



**Federal Aviation
Administration**



Airport Improvement Program Fiscal Year 2008

**Report to Congress
25th Annual Report
of Accomplishments**



Cover Photographs

Top

Paulding County Regional Airport
Dallas, GA

Bottom

Snohomish County - Paine Field
Everett, WA



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

April 7, 2010

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

Dear Madam Speaker:

I am pleased to send you the enclosed report to Congress, 25th Annual Report of Accomplishments under the Airport Improvement Program for Fiscal Year (FY) 2008.

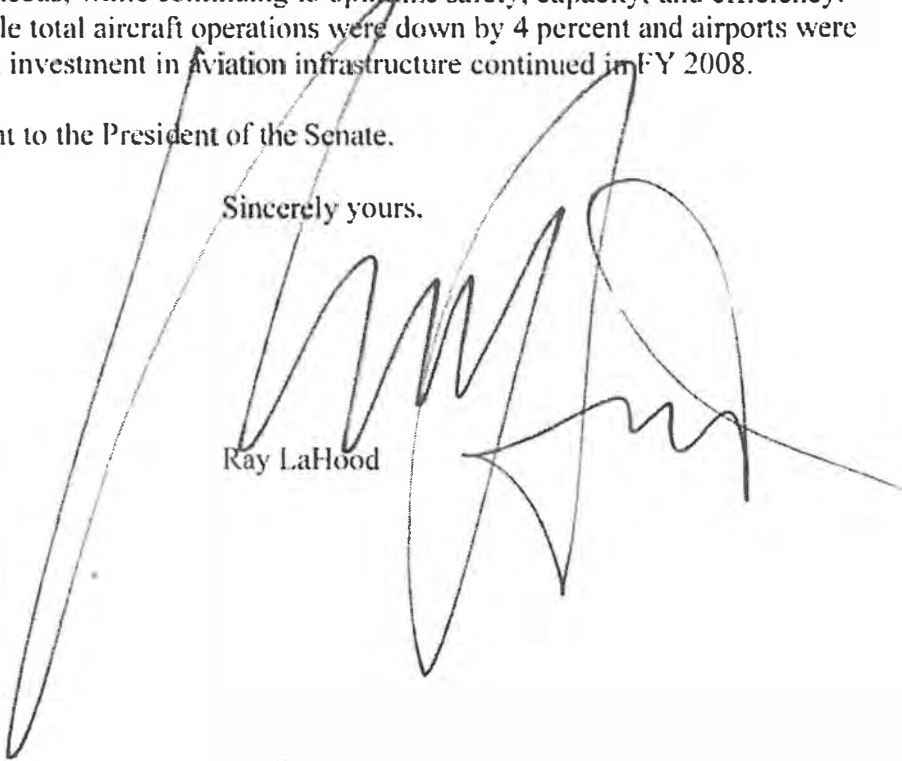
As required by section 47131, Title 49, United States Code, this report contains comprehensive information on the Airport Improvement Program and Airport Land Use Compliance Program. The narrative sections, figures, and tables highlight the accomplishments of both programs and provide additional information on the Passenger Facility Charge Program.

The purpose of the Airport Improvement Program is to assist in airport development to meet our current and future aviation needs, while continuing to optimize safety, capacity, and efficiency. This report reflects that while total aircraft operations were down by 4 percent and airports were taking steps to reduce costs, investment in aviation infrastructure continued in FY 2008.

A similar letter has been sent to the President of the Senate.

Sincerely yours,

Ray LaHood

A large, stylized handwritten signature in black ink is written over the typed name 'Ray LaHood'. The signature is highly cursive and loops around the text.

Enclosure



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

April 7, 2010

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

Dear Mr. President:

I am pleased to send you the enclosed report to Congress, 25th Annual Report of Accomplishments under the Airport Improvement Program for Fiscal Year (FY) 2008.

As required by section 47131, Title 49, United States Code, this report contains comprehensive information on the Airport Improvement Program and Airport Land Use Compliance Program. The narrative sections, figures, and tables highlight the accomplishments of both programs and provide additional information on the Passenger Facility Charge Program.

The purpose of the Airport Improvement Program is to assist in airport development to meet our current and future aviation needs, while continuing to optimize safety, capacity, and efficiency. This report reflects that while total aircraft operations were down by 4 percent and airports were taking steps to reduce costs, investment in aviation infrastructure continued in FY 2008.

A similar letter has been sent to the Speaker of the Ho Representatives.

Sincerely

Ray LaHood

A large, stylized handwritten signature in black ink, which appears to be 'Ray LaHood', is written over the typed name and extends upwards into the 'Sincerely' line.

Enclosure

Table of Contents

Executive Summary	1
Chapter 1: Program Overview	9
1.1 U.S. Airport System	9
1.2 Airport Categories.....	10
1.3 Collection of Passenger Boarding and Cargo Data.....	12
1.4 Program History and Statistics.....	13
1.5 AIP Administration.....	13
1.5.1 Grant Management Automation System Upgrades.....	14
1.5.2 Competition Plans.....	14
Chapter 2: FY 2008 Summary of Financial Assistance	17
Chapter 3: Annual AIP Funding.....	21
3.1 Distribution of Apportioned Funds.....	24
3.1.1 Primary Airports.....	24
3.1.2 AIP Apportionment Reductions Due to PFC Revenue.....	24
3.1.3 Cargo Service Airport Funding	25
3.1.4 State/Insular Areas.....	25
3.1.5 Alaska Supplemental Funds.....	26
3.2 Distribution of Discretionary Funds	26
3.3 Protected Entitlement Funds (Formerly “Carryover” Funds).....	29
3.4 Federal Share of AIP Projects.....	30
Chapter 4: Airports Capital Improvement Plan (ACIP).....	31
4.1 ACIP Development Process.....	31
4.2 Benefit-Cost Analysis	34
Chapter 5: State Block Grant Program	39
Chapter 6: Military Airport Program (MAP)	41
Chapter 7: Letter of Intent (LOI) Program.....	45
Chapter 8: Major Capacity, Safety, Security, and Noise Project Grants	47
Chapter 9: Environmental Responsibilities	55
9.1 Streamlining the Environmental Review Process.....	56
9.2 Changes to FAA Environmental Guidance and Policies	57
9.3 High-Priority Transportation Projects.....	59
Chapter 10: Noise and Air Quality Programs	61

10.1 Noise Compatibility	61
10.2 Voluntary Airport Low Emission Program.....	62
Chapter 11: Disadvantaged Business Enterprise and Civil Rights Requirements	65
Chapter 12: Passenger Facility Charge Program.....	67
Chapter 13: Pilot Programs and Special Funding.....	69
13.1 Airport Privatization Pilot Program	69
13.2 Innovative Financing Techniques Program	69
13.3 Safety Management Systems (SMS)	70
13.4 Localizer Performance with Vertical Guidance (LPV) Surveys.....	70
13.5 Airport Cooperative Research Program (ACRP).....	71
Chapter 14: Land Use Compliance	73
Chapter 15: Performance Measurement.....	75
15.1 Increased Safety	76
15.2 Greater Capacity	78
15.3 International Leadership	79
15.4 Organizational Excellence	81
Appendix A: Glossary and Acronym List	A-1
Appendix B: Program History	B-1
Appendix C: Grant Funding Authorizations, Obligation Limitations, and Obligations.....	C-1
Appendix D: Total AIP Grant Funds Awarded by Development and Funding Types.....	D-1
Appendix E: Comparisons of AIP to PFC.....	E-1
Appendix F: Letter of Intent Payments for FY 2008	F-1
Appendix G: Letter of Intent Commitments by Fiscal Year.....	G-1
Appendix H: Land Use Compliance Report for FY 2008.....	H-1
Appendix I: FY 2008 AIP Grants Awarded and Grant Amounts by Airport Type and State	I-1
Appendix J: AIP Grants Awarded in FY 2008 by State.....	J-1

List of Tables and Figures

Tables

Table 1: AIP Funding Distribution Summary for FY 2008	4
Table 2: Distribution of Activity by Airport Type (CY 2006)	12
Table 2: Distribution of Activity by Airport Type (CY 2006)	12
Table 3: AIP Funding Distribution Summary for FY 2008	18
Table 5: State Block Grant Totals for FY 2008	40
Table 6: MAP Selected Locations and Funds Awarded in FY 2008	43

Figures

Figure 1: Yearly AIP Authorizations and Amounts Available for AIP	23
Figure 2: Airports Capital Improvement Plan (ACIP) Process	33

This page intentionally left blank

Executive Summary

Major Fiscal Year 2008 Accomplishments

This 25th Annual Report of Accomplishments under the Airport Improvement Program for Fiscal Year (FY) 2008 is submitted to Congress in accordance with Section 47131 for Title 49 of the United States Code (U.S.C). This report covers activities carried out under this subchapter as requested by Congress for the fiscal year ending September 30, 2008. It provides a listing of airport development completed, each project undertaken, and how appropriated funds were allocated. This report also contains details on airports that are not in compliance with grant assurances or other requirements with respect to airport lands and includes the circumstances of such noncompliance, the timing for corrective action, and the corrective action necessary to bring the airport sponsor into compliance. In addition, this report contains information on the Passenger Facility Charge (PFC) Program.

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

For additional information on the outcomes based on AIP funding, see Chapter 15: Performance Measurement, which discusses FAA's Office of Airports Business Plan. Performance measurement has taken on a major role in FAA activities, including the AIP, due to the Government Performance Results Act (GPRA) of 1993. The GPRA requires Federal agencies to set targets for achievement expressed in measurable terms. The GPRA measurement focuses on broad outcomes like greater safety, increased capacity, international leadership, and organizational excellence. The goals and measurements are tracked through strategic plans, business plans, annual performance plans, and program performance reports at the FAA.¹ The AIP requires an analysis of the net benefits of the activities and financial review of the program funds. While we reference these net benefits in our discussion in Chapter 4.2, we intend to report in more detail about these net benefits in future reports.

In FY 2008, AIP funds helped achieve several notable accomplishments for safety, security, capacity, preservation of existing capacity, and environmental mitigation. Specifically, FAA's Office of Airports:

- Issued approximately 2,400 grants to public-use airports throughout the country totaling more than \$3.47 billion. These grants funded a variety of airport system improvements to benefit the traveling public, aviation system users, and neighboring communities.

¹ See FAA's Flight Plan, individual division business plans, and the FAA FY 2008 Performance and Accountability Report available online at http://www.faa.gov/about/plans_reports.

- Issued approximately \$203.7 million in AIP funds for runway safety area (RSA) improvements and continued to support airports to physically complete construction improvements on 42 RSAs. FAA exceeded its goal to complete 39 RSAs.
- Emphasized efforts to reduce runway incursions caused by Vehicle/Pedestrian Deviations which required implementation of approved Runway Safety Action Team (RSAT) recommendations. Issued \$28.8 million in AIP funds to support RSAT recommendations.
- Exceeded its goal to maintain at least 93 percent of all National Plan of Integrated Airport Systems (NPIAS) and commercial service airport runways in excellent, good, or fair condition.
- Remained on target to surpass the long-term FY 2010 goal to bring 20 substandard Alaskan airports up to FAA lighting standards for 24-hour access by essential medical emergency aircraft. In FY 2008, FAA issued \$20.6 million in AIP funds to 3 Alaskan airports, bringing the total number of airports of upgraded Alaskan airports to 17.
- Issued \$35.7 million in AIP funds to increase the Annual Service Volume (ASV) of the 35 airports identified in the Operational Evolution Partnership by at least 1 percent annually (measured as a 5-year moving average through FY 2012). These funds helped Chicago O’Hare International Airport as part of the Modernization Program to extend a runway and Los Angeles International Airport relocate a runway, resulting in a 1.06 percent increase in the ASV.
- Issued \$285.6 million in AIP funds to benefit an estimated 20,960 residents and students for noise compatibility projects, including residential and school noise mitigation and noise compatibility towards meeting our goal of providing relief to 20,000 persons (per year on average over a 5-year period).
- Issued \$4 million in AIP funds for 8 Wide Area Augmentation System (WAAS) surveys in Alaska and 85 surveys within the Continental United States under State system plans, master plans, and individual airport grants. In FY 2008, out of 93 runway ends surveyed, 65 were performed at general aviation airports, 14 at commercial service airports, and 14 at reliever airports. Since FY 2007, FAA’s Office of Airports has surveyed a total of 191 runway ends.
- Awarded eight AIP grants for Voluntary Airport Low Emission (VALE) projects totaling \$9 million. Since FY 2005, the FAA has supported 20 VALE projects at 9 airports. The total investment in airport low-emission technology has been \$20 million, including required airport matching funds.
- Based on next steps identified in the *Capacity Needs in the National Airspace System (2008-2025): An Analysis of Airports and Metropolitan Area Demand and Operational Capacity in the Future (FACT 2)* report² the FACT team worked with airports and local communities to develop toolboxes and completed toolboxes in FY 2008 for 9 airports.

² See <http://www.faa.gov/airports/resources/publications/reports/#capacity>.

Airport Improvement Program (AIP) History

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

The Vision 100—Century of Aviation Reauthorization Act (Vision 100), Public Law (P.L.) 108-176, authorized obligation authority for AIP for fiscal years 2004 through 2008. For FY 2008, Congress authorized a total of \$3.675 billion in contract authority for AIP through a series of short-term authorization extensions. However, the FY 2008 appropriation provided an obligation limitation of \$3.515 billion. The AIP funding provided \$119.3 million for FAA’s Office of Airports’ administrative expenses, the Small Community Air Service Development Program, Airport Cooperative Research Program and the Airport Technology Research. The AIP net funding amount available for new AIP grants totaled \$3.395 billion.³

FAA also recovers funds from prior-year projects in which the final costs were less than expected. The recovered funds were used to cover funding required for other grants with cost overruns. Consequently, in FY 2008, gross AIP obligations (for 2,457 new grants and 777 grant amendments) amounted to \$3.5 billion, of which \$54 million was for increases in existing grant agreements. The gross obligation amount also included \$246.4 million for the State Block Grant Program.

In FY 2008, FAA issued 2,457 new grants. As detailed in Table 1, just over 9 percent of these grants, and 28.3 percent of the corresponding funding, financed projects at large U.S. airports. Approximately 88 percent of the grants, representing almost 69 percent of the funding, financed projects at small U.S. airports.⁴ FAA awarded the remaining 2.7 percent of AIP grants, and 2.9 percent of the funding, to State and local planning agencies to help plan development and improvements to the U.S. aviation system.

Statutory provisions require that AIP funds be apportioned by formula each year to specific airport sponsors, types of airports, or States. These funds are more commonly referred to as “entitlement funds.” The largest portion of entitlement funds is available to primary airports (airports with more than 10,000 annual passenger enplanements (boardings), of which there were 383 in 2008). Based on statutory requirements, FY 2008 entitlement funds available to primary airports totaled \$839.7 million.

³ This amount is the total AIP amount authorized by legislation less administrative expenses, Airport Cooperative Research Program, and Airport Technology Research expenses (see Table 4 for a breakdown of these expenses, and Chapter 13 and 15 for further details).

⁴ General aviation (nonreliever only) airports received 50.7 percent of all grants, representing 16.7 of funding. Nonprimary commercial service airports received 3 percent of all grants, representing 2.4 percent of funding.

Table 1: AIP Funding Distribution Summary for FY 2008⁵

Funding Category	Number of Grants Awarded	Percent of Total Grants	Obligated Amounts (millions)⁶	Percent of Total Obligated Amounts
Large Airports				
Primary Large Hub Airports	112	4.6 %	606.2	17.5 %
Primary Medium Hub Airports	112	4.6 %	376.7	10.9 %
Large Airports Subtotal	224	9.1 %	\$ 982.9	28.3 %
Small Airports				
Primary Small Hub Airports	190	7.7 %	589.4	17.0 %
Primary Nonhub Airports	393	16.0 %	653.6	18.8 %
Nonprimary Commercial Service Airports	75	3.1 %	84.3	2.4 %
Reliever Airports	208	8.5 %	202.7	5.8 %
Other General Aviation Airports	1,246	50.7 %	580.3	16.7 %
State Block Grant Program	42	1.7 %	246.4	7.1 %
State Sponsored: Various Locations	13	0.5 %	30.1	0.9 %
Small Airports Subtotal	2,167	88.2 %	\$ 2,386.8	68.8 %
Airport System Planning				
Planning Agencies and Other	29	1.2 %	84.1	2.4 %
State Sponsored: Other Locations	37	1.5 %	17.4	0.5 %
System Planning Subtotal	66	2.7 %	\$ 101.4	2.9 %
Total	2,457	100.0 %	\$ 3,471.2	100.0 %

Remaining AIP funds are referred to as “discretionary funds.” FAA approves discretionary funds for use on specific projects after consideration of project priority and other selection criteria. In FY 2008, FAA awarded a total of \$1.27 billion of new AIP discretionary funds. FAA also awarded discretionary projects another \$634.8 million in converted carryover funds (entitlement funds the sponsor does not intend to use in the current fiscal year or that have expired and been converted to discretionary funds per the authorizing statute).

Discretionary funds are limited and consequently FAA directs them to high priority project needs. In allocating AIP discretionary funds, FAA selects projects that best advance statutory goals and objectives with respect to the enhancement of the national airport system. Investment decisions are made using structured selection criteria that include a variety of factors that help identify critical annual development needs within associated AIP funding levels. The factors are weighted more heavily in favor of the type of project than the type of airport. The authorizing statute directs FAA to allocate certain discretionary funding to specific airport types and “set-aside” categories such as noise,

⁵ Subtotals and totals may not add up exactly due to rounding.

⁶ Amounts include both entitlement and discretionary funds.

reliever and the Military Airport Program (MAP). However, FAA has some discretion in funding specific projects within these discretionary funding “set-aside” categories.

Entitlement funds not used during the current fiscal year are redistributed to other airport sponsors as discretionary funds and become “protected entitlement” (formerly “carryover”) funding in the next fiscal year. The original airport sponsor’s access to these funds carries over into the next fiscal year and must be funded out of that fiscal year’s AIP budget. In FY 2008, over \$467.9 million in AIP funds represented entitlement funds carried over from FY 2007—just over 13 percent of the total FY 2008 funds.

The authorizing statute (Title 49 U.S.C. Chapter 471) also requires FAA to set aside a certain portion of AIP funds for projects relating to capacity, safety, security, and noise (C/S/S/N). Such projects include the construction and improvement of runways, taxiways, and air carrier aprons at many capacity-constrained airports. In FY 2008, the set-aside amount for C/S/S/N projects was formulated to be a minimum of \$355.7 million, or 10.5 percent of the annual AIP.

Typically, final annual AIP allocations result in more funding being provided to C/S/S/N projects than was planned at the beginning of the year. The extra funds for these projects come from funds remaining and recovered from prior year projects, and from unused current year entitlement funds converted to discretionary funds. Accordingly, in FY 2008, FAA awarded AIP grants totaling \$621.8 million in discretionary funds for C/S/S/N projects.

FAA is authorized to issue a letter of intent (LOI) to an airport sponsor to indicate Federal approval of a proposed project. The LOI indicates Federal intent to fund the project in subsequent years (subject to the future availability of AIP funds). In FY 2008, LOI payments totaled \$239.5 million in discretionary funds and \$73 million in airport sponsor entitlements. Four new LOIs were approved for Denver International Airport, Denver, CO; Eastern Iowa Airport, Cedar Rapids, IA; Baton Rouge Metropolitan, Ryan Field Airport, Baton Rouge, LA; and St. George Municipal Airport, St. George, UT. Four LOIs were closed out during the fiscal year at Norman Y. Mineta San Jose International Airport, San Jose, CA; Southwest Florida International, Fort Myers, FL; Orlando International Airport, Orlando, FL; and Detroit Metropolitan Wayne County Airport, Detroit, MI. At the end of FY 2008, there were 31 open⁷ LOIs with payment schedules totaling almost \$1.2 billion and extending from FY 2009 through FY 2020.

FAA regulates and approves the collection of PFCs from passengers at commercial airports controlled by public agencies⁸ to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition. Collections

⁷ Two airport locations had more than one LOI open in FY 2009.

⁸ PFCs also may be charged by airports privatized under the airport privatization pilot program under 49 U.S.C. 47134 (g).

of PFCs complement AIP funding as there is broader eligibility under the PFC Program for certain noise and terminal projects than under AIP. In calendar year (CY) 2008, public agencies collected PFCs totaling \$2.66 billion.

In FY 2008, FAA approved or partially approved 97 applications for PFC collections, totaling \$1.8 billion for 91 locations, of which 5 were the following new locations: Bullhead City, AZ (Laughlin/Bullhead International Airport); Phoenix, AZ (Phoenix – Mesa Gateway Airport); Manistee, MI (Manistee County – Blacker Airport); Dallas, TX (Dallas Love Field); Wichita Falls, TX (Sheppard Air Force Base/Wichita Falls Municipal Airport). As of September 30, 2008, there were 340 airports collecting PFCs. Since the program's inception in 1991, FAA has authorized PFC collections totaling approximately \$63 billion.

In FY 2008, Chicago O'Hare International Airport continued its Modernization Program to extend a runway and Los Angeles International Airport relocated an additional runway to increase its ASV.

To further support capacity enhancements, FAA also distributed AIP funds for a study on the San Francisco metropolitan area to examine regional capacity issues. Although this study is being completed over several fiscal years, the sponsors met their respective performance targets and deliverables during FY 2008. Additionally, regional studies were completed in FY 2008 for the Los Angeles and San Diego Metropolitan areas.

Congress authorized the Secretary of Transportation to designate and fund, as part of the MAP, capital development projects at up to 15 eligible airports. These funds are intended to aid in the conversion of military facilities to civilian use or to upgrade civilian joint-use facilities. In FY 2008 of the 15 slots authorized, 8 were filled by airports carried forward from the previous year and 7 slots were available to be filled in FY 2008. FAA received a total of 14 applications for these 7 available slots and filled all of them. During FY 2008, FAA awarded MAP airport sponsors \$103.5 million in AIP funds (including discretionary and entitlement funds).

Throughout FY 2008, FAA continued to pursue performance goals intended to enhance the administration of AIP and to ensure the best use of Federal funds. For example, the agency continued to close older and inactive grants so AIP funds are not idle and projects are completed in a timely manner. Such initiatives ensure AIP funds are directed to projects that achieve the agency's safety, security, and capacity goals and are cost beneficial.

Safety is a main performance goal for FAA's Office of Airports and was supported through several existing and new initiatives in FY 2008. FAA has an important long-term goal to improve 100 percent of RSA⁹ at Title 14 Code of Federal Regulations

⁹ A runway safety area is a defined area comprising runway and the surrounding surfaces that is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from a runway (see 14 CFR 139.5, Definitions).

(CFR), Part 139 (14 CFR Part 139), certificated airports to meet, to the extent practicable, standards by 2015. In FY 2008, FAA continued to make progress on improving RSAs and granted approximately \$203.7 million in AIP funds for RSA improvements. The majority of the FY 2008 funds are directed to improvements that will be completed in future years. However, grant funds issued in prior fiscal years allowed airport sponsors to physically complete construction improvements on 42 RSAs in FY 2008, thereby exceeding the FY 2008 goal to complete improvements on at least 39 RSAs.

In FY 2008, FAA initiated a pilot study to help implement Safety Management Systems (SMS) at 22 certificated airports to gain experience on SMS implementation. Participants in the pilot program reviewed existing safety standards to determine if they met the intent of SMS requirements; if so, they then developed an SMS implementation plan. In FY 2008, of the 22 participating airports, 20 received AIP grants to evaluate their current safety system against SMS requirements.

In FY 2008, \$4 million of AIP funds were allocated for 8 Wide Area Augmentation System (WAAS) surveys in Alaska and 85 surveys within the Continental United States under State system plans, master plans, and individual airport grants. In FY 2008, out of the total 93 runway ends surveyed, 65 were performed at general aviation airports, 14 at commercial service airports, and 14 at reliever airports. Since FY 2007, FAA's Office of Airports has surveyed a total of 191 runway ends. WAAS offers an opportunity for airports to gain Instrument Landing System (ILS) approach capability without the purchase or installation of any ground-based navigation equipment at the airport.

FAA's Office of Airports continued to use AIP funds to increase safety and access to rural airports in Alaska. To achieve these goals in FY 2008, FAA issued \$20.6 million in AIP funds to 3 locations. These funds kept FAA on target to meet the long-term FY 2010 goal of bringing 20 substandard Alaskan airports up to FAA lighting standards for 24-hour access by essential medical emergency aircraft. By FY 2008, the total number of airports that were funded to meet this target was 17. An additional 10 airports have been identified as potential candidates for remote access projects in Alaska.

In administering AIP, FAA must ensure opportunities for participation by disadvantaged business enterprises (DBEs) in AIP-funded projects and airport concessions. During FY 2008, DBEs received 11.1 percent of contract dollars awarded under AIP. The DBE concessionaires for FY 2007 (the latest year of data available) produced 23.3 percent of the total gross receipts generated by all non-rental concessions at primary airport locations.

Finally, throughout FY 2008 and in accordance with 49 U.S.C. 47131, FAA monitored airport sponsors' compliance with Federal grant assurances and other Federal land use requirements with respect to airport land. Through the Airport Land Use Compliance Program, FAA worked with airport sponsors to resolve violations of land use requirements. At the end of FY 2008, there were 39 airport sponsors undertaking corrective action and 5 airport sponsors found in noncompliance. FAA also worked with

another 21 airport sponsors during the fiscal year and brought them into compliance with their grant assurances.

Chapter 1: Program Overview

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

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

Vision 100 authorized funding for AIP for FY 2004 through FY 2008. For FY 2008, P.L. 110-253 provided \$3.675 billion in contract authority for AIP. The FY 2008 obligation limitation of grant funds after nongrant considerations, such as program administration, provided \$3.395 billion in available funds for AIP obligations.

1.1 U.S. Airport System

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

Section 47103 of Title 49 U.S.C. requires the Secretary of Transportation to maintain a plan for the development of public-use airports in the United States and to report this plan to Congress every 2 years. The NPIAS lists development considered necessary to provide a safe, secure, efficient, and integrated airport system that meets the needs of civil aviation.¹⁰

FAA, in concert with State aviation agencies and local planning organizations, identifies airports for inclusion in the NPIAS that are significant to the national air transportation. The NPIAS identifies, for Congress and the public, the airports included in the national system, the role they serve, and the airport development and associated AIP-eligible costs required over the following 5 years. Airport development costs included in the NPIAS are eligible for financing with AIP funds, PFC revenue (if the airport participates in the PFC Program), or other local sources of revenue. An airport must be included in the NPIAS to be eligible to receive a grant under the AIP. However, costs included in the

¹⁰ The NPIAS, 2008-2011, is available online at <http://www.faa.gov/airports/>.

NPIAS far exceed AIP resources. PFCs and other local revenue sources finance between 75 and 80 percent of overall airport capital development.

FAA's capital planning process (described in Chapter 4: Airports Capital Improvement Plan) starts with projects identified in the NPIAS. For FY 2008, FAA has designated 3,356 U.S. airports as important to national transportation and, therefore, eligible to receive grants under AIP.

1.2 Airport Categories

The NPIAS includes all commercial service, reliever (general aviation airports in metropolitan areas that "relieve" demand for nearby primary airports), and select general aviation airports. The word "airport," as used in the five categories of airports defined below, includes landing areas developed for conventional fixed-wing aircraft, helicopters, and seaplanes. The commercial service airport categories are determined by the number of passenger boardings per year. For FY 2008, AIP apportionments were calculated using CY 2006 passenger and all-cargo data. Except where otherwise stated, the word "airport" in this report refers only to airports included in the NPIAS.

Commercial Service Airports

Commercial service airports are defined as public airports receiving scheduled passenger service and having 2,500 or more enplaned passengers (also referred to as boardings) per year. There were 522 commercial service airports in CY 2006. Of these, 383 had more than 10,000 annual passenger enplanements and were classified as primary airports. In FY 2008, 383 primary airports received an annual apportionment of at least \$1 million each in AIP funds with the exact amount determined by the number of annual enplaned passengers.¹¹

Primary airports are grouped into the following four categories:

- **Large Hub**

Large hub airports are defined as airports that each account for at least 1 percent of total U.S. passenger enplanements (the term "hub" is used by FAA to categorize busy commercial service airports). At these airports, some passenger enplanements originate in the local community, and some consist of connecting passengers transferring from one flight to another. Several large hub airports have little passenger transfer activity, while transfers account for more than half of the traffic at others. In CY 2006, the 30 large hub airports accounted for approximately 69 percent of all passenger enplanements (511,136,492 enplanements). Large hub airports tend to concentrate on airline passenger and freight operations and have small amounts of general aviation activity (see Table 2: Distribution of Activity by Airport Type).

¹¹ If Congress appropriates AIP funding levels below \$3.2 billion, the primary airport annual minimum apportionment is reduced to \$650,000.

- **Medium Hub**

Medium hub airports are defined as airports that individually account for 0.25 percent but less than 1 percent of the total U.S. passenger enplanements. In CY 2006, there were 37 medium hub airports. Together, they accounted for 20 percent of all enplanements (145,807,186 enplanements). Medium hub airports typically have sufficient capacity to accommodate air carrier and a substantial amount of general aviation activity.

- **Small Hub**

Small hub airports are defined as airports that account for 0.05 percent but less than 0.25 percent of the total U.S. passenger enplanements. In CY 2006, there were 72 small hub airports that accounted for 8 percent of all enplanements (59,154,317 enplanements). These airports are generally uncongested and do not have significant air traffic delays, and are able to accommodate a great deal of general aviation activity.

- **Nonhub Primary**

Nonhub primary airports are defined as airports that account for less than 0.05 percent of all U.S. commercial passenger enplanements but have at least 10,000 annual enplanements. In CY 2006, 244 nonhub primary airports accounted for 3 percent of all enplanements (21,549,284 enplanements). While these airports have small amounts of commercial activity, general aviation aircraft accounts for the majority of activity.

Nonprimary Commercial Service

Commercial service airports that have from 2,500 to 9,999 annual passenger enplanements are categorized as nonprimary commercial service airports. In CY 2006, there were 139 of these airports, and they accounted for 0.1 percent of all enplanements (716,818 enplanements). In most locations, general aviation accounts for the majority of activity at these airports.

Reliever Airports

Due to different operating requirements between small general aviation aircraft and large commercial aircraft, general aviation pilots often find it difficult to use congested large and medium hub airports.¹² In recognition of this, FAA has encouraged the development of high-capacity general aviation airports in major metropolitan areas. These specialized airports, called relievers, provide pilots with attractive alternatives to using congested hub airports. They also provide general aviation access to the surrounding area. Reliever airports must have at least 100 based aircraft or 25,000 annual itinerant operations. In CY 2006, there were 270 reliever airports. All airports that are designated as relievers by FAA are included in the NPIAS.

¹² Large commercial aircraft typically operate at much greater speeds than small general aviation aircraft. Such operational differences complicate aircraft operations when both types of aircraft use the same runways during periods of high commercial aircraft activity.

General Aviation Airports

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

In CY 2006, there were 2,564 general aviation airports. These airports tend to be distributed on a one-per-county basis in rural areas and are often located near the county seat. With an average of 35-based aircraft, they are home to approximately 41 percent of the U.S. general aviation fleet.

Table 2: Distribution of Activity by Airport Type (CY 2006)

Number of Airports	Airport Type	Percentage of All Passenger Enplanements
30	Large Hub Primary	68.7
37	Medium Hub Primary	20.0
72	Small Hub Primary	8.1
244	Nonhub Primary	3.1
139	Nonprimary Commercial Service	0.1
270	Relievers	0.0
2,564	General Aviation	0.0
3,356	Existing NPIAS Airports	99.9
16,459	Low-Activity Landing Areas ¹³ (Non-NPIAS)	0.1

1.3 Collection of Passenger Boarding and Cargo Data

Each year, FAA's Office of Airports publishes a report titled *Enplanement and All Cargo Activity*.¹⁴ This report contains annual passenger boardings and revenue cargo data by all-cargo aircraft. The data in the report are obtained from the Air Carrier Activity Information System (ACAIS) and are subsequently used to determine formula distributions of annual AIP funds. As noted above in Section 1.2, FY 2008 AIP apportionments were calculated using CY 2006 passenger and all-cargo data.

¹³ Low activity landing areas typically represent small privately owned general aviation airports that are not considered by FAA to have a measurable impact on the overall national aviation system.

¹⁴ Federal Aviation Administration passenger boardings and all-cargo statistics are available online at <http://www.faa.gov/airports/>.

Passenger boarding data are derived from information provided to the DOT by air carriers, including U.S. scheduled and nonscheduled large certificated air carriers, U.S. commuter and small certificated air carriers, and foreign flag air carriers. In addition, FAA conducts an annual survey of air taxi/commercial operators who voluntarily report their nonscheduled activity. For purposes of calculating AIP apportionments to airport sponsors, passenger boardings also include those passengers on board international flights that stop at airports located in the 50 States for nontraffic purposes (typically refueling stops).

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

1.4 Program History and Statistics

Cumulative performance data of AIP for FY 1982 through FY 2008 are provided in the report's appendices. Appendix B provides a detailed history of AIP and the legislative changes that have affected the program since its inception in 1982. In addition, Appendix C provides yearly totals for AIP grant funding authorizations, obligation limitations, and obligations since 1982. Detailed footnotes are provided to indicate changes in legislation or special conditions that affected authorized amounts. Appendix D shows, in table and chart form, the overall AIP totals to date for apportioned and discretionary funds and their sum by development/planning type and funding type.

1.5 AIP Administration

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

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

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

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

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

1.5.1 Grant Management Automation System Upgrades

The System of Airports Reporting (SOAR) is the grant management system that aids the FAA in administering the airport development grant and PFC programs. SOAR provides FAA staff a consistent platform with which to maintain common data elements that were once maintained in three separate databases—the Air Carrier Activity Information System (ACAIS), NPIAS–ACIP, and AIP. SOAR assists FAA in identifying needed airport infrastructure development for the ACIP, as well as serving as an AIP grants management and tracking tool. In FY 2008, there were no major modifications implemented in SOAR.

1.5.2 Competition Plans

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

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

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

In FY 2008, FAA approved 4 competition plans for Norman Y. Mineta San Jose International Airport, Philadelphia International Airport, Minneapolis St. Paul International Airport, and Las Vegas McCarran International Airport.

Vision 100, P.L. 108-176, added a grant assurance requiring each medium and large hub airport to file a competitive access report (on February 1 and August 1 of each year) if the airport was unable to accommodate an airline’s request for access during the previous 6-month period to begin or expand service at the airport. No competitive access reports were filed with FAA during FY 2008.

This page intentionally left blank.

Chapter 2: FY 2008 Summary of Financial Assistance

The Airport and Airway Trust Fund (Trust Fund), established by the Airport and Airway Revenue Act of 1970 (the Act), provides the revenues used to fund AIP projects, primarily from passenger ticket taxes and aviation fuel taxes. The Act, as amended, authorizes the use of monies from the Trust Fund to make grants under AIP on a fiscal year basis. Funds authorized but remaining after a fiscal year due to appropriations limitations carry forward to future fiscal years unless Congress takes specific action to limit such amounts. During the annual appropriations process, Congress may also limit the funding that may be obligated for grants to an amount that differs from the annual authorization.¹⁵

This chapter summarizes the FY 2008 AIP financial commitments and discusses significant accomplishments relating to the administration of AIP. For more information on each AIP grant FAA awarded in FY 2008, please refer to Appendix I: FY 2008 AIP Grants Awarded and Grant Amounts by Airport Type and State, and Appendix J: AIP Grants Awarded in FY 2008 by State. Appendix I lists obligation amounts for grants and amendments, excluding recoveries, and only FY 2008 grants with obligations are shown. Appendix J provides information on all AIP grants awarded in FY 2008, including the airport sponsor or entity to which the grant was awarded, the grant amount, and a brief description of the project funded.

In FY 2008, Congress provided \$3.4 billion in available funds for new grants.¹⁶ FAA also recovered funds from prior year grants in which the final costs were less than expected (totaling \$140 million in FY 2008). These recovered funds were re-obligated to new projects and to increase the Federal amount to accommodate cost overruns in prior year grants. Consequently, in FY 2008, gross AIP obligations (for 2,457 new grants and 777 grant amendments) amounted to \$3.5 billion, of which \$54 million was for increases in prior year grant agreements, known as “upward adjustments” or “amendments.”¹⁷

¹⁵ For more information on the AIP funding and grant process, see FAA Order 5100.38C, Airport Improvement Program Handbook. This order is available online at <http://www.faa.gov/airports/>.

¹⁶ This amount is the total AIP amount authorized by legislation less administrative expenses, Airport Cooperative Research Program and Airport Technology Research expenses (see Table 4 for a breakdown of these expenses, Chapter 13 and 15 for further details), and a contribution to the Small Community Air Service Development Program (a program managed by DOT to expand air service into small communities, per Section 41743 of Title 49 U.S.C.).

¹⁷ See Appendix A: Glossary and Acronym List for more definitions of terms specific to AIP.

In brief, just over 9 percent of the grants awarded and 28.3 percent of the corresponding funding financed projects at large and medium hub airports, leaving over 88 percent of the grants and 69 percent of the funding to support projects at small airports. FAA awarded the remaining 2.7 percent of the grants and 2.9 percent of funding to State and local planning agencies to help them better plan development and improvements to the U.S. aviation system. Table 3 details the distribution of FY 2008 grants by airport funding categories.

Table 3: AIP Funding Distribution Summary for FY 2008¹⁸

Funding Category	Number of Grants Awarded	Percent of Total Grants	Obligated Amounts (Millions)¹⁹	Percent of Total Obligated Amounts
Large Airports				
Primary Large Hub Airports	112	4.6 %	606.2	17.5 %
Primary Medium Hub Airports	112	4.6 %	376.7	10.9 %
Large Airports Subtotal:	224	9.1 %	\$ 982.9	28.3 %
Small Airports				
Primary Small Hub Airports	190	7.7 %	589.4	17.0 %
Primary Nonhub Airports	393	16.0 %	653.6	18.8 %
Nonprimary Commercial Service Airports	75	3.1 %	84.3	2.4 %
Reliever Airports	208	8.5 %	202.7	5.8 %
Other General Aviation Airports	1,246	50.7 %	580.3	16.7 %
State Block Grant Program	42	1.7 %	246.4	7.1 %
State Sponsored: Various Locations	13	0.5 %	30.1	0.9 %
Small Airports Subtotal:	2,167	88.2 %	\$ 2,386.8	68.8 %
Airport System Planning				
Planning Agencies and Other	29	1.2 %	84.1	2.4 %
State Sponsored: Other Locations	37	1.5 %	17.4	0.5 %
System Planning Subtotal:	66	2.7 %	\$ 101.4	2.9 %
Total:	2,457	100.0 %	\$3,471.2	100.0 %

As in previous fiscal years, the largest portion of AIP grants issued by FAA funded reconstruction, rehabilitation, and standards projects. In FY 2008, FAA directed 65 percent of AIP funds, totaling \$2.25 billion, to such projects. These projects included the construction and repair of runways, taxiways, and other airfield facilities and the purchase of certain equipment to ensure compliance with FAA standards and regulations.

Such projects were critical to FAA achieving many of its performance goals related to safety, noise, and greater capacity (see Chapter 15: Performance Measurement, for a

¹⁸ Subtotals and totals may not add up exactly due to rounding.

¹⁹ Amounts include both entitlement and discretionary funds.

detailed explanation of FAA performance goals tied to AIP). FAA has an important long-term goal to improve 100 percent of RSA²⁰ at Title 14 Code of Federal Regulations (CFR), Part 139 (14 CFR Part 139), certificated airports to meet, to the extent practicable, standards by FY 2015. In FY 2008, FAA continued to make progress on improving RSAs and granted approximately \$203.7 million in AIP funds for RSA improvements. The majority of the FY 2008 funds are directed to improvements that will be completed in future years. However, grant funds issued in prior fiscal years allowed airport sponsors to physically complete construction improvements on 42 RSAs in FY 2008, thereby exceeding the FY 2008 goal to complete improvements on at least 39 RSAs.

In addition to funding construction, rehabilitation, and other development projects, FAA issued 92 grants, totaling \$285.6 million, specifically for noise compatibility projects in FY 2008 estimated to benefit 20,960 residents and students. These projects included the purchase of noise-impacted land adjacent to airports, soundproofing of residences and schools, and other efforts to reduce adverse impacts of noise. They contributed to our goal of providing relief to 20,000 persons (per year on average over a 5-year period).

In FY 2008, AIP funded certain airport security projects. Per the authorizing statute, AIP funds are limited to security projects required under Title 49 CFR Part 1542, Airport Security (49 CFR Part 542) or as determined by the Secretary of Homeland Security. In FY 2008, FAA issued 167 grants totaling \$67 million for security projects.

²⁰ A runway safety area is a defined area comprising a runway and the surrounding surfaces that is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from a runway (see 14 CFR 139.5, Definitions).

This page intentionally left blank.

Chapter 3: Annual AIP Funding

Congress authorizes AIP contract authority, which permits FAA, through AIP, to obligate funds from the Trust Fund. This contract authority is contained in Chapter 471 of Title 49 U.S.C. and has been amended numerous times since 1982. The amounts Congress authorized for obligation rose from \$450 million in FY 1982²¹ to \$2.47 billion in FY 2000. Under AIR-21, AIP authorizations increased to \$3.2 billion in FY 2001, and \$3.4 billion in FY 2003. Vision 100 authorized AIP contract authority for FY 2004 through FY 2007, with authorized amounts of \$3.4 billion in FY 2004 that increased annually to \$3.7 billion in FY 2007. Contract authority of \$3.675 billion was authorized for FY 2008 in a series of short-term extensions.

Historical AIP authorization and amounts available to AIP from FY 1982 through FY 2008 are shown in Figure 1, Yearly AIP Authorizations and Amounts Available for AIP.

Prior to AIR-21, Congress generally limited annual obligations to less than the amount authorized through enactment in the “Grants-in-Aid for Airports” section of annual appropriation acts for the Department of Transportation, Treasury, and Related Agencies.²² For example, the amount authorized under Title 49 U.S.C. for FY 2000 was \$2.47 billion. In that year’s appropriations bill, however, Congress placed an obligation limitation of \$1.95 billion from the authorized amount. There was a \$55 million reduction from a government-wide budget rescission and \$45 million was used to fund the administrative expenses of FAA’s Office of Airports. The remaining \$1.85 billion was available to fund Airport grants.

Since the enactment of AIR-21, the obligation limitation for each year has more closely tracked the authorized amount. For FY 2008, however, Congress authorized \$3.675 billion in contract authority for AIP and the 2008 appropriation provided an obligation limitation of \$3.5 billion. From this amount, FAA funded administrative expenses, the Small Community Air Service Development Program, Airport Cooperative Research Program and Airport Technology Research benefiting the airport community. The net funding amount for AIP grants totaled \$3.5 billion.

²¹ The total amount authorized in FY 1994 was \$2.97 billion. Compared to historical authorizations, the FY 1994 amount was anomalous. This was due to the combination of the lapse of authority of AIP after FY 1993 and the amendments extending the program in May 1994 and August 1994.

²² The Grants-in-Aid for Airports section of the annual appropriation acts establishes the maximum FAA can obligate for AIP grants. This is commonly known as the “obligation limitation.” This section also provides an appropriation for liquidating AIP obligations.

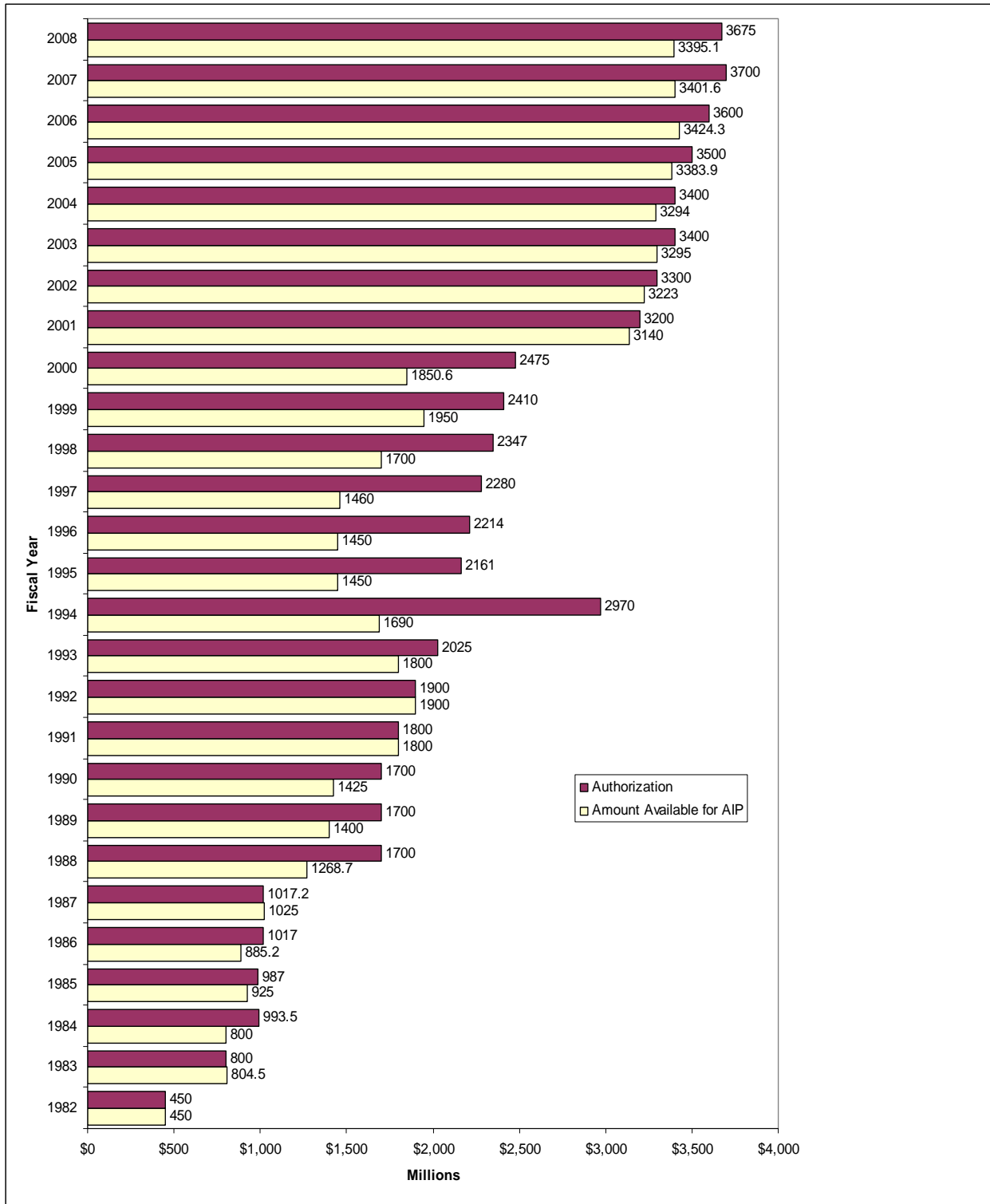
Of the \$3.5 billion available under obligation limitation in FY 2008, \$80.6 million was used to fund the administrative expenses of FAA's Office of Airports.²³ Additionally, \$18.7 million was used to fund the Airport Technology Research program, \$10 million was used to fund the Airport Cooperative Research Program, and \$10 million was used to fund the Small Community Air Service Development Program.²⁴ The remaining \$3.4 billion was made available for AIP grants. This amount, in addition to the \$140 million in recovered funds from previous fiscal years, resulted in a total of \$3.5 billion being available for AIP grants in FY 2008 (see Table 3: AIP Funding Distribution Summary for FY 2008).

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

²³ Under the Grants-in-Aid for Airports section of the annual appropriation acts, Congress continues to fund administrative expenses for FAA's Office of Airports.

²⁴ The Small Community Air Service Development Program is a program managed by DOT in which grants are awarded to small communities seeking to improve air carrier service; per Section 41743 of Title 49 U.S.C.

Figure 1: Yearly AIP Authorizations and Amounts Available for AIP



3.1 Distribution of Apportioned Funds

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

3.1.1 Primary Airports

For FY 2008, there were 383 primary airports. These airports boarded 737,647,279 passengers in CY 2006, the year used to determine FY 2008 primary airport entitlement funds. Each primary airport’s entitlement funds are based on the number of passenger boardings at the airport. The minimum amount of entitlement funds apportioned to the airport sponsor of a primary airport is \$650,000 and the maximum is \$22 million. As prescribed by the authorizing statute, FAA calculates individual airport annual entitlement funds as follows:

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

Under the authorizing statute, individual entitlements are doubled (with a maximum of \$26 million and a minimum of \$1 million per airport sponsor) if AIP funding in a fiscal year is at least \$3.2 billion. Based on these criteria, FAA calculated FY 2008 entitlement funds available to primary airports to be \$839.7 million.

3.1.2 AIP Apportionment Reductions Due to PFC Revenue

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

Section 47114(f) of Title 49 U.S.C. requires that AIP funds apportioned to a large or medium hub airport be reduced by up to 50 percent if a PFC of \$1, \$2, or \$3 is imposed at that airport and up to 75 percent for a PFC level above \$3. The reduced apportionment takes effect in the first fiscal year following the year in which the collection of the PFC level begins. In FY 2008, the final apportionment for an airport was reduced based on

50 or 75 percent (as applicable) of the forecasted PFC revenue in that fiscal year, but not by more than 50 or 75 percent of the preliminary apportionments for that fiscal year.

In FY 2008, 64 of the 68²⁵ large and medium hub airports had a PFC in place, and all were subject to these reductions. Of these 64 airports, the following applied:

- 9 airports were subject to the 50-percent reduction in entitlements
- 55 airports were subject to the 75-percent reduction in entitlements

FAA redistributes the apportionments that are withheld as a result of PFC collections within AIP. The authorizing statute requires FAA to assign 87.5 percent of these redistributed funds to the Small Airport Fund. In FY 2008, FAA redistributed \$482.2 million to this fund. Of this total, 14 percent was assigned to small hub airports (\$68.9 million), 57 percent was assigned to nonhub primary and nonprimary commercial service (\$275.6 million), and 29 percent was assigned to general aviation/reliever airports (\$137.8 million).

The authorizing statute also requires FAA to redistribute the remaining 12.5 percent of apportionments that are withheld as a result of PFC collections to the AIP discretionary fund. In FY 2008, 12.5 percent of redistributed apportionments equaled \$68.9 million. Of this total, three-quarters of the funds were used for C/S/S/N projects. FAA classified the remaining one-quarter as “undesignated discretionary” or “pure discretionary” funds (funds that may be used for any eligible project at any airport in the NPIAS).

3.1.3 Cargo Service Airport Funding

FAA allocates 3.5 percent of AIP to cargo service airports. Each cargo service airport receives funds in the same proportion as its proportion of landed weight of cargo aircraft to the total landed weight of cargo aircraft at all qualifying airports. In FY 2008, there were 115 airports that qualified as cargo service airports, which shared the 3.5 percent of funding, totaling \$118.8 million.

3.1.4 State/Insular Areas

Since FY 2001, 20 percent of the annual amount Congress makes available for AIP grants has been apportioned for use at nonprimary commercial service, general aviation, and reliever airports within the States and insular areas. These airports are collectively referred to as nonprimary airports (see Section 1.2, Airport Categories). Out of this amount, nonprimary airports are entitled to an individual apportionment based on one-fifth of the airport’s 5-year capital needs as identified in the NPIAS, not to exceed \$150,000 per year. The remainder is distributed to States based on the proportions of

²⁵ In FY 2008, the following three airports did not have a PFC in place: George Bush Intercontinental/Houston, Houston, TX; Memphis International, Memphis, TN; and Eppley Airfield, Omaha, NE. Dallas Love Field, Dallas, TX, began collections in FY 2008 and was subject to reductions in FY 2009.

both the land area of each State to the total land area of all States, and the population of each State to the population of all States. Therefore, as the amount required for nonprimary airport entitlements (NPEs) has increased from year-to-year due to airports' increasing capital requirements, the percentage remaining available for state apportionments has decreased.

Under this funding entitlement, \$409.6 million was available for obligation to nonprimary airports in FY 2008. (Under the authorizing statute, if AIP funding drops below \$3.2 billion, the State apportionment is reduced to 18.5 percent, and nonprimary airports are not provided an individual apportionment.) Of the amount remaining after allocation of individual nonprimary apportionments, 99.38 percent was apportioned to airports within the 50 States, as well as in the District of Columbia and Puerto Rico, which are treated as States for the purposes of this apportionment in accordance with Section 47114(d) of Title 49 U.S.C. The remaining 0.62 percent was apportioned to airports in four insular areas; Guam, American Samoa, the U.S. Virgin Islands, and the Commonwealth of the Northern Mariana Islands.

FAA works closely with airport sponsors and state aviation agencies on the use of funds in each State. However, FAA relies on the ten participating States in the State Block Grant Program²⁶ (see Chapter 5: State Block Grant Program) to distribute their own funds. This exercise in partnership assures that critical project needs are identified and funded within the States. In FY 2008, \$1.67 million was made available for obligation to the insular areas and \$267.8 million was available to the States, the District of Columbia, and Puerto Rico.

3.1.5 Alaska Supplemental Funds

Congress apportions funds for certain Alaskan airports to ensure that the State of Alaska receives at least as much as these airports were apportioned in FY 1980 under previous Grants-in-Aid for Airports appropriation legislation. In FY 2008, this requirement provided an additional \$21.35 million for Alaskan airports, based on the special apportionment rule applicable if AIP funding level is \$3.2 billion or more.

3.2 Distribution of Discretionary Funds

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

²⁶ Per the authorizing statute, the SBGP allows certain States to assume responsibility for administering AIP grants at airports classified as other than primary airports. States participating in the SBGP administer funding of nonprimary commercial service, reliever, and general aviation airports (see Chapter 5: State Block Grant Program). At the end of FY 2008, there were 10 States included in the SBGP. New Hampshire and Georgia were the newest States to the program.

- **Noise:** An amount equal to 35 percent of the discretionary fund (\$275 million in FY 2008) was reserved for noise compatibility planning and implementing noise compatibility programs under Section 47501 *et seq.* of Title 49 U.S.C. FAA can use entitlement funds to satisfy this set-aside as long as the total AIP funds awarded for noise compatibility purposes equals the amount specified in the legislation. In FY 2008, FAA issued 92 noise grants totaling \$285.6 million.
- **Military Airport Program (MAP):** FAA reserved 4 percent of the discretionary fund, amounting to \$31.8 million in FY 2008 as a minimum, for the MAP.²⁷ MAP airport sponsors received an additional \$49.7 million in AIP discretionary funds and \$22 million in AIP entitlement funds, for a total of \$103.5 million in FY 2008.
- **Reliever:** If the AIP funding level is \$3.2 billion or more, an amount equal to two-thirds of 1 percent is to be made available for grants to the sponsors of airports that have been designated by the Secretary of Transportation as reliever airports and that have:
 - (1) more than 75,000 annual operations;
 - (2) a minimum usable runway length of at least 5,000 feet;
 - (3) a precision instrument landing procedure; and
 - (4) a minimum number of based aircraft (100) as determined by the Secretary.

In FY 2008, 26 eligible airports met these criteria and an amount of \$5.2 million, as a minimum was set-aside for the sponsors of these airports. The amount of AIP funding awarded to these sponsors in FY 2008 exceeded the set-aside amount by \$67.8 million, for a total of \$73 million.

- **Capacity/Safety/Security/Noise (C/S/S/N):** Of the remaining discretionary funds (\$474.3 million), FAA reserved 75 percent, or \$355.7 million, for C/S/S/N projects in FY 2008; \$621.8 million in discretionary funds were actually awarded to these projects. The final 25 percent of the remaining discretionary funds (\$118.6 million) were available for any eligible project at any airport included in the NPIAS.

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

²⁷ The MAP, a funding set-aside of the discretionary portion of AIP, provides financial assistance for capacity and/or conversion-related projects at current joint-use or former military airports. Joint-use military airports are those military airports where the U.S. Government leases a portion of the airport to a civil airport sponsor and permits civilian use of the airfield (see Chapter 6: Military Airport Program).

Table 4: AIP Funding Distribution Plan for FY 2008
(\$ Millions)

Authorized by Legislation	3,675.0
Government-wide Budget Rescission ²⁸	0.0
Available for AIP (Obligation Limitation)	3,514.5
Less:	
Small Community Air Service Dev. Program	10.0
Administrative Expenses	80.6
Airport Technology Research	18.7
Research and Development (ACRP)	10.0
Total Available for AIP Grants	3,395.1
FUNDING DISTRIBUTION	
Entitlements/Apportionments	
Primary Airports	839.7
Cargo (3.5% of total available for AIP grants)	118.8
Alaska Supplemental	21.4
States (20% of total available for AIP grants)	
Nonprimary Entitlement	409.6
State Apportionment by Formula	269.4
Protected (formerly "Carryover") Entitlements	467.9
Subtotal Entitlements	2,126.8
Small Airport Fund	
Nonhub Airports	275.6
Noncommercial Service	137.8
Small Hub	68.9
Subtotal Small Airport Fund	482.2
Subtotal Nondiscretionary	2,609.1
DISCRETIONARY	
Noise (35% of discretionary funds)	275.0
Reliever (0.66% of discretionary funds)	5.2
MAP (4% of discretionary funds)	31.4
Subtotal Discretionary Set-asides	311.7
C/S/S/N	355.7
Remaining Discretionary	118.6
Subtotal Other Discretionary	474.3
Subtotal Discretionary	786.0
Funding Distribution Total for Fiscal Year Funds	3,395.1
Recovery Ceiling Authorized for Reobligations	139.7
Total Authorized Obligation Level	3,534.8

²⁸ The government-wide budget rescission line item is retained in this table to maintain comparability amongst prior versions of the AIP Annual Report of Accomplishments.

3.3 Protected Entitlement Funds (Formerly “Carryover” Funds)

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

In those instances where entitlements have not been used within their 3- to 4-year life span, they expire and are not replaced. The unused entitlement funds that have not expired are called “protected entitlement” funds (formerly referred to as “carryover”²⁹ funds). Protected entitlements are funds that must be made available to the sponsor in a subsequent fiscal year.

In FY 2008, protected entitlement funds totaled \$467.9 million. In a subsequent fiscal year, FAA makes funds available to replace the original grant sponsor’s protected entitlements. Because the protected entitlements are made available to the original airport sponsors in the subsequent fiscal year, this reduces the amount of new discretionary funds available in that fiscal year.

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

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

In FY 2008, NPE funds continued to account for the largest category of entitlement funds that sponsors elected not to use during the fiscal year. FAA apportioned \$409.6 million in new entitlement funds to 2,780 NPE airports in FY 2008. From FY 2005 through FY 2007 of the funds NPE airports had previously elected not to use but remained protected, there was total of \$745 million available. By the end of the fiscal year, 1,141 NPE airports had determined that they were unable to use \$254.8 million of the total \$745 million in NPE funds available. FAA converted and obligated these funds as

²⁹ The terminology was changed in subsequent versions of the report to improve the accuracy of the description of protected entitlement funds.

discretionary funding. The NPE amount accounts for 56 percent of all entitlement funds protected for sponsor use in FY 2008.

