phase of larger project, have a letter of intent, are unexpectedly delayed or changed resulting from a statutory mandate, are unanticipated (such as infrastructure repairs needed after a hurricane), or otherwise receive special emphasis (e.g., a congressional mandate). The accumulated costs of the "candidate list" generally exceeds amounts available in each AIP funding category to allow flexibility in selecting the most critical merit-based projects for funding.

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

In addition to priority ratings, FAA requires the airport sponsor to complete a benefit-cost analysis (BCA) for capacity projects exceeding \$5 million in discretionary funds over the life of the project. While such general economic evaluations may be part of the planning process for other types of projects, the BCA does not impact the project ranking process for the AIP discretionary candidate list. There are many reasons BCAs are not used in the project ranking process. In particular, a substantial portion of the AIP, including discretionary funding, is specified by formula. In addition, a large portion of the AIP

goes to fund safety, standards, and noise projects that are more difficult to evaluate using economic models.

In addition, interpretation of BCA data also is usually somewhat subjective. The weight placed on BCA results is generally influenced by sensitivity analyses and the plausibility of the results rather than simply making a decision based on an exact number. Airport sponsors vary their level of effort necessary to satisfy the BCA requirement and, in many instances, airport sponsors limit the analysis to easier-to-quantify benefits, thereby not fully ascertaining or quantifying all the benefits that could be identified for the project. Furthermore, FAA relies on a variety of information, e.g., types of commitment letters from potential users, forecast projections, fleet mix, and load factor projection, to decide whether to recognize benefits of a particular project.

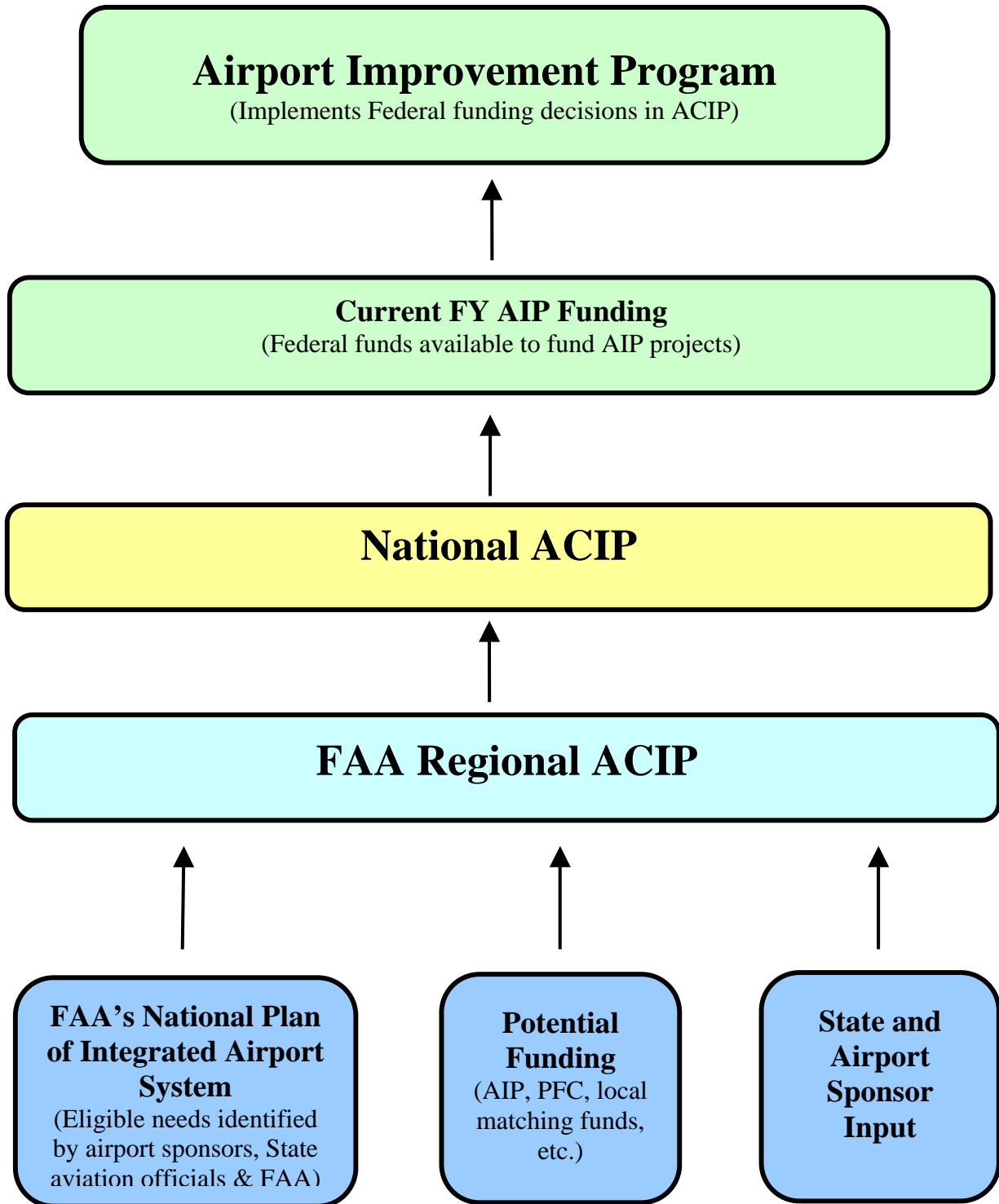
Based on requirements developed by FAA, the airport sponsor conducts a BCA. The airport sponsor then submits its BCA and supporting documentation for FAA review and acceptance. When possible, an airport sponsor conducts a BCA in conjunction with the development of the airport master plan or environmental studies. If it is not feasible to include 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 aeronautical 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 a BCA, airport sponsors seeking a letter of intent (LOI) —a multiyear commitment of Federal AIP support for airfield project— must meet additional requirements, as discussed in Chapter 8.

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.

In FY 2004, the FAA reviewed 14 BCAs for capital projects to be funded in future fiscal years. The estimated total cost for these proposed capital projects totaled \$3.7 billion, of which \$370 million is requested AIP discretionary amounts. As BCAs are used as a tool to evaluate a limited portion of available discretionary funds and the total project funding, the FAA does not track the net benefits of these projects or other summary information to determine if these projects had a higher net benefit than capital projects that do not require a BCA.

Figure 2: Airport Capital Improvement Plan (ACIP) Process



Chapter 5: State Block Grant Program

Requirements for the State Block Grant Program are contained in Title 14, Code of Federal Regulation, Part 156, State Block Grant Pilot Program (14 CFR Part 156). As specified in this regulation, States assume responsibility for administration of 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. Each State is responsible for determining which locations within its jurisdiction will receive funds and for ongoing project administration. Each State is also responsible for employing the Federal priority for use of its funds.

The FAA initiated this program in 1989 with three States: Illinois, Missouri, and North Carolina. In FY 1993, FAA expanded the list to seven States: the original three States plus Michigan, New Jersey, Texas, and Wisconsin. In FY 1997, FAA selected Pennsylvania and Tennessee, although Tennessee did not participate in the program until FY 1998.

In FY 2000, AIR-21 authorized a tenth State to begin participation in the State Block Grant Program, and FAA arranged a competition period shortly after the enactment of the authority. However, FAA did not select a tenth State because some States withdrew their applications and there were no qualified applicants among the remaining applications. The FAA is willing to accept applications for an opening in the program at any time.

Although FAA selected nine States to participate in the State Block Grant Program, and all nine of these States have participated, 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 anticipates closing out all grants funded under this program by FY 2006. New Jersey's withdrawal is due to changes in the State's aviation agency programs.

For FY 2004, FAA granted \$226 million in State apportionment and discretionary funds under the State Block Grant Program. Table 4, State Block Grant Totals for FY 2004, provides a breakdown of these funds by State.

Table 4: State Block Grant Totals for FY 2004

	Block Grant Funds		
State	Apportionment ¹⁸	Discretionary	State Total
Illinois	\$18,401,362	\$17,865,660	\$36,267,022
Michigan	\$20,768,866	\$17,250,000	\$38,018,866
Missouri	\$8,194,115	\$18,618,004	\$26,812,119
North Carolina	\$15,841,008	\$12,371,900	\$28,212,908
Pennsylvania	\$11,714,303	\$3,665,000	\$15,379,303
Tennessee	\$14,315,414	\$2,146,258	\$16,461,672
Texas	\$39,545,041	\$9,141,000	\$48,686,041
Wisconsin	\$14,526,391	\$1,624,263	\$16,150,654
State Block Grant Total:	\$143,306,500	\$82,682,085	\$225,988,585

¹⁸Apportionment amounts include nonprimary entitlements, state apportionments, and nonprimary commercial service entitlements.

Chapter 6: Military Airport Program

Since FY 1991, 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.

MAP funding helps fund 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 also frequently need to be changed to meet the requirements of 14 CFR Part 139, Certification of Airports, if certain air carriers use the airport. In addition, the civil airport sponsor may need to build additional infrastructure, such as roads, parking lots, and a terminal building.

Airport sponsors participating in the MAP can get discretionary funding for projects not normally eligible under AIP, including projects to rehabilitate or construct fuel farms, surface parking, cargo buildings 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 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 would reduce delays at commercial service airports that experience 20,000 hours of annual takeoff and landing delays by passenger aircraft; or
- Military airports that would enhance air traffic control and airport system capacity in a metropolitan area.

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

The Secretary of Transportation was authorized to designate, or redesignate, and fund capital development projects for up to 15 eligible MAP airports in FY 2004. A single year's MAP may include certain airports that have been carried forward from the previous year, airports that had been designated at one time and are now being reconsidered, and others that will be new entrants into the program. Designated airports remain eligible to participate in the program for up to five fiscal years following their initial designation.

In FY 2004, 10 of the 15 available slots in MAP were previously designated, allowing the Secretary of Transportation to redesignate or designate up to five additional airports for the fiscal year. Of those five remaining slots, one airport, Griffiss Airpark (the former Griffiss Air Force Base) in Rome, New York, was a new designation, and the remaining four airports were redesignations:

- Millington Municipal, Millington, TN;
- Sawyer Airport, Marquette, MI;
- Alexandria International Airport, Alexandria, LA; and
- Okaloosa County Airport, Valparaiso, FL.

There are also existing joint use agreements at active military airfields that allow civil aircraft operations. In addition, DOD issues long-term land leases to civil sponsors so they have land to develop at these joint use facilities. This is often the case at surplus military airfields converting to civil airports. As many as one-third of the converting BRAC airports have the potential to become commercial service airports and another one-third could become reliever airports. The remaining one-third could become general aviation airports.

Table 5, MAP Selected Locations and Funds Awarded in FY 2004, provides discretionary amounts FAA awarded MAP airport sponsors.

Table 5: MAP Selected Locations and Funds Awarded in FY 2004

Airport Location	MAP Funds (Discretionary Funds)
Alexandria International Airport, LA (AEX)	\$7,059,072
Cecil Field, Jacksonville, FL (VQQ)	\$2,767,328
Gray AAF, Killeen, TX (GRK)	\$8,600,000
Griffiss Airpark, Oneida County, NY (RME)	\$3,385,500
Guam International, Agana, Guam (GUM)	\$4,934,970
Kalaeloa Airport, Hawaii (former NAS Barbers Point) (JRF)	\$3,150,000
March Inland Port, Riverside, CA (RIV)	\$1,350,000
Mid America Airport, Belleville, IL (BLV)	\$1,358,000
Millington Municipal Airport, TN (NQA)	\$1,952,250
Okaloosa County/Eglin AFB, FL (VPS)	\$1,900,000
Plattsburgh International, Plattsburgh, NY (PBG)	\$4,255,000
Sacramento Mather, Sacramento, CA (MHR)	\$1,877,971
Sawyer Airport, Marquette, MI (SAW)	\$950,000
Southern California Logistics, Victorville, CA (VCV)	\$3,650,000
Tipton Army Airfield, Odenton, MD (FME)	\$1,007,030
Total:	\$48,197,121

Chapter 7: Major Capacity, Safety, and Security Project Grants

One of the primary goals of AIP is to preserve the capacity, safety, and security of the 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. Such projects include the construction and improvement of runways, taxiways, and air carrier aprons at many capacity-constrained airports.

At the beginning of each fiscal year, the amount FAA can make available for AIP grants is calculated from the amount authorized by legislation, subject to any obligation limitation included in FAA's appropriation and other uses directed by statute. The amount available for AIP grants is then distributed among the many different funding categories and set-asides, as specified by the authorizing statute. The authorizing statute requires FAA to use discretionary AIP money to fund set-aides and establishes funding minimums that the agency must make available for each of the four required set-asides, including C/S/S/N projects.

In FY 2004, the amount available for AIP obligations was \$3.294 billion and the corresponding amount set aside for C/S/S/N projects was formulated to be a minimum of \$392.8 million or 12 percent of the annual AIP (see Table 3: AIP Funding Distribution Plan for FY 2004).

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 is because they represent the most important and significant contributions to airport system improvement. The extra funds come from unused funds recovered from other projects and from the conversion of entitlements unused in the specific year (\$132.6 million in FY 2004). Accordingly, in FY 2004, FAA awarded AIP grants totaling \$525.4 million of 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.

Some of the more significant FY 2004 C/S/S/N projects include:

- **Boston-Logan International Airport**, Boston, MA: Initial work is underway for a new Runway 14-32, scheduled to open November 2006. The new runway will be 5,000 feet long and 150 feet wide and will be utilized largely by regional air carrier airlines. It will be unidirectional, with all arrivals and departures over water, i.e. takeoffs on Runway 14 and landings on Runway 32. An LOI was issued in April 2004 for the construction of the runway and associated work. The total LOI is for \$90,800,000. The first scheduled LOI grant is for FY 2005, which is a combination of entitlement and discretionary funding.

- **Chicago O’Hare International Airport**, Chicago, IL: During FY 2004, FAA prepared a draft EIS and anticipates issuing a Record of Decision in September 2005 for the major reconfiguration of the Chicago O’Hare International Airport, known as the O’Hare Modernization Program (OMP). The City of Chicago estimates that the configuration will reduce overall delays by 79 percent (an annual savings of \$370 million) and increase capacity from 1.0 to 1.6 million annual operations. As part of the reconfiguration, the City of Chicago proposes to acquire 433 acres of adjacent property including 540 housing units and 109 commercial properties. The expected total project cost is \$6.6 billion.
- **Cleveland Hopkins International Airport**, Cleveland, OH: The phased replacement of Runway 6L/24R with new Runway 5L/23R is underway. The project will improve airfield safety and capacity by replacing the closely spaced parallel Runway 6L/24R, which is 400 feet from Runway 6R/24L, with a new runway that is 1,241 feet from Runway 6R/24L. Included in FAA's Operational Evolution Plan¹⁹ (OEP), the new runway will provide the capability for simultaneous arrival/departure operations during VFR conditions. Phase 1 of the new runway (6,800 feet) opened on December 12, 2002. Phase 2a (an additional 2,200 feet with Category I Instrument Landing System (ILS) approaches) was commissioned on August 5, 2004. Subsequently, Phase 2b finalized work for Category III ILS approaches and the airport sponsor commissioned the runway on November 25, 2004. FAA financial support is being provided under an AIP LOI for \$148 million of the total \$500 million project cost. Additional funding is provided by PFC revenue (approximately \$82 million) and other local funds.
- **Charlotte-Douglas International Airport**, Charlotte, NC: The City of Charlotte is developing a new 9,000 foot long by 150 foot wide third parallel runway. Design of the runway is scheduled to be completed by the end of 2005. Based on models used in a 2003 Capacity Study update, a minimum of delay savings of \$4.9 million or 3,000 hours of delay per year will be achieved with the new runway at current operational levels. Assuming traffic continues to grow as currently forecasted, the delay savings would increase to \$77.1 million (47,570 hours) in the year 2013. In FY 2004, \$3,229,214 AIP funds were granted for land acquisition and the design of road relocation required for the new runway. The airport sponsor anticipates commissioning this runway in 2008. The expected total project cost is \$200 million.
- **Cincinnati-Northern Kentucky International Airport**, Covington, KY: A new 8,000' x 150' third parallel runway spaced 4,300' west of the existing parallel runways. This new runway will be the first to allow triple simultaneous instrument approaches with less than 5,000' runway separation using Standard Terminal Area Radar System (STARS) capability. The new runway will primarily be used for arrivals, but may also be used for some departures. The FAA's Benchmark Capacity Study estimated the runway would increase the airport's capacity by 26 percent in Visual Flight Rule (VFR) and Instrument Flight Rule

¹⁹The National Airspace System Operational Evolution Plan (OEP) is the FAA plan to improve capacity and efficiency in the National Airspace System over the next ten years. The OEP is available online at www.faa.gov

- (IFR) conditions. The total cost of construction of the project is estimated to be \$237 million (total cost including financing cost is \$376.3 million) and the project is scheduled for commissioning in December 2005. LOI grant of \$19,150,137 was issued in FY 2005. The total LOI committed to this project from FY 2002 to FY 2011 is \$131,699,860. A PFC for the project related cost (including financing) was approved for approximately \$250.0 million.
- **Dallas/Fort Worth International Airport**, Dallas/Fort Worth, TX: A multi-phased project to increase capacity by extending Runways 18L, 18R, and 17C. In FY 2004, the addition of 2,000 feet to Runway 18R was completed and the airport sponsor commissioned the runway on October 30, 2003. In addition, the airport sponsor awarded a construction contract for the extension of Runway 17C and anticipates commissioning this runway in FY 2005. FAA financial support is being provided under an AIP LOI for \$28 million of the total \$90 million expected project cost.
 - **Hartsfield-Jackson Atlanta International Airport**, Atlanta, GA: A multi-phased project to construct a 9,000-foot runway. In FY 2004, FAA issued an AIP grant for \$20 million for the ongoing construction of this new runway. Included in FAA's OEP, this new runway will allow triple simultaneous instrument approaches using the Precision Runway Monitor System. The new runway will be the 5th parallel runway and will be used for arrivals and departures in all weather conditions down to Category II minimums. The FAA's Benchmark Capacity Study estimates that the new runway will increase the airport's capacity by 31 percent in optimum weather conditions, and by 27 percent in adverse weather conditions. The airport sponsor anticipates commissioning this runway in 2006. FAA financial support is being provided under an AIP LOI for \$109 million of the total \$1.3 billion expected project cost.
 - **Houston George Bush Intercontinental Airport**, Houston, TX: Construction of new Runway 8L/26R (9,000 ft. X 150 ft.) to increase capacity. Included in FAA's OEP, this runway was commissioned on November 1, 2003. With this new runway, the airport has the capability of providing triple, simultaneous instrument approach procedures. FAA financial support is being provided under an AIP LOI for \$114.8 million of the total \$300 million expected project cost.
 - **Lambert-St. Louis International Airport**, St. Louis, MO: A new runway is scheduled to open in April 2006. The new runway will be 9,000 feet long and 150 feet wide, allowing the airport to increase aircraft operations conducted under VFR by 14 percent and IFR by 84 percent. A new four-lane highway tunnel is now open and will carry traffic beneath the new runway. Paving of the runway will take place in calendar year 2005. LOI grants of \$22,096,937 and \$9,700,000 were issued in FY 2004. The total LOI committed to this project from FY 1999 to FY 2010 is \$191,434,000. The expected total project cost is \$1.1 billion.
 - **Los Angeles Regional Implementation Study and Regional Aviation Strategic Action Plan**, Los Angeles Metropolitan area: The Southern California Association of Governments (SCAG) initiated this study in FY 2004 utilizing AIP funds. The scope of the study includes various aviation system planning activities, in addition to the Implementation Study/Strategic Action Plan. The study stems from the SCAG's 2004 Regional Transportation Plan (RTP) that

includes a proposal to accommodate a total regional air passenger demand of 85 million enplanements in 2030. Key elements of the plan call for constraining Los Angeles International Airport to its maximum capacity of 39 million enplanements and increasing Ontario International Airport to 15 million enplanements. To achieve enplanement goals, SCAG has concluded that more cooperation is needed between local airport authorities and recommends mechanisms for increased cooperation. The Regional Implementation Study, scheduled to be completed in FY 2005, will develop and evaluate leading alternative governance arrangements and will identify strategies at both regional and state levels to create such new government entities. The Regional Aviation Strategic Action Plan will identify the means by which to implement the study's recommendations. Work on the Regional Aviation Strategic Action Plan should be completed in FY 2006. Total grant amount for the study and action plan is \$833,000.

- **Minneapolis-St. Paul International Airport**, Minneapolis, MN: A new runway is scheduled to open in October 2005. The new runway will be 8,000 feet long and 150 feet wide, allowing the airport to increase airport capacity between 26 and 29 percent by operating nearly independently of the existing parallel runways. Although originally planned to be a Category I Instrument Landing System runway, current plans are for Category II/III approaches allowing significantly lower landing minimums. Paving the runway and restoring the runway protection zone will be completed in fiscal year 2005. In 1999, FAA approved a LOI to provide \$95 million in Federal funding, over 12 years. To date FAA has provided \$79,154,230 through nine AIP grants, of which \$65.5 million has been under the LOI. The expected total project cost is \$563 million.
- **New England Regional Aviation System Plan, Phase II**, New England region: In FY 2004, the second phase of this innovative study of regional aviation capacity was initiated. In the first phase, a regional forecast of aviation activity was developed using advanced forecast methods combined with extensive coordination with State aviation officials and a unique peer review process. In the second phase, a sophisticated Airport Choice model will be used to estimate forecast demand at the key regional airports, including Boston-Logan International, Manchester (NH), Providence/T.F. Green (RI), and Windsor Locks/Bradley (CT) airports. The results of these forecasts will be used to help shape a regional approach to meeting long-term aviation demand. The two FAA grants for these phases total \$2,544,149.
- **New York City Regional Air Service Demand Study, Phase I**, New York City region: In FY 2004, preparations were made to initiate a study 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 will consider 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.

It will involve three separate grants with the PANYNJ, the New York State Department of Transportation's Aviation Bureau and the Delaware Valley Regional Planning Commission. The Phase I portion of the study will consist of a: 1) survey of passengers, 2) forecast of passengers and operations activity, 3) forecast of origins and destination volumes, 4) projection of carrier schedules, and 5) assessment of the system's airports capacity. The grants for this phase of work total \$2,975,000.

- **Robert Gray Army Airfield**, Killeen, TX: Established civilian facilities to accommodate scheduled passenger service at Robert Gray Army Airfield to replace limited facilities at Killeen Municipal Airport. A joint use agreement between the United States Army and the City of Killeen allows access to Robert Gray Army Airfield at Fort Hood and in August 2004, the facilities opened for passenger service. Development at Robert Gray Army Airfield included construction of a parallel taxiway, aircraft parking apron, terminal building with six gates, entrance road and auto parking facilities. The total project cost is \$46 million.
- **Seattle-Tacoma International Airport**, Seattle, WA: A multi-phased project to construct a third parallel runway (8,500 feet long and 150 feet wide) with 2,500 feet of separation from an existing runway. The new runway will provide all-weather capability with two aircraft arrival streams. In FY 2004, the airport sponsor resolved legal action that temporarily halted construction and FAA approved a second LOI amendment for the project. Included in FAA's OEP, the construction of this third runway is needed to preserve capacity when low-visibility conditions exist. The airport sponsor anticipates commissioning the runway in 2008. The expected total project cost is \$1.05 billion.
- **Proposed South Suburban Airport**, Peotone, IL: The FAA issued the State of Illinois a \$3 million AIP grant in September 2002, a \$2.5 million AIP grant in August 2003 and a \$2.5 million AIP grant in August 2004 for a Master Plan Study and a Tier 2 Environmental Impact Statement (EIS). In July 2002, FAA completed the Tier 1 Environmental Impact Statement and Record of Decision for site approval. Subsequently, the State of Illinois has been active in sponsoring the planning work necessary for the potential establishment of a South Suburban Airport (SSA) to be located near Peotone, Illinois. Based on FAA site approval granted in 2002, the State of Illinois has been acquiring land (approximately 1,800 acres to date) to preserve the option of developing an inaugural airport. The FAA and the State of Illinois are also engaged in ongoing work in support of the master planning and Tier 2 environmental review for the SSA proposed development. The inaugural airport would have one runway with the capability to expand to accommodate future market demand.

Chapter 8: Letter of Intent

The FAA is authorized to issue a letter of intent (LOI) for certain airport development projects when current obligating authority is not timely or adequate to meet an airport sponsor's desired timing for a project. Under this provision, an airport sponsor may notify FAA of an intention to carry out a project in advance of Federal funds and request that FAA issue an LOI. The FAA evaluates the proposal and, if approved, issues a letter stating that 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 benefit-cost analysis (see Chapter 4: Airport Capital Improvement Plan (ACIP)) accompany any LOI request. The 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 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 funds.

Below is a brief summary of the LOI program by fiscal year. For additional information, please refer to Appendix F, Letter of Intent (LOI) Commitments by Fiscal Year, and Appendix G, LOI Payments for FY 2004. Appendix F lists the amounts for the future fiscal years committed in letters of commitments to the listed airports. This appendix breaks down the airport sponsor's commitment from their apportioned funds in AIP and the funds FAA pledges from AIP discretionary funds. Appendix G shows locations awarded grants associated with LOIs during FY 2004 and both entitlement and discretionary funds amounts awarded. The amounts shown are the total for the grant award but not necessarily the amount paid during the fiscal year.

In FY 2004, LOI payments totaled \$231.4 million in discretionary funds and \$76.3 million in airport sponsor entitlements. At the end of FY 2004, there were 33 open LOIs with payment schedules totaling \$1,411.8 million extending from FY 2005 through FY 2015. During FY 2004, FAA closed out one LOI (Salt Lake City, UT) and approved the following new LOI and three LOI amendments—

- **Boston Logan International Airport**, Boston, MA (new LOI) — totaling \$90.8 million, of which \$57.6 million is discretionary funds from FY 2004 to FY 2012 to construct a new runway and associated improvements.
- **Lambert-St. Louis International Airport**, St. Louis, MO (LOI amendment) — totaling \$50.0 million, of which \$50.0 million is discretionary funds from FY 2004 to FY 2010 to help construct a new runway and associated improvements. The FAA awarded additional funds in the amendment to help offset decreased revenues resulting from service cutbacks from their major air carrier.
- **Port Columbus International Airport**, Columbus, OH (LOI amendment) — a reduction in the LOI commitment totaling \$35.3 million from taxiway construction and runway lighting project. Some taxiway improvements and the runway lighting enhancements were deleted from the project as the airport sponsor revised future development plans that made this work unnecessary.
- **Seattle-Tacoma International Airport**, Seattle, WA (LOI amendment) — totaling \$61.9 million, of which \$33.9 million is discretionary funds from FY 2004 to FY 2011 to help construct a new runway and associated improvements. The additional funds awarded in the amendment help offset unforeseen environmental costs attributed to the new runway project.

Chapter 9: Environmental Responsibilities

The FAA's Office of the Associate Administrator for Airports assesses potential environmental impacts that may result from airport development projects. The 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, which 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 5050.4, National Environmental Policy Act Implementing Procedures for Airport Actions, define the scope of environmental evaluations needed to comply with NEPA and other appropriate environmental directives.²⁰ 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 and measures to mitigate adverse impacts.

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

- Limited based on a predefined category of excluded projects, known as categorical exclusions;
- An environmental assessment; and/or
- A detailed environmental impact statement.

The FAA first reviews the proposed project to determine if a categorical exclusion applies. These actions normally do not significantly affect the quality of human environment or specially protected environmental resources, such as endangered or threatened species, historical or archaeological properties, parklands, etc. 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 adversely affect environmental resources, the airport sponsor will normally prepare an environmental assessment (EA) based on the requirements prescribed in FAA Orders 1050.1E and 5050.4. If after reviewing the EA,

²⁰The current version of FAA Order 5050.4, Airport Environmental Handbook, is available online at <http://www.faa.gov/arp/environmental/index.cfm>

FAA determines the document meets legal requirements, and the project with defined mitigation would not significantly affect environmental resources, the agency will adopt the EA and prepare a document known as a Finding of No Significant Impact (FONSI).

In contrast, if the project will significantly affect the environment, FAA must further analyze the severity of the impacts and evaluate measures that could reduce or eliminate degradation of environmental resources. Section 102(2)(C) of NEPA requires an Environmental Impact Statement (EIS) when a project would significantly affect the quality of the environment. The EIS is a detailed study of a proposed action's environmental impacts. The FAA and an FAA-selected consultant specializing in evaluating and assessing environmental impacts prepare the EIS. The 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. The Record of Decision provides the approving FAA official's rationale for the decision made.

9.1 Streamlining The Environmental Review Process

In response to Congressional direction, FAA issued a Report to Congress in May 2001 concerning 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 any 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 31 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 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.

The FAA has subsequently undertaken 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 to the reallocation of the staff in FAA's Office of the Associate Administrator for Airports, Congress authorized 31 new positions specifically to assist FAA headquarters and regional offices to expedite the preparation and processing of EISs for airport improvement projects. Of the 31 positions authorized, 18 were allocated to FAA's Office of the Associate Administrator for Airports to hire additional environmental specialists and 13 were allocated to FAA's Office of the Chief Counsel to hire environmental attorneys.

9.2 Changes To FAA Environmental Policies

The FAA is updating its environmental handbook, FAA Order 5050.4A, and a revised FAA Order 5050.4B was published in draft form for public comment in the *Federal Register* in December 2004. The FAA expects to finalize the update in the fall of 2005. The FAA's Office of the Associate Administrator for Airports also worked closely with FAA's Office of Environment and Energy (AEE) to revise the agency's overall environmental guidance document, FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts. Revised Order 1050.1E was published in the *Federal Register* in final form in June 2004.

The Office of Associate Administrator for Airports also worked with other FAA offices in the drafting of environmental provisions for the proposed FAA Reauthorization Legislation, which culminated in the passage of Vision 100 (P.L. 108-176). Most of these provisions are contained in Title III, Subtitle A, The Aviation Streamlining Approval Process Act of 2003.

Besides its published airport environmental procedures, FAA provides updated environmental guidance to its field offices as a result of revisions in law and regulations issued by Congress, the President, and other Federal agencies.

9.3 High-Priority Transportation Projects

In 2003, the Secretary of Transportation selected the proposed airport expansion projects at the Los Angeles and Philadelphia International Airports as 2 of 13 high-priority transportation projects under Executive Order 13274, Environmental Stewardship and Transportation Infrastructure Project Reviews. The goal of the executive order is to promote environmental stewardship and expedited environmental reviews of high-priority transportation projects. The FAA continues to work with affected Federal and State agencies to ensure that environmental stewardship and expedited environmental reviews are part of FAA process for preparing and processing the EIS for both projects.

Both projects have benefited by the executive order and are moving forward as a result of improved coordination and concurrent environmental reviews by Federal and State agencies. For each EIS, FAA has a team of multi-disciplinary agency and consultant personnel involved in the analysis and preparation of the documents. A final EIS for the proposed Los Angeles International Airport project was issued in January 2005 and for the proposed Philadelphia International Airport project in April 2005.

In calendar year 2004, a proposed replacement airport in St. George, Utah, was added as a high-priority transportation project under the auspices of Executive Order 13274. The project was selected because of unresolved issues between FAA and the Department of Interior regarding potential noise impacts to national parks due to aircraft over flights. As part of the St. George environmental review process, FAA and the Department of Interior are working together to determine appropriate methods for evaluating aircraft noise impacts on Zion National Park, located approximately 26 miles from the new airport site.

9.4 Voluntary Airport Low Emission Program

FAA issued new guidance in 2001 for implementing a pilot program focusing on the reduction of air pollutants by providing AIP funds for purchase of Inherently Low Emission Vehicles (ILEAV) and construction of associated infrastructure. The ILEAV program is meeting its goal to provide reliable information about emerging low emission airport technologies. The FAA has learned much from the pilot program about the technical, environmental, and economic trade-offs of alternative fuels. This includes knowledge about the commercial availability of alternative fuel vehicles (AFVs); refueling and recharging systems, emission assessment methods, and airport grant assurances on third-party involvement (see Chapter 14: Pilot Programs and Special Funding).

The ILEAV pilot program served as an important reference this year in developing Vision 100. The air quality provisions in Vision 100 have been incorporated into a Voluntary Airport Low Emission (VALE) Program, which basically extends the incentives of the pilot program to other airports. Vision 100 directs FAA to establish a national program to reduce airport ground emissions at commercial service airports located in air quality non-attainment and maintenance areas. The new VALE Program will allow airport sponsors to use AIP and PFC funding sources to finance low-emission vehicles, refueling and recharging stations, gate electrification, and other airport air quality improvements.

On September 30, 2004, FAA issued program guidance on AIP and PFC project eligibility requirements and program application procedures for each funding program. The guidance also provides information about the related Airport Ground Support Equipment (GSE) Emissions Retrofit Pilot Program. This pilot program allows sponsors to test and evaluate GSE retrofits using cleaner conventional fuels and emission control technologies that are certified by the EPA. The pilot program will provide 10 airports with grants of up to \$500,000 per airport.

Chapter 10: Noise Compatibility

Under 14 CFR Part 150, Airport Noise Compatibility Planning,²¹ FAA continues to help airport sponsors develop comprehensive programs to reduce noise and achieve compatible land uses in areas surrounding the 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. Since an approved noise compatibility program (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 to foster better relations with bordering and nearby communities.

By the end of FY 2004, 260 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, 219 have approved NCPs, and FAA has approved 69 amendments to NCPs. In FY 2004, 15 grants were awarded for new or updated noise studies, costing about \$5.6 million, and another 94 grants for \$313.3 million were awarded for noise compatibility mitigation.

Many airport sponsors also have applied for approval to collect PFCs, in part to provide more funding to improve airport-land use compatibility. In FY 2004, PFC authority for noise planning and mitigation totaled more than \$54.6 million.

PFC eligibility for noise compatibility projects differs from AIP eligibility in a significant way. As noted, to be AIP eligible, a noise mitigation measure must, with few exceptions, be an approved noise compatibility measure in an FAA-approved NCP under Part 150. To be eligible for a PFC approval, a noise compatibility measure needs only to be shown that it would qualify for approval under 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 inclusion.

In FY 1992, FAA began managing the new 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions (issued September 25, 1991). Part 161 carries out terms of the Airport Noise and Capacity Act of 1990 (ANCA, recodified 49 U.S.C. 47521 *et seq.*) by setting up a national program for reviewing airport noise and access restrictions on Stage 2 and Stage 3 aircraft operations.²² Part 161 also advises airport operators on how ANCA and Part 161 apply to the airport noise compatibility planning conducted under 14 CFR Part 150. The FAA has set up an interdisciplinary team to

²¹ The 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.*).

²² 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.

review airport noise and access restrictions. This team works informally with many airports across the country and provides advice on how to comply with ANCA, Part 161, and other pre-existing Federal laws governing airport access.

With the passage of Vision 100, additional noise projects became eligible for AIP grants in FY 2004. Section 160 of Vision 100 added section 47141 to 49 U.S.C., which authorizes the Secretary of the Department of Transportation to make grants from noise set-aside AIP 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 ten years. These grants are limited to FY 2004 through FY 2007.

Chapter 11: Disadvantaged Business and Civil Rights Requirements

In FY 1999, the U.S. Department of Transportation (DOT) issued a revision to its disadvantaged business enterprise (DBE) regulations in light of the U.S. Supreme Court decision in *Adarand Constructors v. Peña*. The ruling requires Federal affirmative action programs to be narrowly tailored to meet a strict scrutiny standard. The goal 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 and airport concessions continues as a national aspiration goal under the revised rule (49 CFR Part 26, Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs).

Under Part 26, overall DBE goals must be based on demonstrable evidence of the relative availability of DBEs 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 goal²³ and make good faith efforts to achieve this goal. If this is done, the airport sponsor is considered to have met the necessary requirements. The FAA applies similar principles to its airport concessions program.

During FY 2003,²⁴ DBEs received 15.26 percent of contract dollars awarded under AIP and DBE concessionaires earned 9.16 percent of the total gross receipts generated by all concessions at primary airport locations.

During FY 2003, FAA informally resolved 19 complaints filed under the Americans with Disabilities Act and the Rehabilitation Act of 1973. At the beginning of FY 2003, there were 19 unresolved disability complaints and FAA received an additional 23 complaints during the year for a total of 42 complaints.

Forty-two complaints filed under Title VI of the Civil Rights Act of 1964 were also informally resolved during FY 2003. The number of unresolved Title VI complaints at the beginning of 2003 was 41 and FAA received 22 additional complaints, for a total of 63 complaints. One of the unresolved complaints (filed under 14 CFR Part 16) was in litigation in FY 2003 and a decision was issued in 2004 in favor of FAA. During this time, the number of civil rights complaints filed by individuals against airport sponsors

²³Requirements for establishing a DBE goal are contained in 49 CFR Part 23, Participation By Disadvantaged Business Enterprise In Airport Concessions, and 49 CFR Part 26, Participation By Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.

²⁴FY 2003 data is used, as FY 2004 data has not been collected for airport sponsors as of the date of this publication. FY 2004 data will be available in the third quarter of FY 2005.

and related entities increased due to airport security measures implemented after the September 11, 2001 terrorist attacks in New York City, NY and Arlington, VA.

Chapter 12: Passenger Facility Charge Program

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 (PFCs).

Through the PFC Program, FAA regulates and approves the collection of fees, known as Passenger Facility Charges, from air carrier passengers at commercial airports controlled by public agencies. 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. The PFC Program provides an important additional source of capital for expansion and repair 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, for terminal gates and related areas, and for costs associated with debt financing. One major use of PFC is as the 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. The FAA issued a notice of proposed rulemaking for the pilot program on June 9, 2004. The FAA will issue a final rule in 2005 implementing these streamlining changes and is developing another rulemaking to implement other changes required under Vision 100.

Within FAA, the PFC Program is administered by the Office of the Associate Administrator for Airports, which is comprised of staffs in headquarters and nine regional divisions (six of which have district offices). 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 the headquarters staff for approval of collections and use of PFCs for such decisions.

FAA headquarters and regional personnel work together to ensure that 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 that PFC information is coordinated with other airport users, as well as the air carriers at airports participating in the PFC Program. The FAA also coordinates with DOT Office of the General Counsel to ensure that PFC collections are correctly remitted to public agencies.

In FY 2004, FAA approved or partially approved 77 applications for PFC collections at 74 locations, of which seven were new locations. PFC collections enabled by these and earlier approvals have made significant contributions to many of the major capacity, safety, and security projects described earlier in this report. In FY 2004, FAA approved PFC applications, totaling \$2.1 billion, at the following airports:

- San Francisco International Airport, San Francisco, CA (\$539,107,697);
- Detroit Metropolitan Wayne County Airport, Detroit, MI (\$440,790,156);
- Charlotte/Douglas International Airport, Charlotte, NC (\$514,701,943); and
- Raleigh-Durham International Airport, Raleigh, NC (\$595,223,253).

In calendar year 2004, airport sponsors collected PFCs totaling \$2.22 billion.

As of September 30, 2004, a total of 348 locations had been approved for PFCs since the program's inception in 1991. Authorized PFC collections for these 348 locations totaled approximately \$46 billion.²⁵ Ninety-three percent of large and medium hub airports were collecting PFCs as of the end of the fiscal year, with 77 percent of small hub and nonhub primary airports collecting PFCs. Participation in the PFC Program falls off sharply at the level of nonprimary commercial service airports, with only 20 percent of these airports collecting PFCs as of the end of FY 2004. This category of airports has low passenger volume, so the revenue generated may not off set the cost associated with implementing a PFC program.

Appendix E, The Cumulative Comparison of AIP to PFC, shows the cumulative amounts awarded on AIP grants compared to the funds approved using PFC revenues during FY 2004 and from FY 1992 through FY 2004.

²⁵A complete listing of all PFC approved locations, collections, and expiration dates is available online at <http://www.faa.gov/arp/financial/pfc/pfclist.cfm>

Chapter 13: Performance Measurement

Performance measurement has taken on a major role in FAA activities, including 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.

The FAA tracks its goals and measurements in FAA Flight Plan.²⁶ The FAA Flight Plan is a multiyear strategic effort, setting a course for FAA through 2009. This strategic plan is tied directly to agency funding and is updated each year. The FAA Flight Plan includes outcome-based performance goals with measures and targets for each of the following:

- Greater Safety — Achieve the lowest possible accident rate and constantly improve safety;
- Increased Capacity — Work with local governments and airspace users to provide capacity in the United States airspace system that 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 workforce, enhanced cost control measures, and improved decision making based on reliable data.

The FAA’s Office of the Associate Administrator for Airports’ (ARP) Business Plan was developed to achieve the strategic goals and objectives of FAA Flight Plan. The ARP Business Plan has a strong alignment to FAA Flight Plan, clear and measurable activity targets and realistic milestones. In FY 2004, this business plan demonstrated effective coordination of outcome-based performance goals with measures and targets for each of the four goals—increase safety, greater capacity, international leadership and organizational excellence—and AIP was critical in providing the requisite funding to obtain many of the ARP Business Plan goals.

²⁶The current edition of the FAA Flight Plan, the Federal Aviation Administration Flight Plan 2005-2009, is available online at www.faa.gov

13.1 Increase Safety

In support of FAA's primary mission to increase safety, ARP has an important long-term goal to ensure 100 percent of runway safety areas²⁷ meet FAA safety standards, to the extent practicable. In FY 2004, FAA continued to make progress on improving RSAs and approximately \$246,000,000 in AIP funding was expended on RSA improvements. These funds initiated improvements on 68 RSAs, thereby exceeding the FY 2004 goal of initiating improvements on at least 62 RSAs.

The reduction of the number of runway incursions²⁸ is another major FAA safety goal. In FY 2004, ARP supported this goal by striving to have 62 or less runway incursions involving vehicle or pedestrians, known as V/PDs, at airports with a 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 52 V/PDs, well below the goal. Many safety projects FAA funded in FY 2004 support these efforts to reduce runway incursions, including AIP discretionary funds awarded to safety projects solely intended to reduce runway incursions (such as including enhanced runway marking and lighting and pavement reconfiguration). These projects were recommended by FAA Runway Safety Action Teams established at individual airports.

To ensure the safety of aircraft during takeoff, landing and taxiing operations, ARP places high priority on the funding of airfield paving projects. Airfield pavement has an average useful life of 15 to 20 years, after which major rehabilitation is necessary. AIP has been very effective in helping airport operators to conduct pavement rehabilitation in a timely manner. For FY 2004, ARP established a performance goal to ensure that 93 percent of runways at airports in the NPIAS are maintained in good or fair condition. In FY 2004, ARP exceeded its goal by ensuring that over 95 percent of the runway pavement at NPIAS airports is in good or fair condition.

ARP also focused contract and staff resources to ensure the safety standards contained in Advisory Circulars (ACs) remain current. Many AIP-funded projects must comply with the safety standards contained in the ACs. In FY 2004, FAA updated a record number of 21 ACs. This has reduced the average age of ACs from 13.7 years in FY 2002 to 11.5 years in FY 2004. This is significant progress on ARP's long-term goal of reducing the average age of more than 100 ACs to less than eight years.

²⁷A 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).

²⁸A 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.

13.2 Greater Capacity

Working with local governments and airspace users, FAA works to provide capacity in the U.S. airspace system that meets projected demand in an environmentally sound manner. To achieve this goal, FAA issued a report in June 2004 that examined the existing and projected capacity of the U.S. airspace system. This report, titled *Capacity Needs in the National Airspace System*, identified airports and/or metropolitan areas that are not expected to meet projected aviation demands in 2013 and 2020, using 2003 data as the baseline. The FAA will analyze and develop solutions for airports identified in this report to ensure they will meet future demand and capital development needs identified will be included in AIP planning process.

In support of the agency's goal to improve capacity at the top 35 U.S. airports by 30 percent over the next 10 years, AIP funded two new runways at Houston and Orlando. These runways were commissioned in the first quarter of FY 2004 and will add capacity for an additional 370,000 operations to the airspace system. A new runway increases the ability of an airport to accommodate additional aircraft operations.

In support of FAA's Flight Plan, ARP established a performance target of opening as many as nine new runways, while increasing the annual service volume (ASV) of the 35 airports identified in FAA's Operational Evolution Plan by at least one percent annually, measured as a five-year moving average, through FY 2008. This measure is calculated as a five-year moving average to adjust for peaks and valleys associated with the yearly variability in new runway openings. The 1998 ASV is the base year. There were no new runways opened in 1999, and the new runways opened at airports in Philadelphia (FY 2000), Phoenix (FY 2001), and Dallas (FY 2002) added 0.78 percent to overall capacity totaled over those three years. However, the new runways opened in FY 2003 at airports in Denver, Miami, and Cleveland added an annual increase of 2.51 percent, resulting in a five-year moving average of 0.67 percent. Two new runways were commissioned at airports in Orlando and Houston in the first quarter of FY 2004, adding an additional 1.91 percent annual increase to the nation's capacity resulting in a five-year moving average of 1.07 percent, or an additional 370,000 operations to the system.

To further enhance capacity, FAA requires certain airport sponsors to file a competition plan that demonstrates how it will foster a competitive environment to encourage new-entrant air carrier service and expanded service by incumbent air carriers. In FY 2004, ARP approved 100 percent of competition plans submitted for approval, a total of 37 competition plans. Approval time average was 62 days, thus meeting ARP's performance target of 75 days for approval. ARP also streamlined the competition plan requirements for FY 2005, reducing the burden to airports by 75 percent (see Chapter 1.4.2 Competition Plan Streamlining).

In addition, ARP monitored the progress of master plan studies for capacity enhancing projects being proposed at Philadelphia, Chicago O'Hare and new South Suburban (Peotone, IL) airports, ensuring these projects remained on schedule throughout FY 2004 (see Chapter 7: Major Capacity, Safety, and Security Project Grants).

ARP also monitored milestones and completion dates for environmental studies for capacity enhancing projects being proposed at Ft. Lauderdale, Washington Dulles, Philadelphia, Los Angeles, Chicago O'Hare and new South Suburban (IL) airports. During FY 2004, FAA ensured that these studies stayed on schedule. Two of these expansion projects, Philadelphia and Los Angeles, were selected as 2 of 13 high-priority transportation projects under Executive Order 13274, Environmental Stewardship and Transportation Infrastructure Project Reviews (see Chapter 9: Environmental Responsibilities).

Finally, in its efforts to improve capacity, FAA targeted AIP investments to minimize the noise impact of such projects on individuals. In FY 2004, ARP established a national goal of providing relief to 12,500 residents, students, and medical patients impacted by the airport environment by reducing their noise exposure to a day-night average sound level²⁹ of less than 65 decibels (dB). These noise compatibility projects were funded through AIP. The FAA exceeded this goal by benefiting 14,932 individuals through AIP noise compatibility projects, including the relocation of 4,447 individuals and the sound insulation of homes of 10,485 individuals.

13.3 International Leadership

ARP was active in many international airport activities in FY 2004. Both headquarters and regional FAA personnel conducted seminars in airport safety and certification in Tanzania and Nigeria to support the President's Safe Skies for Africa Initiative. ARP also continued an active bilateral relationship with China, conducting several seminars in Beijing on airport safety and airport financing and development. In addition, ARP personnel provided support to FAA's efforts to revive civil aviation in Afghanistan and Iraq.

13.4 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 2004, ARP supported these goals by making improvements in all of its management and organizational processes, including AIP.

²⁹ The day-night average sound level (DNL) means the 24-hour average sound level, in decibels (dB), for the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for the period between midnight and 7 a.m., and between 10 p.m. and midnight, local time.

To ensure better AIP funds control, ARP set out to reduce the number of older, multi-phased grants still active and to address grants that have not been active in over 18 months. While AIP was successful in monitoring and taking appropriate actions on inactive AIP grants that the airport sponsor has made no funds requests within 18 months or longer, ARP narrowly missed achieving its goal of closing 95 percent of AIP grants 4 years and older. A total of 542 of these older AIP grants, or 93 percent, were closed—falling short of this goal by only 13 grants.

ARP also did not achieve its FY 2004 goal to issue 90 percent of all AIP grants based on bids. Of the 1,918 grants suitable for bid, ARP issued 1,827 grants based on bids, or 87 percent.

Chapter 14: Pilot Programs and Special Funding

14.1 ILEAV Pilot Program

The FAA is completing the fourth year of the Inherently Low Emission Airport Vehicle (ILEAV) pilot program, which was authorized under AIR-21. The goal of the program is to demonstrate how airport sponsors can reduce emissions by using alternative fuel vehicles (AFVs) and other low-emission technology.

The ILEAV pilot program allows participating airport sponsors to evaluate various kinds of low emission technology and to assess how this technology performs in the airport environment. A significant ILEAV activity involves the conversion of gasoline and diesel-powered vehicles to new vehicles running on cleaner alternative fuels, primarily electricity and compressed natural gas (CNG).

