



Federal Aviation
Administration

Airport Improvement Program

Fiscal Year 2006



Report to Congress
23rd Annual Report of Accomplishments

Cover Photograph

Aerial View of New Runway 14/32
Boston-Logan International Airport



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

August 14, 2007

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

Dear Madam Speaker:

I am pleased to send you the Twenty-Third Annual Report of Accomplishments under the Airport Improvement Program for Fiscal Year 2006. As required by Section 47131, Title 49 United States Code, this report contains comprehensive information on the Airport Improvement Program and Airport Land Use Compliance Program. The narrative sections, figures, and tables highlight the accomplishments of both programs and provide additional information on the Passenger Facility Charge Program.

In addition, this report reflects recent trends in the aviation industry that shaped the Federal Aviation Administration (FAA) reauthorization proposal sent to Congress in February 2007. Passenger traffic has rebounded and is increasing, airport financial health is improving and, as a result, airport capital needs are rising. The programmatic changes that are included in this formative proposal allow FAA to strategically target Airport Improvement Program funding to meet our Nation's aviation challenges. The U.S. Department of Transportation looks forward to working with Congress as we shape the airport capital funding programs for the next FAA authorization cycle.

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

Sincerely yours,

A handwritten signature in cursive script that reads "Mary E. Peters".

Mary E. Peters

Enclosure



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

August 14, 2007

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

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Table of Contents

Executive Summary	1
Chapter 1: Program Overview	7
1.1 U.S. Airport System	7
1.2 Airport Categories.....	8
1.3 Collection of Passenger Boarding and Cargo Data.....	10
1.4 Program History and Statistics.....	11
1.5 AIP Administration.....	11
1.5.1 Grant Management Automation System Upgrades.....	12
1.5.2 Competition Plan Streamlining.....	12
Chapter 2: FY 2006 Summary of Financial Assistance	15
Chapter 3: Annual AIP Funding.....	19
3.1 Distribution of Apportioned Funds.....	22
3.1.1 Primary Airports.....	22
3.1.2 AIP Apportionment Reductions Due to PFC Revenue.....	23
3.1.3 Cargo Service Airports	23
3.1.4 State/Insular Areas.....	24
3.1.5 Alaska Supplemental Funds.....	25
3.2 Distribution of Discretionary Funds	25
3.3 Carryover Funds.....	28
3.4 Federal Share of AIP Projects.....	29
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	37
Chapter 6: Military Airport Program (MAP)	39
Chapter 7: Letter of Intent (LOI) Program.....	43
Chapter 8: Major Capacity, Safety, and Security Project Grants.....	45
Chapter 9: Environmental Responsibilities	53
9.1 Streamlining the Environmental Review Process.....	54
9.2 Changes to FAA Environmental Guidance and Policies	55
9.3 High-Priority Transportation Projects.....	56
Chapter 10: Noise and Air Quality Programs	57
10.1 Noise Compatibility	57

10.2 Voluntary Airport Low Emission Program.....	58
Chapter 11: Disadvantaged Business Enterprise and Civil Rights Requirements	61
Chapter 12: Passenger Facility Charge (PFC) Program	63
Chapter 13: Pilot Programs and Special Funding.....	67
13.1 Airport Privatization Pilot Program.....	67
13.2 Innovative Financing Techniques Program	67
13.3 AIP-Funded Hurricane Grants	68
Chapter 14: Land Use Compliance	69
Chapter 15: Performance Measurement.....	71
15.1 Greater Safety	72
15.2 Greater Capacity	73
15.3 International Leadership	74
15.4 Organizational Excellence	75
Appendix A: Glossary	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 2006	F-1
Appendix G: Letter of Intent Commitments by Fiscal Year.....	G-1
Appendix H: Land Use Compliance Report for FY 2006.....	H-1
Appendix I: FY 2006 AIP Grants Awarded and Grant Amounts by Airport Type and State	I-1
Appendix J: AIP Grants Awarded in FY 2006 by State.....	J-1

List of Tables and Figures

Tables

Table 1: AIP Funding Distribution Summary for FY 2006.....	2
Table 2: Distribution of Activity by Airport Type (CY 2004)	10
Table 3: AIP Funding Distribution Summary for FY 2006.....	16
Table 4: AIP Funding Distribution Plan for FY 2006	27
Table 5: State Block Grant Totals for FY 2006	38
Table 6: MAP Selected Locations and Funds Awarded in FY 2006	41

Figures

Figure 1: Yearly AIP Authorizations and Amounts Available for AIP.....	21
Figure 2: Airport Capital Improvement Plan (ACIP) Process.....	33

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Executive Summary

The 23rd Annual Report of Accomplishments: Airport Improvement Program (AIP) – Fiscal Year (FY) 2006 is submitted to Congress in accordance with Section 47131 of Title 49 of the United States Code (U.S.C.). The Federal Aviation Administration (FAA) administers Federal funds for airport improvements through AIP. For the purposes of this report, FAA’s Office of the Associate Administrator for Airports will be referred to throughout the document as FAA’s Office of Airports.

This report covers activities for the fiscal year ending September 30, 2006, and provides a detailed statement of airport development funded by AIP grants and a detailed listing of how appropriated funds were allocated. In addition, this report contains information on the Airport Land Use Compliance Program and a review of the Passenger Facility Charge (PFC) Program.

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

The Vision 100–Century of Aviation Reauthorization Act (Vision 100), Public Law (P.L.) 108-176, authorized obligation authority for AIP for FY 2004 through FY 2007. For FY 2006, Vision 100 authorized \$3.6 billion for AIP.

In FY 2006, Congress provided \$3.42 billion in available funds for awarding new grants. The Congress had also previously authorized FAA to recover funds from prior-year projects in which the final costs were less than expected. Consequently, in FY 2006, gross AIP obligations (for 2,059 new grants and 729 grant amendments) amounted to \$3.6 billion, of which \$192.6 million was for increases in existing grant agreements. The gross obligation amount also included \$231 million for the State Block Grant Program.

In FY 2006, FAA issued 2,059 grants. As detailed in Table 1, almost 10 percent of these grants, and 32.6 percent of the corresponding funding, financed projects at large U.S. airports (a 7 percent decrease in the number of grants from FY 2005). Approximately 87 percent of the grants, representing 65 percent of the funding, financed projects at small U.S. airports. The FAA awarded the remaining 3 percent of AIP grants, and 2 percent of the funding, to State and local planning agencies to help plan and organize additions and improvements to the U.S. aviation system.

In May 2006, Secretary of Transportation Mineta announced a new initiative, the *National Strategy to Reduce Congestion on America’s Transportation Network*

(NSRCATN),¹ providing a blueprint for Federal, state, and local officials to address congestion. The U.S. Department of Transportation will focus its resources, funding, staff and technology on easing traffic jams, relieving freight bottlenecks and reducing flight delays. The initiative calls for increased deployment of new operational technologies and practices that will reduce traffic tie-ups, designate new interstate “corridors of the future,” target port and border congestion, and expand aviation capacity.

As a part of NSRCATN, the Department identified congestion solutions for the aviation system by accelerating major aviation capacity projects and establishing a new funding framework. The priority treatment of aviation system capacity enhancing projects at airports such as Philadelphia, Seattle, and Chicago will be beneficial to all of the aviation and national transportation system users.

Table 1: AIP Funding Distribution Summary for FY 2006²

Funding Category	Number of Grants Awarded	Percent of Total Grants	Obligated Amounts (millions)	Percent of Total Obligated Amounts
Large Airports				
Primary Large Hub Airports	102	5.0	\$705.4	20.7
Primary Medium Hub Airports	94	4.6	\$407.4	11.9
Large Airports Subtotal	196	9.5	\$1,112.9	32.6
Small Airports				
Primary Small Hub Airports	143	6.9	\$474.3	13.9
Primary Nonhub Airports	297	14.4	\$639.8	18.8
Nonprimary Commercial Service Airports	70	3.4	\$91.6	2.7
Reliever Airports	179	8.7	\$219.1	6.4
Other General Aviation Airports	1,074	52.2	\$531.8	15.6
State Block Grant Program	28	1.4	\$231.3	6.8
State Sponsored: Various Locations	14	0.7	\$33.8	1.0
Small Airports Subtotal	1,805	87.7	\$2,221.7	65.1
Airport System Planning				
Planning Agencies and Other	28	1.4	\$66.4	1.9
State Sponsored: Other Locations	30	1.5	\$10.4	0.3
System Planning Subtotal	58	2.8	\$76.8	2.3
Total	2,059	100.0	\$3,411.4	100.0

¹ For further information, go to: <http://www.dot.gov/affairs/dot5706.htm>

² Subtotals and totals may not add due to rounding.

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, of which there were 382 in 2006). Based on statutory requirements, FY 2006 entitlement funds available to primary airports totaled \$886.5 million.

Remaining AIP funds are referred to as “discretionary funds,” and FAA approves discretionary funds for use on specific projects after consideration of project priority and other selection criteria. In FY 2006, FAA awarded a total of \$1.28 billion of new AIP discretionary funds. FAA also awarded discretionary projects another \$457 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 higher priority project needs. In allocating AIP discretionary funds, FAA selects projects that best advance statutory goals and objectives with respect to the enhancement of the national airport system. Investment decisions are made using structured selection criteria that include a variety of factors that help identify critical annual development needs within associated AIP funding levels. The factors are weighted more heavily in favor of the type of project than the type of airport. In some cases, the authorizing statute directs FAA to allocate discretionary funding to specific airport types and categories, although FAA has discretion as to specific projects to fund within these discretionary funding “set-asides.”

Each fiscal year, entitlement funds not used during the fiscal year are redistributed to other airport sponsors as discretionary funds and referred to as, “carryover” funding. The original airport sponsor’s entitlement to these funds carries over into the next fiscal year and must be funded out of that fiscal year’s AIP budget. In FY 2006, over \$431.7 million in AIP funds represented entitlement funds carried over from FY 2005— almost 13 percent of the total FY 2006 funds.

The authorizing statute (Title 49 United States Code 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 2006, the set-aside amount for C/S/S/N projects was formulated to be a minimum of \$384.8 million, or 11 percent of the annual AIP.

Typically, final annual AIP allocations result in more funding being provided to C/S/S/N projects than was planned at the beginning of the year. The extra funds for these projects come from unused funds recovered from other projects and from the conversion of entitlement funds unused in the specific year. Accordingly, in FY 2006, FAA awarded AIP grants totaling \$845.1 million in discretionary funds for these 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 2006, LOI payments totaled \$274.8 million in discretionary funds and \$83.2 million in airport sponsor entitlements. No new LOIs were approved nor were any closed out during the fiscal year. At the end of FY 2006, there were 35 open LOIs with payment schedules totaling almost \$1.6 billion and extending from FY 2007 through FY 2020.

FAA regulates and approves the collection of Passenger Facility Charges (PFCs) from aircarrier passengers at commercial airports controlled by public agencies³ to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition. Collections of PFCs complement AIP funding as there is broader eligibility under the PFC Program for certain noise and terminal projects than under AIP. In calendar year (CY) 2006, airport sponsors collected PFCs totaling \$2.4 billion.

In FY 2006, FAA approved or partially approved 94 applications for PFC collections, totaling \$4.8 billion for 90 locations, of which 4 were new locations: Belleville, IL (Mid America Airport), Houston, TX (Hobby Airport), Newport News, VA (Newport News Williamsburg International Airport) and Santa Ana, CA (John Wayne Airport). As of September 30, 2006, there were 362 airports collecting PFCs. Since the program's inception in 1991, FAA has authorized PFC collections totaling approximately \$57 billion.

In FY 2006, airports commissioned new AIP-funded parallel runways at Minneapolis-St. Paul International Airport, Cincinnati/Northern Kentucky International Airport, Lambert St. Louis International Airport, and Atlanta Hartsfield International Airport. These four new runways provided these airports with the potential to accommodate an additional 655,000 annual operations per year.

To further support capacity enhancements, FAA also distributed AIP funds for three regional studies for the New York, New England, and Los Angeles metropolitan areas to examine regional capacity issues. Although these studies are being completed over several fiscal years, the sponsors met their respective performance targets and deliverables during FY 2006.

In FY 2006, Congress authorized the Secretary of Transportation to designate and fund capital development projects as part of the Military Airport Program (MAP) for up to 15 eligible airports, to aid in the conversion of military facilities to civilian use or to upgrade civilian joint-use facilities. Nine of the 15 available slots were previously designated, allowing the Secretary to designate an additional five airports in California,

³ PFCs also may be charged by airports privatized under the airport privatization pilot program under 49 U.S.C. 47134 (g).

Missouri and New York. During FY 2006, FAA awarded MAP airport sponsors \$58 million in discretionary and entitlement funds. One slot was not designated.

Airport damage sustained as a result of the 2005 hurricane season was unprecedented, and returning airports to safe operation was critical to meeting the relief needs of the devastated Gulf Coast region. FAA was able to assist in the relief effort by providing AIP funds for eligible projects in the closing days of FY 2005 to augment airport insurance and aid from the Federal Emergency Management Agency, State and local sources. However, in addition, FAA obligated \$108 million of FY 2006 AIP funds to airports in Alabama, Florida, Louisiana, Mississippi, and Texas that sustained damage as a result of Hurricanes Katrina, Rita, and Wilma.

Throughout FY 2006, 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.

In administering AIP, FAA also must ensure opportunities for participation by disadvantaged business enterprises (DBEs) in AIP-funded projects and airport concessions. During FY 2006, DBEs received 13.25 percent of contract dollars awarded under AIP. The DBE concessionaires for FY 2005 (the latest year of data available) produced 12.11 percent of the total gross receipts generated by all concessions at primary airport locations.

Finally, throughout FY 2006 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 2006, there were 33 airport sponsors undertaking corrective action and 19 airport sponsors found in noncompliance. FAA also worked with another 19 airport sponsors during the fiscal year and brought them into compliance with their grant assurances.

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Chapter 1: Program Overview

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

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

Vision 100 authorized funding for AIP for FY 2004 through FY 2007. For FY 2006, Vision 100 provided \$3.6 billion in contract authority for AIP. The 2006 appropriation after non-grant considerations such as program administration, provided \$3.42 billion in available funds for AIP obligations.

1.1 U.S. Airport System

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

Section 47103 of Title 49 U.S.C. requires the Secretary of Transportation to maintain a plan for the development of public-use airports in the United States and to report this plan to Congress every 2 years. This plan, the National Plan of Integrated Airport Systems (NPIAS), lists development considered necessary to provide a safe, secure, efficient, and integrated airport system that meets the needs of civil aviation.⁴

FAA, in concert with State aviation agencies and local planning organizations, identifies airports for inclusion in the NPIAS that are significant to national air transportation. The NPIAS identifies, for Congress and the public, the airports included in the national system and the role they serve along with 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 from other local sources of revenue. However, costs included in the NPIAS far exceed AIP resources. Therefore, PFCs and

⁴ The National Plan of Integrated Airport Systems (NPIAS), 2007-2011 is available online at http://www.faa.gov/airports_airtraffic/.

other local revenue sources finance between 75 and 80 percent of overall airport capital development.

FAA's capital planning process (described in Chapter 4) starts with projects identified in the NPIAS. (An airport must be included in the NPIAS to be eligible to receive a grant under AIP.) For FY 2006, FAA has designated 3,431 U.S. airports as important to national transportation and, therefore, eligible to receive grants under AIP. FY 2006 AIP apportionments were calculated using CY 2004 passenger and all-cargo data.

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. Except where otherwise stated in this report, 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 517 commercial service airports in CY 2004. Of these, 382 had more than 10,000 annual passenger enplanements and were classified as primary airports. In FY 2006, 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. However, if Congress appropriates AIP funding levels below \$3.2 billion, the primary airport annual minimum apportionment is reduced to \$650,000.

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 2004, the 30 large hub airports accounted for approximately 69 percent of all passenger enplanements (484,948,605 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)

- **Medium Hub**

Medium hub airports are defined as airports that individually account for 0.25 percent to 1 percent of the total U.S. passenger enplanements. In CY 2004, there were 37 medium hub airports. Together, they accounted for 20 percent of all enplanements (141,078,743 enplanements). Medium hub airports typically receive substantial amounts of both commercial and general aviation activity.

- **Small Hub**

Small hub airports are defined as airports account for 0.05 percent to 0.25 percent of the total U.S. passenger enplanements. In CY 2004, there were 72 small hub airports that accounted for 8 percent of all enplanements (57,569,857 enplanements). Less than 25 percent of the runway capacity at small hub airports is used by airline operations, so these airports can accommodate general aviation activity.

- **Nonhub Primary**

Commercial service airports that account for less than 0.05 percent of all U.S. commercial passenger enplanements but have at least 10,000 annual enplanements are categorized as nonhub primary airports. In CY 2004, there were 243 nonhub primary airports that together accounted for 3 percent of all enplanements (21,196,521 enplanements). General aviation aircraft accounts for the majority of activity at these airports, in addition, to the small amounts of commercial 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 2004, there were 135 of these airports, and they accounted for 0.1 percent of all enplanements (702,304 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.⁵ 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 100 or more based aircraft or 25,000 annual itinerant operations. In CY 2004, there were 274 reliever airports. All airports that are designated as relievers by FAA are included in the NPIAS.

General Aviation Airports

Communities that do not receive scheduled commercial service or do not meet the criteria for classification as commercial service airport location may be included in the NPIAS as

⁵ 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.

sites for general aviation airports if they account for enough activity (usually at least 10 locally based aircraft) and are at least 20 miles from the nearest NPIAS airport. The activity criterion may be relaxed for remote locations or other mitigating circumstances.

In CY 2004, there were 2,573 general aviation airports. These airports tend to be distributed on a one-per-county basis in rural areas and are often located near the county seat. With an average of 33 based aircraft, they are home to approximately 40 percent of the U.S. general aviation fleet.

Table 2: Distribution of Activity by Airport Type (CY 2004)

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
243	Nonhub Primary	3.0
135	Nonprimary Commercial Service	0.1
274	Relievers	0.0
2,573	General Aviation	0.0
3,364	Existing NPIAS Airports	99.9
16,476	Low-Activity Landing Areas ⁶ (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*.⁷ 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 1.1, FY 2006 AIP apportionments were calculated using CY 2004 passenger and all-cargo data.

Passenger boarding data are derived from information air carriers provide to the Department of Transportation (DOT), including U.S. scheduled and nonscheduled large certificated air carriers, U.S. commuter and small certificated air carriers, and foreign flag air carriers. In addition, FAA conducts an annual survey of air taxi/commercial operators

⁶ Low-Activity Landing Areas typically represent small, privately owned general aviation airports that are not considered by the FAA to have a measurable impact on the overall national aviation system.

⁷ Federal Aviation Administration passenger boardings and all-cargo statistics are available online at http://www.faa.gov/airports_airtraffic/airports/.

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 2006 are provided in the report's appendices. Appendix B provides a detailed history of AIP and the legislative changes that have affected the program since its inception in 1982. In addition, Appendix C provides yearly totals for AIP grant funding authorizations, obligation limitations, and obligations since 1982. Detailed footnotes are provided to indicate changes in legislation or special conditions that affected authorized amounts. Appendix D shows, in table and chart form, the overall AIP totals to date for apportioned and discretionary funds and their sum by development/planning type and funding type.

1.5 AIP Administration

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

Formulas and program set-asides contained in legislation shape and guide the administration of AIP. FAA headquarters staff, with significant input from 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 noise mitigation. They must also meet selection criteria established by Congress in enabling legislation. Headquarters staff further refines these mandates and disseminates them to the regions through program guidance and design criteria. Headquarters then monitors adherence to these directives to ensure conformity and consistency nationwide.

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

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

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

1.5.1 Grant Management Automation System Upgrades

In FY 2001, FAA began an automation effort to upgrade several different databases it uses to manage AIP. The databases were updated to operate on a common, expandable platform so they could eventually be integrated into a single system.

In order to improve staff efficiency in administering AIP, FAA developed a new multifaceted database, the System of Airports Reporting (SOAR). The resulting database provides FAA staff a consistent platform with which to maintain common data elements that were once maintained in three separate databases—the Air Carrier Activity Information System (ACAIS), the National Plan of Integrated Airport Systems—Airports Capital Improvement Plan (NPIAS—ACIP) and the Airport Improvement Program (AIP). SOAR assists FAA in identifying needed airport infrastructure development for the ACIP, as well as serving as an AIP grants management and tracking tool. In FY 2006, the NPIAS Report to Congress was produced for the first time using SOAR.

1.5.2 Competition Plan Streamlining

The Wendell H. Ford Aviation Investment and Reform Act of the 21st Century (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.”

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

Based on the competition plans it has reviewed, FAA believes that most covered airport sponsors are making significant progress in fostering a competitive environment. At the end of FY 2005, the covered airports had filed and received approval of their initial plans and required updates. Information provided in the subsequent plan updates filed by covered airport sponsors indicate that most have successfully implemented many of FAA's recommended changes to their competition plans. Accordingly, in FY 2004, FAA modified the program guidance for covered airport sponsors filing a written plan update on a regular basis by issuing a new program guidance letter (PGL 04-08) that provides revised guidance for filing competition plans and updates.

In accordance with the PGL-04-08, three airports submitted competition plan updates for review: Seattle-Tacoma International (WA), Cleveland-Hopkins International (OH), and Manchester (NH).

Vision 100, P.L. 108-126, added a grant assurance requiring each medium and large hub airport to file a competitive access report (on February 1 and August 1 of each year) if the airport was unable to accommodate an airline's request for access during the previous 6-month period to begin or expand service at the airport. No competitive access reports were filed with FAA during FY 2006.

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Chapter 2: FY 2006 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 an annual fiscal year basis. Funds authorized but remaining after a fiscal year due to appropriations limitations carry forward to future fiscal years unless Congress takes specific action to limit such amounts. During the annual appropriations process, Congress may also limit the funding that may be obligated for grants to an amount that differs from the annual authorization. In addition, Congress may reduce FAA's obligation limit by enacting a government-wide budget rescission.⁸

This chapter summarizes the FY 2006 AIP financial commitments and discusses significant accomplishments relating to the administration of AIP. For more information on each AIP grant FAA awarded in FY 2006, please refer to Appendix I: FY 2006 AIP Grants Awarded and Grant Amounts by Airport Type and State, and Appendix J: AIP Grants Awarded in FY 2006 by State. Appendix I list obligation amounts for grants and amendments, excluding recoveries, and only FY 2006 grants with obligations are shown. Appendix J provides information on all AIP grants awarded in FY 2006, 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 2006, Congress provided \$3.42 billion in available funds for awarding new grants.⁹ However, Congress also authorized FAA to recover funds from prior year grants in which the final costs were less than expected (totaling \$193 million in FY 2006). These recovered funds were reobligated to new projects and to increase the Federal amount to accommodate cost overruns in prior year grants. Consequently, in FY 2006, gross AIP obligations (for 2,059 new grants and 729 grant amendments) amounted to \$3.6 billion, of which \$192.6 million was for increases in prior year grant agreements, known as "upward adjustments" or "amendments."¹⁰

⁸ For more information on the AIP funding and grant process, see FAA Order 5100.38C, Airport Improvement Program Handbook. This order is available online at http://www.faa.gov/airports_airtraffic/airports/.

⁹ This amount is the total AIP amount authorized by legislation less a government-wide budget rescission of 1 percent, administrative expenses, and 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.).

¹⁰ See Appendix A, Glossary, for more definitions of terms specific to AIP.

In brief, 9.5 percent of the grants awarded and 32.6 percent of the corresponding funding financed projects at large and medium hub airports (a 7-percent decrease from FY 2005), leaving over 87 percent of the grants and 65 percent of the funding to support projects at small airports. FAA awarded the remaining 3 percent of the grants and 2 percent of funding to State and local planning agencies to help them better plan and organize additions and improvements to the U.S. aviation system. Table 3 details the distribution of FY 2006 grants by airport funding categories.

Table 3: AIP Funding Distribution Summary for FY 2006¹¹

Funding Category	Number of Grants Awarded	Percent of Total Grants	Obligated Amounts (millions)	Percent of Total Obligated Amounts
Large Airports				
Primary Large Hub Airports	102	5.0	\$705.4	20.7
Primary Medium Hub Airports	94	4.6	\$407.4	11.9
Large Airports Subtotal:	196	9.5	\$1,112.9	32.6
Small Airports				
Primary Small Hub Airports	143	6.9	\$474.3	13.9
Primary Nonhub Airports	297	14.4	\$639.8	18.8
Nonprimary Commercial Service Airports	70	3.4	\$91.6	2.7
Reliever Airports	179	8.7	\$219.1	6.4
Other General Aviation Airports	1,074	52.2	\$531.8	15.6
State Block Grant Program	28	1.4	\$231.3	6.8
State Sponsored: Various Locations	14	0.7	\$33.8	1.0
Small Airports Subtotal:	1,805	87.7	\$2,221.7	65.1
Airport System Planning				
Planning Agencies and Other	28	1.4	\$66.4	1.9
State Sponsored: Other Locations	30	1.5	\$10.4	0.3
System Planning Subtotal:	58	2.8	\$76.8	2.3
Total:	2,059	100.0	\$3,411.4	100.0

As in previous fiscal years, the largest portion of AIP grants issued by FAA funded reconstruction, rehabilitation, and standards projects. In FY 2006, FAA directed 65.9 percent of AIP funds, totaling \$2.2 billion, to such projects. These projects included the construction and repair of runways, taxiways, and other airfield facilities and the purchase of certain equipment to ensure compliance with FAA standards and regulations.

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

¹¹ Subtotals and totals may not add due to rounding.

of FAA performance goals tied to AIP). FAA has an important long-term goal to improve 100 percent of Runway Safety Areas (RSA)¹² at 14 CFR Part 139 certificated airports to meet standards or to the extent practicable by 2015. In FY 2006, FAA continued to make progress on improving RSAs and granted approximately \$244 million in AIP funds on RSA improvements. These funds allowed airport sponsors to complete improvements on 39 RSAs, thereby exceeding the FY 2006 goal to complete improvements on at least 34 RSAs.

In addition to funding construction, rehabilitation, and other development projects, FAA issued 90 grants, totaling \$305 million, specifically for noise compatibility projects in FY 2006. These projects included the purchase of noise-impacted land adjacent to airports, soundproofing residences and schools, and other efforts to reduce adverse impacts of noise.

In FY 2006, AIP funded certain airport security projects but not at the same levels as in previous fiscal years. Per the authorizing statute, AIP funds are limited to security projects required under Title 49, Code of Federal Regulations (CFR), Part 1542, Airport Security (49 CFR Part 1542). In FY 2006, FAA issued 126 grants totaling \$59.8 million for security projects.

¹² 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).

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Chapter 3: Annual AIP Funding

Congress authorizes AIP contract authority, which permits FAA, through AIP, to distribute funds from the Trust Fund. This contract authority is contained in Chapter 481 of Title 49 U.S.C. and has been amended numerous times since 1982. The amounts Congress authorized for obligation rose from \$450 million in FY 1982 to \$2.97 billion in FY 1994,¹³ declined to \$2.16 billion in FY 1995, and then rose steadily to \$2.47 billion in FY 2000. Under AIR-21, AIP authorizations increased to \$3.2 billion in FY 2001, \$3.3 billion in FY 2002, and \$3.4 billion in FY 2003. Vision 100 authorized AIP contract authority for FY 2004 through FY 2007.

Historical AIP authorization and amounts available to AIP from FY 1982 through FY 2006 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.¹⁴ For example, the amount authorized under Title 49 U.S.C. for FY 2000 was \$2.47 billion. In that year’s appropriations bill, however, Congress placed an obligation limitation of \$1.95 billion against the authorized amount. Moreover, of the \$1.95 billion obligation limitation, only \$1.85 billion was available to AIP. The remaining \$100 million was used to fund the administrative expenses of FAA’s Office of Airports (\$45 million) and FAA’s share of a government-wide budget rescission (\$55 million).

Since the enactment of AIR-21, the obligation limitation for each year has closely tracked the authorized amount. For FY 2006, however, Vision 100 authorized \$3.6 billion in contract authority for AIP and the 2006 appropriation provided an obligation limitation of \$3.55 billion, not including a 1 percent rescission. From this amount, FAA funded administrative expenses, the Small Community Air Service Development Program and other research and development benefiting the airport community. The net funding amount for AIP grants totaled \$3.42 billion.

¹³ According to the Office of Management and Budget, with concurrence by the Congressional Budget Office, the total amount authorized in FY 1994 was \$2.97 billion, even though it appeared that \$2.161 billion was the amount authorized. This was due to the combination of the lapse of AIP authority after FY 1993 and amendments extending the program in May 1994 and August 1994.

¹⁴ The Grants-in-Aid for Airports section of the annual appropriation acts establishes the maximum FAA can obligate for AIP grants. This is commonly known as the obligation limitation. That section also provides an appropriation for liquidating AIP obligations.

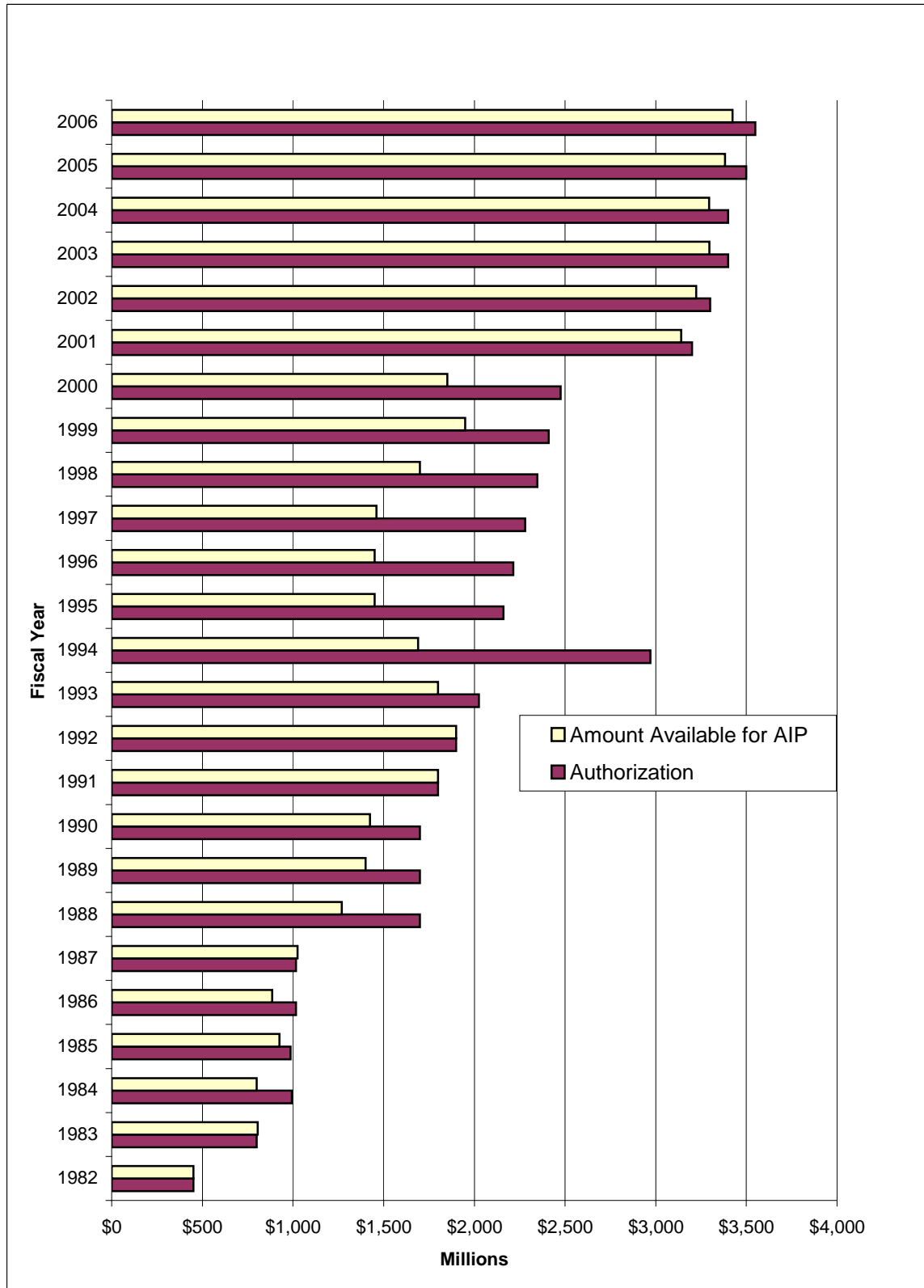
Of the \$3.6 billion authorized in FY 2006, \$70.4 million was used to fund the administrative expenses of FAA's Office of Airports,¹⁵ and \$9.9 million was used to fund the Small Community Air Service Development Program.¹⁶ Additionally, the overall authorized amount was reduced by \$35.5 million due to a governmentwide rescission of 1 percent. The remaining \$3.42 billion was made available for AIP grants. This amount, in addition to the \$193.4 million in recovered funds from previous fiscal years, resulted in a total of \$3.6 billion being available for AIP grants in FY 2006 (see Table 3: AIP Funding Distribution Plan for FY 2006).