3.4 Federal Share of AIP Projects

At medium and large hub airports, the Federal share is 75 percent of the total allowable project cost, except for project grants to implement noise compatibility projects as authorized by Section 47501 *et seq.* of Title 49 U.S.C., which are funded at 80 percent. At all other airports, the Federal share is 95 percent of the total allowable project cost for all projects, including noise compatibility projects. The increase in Federal share to 95 percent was established in FY 2004 under Vision 100 to provide temporary relief to operators of small airports after the terrorist attacks of September 11, 2001. Although Vision 100 has a sunset clause that returns the Federal share for these airports back to 90 percent after FY 2007, the extensions to the Vision 100 authorization have retained this 95 percent Federal share.

In FY 2008, this increase in Federal share resulted in FAA redirecting \$123.5 million away from capital projects to cover the additional 5 percent that otherwise would be funded by the airport sponsor.

Chapter 4: Airports Capital Improvement Plan (ACIP)

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

All development projects identified in the NPIAS are eligible for AIP funding; however, the cost of planned development outweighs the funding available from AIP, which typically funds only 20 to 25 percent of all airport capital investment. Therefore, in allocating AIP funds, FAA must select projects that advance statutory goals and objectives to meet FAA Flight Plan targets and enhance the national airport system.

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

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

The ACIP is a subset of the NPIAS, which is one method used by FAA to identify, plan, fund, and execute airport development while ensuring the most critical airport development needs are being funded nationwide. Projects included in the ACIP are subject to further consideration prior to funding approval. For instance, a project could be included in the ACIP initially but not approved for funding because an environmental action was not completed.

4.1 ACIP Development Process

The development of an ACIP is a bottom-up process that begins with input from individual airport sponsors and State aviation officials. The primary emphasis is on the effective use of AIP funds, but the concept applies to other funding sources as well. Other funding sources and initiatives, such as PFC collections and innovative financing mechanisms, have expanded funding options for airport development. Figure 2: ACIP

Process, illustrates the ACIP development process and how airport sponsors, local planning agencies, and regional FAA offices contribute to it.

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

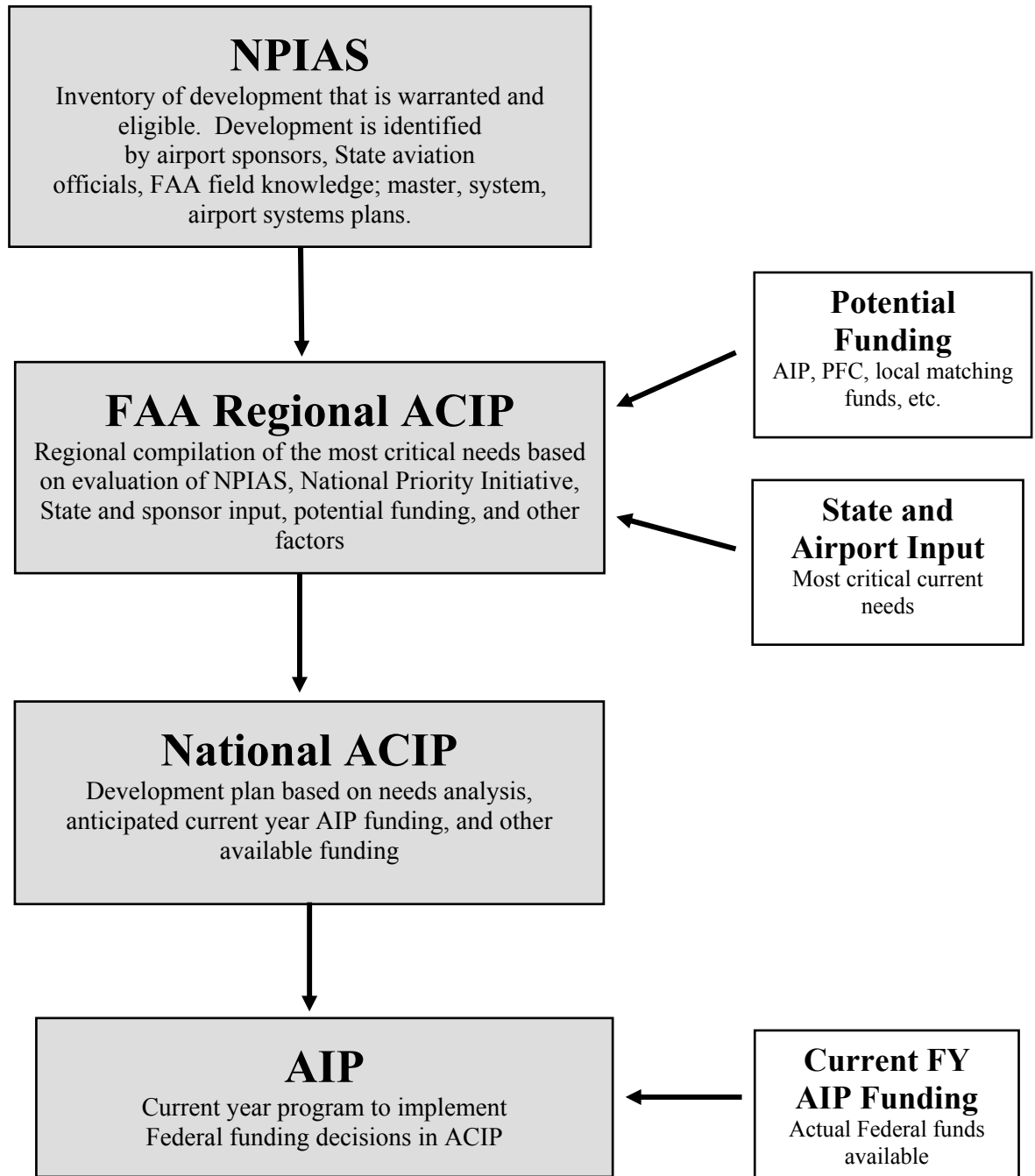
The second filter occurs at FAA headquarters where the staff evaluates the nine regional ACIPs for development into a single national funding plan. The national ACIP establishes a priority of development that, among other things, considers factors such as an airport's service level, activity level, hub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

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

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

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

Figure 2: Airports Capital Improvement Plan (ACIP) Process



4.2 Benefit-Cost Analysis

In addition to priority ratings, FAA requires the airport sponsor to complete a benefit-cost analysis (BCA) for projects issued an LOI (see Chapter 7: Letter of Intent Program) and capacity projects exceeding \$5 million in discretionary funds over the life of the project. Executive Order (EO) 12893, dated January 26, 1994, Principles For Federal Infrastructure Investments, provided the impetus for FAA's Office of Airports to develop its Benefit Cost evaluation criteria. FAA does not conduct a BCA for other types of AIP projects because the authorizing statute exempts certain projects (such as noise projects) from the BCA process or the underlying value of this type of project has already been subject to economic evaluations required through regulation, advisory circulars, or an amendment process.³⁰ For FY 2008 we have included a selection of results from FAA's Office of Airports BCA analyses in project evaluation for large capacity investment projects.

FAA's Office of Airports would like to expand the amount of BCA information in future reports with the goal of improving future assessments of the estimated public benefits from large AIP projects. In 2008, FAA's Office of Airports sponsored a research project on BCA to be managed through the Airport Cooperation Research Program (ACRP). The research project, titled, *Effective Practices for Preparing Airport Improvement Benefit Cost Analyses*, looked at historical benefit assessment techniques used by airports and other modes in developing BCAs. Airport sponsors could refer to the best practices found in this research when developing BCAs in the future. A draft synthesis report was prepared in October 2008 and is awaiting final production.

The above synthesis research was limited to a review of the benefit assessment techniques found through historic BCA review. It did not provide the comprehensive research needed for developing new approaches to better identify and assess airport project benefits, particularly for smaller airports. Therefore, in FY 2008, as a follow on to the above effort, FAA's Office of Airports in collaboration with the Office of Aviation Policy and Planning began an effort that focused on conducting new research through ACRP.

The assessment of aviation benefits at airports is challenging due to the variation in operational scope between airport types. Large air carrier airports with substantial

³⁰ To be eligible for Federal funds, certain AIP projects must comply with Federal regulations, including 14 CFR Part 139, and 49 CFR Part 1542, and associated FAA standards and policies. When Federal regulations are proposed or amended, the Federal Government must complete a regulatory evaluation to determine the costs and benefits of any proposed new or amended requirements. The public is provided an opportunity to comment on such evaluations.

activity that frequently experience delays can be evaluated based on the benefits to passengers and aircraft operations to reducing or removing these delays. Standard methodologies and values are readily available for use in these assessments.

However, only a small number of airports fall into this category. For the majority, other economic benefits must be assessed. Typically, this will be done by assessing the operations of a new aircraft or aircraft classes that would be able to use the airport as a result of the project. While a project may be justified operationally by a relatively few operations of a new aircraft or class of aircraft, quantification of the associated economic benefit of these operations is a challenge. Additionally, it is relatively easy for an airport to confuse economic transfers for economic benefits resulting directly from the project (that is, some of the benefits to one airport may result from losses in traffic to another airport). Such transfers are not considered in the review of the BCA.

FAA's Office of Airports is seeking a comprehensive methodology to appraise the system-wide economic values and thus benefits of proposed individual airport capacity improvements. The proposed research objective is to develop tools to identify and model the aviation system's markets of air carriers (producers) and air passengers and shippers (consumers) and their respective responses to changing market conditions. These tools could then be used to develop benefit methodologies to estimate these kinds of "hard-to-quantify" market based demand benefits. In the absence of these tools, FAA is increasingly faced with projects that are difficult to properly justify. This research proposal is awaiting a FY 2010 funding decision by the ACRP.

While FAA relies on the BCA results, among other considerations, in making discretionary funding decisions for capacity projects, BCA results are not generally used to determine a project's ranking on the AIP discretionary candidate list. Governing legislation for AIP identifies a number of other factors, such as, safety, congestion relief, intermodal connections, quality of the environment and capacity, for priority consideration that have not been captured in the BCA process. FAA is exploring the development of methodologies for capturing these effects in the future. In addition, other projects included in the candidate list are not subject to the BCA requirement.

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

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

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

In FY 2008, FAA reviewed 12 BCAs for capital projects requesting AIP funds in future fiscal years. The estimated total cost for these proposed capital projects totaled \$1,600 million, of which \$800 million is requested from AIP discretionary funds. Of these, FAA completed the review of 3 BCAs for capital projects with an estimated total cost of \$466 million, of which, \$260 million is requested from AIP discretionary funds to be funded in future fiscal years. FAA has not tracked the net benefits actually achieved after projects are completed, but is considering doing so in the future. Benefits will not be realized until a project is completed and commissioned, which may be years after the BCA was completed. In addition, the benefits may be realized over a 20-year period and may vary from forecast results in the BCA for reasons having nothing to do with the quality of the BCA itself.

Provided below are descriptions of the three completed BCA reviews in FY 2008:

Centerfield Taxiway at Boston-Logan International Airport. (4/7/2008)

The Massachusetts Port Authority, which owns and operates Boston-Logan International Airport submitted a BCA to support their request for discretionary funds for the construction of a new centerfield taxiway. The centerfield taxiway runs parallel to and in between of Runways 4L/22R and 4R/22L and is estimated to cost approximately \$50 million.

The BCA quantified the benefits of the project which included reduced aircraft operating costs and passenger travel times due to reduced aircraft delays. The estimates of the delay reduction benefits were taken from airfield capacity and delay modeling. The primary source of these delay reductions was attributed to enhanced efficiency of aircraft taxiing movements, increased ability to stage and sequence aircraft for arrivals and improved ability to queue and sequence aircraft for departures.

In the BCA, the benefits were accumulated over a 20-year evaluation period beginning in CY 2010, the first full year the full length of the centerfield taxiway is expected to be operational and compared against the costs. The BCA used the net present value (NPV) method which is calculated by subtracting the present value of project costs from the present value of project benefits over the expected lifetime of the project. The BCA reported a NPV of \$195 million with various sensitivity analyses all greater than \$120 million. The FAA was satisfied that the analysis adequately demonstrate that the benefits would exceed the projected costs over a plausible range of parameters. In addition, FAA was satisfied that the project met the benefit cost criteria and that the project satisfied the statutory BCA requirement for discretionary funding.

Taxiway and Apron Improvements at Denver International Airport (4/17/2008)

The city and county of Denver, owner and operator of the Denver International Airport, submitted a BCA to support their request for discretionary funds for concourse A and C apron and taxiway expansion projects. The projects cost were estimated to cost \$59 million.

The BCA quantified the benefits of the project which included reduced aircraft operating costs and passenger travel times due to reduced aircraft delays. The delay reductions were estimated during severe weather and extended snow events. During these events, the airport is not able to manage the arrivals, clear snow from the terminal apron to open gates for inbound aircraft, and clear departures off the gates for deicing.

The estimates of the delay reduction benefits were taken from a queuing model developed by the airport's consultant. The queuing model simulated the operating configuration of the airport and the delays expected for scenarios with and without the airfield projects. Then, average delays per operation were calculated under both scenarios which then were used to determine the passenger and delay benefits.

In the BCA, the benefits were accumulated over a 20-year evaluation period. The BCA reported that the range of NPVs on individual projects varied from \$500,000 to \$74 million with a combined NPV of \$182 million. FAA's review of the BCA indicated that the delay-reduction benefits were overstated; however, FAA concluded, the analysis adequately demonstrated that the benefits sufficiently exceed the projected costs over a plausible range of parameters. In addition, FAA was satisfied that the project met the benefit cost criteria and that the project satisfied the statutory BCA requirement for discretionary funding.

Taxiway Improvements at John F. Kennedy International Airport (8/22/2008)

The Port Authority of New York and New Jersey, owner and operator of the John F. Kennedy International Airport submitted seven BCA to support their request for discretionary funds for ten taxiway projects. The ten taxiway projects cost a total of \$198 million.

The BCA quantified the benefits of the project which included reduced aircraft operating costs and passenger travel times due to reduced aircraft delays. The estimates of the delay reduction benefits were taken from airfield capacity and delay modeling. The primary sources of delay reductions were attributed to improvements to intersection departures, queuing and sequencing capability for departures and reduction in occupancy times for arrivals.

In the BCA, the benefits were accumulated over a 20-year evaluation period. The BCA reported a range of NPVs on individual projects varying from \$5 million to \$170 million with a combined NPV of \$302 million. FAA was satisfied that the analysis adequately demonstrated that the benefits would exceed the projected costs over a plausible range of

assumptions. In addition, FAA was satisfied that the project would meet the benefit cost criteria and that the project would satisfy the statutory BCA requirement for discretionary funding.

Chapter 5: State Block Grant Program

Requirements for the State Block Grant Program are contained in 14 CFR Part 156. As specified in this regulation, States assume responsibility for administering AIP grants at airports classified as “other than primary” airports—that is, nonprimary commercial service, reliever, and general aviation airports. Each State is responsible for determining which locations within its jurisdiction will receive funds for ongoing project administration.

Within AIP, a national priority system has been established to provide uniform criteria so funding is used efficiently. The national priority system is one method for the States to use in considering the use of entitlement and state apportionment funds within their state. Favored projects are those that best carry out the purpose of the legislation, with highest priority given to safety, security, reconstruction, standards, and capacity, in that order (see 49 U.S.C. 47120 and 47128(c).) The priority system does not consider all factors that States, local governments, or private sponsors use to establish their individual priorities. To ensure all objectives are considered in project selection, the application of the national priority system is flexible as allowed under FAA Order 5100.39A, Airports Capital Improvement Plan.³¹

FAA initiated this program in 1989 with three States: Illinois, Missouri, and North Carolina. In FY 2008, ten States participated in the program—the original three States plus Michigan, New Jersey, Texas, Wisconsin, Pennsylvania, Tennessee, and New Hampshire. Since the enactment of AIR-21, 10 states have been authorized to participate in the State Block Grant Program.

FAA announced in June of 2008 that Georgia had been admitted into the State Block Grant Program, effective with grants to be issued in FY 2009. New Jersey is in the process of withdrawing from the program. New Jersey has not accepted new grants under the State Block Grant Program since FY 2002 and is in the processing of closing out all grants funded under this program. New Jersey’s withdrawal is due to changes in the State’s aviation agency programs.

For FY 2008, FAA granted \$246.4 million in State apportionment and discretionary funds under the State Block Grant Program. Table 5: State Block Grant Totals for FY 2008 provides a breakdown of these funds by State.

³¹ FAA Order 5100.39A is available online at:
<http://www.faa.gov/airports/resources/publications/orders/>.

Table 5: State Block Grant Totals for FY 2008

State	Block Grant Funds		State Total
	Apportionment ³²	Discretionary	
Illinois	17,767,074	17,243,568	35,010,642
Michigan	19,772,690	14,104,745	33,877,435
Missouri	15,529,770	446,500	15,976,270
New Hampshire	2,577,278	2,033,927	4,611,205
North Carolina	14,703,381	24,726,563	39,429,944
Pennsylvania	12,002,461	4,643,822	16,646,283
Tennessee	13,494,083	4,000,000	17,494,083
Texas	44,195,580	10,260,000	54,455,580
Wisconsin	16,525,439	12,360,000	28,885,439
State Block Grant Total:	\$ 156,567,756	\$ 89,819,125	\$ 246,386,881

³² Apportionment amounts include nonprimary entitlements, state apportionments, and nonprimary commercial service entitlements.

Chapter 6: Military Airport Program (MAP)

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

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

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

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

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

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

Of the 15 slots authorized, 8 were filled by airports carried forward from the previous year and 7 slots were available to be filled in FY 2008. FAA received 14 applications for these 7 available slots and filled all of them. From these applications, the Secretary selected Jose Aponta de la Torre, Ceiba, PR; Chippewa County International, Sault Ste Marie, MI; and A.B. Won Pat International Airport, Agana, Guam for a 5-year term. March Inland Port, Riverside, CA, was redesignated for a 4-year term. Griffiss Airpark, Oneida County, FL, and Okaloosa Regional Airport, Valparaiso, FL, were redesignated for a 3-year term. Phoenix Mesa Gateway Airport, Mesa, AZ, was redesignated for a 1-year term. Sacramento, Mather, CA, was in the FY 2008 MAP but did not participate.

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

Table 6: MAP Selected Locations and Funds Awarded in FY 2008 lists the MAP discretionary, non-MAP discretionary and entitlement amounts FAA awarded to sponsors of FY 2008 MAP airports. In total, AIP funds to MAP airports in FY 2008 equaled \$103.5 million.

Table 6: MAP Selected Locations and Funds Awarded in FY 2008

Airport Name	City	State	MAP Discretionary Funds	Non-MAP Discretionary Funds	AIP Entitlement Funds	Total
Williams Gateway	Phoenix	AZ	\$1,108,475	\$10,670,106	\$361,438	\$12,140,019
March Inland Port	Riverside	CA	\$1,205,634	\$0	\$150,000	\$1,355,634
San Bernardino Int'l	San Bernardino	CA	\$0	\$6,500,000	\$482,680	\$6,982,680
Cecil Field	Jacksonville	FL	\$572,310	\$1,820,077	\$150,000	\$2,542,387
Okaloosa/Eglin AFB	Valparaiso	FL	\$1,852,661	\$0	\$0	\$1,852,661
A.B. Won Pat Int'l	Agana	GU	\$2,000,000	\$18,500,000	\$4,446,354	\$24,946,354
Sawyer Int'l	Marquette	MI	\$4,768,750	\$0	\$743,011	\$5,511,761
Chippewa County Int'l	Sault Ste. Marie	MI	\$890,000	\$0	\$1,218,368	\$2,108,368
Waynesville Regional	Fort Leonard Wood	MO	\$446,500	\$0	\$3,563,792	\$4,010,292
Portsmouth Int'l at Pease	Portsmouth	NH	\$2,371,674	\$2,554,164	\$939,090	\$5,864,928
Stewart Int'l	Newburgh	NY	\$807,500	\$0	\$1,716,917	\$2,524,417
Plattsburgh Int'l	Plattsburgh	NY	\$3,966,287	\$5,294,213	\$151,140	\$9,411,640
Griffiss Airpark	Rome	NY	\$2,925,050	\$4,375,371	\$150,000	\$7,450,421
Jose Apona de la Torre	Ceiba	PR	\$8,841,277	\$0	\$8,005,643	\$16,846,920
Total			\$31,756,118	\$49,713,931	\$22,078,433	\$103,548,482

This page intentionally left blank.

Chapter 7: Letter of Intent (LOI) Program

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

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

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

Once FAA and the airport sponsor reach an agreement on the scope of the project and the proposed payment stream, FAA prepares the LOI indicating its intent to provide future funding for the agreed-upon project. This expression of intent on the part of FAA is sufficient to reduce the risk associated with making improvements now and not receiving reimbursement until future years. Most airports finance projects with revenue bonds and are likely to receive favorable bond rates, and thus a lower financing cost, if the Government supports the project with an LOI.

An airport sponsor that receives an LOI may proceed with the project without waiting for future AIP grants and all allowable costs in the LOI related to the airport development remain eligible for reimbursement. However, an LOI is not an obligation of Federal funds and is subject to availability of AIP funding. Additionally, an LOI recipient is subject to follow all Federal contracting provisions including Disadvantaged Business Enterprise (DBE) requirements.

Below is a brief summary of the LOI program for FY 2008. For additional information, please refer to Appendix F: Letter of Intent Payments for FY 2008 and Appendix G: Letter of Intent Commitments by Fiscal Year. Appendix F shows locations awarded grants associated with LOIs during FY 2008 and both entitlement and discretionary amounts awarded. The amounts shown are the total for the grant award but not necessarily the amount paid during the fiscal year. Appendix G lists the amounts for

future fiscal years committed in LOIs to the listed airports. This appendix breaks down the airport sponsor's commitment by their apportioned funds in AIP and the funds FAA intends to provide from AIP discretionary funds.

In FY 2008, LOI payments totaled \$239.4 million in discretionary funds and \$73 million in airport sponsor entitlements. At the end of FY 2008, there were 31³³ open LOIs with payment schedules totaling \$1.2 billion (\$959 million in discretionary and \$300.3 million in entitlement funds) remaining and extending from FY 2008 through FY 2020.

During FY 2008, FAA closed out four LOIs (Norman Y. Mineta San Jose International Airport, San Jose, CA; Southwest Florida International, Fort Myers, FL; Orlando International Airport, Orlando, FL; and Detroit Metropolitan Wayne County Airport, Detroit, MI. FAA issued the following new LOI and LOI amendments:

- **Denver International Airport**, Denver, CO (new), totaling \$28 million, all of which are discretionary funds from FY 2008 to FY 2013 for the expansion of aprons and to extend a taxiway.
- **Eastern Iowa Airport**, Cedar Rapids, IA (new), totaling \$26.6 million, of which \$16.8 million is discretionary funds from FY 2008 to FY 2012 for the reconstruction of a runway and parallel taxiway.
- **Baton Rouge Metropolitan, Ryan Field Airport**, Baton Rouge, LA (new), totaling \$30.1 million, of which \$16.5 million is discretionary funds from FY 2008 to FY 2012 for the reconstruction of a runway and taxiways.
- **St. George Municipal Airport**, St. George, UT (new), totaling \$90 million, of which \$82 million is discretionary funds from FY 2008 to FY 2015 for the construction of a new airport and associated improvements.
- **Lambert St. Louis International Airport**, St. Louis, MO (amendment), totaling \$10 million (all discretionary funds) from FY 2008 to FY 2010 to help fund a new parallel runway and associated improvements. FAA awarded additional funds in the amendment to cover project cost increases.

³³ Four airport locations had more than one LOI open in FY 2008.

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

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

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

In FY 2008, the amount available for AIP obligations was \$3.395 billion. The corresponding amount set aside for capacity, safety, security, and noise (C/S/S/N) projects was formulated to be a minimum of \$355.7 million, or approximately 10.5 percent of the annual AIP (see Table 4: AIP Funding Distribution Plan for FY 2008).

Typically, final annual AIP allocations result in more funding being provided to C/S/S/N projects than was planned at the beginning of the year. This reflects the important and significant contributions they make to the airport system, and so these types of projects are often funded from remaining discretionary AIP funds. The extra funds include a portion of unused funds recovered from other projects' grants (\$140 million in FY 2008). Accordingly, in FY 2008, FAA awarded AIP grants totaling \$621.8 million in discretionary funds for these projects. In addition to this amount, other funding—including PFC revenues collected at U.S. commercial service airports, sponsor entitlements, and State apportionment funding—may be allocated to C/S/S/N projects.

Examples of the types of projects in each category include:

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

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

Some of the more significant FY 2008 C/S/S/N projects, or projects with the potential to develop into future C/S/S/N projects, include the following:

- **Austin-Bergstrom International Airport, Austin, TX:** In FY 2008, FAA provided \$5.5 million to acquire land for noise compatibility. The airport has an ongoing program to purchase non-compatible residences and multi-family apartments in noise-impacted areas. Approximately 136 people will receive benefits from this noise compatibility grant. Since its inception in 2001, approximately \$40 million in Federal funds have been used to mitigate over 1,300 people.
- **Birmingham International Airport, Birmingham, AL:** In FY 2008, FAA provided \$29.2 million to acquire land for noise compatibility. The airport has an ongoing program to purchase non-compatible residences in noise-impacted areas. Approximately 812 people will receive benefits from this noise compatibility grant.
- **Boston-Logan International Airport, Boston, MA:** A full length centerfield Taxiway (designated Taxiway M), located between the parallel Runways 4/22, is under construction. The northerly half of the taxiway was planned to open November 2008; the southerly portion will be completed next year. This taxiway will significantly enhance operational safety and flexibility. In addition, the reconfiguration of the airport's southwest taxiway area was completed. Both of these projects responded to the recommendations of a Tiger Team review to enhance airport safety.
- **Charlotte-Douglas International Airport, Charlotte, NC:** The city of Charlotte is constructing a third parallel runway to accommodate existing and projected capacity demands. Included in FAA's Operational Evolution Partnership (OEP), the runway is currently under construction and scheduled for completion in 2010. This new runway will be 150-foot wide and 9,000-foot long. It will have a 5,000-foot separation that will allow triple independent simultaneous instrument approaches. The estimated total construction cost is \$300 million. An LOI of \$124.1 million was approved for this project over an 8-year period from FY 2008 through FY 2014. An LOI grant of \$22.4 million was issued in FY 2008.
- **Chicago Midway International Airport, Chicago, IL:** In FY 2006 and 2007, the FAA issued grants to the city of Chicago to install engineered materials arresting systems (EMAS) in the nonstandard RSA; one for each end of Runways 13C/31C and 4R/22L. The first installation was completed in FY 2007. The remaining three were completed in FY 2008. In FY 2008, the FAA also awarded \$3 million in grants to overlay runway 4R/22L with new pavement.

- **Chicago O’Hare International Airport**, Chicago, IL: In FY 2006, FAA signed a 15-year, \$337 million LOI in support of the O’Hare Modernization Program, a major airfield reconfiguration that received environmental approval in FY 2005. In FY 2008, FAA issued the third grant under the LOI for \$26.5 million to construct Runway 9L/27R. This runway was largely completed during FY 2008 and planned to be commissioned in November 2008. The city also constructed a supplemental air traffic control tower, which is also scheduled to open the same date.
- **Cincinnati/Northern Kentucky International Airport**, Covington, KY: FAA provided \$10.7 million in AIP funds to sound insulate homes for noise compatibility. Approximately 1,737 people will receive benefits from the FY 2008 noise compatibility grant.
- **Cleveland Hopkins International Airport**, Cleveland, OH: The FAA continued to support an ongoing airfield reconfiguration with a \$181 million LOI, including the replacement of Runway 5L/23R with new Runway 6L/24R. This replacement was completed in FY 2005. During FY 2008, work continued on another important element of the airfield reconfiguration—namely, the elimination of the intersection between Runway 6R/24L and Runway 10/28. This will be accomplished by extending Runway 6R/24L to the southwest and truncating its northeast end, providing additional capacity, reducing the possibility of runway incursions and providing a standard RSA. The 6R/24L runway shift/extension is scheduled for completion in December 2008. Through FY 2008, FAA awarded grants totaling approximately \$123.9 million under the LOI, and more than \$51 million additional discretionary funds for noise mitigation. The FAA has also awarded approximately \$9.5 million to improve the nonstandard RSA for Runway 10/28 RSA and more than \$2.3 million for additional apron capacity at the airport.
- **Dallas/Fort Worth International Airport**, Dallas/Fort Worth, TX: In FY 2007, an AIP grant in the amount of \$18.4 million was issued to assist with the final phase of the construction for the end-around taxiway system located in the Southeast Quadrant of the airport. The taxiway is a safety enhancement that will reduce the number of runway crossings, as well as reducing departure delays. Construction of the taxiway continued through FY 2008 and was scheduled for completion in December 2008.
- **Detroit Metropolitan Wayne County Airport**, Detroit, MI: During FY 2008, FAA awarded more than \$27.5 million in AIP grants to Detroit Metropolitan, including approximately \$18.9 million in discretionary funds disbursed under a \$300 million LOI that supported the construction of two new runways at this OEP airport, the latter of which was commissioned in 2001. It was the final scheduled disbursement of discretionary funds under the LOI. Other discretionary funds awarded in FY 2008 included \$2.6 million for taxiway rehabilitation, \$3.8 million for deicing containment facility construction, and \$2.2 million towards the design of the rehabilitation of Runway 9L/27R.

- **Fort Lauderdale/Hollywood International Airport**, Fort Lauderdale, FL: In FY 2008, \$18.8 million in AIP funds were issued to assist with construction and rehabilitation of taxiways at the airport. Fort Lauderdale/Hollywood International Airport needs additional capacity according to FAA's Capacity Needs in the National Airspace System 2007-2025 study. The taxiway project includes construction of high-speed exits which will improve the efficiency of the taxiway system.
- **George Bush Intercontinental Airport**, Houston, TX: In FY 2008, AIP funds in the amount of \$25.8 million were issued to assist with the reconstruction of Runway 9/27 and the associated taxiways. Runway 9/27 is a primary arrival runway at George Bush Intercontinental Airport. It is critical in supporting arrival capacity at the airport. The airport ranks 9th in the United States for enplaned passengers and is a major hub for Continental Airlines. The runway is 10,000 feet in length and was reconstructed on an accelerated time schedule. The work was initiated in September 2008 and scheduled for completion in February 2009.
- **Indianapolis International Airport**, Indianapolis, IN: In FY 2008, FAA provided \$12.5 million in AIP funding in the seventh grant under a \$120.8 million LOI to support the new Midfield Terminal Program. An additional \$567 million was approved for this project under the PFC Program. The Midfield Terminal Program consists of a new 1.2 million square foot terminal between the airport's two main runways and the related apron, taxiway, lightning, access road, and drainage facilities. The project was largely completed during FY 2008 and operations will officially be transferred to the new terminal facility in November 2008.
- **John F. Kennedy International Airport**, Jamaica, NY: In FY 2008, a grant in the amount of \$2.7 million was issued to extend taxiway FB. The extension of Taxiway FB is part of a delay reduction plan that will be partially funded with an LOI. The total cost of the extension of taxiway FB is \$6 million and construction began in November of 2008 and will be completed in June 2009.
- **Lambert-St. Louis International Airport**, St. Louis, MO: A new 9,000-foot by 150-foot runway was commissioned in April 2006. Included in FAA's OEP, the new runway allows the airport to increase aircraft operations conducted under visual flight rules (VFR) conditions by 14 percent and by 84 percent in instrument flight rules (IFR) conditions. A LOI grant of \$14.9 million was issued for the project in FY 2008, and the total LOI funds committed to this project from FY 1999 to FY 2010 is \$191 million. The expected total project cost is \$1.1 billion of which \$230.5 million was from the AIP.
- **Los Angeles International Airport**, Los Angeles, CA: A relocated 11,095-foot by 200-foot Runway 7R/25L was constructed 55 feet south of its former centerline alignment. The relocated runway was commissioned in April 2007. The runway was relocated to enable construction of a center taxiway between Runways 7R/25L and 7L/25R. The purpose of the center taxiway is to improve airport safety by reducing runway incursions. Construction of the center taxiway

started immediately after the relocated runway was commissioned and was completed in June 2008. The total project cost was \$333 million of which \$98 million was from the AIP, including \$9.2 million in FY 2008 for center taxiway construction.

- **Los Angeles Regional Airport Management/Regional Airport Management Implementation Study**, Los Angeles Metropolitan area: The Southern California Association of Governments (SCAG) adopted their 2008 Regional Transportation Plan (RTP) in May 2008. The previous SCAG RTP was published in 2004. The RTP included an aviation plan that proposed to accommodate between 73 and 87 million regional enplanements by 2035, dependent upon various commercial airport system development scenarios. The low range system represented a highly constrained regional airport system. The high range scenario included major ground access improvements, including a high speed rail system to facilitate a more decentralized regional commercial airport system. The goal is to decrease the percentage of regional passengers that use Los Angeles International Airport and increase use of both Palmdale Regional/USAF Plant 42 and Ontario International Airports and several military airports. The military airports include two former and two current Air Force Bases. The aviation portion of the RTP was funded in part through AIP grants. The total grant amount for updating the aviation component of the RTP and completing the Regional Airport Management and Implementation Studies was \$242,000.
- **Louisville International Airport, Standiford Field**, Louisville, KY: FAA provided \$10 million in AIP funds to acquire land for noise compatibility. Approximately 335 people will receive benefits from the FY 2008 noise compatibility grant. The airport owner has an ongoing program to purchase or insulate non-compatible residences in noise-impacted areas.
- **Minneapolis-St. Paul International Airport, Minneapolis, MN**: In FY 2008, the FAA awarded a \$5 million grant to apply towards the \$95 million LOI established in FY 1999 for the construction of Runway 17/35. This LOI is scheduled to be completed in FY 2010. Runway 17/35 opened in FY 2006. During FY 2008, the airport completed the replacement of a first-generation engineered materials arresting system (EMAS) originally installed in 1999. They began work on this project in 2007 by replacing 11 rows of EMAS blocks that showed signs of deterioration. The airport replaced the remaining 29 rows under a FY 2008 grant for \$1.5 million. Work continued on a six-year project to reconstruct and realign taxiways adjacent to the Lindbergh passenger terminal. This work will eliminate aircraft taxi restrictions and simplify taxi routes.
- **New Panama City-Bay County International Airport**, Panama City, FL: The existing Panama City-Bay County International Airport does not meet FAA standards for RSAs and cannot be feasibly expanded to meet these standards. It is constrained by non-airport development and an environmentally sensitive body of water. Also,

the airport cannot be expanded to meet the airport owner's long-range aviation goals. The airport owner planned to build a replacement airport at a cost of \$331 million. In FY 2008, FAA provided a grant of \$28.2 million to fund a portion of the relocated airport and construction began. The new airport will meet FAA safety standards and is scheduled for completion in FY 2010.

- **Paulding County Airport**, Dallas, GA: This is a new general aviation airport being constructed west of Atlanta to help meet the aviation demand of the metropolitan area. It will be initially constructed to include a 5,500-foot long by 100-foot wide runway with a full parallel taxiway and modest apron and terminal facilities. FAA provided \$10.6 million in FY 2008 and \$23.5 million in prior years to support this area capacity building project. The airport was scheduled to open in November 2008.
- **Philadelphia International Airport**, Philadelphia, PA: In FY 2008, AIP funds in the amount of \$10.3 million were issued to assist with the reconstruction of Runway 9R/27L and the associated taxiways. Runway 9R/27L is critical in supporting long-haul international operations. This is one phase of the complete reconstruction of this runway.
- **Piedmont Triad International Airport**, Greensboro, NC: The Piedmont Triad Airport Authority is constructing a major parallel runway to accommodate a Federal Express mid-Atlantic hub. The runway is scheduled for completion in 2009. An LOI grant of \$11.7 million was issued in FY 2008. The total LOI funds committed to this project from FY 2002 to FY 2013 are \$108.5 million. In addition, a grant of \$6.5 million was issued in FY 2008 to extend Taxiway D. This taxiway is needed to allow for efficient operations associated with the new runway currently under construction.
- **San Antonio International Airport**, San Antonio, TX: In FY 2008, FAA provided \$5.0 million to provide acoustical sound insulation for residential units near the airport. The airport has an ongoing noise compatibility program to provide acoustical sound insulation in noise-impacted areas. Approximately 500 people will receive benefits from this noise compatibility grant. Since its inception of the noise program in 2003, approximately \$25 million in AIP funds have been used to mitigate noise for over 1,300 people.
- **San Francisco Metropolitan Area Study**, San Francisco, CA: The San Francisco Bay Area Metropolitan Transportation Commission is sponsoring a study to examine aviation demand in the San Francisco metropolitan area. The study will address aviation demand trends, develop updated forecasts of unconstrained demand, consider future capacity benefits of new air traffic control technologies, examine demand management strategies, and conduct a review of airport governance and institutions. The study will also assess availability of land for approach protection at general aviation airports and review other transportation alternatives. The study is supported through an FY 2007 AIP grant for \$585,000. Major FY 2008 milestones included

establishment of local committees, finalizing the scope of work and awarding the consultant contract.

- **San Diego Cross-Border Terminal Market Demand Study**, San Diego, CA: The San Diego County Regional Airport Authority, in cooperation with various local government agencies and the Tijuana International Airport (TIJ), conducted a study to examine the potential market demand for a cross-border facility increasing the efficiency of border crossings for U.S. based passengers interested in access to TIJ. The study also addressed the impact of this demand on the air traffic projections for both San Diego International Airport (SAN) and TIJ. It was estimated that by 2030, Cross-Border Terminal induced service might constitute a capacity relief of 2 percent to 7 percent at SAN. The study was partially funded through an AIP grant in FY 2008 for \$144,000. The San Diego County Regional Airport Authority funded the balance of the project at \$206,000. This study was completed in June 2008.
- **Seattle-Tacoma International Airport**, Seattle, WA: This is a multi-phased project to construct a third parallel runway (8,500 feet long and 150 feet wide) with 2,500 feet of separation from an existing runway. Included in FAA's OEP, the purpose of constructing this third runway is to preserve capacity when low-visibility conditions occur. The new runway will provide all-weather capability for two aircraft arrival streams. After resolution of legal action that halted construction, the airport used FY 2004 and FY 2005 funds to provide the 8.5 million cubic yards of fill needed to relocate Miller Creek and mitigate the fill impacts on the creek. Also during this time, the project constructed large reinforced earth walls to retain fill in areas adjacent to wetlands. In FY 2006, airport construction included placing an additional 4 million cubic yards of material, 68 acres of in-basin wetland mitigation with 50 acres out-of-basin mitigation, and installation of the storm water conveyance system for the third runway. In FY 2007, the airport sponsor awarded the final contract to pave the runway and connector taxiways and install airfield lighting and signs. During FY 2007 and FY 2008, FAA installed the navigational aid (NAVAID) systems. In FY 2008, FAA provided \$25.6 million in LOI commitments. The expected total project cost is \$1.1 billion. The airport plans to commission the runway in November 2008.
- **Southern Nevada Supplemental Airport (Proposed)**, Ivanpah Valley, NV: FAA is conducting an EIS for the construction of a proposed new commercial airport for the Las Vegas metropolitan area to supplement McCarran International Airport. The Notice of Intent was published in September 2006. The EIS process has been delayed approximately 18 months due to FAA's need to undertake a comprehensive airspace feasibility study of the proposed new airport site. In addition, further delay will occur due to additional planning needed by the airport sponsor to determine how to handle storm water run-off and resolve other airport design concerns. The Draft EIS is expected to be issued in November 2012. The Final EIS and Record of Decision (ROD) are expected in August 2013 and October 2013. If approved, construction could begin as early as late 2013, with the airport opening in 2018. The EIS effort is

supported by a total of \$12.6 million in AIP grants including a \$3.5 million FY 2008 grant.

- **Washington Dulles International**, Dulles, VA: In FY 2008, FAA provided the third AIP grant for \$26 million under the LOI for construction of Runway 1L/19R. The FY 2008 grant was \$23.7 million. The total Federal commitment is \$200 million of a total estimated cost of \$389 million. The new Runway 1L/19R is identified in FAA's OEP as a capacity project with construction starting in FY 2006. This project adds a fourth runway to the airfield at Dulles Airport. The proposed fourth runway will be a north-south runway, approximately 9,400-feet long and 150-feet wide, planned for commissioning in November of 2008. Construction began in FY 2006 and is anticipated to continue through FY 2009 with the improvements expected to be operational in CY 2009. A new Runway 1L/19R with adequate spacing would provide the ability for dual independent simultaneous instrument approach capabilities in conjunction with the existing runways. This new configuration provides redundancy for the existing north-south parallel runways and similar capabilities in the event of a runway closure of either of the existing runways (due to rehabilitation/maintenance, repairs, aircraft rescue and fire fighting exercises, snow removal, and other reasons) or emergencies.

Chapter 9: Environmental Responsibilities

FAA's Office of Airports assesses potential environmental impacts that may result from airport development projects. FAA must complete this assessment before it approves airport layout plans or amendments or finances airport development projects. This evaluation of environmental impacts is based on requirements contained in the National Environmental Policy Act of 1969 (NEPA) and other Federal laws, regulations, and orders that detail specific criteria to be used for protecting the human and natural environment.

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

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

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

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

If the project has the potential to significantly impact the environment, the airport sponsor will normally prepare an EA based on the requirements prescribed in FAA Orders 1050.1E and 5050.4B. If after reviewing the EA, FAA determines the document meets

³⁴ FAA Orders 1050.1E and 5050.4B are available online at: http://www.faa.gov/regulations_policies/orders_notices/.

the legal requirements and the project (including any identified mitigation) would not significantly affect environmental resources, the agency will adopt the EA and prepare a document known as a Finding of No Significant Impact (FONSI).

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

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

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

Major EISs in progress or completed during FY 2008 include the following:

- Philadelphia International Airport (PA) - Reconfiguration, Capacity Enhancement Project;
- Proposed Southern Nevada Supplemental Airport (NV) for Las Vegas McCarran International Airport;
- Palm Beach International Airport (FL) - proposed relocated and extended runway;
- Providence/T.F. Green Airport (RI) - primary runway extension, RSA improvements and terminal area development;
- Fort Lauderdale/Hollywood International Airport (FL) - proposed runway extension;
- Mesquite Airport (NV) - relocated general aviation airport;
- Mammoth Lakes/Yosemite Airport (CA) - operations specifications for jet service; completed May 2008; and
- Taos Regional Airport (NM) - proposed new runway.

9.1 Streamlining the Environmental Review Process

In response to congressional direction, FAA issued a Report to Congress in May 2001 addressing the Federal environmental requirements related to the planning and approval of airport improvement projects. The report specifically addressed FAA's assessment of

the current level of coordination between Federal and State agencies and the role of public involvement. It also examined staffing and other resources and the timeline for environmental reviews, together with recommendations for streamlining the environmental review process. Among the recommendations were six initiatives for streamlining the airport environmental review process:

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

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

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

9.2 Changes to FAA Environmental Guidance and Policies

FAA's Office of Airports published its updated environmental handbook, FAA Order 5050.4B, in April of 2006. FAA Order 5050.4B addresses NEPA implementing instructions for airport projects under FAA's purview. On September 28, 2008, FAA's Office of Airports issued a separate document entitled, *Environmental Desk Reference for Federal Airport Actions (Desk Reference)* to provide staff and interested parties with

information to integrate and comply with Federal environmental laws, regulations, and executive orders beyond NEPA regulations.

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

The *Desk Reference* was developed to be responsive to frequent changes to the multitude of non-NEPA laws and regulations. The document has been made available to FAA's Office of Airports regional and district office personnel, the aviation and consulting industry, and the public. The *Desk Reference* is posted on FAA's Web Site.³⁵ In early FY 2008, FAA's Office of Airports coordinated with the Airports Council International – North America (ACI-NA) and Airports Consultants Council (ACC) on three workshops focused on NEPA and the application of Order 5050.4B. The workshops took place in Seattle, WA; Alexandria, VA; and Fort Worth, TX. Additionally, FAA's Office of Airports developed with ACI-NA and ACC a specially designed Workshop for airports sponsors and NEPA practitioners on use of the companion environmental *Desk Reference*. The workshop was held in October 2007 in Indianapolis, IN. An additional workshop on how to implement a successful NEPA process for airport projects of all sizes was scheduled for the November 2008 timeframe.

In addition to the issuance of the *Desk Reference* in FY 2008, FAA's Office of Airports issued several other pieces of environmental guidance. Airport Guidance for Park Related Noise Studies was issued on June 27, 2008, providing FAA practitioners with detailed guidance on how to perform noise evaluations of National Parks and other sensitive areas as part of an Airport EA or EIS. FAA also published in the Federal Register on July 30, 2008, a specific list of airport actions, which cause few, if any, air emissions and are therefore exempt from the usual analysis and paperwork for demonstrating conformity with State Implementation Plans (SIP) under the Clean Air Act. FAA's Office of Airports is the first Federal agency to establish such a list. The list of presumed-to-conform (PTC) actions has and will continue to help streamline the Airports environmental review process.

On July 18, 2008, guidance was issued addressing AIP eligibility for sponsors of large and medium hub airports to develop an environmental management system (EMS) for the airport. An EMS is a business management practice that allows an organization to strategically address its environmental matters. It uses a systematic process to identify goals, complete the goals, determine progress, and make changes to ensure continual improvement of environmental programs. The guidance, issued in September 2007, consisted of a Program Guidance Letter to the field and a new Advisory Circular 150/5050-8, *Environmental Management Systems for Airport Sponsors*.

³⁵ The *Desk Reference* is available online at:
http://www.faa.gov/airports/environmental/environmental_desk_ref/

9.3 High-Priority Transportation Projects

The goal of Executive Order 13274, Environmental Stewardship and Transportation Infrastructure Project Reviews, is to promote environmental stewardship and expedite environmental reviews of high-priority transportation projects. In 2003, the Secretary of Transportation selected the proposed airport expansion projects at the Los Angeles and Philadelphia International Airports as two of the initial 13 designated high-priority transportation projects under the Executive Order.

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

Currently, only one aviation project remains on the list of high-priority transportation projects under the Executive Order 13274. That project involves a proposed major airfield Capacity Enhancement Program (CEP) for the Philadelphia International Airport. An FAA multidisciplinary EIS team is working on this project utilizing a concurrent and streamlined environmental review process. The Final EIS and Record of Decision (ROD) for the Philadelphia International Airport's (PHL), Capacity Enhancement Program (CEP) was delayed due to the airport sponsor's inability to financially support any full build scenario evaluated during the environmental process. The sponsor was an estimated \$2 to 3 billion short of fully constructing any of the build alternatives in the Draft EIS (DEIS). FAA's Office of Airports has been working diligently with the sponsor to address this shortfall, but in a December 12, 2008 sponsor letter, it confirmed it would not be able to fund the construction of any of the build alternatives. The proposed project will be redefined and additional environmental analyses conducted. A supplemental DEIS is projected to be issued in January 2011. A final EIS is expected to be issued in September 2011.

This page intentionally left blank.

Chapter 10: Noise and Air Quality Programs

10.1 Noise Compatibility

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

By the end of FY 2008, 273 different airport sponsors chose to take part in the noise planning process, and most have already submitted noise exposure maps depicting the noise environment surrounding the airport. Of these, 254 have approved NCPs, and FAA has approved 101 amendments to NCPs. In FY 2008, nine grants were awarded for new or updated noise studies, costing about \$3.5 million. Additionally, 92 grants totaling \$285.6 million were awarded for noise compatibility mitigation. These projects included the purchase of noise-impacted land adjacent to airports, soundproofing of residences and schools, and other efforts to reduce adverse impacts of noise, providing relief to 17,158 residents, students, and medical patients.

Many public agencies have applied for approval to collect PFCs, in part to provide more funding to improve airport land use compatibility. In FY 2008, PFC authority for noise planning and mitigation totaled almost \$6 million. Since the inception of the program in 1992, \$3 billion has been approved for collection.

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

To implement provisions of the Airport Noise and Capacity Act of 1990 (ANCA, codified at 49 U.S.C. 47521 *et seq.*), FAA issued 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions, on September 25, 1991. Part 161 implements portions of the ANCA by setting up a national program for reviewing airport noise and

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

access restrictions on Stage 2 and Stage 3 aircraft operations.³⁷ Part 161 also provides information about how airport operators may use the procedures for airport noise compatibility planning under 14 CFR Part 150 instead of the those described in Part 161 to provide notice and opportunities for public comment in proposing airport noise and access restrictions. FAA has set up an interdisciplinary team to review airport noise and access restrictions. This team works informally with many airports across the country and provides guidance on compliance with ANCA, Part 161, and other pre-existing Federal laws governing airport access. In FY 2008, FAA reviewed a draft cost-benefit analysis for a nighttime restriction at Bob Hope Airport, Burbank, CA; and commented on an Environmental Impact Report for a phased restriction being proposed at Van Nuys Airport, Van Nuys, CA. FAA continues to work closely with both airport sponsors to ensure any proposed restriction meets Part 161 requirements and the requirements of other Federal law, including sponsor grant agreements.

With the passage of Vision 100, additional noise projects outside the Part 150 program became eligible for AIP grants in FY 2004. Section 160 of Vision 100 added Section 47141 to Title 49 U.S.C., authorizing the Secretary of Transportation to issue grants from AIP noise set-aside funds. These noise funds are for States and units of local government for compatible land use planning and projects adjacent to large and medium hub airports that have neither submitted a noise compatibility program nor updated such a program within the preceding 10 years. These funds are limited to FY 2004 through FY 2008.

FAA issued four grants under Section 160. In FY 2006, the city of Des Plaines near Chicago O'Hare International Airport received \$750,000 to conduct a noise study under Section 160, and San Mateo County near San Francisco International airport received a grant for \$300,000 for these Section 160 studies. In FY 2007, the city of Ontario near Ontario International Airport, CA; received a grant for \$350,000 and the Village of Harwood Heights, near Chicago O'Hare International Airport received a grant for \$320,000. In 2006, when Vision 100 was passed, 31 airports were identified as being large or medium hubs where State or local governments would be eligible to participate in this program. FAA continues to advise eligible State and local governments through several venues, including national planning forums, planning magazines, and FAA's Web site of this grant opportunity.

10.2 Voluntary Airport Low Emission Program

The FAA Voluntary Airport Low Emission (VALE) Program began in FY 2005 under the auspices of Vision 100 and is designed to help airport sponsors meet their responsibilities under the Clean Air Act (CAA), in support of State planning to meet national clean air standards.

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

The VALE program is available to commercial service airports located in air quality nonattainment and maintenance areas, as designated by the U.S. Environmental Protection Agency (EPA). The goal of the program is to reduce ozone, particulates, carbon monoxide, and other major pollutants that are generated by airport stationary and mobile sources, including jet-fueled aircraft auxiliary power units.

Airport sponsors have financial and regulatory incentives under the VALE program to make earlier and larger investments in low-emission technology. Project eligibility is limited to capital investments and the deployment of proven, cost-effective technology that is commercially available. Eligible technologies range from airport on-road vehicles and aeronautical ground support equipment to refueling and recharging stations, gate electrification, and other infrastructure improvements that lower emissions. The program emphasizes the use of domestic alternative fuels, which are well suited to airports because of centralized operations and safe sites for refueling and recharging stations.

The low-emission standards for the program are maintained in cooperation with the EPA and the U.S. Department of Energy. State governments also play an important role in the program by providing regulatory incentives in the form of “airport emission reduction credits.” Airport sponsors receive the State-issued credits for eligible VALE projects and may use the credits to meet future CAA requirements.

The VALE program is a permanent part of the AIP and Passenger Facility Charge Program. Airport participation in the VALE program is growing. In FY 2008, the FAA awarded eight AIP grants for VALE projects totaling \$9 million. Since FY 2005, the FAA has supported 20 VALE projects at nine airports. The total investment in airport low-emission technology has been \$20 million, including required airport matching funds.

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

³⁸ This information is located at <http://www.faa.gov/airports/environmental/vale>.

This page intentionally left blank.

Chapter 11: Disadvantaged Business Enterprise and Civil Rights Requirements

In FY 1999, DOT issued a revision to its disadvantaged business enterprise (DBE) regulations for contracting in light of the U.S. Supreme Court decision in *Adarand Constructors v. Peña* (515 U.S. 200 (1995)). Subsequently, DOT revised the airport concession DBE regulations in FY 2005 to comply with *Adarand* and statutory changes. These revisions require Federal affirmative action programs to be narrowly tailored to meet a strict scrutiny standard. A target of at least 10-percent participation specified in Sections 47113 and 47107(e) of Title 49 U.S.C. for DBE participation in DOT-assisted contracts has been established. These contracts include those funded with AIP grants, and airport concessions which continues as a national goal under the revised rules (49 CFR Part 26, Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs and 49 CFR Part 23, Participation of Disadvantaged Business Enterprises in Airport Concessions). DBEs participating in an airport's concessions program are referred to as an "Airport Concession Disadvantaged Business Enterprise" (ACDBE) under the revised DBE concessions rule.

Under Part 26, overall DBE goals must be based on demonstrable evidence of the relative availability of DBEs that are ready, willing, and able to participate in DOT-assisted contracts. Consequently, FAA approved goals that were both lower and higher than 10 percent for DOT-assisted contract and airport concessions programs that reflected the relative availability of DBEs. In addition, DOT's DBE regulations do not penalize an airport sponsor merely for not achieving its overall DBE participation goal. Instead, the airport sponsor is required to use an approved process to establish the goal³⁹ and make good faith efforts to achieve this goal. If this is done, the airport sponsor is considered to have met the necessary requirements. FAA applies similar principles to its airport concessions program. Additionally, under the airport concession DBE regulations issued in FY 2005, airport recipients are required to report two DBE concession goals, one for non-rental car concessions, and the other for rental car concessions.

During FY 2007, DBEs received 11.1 percent of contract dollars awarded under AIP. ACDBEs in nonrental car concessions produced 23.3 percent of the total gross receipts generated by all nonrental car concessions. ACDBEs in rental car concessions generated a total of 2.8 percent of the total gross receipts generated by all rental car concessions at primary airport locations (FY 2007 is the latest year data are complete; updated data for FY 2008 not yet available.)

During FY 2008, FAA informally resolved 12 complaints filed under the Americans with Disabilities Act of 1990 or the Rehabilitation Act of 1973. At the beginning of FY 2008,

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

there were 8 unresolved disability complaints, and FAA received an additional 7 complaints during the year for a total of 15 complaints.

Thirteen complaints filed under Title VI of the Civil Rights Act of 1964 were informally resolved during FY 2008. This Act provides that no person in the United States shall on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. The number of unresolved Title VI complaints at the beginning of FY 2008 was 6, and FAA received 11 additional complaints during the fiscal year, for a total of 17 complaints. Two new administrative complaints relating to noncompliance with AIP grant assurances pertaining to DBE requirements, filed under 14 CFR Part 16, Rules of Practice for Federally-Assisted Airport Enforcement Proceedings were filed in FY 2008. One was dismissed on procedural grounds, while the other 2008 complaint has been docketed and is being processed under Part 16 procedures. A Part 16 administrative complaint filed in FY 2006 is pending and a Director's Determination is expected to be issued in early FY 2009.

Chapter 12: Passenger Facility Charge Program

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

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

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

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

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

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

- Projects proposed for PFC funding meet statutory objectives and eligibility requirements and are adequately justified;

- PFC revenues do not exceed allowable project costs;
- The PFC collection process is reasonable and nondiscriminatory; and
- The public agency conforms to other requirements and assurances in PFC regulation.

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

In FY 2008, FAA approved or partially approved 97 applications for PFC collections at 91 locations, of which five were new locations. PFC collections enabled by these and earlier approvals have made significant contributions to major capacity, safety, and security projects described earlier in this report. In FY 2008, FAA approved PFC collections, totaling approximately \$1.8 billion, including these at the following airports:

- Detroit Metropolitan Wayne County Airport, Detroit, MI (\$ 257,020,320);
- Charlotte/Douglas International Airport, Charlotte, NC (\$ 144,557,137);
- Minneapolis-St. Paul International Airport, Minneapolis, MN (\$ 128,448,231);
- Ronald Reagan Washington National Airport, Washington, DC (\$124,914,400);
- Los Angeles International Airport, Los Angeles, CA (\$ 85,000,000); and
- Port Columbus International Airport, Columbus, OH (\$ 71,050,296).

In CY 2008, public agencies collected PFCs totaling \$2.66 billion (see Appendix E: Comparisons of AIP to PFC).

As of September 30, 2008, 374 locations had been approved for PFCs since the program's inception in 1991 and collections were occurring at 340 locations. Since 1991, FAA has authorized PFC collections totaling approximately \$63 billion.⁴⁰

Ninety-seven percent of all large and medium hub airports were approved to collect PFCs as of the end of the fiscal year, while 82 percent of all small hub and nonhub primary airports were collecting PFCs. The simplified nonhub pilot program (NHPP) PFC process has encouraged expanded participation among airports in this classification. Specifically, under NHPP, FAA's Office of Airports approved 182 applications at 132 airport locations since the simplified process was implemented in 2005. The NHPP is scheduled to expire at the end of March 2009. Participation in the PFC Program decreases sharply at the level of nonprimary commercial service airports, with only 25 percent of these airports collecting PFCs as of the end of FY 2008. This category of airports has low passenger volume, so the revenue generated may not offset the cost associated with implementing a PFC program.

⁴⁰A complete listing of all PFC approved locations, collections, and expiration dates is available online at <http://www.faa.gov/airports/pfc/>.

Chapter 13: Pilot Programs and Special Funding

13.1 Airport Privatization Pilot Program

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

Of the five airport slots authorized by the legislation, the following options and limitations apply:

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

Stewart International Airport, a primary airport in Newburgh, NY, was the only airport to receive final agency approval. National Express Group, a private company from the United Kingdom, operated the airport for just over seven years. In October 2007, the Port Authority of New York and New Jersey (PANYNJ) purchased the private operator's interest in the lease and became the new operator of Stewart International Airport. The airport was removed from the program.

By the close of FY 2008, the city of Chicago had indentified a number of potential private operators interested in managing the airport and obtained the necessary airline approvals required prior to final application submittal to FAA. The city of Chicago expected to file the final application in October 2008. Chicago Midway is the first and only large hub airport to participate in the pilot program.

At the end of FY 2008, four slots remained available for applicants to the program.

13.2 Innovative Financing Techniques Program

In December 2003, Vision 100 extended the innovative financing technique provisions contained in Title 49 U.S.C. Section 47135(a) to allow 20 additional finance projects through FY 2008. This is in addition to the 20 demonstration projects FAA approved in FY 2001 and FY 2002.

First introduced in 1996 as a pilot program, these provisions allow FAA to test and evaluate at airports smaller than large and medium hubs innovative airport development financing techniques not otherwise eligible for AIP funds. Such techniques include paying interest, commercial bond insurance, other credit enhancements associated with

airport bonds, flexible matching share, and use of entitlement funding for paying principal and interest of terminal building costs incurred before FY 2000.

There were no innovative finance proposals received in FY 2008.

13.3 Safety Management Systems (SMS)

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

Safety management is a collaborative effort between government and airport operators. FAA is in the process of implementing SMS for certificated airports. FAA is developing of Proposed Rulemaking (NPRM) to amend Part 139 to require airports to implement SMS. It is anticipated that the NPRM will be issued for public comment in summer 2010. Systems safety must be infused into the management systems of airport operators if it is to have the desired effect on safety outcomes.

