



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

**Report to Congress
Nineteenth Annual
Report of Accomplishments
Under the
Airport Improvement Program**



FISCAL YEAR
2000



WASHINGTON, DC

DECEMBER 2003

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

TABLE OF CONTENTS

FOREWORD	V
2000 CHANGES AFFECTING AIP	VI
SUMMARY ACCOMPLISHMENTS	XII
NINETEENTH ANNUAL REPORT OF ACCOMPLISHMENTS UNDER THE AIRPORT IMPROVEMENT PROGRAM	1
POLICY	2
FY 2000 SUMMARY OF FINANCIAL ASSISTANCE	4
AIRPORT IMPROVEMENT PROGRAM	5
AIRPORT CATEGORIES	5
COLLECTION OF PASSENGER BOARDING AND CARGO DATA	6
ANNUAL AUTHORIZATION	8
DISTRIBUTION OF APPORTIONED FUNDS	9
Primary Airports	9
Passenger Facility Charge Participant Apportionment Reductions	10
Cargo Service Airports	11
States/Insular Areas	12
Alaska Supplemental Funds	12
DISTRIBUTION OF DISCRETIONARY FUNDS	12
RATE OF PARTICIPATION	13
AIRPORTS CAPITAL IMPROVEMENT PLANNING	15
STATE BLOCK GRANT PROGRAM	19
MILITARY AIRPORT PROGRAM	21
MAJOR CAPACITY, SAFETY, AND SECURITY PROJECT GRANTS	23
LETTERS OF INTENT	25
ENVIRONMENTAL RESPONSIBILITIES	27
NOISE COMPATIBILITY	29
New FAA Policy on Part 150 Approval of Noise Mitigation Measures	30
DISADVANTAGED BUSINESS AND CIVIL RIGHTS REQUIREMENTS	31
PASSENGER FACILITY CHARGE PROGRAM	33
CONDITION AND PERFORMANCE	35
PILOT PROGRAMS	39
ILEAV PILOT PROGRAM	39
ROUTINE PAVEMENT MAINTENANCE	39
AIRPORT PRIVATIZATION	39
INNOVATIVE FINANCE DEMONSTRATION PROGRAM	40
DESIGN BUILD PILOT PROGRAM	40
LAND USE COMPLIANCE REPORT	41
APPENDIX A	43
PROGRAM HISTORY	43
APPENDIX B	49
FIGURES AND TABLES	49

TABLES & FIGURES

	Title	Page
Foreword		
Table F-1	FY 1999 – 2000 Funding Comparison	xi
Table F-2	FY 2000 Funding Summary	xiii
Figure F-1	FY 2000 Funding Distribution	xiv
Report		
Table 1	Hubs Defined by Current Boardings	6
Figure 1	Enacted Level of AIP Funding	8
Figure 2	The Airports Capital Improvement Planning (ACIP) Process	16
Table 2	Military Airport Program Selected Locations and Funds Awarded in FY 2000	22
Table 3	Grants-In-Aid for Airports; FAA Performance Goals	36
Appendix B		
Table B-1	Cumulative Funds Awarded	51
Figure B-1a	Total Apportioned Grant Funds Awarded	53
Figure B-1b	Total Discretionary Grant Funds Awarded	55
Figure B-1c	Total Discretionary and Apportioned Grant Funds Awarded	57
Figure B-2a	Cumulative Comparison of AIP to PFC, FY 1992 – FY 2000	59
Figure B-2b	Comparison of AIP to PFC, FY 2000	61
Table B-2	Number of Grants Awarded and Total Amounts	63
Table B-3	Grant Funding Authorizations, Obligation Limitations, and Obligations	65
Table B-4a	Letter of Intent Payments for FY 2000	67
Table B-4b	Letter of Intent Commitments by Fiscal Year	69
Table B-5	Grants Awarded	73

FOREWORD

This Annual Report of the Airport Improvement Program (AIP) for the fiscal year (FY) ending September 30, 2000, is the 19th report of activity required by Section 47131 of Title 49, United States Code (USC).^{*} The current grant program, known as the Airport Improvement Program (AIP), was established by the Airport and Airway Improvement Act of 1982. It authorized funding for the AIP from the Airport and Airway Trust Fund for airport development, airport planning, and noise compatibility planning and programs.

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

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

This report also describes FAA management initiatives to make the administration of the airport financial assistance programs more effective and to make Federal dollars go farther. Some of these initiatives build on activities begun in previous years dealing with the use of investment criteria, implementation of a revised priority system, and movement toward greater use of benefit and cost-analysis techniques. Development of AIP performance goals and measurement of the accomplishments is an ongoing process and continues to be refined to align with FAA's published goals. The use of the Airport Capital Improvement Plan (ACIP) to identify future airport development needs has been implemented and it continues to be refined with use. Pilot program initiatives undertaken in FY 2000 include testing of innovative financing techniques, definition of program parameters for the Inherently Low Emission Airport Vehicle (ILEAV) program, development of the program scope and program guidance for the Design Build program, and continued assessment of airport privatization issues. These will be discussed more in depth later in the report.

*

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

2000 CHANGES AFFECTING AIP

On April 5, 2000, the President signed into law The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, Public Law Number 106-181 was assigned. Hereinafter, the aforementioned law will be referred to as AIR-21. AIR-21 provided funding for the Airport Improvement Program for the time-period FY 2000 through the FY 2003. The new legislation also contained extensive changes to funding formulae as well as to the basic requirements and guidelines under which the Airport Improvement Program is implemented. What follows is a brief synopsis of these changes.

AIR-21 extended section 148 of the Federal Aviation Reauthorization Act of 1996, which established an innovative finance demonstration program (IFDP). During FY 2000 through FY 2003 the IFDP extension allows an additional 20 airport development projects at small and non-hub airports as well as any nonprimary commercial service or general aviation airport. Large and medium-hub airports have been excluded. The IFDP is now codified as Title 49 USC 47315.

Section 138 of AIR-21 amends Title 49 USC, to authorize another qualified state participant under the State Block Grant Program, for FY 2002 and beyond.

Section 123 of AIR-21 added a new section 49 USC 47102(3)(H), permitting AIP funds to be used for routine work to preserve/extend useful life of runways, taxiways, and aprons at nonprimary airports. The new law also repealed 49 USC 47132, which temporarily allowed pilot projects for pavement maintenance.

The permanently expanded eligibility will be the first significant involvement of Federal airport financial assistance programs on a routine maintenance cost. Capital improvement costs, rather than maintenance, have normally been associated with the AIP.

The new law added 49 USC 47137, Airport Security Program. Under this section, the Secretary of Transportation is directed to carry out not less than one project to test and evaluate innovative aviation security systems and related technology. Further, as per (2)(f) of this same section, the Secretary is directed to make available not less than \$5 million for the purpose of carrying out this section.

Section 135 of AIR-21 permitted the Secretary to continue to offer a grant to pay the United States Government's share of a not yet completed multiyear project's costs from the discretionary fund if an airport's status drops from a primary to nonprimary airport. Under normal multiyear funding authority, the FAA's multiyear commitment to a project may only be funded from an

airport's passenger entitlement funding. If an airport falls below 10,000 enplanements, the airport is not apportioned passenger entitlements. In this case, AIR-21 §135 allows for the funding of the multiyear commitment, which otherwise could not be funded.

Similarly, AIR-21 permitted the Secretary to continue to support a terminal project, if a commercial service airport is undertaking terminal development on a phased funding basis and the airport becomes a general aviation (GA) airport before project completion. Even though GA airports may not receive grants for terminal development, this provision would permit project completion.

Section 104(c) of AIR-21 allows the use of State specifications in certain cases. This new provision allows the Secretary to permit the use of State highway specifications for airfield pavement construction at small airports only if the Secretary determines that safety will not be negatively affected and the life of the pavement will not be shorter than it would be if constructed using FAA pavement standards. The provision is limited to construction at nonprimary airports with runways of 5,000 feet or shorter serving aircraft that do not exceed 60,000 pounds gross weight.

Section 139 of AIR-21 establishes a pilot program to test the design-build method of contracting in the Airport Improvement Program (AIP). Under this pilot program, FAA may select up to seven projects to use determine the acceptability of design methods.

AIR-21 amends the definition of airport development to include certified wind shear detection equipment and stainless steel adjustable lighting extensions that are approved by the Administrator. These items are now AIP Program eligible as airport development projects.

Section 104(c)(6) of AIR-21 amends 49 USC §47114(d) to permit the use of State apportionment funds in system plans that involve one or more primary airports. Under the previous restrictions, State apportionments could only be used for nonprimary commercial service, general aviation, and reliever airports.

Section 155 of AIR-21 amends 49 USC §40117 and 47106 to require the submission of a competition plan by certain large and medium-hub airports in order for a new PFC to be approved for collection or a grant to be issued under AIP beginning in FY 2001.

For example, the new provision amends 49 USC §47106 (the AIP portion of Title 49) to prohibit the approval for a PFC or the execution of a grant under AIP unless the airport has submitted a written Competition Plan conforming to the requirements of AIP §155. It also, however, amends 49 USC §40117 (the

PFC portion of the statute) to prohibit the imposition of the PFC unless the Plan has been submitted. AIR-21 §155 also provides that the Secretary shall review the plan for sufficiency and shall periodically review plan implementation.

AIP Formulae changes as directed by AIR-21 include:

- *Entitlements:* minimum passenger entitlement increased from \$500 thousand to \$650 thousand; entitlement doubles and the minimum entitlement increases to \$1 million if AIP level is \$3.2 billion or more;
- *New Airport Entitlement:* on first day of fiscal year following official opening of a new primary airport, the new airport is entitled to minimum apportionment;
- *New Nonprimary Airport Entitlement:* establishes an apportionment in any fiscal year in which the total amount made available for Airport Planning and Development is \$3.2 billion or more, to each airport, excluding primary airports but including reliever and nonprimary commercial service airports in States;
- *Service Disruptions:* permits entitlement in amount of previous year entitlement if there is a service disruption at the airport due to natural disaster or airline strike. Further, multiyear development projects at primary airports retain eligibility for funding, if the airport loses status as primary airport, through discretionary funds;
- *Cargo:* Increases cargo set-aside from 2.5 percent to 3 percent; removes cap on individual airport if AIP is \$3.2 billion or more;
- *State Apportionment:* if AIP at \$3.2 billion or more, increases set-aside from 18.5 percent to 20 percent;
- *Alaska Supplemental:* if AIP total is \$3.2 billion or higher, doubles the apportionment to Alaska;
- *Noise set-aside:* increased from 31 percent to 34 percent; and
- *Reliever set-aside:* if AIP total is \$3.2 billion or higher, provides additional .66 percent of discretionary funds for reliever airports which have more than 75,000 operations, at least 5,000ft runway and a precision approach procedure (AIR-21 §104).

In regards to the PFC program, AIR-21 authorizes an increase in the PFC level to \$4.50. To be eligible to implement the \$4.50 PFC charge, large-hub airport

projects must make significant contribution to safety/security, increase competition, reduce air traffic congestion, or reduce airport noise.

In addition, other criteria apply to an airport seeking a PFC above \$3. A project included in a PFC program cannot be paid for from PFC funds if the sponsor can reasonably expect funding for the project to be available through AIR-21 §105(a). While AIR-21 requires that the airport Sponsor make adequate provisions for financing airside needs of airport, including runways, taxiways, aprons, and gates (AIR-21 §105(b)) regardless of financing vehicle, AIR-21 §127 strengthened the prohibition on requiring the imposition of PFCs as a condition to obtain a Letter Of Intent (LOI).

Furthermore and in general, if an airport Sponsor of a large or medium-hub airport has instituted a PFCs of \$3 or less, that airport loses 50 percent entitlement per year the PFC is in effect, beginning with the first fiscal year following the institution of the PFC. Similarly, for such sponsors instituting a PFC higher than \$3, the airport loses 75 percent of its entitlement (AIR-21 §105(c)).

Section 135 of AIR-21 included exemptions from PFC collections for the following flights: intrastate flights in Hawaii, flights on aircraft of 60 seats or less in the State of Alaska. In addition, it provided authority for public agencies to waive PFC collections on flights to small communities defined as having fewer than 2,500 boardings or communities having less than 10,000 in population, that are not connected by land highway to land connected National Highway System within that State.

Regarding LOIs, Section 127 of AIR-21 includes a provision permitting the Secretary to approve LOIs for airports other than large or medium-hub without showing of system-wide enhancements.

Other miscellaneous changes under AIR-21 include an authorization to set aside in the Small Airport Fund the lesser of \$15 million or 20 percent of the Discretionary funding to be used by small airport operators to satisfy regulatory requirements of 49 USC §44706(a)(2). This section of the air commerce and Safety Act defines who is eligible to receive, as an operator of a small airport, an Airport Operating Certificate and the terms and conditions under which an airport operator must maintain and operate the airport the in question. The number of facilities to be included in the MAP is increased from 12 to 15 airports and the reference to priority treatment for airports for surplus Federal property, except for real property under the Base Realignment and Closure (BRAC) (AIR-21 §136), was reestablished.

A section in the existing authority allowing the use of current year apportioned monies not used by a sponsor, to be converted to discretionary funds, was clarified (AIR-21 §129), and a new provision was added instituting a pilot

program for 10 airports to use AIP funds to carry out inherently low-emission vehicle activities. The Federal share under this program is to be no more than 50 percent of the project cost and no more than \$2 million at any airport (AIR-21 §133).

Additionally, AIR-21 codifies and makes permanent the existing pilot program for Innovative Funding Techniques. However, the number of airports allowed to participate in the program is limited to 20 additional projects over the life of the authorization. The innovative financing techniques authorized are those included in the original pilot program and include payment of interest, commercial bond insurance, flexible nonfederal matching requirements plus one new technique for payment of principal and interest of terminal development projects for costs incurred before date of enactment (AIR-21 §132). There is also a provision establishing a public-private consortium to test and evaluate innovative aviation security systems and related technology. The Secretary is authorized to make available not less than \$5 million annually from AIP discretionary for the purpose of funding the Consortium (49 USC §47137).

Finally, AIR-21 clarifies that certain donations previously defined as ‘gifts’ are now to be considered as ‘conveyances’ (AIR-21 §135), and it expands project eligibility to include construction and capital equipment to transfer passengers, cargo and baggage between airport and ground transportation (AIR-21 §137).

To illustrate the impacts made by the new legislation to the funding distribution, we have provided the following table comparing the programs for FY 1999 and FY 2000.

**Table F-1: Funding Comparison
FY 1999 & FY 2000**

	FY 99 (Total Bill)	Percent Of Approp Limitation	FY 00	Percent Of Approp Limitation
Appropriation Limitation	\$1,950,000,000		\$1,950,000,000	
Airports Operations			45,000,000	
FAA Reduction			54,362,000	
AIP Funding	\$1,950,000,000		\$1,850,638,000	
Primary Airports	519,891,928	27%	556,348,911	30%
Cargo (3.0%)	48,750,000	3%	55,519,140	3%
Alaska Supplemental States (18.5%)	10,672,557	1%	10,672,557	1%
	360,750,000	19%	342,368,030	19%
Carryover Entitlement	94,818,379	5%	135,525,867	7%
Subtotal Entitlements	\$1,034,882,864	53%	\$1,100,434,505	59%
Small Airport Fund				
Non Hub Airports	80,772,514	4%	81,259,994	4%
Non Commercial Service	40,386,257	2%	40,629,997	2%
Small Hub	20,193,129	1%	20,314,999	1%
Subtotal Small Airport Fund	\$141,351,900	7%	\$142,204,990	8%
Subtotal Non Discretionary	\$1,176,234,764	60%	\$1,242,639,495	67%
Noise (34% of Disc)	239,867,223	12%	206,719,492	11%
MAP (4% of Disc)	30,950,609	2%	24,319,940	1%
Subtotal Disc Set-asides	\$270,817,832	14%	\$231,039,432	12%
C/S/S/N	377,210,553	19%	282,719,305	15%
Remaining Discretionary	125,736,851	6%	89,239,768	5%
Security Consortium			5,000,000	0%
Subtotal Other Discretionary	\$502,947,404	26%	\$376,959,073	20%
Subtotal Discretionary	\$773,765,236	40%	\$607,998,505	33%
GRAND TOTAL	\$1,950,000,000		\$1,850,638,000	

SUMMARY ACCOMPLISHMENTS

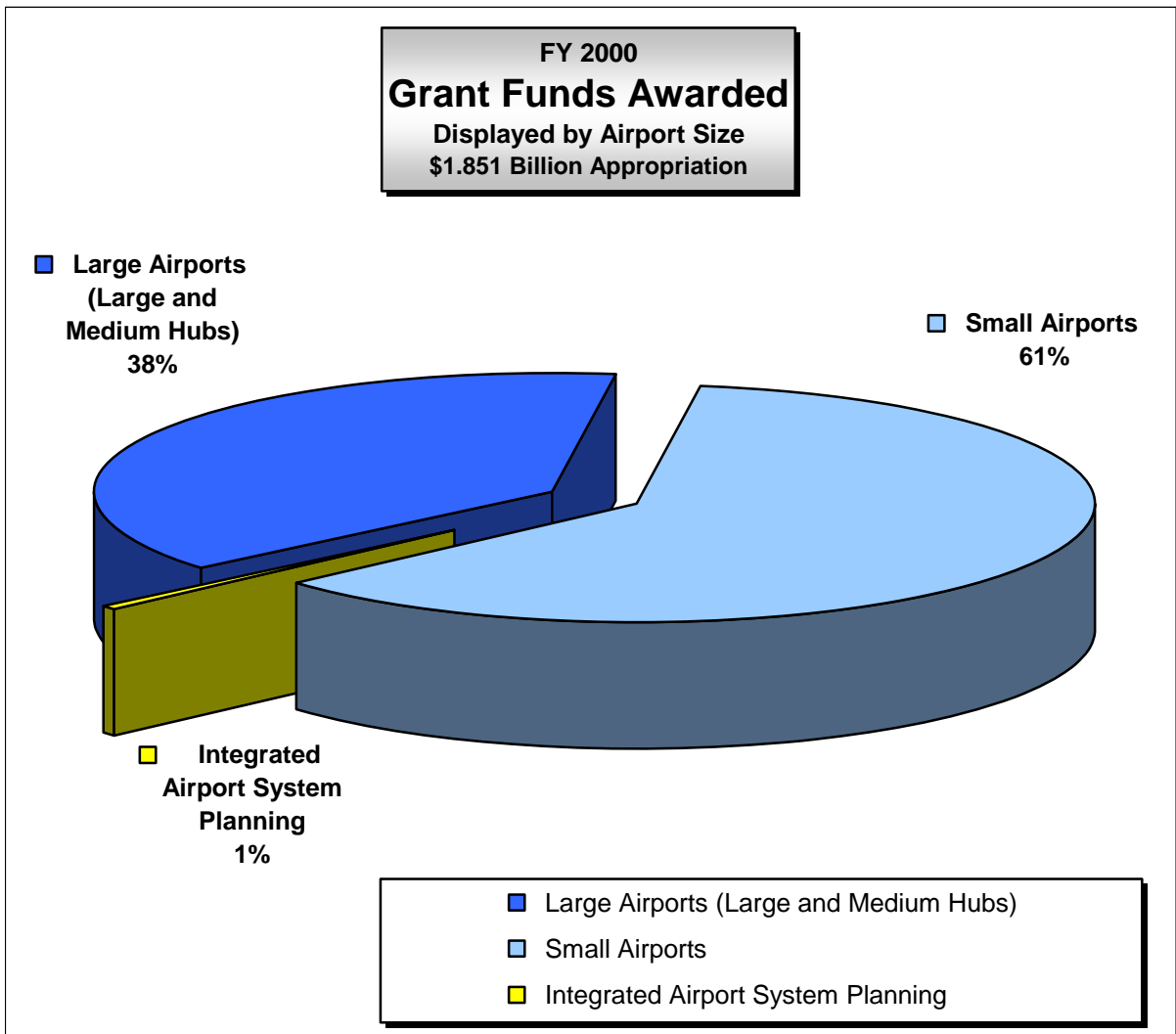
In FY 2000, Congress authorized \$1.95 billion for AIP. However, this number was reduced by \$45 million for FAA operational expenses and by a government-wide budget rescission, of which the FAA Airport's program share was \$54.362 million. These two obligations reduced the amount available to the AIP program to \$1,850,638,000. Recoveries from prior year projects permitted re-obligations of another \$60.7 million. When combined with amounts recovered from previously awarded grants, the total amount of obligated funds for the year was slightly more than \$1.911 billion.

There were 1,150 new AIP grants awarded to airport sponsors in FY 2000, amounting to approximately \$1,872.6 million, of which \$22.039 million was obtained from recovered funds through project closeouts. The remaining \$38.7 million was used for increases in existing grant agreements. Table F-2 depicts the new grants awarded for the various funding categories.

Table F-2: FY 2000 Funding Summary				
<i>Funding Category</i>	<i>Grants Awarded</i>	<i>Percentage of Total</i>	<i>Grant Amounts</i>	<i>Percentage of Total</i>
Large Airports				
Primary Large-Hub Airports	80	6.96%	446,238,716	23.83%
Primary Medium-Hub Airports	80	6.96%	273,738,035	14.62%
Large Airports Subtotal	160	13.91%	\$719,976,751	38.45%
Small Airports				
Primary Small-Hub Airports	126	10.96%	271,860,533	14.52%
Primary Nonhub Airports	310	26.96%	353,601,378	18.88%
Nonprimary Commercial Service Airports	64	5.57%	58,995,548	3.15%
Reliever Airports	99	8.61%	111,691,982	5.96%
Other General Aviation Airports	346	30.09%	223,574,470	11.94%
State Block Grant Program	16	1.39%	121,768,854	6.50%
Small Airports Subtotal	961	83.57%	\$1,141,492,765	60.96%
Integrated Airport System Planning				
States and Planning Agencies	29	2.52%	11,207,519	0.60%
Totals	1150	100.00%	\$1,872,677,035	100.00%

The data shown in Table F-2 above depicts the number and amount of grants awarded to large and small airports. Integrated Airport System Planning is displayed separately since it applies to both categories of airports. The data show that a significant number of the grants and more than 60 percent of the grant funds went to small airports. A pictorial view of this is provided in the following Figure F-1.

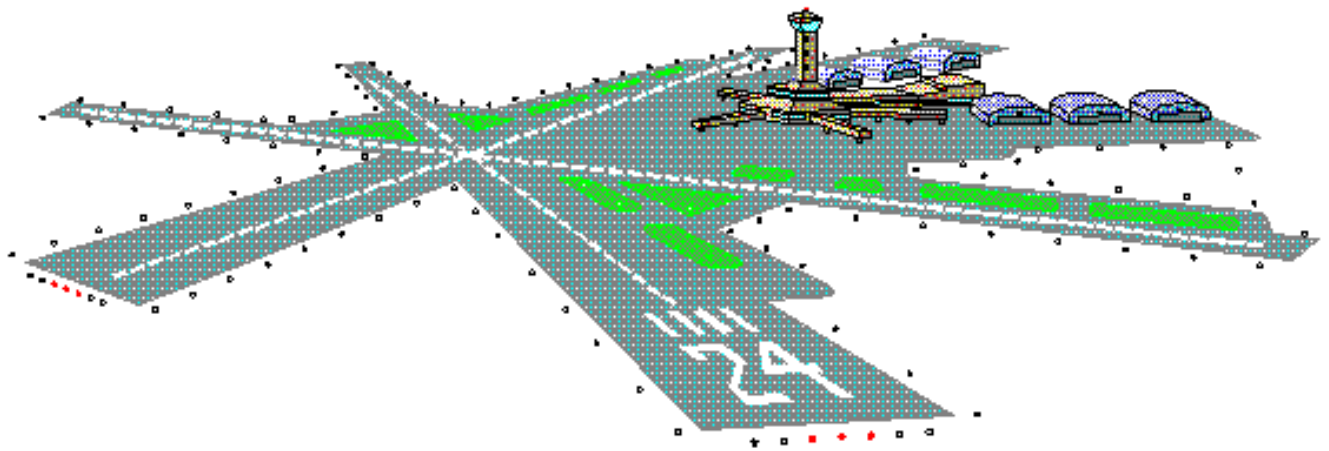
Figure F-1: FY 2000 Funding Distribution



NINETEENTH ANNUAL REPORT OF ACCOMPLISHMENTS UNDER THE AIRPORT IMPROVEMENT PROGRAM

OVERVIEW

Section 47131 of Title 49, United States Code (USC), requires the Secretary of Transportation to submit an annual report to Congress describing the accomplishments of the airport grant program. This report covers activities for the fiscal year ending September 30, 2000.



INTRODUCTION

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

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

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

POLICY

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

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

Section 47103 of Title 49 USC requires the Secretary of Transportation to publish a national plan for the development of public-use airports in the United States. This plan, the National Plan of Integrated Airport Systems (NPIAS), lists development considered necessary to provide a safe, secure, efficient, and integrated airport system meeting the needs of civil aviation, national defense, and the U.S. Postal Service. An airport must be included in this plan to be eligible to receive a grant under the AIP.

FY 2000 SUMMARY OF FINANCIAL ASSISTANCE

The final amount permitted by Congress to be obligated through the AIP grant program in FY 2000 was \$1,850,638,000. The FAA is also authorized to recover funds from prior year projects in which the final costs were less than expected. These recovered funds can then be re-obligated to fund new projects and to increase the Federal amount to accommodate cost overruns in existing grants. In FY 2000, \$60.7 million was recovered, making a total of \$1,911 million available for obligation. Of this amount, \$1,872 million was used for 1,150 new grant agreements and \$38.7 million was used for increases to existing grant agreements.

In brief, 14 percent of the grants awarded and 38 percent of the corresponding funding allotted financed projects at the Nation's large airports leaving 84 percent of the grants and 61 percent of the funding to support projects at small airports. The remaining 2 percent of the grants awarded were provided to State and Local Planning agencies to assist in the effort to better plan and organize additions and improvements to the aviation system. Of the total number of grants awarded, 86 of these grants, totaling \$212.4 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 for other efforts to reduce adverse impacts of noise. Please refer to Table F2 for the complete distribution of grants awarded and the categorical totals of those grants for FY 2000.

The following sections outline the general and specific aspects of the administration of the airport grant program. These discussions reflect direction of Congress contained in authorizing legislation.

AIRPORT IMPROVEMENT PROGRAM

Section 47104 of Title 49 USC authorizes the Secretary of Transportation to make project grants for airport planning and development projects under the AIP to maintain a safe and efficient nationwide system of public-use airports that meets both present and future needs of civil aeronautics. The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), which was signed into law on April 4, 2000, is the current vehicle under which the Airport Improvement Program is being operated. This legislation provides the authority to make the financial commitments under the stipulated terms and conditions over the four-year period beginning with FY 2000 and terminating in FY 2003.

AIRPORT CATEGORIES

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

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

- ***Commercial Service Airports*** are publicly owned airports that have at least 2,500 passenger boardings each year and receive scheduled passenger service. ***Passenger boardings*** refer to revenue passenger boardings on an aircraft in service in air commerce. The definition also includes passengers who continue on an aircraft in international flight that stops at an airport in any of the 50 States for a non-traffic purpose. ***Passenger boardings*** at airports that receive scheduled passenger service are also referred to as ***Enplanements***.
- ◆ ***Nonprimary Commercial Service Airports*** are ***Commercial Service Airports*** that have at least 2,500 and no more than 10,000 passenger boardings each year.
- ◆ ***Primary Airports*** are ***Commercial Service Airports*** that have more than 10,000 passenger boardings each year. These airports are further categorized as ***Hub Airports*** based on the level of ***passenger boardings***. Hub categories for ***Primary Airports*** are defined as a percentage of total ***passenger boardings*** in the most current calendar year ending before the start of the current fiscal year. For FY 2000, calendar year (CY) 1998 data are used since FY 2000 began 9 months after the end of CY 1998. Table 1 depicts the definition and formulae used for designating ***Primary Airports*** by ***Hub Type***:

Table 1 Hubs Defined by Current Boardings

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

- **Cargo Service Airports** are *airports* that, in addition to any other air transportation services that may be available, are served by aircraft providing air transportation of only cargo with a total annual landed weight of more than 100 million pounds. “Landed weight” means the certified maximum gross landed weight of aircraft transporting only cargo in intrastate, interstate, and foreign air transportation. For FY 2000, CY 1998 data are used since FY 2000 began 9 months after the end of CY1998.
- **Reliever Airports** are *airports* designated by the FAA to relieve congestion at a **Commercial Service Airport** and to provide improved general aviation access to the overall community.
- The remaining *airports*, while not specifically defined in Title 49 USC, are referred to as **General Aviation Airports** and comprise the largest single group of airports in the U.S. airport system.



COLLECTION OF PASSENGER BOARDING AND CARGO DATA

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

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

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

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

For purposes of calculating AIP apportionments to airports, passenger boardings also include those passengers on board international flights that stop at airports located in the 50 States for non-traffic purposes (typically refueling stops).

The passenger boarding data obtained from these sources for calendar year 1998 were merged into the ACAIS database, which was then reviewed by FAA staff and individual airport operators. Erroneous or inconsistent data were coordinated with the air carriers. If warranted, appropriate revisions were made before the data were finalized. These data were then used to determine formula distributions of funds for FY 2000.

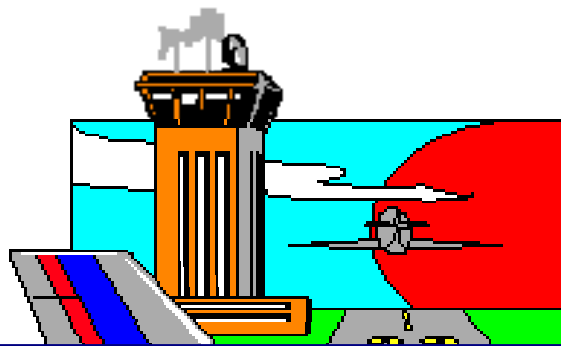


Data from all-cargo carriers were compiled for airports with a minimum of 100 million pounds of cargo aircraft landed weight annually. The cargo carriers report the landed cargo aircraft weight of all-cargo aircraft to the airport operator, who completes FAA Form 5100-108 and submits it to the FAA.

The FAA compiled and merged the data into the ACAIS database. As with passenger-boarding data, the data were then reviewed by FAA staff and individual airport operators. Erroneous or inconsistent data were coordinated with the air carriers. If warranted, appropriate revisions were made before the data were finalized. These data were then used to determine formula distributions of cargo funds for FY 2000.

ANNUAL

FY 1982
shown in



AUTHORIZATION

Historical AIP
authorization and
appropriation levels from
through FY 2000 are
shown in Figure 1 as follows:

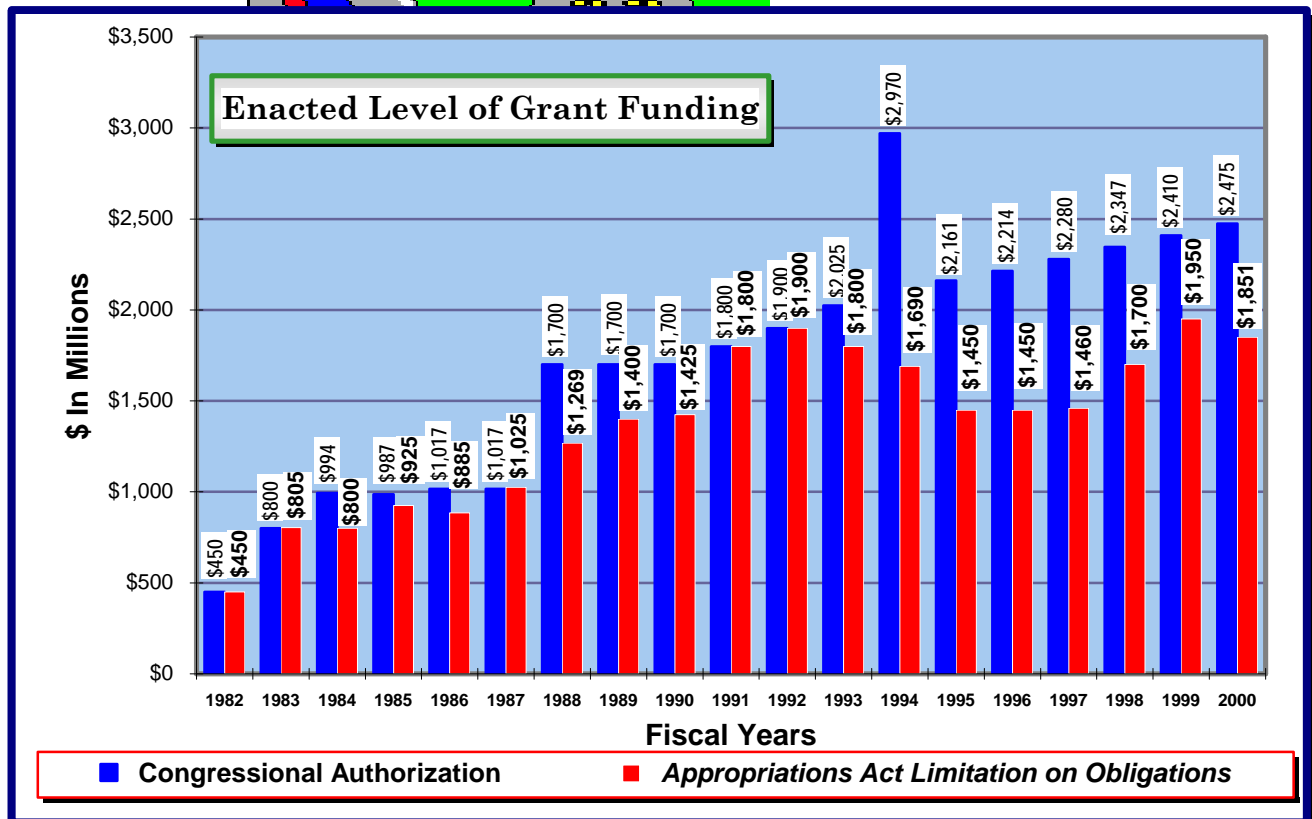


Figure 1: Enacted Level of AIP Funding

As shown, the amounts authorized for the AIP rose from \$450 million in FY 1982 to \$2,970 million in FY 1994* and declined to \$2,161 million in FY 1995. In

*

The FY 1983 appropriation includes \$600 million of the \$800 million authorized and \$150 million of the \$200 million authorized by the Surface Transportation Assistant Act (STAA) and appropriated under the Emergency Jobs Bill (Public Law 98-8), plus another \$54 million of unrequested entitlements carried over from prior years.

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

subsequent years there were modest increases to the \$2,475 million level in FY 2000. However, Congress generally limits annual obligations to less than the amount authorized. Thus, the amounts available for obligation rose from \$450 million in FY 1982 to \$1,950 million in FY 1999 and FY 2000.

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

DISTRIBUTION OF APPORTIONED FUNDS

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

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

For FY 2000, the authorizing legislation, AIR-21, implemented many changes to the distribution of funds. Changes applicable to FY 2000 apportionments include:

- *New Airport Entitlement:* on first day of fiscal year following official opening of an airport, entitled to minimum apportionment;
- *Service Disruptions:* permits entitlement in amount of previous year if there is a service disruption at the airport due to natural disaster or airline strike;
- *Entitlements:* increases minimum passenger entitlement from \$500 thousand to \$650 thousand; and
- *Cargo:* increases cargo set-aside from 2.5percent to 3 percent of discretionary funds.

PRIMARY AIRPORTS

For FY 2000, there were 418 primary airports. These airports, along with the nonprimary commercial service and miscellaneous other airports, boarded 655,245,232 passengers in CY 1998, the year used to

determine FY 2000 primary airport apportionments. Each primary airport apportionment is based upon the number of passenger boardings at the airport. If full funding is made available for obligation, the minimum amount apportioned to the sponsor of a primary airport is \$650,000, and the maximum is \$22,000,000. These funds are calculated as follows:

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



PASSENGER FACILITY CHARGE PARTICIPANT APPORTIONMENT REDUCTIONS

In 1990, Congress enacted legislation that allows public agencies controlling commercial service airports to charge enplaning passengers using the airport a \$1, \$2, or \$3 PFC. AIR-21 authorized PFC charges of \$4 and \$4.50. Public agencies wishing to impose a PFC must apply to the FAA for such authority and meet certain requirements.

Section 47114(f) of Title 49 USC requires that AIP funds apportioned to a large- or medium-hub airport be reduced up to 50 percent if a PFC is imposed at that airport under the law that was in effect in FY 1999. AIR-21 however authorized reductions of up to 75 percent in apportioned AIP funds for a PFC level above \$3. Prior to AIR-21, this reduction must first take place in the fiscal year following the approval of authority for PFC collections at that airport and continues in each succeeding fiscal year in which a PFC is imposed. Under AIR-21, the reduced apportionment takes effect in the first fiscal year following the year in which the collection of the higher PFC level begins. The apportionment for an airport in FY 2000 was reduced by 75 percent of the forecast PFC revenue in that fiscal year, but not by more than 75 percent of the apportionments calculated for that fiscal year. In FY 2000, 54 of the 69 large and medium-hub airports were subject to these reductions.

The apportionments that are withheld because PFC collections are distributed within the AIP program as follows:

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

Of the 12.5 percent distributed to the AIP discretionary fund, three-fourths is distributed for *capacity, safety, security*, and carrying out *noise*

compatibility planning and programs at primary and reliever airports (C/S/S/N category). The remaining one-quarter is classified as *undesigned discretionary* and may be used for any eligible project at any airport in the NPIAS.

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

As a result of apportionment reductions, \$162.5 million of FY 2000 AIP funds that otherwise would have been apportioned to large- and medium-hub primary airports were distributed as follows:

- ◆ \$20.3 million to small-hub airports;
- ◆ \$81.2 million to non-hub primary and nonprimary commercial service airports;
- ◆ \$40.6 million to the remaining noncommercial, reliever, and general aviation airports; and
- ◆ \$20.4 million to the remaining Discretionary funding pot. These funds were distributed based on the 75/25 percent split respectively between primary and reliever airports eligible for the C/S/S/N (capacity/safety/security/noise) category and the Undesignated Discretionary fund, which is available to all airports.

In response to Section 47137(2)(f) of Title 49 USC requiring that the Secretary set aside an amount of \$5 million in AIP funds for the testing and evaluation of innovative aviation security systems, \$5 million was deducted from the Undesignated Discretionary fund, leaving the remainder of the funds to be distributed in accordance with FAA’s guidelines.

CARGO SERVICE AIRPORTS

For FY 2000 106 airports qualified as cargo service airports and shared the 2.5 percent of AIP apportionment made available to them. Cargo funds are apportioned to each cargo service airport in the same proportion as its proportion of landed weight of cargo aircraft to the total landed weight of cargo aircraft at all qualifying airports. No cargo service airport is entitled to receive more than 8 percent of the total amount apportioned to all cargo service airports. In FY 2000 only the Ted Stevens Anchorage International Airport in Anchorage, Alaska, was effected by the 8 percent ceiling. For FY 2000 \$55,519,140 was made available for obligation.

STATES/INSULAR AREAS

In FY 2000, a total of 18.5 percent of the annual amount made available for obligation was apportioned for use at nonprimary commercial service, general aviation, and reliever airports within the States and insular areas. Of this 18.5 percent, 99.34 percent was apportioned for airports within the 50 States, the District of Columbia, and Puerto Rico, while the remaining 0.66 percent was apportioned for airports in the insular areas (Guam, American Samoa, the Commonwealth of the Northern Mariana Islands, and the U.S. Virgin Islands). The formula for distribution of funds to States is based on the proportions of both the area of each State to the total area of all States, and the population of each State to the population of all States. Decisions on the use of funds in each State, other than those in the State Block Grant Program, are made by the FAA in consultation with the States. This exercise of discretion by the FAA assures that critical project needs are identified and funded within the States. For FY 2000, \$342,368,030 was made available for obligation.

ALASKA SUPPLEMENTAL FUNDS

Funds are apportioned for certain Alaskan airports to ensure that Alaska receives at least as much as these airports were apportioned in FY 1980 under previous grant-in-aid legislation. This requirement provided an additional \$10.67 million for Alaskan airports in FY 2000.

DISTRIBUTION OF DISCRETIONARY FUNDS

The remaining funds are defined as discretionary, but a number of statutory set-asides are established to assure specified funding levels are achieved. A minimum amount of funding was distributed in the following manner:

- ➔ An amount equal to 34 percent of the discretionary fund (amounting to \$206.7 million in FY 2000) was reserved for noise compatibility planning and implementing noise compatibility programs under Section 47501 *et seq.* of Title 49 USC (formerly the Aviation Safety and Noise Abatement Act of 1979). Apportionment funds can be used to satisfy this set aside so long as total AIP funds awarded for noise compatibility purposes equals the amount specified
- ➔ Four percent of the discretionary fund, amounting to \$24.3 million was used for the MAP in FY 2000
- ➔ Of the remaining discretionary funds (\$376.9 million), 75 percent or \$282.7 million was reserved for preserving and enhancing *capacity, safety, security*, and carrying out *noise* compatibility planning and programs at primary and reliever airports (C/S/S/N category). The

remaining 25 percent or \$94.2 million was available for use for any eligible project at any airport in the NPIAS.

RATE OF PARTICIPATION

At large and medium-hub airports, i.e., primary airports that had at least 0.25 percent of the total number of passenger boardings annually at all U.S. airports, the Federal share is 75 percent of the total allowable project cost. This is true for all grants except for project grants to implement noise compatibility projects as authorized by Section 47501 *et seq.* of Title 49 USC, which are funded at 80 percent. At all other airports, the Federal share is 90 percent of the total allowable project cost for all projects. There are upward adjustments for projects in States containing high percentages of public lands. In FY 2000, some airports in seven States qualified for upward adjustments. Grants for integrated airport system planning are funded at 90 percent of allowable planning costs.

This page intentionally left blank.

AIRPORTS CAPITAL IMPROVEMENT PLANNING

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

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

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

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

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

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

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

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

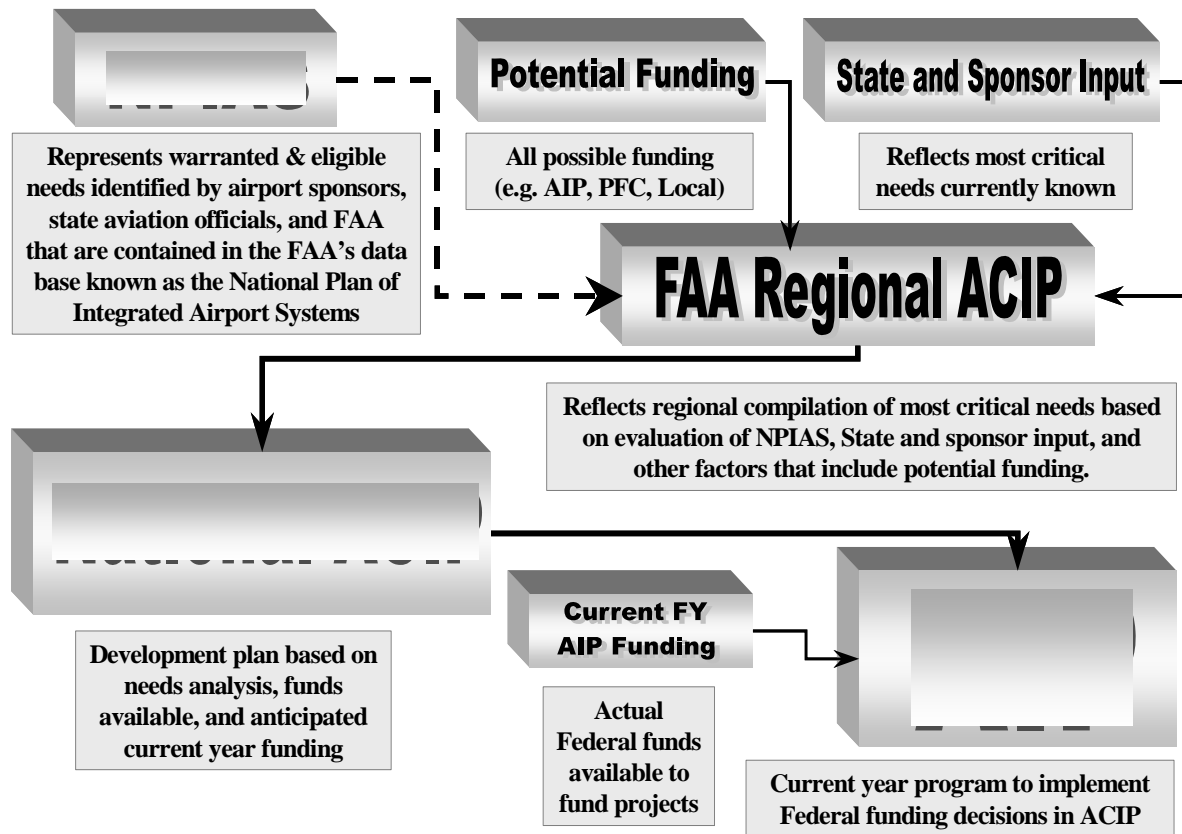


Figure 2: The Airports Capital Improvement Planning (ACIP) Process

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

The second filter occurs at the headquarters level where all nine regional ACIPs are evaluated for development of a single national funding plan (or national ACIP). This filter primarily takes into account the National Priority System that includes current year appropriation levels and calculated numerical priority ratings, as well as other considerations. This filter serves to permit creation of a quantified listing of airport projects rated by priority. This listing of projects is referred to as the “candidate list”. Projects included in the “candidate list” are considered eligible for receiving Discretionary funding. The numerical rating ensures that the projects are consistent with agency goals and objectives and that aggregate funding levels stay within the funding limitations imposed by the AIP authorization. The accumulated costs of the “candidate list” generally exceed amounts available in each AIP funding category to allow flexibility in selecting the most critical and merit-based projects for funding.

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

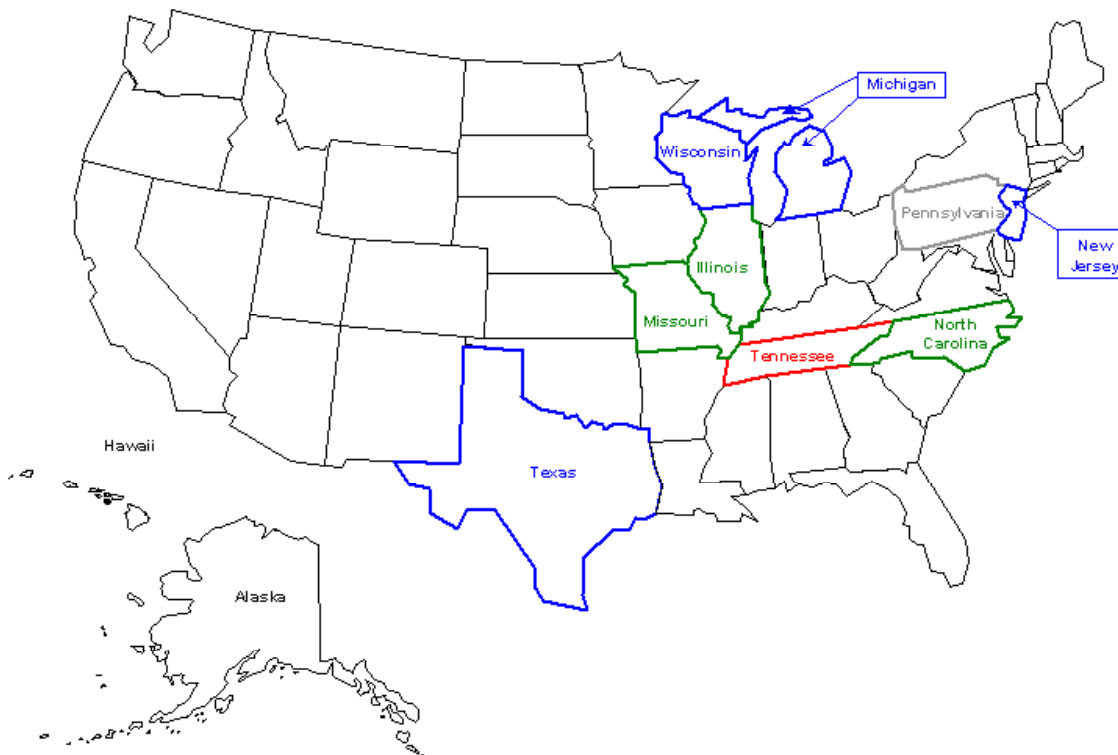
In addition, in 1994, in order to further enhance the agency’s investment decisions, the FAA has required completion of a Benefit-Cost Analysis (BCA) for airports seeking substantial AIP capacity discretionary funds to demonstrate that the project’s aeronautical benefits outweigh its costs. Currently the threshold for initiation of a BCA is \$5 million. This BCA requirement does not apply to reconstruction projects that do not change the operating characteristics of the airport. Airports seeking a LOI (a multi-year commitment of Federal AIP support for airfield projects) also must complete a BCA, and present a full financing strategy that shows evidence of substantial non-Federal financial commitments to preserve airport development investment or enhance airport capacity. Medium and large-hub airports must also demonstrate substantial system capacity benefits.

The final funding allocations that result from the ACIP, including LOI approvals, are reported each year in the Airports Annual Report of Accomplishments. These reports can be found on the Internet at <http://www1.faa.gov/arp/financial/AIP/index.cfm>.

This page intentionally left blank.

STATE BLOCK GRANT PROGRAM

The State Block Grant Program is implemented by FAR Part 156. Under this regulation, States assume responsibility for administration of AIP grants at airports classified as “other than primary”. This program became effective October 1, 1989 with only three States: Illinois, Missouri, and North Carolina. By FY 1993, the list had been expanded to include an additional four States those being Michigan, New Jersey, Texas, and Wisconsin. Legislation allowed Pennsylvania to be another participant starting in FY 1997. Tennessee was selected to begin participation in FY 1998. In FY 2000, AIR-21 authorized a 10th state to begin participation during FY 2002.



These block grant States administer funding of nonprimary commercial service, reliever, and GA airports. Each State is responsible for determining which locations within its jurisdiction will receive funds and for ongoing project administration. Each State is also responsible for employing Federal priority rating for use of its funds. A total of \$121.8 million in State Apportionment funding was granted to the block grant States in FY 2000 as follows: Illinois, \$25.5 million; Michigan, \$15.5 million; Missouri, \$6.2 million; New Jersey, \$8.6 million; North Carolina, \$8.3million; Pennsylvania, \$12.9 million; Tennessee \$6.2million; Texas, \$32.1 million; and Wisconsin, \$6.3 million.

This page intentionally left blank.

MILITARY AIRPORT PROGRAM

The Military Airport Program (MAP) has been in existence since FY 1991. The MAP is a funding set-aside of the discretionary portion of the AIP used for capacity and/or conversion-related projects at current (joint use) or former military airports. Criteria for eligible airports is as follows:

- 1) Those that were realigned or declared surplus and scheduled for closure under the Department of Defense (DOD) Base Realignment and Closure (BRAC) programs or 10 USC 2687 (disposal of large surplus defense installations that are normally reported to the General Services Administration);
- 2) Current or former airports which would reduce delays at commercial service airports that have 20,000 hours of annual delays in passenger aircraft take-off and landing; and
- 3) Airports, which would enhance air, traffic control and airport system capacity in a metropolitan area. Eligible airports must be classified as reliever or commercial service airports as designated in the NPIAS.

The Secretary of Transportation was authorized to designate or redesignate, and to fund capital development projects for up to 15 eligible airports. AIR-21 expanded this program to allow for the designation of one of the 15 airports to be a general aviation airport.

Twelve airports were authorized to participate in the MAP in FY 2000. Eleven of the 12 authorized airports were previously designated, allowing the Secretary to redesignate or designate one additional airport for FY 2000 MAP funding.

Designated airports remain eligible to participate in the program for up to five fiscal years following their initial designation. The following is a list of these selected airports and the amount of Discretionary funding they received in FY 2000.

Table 2: Military Airport Program Funds Awarded in FY 2000

Location	MAP Funds
Millington Municipal, Millington, TN	No Funding This Year
Austin-Bergstrom International, Austin, TX	\$3,375,000
Williams Gateway, Phoenix, AZ	\$2,500,000
Cecil Field, Jacksonville, FL	\$2,050,000
Alexandria International, Alexandria, LA	\$5,000,000
Rickenbacker International, Columbus, OH	\$1,859,534
Sawyer Airport, Gwinn, MI	\$2,454,600
Myrtle Beach International, Myrtle Beach, SC	\$1,716,937
Pease International Tradeport, Portsmouth, NH	\$1,981,702
Chippewa County International, Sault Ste Marie, MI	\$510,445
Southern California International, Victorville, CA	\$2,720,791
Homestead Regional, Miami, FL	No Funding This Year
TOTAL	\$24,169,009

There are also about 20 existing joint-use agreements at active military airfields that allow civil operations, in addition to the 16 long-term leases executed by the DOD that allow civil airport sponsors to operate at surplus military airfields converting to civil airports. Additionally, three BRAC military airfields have been transferred by deed to civil airport sponsors. It is estimated that about one-third of the converting BRAC airports have the potential to become commercial service airports and one-third reliever airports. A number of the remaining one-third could become GA airports.

MAJOR CAPACITY, SAFETY, AND SECURITY PROJECT GRANTS

During FY 2000, \$249.6 million of discretionary, and \$153 million of apportioned funds were awarded in grants with another \$680.6 million of LOI requests approved for projects, which enhance or preserve the capacity, safety and security of the Nation's airports. These grants provide Federal funding for projects to construct and improve runways, taxiways, air carrier aprons, and terminals at many capacity-constrained airports. In addition, approximately 93 percent of the \$1.557 billion in PFC revenues collected in FY 2000 at the Nation's commercial service airports were allocated to projects that will preserve or enhance the capacity, safety, or security of the national air transportation system and/or will enhance competition among air carriers in that system. A short description of a few of these significant projects follows:

→ **Seattle-Tacoma International Airport (SEA), Seattle Washington**

Project: 3rd Parallel Runway. For many years now SEA has experienced a shortage of capacity, particularly during periods of low visibility. After several studies of alternatives, the addition of a third parallel runway was identified as the most efficient and cost effective option to gain capacity. In FY 1997 an LOI for \$216,546,000 (\$161,546,000 original and \$55,000,000 amendment) had been issued. Later, in the fourth quarter of FY 2000 an additional grant was issued under this LOI in the amount of \$11,624,264 to construct a third, parallel runway (8,500' x 150') and related facilities including acquisition of runway approach protection. This project is needed to provide dual parallel independent approaches during poor weather, which occurs 44 percent of the time. The total runway costs are estimated at \$773 million.

→ **Denver International Airport (DEN), Denver CO**

Project: 6th Runway. The proposed sixth runway is anticipated to be 16,000 foot long and is to be placed 2,500 feet west of the existing 16L runway. Expected completion date is 2003. A grant for \$21.5 million was issued in FY 2000 to assist City and County of Denver (CCD) in the completion of the runway earthwork. Construction has commenced; commissioning is anticipated in FY 2003. The FAA has an application from CCD seeking a total of \$130 million in federal funds to construct the runway. Financing of the runway construction includes both AIP and PFC funding.