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

¹⁵ Under the Grants-in-Aid for Airports section of the annual appropriation acts, Congress continues to fund administrative expenses for the FAA's Office of Airports.

¹⁶ The Small Community Air Service Development Program is a program managed by DOT in which grants are awarded to small communities seeking to improve air carrier service; per Section 41743 of Title 49 U.S.C.

Figure 1: Yearly AIP Authorizations and Amounts Available for AIP



3.1 Distribution of Apportioned Funds

Statutory provisions require AIP funds to be apportioned by formula each year to specific airport sponsors, types of airports, or States. These funds are more commonly referred to as “entitlement funds.” Such funds are available to large, medium, and small hub and non-hub airport sponsors in the year they are first apportioned, and if unused, they remain available for the 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 2006, there were 382 primary airports. These airports boarded 704,793,726 passengers in CY 2004, the year used to determine FY 2006 primary airport entitlement funds. Each primary airport’s entitlement funds are based on the number of passenger boardings at the airport. The minimum amount of entitlement funds apportioned to the airport sponsor of a primary airport is \$650,000 and the maximum is \$22,000,000. As prescribed by the authorizing statute, FAA calculates individual airport annual entitlement funds as follows:

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

Under the authorizing statute, individual entitlements are doubled (with a maximum of \$26 million and a minimum of \$1 million per airport sponsor) if AIP funding in a fiscal year is at least \$3.2 billion. Based on these criteria, FAA calculated FY 2006 entitlement funds available to primary airports to be \$886.5 million.

In addition, Vision 100 directed FAA to calculate entitlement funds for certain airports that do not meet the definition of primary airports. These airports, known as “virtual” primary airports, did not have more than 10,000 enplanements in CY 2004 but, by legislative exception, received entitlement funds in the current fiscal year based on prior year enplanements. Vision 100 specified that for airports boarding fewer than 10,000 passengers in CY 2002 or CY 2003 as the result of the terrorist attacks of September 11, 2001, FAA could use CY 2000 or CY 2001 enplanement numbers if they were greater than prior calendar year enplanements to calculate FY 2005 passenger entitlements. In FY 2006 Congress retained the virtual primary subsidy, but lowered the apportionment amounts from \$1 million to \$500,000 for airports meeting the virtual primary criteria.

In FY 2006, there were 44 “virtual” primary airports to which \$22 million in entitlement funds were available. This amount was in addition to the “virtual” primary entitlement funds carried over from the previous fiscal year.

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 2006, 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 2006, 61 of the 67 large and medium hub airports had a PFC in place, and all were subject to these reductions. Of these 61 airports, the following applied:

- 23 airports were subject to the 50-percent reduction in entitlements
- 38 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 2006, FAA redistributed \$429.7 million to the Small Airport Fund. Of this total, 14 percent was assigned to small hub airports (\$61.4 million), 57 percent was assigned to nonhub primary and nonprimary commercial service (\$245.5 million), and 29 percent was assigned to general aviation/reliever airports (\$122.8 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 2006, 12.5 percent of redistributed apportionments equaled \$61.4 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 2006, there

were 114 airports that qualified as cargo service airports, which shared the 3.5 percent of funding, totaling \$119.9 million.

3.1.4 State/Insular Areas

Since FY 2001, a total of 20 percent of the annual amount Congress makes available for AIP grants has been apportioned for use at nonprimary commercial service, general aviation, and reliever airports within the States and insular areas. These airports are collectively referred to as nonprimary airports (see Section 1.2, Airport Categories). Out of this amount, nonprimary airports are entitled to an individual apportionment based on the lesser of one-fifth of the airport's 5-year capital needs as identified in FAA's NPIAS or \$150,000. Under this funding entitlement, \$384.8 million was available to nonprimary airports for obligation in FY 2006. (Under the authorizing statute, if AIP funding drops below \$3.2 billion, the State apportionment is reduced to 18.5 percent, and the nonprimary airports are not provided an individual apportionment.)

Of the amount remaining after allocation of individual nonprimary apportionments, 99.38 percent was apportioned to airports within the 50 States, the District of Columbia, and Puerto Rico, which are treated as States for the purposes of this apportionment. 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. The formula for distribution of funds to States is based on the proportions of both the land area of each State to the total land area of all States, and the population of each State to the population of all States. FAA works closely with airport sponsors and state aviation agencies on the use of funds in each State. However, FAA relies on the eight participating states in the State Block Grant Program¹⁷ (See Chapter 5) to distribute their own funds. This exercise in partnership assures that critical project needs are identified and funded within the States. In FY 2006, \$1.86 million was made available for obligation to the insular areas and \$298.21 million was available to the States, the District of Columbia, and Puerto Rico.

¹⁷ Per the authorizing statute, the State Block Grant Program (SBGP) allows certain States to assume responsibility for administering AIP grants at airports classified as other than primary airports. States participating in the State Block Grant Program administer funding of nonprimary commercial service, reliever, and general aviation airports (see Chapter 5: State Block Grant Program). In FY 2006, there were 8 States included in the SBGP.

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 2006, 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-asides amounts to assure specified minimum funding levels are achieved, as follows:

- **Noise:** An amount equal to 35 percent of the discretionary fund (\$297.6 million in FY 2006) 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 2006, FAA issued 90 noise grants totaling \$305 million.
- **Military Airports Program (MAP):** FAA reserved 4 percent of the discretionary fund, amounting to \$34 million in FY 2006 as a minimum, for the MAP.¹⁸ MAP airport sponsors received an additional \$9 million in AIP discretionary funds, for a total of \$43 million in FY 2006.
- **Reliever:** An amount equal to two-thirds of 1 percent is to be made available for grants to airport sponsors of reliever airports that have (1) more than 75,000 annual operations, (2) a minimum usable runway length of 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 of Transportation or that have been designated by the Secretary of Transportation as reliever airports. (This set-aside is not provided if AIP is less than \$3.2 billion.) In FY 2006, 37 eligible airports met these criteria and an amount of \$5.6 million, as a minimum was set-aside for the sponsors of these airports. The actual amount of AIP funding awarded to these sponsors in FY 2006 exceeded the set-aside amount by \$16.9 million, for a total of \$22.5 million.

¹⁸ 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).

- **Capacity/Safety/Security/Noise (C/S/S/N):** Of the remaining discretionary funds (\$513.1 million), FAA reserved 75 percent, or \$384.8 million, for C/S/S/N projects in FY 2006; \$845.2 million in discretionary funds were actually awarded to these projects. The final 25 percent of the remaining discretionary funds (\$128.3 million) was available for any eligible project at any airport included in the NPIAS.

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

Table 4: AIP Funding Distribution Plan for FY 2006
(\$ Millions)

Authorized by Legislation		3,550.0
Available for AIP Authorized		3,550.0
Less:		
Government-wide Budget Rescission (1%)		35.5
Small Community Air Service Dev. Program		9.9
Administrative Expenses		70.4
Research and Development (ACRP)		9.9
Total Available for AIP Grants		3,424.3
FUNDING DISTRIBUTION		
Entitlements/Appportionments		
Primary Airports		886.5
Cargo (3.5% of total available for AIP grants)		119.9
Alaska Supplemental States (20% of total available for AIP grants)		21.3
Nonprimary Entitlement	384.8	
State Apportionment by Formula	<u>300.1</u>	
	684.9	684.9
Carryover Entitlement		431.7
Subtotal Entitlements		2,144.3
Small Airport Fund		
Nonhub Airports		245.5
Noncommercial Service		122.8
Small Hub		61.4
Subtotal Small Airport Fund		429.7
Subtotal Nondiscretionary		2,574.0
DISCRETIONARY		
Noise (35% of discretionary funds)		297.6
Reliever (0.66% of discretionary funds)		5.6
MAP (4% of discretionary funds)		34.0
Subtotal Discretionary Set-asides		337.2
C/S/S/N		384.8
Remaining Discretionary		128.3
Subtotal Other Discretionary		513.1
Subtotal Discretionary		850.4
Funding Distribution Total for Fiscal Year Funds		3,424.3
Recovery Ceiling Authorized for Reobligations		193.4
Total Authorized Obligation Level		3,617.7

3.3 Carryover Funds

Carryover entitlements are funds that FAA allocates to a State or an airport sponsor pursuant to formulas specified in the authorizing statute. AIP legislation specifies that entitlement funds will remain available to a specific State for 2 years after the year of apportionment and to an airport sponsor for 2 or 3 years after the year of apportionment depending on the category of airport. For a variety of reasons, a State or airport sponsor may elect not to use their entitlements in the fiscal year in which FAA makes the funds available. These unused entitlement funds are called "carryover entitlements." FAA redistributes carryover entitlements to other airport sponsors as discretionary funds. Then, in the subsequent fiscal year, FAA makes the carryover entitlements available to the original airport sponsor for financial obligations; however, carryover entitlements that extend beyond the 2- to 3-year life cycle expire.

Because the unexpired carryover 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. In FY 2006, unexpired carryover entitlement funds totaled \$431.7 million, which accounted for over 12 percent of the total AIP.

While carryover funds increase the discretionary funding in the current fiscal year, they reduce the amount of discretionary funds available in a subsequent fiscal year. The authorizing statute requires FAA to fund carryover amounts before all other AIP apportionment and set-aside commitments. Discretionary set-asides specified in the authorizing statute (minimum funding levels for noise projects, certain reliever airports, and the MAP) are particularly sensitive to increases in carryover amounts. FAA calculates set-aside funds as a percentage of the available discretionary funds and establishes the level of discretionary funds after carryover funds are deducted from the total AIP.

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 2006, FAA apportioned \$384.8 million in entitlement funds to 2,673 NPE airports. Of these NPE airports, 1,187 carried over \$247.6¹⁹ million of the total \$447.8 million of FY 2006 entitlement funds carried over into the FY 2007. The NPE carryover amounts were 55 percent of all FY 2006 carryover funds and resulted in total carryover funds representing 13 percent of the total AIP.

¹⁹ The \$247.6 million in carryover funds for NPE airports comprises entitlement funds carried over from several fiscal years, including FY 2003 through FY 2005.

3.4 Federal Share of AIP Projects

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

In FY 2006, this increase in Federal share resulted in FAA redirecting \$201.5 million away from capital projects to cover the additional 5 percent that otherwise would be funded by the airport sponsor.

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Chapter 4: Airports Capital Improvement Plan (ACIP)

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

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

Investment decisions are made using structured selection criteria that 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. 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.

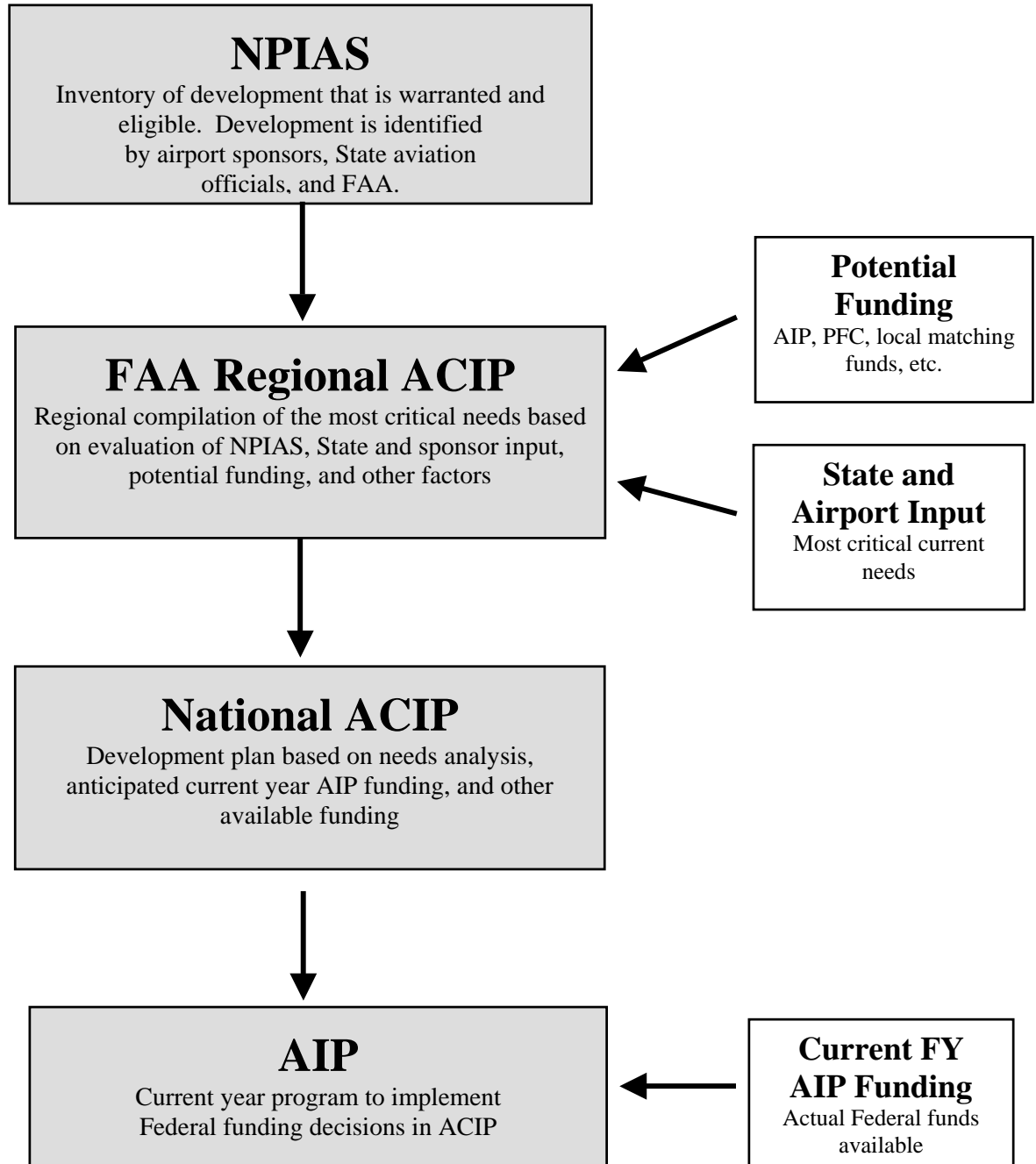
FAA creates an ACIP using a process consisting of three filters. The first filter occurs at the regional and field office level of FAA where project engineers and planners develop a district or regional ACIP, incorporating input from airport operators and States. During this process, airport development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

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

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

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

Figure 2: Airports Capital Improvement Plan (ACIP) Process



4.2 Benefit-Cost Analysis

In addition to priority ratings, FAA requires the airport sponsor to complete a benefit-cost analysis (BCA) for projects issued a letter of intent (LOI) (see Chapter 7: Letter of Intent) and capacity projects exceeding \$5 million in discretionary funds over the life of the project. FAA does not conduct a BCA for other AIP projects because the authorizing statute exempts certain projects (such as noise projects) from the BCA process or the underlying value of this type of project has already been subject to economic evaluations required through the regulatory proposal or amendment process.²⁰

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

Using requirements developed by FAA, the airport sponsor conducts a BCA. 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 a Letter of 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.

²⁰ To be eligible for Federal funds, certain AIP projects must comply with Federal regulations, including 14 CFR Part 139, Certification of Airports, and 49 CFR Part 1542, Airport Security, and associated FAA standards and policies. When Federal regulations are proposed or amended, the Federal government must complete a regulatory evaluation to determine the costs and benefits of any proposed new or amended requirements. The public is provided an opportunity to comment on such evaluations.

In FY 2006, FAA completed the review of 4 BCAs for capital projects to be funded in future fiscal years. The estimated total cost for these proposed capital projects totaled \$90 million, of which at least \$20 million is requested from AIP discretionary funds. FAA does not track the net benefits actually achieved after projects are completed. Benefits will not be realized until a project is completed and commissioned, which may be years after the BCA was completed. In addition, the benefits may be realized over a 20-year period and may vary from forecast results in the BCA for reasons having nothing to do with the quality of the BCA itself.

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Chapter 5: State Block Grant Program

Requirements for the State Block Grant Program are contained in 14 CFR Part 156, State Block Grant Pilot Program. 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 and for ongoing project administration. A national priority system for funds distributed at the discretion of the Secretary of Transportation has been established to provide uniform criteria so funding is used more efficiently by the States.

The national priority system is available for considering use of entitlement funds and block grants. 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 the objectives of non-Federal entities are considered in project selection, the application of the national priority system is flexible as allowed under FAA Order 5100.39, Airports Capital Improvement Plan.

FAA initiated this program in 1989 with three States: Illinois, Missouri, and North Carolina. Currently nine states participate in the program—the original three States plus Michigan, New Jersey, Texas, Wisconsin, Pennsylvania, and Tennessee. Since the enactment of AIR-21, 10 states have been authorized to participate in the State Block Grant Program. FAA is willing to accept applications for an opening in the program at any time.

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 by FY 2007. New Jersey’s withdrawal is due to changes in the State’s aviation agency programs.

For FY 2006, FAA granted \$231.3 million in State apportionment and discretionary funds under the State Block Grant Program. Table 5: State Block Grant Totals for FY 2006 provides a breakdown of these funds by State.

Table 5: State Block Grant Totals for FY 2006

State	Block Grant Funds		State Total
	Apportionment ²¹	Discretionary	
Illinois	\$18,047,721	\$14,649,030	\$32,696,751
Michigan	\$20,240,870	\$13,368,000	\$33,608,870
Missouri	\$15,750,377	\$5,557,087	\$21,307,464
North Carolina	\$15,469,868	\$3,350,100	\$18,819,968
Pennsylvania	\$12,719,804	\$4,302,261	\$17,022,065
Tennessee	\$14,031,106	\$0	\$14,031,106
Texas	\$41,955,299	\$15,468,350	\$57,423,649
Wisconsin	\$16,624,280	\$19,759,186	\$36,383,466
State Block Grant Total:	\$ 154,839,325	\$ 76,454,014	\$231,293,339

²¹ 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 of the United States Code (U.S.C.) Congress has authorized the Military Airport Program (MAP) for the purpose of providing additional airport capacity to the U.S. airport system. The MAP, a funding set-aside of the discretionary portion of AIP, provides financial assistance for capacity and/or conversion-related projects at current joint-use or former military airports. Joint-use military airports are those military airports where the U.S. Government leases a portion of the airport to a civil airport sponsor.

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 also frequently need to be changed to meet the requirements of 14 CFR Part 139, Certification of Airports, if certain air carriers use the airport. In addition, the civil airport sponsor may need to build additional infrastructure, such as roads, parking lots, hangers, 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, cargo buildings up to 50,000 square feet, and utilities. Many of these projects are needed to upgrade a former military airfield to accommodate the needs of civil tenants and to make civil operation economically viable. Examples include projects for upgrading hangars to meet local building code requirements (such as fire, safety, and access for the disabled) and projects to upgrade and separate utility systems (including older central above-ground heating systems).

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

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

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.

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 certain airports that have been carried forward from the previous year, airports that had been designated at one time and are now being reconsidered for participation in the program, and others that will be new entrants into the program. Designated airports remain eligible to participate in the program for up to 5 consecutive fiscal years following their initial designation.

Of the 15 slots authorized, 9 were filled by airports carried forward from the previous year and 6 slots were available to be filled in FY 2006. FAA received a total of 8 applications for these 6 available slots and filled 5 of them. From these applications, the Secretary selected Waynesville Regional Airport at Fort Leonard Wood, Missouri; Stewart International Airport in Newburgh, New York; Sacramento Mather Field in Sacramento, California; San Bernardino International in San Bernardino, California; and Southern California Logistics Airport in Victorville California. Waynesville Regional, Stewart International, and Sacramento Mather were designated for 3-year terms in the MAP. San Bernardino International was designated for a 4-year term and Southern California Logistics was designated for a 1-year term. Waynesville Regional is a first time participant in the MAP. The remaining sites had previously already been in the MAP for at least one term.

Table 6: MAP Selected Locations and Funds Awarded in FY 2006 lists the MAP discretionary, non-MAP discretionary and entitlement amounts FAA awarded to sponsors of FY 2006 MAP airports. AIP funds to MAP airports in FY 2006 totaled \$58 million, exceeding the \$34 million set-aside required by the authorizing statute.

Table 6: MAP Selected Locations and Funds Awarded in FY 2006

Airport Name	City	St	MAP Discretionary Funds	Non-MAP Discretionary Funds	AIP Entitlement Funds	Total
Cecil Field	Jacksonville	FL	\$3,238,963	\$0	\$150,000	\$3,388,963
Griffiss Airpark	Rome	NY	\$8,000,200	\$156,750	\$300,000	\$8,456,950
Guam Int'l	Agana	GU	\$0	\$5,000,000	\$4,493,137	\$9,493,137
Kalaeloa	Kapolei	HI	\$3,666,667	\$0	\$150,000	\$3,816,667
Sacramento Mather Field	Sacramento	CA	\$380,000	\$0	\$0	\$380,000
Okaloosa/Eglin AFB	Valparaiso	FL	\$0	\$0	\$3,451,736	\$3,451,736
Plattsburgh Int'l	Plattsburgh	NY	\$3,275,100	\$0	\$0	\$3,275,100
Rickenbacker	Columbus	OH	\$4,685,832	\$0	\$1,060,039	\$5,745,871
San Bernardino Int'l	San Bernardino	CA	\$600,000	\$0	\$3,705,000	\$4,305,000
Sawyer	Marquette	MI	\$2,055,000	\$0	\$736,500	\$2,791,500
Southern California Logistics	Victorville	CA	\$1,687,029	\$0	\$2,000,000	\$3,687,029
Stewart Int'l	Newburgh	NY	\$310,000	\$1,696,034	\$1,347,659	\$8,456,950
Waynesville Regional*	Fort Leonard Wood	MO	\$734,300	\$0	\$0	\$734,300
Williams Gateway	Phoenix	AZ	\$2,276,417	\$2,193,984	\$721,016	\$5,191,417
Total			\$34,014,008	\$9,046,768	\$15,010,087	\$58,070,863

* Denotes a new MAP airport authorized in FY 2006.

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Chapter 7: Letter of Intent (LOI) Program

FAA is authorized to issue a letter of intent (LOI) for certain airport development projects when current obligating authority is not timely or adequate to meet an airport sponsor's desired timing for a project. Under this provision, an airport sponsor of a commercial service or reliever airport may notify FAA of an intention to carry out a project in advance of Federal funds and request that FAA issue an LOI. FAA evaluates the proposal and, if approved, issues a letter stating the reimbursement will be made according to a given schedule as funds become available. The LOI indicates Federal approval to an airport sponsor of a proposed project's scope and the timing for its accomplishment. It also indicates Federal intent to fund the project in subsequent years, subject to the future availability of AIP funds.

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

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

An airport sponsor that receives an LOI may proceed with the project without waiting for future AIP grants, and all allowable costs in the LOI related to the airport development remain eligible for reimbursement. However, an LOI is not an obligation of Federal funds and is subject to availability of AIP funding.

Below is a brief summary of the LOI program for FY 2006. (For additional information, please refer to Appendix F: Letter of Intent Payments for FY 2006 and Appendix G: Letter of Intent Commitments by Fiscal Year.) Appendix F shows locations awarded grants associated with LOIs during FY 2006 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 2006, LOI payments totaled \$274.8 million in discretionary funds and \$83.2 million in airport sponsor entitlements. At the end of FY 2006, there were 35 open LOIs with

payment schedules totaling \$1.6 billion (\$1.2 billion in discretionary and \$376.5 million in entitlement funds) remaining and extending from FY 2007 through FY 2020. During FY 2006, no new LOIs were approved nor were any closed out.

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, and to projects leading to airport noise reductions. Such projects include the construction and improvement of runways, taxiways, and air carrier aprons at many capacity-constrained airports. These AIP goals also support the Department's *National Strategy to Reduce Congestion on America's Transportation Network*.

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

In FY 2006, the amount available for AIP obligations was \$3.42 billion, and the corresponding amount set aside for C/S/S/N projects was formulated to be a minimum of \$384.8 million or 11 percent of the annual AIP (see Table 4: AIP Funding Distribution Plan for FY 2006).

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 to the airport system, and so these types of projects are often funded from discretionary AIP funds. The extra funds include a portion of unused funds recovered from other projects' grants (\$193 million in FY 2006). Accordingly, in FY 2006, FAA awarded AIP grants totaling \$845.2 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.

Some of the more significant FY 2006 C/S/S/N projects, or projects with the potential to develop into future C/S/S/N projects, include the following:

- **Boston-Logan International Airport, Boston, MA:** The new Runway 14/32 opened in November 2006. It is 5,000 feet long and 150 feet wide and will be utilized largely

by regional air carrier airlines. This runway is included in FAA's Operational Evolution Plan (OEP).²²

- **Chicago Midway International Airport**, Chicago, IL: In December 2005, a Southwest Airlines flight landing on Runway 31C during a snowstorm left the end of the runway pavement and collided with vehicles on a public road beyond the 13C end of the runway, at the northwest corner of the airport. This accident led to renewed focus on the nonstandard Runway Safety Areas (RSAs) on the two main runways at Chicago Midway (13C/31C and 4R/22L).

The city of Chicago requested Federal funding to support installation of Engineered Materials Arresting Systems (EMAS) for each end of the two main runways. The FAA awarded an AIP grant to the City in June 2006 for \$15 million to support the first phase of the EMAS installation, scheduled for completion in FY 2007.

Unrelated to the RSAs, FAA also awarded a \$12 million grant to Chicago Midway International Airport in FY 2006 under an existing LOI. To date, FAA has awarded \$82 million of the total \$96 million commitment, with the final disbursement scheduled for FY 2007, subject to the availability of funds. In addition, FAA also awarded more than \$49.6 million in discretionary funding in FY 2006 for noise mitigation at the airport.

- **Chicago O'Hare International Airport**, Chicago, IL: Early in FY 2006, FAA signed a 15-year, \$337 million LOI in support of the O'Hare Modernization Program, a major airfield reconfiguration that received environmental approval in FY 2005. Later in FY 2006, FAA issued the first grant under the LOI, for \$29.3 million, to support site preparation work for Runway 9L/27R. The city initiated site preparation and enabling projects for the new runway and a 2,856-foot extension of existing Runway 9R/27L (future Runway 10L/28R). Both are scheduled to be complete and commissioned in November 2008.

In addition, as part of the airport reconfiguration, the city began the required acquisition of adjacent property and as of September 2006, had acquired 274 of the 611 parcels needed in the Village of Bensenville. FAA also awarded AIP grants totaling more than \$17.6 million for noise mitigation, including both residential and school soundproofing.

Unrelated to the O'Hare Modernization Program, FAA awarded an AIP grant for more than \$10.6 million to support reconstruction of existing Runway 4R/22L. This runway plays a key role in many of the airport's operating configurations and will remain a permanent component of the reconfigured airfield.

²² The National Airspace System Operational Evolution Plan (OEP) is the FAA's plan to improve capacity and efficiency in the national airspace system over the next 10 years. The OEP is available online at <http://www.faa.gov/programs/oep/>.

- **Cleveland Hopkins International Airport**, Cleveland, OH: This LOI supports the phased replacement of Runway 5L/23R with new Runway 6L/24R which was completed in FY 2005, supported by a LOI for \$148 million of the \$500 million project cost. During FY 2006, work continued on another important element of the airfield reconfiguration—namely, the elimination of the intersection between Runway 6R/24L and Runway 10/28. This will be accomplished by extending Runway 6R/24L to the southwest and truncating its northeast end, providing additional capacity, reducing the possibility of runway incursions and providing a standard RSA. Early in FY 2006, the FAA approved an amendment to the original \$148 million LOI, providing an additional \$33.4 million in AIP discretionary funding over 6 years. To date, FAA has awarded grants totaling more than \$79.2 million under the LOI, and more than \$30 million additional in discretionary for noise mitigation.
- **Cincinnati-Northern Kentucky International Airport**, Covington, KY: A new 8,000-foot by 150-foot third parallel runway spaced 4,300 feet west of the existing parallel runways opened in December 2005. Included in FAA's OEP, this new runway and the existing two parallel runways provided the airport with the ability to operate triple simultaneous instrument approaches in Category (CAT) I weather conditions in both the north and south flow of traffic and down to CAT III weather conditions in the north flow of traffic. The triple simultaneous approaches are authorized for closely spaced runways, the first in the United States to operate with separations of less than 5,000 feet. The total construction cost of the project is estimated to be \$237 million, and total cost including financing is approximately \$380 million. LOI grants of \$25 million were issued in FY 2006. The total LOI committed to this project from FY 2003 to FY 2012 is \$131.7 million. A PFC for the project-related cost (including financing) was approved for approximately \$250 million. The new runway is scheduled to open in early FY 2007.
- **Dallas/Fort Worth International Airport**, Dallas/Fort Worth, TX: In FY 2006, an AIP grant in the amount of \$24.9 million was issued to assist with the first phase of construction for the end-around taxiway system at the Southeast Quadrant. The taxiway will be a safety enhancement reducing the number of runway crossings, as well as, provide capacity benefits by reducing departure delays. The end-around taxiway system is anticipated to reduce runway crossings by 1,700 per day. Additional AIP funding is anticipated in FY 2007 to complete the Southeast Quadrant. Construction of the taxiway is scheduled for completion in September 2008.
- **Detroit Metropolitan Wayne County Airport**, Detroit, MI: During FY 2006, FAA awarded more than \$40 million in AIP grants to Detroit Metro, including more than \$12.9 million in discretionary funds disbursed under a \$300 million LOI that supported the construction of two new runways at this OEP airport, the later of which was commissioned in 2001. There are still two disbursements of discretionary funds pending under that LOI, scheduled for FY 2007 and FY 2008. Other discretionary funds awarded in FY 2006 included more than \$11.8 million towards the rehabilitation of Runway 3R/21L, and \$9.8 million for continued noise mitigation.

- **Hartsfield-Jackson Atlanta International Airport, Atlanta, GA:** A new 9,000-foot by 150-foot fifth parallel runway spaced 4,200 feet south of the existing parallel runways was commissioned on June 8, 2006 with Category I and II capabilities. In FY 2006, FAA issued an AIP grant for \$27.7 million for the construction of this new runway. Included in FAA's OEP, this new runway will allow triple independent simultaneous instrument approaches. The new runway is capable of both arrivals and departures in all weather conditions down to Category II minimums, however it is used primarily for arrivals. The FAA's Benchmark Capacity Study estimates the new runway will increase the airport's capacity by up to 32 percent in optimum weather conditions, and by 28 percent in adverse weather conditions. FAA financial support is being provided via two LOIs for a combined total of \$179 million of the overall \$1.3 billion project cost.

FAA approved an LOI for \$27 million to aid in funding the construction of an end-around taxiway (Taxiway V) on the Runway 8R approach end. A grant for \$7 million was issued in FY 2006 at the beginning of the project construction. Taxiway V will decrease departure delays for Runway 26L by approximately 7.6 minutes per departure delay. As a result, there will be less, if any, need to divert Runway 26L departures to Runway 27R thereby allowing a decrease in Runway 27R departure delays of 1.7 minutes per departure. The delay savings range from \$27 million per year based on simulations prepared by the airport to as high as \$50 million per year in savings based on aircraft operations savings (costs of fuel and crew) as indicated by simulations conducted by Delta Airlines. Ultimately, the construction of Taxiway V will eliminate approximately 600 daily runway crossings at the airport enhancing both safety and airfield capacity.

- **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 \$17.8 million was issued for the project in FY 2006 and the total LOI 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 Regional Implementation Study/Strategic Action Plan, Los Angeles Metropolitan area:** The Southern California Association of Governments (SCAG) initiated a study in FY 2004 utilizing AIP funds. The study is based on the aviation component of SCAG's 2004 Regional Transportation Plan, which proposes to accommodate a total regional air passenger demand of 85 million enplanements by 2030. The Regional Implementation Study, completed in September 2005, evaluated approaches to regional airport and ground access governance and recommended implementation of a management structure appropriate for the SCAG region. The Regional Aviation Strategic Action Plan will identify the means by which to implement the study's recommendations. Work on the Regional Aviation Strategic Action Plan is

scheduled for completion in FY 2007. The total grant amount for the study and action plan is \$833,000.