The ILEAV program is meeting its goal to provide reliable information about emerging low emission airport technologies. The FAA has learned much from the pilot program about the technical, environmental, and economic trade-offs of alternative fuels. This includes knowledge about the commercial availability of alternative fuel vehicles, refueling and recharging systems, and emission assessment methods.

The following 10 airports received AIP grants under the ILEAV pilot program. All 10 participating airports are located in areas that do not meet the Environmental Protection Agency's health-based air quality standards for ozone. Three of these airports also are in a nonattainment area for carbon monoxide.

1. Baltimore-Washington International Airport, Baltimore, MD
2. Baton Rouge Metropolitan Airport, Baton Rouge, LA
3. Chicago O'Hare International Airport, Chicago, IL
4. Dallas/Forth Worth International Airport, Dallas, TX
5. Denver International Airport, Denver, CO
6. Hartsfield-Jackson Atlanta International Airport, Atlanta, GA
7. John F. Kennedy International Airport, New York, NY
8. LaGuardia International Airport, New York, NY
9. Sacramento International Airport, Sacramento, CA
10. San Francisco International Airport, San Francisco, CA

The AIP grants awarded under the ILEAV pilot program have been under \$2 million per project. Overall, the financial commitment to this program is approximately \$35-40 million, including \$17 million in AIP grants and another \$17 million in required airport matching funds. Airlines, other airport tenants, and third parties (such as local fuel companies) also have made additional project investments.

Approximately one-third of ILEAV grant funds have been allocated to low-emission vehicles and equipment. The pilot program is expected to result in a total of 1,500 low-emission airport vehicles. Of this total, about two-thirds of the vehicles will be aircraft ground support equipment (GSE) and the other third will be on-road airport vehicles. Most of the GSE are electric-drive, while most of the on-road vehicles are CNG-powered. The program is expected to eliminate 13,000 tons of ozone pollutants and 172,000 tons of carbon monoxide on a cost-effective basis over several years.

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

The U.S. Department of Transportation and FAA published application procedures in the *Federal Register* for the pilot program in September 1997. The first application was approved and an exemption was issued on March 30, 2000 to the New York State Department of Transportation and SWF Airport Acquisition, Incorporated for Stewart International Airport (SWF), a primary airport in Newburgh, New York.

Applications were received for general aviation airports from:

1. The City of San Diego for Brown Field Municipal Airport, San Diego, CA
2. Niagara Frontier Transportation Authority for Niagara Falls International Airport, Niagara Falls, NY
3. Puerto Rico Ports Authority for Rafael Hernández Airport, Aguadilla, PR
4. Orleans Levee District for New Orleans Lakefront Airport, New Orleans, LA

In 2001, the City of San Diego and the Puerto Rico Ports Authority withdrew their applications and the Niagara Frontier Transportation Authority did not submit a new or revised application. This left the program with three available slots for future applicants. Stewart International Airport continues to be the only airport with an approved exemption and the Orleans Levee District is the only airport sponsor with an active application. FAA expects to complete its review of the Orleans Levee District's application for New Orleans Lakefront Airport during FY 2005.

14.3 Innovative Financing Techniques Program

In 2003, the Century of Aviation Reauthorization Act (Vision 100) extended the innovative financing technique provisions contained in 49 U.S.C. § 47135(a) to allow 20 additional finance projects through FY 2007. This is in addition to the 20 demonstration projects FAA approved prior FY 2002.

First introduced in 1996, these provisions allow FAA to test and evaluate at airports smaller than large and medium hubs innovative airport development financial techniques not otherwise eligible for AIP funds. Such financial 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.

While FAA was initially authorized to approve 30 demonstration projects, the agency only approved ten demonstration projects at first, all of which showed that airport sponsors and States benefited from the innovative financing measures. Subsequently, Congress incorporated into the authorizing statute several of the financial innovations tested in the initial demonstration projects with the passage of AIR-21. Building on this success, FAA approved ten additional demonstration projects during FY 2001 and FY 2002, for a total of 20 demonstration projects. In these demonstration projects, FAA focused on carrying out worthy projects quickly to save overall project costs and encouraged projects with potential to improve small airport financing through borrowing.

During FY 2004, FAA did not receive any exceptional innovative finance proposals beyond those previously tested and accordingly, approved no additional innovative financing projects.

14.4 Hurricane Grants

Finally, at the close of FY 2004, FAA assisted airports that sustained damage during the extremely active 2004 hurricane season with expedited AIP grants for eligible projects.

Airport damage sustained as a result of the active 2004 hurricane season was significant. In all cases, relief needs far exceeded the amount and scope of AIP funds available. The FAA was pleased to be able to assist in the relief effort by providing AIP funds for eligible projects during FY 2004, augmenting airport insurance and aid sought from the Federal Emergency Management Agency and State/local sources. In all, FAA directed \$23,538,874 of AIP funds to airports that sustained damage as a result of Hurricanes Charley, Frances, and Ivan.

Hurricane Charley struck in August 2004, significantly damaging central Florida airports, including four with air carrier service—Orlando International, Orlando Sanford, Daytona Beach and Southwest Florida International (Ft. Myers)—and five general aviation

airports—Charlotte County (Punta Gorda), Lake Wales, Page Field (Ft. Myers), Kissimmee and Orlando Executive. Although much of the restoration work was not eligible for AIP funds, FAA was able to quickly provide these airports with over \$20 million in AIP funds for building, electrical and airfield rehabilitation (all AIP eligible projects).

In early September 2004, Hurricane Frances brought the second wave of damage to airports in central Florida, including Melbourne International, Daytona Beach, Orlando Sanford, St. Lucie County (Ft. Pierce) and Witham Field (Stuart). Several other airports also sustained minor damage. Once again, much of the restoration work was not eligible for AIP funds, but FAA was able to expedite processing of \$2.4 million for AIP eligible projects.

Subsequently, Hurricane Ivan struck the Florida panhandle on September 16, 2004. The FAA distributed the remaining FY 2004 discretionary funds, \$2,478,285, to Pensacola Regional Airport for terminal restoration with just days left in the fiscal year.

Accelerated processing of AIP grant agreements allowed critical repairs to be made that were needed to restore service as soon as possible. The FAA Southern Region Office in Atlanta and FAA Airports District Office in Orlando went above and beyond their normal duties, working closely with their colleagues throughout FAA and with the airport sponsors, to ensure that AIP funds could be applied where they were needed most.

Chapter 15: Land Use Compliance

Section 737 of AIR-21, now codified under 49 U.S.C. § 47131, requires FAA to provide a detailed statement listing airports that the U.S. Secretary of Transportation believes are not in compliance with Federal grant assurances or other Federal land use requirements with respect to airport lands. In response to this requirement, FAA has developed the *Land Use Compliance Report* and included this report as an appendix to AIP Annual Report (see Appendix H, Land Use Compliance Report for FY 2004).

The authorizing statute requires FAA to include in the *Land Use Compliance Report* the circumstances of noncompliance, the timelines for corrective action, and the corrective action FAA intends to take achieve compliance. The statute also states that FAA does not have to conduct an audit or make a final agency determination before including an airport in the report.³⁰ Accordingly, the inclusion of an airport sponsor in the report does not mean that FAA has found an airport sponsor to be in noncompliance.

At the time of publication, the *Land Use Compliance Report* presents as a list of airports where FAA has identified violations of Federal land use requirements and the agency has requested corrective actions or the airport sponsor has undertaken corrective action. In addition, the report includes airport sponsors identified in previous reports that are still in the process of resolving a violation of land use requirements.

In monitoring airport sponsor compliance with land use requirements, FAA relies in part, on inspections of selected airports. FAA has developed and implemented guidance related to the methodology and procedures to be used when conducting land use inspections, including: (a) airport selection criteria, (b) data gathering, (c) pre-inspection procedures, (d) onsite inspection procedures, and (e) corrective actions. The purpose of land use inspections is to allow FAA to ascertain the airport sponsor's compliance with the terms of applicable Federal obligations incurred through grant agreements, surplus property, and nonsurplus property conveyances dealing specifically with the use of airport property. The 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.

In FY 2001, FAA implemented a regular program of land use inspections of selected airports in each FAA region and has conducted such inspections annually thereafter. The FAA uses the results of these inspections as the basis for the *Land Use Compliance Report*.

³⁰See Title 49, U.S.C. §47131(a)(5)

Appendix A: 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 a 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 receipt of an OMB apportionment, FAA will request its budget office to make an allotment of funds to FAA regions to support previously issued planning figures. Allotments and adjustments to allotments will be 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 that these funds are available for eligible work, but does not involve any transfer of funds. Such apportionments are more commonly referred to as "entitlements" funds.
 2. The other type of apportionment is made by the Office of Management and Budget (OMB) and it allows FAA to 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. A legislative act authorizing the expenditure 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." In the case of AIP, legislation authorizing the grant program provided the necessary authorization to spend funds and issue grants in the form of contract authority. Congress uses the appropriation process to establish an obligation limit for AIP.
- Authorization. A legislative act granting the FAA the "contract authority" to issue AIP grants within a specified dollar amount.
- Authorizing Legislation. The Airport Improvement Program is authorized by chapter 471 of Title 49 United States Code (U.S.C.), as amended.
- Carryover Funds. Funds apportioned for primary or cargo service airports, States (including nonprimary apportionments when applicable) and Alaskan airports for

eligible work that an airport sponsor can claim to use during the fiscal year for which the amount was apportioned and the two fiscal years immediately after that year (or the three fiscal years immediately following that year in the case of primary nonhub airports and nonprimary airports). Grants using carryover funds from apportionment funds may be used whether or not there is AIP authorizing legislation if sufficient contract authority remains from a prior authorization legislation

- 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 is comprised of 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, 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.
- 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 "reservations 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. Language in 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 Charge (PFC). 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.
- Recoveries. As adjustments are made based on 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 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, at least 100 based aircraft, which 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 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.

Appendix B: Program History

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 the 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 one 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). The 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, enacted barely one 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 five 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 LOI process to approve high priority capacity projects with funds that become available in future fiscal years. Another provision of the 1987 amendment was authorization of a State Block Grant Program in three States during FY 1990 and FY 1991. The amendment also established a Disadvantaged Business Enterprise (DBE) Program to help small business concerns owned and controlled by socially and economically disadvantaged individuals. Under the

statutory authority establishing 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 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 increases the number of States that may participate in the State Block Grant Program from three to seven and extends that program through FY 1996.

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 that 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), for commercial service nonprimary airports (reduced from 2.5 percent to 1.5 percent) and for system planning projects (increased from 0.5 percent to 0.75 percent). It also provided a minimum level of discretionary funds after August 1, 1994. If 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.: P.L. 103-272 (July 5, 1994), Codification of Certain U.S. Transportation Laws at 49 U.S.C., repealed the Airport and Airway Improvement Act of 1982, as amended, and the Aviation Safety and Noise Abatement Act of 1979, as amended, and recodified them without substantive change at Title 49, U.S.C. Several notable name changes were contained in the recodification language. The term "enplanements" was replaced with the term "passenger boardings." The codification also 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 number of enplaning passengers over 500,000 from \$0.65 to: (a) \$0.65 for the passengers from 500,000 up to 1 million, and (b) \$0.50 for each passenger over 1 million. Cargo entitlements were decreased from 3.5 percent of AIP to 2.5 percent of AIP. The previous cap of 44 percent of AIP for primary and cargo entitlements was removed.

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

The noise and MAP set-aside computations were also changed from 12.5 percent and 2.5 percent of total AIP, respectively, to 31 percent and 4 percent of the discretionary fund. In addition, previously there was a minimum level of \$325 million for the discretionary fund after subtraction of the various apportioned funds and set-asides. 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 before 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 five-year period.

The State Block Grant Program was formally adopted by removing the designation of "pilot" and the number of participant States was increased first from three to seven States in 1997, to nine States in 1998, and finally to 10 States in FY 2000 with the advent of the Wendell H. Ford Aviation Investment and Reform Act of the 21st Century.

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 six-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 FY 2000 processing capabilities for airport technology systems.
- Second Extension. P.L. 106-6, enacted March 31, 1999, extended AIP for a two-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 \$1.660 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: In April 2000, Congress enacted the Wendell H. Ford Aviation Investment and Reform Act of the 21st Century (AIR-21), reauthorizing AIP through FY 2003. AIR-21 instituted many changes to the program including changes to funding levels, criteria for program eligibility and expanded pilot programs. Some of these changes are 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 effective in FY 2000 without regard to the total AIP level, including (a) minimum passenger entitlement increased from \$500,000 to \$650,000; (b) cargo entitlement increase from 2.5 percent of AIP to 3 percent; and (c) set-aside for noise compatibility planning and projects increased 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 to AIP formula: (a) passenger entitlements determined by formula double; (b) minimum passenger entitlement increases to \$1 million; and (c) maximum passenger entitlement increases 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 five-year capital needs as identified in FAA's National Plan for Integrated Airport System (NPIAS) or \$150,000.
- A new "super reliever" airport set-aside was established and funded at two-thirds of a percent of AIP.
- Two new pilot programs 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 will 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 make significant contribution to: (a) improving safety or security; (b) increasing air carrier competition; (c) reducing current or anticipated congestion; or (d) reducing aviation noise impacts.

The Aviation and Transportation Security Act: The Aviation and Transportation Security Act (ATSA), P.L. 107-71, 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 heretofore have 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 devices. The effect of this amendment made this development AIP eligible (already PFC eligible). Unlike other provisions of ATSA, eligibility for this item was not limited to FY 2002.

Terrorist Attacks of September 11, 2001: On March 8, 2002, the Secretary of Transportation announced the allocation of \$175 million in supplemental funds to 317 eligible airports for reimbursement of direct costs to comply with new security requirements as a result of terrorist attacks on September 11, 2001. The funds, provided to airports with funds appropriated to FAA by P.L. 107-117, the Department of Defense's Supplemental 2002 Appropriations Act, 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:

- 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: On December 12, 2003, the President signed into law the Vision 100—Century of Aviation Reauthorization Act (Vision 100), P.L. 108-176. Vision 100 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 the 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 that allow these airports to share these 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 allows nonprimary airports to use the entitlements for limited revenue producing aeronautical facilities if they have demonstrated that all of its 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 six months or within the same fiscal year, whichever is later.
- Section 150 extended the use of nonprimary airports' entitlements from three years to four 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. 47315, which established an 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 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 six months.

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

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

Fiscal Year	Congressional Auth. AIP Funding Amount	AIP Funding Amount Adjusted for Approp. Act Limitations	Gross Obligations ¹	Total Amount of New Grants Awarded	Total Number of New Grants Awarded
1982 ²	\$450	\$450	\$413 ³	\$413	651
1983 ⁴	\$800 ⁵	\$805	\$806	\$736	1,082
1984 ⁶	\$994	\$800	\$812	\$739	1,104
1985	\$987	\$925	\$935	\$849	1,160
1986 ⁷	\$1,017	\$885	\$906	\$782	1,083
1987 ⁸	\$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 ⁹	\$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 ¹⁰	\$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	\$3,375	\$3,274	2,150

¹Gross 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 reobligations of funds recovered from adjustments to prior year projects. The difference between yearly gross obligations and new grants is attributed to increases to existing grant agreements.

²The FY 1982 Gross Obligations include ADAP entitlements that were authorized to be continued under AIP. FY 1982 data do not include a FY 1982 grant to the Cannon Int'l Airport, Reno, NV, for \$5.1 million that was funded with FY 1982 funds authorized prior to approval of AIP.

³For FY 1982 – 1993, Gross Obligation amounts do not include reobligated 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. Reobligation 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.

⁴The FY 1983 appropriation includes \$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 (Public Law 98-8), plus another \$54.5 million of unrequested entitlements carried over from prior years.

⁵The STAA increased authorization by \$200 million in FY 1983 and FY 1984, and 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 (Public Law 98-8).

⁶The 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).

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

⁸The FY 1987 appropriation includes the \$1 billion authorized, plus a \$25 million supplemental appropriation (P.L. 100-71, July 1987).

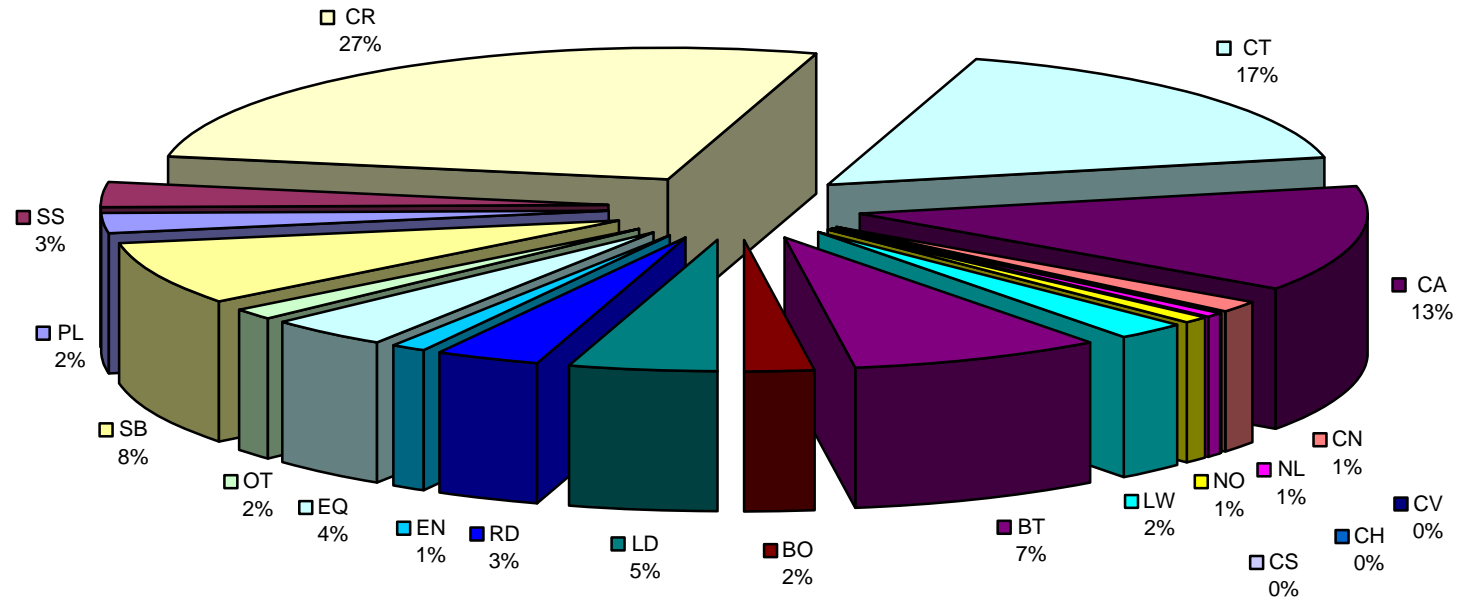
⁹According to the Office of Management and Budget, with concurrence by the Congressional Budget Office, the total amount authorized in FY 1994 was \$2.97 billion, even though it appeared that \$2.16 billion was the amount authorized. This was due to the combination of the lapse of authority of AIP after FY 1993 and the amendments extending the program in May 1994 and August 1994.

¹⁰Congress 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

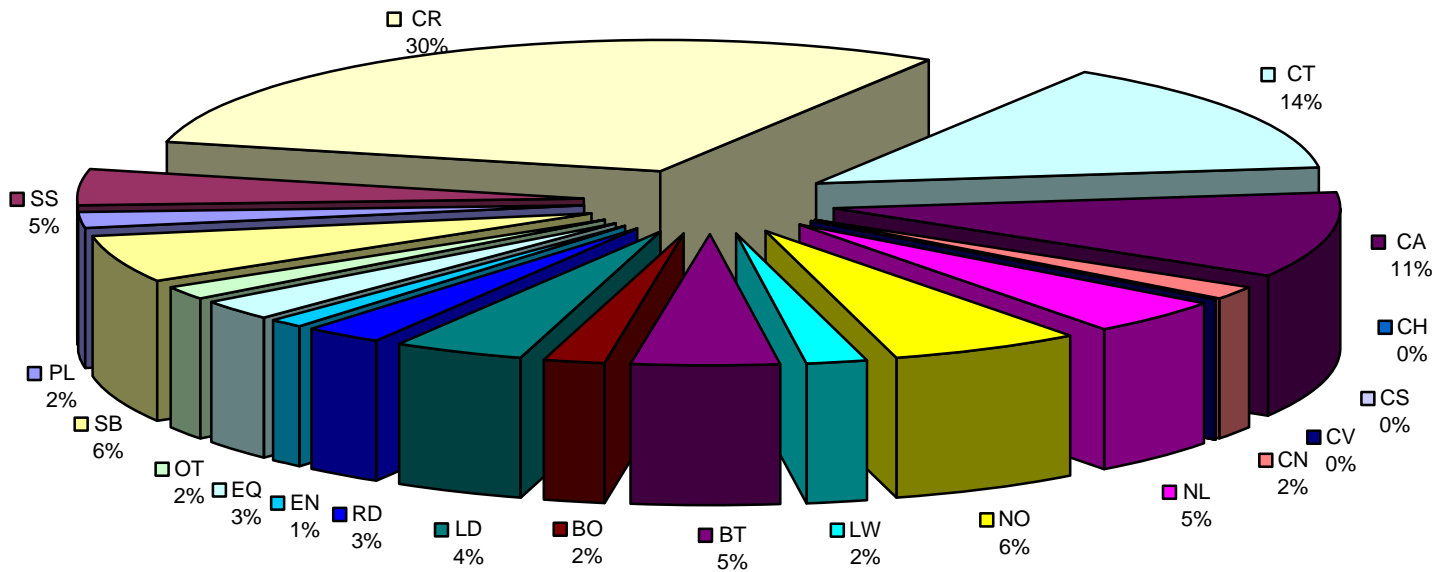
Cumulative Grants Awarded							
Development Planning Type		Apportioned Grant Funds		Discretionary Grant Funds		Combined Grant Funds	
Abbrev	Description	Total Awarded (in millions)	%	Total Awarded (in millions)	%	Total Awarded (in millions)	%
PL	Planning	343.7	2.5	175.5	1.2	519.2	1.9
SS	Safety and Security	414.3	3.0	841.7	5.9	1,255.9	4.5
CR	Landing Area Construction, Runway	3,759.1	27.1	4,800.9	33.8	8,560.0	30.5
CT	Landing Area Construction, Taxiway	2,359.9	17.0	1,583.1	11.2	3,943.0	14.0
CA	Landing Area Construction, Apron	1,794.8	12.9	1,228.8	8.7	3,023.6	10.8
CN	Landing Area Construction, New Airport	185.2	1.3	234.0	1.7	419.3	1.5
CH	Landing Area Construction, Heliport	4.1	0.0	1.4	0.0	5.5	0.0
CS	Landing Area Construction, Seaplane Base	8.1	0.1	0.0	0.0	8.1	0.0
CV	Landing Area Construction, Vertiport	0.5	0.0	0.0	0.0	0.5	0.0
NL	Noise Control, Land	88.7	0.6	1,143.2	8.1	1,231.9	4.4
NO	Noise Control, Other	116.8	0.9	1,614.8	11.4	1,731.6	6.2
LW	Lighting, Nav aids, Weather, Obstructions, Signage	297.3	2.1	243.9	1.7	541.2	1.9
BT	Building, Terminal	1,106.6	8.0	255.3	1.8	1,361.9	4.9
BO	Building, Other	307.0	2.2	190.0	1.3	496.9	1.8
LD	Land (Other than Noise)	658.6	4.8	520.1	3.7	1,178.6	4.2
RD	Roadways	461.9	3.3	242.8	1.7	704.7	2.5
EN	Environmental	166.6	1.2	119.0	0.8	285.6	1.0
EQ	Equipment	529.5	3.8	221.4	1.6	750.9	2.7
OT	Other	226.3	1.6	228.7	1.6	455.0	1.6
SB	State Block Grant Programs	1,062.3	7.7	556.2	3.9	1,618.5	5.8
Totals		13,891.0	100	14,200.9	100	28,091.9	100

**FY 1982 - FY 2004
Cumulative Apportioned Grant Funds Awarded**



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

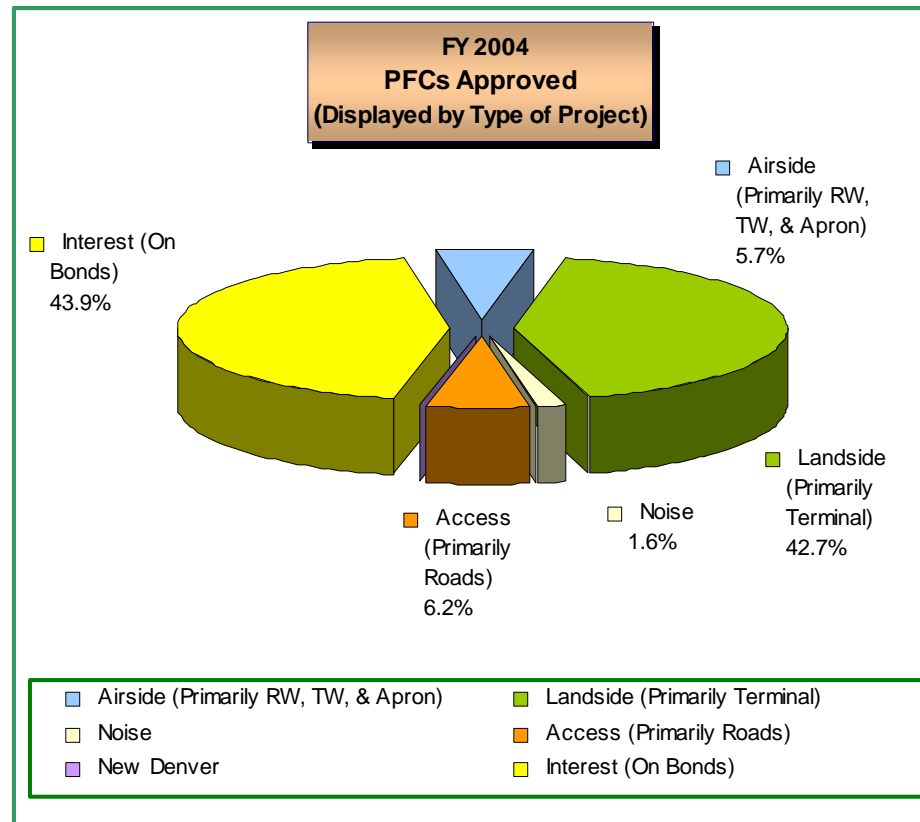
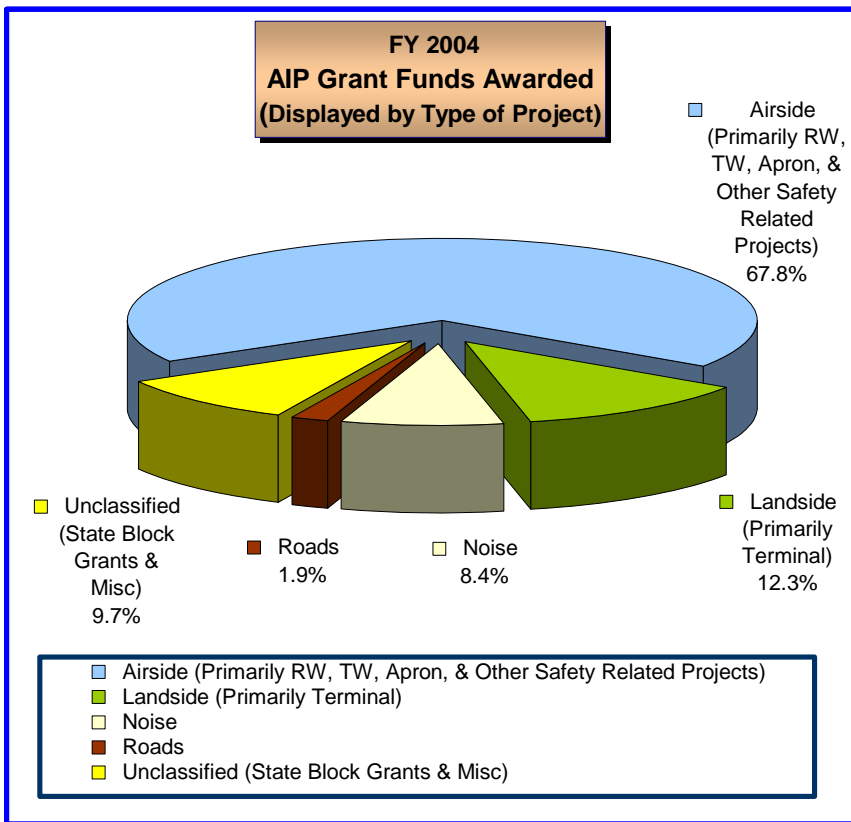
FY 1982 - FY 2004
Cumulative Discretionary and Apportioned Grant Funds Awarded



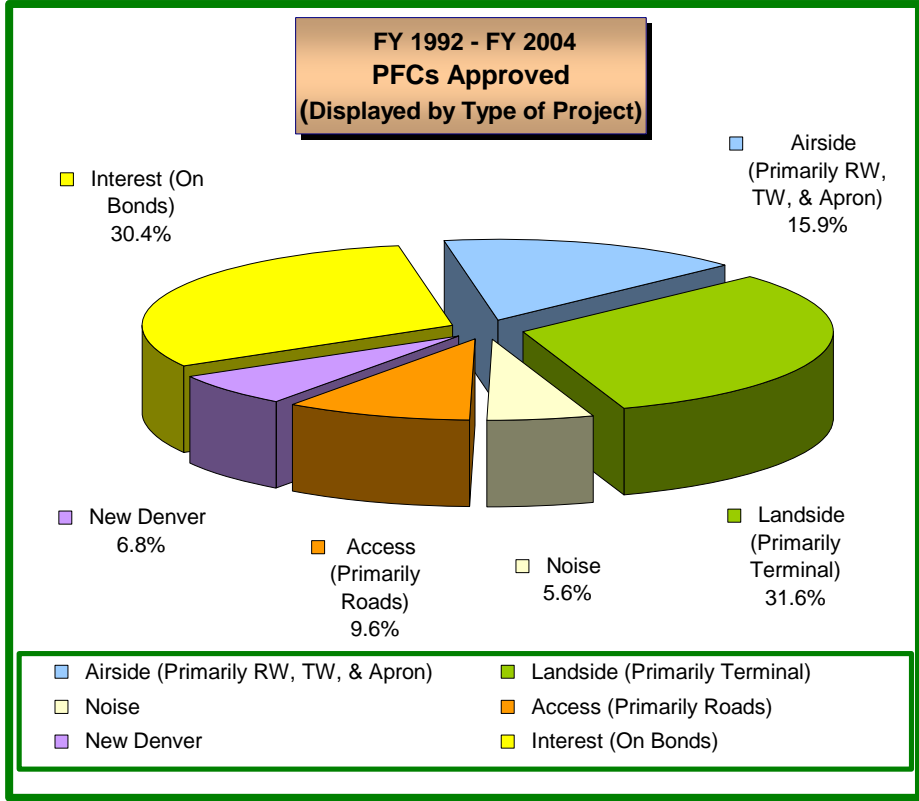
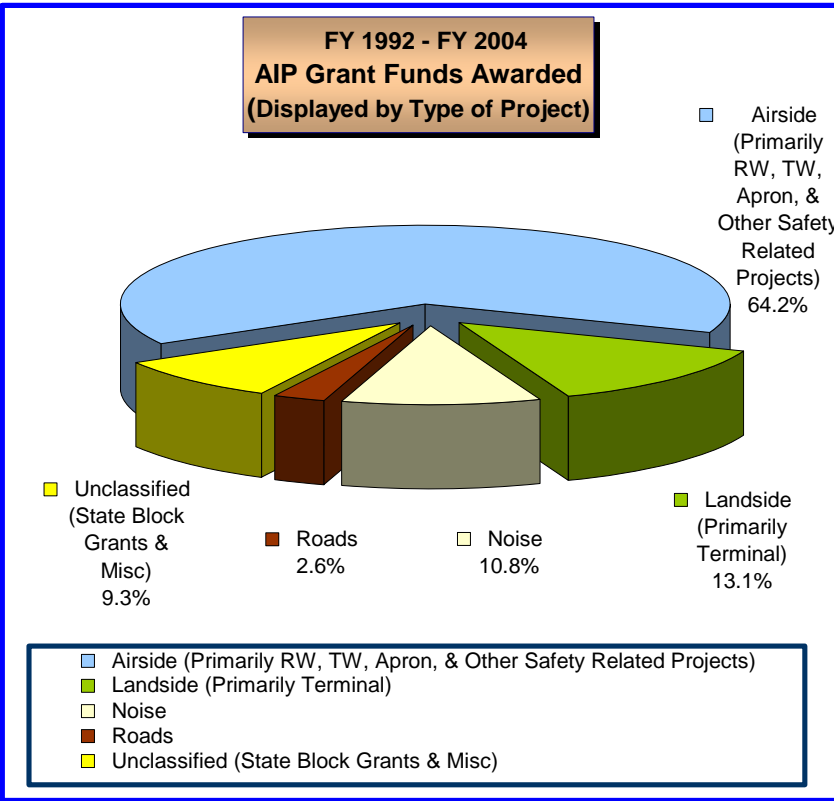
PL Planning	SS Safety and Security	CR Landing Area Construction, Runway
CT Landing Area Construction, Taxiway	CA Landing Area Construction, Apron	CN Landing Area Construction, New Airport
CH Landing Area Construction, Heliport	CS Landing Area Construction, Seaplane Base	CV Landing Area Construction,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

Appendix E: Cumulative Comparison of AIP to PFC

Approved Funds, FY 2004 (in millions of dollars)			
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)	\$2,218.3	Airside (Primarily RW, TW, & Apron)	\$197.5
Landside (Primarily Terminal)	\$401.9	Landside (Primarily Terminal)	\$1,476.0
Noise	\$275.4	Noise	\$54.6
Roads	\$61.2	Access (Primarily Roads)	\$214.8
Unclassified (State Block Grants & Misc)	\$317.4	New Denver	0.0
		Interest (On Bonds)	\$1,517.7
Total	\$3,274.2	Total	\$3,460.6



Cumulative Funds, FY 1992- FY 2004 (in millions of dollars)			
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)	\$15,885.2	Airside (Primarily RW, TW, & Apron)	\$7,384.0
Landside (Primarily Terminal)	\$3,246.4	Landside (Primarily Terminal)	\$14,679.2
Noise	\$2,668.0	Noise	\$2,617.3
Roads	\$635.8	Access (Primarily Roads)	\$4,470.0
Unclassified (State Block Grants & Misc)	\$2,293.8	New Denver	\$3,137.1
		Interest (On Bonds)	\$14,133.6
Total	\$ 24,729.1	Total	\$46,421.3



Appendix F: Letter of Intent Commitments by Fiscal Year

Letter of Intent Commitments By Fiscal Year											
	2005	2006	2007	2008	2009	2010	2011	2012	2013	Beyond	Total
Chicago, Chicago Midway International											
Entitlement	0	0	0	0	0	0	0	0	0	0	0
State: IN											
Indianapolis, Indianapolis International											
Entitlement	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	0	0	0	35,000,000
Discretionary	10,000,000	10,000,000	8,000,000	7,500,000	5,000,000	3,000,000	5,000,000	0	0	0	48,500,000
State: KY											
Covington/Cincinnati, Oh, Cincinnati/Northern Kentucky International											
Entitlement	4,973,997	2,995,039	0	0	0	0	0	0	0	0	7,969,036
Discretionary	14,000,000	14,000,000	13,000,000	9,000,000	4,000,000	2,000,000	16,000,000	0	0	0	72,000,000
State: MA											
Boston, General Edward Lawrence Logan International											
Entitlement	7,030,000	3,610,000	3,650,000	3,690,000	3,740,000	3,780,000	3,830,000	3,870,000	0	0	33,200,000
Discretionary	8,000,000	10,000,000	10,000,000	6,000,000	6,000,000	5,900,000	5,900,000	5,800,000	0	0	57,600,000
State: MD											
Baltimore, Baltimore-Washington International											
Entitlement	3,000,000	0	0	0	0	0	0	0	0	0	3,000,000
Discretionary	4,747,632	0	0	0	0	0	0	0	0	0	4,747,632
Hagerstown, Hagerstown Regional-Richard A Henson Field											
Entitlement	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	0	9,000,000
Discretionary	7,000,000	5,000,000	5,000,000	5,000,000	3,000,000	0	0	0	0	0	25,000,000
State: MI											
Detroit, Detroit Metropolitan Wayne County											
Entitlement	5,790,000	6,050,000	6,320,000	4,885,975	0	0	0	0	0	0	23,045,975
Discretionary	13,000,000	13,000,000	14,000,000	14,000,000	0	0	0	0	0	0	54,000,000
State: MN											
Minneapolis, Minneapolis-St Paul International/Wold-Chamberlain/											
Entitlement	0	0	0	0	0	0	0	0	0	0	0
Discretionary	8,000,000	7,500,000	7,000,000	5,000,000	5,000,000	5,000,000	0	0	0	0	37,500,000

Letter of Intent Commitments By Fiscal Year											
	2005	2006	2007	2008	2009	2010	2011	2012	2013	Beyond	Total
State: MO											
St. Louis, Lambert-St Louis International											
Entitlement	4,789,000	4,882,000	4,973,000	4,466,139	348,063	0	0	0	0	0	19,458,202
Discretionary	3,300,000	13,000,000	17,750,000	9,000,000	9,000,000	5,000,000	0	0	0	0	57,050,000
Springfield, Springfield-Branson Regional											
Entitlement	2,618,689	0	0	0	0	0	0	0	0	0	2,618,689
Discretionary	2,800,000	0	0	0	0	0	0	0	0	0	2,800,000
State: NC											
Charlotte, Charlotte/Douglas International											
Entitlement	7,500,000	7,500,000	6,736,511	6,813,689	1,000,000	1,000,000	1,000,000	0	0	0	31,550,200
Discretionary	12,500,000	12,500,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	4,826,918	0	0	59,826,918
Greensboro, Piedmont Triad International											
Entitlement	4,900,000	4,900,000	5,000,000	5,100,000	5,200,000	5,200,000	5,200,000	5,200,000	3,629,672	0	44,329,672
Discretionary	8,000,000	8,000,000	7,000,000	5,000,000	4,000,000	0	0	0	0	0	32,000,000
State: NE											
Omaha, Eppley Airfield											
Entitlement	1,932,371	0	0	0	0	0	0	0	0	0	1,932,371
Discretionary	0	0	0	0	0	0	0	0	0	0	0
State: NH											
Manchester, Manchester											
Entitlement	643,554	0	0	0	0	0	0	0	0	0	643,554
Discretionary	4,500,000	4,500,000	4,500,000	2,700,000	0	0	0	0	0	0	16,200,000
State: OH											
Cleveland, Cleveland-Hopkins International											
Entitlement	3,011,000	3,116,000	3,216,000	3,319,000	3,427,000	3,540,000	3,807,000	4,200,000	4,700,000	5,135,904	37,471,904
Discretionary	7,200,000	7,460,000	8,320,000	11,500,000	12,650,000	7,170,000	0	0	0	0	54,300,000

Letter of Intent Commitments By Fiscal Year											
	2005	2006	2007	2008	2009	2010	2011	2012	2013	Beyond	Total
State: OH											
Columbus, Port Columbus International											
Entitlement	0	0	0	0	0	0	0	0	0	0	0
Discretionary	4,000,000	7,000,000	8,000,000	8,300,000	0	0	0	0	0	0	27,300,000
State: PA											
Harrisburg, Harrisburg International											
Entitlement	0	0	0	0	0	0	0	0	0	0	0
Discretionary	6,660,000	8,340,000	9,130,000	11,300,000	2,170,000	0	0	0	0	0	37,600,000
State: RI											
Providence, Theodore Francis Green State											
Entitlement	1,100,000	643,160	0	0	0	0	0	0	0	0	1,743,160
Discretionary	0	0	0	0	0	0	0	0	0	0	0
State: TN											
Memphis, Memphis International											
Entitlement	0	0	0	0	0	0	0	0	0	0	0
Discretionary	6,149,000	5,878,000	4,402,000	5,805,000	5,180,000	4,823,000	0	0	0	0	32,237,000
State: TX											
Dallas-Fort Worth, Dallas/Fort Worth International											
Entitlement	0	0	0	0	0	0	0	0	0	0	0
Discretionary	5,692,000	5,692,000	2,752,000	2,552,000	5,292,000	6,000,000	0	0	0	0	27,980,000
Houston, George Bush Intercontinental											
Entitlement	9,000,000	9,000,000	9,000,000	10,000,000	10,000,000	10,024,000	0	0	0	0	57,024,000
Discretionary	8,500,000	8,250,000	8,000,000	7,250,000	12,750,000	13,050,000	0	0	0	0	57,800,000

Letter of Intent Commitments By Fiscal Year											
	2005	2006	2007	2008	2009	2010	2011	2012	2013	Beyond	Total
State: WA											
Seattle, Seattle-Tacoma International											
Entitlement	5,300,000	5,400,000	5,600,000	5,498,467	5,212,612	335,205	5,400,000	5,500,000	5,600,000	11,500,000	55,346,284
Discretionary	20,204,000	12,204,000	12,135,000	20,135,000	13,700,000	20,075,000	8,200,000	0	0	0	106,653,000
Grand Total:											
Entitlement	81,531,927	65,119,946	61,499,638	60,902,348	40,707,675	30,879,205	26,237,000	20,770,000	14,929,672	16,635,904	419,213,315
Discretionary	216,364,230	213,314,500	199,997,300	170,486,300	125,560,300	96,558,000	51,100,000	10,626,918	0	0	1,084,007,548

Appendix G: Letter of Intent Payments for FY 2004

Letter of Intent Payments for FY 2004 (in thousands of dollars)				
State	Primary/Reliever Airports	Entitlement Funds	Discretionary Funds	Total Funds
AK	Anchorage AK Ted Stevens Anchorage Intl.	\$2,933	\$8,500	\$11,433
CA	San Jose CA Norman Y. Mineta San Jose Intl.	\$2,325	\$6,000	\$8,325
CO	Denver CO Denver International	\$3,250	\$2,895	\$6,145
FL	Fort Myers FL Southwest Florida International	0	\$4,000	\$4,000
FL	Miami FL Miami International	\$5,524	\$8,000	\$13,524
FL	Orlando FL Orlando International	\$978	\$9,122	\$10,100
GA	Atlanta GA Hartsfield - Jackson Atlanta Intl.	0	\$19,982	\$19,982
IL	Bloomington/Normal IL Central IL Regional Airport at Bloomington-Normal	0	\$4,872	\$4,872
IL	Chicago IL Chicago Midway International	0	\$16,000	\$16,000
IN	Indianapolis IN Indianapolis International	\$5,000	\$11,000	\$16,000
KY	Covington/Cincinnati, Oh KY Cincinnati/Northern Kentucky International	\$4,974	\$13,000	\$17,974
MD	Baltimore MD Baltimore-Washington Intl.	\$3,000	\$4,748	\$7,748
MD	Hagerstown MD Hagerstown Regional-Richard A Henson Field	\$1,000	\$7,000	\$8,000
MI	Detroit MI Detroit Metropolitan Wayne County	\$5,195	\$13,000	\$18,195
MN	Minneapolis MN Minneapolis-St Paul International/Wold-Chamberlain/	0	\$8,000	\$8,000
MO	Springfield MO Springfield-Branson Regional	\$2,581	\$4,200	\$6,781
MO	St. Louis MO Lambert-St Louis International	\$4,347	\$27,450	\$31,797
NC	Greensboro NC Piedmont Triad International	\$4,688	\$6,000	\$10,688
NE	Omaha NE Eppley Airfield	\$5,126	0	\$5,126
NH	Manchester NH Manchester	\$2,000	\$4,500	\$6,500
OH	Cleveland OH Cleveland-Hopkins International	\$2,407	\$7,900	\$10,307
OH	Columbus OH Port Columbus International	0	\$4,000	\$4,000
PA	Harrisburg PA Harrisburg International	0	\$6,680	\$6,680
RI	Providence RI Theodore Francis Green State	\$1,100	0	\$1,100
TN	Memphis TN Memphis International	0	\$6,483	\$6,483
TX	Dallas-Fort Worth TX Dallas/Fort Worth Intl.	0	\$4,892	\$4,892
TX	Houston TX George Bush Intercontinental	\$9,000	\$9,400	\$18,400
UT	Salt Lake City UT Salt Lake City International	0	\$4,587	\$4,587
WA	Seattle WA Seattle-Tacoma International	\$5,922	\$17,290	\$23,212
Fiscal Year 2004 National Totals		\$71,351	\$239,501	\$310,851

Appendix H: Land Use Compliance Report for FY 2004

Land Use Compliance Report for FY 2004									
Location	Reg	ADO	City	St	Locid	Compliance Issue	Corrective Action	Compliance Status	Status Date
Ralph M Calhoun Memorial	AL	AAL	Tanana	AK	TAL	In addition to a non-conforming Airport Layout Plan, the airport has permitted non-aeronautical uses of airport property without FAA approval.	Airport must update the Airport Layout Plan and terminate non-aeronautical uses.	Non-Compliant	9/30/2004
Soldotna	AL	AAL	Soldotna	AK	SXQ	(a) Airport Layout Plan is not consistent with actual airport properties and uses. (b) Unauthorized airport construction has taken place, which conflicts with several land use requirements, including 14 CFR Part 77 and airport safety. (c) Permitted residential hangars at the airport.	The sponsor must update the Airport Layout Plan, restore intended uses of airport property, remedy any safety action items, and terminate residential use of airport property.	Non-Compliant	5/30/2004
Moton Field Municipal	SO	JAN	Tuskegee	AL	06A	a. Airport property was donated to the National Park Service (NPS) without obtaining a release from FAA and without compensation to the airport account. b. Federally-improved aeronautical facilities (apron and taxiway) were donated to the NPS without the required FAA release and without updating the Airport Layout Plan (ALP). c. Access road donated to the NPS.	a - c. Sponsor must present plan to credit airport account for lost aeronautical, access and non-aeronautical assets. City committed to negotiate for surrendering possession of the land deeded to the NPS, replace access road to the Airport with other than FAA funds prior to its loss of its current road to the NPS, replace airport apron lost to the NPS within one year of the date that the airport must abandon it, reimburse FAA the Fair Market Value of the land deeded to the NPS prior to the end of fiscal year 2004.	In Process	9/30/2004
Pinal Airpark	WP	LAX	Marana	AZ	MZJ	The entire airport was leased to a private company in violation of the applicable Surplus Property Agreement.	Sponsor must re-negotiate lease with operator and address all outstanding compliance violations.	Non-Compliant	9/30/2004
Sedona	WP	LAX	Sedona	AZ	SEZ	Airport has permitted non-aeronautical uses on airport property.	Airport must terminate the non-aeronautical activities or/and seek FAA release of the property.	In Process	9/30/2004
Banning Municipal	WP	LAX	Banning	CA	BNG	Airport property is being used for non-aeronautical purposes (drag racing) without FAA approval.	Eliminate the non-aeronautical use.	Non-Compliant	9/30/2004
Blythe	WP	LAX	Blythe	CA	BLH	Sponsor allowed long-term leases of airport property for non-aeronautical use without FAA approval.	Terminate leases or seek FAA release of land from aeronautical use.	Non-Compliant	

Land Use Compliance Report for FY 2004									
Location	Reg	ADO	City	St	Locid	Compliance Issue	Corrective Action	Compliance Status	Status Date
Brawley Municipal	WP	LAX	Brawley	CA	BWC	Airport sponsor sold dedicated airport without FAA approval.	Submit a corrective action plan to resolve the matter by restoring airport property and/or seeking FAA approval.	Non-Compliant	9/30/2004
Brown Field Municipal	WP	LAX	San Diego	CA	SDM	Airport has permitted several non-aeronautical uses without FAA approval, many of which are below Fair Market Value.	Take corrective action to eliminate and mitigate the non-aeronautical uses that exist at the airport by seeking FAA approval and ensuring adequate compensation to the airport at Fair Market Value.	In Process	5/30/2004
Fresno Yosemite International	WP	SFO	Fresno	CA	FAT	Airport disposed of airport property without FAA approval (release) and below FMV.	Sponsor must submit and FAA must approve the release and current use of land. Sponsor must compensate airport account at FMV after an appraisal. A new Airport Layout Plan and Exhibit A must be submitted to FAA.	In Process	9/30/2004
Gillespie Field	WP	LAX	San Diego/ El Cajon	CA	SEE	a. Residential development was permitted on airport property. b. Non-aeronautical use of aviation hangars. c. 70 acres of airport property are used for non-aeronautical use and below Fair Market Value.	a. Prevent new residential development and correct any existing uses as leases come up for renewal. b. Dedicate aviation infrastructure for aviation uses. c. Dedicate the 70 acres of land to aeronautical use.	In Process	9/30/2004
Imperial County	WP	LAX	Imperial	CA	IPL	Airport has permitted non-aeronautical use of airport property and has refused aeronautical use of certain facilities to preserve non-aeronautical uses.	Airport must submit a corrective action plan in order to, among others, terminate non-aeronautical uses at the airport.	In Process	9/30/2004
Mammoth Yosemite	WP	SFO	Mammoth Lakes	CA	MMH	Non-aeronautical leases and agreements without FAA approval have compromised airport property.	Sponsor must provide evidence that it will not execute certain non-aeronautical leases.	In Process	5/31/2004
Montgomery Field	WP	LAX	San Diego	CA	MYF	Airport sponsor has permitted non-aeronautical uses of airport property; vehicle parking.	Take action to terminate the non-aeronautical use of airport property.	In Process	5/30/2004
Rialto Municipal / Miro Field/	WP	LAX	Rialto	CA	L67	a. Sponsor permitted long-term leases at the airport and without compensation to the airport account. b. A taxiway was improperly converted to permit drag racing. c. Several facilities are used for non-aeronautical purposes without FAA approval.	a. Obtain Fair Market Value for all non-aeronautical uses. b. End of drag racing, re-establish aeronautical function for the taxiway. c. Seek FAA approval and provide justification for any non-aeronautical use.	Non-Compliant	9/30/2004