→ **Stafford Regional Airport (RMN), Stafford, VA**

Project: Construct Airport – Phase IX AIP Entitlement \$6,586,406. This is the final grant for the construction of the reliever airport. The total project cost is \$26.7 million, with a total AIP participation of \$24,103,200. The new airport is scheduled to open in December of 2001. The facility will have a

single 5,000-foot runway, parallel taxiway, Instrument Landing System (ILS), and other associated airport development.

→ **Phoenix Sky Harbor International Airport (PHX), Phoenix AZ**

Project: Rehabilitate Taxiway C, Ph3; Runway 8L/26R, Ph11; Extend Runway 8L, Ph11; and modify Runway Safety Area 8L & 26R. Total cost of project: \$11,840,815; \$5,340,815 in Entitlements and \$6,500,000 Discretionary. The FAA supported this project to address agency and sponsor initiatives to increase safety and capacity, reduce delays, and ensure standard runway safety areas. PHX is the sixth busiest airport in the country and any improvements in these areas have a positive rippling effect on the National Airspace System. The additional 900 feet of runway length will allow international flights to take off in the summer months while minimizing the weight penalties attributable to the intense summer temperatures experienced at PHX. The reconstruction of the runway in concrete will reduce the number of days the runway is closed for maintenance as well as the amount of foreign object debris thereby increasing capacity and airfield safety. The runway safety areas for this runway were modified to meet airport design standards as a result of this project.

→ **Russian Mission Airport (RSH), Russian Mission, AK**

Project: Construct Airport. In FY 2000, a grant was given to the state of Alaska to rebuild the airport at Russian Mission. Like many villages in interior Alaska, the airport serves as the lifeline for these villages. Conditions existing at the current airport included a narrow, short runway that had an obstructed approach on the south end, soft runway conditions during periods of wet weather, and a runway design that did not meet current FAA standards. The apron was too small and did not meet standard setback requirements. This particular project included the majority of work items needed to rebuild an airport such as: construct runway, apron, precision approach path indicator (PAPI) pads, snow removal equipment and access road; install medium intensity runway and taxiway lighting system, lighted wind cone, and segmented circle. The project met the Alaskan Region's Safety & Rural Access initiative and was an item of Congressional Interest. Funding of the project included \$5,549,062 of Entitlement funds. The expected completion date for this project is November 2002.

LETTERS 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 a sponsor's desired timing for a project. Under this provision, a sponsor may notify the FAA of an intention to carry out a project without Federal funds and request that the 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. A sponsor who has received an LOI may proceed with a project without waiting for an AIP grant. The Sponsor is assured that all allowable costs related to the approved project remain eligible for reimbursement.

The LOI indicates Federal approval to a sponsor of a proposed project's scope and the timing for its accomplishment. It also indicates the Federal intent to fund the project in subsequent years. Yearly increments of funds are paid from grants that are subject to the future availability of AIP funds.

Before a sponsor begins construction, the FAA must approve the scope of work and the proposed funding plan. In addition to standard project criteria, FAA has required, since October 1994, that a Benefit Cost Analysis (BCA) accompany any LOI request. The FAA also considers the sponsor's financial commitment to the project and, for medium and large hub airports, the law required a review of the project's affect on the capacity of the national air transportation system. Effective FY 2000, however, the law governing issuance of LOI's was modified to permit the FAA to issue LOI's to smaller airports without considering the effects on national system capacity.

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

LOI payments in FY 2000 totaled \$159.9 million in Discretionary funds and \$53.5 million in airport sponsor entitlements. At the end of FY 2000, there were 29 LOIs with payment schedules totaling \$1,956.9 million extending from FY 2001 through FY 2014. See Appendix B, Tables B-4a and B-4b for details on the projects included in these totals. Table B-4a shows payments made in FY 2000 for open LOIs. The following LOIs received their last payments in

FY 2000: Columbus, Mississippi; Hilton Head, South Carolina; and Nashville, Tennessee.

In FY 2000, the following four LOIs were approved:

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

Even though the above LOIs were submitted for consideration in FY 1999, they were not approved until FY 2000 and should have been reported as such. Consequently, all subsequent annual reports to Congress will only include the LOIs that were approved during the report's fiscal year.

After the above listed four new LOIs are combined with the open LOIs at the beginning of the fiscal year, and the three LOIs receiving final payments are deducted, there will be 35 LOIs eligible to receive funding in FY 2001. To demonstrate, Table B-4a shows the LOI payments made in FY 2000, Table B-4b shows the AIP commitments, by fiscal year, for FY 2001 and beyond for these 35 airports.

ENVIRONMENTAL RESPONSIBILITIES

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



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

The documents resulting from environmental analyses serve to identify environmental resources that would be affected by Federal actions related to airports. The environmental process is one that can range greatly in complexity and duration. The FAA first reviews the proposed project to determine if it is one of a predefined category of excluded actions. These projects are commonly referred to as categorical exclusions, and normally do not significantly affect the quality of human environment or specially protected resources, such as endangered or threatened species, historical properties, parklands, etc. If this determination can be made, and there are no extraordinary circumstances, no further environmental analysis is required.

If the project has the potential to affect environmental resources adversely, the airport sponsor will prepare an Environmental Assessment (EA) based on the requirements outlined in FAA Order 5050.4A. If after reviewing the EA the FAA determines it meets the requirements of FAA Order 5050.4A and concludes that

the action with defined mitigation would not significantly affect environmental resources, the FAA adopts the EA and prepares a document known as a Finding of No Significant Impact. In contrast, if the project will significantly affect the environment, the FAA must further analyze the severity of the impacts and evaluate measures that could reduce or eliminate degradation of ecological systems. The formal document containing this detailed study is known as an Environmental Impact Statement (EIS) and may use the EA prepared by the airport sponsor as the basis for further analysis. The EIS is prepared by the FAA and an FAA-selected consultant specializing in the evaluation and assessment of environmental impacts. The resulting document:

- 1) Defines a proposed project's purpose and need;
- 2) Describes alternatives that will achieve that purpose and need;
- 3) Identifies the significant environmental impacts resulting from these alternatives, including the alternative FAA identifies as its preferred action;
- 4) Discusses the measures FAA will require to mitigate the preferred action's environmental impacts; and
- 5) Includes public comments on these topics and FAA's responses to those comments.

NOISE COMPATIBILITY

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

In the area of airport noise and land use compatibility planning, the FAA's Part 150 program continues to assist airport operators in developing comprehensive programs to reduce noise and achieve compatible land uses in the areas surrounding the airport. Since an approved Noise Compatibility Program (NCP) is a prerequisite to receiving AIP funds for most mitigation actions, most operators of airports where noise is a significant factor participate in some level of noise planning. They view the opportunity to conduct planning and mitigation with Federal funds as a means to foster better relations with the adjacent and nearby communities. To date, 250 airports have chosen to participate in the study process and 216 have submitted Noise Exposure Maps depicting the noise environment surrounding the airport. Of these, 205 have approved NCPs and 62 amendments to these NCPs have been approved by the FAA. In FY 2000, 112 projects totaling approximately \$211.8 million were awarded for noise compatibility planning and mitigation.

In addition, many airport sponsors have applied for approval to collect PFCs, in part, to provide for additional funding to improve airport land use compatibility. As of the end of FY 2000, PFC authority approved for noise planning and mitigation totaled more than \$1.9 billion throughout the life of the program. PFC eligibility for noise compatibility projects differs from AIP eligibility in one significant way. As noted, to be AIP eligible, a noise mitigation measure must, with few exceptions, be an approved noise compatibility measure in an FAA-approved NCP under Part 150. To be eligible for a PFC approval, a noise compatibility measure needs to be qualified for inclusion in an approved NCP under Part 150, whether or not one is in place at an airport. Moreover, even where an approved NCP is in place, PFC can be used to fund a measure not included as a measure of the approved NCP, so long as the measure would qualify for inclusion.

NEW FAA POLICY ON PART 150 APPROVAL OF NOISE MITIGATION MEASURES

Beginning October 1, 1998, the FAA approved remedial noise mitigation measures under Part 150 only for noncompatible development that existed as of that date. Under the policy, noncompatible development that occurs after October 1, 1998, may only be addressed in Part 150 programs with preventive noise mitigation measures. This policy affects the use of AIP funds to the extent that such funding is dependent on approval under Part 150. These noise mitigation measures include:

- Measures for bypassed lots or additions to existing structures within noise impacted neighborhoods,
- Additions to existing noise-impacted schools or other community facilities required by demographic changes within their service area,
- Former noise compatible uses that have been rendered non compatible as a result of airport expansion or changes in airport operations, and other reasonable exceptions to this policy on similar grounds.

This policy does not affect AIP funding for noise mitigation projects that do not require Part 150 approval, projects that are included in FAA-approved environmental documents for airport development, or projects to be funded with PFC revenues without AIP funds.

DISADVANTAGED BUSINESS AND CIVIL RIGHTS REQUIREMENTS

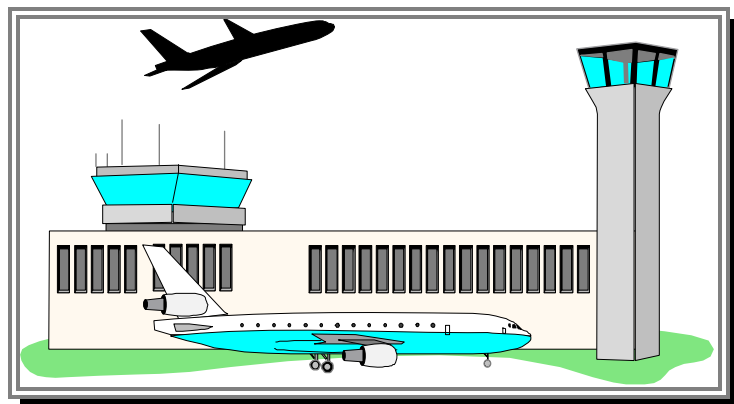
In FY 1999, the Department of Transportation (DOT) issued a revision to its disadvantaged business enterprise (DBE) regulations in light of the U.S. Supreme Court decision in Adarand Constructors v. Peña. The ruling requires Federal affirmative action programs to be narrowly tailored to meet a strict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

During FY 2000 DBE's received 18.19 percent of contract dollars awarded under the AIP. DBE concessionaires earned percent of the total gross receipts generated by all concessions at primary airport locations. During FY 2000, the FAA informally resolved seven complaints filed under the Americans with Disabilities Act and The Rehabilitation Act of 1973. Three complaints filed under Title VI of the Civil Rights Act of 1964 were also informally resolved.

This page intentionally left blank.

PASSENGER FACILITY CHARGE PROGRAM

The PFC program was first authorized by the Aviation Safety and Capacity Expansion Act of 1990. Other statutory changes to the program were authorized through the Federal Aviation Administration Authorization Act of 1994 and the Federal Aviation Reauthorization Act of 1996. AIR-21 further modified the program, principally by raising the maximum PFC limit to \$4.50, as mentioned earlier in this report. The PFC statutory language is codified under Section 40117 of Title 49 USC, and is implemented through the PFC regulation under 14 CFR Part 158.



The PFC program provides an important additional source of capital for expansion and repair of the Nation's airport infrastructure. The PFC program enables public agencies controlling commercial service airports, after receiving approval from the FAA, to charge enplaning passengers using the airport a \$1, \$2, \$3, \$4 or \$4.50 facility charge.

FAA headquarters and regional personnel administer the PFC program by ensuring that certain conditions are met. These include the following:

- Projects proposed for PFC funding meet statutory objectives and eligibility requirements;
- PFC projects are adequately justified;
- PFC revenues do not exceed allowable project costs;
- The PFC collection process is reasonable and nondiscriminatory; and
- The public agency conforms to other requirements and assurances in the PFC regulation.

Additionally, PFC headquarters and regional personnel ensure that PFC information is coordinated with other airport users as well as the air carriers at airports participating in the PFC program. With assistance from the Office of the General Council, FAA also acts to ensure that PFC collections are correctly remitted to public agencies.

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

In FY 2000, the FAA approved or partially approved 109 applications for PFC collections at 92 locations. Ten of these were new locations. PFC collections enabled by these and earlier approvals have made significant contributions to many of the major capacity, safety, and security projects described beginning on page 23 of this report. Airports for which PFC applications for significant sums (in excess of \$100 million) were approved in FY 2000 included: Sacramento International, Orlando International, Tampa International, Chicago Midway International, Detroit Metropolitan Wayne County, Minneapolis-St. Paul Wold-Chamberlain, Lambert-St. Louis International, Will Rogers World, Oklahoma City and Philadelphia International Airports.

CONDITION AND PERFORMANCE

The FAA monitors the condition and performance of the airport system and includes an extensive report on the subject in the NPIAS. The NPIAS report concentrates on six factors: capacity, safety, noise, pavement condition, accessibility, and financial performance.

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

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

Aircraft noise is a major constraint on the operation of airports but the situation is improving. The residential population exposed to unacceptably high levels of noise has declined from \$7 million in 1975 to less than 2 million today. Further, improvement is expected due in part to the elimination of Stage 2 aircraft operations with the affected population falling to \$0.6 million in FY 2000.

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

The AIP has helped make air transportation available on demand to most Americans. There are 538 commercial service airports convenient to 70 percent of the Nation's population, particularly urban residents. Another 2,806 reliever and GA airports provide additional coverage, particularly in rural areas. Collectively, 98 percent of all Americans reside within 20 miles, or 30 minutes travel time, of an AIP eligible airport.

The AIP has been important to the financial operations of airports, accounting for about 25 percent of the public investment in airport improvements. AIP grants are essential for development projects at thousands of lower activity airports where all revenues are used for operations and maintenance. AIP grants are also effective in expediting safety related development and capacity improvements at the busiest airports.

Performance measurement has taken on a major role due to the Government Performance and Results Act (GPRA) of 1993. The GPRA requires Federal agencies to set targets for achievement expressed in measurable terms. The GPRA measurement focuses on broad outcomes like improved safety and lower noise exposure. The goals and measurements are

tracked through strategic plans, annual performance plans, and program performance reports. Future reports of AIP accomplishments will increasingly emphasize the effect of the AIP on the condition and performance of the airport system.

The table below identifies DOT performance goals and activities undertaken in FY 2000 by the FAA Airports organization, and where AIP grants were issued in support of achieving performance goal, the total in grant funds.

Table 3: Grants-In-Aid for Airports FAA Performance Goals, FY 2000					
Safety	Reduce the commercial aviation fatal accident rate per 100,000 departures to .045	Limit the number of general aviation fatal accidents to 379 in FY 2000	Reduce the number of runway incursions to 250 in FY 2000	Reduce the rate of operational errors in FY 2000 to 4.86 per 100,000 activities	* Hazardous material incidents
	(\$221,284,093.0)	(\$1,624,137)	(\$51,592,257.0)		
	Runway safety areas (87,203,961) Runway grooving (108,794,899) Aircraft rescue and fire fighting (ARFF) equipment (14,367,901) Light/mark/remove hazards in runway approaches (10,917,332)	Weather reporting equipment (\$1,624,137)	Guidance signs (4,771,177) Pavement marking (N/A) See Comments Below Runway and taxiway lighting (46,821,080)	No AIP Funding Appropriated	No AIP Funding Appropriated
<p>On October 1, 1999, the FAA implemented Order 5200.8, Runway Safety Area Program. The purpose of the Order is to ensure that all safety areas conform to standards as required by Part 139. They are maintained in order to protect aircraft, passengers and cargo from landing area mishaps. Statutes or regulations mandate these safety enhancements; therefore, they receive the highest priority consideration for funding. In the Fall of FY 2000 a study was initiated to document existing conditions. The results of the study provided a basis for a financial plan, which was developed to address the conditions. Grooving and other pavement friction treatment minimizes hydroplaning in wet conditions. Signs, marking, and lighting are used to deter inadvertent incursions on active runways. Although proper pavement markings play an important role in airport/runway safety, and are therefore fully reimbursable under the AIP to the maximum extent allowable, the FAA generally does not provide separate grants specifically for runway marking. A project of this type is incorporated as part of an overall runway rehabilitation project. Therefore, it is not possible to document the sum total dollars attributed to this area of safety.</p>					

* Although AIP projects may include elements of these DOT performance goals, currently funding specifically targeted to these goals are not eligible under the AIP as stand alone projects. Therefore, funding for these project elements is not tracked.

Table 3: Grants-In-Aid for Airports FAA Performance Goals FY 2000

Mobility	Maintain in good or fair condition 93 percent of runways at all commercial service airports and reliever airports, as well as selected general aviation airport.	Increase throughput during peak periods at selected major airports:	* Aviation Delay	Increase the number of runways that are accessible in low visibility conditions to 1,354 in FY 2000	* Increase access to transportation
	(\$798,406,068.0)	(\$364,829,111.0)		(\$20,521,316.0)	
	<ul style="list-style-type: none"> Rehabilitate/ overlay existing runways, taxiways, and aprons (\$491,143,820) Bring pavement and other facilities up to design standards (\$307,262,248) 	<ul style="list-style-type: none"> Construct new runways, taxiways, and aprons (\$194,123,746) Extend runways, taxiways, and aprons (\$92,249,527) Construct/improve terminal buildings (\$78,455,838) 	No AIP Funding Appropriated	<ul style="list-style-type: none"> Visual approach aids (\$8,350,034) Instrument landing systems (12,171,282) 	No AIP Funding Appropriated
<p>The AIP's primary role in improving the nation's airport system is funding projects to enhance mobility at airports. This involves helping the airports to have facilities that are not only operationally safe, but meet standard designs that will be uniform at all other similar sized airports. The airports should also be able to handle existing and forecasted demands of activity with appropriate facilities in the operations areas and in bad weather conditions, when justified.</p>					

Table 3: Grants-In-Aid for Airports FAA Performance Goals FY 2000

Human/Natural Environment	* DOT Facility Cleanup	*Environmental Justice	Maintain the FY 2000 target of 600,000 people in the U.S. exposed to significant aircraft noise.	* Greenhouse Gas Emissions
	No AIP Funding Appropriated	No AIP Funding Appropriated	<p>(\$196,036,550)</p> <ul style="list-style-type: none"> Acquire property (\$96,217,506) Relocate residences, businesses, and public facilities (\$11,644,888) Soundproof residences and public facilities (\$70,346,541) Construct runways, taxiways, and aprons (\$9,701,604) Install noise monitoring equipment (\$7,613,584) Conduct noise studies (\$2,512,427) 	No AIP Funding Appropriated
<p>The AIP provides funding to assist individuals located in noise sensitive areas in abating the impacts of aircraft noise generated at neighboring airports. After identification of the impacted areas, often through AIP funded studies, funding may help to purchase the areas, relocate persons and businesses, soundproof buildings, and purchase and install noise barriers and noise monitors.</p>				

* Although AIP projects may include elements of these DOT performance goals, currently funding specifically targeted to these goals are not eligible under the AIP as stand alone projects. Therefore, funding for these project elements is not tracked.

Table 3: Grants-In-Aid for Airports FAA Performance Goals FY 2000

Security	Increase the detection of explosive devices and weapons that may be brought aboard aircraft (\$24,706,992)	* Critical Infrastructure Protection	* Drug Interdiction	* Foreign Fuel Supply Independence	* Regional Stability	* Illegal border incursions
	Install access control equipment (\$13,512,742) Install fencing (\$11,194,250)	No AIP Funding Appropriated	No AIP Funding Appropriated	No AIP Funding Appropriated	No AIP Funding Appropriated	No AIP Funding Appropriated
<p>The AIP provides funding for equipment and facilities that have been identified in agency approved security plans that control access to the critical operations areas at airports. The principal elements are fencing and equipment at entry points such as doors and gates.</p>						

Table 3: Grants-In-Aid for Airports FAA Performance Goals FY 2000

Organizational Excellence	* Increase customer satisfaction	* Improve employee satisfaction and effectiveness	* Improve organizational performance and productivity	
	No AIP Funding Appropriated	No AIP Funding Appropriated	No AIP Funding Appropriated	
<p>FAA intends to modernize the AIP grant management automated systems and create web-based portals for sponsors to import capital development data as a means of increasing FAA efficiency and productivity. The modernization goals are to upgrade the critical functionality of AIP databases and provide expandability as technology changes. The improved web-based technological platform will enable the FAA to efficiently manage a 65percent increase in AIP funds, a 50 percent increase in PFC funds, and over 2,000 new lines of codes to track the new GA entitlement program enacted under AIR-21. These databases are used to compute AIP formulas on passenger and cargo enplanements—essential to the running of the AIP program.</p>				

* Although AIP projects may include elements of these DOT performance goals, currently funding specifically targeted to these goals are not eligible under the AIP as stand alone projects. Therefore, funding for these project elements is not tracked.

PILOT PROGRAMS

ILEAV PILOT PROGRAM

AIR-21 directed the DOT to conduct an Inherently Low Emission Airport Vehicle (ILEAV) Pilot Program. Administered by the FAA under the AIP, the pilot program demonstrates how airports can improve local air quality by the use of low emission, alternative fuel vehicles (AFVs).

During FY 2000, the FAA consulted with other Federal agencies, industry groups, and associations to discuss program implementation. The largest part of this effort was the development of new empirical methodology for the program application process and airport estimates of AFV emission reductions and cost-effectiveness. No grants were issued under this pilot program in FY 2000.

ROUTINE PAVEMENT MAINTENANCE

AIR-21 made the pavement maintenance pilot program permanent by adding the routine work that preserves/extends useful life of runways, taxiways, and aprons at nonprimary airports as a part of the AIP. This permanently expanded AIP eligibility was the first significant involvement of Federal airport financial assistance programs on routine maintenance cost.

AIRPORT PRIVATIZATION

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

Of the five airports authorized in legislation, the following options and limitations apply: GA 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 DOT and the FAA published application procedures in the Federal Register for the pilot program in September 1997. The first application was approved and exemption was issued on March 30, 2000, to the New York State Department of Transportation and SWF Airport Acquisition, Incorporated for Stewart International Airport, a primary airport in Newburgh, New York.

Applications were received for the following GA airports from:

- The City of San Diego for Brown Field Municipal Airport in San Diego, California;
- Niagara Frontier Transportation Authority for Niagara Falls International Airport in Niagara Falls, New York;
- Puerto Rico Ports Authority for Rafael Hernández Airport in Aguadilla, Puerto Rico; and
- Orleans Levee District for New Orleans Lakefront Airport in New Orleans, Louisiana.

A report will be submitted to Congress by March 30, 2002.

INNOVATIVE FINANCE DEMONSTRATION PROGRAM

AIR-21 extended the innovative finance demonstration provisions originally enacted in 1996 for twenty projects during the FY 2000 through FY 2003 at any airport other than large and medium-hub airports. These techniques include the payment of interest, commercial bond insurance, other credit enhancements associated with airport bonds, flexible matching share, as well as use of passenger or cargo entitlements, for payment of principal and interest of terminal development costs incurred before April, 2000. The airports benefited from the innovative financing measures and requests beyond ten prior projects from the initial provision are under consideration.

This program was authorized by Congress for FY 2000 on April 5, 2000. The late addition in authority, coupled with the development of the program and the approval process of the project applications delayed the actual implementation of the program. Therefore, details of the program and program results will be provided in future annual reports.

DESIGN BUILD PILOT PROGRAM

AIR-21 §139 established a pilot program to test the design-build method of contracting in the Airport Improvement Program (AIP). Under this pilot, FAA may select up to seven projects to use in determining the acceptability of design methods.

Design-Build is a method of contracting in which two distinct phases of project accomplishment, the design phase and the construction phase, are combined into a seamless process performed by one contractor who retains single-source responsibility for that entire process. Due to time savings in the contracting process as with earlier commencement of construction, design-build may provide cost savings.

During FY 2000, the FAA was in the process of developing the scope of the program and the corresponding guidance and as such did not initiate the program until the fall of FY 2001. Therefore, details of the program will be provided in successive Annual Reports.

LAND USE COMPLIANCE REPORT

AIR-21 §737, now codified under 49 USC §47131, requires the compilation of the *Land Use Compliance Report*. This report is to provide a detailed statement listing airports that are not in compliance with Federal grant assurances or other Federal land use requirements with respect to airport lands. The report is to include the circumstances of such noncompliance, the timelines for corrective action, and the corrective action the Secretary intends to take to bring the airport sponsor into compliance.*

As an integral element in compiling the Land Use Compliance Report, 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) preinspection procedures, (d) onsite inspection procedures, and (e) corrective actions. The purpose of land use inspections is to ascertain the airport sponsor's compliance with the terms of applicable Federal obligations incurred through grant agreements, surplus property, and non-surplus property conveyances dealing specifically with the use of airport property. This inspection program serves as a compliance oversight and land use surveillance tool subject to Federal obligations. Land use inspections are necessary steps toward standardized reporting formats, completeness of land use records, and supporting data for potential compliance determinations, both informal and formal. The information collected as a result of land use inspections is used in compiling the *Land Use Compliance Report* required under 49 USC §47131.

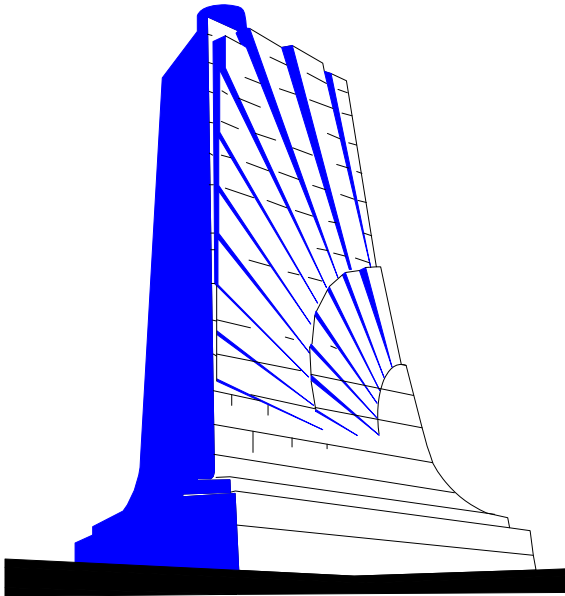
Congress authorized this program for FY 2000 on April 5, 2000. The late addition in authority, coupled with the development of the inspection program and its implementation, delayed the actual implementation of the program. Therefore, details of the program and results of compliance investigations will be provided in future Annual Reports.

* See 49 USC § 47131 (5).

This page intentionally left blank.

APPENDIX A

PROGRAM HISTORY



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

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

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

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

The 1982 Act also provides funds to conduct noise compatibility planning and to implement Noise Compatibility programs that are authorized by the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193).

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

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

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

The Airport and Airway Safety, Capacity, Noise Improvement, and Intermodal Transportation Act of 1992 (Public Law 102-581, October 31, 1992) authorized the extension of AIP at a funding level of \$2.05 billion through FY 1993. This Act included a number of changes in AIP:

1. The primary changes include the expanded eligibility of development under the MAP eligibility for the relocation of air traffic control towers and navigational aids (including radar) if they impede other projects funded under the AIP;

2. The eligibility of land, paving, drainage, aircraft deicing equipment, and structures for centralized aircraft deicing areas; and
3. Projects to comply with the Americans with Disabilities Act of 1990, the Clean Air Act, and the Federal Water Pollution Control Act.

The Act also increased the number of states that may participate in the State Block Grant Program from three to seven and extended that program through FY 1996.

Three statutes were enacted during FY 1994 that affected AIP. The AIP Temporary Extension Act of 1994 (Public Law 103-260, May 26, 1994) extended the authorization of AIP until June 30, 1994. 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 Discretionary funds remaining after all formulas and set-asides are calculated are less than \$325 million, all set-asides and apportionments (except Alaska supplemental funds) must be reduced by equal percentages to provide this minimum level of Discretionary funds. Eligibility for terminal development was expanded to allow the use of Discretionary funds at reliever airports and primary airports enplaning less than 0.05 percent of annual national enplanements (non-hub primary.)

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

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

The Federal Aviation Reauthorization Act of 1996 (Public Law 104-264, October 9, 1996) extended AIP until September 30, 1998. Various changes were made to the formula computation of primary and cargo entitlements, State apportionment, and discretionary

set-asides. Specifically, under primary airport entitlements, the formula was adjusted by changing the credit for the number of enplaning passengers over 500,000 from \$0.65 to (a) \$0.65 for the passengers from 500,000 up to one million and (b) \$0.50 for each passenger over one 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 four percent of the Discretionary fund. In addition, previously there was a minimum level of \$325 million for the Discretionary fund after subtraction of the various apportioned funds and set-asides. The new Act changed the minimum level to \$148 million over the payments necessary for LOI payments (for LOIs issued prior to January 1, 1996) from the Discretionary fund.

Three new pilot programs for innovative financing techniques, pavement maintenance, and privatization of airports were added to the program. Other amendments included changes to the MAP in the number of airports under the program, criteria for selection, project eligibility, and permission to extend MAP participants for an additional 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 seven to eight States in 1997 and then to nine states in 1998.

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

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

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

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

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

In April 2000, AIR-21 was enacted reauthorizing the 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:

- Authorized AIP funding level significantly increases in FY 2001 to a level of \$3.2 billion, growing to \$3.4 billion in FY 2003.
- If amounts made available for AIP through the appropriations process equal or exceed \$3.2 billion in FY 2001 and beyond, the following changes are made to the AIP formula:
 - Passenger entitlements determined by formula double
 - Minimum passenger entitlement increases to \$1 million
 - Maximum passenger entitlement increases from \$22 million to \$26 million
 - State apportionment increases 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 the FAA's NPIAS or \$150,000;
 - A new "super reliever" set aside is established and funded at two-thirds of a percent of AIP.
- AIR-21 includes the following formula changes effective FY 2000, without regard to total AIP level;

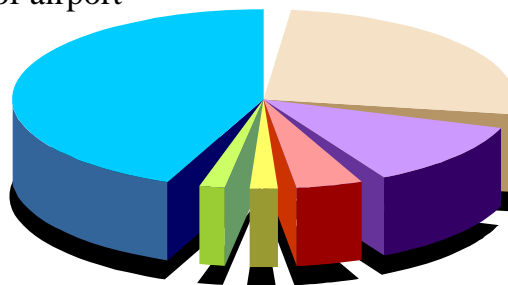
- Minimum passenger entitlement increased from \$500,000 to \$650,000
 - Cargo entitlement increased from 2.5 percent of AIP to 3 percent
 - Set-aside for noise compatibility planning and projects is increased from 31 percent of discretionary funds to 34 percent
- AIR-21 establishes two new pilot programs: one for low emission vehicles and supporting infrastructure; one for projects implemented through design-build contracts;
- AIR-21 extends the innovative finance pilot program and makes the pavement maintenance pilot program permanent;
- AIR-21 increases the maximum allowable PFC from \$3.00 to \$4.00 or \$4.50;
- Large and medium-hub airports, to qualify must show that the projects proposed for funding make significant contribution to: (1) improving safety or security; (2) increasing air carrier competition; (3) reducing current or anticipated congestion; or (4) reducing aviation noise impacts; and
- 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 turn back from 50 percent to 75 percent.

Additionally, in FY 2000, and within the overall mix of safety and security projects, the FAA established a special emphasis program to fund projects to improve runway safety areas that do not currently conform to FAA standards and projects that are intended to reduce the incidence of runway incursions.

APPENDIX B

FIGURES AND TABLES

Figures and tables mentioned earlier in the foreword and body of the narrative are shown on the following pages. These supplement the tables and figures included and described in the body of the Report. Table B-1 shows the types of airport development and planning work elements plus the AIP funds associated with these grants over the life of the AIP.



Figures B-1a through B-1c, based on data in Table B-1, illustrate the distribution of the apportioned grant funds awarded under the AIP.

Figure B-1a depicts apportioned funding; Figure B-1b; Discretionary funding and Figure B-1c depicts the combined grant funds. Figure B-2a illustrates the manner in which AIP funds and PFC revenues are used and compares the types of development items funded by each fund source over the eight year period that PFCs have been available for use by airport sponsors. Following in Figure B-2b is a depiction of the comparable data for FY 2000 only.

Table B-2 provides a display of grant totals for the fiscal year based on airport types, Block Grants, and system plans for the states and territories. Table B-3 shows the AIP yearly authorizations, obligation limitations, actual obligations, and grant totals. Table B-4a provides a list of the airports receiving LOI payments during the current fiscal year. Table B-4b provides a list of the airports scheduled to receive LOI payments in subsequent fiscal years. Finally, Table B-5 provides an array of the individual grants awarded during the fiscal year and includes an abbreviated description of the work in each grant.

This page intentionally left blank

Table B-1

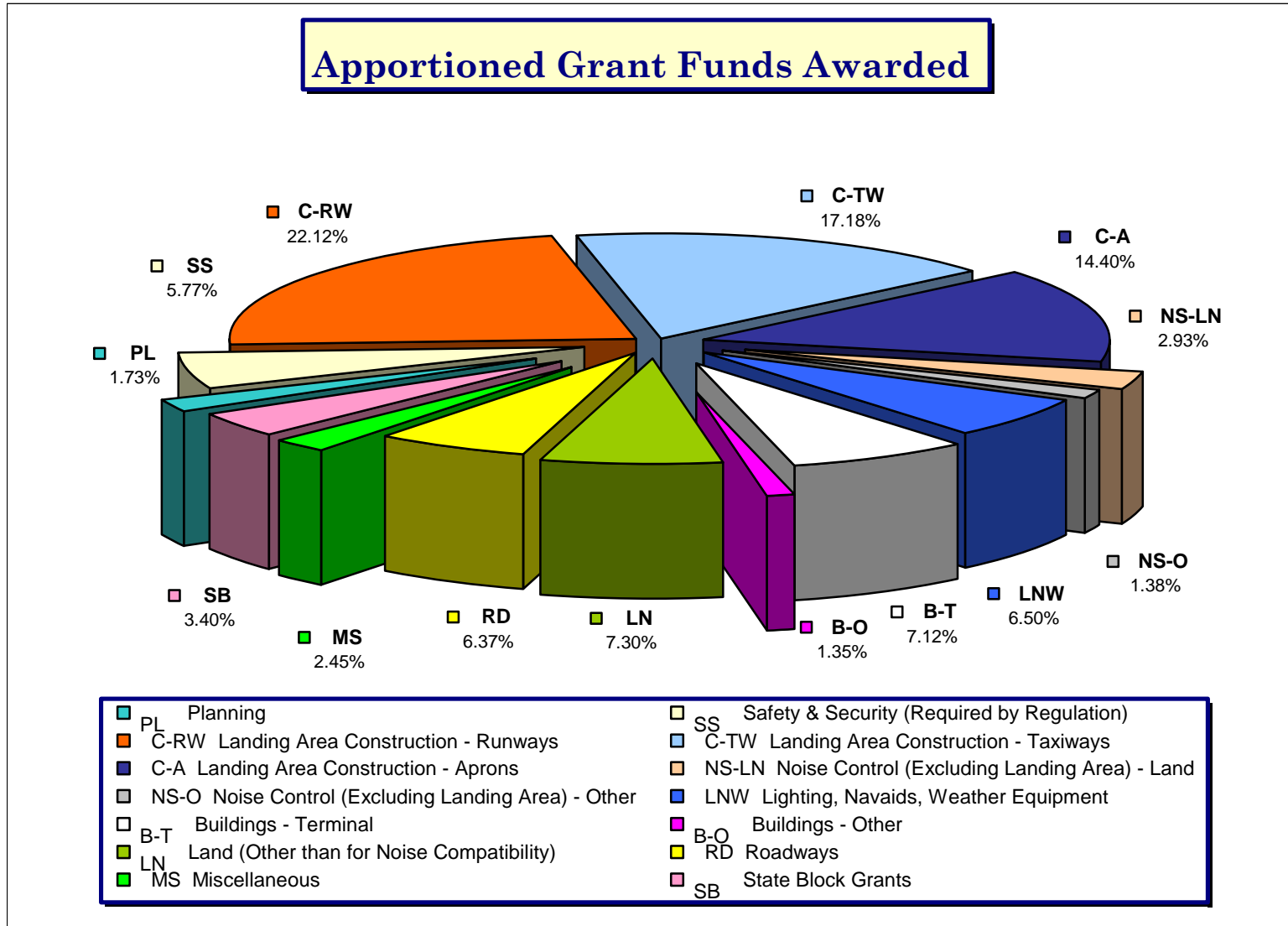
Airport Improvement Program
 FY 1982 – FY 2000
Cumulative Apportioned Grants Awarded
 (By Development/Planning Type and Funding Type)

Development/Planning Type		Apportioned Grant Funds		Discretionary Grant Funds		Combined Grant Funds Awarded	
Abbreviation	Description	Total Funds Awarded	Percentage of Total	Total Funds Awarded	Percentage of Total	Total Funds Awarded	Percentage of Total
PL	Planning	\$249,643,037	1.87%	\$264,332,210	2.09%	\$513,975,247	1.98%
SS	Safety & Security (Required by Regulation)	\$747,675,703	5.61%	\$690,438,620	5.45%	\$1,438,114,323	5.53%
C-RW	Landing Area Construction-Runways	\$3,003,089,925	22.52%	\$3,555,190,439	28.06%	\$6,558,280,364	25.22%
C-TW	Landing Area Construction-Taxiways	\$2,292,484,006	17.19%	\$1,756,463,183	13.86%	\$4,048,947,189	15.57%
C-A	Landing Area Construction-Aprons	\$1,931,168,900	14.48%	\$1,357,546,268	10.71%	\$3,288,715,168	12.65%
NS-LN	Noise Control (Excluding Landing Area)-Land	\$361,206,399	2.71%	\$1,335,695,547	10.54%	\$1,696,901,946	6.53%
NS-O	Noise Control (Excluding Landing Area)-Other	\$178,313,443	1.34%	\$1,068,949,807	8.44%	\$1,247,263,250	4.80%
LNW	Lighting, Nav aids, Weather Equipment	\$856,060,121	6.42%	\$498,037,265	3.93%	\$1,354,097,386	5.21%
B-T	Buildings-Terminal	\$960,945,424	7.21%	\$116,461,215	0.92%	\$1,077,406,639	4.14%
B-O	Buildings-Other	\$176,256,912	1.32%	\$69,488,009	0.55%	\$245,744,921	0.94%
LN	Land (Other than for Noise Compatibility)	\$960,500,750	7.20%	\$1,083,380,028	8.55%	\$2,043,880,778	7.86%
RD	Roadways	\$799,961,084	6.00%	\$284,344,353	2.24%	\$1,084,305,437	4.17%
MS	Miscellaneous	\$312,583,544	2.34%	\$237,741,952	1.88%	\$550,325,496	2.12%
SB	State Block Grants	\$503,096,989	3.77%	\$353,723,092	2.79%	\$856,820,081	3.29%
	Total	\$13,332,986,237	100.00%	\$12,671,791,988	100.00%	\$26,004,778,225	100.00%

This page intentionally left blank

Figure B-1a

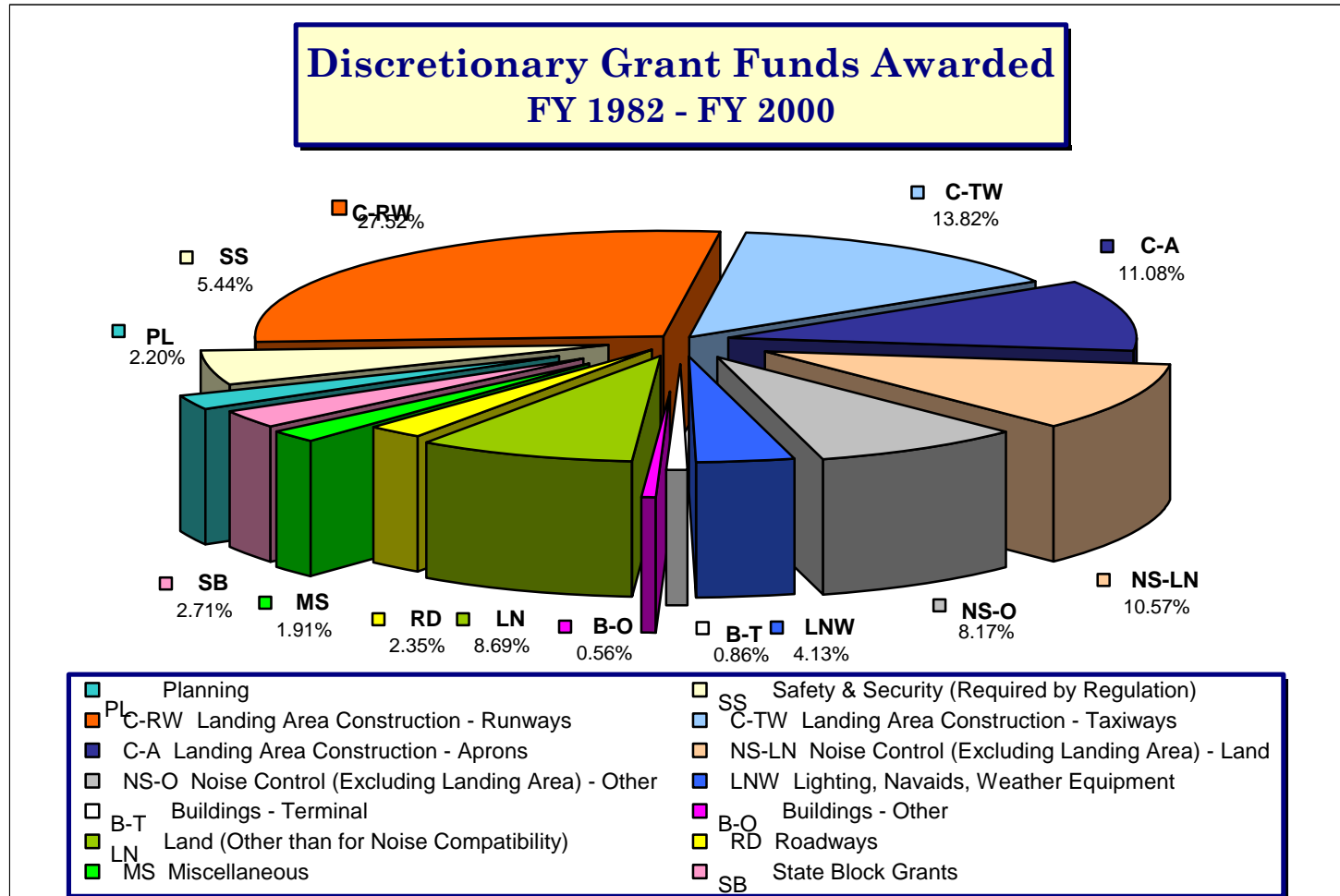
Airport Improvement Program
 FY 1982 – FY 2000
Cumulative Grants Awarded
 (By Development/Planning Type and Funding Type)



This page intentionally left blank

Figure B-1b

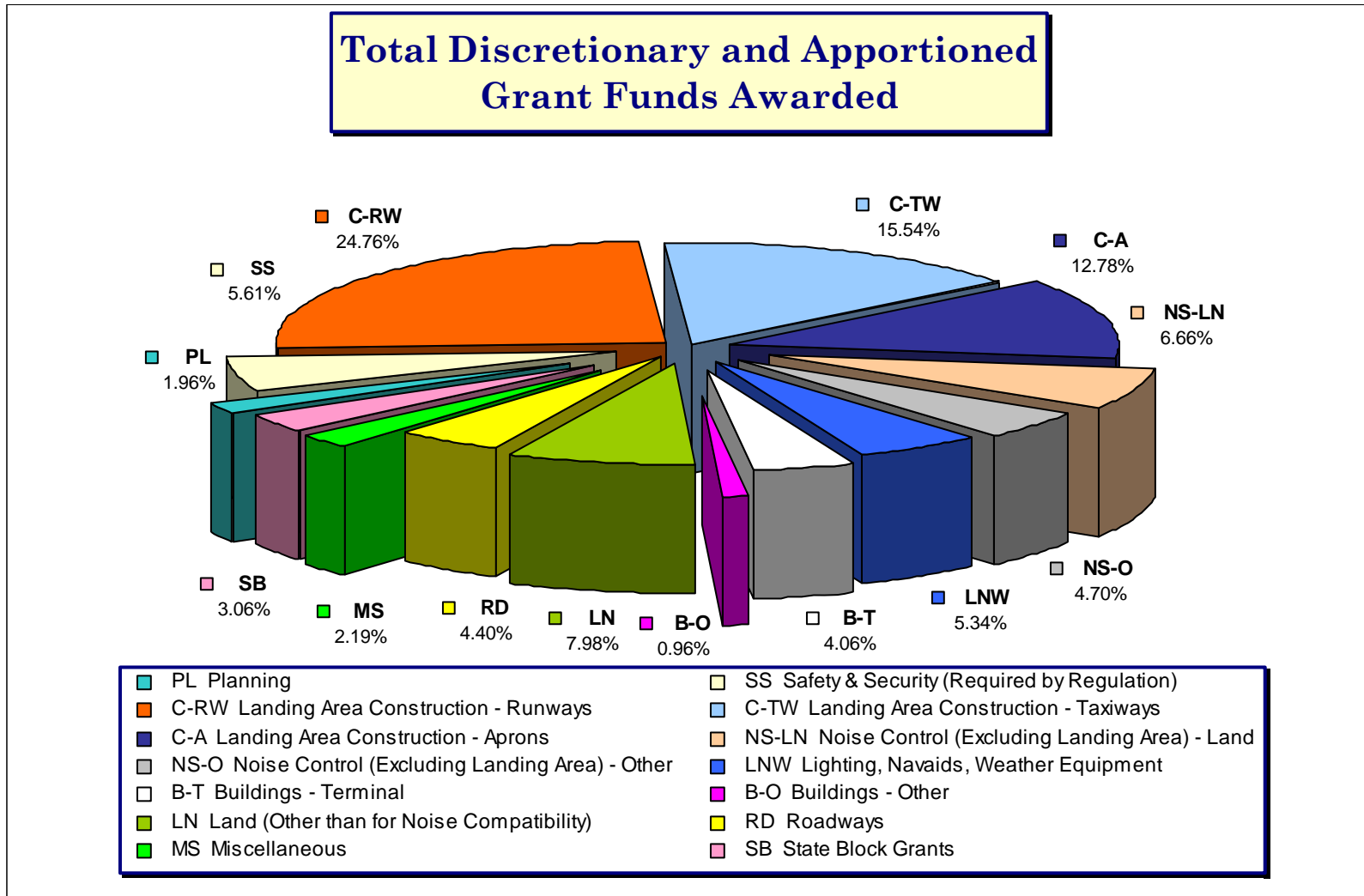
Airport Improvement Program
 FY 1982 – FY 2000
Cumulative Grants Awarded
 (By Development/Planning Type and Funding Type)



This page intentionally left blank

Figure B-1c

Airport Improvement Program
 FY 1982 – FY 2000
Cumulative Grants Awarded
 (By Development/Planning Type and Funding Type)

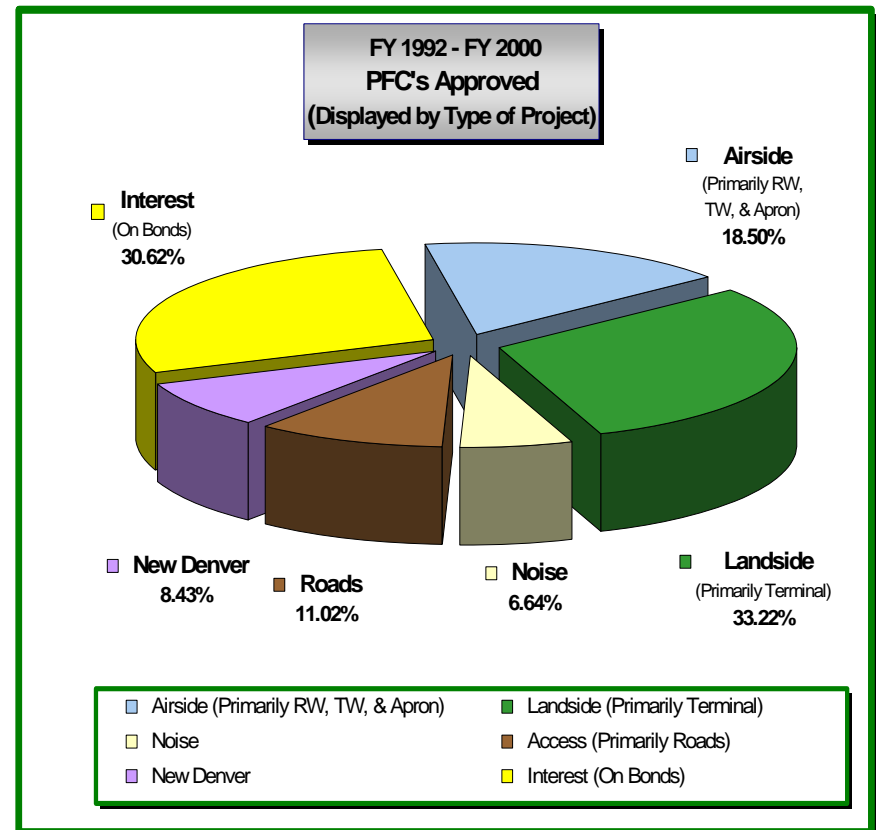
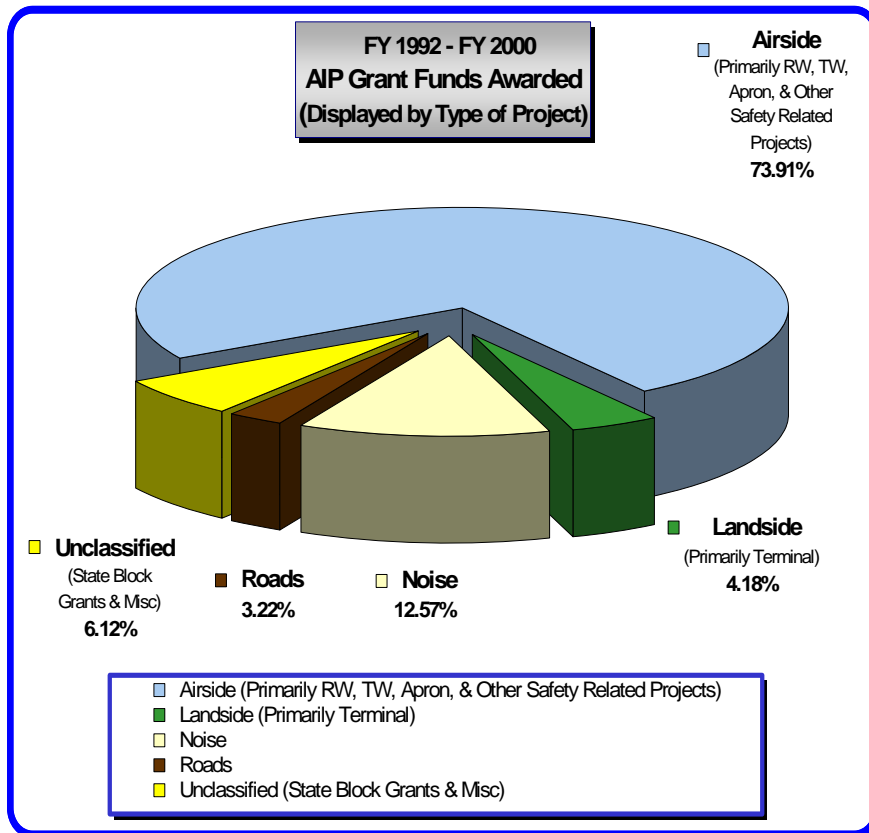


This page intentionally left blank

Figure B-2a

Airport Improvement Program
 FY 1992 – FY 2000
Cumulative Comparison of AIP to PFC
 (For the Period PFC's Have Been In Use)

Cumulative Funds, FY 1992- FY 2000			
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)	\$11,260,611,478	Airside (Primarily RW, TW, & Apron)	\$4,680,570,158
Landside (Primarily Terminal)	\$670,638,287	Landside (Primarily Terminal)	\$8,406,139,371
Noise	\$1,877,241,920	Noise	\$1,679,804,612
Roads	\$453,059,796	Access (Primarily Roads)	\$2,788,916,190
Unclassified (State Block Grants & Misc)	\$957,195,281	New Denver	\$2,330,734,321
Total	\$15,218,746,762	Interest (On Bonds)	\$7,747,151,521
		Total	\$27,633,316,173



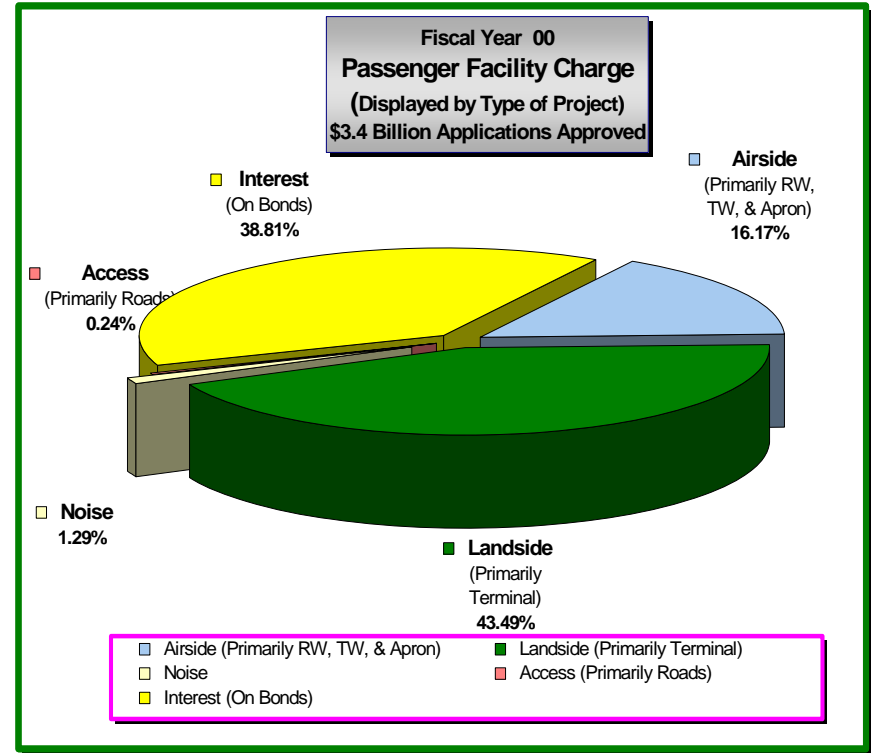
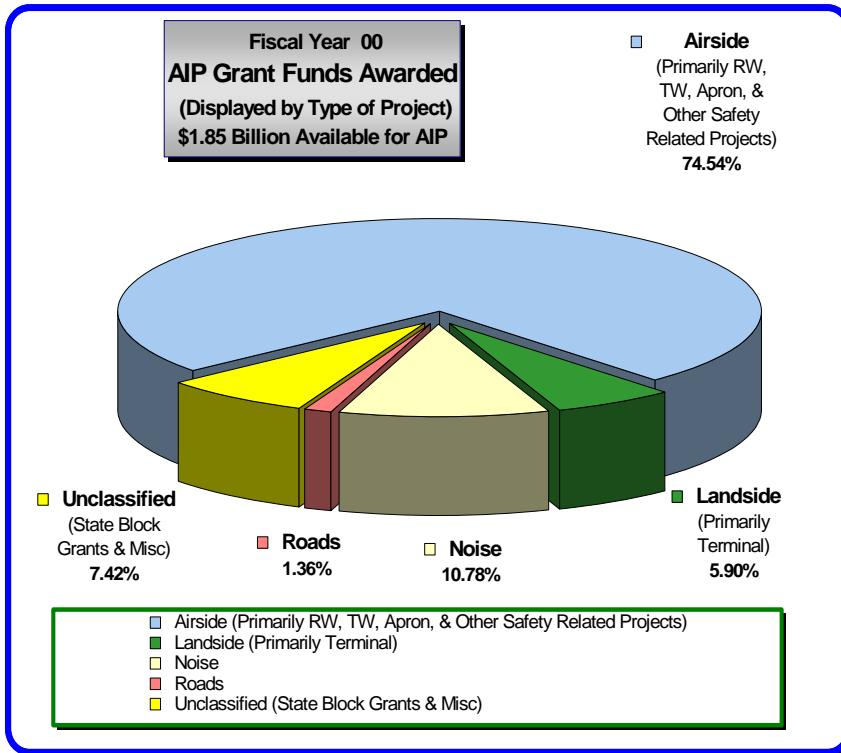
This page intentionally left blank