In FY 2008, FAA completed a pilot SMS study at 22 certificated airports to gain experience on SMS implementation. Participants in the pilot program reviewed existing safety standards to determine if they met the intent of SMS requirements; if so, they then developed an SMS Manual and implementation plan. In FY 2008, 20 of the 22 participating airports received AIP grants to evaluate their current safety system against SMS requirements. Airport grant recipients varied in size between large (4), medium (5), small (5), nonhub (4), general aviation (1), and reliever (1). A second pilot study with similar deliverables was initiated later in FY 2008 at seven smaller airports. Airport participants also varied in hub size with relievers comprising three locations, commercial service with two locations, and nonhub and general aviation with one location each.

13.4 Localizer Performance with Vertical Guidance (LPV) Surveys

Wide Area Augmentation System (WAAS) enabled vertically guided approach procedures are referred to as Localizer Performance with Vertical Guidance (LPV) approaches and provide Instrument Landing System (ILS) equivalent approach minimums as low as 200 feet at qualifying airports. Actual minimums are based on an airport's current infrastructure, as well as an evaluation of any existing obstructions. FAA plans to publish 500 WAAS approach procedures per year to provide service to all qualifying instrument runways within the U.S. National Airspace System (NAS).

WAAS offers an opportunity for airports to gain ILS-like approach capability without the purchase or installation of any ground-based navigation equipment at the airport. By the end of FY 2008, there were over 1300 published WAAS-based LPV (localizer

performance with vertical guidance) approaches at nearly 800 airports across the United States. These approaches can provide minimums as low as 200 feet above touchdown and 0.5 mile visibility at qualifying airports.

In FY 2008, \$4 million of AIP funds were allocated for 8 runway ends surveys in Alaska and 85 runway ends within the Continental United States under State system plans, master plans, and individual airport grants. Out of the 93 surveys, 65 were performed at general aviation airports, 14 at commercial service airports, and 14 at reliever airports.

A brochure⁴¹ entitled *Maximizing Airport Operations Using the Wide Area Augmentation System (WAAS)* was developed by the WAAS Office, with input from FAA's Office of Airports, to educate the aviation public on the benefits of implementing these types of approaches (including LPVs). The purpose of this document is to provide an overview of the benefits WAAS offers to airports and to provide information on the steps that airports can take now to begin realizing these benefits.

13.5 Airport Cooperative Research Program (ACRP)

The ACRP was funded at \$10 million in FY 2008. Congress established the program for the purpose of conducting research on problems common to airports but not being addressed in other Federal research programs. The National Academy of Sciences and its Transportation Research Board (TRB) administers the ACRP. TRB solicits annually for research topics from airports, consultants, universities, and the public. A Governing Board appointed by the Secretary of Transportation reviews the topics and selects the best topics for funding.

In FY 2008, the Governing Board met to select the FY 2008 projects. Currently, more than 90 research studies are underway on airport issues such as airport management, efficiency, safety, and the environment. During FY 2008, 15 projects were completed and published and 23 new projects were funded during the fiscal year. FAA is a member of the Governing Board and ensures there is no duplication between AIP-funded research programs: ACRP and Airport Technology Research.

⁴¹ This information is located at http://www.faa.gov/airports/planning_capacity/

This page intentionally left blank.

Chapter 14: Land Use Compliance

Section 737 of AIR-21, now codified in Title 49 U.S.C. 47131, requires the annual compilation of the *Land Use Compliance Report*.⁴² This report provides a detailed statement listing airports the Secretary of Transportation believes does not comply 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.

In response to this requirement, FAA has prepared the *Land Use Compliance Report for FY 2008* and included it as Appendix H. This appendix lists airport sponsors that at the end of FY 2008, FAA is investigating or working with to resolve a land use compliance issue and where corrective actions have been requested or are under way.⁴³ Inclusion in the report does not mean an airport sponsor has been found to be in noncompliance. The list also includes airports identified in previous years but where resolution is still in progress.

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

FAA has developed and implemented guidance related to the methodology and procedures to be used when conducting land use inspections, including (1) airport selection criteria, (2) data gathering, (3) pre-inspection procedures, (4) onsite inspection procedures, and (5) corrective actions. The purpose of land use inspections is to ascertain the airport sponsor's compliance with the terms of applicable Federal obligations incurred through grant agreements, surplus property, and non-surplus property conveyances dealing specifically with the use of airport property. FAA also uses this inspection program to promote standardized reporting formats and completeness of land use records and to provide supporting data for potential compliance determinations, both informal and formal. The results of these inspections, including those conducted in FY 2008, are the basis of the *Land Use Compliance Report*.

⁴² See Title 49 U.S.C. 47131(a)(5).

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

At the end of FY 2008, there were 39 airport sponsors undertaking corrective action and 5 airport sponsors found in noncompliance. FAA also worked with another 21 airport sponsors during the fiscal year and brought them into compliance with their grant assurances.

Additional compliance activity highlights in FY 2008 included:

- Two financial reviews were conducted on the use of airport revenues by Charlotte-Douglas International and Los Angeles International Airports.
- On July 8, 2008, the Secretary of Transportation and Acting FAA Administrator issued an amendment to the policy on rates and charges. The purpose of the amendment is to allow airport operators more flexibility to limit congestion and delay at highly congested airports with the goal of reducing delays for airlines and passengers. This new aviation policy for all eligible grant recipients at congested airports was assigned to the Director of Airport Compliance and Field Operations.

Chapter 15: Performance Measurement

Performance measurement has taken on a major role in FAA activities, including the AIP, due to the Government Performance Results Act (GPRA) of 1993. The GPRA requires Federal agencies to set targets for achievement, expressed in measurable terms. The GPRA measurement focuses on broad outcomes like greater safety, increased capacity, international leadership, and organizational excellence. The goals and measurements are tracked through strategic plans, business plans, annual performance plans, and program performance reports.

FAA sets its goals and reports on performance in the FAA Flight Plan.⁴⁴ The Flight Plan is a multiyear strategic effort, setting a course for FAA through 2013. This strategic plan is tied directly to agency funding and is updated each year. The plan includes outcome-based performance goals with measures and targets for four goals:

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

FAA’s Office of Airports Business Plan was developed to achieve the strategic goals and objectives of the FAA Flight Plan. FAA’s Office of Airports Business Plan has a strong alignment to the Flight Plan, clear and measurable activity targets, and realistic milestones. In 2008, this business plan demonstrated effective coordination with outcome-based performance goals with measures and targets for each of the Flight Plan’s four goals.

⁴⁴The current edition of the FAA Flight Plan, 2008–2012, is available online at http://www.faa.gov/about/plans_reports/.

15.1 Increased Safety

FAA has an important long-term goal to improve 100 percent of RSAs⁴⁵ at 14 CFR Part 139 certificated airports to meet, to the extent practical, standards by 2015. In FY 2008, FAA continued to make progress and completed improvements for 42 priority runways, exceeding FAA's Office of Airports FY 2008 Business Plan goal of improving at least 39 priority RSAs. Additionally, seven Engineered Materials Arresting System (EMAS) installations were completed in FY 2008 and increased use of EMAS. FAA also granted approximately \$203.7 million in AIP funds for RSA improvements for the remaining 129 priority runways, including 26 that will be completed in FY 2009.

Reducing the number of runway incursions⁴⁶ is another major FAA safety goal. In FY 2008, FAA's Office of Airports supported this goal by striving to have 56 or less runway incursions involving vehicle or pedestrians, known as V/PDs, at airports with an FAA air traffic control tower (approximately 512 towers). Both FAA and the airport community focused on controlling V/PDs throughout the year. These actions resulted in only 47 V/PDs, which was 16 percent below the target.

Many safety projects FAA funded in FY 2008 support these efforts to reduce runway incursions, including some discretionary-funded safety projects solely intended to reduce runway incursions (such as enhanced runway marking and lighting and pavement reconfiguration). FAA Runway Safety Action Teams (RSATs) established at individual airports recommended these projects. In FY 2008, FAA issued 22 AIP grants, totaling \$28.8 million in support of RSAT recommendations.

In addition, two new safety programs were funded by AIP and contributed to greater safety in FY 2008: Lateral Precision Performance with Vertical Guidance (LPV) and Safety Management Systems (SMSs) are detailed in Chapter 13: Pilot Programs and Special Funding.

To promote safety, FAA's Office of Airports has focused contract and staff resources on updating standards contained in Advisory Circulars (ACs). Many AIP-funded projects must comply with the safety standards contained in the ACs. In FY 2008, FAA updated 25 ACs. This has reduced the average age of ACs from 13.5 years in FY 2002 to 5.0 years in FY 2008. This is significant progress on FAA's Office of Airports long-term goal of reducing the average age of more than 100 ACs to less than 5 years.

During FY 2008, FAA's Office of Airports continued efforts on two research programs: the Airport Technology Research and the Airport Cooperative Research Program

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

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

(ACRP). The Airport Technology Research was authorized \$18.7 million in funding in FY 2008. This research is conducted at the FAA's Technical Center in Atlantic City, NJ, in the areas of airport planning and design, airport lighting and marking, runway safety, wildlife hazard mitigation near airports, aircraft rescue and firefighting and pavement design and construction. The results of the research are used to update ACs and equipment specifications to provide guidance to airport sponsors and consultants. The ACRP is discussed in Chapter 13: Pilot Programs and Special Funding.

Finally, FAA's Office of Airports continued to use AIP funds to increase safety and access to rural airports in Alaska. To achieve these goals in FY 2008, FAA issued \$20.6 million in AIP funds to three locations. These funds kept FAA on target to meet the long-term FY 2010 goal of bringing 20 substandard Alaskan airports up to FAA lighting standards for 24-hour access by essential medical emergency aircraft. In FY 2008, the total number of airports that have been funded to meet this target was 17. An additional 10 airports have been identified as potential candidates for remote access projects in Alaska.

Additional highlights of FY 2008 safety activity conducted by FAA's Office Airports are indicated below:

- Provided leadership in the Airport Obstruction Standby Committee (AOSC) by developing an Airports centered Pilot Program for One Engine Inoperable (OEI). On March 18, 2008, the AOSC Steering Group agreed to go forward with an OEI Pilot Program at five airports: Phoenix (PHX), Miami (MIA), Boston (BOS), Las Vegas (LAS), and Reagan National (DCA). FAA's Office of Airports is the lead for the initiative, with a goal of developing an agency program for the consolidation of individual airline tracks into a single surface. Once approved by the FAA, the Airport Authority, and the airline stakeholders dedicated departure tracks will be shown on the official ALP. The final product will be a report to the steering group with AOSC recommendations, due in the fourth quarter of 2009.
- Met FY 2008 Call for Action targets. Issued updated marking Advisory Circular (AC) to require enhanced taxiway centerline at smaller airports. Completed implementation of enhanced taxiway markings at 75 largest airports by the June 2008 required date. Issued updated driver training AC to strongly encourage certificated airports to expand annual recurrent driver training to all with access to the movement area. Initiated a rulemaking project to amend Part 139 to establish this training as mandatory for certificated airports.
- Met goal of completing first draft of ARP Safety Management Systems (SMS) Order. Issued interim guidance on ARP staff participating in ATO Safety Risk Management Teams. Completed first SMS pilot projects at 22 airports. Provided AIP grants to airports for SMS pilot projects to develop gap analyses to show specific airport differences between Part 139 requirements and what would be required under SMS. A second pilot study with similar deliverables was initiated later in FY 2008 at seven smaller certificated airports.

- To improve safety at airports in support of FAA’s Flight Plan Target to reduce the commercial air carrier fatal accident rate provided AIP funding totaling \$987 million for more than 3700 safety and standards projects nationwide.
- Completed the evaluation of the Qinetiq Tarsier Radar System at the TF Green Airport and the XSight Foreign Object Debris (FOD) Detection system at Boston Logan Airport to detect the presence of FOD on the runway. The former uses millimeter wave radar and the latter uses small radar/camera sensors that are collocated with runway edge lights.

15.2 Greater Capacity

The Operational Evolution Plan (OEP), which was established in FY 2000, focused on increasing the capacity of the national airspace by 30 percent and consolidated information about capacity enhancements into one document. The forecasted and actual benefits of these activities were measured annually, and analysis shows FAA will achieve the original goal by 2013. In 2007, FAA expanded the scope of the existing OEP to include FAA’s commitments to integrate and implement the new air transportation system (NextGen)⁴⁷. The plan is now known as the Operational Evolution Partnership (OEP) and it identified 35 commercial airports (30 large hub airports and 5 medium hub airports) that account for the majority of the scheduled passenger enplanements in the country. Additionally, in FY 2008, the OEP identified⁴⁸ 15 metropolitan areas to promote regional planning, monitor aviation infrastructure investment, and identify additional airports with potential to accommodate future demand. In CY 2007, 73 percent of all U.S. enplanements occurred at these airports. The OEP supports DOT’s *National Strategy to Reduce Congestion on America’s Transportation Network*, and FAA’s Office of Airports regularly reports to DOT on related congestion reductions in the airspace system.

From FY 2000 through 2008, 15 new runways at OEP airports were commissioned at 35 OEP airports providing these airports with the potential to accommodate 1.9 million more annual operations. The total cost of these 15 new runways was \$8 billion with approximately \$2.8 billion in AIP funding.

Another means of improving safety and decreasing delays at a busy airport is through the construction of taxiways. These taxiways provide one alternative to having aircraft cross an active runway.

In FY 2003, the FAA Administrator requested FAA’s Office of Airports to further study the long-term capacity of the aviation system to ensure it matches forecasts of demand.

⁴⁷ The OEP is available online at http://www.faa.gov/about/office_org/headquarters_offices/ato/publications/nextgenplan/0608/.

⁴⁸ See “Capacity Needs of the National Airspace System – Fact 2” report available at <http://www.faa.gov/airports/resources/publications/reports/#capacity>.

FAA issued a report in June 2004 entitled, *Capacity Needs in the National Airspace System (FACT 1)*.⁴⁹ It identified airports and/or metropolitan areas that were not expected to meet projected aviation demands in 2003, 2013 and 2020 (using 2003 data as the baseline).

This study was updated with new modeling data, findings from airport visits, current demand forecasts, and agency plans contained in the current OEP. It was also updated to align the periods analyzed with the work being done as part of the NextGen by the Joint Planning and Development Office. The updated report, entitled *Capacity Needs in the National Airspace System (2008-2025): An Analysis of Airports and Metropolitan Area Demand and Operational Capacity in the Future (FACT 2)*, was released in May 2008.⁵⁰

To further support capacity enhancements, FAA's Office of Airports also distributed AIP funds for two regional studies in Atlanta and San Francisco metropolitan areas, to study regional capacity issues. The studies are being completed over several fiscal years and the sponsors of these studies met their respective performance targets and deliverables during FY 2008. In FY 2008, the Southern California Association of Governments adopted their 2008 Regional Transportation Plan in May 2008.⁵¹

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

15.3 International Leadership

FAA's Office of Airports continued to participate in international activities in FY 2008. Both headquarters and regional FAA personnel responded to requests for technical assistance from foreign countries to help improve their programs for airport safety, certification, and inspection. FAA's Office of Airports safety and certification inspectors conducted an airport assessment of the international airport in Liberia.

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

⁴⁹ The *Capacity Needs in the National Airspace System Report* is available online at <http://www.faa.gov/airports/resources/publications/reports/>.

⁵⁰ See <http://www.faa.gov/airports/resources/publications/reports/#capacity>.

⁵¹ The Southern California Association of Governments 2008 Regional Transportation Plan is available at <http://www.scag.ca.gov/RTIP/index.htm>.

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

FAA's Office of Airports staff met with aviation safety leaders in the Chinese Civil Aviation Authority in Beijing and Shanghai to discuss improving runway safety and reducing runway incursions. Additionally, FAA's Office of Airports staff met with the Eurocontrol's Airport Operations and Environment Division to discuss harmonization of airport research.

Additional highlights of FY 2008 international activity conducted by FAA's Office of Airports are indicated below:

- Conducted a pavement seminar in Singapore, Malaysia that was well attended by States throughout the surrounding region. The seminar provided training in the newly published FAA pavement design model which has become the defacto world standard.
- Represented FAA at the International Civil Aviation Organization (ICAO) Aerodrome Panel and supported the Panel's work groups on Airport Design, Firefighting, Pavement Design, Heliports, and Visual Aids.
- Attended the Airports Council International (ACI) World Regional conference in Ghana, presented on airport safety and development, and discussed related topics with regional aviation leaders.
- Visited Delhi, India as part of FAA team's initial meeting of the FAA/India Aviation Cooperative Program. Met with Indian Director General and Airports Authority to plan technical assistance for India in areas of Airport Safety and Certification, Aircraft Rescue and Firefighting, Wildlife Hazard Mitigation, and Obstruction Analysis.
- Visited Beijing and Shanghai along with Wes Timmons (director of Runway Safety) and met with the Head of Aviation Safety in the Civil Aviation Authority of China (CAAC). Discussed issues for improving runway safety and reducing runway incursions. Laid the foundation for future FAA/CAAC cooperation in Runway Safety.
- Staff along with Wes Timmons (Director of Runway Safety), Mitre, and FAA Air Traffic Organization conducted discussions at Eurocontrol in Brussels on harmonizing activities in runway safety research to improve safety and reduce runway incursions. Developed action plan for cooperative activities in FY 2009. Also visited Heathrow and Charles De Gaulle airports and achieved agreement from those airports to participate in this cooperative effort.

- Attended Wings of Change Air Show and seminar in Santiago, Chile. Presented on airport safety and development and held discussions with leaders from the regional aviation community.

15.4 Organizational Excellence

By establishing organizational excellence goals, FAA develops initiatives to ensure the success of FAA's mission through stronger leadership, a better-trained and safer workforce, enhanced cost-control measures, and improved decision-making based on reliable data. In FY 2008, FAA's Office of Airports supported these goals by continuing to make improvements in all of its management and organizational processes, including AIP.

In addition, FAA's Office of Airports met its national goal of closing out 95 percent of AIP grants that are 4 years and older. Of those older AIP grants, 778 were closed in FY 2008. FAA's Office of Airports issued 98 percent of all construction and equipment grants based on costs determined by bid rather than estimates exceeding the established goal of 90 percent.

In FY 2008, FAA's Office of Airports continued to carry out its national goal of providing relief to those impacted by the airport environment by reducing their level of noise exposure to a day-night sound average⁵² of less than 65 decibels. These noise compatibility projects were funded through AIP. In FY 2008, FAA issued 92 AIP grants totaling \$285.6 million in AIP funding in support of noise compatibility projects. FAA's Office of Airports remained on track to meet its long-term target of benefiting 20,000 persons per year based on a rolling 5-year average. In FY 2008, the total persons estimated to benefit from noise compatibility projects were 20,460.

Historically, approximately two-thirds of non-noise AIP funds are expended on infrastructure development of airside facilities, more specifically, runways, taxiways, aprons, and associated lighting, safety and standards projects. To effectively expend funds to maintain pavement integrity, it is important that projects be accomplished before extensive damage due to normal wear and tear and climatic conditions require more extensive reconstruction (versus rehabilitation). Accordingly, FAA's Office of Airports maintains and monitors a database of runway pavement conditions at all NPIAS and commercial service airports to assure that a minimum level of pavement condition is being maintained. Our established goal is to assure that 93 percent of all runways at airports in the NPIAS are maintained in good or fair condition. In FY 2008, actual field surveys affirmed that 96.9 percent of runways at NPIAS airports and 97.9 percent of runways at commercial service airports met these criteria.

⁵² The day-night average sound level means the 24-hour average sound level, in decibels, for the period from midnight to midnight, obtained after the addition of 10 decibels to sound levels for the period between midnight and 7 a.m. and between 10 p.m. and midnight, local time.

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

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

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

- Process improvements, such as more flexibility in adapting guidelines for local interests, paper reduction, and more consistent policy;
- Materials improvement, such as more timely updates to resource guidance, more consistent interpretation, and easier access (via the internet, if possible); and
- Resource management, focusing on most widely used forms of communication (e.g., internet and advisory circulars).

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

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

In March 2008, the results of the survey were published on the Office of Airports Web site. Additionally, the survey results were distributed nationally to the Office of Airports regions to adjust their individual business plans addressing identified areas for improvement.

In FY 2008, FAA's Office of Airports piloted its new AIP financial performance metric focused on the conversion rate of Aviation trust fund dollars into airport infrastructure improvements. The FY 2008, ARP Business Plan identified this "shadow" performance metric as an AIP management and oversight goal and a core business function. The FY 2008 objective was to pilot the baseline methodology for full implementation in FY 2009 of the new performance metric.

Appendix A: Glossary and Acronym List

Glossary

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

- Annual Service Volume (ASV). ASV is a measure used by airport planners to calculate the number of aircraft operations that can be reasonably accommodated at an airport over a year without unacceptable delay.
- Authorization. This is a legislative act granting FAA the “contract authority” to issue AIP grants within a specified dollar amount.
- Authorizing Legislation. AIP is authorized by Chapter 471 of Title 49 U.S.C., as amended.
- Discretionary. The term “discretionary” refers to funds that are available for use on eligible projects at FAA’s discretion. Discretionary funds are of two types. One type is referred to as discretionary set-aside funds (for noise planning and programming, Military Airport Program (MAP) participants, and a special reliever airport category). The other type comprises those funds remaining after the apportionments are made and the set-asides are accommodated. Of these remaining funds, 75 percent—known as capacity/safety/security/noise (C/S/S/N)—is to be used for preserving and enhancing capacity, safety, and security and carrying out noise compatibility planning and programs at primary and reliever airports. The remaining 25 percent, known as remaining or pure discretionary, may be used for any eligible project at any airport.
- Entitlements. The term “entitlements” refers to the passenger, cargo service, and State apportionments (including nonprimary apportionments when applicable) available to sponsors and States based on formulas in the Act. See the definition of “apportionments” above.
- Grant Assurances. There are three types of standard grants assurances that sponsors must agree to when accepting AIP funds; airport sponsor assurances, noise compatibility assurance for non-airport sponsors and planning agency assurances. Airport sponsor assurances are used for airport development grants, airport planning grants, and noise compatibility program grants. Noise compatibility assurances for non-airport sponsors are used for noise compatibility projects undertaken by sponsors who do not own the airport that has the noise compatibility program. Planning agency assurances are used for integrated airport system planning grants made to planning agencies.
- Obligations. The execution of a grant agreement with an airport sponsor constitutes an obligation of the U.S. Government to pay the amounts specified in the grant. Obligations of funds are processed through FAA regional accounting offices in two steps: (1) a “reservation of funds” is made before the grant is signed; and (2) an “obligation” is reported when the grant is signed. Total obligations in a region may never exceed the total of funds allotted to a region.

- Obligation Limitation. This is language in an annual appropriations act that limits annual grant funds to either the authorized level or to any different level determined by Congress to be suitable for economic requirements.
- Passenger Facility Charges (PFCs). These are fees collected for every enplaned passenger at commercial airports controlled by public agencies for projects and at fee levels approved by FAA. Airport sponsors then use these fees, up to \$4.50 for every enplaned passenger, to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition.
- Payments. Payments to a sponsor are made either through processing of requests submitted by a sponsor to FAA or via a letter of credit arrangement.
- Protected Entitlement Funds (Formerly “Carryover” Funds). These are funds apportioned for primary or cargo service airports, States (including nonprimary apportionments when applicable), and Alaskan airports for eligible work. Specifically, work that an airport sponsor can claim to use during the fiscal year for which the amount was apportioned and the 2 fiscal years immediately after that year (or the 3 fiscal years immediately following that year in the case of primary nonhub airports and nonprimary airports). Grants using carryover amounts from apportionment funds may be used whether or not there is AIP authorizing legislation if sufficient contract authority remains from prior authorization legislation.
- Recoveries. As adjustments are made based on final actual grant payments, funds may be recovered (de-obligated) from existing obligations and, under certain circumstances, may be re-obligated for new projects or for upward adjustments to existing projects. For State block grants, funds are not normally recovered. These funds may be used within the block grant for other eligible projects.
- Set-aside Funds. Portions of discretionary funds are set-asides designed to achieve funding minimums specified in the authorizing statute. The set-aside include: (1) 35 percent for noise compatibility planning and implementing noise compatibility programs under Title 49 U.S.C. Section 47501 *et seq.*; (2) 4 percent for the Military Airport Program; and (3) if AIP is funded at \$3.2 billion or above, 0.66 percent for a limited number of reliever airports with more than 75,000 annual operations, a runway with a minimum usable landing distance of 5,000 feet, a precision instrument landing procedure and at least 100 based aircraft, and relieve airports with at least 20,000 hours of annual delays in commercial passenger aircraft takeoffs and landings.
- Small Airport Fund. Title 49 U.S.C. Section 47114(f) requires that AIP funds apportioned to a large or medium hub airport be reduced if a PFC is imposed at that airport. In accordance with Title 49 U.S.C. Section 47116(b), FAA distributes the withheld apportionments, as follows: 12.5 percent to the AIP discretionary fund and 87.5 percent to the “Small Airport Fund,” of which certain amounts must be spent at small hub primary airports, general aviation airports (including reliever airports), and nonhub commercial service airports.

Acronym List

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

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

This page intentionally left blank.

Appendix B: Program History

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

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

The Airport and Airway Improvement Act of 1982: The Airport and Airway Improvement Act of 1982 (Title V of the Tax Equity and Fiscal Responsibility Act of 1982, P.L. 97-248, September 3, 1982) established the successor grant program, the Airport Improvement Program (AIP). AIP provides assistance under a single program for airport planning and development with user taxes from the Airport and Airway Trust Fund. This 1982 Act also provides funds to conduct noise compatibility planning and to implement noise compatibility programs that are authorized by the Aviation Safety and Noise Abatement Act of 1979 (P.L. 96-193).

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

The Airport and Airway Safety and Capacity Expansion Act of 1987: The Airport and Airway Safety and Capacity Expansion Act of 1987 (P.L. 100-223, December 30, 1987) extended AIP grant authority for 5 years. It authorized \$1.7 billion each fiscal year through 1990, \$1.8 billion for FY 1991, and \$1.9 billion for FY 1992. This Act also authorized FAA to use the letter of intent process to finance high-priority capacity projects with funds that become available in future fiscal years. Another provision of the 1987 amendment authorized a State Block Grant Program in three States during FY 1990 and FY 1991. FAA initiated this program with Illinois, Missouri, and North Carolina. The amendment also established a Disadvantaged Business Enterprise (DBE) Program to help small business concerns owned and controlled by socially and economically disadvantaged

individuals. Under the statutory authority establishing the DBE Program, not less than 10 percent of AIP funds made available yearly for approved construction projects must be awarded to DBE firms and individuals. However, subsequent Supreme Court decisions and the resultant revisions to the Department of Transportation's DBE regulations require DBE goals to be "narrowly tailored." Therefore, DBE goals must be based on demonstrable evidence of the relative availability of DBEs ready, willing, and able to participate in DOT-assisted contracts.

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

The Airport and Airway Safety, Capacity, Noise Improvement and Intermodal Transportation Act of 1992: The Airport and Airway Safety, Capacity, Noise Improvement and Intermodal Transportation Act of 1992 (P.L. 102-581, October 31, 1992) authorized the extension of AIP at a funding level of \$2,025 million through FY 1993. This Act included a number of changes in AIP. The primary changes include the expanded eligibility of development under the Military Airport Program (MAP). As well as, eligibility for the relocation of air traffic control towers and navigational aids (including radar) if they impede other projects funded under AIP; the eligibility of land, paving, drainage, aircraft deicing equipment, and structures for centralized aircraft deicing areas. Additionally, projects are to comply with the Americans with Disabilities Act of 1990, the Clean Air Act, and the Federal Water Pollution Control Act. The Act also increased the number of States that may participate in the State Block Grant Program from three to seven and extended that program through FY 1996. In 1993, FAA added Michigan, New Jersey, Texas and Wisconsin to the program.

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

Codification of Certain U.S. Transportation Laws at 49 U.S.C.: Codification of Certain U.S. Transportation Laws at 49 U.S.C. (P.L. 103-272, July 5, 1994), repealed the Airport and Airway Improvement Act of 1982, as amended, and the Aviation Safety and Noise Abatement Act of 1979, as amended, and recodified them without substantive change at Title 49 U.S.C. 47101, et seq. Several notable name changes were contained in the recodification language. The term “enplanements” was replaced with the term “passenger boardings.” The codification also uses the term “passenger facility fees” instead of “passenger facility charges.” These terms, when used in a discussion of legislative provisions and program objectives, are interchangeable.

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

The Federal Aviation Reauthorization Act of 1996: The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264, October 9, 1996) extended AIP until September 30, 1998. Various changes were made to the formula computation of primary and cargo entitlements, State apportionment, and discretionary set-asides. Specifically, under primary airport entitlements, the formula was adjusted by changing the credit for the number of enplaning passengers over 500,000 from \$0.65 to (1) \$0.65 for the passengers from 500,000 up to 1 million and (2) \$0.50 for each passenger over 1 million. Cargo entitlements were decreased from 3.5 percent of AIP to 2.5 percent of AIP.

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

The noise and MAP set-aside computations were also changed from 12.5 percent and 2.5 percent of total AIP, respectively, to 31 percent and 4 percent of the discretionary fund. In addition, previously there was a minimum level of \$325 million for the discretionary fund after subtraction of the various apportioned funds and set-asides. In addition, this Act changed the minimum discretionary fund level to \$148 million plus the total amount required from the discretionary fund to carry out in the fiscal year letters of intent issued prior to January 1, 1996.

Three new pilot programs for innovative financing techniques, pavement maintenance, and privatization of airports were added to the program. Other changes included changes to the MAP in the number of airports under the program, criteria for selection, project eligibility, and permission to extend MAP participants for an additional 5-year period.

The State Block Grant Program was formally adopted by removing the designation of “pilot” and the number of participant States was increased first to seven States in 1993, and then to nine States in 1998. Following enactment, FAA added Pennsylvania and Tennessee to the program.

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

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

- Initial Extension. P.L. 105-277, enacted October 21, 1998, extended AIP for a 6-month period ending March 31, 1999. The AIP contract authority was established at \$1.205 billion, and the obligation limitation was established at \$975 million. This public law created new project eligibility, during FY 1999 only, for assessments of turn of the century (Y2K) CY 2000 processing capabilities for airport technology systems.
- Second Extension. P.L. 106-6, enacted March 31, 1999, extended AIP for a 2-month period until May 31, 1999, increasing the contract authority by \$402 million and the obligation limitation to \$1.3 billion, or an additional \$325 million. In addition, the public law relocated the Small Hub Fund from the Discretionary Fund to the Small Airport Fund. Further, the law removed a cap of \$300 million that was placed on the discretionary fund.
- Third Extension. P.L. 106-31, enacted May 21, 1999, extended AIP until August 6, 1999. It increased AIP contract authority by \$443 million and increased the obligation limitation for FY 1999 by \$360 million to a total of \$1.66 billion. The law further restored discretionary set-aside for the MAP, which was inadvertently permitted to expire.
- Final Extension. On September 29, 1999, P.L. 106-59 was enacted extending AIP to September 30, 1999. This law increased AIP contract authority to \$2.41 billion, an increase of \$360 million. The obligation limitation was increased to \$1.95 billion, an increase of \$290 million.

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

- The authorized AIP funding level significantly increased in FY 2001 to a level of \$3.2 billion, growing to \$3.4 billion in FY 2003.
- Formula changes became effective in FY 2000 without regard to the total AIP level, including (1) a minimum passenger entitlement increase from \$500,000 to \$650,000, (2) a cargo entitlement increase from 2.5 percent of AIP to 3 percent, and (3) a set-aside increase for noise compatibility planning and projects from 31 percent of discretionary funds to 34 percent.
- The following changes would be made to the AIP formula if the amounts made available to AIP through the appropriations process equal or exceed \$3.2 billion in FY 2001 and beyond.
 1. Passenger entitlements determined by formula would double;
 2. Minimum passenger entitlements would increase to \$1 million; and
 3. Maximum passenger entitlements would increase from \$22 million to \$26 million.
- State apportionment increased from 18.5 percent to 20 percent, with each nonprimary airport entitled to an individual apportionment based on the lesser of one-fifth of the airport's 5-year capital needs as identified in FAA's National Plan for Integrated Airport Systems (NPIAS) or \$150,000. The remainder is distributed to States based on the proportions of both the land area of each State to the total land area of all States, and the population of each State to the population of all States.
- A new "super reliever" airport set-aside was established. An amount equal to two-thirds of 1 percent is to be made available for grants to airport sponsors of reliever airports based on four criteria:
 1. more than 75,000 annual operations;
 2. a minimum usable runway length of 5,000 feet;
 3. a precision instrument landing procedure, and
 4. a minimum number of based aircraft as determined by the Secretary of Transportation or has been designated by the Secretary of Transportation as a reliever airport. (This set-aside is not provided if AIP is less than \$3.2 billion.)
- Two new pilot programs were established—one for low emission vehicles and supporting infrastructure and another for projects implemented through design-build contracts. AIR-21 also extended the innovative finance pilot program and made the pavement maintenance pilot program permanent.

- The maximum allowable PFC increased from \$3.00 to \$4.00 or \$4.50. A large or medium hub that imposes a PFC at the \$4.00 or \$4.50 level would be obliged to increase its passenger entitlement turnback from 50 percent to 75 percent.
- Qualifications for a large or medium hub airport to qualify for the higher PFC (above \$3.00) changed, requiring sponsors of these airports to show that the projects proposed for funding would make significant contributions to (1) improving safety or security, (2) increasing air carrier competition, (3) reducing current or anticipated congestion, or (4) reducing aviation noise impacts.
- The number of States eligible to participate in the State Block Grant Program increased from 9 to 10. To date, no qualified state has applied to fill the 10th slot.

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

Section 119(a)(1) of ATSA provided for use of FY 2001 or FY 2002 entitlements on any nonprimary airport activity, including operational activities, where the airfield had been the subject of security restrictions defined by Notice to Airmen FDC 1/0618. This section made eligible for AIP in FY 2002 payments for “debt service on indebtedness incurred to carry out a project at an airport owned or controlled by the sponsor or at a privately owned or operated airport passenger terminal financed by indebtedness incurred by the sponsor if the Secretary determines that such payments are necessary to prevent a default on the indebtedness.” This provision applied to both publicly owned projects and privately-owned or operated passenger terminal buildings, including those on AIP-eligible airports that may be under private ownership. No airport requested any AIP funding under this provision.

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

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

The specific allocations were as follows:

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

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

Several sections of Vision 100 are summarized below:

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

- Section 156 extended Title 49, U.S.C. 47135, Innovative Finance Demonstration Program (IFDP). During FY 2004 through FY 2008, the IFDP extension allows an additional 20 airport development projects at small and nonhub airports, as well as any nonprimary commercial service or general aviation airport.
- Section 159 expanded AIP and PFC eligibility to include facilities needed to support low emission vehicles and other air quality improvements including gate electrification and low emission vehicles. It further added a pilot program for the retrofit of conventional fuel burning ground support equipment to lower emission equipment.
- Section 160 permits AIP grants to be provided to local governments for land use compatibility planning and projects if the local airport does not have an existing and current FAR Part 150 noise compatibility program.
- Section 161 increased the Federal share of projects at small hub and smaller airports from 90 percent to 95 percent until 2008.
- Section 47102 (3)(B)(ii) limited eligibility for projects to accommodate bulk explosive detection systems (EDS) to passenger entitlements. However, since FY 2003 annual FAA appropriation legislation has prohibited use of any AIP funds for this purpose.
- Section 424 added a requirement that a large or medium hub airport must disclose to FAA if it has been unable to provide access in the previous 6 months. Such disclosure must be provided on February 1 or August 1 of a year for any inability occurring in the previous 6 months.

FY 2005 Response to Hurricane Damage:

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

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

2008 AIP Extensions: During FY 2008, two separate public laws extended the Vision 100—Century of Aviation Reauthorization Act: AIP through September 30, 2008:

- Initial Extension. P.L. 110-190, the Airport and Airway Extension Act of 2008, enacted February 28, 2008, extended AIP for a 9-month period ending June 30, 2008. The extension required that the entitlements be calculated as though the total amount of AIP available for grants was \$3.675 billion, and then reduced by 25 percent.

The impact of this directive was to invoke the doubled entitlement formulas created during the AIR-21 authorization.

- Second extension. P.L. 110-253, the Federal Aviation Administration Extension Act of 2008, enacted June 30, 2008, provided AIP contract authority for the remainder of the fiscal year, through September 30, 2008. The total amount of AIP contract authority was \$3.675 billion.

The two short-term extensions in FY 2008 resulted in a record level of unused and returned airport entitlement funding, totaling \$623 million; up 33 percent from FY 2007. The carryover entitlement funding is made available in the subsequent fiscal year from discretionary funds and therefore reduces the amount of discretionary funding available for other projects. This illustrates the disruptive nature of staggered AIP allocations on construction scheduling due to financial delays and cause priority aviation projects to be deferred.

Deferral of an increasing number of projects to future years could undoubtedly result in higher construction costs, even if only due to inflation. Furthermore, even if airport sponsors decide to utilize their reduced entitlement funding by phasing projects over 2 years or more, construction costs would increase because contractors would have to repeatedly mobilize their crews.

In the past, Congress has always acted to fully fund and authorize AIP before the conclusion of any given fiscal year. However, providing AIP funding through short term extensions could significantly delay many projects because the funding arrives too late to take advantage of a full construction season. Therefore, project costs increase due to contractor's uncertainty of cost escalations that may occur over two construction seasons. In FY 2008, the full funding levels for AIP were not known until early July 2008, causing many airports to lose their entire construction season for projects funded with AIP in the fourth quarter of the fiscal year. This was especially true of airports in northern-tier states with very short construction seasons.

Continuous short-term extensions increase airport sponsor and FAA grant management costs because they increase the number of grants issued. In FY 2008, due to the two-program year, FAA issued 500 additional development grants. Each of these grants has significant on-going oversight implications that last for years after the grant is initially issued. Additionally, financial risk of the program increases as FAA and airport sponsors expedite the grant process on a greater number of grants, potentially increasing the number or errors.

This page intentionally left blank.

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

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

Fiscal Year	Congressional Auth. AIP Funding Amount	AIP Funding Amount Adjusted for Approp. Act Limitations	Gross Obligations ^{1, 3}	Total Amount of New Grants Awarded	Total Number of New Grants Awarded
1982 ²	450	450	413	413	651
1983 ⁴	800 ⁵	805	806	736	1,082
1984 ⁶	994	800	812	739	1,104
1985	987	925	935	849	1,160
1986 ⁷	1,017	885	906	782	1,083
1987 ⁸	1,017	1,025	1,053	919	1,173
1988	1,700	1,269	1,290	1,278	1,251
1989	1,700	1,400	1,430	1,279	1,258
1990	1,700	1,425	1,453	1,285	1,152
1991	1,800	1,800	1,836	1,670	1,404
1992	1,900	1,900	1,955	1,765	1,507
1993	2,025	1,800	1,875	1,830	1,434
1994 ⁹	2,970	1,690	1,731	1,702	1,318
1995	2,161	1,450	1,501	1,418	1,047
1996	2,214	1,450	1,506	1,380	941
1997 ¹⁰	2,280	1,460	1,506	1,476	1,066
1998	2,347	1,700	1,654	1,504	1,040
1999	2,410	1,950	1,990	1,959	1,489
2000	2,475	1,851	1,862	1,958	1,149
2001	3,200	3,140	3,224	3,128	1,912
2002	3,300	3,223	3,302	3,152	2,033
2003	3,400	3,295	3,397	3,274	2,234
2004	3,400	3,294	3,409	3,375	2,150
2005	3,500	3,384	3,417	3,546	2,099
2006	3,600	3,424	3,604	3,411	2,059
2007	3,700	3,402	3,567	3,341	2,022
2008	3,675	3,395	3,525	3,471	2,457

¹ Gross obligations are calculated by adding the amount of new grants awarded with the amount of recoveries in prior-year grants used for increases in existing grants. Gross obligations include current year funds plus re-obligations of funds recovered from adjustments to prior year projects. The difference between yearly gross obligations and new grants is attributed to increases to existing grant agreements.

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

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

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

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

⁶ The FY 1984 appropriation included \$793.5 million of the \$993.5 million authorized and \$6.5 million of the \$200 million authorized by the STAA and appropriated under the Emergency Jobs Bill (P.L. 98-8).

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

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

⁹ The total amount authorized in FY 1994 was \$2.97 billion. Compared to historical authorizations, the FY 1994 amount was anomalous. This was due to the combination of the lapse of authority of AIP after FY 1993 and the amendments extending the program in May 1994 and August 1994.

¹⁰ Congress imposed rescissions in contract authority of \$50 million per P.L. 104-208, Omnibus Consolidated Appropriations Act (1997), and \$750 million per P.L. 105-18, 1997 Emergency Supplemental Appropriations Act.

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

Cumulative Grants Awarded FY 1982-2008

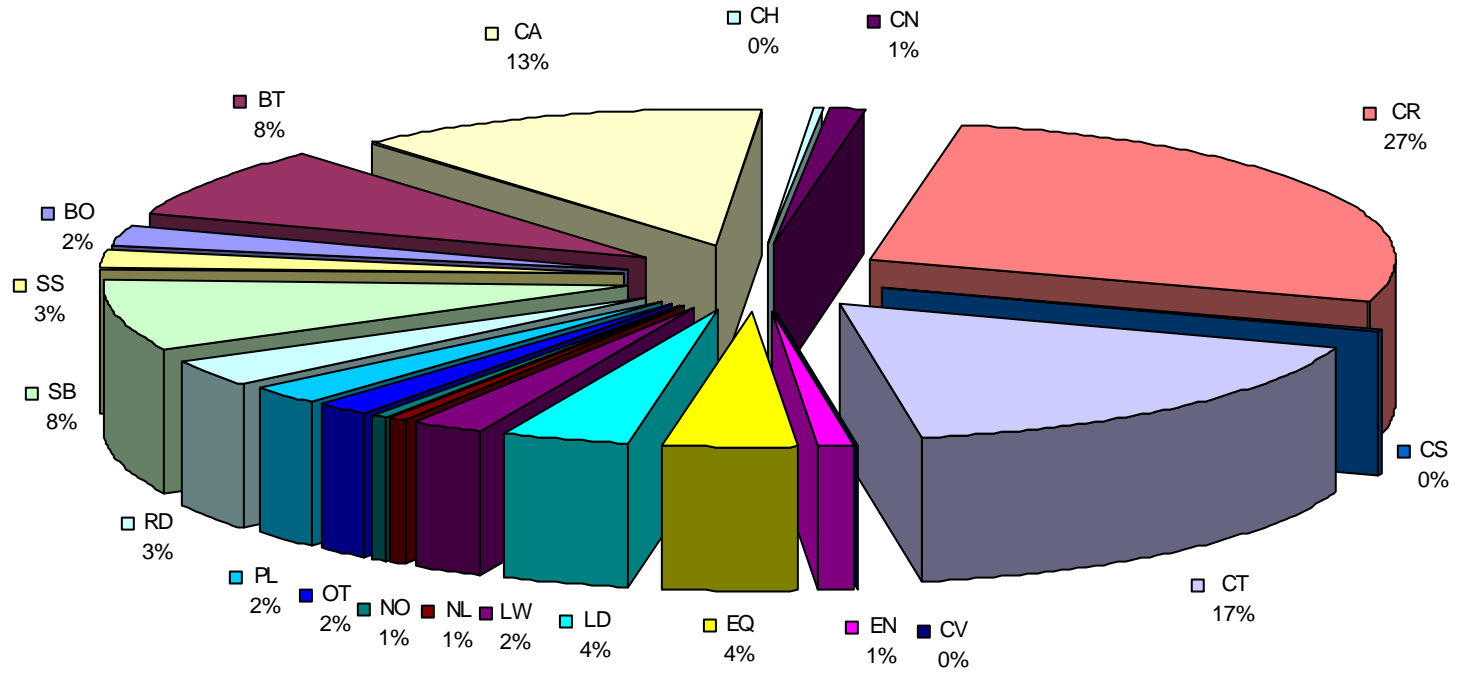
Airport Improvement Program

D-2

25th Annual Report of Accomplishments

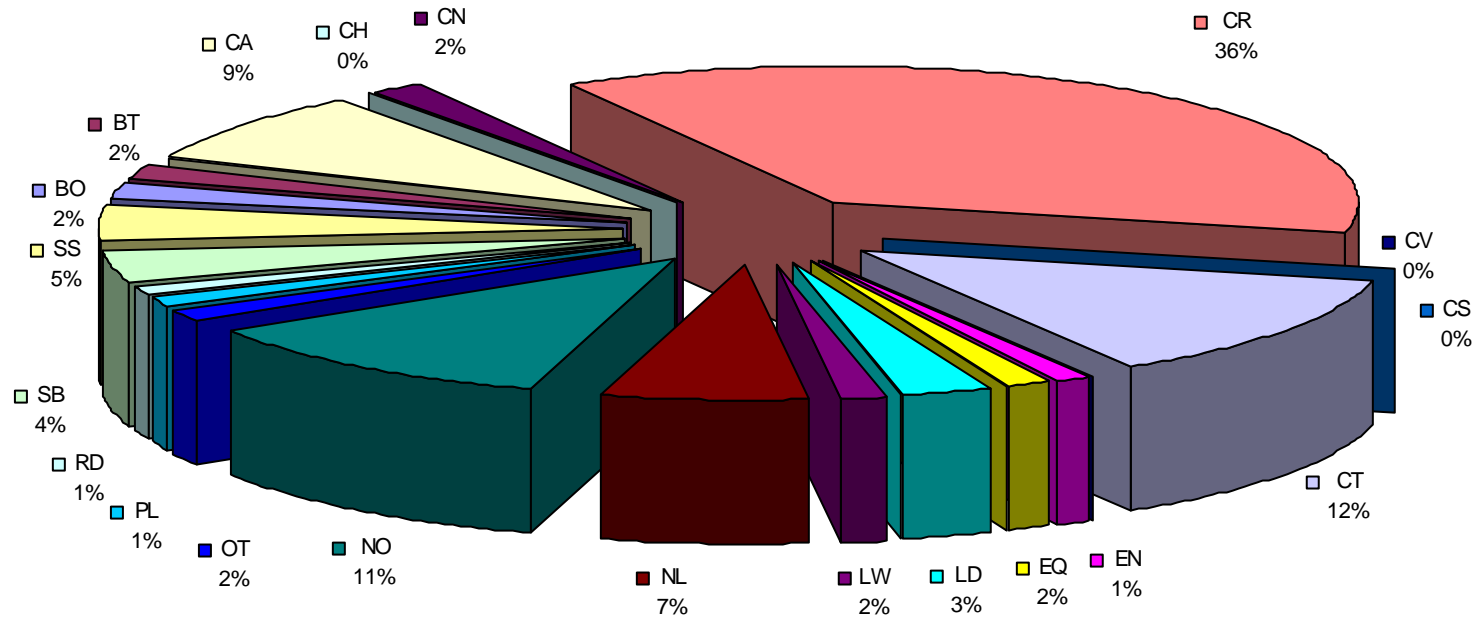
Development Planning Type		Apportioned Grant Funds		Discretionary Grant Funds		Combined Grant Funds	
Abbrev	Description	Total Awarded (\$ Millions)	%	Total Awarded (\$ Millions)	%	Total Awarded (\$ Millions)	%
BO	Building, Other	505.33	2.51	404.37	1.9	909.7	2.2
BT	Building, Terminal	1,674.36	8.31	388.77	1.83	2,063.13	4.98
CA	Landing Area Construction, Apron	2,607.72	12.94	1,786.52	8.38	4,394.25	10.59
CH	Landing Area Construction, Heliport	8.41	0.05	3.63	0.02	12.03	0.03
CN	Landing Area Construction, New Airport	258.02	1.28	402.62	1.89	660.64	1.6
CR	Landing Area Construction, Runway	5,507.49	27.32	7,877.49	36.92	13,384.97	32.25
CS	Landing Area Construction, Seaplane Base	21.91	0.11	1	0.01	22.91	0.06
CT	Landing Area Construction, Taxiway	3,463.16	17.18	2,712.88	12.72	6,176.05	14.89
CV	Landing Area Construction, Vertiport	0.49	0.01	0	0	0.49	0.01
EN	Environmental	262.64	1.31	216.37	1.02	479.01	1.16
EQ	Equipment	809.8	4.02	316.12	1.49	1,125.93	2.72
LD	Land (Other than Noise)	813.95	4.04	590.21	2.77	1,404.17	3.39
LW	Lighting, Nav aids, Weather, Obstructions, Signage	427.19	2.12	293.43	1.38	720.62	1.74
NL	Noise Control, Land	92.09	0.46	1,395.88	6.55	1,487.97	3.59
NO	Noise Control, Other	129.56	0.65	2,439.36	11.43	2,568.93	6.19
OT	Other	315.09	1.57	314.92	1.48	630.01	1.52
PL	Planning	480.9	2.39	222.3	1.05	703.2	1.7
RD	Roadways	639.93	3.18	286.52	1.35	926.44	2.24
SB	State Block Grant Programs	1,669.40	8.29	827.21	3.88	2,496.61	6.02
SS	Safety and Security	474.06	2.36	862.72	4.05	1,336.78	3.23
Totals		20,161.50	100	21,342.32	100	41,503.83	100

**FY 1982 - FY 2008
Cumulative Apportioned Grant Funds Awarded**



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

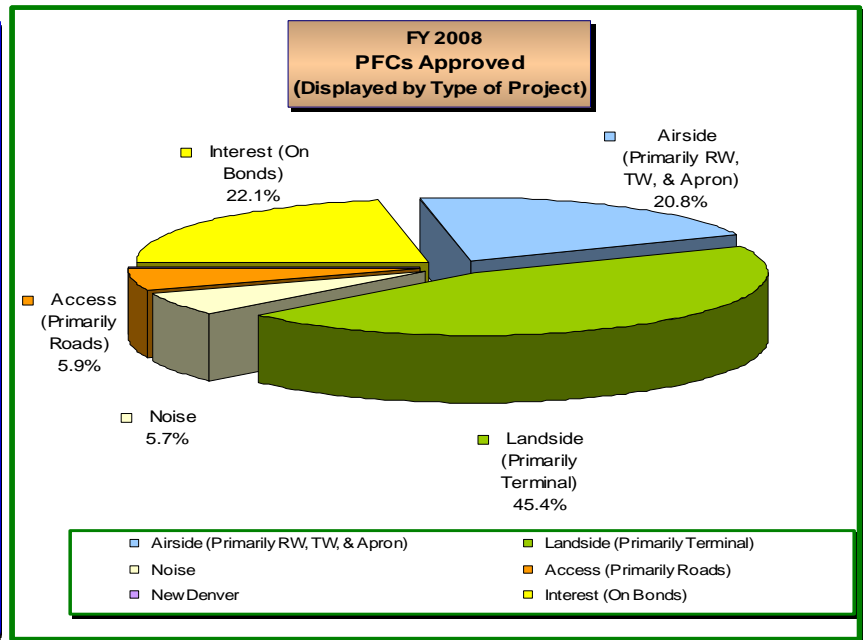
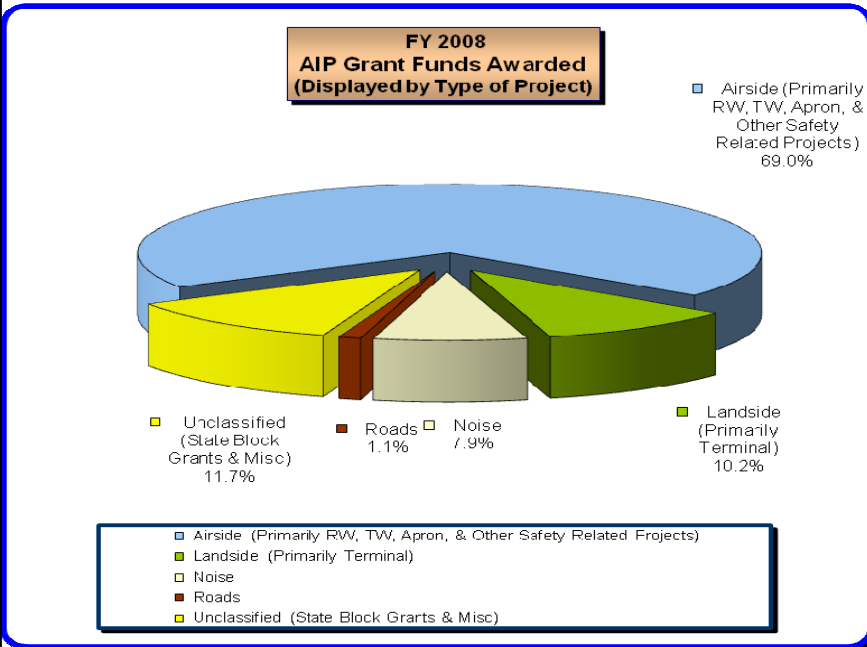
**FY 1982 - FY 2008
Cumulative Discretionary Grant Funds Awarded**



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

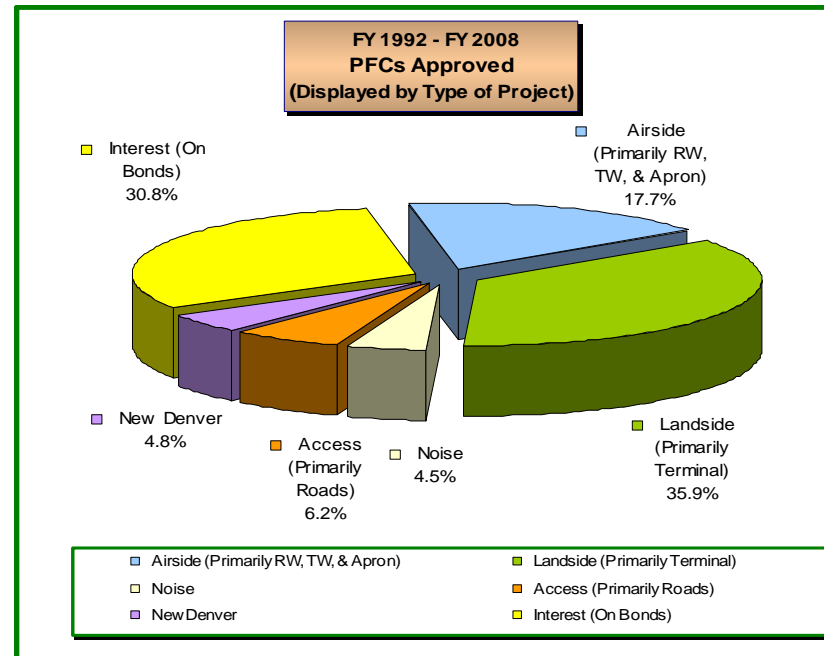
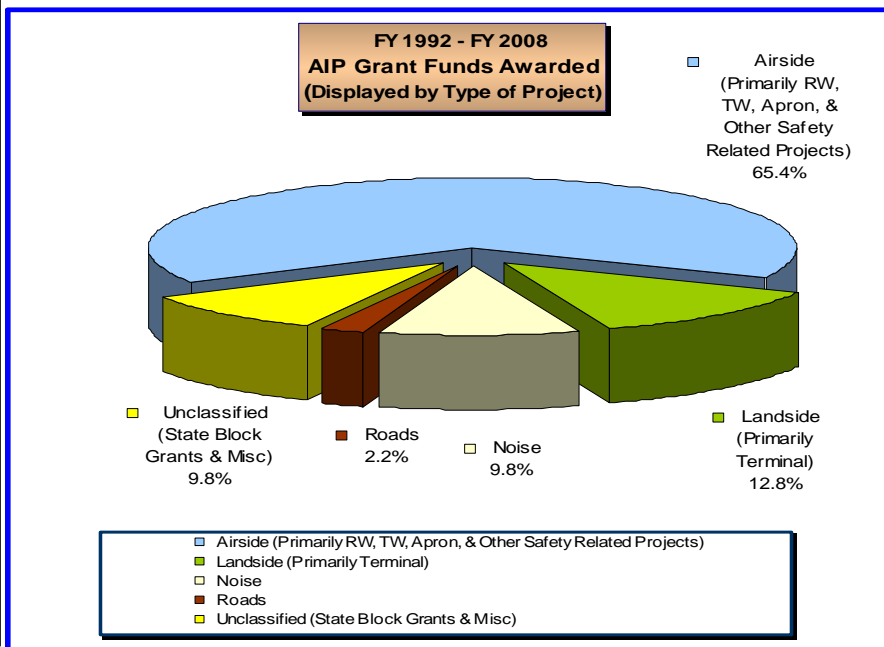
Appendix E: Comparisons of AIP to PFC

Approved Funds, FY 2008 (\$ Millions)			
Airport Improvement Program		Passenger Facility Charge Program	
Development/Planning	Grant Funds Awarded *	Development/Planning	PFC Funds Authorized
Airside (Primarily RW, TW, Apron, & Other Safety Related Projects)	2,379.3	Airside (Primarily RW, TW, & Apron)	373.3
Landside (Primarily Terminal)	351.3	Landside (Primarily Terminal)	813.1
Noise	272.7	Noise	103.0
Roads	39.1	Access (Primarily Roads)	106.3
Unclassified (State Block Grants & Misc.)	403.9	New Denver	0.0
Total	\$3,446.3	Interest (On Bonds)	396.7
* Includes all funds awarded, including projected future amounts for multiyear grants		Total	\$1,792.4



Cumulative Funds, FY 1992 – 2008 (\$ Millions)			
Airport Improvement Program		Passenger Facility Charge Program	
Development/Planning	Grant Funds Awarded*	Development/Planning	PFC Funds Authorized
Airside (Primarily RW, TW, Apron, & Other Safety Related Projects)	27,129.7	Airside (Primarily RW, TW, & Apron)	11,489.1
Landside (Primarily Terminal)	5,311.9	Landside (Primarily Terminal)	23,249.1
Noise	4,056.9	Noise	2,898.9
Roads	926.5	Access (Primarily Roads)	4,026.0
Unclassified (State Block Grants & Misc)	4,078.8	New Denver	3,137.1
Total	\$41,503.8	Interest (On Bonds)	19,974.6
		Total	\$64,774.8

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



This page intentionally left blank.