Land Use Compliance Report for FY 2004

Location	Reg	ADO	City	St	Locid	Compliance Issue	Corrective Action	Compliance Status	Status Date
Rio Vista Municipal	WP	SFO	Rio Vista	CA	O88	An aviation hangar is leased to a non-aeronautical entity without FAA approval.	Sponsor must return the hangar to aeronautical use.	Non-Compliant	
Van Nuys	WP	LAX	Van Nuys	CA	VNY	Several non-aeronautical uses of airport property are no longer justified and must revert to aeronautical use.	Sponsor to establish a transition plan to convert the non-aeronautical use areas to aeronautical uses.	In Process	9/30/2004
Jeffco	NM	DEN	Denver	CO	BJC	Airport Layout Plan is inconsistent with release records and as such is not representative of actual conditions at the airport.	Update Airport Layout Plan	In Process	9/30/2004
Valkaria	SO	ORL	Valkaria	FL	X59	Airport property was disposed without FAA approval and below Fair Market Value. Airport has not implemented the corrective action required by FAA. The Airport is not to receive further discretionary grants until the issue is resolved to the Secretary's satisfaction.	Sponsor must seek FAA release and compensate the airport account accordingly.	Non-Compliant	9/30/2004
Valkaria	SO	ORL	Valkaria	FL	X59	Airport property was disposed of without FAA approval and below Fair Market Value.	Sponsor must seek FAA release and compensate the airport account accordingly.	In Process	5/31/2004
Venice Municipal	SO	ORL	Venice	FL	VNC	Airport has not received adequate lease payments for several non-aviation parcels.	Sponsor must establish an acceptable property management control system, establish Fair Market Value for non-aviation parcels and adjust rental amounts.	In Process	9/30/2004
Brunswick Golden Isles	SO	ATL	Brunswick	GA	BQK	Sponsor allowed unauthorized non-airport use of airport property.	Sponsor must request a release of the property in question and compensate the airport account accordingly.	In Process	9/30/2004
Dekalb-Peachtree	SO	ATL	Atlanta	GA	PDK	a. Various units of County government are using airport property for non-aeronautical purposes without appropriately compensating the airport. b. Several non-aeronautical uses of airport property were not approved by FAA.	a and b: Sponsor must seek FAA release and compensate the airport account accordingly.	In Process	9/30/2004
Malcolm McKinnon	SO	ATL	Brunswick	GA	SSI	Sponsor allowed unauthorized use of airport property for non-aeronautical activity without FAA approval.	Request a release of the property in question and compensate the airport account accordingly.	In Process	9/30/2004

Airport Improvement Program

H-4

21st Annual Report of Accomplishments

Land Use Compliance Report for FY 2004									
Location	Reg	ADO	City	St	Locid	Compliance Issue	Corrective Action	Compliance Status	Status Date
Lansing Municipal	GL	CHI	Chicago	IL	IGQ	a. Unauthorized non-aeronautical uses of airport property were allowed. Some of these uses do not provide compensation to the airport. b. Taxiway clearances compromised	a. Sponsor must update the Airport Layout Plan, provide supporting documentation that the uses of airport property are consistent with applicable requirements, and provide evidence that appropriate leases, agreements or easements were executed to correct the situation. b. Remove obstructions.	Closed, In Compliance	9/30/2004
Plymouth Municipal	GL	CHI	Plymouth	IN	C65	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.	Remove the easement and the road.	In Process	9/30/2004
Independence Municipal	CE	ACE	Independence	KS	IDP	Airport property has been leased at below Fair Market Value for non-aeronautical purposes.	Rectify the situation be re-negotiating lease terms.	In Process	9/30/2004
Sturgis Municipal	SO	MEM	Sturgis	KY	I05	Airport has permitted non-aeronautical uses of airport property without FAA approval.	Take corrective action by requesting FAA approval and ensuring adequate airport compensation.	In Process	9/30/2004
Lawrence Municipal	NE	ANE	Lawrence	MA	LWM	Several non-aeronautical businesses are shown on the Airport Layout Plan (ALP) without appropriate FAA approval.	Sponsor must update the Airport Layout Plan and request FAA release of parcels in question Sponsor must also provide leasing and Fair Market Value information and evidence that revenues are credited to the airport account.	Closed, In Compliance	9/30/2004
Auburn/Lewiston Municipal	NE	ANE	Auburn/Lewiston	ME	LEW	(a) Airport property is being used for non-aeronautical purposes without FAA approval and below Fair Market Value. (b) Grant funded airport property was exchanged for other properties without FAA approval.	Airport must take corrective action by correcting leases and re-establish proper use of airport lands.	In Process	9/30/2004
Rangeley Lake	NE	ANE	Rangeley	ME	M57	Aeronautical facilities are being used for non-aeronautical purposes.	Take corrective action to terminate the leases assoc. with the non-aeronautical uses and to charge Fair Market Value in those instances where FAA might approve the uses in question.	In Process	5/31/2004

Land Use Compliance Report for FY 2004

Location	Reg	ADO	City	St	Locid	Compliance Issue	Corrective Action	Compliance Status	Status Date
St Clair County International	GL	DET	Port Huron	MI	PHN	Airport has transferred obligated airport property to another party without FAA approval.	Sponsor can return property to the Airport or seek an FAA release with appropriate compensation of the airport account at Fair Market Value.	Non-Compliant	9/30/2004
Chandler Field	GL	MSP	Alexandria	MN	AXN	Several on-airport leases for non-aeronautical use are not consistent with FAA land use criteria. b. Exhibit A must be updated to show several rights-of-way, new road and navigation easements.	Request FAA concurrence for interim uses, amend leases and compensate airport account accordingly (FMV). b. Submit new Exhibit A.	In Process	9/30/2004
Mandan Municipal	GL	BIS	Mandan	ND	Y19	a. Airport property was used for agricultural purposes without FAA concurrence. b. Sponsor permitted the storage of non-aeronautical material adjacent to an aircraft parking area. c. Outdated Exhibit A.	a. Sponsor must submit a request for concurrent use at Fair Market Value. b. Remove the materials. c. Submit new Exhibit A.	In Process	9/30/2004
Gallup Municipal	SW	LAN M	Gallup	NM	GUP	Airport has failed to maintain an adequate Airport Layout Plan (ALP).	Submit a current Airport Layout Plan.	In Process	9/30/2004
Wadsworth Municipal	GL	DET	Wadsworth	OH	3G3	The airport has permitted certain non-aeronautical uses at the airport without FAA approval.	Airport must take corrective by seeking FAA approval and by instituting new leasing practices to prevent recurrence.	In Process	9/30/2004
Clinton Municipal	SW	AROK	Clinton	OK	CLK	Airport has allowed several non-aeronautical activities on airport property without FAA approval.	Eliminate non-aeronautical activities or/and seek FAA conditional approval.	In Process	9/30/2004
Clinton-Sherman	SW	AROK	Clinton	OK	CSM	(a) The Airport Layout Plan does not reflect actual airport property. (b) Airport property was sold without FAA approval. (c) Several non-aeronautical uses exist without FAA approval and below Fair Market Value.	(a) Update the Airport Layout Plan. (b) Provide adequate land disposal information. (c) Ensure FAA approval and fair market valuation.	Closed, In Compliance	9/30/2004
Ogden-Hinckley	NM	DEN	Ogden	UT	OGD	Airport has permitted non-aeronautical use of dedicated airport property at below Fair Market Value.	Seek FAA approval and ensure adequate airport compensation at Fair Market Value.	In Process	9/30/2004
Accomack County	EA	WAS	Melfa	VA	MFV	Non-aeronautical facilities exist on airport property at below Fair Market Value.	Take corrective action by seeking FAA approval of uses and ensuring adequate compensation at Fair Market Value.	In Process	5/30/2004

Land Use Compliance Report for FY 2004									
Location	Reg	ADO	City	St	Locid	Compliance Issue	Corrective Action	Compliance Status	Status Date
Richard I Bong	GL	MSP	Superior	WI	SUW	Sponsor allowed a school to be built on airport property without FAA authorization.	Sponsor must request FAA for the release of the parcel, and include information regarding appraisal and Fair Market Value. Sponsor must also correct any incompatible land use problems with the development.	In Process	9/30/2004
Watertown Municipal	GL	MSP	Watertown	WI	RYV	Part of a runway protection zone (RPZ) was used for a non-aeronautical use (road).	Close the road in the RPZ.	Non-Compliant	

Appendix I: FY 2004 AIP Grants Awarded and Grant Amounts by Airport Category

FY 2004 AIP Grants Awarded and Grant Amounts by Airport Category																
State	Primary		Commercial		Reliever		General Aviation		State Sponsored		State Block Grant		Other		Total Grant	
	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	27	99,488,129	11	63,420,711	0	0	16	36,174,174	5	12,490,568	0	0	4	7,635,047	63	219,208,629
AL	7	31,106,398	1	933,660	3	3,346,680	35	17,748,386	0	0	0	0	1	1,246,804	47	54,381,928
AR	8	18,855,940	1	1,523,862	2	338,808	39	16,917,856	1	35,720	0	0	0	0	51	37,672,186
AS	2	7,847,003	0	0	0	0	4	1,195,000	0	0	0	0	0	0	6	9,042,003
AZ	13	58,573,551	4	6,089,817	8	11,171,130	21	11,982,130	0	0	0	0	0	0	46	87,816,628
CA	47	160,729,519	2	1,573,666	23	41,385,262	69	38,377,647	1	430,000	0	0	1	833,000	143	243,329,094
CO	19	44,615,624	2	4,205,513	5	8,753,669	20	5,628,081	1	249,560	0	0	0	0	47	63,452,447
CT	1	3,218,296	1	2,796,974	2	721,107.00	3	864,039	1	1,863,142	0	0	0	0	8	9,463,558
DC	0	0	0	0	0	0	0	0	0	0	0	0	1	385,094	1	385,094
DE	0	0	0	0	0	0	4	5,337,548	1	142,500	0	0	0	0	5	5,480,048
FL	40	139,497,727	0	0	18	18,607,161	35	21,034,465	1	2,000,000	0	0	0	0	94	181,139,353
FM	0	0	0	0	0	0	6	9,450,000	0	0	0	0	0	0	6	9,450,000
GA	11	64,749,656	0	0	8	6,698,314	28	10,533,979	2	7,195,481	0	0	1	1,000,000	50	90,177,430
GU	4	9,453,767	0	0	0	0	0	0	0	0	0	0	0	0	4	9,453,767
HI	36	48,760,255	0	0	1	3,150,000	0	0	1	2,326,556	0	0	0	0	38	54,236,811
IA	13	17,092,107	2	2,143,113	0	0	35	15,732,019	2	330,756	0	0	0	0	52	35,297,995
ID	10	22,022,206	0	0	1	1,242,585	8	7,224,015	2	445,980	0	0	0	0	21	30,934,786
IL	29	66,542,445	0	0	0	0	3	4,024,882	1	200,000	8	36,267,022	1	2,500,000	42	109,534,349
IN	10	41,010,520	0	0	3	1,494,000	45	18,966,476	1	200,000	0	0	0	0	59	61,670,996
KS	5	7,620,000	8	5,331,034	6	3,783,496	46	11,488,434	0	0	0	0	1	93,813	66	28,316,777
KY	8	57,118,156	4	3,493,520	1	1,188,510	31	19,570,956	0	0	0	0	2	967,558	46	82,338,700
LA	15	48,298,414	0	0	3	1,171,040	30	12,853,829	0	0	0	0	0	0	48	62,323,283
MA	11	30,802,451	0	0	2	1,135,250	16	4,907,773	1	1,112,023	0	0	0	0	30	37,957,497
MD	6	20,144,135	0	0	10	6,460,012	8	2,358,482	0	0	0	0	1	501,254	25	29,463,883
ME	7	18,416,819	0	0	3	1,076,165	10	6,732,188	2	1,223,893	0	0	0	0	22	27,449,065
MH	0	0	0	0	0	0	1	1,500,000	0	0	0	0	0	0	1	1,500,000
MI	25	59,180,168	1	356,250	1	4,642,722	0	0	0	0	5	38,018,866	0	0	32	102,198,006
MN	12	47,322,330	2	726,604	5	1,035,628	46	13,002,148	1	450,000	0	0	1	3,647,867	67	66,184,577
MO	14	83,041,792	1	3,277,500	1	7,650,000	0	0	0	0	2	26,812,119	1	568,000	19	121,349,411

FY 2004 AIP Grants Awarded and Grant Amounts by Airport Category

State	Primary		Commercial		Reliever		General Aviation		State Sponsored		State Block Grant		Other		Total Grant	
	NO.	Dollar Amount	NO.	Dollar Amount	NO.	Dollar Amount	NO.	Dollar Amount	NO.	Dollar Amount	NO.	Dollar Amount	NO.	Dollar Amount	NO.	Dollar Amount
MP	8	16,738,725	0	0	0	0	0	0	0	0	0	0	0	8	16,738,725	
MS	11	18,457,906	1	1,017,869	1	4,030,034	46	19,013,797	0	0	0	0	59	42,519,606		
MT	11	22,545,037	0	0	0	0	17	7,892,128	1	54,566	0	0	3	1,340,185	32	31,831,916
NC	12	55,664,574	0	0	0	0	3	6,967,523	0	0	2	28,212,908	0	0	17	90,845,005
ND	4	14,042,813	5	2,737,753	0	0	40	5,286,739	2	435,055	0	0	0	0	51	22,502,360
NE	2	6,221,831	6	7,773,766	1	63,246	23	11,858,782	1	127,400	0	0	0	0	33	26,045,025
NH	5	14,989,675	1	95,000	1	200,450	8	2,265,705	0	0	0	0	0	0	15	17,550,830
NJ	9	22,368,238	0	0	31	17,452,156	25	8,745,306	0	0	0	0	0	0	65	48,565,700
NM	2	2,204,638	2	623,938	2	3,978,584	17	7,973,401	1	110,200	0	0	1	40,000	25	14,930,761
NV	7	48,896,404	0	0	2	7,570,553	10	4,726,995	1	250,000	0	0	0	0	20	61,443,952
NY	42	97,274,903	9	6,138,253	26	11,239,085	48	23,079,168	1	295,000	0	0	2	429,692	128	138,456,101
OH	21	51,142,011	3	2,450,259	15	12,080,253	62	16,887,633	1	350,000	0	0	0	0	102	82,910,156
OK	7	21,098,849	1	2,200,000	3	2,597,500	41	13,387,265	1	180,000	0	0	0	0	53	39,463,614
OR	11	27,144,876	0	0	1	1,250,226	12	7,304,742	3	2,742,346	0	0	0	0	27	38,442,190
PA	30	85,190,323	1	1,874,160	7	7,050,075	3	1,859,302	1	255,000	3	15,379,303	1	300,000	46	111,908,163
PR	2	28,153,367	1	1,721,194	0	0	0	0	3	1,771,001	0	0	0	0	6	31,645,562
PW	0	0	0	0	0	0	1	1,500,000	0	0	0	0	0	0	1	1,500,000
RI	8	10,450,143	2	521,180	1	199,577	1	280,526	1	743,755	0	0	0	0	13	12,195,181
SC	5	26,429,200	0	0	2	785,497	31	13,337,195	2	238,060	0	0	0	0	40	40,789,952
SD	5	10,367,932	1	150,000	0	0	19	8,820,138	2	755,250	0	0	0	0	27	20,093,320
TN	15	49,220,981	0	0	0	0	0	0	0	0	2	16,461,672	0	0	17	65,682,653
TX	34	151,689,731	0	0	4	8,795,378	2	11,211,248	0	0	4	48,686,041	0	0	44	220,382,398
UT	5	16,568,754	0	0	1	150,000	22	10,717,035	1	125,000	0	0	1	1,250,000	30	28,810,789
VA	12	46,329,007	1	5,561,319	6	5,625,855	18	16,140,214	0	0	0	0	1	472,840	38	74,129,235
VI	1	4,990,135	0	0	0	0	0	0	0	0	0	0	0	0	1	4,990,135
VT	2	1,969,749	0	0	0	0	9	1,733,958	0	0	0	0	0	0	11	3,703,707
WA	14	59,349,834	2	4,660,146	4	840,046	14	16,974,666	3	1,303,263	0	0	1	304,950	38	83,432,905
WI	9	35,923,919	0	0	0	0	0	0	0	0	1	16,150,654	0	0	10	52,074,573
WV	7	23,103,203	3	3,505,083	1	476,346	13	6,455,409	0	0	0	0	0	0	24	33,540,041
WY	9	22,894,889	2	951,413	0	0	18	22,210,504	1	284,036	0	0	0	0	30	46,340,842
Total	690	2,196,929,055	81	137,853,557	215	209,436,400	1062	540,233,886	50	40,716,111	27	225,988,585	25	23,516,104	2,150	3,374,673,698

Airport Improvement Program

I-3

21st Annual Report of Accomplishments

Appendix J: AIP Grants Awarded in FY 2004 by State

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Alabama					
Albertville	The Albertville Municipal-Thomas J Brumlik Field	General Aviation	14	\$225,533	Rehabilitate apron and construct taxiway
Aliceville	George Downer	General Aviation	2	\$476,188	Acquire land for approaches
Andalusia/Opp	Andalusia-Opp	General Aviation	8	\$140,277	Construct apron (develop plans & specs for North apron); construct taxiway (develop plans & specs for hangar area taxiway); conduct Airport Master Plan Study
Atmore	Atmore Municipal	General Aviation	2	\$220,928	Rehabilitate runway; update Airport Master Plan Study; acquire land for Runway 18 approaches; and rehabilitate apron
Auburn	Auburn-Opelika Robert G. Pitts	General Aviation	16	\$208,849	Construct taxiway and construct apron
Bessemer	Bessemer	Reliever	8	\$1,832,564	Acquire land for approaches; acquire security equipment/access control; extend Runway 23 (design); and extend runway
Birmingham	Birmingham International	Primary	56	\$4,569,954	Construct apron and acquire land for development
Birmingham	Birmingham International	Primary	57	\$4,750,000	Acquire land for noise compatibility within 65 - 69 DNL
Birmingham	Birmingham International	Primary	58	\$8,820,718	Remove obstructions
Brewton	Brewton Municipal	General Aviation	3	\$84,265	Install weather reporting equipment (AWOS III)
Centre	New	System Plan	2	\$1,246,804	Construct new airport
Clanton	Gragg-Wade Field	General Aviation	2	\$167,512	Acquire land for approaches; conduct environmental study; conduct environmental assessment for parallel taxiway
Cullman	Folsom Field	General Aviation	12	\$191,627	Acquire equipment to upgrade AWOS; expand apron; RPZ clearing; and conduct miscellaneous study (Specification 405 Survey)
Demopolis	Demopolis Municipal	General Aviation	5	\$249,375	Install MIREL for Runway 4/22, including new vault enclosure with regulators
Dothan	Dothan Regional	Primary	24	\$3,057,506	Extend Runway 14/32 north safety area 500 feet and relocate instrument landing system antenna
Evergreen	Middleton Field	General Aviation	3	\$190,490	Acquire land for Runway 1/19 approaches; update Airport Master Plan Study; conduct environmental study; and conduct runway extension justification study
Fairhope	H. L. (Sonny) Callahan	General Aviation	6	\$3,994,790	Construct runway (final phase of runway relocation)

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Alabama					
Fayette	Richard Arthur Field	General Aviation	3	\$1,149,533	Install runway lighting; acquire land for approaches; extend runway; environmental mitigation; and rehabilitate runway
Foley	Foley Municipal	General Aviation	6	\$482,036	Construct apron (construct new apron south of existing apron) and acquire land for approaches
Fort Payne	Isbell Field	General Aviation	11	\$224,100	Install perimeter fencing and conduct miscellaneous study
Greenville	MacCrenshaw Memorial	General Aviation	5	\$90,488	Rehabilitate apron
Gulf Shores	Jack Edwards	General Aviation	19	\$778,156	Construct taxiway (construct southeast access taxiway)
Guntersville	Guntersville Municipal - Joe Starnes Field	General Aviation	7	\$109,276	Conduct environmental study
Haleyville	Posey Field	General Aviation	2	\$184,972	Install instrument approach aid (PAPI) and install perimeter fencing
Headland	Headland Municipal	General Aviation	5	\$25,650	Update Airport Master Plan Study (update airport layout plan ALD, terminal area drawing, approach drawings and airspace drawing)
Huntsville	Huntsville International-Carl T Jones Field	Primary	44	\$3,283,145	Expand terminal building
Huntsville	Madison County Executive	General Aviation	17	\$733,222	Improve Runway Safety Area
Jasper	Walker County-Bevill Field	General Aviation	8	\$303,802	Update Airport Master Plan Study; rehabilitate runway; install runway markings; install perimeter fencing; and rehabilitate apron
Mobile	Mobile Downtown	Reliever	15	\$1,395,470	Rehabilitate apron (develop plans and specifications for multiple phases of apron rehabilitation)
Mobile	Mobile Regional	Primary	34	\$2,725,177	Security enhancements, improve terminal building (Jet Bridge No. 2, ADA compliance, exterior signage, flooring.), acquire equipment (sweeper), rehabilitate taxiway (plans & specs for Taxiway L rehab), construct access road (Eastside FBO & hangar area access), modify service road (plans and specs), acquire land for development (acquire parcels 45 and 46.01)
Monroeville	Monroe County	General Aviation	4	\$133,333	Acquire land for approaches
Montgomery	Montgomery Regional (Dannelly Field)	Primary	34	\$3,899,898	Rehabilitate terminal building - Phase 3 (design and construction)
Mooresville	Pryor Field Regional	General Aviation	12	\$3,000,000	Construct terminal building; construct access road; and strengthen runway and taxiway
Muscle Shoals	Northwest Alabama Regional	Commercial Service	20	\$933,660	Construct partial parallel Taxiway "E" - Phase 2

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Alabama					
Oneonta	Robbins Field	General Aviation	2	\$243,333	Acquire land for approaches
Ozark	Blackwell Field	General Aviation	5	\$186,492	Construct taxiway (develop plans & specifications for relocating the parallel taxiway) and extend runway (includes plans and specs for road relocation necessary for extension of the runway.)
Pell City	St Clair County	Reliever	5	\$118,646	Expand apron (design only)
Prattville	Autauga County	General Aviation	8	\$224,891	Security enhancements; conduct miscellaneous study (financial audit); and rehabilitate runway (drainage improvements)
Reform	North Pickens	General Aviation	1	\$902,570	Acquire land for approaches and rehabilitate runway
Scottsboro	Scottsboro Municipal-Word Field	General Aviation	8	\$101,523	Remove obstructions; install miscellaneous NAVAIDS; and install perimeter fencing
Sylacauga	Merkel Field Sylacauga Municipal	General Aviation	11	\$150,000	Improve Runway Safety Area
Talladega	Talladega Municipal	General Aviation	11	\$1,290,000	Construct taxiway
Troy	Troy Municipal	General Aviation	9	\$150,000	Conduct environmental study
Tuscaloosa	Tuscaloosa Municipal	General Aviation	17	\$340,871	Rehabilitate taxiway lighting; rehabilitate taxiway
Tuscaloosa	Tuscaloosa Municipal	General Aviation	18	\$194,304	Expand aircraft rescue & fire fighting building (design) and rehabilitate taxiway lighting
Tuskegee	Moton Field Municipal	General Aviation	7	\$350,000	Acquire land for development
Wetumpka	Wetumpka Municipal	General Aviation	8	\$250,000	Construct taxiway
Subtotal FY 2004 Funds				\$54,381,928	

Alaska

Akutan	Akutan	General Aviation	5	490,807	Conduct Airport Master Plan Study
Anchorage	Lake Hood	Primary	9	1,229,926	Construct apron (reimbursement)
Anchorage	Lake Hood	Primary	10	1,700,500	Rehabilitate taxiway
Anchorage	Merrill Field	Primary	39	2,042,500	Security enhancements and expand apron
Anchorage	Ted Stevens Anchorage International	Primary	77	5,018,750	Construct, expand and rehabilitate aprons; and rehabilitate runway
Anchorage	Ted Stevens Anchorage International	Primary	78	6,414,000	Construct Taxiway And widen runway
Anchorage	Ted Stevens Anchorage International	Primary	79	7,000,000	Noise mitigation measures for residences within 65 - 69 DNL
Anchorage	Ted Stevens Anchorage International	Primary	80	16,035,906	Rehabilitate taxiway

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Alaska					
Anchorage	Ted Stevens Anchorage International	Primary	81	5,343,750	Construct snow removal equipment building
Angoon	Angoon	General Aviation	3	500,000	Conduct Airport Master Plan Study
Anvik	Anvik	General Aviation	4	12,791,750	Expand apron; rehabilitate and extend runway; construct Runway Safety Area; and improve access road
Bethel	Bethel	Primary	12	2,599,999	Improve Runway Safety Area and rehabilitate runway
Birchwood	Birchwood	General Aviation	4	680,210	Install runway lighting
Chenega	Chenega Bay	General Aviation	4	4,032,000	Rehabilitate runway, rehabilitate apron, rehabilitate access road, construct snow removal equipment building
Chignik	Chignik Regional (Proposed GA)	System Plan	1	124,497	Conduct Airport Master Plan Study
Clarks Point	Clarks Point	General Aviation	3	4,201,318	Construct new airport and construct snow removal equipment building
Cold Bay	Cold Bay	Commercial Service	7	10,761,163	Rehabilitate runway; improve Runway Safety Area; rehabilitate apron and rehabilitate taxiway
Deadhorse	Deadhorse	Primary	6	\$909,435	Acquire aircraft rescue & fire fighting vehicle
Deadhorse	Deadhorse	Primary	7	\$9,375,000	Expand apron and construct Runway Safety Area
Ekwok	Ekwok	General Aviation	2	\$6,121,544	Construct runway
Elim	Elim	Commercial Service	4	\$6,560,441	Extend Runway Safety Area and extend and rehabilitate runway
Fairbanks	Fairbanks International	Primary	30	\$604,809	Expand apron
Fairbanks	Fairbanks International	Primary	31	\$10,090,447	Rehabilitate taxiway
False Pass	False Pass	General Aviation	3	\$289,750	Update Airport Master Plan Study - Phase 2
Iliamna	Iliamna	Commercial Service	8	\$359,100	Update Airport Master Plan Study
Juneau	Juneau International	Primary	40	\$371,816	Rehabilitate access road
Juneau	Juneau International	Primary	41	\$557,480	Acquire friction measuring equipment and acquire snow removal equipment
Juneau	Juneau International	Primary	42	\$1,244,168	Extend taxiway
Juneau	Juneau International	Primary	44	\$760,000	Conduct Airport Master Plan Study (terminal study)
Juneau	State of Alaska	System Plan	3	\$815,525	Update State System Plan Study
Juneau	Various Locations in Alaska	System Plan	45	\$3,798,689	Rehabilitate runway
Juneau	Various Locations in Alaska	System Plan	46	\$3,647,563	Acquire snow removal equipment -Central Region
Juneau	Various Locations in Alaska	System Plan	47	\$1,528,791	Acquire snow removal equipment -Southeast Region
Juneau	Various Locations in Alaska	System Plan	48	\$2,700,000	Acquire snow removal equipment -Northern Region
Kenai	Kenai Municipal	Primary	32	\$350,489	Update Airport Master Plan Study
Kenai	Kenai Municipal	Primary	33	\$506,666	Security enhancements
Klawock	Klawock	General Aviation	9	\$250,000	Update Airport Master Plan Study
Kodiak	Kodiak Municipal	Primary	1	\$363,196	Conduct Metropolitan System Plan study
Kotzebue	Ralph Wien Memorial	Primary	9	\$8,000,000	Construct Runway Safety Area and remove obstructions

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Alaska					
Metlakatla	Metlakatla	Commercial Service	3	\$257,531	Rehabilitate seaplane base
Mountain Village	Mountain Village	Commercial Service	2	\$8,169,142	Construct Runway Safety Area and extend runway
Nenana	Nenana Municipal	General Aviation	10	\$839,629	Construct snow removal equipment building
New Stuyahok	Stuyahok (Proposed GA)	System Plan	2	\$6,878,950	Construct new airport
Newtok	Newtok	Commercial Service	2	\$90,001	Conduct Airport Master Plan Study
Palmer	Palmer Municipal	General Aviation	10	\$1,848,433	Expand apron; construct taxiway; construct access road; and install perimeter fencing
Palmer	Palmer Municipal	General Aviation	11	\$277,598	Acquire land for approaches - Phase 1
Pelican	Pelican	General Aviation	1	\$593,750	Rehabilitate seaplane base
Port Alsworth	Port Alsworth Proposed	System Plan	2	\$105,791	Update Airport Master Plan Study - Phase 1
Quinhagak	Quinhagak	Commercial Service	5	\$2,894,896	Construct new airport; construct terminal building; and acquire snow removal equipment
Saint Paul Island	St Paul Island	Commercial Service	6	\$11,800,000	Construct snow removal equipment building and strengthen runway
Sand Point	Sand Point	Commercial Service	9	\$9,895,000	Extend Runway Safety Area
Seward	Seward	General Aviation	5	\$362,899	Conduct Airport Master Plan Study -Phase 2
Sitka	Sitka Rocky Gutierrez	Primary	17	\$590,978	Modify terminal building
Sitka	Sitka Rocky Gutierrez	Primary	18	\$250,000	Update Airport Master Plan Study
Sitka	Sitka Rocky Gutierrez	Primary	19	\$1,000,000	Conduct environmental study
Tanana	Ralph M Calhoun Memorial	Commercial Service	2	\$9,900,952	Expand apron; rehabilitate runway; extend Runway Safety Area; and construct snow removal equipment building
Tetlin	Tetlin	System Plan	2	\$525,809	Construct snow removal equipment building
Valdez	Valdez Pioneer Field	Primary	6	\$14,371,492	Extend Runway Safety Area and rehabilitate runway
Valdez	Valdez Pioneer Field	Primary	7	\$1,236,822	Construct sand and chemical storage building
Wasilla	Wasilla	General Aviation	10	\$1,894,486	Expand apron
Wiseman	Chandalal Shelf	General Aviation	1	\$1,000,000	Construct snow removal equipment building
Wrangell	Wrangell	Commercial Service	10	\$2,732,485	Modify access road and construct parking lot
Yakutat	Yakutat	Primary	17	\$1,520,000	Construct Runway Safety Area - Phase 2
Subtotal FY 2004 Funds				\$219,208,629	

American Samoa

Fitiuta	Fitiuta	General Aviation	18	\$715,000	Construct aircraft rescue & fire fighting building - Phase I
Fitiuta	Fitiuta	General Aviation	19	\$110,000	Install emergency generator and install lighted wind cone (repairing cyclone damage)
Ofu Village	Ofu	General Aviation	4	\$280,000	Rehabilitate runway and replace wind cone (repairing cyclone damage)

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
American Samoa					
Ofu Village	Ofu	General Aviation	5	\$90,000	Conduct environmental study for runway extension - Phase I
Pago Pago	Pago Pago International	Primary	31	\$3,847,003	Improve Runway Safety Area; install perimeter fencing and rehabilitate runway to repair cyclone damage (Phase III); construct aircraft rescue & fire fighting training facility - Phase II; security enhancements; and rehabilitate apron - Phase I (design only)
Pago Pago	Pago Pago International	Primary	32	\$4,000,000	Construct aircraft rescue & fire fighting building - Phase II
Subtotal FY 2004 Funds				\$9,042,003	
Arizona					
Bagdad	Bagdad	General Aviation	4	\$273,591	Rehabilitate apron and rehabilitate runway
Benson	Benson Municipal	General Aviation	9	\$150,000	Construct apron
Bisbee	Bisbee Municipal	General Aviation	6	\$208,370	Rehabilitate runway lighting, rehabilitate taxiway lighting
Buckeye	Buckeye Municipal	General Aviation	9	\$150,000	Update Airport Master Plan Study
Bullhead City	Laughlin/Bullhead International	Primary	23	\$962,788	Expand terminal building - Phase III; and rehabilitate Parallel Taxiway - Phase I
Bullhead City	Laughlin/Bullhead International	Primary	24	\$255,000	Conduct environmental study for runway extension.
Casa Grande	Casa Grande Municipal	General Aviation	8	\$150,000	Install perimeter fencing and install PAPI
Chandler	Chandler Municipal	Reliever	14	\$150,000	Install airfield guidance signs and construct heliport/helipad
Clifton	Greenlee County	General Aviation	6	\$823,382	Install perimeter fencing; construct taxiway; install PAPI; install weather reporting equipment; and install apron lighting
Cottonwood	Cottonwood	General Aviation	10	\$384,036	Acquire land for approaches
Douglas	Bisbee Douglas International	General Aviation	3	\$1,089,973	Rehabilitate runway and taxiway; and rehabilitate runway lighting
Eloy	Eloy Municipal	General Aviation	6	\$1,365,900	Widen runway; rehabilitate runway lighting; and install perimeter fencing
Flagstaff	Flagstaff Pulliam	Primary	24	\$413,261	Construct aircraft rescue & fire fighting building
Flagstaff	Flagstaff Pulliam	Primary	25	\$120,000	Conduct environmental study for runway extension
Fort Huachuca Sierra Vista	Sierra Vista Municipal-Libby AAF	General Aviation	16	\$2,280,000	Construct taxiway
Gila Bend	Gila Bend Municipal	General Aviation	9	\$217,240	Install perimeter fencing
Glendale	Glendale Municipal	Reliever	16	\$1,850,000	Construct taxiway
Globe	San Carlos Apache	General Aviation	11	\$294,191	Construct heliport/helipad and install weather reporting equipment
Goodyear	Phoenix Goodyear	Reliever	12	\$1,515,743	Improve utilities
Holbrook	Holbrook Municipal	General Aviation	9	\$399,000	Acquire land for approaches and install perimeter fencing
Kayenta	Kayenta	General Aviation	4	\$146,300	Conduct Airport Master Plan Study
Kingman	Kingman	Commercial Service	14	\$573,432	Rehabilitate apron
Lake Havasu City	Lake Havasu City	Commercial Service	17	\$2,782,120	Construct taxiway

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Arizona					
Marana	Marana Northwest Regional	Reliever	10	\$300,000	Acquire land for approaches; acquire land for Runway Safety Area; and rehabilitate runway and taxiway
Mesa	Williams Gateway	Reliever	13	\$2,430,285	Widen taxiway; improve Runway Safety Area and construct taxiway
Nogales	Nogales International	General Aviation	11	\$637,420	Construct apron
Page	Page Municipal	Primary	16	\$2,084,627	Extend runway and taxiway; obstruction removal; upgrade segmented circle; construct apron and improve erosion control
Peach Springs	Grand Canyon West	Primary	4	\$2,275,102	Construct taxiway; construct apron; and construct access road
Phoenix	Phoenix Deer Valley	Reliever	19	\$1,821,200	Improve airport drainage
Phoenix	Phoenix Sky Harbor International	Primary	58	\$7,772,500	Acquire land for noise compatibility within 65 - 69 DNL
Phoenix	Phoenix Sky Harbor International	Primary	59	\$31,672,371	Rehabilitate taxiway
Prescott	Ernest A. Love Field	Commercial Service	22	\$686,757	Improve Runway Safety Area and install perimeter fencing
Scottsdale	Scottsdale	Reliever	20	\$1,436,771	Improve Runway Safety Area
Sedona	Sedona	General Aviation	13	\$2,531,256	Widen runway
Show Low	Show Low Regional	Commercial Service	13	\$2,047,508	Construct aircraft rescue & fire fighting building and install perimeter fencing
Taylor	Taylor	General Aviation	12	\$94,300	Update Airport Master Plan Study
Tucson	Ryan Field	Reliever	14	\$1,667,131	Improve erosion control with new access road & security fence, site grading & drainage, and taxiway extension; install emergency generator and update miscellaneous study
Tucson	Tucson International	Primary	43	\$4,000,000	Noise mitigation measures for residences within 65 - 69 DNL
Tucson	Tucson International	Primary	44	\$5,057,177	Acquire land for development and construct runway
Tucson	Tucson International	Primary	45	\$2,323,305	Improve Runway Safety Area; acquire aircraft rescue & fire fighting vehicle; install and rehabilitate taxiway lighting; modify aircraft rescue & fire fighting building
Tucson	Tucson International	Primary	46	\$637,420	Conduct environmental study
Whiteriver	Whiteriver	General Aviation	7	\$150,000	Construct heliport/helipad
Williams	H.A. Clark Memorial Field	General Aviation	16	\$364,240	Construct aircraft rescue & fire fighting building; install PAPI; and install runway end indicator lights (REIL)
Williams	H.A. Clark Memorial Field	General Aviation	17	\$122,931	Update Airport Master Plan Study
Winslow	Winslow-Lindbergh Regional	General Aviation	12	\$150,000	Widen taxiway
Yuma	Yuma MCAS/Yuma International	Primary	24	\$1,000,000	Construct apron for general aviation aircraft and acquire land for development
Subtotal FY 2004 Funds				\$87,816,628	

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Arkansas					
Arkadelphia	Dexter B Florence Memorial Field	General Aviation	7	\$191,582	Rehabilitate runway lighting
Ash Flat	Sharp County Regional	General Aviation	3	\$998,634	Rehabilitate runway, widen runway, improve Runway Safety Area, rehabilitate runway lighting
Benton	Saline County/Watts Field	General Aviation	8	\$3,000,000	Construct new airport - Phase 3
Blytheville	Blytheville Municipal	General Aviation	8	\$76,938	Install taxiway lighting (design only) and rehabilitate taxiway (marking, taxiway reflectors, seeding & mulching)
Calico Rock	Calico Rock-Izard County	General Aviation	2	\$158,526	Update Airport Master Plan Study, install PAPI and REIL on Runway 15 and Runway 33; and improve access road
Camden	Harrell Field	General Aviation	7	\$150,000	Install perimeter fencing and acquire land for approaches
Carlisle	Carlisle Municipal	General Aviation	4	\$249,500	Rehabilitate and construct taxiway - Phase 1; and conduct Airport Master Plan Study
Cave Springs	Northwest Arkansas Regional	Primary	22	\$2,789,218	Expand and improve terminal building
Cave Springs	Northwest Arkansas Regional	Primary	23	\$3,400,000	Construct apron (Air Cargo)
Cave Springs	Northwest Arkansas Regional	Primary	24	\$2,568,236	Construct taxiway
Clarendon	Clarendon Municipal	General Aviation	1	\$49,623	Conduct Airport Master Plan Study; rehabilitate runway; and re-mark runway
Clarksville	Clarksville Municipal	General Aviation	4	\$83,111	Rehabilitate apron
Clinton	Clinton Municipal	General Aviation	4	\$150,000	Rehabilitate runway lighting; install miscellaneous NAVAIDS; and install perimeter fencing
Conway	Dennis F Cantrell Field	General Aviation	4	\$249,500	Conduct wildlife hazards study for new airport site
Corning	Corning Municipal	General Aviation	8	\$76,999	Conduct Airport Master Plan Study
De Queen	J Lynn Helms Sevier County	General Aviation	4	\$150,000	Rehabilitate apron
El Dorado	South Arkansas Regional at Goodwin Field	General Aviation	9	\$1,109,765	Rehabilitate runway, including reduction of runway width from 150-ft to 100-ft and rehabilitate runway lighting
Fayetteville	Drake Field	General Aviation	32	\$657,299	Extend taxiway
Flippin	Marion County Regional	General Aviation	3	\$290,526	Construct taxiway
Fordyce	H L Hopkins-Fordyce Municipal	General Aviation	1	\$74,812	Conduct Airport Master Plan Study
Forrest City	Forrest City Municipal	General Aviation	7	\$141,075	Update miscellaneous study (Site Selection for New Regional Airport); conduct Airport Master Plan Study (New Regional Airport); and conduct environmental study (New Regional Airport)
Fort Smith	Fort Smith Regional	Primary	34	\$870,897	Improve terminal building (acquire two passenger boarding bridges)
Heber Springs	Heber Springs Municipal	General Aviation	4	\$79,800	Conduct Airport Master Plan Study

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Arkansas					
Hot Springs	Memorial Field	Commercial Service	12	\$1,523,862	Extend taxiway; extend Taxiway D and construct stub taxiways K and L, improve Runway Safety Area, improve Runway Safety Area; including relocation of localizer
Little Rock	Adams Field	Primary	55	\$3,000,000	Acquire Easement for noise compatibility within 75 DNL; extend Runway 4R and parallel taxiway
Little Rock	Adams Field	Primary	56	\$4,241,939	Modify terminal building, improve access road; access road lighting, acquire snow removal equipment, extend runway; phase 1 land acquisition, install guidance signs; rehab guidance signs, expand apron; expand general aviation apron phase 1 site prep, acquire land for development
Little Rock	Adams Field	Primary	57	\$1,080,000	Noise mitigation measures for residences within 65 - 69 DNL
Little Rock	State of Arkansas	System Plan	3	\$35,720	Conduct State System Plan Study
Magnolia	Magnolia Municipal	General Aviation	7	\$58,955	Conduct miscellaneous study; conduct environmental assessment, update ALP, update Exhibit A property map, conduct obstruction and runway protection zone surveys
Manila	Manila Municipal	General Aviation	4	\$249,999	Extend taxiway; Parallel - Phase 2, conduct Airport Master Plan Study
Marianna	Lee County-Marianna	General Aviation	1	\$66,500	Conduct Airport Master Plan Study
McGehee	McGehee Municipal	General Aviation	4	\$183,801	Install perimeter fencing
Melbourne	Melbourne Municipal - John E Miller Field	General Aviation	7	\$297,528	Install perimeter fencing, install Airfield guidance signs
Mena	Mena Intermountain Municipal	General Aviation	12	\$484,176	Strengthen taxiway; to equal pavement strength of Runway 5-23
Monticello	Monticello Municipal/Ellis Field	General Aviation	7	\$300,000	Widen taxiway; construct taxiway holding area, rehabilitate runway lighting
Morrilton	Morrilton Municipal	General Aviation	4	\$105,450	Update Airport Master Plan Study, conduct environmental study
Mount Ida	Bearce	General Aviation	4	\$84,825	Conduct Airport Master Plan Study
Mountain Home	Baxter County Regional	General Aviation	8	\$40,500	Conduct Airport Master Plan Study
Mountain Home	Baxter County Regional	General Aviation	9	\$82,000	Conduct environmental study, conduct miscellaneous study; obstruction survey
North Little Rock	North Little Rock Municipal	Reliever	17	\$150,000	Widen taxiway; construct taxiway holding position
Paragould	Kirk Field	General Aviation	4	\$1,000,000	Acquire land for approaches, conduct Airport Master Plan Study, construct taxiway - Phase 1 & Phase 2
Piggott	Piggott Municipal	General Aviation	3	\$116,864	Remove obstructions, acquire Easement for approaches, acquire land for development
Rogers	Rogers Municipal-Carter Field	General Aviation	19	\$176,910	Update Airport Master Plan Study
Rogers	Rogers Municipal-Carter Field	General Aviation	20	\$475,000	Construct taxiway (design)
Searcy	Searcy Municipal	General Aviation	13	\$170,940	Construct taxiway
Siloam Springs	Smith Field	General Aviation	7	\$148,143	Install perimeter fencing

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Arkansas					
Texarkana	Texarkana Regional-Webb Field	Primary	23	\$905,650	Rehabilitate taxiway; conduct environmental study for new terminal site development, construct aircraft rescue & fire fighting building; construct terminal building - Phase I design; environmental/planning for widen taxiway; construct taxiway holding position
Ulm	Stuttgart Municipal	General Aviation	10	\$2,038,949	Strengthen runway; overlay to meet FAA standard grades, acquire land for approaches; for outer marker, install Airfield guidance signs; for Runway 9-27 holding positions
Walnut Ridge	Walnut Ridge Regional	General Aviation	7	\$2,758,551	Update Airport Master Plan Study; Runway 4 Approach Survey, improve Runway Safety Area, extend runway, extend taxiway (RW 4 Parallel taxiway)
West Memphis	West Memphis Municipal	Reliever	17	\$188,808	Update Airport Master Plan Study
Wynne	Wynne Municipal	General Aviation	4	\$141,075	Update miscellaneous study (Site Selection for New Regional Airport), update Airport Master Plan Study (New Regional Airport), conduct environmental study (New Regional Airport)
Subtotal FY 2004 Funds				\$37,672,186	
California					
Arcata/Eureka	Arcata	Primary	28	\$274,550	Conduct Airport Master Plan Study; including Benefit Cost Analysis (BCA) for Runway 14/32 extension.
Atwater	Castle	General Aviation	6	\$885,000	Install Airfield guidance signs, taxiway visual guidance system, and Markings, improve Runway Safety Area, and install perimeter fencing
Auburn	Auburn Municipal	General Aviation	8	\$601,500	Acquire land for development, legal fees and demolition costs - Phase II
Bakersfield	Bakersfield Municipal	General Aviation	12	\$150,000	Construct taxiway
Bakersfield	Meadows Field	Primary	26	\$6,233,752	Construct apron and construct terminal building
Banning	Banning Municipal	General Aviation	6	\$250,000	Rehabilitate apron, runway, and taxiway; and install perimeter fencing
Beckwourth	Nervino	General Aviation	4	\$152,000	Construct taxiway
Big Bear City	Big Bear City	General Aviation	12	\$3,456,597	Rehabilitate runway and install weather reporting equipment (AWOS-II)
Blythe	Blythe	General Aviation	8	\$315,173	Rehabilitate runway; seal coat cracked pavement, rehabilitate taxiway; seal coat pavement, rehabilitate access road, install perimeter fencing
Boonville	Boonville	General Aviation	1	\$84,000	Rehabilitate apron
Borrego Springs	Borrego Valley	General Aviation	10	\$394,336	Rehabilitate runway and taxiway
Bridgeport	Bryant Field	General Aviation	5	\$150,000	Install weather reporting equipment; AWOS III., acquire land for development
Burbank	Bob Hope	Primary	39	\$5,943,600	Noise mitigation measures for residences within 65 - 69 DNL
Calexico	Calexico International	General Aviation	8	\$842,000	Acquire land for development, modify access road, rehabilitate runway
California City	California City Municipal	General Aviation	7	\$1,308,328	Rehabilitate apron, rehabilitate taxiway

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
California					
Camarillo	Camarillo	Reliever	21	\$205,000	Rehabilitate apron; rehabilitation of east side and west side aprons - Phase I (design); rehabilitation of concrete apron - Phase I (design); improve airport drainage - Phase I
Carlsbad	McClellan-Palomar	Primary	19	\$1,387,309	Acquire land for development, rehabilitate taxiway, conduct noise compatibility plan study
Chico	Chico Municipal	Primary	22	\$370,000	Rehabilitate existing aircraft parking apron - design only
Chowchilla	Chowchilla	General Aviation	4	\$300,000	Construct service road
Columbia	Columbia	General Aviation	10	\$70,000	Construct access road -Phase I (design); extend taxiway -Phase I (design)
Colusa	Colusa County	General Aviation	7	\$300,000	Acquire land for approaches; acquire land for runway Protection Zone, approximately 4.56 acres.
Crescent City	Jack McNamara Field	Primary	13	\$35,000	Rehabilitate taxiway; - general aviation area taxi lanes (approximately 1,700 feet X 25 feet), Phase I, design only.
Daggett	Barstow-Daggett	General Aviation	4	\$340,455	Rehabilitate taxiway
Davis	University	General Aviation	4	\$200,000	Rehabilitate runway lighting (design); install apron lighting (design); remove obstructions; and update Airport Master Plan Study
Davis/Woodland/Winters	Yolo Cty-Davis/Woodland/Winters	General Aviation	6	\$56,050	Construct apron, install taxiway lighting, install airport beacons
Delano	Delano Municipal	General Aviation	7	\$150,000	Rehabilitate access road
Dunsmuir	Dunsmuir Municipal-Mott	General Aviation	6	\$150,000	Remove obstructions; acquire land for approaches
Eureka	Kneeland	General Aviation	3	\$50,000	Rehabilitate runway (de)
Eureka	Murray Field	General Aviation	5	\$35,000	Install perimeter fencing (design) - Phase I
Fall River Mills	Fall River Mills	General Aviation	5	\$300,000	Extend runway, incl. obstruction removal, and relocation of road sewer ponds and utilities, Phase I; and construct taxiway - Phase I
Firebaugh	Firebaugh	General Aviation	2	\$141,378	Rehabilitate apron (resurfacing and improve drainage) and conduct Airport Master Plan Study
Fortuna	Rohnerville	General Aviation	4	\$51,480	Install perimeter fencing, including access gates.
Fresno	Fresno Yosemite International	Primary	45	\$2,000,000	Noise mitigation measures for residences within 65 - 69 DNL
Fresno	Fresno Yosemite International	Primary	46	\$5,188,802	Expand terminal building; acquire aircraft rescue & fire fighting vehicle; install guidance signs, rehabilitate runway; rehabilitate taxiway; - design only; improve Runway Safety Area; conduct RSA study
Fresno	Fresno-Chandler Downtown	Reliever	9	\$365,039	Rehabilitate terminal building, install miscellaneous NAVAIDS; segmented circle and windsock
Georgetown	Georgetown	General Aviation	6	\$333,000	Install perimeter fencing; install PAPI