- **Louisville International Airport, Standiford Field, Louisville, Kentucky:** The construction of a new full parallel taxiway to Runway 17L/36R is underway. The taxiway will be located 556 feet from the runway centerline on the West side of the airfield. The need was associated with the planned operation of Group VI aircraft and the taxiway construction will enable the operation of this aircraft group without interference with other aircrafts. The total estimated construction costs are approximately \$15 million. The first phase was funded in FY 2006 with \$6.8 million of entitlement dollars
- **Minneapolis-St. Paul International Airport, Minneapolis, MN:** Early in FY 2006, the new Runway 17/35 opened. The new OEP runway is 8,000 feet long and allows the airport to increase airport capacity between 26 and 29 percent by operating the new runway nearly independently of the existing parallel runways. Although originally planned to be a CAT I instrument landing system (ILS) runway, Runway 35 opened with CAT II/III approaches allowing significantly lower landing minimums. In 1999, FAA approved an LOI to provide \$95 million in Federal funding over 12 years, compared to a total project cost of \$594 million. Through FY 2006, FAA has disbursed \$73 million under the LOI, as planned, with the remaining disbursement schedule concluding in 2010.

In addition, since the beginning of the new Runway 17/35 project, FAA has awarded more than \$73.2 million in discretionary funding for noise mitigation. During the same period, the FAA has also awarded more than \$36 million in discretionary funding for other projects at the airport, including security enhancements; runway, taxiway and apron rehabilitation; RSA construction; and a deicing containment facility.

- **Myrtle Beach International, Myrtle Beach, SC.** The airport sponsor is constructing a new terminal building to meet current and future demand. FAA approved an LOI for \$39 million to aid in funding the construction of associated terminal apron and taxiway improvements.
- **New England Regional Aviation System Plan, New England region:** In FY 2006 the technical work was completed on this multi-state aviation system plan. Using advanced forecast methods, extensive coordination with State aviation officials and a unique peer-review process, this two-phase study estimated forecast demand at 11 key regional airports, including Boston-Logan International, Manchester (NH), Providence/T.F. Green (RI), and Windsor Locks/Bradley (CT) airports. The results of these forecasts will be used to help shape a regional approach to meeting long-term aviation demand. The study also identified critical regional aviation planning issues, and provided strategies for addressing these issues. In FY 2007, the study will conclude with numerous regional briefings and meetings. Two FAA grants for both phases totaled \$2.5 million.

- **New York City Regional Air Service Demand Study, Phase I**, New York City region: In FY 2006, a study was commenced to analyze strategies and policies to address the increasing demand for passenger air service at the three Port Authority of New York and New Jersey (PANYNJ) airports—John F. Kennedy International, Newark Liberty International, and LaGuardia Airport. The study considered the opportunities and limitations of these three metropolitan large hub commercial airports, as well as the surrounding regional airports, including Stewart International, Westchester County, and Long Island/MacArthur Airports in New York State; Trenton and Atlantic City International Airports in New Jersey; and Lehigh Valley International Airport in Pennsylvania. The study involves three separate grants with the PANYNJ, the New York State Department of Transportation’s Aviation Bureau, and the Delaware Valley Regional Planning Commission. The study consists of (1) a survey of passengers, (2) a forecast of passengers and operations activity, (3) a forecast of origins and destination volumes, (4) a projection of carrier schedules, and (5) an assessment of the system’s airports capacity. In FY 2006, forecasts and capacity assessments were completed for all nine airports. The only remaining study task is preparation of the final report which will be completed in May 2007. FAA grants for this phase of work total \$2.9 million.
- **Philadelphia International Airport**, Philadelphia, PA: In FY 2006, AIP-issued grants to the airport totaled \$43.3 million. Of this amount, \$29.7 million was dedicated toward the extension of Runway 17/35, which the FAA’s OEP identified as necessary for reducing delays at the airport. Construction associated with the extension of Runway 17/35 began in August of 2006. Another grant in the amount of \$4 million was issued for the preparation of an Environmental Impact Statement, (EIS) for the Airfield Capacity Enhancement Program (CEP). The CEP/EIS consists of a study of environmental impacts resulting from major changes in the airfield configuration. The proposed changes would increase the airport’s ability to meet future airfield capacity demands. The EIS is expected to be complete in 2007.
- **Piedmont Triad International Airport**, Greensboro, NC: Greensboro 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 \$12.2 million was issued in FY 2006. The total LOI funds committed to this project from FY 2002 to FY 2013 are \$108.5 million.
- **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 construction of this third runway is needed to preserve capacity when low-visibility conditions exist. The new runway will provide all-weather capability for two aircraft arrival streams. After resolution of legal action that halted construction, the airport used FY 2004 and 2005 funds to provide the 8.5 million cubic yards of fill needed to relocate Miller Creek and mitigate the fill impacts on the creek. Also during this time, large reinforced earth walls were constructed to retain fill in areas adjacent to wetlands. In FY 2006, airport construction included placing an additional 4 million cubic yards of

material; 68 acres of in-basin wetland mitigation and 50 acres out of basin mitigation; and installation of the storm water conveyance system for the third runway. The airport sponsor anticipates commissioning the runway in November 2008. In FY 2006, FAA provided \$21.6 million in LOI commitments. The expected total project cost is \$1.05 billion.

- **Proposed South Suburban Airport, Peotone, IL:** The State of Illinois continued to work on plans for a proposed South Suburban Airport to be located near Peotone. The planning efforts were supported by a \$3 million AIP grant awarded in September 2002, a \$2.5 million AIP grant in August 2003, and a \$2.5 million AIP grant in August 2004 for a Master Plan Study and a Tier 2 EIS. FAA had completed the Tier 1 EIS and Record of Decision (ROD) for site approval in 2002. The State has continued to acquire land to preserve the option of developing an inaugural airport, which initially would include one runway with the capability to expand to accommodate future market demand. FAA will proceed with the Tier 2 EIS and ALP approval once the Master Plan and Airport Layout Plan (ALP) is submitted by the airport sponsor.
- **Washington Dulles International, Dulles, VA:** In FY 2006, FAA completed its EIS and issued a ROD for a new Runway 1L/19R at Washington Dulles International. FAA provided the first AIP grant of \$37 million under the Letter of Intent for construction of Runway 1L/19R. The total Federal commitment is \$200 million of a total estimated cost of \$389 million. The new Runway 1L/19R is identified in the 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 9,500 feet long and 150 feet wide, and is due for completion in 2009. Construction began in FY 2006 and is anticipated to continue through FY 2009 with the improvements expected to be fully operational in CY 2009. A new Runway 1L/19R with adequate spacing would provide the ability for dual independent simultaneous instrument approach capabilities in conjunction with the existing runways. This new configuration provides redundancy for the existing north-south parallel runways and similar capabilities in the event of a runway closure of either of the existing runways (due to rehabilitation/maintenance, repairs, aircraft rescue and fire fighting exercises, snow removal, and other reasons) or emergencies.

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Chapter 9: Environmental Responsibilities

The 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.²³ 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, the 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. The review process will be one of the following:

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

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

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

²³The current version of FAA Order 5050.4B, is available online at: http://www.faa.gov/airports_airtraffic/airports/

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

After reviewing the EA, if FAA determines the project will significantly impact the environment, FAA must further analyze the severity of the impacts and evaluate measures that could reduce or eliminate degradation of environmental resources in an EIS. 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 ROD. The ROD provides the approving FAA official's rationale for the decision made.

9.1 Streamlining the Environmental Review Process

In response to congressional direction, FAA issued a Report to Congress in May 2001 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 any recommendations for streamlining the environmental review process. Among the recommendations were six initiatives for streamlining the airport environmental review process:

- Set up teams to prepare EISs for all major runway projects at large hub primary airports. These are the top 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 is implementing an expedited and coordinated review process for several EISs that are just beginning. In addition, this office 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. The revised FAA Order 5050.4B was first published in draft form for public comment in the *Federal Register* in December 2004. Based on comments received, FAA finalized the order and issued the final update in April 2006.

Order 5050.4B culminates over 5 years of intensive work to update guidance that dates back to 1985. The Order is considered the "crown jewel" of FAA's Office of Airports instructions on meeting the streamlining goals of Vision 100 and the President's Executive Order 13274 on environmental stewardship and streamlining transportation infrastructure projects. The updated order joins FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, the agency's overall environmental guidance document, which was updated in June 2005.

Order 5050.4B extensively revises and updates the instructions on how FAA analyzes the environmental effects of airport projects under the National Environmental Policy Act, the Nation's charter environmental protection law. The Order together with 1050.1E add new categorical exclusions and revise existing categorical exclusions to accommodate actions that do not significantly affect the environment. Both Orders also provide revised guidance on preparation of EA's.

Order 5050.4B also stresses the need to integrate airport sponsor planning efforts with FAA's environmental review process. This integration will enable FAA to make effective and efficient decisions on critically needed airport capacity projects. Recent environmental reviews for capacity enhancing projects at several major airports have shown this integration works.

Besides actions to provide a comprehensive update to Order 5050.4, FAA's Office of Airports continues to provide updated environmental guidance to its field offices as a result of revisions in environmental laws and regulations issued by Congress, the President, and other Federal agencies.

9.3 High-Priority Transportation Projects

In 2003, the Secretary of Transportation selected the proposed airport expansion projects at the Los Angeles and Philadelphia International Airports as 2 of the initial 13 designated high-priority transportation projects under Executive Order 13274, Environmental Stewardship and Transportation Infrastructure Project Reviews. The goal of the Executive Order is to promote environmental stewardship and expedite environmental reviews of high-priority transportation projects. Both 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.

For each EIS, FAA formed a team of multidisciplinary agency and consultant personnel to undertake the analyses and guide the preparation of the documents. In the case of the Philadelphia project, a stewardship and streamlining agreement was developed and agreed to by 18 Federal and state agencies involved in the environmental approval and permitting process. A final EIS and ROD for the proposed Los Angeles International Airport project were issued in January 2005 and May 2005, respectively. A final EIS and ROD for the first of the two proposed Philadelphia International Airport projects were issued in March 2005 and April 2005, respectively. The Philadelphia project was completed a month ahead of schedule and under budget.

In CY 2004, a proposed replacement airport in St. George, UT was designated as a high-priority transportation project under the auspices of Executive Order 13274. The project was designated because of unresolved issues between FAA and the Department of Interior, National Park Service, regarding the assessment of potential noise impacts to nearby Zion National Park due to aircraft arrivals and departures at the new airport and aircraft overflights at high enroute altitudes. FAA and the National Park Service worked together to resolve the outstanding issues and determined the appropriate method for evaluating the impact of potential aircraft noise on Zion National Park, located approximately 26 miles from the new airport site. FAA issued a final EIS in May 2006 and a ROD in August 2006.

Currently, only one aviation project remains on the list of high-priority transportation projects under Executive Order 13274. That project involves a proposed major airfield capacity enhancement program for the Philadelphia International Airport. An FAA multidisciplinary EIS team continues to work on this project to utilize a concurrent and streamlined environmental review process.

Chapter 10: Noise and Air Quality Programs

10.1 Noise Compatibility

Under 14 CFR Part 150, Airport Noise Compatibility Planning,²⁴ FAA continues to fund airport sponsors 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. Since an approved noise compatibility program (NCP) is a precondition to receiving AIP funds for most noise mitigation actions, most operators of airports where noise is a significant factor have engaged in some level of noise planning. They view the opportunity to conduct planning and mitigation with Federal funds as a means of fostering better relations with nearby communities.

By the end of FY 2006, 268 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, 234 have approved NCPs, and FAA has approved 81 amendments to NCPs. In FY 2006, 15 grants were awarded for new or updated noise studies, costing about \$8.1 million. Of these 15 grants, two were issued to planning jurisdictions near large hub airports in accordance with Section 160 of Vision 100. Section 160 provides that state or local planning jurisdictions may apply for their own noise planning grants if they are located near a large or medium hub airport that does not have a Part 150 NCP or if the NCP is over 10 years old. Additionally, 90 grants totaling \$305 million were awarded for noise compatibility mitigation.

Many public agencies have applied for approval to collect PFCs, in part to provide more funding to improve airport land use compatibility. In FY 2006, PFC authority for noise planning and mitigation totaled more than \$17 million. Since the inception of the program in 1992, \$2.8 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 NCP under Part 150. 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 inclusion.

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

²⁴ 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.*).

airport noise and access restrictions on Stage 2 and Stage 3 aircraft operations.²⁵ Part 161 also provides information concerning 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 to comply with ANCA, Part 161, and other pre-existing Federal laws governing airport access.

With the passage of Vision 100, additional noise projects outside the Part 150 program became eligible for AIP grants in FY 2004. Section 160 of Vision 100 added Section 47141 to Title 49 U.S.C., which authorizes the Secretary of Transportation to make grants from AIP noise set-aside funds to States and units of local government for compatible land use planning and projects around large and medium hub airports that have either never submitted a noise compatibility program or have not updated such a program within the preceding 10 years. These grants are limited to FY 2004 through FY 2007. As noted earlier in this section, FAA issued two grants this past fiscal year in accordance with Section 610. The city of Des Plaines near Chicago-O'Hare International Airport received \$750,000 to conduct a noise study under Section 160, and San Mateo County near San Francisco International airport received a grant for \$300,000 for this type of study. FAA has worked to advise eligible State and local governments through several venues, including national planning forums, planning magazines, and FAA's website. Thirty-one airports were identified as being large or medium hubs where State or local governments would be eligible to participate in this program. FAA has had a few additional inquiries for these studies from potential applicants.

10.2 Voluntary Airport Low Emission Program

On December 12, 2003, Vision 100 was signed into law and authorized provisions leading to a Voluntary Airport Low Emission (VALE) Program for reducing emissions at commercial service airports in air quality nonattainment and maintenance areas. Since the VALE Program began in FY 2005, FAA has awarded five AIP grants for VALE projects totaling almost \$728,000. In FY 2006, three VALE grants were awarded totaling \$284,746.

The VALE Program is intended to help airports meet their obligations under the Clean Air Act (CAA) in conjunction with State and regional efforts to comply with health-based National Ambient Air Quality Standards. The program targets emission reductions for the major criteria pollutants (ground level ozone, carbon monoxide, particulate matter, nitrogen dioxide, sulfur dioxide, and lead) from all airport stationary and mobile sources except aircraft, which are regulated by the U.S. Environmental Protection Agency (EPA) on an international basis.

²⁵ 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 was developed in cooperation with the EPA and the U.S. Department of Energy. It provides airport sponsors with financial and regulatory incentives to make earlier and larger investments in proven low-emission technology. In addition, the program encourages the use of domestic alternative fuels in support of national energy goals.

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

Participation in the VALE Program is voluntary for airport sponsors and participating State air quality agencies. The State agencies play an important role in the program by providing valuable 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.

Funding for the VALE Program is provided through two FAA assistance programs for airports: the AIP and PFC Program. Eligibility is limited to capital investments and the deployment of proven, cost-effective technologies that are commercially available. Eligible low-emission technology ranges from on-road vehicles and aeronautical GSE to refueling and recharging stations, gate electrification, and other infrastructure improvements for lowering emissions. Eligibility guidelines are based on Vision 100, the CAA, and AIP and PFC Program requirements, and agency experience with the Inherently Low Emission Airport Vehicle (ILEAV) Pilot Program (2001–2005).

Information about the program is located on the FAA’s web site.²⁶ 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 for FAA approval.

²⁶ This information is located at http://www.faa.gov/airports_airtraffic/airports/environmental/vale.

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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*.²⁷ Subsequently, DOT revised the airport concession DBE regulations in FY 2005 to comply with *Adarand* and statutory changes. These revisions require Federal affirmative action programs to be narrowly tailored to meet a strict scrutiny standard. A target of at least 10-percent participation, specified in Sections 47113 and 47107(e) of Title 49 U.S.C. for DBE participation in DOT-assisted contracts, including those funded with AIP grants, and airport concessions continues as a national 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 by Disadvantaged Business Enterprises in Airport Concessions).

Under Part 26, overall DBE goals must be based on demonstrable evidence of the relative availability of DBEs that are ready, willing, and able to participate in DOT-assisted contracts. Consequently, FAA approved goals that were both lower and higher than 10 percent for DOT-assisted contract and airport concessions programs that reflected the relative availability of DBEs. In addition, DOT's DBE regulations do not penalize an airport sponsor merely for not achieving its overall DBE participation goal. Instead, the airport sponsor is required to use an approved process to establish the goal²⁸ and make good faith efforts to achieve this goal. If this is done, the airport sponsor is considered to have met the necessary requirements. FAA applies similar principles to its airport concessions program.

During FY 2006, DBEs received 13.25 percent of contract dollars awarded under AIP. DBE concessionaires for FY 2005 (the latest year of data available) produced 12.11 percent of the total gross receipts generated by all concessions at primary airport locations.

During FY 2006, FAA informally resolved 17 complaints filed under the Americans with Disabilities Act of 1990 or the Rehabilitation Act of 1973. At the beginning of FY 2006, there were 10 unresolved disability complaints, and FAA received an additional 14 complaints during the year for a total of 24 complaints.

Seventeen complaints filed under Title VI of the Civil Rights Act of 1964, which provides that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination

²⁷ *Adarand Constructors v. Peña*, 515 U.S. 200 (1995).

²⁸ Requirements for establishing a DBE goal are contained in 49 CFR Part 23, Participation by Disadvantaged Business Enterprises in Airport Concessions, and 49 CFR Part 26, Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.

under any program or activity receiving Federal financial assistance, were also informally resolved during FY 2006. The number of unresolved Title VI complaints at the beginning of 2006 was 15, and FAA received 7 additional complaints during the fiscal year, for a total of 22 complaints. One administrative complaint relating to noncompliance with AIP grant assurances pertaining to civil rights requirements, filed under 14 CFR Part 16, Rules of Practice for Federally-Assisted Airport Enforcement Proceedings (Part 16), was resolved in FY 2006. That Part 16 complaint, filed in FY 2003, resulted in a final agency decision in FY 2006, after the complainant appealed the Director's determination. In that complaint, the airport sponsor was found in compliance with its Federal obligations. A second Part 16 administrative complaint, filed in FY 2006, is presently under review.

Chapter 12: Passenger Facility Charge Program

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

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. Other changes required under Vision 100 are being addressed in ongoing rulemaking. To date, almost all non-hub notices have taken 30 or fewer days to process.

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

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

- Projects proposed for PFC funding meet statutory objectives and eligibility requirements and are adequately justified;
- PFC revenues do not exceed allowable project costs;

- The PFC collection process is reasonable and nondiscriminatory; and
- The public agency conforms to other requirements and assurances in PFC regulation.

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

In FY 2006, FAA approved or partially approved 94 applications for PFC collections at 90 locations, of which four were new locations. PFC collections enabled by these and earlier approvals have made significant contributions to many of the major capacity, safety, and security projects described earlier in this report. In FY 2006, FAA approved PFC collections, totaling \$4.8 billion, including these at the following airports:

- San Diego International Airport, San Diego, CA (\$110,064,569);
- John Wayne Airport – Orange County, Santa Ana, CA (\$321,351,002);
- Jacksonville International Airport, Jacksonville, FL (\$267,389,352);
- Hartsfield-Jackson International Airport, Atlanta, GA (\$165,206,163);
- Baltimore/Washington International Thurgood Marshall Airport, Baltimore, MD (\$206,833,000);
- General Edward Lawrence Logan International Airport, Boston, MA (\$293,018,000);
- Newark Liberty International Airport, Newark, NJ (\$538,647,755);
- John F. Kennedy International Airport, New York, NY (\$615,508,500);
- La Guardia Airport, New York, NY (\$401,729,804);
- Luis Munoz Marin International Airport, San Juan, PR (\$321,135,482);
- William P. Hobby Airport, Houston, TX (\$163,415,047);
- Ronald Reagan Washington National Airport, Arlington, VA (\$146,603,508).

In CY 2006, public agencies collected PFCs totaling \$2.4 billion, an increase of \$216 million from CY 2005 PFC collections.

As of September 30, 2006, a total of 362 locations had been approved for PFCs since the program's inception in 1991 and collections are occurring at 331 locations. Since 1991, FAA has authorized PFC collections totaling approximately \$57 billion.²⁹ Ninety-six percent of large and medium hub airports were collecting PFCs as of the end of the fiscal year, while 80 percent of small hub and nonhub primary airports were collecting PFCs. Participation in the PFC Program falls off sharply at the level of nonprimary commercial service airports, with only 18 percent of these airports collecting PFCs as of the end of FY 2006. This category of airports has low passenger volume, so the revenue generated may not offset the cost associated with implementing a PFC program.

²⁹A complete listing of all PFC approved locations, collections, and expiration dates is available online at <http://www.faa.gov/airports/airtraffic/airports/pfc/>.

Appendix E: Cumulative Comparison of AIP to PFC shows the cumulative amounts awarded on AIP grants compared to the funds approved using PFC revenues during FY 2006 and from FY 1992 through FY 2006.

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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 be included in the program.

Although other airports have expressed interest in the program, Stewart International Airport, a primary airport in Newburgh, NY continues to be the only facility in FY 2006 with an approved exemption. The Orleans Levee District has a pending application under the pilot program for Lakefront Airport in New Orleans, but a recently enacted Louisiana state law transfers Lakefront Airport to the state Division of Administration, and the application may become moot. In September 2006, the City of Chicago filed a preliminary application for the lease of Midway Airport, which FAA approved on October 3. Two slots remain available for applicants to the program.

13.2 Innovative Financing Techniques Program

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

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

In FY 2006, FAA received one innovative finance proposal from Eugene, OR for terminal building debts service. FAA issued a grant to the airport sponsor for this project on June 22, 2006 for approximately \$3 million in entitlement funds.

13.3 AIP-Funded Hurricane Grants

Finally, at the close of FY 2005, FAA assisted airports that sustained damage as a result of Hurricanes Katrina and Rita with expedited AIP grants for eligible projects using FY 2005 AIP funds.

Airport damage sustained as a result of the unprecedented 2005 hurricane season was extensive, and returning airports to safe operation was critical to meeting the relief needs of the devastated Gulf Coast region. FAA was able to assist in the relief effort by providing AIP funds for eligible projects in the closing days of FY 2005 to augment airport insurance, aid sought from the heavily burdened Federal Emergency Management Agency, and State and local sources. In all, FAA obligated \$108 million of FY 2006 AIP funds to airports in Alabama, Florida, Louisiana, Mississippi, and Texas that sustained damage as a result of Hurricanes Katrina, Rita, and Wilma.

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*.³⁰ This report provides a detailed statement listing airports the Secretary of Transportation believes are not in compliance with Federal grant assurances or other Federal land use requirements with respect to airport lands. The report is to include the circumstances of such noncompliance, the 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 2006* and included it as Appendix H. This report lists airport sponsors that at the end of FY 2006, FAA is investigating or working with to resolve a land use compliance issue and where corrective actions have been requested or are under way.³¹ 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 2006, are the basis of the *Land Use Compliance Report*.

³⁰ See Title 49 U.S.C. 47131(a)5.

³¹ 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*.

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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.³² The Flight Plan is a multiyear strategic effort, setting a course for FAA through 2011. 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:

- Greater Safety — Achieve the lowest possible accident rate and constantly improve safety;
- Increased 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 the FAA’s mission through stronger leadership, a better-trained and safer workforce, enhanced cost-control measures, and improved decision-making based on reliable data.

The FAA’s Office of Airports Business Plan was developed to achieve the strategic goals and objectives of the FAA Flight Plan. The FAA’s Office of Airports Business Plan has a strong alignment to the Flight Plan, clear and measurable activity targets, and realistic milestones. In 2006, this business plan demonstrated effective coordination with outcome-based performance goals with measures and targets for each of the Flight Plan’s four goals.

³²The current edition of the FAA Flight Plan, 2007–2011, is available online at http://www.faa.gov/about/plans_reports/.

15.1 Greater Safety

FAA has an important long-term goal to improve 100 percent of RSAs³³ at 14 CFR Part 139 certificated airports to meet standards by 2015. In FY 2006, FAA continued to make progress and completed improvements for 39 priority runways, exceeding the FAA's Office of Airports FY 2006 Business Plan goal of improving at least 34 priority RSAs. FAA also granted approximately \$265.8 million in AIP funds for RSA improvements for the remaining 207 out of 453 priority runways, including 36 that will be completed in FY 2007.

Reducing the number of runway incursions³⁴ is another major FAA safety goal. In FY 2006, FAA's Office of Airports supported this goal by striving to have 57 or less runway incursions involving vehicle or pedestrians, known as V/PDs, at airports with an FAA air traffic control tower (approximately 517 towers). Both FAA and the airport community focused on controlling V/PDs throughout the year. These actions resulted in only 51 V/PDs, which exceeded the target by 11 percent.

Many safety projects FAA funded in FY 2006 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 2006, FAA issued 12 AIP grants, totaling \$80.1 million³⁵ in support of RSAT recommendations.

Under the initiative to implement Wide Area Augmentation System (WAAS) approaches nationwide, the FAA's Flight Plan has committed to develop 300 Localizer Performance with Vertical Guidance (LPV) approaches to non-ILS runway ends. Over the past several years, FAA's Office of Airports has been working cooperatively with the WAAS Office, who leads this effort to meet this particular goal. This office allocates funding under the AIP for runway surveys and airport infrastructure development in support of LPV/WAAS approach implementation. In FY 2006, AIP funding was provided in the amount of \$4 million to conduct surveys for LPV approaches at about 70 airports in the Continental U.S.

Approximately 90 surveys in support of LPV approaches within the Continental U.S., along with several in Alaska, have been identified for possible funding under AIP in

³³ 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).

³⁴ 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.

³⁵ FY 2006 grant totals and dollars spent in support of RSAT recommendations differ from the previous FY 2005 report totals due to a change in the calculation methodology of RSAT projects.

FY 2007. Funding will be used to perform surveys under system planning, master planning, and individual airport survey grants.

To promote safety, FAA's Office of Airports 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 2006, FAA updated 24 ACs. This has reduced the average age of ACs from 13.5 years in FY 2002 to 6.6 years in FY 2006. 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 2006, FAA's Office of Airports also continued efforts to increase the level of airport safety and technology research. The Airport Cooperative Research Program (ACRP) continued in FY 2006 with \$10 million appropriated by Congress. The ACRP Board of Governors reviewed more than 100 proposed research topics and selected 58 projects. In FY 2006, ACRP contracts have been awarded and work is underway on 28 out of the 58 selected projects.

Finally, ARP used AIP funds to increase safety and access to rural airports in Alaska. To achieve these goals in FY 2006, FAA issued \$31.8 million in AIP funds to bring a total of 9 out of 20 substandard Alaskan airports up to FAA lighting standards for 24-hour access by essential medical emergency aircraft from FY 2005 to FY 2010.

15.2 Greater Capacity

The National Airspace System Operational Evolution Plan (OEP)³⁶ is FAA's plan to improve capacity and efficiency in the National Airspace System over the next 10 years. The OEP identifies 35 commercial airports (30 large hub airports and 5 medium hub airports) that account for the majority of the scheduled passenger enplanements in the country. In CY 2004, 73 percent of total scheduled U.S. enplanements and 69 percent of total scheduled U.S. aircraft operations occurred at these airports. The OEP for 2006-2015 established a goal to improve capacity at these 35 OEP airports by 30 percent. The OEP supports the Department's *National Strategy to Reduce Congestion on America's Transportation Network* and the Office of Airports regularly reports to the Department on related congestion reductions in the airspace system.

From FY 2000 through FY 2006, 12 new runways at OEP airports have been commissioned. In FY 2006, four AIP-funded runways at Minneapolis-St. Paul, Cincinnati-Northern Kentucky, Lambert-St. Louis, and Atlanta Hartsfield Airports were commissioned. These new runways provide the airports with the potential to accommodate 1.6 million more annual operations. The total cost of these runways was \$5.2 billion with approximately \$1.7 billion in AIP funding. (See Chapter 8: Major Capacity, Safety, and Security Project Grants for more information on AIP-funded runway projects during FY 2006.)

³⁶ The OEP is available online at <http://www.faa.gov/programs/oepl/>.

In FY 2004, the FAA Administrator requested its Office of Airports to further study the long-term capacity of the aviation system to ensure that it matches forecasts of demand. In particular, the FAA Administrator asked which OEP airports would not be able to meet future demand, the reasons why, and asked the Office of Airports to determine if there are any other geographic areas of the country unable to accommodate demand for air transportation.

In June 2004, FAA issued a report that examined the existing and projected capacity of the U.S. airspace system. This report, titled *Capacity Needs in the National Airspace System*,³⁷ identified airports and/or metropolitan areas that are not expected to meet projected aviation demands in 2003, 2013 and 2020, using 2003 data as the baseline. This report looked further into the future than the OEP and took a different approach to determining capacity needs by comparing demand and capacity levels not only at airports but also in metropolitan areas to determine where future capacity constraints may emerge.

This study is being updated with new modeling data, findings of airport visits, current demand forecasts, and agency plans contained in the current OEP. It is also being updated to align the timing with the work that is being done as part of the Joint Planning and Development Office. A revised report is scheduled for release in FY 2007.

To further support capacity enhancements, FAA's Office of Airports also distributed AIP funds for three regional studies being conducted for the New York, New England, and Los Angeles metropolitan areas to study regional capacity issues. Although these studies are being completed over several fiscal years, the sponsors of these studies met their respective performance targets and deliverables during FY 2006.

FAA's Office of Airports also conducted \$8.5 million in airport research to improve capacity in 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, New Jersey. 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 international activities continued in FY 2006, requiring both headquarters and regional FAA personnel to participate in numerous international assignments.

Of particular note was this office's support for the U.S. effort to reconstitute civil aviation in Iraq and Afghanistan. In FY 2006, FAA and the Department of Defense, coordinated the shipment of two surplus fire trucks donated from Baltimore Washington International Airport for use in Afghanistan. The fire trucks were shipped from the Port of Baltimore

³⁷ The *Capacity Needs in the National Airspace System Report* is available online at http://www.faa.gov/airports_airtraffic/airports/resources/publications/reports/.

by the U.S. Navy to Kuwait, then transported by U.S. Air Force aircraft and delivered to Kabul in April 2007.

In FY 2006, FAA's Office of Airports also continued support of the Safe Skies for Africa initiative by conducting airport certification training in Nairobi, Kenya. Similarly, this office continued to provide technical assistance to the General Administration for Civil Aviation in China (CAAC). Based on the success of the previous year another 2-week training session for eight CAAC airport inspectors was conducted. The first week involved classroom training at the FAA Aeronautical Center in Oklahoma City. During the second week, the group was divided into two smaller groups for hands-on airport safety inspection training in two FAA regions.

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

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

15.4 Organizational Excellence

By establishing organizational excellence goals, FAA develops initiatives to ensure the success of FAA's mission through stronger leadership, a better-trained and safer workforce, enhanced cost-control measures, and improved decision-making based on reliable data. In FY 2006, FAA's Office of Airports supported these goals by making improvements in all of its management and organizational processes, including AIP.

To ensure better AIP funds control, FAA's Office of Airports continued to reduce the number grants older than four years and address grants that have not been active in over 18 months. Office of Airports was successful in monitoring and taking appropriate actions on inactive AIP grants on which the airport sponsor has made no funds requests within 18 months or longer. In FY 2006, FAA's Office of Airports reactivated or closed out 96 percent of inactive grants (1,091) and nearly reached its goal of reactivating or closing 99 percent of them.

In addition, FAA's Office of Airports nearly met its goal of closing out 95 percent of AIP grants that are 4 years and older. A total of 808 of these older AIP grants, or 94.8 percent, were closed in FY 2006. Office of Airports achieved its goal to issue 90 percent of construction and equipment grants based on costs determined by bids rather than estimates.

In FY 2006, FAA's Office of Airports also established a national goal of providing relief to 20,000 residents, students, and medical patients (per year on average over a 5-year

period) impacted by the airport environment by reducing their level of noise exposure to a day-night sound average³⁸ of less than 65 decibels. These noise compatibility projects were funded through AIP. In FY 2006, FAA issued 65 AIP grants totaling almost \$300.1 million in AIP funding in support of noise compatibility projects that will benefit approximately 22,000 individuals. This exceeded our performance target of 100,000 people over 5 years or an annual rolling average of 20,000 people by 10 percent.

Historically, approximately two-thirds of non-noise AIP funds are expended on infrastructure development of airside facilities, more specifically, runways, taxiways, aprons, and associated lighting, safety and standards projects. To most effectively expend funds to maintain pavement integrity, it is important that projects be accomplished before extensive damage due to normal wear and tear and climatic conditions requires more extensive reconstruction (versus rehabilitation). Accordingly, the 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 2006, actual field surveys affirmed that 96 percent of runways at NPIAS airports and 98 percent of runways at commercial service airports met these criteria.