Appendix F: Letter of Intent Payments for FY 2008

Letter of Intent Payments for FY 2008				
(\$ Thousands)				
State	Primary/Reliever Airports	Entitlement Funds	Discretionary Funds	Total Funds
AK	Ted Stevens Anchorage International	\$1,000	\$7,436	\$8,436
CA	Norman Y. Mineta San Jose International	\$1,800	0	\$1,800
FL	Southwest Florida International	0	\$3,500	\$3,500
FL	Miami International	0	\$4,000	\$4,000
FL	Orlando International	\$6,200	\$2,000	\$8,200
GA	Hartsfield-Jackson Atlanta International	0	\$16,808	\$16,808
IA	Grand Rapids/Eastern Iowa	\$2,650	\$5,000	\$7,650
IL	Chicago O'Hare International	\$6,500	\$20,000	\$26,500
IN	Gary/Chicago International	\$1,000	\$5,000	\$6,000
IN	Indianapolis International	\$5,000	\$7,500	\$12,500
KY	Cincinnati/Northern Kentucky International	0	\$9,000	\$9,000
LA	Baton Rouge Municipal	0	\$3,500	\$3,500
MA	General Edward Lawrence Logan International	\$3,690	\$6,000	\$9,690
MD	Hagerstown Regional-Richard A Henson Field	\$150	\$5,850	\$6,000
MI	Detroit Metropolitan Wayne County	\$4,886	\$14,000	\$18,886
MN	Minneapolis-St Paul International/Wold-Chamberlain/	0	\$5,000	\$5,000
MO	Lambert-St Louis International	\$2,871	\$12,000	\$14,871
NC	Charlotte/Douglas International	\$2,386	\$13,000	\$15,386
NC	Piedmont Triad International	\$5,100	\$7,000	\$12,100
NH	Manchester	0	0	0
OH	Cleveland-Hopkins International	\$2,975	\$16,000	\$18,975
OH	Port Columbus International	0	\$8,300	\$8,300
PA	Harrisburg International	0	\$11,300	\$11,300
SC	Myrtle Beach International	0	0	0
TN	Memphis International	0	\$5,805	\$5,805
TX	Dallas-Fort Worth International	0	\$2,552	\$2,552
TX	George Bush Intercontinental/Houston	\$10,000	\$7,250	\$17,250

Letter of Intent Payments for FY 2008				
(\$ Thousands)				
State	Primary/Reliever Airports	Entitlement Funds	Discretionary Funds	Total Funds
UT	St. George/New Airport	\$1,000	\$9,000	\$10,000
VA	Washington Dulles International	\$6,662	\$17,000	\$23,662
WA	Seattle-Tacoma International	\$4,146	\$20,135	\$24,281
Fiscal Year 2008 National Totals		\$72,917	\$239,500	\$312,417

Appendix G: Letter of Intent Commitments by Fiscal Year

Letter of Intent Commitments by Fiscal Year (\$ Millions)											
	2009	2010	2011	2012	2013	2014	2015	2016	2017	Beyond	Total
State: AK											
Anchorage, Ted Stevens Anchorage International											
Entitlement	1,387	1,957	3,476	3,016	0	0	0	0	0	0	9,836
Discretionary	0	4,000	7,200	6,280	0	0	0	0	0	0	17,480
State: CO											
Denver, Denver International											
Entitlement	0	0	0	0	0	0	0	0	0	0	0
Discretionary	2,000	7,000	7,000	6,000	2,000	0	0	0	0	0	24,000
State: FL											
Miami, Miami International											
Entitlement	0	0	0	0	0	0	0	0	0	0	0
Discretionary	10,110	8,540		0	0	0	0	0	0	0	18,650
Orlando, Orlando International											
Entitlement	4,780		0	0	0	0	0	0	0	0	4,780
Discretionary	0	0	0	0	0	0	0	0	0	0	0
State: GA											
Atlanta, Hartsfield - Jackson Atlanta International											
Entitlement	0	0	0	0	0	0	0	0	0	0	0
Discretionary	23,708	12,500	10,000		0	0	0	0	0	0	46,208
State: IA											
Cedar Rapids, The Eastern Iowa Airport											
Entitlement	3,414	3,000	0	0	0	0	0	0	0	0	6,414
Discretionary	4,300	3,500	2,500	1,500	0	0	0	0	0	0	11,800
State: IL											
Chicago O'Hare International											
Entitlement	6,500	6,500	0	0	0	0	0	0	0	0	13,000
Discretionary	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	60,000	240,000
State: IN											
Gary, Gary/Chicago International											
Entitlement	1,000	1,000	1,000	1,000	1,000	1,000	1,000	0	0	0	7,000
Discretionary	5,000	5,000	5,000	5,000	5,000	5,000	2,845	0	0	0	32,845

State: NY											
New York, John F Kennedy International											
Entitlement	0	0	0	0	0	0	0	0	0	0	0
Discretionary	11,900	14,800	10,900	14,800	11,800	10,900	7,000	7,000	0	0	89,100
State: OH											
Cleveland, Cleveland-Hopkins International											
Entitlement	3,036	3,099	3,165	3,233	3,304	3,378	3,455	3,535	659	0	26,864
Discretionary	16,480	13,170	0	0	0	0	0	0	0	0	29,650
State: PA											
Harrisburg, Harrisburg International											
Entitlement	0	0	0	0	0	0	0	0	0	0	0
Discretionary	2,170	0	0	0	0	0	0	0	0	0	2,170
State: TN											
Memphis, Memphis International											
Entitlement	0	0	0	0	0	0	0	0	0	0	0
Discretionary	5,180	4,823	0	0	0	0	0	0	0	0	10,003
State: TX											
Dallas-Fort Worth, Dallas/Fort Worth International											
Entitlement	0	0	0	0	0	0	0	0	0	0	0
Discretionary	5,292	6,000	0	0	0	0	0	0	0	0	11,292
Houston, George Bush Intercontinental/Houston											
Entitlement	10,000	10,024	0	0	0	0	0	0	0	0	20,024
Discretionary	12,750	13,050	0	0	0	0	0	0	0	0	25,800
State: UT											
St George, New											
Entitlement	1,000	1,000	1,000	1,000	1,000	1,000	1,000	0	0	0	7,000
Discretionary	9,000	10,000	15,000	10,000	10,000	10,000	9,000	0	0	0	73,000
State: VA											
Washington Dulles International											
Entitlement	6,663	6,663	6,663	0	0	0	0	0	0	0	19,989
Discretionary	20,000	4,000	0	20,000	13,000	13,000	14,000	9,000	0	0	93,000

State: WA											
Seattle, Seattle-Tacoma International											
Entitlement	5,213	335	5,400	5,500	5,600	5,700	6,207	0	0	0	33,955
Discretionary	13,700	20,075	8,200	0	0	0	0	0	0	0	41,975
Total											
Entitlement	71,821	63,858	46,784	34,869	17,169	11,078	11,662	3,535	659	0	261,435
Discretionary	220,940	193,208	118,050	105,230	74,650	64,900	52,845	36,000	20,000	60,000	945,823

Appendix H: Land Use Compliance Report for FY 2008

Land Use Compliance Report for FY 2008								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Aniak	AL	Aniak	AK	ANI	Sponsor has permitted nonaeronautical uses without FAA concurrence and at below Fair Market Value (FMV).	Eliminate nonaeronautical uses or seek FAA concurrence at FMV. The airport sponsor has established communications with the FAA on the issues.	Sponsor is taking corrective action to become compliant.	September 2009
Beaver	AL	Beaver	AK	WBQ	Several structures are located on airport property without adequate oversight and compensation.	Executed lease agreements and collect fair market rents for activities at the airport. In coordination with its congressional delegation, the airport sponsor was able to address the FAA's issues through legislation.	Compliant	Corrective action completed FY 2008
Chitina	AL	Chitina	AK	CXC	The Land Occupancy Drawing is outdated. The airport sponsor has permitted nonaeronautical use of airport property without FAA approval. The sponsor is not conducting regular inspections, and a tenant is not meeting minimum standards with regards to fuel system management guidelines.	The sponsor is to update the Land Occupancy drawing, eliminate the nonaeronautical uses of airport property, and conduct regular inspections to ensure all tenants comply with their leases.	Compliant	Corrective action completed FY 2008
Fort Yukon	AL	Fort Yukon	AK	FYU	The Airport Layout Plan (ALP) is not current. Several nonaeronautical uses (residences, storage) have been permitted on airport property without FAA approval.	Sponsor to submit an updated ALP. Sponsor must submit a corrective action plan that is consistent with FAA requirements.	Sponsor is taking corrective action to become compliant.	September 2009
Girdwood	AL	Girdwood	AK	AQY	The ALP is not current. The sponsor has also permitted nonaeronautical use of airport property (kennel facilities, vehicular parking and storage) without FAA approval.	The sponsor is to provide a corrective action plan that addresses all of the land use issues identified at the airport, including updating the ALP assess FMV rents.	Sponsor is taking corrective action to become compliant.	September 2009
Gulkana	AL	Gulkana	AK	GKN	ALP is not current. Certain taxiways are used for nonaeronautical uses (ski/gravel strip). Several nonaeronautical uses of airport property are taking place without FAA approval (nonairport equipment storage, living quarters, and campground). Several of the nonaeronautical uses provide no compensation to the airport.	Submit an updated ALP. Sponsor must submit a corrective action plan that is consistent with FAA requirements.	Sponsor is taking corrective action to become compliant.	September 2009

Land Use Compliance Report for FY 2008								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Igiugig	AL	Igiugig	AK	IGG	Sponsor has permitted certain nonaeronautical (residences, offices, vehicle parking) uses at the airport without FAA approval. ALP is not current.	Sponsor must submit a corrective action plan that is consistent with FAA requirements and submit an updated ALP.	Sponsor is taking corrective action to become compliant.	September 2009
Ralph M Calhoun Memorial	AL	Tanana	AK	TAL	In addition to a nonconforming ALP, the airport has permitted nonaeronautical uses of airport property without FAA approval.	Sponsor must update the ALP and terminate nonaeronautical uses.	Sponsor is taking corrective action to become compliant.	September 2009
Soldotna	AL	Soldotna	AK	SXQ	ALP does not conform to actual airport properties and uses. Unauthorized airport construction has taken place, which in turn conflicts with several land use requirements, including 14 CFR Part 77 and airport safety. Residential hangars have been permitted at the airport.	The sponsor must update the ALP, restore intended uses of airport property, remedy any safety action items, and terminate residential use of airport property. The airport sponsor has taken adequate corrective action.	Compliant	Corrective action completed in FY 2008
Willow	AL	Willow	AK	UUO	The ALP is not current and incompatible land uses have been found at the airport (residences). The sponsor has also permitted nonaeronautical use of airport property (place of worship and a school) without FAA approval	The sponsor is to provide a corrective action plan that addresses all of the land use issues identified at the airport.	Sponsor is taking corrective action to become compliant.	September 2009
Jack Edwards	SO	Gulf Shores	AL	JKA	The Exhibit A map and the ALP are inconsistent with runway visibility zones and there are inconsistencies concerning the airport's property line in reference to the underlying surplus property deed. The sponsor has also permitted a road to traverse airport property acquired with AIP funds without FAA approval.	Update property maps and ALP.	Sponsor is taking corrective action to become compliant.	Corrective action to be completed FY 2008
Ganado	WP	Ganado	AZ	85V	Airport closed without FAA approval.	The sponsor must take appropriate action to either reopen the facility or provide the FAA with an acceptable alternative that meets the applicable Federal obligations.	Non-Compliant	September 2009

Land Use Compliance Report for FY 2008								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Phoenix Sky Harbor International	WP	Phoenix	AZ	PHX	Proceeds from the disposal of Noise Land was not returned to the Noise Program as required.	The sponsor must apply the disposal proceeds back to the Noise Program or back to the trust fund. Compliance with Grant Assurance 31 "Disposal of Land" is expected. The sponsor has agreed with the FAA, is cooperating and is completing the required appraisals.	Sponsor is taking corrective action to become compliant.	September 2009
Pinal Airpark	WP	Marana	AZ	MZJ	The entire airport was leased to a private company in violation of the applicable Surplus Property Agreement. The Airport is not open to the public. Several land use issues were also identified.	Sponsor must renegotiate lease with operator and address all outstanding compliance violations. Although the sponsor is cooperating with the FAA, and the sponsor is actively pursuing resolution of the issue, an exclusive right that has been granted to one operator for the entire airport has not yet been eliminated. Airport remains unopened to the public.	Non-Compliant	No Formal Corrective Action Plan or Completion Date
Superior Municipal	WP	Superior	AZ	E81	Airport closed without FAA approval.	The airport sponsor must take appropriate action to either re-open the facility or provide the FAA with an acceptable alternative that meets the applicable Federal obligations.	Non-Compliant	5/30/2008
Winslow-Lindbergh Regional	WP	Winslow	AZ	INW	Airport closed without FAA approval.	The sponsor must take appropriate action to either reopen the facility or provide the FAA with an acceptable alternative that meets the applicable Federal obligations.	Non-compliant	September 2009
Blythe	WP	Blythe	CA	BLH	Sponsor sold dedicated airport property without FAA approval.	Submit a corrective action plan to resolve the matter by restoring airport property and/or seeking FAA approval. The sponsor has been responsive to FAA concerns and taken steps towards implementing adequate corrective action. The sponsor has agreed to invest the required compensation due back to the airport into an AIP eligible project.	Compliant	Corrective action completed in FY 2008

Land Use Compliance Report for FY 2008								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Brawley Municipal	WP	Brawley	CA	BWC	Sponsor sold dedicated airport property without FAA approval.	Submit a corrective action plan to resolve the matter by restoring airport property and/or seeking FAA approval. The airport sponsor has been responsive to FAA concerns. The sponsor has taken steps towards implementing adequate corrective action. The sponsor has agreed to invest the required compensation due back to the airport into an AIP eligible airport project.	Compliant	Corrective action completed in FY 2008
Fresno Yosemite International	WP	Fresno	CA	FAT	Sponsor disposed of airport property without FAA approval (release) and FMV.	The sponsor must submit and FAA must approve the release and current use of land. Sponsor must compensate airport account at FMV based on an appraisal. The FAA expects repayment with interest. A new ALP and Exhibit A must be submitted to FAA. The sponsor is now cooperating with the FAA, and has taken steps towards implementing adequate corrective action.	Compliant	Corrective action completed in January 2008
Holtville	WP	Holtville	CA	L04	Airport is no longer used as an airport. Airport has effectively been abandoned.	Sponsor was asked to take appropriate action to ensure that the facility is used for airport purposes. A feasibility study for a replacement airport is being conducted.	Non-Compliant	December 2009
March ARB	WP	Riverside	CA	RIV	Airport is not open to the public.	The sponsor took adequate action to compensate the airport fund with the FMV of the disposed airport property, and the sponsor took adequate corrective action to open the airport to the public.	Compliant	Corrective action completed in FY 2008
Shafter-Minter Field	WP	Shafter	CA	MIT	Airport property was disposed of without FAA concurrence. Several nonaeronautical land uses have been permitted without FAA approval.	Although there have been communications between the FAA and the sponsor and there has been progress of several of the issues.	Compliant	Corrective action completed in FY 2008
Van Nuys	WP	Van Nuys	CA	VNY	Several nonaeronautical uses of airport property must revert to aeronautical use. Certain airport property is to be dedicated to aeronautical uses.	The sponsor needs to establish a transition plan and take action to convert the nonaeronautical use areas to aeronautical uses. Dedicate certain areas for aeronautical uses and make	Sponsor is taking corrective action to become	December 2009

Land Use Compliance Report for FY 2008								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
						them available accordingly. The airport sponsor has taken significant steps towards implementing corrective action, including not renewing non-aeronautical leases and dedicating airport property to specific types of aeronautical uses as a means to address aeronautical demand. However, additional time is needed to ascertain full implementation.	compliant.	
Jeffco	NM	Denver	CO	BJC	ALP is inconsistent with release records and as such is not representative of actual conditions at the airport.	The sponsor is cooperating with FAA in updating the ALP. Additional time is required to achieve compliance.	Sponsor is taking corrective action to become compliant.	June 2009
Opa Locka	SO	Miami	FL	OPF	Sponsor exchanged property with the United States Coast Guard without FAA approval. Roads and canal constructed in part with airport property without FAA approval. Sponsor permitted several nonaeronautical uses of airport property. Sponsor has permitted the local imposition of land use development limitations and encumbrances (i.e. historic preservation) on prime aeronautical development land. Outdated property maps. Long-term leases inconsistent with airport's land use requirements.	Sponsor must seek FAA approval on the property exchanged, road and canal uses and other land uses. Work with FAA in ensuring adequate aeronautical uses of airport properties. Submit updated property maps. Consider negotiating lease modifications.	Compliant.	Corrective action completed FY 2008.
Suwannee County	SO	Live Oak	FL	24J	Despite FAA warnings and opposition, the sponsor granted through-the-fence access for a residential airpark and has allowed further expansion.	Despite FAA request for corrective action, the sponsor has declined to mitigate impact of continued residential airpark development	Non-Compliant	None
Dekalb-Peachtree	SO	Atlanta	GA	PDK	Various units of County government are using airport property for non-aeronautical purposes without appropriately compensating the airport. Several nonaeronautical uses of airport property were not approved by FAA.	The sponsor must seek FAA release and compensate the airport account accordingly. The sponsor submitted a corrective action plan which is still under FAA review and several issues have already been corrected. Although FAA anticipated that all required corrective action will be completed by FY 2008, additional time is needed.	Sponsor is taking corrective action to become compliant.	March 2009

Land Use Compliance Report for FY 2008								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Putnam County	GL	Greencastle	IN	417	ALP has not been updated in over 30 years.	Update the ALP and provide it to the FAA.	Sponsor is taking corrective action to become compliant.	December 2009
Harriman-And-West	NE	North Adams	MA	AQW	The sponsor has permitted tenants to hold airport property they do not need. Nonaeronautical uses (personal item storage, vehicular and boat storage) of AIP purchased airport property have also been identified.	The sponsor has taken corrective action, including updating the ALP, and removing certain activities on the airport.	Compliant	Corrective action completed in FY 2008
Houlton International	NE	Houlton	ME	HUL	The Exhibit A contains numerous inconsistencies. Property was disposed of without FAA approval/release.	The sponsor has corrected the problems with the Exhibit A and has taken properly accounted for property sold and used the proceeds appropriately.	Compliant	Corrective action completed in FY 2008
Princeton Municipal	NE	Princeton	ME	PNN	A closed runway is not depicted as such. The sponsor has also permitted penetrations of the airports Part 77 surfaces. Nonaeronautical use of airport property (model aircraft activities) have also been identified.	The sponsor is to take corrective action, including the submittal of a FAA Form 7480 to officially deactivate the runway in question, and provide a corrective action plan that addresses all of the land use issues identified at the airport and the potential Part 77 penetrations.	Compliant	Corrective action completed FY 2008
Coleman A. Young Municipal	GL	Detroit	MI	DET	The sponsor has permitted several nonaeronautical uses of airport property without FAA concurrence, including nonaeronautical uses of hangars.	The sponsor had to terminate non-aeronautical uses or/and seek FAA approval under applicable policies. A new ALP and Exhibit A were also needed. The Exhibit A issue was resolved, while there has been progress on resolving the ALP submittal. In addition, the sponsor and the FAA are working on a request for interim use as a means to resolve the nonaeronautical uses of airport property. Additional time is needed to achieve resolution.	Sponsor is taking corrective action to become compliant.	December 2009
Tulip City	GL	Holland	MI	BIV	ALP needs to be updated and an airspace review must be completed. Airport property is used for non-aeronautical purposes (farming/vehicular and boat storage) without FAA approval.	Submit a new ALP and seek FAA approval of nonaeronautical uses.	Compliant	Corrective action completed FY 2008

Land Use Compliance Report for FY 2008								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Anoka County-Blaine Airport (Janes Field)	GL	Minneapolis	MN	ANE	Exhibit A is outdated. The sponsor permitted several nonaeronautical uses of airport property without FAA approval. This includes golf facilities, softball and soccer facilities.	The sponsor is to update the Exhibit A and take action to submit to the FAA the appropriate release and interim use documentation. The sponsor has cooperated with the FAA in taking corrective action, but additional time is needed.	Sponsor is taking corrective action to become compliant.	September 2009
Bruce Campbell Field	SO	Madison	MS	MBO	The sponsor has allowed several nonaeronautical uses of airport property without FAA approval. This includes a community center constructed on prime aeronautical land and a road. The airport has also granted "through the fence" access for residential development. FBO lease language does not reflect actual amount and type of property under the tenant's control. In addition, the ALP does not reflect current uses.	The sponsor must take corrective action which includes seeking FAA concurrence with the nonaeronautical uses, provide FMV compensation back to the sponsor for those uses, restrict residential access to the airport and update its ALP to reflect those actions and existing uses.	Sponsor is taking corrective action to become compliant.	November 2008
Warren Field	SO	Washington	NC	OCW	The sponsor has permitted non-aeronautical uses (including residential) on airport property in a manner inconsistent with its Federal obligations.	The FAA has asked for the residence to be removed.	Compliant	Corrective action completed FY 2008
South Jersey Regional	EA	Mount Holly	NJ	VAY	The sponsor allowed several nonaeronautical uses of airport property. In addition, a museum was permitted on airport property at a nominal rate. Finally, the ALP does not reflect several airport land uses.	The sponsor must take corrective action to seek FAA approval for the nonaeronautical uses, including providing the appropriate information regarding FMV, elimination of nominal rental values, and compensating the sponsor accordingly. The ALP must be updated. The sponsor is cooperating with the FAA. There has been progress, and resolution is expected in FY 2008, in part by the use of special conditions in future grants. As a result, additional time is needed.	Sponsor is taking corrective action to become compliant.	June 2009

Land Use Compliance Report for FY 2008								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
McCarran International	WP	Las Vegas	NV	LAS	Proceeds from the disposal of Noise Land were not returned to the Noise Program as required.	Proceeds from the disposal of Noise Land must be returned to the Noise Program or to the trust fund. Compliance with Grant Assurance 31 "Disposal of Land" is required. The sponsor is cooperating with the FAA and it is anticipated that corrective action will be achieved in FY 2009 since the required identification of property and the appraisal process are progressing. Additional time is needed in order to resolve the matter.	Sponsor is taking corrective action to become compliant.	September 2009
East Hampton	EA	East Hampton	NY	HTO	The sponsor permitted nonaeronautical land uses within the airport property without FAA approval and below FMV.	Take action to correct non-aeronautical uses and compensate the airport in a manner that is consistent with applicable law and FAA policy. The sponsor and the FAA have agreed on the amount of the compensation to be credited back to the airport. Although it was anticipated that this issue will be closed and in compliance in FY 2007, additional time is needed to complete all corrective action.	Sponsor is taking corrective action to become compliant.	July 2009
Plattsburgh International	EA	Plattsburgh	NY	PBG	In a replacement airport situation, the sponsor has not yet completed the disposition of the airport land that constituted the old facility.	Dispose of the old airport land as required, at FMV, and apply all proceeds in a manner consistent with the applicable Federal obligations, including use for airport purposes at the new location. The sponsor and the FAA are working to resolve the matter.	Sponsor is taking corrective action to become compliant.	November 2009
Buffalo Municipal Airport	GL	Buffalo	MN	CFE	Airport layout plan does not reflect airport property. Leases allow right of first refusal and does not allow sponsor access to tenant's hangars.	Update the airport layout plan to reflect current airport property. Establish leases that do not allow right of first refusal and allow access to facilities by sponsor.	Sponsor is taking corrective action to become compliant.	December 2009

Land Use Compliance Report for FY 2008								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Cincinnati Municipal Airport Lunken Field	GL	Cincinnati	OH	LUK	A significant portion of the airport is being used for nonaeronautical uses without FAA approval and without adequate FMV compensation. Other land use issues have also been identified including airspace penetrations due to "on airport" obstructions.	The sponsor has to correct all outstanding issues, including taking action to dedicate certain parcels to aeronautical use in order to address aeronautical demand. FAA must approve existing land uses and existing land uses must provide the airport with adequate compensation. FAA conducted a land use inspection in order to ascertain the extent of land use issues at the airport. The sponsor has taken several actions to correct several issues. Additional time is necessary to resolved all remaining issues.	Sponsor is taking corrective action to become compliant.	September 2009
Clermont County	GL	Batavia	OH	I69	The sponsor has granted an exclusive right for all airport property. The sponsor has permitted nonaeronautical use of airport property. There is no current ALP.	The sponsor must take action to eliminate the exclusive rights that has been granted. In addition, a new ALP was to be submitted and all non-aeronautical uses removed or approved by the FAA approval. To date, the sponsor has not taken adequate corrective action.	Non-compliant. Evaluating removal from NPIAS.	None
Wadsworth Municipal	GL	Wadsworth	OH	3G3	The sponsor has permitted certain non-aeronautical uses at the airport without FAA approval.	The sponsor must take corrective action by seeking approval of certain non-aeronautical uses and by instituting new leasing practices. Although the sponsor is cooperating with the FAA in taking corrective action, not all issues have been addressed. Additional time is needed.	Sponsor is taking corrective action to become compliant.	January 2009
Hays Regional Airport	CE	Hays	KS	HYS	The sponsor disposed of airport property acquired with Federal funds without FAA approval.	The sponsor is to provide a corrective action plan requesting FAA to approve the release of property.	Sponsor is taking corrective action to become compliant.	June 2009
Hutchison Municipal Airport	CE	Hutchison	KS	HUT	The sponsor entered into an agreement with a fixed base operator on the airport which encumbered the airport property and deprived the sponsor of its responsibilities to effectively operate, manage, and develop the airport. The sponsor has entered into a lease that is less than fair market value. The airport sponsor is permitting the storage of non-aeronautical items on the airport.	The sponsor is to recapture the property not directly needed by the fixed base operator and control the assets of the airport to make it as self-sustaining as possible. The sponsor must also provide a corrective action plan that addresses the nonaeronautical uses of airport property and assess FMV rents.	Sponsor is taking corrective action to become compliant	December 2011

Land Use Compliance Report for FY 2008								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Barnwell Regional	SO	Barnwell	SC	BNL	The sponsor has allowed several nonaeronautical uses of airport property without FAA approval. This includes municipal uses and a cemetery. The airport has also granted an easement on airport property to another entity and has allowed a nonairport entity to control parts of the Airport. In addition, airport property was disposed of without FAA approval.	The sponsor must take action to correct the noted deficiencies. Corrective action is to include: request FAA concurrence, fair market compensation back to the sponsor account, and regains control over the affected properties where control was lost. The sponsor is cooperating with the FAA. As a result, additional time is granted to achieve resolution.	Sponsor is taking corrective action to become compliant.	March 2009
Custer County	GL	Custer	SD	CUT	The sponsor does not have clear title or a long-term interest in portions of the airport. The sponsor has unauthorized nonaeronautical uses of airport property and has entered into several nonaeronautical leases at nominal rates.	Provide evidence that it has acquired good title for all property or, in the alternative, that it has a long-term interest in the property. Eliminate all nonaeronautical uses or seek FAA approval and eliminate nominal rates.	Compliant	Corrective action completed FY 2008
Scott Municipal	MEM	Oneida	TN	SCX	Sponsor is moving ahead with TTF residential airpark in contradiction to FAA guidance.	Despite FAA request for corrective action, the sponsor has declined to mitigate impact of continued residential airpark development.	Non-Compliant	None
Castroville Municipal	SW	Castroville	TX	T89	The sponsor entered into agreement with aeronautical user on airport, which encumbered airport property and deprived sponsor of its rights and responsibilities to effectively operate, manage, and develop the property. The sponsor also permitted nonaeronautical uses of airport property.	The sponsor must take adequate corrective action to regain control over the property and seek FAA approval on nonaeronautical land uses. In coordination with Texas DOT, the FAA is investigating the matter informally. Additional time is needed.	Sponsor is taking corrective action to become compliant.	September 2009
L O Simenstad Municipal	GL	Osceola	WI	OEO	The ALP is outdated.	The sponsor must submit a new ALP.	Sponsor is taking corrective action to become compliant.	May 2009
Buffalo-Lancaster Airport	EA	Lancaster	NY	BQR	The taxiway centerline and runway hold position markings do not meet FAA standards.	The sponsor re-marked the taxiway and runway in accordance with FAA standards.	Compliant	Corrective action completed FY 2008
Barns County Municipal Airport	GL	Valley City	SD	6D8	The sponsor permitted non-aeronautical uses in Hangars without FAA permission. Leases had unreasonable rates, allowed non-aeronautical uses, and does not allow sponsor access. Runway Protection Zones (RPZ) are not controlled by sponsor.	Remove non-aeronautical uses from hangars. Assure lease have reasonable rates and allow access. Take action to assure Runway Protection Zones are protected against incompatible land use.	Sponsor is taking corrective action to become compliant.	Nonaeronautical issues resolved in FY 2008. Deadline for remaining actions September 2009.

Land Use Compliance Report for FY 2008								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Chicago Executive Airport	GL	Chicago/ Prospect Heights/ Wheeling	IL	PWK	The ALP is outdated and needs to be updated. The sponsor permitted a nonaeronautical use of airport property that interferes with the use of the airport (water main).	All corrective actions complete. The sponsor has submitted a revised ALP.	Compliant	Corrective action completed FY 2008
Findlay Airport	GL	Findlay	OH	FDY	The sponsor has airport tenants without lease agreements for their hangars, no access to hangars, and allowed to have none aeronautical uses.	Establish a lease with all tenants, assuring access sponsor access to hangars and restricting non-aeronautical uses.	Sponsor is taking corrective action to become compliant.	September 2009
Huntington Municipal Airport	GL	Huntington	IN	HHG	The sponsor allowed “through the fence” operations without FAA permission. Hangar fixed base operator leases had varying rates and durations. Structural steel and other debris scattered on the airport.	Cease “through the fence” operations or get FAA permission. Standardize leases to the extent practical. Recommend establishing minimum standards. Remove structural steel and debris from airport.	Sponsor is taking corrective action to become compliant.	September 2010
Ohio State University	GL	Columbus	OH	OSU	Several nonaeronautical uses were permitted at the airport without FAA approval or/and below FMV. Issues include land use designations and compensation back to the airport for nonaeronautical uses.	Take adequate corrective action to ensure FAA approval is according to the Federal obligations and applicable policy. As a result of the airport sponsor taking significant steps towards implementing corrective action.	Sponsor is taking corrective action to become compliant.	December 2009
Salem-Leckrone Airport	GL	Salem	IL	SLO	The airport sponsor has airport tenants without lease agreements for their hangars, no access to hangars, and allowed to have none aeronautical uses. The airport sponsor allows the fixed base operator to have a resident on the airport. Rules and regulations imply the fixed base operator may be granted exclusive rights.	Establish a lease with all tenants, assuring access sponsor access to hangars and restricting non-aeronautical uses. Reassess the need for airport management and/or fixed base operator to have an official presence on the airport during off-duty hours. If desired request FAA approval. Modify rules and regulations to prevent granting exclusive rights to fixed base operator	Sponsor is taking corrective action to become compliant.	December 2009
Danbury Municipal Airport	NE	Danbury	CT	DXR	The sponsor is permitting non-aeronautical use of airport property (restaurants, a fire station, vehicle storage for the Department of Health). The airport sponsor is discriminating against certain types of aeronautical users. Leases are vague, may be based on outdated financial data, and do not included language intended to prevent unjust economic discrimination.	The sponsor is to provide a corrective action plan updating the ALP and addressing the nonaeronautical use of airport property. The sponsor must update its airport master record and data on AirNav.com. The sponsor must review and update leases with aeronautical users.	Sponsor is taking corrective action to become compliant.	June 2009

Land Use Compliance Report for FY 2008								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Ft. Collins/ Loveland Airport	NM	Loveland	CO	FNL	Nonaeronautical lease on aeronautical property.	Request ADO approval for interim noneronautical use & charge FMV; or pursue request for release to dispose of property.	Sponsor is taking corrective action to become compliant.	November 2008
Greeley- Weld County Airport	NM	Greeley	CO	GXY	Exhibit A does not reflect release/sale of certain airport property. Residential use lease on airport property	Update Exhibit A. Action plan to terminate residential use prior to or upon expiration of lease on March 31, 2009.	Compliant	Corrective action completed FY 2008
Newnan Coweta County Airport	SO	Newnan	GA	CCO	The ALP is not current, and the Exhibit A Property Map does not accurately depict airport property and boundaries. The airport sponsor is permitting non-aeronautical use (dog kennel and recreational vehicle parking) on airport property and not receiving fair market value. The sponsor established a long-term lease with a tenant who may not be required to comply with the airport's minimum standards. The airport erected a utility pole without FAA approval.	The sponsor is to update the ALP and Exhibit A Property Map. The sponsor must also provide a corrective action plan that addresses the nonaeronautical uses of airport property and assess FMV rents. The airport sponsor must address numerous concerns associated with a long term lease and provide data needed to assess the safety of a utility pole.	Sponsor is taking corrective action to become compliant.	May 2009
Winter Haven's Gilbert Airport	SO	Winter Haven	FL	GIF	The sponsor is permitting non-aeronautical use (law enforcement training activities, records storage, a swimming pool, and recreational vehicles) on airport property and not receiving FMV for these uses. Incompatible land uses encroach into airport property, and a private residence has through the fence access to the airport. Aircraft storage hangars have been established on an apron constructed or rehabilitated under a Federal AIP grant. Local residents are permitted to jog and bicycle within the security and safety fence of the airport.	The sponsor is to provide a corrective action plan that addresses all of the land use issues identified at the airport.	Sponsor is taking corrective action to become compliant.	September 2009
Hammond Northshore Regional Airport	SW	Hammond	LA	HDC	The sponsor is not receiving revenue from three nonaeronautical businesses on airport property.	The sponsor is to provide documentation regarding the sale of the land or begin collecting revenue from these businesses for the airport account.	Sponsor is taking corrective action to become compliant.	November 2008

Land Use Compliance Report for FY 2008								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Brackett Field	WP	La Verne	CA	POC	The sponsor has permitted non-aeronautical uses of airport property (RV Storage) without FAA approval.	Eliminate the unauthorized land use or seek FAA approval. The airport sponsor agreed to an adequate corrective action plan and will eliminate the nonaeronautical use.	Compliant	Corrective action completed in January 2008
Brown Field Municipal	WP	San Diego	CA	SDM	The sponsor has permitted several nonaeronautical uses without FAA approval, many of which are below FMV.	FAA has requested that the airport take corrective action to eliminate and mitigate the nonaeronautical uses that exist at the airport by seeking FAA approval and ensuring adequate compensation to the sponsor at FMV.	Sponsor is taking corrective action to become compliant.	September 2009
Cable Airport	WP	Upland	CA	CCB	The sponsor is permitting non-aeronautical use (recreational vehicle parking) on airport property. The airport does not meet FAA design standards.		Compliant	Corrective action completed FY 2008

Appendix I: FY 2008 AIP Grants Awarded and Grant Amounts by Airport Type and State

FY 2008 AIP Grants Awarded and Grant Amounts by Airport Type and State																
State	Primary		Commercial Count		Reliever		General Aviation		State Sponsored		State Block Grant		Other		Total Grants	
	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount
AK	28	136,029,325	5	19,574,706	0	0	8	56,228,659	7	14,359,148	0	0	0	0	48	226,191,838
AL	17	56,219,906	2	2,353,660	1	741,000	52	18,895,931	1	1,184,692	0	0	0	0	73	79,395,189
AR	6	14,908,291	2	1,280,990	0	0	50	14,826,340	1	160,000	0	0	3	4,710,883	62	35,886,504
AZ	1	9,241,606	0	0	0	0	0	0	0	0	0	0	0	0	1	9,241,606
CA	15	37,123,640	5	451,925	9	15,404,990	23	14,919,170	0	0	0	0	0	0	52	67,899,725
CO	58	198,483,392	3	1,908,123	24	25,898,418	74	43,193,241	1	440,000	0	0	0	0	160	269,923,174
CT	23	73,340,296	4	5,726,840	10	13,894,192	25	9,042,789	1	300,000	0	0	0	0	63	102,304,117
DC	4	26,545,291	0	0	4	2,214,255	2	2,751,367	0	0	0	0	0	0	10	31,510,913
DE	0	0	2	10,125,020	0	0	4	343,666	1	166,250	0	0	0	0	7	10,634,936
FL	39	102,214,219	0	0	17	11,531,349	37	23,926,182	0	0	0	0	1	28,246,414	94	165,918,164
FM	0	0	0	0	0	0	1	14,984,230	1	4,000,000	0	0	0	0	2	18,984,230
GA	16	38,382,812	0	0	3	9,947,248	12	14,139,857	3	15,845,715	0	0	3	10,613,293	37	88,928,925
GU	5	24,946,354	0	0	0	0	0	0	0	0	0	0	0	0	5	24,946,354
HI	12	31,159,136	0	0	0	0	0	0	0	0	0	0	0	0	12	31,159,136
IA	11	17,640,491	3	267,500	1	401,102	58	13,028,295	2	198,101	0	0	0	0	75	31,535,489
ID	9	17,509,387	0	0	1	704,729	23	8,657,276	1	295,285	0	0	1	2,500,000	35	29,666,677
IL	28	80,159,485	0	0	0	0	0	0	0	0	5	35,010,642	0	0	33	115,170,127
IN	7	22,306,195	0	0	5	2,591,115	72	31,979,145	1	412,500	0	0	2	124,395	87	57,413,350
KS	14	28,489,598	5	4,087,882	4	1,665,716	53	21,726,194	3	559,425	0	0	1	479,869	80	57,008,684
KY	14	47,357,086	1	38,760	1	1,330,000	52	15,780,827	0	0	0	0	0	0	68	64,506,673
LA	18	42,225,006	0	0	1	338,268	21	17,896,719	0	0	0	0	0	0	40	60,459,993
MA	16	63,089,498	0	0	2	362,672	12	11,226,505	0	0	0	0	0	0	30	74,678,675
MD	4	3,839,767	1	6,000,000	9	2,831,867	7	2,025,463	0	0	0	0	1	156,161	22	14,853,258
ME	10	14,332,000	2	522,500	2	378,480	14	6,061,057	1	358,209	0	0	0	0	29	21,652,246
MH	0	0	0	0	0	0	1	999,995	0	0	0	0	0	0	1	999,995
MI	27	60,899,752	1	746,225	2	8,634,356	0	0	0	0	7	33,877,435	0	0	37	104,157,768
MN	15	31,025,008	0	0	10	11,091,738	62	18,484,507	1	262,149	0	0	1	237,500	89	61,100,902
MO	16	53,742,770	0	0	0	0	0	0	1	110,000	2	15,976,270	0	0	19	69,829,040
MP	4	11,014,834	0	0	0	0	0	0	0	0	0	0	0	0	4	11,014,834
MS	13	26,821,662	0	0	1	410,000	46	13,588,785	0	0	0	0	0	0	60	40,820,447
MT	10	18,800,433	1	168,781	0	0	23	10,189,326	1	124,094	0	0	3	2,586,275	38	31,868,909
NC	16	61,172,000	0	0	0	0	0	0	0	0	2	39,429,944	0	0	18	100,601,944
ND	7	11,101,056	6	4,424,954	0	0	35	3,664,065	2	1,824,854	0	0	1	232,468	51	21,247,397
NE	7	27,820,736	3	433,136	0	0	27	9,706,898	2	137,711	0	0	0	0	39	38,098,481
NH	13	14,177,790	0	0	0	0	0	0	0	0	3	4,611,205	0	0	16	18,788,995
NJ	10	11,853,006	0	0	8	1,979,891	12	3,581,842	0	0	0	0	0	0	30	17,414,739

FY 2008 AIP Grants Awarded and Grant Amounts by Airport Type and State																
State	Primary		Commercial Count		Reliever		General Aviation		State Sponsored		State Block Grant		Other		Total Grants	
	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount
NM	2	10,358,632	3	3,510,051	1	520,242	24	8,996,656	2	703,882	0	0	0	0	32	24,089,463
NV	11	47,217,976	1	111,240	5	6,413,308	15	5,044,313	1	362,000	0	0	0	0	33	59,148,837
NY	43	76,046,937	7	1,396,100	30	25,387,369	50	24,671,068	1	707,750	0	0	0	0	131	128,209,224
OH	24	68,885,742	2	4,208,279	13	8,857,608	79	19,387,064	0	0	0	0	0	0	118	101,338,693
OK	7	19,851,266	0	0	4	4,170,170	52	15,887,167	1	369,715	0	0	0	0	64	40,278,318
OR	14	34,508,277	0	0	3	6,135,150	36	12,830,635	2	414,083	0	0	0	0	55	53,888,145
PA	32	74,961,699	4	6,328,413	8	2,404,019	8	5,132,814	2	596,238	6	16,646,283	1	189,170	61	106,258,636
PR	3	707,565	1	275,182	0	0	2	288,199	0	0	0	0	3	16,846,920	9	18,117,866
PW	0	0	0	0	0	0	2	3,850,000	0	0	0	0	0	0	2	3,850,000
RI	3	9,352,219	1	121,465	1	226,075	1	182,326	0	0	0	0	0	0	6	9,882,085
SC	8	25,661,119	0	0	3	1,902,128	30	17,081,039	1	768,339	0	0	0	0	42	45,412,625
SD	6	16,798,134	1	37,126	0	0	31	14,162,885	2	834,712	0	0	1	348,934	41	32,181,791
TN	15	51,327,909	0	0	0	0	0	0	0	0	4	17,494,083	0	0	19	68,821,992
TX	67	171,773,709	0	0	5	13,692,347	2	1,000,000	1	500,000	8	54,455,580	2	1,825,000	85	243,246,636
UT	6	11,483,704	3	1,161,240	1	2,398,000	19	6,084,401	1	410,000	0	0	3	11,233,477	33	32,770,822
VA	10	49,995,021	2	142,231	10	4,264,453	26	11,844,513	1	326,000	0	0	0	0	49	66,572,218
VI	2	2,912,576	0	0	0	0	0	0	0	0	0	0	0	0	2	2,912,576
VT	4	6,925,228	0	0	0	0	2	789,579	3	717,399	0	0	0	0	9	8,432,206
WA	22	67,001,802	0	0	8	13,423,398	33	21,406,295	0	0	0	0	0	0	63	101,831,495
WI	14	34,388,374	0	0	0	0	0	0	0	0	5	28,885,439	0	0	19	63,273,813
WV	7	15,938,100	3	5,275,606	1	534,902	15	4,727,253	0	0	0	0	2	3,723,065	28	30,198,926
WY	14	15,900,141	1	3,600,000	0	0	13	5,082,605	1	54,105	0	0	0	0	29	24,636,851
Total	807	2,225,967,958	75	84,277,935	208	202,680,555	1,246	580,297,143	50	47,502,356	42	246,386,881	29	84,053,824	2,457	3,471,166,652

This page intentionally left blank.

Appendix J: AIP Grants Awarded in FY 2008 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Alabama					
Aliceville	George Downer	General Aviation	5	84,868	Rehabilitate Apron
Andalusia/Opp	South Alabama Regional at Bill Benton Field	General Aviation	12	4,031,971	Extend Runway
Anniston	Anniston Metropolitan	General Aviation	23	90,351	Rehabilitate Runway Lighting, Rehabilitate Taxiway
Ashland	Ashland/Lineville	General Aviation	3	111,240	Install Perimeter Fencing
Ashland	Ashland/Lineville	General Aviation	4	38,760	Install Perimeter Fencing
Atmore	Atmore Municipal	General Aviation	5	81,849	Acquire Land For Approaches
Auburn	Auburn-Opelika Robert G. Pitts	General Aviation	21	1,977,070	Construct Apron
Auburn	Auburn-Opelika Robert G. Pitts	General Aviation	22	313,133	Construct Apron, Groove Runway
Bay Minette	Bay Minette Municipal	General Aviation	8	92,978	Construct Taxiway
Birmingham	Birmingham International	Primary	67	3,505,010	Acquire Land for Development
Birmingham	Birmingham International	Primary	68	22,000,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Birmingham	Birmingham International	Primary	69	2,032,322	Environmental Mitigation
Birmingham	Birmingham International	Primary	70	1,214,694	Acquire Land for Development
Birmingham	Birmingham International	Primary	71	7,200,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Birmingham	Birmingham International	Primary	72	572,104	Environmental Mitigation
Birmingham	Birmingham International	Primary	73	128,000	Rehabilitate Taxiway, Security Enhancements
Brewton	Brewton Municipal	General Aviation	5	76,417	Construct Building, Construct Fuel Farm
Camden	Camden Municipal	General Aviation	3	129,984	Improve Runway Safety Area
Centre	Centre-Piedmont-Cherokee County Regional	General Aviation	5	500,071	Improve Airport Drainage
Centreville	Bibb County	General Aviation	5	44,221	Install Runway Vertical/Visual Guidance System
Courtland	Lawrence County	General Aviation	7	37,759	Install Weather Reporting Equipment
Cullman	Folsom Field	General Aviation	16	109,094	Conduct aeronautical survey for WAAS approach, Rehabilitate Runway Lighting
Dauphin Island	Dauphin Island	General Aviation	4	135,418	Acquire Land For Approaches, Rehabilitate Runway
Dothan	Dothan Regional	Primary	28	1,388,874	Acquire Aircraft Rescue & Fire Fighting Vehicle, Rehabilitate Taxiway
Dothan	Dothan Regional	Primary	29	159,960	Rehabilitate Runway, Update Airport Master Plan Study
Elba	Carl Folsom	General Aviation	5	33,250	Rehabilitate Apron
Fairhope	H. L. (Sonny) Callahan	General Aviation	10	95,111	Construct Taxiway, Install Weather Reporting Equipment
Fairhope	H. L. (Sonny) Callahan	General Aviation	11	80,167	Install Weather Reporting Equipment
Fort Payne	Isbell Field	General Aviation	14	223,602	Rehabilitate Taxiway
Gadsden	Northeast Alabama Regional	General Aviation	8	327,010	Install Perimeter Fencing, Remove Obstructions

Geneva	Geneva Municipal	General Aviation	4	37,721	Modify Access Road, Rehabilitate Runway
Geneva	Geneva Municipal	General Aviation	5	64,076	Rehabilitate Runway
Greenville	MacCrenshaw Memorial	General Aviation	7	123,442	Rehabilitate Runway
Gulf Shores	Jack Edwards	General Aviation	22	1,369,977	Install Airfield Guidance Signs, Rehabilitate Apron, Security Enhancements
Guntersville	Guntersville Municipal - Joe Starnes Field	General Aviation	10	756,902	Construct Runway
Guntersville	Guntersville Municipal - Joe Starnes Field	General Aviation	11	290,700	Construct Runway
Hamilton	Marion County-Rankin Fite	General Aviation	7	232,275	Remove Obstructions
Hartselle	Rountree Field	General Aviation	6	111,240	Install Perimeter Fencing
Hartselle	Rountree Field	General Aviation	7	39,631	Install Perimeter Fencing
Huntsville	Huntsville International-Carl T Jones Field	Primary	54	2,651,512	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Acquire Interactive Training System, Construct Sand and Chemical Storage Building, Expand Terminal Building, Install Runway Lighting
Huntsville	Huntsville International-Carl T Jones Field	Primary	55	1,182,956	Acquire Land for Development
Huntsville	Huntsville International-Carl T Jones Field	Primary	56	893,997	Expand Terminal Building
Huntsville	Huntsville International-Carl T Jones Field	Primary	57	6,342,280	Rehabilitate Runway
Huntsville	Madison County Executive/Tom Sharp Jr Field	General Aviation	19	611,239	Environmental Mitigation, Expand Apron, Rehabilitate Runway, Rehabilitate Taxiway
Lanett	Lanett Municipal	General Aviation	5	141,651	Rehabilitate Runway Lighting
Lanett	Lanett Municipal	General Aviation	6	30,906	Conduct Airport Master Plan Study
Marion	Vaiden Field	General Aviation	1	205,085	Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Marion	Vaiden Field	General Aviation	2	139,131	Install Miscellaneous NAVAIDS, Rehabilitate Taxiway Lighting
Mobile	Mobile Downtown	General Aviation	19	807,744	Improve Airport Drainage, Rehabilitate Apron
Mobile	Mobile Downtown	General Aviation	20	71,964	Update Airport Master Plan Study
Mobile	Mobile Regional	Primary	41	1,721,226	Rehabilitate Terminal Building
Mobile	Mobile Regional	Primary	42	2,341,822	Rehabilitate Taxiway
Mobile	Mobile Regional	Primary	43	599,719	Rehabilitate Terminal Building
Monroeville	Monroe County	General Aviation	5	28,738	Rehabilitate Runway Lighting
Montgomery	Montgomery Regional (Dannelly Field)	Primary	38	2,285,430	Rehabilitate Runway
Montgomery	State of Alabama	System Plan	3	1,184,692	Conduct Miscellaneous Study, Construct Taxiway, Install Perimeter Fencing, Rehabilitate Taxiway Lighting, Remove Obstructions
Mooresville	Pryor Field Regional	General Aviation	15	111,240	Construct Terminal Building
Mooresville	Pryor Field Regional	General Aviation	16	38,760	Construct Terminal Building
Muscle Shoals	Northwest Alabama Regional	Commercial Service	22	2,010,960	Rehabilitate Runway
Muscle Shoals	Northwest Alabama Regional	Commercial Service	23	342,700	Acquire Aircraft Rescue & Fire Fighting Vehicle
Oneonta	Robbins Field	General Aviation	5	748,600	Improve Runway Safety Area, Install Miscellaneous NAVAIDS, Rehabilitate Runway, Widen Taxiway
Ozark	Blackwell Field	General Aviation	9	266,726	Rehabilitate Apron
Pell City	St Clair County	Reliever	9	741,000	Rehabilitate Runway
Prattville	Prattville - Grouby Field	General Aviation	11	1,150,828	Expand Apron

Reform	North Pickens	General Aviation	3	32,689	Conduct aeronautical survey for WAAS approach, Construct Apron
Roanoke	Roanoke Municipal	General Aviation	3	135,000	Acquire Land For Approaches
Scottsboro	Scottsboro Municipal-Word Field	General Aviation	11	437,698	Construct Taxiway, Rehabilitate Runway
Selma	Craig Field	General Aviation	7	923,026	Rehabilitate Apron
Sylacauga	Merkel Field Sylacauga Municipal	General Aviation	13	80,965	Expand Apron, Rehabilitate Taxiway
Talladega	Talladega Municipal	General Aviation	15	831,868	Improve Runway Safety Area, Install Perimeter Fencing, Remove Obstructions
Talladega	Talladega Municipal	General Aviation	16	224,925	Install Emergency Generator, Safety Management System (SMS) Program, Update Airport Master Plan Study
Tuscaloosa	Tuscaloosa Regional	General Aviation	22	38,760	Update Miscellaneous Study
Tuskegee	Moton Field Municipal	General Aviation	11	198,100	Construct Terminal Building
Alabama Total				79,395,189	
Alaska					
Anchorage	Merrill Field	Primary	44	2,546,000	Rehabilitate Apron
Anchorage	Merrill Field	Primary	45	304,000	Install Runways Incursion Caution Bars
Anchorage	Ted Stevens Anchorage International	Primary	101	3,500,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Anchorage	Ted Stevens Anchorage International	Primary	102	8,436,000	Rehabilitate Taxiway
Anchorage	Ted Stevens Anchorage International	Primary	103	2,494,098	Modify Terminal Building
Anchorage	Ted Stevens Anchorage International	Primary	104	5,852,500	Rehabilitate Taxiway
Anchorage	Ted Stevens Anchorage International	Primary	105	9,539,851	Security Enhancements
Anchorage	Ted Stevens Anchorage International	Primary	106	1,526,000	Update Airport Master Plan Study
Anchorage	Ted Stevens Anchorage International	Primary	107	1,000,000	Acquire Snow Removal Equipment
Anchorage	Ted Stevens Anchorage International	Primary	108	1,384,606	Acquire Aircraft Rescue & Fire Fighting Vehicle
Anchorage	Ted Stevens Anchorage International	Primary	109	1,185,637	Rehabilitate Taxiway
Anchorage	Ted Stevens Anchorage International	Primary	111	3,687,169	Rehabilitate Taxiway
Anchorage	Ted Stevens Anchorage International	Primary	112	869,008	Modify Terminal Building
Atka	Atka	General Aviation	5	21,647,363	Construct Apron, Construct Snow Removal Equipment Building, Extend Runway, Rehabilitate Runway
Barrow	Wiley Post-Will Rogers Memorial	Primary	11	3,000,000	Construct Runway Safety Area, Rehabilitate Runway
Bethel	Bethel	Primary	17	5,877,983	Construct Runway
Chicken	Chicken	General Aviation	2	493,397	Acquire Land for Development, Acquire Snow Removal Equipment
Cold Bay	Cold Bay	Commercial Service	9	300,000	Conduct Airport Master Plan Study
Cordova	Merle K (Mudhole) Smith	Primary	11	4,499,980	Rehabilitate Runway Lighting
Ekwok	Ekwok	General Aviation	3	1,640,647	Construct Snow Removal Equipment Building
Elim	Elim	Commercial Service	5	1,815,456	Rehabilitate Runway
Emmonak	Emmonak	Primary	3	7,544,368	Rehabilitate Apron
Fairbanks	Fairbanks International	Primary	34	17,393,366	Rehabilitate Runway

Fairbanks	Fairbanks International	Primary	35	9,600,000	Rehabilitate Runway
Goodnews	Goodnews	General Aviation	1	12,147,434	Construct Apron, Construct Snow Removal Equipment Building, Extend Runway
Grayling	Grayling	General Aviation	4	9,100,000	Construct Apron, Construct Runway
Grayling	Grayling	General Aviation	5	9,600,000	Construct Apron, Construct Runway
Juneau	Juneau International	Primary	49	10,506,094	Construct Apron, Construct Runway Safety Area
Juneau	State of Alaska	System Plan	9	2,100,422	Update State System Plan Study
Juneau	State of Alaska	System Plan	10	361,000	Conduct aeronautical survey for WAAS approach
Juneau	Various Locations in Alaska	System Plan	62	1,358,273	Acquire Snow Removal Equipment
Juneau	Various Locations in Alaska	System Plan	63	1,711,352	Acquire Snow Removal Equipment
Juneau	Various Locations in Alaska	System Plan	64	399,000	Conduct aeronautical survey for WAAS approach
Juneau	Various Locations in Alaska	System Plan	65	3,953,917	Acquire Snow Removal Equipment
Juneau	Various Locations in Alaska	System Plan	66	4,475,184	Rehabilitate Runway
Kenai	Kenai Municipal	Primary	38	488,769	Construct Sand and Chemical Storage Building
King Salmon	King Salmon	Primary	10	7,303,451	Construct Taxiway, Extend Runway Safety Area, Rehabilitate Runway
Kongiganak	Kongiganak	Commercial Service	2	4,609,250	Construct Snow Removal Equipment Building, Extend Runway
Petersburg	Petersburg James A Johnson	Primary	11	22,900,000	Construct Runway Safety Area, Rehabilitate Runway
Savoonga	Savoonga	Commercial Service	4	12,500,000	Construct Taxiway, Expand Apron, Rehabilitate Access Road, Rehabilitate Apron, Rehabilitate Runway
Shishmaref	Shishmaref	Commercial Service	6	350,000	Conduct Airport Master Plan Study
Sitka	Sitka Rocky Gutierrez	Primary	22	200,000	Conduct Miscellaneous Study
Sitka	Sitka Rocky Gutierrez	Primary	23	1,000,000	Conduct Environmental Study
Sitka	Sitka Rocky Gutierrez	Primary	24	432,250	Rehabilitate Terminal Building
Soldotna	Soldotna	General Aviation	8	190,000	Construct Apron
Unalakleet	Unalakleet	Primary	4	458,195	Acquire Snow Removal Equipment
Unalaska	Unalaska	Primary	13	2,500,000	Conduct Environmental Study
Wasilla	Wasilla	General Aviation	14	1,409,818	Expand Snow Removal Equipment Building, Install Perimeter Fencing
Alaska Total				226,191,838	
American Samoa					
Pago Pago	Pago Pago International	Primary	40	9,241,606	Construct Aircraft Rescue & Fire Fighting Training Facility
American Samoa Total				9,241,606	
Arizona					
Benson	Benson Municipal	General Aviation	12	564,000	Rehabilitate Apron
Buckeye	Buckeye Municipal	General Aviation	13	200,000	Conduct Environmental Study
Buckeye	Buckeye Municipal	General Aviation	14	166,250	Improve Airport Erosion Control, Install Perimeter Fencing, Rehabilitate Taxiway Lighting, Strengthen Apron
Bullhead City	Laughlin/Bullhead International	Primary	31	3,479,488	Extend Taxiway, Rehabilitate Access Road, Rehabilitate Apron
Bullhead City	Laughlin/Bullhead International	Primary	33	151,668	Construct Access Road, Improve Airport Miscellaneous Improvements
Bullhead City	Laughlin/Bullhead International	Primary	34	155,534	Conduct Environmental Study

Casa Grande	Casa Grande Municipal	General Aviation	12	153,551	Conduct Environmental Study
Cibecue	Cibecue	General Aviation	4	572,178	Construct New Airport
Clifton	Greenlee County	General Aviation	9	888,284	Construct Taxiway
Colorado City	Colorado City Municipal	General Aviation	13	136,331	Install Weather Reporting Equipment
Coolidge	Coolidge Municipal	General Aviation	6	148,558	Update Airport Master Plan Study
Cottonwood	Cottonwood	General Aviation	12	237,354	Install Airfield Guidance Signs, Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Flagstaff	Flagstaff Pulliam	Primary	32	1,581,410	Acquire Snow Removal Equipment, Extend Runway, Improve Terminal Building
Flagstaff	Flagstaff Pulliam	Primary	33	1,359,175	Extend Runway, Security Enhancements
Fort Huachuca	Sierra Vista Municipal-Libby AAF	General Aviation	21	251,127	Install Runway Distance-To-Go Signs
Goodyear	Phoenix Goodyear	Reliever	13	444,963	Rehabilitate Apron
Goodyear	Phoenix Goodyear	Reliever	14	794,533	Rehabilitate Apron
Grand Canyon	Grand Canyon National Park	Primary	21	6,142,756	Construct Aircraft Rescue & Fire Fighting Building
Kayenta	Kayenta	General Aviation	6	6,494,963	Strengthen Runway
Kayenta	Kayenta	General Aviation	7	191,311	Install Weather Reporting Equipment
Kingman	Kingman	General Aviation	20	70,240	Install Airfield Guidance Signs, Rehabilitate Runway
Kingman	Kingman	General Aviation	21	41,000	Conduct Environmental Study
Lake Havasu City	Lake Havasu City	Commercial Service	20	35,685	Install Weather Reporting Equipment
Marana	Marana Regional	Reliever	16	111,240	Construct Building
Mesa	Falcon Field	Reliever	17	535,000	Install Perimeter Fencing
Mesa	Phoenix-Mesa Gateway	Reliever	20	8,561,544	Construct Taxiway
Mesa	Phoenix-Mesa Gateway	Reliever	21	1,108,475	Rehabilitate Parking Lot
Mesa	Phoenix-Mesa Gateway	Reliever	22	2,470,000	Improve Airport Drainage
Page	Page Municipal	Primary	21	458,961	Improve Airport Drainage, Improve Airport Miscellaneous Improvements, Install Guidance Signs, Rehabilitate Runway
Parker	Avi Suquilla	General Aviation	12	1,406,250	Acquire Equipment, Construct Runway, Install Taxiway Lighting
Payson	Payson	General Aviation	15	309,700	Conduct Environmental Study
Peach Springs	Grand Canyon West	Primary	8	5,930,656	Construct Runway, Construct Runway Safety Area
Peach Springs	Grand Canyon West	Primary	9	741,606	Construct Parking Lot, Remove Obstructions
Peach Springs	Grand Canyon West	Primary	10	196,993	Install Weather Reporting Equipment
Phoenix	Phoenix Deer Valley	Reliever	24	1,093,316	Improve Runway Safety Area
Phoenix	Phoenix Sky Harbor International	Primary	64	8,259,059	Rehabilitate Taxiway
Prescott	Ernest A. Love Field	Commercial Service	26	25,000	Security Enhancements
Prescott	Ernest A. Love Field	Commercial Service	27	180,000	Conduct Environmental Study
Safford	Safford Regional	General Aviation	17	111,240	Rehabilitate Runway
Sedona	Sedona	General Aviation	19	87,320	Conduct Environmental Study
Show Low	Show Low Regional	Commercial Service	17	111,240	Acquire Easement For Approaches
Show Low	Show Low Regional	Commercial Service	18	100,000	Safety Management System (SMS) Program
Taylor	Taylor	General Aviation	16	141,727	Install Weather Reporting Equipment
Tucson	Ryan Field	Reliever	18	285,919	Construct Service Road, Install Airfield Guidance Signs, Install Perimeter Fencing