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
California					
Grass Valley	Nevada County Air Park	General Aviation	7	\$70,000	Rehabilitate apron; Phase I - design only.
Half Moon Bay	Half Moon Bay	Reliever	9	\$186,200	Install weather reporting equipment (AWOS III), install airport beacons; and tower
Hanford	Hanford Municipal	General Aviation	13	\$725,100	Widen taxiway
Healdsburg	Healdsburg Municipal	General Aviation	3	\$143,000	Install perimeter fencing (approximately 500' and two gates), rehabilitate runway (infield grading, drainage, edge lighting, signs, REILs and vault) design only
Imperial	Imperial County	Primary	18	\$1,000,000	Construct apron; conduct Part 139 Implementation study, construct service road (design only); improve airport drainage and erosion protection, Phase III
Jackson	Westover Field Amador County	General Aviation	12	\$279,000	Improve Runway Safety Area (remove infield ditches and improve drainage) Phase I
King City	Mesa Del Rey	General Aviation	8	\$300,000	Install weather reporting equipment (AWOS III), install perimeter fencing (design only - Phase I), install Airport beacons (design only), install runway vertical/visual guidance system
Lakeport	Lampson Field	General Aviation	9	\$150,000	Rehabilitate taxiway; crack seal and restriping, rehabilitate runway; crack seal and restriping, construct apron; design, Phase I, terminal/apron (approximately 400' x 1,000')
Lincoln	Lincoln Regional/Karl Harder Field	Reliever	12	\$150,000	Rehabilitate runway and associated taxiways (design only, Phase I) and rehabilitate taxiway
Long Beach	Long Beach / Daugherty Field/	Primary	25	\$9,057,731	Rehabilitate runway, rehabilitate terminal building, security enhancements, acquire aircraft rescue & fire fighting vehicle
Los Angeles	Los Angeles International	Primary	26	\$2,000,000	Noise mitigation measures for residences within 70 - 74 DNL
Los Angeles	Los Angeles International	Primary	27	\$3,000,000	Noise mitigation measures for residences within 70 - 74 DNL; - 150 units
Los Angeles	Los Angeles International	Primary	29	\$5,000,000	Noise mitigation measures for residences within 65 - 69 DNL (approximately 100 residences)
Los Angeles	Los Angeles International	Primary	30	\$5,000,000	Acquire land for noise compatibility within 70 - 74 DNL
Los Angeles	Six Southern California Counties	System Plan	3	\$833,000	Conduct Metropolitan System Plan study; Continuous Metropolitan Aviation System Planning
Madera	Madera Municipal	General Aviation	12	\$1,260,000	Install runway Vertical/visual guidance system; MALS for Rwy 30, construct apron
Mammoth Lakes	Mammoth Yosemite	General Aviation	15	\$450,000	Acquire land for approaches and acquire snow removal equipment
Mammoth Lakes	Mammoth Yosemite	General Aviation	16	\$1,290,575	Conduct environmental study; Phase 2 EIS
Marysville	Yuba County	General Aviation	11	\$200,000	Improve service road
Merced	Merced Municipal/MacReady Field	Commercial Service	11	\$198,466	Improve Runway Safety Area (Runway 12-30 safety area study), rehabilitate runway, install perimeter fencing, improve airport drainage
Mojave	Mojave	General Aviation	14	\$1,800,000	Rehabilitate taxiway

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
California					
Mojave	Mojave	General Aviation	15	\$1,165,000	Security enhancements
Monterey	Monterey Peninsula	Primary	38	\$2,000,000	Noise mitigation measures for residences within 65 - 69 DNL; install soundproofing for approximately 91 dwelling units
Monterey	Monterey Peninsula	Primary	39	\$1,697,472	Acquire aircraft rescue & fire fighting vehicle; including apparatus and airport fire/rescue personnel protective clothing, rehabilitate terminal building; Phase IV - terminal modifications including installation of automated baggage handling system.
Murrieta/Temecula	French Valley	General Aviation	19	\$2,800,000	Extend runway and taxiway
Napa	Napa County	Reliever	19	\$1,128,885	Acquire land for approaches
Needles	Needles	General Aviation	5	\$1,994,376	Rehabilitate runway
Newell	Tulelake Municipal	General Aviation	3	\$270,000	Rehabilitate runway - Phase II
Novato	Gnoss Field	Reliever	12	\$1,151,500	Install perimeter fencing - phase I, improve airport drainage and erosion control; improve Runway Safety Area
Novato	Gnoss Field	Reliever	13	\$1,500,000	Conduct environmental study for proposed Runway 13/31 extension - EIS Phase 1
Oakland	Metropolitan Oakland International	Primary	34	\$300,000	Improve Runway Safety Area; Prepare Runway Safety Area study for runways 11-29, 9R-27L, 9L-27R, & 15-33, and installation of recommended guidance signs
Oakland	Metropolitan Oakland International	Primary	35	\$2,000,000	Noise mitigation measures for residences within 65 - 69 DNL
Oakland	Metropolitan Oakland International	Primary	36	\$11,040,611	Security enhancements (upgrade Airport Security CCTV), rehabilitate apron - East apron (Phase I), Run-Up apron at Runway 29, South of Hangars 1,2 & 3; construct utilities at terminal 2 Electrical Substation
Oceano	Oceano County	General Aviation	5	\$300,000	Conduct Airport Master Plan Study
Oceanside	Oceanside Municipal	General Aviation	5	\$150,000	Construct apron
Ontario	Ontario International	Primary	23	\$5,500,000	Acquire land for noise compatibility within 70 - 74 DNL
Ontario	Ontario International	Primary	24	\$3,075,000	Security enhancements
Orland	Haigh Field	General Aviation	3	\$50,000	Install perimeter fencing - Phase I design
Oroville	Oroville Municipal	General Aviation	10	\$268,600	Rehabilitate taxiway including marking; rehabilitate apron including marking.
Oxnard	Oxnard	Primary	23	\$113,300	Rehabilitate taxiway; rehabilitate apron (east of terminal, phase I, design) and rehabilitate runway
Palm Springs	Desert Resorts Regional	General Aviation	12	\$3,080,000	Construct apron, including drainage, lighting, and fencing
Palm Springs	Palm Springs International	Primary	37	\$6,529,094	Security enhancements; terminal modification

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
California					
Paso Robles	Paso Robles Municipal	General Aviation	16	\$59,504	Acquire aircraft rescue & fire fighting safety equipment.
Petaluma	Petaluma Municipal	Reliever	14	\$150,000	Construct building
Placerville	Placerville	General Aviation	8	\$803,500	Construct service road
Quincy	Gansner Field	General Aviation	5	\$1,413,500	Rehabilitate apron
Ramona	Ramona	Reliever	9	\$690,000	Construct building; FAA Contract Tower Program
Red Bluff	Red Bluff Municipal	General Aviation	7	\$70,000	Rehabilitate runway, rehabilitate taxiway, construct utilities; water main
Redding	Benton Field	General Aviation	7	\$300,000	Improve airport drainage
Redding	Redding Municipal	Primary	27	\$1,337,000	Rehabilitate apron; for General Aviation aircraft, Phase III, construct aircraft rescue & fire fighting building, Phase III; rehabilitate taxiway; Phase I
Reedley	Reedley Municipal	General Aviation	6	\$133,200	Construct taxiway; taxi lanes
Riverside	March ARB	Reliever	4	\$1,500,000	Expand apron
Riverside	Riverside Municipal	Reliever	20	\$1,600,000	Construct taxiway; design of the north taxiway, including relocation of the existing gas line, phase I. and extend taxiway
Sacramento	Sacramento Executive	Reliever	8	\$275,000	Rehabilitate apron; - North apron and South Tie-Down apron (approximately 1,170,000 S.F., design only), update miscellaneous study; - Airport Pavement Maintenance Management Program, improve heliport/helipad; - install lighted helipad (design only)
Sacramento	Sacramento International	Primary	36	\$4,642,510	Rehabilitate runway (Phase I, including marking, lighting, and signage).
Sacramento	Sacramento Mather	Reliever	12	\$2,458,732	Rehabilitate access road; Phase I including marking, lighting, and drainage, improve building; upgrade hangar building, including drainage, American with Disability Act (ADA), and heating ventilation & air condition improvements
Sacramento	State of California	System Plan	2	\$430,000	Conduct State System Plan Study - update Airport Pavement Management systems (APMS) Surveys.
Salinas	Salinas Municipal	General Aviation	12	\$262,964	Rehabilitate runway (overlying) design only, phase I
San Andreas	Calaveras County-Maury Rasmussen Field	General Aviation	4	\$300,000	Rehabilitate apron and construct taxiway
San Bernardino	San Bernardino International	Reliever	15	\$9,900,000	Rehabilitate runway
San Bernardino	San Bernardino International	Reliever	16	\$4,500,000	Construct aircraft rescue & fire fighting training facility.
San Bernardino	San Bernardino International	Reliever	17	\$4,600,000	Rehabilitate runway
San Bernardino	San Bernardino International	Reliever	18	\$3,227,300	Acquire mobile aircraft rescue & fire fighting training facility; Phase III.
San Carlos	San Carlos	Reliever	9	\$1,857,000	Rehabilitate runway; incl. exit taxiways; improve Runway Safety Area; construct stopways; rehabilitate parallel and exit taxiways
San Diego	Brown Field Municipal	Reliever	9	\$300,000	Rehabilitate runway lighting

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
California					
San Diego	Montgomery Field	Reliever	8	\$350,166	Construct heliport/helipad; including associated parking area and access road (design only)
San Diego	San Diego International	Primary	38	\$8,000,000	Noise mitigation measures for residences within 70 - 74 DNL
San Diego	San Diego International	Primary	39	\$500,000	Rehabilitate runway lighting
San Diego	San Diego International	Primary	40	\$5,000,000	Conduct Airport Master Plan Study; - Airport Site Selection, Phase II
San Diego	San Diego International	Primary	41	\$900,000	Update Airport Master Plan Study
San Diego/El Cajon	Gillespie Field	Reliever	10	\$2,550,440	Rehabilitate runway, Phase III, including marking, and safety area improvements.
San Francisco	San Francisco International	Primary	28	\$6,066,423	Rehabilitate runway and taxiway
San Francisco	San Francisco International	Primary	29	\$2,000,000	Noise mitigation measures for residences within 65 - 69 DNL
San Francisco	San Francisco International	Primary	30	\$2,151,400	Noise mitigation measures for residences within 65 - 69 DNL, noise mitigation measures for Public buildings
San Francisco	San Francisco International	Primary	31	\$8,250,000	Rehabilitate runway - Phase II.
San Francisco	San Francisco International	Primary	32	\$5,750,000	Rehabilitate runway lighting (power distribution system loop connection) phase III, rehabilitate runway; strengthening (seismic retrofit of existing runways)
San Jose	Norman Y. Mineta San Jose International	Primary	56	\$8,325,064	Rehabilitate runway and taxiway
San Jose	Norman Y. Mineta San Jose International	Primary	57	\$4,000,000	Noise mitigation measures for residences within 65 - 69 DNL
San Jose	Norman Y. Mineta San Jose International	Primary	58	\$500,000	Install apron lighting
San Jose	Norman Y. Mineta San Jose International	Primary	59	\$858,366	Widen Taxiway And install runway Vertical/visual guidance system; REIL
San Luis Obispo	San Luis County Regional	Primary	27	\$4,742,215	Acquire land for approaches; to Runway 11/29; parcel 1 APN 76-371-012
San Luis Obispo	San Luis County Regional	Primary	28	\$812,250	Conduct environmental study for proposed extension of Runway 11-29.
San Luis Obispo	San Luis County Regional	Primary	29	\$457,834	Construct aircraft rescue & fire fighting building; Phase II
Santa Ana	John Wayne Airport-Orange County	Primary	33	\$240,158	Install taxiway lighting
Santa Ana	John Wayne Airport-Orange County	Primary	34	\$1,500,000	Expand apron; for aircraft overnight parking (design only)
Santa Barbara	Santa Barbara Municipal	Primary	32	\$8,694,900	Extend Runway Safety Area; Phase III, construct taxiway
Santa Maria	Santa Maria Public/Capt G Allan Hancock Field	Primary	25	\$1,105,178	Construct taxiway, expand terminal building; design terminal expansion,
Santa Rosa	Charles M. Schulz - Sonoma County	General Aviation	26	\$1,000,000	Acquire land for approaches - Phase II, remove obstructions, Security enhancements, install perimeter fencing (design) Phase I

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
California					
Santa Rosa	Charles M. Schulz - Sonoma County	General Aviation	27	\$1,000,000	Rehabilitate runway
Santa Ynez	Santa Ynez	General Aviation	8	\$150,000	Rehabilitate runway and taxiway
Shafter	Shafter-Minter Field	General Aviation	12	\$1,541,503	Rehabilitate runway; remove obstructions (electric pole lines).
South Lake Tahoe	Lake Tahoe	General Aviation	23	\$392,350	Security enhancements (access controls)
Stockton	Stockton Metropolitan	Primary	20	\$1,500,000	Rehabilitate apron; General aviation apron, Phase I, environmental mitigation; associated with Northside apron construction, expand apron; Northeast Air Cargo
Tulare	Mefford Field	General Aviation	5	\$150,000	Rehabilitate taxiway; serving the southwest portion of the airport.
Turlock	Turlock Municipal	General Aviation	5	\$150,000	Rehabilitate runway (slurry seal), install perimeter fencing (design only, Phase I)
Twentynine Palms	Twentynine Palms	General Aviation	3	\$450,000	Install perimeter fencing and rehabilitate apron
Upland	Cable	Reliever	9	\$550,000	Rehabilitate runway, install perimeter fencing (approximately 1,200 lineal feet)
Vacaville	Nut Tree	General Aviation	8	\$150,000	Rehabilitate taxiway; Phase I - design only, install perimeter fencing; Phase I - design only, rehabilitate apron; Phase I - design only, rehabilitate access road; Phase I - design only, improve Airport drainage; construction of Airport Pollution Abatement Facility
Van Nuys	Van Nuys	Reliever	8	\$2,190,000	Install perimeter fencing - Phase II
Victorville	Southern California Logistics	Primary	11	\$4,650,000	Construct apron; Run-up apron, construct Fuel farm [MAP]
Visalia	Visalia Municipal	Commercial Service	21	\$1,375,200	Construct taxiway
Watsonville	Watsonville Municipal	General Aviation	9	\$1,385,900	Improve Runway Safety Area; remove underground utilities in Runway 20 approach, construct access road; rehabilitate taxiway; rehabilitate apron
Weaverville	Lonnie Pool Field/Weaverville	General Aviation	5	\$180,000	Update Airport Master Plan Study; Airport Master Plan update and Site Selection study update
Willits	Ells Field-Willits Municipal	General Aviation	2	\$450,778	Install runway lighting (MIRL), install taxiway lighting (MITL), install PAPI, rehabilitate apron; remove obstructions
Willow Creek	Dinsmore	General Aviation	3	\$45,000	Improve Runway Safety Area; - design only
Willows	Willows-Glenn County	General Aviation	3	\$142,500	Update Airport Master Plan Study
Yuba City	Sutter County	General Aviation	2	\$35,000	Rehabilitate taxiway; design only, Phase I.
Subtotal FY 2004 Funds				\$243,329,094	

Colorado

Aspen	Aspen-Pitkin County/Sardy Field	Primary	28	\$5,933,700	Improve Runway Safety Area (including object free area, aircraft parking apron and ARFF/SRE design)
Aspen	Aspen-Pitkin County/Sardy Field	Primary	29	\$810,000	Acquire snow removal equipment, acquire land for approaches
Aspen	Aspen-Pitkin County/Sardy Field	Primary	30	\$171,300	Extend runway

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Colorado					
Broomfield	Jeffco	Reliever	34	\$550,000	Rehabilitate apron
Broomfield	Jeffco	Reliever	35	\$4,552,000	Construct taxiway
Buena Vista	Central Colorado Regional	General Aviation	8	\$230,771	Install perimeter fencing
Burlington	Kit Carson County	General Aviation	7	\$75,000	Conduct environmental study
Canon City	Fremont County	General Aviation	5	\$386,600	Acquire land for approaches
Colorado Springs	City of Colorado Springs Municipal	Primary	37	\$4,225,882	Construct taxiway
Colorado Springs	City of Colorado Springs Municipal	Primary	38	\$5,000,000	Rehabilitate runway
Colorado Springs	City of Colorado Springs Municipal	Primary	39	\$1,100,000	Construct service road
Colorado Springs	Meadow Lake	Reliever	10	\$701,669	Construct taxiway (land acquisition), acquire land for approaches
Cortez	Cortez Municipal	Commercial Service	21	\$850,000	Install perimeter fencing, rehabilitate apron
Delta	Blake Field	General Aviation	5	\$237,600	Install weather reporting equipment, install perimeter fencing
Denver	Denver International	Primary	33	\$6,145,488	Construct runway
Denver	Denver International	Primary	34	\$2,972,271	Expand apron
Denver	Denver International	Primary	35	\$7,700,000	Construct deicing containment facility
Denver	State of Colorado	System Plan	3	\$249,560	Conduct State System Plan Study
Durango	Durango-La Plata Cty	Primary	30	\$150,000	Conduct environmental study
Eagle	Eagle County Regional	Primary	36	\$1,470,650	Acquire snow removal equipment, acquire aircraft rescue & fire fighting vehicle, rehabilitate apron, extend runway
Englewood	Centennial	Reliever	26	\$1,450,000	Construct taxiway
Englewood	Centennial	Reliever	27	\$1,500,000	Rehabilitate taxiway
Fort Morgan	Fort Morgan Municipal	General Aviation	5	\$150,000	Install weather reporting equipment
Granby	Granby-Grand County	General Aviation	3	\$668,000	Improve Runway Safety Area (acquire land)
Grand Junction	Walker Field	Primary	29	\$2,100,665	Modify access road, Rehab taxiway, conduct Misc. study
Greeley	Greeley-Weld County	General Aviation	16	\$300,000	Install perimeter fencing
Gunnison	Gunnison-Crested Butte Regional	Primary	36	\$2,005,109	Construct aircraft rescue & fire fighting building
Hayden	Yampa Valley	Primary	30	\$350,000	Rehabilitate apron, conduct miscellaneous study
Holyoke	Holyoke	General Aviation	4	\$150,000	Rehabilitate apron
Kremmling	Mc Elroy Airfield	General Aviation	4	\$224,586	Construct snow removal equipment building
Lamar	Lamar Municipal	General Aviation	13	\$150,000	Expand apron
Leadville	Lake County	General Aviation	5	\$450,000	Remove obstructions
Limon	Limon Municipal	General Aviation	7	\$532,000	Rehabilitate runway
Montrose	Montrose Regional	Primary	30	\$2,877,296	Construct taxiway (Phase I), expand apron
Montrose	Montrose Regional	Primary	31	\$122,704	Update Airport Master Plan Study

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Colorado					
Nucla	Hopkins Field	General Aviation	2	\$150,000	Install weather reporting equipment
Pueblo	Pueblo Memorial	Commercial Service	23	\$3,355,513	Rehabilitate taxiway, rehabilitate taxiway lighting, remove obstructions (phase I)
Rangely	Rangely	General Aviation	5	\$300,000	Update Airport Master Plan Study, construct snow removal equipment building, acquire snow removal equipment, install perimeter fencing
Rifle	Garfield County Regional	General Aviation	13	\$465,535	Construct apron
Salida	Harriet Alexander Field	General Aviation	7	\$150,000	Install weather reporting equipment
Steamboat Springs	Steamboat Springs/Bob Adams Field	General Aviation	13	\$150,000	Acquire snow removal equipment
Sterling	Sterling Municipal	General Aviation	8	\$150,000	Rehabilitate apron, acquire snow removal equipment
Telluride	Telluride Regional	Primary	17	\$800,000	Improve Runway Safety Area (wetlands)
Telluride	Telluride Regional	Primary	18	\$400,000	Conduct Airport Master Plan Study
Telluride	Telluride Regional	Primary	19	\$280,559	Conduct environmental study (extend runway)
Wray	Wray Municipal	General Aviation	7	\$150,000	Improve access road, rehabilitate taxiway
Yuma	Yuma Municipal	General Aviation	6	\$557,989	Construct taxiway
Subtotal FY 2004 Funds				\$63,452,447	
Connecticut					
Bridgeport	Igor I Sikorsky Memorial	General Aviation	20	\$279,300	Rehabilitate runway; design only - grant on estimates
Danbury	Danbury Municipal	Reliever	24	\$650,000	Acquire land for approaches
Danbury	Danbury Municipal	Reliever	25	\$71,107	Remove obstructions; threshold citing
Groton New London	Groton-New London	Commercial Service	20	\$2,796,974	Rehabilitate taxiway
Hartford	Various Locations in Connecticut	System Plan	3	\$1,863,142	Rehabilitate airport beacons; at IJD, construct access road; for apron area access at IJD, rehabilitate Airport beacons; at Danielson, construct apron; GA apron at IJD
Meriden	Meriden Markham Municipal	General Aviation	6	\$221,706	Rehabilitate runway; design, rehabilitate taxiway; design, rehabilitate Airport beacons; include vault - design only
Oxford	Waterbury-Oxford	General Aviation	11	\$363,033	Conduct noise compatibility Plan study; Part 150 study
Windsor Locks	Bradley International	Primary	39	\$3,218,296	Rehabilitate runway and taxiway
Subtotal FY 2004 Funds				\$9,463,558	
Delaware					
Dover	State of Delaware	System Plan	2	\$142,500	Conduct State System Plan Study (Airport Business Plans and Economic Impact Video)
Dover/Cheswold	Delaware Airpark	General Aviation	5	\$1,400,000	Construct runway (acquire land), Phase I, conduct environmental study (Archaeological study), Phase II

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Delaware					
Georgetown	Sussex County	General Aviation	18	\$1,287,712	Install perimeter fencing - Phase II, construct taxiway (hangar taxi lane), Phase I, conduct environmental study (feasibility study for Runway 4/22 extension), Phase II
Wilmington	New Castle County	General Aviation	20	\$309,524	Update Airport Master Plan Study
Wilmington	New Castle County	General Aviation	21	\$2,340,312	Improve Runway Safety Area; rehabilitate taxiway (environmental Review/design)
Subtotal FY 2004 Funds				\$5,480,048	
District of Columbia					
Washington	Washington Metropolitan Area	System Plan	3	\$385,094	Conduct Metropolitan System Plan study (CASP XXII)
Subtotal FY 2004 Funds				\$385,094	
Federated States of Micronesia					
Kosrae Island	Kosrae	General Aviation	5	\$750,000	Acquire aircraft rescue & fire fighting vehicle
Pohnpei Island	Pohnpei International	General Aviation	5	\$1,500,000	Acquire aircraft rescue & fire fighting vehicle
Pohnpei Island	Pohnpei International	General Aviation	6	\$1,200,000	Construct aircraft rescue & fire fighting building (design only), rehabilitate runway (design only)
Weno Island	Chuuk International	General Aviation	8	\$1,500,000	Acquire aircraft rescue & fire fighting vehicle
Yap Island	Yap International	General Aviation	5	\$1,500,000	Acquire aircraft rescue & fire fighting vehicle
Yap Island	Yap International	General Aviation	6	\$3,000,000	Install misc. NAVAIDS (Rotating beacon/wind cones), Rehab aircraft rescue & fire fighting building, Rehab terminal building, install perimeter fencing, Rehab runway lighting (Rwy/twy/threshold lights; guidance/distance remaining signs)
Subtotal FY 2004 Funds				\$9,450,000	
Florida					
Apalachicola	Apalachicola Municipal	General Aviation	1	\$147,311	Rehabilitate runway (Remark), install Airfield guidance signs
Avon Park	Avon Park Municipal	General Aviation	11	\$221,104	Install perimeter fencing (plus electronic gates), update Airport Master Plan Study (Runway 9/27)
Bartow	Bartow Municipal	General Aviation	19	\$150,000	Update Airport Master Plan Study (Master drainage Plan)
Bartow	Bartow Municipal	General Aviation	20	\$2,239,711	Rehabilitate runway
Bonifay	Tri-County	General Aviation	5	\$326,387	Construct apron (aircraft parking), construct taxiway (T-Hangar taxi lane)

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Florida					
Brooksville	Hernando County	General Aviation	13	\$105,697	Construct runway (reposition), construct taxiway, improve airport drainage (design)
Bunnell	Flagler County	General Aviation	8	\$294,500	Construct service road; This road is needed to access the airfield operations area.
Bunnell	Flagler County	General Aviation	9	\$639,250	Extend Taxiway And construct apron (aircraft parking)
Clearwater	St Petersburg-Clearwater International	Primary	30	\$2,312,843	Acquire aircraft rescue & fire fighting vehicle (Part 139), acquire equipment; Power Sweeper, conduct environmental study; Prepare environmental study and Benefit-Cost Analysis for New Parallel runway, rehabilitate taxiway lighting; M lighting (Medium Intensity taxiway lighting), Security enhancements (Security fencing, Phase 1-design)
Crestview	Bob Sikes	General Aviation	17	\$150,000	Rehabilitate runway; design
Cross City	Cross City	General Aviation	4	\$128,523	Install perimeter fencing
Daytona Beach	Daytona Beach International	Primary	44	\$1,999,702	Expand terminal building (financing costs, Phase 2 (Innovative Financing Program))
Daytona Beach	Daytona Beach International	Primary	45	\$142,500	Acquire aircraft rescue & fire fighting safety equipment
Daytona Beach	Daytona Beach International	Primary	46	\$3,598,706	Construct service road (construct Phase 2 of perimeter road), expand terminal building; Security Checkpoint Phase 2, install guidance signs, conduct environmental study; Planning and environmental Assessment for ILS, rehabilitate terminal building; Rehab terminal building (emergency), rehabilitate taxiway; Repair sinkhole
Deland	Deland Municipal-Sidney H Taylor Field	Reliever	14	\$150,000	Conduct noise compatibility Plan study, construct access road
Destin	Destin-Fort Walton Beach	General Aviation	12	\$146,606	Conduct noise compatibility Plan study (Part 150)
Everglades City	Everglades Airpark	General Aviation	2	\$209,000	Construct taxiway
Fernandina Beach	Fernandina Beach Municipal	Reliever	14	\$1,918,471	Rehabilitate runway and taxiway
Fort Lauderdale	Fort Lauderdale Executive	Reliever	20	\$4,410,000	Rehabilitate runway, rehabilitate taxiway; "H"
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	46	\$8,539,757	Rehabilitate runway, improve Runway Safety Area (install Engineered Materials Arresting system (EMAS)), rehabilitate taxiway
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	47	\$5,234,215	Conduct environmental study
Fort Myers	Page Field	General Aviation	11	\$300,000	Construct taxiway
Fort Myers	Southwest Florida International	Primary	33	\$4,000,000	Construct apron; /Airfield Site Preparation
Fort Myers	Southwest Florida International	Primary	34	\$2,893,235	Construct terminal building, Phase III; construct apron - Phase II, construct taxiway
Fort Pierce	St Lucie County International	General Aviation	24	\$677,000	Install perimeter fencing, construct runway (design, Parallel)
Gainesville	Gainesville Regional	Primary	21	\$2,818,973	Improve terminal building (Loading Bridges), rehabilitate runway (improve drainage), rehabilitate apron, conduct environmental study (Runway 6/24 extension)

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Florida					
Jacksonville	Cecil Field	Reliever	5	\$2,767,328	Rehabilitate building; Hangar 14 and 67, rehabilitate runway lighting; Electrical vault, install miscellaneous NAVAIDS (wind cones), rehabilitate taxiway lighting (Medium Intensity Taxiway A lighting), install runway lighting (High Intensity runway lighting (HRL))
Jacksonville	Cecil Field	Reliever	6	\$150,000	Update Airport Master Plan Study
Jacksonville	Craig Municipal	Reliever	15	\$1,406,134	Rehabilitate runway, taxiway, and apron
Jacksonville	Herlong	Reliever	10	\$312,297	Expand apron (West)
Jacksonville	Jacksonville International	Primary	39	\$1,490,938	Construct access road; construct alternate airport access (cargo) road (Phase 2C), rehabilitate apron (terminal)
Key West	Key West International	Primary	23	\$2,908,707	Conduct miscellaneous study (wildlife study/Report), acquire Interactive Training system, construct terminal building (Phase 1, design & Permits), conduct environmental study (Runway 9/27)
Key West	Key West International	Primary	24	\$1,399,356	Environmental mitigation, acquire equipment (Pavement Sweeper), rehabilitate apron (seal coat), rehabilitate terminal building (Customs), rehabilitate taxiway (Includes Marking), install perimeter fencing (security)
Key West	Key West International	Primary	25	\$2,371,827	Noise mitigation measures for residences within 70 - 74 DNL (Part 150), conduct noise compatibility Plan study (update)
Key West	Key West International	Primary	26	\$723,710	Noise mitigation measures for residences within 70 - 74 DNL
Keystone Heights	Keystone Airpark	General Aviation	14	\$206,105	Install weather reporting equipment, install Airfield guidance signs (rehabilitate)
Kissimmee	Kissimmee Gateway	Reliever	25	\$1,211,250	Rehabilitate runway
Kissimmee	Kissimmee Gateway	Reliever	26	\$1,627,256	Construct apron (West), Light obstructions (Runway 15/33)
La Belle	La Belle Municipal	General Aviation	3	\$2,357,625	Widen runway, extend runway; extend Runway 14/32
Lake City	Lake City Municipal	General Aviation	14	\$85,484	Construct building (T-Hangars), install perimeter fencing, rehabilitate runway
Lakeland	Lakeland Linder Regional	Reliever	26	\$557,850	Rehabilitate taxiway
Live Oak	Suwannee County	General Aviation	4	\$121,054	Install weather reporting equipment (Automated weather Observing system (AWOS))
Marathon	The Florida Keys Marathon	General Aviation	19	\$111,442	Update Airport Master Plan Study (Includes Airport Utility Plan)
Marathon	The Florida Keys Marathon	General Aviation	20	\$539,396	Install taxiway lighting (Plus guidance signs), rehabilitate terminal building (Canopy), rehabilitate apron (Resurface Cargo apron, Phase 2-construction)
Marianna	Marianna Municipal	General Aviation	5	\$33,820	Rehabilitate apron (aircraft parking, design only)
Melbourne	Melbourne International	Primary	27	\$1,128,600	Rehabilitate taxiway, construct parking lot (North), improve terminal building (install loading bridges)
Melbourne	Melbourne International	Primary	28	\$404,700	Rehabilitate terminal building
Merritt Island	Merritt Island	General Aviation	13	\$270,750	Rehabilitate taxiway (north apron and Taxiway B, Phase II), rehabilitate apron (north apron, Phase II)

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Florida					
Miami	Kendall-Tamiami Executive	Reliever	6	\$2,520,365	Rehabilitate runway
Miami	Miami International	Primary	47	\$3,721,264	Construct terminal building; South
Miami	Miami International	Primary	48	\$13,524,297	Construct runway (construct new runway and associated taxiways, lighting, signage and navigational aids, Phase 5, including runway renumbering project)
New Smyrna Beach	New Smyrna Beach Municipal	Reliever	9	\$150,000	Install guidance signs; Airfield
Ocala	Ocala International-Jim Taylor Field	General Aviation	18	\$368,919	Conduct noise compatibility Plan study, rehabilitate apron (East)
Orlando	Executive	Reliever	21	\$150,000	Improve Airport drainage (Phase 2 and 3)
Orlando	Executive	Reliever	22	\$243,105	Install guidance signs - Phase 1
Orlando	Orlando International	Primary	82	\$3,854,216	Rehabilitate terminal building; Airsides 1 and 3, Phase I design
Orlando	Orlando International	Primary	83	\$8,100,000	Construct runway
Orlando	Orlando International	Primary	84	\$2,000,000	Construct taxiway
Orlando	Orlando International	Primary	85	\$6,556,860	Rehabilitate taxiway; Phase I
Orlando	Orlando International	Primary	86	\$710,978	Improve Runway Safety Area (Phase 1), Security enhancements
Orlando	Orlando International	Primary	87	\$10,678,384	Rehabilitate terminal building; rehabilitate terminal building and associated areas damaged by Hurricane Charley.
Palatka	Kay Larkin	General Aviation	12	\$652,194	Rehabilitate taxiway, rehabilitate taxiway lighting
Panama City	Panama City-Bay County International	Primary	34	\$1,034,439	Conduct environmental study (Phase 4)
Pensacola	Pensacola Regional	Primary	31	\$7,926,676	Rehabilitate runway (Phase 2), construct taxiway; acquire interactive training system
Pensacola	Pensacola Regional	Primary	32	\$2,478,285	Rehabilitate terminal building (and associated areas) damaged by Hurricane Ivan
Perry	Perry-Foley	General Aviation	4	\$339,625	Rehabilitate apron, install weather reporting equipment (Automated weather Observing system (AWOS), design only)
Plant City	Plant City Municipal	General Aviation	4	\$307,900	Construct taxiway; strengthen runway; blast pad, install weather reporting equipment (Automated weather Observing system (AWOS))
Punta Gorda	Charlotte County	General Aviation	19	\$5,400,000	Install perimeter fencing, rehabilitate taxiway lighting, rehabilitate apron, rehabilitate runway lighting
Saint Augustine	St Augustine	Reliever	20	\$135,375	Expand apron (design only)
Saint Petersburg	Albert Whitted	Reliever	12	\$150,000	Install guidance signs (Phase 1 - design), update Airport Master Plan Study, construct heliport/helipad (design)
Sanford	Orlando Sanford	Primary	43	\$1,756,459	Extend and construct taxiways
Sanford	Orlando Sanford	Primary	44	\$1,389,634	Install emergency generator (expand electrical vault & install lighting control panel), conduct Airport Master Plan Study (Capacity and Capacity improvements - Preliminary Phase), install runway lighting

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Florida					
Sanford	Orlando Sanford	Primary	45	\$1,462,692	Security enhancements, conduct environmental study (Runway 9R/27L)
Sanford	Orlando Sanford	Primary	46	\$2,304,276	Security enhancements (acquire and install security equipment, Phase 2), improve terminal building; Repair structure, roof, HVAC, loading bridges, cameras and back up power, improve access road; Repair roadway signs, install perimeter fencing; Repair, improve aircraft rescue & fire fighting building; Repair (includes ARFF station and maintenance buildings)
Sanford	Orlando Sanford	Primary	47	\$1,969,285	Rehabilitate terminal building
Sarasota/Bradenton	Sarasota/Bradenton International	Primary	36	\$2,752,824	Noise mitigation measures for residences within 65 - 69 DNL
Sarasota/Bradenton	Sarasota/Bradenton International	Primary	37	\$5,962,713	Improve airport drainage; East Airfield (Phase 1-design), construct taxiway (construct TWY J, including relocation of perimeter road/construct Taxiway D, Phase 3), expand terminal building (design federal inspection station)
Sebastian	Sebastian Municipal	General Aviation	5	\$1,370,525	Rehabilitate taxiway, rehabilitate apron -General Aviation
Sebring	Sebring Regional	General Aviation	16	\$150,000	Construct taxiway
Stuart	Witham Field	General Aviation	9	\$300,000	Improve Runway Safety Area
Tallahassee	State of Florida	System Plan	3	\$2,000,000	Improve airport drainage; Rehab drainage, electrical, fencing, other miscellaneous airport facilities at general aviation airports damaged by Hurricane Charley.
Tallahassee	Tallahassee Regional	Primary	29	\$3,678,083	Construct apron, rehabilitate taxiway, improve airport erosion control
Tampa	Tampa International	Primary	43	\$4,623,644	Security enhancements (acquire and install Airside C (Part 1542)), construct Runway Safety Area, update Airport Master Plan Study, rehabilitate apron (Airside C - Phase 2), noise mitigation measures for residences within 65 - 69 DNL; Associated with Mariner's Estate Subdivision
Tampa	Tampa International	Primary	44	\$2,822,395	Construct aircraft rescue & fire fighting building (Phase 2, Part 139)
Tampa	Vandenberg	Reliever	27	\$600,000	Install miscellaneous NAVAIDS (glide slope antenna, Runway 23)
Titusville	Space Coast Regional	General Aviation	17	\$463,500	Rehabilitate apron; East apron (Phase I), improve Runway Safety Area (land Acquisition and Preliminary design)
Umatilla	Umatilla Municipal	General Aviation	3	\$1,125,000	Rehabilitate runway
Valparaiso	Eglin AFB	Primary	15	\$4,369,802	Expand terminal building
Venice	Venice Municipal	Reliever	9	\$147,730	Rehabilitate runway (Phase 1 - design)
Vero Beach	Vero Beach Municipal	General Aviation	31	\$566,142	Rehabilitate Taxiway And taxiway
West Palm Beach	Palm Beach International	Primary	42	\$1,336,502	Security enhancements
West Palm Beach	Palm Beach International	Primary	43	\$2,516,250	Conduct Metropolitan System Plan study

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Florida					
Williston	Williston Municipal	General Aviation	6	\$156,476	Install weather reporting equipment (Automated weather Observing system (AWOS)), install perimeter fencing; install Card Reader Gate, conduct miscellaneous study (Disadvantaged Business Enterprise Plan (DBE))
Zephyrhills	Zephyrhills Municipal	General Aviation	8	\$373,419	Rehabilitate taxiway, construct apron
Subtotal FY 2004 Funds				\$181,139,353	
Georgia					
Adel	Cook County	General Aviation	6	\$93,575	Install perimeter fencing
Albany	Southwest Georgia Regional	Primary	24	\$986,100	Improve access road, rehabilitate taxiway
Americus	Souther Field	General Aviation	6	\$332,641	Install perimeter fencing, acquire Easement for approaches (Rwy 23 RPZ), remove obstructions (Rwy 23 approach)
Athens	Athens/Ben Epps	Primary	19	\$2,966,858	Construct access road, construct aircraft rescue & fire fighting building, acquire aircraft rescue & fire fighting vehicle, conduct environmental study (runway extension and other master plan development)
Atlanta	Dekalb-Peachtree	Reliever	30	\$1,950,000	Rehabilitate runway, acquire sweeper, rehabilitate Taxiway B and E, update Airport Master Plan Study, improve Runway Safety Area
Atlanta	Fulton County Airport-Brown Field	Reliever	19	\$1,650,000	Rehabilitate runway and taxiway
Atlanta	State of Georgia	System Plan	1	\$250,000	Conduct State System Plan Study
Atlanta	The William B Hartsfield Atlanta International	Primary	63	\$6,982,300	Construct runway
Atlanta	The William B Hartsfield Atlanta International	Primary	64	\$13,000,000	Extend runway
Atlanta	The William B Hartsfield Atlanta International	Primary	65	\$23,340,297	Acquire land for noise compatibility within 70 - 74 DNL
Atlanta	The William B Hartsfield Atlanta International	Primary	66	\$8,331,046	Construct runway (Bridge Structures)
Atlanta	Various Locations in Georgia	System Plan	4	\$6,945,481	Acquire land for approaches; Greensboro (RPZ & Parallel Twy), rehabilitate runway; Bainbridge, rehabilitate runway; Blakely, rehabilitate runway; Donalsonville, rehabilitate runway lighting; Carrollton, install runway lighting; Dalton, install runway lighting; Sylvester (Phase 2 - MIRL & Rehab beacon), extend runway; Hazelhurst (Phase 1 site prep), extend runway; Nahunta (Phase 1 site prep), extend runway; Wrens (Phase 1 site prep), rehabilitate runway; Waynesboro (Included apron rehab), rehabilitate runway lighting; Vidalia, extend runway; Fitzgerald (Phase 1 design and EA), construct apron; Blairsville, rehabilitate apron; Covington, rehabilitate apron; Douglas , expand apron; Eastman, construct apron; Louisville, expand apron; Montezuma, acquire land for approaches; Quitman (Rwy 9 RPZ), acquire land for development; Cochran, install taxiway lighting; Monroe (MITL), construct taxiway; Newnan (T - Hanger), construct taxiway; Statesboro (T - Hanger), acquire land for development; Swainsboro, construct apron; Swainsboro, conduct Airport Master Plan Study (ALP update) Homerville, remove obstructions; Homerville, install perimeter fencing; Homerville

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Georgia					
Augusta	Augusta Regional at Bush Field	Primary	27	\$4,388,188	Expand terminal building, rehabilitate runway, construct apron; including relocation of taxiway, rehabilitate apron (GA apron), Security enhancements (communications equipment)
Augusta	Daniel Field	General Aviation	10	\$150,000	Install perimeter fencing
Baxley	Baxley Municipal	General Aviation	3	\$585,000	Construct taxiway; Paving of Parallel, 5400-ft x 35-ft, install taxiway lighting; MITL, construct Fuel farm; Relocate Fuel farm
Brunswick	Malcolm McKinnon	General Aviation	12	\$150,000	Rehabilitate building; demolish abandoned Air Traffic Control Tower, install perimeter fencing, install airport beacons
Butler	Butler Municipal	General Aviation	4	\$385,200	Construct apron (Phase 1, site prep), construct taxiway (Phase 1, site prep)
Calhoun	Tom B. David Field	General Aviation	5	\$150,000	Acquire land for development
Canon	Franklin County	General Aviation	5	\$274,950	Extend runway (acquire land in runway protection zone (40 acres)
Columbus	Columbus Metropolitan	Primary	25	\$1,453,500	Acquire aircraft rescue & fire fighting vehicle, conduct Airport Master Plan Study, Security enhancements, construct taxiway (Realign, design only), construct aircraft rescue & fire fighting building (design only), improve Runway Safety Area (design only)
Dallas	Paulding County (New)	System Plan	1	\$1,000,000	Construct new airport (Site selection & environmental assessment)
Elberton	Elbert County-Patz Field	General Aviation	3	\$150,000	Construct taxiway
Ellijay	Gilmer County	General Aviation	2	\$150,000	Acquire land for approaches (Phase 1, Rwy 21 RPZ), remove obstructions (approach clearing, both ends of Rwy 3/21)
Fort Stewart (U.S. Army)	Wright AAF (Fort Stewart)	General Aviation	1	\$2,445,856	Construct apron
Gainesville	Lee Gilmer Memorial	Reliever	10	\$221,399	Install perimeter fencing
Hampton	Clayton County - Tara Field	Reliever	15	\$145,350	Conduct environmental study
Jasper	Pickens County	General Aviation	10	\$143,260	Construct taxiway (Site Prep Phase 2), update Airport Master Plan Study (update ALP)
Macon	Herbert Smart Downtown	General Aviation	4	\$56,500	Update Airport Master Plan Study
Marietta	Cobb County-McCollum Field	Reliever	19	\$288,215	Construct apron
Marietta	Cobb County-McCollum Field	Reliever	20	\$876,850	Construct taxiway
Metter	Metter Municipal	General Aviation	3	\$361,000	Extend runway (site preparation), environmental mitigation (Runway 28 extension)
Milledgeville	Baldwin County	General Aviation	5	\$143,860	Rehabilitate taxiway; Phase II
Peachtree City	Peachtree City-Falcon Field	Reliever	15	\$66,500	Construct taxiway; Phase I (relocate FAA ASOS)
Peachtree City	Peachtree City-Falcon Field	Reliever	16	\$1,500,000	Acquire land for development
Perry	Perry-Houston County	General Aviation	7	\$150,000	Acquire land for development
Reidsville	Reidsville	General Aviation	2	\$300,206	Construct taxiway; General Aviation, expand apron

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Georgia					
Rome	Richard B Russell	General Aviation	13	\$214,633	Groove runway (Groove runway Including Remarkings), install runway Vertical/visual guidance system (install PAPI and update guidance Signage), update Airport Master Plan Study (ALP update & environmental Overview)
Saint Marys	St Marys	General Aviation	2	\$197,498	Conduct Airport Master Plan Study (Airport Relocation Feasibility and Site Selection)
Savannah	Savannah/Hilton Head International	Primary	38	\$225,000	Install runway lighting
Savannah	Savannah/Hilton Head International	Primary	39	\$2,851,873	Construct taxiway; SW General Aviation Connector, improve Airport erosion Control; Along runway 09/27, rehabilitate taxiway lighting, expand terminal building; design, rehabilitate service road; ARFF Bridge, remove obstructions - clear trees for new ATCT
Sylvania	Plantation Airpark	General Aviation	3	\$82,555	Construct taxiway; update Airport Master Plan Study
Thomasville	Thomasville Municipal	General Aviation	10	\$976,350	Construct taxiway, rehabilitate taxiway
Thomson	Thomson-McDuffie County	General Aviation	6	\$150,000	Expand apron
Tifton	Henry Tift Myers	General Aviation	3	\$300,000	Install perimeter fencing, rehabilitate airport beacons, update Airport Master Plan Study
Toccoa	Toccoa - R G LeTourneau Field	General Aviation	9	\$1,250,000	Extend runway (Approach end of RWY 2), widen runway, install runway lighting, extend taxiway, strengthen runway
Valdosta	Valdosta Regional	Primary	20	\$224,494	Conduct environmental study; Runway 17 extension, extend runway (design)
Washington	Washington-Wilkes County	General Aviation	3	\$150,000	Construct taxiway; Phase II (site preparation only)
Waycross	Waycross-Ware County	General Aviation	7	\$102,838	Acquire land for approaches
Winder	Winder-Barrow	General Aviation	12	\$150,000	Improve airport drainage
Winder	Winder-Barrow	General Aviation	13	\$938,057	Acquire land for approaches
Subtotal FY 2004 Funds				\$90,177,430	
Guam					
Agana	Guam International	Primary	43	\$1,400,000	Improve utilities [MAP]; Airport Utility Infrastructure (Water system) - Phase III
Agana	Guam International	Primary	44	\$7,703,767	Security enhancements; construct airport perimeter road
Agana	Guam International	Primary	45	\$100,000	Acquire handicap passenger lift device
Agana	Guam International	Primary	46	\$250,000	Conduct General Aviation Site Selection study
Subtotal FY 2004 Funds				\$9,453,767	
Hawaii					
Hilo	Hilo International	Primary	15	\$340,000	Install noise monitoring system
Hilo	Hilo International	Primary	16	\$600,000	Noise mitigation measures for residences within 65 - 69 DNL; in Keaukaha community, Phase I
Hilo	Hilo International	Primary	17	\$674,500	Install airfield guidance signs