Figure B-2b

Airport Improvement Program
FY 2000
Comparison of AIP to PFC Funding Approved

Approved Funds, FY 2000			
Airport Improvement Program		Passenger Facility Charge Program	
Development/Planning	Grant Funds Awarded	Development/Planning	PFC Funds Authorized
Airside (Primarily RW, TW, Apron, & Other Safety Related Projects)	\$1,469,314,328	Airside (Primarily RW, TW, & Apron)	\$547,702,368
Landside (Primarily Terminal)	\$116,360,310	Landside (Primarily Terminal)	\$1,473,062,173
Noise	\$212,465,676	Noise	\$43,570,360
Roads	\$26,778,364	Access (Primarily Roads)	\$8,267,752
Unclassified (State Block Grants & Misc)	\$146,240,618	Interest (On Bonds)	\$1,314,341,998
Total	\$1,971,159,296	Total	\$3,386,944,651

Note: Amounts above include future year funds of Multi-Year Projects



This page intentionally left blank

Table B-2

FY 2000 Airport Improvement Program
Numbers of Grants Awarded and Total Amounts
 (Excludes Amendments to Prior Year Grants)

Location	Primary	Commercial Service	Reliever	General Aviation	State Block (Multiple Projects)	System Plans	Total Grants Awarded						
Alabama	6	14,443,545		1	1,636,000	13	9,776,259		1	675,000	21	26,530,804	
Alaska	23	40,051,107	9	18,327,426	3	2,128,750	13	23,233,430		2	1,130,913	50	84,871,626
American Samoa	1	5,150,000	2	3,759,629								3	8,909,629
Arizona	9	25,386,996	3	1,102,113	5	6,553,374	5	6,085,373		1	150,000	23	39,277,856
Arkansas	8	16,396,105	1	355,016	2	1,437,330	11	4,547,978				22	22,736,429
California	46	137,366,719	3	3,961,719	17	16,414,690	26	18,702,574		2	265,000	94	176,710,702
Colorado	16	47,122,923	3	1,221,508	3	1,580,000	9	4,904,174		1	100,000	32	54,928,605
Connecticut	3	1,043,672					1	54,000				4	1,097,672
Delaware			1	4,654,070			1	53,907				2	4,707,977
Florida	26	97,337,722			10	13,656,570	10	4,915,446				46	115,909,738
Georgia	12	33,833,834			4	7,685,503	11	6,176,741		1	100,000	28	47,796,078
Guam	2	6,808,210										2	6,808,210
Hawaii	5	16,335,935								1	4,500,000	6	20,835,935
Idaho	9	20,604,569					4	4,524,411				13	25,128,980
Illinois	23	46,154,936			1	14,000,000			4	25,533,633		28	85,688,569
Indiana	12	16,810,991	2	624,555	2	1,661,663	9	5,166,642				25	24,263,851
Iowa	10	20,363,486	2	790,587	1	2,656,800	8	3,537,024				21	27,347,897
Kansas	4	2,753,710	2	974,875	2	513,580	7	2,909,031				15	7,151,196
Kentucky	6	19,142,027			1	1,548,167	4	5,278,096				11	25,968,290
Louisiana	15	26,538,256			4	2,722,023	7	3,873,716		2	530,000	28	33,663,995
Maine	3	2,213,252	1	3,510,976								4	5,724,228
Maryland	6	13,398,934	1	369,306	4	1,088,846	4	2,940,732				15	17,797,818
Massachusetts	8	13,507,300			1	49,140	17	3,976,996				26	17,533,436
Michigan	16	44,303,052			1	560,286			2	15,533,082		19	60,396,420
Minnesota	10	32,722,817	1	1,896,786			5	4,284,262				16	38,903,865
Mississippi	10	10,309,850			1	272,430	10	10,057,447				21	20,639,727
Missouri	9	36,986,108					1	480,000	1	6,181,142		11	43,647,250
Montana	10	7,678,174	1	94,703			14	8,121,732		1	76,140	26	15,970,749

Table B-2

FY 2000 Airport Improvement Program
Numbers of Grants Awarded and Total Amounts
 (Excludes Amendments to Prior Year Grants)

Location	Primary		Commercial Service		Reliever		General Aviation		State Block (Multiple Projects)		System Plans		Total Grants Awarded	
Nebraska	5	4,446,054	1	513,000			4	4,070,479			1	248,850	11	9,278,383
Nevada	11	38,013,853			1	2,029,688	4	6,735,052			1	170,000	17	46,948,593
New Hampshire	6	18,150,881			1	256,680	8	2,836,434					15	21,243,995
New Jersey	6	14,813,211							2	8,569,359	1	300,000	9	23,682,570
New Mexico	5	5,617,108	6	3,878,039			9	4,010,851					20	13,505,998
New York	42	72,489,382	10	4,446,137	14	10,977,094	27	10,570,361			3	662,680	96	99,145,654
North Carolina	18	41,103,305							1	8,335,092			19	49,438,397
North Dakota	4	6,779,477	4	1,841,202			8	2,230,990			1	55,518	17	10,907,187
Northern Mariana	2	6,524,254											2	6,524,254
Ohio	14	29,759,830			2	2,153,710	11	14,500,391					27	46,413,931
Oklahoma	5	8,390,963	1	1,949,400	2	1,301,964	4	3,857,824					12	15,500,151
Oregon	9	17,761,701			1	90,000	8	6,134,673			1	193,500	19	24,179,874
Pennsylvania	26	50,768,565					1	270,000	2	12,935,234	2	600,500	31	64,574,299
Puerto Rico	2	9,622,411											2	9,622,411
Rhode Island	5	8,284,689			2	535,000	2	550,800					9	9,370,489
South Carolina	7	10,034,384			1	598,090	9	5,065,726			1	249,000	18	15,947,200
South Dakota	4	3,878,073	2	2,014,299			9	2,573,100			1	350,000	16	8,815,472
Tennessee	12	20,202,639							1	6,198,374			13	26,401,013
Texas	34	95,214,865			2	823,938	3	5,013,606	2	32,134,099			41	133,186,508
Utah	2	13,164,949	2	935,000	2	5,725,443	10	3,489,060			2	171,039	18	23,485,491
Vermont	3	1,544,344									1	203,485	4	1,747,829
Virgin Islands	1	5,088,090											1	5,088,090
Virginia	14	40,350,643			5	10,341,082	8	4,456,715			1	250,894	28	55,399,334
Washington	21	31,474,389	3	1,410,020	3	694,141	10	4,504,843			1	225,000	38	38,308,393
West Virginia	8	7,864,205	2	309,382			11	4,108,654					21	12,282,241
Wisconsin	9	19,653,476							1	6,348,839			10	26,002,315
Wyoming	13	9,678,691	1	55,800			10	4,994,940					24	14,729,431
	596	1,345,438,662	64	58,995,548	99	111,691,982	346	223,574,470	16	121,768,854	29	11,207,519	1,150	1,872,677,035

Table B-3

Airport Improvement Program
FY 1982 - FY 2000

Grant Funding Authorizations, Obligation Limitations, and Obligations
(Dollars in Millions)

Fiscal Year	Congressional Authorization ¹	Appropriations Act Limitation on Obligations	Gross Obligations ^{6,8}	Total \$ Amount New Grants Awarded	Total Number New Grants Awarded
1982	\$450.0	\$450.0	\$412.5 ⁷	\$412.5	651
1983	\$800.0	\$804.5 ²	\$805.8	\$736.0	1,082
1984	\$993.5	\$800.0 ³	\$811.5	\$739.2	1,104
1985	\$987.0	\$925.0	\$934.7	\$848.7	1,160
1986	\$1,017.0	\$885.2 ⁴	\$906.1	\$782.0	1,083
1987	\$1,017.2	\$1,025.0 ⁵	\$1053.0	\$919.4	1,173
1988	\$1,700.0	\$1,268.7	\$1289.8	\$1,278.3	1,251
1989	\$1,700.0	\$1,400.0	\$1430.4	\$1,279.3	1,258
1990	\$1,700.0	\$1,425.0	\$1453.1	\$1,284.5	1,152
1991	\$1,800.0	\$1,800.0	\$1835.7	\$1,670.3	1,404
1992	\$1,900.0	\$1,900.0	\$1954.5	\$1,765.0	1,507
1993	\$2,025.0	\$1,800.0	\$1875.2	\$1,829.8	1,434
1994	\$2,970.3 ⁹	\$1,690.0	\$1730.7	\$1,702.2	1,318
1995	\$2,161.0	\$1,450.0	\$1500.8	\$1,418.2	1,047
1996	\$2,214.0	\$1,450.0	\$1506.4	\$1,379.9	941
1997	\$2,280.0 ¹⁰	\$1,460.0	\$1506.4	\$1,475.9	1,066
1998	\$2,347.0	\$1,700.0	\$1653.7	\$1,503.5	1,040
1999	\$2,410.0	\$1,950.0	\$1,990.1	\$1,958.7	1,489
2000	\$2,475.0	\$1,850.6	\$1,862.0	\$1,957.9	1,149

1. The Surface Transportation Assistance Act of 1982 (STAA) increased authorizations by \$200 million in FY 1983 and FY 1984 and another \$75.0 million in FY 1985. The projects approved under this authorization were referred to as "Jobs Bill Projects" since they were appropriated by the Emergency Jobs Bill (Public Law 98-8).
2. The FY 1983 appropriation includes \$600 million of the \$800 million authorized and \$150 million of the \$200 million authorized by the STAA and appropriated under the Emergency Jobs Bill (Public Law 98-8), plus another \$54 million of unrequested entitlements carried over from prior years.
3. The FY 1984 appropriation includes \$793.5 million of the \$993.5 million authorized and \$6.5 million of the \$200 million authorized by the STAA and appropriated under the Emergency Jobs Bill (Public Law 98-8).
4. The FY 1986 appropriation includes \$88 million of the \$925 million authorized and was reduced by P.L. 99-177, Balanced Budget and Emergency Deficit Control Act.
5. The FY 1987 appropriation includes the \$1,000 million authorized plus a \$25 million supplemental appropriation, P.L. 100-71, July 1987.
6. **Note: Gross Obligations** = \$ New Grants Awarded + \$ from Recoveries in Prior Year Grants used for Increases in Existing Grants. Gross obligations include current year funds plus reobligations of

7. 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.
7. Includes Airport Development and Aid Program (ADAP) entitlements authorized to continue under the AIP. FY 1982 data do not include an FY 1982 grant to Reno, Nevada (Cannon International), for \$5 million funded with FY 1982 funds authorized prior to approval of the AIP.
8. Not included in above figures are reobligated funds recovered from adjustments to obligations made under the ADAP program authorized from FY 1970-1981. Legislation allowed use of recovered ADAP funds for ADAP grant increases up to a maximum of 10 percent of the original grant amount. For each FY from 1982 through 1993, the reobligations have been \$7.1, \$6.7, \$7.1, \$5.2, \$4.0, \$6.7, \$2.7, \$3.1, \$1.1, \$0.4, \$0.2, and \$0.1 million, respectively.
9. 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.
10. Rescissions in contract authority of \$50 million per P.L. 104-208 (Omnibus Consolidated Appropriations Act, 1997) and \$750 million per P.L. 105-18 (1997 Emergency Supplemental Appropriations Act) were imposed.

This page intentionally left blank.

Letter of Intent (LOI) Payments for FY 2000

(\$ in Thousands)

(Totals may not add due to rounding)

Primary/Reliever Airports (Sorted by Region)	Formula	Discretionary	Total
New England Region			
<i>Providence, RI Theodore Francis Green State</i>	1,100	0	1,910
Eastern Region			
<i>Washington, DC Ronald Reagan Washington National</i>	0	0	0
Southern Region			
<i>Fort Myers, FL Southwest Florida International</i>	0	2,000	2,000
<i>Miami, FL Miami International</i>	7,000	5,000	12,000
<i>Orlando, FL Orlando International</i>	0	15,530	15,530
<i>Orlando, FL Orlando International</i>	4,343	2,000	6,343
<i>Atlanta, GA The William B Hartsfield Atlanta International</i>	0	9,071	9,071
<i>Covington, KY Cincinnati/Northern Kentucky International</i>	0	2,916	2,916
<i>Louisville, KY Louisville International-Standiford Field</i>	4,051	0	4,051
<i>Columbus, MS Golden Triangle Regional</i>	351	18	351
<i>Hilton Head Island, SC Hilton Head</i>	95	0	95
<i>Memphis, TN Memphis International</i>	8,318	0	8,318
<i>Nashville, TN Nashville International</i>	1,095	0	1,095
Southwest Region			
<i>Fayetteville, AR NW Arkansas Regional</i>	0	7,000	7,000
<i>Austin, TX New Austin at Bergstrom</i>	1,797	4,633	6,430
<i>Dallas/Fort Worth, TX, Dallas/Fort Worth International</i>	0	6,292	6,292
<i>Midland, TX Midland International</i>	1,697	0	1,697
Great Lakes Region			
<i>Chicago, IL Chicago Midway</i>	0	8,000	8,000
<i>Belleville, IL MidAmerica (Reliever)</i>	0	14,000	14,000
<i>Detroit, MI Detroit Metropolitan Wayne County</i>	4,903	12,000	16,903
<i>Minneapolis, MN Minneapolis-St Paul International/ Wold-Chamberlain</i>	0	9,000	9,000
Central Region			
<i>St Louis, MO Lambert-St Louis International</i>	5,925	15,500	21,425
Western-Pacific Region			
<i>Sacramento, CA Sacramento Metropolitan</i>	1,660	0	1,660
<i>Las Vegas, NV Las Vegas-Henderson Sky Harbor</i>	650	2,000	2,650
<i>Reno, NV Reno/Tahoe International</i>	1,655	6,000	7,655
Northwest Mountain Region			
<i>Salt Lake City, UT Salt Lake City International</i>	0	9,000	9,000
<i>Seattle, WA Seattle-Tacoma International</i>	4,624	7,000	11,624
Alaskan Region			
<i>Anchorage, AK Anchorage International</i>	1,950	3,000	4,950
FY 2000 National Totals	\$53,513	\$159,942	\$213,455

This page intentionally left blank.

Table B-4b

AIRPORT IMPROVEMENT PROGRAM
PROGRAM LEVEL SUMMARY
Letter of Intent (LOI) Commitments by Fiscal Year
(\$ in Thousands)
(Totals may not add due to rounding)

Primary/Reliever Airports (Sorted By Region)	2000	2001	2002	2003	2004	2005	2006	2007	2008	Beyond	Total
New England Region											
<i>Providence, RI Theodore Francis Green State</i>											
Formula	1,100	1,100	1,100	1,100	1,100	1,100	643	0	0	0	\$7,243
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0
Eastern Region											
<i>Washington, DC Ronald Reagan Washington National</i>											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	0	13,249	12,643	0	0	0	0	0	0	0	\$25,892
Southern Region											
<i>Fort Myers, FL Southwest Florida International</i>											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	2,000	4,000	4,000	4,000	4,000	4,000	4,000	3,500	3,500	0	\$33,000
<i>Miami, FL Miami International</i>											
Formula	7,000	7,000	7,000	7,000	7,000	0	0	0	0	0	\$35,000
Discretionary	5,000	3,000	2,840	4,000	5,000	8,000	7,550	8,000	4,000	18,650	\$66,040
<i>Orlando, FL Orlando International</i>											
Formula	4,343	4,474	4,279	0	0	0	0	0	0	0	\$13,096
Discretionary	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	0	\$18,000
<i>Orlando, FL Orlando International</i>											
Formula	0	0	0	4,600	5,100	5,360	5,620	5,900	6,200	4,780	\$37,560
Discretionary	15,530	7,590	5,000	5,000	3,000	0	0	0	0	0	\$36,120
<i>Atlanta, GA The William B Hartsfield Atlanta International</i>											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	9,071	9,998	10,179	6,708	6,982	6,369	6,368	6,308	6,308	6,709	\$75,000
<i>Covington, KY Cincinnati/Northern Kentucky International</i>											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	2,916	1,562	0	0	0	0	0	0	0	0	\$4,478
<i>Louisville, KY Louisville International-Standiford Field</i>											
Formula	4,051	3,525	3,525	64	0	0	0	0	0	0	\$11,165
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0
<i>Columbus, MS Golden Triangle Regional</i>											
Formula	351	0	0	0	0	0	0	0	0	0	\$ 351
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0
<i>Hilton Head Island, SC Hilton Head</i>											
Formula	95	0	0	0	0	0	0	0	0	0	\$ 95
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0

Table B-4b

**AIRPORT IMPROVEMENT PROGRAM
PROGRAM LEVEL SUMMARY
Letter of Intent (LOI) Commitments by Fiscal Year
(\$ in Thousands)
(Totals may not add due to rounding)**

Primary/Reliever Airports (Sorted By Region)	2000	2001	2002	2003	2004	2005	2006	2007	2008	Beyond	Total
Memphis, TN Memphis International											
Formula	8,318	6,800	6,800	6,800	6,800	6,800	6,800	6,366	0	0	\$55,484
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0
Nashville, TN Nashville International											
Formula	1,095	0	0	0	0	0	0	0	0	0	\$1,095
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0
Southwest Region											
Fayetteville, AR NW Arkansas Regional											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	7,000	7,000	7,000	0	0	0	0	0	0	0	\$21,000
Austin, TX New Austin at Bergstrom											
Formula	1,797	1,775	0	0	0	0	0	0	0	0	\$3,572
Discretionary	4,633	5,000	0	0	0	0	0	0	0	0	\$10,000
Dallas/Fort Worth, TX Dallas/Fort Worth International											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	6,292	2,292	3,292	4,892	4,892	5,692	5,692	2,752	2,552	11,292	\$49,640
Midland, TX Midland International											
Formula	1,697	1,194	0	0	0	0	0	0	0	0	\$2,891
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0
Great Lakes Region											
Chicago, IL Chicago Midway											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	8,000	9,000	9,000	12,000	12,000	12,000	12,000	12,000	12,000	22,000	\$120,000
Belleville, IL MidAmerica (Reliever)											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	14,000	14,000	14,000	0	0	0	0	0	0	0	\$42,000
Detroit, MI Detroit Metropolitan Wayne County											
Formula	4,903	4,850	5,070	5,300	5,540	5,790	6,050	6,320	5,299	0	\$49,122
Discretionary	12,000	12,000	12,000	12,000	13,000	13,000	13,000	14,000	14,000	0	\$115,000
Minneapolis, MN Minneapolis-St Paul International/Wold-Chamberlain											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	9,000	10,000	13,000	11,000	8,000	8,000	7,500	7,000	5,000	10,000	\$88,500
Central Region											
St Louis, MO Lambert-St Louis International											
Formula	5,925	4,410	4,506	4,601	4,695	4,789	4,882	4,973	5,063	0	\$43,844

Table B-4b

AIRPORT IMPROVEMENT PROGRAM
PROGRAM LEVEL SUMMARY
Letter of Intent (LOI) Commitments by Fiscal Year
(\$ in Thousands)
(Totals may not add due to rounding)

Primary/Reliever Airports (Sorted By Region)	2000	2001	2002	2003	2004	2005	2006	2007	2008	Beyond	Total
Discretionary	15,500	9,500	9,500	12,000	12,000	10,000	10,000	10,000	8,500	0	\$97,000
Western-Pacific Region											
Sacramento, CA Sacramento Metropolitan											
Formula	1,660	1,600	1,600	786	0	0	0	0	0	0	\$5,646
Discretionary	0	0	0	0	0	0	0	0	0	0	\$ 0
San Jose, CA San Jose International											
Formula	2,299	2,191	2,235	2,279	2,325	2,372	2,419	2,467	2,517	2,567	23,671
Discretionary	20,000	3,000	9,000	9,000	6,000	6,000	5,000	0	0	0	58,000
Las Vegas, NV Las Vegas-Henderson Sky Harbor											
Formula	650	540	540	676	0	0	0	0	0	0	\$2,406
Discretionary	2,000	2,000	2,000	2,000	0	0	0	0	0	0	\$8,000
Reno, NV Reno/Tahoe International											
Formula	1,655	1,600	1,600	616	0	0	0	0	0	0	\$5,471
Discretionary	6,000	6,000	6,000	0	0	0	0	0	0	0	\$18,000
Northwest Mountain Region											
Salt Lake City, UT Salt Lake City International											
Formula	0	0	0	0	0	0	0	0	0	0	\$ 0
Discretionary	9,000	9,000	7,000	7,000	7,000	7,000	0	0	0	0	\$46,000
Seattle, WA Seattle-Tacoma International											
Formula	4,624	4,700	4,900	5,000	5,100	5,300	5,400	5,600	5,600	11,318	\$57,542
Discretionary	7,000	7,000	7,000	7,050	6,590	7,204	7,204	7,135	7,135	23,775	\$87,093
Alaskan Region											
Anchorage, AK Anchorage International											
Formula	1,950	1,519	1,519	1,519	1,519	1,519	1,519	1,519	1,518	0	\$14,101
Discretionary	3,000	3,500	3,500	3,500	3,500	3,400	3,200	3,200	3,200	0	\$30,000
Regional Totals											
Formula	53,513	47,278	44,674	40,341	39,179	33,030	33,333	33,145	26,198	18,665	\$369,355
Discretionary	159,942	140,691	138,954	102,150	93,964	92,665	83,514	75,895	68,195	92,426	\$1,048,396
Total	213,455	187,969	183,628	142,491	133,143	125,695	116,847	109,040	94,393	111,091	\$1,417,751

This page intentionally left blank.

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
ALABAMA			
STATE OF ALABAMA; (SYSTEM PLAN)	SD	\$675,000	CONDUCT STATE SYSTEM PLAN STUDY.
ALABASTER ; SHELBY COUNTY (RELIEVER)	6	\$1,636,000	CONSTRUCT NEW PARALLEL TAXIWAY; EXTEND PARALLEL TAXIWAY; INSTALL REIL'S EXTEND RUNWAY 15/33; RELOCATE PAPI
ALBERTVILLE; THE ALBERTVILLE MUNI-THOMAS J BRUMLIK FL (GENERAL AVIATION)	10	\$150,606	REHABILITATE (SEALCOAT) RUNWAY 5/23 AND TAXIWAYS
ANNISTON ; ANNISTON METROPOLITAN (GENERAL AVIATION)	17	\$175,011	IMPROVE RUNWAY SAFETY AREA RUNWAY 5
AUBURN ; AUBURN-OPELIKA ROBERT G PITTS (GENERAL AVIATION)	12	\$2,499,971	EXTEND RUNWAY 36; EXTEND TAXIWAY A; INSTALL RUNWAY LIGHTING (HIRL); INSTALL TAXIWAY A LIGHTING (MITL).
BIRMINGHAM ; BIRMINGHAM INTERNATIONAL (PRIMARY)	43	\$4,884,291	ACQUIRE LAND (PARCEL 46); CONSTRUCT CARGO APRON PHASE 2 SITE PREPARATION; INSTALL AIRFIELD LIGHTING CONTROL SYSTEM FOR NEW ATCT; CONSTRUCT IN-FIELD SERVICE ROAD PHASE 3
DOTHAN ; DOTHAN REGIONAL (PRIMARY)	18	\$432,071	REHABILITATE TAXIWAY E; IMPROVE ACCESS ROAD.
DOTHAN ; DOTHAN REGIONAL (PRIMARY)	19	\$747,913	CONSTRUCT TERMINAL APRON; ACQUIRE AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLE; INSTALL SECURITY FENCE.
EUFAULA ; WEEDON FIELD (GENERAL AVIATION)	9	\$160,200	REHABILITATE TAXIWAY.
FORT PAYNE ; ISBELL FIELD (GENERAL AVIATION)	8	\$40,680	INSTALL PERIMETER FENCING.
GULF SHORES ; JACK EDWARDS (GENERAL AVIATION)	14	\$572,227	EXTEND RUNWAY 27 (ACQUIRE LAND), PHASE 1
HUNTSVILLE ; HUNTSVILLE INTL-CARL T JONES FIELD (PRIMARY)	36	\$2,519,421	CONSTRUCT SERVICE ROAD; REHABILITATE AIR CARRIER APRON AND PAVEMENT; ACQUIRE SECURITY EQUIPMENT (VEHICLE AND BODY ARMOR); EXTEND RUNWAY 18/36 (ENVIRONMENTAL ASSESSMENT/BENEFIT-COST ANALYSIS/DESIGN); CONSTRUCT TAXIWAY "L" CONNECTOR (DESIGN); EXPAND AIR CARGO APRON (DESIGN).
HUNTSVILLE ; MADISON COUNTY EXECUTIVE (GENERAL AVIATION)	10	\$1,222,222	CONSTRUCT RUNWAY (SITE PREPARATION); LAND FOR DEVELOPMENT (REIMBURSEMENT)
HUNTSVILLE ; MADISON COUNTY EXECUTIVE (GENERAL AVIATION)	11	\$2,174,378	CONSTRUCT NEW RUNWAY (WITH PARALLEL TAXIWAY EXTENTION AND CONNECTOR TAXIWAY, MEDIUM INTENSITY TAXIWAY LIGHTING AND SIGNAGE).
MOBILE ; MOBILE REGIONAL (PRIMARY)	26	\$4,804,003	REHABILITATE RUNWAY 14/32 AND ASSOCIATED LIGHTING.

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
MONTGOMERY; MONTGOMERY REGIONAL (DANNELLY FIELD) (PRIMARY)	25	\$1,055,846	REHABILITATE TAXIWAYS "C" AND "F"; REHABILITATE AIR CARRIER APRON; REHABILITATE APRON AND FUEL FARM SERVICE ROADS; CONSTRUCT TERMINAL BUILDING ELEVATOR; ACQUIRE EMERGENCY POWER GENERATOR
PRATTVILLE; AUTAUGA COUNTY (GENERAL AVIATION)	4	\$1,367,865	ACQUIRE LAND FOR DEVELOPMENT AND APPROACHES (PARCELS 2-9, 12, 14-21, AND 23); RELOCATION ASSISTANCE
SCOTTSBORO; SCOTTSBORO MUNICIPAL (GENERAL AVIATION)	4	\$317,000	CONSTRUCT GENERAL AVIATION APRON; AND ENTRANCE ROAD
TUSCALOOSA; TUSCALOOSA MUNICIPAL (GENERAL AVIATION)	12	\$581,758	REHABILITATE TAXIWAY "A"; REHABILITATE RW 11/29 LIGHTING
TUSKEGEE; MOTON FIELD MUNICIPAL (GENERAL AVIATION)	4	\$169,345	INSTALL PERIMETER FENCING
WETUMPKA; WETUMPKA MUNICIPAL (GENERAL AVIATION)	5	\$344,996	TAXIWAY; REHABILITATE RUNWAY AND TAXIWAY LIGHTING; REHABILITATE ROTATING BEACON
TOTAL: ALABAMA		\$26,530,804	
ALASKA			
STATE OF ALASKA (SYSTEM PLAN)	SF	\$503,568	CONDUCT STATE SYSTEM PLAN STUDY (GENERAL AVIATION PHASE 2)
STATE OF ALASKA (SYSTEM PLAN)	SG	\$627,345	UPDATE STATE SYSTEM PLAN STUDY
VARIOUS LOCATIONS (GENERAL AVIATION)	25	\$112,500	INSTALL RUNWAY DISTANCE-TO-GO SIGNS
VARIOUS LOCATIONS (GENERAL AVIATION)	26	\$356,250	REHABILITATE RUNWAY, TAXIWAY, APRON (MAINTENANCE)
AKUTAN; AKUTAN (COMMERCIAL SERVICE)	3	\$265,078	CONDUCT AIRPORT MASTER PLAN
ANCHORAGE; LAKE HOOD (PRIMARY)	5	\$1,137,428	REHABILITATE RUNWAY LIGHTING
ANCHORAGE; MERRILL FIELD (RELIEVER)	29	\$250,000	ACQUIRE SNOW REMOVAL EQUIPMENT (RUNWAY BROOM).
ANCHORAGE; MERRILL FIELD (RELIEVER)	30	\$1,410,000	RELOCATE TAXIWAY H; INSTALL SECURITY FENCING PHASE 3
ANCHORAGE; MERRILL FIELD (RELIEVER)	31	\$468,750	ACQUIRE SECURITY EQUIPMENT (PHASE 4)
ANCHORAGE; TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT (PRIMARY)	54	\$1,600,000	REHABILITATE APRON GATE N2
ANCHORAGE; TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT (PRIMARY)	55	\$4,950,000	RECONSTRUCT; CONSTRUCT, AND EXPAND APRONS (PHASE 2)
ANCHORAGE; TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT (PRIMARY)	56	\$1,080,000	INSTALL NOISE MONITORING SYSTEM

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
ANCHORAGE; TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT (PRIMARY)	57	\$1,912,263	REHABILITATE RUNWAY LIGHTING/ELECTRICAL VAULT
ANCHORAGE; TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT (PRIMARY)	58	\$2,662,593	REHABILITATE TAXIWAYS, IMPROVE RUNWAY SAFETY AREA, PHASE 2
ANGOON; ANGOON (COMMERCIAL SERVICE)	2	\$350,000	CONDUCT AIRPORT MASTER PLAN STUDY
ARCTIC VILLAGE; ARCTIC VILLAGE (GENERAL AVIATION)	3	\$237,494	REHABILITATE RUNWAY
ARCTIC VILLAGE; ARCTIC VILLAGE (GENERAL AVIATION)	4	\$3,462,506	REHABILITATE RUNWAY; CONSTRUCT SNOW REMOVAL EQUIPMENT BUILDING, PHASE 3
ATOASUK; ATOASUK (COMMERCIAL SERVICE)	4	\$166,346	INSTALL RUNWAY VISUAL GUIDANCE SYSTEM - RUNWAY END IDENTIFICATION LIGHTS ON RUNWAY 6/24
BETHEL; BETHEL (PRIMARY)	9	\$4,010,760	CONSTRUCT APRON; INSTALL SECURITY FENCING
CLARKS POINT; CLARKS POINT (COMMERCIAL SERVICE)	2	\$3,680,490	CONSTRUCT AIRPORT; CONSTRUCT SNOW REMOVAL EQUIPMENT BUILDING
CORDOVA; MERLE K (MUDHOLE) SMITH (PRIMARY)	8	\$609,141	CONSTRUCT SNOW REMOVAL EQUIPMENT BUILDING
FAIRBANKS; FAIRBANKS INTERNATIONAL (PRIMARY)	21	\$650,613	CONDUCT AIRPORT MASTER PLAN UPDATE; NOISE COMPATIBILITY PLAN UPDATE; PAVEMENT MAINTENANCE PLAN STUDY
FAIRBANKS; FAIRBANKS INTERNATIONAL (PRIMARY)	22	\$1,149,079	IMPROVE TERMINAL BUILDING, PHASE 2
HOMER; HOMER (PRIMARY)	7	\$700,000	CONSTRUCT SAND STORAGE BUILDING
HOMER; HOMER (PRIMARY)	8	\$2,000,000	REHABILITATE TAXIWAY; REHABILITATE APRON.
JUNEAU; JUNEAU INTERNATIONAL (PRIMARY)	29	\$3,620,267	IMPROVE RUNWAY 08-26 SAFETY AREA PHASE 1
JUNEAU; JUNEAU INTERNATIONAL (PRIMARY)	30	\$700,000	IMPROVE RUNWAY 08-26 SAFETY AREA, PHASE 1
KENAI; KENAI MUNICIPAL (PRIMARY)	26	\$671,853	CONSTRUCT AIRCRAFT RESCUE AND FIRE FIGHTING AND SNOW REMOVAL EQUIPMENT BUILDING (DESIGN), PHASE 1
KETCHIKAN; KETCHIKAN INTERNATIONAL (PRIMARY)	13	\$1,585,018	REHABILITATE TAXIWAY AND RUNWAY LIGHTING
KIPNUK; KIPNUK (COMMERCIAL SERVICE)	2	\$4,650,000	CONSTRUCT AIRPORT, PHASE 1
KODIAK; KODIAK (PRIMARY)	8	\$4,466,250	REHABILITATE RUNWAY 10/28

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
KWIGILLINGOK; KWIGILLINGOK (GENERAL AVIATION)	1	\$249,995	CONDUCT AIRPORT MASTER PLAN
LEVELOCK; LEVELOCK (GENERAL AVIATION)	1	\$3,483,750	CONSTRUCT AIRPORT; CONSTRUCT SNOW REMOVAL EQUIPMENT BUILDING; ACQUIRE SNOW REMOVAL EQUIPMENT (GRADER)
LIME VILLAGE; LIME VILLAGE (GENERAL AVIATION)	1	\$350,000	CONDUCT MASTER PLAN STUDY
MCGRATH; MC GRATH (COMMERCIAL SERVICE)	3	\$9,110,000	REHABILITATE RUNWAY 16/34
NENANA; NENANA MUNICIPAL (GENERAL AVIATION)	7	\$338,025	REHABILITATE RUNWAY PHASE 1 (DESIGN)
NUIQSUT; NUIQSUT (COMMERCIAL SERVICE)	1	\$2,057,737	CONSTRUCT RUNWAY SAFETY AREA
OUZINKIE; OUZINKIE (GENERAL AVIATION)	2	\$248,576	CONDUCT AIRPORT MASTER PLAN (PHASE 2)
POINT HOPE; POINT HOPE (COMMERCIAL SERVICE)	3	\$932,156	CONSTRUCT SNOW REMOVAL EQUIPMENT STORAGE BUILDING AT THE POINT HOPE AIRPORT.
RUSSIAN MISSION; RUSSIAN MISSION (GENERAL AVIATION)	1	\$5,549,062	CONSTRUCT RUNWAY; CONSTRUCT SNOW REMOVAL EQUIPMENT BUILDING
SAND POINT; SAND POINT (COMMERCIAL SERVICE)	6	\$320,000	ACQUIRE AIRPORT RESCUE AND FIREFIGHTING VEHICLE AS REQUIRED BY PART 139.
SHAGELUK; SHAGELUK (GENERAL AVIATION)	2	\$4,930,911	WIDEN AND EXTEND RUNWAY AND SAFETY AREA; CONSTRUCT SNOW REMOVAL EQUIPMENT BUILDING.
SITKA; SITKA (PRIMARY)	8	\$3,057,480	IMPROVE RUNWAY SAFETY AREA PHASE 1; REHABILITATE APRON PHASE 2.
SITKA; SITKA (PRIMARY)	9	\$1,717,922	CONSTRUCT TAXIWAY (ACQUIRE LAND) PHASE 1
SITKA; SITKA (PRIMARY)	10	\$550,000	ACQUIRE AIRCRAFT RESCUE AND FIREFIGHTING VEHICLE REQUIRED BY PART 139.
TAKOTNA; TAKOTNA (GENERAL AVIATION)	2	\$233,871	UPDATE AIRPORT MASTER PLAN
UNALASKA; UNALASKA (PRIMARY)	7	\$470,440	UPDATE AIRPORT MASTER PLAN.
VALDEZ; VALDEZ (PRIMARY)	5	\$450,000	CONDUCT MASTER PLAN UPDATE
VENETIE; VENETIE (COMMERCIAL SERVICE)	2	\$476,109	CONSTRUCT AIRPORT; CONSTRUCT SNOW REMOVAL EQUIPMENT BUILDING; (PHASE 2)
WRANGELL; WRANGELL (PRIMARY)	8	\$300,000	CONDUCT AIRPORT MASTER PLAN UPDATE
TOTAL: ALASKA		\$84,871,626	

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
AMERICAN SAMOA			
FITIUTA; FITIUTA (COMMERCIAL SERVICE)	14	\$3,659,629	EXTEND RUNWAY 12/30 INCLUDING MARKING, LIGHTING, AND RUNWAY SAFETY AREA - PHASE 4.
OFU VILLAGE; OFU AIRPORT (COMMERCIAL SERVICE)	1	\$100,000	CONDUCT AIRPORT MASTER PLAN STUDY
PAGO PAGO; PAGO PAGO INTERNATIONAL (PRIMARY)	21	\$5,150,000	EXTEND RUNWAY 5/23 - PHASE 4.
TOTAL: AMERICAN SAMOA		\$8,909,629	
ARIZONA			
TUCSON METROPOLITAN AREA (SYSTEM PLAN)	M4	\$150,000	UPDATE METROPOLITAN SYSTEM PLAN STUDY.
BULLHEAD CITY; LAUGHLIN/BULLHEAD INTERNATIONAL (PRIMARY)	18	\$650,000	CONSTRUCT TAXILANES; CONSTRUCT APRON; CONSTRUCT ACCESS ROAD, PHASE 4. THIS IS A MULTI-YEAR GRANT.
CHANDLER; CHANDLER MUNICIPAL (RELIEVER)	11	\$1,160,000	ACQUIRE LAND FOR FUTURE DEVELOPMENT.
FLAGSTAFF; FLAGSTAFF PULLIAM (PRIMARY)	19	\$1,650,000	CONSTRUCT AIR CARRIER APRON, PHASE 1; CONSTRUCT GENERAL AVIATION APRON
GLENDALE; GLENDALE MUNICIPAL (RELIEVER)	12	\$90,000	INSTALL AUTOMATED WEATHER OBSERVING SYSTEM 3.
GLOBE; SAN CARLOS APACHE (GENERAL AVIATION)	7	\$770,000	REHABILITATE RUNWAY 9/27, PHASE 4; EXTEND PARALLEL TAXIWAY.
KINGMAN; KINGMAN (COMMERCIAL SERVICE)	10	\$480,000	INSTALL RUNWAY MIRL LIGHTING, PHASE 2
LAKE HAVASU CITY; LAKE HAVASU CITY (PRIMARY)	13	\$650,000	REHABILITATE APRON; REHABILITATE ACCESS ROAD CONSTRUCT TERMINAL BUILDING, PHASE 1; IMPROVE AIRPORT DRAINAGE/EROSION CONTROL, PHASE 1
MESA; FALCON FIELD (RELIEVER)	8	\$1,000,000	IMPROVE AIRPORT DRAINAGE
PAGE; PAGE MUNICIPAL (PRIMARY)	13	\$675,294	REHABILITATE RUNWAY 15/33, PHASE 4; REHABILITATE TAXIWAY
PHOENIX; PHOENIX SKY HARBOR INTERNATIONAL (PRIMARY)	44	\$11,840,815	EXTEND RUNWAY 8L, PHASE 11; REHABILITATE RUNWAY 8L-26R, PHASE 11; REHABILITATE TAXIWAY C, PHASE 3; EXTEND RUNWAY 8L SAFETY AREA; EXTEND RUNWAY 26R SAFETY AREA
PHOENIX; PHOENIX SKY HARBOR INTERNATIONAL (PRIMARY)	45	\$5,000,000	NOISE MITIGATION MEASURES FOR RESIDENCES WITHIN 65 - 69 DNL; ACQUIRE LAND FOR NOISE COMPATIBILITY/RELOCATION (WEST APPROACH).
PHOENIX; PHOENIX-DEER VALLEY MUNICIPAL (RELIEVER)	15	\$1,803,374	ACQUIRE LAND FOR DEVELOPMENT, PHASE 2; CONSTRUCT TAXIWAY A-8

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
PHOENIX; WILLIAMS GATEWAY (RELIEVER)	8	\$2,500,000	REHABILITATE TAXIWAY "A" INCLUDING MARKING, LIGHTING AND DRAINAGE STRUCTURES, PHASE 2,
PRESCOTT; ERNEST A LOVE FIELD (COMMERCIAL SERVICE)	18	\$532,113	PROCURE A NEW AIRPORT ARFF TRUCK.
SAFFORD; SAFFORD MUNICIPAL (GENERAL AVIATION)	10	\$432,534	CONSTRUCT TAXIWAY D AND RECONSTRUCT ACCESS ROAD.
SHOW LOW; SHOW LOW MUNICIPAL (COMMERCIAL SERVICE)	9	\$90,000	CONDUCT AIRPORT MASTER PLAN UPDATE
TAYLOR; TAYLOR (GENERAL AVIATION)	8	\$620,000	REHABILITATE PORTION OF RUNWAY 21
TUCSON; TUCSON INTERNATIONAL (PRIMARY)	33	\$1,285,197	REHABILITATE TAXIWAYS A3, GA, B, A6, A9, A11 NORTH, A11 SOUTH; REHABILITATE RUNWAY 29R OVERRUN; REHABILITATE GENERAL AVIATION, EXECUTIVE AND COCHISE APRONS.
TUCSON; TUCSON INTERNATIONAL (PRIMARY)	34	\$2,000,000	SOUNDPROOF 100 RESIDENTIAL HOMES. THIS GRANT IS ON LETTER OF CREDIT.
WHITERIVER; WHITERIVER (GENERAL AVIATION)	4	\$2,330,000	REHABILITATE RUNWAY1/19 AND RELOCATE PARALLEL TAXIWAY, PHASE 2.
WILLIAMS; H A CLARK MEMORIAL FIELD (GENERAL AVIATION)	11	\$1,932,839	WIDEN (PHASE 1) & REHABILITATE (PHASE 2) RUNWAY 18/36
YUMA; YUMA MCAS/YUMA INTERNATIONAL (PRIMARY)	20	\$1,635,690	CONSTRUCT TERMINAL, PHASE 4; EXTEND TAXIWAY F3; ACQUIRE LAND FOR SERVICE ROAD
TOTAL: ARIZONA		\$39,277,856	
AR K A N S A S			
BENTON; SALINE COUNTY (GENERAL AVIATION)	3	\$95,400	COMPLETE SITE FEASIBILITY STUDY AND CONDUCT AIRPORT MASTER PLAN
CAMDEN; HARRELL FIELD (GENERAL AVIATION)	3	\$786,693	CONSTRUCT TAXIWAY A - PHASE 1
FAYETTEVILLE; DRAKE FIELD (PRIMARY)	28	\$306,658	EXTEND ACCESS ROAD
FAYETTEVILLE; NORTHWEST ARKANSAS REGIONAL (PRIMARY)	11	\$7,000,000	THIRD SCHEDULED LETTER OF INTENT PAYMENT - CONSTRUCT NEW AIRPORT
FAYETTEVILLE; NORTHWEST ARKANSAS REGIONAL (PRIMARY)	12	\$650,000	UPDATE AIRPORT MASTER PLAN (INCLUDING LAND USE COMPATIBILITY PLAN); CONDUCT NOISE COMPATIBILITY PLAN STUDY (PART 150); ACQUIRE INTERACTIVE TRAINING SYSTEM (PART 139) AND DRAINAGE EASEMENT
FORREST CITY; FORREST CITY MUNICIPAL (GENERAL AVIATION)	3	\$57,109	CONDUCT ENVIRONMENTAL ASSESSMENT STUDY
FORT SMITH; FORT SMITH REGIONAL (PRIMARY)	27	\$662,035	CONSTRUCT TERMINAL BUILDING AND PORTION OF TERMINAL APRON

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
HARRISON; BOONE COUNTY (GENERAL AVIATION)	10	\$1,500,000	CONSTRUCT RUNWAY SAFETY AREAS - PHASE 1
HOT SPRINGS; MEMORIAL FIELD (COMMERCIAL SERVICE)	8	\$355,016	REHABILITATE WEST APRON
JONESBORO; JONESBORO MUNICIPAL (GENERAL AVIATION)	9	\$36,000	CONDUCT ENVIRONMENTAL ASSESSMENT FOR RUNWAY 5/23 EXTENSION
LITTLE ROCK; ADAMS FIELD (PRIMARY)	42	\$3,500,000	IMPROVE RUNWAY 22L RUNWAY SAFETY AREA (EMAS)
LITTLE ROCK; ADAMS FIELD (PRIMARY)	43	\$2,152,521	IMPROVE TERMINAL BUILDING, PHASE 2; IMPROVE TERMINAL ACCESS ROAD; ACQUIRE 2 SNOW PLOWS; INSTALL RUNWAY 18/36 LIGHTING
LITTLE ROCK; ADAMS FIELD (PRIMARY)	44	\$1,458,000	RECONSTRUCT APRON (GENERAL AVIATION APRON)
MENA; MENA INTERMOUNTAIN MUNICIPAL (GENERAL AVIATION)	8	\$225,000	COMPLETE CONSTRUCTION OF PARALLEL TAXIWAY INCLUDING MITL, SIGNAGE, AND WINDCONE
MENA; MENA INTERMOUNTAIN MUNICIPAL (GENERAL AVIATION)	9	\$172,669	REIMBURSEMENT FOR RUNWAY PROTECTION ZONE (RPZ) LAND
MONTICELLO; MONTICELLO MUNICIPAL/ELLIS FIELD (GENERAL AVIATION)	4	\$57,447	INSTALL TAXIWAY LIGHTING (MITL)
NORTH LITTLE ROCK; NORTH LITTLE ROCK MUNICIPAL (RELIEVER)	13	\$630,000	EXTEND RUNWAY 5 (PHASE 1); IMPROVE SAFETY AREA; INSTALL GUIDANCE SIGNS
ROGERS; ROGERS MUNICIPAL-CARTER FIELD (GENERAL AVIATION)	14	\$371,250	CONSTRUCT TAXIWAY (HOLDING AREAS)
SILAM SPRINGS; SMITH FIELD (GENERAL AVIATION)	3	\$417,810	CONSTRUCT NORTH PARALLEL TAXIWAY (PHASE 2)
STUTTGART; STUTTGART MUNICIPAL (GENERAL AVIATION)	8	\$828,600	EXTEND RUNWAY 18/36 (SITE PREP); IMPROVE RUNWAY 18/36 RUNWAY SAFETY AREA; INSTALL PRECISION APPROACH SLOPE INDICATOR (PAPI)
TEXARKANA; TEXARKANA REGIONAL-WEBB FIELD (PRIMARY)	17	\$666,891	RECONSTRUCT TERMINAL AND GENERAL AVIATION APRON; ACQUIRE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) VEHICLE; ACQUIRE SWEEPER
WEST MEMPHIS; WEST MEMPHIS MUNICIPAL (RELIEVER)	13	\$807,330	RECONSTRUCT APRON (AREA 5), PHASE 2
TOTAL: ARKANSAS		\$22,736,429	
CALIFORNIA			
MONTEREY; BAY METROPOLITAN AREA (SYSTEM PLAN)	M5	\$85,000	UPDATE METROPOLITAN SYSTEM PLAN STUDY, PHASE I.