Tucson	Tucson International	Primary	54	5,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Tucson	Tucson International	Primary	55	851,725	Conduct Miscellaneous Study, Conduct Noise Compatibility Plan Study
Willcox	Cochise County	General Aviation	1	56,148	Rehabilitate Runway Lighting
Williams	H.A. Clark Memorial Field	General Aviation	21	1,141,964	Rehabilitate Taxiway
Winslow	Winslow-Lindbergh Regional	General Aviation	15	268,850	Update Airport Master Plan Study
Winslow	Winslow-Lindbergh Regional	General Aviation	16	1,280,824	Install Taxiway Lighting, Rehabilitate Apron
Yuma	Yuma MCAS/Yuma International	Primary	29	2,556,215	Acquire Equipment, Rehabilitate Taxiway
Yuma	Yuma MCAS/Yuma International	Primary	30	258,394	Construct Apron, Rehabilitate Taxiway
Arizona Total				67,899,725	
Arkansas					
Arkadelphia	Dexter B Florence Memorial Field	General Aviation	8	153,047	Acquire Land For Approaches
Arkadelphia	Dexter B Florence Memorial Field	General Aviation	9	262,586	Conduct aeronautical survey for WAAS approach, Remove Obstructions
Ash Flat	Sharp County Regional	General Aviation	6	94,031	Construct Taxiway
Augusta	Woodruff County	General Aviation	2	125,290	Rehabilitate Runway
Benton	Saline County Regional	General Aviation	3	540,822	Expand Apron, Install Taxiway Lighting
Bentonville	Bentonville Municipal/Louise M Thaden Field	General Aviation	7	27,027	Conduct Environmental Study, Extend Runway, Install Perimeter Fencing
Berryville	Carroll County	General Aviation	8	161,120	Acquire Land For Approaches
Blytheville	Arkansas International	General Aviation	2	107,777	Rehabilitate Runway Lighting
Blytheville	Blytheville Municipal	General Aviation	10	243,692	Rehabilitate Apron
Brinkley	Frank Federer Memorial	General Aviation	4	135,050	Expand Apron
Calico Rock	Calico Rock-Izard County	General Aviation	5	125,021	Expand Apron
Camden	Harrell Field	General Aviation	9	358,251	Install Perimeter Fencing, Rehabilitate Apron
Camden	Harrell Field	General Aviation	10	124,825	Rehabilitate Apron
Carlisle	Carlisle Municipal	General Aviation	8	114,469	Install Perimeter Fencing
Cave Springs	Northwest Arkansas Regional	Primary	29	654,089	Expand Aircraft Rescue & Fire Fighting Building
Cave Springs	Northwest Arkansas Regional	Primary	30	3,360,955	Construct Taxiway, Rehabilitate Apron
Clarksville	Clarksville Municipal	General Aviation	7	23,750	Construct Apron
Colt	Delta Regional Airport	System Plan	3	635,075	Construct New Airport
Colt	Delta Regional Airport	System Plan	4	2,892,108	Construct New Airport
Conway	Conway Replacement Airport	System Plan	1	1,183,700	Construct New Airport
Corning	Corning Municipal	General Aviation	12	158,104	Install Weather Reporting Equipment
Crossett	Z M Jack Stell Field	General Aviation	5	93,903	Rehabilitate Runway
Danville	Danville Municipal	General Aviation	1	64,718	Conduct Airport Master Plan Study, Rehabilitate Runway, Rehabilitate Taxiway
Dumas	Billy Free Municipal	General Aviation	4	282,151	Construct Taxiway
El Dorado	South Arkansas Regional at Goodwin Field	General Aviation	14	60,325	Rehabilitate Taxiway
El Dorado	South Arkansas Regional at Goodwin Field	General Aviation	15	598,075	Rehabilitate Taxiway
Fayetteville	Drake Field	General Aviation	36	121,920	Improve Runway Safety Area
Flippin	Marion County Regional	General Aviation	5	152,362	Construct Taxiway, Rehabilitate Runway
Fordyce	Fordyce Municipal	General Aviation	4	111,379	Rehabilitate Apron

Fordyce	Fordyce Municipal	General Aviation	5	20,862	Rehabilitate Apron
Heber Springs	Heber Springs Municipal	General Aviation	7	92,530	Acquire Land For Approaches
Horseshoe Bend	Horseshoe Bend	General Aviation	1	366,526	Conduct Airport Master Plan Study, Improve Runway Safety Area
Hot Springs	Memorial Field	Commercial Service	15	669,750	Rehabilitate Runway
Jonesboro	Jonesboro Municipal	Commercial Service	15	611,240	Rehabilitate Taxiway
Little Rock	Adams Field	Primary	67	4,499,475	Extend Runway
Little Rock	Adams Field	Primary	68	2,338,425	Runway Incursion Markings
Little Rock	Adams Field	Primary	69	1,560,077	Extend Runway
Little Rock	State of Arkansas	System Plan	7	160,000	Conduct aeronautical survey for WAAS approach
Marianna	Marianna/Lee County-Steve Edwards Field	General Aviation	3	242,913	Acquire Land For Approaches
Marked Tree	Marked Tree Municipal	General Aviation	6	402,468	Extend Runway, Rehabilitate Runway Lighting
Marshall	Searcy County	General Aviation	8	408,022	Construct Taxiway
Marshall	Searcy County	General Aviation	9	142,166	Construct Taxiway
Mena	Mena Intermountain Municipal	General Aviation	14	172,000	Construct Taxiway
Morrilton	Petit Jean Park	General Aviation	1	444,963	Install Miscellaneous NAVAIDS, Install Runway Lighting, Install Taxiway Lighting, Rehabilitate Runway, Update Airport Master Plan Study
Morrilton	Petit Jean Park	General Aviation	2	79,214	Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Mount Ida	Bearce	General Aviation	6	544,963	Widen Runway
Mount Ida	Bearce	General Aviation	7	155,037	Widen Runway
Nashville	Howard County	General Aviation	3	296,533	Extend Runway
Nashville	Howard County	General Aviation	4	132,914	Extend Runway
Newport	Newport Municipal	General Aviation	6	74,349	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Ozark	Ozark-Franklin County	General Aviation	2	266,105	Install Perimeter Fencing, Remove Obstructions
Paragould	Kirk Field	General Aviation	6	152,389	Construct Taxiway, Install Perimeter Fencing
Rogers	Rogers Municipal-Carter Field	General Aviation	25	3,286,240	Construct Taxiway
Rogers	Rogers Municipal-Carter Field	General Aviation	26	1,535,063	Construct Taxiway
Russellville	Russellville Regional	General Aviation	8	658,840	Construct Taxiway
Searcy	Searcy Municipal	General Aviation	17	511,240	Expand Apron
Siloam Springs	Smith Field	General Aviation	9	366,413	Construct Apron
Texarkana	Texarkana Regional-Webb Field	Primary	27	2,495,270	Construct Aircraft Rescue & Fire Fighting Building
Ulm	Stuttgart Municipal	General Aviation	14	52,820	Rehabilitate Runway
Ulm	Stuttgart Municipal	General Aviation	15	38,760	Rehabilitate Taxiway
Waldron	Waldron Municipal	General Aviation	4	94,485	Environmental Mitigation, Install Perimeter Fencing, Remove Obstructions
Walnut Ridge	Walnut Ridge Regional	General Aviation	10	48,830	Install Airfield Guidance Signs
Arkansas Total				35,886,504	
California					
Alturas	Alturas Municipal	General Aviation	6	268,949	Acquire Snow Removal Equipment, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway

Alturas	Tulelake Municipal	General Aviation	6	392,996	Conduct Environmental Study, Conduct Miscellaneous Study
Arcata/Eureka	Arcata	Primary	32	740,142	Construct Aircraft Rescue & Fire Fighting Building, Improve Runway Safety Area, Rehabilitate Runway Lighting, Remove Obstructions
Arcata/Eureka	Arcata	Primary	33	237,500	Conduct Environmental Study
Atwater	Castle	General Aviation	9	829,654	Install Perimeter Fencing, Install Taxiway Lighting
Bakersfield	Meadows Field	Primary	29	1,241,409	Construct Terminal Building, Improve Terminal Building
Banning	Banning Municipal	General Aviation	7	150,000	Improve Airport Drainage
Beckwourth	Nervino	General Aviation	6	150,000	Remove Obstructions
Big Bear City	Big Bear City	General Aviation	16	617,485	Construct Heliport/Helipad
Bishop	Eastern Sierra Regional	General Aviation	12	150,000	Install Emergency Generator, Install Perimeter Fencing, Rehabilitate Taxiway
Boonville	Boonville	General Aviation	3	228,756	Construct Apron
Borrego Springs	Borrego Valley	General Aviation	15	308,750	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Bridgeport	Bryant Field	General Aviation	7	461,133	Acquire Land For Approaches, Construct Taxiway, Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Modify Access Road, Rehabilitate Runway, Rehabilitate Taxiway
Burbank	Bob Hope	Primary	45	3,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Burbank	Bob Hope	Primary	46	3,858,237	Rehabilitate Taxiway
Byron	Byron	Reliever	12	1,444,963	Acquire Land for Development
Calexico	Calexico International	General Aviation	12	2,351,651	Construct Access Road
Camarillo	Camarillo	Reliever	26	150,000	Construct Apron, Rehabilitate Apron
Carlsbad	McClellan-Palomar	Primary	25	741,606	Construct Terminal Building
Chester	Rogers Field	General Aviation	12	184,300	Conduct Miscellaneous Study, Remove Obstructions
Chico	Chico Municipal	Primary	28	3,211,641	Install Weather Reporting Equipment, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Chowchilla	Chowchilla	General Aviation	5	40,000	Improve Airport Drainage
Columbia	Columbia	General Aviation	13	111,240	Install Weather Reporting Equipment
Colusa	Colusa County	General Aviation	11	75,000	Update Airport Master Plan Study
Concord	Buchanan Field	Reliever	17	150,000	Acquire Equipment
Corning	Corning Municipal	General Aviation	5	300,000	Construct Taxiway, Expand Apron, Extend Runway, Install Runway Lighting, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Widen Runway
Covelo	Round Valley	General Aviation	3	222,481	Modify Service Road, Rehabilitate Runway
Crescent City	Jack McNamara Field	Primary	18	440,490	Conduct Environmental Study
Davis	Yolo County-Davis/Woodland/Winters	General Aviation	9	80,000	Rehabilitate Runway, Rehabilitate Taxiway
Dunsmuir	Dunsmuir Municipal-Mott	General Aviation	10	304,000	Extend Taxiway
El Cajon	Gillespie Field	Reliever	16	1,310,000	Rehabilitate Apron
Fall River Mills	Fall River Mills	General Aviation	9	400,000	Construct Apron
Fall River Mills	Fall River Mills	General Aviation	10	85,000	Update Airport Master Plan Study

Fall River Mills	Fall River Mills	General Aviation	11	38,760	Install Apron Lighting, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System
Fort Jones	Scott Valley	General Aviation	6	150,000	Construct Taxiway
Fortuna	Rohnerville	General Aviation	7	87,500	Rehabilitate Runway Lighting
Fortuna	Rohnerville	General Aviation	8	49,400	Construct Taxiway, Expand Apron
Fortuna	Rohnerville	General Aviation	9	61,426	Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Franklin	Franklin Field	General Aviation	4	300,000	Conduct Airport Master Plan Study
Fresno	Fresno Chandler Executive	Reliever	15	150,000	Construct Taxiway
Fresno	Fresno Yosemite International	Primary	53	2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Fresno	Fresno Yosemite International	Primary	54	2,699,290	Rehabilitate Service Road, Rehabilitate Taxiway, Security Enhancements
Fresno	Fresno Yosemite International	Primary	55	936,051	Rehabilitate Taxiway
Fullerton	Fullerton Municipal	Reliever	19	111,240	Construct Taxiway
Garberville	Garberville	General Aviation	5	234,000	Install Perimeter Fencing
Garberville	Garberville	General Aviation	6	88,943	Expand Apron, Rehabilitate Apron
Grass Valley	Nevada County Air Park	General Aviation	11	152,000	Improve Runway Safety Area
Havasu Lake	Chemehuevi Valley	General Aviation	6	26,990	Update Airport Master Plan Study
Hayfork	Hayfork	General Aviation	7	211,240	Conduct Environmental Study
Hayward	Hayward Executive	Reliever	15	150,000	Update Airport Master Plan Study
Healdsburg	Healdsburg Municipal	General Aviation	4	700,000	Improve Runway Safety Area
Hollister	Hollister Municipal	General Aviation	11	127,926	Rehabilitate Runway, Rehabilitate Taxiway
Imperial	Imperial County	Primary	22	741,606	Rehabilitate Runway
Imperial	Imperial County	Primary	23	375,065	Install Guidance Signs
Independence	Independence	General Aviation	4	712,500	Rehabilitate Apron
Independence	Independence	General Aviation	5	123,500	Rehabilitate Apron
Inyokern	Inyokern	Primary	23	875,425	Acquire Equipment, Improve Terminal Building, Install Perimeter Fencing, Rehabilitate Runway Lighting
Jackson	Westover Field Amador County	General Aviation	13	150,000	Conduct Environmental Study
King City	Mesa Del Rey	General Aviation	9	142,222	Install Perimeter Fencing, Install Runway Lighting
Lakeport	Lampson Field	General Aviation	10	300,000	Improve Airport Drainage
Lincoln	Lincoln Regional/Karl Harder Field	Reliever	15	261,240	Conduct Environmental Study, Install Weather Reporting Equipment
Littleriver	Little River	General Aviation	5	1,592,421	Rehabilitate Runway, Rehabilitate Runway Lighting
Livermore	Livermore Municipal	Reliever	19	783,000	Rehabilitate Apron, Rehabilitate Taxiway
Lone Pine	Lone Pine	General Aviation	7	150,000	Construct Terminal Building
Long Beach	Long Beach /Daugherty Field/	Primary	30	7,697,409	Rehabilitate Taxiway
Long Beach	Long Beach /Daugherty Field/	Primary	31	1,826,147	Rehabilitate Taxiway
Los Angeles	Los Angeles International	Primary	46	12,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Los Angeles	Los Angeles International	Primary	47	5,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Los Angeles	Los Angeles International	Primary	48	5,000,000	Noise Mitigation Measures for Residences within 70 - 74 DNL
Los Angeles	Los Angeles International	Primary	49	9,212,489	Construct Taxiway, Rehabilitate Taxiway
Los Angeles	Los Angeles International	Primary	50	5,000,000	Noise Mitigation Measures for Residences within 70 - 74 DNL

Los Angeles	Los Angeles International	Primary	51	5,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Los Angeles	Los Angeles International	Primary	52	5,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Los Angeles	Whiteman	Reliever	11	33,000	Update Airport Master Plan Study
Los Angeles	Whiteman	Reliever	12	1,558,000	Construct Apron
Madera	Madera Municipal	General Aviation	17	196,255	Expand Apron
Madera	Madera Municipal	General Aviation	18	1,068,382	Expand Apron
Mammoth Lakes	Mammoth Yosemite	General Aviation	18	1,790,000	Rehabilitate Runway
Mammoth Lakes	Mammoth Yosemite	General Aviation	19	1,238,760	Acquire Snow Removal Equipment
Marina	Marina Municipal	General Aviation	7	333,722	Rehabilitate Apron, Rehabilitate Taxiway
Merced	Merced Municipal/MacReady Field	Commercial Service	15	830,592	Acquire Equipment, Acquire Safety Equipment and/or Fencing, Improve Airport Drainage, Rehabilitate Taxiway
Merced	Merced Municipal/MacReady Field	Commercial Service	16	138,760	Acquire Equipment, Acquire Safety Equipment and/or Fencing, Rehabilitate Taxiway
Modesto	Modesto City County-Harry Sham Field	Primary	32	1,045,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Improve Runway Safety Area, Rehabilitate Apron
Modesto	Modesto City County-Harry Sham Field	Primary	33	237,500	Update Airport Master Plan Study
Mojave	Mojave	General Aviation	20	951,739	Install Miscellaneous NAVAIDS
Mojave	Mojave	General Aviation	21	361,240	Conduct Environmental Study
Mojave	Mojave	General Aviation	22	1,363,915	Construct Apron
Monterey	Monterey Peninsula	Primary	48	2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Monterey	Monterey Peninsula	Primary	49	2,000,073	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Monterey	Monterey Peninsula	Primary	50	670,400	Improve Runway Safety Area
Napa	Napa County	Reliever	25	166,860	Rehabilitate Apron
Napa	Napa County	Reliever	26	38,760	Rehabilitate Apron
Oakland	Metropolitan Oakland International	Primary	43	1,000,000	Install Noise Monitoring System
Oakland	Metropolitan Oakland International	Primary	44	10,417,919	Rehabilitate Taxiway
Oakland	Metropolitan Oakland International	Primary	45	550,000	Improve Runway Safety Area
Oakland	Metropolitan Oakland International	Primary	46	1,429,042	Rehabilitate Taxiway Lighting
Ontario	Ontario International	Primary	30	3,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Oxnard	Oxnard	Primary	27	2,025,741	Acquire Equipment, Improve Airport Drainage, Rehabilitate Apron
Palm Springs	Jacqueline Cochran Regional	General Aviation	16	731,126	Rehabilitate Apron
Palm Springs	Palm Springs International	Primary	43	6,857,787	Improve Terminal Building, Rehabilitate Runway, Rehabilitate Taxiway
Petaluma	Petaluma Municipal	Reliever	18	134,750	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Update Airport Master Plan Study
Placerville	Placerville	General Aviation	12	384,049	Install Weather Reporting Equipment, Rehabilitate Runway Lighting
Red Bluff	Red Bluff Municipal	General Aviation	9	912,500	Construct Taxiway, Rehabilitate Runway
Redding	Redding Municipal	Primary	32	346,750	Acquire Land For Approaches

Redding	Redding Municipal	Primary	33	300,000	Construct Building
Redding	Redding Municipal	Primary	34	28,500	Update Airport Master Plan Study
Redlands	Redlands Municipal	General Aviation	9	244,963	Rehabilitate Apron
Reedley	Reedley Municipal	General Aviation	8	200,000	Install Perimeter Fencing, Install Weather Reporting Equipment, Rehabilitate Taxiway
Riverside	March ARB	Reliever	5	1,355,634	Construct Fuel Farm
Sacramento	Sacramento Executive	Reliever	9	627,463	Install Runway Vertical/Visual Guidance System
Sacramento	Sacramento Executive	Reliever	10	300,000	Update Airport Master Plan Study
Sacramento	Sacramento International	Primary	42	565,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Sacramento	Sacramento International	Primary	43	1,708,492	Install Perimeter Fencing, Rehabilitate Taxiway
Sacramento	State of California	System Plan	4	440,000	Conduct aeronautical survey for WAAS approach
Salinas	Salinas Municipal	General Aviation	15	745,332	Construct Taxiway, Install Perimeter Fencing, Modify Service Road, Rehabilitate Airport Beacons
Salinas	Salinas Municipal	General Aviation	16	150,000	Update Airport Master Plan Study
San Bernardino	San Bernardino International	Reliever	22	6,982,680	Rehabilitate Taxiway
San Carlos	San Carlos	Reliever	12	833,721	Improve Airport Drainage, Improve Airport Erosion Control, Rehabilitate Taxiway, Remove Obstructions
San Diego	Brown Field Municipal	Reliever	13	2,388,072	Install Airfield Guidance Signs, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
San Diego	Montgomery Field	Reliever	12	4,261,220	Rehabilitate Runway
San Diego	San Diego International	Primary	50	10,000,000	Noise Mitigation Measures for Residences within 70 - 74 DNL
San Diego	San Diego International	Primary	51	874,000	Conduct Noise Compatibility Plan Study
San Diego	San Diego International	Primary	52	1,811,420	Acquire Aircraft Rescue & Fire Fighting Vehicle
San Diego	San Diego International	Primary	53	5,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
San Diego	San Diego International	Primary	54	20,209,569	Construct Taxiway, Rehabilitate Taxiway
San Francisco International Airport	San Francisco International	Primary	40	16,013,539	Conduct Miscellaneous Study, Improve Airport Drainage, Improve Runway Safety Area, Install Apron Lighting, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Security Enhancements
San Francisco International Airport	San Francisco International	Primary	41	3,500,000	Rehabilitate Taxiway
San Jose	Norman Y. Mineta San Jose International	Primary	69	1,800,341	Extend Runway
San Jose	Norman Y. Mineta San Jose International	Primary	70	3,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
San Jose	Norman Y. Mineta San Jose International	Primary	71	1,039,286	Rehabilitate Apron
San Jose	Norman Y. Mineta San Jose International	Primary	72	1,122,816	Rehabilitate Apron
San Luis Obispo	San Luis County Regional	Primary	34	2,945,247	Construct Access Road

San Luis Obispo	San Luis County Regional	Primary	35	1,903,694	Construct Access Road
San Martin	South County Airport of Santa Clara County	Reliever	8	400,000	Conduct Environmental Study
Santa Ana	John Wayne Airport-Orange County	Primary	38	5,549,507	Construct Apron, Improve Terminal Building, Rehabilitate Runway
Santa Barbara	Santa Barbara Municipal	Primary	37	4,434,412	Environmental Mitigation
Santa Barbara	Santa Barbara Municipal	Primary	38	7,222,850	Rehabilitate Apron, Rehabilitate Taxiway
Santa Rosa	Charles M. Schulz - Sonoma County	General Aviation	32	1,336,740	Acquire Land For Approaches, Rehabilitate Apron
Santa Rosa	Charles M. Schulz - Sonoma County	General Aviation	33	921,500	Conduct Environmental Study
Shafter	Shafter-Minter Field	General Aviation	14	538,076	Construct Access Road, Construct Taxiway
South Lake Tahoe	Lake Tahoe	General Aviation	27	256,445	Improve Runway Safety Area
South Lake Tahoe	Lake Tahoe	General Aviation	28	6,990,000	Improve Runway Safety Area
Stockton	Stockton Metropolitan	Primary	25	741,606	Rehabilitate Apron
Stockton	Stockton Metropolitan	Primary	26	298,394	Rehabilitate Apron
Susanville	Susanville Municipal	General Aviation	11	1,110,000	Rehabilitate Runway
Tracy	Tracy Municipal	General Aviation	13	213,036	Construct Building
Truckee	Truckee-Tahoe	General Aviation	20	980,000	Install Perimeter Fencing, Rehabilitate Runway
Tulare	Mefford Field	General Aviation	9	200,000	Construct Access Road, Install Weather Reporting Equipment
Vacaville	Nut Tree	General Aviation	12	1,900,000	Acquire Land for Development
Vacaville	Nut Tree	General Aviation	13	350,000	Update Airport Master Plan Study
Vacaville	Nut Tree	General Aviation	14	100,000	Expand Apron
Vacaville	Nut Tree	General Aviation	15	2,182,275	Acquire Land For Approaches
Van Nuys	Van Nuys	Reliever	9	321,362	Rehabilitate Service Road, Rehabilitate Taxiway
Victorville	Southern California Logistics	Reliever	14	1,986,453	Install Perimeter Fencing, Security Enhancements
Visalia	Sequoia Field	General Aviation	2	1,444,963	Rehabilitate Runway
Visalia	Visalia Municipal	Commercial Service	23	938,771	Construct Taxiway, Install Perimeter Fencing, Install Runway Distance-To-Go Signs
Weaverville	Lonnie Pool Field/Weaverville	General Aviation	8	30,000	Remove Obstructions
Willits	Ells Field-Willits Municipal	General Aviation	4	133,000	Conduct Environmental Study, Update Miscellaneous Study
Willow Creek	Dinsmore	General Aviation	6	425,000	Rehabilitate Apron, Rehabilitate Runway
Yuba City	Sutter County	General Aviation	5	300,000	Install Perimeter Fencing
California Total				269,923,174	
Colorado					
Akron	Colorado Plains Regional	General Aviation	11	111,240	Rehabilitate Runway
Akron	Colorado Plains Regional	General Aviation	12	38,760	Rehabilitate Runway
Aspen	Aspen-Pitkin County/Sardy Field	Primary	35	1,000,000	Improve Runway Safety Area, Rehabilitate Runway
Aspen	Aspen-Pitkin County/Sardy Field	Primary	36	356,054	Extend Runway
Aspen	Aspen-Pitkin County/Sardy Field	Primary	37	472,484	Rehabilitate Runway
Broomfield	Rocky Mountain Metropolitan	Reliever	43	4,150,000	Construct Taxiway
Broomfield	Rocky Mountain Metropolitan	Reliever	44	1,000,000	Construct Taxiway
Buena Vista	Central Colorado Regional	General Aviation	11	222,481	Construct Terminal Building

Burlington	Kit Carson County	General Aviation	9	111,240	Rehabilitate Apron
Canon City	Fremont County	General Aviation	9	111,240	Construct Snow Removal Equipment Building
Colorado Springs	City of Colorado Springs Municipal	Primary	44	9,129,206	Rehabilitate Taxiway
Colorado Springs	Meadow Lake	Reliever	15	500,000	Acquire Land For Approaches
Colorado Springs	Meadow Lake	Reliever	16	126,360	Acquire Land For Approaches
Cortez	Cortez Municipal	Commercial Service	24	111,240	Update Airport Master Plan Study
Cortez	Cortez Municipal	Commercial Service	25	38,760	Update Airport Master Plan Study
Craig	Craig-Moffat	General Aviation	7	111,240	Construct Terminal Building
Craig	Craig-Moffat	General Aviation	8	52,723	Construct Terminal Building
Denver	Denver International	Primary	47	3,000,000	Rehabilitate Taxiway
Denver	Denver International	Primary	48	1,917,752	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Snow Removal Equipment
Denver	Denver International	Primary	49	5,654,556	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Snow Removal Equipment
Denver	Denver International	Primary	50	7,500,000	Acquire Snow Removal Equipment
Denver	Denver International	Primary	51	4,000,000	Expand Apron
Denver	State of Colorado	System Plan	7	300,000	Conduct aeronautical survey for WAAS approach, Update State System Plan Study
Durango	Durango-La Plata County	Primary	34	7,978,646	Construct Taxiway
Eagle	Eagle County Regional	Primary	41	9,415,431	Extend Runway, Rehabilitate Runway
Eagle	Eagle County Regional	Primary	42	6,993,172	Rehabilitate Runway
Eagle	Eagle County Regional	Primary	43	3,000,000	Rehabilitate Runway
Englewood	Centennial	Reliever	35	1,500,000	Rehabilitate Taxiway
Englewood	Centennial	Reliever	36	850,000	Expand Snow Removal Equipment Building
Englewood	Centennial	Reliever	38	3,500,000	Rehabilitate Taxiway
Fort Collins/Loveland	Fort Collins-Loveland Municipal	Primary	22	741,606	Acquire Snow Removal Equipment, Construct Taxiway
Fort Collins/Loveland	Fort Collins-Loveland Municipal	Primary	23	258,394	Install Perimeter Fencing
Granby	Granby-Grand County	General Aviation	6	2,409,064	Improve Runway Safety Area
Grand Junction	Grand Junction Regional	Primary	35	5,717,467	Rehabilitate Runway
Grand Junction	Grand Junction Regional	Primary	36	391,980	Update Airport Master Plan Study
Greeley	Greeley-Weld County	General Aviation	19	261,240	Install Perimeter Fencing, Rehabilitate Runway
Greeley	Greeley-Weld County	General Aviation	20	38,760	Install Perimeter Fencing
Gunnison	Gunnison-Crested Butte Regional	Primary	38	741,606	Rehabilitate Apron
Gunnison	Gunnison-Crested Butte Regional	Primary	40	258,394	Acquire Snow Removal Equipment, Rehabilitate Airport Beacons, Rehabilitate Apron
Hayden	Yampa Valley	Primary	33	803,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Hayden	Yampa Valley	Primary	34	3,182,852	Rehabilitate Taxiway
Holyoke	Holyoke	General Aviation	6	111,240	Update Airport Master Plan Study
Kremmling	Mc Elroy Airfield	General Aviation	7	111,240	Acquire Snow Removal Equipment
Kremmling	Mc Elroy Airfield	General Aviation	8	38,760	Acquire Snow Removal Equipment
La Junta	La Junta Municipal	General Aviation	7	136,047	Rehabilitate Runway

Lamar	Lamar Municipal	General Aviation	15	111,240	Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting
Lamar	Lamar Municipal	General Aviation	16	38,760	Install Perimeter Fencing
Longmont	Vance Brand	General Aviation	10	261,240	Improve Access Road
Longmont	Vance Brand	General Aviation	11	45,178	Improve Access Road
Montrose	Montrose Regional	Primary	34	708,696	Acquire Aircraft Rescue & Fire Fighting Vehicle
Montrose	Montrose Regional	Primary	35	119,000	Conduct Miscellaneous Study
Pueblo	Pueblo Memorial	Commercial Service	27	485,330	Improve Runway Safety Area, Rehabilitate Runway
Pueblo	Pueblo Memorial	Commercial Service	28	5,091,510	Construct Runway, Rehabilitate Runway
Rangely	Rangely	General Aviation	8	491,046	Rehabilitate Runway Lighting
Rifle	Garfield County Regional	General Aviation	17	3,786,705	Improve Runway Safety Area
Salida	Harriet Alexander Field	General Aviation	10	111,240	Acquire Snow Removal Equipment
Salida	Harriet Alexander Field	General Aviation	11	60,910	Acquire Snow Removal Equipment
Steamboat Springs	Steamboat Springs/Bob Adams Field	General Aviation	17	121,195	Acquire Snow Removal Equipment
Steamboat Springs	Steamboat Springs/Bob Adams Field	General Aviation	18	38,760	Acquire Snow Removal Equipment
Walsenburg	Spanish Peaks Airfield	General Aviation	3	111,240	Update Airport Master Plan Study
Watkins	Front Range	Reliever	32	2,100,000	Rehabilitate Apron
Watkins	Front Range	Reliever	33	129,072	Rehabilitate Taxiway
Watkins	Front Range	Reliever	34	38,760	Rehabilitate Taxiway
Colorado Total				102,304,117	
Connecticut					
Danbury	Danbury Municipal	Reliever	27	440,639	Acquire Land For Approaches
Danbury	Danbury Municipal	Reliever	28	180,595	Improve Runway Safety Area
Danbury	Danbury Municipal	Reliever	29	1,256,375	Acquire Land For Approaches
Danbury	Danbury Municipal	Reliever	30	336,646	Remove Obstructions
Groton New London	Groton-New London	General Aviation	25	2,016,402	Rehabilitate Taxiway
Meriden	Meriden Markham Municipal	General Aviation	10	734,965	Rehabilitate Apron
New Haven	Tweed-New Haven	Primary	33	10,348,492	Construct Runway Safety Area
New Haven	Tweed-New Haven	Primary	34	141,659	Construct Runway Safety Area
Windsor Locks	Bradley International	Primary	46	5,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Windsor Locks	Bradley International	Primary	47	11,055,140	Rehabilitate Runway
Connecticut Total				31,510,913	
Delaware					
Dover	State of Delaware	System Plan	6	166,250	Conduct State System Plan Study
Dover/Cheswold	Delaware Airpark	General Aviation	9	85,500	Conduct Environmental Study
Dover/Cheswold	Delaware Airpark	General Aviation	10	107,130	Conduct Environmental Study
Georgetown	Sussex County	General Aviation	22	120,636	Install Perimeter Fencing
Georgetown	Sussex County	General Aviation	23	30,400	Update Miscellaneous Study
Wilmington	New Castle	Commercial Service	27	9,525,380	Improve Runway Safety Area, Rehabilitate Runway
Wilmington	New Castle	Commercial Service	28	599,640	Remove Obstructions
Delaware Total				10,634,936	

Federated States of Micronesia					
Ponape	Federated States of Micronesia	System Plan	1	4,000,000	Conduct State System Plan Study
Ponape	Pohnpei International	General Aviation	11	14,984,230	Rehabilitate Runway
Federated States of Micronesia Total				18,984,230	
Florida					
Bartow	Bartow Municipal	General Aviation	22	79,325	Improve Airport Drainage, Rehabilitate Taxiway
Bartow	Bartow Municipal	General Aviation	23	42,036	Rehabilitate Runway
Blountstown	Calhoun County	General Aviation	1	444,963	Construct Runway
Boca Raton	Boca Raton	Reliever	12	1,558,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Clearwater	St Petersburg-Clearwater International	Primary	33	1,550,586	Conduct Environmental Study, Install Guidance Signs, Rehabilitate Aircraft Rescue & Fire Fighting Building, Rehabilitate Terminal Building, Security Enhancements
Crestview	Bob Sikes	General Aviation	21	2,229,552	Rehabilitate Runway
Daytona Beach	Daytona Beach International	Primary	52	1,590,756	Improve Terminal Building
Daytona Beach	Daytona Beach International	Primary	53	549,675	Construct Service Road
Daytona Beach	Daytona Beach International	Primary	54	554,260	Improve Terminal Building
Destin	Destin-Fort Walton Beach	General Aviation	15	162,384	Install Runway Vertical/Visual Guidance System
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	56	14,205,543	Construct Taxiway, Rehabilitate Taxiway
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	57	1,580,462	Rehabilitate Taxiway
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	58	2,967,621	Rehabilitate Taxiway
Fort Myers	Page Field	Reliever	15	6,118,766	Construct Apron
Fort Myers	Southwest Florida International	Primary	43	3,500,000	Construct Apron
Fort Myers	Southwest Florida International	Primary	44	1,406,364	Construct Apron, Construct Terminal Building
Fort Myers	Southwest Florida International	Primary	45	481,083	Construct Apron, Construct Terminal Building
Fort Pierce	St Lucie County International	General Aviation	29	5,258,780	Construct Runway, Environmental Mitigation, Install Perimeter Fencing
Fort Pierce	St Lucie County International	General Aviation	30	38,760	Install Perimeter Fencing
Gainesville	Gainesville Regional	Primary	24	1,250,950	Rehabilitate Terminal Building
Gainesville	Gainesville Regional	Primary	25	1,824,018	Rehabilitate Taxiway
Gainesville	Gainesville Regional	Primary	26	171,325	Conduct Noise Compatibility Plan Study
Gainesville	Gainesville Regional	Primary	27	495,558	Rehabilitate Terminal Building
Hilliard	Hilliard Airpark	General Aviation	4	111,240	Install Runway Lighting, Rehabilitate Airport Beacons
Jacksonville	Cecil Field	General Aviation	11	275,050	Rehabilitate Terminal Building
Jacksonville	Cecil Field	General Aviation	12	2,267,337	Extend Taxiway, Rehabilitate Access Road, Rehabilitate Terminal Building
Jacksonville	Craig Municipal	Reliever	19	84,881	Rehabilitate Taxiway Lighting
Jacksonville	Herlong	Reliever	12	81,936	Rehabilitate Runway
Jacksonville	Jacksonville International	Primary	44	6,413,373	Construct Apron

Key West	Key West International	Primary	34	1,664,272	Improve Terminal Building
Key West	Key West International	Primary	35	3,869,416	Improve Runway Safety Area
Key West	Key West International	Primary	36	3,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Key West	Key West International	Primary	37	1,800,152	Noise Mitigation Measures for Residences within 65 - 69 DNL
Key West	Key West International	Primary	38	596,644	Construct Terminal Building, Environmental Mitigation
Keystone Heights	Keystone Airpark	General Aviation	18	111,240	Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Kissimmee	Kissimmee Gateway	Reliever	30	91,675	Widen Taxiway
Kissimmee	Kissimmee Gateway	Reliever	31	363,700	Conduct Noise Compatibility Plan Study
Lake Wales	Lake Wales Municipal	General Aviation	10	92,796	Rehabilitate Taxiway Lighting
Lakeland	Lakeland Linder Regional	Reliever	28	190,000	Conduct Airport Master Plan Study
Leesburg	Leesburg International	General Aviation	17	111,240	Extend Runway
Leesburg	Leesburg International	General Aviation	18	968,872	Extend Runway
Marathon	The Florida Keys Marathon	General Aviation	25	80,000	Conduct Environmental Study, Rehabilitate Taxiway
Marco Island	Marco Island	General Aviation	5	201,875	Construct Taxiway
Marianna	Marianna Municipal	General Aviation	8	95,411	Rehabilitate Runway
Melbourne	Melbourne International	Primary	31	1,699,550	Security Enhancements
Miami	Kendall-Tamiami Executive	Reliever	7	483,550	Extend Runway
Miami	Miami International	Primary	56	4,000,000	Construct Runway
Naples	Naples Municipal	Primary	26	2,741,606	Extend Taxiway
Naples	Naples Municipal	Primary	27	1,858,394	Extend Taxiway
New Smyrna Beach	New Smyrna Beach Municipal	Reliever	12	275,608	Conduct Noise Compatibility Plan Study
New Smyrna Beach	New Smyrna Beach Municipal	Reliever	13	169,950	Rehabilitate Runway
Ocala	Ocala International-Jim Taylor Field	General Aviation	20	3,522,180	Rehabilitate Runway
Ocala	Ocala International-Jim Taylor Field	General Aviation	21	55,800	Conduct Environmental Study
Okeechobee	Okeechobee County	General Aviation	16	824,496	Improve Runway Safety Area, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Orlando	Executive	Reliever	25	596,641	Improve Airport Drainage
Orlando	Orlando International	Primary	99	2,000,000	Construct Taxiway
Orlando	Orlando International	Primary	100	4,260,855	Construct Runway
Orlando	Orlando International	Primary	101	546,725	Acquire Aircraft Rescue & Fire Fighting Vehicle
Orlando	Orlando International	Primary	102	5,435,487	Rehabilitate Taxiway
Orlando	Orlando International	Primary	103	1,449,108	Construct Runway
Ormond Beach	Ormond Beach Municipal	Reliever	13	94,250	Install Miscellaneous NAVAIDS, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Pahokee	Palm Beach County Glades	General Aviation	2	314,692	Expand Apron, Rehabilitate Taxiway
Palatka	Palatka Municipal - Lt. Kay Larkin Field	General Aviation	16	111,240	Update Airport Master Plan Study
Palatka	Palatka Municipal - Lt. Kay Larkin Field	General Aviation	17	1,292,800	Improve Airport Drainage, Install Weather Reporting Equipment, Rehabilitate Taxiway
Panama City	New	System Plan	2	28,246,414	Construct New Airport
Pensacola	Pensacola Regional	Primary	34	2,195,805	Expand Apron
Perry	Perry-Foley	General Aviation	6	234,712	Construct Taxiway

Perry	Perry-Foley	General Aviation	7	68,115	Rehabilitate Runway, Rehabilitate Runway Lighting
Punta Gorda	Charlotte County	General Aviation	22	2,507,364	Rehabilitate Apron
Punta Gorda	Charlotte County	General Aviation	23	111,240	Extend Runway
Punta Gorda	Charlotte County	General Aviation	24	376,104	Rehabilitate Apron
Quincy	Quincy Municipal	General Aviation	4	264,897	Construct Taxiway
Quincy	Quincy Municipal	General Aviation	5	58,530	Conduct Airport Master Plan Study
Saint Augustine	St Augustine	Reliever	22	111,240	Widen Taxiway
Saint Augustine	St Augustine	Reliever	23	703,000	Conduct Environmental Study
Saint Petersburg	Albert Whitted	Reliever	17	138,722	Construct Apron, Construct Taxiway, Install Runway Vertical/Visual Guidance System
Sanford	Orlando Sanford International	Primary	54	2,906,854	Expand Apron, Extend Runway, Install Taxiway Lighting, Rehabilitate Runway, Security Enhancements
Sanford	Orlando Sanford International	Primary	55	2,500,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Sanford	Orlando Sanford International	Primary	56	8,244,937	Rehabilitate Runway
Sanford	Orlando Sanford International	Primary	57	1,045,000	Extend Runway
Sarasota/Bradenton	Sarasota/Bradenton International	Primary	42	3,303,883	Conduct Miscellaneous Study, Construct Service Road, Construct Taxiway, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Rehabilitate Terminal Building
Sarasota/Bradenton	Sarasota/Bradenton International	Primary	43	944,714	Rehabilitate Taxiway
Sebastian	Sebastian Municipal	General Aviation	8	228,082	Construct Access Road, Construct Taxiway, Rehabilitate Apron, Update Miscellaneous Study
Sebring	Sebring Regional	General Aviation	18	243,357	Rehabilitate Runway, Rehabilitate Taxiway
Tampa	Tampa International	Primary	49	5,455,062	Construct Taxiway, Rehabilitate Taxiway
Valparaiso	Eglin AFB	Primary	21	1,852,661	Construct Apron
Vero Beach	Vero Beach Municipal	General Aviation	32	355,625	Acquire Aircraft Rescue & Fire Fighting Vehicle, Install Runway Incursion Caution Bars
Wauchula	Wauchula Municipal	General Aviation	9	270,164	Construct Apron
West Palm Beach	North Palm Beach County General Aviation	Reliever	13	154,222	Rehabilitate Apron, Rehabilitate Taxiway
West Palm Beach	Palm Beach County Park	Reliever	8	315,208	Install Guidance Signs
West Palm Beach	Palm Beach International	Primary	48	301,520	Install Guidance Signs
Williston	Williston Municipal	General Aviation	9	109,863	Construct Apron, Construct Taxiway
Winter Haven	Winter Haven's Gilbert	General Aviation	18	312,399	Rehabilitate Runway
Winter Haven	Winter Haven's Gilbert	General Aviation	19	93,661	Update Miscellaneous Study
Florida Total				165,918,164	
Georgia					
Albany	Southwest Georgia Regional	Primary	28	1,362,763	Rehabilitate Taxiway
Albany	Southwest Georgia Regional	Primary	29	711,502	Rehabilitate Taxiway
Atlanta	Fulton County Airport-Brown Field	Reliever	22	1,383,378	Construct Taxiway, Rehabilitate Taxiway
Atlanta	Hartsfield - Jackson Atlanta International	Primary	81	6,308,300	Construct Runway
Atlanta	Hartsfield - Jackson Atlanta International	Primary	82	8,000,000	Extend Runway
Atlanta	Hartsfield - Jackson Atlanta International	Primary	83	2,500,000	Construct Taxiway

Atlanta	Hartsfield - Jackson Atlanta International	Primary	84	6,249,295	Rehabilitate Taxiway
Atlanta	Hartsfield - Jackson Atlanta International	Primary	85	2,090,442	Rehabilitate Taxiway
Atlanta	State of Georgia	System Plan	3	600,000	Conduct State System Plan Study
Atlanta	Various Locations in Georgia	System Plan	8	7,704,769	Acquire Equipment, Acquire Land For Approaches, Acquire Land for Development, Construct Apron, Construct Building, Construct Taxiway, Extend Runway, Improve Airport Drainage, Improve Fuel Farm, Install Perimeter Fencing, Install Runway Lighting, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting
Atlanta	Various Locations in Georgia	System Plan	9	7,540,946	Acquire Miscellaneous Land, Conduct aeronautical survey for WAAS approach, Construct New Airport, Construct Taxiway, Extend Runway, Extend Taxiway, Install Airfield Guidance Signs, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway Lighting, Remove Obstructions
Augusta	Augusta Regional at Bush Field	Primary	31	1,397,495	Expand Terminal Building, Install Guidance Signs
Augusta	Daniel Field	General Aviation	13	139,945	Rehabilitate Terminal Building
Brunswick	Brunswick Golden Isles	Primary	26	761,606	Improve Airport Drainage, Install Airfield Guidance Signs, Rehabilitate Taxiway Lighting, Runway Incursion Markings
Brunswick	Brunswick Golden Isles	Primary	27	455,290	Rehabilitate Taxiway Lighting
Brunswick	Malcolm McKinnon	General Aviation	15	1,450,000	Rehabilitate Apron
Canton	Cherokee County	General Aviation	12	3,211,240	Extend Runway
Canton	Cherokee County	General Aviation	13	1,345,000	Extend Runway
Columbus	Columbus Metropolitan	Primary	31	732,000	Construct Aircraft Rescue & Fire Fighting Building, Install Miscellaneous NAVAIDS, Rehabilitate Runway
Dallas	Paulding County (New)	System Plan	5	5,000,000	Construct New Airport
Dallas	Paulding County (New)	System Plan	6	3,000,000	Construct New Airport
Dallas	Paulding County (New)	System Plan	7	2,613,293	Construct New Airport
Gainesville	Lee Gilmer Memorial	General Aviation	14	1,514,220	Construct Taxiway
Hampton	Clayton County - Tara Field	General Aviation	16	222,481	Acquire Miscellaneous Land, Extend Runway
Lawrenceville	Gwinnett County - Briscoe Field	Reliever	28	75,670	Conduct Environmental Study
Macon	Macon Downtown	General Aviation	7	284,866	Rehabilitate Runway, Rehabilitate Runway Lighting
Macon	Middle Georgia Regional	Primary	24	774,649	Acquire Equipment, Install Airfield Guidance Signs, Rehabilitate Runway Lighting
Marietta	Cobb County-McCollum Field	Reliever	25	8,488,200	Rehabilitate Runway, Widen Runway
Peachtree City	Peachtree City-Falcon Field	General Aviation	21	4,150,000	Construct Apron
Peachtree City	Peachtree City-Falcon Field	General Aviation	22	1,453,500	Acquire Land for Development
Rome	Richard B Russell	General Aviation	14	151,612	Acquire Equipment, Runway Incursion Markings
Savannah	Savannah/Hilton Head International	Primary	44	2,941,338	Construct Taxiway, Expand Terminal Building, Extend Taxiway
Savannah	Savannah/Hilton Head International	Primary	45	1,024,837	Extend Taxiway

Savannah	Savannah/Hilton Head International	Primary	46	1,415,277	Rehabilitate Runway
Toccoa	Toccoa - R G LeTourneau Field	General Aviation	13	121,993	Construct Taxiway
Valdosta	Valdosta Regional	Primary	24	1,658,018	Groove Runway, Rehabilitate Taxiway
Washington	Washington-Wilkes County	General Aviation	7	95,000	Construct Taxiway
Georgia Total				88,928,925	
Guam					
Agana	Guam International	Primary	59	2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Agana	Guam International	Primary	60	5,797,441	Construct Taxiway
Agana	Guam International	Primary	61	14,000,000	Extend Runway
Agana	Guam International	Primary	62	2,000,000	Improve Airport Miscellaneous Improvements
Agana	Guam International	Primary	64	1,148,913	Improve Terminal Building
Guam Total				24,946,354	
Hawaii					
Hilo	Hilo International	Primary	28	716,577	Environmental Mitigation
Hilo	Hilo International	Primary	29	111,455	Install Noise Monitoring System
Hilo	Hilo International	Primary	30	761,644	Rehabilitate Taxiway
Hilo	Hilo International	Primary	31	9,056,365	Construct Apron, Construct Taxiway
Honolulu	Honolulu International	Primary	92	1,125,000	Conduct Environmental Study
Honolulu	Honolulu International	Primary	93	3,451,398	Security Enhancements
Honolulu	Honolulu International	Primary	94	2,066,144	Rehabilitate Taxiway
Kahului	Kahului	Primary	44	2,000,000	Conduct Noise Compatibility Plan Study, Update Airport Master Plan Study
Kailua Kona	Kona International at Keahole	Primary	29	2,354,287	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Kaunakakai	Molokai	Primary	14	954,394	Improve Runway Safety Area
Lanai City	Lanai	Primary	11	2,861,872	Construct Apron
Lihue	Lihue	Primary	38	5,700,000	Improve Terminal Building
Hawaii Total				31,159,136	
Idaho					
Arbon Valley	Pocatello Regional	Primary	27	741,606	Expand Terminal Building, Rehabilitate Apron, Security Enhancements
Arbon Valley	Pocatello Regional	Primary	28	946,647	Rehabilitate Apron
Arco	Arco-Butte County	General Aviation	8	240,850	Install Miscellaneous NAVAIDS, Rehabilitate Runway, Rehabilitate Runway Lighting
Blackfoot	McCarley Field	General Aviation	7	231,815	Rehabilitate Runway, Rehabilitate Taxiway
Blackfoot	McCarley Field	General Aviation	8	104,892	Rehabilitate Taxiway
Boise	Boise Air Terminal/Gowen Field	Primary	49	3,692,478	Acquire Aircraft Rescue & Fire Fighting Vehicle, Rehabilitate Runway
Boise	Boise Air Terminal/Gowen Field	Primary	50	994,796	Rehabilitate Apron
Boise	State of Idaho	System Plan	4	295,285	Update State System Plan Study
Bonnars Ferry	Boundary County	General Aviation	7	546,250	Rehabilitate Apron
Buhl	Buhl Municipal	General Aviation	5	111,240	Update Airport Master Plan Study
Buhl	Buhl Municipal	General Aviation	6	38,760	Update Airport Master Plan Study
Caldwell	Caldwell Industrial	Reliever	18	704,729	Construct Taxiway
Challis	Challis	General Aviation	4	774,925	Construct Taxiway, Expand Apron, Rehabilitate Apron
Challis	Challis	General Aviation	5	250,075	Construct Taxiway, Expand Apron, Rehabilitate Apron
Driggs	Driggs-Reed Memorial	General Aviation	8	111,240	Rehabilitate Runway

Driggs	Driggs-Reed Memorial	General Aviation	9	3,111,912	Rehabilitate Runway
Gooding	Gooding Municipal	General Aviation	4	71,250	Update Airport Master Plan Study
Grangeville	Idaho County	General Aviation	8	84,769	Construct Runway
Hailey	Friedman Memorial	Primary	33	741,606	Acquire Snow Removal Equipment, Improve Snow Removal Equipment Building
Hailey	New	System Plan	2	2,500,000	Construct New Airport
Hayden Lake	Coeur d'Alene Air Terminal	General Aviation	28	558,000	Extend Taxiway, Install Perimeter Fencing, Rehabilitate Taxiway
Idaho Falls	Idaho Falls Regional	Primary	29	8,066,071	Rehabilitate Runway, Runway Incursion Markings
Idaho Falls	Idaho Falls Regional	Primary	30	633,961	Rehabilitate Runway
Jerome	Jerome County	General Aviation	8	154,680	Install Perimeter Fencing
Jerome	Jerome County	General Aviation	9	39,958	Install Perimeter Fencing
Kellogg	Shoshone County	General Aviation	3	425,000	Install Airport Beacons, Install Miscellaneous NAVAIDS, Rehabilitate Runway
Lewiston	Lewiston-Nez Perce County	Primary	26	1,254,961	Acquire Snow Removal Equipment, Rehabilitate Apron, Rehabilitate Taxiway
Lewiston	Lewiston-Nez Perce County	Primary	27	437,261	Rehabilitate Apron, Rehabilitate Taxiway, Runway Incursion Markings
McCall	McCall Municipal	General Aviation	13	128,574	Conduct Environmental Study
McCall	McCall Municipal	General Aviation	14	44,799	Conduct Environmental Study
Mountain Home	Mountain Home Municipal	General Aviation	9	179,812	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Nampa	Nampa Municipal	General Aviation	19	204,715	Update Airport Master Plan Study
Nampa	Nampa Municipal	General Aviation	20	650,000	Construct Taxiway
Paris	Bear Lake County	General Aviation	6	30,000	Improve Fuel Farm
Salmon	Lemhi County	General Aviation	11	563,760	Construct Taxiway
Idaho Total				29,666,677	
Illinois					
Bloomington/Normal	Central IL Regional Airport at Bloomington-Normal	Primary	49	906,470	Acquire Safety Equipment and/or Fencing
Bloomington/Normal	Central IL Regional Airport at Bloomington-Normal	Primary	50	674,762	Acquire Aircraft Rescue & Fire Fighting Vehicle
Champaign	University of Illinois-Willard	Primary	25	1,549,035	Acquire Snow Removal Equipment, Rehabilitate Apron, Rehabilitate Taxiway, Update Airport Master Plan Study
Chicago	Chicago Midway International	Primary	75	2,214,674	Rehabilitate Runway
Chicago	Chicago Midway International	Primary	76	771,649	Rehabilitate Runway
Chicago	Chicago O'Hare International	Primary	94	26,500,000	Construct Runway
Chicago	Chicago O'Hare International	Primary	95	18,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Chicago	Chicago O'Hare International	Primary	96	2,913,107	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	97	300,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	98	320,000	Conduct Miscellaneous Study
Decatur	Decatur	Primary	31	268,085	Update Airport Master Plan Study
Decatur	Decatur	Primary	32	502,587	Acquire Snow Removal Equipment
Decatur	Decatur	Primary	33	825,170	Rehabilitate Taxiway
Marion	Williamson County Regional	Primary	26	741,606	Acquire Land For Approaches
Marion	Williamson County Regional	Primary	27	199,931	Acquire Land For Approaches, Construct Terminal Building
Moline	Quad City International	Primary	62	1,363,931	Expand Access Road

Moline	Quad City International	Primary	63	4,252,634	Rehabilitate Runway
Moline	Quad City International	Primary	64	955,397	Rehabilitate Runway
Peoria	Greater Peoria Regional	Primary	45	3,726,800	Construct Service Road, Install Perimeter Fencing
Peoria	Greater Peoria Regional	Primary	46	3,005,785	Rehabilitate Terminal Building
Peoria	Greater Peoria Regional	Primary	47	125,187	Acquire Land For Approaches
Peoria	Greater Peoria Regional	Primary	48	2,617,653	Acquire Land For Approaches, Construct Terminal Building
Rockford	Chicago/Rockford International	Primary	50	1,728,410	Construct Apron
Rockford	Chicago/Rockford International	Primary	51	2,150,000	Extend Runway
Rockford	Chicago/Rockford International	Primary	52	469,195	Acquire Snow Removal Equipment
Springfield	Abraham Lincoln Capital	Primary	46	1,895,250	Acquire Aircraft Rescue & Fire Fighting Vehicle, Install Perimeter Fencing, Modify Aircraft Rescue & Fire Fighting Building
Springfield	Abraham Lincoln Capital	Primary	47	741,606	Rehabilitate Service Road, Widen Taxiway
Springfield	Abraham Lincoln Capital	Primary	48	440,561	Acquire Land For Approaches, Conduct Airport Master Plan Study, Rehabilitate Apron
Springfield	Illinois State Block Grant Program	System Plan	69	16,560,406	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	71	4,753,945	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	73	3,895,595	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	74	9,040,696	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	75	760,000	Non primary development projects in state block grant program
Illinois Total				115,170,127	
Indiana					
Anderson	Anderson Municipal-Darlington Field	General Aviation	20	62,510	Install Perimeter Fencing
Anderson	Anderson Municipal-Darlington Field	General Aviation	21	2,452,395	Construct Taxiway
Anderson	Anderson Municipal-Darlington Field	General Aviation	22	1,851,969	Construct Taxiway
Auburn	De Kalb County	General Aviation	15	908,509	Install Perimeter Fencing, Install Weather Reporting Equipment
Auburn	De Kalb County	General Aviation	16	58,481	Install Perimeter Fencing, Install Weather Reporting Equipment
Bedford	Virgil I Grissom Municipal	General Aviation	6	102,600	Conduct Airport Master Plan Study, Install Perimeter Fencing
Bedford	Virgil I Grissom Municipal	General Aviation	7	23,750	Install Perimeter Fencing
Brazil	New	System Plan	2	39,944	Conduct Environmental Study
Brazil	New	System Plan	3	84,451	Conduct Environmental Study
Columbus	Columbus Municipal	General Aviation	20	2,425,088	Rehabilitate Apron
Connersville	Mettel Field	General Aviation	12	2,234,846	Conduct Environmental Study, Construct Taxiway
Crawfordsville	Crawfordsville Municipal	General Aviation	6	183,688	Rehabilitate Apron, Rehabilitate Runway
Crawfordsville	Crawfordsville Municipal	General Aviation	7	38,760	Rehabilitate Apron
Delphi	Delphi Municipal	General Aviation	9	855,269	Rehabilitate Runway
Elkhart	Elkhart Municipal	General Aviation	19	111,240	Acquire Aircraft Rescue & Fire Fighting Vehicle, Conduct Environmental Study, Update Airport Master Plan Study

Elkhart	Elkhart Municipal	General Aviation	20	26,088	Update Airport Master Plan Study
Evansville	Evansville Regional	Primary	44	1,205,264	Conduct Environmental Study, Conduct Miscellaneous Study, Improve Runway Safety Area, Rehabilitate Taxiway Lighting, Update Airport Master Plan Study
Fort Wayne	Fort Wayne International	Primary	49	2,521,586	Install Guidance Signs, Rehabilitate Runway, Security Enhancements
Fort Wayne	Fort Wayne International	Primary	50	1,593,408	Security Enhancements
Fort Wayne	Smith Field	General Aviation	7	148,727	Update Airport Master Plan Study
Fort Wayne	Smith Field	General Aviation	8	51,822	Update Airport Master Plan Study
Frankfort	Frankfort Municipal	General Aviation	10	111,240	Rehabilitate Runway
Frankfort	Frankfort Municipal	General Aviation	11	1,282,255	Rehabilitate Runway
Frankfort	Frankfort Municipal	General Aviation	12	100,869	Construct Taxiway
French Lick	French Lick Municipal	General Aviation	7	261,240	Extend Taxiway, Remove Obstructions
French Lick	French Lick Municipal	General Aviation	8	38,760	Extend Taxiway
Gary	Gary/Chicago International	General Aviation	22	5,111,240	Extend Runway
Goshen	Goshen Municipal	General Aviation	10	91,162	Install Perimeter Fencing, Update Airport Master Plan Study
Greensburg	Greensburg-Decatur County	General Aviation	3	111,240	Acquire Existing Airport
Greensburg	Greensburg-Decatur County	General Aviation	4	38,760	Acquire Existing Airport
Greenwood	Greenwood Municipal	General Aviation	22	178,098	Rehabilitate Taxiway, Update Airport Master Plan Study
Griffith	Griffith-Merrillville	Reliever	8	167,200	Conduct Environmental Study, Construct Taxiway
Huntingburg	Huntingburg	General Aviation	10	25,650	Rehabilitate Runway
Huntingburg	Huntingburg	General Aviation	11	574,750	Rehabilitate Runway
Huntington	Huntington Municipal	General Aviation	8	111,240	Rehabilitate Taxiway, Update Airport Master Plan Study
Huntington	Huntington Municipal	General Aviation	9	310,410	Rehabilitate Taxiway
Indianapolis	Indianapolis International	Primary	105	12,500,000	Construct Apron, Construct Service Road, Construct Taxiway, Improve Airport Drainage, Remove Obstructions
Indianapolis	Indianapolis International	Primary	106	1,842,637	Rehabilitate Runway, Rehabilitate Taxiway
Indianapolis	State of Indiana	System Plan	5	412,500	Conduct aeronautical survey for WAAS approach
Jeffersonville	Clark Regional	Reliever	18	2,235,155	Extend Runway
Jeffersonville	Clark Regional	Reliever	21	38,760	Extend Runway
Kendallville	Kendallville Municipal	General Aviation	14	125,213	Improve Airport Drainage, Rehabilitate Taxiway
Kendallville	Kendallville Municipal	General Aviation	15	43,629	Improve Airport Drainage
Kentland	Kentland Municipal	General Aviation	4	71,250	Extend Runway
Kokomo	Kokomo Municipal	General Aviation	15	80,000	Rehabilitate Apron
Kokomo	Kokomo Municipal	General Aviation	16	1,218,760	Extend Runway, Improve Runway Safety Area, Rehabilitate Apron, Remove Obstructions
La Porte	La Porte Municipal	General Aviation	14	81,700	Expand Apron, Rehabilitate Apron
Logansport	Logansport/Cass County	General Aviation	13	111,240	Acquire Land For Approaches, Extend Runway
Logansport	Logansport/Cass County	General Aviation	14	38,760	Extend Runway
Madison	Madison Municipal	General Aviation	12	397,740	Install Runway Vertical/Visual Guidance System
Marion	Marion Municipal	General Aviation	14	150,257	Update Airport Master Plan Study
Marion	Marion Municipal	General Aviation	15	52,354	Update Airport Master Plan Study