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

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

- Process improvements, such as allowing 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).

³⁸ 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.

These action plans have been implemented at both FAA headquarters and the regional level. FAA's Office of Airports will conduct a follow-up survey in FY 2008 to measure the effectiveness of implemented customer satisfaction improvements.

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Appendix A: Glossary

- Allocations. After a project is fully processed and approved, FAA regions notify airport sponsors of an allocation of funds for a project. This is merely a notification of intent to grant (obligate) funds and does not involve a transfer of funds. Total allocations by 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 receipt of an Office of Management and Budget (OMB) apportionment, FAA will request its budget office to make an allotment of funds to FAA regions to support previously issued planning figures. Allotments and adjustments to allotments are made throughout the year as required.
- Apportionments. There are two actions referred to as apportionments:
 1. The authorizing legislation requires an apportionment of funds to be made each October to airport sponsors and States based on formulas contained in the authorizing legislation. This apportionment notifies airport sponsors and States that 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 made by OMB and allows FAA to obligate congressionally authorized AIP funds. The OMB apportionment is formally requested by FAA, which provides a financial plan for orderly use of the funds. The financial plan is based on FAA regional submission of annual program plans. The OMB apportionment may contain restrictions on the use of funds such as restrictions on the amount that may be used quarterly. Such apportionments are more commonly referred to as "discretionary" funds.
- Appropriations. This is a legislative act authorizing the obligation of a designated amount of public funds for a specific purpose. Short-term appropriations legislation sometimes is enacted and is known as a "Continuing Resolution." A Continuing Resolution is a temporary appropriation authorizing an agency to incur obligations during the interim at some fixed rate, usually the lesser of the prior year's rate or the rate provided by passed bill. In the case of AIP, legislation provides the necessary authorization to obligate funds and issue grants in the form of a contract authority. Congress uses the appropriation process to establish an obligation limit for AIP.
- Authorization. This is a legislative act granting FAA the "contract authority" to issue AIP grants within a specified dollar amount.

- Authorizing Legislation. AIP is authorized by Chapter 471 of Title 49 U.S.C., as amended.
- Carryover Funds. These are funds apportioned for primary or cargo service airports, States (including nonprimary apportionments when applicable), and Alaskan airports for eligible work that an airport sponsor can claim to use during the fiscal year for which the amount was apportioned and the 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 a prior authorization legislation.
- Discretionary. The term “discretionary” refers to funds that are available for use on eligible projects at FAA’s discretion. Discretionary funds are of two types. One type is referred to as discretionary set-aside funds (for noise planning and programming, Military Airport Program (MAP) participants, and a special reliever airport category). The other type is comprised of those funds remaining after the apportionments are made and the set-asides are accommodated. Of these remaining funds, 75 percent—known as capacity/safety/ security/noise (C/S/S/N)—is to be used for preserving and enhancing capacity, safety, security, and carrying out noise compatibility planning and programs at primary and reliever airports. The remaining 25 percent, known as remaining or pure discretionary, may be used for any eligible project at any airport.
- Entitlements. The term “entitlements” refers to the passenger, cargo service, and State apportionments (including nonprimary apportionments when applicable) available to sponsors and States based on formulas in the Act. See the definition of “apportionments” above.
- Obligations. The execution of a grant agreement with an airport sponsor constitutes an obligation of the U.S. Government to pay the amounts specified in the grant. Obligations of funds are processed through FAA regional accounting offices in two steps: (1) a “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.
- Recoveries. As adjustments are made based on actual grant payments, funds may be recovered (de-obligated) from existing obligations and, under certain circumstances, may be re-obligated for new projects or for upward adjustments to existing projects. For block grants, funds are not normally recovered. These funds may be used within the block grant for other eligible projects.
- Set-aside Funds. Portions of discretionary funds are set-asides designed to achieve funding minimums specified in the authorizing statute, including (1) 35 percent for noise compatibility planning and implementing noise compatibility programs under Title 49 U.S.C. Section 47501 *et seq.* (2) 4 percent for the Military Airport Program; and (3) if AIP is funded at \$3.2 billion or above, 0.66 percent for a limited number of reliever airports with more than 75,000 annual operations, a runway with a minimum usable landing distance of 5,000 feet, a precision instrument landing procedure, at least 100 based aircraft, and that relieve airports that have at least 20,000 hours of annual delays in commercial passenger aircraft takeoffs and landings.
- Small Airport Fund. Title 49 U.S.C. Section 47114(f) requires that AIP funds apportioned to a large or medium hub airport be reduced if a PFC is imposed at that airport. In accordance with Title 49 U.S.C. Section 47116(b), FAA distributes the withheld apportionments, as follows: 12.5 percent to the AIP discretionary fund and 87.5 percent to the “Small Airport Fund,” of which certain amounts must be spent at small hub primary airports, general aviation airports (including reliever airports), and nonhub commercial service airports.

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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, air freight, and aviation fuels. The act was amended several times and was extended 1 year before expiring on September 30, 1981.

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

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

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

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

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

The Ford Aviation Investment and Reform Act For the 21st Century (AIR 21), (P.L. 106-181, April 5, 2000). The PFC levels were further expanded and additional requirements added in this legislation and established PFC levels of \$4 and \$4.50. The FAA issued a revised Part 158 to incorporate these changes in May 2000.

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

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

percentages to provide this minimum level of discretionary funds. Eligibility for terminal development was expanded to allow the use of discretionary funds at reliever airports and nonhub primary airports.

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

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

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

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

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

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

The State Block Grant Program was formally adopted by removing the designation of “pilot” and the number of participant States was increased first to 7 States in 1993, and then to 9 States in 1998. Following enactment, FAA added Pennsylvania and Tennessee to the program.

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

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

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

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

- The authorized AIP funding level significantly increased in FY 2001 to a level of \$3.2 billion, growing to \$3.4 billion in FY 2003.
- Formula changes became effective in FY 2000 without regard to the total AIP level, including (1) a minimum passenger entitlement increase from \$500,000 to \$650,000, (2) a cargo entitlement increase from 2.5 percent of AIP to 3 percent, and (3) a set-aside increase for noise compatibility planning and projects from 31 percent of discretionary funds to 34 percent.
- If the amounts made available for AIP through the appropriations process equal or exceed \$3.2 billion in FY 2001 and beyond, the following changes would be made to the AIP formula: (1) passenger entitlements determined by formula would double; (2) minimum passenger entitlements would increase to \$1 million; and (3) maximum passenger entitlements would increase from \$22 million to \$26 million.
- State apportionment increased from 18.5 percent to 20 percent, with each nonprimary airport entitled to an individual apportionment based on the lesser of one-fifth of the airport's 5-year capital needs as identified in FAA's National Plan for Integrated Airport Systems (NPIAS) or \$150,000.
- A new "super reliever" airport set-aside was established. An amount equal to two-thirds of 1 percent is to be made available for grants to airport sponsors of reliever airports that have (1) more than 75,000 annual operations, (2) a minimum usable runway length of 5,000 feet, (3) a precision instrument landing procedure, and (4) a minimum number of based aircraft as determined by the Secretary of Transportation or has been designated by the Secretary of Transportation as a reliever airport. (This set-aside is not provided if AIP is less than \$3.2 billion.)
- Two new pilot programs were established—one for low emission vehicles and supporting infrastructure and another for projects implemented through design-build contracts. AIR-21 also extended the innovative finance pilot program and made the pavement maintenance pilot program permanent.
- The maximum allowable PFC increased from \$3.00 to \$4.00 or \$4.50. A large or medium hub that imposes a PFC at the \$4.00 or \$4.50 level would be obliged to increase its passenger entitlement turnback from 50 percent to 75 percent.
- Qualifications for a large or medium hub airport to qualify for the higher PFC (above \$3.00) changed, requiring sponsors of these airports to show that the projects proposed for funding would make significant contributions to (1) improving safety or security, (2) increasing air carrier competition, (3) reducing current or anticipated congestion, or (4) reducing aviation noise impacts.
- The number of States eligible to participate in the State Block Grant Program increased from 9 to 10. To date, no qualified state has applied to fill the 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.

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

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

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

The specific allocations were as follows:

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

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

Several sections of Vision 100 are summarized below:

- Section 123 established a pilot program for streamlining approvals under the PFC Program for nonhub airports. Under this pilot program, FAA deems a PFC approval request approved unless the agency objects within 30 days. In addition, changes were made to requirements for air carrier consultation, public comment and Federal Register notice, application content, air carrier financial management, debt service, military charters, low emission vehicles and the Air Traffic Modernization Program.
- Section 141 expanded AIP eligibility for routine pavement maintenance to nonhub airports. Under AIR-21, pavement maintenance was made eligible for nonprimary airports.
- Section 149 contained provisions for nonprimary airports to better use the entitlements granted under AIR-21 by allowing these airports to share their entitlements with other airports in the same State or geographic area; airports may also perform work prior to a grant and be reimbursed later using their nonprimary entitlements. Under this provision, FAA may also provide grants on a multiyear basis similar to larger airports. Airports are also permitted to use these nonprimary entitlements for terminal development work. Finally, this section allows nonprimary airports to use the entitlements for limited revenue producing aeronautical facilities if they have demonstrated that all of their airside needs have been adequately financed.
- Section 148 consolidated various considerations for making discretionary grants into one section and added two more considerations. These two new considerations restrict FAA in giving discretionary grants to the projects with the highest numerical priority rating first and to make a determination that a project will be commenced within 6 months or within the same fiscal year, whichever is later.
- Section 150 extended the use of nonprimary airports' entitlements from 3 years to 4 years.
- Section 152 established a pilot program for the purchase of development rights of privately owned airports by State or local public entities.
- Section 156 extended Title 49, U.S.C. 47135, the Innovative Finance Demonstration Program (IFDP). During FY 2004 through FY 2007, the IFDP extension allows an additional 20 airport development projects at small and nonhub airports, as well as any nonprimary commercial service or general aviation airport.
- Section 159 expanded AIP and PFC eligibility to include facilities needed to support low emission vehicles and other air quality improvements including gate electrification

and low emission vehicles. It further added a pilot program for the retrofit of conventional fuel burning ground support equipment to lower emission equipment.

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

FY 2005 Response to Hurricane Damage:

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

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

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

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

Fiscal Year	Congressional Auth. AIP Funding Amount	AIP Funding Amount Adjusted for Approp. Act Limitations	Gross Obligations ^{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	3,550	3,424	3,604	3,411	2,059

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

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 a FY 1982 grant to the Cannon International Airport, Reno, NV, for \$5.1 million that was funded with FY 1982 funds authorized prior to approval of AIP.

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

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

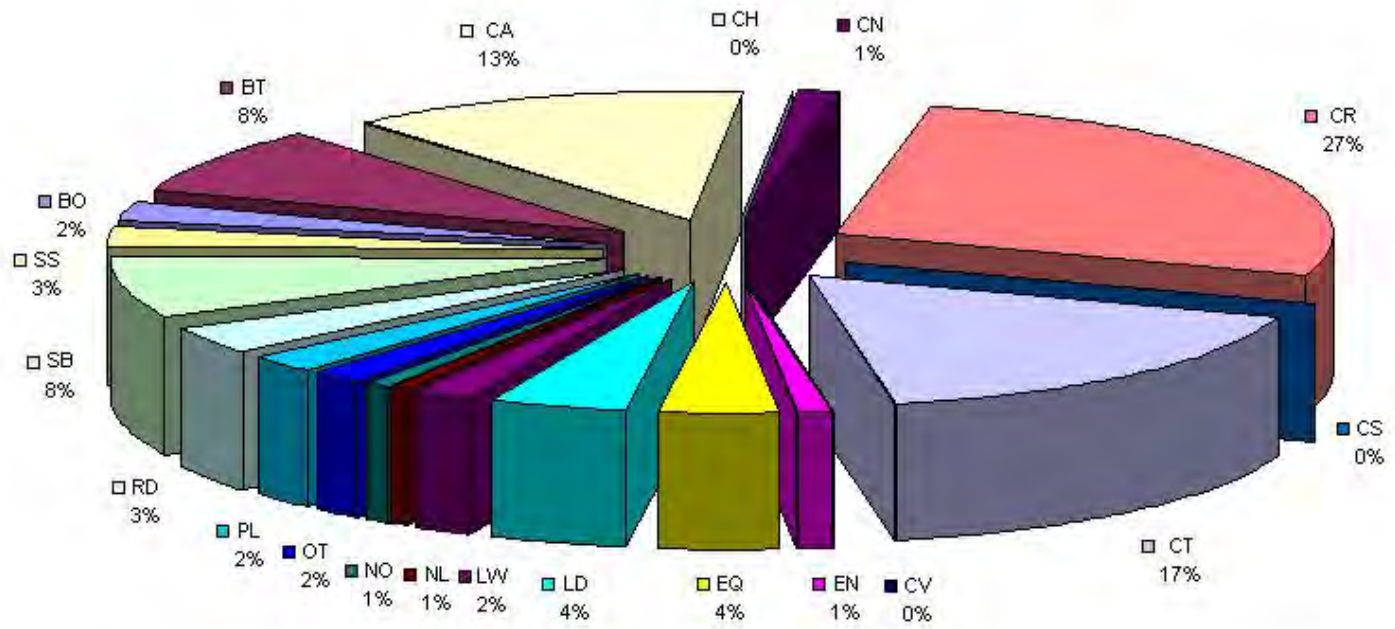
¹⁰ Congress imposed rescissions in contract authority of \$50 million per P.L. 104-208, Omnibus Consolidated Appropriations Act (1997), and \$750 million per P.L. 105-18, 1997 Emergency Supplemental Appropriations Act.

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

Cumulative Grants Awarded FY 1982-2006

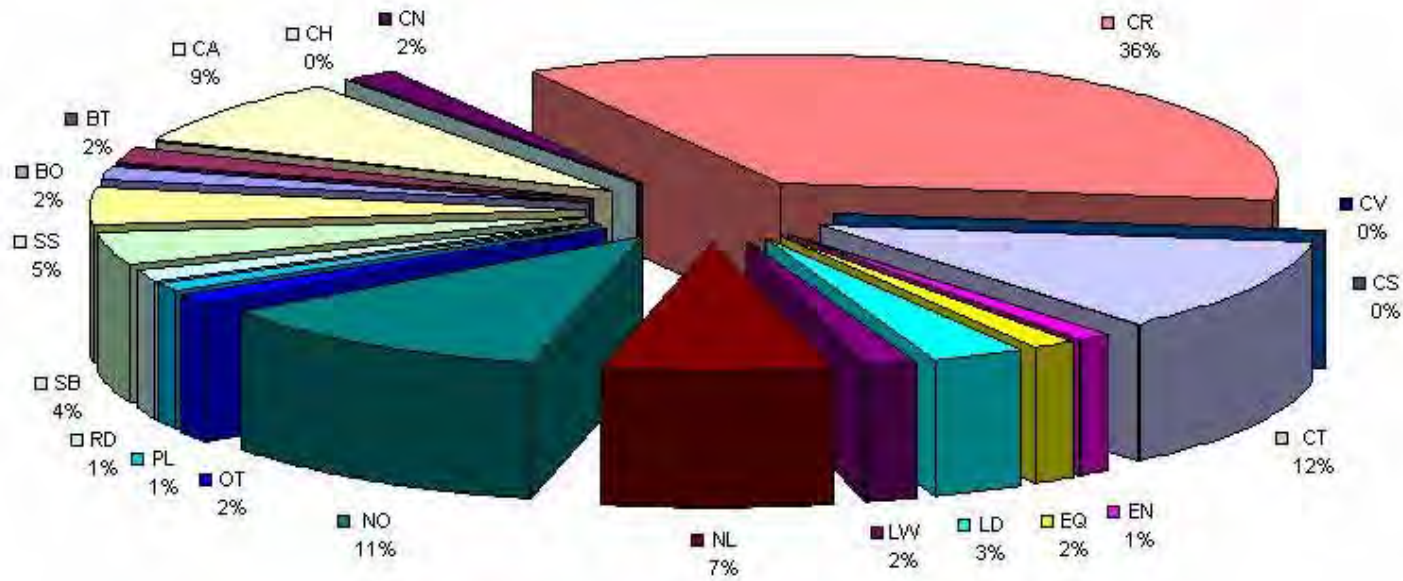
Development Planning Type		Apportioned Grant Funds		Discretionary Grant Funds		Combined Grant Funds	
Abbrev	Description	Total Awarded (\$ millions)	%	Total Awarded (\$ millions)	%	Total Awarded (\$ millions)	%
BO	Building, Other	427.98	2.48	304.79	1.73	732.77	2.10
BT	Building, Terminal	1,427.94	8.27	323.01	1.83	1,750.95	5.01
CA	Landing Area Construction, Apron	2,259.63	13.08	1,520.53	8.61	3,780.15	10.82
CH	Landing Area Construction, Heliport	6.80	0.04	3.71	0.03	10.51	0.04
CN	Landing Area Construction, New Airport	235.37	1.37	286.43	1.63	521.79	1.50
CR	Landing Area Construction, Runway	4,702.44	27.21	6,297.11	35.65	10,999.55	31.47
CS	Landing Area Construction, Seaplane Base	21.86	0.13	0.00	0.01	21.86	0.07
CT	Landing Area Construction, Taxiway	2,924.70	16.93	2,071.19	11.73	4,995.88	14.30
CV	Landing Area Construction, Vertiport	0.49	0.01	0.00	0.00	0.49	0.01
EN	Environmental	214.00	1.24	172.48	0.98	386.48	1.11
EQ	Equipment	671.34	3.89	268.00	1.52	939.34	2.69
LD	Land (Other than Noise)	740.81	4.29	552.12	3.13	1,292.93	3.70
LW	Lighting, Nav aids, Weather, Obstructions, Signage	359.15	2.08	267.45	1.52	626.6	1.80
NL	Noise Control, Land	91.85	0.54	1,308.43	7.41	1,400.28	4.01
NO	Noise Control, Other	125.10	0.73	2,019.53	11.44	2,144.63	6.14
OT	Other	278.09	1.61	270.87	1.54	548.96	1.58
PL	Planning	407.88	2.36	199.49	1.13	607.37	1.74
RD	Roadways	589.97	3.42	257.78	1.46	847.74	2.43
SB	State Block Grant Programs	1,362.54	7.89	692.71	3.93	2,055.26	5.89
SS	Safety and Security	437.20	2.53	852.41	4.83	1,289.61	3.69
Totals		17,285.13	100.00	17,668.02	100.00	34,953.15	100.00

**FY 1982 - FY 2006
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	

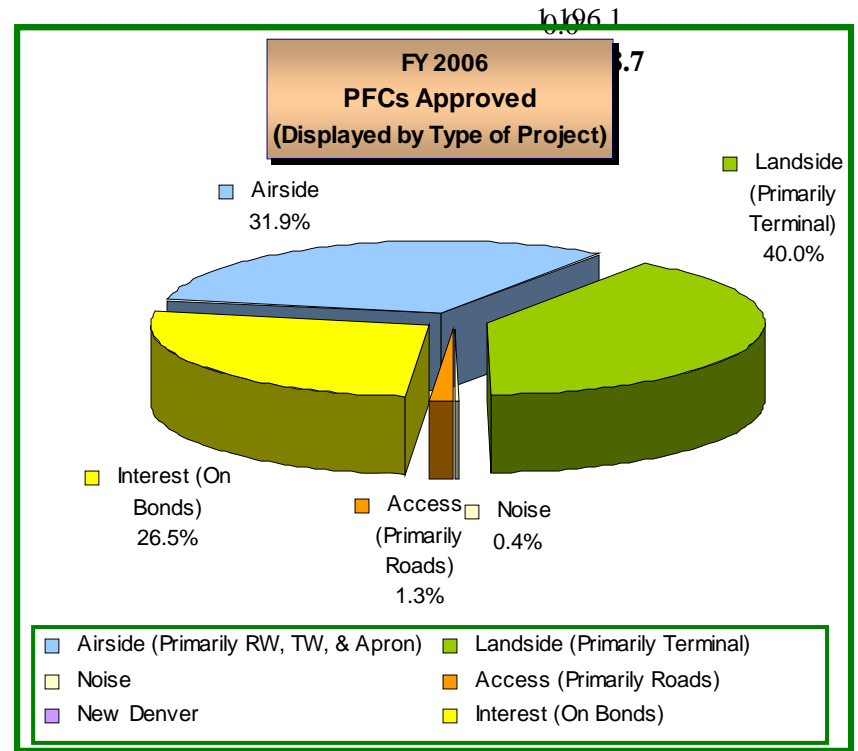
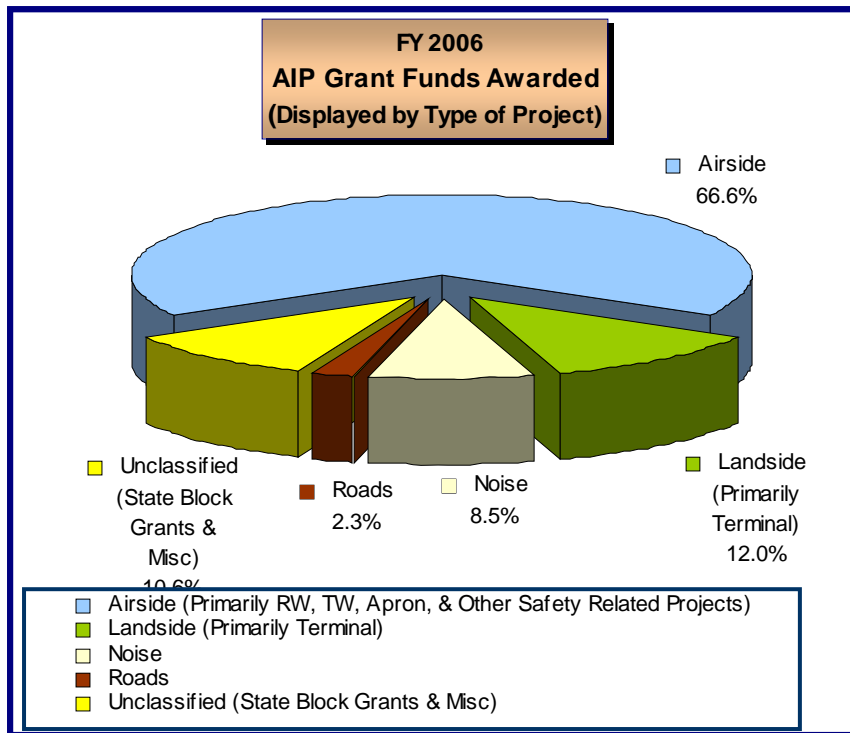
FY 1982 - FY 2006
Cumulative Discretionary Grant Funds Awarded



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	

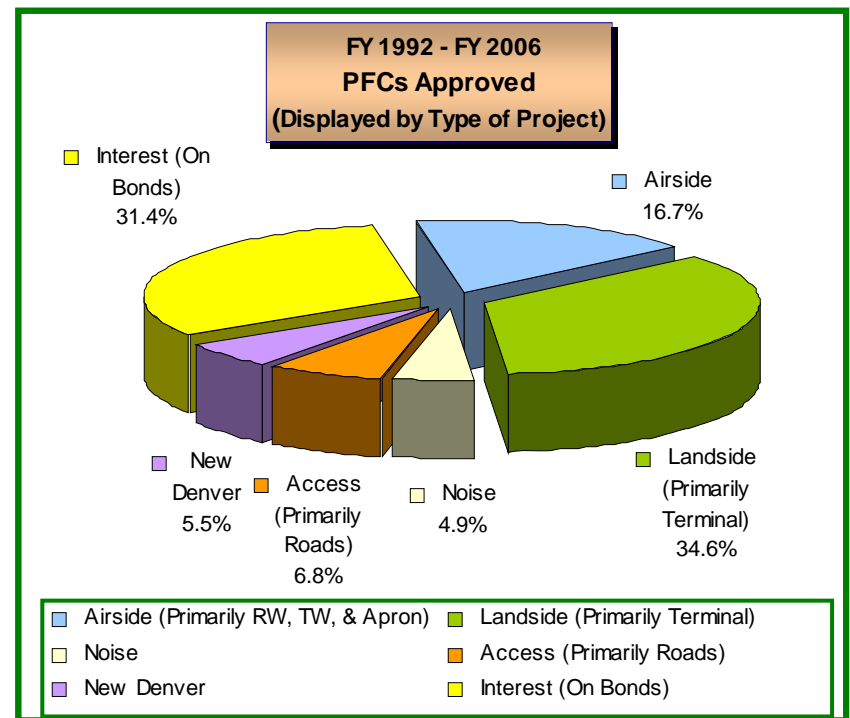
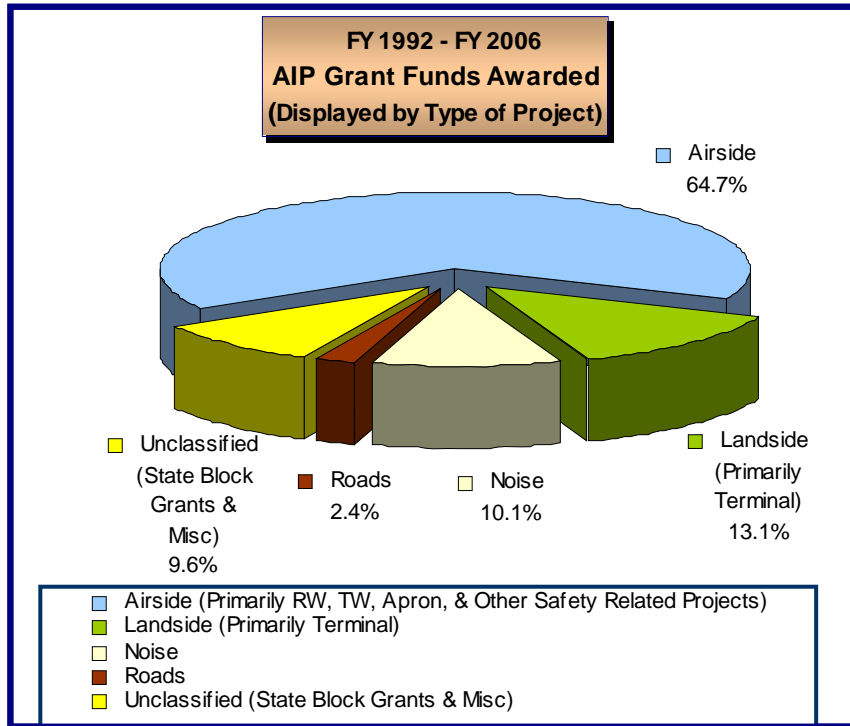
Appendix E: Comparisons of AIP to PFC

Approved Funds, FY 2006 (\$ 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)	2,349.4	Airside (Primarily RW, TW, & Apron)	1,441.6
Landside (Primarily Terminal)		Landside (Primarily Terminal)	
Noise		Noise	
Roads		Access (Primarily Roads)	
Unclassified (State Block Grants & Misc.)	421.9	New Denver	1,805.7
	301.2	Interest (On Bonds)	
Total	79.8	Total	17.7
* Includes all funds awarded, including projected future amounts for multiyear grants	\$3,527.5		57.7



Cumulative Funds, FY 1992–FY 2006 (\$ 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)	22,609.0	Airside (Primarily RW, TW, & Apron)	9,512.3
Landside (Primarily Terminal)	4,586.0	Landside (Primarily Terminal)	19,659.9
Noise	3,545.0	Noise	2,774.2
Roads	848.0	Access (Primarily Roads)	3,886.8
Unclassified (State Block Grants & Misc)	3,365.0	New Denver	3,137.1
Total	\$34,953.0	Interest (On Bonds)	17,836.6
		Total	\$52,288.1

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



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Appendix F: Letter of Intent Payments for FY 2006

Letter of Intent Payments for FY 2006				
(\$ Thousands)				
State	Primary/Reliever Airports	Entitlement Funds	Discretionary Funds	Total Funds
AK	Ted Stevens Anchorage International	\$2,985	\$11,200	\$14,185
CA	Norman Y. Mineta San Jose International	\$2,520	0	\$2,520
FL	Southwest Florida International	0	\$4,000	\$4,000
FL	Miami International	0	\$7,550	\$7,550
FL	Orlando International	\$5,620	\$2,000	\$7,620
GA	Hartsfield - Jackson Atlanta International	0	\$26,368	\$26,368
IL	Central IL Regional Airport at Bloomington-Normal	0	\$4,872	\$4,872
IL	Chicago Midway International	0	\$12,000	\$12,000
IL	Chicago O'Hare International	\$9,300	\$20,000	\$29,300
IN	Gary/Chicago International	\$1,000	\$5,000	\$6,000
IN	Indianapolis International	\$5,000	\$10,000	\$15,000
KY	Cincinnati/Northern Kentucky International	\$5,314	\$20,000	\$25,314
MA	General Edward Lawrence Logan International	\$3,610	\$10,000	\$13,610
MD	Hagerstown Regional-Richard A Henson Field	\$1,000	\$5,000	\$6,000
MI	Detroit Metropolitan Wayne County	\$5,582	\$13,000	\$18,582
MN	Minneapolis-St Paul International/Wold-Chamberlain/	0	\$7,500	\$7,500
MO	Lambert-St Louis International	\$2,838	\$13,000	\$15,838
NC	Piedmont Triad International	\$4,238	\$8,000	\$12,238
NH	Manchester	0	\$4,500	\$4,500
OH	Cleveland-Hopkins International	\$2,455	\$15,460	\$17,915
OH	Port Columbus International	0	\$7,000	\$7,000
PA	Harrisburg International	0	\$8,340	\$8,340
RI	Theodore Francis Green State	\$643	0	\$643
SC	Myrtle Beach International	0	\$4,000	\$4,000
TN	Memphis International	0	\$5,878	\$5,878

Letter of Intent Payments for FY 2006				
(\$ Thousands)				
State	Primary/Reliever Airports	Entitlement Funds	Discretionary Funds	Total Funds
TX	Dallas-Fort Worth International	0	\$5,692	\$5,692
TX	George Bush Intercontinental/Houston	\$9,000	\$8,250	\$17,250
VA	Washington Dulles International	\$16,914	\$20,000	\$36,914
WA	Seattle-Tacoma International	\$5,137	\$16,204	\$21,341
Fiscal Year 2006 National Totals		\$83,156	\$274,815	\$357,970

Appendix G: Letter of Intent Commitments by Fiscal Year

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

	2007	2008	2009	2010	2011	2012	2013	2014	Beyond	Total
State: AK										
Anchorage, Ted Stevens Anchorage International										
Entitlement	2,637	2,519	1,000	1,000	1,000	1,000	1,000	0	0	9,156
Discretionary	11,200	10,636	5,000	5,000	0	0	0	0	0	26,836
State: CA										
San Jose, Norman Y. Mineta San Jose International										
Entitlement	2,467	1,800	0	0	0	0	0	0	0	4,268
Discretionary	0	0	0	0	0	0	0	0	0	0
State: FL										
Miami, Miami International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	8,000	4,000	10,110	8,540	0	0	0	0	0	30,650
Orlando, Orlando International										
Entitlement	5,900	6,200	4,780	0	0	0	0	0	0	16,880
Discretionary	2,000	2,000	0	0	0	0	0	0	0	4,000
Fort Myers, Southwest Florida International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	3,500	3,500	0	0	0	0	0	0	0	7,000
State: GA										
Atlanta, Hartsfield - Jackson Atlanta International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	25,308	16,808	23,708	12,500	10,000	0	0	0	0	88,324
State: IL										
Chicago O'Hare International										
Entitlement	8,400	6,500	6,500	6,500	6,500	0	0	0	0	27,900
Discretionary	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	120,000	280,000
Chicago, Chicago Midway International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	12,000	0	0	0	0	0	0	0	0	12,000
State: IN										
Indianapolis, Indianapolis International										
Entitlement	5,000	5,000	5,000	5,000	5,000	0	0	0	0	25,000
Discretionary	8,000	7,500	5,000	3,000	5,000	0	0	0	0	28,500