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Hawaii					
Hilo	Hilo International	Primary	18	\$1,247,500	Improve terminal building
Hilo	Hilo International	Primary	19	\$3,201,500	Rehabilitate taxiway)
Hilo	Hilo International	Primary	20	\$2,334,922	Improve terminal building; replacing and upgrading the electrical distribution system.
Honolulu	Honolulu International	Primary	67	\$817,500	Install noise Monitoring system; equipment including micro EARTS
Honolulu	Honolulu International	Primary	68	\$1,815,000	Acquire aircraft rescue & fire fighting vehicle
Honolulu	Honolulu International	Primary	69	\$3,236,437	Install airfield guidance signs
Honolulu	Honolulu International	Primary	70	\$1,200,000	Construct aircraft rescue & fire fighting training facility - Phase I
Honolulu	Honolulu International	Primary	71	\$100,000	Improve Runway Safety Area
Honolulu	Honolulu International	Primary	72	\$2,298,750	Rehabilitate taxiway
Honolulu	Honolulu International	Primary	73	\$1,500,000	Improve terminal building (design only for a new chiller plant)
Honolulu	Honolulu International	Primary	74	\$2,250,000	Rehabilitate taxiway
Honolulu	Honolulu International	Primary	75	\$900,000	Improve terminal building)
Honolulu	Honolulu International	Primary	76	\$4,300,000	Improve terminal building, improve access road
Honolulu	Honolulu International	Primary	77	\$2,500,000	Update Airport Master Plan Study, conduct noise compatibility Plan study
Honolulu	State of Hawaii	System Plan	1	\$2,326,556	Update State System Plan Study
Kahului	Kahului	Primary	33	\$1,000,000	Improve Runway Safety Area (design only)
Kahului	Kahului	Primary	34	\$4,037,500	Improve terminal building; - Replace Loading Bridges (11)
Kahului	Kahului	Primary	35	\$810,000	Install airfield guidance signs
Kahului	Kahului	Primary	36	\$2,515,500	Improve terminal building
Kahului	Kahului	Primary	37	\$637,500	Rehabilitate runway
Kahului	Kahului	Primary	38	\$1,418,596	Improve terminal Bldg (replace air conditioning chiller plant)
Kailua Kona	Kona International at Keahole	Primary	22	\$712,500	Acquire aircraft rescue & fire fighting vehicle
Kailua Kona	Kona International at Keahole	Primary	23	\$558,196	Install airfield guidance signs, rehabilitate access road
Kapolei	Kalaeloa (John Rodgers Field)	Reliever	7	\$3,150,000	Improve utilities [MAP]
Kaunakakai	Molokai	Primary	9	\$1,300,000	Construct aircraft rescue & fire fighting building
Kaunakakai	Molokai	Primary	10	\$25,000	Conduct Runway Safety Area Planning study
Kaunakakai	Molokai	Primary	11	\$902,500	Rehabilitate runway
Lanai City	Lanai	Primary	7	\$50,000	Improve Runway Safety Area
Lanai City	Lanai	Primary	8	\$600,000	Construct aircraft rescue & fire fighting building
Lanai City	Lanai	Primary	9	\$484,500	Install airfield guidance signs
Lihue	Lihue	Primary	29	\$831,250	Acquire aircraft rescue & fire fighting vehicle
Lihue	Lihue	Primary	30	\$617,500	Install airfield guidance signs

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Hawaii					
Lihue	Lihue	Primary	31	\$25,000	Conduct Runway Safety Area Planning study
Lihue	Lihue	Primary	32	\$760,000	Rehabilitate apron; - general aviation, rehabilitate taxiway
Lihue	Lihue	Primary	33	\$2,158,604	Improve terminal building; Assess terminal building structural members, design services for new air conditioning system, and replacement of elevators in the terminal buildings.
Subtotal FY 2004 Funds				\$54,236,811	
Idaho					
Arbon Valley	Pocatello Regional	Primary	23	\$1,400,000	Install perimeter fencing (Phase 2), rehabilitate runway (seal coat), Security enhancements, expand aircraft rescue & fire fighting building (Phase 1)
Boise	Boise Air terminal/Gowen Field	Primary	40	\$4,701,839	Improve access road, expand terminal building, install runway lighting, rehabilitate taxiway, rehabilitate runway lighting
Boise	Boise Air terminal/Gowen Field	Primary	41	\$1,095,000	Security enhancements
Boise	Boise Air terminal/Gowen Field	Primary	42	\$1,000,000	Rehabilitate apron
Boise	State of Idaho	System Plan	2	\$275,000	Update State System Plan Study
Boise	Various Locations in Idaho	System Plan	7	\$170,980	Rehabilitate apron, rehabilitate taxiway
Bonnors Ferry	Boundary County	General Aviation	4	\$1,127,000	Rehabilitate apron, construct taxiway, construct taxiway
Caldwell	Caldwell Industrial	Reliever	14	\$1,242,585	Install perimeter fencing, acquire land for approaches, construct taxiway
Driggs	Driggs-Reed Memorial	General Aviation	4	\$621,673	Rehabilitate apron, acquire snow removal equipment, rehabilitate taxiway
Gooding	Gooding Municipal	General Aviation	2	\$1,003,300	Install perimeter fencing, construct taxiway, install Airfield guidance signs, rehabilitate runway lighting
Hailey	Friedman Memorial	Primary	28	\$417,157	Improve terminal building (Phase 1), acquire friction measuring equipment, acquire snow removal equipment (pavement deicing), conduct miscellaneous study (ATCT)
Hailey	Friedman Memorial	Primary	29	\$942,843	Update Airport Master Plan Study
Hayden Lake	Coeur d'Alene Air terminal	General Aviation	22	\$1,100,000	Construct taxiway (Phase 1)
Hayden Lake	Coeur d'Alene Air terminal	General Aviation	23	\$1,300,000	Construct taxiway
Idaho Falls	Idaho Falls Regional	Primary	24	\$5,461,921	Rehabilitate runway, remove obstructions, rehabilitate taxiway; B and North apron, rehabilitate apron; air carrier terminal, conduct miscellaneous study; Pavement Condition Index (PCI), install runway Vertical/visual guidance system; Precision Approach Path Indicators (PAPIs)
Lewiston	Lewiston-Nez Perce County	Primary	20	\$1,950,000	Rehabilitate runway
Lewiston	Lewiston-Nez Perce County	Primary	21	\$3,050,000	Rehabilitate runway
Nampa	Nampa Municipal	General Aviation	15	\$1,288,439	Construct taxiway, rehabilitate apron, rehabilitate runway

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Idaho					
Rexburg	Rexburg-Madison County	General Aviation	7	\$372,603	Improve Runway Safety Area
Salmon	Lemhi County	General Aviation	7	\$411,000	Install miscellaneous NAVAIDS; beacon, rehabilitate runway lighting
Twin Falls	Joslin Field - Magic Valley Regional	Primary	23	\$2,003,446	Improve Runway Safety Area, construct taxiway; taxi lanes, extend taxiway (Phase 1) revise as-built ALP, acquire equipment – sweeper; and acquire snow removal equipment - plow
Subtotal FY 2004 Funds				\$30,934,786	
Illinois					
Belleville	Scott AFB/Midamerica	General Aviation	22	\$1,358,000	Construct building
Bloomington/Normal	Central IL Regional Airport at Bloomington-Normal	Primary	39	\$4,872,200	Strengthen runway
Bloomington/Normal	Central IL Regional Airport at Bloomington-Normal	Primary	40	\$1,620,000	Acquire land for noise compatibility within 65 - 69 DNL
Bloomington/Normal	Central IL Regional Airport at Bloomington-Normal	Primary	41	\$1,834,903	Construct terminal building, acquire snow removal equipment
Chicago	Chicago Midway International	Primary	53	\$2,400,000	Noise mitigation measures for Public buildings; Justification: To reduce aircraft noise inside school, included in master plan and determined to be eligible under Section 104 (C) of ANSA.
Chicago	Chicago Midway International	Primary	54	\$1,108,000	Noise mitigation measures for Public buildings; Justification: To reduce aircraft noise inside school, included in master plan and determined to be eligible under Section 104 (C) of ANSA.
Chicago	Chicago Midway International	Primary	55	\$2,000,000	Noise mitigation measures for Public buildings; Justification: To reduce aircraft noise inside school, included in master plan and determined to be eligible under Section 104 (C) of ANSA.
Chicago	Chicago Midway International	Primary	56	\$1,170,000	Noise mitigation measures for Public buildings
Chicago	Chicago Midway International	Primary	57	\$2,280,000	Noise mitigation measures for Public buildings; Justification: To reduce aircraft noise inside school, included in master plan and determined to be eligible under Section 104 (C) of ANSA.
Chicago	Chicago Midway International	Primary	58	\$5,454,219	Construct terminal building
Chicago	Chicago Midway International	Primary	59	\$16,000,000	Construct apron, construct taxiway, construct access road, construct service road, rehabilitate taxiway lighting, remove obstructions, install apron lighting, acquire Easement for development, acquire Easement for approaches
Chicago	Chicago Midway International	Primary	60	\$1,200,000	Noise mitigation measures for Public buildings
Chicago	Chicago O'Hare International	Primary	61	\$950,000	Noise mitigation measures for Public buildings; Justification: To reduce aircraft noise inside school, included in master plan and determined to be eligible under Section 104 (C) of ANSA.
Chicago	Chicago O'Hare International	Primary	62	\$1,194,000	Noise mitigation measures for Public buildings; Justification: To reduce aircraft noise inside school, included in master plan and determined to be eligible under Section 104.

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Illinois					
Chicago	Chicago O'Hare International	Primary	63	\$3,700,000	Noise mitigation measures for Public buildings
Chicago	Chicago O'Hare International	Primary	64	\$1,374,156	Noise mitigation measures for Public buildings; Justification: To reduce aircraft noise inside school, included in master plan and determined to be eligible under Section 104.
Chicago	Chicago O'Hare International	Primary	65	\$2,364,000	Rehabilitate runway
Chicago	Chicago O'Hare International	Primary	67	\$3,831,000	Install runway lighting, install taxiway lighting; install runway lighting 9R/27L and 14L/32R and taxiway lighting improvements.
Chicago	New	System Plan	9	\$2,500,000	Conduct Airport Master Plan Study; conduct Airport Master Plan Study (Phase 3)
Decatur	Decatur	Primary	27	\$1,000,000	Acquire aircraft rescue & fire fighting vehicle, acquire land for development
Marion	Williamson County Regional	Primary	22	\$1,000,000	Install perimeter fencing (Phase 1 of wildlife fencing project); remove obstructions; expand GA apron; acquire land for Runway 11/29 approach; rehabilitate taxiway; and overlay Taxiway C and mark
Moline	Quad City International	Primary	48	\$1,590,082	Extend taxiway, acquire aircraft rescue & fire fighting vehicle
Moline	Quad City International	Primary	49	\$472,150	Security enhancements; fencing (will also control wildlife).
Moline	Quad City International	Primary	50	\$1,000,000	Construct service road
Moline	Quad City International	Primary	51	\$978,976	Improve Runway Safety Area
Peoria	Greater Peoria Regional	Primary	38	\$313,500	Conduct noise compatibility Plan study
Quincy	Quincy Regional-Baldwin Field	Primary	32	\$925,947	Expand aircraft rescue & fire fighting building, extend taxiway, acquire snow removal equipment
Quincy	Quincy Regional-Baldwin Field	Primary	33	\$2,024,300	Extend taxiway
Rockford	Greater Rockford	General Aviation	39	\$2,208,450	Construct snow removal equipment building, rehabilitate apron, extend runway
Rockford	Greater Rockford	General Aviation	40	\$458,432	Security enhancements
Springfield	Capital	Primary	39	\$139,012	Acquire snow removal equipment; snow removal truck with plow
Springfield	Capital	Primary	40	\$1,267,677	Rehabilitate service road; NE service road, improve terminal building; Passenger Loading Bridge (Jet Bridge), modify service road; modify SE service road; rehabilitate runway; remove Runway 4 Overrun, acquire snow removal equipment, install perimeter fencing; Security Gate
Springfield	Capital	Primary	41	\$2,478,323	Rehabilitate apron; rehabilitate Air Carrier apron - Phase 1
Springfield	Illinois State Block Grant Program	System Plan	48	\$18,401,362	Nonprimary development projects in state block grant program; Various airport development under the state block program.
Springfield	Illinois State Block Grant Program	System Plan	49	\$5,514,300	Nonprimary development projects in state block grant program; Alton/St. Louis, Nonprimary development projects in state block grant program; Lewis University - Earmark, Nonprimary development projects in state block grant program; Dekalb Taylor Municipal Airport
Springfield	Illinois State Block Grant Program	System Plan	50	\$3,000,000	Nonprimary development projects in state block grant program

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Illinois					
Springfield	Illinois State Block Grant Program	System Plan	51	\$500,000	Nonprimary development projects in state block grant program; DeKalb Taylor Municipal Airport - acquire land (Earmark)
Springfield	Illinois State Block Grant Program	System Plan	52	\$476,000	Nonprimary development projects in state block grant program; Palwaukee Municipal Airport - construct taxiway L (Gap Section)
Springfield	Illinois State Block Grant Program	System Plan	53	\$5,943,560	Nonprimary development projects in state block grant program; DuPage - rehabilitate taxiway - Phase 1; Cahokia (Parks)-rehabilitate and extend Taxiway A; Lewis- acquire land for approaches; Danville- extend/light Runway 3/21, Phase 3; Morris-extend Runway 18/36, Phase 3.
Springfield	Illinois State Block Grant Program	System Plan	54	\$1,500,000	Nonprimary development projects in state block grant program; Waukegan Regional Airport - acquire land for approach protection
Springfield	Illinois State Block Grant Program	System Plan	55	\$931,800	Nonprimary development projects in state block grant program; St. Louis Regional Airport - expand apron and Relocate Taxiway C1
Springfield	State of Illinois	System Plan	2	\$200,000	Conduct Metropolitan System Plan study; PCI Reports/ System Planning/ Photo Surveys
Subtotal FY 2004 Funds				\$109,534,349	

Indiana

Anderson	Anderson Municipal-Darlington Field	General Aviation	15	\$111,150	Acquire land for approaches
Angola	Tri-State Steuben County	General Aviation	7	\$70,300	Expand apron
Auburn	De Kalb County	General Aviation	11	\$150,000	Extend runway; Phase 1 environmental Assessment for Runway 27 extension
Bedford	Virgil I Grissom Municipal	General Aviation	3	\$279,775	Acquire land for approaches, improve Runway Safety Area
Bloomington	Monroe County	General Aviation	21	\$828,000	Install perimeter fencing
Columbus	Columbus Municipal	General Aviation	13	\$132,574	Rehabilitate apron; design only
Columbus	Columbus Municipal	General Aviation	14	\$957,600	Rehabilitate taxiway
Columbus	Columbus Municipal	General Aviation	15	\$1,023,903	Rehabilitate apron
Connersville	Mettel Field	General Aviation	9	\$150,000	Construct building, construct taxiway
Danville	Hendricks County-Gordon Graham Field	General Aviation	9	\$500,000	Construct New Airport
Delphi	Delphi Municipal	General Aviation	5	\$154,852	Construct building; T-Hangar
Elkhart	Elkhart Municipal	General Aviation	15	\$278,565	Acquire snow removal equipment, modify building; - widen SRE building Door
Evansville	Evansville Regional	Primary	38	\$332,500	Conduct Airport Master Plan Study; Master Plan
Evansville	Evansville Regional	Primary	39	\$1,610,407	Construct taxiway; construct taxiway 'A' - High Speed and South extension, install runway Vertical/visual guidance system; install PAPI & REIL, rehabilitate taxiway lighting; Taxiway C, rehabilitate runway; Intersections
Fort Wayne	Fort Wayne International	Primary	45	\$3,541,535	Construct apron

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Indiana					
Frank Fort	Frank Fort Municipal	General Aviation	8	\$150,000	Construct building; construct T-Hangar building, update Airport Master Plan Study
French Lick	French Lick Municipal	General Aviation	4	\$1,209,464	Rehabilitate runway; rehabilitate Runway 8/26 - Phase 1
Goshen	Goshen Municipal	General Aviation	7	\$1,324,699	Extend runway; Phase 1 (Reimburse for land approximately 100 acres and relocate county road)
Greencastle	Putnam County	General Aviation	7	\$1,404,909	Construct taxiway; Phase 1, grading and drainage of proposed Taxiway A.
Greenwood	Greenwood Municipal	General Aviation	17	\$147,709	Extend runway; design, update Airport Master Plan Study; environmental assessment
Griffith	Griffith-Merrillville	Reliever	5	\$373,000	Acquire land for development
Huntingburg	Huntingburg	General Aviation	7	\$143,450	Extend taxiway, update Airport Master Plan Study
Indianapolis	Indianapolis International	Primary	91	\$16,000,000	Construct apron, construct taxiway, construct access road, construct service road, remove obstructions
Indianapolis	Indianapolis International	Primary	92	\$9,433,333	Noise mitigation measures for residences within 65 - 69 DNL, acquire Easement for noise compatibility within 65 - 69 DNL
Indianapolis	Indianapolis International	Primary	93	\$1,166,810	Security enhancements
Indianapolis	Indianapolis International	Primary	94	\$2,564,812	Noise mitigation measures for residences within 65 - 69 DNL, acquire land for noise compatibility within 65 - 69 DNL
Indianapolis	State of Indiana	System Plan	2	\$200,000	Update State System Plan Study
Jeffersonville	Clark County	Reliever	16	\$971,000	Acquire land for approaches
Kendallville	Kendallville Municipal	General Aviation	10	\$761,900	Complete parallel taxiway to Runway 10/28 - Phase 3
Kentland	Kentland Municipal	General Aviation	2	\$340,108	Rehabilitate runway lighting; conduct Airport Master Plan Study; prepare environmental Assessment
Knox	Starke County	General Aviation	5	\$127,300	Install taxiway lighting; - Phase 1 (design only), extend taxiway; - Phase 2 (install surface pavement course only)
Kokomo	Kokomo Municipal	General Aviation	11	\$111,150	Acquire land for approaches
La Porte	La Porte Municipal	General Aviation	11	\$125,950	Acquire land for approaches
Lafayette	Purdue University	Primary	25	\$99,750	Acquire snow removal equipment; - snowplow with Carrier vehicle
Madison	Madison Municipal	General Aviation	6	\$150,000	Acquire land for approaches; Parcel H, approx. 4.67 Acres, acquire snow removal equipment; truck with plow and broom.
Marion	Marion Municipal	General Aviation	9	\$150,000	Install runway lighting; HIRL
Michigan City	Michigan City Municipal	General Aviation	8	\$380,000	Acquire land for approaches; - Fee Parcels 27 and 41
Monticello	White County	General Aviation	5	\$38,314	Acquire land for development; - Parcel A-A
Muncie	Delaware County - Johnson Field	General Aviation	13	\$1,251,450	Rehabilitate taxiway
New Castle	New Castle-Henry County Municipal	General Aviation	2	\$95,950	Rehabilitate apron
New Castle	New Castle-Henry County Municipal	General Aviation	3	\$85,500	Conduct Airport Master Plan Study
North Vernon	North Vernon	General Aviation	5	\$759,500	Rehabilitate runway, extend taxiway; extend Parallel taxiway to Runway 5/23

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Indiana					
Paoli	Paoli Municipal	General Aviation	4	\$186,200	Rehabilitate apron, acquire snow removal equipment
Peru	Peru Municipal	General Aviation	5	\$802,750	Widen runway, extend runway
Portland	Portland Municipal	General Aviation	5	\$546,995	Extend taxiway; extend Parallel taxiway
Richmond	Richmond Municipal	General Aviation	6	\$322,500	Expand apron, rehabilitate runway; rehabilitate Runway 6/24 - Phase 1 (design)
Rochester	Fulton County	General Aviation	5	\$102,030	Acquire land for approaches; - acquire 6 land parcels (16 acres)
Salem	Salem Municipal	General Aviation	6	\$143,165	Acquire land for development; Parcel 6 - 1.82 Acres, conduct environmental study; EA for new runway
Shelbyville	Shelbyville Municipal	General Aviation	14	\$150,000	Acquire land for development; reimbursement for Parcel 16B (6.42 acres), expand apron; Phase 1 (design)
South Bend	South Bend Regional	Primary	29	\$5,441,373	Acquire land for approaches, acquire snow removal equipment
South Bend	South Bend Regional	Primary	30	\$820,000	Install perimeter fencing; - install 10' high perimeter fencing for wildlife control
Sullivan	Sullivan County	General Aviation	6	\$935,745	Rehabilitate runway; rehabilitate Runway 18/36., rehabilitate taxiway; rehabilitate Taxiway A., rehabilitate apron; rehabilitate apron.
Terre Haute	Terre Haute International-Hulman Field	General Aviation	28	\$450,000	Extend runway; reimburse for design, install perimeter fencing; design only
Valparaiso	Porter County Municipal	General Aviation	15	\$292,125	Expand apron, install taxiway lighting; - Phase 1 (design)
Wabash	Wabash Municipal	General Aviation	5	\$180,000	Rehabilitate taxiway; - (rehabilitate North Hangar Area taxiways)
Washington	Daviess County	General Aviation	7	\$855,000	Extend taxiway
Winamac	Arens Field	General Aviation	3	\$305,894	Construct snow removal equipment building
Winchester	Randolph County	General Aviation	6	\$300,000	Acquire land for development; Parcel 21, approx. 5 Acres
Zionsville	Indianapolis Executive	Reliever	10	\$150,000	Acquire Existing Airport; Partial reimbursement
Subtotal FY 2004 Funds				\$61,670,996	

Iowa

Algona	Algona Municipal	General Aviation	2	\$96,900	Rehabilitate access road
Ames	Ames Municipal	General Aviation	14	\$1,277,630	Rehabilitate runway
Ames	State of Iowa	System Plan	5	\$209,090	Update Airport Master Plan Study
Ames	State of Iowa	System Plan	6	\$121,666	Conduct State System Plan Study
Atlantic	Atlantic Municipal	General Aviation	4	\$492,746	Construct runway
Burlington	Southeast Iowa Regional	Commercial Service	22	\$671,650	Security enhancements, rehabilitate runway, rehabilitate taxiway
Carroll	Arthur N Neu	General Aviation	6	\$224,200	Construct runway
Cedar Rapids	The Eastern Iowa	Primary	30	\$1,398,395	Rehabilitate taxiway, rehabilitate apron, improve Airport drainage, install taxiway lighting

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Iowa					
Charles City	Charles City Municipal	General Aviation	5	\$1,890,500	Rehabilitate runway
Cherokee	Cherokee Municipal	General Aviation	4	\$128,991	Install weather reporting equipment
Clarion	Clarion Municipal	General Aviation	1	\$18,212	Rehabilitate apron
Clinton	Clinton Municipal	General Aviation	10	\$102,125	Update Airport Master Plan Study
Council Bluffs	Council Bluffs Municipal	General Aviation	10	\$3,181,791	Construct runway
Creston	Creston Municipal	General Aviation	2	\$95,558	Rehabilitate runway
Davenport	Davenport Municipal	General Aviation	11	\$480,700	Rehabilitate runway and taxiway
Denison	Denison Municipal	General Aviation	6	\$208,793	Rehabilitate apron
Des Moines	Des Moines International	Primary	37	\$1,235,000	Improve Runway Safety Area
Des Moines	Des Moines International	Primary	38	\$8,764,515	Rehabilitate runway
Dubuque	Dubuque Regional	Primary	35	\$26,220	Conduct miscellaneous study
Dubuque	Dubuque Regional	Primary	36	\$433,295	Acquire snow removal equipment
Dubuque	Dubuque Regional	Primary	37	\$652,288	Improve terminal building, install miscellaneous NAVAIDS
Estherville	Estherville Municipal	General Aviation	4	\$160,092	Rehabilitate runway lighting
Fairfield	Fairfield Municipal	General Aviation	7	\$1,263,902	Construct runway
Forest City	Forest City Municipal	General Aviation	5	\$258,400	Rehabilitate runway
Fort Dodge	Fort Dodge Regional	Commercial Service	20	\$1,471,463	Extend runway, install miscellaneous NAVAIDS, rehabilitate access road, rehabilitate parking lot
Fort Madison	Fort Madison Municipal	General Aviation	1	\$114,390	Rehabilitate runway, improve Fuel farm
Guthrie Center	Guthrie County Regional	General Aviation	1	\$107,634	Rehabilitate access road
Humboldt	Humboldt Municipal	General Aviation	2	\$31,951	Install miscellaneous NAVAIDS
Iowa City	Iowa City Municipal	General Aviation	10	\$1,391,058	Extend runway
Jefferson	Jefferson Municipal	General Aviation	3	\$120,136	Improve Airport drainage, acquire snow removal equipment
Keokuk	Keokuk Municipal	General Aviation	12	\$97,761	Acquire land for approaches, update Airport Master Plan Study
Lamoni	Lamoni Municipal	General Aviation	1	\$6,785	Install miscellaneous NAVAIDS
Mapleton	James G. Whiting Memorial Field	General Aviation	1	\$38,266	Update Airport Master Plan Study
Mason City	Mason City Municipal	Primary	22	\$446,975	Acquire land for approaches
Mason City	Mason City Municipal	Primary	23	\$212,800	Security enhancements
Mount Pleasant	Mount Pleasant Municipal	General Aviation	4	\$93,100	Expand apron, install miscellaneous NAVAIDS
Newton	Newton Municipal	General Aviation	8	\$134,900	Construct access road

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Iowa					
Osceola	Osceola Municipal	General Aviation	2	\$182,400	Widen Taxiway And expand apron
Ottumwa	Ottumwa Industrial	General Aviation	10	\$1,292,000	Construct taxiway
Pella	Pella Municipal	General Aviation	2	\$217,379	Extend taxiway
Pocahontas	Pocahontas Municipal	General Aviation	2	\$120,000	Construct snow removal equipment building, rehabilitate taxiway lighting, expand apron, remove obstructions
Red Oak	Red Oak Municipal	General Aviation	4	\$296,400	Extend runway (Phase 1)
Sac City	Sac City Municipal	General Aviation	2	\$663,632	Rehabilitate runway, rehabilitate taxiway
Shenandoah	Shenandoah Municipal	General Aviation	4	\$197,822	Expand apron, install miscellaneous NAVAIDS
Sioux City	Sioux Gateway	Primary	29	\$1,746,360	Rehabilitate apron, acquire friction measuring equipment, acquire land for approaches, install miscellaneous NAVAIDS
Sioux City	Sioux Gateway/Col. Bud Day Field	Primary	30	\$287,928	Acquire snow removal equipment
Sioux City	Sioux Gateway/Col. Bud Day Field	Primary	31	\$1,190,778	Construct snow removal equipment building
Storm Lake	Storm Lake Municipal	General Aviation	3	\$312,399	Rehabilitate runway
Vinton	Vinton Veterans Memorial Airpark	General Aviation	1	\$239,400	Expand apron, rehabilitate access road
Waterloo	Waterloo Municipal	Primary	23	\$375,630	Install guidance signs, rehabilitate Rwy, rehabilitate apron
Waterloo	Waterloo Municipal	Primary	24	\$321,923	Acquire snow removal equipment
Winterset	Winterset-Madison County	General Aviation	1	\$194,066	Rehabilitate runway lighting
Subtotal FY 2004 Funds				\$35,297,995	

Kansas

Abilene	Abilene Municipal	General Aviation	3	\$96,486	Install runway Vertical/visual guidance system
Atchison	Amelia Earhart	General Aviation	2	\$129,560	Rehabilitate runway, rehabilitate taxiway, rehabilitate access road
Atwood	Atwood-Rawlins County City-County	General Aviation	2	\$100,000	Rehabilitate taxiway, rehabilitate apron
Augusta	Augusta Municipal	Reliever	10	\$216,998	Rehabilitate runway
Burlington	Coffey County	General Aviation	2	\$321,449	Expand apron
Chanute	Chanute Martin Johnson	General Aviation	4	\$499,327	Rehabilitate runway
Coffeyville	Coffeyville Municipal	General Aviation	7	\$105,662	Install taxiway lighting
Coffeyville	Coffeyville Municipal	General Aviation	8	\$109,041	Acquire snow removal equipment
Colby	Shalz Field	General Aviation	4	\$295,200	Rehabilitate apron and taxiway
Colby	Shalz Field	General Aviation	5	\$72,200	Update Airport Master Plan Study
Concordia	Blosser Municipal	General Aviation	3	\$150,000	Rehabilitate runway
Delavan	Herington Regional	General Aviation	1	\$57,000	Update Airport Master Plan Study

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Kansas					
Dodge City	Dodge City Regional	Commercial Service	16	\$1,022,778	Rehabilitate taxiway
El Dorado	Captain Jack Thomas/El Dorado	General Aviation	3	\$434,070	Rehabilitate runway and improve Runway Safety Area
Elkhart	Elkhart-Morton County	General Aviation	1	\$102,576	Install runway vertical/visual guidance system
Eureka	Eureka Municipal	General Aviation	1	\$126,031	Install weather reporting equipment, extend taxiway; Turnarounds, construct access road
Garden City	Garden City Regional	Commercial Service	19	\$82,586	Acquire snow removal equipment
Garden City	Garden City Regional	Commercial Service	20	\$297,027	Rehabilitate runway lighting and rehabilitate taxiway
Garden City	Garden City Regional	Commercial Service	21	\$204,227	Construct building
Garnett	Garnett Municipal	General Aviation	1	\$88,350	Update Airport Master Plan Study
Hays	Hays Regional	Commercial Service	16	\$100,109	Rehabilitate runway
Hill City	Hill City Municipal	General Aviation	4	\$60,325	Expand apron
Hugoton	Hugoton Municipal	General Aviation	3	\$50,162	Install perimeter fencing
Hugoton	Hugoton Municipal	General Aviation	4	\$30,001	Update Airport Master Plan Study
Independence	Independence Municipal	General Aviation	12	\$782,527	Rehabilitate runway
Johnson	Stanton County Municipal	General Aviation	4	\$89,309	Rehabilitate apron
Junction City	Freeman Field	General Aviation	2	\$82,175	Conduct environmental study
Junction City	Freeman Field	General Aviation	3	\$179,972	Expand apron
Kingman	Kingman Airport - Clyde Cessna Field	General Aviation	6	\$126,347	Install miscellaneous NAVAIDS, install perimeter fencing, install runway lighting
Larned	Larned-Pawnee County	General Aviation	6	\$410,363	Rehabilitate taxiway, install miscellaneous NAVAIDS
Lawrence	Lawrence Municipal	General Aviation	11	\$1,109,306	Rehabilitate runway, rehabilitate runway lighting
Liberal	Liberal Municipal	Commercial Service	13	\$2,795,691	Rehabilitate runway
Lyons	Lyons-Rice County Municipal	General Aviation	5	\$47,500	Conduct environmental study
Lyons	Lyons-Rice County Municipal	General Aviation	6	\$67,547	Rehabilitate runway
Manhattan	Manhattan Regional	Primary	25	\$293,202	Construct building
Marysville	Marysville Municipal	General Aviation	1	\$626,214	Rehabilitate runway, improve Runway Safety Area
McPherson	McPherson	General Aviation	8	\$150,000	Rehabilitate taxiway, construct taxiway
Meade	Meade Municipal	General Aviation	5	\$71,250	Conduct Airport Master Plan Study
Ness City	Ness City Municipal	General Aviation	1	\$83,073	Conduct Airport Master Plan Study
Newton	Newton-City-County	Reliever	18	\$1,141,962	Rehabilitate runway, rehabilitate runway lighting
Olathe	Johnson County Executive	Reliever	18	\$113,359	Update Airport Master Plan Study

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Kansas					
Olathe	Johnson County Executive	Reliever	19	\$328,141	Acquire land for approaches
Olathe	New Century Aircenter	Reliever	17	\$1,836,807	Rehabilitate runway, rehabilitate taxiway
Olathe	New Century Aircenter	Reliever	18	\$146,229	Update Airport Master Plan Study
Osage City	Osage City Municipal	General Aviation	4	\$31,350	Conduct environmental study
Paola	Miami County	General Aviation	5	\$265,295	Construct taxiway
Parsons	Tri-City	General Aviation	2	\$191,900	Update Airport Master Plan Study and rehabilitate runway - Phase 1
Phillipsburg	Phillipsburg Municipal	General Aviation	4	\$56,948	Install runway Vertical/visual guidance system, install miscellaneous NAVAIDS, install apron lighting
Pittsburg	Atkinson Municipal	General Aviation	8	\$500,000	Rehabilitate runway
Pratt	Pratt Industrial	General Aviation	7	\$337,264	Rehabilitate runway
Russell	Russell Municipal	General Aviation	3	\$864,809	Rehabilitate runway
Salina	Salina Municipal	Commercial Service	23	\$206,869	Rehabilitate runway and taxiway
Salina	Salina Municipal	Commercial Service	24	\$621,747	Acquire aircraft rescue & fire fighting vehicle
Scott City	Scott City Municipal	General Aviation	5	\$52,250	Update Airport Master Plan Study
Smith Center	Smith Center Municipal	General Aviation	2	\$31,350	Conduct environmental study
St. Francis	Cheyenne County Municipal	General Aviation	1	\$49,400	Conduct Airport Master Plan Study
Stockton	New	System Plan	1	\$93,813	Conduct Airport Master Plan Study
Syracuse	Syracuse-Hamilton County Municipal	General Aviation	2	\$160,390	Construct runway
Topeka	Forbes Field	Primary	17	\$113,931	Acquire aircraft rescue & fire fighting safety equipment
Topeka	Forbes Field	Primary	18	\$886,445	Rehabilitate taxiway
Tribune	Tribune Municipal	General Aviation	1	\$31,350	Update Airport Master Plan Study
Tribune	Tribune Municipal	General Aviation	2	\$335,972	Rehabilitate apron
Ulysses	Ulysses	General Aviation	7	\$573,294	Construct taxiway
Wellington	Wellington Municipal	General Aviation	6	\$1,353,839	Rehabilitate Taxiway And apron
Wichita	Wichita Mid-Continent	Primary	47	\$313,953	Security enhancements
Wichita	Wichita Mid-Continent	Primary	48	\$6,012,469	Rehabilitate and construct taxiway
Subtotal FY 2004 Funds				\$28,316,777	

Kentucky

Bardstown	Samuels Field	General Aviation	7	\$340,766	Construct taxiway
Bowling Green	Bowling Green-Warren County Regional	General Aviation	15	\$369,014	Replace beacon; install perimeter fencing; rehabilitate Taxiway And apron

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Kentucky					
Bowling Green	Bowling Green-Warren County Regional	General Aviation	16	\$184,517	Update Airport Master Plan Study (conduct BCA Refinement study)
Campbellsville	Taylor County	General Aviation	10	\$187,952	Install perimeter fencing
Covington/ Cincinnati, OH	Cincinnati/Northern Kentucky International	Primary	49	\$17,973,997	Construct runway, extend runway
Cynthiana	Cynthiana-Harrison County	General Aviation	3	\$138,101	Construct taxiway
Danville	Stuart Powell Field	General Aviation	10	\$30,000	Acquire land for development (Phase 1 - Project development)
Falmouth	Gene Snyder	General Aviation	6	\$25,000	Acquire land for development (Phase 1 - Project development)
Frankfort	Capital City	General Aviation	6	\$1,658,155	Rehabilitate runway, rehabilitate taxiway, extend runway (Phase 1 - RW and TW extension design only), improve Runway Safety Area (Phase 1 design)
Georgetown	Georgetown Scott County - Marshall Field	General Aviation	11	\$300,000	Construct building (hangar)
Glasgow	Glasgow Municipal	General Aviation	12	\$174,287	Install weather reporting equipment (upgrade AWOS); update Airport Master Plan Study (Airport Layout Plan); rehabilitate apron (seal coat); improve building (hangar floor paving); improve airport drainage
Hartford	Ohio County	General Aviation	3	\$113,353	Improve Runway Safety Area; construct building (T-hangar and associated access)
Hawesville	New	System Plan	4	\$825,000	Construct new airport (Phase 1, property acquisition)
Henderson	Henderson City-County	General Aviation	13	\$156,889	Install airport beacon; acquire land for development; install runway lighting; install perimeter fencing; expand apron; and remove obstructions (relocate wind cone and segmented circle out of OFA)
Hopkinsville	Hopkinsville-Christian County	General Aviation	11	\$109,072	Install weather reporting equipment; AWOS
Jackson	Julian Carroll	General Aviation	1	\$47,500	Update Airport Master Plan Study
Jamestown	Russell County	General Aviation	9	\$25,000	Acquire land for development (Phase 1 - Project development), conduct environmental study
Leitchfield	Grayson County	General Aviation	1	\$38,000	Conduct Airport Master Plan Study (Airport Layout Plan)
Lexington	Blue Grass	Primary	35	\$13,618,680	Improve Runway Safety Area; Phase II, acquire aircraft rescue & fire fighting vehicle
Liberty	New	System Plan	1	\$142,558	Conduct Airport Master Plan Study (Airport Layout Plan, Site Selection, environmental Assessment, DBE Plan)
Louisville	Bowman Field	Reliever	13	\$1,188,510	Rehabilitate taxiway
Louisville	Louisville International-Standiford Field	Primary	71	\$18,000,000	Acquire land for noise compatibility within 65 - 69 DNL
Louisville	Louisville International-Standiford Field	Primary	72	\$5,077,331	Extend runway

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Kentucky					
Louisville	Louisville International-Standiford Field	Primary	73	\$1,321,170	Rehabilitate apron
Louisville	Louisville International-Standiford Field	Primary	74	\$605,158	Acquire snow removal equipment and aircraft rescue & Fire Fighting Safety equipment
Madisonville	Madisonville Municipal	General Aviation	10	\$750,000	Extend runway - Phase 2 strengthen runway (includes environmental and ALP update)
Madisonville	Madisonville Municipal	General Aviation	11	\$1,175,301	Extend runway - Phase 3 includes extension of Runway 5-23 and parallel Taxiway And associated lighting.
Marion	Marion-Crittenden County	General Aviation	4	\$1,975,000	Construct runway; Phase 2 paving
Mayfield	Mayfield Graves County	General Aviation	7	\$100,376	Improve Runway Safety Area
Middlesboro	Middlesboro-Bell County	General Aviation	6	\$102,944	Install weather reporting equipment; expand apron; and install perimeter fencing
Monticello	Wayne County	General Aviation	3	\$2,003,707	Construct taxiway; acquire easement for development; and install perimeter fencing
Morehead	Morehead-Rowan County	General Aviation	2	\$3,900,000	Construct new airport
Murray	Kyle-Oakley Field	General Aviation	13	\$98,472	Remove obstructions (power lines and trees in approach to Runway 5/23) and update Airport Master Plan Study
Owensboro	Owensboro-Daviess County	Commercial Service	28	\$226,980	Acquire aircraft rescue & fire fighting vehicle
Owensboro	Owensboro-Daviess County	Commercial Service	29	\$588,894	Security enhancements; rehabilitate apron; and install runway distance-to-go signs
Owensboro	Owensboro-Daviess County	Commercial Service	30	\$1,686,646	Extend runway - Phase 1 includes relocation of power lines and grading required for extension (includes safety area improvements)
Owensboro	Owensboro-Daviess County	Commercial Service	31	\$991,000	Extend runway - Phase 2 includes concrete overlay and associated electrical and pavement marking items.
Paducah	Barkley Regional	Primary	24	\$54,348	Construct service road and modify terminal building (acquire loading stair)
Paducah	Barkley Regional	Primary	25	\$467,472	Rehabilitate apron; construct taxiway (access to public apron); conduct wildlife study; rehabilitate access road; improve aircraft rescue & fire fighting building; rehabilitate GA apron; install wind cones; and conduct terminal location study
Pine Knot	McCreary County	General Aviation	3	\$84,303	Install perimeter fencing
Princeton	Princeton-Caldwell County	General Aviation	3	\$89,485	Acquire land for approaches; remove obstructions; and install perimeter fencing
Richmond	Madison	General Aviation	7	\$897,607	Construct Runway Safety Area and rehabilitate apron
Somerset	Somerset-Pulaski County-J.T. Wilson Field	General Aviation	12	\$3,500,000	Construct terminal building
Springfield	Lebanon-Springfield	General Aviation	4	\$300,000	Construct terminal building

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Kentucky					
Tompkinsville	Tompkinsville-Monroe County	General Aviation	2	\$445,194	Construct taxiway
Worthington	Ashland-Boyd County	General Aviation	6	\$250,961	Rehabilitate runway lighting, install runway Vertical/visual guidance system
Subtotal FY 2004 Funds				\$82,338,700	
Louisiana					
Abbeville	Abbeville Chris Crusta Memorial	General Aviation	10	\$300,764	Expand apron
Alexandria	Alexandria International	Primary	25	\$1,298,201	Construct terminal building- Phase 7
Alexandria	Alexandria International	Primary	26	\$220,209	Conduct noise compatibility plan study; NCP portion of study
Alexandria	Alexandria International	Primary	27	\$4,075,000	Construct taxiway - Phase 3
Alexandria	Alexandria International	Primary	28	\$2,763,863	Construct building (maintenance hangar)
Bastrop	Morehouse Memorial	General Aviation	8	\$54,011	Conduct Airport Action Plan and update ALP
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	64	\$850,250	Conduct environmental study and benefit-cost analysis for extension of Runway 4L
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	65	\$7,489,555	Rehabilitate apron (completion of air carrier apron drainage improvements) and improve Runway Safety Area - Phase 2
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	66	\$5,988,410	Noise mitigation measures for residences within 65 - 69 DNL, acquire Easement for noise compatibility within 65 - 69 DNL, acquire land for noise compatibility within 70 - 74 DNL
Bogalusa	George R Carr Memorial Air Field	General Aviation	11	\$239,525	Acquire land for approaches
Coushatta	The Red River	General Aviation	2	\$749,218	Rehabilitate runway, apron, and access road
Crowley	Le Gros Memorial	General Aviation	4	\$193,328	Construct taxiway
DeQuincy	DeQuincy Industrial Airpark	General Aviation	10	\$245,408	Improve Runway Safety Area
DeRidder	Beauregard Parish	General Aviation	10	\$100,958	Rehabilitate taxiway - Phase 1 (engineering)
Eunice	Eunice	General Aviation	8	\$150,000	Acquire easement for approaches; install perimeter fencing and access control gate for primary aircraft parking area.
Farmerville	Union Parish	General Aviation	6	\$95,000	Acquire land for approaches
Galliano	South Lafourche	General Aviation	6	\$130,000	Conduct environmental study for Runway 36 extension
Hammond	Hammond Municipal	General Aviation	12	\$125,364	Acquire airfield sweeper and conduct study to evaluate pavement strength and thickness.
Hammond	Hammond Municipal	General Aviation	13	\$571,567	Rehabilitate transient apron and runway lighting

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Louisiana					
Houma	Houma-Terrebonne	General Aviation	20	\$5,150,000	Rehabilitate runway
Jennings	Jennings	General Aviation	9	\$424,409	Rehabilitate runway
Lafayette	Lafayette Regional	Primary	29	\$1,715,171	Acquire equipment (blast fencing between apron/Taxiway And 4 lane highway); modify terminal building - Phase 2; and improve Runway Safety Area
Lake Charles	Lake Charles Regional	Primary	28	\$1,000,000	Conduct environmental study for extension of Runway 33; update Airport Master Plan Study; and rehabilitate terminal building
Mansfield	De Soto Parish	General Aviation	4	\$545,000	Rehabilitate apron, rehabilitate runway, conduct Airport Master Plan Study
Many	Hart	General Aviation	5	\$48,512	Extend runway - Phase I
Marksville	Marksville Municipal	General Aviation	7	\$95,000	Construct access road; conduct Airport Master Plan Study; and acquire land for development
Metairie	Louis Armstrong New Orleans International	Primary	70	\$2,700,000	Noise mitigation measures for residences within 70 - 74 DNL - Phase IV and acquire land for noise compatibility within 75 DNL -Phase IV
Metairie	Louis Armstrong New Orleans International	Primary	71	\$1,500,000	Update Airport Master Plan Study
Metairie	Louis Armstrong New Orleans International	Primary	72	\$3,570,909	Rehabilitate apron
Metairie	Louis Armstrong New Orleans International	Primary	74	\$10,000,000	Rehabilitate runway - Phase III
Minden	Minden-Webster	General Aviation	6	\$450,374	Rehabilitate runway lighting, including new PAPI's.
Natchitoches	Natchitoches Regional	General Aviation	13	\$1,025,000	Rehabilitate taxiways and apron
New Iberia	Acadiana Regional	General Aviation	9	\$150,000	Install perimeter fencing
New Orleans	Lakefront	Reliever	18	\$422,750	Rehabilitate taxiways and improve service road
Oak Grove	Kelly	General Aviation	8	\$84,113	Construct taxiway (engineering only)
Opelousas	St landry Parish-Ahart Field	General Aviation	8	\$179,664	Improve Runway Safety Area
Patterson	Harry P Williams Memorial	General Aviation	9	\$64,600	Strengthen runway
Rayville	John H Hooks Jr Memorial	General Aviation	8	\$351,000	Construct taxiway to provide access to hangar/shade ports
Reserve	St John the Baptist Parish	General Aviation	10	\$150,000	Acquire land for approaches
Shreveport	Shreveport Downtown	Reliever	13	\$548,290	Install new airport guidance signs; and rehabilitate apron - Phase II
Shreveport	Shreveport Regional	Primary	36	\$2,563,935	Noise mitigation measures to provide sound insulation for residences located within the 70 to 74 DNL

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Louisiana					
Shreveport	Shreveport Regional	Primary	37	\$2,562,911	Rehabilitate runway; acquire miscellaneous land within the airport perimeter road for purposes of improved airport security; and security enhancements
Slidell	Slidell	Reliever	13	\$200,000	Extend runway (includes environmental study as project formulation and preliminary engineering for runway extension)
Sulphur	Southland Field	General Aviation	8	\$150,000	Acquire land for approaches
Thibodaux	Thibodaux Municipal	General Aviation	1	\$514,800	Rehabilitate runway and apron
Vidalia	Concordia Parish	General Aviation	4	\$56,160	Update Airport Master Plan Study (conduct Airport Action Plan with Airport Layout Plan update)
Vivian	Vivian	General Aviation	2	\$312,693	Acquire existing airport; Phase II of III for acquisition of existing NIPIS public use airport.
Winnfield	David G Joyce	General Aviation	4	\$147,361	Rehabilitate runway lighting
Subtotal FY 2004 Funds				\$62,323,283	

Maine

Auburn	Auburn/Lewiston Municipal	Reliever	11	\$514,900	Improve Runway Safety Area
Auburn	Auburn/Lewiston Municipal	Reliever	12	\$418,000	Acquire land for approaches
Augusta	State of Maine	System Plan	3	\$125,000	Update State System Plan Study
Augusta	Various Locations in Maine	System Plan	4	\$1,098,893	Acquire snow removal equipment and acquire SRE at various locations
Bangor	Bangor International	Primary	37	\$401,301	Construct deicing containment facility
Bangor	Bangor International	Primary	38	\$529,146	Install miscellaneous NAVAIDS and Security enhancements - access control system
Bangor	Bangor International	Primary	39	\$1,095,561	Construct Runway Safety Area and modify service road
Bar Harbor	Hancock County-Bar Harbor	Primary	19	\$932,307	Expand apron and rehabilitate apron
Belfast	Belfast Municipal	General Aviation	4	\$142,500	Acquire easement for approaches
Belfast	Belfast Municipal	General Aviation	5	\$2,889,458	Rehabilitate runway
Eastport	Eastport Municipal	General Aviation	6	\$528,760	Rehabilitate taxiway
Frenchville	Northern Aroostook Regional	General Aviation	7	\$209,000	Remove obstructions
Fryeburg	Eastern Slopes Regional	General Aviation	9	\$299,250	Construct snow removal equipment building
Greenville	Greenville Municipal	General Aviation	8	\$188,100	Construct snow removal equipment building
Houlton	Houlton International	General Aviation	9	\$199,500	Rehabilitate apron
Jackman	Newton Field	General Aviation	8	\$1,495,670	Rehabilitate runway
Norridgewock	Central Maine Airport of Norridgewock	General Aviation	8	\$672,600	Rehabilitate Taxiway And expand apron
Oxford	Oxford County Regional	General Aviation	4	\$107,350	Rehabilitate runway

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Maine					
Portland	Portland International Jetport	Primary	56	\$15,282,944	Rehabilitate runway
Presque Isle	Northern Maine Regional Airport at Presque Isle	Primary	23	\$42,560	Rehabilitate runway and taxiway
Rockland	Knox County Regional	Primary	16	\$133,000	Conduct Airport Master Plan Study
Sanford	Sanford Regional	Reliever	17	\$143,265	Acquire snow removal equipment
Subtotal FY 2004 Funds				\$27,449,065	
Marshall Islands					
Enenlip Island	Marshall Islands International	General Aviation	3	\$1,500,000	Acquire aircraft rescue & fire fighting vehicle
Subtotal FY 2004 Funds				\$1,500,000	
Maryland					
Cambridge	Cambridge-Dorchester	General Aviation	18	\$111,150	Extend runway; acquire land (Phase 1)
Cambridge	Cambridge-Dorchester	General Aviation	19	\$354,540	Extend runway (environmental Permitting)
College Park	College Park	General Aviation	6	\$100,000	Update Airport Master Plan Study and conduct environ. study
Cumberland	Greater Cumberland Regional	General Aviation	13	\$93,100	Rehabilitate terminal building, construct snow removal equipment building (design), Phase I
Denton	New	System Plan	2	\$501,254	Conduct environmental study
Easton	Easton/Newnam Field	General Aviation	25	\$388,476	Update Airport Master Plan Study
Frederick	Frederick Municipal	Reliever	21	\$405,080	Conduct Airport Master Plan Study
Frederick	Frederick Municipal	Reliever	22	\$284,208	Remove obstructions and acquire land
Frederick	Frederick Municipal	Reliever	23	\$86,070	Install perimeter fencing
Gaithersburg	Montgomery County Airpark	Reliever	11	\$373,707	Conduct environmental study
Gaithersburg	Montgomery County Airpark	Reliever	12	\$2,089,577	Acquire land for approaches
Glen Burnie	Baltimore-Washington International	Primary	71	\$7,747,632	Construct apron -Phase 5 (Pier A airfield ramp and associated taxiway improvements)
Glen Burnie	Baltimore-Washington International	Primary	72	\$1,729,096	Acquire snow removal equipment
Hagerstown	Hagerstown Reg. - Richard A Henson Field	Primary	31	\$8,000,000	Construct Runway Safety Area - Phase 4
Hagerstown	Hagerstown Reg. - Richard A Henson Field	Primary	32	\$979,053	Improve terminal building - Phase 3
Oakland	Garrett County	General Aviation	8	\$935,491	Extend runway -Phase III (land acquisition)
Odenton	Tipton	Reliever	9	\$705,850	Install airfield guidance signs
Odenton	Tipton	Reliever	10	\$915,230	Rehabilitate apron - Phase 2
Odenton	Tipton	Reliever	11	\$28,040	Update Airport Master Plan Study (ALP update)