Michigan City	Michigan City Municipal	General Aviation	10	333,722	Construct Terminal Building
Michigan City	Michigan City Municipal	General Aviation	11	116,278	Construct Terminal Building
Michigan City	Michigan City Municipal	General Aviation	12	250,000	Extend Runway
Monticello	White County	General Aviation	8	111,240	Construct Terminal Building
Monticello	White County	General Aviation	9	134,570	Acquire Land for Development, Construct Terminal Building
Muncie	Delaware County - Johnson Field	General Aviation	17	111,240	Install Airport Beacons, Update Airport Master Plan Study
Muncie	Delaware County - Johnson Field	General Aviation	18	38,760	Update Airport Master Plan Study
New Castle	New Castle-Henry County Municipal	General Aviation	6	1,539,000	Rehabilitate Runway
North Vernon	North Vernon	General Aviation	9	111,240	Conduct Environmental Study, Install Perimeter Fencing
North Vernon	North Vernon	General Aviation	10	38,760	Install Perimeter Fencing
Paoli	Paoli Municipal	General Aviation	7	108,865	Install Runway Vertical/Visual Guidance System, Remove Obstructions
Peru	Peru Municipal	General Aviation	9	195,472	Rehabilitate Apron
Plymouth	Plymouth Municipal	General Aviation	10	111,240	Acquire Land For Approaches
Plymouth	Plymouth Municipal	General Aviation	11	38,760	Acquire Land For Approaches
Rensselaer	Jasper County	General Aviation	3	222,490	Install Runway Lighting, Install Taxiway Lighting
Rensselaer	Jasper County	General Aviation	4	38,760	Install Runway Lighting
Rochester	Fulton County	General Aviation	8	190,476	Construct Snow Removal Equipment Building
Salem	Salem Municipal	General Aviation	9	99,013	Acquire Land for Development, Rehabilitate Apron, Update Airport Master Plan Study
Seymour	Freeman Municipal	General Aviation	9	111,240	Rehabilitate Taxiway
Seymour	Freeman Municipal	General Aviation	10	38,760	Construct Terminal Building, Rehabilitate Taxiway
Shelbyville	Shelbyville Municipal	General Aviation	18	125,160	Rehabilitate Apron
Shelbyville	Shelbyville Municipal	General Aviation	19	38,760	Rehabilitate Apron
South Bend	South Bend Regional	Primary	36	2,422,900	Acquire Snow Removal Equipment, Construct Service Road, Rehabilitate Access Road, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
South Bend	South Bend Regional	Primary	37	220,400	Safety Management System (SMS) Program
Sullivan	Sullivan County	General Aviation	9	76,807	Construct Building
Tell City	Perry County Municipal	General Aviation	5	452,200	Install Perimeter Fencing
Terre Haute	Terre Haute International-Hulman Field	General Aviation	33	431,378	Rehabilitate Runway
Terre Haute	Terre Haute International-Hulman Field	General Aviation	34	4,041,384	Rehabilitate Runway
Valparaiso	Porter County Municipal	General Aviation	18	111,240	Rehabilitate Apron
Valparaiso	Porter County Municipal	General Aviation	19	208,000	Rehabilitate Taxiway
Warsaw	Warsaw Municipal	General Aviation	8	45,590	Conduct Environmental Study
Washington	Daviess County	General Aviation	10	117,172	Extend Taxiway
Winamac	Arens Field	General Aviation	7	138,009	Conduct Environmental Study, Remove Obstructions
Zionsville	Indianapolis Executive	Reliever	14	111,240	Update Airport Master Plan Study
Zionsville	Indianapolis Executive	Reliever	15	38,760	Update Airport Master Plan Study
Indiana Total				57,413,350	
Iowa					
Albia	Albia Municipal	General Aviation	5	144,079	Rehabilitate Runway
Algona	Algona Municipal	General Aviation	5	103,550	Acquire Snow Removal Equipment

Algona	Algona Municipal	General Aviation	6	81,700	Install Runway Vertical/Visual Guidance System
Ames	State of Iowa	System Plan	12	124,212	Conduct aeronautical survey for WAAS approach
Ames	State of Iowa	System Plan	13	73,889	Conduct State System Plan Study
Ankeny	Ankeny Regional	Reliever	14	401,102	Rehabilitate Runway
Belle Plaine	Belle Plaine Municipal	General Aviation	4	161,500	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Bloomfield	Bloomfield Municipal	General Aviation	3	50,055	Update Airport Master Plan Study
Boone	Boone Municipal	General Aviation	10	403,916	Construct Taxiway
Burlington	Southeast Iowa Regional	Commercial Service	24	30,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Burlington	Southeast Iowa Regional	Commercial Service	25	85,500	Update Airport Master Plan Study
Cedar Rapids	The Eastern Iowa	Primary	35	7,650,112	Rehabilitate Runway
Cedar Rapids	The Eastern Iowa	Primary	36	915,578	Rehabilitate Runway
Centerville	Centerville Municipal	General Aviation	4	78,052	Rehabilitate Runway
Chariton	Chariton Municipal	General Aviation	6	57,000	Update Airport Master Plan Study
Charles City	Northeast Iowa Regional	General Aviation	7	287,850	Construct Taxiway
Cherokee	Cherokee County Regional	General Aviation	6	288,213	Acquire Land For Approaches
Clarinda	Schenck Field	General Aviation	6	74,724	Update Airport Master Plan Study
Clarinda	Schenck Field	General Aviation	7	79,986	Acquire Land for Development
Clarion	Clarion Municipal	General Aviation	4	78,990	Install Miscellaneous NAVAIDS, Install Taxiway Lighting
Clarion	Clarion Municipal	General Aviation	5	34,340	Conduct Miscellaneous Study
Clinton	Clinton Municipal	General Aviation	12	417,147	Rehabilitate Runway
Clinton	Clinton Municipal	General Aviation	13	133,046	Improve Runway Safety Area
Council Bluffs	Council Bluffs Municipal	General Aviation	14	473,628	Rehabilitate Taxiway
Creston	Creston Municipal	General Aviation	4	214,700	Install Miscellaneous NAVAIDS, Rehabilitate Taxiway
Creston	Creston Municipal	General Aviation	5	76,000	Update Airport Master Plan Study
Decorah	Decorah Municipal	General Aviation	4	214,700	Rehabilitate Runway
Denison	Denison Municipal	General Aviation	7	227,914	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building
Des Moines	Des Moines International	Primary	46	2,976,000	Rehabilitate Taxiway
Des Moines	Des Moines International	Primary	47	1,279,188	Construct Runway
Des Moines	Des Moines International	Primary	48	664,430	Construct Runway
Estherville	Estherville Municipal	General Aviation	6	51,888	Construct Building
Fairfield	Fairfield Municipal	General Aviation	11	244,626	Acquire Snow Removal Equipment
Fort Dodge	Fort Dodge Regional	Commercial Service	24	152,000	Update Airport Master Plan Study
Fort Madison	Fort Madison Municipal	General Aviation	4	67,713	Remove Obstructions
Grinnell	Grinnell Regional	General Aviation	6	121,600	Strengthen Runway
Guthrie Center	Guthrie County Regional	General Aviation	4	561,568	Construct Building, Remove Obstructions
Guthrie Center	Guthrie County Regional	General Aviation	5	30,875	Construct Building
Hampton	Hampton Municipal	General Aviation	4	114,000	Rehabilitate Runway
Harlan	Harlan Municipal	General Aviation	5	651,085	Construct Taxiway
Humboldt	Humboldt Municipal	General Aviation	4	418,127	Construct Access Road, Construct Terminal Building
Independence	Independence Municipal	General Aviation	7	1,369,708	Extend Runway
Iowa City	Iowa City Municipal	General Aviation	15	1,450,946	Rehabilitate Runway
Iowa City	Iowa City Municipal	General Aviation	16	213,313	Rehabilitate Runway
Jefferson	Jefferson Municipal	General Aviation	6	48,511	Extend Runway
Keokuk	Keokuk Municipal	General Aviation	15	142,500	Update Airport Master Plan Study

Lamoni	Lamoni Municipal	General Aviation	4	252,414	Extend Taxiway
Le Mars	Le Mars Municipal	General Aviation	5	261,240	Extend Runway
Le Mars	Le Mars Municipal	General Aviation	6	27,271	Extend Runway
Maquoketa	Maquoketa Municipal	General Aviation	3	60,859	Conduct Environmental Study
Maquoketa	Maquoketa Municipal	General Aviation	4	126,998	Acquire Land for Development
Mason City	Mason City Municipal	Primary	30	741,606	Rehabilitate Apron
Mason City	Mason City Municipal	Primary	31	257,759	Rehabilitate Apron
Muscatine	Muscatine Municipal	General Aviation	14	120,951	Acquire Snow Removal Equipment
Orange City	Orange City Municipal	General Aviation	4	147,630	Acquire Snow Removal Equipment
Osceola	Osceola Municipal	General Aviation	7	158,270	Install Weather Reporting Equipment
Osceola	Osceola Municipal	General Aviation	8	178,673	Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment
Ottumwa	Ottumwa Industrial	General Aviation	14	122,417	Rehabilitate Runway
Pella	Pella Municipal	General Aviation	7	147,630	Acquire Snow Removal Equipment
Perry	Perry Municipal	General Aviation	2	140,951	Rehabilitate Runway
Perry	Perry Municipal	General Aviation	3	33,193	Rehabilitate Runway
Pocahontas	Pocahontas Municipal	General Aviation	4	36,890	Rehabilitate Runway
Red Oak	Red Oak Municipal	General Aviation	8	1,088,506	Construct Taxiway
Sac City	Sac City Municipal	General Aviation	5	62,578	Install Runway Vertical/Visual Guidance System
Shenandoah	Shenandoah Municipal	General Aviation	6	62,225	Install Runway Vertical/Visual Guidance System
Shenandoah	Shenandoah Municipal	General Aviation	7	142,500	Acquire Snow Removal Equipment
Sioux City	Sioux Gateway/Col. Bud Day Field	Primary	34	1,758,624	Rehabilitate Apron
Sioux City	Sioux Gateway/Col. Bud Day Field	Primary	36	656,003	Rehabilitate Apron
Spencer	Spencer Municipal	General Aviation	18	103,883	Construct Taxiway
Storm Lake	Storm Lake Municipal	General Aviation	4	148,428	Rehabilitate Parking Lot
Vinton	Vinton Veterans Memorial Airpark	General Aviation	3	130,015	Rehabilitate Runway
Waterloo	Waterloo Regional	Primary	32	522,596	Rehabilitate Apron
Waterloo	Waterloo Regional	Primary	33	218,595	Update Airport Master Plan Study
Webster City	Webster City Municipal	General Aviation	8	124,771	Rehabilitate Parking Lot
Winterset	Winterset-Madison County	General Aviation	5	182,452	Rehabilitate Apron
Iowa Total				31,535,489	
Kansas					
Anthony	Anthony Municipal	General Aviation	4	49,875	Rehabilitate Apron
Atwood	Atwood-Rawlins County City- County	General Aviation	7	200,566	Improve Access Road
Augusta	Augusta Municipal	General Aviation	13	66,690	Update Airport Master Plan Study
Beloit	Moritz Memorial	General Aviation	5	59,954	Conduct Environmental Study
Burlington	Coffey County	General Aviation	3	150,000	Construct Taxiway
Chanute	Chanute Martin Johnson	General Aviation	6	87,353	Update Airport Master Plan Study
Clay Center	Clay Center Municipal	General Aviation	8	671,531	Rehabilitate Runway
Coffeyville	Coffeyville Municipal	General Aviation	12	42,322	Rehabilitate Taxiway
Colby	Shalz Field	General Aviation	8	51,533	Conduct Environmental Study
Colby	Shalz Field	General Aviation	9	22,396	Rehabilitate Apron
Concordia	Blosser Municipal	General Aviation	5	117,135	Update Airport Master Plan Study
Dodge City	Dodge City Regional	Commercial Service	21	134,750	Expand Aircraft Rescue & Fire Fighting Building
Elkhart	Elkhart-Morton County	General Aviation	4	86,545	Update Airport Master Plan Study
Ellsworth	Ellsworth Municipal	General Aviation	3	134,961	Rehabilitate Parking Lot, Remove Obstructions
Ellsworth	Ellsworth Municipal	General Aviation	4	79,363	Conduct Environmental Study
Fort Scott	Fort Scott Municipal	General Aviation	10	422,712	Expand Apron

Garden City	Garden City Regional	Primary	25	623,226	Acquire Aircraft Rescue & Fire Fighting Vehicle
Garden City	Garden City Regional	Primary	26	981,677	Construct Aircraft Rescue & Fire Fighting Building
Garden City	Garden City Regional	Primary	27	1,930,795	Rehabilitate Taxiway
Gardner	Gardner Municipal	General Aviation	4	201,400	Acquire Land For Approaches
Great Bend	Great Bend Municipal	General Aviation	17	199,974	Update Airport Master Plan Study
Hays	Hays Regional	Commercial Service	17	23,372	Acquire Land For Approaches
Hays	Hays Regional	Primary	20	139,391	Construct Aircraft Rescue & Fire Fighting Building
Hays	Hays Regional	Primary	21	169,928	Update Airport Master Plan Study
Hill City	Hill City Municipal	General Aviation	8	20,282	Acquire Land For Approaches
Hugoton	Hugoton Municipal	General Aviation	5	148,692	Construct Taxiway
Hutchinson	Hutchinson Municipal	General Aviation	17	258,400	Improve Runway Safety Area
Hutchinson	Hutchinson Municipal	General Aviation	20	8,638	Rehabilitate Runway
Independence	Independence Municipal	General Aviation	16	1,263,338	Rehabilitate Taxiway
Iola	Allen County	General Aviation	8	453,104	Rehabilitate Apron
Johnson	Stanton County Municipal	General Aviation	7	4,719,600	Construct Runway
Junction City	Freeman Field	General Aviation	6	502,629	Rehabilitate Taxiway
Kingman	Kingman Airport - Clyde Cessna Field	General Aviation	10	308,676	Construct Taxiway
Larned	Larned-Pawnee County	General Aviation	9	72,200	Update Airport Master Plan Study
Liberal	Liberal Mid-America Regional	Commercial Service	15	600,170	Acquire Aircraft Rescue & Fire Fighting Vehicle
Lyons	Lyons-Rice County Municipal	General Aviation	9	112,818	Rehabilitate Runway
Manhattan	Manhattan Regional	Primary	34	888,250	Acquire Miscellaneous Land
Manhattan	Manhattan Regional	Primary	35	488,220	Improve Runway Safety Area, Rehabilitate Runway
Manhattan	Manhattan Regional	Primary	36	1,796,758	Improve Runway Safety Area
Marysville	Marysville Municipal	General Aviation	2	58,900	Construct Taxiway
Marysville	Marysville Municipal	General Aviation	4	106,578	Acquire Land For Approaches
Medicine Lodge	Medicine Lodge	General Aviation	2	53,485	Conduct Environmental Study
Newton	Newton-City-County	Reliever	23	721,596	Construct Taxiway
Oakley	Oakley Municipal	General Aviation	7	2,340,810	Rehabilitate Runway
Oberlin	Oberlin Municipal	General Aviation	3	25,844	Remove Obstructions
Oberlin	Oberlin Municipal	General Aviation	4	56,430	Conduct Environmental Study
Oberlin	Oberlin Municipal	General Aviation	5	178,814	Acquire Land For Approaches
Olathe	New Century Aircenter	Reliever	21	123,596	Rehabilitate Apron
Osage City	Osage City Municipal	General Aviation	5	100,597	Rehabilitate Runway
Oswego	Oswego Municipal	General Aviation	6	95,000	Acquire Land For Approaches
Paola	Miami County	General Aviation	10	20,068	Construct Building
Parsons	Tri-City	General Aviation	5	46,874	Rehabilitate Taxiway
Phillipsburg	Phillipsburg Municipal	General Aviation	7	142,039	Rehabilitate Runway
Pratt	Pratt Industrial	General Aviation	11	3,069,563	Rehabilitate Taxiway
Pratt	Pratt Industrial	General Aviation	12	104,091	Update Airport Master Plan Study
Salina	Salina Municipal	Commercial Service	28	2,001,067	Rehabilitate Taxiway
Salina	Salina Municipal	Commercial Service	29	1,328,523	Rehabilitate Taxiway
Scott City	Scott City Municipal	General Aviation	9	2,455,743	Rehabilitate Runway
Scott City	Scott City Municipal	General Aviation	10	397,369	Rehabilitate Taxiway
Smith Center	Smith Center Municipal	General Aviation	5	280,022	Construct Runway
St. Francis	Cheyenne County Municipal	General Aviation	5	95,000	Rehabilitate Runway
St. Francis	Cheyenne County Municipal	General Aviation	6	26,600	Rehabilitate Runway

Stockton	New	System Plan	3	479,869	Construct Runway
Syracuse	Syracuse-Hamilton County Municipal	General Aviation	6	384,583	Rehabilitate Apron
Topeka	Forbes Field	Primary	23	1,010,204	Rehabilitate Apron
Topeka	Forbes Field	Primary	24	374,778	Rehabilitate Apron
Topeka	Philip Billard Municipal	General Aviation	13	531,611	Rehabilitate Taxiway
Topeka	State of Kansas	System Plan	6	357,511	Conduct State System Plan Study
Topeka	State of Kansas	System Plan	7	17,089	Conduct State System Plan Study
Topeka	State of Kansas	System Plan	8	184,825	Conduct aeronautical survey for WAAS approach
Tribune	Tribune Municipal	General Aviation	3	150,000	Construct Taxiway
Ulysses	Ulysses	General Aviation	10	97,371	Construct Taxiway
Wellington	Wellington Municipal	General Aviation	8	70,200	Expand Apron
Wichita	Colonel James Jabara	Reliever	15	113,524	Rehabilitate Runway
Wichita	Colonel James Jabara	Reliever	16	707,000	Rehabilitate Runway Lighting
Wichita	Wichita Mid-Continent	Primary	54	7,284,499	Construct Terminal Building
Wichita	Wichita Mid-Continent	Primary	55	5,370,221	Rehabilitate Apron
Wichita	Wichita Mid-Continent	Primary	56	2,633,180	Construct Terminal Building
Wichita	Wichita Mid-Continent	Primary	57	4,798,471	Rehabilitate Apron
Winfield	Strother Field	General Aviation	14	325,915	Improve Airport Drainage
Kansas Total				57,008,684	
Kentucky					
Bardstown	Samuels Field	General Aviation	11	111,240	Acquire Land for Development
Bardstown	Samuels Field	General Aviation	12	38,760	Acquire Land for Development
Bowling Green	Bowling Green-Warren County Regional	General Aviation	20	136,817	Acquire Aircraft Rescue & Fire Fighting Vehicle
Campbellsville	Taylor County	General Aviation	12	111,359	Install Weather Reporting Equipment
Covington	Cincinnati/Northern Kentucky International	Primary	59	9,000,000	Construct Runway
Covington	Cincinnati/Northern Kentucky International	Primary	60	653,738	Rehabilitate Apron
Covington	Cincinnati/Northern Kentucky International	Primary	61	2,042,025	Expand Terminal Building
Covington	Cincinnati/Northern Kentucky International	Primary	62	5,228,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Covington	Cincinnati/Northern Kentucky International	Primary	63	5,461,135	Noise Mitigation Measures for Residences within 65 - 69 DNL
Covington	Cincinnati/Northern Kentucky International	Primary	64	711,494	Expand Terminal Building
Cynthiana	Cynthiana-Harrison County	General Aviation	6	521,294	Construct Apron
Cynthiana	Cynthiana-Harrison County	General Aviation	7	230,315	Construct Apron
Danville	Stuart Powell Field	General Aviation	14	80,000	Acquire Land for Development, Rehabilitate Airport Beacons
Debord	Big Sandy Regional	General Aviation	10	233,824	Install Miscellaneous NAVAIDS, Rehabilitate Apron, Widen Taxiway
Elizabethtown	Addington Field	General Aviation	12	911,240	Construct Runway Safety Area
Falmouth	Gene Snyder	General Aviation	9	198,344	Install Weather Reporting Equipment, Rehabilitate Apron
Fulton	Fulton	General Aviation	5	111,240	Extend Runway
Georgetown	Georgetown Scott County - Marshall Field	General Aviation	13	1,547,095	Expand Apron
Georgetown	Georgetown Scott County - Marshall Field	General Aviation	14	1,452,003	Expand Apron
Glasgow	Glasgow Municipal	General Aviation	16	111,240	Acquire Land for Development
Glasgow	Glasgow Municipal	General Aviation	17	727,198	Construct Apron
Glasgow	Glasgow Municipal	General Aviation	18	124,056	Construct Apron
Greenville	Muhlenberg County	General Aviation	5	1,256,172	Construct Taxiway

Greenville	Muhlenberg County	General Aviation	6	38,760	Construct Terminal Building
Harlan	Tucker-Guthrie Memorial	General Aviation	7	111,240	Rehabilitate Apron, Update Airport Master Plan Study
Harlan	Tucker-Guthrie Memorial	General Aviation	8	75,030	Rehabilitate Apron
Hartford	Ohio County	General Aviation	7	82,916	Acquire Miscellaneous Land, Conduct aeronautical survey for WAAS approach, Update Airport Master Plan Study
Hazard	Wendell H Ford	General Aviation	12	116,327	Expand Apron
Henderson	Henderson City-County	General Aviation	18	112,992	Improve Access Road, Remove obstructions to permit WAAS approach
Henderson	Henderson City-County	General Aviation	19	38,760	Improve Access Road
Hopkinsville	Hopkinsville-Christian County	General Aviation	14	360,519	Construct Building
Jackson	Julian Carroll	General Aviation	3	245,000	Install Perimeter Fencing
Jackson	Julian Carroll	General Aviation	4	120,579	Install Perimeter Fencing
Lewisport	Hancock Co-Ron Lewis Field	General Aviation	7	185,342	Construct Fuel Farm
Lexington	Blue Grass	Primary	42	3,511,242	Construct Taxiway, Rehabilitate Taxiway
Lexington	Blue Grass	Primary	43	874,981	Construct Taxiway
Lexington	Blue Grass	Primary	44	4,500,000	Construct Runway
London	London-Corbin Airport-Magee Field	General Aviation	15	303,338	Construct Building
Louisville	Bowman Field	Reliever	18	1,330,000	Construct Taxiway
Louisville	Louisville International-Standiford Field	Primary	81	10,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Louisville	Louisville International-Standiford Field	Primary	82	1,306,250	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Equipment, Rehabilitate Apron, Rehabilitate Runway Lighting
Louisville	Louisville International-Standiford Field	Primary	83	3,003,785	Construct Taxiway, Extend Taxiway, Rehabilitate Runway Lighting
Madisonville	Madisonville Municipal	General Aviation	16	105,975	Acquire Land For Approaches
Madisonville	Madisonville Municipal	General Aviation	17	3,216,284	Construct Taxiway
Marion	Marion-Crittenden County	General Aviation	7	185,343	Construct Fuel Farm
Mayfield	Mayfield Graves County	General Aviation	9	45,154	Construct Building
Middlesboro	Middlesboro-Bell County	General Aviation	10	111,240	Conduct Airport Master Plan Study, Improve Airport Drainage, Install Runway Distance-To-Go Signs
Middlesboro	Middlesboro-Bell County	General Aviation	11	38,760	Acquire Snow Removal Equipment, Improve Airport Drainage
Monticello	Wayne County	General Aviation	5	396,580	Install Runway Lighting
Mount Sterling	Mount Sterling-Montgomery County	General Aviation	10	224,797	Acquire Land For Approaches
Mount Sterling	Mount Sterling-Montgomery County	General Aviation	11	78,326	Acquire Land For Approaches
Murray	Kyle-Oakley Field	General Aviation	17	111,240	Acquire Land For Approaches
Murray	Kyle-Oakley Field	General Aviation	18	38,760	Acquire Land For Approaches
Owensboro	Owensboro-Daviess County	Commercial Service	36	38,760	Acquire Snow Removal Equipment
Paducah	Barkley Regional	Primary	32	793,638	Acquire Equipment, Conduct Miscellaneous Study, Construct Terminal Building, Expand Access Road, Install Airport Beacons, Security Enhancements
Paducah	Barkley Regional	Primary	33	270,798	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Acquire Emergency Generator, Install Airfield Guidance Signs, Rehabilitate Apron
Pikeville	Pike County-Hatcher Field	General Aviation	9	67,749	Install Runway Lighting

Princeton	Princeton-Caldwell County	General Aviation	6	66,500	Conduct aeronautical survey for WAAS approach, Improve Airport Miscellaneous Improvements
Richmond	Madison	General Aviation	10	90,000	Construct Taxiway
Russellville	Russellville-Logan County	General Aviation	9	219,240	Construct Apron
Somerset	Lake Cumberland Regional	General Aviation	16	118,486	Construct Fuel Farm
Springfield	Lebanon-Springfield	General Aviation	7	233,491	Install Runway Lighting
Stanton	Stanton	General Aviation	3	248,000	Install Airport Beacons, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System
Sturgis	Sturgis Municipal	General Aviation	8	40,148	Construct Building
West Liberty	West Liberty	General Aviation	4	54,701	Construct Runway Safety Area
Williamsburg	Williamsburg-Whitley County	General Aviation	10	222,679	Construct Terminal Building
Williamsburg	Williamsburg-Whitley County	General Aviation	11	77,588	Construct Terminal Building
Worthington	Ashland Regional	General Aviation	9	96,786	Acquire Land for Development
Kentucky Total				64,506,673	
Louisiana					
Alexandria	Alexandria International	Primary	37	4,866,026	Rehabilitate Taxiway
Alexandria	Alexandria International	Primary	38	8,000,000	Noise Mitigation Measures for Residences within 70 - 74 DNL
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	76	3,500,000	Rehabilitate Runway
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	77	2,850,000	Noise Mitigation Measures for Residences within 70 - 74 DNL
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	78	1,833,500	Improve Runway Safety Area
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	79	830,881	Improve Runway Safety Area
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	80	920,202	Improve Runway Safety Area
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	81	4,683,500	Improve Runway Safety Area
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	82	2,342,700	Rehabilitate Apron
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	83	1,520,000	Noise Mitigation Measures for Residences within 70 - 74 DNL
Bogalusa	George R Carr Memorial Air Field	General Aviation	14	1,184,000	Improve Runway Safety Area
Crowley	Le Gros Memorial	General Aviation	7	88,875	Conduct Miscellaneous Study
DeRidder	Beauregard Regional	General Aviation	13	942,117	Construct Taxiway
Galliano	South Lafourche Leonard Miller Jr	General Aviation	10	4,611,240	Extend Runway
Gonzales	Louisiana Regional	General Aviation	10	77,928	Conduct aeronautical survey for WAAS approach, Update Airport Master Plan Study
Jena	Jena	General Aviation	3	119,700	Install Perimeter Fencing
Jennings	Jennings	General Aviation	12	540,065	Rehabilitate Runway Lighting
Jonesboro	Jonesboro	General Aviation	4	42,750	Install Runway Lighting
Jonesville	Jonesville	General Aviation	2	326,071	Install Perimeter Fencing
Lake Charles	Chennault International	General Aviation	7	196,596	Rehabilitate Taxiway
Lake Charles	Lake Charles Regional	Primary	35	1,315,287	Construct Terminal Building, Rehabilitate Runway Lighting
Many	Hart	General Aviation	8	554,850	Install Runway Lighting
Marksville	Marksville Municipal	General Aviation	9	771,250	Construct Taxiway
Marksville	Marksville Municipal	General Aviation	10	804,480	Construct Taxiway
Metairie	Louis Armstrong New Orleans International	Primary	79	1,821,713	Security Enhancements

Metairie	Louis Armstrong New Orleans International	Primary	81	750,000	Rehabilitate Apron
Monroe	Monroe Regional	Primary	25	1,006,966	Construct Terminal Building
Natchitoches	Natchitoches Regional	General Aviation	15	335,307	Rehabilitate Apron
New Orleans	Lakefront	Reliever	22	338,268	Update Airport Master Plan Study
Oak Grove	Kelly	General Aviation	11	963,850	Expand Apron, Extend Runway
Patterson	Harry P Williams Memorial	General Aviation	11	425,119	Improve Airport Drainage
Pineville	Esler Regional	General Aviation	23	1,347,965	Rehabilitate Runway Lighting
Shreveport	Shreveport Regional	Primary	44	1,923,690	Construct Taxiway
Shreveport	Shreveport Regional	Primary	45	3,000,000	Acquire Land for Noise Compatibility within 70 - 74 DNL
Shreveport	Shreveport Regional	Primary	46	646,167	Rehabilitate Runway, Rehabilitate Taxiway
Shreveport	Shreveport Regional	Primary	47	414,374	Construct Taxiway
Tallulah	Vicksburg Tallulah Regional	General Aviation	9	3,303,629	Construct Taxiway
Tallulah	Vicksburg Tallulah Regional	General Aviation	10	835,857	Construct Taxiway
Terrebonne (Parish)	Thibodaux Municipal	General Aviation	2	338,447	Improve Access Road
Winnfield	David G Joyce	General Aviation	6	86,623	Remove Obstructions
Louisiana Total				60,459,993	
Maine					
Auburn	Auburn/Lewiston Municipal	Reliever	17	106,780	Update Airport Master Plan Study
Augusta	Augusta State	Commercial Service	18	47,500	Remove Obstructions, Update Miscellaneous Study
Augusta	Augusta State	Commercial Service	19	475,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Augusta	State of Maine	System Plan	8	358,209	Conduct aeronautical survey for WAAS approach, Install Airfield Guidance Signs, Update State System Plan Study
Bangor	Bangor International	Primary	45	3,231,703	Acquire Friction Measuring Equipment, Acquire Handicap Passenger Lift Device, Acquire Snow Removal Equipment, Improve Terminal Building
Bangor	Bangor International	Primary	46	1,047,999	Improve Terminal Building
Bar Harbor	Hancock County-Bar Harbor	Primary	25	442,130	Construct Runway Safety Area, Runway Incursion Markings
Bar Harbor	Hancock County-Bar Harbor	Primary	26	427,500	Acquire Aircraft Rescue & Fire Fighting Vehicle
Caribou	Caribou Municipal	General Aviation	12	227,973	Construct Taxiway
Dexter	Dexter Regional	General Aviation	4	171,000	Remove Obstructions
Frenchville	Northern Aroostook Regional	General Aviation	12	1,966,500	Rehabilitate Runway
Fryeburg	Eastern Slopes Regional	General Aviation	13	234,650	Rehabilitate Runway
Greenville	Greenville Municipal	General Aviation	11	209,000	Rehabilitate Taxiway
Houlton	Houlton International	General Aviation	11	223,250	Rehabilitate Runway
Machias	Machias Valley	General Aviation	7	139,159	Rehabilitate Apron, Update Miscellaneous Study
Millinocket	Millinocket Municipal	General Aviation	10	331,209	Remove Obstructions
Millinocket	Millinocket Municipal	General Aviation	11	70,586	Remove Obstructions
Norridgewock	Central Maine Airport of Norridgewock	General Aviation	11	72,200	Remove Obstructions
Old Town	Dewitt Field, Old Town Municipal	General Aviation	6	758,100	Rehabilitate Taxiway
Oxford	Oxford County Regional	General Aviation	7	1,416,130	Light Obstructions, Rehabilitate Runway
Pittsfield	Pittsfield Municipal	General Aviation	9	91,200	Rehabilitate Apron
Portland	Portland International Jetport	Primary	62	1,667,488	Construct Apron

Portland	Portland International Jetport	Primary	63	1,033,760	Construct Apron
Presque Isle	Northern Maine Regional Airport at Presque Isle	Primary	26	6,180,029	Rehabilitate Runway
Rockland	Knox County Regional	Primary	24	111,391	Acquire Snow Removal Equipment
Rockland	Knox County Regional	Primary	25	118,750	Conduct Miscellaneous Study
Rockland	Knox County Regional	Primary	26	71,250	Conduct Miscellaneous Study
Sanford	Sanford Regional	Reliever	24	271,700	Construct Taxiway
Waterville	Waterville Robert Lafleur	General Aviation	16	150,100	Update Airport Master Plan Study
Maine Total				21,652,246	
Maryland					
Cambridge	Cambridge-Dorchester	General Aviation	23	566,302	Extend Runway
Crisfield	Crisfield Municipal	General Aviation	6	363,164	Extend Runway, Rehabilitate Runway
Cumberland	Greater Cumberland Regional	General Aviation	15	160,550	Rehabilitate Runway
Denton	New	System Plan	3	156,161	Acquire Existing Airport
Easton	Easton/Newnam Field	General Aviation	33	294,238	Rehabilitate Apron
Frederick	Frederick Municipal	Reliever	32	378,935	Conduct Environmental Study
Gaithersburg	Montgomery County Airpark	Reliever	17	112,240	Remove Obstructions
Gaithersburg	Montgomery County Airpark	Reliever	18	37,760	Remove Obstructions
Gaithersburg	Montgomery County Airpark	Reliever	19	209,000	Remove Obstructions
Glen Burnie	Baltimore/Washington International Thurgood Marshal	Primary	81	1,122,470	Conduct Environmental Study
Hagerstown	Hagerstown Regional-Richard A Henson Field	Commercial Service	40	6,000,000	Construct Runway Safety Area
Indian Head	Maryland	Reliever	8	27,282	Construct Runway
Leonardtwn	St. Mary's County Regional	General Aviation	15	387,656	Extend Runway
Middle River	Martin State	Reliever	13	444,963	Construct Taxiway
Middle River	Martin State	Reliever	14	155,037	Construct Taxiway
Ocean City	Ocean City Municipal	General Aviation	18	25,000	Update Airport Master Plan Study
Odenton	Tipton	Reliever	14	1,027,900	Rehabilitate Apron, Remove Obstructions
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	39	1,352,670	Improve Runway Safety Area
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	40	878,386	Remove Obstructions
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	41	486,241	Remove Obstructions
Stevensville	Bay Bridge	General Aviation	18	228,553	Acquire Snow Removal Equipment, Extend Taxiway, Rehabilitate Runway
Westminster	Carroll County Regional/Jack B Poage Field	Reliever	24	438,750	Construct Runway
Maryland Total				14,853,258	
Massachusetts					
Bedford	Laurence G Hanscom Field	Primary	26	2,862,654	Construct Runway Safety Area
Beverly	Beverly Municipal	Reliever	27	152,475	Update Airport Master Plan Study
Boston	General Edward Lawrence Logan International	Primary	93	9,690,000	Construct Runway
Boston	General Edward Lawrence Logan International	Primary	94	19,724,330	Construct Taxiway
Boston	General Edward Lawrence Logan International	Primary	95	9,546,494	Construct Taxiway
Chatham	Chatham Municipal	General Aviation	18	65,455	Rehabilitate Runway
Hyannis	Barnstable Municipal-Boardman/Polando Field	Primary	45	2,733,491	Acquire Land for Development
Lawrence	Lawrence Municipal	Reliever	27	210,197	Construct Runway Safety Area
Mansfield	Mansfield Municipal	General Aviation	20	204,250	Remove Obstructions

Marshfield	Marshfield Municipal - George Harlow Field	General Aviation	15	605,150	Conduct Environmental Study
Montague	Turners Falls	General Aviation	13	152,000	Conduct Environmental Study
Nantucket	Nantucket Memorial	Primary	45	4,802,502	Construct Terminal Building
Nantucket	Nantucket Memorial	Primary	46	1,670,557	Construct Terminal Building
New Bedford	New Bedford Regional	Primary	37	574,750	Rehabilitate Runway
North Adams	Harriman-And-West	General Aviation	19	1,376,550	Construct Runway Safety Area, Environmental Mitigation
Orange	Orange Municipal	General Aviation	15	665,000	Acquire Easement For Approaches, Acquire Land For Approaches
Pittsfield	Pittsfield Municipal	General Aviation	23	178,600	Extend Runway
Provincetown	Provincetown Municipal	Primary	23	501,600	Rehabilitate Apron
Provincetown	Provincetown Municipal	Primary	24	399,000	Conduct Environmental Study
Southbridge	Southbridge Municipal	General Aviation	16	111,583	Construct Building
Southbridge	Southbridge Municipal	General Aviation	17	38,417	Construct Building
Springfield/Chicopee	Westover ARB/Metropolitan	General Aviation	16	2,500,000	Acquire Land for Noise Compatibility within 75 DNL
Vineyard Haven	Marthas Vineyard	Primary	31	662,130	Rehabilitate Runway Lighting
Vineyard Haven	Marthas Vineyard	Primary	32	79,476	Remove Obstructions
Vineyard Haven	Marthas Vineyard	Primary	33	73,664	Remove Obstructions
Westfield	Barnes Municipal	General Aviation	27	1,843,000	Rehabilitate Runway
Westfield	Barnes Municipal	General Aviation	28	3,486,500	Construct Apron
Worcester	Worcester Regional	Primary	36	3,061,850	Construct Runway Safety Area
Worcester	Worcester Regional	Primary	37	3,534,000	Rehabilitate Runway
Worcester	Worcester Regional	Primary	38	3,173,000	Construct Runway Safety Area
Massachusetts Total				74,678,675	
Michigan					
Alpena	Alpena County Regional	Commercial Service	13	746,225	Improve Airport Drainage, Improve Utilities, Update Airport Master Plan Study
Charlevoix	Charlevoix Municipal	Primary	10	404,130	Acquire Snow Removal Equipment, Rehabilitate Runway, Remove Obstructions
Detroit	Detroit Metropolitan Wayne County	Primary	85	18,281,315	Construct Apron, Construct Runway, Environmental Mitigation
Detroit	Detroit Metropolitan Wayne County	Primary	86	1,000,000	Rehabilitate Taxiway
Detroit	Detroit Metropolitan Wayne County	Primary	87	3,800,000	Construct Deicing Containment Facility
Detroit	Detroit Metropolitan Wayne County	Primary	88	2,207,046	Rehabilitate Runway
Detroit	Detroit Metropolitan Wayne County	Primary	89	604,659	Construct Apron, Construct Runway, Environmental Mitigation
Detroit	Detroit Metropolitan Wayne County	Primary	90	1,607,960	Rehabilitate Taxiway
Detroit	Willow Run	Reliever	31	8,540,464	Improve Airport Miscellaneous Improvements, Improve Runway Safety Area
Detroit	Willow Run	Reliever	32	93,892	Rehabilitate Runway
Escanaba	Delta County	Primary	29	112,575	Acquire Easement For Approaches, Construct Snow Removal Equipment Building
Escanaba	Delta County	Primary	30	50,350	Remove Obstructions

Flint	Bishop International	Primary	44	2,576,029	Acquire Land for Development, Construct Sand and Chemical Storage Building, Construct Taxiway, Expand Apron
Flint	Bishop International	Primary	45	903,719	Acquire Land for Development
Grand Rapids	Gerald R. Ford International	Primary	40	3,619,500	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Land For Approaches, Acquire Land for Development, Acquire Snow Removal Equipment
Gwinn	Sawyer International	Primary	25	743,011	Rehabilitate Runway
Gwinn	Sawyer International	Primary	26	4,697,500	Improve Building
Gwinn	Sawyer International	Primary	27	71,250	Improve Building
Hancock	Houghton County Memorial	Primary	27	801,337	Acquire Snow Removal Equipment, Rehabilitate Access Road
Hancock	Houghton County Memorial	Primary	28	201,161	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Miscellaneous Land, Acquire Snow Removal Equipment
Lansing	Capital City	Primary	42	9,392,885	Acquire Land for Development, Conduct Airport Master Plan Study, Extend Runway, Improve Runway Safety Area
Lansing	Capital City	Primary	43	611,799	Improve Terminal Building
Lansing	Michigan State Block Grant Program	System Plan	55	15,376,749	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	56	4,010,000	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	57	4,395,941	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	58	1,987,000	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	59	3,556,505	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	60	1,400,000	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	61	3,151,240	Non primary development projects in state block grant program
Muskegon	Muskegon County	Primary	29	2,816,935	Acquire Easement For Approaches, Improve Runway Safety Area
Pellston	Pellston Regional Airport of Emmet County	Primary	29	416,575	Acquire Land for Development
Saginaw	MBS International	Primary	37	1,530,925	Construct Terminal Building
Saginaw	MBS International	Primary	38	1,143,723	Construct Terminal Building
Sault Ste. Marie	Chippewa County International	Primary	22	912,576	Rehabilitate Taxiway
Sault Ste. Marie	Chippewa County International	Primary	23	305,792	Rehabilitate Runway Lighting, Rehabilitate Taxiway
Sault Ste. Marie	Chippewa County International	Primary	24	890,000	Rehabilitate Building
Traverse City	Cherry Capital	Primary	34	1,197,000	Acquire Snow Removal Equipment, Conduct Environmental Study, Construct Service Road, Extend Runway, Remove Obstructions
Michigan Total				104,157,768	
Minnesota					
Aitkin	Aitkin Municipal-Steve Kurtz Field	General Aviation	8	169,480	Expand Apron, Improve Access Road
Albert Lea	Albert Lea Municipal	General Aviation	6	1,125,845	Construct Runway
Albert Lea	Albert Lea Municipal	General Aviation	7	922,000	Construct Runway

Alexandria	Chandler Field	General Aviation	8	193,872	Rehabilitate Runway
Austin	Austin Municipal	General Aviation	10	50,740	Update Airport Master Plan Study
Baudette	Baudette International	General Aviation	5	221,960	Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Bemidji	Bemidji Regional	Primary	18	1,241,606	Construct Taxiway, Improve Terminal Building
Bemidji	Bemidji Regional	Primary	19	257,125	Construct Apron, Construct Taxiway, Update Airport Master Plan Study
Blue Earth	Blue Earth Municipal	General Aviation	6	111,852	Acquire Snow Removal Equipment
Blue Earth	Blue Earth Municipal	General Aviation	7	19,000	Extend Runway
Bluffton	Wadena Municipal	General Aviation	4	56,240	Conduct Airport Master Plan Study
Brainerd	Brainerd Lakes Regional	Primary	29	2,678,150	Acquire Aircraft Deicing Equipment, Acquire Snow Removal Equipment, Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS, Rehabilitate Runway, Rehabilitate Taxiway, Rehabilitate Terminal Building
Brainerd	Brainerd Lakes Regional	Primary	30	1,032,026	Rehabilitate Runway
Cambridge	Cambridge Municipal	General Aviation	7	133,970	Install Miscellaneous NAVAIDS, Rehabilitate Access Road, Widen Taxiway
Cook	Cook Municipal	General Aviation	2	182,266	Acquire Snow Removal Equipment, Conduct Airport Master Plan Study
Detroit Lakes	Detroit Lakes-Wething Field	General Aviation	6	340,515	Acquire Snow Removal Equipment, Improve Terminal Building
Dodge Center	Dodge Center	General Aviation	4	69,905	Install Perimeter Fencing, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Duluth	Duluth International	Primary	44	1,225,437	Construct Access Road, Construct Apron, Construct Taxiway, Install Airport Beacons
Duluth	Duluth International	Primary	45	6,529,821	Construct Terminal Building, Improve Runway Safety Area, Rehabilitate Runway
Ely	Ely Municipal	General Aviation	9	61,465	Expand Apron, Rehabilitate Runway
Eveleth	Eveleth-Virginia Municipal	General Aviation	8	414,256	Conduct Airport Master Plan Study, Install Guidance Signs, Rehabilitate Apron
Fairmont	Fairmont Municipal	General Aviation	9	128,250	Install Perimeter Fencing, Rehabilitate Apron, Remove Obstructions
Fergus Falls	Fergus Falls Municipal-Einar Mickelson Field	General Aviation	8	421,985	Construct Snow Removal Equipment Building
Fosston	Fosston Municipal	General Aviation	4	407,478	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building, Construct Taxiway, Expand Apron, Install Perimeter Fencing
Glenwood	Glenwood Municipal	General Aviation	4	1,267,346	Conduct Airport Master Plan Study, Construct Access Road, Construct Parking Lot, Construct Taxiway, Rehabilitate Runway, Rehabilitate Taxiway, Remove Obstructions
Grand Marais	Grand Marais/Cook County	General Aviation	9	244,198	Conduct Environmental Study, Install Perimeter Fencing
Grand Rapids	Grand Rapids/Itasca County Airport-Gordon Newstrom Field	General Aviation	14	1,321,432	Construct Runway, Install Airfield Guidance Signs, Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Hawley	Hawley Municipal	General Aviation	5	42,655	Construct Terminal Building

Hector	Hector Municipal	General Aviation	4	130,509	Acquire Snow Removal Equipment, Construct Terminal Building
Hibbing	Chisholm-Hibbing	Primary	24	1,792,248	Extend Taxiway, Install Miscellaneous NAVAIDS, Rehabilitate Taxiway
Hutchinson	Hutchinson Municipal-Butler Field	General Aviation	8	80,940	Rehabilitate Runway
International Falls	Falls International	Primary	20	742,445	Construct Taxiway, Rehabilitate Parking Lot
Lake Elmo	Lake Elmo	Reliever	6	220,895	Rehabilitate Apron, Rehabilitate Taxiway
Lake Elmo	Lake Elmo	Reliever	7	38,760	Rehabilitate Apron, Rehabilitate Taxiway
Le Sueur	Le Sueur Municipal	General Aviation	5	683,313	Rehabilitate Runway
Litchfield	Litchfield Municipal	General Aviation	6	130,912	Construct Taxiway, Update Airport Master Plan Study
Little Falls	Little Falls/Morrison County-Lindbergh Field	General Aviation	8	370,686	Expand Apron, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Longville	Longville Municipal	General Aviation	6	126,706	Construct Access Road, Construct Taxiway, Install Runway Vertical/Visual Guidance System
Luverne	Quentin Aanenson Field	General Aviation	5	736,435	Construct Runway
Madison	Lac qui Parle County	General Aviation	5	236,435	Rehabilitate Apron
Mahnomen	Mahnomen County	General Aviation	7	90,701	Acquire Snow Removal Equipment, Rehabilitate Runway
Mankato	Mankato Regional	General Aviation	16	217,103	Acquire Land For Approaches
Marshall	Southwest Minnesota Regional Marshall/Ryan Field	General Aviation	8	111,240	Extend Runway
Minneapolis	Crystal	Reliever	4	250,170	Rehabilitate Runway
Minneapolis	Crystal	Reliever	5	87,167	Rehabilitate Runway
Minneapolis	Flying Cloud	Reliever	8	583,740	Construct Service Road, Extend Runway
Minneapolis	Flying Cloud	Reliever	9	38,760	Install Airfield Guidance Signs, Install Runway Vertical/Visual Guidance System
Minneapolis	Flying Cloud	Reliever	10	2,000,000	Extend Runway
Minneapolis	Minneapolis/St Paul Metropolitan Area	System Plan	2	237,500	Update Metropolitan System Plan Study
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain	Primary	91	5,000,000	Construct Runway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain	Primary	92	2,964,942	Rehabilitate Taxiway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain	Primary	93	1,535,175	Improve Runway Safety Area
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain	Primary	94	2,853,330	Rehabilitate Taxiway
Montevideo	Montevideo-Chippewa County	General Aviation	7	831,803	Construct Taxiway
Moose Lake	Moose Lake Carlton County	General Aviation	2	189,664	Acquire Snow Removal Equipment, Update Airport Master Plan Study
Mora	Mora Municipal	General Aviation	7	110,810	Acquire Snow Removal Equipment
Owatonna	Owatonna Degner Regional	General Aviation	12	1,735,430	Construct Runway
Owatonna	Owatonna Degner Regional	General Aviation	13	2,231,500	Construct Runway
Park Rapids	Park Rapids Municipal-Konshok Field	General Aviation	9	47,500	Conduct Environmental Study
Paynesville	Paynesville Municipal	General Aviation	2	45,068	Construct Building
Pine River	Pine River Regional	General Aviation	4	136,989	Acquire Land for Development, Expand Apron, Extend Taxiway, Install Perimeter Fencing

Pipestone	Pipestone Municipal	General Aviation	4	190,029	Acquire Snow Removal Equipment, Construct Fuel Farm
Preston	Fillmore County	General Aviation	7	23,480	Improve Building
Princeton	Princeton Municipal	General Aviation	7	57,000	Acquire Land for Development
Redwood Falls	Redwood Falls Municipal	General Aviation	7	173,405	Improve Airport Drainage, Update Airport Master Plan Study
Rochester	Rochester International	Primary	25	1,156,540	Acquire Snow Removal Equipment, Update Airport Master Plan Study
Rochester	Rochester International	Primary	26	149,557	Rehabilitate Taxiway Lighting
Roseau	Roseau Municipal/Rudy Billberg Field	General Aviation	6	99,573	Improve Airport Drainage
Rush City	Rush City Regional	General Aviation	4	27,426	Construct Runway
Sauk Centre	Sauk Centre Municipal	General Aviation	2	106,483	Construct Building
Silver Bay	Silver Bay Municipal	General Aviation	4	40,375	Construct Building
South St. Paul	South St Paul Municipal-Richard E Fleming Field	Reliever	11	222,246	Rehabilitate Taxiway
Springfield	Springfield Municipal	General Aviation	6	46,189	Construct Taxiway
St. Cloud	St. Cloud Regional	Primary	20	1,866,606	Improve Terminal Building
St. Paul	St Paul Downtown Holman Field	Reliever	18	7,611,240	Improve Runway Safety Area, Rehabilitate Taxiway
St. Paul	St Paul Downtown Holman Field	Reliever	19	38,760	Rehabilitate Taxiway
St. Paul	State of Minnesota	System Plan	5	262,149	Update State System Plan Study
Staples	Staples Municipal	General Aviation	4	104,544	Acquire Snow Removal Equipment
Tower	Tower Municipal	General Aviation	4	174,221	Acquire Snow Removal Equipment, Conduct Miscellaneous Study
Tower	Tower Municipal	General Aviation	5	23,685	Remove Obstructions
Two Harbors	Richard B Helgeson	General Aviation	6	371,916	Construct Building
Two Harbors	Richard B Helgeson	General Aviation	7	50,624	Construct Building
Walker	Walker Municipal	General Aviation	3	37,335	Construct Taxiway
Warroad	Warroad International Memorial	General Aviation	9	268,044	Rehabilitate Runway
Willmar	Willmar Municipal-John L Rice Field	General Aviation	9	31,920	Install Miscellaneous NAVAIDS
Windom	Windom Municipal	General Aviation	5	138,994	Acquire Snow Removal Equipment, Extend Runway
Winona	Winona Municipal-Max Conrad Field	General Aviation	4	47,500	Remove Obstructions
Winsted	Winsted Municipal	General Aviation	3	142,500	Conduct Airport Master Plan Study, Install Miscellaneous NAVAIDS
Worthington	Worthington Municipal	General Aviation	9	178,810	Rehabilitate Runway
Minnesota Total				61,100,902	
Mississippi					
Aberdeen/Amory	Monroe County	General Aviation	11	467,352	Rehabilitate Runway
Bay St. Louis	Stennis International	General Aviation	23	263,266	Improve Airport Drainage
Belmont	Tishomingo County	General Aviation	10	18,710	Install Perimeter Fencing, Rehabilitate Airport Beacons
Belzoni	Belzoni Municipal	General Aviation	8	147,601	Construct Building
Booneville/Baldwyn	Booneville/Baldwyn	General Aviation	9	23,750	Improve Fuel Farm
Brookhaven	Brookhaven-Lincoln County	General Aviation	7	289,670	Construct Building
Brookhaven	Brookhaven-Lincoln County	General Aviation	8	100,929	Construct Building
Clarksdale	Fletcher Field	General Aviation	14	111,240	Acquire Land for Development
Clarksdale	Fletcher Field	General Aviation	15	286,525	Acquire Land for Development
Cleveland	Cleveland Municipal	General Aviation	14	351,325	Extend Runway

Columbus	Golden Triangle Regional	Primary	40	741,000	Expand Terminal Building, Install Perimeter Fencing, Rehabilitate Runway, Update Airport Master Plan Study
Columbus	Golden Triangle Regional	Primary	41	258,394	Expand Terminal Building, Improve Terminal Building, Install Airfield Guidance Signs, Update Airport Master Plan Study
Corinth	Roscoe Turner	General Aviation	17	233,092	Improve Runway Safety Area
Crosby	Crosby Municipal	General Aviation	5	176,129	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Crystal Springs	Copiah County	General Aviation	6	71,250	Construct Runway
Eupora	Eupora	General Aviation	6	156,441	Install Perimeter Fencing
Forest	G. V. Montgomery	General Aviation	4	32,728	Rehabilitate Runway
Greenwood	Greenwood-Leflore	General Aviation	12	266,878	Extend Taxiway
Gulfport	Gulfport-Biloxi International	Primary	63	5,000,000	Acquire Easement for Noise Compatibility within 65 - 69 DNL, Noise Mitigation Measures for Residences within 65 - 69 DNL
Gulfport	Gulfport-Biloxi International	Primary	64	2,722,000	Construct Service Road, Widen Taxiway
Gulfport	Gulfport-Biloxi International	Primary	65	2,135,534	Acquire Land For Approaches, Update Miscellaneous Study
Gulfport	Gulfport-Biloxi International	Primary	66	618,671	Conduct Miscellaneous Study, Rehabilitate Taxiway, Security Enhancements
Gulfport	Gulfport-Biloxi International	Primary	67	3,800,000	Extend Taxiway
Hattiesburg	Hattiesburg Bobby L Chain Municipal	General Aviation	15	112,480	Improve Airport Erosion Control
Hollandale	Hollandale Municipal	General Aviation	4	369,407	Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS, Install Runway Lighting, Install Taxiway Lighting, Widen Runway
Holly Springs	Holly Springs-Marshall County	General Aviation	10	287,900	Expand Apron, Rehabilitate Airport Beacons
Houston	Houston Municipal	General Aviation	8	14,250	Extend Runway
Indianola	Indianola Municipal	General Aviation	10	166,785	Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Jackson	Jackson-Evers International	Primary	41	3,075,008	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Equipment, Conduct Miscellaneous Study, Improve Terminal Building, Security Enhancements, Update Airport Master Plan Study
Kosciusko	Kosciusko-Attala County	General Aviation	7	16,625	Improve Airport Drainage
Laurel	Hesler-Noble Field	General Aviation	4	111,240	Extend Taxiway, Install Weather Reporting Equipment
Lexington	C. A. Moore	General Aviation	8	67,536	Construct Terminal Building, Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System
Louisville	Louisville Winston County	General Aviation	7	145,825	Acquire Land For Approaches
Madison	Bruce Campbell Field	General Aviation	16	189,681	Install Apron Lighting, Install Taxiway Lighting
McComb	McComb/Pike County/John E Lewis Field	General Aviation	13	1,086,185	Construct Taxiway

McComb	McComb/Pike County/John E Lewis Field	General Aviation	14	831,931	Expand Apron
Meridian	Key Field	Primary	23	686,772	Construct Access Road, Construct Taxiway, Rehabilitate Apron
Moselle	Hattiesburg-Laurel Regional	Primary	29	536,282	Construct Access Road, Install Guidance Signs, Security Enhancements
Natchez	Hardy-Anders Field Natchez-Adams County	General Aviation	19	132,858	Expand Apron
New Albany	New Albany-Union County	General Aviation	10	125,182	Construct Taxiway, Install Airport Beacons
Newton	James H Eason Field	General Aviation	6	63,172	Construct Access Road, Install Runway Vertical/Visual Guidance System, Remove Obstructions
Okolona	Okolona Municipal-Richard Stovall Field	General Aviation	9	162,973	Construct Fuel Farm
Olive Branch	Olive Branch	Reliever	16	410,000	Improve Airport Drainage, Install Perimeter Fencing, Rehabilitate Apron
Oxford	University-Oxford	General Aviation	21	3,850,911	Construct Taxiway, Install Taxiway Lighting
Oxford	University-Oxford	General Aviation	22	400,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Pascagoula	Trent Lott International	General Aviation	23	17,105	Install Perimeter Fencing
Philadelphia	Philadelphia Municipal	General Aviation	8	98,087	Improve Airport Miscellaneous Improvements
Pittsboro	Calhoun County	General Aviation	6	175,800	Improve Fuel Farm
Prentiss	Prentiss-Jefferson Davis County	General Aviation	5	277,204	Construct Building
Quitman	Clarke County	General Aviation	7	143,979	Extend Runway Safety Area, Install Perimeter Fencing
Starkville	George M Bryan	General Aviation	13	713,087	Construct Heliport/Helipad, Improve Airport Drainage, Install Perimeter Fencing, Rehabilitate Runway
Tunica	Tunica Municipal	Primary	10	741,606	Acquire Equipment, Conduct aeronautical survey for WAAS approach, Construct Terminal Building
Tunica	Tunica Municipal	Primary	11	1,020,672	Expand Apron
Tupelo	Tupelo Regional	Primary	30	5,485,723	Rehabilitate Runway, Update Airport Master Plan Study, Widen Runway
Tylertown	Paul Pittman Memorial	General Aviation	9	159,245	Construct Building
Tylertown	Paul Pittman Memorial	General Aviation	10	27,430	Construct Building
Water Valley	Water Valley Municipal	General Aviation	5	215,813	Install Perimeter Fencing
Wiggins	Dean Griffin Memorial	General Aviation	9	47,500	Update Airport Master Plan Study
Winona	Winona-Montgomery County	General Aviation	7	378,282	Construct Taxiway
Yazoo City	Yazoo County	General Aviation	9	203,426	Expand Apron
Mississippi Total				40,820,447	
Missouri					
Columbia	Columbia Regional	Primary	28	1,908,242	Rehabilitate Apron
Columbia	Columbia Regional	Primary	29	501,790	Update Airport Master Plan Study
Jefferson City	Missouri State Block Grant Program	System Plan	32	11,965,978	Non primary development projects in state block grant program
Jefferson City	Missouri State Block Grant Program	System Plan	33	4,010,292	Non primary development projects in state block grant program
Jefferson City	State of Missouri	System Plan	6	110,000	Conduct aeronautical survey for WAAS approach
Joplin	Joplin Regional	Primary	26	3,241,606	Construct Terminal Building
Kansas City	Kansas City International	Primary	56	2,056,936	Rehabilitate Apron