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
NINE BAY AREA COUNTIES (SYSTEM PLAN)	M6	\$180,000	CONDUCT METROPOLITAN SYSTEM PLAN STUDY
ARCATA; ARCATA (PRIMARY)	20	\$832,000	REHABILITATE TAXIWAY A; EXPAND TERMINAL BUILDING APRON
ARCATA; ARCATA (PRIMARY)	21	\$225,914	UPDATE MASTER PLAN STUDY
BAKERSFIELD; MEADOWS FIELD (PRIMARY)	17	\$1,959,814	CONSTRUCT TERMINAL BUILDING; CONSTRUCT AIR CARRIER APRON, PHASE 1
BAKERSFIELD; MEADOWS FIELD (PRIMARY)	18	\$2,000,673	CONSTRUCT AIR CARRIER APRON, PHASE 2
BRAWLEY; BRAWLEY MUNICIPAL (GENERAL AVIATION)	7	\$135,000	INSTALL PERIMETER FENCE
BURBANK; BURBANK-GLENDALE-PASADENA (PRIMARY)	31	\$5,000,000	NOISE MITIGATION MEASURES FOR RESIDENCES WITHIN THE 65-69 DNL IN THE CITIES OF BURBANK AND LOS ANGELES; NOISE MITIGATION MEASURES FOR PUBLIC BUILDINGS WITHIN THE 65-69 DNL (LUTHER BURBANK MIDDLE SCHOOL, PHASE 3)
CALIFORNIA CITY; CALIFORNIA CITY MUNICIPAL (GENERAL AVIATION)	3	\$510,000	REHABILITATE RUNWAY ELECTRICAL SYSTEM; INSTALL GUIDANCE SIGNS; AND IMPROVE AIRPORT DRAINAGE
CAMARILLO; CAMARILLO (RELIEVER)	17	\$702,500	CONSTRUCT PARALLEL TAXIWAY, PHASE 2; REHABILITATE APRON; INSTALL PERIMETER FENCE
CARLSBAD; MC CLELLAN-PALOMAR (PRIMARY)	13	\$650,000	RELOCATE TAXIWAY "ALPHA" PHASE 2
CEDARVILLE; CEDARVILLE (GENERAL AVIATION)	1	\$918,000	REHABILITATE RUNWAY 1/19 INCLUDING BLASTPADS, DRAINAGE, LIGHTING AND MARKING
CHESTER; ROGERS FIELD (GENERAL AVIATION)	6	\$104,490	ACQUIRE LAND FOR RUNWAY 34 APPROACH PROTECTION (APPROX. 40 ACRES); ACQUIRE AVIGATION EASEMENT FOR RUNWAY 16 APPROACH PROTECTION
CHICO; CHICO MUNICIPAL (PRIMARY)	19	\$650,000	UPGRADE SECURITY ACCESS SYSTEM AND GATES; REHABILITATE TAXIWAYS C, D, E, F & G; IMPROVE AIRPORT DRAINAGE SYSTEM; INSTALL THREE OIL WATER SEPARATORS
CHINO; CHINO (RELIEVER)	21	\$150,000	UPDATE AIRPORT MASTER PLAN STUDY
CHINO; CHINO (RELIEVER)	22	\$2,000,000	CONSTRUCT THE NORTH PORTION OF TAXIWAY D, PHASE 3 AND TAXIWAY C, PHASE 2; REHABILITATE TAXIWAY B
COLUSA; COLUSA COUNTY (GENERAL AVIATION)	4	\$548,796	REHABILITATE AIRCRAFT PARKING APRON INCLUDING MARKING, DRAINAGE AND TIEDOWNS - PHASE 2; REHABILITATE RUNWAY 13/31 LIGHTING AND ELECTRICAL VAULT; INSTALL CONNECTOR TAXIWAY LIGHTING (MITL) AND PARALLEL TAXIWAY REFLECTORS; INSTALL LIGHTED WINDCONE WITH RELOCATED SEGMENTED CIRCLE
CORNING; CORNING MUNICIPAL (GENERAL AVIATION)	2	\$112,500	CONDUCT MASTER PLAN STUDY

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
AVIATION)			
CORNING; CORNING MUNICIPAL (GENERAL AVIATION)	3	\$653,500	ACQUIRE LAND FOR APPROACHES AND TRANSITIONAL ZONES (APPROX. 102 ACRES); ACQUIRE AVIGATION EASEMENTS FOR APPROACHES AND TRANSITIONAL ZONES
FORTUNA; ROHNERVILLE (GENERAL AVIATION)	3	\$198,000	ACQUIRE LAND (22.9 ACRES) FOR RUNWAY PROTECTION ZONE (RPZ), APN 203-221-18 AND APN 201-291-27
FRESNO; FRESNO YOSEMITE INTERNATIONAL (PRIMARY)	33	\$1,000,000	NOISE MITIGATION MEASURES FOR RESIDENCES WITHIN 70-74 DNL (APPROX. 50 HOMES)
FRESNO; FRESNO YOSEMITE INTERNATIONAL (PRIMARY)	34	\$6,025,637	CONSTRUCT AIR CARGO TAXIWAY - PHASE 1; CONSTRUCT AIR CARGO APRON - PHASE 1; CONSTRUCT CONCOURSE APRON PHASE 4; PHASE 4; RECONSTRUCT AIRPORT ACCESS ROAD PHASE 4; EXPAND TERMINAL CONCOURSE, PHASE 8
FRESNO; FRESNO-CHANDLER DOWNTOWN (RELIEVER)	4	\$1,666,000	REHABILITATE APRON, INCLUDING DRAINAGE AND MARKINGS; REHABILITATE RUNWAY 12R-30L LIGHTING AND ELECTRICAL SYSTEM; REHABILITATE ROTATING BEACON
FULLERTON; FULLERTON MUNICIPAL (RELIEVER)	11	\$1,600,000	REHABILITATE SOUTH AIRCRAFT PARKING APRON PHASE 1
GUSTINE, GUSTINE (GENERAL AVIATION)	3	\$462,600	REHABILITATE RUNWAY 18-36; CONSTRUCT NORTH APRON; CONSTRUCT HANGAR TAXIWAY; IMPROVE RUNWAY 18-36 SAFETY AREA
HANFORD; HANFORD MUNICIPAL (GENERAL AVIATION)	9	\$675,000	ACQUIRE LAND FOR APPROACH PROTECTION (APPROX. 40 ACRES)
HOLLISTER; HOLLISTER MUNICIPAL (GENERAL AVIATION)	7	\$1,795,270	ACQUIRE LAND FOR RUNWAY 24 APPROACH (4.95 ACRES); CREDIT DONATED LAND (14.77 ACRES); REHABILITATE BEACON; INSTALL AWOS; INSTALL PERIMETER FENCE; CONSTRUCT HOLD APRON RWY 24
IMPERIAL; IMPERIAL COUNTY (PRIMARY)	11	\$121,440	UPDATE AIRPORT MASTER PLAN STUDY INCLUDING AN ENVIRONMENTAL ANALYSIS/EVALUATION
IMPERIAL; IMPERIAL COUNTY (PRIMARY)	12	\$1,465,850	REHABILITATE AIRCRAFT APRONS ACQUIRE AIRPORT SWEEPER; ACQUIRE ADA PASSENGER LIFT DEVICE; LAND ACQUISITION - RW 14-32; RUNWAY PROTECTION ZONES; REHABILITATE TERMINAL BUILDING PHASE 1
INYOKERN; INYOKERN (PRIMARY)	17	\$808,351	REHABILITATE RUNWAYS AND TAXIWAYS; REHABILITATE RUNWAY LIGHTING SYSTEMS
JACKSON; WESTOVER FIELD AMADOR COUNTY (GENERAL AVIATION)	8	\$121,500	UPDATE AIRPORT MASTER PLAN STUDY
KING CITY; MESA DEL REY;(GENERAL AVIATION)	4	\$35,000	UPDATE MASTER PLAN STUDY

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
LANCASTER; GENERAL WILLIAM J FOX AIRFIELD (GENERAL AVIATION)	8	\$1,057,000	REHABILITATE AIRCRAFT PARKING APRON, INCLUDING RECONSTRUCTION, CRACK FILLING AND OVERLAY WITH TWO INCHES OF ASPHALT; CONSTRUCT PORTLAND CEMENT CONCRETE PARKING PADS FOR GROUP IV AIRCRAFT
LONG BEACH; LONG BEACH/DAUGHERTY FIELD (PRIMARY)	18	\$1,276,704	REHABILITATE TAXIWAY D, PHASE 2, SOUTHEAST PORTION
LOS ANGELES; LOS ANGELES INTERNATIONAL (PRIMARY)	NS	\$2,000,000	NOISE MITIGATION MEASURES FOR RESIDENCES WITHIN 75 DNL IN LENNOX (APPROX. 117 UNITS)
LOS ANGELES; LOS ANGELES INTERNATIONAL (PRIMARY)	NT	\$1,000,000	NOISE MITIGATION MEASURES FOR RESIDENCES WITHIN 75 DNL IN THE CITY OF EL SEGUNDO (APPROX. 50 UNITS) (AWP#462)
LOS BANOS; LOS BANOS MUNICIPAL (GENERAL AVIATION)	3	\$2,592,000	ACQUIRE LAND FOR APPROACHES (RPZ); EXTEND RUNWAY 14-32; CONSTRUCT TAXIWAY; EXTEND TAXIWAY; REHABILITATE RUNWAY 14-32; INSTALL GUIDANCE SIGNS; INSTALL AWOS
MADERA; MADERA MUNICIPAL (GENERAL AVIATION)	9	\$1,207,000	EXTEND PARALLEL TAXIWAY INCL HOLD APRON, DRAINAGE, SIGNS AND MARKING; REHABILITATE RUNWAY 13-30 EDGE LIGHTING SYSTEM; INSTALL PAPI (2 EACH); INSTALL BLAST PAD RUNWAY 30; REMOVE OBSTRUCTION AT APPROACH (RELOCATE ROAD)
MERCED; MERCED MUNICIPAL/MACREADY FIELD (COMMERCIAL SERVICE)	7	\$459,544	REHABILITATE TAXIWAY; CONSTRUCT T-HANGAR TAXIWAYS; REHABILITATE APRON & TIEDOWN AREA INCLUDING MARKING; IMPROVE AIRPORT DRAINAGE; REHABILITATE RUNWAY 12-30 INCLUDING MARKING; INSTALL RUNWAY 12-30 EDGE LIGHTING (4-SETS)
MODESTO; MODESTO CITY-COUNTY--HARRY SHAM FIELD (PRIMARY)	24	\$380,000	REHABILITATE TAXIWAYS 'A' & 'B' (FINAL PHASE); REHABILITATE CARRIER & TRANSIENT APRONS (PHASE 1); REHABILITATE SERVICE ROAD
MODESTO; MODESTO CITY-COUNTY--HARRY SHAM FIELD (PRIMARY)	25	\$270,000	CONDUCT MASTER PLAN UPDATE
MONTEREY; MONTEREY PENINSULA (PRIMARY)	28	\$897,200	SOUTHEAST WATER MAIN EXTENSION; S RAMP STORM DRAIN EXTENSION WEST OF TERMINAL BLDG.; UPGRADE AND REHABILITATE AIRFIELD LIGHTING SYSTEM; NORTH SIDE PERIMETER FENCE REPLACEMENT; TAXIWAY D RECONSTRUCTION, PHASE 2
MONTEREY; MONTEREY PENINSULA (PRIMARY)	29	\$1,000,000	NOISE MITIGATION MEASURES FOR APPROXIMATELY 55 RESIDENCES WITHIN 65-69 DNL
MONTEREY; MONTEREY PENINSULA (PRIMARY)	30	\$117,250	CONDUCT ENVIRONMENTAL STUDY FOR AIRPORT ROAD EXTENSION (PHASES 2&3) AND FOR SERVICE ROAD (10L/28R)
NAPA; NAPA COUNTY (RELIEVER)	12	\$711,500	EXTEND TAXIWAY "J" AND TAXILANE "J" INCLUDING MARKING, LIGHTING AND DRAINAGE; INSTALL AIRFIELD EMERGENCY GENERATOR
NAPA; NAPA COUNTY (RELIEVER)	13	\$175,000	UPDATE MASTER PLAN UPDATE STUDY

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
NOVATO; GNOSS FIELD (RELIEVER)	6	\$600,000	REHABILITATE AIRPORT PERIMETER LEVEES; INSTALL PERIMETER FENCING AND GATES
NOVATO; GNOSS FIELD (RELIEVER)	7	\$150,000	ENVIRONMENTAL ASSESSMENT (EA) AND ENVIRONMENTAL IMPACT REPORT (EIR) FOR RUNWAY EXTENSION, PHASE 1
OAKDALE; OAKDALE (GENERAL AVIATION)	6	\$2,016,000	EXTEND RUNWAY 10/28 INCLUDING PARALLEL TAXIWAY; CONSTRUCT HOLD APRON AND SAFETY AREAS; EXTEND MIRL RUNWAY 10/28 AND PARALLEL TAXIWAY MITL; INSTALL GUIDANCE SIGNS; INSTALL FENCING; REHABILITATE RUNWAY 10/28 AND PARALLEL TAXIWAY; IMPROVE AIRPORT DRAINAGE; RELOCATE/INSTALL VISUAL GUIDANCE SYSTEM RUNWAY 10/28 ELECTRICAL VAULT
OAKLAND; METROPOLITAN OAKLAND INTERNATIONAL (PRIMARY)	24	\$3,487,008	REHABILITATE RUNWAY 11/29 PHASE 1; REHABILITATE TAXIWAYS "D" AND "J" PHASE 3
ONTARIO; ONTARIO INTERNATIONAL (PRIMARY)	13	\$20,219,667	PHASE 1-REHABILITATE RUNWAY 26R/8L INCLUDING RUNWAY LIGHTING, MARKING, GROOVING, DRAINAGE IMPROVEMENTS, SHOULDER RESTABILIZATION, TAXIWAY INTERSECTION IMPROVEMENTS; INSTALL RUNWAY GUARD LIGHTS FOR RUNWAYS 25R/8L AND 25L/8R. PHASE 1 CONSISTS OF PARTIAL FUNDING OF A PORTION OF THE RUNWAY REHABILITATION
ONTARIO; ONTARIO INTERNATIONAL (PRIMARY)	NC	\$4,500,000	ACQUIRE LAND FOR NOISE COMPATIBILITY IN THE CITY OF ONTARIO (MULTIPLE PARCELS) AND RELOCATION (APPROX. 203 INDIVIDUALS) WITHIN THE 70-74 DNL
OROVILLE; OROVILLE MUNICIPAL (GENERAL AVIATION)	6	\$192,412	ACQUIRE LAND FOR APPROACH AND RUNWAY PROTECTION ZONE (PARCEL A, J AND T); REHABILITATE GENERAL AVIATION APRON; REHABILITATE TEE HANGAR TAXIWAYS
OXNARD; OXNARD (PRIMARY)	18	\$650,000	REHABILITATE APRON AND TAXILANES; IMPROVE AIRPORT DRAINAGE ACQUIRE HANDICAP PASSENGER RAMP
PALM SPRINGS; PALM SPRINGS INTERNATIONAL (PRIMARY)	31	\$665,550	PREPARE AN AIRPORT MASTER PLAN UPDATE STUDY, ENVIRONMENTAL DOCUMENTATION AND PAVEMENT ANALYSIS
PALM SPRINGS; PALM SPRINGS INTERNATIONAL (PRIMARY)	32	\$1,104,033	ACQUIRE A 3,000 GALLON AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLE WITH AN EXTENDABLE NOZZLE; EXPAND AIRCRAFT RESCUE AND FIRE FIGHTING BUILDING
PALMDALE; PALMDALE PRODN FLT/TEST INSTLN AF PLANT (GENERAL AVIATION)	1	\$500,000	CONSTRUCT APRON, PHASE 1
PALO ALTO; PALO ALTO OF SANTA CLARA COUNTY (RELIEVER)	4	\$135,000	UPDATE MASTER PLAN STUDY
PASO ROBLES; PASO ROBLES MUNICIPAL (GENERAL AVIATION)	13	\$2,058,728	REHABILITATE RUNWAY 01-19; INSTALL SECURITY FENCING; IMPROVE RUNWAY 1/19 SAFETY AREA
PORTERVILLE; PORTERVILLE MUNICIPAL (GENERAL AVIATION)	5	\$75,000	CONDUCT MASTER PLAN STUDY

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
REDDING; REDDING MUNICIPAL (PRIMARY)	22	\$3,150,000	REHABILITATE TERMINAL BUILDING, PHASE 2; ACQUIRE LAND FOR APPROACH PROTECTION; REHABILITATE RUNWAY 16/34
RIO VISTA; RIO VISTA MUNICIPAL (GENERAL AVIATION)	9	\$243,000	REHABILITATE RUNWAYS 7-25 AND 14-32, ASSOCIATED TAXIWAYS AND APRONS
SACRAMENTO; SACRAMENTO MATHER (RELIEVER)	6	\$1,725,000	INSTALL APRON LIGHTING; INSTALL INSTRUMENT APPROACH AID (ILS, DME); INSTALL TAXIWAY D MITL INCLUDING SIGNAGE; REHABILITATE TAXIWAY D INCL MARKING AND DRAINAGE. INSTALL TAXY D MITL INCL SIGNAGE; INSTALL L821 LIGHTING CONTROL PANEL
SACRAMENTO; SACRAMENTO MATHER (RELIEVER)	7	\$400,000	UPDATE MASTER PLAN STUDY.
SACRAMENTO; SACRAMENTO METROPOLITAN (PRIMARY)	26	\$1,659,904	REHABILITATE WEST TERMINAL APRON (WORK ELEMENT OF LOI #L103)
SACRAMENTO; SACRAMENTO METROPOLITAN (PRIMARY)	27	\$4,000,000	EXPAND EAST TERMINAL APRON, PHASE 2.
SAN DIEGO; GILLESPIE FIELD (RELIEVER)	6	\$532,890	REHABILITATE RUNWAY 09R-27L, INCLUDING MARKING; INSTALL AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS).
SAN DIEGO; MONTGOMERY FIELD (RELIEVER)	4	\$400,000	INSTALL PERIMETER FENCING INCLUDING GATES
SAN DIEGO; SAN DIEGO INTERNATIONAL-LINDBERGH FIELD (PRIMARY)	28	\$5,000,000	RESIDENTIAL SOUND INSULATION PROGRAM WITHIN THE 70 DB CONTOUR PHASE 3
SAN DIEGO; SAN DIEGO INTERNATIONAL-LINDBERGH FIELD (PRIMARY)	29	\$5,816,668	IMPROVE RUNWAY 9-27 SAFETY AREA AT RUNWAY ENDS AND BETWEEN PARALLEL TAXIWAYS PHASE 1
SAN FRANCISCO; SAN FRANCISCO INTERNATIONAL (PRIMARY)	15	\$15,435,276	REHABILITATE APRON (BOARDING AREA F & D); REHABILITATE TAXIWAY L
SAN FRANCISCO; SAN FRANCISCO INTERNATIONAL (PRIMARY)	AD	\$100,000	NOISE MITIGATION MEASURES FOR BELLE AIR ELEMENTARY SCHOOL IN SAN BRUNO
SAN FRANCISCO; SAN FRANCISCO INTERNATIONAL (PRIMARY)	AE	\$2,000,000	INSTALL SOUNDPROOFING FOR NOISE COMPATIBILITY IN APPROXIMATELY 150 HOMES IN SAN BRUNO
SAN FRANCISCO; SAN FRANCISCO INTERNATIONAL (PRIMARY)	AF	\$150,000	INSTALL SOUNDPROOFING FOR NOISE COMPATIBILITY IN APPROXIMATELY 12 DWELLINGS IN THE CITY OF MILLBRAE
SAN FRANCISCO; SAN FRANCISCO INTERNATIONAL (PRIMARY)	AG	\$1,750,000	INSTALL SOUNDPROOFING FOR NOISE COMPATIBILITY IN PENDEROSA ELEMENTARY SCHOOL AND SOUTH SAN FRANCISCO HIGH SCHOOL (LIBRARY) IN SO. SAN FRANCISCO
SAN JOSE; REID-HILLVIEW OF SANTA CLARA COUNTY (RELIEVER)	6	\$280,000	UPDATE MASTER PLAN STUDY
SAN JOSE; SAN JOSE INTERNATIONAL (PRIMARY)	44	\$4,000,000	INSTALL SOUNDPROOFING FOR NOISE COMPATIBILITY IN TWO

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
SCHOOLS			
SAN JOSE; SAN JOSE INTERNATIONAL (PRIMARY)	45	\$22,298,862	EXTEND RUNWAY 12L/30R; REHABILITATE RUNWAY 12L/30R; REHABILITATE RUNWAY 12R/30L INCLUDING DRAINAGE, LIGHTING, REHABILITATE ASSOCIATED TAXIWAYS, LIGHTING, SIGNS, MARKING AND DRAINAGE
SAN LUIS OBISPO; SAN LUIS OBISPO COUNTY-MC CHESNEY FIELD (PRIMARY)	19	\$2,741,409	PHASE I - EXTEND RUNWAY 11-29 INCLUDING: CONSTRUCT CULVERT; RELOCATE A PORTION OF BUCKLEY ROAD (EMBANKMENT); RELOCATE ASSOCIATED UTILITIES (GAS MAIN); RELOCATE EXISTING LOCALIZER TRANSMITTER (REIMBURSABLE AGREEMENT); ACQUIRE LAND FOR RUNWAY 29 APPROACH PROTECTION (APPROX. 5 ACRES)
SAN MARTIN; SOUTH COUNTY ARPT OF SANTA CLARA COUNTY (RELIEVER)	3	\$235,000	UPDATE MASTER PLAN UPDATE STUDY
SANTA ANA; JOHN WAYNE-ORANGE COUNTY (PRIMARY)	27	\$3,368,873	REHABILITATE TAXIWAY "L" INCLUDING MARKING, CENTERLINE LIGHTS, AND PAVED SHOULDERS PHASE 2; REHABILITATE TRANSIENT APRON; ACQUIRE TERMINAL SECURITY SYSTEM, PHASE 1
SANTA BARBARA; SANTA BARBARA MUNICIPAL (PRIMARY)	24	\$2,176,117	REHABILITATE TAXIWAY A, F, AND G, PHASE 3; REHABILITATE GENERAL AVIATION APRON; IMPROVE AIRPORT DRAINAGE, PHASE 1
SANTA BARBARA; SANTA BARBARA MUNICIPAL (PRIMARY)	25	\$270,000	CONDUCT FAR PART 150 NOISE COMPATIBILITY STUDY UPDATE.
SANTA BARBARA; SANTA BARBARA MUNICIPAL (PRIMARY)	26	\$3,156,736	ACQUIRE LAND/EASEMENT FOR NOISE COMPATIBILITY WITHIN 75 DNL, PHASE 1.
SANTA MARIA; SANTA MARIA PUBLIC/CAPT G ALLAN HANCOCK (PRIMARY)	19	\$650,000	REHABILITATE TAXIWAYS B AND G; CONSTRUCT CONNECTING TAXIWAY O; CONSTRUCT APPROXIMATELY 330 FEET ACCESS ROAD, AND REMOVE OBSTRUCTIONS
SANTA ROSA; SONOMA COUNTY (PRIMARY)	19	\$685,783	CONSTRUCT TERMINAL BUILDING PHASE 1; CONSTRUCT ACCESS ROAD; ACQUIRE HANDICAP PASSENGER LIFT.
SANTA YNEZ; SANTA YNEZ (GENERAL AVIATION)	4	\$350,000	REHABILITATE TIEDOWN APRON
SOUTH LAKE TAHOE; LAKE TAHOE (COMMERCIAL SERVICE)	19	\$1,272,875	REHABILITATE COMMERCIAL APRON
STOCKTON; STOCKTON METROPOLITAN (COMMERCIAL SERVICE)	17	\$2,229,300	EXTEND RUNWAY 11L-29R; RELOCATE MALS R EQUIPMENT BUILDING.
THERMAL; DESERT RESORTS REGIONAL (GENERAL AVIATION)	8	\$153,000	UPDATE AIRPORT MASTER PLAN STUDY.
TURLOCK; TURLOCK MUNICIPAL (NEW) (GENERAL AVIATION)	2	\$145,800	UPDATE MASTER PLAN STUDY.

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
TWENTYNINE PALMS; TWENTYNINE PALMS AIRPORT (GENERAL AVIATION)	1	\$1,842,978	CONSTRUCT RUNWAY
VICTORVILLE; SOUTHERN CALIFORNIA LOGISTICS (RELIEVER)	6	\$4,951,800	EXTEND RUNWAY 17/35, INCLUDING PARALLEL TAXIWAY MARKING AND LIGHTING.
VISALIA; VISALIA MUNICIPAL (PRIMARY)	16	\$650,000	ACQUIRE LAND FOR APPROACH PROTECTION (APPROX. 38 ACRES) PHASE 1; ACQUIRE NEW PAVEMENT SWEEPER; REHABILITATE ARFF BUILDING-AIR EXHAUST SYSTEM.
TOTAL: CALIFORNIA		\$176,710,702	
COLORADO			
STATE OF COLORADO (SYSTEM PLAN)	SM	\$100,000	UPDATE NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS (NPIAS)/CAPITAL IMPROVEMENT PROGRAM (CIP); CONDUCT PAVEMENT CONDITION INDEX (PCI'S)
ASPEN; ASPEN-PITKIN COUNTY/SARDY FIELD (PRIMARY)	20	\$2,530,000	REHABILITATE AND RELOCATE NORTH GENERAL AVIATION APRON
ASPEN; ASPEN-PITKIN COUNTY/SARDY FIELD (PRIMARY)	21	\$540,000	ACQUIRE LAND (PARCEL N) - RUNWAY PROTECTION ZONE
BURLINGTON; KIT CARSON COUNTY (GENERAL AVIATION)	4	\$98,000	UPDATE AIRPORT LAYOUT PLAN
COLORADO SPRINGS; CITY OF COLORADO SPRINGS MUNICIPAL (PRIMARY)	29	\$2,169,035	REHABILITATE PORTION OF TAXIWAYS B, B1, B2, B3, B4 AND B5 (PHASE 2)
CORTEZ; CORTEZ MUNICIPAL (COMMERCIAL SERVICE)	16	\$490,000	RELOCATE COUNTY ROAD "F"; INSTALL AIRPORT PERIMETER FENCE AND ACQUIRE LAND FOR APPROACHES (PARCEL 23) AND AIRPORT DEVELOPMENT (PARCELS 2D, 2E AND 20)
CORTEZ; CORTEZ MUNICIPAL (COMMERCIAL SERVICE)	17	\$64,980	UPDATE AIRPORT LAYOUT PLAN
DENVER; DENVER INTERNATIONAL (PRIMARY)	19	\$5,842,174	CONSTRUCT RUNWAY 16R/34L AND DEICING PAD C-2 (DESIGN ONLY); CONSTRUCT PORTION OF WASTEWATER CONTAINMENT FACILITY
DENVER; DENVER INTERNATIONAL (PRIMARY)	20	\$5,475,000	CONSTRUCT TAXIWAY "EA" (PHASE 2)
DENVER; DENVER INTERNATIONAL (PRIMARY)	21	\$21,500,000	CONSTRUCT RUNWAY 16R/34L, (PHASE 2), GRADING AND DRAINAGE
DENVER; FRONT RANGE (RELIEVER)	25	\$200,000	ACQUIRE LAND FOR APPROACH PROTECTION (PARCEL CE 3); PROVIDE RELOCATION ASSISTANCE
DENVER; JEFFCO (RELIEVER)	24	\$1,180,000	CONSTRUCT CROSSFIELD TAXIWAY "E"
DURANGO; DURANGO-LA PLATA COUNTY (PRIMARY)	22	\$405,000	ACQUIRE SNOW REMOVAL EQUIPMENT (SRE); CARRIER VEHICLE WITH BLOWER AND BROOM ATTACHMENTS

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
DURANGO; DURANGO-LA PLATA COUNTY (PRIMARY)	23	\$274,269	UPDATE AIRPORT MASTER PLAN
EAGLE; EAGLE COUNTY REGIONAL (PRIMARY)	27	\$835,307	EXPAND SOUTH GENERAL AVIATION APRON; IMPROVE AIRPORT (PAVE SHOULDERS RUNWAY7/25); IMPROVE SERVICE ROAD
ERIE; TRI-COUNTY (RELIEVER)	5	\$200,000	INSTALL GUIDANCE SIGNS; ACQUIRE LAND FOR APPROACHES (TRACTS 9A AND 16)
FORT COLLINS; FORT COLLINS-LOVELAND MUNICIPAL (GENERAL AVIATION)	16	\$610,650	REHABILITATE GENERAL AVIATION APRON
GRANBY; GRANBY-GRAND COUNTY (GENERAL AVIATION)	1	\$80,100	UPDATE AIRPORT LAYOUT PLAN
GRAND JUNCTION; WALKER FIELD (PRIMARY)	20	\$622,000	REHABILITATE EAST AIR CARRIER APRON
GRAND JUNCTION; WALKER FIELD (PRIMARY)	21	\$106,883	UPDATE AIRPORT LAYOUT PLAN
GUNNISON; GUNNISON COUNTY (PRIMARY)	27	\$6,042,000	ACQUIRE LAND FOR RUNWAY SAFETY AREA AND LAND FOR RUNWAY PROTECTION ZONE (MULTIPLE PARCELS); RELOCATE ROADS; RUNWAY SAFETY AREA IMPROVEMENTS (DESIGN ONLY)
GUNNISON; GUNNISON COUNTY (PRIMARY)	28	\$336,850	CONSTRUCT WILDLIFE FENCE (PHASE 2); ACQUIRE HANDICAP PASSENGER LIFE DEVICE
HAYDEN; YAMPA VALLEY (PRIMARY)	23	\$93,198	REHABILITATE CONNECTOR TAXIWAY "A-4" AND A PORTION OF APRON EDGE PARALLEL TAXIWAY "A", INSTALL CONNECTOR TAXIWAYS"A-4" AND "A-6" LIGHTING (MITL) AND INSTALL NEW RUNWAY 10/28 LIGHTING (HIRL) REGULATOR (DESIGN ONLY)
LONGMONT; VANCE BRAND (GENERAL AVIATION)	6	\$850,222	CONSTRUCT PARTIAL PARALLEL TAXIWAY; ACQUIRE AVIGATION EASEMENT FOR APPROACH PROTECTION (PARCELS 5 - 9)
MONTROSE; MONTROSE REGIONAL (PRIMARY)	23	\$100,640	REHABILITATE PORTION OF GENERAL AVIATION PARKING APRON (DESIGN ONLY) PHASE 3
PAGOSA SPRINGS; STEVENS FIELD (GENERAL AVIATION)	12	\$1,054,900	UPGRADE RUNWAY 1/19 (DESIGN ONLY) AND ACQUIRE LAND FOR APPROACHES (PARCELS 9 AND 11)
PUEBLO; PUEBLO MEMORIAL (COMMERCIAL SERVICE)	20	\$666,528	INSTALL RUNWAY DISTANCE REMAINING SIGNS ON RUNWAYS 8L/26R AND 17/35; INSTALL PRECISION APPROACH PATH INDICATORS ON RUNWAYS 8L AND 35; INSTALL RUNWAY END IDENTIFIER LIGHTS ON RUNWAY 35
RIFLE; GARFIELD COUNTY REGIONAL (GENERAL AVIATION)	8	\$1,080,000	CONSTRUCT PORTION OF PARALLEL TAXIWAY"A" INCLUDING CONNECTOR TAXIWAY "A3"
RIFLE; GARFIELD COUNTY REGIONAL (GENERAL AVIATION)	9	\$102,618	UPDATE AIRPORT LAYOUT PLAN

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
STEAMBOAT SPRINGS; STEAMBOAT SPRINGS/BOB ADAMS FIELD (GENERAL AVIATION)	11	\$936,300	REHABILITATE AND GROOVE RUNWAY 14/32
TELLURIDE; TELLURIDE REGIONAL (PRIMARY)	12	\$250,567	CONDUCT FEASIBILITY STUDY FOR RUNWAY 9/27 DEVELOPMENT
WRAY; WRAY MUNICIPAL (GENERAL AVIATION)	4	\$91,384	CONSTRUCT RUNWAY 17/35 (LAND ACQUISITION, TRACTS 5 AND 6) PHASE 1
TOTAL: COLORADO		\$54,928,605	
CONNECTICUT			
NEW HAVEN; TWEED-NEW HAVEN (PRIMARY)	19	\$634,172	RECONSTRUCT, MARK AND LIGHT A PORTION OF RUNWAY 32 INSTALL PERIMETER FENCE AND GATES (4 EACH); CONSTRUCT BLAST PAD RUNWAY 20; INSTALL PAVEMENT SURFACE SENSOR SYSTEM.
NEW HAVEN; TWEED-NEW HAVEN (PRIMARY)	20	\$279,000	PURCHASE SNOW REMOVAL EQUIPMENT (CLASS III ROTARY PLOW).
WILLIMANTIC; WINDHAM (GENERAL AVIATION)	8	\$54,000	HAZARD BEACON STUDY
WINDSOR LOCKS; BRADLEY INTERNATIONAL (PRIMARY)	31	\$130,500	AIRPORT MASTER PLAN UPDATE (PHASE 1)
TOTAL: CONNECTICUT		\$1,097,672	
DELAWARE			
GEORGETOWN; SUSSEX COUNTY (GENERAL AVIATION)	10	\$53,907	ACQUIRE EMERGENCY GENERATOR; ACQUIRE VACUUM SWEEPER WITH SNOW PLOW
WILMINGTON; NEW CASTLE COUNTY (COMMERCIAL SERVICE)	13	\$4,654,070	EXTEND/WIDEN TAXIWAY F
TOTAL: DELAWARE		\$4,707,977	
FLORIDA			
BARTOW; BARTOW MUNICIPAL (GENERAL AVIATION)	15	\$1,303,396	REHABILITATE RUNWAY LIGHTS (MIRL) RUNWAY 9L/27R - PHASE 2; REHABILITATE RUNWAY 5/23; UPDATE AIRPORT MASTER PLAN/AIRPORT LAYOUT PLAN.
BONIFAY; TRI-COUNTY (GENERAL AVIATION)	1	\$116,623	REHABILITATE RUNWAY LIGHTING; INSTALL RUNWAY 19 VERTICAL GUIDANCE SYSTEM (PAPI)
DAYTONA BEACH; DAYTONA BEACH INTERNATIONAL (PRIMARY)	36	\$2,561,910	CONSTRUCT PHASE 1A, OF PHASE 1B OF TAXIWAY P; EXPAND PARCEL 22 GENERAL AVIATION APRON AND ASSOCIATED LANDSIDE VEHICLE PARKING AREA; REHABILITATE TAXIWAY N-6
DAYTONA BEACH; DAYTONA BEACH INTERNATIONAL (PRIMARY)	37	\$296,091	MASTER PLAN/AIRPORT LAYOUT PLAN UPDATE
FERNANDINA BEACH; FERNANDINA BEACH MUNICIPAL (RELIEVER)	10	\$1,125,904	REHABILITATE TAXIWAY A; INSTALL TAXIWAY A LIGHTING (MITL)

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
FORT LAUDERDALE; FORT LAUDERDALE EXECUTIVE (RELIEVER)	17	\$3,390,266	REHABILITATE RUNWAY LIGHTING/ELECTRICAL VAULT; UPDATE AIRPORT MASTER PLAN STUDY; CONDUCT NOISE COMPATIBILITY PLAN UPDATE (PART 150)
FORT LAUDERDALE; FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL (PRIMARY)	39	\$8,395,734	IMPROVE TERMINAL BUILDING; ACQUIRE SECURITY EQUIPMENT (REQUIRED BY PART107); CONDUCT NOISE COMPATIBILITY PLAN UPDATE (PART 150); ACQUIRE LAND FOR NOISE COMPATIBILITY (49 PARCELS/196 RELOCATED) WITHIN 65-69 DNL.
FORT MYERS; PAGE FIELD (RELIEVER)	8	\$55,800	CONSTRUCT TAXIWAY (DESIGN ONLY - 2 ANGLED EXITS FOR RUNWAY 5)
FORT MYERS; SOUTHWEST FLORIDA INTERNATIONAL (PRIMARY)	24	\$1,328,733	CONSTRUCT TERMINAL BUILDING - PHASE 3 (DESIGN ONLY)
FORT MYERS; SOUTHWEST FLORIDA INTERNATIONAL (PRIMARY)	25	\$2,000,000	CONSTRUCT TAXIWAY (PARALLEL), PHASE 2
FORT PIERCE; ST LUCIE COUNTY INTERNATIONAL (GENERAL AVIATION)	20	\$1,084,579	INSTALL GUIDANCE SIGNS; CONSTRUCT TAXIWAY A3
JACKSONVILLE; CECIL FIELD (RELIEVER)	1	\$3,017,178	REHABILITATE RUNWAY ELECTRICAL VAULT; REHABILITATE RUNWAY LIGHTING, PHASE 1 AIRFIELD ELECTRICAL SURVEY; REHABILITATE AIRCRAFT HANGARS (2-#13 AND #67); ACQUIRE EQUIPMENT (PILOT CONTROL SYSTEM FOR AIRFIELD LIGHTS); INSTALL RUNWAYS 9R/27L AND 18L/36R VISUAL GUIDANCE SYSTEM (PRECISION INSTALL RUNWAY 18L/36R VISUAL GUIDANCE SYSTEM (RUNWAY END IDENTIFIER LIGHTS - REIL); INSTALL RUNWAY 36R VISUAL GUIDANCE SYSTEM (MALSR), DESIGN, PHASE 1
JACKSONVILLE; JACKSONVILLE INTERNATIONAL (PRIMARY)	34	\$1,564,909	REHABILITATE AIRFIELD ELECTRICAL VAULT
KEY WEST; KEY WEST INTERNATIONAL (PRIMARY)	14	\$2,487,066	ACQUIRE AIRCRAFT RESCUE FIRE FIGHTING VEHICLE (REQUIRED BY PART 139 ONLY); NOISE MITIGATION MEASURES FOR RESIDENCES WITHIN 65-69 DAY NIGHT LEVEL (DESIGN ONLY), PHASE 1; REHABILITATE TAXIWAY; CONSTRUCT WEST GENERAL AVIATION APRON; CONDUCT NOISE COMPATIBILITY PLAN UPDATE; CONDUCT SAFETY AREA STUDY).
LAKELAND; LAKELAND LINDER REGIONAL (RELIEVER)	21	\$1,180,987	UPDATE AIRPORT MASTER PLAN STUDY; REHABILITATE TAXIWAY A (EASTERN END CONNECTORS)
LAKELAND; LAKELAND LINDER REGIONAL (RELIEVER)	22	\$368,780	ACQUIRE LAND FOR APPROACHES (REIMBURSEMENT, 26.11 ACRES)
LEESBURG; LEESBURG REGIONAL (GENERAL AVIATION)	10	\$173,619	REHABILITATE RUNWAYS 3/21 AND 13/31(PHASE 1, DESIGN); REHABILITATE TAXIWAY (A, B, K, APR)
MARATHON; THE FLORIDA KEYS MARATHON (PRIMARY)	15	\$59,508	INSTALL RUNWAY 7/25 VISUAL GUIDANCE SYSTEM (PAPI)(DESIGN ONLY), PH1; CONSTRUCT GA APRON (DESIGN ONLY), PH1; EXPAND GA APRON (DESIGN ONLY), PH1

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
MELBOURNE; MELBOURNE INTERNATIONAL (PRIMARY)	21	\$1,613,700	ACQUIRE AIRCRAFT RESCUE AND FIREFIGHTING VEHICLE (1500 GALLON); ACQUIRE SAFETY EQUIPMENT (3 PROXIMITY SUITS); EXTEND RUNWAY 9R/27L
MIAMI; MIAMI INTERNATIONAL (PRIMARY)	37	\$12,000,000	CONSTRUCT NEW RUNWAY 8/26 AND ASSOCIATED TAXIWAYS, LIGHTING, SIGNAGE, AND NAVAIDS
MIAMI; MIAMI INTERNATIONAL (PRIMARY)	38	\$5,820,531	ACQUIRE ARFF VEHICLES (REQUIRED BY PART 139); ACQUIRE SECURITY EQUIPMENT (REQUIRED BY PART 107)
NAPLES; NAPLES MUNICIPAL (PRIMARY)	20	\$1,436,904	IMPROVE AIRPORT DRAINAGE; IMPROVE RUNWAY 32 SAFETY AREA (REQUIRED BY PART139)
ORLANDO; EXECUTIVE (RELIEVER)	15	\$625,734	REHABILITATE RUNWAY 7/25 (PHASE 1, DESIGN); INSTALL RUNWAY 7/25 DISTANCE-TO-GO SIGNS (PHASE 1, DESIGN); GROOVE RUNWAY 7/25 (PHASE 1, DESIGN); ACQUIRE LAND FOR APPROACHES.
ORLANDO; ORLANDO INTERNATIONAL (PRIMARY)	60	\$6,343,292	LETTER OF INTENT (ASO-98-02); CONSTRUCT SINGLE NORTH CROSSFIELD TAXIWAY, PHASE 2
ORLANDO; ORLANDO INTERNATIONAL (PRIMARY)	61	\$15,530,000	CONSTRUCT NEW RUNWAY 17L/35R AND ASSOCIATED TAXIWAYS, LIGHTING, AND SIGNAGE, PHASE 1.
ORLANDO; ORLANDO INTERNATIONAL (PRIMARY)	62	\$181,251	UPDATE AIRPORT MASTER PLAN STUDY, PHASE 2
ORLANDO; ORLANDO SANFORD (PRIMARY)	31	\$1,976,807	UPDATE AIRPORT MASTER PLAN/AIRPORT LAYOUT PLAN; REHABILITATE TERMINAL APRON, PHASE 1, DESIGN; INSTALL RUNWAYS 9R/27L AND 18/36 VERTICAL GUIDANCE SYSTEM (PAPI); ACQUIRE EQUIPMENT (LIGHTED RUNWAY CLOSURE MARKERS, AND SWEEPERS); INSTALL PART 107 SECURITY SYSTEM IN TERMINAL EXPANSION; PHASE 1, DESIGN
ORMOND BEACH; ORMOND BEACH MUNICIPAL (GENERAL AVIATION)	8	\$108,000	UPDATE AIRPORT MASTER PLAN STUDY (ALP)
PALATKA; KAY LARKIN (GENERAL AVIATION)	10	\$388,638	CONSTRUCT RUNWAY SAFETY AREA (RSA) RUNWAY 9. GRADE EXISTING RSA. CLEAR, GRUB, AND GRADE THE OBJECT FREE AREA
PANAMA CITY; PANAMA CITY-BAY COUNTY INTERNATIONAL (PRIMARY)	26	\$753,865	FEASIBILITY STUDY TO RELOCATE EXISTING AIRPORT; PURCHASE ARFF PROXIMITY SUITS; ACQUIRE RPZ LAND, LAIRD PROPERTY (2.5+-AC)
PANAMA CITY; PANAMA CITY-BAY COUNTY INTERNATIONAL (PRIMARY)	27	\$1,006,708	CONDUCT AIRPORT MASTER PLAN STUDY (SITE SELECTION STUDY); REHABILITATE RUNWAY 14/32, PARALLEL TAXIWAYS A, D, AND CONNECTORS (P & S ONLY).
PENSACOLA; PENSACOLA REGIONAL (PRIMARY)	27	\$1,736,041	REHABILITATE TAXIWAY "B"
SARASOTA; SARASOTA/BRADENTON INTERNATIONAL (PRIMARY)	30	\$5,760,518	REHABILITATE TAXIWAY B; UPDATE AIRPORT MASTER PLAN STUDY (INTERIM); CONSTRUCT TAXIWAY D; EXTEND RUNWAY 14/32 (PREPARE PLANS AND SPECIFICATIONS AND PHASE 1 CONSTRUCTION - SITE PREPARATION); ACQUIRE LAND FOR NOISE COMPATIBILITY AND RELOCATION (100 PERSONS RELOCATED)

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
			WITHIN 65-69 DAY NIGHT LEVEL; CONSTRUCT TAXIWAY CHARLIE (DESIGN ONLY)
SEBRING; SEBRING REGIONAL (GENERAL AVIATION)	12	\$173,270	CONSTRUCT PARALLEL TAXIWAY A, PHASE 1(DESIGN ONLY)
ST PETERSBURG; ST PETERSBURG/CLEARWATER INTERNATIONAL (PRIMARY)	24	\$1,506,958	EXPAND TERMINAL BUILDING (PHASE 4)
STUART; WITHAM FIELD (GENERAL AVIATION)	6	\$135,000	CONDUCT NOISE COMPATIBILITY PLAN STUDY (PART 150)
TALLAHASSEE; TALLAHASSEE REGIONAL (PRIMARY)	21	\$2,793,395	ACQUIRE SECURITY EQUIPMENT/INSTALL FENCING (AND GATES), PART 107; REHABILITATE TAXIWAY (AIR CARRIER); IMPROVE RUNWAY 9/27 SAFETY AREA (PART139); IMPROVE RUNWAY 36 SAFETY AREA
TALLAHASSEE; TALLAHASSEE REGIONAL (PRIMARY)	22	\$5,000,000	ACQUIRE LAND FOR NOISE COMPATIBILITY/RELOCATION (RELOCATE 132 RESIDENTS) WITHIN 65-69 DNL
TAMPA; TAMPA INTERNATIONAL (PRIMARY)	34	\$7,085,549	RECONSTRUCT AND RELOCATE TAXIWAY W; RELOCATE A-4 AND TAXILANE A; INSTALL RUNWAY 18R/36L GUARD LIGHTINGS; ACQUIRE CLASS 2 ARFF VEHICLE (1500 GALLON).
TAMPA; VANDENBERG (RELIEVER)	24	\$1,472,621	CONSTRUCT TAXIWAY (PARALLEL TO RUNWAY4/22)
TITUSVILLE; SPACE COAST REGIONAL (RELIEVER)	13	\$1,419,300	REHABILITATE RUNWAY 18/36 LIGHTING (MIRL); REHABILITATE FILLETS FOR TAXIWAY/RUNWAY CONNECTORS AND TAXIWAY A INTERSECTIONS; REHABILITATE TAXIWAY "A" LIGHTS (MITL); REHABILITATE TAXIWAY "D"
VALPARAISO; EGLIN AIR FORCE BASE (PRIMARY)	9	\$1,107,140	EXPAND APRON - PHASE 2, (CONCRETE); IMPROVE AIRPORT (INSTALL BLAST FENCE)
VERO BEACH; VERO BEACH MUNICIPAL (GENERAL AVIATION)	26	\$1,247,821	REHABILITATE GENERAL AVIATION APRON, PHASE 1
WEST PALM BEACH; NORTH PALM BEACH COUNTY GENERAL AVIATION (RELIEVER)	10	\$1,000,000	ACQUIRE LAND FOR DEVELOPMENT (1 PARCEL, +-92 ACRES) (LAND REIMBURSEMENT, FEE TITLE DEVELOPMENT LAND)
WEST PALM BEACH; PALM BEACH INTERNATIONAL (PRIMARY)	36	\$6,991,112	CONDUCT MASTER PLAN UPDATE (GOLF VIEW); NOISE MITIGATION MEASURES FOR RESIDENCES WITHIN 65-69 DNL; ACQUIRE LAND FOR NOISE COMPATIBILITY WITHIN 65-69 DNL
WINTER HAVEN; WINTER HAVEN'S GILBERT (GENERAL AVIATION)	13	\$184,500	REHABILITATE TAXIWAY C-3
TOTAL: FLORIDA		\$115,909,738	
GEORGIA			
ATLANTA METROPOLITAN AREA (SYSTEM PLAN)	MM	\$100,000	CONDUCT METROPOLITAN SYSTEM PLAN STUDY

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
ADEL; COOK COUNTY (GENERAL AVIATION)	4	\$825,318	IMPROVE RUNWAY SAFETY AREA (RUNWAY 5); REHABILITATE RUNWAY 5/23; REHABILITATE TAXIWAY (INCLUDES NEW TURNAROUND)
ALBANY; SOUTHWEST GEORGIA REGIONAL (PRIMARY)	20	\$207,450	CONSTRUCT CARGO APRON, PHASE 1 (DESIGN ONLY); INSTALL RUNWAY LIGHTING (RELOCATE THRESHOLD LIGHTS, RUNWAY 34)
ATHENS; ATHENS/BEN EPPS (PRIMARY)	15	\$218,840	IMPROVE TERMINAL BUILDING (UTILITIES), PHASE 1.
ATLANTA; DEKALB-PEACHTREE (RELIEVER)	26	\$3,505,071	ACQUIRE LAND FOR NOISE COMPATIBILITY/RELOCATION (+/-21 PARCELS CONSISTING OF APPROXIMATELY 61 PEOPLE);
ATLANTA; THE WILLIAM B HARTSFIELD ATLANTA INTL (PRIMARY)	44	\$9,071,300	CONSTRUCT COMMUTER RUNWAY, PHASE 1, (CONSTRUCT DRAINAGE AND SEWER TRUNK)
ATLANTA; THE WILLIAM B HARTSFIELD ATLANTA INTL (PRIMARY)	45	\$11,515,703	CONSTRUCT COMMUTER RUNWAY AND ASSOCIATED TAXIWAYS, PHASE 1 (CONSTRUCT DRAINAGE AND SEWER TRUNK); REHABILITATE RUNWAY LIGHTING
ATLANTA; THE WILLIAM B HARTSFIELD ATLANTA INTL (PRIMARY)	46	\$7,603,424	ACQUIRE LAND FOR NOISE COMPATIBILITY/RELOCATION (70 TO 75 DNL - 80 UNITS); NOISE MITIGATION MEASURES/ACCOUSITCAL TREATMENT (70 TO75 DNL - 200 UNITS)
AUGUSTA; AUGUSTA REGIONAL AT BUSH FIELD (PRIMARY)	20	\$1,220,360	EXPAND GENERAL AVIATION APRON, PHASE 2; UPDATE MASTER PLAN STUDY
BRUNSWICK; GLYNCO JETPORT (PRIMARY)	16	\$314,196	CONSTRUCT AIRCRAFT RESCUE AND FIREFIGHTING BUILDING
BRUNSWICK; MALCOLM MC KINNON (GENERAL AVIATION)	9	\$1,748,160	REHABILITATE RUNWAY 4/22; CONSTRUCT ELECTRICAL VAULT; INSTALL RUNWAY 4/22 VISUAL GUIDANCE SYSTEM (PRECISION APPROACH PATH INDICATORS); CONSTRUCT TAXIWAY (T-HANGAR TAXILANES)
COLUMBUS; COLUMBUS METROPOLITAN (PRIMARY)	21	\$1,054,834	REMOVE OBSTRUCTIONS (RUNWAY 5 AND 30 - RUNWAY PROTECTION ZONE); REHABILITATE TAXIWAY D
EASTMAN; HEART OF GEORGIA REGIONAL (GENERAL AVIATION)	2	\$796,050	CONSTRUCT RUNWAY (LAND ACQUISITION -260 ACRES).
GAINESVILLE; LEE GILMER MEMORIAL (RELIEVER)	7	\$577,935	EXTEND RUNWAY 4/22, PHASE 1; CONSTRUCT PARTIAL PARALLEL TAXIWAY, PHASE 1 ACQUIRE LAND, RELOCATION ASSISTANCE AND PREPARE PLANS AND SPECIFICATIONS).
HAMPTON; CLAYTON COUNTY-TARA FIELD (RELIEVER)	11	\$108,000	CONDUCT AIRPORT MASTER PLAN STUDY
JASPER; PICKENS COUNTY (GENERAL AVIATION)	7	\$335,070	CONSTRUCT PARTIAL PARALLEL TAXIWAY; REHABILITATE APRON AREA
JEFFERSON; JACKSON COUNTY (GENERAL AVIATION)	6	\$675,837	ACQUIRE LAND FOR DEVELOPMENT, (PARCEL 22E - 25.42 ACRES)

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
MACON; MIDDLE GEORGIA REGIONAL (PRIMARY)	16	\$222,300	UPDATE AIRPORT MASTER PLAN; ACQUIRE SECURITY VEHICLE (PART 107)
MARIETTA; COBB COUNTY-MC COLLUM FIELD (RELIEVER)	14	\$3,494,497	CONSTRUCT PARTIAL PARALLEL TAXIWAY, PHASE 1; EXTEND RUNWAY 27 SAFETY AREA, PHASE 3
SAVANNAH; SAVANNAH INTERNATIONAL (PRIMARY)	32	\$482,392	EXTEND GENERAL AVIATION TAXIWAY #2
SAVANNAH; SAVANNAH INTERNATIONAL (PRIMARY)	33	\$1,836,914	EXTEND TERMINAL AREA APRON; EXTEND TAXIWAY A TO RUNWAY 36,
THOMASTON; THOMASTON-UPSON COUNTY (GENERAL AVIATION)	9	\$298,946	EXTEND RUNWAY 30 (ACQUIRE LAND TRACTS A-1, B-3, AND TRACTS 1 TO 11 REIMBURSEMENT).
THOMASTON; THOMASTON-UPSON COUNTY (GENERAL AVIATION)	10	\$800,000	CONSTRUCT APRON AND STUB TAIWAY
TIFTON; HENRY TIFT MYERS (GENERAL AVIATION)	1	\$43,560	REHABILITATE RUNWAY 15/33, PHASE 1 (DESIGN ONLY); INSTALL RUNWAY LIGHTING, PHASE 1 (HIGH INTENSITY RUNWAY LIGHTS, DESIGN ONLY)
TOCCOA; TOCCOA RG LETOURNEAU FIELD (GENERAL AVIATION)	6	\$99,000	EXTEND RUNWAY, PHASE 2 (LAND ACQUISITION, 122 ACRES)
VALDOSTA; VALDOSTA REGIONAL (PRIMARY)	15	\$86,121	REHABILITATE RUNWAY 17-35, PHASE 1 (DESIGN ONLY); CONDUCT AIRFIELD DRAINAGE STUDY.
VIDALIA; VIDALIA MUNICIPAL (GENERAL AVIATION)	5	\$424,800	EXTEND RUNWAY, PHASE I (GEORGIA'S GOVERNOR PROGRAM - LAND ACQUISITION - RUNWAY PROTECTION ZONES FOR RUNWAY 6 [27 ACRES] AND RUNWAY 24 [47 ACRES])
WINDER; WINDER-BARROW (GENERAL AVIATION)	8	\$130,000	REHABILITATE PARALLEL TAXIWAY TO RUNWAY5/23.
TOTAL: GEORGIA		\$47,796,078	
GUAM			
=====			
AGANA; GUAM INTERNATIONAL (PRIMARY)	27	\$850,000	REHABILITATE RUNWAY 6L/24R
AGANA; GUAM INTERNATIONAL (PRIMARY)	28	\$5,958,210	CONSTRUCT PARALLEL TAXIWAY - PHASE 4.
TOTAL: GUAM		\$6,808,210	
HAWAII			
STATE OF HAWAII (SYSTEM PLAN)	S6	\$4,500,000	CONDUCT PAVEMENT MAINTENANCE PLAN FOR THE STATE OF HAWAII (PRIMARY AIRPORTS)
HILO; HILO INTERNATIONAL (PRIMARY)	9	\$6,885,435	IMPROVE TERMINAL BUILDING (ROOF REPLACEMENT).

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
HONOLULU; HONOLULU INTERNATIONAL (PRIMARY)	44	\$3,325,500	IMPROVE TERMINAL BUILDING.
HONOLULU; HONOLULU INTERNATIONAL (PRIMARY)	45	\$300,000	INSTALL RUNWAY LIGHTING (LAHSO) FOR RUNWAYS 8L AND 4R.
KAHULUI; KAHULUI (PRIMARY)	23	\$825,000	CONDUCT ALIEN SPECIES RISK MANAGEMENT ASSESSMENT.
KAILUA-KONA; KONA INTERNATIONAL AT KEAHOLE (PRIMARY)	15	\$5,000,000	EXPAND GENERAL AVIATION AIRCRAFT APRON.
TOTAL: HAWAII		\$20,835,935	
IDAHO			
BOISE; BOISE AIR TERMINAL-GOWEN FIELD (PRIMARY)	30	\$2,167,383	REHABILITATE AND EXPAND AIR CARRIER APRON (CONSTRUCTION ONLY)
BOISE; BOISE AIR TERMINAL-GOWEN FIELD (PRIMARY)	31	\$4,000,000	APPLY POROUS FRICTION COURSE (PFC); REHABILITATE RUNWAY 10L/28R, (INCLUDING: SAFETY AREA GRADING, RUNWAY GRADES, LIGHTING, DRAINAGE, SIGNS) PHASE 2
BOISE; BOISE AIR TERMINAL-GOWEN FIELD (PRIMARY)	32	\$3,000,000	ACQUIRE NOISE LAND, PARCELS 32-1 THROUGH 32-9, INCLUDING RELOCATION (PHASE 4)
CASCADE; CASCADE (GENERAL AVIATION)	6	\$636,156	IMPROVE RUNWAY 12/30 SAFETY AREA (GRADING AND DRAINAGE); REHABILITATE RUNWAY 12/30 INCLUDING TAXIWAYS AND APRON; CONSTRUCT PARTIAL PARALLEL TAXIWAY, INCLUDING REVISING THE AS-BUILT AIRPORT LAYOUT PLAN (ALP); CONSTRUCT CONNECTING TAXIWAY, INCLUDING RELOCATING ELECTRICAL VAULT
COEUR D'ALENE; COEUR D'ALENE AIR TERMINAL (GENERAL AVIATION)	17	\$275,000	CONSTRUCT GENERAL AVIATION PARKING APRON (PHASE 3)
COEUR D'ALENE; COEUR D'ALENE AIR TERMINAL (GENERAL AVIATION)	18	\$2,943,255	REHABILITATE/RECONSTRUCT RUNWAY 5/23, INCLUDING DISTANCE-TO-GO SIGNS (PHASE 1)
HAILEY; FRIEDMAN MEMORIAL (PRIMARY)	22	\$4,651,108	IMPROVE RUNWAY 31 SAFETY AREA, (PHASE 4) (INCLUDING CONSTRUCT APRON; REMOVE OBSTRUCTIONS; RELOCATE TAXIWAY; EXTEND ACCESS ROAD, PART 107 SECURITY FENCING; CONSTRUCT HOLD APRON; ACQUIRE LAND PARCEL 16; EXPAND APRON; RECONSTRUCT TAXIWAY); REVISE AS-BUILT AIRPORT LAYOUT PLAN (ALP);
IDAHO FALLS; FANNING FIELD (PRIMARY)	19	\$156,128	IMPROVE TERMINAL BUILDING (PHASE 1);
IDAHO FALLS; FANNING FIELD (PRIMARY)	20	\$699,631	REHABILITATE TAXIWAY "C" (INCLUDING MARKING, GRADING, DRAINAGE, AND RELOCATION OF SEGMENTED CIRCLE); EXPAND CARGO APRON; INSTALL SECURITY FENCING
LEWISTON; LEWISTON-NEZ PERCE COUNTY (PRIMARY)	16	\$3,660,723	CONSTRUCT SAFETY AREA, RUNWAY 8 (PHASE 1); REMOVE PART 77 OBSTRUCTIONS (PRIMARY AND TRANSITIONAL SURFACES TERRAIN) (PHASE 1)

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
NAMPA; NAMPA MUNICIPAL (GENERAL AVIATION)	11	\$670,000	REHABILITATE/CONSTRUCT APRON AREAS; CONSTRUCT RUN-UP APRON, RUNWAY 29
POCATELLO; POCATELLO REGIONAL (PRIMARY)	18	\$747,500	REHABILITATE AND WIDEN TAXIWAY "C", INCLUDING MEDIUM INTENSITY TAXIWAY LIGHTING (MITL); ACQUIRE SNOW REMOVAL EQUIPMENT (SRE)
TWIN FALLS; JOSLIN FIELD, MAGIC VALLEY REGIONAL (PRIMARY)	17	\$1,522,096	REHABILITATE RUNWAY 7/25
TOTAL: IDAHO		\$25,128,980	
ILLINOIS			
STATE OF ILLINOIS BLOCK GRANT (STATE BLOCK GRANT)	27	\$10,379,094	VARIOUS AIRPORT DEVELOPMENT UNDER THE STATE BLOCK GRANT PROGRAM.
STATE OF ILLINOIS BLOCK GRANT (STATE BLOCK GRANT)	28	\$12,674,539	VARIOUS AIRPORT DEVELOPMENT UNDER THE STATE BLOCK GRANT PROGRAM.
STATE OF ILLINOIS BLOCK GRANT (STATE BLOCK GRANT)	29	\$932,000	VARIOUS AIRPORT DEVELOPMENT UNDER THE STATE BLOCK GRANT PROGRAM
STATE OF ILLINOIS BLOCK GRANT (STATE BLOCK GRANT)	30	\$1,548,000	VARIOUS AIRPORT DEVELOPMENT UNDER THE STATE BLOCK GRANT PROGRAM
BELLEVILLE; SCOTT AFB/MIDAMERICA (RELIEVER)	15	\$14,000,000	ACQUIRE LAND FOR DEVELOPMENT; CONSTRUCT NEW AIRPORT; CONSTRUCT TERMINAL BUILDING; EXTENS RUNWAY 14R/32L; IMPROVE RUNWAY 32L SAFETY AREA.
BLOOMINGTON/NORMAL; CENTRAL ILLINOIS REGIONAL (PRIMARY)	23	\$7,084,523	CONSTRUCT TERMINAL BUILDING
BLOOMINGTON/NORMAL; CENTRAL ILLINOIS REGIONAL (PRIMARY)	24	\$300,000	ACQUIRE LAND FOR NOISE COMPATIBILITY WITHIN 65 - 69 DNL
BLOOMINGTON/NORMAL; CENTRAL ILLINOIS REGIONAL (PRIMARY)	25	\$1,110,000	CONSTRUCT TERMINAL BUILDING
CHICAGO; CHICAGO MIDWAY (PRIMARY)	30	\$2,672,139	CONSTRUCT TERMINAL BUILDING.
CHICAGO; CHICAGO MIDWAY (PRIMARY)	31	\$8,000,000	ACQUIRE LAND FOR APPROACHES (MULTIPLE PARCELS) ACQUIRE LAND FOR DEVELOPMENT (MULTIPLE PARCELS); AND MODIFY ACCESS ROAD.
CHICAGO; CHICAGO MIDWAY (PRIMARY)	NG	\$2,502,000	CONSTRUCTION SERVICES TO SOUNDPROOF QUEEN OF THE UNIVERSE SCHOOL, 7130 S. HAMLIN AVENUE, CHICAGO, IL 60629, FOR NOISE COMPATIBILITY
CHICAGO; CHICAGO MIDWAY (PRIMARY)	NH	\$242,000	PROVIDE ENGINEERING SERVICE FOR PREPARATION OF THE DESIGN AND CONSTRUCTION BID DOCUMENTS AND CONSTRUCTION SUPERVISION TO SOUNDPROOF ST. GALL SCHOOL, 5515 S. SAWYER AVENUE.