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Maryland					
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	25	\$1,222,909	Acquire land for approaches - Phase I & II
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	26	\$465,445	Rehabilitate runway - Phase 2 (design)
Stevensville	Bay Bridge	General Aviation	14	\$64,125	Construct taxiway - Phase 2 (appraisals - acquire land)
Stevensville	Bay Bridge	General Aviation	15	\$311,600	Construct taxiway - Phase 3 (obtain environmental permits)
Westminster	Carroll Cty Regional/ Jack B Poage Field	Reliever	20	\$429,875	Update Airport Master Plan Study
Westminster	Carroll Cty Regional/ Jack B Poage Field	Reliever	21	\$1,142,375	Acquire land for development - Phase 1
Subtotal FY 2004 Funds				\$29,463,883	
Massachusetts					
Bedford	Laurence G Hanscom Field	Primary	22	\$1,187,471	Rehabilitate apron
Beverly	Beverly Municipal	Reliever	21	\$577,600	Install perimeter fencing and rehabilitate runway
Boston	Commonwealth of Massachusetts	System Plan	2	\$1,112,023	Conduct Metropolitan System Plan study (New England Regional system study)
Boston	General Edward Lawrence Logan International	Primary	84	\$8,052,351	Rehabilitate runway; improve service road; and overlay perimeter road
Boston	General Edward Lawrence Logan International	Primary	85	\$12,000,000	Noise mitigation measures
Fitchburg	Fitchburg Municipal	General Aviation	15	\$563,350	Expand snow removal equipment building
Fitchburg	Fitchburg Municipal	General Aviation	16	\$188,575	Conduct environmental study
Hyannis	Barnstable Municipal- Boardman/Polando Field	Primary	37	\$1,663,450	Improve Runway Safety Area
Hyannis	Barnstable Municipal- Boardman/Polando Field	Primary	38	\$194,736	Acquire snow removal equipment for EMAS
Hyannis	Barnstable Municipal- Boardman/Polando Field	Primary	39	\$888,174	Improve Runway Safety Area
Mansfield	Mansfield Municipal	General Aviation	14	\$521,881	Improve Runway Safety Area and construct taxiway
Marshfield	Marshfield Municipal - George Harlow Field	General Aviation	10	\$239,400	Update Airport Master Plan Study; runway extension and RSA study
Montague	Turners Falls	General Aviation	9	\$184,300	Rehabilitate runway
Nantucket	Nantucket Memorial	Primary	39	\$5,037,850	Improve Runway Safety Area and rehabilitate runway
New Bedford	New Bedford Regional	Primary	28	\$1,006,073	Rehabilitate runway lighting - electrical vault
New Bedford	New Bedford Regional	Primary	29	\$90,436	Acquire land for approaches
Norwood	Norwood Memorial	Reliever	24	\$557,650	Rehabilitate apron and remove obstructions
Pittsfield	Pittsfield Municipal	General Aviation	17	\$419,900	Rehabilitate taxiway
Pittsfield	Pittsfield Municipal	General Aviation	18	\$137,750	Conduct environmental study

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Massachusetts					
Plymouth	Plymouth Municipal	General Aviation	29	\$282,790	Acquire snow removal equipment
Plymouth	Plymouth Municipal	General Aviation	30	\$654,930	Rehabilitate taxiway
Provincetown	Provincetown Municipal	Primary	19	\$370,310	Update Airport Master Plan Study
Southbridge	Southbridge Municipal	General Aviation	13	\$134,900	Install PAPI and REILS
Springfield/Chicopee	Westover ARB/Metropolitan	General Aviation	8	\$144,837	Update Airport Master Plan Study
Springfield/Chicopee	Westover ARB/Metropolitan	General Aviation	9	\$309,171	Rehabilitate apron and taxiway
Springfield/Chicopee	Westover ARB/Metropolitan	General Aviation	10	\$293,789	Security enhancements
Taunton	Taunton Municipal	General Aviation	13	\$276,450	Acquire snow removal equipment
Westfield	Barnes Municipal	General Aviation	20	\$194,750	Conduct environmental study
Westfield	Barnes Municipal	General Aviation	21	\$361,000	Acquire snow removal equipment
Worcester	Worcester Regional	Primary	32	\$311,600	Rehabilitate runway lighting; High Intensity runway Lights (HIRLS), rehabilitate Airport beacons
Subtotal FY 2004 Funds				\$37,957,497	
Michigan					
Alpena	Alpena County Regional	Primary	9	\$881,600	Expand snow removal equipment building; acquire snow removal equipment (design only); install apron lighting, rehabilitate parking lot (lighting only); rehabilitate access road (lighting only), improve Airport drainage (design only)
Charlevoix	Charlevoix Municipal	Primary	3	\$522,500	Construct snow removal equipment building - Phase 1 (design only); rehabilitate taxiway (design only); construct taxiway; expand apron (design only); install weather reporting equipment; conduct miscellaneous study; and rehabilitate runway
Charlevoix	Charlevoix Municipal	Primary	4	\$460,748	Rehabilitate Taxiway And expand apron
Detroit	Detroit Metropolitan Wayne County	Primary	65	\$18,195,433	Environmental mitigation and construct apron and runway
Detroit	Detroit Metropolitan Wayne County	Primary	66	\$8,222,656	Noise mitigation measures for residences within 65 - 69 DNL
Detroit	Detroit Metropolitan Wayne County	Primary	67	\$813,844	Conduct noise compatibility plan study
Detroit	Detroit Metropolitan Wayne County	Primary	68	\$1,000,000	Improve Runway Safety Area
Detroit	Detroit Metropolitan Wayne County	Primary	69	\$1,148,301	Install taxiway lighting
Detroit	Detroit Metropolitan Wayne County	Primary	70	\$1,312,500	Update Airport Master Plan Study
Detroit	Willow Run	Reliever	23	\$4,642,722	Improve Runway Safety Area; improve airport drainage; pavement removal of abandoned runway; install runway incursion caution bars; and install taxiway lighting
Escanaba	Delta County	Commercial Service	25	\$356,250	Acquire snow removal equipment

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Michigan					
Flint	Bishop International	Primary	36	\$760,000	Security enhancements
Flint	Bishop International	Primary	37	\$2,738,938	Expand snow removal equipment building; update Airport Master Plan Study; improve terminal building; conduct noise compatibility plan study; and acquire land for development
Grand Rapids	Gerald R. ford International	Primary	34	\$1,243,300	Update Airport Master Plan Study
Grand Rapids	Gerald R. ford International	Primary	35	\$2,894,757	Rehabilitate taxiway
Gwinn	Sawyer International	Primary	15	\$1,320,000	Rehabilitate building
Gwinn	Sawyer International	Primary	16	\$1,950,000	Construct aircraft rescue & fire fighting building - Phase II; construct snow removal equipment building - Phase II; and improve Runway Safety Area
Hancock	Houghton County Memorial	Primary	22	\$805,600	Conduct environmental study; improve airport drainage; environmental mitigation -Phase I; rehabilitate taxiway (design only); and modify service road (design only)
Kalamazoo	Kalamazoo/Battle Creek International	Primary	29	\$814,150	Construct and improve deicing containment facility; construct taxiway; conduct environ. study; and construct Runway Safety Area - Phase I
Lansing	Capital City	Primary	35	\$2,068,693	Security enhancements
Lansing	Capital City	Primary	36	\$434,892	Conduct environmental study
Lansing	Capital City	Primary	37	\$500,000	Improve Runway Safety Area and construct service road
Lansing	Michigan State Block Grant Program	System Plan	36	\$20,768,866	Nonprimary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	37	\$3,000,000	Nonprimary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	38	\$2,950,000	Nonprimary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	39	\$5,000,000	Nonprimary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	40	\$6,300,000	Nonprimary development projects in state block grant program
Muskegon	Muskegon County	Primary	25	\$2,535,782	Improve Runway Safety Area; install perimeter fencing; and conduct environmental study
Pellston	Pellston Regional Airport of Emmet County	Primary	24	\$3,955,800	Construct terminal building -Phase 3; and acquire snow removal equipment
Sault Ste. Marie	Chippewa County International	Primary	16	\$871,000	Construct service road; rehabilitate apron and runway; update Airport Master Plan Study; rehabilitate taxiway; and install miscellaneous NAVAIDS
Traverse City	Cherry Capital	Primary	27	\$1,766,900	Acquire snow removal equipment; update Airport Master Plan Study; install perimeter fencing; construct aircraft rescue & fire fighting building; and construct snow removal equipment building
Traverse City	Cherry Capital	Primary	28	\$1,962,774	Construct aircraft rescue & fire fighting building
Subtotal FY 2004 Funds				\$102,198,006	

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Minnesota					
Aitkin	Aitkin Municipal-Steve Kurtz Field	General Aviation	4	\$104,500	Install perimeter fencing to reduce deer on airport
Alexandria	Chandler Field	General Aviation	4	\$218,500	Install perimeter fencing and install runway vertical/visual guidance system
Austin	Austin Municipal	General Aviation	6	\$2,210,650	Rehabilitate runway (multi-phased runway extension project)
Bemidji	Bemidji-Beltrami County	Primary	14	\$243,702	Acquire snow removal equipment; rehabilitate runway; improve Runway Safety Area; and install miscellaneous NAVAIDS
Blaine	Anoka County-Blaine Airport (Janes Field)	Reliever	6	\$155,757	Rehabilitate taxiway
Blue Earth	Blue Earth Municipal	General Aviation	3	\$292,600	Rehabilitate access road; construct apron; and modify arrival/departure building
Bluffton	Wadena Municipal	General Aviation	3	\$124,925	Install perimeter fencing to reduce on airport
Brainerd	Brainerd Lakes Regional	Primary	24	\$560,500	Acquire land for development
Brainerd	Brainerd Lakes Regional	Primary	25	\$5,137,118	Construct runway; update Airport Master Plan Study (airport layout plan); and install perimeter fencing
Buffalo	Buffalo Municipal	General Aviation	1	\$291,650	Rehabilitate runway; pavement to be overlaid to extend service life, rehabilitate taxiway; pavement to be overlaid to extend service life, rehabilitate apron; pavement to be overlaid to extend service life
Caledonia	Houston County	General Aviation	1	\$57,000	Conduct Airport Master Plan Study
Cambridge	Cambridge Municipal	General Aviation	3	\$359,268	Rehabilitate apron
Canby	Myers Field	General Aviation	5	\$91,085	Extend runway
Cloquet	Cloquet Carlton County	General Aviation	4	\$404,371	Construct snow removal equipment building
Crookston	Crookston Municipal Kirkwood Field	General Aviation	4	\$211,329	Acquire snow removal equipment; rehabilitate taxiway; and rehabilitate apron
Detroit Lakes	Detroit Lakes-Wething Field	General Aviation	3	\$235,132	Acquire land for development and improve fuel farm
Duluth	Duluth International	Primary	36	\$3,696,070	Rehabilitate runway
Duluth	Duluth International	Primary	37	\$4,884,994	Construct aircraft rescue & fire fighting building; construct service road; install perimeter fencing; acquire snow removal equipment; and rehabilitate terminal building
Ely	Ely Municipal	General Aviation	6	\$121,466	Acquire snow removal equipment; update Airport Master Plan Study (environmental assessment and airport layout plan)
Eveleth	Eveleth-Virginia Municipal	General Aviation	6	\$78,836	Acquire land for approaches and update Airport Master Plan Study

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Minnesota					
Faribault	Faribault Municipal	General Aviation	3	\$314,450	Rehabilitate taxiway; install airfield guidance signs; improve airport drainage; and rehabilitate taxiway
Fergus Falls	Fergus Falls Municipal-Einar Mickelson Field	General Aviation	4	\$38,000	Acquire snow removal equipment
Grand Marais	Grand Marais/Cook County	General Aviation	6	\$133,000	Rehabilitate runway; rehabilitate taxiway; and rehabilitate apron
Grand Rapids	Grand Rapids/Itasca County Airport-Gordon Newstrom Field	Commercial Service	10	\$122,002	Install perimeter fencing to reduce wildlife on airport; rehabilitate runway and taxiway
Hallock	Hallock Municipal	General Aviation	2	\$205,823	Rehabilitate runway, taxiway, and apron
Hawley	Hawley Municipal	General Aviation	1	\$185,250	Rehabilitate runway
Hector	Hector Municipal	General Aviation	1	\$80,449	Acquire snow removal equipment
Hibbing	Chisholm-Hibbing	Commercial Service	20	\$604,602	Acquire snow removal equipment; update Airport Master Plan Study and remove obstructions to protect the approach area for ILS
Hutchinson	Hutchinson Municipal-Butler Field	General Aviation	4	\$233,167	Construct service road to improve access to AWOS, wind cone and rotating beacon; and extend taxiway to improve traffic flow around the T-hangars
International Falls	Falls International	Primary	16	\$1,939,862	Install runway vertical/visual guidance system; rehabilitate apron; acquire snow removal equipment; install emergency generator; rehabilitate runway; and rehabilitate terminal building
Jackson	Jackson Municipal	General Aviation	3	\$93,100	Update Airport Master Plan Study
Lake Elmo	Lake Elmo	Reliever	2	\$195,572	Rehabilitate runway and taxiway
Le Sueur	Le Sueur Municipal	General Aviation	2	\$211,850	Acquire snow removal equipment; construct taxiway; and hangar area expansion
Litchfield	Litchfield Municipal	General Aviation	4	\$150,000	Extend Taxiway And improve airport erosion control
Little Falls	Little Falls/Morrison County-Lindbergh Field	General Aviation	6	\$298,720	Construct apron and install apron lighting
Longville	Longville Municipal	General Aviation	3	\$196,739	Improve access road and construct taxiway
Luverne	Quentin Aanenson Field	General Aviation	2	\$450,000	Rehabilitate apron and taxiway; and acquire land for development
Madison	Madison-Lac qui Parle County	General Aviation	2	\$150,000	Acquire snow removal equipment and construct fuel farm to permit fueling when airport unattended

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Minnesota					
Mankato	Mankato Regional	General Aviation	13	\$294,500	Improve Runway Safety Area
Marshall	Southwest Minnesota Regional Marshall/Ryan Field	General Aviation	5	\$1,777,500	Extend runway; provide adequate length for current aircraft, extend taxiway, update Airport Master Plan Study
Minneapolis	Crystal	Reliever	2	\$192,826	Rehabilitate taxiway
Minneapolis	Flying Cloud	Reliever	6	\$283,626	Install perimeter fencing; access gates.
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	75	\$8,000,000	Construct runway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	76	\$8,000,000	Noise mitigation measures for residences within 65 - 69 DNL
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	77	\$3,531,282	Construct taxiway to facilitate access to the newly constructed deicing pad and rehabilitate apron
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	78	\$4,587,609	Construct service road
Montevideo	Montevideo-Chippewa County	General Aviation	3	\$103,100	Install runway vertical/visual guidance system
New Ulm	New Ulm Municipal	General Aviation	4	\$142,500	Rehabilitate runway
Ortonville	Ortonville Municipal-Martinson Field	General Aviation	2	\$73,292	Update Airport Master Plan Study and rehabilitate runway lighting
Owatonna	Owatonna Degner Regional	General Aviation	8	\$319,092	Construct T-hangars
Park Rapids	Park Rapids Municipal-Konshok Field	General Aviation	6	\$146,999	Remove obstructions and acquire snow removal equipment
Preston	Fillmore County	General Aviation	4	\$140,600	Construct Taxiway And install taxiway lighting
Princeton	Princeton Municipal	General Aviation	4	\$129,200	Acquire snow removal equipment; rehabilitate runway and taxiway
Red Wing	Red Wing Regional	General Aviation	6	\$138,700	Acquire snow removal equipment
Redwood Falls	Redwood Falls Municipal	General Aviation	4	\$247,000	Acquire land for approaches and install runway lighting
Rochester	Rochester International	Primary	20	\$4,953,293	Extend runway, rehabilitate taxiway; Taxiway D to replace Taxiway A4 and A5 as an RSAT request, rehabilitate runway; Runway 2/20 to be main runway while Runway 13/31 is closed for extension
Rush City	Rush City Regional	General Aviation	2	\$1,125,850	Update Airport Master Plan Study; acquire land for approaches; construct taxiway; and install runway vertical/visual guidance system
Springfield	Springfield Municipal	General Aviation	3	\$87,300	Rehabilitate runway, apron, and access road

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Minnesota					
St. Cloud	St. Cloud Regional	Primary	15	\$1,787,900	Acquire snow removal equipment; expand snow removal equipment building; and install perimeter fencing
St. James	St James Municipal	General Aviation	4	\$226,385	Acquire snow removal equipment
St. Paul	St Paul Downtown Holman Field	Reliever	11	\$207,847	Rehabilitate taxiways
St. Paul	State of Minnesota	System Plan	3	\$450,000	Update State System Plan Study
Tracy	Tracy Municipal	General Aviation	3	\$52,155	Update Airport Master Plan Study
Warroad	Warroad International-Swede Carlson Field	General Aviation	5	\$189,165	Expand apron to accommodate two proposed new hangar facilities
Willmar	Willmar Municipal	System Plan	5	\$3,647,867	Construct new airport
Windom	Windom Municipal	General Aviation	3	\$171,950	Acquire land for development; remove obstructions and modify access road
Winona	Winona Municipal-Max Conrad Field	General Aviation	2	\$95,000	Rehabilitate runway
Subtotal FY 2004 Funds				\$66,184,577	

Mississippi

Aberdeen/Amory	Monroe County	General Aviation	9	\$194,167	Install weather reporting equipment; AWOS
Ackerman	Ackerman Choctaw County	General Aviation	2	\$117,896	Rehabilitate runway lighting, install miscellaneous NAVAIDS; install wind Cone, rehabilitate Airport beacons
Batesville	Panola County	General Aviation	5	\$102,600	Remove obstructions
Bay Springs	Thigpen Field	General Aviation	4	\$150,000	Acquire land for approaches and install perimeter fencing
Bay St. Louis	Stennis International	Reliever	17	\$4,030,034	Strengthen taxiway
Belmont	Tishomingo County	General Aviation	5	\$170,240	Acquire land for approaches
Belzoni	Belzoni Municipal	General Aviation	4	\$136,992	Install perimeter fencing; rehabilitate apron; install miscellaneous NAVAIDS; and rehabilitate airport beacon
Booneville/Baldwyn	Booneville/Baldwyn	General Aviation	5	\$350,464	Conduct environmental study, acquire land for approaches
Clarksdale	Fletcher Field	General Aviation	11	\$68,742	Construct Taxiway And apron (design plans and specs)
Cleveland	Cleveland Municipal	General Aviation	11	\$305,874	Expand apron; rehabilitate runway; and construct taxiway
Columbia	Columbia-Marion County	General Aviation	3	\$153,098	Remove obstructions, acquire Easement for approaches
Columbus	Columbus-Lowndes County	General Aviation	7	\$164,350	Rehabilitate taxiway

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Mississippi					
Columbus	Golden Triangle Regional	Primary	34	\$393,983	Construct building (airport traffic control tower)
Columbus	Golden Triangle Regional	Primary	35	\$935,303	Rehabilitate apron; widen Taxiway And rehabilitate runway
Corinth	Roscoe Turner	General Aviation	13	\$157,333	Rehabilitate runway lighting; rehabilitate runway (Runway 18/36 design only); and install perimeter fencing
Crystal Springs	Copiah County	General Aviation	3	\$195,893	Update Airport Master Plan Study and construct taxiway
Drew	Ruleville-Drew	General Aviation	5	\$53,400	Install perimeter fencing
Eupora	Eupora	General Aviation	2	\$224,081	Improve access road
Greenville	Mid Delta Regional	Commercial Service	21	\$1,017,869	Improve terminal building; install guidance signs; rehabilitate runway; install apron lighting; and DBE Plan update
Greenwood	Greenwood-Leflore	General Aviation	9	\$763,646	Install runway vertical/visual guidance system; rehabilitate taxiway; construct taxiway; install perimeter fencing; acquire equipment; acquire easement for development; and modify access road
Grenada	Grenada Municipal	General Aviation	4	\$428,213	Rehabilitate runway
Gulfport	Gulfport-Biloxi International	Primary	45	\$49,400	Security enhancements; conduct wildlife study and update DBE Plan
Gulfport	Gulfport-Biloxi International	Primary	46	\$2,152,687	Expand apron
Gulfport	Gulfport-Biloxi International	Primary	47	\$346,750	Construct service road
Gulfport	Gulfport-Biloxi International	Primary	48	\$6,507,772	Construct apron; expand terminal building; remove obstructions; and environmental mitigation
Hattiesburg	Bobby L Chain Municipal	General Aviation	11	\$181,400	Install perimeter fencing
Holly Springs	Holly Springs-Marshall County	General Aviation	6	\$150,983	Install perimeter fencing
Houston	Houston Municipal	General Aviation	5	\$194,653	Improve access road, rehabilitate taxiway, and rehabilitate apron
Indianola	Indianola Municipal	General Aviation	6	\$150,000	Rehabilitate Taxiway And improve airport drainage
Jackson	Jackson International	Primary	34	\$3,710,354	Rehabilitate terminal building
Jackson	Jackson International	Primary	35	\$1,691,921	Rehabilitate apron
Lexington	C. A. Moore	General Aviation	5	\$188,165	Rehabilitate runway, taxiway, and apron; and improve airport erosion control
Louisville	Louisville Winston County	General Aviation	4	\$122,550	Install perimeter fencing
Lumberton	I H Bass Jr Memorial	General Aviation	3	\$101,840	Rehabilitate runway lighting; install miscellaneous NAVAIDS; and rehabilitate airport beacon
Macon	Macon Municipal	General Aviation	3	\$118,980	Rehabilitate airport beacon and improve Runway Safety Area

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Mississippi					
Madison	Bruce Campbell Field	General Aviation	12	\$217,524	Install weather reporting equipment (AWOS III) and install PAPI
McComb	McComb/Pike County/John E Lewis Field	General Aviation	10	\$1,477,720	Construct parallel taxiway (includes taxiway lighting and guidance signs); improve airport erosion control; and install perimeter fencing
Meridian	Key Field	Primary	19	\$570,000	Rehabilitate apron and remove obstructions
Moselle	Hattiesburg-Laurel Regional	Primary	23	\$1,001,300	Expand apron; construct parking lot; conduct wildlife study; and update DBE Plan
Natchez	Hardy-Anders Field Natchez-Adams County	General Aviation	14	\$306,494	Install perimeter fencing to reduce wildlife
New Albany	New Albany-Union County	General Aviation	6	\$162,579	Construct taxiway
Okolona	Okolona Municipal-Richard Stovall Field	General Aviation	5	\$114,394	Install runway lighting; expand apron; and extend taxiway
Oxford	University-Oxford	General Aviation	16	\$1,029,147	Improve Runway Safety Area and construct taxiway
Oxford	University-Oxford	General Aviation	17	\$1,494,399	Extend runway
Pascagoula	Trent Lott International	General Aviation	18	\$1,772,930	Rehabilitate runway and improve Runway Safety Area
Philadelphia	Philadelphia Municipal	General Aviation	6	\$536,437	Expand apron
Picayune	Picayune Municipal	General Aviation	11	\$154,964	Improve airport drainage and install perimeter fencing
Poplarville	Poplarville-Pearl River County	General Aviation	4	\$203,300	Construct taxiway
Quitman	Clarke County	General Aviation	4	\$187,311	Install perimeter fencing; install PAPI; rehabilitate apron; and install miscellaneous NAVAIDS (install wind cone, segmented circle and rehabilitated beacon)
Raymond	John Bell Williams	General Aviation	9	\$62,884	Conduct environmental study
Richton	Richton-Perry County	General Aviation	4	\$94,050	Improve Runway Safety Area
Ripley	Ripley	General Aviation	3	\$152,918	Install runway and taxiway lighting; install wind cone; and rehabilitate runway
Starkville	George M Bryan	General Aviation	9	\$211,888	Rehabilitate apron
Tunica	Tunica Municipal	General Aviation	6	\$5,000,000	Construct runway, Taxiway And apron; install taxiway lighting; install Instrument Approach Aid; install apron lighting and acquire sweeper
Tupelo	Tupelo Regional	Primary	25	\$1,098,436	Modify access road; acquire land for approaches; rehabilitate taxiway; and rehabilitate terminal building
Tylertown	Paul Pittman Memorial	General Aviation	5	\$158,333	Install perimeter fencing; acquire land for approaches; and rehabilitate access road

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Mississippi					
West Point	McCharen Field	General Aviation	5	\$166,284	Rehabilitate runway lighting and airport beacons; and construct taxiway
Wiggins	Dean Griffin Memorial	General Aviation	5	\$168,020	Expand apron and construct taxiway
Winona	Winona-Montgomery County	General Aviation	3	\$396,661	Extend runway
Subtotal FY 2004 Funds				\$42,519,606	
Missouri					
Columbia	Columbia Regional	Primary	23	\$940,500	Rehabilitate runway and conduct miscellaneous study
Jefferson City	Missouri State Block Grant Program	System Plan	24	\$18,715,502	Nonprimary development projects in state block grant program
Jefferson City	Missouri State Block Grant Program	System Plan	25	\$8,096,617	Nonprimary development projects in state block grant program
Joplin	Joplin Regional	Primary	22	\$388,419	Construct access road
Kansas City	Charles B. Wheeler Downtown	Reliever	14	\$7,650,000	Rehabilitate runway
Kansas City	Kansas City International	Primary	44	\$6,419,446	Security enhancements and rehabilitate apron
Kansas City	Kansas City International	Primary	45	\$6,985,000	Extend taxiway
Scott City	Cape Girardeau Regional	Commercial Service	12	\$3,277,500	Rehabilitate runway and taxiway
Springfield	Springfield-Branson Regional	Primary	27	\$6,781,311	Rehabilitate runway
Springfield	Springfield-Branson Regional	Primary	28	\$3,000,000	Construct terminal building
St. Louis	Lambert-St Louis International	Primary	82	\$22,096,937	Construct runway
St. Louis	Lambert-St Louis International	Primary	83	\$3,700,000	Noise mitigation measures for residences within 65 - 69 DNL
St. Louis	Lambert-St Louis International	Primary	84	\$628,085	Noise mitigation measures for public buildings
St. Louis	Lambert-St Louis International	Primary	85	\$4,171,915	Acquire land for noise compatibility within 75 DNL
St. Louis	Lambert-St Louis International	Primary	86	\$1,355,632	Rehabilitate runway
St. Louis	Lambert-St Louis International	Primary	87	\$5,602,632	Rehabilitate taxiway
St. Louis	Lambert-St Louis International	Primary	89	\$11,271,915	Acquire land for noise compatibility within 70 - 74 DNL; Phase 1
St. Louis	Lambert-St Louis International	Primary	90	\$9,700,000	Construct runway
St. Louis	St Louis Metropolitan Area	System Plan	2	\$568,000	Conduct Metropolitan System Plan study
Subtotal FY 2004 Funds				\$121,349,411	
Montana					
Anaconda	Bowman Field	General Aviation	6	\$178,248	Construct snow removal equipment building
Billings	Billings Logan International	Primary	28	\$2,016,195	Rehabilitate apron; remove obstructions; conduct Pavement Condition Index Survey; expand snow removal equipment building; and rehabilitate service road

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Montana					
Bozeman	Gallatin Field	Primary	28	\$2,158,998	Construct service road; rehabilitate GA apron; and construct GA tie-down
Bozeman	Gallatin Field	Primary	29	\$1,071,472	Acquire aircraft rescue & fire fighting vehicle and construct aircraft rescue & fire fighting building
Broadus	Broadus (New)	System Plan	1	\$1,044,569	Construct new airport - Phase II (earthwork, perimeter fencing, drainage and access road)
Butte	Bert Mooney	Primary	31	\$1,711,926	Rehabilitate apron; security enhancements (fencing required by Part 1542); and construct snow removal equipment building
Butte	Bert Mooney	Primary	32	\$248,427	Update Airport Master Plan Study
Chinook	Edgar G Obie	General Aviation	6	\$673,569	Rehabilitate runway, Taxiway And apron (edge drainage)
Circle	Circle Town County	General Aviation	2	\$86,565	Rehabilitate runway (preliminary design); update Airport Master Plan Study (ALP update and land use controls)
Columbus	Columbus	General Aviation	4	\$59,530	Rehabilitate runway
Cut Bank	Cut Bank Municipal	General Aviation	6	\$191,900	Acquire snow removal equipment; modify snow removal equipment building
Ekalaka	Ekalaka	General Aviation	3	\$1,225,413	Rehabilitate runway, rehabilitate taxiway, rehabilitate apron, improve access road, construct taxiway; Turnaround
Ennis	Ennis - Big Sky	General Aviation	7	\$40,810	Extend runway (acquire land)
Great Falls	Great Falls International	Primary	33	\$5,987,142	Install instrument approach aid; upgrade instrument landing system (correct Runway 3/21 line-of-sight); and construct new airfield lighting equipment building
Hardin	New	System Plan	2	\$94,050	Update Airport Master Plan Study
Havre	Havre City-County	General Aviation	8	\$89,041	Modify terminal building (design only) and update Airport Master Plan Study (update ALP and develop land use controls)
Helena	Helena Regional	Primary	30	\$3,545,470	Modify terminal building
Helena	State of Montana	System Plan	3	\$54,566	Conduct State System Plan Study
Kalispell	Glacier Park International	Primary	29	\$1,597,935	Extend runway and taxiway; expand and rehabilitate apron; rehabilitate runway; install runway lighting; expand service road; and install airfield guidance signs
Laurel	Laurel Municipal	General Aviation	10	\$93,100	Update Airport Master Plan Study
Lewistown	Lewistown Municipal	General Aviation	8	\$218,500	Rehabilitate runway lighting; install runway distance-to-go signs; rehabilitate runway and taxiway; and improve airport drainage
Libby	Libby	General Aviation	5	\$348,893	Construct snow removal equipment building; rehabilitate apron (construct concrete helicopter parking pads); and acquire snow removal equipment
Lincoln	Lincoln	General Aviation	3	\$530,100	Acquire land for development; remove obstructions; and construct runway

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Montana					
Missoula	Missoula International	Primary	36	\$1,925,110	Rehabilitate Taxiway And apron and install taxiway lighting (MITLS)
Missoula	Missoula International	Primary	37	\$1,608,602	Acquire land for approaches
Plains	Plains	General Aviation	3	\$870,000	Acquire land for development
Poplar	New	System Plan	1	\$201,566	Construct new airport
Ronan	Ronan	General Aviation	6	\$151,148	Update Airport Master Plan Study (Revise ALP and Survey runway End Coordinates), construct snow removal equipment building
Roundup	Roundup	General Aviation	4	\$99,994	Construct fuel farm and rehabilitate runway
Shelby	Shelby	General Aviation	6	\$1,447,000	Rehabilitate runway, access road, Taxiway And apron; install airfield guidance signs; and PAPI
Sidney	Sidney-Richland Municipal	Primary	12	\$673,760	Acquire snow removal equipment; rehabilitate apron; rehabilitate runway lighting; install airport beacon, wind cone and segmented circle); and install runway lighting
Superior	Mineral County	General Aviation	5	\$1,588,317	Rehabilitate runway (relocate runway); rehabilitate apron; construct taxiway; install perimeter fencing; construct Taxiway And expand apron
Subtotal FY 2004 Funds				\$31,831,916	
Nebraska					
Albion	Albion Municipal	General Aviation	3	\$92,150	Install weather reporting equipment
Albion	Albion Municipal	General Aviation	4	\$120,000	Construct snow removal equipment building
Atkinson	Stuart-Atkinson Municipal	General Aviation	1	\$47,500	Update Airport Master Plan Study
Aurora	Aurora Municipal - Al Potter Field	General Aviation	4	\$161,500	Construct snow removal equipment building
Beatrice	Beatrice Municipal	General Aviation	8	\$212,345	Rehabilitate apron
Blair	Blair Municipal	General Aviation	5	\$1,468,524	Construct runway - Phase 3
Burwell	Cram Field	General Aviation	2	\$43,700	Update Airport Master Plan Study
Central City	Central City Municipal	General Aviation	1	\$276,698	Acquire miscellaneous land and update Airport Master Plan Study
Chadron	Chadron Municipal	General Aviation	6	\$1,749,900	Rehabilitate runway, runway lighting, and apron
Fremont	Fremont Municipal	General Aviation	7	\$161,500	Rehabilitate apron
Grand Island	Central Nebraska Regional	Commercial Service	24	\$547,479	Acquire aircraft rescue & fire fighting vehicle
Grand Island	Central Nebraska Regional	Commercial Service	25	\$5,222,861	Rehabilitate runway - Phase 4
Greeley	Greeley Municipal	General Aviation	1	\$95,000	Conduct Airport Master Plan Study
Hebron	Hebron Municipal	General Aviation	2	\$86,925	Acquire snow removal equipment

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Nebraska					
Imperial	Imperial Municipal	General Aviation	4	\$394,250	Acquire snow removal equipment and construct snow removal equipment building
Kearney	Kearney Municipal	Commercial Service	13	\$339,017	Rehabilitate runway, rehabilitate taxiway
Kearney	Kearney Municipal	Commercial Service	14	\$93,334	Acquire equipment
Lincoln	Lincoln Municipal	Primary	32	\$1,095,483	Security enhancements; rehabilitate runway; and rehabilitate terminal building
Lincoln	State of Nebraska	System Plan	5	\$127,400	Conduct State System Plan Study
McCook	McCook Municipal	General Aviation	8	\$783,883	Rehabilitate runway and taxiway; and improve Runway Safety Area
Nebraska City	Nebraska City Municipal	General Aviation	7	\$86,925	Acquire snow removal equipment
Nebraska City	Nebraska City Municipal	General Aviation	8	\$167,200	Mark and light obstructions
Norfolk	Karl Stefan Memorial	General Aviation	11	\$166,725	Rehabilitate runway and taxiway
North Platte	North Platte Regional Airport Lee Bird Field	Commercial Service	19	\$189,139	Rehabilitate runway and taxiway lighting
Omaha	Eppley Airfield	Primary	40	\$5,126,348	Extend runway
Omaha	Millard	Reliever	5	\$63,246	Install runway vertical/visual guidance system
Pender	Pender Municipal	General Aviation	2	\$104,148	Improve access road and install miscellaneous NAVAIDS
Plattsmouth	Plattsmouth Municipal	General Aviation	7	\$3,121,462	Extend runway
Rushville	Modisett	General Aviation	2	\$1,048,262	Rehabilitate runway, apron, and taxiway
Sargent	Sargent Municipal	General Aviation	1	\$27,200	Update Airport Master Plan Study
Scottsbluff	Western Nebraska Regional/William B. Heilig Field	Commercial Service	23	\$1,381,936	Construct terminal building
Sidney	Sidney Municipal	General Aviation	2	\$971,785	Construct taxiway
Valentine	Miller Field	General Aviation	3	\$471,200	Install runway lighting and extend runway
Subtotal FY 2004 Funds				\$26,045,025	

Nebraska

Austin	Austin	General Aviation	8	\$98,610	Update ALP; construct access road; and improve access control - Phase I (design only)
Battle Mountain	Battle Mountain	General Aviation	14	\$1,808,305	Rehabilitate taxiway - Phase II (construction)
Beatty	Beatty	General Aviation	5	\$40,000	Install perimeter fencing, including security lighting.
Carson City	State of Nevada	System Plan	3	\$250,000	Conduct State System Plan Study
Elko	Elko Regional	Primary	28	\$2,610,399	Rehabilitate Taxiway And realign parallel taxiway, including marking, lighting, and signage.
Ely	Ely /Yelland Field/	General Aviation	11	\$52,250	Rehabilitate apron - Phase I (design only)

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Nevada					
Gabbs	Gabbs	General Aviation	3	\$55,000	Improve Runway Safety Area - Phase I (design only)
Goldfield	Goldfield	General Aviation	1	\$140,625	Conduct wind analysis and site selection study
Las Vegas	Henderson Executive	Reliever	17	\$4,368,990	Construct apron, including marking, lighting, and signage, and construct associated taxiway.
Las Vegas	McCarran International	Primary	56	\$24,388,668	Rehabilitate runway and taxiway, including marking, lighting, and signage
Las Vegas	North Las Vegas	Primary	21	\$4,025,732	Construct apron, including apron taxi lanes, marking, lighting, signage and drainage.
Lovelock	Derby Field	General Aviation	7	\$150,000	Improve fuel farm
Mesquite	Mesquite	General Aviation	8	\$800,000	Conduct environmental study
Minden	Minden-Tahoe	General Aviation	14	\$1,362,500	Construct access road; install perimeter fencing; and acquire land for approaches
Reno	Reno/Stead	Reliever	21	\$3,201,563	Construct taxiway
Reno	Reno/Tahoe International	Primary	60	\$4,000,000	Noise mitigation measures for residences within 65 - 69 DNL
Reno	Reno/Tahoe International	Primary	61	\$1,875,000	Install noise monitoring system, including acquire miscellaneous land for placement of remote noise monitors
Reno	Reno/Tahoe International	Primary	62	\$2,000,000	Acquire land for noise compatibility within 65 - 69 DNL, including relocation assistance
Reno	Reno/Tahoe International	Primary	63	\$9,996,605	Rehabilitate terminal aprons
Silver Springs	Silver Springs	General Aviation	6	\$219,705	Construct parallel and connecting taxiways.
Subtotal FY 2004 Funds				\$61,443,952	
New Hampshire					
Berlin	Berlin Municipal	General Aviation	13	\$94,923	Update Airport Master Plan Study
Berlin	Berlin Municipal	General Aviation	14	\$94,983	Rehabilitate runway (design only)
Claremont	Claremont Municipal	General Aviation	15	\$191,900	Rehabilitate airport beacon and improve airport drainage
Concord	Concord Municipal	General Aviation	17	\$134,900	Update Airport Master Plan Study
Haverhill	Dean Memorial	General Aviation	1	\$88,065	Conduct Airport Master Plan Study (feasibility of new airport)
Laconia	Laconia Municipal	General Aviation	15	\$1,222,143	Rehabilitate apron, runway, and taxiway

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New Hampshire					
Lebanon	Lebanon Municipal	Commercial Service	28	\$95,000	Rehabilitate runway; and taxiway/apron for pavement maintenance
Manchester	Manchester	Primary	55	\$2,500,000	Noise mitigation measures for residences within 65 - 69 DNL; approx. 25 homes/63 units
Manchester	Manchester	Primary	56	\$6,500,000	Rehabilitate runway, extend runway
Manchester	Manchester	Primary	57	\$771,225	Construct apron; reimbursement
Nashua	Boire Field	Reliever	25	\$200,450	Update Airport Master Plan Study (ALP update); design for parallel runway and taxiway relocation; and conduct environmental study
Portsmouth	Pease International Tradeport	Primary	28	\$96,900	Noise mitigation measures for residences within 65 - 69 DNL (design only)
Portsmouth	Pease International Tradeport	Primary	29	\$5,121,550	Rehabilitate apron - Phase I
Rochester	Skyhaven	General Aviation	18	\$233,591	Acquire snow removal equipment
Whitefield	Mount Washington Regional	General Aviation	12	\$205,200	Extend runway
Subtotal FY 2004 Funds				\$17,550,830	

New Jersey

Atlantic City	Atlantic City International	Primary	54	\$581,435	Acquire aircraft rescue & fire fighting vehicle
Atlantic City	Atlantic City International	Primary	55	\$2,313,587	Install apron lighting and security enhancements
Atlantic City	Atlantic City International	Primary	58	\$7,551,594	Construct taxiway
Atlantic City	Atlantic City International	Primary	59	\$594,724	Environmental mitigation
Caldwell	Essex County	Reliever	16	\$99,275	Conduct Airport Master Plan Study (obstruction study)
Caldwell	Essex County	Reliever	17	\$167,530	Install miscellaneous NAVAIDS
Caldwell	Essex County	Reliever	18	\$83,626	Remove obstructions
Hammonton	Hammonton Municipal	General Aviation	4	\$78,243	Acquire snow removal equipment
Hammonton	Hammonton Municipal	General Aviation	5	\$51,300	Conduct Airport Master Plan Study (obstruction study)
Hammonton	Hammonton Municipal	General Aviation	6	\$331,645	Acquire land for development
Hammonton	Hammonton Municipal	General Aviation	7	\$160,198	Rehabilitate runway and taxiway
Hammonton	Hammonton Municipal	General Aviation	8	\$54,150	Construct apron
Lakewood	Lakewood	General Aviation	1	\$71,791	Acquire snow removal equipment
Lakewood	Lakewood	General Aviation	2	\$40,192	Conduct Airport Master Plan Study (obstruction study)
Lakewood	Lakewood	General Aviation	3	\$43,700	Rehabilitate apron
Lakewood	Lakewood	General Aviation	4	\$48,000	Install perimeter fencing
Lakewood	Lakewood	General Aviation	5	\$113,817	Conduct environmental study
Lincoln Park	Lincoln Park	Reliever	3	\$95,403	Update Airport Master Plan Study

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New Jersey					
Lincoln Park	Lincoln Park	Reliever	4	\$81,320	Construct apron and taxiway
Linden	Linden	Reliever	5	\$134,900	Install perimeter fencing
Linden	Linden	Reliever	7	\$241,200	Construct snow removal equipment building
Manville	Central Jersey Regional	Reliever	3	\$2,139,634	Construct apron - Phase I; construct access road; and construct taxiway
Manville	Central Jersey Regional	Reliever	4	\$146,775	Conduct environmental study
Manville	Central Jersey Regional	Reliever	5	\$82,559	Environmental mitigation
Millville	Millville Municipal	General Aviation	13	\$855,000	Install perimeter fencing
Millville	Millville Municipal	General Aviation	15	\$2,519,581	Rehabilitate runway lighting
Millville	Millville Municipal	General Aviation	16	\$150,000	Construct snow removal equipment building
Morristown	Morristown Municipal	Reliever	22	\$876,040	Install miscellaneous NAVAIDS
Morristown	Morristown Municipal	Reliever	23	\$2,522,301	Construct deicing containment facility and construct taxiway
Morristown	Morristown Municipal	Reliever	25	\$343,762	Rehabilitate runway
Morristown	Morristown Municipal	Reliever	26	\$66,500	Conduct Airport Master Plan Study (RSA study)
Morristown	Morristown Municipal	Reliever	27	\$135,850	Conduct Airport Master Plan Study (obstruction study)
Morristown	Morristown Municipal	Reliever	28	\$353,855	Remove obstructions
Newark	Newark Liberty International	Primary	99	\$1,400,000	Noise mitigation measures for Public buildings (school soundproofing)
Newark	Newark Liberty International	Primary	100	\$1,800,000	Rehabilitate access road - Phase I
Newark	Newark Liberty International	Primary	101	\$5,400,000	Expand terminal building
Newark	Newark Liberty International	Primary	102	\$1,514,700	Rehabilitate access road - Phase I
Ocean City	Ocean City Municipal	General Aviation	6	\$202,579	Improve airport drainage and conduct Airport Master Plan Study (pavement evaluation study)
Robbinsville	Trenton-Robbinsville	Reliever	2	\$118,750	Conduct environmental study
Robbinsville	Trenton-Robbinsville	Reliever	3	\$104,400	Conduct Airport Master Plan Study (stormwater management plan study)
Robbinsville	Trenton-Robbinsville	Reliever	4	\$465,695	Rehabilitate apron
Rocky Hill	Princeton	Reliever	5	\$490,756	Construct snow removal equipment building
Somerville	Somerset	Reliever	3	\$177,650	Expand snow removal equipment building and conduct Airport Master Plan Study (pavement evaluation study)
Somerville	Somerset	Reliever	4	\$172,520	Acquire snow removal equipment
Sussex	Sussex	Reliever	1	\$2,111,033	Rehabilitate taxiway
Sussex	Sussex	Reliever	2	\$79,340	Rehabilitate runway
Sussex	Sussex	Reliever	3	\$227,535	Acquire land for development
Sussex	Sussex	Reliever	4	\$58,947	Remove obstructions
Teterboro	Teterboro	Reliever	21	\$125,000	Noise mitigation measures for Public buildings (school soundproofing)
Teterboro	Teterboro	Reliever	22	\$4,950,000	Rehabilitate taxiway - Phase I

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New Jersey					
Teterboro	Teterboro	Reliever	23	\$150,000	Conduct three dimensional airspace analysis program (3DAAP)
Teterboro	Teterboro	Reliever	24	\$500,000	Improve Runway Safety Area - Phase I
Teterboro	Teterboro	Reliever	25	\$150,000	Construct taxiway
Toms River	Robert J. Miller Air Park	General Aviation	9	\$76,000	Conduct Airport Master Plan Study
Toms River	Robert J. Miller Air Park	General Aviation	10	\$23,000	Acquire snow removal equipment
Toms River	Robert J. Miller Air Park	General Aviation	11	\$192,000	Rehabilitate apron and expand apron
Toms River	Robert J. Miller Air Park	General Aviation	12	\$150,000	Extend taxiway
Trenton	Trenton Mercer	Primary	27	\$1,212,198	Rehabilitate runway
Wildwood	Cape May County	General Aviation	14	\$166,837	Acquire snow removal equipment
Wildwood	Cape May County	General Aviation	15	\$446,215	Install perimeter fencing
Wildwood	Cape May County	General Aviation	16	\$2,162,470	Rehabilitate runway and taxiway lighting
Wildwood	Cape May County	General Aviation	17	\$162,293	Improve airport drainage
Wildwood	Cape May County	General Aviation	18	\$450,000	Construct snow removal equipment building
Woodbine	Woodbine Municipal	General Aviation	8	\$108,023	Acquire snow removal equipment
Woodbine	Woodbine Municipal	General Aviation	10	\$88,272	Conduct Airport Master Plan Study (obstruction study)
Subtotal FY 2004 Funds				\$48,565,700	

New Mexico

Albuquerque	Double Eagle II	Reliever	9	\$3,488,475	Rehabilitate runway and construct taxiway
Albuquerque	Double Eagle II	Reliever	10	\$490,109	Construct Taxiway And expand access road
Angel Fire	Angel Fire	General Aviation	13	\$125,855	Install weather reporting equipment; acquire wind cone and rotating beacon; acquire land for development; and rehabilitate runway
Artesia	Artesia Municipal	General Aviation	6	\$302,000	Rehabilitate runway and Taxiway And install perimeter fencing
Belen	Alexander Municipal	General Aviation	5	\$192,685	Install runway vertical/visual guidance system; install perimeter fencing; and acquire vacuum sweeper
Carlsbad	Cavern City Air terminal	Commercial Service	14	\$84,813	Improve Runway Safety Area
Clayton	Clayton Municipal Airpark	General Aviation	10	\$636,500	Construct taxiway
Clovis	Clovis Municipal	General Aviation	17	\$946,700	Rehabilitate apron and taxiway lighting
Conchas Dam	Conchas State Park	General Aviation	3	\$867,160	Reconstruct and widen Runway 9/27
Deming	Deming Municipal	General Aviation	8	\$820,000	Construct Taxiway And install airport beacon