State: KY										
Covington, Cincinnati/Northern Kentucky International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	15,000	9,000	6,000	2,000	6,000		0	0	0	38,000
State: MA										
Boston, General Edward Lawrence Logan International										
Entitlement	3,650	3,690	3,740	3,780	3,830	3,870	0	0	0	22,5600
Discretionary	10,000	6,000	6,000	5,900	5,900	5,800	0	0	0	39,600
State: MD										
Hagerstown, Hagerstown Regional-Richard A Henson Field										
Entitlement	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	0	8,000
Discretionary	5,000	5,000	3,000	0	0	0	0	0	0	13,000
State: MI										
Detroit, Detroit Metropolitan Wayne County										
Entitlement	6,320	4,886	0	0	0	0	0	0	0	11,206
Discretionary	14,000	14,000	0	0	0	0	0	0	0	28,000
State: MN										
Minneapolis, Minneapolis-St Paul International/Wold-Chamberlain/										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	7,000	5,000	5,000	5,000	0	0	0	0	0	22,000
State: MO										
St. Louis, Lambert-St Louis International										
Entitlement	4,973	4,466	2,409	482	0	0	0	0	0	12,330
Discretionary	17,750	9,000	9,000	5,000	0	0	0	0	0	40,750
State: NC										
Charlotte/Douglas International										
Entitlement	7,765	2,386	8,500	8,500	8,500	0	0	0	0	44,151
Discretionary	2,000	13,000	11,000	12,000	12,000	12,000	12,000	6,000	0	80,000
Greensboro, Piedmont Triad International										
Entitlement	5,000	5,100	5,200	5,200	5,200	5,200	5,200	6,115	0	37,016
Discretionary	7,000	7,000	6,000	6,000	0	0	0	0	0	26,000

State: NH										
Manchester, Manchester										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	3,309	0	0	0	0	0	0	0	0	3,309
State: OH										
Cleveland, Cleveland-Hopkins International										
Entitlement	2,917	2,975	3,036	3,099	3,165	3,233	3,304	3,378	7,649	32,756
Discretionary	17,265	16,000	16,480	13,170	0	0	0	0	0	62,915
Columbus, Port Columbus International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	8,000	8,300	0	0	0	0	0	0	0	16,300
State: PA										
Harrisburg, Harrisburg International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	9,130	11,300	2,170	0	0	0	0	0	0	22,600
State: SC										
Myrtle Beach, Myrtle Beach International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	6,000	6,000	9,000	9,000	9,000	0	0	0	0	39,000
State: TN										
Memphis, Memphis International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	4,402	5,805	5,180	4,823	0	0	0	0	0	20,210
State: TX										
Dallas-Fort Worth, Dallas/Fort Worth International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	2,752	2,552	5,292	6,000	0	0	0	0	0	16,596
Houston, George Bush Intercontinental/Houston										
Entitlement	9,000	10,000	10,000	10,024	0	0	0	0	0	39,024
Discretionary	8,000	7,250	12,750	13,050	0	0	0	0	0	41,050
State: VA										
Washington Dulles International										
Entitlement	6,663	6,663	6,663	6,663	6,663	0	0	0	0	33,313
Discretionary	20,000	17,000	20,000	4,000	0	20,000	13,000	13,000	23,000	130,000

State: WA										
Seattle, Seattle-Tacoma International										
Entitlement	5,600	5,498	5,213	335	5,400	5,500	5,600	5,700	6,063	44,909
Discretionary	12,135	20,135	13,700	20,075	8,200	0	0	0	0	74,245
Total										
Entitlement	78,291	69,683	64,040	52,582	40,758	28,303	17,019	10,078	14,712	376,457
Discretionary	263,752	231,786	199,390	155,058	81,100	63,800	50,000	44,000	145,845	1,233,731

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Appendix H: Land Use Compliance Report for FY 2006

Land Use Compliance Report for FY 2006								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Aniak	AL	Aniak	AK	ANI	Airport has permitted non-aeronautical uses without FAA concurrence and at below Fair Market Value.	Eliminate non-aeronautical uses or seek FAA concurrence at Fair Market Value. The airport sponsor has not taken any corrective action.	Non-Compliant	10/31/2006
Beaver	AL	Beaver	AK	WBQ	Several structures are located on airport property without adequate oversight and compensation.	Execute lease agreements and collect fair market rents for activities at the airport. The airport sponsor has not taken any corrective action.	Non-Compliant	10/31/2006
Fort Yukon	AL	Fort Yukon	AK	FYU	a. The Airport Layout Plan is not current. b. Several non-aeronautical uses (residences, storage) have been permitted on airport property without FAA approval.	a. Submit an updated Airport Layout Plan. b. Airport must submit a corrective action plan that is consistent with FAA requirements.	Non-Compliant	10/31/2006
Gulkana	AL	Gulkana	AK	GKN	a. Airport Layout Plan is not current. b. Certain taxiways are used for non-aeronautical uses (ski/gravel strip). c. Several non-aeronautical uses of airport property are taking place without FAA approval (non-airport equipment storage, living quarters, campground). Several of the non-aeronautical uses provide no compensation to the airport.	FAA has asked sponsor for corrective action.	Non-Compliant	12/31/2006
Igiugig	AL	Igiugig	AK	IGG	a. Airport has permitted certain non-aeronautical (residences, offices, vehicle parking) uses at the airport without FAA approval. b. Airport Layout Plan is not current.	a. Airport must submit a corrective action plan that is consistent with FAA requirements. b. Submit an updated Airport Layout Plan.	Non-Compliant	10/31/2006
Ralph M Calhoun Memorial	AL	Tanana	AK	TAL	In addition to a non-conforming Airport Layout Plan, the airport has permitted non-aeronautical uses of airport property without FAA approval.	Airport must update the Airport Layout Plan and terminate non-aeronautical uses. The airport sponsor has not taken any corrective action.	Non-Compliant	9/30/2005
Soldotna	AL	Soldotna	AK	SXQ	a. Airport Layout Plan does not conform to actual airport properties and uses. b. Unauthorized airport construction has taken place, which in turn conflicts with several land use requirements, including 14 CFR Part 77 and airport safety. c. Residential hangars have been permitted at the airport.	The sponsor must update the Airport Layout Plan, restore intended uses of airport property, remedy any safety action items, and terminate residential use of airport property. The airport sponsor has not taken any corrective action.	Non-Compliant	10/31/2006
Phoenix Sky Harbor International	WP	Phoenix	AZ	PHX	Proceeds from the disposal of Noise Land was not returned to the Noise Program as required.	Airport 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.	In Process	12/31/2006

Land Use Compliance Report for FY 2006								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Pinal Airpark	WP	Marana	AZ	MZJ	The entire airport was leased to a private company in violation of the applicable Surplus Property Agreement. Airport not open to the public. Several land use issues were also identified.	Sponsor must re-negotiate 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	12/31/2005
Sedona	WP	Sedona	AZ	SEZ	Airport has permitted non-aeronautical uses on airport property.	Airport must terminate the non-aeronautical activities or/and seek FAA release of the property. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	9/28/2006
Williams Gateway	WP	Phoenix	AZ	IWA	Airport disposed of obligated airport property without FAA approval.	Sponsor must submit for FAA approval the release and current use of airport land. Sponsor must compensate airport account at Fair Market Value based on an appraisal. A new Airport Layout Plan and Exhibit A must be submitted to FAA. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	9/28/2006
Winslow-Lindbergh Regional	WP	Winslow	AZ	INW	Airport sponsor disposed of airport property without FAA approval.	Take corrective action that is acceptable to the FAA and that is consistent with property release procedures.	In Process	12/31/2006
Banning Municipal	WP	Banning	CA	BNG	Airport property is being used for non-aeronautical purposes (drag racing) without FAA approval.	Eliminate the non-aeronautical use agreement.	Non-Compliant	9/30/2004
Blythe	WP	Blythe	CA	BLH	a. Sponsor allowed long-term leases of airport property for non-aeronautical use without FAA approval.	Terminate leases or seek FAA release of land from aeronautical use.	Non-Compliant	9/30/2004
Brawley Municipal	WP	Brawley	CA	BWC	Airport sponsor sold dedicated airport property without FAA approval.	Submit a corrective action plan to resolve the matter by restoring airport property and/or seeking FAA approval.	In Process	12/31/2006
Brown Field Municipal	WP	San Diego	CA	SDM	Airport has permitted several non-aeronautical uses without FAA approval, many of which are below Fair Market Value.	FAA has requested that the airport take corrective action to eliminate and mitigate the non-aeronautical uses that exist at the airport by seeking FAA approval and ensuring adequate compensation to the airport at Fair Market Value. The airport sponsor has taken adequate corrective action.	In Process	02/22/2007
Calexico International	WP	Calexico	CA	CXL	Airport sponsor permitted non-aeronautical use (water treatment plant) of airport property at below Fair Market Value.	Demonstrate to the FAA that adequate action is being taken to compensate the airport for the Fair Market Value use of the property. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	9/28/2006

Land Use Compliance Report for FY 2006								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Fresno Yosemite International	WP	Fresno	CA	FAT	Airport disposed of airport property without FAA approval (release) and below Fair Market Value (FMV).	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 Airport Layout Plan and Exhibit A must be submitted to FAA. Although the airport sponsor has cooperated with the FAA, it has not taken adequate corrective action since it disagrees with the FAA on the amount of the financial compensation that is to be credited back to the airport.	Non-Compliant	12/31/2006
Gillespie Field	WP	San Diego/El Cajon	CA	SEE	a. Residential development was permitted on airport property. b. Non-aeronautical use of aviation hangars. c. 70 acres of airport property are used for non-aeronautical use and below Fair Market Value. d. Airport property was used for non-aeronautical purposes without FAA approval and adequate compensation.	a. Prevent new residential development and correct any existing uses as leases come up for renewal. b. Dedicate aviation infrastructure for aviation uses. c. Dedicate the 70 acres of land to aeronautical use. d. Compensate airport account in accordance with FAA's guidelines. e. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	9/28/2006
Holtville	WP	Holtville	CA	L04	Airport is no longer used as an airport. Airport has effectively been abandoned.	Airport sponsor was asked to take appropriate action to ensure that the facility is used for airport purposes.	Non-Compliant	12/31/2005
Inyokern	WP	Inyokern	CA	IYK	Airport property is being used for non-aeronautical activities (drag racing) without FAA concurrence, including temporary airport closure.	Sponsor can return property to aeronautical uses or seek conditional FAA approval for non-aeronautical uses. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	9/28/2006
Mammoth Yosemite	WP	Mammoth Lakes	CA	MMH	a. Airport property has been compromised by non-aeronautical leases and agreements without FAA approval. b. Exclusive right has effectively been granted. c. Airport sponsor has not demonstrated it holds property interest in part of airport property.	Sponsor must provide evidence that it has taken corrective action to address non-aeronautical leases, that exclusive rights issue has been addressed and that it holds adequate property interest in all airport property. The airport sponsor has cooperated with the FAA, and is actively pursuing resolution of all the issues in a manner consistent with its federal obligations.	In Process	12/31/2006
March ARB	WP	Riverside	CA	RIV	a. Airport sponsor disposed of airport property without FAA approval. b. Airport is not open to the public.	a. Compensate airport fund with the Fair Market Value of the property in question. b. Take steps to open the airport to the public. c. Although some action was taken to address Fair Market Value compensation for the use of airport property, the airport sponsor has not taken adequate corrective action to open the airport to the public.	Non-Compliant	9/30/2005

Land Use Compliance Report for FY 2006								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Palm Springs International	WP	Palm Springs	CA	PSP	Airport sponsor has permitted non-aeronautical uses of airport property (school) below Fair Market Value and without FAA approval.	Provide a corrective action plan to address the unauthorized land use. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	9/28/2006
Santa Ynez	WP	Santa Ynez	CA	IZA	Several non-aeronautical uses were permitted at the airport without FAA approval and below Fair Market Value.	Correct the situation (identified in an OIG Audit Report) by compensating the airport account for the fair market use of airport property used for non-aeronautical purposes. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	9/28/2006
Shafter-Minter Field	WP	Shafter	CA	MIT	a. Airport property was disposed of without FAA concurrence. b. Several non-aeronautical land uses have been permitted without FAA approval.	In order to ascertain the extent of the land use violations, the FAA asked sponsor to provide supporting documentation related to unauthorized land uses.	Non-Compliant	9/30/2005
Van Nuys	WP	Van Nuys	CA	VNY	a. Several non-aeronautical uses of airport property must revert to aeronautical use. b. Certain airport property is to be dedicated to aeronautical uses.	a. Sponsor to establish a transition plan and take action to convert the non-aeronautical use areas to aeronautical uses. b. Dedicate certain areas for aeronautical uses and make them available accordingly. c. The airport sponsor has taken significant steps towards implementing corrective action.	In Process	5/30/2007
Jeffco	NM	Denver	CO	BJC	Airport Layout Plan is inconsistent with release records and as such is not representative of actual conditions at the airport.	Update Airport Layout Plan	In Process	5/30/2007
Opa Locka	SO	Miami	FL	OPF	a. Airport sponsor exchanged property with the United States Coast Guard without FAA approval. b. Roads and canal constructed in part with airport property without FAA approval. c. Airport sponsor permitted several non-aeronautical uses of airport property. d. Airport sponsor has permitted the local imposition of land use development limitations and encumbrances (i.e. historic preservation) on prime aeronautical development land. e. Outdated property maps. f. Long-term leases inconsistent with airport's land use requirements.	a. and b. Seek FAA approval on the property exchanged, road and canal uses and other land uses. c. and d. Work with FAA in ensuring adequate aeronautical uses of airport properties. e. Submit updated property maps. f. Consider negotiating lease modifications.	In Process	6/30/2007
Brunswick Golden Isles	SO	Brunswick	GA	BQK	Sponsor allowed unauthorized non-aeronautical use of airport property.	Sponsor must request a release of the property in question and compensate the airport account accordingly.	In Process	12/31/2006

Land Use Compliance Report for FY 2006								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Dekalb-Peachtree	SO	Atlanta	GA	PDK	a. Various units of County government are using airport property for non-aeronautical purposes without appropriately compensating the airport. b. Several non-aeronautical uses of airport property were not approved by FAA.	a. and b. Sponsor must seek FAA release and compensate the airport account accordingly.	In Process	5/30/2007
Malcolm McKinnon	SO	Brunswick	GA	SSI	Sponsor allowed unauthorized use of airport property for non-aeronautical activity without FAA approval.	Request a release of the property in question and compensate the airport account accordingly.	Non-Compliant	12/31/2006
Chicago Executive Airport	GL	Chicago/Prospect Heights/Wheeling	IL	PWK	The Airport Layout Plan is outdated and need to be updated. The airport sponsor permitted a non-aeronautical use of airport property that interferes with the use of the airport (water main).	All corrective actions complete expect for the sponsor submittal of the revised ALP. The airport sponsor is cooperating with the FAA in taking corrective action.	In Process	12/31/2006
Metropolis Municipal	GL	Metropolis	IL	M30	Airport sponsor allowed non-aeronautical use (model airplane operations) of airport property without FAA concurrence.	Coordinate corrective action with the FAA to achieve either removal of the non-aeronautical use or achieve conditional approval. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	9/28/2006
Plymouth Municipal	GL	Plymouth	IN	C65	The sponsor allowed a private party to pave a road on airport land to provide access to private, off-airport property.	The sponsor has condemned the off-airport private property for future airport expansion. The condemnation action is currently being litigated. When litigation is complete and property acquired, the sponsor will remove the road. The airport sponsor is cooperating with the FAA in taking corrective action.	In Process	12/31/2006
Sturgis Municipal	SO	Sturgis	KY	I05	Airport has permitted non-aeronautical uses of airport property without FAA approval.	Take corrective action by requesting FAA approval and ensuring adequate airport compensation. The airport sponsor is cooperating with the FAA in taking corrective action.	In Process	12/31/2006
Pollock Municipal Louisiana	SW	Pollock	LA	L66	Airport sponsor did not use revenues derived from the sale of airport property for airport purposes, as required. This misuse of airport revenues was first identified in 1987 as a result of an OIG finding. Finally, the airport failed to submit related financial information.	Take corrective action by compensating the airport account as required.	Non-Compliant	09/30/2007
Martha's Vineyard	NE	Vineyard Haven	MA	MVY	The airport sponsor allowed non-aeronautical uses of airport property without FAA approval.	The airport sponsor must take corrective action to compensate the airport for the unauthorized non-aeronautical uses of airport property. The airport sponsor has not taken adequate corrective action.	Non-Compliant	9/30/2005

Land Use Compliance Report for FY 2006								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Taunton Municipal - King Field	NE	Taunton	MA	TAN	The airport sponsor has allowed several non-aeronautical uses of airport property including vehicle parking such as RVs/trailers and non-aeronautical use of aviation hangars.	The airport sponsor is required to take action to remove vehicles from the airport and amend existing lease to prevent non-aeronautical uses of hangars. The airport sponsor is cooperating with the FAA in taking corrective action.	In Process	12/31/2006
Houlton International	NE	Houlton	ME	HUL	a. Exhibit A contains numerous inconsistencies. b. Property was disposed of without FAA approval/release.	The airport sponsor needs to correct the problems with the Exhibit A and take appropriate action regarding the disposal of property, such as submitting a request for release and addressing the issue of the use of proceeds from the disposal. The airport sponsor is cooperating with the FAA in taking corrective action.	In Process	12/31/2006
Coleman A. Young Municipal	GL	Detroit	MI	DET	Airport sponsor has permitted several non-aeronautical uses of airport property without FAA concurrence, including non-aeronautical uses of hangars.	Airport sponsor must terminate non-aeronautical uses or/and seek FAA approval under applicable policies. A new ALP and Exhibit A will also be needed.	In Process	12/31/2006
Anoka County-Blaine Airport (Janes Field)	GL	Minneapolis	MN	ANE	a. Exhibit A is outdated. b. Airport sponsor permitted several non-aeronautical uses of airport property without FAA approval. This includes golf facilities, softball, and soccer facilities.	The airport sponsor is to update the Exhibit A and take action to submit to the FAA the appropriate release and interim use documentation.	In Process	5/30/2007
Bruce Campbell Field	SO	Madison	MS	MBO	The airport sponsor has allowed several non-aeronautical uses of airport property without FAA approval. This includes a community center constructed on prime aeronautical land and a road. The airport has also granted through-the-fence access for residential development. FBO lease language does not reflect actual amount and type of property under the tenant's control. In addition, the ALP does not reflect current uses.	The airport sponsor must take corrective action which includes seeking FAA concurrence with the non-aeronautical uses, providing Fair Market Value compensation back to the airport for those uses, restricting residential access to the airport and updating its ALP to reflect those actions and existing uses.	In Process	9/30/2007
Warren Field	SO	Washington	NC	OCW	Airport sponsor has permitted non-aeronautical uses (including residential) on airport property in a manner inconsistent with its Federal obligations.	The FAA has asked for the residence to be removed.	In Process	12/31/2006
Mandan Municipal	GL	Mandan	ND	Y19	a. Airport property was used for agricultural purposes without FAA concurrence. b. Sponsor permitted the storage of non-aeronautical material adjacent to an aircraft parking area. c. Outdated Exhibit A and ALP.	All corrective actions complete except for the sponsor submittal of the Exhibit "A" and ALP. The airport sponsor is cooperating with the FAA in taking corrective action.	In Process	12/31/2006

Land Use Compliance Report for FY 2006								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Watford City Municipal	GL	Watford City	ND	S25	The FAA is unable to ascertain airport property ownership as required under Grant Assurance 4. The ALP does not reflect current airport facilities. Several non-aeronautical uses have been allowed on airport property without FAA approval, including a softball complex and agricultural spraying storage.	All corrective actions complete except for the sponsor submittal of the Exhibit "A" and ALP. The airport sponsor is cooperating with the FAA in taking corrective action.	In Process	12/31/2006
Manchester	NE	Manchester	NH	MHT	In 2003, the airport sponsor executed a land swap without FAA approval.	Take corrective action to ensure compliance with FAA approval/release procedures. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	9/28/2006
South Jersey Regional	EA	Mount Holly	NJ	VAY	The airport sponsor allowed several non-aeronautical uses of airport property. In addition, a museum was permitted on airport property at a nominal rate. Finally, the ALP does not reflect several airport land uses.	The airport sponsor must take corrective action to seek FAA approval for the non-aeronautical uses, including providing the appropriate information regarding Fair Market Value, elimination of nominal rental values, and compensating the airport accordingly. The ALP must be updated.	In Process	12/31/2006
McCarran International	WP	Las Vegas	NV	LAS	Proceeds from the disposal of Noise Land was not returned to the Noise Program as required.	Proceeds from the disposal of Noise Land must be returned to the Noise Program or to the trust fund. Compliance with Grant Assurance 31 "Disposal of Land" is required. The airport sponsor is cooperating with the FAA in taking corrective action.	In Process	9/30/2007
East Hampton	EA	East Hampton	NY	HTO	Airport sponsor permitted non-aeronautical land uses within the airport property without FAA approval and below Fair Market Value.	Take action to correct non-aeronautical uses and compensate the airport in a manner that is consistent with applicable law and FAA policy. The airport sponsor and the FAA have agreed on the amount of the compensation to be credited back to the airport. It is anticipated that this issue will be closed and in compliance in early FY 2007.	In Process	12/31/2006
Francis S Gabreski	EA	Westhampton Beach	NY	FOK	Airport sponsor has permitted non-aeronautical uses without FAA approval.	Eliminate non-aeronautical uses or seek FAA approval under applicable policies. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	1/26/2006
Cincinnati Municipal Airport Lunken Field	GL	Cincinnati	OH	LUK	A significant portion of the airport is being used for non-aeronautical uses without FAA approval and without adequate Fair Market Value compensation. Other land use issues have also been identified including airspace penetrations due to on-airport obstructions.	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 FAA will notify the airport sponsor of its findings.	In Process	12/31/2006

Land Use Compliance Report for FY 2006								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Clermont County	GL	Batavia	OH	I69	a. Airport sponsor has granted an exclusive right for all airport property. b. Airport sponsor has permitted non-aeronautical use of airport property. c. There is no current Airport Layout Plan (ALP).	a. Airport sponsor must take action to eliminate the exclusive rights that has been granted. b. Submit a new ALP. c. Remove non-aeronautical use or seek FAA approval. The airport sponsor has not taken any corrective action.	Non-Compliant	12/31/2005
Ohio State University	GL	Columbus	OH	OSU	Several non-aeronautical uses were permitted at the airport without FAA approval or/and below Fair Market Value. Issues include land use designations and compensation back to the airport for non-aeronautical uses.	Take adequate corrective action to ensure FAA approval is according to the Federal obligations and applicable policy. The airport sponsor has taken significant steps towards implementing corrective action. Resolution is expected in early FY 2007.	In Process	12/31/2006
Wadsworth Municipal	GL	Wadsworth	OH	3G3	The airport has permitted certain non-aeronautical uses at the airport without FAA approval.	Airport must take corrective action by seeking approval of certain non-aeronautical uses and by instituting new leasing practices. Although the airport sponsor is cooperating with the FAA in taking corrective action, not all issues have yet been addressed.	In Process	12/30/2006
Clinton Municipal	SW	Clinton	OK	CLK	Airport has allowed several non-aeronautical activities on airport property without FAA approval (gun range and soccer fields).	Eliminate non-aeronautical activities or/and seek FAA conditional approval.	Closed, In Compliance	9/30/2006
Grand Lake Regional	SW	Afton	OK	309	Airport sponsors permitted non-aeronautical uses on airport property and disposed of airport property without FAA approval, and encumbered airport property by third party lien.	Return properties to approved aeronautical uses and return sale proceeds proportionate to Federal assistance received to date and comply with provisions of grant assurances. DOT filed lawsuit against airport sponsors and third party. The District Court for the Northern District of Oklahoma granted summary judgment in favor of the FAA against the airport sponsors and denied the third party's motion to dismiss. The Court found the airport sponsors jointly liable for repayment of federal grant funds. It is anticipated that the District Court will issue a schedule for consideration of the remaining issues regarding the airport. Therefore, the airport continues to be classified as in noncompliance pending adequate and timely resolution.	Non-Compliant	9/30/2006

Land Use Compliance Report for FY 2006								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Barnwell Regional	SO	Barnwell	SC	BNL	The airport sponsor has allowed several non-aeronautical uses of airport property without FAA approval. This includes municipal uses and a cemetery. The airport has also granted an easement on airport property to another entity and has allowed a non-airport entity to control parts of the Airport. In addition, airport property was disposed of without FAA approval.	The airport sponsor must take action to correct the noted deficiencies. Corrective action is to include: requesting FAA concurrence, fair market compensation back to the airport account, and regaining control over the affected properties where control was lost.	In Process	5/30/2007
Greenwood County	SO	Greenwood	SC	GRD	a. Several non-aeronautical uses were permitted at the airport without FAA approval. b. Airport property was disposed of without FAA approval. c. Airport Layout Plan and Exhibit A map are not consistent with actual land uses at the airport.	a. Take action to eliminate unauthorized nonaeronautical land uses. b. Seek FAA release on disposed parcel and compensate airport adequately at Fair Market Value. c. Submit updated documents.	In Process	5/30/2007
Terrell Municipal	SW	Terrell	TX	TRL	The airport sponsor has permitted non-aeronautical uses of airport property (municipal maintenance storage facility) without FAA approval and rent-free.	The FAA asked the airport sponsor to provide appraisal and related information (i.e. lease in order to consider accepting corrective action, including making provisions for repayments to the airport account.	In Process	12/31/2006
Castroville Municipal	SW	Castroville	TX	T89	Airport sponsor entered into agreement with aeronautical user on airport, which encumbered airport property and deprived sponsor of its rights and responsibilities to effectively operate, manage, and develop the property. Airport sponsor also permitted non-aeronautical uses of airport property.	Take adequate corrective action to regain control over the property and seek FAA approval on non-aeronautical land uses. Remark: TX DOT and ASW personnel continue to investigate through 14 CFR Part 13.	Non-Compliant	9/30/2007
Ogden-Hinckley	NM	Ogden	UT	OGD	Airport has permitted non-aeronautical use of dedicated airport property at below Fair Market Value.	Seek FAA approval and ensure adequate airport compensation at Fair Market Value. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	10/1/2005
Accomack County	EA	Melfa	VA	MFV	Non-aeronautical facilities exist on airport property at below Fair Market Value.	Take corrective action by seeking FAA approval of uses and ensuring adequate compensation at Fair Market Value. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	9/28/2006
Rutland State	NE	Rutland	VT	RUT	a. Airport sponsor allowed non-aeronautical use (camping) of airport property without FAA concurrence. b. Airport sponsor executed a land swap without FAA approval.	a. Coordinate corrective action with the FAA to achieve either removal of the non-aeronautical use or achieve conditional approval. b. Take corrective action to ensure compliance with FAA approval/release procedures. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	9/28/2006

Land Use Compliance Report for FY 2006								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Richard I Bong	GL	Superior	WI	SUW	Sponsor allowed a public school to be built on airport property without FAA authorization.	Sponsor must request from FAA for the release of the parcel, and credit the airport with the Fair Market Value of the property in accordance with an appraisal acceptable to the FAA. Sponsor must also correct any incompatible land use problems with the development. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	7/30/2006
Watertown Municipal	GL	Watertown	WI	RYV	a. Part of a runway protection zone (RPZ) was used for a non-aeronautical use (road). b. Airport property was sold for commercial development without FAA concurrence.	a. Close the road in the RPZ. b. Seek FAA release of property in question and compensate airport with Fair Market Value of property. The airport sponsor has taken adequate corrective action.	Closed, In Compliance	9/30/2006

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Appendix I: FY 2006 AIP Grants Awarded and Grant Amounts by Airport Type and State

FY 2006 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	24	143,443,315	6	30,169,718	0	0	7	16,923,558	5	13,030,891	0	0	5	17,348,542	47	220,916,024
AL	10	30,172,757	1	788,900	2	679,103	41	16,577,946	0	0	0	0	1	1,045,227	55	49,263,933
AR	6	6,492,751	2	2,520,848	2	2,839,546	37	17,300,492	1	239,539	0	0	1	1,315,175	49	30,708,351
AZ	14	42,196,243	2	559,063	10	15,325,634	19	12,330,397	0	0	0	0	0	0	45	70,411,337
CA	48	241,264,606	2	916,800	28	27,337,511	71	37,539,298	0	0	0	0	0	0	149	307,058,215
CO	15	58,971,653	1	300,000	9	14,018,977	14	9,420,356	1	235,740	0	0	0	0	40	82,946,726
CT	5	5,866,699	0	0	2	1,548,890	4	2,142,816	1	162,865	0	0	0	0	12	9,721,270
DC	0	0	0	0	0	0	0	0	0	0	0	0	1	301,713	1	301,713
DE	0	0	0	0	0	0	4	6,059,988	1	236,550	0	0	0	0	5	6,296,538
FL	29	98,915,798	2	3,172,223	16	20,236,439	37	29,443,537	0	0	0	0	0	0	84	151,767,997
FM	0	0	0	0	0	0	2	1,750,000	0	0	0	0	0	0	2	1,750,000
GA	15	53,715,595	0	0	7	6,007,746	10	5,535,970	2	16,802,082	0	0	1	8,809,627	35	90,871,020
GU	3	9,493,137	0	0	0	0	0	0	0	0	0	0	0	0	3	9,493,137
HI	12	22,506,860	0	0	1	3,816,667	2	3,325,000	0	0	0	0	0	0	15	29,648,527
IA	9	15,892,041	1	792,495	2	830,739	56	21,304,776	1	741,331	0	0	1	101,982	70	39,663,364
ID	7	14,757,473	0	0	1	495,000	16	5,767,584	0	0	0	0	0	0	24	21,020,057
IL	27	122,181,880	2	1,515,150	0	0	0	0	1	50,000	4	32,696,751	1	750,000	35	157,193,781
IN	6	35,449,988	0	0	1	1,658,000	37	19,406,285	0	0	0	0	0	0	44	56,514,273
KS	5	734,727	4	3,473,895	3	1,675,695	47	16,234,719	1	232,750	0	0	1	32,490	61	22,384,276
KY	9	61,634,637	2	2,765,052	1	1,709,449	32	8,751,875	0	0	0	0	3	9,532,758	47	84,393,771
LA	12	38,679,797	0	0	4	13,333,230	24	13,138,468	2	4,665,000	0	0	1	350,000	43	70,166,495
MA	7	19,819,954	0	0	4	4,853,702	15	11,943,697	0	0	0	0	0	0	26	36,617,353
MD	8	28,254,505	0	0	4	837,727	7	7,937,084	1	490,476	0	0	0	0	20	37,519,792
ME	5	5,454,858	1	549,575	3	2,885,854	14	6,212,685	2	578,721	0	0	0	0	25	15,681,693
MH	0	0	0	0	0	0	1	13,000,000	0	0	0	0	0	0	1	13,000,000
MI	24	59,646,556	1	162,000	2	8,001,639	0	0	0	0	5	33,608,870	0	0	32	101,419,065
MN	11	33,009,585	1	1,847,546	5	6,017,366	53	19,071,113	0	0	0	0	1	88,625	71	60,034,235
MO	14	58,432,228	0	0	0	0	0	0	1	170,000	3	21,307,464	0	0	18	79,909,692
MP	3	7,350,845	0	0	0	0	0	0	0	0	0	0	0	0	3	7,350,845
MS	12	87,454,571	0	0	3	3,168,758	49	16,053,035	0	0	0	0	0	0	64	106,676,364
MT	10	19,312,813	1	195,000	0	0	27	10,327,700	1	127,479	0	0	1	373,160	40	30,336,152
NC	11	41,578,558	0	0	0	0	1	286,826	0	0	1	18,819,968	0	0	13	60,685,352
ND	3	5,578,763	4	3,696,372	0	0	40	9,303,580	1	220,000	0	0	0	0	48	18,798,715
NE	5	5,872,332	5	4,379,374	1	494,522	38	10,898,107	1	154,895	0	0	0	0	50	21,799,230
NH	8	26,117,111	0	0	1	256,500	5	9,446,144	0	0	0	0	0	0	14	35,819,755
NJ	7	23,772,931	0	0	10	22,468,775	9	4,681,307	0	0	0	0	0	0	26	50,923,013