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
CHICAGO; CHICAGO MIDWAY (PRIMARY)	NI	\$256,000	PROVIDE ENGINEERING SERVICE FOR PREPARATION OF THE DESIGN AND CONSTRUCTION BID DOCUMENTS AND CONSTRUCTION SUPERVISION TO SOUNDPROOF DREXEL ELEMENTARY SCHOOL, 5407 W. 36TH STREET, CICERO, IL.
CHICAGO; CHICAGO O'HARE INTERNATIONAL (PRIMARY)	39	\$10,607,785	REHABILITATE RUNWAY 9L-27R.
CHICAGO; CHICAGO O'HARE INTERNATIONAL (PRIMARY)	AG	\$2,560,000	NOISE MITIGATION MEASURES FOR SCHOOL OUTSIDE 65 DNL.
CHICAGO; CHICAGO O'HARE INTERNATIONAL (PRIMARY)	AH	\$440,000	PROVIDE REIMBURSEMENT FOR ENGINEERING SERVICES FOR THE SOUNDPROOFING OF JAMES GILES ELEMENATARY SCHOOL, 4251 N. ORIOLE AVENUE, NORRIDGE, IL. 60634 FOR NOISE COMPATIBILITY.
DECATUR; DECATUR (PRIMARY)	23	\$1,235,500	REHABILITATION OF RUNWAY 18/36; CONSTRUCT SOUTHWEST PERMETER ROAD
MARION; WILLIAMSON COUNTY REGIONAL (PRIMARY)	16	\$370,800	IMPROVE RW 2/20 SAFETY AREA; MODIFY SRE BUILDING; UPDATE TO ALP (PHASE 2)
MOLINE; QUAD CITY INTERNATIONAL (PRIMARY)	32	\$1,295,096	EXPAND TERMINAL BUILDING (PHASE 2 & 3).
MOLINE; QUAD CITY INTERNATIONAL (PRIMARY)	33	\$775,000	EXPAND AIR CARGO APRON (PHASE 4).
PEORIA; GREATER PEORIA REGIONAL (PRIMARY)	28	\$1,246,817	IMPROVE RUNWAY 31 RUNWAY SAFETY AREA (PHASE 3).
PEORIA; GREATER PEORIA REGIONAL (PRIMARY)	29	\$1,613,743	REHABILITATE TAXIWAY "E"
QUINCY; QUINCY REGIONAL-BALDWIN FIELD (PRIMARY)	16	\$67,500	REHABILITATE TXY E LIGHTING.
QUINCY; QUINCY REGIONAL-BALDWIN FIELD (PRIMARY)	17	\$136,336	REHABILITATE RW 13/31
QUINCY; QUINCY REGIONAL-BALDWIN FIELD (PRIMARY)	18	\$340,000	REHABILITATE TWY A AND B.
QUINCY; QUINCY REGIONAL-BALDWIN FIELD (PRIMARY)	19	\$90,000	CONDUCT ALP - EXHIBIT A STUDY.
ROCKFORD; GREATER ROCKFORD (PRIMARY)	33	\$1,117,233	SOUTH CARGO APRON REHABILITATION.
SPRINGFIELD; CAPITAL (PRIMARY)	32	\$2,092,464	REHABILITATE TAXIWAY A (PHASE 2)
TOTAL: ILLINOIS		\$85,688,569	
INDIANA			
ANDERSON; ANDERSON MUNICIPAL-DARLINGTON FIELD (GENERAL AVIATION)	10	\$730,436	REHABILITATE RUNWAY 18/36

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
COLUMBUS; COLUMBUS MUNICIPAL (GENERAL AVIATION)	9	\$681,881	REHABILITATE TAXIWAY C
EVANSVILLE; EVANSVILLE REGIONAL (PRIMARY)	29	\$94,434	CONSTRUCT SECURITY FENCING; UPDATE ALP; & EXHIBIT "A".
EVANSVILLE; EVANSVILLE REGIONAL (PRIMARY)	30	\$990,836	EXTEND RUNWAY 18/36-PHASE 1 (DESIGN & PARTIAL LAND REIMBURSEMENT-PARCELS 126&127) EXTEND RUNWAY 18/36-PHASE 1A DRAINAGE STUDY.
FORT WAYNE; FORT WAYNE INTERNATIONAL (PRIMARY)	36	\$690,983	CONSTRUCT SERVICE ROAD (PHASE 2).
FORT WAYNE; FORT WAYNE INTERNATIONAL (PRIMARY)	37	\$1,766,983	REHABILITATE RUNWAY 5-23
HUNTINGBURG; HUNTINGBURG (GENERAL AVIATION)	4	\$797,400	EXTEND PARALLEL TAXIWAY AND CONSTRUCT CONNECTOR TAXIWAYS.
HUNTINGTON; HUNTINGTON MUNICIPAL (GENERAL AVIATION)	3	\$810,000	EXTEND RUNWAY 9/27.
INDIANAPOLIS; HENDRICKS COUNTY (NEW) (RELIEVER)	6	\$1,570,550	CONSTRUCT NEW AIRPORT, PHASE 2, INCLUDING RUNWAY, TAXIWAYS, APRON LIGHTING AND ACCESS ROAD.
INDIANAPOLIS; INDIANAPOLIS INTERNATIONAL (PRIMARY)	67	\$3,000,000	NOISE MITIGATION MEASURES FOR RESIDENCES WITHIN 65 DNL.
INDIANAPOLIS; INDIANAPOLIS INTERNATIONAL (PRIMARY)	68	\$3,955,000	ACQUIRE LAND FOR NOISE COMPATIBILITY WITHIN 65 DNL.
INDIANAPOLIS; INDIANAPOLIS INTERNATIONAL (PRIMARY)	69	\$506,250	ACQUIRE SECURITY EQUIP. FOR ACCESS CONTROL AND ACQUIRE ARFF VEHICLE.
INDIANAPOLIS; INDIANAPOLIS INTERNATIONAL (PRIMARY)	70	\$2,340,169	CONSTRUCT TERMINAL BLDG (PHASE 1)
INDIANAPOLIS; INDIANAPOLIS INTERNATIONAL (PRIMARY)	71	\$412,500	CONST. TXY B (PHASE 1)
INDIANAPOLIS; INDIANAPOLIS INTERNATIONAL (PRIMARY)	72	\$168,750	RELOCATE NAVAIDS (RCAG)
JEFFERSONVILLE; CLARK COUNTY (RELIEVER)	12	\$91,113	INSTALL PERIMETER FENCING.
LA PORTE; LA PORTE MUNICIPAL (GENERAL AVIATION)	7	\$342,900	WIDEN AND GROOVE RUNWAY 2/20
LAFAYETTE; PURDUE UNIVERSITY (PRIMARY)	18	\$1,194,034	REHABILITATE RUNWAY 5/23, REHABILITATE TAXIWAY, IMPROVE RUNWAY 5 RUNWAY SAFETY AREA

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (<i>Airport/Plan Type</i>)	Project Number	Federal Funds	Brief Description of Work
LOGANSPOBT; LOGANSPOBT MUNICIPAL (GENERAL AVIATION)	5	\$645,300	REHAB/EXTEND RUNWAY 9 & REHAB/EXTEND PARALLEL TAXIWAY. EXTEND TERMINAL APRON.
MONTICELLO; WHITE COUNTY (GENERAL AVIATION)	2	\$360,000	REHABILITATE PARALLEL TAXIWAY & SOUTH500' OF RUNWAY 36. OVERLAY TERMINAL APRON; EXTEND TERMINAL APRON.
SOUTH BEND; MICHIANA REGIONAL TRANSPORTATION CENTER (PRIMARY)	24	\$1,691,052	INSTALL GATES (REQUIRED BY PART 107); ACQUIRE LAND/REMOVE OBSTRUCTION FOR R/W 9R APPROACH; INSTALL RUNWAY LIGHTING; EXTEND RUNWAY 27L (PHASE 1)
TERRE HAUTE; TERRE HAUTE INTERNATIONAL- HULMAN FIELD (COMMERCIAL SERVICE)	25	\$360,000	IMPROVE AIRPORT DRAINAGE
TERRE HAUTE; TERRE HAUTE INTERNATIONAL- HULMAN FIELD (COMMERCIAL SERVICE)	26	\$264,555	EXTEND RUNWAY 14/32 (DESIGN REIMBURSEMENT)
WARSAW; WARSAW MUNICIPAL (GENERAL AVIATION)	3	\$655,200	REHABILITATE & EXTEND PARALLEL TAXIWAY,
WASHINGTON; DAVIESS COUNTY (GENERAL AVIATION)	3	\$143,525	REHAB/RELOCATE RUNWAY LIGHTING & WIDEN RUNWAY 18/36 AND IMPROVE RUNWAY 36 RUNWAY SAFETY AREA.
TOTAL: INDIANA		\$24,263,851	
I O W A			
AMES; AMES MUNICIPAL (GENERAL AVIATION)	12	\$850,000	REHABILITATION OF RUNWAY 13/31 PARALLEL TAXIWAYS
ANKENY; ANKENY REGIONAL (RELIEVER)	8	\$2,656,800	ACQUIRE LAND FOR APPROACHES.
BOONE; BOONE MUNICIPAL (GENERAL AVIATION)	4	\$88,643	INSTALL PAVIS RUNWAY 15/33 AND REIL RUNWAY 15
BURLINGTON; BURLINGTON REGIONAL (PRIMARY)	17	\$1,797,522	REHABILITATE TAXIWAY A
CEDAR RAPIDS; THE EASTERN IOWA (PRIMARY)	22	\$3,177,956	RELOCATE WRIGHT BROTHERS BLVD; GRADE NORTHERLY END OF R13 SAFETY AREA (PH 1)
CEDAR RAPIDS; THE EASTERN IOWA (PRIMARY)	23	\$961,119	IMPROVE RUNWAY 13 SAFETY AREA (PHASE 2) (INCLUDING PREPARATION FOR THE RECONSTRUCTION OF THE NORTHERLY END OF RUNWAY 13/31 AND PREPARATION FOR THE PAVING OF RUNWAY EXTENSION AT THE NORTHERLY END OF RUNWAY 13/31).
CITY OF WASHINGTON; WASHINGTON MUNICIPAL (GENERAL AVIATION)	1	\$261,000	RECONST TAXIWAY WHICH CONNECTS WITH R13/31
CLINTON; CLINTON MUNICIPAL (GENERAL AVIATION)	7	\$107,045	REIMBURSEMENT FOR LAND ACQUIRED IN FEE FOR R3/21 RUNWAY SAFETY AREA, OBJECT FREE AREA AND BUILDING RESTRICTION LINE (PARCELS 25, 26, 27 & 28)
DES MOINES; DES MOINES INTERNATIONAL (PRIMARY)	28	\$9,701,604	EXTEND R5/23 TO THE SOUTHWEST (PH 5 - PARTIAL GRADING OF RUNWAY EXTENSION TO THE SOUTHWEST; GRADE AND PAVE PARALLEL TAXIWAY P EXTENSION)

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
DUBUQUE; DUBUQUE REGIONAL (PRIMARY)	26	\$3,557,019	REHAB R18/36, INCLUDING GRADING OF NORTHERLY RSA AND PARTIAL INSTALLATION OF ILS (PH 1)
DUBUQUE; DUBUQUE REGIONAL (PRIMARY)	27	\$809,203	REHAB RUNWAY 18/36; INCLUDING INSTALLATION OF PARTIAL ILS (PHASE 2)
FORT DODGE; FORT DODGE REGIONAL (COMMERCIAL SERVICE)	16	\$649,947	REHABILITATE TAXIWAYS C AND A.
IOWA CITY; IOWA CITY MUNICIPAL (GENERAL AVIATION)	8	\$1,111,746	REIMBURSEMENT FOR LAND ACQUIRED IN FEE FOR RUNWAY 24 RUNWAY SAFETY AREA AND OBJECT FREE AREA (PARCELS G402) WITH RELOCATION ASSISTANCE PROVIDED TO 31 MOBILE HOME OWNER-OCCUPANTS AND/OR TENANTS (MULTIPLE PARCELS) INCREASE NECESSITATED BECAUSE OF FINAL LITIGATION AND DEMOLITION COSTS INCURRED AFTER EXECUTION OF GRANT.
JEFFERSON; JEFFERSON MUNICIPAL (GENERAL AVIATION)	1	\$460,635	RELOCATE TAXIWAY CONNECTOR TO R14/32; REHAB APRON
MASON CITY; MASON CITY MUNICIPAL (PRIMARY)	18	\$114,058	UPDATE AIRPORT MASTER PLAN
OSKALOOSA; OSKALOOSA MUNICIPAL (GENERAL AVIATION)	2	\$299,755	REPLACE LIGHTING ON RUNWAY 13/31 (MIRL) AND TAXIWAY AND TURNAROUND FOR RUNWAY 13/31 (MITL); REPLACE PAPI AND REIL FOR RUNWAY 13/31. SOUTH TAXIWAY AND RUNWAY 13/31 TURNAROUND AREA EDGE LIGHTS.
RED OAK; RED OAK MUNICIPAL (GENERAL AVIATION)	1	\$358,200	REHAB TERMINAL APRON; CONSTRUCT TAXIWAY B (PHASE 1 - GRADING)
SIOUX CITY; SIOUX GATEWAY (PRIMARY)	23	\$90,000	REHAB TERMINAL BUILDING (SUITE A)
SIOUX CITY; SIOUX GATEWAY (PRIMARY)	24	\$73,339	TERMINAL CONCEPT PLAN
SPENCER; SPENCER MUNICIPAL (COMMERCIAL SERVICE)	11	\$140,640	INSTALL GUIDANCE SIGNS ON AIRPORT.
WATERLOO; WATERLOO MUNICIPAL (PRIMARY)	17	\$81,666	TERMINAL AREA STUDY
TOTAL: IOWA		\$27,347,897	
KANSAS			
DODGE CITY; DODGE CITY REGIONAL (COMMERCIAL SERVICE)	12	\$757,065	REHAB RUNWAY 2/20.
GARDEN CITY; GARDEN CITY REGIONAL (PRIMARY)	16	\$199,696	DESIGN RECONSTRUCTION OF RUNWAY 17/35 (PHASE 1)
HAYS; HAYS REGIONAL (COMMERCIAL SERVICE)	11	\$217,810	ACQUISITION OF LAND (TRACTS V) FOR RUNWAY 34 RPZ AND TRACTS X AND W FOR RUNWAY 4 RPZ AND CREDIT AS COMPLETE LOCAL SHARE THE DONATION OF 30.25 ACRES OF TRACT 5 FOR RUNWAY 4 RPZ.

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
INDEPENDENCE; INDEPENDENCE MUNICIPAL (GENERAL AVIATION)	10	\$117,340	REHAB RUNWAY 17/35
KINGMAN; KINGMAN MUNICIPAL (GENERAL AVIATION)	2	\$554,792	ACQUIRE LAND FOR DEVELOPMENT/RELOCATION, PARCELS 1, 2, 5, 8, 9 AND 10.
KINGMAN; KINGMAN MUNICIPAL (GENERAL AVIATION)	3	\$751,545	RECONSTRUCT AND EXTEND (PHASE 1) RUNWAY 18/36; CONSTRUCT (PHASE 1) MIDFIELD CONNECTING TAXIWAY
LARNED; LARNED-PAWNEE COUNTY (GENERAL AVIATION)	3	\$170,854	ACQUIRE LAND IN FEE (MULTIPLE PARCELS F & G) AND EASEMENT (MULTIPLE PARCELS FOR R17/35 EXTENSION)
LARNED; LARNED-PAWNEE COUNTY (GENERAL AVIATION)	4	\$890,788	REHAB AND EXTEND RUNWAY 17/35 (PHASE1); INSTALL RUNWAY LIGHTING SYSTEM (MIRL); AND INSTALL SYSTEM (PAPI).
MANHATTAN; MANHATTAN REGIONAL (PRIMARY)	18	\$993,451	CONSTRUCT (PHASE 2) PARALLEL TAXIWAY A (13" P.C.C. PAVEMENT) AND ASSOCIATED CONNECTING TAXIWAYS INCLUDING MARKING, LIGHTING (MITL) AND UNDERDRAINS
MANHATTAN; MANHATTAN REGIONAL (PRIMARY)	19	\$675,000	CONSTRUCT ARFF BUILDING (PT 139); IMPROVE AIRPORT (MISC). (PHASE 1)
NEWTON; NEWTON-CITY-COUNTY (RELIEVER)	12	\$168,610	CONSTRUCT T-HANGAR TAXILANE
OLATHE; NEW CENTURY AIRCENTER (RELIEVER)	15	\$344,970	REIMBURSEMENT FOR LAND ACQUIRED IN FEE FOR RPZ FOR RWS 35 & 22 (PARCELS 9B, 10B & 11)
PRATT; PRATT INDUSTRIAL (GENERAL AVIATION)	5	\$225,212	REHAB TAXIWAY
WELLINGTON; WELLINGTON MUNICIPAL (GENERAL AVIATION)	2	\$198,500	REIMBURSEMENT FOR LAND ACQUISITION (TRACTS 8B AND 10) FOR AIRPORT IMPROVEMENT; AND REIMBURSE FOR FEES FOR ALP AND ENVIRONMENTAL SITE ASSESSMENT COMPLETION
WICHITA; WICHITA MID-CONTINENT (PRIMARY)	31	\$885,563	ACQUIRE SECURITY EQUIPMENT; REHAB RUNWAY 1/19; REHAB TERMINAL APRON; ACQUIRE SWEEPER/BLOWER; AND IMPROVE AIRPORT DRAINAGE.
TOTAL: KANSAS		\$7,151,196	

KENTUCKY

COVINGTON; CINCINNATI/NORTHERN KENTUCKY INTERNATION (PRIMARY)	36	\$2,915,500	ACQUIRE ARFF, SNOW REMOVAL & NOISE MONITORING EQUIPMENT; INSTALL SECURITY FENCING & AIRFIELD SIGNS; EXTEND RUNWAY (SITE PREP); EXTEND & RECONSTRUCT TAXIWAYS; CONSTRUCT APRONS; IMPROVE TERMINAL BLDG; SOUNDPROOF SCHOOLS & RESIDENCES; ACQUIRE LAND & PROVIDE RELOCATION ASSISTANCE FOR NOISE COMPATIBILITY (PHASE 8).
DANVILLE; STUART POWELL FIELD (GENERAL AVIATION)	7	\$356,000	REHABILITATE RUNWAY & TAXIWAY LIGHTING.
GLASGOW; GLASGOW MUNICIPAL (GENERAL AVIATION)	8	\$2,228,000	EXTEND RUNWAY 7 (PHASE 4)

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
HOPKINSVILLE; HOPKINSVILLE-CHRISTIAN COUNTY (GENERAL AVIATION)	7	\$2,028,096	CONSTRUCT TAXIWAY (PHASE 2), CONSTRUCT SERVICE ROAD, CONSTRUCT RUNWAY SAFETY AREAS (INCLUDES SHIFTING RUNWAY)
LEXINGTON; BLUE GRASS (PRIMARY)	28	\$999,000	REHABILITATE ACCESS ROAD; CONDUCT MASTER PLAN (FEASIBILITY STUDY); CONSTRUCT DEICING CONTAINMENT FACILITY (DESIGN ONLY); CONSTRUCT SERVICE ROAD (DESIGN ONLY); INSTALL FENCING (DESIGN ONLY); UPDATE ENVIRONMENTAL IMPACT STATEMENT
LOUISVILLE; BOWMAN FIELD (RELIEVER)	9	\$1,548,167	REHABILITATE RUNWAY 6-24; REHABILITATE TAXIWAYS (CONNECTIONS).
LOUISVILLE; LOUISVILLE INTERNATIONAL-STANDIFORD FIEL (PRIMARY)	53	\$4,050,542	SCHEDULED PAYMENT UNDER LETTER OF INTENT #199, DATED MARCH 4, 1991, AMENDED OCTOBER 28, 1998.
LOUISVILLE; LOUISVILLE INTERNATIONAL-STANDIFORD FIEL (PRIMARY)	54	\$8,000,000	ACQUIRE LAND FOR NOISE COMPATIBILITY/RELOCATION (39 HOMES IN THE MINOR LANE HEIGHTS COMMUNITY) WITHIN 65-69 DNL.
LOUISVILLE; LOUISVILLE INTERNATIONAL-STANDIFORD FIEL (PRIMARY)	55	\$2,839,169	CONSTRUCT AIRCRAFT RESCUE AND FIRE FIGHTING BUILDING (PT 139); CONSTRUCT SERVICE ROAD (WEST AIRFIELD); ACQUIRE AIRCRAFT RESCUE AND FIRE FIGHTING SAFETY EQUIPMENT (PROXIMITY SUITS) [REQUIRE BY PART 139].
PADUCAH; BARKLEY REGIONAL (PRIMARY)	16	\$337,816	ACQUIRE ARFF SAFETY EQUIPMENT(PROXIMITY SUITS); ACQUIRE EQUIPMENT (PART 107 VEHICLE); ACQUIRE SECURITY EQUIPMENT/INSTALL FENCING; CONSTRUCT PARKING LOT; INSTALL RUNWAY LIGHTING (TRANSFORMERS); REHABILITATE WEST APRON.
WILLIAMSBURG; WILLIAMSBURG-WHITLEY COUNTY (NEW) (GENERAL AVIATION)	3	\$666,000	CONSTRUCT NEW AIRPORT (PLANS AND SPECIFICATIONS ONLY).
TOTAL: KENTUCKY		\$25,968,290	
LOUISIANA			
STATE OF LOUISIANA; (SYSTEM PLAN)	SQ	\$125,000	COMPLETE STATE SYSTEM PLAN STUDY (AIRPORT INFORMATION MANAGEMENT SYSTEM)
ALEXANDRIA; ALEXANDRIA ESLER REGIONAL (PRIMARY)	19	\$22,932	COMPLETION OF IMPROVE AIRPORT DRAINAGE FOR RUNWAY 8/26
ALEXANDRIA; ALEXANDRIA ESLER REGIONAL (PRIMARY)	20	\$137,817	REHABILITATE WEST AIRFIELD SERVICE ROAD
ALEXANDRIA; ALEXANDRIA INTERNATIONAL (PRIMARY)	13	\$1,600,000	COMPLETE REHABILITATION OF NORTH APRON
ALEXANDRIA; ALEXANDRIA INTERNATIONAL (PRIMARY)	14	\$4,545,885	CONSTRUCT TERMINAL BUILDING (PHASE 3)
BATON ROUGE; BATON ROUGE METROPOLITAN, RYAN FIELD (PRIMARY)	46	\$510,000	CONSTRUCT RUNWAY SAFETY AREA - ENGINEERED MATERIAL ARRESTING SYSTEM (EMAS) - PHASE 1

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
BATON ROUGE; BATON ROUGE METROPOLITAN, RYAN FIELD (PRIMARY)	47	\$1,556,582	OVERLAY SOUTH GA APRON
BATON ROUGE; BATON ROUGE METROPOLITAN, RYAN FIELD (PRIMARY)	48	\$4,000,000	NOISE MITIGATION MEASURES (SOUNDPROOF RESIDENCES)
BOGALUSA; GEORGE R CARR MEMORIAL AIR FIELD (GENERAL AVIATION)	8	\$1,510,000	OVERLAY RUNWAY 18/36, INSTALL MEDIUM INTENSITY RUNWAY LIGHTS
FARMERVILLE; FARMERVILLE (GENERAL AVIATION)	1	\$600,758	ACQUIRE EXISTING AIRPORT; OVERLAY RUNWAY
HAMMOND; HAMMOND MUNICIPAL (RELIEVER)	7	\$774,000	EXTEND RUNWAY 13/31 PHASE 1 (ACQUIRE LAND/EASEMENT FOR APPROACHES 30 ACRES AND ENVIRONMENTAL MITIGATION 16 ACRES)
LAFAYETTE; LAFAYETTE REGIONAL (PRIMARY)	21	\$977,154	REHABILITATE WEST GENERAL AVIATION APRON
LAKE CHARLES; CHENNAULT INTERNATIONAL AIRPORT (GENERAL AVIATION)	2	\$410,405	IMPROVE DRAINAGE - PHASE 2
LAKE CHARLES; LAKE CHARLES REGIONAL (PRIMARY)	22	\$89,545	CONTINUE OVERLAY FOR PORTION OF RUNWAY 5/23 AND TAXIWAYS J, K, L, AND M; ACQUIRE RUNWAY SWEEPER
LAKE CHARLES; LAKE CHARLES REGIONAL (PRIMARY)	23	\$684,411	JOINT SEAL RUNWAY 15/33, TAXIWAYS, AND APRONS
MONROE; MONROE REGIONAL (PRIMARY)	18	\$1,491,436	IMPROVE RUNWAY SAFETY AREA (DRAINAGE); REHABILITATE SOUTH APRON (PHASE 2)
NEW ORLEANS; LOUISIANA AIRPORT AUTHORITY (SYSTEM PLAN)	R1	\$405,000	CONDUCT REGIONAL SYSTEM PLAN STUDY (RISK ANALYSIS STUDY)
NEW ORLEANS; NEW ORLEANS INTERNATIONAL/MOISANT FIELD (PRIMARY)	60	\$2,090,970	ACQUIRE LAND FOR DEVELOPMENT AND RELOCATION ASSISTANCE
NEW ORLEANS; NEW ORLEANS INTERNATIONAL/MOISANT FIELD (PRIMARY)	61	\$650,000	FORMULATION COSTS AND PHASE 1 OF THE ENVIRONMENTAL IMPACT STATEMENT
OAK GROVE; KELLY (GENERAL AVIATION)	6	\$150,000	INSTALL MEDIUM-INTENSITY RUNWAY LIGHTING (MIRL) ON RUNWAY 18/36
OAKDALE; ALLEN PARISH (GENERAL AVIATION)	5	\$415,000	REHABILITATE RUNWAY, STUB TAXIWAY, AND APRON
RAYVILLE; JOHN H HOOKS JR MEMORIAL (GENERAL AVIATION)	4	\$694,202	REHABILITATE RUNWAY 18/36
RESERVE; ST JOHN THE BAPTIST PARISH (RELIEVER)	7	\$758,023	CONSTRUCT NORTH PORTION OF PARALLEL TAXIWAY
RUSTON; RUSTON REGIONAL (GENERAL AVIATION)	8	\$93,351	INSTALL PERIMETER FENCE - PHASE 2

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
SHREVEPORT; SHREVEPORT DOWNTOWN (RELIEVER)	10	\$650,000	OVERLAY RUNWAY 14/32
SHREVEPORT; SHREVEPORT REGIONAL (PRIMARY)	27	\$1,333,524	ACQUIRED ACCESS CONTROL REQUIRED BY PART 107; CONSTRUCT TAXIWAY E/W - PHASE 1
SHREVEPORT; SHREVEPORT REGIONAL (PRIMARY)	28	\$6,848,000	ACQUIRE LAND FOR NOISE MITIGATION; NOISE MITIGATION MEASURES (INSULATE RESIDENCES); UPDATE NOISE COMPATIBILITY PLAN (PART 150)
SLIDELL; SLIDELL (RELIEVER)	9	\$540,000	COMPLETE RECONSTRUCTION OF SOUTH PORTION OF PARALLEL TAXIWAY A
TOTAL: LOUISIANA		\$33,663,995	
MAINE			
BANGOR; BANGOR INTERNATIONAL (PRIMARY)	27	\$1,699,346	REHABILITATE, MARK AND LIGHT TAXIWAY "B"; REHABILITATE AND MARK TAXIWAY "J" ; INSTALL SMGCS LIGHTING; UPGRADE AIRFIELD LIGHTING CONTROL SYSTEM; INSTALL HIGH MAST LIGHTING (PHASE 3).
	28	\$196,993	EXPAND SNOW REMOVAL EQUIPMENT (SRE) STORAGE BUILDING
BAR HARBOR; HANCOCK COUNTY-BAR HARBOR (COMMERCIAL SERVICE)	11	\$3,510,976	CONSTRUCT, MARK AND LIGHT TAXIWAYS H AND J
PRESQUE ISLE; NORTHERN MAINE REGIONAL AT PRESQUE IS (PRIMARY)	16	\$316,913	ACQUIRE PROPERTY INTERESTS IN THE APPROACH TO RUNWAY 19 (APPROX. 3 ACRES IN FEE AND 3 ACRES IN EASEMENTS)
TOTAL: MAINE		\$5,724,228	
MARYLAND			
BALTIMORE; BALTIMORE-WASHINGTON INTERNATIONAL (PRIMARY)	52	\$1,969,099	ACQUIRE LAND FOR NOISE COMPATIBILITY WITHIN 65-69 DNL (3 PARCELS); NOISE MITIGATION MEASURES FOR RESIDENCES WITHIN 65-69 DNL (SOUND INSULATION OF APPROX 46 RESIDENCES), IN ACCORDANCE WITH AN APPROVED PART 150 STUDY
BALTIMORE; BALTIMORE-WASHINGTON INTERNATIONAL (PRIMARY)	53	\$6,782,314	REHABILITATE TAXIWAYS "B," "F, AND "N"
BALTIMORE; BALTIMORE-WASHINGTON INTERNATIONAL (PRIMARY)	54	\$811,448	ACQUIRE SNOW REMOVAL EQUIPMENT (HEAVY DUTY PLOW TRUCK AND 2 HI-SPEED ROTARY SNOWBLOWERS)
CAMBRIDGE; CAMBRIDGE-DORCHESTER (GENERAL AVIATION)	14	\$273,600	INSTALL MIRL RUNWAY 16/34 PHASE I (DESIGN ONLY); IMPROVE AIRFIELD DRAINAGE, PHASE 1 (DESIGN ONLY); UPDATE AIRPORT LAYOUT PLAN
CUMBERLAND; GREATER CUMBERLAND REGIONAL (COMMERCIAL SERVICE)	9	\$369,306	REHABILITATE RUNWAY 5/23 PHASE 2 (PRELIMINARY DESIGN)

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
EASTON; EASTON/NEWNAM FIELD (GENERAL AVIATION)	21	\$2,271,132	MARK, LIGHT AND SIGN RUNWAY 4/22; INSTALL VISUAL GUIDANCE SYSTEM (PAPI) RUNWAY 4; REHABILITATE TAXIWAY "T"; INSTALL MITL TAXIWAY "A" AND "B"; INSTALL VISUAL NAVIGATIONAL AID(BEACON); INSTALL VISUAL GUIDANCE SYSTEM (REIL) RUNWAY 15/33.
FREDERICK; FREDERICK MUNICIPAL (RELIEVER)	13	\$439,740	REHABILITATE RUNWAY 5/23 PHASE 1 (DESIGN ONLY)
GAITHERSBURG; MONTGOMERY COUNTY AIRPARK (RELIEVER)	10	\$135,000	UPDATE AIRPORT LAYOUT PLAN
HAGERSTOWN; HAGERSTOWN REGIONAL-RICHARD A HENSON FIE (PRIMARY)	20	\$2,550,223	REHABILITATE TAXIWAY "A" PHASE 2; REHABILITATE RNWAY 2-20 PHASE 1 (DESIGN ONLY); REMOVE OBSTRUCTIONS RUNWAY 2-20 PHASE 1 (DESIGN ONLY)
HAGERSTOWN; HAGERSTOWN REGIONAL-RICHARD A HENSON FIE (PRIMARY)	21	\$635,850	EXTEND RUNWAY 9/27 PHASE 1 (ENVIRONMENTAL ASSESSMENT)
OAKLAND; GARRETT COUNTY (GENERAL AVIATION)	5	\$131,400	UPDATE AIRPORT LAYOUT PLAN
OCEAN CITY; OCEAN CITY MUNICIPAL (GENERAL AVIATION)	13	\$264,600	REHABILITATE ELECTRICAL VAULT
ODENTON; TIPTON (RELIEVER)	3	\$379,772	CONDUCT ENVIRONMENTAL ASSESSMENT FOR THE 5-YEAR DEVELOPMENT PROJECTS
SALISBURY; SALISBURY-OCEAN CITY: WICOMICO REGIONAL (PRIMARY)	18	\$650,000	ACQUIRE SNOW REMOVAL EQUIPMENT (2 SNOW PLOW TRUCKS WITH SPREADERS, ONE SNOW SWEEPER, ONE SNOW BLOWER); ACQUIRE PASSENGER LIFT DEVICE; ACQUIRE LAND RUNWAY 5 RUNWAY PROTECTION ZONE (PARCELS 38, 39A, 40, AND 40A GOLDMAN)
WESTMINSTER; CARROLL COUNTY REGIONAL/JACK B POAGE FIE (RELIEVER)	15	\$134,334	REMOVE OBSTRUCTIONS RUNWAY 16/34 PHASE 1 (DESIGN ONLY); REHABILITATE APRON PHASE 1 (DESIGN ONLY)
TOTAL: MARYLAND		\$17,797,818	
MASSACHUSETTS			
BEVERLY; BEVERLY MUNICIPAL (RELIEVER)	16	\$49,140	ACQUISITION OF LAND IN THE RUNWAY PROTECTION ZONE TO RUNWAY 16 (RELOCATION ASSISTANCE).
BOSTON; GENERAL EDWARD LAWRENCE LOGAN INTERNATIO (PRIMARY)	70	\$5,000,000	RESIDENTIAL SOUND INSULATION (APPROX. 200 HOMES/400 UNITS).
BOSTON; GENERAL EDWARD LAWRENCE LOGAN INTERNATIO (PRIMARY)	71	\$5,200,274	CONSTRUCT AIRCRAFT PARKING APRON
BOSTON; GENERAL EDWARD LAWRENCE LOGAN INTERNATIO (PRIMARY)	72	\$640,000	SOUNDPROOF CENTER SCHOOL, WINTHROP, MASSACHUSETTS.
CHATHAM; CHATHAM MUNICIPAL (GENERAL AVIATION)	11	\$126,270	INSTALL FENCE & GATES

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
CHATHAM; CHATHAM MUNICIPAL (GENERAL AVIATION)	12	\$31,017	PUCHASE SNOW REMOVAL EQUIPMENT (TRUCK WITH PLOW).
FITCHBURG; FITCHBURG MUNICIPAL (GENERAL AVIATION)	11	\$218,700	OBSTRUCTION REMOVAL (ON AIRPORT)
HYANNIS; BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (PRIMARY)	28	\$103,459	RUNWAY SAFETY AREA STUDY
MANSFIELD; MANSFIELD MUNICIPAL (GENERAL AVIATION)	10	\$147,780	OBSTRUCTION REMOVAL (ON AIRPORT)
MARSHFIELD; MARSHFIELD (GENERAL AVIATION)	6	\$142,200	INSTALL MIRLS FOR RUNWAY 6-24, CONSTRUCT SEGMENTED CIRCLE.
MONTAGUE; TURNERS FALLS (GENERAL AVIATION)	6	\$274,500	ACQUIRE LAND (APPROX. 5 ACRES) IN THE APPROACH TO RUNWAY 34.
NANTUCKET; NANTUCKET MEMORIAL (PRIMARY)	26	\$27,335	AMPU; PRELIMINARY EA
NANTUCKET; NANTUCKET MEMORIAL (PRIMARY)	27	\$1,902,362	CONSTRUCT SNOW REMOVAL EQUIPMENT BUILDING
NORTH ADAMS; HARRIMAN-AND-WEST (GENERAL AVIATION)	10	\$142,101	ENVIRONMENTAL ASSESSMENT, PHASE 1, TO INCLUDE: EXPANDED ENVIRONMENTAL NOTIFICATION FORM; DRAFT ENVIRONMENTAL ASSESSMENT AND SCOPING FOR RUNWAY, PARALLEL TAXIWAY AND APRON RECONSTRUCTION, RUNWAY SAFETY AREAS AND ANCILLARY PROJECTS
NORTH ADAMS; HARRIMAN-AND-WEST (GENERAL AVIATION)	11	\$324,292	REHABILITATE AND MARK RUNWAY 11-29; INSTALL PERIMETER FENCE
ORANGE; ORANGE MUNICIPAL (GENERAL AVIATION)	9	\$55,800	CONSTRUCT WINDCONE AND SEGMENTED CIRCLE
PLYMOUTH; PLYMOUTH MUNICIPAL (GENERAL AVIATION)	24	\$784,800	RECONSTRUCT APRON; INSTALL FENCING
PLYMOUTH; PLYMOUTH MUNICIPAL (GENERAL AVIATION)	25	\$149,400	PURCHASE SRE (TRUCK WITH PLOW AND SPREADER).
PROVINCETOWN; PROVINCETOWN MUNICIPAL (PRIMARY)	15	\$481,500	DESIGN ONLY: RECONSTRUCT, MARK AND LIGHT RUNWAY 7-25 ; CONSTRUCT RUNWAY SAFETY AREA AND MALSF; RELOCATE NAVAIDS; TERMINAL APRON DRAINAGE IMPROVEMENTS.
SOUTHBRIDGE; SOUTHBRIDGE MUNICIPAL (GENERAL AVIATION)	10	\$202,500	PURCHASE SNOW REMOVAL EQUIPMENT (LOADER WITH SNOWBLOWER, SNOW BUCKET AND PLOW ATTACHMENTS, TRUCK WITH PLOW AND SPREADER)
SOUTHBRIDGE; SOUTHBRIDGE MUNICIPAL (GENERAL AVIATION)	11	\$108,000	AIRPORT MASTER PLAN UPDATE

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
TAUNTON; TAUNTON MUNICIPAL (GENERAL AVIATION)	7	\$103,950	INSTALL PERIMETER FENCE
TAUNTON; TAUNTON MUNICIPAL (GENERAL AVIATION)	8	\$101,436	AMPU
VINEYARD HAVEN; MARTHAS VINEYARD (PRIMARY)	21	\$152,370	MASTER PLAN STUDY UPDATE
WESTFIELD; BARNES MUNICIPAL (GENERAL AVIATION)	15	\$822,600	INSTALL PERIMETER FENCE
WESTFIELD; BARNES MUNICIPAL (GENERAL AVIATION)	16	\$241,650	PURCHASE SNOW REMOVAL EQUIPMENT (FRONT END LOADER WITH BUCKET AND PLOW).
TOTAL: MASSACHUSETTS		\$17,533,436	
M I C H I G A N			
STATE OF MICHIGAN BLOCK GRANT (STATE BLOCK GRANT)	20	\$15,022,637	BLOCK GRANT PROGRAM, INCLUDING AN FAR150 APPROVED NCP NOISE MITIGATION AT OAKLAND INTERNATIONAL AIRPORT, PONTIAC, MICHIGAN; A PHASED RUNWAY EXTENSION / RUNWAY SAFETY AREA IMPROVEMENT (DESIGN AND ALP/RUNWAY SAFETY AREA STUDY) AT HARBOR, MICHIGAN; AND A PHASED RUNWAY AND TAXIWAY EXTENSION (DESIGN AND ALP/RUNWAY SAFETY AREA STUDY) AT TULIP CITY AIRPORT, HOLLAND, MICHIGAN.
STATE OF MICHIGAN BLOCK GRANT (STATE BLOCK GRANT)	21	\$510,445	AIRPORT DEVELOPMENT PROJECT AT A NONPRIMARY AIRPORT UNDER THE STATE BLOCK GRANT PROGRAM.
DETROIT; DETROIT CITY (PRIMARY)	25	\$853,166	ACQUIRE LAND FOR APPROACHES (MULTIPLE PARCELS); ACREAGE TOTAL 4.0 ACRES; REHABILITATE APRON; REPLACE HIRL ON RUNWAY 15-33 AND MIRL ON RUNWAY 7-25; ON TAXIWAY A, G, J, AND CONNECTORS (PHASE 2).
DETROIT; DETROIT CITY (PRIMARY)	26	\$500,000	ACQUIRE LAND FOR NOISE COMPATIBILITY/RELOCATION WITHIN THE 65 DNL (SIX RESIDENTIAL HOMES, DETROIT CITY, PARCELS NO. 1651, 1652, 1653, 1654, 1655, 1656; APPROXIMATELY 1.5 ACRES)
DETROIT; DETROIT METROPOLITAN WAYNE COUNTY (PRIMARY)	50	\$16,903,353	CONSTRUCT RUNWAY 9R/27L, INCLUDING PARALLEL AND CONNECTING TAXIWAY SYSTEM, HOLD APRONS, AND RELATED LIGHTING AND SIGN SYSTEMS. INSTALL ILS/ALS ON BOTH ENDS OF RUNWAY 9R/27L. ACQUIRE LAND FOR RUNWAY 4/22 MITIGATION; CONSTRUCT REPLACEMENT WETLANDS; CONSTRUCT TUNNEL UNDER RUNWAY 9R/27L FOR SOUTH ACCESS AND SERVICE ROADS; REHABILITATE/REPLACE HIRL AND CENTERLINE LIGHTING ON RUNWAY 3L/21R, RUNWAY 3R/21L, AND RUNWAY 3C/21C. INSTALL CENTERLINE LIGHTING AND REHABILITATE/REPLACE HIRL ON RUNWAY 9L/27R. EXPAND ELECTRICAL VAULT/REGULATOR BUILDING. REPLACE AIRFIELD LIGHTING CABLES. INSTALL/REHABILITATE AIRPORT SIGNS ON RUNWAYS 3C/21C, 3R/21L, AND 9L/27R; INSTALL AIRFIELD LIGHTING CONTROL/MONITORING SYSTEM; CONSTRUCT AND LIGHT MIDFIELD TERMINAL APRON AND TAXIWAY SYSTEM. CONSTRUCT RUNWAY 4/22, INCLUDING PARALLEL AND CONNECTING TAXIWAY SYSTEM AND HOLD APRONS AND RELATED AIRPORT LIGHTING SIGN

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
			SYSTEMS REIL'S, ILS/ALS AND PAPI; INSTALL SECURITY FENCING; INSTALL CONSTRUCT TAXIWAY AND HOLD APRON EAST OF RUNWAY 21C, INCLUDING RELATED AIRPORT LIGHTING AND SIGN SYSTEM; AND RELOCATE ROADS AND UTILITIES
DETROIT; DETROIT METROPOLITAN WAYNE COUNTY (PRIMARY)	51	\$3,000,000	DESIGN AND CONSTRUCT TAXIWAY Q (PHASE 1)
DETROIT; DETROIT METROPOLITAN WAYNE COUNTY (PRIMARY)	52	\$3,586,753	ACQUIRE LAND FOR NOISE COMPATIBILITY WITHIN THE 70-74 DNL (APPROXIMATELY 40 PARCELS IN THE CITY OF ROMULUS), INCLUDING RELOCATION ASSISTANCE AND BUILDING DEMOLITION.
DETROIT; WILLOW RUN (RELIEVER)	19	\$560,286	INSTALL PERIMETER FENCING MANUAL AND AUTOMATIC GATES, AND ELECTRICAL POWER SUPPLY.
ESCANABA; DELTA COUNTY (PRIMARY)	19	\$981,772	EXTEND TAXIWAY "A" AND LIGHT (MITL); WETLAND MITIGATION; REHABILITATE (PHASE I) RUNWAY 9/27 (DESIGN ONLY).
FLINT; BISHOP INTERNATIONAL (PRIMARY)	29	\$2,885,624	REHABILITATE RUNWAY 18/36 (FINAL PHASED REIMBURSEMENT); EXTEND TAXIWAY "A"; RELOCATE VOR (REIMBURSABLE AGREEMENT #AGL-287, INCLUDING AMENDMENT 1, FACILITIES AND EQUIPMENT); REHABILITATE RUNWAY 9/27 AND TAXIWAY "C"
GRAND RAPIDS; KENT COUNTY INTERNATIONAL (PRIMARY)	26	\$2,049,284	CONSTRUCT SERVICE (PERIMETER) ROAD, PHASE 2; RECONSTRUCT, MARK AND GROOVE RUNWAY 8R-26L INCLUDING RUNWAY SAFETY AREA IMPROVEMENTS AND RECONSTRUCTION AND MARKING OF ASSOCIATED TAXIWAYS (DESIGN ONLY)
GWINN; SAWYER (PRIMARY)	8	\$3,104,600	CONSTRUCT NEW PASSENGER TERMINAL NORTH ACCESS ROAD; REHABILITATE AND MARK TAXIWAYS "A", "B", "C", AND "D" (PHASE 2); REHABILITATE HANGAR NUMBER 400 ELECTRICAL SYSTEM AND INSULATE; FUNDING FOR THE REMOVAL/DISPOSAL/RELOCATION OF EXISTING FEDERAL AVIATION ADMINISTRATION NAVIGATIONAL FACILITIES AND EQUIPMENT AT THE CLOSED MARQUETTE COUNTY AIRPORT.
HANCOCK; HOUGHTON COUNTY MEMORIAL (PRIMARY)	18	\$4,640,000	RECONSTRUCT AND MARK RUNWAY 13/31, INCLUDING CONSTRUCTION OF 20' PAVED SHOULDERS AND RELOCATION OF HIGH INTENSITY RUNWAY LIGHTS (HIRL); EXTEND, MARK, AND LIGHT TAXIWAY "C" TO RUNWAY 13 END WITH 20' PAVED SHOULDERS.
KALAMAZOO; KALAMAZOO/BATTLE CREEK INTERNATIONAL (PRIMARY)	23	\$1,118,783	REHABILITATE TAXIWAY "A"; REHABILITATE WINDCONE; INSTALL PAPI-4 ON RUNWAY 35; PURCHASE SNOW REMOVAL EQUIPMENT (SWEEPER) INSTALL TAXIWAY "C" LIGHTING; UPDATE MASTER PLAN STUDY.
LANSING; CAPITAL CITY (PRIMARY)	30	\$1,407,463	TERMINAL BUILDING EXPANSION PHASE 2 CONSTRUCTION AND DESIGN SERVICES FOR PHASE 3 BAGGAGE CLAIM EXPANSION; REHABILITATE TERMINAL APRON
MUSKEGON; MUSKEGON COUNTY (PRIMARY)	19	\$650,001	CONSTRUCT AND EXPAND SNOW REMOVAL EQUIPMENT/CHEMICAL STORAGE BUILDING; ACQUIRE LAND FOR THE RUNWAY END 6 RPZ (PARCEL 220, APPROXIMATELY 1.22 ACRES); IMPROVE TERMINAL BUILDING (ACQUIRE A PASSENGER BOARDING BRIDGE).

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
PELLSTON; PELLSTON REGIONAL-EMMET COUNTY (PRIMARY)	19	\$390,000	REHABILITATE RUNWAY 14/32 HIGH INTENSITY RUNWAY LIGHTS (HIRL); EXPAND TERMINAL BUILDING (DESIGN ONLY)
SAGINAW; MBS INTERNATIONAL (PRIMARY)	24	\$1,158,810	REHABILITATE RUNWAY 5/23, PARALLEL TAXIWAY "C", CONNECTING TAXIWAYS "A", "B", "D", "G", AND "H"; IMPROVE DRAINAGE AND RUNWAY SAFETY AREAS.
TRAVERSE CITY; CHERRY CAPITAL (PRIMARY)	18	\$1,073,443	CONSTRUCT NEW SOUTH PASSENGER TERMINAL AND ASSOCIATED TAXIWAYS, APRON ACCESS ROAD, NAVAID RELOCATIONS AND ASSOCIATED FACILITIES (PRELIMINARY DESIGN AND MASTER PLAN ELEMENTS FOR FINANCIAL PLAN AND BENEFIT COST ANALYSIS (BCA) - PHASE 2); ACQUIRE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) VEHICLE (3000 GAL.).
TOTAL: MICHIGAN		\$60,396,420	
MINNESOTA			
AUSTIN; AUSTIN MUNICIPAL (GENERAL AVIATION)	2	\$2,178,494	EXTEND RUNWAY (PHASE 1 - LAND ACQUISITION)
BRAINERD; BRAINERD-CROW WING COUNTY REGIONAL (PRIMARY)	17	\$258,865	APPLY FRICTION COURSE/GROOVING RUNWAY 5/23 (DESIGN PHASE), INSTALL PERIMETER FENCING AND UPDATE AIRPORT MASTER PLAN STUDY.
CAMBRIDGE; CAMBRIDGE MUNICIPAL (GENERAL AVIATION)	1	\$846,091	EXTEND AND REHABILITATE RUNWAY
DULUTH; DULUTH INTERNATIONAL (PRIMARY)	29	\$2,380,578	INSTALL RUNWAY 9 VISUAL GUIDANCE SYSTEM (ALS); IMPROVE SAFETY AREAS FOR RUNWAY 9 & 21 (PHASE 1 FOR RUNWAY 21 - WETLAND MITIGATION); REHABILITATE PASSENGER TERMINAL APRON
FARIBAULT; FARIBAULT MUNICIPAL (GENERAL AVIATION)	1	\$535,039	REHABILITATE RUNWAY 12/30; LIGHTING AND APRON
HIBBING; CHISHOLM-HIBBING (PRIMARY)	15	\$275,007	IMPROVE AIRPORT DRAINAGE, ACQUIRE JAMES CLARK PARCEL FOR RUNWAY 13 APPROACH, IMPROVE RUNWAY 13 AND RUNWAY 31 SAFETY AREAS. PROGRAM CHANGE: REMOVE "ACQUIRE JAMES CLARK PARCEL FOR RUNWAY 13 APPROACH."
HIBBING; CHISHOLM-HIBBING (PRIMARY)	16	\$288,606	ACQUIRE LAND FOR APPROACHES (CLARK PARCEL) INCLUDING RELOCATION ASSISTANCE
INTERNATIONAL FALLS; FALLS INTERNATIONAL (PRIMARY)	11	\$378,846	ACQUIRE LAND FOR APPROACHES; ACQUIRE SRE (SANDER); INSTALL TAXIWAY LIGHTING
LITTLE FALLS; LITTLE FALLS - MORRISON COUNTY (GENERAL AVIATION)	2	\$219,927	REHABILITATE RUNWAY LIGHTING; INSTALL RUNWAY VERTICAL/VISUAL GUIDANCE SYSTEMS FOR RUNWAYS 13/31
MINNEAPOLIS; MINNEAPOLIS-ST PAUL INTL/WOLD-CHAM (PRIMARY)	58	\$4,875,221	CONSTRUCT ACCESS ROAD TUNNEL.
MINNEAPOLIS; MINNEAPOLIS-ST PAUL INTL/WOLD-CHAM (PRIMARY)	59	\$9,000,000	CONSTRUCT RUNWAY 17/35

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
MINNEAPOLIS; MINNEAPOLIS-ST PAUL INTL/WOLD-CHAM (PRIMARY)	60	\$8,000,000	NOISE MITIGATION MEASURES FOR RESIDENCES (APPROX. 155) WITHIN 65-69 DNL IN MINNEAPOLIS, MINNESOTA PROGRAM CHANGE: INCREASE NUMBER OF HOMES IN MINNEAPOLIS, MINNESOTA BY 146, FROM 155 TO 301.
ROCHESTER; ROCHESTER INTERNATIONAL (PRIMARY)	17	\$3,645,725	EXTEND RUNWAY 2/20; ACQUIRE ARFF VEHICLE; CONSTRUCT CARGO APRON (FINAL PHASE TERMINAL APRON CONNECTOR)
ST CLOUD; ST CLOUD REGIONAL (PRIMARY)	10	\$3,619,969	REHABILITATE AND EXTEND RUNWAY 13/31(PHASE 1); REHABILITATE TAXIWAYS; CONSTRUCT TAXIWAY (DIAGONAL CONNECTOR); AND REHABILITATE AND EXPAND AIR CARRIER APRON. PROGRAM CHANGE TO ADD"CONSTRUCT DEICING CONTAINMENT FACILITY AND CONSTRUCT ELECTRICAL DISTRIBUTION BUILDING".
WILLMAR; WILLMAR MUNICIPAL (GENERAL AVIATION)	1	\$504,711	ACQUIRE LAND FOR DEVELOPMENT - RELOCATION (PARCELS 13 & 16; 2 RELOCATIONS)
WORTHINGTON; WORTHINGTON MUNICIPAL (COMMERCIAL SERVICE)	5	\$1,896,786	REHABILITATE RUNWAY 11/29 (PHASE 3).
TOTAL: MINNISOTA		\$38,903,865	
MISSISSIPPI			
BAY ST LOUIS; STENNIS INTERNATIONAL (GENERAL AVIATION)	13	\$761,606	REHABILITATE MITL, TAXIWAY A; IMPROVE RUNWAY 36 SAFETY AREA ; INSTALL DISTANCE-TO-GO SIGNS, RUNWAY 18/36; REHABILITATE (SEAL COAT) AND MARK RUNWAY 18/36
COLUMBUS; GOLDEN TRIANGLE REGIONAL (PRIMARY)	25	\$136,336	IMPROVE TERMINAL BUILDING (PHASE 8)
COLUMBUS; GOLDEN TRIANGLE REGIONAL (PRIMARY)	26	\$214,973	IMPROVE TERMINAL BUILDING
COLUMBUS; GOLDEN TRIANGLE REGIONAL (PRIMARY)	27	\$435,027	REHABILITATE GENERAL AVIATION APRON; REHABILITATE ACCESS ROAD; MODIFY TERMINAL BUILDING; INSTALL FENCING (GATES); CONSTRUCT GENERAL AVIATION OVERFLOW APRON; REHABILITATE PARALLEL TAXIWAY
GREENVILLE; MID DELTA REGIONAL (PRIMARY)	15	\$1,334,155	UPDATE AIRPORT MASTER PLAN STUDY (PHASE 2), REHABILITATE AND MARK TAXIWAY B, INSTALL SECURITY FENCING (ACCESS CONTROL) REHABILITATE MITL, TAXIWAY E.
GULFPORT-BILOXI; GULFPORT-BILOXI REGIONAL (PRIMARY)	34	\$1,129,140	EXPAND AIR CARRIER APRON; ACQUIRE SECURITY EQUIPMENT; CONDUCT EA/BCA RUNWAY 18/36.
GULFPORT-BILOXI; GULFPORT-BILOXI REGIONAL (PRIMARY)	35	\$1,031,838	CONSTRUCT SERVICE ROAD.
HATTIESBURG; BOBBY L CHAIN MUNICIPAL (GENERAL AVIATION)	7	\$141,847	REHABILITATE RUNWAY 13 (N.END); GROOVE RUNWAY (N. END); INSTALL RUNWAY LIGHTING (MIRL-N. END).