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New Mexico					
Farmington	Four Corners Regional	Primary	26	\$1,204,638	Construct taxiway; expand snow removal equipment building; install airport beacon; install lighted wind sock; conduct pavement survey; replace computers for vehicle gate and flight information display system; acquire new aircraft rescue & Fire Fighting pagers; and rehabilitate aircraft rescue & fire fighting building
Fort Sumner	Fort Sumner Municipal	General Aviation	4	\$402,200	Install runway vertical/visual guidance system and install perimeter fencing
Gallup	Gallup Municipal	General Aviation	17	\$465,286	Rehabilitate apron and taxiway, and conduct Airport Master Plan Study
Las Vegas	Las Vegas Municipal	General Aviation	8	\$1,180,565	Rehabilitate runway; widen taxiway; install runway vertical/visual guidance system; and install guidance signs
Moriarty	Moriarty	General Aviation	5	\$47,500	Conduct environmental study
Mosquero	Harding County	System Plan	2	\$40,000	Conduct environmental study
Raton	Raton Municipal/Crews Field	General Aviation	10	\$450,000	Extend taxiway
Reserve	Reserve	General Aviation	4	\$343,000	Install replacement beacon; install perimeter fencing for wildlife control; rehabilitate runway lighting; and install runway vertical/visual guidance system
Ruidoso	Sierra Blanca Regional	General Aviation	15	\$245,000	Acquire aircraft rescue & fire fighting safety equipment; install runway vertical/visual guidance system; install apron lighting; and construct taxiway – Phase I
Santa Fe	Santa Fe Municipal	Primary	21	\$1,000,000	Rehabilitate runway; construct taxiway; construct hangar access taxiway; and develop certification manual
Santa Fe	State of New Mexico	System Plan	2	\$110,200	Conduct Airport Master Plan Study (mini master plans) for 4 locations: Hatch, Las Vegas, Los Alamos, and Springer.
Santa Teresa	Dona Ana County at Santa Teresa	General Aviation	14	\$228,000	Conduct environmental study; conduct environmental assessment for widen, strengthen and extend Runway 10/28, conduct miscellaneous study; conduct benefit cost analysis
Taos	Taos Regional	Commercial Service	15	\$539,125	Rehabilitate runway, Taxiway And apron; widen taxiway, acquire lighted closed runway markers and FOD Boss; and construct heliport/helipad
Truth or Consequences	Truth Or Consequences Municipal	General Aviation	8	\$570,950	Construct and extend taxiway
Tucumcari	Tucumcari Municipal	General Aviation	7	\$150,000	Rehabilitate apron and runway
Subtotal FY 2004 Funds				\$14,930,761	

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New York					
Akron	Akron	Reliever	9	\$555,949	Install perimeter fencing and acquire easement for approach and Runway Protection Zones (RPZ)
Akron	Akron	Reliever	10	\$87,686	Acquire snow removal equipment
Albany	Albany International	Primary	76	\$10,345,856	Extend runway and improve Runway Safety Area - Phase II
Albany	Albany International	Primary	77	\$1,672,000	Expand terminal building
Albany	Albany International	Primary	78	\$465,500	Remove obstructions
Albany	Albany International	Primary	79	\$2,491,334	Remove obstructions and acquire land for development
Albany	Genesee/Finger Lake Region	System Plan	2	\$95,000	Conduct State System Plan Study
Albany	State of New York	System Plan	3	\$295,000	Conduct State System Plan Study
Batavia	Genesee County	Reliever	15	\$3,251,185	Extend runway and taxiway, including relocation of navigational aids
Batavia	Genesee County	Reliever	16	\$118,750	Rehabilitate runway and taxiway lighting
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	41	\$240,859	Acquire snow removal equipment
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	42	\$932,412	Rehabilitate aircraft rescue & fire fighting building
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	43	\$23,176	Conduct wildlife hazard management study
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	44	\$167,388	Rehabilitate runway
Brewerton	Syracuse Suburban	System Plan	1	\$334,692	Conduct Airport Master Plan Study and rehabilitate runway
Brockport	Ledgedale Airpark	Reliever	19	\$700,871	Construct apron, including associates stub taxiways and drainage, and acquire land for development
Brockport	Ledgedale Airpark	Reliever	20	\$150,000	Construct snow removal equipment building and acquire land for development
Buffalo	Buffalo Airfield	Reliever	11	\$701,268	Construct apron and access taxi lane
Buffalo	Buffalo Airfield	Reliever	12	\$128,197	Acquire snow removal equipment and acquire land for development
Buffalo	Buffalo Niagara International	Primary	58	\$2,545,355	Expand terminal building
Buffalo	Buffalo Niagara International	Primary	59	\$12,093,514	Rehabilitate runway and taxiway; improve Runway Safety Area and extend taxiway
Canandaigua	Canandaigua	Reliever	14	\$150,000	Acquire snow removal equipment
Canandaigua	Canandaigua	Reliever	15	\$241,593	Acquire land for development; for the runway End 31 runway Protection Zone and Object Free Area (approx. 8 acres +/-), construct taxiway
Canandaigua	Canandaigua	Reliever	16	\$71,250	Conduct environmental study - Phase II
Corning	Corning-Painted Post	General Aviation	4	\$844,075	Acquire easement for approaches; acquire land for development and approaches; and rehabilitate runway
Cortland	Cortland County-Chase Field	General Aviation	11	\$142,500	Update Airport Master Plan Study
Dansville	Dansville Municipal	General Aviation	13	\$83,600	Construct apron and taxiway

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New York					
Dunkirk	Chautauqua County/Dunkirk	General Aviation	30	\$170,576	Rehabilitate runway
Dunkirk	Chautauqua County/Dunkirk	General Aviation	31	\$633,219	Construct apron; rehabilitate taxiway; and install miscellaneous NAVAIDS
Ellenville	Joseph Y Resnick	General Aviation	15	\$204,060	Remove obstructions
Ellenville	Joseph Y Resnick	General Aviation	16	\$119,031	Construct taxiway
Elmira/Corning	Elmira/Corning Regional	Primary	40	\$247,000	Update Airport Master Plan Study
Elmira/Corning	Elmira/Corning Regional	Primary	41	\$925,319	Acquire snow removal equipment; acquire friction measuring equipment; rehabilitate taxiway; acquire equipment; and extend runway
Fishers Island	Elizabeth Field	General Aviation	11	\$477,850	Construct apron and taxiway
Fulton	Oswego County	General Aviation	25	\$42,750	Conduct environmental study
Glens Falls	Floyd Bennett Memorial	General Aviation	29	\$47,500	Conduct wildlife hazard assessment
Glens Falls	Floyd Bennett Memorial	General Aviation	30	\$929,100	Rehabilitate runway and taxiway lighting
Glens Falls	Floyd Bennett Memorial	General Aviation	31	\$166,250	Conduct environmental study
Hamilton	Hamilton Municipal	General Aviation	7	\$31,188	Acquire easement for approaches
Hamilton	Hamilton Municipal	General Aviation	8	\$585,933	Construct access road and taxiway
Hornell	Hornell Municipal	General Aviation	15	\$389,118	Light obstructions; and rehabilitate and expand apron
Hudson	Columbia County	General Aviation	21	\$388,550	Rehabilitate apron
Islip	Long Island MacArthur	Primary	57	\$193,663	Acquire snow removal equipment
Islip	Long Island MacArthur	Primary	58	\$802,317	Expand service road
Islip	Long Island MacArthur	Primary	60	\$686,133	Acquire snow removal equipment
Islip	Long Island MacArthur	Primary	61	\$3,659,621	Security enhancements
Ithaca	Ithaca Tompkins Regional	Primary	42	\$1,096,858	Rehabilitate apron
Jamestown	Chautauqua County/Jamestown	Primary	30	\$2,018,750	Construct taxiway
Jamestown	Chautauqua County/Jamestown	Primary	31	\$2,067,000	Improve Runway Safety Area
Kingston	Kingston-Ulster	Reliever	11	\$150,000	Improve snow removal equipment building
Kingston	Kingston-Ulster	Reliever	12	\$675,333	Construct taxiway
Lake Placid	Lake Placid	General Aviation	19	\$73,150	Rehabilitate and expand apron
Lake Placid	Lake Placid	General Aviation	20	\$93,571	Conduct environmental assessment - obstruction study
Lancaster	Buffalo-Lancaster	Reliever	10	\$623,005	Acquire land for approaches and development

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New York					
Lancaster	Buffalo-Lancaster	Reliever	12	\$91,103	Update Airport Master Plan Study - Phase II
Lancaster	Buffalo-Lancaster	Reliever	13	\$58,898	Construct T-Hanger and acquire land for development
Le Roy	Le Roy	Reliever	12	\$443,812	Construct apron; acquire land for development, and construct building
Malone	Malone-DuFort	General Aviation	15	\$147,250	Install runway lighting and acquire easement for development
Malone	Malone-DuFort	General Aviation	16	\$23,750	Rehabilitate runway (design only)
Massena	Massena International-Richards Field	Commercial Service	28	\$350,000	Construct terminal building - Phase IV
Massena	Massena International-Richards Field	Commercial Service	29	\$2,569,992	Extend runway - Phase I
Massena	Massena International-Richards Field	Commercial Service	30	\$270,000	Security enhancements
Massena	Massena International-Richards Field	Commercial Service	31	\$74,000	Rehabilitate apron (design)
Middletown	Randall	Reliever	19	\$150,000	Install perimeter fencing
Millbrook	Sky Acres	Reliever	14	\$295,325	Construct access road - Phase II
Montgomery	Orange County	General Aviation	30	\$1,748,203	Construct taxiway; rehabilitate Taxiway And apron
Monticello	Sullivan County International	General Aviation	19	\$321,799	Install perimeter fencing - Phase I
Monticello	Sullivan County International	General Aviation	20	\$150,000	Acquire snow removal equipment
New York	John F Kennedy International	Primary	128	\$1,000,000	Noise mitigation measures for public buildings (school soundproofing)
New York	John F Kennedy International	Primary	129	\$2,600,000	Noise mitigation measures for public buildings (school soundproofing)
New York	John F Kennedy International	Primary	130	\$8,625,000	Noise mitigation measures for Public buildings (school soundproofing)
New York	John F Kennedy International	Primary	131	\$1,304,460	Acquire interactive training system
New York	John F Kennedy International	Primary	132	\$8,618,101	Security enhancements
New York	John F Kennedy International	Primary	133	\$1,260,000	Security enhancements
New York	John F Kennedy International	Primary	134	\$960,000	Update Metropolitan System Plan study
New York	John F Kennedy International	Primary	135	\$327,924	Improve Runway Safety Area - Phase I
New York	La Guardia	Primary	104	\$1,600,000	Noise mitigation measures for public buildings (school soundproofing)
New York	La Guardia	Primary	105	\$4,466,000	Rehabilitate runway
New York	La Guardia	Primary	106	\$2,193,212	Rehabilitate taxiway
New York	La Guardia	Primary	107	\$5,590,548	Rehabilitate Taxiway And apron and rehabilitate service road
Newburgh	Stewart International	Primary	41	\$741,063	Acquire snow removal equipment

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New York					
Newburgh	Stewart International	Primary	42	\$234,460	Improve terminal building - Phase I
Niagara Falls	Niagara Falls International	Reliever	23	\$142,500	Conduct Airport Master Plan Study and airfield pavement management study
Niagara Falls	Niagara Falls International	Reliever	24	\$1,007,500	Expand and rehabilitate apron, including associated drainage
North Babylon	Republic	Reliever	28	\$645,481	Install perimeter fencing and runway lighting
Norwich	Lt Warren Eaton	General Aviation	19	\$1,296,750	Extend Taxiway And install taxiway lighting
Ogdensburg	Ogdensburg International	General Aviation	24	\$114,000	Construct apron, access road, and terminal building
Oneonta	Oneonta Municipal	General Aviation	9	\$14,270	Conduct environmental study
Penn Yan	Penn Yan	General Aviation	17	\$453,719	Install perimeter
Penn Yan	Penn Yan	General Aviation	18	\$422,097	Acquire snow removal equipment; acquire land for development for snow removal equipment building; and acquire easement for approaches.
Piseco	Piseco	General Aviation	14	\$47,500	Construct snow removal equipment building (design only)
Plattsburgh	Plattsburgh International	General Aviation	9	\$2,000,000	Construct terminal building - Phase II
Plattsburgh	Plattsburgh International	General Aviation	10	\$1,500,000	Rehabilitate runway - Phase I
Plattsburgh	Plattsburgh International	General Aviation	11	\$500,000	Install perimeter fencing
Plattsburgh	Plattsburgh International	General Aviation	12	\$500,000	Install instrument approach aid, vertical/visual guidance system, and weather reporting equipment
Potsdam	Potsdam Municipal/Damon Field/	General Aviation	14	\$60,800	Construct apron and taxiway
Potsdam	Potsdam Municipal/Damon Field/	General Aviation	15	\$19,000	Install weather reporting equipment
Poughkeepsie	Dutchess County	General Aviation	25	\$150,000	Rehabilitate taxiway lighting and apron; improve airport drainage; and update Airport Master Plan Study
Rochester	Greater Rochester International	Primary	51	\$2,250,000	Improve terminal building - Phase 4
Rochester	Greater Rochester International	Primary	52	\$1,769,119	Rehabilitate taxiway; acquire friction measuring equipment, acquire land for approaches; Phase II.
Rochester	Greater Rochester International	Primary	53	\$513,000	Update Airport Master Plan Study and conduct environmental study
Rome	Griffiss Airpark	General Aviation	3	\$3,385,500	Rehabilitate runway lighting; construct terminal building; install perimeter fencing; and install airport beacons
Saranac Lake	Adirondack Regional	Commercial Service	28	\$925,699	Rehabilitate taxiway
Saranac Lake	Adirondack Regional	Commercial Service	29	\$137,274	Improve airport drainage - Phase I
Saranac Lake	Adirondack Regional	Commercial Service	30	\$1,491,607	Rehabilitate runway
Saranac Lake	Adirondack Regional	Commercial Service	31	\$139,029	Acquire snow removal equipment; rehabilitate airport beacons; and acquire friction measuring equipment

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New York					
Saranac Lake	Adirondack Regional	Commercial Service	32	\$180,652	Construct taxiway
Saratoga Springs	Saratoga County	General Aviation	20	\$219,166	Acquire snow removal equipment
Schenectady	Schenectady County	Reliever	30	\$147,763	Acquire snow removal equipment and conduct Airport Master Plan Study and airport boundary survey
Schenectady	Schenectady County	Reliever	31	\$67,816	Conduct environmental study
Schenectady	Schenectady County	Reliever	32	\$383,800	Rehabilitate taxiway (design only)
Schroon Lake	Schroon Lake	General Aviation	5	\$19,000	Conduct Airport Master Plan Study
Seneca Falls	Finger Lakes Regional	General Aviation	14	\$674,067	Modify access road
Sidney	Sidney Municipal	General Aviation	10	\$47,500	Conduct Airport Master Plan Study
Sidney	Sidney Municipal	General Aviation	11	\$95,000	Remove obstructions and rehabilitate and expand apron
Sodus	Williamson-Sodus	Reliever	16	\$200,000	Install perimeter fencing and construct building
Syracuse	Syracuse Hancock International	Primary	81	\$5,000,000	Noise mitigation measures for public buildings
Syracuse	Syracuse Hancock International	Primary	82	\$3,453,270	Rehabilitate runway - Phase I
Syracuse	Syracuse Hancock International	Primary	83	\$813,200	Construct snow removal equipment building
Syracuse	Syracuse Hancock International	Primary	84	\$738,531	Improve terminal building
Watertown	Watertown International	General Aviation	18	\$1,904,720	Rehabilitate runway and improve Runway Safety Area
Watertown	Watertown International	General Aviation	19	\$68,400	Conduct Airport Master Plan Study
Watertown	Watertown International	General Aviation	20	\$922,694	Rehabilitate apron
Watertown	Watertown International	General Aviation	21	\$81,600	Conduct drainage plan environmental assessment
Wellsville	Wellsville Municipal Airport, Tarantine Field	General Aviation	15	\$426,402	Construct snow removal equipment building - Phase II
Wellsville	Wellsville Municipal Airport, Tarantine Field	General Aviation	16	\$343,960	Construct Runway Safety Area
White Plains	Westchester County	Primary	69	\$277,271	Acquire snow removal equipment
White Plains	Westchester County	Primary	71	\$265,689	Security enhancements
Subtotal FY 2004 Funds				\$138,456,101	

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
North Carolina					
Asheville	Asheville Regional	Primary	29	\$2,764,492	Update Airport Master Plan Study; construct service road; expand building; install perimeter fencing; and expand apron
Charlotte	Charlotte/Douglas International	Primary	51	\$15,359,406	Construct runway; acquire aircraft rescue & fire fighting vehicle; improve airport drainage; extend taxiway; and acquire land for development
Fayetteville	Fayetteville Regional/Grannis Field	Primary	29	\$1,457,676	Remove obstructions and rehabilitate access road
Greensboro	Piedmont Triad International	Primary	42	\$10,687,590	Construct runway; acquire land for development; and extend taxiway
Greensboro	Piedmont Triad International	Primary	43	\$1,220,133	Conduct noise compatibility plan study
Greenville	Pitt-Greenville	Primary	27	\$1,534,970	Expand aircraft rescue & fire fighting building; acquire snow removal equipment; construct taxiway; conduct runway pavement strength analysis; and construct buildin
Hickory	Hickory Regional	General Aviation	19	\$2,404,629	Rehabilitate runway (includes terminal apron) and rehabilitate runway lighting
Jacksonville	Albert J Ellis	Primary	24	\$1,734,242	Install emergency generator; install apron lighting; improve airport drainage; expand apron; construct taxiway; construct access road; rehabilitate terminal building; and construct apron
New Bern	Craven County Regional	Primary	24	\$1,118,625	Remove obstructions; acquire equipment to upgrade air traffic control radio communications; acquire aircraft rescue & fire fighting vehicle; construct service road; and expand aircraft rescue & fire fighting building
Pinehurst/ Southern Pines	Moore County	General Aviation	21	\$4,362,894	Improve Runway Safety Area
Pinehurst/ Southern Pines	Moore County	General Aviation	22	\$200,000	Rehabilitate apron
Raleigh	North Carolina State Block Grant Program	System Plan	28	\$24,712,908	Nonprimary development projects in state block grant program - Roanoke Rapids construct new airport Phase VI; Andrews-Murphy strengthen Runway to 60,000 lbs. includes widen RW to 100 ft and various improvements; Burlington extend Runway 6/24; Statesville Munic. extend Runway; and Harnett County extend runway
Raleigh	North Carolina State Block Grant Program	System Plan	29	\$3,500,000	Nonprimary development projects in state block grant program - Concord Regional, extend Runway 02/20 and associated parallel taxiway; Johnston County, construct RSA Runway 3; and Brunswick County, extend Runway 5/23, land acquisition reimbursement
Raleigh	Raleigh-Durham International	Primary	30	\$7,000,000	Improve Runway Safety Area - Phase 1
Raleigh	Raleigh-Durham International	Primary	31	\$6,729,884	Expand apron and construct taxiway

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
North Carolina					
Wilmington	Wilmington International	Primary	32	\$2,415,556	Rehabilitate apron; construct service road; and extend runway
Wilmington	Wilmington International	Primary	33	\$3,642,000	Improve Runway Safety Area
Subtotal FY 2004 Funds				\$90,845,005	

North Dakota

Beach	Beach	General Aviation	3	\$151,461	Install perimeter fencing and construct hangar
Bismarck	Bismarck Municipal	Primary	34	\$1,559,891	Construct terminal building
Bismarck	State of North Dakota	System Plan	2	\$35,055	Conduct State System Plan Study
Bismarck	State of North Dakota	System Plan	3	\$400,000	Conduct State System Plan Study
Bottineau	Bottineau Municipal	General Aviation	5	\$76,701	Rehabilitate runway, apron and taxiway
Bowman	Bowman Municipal	General Aviation	6	\$109,250	Update Airport Master Plan Study and rehabilitate runway
Cando	Cando Municipal	General Aviation	5	\$136,548	Construct access road and rehabilitate runway
Carrington	Carrington Municipal	General Aviation	4	\$45,734	Construct fuel farm
Casselton	Casselton Robert Miller Regional	General Aviation	11	\$324,594	Construct building; hangar, construct taxiway
Cavalier	Cavalier Municipal	General Aviation	4	\$144,276	Rehabilitate runway, apron and taxiway; improve access road; and acquire snow removal equipment
Cooperstown	Cooperstown Municipal	General Aviation	3	\$111,707	Acquire snow removal equipment and rehabilitate apron
Crosby	Crosby Municipal	General Aviation	4	\$167,615	Construct fuel farm; construct building; and rehabilitate runway
Devils Lake	Devils Lake Municipal	Commercial Service	19	\$1,700,000	Construct terminal building; conduct Airport Master Plan Study; construct apron, access road, and parking lot; and install supplemental wind cones
Devils Lake	Devils Lake Municipal	Commercial Service	20	\$200,000	Construct terminal building - Phase 3
Dickinson	Dickinson Municipal	Commercial Service	17	\$242,545	Construct and rehabilitate taxiway
Dunseith	International Peace Garden	General Aviation	2	\$52,236	Install miscellaneous NAVAIDS; remove obstructions; install perimeter fencing; and install airfield guidance signs
Edgeley	Edgeley Municipal	General Aviation	4	\$98,555	Rehabilitate runway, apron, and Taxiway And conduct environmental study
Ellendale	Ellendale Municipal	General Aviation	2	\$38,447	Rehabilitate runway and acquire snow removal equipment
Fargo	Hector International	Primary	29	\$11,038,492	Rehabilitate runway
Fort Yates	Standing Rock	General Aviation	2	\$245,992	Rehabilitate runway
Garrison	Garrison Municipal	General Aviation	4	\$52,814	Rehabilitate runway and construct fuel farm

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
North Carolina					
Glen Ullin	Glen Ullin Regional	General Aviation	4	\$216,290	Construct hangar; acquire snow removal equipment; and rehabilitate runway
Grafton	Grafton Municipal	General Aviation	3	\$44,400	Rehabilitate runway and construct fuel farm
Grand forks	Grand forks International	Primary	28	\$999,830	Rehabilitate apron; acquire aircraft rescue & fire fighting vehicle; rehabilitate runway; and environmental mitigation
Hazen	Mercer County Regional	General Aviation	4	\$84,444	Rehabilitate runway, apron, and taxiway; acquire snow removal equipment; and construct snow removal equipment building
Hettinger	Hettinger Municipal	General Aviation	6	\$169,869	Acquire snow removal equipment and construct fuel farm
Hillsboro	Hillsboro Municipal	General Aviation	7	\$185,762	Rehabilitate runway; construct hangar; install miscellaneous NAVAIDS; and improve snow removal equipment building
Jamestown	Jamestown Regional	General Aviation	23	\$745,234	Rehabilitate runway, apron, and Taxiway And conduct miscellaneous study
Kenmare	Kenmare Municipal	General Aviation	4	\$79,662	Construct fuel farm
Kindred	Hamry Field	General Aviation	5	\$150,000	Acquire snow removal equipment; construct snow removal equipment building; construct apron and taxiway
LaMoure	LaMoure Rott Municipal	General Aviation	2	\$79,000	Conduct Airport Master Plan Study and rehabilitate runway
Lakota	Lakota Municipal	General Aviation	4	\$97,422	Acquire snow removal equipment
Langdon	Robertson Field	General Aviation	3	\$97,580	Acquire snow removal equipment
Lisbon	Lisbon Municipal	General Aviation	1	\$185,925	Construct apron and taxiway
Mandan	Mandan Municipal	General Aviation	8	\$96,775	Conduct Airport Master Plan Study; install airport beacon; and rehabilitate apron
Minot	Minot International	Primary	32	\$444,600	Acquire snow removal equipment
Mohall	Mohall Municipal	General Aviation	2	\$62,277	Rehabilitate runway; crack fill, grading, plans and specifications for overlay, update Airport Master Plan Study
Mott	Mott Municipal	General Aviation	3	\$69,591	Rehabilitate runway, apron and taxiway; conduct environmental study; and construct fuel farm
Northwood	Northwood Municipal-Vince Field	General Aviation	5	\$96,667	Conduct Airport Master Plan Study; install runway vertical/visual guidance system; install airport beacon; and install runway lighting
Oakes	Oakes Municipal	General Aviation	5	\$198,002	Rehabilitate runway, apron, and taxiway; install miscellaneous NAVAIDS; rehabilitate runway lighting; and improve access road
Park River	Park River - W C Skjerven Field	General Aviation	2	\$97,859	Rehabilitate runway, apron, and taxiway; construct apron; remove obstructions; and construct building
Parshall	Parshall-Hankins	General Aviation	3	\$143,906	Rehabilitate runway, apron, and taxiway; conduct Airport Master Plan Study; conduct environmental study; acquire land for approaches; install airport beacon; and install runway vertical/visual guidance system

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
North Carolina					
Pembina	Pembina Municipal	General Aviation	3	\$96,250	Acquire snow removal equipment and rehabilitate apron and runway
Rolla	Rolla Municipal	General Aviation	4	\$54,021	Rehabilitate runway, apron, and taxiway
Rugby	Rugby Municipal	General Aviation	5	\$43,198	Rehabilitate airport beacon and runway
Stanley	Stanley Municipal	General Aviation	4	\$62,916	Construct taxiway; rehabilitate runway, apron, and taxiway; and rehabilitate runway lighting
Valley City	Barnes County Municipal	General Aviation	6	\$114,831	Rehabilitate runway; conduct environmental study; and improve fuel farm
Wahpeton	Harry Stern	General Aviation	8	\$151,198	Acquire land for approaches
Washburn	Washburn Municipal	General Aviation	4	\$107,730	Acquire snow removal equipment and construct snow removal equipment building
Williston	Sloulin Field International	Commercial Service	22	\$395,208	Construct terminal building; modify access road; and construct parking lot
Williston	Sloulin Field International	Commercial Service	23	\$200,000	Construct terminal building - Phase 3
Subtotal FY 2004 Funds				\$22,502,360	
Northern Mariana Islands					
Rota Island	Rota International	Primary	18	\$300,000	Rehabilitate terminal building; install miscellaneous NAVAIDS; rehabilitate access road; install apron lighting; and install perimeter fencing
Saipan	Francisco C. Ada/Saipan International	Primary	47	\$3,000,000	Improve terminal building - Phase II
Saipan	Francisco C. Ada/Saipan International	Primary	48	\$1,300,000	Improve terminal building
Saipan	Francisco C. Ada/Saipan International	Primary	49	\$4,000,000	Improve Runway Safety Area - Phase II
Saipan	Francisco C. Ada/Saipan International	Primary	50	\$5,000,000	Rehabilitate runway - Phase III
Saipan	Francisco C. Ada/Saipan International	Primary	51	\$1,965,462	Acquire aircraft rescue & fire fighting vehicle and Supertyphoon Chaba repair work-install apron lighting, install perimeter fencing, and improve airport erosion control
Tinian (Municipality)	Tinian International	Primary	16	\$1,000,000	Improve terminal building and install one passenger loading bridge
Tinian (Municipality)	Tinian International	Primary	17	\$173,263	Install emergency generator; and Supertyphoon Chaba repair work - rehabilitate terminal building, install perimeter fencing, install apron lighting, rehabilitate access road, and install miscellaneous NAVAIDS
Subtotal FY 2004 Funds				\$16,738,725	

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Ohio					
Akron	Akron Fulton International	General Aviation	12	\$70,000	Update Airport Master Plan Study
Akron	Akron-Canton Regional	Primary	36	\$750,000	Improve Runway Safety Area
Akron	Akron-Canton Regional	Primary	37	\$2,500,000	Install perimeter fencing
Akron	Akron-Canton Regional	Primary	38	\$3,069,799	Rehabilitate terminal building – Phase 2
Ashland	Ashland County	General Aviation	5	\$16,293	Acquire land for development to rehabilitate runway (design only)
Ashtabula	Ashtabula County	General Aviation	6	\$760,000	Construct building (T-hangar site work) and strengthen apron
Athens/Albany	Ohio University Snyder Field	General Aviation	9	\$1,417,833	Install perimeter fencing; acquire snow removal equipment; update Airport Master Plan Study; remove obstructions; rehabilitate Taxiway And runway; improve Runway Safety Area (study); and environmental mitigation
Barnesville	Barnesville-Bradfield	General Aviation	4	\$150,000	Improve access road and rehabilitate runway
Bellefontaine	Bellefontaine Regional	General Aviation	6	\$150,000	Update Airport Master Plan Study (acquire land for development)
Bluffton	Bluffton	General Aviation	9	\$396,368	Acquire land for approaches
Bowling Green	Wood County	General Aviation	14	\$141,550	Install weather reporting equipment (AWOS III)
Bryan	Williams County	General Aviation	3	\$298,082	Acquire land for development; remove obstructions; and rehabilitate runway lighting
Bucyrus	Port Bucyrus-Crawford County	General Aviation	2	\$96,421	Rehabilitate apron and taxiway
Cadiz	Harrison County	General Aviation	3	\$150,000	Rehabilitate Taxiway And ramp
Carrollton	Carroll County-Tolson	General Aviation	4	\$94,555	Construct taxiway; improve building; and rehabilitate apron (improve drainage)
Celina	Lakefield	General Aviation	7	\$121,909	Acquire land for approaches; acquire snow removal equipment; and acquire land for development
Chesapeake	Lawrence County Airpark	General Aviation	3	\$249,807	Expand apron; improve airport drainage; update Airport Master Plan Study (ALP); and conduct miscellaneous study (subsurface investigation for apron replacement)
Cincinnati	Cincinnati Municipal Airport Lunken Field	Reliever	17	\$150,000	Conduct noise compatibility Plan study and update Airport Master Plan Study
Cincinnati	Cincinnati Municipal Airport Lunken Field	Reliever	18	\$80,750	Update Airport Master Plan Study - phase 3 (pavement mgmt plan)
Cleveland	Cleveland-Hopkins International	Primary	67	\$10,307,357	Remove obstructions; construct runway; install Instrument Approach Aid; and install runway lighting
Cleveland	Cleveland-Hopkins International	Primary	68	\$1,600,000	Noise mitigation measures for residences within 65 - 69 DNL
Cleveland	Cleveland-Hopkins International	Primary	69	\$1,016,067	Widen taxiway
Cleveland	Cleveland-Hopkins International	Primary	70	\$500,000	Construct Runway Safety Area (design only)

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Ohio					
Cleveland	Cleveland-Hopkins International	Primary	71	\$2,250,000	Construct apron - Phase 1 (design only)
Cleveland	Cuyahoga County	Reliever	14	\$300,000	Conduct Airport Master Plan Study - Phase II
Columbus	Bolton Field	Reliever	12	\$201,945	Rehabilitate apron and update Airport Master Plan stud (pavement maintenance plan)
Columbus	Ohio State University	Reliever	18	\$480,225	Conduct environmental study; rehabilitate taxiway (design only), rehabilitate runway (design only); and rehabilitate apron (design only)
Columbus	Port Columbus International	Primary	50	\$3,700,000	Noise mitigation measures for residences within 65 - 69 DNL, environmental mitigation; install noise Monitoring system (pre-design); and conduct noise compatibility plan study
Columbus	Port Columbus International	Primary	51	\$4,000,000	Extend taxiway, construct taxiway; relocate antenna farm, construct apron (RW 10R hold apron relocation)
Columbus	Port Columbus International	Primary	52	\$6,048,926	Rehabilitate runway; - Phase 2, improve Runway Safety Area; update miscellaneous study - pavement maintenance plan
Columbus	Port Columbus International	Primary	53	\$752,541	Security enhancements
Columbus	Port Columbus International	Primary	54	\$533,400	Construct service road
Columbus	Rickenbacker International	Reliever	27	\$480,521	Conduct noise compatibility plan study
Columbus	Rickenbacker International	Reliever	28	\$852,530	Install perimeter fencing - Phase I
Columbus	Rickenbacker International	Reliever	29	\$3,558,313	Rehabilitate apron
Columbus	State of Ohio	System Plan	2	\$350,000	Update State System Plan Study
Coshocton	Richard Downing	General Aviation	10	\$172,900	Rehabilitate taxiway, conduct Airport Master Plan Study, remove obstructions
Crestline	Galion Municipal	General Aviation	5	\$158,650	Acquire land for approaches and acquire miscellaneous land
Dayton	Dayton-Wright Brothers	Reliever	6	\$300,000	Rehabilitate runway lighting (electrical vault upgrade); rehabilitate taxiway; improve airport drainage; rehabilitate runway and apron; install apron lighting; and install miscellaneous NAVAIDS
Dayton	James M Cox Dayton International	Primary	49	\$500,000	Security enhancements
Dayton	James M Cox Dayton International	Primary	50	\$5,582,306	Rehabilitate access road
Defiance	Defiance Memorial	General Aviation	3	\$150,000	Rehabilitate Taxiway And acquire snow removal equipment
Delaware	Delaware Municipal	General Aviation	12	\$894,000	Construct apron and taxiway
East Liverpool	Columbiana County	General Aviation	6	\$35,235	Rehabilitate apron; install weather reporting equipment; and install miscellaneous NAVAIDS
Findlay	Findlay	General Aviation	14	\$230,000	Rehabilitate runway (design only) and construct taxiway (design only)

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Ohio					
Fostoria	Fostoria Metropolitan	General Aviation	4	\$55,874	Install weather reporting equipment (AWOS); install PAPI and REIL; and acquire snow removal equipment;
Fremont	Sandusky County Regional	General Aviation	13	\$502,793	Construct taxiway - Phase 1, and install taxiway lighting - Phase 1
Gallipolis	Gallia-Meigs Regional	General Aviation	3	\$134,036	Rehabilitate apron - Phase 2
Georgetown	Brown County	General Aviation	4	\$284,298	Acquire land for approaches; remove obstructions; install miscellaneous NAVAIDS (beacon); acquire miscellaneous land; and improve Runway Safety Area
Hamilton	Butler County Regional	Reliever	14	\$958,903	Acquire land for approaches
Hamilton	Butler County Regional	Reliever	15	\$151,820	Construct taxiway - Phase 1
Harrison	Cincinnati West	General Aviation	3	\$154,773	Widen Taxiway And update Airport Master Plan Study
Hillsboro	Highland County	General Aviation	4	\$178,726	Update Airport Master Plan Study; rehabilitate taxiway lighting; install runway vertical/visual guidance system; and install perimeter fencing - Phase II
Jackson	James A Rhodes	General Aviation	3	\$52,866	Acquire land for approaches (appraisals only); install weather reporting equipment (design only); and improve airport drainage
Kelleys Island	Kelleys Island land Field	General Aviation	3	\$84,809	Remove obstructions and acquire easement for approaches
Lancaster	Fairfield County	General Aviation	12	\$90,169	Install perimeter fencing and rehabilitate taxiway
Lebanon	Lebanon-Warren County	General Aviation	4	\$40,850	Update Airport Master Plan Study – Phase 2
Lima	Lima Allen County	General Aviation	7	\$150,000	Extend runway
London	Madison County	General Aviation	8	\$179,025	Rehabilitate apron and acquire land for development
Lorain	Lorain County Regional	Reliever	15	\$3,361,185	Improve Runway Safety Area; install perimeter fencing; acquire miscellaneous land; and acquire snow removal equipment
Mansfield	Mansfield Lahm Regional	General Aviation	19	\$1,872,930	Rehabilitate Taxiway And improve airport drainage
Marion	Marion Municipal	General Aviation	15	\$1,145,172	Acquire land for approaches; install perimeter fencing; rehabilitate taxiway; update Airport Master Plan Study; remove obstructions; and rehabilitate apron
Marysville	Union County	General Aviation	12	\$150,747	Construct taxiway
Medina	Medina Municipal	Reliever	7	\$54,061	Update Airport Master Plan Study and rehabilitate taxiway
Middle Bass	Middle Bass Island	Commercial Service	11	\$236,835	Install perimeter fencing; acquire snow removal equipment; install miscellaneous NAVAIDS; update Airport Master Plan Study (ALP), and conduct miscellaneous study (drainage improvement)
Middlefield	Geauga County	General Aviation	8	\$23,750	Construct taxiway (drainage portion - design only) and improve access road (design only)

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Ohio					
Mount Vernon	Knox County	General Aviation	6	\$174,800	Extend runway (design only)
Napoleon	Henry County	General Aviation	3	\$127,881	Acquire land for development and snow removal equipment
New Lexington	Perry County	General Aviation	3	\$150,000	Acquire land for approaches and development; conduct Airport Master Plan Study; conduct miscellaneous study; install perimeter fencing; and improve Runway Safety Area
New Philadelphia	Harry Clever Field	General Aviation	5	\$173,045	Rehabilitate and widen taxiway
Newark	Newark-Heath	General Aviation	16	\$161,716	Update Airport Master Plan Study; acquire snow removal equipment; rehabilitate apron; and construct taxiway
North Bass Island	North Bass Island	General Aviation	8	\$149,340	Acquire snow removal equipment and remove obstructions
Ottawa	Putnam County	General Aviation	3	\$136,740	Update Airport Master Plan Study and install weather reporting equipment
Oxford	Miami University	General Aviation	2	\$150,000	Extend taxiway - Phase II; install taxiway lighting -Phase II; and conduct Airport Master Plan Study
Portsmouth	Greater Portsmouth Regional	General Aviation	7	\$118,101	Rehabilitate apron, taxiway, and taxiway lighting
Ravenna	Portage County	General Aviation	16	\$153,900	Update Airport Master Plan Study; acquire land for development; rehabilitate apron; and construct building
Sidney	Sidney Municipal	General Aviation	7	\$300,000	Update Airport Master Plan Study; expand apron; and install weather reporting equipment
Springfield	Springfield-Beckley Municipal	General Aviation	13	\$1,091,501	Install runway lighting; install runway vertical/visual guidance system; install taxiway lighting; and install airfield guidance signs
Steubenville	Jefferson County Airpark	General Aviation	11	\$106,000	Remove obstructions
Tiffin	Seneca County	General Aviation	3	\$359,100	Update Airport Master Plan Study and acquire land for approaches
Toledo	Toledo Express	Primary	51	\$550,000	Acquire land for noise compatibility within 65 - 69 DNL
Toledo	Toledo Express	Primary	52	\$975,000	Install perimeter fencing to reduce deer
Toledo	Toledo Express	Primary	53	\$500,000	Security enhancements
Toledo	Toledo Express	Primary	54	\$2,250,000	Remove obstructions and conduct environmental study
Toledo	Toledo Express	Primary	55	\$400,000	Update Airport Master Plan Study
Toledo	Toledo Express	Primary	56	\$3,356,615	Rehabilitate apron; and conduct miscellaneous study (pavement maint. plan)
Urbana	Grimes Field	General Aviation	11	\$387,552	Install perimeter fencing; conduct miscellaneous study; environmental mitigation; and extend runway
Van Wert	Van Wert County	General Aviation	6	\$276,994	Extend taxiway - Phase II
Versailles	Darke County	General Aviation	1	\$95,252	Update Airport Master Plan Study; rehabilitate runway; acquire miscellaneous land; light obstructions; and remove obstructions
Wadsworth	Wadsworth Municipal	General Aviation	7	\$150,000	Update Airport Master Plan Study
Walbridge	Metcalf Field	Reliever	15	\$250,000	Rehabilitate taxiway - Phase 2 (construction)

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Ohio					
Walbridge	Metcalf Field	Reliever	16	\$900,000	Acquire land for development and install perimeter fencing;
Wapakoneta	Neil Armstrong	General Aviation	7	\$150,000	Rehabilitate runway lighting; acquire snow removal equipment; and update Airport Master Plan Study
Washington Court House	Fayette County	General Aviation	2	\$151,550	Construct access road; improve airport drainage; and update Airport Master Plan Study
Waverly	Pike County	General Aviation	2	\$147,000	Install perimeter fencing - Phase II
West Union	Alexander Salamon	General Aviation	3	\$83,000	Remove obstructions; acquire snow removal equipment; acquire land for development; rehabilitate runway (design only); and rehabilitate runway lighting (design only)
Woodsfield	Monroe County	General Aviation	4	\$187,030	Remove obstructions; acquire snow removal equipment; and acquire miscellaneous land
Wooster	Wayne County	General Aviation	12	\$76,000	Conduct Airport Master Plan Study
Wooster	Wayne County	General Aviation	13	\$761,710	Remove obstructions and construct terminal building
Xenia	Greene County-Lewis A. Jackson Regional	General Aviation	9	\$215,000	Extend taxiway; remove obstructions; and acquire land for development
Youngstown/ Warren	Youngstown-Warren Regional	Commercial Service	29	\$1,890,424	Rehabilitate apron
Youngstown/ Warren	Youngstown-Warren Regional	Commercial Service	30	\$323,000	Update Airport Master Plan Study - Phase 1
Subtotal FY 2004 Funds				\$82,910,156	

Oklahoma

Altus	Altus/Quartz Mountain Regional	General Aviation	5	\$685,888	Rehabilitate runway and runway lighting; improve airport drainage; and rehabilitate taxiway lighting
Alva	Alva Regional	General Aviation	4	\$468,637	Acquire land for development
Ardmore	Ardmore Downtown Executive	General Aviation	5	\$150,000	Construct hangar access taxiway
Ardmore	Ardmore Municipal	General Aviation	8	\$262,300	Relocate perimeter access road
Atoka	Atoka Municipal	General Aviation	3	\$199,500	Expand apron
Bartlesville	Bartlesville Municipal	General Aviation	5	\$2,535,687	Improve Runway Safety Area - Phase II
Blackwell	Blackwell-Tonkawa Municipal	General Aviation	5	\$209,000	Acquire land for development (avigation easement)
Buffalo	Buffalo Municipal	General Aviation	3	\$157,437	Rehabilitate runway
Canadian	Arrowhead	General Aviation	2	\$22,800	Update Airport Master Plan Study
Chandler	Chandler Municipal	General Aviation	6	\$47,549	Update Airport Master Plan Study
Chickasha	Chickasha Municipal	General Aviation	4	\$750,000	Improve Runway Safety Are; rehabilitate runway lighting; and install taxiway lighting

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Oklahoma					
Claremore	Claremore Regional	General Aviation	8	\$85,120	Expand apron (design only), install guidance signs, and conduct miscellaneous study (obstruction removal)
Cleveland	Cleveland Municipal	General Aviation	2	\$120,960	Construct apron
Clinton	Clinton Municipal	General Aviation	5	\$130,496	Improve Runway Safety Area
Cushing	Cushing Municipal	General Aviation	6	\$147,250	Rehabilitate access road and reconstruct hangar area access taxiway.
Duncan	Halliburton Field	General Aviation	6	\$115,270	Reconstruct hangar access taxiway
Durant	Eaker Field	General Aviation	4	\$206,482	Conduct miscellaneous study including, 5-yr CIP, preliminary engineering report for apron expansion and parallel Taxiway Construction, ALP update, and geotechnical survey data; improve Runway Safety Area; and install perimeter fence for safety and access control.
Elk City	Elk City Municipal	General Aviation	6	\$150,000	Install perimeter fencing and install replacement NDB
Enid	Enid Woodring Regional	Commercial Service	16	\$2,200,000	Rehabilitate runway and reconstru taxiway
Eufaula	Fountainhead Lodge Airpark	General Aviation	3	\$22,895	Update Airport Master Plan Study (airspace action)
Fairview	Fairview Municipal	General Aviation	4	\$150,000	Rehabilitate Taxiway And access road and install perimeter fencing
Frederick	Frederick Municipal	General Aviation	4	\$130,645	Rehabilitate apron
Grove	Grove Municipal	General Aviation	9	\$150,000	Rehabilitate Taxiway And install perimeter fencing
Guthrie	Guthrie Municipal	General Aviation	6	\$2,450,588	Extend runway
Hinton	Hinton Municipal	General Aviation	4	\$288,156	Rehabilitate runway and acquire easement for approaches
Idabel	McCurtain County Regional	General Aviation	5	\$217,541	Install perimeter fencing and construct access road
Lawton	Lawton-Fort Sill Regional	Primary	20	\$3,435,200	Rehabilitate Taxiway And taxiway lighting
McAlester	McAlester Regional	General Aviation	7	\$150,400	Rehabilitate taxiway lighting
Medford	Medford Municipal	General Aviation	2	\$93,160	Construct apron and taxiway
Miami	Miami Municipal	General Aviation	9	\$150,000	Extend parallel taxiway
Muskogee	Davis Field	General Aviation	5	\$1,192,730	Rehabilitate runway
Norman	University of Oklahoma Westheimer	Reliever	17	\$2,095,000	Rehabilitate portion of terminal apron; and install airfield guidance signs

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Oklahoma					
Okeene	Christman Airfield	General Aviation	2	\$98,972	Construct runway.
Oklahoma City	Clarence E Page Municipal	General Aviation	9	\$450,000	Rehabilitate runway and runway lighting
Oklahoma City	State of Oklahoma	System Plan	4	\$180,000	Conduct State System Plan Study; develop Airport Action Plans at Guthrie (GOK) and Ardmore Municipal (ADM); Airport Pavement Management Program; conduct 5010 inspections
Oklahoma City	Will Rogers World	Primary	48	\$3,441,500	Expand terminal building
Oklahoma City	Will Rogers World	Primary	49	\$1,352,363	Improve service road and construct taxiway
Oklahoma City	Will Rogers World	Primary	50	\$1,485,000	Improve airport drainage
Okmulgee	Okmulgee Regional	General Aviation	10	\$48,450	Improve airport drainage (design only)
Overbrook	Lake Murray State Park	General Aviation	2	\$22,800	Update Airport Master Plan Study (airspace action)
Poteau	Robert S Kerr	General Aviation	6	\$450,000	Expand apron; extend taxiway; and install miscellaneous NAVAIDS
Sallisaw	Sallisaw Municipal	General Aviation	5	\$209,000	Rehabilitate runway and taxiway lighting
Skiatook	Skiatook Municipal	General Aviation	1	\$150,100	Rehabilitate apron
Stroud	Stroud Municipal	General Aviation	2	\$133,950	Install runway vertical/visual guidance system; install taxiway lighting; and install runway lighting
Thomas	Thomas Municipal	General Aviation	3	\$28,500	Rehabilitate runway
Tulsa	Richard Lloyd Jones Jr	Reliever	13	\$300,000	Update Airport Master Plan Study and develop Minimum Standards.
Tulsa	Richard Lloyd Jones Jr	Reliever	14	\$202,500	Improve airport drainage and acquire easement.
Tulsa	Tulsa International	Primary	50	\$6,298,000	Noise mitigation measures for residences within 65 - 69 DNL.
Tulsa	Tulsa International	Primary	51	\$3,110,000	Expand terminal building
Tulsa	Tulsa International	Primary	52	\$1,976,786	Acquire snow removal equipment; construct deicing containment facility; and rehabilitate Taxiway And apron
Vinita	Vinita Municipal	General Aviation	4	\$136,800	Rehabilitate apron
Watonga	Watonga	General Aviation	3	\$150,000	Rehabilitate taxiway
Waynoka	Waynoka Municipal	General Aviation	2	\$68,202	Rehabilitate runway and taxiway
Subtotal FY 2004 Funds				\$39,463,614	

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Oregon					
Ashland	Ashland Municipal-Summer Parker Field	General Aviation	6	\$713,000	Install Taxiway And runway lighting and rehabilitate apron
Astoria	Astoria Regional	General Aviation	12	\$125,465	Update Airport Master Plan Study
Aurora	Aurora State	General Aviation	10	\$1,445,140	Rehabilitate runway
Bend	Bend Municipal	General Aviation	11	\$872,000	Install weather reporting equipment and improve Runway Safety Area
Boardman	Boardman	General Aviation	2	\$1,400,000	Rehabilitate runway
Cave Junction	Illinois Valley	General Aviation	1	\$300,000	Construct taxiway; improve Runway Safety Area; and rehabilitate runway
Creswell	Hobby Field	General Aviation	5	\$45,000	Conduct Airport Master Plan Study
Eugene	Mahlon Sweet Field	Primary	33	\$9,991,542	Construct access road; install perimeter fencing; construct runway; and rehabilitate taxiway
Eugene	Mahlon Sweet Field	Primary	34	\$1,800,000	Construct runway
Florence	Florence Municipal	General Aviation	7	\$1,285,000	Remove obstructions
Klamath Falls	Klamath Falls	Primary	19	\$696,386	Construct access road; update miscellaneous study; and rehabilitate runway
Klamath Falls	Klamath Falls	Primary	20	\$303,614	Environmental mitigation (wetlands)
La Grande	La Grande/Union County	General Aviation	9	\$250,000	Rehabilitate runway
McMinnville	McMinnville Municipal	General Aviation	8	\$300,000	Expand apron
Medford	Rogue Valley International - Medford	Primary	26	\$1,982,640	Construct terminal building and rehabilitate Taxiway And apron
Myrtle Creek	Myrtle Creek Municipal	General Aviation	5	\$379,137	Construct Taxiway And rehabilitate Taxiway And apron
North Bend	North Bend Municipal	Primary	20	\$491,000	Rehabilitate runway and Taxiway And update miscellaneous study
North Bend	North Bend Municipal	Primary	21	\$1,099,453	Rehabilitate terminal building and construct taxiway
Pendleton	Eastern Oregon Regional at Pendleton	Primary	16	\$1,543,890	Rehabilitate runway and taxiway
Portland	Portland International	Primary	49	\$6,378,181	Rehabilitate Taxiway And apron
Portland	Portland-Hillsboro	Reliever	17	\$1,250,226	Install perimeter fencing; expand service road; and rehabilitate taxiway
Redmond	Roberts Field	Primary	23	\$251,750	Update Airport Master Plan Study
Redmond	Roberts Field	Primary	24	\$2,606,420	Construct service road; expand terminal building; rehabilitate apron; and rehabilitate taxiway
Salem	State of Oregon	System Plan	3	\$360,000	Conduct State System Plan Study
Salem	Various Locations in Oregon	System Plan	17	\$152,000	Update Airport Master Plan Study
Salem	Various Locations in Oregon	System Plan	18	\$2,230,346	Construct taxiway; install perimeter fencing; install beacon; install apron lighting; rehabilitate runway; install PAPIs and REILs; rehabilitate apron; install runway lighting; improve access road; install taxiway lighting; construct heliport/helipad; and rehabilitate taxiway
Scappoose	Scappoose Industrial Airpark	General Aviation	13	\$190,000	Install perimeter fencing
Subtotal FY 2004 Funds				\$38,442,190	