FY 2006 AIP Grants Awarded and Grant Amounts by Airport Type and State																
State	Primary		Commercial Count		Reliever		General Aviation		State Sponsored		State Block Grant		Other		Total Grants	
	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount
NM	3	11,181,189	1	764,627	1	1,900,000	23	8,821,118	1	115,425	0	0	1	1,554,263	30	24,336,622
NV	11	29,467,243	0	0	3	7,349,375	15	6,904,473	1	250,000	0	0	0	0	30	43,971,091
NY	47	101,953,297	9	4,962,892	18	9,281,004	45	25,413,918	1	300,000	0	0	1	40,046	121	141,951,157
OH	17	58,959,243	0	0	10	5,223,297	69	18,276,222	1	50,000	0	0	0	0	97	82,508,762
OK	5	19,922,645	0	0	2	3,425,000	47	19,798,253	1	179,011	0	0	1	405,696	56	43,730,605
OR	10	21,741,445	1	500,000	1	650,000	16	9,323,162	2	594,725	0	0	0	0	30	32,809,332
PA	28	91,082,225	3	3,296,866	4	3,999,138	4	2,498,649	0	0	6	17,022,065	1	400,000	46	118,298,943
PR	4	10,175,457	1	1,220,966	0	0	0	0	0	0	0	0	0	0	5	11,396,423
PW	0	0	0	0	0	0	3	6,750,000	0	0	0	0	0	0	3	6,750,000
RI	5	18,370,923	3	3,739,117	2	3,263,425	1	280,419	0	0	0	0	0	0	11	25,653,884
SC	7	14,911,744	0	0	1	150,000	23	7,405,395	3	1,182,411	0	0	0	0	34	23,649,550
SD	4	4,463,625	1	7,520,142	0	0	31	9,138,475	2	361,000	0	0	1	121,490	39	21,604,732
TN	12	48,366,897	1	862,800	0	0	0	0	0	0	1	14,031,106	0	0	14	63,260,803
TX	41	182,806,880	0	0	3	11,067,860	1	1,000,000	1	500,000	4	57,423,649	1	932,106	51	253,730,495
UT	2	3,980,289	2	3,368,723	2	1,629,907	17	18,245,948	1	130,000	0	0	3	18,719,913	27	46,074,780
VA	9	55,710,699	1	169,634	6	6,250,902	20	12,951,411	0	0	0	0	1	4,207,000	37	79,289,646
VI	2	1,521,221	0	0	0	0	0	0	0	0	0	0	0	0	2	1,521,221
VT	5	2,550,169	3	1,175,664	0	0	2	275,871	3	719,071	0	0	0	0	13	4,720,775
WA	14	75,691,203	4	1,593,711	3	4,054,853	15	7,509,698	4	1,704,665	0	0	0	0	40	90,554,130
WI	10	23,482,070	0	0	0	0	0	0	0	0	4	36,383,466	0	0	14	59,865,536
WV	5	17,560,521	2	4,629,099	1	336,343	11	7,165,292	0	0	0	0	0	0	19	29,691,255
WY	11	9,096,356	0	0	0	0	12	7,888,016	0	0	0	0	0	0	23	16,984,372
Total	636	2,227,020,908	70	91,608,252	179	219,078,573	1,074	531,760,663	44	44,224,627	28	231,293,339	28	66,429,813	2,059	3,411,416,175

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Appendix J: AIP Grants Awarded in FY 2006 by State

AIP Grants Awarded in FY 2006 by State					
State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Alabama					
Albertville	The Albertville Municipal-Thomas J Brumlik Field	General Aviation	16	118,340	Install Perimeter Fencing
Alexander City	Thomas C Russell Field	General Aviation	8	385,337	Acquire Land For Approaches, Construct Taxiway
Aliceville	George Downer	General Aviation	4	403,413	Acquire Land For Approaches
Andalusia/Opp	Andalusia-Opp	General Aviation	10	150,000	Construct Building, Construct Fuel Farm
Anniston	Anniston Metropolitan	General Aviation	21	900,000	Extend Runway Safety Area
Auburn	Auburn-Opelika Robert G. Pitts	General Aviation	18	681,704	Construct Apron, Construct Taxiway
Auburn	Auburn-Opelika Robert G. Pitts	General Aviation	19	716,100	Construct Apron
Bay Minette	Bay Minette Municipal	General Aviation	6	486,053	Construct Building, Construct Taxiway
Birmingham	Birmingham International	Primary	62	9,500,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Birmingham	Birmingham International	Primary	63	4,200,000	Security Enhancements
Brewton	Brewton Municipal	General Aviation	4	113,522	Improve Terminal Building, Install Weather Reporting Equipment
Camden	Camden Municipal	General Aviation	1	30,789	Rehabilitate Runway Lighting, Remove Obstructions, Update Airport Master Plan Study
Centre	New	System Plan	4	1,045,227	Construct Runway, Install Runway Lighting
Centreville	Bibb County	General Aviation	3	147,673	Acquire Land For Approaches
Clanton	Gragg-Wade Field	General Aviation	4	770,355	Acquire Land For Approaches
Courtland	Lawrence County	General Aviation	5	45,600	Conduct Airport Master Plan Study, Rehabilitate Apron
Cullman	Folsom Field	General Aviation	14	13,897	Conduct Miscellaneous Study
Dauphin Island	Dauphin Island	General Aviation	1	200,000	Rehabilitate Runway
Dauphin Island	Dauphin Island	General Aviation	2	602,326	Rehabilitate Runway
Dothan	Dothan Regional	Primary	26	1,091,550	Improve Runway Safety Area
Elba	Carl Folsom	General Aviation	2	147,305	Acquire Land For Approaches, Remove Obstructions
Enterprise	Enterprise Municipal	General Aviation	13	342,576	Install Perimeter Fencing
Eufaula	Weedon Field	General Aviation	13	92,850	Install Perimeter Fencing

Evergreen	Middleton Field	General Aviation	4	322,625	Extend Runway
Fayette	Richard Arthur Field	General Aviation	5	158,236	Construct Building
Fort Payne	Isbell Field	General Aviation	13	118,423	Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System
Gadsden	Gadsden Municipal	General Aviation	7	450,000	Conduct Airport Master Plan Study, Install Runway Vertical/Visual Guidance System, Rehabilitate Taxiway
Geneva	Geneva Municipal	General Aviation	2	262,983	Acquire Land For Approaches
Greenville	MacCrenshaw Memorial	General Aviation	6	403,099	Construct Building
Guntersville	Guntersville Municipal - Joe Starnes Field	General Aviation	9	150,000	Acquire Land for Development
Hamilton	Marion County-Rankin Fite	General Aviation	6	600,000	Construct Terminal Building
Hartselle	Rountree Field	General Aviation	4	187,679	Acquire Land For Approaches
Huntsville	Huntsville International-Carl T Jones Field	Primary	48	2,038,000	Construct Taxiway, Security Enhancements
Huntsville	Huntsville International-Carl T Jones Field	Primary	49	3,824,325	Acquire Equipment, Expand Terminal Building, Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Runway, Security Enhancements
Huntsville	Huntsville International-Carl T Jones Field	Primary	50	5,000,000	Acquire Land for Development
Huntsville	Madison County Executive	General Aviation	18	1,200,000	Construct Apron, Construct Building
Lanett	Lanett Municipal	General Aviation	3	542,203	Rehabilitate Runway
Mobile	Mobile Downtown	Reliever	17	23,603	Install Perimeter Fencing
Mobile	Mobile Regional	Primary	37	115,719	Rehabilitate Access Road
Mobile	Mobile Regional	Primary	38	2,363,738	Acquire Land for Development, Construct Service Road, Rehabilitate Terminal Building, Security Enhancements, Update Airport Master Plan Study
Mobile	Mobile Regional	Primary	39	1,622,400	Acquire Land for Noise Compatibility within 65 - 69 DNL
Montgomery	Montgomery Regional (Dannelly Field)	Primary	36	417,025	Expand Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Update Miscellaneous Study
Mooreville	Pryor Field Regional	General Aviation	13	203,675	Improve Runway Safety Area
Muscle Shoals	Northwest Alabama Regional	Commercial Service	21	788,900	Rehabilitate Taxiway
Ozark	Blackwell Field	General Aviation	7	2,701,649	Construct Taxiway, Extend Runway, Rehabilitate Runway
Pell City	St Clair County	Reliever	7	655,500	Expand Apron
Reform	North Pickens	General Aviation	2	300,000	Rehabilitate Runway Lighting
Roanoke	Roanoke Municipal	General Aviation	2	103,356	Acquire Land For Approaches
Scottsboro	Scottsboro Municipal-Word Field	General Aviation	10	206,044	Construct Building

St. Elmo	St Elmo	General Aviation	5	8,400	Install Miscellaneous NAVAIDS
Sylacauga	Merkel Field Sylacauga Municipal	General Aviation	12	403,913	Improve Runway Safety Area
Talladega	Talladega Municipal	General Aviation	13	799,508	Extend Runway, Extend Taxiway
Tuscaloosa	Tuscaloosa Regional	General Aviation	20	570,567	Acquire Aircraft Rescue & Fire Fighting Vehicle
Tuskegee	Moton Field Municipal	General Aviation	9	41,150	Conduct Environmental Study, Construct Fuel Farm
Union Springs	Franklin Field	General Aviation	2	496,596	Rehabilitate Apron, Rehabilitate Runway

Subtotal FY 2006 Funds

49,263,933

Alaska

Akutan	Akutan	General Aviation	6	129,355	Conduct Airport Master Plan Study
Anchorage	Lake Hood	Primary	11	1,891,416	Construct Apron
Anchorage	Merrill Field	Primary	40	551,000	Acquire Snow Removal Equipment
Anchorage	Merrill Field	Primary	41	1,727,100	Rehabilitate Apron, Security Enhancements
Anchorage	Ted Stevens Anchorage International	Primary	90	4,718,750	Construct Apron
Anchorage	Ted Stevens Anchorage International	Primary	91	9,466,000	Rehabilitate Runway, Rehabilitate Taxiway
Anchorage	Ted Stevens Anchorage International	Primary	92	1,413,363	Conduct Airport Master Plan Study
Anchorage	Ted Stevens Anchorage International	Primary	93	6,593,124	Rehabilitate Taxiway
Anchorage	Ted Stevens Anchorage International	Primary	94	1,417,716	Rehabilitate Apron
Anchorage	Ted Stevens Anchorage International	Primary	95	1,040,100	Acquire Aircraft Rescue & Fire Fighting Vehicle
Aniak	Aniak	Primary	8	57,706	Conduct Airport Master Plan Study
Bethel	Bethel	Primary	15	5,701,583	Construct Apron
Coffman Cove	Coffman Cove	General Aviation	2	1,437,164	Construct Seaplane Base
Cordova	Merle K (Mudhole) Smith	Primary	10	4,346,424	Construct Runway Safety Area
Fairbanks	Fairbanks International	Primary	32	18,138,658	Construct Apron, Install Taxiway Lighting, Rehabilitate Runway
Hollis	Clark Bay SPB (Prop GA Hollis replacement)	System Plan	1	2,475,596	Construct Seaplane Base
Juneau	Juneau International	Primary	47	1,000,000	Expand Terminal Building
Juneau	State of Alaska	System Plan	5	2,667,552	Update State System Plan Study
Juneau	Various Locations in Alaska	System Plan	53	1,675,724	Acquire Snow Removal Equipment
Juneau	Various Locations in Alaska	System Plan	54	1,093,256	Acquire Snow Removal Equipment
Juneau	Various Locations in Alaska	System Plan	55	3,931,553	Acquire Snow Removal Equipment
Juneau	Various Locations in Alaska	System Plan	56	3,662,806	Rehabilitate Runway

Kaktovik	Barter Island LRRS	Commercial Service	3	927,772	Update Airport Master Plan Study
Kaktovik	Barter Island LRRS	Commercial Service	4	1,894,960	Rehabilitate Runway
Kenai	Kenai Municipal	Primary	35	7,232,329	Improve Seaplane Base, Rehabilitate Runway
Ketchikan	Ketchikan International	Primary	15	259,570	Install Emergency Generator
Ketchikan	Ketchikan International	Primary	16	24,158,613	Rehabilitate Runway
King Salmon	King Salmon	Primary	9	7,489,430	Extend Runway Safety Area
Kodiak	Trident Basin	General Aviation	2	4,080,000	Improve Seaplane Base
Kotzebue	Ralph Wien Memorial	Primary	12	3,023,863	Construct Sand and Chemical Storage Building
Manokotak	Manokotak (Proposed GA)	System Plan	1	8,311,638	Construct New Airport
McGrath	McGrath	Commercial Service	4	1,571,036	Construct Sand and Chemical Storage Building
McGrath	McGrath	Commercial Service	5	6,574,950	Construct Apron, Construct Runway
New Stuyahok	New Stuyahok (Proposed GA)	System Plan	3	5,387,450	Construct New Airport, Construct Snow Removal Equipment Building
Newtok	Newtok	General Aviation	3	104,000	Conduct Airport Master Plan Study
Nome	Nome	Primary	14	1,481,187	Construct Aircraft Rescue & Fire Fighting Building, Construct Snow Removal Equipment Building
Nome	Nome	Primary	15	6,463,358	Rehabilitate Runway, Remove Obstructions
Palmer	Matanuska-Susitna Borough	System Plan Planning	1	673,858	Conduct Metropolitan System Plan Study
Palmer	Palmer Municipal	General Aviation	13	1,850,291	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Point Lay	Point Lay LRRS	General Aviation	3	5,650,000	Expand Apron, Extend Runway
Port Graham	Nanwalek / Port Graham Regional (Proposed GA)	System Plan	1	500,000	Conduct Airport Master Plan Study
Shishmaref	Shishmaref	Commercial Service	5	150,000	Conduct Airport Master Plan Study
Tuntutuliak	Tuntutuliak	Commercial Service	2	19,051,000	Construct New Airport
Unalakleet	Unalakleet	Primary	3	12,376,438	Construct Apron, Strengthen Runway
Unalaska	Unalaska	Primary	12	1,439,950	Conduct Environmental Study
Wasilla	Wasilla	General Aviation	12	3,672,748	Construct Apron, Construct Runway
Wrangell	Wrangell	Primary	12	21,455,637	Rehabilitate Runway

Subtotal FY 2006 Funds

220,916,024

Arizona

Bullhead City	Laughlin/Bullhead International	Primary	26	457,373	Expand Terminal Building, Rehabilitate Access Road, Rehabilitate Runway
Bullhead City	Laughlin/Bullhead International	Primary	27	145,000	Update Airport Master Plan Study
Casa Grande	Casa Grande Municipal	General Aviation	10	1,030,623	Construct Apron

Chandler	Chandler Municipal	Reliever	17	272,650	Conduct Noise Compatibility Plan Study
Chandler	Chandler Municipal	Reliever	18	150,000	Construct Access Road
Cibecue	Cibecue	General Aviation	3	150,000	Conduct Environmental Study
Flagstaff	Flagstaff Pulliam	Primary	28	218,500	Conduct Environmental Study
Flagstaff	Flagstaff Pulliam	Primary	29	500,000	Construct Service Road
Flagstaff	Flagstaff Pulliam	Primary	30	10,483,414	Extend Runway
Fort Huachuca Sierra Vista	Sierra Vista Municipal-Libby AAF	General Aviation	19	393,917	Rehabilitate Apron
Gila Bend	Gila Bend Municipal	General Aviation	11	242,471	Install Apron Lighting, Install Runway Vertical/Visual Guidance System
Globe	San Carlos Apache	General Aviation	14	217,248	Construct Taxiway, Install Weather Reporting Equipment
Grand Canyon	Grand Canyon National Park	Primary	20	1,765,877	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Apron, Improve Airport Drainage
Kingman	Kingman	General Aviation	17	177,016	Conduct Miscellaneous Study, Install Runway Lighting
Kingman	Kingman	General Aviation	18	47,500	Conduct Environmental Study
Marana	Marana Regional	Reliever	14	5,007,921	Construct Taxiway, Rehabilitate Runway, Rehabilitate Taxiway
Mesa	Falcon Field	Reliever	14	1,139,396	Improve Runway Safety Area, Install Perimeter Fencing
Mesa	Falcon Field	Reliever	15	170,000	Update Airport Master Plan Study
Mesa	Williams Gateway	Reliever	16	2,276,417	Rehabilitate Parking Lot
Mesa	Williams Gateway	Reliever	17	515,000	Update Airport Master Plan Study
Mesa	Williams Gateway	Reliever	18	2,400,000	Construct Taxiway
Nogales	Nogales International	General Aviation	13	1,502,500	Install Taxiway Lighting, Widen Taxiway
Page	Page Municipal	Primary	19	2,626,132	Acquire Safety Equipment, Construct Heliport/Helipad, Construct Service Road, Construct Taxiway, Improve Airport Drainage
Parker	Avi Suquilla	General Aviation	9	663,867	Install Perimeter Fencing
Parker	Avi Suquilla	General Aviation	10	2,013,050	Construct Runway
Payson	Payson	General Aviation	14	30,000	Construct Apron
Peach Springs	Grand Canyon West	Primary	5	6,402,822	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Construct Runway
Peach Springs	Grand Canyon West	Primary	6	1,808,310	Construct Runway
Phoenix	Phoenix Deer Valley	Reliever	21	3,000,000	Acquire Land for Development
Phoenix	Phoenix Sky Harbor International	Primary	62	6,884,262	Rehabilitate Taxiway
Prescott	Ernest A. Love Field	Commercial Service	25	185,000	Update Airport Master Plan Study
Safford	Safford Regional	General Aviation	15	125,000	Conduct Miscellaneous Study
Scottsdale	Scottsdale	Reliever	22	394,250	Construct Taxiway, Install Airfield Guidance Signs, Rehabilitate Access Road, Rehabilitate Taxiway
Sedona	Sedona	General Aviation	16	1,150,000	Rehabilitate Taxiway

Show Low	Show Low Regional	Commercial Service	15	374,063	Conduct Environmental Study
Springerville	Town of Springerville Municipal	General Aviation	15	2,410,981	Construct Apron, Install Weather Reporting Equipment
Taylor	Taylor	General Aviation	14	333,502	Construct Taxiway
Tucson	Tucson International	Primary	50	7,656,394	Construct Taxiway, Rehabilitate Runway
Tucson	Tucson International	Primary	51	1,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Whiteriver	Whiteriver	General Aviation	9	342,722	Construct Snow Removal Equipment Building
Wickenburg	Wickenburg Municipal	General Aviation	16	1,200,000	Extend Runway, Extend Taxiway
Williams	H.A. Clark Memorial Field	General Aviation	19	150,000	Conduct Environmental Study
Winslow	Winslow-Lindbergh Regional	General Aviation	14	150,000	Conduct Environmental Study
Yuma	Yuma MCAS/Yuma International	Primary	26	1,998,785	Construct Apron
Yuma	Yuma MCAS/Yuma International	Primary	27	249,374	Conduct Environmental Study

Subtotal FY 2006 Funds

70,411,337

Arkansas

Almyra	Almyra Municipal	General Aviation	3	385,961	Rehabilitate Apron
Ash Flat	Sharp County Regional	General Aviation	4	27,871	Install Perimeter Fencing
Benton	New Saline County	System Plan	1	1,315,175	Construct New Airport
Bentonville	Bentonville Municipal/Louise M Thaden Field	General Aviation	6	515,691	Acquire Safety Equipment, Construct Taxiway
Berryville	Carroll County	General Aviation	7	243,163	Conduct Airport Master Plan Study, Rehabilitate Apron
Brinkley	Frank Federer Memorial	General Aviation	2	367,740	Conduct Airport Master Plan Study, Extend Taxiway
Calico Rock	Calico Rock-Izard County	General Aviation	3	54,898	Construct Taxiway
Carlisle	Carlisle Municipal	General Aviation	6	315,843	Improve Runway Safety Area, Rehabilitate Taxiway
Cave Springs	Northwest Arkansas Regional	Primary	26	745,373	Acquire Aircraft Rescue & Fire Fighting Vehicle
Cave Springs	Northwest Arkansas Regional	Primary	27	244,542	Conduct Miscellaneous Study
Clarendon	Clarendon Municipal	General Aviation	2	73,162	Construct Runway
Clarksville	Clarksville Municipal	General Aviation	6	226,627	Construct Apron
Clinton	Clinton Municipal	General Aviation	5	41,305	Widen Runway, Widen Taxiway
Corning	Corning Municipal	General Aviation	10	149,808	Construct Apron

Crossett	Z M Jack Stell Field	General Aviation	3	128,599	Rehabilitate Taxiway
De Queen	J Lynn Helms Sevier County	General Aviation	6	140,917	Rehabilitate Runway, Update Airport Master Plan Study
De Witt	De Witt Municipal	General Aviation	3	334,776	Construct Apron
Dumas	Billy Free Municipal	General Aviation	3	160,455	Acquire Land For Approaches, Construct Taxiway
El Dorado	South Arkansas Regional at Goodwin Field	General Aviation	11	215,474	Acquire Aircraft Rescue & Fire Fighting Vehicle
El Dorado	South Arkansas Regional at Goodwin Field	General Aviation	12	1,850,000	Acquire Safety Equipment, Improve Runway Safety Area, Strengthen Runway
Fayetteville	Drake Field	General Aviation	35	128,456	Construct Apron
Fordyce	H L Hopkins-Fordyce Municipal	General Aviation	3	472,463	Rehabilitate Runway
Harrison	Boone County	Commercial Service	15	1,212,526	Acquire Aircraft Rescue & Fire Fighting Vehicle, Rehabilitate Apron, Rehabilitate Runway Lighting
Jonesboro	Jonesboro Municipal	Commercial Service	14	1,308,322	Rehabilitate Runway Lighting
Little Rock	Adams Field	Primary	61	585,002	Acquire Aircraft Rescue & Fire Fighting Vehicle
Little Rock	Adams Field	Primary	62	3,000,000	Noise Mitigation Measures for Residences within - 69 DNL
Little Rock	Adams Field	Primary	63	1,476,084	Extend Runway, Improve Airport Drainage, Rehabilitate Apron
Little Rock	State of Arkansas	System Plan	5	239,539	Update State System Plan Study
Magnolia	Magnolia Municipal	General Aviation	8	742,907	Extend Runway
Malvern	Malvern Municipal	General Aviation	1	141,170	Remove Obstructions
Manila	Manila Municipal	General Aviation	5	244,854	Rehabilitate Runway Lighting
Marianna	Marianna/Lee County-Steve Edwards Field	General Aviation	2	532,748	Extend Taxiway
Marked Tree	Marked Tree Municipal	General Aviation	4	205,345	Rehabilitate Apron
Mena	Mena Intermountain Municipal	General Aviation	13	107,697	Conduct Miscellaneous Study, Rehabilitate Runway
Monticello	Monticello Municipal/Ellis Field	General Aviation	8	231,807	Install Airfield Guidance Signs, Rehabilitate Runway, Update Miscellaneous Study
Mountain Home	Ozark Regional	General Aviation	11	297,582	Extend Runway
North Little Rock	North Little Rock Municipal	Reliever	18	234,095	Construct Taxiway
Pine Bluff	Grider Field	General Aviation	9	117,086	Construct Taxiway
Rogers	Rogers Municipal-Carter Field	General Aviation	23	4,443,485	Construct Taxiway
Searcy	Searcy Municipal	General Aviation	14	569,269	Expand Apron, Install Weather Reporting Equipment
Searcy	Searcy Municipal	General Aviation	15	451,905	Install Weather Reporting Equipment
Sheridan	Sheridan Municipal	General Aviation	2	518,071	Widen Runway

Siloam Springs	Smith Field	General Aviation	8	98,647	Conduct Miscellaneous Study, Install Perimeter Fencing
Texarkana	Texarkana Regional-Webb Field	Primary	25	441,750	Construct Aircraft Rescue & Fire Fighting Building
Ulm	Stuttgart Municipal	General Aviation	12	1,623,053	Rehabilitate Taxiway
Waldron	Waldron Municipal	General Aviation	3	426,657	Widen Runway
Walnut Ridge	Walnut Ridge Regional	General Aviation	9	182,500	Install Taxiway Lighting
Warren	Warren Municipal	General Aviation	2	532,500	Rehabilitate Runway Lighting, Widen Runway
West Memphis	West Memphis Municipal	Reliever	19	2,605,451	Rehabilitate Runway Lighting, Widen Taxiway

Subtotal FY 2006 Funds

30,708,351

California

Apple Valley	Apple Valley	General Aviation	7	439,285	Expand Apron
Arcata/Eureka	Arcata	Primary	30	3,878,992	Expand Terminal Building
Atwater	Castle	General Aviation	7	300,000	Conduct Airport Master Plan Study
Atwater	Castle	General Aviation	8	135,450	Install Perimeter Fencing, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Auburn	Auburn Municipal	General Aviation	9	300,000	Construct Access Road, Construct Taxiway
Bakersfield	Meadows Field	Primary	28	1,393,839	Construct Terminal Building, Improve Terminal Building
Beckwourth	Nervino	General Aviation	5	75,000	Update Airport Master Plan Study
Big Bear City	Big Bear City	General Aviation	14	2,302,703	Improve Runway Safety Area, Rehabilitate Taxiway
Bishop	Eastern Sierra Regional	General Aviation	11	450,000	Improve Access Road
Borrego Springs	Borrego Valley	General Aviation	12	581,952	Expand Apron
Borrego Springs	Borrego Valley	General Aviation	13	150,000	Conduct Environmental Study
Brawley	Brawley Municipal	General Aviation	11	1,568,746	Rehabilitate Apron
Burbank	Bob Hope	Primary	41	12,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Burbank	Bob Hope	Primary	42	1,333,937	Acquire Aircraft Rescue & Fire Fighting Vehicle, Noise Mitigation Measures for Residences within 65 - 69 DNL
Byron	Byron	Reliever	11	150,000	Improve Airport Drainage
California City	California City Municipal	General Aviation	9	325,322	Widen Runway
Camarillo	Camarillo	Reliever	23	180,000	Update Airport Master Plan Study
Camarillo	Camarillo	Reliever	24	1,700,974	Expand Apron, Rehabilitate Apron, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Carlsbad	McClellan-Palomar	Primary	22	500,000	Acquire Land for Development, Improve Runway Safety Area
Carlsbad	McClellan-Palomar	Primary	23	500,000	Conduct Miscellaneous Study

Cedarville	Cedarville	General Aviation	4	75,000	Update Airport Master Plan Study
Cedarville	Cedarville	General Aviation	5	55,000	Construct Taxiway, Improve Airport Drainage, Install Perimeter Fencing, Rehabilitate Service Road
Chester	Rogers Field	General Aviation	11	175,000	Acquire Easement For Approaches, Install Weather Reporting Equipment
Chico	Chico Municipal	Primary	25	1,400,000	Expand Aircraft Rescue & Fire Fighting Building
Chico	Chico Municipal	Primary	26	360,000	Rehabilitate Apron
Chino	Chino	Reliever	27	1,889,715	Construct Apron, Rehabilitate Access Road
Cloverdale	Cloverdale Municipal	General Aviation	3	255,000	Rehabilitate Access Road
Colusa	Colusa County	General Aviation	9	407,761	Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Concord	Buchanan Field	Reliever	16	1,157,500	Acquire Aircraft Rescue & Fire Fighting Vehicle, Install Taxiway Lighting
Covelo	Round Valley	General Aviation	2	1,250,000	Construct Access Road, Construct Apron, Construct Heliport/Helipad, Construct Taxiway
Crescent City	Jack McNamara Field	Primary	15	525,000	Conduct Environmental Study
Crescent City	Jack McNamara Field	Primary	16	1,650,000	Construct Aircraft Rescue & Fire Fighting Building, Improve Runway Safety Area, Install Perimeter Fencing, Rehabilitate Runway, Remove Obstructions
Delano	Delano Municipal	General Aviation	9	208,755	Install Perimeter Fencing
Dunsmuir	Dunsmuir Municipal-Mott	General Aviation	8	386,500	Conduct Environmental Study, Install Perimeter Fencing, Rehabilitate Runway
Eureka	Kneeland	General Aviation	5	237,500	Conduct Environmental Study
Fall River Mills	Fall River Mills	General Aviation	7	2,800,000	Construct Apron, Extend Runway, Install Miscellaneous NAVAIDS, Rehabilitate Runway Lighting
Fallbrook	Fallbrook Community Airpark	General Aviation	3	522,500	Construct Apron, Construct Terminal Building, Rehabilitate Apron
Firebaugh	Firebaugh	General Aviation	3	500,000	Rehabilitate Runway, Rehabilitate Taxiway
Fresno	Fresno Chandler Executive	Reliever	11	165,000	Install Weather Reporting Equipment, Rehabilitate Taxiway
Fresno	Fresno Chandler Executive	Reliever	12	250,000	Conduct Environmental Study
Fresno	Fresno Yosemite International	Primary	49	1,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Fresno	Fresno Yosemite International	Primary	50	3,626,180	Modify Terminal Building, Rehabilitate Service Road, Security Enhancements
Fullerton	Fullerton Municipal	Reliever	17	150,000	Acquire Easement For Approaches, Install Runway Distance-To-Go Signs, Install Weather Reporting Equipment
Garberville	Garberville	General Aviation	4	25,000	Install Perimeter Fencing
Georgetown	Georgetown	General Aviation	7	297,000	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Grass Valley	Nevada County Air Park	General Aviation	9	635,000	Rehabilitate Apron
Grass Valley	Nevada County Air Park	General Aviation	10	47,500	Conduct Miscellaneous Study

Gustine	Gustine	General Aviation	6	245,100	Remove Obstructions
Half Moon Bay	Half Moon Bay	Reliever	11	1,598,500	Construct Access Road, Construct Apron, Improve Airport Drainage, Install Perimeter Fencing, Rehabilitate Taxiway
Hanford	Hanford Municipal	General Aviation	15	600,000	Install Taxiway Lighting, Remove Obstructions
Happy Camp	Happy Camp	General Aviation	3	80,000	Rehabilitate Runway
Hawthorne	Jack Northrop Field/Hawthorne Municipal	Reliever	10	300,000	Install Airfield Guidance Signs
Hayfork	Hayfork	General Aviation	5	228,800	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Imperial	Imperial County	Commercial Service	20	500,000	Improve Runway Safety Area
Independence	Independence	General Aviation	2	136,981	Rehabilitate Apron
Inyokern	Inyokern	Primary	21	1,000,000	Install Weather Reporting Equipment, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
La Verne	Brackett Field	Reliever	10	536,394	Rehabilitate Apron
Lancaster	General Wm J Fox Airfield	General Aviation	11	975,000	Rehabilitate Runway, Rehabilitate Taxiway
Lee Vining	Lee Vining	General Aviation	3	150,000	Rehabilitate Access Road
Lincoln	Lincoln Regional/Karl Harder Field	Reliever	13	315,790	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Install Taxiway Lighting, Rehabilitate Taxiway
Littleriver	Little River	General Aviation	3	240,000	Install Perimeter Fencing, Install Weather Reporting Equipment
Lone Pine	Lone Pine	General Aviation	6	150,000	Rehabilitate Runway
Long Beach	Long Beach /Daugherty Field/	Primary	27	14,850,466	Acquire Aircraft Rescue & Fire Fighting Vehicle, Improve Runway Safety Area, Rehabilitate Taxiway
Long Beach	Long Beach /Daugherty Field/	Primary	28	491,464	Conduct Airport Master Plan Study
Los Angeles	Los Angeles International	Primary	36	29,539,720	Construct Runway
Los Angeles	Los Angeles International	Primary	37	10,950,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Los Angeles	Los Angeles International	Primary	38	10,000,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Los Angeles	Los Angeles International	Primary	39	5,000,000	Noise Mitigation Measures for Residences within 70 - 74 DNL
Los Angeles	Los Angeles International	Primary	40	2,000,000	Noise Mitigation Measures for Residences within 70 - 74 DNL
Los Angeles	Los Angeles International	Primary	41	3,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Los Angeles	Whiteman	Reliever	9	508,250	Rehabilitate Runway, Rehabilitate Taxiway
Madera	Madera Municipal	General Aviation	15	503,750	Install Perimeter Fencing
Merced	Merced Municipal/MacReady Field	Commercial Service	13	416,800	Improve Airport Drainage