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
HATTIESBURG-LAUREL; HATTIESBURG-LAUREL REGIONAL (PRIMARY)	18	\$639,337	REHABILITATE TERMINAL BUILDING.
JACKSON; JACKSON INTERNATIONAL (PRIMARY)	26	\$3,752,001	REHABILITATE EAST PARALLEL TAXIWAY REHABILITATE WEST PARALLEL AND CONNECTING TAXIWAY LIGHTING (MITL); ACQUIRE PASSENGER LIFT DEVICE
MADISON; BRUCE CAMPBELL FIELD (GENERAL AVIATION)	8	\$106,524	CONDUCT MASTER PLAN STUDY UPDATE, INCLUDING SITE SELECTION AND ENVIRONMENTAL ASSESSMENT FOR REPLACEMENT AIRPORT
MCCOMB; MC COMB/PIKE COUNTY/JOHN E LEWIS FIELD (GENERAL AVIATION)	6	\$760,704	IMPROVE RUNWAY 33 SAFETY AREA, PASE 1; REHABILITATE & GROOVE RUNWAY 13/33; CONSTRUCT STUB TAXIWAY.
MERIDIAN; KEY FIELD (PRIMARY)	15	\$407,995	ACQUIRE ARFF SAFETY EQUIPMENT (EMERGENCY COMMUNICATION EQUIPMENT); INSTALL FENCING (REHABILITATION); REHABILITATE AIRPORT BEACON; REHABILITATE TAXIWAY "C"; REHABILITATE GENERAL AVIATION APRON; UPDATE AIRPORT MASTER PLAN STUDY; CONSTRUCT EQUIPMENT STORAGE BUILDING (SWEEPER).
NATCHEZ; HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (GENERAL AVIATION)	10	\$272,340	REHABILITATE APRON REHABILITATE MITL, TAXIWAYS B, B-1, B-2, B-3, & C.
OLIVE BRANCH; OLIVE BRANCH (RELIEVER PRIVATE)	10	\$272,430	INSTALL RUNWAY LIGHTING (HIRL)(CONSTRUCT ELECTICAL VAUGHT); REHABILITATE TAXIWAY A, B, C, D, E, & P LIGHTING (MITL)
PASCAGOULA; TRENT LOTT INTERNATIONAL (GENERAL AVIATION)	14	\$203,132	STRENGTHEN TAXIWAY A, PHASE 2.
PHILADELPHIA; PHILADELPHIA MUNICIPAL (GENERAL AVIATION)	2	\$2,229,085	EXTEND/STRENGTHEN RUNWAY (18/36); INSTALL RUNWAY LIGHTING (MIRL); CONSTRUCT TAXIWAY (BYPASS); INSTALL TAXIWAY LIGHTING (MITL); INSTALL MISCELLANEOUS APPROACH AID (SEGMENTED CIRCLE); CONSTRUCT (GA) APRON.
PRENTISS; PRENTISS-JEFFERSON DAVIS COUNTY (GENERAL AVIATION)	2	\$226,484	REHABILITATE RUNWAY; REHABILITATE TAXIWAY; REHABILITATE APRON; IMPROVE RUNWAY 12 SAFETY AREA.
RAYMOND; JOHN BELL WILLIAMS (GENERAL AVIATION)	6	\$355,725	CONSTRUCT AND MARK PARTIAL PARALLEL TAXIWAY; CONSTRUCT T-HANGAR ACCESS TAXIWAYS
TUNICA; TUNICA MUNICIPAL (GENERAL AVIATION)	1	\$5,000,000	CONSTRUCT RUNWAY 17-35, PHASE 1 (SITE PREP); ACQUIRE LAND (PROPERTY INTEREST SATISFACTORY TO THE ADMINISTRATOR IN PARCELS 3, 4, 4A, 5, 17, AND 20 AS SHOWN ON EXHIBIT "A" DATED SEPTEMBER 7, 2000).
TUPELO; TUPELO REGIONAL (PRIMARY)	20	\$1,229,048	CONSTRUCT PARKING LOT (NORTH); REHABILITATE TAXIWAY (GENERAL AVIATION); REHABILITATE TAXIWAY (A) LIGHTING; REHABILITATE RUNWAY LIGHTING (18/36); CONSTRUCT ARFF BUILDING; CONSTRUCT SNOW REMOVAL EQUIPMENT STORAGE BUILDING
TOTAL: MISSISSIPPI		\$20,639,727	

MISSOURI

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
STATE OF MISSOURI BLOCK GRANT (STATE BLOCK GRANT)	16	\$6,181,142	STATE BLOCK GRANT PROGRAM (BROOKFIELD, CAMDENTON, SPIRIT OF ST. LOUIS)
VARIOUS LOCATIONS (GENERAL AVIATION)	2	\$480,000	INSTALL AWOS EQUIPMENT AT AVA, BETHANY, HANNIBAL, HARRISONVILLE, LEBANON, MALDEN, MARSHALL, MARYVILLE, MEXICO, MOBERLY, NEVADA, PIEDMONT, SALEM, SULLIVAN, AND WARSAW (PHASE 1)
CAPE GIRARDEAU; CAPE GIRARDEAU REGIONAL (PRIMARY)	8	\$75,600	UPDATE AIRPORT LAYOUT PLAN
CAPE GIRARDEAU; CAPE GIRARDEAU REGIONAL (PRIMARY)	9	\$115,200	INSTALL EMERGENCY GENERATOR ADD: ACQUIRE HANDICAP PASSENGER LIFT DEVICE.
COLUMBIA; COLUMBIA REGIONAL (PRIMARY)	18	\$1,547,500	IMPROVE RUNWAY 2/20 SAFETY AREA; REHABILITATE RUNWAY LIGHTING CONTROL SYSTEM, REHABILITATE RUNWAY 2/20, TWS A & B, AND PAVEMENT MARKINGS ON RWS 2/20 & 13/31
JOPLIN; JOPLIN REGIONAL (PRIMARY)	16	\$99,810	UPDATE AIRPORT MASTER PLAN.
JOPLIN; JOPLIN REGIONAL (PRIMARY)	17	\$328,162	CONSTRUCT ACCESS ROAD.
KANSAS CITY; KANSAS CITY INTERNATIONAL (PRIMARY)	33	\$2,500,410	REHAB TERMINAL APRON (PH VII)
SPRINGFIELD; SPRINGFIELD-BRANSON REGIONAL (PRIMARY)	20	\$327,519	UPGRADE SECURITY ACCESS CONTROL SYSTEM
ST LOUIS; LAMBERT-ST LOUIS INTERNATIONAL (PRIMARY)	56	\$21,425,496	CONSTRUCTION OF A NEW PARALLEL RUNWAY 12R/30L (NEW)
ST LOUIS; LAMBERT-ST LOUIS INTERNATIONAL (PRIMARY)	57	\$10,566,411	FUNCTIONAL REPLACEMENT OF BERKELEY HIGH SCHOOL (PHASE 5)
TOTAL: MISSOURI		\$43,647,250	
MONTANA			
STATE OF MONTANA (SYSTEM PLAN)	SD	\$76,140	UPDATE STATE SYSTEM PLAN STUDY (PAVEMENT CONDITION INDEX SURVEY)
BILLINGS; BILLINGS LOGAN INTERNATIONAL (PRIMARY)	20	\$1,336,816	REHABILITATE TAXIWAY "A" WEST (PHASE 2); INSTALL DISTANCE-TO-GO SIGNS RUNWAY 7/25; INSTALL RUNWAY END IDENTIFIER LIGHT (REIL) FOR RUNWAY 25; REHABILITATE TAXIWAY "B" LIGHTING; EXTEND TAXIWAY "J"
BOZEMAN; GALLATIN FIELD (PRIMARY)	21	\$891,000	REHABILITATE TAXIWAY "H"; REHABILITATE PORTION OF AIRPORT ACCESS ROAD; REHABILITATE PORTION OF GENERAL AVIATION APRON; IMPROVE AIRPORT (EXTEND WATERLINE FOR FIRE FIGHTING PROTECTION)

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
BUTTE; BERT MOONEY (PRIMARY)	23	\$567,141	ACQUIRE LAND FOR RUNWAY 15 APPROACH (PARCEL 28A, APPROXIMATELY 26 ACRES); ACQUIRE LAND FOR DEVELOPMENT (PARCELS 26, 26C, AND 29D, APPROXIMATELY 17.5 ACRES)
BUTTE; BERT MOONEY (PRIMARY)	24	\$1,156,008	ACQUIRE LAND FOR APPROACH PROTECTION (PARCEL 28C, APPROXIMATELY 4 ACRES); REHABILITATE PORTION OF AIR CARRIER APRON (PHASE 1)
CHOTEAU; CHOTEAU (GENERAL AVIATION)	2	\$309,780	ACQUIRE LAND FOR DEVELOPMENT; TRACTS 1 THROUGH 9 (APPROXIMATELY 339 ACRES)
CUT BANK; CUT BANK MUNICIPAL (GENERAL AVIATION)	4	\$380,000	CONSTRUCT HANGAR ACCESS TAXIWAYS "D" AND "E"; REHABILITATE PORTION OF TERMINAL APRON; INSTALL PORTION OF AIRPORT PERIMETER FENCE
DEER LODGE; DEER LODGE-CITY-COUNTY (GENERAL AVIATION)	3	\$355,500	ACQUIRE LAND FOR APPROACHES AND DEVELOPMENT (MULTIPLE TRACTS, APPROXIMATELY 225 ACRES)
GERALDINE; GERALDINE (GENERAL AVIATION)	1	\$54,000	CONDUCT MASTER PLAN/SITE SELECTION STUDY AND ENVIRONMENTAL ASSESSMENT;
GLASGOW; WOKAL FIELD/GLASGOW INTERNATIONAL (GENERAL AVIATION)	6	\$338,400	CONSTRUCT TERMINAL APRON EXPANSION; CONSTRUCT SEGMENT OF AIRPORT ACCESS ROAD
GREAT FALLS; GREAT FALLS INTERNATIONAL (PRIMARY)	25	\$855,347	ACQUIRE SNOW REMOVAL EQUIPMENT; CONDUCT NOISE COMPATIBILITY PLAN UPDATE; UPDATE AIRPORT MASTER PLAN STUDY; ACQUIRE HANDICAP PASSENGER LIFT DEVICE
HAVRE; HAVRE CITY-COUNTY (GENERAL AVIATION)	6	\$466,582	REHABILITATE MEDIUM INTENSITY RUNWAY LIGHTING (MIRL) FOR RUNWAYS 7/25 & 3/21; INSTALL PRECISION APPROACH PATH INDICATOR (PAPI) RUNWAY 3/21; REHABILITATE MEDIUM INTENSITY TAXIWAY LIGHTING (MITL) FOR TAXIWAYS A,B, AND C
HELENA; HELENA REGIONAL (PRIMARY)	25	\$650,000	CONSTRUCT PARALLEL TAXIWAY "F" (PHASE 1 EARTHWORK FOR SEGMENTS II AND III, PLUS PHASE 2 PAVING FOR SEGMENT II)
KALISPELL; GLACIER PARK INTERNATIONAL (PRIMARY)	23	\$773,821	EXPAND AIR CARRIER APRON (PHASE 2); EXPAND GENERAL AVIATION APRON NORTHEAST; REHABILITATE GENERAL AVIATION APRON (AREA A); INSTALL RUNWAY 2/20 PAPI; INSTALL MITL FOR TAXIWAY B; ACQUIRE PORTION OF SNOW REMOVAL (PULL BEHIND SWEEPER)
LAUREL; LAUREL MUNICIPAL (GENERAL AVIATION)	5	\$482,295	ACQUIRE LAND FOR AIRPORT DEVELOPMENT (PARCELS D,M,O,P,Q1,Q2,R1,R2)
LAUREL; LAUREL MUNICIPAL (GENERAL AVIATION)	6	\$1,670,000	CONSTRUCT RUNWAY 4/22; INCLUDING RUNWAY LIGHTING, (MIRL), CONSTRUCT CONNECTOR TAXIWAYS C AND D, CONSTRUCT PARTIAL PARALLEL TAXIWAY A, INSTALL RUNWAY 4/22 VERTICAL GUIDANCE SYSTEM (PAPI, BOTH ENDS)
MISSOULA; MISSOULA INTERNATIONAL (PRIMARY)	27	\$917,662	REHABILITATE AIR CARRIER APRON (DESIGN); CONSTRUCT GENERAL AVIATION TAXIWAY; REHABILITATE GENERAL AVIATION TAXIWAY; CONDUCT NOISE COMPATIBILITY PLAN UPDATE

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
RONAN; RONAN (GENERAL AVIATION)	4	\$2,145,700	REHABILITATE AND EXTEND RUNWAY 16/34; REHABILITATE TAXIWAY AND APRON; CONSTRUCT PARALLEL TAXIWAY TO RUNWAY 16/34; EXPAND EXISTING APRON; INSTALL PAPI RUNWAY 16; ACQUIRE LAND FOR APPROACHES (PARCELS K-1, K-5,J-1)
ROUNDUP; ROUNDUP (GENERAL AVIATION)	2	\$259,875	ACQUIRE LAND FOR APPROACH PROTECTION, TRACTS 1- 9 (APPROXIMATELY 161 ACRES)
SIDNEY; SIDNEY-RICHLAND MUNICIPAL (PRIMARY)	8	\$187,000	CONSTRUCT SNOW REMOVAL EQUIPMENT STORAGE BUILDING
SIDNEY; SIDNEY-RICHLAND MUNICIPAL (PRIMARY)	9	\$343,379	ACQUIRE LAND FOR APPROACH PROTECTION (PARCELS 2C, 5B, 5C, 1Q), AND ACQUIRE LAND FOR RUNWAY OBJECT FREE AREA (PARCELS 1K – 1S)
SUPERIOR; MINERAL COUNTY (GENERAL AVIATION)	3	\$53,100	CONDUCT AIRPORT MASTER PLAN STUDY
THOMPSON FALLS; THOMPSON FALLS (GENERAL AVIATION)	3	\$486,000	ACQUIRE LAND FOR APPROACH PROTECTION (PARCEL "G", APPROX. 31 ACRES); INSTALL WILDLIFE PERIMETER FENCING; AND CONSTRUCT HANGAR ACCESS TAXIWAYS
THREE FORKS; THREE FORKS (GENERAL AVIATION)	3	\$801,000	REHABILITATE RUNWAY 2-20; REHABILITATE CONNECTOR AND PARALLEL TAXIWAYS; REHABILITATE APRON; CONSTRUCT HANGAR ACCESS TAXIWAYS; CONSTRUCT AIRPORT ACCESS ROAD; ACQUIRE LAND FOR DEVELOPMENT (PARCELS I AND J, APPROXIMATELY 6.5 ACRES)
TWIN BRIDGES; TWIN BRIDGES (GENERAL AVIATION)	4	\$319,500	REHABILITATE RUNWAY 17/35; REHABILITATE CONNECTOR TAXIWAY; REHABILITATE APRON; INSTALL PORTION OF PERIMETER FENCE
WEST YELLOWSTONE; YELLOWSTONE (COMMERCIAL SERVICE)	4	\$94,703	MODIFY TERMINAL BUILDING; ACQUIRE HANDICAP PASSENGER LIFT DEVICE; REHABILITATE RUNWAY 1/19 (MAINTENANCE); REHABILITATE TERMINAL APRON (MAINTENANCE)
TOTAL: MONTANA		\$15,970,749	
NEBRASKA			
STATE OF NEBRASKA (SYSTEM PLAN)	S6	\$248,850	CONTINUING AIRPORT SYSTEM PLAN
ALLIANCE; ALLIANCE MUNICIPAL (GENERAL AVIATION)	7	\$1,194,300	REHABILITATE TAXIWAYS A, B, AND C WITH ASPHALTIC CONCRETE OVERLAY INCLUDING NARROWING THE TAXIWAYS, LIGHTING (MITL), AND RELOCATION AND UPGRADE OF SIGNS; REHABILITATE COMMERCIAL SERVICE AND GENERAL AVIATION APRONS WITH ASPHALTIC CONCRETE OVERLAY TO INCLUDE TIEDOWNS AND RUBBERIZED COAL PAVEMENT REMOVAL AND REPLACEMENT, AND MARKING

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location	Project Number	Federal Funds	Brief Description of Work
Airport Name/Planning Area (Airport/Plan Type)			
CHADRON; CHADRON MUNICIPAL (GENERAL AVIATION)	4	\$1,496,578	REHAB RUNWAY 2/20; REHAB TAXIWAY CONNECTOR; CONSTRUCT TAXIWAY AND TURNAROUND. GRANT READS: REHABILITATE RUNWAY 2/20 AND CONNECTING TRAXIWAY WITH PCC CONCRETE OVERLAY. RELOCATE TAXIWAY CONNECTOR LIGHTS (MITL) CONSISTENT WITH NARROWING THE TAXIWAY; CONSTRUCT PARTIAL CONNECTOR TO RUNWAY 11/29 AND TURNAROUND ON RUNWAY 20 END WITH PCC CONCRETE INCLUDING TAXIWAY EDGE REFLECTORS AND REFLECTORIZED HOLDLINE SIGNS; DISPLACE THE RUNWAY 20 THRESHOLD 500' TO MEET RSA REQUIREMENTS AND RELOCATE FAA VASI AND REIL. TO INCLUDE MARKING GRADING DRAINAGE, AND SEEDING (PHASE 2).
GRAND ISLAND; CENTRAL NEBRASKA REGIONAL (PRIMARY)	18	\$218,700	REHABILITATE RUNWAY 17/35 LIGHTING; INSTALL GUIDANCE SIGNS 17/35.
HASTINGS; HASTINGS MUNICIPAL (GENERAL AVIATION)	5	\$392,715	REHABILITATE LIGHTS (MIRL) ON RUNWAY 4/22 AND RUNWAY 14/32 (EXCLUDING NORTHERN MOST 850' ON RUNWAY 14 END) AND LIGHTS (MITL) ON TAXIWAYS G, A (EXCLUDING NORTHERN MOST 850'), AND B (BETWEEN TAXIWAY A AND RUNWAY 14/32). TO INCLUDE INCLUDING TERMINAL APRON CONNECTOR TAXIWAYS AND CONNECTOR TAXIWAYS C, D, SUPPLEMENTAL WIND CONE ON RUNWAY 14 END AND REMOVAL OF SUPPLEMENTAL WIND CONE ON RUNWAY 32 END TO MEET RSA STANDARDS; REPLACE 7.5 KW REGULATOR WITH 14 KW REGULATOR IN ELECTRICAL VAULT FOR REVISED CIRCUITRY
KEARNEY; KEARNEY MUNICIPAL (COMMERCIAL SERVICE)	8	\$513,000	ACQUIRE ARFF VEHICLE FOR PART 139; INSTALL RUNWAY 18/36 DTG SIGNS. ACQUIRE ARFF VEHICLE INCLUDING 4 PROXIMITY SUITS, AUXILLIARY ARFF EQUIPMENT AND 4 HAND-HELD RADIOS FOR PART 139; REPLACE/INSTALL RUNWAY AND TAXIWAY GUIDANCE SIGNS AND RUNWAY DISTANCE-TO-GO SIGNS TO MEET PART 139 REQUIREMENTS.
LINCOLN; LINCOLN MUNICIPAL (PRIMARY)	26	\$223,177	INSTALL REILS ON RUNWAY 17L END INCLUDING POWER AND CONTROL CABLE IN NEW AND EXISTING DUCT FROM THE NORTHEAST ELECTRICAL VAULT AND FIBER OPTICS CABLE IN DUCT SYSTEM FROM THE NORTHEAST ELECTRICAL VAULT TO AN EXISTING MANHOLE WEST OF THE EAST ELECTRICAL VAULT
NORTH PLATTE; NORTH PLATTE REGIONAL (PRIMARY)	16	\$926,000	INSTALL FENCING; REHAB RUNWAY 17/35; IMPROVE RUNWAY 35 RSA. ADD: REHAB OF APRON INSTALL WILDLIFE FENCING; REHABILITATE SOUTH 1,250' OF RUNWAY 17/35 AND INTERSECTION WITH TAXIWAY A; REHABILITATE APRON WITH ASPHALTIC SEAL COAT; REMOVE ABANDONED PAVEMENT WITHIN RUNWAY 17/35 RSA; DISPLACE THRESHOLD ON RUNWAY 35 WITH DECLARED DISTANCE TO MEET RSA STANDARDS AND RELOCATE FAA REILS AND RUNWAY LIGHTS; MARK, GRADE AND SEED
OGALLALA; SEARLE FIELD (GENERAL AVIATION)	1	\$986,886	ACQUIRE LAND IN FEE; RUNWAY 8 EXTENSION AND RPZ (TRACT 11); EXTEND RW 8 END INCLUDING LIGHTS (MIRL); REHAB R8/26 INCLUDING LIGHTS (MIRL), CONNECTING TAXIWAYS TO R8/26 AND 13/31 INCLUDING LIGHTS (MITL), AND APRON (PH 1)
OMAHA; EPPLEY AIRFIELD (PRIMARY)	32	\$2,628,177	EXPAND CARGO APRON WITH PCC CONCRETE PAVEMENT WITH CONNECTING TAXIWAY G-5 AND WIDENING OF TAXIWAY G, INCLUDING GRADING, MARKING AND SEEDING, STORM SEWER AND

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
			DRAINAGE, TAXIWAY EDGE LIGHTS AND SIGNAGE, APRON LIGHTING AND PAVEMENT EDGE REFLECTORS, L-804 GUARD WITH TAXIWAY G, WATER MAIN LOOP CONNECTION WITH 5 FIRE HYDRANTS
SCOTTSBLUFF; WESTERN NE REGIONAL/WM B. HEILIG FIELD (PRIMARY)	17	\$450,000	REHABILITATE RUNWAY 12/30, TAXIWAY A, TAXIWAY B FROM INTERSECTION WITH RUNWAY 5/23 TO RUNWAY 30 END, AND TAXIWAYS D, E, AND F WITH COAL-TAR SEALER/REJUVENATOR INCLUDING JOINT REPAIR AND MARKING; INSTALL REINFORCED CONCRETE PIPE IN EXISTING OPEN IRRIGATION CHANNEL: PROJECT TO MEET RSA STANDARDS FOR RUNWAY 12 END
TOTAL: NEBRASKA		\$9,278,383	
NEVADA			
STATE OF NEVADA (SYSTEM PLAN)	SC	\$170,000	CONDUCT STATE SYSTEM PLAN STUDY. CONTINUOUS NEVADA STATE AIRPORT SYSTEMS PLANNING.
BOULDER CITY; BOULDER CITY MUNICIPAL (GENERAL AVIATION)	6	\$1,139,063	INSTALL GUIDANCE SIGNS; EXTEND TAXIWAY B; INSTALL RUNWAY 15/33 LIGHTING INCLUDING REIL AND PAPI; IMPROVE AIRPORT DRAINAGE/EROSION CONTROL; REHABILITATE RUNWAY; 9R/27L; REHABILITATE TAXIWAY SYSTEM; INSTALL FENCING
ELKO; ELKO REGIONAL (PRIMARY)	22	\$4,115,242	CONSTRUCT TERMINAL BUILDING; CONSTRUCT COMMERCIAL SERVICE APRON AND CONNECTOR TAXIWAYS INCLUDING DE-ICING FACILITY, CONNECTOR TAXIWAYS, MARKING, LIGHTING AND DRAINAGE; CONSTRUCT ACCESS AND SERVICE ROAD AND PARKING LOT INCLUDING MARKING, LIGHTING, DRAINAGE AND FENCING.
HAWTHORNE; HAWTHORNE MUNICIPAL (GENERAL AVIATION)	4	\$2,929,688	REHABILITATE RUNWAY 10/28; EXTEND RUNWAY 10/28 AND TAXIWAY INCLUDING GRADING, MARKING AND LIGHTING; REMOVE OBSTRUCTION RELOCATE ROAD); IMPROVE RUNWAY/TAXIWAY SAFETY AREAS; CONSTRUCT PAVED RUNWAY 10/28 BLAST PADS; INSTALL REILS AND PAPI'S;INSTALL GUIDANCE SIGNS
LAS VEGAS; LAS VEGAS-HENDERSON SKY HARBOR (PRIMARY)	10	\$2,650,000	REALIGN RUNWAY 18/36 TO THE DESIGNATION OF RUNWAY 17R/35L INCLUDING MARKING, LIGHTING, AND DRAINAGE; CONSTRUCT PARALLEL RUNWAY 17L/35R INCLUDING MARKING, LIGHTING, AND DRAINAGE. LOI #L103.
LAS VEGAS; MC CARRAN INTERNATIONAL (PRIMARY)	46	\$9,468,675	PHASE 4 RECONSTRUCT/REHABILITATE TERMINAL AIRCRAFT APRON PAVEMENTS INCLUDING THE APRON/RAMP SURROUNDING THE CHARTER INTERNATIONAL TERMINAL (TERMINAL TWO); APRON/RAMP SURROUNDING THE "A", "B" AND "C" CONCOURSE AT TERMINAL ONE; TAXILANE/TAXIWAY COMPLEX SERVING CONCOURSE "C"
LAS VEGAS; MC CARRAN INTERNATIONAL (PRIMARY)	47	\$843,264	ACQUIRE LAND FOR NOISE COMPATIBILITY.
MINDEN; MINDEN-TAHOE (GENERAL AVIATION)	10	\$1,614,282	CONSTRUCT ACCESS ROAD TO EASTSIDE SAILPLANE DEVELOPMENT AREA CONSTRUCT SAILPLANE STAGING APRON); CONSTRUCT TAXIWAYS IN NORTHWEST HANGAR DEVELOPMENT AREA (INCL. DRAINAGE AND MARKING; ACQUIRE LAND FOR RUNWAY 16 APPROACH PROTECTION 9 APPROX. 45 ACRES).

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
NORTH LAS VEGAS; NORTH LAS VEGAS AIR TERMINAL (PRIMARY)	17	\$917,912	PHASE 2 - ACQUIRE LAND FOR FUTURE AIRPORT DEVELOPMENT (APPROX.10.620 ACRES - EASTSIDE BASING AREA IMPROVEMENTS); INSTALL GUIDANCE SIGNS.
RENO; RENO/STEAD (RELIEVER)	17	\$2,029,688	INSTALL MEDIUM INTENSITY TAXIWAY LIGHTING (MITL)-PHASE 2, TAXIWAYS "A","B", "C", "D" AND "E" (APPROX. 420 UNITS) INCLUDING MISC. ELECTRICAL IMPROVEMENTS; INSTALL PERIMETER FENCING- PHASE 2 INSTALL APRON LIGHTING-PHASE IV (AREA OF COVERAGE)
RENO; RENO/TAHOE INTERNATIONAL (PRIMARY)	38	\$4,624,962	PHASE 5: RECONSTRUCT INTERSECTING PORTION OF TAXIWAYS "A" & "B" WITH RUNWAY 7/25 INCLUDING MARKING AND DRAINAGE; RECONSTRUCT PORTION OF RUNWAY 7/25 INCLUDING MARKING, LIGHTING AND DRAINAGE; RECONSTRUCT A PORTION OF TAXIWAY "L" INCLUDING MARKING, LIGHTING DRAINAGE IMPROVEMENTS.
RENO; RENO/TAHOE INTERNATIONAL (PRIMARY)	39	\$7,654,779	REHABILITATE RUNWAY 16R/34L.
RENO; RENO/TAHOE INTERNATIONAL (PRIMARY)	40	\$1,000,000	INSTALL INSULATION OF SOUNDPROOFING FOR NOISE COMPATIBILITY IN APPROXIMATELY 50 DWELLINGS IN THE HUFFAKER HILLS AND PERSIMMON/ALDER NEIGHBORHOOD.
RENO; RENO/TAHOE INTERNATIONAL (PRIMARY)	41	\$2,000,000	ACQUIRE LAND FOR NOISE COMPATIBILITY INCLUDING RELOCATION ASSISTANCE.
RENO; RENO/TAHOE INTERNATIONAL (PRIMARY)	42	\$250,000	CONDUCT NOISE COMPATIBILITY PLAN UPDATE PART 150
RENO; RENO/TAHOE INTERNATIONAL (PRIMARY)	43	\$4,489,019	ACQUIRE LAND FOR NOISE COMPATIBILITY - STEEL/NASH-APN# 012- 240-03 AND 012-240-06 WITHIN 70-74 DNL (APPROXIMATELY 39.052 ACRES) INCLUDING RELOCATION ASSISTANCE AND DEMOLITION.
SILVER SPRINGS; SILVER SPRINGS (GENERAL AVIATION)	2	\$1,052,019	CONSTRUCT RUNWAY 5/23 INCLUDING MARKING AND DRAINAGE.
TOTAL: NEVADA		\$46,948,593	
NEW HAMPSHIRE			
VARIOUS LOCATIONS (PRIMARY)	1	\$7,157,758	CONSTRUCT AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) TRAINING FACILITY, INDEX "E"; PURCHASE ARFF VEHICLE.
	2	\$63,000	NEW HAMPSHIRE PAVEMENT MAINTENANCE PROGRAM (DILLANT- HOPKINS, BERLIN MUNICIPAL, CONCORD MUNICIPAL, CLAREMONT MUNICIPAL, LACONIA, BOIRE FIELD, MT. WASHINGTON REGIONAL, AND SKYHAVEN AIRPORTS).
CLAREMONT; CLAREMONT MUNICIPAL (GENERAL AVIATION)	10	\$341,100	RECONSTRUCT SIX (6) HAZARD BEACONS (PART 77 SURFACES).
CLAREMONT; CLAREMONT MUNICIPAL (GENERAL AVIATION)	11	\$164,700	ACQUIRE SNOW REMOVAL EQUIPMENT: FRONT END LOADER AND ATTACHMENTS (ROTARY PLOW, SNOW BUCKET, SNOW PLOW BLADE).
CONCORD; CONCORD MUNICIPAL (GENERAL AVIATION)	13	\$131,580	DESIGN ONLY: RECONSTRUCT, MARK AND LIGHT RUNWAY 12-30, TO INCLUDE; RUNWAY30 EXTENDED SAFETY AREA IMPROVEMENTS,

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
			UPGRADE AIRFIELD LIGHTING VAULT, AND REPLACE AIRPORT BEACON AND BEACON TOWER.
LACONIA; LACONIA MUNICIPAL (GENERAL AVIATION)	9	\$86,524	INSTALL: PERIMETER FENCING; OBSTRUCTION LIGHTING FOR RUNWAY 8-26; TAXIWAY SIGNAGE AND MARKING.
LEBANON; LEBANON MUNICIPAL (PRIMARY)	20	\$79,200	AMPU
LEBANON; LEBANON MUNICIPAL (PRIMARY)	21	\$570,800	RECONSTRUCT NORTH APRON (PHASE 2); RECONSTRUCT PORTIONS OF TAXIWAY "B" AND STUB TAXIWAY; CONSTRUCT EMERGENCY ACCESS ROAD AND ARFF RAMP; GROOVE RUNWAY 7-25.
MANCHESTER; MANCHESTER (PRIMARY)	40	\$2,500,000	RESIDENTIAL SOUND INSULATION PROGRAM TO INSULATE APPROXIMATELY 60 SINGLE FAMILY HOMES AND 30 UNITS OF A MULTI-FAMILY BUILDING
MANCHESTER; MANCHESTER (PRIMARY)	41	\$5,343,123	RECONSTRUCT RUNWAY 6-24 TO INCLUDE: CONSTRUCT, MARK AND LIGHT TAXIWAY "M"(FORMERLY TAXIWAY "E"); INSTALL RUNWAY 6 INSTRUMENT LANDING SYSTEM; AND PHASE 2, RECONSTRUCTION AND EXTENSION OF RUNWAY 17-35 (FILL AND SEWER RELOCATION)
MANCHESTER; MANCHESTER (PRIMARY)	42	\$2,500,000	RESIDENTIAL SOUND INSULATION PROGRAM: APPROXIMATELY 75 HOUSES
NASHUA; BOIRE FIELD (RELIEVER)	20	\$256,680	INSTALLATION OF TAXIWAY LIGHTING AND SIGNAGE
PORTSMOUTH; PEASE INTERNATIONAL TRADEPORT (GENERAL AVIATION)	18	\$1,922,855	RECONSTRUCT, MARK AND LIGHT A PORTION OF TAXIWAY "D"; INSTALL AIRFIELD LIGHTING CONTROL SYSTEM; IMPROVE INFIELD DRAINAGE; ACQUIRE NOISE MONITORING EQUIPMENT
PORTSMOUTH; PEASE INTERNATIONAL TRADEPORT (GENERAL AVIATION)	19	\$60,480	AIRPORT MASTER PLAN UPDATE
ROCHESTER; SKYHAVEN (GENERAL AVIATION)	14	\$66,195	AIRPORT MASTER PLAN UPDATE
TOTAL: NEW HAMPSHIRE		\$21,243,995	
NEW JERSEY			
STATE OF NEW JERSEY (SYSTEM PLAN)	SE	\$300,000	CONTINUOUS AVIATION SYSTEM PLANNING (CASP) FOR THE STATE OF NEW JERSEY BY CONDUCTING RUNWAY SAFETY AREA (RSA) STUDIES AT SELECTED AIRPORTS WITHIN THE STATE OF NEW JERSEY.
STATE OF NEW JERSEY BLOCK GRANT (STATE BLOCK GRANT)	13	\$6,269,359	STATE BLOCK GRANT PROGRAM
STATE OF NEW JERSEY BLOCK GRANT (STATE BLOCK GRANT)	14	\$2,300,000	NEW JERSEY SATE BLOCK GRANT PROGRAM FOR FY-00 (SECOND BLOCK GRANT FY-00)
ATLANTIC CITY; ATLANTIC CITY INTERNATIONAL (PRIMARY)	33	\$4,933,433	REHABILITATE TAXIWAY B; REPLACE CENTERLINE LIGHTING SYSTEM, MARKINGS, SIGNAGE; IMPROVE DRAINAGE

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
ATLANTIC CITY; ATLANTIC CITY INTERNATIONAL (PRIMARY)	34	\$1,649,778	CONSTRUCT SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1
NEWARK; NEWARK INTERNATIONAL (PRIMARY)	69	\$350,000	NOISE COMPATIBILITY PROJECT - SOUNDPROOF ST. CASIMIR SCHOOL, NEWARK, NJ - PH III.
NEWARK; NEWARK INTERNATIONAL (PRIMARY)	70	\$5,500,000	CONSTRUCT APRON (AIRCRAFT HARDSTAND "WILBUR") - PHASE 1.
NEWARK; NEWARK INTERNATIONAL (PRIMARY)	71	\$130,000	RUNWAY SAFETY AREA ANALYSIS
TRENTON; TRENTON MERCER (PRIMARY)	21	\$2,250,000	REHABILITATE RUNWAY 16-34 - PHASE 2; AND REHABILITATE TAXIWAYS A, B, C, F, H, AND J ALL INCLUDING ASSOCIATED MARKING, LIGHTING, SIGNAGE AND DRAINAGE.
TOTAL: NEW JERSEY		\$23,682,570	
NEW MEXICO			
ALBUQUERQUE; ALBUQUERQUE INTERNATIONAL (PRIMARY)	24	\$652,069	COMPLETE UPDATE AIRPORT MASTER PLAN STUDY
CARLSBAD; CAVERN CITY AIR TERMINAL (COMMERCIAL SERVICE)	11	\$270,000	CONSTRUCT AIRCRAFT RESCUE FIRE FIGHTING BUILDING
CLAYTON; CLAYTON MUNICIPAL AIRPARK (GENERAL AVIATION)	6	\$100,000	INSTALL NONDIRECTIONAL BEACON
CLOVIS; CLOVIS MUNICIPAL (COMMERCIAL SERVICE)	13	\$497,456	REHABILITATE RUNWAY 4 DISPLACED THRESHOLD; REHABILITATE TAXIWAY B; REHABILITATE 12/30
FARMINGTON; FOUR CORNERS REGIONAL (PRIMARY)	20	\$316,539	REIMBURSEMENT FOR STORMWATER RUNOFF IMPROVEMENTS; GATE ACCESS CONTROL FOR Y2K COMPLIANCE; AND TERMINAL IMPROVEMENTS FOR REPLACEMENT OF BAGGAGE DOORS
FARMINGTON; FOUR CORNERS REGIONAL (PRIMARY)	21	\$296,190	IMPROVE TERMINAL BUILDING; IMPROVE PERIMETER ROAD; IMPROVE STORM WATER DRAINAGE SYSTEM; INSTALL TAXIWAY GUIDANCE SIGNS AND MISCELLANEOUS LIGHTING IMPROVEMENTS
GALLUP; GALLUP MUNICIPAL (COMMERCIAL SERVICE)	14	\$855,000	REHABILITATE RUNWAY 6/24
GLENWOOD; GLENWOOD (GENERAL AVIATION)	1	\$70,668	CONDUCT SITE SELECTION STUDY INCLUDING ENVIRONMENTAL ASSESSMENT
HOBBS; LEA COUNTY REGIONAL (COMMERCIAL SERVICE)	11	\$626,683	INSTALL FENCING; RECONSTRUCT TAXIWAY D SHOULDERS; REHABILITATE PORTION OF TAXIWAY D
LAS CRUCES; LAS CRUCES INTERNATIONAL (COMMERCIAL SERVICE)	14	\$967,500	INSTALL GUIDANCE SIGNS (REQUIRED BY PART 139); INSTALL APRON LIGHTING; INSTALL TAXIWAY A LIGHTING; RELOCATE ELECTRICAL VAULT; INSTALL EMERGENCY GENERATOR
LAS VEGAS; LAS VEGAS MUNICIPAL (GENERAL AVIATION)	6	\$1,655,925	REHABILITATE RUNWAY 14/32 (WIDEN AND OVERLAY); REHABILITATE ASSOCIATED TAXIWAYS; REHABILITATE RUNWAY

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
			14/32 LIGHTING (MIRL)
NAVAJO DAM; NAVAJO STATE PARK AIRPORT (GENERAL AVIATION)	1	\$405,000	REHABILITATE RUNWAY 6/24, TAXIWAY AND APRON
PORTALES; PORTALES MUNICIPAL (GENERAL AVIATION)	8	\$105,094	INSTALL PERIMETER FENCING; INSTALL PLASI RUNWAY 19 AND 26; INSTALL TAXIWAY REFLECTORS
ROSWELL; ROSWELL INDUSTRIAL AIR CENTER (PRIMARY)	13	\$3,702,310	RECONSTRUCT RUNWAY 17/35 (PHASE 1)
SANTA FE; SANTA FE COUNTY MUNICIPAL (PRIMARY)	15	\$650,000	REHABILITATE RUNWAY 10/28
SANTA ROSA; SANTA ROSA MUNICIPAL (GENERAL AVIATION)	6	\$679,500	WIDEN RUNWAY 8/26; CONSTRUCT TAXIWAY E AND A PORTION OF TAXIWAY A; REHABILITATE MIRL ON RUNWAY 8/26; AND REHABILITATE APRON
SILVER CITY; GRANT COUNTY (COMMERCIAL SERVICE)	4	\$661,400	INSTALL APRON LIGHTING; EXTEND APRON; EXTEND T-HANGAR TAXIWAYS
SOCORRO; SOCORRO MUNICIPAL (GENERAL AVIATION)	3	\$402,300	SEALCOAT RUNWAY 6/24; REHABILITATE PARALLEL TAXIWAY (RUNWAY 15/33)
TAOS; TAOS MUNICIPAL (GENERAL AVIATION)	9	\$371,864	CONDUCT ENVIRONMENTAL IMPACT STATEMENT (EIS) STUDY (CONTINUATION)
TAOS; TAOS MUNICIPAL (GENERAL AVIATION)	10	\$220,500	REMOVE OBSTRUCTION (POWER LINES RUNWAY 22); INSTALL APRON LIGHTING; INSTALL ROTATING BEACON; ACQUIRE SECURITY EQUIPMENT (GATE)
TOTAL: NEW MEXICO		\$13,505,998	
NEW YORK			
GENESEEE/FINGER LAKE REGION (SYSTEM PLAN)	RF	\$95,680	CONTINUOUS AIRPORT SYSTEM PLANNING CONSISTING OF GEOGRAPHIC INFORMATION SYSTEM (GIS) MAPPING; SPECIAL STUDIES INCLUDING ECONOMIC IMPACT ANALYSIS.
STATE OF NEW YORK (SYSTEM PLAN)	SN	\$267,000	CONDUCT AIRPORT SYSTEM PLANNING
STATE OF NEW YORK (SYSTEM PLAN)	SO	\$300,000	CONDUCT AIRPORT SYSTEM PLAN ACTIVITIES INCLUDING DETAILED OBSTRUCTION ANALYSIS, STATEWIDE GPS INSTRUMENT APPROACH STUDY AND BUSINESS PLANS AND ECONOMIC STUDIES
ALBANY; ALBANY COUNTY (PRIMARY)	63	\$2,129,966	TAXIWAYS "A", "C" AND "G" REHABILITATION (DESIGN AND CONSTRUCTION) - PHASE 3.
ALBANY; ALBANY COUNTY (PRIMARY)	64	\$2,600,640	RELOCATE ARFF BUILDING
BINGHAMTON; BINGHAMTON REGIONAL/EDWIN A LINK FIELD (PRIMARY)	31	\$757,458	REHABILITATE PASSENGER TERMINAL (CONSTRUCTION) (PHASE 5)

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
BROCKPORT; LEDGEDALE AIRPARK (RELIEVER PRIVATE)	12	\$261,144	ACQUIRE LAND IN FEE SIMPLE TITLE FOR THE EXTENSION OF RUNWAY END 10 AND THE RUNWAY 10/28 OBJECT FREE AREA (OFA) (APPROX. 2 ACRES+/-; AND INCREASE LAND COMMITMENT CREDIT BY 1.4 ACRES +/-
BUFFALO; BUFFALO AIRFIELD (RELIEVER PRIVATE)	7	\$293,514	INSTALL PERIMETER/DEER FENCING; DEVELOP EXHIBIT A AND INCREASE LAND DONATION CREDIT BY A.8 ACRES (PHASE 3)
BUFFALO; GREATER BUFFALO INTERNATIONAL (PRIMARY)	45	\$2,335,439	EXPAND TERMINAL BUILDING (EAST CONCOURSE) - PHASE 2
BUFFALO; GREATER BUFFALO INTERNATIONAL (PRIMARY)	46	\$3,412,073	ACQUIRE IN FEE SIMPLE TITLE THE FORMER WESTINGHOUSE FACILITY (APPROX. 119 ACRES+/-) - PHASE 5
BUFFALO; GREATER BUFFALO INTERNATIONAL (PRIMARY)	47	\$3,782,159	CONSTRUCT, MARK AND LIGHT A PORTION OF THE EAST CONCOURSE APRON EXTENSION AND TAXILANE K1, INCLUDING ASSOCIATED DRAINAGE AND TAXIWAY GUIDANCE SIGNS
BUFFALO; GREATER BUFFALO INTERNATIONAL (PRIMARY)	48	\$750,000	CONDUCT A PART 150 NOISE STUDY; PREPARE AN ENVIRONMENTAL IMPACT STATEMENT FOR MASTER PLAN IMPROVEMENTS.
CANADAIGUA; ONTARIO (NEW) (RELIEVER PRIVATE)	8	\$252,423	INSTALL GVGI, REILS FOR RUNWAY ENDS 13/31; INSTALL AWOS - III.
CORTLAND; CORTLAND COUNTY-CHASE FIELD (GENERAL AVIATION)	7	\$442,800	ACQUIRE LAND IN FEE SIMPLE TITLE (1 PARCEL); ENGINEERING DESIGN FOR REHABILITATION AND RELIGHTING OF RUNWAY6-24; INSTALL PERIMETER FENCING
DUNKIRK; CHAUTAUQUA COUNTY/DUNKIRK (GENERAL AVIATION)	20	\$521,312	INSTALL PERIMETER/DEER FENCING CONSISTING OF 8" HIGH CHAIN LINK FENCE WITH THREE STRANDS OF BARBED WIRE
DUNKIRK; CHAUTAUQUA COUNTY/DUNKIRK (GENERAL AVIATION)	21	\$90,000	UPDATE ALP; CONDUCT OBSTRUCTION SURVEY
ELMIRA; ELMIRA/CORNING REGIONAL (PRIMARY)	26	\$1,800,099	REHABILITATE AND MARK TAXIWAY A AND F; REHABILITATE AND MARK TERMINAL APRON. AND GLYCOL APRONS.
ELMIRA; ELMIRA/CORNING REGIONAL (PRIMARY)	27	\$161,731	ACQUIRE ONE (1) RAPID INTERVENTION VEHICLE.
FARMINGDALE; REPUBLIC (RELIEVER)	22	\$4,355,402	ACQUIRE LAND (APPX 11.3 ACRES) FOR THE RUNWAY PROTECTION ZONE FOR THE PREVENTION OF ENCROACHMENT-PHASE 1
FULTON; OSWEGO COUNTY (RELIEVER)	14	\$72,000	RECONSTRUCT TERMINAL APRON AND TAXIWAY B - DESIGN ONLY.
GLENS FALLS; FLOYD D. BENNETT (GENERAL AVIATION)	20	\$1,237,500	TAXIWAY A TERMINAL APRON - PHASE 2 AND LIGHTING REHABILITATION (CONSTRUCTION)
GLENS FALLS; FLOYD D. BENNETT (GENERAL AVIATION)	21	\$904,799	ACQUIRE LAND AND EASEMENTS FOR OBSTRUCTION REMOVAL - PHASE 1
HAMILTON; ELISHA PAYNE (GENERAL AVIATION)	3	\$135,000	MASTER PLAN STUDY/EA; PERFORM AIRPORT MASTER PLAN UPDATE; PREPARE ENVIRONMENTAL ASSESSMENT.

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
HAMILTON; ELISHA PAYNE (GENERAL AVIATION)	4	\$54,000	REHABILITATE STUB TAXIWAYS "A" AND B AND AIRCRAFT APRON - DESIGN ONLY.
HUDSON; COLUMBIA COUNTY (GENERAL AVIATION)	16	\$67,500	PERFORM OBSTRUCTION SURVEY; REMOVE ON-AIRPORT OBSTRUCTIONS (R/W 3-21)
ISLIP; LONG ISLAND MAC ARTHUR (PRIMARY)	44	\$168,916	PURCHASE TOW AIRPORT VACUUM SWEEPERS AND ONE GALLON WATER, 200 GALLON FOAM AND 500LB. DRY CHEMICAL ARFF VEHICLE.
ISLIP; LONG ISLAND MAC ARTHUR (PRIMARY)	45	\$228,000	CONDUCT/UPDATE TERMINAL AREA MASTER PLAN AND ALP.
ISLIP; LONG ISLAND MAC ARTHUR (PRIMARY)	46	\$1,132,191	REHABILITATE TAXIWAYS C AND B-3 - PHASE 3
ISLIP; LONG ISLAND MAC ARTHUR (PRIMARY)	47	\$889,342	REHABILITATE T/W A, AND TWO STUBS
ITHACA; TOMPKINS COUNTY (PRIMARY)	33	\$651,173	REHABILITATE RUNWAY 14/32 HIGH INTENSITY LIGHTING (HIRL) (PHASE 2); EXPAND, MARK AND LIGHT GENERAL AVIATION RAMP INCLUDING ASSOCIATED DRAINAGE AND AIRFIELD GUIDANCE SIGNS (PHASE I).
JAMESTOWN; CHAUTAUQUA COUNTY/JAMESTOWN (PRIMARY)	23	\$650,000	REHABILITATE, MARK AND LIGHT (MEDIUM INTENSITY TAXIWAY LIGHTING (MITL) TAXIWAY D, STUB TAXIWAYS E AND G AND WEST STUB TAXIWAY (APPROX. 6,000 L.F.) INCLUDING ASSOCIATED DRAINAGE AND TAXIWAY GUIDANCE SIGNS (PHASE 2).
JAMESTOWN; CHAUTAUQUA COUNTY/JAMESTOWN (PRIMARY)	24	\$270,000	ON-AIRPORT OBSTRUCTION REMOVAL CONSISTING OF THE DEMOLITION OF THE OLD TERMINAL BUILDING
JOHNSTOWN; FULTON COUNTY (GENERAL AVIATION)	9	\$123,480	RUNWAY 10-28 REHABILITATION, APRON EXPANSION AND OBSTRUCTION REMOVAL - PHASE 1.
KINGSTON; KINGSTON-ULSTER (RELIEVER PRIVATE)	6	\$653,730	CONSTRUCT PARTIAL PARALLEL TAXIWAY TO RUNWAY 15-33 AND MEDIUM INTENSITY TAXIWAY LIGHTING INCLUDING MARKING, DRAINAGE AND SIGNAGE AND LAND COMMITMENT CREDIT OF 2.594 AC OF 39.30 AC.
LAKE PLACID; LAKE PLACID (GENERAL AVIATION)	12	\$362,844	REHABILITATE AIRPORT ENTRANCE ROAD - PHASE 1; RUNWAY 14 PARTIAL PARALLEL TAXIWAY "A" AND APRON EXPANSION (CONSTRUCTION) - PHASE 2
LE ROY; LE ROY (RELIEVER PRIVATE)	6	\$268,013	ENGINEERING AND APPRAISAL SERVICES FOR LAND AND EASEMENT ACQUISITION; CONSTRUCT AND MARK TRANSIENT AIRCRAFT PARKING APRON INCLUDING ASSOCIATED DRAINAGE AND INCREASE LAND COMMITMENT CREDIT BY 2.0 ACRES+/-
MALONE; MALONE-DUFORT (GENERAL AVIATION)	9	\$1,100,000	RUNWAY 5-23 REHABILITATION - PHASE 1
MASSENA; MASSENA INTERNATIONAL-RICHARDS FIELD (COMMERCIAL SERVICE)	17	\$1,939,500	REHABILITATE RUNWAY 5-23 AND ACCESS TAXIWAY B

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
MILLBROOK; SKY ACRES (RELIEVER PRIVATE)	9	\$648,000	INSTALL ROTATING BEACON AND LIGHTED WIND CONE: REHABILITATE TAXIWAY D AND CONSTRUCT ITINERANT APRON INCLUDING MARKINGS, DRAINAGE; ENGINEERING DESIGN AND SUPERVISION OF CONSTRUCTION.
MONTGOMERY; ORANGE COUNTY (GENERAL AVIATION)	26	\$46,221	ENGINEERING DESIGN FOR SIGNAGE UPGRADE/REPLACEMENT ALONG RUNWAY 8-26 AND TAXIWAYS C, D, E, AND F; ENGINEERING DESIGN FOR REPLACING MIRL AND PAPI INSTALLATION ON RUNWAY ENDS 8 AND 26.
MONTICELLO; SULLIVAN COUNTY INTERNATIONAL (GENERAL AVIATION)	13	\$158,580	REHABILITATION OF TAXIWAYS "A" "B") AND "C" AND TERMINAL APRON INCLUDING EDGE LIGHTING AND MARKINGS - DESIGN ONLY.
NEW YORK; JOHN F KENNEDY INTERNATIONAL (PRIMARY)	84	\$550,000	NOISE COMPATIBILITY PROJECT - SCHOOL SOUNDPROOFING - BEACH CHANNEL SR. SCHOOL
NEW YORK; JOHN F KENNEDY INTERNATIONAL (PRIMARY)	85	\$350,000	NOISE COMPATIBILITY PROJECT - SCHOOL SOUNDPROOFING - IS 180 SCHOOL ROCKAWAY PARK, NY - DESIGN ONLY - PHASE 1
NEW YORK; JOHN F KENNEDY INTERNATIONAL (PRIMARY)	86	\$300,000	NOISE COMPATIBILITY PROJECT - SCHOOL SOUNDPROOFING PROGRAM - INTERMEDIATE SCHOOL 198 ARVERNE, NY (DESIGN ONLY)
NEW YORK; JOHN F KENNEDY INTERNATIONAL (PRIMARY)	87	\$2,645,321	NOISE COMPATIBILITY PROJECT -SOUNDPRROF HEBREW ACADEMY OF FIVE TOWNS AND ROCKAWAY HIGH SCHOOL- ENGINEERING PHASE 2 AND CONSTRUCTION, LAWRENCE, NY.
NEW YORK; JOHN F KENNEDY INTERNATIONAL (PRIMARY)	88	\$13,420,276	REHABILITATION FO TW "A" AND "B" AND ELECTRICAL WORK- PHASE 1
NEW YORK; JOHN F KENNEDY INTERNATIONAL (PRIMARY)	89	\$1,350,000	RELOCTION OF RUNWAY 13L-31R EDGE LIGHTS-PHASE 1
NEW YORK; JOHN F KENNEDY INTERNATIONAL (PRIMARY)	90	\$130,000	RUNWAY SAFETY AREA ANALYSIS
NEW YORK; LA GUARDIA (PRIMARY)	68	\$1,400,000	NOISE COMPATIBILITY PROJECT - SOUNDPROOF ST. MICHAEL'S SCHOOL - PHASE 2
NEW YORK; LA GUARDIA (PRIMARY)	69	\$3,650,000	PAVE CTB APRON, PA GATE AREAS AND TAXIWAYS ZA, Q, R AND Y - PHASE 1
NEW YORK; LA GUARDIA (PRIMARY)	70	\$3,460,000	REHAB RW 4-22 AND TW "B" AND "E"-PHASE 2
NEW YORK; LA GUARDIA (PRIMARY)	71	\$140,000	RUNWAY SAFETY AREA ANALYSIS
NEWBURGH; STEWART INTERNATIONAL (PRIMARY)	28	\$1,444,888	NORTHWEST QUADRANT CARGO APRON EXPANSION INCLUDING EARTHWORK, LIGHTING, MARKING, SIGNAGE AND DRAINAGE - (PHASE 4).
NEWBURGH; STEWART INTERNATIONAL (PRIMARY)	29	\$1,400,000	CONSTRUCT DEICING CONTAINMENT FACILITY

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
OGDENSBURG; OGDENSBURG INTERNATIONAL (COMMERCIAL SERVICE)	15	\$130,500	PERFORM ENVIRONMENTAL ASSESSMENT, SITING ANALYSIS AND OBSTRUCTION SURVEY FOR THE RUNWAY 27 GLIDE SLOPE INSTALLATION.
OGDENSBURG; OGDENSBURG INTERNATIONAL (COMMERCIAL SERVICE)	16	\$279,553	INSTALL AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)-PHASE 1
ONEONTA; ONEONTA MUNICIPAL (COMMERCIAL SERVICE)	4	\$67,500	UPDATE AIRPORT LAYOUT PLAN; NEW AIRPORT MAPPING
PENN YAN; PENN YAN (GENERAL AVIATION)	12	\$159,989	ACQUIRE LAND INTERESTS FOR THE RUNWAY10/28 RUNWAY PROTECTION ZONES AND RUNWAY 1-19 AND ITS ASSOCIATED RUNWAY PROTECTION ZONES CONSISTING OF THE FEE SIMPLE TITLE AND AVIGATION EASEMENTS (PHASE 5).
PENN YAN; PENN YAN (GENERAL AVIATION)	13	\$148,835	ENGINEERING DESIGN FOR THE CONSTRUCTION OF THE COMPLETION OF THE PARALLEL TAXIWAY TO RUNWAY 1-19 AND CONSTRUCTION OF A TAXILANE AND TRANSIENT AIRCRAFT PARKING APRON.
PERRY; PERRY-WARSAW (GENERAL AVIATION)	10	\$45,000	ENVIRONMENTAL ASSESSMENT (FOR OFF-AIRPORT OBSTRUCTION REMOVAL)
PERRY; PERRY-WARSAW (GENERAL AVIATION)	11	\$73,800	ENGINEERING DESIGN FOR THE REHABILITATION OF A PORTION OF RUNWAY10-28.
PISECO; PISECO (GENERAL AVIATION)	9	\$67,500	PERFORM AIRPORT MASTER PLAN UPDATE.
PISECO; PISECO (GENERAL AVIATION)	10	\$318,466	DESIGN AND CONSTRUCT ON-AIRPORT SERVICE ROAD
PLATTSBURGH; CLINTON COUNTY (PRIMARY)	29	\$117,000	ACQUIRE SWEEPER
PLATTSBURGH; CLINTON COUNTY (PRIMARY)	30	\$57,600	REHABILITATE TRANSIENT APRON (DESIGN ONLY)
POTSDAM; POTSDAM MUNICIPAL/DAMON FIELD (GENERAL AVIATION)	9	\$347,675	AIRPORT LIGHTING UPGRADES; AIRFIELD PAVEMENT CRACK REPAIR AND SEALCOAT; REIMBURSEMENT FOR ACQUISITION OF LAND IN FEE SIMPLE (PARCEL 2, 8.6 ACRES) FOR PARALLEL TAXIWAY A.
POUGHKEEPSIE; DUTCHESS COUNTY (COMMERCIAL SERVICE)	16	\$115,000	REHABILITATE, MARK AND LIGHT (PORTIONS OF T/W A AND H
POUGHKEEPSIE; DUTCHESS COUNTY (COMMERCIAL SERVICE)	17	\$270,000	PERFORM ON-AIRPORT OBSTRUCTION REMOVAL (APPROX. 12 ACRES) AND OBSTRUCTION LIGHTING.
ROCHESTER; GREATER ROCHESTER INTERNATIONAL (PRIMARY)	32	\$2,238,022	CONSTRUCT DE-ICING CONTAINMENT FACILITY (PHASE 3); ENGINEERING DESIGN FOR THE CONSTRUCTION OF TAXIWAY B PARALLEL TO RUNWAY 10/28 FROM TAXIWAY D TO EXISTING TAXIWAY B.