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Palau Islands					
Babelthuap Island	Babelthuap/Koror	General Aviation	1	\$1,500,000	Acquire aircraft rescue & fire fighting vehicle
Subtotal FY 2004 Funds				\$1,500,000	
Pennsylvania					
Allentown	Allentown Queen City Municipal	General Aviation	6	\$876,000	Construct Taxiway And rehabilitate apron
Allentown	Lehigh Valley International	Primary	57	\$4,000,000	Noise mitigation measures for residences within 65 - 69 DNL
Allentown	Lehigh Valley International	Primary	58	\$3,660,364	Acquire snow removal equipment; extend taxiway; rehabilitate taxiway; and improve Runway Safety Area
Allentown	Lehigh Valley International	Primary	59	\$2,077,980	Acquire land for development
Allentown	Lehigh Valley International	Primary	60	\$722,000	Remove obstructions - Phase I
Altoona	Altoona-Blair County	Primary	28	\$572,123	Improve Runway Safety Area and expand apron - Phase I (design)
Bradford	Bradford Regional	Commercial Service	27	\$1,874,160	Improve Runway Safety Area (design); rehabilitate terminal building; improve airport drainage (public water and sewer); and conduct Wildlife Hazard Management study
Brookville	Du Bois-Jefferson County	Primary	26	\$719,720	Install perimeter fencing (replacement), construct access road; and parking lots (design); and rehabilitate runway, including taxiways and aprons
Chambersburg	Franklin County Regional	General Aviation	3	\$791,660	Acquire existing Airport
Chambersburg	Franklin County Regional	General Aviation	4	\$191,642	Acquire snow removal equipment and conduct Airport Master Plan Study
Erie	Erie International/Tom Ridge Field	Primary	40	\$300,200	Extend runway (environmental/benefit cost analysis); improve Runway Safety Area (analysis & RSA determination); and rehabilitate apron (terminal apron) I
Harrisburg	Commonwealth of Pennsylvania	System Plan	2	\$255,000	Conduct State System Plan Study
Harrisburg	Harrisburg International	Primary	39	\$3,827,112	Construct terminal building and cargo apron
Harrisburg	Harrisburg International	Primary	40	\$6,680,000	install runway lighting (CAT II), Phase I, construct taxiway; Phase II, construct apron; Phase III
Harrisburg	Pennsylvania State Block Grant Program	System Plan	19	\$6,003,822	Nonprimary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	20	\$5,710,481	Nonprimary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	21	\$3,665,000	Nonprimary development projects in state block grant program

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Pennsylvania					
Johnstown	John Murtha Johnstown-Cambria County	Primary	32	\$1,604,917	Expand terminal building, construct deicing containment facility (design); rehabilitate runway lighting; improve airport drainage, update Airport Master Plan Study and rehabilitate apron
Lancaster	Lancaster	Primary	25	\$5,100,000	Extend runway
Lancaster	Lancaster	Primary	26	\$2,814,709	Extend runway
Latrobe	Arnold Palmer Regional	Primary	27	\$4,505,850	Improve Runway Safety Area and acquire Air Traffic Control Tower equipment
New Cumberland	Capital City	Reliever	13	\$823,788	Improve Runway Safety Area; acquire snow removal equipment; rehabilitate Taxiway And remove obstructions
Philadelphia	Delaware Valley Region	System Plan	4	\$300,000	Update Metropolitan System Plan study (CASP XXII)
Philadelphia	Northeast Philadelphia	Reliever	11	\$1,040,720	Construct taxiways
Philadelphia	Philadelphia International	Primary	66	\$2,250,000	Noise mitigation measures for residences within 65 - 69 DNL
Philadelphia	Philadelphia International	Primary	67	\$6,100,000	Construct runway (Environmental Impact Statement)
Philadelphia	Philadelphia International	Primary	68	\$1,650,000	Rehabilitate apron
Philadelphia	Philadelphia International	Primary	69	\$3,737,118	Improve terminal building - Phase I
Philadelphia	Philadelphia International	Primary	71	\$2,053,936	Rehabilitate apron; conduct Airport Master Plan Study; and remove obstructions
Pittsburgh	Allegheny County	Reliever	10	\$1,114,353	Rehabilitate apron - Phase II
Pittsburgh	Allegheny County	Reliever	11	\$3,016,864	Improve Runway Safety Area (land acquisition)
Pittsburgh	Allegheny County	Reliever	12	\$417,375	Install perimeter fencing - Phase II
Pittsburgh	Pittsburgh International	Primary	79	\$2,829,138	Acquire snow removal equipment; modify terminal building (Flight Information Data system); acquire aircraft rescue & Fire Fighting Safety equipment; and rehabilitate runway lighting
Pittsburgh	Pittsburgh International	Primary	80	\$5,199,999	Rehabilitate taxiways
Pittsburgh	Pittsburgh International	Primary	81	\$3,319,067	Improve Runway Safety Area - Phase II
Pittsburgh	Pittsburgh International	Primary	82	\$1,119,196	Improve terminal building; environmental mitigation; and rehabilitate taxiway
Pittsburgh	Pittsburgh International	Primary	83	\$350,392	Security enhancements
Pittsburgh	Pittsburgh International	Primary	84	\$1,000,000	Rehabilitate taxiway
Reading	Reading Regional/Carl A Spaatz Field	Primary	39	\$1,308,027	Construct taxiway; acquire snow removal equipment; improve Airport drainage (sewer system);rehabilitate runway (marking/sealing); and construct Runway Safety Area

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Pennsylvania					
State College	University Park	Primary	34	\$2,460,000	Construct deicing containment facility
State College	University Park	Primary	35	\$1,903,000	Acquire aircraft rescue & Fire Fighting Safety equipment; extend taxiway - Phase II; construct taxiway - Phase II; and construct access road - Phase II
State College	University Park	Primary	36	\$1,468,473	Construct deicing containment facility - Phase III
West Newton	Rostraver	Reliever	8	\$271,225	Update Airport Master Plan Study
West Newton	Rostraver	Reliever	9	\$365,750	Construct taxiway - Phase II; and improve airport drainage - Phase I (design)
Wilkes-Barre/Scranton	Wilkes-Barre/Scranton International	Primary	37	\$9,938,002	Construct apron - Phase I; and construct terminal building - Phase IV
Williamsport	Williamsport Regional	Primary	28	\$1,919,000	Construct GA apron; construct taxiway; and construct Runway Safety Area
Subtotal FY 2004 Funds				\$111,908,163	
Puerto Rico					
Aguadilla	Rafael Hernandez	Primary	17	\$2,358,086	Rehabilitate terminal building, rehabilitate apron (Cargo), rehabilitate runway (design only)
Ponce	Mercedita	Commercial Service	13	\$1,721,194	Install PAPI and construct taxiway
San Juan	Commonwealth of Puerto Rico	System Plan	1	\$793,013	Conduct State System Plan Study (Airport Master Plan for the closed Roosevelt Road Naval Base)
San Juan	Commonwealth of Puerto Rico	System Plan	2	\$804,129	Conduct State System Plan Study
San Juan	Commonwealth of Puerto Rico	System Plan	3	\$173,859	Conduct State System Plan Study (develop Capital Improvement Program Tracking Programs)
San Juan	Luis Munoz Marin International	Primary	40	\$25,795,281	Rehabilitate runway and construct Runway Safety Area
Subtotal FY 2004 Funds				\$31,645,562	
Rhode Island					
Block Island	Block Island State	Primary	8	\$370,106	Remove and light obstructions
Newport	Newport State	General Aviation	12	\$280,526	Remove obstructions
North Kingstown	Quonset State	Reliever	11	\$199,577	Update Airport Master Plan Study
Providence	Various Locations in Rhode Island	System Plan	5	\$743,755	Install apron lighting and perimeter fencing
Warwick	Theodore Francis Green State	Primary	61	\$537,698	Improve Runway Safety Area and perimeter roadway
Warwick	Theodore Francis Green State	Primary	63	\$733,654	Conduct environmental study
Warwick	Theodore Francis Green State	Primary	66	\$1,704,685	Rehabilitate runway
Warwick	Theodore Francis Green State	Primary	67	\$5,000,000	Acquire land for noise compatibility within 65 - 69 DNL
Warwick	Theodore Francis Green State	Primary	68	\$1,100,000	Construct terminal building

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Rhode Island					
Warwick	Theodore Francis Green State	Primary	69	\$903,000	Conduct environmental study - Phase 2
Warwick	Theodore Francis Green State	Primary	70	\$101,000	Update Airport Master Plan Study (strategic implementation study)
Westerly	Westerly State	Commercial Service	11	\$408,785	Improve Runway Safety Area
Westerly	Westerly State	Commercial Service	12	\$112,395	Rehabilitate runway and taxiway (design only)
Subtotal FY 2004 Funds				\$12,195,181	

South Carolina

Allendale	Allendale County	General Aviation	8	\$489,858	Construct taxiway
Anderson	Anderson Regional	General Aviation	13	\$1,478,605	Extend runway - Phase II (site prep)
Andrews	Robert F Swinnie	General Aviation	3	\$1,574,426	Rehabilitate runway; improve RSA; rehabilitate runway lighting, and PAPIs
Bamberg	Bamberg County	General Aviation	2	\$233,344	Construct taxiway
Barnwell	Barnwell County	General Aviation	3	\$137,188	Rehabilitate taxiway
Bennettsville	Marlboro County Jetport - H.E. Avent Field	General Aviation	5	\$101,175	Rehabilitate apron; rehabilitate runway lighting; and conduct Airport Master Plan Study
Camden	Woodward Field	General Aviation	13	\$169,992	Rehabilitate taxiway
Charleston	Charleston AFB/International	Primary	24	\$8,253,477	Expand GA apron and modify terminal building (rain covered walkways to public parking and replace Public Announcement system)
Cheraw	Cheraw Municipal/Lynch Bellinger Field	General Aviation	5	\$133,095	Install weather reporting equipment (AWOS)
Chester	Chester Municipal	General Aviation	4	\$1,221,611	Rehabilitate runway
Columbia	Columbia Metropolitan	Primary	28	\$4,909,453	Rehabilitate access road; improve terminal building; and rehabilitate taxiway - Phase I
Columbia	Columbia Owens Downtown	Reliever	8	\$350,000	Construct terminal building - Phase II
Columbia	State of South Carolina	System Plan	3	\$118,360	Conduct State System Plan Study; obstruction mapping and digital orthophotography at various SC airports and inspections at 20 airports
Columbia	Various Locations in South Carolina	System Plan	6	\$119,700	Construct aircraft rescue & fire fighting training facility
Conway	Conway-Horry County	General Aviation	12	\$299,500	Install perimeter fencing - Phase I (design & environmental assessment); strengthen apron - Phase III (construction); and improve airport drainage
Greenville	Donaldson Center	General Aviation	13	\$350,000	Acquire equipment; & Upgrade Runway 5 Localizer
Greenville	Greenville Downtown	General Aviation	12	\$446,795	Install perimeter fencing - Phase I
Greenville	Greenville Downtown	General Aviation	13	\$1,380,000	Acquire land for development

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
South Carolina					
Greenwood	Greenwood County	General Aviation	6	\$154,855	Rehabilitate runway and taxiway –Phase I (design)
Greer	Greenville Spartanburg International	Primary	36	\$4,363,933	Acquire two sweepers; security enhancements; acquire aircraft rescue & fire fighting vehicle; acquire snow removal equipment; update Airport Master Plan Study; improve access road; modify terminal building; improve terminal building and install perimeter fencing
Hartsville	Hartsville Regional	General Aviation	7	\$78,746	Remove obstructions
Hilton Head Island	Hilton Head	Primary	25	\$4,267,008	Acquire aircraft rescue & fire fighting vehicle; expand aircraft rescue & fire fighting building; install emergency generator; install perimeter fencing; rehabilitate and widen runway and rehabilitate apron
Kingstree	Williamsburg County	General Aviation	6	\$487,640	Rehabilitate Taxiway And associated apron area
Lancaster	Lancaster County-McWhirter Field	General Aviation	8	\$159,296	Improve Runway Safety Area; displace threshold; and install weather reporting equipment
Laurens	Laurens County	General Aviation	6	\$365,410	Construct taxiway - Phase III
Moncks Corner	Berkeley County	General Aviation	12	\$592,800	Extend runway and remove obstructions
Myrtle Beach	Myrtle Beach International	Primary	32	\$4,635,329	Construct terminal building (Planning and design, Phase II) and (landside site prep, Phase III), rehabilitate taxiway (taxiway J south rehab, Phase III), Security enhancements (security vehicles and fencing), construct apron; construct New terminal apron
North Myrtle Beach	Grand Strand	General Aviation	10	\$95,000	Install PAPIs
Orangeburg	Orangeburg Municipal	General Aviation	14	\$90,000	Expand apron - Phase I (design); and install weather reporting equipment (wind sock)
Pickens	Pickens County	General Aviation	13	\$1,010,800	Rehabilitate runway
Ridgeland	Ridgeland	General Aviation	3	\$100,000	Update Airport Master Plan Study (Phase II site selection study)
Rock Hill	Rock Hill/York County/Bryant Field	Reliever	16	\$435,497	Acquire land for development; expand apron – Phase I (design/construction); and update runway extension study
Saluda	Saluda County	General Aviation	2	\$76,950	Acquire easement for approaches and rehabilitate runway - Phase I (design only)
Seneca	Oconee County Regional	General Aviation	13	\$61,750	Conduct miscellaneous study (Runway Safety Area Alternatives Study)
Spartanburg	Spartanburg Downtown Memorial	General Aviation	11	\$81,100	Install taxiway lighting
St. George	St George	General Aviation	3	\$54,000	Rehabilitate runway and rehabilitate apron (design only)
Summerville	Summerville	General Aviation	9	\$546,000	Construct taxiway to hangars
Union	Union County, Troy Shelton Field	General Aviation	3	\$150,000	Extend runway - Phase III; rehabilitate runway; and install runway lighting
Walterboro	Lowcountry Regional	General Aviation	7	\$67,260	Update Airport Master Plan Study and construct hangar - Phase I (design)
Winnsboro	Fairfield County	General Aviation	8	\$1,149,999	Extend runway
Subtotal FY 2004 Funds				\$40,789,952	

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
South Dakota					
Aberdeen	Aberdeen Regional	Primary	24	\$1,577,000	Extend taxiway; update Airport Master Plan Study; acquire friction measuring equipment; and install runway Vertical/visual guidance system
Bison	Bison Municipal	General Aviation	3	\$64,125	Rehabilitate runway (Phase 1- engineering design)
Bison	Bison Municipal	General Aviation	4	\$40,000	Construct snow removal equipment building
Brookings	Brookings Municipal	General Aviation	16	\$218,500	Update Airport Master Plan Study
Faith	Faith Municipal	General Aviation	4	\$25,000	Construct snow removal equipment building
Gettysburg	Gettysburg Municipal	General Aviation	4	\$2,208,750	Install runway lighting and PAPI; and rehabilitate runway, Taxiway And apron
Gregory	Gregory Municipal	General Aviation	3	\$34,500	Update Airport Master Plan Study
Hot Springs	Hot Springs Municipal	General Aviation	5	\$25,000	Construct snow removal equipment building
Huron	Huron Regional	General Aviation	20	\$565,000	Rehabilitate taxiway
Lemmon	Lemmon Municipal	General Aviation	5	\$25,000	Construct snow removal equipment building
Madison	Madison Municipal	General Aviation	5	\$3,921,765	Rehabilitate runway
Miller	Miller Municipal	General Aviation	3	\$270,750	Install perimeter fencing and rehabilitate runway lighting
Mitchell	Mitchell Municipal	General Aviation	20	\$208,050	Rehabilitate runway and acquire snow removal equipment
Murdo	Murdo Municipal	General Aviation	3	\$142,500	Install runway lighting and airport beacon
Onida	Onida Municipal	General Aviation	4	\$45,448	Construct snow removal equipment building
Pierre	Pierre Regional	Primary	20	\$1,000,000	Rehabilitate runway; install runway lighting; construct service road; and update Airport Master Plan Study
Pierre	Various Locations in South Dakota	System Plan	6	\$451,250	Rehabilitate apron, taxiway, and runway (at various locations)
Pierre	Various Locations in South Dakota	System Plan	7	\$304,000	Acquire snow removal equipment
Platte	Platte Municipal	General Aviation	3	\$25,000	Update Airport Master Plan Study
Rapid City	Rapid City Regional	Primary	30	\$1,805,000	Rehabilitate runway and taxiway
Rapid City	Rapid City Regional	Primary	31	\$3,943,432	Rehabilitate and relocate taxiway
Sioux Falls	Joe Foss Field	Primary	33	\$2,042,500	Rehabilitate taxiway; taxiways A, B, D, and E., expand apron; GA apron expansion is to accommodate helicopter parking.
Sisseton	Sisseton Municipal	General Aviation	5	\$38,000	Install PAPI
Springfield	Springfield Municipal	General Aviation	3	\$42,750	Remove obstruction (hangar) and rehabilitate runway - Phase 1 (design)

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
South Dakota					
Sturgis	Sturgis Municipal	General Aviation	7	\$895,000	Extend runway; expand apron; and construct taxiway
Watertown	Watertown Municipal	Commercial Service	16	\$150,000	Acquire snow removal equipment
Wessington Springs	Wessington Springs	General Aviation	5	\$25,000	Construct snow removal equipment building
Subtotal FY 2004 Funds				\$20,093,320	
Tennessee					
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	37	\$600,000	Acquire aircraft rescue & fire fighting vehicle
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	38	\$1,167,819	Rehabilitate runway; security enhancements; acquire aircraft rescue & Fire Fighting Safety equipment; and install airfield guidance signs
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	39	\$578,165	Acquire land for approaches
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	40	\$180,000	Install runway distance-to-go signs
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	41	\$3,800,000	Construct taxiway
Chattanooga	Lovell Field	Primary	32	\$1,500,000	Rehabilitate runway - Phase I
Chattanooga	Lovell Field	Primary	33	\$2,072,262	Acquire aircraft rescue & Fire Fighting Safety equipment; update Airport Master Plan Study (update ALP); and construct taxiway – Phase I
Maryville	McGhee Tyson	Primary	46	\$56,831	Security enhancements
Maryville	McGhee Tyson	Primary	47	\$2,394,000	Update Airport Master Plan Study
Maryville	McGhee Tyson	Primary	48	\$705,660	Rehabilitate Taxiway And update miscellaneous study (Blast Damage Assessment)
Memphis	Memphis International	Primary	62	\$6,483,000	Rehabilitate runway
Memphis	Memphis International	Primary	63	\$22,120,213	Develop comprehensive DBE program for AIP; acquire interactive training system; acquire snow removal equipment; modify access road; improve terminal building; modify terminal building; rehabilitate runway; and construct and rehabilitate taxiways
Memphis	Memphis International	Primary	64	\$94,000	Acquire aircraft rescue & fire fighting vehicle
Memphis	Memphis International	Primary	65	\$1,327,500	Construct service road
Nashville	Nashville International	Primary	73	\$6,141,531	Rehabilitate Taxiway And runway
Nashville	Tennessee State Block Grant Program	System Plan	20	\$14,509,422	Nonprimary development projects in state block grant program
Nashville	Tennessee State Block Grant Program	System Plan	21	\$1,952,250	Nonprimary development projects in state block grant program (construct hangars)
Subtotal FY 2004 Funds				\$65,682,653	
Texas					
Abilene	Abilene Regional	Primary	28	\$5,012,400	Improve Runway Safety Area; extend taxiway; and rehabilitate apron
Amarillo	Amarillo International	Primary	27	\$2,809,279	Update Airport Master Plan Study; and construct Operation Center - Phase II

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Texas					
Amarillo	Amarillo International	Primary	28	\$199,500	Acquire friction measuring equipment; install airfield guidance signs; and rehabilitate runway lighting
Austin	Austin-Bergstrom International	Primary	31	\$1,496,102	Conduct East runway system perimeter road study; acquire friction measuring equipment; acquire runway sweeper; and upgrade terminal elevators and Escalators
Austin	Austin-Bergstrom International	Primary	32	\$4,100,000	Acquire land for noise compatibility within 65 - 69 DNL
Austin	Texas State Block Grant Program	System Plan	28	\$8,655,000	Nonprimary development projects in state block grant program; construct parallel Taxiway And apron at Sugar land; improve RSA and install PAPI at Addison; projects at Pearland and Houston Southwest
Austin	Texas State Block Grant Program	System Plan	29	\$22,699,659	Nonprimary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	30	\$16,845,382	Nonprimary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	34	\$486,000	Nonprimary development projects in state block grant program
Beaumont/Port Arthur	Southeast Texas Regional	Primary	19	\$1,274,385	Update Airport Master Plan Study; rehabilitate terminal building; conduct drainage study; install perimeter fencing; and rehabilitate runway lighting
Brownsville	Brownsville/South Padre Island International	Primary	25	\$1,500,000	Acquire land for noise compatibility within 65 - 69 DNL
Brownsville	Brownsville/South Padre Island International	Primary	26	\$1,104,356	Expand terminal building; rehabilitate runway; security enhancements; and acquire aircraft rescue & fire fighting vehicle
College Station	Easterwood Field	Primary	21	\$1,043,058	Construct apron
Corpus Christi	Corpus Christi International	Primary	36	\$6,568,378	Acquire aircraft rescue & fire fighting vehicle; rehabilitate runway; and update Airport Master Plan Study
Dallas	Dallas Love Field	Primary	27	\$3,353,333	Rehabilitate runway; improve Runway Safety Area; correct erosion in the vicinity of runway; rehabilitate taxiway lighting; security enhancements; and relocate portion of perimeter fencing.
El Paso	El Paso International	Primary	22	\$11,931,679	Rehabilitate runway lighting and rehabilitate runway and taxiway
Fort Worth	Dallas/Fort Worth International	Primary	73	\$4,892,000	Extend runway
Fort Worth	Dallas/Fort Worth International	Primary	74	\$8,824,714	Rehabilitate runway, rehabilitate taxiway, improve service road; rehabilitate operations service road, rehabilitate apron, rehabilitate aircraft parking aprons, rehabilitate runway lighting; and improve airport drainage
Fort Worth	Fort Worth Alliance	Reliever	23	\$300,000	Conduct noise compatibility plan study
Fort Worth	Fort Worth Alliance	Reliever	24	\$7,099,197	Extend runway and associated infrastructure.
Fort Worth	Fort Worth Alliance	Reliever	25	\$731,181	Rehabilitate taxiway; improve Runway Safety Area; and acquire land for development
Fort Worth	Fort Worth Meacham International	Reliever	13	\$665,000	Acquire land for noise compatibility within 65 - 69 DNL

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Texas					
Harlingen	Valley International	Primary	38	\$2,904,695	Construct taxiway, acquire land for approaches, improve terminal building, Security enhancements, rehabilitate runway lighting, rehabilitate taxiway, acquire aircraft rescue & Fire Fighting Safety equipment
Houston	Ellington Field	Primary	16	\$4,180,906	Rehabilitate runway and taxiway
Houston	George Bush Intercontinental	Primary	50	\$18,400,000	Construct runway
Houston	George Bush Intercontinental	Primary	51	\$14,568,184	Rehabilitate runway - Phase 1
Houston	George Bush Intercontinental	Primary	52	\$5,000,000	Acquire land for noise compatibility within 65 - 69 DNL (acquire land for noise mitigation)
Killeen	Robert Gray AAF	General Aviation	10	\$10,211,248	Construct terminal building; improve Runway Safety Area; and construct taxiway
Laredo	Laredo International	Primary	40	\$6,000,000	Acquire easement for noise compatibility within 65 - 69 DNL and noise mitigation measures for residences within 65 - 69 DNL
Laredo	Laredo International	Primary	41	\$4,276,134	Strengthen apron; rehabilitate taxiway; and improve Runway Safety Area
Laredo	Laredo International	Primary	42	\$5,449,747	Rehabilitate Taxiway And apron
Longview	East Texas Regional	Primary	23	\$2,080,911	Rehabilitate apron and runway lighting
Lubbock	Lubbock International	Primary	27	\$5,481,507	Extend taxiway
McAllen	McAllen Miller International	Primary	32	\$2,174,827	Rehabilitate runway and runway lighting; and acquire blast deflectors for apron
McAllen	McAllen Miller International	Primary	33	\$1,075,285	Rehabilitate taxiway and cargo, tower, and US Customs aprons
Midland	Midland International	Primary	41	\$6,119,972	Rehabilitate apron and taxiway and improve Runway Safety Area
San Angelo	San Angelo Regional/Mathis Field	Primary	22	\$3,525,000	Rehabilitate runway; acquire land for approaches; construct passenger concourse; and install runway lighting
San Antonio	San Antonio International	Primary	47	\$6,066,503	Noise mitigation measures for residences within 65 - 69 DNL
San Antonio	San Antonio International	Primary	48	\$4,564,819	Improve airport drainage; rehabilitate runway lighting; improve Runway Safety Area; and acquire aircraft rescue & fire fighting vehicle
San Antonio	San Antonio International	Primary	49	\$1,285,307	Improve airport drainage
Tyler	Tyler Pounds Regional	Primary	18	\$1,911,500	Rehabilitate taxiway lighting; update Airport Master Plan Study; construct service road; and rehabilitate apron
Victoria	Victoria Regional	Primary	18	\$1,515,250	Rehabilitate taxiway; update Airport Master Plan Study; rehabilitate access road; construct aircraft rescue & fire fighting building; improve airport drainage; and install perimeter fencing
Waco	Waco Regional	Primary	22	\$1,000,000	Improve aircraft rescue & fire fighting building and Runway Safety Area
Wichita Falls	Kickapoo Downtown Airpark	General Aviation	5	\$1,000,000	Rehabilitate runway
Subtotal FY 2004 Funds				\$220,382,398	

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Utah					
Beaver	Beaver Municipal	General Aviation	6	\$299,949	Expand apron
Blanding	Blanding Municipal	General Aviation	10	\$150,000	Rehabilitate apron - Phase II
Brigham City	Brigham City	General Aviation	14	\$1,200,000	Improve Runway Safety Area (wetlands mitigation)
Brigham City	Brigham City	General Aviation	15	\$750,000	Improve Runway Safety Area
Cedar City	Cedar City Regional	Primary	17	\$2,627,477	Construct terminal building (includes associated commercial service apron)
Delta	Delta Municipal	General Aviation	5	\$150,000	Rehabilitate taxiway lighting; install runway vertical/visual guidance system; and install miscellaneous NAVAIDS
Duchesne	Duchesne Municipal	General Aviation	2	\$300,000	Acquire land for approaches
Escalante	Escalante Municipal	General Aviation	3	\$304,015	Improve Runway Safety Area
Green River	Green River Municipal	General Aviation	6	\$150,000	Extend Taxiway And install airfield guidance signs
Heber City	Heber City Municipal - Russ McDonald Field	General Aviation	16	\$368,315	Acquire land for approaches (Parcel 59)
Heber City	Heber City Municipal - Russ McDonald Field	General Aviation	17	\$650,000	Acquire land for approaches and update Airport Master Plan Study
Logan	Logan-Cache	General Aviation	14	\$263,887	Acquire miscellaneous land
Manti	Manti-Ephraim	General Aviation	3	\$150,000	Install runway lighting - Phase II
Milford	Milford Municipal	General Aviation	7	\$150,000	Remove obstructions
Moab	Canyonlands Field	General Aviation	15	\$460,750	Expand apron - Phase II; install guidance signs; and rehabilitate runway
Nephi	Nephi Municipal	General Aviation	6	\$2,170,558	Construct runway; install perimeter fencing; and install runway lighting
Nephi	Nephi Municipal	General Aviation	7	\$553,249	Construct runway - Phase III
Panguitch	Panguitch Municipal	General Aviation	6	\$1,010,429	Rehabilitate runway
Price	Carbon County	General Aviation	11	\$150,000	Install runway lighting
Roosevelt	Roosevelt Municipal	General Aviation	6	\$341,359	Acquire land for approaches
Salt Lake City	Salt Lake City International	Primary	76	\$3,922,002	Rehabilitate taxiway - Phase V
Salt Lake City	Salt Lake City International	Primary	77	\$4,587,360	Construct apron
Salt Lake City	Salt Lake City International	Primary	78	\$3,945,443	Rehabilitate runway
Salt Lake City	Salt Lake City Municipal 2	Reliever	11	\$150,000	Update Airport Master Plan Study
Salt Lake City	State of Utah	System Plan	3	\$125,000	Conduct State System Plan Study
Spanish fork	Spanish fork-Springville	General Aviation	13	\$630,000	Acquire land for approaches
St. George	New	System Plan	5	\$1,250,000	Conduct Airport Master Plan Study
St. George	St George Municipal	Primary	18	\$1,486,472	Rehabilitate runway

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Utah					
Tooele	Bolinder Field-Tooele Valley	General Aviation	15	\$150,000	Construct taxiway
Vernal	Vernal	General Aviation	18	\$364,524	Acquire land for approaches
Subtotal FY 2004 Funds				\$28,810,789	
Vermont					
Barre	Edward F Knapp State	General Aviation	8	\$41,325	Update Airport Master Plan Study
Barre	Edward F Knapp State	General Aviation	10	\$61,750	Acquire land for development
Bennington	William H. Morse State	General Aviation	5	\$211,368	Update Airport Master Plan Study
Burlington	Burlington International	Primary	53	\$1,121,000	Acquire land for development
Burlington	Burlington International	Primary	54	\$848,749	Improve Runway Safety Area
Fair Haven	Fair Haven Municipal	General Aviation	2	\$71,250	Update Airport Master Plan Study
Morrisville	Morrisville-Stowe State	General Aviation	7	\$244,802	Conduct environmental study
Rutland	Rutland State	General Aviation	19	\$319,808	Acquire snow removal equipment
Rutland	Rutland State	General Aviation	20	\$80,750	Update Airport Master Plan Study
Swanton	Franklin County State	General Aviation	3	\$627,190	Construct apron and taxiway
Swanton	Franklin County State	General Aviation	4	\$75,715	Update Airport Master Plan Study
Subtotal FY 2004 Funds				\$3,703,707	
Virgin Islands					
Christiansted	Henry E Rohlsen	Primary	26	\$4,990,135	Rehabilitate Taxiway And apron; extend runway; and security enhancements
Subtotal FY 2004 Funds				\$4,990,135	
Virginia					
Abingdon	Virginia Highlands	General Aviation	21	\$2,327,399	Construct apron - Phase 2
Blacksburg	Virginia Tech/Montgomery Executive	General Aviation	9	\$1,947,500	Install runway vertical/visual guidance system - Phase 2; rehabilitate apron - Phase 2); and install taxiway lighting - Phase 2 (construction)
Charlottesville	Charlottesville-Albemarle	Primary	34	\$2,539,951	Construct access road, rehabilitate apron (design and construction including terminal apron)
Chesapeake	Chesapeake Regional	General Aviation	9	\$148,618	Acquire land for approaches and improve Runway Safety Area (design)
Chesterfield	Chesterfield County	Reliever	16	\$163,365	Construct apron - Phase 1 (design)
Culpeper	Culpeper Regional	General Aviation	15	\$943,350	Construct apron - Phase 4
Danville	Danville Regional	General Aviation	19	\$247,950	Rehabilitate Taxiway And light obstructions

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Virginia					
Dublin	New River Valley	General Aviation	10	\$202,026	Update Airport Master Plan Study (ALP update)
Dulles International Airport	Washington Dulles International	Primary	31	\$14,400,146	Rehabilitate runway
Dulles International Airport	Washington Dulles International	Primary	32	\$570,000	Construct runway - Phase 3
Franklin	Franklin Municipal-John Beverly Rose	General Aviation	8	\$78,850	Construct taxiway (design only)
Grundy	Grundy Municipal	General Aviation	1	\$193,785	Conduct Airport Master Plan Study (replacement airport)
Highland Springs	Richmond International	Primary	46	\$6,442,765	Improve terminal building
Hillsville	Twin County	General Aviation	7	\$148,200	Widen runway (design)
Hot Springs	Ingalls Field	General Aviation	7	\$1,813,174	Rehabilitate apron (construction)
Leesburg	Leesburg Executive	Reliever	27	\$3,153,240	Rehabilitate runway - Phase 2; improve Runway Safety Area - Phase 3; and land acquisition
Leesburg	Leesburg Executive	Reliever	28	\$300,000	Improve Runway Safety Area - Phase 2
Luray	Luray Caverns	General Aviation	6	\$425,125	Construct apron - Phase 2
Manassas	Manassas Regional/Harry P. Davis Field	Reliever	24	\$375,250	Rehabilitate apron - Phase 1 (design)
Marion/Wytheville	Mountain Empire	General Aviation	16	\$1,197,000	Construct apron
Newport News	Newport News/Williamsburg International	Primary	30	\$2,304,541	Construct apron
Newport News	Newport News/Williamsburg International	Primary	31	\$2,175,903	Improve Runway Safety Area
Norfolk	Norfolk International	Primary	48	\$1,821,274	Improve terminal building; conduct Airport Master Plan Study; and acquire land for noise compatibility outside 65 DNL
Norfolk	Norfolk International	Primary	49	\$2,713,170	Rehabilitate taxiway, acquire snow removal equipment, acquire aircraft rescue & fire fighting vehicle
Orange	Orange County	General Aviation	7	\$1,499,185	Construct taxiway - Phase 2 (construction)
Quinton	New Kent County	General Aviation	8	\$856,900	Rehabilitate runway - Phase 2 (construction)
Richlands	Tazewell County	General Aviation	10	\$1,743,852	Rehabilitate runway and apron - Phase 2
Roanoke	Roanoke Regional/Woodrum Field	Primary	34	\$900,000	Noise mitigation measures for residences within 65 - 69 DNL - Phase 5
Roanoke	Roanoke Regional/Woodrum Field	Primary	35	\$10,035,971	Rehabilitate runway, including improvements to RSA - Phase 3
Roanoke	Roanoke Regional/Woodrum Field	Primary	37	\$1,608,156	Rehabilitate apron - Phase 2
South Boston	William M Tuck	General Aviation	11	\$1,339,500	Rehabilitate taxiway
Spencer	Blue Ridge	General Aviation	13	\$877,800	Construct apron - Phase 1

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Virginia					
Stafford	Stafford Regional	Reliever	14	\$142,500	Environmental mitigation
Tappahannock	New	System Plan	7	\$472,840	Construct new airport (design only)
Timberlake	Lynchburg Regional/Preston Glenn Field	Primary	26	\$817,130	Rehabilitate runway - Phase 2 (drainage)
Warrenton	Warrenton-Fauquier	Reliever	10	\$1,491,500	Rehabilitate apron
Weyers Cave	Shenandoah Valley Regional	Commercial Service	24	\$5,561,319	Rehabilitate runway - Phase 2 (construction)
Winchester	Winchester Regional	General Aviation	18	\$150,000	Update Airport Master Plan Study and acquire land for approaches - Phase 1
Subtotal FY 2004 Funds				\$74,129,235	

Washington

Arlington	Arlington Municipal	General Aviation	13	\$201,887	Extend taxiway, construct taxiway
Auburn	Auburn Municipal	Reliever	12	\$369,259	Rehabilitate runway, construct apron
Bellingham	Bellingham International	Primary	33	\$423,851	Improve Airport drainage, rehabilitate taxiway
Blaine	Blaine Municipal	General Aviation	1	\$111,592	Conduct Airport Master Plan Study
Bremerton	Bremerton National	General Aviation	16	\$4,517,020	Construct runway; shift (Phase 2)
Colfax	Whitman County Memorial	General Aviation	2	\$57,000	Conduct Airport Master Plan Study
Deer Park	Deer Park	General Aviation	13	\$82,078	Acquire land for approaches
East Wenatchee	Pangborn Memorial	Primary	24	\$704,900	Acquire land for approaches; extend runway (Phase 1 environmental assessment)
Ephrata	Ephrata Municipal	General Aviation	5	\$2,316,518	Rehabilitate runway lighting, rehabilitate runway; Phase 2, rehabilitate taxiway, install runway Vertical/visual guidance system; PAPIs and REILs
Everett	Snohomish County (Paine Field)	Reliever	38	\$99,750	Remove obstructions
Everett	Snohomish County (Paine Field)	Reliever	39	\$200,000	Rehabilitate runway lighting
Ione	Ione Municipal	General Aviation	2	\$249,000	Install perimeter fencing
Lopez	Lopez Island	General Aviation	7	\$1,028,553	Acquire land for development; install runway lighting; and install PAPI
Moses Lake	Grant County International	Commercial Service	28	\$166,500	Rehabilitate runway
Moses Lake	Grant County International	Commercial Service	29	\$4,493,646	Rehabilitate runway
Olympia	Olympia	General Aviation	13	\$3,150,000	Improve Runway Safety Area - Phase 4
Olympia	State of Washington	System Plan	3	\$422,223	Conduct State System Plan Study
Olympia	Various Locations in Washington	System Plan	3	\$568,740	Update Airport Master Plan Study
Olympia	Various Locations in Washington	System Plan	4	\$312,300	Rehabilitate runway and apron - Phase 1

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Washington					
Othello	Othello Municipal	General Aviation	1	\$47,772	Conduct Airport Master Plan Study
Pasco	Tri-Cities	Primary	27	\$3,235,274	Rehabilitate runway
Port Angeles	William R Fairchild International	Primary	21	\$950,000	Improve Runway Safety Area; rehabilitate runway lighting; and construct taxiway
Prosser	Prosser	General Aviation	8	\$167,979	Rehabilitate runway and taxiway; install runway lighting; install beacon; and install runway vertical/visual guidance system (REILs)
Pullman	Pullman/Moscow Regional	Primary	23	\$900,421	Construct apron; install taxiway lighting; rehabilitate runway; and update Airport Master Plan Study
Richland	Richland	General Aviation	13	\$205,268	Construct taxiway
Seattle	Boeing Field/King County International	Primary	29	\$6,783,377	Improve Runway Safety Area and conduct miscellaneous study
Seattle	Central Puget Sound Region	System Plan	2	\$304,950	Update Metropolitan System Plan Study
Seattle	Seattle-Tacoma International	Primary	84	\$17,511,923	Construct runway - Phase 8
Seattle	Seattle-Tacoma International	Primary	85	\$10,517,000	Noise mitigation measures for Public buildings; Mt. Rainier and Olympic, noise mitigation measures for residences within 70 - 74 DNL; multi-family and single-family
Seattle	Seattle-Tacoma International	Primary	86	\$148,000	Install runway vertical/visual guidance system (REILs)
Seattle	Seattle-Tacoma International	Primary	87	\$4,859,850	Construct runway
Seattle	Seattle-Tacoma International	Primary	88	\$5,700,000	Construct runway
Snohomish	Harvey Field	Reliever	2	\$171,037	Update Airport Master Plan Study
Spokane	Spokane International	Primary	34	\$4,735,075	Construct apron and rehabilitate runway
Tacoma	Tacoma Narrows	General Aviation	8	\$4,799,999	Improve Runway Safety Area - Phase 2
Walla Walla	Walla Walla Regional	Primary	20	\$1,065,497	Security enhancements; acquire vacuum sweeper; acquire friction measuring equipment; install emergency generator (ARFF building); acquire snow removal equipment; and acquire handicap passenger lift device
Winthrop	Methow Valley State	General Aviation	4	\$40,000	Rehabilitate runway
Yakima	Yakima Air Terminal/McAllister Field	Primary	25	\$1,814,666	Acquire aircraft rescue & fire fighting vehicle; construct apron; and construct Runway Safety Area
Subtotal FY 2004 Funds				\$83,432,905	

West Virginia

Beckley	Raleigh County Memorial	Commercial Service	17	\$565,673	Acquire snow removal equipment and install emergency generator
Beckley	Raleigh County Memorial	Commercial Service	18	\$861,285	Rehabilitate terminal building and acquire aircraft rescue & fire fighting vehicle

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
West Virginia					
Bluefield	Mercer County	General Aviation	15	\$504,779	Improve terminal building and improve Runway Safety Area – Phase 2
Bluefield	Mercer County	General Aviation	16	\$145,221	Rehabilitate runway and remove obstructions
Buckhannon	Upshur County Regional	General Aviation	15	\$787,029	Extend runway – Phase 4
Charleston	Yeager	Primary	34	\$7,913,051	Construct snow removal equipment building, improve Runway Safety Area (Phase 2 of 2, construct) and Slip Area, acquire snow removal equipment; construct taxiway (Phase 3 of 3, Relocate and construct), Security enhancements; install emergency generator (terminal)
Clarksburg	Harrison/Marion Regional	Primary	27	\$1,387,467	Rehabilitate taxiway; acquire equipment (jet loader); improve Runway Safety Area - Phase 2; environmental assessment; and acquire aircraft deicing equipment
Elkins	Elkins-Randolph County-Jennings Randolph Field	General Aviation	10	\$150,000	Remove obstructions and acquire snow removal equipment
Fairmont	Fairmont Municipal-Frankman Field	General Aviation	4	\$464,939	Acquire land for approaches
Huntington	Tri-State/Milton J. Ferguson Field	Primary	31	\$422,750	Construct taxiway (design and bidding); improve airport drainage (design and bidding); acquire aircraft rescue & fire fighting vehicle (design and Bidding); and rehabilitate aircraft rescue & fire fighting building - Phase 2
Huntington	Tri-State/Milton J. Ferguson Field	Primary	32	\$6,714,188	Construct taxiway; improve airport drainage; acquire aircraft rescue & fire fighting vehicle; and rehabilitate aircraft rescue & fire fighting building - Phase 2
Lewisburg	Greenbrier Valley	Commercial Service	21	\$2,078,125	Expand apron - Phase 2 and improve airport drainage
Martinsburg	Eastern WV Regional/Shepherd Field	Reliever	19	\$476,346	Construct terminal building - Phase 4 (exterior closure of building) and construct taxiway
Morgantown	Morgantown Municipal-Walter L. Bill Hart Field	Primary	22	\$397,369	Acquire snow removal equipment and security enhancements
Morgantown	Morgantown Municipal-Walter L. Bill Hart Field	Primary	23	\$4,315,000	Improve Runway Safety Area - Phase 3
Moundsville	Marshall County	General Aviation	12	\$100,000	Construct snow removal equipment building - Phase 1 (design)
Parkersburg	Wood County Airport Gill Robb Wilson Field	Primary	28	\$1,953,378	Rehabilitate taxiway; improve Runway Safety Area - Phase 2; and improve aircraft rescue & fire fighting building
Petersburg	Grant County	General Aviation	14	\$1,598,405	Construct taxiway
Philippi	Philippi/Barbour County Regional	General Aviation	5	\$1,350,000	Construct apron and rehabilitate runway
Point Pleasant	Mason County	General Aviation	12	\$276,634	Install weather reporting equipment (AWOS III-P) and remove obstructions
Summersville	Summersville	General Aviation	6	\$150,000	Remove obstructions - Phase 1

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
West Virginia					
Sutton	Braxton County	General Aviation	9	\$190,200	Install perimeter fencing (Phase 1) design, install weather reporting equipment (AWOS III P) design and construct
Wheeling	Wheeling Ohio County	General Aviation	20	\$229,957	Acquire snow removal equipment; expand access road; Hangar Area access road, Phase 2 (construction)
Williamson	Mingo County	General Aviation	10	\$508,245	Rehabilitate runway (Phase 2 of 2, construction); conduct Airport Master Plan Study
Subtotal FY 2004 Funds				\$33,540,041	

Wisconsin

Appleton	Outagamie County Regional	Primary	27	\$2,478,237	Extend runway, rehabilitate taxiway; design only
Eau Claire	Chippewa Valley Regional	Primary	24	\$667,500	Acquire land for development; remove obstructions; and rehabilitate runway
Green Bay	Austin Straubel International	Primary	33	\$2,647,996	Expand terminal building (design); prepare storm water management plan; rehabilitate apron; extend Runway Safety Area (prepare environmental assessment and update airport layout plan)
La Crosse	La Crosse Municipal	Primary	27	\$5,222,897	Rehabilitate taxiway; pavement rehabilitation to preserve useful life of the pavement
Madison	Dane County Regional-Truax Field	Primary	35	\$10,911,872	Improve Runway Safety Area - Phase 1
Madison	Wisconsin State Block Grant Program	System Plan	20	\$16,150,654	Nonprimary development projects in state block grant program
Milwaukee	General Mitchell International	Primary	46	\$5,000,000	Noise mitigation measures for residences within 65 - 69 DNL
Milwaukee	General Mitchell International	Primary	47	\$3,631,818	Rehabilitate runway lighting; rehabilitate taxiway; and rehabilitate apron (joint seal on terminal apron)
Mosinee	Central Wisconsin	Primary	33	\$4,811,750	Rehabilitate runway and taxiway; improve Runway Safety Area; acquire snow removal equipment; security enhancements and rehabilitate apron
Rhineland	Rhineland-Oneida County	Primary	22	\$551,849	Install runway vertical/visual guidance system; acquire land for development; security enhancements; rehabilitate runway and apron; and install miscellaneous NAVAIDS
Subtotal FY 2004 Funds				\$52,074,573	

Wyoming

Afton	Afton Municipal	General Aviation	15	\$3,950,000	Extend runway
Big Piney	Big Piney-Marbleton	General Aviation	6	\$393,300	Construct apron

AIP Grants Awarded in FY 2004 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Wyoming					
Buffalo	Johnson County	General Aviation	10	\$192,306	Rehabilitate apron and runway lighting
Casper	Natrona County International	Primary	39	\$1,000,000	Rehabilitate apron
Casper	Natrona County International	Primary	40	\$4,000,000	Rehabilitate apron
Cheyenne	Cheyenne	Primary	35	\$10,728,000	Improve Runway Safety Area
Cheyenne	State of Wyoming	System Plan	2	\$284,036	Conduct State System Plan Study
Cody	Yellowstone Regional	Primary	19	\$1,470,262	Rehabilitate apron
Dixon	Dixon	General Aviation	7	\$150,000	Acquire land for approaches
Douglas	Converse County	General Aviation	15	\$1,498,000	Rehabilitate Taxiway And apron
Dubois	Dubois Municipal	General Aviation	11	\$143,934	Update Airport Master Plan Study
Evanston	Evanston-Uinta County Burns Field	General Aviation	18	\$5,800,000	Improve Runway Safety Area - Phase VI
Evanston	Evanston-Uinta County Burns Field	General Aviation	19	\$2,849,606	Improve Runway Safety Area
Fort Bridger	Fort Bridger	General Aviation	4	\$150,000	Conduct Airport Master Plan Study
Gillette	Gillette-Campbell County	Primary	26	\$1,375,000	Construct aircraft rescue & fire fighting building and snow removal equipment building
Hulett	Hulett Municipal	General Aviation	9	\$304,000	Install noise monitoring system; acquire snow removal equipment; and install weather reporting equipment
Jackson	Jackson Hole	Primary	34	\$1,741,345	Modify terminal building
Laramie	Laramie Regional	Commercial Service	20	\$854,181	Construct taxiway
Lusk	Lusk Municipal	General Aviation	6	\$333,781	Install perimeter fencing
Pinedale	Ralph Wenz Field	General Aviation	10	\$104,500	Conduct environmental study
Pinedale	Ralph Wenz Field	General Aviation	11	\$195,500	Acquire land for approaches
Riverton	Riverton Regional	Primary	23	\$1,580,282	Construct taxiway
Rock Springs	Rock Springs-Sweetwater County	Commercial Service	19	\$97,232	Rehabilitate apron (design only)
Saratoga	Shively Field	General Aviation	18	\$1,929,976	Construct taxiway
Sheridan	Sheridan County	Primary	25	\$920,000	Rehabilitate apron and acquire aircraft rescue & Fire Fighting Safety equipment
Sheridan	Sheridan County	Primary	26	\$80,000	Update Airport Master Plan Study
Thermopolis	Hot Springs County-Thermopolis Municipal	General Aviation	1	\$150,000	Conduct Airport Master Plan Study
Torrington	Torrington Municipal	General Aviation	11	\$360,188	Rehabilitate runway lighting and install taxiway lighting
Worland	Worland Municipal	General Aviation	13	\$608,070	Construct apron and modify access road
Worland	Worland Municipal	General Aviation	14	\$3,097,343	Construct runway
Subtotal FY 2004 Funds				\$46,340,842	