Modesto	Modesto City County-Harry Sham Field	Primary	30	285,000	Conduct Noise Compatibility Plan Study
Modesto	Modesto City County-Harry Sham Field	Primary	31	550,000	Install Guidance Signs, Rehabilitate Taxiway
Mojave	Mojave	General Aviation	18	2,654,892	Extend Runway, Extend Taxiway
Montague	Siskiyou County	General Aviation	6	150,000	Install Perimeter Fencing, Rehabilitate Runway
Monterey	Monterey Peninsula	Primary	42	2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Monterey	Monterey Peninsula	Primary	43	300,000	Conduct Noise Compatibility Plan Study
Monterey	Monterey Peninsula	Primary	44	123,800	Improve Runway Safety Area
Murrieta/Temecula	French Valley	General Aviation	22	250,000	Update Airport Master Plan Study
Napa	Napa County	Reliever	21	376,950	Improve Airport Drainage, Rehabilitate Runway
Napa	Napa County	Reliever	22	144,400	Conduct Environmental Study
Napa	Napa County	Reliever	23	3,600,000	Rehabilitate Runway
Needles	Needles	General Aviation	6	3,028,989	Rehabilitate Runway, Rehabilitate Taxiway
Newell	Tulelake Municipal	General Aviation	4	100,000	Rehabilitate Apron, Rehabilitate Service Road
Oakdale	Oakdale	General Aviation	9	450,000	Rehabilitate Runway
Oakland	Metropolitan Oakland International	Primary	40	14,221,668	Rehabilitate Apron
Ontario	Ontario International	Primary	26	7,000,000	Acquire Land for Noise Compatibility within 70 - 74 DNL
Ontario	Ontario International	Primary	27	12,780,379	Rehabilitate Runway, Widen Runway, Widen Taxiway
Oroville	Oroville Municipal	General Aviation	11	70,000	Conduct Miscellaneous Study
Oroville	Oroville Municipal	General Aviation	12	75,000	Update Airport Master Plan Study
Oxnard	Oxnard	Primary	25	866,372	Improve Runway Safety Area, Rehabilitate Apron
Palm Springs	Jacqueline Cochran Regional	General Aviation	14	1,882,007	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Rehabilitate Taxiway
Palm Springs	Palm Springs International	Primary	40	6,854,772	Improve Runway Safety Area, Rehabilitate Taxiway
Paso Robles	Paso Robles Municipal	General Aviation	18	50,000	Conduct Environmental Study
Petaluma	Petaluma Municipal	Reliever	16	150,000	Construct Building
Placerville	Placerville	General Aviation	10	236,900	Rehabilitate Runway, Rehabilitate Runway Lighting
Quincy	Gansner Field	General Aviation	7	75,000	Update Airport Master Plan Study
Ramona	Ramona	Reliever	11	172,500	Construct Heliport/Helipad
Redding	Redding Municipal	Primary	30	1,382,751	Construct Aircraft Rescue & Fire Fighting Building
Riverside	Riverside Municipal	Reliever	22	4,110,538	Rehabilitate Runway, Rehabilitate Taxiway
Riverside	Riverside Municipal	Reliever	23	350,000	Update Airport Master Plan Study
Sacramento	Sacramento International	Primary	38	6,500,000	Acquire Friction Measuring Equipment, Rehabilitate Runway
Sacramento	Sacramento Mather	Reliever	14	380,000	Improve Building

San Bernardino	San Bernardino International	Reliever	20	4,305,000	Construct Fuel Farm [MAP]
San Diego	Brown Field Municipal	Reliever	11	1,282,500	Install Perimeter Fencing, Rehabilitate Runway Lighting
San Diego	Montgomery Field	Reliever	10	427,500	Improve Runway Safety Area
San Diego	San Diego International	Primary	45	12,749,346	Noise Mitigation Measures for Residences within 65 - 69 DNL
San Diego	San Diego International	Primary	46	240,000	Conduct Noise Compatibility Plan Study
San Diego	San Diego International	Primary	47	1,096,000	Update Miscellaneous Study
San Diego/El Cajon	Gillespie Field	Reliever	13	1,500,000	Construct Apron, Rehabilitate Runway, Rehabilitate Taxiway
San Diego/El Cajon	Gillespie Field	Reliever	14	150,000	Conduct Environmental Study
San Francisco International Airport	San Francisco International	Primary	34	869,600	Install Noise Monitoring System
San Francisco International Airport	San Francisco International	Primary	35	300,000	Conduct Noise Compatibility Plan Study
San Francisco International Airport	San Francisco International	Primary	36	22,180,046	Acquire Aircraft Rescue & Fire Fighting Vehicle, Conduct Miscellaneous Study, Improve Airport Drainage, Improve Runway Safety Area, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
San Francisco International Airport	San Francisco International	Primary	37	1,425,000	Rehabilitate Runway, Rehabilitate Runway Lighting
San Jose	Norman Y. Mineta San Jose International	Primary	63	6,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
San Jose	Norman Y. Mineta San Jose International	Primary	64	1,000,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
San Jose	Norman Y. Mineta San Jose International	Primary	65	2,520,191	Extend Runway
San Jose	Reid-Hillview of Santa Clara County	Reliever	11	1,200,000	Install Noise Monitoring System
San Luis Obispo	San Luis County Regional	Primary	32	15,002,156	Acquire Aircraft Rescue & Fire Fighting Vehicle, Extend Runway
Santa Ana	John Wayne Airport-Orange County	Primary	36	7,651,107	Construct Apron, Construct Taxiway
Santa Barbara	Santa Barbara Municipal	Primary	34	8,529,791	Construct Runway Safety Area, Construct Taxiway
Santa Maria	Santa Maria Public/Capt G Allan Hancock Field	Primary	27	1,150,000	Conduct Environmental Study, Expand Terminal Building
Santa Rosa	Charles M. Schulz - Sonoma County	General Aviation	29	300,000	Conduct Environmental Study
Santa Rosa	Charles M. Schulz - Sonoma County	General Aviation	30	550,000	Acquire Equipment, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting
Santa Ynez	Santa Ynez	General Aviation	10	648,035	Construct Taxiway, Install Perimeter Fencing
South Lake Tahoe	Lake Tahoe	General Aviation	25	150,000	Install Noise Monitoring System
Stockton	Stockton Metropolitan	General Aviation	22	950,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Modify Terminal Building
Stockton	Stockton Metropolitan	General Aviation	23	500,000	Update Airport Master Plan Study

Susanville	Susanville Municipal	General Aviation	8	600,000	Construct Taxiway, Improve Access Road
Tracy	Tracy Municipal	General Aviation	11	150,000	Improve Runway Safety Area
Trinity Center	Trinity Center	General Aviation	5	195,000	Rehabilitate Runway, Rehabilitate Taxiway
Truckee	Truckee-Tahoe	General Aviation	17	555,000	Rehabilitate Runway, Rehabilitate Taxiway
Tulare	Mefford Field	General Aviation	7	190,000	Construct Apron, Improve Airport Miscellaneous Improvements
Turlock	Turlock Municipal	General Aviation	7	45,000	Rehabilitate Taxiway
Twentynine Palms	Twentynine Palms	General Aviation	4	1,655,570	Rehabilitate Apron, Rehabilitate Taxiway
Ukiah	Ukiah Municipal	General Aviation	9	179,550	Construct Service Road, Install Perimeter Fencing, Rehabilitate Apron
Upland	Cable	Reliever	10	286,000	Rehabilitate Runway, Rehabilitate Taxiway
Vacaville	Nut Tree	General Aviation	11	3,000,000	Improve Access Road, Improve Airport Drainage, Install Perimeter Fencing, Light Obstructions, Rehabilitate Apron, Rehabilitate Taxiway
Victorville	Southern California Logistics	Primary	13	2,687,029	Construct Fuel Farm [MAP]
Watsonville	Watsonville Municipal	General Aviation	10	300,000	Improve Airport Drainage, Rehabilitate Runway, Rehabilitate Taxiway
Weaverville	Lonnie Pool Field/Weaverville	General Aviation	6	100,000	Install Perimeter Fencing
Weed	Weed	General Aviation	6	100,000	Install Taxiway Lighting
Weed	Weed	General Aviation	7	150,000	Conduct Airport Master Plan Study
Willits	Ells Field-Willits Municipal	General Aviation	3	300,000	Rehabilitate Apron
Willow Creek	Dinsmore	General Aviation	5	42,750	Rehabilitate Apron, Rehabilitate Runway
Yuba City	Sutter County	General Aviation	4	40,000	Install Apron Lighting, Install Perimeter Fencing

Subtotal FY 2006 Funds

307,058,215

Colorado

Aspen	Aspen-Pitkin County/Sardy Field	Primary	33	11,000,000	Rehabilitate Runway
Broomfield	Jeffco	Reliever	38	3,500,000	Construct Taxiway
Broomfield	Jeffco	Reliever	39	1,050,000	Rehabilitate Apron
Broomfield	Jeffco	Reliever	40	2,500,000	Construct Apron
Buena Vista	Central Colorado Regional	General Aviation	10	306,838	Expand Apron, Rehabilitate Apron
Burlington	Kit Carson County	General Aviation	8	2,895,056	Rehabilitate Runway
Colorado Springs	City of Colorado Springs Municipal	Primary	41	15,286,040	Rehabilitate Runway, Rehabilitate Taxiway
Colorado Springs	Meadow Lake	Reliever	12	350,000	Acquire Land For Approaches
Colorado Springs	Meadow Lake	Reliever	13	100,000	Update Airport Master Plan Study

Cortez	Cortez Municipal	Commercial Service	22	300,000	Expand Snow Removal Equipment Building
Craig	Craig-Moffat	General Aviation	6	625,166	Rehabilitate Apron
Delta	Blake Field	General Aviation	6	450,000	Construct Taxiway
Denver	Denver International	Primary	39	3,450,000	Construct Deicing Containment Facility
Denver	Denver International	Primary	40	1,250,000	Conduct Miscellaneous Study
Denver	Denver International	Primary	41	2,390,213	Improve Airport Drainage, Rehabilitate Runway, Rehabilitate Taxiway
Denver	Denver International	Primary	42	4,500,000	Rehabilitate Taxiway
Denver	State of Colorado	System Plan	5	235,740	Update State System Plan Study
Durango	Durango-La Plata County	Primary	31	103,618	Conduct Environmental Study, Environmental Mitigation
Durango	Durango-La Plata County	Primary	32	1,160,606	Construct Taxiway
Eagle	Eagle County Regional	Primary	39	4,061,500	Extend Runway
Englewood	Centennial	Reliever	30	4,550,000	Rehabilitate Runway
Englewood	Centennial	Reliever	31	305,000	Conduct Noise Compatibility Plan Study, Update Airport Master Plan Study
Englewood	Centennial	Reliever	32	1,500,000	Rehabilitate Taxiway
Fort Collins/Loveland	Fort Collins-Loveland Municipal	Primary	20	4,627,500	Rehabilitate Taxiway, Security Enhancements
Grand Junction	Walker Field	Primary	31	1,311,214	Acquire Snow Removal Equipment, Construct Apron
Grand Junction	Walker Field	Primary	32	200,000	Update Airport Master Plan Study
Gunnison	Gunnison-Crested Butte Regional	Primary	39	3,028,570	Rehabilitate Taxiway
Holyoke	Holyoke	General Aviation	5	480,362	Rehabilitate Apron
Kremmling	Mc Elroy Airfield	General Aviation	6	413,982	Expand Apron
Monte Vista	Monte Vista Municipal	General Aviation	6	542,000	Rehabilitate Apron, Rehabilitate Taxiway
Montrose	Montrose Regional	Primary	33	2,513,459	Construct Taxiway
Nucla	Hopkins Field	General Aviation	3	550,812	Install Airfield Guidance Signs, Rehabilitate Apron, Rehabilitate Taxiway
Pagosa Springs	Stevens Field	General Aviation	16	227,500	Construct Taxiway
Pagosa Springs	Stevens Field	General Aviation	17	80,000	Conduct Airport Master Plan Study
Rangely	Rangely	General Aviation	7	2,013,702	Rehabilitate Runway
Rifle	Garfield County Regional	General Aviation	15	362,000	Improve Runway Safety Area
Steamboat Springs	Steamboat Springs/Bob Adams Field	General Aviation	15	150,000	Conduct Airport Master Plan Study
Sterling	Sterling Municipal	General Aviation	9	322,938	Acquire Land For Approaches
Telluride	Telluride Regional	Primary	21	4,088,933	Improve Runway Safety Area
Watkins	Front Range	Reliever	30	163,977	Rehabilitate Taxiway
Subtotal FY 2006 Funds				82,946,726	

Connecticut

Bridgeport	Igor I Sikorsky Memorial	General Aviation	22	359,480	Rehabilitate Runway
Danielson	Danielson	General Aviation	7	1,180,271	Construct Apron
Groton New London	Groton-New London	General Aviation	21	315,776	Construct Runway Safety Area
Groton New London	Groton-New London	General Aviation	22	287,289	Improve Airport Drainage
Hartford	Hartford-Brainard	Reliever	12	1,436,315	Rehabilitate Apron
Hartford	State of Connecticut	System Plan	2	162,865	Update State System Plan Study
New Haven	Tweed-New Haven	Primary	30	1,894,102	Rehabilitate Apron
New Haven	Tweed-New Haven	Primary	31	577,328	Acquire Aircraft Rescue & Fire Fighting Vehicle
Plainville	Robertson Field	Reliever	1	112,575	Conduct Airport Master Plan Study
Windsor Locks	Bradley International	Primary	41	2,553,269	Rehabilitate Taxiway
Windsor Locks	Bradley International	Primary	42	42,000	Conduct Miscellaneous Study
Windsor Locks	Bradley International	Primary	44	800,000	Noise Mitigation Measures for Residences within 65 - 69 DNL

Subtotal FY 2006 Funds**9,721,270****Delaware**

Dover	State of Delaware	System Plan	4	236,550	Update State System Plan Study
Dover/Cheswold	Delaware Airpark	General Aviation	7	4,013,156	Construct Runway
Georgetown	Sussex County	General Aviation	20	1,124,531	Conduct Environmental Study, Rehabilitate Runway
Wilmington	New Castle	General Aviation	24	565,696	Improve Runway Safety Area, Rehabilitate Runway, Update Miscellaneous Study
Wilmington	New Castle	General Aviation	25	356,605	Install Perimeter Fencing, Remove Obstructions

Subtotal FY 2006 Funds**6,296,538****District of Columbia**

Washington	Washington Metropolitan Area	System Plan	5	301,713	Update Metropolitan System Plan Study
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Subtotal FY 2006 Funds**301,713****Federated States of Micronesia**

Colonia	Yap International	General Aviation	8	1,000,000	Rehabilitate Apron
Kosrae	Kosrae	General Aviation	7	750,000	Acquire Aircraft Rescue & Fire Fighting Vehicle

Subtotal FY 2006 Funds**1,750,000****Florida**

Apalachicola	Apalachicola Municipal	General Aviation	3	856,617	Rehabilitate Runway
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Avon Park	Avon Park Executive	General Aviation	13	1,385,294	Rehabilitate Runway
Bartow	Bartow Municipal	General Aviation	21	1,020,804	Expand Apron
Boca Raton	Boca Raton	Reliever	10	3,053,000	Install Guidance Signs, Noise Mitigation Measures for Residences within 65 - 69 DNL
Clewiston	Airglades	General Aviation	3	1,693,215	Improve Runway Safety Area
Crestview	Bob Sikes	General Aviation	18	300,000	Rehabilitate Runway, Update Airport Master Plan Study
Cross City	Cross City	General Aviation	5	311,873	Construct Taxiway, Update Airport Master Plan Study
Crystal River	Crystal River	General Aviation	3	38,000	Conduct Environmental Study
Daytona Beach	Daytona Beach International	Primary	49	2,375,000	Install Instrument Approach Aid
De Funiak Springs	Defuniak Springs	General Aviation	3	41,057	Rehabilitate Runway, Update Airport Master Plan Study
Destin	Destin-Fort Walton Beach	General Aviation	13	303,394	Install Apron Lighting
Fernandina Beach	Fernandina Beach Municipal	Reliever	16	140,125	Construct Taxiway, Improve Airport Drainage, Rehabilitate Taxiway
Fort Lauderdale	Fort Lauderdale Executive	Reliever	22	174,420	Install Airfield Guidance Signs, Install Perimeter Fencing, Rehabilitate Runway Lighting
Fort Lauderdale	Fort Lauderdale Executive	Reliever	23	2,030,915	Improve Runway Safety Area, Rehabilitate Runway
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	50	1,952,704	Conduct Environmental Study
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	51	6,297,917	Acquire Friction Measuring Equipment, Construct Taxiway, Improve Airport Drainage, Rehabilitate Apron, Rehabilitate Taxiway
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	52	1,050,000	Update Airport Master Plan Study
Fort Myers	Page Field	General Aviation	14	3,000,000	Construct Taxiway, Extend Taxiway
Fort Myers	Southwest Florida International	Primary	39	4,000,000	Construct Apron
Fort Myers	Southwest Florida International	Primary	40	2,291,049	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Apron, Construct Terminal Building
Fort Pierce	St Lucie County International	General Aviation	26	48,450	Conduct Airport Master Plan Study
Fort Pierce	St Lucie County International	General Aviation	27	6,389,438	Construct Runway, Construct Taxiway, Install Perimeter Fencing
Gainesville	Gainesville Regional	Primary	23	2,828,500	Acquire Aircraft Rescue & Fire Fighting Vehicle, Rehabilitate Taxiway Lighting
Hilliard	Hilliard Airpark	General Aviation	2	80,750	Rehabilitate Runway, Rehabilitate Runway Lighting
Immokalee	Immokalee	General Aviation	3	149,435	Conduct Airport Master Plan Study
Immokalee	Immokalee	General Aviation	4	600,039	Construct Taxiway
Inverness	Inverness	General Aviation	2	356,411	Conduct Airport Master Plan Study, Install Perimeter Fencing

Jacksonville	Cecil Field	Reliever	8	1,945,712	Construct Building
Jacksonville	Cecil Field	Reliever	9	1,443,251	Install Perimeter Fencing, Rehabilitate Building, Rehabilitate Taxiway
Jacksonville	Craig Municipal	Reliever	17	150,000	Conduct Airport Master Plan Study
Jacksonville	Jacksonville International	Primary	41	6,863,598	Construct Apron
Key West	Key West International	Primary	28	3,666,219	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Emergency Generator, Acquire Equipment, Construct Terminal Building, Install Perimeter Fencing, Rehabilitate Airport Beacons
Key West	Key West International	Primary	29	3,234,614	Noise Mitigation Measures for Residences within 65 - 69 DNL
Key West	Key West International	Primary	30	684,207	Install Perimeter Fencing, Rehabilitate Runway Lighting, Rehabilitate Terminal Building
Keystone Heights	Keystone Airpark	General Aviation	16	150,000	Install Perimeter Fencing
Kissimmee	Kissimmee Gateway	Reliever	28	607,888	Rehabilitate Taxiway, Widen Taxiway
Lake City	Lake City Municipal	General Aviation	16	142,636	Install Perimeter Fencing, Rehabilitate Runway
Lake Wales	Lake Wales Municipal	General Aviation	8	47,025	Rehabilitate Runway Lighting
Leesburg	Leesburg Regional	General Aviation	14	525,435	Extend Runway
Live Oak	Suwannee County	General Aviation	6	760,000	Rehabilitate Runway
Marathon	The Florida Keys Marathon	General Aviation	22	1,397,799	Acquire Emergency Generator, Construct Apron, Improve Building, Install Perimeter Fencing, Rehabilitate Apron
Marathon	The Florida Keys Marathon	General Aviation	23	889,000	Install Perimeter Fencing, Rehabilitate Runway Lighting, Rehabilitate Terminal Building
Marco Island	Marco Island	General Aviation	2	105,308	Update Airport Master Plan Study
Marco Island	Marco Island	General Aviation	3	414,475	Expand Apron
Marianna	Marianna Municipal	General Aviation	6	138,349	Rehabilitate Apron
Melbourne	Melbourne International	Primary	30	2,358,042	Construct Apron, Construct Service Road, Install Taxiway Lighting, Rehabilitate Taxiway
Merritt Island	Merritt Island	General Aviation	15	150,000	Conduct Airport Master Plan Study
Miami	Miami International	Primary	52	7,550,000	Construct Runway
Miami	Miami International	Primary	53	5,522,311	Rehabilitate Apron
Milton	Peter Prince Field	General Aviation	9	150,000	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Naples	Naples Municipal	Commercial Service	24	1,444,230	Acquire Emergency Generator, Install Airport Beacons, Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Rehabilitate Terminal Building
Naples	Naples Municipal	Commercial Service	25	1,727,993	Construct Service Road, Construct Taxiway
Okeechobee	Okeechobee County	General Aviation	14	240,920	Acquire Emergency Generator
Orlando	Executive	Reliever	23	630,592	Improve Airport Drainage, Install Guidance Signs, Rehabilitate Runway Lighting

Orlando	Orlando International	Primary	92	5,620,000	Construct Runway
Orlando	Orlando International	Primary	93	2,000,000	Construct Taxiway
Orlando	Orlando International	Primary	94	4,466,203	Rehabilitate Terminal Building
Ormond Beach	Ormond Beach Municipal	Reliever	11	121,744	Construct Heliport/Helipad, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Update Airport Master Plan Study
Palatka	Palatka Municipal - Kay Larkin Field	Lt. General Aviation	14	1,140,680	Improve Airport Drainage, Install Airfield Guidance Signs, Install Runway Lighting, Install Taxiway Lighting
Panama City	Panama City-Bay County International	Primary	37	906,303	Conduct Environmental Study
Punta Gorda	Charlotte County	General Aviation	21	109,961	Acquire Safety Equipment
Quincy	Quincy Municipal	General Aviation	3	86,166	Extend Runway
Saint Augustine	St Augustine	Reliever	21	4,257,868	Construct Apron, Construct Taxiway
Saint Petersburg	Albert Whitted	Reliever	14	178,600	Construct Heliport/Helipad
Saint Petersburg	Albert Whitted	Reliever	15	646,200	Construct Apron
Sanford	Orlando Sanford International	Primary	50	3,934,866	Expand Apron, Expand Terminal Building, Rehabilitate Runway Lighting
Sanford	Orlando Sanford International	Primary	51	2,705,182	Acquire Easement for Noise Compatibility within 65 - 69 DNL
Sanford	Orlando Sanford International	Primary	52	1,817,350	Extend Runway
Sarasota/Bradenton	Sarasota/Bradenton International	Primary	39	570,000	Update Airport Master Plan Study
Sarasota/Bradenton	Sarasota/Bradenton International	Primary	40	7,965,566	Rehabilitate Runway, Rehabilitate Service Road
Stuart	Witham Field	General Aviation	11	5,000,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Stuart	Witham Field	General Aviation	12	150,000	Conduct Miscellaneous Study
Tallahassee	Tallahassee Regional	Primary	31	1,417,432	Security Enhancements
Tampa	Tampa International	Primary	46	3,127,614	Construct Taxiway, Rehabilitate Taxiway
Tampa	Tampa International	Primary	47	4,500,000	Construct Taxiway
Tampa	Vandenberg	Reliever	28	1,090,530	Install Airfield Guidance Signs, Rehabilitate Apron
Titusville	Space Coast Regional	General Aviation	18	999,960	Rehabilitate Apron
Valparaiso	Eglin AFB	Primary	17	3,116,612	Expand Apron
Venice	Venice Municipal	Reliever	11	3,594,195	Rehabilitate Runway
Wauchula	Wauchula Municipal	General Aviation	7	184,906	Construct Taxiway
West Palm Beach	Palm Beach County Park	Reliever	6	171,399	Install Weather Reporting Equipment
West Palm Beach	Palm Beach International	Primary	45	3,266,542	Improve Terminal Building
West Palm Beach	Palm Beach International	Primary	46	2,827,967	Conduct Miscellaneous Study, Extend Runway, Update Miscellaneous Study
Williston	Williston Municipal	General Aviation	8	86,140	Update Airport Master Plan Study

Subtotal FY 2006 Funds

151,767,997

Georgia

Albany	Southwest Georgia Regional	Primary	26	3,463,483	Widen Taxiway
Atlanta	Dekalb-Peachtree	Reliever	32	3,113,150	Rehabilitate Runway, Rehabilitate Taxiway
Atlanta	Fulton County Airport-Brown Field	Reliever	20	82,650	Install Perimeter Fencing
Atlanta	Hartsfield - Jackson Atlanta International	Primary	71	13,000,000	Extend Runway
Atlanta	Hartsfield - Jackson Atlanta International	Primary	72	6,368,300	Construct Runway
Atlanta	Hartsfield - Jackson Atlanta International	Primary	73	7,000,000	Construct Taxiway
Atlanta	Hartsfield - Jackson Atlanta International	Primary	74	10,665,924	Construct Runway, Improve Runway Safety Area
Atlanta	Hartsfield - Jackson Atlanta International	Primary	75	3,934,750	Rehabilitate Runway
Atlanta	State of Georgia	System Plan	2	500,000	Update State System Plan Study
Atlanta	Various Locations in Georgia	System Plan	6	16,302,082	Acquire Land For Approaches, Acquire Land for Development, Acquire Miscellaneous Land, Conduct Environmental Study, Construct Apron, Construct Building, Construct Fuel Farm, Construct Runway, Construct Taxiway, Environmental Mitigation, Expand Apron, Extend Runway, Extend Runway Safety Area, Improve Runway Safety Area, Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Remove Obstructions, Update Airport Master Plan Study
Augusta	Augusta Regional at Bush Field	Primary	29	4,186,443	Expand Terminal Building
Brunswick	Brunswick Golden Isles	Primary	23	666,788	Acquire Aircraft Rescue & Fire Fighting Vehicle
Brunswick	Brunswick Golden Isles	Primary	24	984,405	Construct Taxiway, Improve Runway Safety Area, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting
Brunswick	Malcolm McKinnon	General Aviation	14	250,000	Rehabilitate Apron
Canton	Cherokee County	General Aviation	9	1,475,000	Extend Taxiway
Canton	Cherokee County	General Aviation	10	250,000	Acquire Land for Development
Columbus	Columbus Metropolitan	Primary	28	525,000	Improve Runway Safety Area
Columbus	Columbus Metropolitan	Primary	29	611,145	Construct Aircraft Rescue & Fire Fighting Building, Security Enhancements
Dallas	Paulding County (New)	System Plan	3	8,809,627	Construct New Airport
Fort Stewart (U.S. Army)	Wright AAF (Fort Stewart)	General Aviation	3	250,000	Construct Apron
Gainesville	Lee Gilmer Memorial	Reliever	12	280,500	Construct Taxiway
Lawrenceville	Gwinnett County - Briscoe Field	Reliever	26	121,445	Update Airport Master Plan Study
Macon	Middle Georgia Regional	Primary	21	137,671	Install Miscellaneous NAVAIDS, Rehabilitate Runway

Macon	Middle Georgia Regional	Primary	22	1,029,455	Improve Airport Drainage, Improve Airport Miscellaneous Improvements, Install Emergency Generator
Marietta	Cobb County-McCollum Field	Reliever	22	523,450	Rehabilitate Taxiway
Marietta	Cobb County-McCollum Field	Reliever	23	1,486,000	Acquire Land for Development
Peachtree City	Peachtree City-Falcon Field	General Aviation	18	2,000,000	Improve Runway Safety Area
Peachtree City	Peachtree City-Falcon Field	General Aviation	19	500,000	Acquire Land for Development
Peachtree City	Peachtree City-Falcon Field	Reliever	17	400,551	Conduct Environmental Study, Construct Taxiway
Savannah	Savannah/Hilton Head International	Primary	41	680,932	Improve Runway Safety Area
Toccoa	Toccoa - R G LeTourneau Field	General Aviation	11	135,500	Construct Taxiway, Rehabilitate Apron, Update Airport Master Plan Study
Valdosta	Valdosta Regional	Primary	22	461,299	Expand Apron, Groove Runway, Rehabilitate Taxiway, Update Airport Master Plan Study
Warm Springs	Roosevelt Memorial	General Aviation	5	121,470	Install Miscellaneous NAVAIDS, Rehabilitate Airport Beacons, Rehabilitate Runway Lighting
Washington	Washington-Wilkes County	General Aviation	4	204,000	Construct Taxiway
Winder	Winder-Barrow	General Aviation	15	350,000	Acquire Land For Approaches

Subtotal FY 2006 Funds

90,871,020

Guam

Agana	Guam International	Primary	52	5,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Agana	Guam International	Primary	54	1,400,000	Improve Terminal Building
Agana	Guam International	Primary	55	3,093,137	Extend Runway

Subtotal FY 2006 Funds

9,493,137

Hawaii

Hilo	Hilo International	Primary	24	985,000	Improve Terminal Building
Hilo	Hilo International	Primary	25	1,000,000	Install Perimeter Fencing
Honolulu	Honolulu International	Primary	86	1,875,000	Improve Terminal Building
Honolulu	Honolulu International	Primary	87	637,500	Improve Terminal Building
Honolulu	Honolulu International	Primary	88	472,204	Acquire Aircraft Rescue & Fire Fighting Vehicle
Honolulu	Honolulu International	Primary	89	6,358,482	Improve Terminal Building
Kahului	Kahului	Primary	42	702,093	Improve Runway Safety Area
Kahului	Kahului	Primary	43	474,101	Acquire Aircraft Rescue & Fire Fighting Vehicle
Kailua Kona	Kona International at Keahole	Primary	26	1,800,000	Conduct Noise Compatibility Plan Study, Update Airport Master Plan Study
Kailua Kona	Kona International at Keahole	Primary	27	599,975	Acquire Aircraft Rescue & Fire Fighting Vehicle
Kalaupapa	Kalaupapa	General Aviation	4	2,375,000	Improve Runway Safety Area, Rehabilitate Apron, Rehabilitate Runway
Kamuela	Waimea-Kohala	General Aviation	4	950,000	Install Airfield Guidance Signs, Rehabilitate Runway Lighting

Kapolei	Kalaeloa (John Rodgers Field)	Reliever	10	3,816,667	Construct Building
Lanai City	Lanai	Primary	10	3,332,505	Construct Apron
Lihue	Lihue	Primary	35	4,270,000	Improve Service Road, Install Perimeter Fencing

Subtotal FY 2006 Funds				29,648,527	
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Idaho					
Arbon Valley	Pocatello Regional	Primary	25	1,000,000	Acquire Snow Removal Equipment, Construct Aircraft Rescue & Fire Fighting Building, Expand Terminal Building, Rehabilitate Parking Lot, Rehabilitate Runway Lighting
Arco	Arco-Butte County	General Aviation	7	150,000	Acquire Snow Removal Equipment
Blackfoot	McCarley Field	General Aviation	6	638,458	Install Perimeter Fencing, Rehabilitate Apron
Boise	Boise Air Terminal/Gowen Field	Primary	43	481,417	Update Airport Master Plan Study
Boise	Boise Air Terminal/Gowen Field	Primary	46	1,000,000	Security Enhancements
Boise	Boise Air Terminal/Gowen Field	Primary	47	4,291,561	Construct Apron, Construct Heliport/Helipad, Expand Terminal Building
Bonnars Ferry	Boundary County	General Aviation	5	200,000	Install Perimeter Fencing, Rehabilitate Apron
Burley	Burley Municipal	General Aviation	5	190,000	Conduct Airport Master Plan Study, Conduct Miscellaneous Study
Caldwell	Caldwell Industrial	Reliever	16	495,000	Rehabilitate Runway
Driggs	Driggs-Reed Memorial	General Aviation	6	95,000	Acquire Snow Removal Equipment, Rehabilitate Runway
Gooding	Gooding Municipal	General Aviation	3	150,000	Acquire Land For Approaches, Construct Taxiway, Remove Obstructions
Hayden Lake	Coeur d'Alene Air Terminal	General Aviation	26	1,876,210	Construct Apron
Idaho Falls	Idaho Falls Regional	Primary	27	5,391,619	Expand Apron, Install Runway Vertical/Visual Guidance System
Jerome	Jerome County	General Aviation	6	150,000	Acquire Land For Approaches, Rehabilitate Taxiway
Kellogg	Shoshone County	General Aviation	1	115,000	Rehabilitate Runway
Lewiston	Lewiston-Nez Perce County	Primary	23	2,000,000	Conduct Miscellaneous Study, Construct Taxiway, Rehabilitate Taxiway, Remove Obstructions
McCall	McCall Municipal	General Aviation	10	229,135	Update Airport Master Plan Study
McCall	McCall Municipal	General Aviation	11	215,051	Acquire Snow Removal Equipment, Install Perimeter Fencing, Rehabilitate Runway, Rehabilitate Taxiway
Nampa	Nampa Municipal	General Aviation	17	926,000	Rehabilitate Apron
Orofino	Orofino Municipal	General Aviation	1	100,000	Construct Taxiway, Install Perimeter Fencing, Rehabilitate Runway
Paris	Bear Lake County	General Aviation	4	140,000	Construct Building
Salmon	Lemhi County	General Aviation	9	305,004	Construct Taxiway, Install Perimeter Fencing
Sandpoint	Sandpoint	General Aviation	11	287,726	Install Instrument Approach Aid, Install Weather Reporting Equipment