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
ROCHESTER; GREATER ROCHESTER INTERNATIONAL (PRIMARY)	33	\$90,000	CONDUCT SITE SELECTION STUDY (RELOCATION OF VOR AND RVR)
ROCHESTER; GREATER ROCHESTER INTERNATIONAL (PRIMARY)	34	\$3,280,000	CONSTRUCT IMPROVEMENTS TO THE RUNWAY ENDS 10 AND 28 SAFETY AREAS (PHASE 1)
SARANAC LAKE; ADIRONDACK REGIONAL (COMMERCIAL SERVICE)	11	\$90,000	UPDATE AIRPORT LAYOUT PLAN/TERMINAL PLAN; CONDUCT PAVEMENT MANAGEMENT STUDY.
SARANAC LAKE; ADIRONDACK REGIONAL (COMMERCIAL SERVICE)	12	\$166,154	IMPROVE AIRFIELD LIGHTING (DESIGN ONLY) FAR PART 77 OBSTRUCTION ANALYSIS.
SARANAC LAKE; ADIRONDACK REGIONAL (COMMERCIAL SERVICE)	13	\$1,148,809	CONSTRUCT SNOW REMOVAL AND ARFF EQUIPMENT FACILITY.
SARANAC LAKE; ADIRONDACK REGIONAL (COMMERCIAL SERVICE)	14	\$239,121	IMPROVE RUNWAY'S 5-23 AND 9-27 SAFETY AREAS.
SARATOGA SPRINGS; SARATOGA COUNTY (GENERAL AVIATION)	14	\$1,282,500	REHABILITATE RUNWAY 5-23 - PHASE 1.
SCHENECTADY; SCHENECTADY COUNTY (RELIEVER)	18	\$89,468	CONSTRUCT PARTIAL PARALLEL TAXIWAY (DESIGN)
SCHENECTADY; SCHENECTADY COUNTY (RELIEVER)	19	\$151,270	REHABILITATE TAXIWAYS E, F AND K (DESIGN ONLY)
SCHENECTADY; SCHENECTADY COUNTY (RELIEVER)	20	\$550,530	ACQUIRE LAND IN FEE SIMPLE (2 PARCELS) WITHIN RUNWAY 10 RPZ
SCHROON LAKE; SCHROON LAKE (GENERAL AVIATION)	2	\$120,000	ENGINEERING FOR THE REHABILITATION AND WIDENING OF RUNWAY 16-34
SENECA FALLS; FINGERLAKES REGIONAL (GENERAL AVIATION)	10	\$1,744,200	ACQUIRE LAND IN FEE SIMPLE TITLE (1 PARCEL); EXTEND R/W 18-36 AND PARALLEL T/W; EXPAND APRON (PHASE 1)
SHIRLEY; BROOKHAVEN (RELIEVER)	18	\$3,000,000	RECONSTRUCT TAXIWAYS A AND L; STUB TAXIWAY M, P, Q, A EXT, L EXT, F EAST, E WEST, E EAST, D WEST, D EAST, AND THREE HOLDING ARPONS INCLUDING LIGHTING MARKING, DRAINAGE AND SIGNAGE.
SIDNEY; SIDNEY MUNICIPAL (GENERAL AVIATION)	5	\$522,810	REHABILITATE RUNWAY 7-25 MEDIUM INTENSITY RUNWAY LIGHTING (MIRL) INCLUDING THE REPLACEMENT OF THE ELECTRICAL VAULT AND A GENERIC VISUAL GLIDESLOPE INDICTAOR FOR RUNWAY END 25.
SYRACUSE; SYRACUSE HANCOCK INTERNATIONAL (PRIMARY)	59	\$1,564,098	REHABILITATE TAXIWAY A (PHASE 1B (CONSTRUCTION))
SYRACUSE; SYRACUSE HANCOCK INTERNATIONAL (PRIMARY)	60	\$630,000	CONTROL TOWER DEMOLITION.
SYRACUSE; SYRACUSE HANCOCK	61	\$1,980,000	ARFF BUILDING EXPANSION AND REHABILITATION.

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
INTERNATIONAL (PRIMARY)			
UTICA; ONEIDA COUNTY (PRIMARY)	21	\$650,000	ACQUIRE TWO SNOWPLOW/SANDERS; ACQUIRE TOW BEHIND BROOM.
WELLSVILLE; WELLSVILLE MUNICIPAL/TARANTINE FIELD (GENERAL AVIATION)	9	\$90,000	UPDATE AIRPORT MASTER PLAN/ALP
WELLSVILLE; WELLSVILLE MUNICIPAL/TARANTINE FIELD (GENERAL AVIATION)	10	\$100,000	ENGINEERING DESIGN FOR THE REHABILITATION OF TAXIWAY A.
WESTPORT; WESTPORT AIRPORT (GENERAL AVIATION)	1	\$305,550	ACQUIRE EXISTING WESTPORT AIRPORT (N25), NEW YORK
WHITE PLAINS; WESTCHESTER COUNTY (PRIMARY)	40	\$700,000	AIRPORT PERIMETER ROAD – PHASE 3 (A); REHABILITATION OF TAXIWAY A- DESIGN ONLY; ENGINEERING EVALUATION OF TAXIWAYS B, C, D, F, H, J, K, AND L SOUTH OF RUNWAY 11-29
WHITE PLAINS; WESTCHESTER COUNTY (PRIMARY)	41	\$4,733,541	IMPROVE RUNWAY 34 END - OVERRUN SAFETY AREA IMPROVEMENTS
WHITE PLAINS; WESTCHESTER COUNTY (PRIMARY)	42	\$4,039,449	CONSTRUCT TAXIWAY L (NORTH OF TAXIWAY C) AND APPROACH TO RW 16; CONSTRUCT A HOLDING APRON AT THE END OF TW L INCLUDING ALL ASSOCIATED DRAINAGE, LIGHTING, MARKINGS AND SIGNAGE-PHASE 4
WHITE PLAINS; WESTCHESTER COUNTY (PRIMARY)	43	\$450,000	INSTALL NOISE MONITORING SYSTEM AT TWENTY (20) SITES AT THE AIRPORT.
WILLIAMSON/SODUS; WILLIAMSON-SODUS (RELIEVER PRIVATE)	8	\$66,600	EXTEND RUNWAY 10-28(DESIGN). EXTEND TAXIWAY (DESIGN)
WILLIAMSON/SODUS; WILLIAMSON-SODUS (RELIEVER PRIVATE)	9	\$315,000	ACQUIRE LAND IN FEE SIMPLE TITLE FOR THE RUNWAY 10/28 PRIMARY SURFACE AND THE END OF RUNWAY10 RUNWAY PROTECTION ZONE; PERFORM OBSTRUCTION REMOVAL CONSISTIING OF HANGARS.
TOTAL: NEW YORK		\$99,145,654	
NORTH CAROLINA			
STATE OF NORTH CAROLINA BLOCK GRANT (STATE BLOCK GRANT)	20	\$8,335,092	STATE BLOCK GRANT
ASHEVILLE; ASHEVILLE REGIONAL (PRIMARY)	24	\$500,000	REHABILITATE RUNWAY 16/34 LIGHTS (HIRLS); IMPROVE RUNWAY 16/34 RUNWAY SAFETY AREA
CHARLOTTE; CHARLOTTE/DOUGLAS INTERNATIONAL (PRIMARY)	37	\$7,513,549	CONSTRUCT RUNWAY 18L/36R, PHASE 1 (LAND ACQUISITION)
CHARLOTTE; CHARLOTTE/DOUGLAS INTERNATIONAL (PRIMARY)	38	\$5,045,175	IMPROVE RUNWAY SAFETY AREA, RUNWAY 23; REHABILITATE RUNWAY ELECTRICAL VAULT, PHASE 2; EXPAND AIR CARRIER COMMUTER APRON (RAMP E), PHASE 1

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
CHARLOTTE; CHARLOTTE/DOUGLAS INTERNATIONAL (PRIMARY)	39	\$5,000,000	ACQUIRE LAND FOR NOISE COMPATIBILITY/RELOCATION (RODWELL MOBILE HOME PARK: APPROXIMATELY 50 MOBILE HOMES/120 PEOPLE)
FAYETTEVILLE; FAYETTEVILLE REGIONAL/GRANNIS FIELD (PRIMARY)	22	\$216,785	REHABILITATE GENERAL AVIATION APRON, PHASE 1 (DESIGN ONLY); ACQUIRE AIRPORT RESCUE AND FIRE FIGHTING SAFETY EQUIPMENT (PROXIMITY SUITS); IMPROVE RUNWAY 4/22 SAFETY AREA, PHASE 2 (DESIGN ONLY)
FAYETTEVILLE; FAYETTEVILLE REGIONAL/GRANNIS FIELD (PRIMARY)	23	\$3,934,445	REHABILITATE GENERAL AVIATION APRON, PHASE II; IMPROVE RUNWAY 4/22 SAFETY AREA, PHASE 3
GREENSBORO; PIEDMONT TRIAD INTERNATIONAL (PRIMARY)	34	\$2,452,811	EXTEND TAXIWAY 'M'.
GREENSBORO; PIEDMONT TRIAD INTERNATIONAL (PRIMARY)	35	\$1,345,500	IMPROVE RUNWAY 14 RUNWAY SAFETY AREA (RELOCATE REGIONAL ROAD)
GREENVILLE; PITT-GREENVILLE (PRIMARY)	21	\$502,650	INSTALL RUNWAY 20 VISUAL GUIDANCE SYSTEM; EXTEND PARALLEL TAXIWAY A, PHASE 2 (PAVING); CONSTRUCT TAXIWAYS A AND B (RELOCATION), PHASE 1 (DESIGN ONLY); REHABILITATE TERMINAL APRON, PHASE 1 (DESIGN ONLY)
HICKORY; HICKORY REGIONAL (PRIMARY)	14	\$694,783	ACQUIRE LAND FOR APPROACHES, RUNWAY 24 RUNWAY PROTECTION ZONE (TRACTS 2, 4, 5, 6, AND 7)
JACKSONVILLE; ALBERT J ELLIS (PRIMARY)	19	\$242,439	REHABILITATE RUNWAY 5/23, PHASE 1
KINSTON; KINSTON REGIONAL JETPORT AT STALLINGS FL (PRIMARY)	20	\$650,000	CONSTRUCT GENERAL AVIATION APRON, PHASE 2; INSTALL PERIMETER FENCING (WILDLIFE); EXPAND AIR CARGO APRON, PHASE 1; ACQUIRE SNOW REMOVAL EQUIPMENT
KINSTON; KINSTON REGIONAL JETPORT AT STALLINGS FL (PRIMARY)	21	\$7,000,000	EXTEND RUNWAY 5/23 (PAVE/LIGHT, INCLUDES WIDEN/STRENGTHEN TAXIWAY A), PHASE 3
NEW BERN; CRAVEN COUNTY REGIONAL (PRIMARY)	18	\$650,000	EXPEND TAXIWAY B; CONSTRUCT GENERAL AVIATION CONNECTOR TAXIWAY L; CONSTRUCT CORPORATE T HANGAR TAXILANES; REHABILITATE TAXIWAY A; UPDATE AIRPORT LAYOUT PLAN (INCLUDING FEDERAL EMERGENCY MANAGEMENT ANALYSIS)
PINEHURST/SOUTHERN PINES; MOORE COUNTY (PRIMARY)	17	\$2,611,111	IMPROVE RUNWAY 5 SAFETY AREA (LAND ACQUISITION AND DESIGN), PHASE 1; EXPAND TERMINAL BUILDING, PHASE 3; INSTALL APRON LIGHTING; REHABILITATE RUNWAY 5-23 (DESIGN ONLY), PHASE 1; REHABILITATE APRON (DESIGN ONLY), PHASE 1; REHABILITATE TAXIWAY (DESIGN ONLY), PHASE 1
ROCKY MOUNT; ROCKY MOUNT-WILSON REGIONAL (PRIMARY)	17	\$1,292,181	EXTEND RUNWAY 4/22 AND ASSOCIATED TAXIWAY; CONSTRUCT AIRPORT RESCUE FIREFIGHTING SERVICE ROAD.
WILMINGTON; WILMINGTON INTERNATIONAL (PRIMARY)	23	\$1,003,400	REHABILITATE (PHASE 2) AND EXPAND TERMINAL BUILDING

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
WINSTON-SALEM; SMITH REYNOLDS (PRIMARY)	23	\$448,476	REHABILITATE TAXIWAY (TAXIWAY F CONNECTOR); EXPAND TERMINAL APRON REMOVE OBSTRUCTION (OLD AIRCRAFT RESCUE AND FIREFIGHTING BUILDING); IMPROVE RUNWAY SAFETY AREA (PAVEMENT REMOVAL ON ABANDONED RUNWAY);
TOTAL: NORTH CAROLINA		\$49,438,397	
NORTH DAKOTA			
STATE OF NORTH DAKOTA (SYSTEM PLAN)	SF	\$55,518	UPDATE MULTIPLE AIRPORT MASTER PLANS (ALP'S) (WILLISTON, DEVILS LAKE, JAMESTOWN, AND DICKINSON).
BISMARCK; BISMARCK MUNICIPAL (PRIMARY)	26	\$712,312	EXPAND GENERAL AVIATION APRON; UPDATE AIRPORT MASTER PLAN; AND INSTALL AIRPORT.
CANDO; CANDO MUNICIPAL AIRPORT (GENERAL AVIATION)	1	\$419,000	ACQUIRE LAND; CONSTRUCTION OF RUNWAY 13/31; RECONSTRUCTION OF TAXIWAY AND APRON (PHASE 1)
CASSELTON; CASSELTON REGIONAL (GENERAL AVIATION)	7	\$225,550	REHABILITATION OF RUNWAY 13/31, TAXIWAY, AND APRON; REHABILITATION OF LIGHTING SYSTEM.
CROSBY; CROSBY MUNICIPAL (GENERAL AVIATION)	2	\$382,518	REHABILITATION OF RUNWAY 12/30, TAXIWAY, APRON, AND LIGHTS.
DEVILS LAKE; DEVILS LAKE MUNICIPAL (COMMERCIAL SERVICE)	15	\$1,004,498	CONSTRUCTION OF PARALLEL TAXIWAY FOR RUNWAY 13/31; CONSTRUCT HANGAR TAXIWAY; OBSTRUCTION REMOVAL.
DICKINSON; DICKINSON MUNICIPAL (COMMERCIAL SERVICE)	12	\$420,119	REHABILITATE A PORTION OF TAXIWAY 'A' AND TAXIWAY LIGHTS
DICKINSON; DICKINSON MUNICIPAL (COMMERCIAL SERVICE)	13	\$363,935	CONSTRUCTION OF TERMINAL APRON AND TAXIWAY.
FARGO; HECTOR INTERNATIONAL (PRIMARY)	24	\$982,498	EXTEND RUNWAY 8/26 (P&S) PHASE 1; UPDATE MASTER PLAN; AND CONSTRUCT SERVICE ROADS.
GRAND FORKS; GRAND FORKS INTERNATIONAL (PRIMARY)	23	\$1,662,831	IMPROVE RUNWAY SAFETY AREAS FOR RUNWAYS 8/26 AND 17R/35L; DEVELOP P/S FOR REHAB. 17R/35L; AND INSTALL FENCING.
GWINNER; GWINNER-ROGER MELROE FIELD (GENERAL AVIATION)	2	\$82,388	INSTALL WEATHER REPORTING EQUIPMENT (AWOS).
HILLSBORO; HILLSBORO MUNICIPAL (GENERAL AVIATION)	4	\$31,328	UPDATE AIRPORT MASTER PLAN (ALP).
JAMESTOWN; JAMESTOWN MUNI - RADM DON WIESS FIELD (COMMERCIAL SERVICE)	17	\$52,650	REHABILITATION OF RUNWAYS 13/31 AND 4/22, REHABILITATION OF APRON
KINDRED; HAMRY FIELD (GENERAL AVIATION)	1	\$411,000	ACQUIRE LAND AND PREPARE PLANS AND SPECIFICATIONS FOR THE CONSTRUCTION OF RUNWAY 12/30, TAXIWAY AND APRON (PHASE 1).

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
MINOT; MINOT INTERNATIONAL (PRIMARY)	26	\$3,421,836	RECONSTRUCT RUNWAY INTERSECTION AND A PORTION OF RUNWAY 13/31 SOUTH OF THE INTERSECTION; AND RECONSTRUCT TAXIWAY D, PHASE 1
VALLEY CITY; BARNES COUNTY MUNICIPAL (GENERAL AVIATION)	2	\$558,027	REHABILITATION OF RUNWAY 13/31, RECONSTRUCTION OF TAXIWAY, RECONSTRUCTION AND EXPANSION OF THE APRON; INSTALL MISCELLANEOUS NAVAID'S
WAHPETON; HARRY STERN (GENERAL AVIATION)	4	\$121,179	REHABILITATION OF RUNWAY 13/31, TAXIWAY, AND APRON.
TOTAL: NORTH DAKOTA		\$10,907,187	
NORTHERN MARIANA			
PEIPEINIMARU; WEST TINIAN (PRIMARY)	10	\$4,150,000	CONSTRUCT RUNWAY 8/26 - PHASE 5.
SAIPAN; SAIPAN INTERNATIONAL (PRIMARY)	31	\$2,374,254	REHABILITATE RUNWAY 7/25 – PHASE 1
TOTAL NORTHERN MARIANA		\$6,524,254	
OHIO			
AKRON; AKRON-CANTON REGIONAL (PRIMARY)	27	\$1,116,315	ACQUIRE EMERGENCY GENERATOR; ACQUIRE SNOW REMOVAL EQUIPMENT (SRE - SNOW BLOWER); MODIFY TERMINAL BUILDING
ATHENS/ALBANY; OHIO UNIVERSITY (GENERAL AVIATION)	6	\$503,872	EXTEND RUNWAY 7/25 INCLUDING SHIFT OF EXTENDED RUNWAY SAFETY AREA; EXTEND PARALLEL TAXIWAY; RELOCATE ROAD, INSTRUMENT LANDING SYSTEM & AIRPORT BEACON (DESIGN ONLY); ACQUIRE MISCELLANEOUS LAND (4 PARCELS
BELLEFONTAINE; BELLEFONTAINE REGIONAL (GENERAL AVIATION)	3	\$2,480,000	CONSTRUCT NEW (REPLACEMENT) AIRPORT (GRADING & DRAINAGE FOR RUNWAY 7/25 & TAXIWAY, PHASE 1; CONSTRUCT T-HANGAR TAXIWAYS [DESIGN]; EXTEND UTILITIES [WATER, SANITARY, ELECTRIC & TELEPHONE]); ACQUIRE LAND FOR DEVELOPMENT (REIMBURSEMENT OF PARCELS 2 & 3, 99.346 ACRES).
BOWLING GREEN; WOOD COUNTY (GENERAL AVIATION)	10	\$322,058	REHABILITATE RUNWAY 9/27 INCLUDING MARKING TO RUNWAY 10/28 DESIGNATION
CLEVELAND; CLEVELAND-HOPKINS INTERNATIONAL (PRIMARY)	53	\$5,000,000	NOISE MITIGATION MEASURES FOR 236 RESIDENCES WITHIN 65-69 DNL (167 IN CITY OF CLEVELAND, 54 IN CITY OF BROOK PARK & 15 IN CITY OF BEREA)
CLEVELAND; CLEVELAND-HOPKINS INTERNATIONAL (PRIMARY)	54	\$2,432,211	NOISE MITIGATION OF 115 RESIDENCES WITHIN THE 65-69 DNL (85 IN CITY OF CLEVELAND, 28 IN CITY OF BROOK PARK, AND 2 IN CITY OF BEREA).
CLEVELAND; CLEVELAND-HOPKINS INTERNATIONAL (PRIMARY)	55	\$750,000	SOUND ATTENUATE ST. PATRICK'S SCHOOL, WHICH IS WITHIN 65-69 DNL, PHASE 1(DESIGN ONLY) LOCATED IN CITY OF CLEVELAND; NOISE MITIGATION FOR 26 RESIDENCES WITHIN 65-69 DNL (19 IN CITY OF CLEVELAND & 7 IN CITY OF BROOK PARK)
COLUMBUS; PORT COLUMBUS INTERNATIONAL (PRIMARY)	35	\$1,564,065	REHABILITATE TERMINAL APRON INCLUDING GLYCOL COLLECTION SYSTEM.
COLUMBUS; PORT COLUMBUS INTERNATIONAL	36	\$750,000	NOISE MITIGATION MEASURES FOR RESIDENCES WITHIN 65-69 DNL

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
(PRIMARY)			(57 RESIDENCES); UPDATE NOISE MONITORING SYSTEM.
COLUMBUS; PORT COLUMBUS INTERNATIONAL (PRIMARY)	37	\$3,605,696	CONSTRUCT, MARK & LIGHT NORTH PARALLEL TAXIWAY FROM JUST EAST OF TAXIWAY H3 TO& INCLUDING TAXIWAY H5 (PHASE 1); CONSTRUCT, MARK & LIGHT NORTH PARALLEL TAXIWAY FROM TAXIWAY H2 TO TAXIWAY H5 & TAXIWAY NORTH OF TAXIWAY H5 (PHASES 1 & 2 - DESIGN ONLY)
COLUMBUS; RICKENBACKER INTERNATIONAL (RELIEVER)	18	\$294,176	CONDUCT AIRPORT MASTER PLAN STUDY (TERMINAL AREA)
COLUMBUS; RICKENBACKER INTERNATIONAL (RELIEVER)	19	\$1,859,534	EXTEND TAXIWAY E FROM RUNWAY 5L/23R TO TAXIWAY A; REHABILITATE TAXIWAY C FROM RUNWAY 5R/23L TO RUNWAY 5L/23R & FROM RUNWAY 5L/23R TO TAXIWAY A
DAYTON; JAMES M COX DAYTON INTERNATIONAL (PRIMARY)	34	\$1,350,000	CONDUCT ENVIRONMENTAL IMPACT STATEMENT (EIS) STUDY FOR PROPOSED DEVELOPMENT (PHASE 1)
DAYTON; JAMES M COX DAYTON INTERNATIONAL (PRIMARY)	35	\$1,500,000	ACQUIRE LAND FOR NOISE COMPATIBILITY WITHIN 65-69 DNL (PARCEL NO. 156-A, WITHIN 70-74 DNL (PARCEL NOS. 151, 342-A, 353, 380 & 380-B), AND WITHIN 75 DNL (PARCEL NOS. 360 & 365) INCLUDING RELOCATION ASSISTANCE
DAYTON; JAMES M COX DAYTON INTERNATIONAL (PRIMARY)	36	\$3,856,712	EXPAND SW & NE DEICING APRONS & SW TERMINAL APRON; REHABILITATE AIRFIELD LIGHTING CONTROL SYSTEM; CONSTRUCT NORTH PERIMETER SERVICE ROAD; DEVELOP & IMPLEMENT GEOGRAPHICAL INFORMATION SYSTEM (GIS)
FINDLAY; FINDLAY (GENERAL AVIATION)	10	\$2,585,585	EXTEND & SHIFT RUNWAY 18/36; IMPROVE RUNWAY 18/36 SAFETY AREAS; CONSTRUCT PARTIAL PARALLEL & CONNECTING TAXIWAYS; REMOVE OBSTRUCTIONS (APPROACHES); RELOCATE RUNWAY 18/36 PAPI; INSTALL RUNWAY END PERIMETER FENCE
MIDDLE BASS; MIDDLE BASS ISLAND (GENERAL AVIATION)	5	\$1,110,000	CONSTRUCT NEW AIRPORT - PHASE 2 (LANDFILL REMEDIATION; ACQUIRE LAND FOR DEVELOPMENT (PARCELS 1, 7, & 3)); REMOVE OBSTRUCTIONS (TREES AND UTILITY LINE).
MIDDLE BASS; MIDDLE BASS ISLAND (GENERAL AVIATION)	6	\$1,880,000	CONSTRUCT NEW AIRPORT (NEW RUNWAY; TAXIWAY, APRON, WETLAND MITIGATION).
PORT CLINTON; CARL R KELLER FIELD (PRIMARY)	17	\$446,850	CONSTRUCT T-HANGAR TAXIWAYS; ACQUIRE LAND FOR APPROACHES (PARCEL 19A, 71.75 ACRES, APPRAISALS & SURVEY ONLY); CONSTRUCT RUNWAY 9/27 NORTH RUNWAY SAFETY AREA.
PORTSMOUTH; GREATER PORTSMOUTH REGIONAL (GENERAL AVIATION)	3	\$25,000	IMPROVE RUNWAY 18/36 SAFETY AREA (DESIGN ONLY); ACQUIRE LAND FOR APPROACHES (APPRAISALS ONLY FOR PARCELS 1E & 2E, 17.86 ACRES)
RAVENNA; PORTAGE COUNTY (GENERAL AVIATION)	12	\$878,462	CONSTRUCT EAST PARALLEL TAXIWAY; REHABILITATE & MARK RUNWAY 9/27; RELOCATION ASSISTANCE REIMBURSEMENT, PARCEL 19.

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
STEUBENVILLE; JEFFERSON COUNTY AIRPARK (GENERAL AVIATION)	8	\$554,414	RELOCATE COUNTY ROAD 33 (FERNWOOD ROAD) OUTSIDE OF RUNWAY 14 END EXTENDED RUNWAY SAFETY AREA (ERSA) (PHASE 1 - GRADING & DRAINAGE)
TOLEDO; METCALF FIELD (GENERAL AVIATION)	11	\$511,000	NOISE MITIGATION (SOUND ATTENUATE) FOR LAKE JUNIOR HIGH SCHOOL, LOCATED IN CITY OF MILLBURY (WITHIN 65-69 DNL)
TOLEDO; TOLEDO EXPRESS (PRIMARY)	41	\$2,037,980	EXTEND SOUTH PARALLEL TAXIWAY D (PHASE 2 - PAVING & LIGHTING)
TOLEDO; TOLEDO EXPRESS (PRIMARY)	42	\$4,700,000	ACQUIRE LAND FOR NOISE COMPATIBILITY (APPROXIMATELY 20 PARCELS IN FEE INTEREST: 14 PARCELS WITHIN 65-69 DNL, 5 PARCELS WITHIN 70-74 DNL, AND 1 PARCEL WITHIN 75 DNL) INCLUDING RELOCATION OF 9 RESIDENCES AND 1 SCHOOL; NOISE MITIGATION FOR APPROXIMATELY 72 RESIDENCES (57 WITHIN 65-69 DNL & 15 WITHIN 70-74 DNL)
URBANA; GRIMES FIELD (GENERAL AVIATION)	8	\$3,650,000	CONSTRUCT RUNWAY 2/20 AND PARALLEL AND CONNECTING TAXIWAYS; PARTIALLY CONVERT EXISTING RUNWAY 5/23 TO A TAXIWAY; CONSTRUCT LANDSCAPING BUFFER; RELOCATE TURF RUNWAY 1/19 END OF RUNWAY 2/20 AND RUNWAY AND TAXIWAY LIGHTS; INSTALL GUIDANCE SIGNS AND AWOS; RELOCATE EXISTING WIND TEE; CONSTRUCT ELECTRICAL DISTRIBUTION BUILDING; REMOVE OBSTRUCTIONS INCLUDING POWERLINE RELOCATION.
YOUNGSTOWN/WARREN; YOUNGSTOWN-WARREN REGIONAL (PRIMARY)	24	\$650,001	UPDATE AIRPORT MASTER PLAN STUDY (ALP); REHABILITATE TERMINAL APRON; IMPROVE TERMINAL BUILDING
TOTAL: OHIO		\$46,413,931	
OKLAHOMA			
BARTLESVILLE; BARTLESVILLE MUNICIPAL (GENERAL AVIATION)	2	\$243,296	REHABILITATE APRON
EL RENO; EL RENO MUNICIPAL AIR PARK (GENERAL AVIATION)	3	\$1,747,205	RECONSTRUCT AND WIDEN RUNWAY 17/35
LAWTON; LAWTON MUNICIPAL (PRIMARY)	15	\$395,500	REHABILITATE AIRCRAFT RESCUE FIRE FIGHTING (ARFF) BUILDING/SNOWPLOW BAY; ACQUIRE COLLAPSIBLE WALKWAY FOR COMMUTER PASSENGERS; UPDATE AIRPORT MASTER PLAN (PAVEMENT COMPONENT)
NORMAN; UNIVERSITY OF OKLAHOMA WESTHEIMER (RELIEVER)	15	\$580,500	REHABILITATE NORTHEAST PORTION OF RUNWAY 3/21 PARALLEL TAXIWAY
OKLAHOMA CITY; WILEY POST (RELIEVER)	13	\$721,464	REHABILITATE RUNWAYS AND TAXIWAYS (JOINT SEAL); IMPROVE RUNWAY SAFETY AREA (RELOCATE RUNWAY 35L THRESHOLD)
OKLAHOMA CITY; WILL ROGERS WORLD (PRIMARY)	40	\$1,114,579	RECONSTRUCT PORTION OF TAXIWAY C AND EXTEND TAXIWAY D (REMOVE TAXIWAY V)
OKLAHOMA CITY; WILL ROGERS WORLD (PRIMARY)	41	\$1,400,000	EXPAND TERMINAL APRON

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
PAULS VALLEY; PAULS VALLEY MUNICIPAL (GENERAL AVIATION)	2	\$1,515,973	EXTEND RUNWAY 17/35 AND PARALLEL TAXIWAY; INSTALL REIL, PAPI, AND MIRL
PONCA CITY; PONCA CITY MUNICIPAL (COMMERCIAL SERVICE)	7	\$1,949,400	EXTEND RUNWAY, PHASE 1 (RELOCATE ILS SITE PREPARATION)
POTEAU; ROBERT S KERR (GENERAL AVIATION)	4	\$351,350	IMPROVE AIRPORT DRAINAGE
TULSA; TULSA INTERNATIONAL (PRIMARY)	38	\$1,480,884	REHABILITATE CONNECTING TAXIWAYS AND PERIMETER ROAD; INSTALL HIRL ON RUNWAY 8/26
TULSA; TULSA INTERNATIONAL (PRIMARY)	39	\$4,000,000	ACQUIRE LAND FOR NOISE MITIGATION
TOTAL: OKLAHOMA		\$15,500,151	
OREGON			
STATE OF OREGON (SYSTEM PLAN)	SH	\$193,500	CONDUCT STATE SYSTEM PLAN UPDATE(CONTINUOUS)
VARIOUS LOCATIONS (GENERAL AVIATION)	9	\$102,313	CONDUCT MULTIPLE AIRPORT LAYOUT PLAN (ALP) UPDATES FOR BOARDMAN, CONDON STATE, AND WASCO STATE AIRPORTS;
ALBANY; ALBANY MUNICIPAL (GENERAL AVIATION)	5	\$458,309	REHABILITATE TAXIWAYS; CONSTRUCT TAXIWAYS; REHABILITATE APRON, INCLUDING INSTALLING TIEDOWN ANCHORS; INSTALL ROTATING BEACON
BURNS; BURNS MUNICIPAL (GENERAL AVIATION)	3	\$1,565,255	REHABILITATE RUNWAY 3/21; INSTALL MEDIUM INTENSITY RUNWAY LIGHTS (MIRL) RUNWAY 3/21; REHABILITATE TERMINAL APRON; INSTALL RUNWAY END IDENTIFIER LIGHTS (REILS), RUNWAYS 3, 21, 12 AND 30; INSTALL PRECISION APPROACH PATH INDICATOR, RUNWAYS 3 AND 21; INSTALL TAXIWAY REFLECTORS; UPDATE AIRPORT LAYOUT PLAN (ALP);
CORVALLIS; CORVALLIS MUNICIPAL (GENERAL AVIATION)	8	\$97,645	UPDATE AIRPORT MASTER PLAN STUDY;
EUGENE; MAHLON SWEET FIELD (PRIMARY)	27	\$3,617,562	IMPROVE RUNWAY 3/21 SAFETY AREA, INCLUDING RELOCATING GREENHILL ROAD; INSTALL GUIDANCE SIGNS; CONSTRUCT SERVICE ROAD (WILDLIFE MANAGEMENT); ACQUIRE HANDICAP PASSENGER LIFTS (2); REHABILITATE TAXIWAYS
FLORENCE; FLORENCE MUNICIPAL (GENERAL AVIATION)	3	\$186,890	INSTALL PERIMETER FENCING
KLAMATH FALLS; KLAMATH FALLS INTERNATIONAL (PRIMARY)	12	\$650,000	CONSTRUCT NORTHWEST APRON; REHABILITATE WEST SIDE APRON (PHASE 1)
MC MINNVILLE; MC MINNVILLE MUNICIPAL (GENERAL AVIATION)	5	\$965,965	IMPROVE RUNWAY SAFETY AREA, INCLUDING ROAD RELOCATION AND GRADING, CONSTRUCT TAXIWAY, REHABILITATE CONNECTOR TAXIWAYS, INSTALL SEGMENTED CIRCLE AND RELOCATE WIND TEE (PHASE 1)

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
MEDFORD; ROUGE VALLEY INTERNATIONAL- MEDFORD (PRIMARY)	20	\$4,663,803	REHABILITATE RUNWAY 14/32; EXTEND PARALLEL TAXIWAY, INCLUDING MEDIUM INTENSITY TAXIWAY LIGHTS (MITL) AND MARKING; INSTALL MEDIUM INTENSITY RUNWAY LIGHTS (MIRL), RUNWAY 14/32; INSTALL WILDLIFE FENCING
NEWPORT; NEWPORT MUNICIPAL (GENERAL AVIATION)	10	\$1,285,866	IMPROVE RUNWAY 34 SAFETY AREA; INSTALL HIGH INTENSITY RUNWAY LIGHTS (HIRL), RUNWAY 16/34; INSTALL PERIMETER (WILDLIFE) FENCING; REMOVE OBSTRUCTIONS, RUNWAY 16/34; INSTALL AIRPORT BEACON; CONSTRUCT HANGAR TAXILANE; INSTALL RUNWAY DISTANCE-TO-GO SIGNS; INSTALL AWOS; UPDATE AIRPORT LAYOUT PLAN
NORTH BEND; NORTH BEND MUNICIPAL (PRIMARY)	14	\$195,987	CONDUCT A MASTER PLAN UPDATE
PENDLETON; EASTERN OREGON REGIONAL AT PENDLETON (PRIMARY)	11	\$181,082	CONDUCT AIRPORT MASTER PLAN UPDATE, INCLUDING PAVEMENT MAINTENANCE PLAN
PORTLAND; PORTLAND INTERNATIONAL (PRIMARY)	38	\$1,236,674	REHABILITATE TAXIWAY E (PHASE 4)
PORTLAND; PORTLAND INTERNATIONAL (PRIMARY)	39	\$6,173,126	CONSTRUCT DEICING CONTAINMENT FACILITY, INCLUDING DETENTION BASIN, HOLDING TANK, PUMP STATIONS, AND PIPING (PHASE 1)
PORTLAND; PORTLAND-TROUTDALE (RELIEVER)	8	\$90,000	CONDUCT MASTER PLAN UPDATE
REDMOND; ROBERTS FIELD (PRIMARY)	17	\$458,370	REHABILITATE APRON, INCLUDING TAXIWAY F SOUTH AND TERMINAL BUILDING (DESIGN ONLY) (PHASE 1)
REDMOND; ROBERTS FIELD (PRIMARY)	18	\$585,097	INSTALL PERIMETER FENCING
SCAPPOOSE; SCAPPOOSE INDUSTRIAL AIRPARK (GENERAL AVIATION)	10	\$1,472,430	EXTEND AND REHABILITATE RUNWAY 15/33; INSTALL MEDIUM INTENSITY RUNWAY LIGHTING (MIRL); EXTEND WEST SIDE PARALLEL TAXIWAY; EXTEND EAST SIDE PARALLEL TAXIWAY; INSTALL PRECISION APPROACH PATH INDICATOR (PAPI) RUNWAY ENDS 15 AND 33; UPDATE AIRPORT LAYOUT PLAN (ALP)
TOTAL: OREGON		\$24,179,874	
PENNSYLVANIA			
COMMONWEALTH OF PENNSYLVANIA; (SYSTEM PLAN)	SF	\$400,500	CONDUCT STATE SYSTEM PLAN STUDY (SPECIAL STUDIES)
DELAWARE VALLEY REGION; (SYSTEM PLAN)	RI	\$200,000	CONDUCT METROPOLITAN SYSTEM PLAN STUDY
STATE OF PENNSYLVANIA BLOCK GRANT; (STATE BLOCK GRANT)	5	\$10,139,371	STATE BLOCK GRANT
STATE OF PENNSYLVANIA BLOCK GRANT; (STATE BLOCK GRANT)	6	\$2,795,863	STATE BLOCK GRANT
ALLENTOWN; LEHIGH VALLEY INTERNATIONAL	41	\$515,000	ACQUIRE ELECTRICAL VAULT, PHASE 1 (DESIGN); CONSTRUCT ARFF

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
(PRIMARY)			BUILDING, PHASE 1 (DESIGN); INSTALL SECURITY PERIMETER FENCING
ALLENTOWN; LEHIGH VALLEY INTERNATIONAL (PRIMARY)	42	\$1,297,162	ACQUIRE LAND FOR APPROACH/RPZ RUNWAY 24, PHASE 2; LAND FOR FBO SITE (REIMBURSEMENT)
ALLENTOWN; LEHIGH VALLEY INTERNATIONAL (PRIMARY)	43	\$1,800,000	NOISE MITIGATION MEASURES
ALLENTOWN; LEHIGH VALLEY INTERNATIONAL (PRIMARY)	44	\$1,446,245	ACQUIRE LAND FOR NOISE COMPATIBILITY, PHASE 1
DU BOIS; DU BOIS-JEFFERSON COUNTY (PRIMARY)	17	\$901,052	EXPAND TERMINAL BUILDING-PHASE 2
ERIE; ERIE INTERNATIONAL (PRIMARY)	28	\$770,808	IMPROVE TERMINAL BUILDING (REVOLVING DOOR/FIRE DOOR), PHASE III OF III; ACQUIRE SRE (BROOM); ACQUIRE SECURITY EQUIPMENT-PART 107
HARRISBURG; HARRISBURG INTERNATIONAL (PRIMARY)	28	\$202,406	CONDUCT AIRPORT MASTER PLAN STUDY (TERMINAL AREA PHASE 1)
HARRISBURG; HARRISBURG INTERNATIONAL (PRIMARY)	29	\$822,520	REHAB TAXIWAY A (JOINTS AND SHOULDERS); ACQUIRE AIRCRAFT DEICING EQUIPMENT; ACQUIRE SRE (SWEEPER) AND ACQUIRE SRE (RAMP HOGS).
JOHNSTOWN; JOHNSTOWN-CAMBRIA COUNTY (PRIMARY)	21	\$493,807	REHABILITATE PARKING LOT (NON-REVENUE); INSTALL GUIDANCE SIGNS
JOHNSTOWN; JOHNSTOWN-CAMBRIA COUNTY (PRIMARY)	22	\$267,984	INSTALL PERIMETER FENCING-PHASE 2; REHAB TAXIWAY A (DESIGN)
LANCASTER; LANCASTER (PRIMARY)	18	\$1,500,272	EXTEND R/W 8-26 (DESIGN ROAD REALIGNMENT, LAND ACQUISITION), PHASE 1; REHABILITATE EAST APRON
LATROBE; WESTMORELAND COUNTY (PRIMARY)	18	\$583,806	CONSTRUCT ACCESS ROAD; REHABILITATE TERMINAL APRON; ACQUIRE ARFF SAFETY EQUIPMENT (PROXIMITY SUITS, BREATHING APPRATUS)
PHILADELPHIA; PHILADELPHIA INTERNATIONAL (PRIMARY)	48	\$18,102,668	ACQUIRE AIRCRAFT DEICING EQUIPMENT (DEICING BOOMS) PHASE 1; INSTALL RUNWAY LIGHTING (LAHSO)
PHILADELPHIA; PHILADELPHIA INTERNATIONAL (PRIMARY)	49	\$5,068,499	CONSTRUCT ARFF TRAINING FACILITY
PITTSBURGH; PITTSBURGH INTERNATIONAL (PRIMARY)	53	\$1,449,710	REHAB TAXIWAY F AND P, PHASE 1 (DESIGN); ACQUIRE SRE; REHAB RUNWAY ELECTRICAL VAULT, PHASE 1 (DESIGN)
PITTSBURGH; PITTSBURGH INTERNATIONAL (PRIMARY)	54	\$2,491,437	CONSTRUCT ARFF BUILDING DESIGN/CONSTRUCT - PHASE I

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (<i>Airport/Plan Type</i>)	Project Number	Federal Funds	Brief Description of Work
PITTSBURGH; PITTSBURGH INTERNATIONAL (PRIMARY)	55	\$8,270,422	REHABILITATE RUNWAY 10L (IMPROVE SAFETY AREA)
PITTSBURGH; PITTSBURGH INTERNATIONAL (PRIMARY)	56	\$500,875	ACQUIRE ARFF VEHICLE; ACQUIRE SRE TRUCKS
READING; READING REGIONAL/CARL A SPAATZ FIELD (PRIMARY)	26	\$409,500	CONDUCT MASTER PLAN STUDY - 5 YEAR ENVIRONMENTAL ASSESSMENT
READING; READING REGIONAL/CARL A SPAATZ FIELD (PRIMARY)	27	\$1,861,308	REHABILITATE RUNWAY 18-36; INSTALL RUNWAY 18-36 & 13-31 DISTANCE-TO-GO-SIGNS; ACQUIRE SNOW BLOWER EQUIPMENT; ACQUIRE LAND FOR RPZ (APPRAISALS/ENVIRONMENTAL)
READING; READING REGIONAL/CARL A SPAATZ FIELD (PRIMARY)	28	\$216,000	IMPROVE AIRPORT SANITARY SYSTEM; INSTALL ROTATING BEACON
READING; READING REGIONAL/CARL A SPAATZ FIELD (PRIMARY)	29	\$500,000	EXPAND AND REHABILITATE TERMINAL BUILDING, PHASE 2
STATE COLLEGE; UNIVERSITY PARK (PRIMARY)	23	\$432,351	ACQUIRE ARFF VEHICLE
STATE COLLEGE; UNIVERSITY PARK (PRIMARY)	24	\$477,733	CONDUCT MASTER PLAN STUDY AND PART 150 STUDY
WILKES-BARRE; WILKES-BARRE WYOMING VALLEY (GENERAL AVIATION)	6	\$270,000	CONDUCT AIRPORT MASTER PLAN STUDY
WILLIAMSPORT; WILLIAMSPORT REGIONAL (PRIMARY)	19	\$157,500	UPDATE AIRPORT MASTER PLAN STUDY.
WILLIAMSPORT; WILLIAMSPORT REGIONAL (PRIMARY)	20	\$229,500	REHAB DEGOL APRON; REHAB TAXIWAYS, PHASE 1 (DESIGN)
TOTAL: PENNSYLVANIA		\$64,574,299	
PUERTO RICO			
AGUADILLA; RAFAEL HERNANDEZ (PRIMARY)	13	\$5,688,662	CONSTRUCT, MARK, AND LIGHT TAXIWAY A INCLUDING RELOCATION OF THE WEST END, SIGNAGE AND THREE (3) TAXIWAY CONNECTORS
SAN JUAN; LUIS MUNOZ MARIN INTERNATIONAL (PRIMARY)	34	\$3,933,749	EXPAND ACCESS ROAC (CARGO) DESIGN ONLY, PHASE 1. CONDUCT MASTER PLAN UPDATE (UTILITIES PLAN AND COMPETITION PLAN), PHASE 2. CONSTRUCT AIRCRAFT RESCUE FIREFIGHTING BUILDING (INCLUDING SECURITY GUARDBOUSE), DESIGN ONLY, PHASE 1. CONSTRUCT NEW SOUTH GENERAL AVIATION AREA APRON (INCLUDING ACCESS TERMINAL BUILDING (SIGNAGE), DESIGN ONLY, PHASE 1. CONSTRUCT TAXIWAY SYSTEM NEW SOUTH GENERAL AVIATION AREA, DESIGN ONLY, PHASE 1; REHABILITATE TAXIWAY, DUAL MIDFIELD, DESIGN ONLY, PHASE 1; EXTEND TAXIWAY S, DESIGN ONLY, PHASE 1
TOTAL: PUERTO RICO		\$9,622,411	
RHODE ISLAND			
NEWPORT; NEWPORT STATE (GENERAL)	8	\$460,800	RECONSTRUCT, MARK AND LIGHT PORTION OF TAXIWAY "A", AND

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
AVIATION)			PORTION OF TAXIWAY "B"; RECONSTRUCT APRON
NEWPORT; NEWPORT STATE (GENERAL AVIATION)	9	\$90,000	AIRPORT LAYOUT PLAN UPDATE
PAWTUCKET; NORTH CENTRAL STATE (RELIEVER)	10	\$400,000	VEGETATIVE OBSTRUCTION REMOVAL -- PHASE 1.
PAWTUCKET; NORTH CENTRAL STATE (RELIEVER)	11	\$135,000	RECONSTRUCT RUNWAY 15-33 (DESIGN ONLY)
PROVIDENCE; THEODORE FRANCIS GREEN STATE (PRIMARY)	48	\$1,288,594	RECONSTRUCT, MARK AND LIGHT RUNWAY5R/23L); RECONSTRUCT, REALIGN, MARK AND LIGHT A PORTION OF TAXIWAY C, B AND K AT THE INTERSECTION OF 5R-23L AND 16-34; EXTEND, MARK & LIGHT TAXIWAY M; EXTEND, MARK AND LIGHT TAXIWAY B -- PHASE 3
PROVIDENCE; THEODORE FRANCIS GREEN STATE (PRIMARY)	49	\$1,100,000	TERMINAL AREA IMPROVEMENTS (LOI PHASE 8): DEMOLISH TERMINAL BUILDING; CONSTRUCT NEW TERMINAL BUILDING, APRON, TAXIWAY, STORM WATER RETENTION FACILITY, PERIMETER ROAD, HOLDING APRON EAST END TAXIWAY "K" AND RUNWAY 34; AND VOR MODIFICATIONS.
PROVIDENCE; THEODORE FRANCIS GREEN STATE (PRIMARY)	50	\$5,000,000	RESIDENTIAL SOUND INSULATION PROGRAM, PHASE 5. APPROXIMATELY 180 HOMES
WESTERLY; WESTERLY STATE (PRIMARY)	6	\$340,780	REIMBURSEMENT FOR LAND (APPROXIMATELY 4 ACRES) IN THE RUNWAY PROTECTION ZONE TO RUNWAY 32
WESTERLY; WESTERLY STATE (PRIMARY)	7	\$555,315	CONSTRUCT TERMINAL BUILDING
TOTAL: RHODE ISLAND		\$9,370,489	
SOUTH CAROLINA			
STATE OF SOUTH CAROLINA; (SYSTEM PLAN)	SB	\$249,000	UPDATE STATE SYSTEM PLAN; UPDATE PAVEMENT MAINTENANCE PLAN
ALLENDALE; ALLENDALE COUNTY (GENERAL AVIATION)	4	\$350,000	REMOVE OBSTRUCTIONS (RUNWAY SAFETY AREA AND APPROACHES).
ANDERSON; ANDERSON COUNTY (GENERAL AVIATION)	9	\$224,100	REHABILITATE TAXIWAYS LIGHTING SYSTEM (TAXIWAYS A, B, & C INCLUDING CONNECTING TAXIWAYS E, F, G, & H)
CHARLESTON; CHARLESTON AIR FORCE BASE/INTERNATIONAL (PRIMARY)	19	\$704,132	IMPROVE AIRPORT DRAINAGE SYSTEM (TAXIWAY G); EXPAND AIR CARRIER APRON, PHASE 1 (DESIGN ONLY)
CHARLESTON; CHARLESTON EXECUTIVE (RELIEVER)	8	\$598,090	REMOVE OBSTRUCTIONS (HISTORICAL SENSITIVE AREAS - FORT TRENHOLM, BOSOMWORTH SLAVE QUARTERS, AND SAXBY SITE)
CLEMSON; OCONEE COUNTY REGIONAL (GENERAL AVIATION)	9	\$1,711,082	IMPROVE RUNWAY 7-25 SAFETY AREAS, PHASE 3; EXTEND, WIDEN, AND REHABILITATE RUNWAY 7-25

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
COLUMBIA; COLUMBIA METROPOLITAN (PRIMARY)	22	\$2,359,120	IMPROVE RUNWAY 11 SAFETY AREA, PHASE 2; INSTALL VISUAL APPROACH AID (PRECISION APPROACH PATH INDICATORS - PAPIS), RUNWAY 11/29; INSTALL RUNWAY LIGHTING, PHASE 1 (CONTROL PANEL, DESIGN ONLY); ACQUIRE HANDICAP PASSENGER LIFT DEVICE; EXPAND WEST AIR CARGO APRON, PHASE 2; REHABILITATE ONLY)
FLORENCE; FLORENCE REGIONAL (PRIMARY)	19	\$1,028,771	IMPROVE RUNWAY 9 SAFETY AREA; IMPROVE ACCESS ROAD, PHASE 8; IMPROVE RUNWAY 19 SAFETY AREA; REHABILITATE RUNWAY 9/27 (DESIGN ONLY); REHABILITATE TAXIWAY E, PHASE 1; INSTALL TAXIWAY LIGHTING (MEDIUM INTENSITY TAXIWAY LIGHTING), TAXIWAY E, PHASE 1; CONSTRUCT RUNWAY 9 SAFETY AREA (DESIGN PLAN STUDY)
GEORGETOWN; GEORGETOWN COUNTY (GENERAL AVIATION)	4	\$129,123	REHABILITATE TAXIWAY 'A', PHASE 1 (DESIGN ONLY); INSTALL TAXIWAY 'A' LIGHTING (MEDIUM INTENSITY TAXIWAY LIGHTS), PHASE 1 (DESIGN ONLY)
GREENVILLE; GREENVILLE DOWNTOWN (GENERAL AVIATION)	8	\$493,655	INSTALL MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH SEQUENCED FLASHERS, RUNWAY 1; INSTALL RUNWAY END IDENTIFIER LIGHTS (REILS), RUNWAY 1/19
GREER; GREENVILLE-SPARTANBURG INTERNATIONAL (PRIMARY)	30	\$1,898,066	EXPAND APRON (NORTH CARGO RAMP, SITE PREPARATION), PHASE 3
HARTSVILLE; HARTSVILLE REGIONAL (GENERAL AVIATION)	3	\$103,950	CONSTRUCT PARALLEL TAXIWAY, PHASE 1 (DESIGN ONLY); REHABILITATE APRON, PHASE 1 (DESIGN ONLY); REMOVE OBSTRUCTIONS, RUNWAY 21 APPROACH, PHASE 1 (DESIGN ONLY).
HILTON HEAD ISLAND; HILTON HEAD (PRIMARY)	17	\$94,941	CONSTRUCT TAXIWAY, APRON, TERMINAL BUILDING, AND ACCESS ROAD, PHASE X (FINAL PHASE)
HILTON HEAD ISLAND; HILTON HEAD (PRIMARY)	18	\$478,124	REHABILITATE RUNWAY 3/21, PHASE I (INCLUDES GENERAL AVIATION TAXIWAY AND APRON, DESIGN ONLY); ACQUIRE LAND FOR DEVELOPMENT
MONCKS CORNER; BERKELEY COUNTY (GENERAL AVIATION)	8	\$804,661	REHABILITATE APRON - PHASE II; EXPAND APRON - PHASE II)
MYRTLE BEACH; MYRTLE BEACH INTERNATIONAL (PRIMARY)	26	\$3,471,230	CONSTRUCT HANGARS REHABILITATE TAXIWAY J AND CONNECTING TAXIWAYS, PHASE II; ACQUIRE LAND FOR DEVELOPMENT, PHASE 3
ORANGEBURG; ORANGEBURG MUNICIPAL (GENERAL AVIATION)	11	\$985,266	CONSTRUCT PARALLEL TAXIWAY (INCLUDES LIGHTING)
SUMTER; SUMTER MUNICIPAL (GENERAL AVIATION)	5	\$263,889	INSTALL RUNWAY LIGHTING (MEDIUM INTENSITY RUNWAY LIGHTING), PHASE 1; INSTALL TAXIWAY LIGHTING (MEDIUM INTENSITY TAXIWAY LIGHTING)
TOTAL: SOUTH CAROLINA		\$15,947,200	
SOUTH DAKOTA			
STATE OF SOUTH DAKOTA (SYSTEM PLAN)	S8	\$350,000	UPDATE SOUTH DAKOTA PAVEMENT CONDITION INDEX (PCI) PROGRAM; AND ENGINEERING FOR UPCOMING MULTIPLE PAVEMENT MAINTENCE PROJECTS.