Kansas City	Kansas City International	Primary	57	5,325,000	Rehabilitate Taxiway
Kansas City	Kansas City International	Primary	58	5,430,067	Rehabilitate Apron, Rehabilitate Runway
Kansas City	Kansas City International	Primary	59	2,831,250	Rehabilitate Runway Lighting
Kansas City	Kansas City International	Primary	60	342,042	Rehabilitate Apron
Springfield	Springfield-Branson National	Primary	33	7,401,007	Construct Terminal Building
Springfield	Springfield-Branson National	Primary	34	2,130,000	Construct Terminal Building
Springfield	Springfield-Branson National	Primary	35	826,160	Construct Terminal Building
St. Louis	Lambert-St Louis International	Primary	108	3,207,011	Rehabilitate Runway
St. Louis	Lambert-St Louis International	Primary	111	3,729,389	Construct Runway
St. Louis	Lambert-St Louis International	Primary	112	11,141,408	Construct Runway
St. Louis	Lambert-St Louis International	Primary	113	1,287,534	Rehabilitate Taxiway
St. Louis	Lambert-St Louis International	Primary	114	2,383,328	Rehabilitate Taxiway
Missouri Total				69,829,040	
Montana					
Billings	Billings Logan International	Primary	34	1,869,268	Construct Taxiway, Improve Airport Drainage, Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Taxiway
Butte	Bert Mooney	Primary	37	373,264	Conduct Environmental Study, Improve Airport Miscellaneous Improvements, Install Guidance Signs
Colstrip	Colstrip	General Aviation	11	1,282,000	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Rehabilitate Runway Lighting
Colstrip	Colstrip	General Aviation	12	285,000	Rehabilitate Apron, Rehabilitate Taxiway
Conrad	Conrad	General Aviation	4	173,000	Install Weather Reporting Equipment, Rehabilitate Runway, Update Airport Master Plan Study
Ekalaka	Ekalaka	General Aviation	6	197,512	Construct Snow Removal Equipment Building
Ennis	Ennis - Big Sky	General Aviation	10	2,290,423	Extend Runway, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Ennis	Ennis - Big Sky	General Aviation	11	405,114	Extend Runway
Eureka	Eureka	General Aviation	8	212,325	Construct Snow Removal Equipment Building
Glasgow	Wokal Field/Glasgow International	General Aviation	13	104,000	Rehabilitate Runway
Glendive	Dawson Community	General Aviation	9	279,872	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Snow Removal Equipment
Great Falls	Great Falls International	Primary	36	5,537,492	Rehabilitate Taxiway
Great Falls	Great Falls International	Primary	38	1,142,449	Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Hamilton	Ravalli County	General Aviation	9	98,500	Acquire Snow Removal Equipment
Hardin	New	System Plan	3	29,450	Update Airport Master Plan Study
Harlem	Harlem	General Aviation	5	121,951	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Rehabilitate Runway Lighting
Helena	Helena Regional	Primary	34	3,386,649	Acquire Aircraft Rescue & Fire Fighting Vehicle, Expand Aircraft Rescue & Fire Fighting Building
Helena	Helena Regional	Primary	35	561,946	Expand Snow Removal Equipment Building

Helena	State of Montana	System Plan	7	124,094	Conduct State System Plan Study
Kalispell	Glacier Park International	Primary	35	735,905	Acquire Interactive Training System, Acquire Snow Removal Equipment, Rehabilitate Runway
Laurel	Laurel Municipal	General Aviation	13	166,250	Conduct Environmental Study
Lewistown	Lewistown Municipal	General Aviation	11	97,375	Conduct aeronautical survey for WAAS approach
Miles City	Frank Wiley Field	General Aviation	10	2,377,400	Rehabilitate Runway, Rehabilitate Runway Lighting
Miles City	Frank Wiley Field	General Aviation	11	95,608	Rehabilitate Taxiway
Missoula	Missoula International	Primary	43	3,533,460	Construct Deicing Containment Facility
Missoula	Missoula International	Primary	45	830,000	Construct Deicing Containment Facility
Missoula	Missoula International	Primary	46	830,000	Rehabilitate Runway Lighting
Poplar	New	System Plan	4	1,973,125	Construct New Airport
Poplar	New	System Plan	5	583,700	Construct New Airport
Ronan	Ronan	General Aviation	9	297,350	Extend Taxiway
Scobey	Scobey	General Aviation	5	245,514	Construct Fuel Farm
Sidney	Sidney-Richland Municipal	Commercial Service	16	168,781	Improve Terminal Building, Rehabilitate Runway
Terry	Terry	General Aviation	2	112,000	Install Miscellaneous NAVAIDS, Rehabilitate Runway
Thompson Falls	Thompson Falls	General Aviation	5	212,800	Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment, Rehabilitate Runway, Update Airport Master Plan Study
Three Forks	Three Forks	General Aviation	6	548,409	Install Perimeter Fencing
Turner	Turner	General Aviation	4	280,772	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
White Sulphur Springs	White Sulphur Springs	General Aviation	4	86,701	Conduct Environmental Study, Rehabilitate Runway
Wolf Point	L M Clayton	General Aviation	7	219,450	Conduct aeronautical survey for WAAS approach, Rehabilitate Runway
Montana Total				31,868,909	
Nebraska					
Ainsworth	Ainsworth Municipal	General Aviation	6	10,215	Acquire Snow Removal Equipment
Albion	Albion Municipal	General Aviation	7	580,799	Construct Taxiway, Install Runway Vertical/Visual Guidance System, Remove Obstructions
Aurora	Aurora Municipal - Al Potter Field	General Aviation	7	111,240	Construct Building
Bassett	Rock County	General Aviation	7	28,500	Acquire Miscellaneous Land
Crete	Crete Municipal	General Aviation	7	1,133,013	Construct Taxiway, Install Perimeter Fencing, Rehabilitate Runway, Remove Obstructions
David City	David City Municipal	General Aviation	4	56,500	Extend Runway, Rehabilitate Runway, Rehabilitate Runway Lighting
David City	David City Municipal	General Aviation	5	49,924	Acquire Land For Approaches
Gordon	Gordon Municipal	General Aviation	5	58,900	Conduct Airport Master Plan Study
Grand Island	Central Nebraska Regional	Commercial Service	30	151,050	Acquire Snow Removal Equipment

Hastings	Hastings Municipal	General Aviation	10	190,577	Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System
Hebron	Hebron Municipal	General Aviation	5	280,000	Improve Airport Miscellaneous Improvements, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Holdrege	Brewster Field	General Aviation	7	45,600	Acquire Easement For Approaches
Imperial	Imperial Municipal	General Aviation	8	46,178	Construct Building
Kearney	Kearney Regional	Commercial Service	19	123,500	Update Airport Master Plan Study
Lexington	Jim Kelly Field	General Aviation	9	62,700	Update Airport Master Plan Study
Lincoln	Lincoln	Primary	37	688,750	Improve Airport Drainage
Lincoln	Lincoln	Primary	38	783,298	Security Enhancements
Lincoln	Lincoln	Primary	39	403,750	Install Apron Lighting
Lincoln	State of Nebraska	System Plan	11	103,649	Conduct aeronautical survey for WAAS approach
Lincoln	State of Nebraska	System Plan	13	34,062	Conduct State System Plan Study
Neligh	Antelope County	General Aviation	3	56,429	Construct Taxiway
Norfolk	Karl Stefan Memorial	General Aviation	15	78,850	Update Airport Master Plan Study
North Platte	North Platte Regional Airport Lee Bird Field	Commercial Service	23	158,586	Rehabilitate Taxiway
Omaha	Eppley Airfield	Primary	46	2,393,688	Rehabilitate Runway
Omaha	Eppley Airfield	Primary	47	13,953,750	Rehabilitate Taxiway
Omaha	Eppley Airfield	Primary	50	9,187,500	Rehabilitate Runway
O'Neill	The O'Neill Municipal-John L Baker Field	General Aviation	3	113,050	Construct Runway
Ord	Evelyn Sharp Field	General Aviation	5	1,280,654	Construct Taxiway, Extend Runway, Install Runway Lighting, Rehabilitate Apron
Ord	Evelyn Sharp Field	General Aviation	6	565,813	Construct Taxiway, Extend Runway, Install Runway Lighting, Rehabilitate Apron
Oshkosh	Garden County	General Aviation	5	119,627	Acquire Snow Removal Equipment
Pender	Pender Municipal	General Aviation	6	229,790	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Plattsmouth	Plattsmouth Municipal	General Aviation	9	394,250	Acquire Land for Development
Scottsbluff	Western Nebraska Regional/William B. Heilig Field	Primary	29	410,000	Rehabilitate Airport Beacons, Rehabilitate Runway
Seward	Seward Municipal	General Aviation	6	27,379	Construct Access Road, Construct Parking Lot
Valentine	Miller Field	General Aviation	6	3,350,000	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Wahoo	Wahoo Municipal	General Aviation	6	148,458	Construct Taxiway, Install Miscellaneous NAVAIDS
Wahoo	Wahoo Municipal	General Aviation	7	187,777	Construct Taxiway, Install Miscellaneous NAVAIDS
Wayne	Wayne Municipal	General Aviation	9	110,675	Acquire Snow Removal Equipment
York	York Municipal	General Aviation	10	390,000	Construct Runway Safety Area
Nebraska Total				38,098,481	
Nevada					
Alamo	Alamo Landing Field	General Aviation	3	30,000	Conduct Environmental Study
Austin	Austin	General Aviation	11	574,750	Construct Service Road, Install Weather Reporting Equipment

Battle Mountain	Battle Mountain	General Aviation	18	160,000	Install Runway Distance-To-Go Signs, Rehabilitate Runway Lighting
Beatty	Beatty	General Aviation	9	510,951	Expand Apron, Install Miscellaneous NAVAIDS
Boulder City	Boulder City Municipal	Primary	12	741,606	Install Perimeter Fencing
Carson City	Carson	Reliever	15	2,850,000	Remove Obstructions
Carson City	Carson	Reliever	16	332,500	Construct Taxiway, Install Weather Reporting Equipment, Rehabilitate Runway, Rehabilitate Taxiway
Carson City	State of Nevada	System Plan	6	362,000	Conduct State System Plan Study
Elko	Elko Regional	Primary	33	741,606	Rehabilitate Apron
Elko	Elko Regional	Primary	34	213,750	Construct Aircraft Rescue & Fire Fighting Building
Ely	Ely /Yelland Field/	Commercial Service	13	111,240	Install Airfield Guidance Signs, Install Runway Distance-To-Go Signs
Fallon	Fallon Municipal	General Aviation	9	78,002	Rehabilitate Apron
Goldfield	Goldfield	General Aviation	2	200,000	Update Airport Master Plan Study
Hawthorne	Hawthorne Industrial	General Aviation	7	150,000	Update Airport Master Plan Study
Las Vegas	Henderson Executive	Reliever	21	1,461,240	Construct Apron
Las Vegas	Henderson Executive	Reliever	22	860,668	Construct Apron
Las Vegas	McCarran International	Primary	64	21,724,333	Rehabilitate Runway
Las Vegas	McCarran International	Primary	65	3,500,000	Conduct Environmental Study
Las Vegas	McCarran International	Primary	67	1,705,941	Rehabilitate Runway
Las Vegas	North Las Vegas	Primary	25	100,000	Safety Management System (SMS) Program
Lovelock	Derby Field	General Aviation	10	410,000	Construct Taxiway, Rehabilitate Runway
Mesquite	Mesquite	General Aviation	10	217,481	Conduct Environmental Study
Mesquite	Mesquite	General Aviation	11	503,355	Conduct Environmental Study
Minden	Minden-Tahoe	General Aviation	19	915,702	Construct Apron, Improve Airport Drainage, Install Weather Reporting Equipment, Rehabilitate Runway, Rehabilitate Taxiway
Reno	Reno/Stead	Reliever	26	908,900	Rehabilitate Taxiway
Reno	Reno/Tahoe International	Primary	77	10,204,555	Improve Runway Safety Area, Rehabilitate Apron, Security Enhancements
Reno	Reno/Tahoe International	Primary	78	5,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Reno	Reno/Tahoe International	Primary	79	2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Reno	Reno/Tahoe International	Primary	80	1,286,185	Install Runway Lighting, Rehabilitate Apron
Silver Springs	Silver Springs	General Aviation	10	600,000	Install Miscellaneous NAVAIDS, Rehabilitate Runway
Winnemucca	Winnemucca Municipal	General Aviation	13	314,547	Install Perimeter Fencing
Yerington	Yerington Municipal	General Aviation	10	189,525	Acquire Land For Approaches, Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Remove Obstructions
Yerington	Yerington Municipal	General Aviation	11	190,000	Conduct Environmental Study
Nevada Total				59,148,837	
New Hampshire					
Concord	New Hampshire State Block Grant Program	System Plan	1	1,991,776	Non primary development projects in state block grant program
Concord	New Hampshire State Block Grant Program	System Plan	2	2,033,927	Non primary development projects in state block grant program

Concord	New Hampshire State Block Grant Program	System Plan	3	585,502	Non primary development projects in state block grant program
Lebanon	Lebanon Municipal	Primary	35	132,161	Acquire Equipment, Acquire Snow Removal Equipment, Runway Incursion Markings
Lebanon	Lebanon Municipal	Primary	36	229,900	Light Obstructions
Lebanon	Lebanon Municipal	Primary	37	107,826	Improve Airport Miscellaneous Improvements
Lebanon	Lebanon Municipal	Primary	38	193,743	Environmental Mitigation
Manchester	Manchester	Primary	69	181,160	Construct Sand and Chemical Storage Building
Manchester	Manchester	Primary	70	687,045	Security Enhancements
Manchester	Manchester	Primary	71	137,812	Conduct Miscellaneous Study
Manchester	Manchester	Primary	72	980,585	Rehabilitate Apron
Manchester	Manchester	Primary	73	4,782,247	Noise Mitigation Measures for Residences within 65 - 69 DNL
Manchester	Manchester	Primary	74	490,806	Construct Sand and Chemical Storage Building
Manchester	Manchester	Primary	75	389,577	Acquire Land For Approaches
Portsmouth	Portsmouth International at Pease	Primary	38	5,411,778	Construct Apron, Improve Terminal Building, Rehabilitate Terminal Building
Portsmouth	Portsmouth International at Pease	Primary	39	453,150	Acquire Land For Approaches
New Hampshire Total				18,788,995	
New Jersey					
Atlantic City	Atlantic City International	Primary	73	1,896,828	Acquire Interactive Training System, Acquire Snow Removal Equipment, Security Enhancements
Atlantic City	Atlantic City International	Primary	74	144,400	Environmental Mitigation
Atlantic City	Atlantic City International	Primary	75	475,000	Update Airport Master Plan Study
Caldwell	Essex County	Reliever	28	80,781	Update Airport Master Plan Study
Caldwell	Essex County	Reliever	29	426,500	Rehabilitate Apron, Remove Obstructions
Hammonton	Hammonton Municipal	General Aviation	14	151,035	Install Perimeter Fencing, Rehabilitate Access Road
Lakewood	Lakewood	General Aviation	9	103,391	Install Perimeter Fencing
Lakewood	Lakewood	General Aviation	10	123,500	Improve Airport Drainage
Linden	Linden	Reliever	12	696,990	Rehabilitate Apron, Rehabilitate Taxiway
Millville	Millville Municipal	General Aviation	28	584,000	Construct Taxiway, Improve Runway Safety Area, Rehabilitate Taxiway, Remove Obstructions
Millville	Millville Municipal	General Aviation	29	88,350	Improve Airport Drainage
Morristown	Morristown Municipal	Reliever	38	90,000	Conduct aeronautical survey for WAAS approach
Morristown	Morristown Municipal	Reliever	39	464,583	Remove Obstructions
Mount Holly	South Jersey Regional	Reliever	7	127,656	Rehabilitate Taxiway
Newark	Newark Liberty International	Primary	116	2,328,300	Rehabilitate Taxiway

Newark	Newark Liberty International	Primary	118	3,010,963	Rehabilitate Runway
Newark	Newark Liberty International	Primary	119	1,614,809	Security Enhancements
Newark	Newark Liberty International	Primary	120	1,996,011	Rehabilitate Runway
Ocean City	Ocean City Municipal	General Aviation	12	560,925	Improve Airport Drainage
Rocky Hill	Princeton	Reliever	6	29,661	Acquire Snow Removal Equipment
Somerville	Somerset	Reliever	6	63,720	Rehabilitate Apron
Teterboro	Teterboro	Primary	38	33,301	Conduct aeronautical survey for WAAS approach
Teterboro	Teterboro	Primary	39	258,394	Rehabilitate Taxiway
Teterboro	Teterboro	Primary	40	95,000	Safety Management System (SMS) Program
Toms River	Robert J. Miller Air Park	General Aviation	18	223,000	Expand Apron, Remove Obstructions
Toms River	Robert J. Miller Air Park	General Aviation	19	116,000	Update Airport Master Plan Study
Wildwood	Cape May County	General Aviation	25	666,613	Improve Airport Drainage, Remove Obstructions
Wildwood	Cape May County	General Aviation	26	68,875	Improve Airport Drainage
Woodbine	Woodbine Municipal	General Aviation	16	111,153	Expand Apron
Woodbine	Woodbine Municipal	General Aviation	17	785,000	Rehabilitate Runway
New Jersey Total				17,414,739	
New Mexico					
Alamogordo	Alamogordo-White Sands Regional	General Aviation	16	66,533	Conduct Miscellaneous Study
Albuquerque	Albuquerque International Sunport	Primary	33	9,441,340	Rehabilitate Apron, Runway Incursion Markings
Albuquerque	Double Eagle II	Reliever	13	520,242	Extend Taxiway, Install Perimeter Fencing, Rehabilitate Runway
Angel Fire	Angel Fire	General Aviation	15	201,398	Acquire Land for Development, Acquire Snow Removal Equipment, Install Perimeter Fencing
Artesia	Artesia Municipal	General Aviation	10	235,219	Rehabilitate Access Road
Carrizozo	Carrizozo Municipal	General Aviation	3	63,161	Update Airport Master Plan Study
Clovis	Clovis Municipal	General Aviation	21	4,367,006	Conduct aeronautical survey for WAAS approach, Rehabilitate Runway
Clovis	Clovis Municipal	General Aviation	23	637,200	Construct Taxiway
Deming	Deming Municipal	General Aviation	12	351,393	Acquire Land For Approaches
Dulce	Jicarilla Apache Nation	General Aviation	10	364,800	Rehabilitate Runway
Espanola	San Juan Pueblo	General Aviation	5	187,001	Rehabilitate Runway
Farmington	Four Corners Regional	Primary	29	917,292	Acquire Aircraft Rescue & Fire Fighting Vehicle, Install Guidance Signs, Rehabilitate Parking Lot, Rehabilitate Runway, Rehabilitate Taxiway, Update Airport Master Plan Study
Hatch	Hatch Municipal	General Aviation	4	29,210	Construct Access Road
Hobbs	Lea County Regional	General Aviation	17	591,109	Rehabilitate Runway Lighting
Las Vegas	Las Vegas Municipal	General Aviation	11	169,005	Conduct Miscellaneous Study, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Lordsburg	Lordsburg Municipal	General Aviation	8	104,478	Rehabilitate Runway
Lordsburg	Lordsburg Municipal	General Aviation	9	70,809	Conduct Airport Master Plan Study
Los Alamos	Los Alamos	General Aviation	4	101,775	Conduct aeronautical survey for WAAS approach, Improve Airport Drainage
Moriarty	Moriarty	General Aviation	8	66,215	Conduct Airport Master Plan Study, Rehabilitate Runway

Roswell	Roswell International Air Center	Commercial Service	20	1,077,584	Acquire Aircraft Deicing Equipment, Expand Terminal Building
Roswell	Roswell International Air Center	Commercial Service	21	64,961	Improve Terminal Building
Ruidoso	Sierra Blanca Regional	General Aviation	18	129,910	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Construct Taxiway, Install Perimeter Fencing, Runway Incursion Markings
Santa Fe	Santa Fe Municipal	Commercial Service	29	2,367,506	Construct Aircraft Rescue & Fire Fighting Building, Rehabilitate Taxiway
Santa Fe	State of New Mexico	System Plan	6	359,342	Update State System Plan Study
Santa Fe	Various Locations in New Mexico	System Plan	2	344,540	Install Weather Reporting Equipment
Santa Teresa	Dona Ana County at Santa Teresa	General Aviation	18	42,089	Construct Taxiway
Silver City	Grant County	General Aviation	8	280,314	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System
Socorro	Socorro Municipal	General Aviation	8	315,217	Improve Access Road, Rehabilitate Taxiway
Springer	Springer Municipal	General Aviation	3	105,382	Rehabilitate Runway
Taos	Taos Regional	General Aviation	19	319,718	Acquire Snow Removal Equipment
Truth or Consequences	Truth Or Consequences Municipal	General Aviation	11	60,000	Conduct Airport Master Plan Study
Tucumcari	Tucumcari Municipal	General Aviation	11	137,714	Rehabilitate Apron, Rehabilitate Taxiway
New Mexico Total				24,089,463	
New York					
Akron	Akron	Reliever	14	787,974	Acquire Land for Development, Construct Apron
Albany	Albany International	Primary	95	694,590	Acquire Aircraft Rescue & Fire Fighting Vehicle
Albany	Albany International	Primary	96	414,386	Remove Obstructions
Albany	Albany International	Primary	97	1,244,905	Remove Obstructions
Albany	Albany International	Primary	98	456,738	Remove Obstructions
Albany	Albany International	Primary	99	667,926	Remove Obstructions
Albany	Albany International	Primary	100	939,813	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Snow Removal Equipment
Albany	State of New York	System Plan	8	707,750	Update State System Plan Study
Batavia	Genesee County	Reliever	21	655,500	Expand Apron, Improve Runway Safety Area, Remove Obstructions
Batavia	Genesee County	Reliever	22	48,450	Rehabilitate Apron
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	51	277,265	Install Runway Vertical/Visual Guidance System
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	52	7,901,674	Rehabilitate Taxiway
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	54	585,993	Rehabilitate Taxiway
Buffalo	Buffalo Airfield	Reliever	19	1,004,876	Acquire Land for Development, Rehabilitate Runway
Buffalo	Buffalo Niagara International	Primary	65	4,656,000	Noise Mitigation Measures for Residences within 65 - 69 DNL, Noise Mitigation Measures for Residences within 70 - 74 DNL

Buffalo	Buffalo Niagara International	Primary	66	1,146,952	Noise Mitigation Measures for Residences within 65 - 69 DNL, Noise Mitigation Measures for Residences within 70 - 74 DNL
Buffalo	Buffalo Niagara International	Primary	67	500,000	Construct Deicing Containment Facility
Canandaigua	Canandaigua	Reliever	23	64,762	Construct Apron
Corning	Corning-Painted Post	General Aviation	10	577,559	Construct Access Road, Expand Apron
Cortland	Cortland County-Chase Field	General Aviation	14	72,096	Install Runway Vertical/Visual Guidance System, Remove Obstructions
Dunkirk	Chautauqua County/Dunkirk	General Aviation	38	157,225	Conduct Environmental Study
East Moriches	Spadaro	Reliever	9	27,437	Install Perimeter Fencing
East Moriches	Spadaro	Reliever	10	109,424	Install Perimeter Fencing
East Moriches	Spadaro	Reliever	11	85,619	Update Airport Master Plan Study
Ellenville	Joseph Y Resnick	General Aviation	23	276,236	Construct Taxiway
Elmira/Corning	Elmira/Corning Regional	Primary	49	835,512	Improve Access Road
Elmira/Corning	Elmira/Corning Regional	Primary	50	169,035	Improve Access Road
Endicott	Tri-Cities	General Aviation	14	94,972	Conduct Environmental Study, Rehabilitate Taxiway
Endicott	Tri-Cities	General Aviation	15	36,837	Rehabilitate Runway, Rehabilitate Taxiway
Fishers Island	Elizabeth Field	General Aviation	15	78,035	Update Airport Master Plan Study
Fulton	Oswego County	General Aviation	30	185,000	Rehabilitate Runway
Fulton	Oswego County	General Aviation	31	263,000	Remove Obstructions
Fulton	Oswego County	General Aviation	32	28,500	Remove Obstructions
Glens Falls	Floyd Bennett Memorial	General Aviation	37	94,000	Conduct Miscellaneous Study
Glens Falls	Floyd Bennett Memorial	General Aviation	38	61,750	Acquire Land For Approaches
Glens Falls	Floyd Bennett Memorial	General Aviation	39	35,150	Acquire Snow Removal Equipment
Hamilton	Hamilton Municipal	General Aviation	15	112,500	Update Airport Master Plan Study
Hamilton	Hamilton Municipal	General Aviation	16	104,500	Construct Taxiway
Hornell	Hornell Municipal	General Aviation	17	103,217	Rehabilitate Apron
Islip	Long Island MacArthur	Primary	75	1,883,229	Rehabilitate Runway
Ithaca	Ithaca Tompkins Regional	Primary	48	7,621,250	Improve Runway Safety Area
Ithaca	Ithaca Tompkins Regional	Primary	49	250,000	Expand Apron
Johnstown	Fulton County	General Aviation	16	28,495	Install Miscellaneous NAVAIDS
Kingston	Kingston-Ulster	Reliever	16	46,282	Remove Obstructions
Lake Placid	Lake Placid	General Aviation	29	336,000	Remove Obstructions
Lake Placid	Lake Placid	General Aviation	30	405,000	Rehabilitate Runway
Lancaster	Buffalo-Lancaster Regional	Reliever	19	214,651	Acquire Land for Development, Extend Runway
Lancaster	Buffalo-Lancaster	Reliever	17	40,241	Acquire Land for Development, Conduct Environmental Study
Lancaster	Buffalo-Lancaster	Reliever	18	913,851	Acquire Land for Development, Extend Runway
Le Roy	Le Roy	Reliever	18	142,646	Acquire Land for Development, Extend Runway
Le Roy	Le Roy	Reliever	19	90,615	Acquire Land for Development, Extend Runway
Malone	Malone-Dufort	General Aviation	20	88,000	Construct Taxiway
Massena	Massena International-Richards Field	Commercial Service	42	90,191	Conduct aeronautical survey for WAAS approach
Massena	Massena International-Richards Field	Commercial Service	43	244,430	Conduct Environmental Study
Massena	Massena International-Richards Field	Commercial Service	44	34,000	Acquire Snow Removal Equipment

Middletown	Randall	Reliever	22	154,373	Rehabilitate Runway, Rehabilitate Taxiway
Millbrook	Sky Acres	Reliever	17	187,264	Improve Airport Drainage
Montauk	Montauk	Reliever	13	151,877	Install Instrument Approach Aid
Montauk	Montauk	Reliever	14	42,592	Install Instrument Approach Aid
Montauk	Montauk	Reliever	15	67,837	Install Taxiway Lighting
Monticello	Sullivan County International	General Aviation	23	253,365	Improve Runway Safety Area
Monticello	Sullivan County International	General Aviation	24	582,920	Construct Apron
New York	John F Kennedy International	Primary	154	1,539,876	Noise Mitigation Measures for Public Buildings
New York	John F Kennedy International	Primary	155	2,700,000	Extend Taxiway
New York	John F Kennedy International	Primary	156	1,477,845	Rehabilitate Runway
New York	John F Kennedy International	Primary	157	6,227,290	Rehabilitate Taxiway
New York	John F Kennedy International	Primary	159	2,467,706	Rehabilitate Taxiway
New York	John F Kennedy International	Primary	160	1,277,730	Update Metropolitan System Plan Study
New York	John F Kennedy International	Primary	161	1,815,857	Rehabilitate Taxiway
New York	La Guardia	Primary	125	2,260,000	Security Enhancements
New York	La Guardia	Primary	126	2,800,000	Improve Access Road
New York	La Guardia	Primary	127	1,030,716	Improve Access Road
Newburgh	Stewart International	Primary	61	1,277,566	Improve Airport Miscellaneous Improvements
Newburgh	Stewart International	Primary	62	1,246,851	Improve Airport Miscellaneous Improvements
Niagara Falls	Niagara Falls International	Reliever	28	6,968,351	Construct Access Road, Construct Apron
Niagara Falls	Niagara Falls International	Reliever	29	112,138	Install Guidance Signs
Niagara Falls	Niagara Falls International	Reliever	30	1,424,440	Construct Access Road, Construct Apron
North Babylon	Republic	Reliever	34	1,060,479	Improve Runway Safety Area
North Babylon	Republic	Reliever	35	3,299,837	Construct Taxiway
North Babylon	Republic	Reliever	36	2,686,328	Construct Taxiway
North Babylon	Republic	Reliever	37	3,958,816	Improve Runway Safety Area
Norwich	Lt Warren Eaton	General Aviation	24	88,000	Update Airport Master Plan Study
Norwich	Lt Warren Eaton	General Aviation	25	41,500	Construct Taxiway
Ogdensburg	Ogdensburg International	General Aviation	31	152,000	Expand Apron, Rehabilitate Apron
Ogdensburg	Ogdensburg International	General Aviation	32	151,000	Install Runway Vertical/Visual Guidance System, Rehabilitate Apron
Olean	Cattaraugus County-Olean	General Aviation	12	108,000	Update Airport Master Plan Study
Penn Yan	Penn Yan	General Aviation	23	85,120	Remove Obstructions
Penn Yan	Penn Yan	General Aviation	24	37,525	Rehabilitate Runway
Piseco	Piseco	General Aviation	17	74,978	Install Miscellaneous NAVAIDS
Piseco	Piseco	General Aviation	18	62,700	Update Airport Master Plan Study
Plattsburgh	Plattsburgh International	General Aviation	20	3,035,250	Construct Building
Plattsburgh	Plattsburgh International	General Aviation	22	5,144,250	Rehabilitate Runway
Plattsburgh	Plattsburgh International	General Aviation	23	77,140	Remove Obstructions
Plattsburgh	Plattsburgh International	General Aviation	24	660,000	Modify Building
Plattsburgh	Plattsburgh International	General Aviation	25	495,000	Modify Building
Potsdam	Potsdam Municipal/Damon Field/	General Aviation	22	317,775	Rehabilitate Runway
Poughkeepsie	Dutchess County	General Aviation	29	875,000	Rehabilitate Apron
Poughkeepsie	Dutchess County	General Aviation	30	26,600	Rehabilitate Apron
Rochester	Greater Rochester International	Primary	61	3,822,534	Rehabilitate Runway
Rochester	Greater Rochester International	Primary	62	1,524,147	VALE Infrastructure, VALE Vehicle
Rochester	Greater Rochester International	Primary	63	3,202,184	Rehabilitate Runway
Rome	Griffiss Airfield	General Aviation	17	2,831,000	Rehabilitate Taxiway Lighting
Rome	Griffiss Airfield	General Aviation	18	94,050	Rehabilitate Building

Rome	Griffiss Airfield	General Aviation	19	4,525,371	Install Instrument Approach Aid
Saranac Lake	Adirondack Regional	Commercial Service	43	71,256	Rehabilitate Airport Beacons
Saranac Lake	Adirondack Regional	Commercial Service	44	707,211	Rehabilitate Taxiway
Saranac Lake	Adirondack Regional	Commercial Service	45	35,832	Acquire Snow Removal Equipment
Saratoga Springs	Saratoga County	General Aviation	24	73,150	Install Miscellaneous NAVAIDS, Remove Obstructions
Schenectady	Schenectady County	Reliever	40	125,912	Rehabilitate Airport Beacons, Rehabilitate Taxiway Lighting
Schenectady	Schenectady County	Reliever	41	512,299	Remove Obstructions
Schenectady	Schenectady County	Reliever	42	328,842	Improve Airport Drainage
Schroon Lake	Schroon Lake	General Aviation	7	66,500	Improve Runway Safety Area
Seneca Falls	Finger Lakes Regional	General Aviation	17	750,500	Improve Runway Safety Area
Sidney	Sidney Municipal	General Aviation	13	327,735	Install Miscellaneous NAVAIDS, Light Obstructions
Sodus	Williamson-Sodus	Reliever	21	73,656	Remove Obstructions
Syracuse	Syracuse Hancock International	Primary	97	341,637	Acquire Aircraft Rescue & Fire Fighting Vehicle
Syracuse	Syracuse Hancock International	Primary	98	715,326	Acquire Snow Removal Equipment
Syracuse	Syracuse Hancock International	Primary	99	736,250	Rehabilitate Runway, Rehabilitate Taxiway
Syracuse	Syracuse Hancock International	Primary	101	142,500	Conduct aeronautical survey for WAAS approach
Syracuse	Syracuse Hancock International	Primary	103	6,303,250	Rehabilitate Runway
Ticonderoga	Ticonderoga Municipal	General Aviation	15	159,384	Install Miscellaneous NAVAIDS
Ticonderoga	Ticonderoga Municipal	General Aviation	16	69,175	Rehabilitate Runway Lighting
Watertown	Watertown International	Commercial Service	27	213,180	Conduct Environmental Study
Wellsville	Wellsville Municipal Airport, Tarantine Field	General Aviation	20	242,259	Conduct Environmental Study, Remove Obstructions
Wellsville	Wellsville Municipal Airport, Tarantine Field	General Aviation	21	125,749	Remove Obstructions
White Plains	Westchester County	Primary	85	92,864	Remove Obstructions
White Plains	Westchester County	Primary	86	442,847	Acquire Snow Removal Equipment
White Plains	Westchester County	Primary	87	137,168	Acquire Equipment
White Plains	Westchester County	Primary	88	296,283	Acquire Aircraft Deicing Equipment
White Plains	Westchester County	Primary	89	890,293	Security Enhancements
White Plains	Westchester County	Primary	90	1,032,949	VALE Vehicle
New York Total				128,209,224	
North Carolina					
Charlotte	Charlotte/Douglas International	Primary	57	22,369,458	Construct Runway
Fayetteville	Fayetteville Regional/Grannis Field	Primary	33	2,010,589	Rehabilitate Runway Lighting
Fayetteville	Fayetteville Regional/Grannis Field	Primary	34	6,812,956	Rehabilitate Runway
Greensboro	Piedmont Triad International	Primary	54	11,526,972	Construct Runway
Greensboro	Piedmont Triad International	Primary	55	6,470,000	Extend Taxiway
Greenville	Pitt-Greenville	Primary	29	383,347	Expand Terminal Building, Improve Access Road, Improve Runway Safety Area, Install Instrument Approach Aid, Rehabilitate Terminal Building, Remove Obstructions

Greenville	Pitt-Greenville	Primary	30	575,340	Improve Access Road
Jacksonville	Albert J Ellis	Primary	28	170,468	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Acquire Aircraft Rescue & Fire Fighting Vehicle, Conduct aeronautical survey for WAAS approach, Rehabilitate Terminal Building
Kinston	Kinston Regional Jetport at Stallings Field	Primary	25	741,606	Improve Terminal Building
Kinston	Kinston Regional Jetport at Stallings Field	Primary	26	258,394	Install Perimeter Fencing
New Bern	Craven County Regional	Primary	28	848,512	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Acquire Equipment, Acquire Land for Development, Construct Taxiway, Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System
New Bern	Craven County Regional	Primary	29	295,644	Acquire Land for Development
Raleigh	North Carolina State Block Grant Program	System Plan	33	22,301,499	Non primary development projects in state block grant program
Raleigh	North Carolina State Block Grant Program	System Plan	34	17,128,445	Non primary development projects in state block grant program
Raleigh	Raleigh-Durham International	Primary	34	3,483,220	Install Guidance Signs, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Raleigh	Raleigh-Durham International	Primary	35	1,193,929	Rehabilitate Runway
Wilmington	Wilmington International	Primary	39	3,409,992	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Rehabilitate Terminal Building
Wilmington	Wilmington International	Primary	40	621,573	Improve Terminal Building
North Carolina Total				100,601,944	
North Dakota					
Bismarck	Bismarck Municipal	Primary	38	1,542,206	Rehabilitate Taxiway
Bismarck	Bismarck Municipal	Primary	39	1,000,000	Rehabilitate Taxiway
Bismarck	Bismarck Municipal	Primary	40	537,345	Rehabilitate Taxiway
Bismarck	State of North Dakota	System Plan	6	474,854	Update State System Plan Study
Bismarck	Various Locations in North Dakota	System Plan	4	1,350,000	Install Weather Reporting Equipment
Casselton	Casselton Robert Miller Regional	General Aviation	15	25,500	Improve Airport Drainage, Install Runway Vertical/Visual Guidance System
Cavalier	Cavalier Municipal	General Aviation	6	31,530	Rehabilitate Runway, Update Airport Master Plan Study
Cooperstown	Cooperstown Municipal	General Aviation	7	129,931	Improve Access Road, Improve Terminal Building, Rehabilitate Runway
Crosby	Crosby Municipal	General Aviation	7	35,140	Acquire Land For Approaches, Rehabilitate Runway
Devils Lake	Devils Lake Regional	Commercial Service	25	3,031,614	Rehabilitate Runway
Devils Lake	Devils Lake Regional	Commercial Service	26	622,815	Extend Runway

Dickinson	Dickinson - Theodore Roosevelt Regional	Commercial Service	21	345,032	Construct Parking Lot
Edgeley	Edgeley Municipal	General Aviation	7	39,059	Rehabilitate Runway, Update Airport Master Plan Study
Ellendale	Ellendale Municipal	General Aviation	5	66,927	Construct Building, Rehabilitate Runway
Fargo	Hector International	Primary	34	1,766,003	Expand Apron
Fort Yates	Standing Rock	General Aviation	4	113,216	Rehabilitate Apron
Glen Ullin	Glen Ullin Regional	General Aviation	8	95,000	Rehabilitate Runway
Grand Forks	Grand Forks International	Primary	32	5,949,457	Construct Runway
Grand Forks	Grand Forks International	Primary	33	92,748	Construct Runway
Gwinner	Gwinner-Roger Melroe Field	General Aviation	7	264,825	Acquire Land For Approaches, Rehabilitate Runway
Harvey	Harvey Municipal	General Aviation	4	207,993	Construct Taxiway, Rehabilitate Runway, Remove Obstructions
Hazen	Mercer County Regional	General Aviation	7	44,985	Construct Fuel Farm, Rehabilitate Runway
Hillsboro	Hillsboro Municipal	General Aviation	11	42,657	Acquire Snow Removal Equipment, Construct Building
Jamestown	Jamestown Regional	General Aviation	27	125,447	Conduct Airport Master Plan Study, Environmental Mitigation
Kenmare	Kenmare Municipal	General Aviation	8	77,247	Improve Access Road, Rehabilitate Apron, Rehabilitate Runway
Kindred	Hamry Field	General Aviation	9	146,535	Construct Access Road, Construct Taxiway, Rehabilitate Runway
Lakota	Lakota Municipal	General Aviation	6	35,107	Construct Building, Rehabilitate Runway
LaMoure	LaMoure Rott Municipal	General Aviation	4	90,074	Conduct Environmental Study
Langdon	Robertson Field	General Aviation	6	27,163	Rehabilitate Runway, Update Airport Master Plan Study
Linton	Linton Municipal	General Aviation	8	37,310	Acquire Snow Removal Equipment, Rehabilitate Runway, Update Airport Master Plan Study
Lisbon	Lisbon Municipal	General Aviation	5	108,488	Construct Building, Rehabilitate Runway
Lisbon	Lisbon Municipal	General Aviation	6	46,512	Construct Building
Mandan	Mandan Municipal	General Aviation	12	298,300	Acquire Land For Approaches, Install Miscellaneous NAVAIDS
Minot	Minot International	Primary	36	213,297	Acquire Friction Measuring Equipment, Improve Terminal Building, Install Runway Incursion Caution Bars
Mohall	Mohall Municipal	General Aviation	5	66,487	Rehabilitate Runway
Mott	Mott Municipal	General Aviation	6	153,697	Extend Runway, Rehabilitate Runway, Remove Obstructions
Northwood	Northwood Municipal-Vince Field	General Aviation	9	361,240	Acquire Snow Removal Equipment, Construct Building
Northwood	Northwood Municipal-Vince Field	General Aviation	10	38,760	Construct Building
Park River	Park River - W C Skjerven Field	General Aviation	6	102,264	Construct Snow Removal Equipment Building, Install Runway Lighting, Rehabilitate Runway
Parshall	Parshall-Hankins	General Aviation	6	107,110	Construct Access Road, Improve Access Road, Install Perimeter Fencing, Rehabilitate Runway
Pembina	Pembina Municipal	General Aviation	5	67,006	Rehabilitate Runway
Portland	New	System Plan	1	232,468	Conduct Airport Master Plan Study

Rugby	Rugby Municipal	General Aviation	8	205,900	Conduct Airport Master Plan Study, Rehabilitate Runway
Valley City	Barnes County Municipal	General Aviation	9	64,410	Install Airfield Guidance Signs, Rehabilitate Runway
Wahpeton	Harry Stern	General Aviation	11	161,884	Improve Airport Drainage, Install Weather Reporting Equipment
Washburn	Washburn Municipal	General Aviation	8	110,386	Conduct Environmental Study, Update Airport Master Plan Study
Washburn	Washburn Municipal	General Aviation	9	75,182	Conduct Environmental Study
Watford City	Watford City Municipal	General Aviation	9	60,793	Rehabilitate Runway, Update Airport Master Plan Study
Williston	Sloulin Field International	Commercial Service	27	282,668	Expand Access Road, Rehabilitate Taxiway
Williston	Sloulin Field International	Commercial Service	28	42,825	Construct Terminal Building
Williston	Sloulin Field International	Commercial Service	29	100,000	Safety Management System (SMS) Program
North Dakota Total				21,247,397	
Northern Mariana Islands					
Rota Island	Rota International	Primary	20	5,700,000	Install Runway Lighting
Saipan	Francisco C. Ada/Saipan International	Primary	57	2,100,000	Acquire Emergency Generator
Saipan	Francisco C. Ada/Saipan International	Primary	58	1,828,434	Rehabilitate Runway
Tinian (Municipality)	Tinian International	Primary	21	1,386,400	Strengthen Taxiway
Northern Mariana Islands Total				11,014,834	
Ohio					
Akron	Akron Fulton International	General Aviation	15	179,550	Install Runway Vertical/Visual Guidance System
Akron	Akron-Canton Regional	Primary	47	1,665,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Improve Terminal Building
Akron	Akron-Canton Regional	Primary	48	10,203,000	Extend Runway
Akron	Akron-Canton Regional	Primary	49	944,028	Extend Runway
Ashtabula	Ashtabula County	General Aviation	9	111,240	Rehabilitate Apron
Ashtabula	Ashtabula County	General Aviation	10	51,431	Improve Runway Safety Area, Rehabilitate Apron, Rehabilitate Runway
Athens	Ohio University Snyder Field	General Aviation	13	449,764	Construct Snow Removal Equipment Building, Install Miscellaneous NAVAIDS
Athens	Ohio University Snyder Field	General Aviation	14	231,704	Acquire Easement For Approaches, Acquire Land For Approaches
Bluffton	Bluffton	General Aviation	10	38,760	Acquire Miscellaneous Land, Install Weather Reporting Equipment
Bowling Green	Wood County	General Aviation	18	76,000	Install Perimeter Fencing
Bowling Green	Wood County	General Aviation	19	39,272	Construct Terminal Building, Rehabilitate Runway

Bryan	Williams County	General Aviation	5	239,429	Acquire Land For Approaches, Acquire Land for Development, Update Airport Master Plan Study
Cadiz	Harrison County	General Aviation	7	123,677	Improve Utilities, Rehabilitate Runway
Cadiz	Harrison County	General Aviation	8	38,760	Improve Utilities, Rehabilitate Runway
Cambridge	Cambridge Municipal	General Aviation	7	601,374	Improve Runway Safety Area, Remove Obstructions
Cambridge	Cambridge Municipal	General Aviation	8	30,535	Install Runway Vertical/Visual Guidance System, Install Weather Reporting Equipment, Rehabilitate Runway
Carrollton	Carroll County-Tolson	General Aviation	6	91,487	Acquire Snow Removal Equipment, Rehabilitate Runway, Remove Obstructions
Celina	Lakefield	General Aviation	11	854,104	Acquire Miscellaneous Land, Extend Runway
Chillicothe	Ross County	General Aviation	11	566,240	Acquire Land for Development, Extend Taxiway, Remove Obstructions
Cincinnati	Cincinnati Municipal Airport Lunken Field	Reliever	20	333,722	Conduct Miscellaneous Study, Install Miscellaneous NAVAIDS, Rehabilitate Apron, Rehabilitate Taxiway
Circleville	Pickaway County Memorial	General Aviation	9	50,174	Install Perimeter Fencing, Rehabilitate Runway, Remove Obstructions
Cleveland	Cleveland-Hopkins International	Primary	83	17,829,854	Construct Runway, Extend Runway
Cleveland	Cleveland-Hopkins International	Primary	84	5,240,000	Noise Mitigation Measures for Residences within 65 - 69 DNL, Noise Mitigation Measures for Residences within 70 - 74 DNL
Cleveland	Cleveland-Hopkins International	Primary	85	880,000	Conduct Noise Compatibility Plan Study
Cleveland	Cleveland-Hopkins International	Primary	86	2,367,000	Construct Apron, Construct Taxiway, Rehabilitate Taxiway
Cleveland	Cleveland-Hopkins International	Primary	87	621,857	Construct Runway
Cleveland	Cleveland-Hopkins International	Primary	88	3,604,774	Improve Runway Safety Area
Cleveland	Cuyahoga County	Reliever	18	1,423,030	Conduct Airport Master Plan Study, Rehabilitate Taxiway
Cleveland	Cuyahoga County	Reliever	19	38,760	Conduct Airport Master Plan Study
Columbus	Bolton Field	Reliever	19	218,899	Conduct Miscellaneous Study, Install Perimeter Fencing, Rehabilitate Taxiway
Columbus	Ohio State University	Reliever	24	344,750	Conduct Noise Compatibility Plan Study
Columbus	Ohio State University	Reliever	25	38,760	Rehabilitate Runway
Columbus	Ohio State University	Reliever	26	5,600,000	Rehabilitate Runway, Safety Management System (SMS) Program
Columbus	Port Columbus International	Primary	66	8,300,000	Construct Apron, Construct Taxiway, Extend Taxiway
Columbus	Port Columbus International	Primary	67	57,893	Security Enhancements
Columbus	Port Columbus International	Primary	68	1,789,885	Expand Apron
Columbus	Port Columbus International	Primary	69	521,429	Expand Apron
Columbus	Rickenbacker International	Commercial Service	36	1,979,437	Rehabilitate Runway
Columbus	Rickenbacker International	Commercial Service	37	2,228,842	Rehabilitate Runway
Coshocton	Richard Downing	General Aviation	14	81,700	Rehabilitate Runway

Crestline	Galion Municipal	General Aviation	7	604,408	Improve Airport Drainage, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Dayton	Dayton-Wright Brothers	Reliever	9	111,240	Install Perimeter Fencing
Dayton	Dayton-Wright Brothers	Reliever	10	20,391	Install Perimeter Fencing
Dayton	James M Cox Dayton International	Primary	64	4,000,000	Improve Runway Safety Area
Dayton	James M Cox Dayton International	Primary	65	2,000,000	Construct Service Road
Dayton	James M Cox Dayton International	Primary	66	3,272,762	Improve Airport Drainage, Rehabilitate Taxiway
Dayton	James M Cox Dayton International	Primary	67	475,000	Update Miscellaneous Study
Dayton	James M Cox Dayton International	Primary	68	1,260,116	Construct Service Road, Construct Taxiway, Rehabilitate Taxiway
Delaware	Delaware Municipal	General Aviation	14	325,690	Acquire Land For Approaches
Delaware	Delaware Municipal	General Aviation	15	38,704	Acquire Land For Approaches
East Liverpool	Columbiana County	General Aviation	10	199,212	Construct Snow Removal Equipment Building
East Liverpool	Columbiana County	General Aviation	11	106,843	Construct Snow Removal Equipment Building
Fostoria	Fostoria Metropolitan	General Aviation	8	308,579	Extend Runway
Gallipolis	Gallia-Meigs Regional	General Aviation	7	111,240	Install Weather Reporting Equipment, Update Airport Master Plan Study
Gallipolis	Gallia-Meigs Regional	General Aviation	8	27,045	Update Airport Master Plan Study
Georgetown	Brown County	General Aviation	6	125,443	Construct Snow Removal Equipment Building, Expand Apron
Hamilton	Butler County Regional	Reliever	18	461,240	Construct Taxiway
Hamilton	Butler County Regional	Reliever	19	116,816	Construct Taxiway, Rehabilitate Apron
Harrison	Cincinnati West	General Aviation	7	164,913	Construct Taxiway
Harrison	Cincinnati West	General Aviation	8	43,173	Construct Taxiway
Hillsboro	Highland County	General Aviation	7	226,060	Rehabilitate Taxiway Lighting
Jackson	James A Rhodes	General Aviation	7	80,852	Remove Obstructions
Kelleys Island	Kelleys Island Land Field	General Aviation	7	90,579	Acquire Land For Approaches, Update Airport Master Plan Study
Kenton	Hardin County	General Aviation	6	40,375	Construct Taxiway, Update Airport Master Plan Study
Lancaster	Fairfield County	General Aviation	16	229,337	Acquire Land for Development, Construct Taxiway
Lancaster	Fairfield County	General Aviation	17	77,759	Acquire Land for Development
Lebanon	Lebanon-Warren County	General Aviation	7	350,750	Acquire Land For Approaches, Remove Obstructions
Lebanon	Lebanon-Warren County	General Aviation	8	38,760	Acquire Land For Approaches
Lima	Lima Allen County	General Aviation	10	27,500	Conduct aeronautical survey for WAAS approach
Lima	Lima Allen County	General Aviation	11	1,127,500	Extend Runway, Rehabilitate Apron, Rehabilitate Taxiway
London	Madison County	General Aviation	12	45,315	Modify Access Road, Rehabilitate Runway
Mansfield	Mansfield Lahm Regional	General Aviation	23	3,422,151	Rehabilitate Runway
Marion	Marion Municipal	General Aviation	18	111,240	Acquire Land For Approaches, Remove Obstructions
Marysville	Union County	General Aviation	16	127,246	Construct Access Road, Install Perimeter Fencing, Rehabilitate Taxiway

McArthur	Vinton County	General Aviation	6	150,000	Improve Runway Safety Area, Remove Obstructions
McArthur	Vinton County	General Aviation	7	155,037	Improve Runway Safety Area, Remove Obstructions
Middlefield	Geauga County	General Aviation	11	111,240	Improve Airport Drainage
Middlefield	Geauga County	General Aviation	12	38,760	Improve Airport Drainage
Mount Vernon	Knox County	General Aviation	12	1,330,000	Extend Runway
New Lexington	Perry County	General Aviation	6	118,909	Acquire Land for Development, Improve Runway Safety Area
New Lexington	Perry County	General Aviation	7	171,000	Acquire Land for Development, Rehabilitate Runway
Newark	Newark-Heath	General Aviation	20	111,240	Acquire Land For Approaches
Newark	Newark-Heath	General Aviation	21	38,760	Acquire Land For Approaches
Ottawa	Putnam County	General Aviation	6	67,690	Remove Obstructions
Oxford	Miami University	General Aviation	6	103,416	Conduct aeronautical survey for WAAS approach, Install Taxiway Lighting, Install Weather Reporting Equipment
Port Clinton	Carl R Keller Field	General Aviation	24	1,284,806	Extend Taxiway, Rehabilitate Runway
Port Clinton	Carl R Keller Field	General Aviation	25	236,413	Extend Taxiway, Rehabilitate Runway
Portsmouth	Greater Portsmouth Regional	General Aviation	11	111,240	Install Perimeter Fencing
Portsmouth	Greater Portsmouth Regional	General Aviation	12	38,760	Install Perimeter Fencing, Rehabilitate Runway
Put-in-Bay	Put-in-Bay	General Aviation	14	338,898	Acquire Land for Development, Install Perimeter Fencing
Put-in-Bay	Put-in-Bay	General Aviation	15	58,023	Improve Airport Drainage, Install Perimeter Fencing
Ravenna	Portage County	General Aviation	21	265,928	Acquire Land For Approaches
Ravenna	Portage County	General Aviation	22	470,203	Acquire Land For Approaches
Sidney	Sidney Municipal	General Aviation	11	79,334	Remove Obstructions
Springfield	Springfield-Beckley Municipal	General Aviation	18	26,466	Rehabilitate Runway, Rehabilitate Taxiway
Toledo	Toledo Express	Primary	65	750,000	Construct Access Road
Toledo	Toledo Express	Primary	66	1,700,732	Rehabilitate Taxiway
Toledo	Toledo Express	Primary	67	50,000	Update Airport Master Plan Study
Toledo	Toledo Express	Primary	68	135,304	Update Airport Master Plan Study
Van Wert	Van Wert County	General Aviation	10	233,366	Rehabilitate Runway
Van Wert	Van Wert County	General Aviation	11	135,358	Rehabilitate Runway
Versailles	Darke County	General Aviation	5	71,250	Acquire Land For Approaches
Wadsworth	Wadsworth Municipal	General Aviation	10	380,991	Acquire Land for Development
Wadsworth	Wadsworth Municipal	General Aviation	11	132,749	Acquire Land for Development
Walbridge	Metcalf Field	Reliever	19	111,240	Update Airport Master Plan Study
Walbridge	Metcalf Field	Reliever	20	38,760	Rehabilitate Runway
Wapakoneta	Neil Armstrong	General Aviation	11	111,240	Construct Snow Removal Equipment Building, Construct Terminal Building, Remove Obstructions
Washington Court House	Fayette County	General Aviation	6	13,395	Expand Apron
Wauseon	Fulton County	General Aviation	7	290,151	Extend Runway, Remove Obstructions
Waverly	Pike County	General Aviation	6	38,613	Conduct Environmental Study, Improve Airport Drainage
West Union	Alexander Salamon	General Aviation	7	152,266	Conduct Miscellaneous Study, Improve Airport Drainage, Install Weather Reporting Equipment, Remove Obstructions

Wilmington	Clinton Field	General Aviation	5	163,621	Acquire Miscellaneous Land, Improve Airport Drainage, Rehabilitate Runway, Rehabilitate Taxiway
Woodsfield	Monroe County	General Aviation	8	24,795	Rehabilitate Apron, Rehabilitate Taxiway
Wooster	Wayne County	General Aviation	16	102,600	Remove Obstructions
Xenia	Greene County-Lewis A. Jackson Regional	General Aviation	12	285,911	Remove Obstructions
Xenia	Greene County-Lewis A. Jackson Regional	General Aviation	13	38,760	Extend Taxiway, Install Taxiway Lighting
Youngstown/Warren	Youngstown-Warren Regional	Primary	35	970,421	Acquire Safety Equipment and/or Fencing, Improve Airport Drainage, Install Guidance Signs, Rehabilitate Runway, Rehabilitate Taxiway
Youngstown/Warren	Youngstown-Warren Regional	Primary	36	246,687	Acquire Aircraft Deicing Equipment
Ohio Total				101,338,693	
Oklahoma					
Ada	Ada Municipal	General Aviation	10	3,000,979	Rehabilitate Taxiway
Altus	Altus/Quartz Mountain Regional	General Aviation	7	115,825	Install Runway Vertical/Visual Guidance System
Altus	Altus/Quartz Mountain Regional	General Aviation	8	80,180	Install Taxiway Lighting
Alva	Alva Regional	General Aviation	6	118,750	Construct Runway
Antlers	Antlers Municipal	General Aviation	3	214,387	Expand Apron
Ardmore	Ardmore Downtown Executive	General Aviation	8	58,815	Rehabilitate Apron
Ardmore	Ardmore Municipal	General Aviation	11	239,095	Rehabilitate Runway Lighting
Atoka	Atoka Municipal	General Aviation	5	220,282	Install Perimeter Fencing, Update Airport Master Plan Study
Blackwell	Blackwell-Tonkawa Municipal	General Aviation	7	233,700	Rehabilitate Runway, Rehabilitate Taxiway, Remove Obstructions
Bristow	Jones Memorial	General Aviation	4	171,950	Rehabilitate Taxiway
Carnegie	Carnegie Municipal	General Aviation	1	132,000	Acquire Land For Approaches, Rehabilitate Runway
Chandler	Chandler Regional	General Aviation	8	276,000	Acquire Land For Approaches
Claremore	Claremore Regional	General Aviation	12	33,250	Conduct Airport Master Plan Study
Clinton	Clinton Regional	General Aviation	7	44,650	Construct Taxiway
Cushing	Cushing Municipal	General Aviation	9	237,500	Construct Apron, Rehabilitate Taxiway
Duncan	Halliburton Field	General Aviation	9	111,240	Construct Terminal Building
Durant	Eaker Field	General Aviation	6	298,431	Construct Taxiway, Improve Runway Safety Area
Fairview	Fairview Municipal	General Aviation	5	136,201	Construct Taxiway, Rehabilitate Apron
Gage	Gage	General Aviation	2	68,306	Install Miscellaneous NAVAIDS, Rehabilitate Runway
Goldsby	David Jay Perry	General Aviation	5	273,377	Construct Taxiway
Goldsby	David Jay Perry	General Aviation	6	93,148	Construct Taxiway
Grandfield	Grandfield Municipal	General Aviation	6	222,775	Install Taxiway Lighting, Rehabilitate Apron
Grove	Grove Municipal	General Aviation	12	211,263	Rehabilitate Apron, Rehabilitate Runway, Update Airport Master Plan Study
Guthrie	Guthrie-Edmond Regional	General Aviation	10	740,748	Acquire Land For Approaches
Guymon	Guymon Municipal	General Aviation	10	111,240	Construct Terminal Building
Guymon	Guymon Municipal	General Aviation	11	38,760	Construct Terminal Building
Hominy	Hominy Municipal	General Aviation	4	302,100	Improve Runway Safety Area, Rehabilitate Apron

Hugo	Stan Stamper Municipal	General Aviation	8	300,000	Construct Apron, Construct Taxiway
Idabel	McCurtain County Regional	General Aviation	7	81,900	Construct Taxiway, Improve Airport Drainage, Improve Runway Safety Area
Ketchum	South Grand Lake Regional	General Aviation	1	797,625	Acquire Existing Airport
Lindsay	Lindsay Municipal	General Aviation	4	189,192	Rehabilitate Apron
McAlester	McAlester Regional	General Aviation	9	337,746	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Miami	Miami Municipal	General Aviation	12	236,550	Construct Taxiway
Miami	Miami Municipal	General Aviation	13	106,400	Construct Taxiway
Norman	University of Oklahoma Westheimer	Reliever	20	2,006,211	Rehabilitate Apron, Rehabilitate Runway
Okeene	Christman Airfield	General Aviation	4	123,090	Construct Apron, Rehabilitate Runway
Oklahoma City	State of Oklahoma	System Plan	8	369,715	Update State System Plan Study
Oklahoma City	Wiley Post	Reliever	17	2,011,240	Rehabilitate Taxiway
Oklahoma City	Will Rogers World	Primary	55	5,428,569	Acquire Aircraft Rescue & Fire Fighting Vehicle, Extend Taxiway
Pauls Valley	Pauls Valley Municipal	General Aviation	7	75,515	Update Airport Master Plan Study
Ponca City	Ponca City Regional	General Aviation	13	2,216,613	Construct Taxiway
Prague	Prague Municipal	General Aviation	3	283,552	Extend Runway
Sand Springs	William R. Pogue Municipal	General Aviation	14	139,400	Conduct aeronautical survey for WAAS approach, Install Perimeter Fencing
Sayre	Sayre Municipal	General Aviation	3	69,939	Update Airport Master Plan Study
Seminole	Seminole Municipal	General Aviation	9	248,975	Rehabilitate Taxiway, Update Airport Master Plan Study
Shawnee	Shawnee Regional	General Aviation	12	307,279	Rehabilitate Apron
Skiatook	Skiatook Municipal	General Aviation	4	332,500	Extend Runway, Extend Taxiway
Stigler	Stigler Regional	General Aviation	5	392,090	Extend Runway
Stigler	Stigler Regional	General Aviation	6	55,100	Construct Taxiway
Stillwater	Stillwater Regional	General Aviation	17	99,000	Construct Taxiway
Stroud	Stroud Municipal	General Aviation	5	210,900	Construct Taxiway
Tulsa	Richard Lloyd Jones Jr	Reliever	19	47,244	Rehabilitate Service Road, Rehabilitate Taxiway
Tulsa	Richard Lloyd Jones Jr	Reliever	20	105,475	Rehabilitate Service Road
Tulsa	Tulsa International	Primary	63	2,001,112	Rehabilitate Runway
Tulsa	Tulsa International	Primary	64	6,930,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Tulsa	Tulsa International	Primary	65	1,400,329	Construct Taxiway
Tulsa	Tulsa International	Primary	66	144,576	Acquire Aircraft Rescue & Fire Fighting Safety Equipment
Tulsa	Tulsa International	Primary	67	2,250,000	Remove Obstructions
Tulsa	Tulsa International	Primary	68	1,696,680	Construct Taxiway
Vinita	Vinita Municipal	General Aviation	6	263,527	Acquire Easement For Approaches, Acquire Land For Approaches, Extend Runway
Walters	Walters Municipal	General Aviation	1	45,581	Update Airport Master Plan Study
Watonga	Watonga Regional	General Aviation	4	165,808	Extend Taxiway, Rehabilitate Runway
Waynoka	Waynoka Municipal	General Aviation	3	91,323	Widen Runway
Weatherford	Thomas P Stafford	General Aviation	7	932,610	Expand Apron
Oklahoma Total				40,278,318	
Oregon					
Albany	Albany Municipal	General Aviation	9	223,629	Improve Airport Drainage, Install Perimeter Fencing
Astoria	Astoria Regional	General Aviation	15	347,493	Construct Taxiway