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
ABERDEEN; ABERDEEN REGIONAL (PRIMARY)	20	\$650,000	ACQUIRE SNOW REMOVAL EQUIPMENT; REHABILITATE TAXIWAY D LIGHTING SYSTEM; CONDUCT AN ENVIRONMENTAL ASSESSMENT; IMPROVE TERMINAL BUILDING; AND UPDATE MASTER PLAN.
CHAMBERLAIN; CHAMBERLAIN MUNICIPAL (GENERAL AVIATION)	2	\$1,395,000	REHABILITATE, WIDEN AND EXTEND RUNWAY 13/31; REHABILITATE EXISTING TAXIWAYS AND APRON; CONSTRUCT NEW APRON FACILITY; UPDATE ALP; AND INSTALL PAPI'S ON RUNWAYS 13 AND 31.
DE SMET; WILDER (GENERAL AVIATION)	3	\$81,000	REHABILITATE RUNWAY 15/33, TAXIWAY AND APRON.
EUREKA; EUREKA MUNICIPAL (GENERAL AVIATION)	2	\$90,000	REHABILITATE RUNWAY 12/30, TAXIWAY AND APRON.
HOVEN; HOVEN MUNICIPAL (GENERAL AVIATION)	2	\$337,500	REHABILITATE RUNWAY 13/31, TAXIWAYS AND APRON.
HURON; HURON REGIONAL (COMMERCIAL SERVICE)	16	\$1,514,299	ACQUIRE MISCELLANEOUS LAND (OBSTRUCTION REMOVAL); REHABILITATE AND EXPAND COMMERCIAL AND GENERAL AVIATION APRON, INCLUDING OBSTRUCTION REMOVAL; AND CONSTRUCT NEW GENERAL AVIATION TAXIWAYS.
PIERRE; PIERRE REGIONAL (PRIMARY)	14	\$945,962	REHABILITATE TERMINAL APRON, CONDUCT AIRPORT MASTER PLAN.
PINE RIDGE; PINE RIDGE (GENERAL AVIATION)	5	\$58,500	UPDATE AIRPORT MASTER PLAN STUDY (ALP).
RAPID CITY; RAPID CITY REGIONAL (PRIMARY)	25	\$847,971	REHABILITATE GENERAL AVIATION TAXIWAY AND SERVICE ROAD; REHABILITATE AIRFIELD LIGHTING FOR RUNWAY 14/32; IMPROVE TERMINAL BUILDING BY ACQUISITION OF JETWAY PASSENGER BRIDGE; AND UPDATE MASTERPLAN.
SIOUX FALLS; JOE FOSS FIELD (PRIMARY)	28	\$1,434,140	RECONSTRUCT TERMINAL APRON (PHASE 3); INSTALL GUIDANCE SIGNS; AND CONDUCT ENVIRONMENTAL ASSESSMENT.
SPEARFISH; BLACK HILLS-CLYDE ICE FIELD (GENERAL AVIATION)	8	\$48,600	CONDUCT AIRPORT MASTER PLAN STUDY (BENEFIT/COST ANALYSIS).
STURGIS; STURGIS MUNICIPAL (GENERAL AVIATION)	5	\$261,000	REHABILITATE RUNWAY 11/29, TAXIWAY AND APRON; INSTALL RUNWAY 11/29 VISUAL VERTICAL GUIDANCE SYSTEM (PAPI'S) AND UPDATE AIRPORT MASTER PLAN STUDY (ALP).
WATERTOWN; WATERTOWN MUNICIPAL (COMMERCIAL SERVICE)	12	\$500,000	ACQUIRE AIRPORT RESCUE AND FIRE FIGHTING (ARFF) VEHICLE; UPDATE ENVIRONMENTAL ASSESSMENT; AND DEVELOP PLANS AND SPECIFICATIONS FOR APRON REHABILITATION.
WESSINGTON SPRINGS; WESSINGTON SPRINGS (NEW) (GENERAL AVIATION)	2	\$90,000	CONDUCT AIRPORT MASTER PLAN; CONDUCT ENVIRONMENTAL ASSESSMENT.
WINNER; BOB WILEY FIELD (GENERAL AVIATION)	3	\$211,500	REHABILITATE RUNWAY 11/29, TAXIWAY AND APRON; AND UPDATE AIRPORT MASTER PLAN STUDY (ALP).

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
TOTAL: SOUTH DAKOTA		\$8,815,472	
T E N N E S S E E			
STATE OF TENNESSEE BLOCK GRANT; (STATE BLOCK GRANT)	10	\$6,198,374	STATE BLOCK GRANT
BRISTOL; TRI-CITY REGIONAL TN/VA (PRIMARY)	26	\$412,200	ACQUIRE AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLE (REQUIRED BY PART 139 ONLY)
BRISTOL; TRI-CITY REGIONAL TN/VA (PRIMARY)	27	\$355,988	REHABILITATE RUNWAY LIGHTING
BRISTOL; TRI-CITY REGIONAL TN/VA (PRIMARY)	28	\$955,600	IMPROVE TERMINAL BUILDING-PHASE 3
CHATTANOOGA; LOVELL FIELD (PRIMARY)	20	\$238,227	IMPROVE AIRPORT DRAINAGE
CHATTANOOGA; LOVELL FIELD (PRIMARY)	21	\$1,178,586	CONSTRUCT TAXIWAY "A" (INCLUDES RELOCATION) PHASE 1
KNOXVILLE; MC GHEE TYSON (PRIMARY)	34	\$702,000	EXTEND TAXIWAY G8, PHASE 1
KNOXVILLE; MC GHEE TYSON (PRIMARY)	35	\$1,103,804	CONSTRUCT GENERAL AVIATION APRON, PHASE 4
KNOXVILLE; MC GHEE TYSON (PRIMARY)	36	\$2,881,472	REHABILITATE TAXIWAY (TW "A")
MEMPHIS; MEMPHIS INTERNATIONAL (PRIMARY)	47	\$8,317,598	SCHEDULED PAYMENT UNDER LETTER OF INTENT, ASO-93-04, DATED AUGUST 27, 1993
MEMPHIS; MEMPHIS INTERNATIONAL (PRIMARY)	48	\$314,250	UPDATE AIRPORT MASTER PLAN STUDY (3-D ALP)
MEMPHIS; MEMPHIS INTERNATIONAL (PRIMARY)	49	\$2,647,776	REHABILITATE TAXIWAY; ACQUIRE ARFF VEHICLE.
NASHVILLE; NASHVILLE INTERNATIONAL (PRIMARY)	66	\$1,095,138	CONSTRUCT WATER QUALITY AND DRAINAGE TREATMENT FACILITIES (PHASE 8)
TOTAL: TENNESSEE		\$26,401,013	
T E X A S			
STATE OF TEXAS BLOCK GRANT; (STATE BLOCK GRANT)	15	\$31,271,599	PROVIDE A WIDE RANGE OF AIP IMPROVEMENTS AT NPIAS GENERAL AVIATION AND RELIEVER AIRPORTS UNDER THE STATE BLOCK GRANT PROGRAM INCLUDING DISCRETIONARY FUNDS FOR PLAINVIEW, BROWNWOOD, FORT WORTH MEACHAM, AND FORT WORTH SPINKS AIRPORTS. NOISE STUDIES FOR DALLAS/ADDISON AND GEORGETOWN AIRPORT AT HOUSTON/WALLER COUNTY.
STATE OF TEXAS BLOCK GRANT; (STATE BLOCK GRANT)	16	\$862,500	ACQUIRE RPZ LAND FOR HOUSTON/CLOVER FIELD
ABILENE; ABILENE REGIONAL (PRIMARY)	23	\$1,550,000	REHABILITATE/EXPAND TERMINAL (PHASE 2); ACQUIRE 1,500 GALLON AIRCRAFT RESCUE FIRE FIGHTING VEHICLE (PART 139 REQUIREMENTS)

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
AMARILLO; AMARILLO INTERNATIONAL (PRIMARY)	22	\$261,000	IMPROVE ARFF TRAINING FACILITY (BURN PIT)
AMARILLO; AMARILLO INTERNATIONAL (PRIMARY)	23	\$3,971,638	WIDEN & STRENGTHEN SECONDARY RUNWAY13/31
AUSTIN; AUSTIN-BERGSTROM INTERNATIONAL (PRIMARY)	19	\$6,430,113	SCHEDULED PAYMENT NO. 7 FOR THE PROJECT AS DESCRIBED IN LETTER OF INTENT NUMBER ASW 88-2, AMENDMENT NO. 5 TO REDEVELOP FORMER BERGSTROM AIR FORCE BASE TO AUSTIN-BERGSTROM INTERNATIONAL AIRPORT.
AUSTIN; AUSTIN-BERGSTROM INTERNATIONAL (PRIMARY)	20	\$3,375,000	EXPAND APRONS
BROWNSVILLE; BROWNSVILLE/SOUTH PADRE ISLAND INTL (PRIMARY)	18	\$2,278,246	EXTEND CARGO APRON; CONSTRUCT NEW ARFF STATION; REHABILITATE TAXIWAY LIGHTING FOR TAXIWAYS B, D, AND E; REHABILITATE TAXIWAY H
CITY OF KILLEEN; ROBERT GRAY ARMY AIRFIELD (GENERAL AVIATION)	1	\$603,312	CONSTRUCT TAXIWAY AND TERMINAL BUILDING (PLANNING AND PRELIMINARY DESIGN FOR JOINT-USE OF ROBERT GRAY ARMY AIRFIELD); CONDUCT REIMBURSABLE AGREEMENT FOR FAA NAVAID STUDY AND BENEFIT COST ANALYSIS STUDY
CITY OF KILLEEN; ROBERT GRAY ARMY AIRFIELD (GENERAL AVIATION)	2	\$3,087,878	CONSTRUCT NEW PARALLEL TAXIWAY TO SERVE COMMERCIAL SERVICE AS PART OF JOINT USE PROJECT AT ROBERT GRAY ARMY AIRFIELD
COLLEGE STATION; EASTERWOOD FIELD (PRIMARY)	16	\$817,781	CONSTRUCT NORTH AND SOUTH GA APRONS; RELOCATE GUIDANCE SIGNS
CORPUS CHRISTI; CORPUS CHRISTI INTERNATIONAL (PRIMARY)	28	\$3,215,524	MODIFY TERMINAL BUILDING
CORPUS CHRISTI; CORPUS CHRISTI INTERNATIONAL (PRIMARY)	29	\$69,636	CONSTRUCT SERVICE ROADS
CORPUS CHRISTI; CORPUS CHRISTI INTERNATIONAL (PRIMARY)	30	\$504,000	ACQUIRE AIRCRAFT RESCUE FIREFIGHTING (ARFF) VEHICLE WITH DRIVER'S ENHANCED VISION SYSTEM (DEVS)
CORPUS CHRISTI; CORPUS CHRISTI INTERNATIONAL (PRIMARY)	31	\$1,834,157	CONSTRUCT TERMINAL APRON (PHASE 1); AIRFIELD LIGHTING CONTROLS (DESIGN ONLY)
DALLAS; DALLAS LOVE FIELD (PRIMARY)	22	\$1,021,965	CONDUCT AIRPORT MASTER PLAN; CONDUCT PAVEMENT MAINTENANCE PLAN
DALLAS; DALLAS LOVE FIELD (PRIMARY)	23	\$1,363,588	ACQUIRE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) VEHICLE; UPGRADE AIRFIELD ELECTRICAL VAULT; REHABILITATE APRON; ACQUIRE FRICTION MEASURING EQUIPMENT
DALLAS/FORT WORTH; DALLAS/FORT WORTH INTERNATIONAL (PRIMARY)	59	\$4,197,000	REHABILITATE RUNWAYS 13R/31L, 17C/35C, 17R/35L, 18L/36R, AND 18R/36L; CONSTRUCT DEICING CONTAINMENT FACILITY-PHASE 3; CONDUCT CAPACITY PLAN 2000

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
DALLAS/FORT WORTH; DALLAS/FORT WORTH INTERNATIONAL (PRIMARY)	60	\$6,292,000	EXTEND RUNWAY 18L, RUNWAY 18R, RUNWAY 17C, CONSTRUCT NORTHWEST HOLD APRON AND ASSOCIATED TAXIWAYS
DALLAS/FORT WORTH; DALLAS/FORT WORTH INTERNATIONAL (PRIMARY)	61	\$12,988,575	EXTEND TAXIWAY C AND EXPAND APRON (TERMINAL B)
EL PASO; EL PASO INTERNATIONAL (PRIMARY)	16	\$4,497,035	EXTEND RUNWAY 4/22
FORT WORTH; FORT WORTH ALLIANCE (RELIEVER)	11	\$323,938	INSTALL GUIDANCE SIGNS/STOP BARS; REHABILITATE RUNWAY 16L/34R; REHABILITATE TAXIWAYS A, B, AND H; IMPROVE AUXILIARY RUNWAY 16R/34L SAFETY AREA; REIMBURSE FOR DONATED LAND
FORT WORTH; FORT WORTH ALLIANCE (RELIEVER)	12	\$500,000	DESIGN WEST AIR CARGO APRON AND TAXIWAY
HARLINGEN; RIO GRANDE VALLEY INTERNATIONAL (PRIMARY)	32	\$2,692,879	CONSTRUCT APRON (CARGO); REHABILITATE TERMINAL BUILDING
HOUSTON; WILLIAM P HOBBY (PRIMARY)	21	\$12,917,396	REHABILITATE TAXIWAY A
LAREDO; LAREDO INTERNATIONAL (PRIMARY)	26	\$849,845	ACQUIRE RUNWAY 35L PORTION OF RUNWAY PROTECTION ZONE (RPZ); REHABILITATE RUNWAY 17R/35L
LAREDO; LAREDO INTERNATIONAL (PRIMARY)	27	\$4,400,000	EXTEND TAXIWAY (TAXIWAY I)
LONGVIEW; GREGG COUNTY (PRIMARY)	19	\$688,586	CONSTRUCT 6-FOOT SECURITY FENCE; CONSTRUCT STUB TAXIWAY (BETWEEN RUNWAY 35 AND TAXIWAY G); IMPROVE DRAINAGE; INSTALL EMERGENCY GENERATOR AND CONSTRUCT BUILDING; REHABILITATE ROTATING BEACON AND TOWER; CONDUCT AIRPORT TAXIWAY OVERLAY STUDY
LUBBOCK; LUBBOCK INTERNATIONAL (PRIMARY)	22	\$3,291,642	CONSTRUCT AIRCRAFT RESCUE AND FIREFIGHTING (ARFF) TRAINING FACILITY; INSTALL RUNWAY/TAXIWAY GUIDANCE SIGNS
MCALLEN; MC ALLEN MILLER INTERNATIONAL (PRIMARY)	28	\$3,311,662	REHABILITATE GA APRON - PHASE 2; EXTEND AND IMPROVE THE RUNWAY SAFETY AREA (RSA) FOR RUNWAY 17/35
MIDLAND; MIDLAND INTERNATIONAL (PRIMARY)	30	\$1,696,995	CONSTRUCT NEW TERMINAL BUILDING
MIDLAND; MIDLAND INTERNATIONAL (PRIMARY)	31	\$60,972	INSTALL AIRPORT GUIDANCE SIGNS
MIDLAND; MIDLAND INTERNATIONAL (PRIMARY)	32	\$2,300,000	CONSTRUCT TAXIWAY TO RUNWAY 16L
MIDLAND; MIDLAND INTERNATIONAL (PRIMARY)	33	\$675,000	REHABILITATE RUNWAYS 10/28, 4/22, 16R/34L, AND 16L/34R
SAN ANGELO; SAN ANGELO REGIONAL/MATHIS FIELD (PRIMARY)	14	\$90,000	ACQUIRE SWEEPER
SAN ANGELO; SAN ANGELO REGIONAL/MATHIS FIELD (PRIMARY)	15	\$177,038	CONDUCT TERMINAL AREA PLAN STUDY

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
SAN ANGELO; SAN ANGELO REGIONAL/MATHIS FIELD (PRIMARY)	16	\$1,271,596	CONSTRUCT AIRCRAFT RESCUE FIREFIGHTING (ARFF) STATION
SAN ANTONIO; SAN ANTONIO INTERNATIONAL (PRIMARY)	38	\$4,730,456	EXPAND AIR CARGO APRON; INSTALL RUNWAY 17L PAPI AND REIL; SOUND INSULATE RESIDENCES
TYLER; TYLER POUNDS FIELD (PRIMARY)	12	\$747,540	CONSTRUCT TERMINAL BUILDING (SITE CLEARING AND UTILITY SITE PREPARATION)
WACO; WACO REGIONAL (PRIMARY)	17	\$646,000	REHABILITATE TERMINAL APRON; CONDUCT AIRPORT MASTER PLAN UPDATE; REHABILITATE ACCESS ROAD
WICHITA FALLS; KICKAPOO DOWNTOWN AIRPARK (GENERAL AVIATION)	2	\$1,322,416	ACQUIRE EXISTING KICKAPOO DOWNTOWN AIRPARK; UPDATE AIRPORT MASTER PLAN WHICH INCLUDES AN EXHIBIT A; CONDUCT ADDITIONAL ENVIRONMENTAL TESTING, DRAINAGE STUDY, PREPARE STORM WATER POLLUTION PLAN, BOUNDARY SURVEY AND PREPARE PAVEMENT EVALUATION PLAN.
TOTAL: TEXAS		\$133,186,508	
UTAH			
SALT LAKE CITY METRO AREA; (SYSTEM PLAN)	MK	\$52,884	CONDUCT METROPOLITAN AVIATION SYSTEM PLAN STUDY
STATE OF UTAH; (SYSTEM PLAN)	SH	\$118,155	UPDATE STATE AVIATION SYSTEM PLAN STUDY
BEAVER; BEAVER MUNICIPAL (GENERAL AVIATION)	3	\$45,470	UPDATE AIRPORT LAYOUT PLAN
BLANDING; BLANDING MUNICIPAL (GENERAL AVIATION)	7	\$83,500	INSTALL RUNWAY 17/25 VERTICAL VISUAL GUIDANCE SYSTEM (PRECISION APPROACH PATH INDICATORS) AND VISUAL GUIDANCE SYSTEM (RUNWAY END IDENTIFIER LIGHTS)
HALLS CROSSING; CAL BLACK MEMORIAL (GENERAL AVIATION)	6	\$240,000	CONSTRUCT TAXIWAYS B AND C; UPDATE AIRPORT LAYOUT PLAN
HEBER CITY; HEBER CITY MUNI-RUSS MCDONALD FIELD (GENERAL AVIATION)	11	\$595,997	REHABILITATE A PORTION OF TAXIWAY A; INSTALL TAXIWAY A LIGHTING (MEDIUM INTENSITY TAXIWAY LIGHTING); CONSTRUCT RUNWAY 21 RUN-UP APRON; LIGHT OBSTRUCTIONS (EAST HANGARS)
LOA; WAYNE WONDERLAND (GENERAL AVIATION)	1	\$31,738	UPDATE AIRPORT LAYOUT PLAN
LOGAN; LOGAN-CACHE (GENERAL AVIATION)	11	\$1,202,000	REHABILITATE TAXIWAY B, A PORTION OF TAXIWAY A, AND TAXILANES; CONSTRUCT TAXILANES; EXTEND RUNWAY 17 (ENVIRONMENTAL MITIGATION; ACQUIRE LAND, PARCELS 7-2, 7-3, AND 7-4; ACQUIRE EASEMENT, PARCELS 7-9, 7-12, 7-12A AND 7-16 (PHASE 1))
MOAB; CANYONLANDS FIELD (COMMERCIAL SERVICE)	11	\$835,000	REHABILITATE RUNWAY 3/21; INSTALL WILDLIFE FENCE; INSTALL APRON LIGHTING; REHABILITATE A PORTION OF APRON; UPDATE AIRPORT LAYOUT PLAN

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
OGDEN; OGDEN-HINCKLEY (RELIEVER)	22	\$1,290,000	REHABILITATE TAXIWAY B; REHABILITATE TAXIWAY B LIGHTING; REMOVE OBSTRUCTIONS (TREES IN RUNWAY 3 APPROACH); INSTALL GUIDANCE SIGNS
PAROWAN; PAROWAN (GENERAL AVIATION)	4	\$49,500	UPDATE AIRPORT LAYOUT PLAN
PRICE; CARBON COUNTY (GENERAL AVIATION)	7	\$50,459	UPDATE AIRPORT LAYOUT PLAN
PROVO; PROVO MUNICIPAL (GENERAL AVIATION)	20	\$1,135,000	CONSTRUCT TAXIWAY G; REHABILITATE TAXILANES 6 AND 7 AND A PORTION OF APRON
RICHFIELD; RICHFIELD MUNICIPAL (GENERAL AVIATION)	3	\$55,396	UPDATE AIRPORT LAYOUT PLAN
SALT LAKE CITY; SALT LAKE CITY INTERNATIONAL (PRIMARY)	57	\$4,164,949	CONSTRUCT A PORTION OF TERMINAL APRON DRAINAGE SYSTEM; INSTALL RUNWAY GUARD LIGHTING
SALT LAKE CITY; SALT LAKE CITY INTERNATIONAL (PRIMARY)	58	\$9,000,000	PURSUANT TO LETTER OF INTENT ANM-98-01; CONSTRUCT A PORTION OF TERMINAL APRON PAVING
TOOELE; BOLINDER FIELD-TOOELE VALLEY (RELIEVER)	13	\$4,435,443	EXTEND, WIDEN AND STRENGTHEN RUNWAY 16/34; INSTALL RUNWAY 16/34 VERTICAL GUIDANCE SYSTEM (PRECISION APPROACH PATH INDICATOR'S); INSTALL RUNWAY 16/34 VISUAL GUIDANCE SYSTEM (RUNWAY END IDENTIFIER LIGHTS); INSTALL WILDLIFE FENCING; ACQUIRE LAND FOR DEVELOPMENT (PARCEL 1) AND ACQUIRE LAND FOR 4E AND 5)
VERNAL; VERNAL (COMMERCIAL SERVICE)	14	\$100,000	INSTALL RUNWAY 7/25 VERTICAL GUIDANCE SYSTEM (PRECISION APPROACH PATH INDICATORS); VISUAL GUIDANCE SYSTEM (RUNWAY END IDENTIFIER LIGHTS); AND DISTANCE-TO-GO SIGNS
TOTAL: UTAH		\$23,485,491	
VERMONT			
STATE OF VERMONT; (SYSTEM PLAN)	53	\$203,485	DEVELOP AN AUTOMATED INFORMATION MANAGEMENT SYSTEM AND AN APPROACH OBSTRUCTION ANALYSIS SYSTEM.
BURLINGTON; BURLINGTON INTERNATIONAL (PRIMARY)	36	\$157,500	SOUTH END MASTER PLAN STUDY
BURLINGTON; BURLINGTON INTERNATIONAL (PRIMARY)	37	\$1,040,524	LAND ACQUISITION FOR AIRPORT ACCESS
BURLINGTON; BURLINGTON INTERNATIONAL (PRIMARY)	38	\$346,320	PURCHASE SNOW REMOVAL EQUIPMENT (1 - FRONT END LOADER WITH PLOW, GENERAL AND SNOW BUCKET; 1 - SWEEPER).
TOTAL: VERMONT		\$1,747,829	
VIRGIN ISLANDS			
CHRISTIANSTED ST CROIX; THE HENRY E ROHLSSEN (PRIMARY)	22	\$5,088,090	EXTEND RUNWAY 9 (FUTURE RUNWAY 10), PHASE 5 (SITE PREPARATION INCLUDING LIGHTING); PAVE, GROOVE, AND MARK EXTENSION TO RUNWAY 9 AND TAXIWAY A EXTENSION, INCLUDING INSTALLATION OF REPLACEMENT SIGNS AND RUNWAY DISTANCE REMAINING SIGNS.

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
TOTAL: VIRGIN ISLANDS		\$5,088,090	
VIRGINIA			
COMMONWEALTH OF VIRGINIA: (SYSTEM PLAN)	SL	\$250,894	CONDUCT VIRGINIA CONTINUOUS AIRPORT SYSTEM PLAN STUDY (VCASP XXV) CONSISTING OF PAVEMENT MANAGEMENT SYSTEM (PMS) UPDATE AND RUNWAY IDENTIFICATION SYSTEM (PHOTOSLOPE) UPDATE
ABINGDON: VIRGINIA HIGHLANDS (GENERAL AVIATION)	15	\$990,000	REHABILITATE WEST APRON; EXPAND EAST APRON ; REHABILITATE HANGAR "C" APRON; REMOVE OBSTRUCTIONS RUNWAY 24 APPROACH.
CHARLOTTESVILLE: CHARLOTTESVILLE-ALBEMARLE (PRIMARY)	27	\$780,684	ACQUIRE ARFF SAFETY EQUIPMENT (PUBLIC SAFETY COMMUNICATION SYSTEM); EXTEND RUNWAY SAFETY AREA, RUNWAY 3/21 PHASE 1 (DESIGN ONLY)
CULPEPER: CULPEPER REGIONAL (GENERAL AVIATION)	11	\$1,437,421	CONSTRUCT SOUTH PARTIAL PARALLEL TAXIWAY, PHASE II; ACQUIRE EASEMENTS FOR APPROACHES (APCWS AND ROUBIN); REMOVE OBSTRUCTIONS RUNWAY 4 AND 22 APPROACHES; CONSTRUCT MID-FIELD APRON PHASE I (DESIGN ONLY)
EMPORIA: EMPORIA-GREENVILLE REGIONAL (GENERAL AVIATION)	3	\$411,300	REHABILITATE TAXIWAY TERMINAL TO RUNWAY 33
LEESBURG: LEESBURG EXECUTIVE/GODFREY FIELD (RELIEVER)	22	\$192,752	IMPROVE RUNWAY SAFETY AREA (DESIGN ONLY); EXPAND/REHABILITATE NORTH APRON (DESIGN ONLY)
LYNCHBURG: LYNCHBURG REGIONAL/PRESTON GLENN FIELD (PRIMARY)	19	\$3,646,549	REHABILITATE RUNWAY 17/35 PHASE II (CONSTRUCTION); REHABILITATE RUNWAY 3/21 PHASE II (CONSTRUCTION) AND GROOVE
MANASSAS: MANASSAS REGIONAL/HARRY P DAVIS FIELD (RELIEVER)	18	\$1,131,759	ACQUIRE LAND FOR NOISE COMPATIBILITY (PARCELS S, SA, AND E) AND RELOCATION ASSISTANCE (3 FAMILIES)
MARTINSVILLE: BLUE RIDGE (GENERAL AVIATION)	10	\$130,500	REHABILITATE PARALLEL TAXIWAY PHASE 1 (DESIGN ONLY)
NEWPORT NEWS: NEWPORT NEWS/WILLIAMSBURG INTERNATIONAL (PRIMARY)	20	\$799,882	CONSTRUCT TERMINAL BUILDING PHASE 8 (REIMBURSEMENT)
NEWPORT NEWS: NEWPORT NEWS/WILLIAMSBURG INTERNATIONAL (PRIMARY)	21	\$1,800,000	IMPROVE RUNWAY 2-20 SAFETY AREA (DESIGN AND CONSTRUCT); IMPROVE RUNWAY 2, 7-25 SAFETY AREA (DESIGN ONLY); REHABILITATE AND GROOVE RUNWAY 2-20
NORFOLK: NORFOLK INTERNATIONAL (PRIMARY)	38	\$210,656	UPDATE PAVEMENT MAINTENANCE PLAN
NORFOLK: NORFOLK INTERNATIONAL (PRIMARY)	39	\$1,246,674	REHABILITATE TAXIWAY B; ACQUIRE SNOW REMOVAL EQUIPMENT (5 SNOW SWEEPERS)
NORFOLK: NORFOLK INTERNATIONAL (PRIMARY)	40	\$2,538,561	CONSTRUCT RUNWAY 5R-23L, PHASE 1 (ENVIRONMENTAL ASSESSMENT)

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
PETERSBURG; PETERSBURG MUNICIPAL (GENERAL AVIATION)	10	\$513,900	REMOVE OBSTRUCTIONS APPROACH RUNWAY 23; REHABILITATE RUNWAY 5/23, (DESIGN ONLY); REHABILITATE PARALLEL TAXIWAY, (DESIGN ONLY); REHABILITATE GENERAL AVIATION APRON, (DESIGN ONLY)
RICHMOND; RICHMOND INTERNATIONAL (PRIMARY)	35	\$1,456,398	EXTEND RUNWAY 34 PHASE 2 - ACQUIRE LAND, RUNWAY PROTECTION ZONE (TRACT 31939-030, OWENS, EASEMENT; TRACT 31937-028, SANDSTON DEVELOPMENT, FEE SIMPLE; TRACT 31938-029-00A, 00B, MECHANICSVILLE CONCRETE, EASEMENT; HASKELL, FEE SIMPLE)
RICHMOND; RICHMOND INTERNATIONAL (PRIMARY)	36	\$5,413,899	EXTEND TAXIWAY "U" SOUTH, PHASE 2; REHABILITATE TAXIWAY "A" SOUTH PHASE 1 (DESIGN AND CONSTRUCTION FROM CONCOURSE APRON TO TAXIWAY "F")
RICHMOND/ASHLAND; HANOVER COUNTY MUNICIPAL (RELIEVER)	13	\$1,732,665	EXTEND RUNWAY 16 PHASE 3 SITE WORK AND OBSTRUCTION REMOVAL (ON AIRPORT)
ROANOKE; ROANOKE REGIONAL/WOODRUM FIELD (PRIMARY)	24	\$1,628,056	REHABILITATE RUNWAY 6/24 PHASE 1 (DESIGN ONLY); REHABILITATE TAXIWAY E AND J PHASE 1 (DESIGN ONLY); ACQUIRE SNOW REMOVAL EQUIPMENT (ROTARY BLOWER)
SOUTH BOSTON; WILLIAM M TUCK (GENERAL AVIATION)	7	\$198,000	REHABILITATE RUNWAY 1-19) PHASE I (DESIGN ONLY); ACQUIRE EASEMENTS FOR TRANSITIONAL SURFACES PHASE 1 (SURVEY, APPRAISAL AND ACQUISITION ASSISTANCE ONLY)
STAFFORD; STAFFORD REGIONAL (RELIEVER)	11	\$6,586,406	CONSTRUCT AIRPORT, PHASE 9, SITE PREPARATION, GRADING, PAVING AND ELECTRICAL
STAUNTON; SHENANDOAH VALLEY REGIONAL (PRIMARY)	17	\$1,892,584	EXTEND/WIDEN RUNWAY SAFETY AREA RUNWAY 5, PHASE 2 (DESIGN ONLY); CONSTRUCT CARGO APRON PHASE 2 (RELOCATE AIRPORT ACCESS ROAD)
TAPPAHANNOCK; NEW (GENERAL AVIATION)	4	\$436,500	CONSTRUCT NEW AIRPORT PHASE 2: ACQUIRE LAND FOR DEVELOPMENT (PARCEL 5, 6A & 6B) RELOCATE ONE FAMILY; CONDUCT CULTURAL RESOURCES STUDY
WARRENTON; WARRENTON-FAUQUIER (RELIEVER)	6	\$697,500	ACQUIRE LAND FOR APPROACHES RUNWAY14/32 (PARCELS 18, 19, 21)
WASHINGTON, DC; RONALD REAGAN WASHINGTON NATIONAL (PRIMARY)	15	\$3,600,000	ACQUIRE EASEMENT FOR APPROACH, RUNWAY15 (PARCEL D1 AND D2); CONDUCT NOISE COMPATIBILITY PLAN UPDATE (PART 150)
WASHINGTON, DC; RONALD REAGAN WASHINGTON NATIONAL (PRIMARY)	16	\$336,700	CONDUCT NOISE COMPATIBILITY PLAN UPDATE (PART 150)
WASHINGTON, DC; WASHINGTON DULLES INTERNATIONAL (PRIMARY)	22	\$15,000,000	REHABILITATE TAXIWAY Y; EXPAND RUNWAY30 HOLD APRON; CONSTRUCT TAXIWAY Y8; CONSTRUCT PARKING APRON VI; CONSTRUCT TAXIWAY F, PHASE 1
WINCHESTER; WINCHESTER REGIONAL (GENERAL AVIATION)	15	\$339,094	ACQUIRE LAND, INCLUDING RELOCATION ASSISTANCE, FOR APPROACHES RUNWAY 14/32 (PARCELS 43, 44, 45)
TOTAL: VIRGINIA		\$55,399,334	

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
WASHINGTON			
STATE OF WASHINGTON (SYSTEM PLAN)	SI	\$225,000	CONDUCT STATE SYSTEM PLAN UPDATE
ANACORTES; ANACORTES (COMMERCIAL SERVICE)	9	\$238,858	REHABILITATE RUNWAY 18/36, INCLUDING GROOVING, INSTALLING DISTANCE-TO-GO SIGNS, AND RUNWAY END IDENTIFIER LIGHTS (REILS), IMPROVE RUNWAY 18/36 SAFETY AREA, INSTALL TAXIWAY GUIDANCE SIGNS AND REFLECTORS, INSTALL PERIMETER (WILDLIFE) FENCING, (PHASE 1)
ARLINGTON; ARLINGTON MUNICIPAL (GENERAL AVIATION)	10	\$80,848	CONDUCT MASTER PLAN UPDATE
AUBURN; AUBURN MUNICIPAL (RELIEVER)	10	\$160,649	CONDUCT MASTER PLAN UPDATE; ACQUIRE/INSTALL PERIMETER FENCING
BELLINGHAM; BELLINGHAM INTERNATIONAL (PRIMARY)	25	\$356,085	ACQUIRE/INSTALL PERIMETER WILDLIFE FENCING. REMOVE OBSTRUCTION TO RUNWAY 16 APPROACH
BELLINGHAM; BELLINGHAM INTERNATIONAL (PRIMARY)	26	\$104,891	IMPROVE RUNWAY 16 SAFETY AREA, INCLUDING ENVIRONMENTAL ASSESSMENT, (PHASE 1)
BREMERTON; BREMERTON NATIONAL (COMMERCIAL SERVICE)	11	\$574,575	INSTALL PERIMETER (WILDLIFE) FENCE; RELOCATE BEACON; ACQUIRE AVIGATION EASEMENTS, PARCELS B, C, D, E; REHABILITATE TAXIWAY AND GENERAL AVIATION APRON
BURLINGTON/MT VERNON; SKAGIT REGIONAL/BAY VIEW (GENERAL AVIATION)	10	\$378,439	REMOVE OBSTRUCTIONS (RUNWAY VISIBILITY ZONE); CONSTRUCT MULTI-USE CARGO APRON; UPDATE AIRPORT LAYOUT PLAN (ALP); INSTALL GUIDANCE SIGNS
CHEHALIS; CHEHALIS-CENTRALIA (GENERAL AVIATION)	6	\$89,350	CONDUCT MASTER PLAN UPDATE
DEER PARK; DEER PARK (GENERAL AVIATION)	8	\$2,286,001	REHABILITATE RUNWAY 4/22; REHABILITATE TAXIWAY A7; REHABILITATE RUNWAY 16/34 AND TAXIWAYS A, B, C, F, AND H (PHASE 1)
DEER PARK; DEER PARK (GENERAL AVIATION)	9	\$89,590	CONDUCT AIRPORT MASTER PLAN UPDATE
ELLENSBURG; BOWERS FIELD (GENERAL AVIATION)	7	\$75,000	CONDUCT MASTER PLAN UPDATE
EVERETT; SNOHOMISH COUNTY (PAINE FIELD) (RELIEVER)	31	\$233,492	CONDUCT MASTER PLAN UPDATE
FORKS; QUILLAYUTE STATE (GENERAL AVIATION)	1	\$59,280	CONDUCT MASTER PLAN UPDATE;
FRIDAY HARBOR; FRIDAY HARBOR (PRIMARY)	16	\$265,455	ACQUIRE LAND, PARCEL 52;

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
FRIDAY HARBOR; FRIDAY HARBOR (PRIMARY)	17	\$1,297,414	REHABILITATE RUNWAY 16/34 INCLUDING GROOVING, RUNWAY END IDENTIFIER LIGHTS (REILS) AND DISTANCE TO GO SIGNS (PHASE 2); CONSTRUCT ACCESS ROAD
LOPEZ; LOPEZ ISLAND (COMMERCIAL SERVICE)	3	\$596,587	IMPROVE RUNWAY 16/34 SAFETY AREAINSTALL DISTANCE-TO-GO AND GUIDANCE SIGNS; INSTALL RUNWAY END IDENTIFIER LIGHTS (REILS); REMOVE TAXIWAY SAFETY AREA OBSTRUCTIONS; REMOVE OBSTRUCTIONS FROM APPROACHES; CONSTRUCT ACCESS ROAD; INSTALL PERIMETER FENCE;
MOSES LAKE; GRANT COUNTY INTERNATIONAL (PRIMARY)	22	\$2,650,940	REHABILITATE RUNWAY 4/22, INCLUDING GROOVING, RUNWAY END IDENTIFIER LIGHTS (REILS), SIGNS, LAND AND HOLD SHORT OPERATIONS (LAHSO) LIGHTS (PHASE 2)
OLYMPIA; OLYMPIA (GENERAL AVIATION)	10	\$270,000	IMPROVE RUNWAY 17 SAFETY AREA, INCLUDING INSTALLING PRECISION APPROACH PATH INDICATOR (PAPI), DISTANCE TO GO SIGNS (DESIGN ONLY), ENVIRONMENTAL STUDIES AND UPDATE AIRPORT LAYOUT PLAN (ALP) (PHASE 1)
PASCO; TRI-CITIES (PRIMARY)	23	\$1,610,670	IMPROVE RUNWAY 3 SAFETY AREA; RECONSTRUCT TAXIWAY E (PHASE 3); IMPROVE ACCESS ROAD
PORT ANGELES; WILLIAM R FAIRCHILD INTERNATIONAL (PRIMARY)	17	\$1,166,850	IMPROVE RUNWAY 26 SAFETY AREA (REMOVE OBSTRUCTIONS) (PHASE 2); CONSTRUCT GENERAL AVIATION APRON, INCLUDING TAXIWAYS AND STORM DRAINAGE; IMPROVE TAXIWAY "A" SAFETY AREA
PROSSER; PROSSER (GENERAL AVIATION)	5	\$855,000	INSTALL/RECONSTRUCT RUNWAY 07/25 MEDIUM INTENSITY RUNWAY LIGHTING (MIRL); CONSTRUCT GENERAL AVIATION APRONS, INCLUDING CONNECTING TAXIWAYS; CONSTRUCT ACCESS ROAD; CONSTRUCT T-HANGAR TAXIWAYS; INSTALL SIGNS
PULLMAN; PULLMAN/MOSCOW REGIONAL (PRIMARY)	16	\$602,475	INSTALL PERIMETER FENCING (WILDLIFE) ACQUIRE SNOW REMOVAL EQUIPMENT (SRE)
PULLMAN; PULLMAN/MOSCOW REGIONAL (PRIMARY)	17	\$571,623	IMPROVE RUNWAY 23 SAFETY AREA, INCLUDING OBJECT FREE AREA (PHASE 2)
RICHLAND; RICHLAND (GENERAL AVIATION)	10	\$321,335	ACQUIRE LAND, MOEN PARCEL
SEATTLE; BOEING FIELD/KING COUNTY INTERNATIONAL (PRIMARY)	26	\$1,650,000	GROOVE RUNWAY 13L/31R, INCLUDING OVERLAY; INSTALL DISTANCE-TO-GO SIGNS; INSTALL RUNWAY END IDENTIFIER LIGHTS (REILS)
SEATTLE; SEATTLE-TACOMA INTERNATIONAL (PRIMARY)	61	\$250,000	CONDUCT A THREE-DIMENSIONAL AIRSPACE ANALYSIS PROGRAM (3DAAP) STUDY;
SEATTLE; SEATTLE-TACOMA INTERNATIONAL (PRIMARY)	62	\$1,282,500	REHABILITATE RUNWAY 16R/34L (PARTIAL)
SEATTLE; SEATTLE-TACOMA INTERNATIONAL (PRIMARY)	63	\$11,624,264	PURSUANT TO LETTER OF INTENT 97-1: DESIGN AND CONSTRUCT NEW PARALLEL RUNWAY AND RELATED FACILITIES (PHASE 4), INCLUDING PURCHASE OF RUNWAY PROTECTION ZONE (RPZ) PARCELS 800 THROUGH 807, 810, AND 816, INCLUDING RELOCATION

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
ASSISTANCE			
SEATTLE; SEATTLE-TACOMA INTERNATIONAL (PRIMARY)	64	\$4,402,720	SOUNDPROOF RESIDENCES (124); PROVIDE DIRECTIONAL INSULATION (164)
SPOKANE; FELTS FIELD (RELIEVER)	13	\$300,000	ACQUIRE LAND, PARCEL 14; INSTALL/RELOCATION SIGNS; IMPROVE RUNWAY 31L SAFETY AREA, INCLUDING RELOCATION OF ROAD
SPOKANE; SPOKANE INTERNATIONAL (PRIMARY)	26	\$576,975	CONDUCT MASTER PLAN UPDATE
SPOKANE; SPOKANE INTERNATIONAL (PRIMARY)	27	\$943,527	ACQUIRE SWEEPER; ACQUIRE SNOW REMOVAL EQUIPMENT (SRE); ACQUIRE EMERGENCY GENERATOR; ACQUIRE SECURITY EQUIPMENT
WALLA WALLA; WALLA WALLA REGIONAL (PRIMARY)	16	\$650,000	CONSTRUCT TERMINAL COMPLEX (PHASE 4)
WENATCHEE; PANGBORN MEMORIAL (PRIMARY)	16	\$216,000	ACQUIRE SNOW REMOVAL EQUIPMENT (SRE)
WENATCHEE; PANGBORN MEMORIAL (PRIMARY)	17	\$270,000	ACQUIRE LAND, PARCEL F-8, INCLUDING RELOCATION ASSISTANCE
YAKIMA; YAKIMA AIR TERMINAL-MCALLISTER FIELD (PRIMARY)	20	\$190,000	CONDUCT AIRPORT LAYOUT PLAN UPDATE
YAKIMA; YAKIMA AIR TERMINAL-MCALLISTER FIELD (PRIMARY)	21	\$792,000	IMPROVE RUNWAY 9/27 SAFETY AREA, INCLUDING ACQUIRING LAND, PARCEL 78, AND OBSTRUCTION REMOVAL OF SIX BUILDINGS (PHASE 1); INSTALL PRECISION APPROACH PATH INDICATORS (PAPI), RUNWAYS 4, 22, AND 27; INSTALL RUNWAY END IDENTIFIER LIGHTS (REIL), RUNWAYS 4 AND 22
TOTAL: WASHINGTON		\$38,308,393	
WEST VIRGINIA			
BECKLEY; RALEIGH COUNTY MEMORIAL (COMMERCIAL SERVICE)	13	\$189,382	REHAB R/W 1-19 PH 1 (DESIGN). REHABILITATE TERMINAL BUILDING ROOF.
BLUEFIELD; MERCER COUNTY (COMMERCIAL SERVICE)	10	\$120,000	INSTALL T/W SIGNS
BUCKHANNON; UPSHUR COUNTY REGIONAL (GENERAL AVIATION)	9	\$69,734	ACQUIRE SNOW REMOVAL EQUIPMENT AND REPLACE AIRPORT BEACON
CHARLESTON; YEAGER (PRIMARY)	24	\$71,486	ENVIRONMENTAL ASSESSMENT
CHARLESTON; YEAGER (PRIMARY)	25	\$994,183	ACQUIRE SRE (2 SNOW PLOWS); ACQUIRE SRE (BROOM); MODIFY TERM.BLDG (EMERGENCY GENERATOR CONNECTIONS); EXPAND TERMINAL APRON, PHASE 2; MODIFY TERM. BLDG (UPGRADE CHILLER); MODIFY TERM. BLDG (GROUND LOADING BRIDGES). GROUND LOADING BRIDGES REMOVED FROM PROJECT

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location	Project Number	Federal Funds	Brief Description of Work
Airport Name/Planning Area (Airport/Plan Type)			
CLARKSBURG; BENEDUM (PRIMARY)	22	\$879,312	REHAB. AND EXPAND TERMINAL RAMP; WIDEN RADIUS TAXIWAYS A B C D E; INSTALL PERIMETER FENCING; MODIFY TERMINAL ACCESS TO ADA CODE; ACQUIRE FOD REMOVAL EQUIPMENT - FOD REMOVAL EQUIPMENT REMOVED FROM PROJECT - TAXIWAYS RADIUS B, C, D, AND E REMOVED FROM PROJECT
ELKINS; ELKINS-RANDOLPH CNTY-JENNINGS RANDOLPH F (GENERAL AVIATION)	6	\$691,084	CONSTRUCT T/W TO RW 5/23
FAIRMONT; FAIRMONT-MARION COUNTY REGIONAL AIRPORT (GENERAL AVIATION)	1	\$79,200	CONDUCT AIRPORT MASTER PLAN STUDY
HUNTINGTON; TRI-STATE/MILTON J FERGUSON FIELD (PRIMARY)	22	\$2,590,200	REHAB T/W A; INSTALL PERIMETER FENCING
LEWISBURG; GREENBRIER VALLEY (PRIMARY)	15	\$330,000	UPDATE AIRPORT MASTER PLAN.
LOGAN; LOGAN COUNTY (GENERAL AVIATION)	5	\$297,318	CONSTRUCT PARALLEL TAXIWAY TO RUNWAY 24 INCLUDING EDGE LIGHTING (MITL).
MARTINSBURG; EASTERN WV REGIONAL/SHEPHERD (GENERAL AVIATION)	14	\$584,447	EXTEND PARALELL TAXIWAY TO RUNWAY 8-26; INSTALL PERIMETER FENCING.
MORGANTOWN; MORGANTOWN MUNI-WALTER L BILL HART FIELD (PRIMARY)	14	\$1,544,843	REHABILITATE RUNWAY 18/36, PHASE 2
MORGANTOWN; MORGANTOWN MUNI-WALTER L BILL HART FIELD (PRIMARY)	15	\$798,095	INSTALL PERIMETER FENCING
PARKERSBURG; WOOD COUNTY/GILL ROBB WILSON FIELD (PRIMARY)	21	\$656,086	MODIFY TERMINAL BUILDING; IMPROVE AIRPORT DRAINAGE RUNWAY 3-21(ASSESSMENT).
PINEVILLE; KEE FIELD (GENERAL AVIATION)	5	\$106,214	REHABILITATE RUNWAY 7/25 PHASE 1 (DESIGN). REHABILITATE MAIN APRON PHASE 1 (DESIGN). REHABILITATE TAXIWAY PH1 (DESIGN). REHABILITATE AIRFIELD LIGHTING SYSTEM (DESIGN ONLY)
POINT PLEASANT; MASON COUNTY (GENERAL AVIATION)	8	\$416,778	CONSTRUCT PORTION OF PARALLEL TAXIWAY; REHAB AIRFIELD LIGHTING SYSTEM:RW,TW & VAULT
RAVENSWOOD; JACKSON COUNTY (GENERAL AVIATION)	9	\$138,500	INSTALL AWOS
SUTTON; BRAXTON COUNTY (GENERAL AVIATION)	6	\$49,500	OBSTRUCTION REMOVAL PHASE 1 (LAND ACQUISITION) (SURVEY, APPRAISALS, ENVIRONMENTAL AND ENGINEERING)
WHEELING; WHEELING OHIO COUNTY (GENERAL AVIATION)	14	\$1,639,879	REHABILITATE RUNWAY 3/21 AND TAXIWAYS T AND A.
WILLIAMSON; MINGO COUNTY (GENERAL AVIATION)	6	\$36,000	REHABILITATE RUNWAY 6-24 PHASE 1(DESIGN STUDY)
TOTAL: WEST VIRGINIA		\$12,282,241	

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
W I S C O N S I N			
STATE OF WISCONSIN BLOCK GRANT: (STATE BLOCK GRANT)	13	\$6,348,839	PROVIDE ASSISTANCE TO GENERAL AVIATION, NONPRIMARY COMMERCIAL SERVICE AIRPORTS AND RELIEVER AIRPORTS.
EAU CLAIRE; CHIPPEWA VALLEY REGIONAL (PRIMARY)	19	\$777,912	REHABILITATE RUNWAY 14/32
GREEN BAY; AUSTIN STRAUBEL INTERNATIONAL (PRIMARY)	24	\$1,401,251	ACQUIRE ARFF VEHICLE; INSTALL SECURITY FENCING; EXPAND AIR CARRIER APRON; AND EXPAND WEST GENERAL AVIATION APRON REMOVE "WEST GENERAL AVIATION APRON EXPANSION"
GREEN BAY; AUSTIN STRAUBEL INTERNATIONAL (PRIMARY)	25	\$464,808	EXPAND AIR CARRIER APRON - PHASE 2
LA CROSSE; LA CROSSE MUNICIPAL (PRIMARY)	22	\$746,319	EXPAND TERMINAL BUILDING (INSTALL LOADING BRIDGES)
MADISON; DANE COUNTY REGIONAL-TRUAX FIELD (PRIMARY)	29	\$5,794,402	REHABILITATE RUNWAY 18/36.
MILWAUKEE; GENERAL MITCHELL INTERNATIONAL (PRIMARY)	33	\$6,600,000	NOISE MITIGATION MEASURES FOR RESIDENCES WITHIN THE 65-69 DNL (HOMES IN CUDAHY, MILWAUKEE, OAK CREEK AND ST. FRANCIS - TOTAL OF 215 HOMES)
MILWAUKEE; GENERAL MITCHELL INTERNATIONAL (PRIMARY)	34	\$2,678,784	REHABILITATE TAXIWAY A & A3; REHABILITATE RUNWAY 7R/25L; INSTALL RUNWAY LIGHTING (LAHSO LIGHTING); CONSTRUCT SERVICE ROAD; IMPROVE AIRPORT CONTROL CABLE FROM TOWER TO VAULT.
MOSINEE; CENTRAL WISCONSIN (PRIMARY)	27	\$540,000	REHABILITATE TAXIWAY "B"; ACQUIRE ARFF VEHICLE; EXPAND AIRFREIGHT APRON.
RHINELANDER; RHINELANDER-ONEIDA COUNTY (PRIMARY)	18	\$650,000	EXAND TERMINAL BUILDING.
TOTAL WISCONSIN		\$26,002,315	
W Y O M I N G			
AFTON; AFTON MUNICIPAL (GENERAL AVIATION)	11	\$49,500	UPDATE AIRPORT LAYOUT PLAN
BUFFALO; JOHNSON COUNTY (GENERAL AVIATION)	7	\$67,500	IMPROVE RUNWAY 12/30 SAFETY AREA (DESIGN ONLY)
CASPER; NATRONA COUNTY INTERNATIONAL (PRIMARY)	32	\$3,350,000	IMPROVE RUNWAY 8/26 SAFETY AREA; REHABILITATE RUNWAY 8/26; GROOVE RUNWAY8/26; REHABILITATE COMMERCIAL SERVICE APRON
CHEYENNE; CHEYENNE (PRIMARY)	28	\$650,000	CONSTRUCT COMMERCIAL SERVICE APRON (PHASE 2);
CODY; YELLOWSTONE REGIONAL (PRIMARY)	15	\$653,976	REHABILITATE RUNWAY 4/22 (DESIGN ONLY), EXTEND RUNWAY 4/22 SAFETY AREA (DESIGN ONLY), CONSTRUCT TAXIWAY "A" (DESIGN ONLY), RELOCATE WATER CANAL (PHASE 1)

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location	Project Number	Federal Funds	Brief Description of Work
Airport Name/Planning Area (Airport/Plan Type)			
DUBOIS; DUBOIS MUNICIPAL (GENERAL AVIATION)	7	\$200,709	INSTALL WILDLIFE FENCE AND CONSTRUCT PARALLEL TAXIWAY (ACQUIRE LAND, TRACTS 22, 29-32, AND 35) (PHASE 1)
EVANSTON; EVANSTON-UINTA COUNTY BURNS FIELD (GENERAL AVIATION)	12	\$1,300,000	REHABILITATE A PORTION OF RUNWAY 5/23, (DESIGN ONLY); SHIFT RUNWAY 5/23 (DESIGN ONLY); EXTEND RUNWAY 5/23 SAFETY AREA (DESIGN ONLY); CONSTRUCT TAXIWAY "A" (DESIGN ONLY); SITE GRADING (PHASE 1)
GILLETTE; GILLETTE-CAMPBELL COUNTY (PRIMARY)	21	\$225,467	INSTALL WILDLIFE FENCE, PHASE 2; ACQUIRE LAND FOR DEVELOPMENT (TRACTS 1B, 15B, 16, 17, 17A, AND 34); ACQUIRE LAND FOR APPROACHES (TRACTS 5A AND 33)
GILLETTE; GILLETTE-CAMPBELL COUNTY (PRIMARY)	22	\$429,060	ACQUIRE SNOW REMOVAL EQUIPMENT
HULETT; NEW (GENERAL AVIATION)	3	\$217,000	ACQUIRE LAND FOR DEVELOPMENT (PARCELS 2, 3, AND 4)
HULETT; NEW (GENERAL AVIATION)	4	\$502,200	CONSTRUCT NEW AIRPORT (DESIGN ONLY)
JACKSON; JACKSON HOLE (PRIMARY)	25	\$635,938	REHABILITATE ACCESS ROAD
JACKSON; JACKSON HOLE (PRIMARY)	26	\$385,304	IMPROVE RUNWAY SAFETY AREA (PHASE 2) LATERAL GRADING RUNWAY 18/36
KEMMERER; KEMMERER MUNICIPAL (GENERAL AVIATION)	9	\$307,000	INSTALL WILDLIFE FENCE, AND INSTALL AIRFIELD BEACON
LARAMIE; LARAMIE REGIONAL (PRIMARY)	15	\$258,000	REHABILITATE RUNWAY AND TAXIWAY LIGHTING SYSTEMS; INSTALL RUNWAY 12 VERTICAL GUIDANCE SYSTEM (PAPI'S)
LARAMIE; LARAMIE REGIONAL (PRIMARY)	16	\$79,884	UPDATE AIRPORT LAYOUT PLAN
NEWCASTLE; MONDELL FIELD (GENERAL AVIATION)	7	\$90,369	INSTALL AUTOMATED WEATHER OBSERVING STATION (AWOS) III
PINEDALE; RALPH WENZ FIELD (GENERAL AVIATION)	5	\$2,122,872	SHIFT RUNWAY 11/29 400' AND LIGHT; CONSTRUCT AND LIGHT TAXIWAY "A", INSTALL WILDLIFE FENCE; ACQUIRE EASEMENTS FOR APPROACHES (PARCELS 16, 17, 18, 19 AND 20); UPDATE AIRPORT LAYOUT PLAN
RAWLINS; RAWLINS MUNICIPAL (GENERAL AVIATION)	6	\$137,790	REMOVE OBSTRUCTION FROM RUNWAY 22 END (DESIGN ONLY); IMPROVE SAFETY AREA FOR RUNWAY 4/22 AND 10/28 (DESIGN ONLY); CONSTRUCT PARALLEL TAXIWAY TO RUNWAY 4/22 (DESIGN ONLY); REHABILITATE APRON (DESIGN ONLY)
RIVERTON; RIVERTON REGIONAL (PRIMARY)	17	\$360,000	ACQUIRE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) VEHICLE (INDEX "A")
ROCK SPRINGS; ROCK SPRINGS-SWEETWATER COUNTY (PRIMARY)	14	\$606,881	REHABILITATE RUNWAY 3/21 LIGHTING; REHABILITATE RUNWAY 9/27 LIGHTING; REHABILITATE TAXIWAY A, B, C, AND E LIGHTING; INSTALL VERTICAL GUIDANCE SYSTEM RUNWAY 3/21 (PAPI)

Table B-5

Airport Improvement Program
FY 2000

GRANTS AWARDED

Project Location Airport Name/Planning Area (Airport/Plan Type)	Project Number	Federal Funds	Brief Description of Work
ROCK SPRINGS; ROCK SPRINGS-SWEETWATER COUNTY (PRIMARY)	15	\$257,137	ACQUIRE SNOW REMOVAL EQUIPMENT
SHERIDAN; SHERIDAN COUNTY (PRIMARY)	20	\$1,787,044	REHABILITATE A PORTION OF RUNWAY 5/23 IMPROVE RUNWAY 5 SAFETY AREA; REHABILITATE TAXIWAY "A" AND "A4"
WORLAND; WORLAND MUNICIPAL (COMMERCIAL SERVICE)	10	\$55,800	CONDUCT ENVIRONMENTAL ASSESSMENT
TOTAL: WYOMING		\$14,729,431	
TOTAL NUMER OF NEW GRANTS:		1,150	
TOTAL VALUE OF NEW GRANTS:		\$1,872,677,035	