Astoria	Astoria Regional	General Aviation	16	120,293	Construct Taxiway
Baker City	Baker City Municipal	General Aviation	9	75,000	Update Airport Master Plan Study
Bend	Bend Municipal	General Aviation	15	1,332,097	Construct Runway, Construct Taxiway
Bend	Bend Municipal	General Aviation	16	672,272	Construct Runway, Install Runway Vertical/Visual Guidance System
Boardman	Boardman	General Aviation	4	468,197	Construct Taxiway
Boardman	Boardman	General Aviation	5	155,037	Construct Taxiway
Brookings	Brookings	General Aviation	6	148,320	Construct Taxiway
Brookings	Brookings	General Aviation	7	51,680	Construct Taxiway
Burns	Burns Municipal	General Aviation	6	344,623	Construct Apron
Burns	Burns Municipal	General Aviation	7	120,077	Construct Apron
Cave Junction	Illinois Valley	General Aviation	3	102,600	Install Perimeter Fencing, Update Airport Master Plan Study
Corvallis	Corvallis Municipal	General Aviation	13	334,379	Construct Apron, Install Perimeter Fencing
Corvallis	Corvallis Municipal	General Aviation	14	116,508	Construct Apron
Cottage Grove	Cottage Grove State	General Aviation	4	700,000	Improve Runway Safety Area, Install Apron Lighting, Install Perimeter Fencing
Creswell	Hobby Field	General Aviation	7	373,000	Improve Utilities
Eugene	Mahlon Sweet Field	Primary	40	1,970,120	Expand Apron, Rehabilitate Apron
Eugene	Mahlon Sweet Field	Primary	41	686,440	Expand Apron, Rehabilitate Apron
Florence	Florence Municipal	General Aviation	9	82,960	Update Airport Master Plan Study
Gold Beach	Gold Beach Municipal	General Aviation	7	167,153	Install Perimeter Fencing, Install Weather Reporting Equipment
Gold Beach	Gold Beach Municipal	General Aviation	8	58,241	Install Weather Reporting Equipment
Grants Pass	Grants Pass	General Aviation	6	95,000	Update Airport Master Plan Study
John Day	Grant County Regional/Ogilvie Field	General Aviation	4	348,236	Extend Runway
John Day	Grant County Regional/Ogilvie Field	General Aviation	5	228,335	Extend Runway
Klamath Falls	Klamath Falls	Primary	24	3,629,106	Environmental Mitigation
Klamath Falls	Klamath Falls	Primary	25	3,258,394	Environmental Mitigation, Rehabilitate Runway
La Grande	La Grande/Union County	General Aviation	11	222,481	Rehabilitate Runway
La Grande	La Grande/Union County	General Aviation	12	1,077,519	Rehabilitate Runway, Rehabilitate Taxiway
Lebanon	Lebanon State	General Aviation	2	1,041,510	Improve Runway Safety Area, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Rehabilitate Taxiway
McMinnville	McMinnville Municipal	General Aviation	10	1,124,398	Construct Taxiway, Rehabilitate Runway
McMinnville	McMinnville Municipal	General Aviation	11	1,658,146	Rehabilitate Runway
Medford	Rogue Valley International - Medford	Primary	31	2,313,258	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Terminal Building, Runway Incursion Markings
Medford	Rogue Valley International - Medford	Primary	32	589,974	Construct Terminal Building
Myrtle Creek	Myrtle Creek Municipal	General Aviation	7	87,055	Update Airport Master Plan Study
Newport	Newport Municipal	General Aviation	16	85,000	Rehabilitate Runway, Rehabilitate Taxiway
North Bend	Southwest Oregon Regional	Primary	26	741,606	Construct Apron, Construct Terminal Building
North Bend	Southwest Oregon Regional	Primary	27	5,707,504	Construct Taxiway
North Bend	Southwest Oregon Regional	Primary	28	258,394	Construct Apron, Construct Terminal Building
Portland	Portland International	Primary	57	4,625,030	Rehabilitate Apron, Rehabilitate Taxiway

Portland	Portland International	Primary	58	1,557,632	Rehabilitate Taxiway
Portland	Portland-Hillsboro	Reliever	20	2,300,000	Construct Taxiway
Portland	Portland-Troutdale	Reliever	13	618,872	Construct Taxiway, Install Runway Vertical/Visual Guidance System
Portland	Portland-Troutdale	Reliever	14	3,216,278	Construct Taxiway, Install Runway Vertical/Visual Guidance System
Prineville	Prineville	General Aviation	6	226,240	Conduct aeronautical survey for WAAS approach, Extend Runway, Rehabilitate Terminal Building
Prineville	Prineville	General Aviation	7	38,760	Extend Runway
Redmond	Roberts Field	Primary	28	5,212,545	Expand Terminal Building, Runway Incursion Markings
Redmond	Roberts Field	Primary	29	958,274	Expand Terminal Building
Redmond	Roberts Field	Primary	30	3,000,000	Expand Terminal Building
Roseburg	Roseburg Regional	General Aviation	15	94,626	Construct Apron
Salem	McNary Field	General Aviation	12	324,238	Extend Taxiway, Install Airfield Guidance Signs
Salem	McNary Field	General Aviation	13	90,697	Extend Taxiway
Salem	State of Oregon	System Plan	7	122,000	Update State System Plan Study
Salem	Various Locations in Oregon	System Plan	22	292,083	Rehabilitate Runway, Rehabilitate Taxiway
Scappoose	Scappoose Industrial Airpark	General Aviation	15	94,835	Remove Obstructions
Oregon Total				53,888,145	
Pennsylvania					
Allentown	Allentown Queen City Municipal	General Aviation	14	111,240	Rehabilitate Runway
Allentown	Allentown Queen City Municipal	General Aviation	15	320,000	Construct Apron, Construct Taxiway
Allentown	Allentown Queen City Municipal	General Aviation	16	1,562,459	Rehabilitate Runway
Allentown	Lehigh Valley International	Primary	73	6,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Allentown	Lehigh Valley International	Primary	74	2,111,749	Acquire Land for Development
Allentown	Lehigh Valley International	Primary	75	2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Allentown	Lehigh Valley International	Primary	76	880,751	Acquire Land for Development
Allentown	Lehigh Valley International	Primary	77	260,566	Remove Obstructions
Altoona	Altoona-Blair County	Commercial Service	34	574,240	Acquire Land For Approaches, Construct Taxiway
Bradford	Bradford Regional	Commercial Service	34	346,643	Conduct Environmental Study, Improve Airport Drainage, Improve Runway Safety Area, Install Airport Beacons, Install Runway Vertical/Visual Guidance System
Brookville	Dubois Regional	Commercial Service	30	234,223	Acquire Snow Removal Equipment
Chambersburg	Franklin County Regional	General Aviation	8	610,036	Construct Apron, Construct Taxiway
Chambersburg	Franklin County Regional	General Aviation	9	38,760	Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Erie	Erie International/Tom Ridge Field	Primary	47	8,181,610	Acquire Land For Approaches, Improve Runway Safety Area
Erie	Erie International/Tom Ridge Field	Primary	48	214,942	VALE Infrastructure
Gettysburg	Gettysburg Regional	General Aviation	5	62,225	Conduct Miscellaneous Study, Install Airport Beacons
Harrisburg	Commonwealth of Pennsylvania	System Plan	6	107,738	Conduct aeronautical survey for WAAS approach
Harrisburg	Commonwealth of Pennsylvania	System Plan	7	488,500	Conduct State System Plan Study
Harrisburg	Harrisburg International	Primary	49	11,300,000	Construct Apron, Construct Taxiway, Install Runway Lighting

Harrisburg	Harrisburg International	Primary	50	2,288,712	Environmental Mitigation
Harrisburg	Harrisburg International	Primary	51	495,154	Construct Apron, Remove Obstructions
Harrisburg	Harrisburg International	Primary	52	957,650	Environmental Mitigation
Harrisburg	Harrisburg International	Primary	53	247,422	Install Taxiway Lighting
Harrisburg	Pennsylvania State Block Grant Program	System Plan	38	4,146,372	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	39	4,894,561	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	40	4,065,000	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	41	1,256,089	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	42	1,705,439	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	43	578,822	Non primary development projects in state block grant program
Johnstown	John Murtha Johnstown-Cambria County	Primary	38	769,819	Rehabilitate Runway, Remove Obstructions
Lancaster	Lancaster	Commercial Service	30	5,173,307	Improve Runway Safety Area
New Cumberland	Capital City	Reliever	18	58,476	Rehabilitate Runway, Rehabilitate Runway Lighting
New Cumberland	Capital City	Reliever	19	423,761	Improve Runway Safety Area
New Cumberland	Capital City	Reliever	20	26,505	Rehabilitate Access Road
Philadelphia	Delaware Valley Region	System Plan	9	189,170	Conduct Metropolitan System Plan Study
Philadelphia	Northeast Philadelphia	Reliever	14	150,822	Rehabilitate Taxiway
Philadelphia	Philadelphia International	Primary	83	3,484,301	VALE Infrastructure, VALE Vehicle
Philadelphia	Philadelphia International	Primary	84	6,950,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Philadelphia	Philadelphia International	Primary	85	10,246,000	Rehabilitate Runway
Philadelphia	Philadelphia International	Primary	86	50,000	Conduct Noise Compatibility Plan Study
Philadelphia	Philadelphia International	Primary	87	451,950	VALE Infrastructure
Pittsburgh	Allegheny County	Reliever	19	259,240	Rehabilitate Taxiway
Pittsburgh	Allegheny County	Reliever	20	1,269,006	Rehabilitate Taxiway
Pittsburgh	Allegheny County	Reliever	21	155,462	Install Perimeter Fencing
Pittsburgh	Pittsburgh International	Primary	96	1,198,526	Rehabilitate Runway
Pittsburgh	Pittsburgh International	Primary	97	562,500	Improve Runway Safety Area
Pittsburgh	Pittsburgh International	Primary	98	530,169	Install Guidance Signs
Pittsburgh	Pittsburgh International	Primary	99	6,775,000	Construct Deicing Containment Facility
Pittsburgh	Pittsburgh International	Primary	100	750,557	Rehabilitate Runway
Reading	Reading Regional/Carl A Spaatz Field	General Aviation	44	2,395,669	Improve Runway Safety Area
Reading	Reading Regional/Carl A Spaatz Field	General Aviation	45	32,425	Install Guidance Signs
State College	University Park	Primary	42	372,404	Construct Taxiway, Install Weather Reporting Equipment
State College	University Park	Primary	43	1,248,309	Construct Building
State College	University Park	Primary	44	188,522	Conduct Environmental Study
West Newton	Rostraver	Reliever	13	60,747	Construct Taxiway, Rehabilitate Taxiway Lighting
Wilkes-Barre/Scranton	Wilkes-Barre/Scranton International	Primary	45	1,323,072	Acquire Snow Removal Equipment

Wilkes-Barre/Scranton	Wilkes-Barre/Scranton International	Primary	46	2,269,422	Improve Runway Safety Area
Wilkes-Barre/Scranton	Wilkes-Barre/Scranton International	Primary	47	641,250	Improve Runway Safety Area
Wilkes-Barre/Scranton	Wilkes-Barre/Scranton International	Primary	48	1,214,639	Acquire Snow Removal Equipment
Williamsport	Williamsport Regional	Primary	33	756,353	Extend Taxiway
Williamsport	Williamsport Regional	Primary	34	240,350	Extend Taxiway
Pennsylvania Total				106,258,636	
Puerto Rico					
Aguadilla	Rafael Hernandez	Primary	21	238,380	Improve Terminal Building
Arecibo	Antonio/Nery/Juarbe Pol	General Aviation	7	159,759	Construct Taxiway
Ceiba	New	System Plan	1	1,732,307	Conduct Environmental Study, Conduct Miscellaneous Study, Improve Airport Miscellaneous Improvements, Install Guidance Signs, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting, Rehabilitate Terminal Building
Ceiba	New	System Plan	2	13,210,686	Improve Airport Miscellaneous Improvements, Install Guidance Signs, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting, Rehabilitate Terminal Building
Ceiba	New	System Plan	3	1,903,927	Rehabilitate Terminal Building
Isla De Culebra	Benjamin Rivera Noriega	General Aviation	11	128,440	Construct Taxiway
Ponce	Mercedita	Primary	16	386,193	Improve Terminal Building, Security Enhancements
San Juan	Fernando Luis Ribas Dominicci	Commercial Service	5	275,182	Install Airfield Guidance Signs, Install Perimeter Fencing, Rehabilitate Runway, Rehabilitate Service Road, Rehabilitate Taxiway
San Juan	Luis Munoz Marin International	Primary	44	82,992	Security Enhancements
Puerto Rico Total				18,117,866	
Republic of Palau					
Koror	Babelthuap/Koror	General Aviation	11	850,000	Conduct Airport Master Plan Study
Koror	Babelthuap/Koror	General Aviation	12	3,000,000	Construct Apron
Republic of Palau Total				3,850,000	
Majuro	Marshall Islands International	General Aviation	8	999,995	Conduct Airport Master Plan Study
Republic of the Marshall Islands Total				999,995	
Rhode Island					
Newport	Newport State	General Aviation	16	182,326	Conduct Environmental Study
Pawtucket	North Central State	Reliever	19	226,075	Update Airport Master Plan Study
Warwick	Theodore Francis Green State	Primary	83	3,934,471	Construct Taxiway
Warwick	Theodore Francis Green State	Primary	84	5,000,000	Acquire Land for Noise Compatibility within 70 - 74 DNL
Warwick	Theodore Francis Green State	Primary	85	417,748	Conduct Environmental Study

Westerly	Westerly State	Commercial Service	17	121,465	Update Airport Master Plan Study
Rhode Island Total				9,882,085	
South Carolina					
Aiken	Aiken Municipal	General Aviation	11	222,481	Install Perimeter Fencing
Allendale	Allendale County	General Aviation	12	111,240	Construct Terminal Building
Anderson	Anderson Regional	General Aviation	16	145,697	Rehabilitate Apron, Rehabilitate Taxiway, Runway Incursion Markings
Barnwell	Barnwell Regional	General Aviation	5	111,240	Construct Building
Beaufort	Beaufort County	General Aviation	10	502,189	Install Runway Lighting, Rehabilitate Airport Beacons, Rehabilitate Runway, Remove Obstructions
Bennettsville	Marlboro County Jetport - H.E. Avent Field	General Aviation	8	101,099	Acquire Land for Development, Conduct Miscellaneous Study
Bishopville	Lee County-Butters Field	General Aviation	5	270,541	Construct Apron
Camden	Woodward Field	General Aviation	16	111,240	Improve Runway Safety Area
Charleston	Charleston AFB/International	Primary	29	676,980	Improve Terminal Building, Install Airfield Guidance Signs, Rehabilitate Taxiway
Charleston	Charleston AFB/International	Primary	30	2,130,929	Improve Terminal Building
Charleston	Charleston Executive	General Aviation	12	3,201,845	Rehabilitate Runway, Rehabilitate Taxiway
Charleston	Charleston Executive	General Aviation	13	208,864	Rehabilitate Runway
Columbia	Columbia Metropolitan	Primary	34	9,844,033	Rehabilitate Runway, Rehabilitate Runway Lighting
Columbia	Columbia Owens Downtown	Reliever	11	111,240	Conduct Airport Master Plan Study
Columbia	Columbia Owens Downtown	Reliever	12	877,132	Rehabilitate Taxiway
Columbia	State of South Carolina	System Plan	7	768,339	Install Perimeter Fencing, Rehabilitate Runway, Remove Obstructions, Update State System Plan Study
Conway	Conway-Horry County	General Aviation	15	294,442	Construct Fuel Farm, Improve Access Road
Darlington	Darlington County Jetport	General Aviation	8	183,577	Rehabilitate Airport Beacons, Rehabilitate Runway, Update Airport Master Plan Study
Florence	Florence Regional	Primary	25	1,739,752	Improve Terminal Building
Georgetown	Georgetown County	General Aviation	10	2,041,550	Extend Runway
Greenville	Donaldson Center	General Aviation	16	230,275	Extend Taxiway
Greenville	Greenville Downtown	General Aviation	15	278,101	Acquire Land for Development
Greenwood	Greenwood County	General Aviation	10	147,192	Improve Runway Safety Area
Greer	Greenville Spartanburg International	Primary	40	2,969,733	Rehabilitate Runway, Rehabilitate Terminal Building

Hilton Head Island	Hilton Head	Primary	28	879,563	Improve Airport Drainage, Improve Terminal Building, Install Guidance Signs, Rehabilitate Apron, Remove Obstructions, Update Miscellaneous Study
Kingstree	Williamsburg Regional	General Aviation	10	1,036,782	Improve Runway Safety Area
Lancaster	Lancaster County-Mc Whirter Field	General Aviation	11	170,552	Rehabilitate Runway
Manning	Santee Cooper Regional	General Aviation	6	111,240	Construct Building
Mount Pleasant	Mt Pleasant Regional-Faison Field	General Aviation	10	111,240	Construct Terminal Building
Myrtle Beach	Myrtle Beach International	Primary	40	2,082,363	Acquire Aircraft Rescue & Fire Fighting Vehicle, Conduct Miscellaneous Study, Improve Terminal Building
Myrtle Beach	Myrtle Beach International	Primary	41	5,337,766	Acquire Safety Equipment and/or Fencing, Conduct Miscellaneous Study, Construct Building, Construct Service Road, Construct Taxiway, Install Airfield Guidance Signs, Rehabilitate Apron, Rehabilitate Taxiway, Security Enhancements
Newberry	Newberry County	General Aviation	7	2,130,720	Construct Runway
North Myrtle Beach	Grand Strand	General Aviation	14	104,500	Remove Obstructions
Orangeburg	Orangeburg Municipal	General Aviation	16	988,202	Construct Apron
Pelion	Lexington County at Pelion	General Aviation	10	75,230	Rehabilitate Apron
Pickens	Pickens County	General Aviation	15	379,468	Construct Parking Lot, Construct Terminal Building
Rock Hill	Rock Hill/York County/Bryant Field	Reliever	19	913,756	Construct Taxiway
Saluda	Saluda County	General Aviation	6	87,400	Construct Taxiway
Seneca	Oconee County Regional	General Aviation	16	571,492	Extend Runway
Seneca	Oconee County Regional	General Aviation	17	2,652,000	Extend Runway
Summerville	Summerville	General Aviation	12	389,400	Acquire Land for Development
Sumter	Sumter	General Aviation	12	111,240	Improve Runway Safety Area
South Carolina Total				45,412,625	
South Dakota					
Aberdeen	Aberdeen Regional	Primary	28	741,606	Improve Aircraft Rescue & Fire Fighting Building, Rehabilitate Runway, Rehabilitate Taxiway
Brookings	Brookings Regional	General Aviation	20	111,240	Conduct Environmental Study
Buffalo	Harding County	General Aviation	4	1,134,335	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Buffalo	Harding County	General Aviation	5	50,000	Conduct Airport Master Plan Study
Chamberlain	Chamberlain Municipal	General Aviation	4	50,635	Conduct Environmental Study

Clark	Clark County	General Aviation	5	281,200	Construct Taxiway
Custer	Custer County	General Aviation	8	25,000	Construct Terminal Building
De Smet	Wilder	General Aviation	7	769,500	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Faith	Faith Municipal	General Aviation	6	52,337	Conduct Environmental Study
Faulkton	Faulkton Municipal	General Aviation	5	57,000	Acquire Land For Development
Flandreau	Flandreau Municipal	General Aviation	4	356,811	Expand Apron, Extend Taxiway
Hot Springs	Hot Springs Municipal	General Aviation	6	60,000	Improve Runway Safety Area, Install Weather Reporting Equipment
Huron	Huron Regional	General Aviation	24	946,889	Construct Snow Removal Equipment Building, Construct Taxiway
Huron	Huron Regional	General Aviation	25	3,538,760	Rehabilitate Taxiway
Madison	Madison Municipal	General Aviation	7	343,900	Acquire Land For Approaches, Construct Taxiway, Install Weather Reporting Equipment, Update Airport Master Plan Study
Martin	Martin Municipal	General Aviation	6	50,825	Rehabilitate Runway
Mission	New	System Plan	2	348,934	Construct New Airport
Mitchell	Mitchell Municipal	General Aviation	22	330,000	Rehabilitate Taxiway
Mobridge	Mobridge Municipal	General Aviation	8	80,750	Acquire Land For Approaches
Murdo	Murdo Municipal	General Aviation	6	25,000	Rehabilitate Apron
Parkston	Parkston Municipal	General Aviation	5	31,653	Construct Taxiway, Expand Apron
Philip	Philip	General Aviation	5	156,750	Construct Snow Removal Equipment Building, Install Miscellaneous NAVAIDS
Pierre	Pierre Regional	Primary	24	4,288,392	Rehabilitate Taxiway
Pierre	Various Locations in South Dakota	System Plan	12	354,312	Acquire Snow Removal Equipment
Pierre	Various Locations in South Dakota	System Plan	13	480,400	Rehabilitate Runway
Pine Ridge	Pine Ridge	General Aviation	10	295,312	Install Miscellaneous NAVAIDS, Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Rapid City	Rapid City Regional	Primary	35	1,677,252	Acquire Snow Removal Equipment, Construct Aircraft Rescue & Fire Fighting Building, Improve Access Road, Rehabilitate Apron, Rehabilitate Taxiway
Redfield	Redfield Municipal	General Aviation	5	81,494	Conduct Environmental Study
Sioux Falls	Joe Foss Field	Primary	37	5,823,264	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Taxiway, Rehabilitate Apron, Security Enhancements
Sioux Falls	Joe Foss Field	Primary	38	250,000	Rehabilitate Runway
Sioux Falls	Joe Foss Field	Primary	39	4,017,620	Rehabilitate Runway
Sisseton	Sisseton Municipal	General Aviation	8	66,500	Acquire Land For Approaches
Spearfish	Black Hills-Clyde Ice Field	General Aviation	14	2,007,973	Extend Runway
Tea	Marv Skie-Lincoln County	General Aviation	8	100,700	Install Taxiway Lighting, Rehabilitate Parking Lot
Vermillion	Harold Davidson Field	General Aviation	6	2,099,422	Rehabilitate Runway
Wall	Wall Municipal	General Aviation	4	62,230	Extend Runway
Watertown	Watertown Regional	Commercial Service	20	37,126	Expand Terminal Building
Webster	The Sigurd Anderson	General Aviation	4	223,250	Construct Taxiway
Winner	Winner Regional	General Aviation	9	111,240	Extend Runway
Yankton	Chan Gurney Municipal	General Aviation	18	31,350	Rehabilitate Apron
Yankton	Chan Gurney Municipal	General Aviation	19	630,829	Rehabilitate Apron

South Dakota Total				32,181,791	
Tennessee					
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	48	976,621	Construct Taxiway
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	49	281,762	Acquire Land For Approaches, Apply Runway Friction Course, Construct Taxiway
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	50	2,577,466	Rehabilitate Apron
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	51	737,200	Acquire Land For Approaches, Rehabilitate Runway
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	52	1,150,012	Security Enhancements
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	53	1,286,262	Rehabilitate Apron
Chattanooga	Lovell Field	Primary	44	7,447,997	Construct Taxiway, Security Enhancements
Chattanooga	Lovell Field	Primary	45	533,286	Security Enhancements
Maryville	McGhee Tyson	Primary	53	3,538,119	Construct Aircraft Rescue & Fire Fighting Building
Maryville	McGhee Tyson	Primary	54	2,478,609	Construct Taxiway
Maryville	McGhee Tyson	Primary	55	1,031,651	Construct Aircraft Rescue & Fire Fighting Building
Memphis	Memphis International	Primary	73	5,805,000	Rehabilitate Runway
Memphis	Memphis International	Primary	74	12,745,700	Acquire Snow Removal Equipment, Construct Apron, Construct Deicing Containment Facility, Construct Taxiway, Improve Airport Erosion Control, Improve Terminal Building, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Memphis	Memphis International	Primary	75	5,488,328	Construct Apron, Construct Taxiway, Update Airport Master Plan Study
Nashville	Nashville International	Primary	81	5,249,896	Rehabilitate Taxiway, Security Enhancements
Nashville	Tennessee State Block Grant Program	System Plan	29	10,345,642	Non primary development projects in state block grant program
Nashville	Tennessee State Block Grant Program	System Plan	30	3,150,000	Non primary development projects in state block grant program
Nashville	Tennessee State Block Grant Program	System Plan	31	3,148,441	Non primary development projects in state block grant program
Nashville	Tennessee State Block Grant Program	System Plan	32	850,000	Non primary development projects in state block grant program
Tennessee Total				68,821,992	
Texas					
Abilene	Abilene Regional	Primary	34	894,040	Improve Terminal Building, Rehabilitate Apron, Rehabilitate Taxiway
Abilene	Abilene Regional	Primary	35	4,000,000	Rehabilitate Apron
Abilene	Abilene Regional	Primary	36	311,507	Improve Terminal Building, Rehabilitate Runway Lighting
Amarillo	Rick Husband Amarillo International	Primary	33	2,647,248	Improve Terminal Building
Arlington	North Central Texas	System Plan	3	875,000	Conduct Metropolitan System Plan Study
Austin	Austin-Bergstrom International	Primary	40	4,000,000	Acquire Land for Noise Compatibility within 65 - 69 DNL

Austin	Austin-Bergstrom International	Primary	41	1,642,661	Rehabilitate Runway Lighting
Austin	Austin-Bergstrom International	Primary	42	1,250,000	Rehabilitate Runway Lighting
Austin	Austin-Bergstrom International	Primary	43	1,250,000	Rehabilitate Runway Lighting
Austin	Austin-Bergstrom International	Primary	44	1,461,071	Acquire Land for Noise Compatibility within 65 - 69 DNL
Austin	Austin-Bergstrom International	Primary	45	633,505	Construct Apron
Austin	Austin-Bergstrom International	Primary	46	1,538,929	Acquire Land for Noise Compatibility within 65 - 69 DNL
Austin	Austin-Bergstrom International	Primary	47	628,366	Rehabilitate Runway Lighting
Austin	State of Texas	System Plan	5	500,000	Update State System Plan Study
Austin	Texas State Block Grant Program	System Plan	46	34,477,055	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	47	160,000	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	48	5,000,000	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	49	9,718,525	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	50	3,000,000	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	51	800,000	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	52	1,000,000	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	53	300,000	Non primary development projects in state block grant program
Beaumont/Port Arthur	Southeast Texas Regional	Primary	25	323,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Brownsville	Brownsville/South Padre Island International	Primary	33	8,891,434	Rehabilitate Taxiway
Brownsville	Brownsville/South Padre Island International	Primary	34	632,500	Improve Airport Drainage, Install Airfield Guidance Signs, Install Apron Lighting, Install Perimeter Fencing
Brownsville	Brownsville/South Padre Island International	Primary	35	1,995,000	Improve Airport Drainage
College Station	Easterwood Field	Primary	26	2,280,000	Extend Taxiway
Corpus Christi	Corpus Christi International	Primary	40	2,234,346	Construct Building, Construct Service Road, Modify Aircraft Rescue & Fire Fighting Building, Rehabilitate Taxiway
Corpus Christi	Corpus Christi International	Primary	41	2,500,000	Improve Airport Drainage
Corpus Christi	Corpus Christi International	Primary	42	2,800,000	Rehabilitate Taxiway
Corpus Christi	Corpus Christi International	Primary	43	778,503	Construct Building, Rehabilitate Taxiway
Dallas	Dallas Love Field	Primary	32	4,139,623	Acquire Interactive Training System, Conduct Miscellaneous Study, Improve Airport Drainage, Rehabilitate Taxiway
Dallas	Dallas Love Field	Primary	33	593,911	Improve Airport Drainage
Del Rio	Del Rio International	Primary	7	741,606	Expand Terminal Building, Improve Airport Miscellaneous Improvements, Improve Service Road
Del Rio	Del Rio International	Primary	8	258,394	Expand Terminal Building
El Paso	El Paso International	Primary	24	3,887,005	Rehabilitate Taxiway
El Paso	El Paso International	Primary	25	1,302,079	Rehabilitate Taxiway
Fort Worth	Dallas/Fort Worth International	Primary	85	2,552,000	Extend Runway

Fort Worth	Dallas/Fort Worth International	Primary	86	6,906,034	Improve Terminal Building, Rehabilitate Runway, Rehabilitate Taxiway
Fort Worth	Dallas/Fort Worth International	Primary	87	2,279,293	Rehabilitate Runway
Fort Worth	Fort Worth Alliance	Reliever	34	10,000,000	Extend Runway
Fort Worth	Fort Worth Alliance	Reliever	35	891,298	Install Airfield Guidance Signs, Rehabilitate Airport Beacons, Rehabilitate Runway
Fort Worth	Fort Worth Alliance	Reliever	36	263,072	Rehabilitate Runway
Fort Worth	Fort Worth Alliance	Reliever	37	100,000	Safety Management System (SMS) Program
Harlingen	Valley International	Primary	42	1,497,320	Conduct Miscellaneous Study, Rehabilitate Apron
Harlingen	Valley International	Primary	43	755,000	Improve Airport Erosion Control, Install Airport Beacons, Rehabilitate Aircraft Rescue & Fire Fighting Building
Houston	Ellington Field	Reliever	21	2,437,977	Rehabilitate Taxiway
Houston	George Bush Intercontinental/Houston	Primary	65	17,250,000	Construct Runway
Houston	George Bush Intercontinental/Houston	Primary	66	378,648	Acquire Land for Noise Compatibility within 65 - 69 DNL
Houston	George Bush Intercontinental/Houston	Primary	67	30,808	VALE Vehicle
Houston	George Bush Intercontinental/Houston	Primary	68	13,449,622	Rehabilitate Runway
Houston	George Bush Intercontinental/Houston	Primary	69	6,103,603	Rehabilitate Terminal Building
Houston	George Bush Intercontinental/Houston	Primary	70	2,133,112	VALE Infrastructure
Houston	George Bush Intercontinental/Houston	Primary	72	3,896,397	Rehabilitate Terminal Building
Houston	George Bush Intercontinental/Houston	Primary	73	905,868	Construct Taxiway
Houston	George Bush Intercontinental/Houston	Primary	74	1,130,857	Acquire Land for Noise Compatibility within 65 - 69 DNL
Houston	George Bush Intercontinental/Houston	Primary	75	12,298,754	Rehabilitate Runway
Houston	Houston-Galveston Area	System Plan	1	950,000	Conduct Metropolitan System Plan Study
Houston	William P Hobby	Primary	35	4,823,575	Acquire Land For Approaches, Security Enhancements
Houston	William P Hobby	Primary	36	10,779	VALE Vehicle
Killeen	Robert Gray AAF	Primary	16	1,440,566	Expand Terminal Building, Improve Terminal Building, Runway Incursion Markings
Laredo	Laredo International	Primary	52	2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Laredo	Laredo International	Primary	53	4,416,530	Acquire Land For Approaches, Rehabilitate Apron, Rehabilitate Runway, Security Enhancements
Laredo	Laredo International	Primary	54	390,964	Rehabilitate Runway
Longview	East Texas Regional	Primary	28	741,606	Construct Apron
Longview	East Texas Regional	Primary	29	3,257,250	Rehabilitate Taxiway
Longview	East Texas Regional	Primary	30	258,394	Construct Apron
Lubbock	Lubbock Preston Smith International	Primary	31	2,685,934	Rehabilitate Runway
Lubbock	Lubbock Preston Smith International	Primary	32	380,300	Rehabilitate Runway
McAllen	McAllen Miller International	Primary	36	75,000	Update Airport Master Plan Study

Midland	Midland International	Primary	45	2,525,571	Rehabilitate Runway, Rehabilitate Runway Lighting
Midland	Midland International	Primary	46	3,200,000	Rehabilitate Runway
Midland	Midland International	Primary	47	879,973	Rehabilitate Runway Lighting
San Angelo	San Angelo Regional/Mathis Field	Primary	26	741,606	Rehabilitate Apron, Rehabilitate Taxiway, Remove Obstructions
San Angelo	San Angelo Regional/Mathis Field	Primary	27	3,000,000	Rehabilitate Apron
San Angelo	San Angelo Regional/Mathis Field	Primary	28	258,394	Improve Terminal Building, Remove Obstructions
San Antonio	San Antonio International	Primary	56	5,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
San Antonio	San Antonio International	Primary	57	4,379,320	Extend Runway, Improve Airport Drainage, Rehabilitate Runway, Rehabilitate Taxiway, Update Airport Master Plan Study
San Antonio	San Antonio International	Primary	58	1,259,544	Extend Runway
Tyler	Tyler Pounds Regional	Primary	23	2,852,706	Construct Service Road, Improve Runway Safety Area, Remove Obstructions
Tyler	Tyler Pounds Regional	Primary	25	279,684	Improve Runway Safety Area
Waco	Waco Regional	Primary	25	1,467,294	Improve Runway Safety Area, Improve Terminal Building
Waco	Waco Regional	Primary	26	266,675	Improve Terminal Building
Wichita Falls	Kickapoo Downtown	General Aviation	8	741,606	Construct Taxiway, Install Perimeter Fencing, Install Taxiway Lighting
Wichita Falls	Kickapoo Downtown	General Aviation	9	258,394	Install Taxiway Lighting
Texas Total				243,246,636	
Utah					
Beaver	Beaver Municipal	General Aviation	9	206,874	Install Perimeter Fencing
Bryce Canyon	Bryce Canyon	Commercial Service	10	111,240	Rehabilitate Access Road
Cedar City	Cedar City Regional	Commercial Service	20	778,684	Construct Taxiway, Rehabilitate Runway Lighting
Cedar City	Cedar City Regional	Commercial Service	21	271,316	Construct Taxiway
Delta	Delta Municipal	General Aviation	8	111,240	Install Perimeter Fencing
Delta	Delta Municipal	General Aviation	9	38,760	Install Perimeter Fencing
Halls Crossing	Cal Black Memorial	General Aviation	11	263,480	Conduct Environmental Study
Halls Crossing	Cal Black Memorial	General Aviation	12	91,805	Conduct Environmental Study
Hanksville	Hanksville	General Aviation	2	168,934	Install Weather Reporting Equipment
Logan	Logan-Cache	General Aviation	19	117,315	Update Airport Master Plan Study
Logan	Logan-Cache	General Aviation	20	38,760	Update Airport Master Plan Study
Manti	Manti-Ephraim	General Aviation	6	111,240	Construct Taxiway
Monticello	Monticello Municipal Airport	System Plan	2	405,342	Construct New Airport
Monticello	Monticello Municipal Airport	System Plan	3	828,135	Construct New Airport
Nephi	Nephi Municipal	General Aviation	11	111,240	Install Weather Reporting Equipment
Nephi	Nephi Municipal	General Aviation	12	38,760	Install Weather Reporting Equipment
Ogden	Ogden-Hinckley	Reliever	31	2,398,000	Construct Taxiway
Parowan	Parowan	General Aviation	10	111,240	Conduct Airport Master Plan Study
Provo	Provo Municipal	General Aviation	28	190,592	Install Apron Lighting
Provo	Provo Municipal	General Aviation	29	66,408	Install Apron Lighting
Richfield	Richfield Municipal	General Aviation	9	1,400,000	Construct Runway
Roosevelt	Roosevelt Municipal	General Aviation	8	226,165	Improve Runway Safety Area, Rehabilitate Apron
Roosevelt	Roosevelt Municipal	General Aviation	9	78,803	Improve Runway Safety Area
Salt Lake City	Salt Lake City International	Primary	87	3,132,868	Rehabilitate Taxiway

Salt Lake City	Salt Lake City International	Primary	88	5,900,000	Rehabilitate Apron
Salt Lake City	Salt Lake City International	Primary	89	399,650	Conduct Environmental Study
Salt Lake City	Salt Lake City International	Primary	90	1,051,186	Rehabilitate Taxiway
Salt Lake City	State of Utah	System Plan	8	410,000	Conduct State System Plan Study, Conduct aeronautical survey for WAAS approach
Spanish Fork	Spanish Fork-Springville	General Aviation	16	1,689,471	Rehabilitate Runway
St. George	New	System Plan	9	10,000,000	Construct New Airport
Vernal	Vernal Regional	General Aviation	22	1,023,314	Acquire Miscellaneous Land
Wendover	Wendover	Primary	19	741,606	Construct Terminal Building
Wendover	Wendover	Primary	20	258,394	Construct Terminal Building
Utah Total				32,770,822	
Vermont					
Barre	Edward F Knapp State	General Aviation	9	341,471	Rehabilitate Runway
Burlington	Burlington International	Primary	69	3,239,798	Construct Apron
Burlington	Burlington International	Primary	70	2,261,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Burlington	Burlington International	Primary	71	784,130	Construct Apron
Burlington	Burlington International	Primary	72	640,300	Update Airport Master Plan Study
Montpelier	State of Vermont	System Plan	5	324,638	Conduct aeronautical survey for WAAS approach, Update State System Plan Study
Montpelier	State of Vermont	System Plan	6	237,285	Update State System Plan Study
Montpelier	Various Locations in Vermont	System Plan	5	155,476	Rehabilitate Runway
Swanton	Franklin County State	General Aviation	6	448,108	Construct Runway Safety Area
Vermont Total				8,432,206	
Virgin Islands					
Charlotte Amalie	Cyril E King	Primary	26	865,265	Acquire Aircraft Rescue & Fire Fighting Vehicle
Christiansted	Henry E Rohlsen	Primary	30	2,047,311	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Handicap Passenger Lift Device, Conduct Miscellaneous Study
Virgin Islands Total				2,912,576	
Virginia					
Abingdon	Virginia Highlands	General Aviation	27	237,500	Remove Obstructions
Abingdon	Virginia Highlands	General Aviation	28	2,389,408	Acquire Land For Approaches
Ashland	Hanover County Municipal	General Aviation	19	180,000	Acquire Land For Approaches, Conduct Environmental Study, Remove Obstructions
Blacksburg	Virginia Tech/Montgomery Executive	General Aviation	15	416,053	Conduct Environmental Study
Blacksburg	Virginia Tech/Montgomery Executive	General Aviation	16	36,948	Acquire Land For Approaches
Charlottesville	Charlottesville-Albemarle	Primary	38	1,631,938	Rehabilitate Runway Lighting
Charlottesville	Charlottesville-Albemarle	Primary	39	172,384	Rehabilitate Taxiway Lighting
Chesapeake	Chesapeake Regional	General Aviation	13	142,500	Remove Obstructions
Chesapeake	Hampton Roads Executive	Reliever	8	115,995	Rehabilitate Runway
Chesapeake	Hampton Roads Executive	Reliever	9	849,555	Rehabilitate Runway
Chesapeake	Hampton Roads Executive	Reliever	10	705,832	Construct Runway
Chesterfield	Chesterfield County	Reliever	20	112,500	Update Airport Master Plan Study
Chesterfield	Chesterfield County	Reliever	21	38,760	Update Airport Master Plan Study
Culpeper	Culpeper Regional	General Aviation	18	272,650	Update Airport Master Plan Study
Dublin	New River Valley	General Aviation	12	299,934	Rehabilitate Runway

Dulles International Airport	Washington Dulles International	Primary	37	23,662,414	Construct Runway
Farmville	Farmville Regional	General Aviation	12	400,000	Construct Apron
Franklin	Franklin Municipal-John Beverly Rose	General Aviation	11	76,000	Acquire Land For Approaches
Front Royal	Front Royal-Warren County	General Aviation	12	81,700	Remove Obstructions
Highland Springs	Richmond International	Primary	51	6,284,220	Rehabilitate Runway
Hillsville	Twin County	General Aviation	10	144,875	Extend Runway Safety Area
Leesburg	Leesburg Executive	Reliever	33	149,625	Conduct Environmental Study, Improve Runway Safety Area
Luray	Luray Caverns	General Aviation	9	310,881	Remove Obstructions
Luray	Luray Caverns	General Aviation	10	15,950	Remove Obstructions
Manassas	Manassas Regional/Harry P. Davis Field	Reliever	28	209,950	Rehabilitate Taxiway
Manassas	Manassas Regional/Harry P. Davis Field	Reliever	29	144,685	Construct Service Road
Mattaponi	Middle Peninsula Regional	General Aviation	6	1,909,500	Rehabilitate Runway
Melfa	Accomack County	General Aviation	12	161,500	Construct Building
Newport News	Newport News/Williamsburg International	Primary	36	9,747,205	Expand Terminal Building
Newport News	Newport News/Williamsburg International	Primary	37	5,312,947	Rehabilitate Runway
Norfolk	Norfolk International	Primary	55	242,879	Acquire Land for Noise Compatibility outside 65 DNL
Orange	Orange County	General Aviation	11	475,000	Remove Obstructions
Quinton	New Kent County	General Aviation	11	67,887	Remove Obstructions
Richlands	Tazewell County	General Aviation	13	66,500	Improve Airport Drainage
Richmond	Commonwealth of Virginia	System Plan	5	326,000	Conduct Metropolitan System Plan Study
Roanoke	Roanoke Regional/Woodrum Field	Primary	43	2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Roanoke	Roanoke Regional/Woodrum Field	Primary	44	208,474	Rehabilitate Taxiway
Spencer	Blue Ridge	General Aviation	15	220,710	Expand Apron
Stafford	Stafford Regional	Reliever	19	1,804,551	Construct Apron
Suffolk	Suffolk Executive	General Aviation	13	114,745	Improve Airport Drainage, Improve Runway Safety Area
Suffolk	Suffolk Executive	General Aviation	14	259,775	Improve Runway Safety Area
Sutherland	Dinwiddie County	General Aviation	17	100,000	Update Airport Master Plan Study
Tangier	Tangier Island	General Aviation	4	2,465,250	Rehabilitate Runway
Timberlake	Lynchburg Regional/Preston Glenn Field	Primary	31	732,560	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Aircraft Rescue & Fire Fighting Building
Warrenton	Warrenton-Fauquier	Reliever	13	133,000	Acquire Easement For Approaches
Weyers Cave	Shenandoah Valley Regional	Commercial Service	29	109,343	Rehabilitate Apron
Weyers Cave	Shenandoah Valley Regional	Commercial Service	30	32,888	Rehabilitate Apron
Winchester	Winchester Regional	General Aviation	23	527,250	Acquire Land For Approaches
Wise	Lonesome Pine	General Aviation	10	471,997	Conduct Environmental Study
Virginia Total				66,572,218	
Washington					
Anacortes	Anacortes	General Aviation	16	1,024,289	Acquire Emergency Generator, Construct Access Road, Construct Apron, Install Perimeter Fencing, Rehabilitate Taxiway
Arlington	Arlington Municipal	General Aviation	17	1,276,325	Construct Apron, Rehabilitate Taxiway, Strengthen Taxiway

Arlington	Arlington Municipal	General Aviation	18	207,257	Update Airport Master Plan Study
Auburn	Auburn Municipal	Reliever	14	221,379	Construct Taxiway
Auburn	Auburn Municipal	Reliever	15	2,458,464	Construct Taxiway, Rehabilitate Runway Lighting
Bellingham	Bellingham International	Primary	38	3,484,557	Construct Aircraft Rescue & Fire Fighting Building, Construct Taxiway, Runway Incursion Markings, Security Enhancements
Bellingham	Bellingham International	Primary	39	1,232,000	Rehabilitate Apron
Bremerton	Bremerton National	General Aviation	20	416,718	Rehabilitate Runway
Camas	Grove Field	General Aviation	2	393,430	Conduct Environmental Study
Cashmere	Cashmere-Dryden	General Aviation	1	515,074	Acquire Land For Approaches, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Cashmere	Cashmere-Dryden	General Aviation	2	126,825	Rehabilitate Apron
Chehalis	Chehalis-Centralia	General Aviation	9	181,385	Acquire Land For Approaches
Chehalis	Chehalis-Centralia	General Aviation	10	63,201	Acquire Land For Approaches
Chelan	Lake Chelan	General Aviation	6	71,183	Install Weather Reporting Equipment
Cle Elum	Cle Elum Municipal	General Aviation	3	1,558,180	Construct Runway
Davenport	Davenport	General Aviation	2	189,056	Install Perimeter Fencing, Modify Access Road
Deer Park	Deer Park	General Aviation	17	168,277	Update Airport Master Plan Study
East Wenatchee	Pangborn Memorial	Primary	28	639,504	Install Perimeter Fencing, Modify Terminal Building, Rehabilitate Access Road, Rehabilitate Taxiway
Electric City	Grand Coulee Dam	General Aviation	2	99,750	Construct Taxiway, Improve Runway Safety Area, Modify Access Road
Ephrata	Ephrata Municipal	General Aviation	10	238,414	Rehabilitate Runway
Ephrata	Ephrata Municipal	General Aviation	11	2,930,644	Rehabilitate Runway
Everett	Snohomish County (Paine Field)	Reliever	43	3,111,240	Construct Aircraft Rescue & Fire Fighting Building
Everett	Snohomish County (Paine Field)	Reliever	44	3,087,951	Construct Taxiway
Friday Harbor	Friday Harbor	Primary	22	740,003	Acquire Land for Development
Hoquiam	Bowerman	General Aviation	9	111,240	Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS, Rehabilitate Runway Lighting
Kelso	Kelso-Longview	General Aviation	13	190,000	Update Airport Master Plan Study
Ocean Shores	Ocean Shores Municipal	General Aviation	5	1,174,931	Construct Taxiway, Extend Runway, Install Perimeter Fencing, Rehabilitate Runway, Remove Obstructions
Odessa	Odessa Municipal	General Aviation	2	99,630	Install Airfield Guidance Signs, Rehabilitate Runway, Rehabilitate Taxiway
Olympia	Olympia	General Aviation	15	3,711,240	Rehabilitate Runway, Runway Incursion Markings
Olympia	Olympia	General Aviation	16	1,549,194	Rehabilitate Runway
Oroville	Dorothy Scott	General Aviation	1	403,985	Construct Apron, Install Perimeter Fencing
Pasco	Tri-Cities	Primary	31	1,324,206	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Interactive Training System, Construct Taxiway, Runway Incursion Markings
Port Angeles	William R Fairchild International	Primary	25	313,991	Update Airport Master Plan Study
Port Angeles	William R Fairchild International	Primary	26	343,899	Rehabilitate Apron, Rehabilitate Taxiway
Prosser	Prosser	General Aviation	10	88,104	Extend Runway
Pullman	Pullman/Moscow Regional	Primary	29	600,000	Conduct Airport Master Plan Study

					Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Acquire Friction Measuring Equipment, Conduct Miscellaneous Study, Construct Apron, Runway Incursion Markings, Security Enhancements
Pullman	Pullman/Moscow Regional	Primary	30	920,698	
Pullman	Pullman/Moscow Regional	Primary	31	1,283,272	Construct Apron
Puyallup	Pierce County - Thun Field	General Aviation	11	603,975	Construct Taxiway, Install Runway Lighting, Update Airport Master Plan Study
Quillayute	Quillayute	General Aviation	5	249,867	Install Perimeter Fencing, Rehabilitate Runway
Renton	Renton Municipal	Reliever	18	73,102	Rehabilitate Runway
Renton	Renton Municipal	Reliever	19	3,969,555	Rehabilitate Runway
Richland	Richland	General Aviation	17	75,621	Rehabilitate Runway
Richland	Richland	General Aviation	18	2,068,289	Rehabilitate Runway
Ritzville	Pru Field	General Aviation	3	365,356	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Remove Obstructions
Ritzville	Pru Field	General Aviation	4	32,595	Install Runway Vertical/Visual Guidance System
Rosalia	Rosalia Municipal	General Aviation	3	600,218	Improve Runway Safety Area, Install Airfield Guidance Signs, Install Apron Lighting, Rehabilitate Runway, Rehabilitate Taxiway
Seattle	Boeing Field/King County International	Primary	35	1,216,388	Rehabilitate Taxiway
Seattle	Boeing Field/King County International	Primary	36	1,500,000	Noise Mitigation Measures for Residences within 70 - 74 DNL
Seattle	Boeing Field/King County International	Primary	37	7,831,825	Rehabilitate Taxiway, Runway Incursion Markings
Seattle	Seattle-Tacoma International	Primary	109	24,281,078	Construct Runway
Seattle	Seattle-Tacoma International	Primary	110	2,635,208	Noise Mitigation Measures for Residences within 65 - 69 DNL
Seattle	Seattle-Tacoma International	Primary	111	7,414,647	Acquire Land for Noise Compatibility within 65 - 69 DNL
Seattle	Seattle-Tacoma International	Primary	112	1,950,145	Noise Mitigation Measures for Public Buildings
Seattle	Seattle-Tacoma International	Primary	113	1,392,364	Construct Runway
Seattle	Seattle-Tacoma International	Primary	114	375,000	Safety Management System (SMS) Program
Spokane	Felts Field	Reliever	20	439,289	Install Airfield Guidance Signs
Spokane	Felts Field	Reliever	21	62,418	Install Airfield Guidance Signs
Spokane	Spokane International	Primary	38	4,419,703	Install Runway Incursion Caution Bars, Rehabilitate Taxiway
Spokane	Spokane International	Primary	39	2,514,903	Install Runway Incursion Caution Bars, Rehabilitate Taxiway
Toledo	Ed Carlson Memorial Field - South Lewis County	General Aviation	3	513,356	Construct Apron, Rehabilitate Apron
Walla Walla	Walla Walla Regional	Primary	24	588,411	Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Runway Incursion Markings
Wilbur	Wilbur	General Aviation	4	108,686	Extend Runway, Rehabilitate Runway
Washington Total				101,831,495	
West Virginia					

Beckley	Raleigh County Memorial	Commercial Service	22	461,240	Rehabilitate Apron, Remove Obstructions
Bluefield	Mercer County	General Aviation	20	311,240	Improve Terminal Building, Rehabilitate Runway Lighting, Update Airport Master Plan Study
Buckhannon	Upshur County Regional	General Aviation	19	111,240	Construct Building
Buckhannon	Upshur County Regional	General Aviation	20	38,760	Construct Building
Charleston	Yeager	Primary	40	1,861,588	Rehabilitate Taxiway, Remove Obstructions
Charleston	Yeager	Primary	41	46,451	Acquire Friction Measuring Equipment
Charleston	Yeager	Primary	42	664,811	Extend Taxiway
Clarksburg	North Central West Virginia	Commercial Service	31	4,156,240	Conduct aeronautical survey for WAAS approach, Improve Runway Safety Area
Elkins	Elkins-Randolph County-Jennings Randolph Field	General Aviation	14	228,950	Acquire Land for Development
Fairmont	Fairmont Municipal-Frankman Field	General Aviation	8	950,000	Rehabilitate Runway
Huntington	Tri-State/Milton J. Ferguson Field	Primary	36	5,200,000	Improve Runway Safety Area
Huntington	Tri-State/Milton J. Ferguson Field	Primary	37	61,750	Improve Terminal Building
Lewisburg	Greenbrier Valley	Primary	24	7,847,000	Conduct aeronautical survey for WAAS approach, Improve Runway Safety Area
Lewisburg	Greenbrier Valley	Primary	25	256,500	Improve Terminal Building
Logan	Logan County	General Aviation	8	2,030,632	Rehabilitate Runway
Martinsburg	Eastern WV Regional/Shepherd Field	Reliever	24	534,902	Conduct aeronautical survey for WAAS approach, Install Airport Beacons, Rehabilitate Taxiway
Morgantown	Morgantown Municipal-Walter L. Bill Hart Field	Commercial Service	29	658,126	Acquire Aircraft Rescue & Fire Fighting Vehicle
Moundsville	Marshall County	General Aviation	16	197,694	Remove Obstructions, Update Airport Master Plan Study
Moundsville	Marshall County	General Aviation	17	136,445	Remove Obstructions
Petersburg	Grant County	General Aviation	17	46,853	Update Airport Master Plan Study
Philippi	Philippi/Barbour County Regional	General Aviation	9	176,040	Acquire Land for Development, Improve Runway Safety Area
Pineville	Kee Field	General Aviation	12	122,715	Install Apron Lighting, Update Airport Master Plan Study
Point Pleasant	Mason County	General Aviation	15	63,749	Rehabilitate Runway
Summersville	Summersville	General Aviation	7	110,029	Remove Obstructions
Sutton	Braxton County	General Aviation	13	91,666	Install Runway Vertical/Visual Guidance System
Wheeling	Wheeling Ohio County	General Aviation	25	111,240	Rehabilitate Access Road
Williamson	New (Replacement)	System Plan	1	3,492,492	Construct New Airport
Williamson	New (Replacement)	System Plan	2	230,573	Construct New Airport
West Virginia Total				30,198,926	
Wisconsin					
Appleton	Outagamie County Regional	Primary	32	1,677,986	Construct Taxiway
Appleton	Outagamie County Regional	Primary	33	559,329	Construct Taxiway
Appleton	Outagamie County Regional	Primary	34	700,000	Install Perimeter Fencing
Eau Claire	Chippewa Valley Regional	Primary	28	3,711,252	Improve Terminal Building
Eau Claire	Chippewa Valley Regional	Primary	29	526,950	Acquire Snow Removal Equipment, Improve Terminal Building, Remove Obstructions, Runway Incursion Markings
Green Bay	Austin Straubel International	Primary	37	40,150	Acquire Land For Approaches

La Crosse	La Crosse Municipal	Primary	31	3,230,000	Extend Runway
La Crosse	La Crosse Municipal	Primary	32	360,968	Improve Terminal Building
Madison	Dane County Regional-Truax Field	Primary	41	9,195,201	Acquire Equipment, Expand Apron, Rehabilitate Taxiway
Madison	Dane County Regional-Truax Field	Primary	42	5,600,062	Construct Taxiway, Expand Apron, Install Runway Incursion Caution Bars, Rehabilitate Taxiway
Madison	Wisconsin State Block Grant Program	System Plan	31	12,681,653	Non primary development projects in state block grant program
Madison	Wisconsin State Block Grant Program	System Plan	32	3,460,000	Non primary development projects in state block grant program
Madison	Wisconsin State Block Grant Program	System Plan	33	4,900,000	Non primary development projects in state block grant program
Madison	Wisconsin State Block Grant Program	System Plan	34	4,000,000	Non primary development projects in state block grant program
Madison	Wisconsin State Block Grant Program	System Plan	35	3,843,786	Non primary development projects in state block grant program
Milwaukee	General Mitchell International	Primary	53	2,653,470	Improve Airport Drainage, Install Perimeter Fencing, Install Runways Incursion Caution Bars, Rehabilitate Runway, Rehabilitate Service Road, Rehabilitate Taxiway
Milwaukee	General Mitchell International	Primary	54	5,000,000	Construct Runway Safety Area
Mosinee	Central Wisconsin	Primary	37	391,400	Acquire Snow Removal Equipment
Rhineland	Rhineland-Oneida County	Primary	26	741,606	Install Apron Lighting, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Wisconsin Total				63,273,813	
Wyoming					
Big Piney	Miley Memorial Field	General Aviation	9	111,240	Strengthen Apron
Buffalo	Johnson County	General Aviation	13	1,075,320	Rehabilitate Runway
Buffalo	Johnson County	General Aviation	14	448,588	Rehabilitate Runway
Casper	Natrona County International	Primary	44	150,000	Conduct Airport Master Plan Study
Casper	Natrona County International	Primary	45	783,581	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Equipment
Casper	Natrona County International	Primary	46	256,750	Acquire Handicap Passenger Lift Device, Security Enhancements
Cheyenne	Cheyenne Regional/Jerry Olson Field	Primary	39	1,073,675	Rehabilitate Runway
Cheyenne	Cheyenne Regional/Jerry Olson Field	Primary	40	5,374,096	Rehabilitate Runway
Cheyenne	Cheyenne Regional/Jerry Olson Field	Primary	41	-	No projects assigned.
Cheyenne	State of Wyoming	System Plan	5	54,105	Conduct aeronautical survey for WAAS approach
Cowley/Lovell/Bron	North Big Horn County	General Aviation	10	466,247	Rehabilitate Runway Lighting
Dixon	Dixon	General Aviation	9	111,240	Rehabilitate Runway
Douglas	Converse County	General Aviation	18	222,480	Rehabilitate Apron
Gillette	Gillette-Campbell County	Primary	30	954,266	Improve Airport Miscellaneous Improvements
Gillette	Gillette-Campbell County	Primary	31	175,000	Improve Terminal Building
Greybull	South Big Horn County	General Aviation	14	1,950,364	Improve Runway Safety Area
Jackson	Jackson Hole	Primary	39	3,138,536	Rehabilitate Taxiway
Lusk	Lusk Municipal	General Aviation	8	171,076	Construct Building
Lusk	Lusk Municipal	General Aviation	9	38,760	Construct Building

Pine Bluffs	Pine Bluffs Municipal	General Aviation	8	226,050	Construct Fuel Farm
Pinedale	Ralph Wenz Field	General Aviation	15	111,240	Update Airport Master Plan Study
Pinedale	Ralph Wenz Field	General Aviation	16	38,760	Update Airport Master Plan Study
Riverton	Riverton Regional	Primary	26	2,109,098	Rehabilitate Apron
Riverton	Riverton Regional	Primary	27	516,789	Rehabilitate Apron
Riverton	Riverton Regional	Primary	28	1,000,000	Construct Taxiway
Rock Springs	Rock Springs-Sweetwater County	Primary	23	88,350	Construct Building
Sheridan	Sheridan County	Primary	33	280,000	Rehabilitate Aircraft Rescue & Fire Fighting Building, Rehabilitate Terminal Building
Wheatland	Phifer Airfield	General Aviation	5	111,240	Rehabilitate Apron
Worland	Worland Municipal	Commercial Service	18	3,600,000	Construct Runway
Wyoming Total				24,636,851	