Twin Falls	Joslin Field - Magic Valley Regional	Primary	25	592,876	Improve Access Road, Rehabilitate Parking Lot, Rehabilitate Taxiway
Subtotal FY 2006 Funds				21,020,057	
Illinois					
Belleville	Scott AFB/Midamerica	Commercial Service	24	479,750	Update Airport Master Plan Study
Bloomington/Normal	Central IL Regional Airport at Bloomington-Normal	Primary	45	4,872,200	Widen Taxiway
Bloomington/Normal	Central IL Regional Airport at Bloomington-Normal	Primary	46	745,750	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Friction Measuring Equipment, Construct Aircraft Rescue & Fire Fighting Building, Update Airport Master Plan Study
Bloomington/Normal	Central IL Regional Airport at Bloomington-Normal	Primary	47	2,371,783	Acquire Safety Equipment, Improve Terminal Building
Champaign/Urbana	University of Illinois-Willard	Primary	23	1,153,300	Improve Terminal Building, Install Weather Reporting Equipment, Rehabilitate Apron, Rehabilitate Runway
Chicago	Chicago Midway International	Primary	66	15,000,000	Improve Runway Safety Area
Chicago	Chicago Midway International	Primary	67	12,000,000	Construct Apron
Chicago	Chicago Midway International	Primary	68	6,134,296	Construct Terminal Building
Chicago	Chicago Midway International	Primary	69	250,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	79	10,604,456	Improve Runway Safety Area, Rehabilitate Runway
Chicago	Chicago O'Hare International	Primary	80	2,847,324	Rehabilitate Taxiway
Chicago	Chicago O'Hare International	Primary	81	1,900,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	82	5,000,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	83	4,500,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	84	250,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	85	5,963,551	Noise Mitigation Measures for Residences within 65 - 69 DNL
Chicago	Chicago O'Hare International	Primary	87	29,300,000	Construct Runway
Decatur	Decatur	Primary	29	1,900,000	Widen Taxiway
Des Plaines	City of DesPlaines	System Plan	1	750,000	Conduct Noise Compatibility Plan Study
Marion	Williamson County Regional	Primary	24	869,390	Acquire Land For Approaches, Remove Obstructions
Moline	Quad City International	Primary	55	430,300	Extend Taxiway
Moline	Quad City International	Primary	56	2,900,971	Extend Runway, Rehabilitate Runway
Moline	Quad City International	Primary	57	475,148	Rehabilitate Runway

Moline	Quad City International	Primary	58	1,328,720	Acquire Safety Equipment
Moline	Quad City International	Primary	59	637,600	Improve Runway Safety Area
Peoria	Greater Peoria Regional	Primary	42	4,156,494	Extend Taxiway
Quincy	Quincy Regional-Baldwin Field	Commercial Service	35	1,035,400	Improve Runway Safety Area, Rehabilitate Taxiway
Rockford	Chicago/Rockford International	Primary	45	2,091,697	Expand Terminal Building, Rehabilitate Apron, Rehabilitate Taxiway
Rockford	Chicago/Rockford International	Primary	46	2,000,000	Extend Runway
Springfield	Abraham Lincoln Capital	Primary	44	2,498,900	Modify Service Road, Widen Taxiway
Springfield	Illinois State Block Grant Program	System Plan	62	18,120,221	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	63	4,653,030	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	64	2,073,500	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	65	7,850,000	Non primary development projects in state block grant program
Springfield	State of Illinois	System Plan	4	50,000	Update State System Plan Study

Subtotal FY 2006 Funds

157,193,781

Indiana

Anderson	Anderson Municipal-Darlington Field	General Aviation	18	1,378,104	Construct Taxiway
Angola	Tri-State Steuben County	General Aviation	8	128,250	Update Airport Master Plan Study
Auburn	De Kalb County	General Aviation	13	150,000	Environmental Mitigation
Bloomington	Monroe County	General Aviation	24	567,687	Rehabilitate Taxiway
Columbus	Columbus Municipal	General Aviation	17	150,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Columbus	Columbus Municipal	General Aviation	18	1,922,112	Rehabilitate Apron
Connersville	Mettel Field	General Aviation	10	1,330,717	Construct Taxiway
Crawfordsville	Crawfordsville Municipal	General Aviation	4	73,435	Rehabilitate Apron
Delphi	Delphi Municipal	General Aviation	7	192,050	Improve Runway Safety Area
Elkhart	Elkhart Municipal	General Aviation	17	400,000	Widen Taxiway
Evansville	Evansville Regional	Primary	41	1,974,289	Extend Taxiway
Fort Wayne	Fort Wayne International	Primary	47	3,316,528	Rehabilitate Runway
French Lick	French Lick Municipal	General Aviation	5	551,167	Construct Taxiway, Expand Apron
Gary	Gary/Chicago International	Primary	20	6,000,000	Extend Runway

Greencastle	Putnam County	General Aviation	9	791,648	Construct Taxiway
Greenwood	Greenwood Municipal	General Aviation	20	174,023	Rehabilitate Taxiway
Indianapolis	Indianapolis International	Primary	100	15,000,000	Construct Apron, Construct Service Road, Construct Taxiway, Improve Airport Drainage, Remove Obstructions
Indianapolis	Indianapolis International	Primary	101	6,422,275	Acquire Snow Removal Equipment, Construct Aircraft Rescue & Fire Fighting Building, Install Airfield Guidance Signs, Security Enhancements
Kendallville	Kendallville Municipal	General Aviation	12	613,700	Expand Apron, Rehabilitate Apron
Knox	Starke County	General Aviation	7	147,630	Install Weather Reporting Equipment
Kokomo	Kokomo Municipal	General Aviation	13	127,570	Extend Runway
Lafayette	Purdue University	General Aviation	27	239,435	Acquire Friction Measuring Equipment, Install Runway Vertical/Visual Guidance System, Light Obstructions, Rehabilitate Runway Lighting
Madison	Madison Municipal	General Aviation	9	570,950	Extend Runway
Madison	Madison Municipal	General Aviation	10	1,086,674	Extend Runway
Marion	Marion Municipal	General Aviation	11	50,000	Rehabilitate Runway
Monticello	White County	General Aviation	6	267,516	Acquire Land For Approaches
Muncie	Delaware County - Johnson Field	General Aviation	15	1,386,847	Rehabilitate Taxiway
North Vernon	North Vernon	General Aviation	7	150,000	Install Runway Lighting, Install Taxiway Lighting, Update Airport Master Plan Study
Paoli	Paoli Municipal	General Aviation	5	57,000	Construct Snow Removal Equipment Building, Install Runway Vertical/Visual Guidance System, Remove Obstructions
Peru	Peru Municipal	General Aviation	7	48,460	Update Airport Master Plan Study
Rensselaer	Jasper County	General Aviation	2	1,075,441	Construct Taxiway
Richmond	Richmond Municipal	General Aviation	8	1,399,056	Rehabilitate Runway
Salem	Salem Municipal	General Aviation	8	298,300	Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Remove Obstructions
Seymour	Freeman Municipal	General Aviation	8	416,666	Construct Terminal Building
Shelbyville	Shelbyville Municipal	General Aviation	16	456,635	Expand Apron
South Bend	South Bend Regional	Primary	33	2,736,896	Construct Apron, Extend Runway
Sullivan	Sullivan County	General Aviation	7	39,900	Construct Building
Terre Haute	Terre Haute International-Hulman Field	General Aviation	30	867,201	Acquire Safety Equipment
Terre Haute	Terre Haute International-Hulman Field	General Aviation	31	687,671	Acquire Safety Equipment

Wabash	Wabash Municipal	General Aviation	7	205,494	Install Miscellaneous NAVAIDS, Rehabilitate Runway Lighting
Washington	Daviess County	General Aviation	9	153,585	Construct Building, Construct Taxiway
Winamac	Arens Field	General Aviation	5	1,137,000	Rehabilitate Runway
Winchester	Randolph County	General Aviation	7	114,361	Construct Runway
Zionsville	Indianapolis Executive	Reliever	13	1,658,000	Extend Taxiway

Subtotal FY 2006 Funds

56,514,273

Iowa

Algona	Algona Municipal	General Aviation	4	322,000	Construct Building
Ames	Ames Municipal	General Aviation	16	72,385	Update Airport Master Plan Study
Ames	State of Iowa	System Plan	9	741,331	Conduct State System Plan Study
Ankeny	Ankeny Regional	Reliever	12	116,537	Conduct Environmental Study, Update Airport Master Plan Study
Ankeny	Ankeny Regional	Reliever	13	714,202	Expand Apron, Remove Obstructions
Atlantic	Atlantic Municipal	General Aviation	6	1,703,047	Construct Runway
Audubon	Audubon County	General Aviation	2	486,341	Construct Taxiway, Expand Apron
Belle Plaine	Belle Plaine Municipal	General Aviation	1	193,800	Improve Access Road
Belle Plaine	Belle Plaine Municipal	General Aviation	2	72,295	Conduct Environmental Study
Bloomfield	Bloomfield Municipal	General Aviation	2	491,763	Rehabilitate Runway
Boone	Boone Municipal	General Aviation	8	119,510	Rehabilitate Runway
Cedar Rapids	The Eastern Iowa	Primary	33	4,866,991	Construct Taxiway, Rehabilitate Runway, Update Miscellaneous Study
Centerville	Centerville Municipal	General Aviation	1	38,237	Update Airport Master Plan Study
Centerville	Centerville Municipal	General Aviation	2	133,286	Install Weather Reporting Equipment
Chariton	Chariton Municipal	General Aviation	4	223,119	Install Miscellaneous NAVAIDS, Rehabilitate Runway, Rehabilitate Runway Lighting
Charles City	Charles City Municipal	General Aviation	6	77,900	Acquire Snow Removal Equipment
Clarinda	Schenck Field	General Aviation	3	90,900	Acquire Snow Removal Equipment
Clarinda	Schenck Field	General Aviation	4	106,469	Construct Snow Removal Equipment Building
Clarion	Clarion Municipal	General Aviation	3	26,331	Update Airport Master Plan Study
Council Bluffs	Council Bluffs Municipal	General Aviation	12	3,581,858	Construct Runway
Creston	Creston Municipal	General Aviation	3	237,500	Rehabilitate Taxiway

Dallas Center	West Metro Regional Airport	System Plan	1	101,982	Conduct Airport Master Plan Study, Conduct Miscellaneous Study
Decorah	Decorah Municipal	General Aviation	3	332,500	Construct Taxiway, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Des Moines	Des Moines International	Primary	42	546,000	Conduct Miscellaneous Study, Update Airport Master Plan Study
Des Moines	Des Moines International	Primary	43	147,500	Conduct Noise Compatibility Plan Study
Des Moines	Des Moines International	Primary	44	3,955,212	Construct Runway
Dubuque	Dubuque Regional	Primary	40	820,264	Acquire Aircraft Deicing Equipment, Acquire Aircraft Rescue & Fire Fighting Vehicle
Dubuque	Dubuque Regional	Primary	41	241,347	Acquire Equipment
Emmetsburg	Emmetsburg Municipal	General Aviation	2	484,215	Rehabilitate Apron, Rehabilitate Taxiway
Fairfield	Fairfield Municipal	General Aviation	9	2,599,649	Construct Runway
Forest City	Forest City Municipal	General Aviation	7	210,900	Rehabilitate Apron
Fort Dodge	Fort Dodge Regional	Commercial Service	22	792,495	Rehabilitate Taxiway
Greenfield	Greenfield Municipal	General Aviation	2	567,430	Construct Apron, Construct Taxiway
Hampton	Hampton Municipal	General Aviation	2	108,300	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building
Humboldt	Humboldt Municipal	General Aviation	3	129,649	Acquire Miscellaneous Land
Independence	Independence Municipal	General Aviation	4	340,501	Rehabilitate Runway, Rehabilitate Runway Lighting
Iowa City	Iowa City Municipal	General Aviation	12	14,250	Update Airport Master Plan Study
Iowa City	Iowa City Municipal	General Aviation	13	1,647,826	Extend Runway
Iowa Falls	Iowa Falls Municipal	General Aviation	1	126,701	Install Weather Reporting Equipment
Jefferson	Jefferson Municipal	General Aviation	5	28,231	Update Airport Master Plan Study
Keokuk	Keokuk Municipal	General Aviation	14	163,826	Rehabilitate Runway
Lamoni	Lamoni Municipal	General Aviation	2	97,875	Rehabilitate Runway, Remove Obstructions
Le Mars	Le Mars Municipal	General Aviation	1	77,995	Rehabilitate Runway
Le Mars	Le Mars Municipal	General Aviation	2	42,590	Conduct Environmental Study, Remove Obstructions, Update Airport Master Plan Study
Mapleton	James G. Whiting Memorial Field	General Aviation	3	266,513	Extend Taxiway
Maquoketa	Maquoketa Municipal	General Aviation	2	923,505	Rehabilitate Runway
Marshalltown	Marshalltown Municipal	General Aviation	9	497,800	Construct Taxiway
Mason City	Mason City Municipal	Primary	26	1,132,072	Rehabilitate Runway
Mason City	Mason City Municipal	Primary	27	1,498,715	Rehabilitate Taxiway
Monticello	Monticello Regional	General Aviation	3	154,600	Rehabilitate Runway

Mount Pleasant	Mount Pleasant Municipal	General Aviation	6	166,250	Improve Access Road
Muscatine	Muscatine Municipal	General Aviation	11	39,349	Rehabilitate Runway
Muscatine	Muscatine Municipal	General Aviation	12	419,852	Acquire Miscellaneous Land
Newton	Newton Municipal	General Aviation	9	427,500	Construct Taxiway
Oelwein	Oelwein Municipal	General Aviation	2	169,100	Acquire Snow Removal Equipment, Rehabilitate Runway
Ottumwa	Ottumwa Industrial	General Aviation	12	816,132	Rehabilitate Apron
Pella	Pella Municipal	General Aviation	4	39,900	Conduct Airport Master Plan Study
Perry	Perry Municipal	General Aviation	1	182,753	Install Weather Reporting Equipment
Red Oak	Red Oak Municipal	General Aviation	6	1,001,300	Extend Runway
Rockwell City	Rockwell City Municipal	General Aviation	1	238,110	Construct Taxiway, Rehabilitate Runway Lighting
Sac City	Sac City Municipal	General Aviation	3	128,500	Rehabilitate Runway
Sheldon	Sheldon Municipal	General Aviation	6	55,000	Construct Terminal Building
Spencer	Spencer Municipal	General Aviation	16	115,061	Expand Apron
Washington	Washington Municipal	General Aviation	3	151,848	Improve Access Road, Rehabilitate Apron
Waterloo	Waterloo Regional	Primary	29	2,683,940	Acquire Friction Measuring Equipment, Rehabilitate Runway, Rehabilitate Runway Lighting
Webster City	Webster City Municipal	General Aviation	4	58,900	Update Airport Master Plan Study
Webster City	Webster City Municipal	General Aviation	5	100,462	Rehabilitate Apron
Webster City	Webster City Municipal	General Aviation	6	120,542	Acquire Snow Removal Equipment
West Union	George L Scott Municipal	General Aviation	1	150,000	Widen Runway
Winterset	Winterset-Madison County	General Aviation	3	132,620	Construct Runway

Subtotal FY 2006 Funds				39,663,364	
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Kansas

Abilene	Abilene Municipal	General Aviation	4	63,891	Acquire Land For Approaches
Anthony	Anthony Municipal	General Aviation	2	131,958	Construct Building
Atchison	Amelia Earhart	General Aviation	4	340,643	Rehabilitate Apron
Atwood	Atwood-Rawlins County City-County	General Aviation	4	71,250	Update Airport Master Plan Study
Atwood	Atwood-Rawlins County City-County	General Aviation	5	13,300	Construct Fuel Farm, Install Miscellaneous NAVAIDS
Augusta	Augusta Municipal	General Aviation	11	109,114	Rehabilitate Apron, Rehabilitate Taxiway

Beloit	Moritz Memorial	General Aviation	4	275,172	Expand Apron
Chanute	Chanute Martin Johnson	General Aviation	5	65,574	Remove Obstructions
Cimarron	Cimarron Municipal	General Aviation	1	91,200	Update Airport Master Plan Study
Clay Center	Clay Center Municipal	General Aviation	5	156,255	Rehabilitate Apron, Rehabilitate Runway
Coffeyville	Coffeyville Municipal	General Aviation	10	445,436	Install Perimeter Fencing
Colby	Shalz Field	General Aviation	7	181,143	Rehabilitate Apron, Rehabilitate Runway
Dodge City	Dodge City Regional	Commercial Service	18	1,162,342	Rehabilitate Taxiway
Elkhart	Elkhart-Morton County	General Aviation	3	248,429	Rehabilitate Apron
Ellsworth	Ellsworth Municipal	General Aviation	1	90,222	Conduct Airport Master Plan Study
Eureka	Eureka Municipal	General Aviation	2	249,688	Construct Access Road, Install Weather Reporting Equipment
Fort Scott	Fort Scott Municipal	General Aviation	7	91,010	Update Airport Master Plan Study
Fort Scott	Fort Scott Municipal	General Aviation	8	28,357	Install Taxiway Lighting
Garden City	Garden City Regional	Commercial Service	23	43,320	Install Runway Vertical/Visual Guidance System
Garnett	Garnett Municipal	General Aviation	2	93,930	Expand Apron, Install Miscellaneous NAVAIDS
Goodland	Renner Field /Goodland Municipal/	General Aviation	13	212,425	Install Miscellaneous NAVAIDS, Rehabilitate Runway
Great Bend	Great Bend Municipal	General Aviation	15	1,594,261	Rehabilitate Taxiway
Hays	Hays Regional	Commercial Service	18	50,424	Rehabilitate Apron
Independence	Independence Municipal	General Aviation	13	185,000	Update Airport Master Plan Study
Independence	Independence Municipal	General Aviation	14	103,099	Rehabilitate Taxiway
Iola	Allen County	General Aviation	6	503,896	Construct Taxiway
Johnson	Stanton County Municipal	General Aviation	5	246,991	Acquire Land for Development
Junction City	Freeman Field	General Aviation	4	314,222	Rehabilitate Apron
Kingman	Kingman Airport - Clyde Cessna Field	General Aviation	8	144,193	Install Weather Reporting Equipment
Larned	Larned-Pawnee County	General Aviation	8	119,063	Install Weather Reporting Equipment
Lawrence	Lawrence Municipal	General Aviation	13	1,398,945	Construct Taxiway, Improve Runway Safety Area
Liberal	Liberal Municipal	Commercial Service	14	2,217,809	Rehabilitate Runway
Lyons	Lyons-Rice County Municipal	General Aviation	7	65,935	Rehabilitate Apron, Rehabilitate Taxiway
Manhattan	Manhattan Regional	Primary	28	183,330	Install Perimeter Fencing

McPherson	McPherson	General Aviation	10	90,745	Update Airport Master Plan Study
Meade	Meade Municipal	General Aviation	6	538,875	Rehabilitate Apron
Ness City	Ness City Municipal	General Aviation	2	68,782	Construct Runway
Newton	Newton-City-County	Reliever	20	629,101	Rehabilitate Apron
Norton	Norton Municipal	General Aviation	1	77,661	Improve Access Road, Rehabilitate Taxiway
Olathe	New Century Aircenter	Reliever	20	547,747	Rehabilitate Taxiway Lighting
Ottawa	Ottawa Municipal	General Aviation	8	803,723	Install Runway Vertical/Visual Guidance System, Rehabilitate Apron
Paola	Miami County	General Aviation	7	116,365	Acquire Land for Development
Paola	Miami County	General Aviation	8	81,514	Install Perimeter Fencing
Parsons	Tri-City	General Aviation	3	2,203,418	Rehabilitate Runway
Pratt	Pratt Industrial	General Aviation	9	230,696	Acquire Land For Approaches
Russell	Russell Municipal	General Aviation	5	796,364	Rehabilitate Apron
Scott City	Scott City Municipal	General Aviation	7	326,374	Extend Taxiway, Rehabilitate Runway
Smith Center	Smith Center Municipal	General Aviation	3	101,478	Rehabilitate Runway
St. Francis	Cheyenne County Municipal	General Aviation	4	185,024	Construct Apron
Stockton	New	System Plan	2	32,490	Conduct Environmental Study
Syracuse	Syracuse-Hamilton County Municipal	General Aviation	4	1,121,632	Construct Runway
Topeka	Forbes Field	Primary	21	66,332	Rehabilitate Taxiway
Topeka	Philip Billard Municipal	General Aviation	12	740,752	Rehabilitate Runway
Topeka	State of Kansas	System Plan	4	232,750	Conduct State System Plan Study
Ulysses	Ulysses	General Aviation	8	694,867	Construct Taxiway
Wichita	Colonel James Jabara	Reliever	14	498,847	Acquire Miscellaneous Land
Wichita	Wichita Mid-Continent	Primary	50	122,894	Update Miscellaneous Study
Wichita	Wichita Mid-Continent	Primary	51	262,828	Install Airport Beacons
Wichita	Wichita Mid-Continent	Primary	52	99,343	Construct Terminal Building
Winfield	Strother Field	General Aviation	12	256,025	Rehabilitate Runway

Subtotal FY 2006 Funds

22,384,276

Kentucky

Bardstown	Samuels Field	General Aviation	9	275,000	Construct Building
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Bowling Green	Bowling Green-Warren County Regional	General Aviation	18	1,168,309	Construct Runway Safety Area
Campbellsville	Taylor County	General Aviation	11	326,028	Construct Building
Covington	Cincinnati/Northern Kentucky International	Primary	52	19,314,459	Construct Runway
Covington	Cincinnati/Northern Kentucky International	Primary	53	5,644,650	Noise Mitigation Measures for Public Buildings
Covington	Cincinnati/Northern Kentucky International	Primary	54	6,000,000	Construct Runway
Cynthiana	Cynthiana-Harrison County	General Aviation	4	140,236	Construct Fuel Farm
Danville	Stuart Powell Field	General Aviation	12	93,222	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Update Airport Master Plan Study
Debord	Big Sandy Regional	General Aviation	8	237,556	Install Perimeter Fencing
Flemingsburg	Fleming-Mason	General Aviation	11	492,354	Construct Building
Fulton	Fulton	General Aviation	3	25,175	Construct Terminal Building
Gilbertsville	Kentucky Dam State Park	General Aviation	5	101,099	Extend Runway Safety Area, Remove Obstructions
Glasgow	Glasgow Municipal	General Aviation	14	67,350	Improve Runway Safety Area
Greenville	Muhlenberg County	General Aviation	3	25,000	Acquire Land For Approaches
Hardinsburg	Breckinridge County	General Aviation	2	25,000	Acquire Land for Development, Improve Runway Safety Area
Harlan	Tucker-Guthrie Memorial	General Aviation	5	400,000	Construct Building
Hartford	Ohio County	General Aviation	5	138,476	Construct Building
Hawesville	New	System Plan	6	4,720,578	Construct New Airport
Hazard	Wendell H Ford	General Aviation	10	43,383	Update Airport Master Plan Study
Henderson	Henderson City-County	General Aviation	16	25,153	Expand Apron
Hopkinsville	Hopkinsville-Christian County	General Aviation	12	50,350	Construct Building
Lexington	Blue Grass	Primary	38	3,487,026	Expand Terminal Building
Lexington	Blue Grass	Primary	39	6,550,300	Rehabilitate Runway, Widen Taxiway
London	London-Corbin Airport-Magee Field	General Aviation	14	220,000	Construct Building, Install Runway Vertical/Visual Guidance System
Louisville	Bowman Field	Reliever	16	1,709,449	Construct Taxiway
Louisville	Louisville International-Standiford Field	Primary	77	9,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Louisville	Louisville International-Standiford Field	Primary	78	10,419,971	Acquire Safety Equipment, Acquire Snow Removal Equipment, Conduct Miscellaneous Study, Construct Building, Construct Taxiway, Improve Airport Miscellaneous Improvements

Madisonville	Madisonville Municipal	General Aviation	13	100,482	Acquire Emergency Generator
Marion	Marion-Crittenden County	General Aviation	6	150,000	Construct Building
Mayfield	Mayfield Graves County	General Aviation	8	303,054	Construct Building
Middlesboro	Middlesboro-Bell County	General Aviation	8	150,000	Expand Apron, Improve Airport Drainage, Install Perimeter Fencing
Morehead	Morehead - Roean County	System Plan	1	3,628,955	Construct New Airport
Morehead	Morehead - Roean County	System Plan	2	1,183,225	Construct New Airport
Murray	Kyle-Oakley Field	General Aviation	15	293,726	Construct Building
Owensboro	Owensboro-Daviess County	Commercial Service	33	500,052	Extend Runway
Owensboro	Owensboro-Daviess County	Commercial Service	34	2,265,000	Extend Runway
Paducah	Barkley Regional	Primary	28	692,231	Improve Runway Safety Area
Paducah	Barkley Regional	Primary	29	526,000	Rehabilitate Apron
Pikeville	Pike County-Hatcher Field	General Aviation	8	279,464	Install Perimeter Fencing
Pine Knot	McCreary County	General Aviation	5	151,237	Install Miscellaneous NAVAIDS, Install Runway Lighting
Richmond	Madison	General Aviation	9	150,000	Install Weather Reporting Equipment
Somerset	Somerset-Pulaski County-J.T. Wilson Field	General Aviation	14	2,497,518	Conduct Environmental Study, Construct Taxiway
Springfield	Lebanon-Springfield	General Aviation	6	117,154	Install Weather Reporting Equipment
Sturgis	Sturgis Municipal	General Aviation	7	283,292	Construct Fuel Farm
Tompkinsville	Tompkinsville-Monroe County	General Aviation	3	300,000	Construct Building
Williamsburg	Williamsburg-Whitley County	General Aviation	9	73,218	Construct Utilities
Worthington	Ashland Regional	General Aviation	7	49,039	Update Airport Master Plan Study

Subtotal FY 2006 Funds

84,393,771

Louisiana

Abbeville	Abbeville Chris Crusta Memorial	General Aviation	12	165,277	Improve Runway Safety Area
Alexandria	Alexandria International	Primary	32	5,197,025	Construct Terminal Building
Alexandria	Alexandria International	Primary	33	450,000	Rehabilitate Taxiway
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	71	1,410,000	Extend Runway, Improve Runway Safety Area
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	72	5,962,046	Expand Apron, Improve Runway Safety Area

Baton Rouge	State of Louisiana	System Plan	1	285,000	Conduct State System Plan Study
Baton Rouge	Various Locations in Louisiana	System Plan	4	4,380,000	Improve Airport Miscellaneous Improvements
Bogalusa	George R Carr Memorial Air Field	General Aviation	13	862,125	Improve Runway Safety Area
Covington	St. Tammany Regional	General Aviation	5	375,250	Extend Runway
Crowley	Le Gros Memorial	General Aviation	5	511,629	Rehabilitate Runway Lighting
DeQuincy	DeQuincy Industrial Airpark	General Aviation	11	519,175	Rehabilitate Runway
Farmerville	Union Parish	General Aviation	7	372,933	Construct Taxiway
Galliano	South Lafourche	General Aviation	8	672,750	Extend Runway
Homer	Homer Municipal	General Aviation	3	234,859	Rehabilitate Runway
Houma	Houma-Terrebonne	General Aviation	21	2,844,800	Rehabilitate Taxiway
Jena	Jena	General Aviation	2	731,874	Rehabilitate Runway, Rehabilitate Taxiway
Jennings	Jennings	General Aviation	10	438,671	Install Runway Lighting, Update Airport Master Plan Study
Jonesboro	Jonesboro	General Aviation	3	280,857	Remove Obstructions
Jonesville	Jonesville	General Aviation	1	400,000	Rehabilitate Runway
Lafayette	Lafayette Regional	Primary	31	2,322,750	Rehabilitate Taxiway
Lake Charles	Chennault International	General Aviation	5	129,434	Construct Building
Lake Charles	Lake Charles Regional	Primary	31	1,000,000	Construct Aircraft Rescue & Fire Fighting Building
Lake Charles	Lake Charles Regional	Primary	32	1,600,000	Improve Airport Miscellaneous Improvements
Leesville	Leesville	General Aviation	7	458,938	Rehabilitate Runway Lighting
Mansfield	C E 'Rusty' Williams	General Aviation	5	258,132	Improve Airport Drainage
Metairie	Louis Armstrong New Orleans International	Primary	77	8,059,218	Security Enhancements
Metairie	Louis Armstrong New Orleans International	Primary	78	3,000,000	Improve Airport Miscellaneous Improvements
Monroe	Monroe Regional	Primary	22	689,387	Rehabilitate Runway Lighting
Monroe	Monroe Regional	Primary	23	3,865,702	Rehabilitate Runway
New Iberia	Acadiana Regional	General Aviation	11	150,000	Install Perimeter Fencing, Update Airport Master Plan Study
New Orleans	Lakefront	Reliever	19	790,000	Improve Airport Drainage, Improve Airport Erosion Control, Rehabilitate Runway Lighting, Security Enhancements
New Orleans	Lakefront	Reliever	20	2,755,710	Improve Airport Drainage, Rehabilitate Runway Lighting, Security Enhancements
New Orleans	Lakefront	Reliever	21	9,640,990	Improve Airport Erosion Control
New Orleans	New Orleans Regional Planning Commission	System Plan	1	350,000	Conduct Metropolitan System Plan Study

New Roads	False River Regional	General Aviation	12	738,629	Acquire Easement For Approaches, Acquire Land For Approaches, Construct Building
Oakdale	Allen Parish	General Aviation	8	970,303	Construct Taxiway
Patterson	Harry P Williams Memorial	General Aviation	10	910,387	Improve Airport Drainage
Rayville	John H Hooks Jr Memorial	General Aviation	9	423,954	Rehabilitate Apron
Reserve	St John the Baptist Parish	General Aviation	12	511,737	Construct Taxiway
Ruston	Ruston Regional	General Aviation	12	80,897	Conduct Airport Master Plan Study
Shreveport	Shreveport Downtown	Reliever	14	146,530	Rehabilitate Taxiway
Shreveport	Shreveport Regional	Primary	39	5,123,669	Expand Service Road, Install Guidance Signs, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Sulphur	Southland Field	General Aviation	10	95,857	Rehabilitate Runway

Subtotal FY 2006 Funds				70,166,495	
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Maine

Auburn	Auburn/Lewiston Municipal	Reliever	14	155,610	Conduct Environmental Study
Augusta	Augusta State	Commercial Service	14	549,575	Rehabilitate Taxiway
Augusta	State of Maine	System Plan	5	262,571	Update State System Plan Study
Augusta	State of Maine	System Plan	6	316,150	Rehabilitate Runway
Bangor	Bangor International	Primary	43	2,584,251	Construct Access Road, Improve Airport Drainage, Rehabilitate Apron
Bar Harbor	Hancock County-Bar Harbor	Primary	21	404,463	Acquire Land For Approaches
Bar Harbor	Hancock County-Bar Harbor	Primary	22	1,681,168	Improve Runway Safety Area, Improve Terminal Building, Rehabilitate Runway, Strengthen Apron
Belfast	Belfast Municipal	General Aviation	7	306,000	Expand Apron
Biddeford	Biddeford Municipal	General Aviation	6	178,600	Remove Obstructions
Caribou	Caribou Municipal	General Aviation	10	80,121	Rehabilitate Apron
Frenchville	Northern Aroostook Regional	General Aviation	8	1,002,250	Remove Obstructions
Frenchville	Northern Aroostook Regional	General Aviation	9	375,250	Acquire Snow Removal Equipment
Fryeburg	Eastern Slopes Regional	General Aviation	11	85,500	Remove Obstructions
Houlton	Houlton International	General Aviation	10	842,750	Rehabilitate Apron
Millinocket	Millinocket Municipal	General Aviation	8	157,867	Improve Building
Norridgewock	Central Maine Airport of Norridgewock	General Aviation	10	144,400	Rehabilitate Runway

Old Town	Dewitt Field,Old Town Municipal	General Aviation	5	500,863	Improve Runway Safety Area
Pittsfield	Pittsfield Municipal	General Aviation	7	113,810	Conduct Miscellaneous Study
Portland	Portland International Jetport	Primary	59	523,726	Acquire Interactive Training System, Improve Utilities, Install Noise Monitoring System, Noise Mitigation Measures
Rangeley	Steven A. Bean Municipal	General Aviation	9	313,500	Improve Access Road
Rockland	Knox County Regional	Primary	21	261,250	Construct Taxiway
Sanford	Sanford Regional	Reliever	19	2,110,380	Rehabilitate Apron
Sanford	Sanford Regional	Reliever	20	619,864	Acquire Land for Development
Waterville	Waterville Robert Lafleur	General Aviation	14	1,676,750	Rehabilitate Taxiway
Wiscasset	Wiscasset	General Aviation	11	435,024	Extend Taxiway

Subtotal FY 2006 Funds

15,681,693

Marshall Islands

Majuro	Marshall Islands International	General Aviation	6	13,000,000	Rehabilitate Runway
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Subtotal FY 2006 Funds

13,000,000

Maryland

Annapolis	State of Maryland	System Plan	1	490,476	Conduct State System Plan Study
Cumberland	Greater Cumberland Regional	General Aviation	14	377,767	Rehabilitate Runway
Easton	Easton/Newnam Field	General Aviation	28	262,390	Rehabilitate Runway
Easton	Easton/Newnam Field	General Aviation	29	300,485	Remove Obstructions
Easton	Easton/Newnam Field	General Aviation	30	753,255	Conduct Environmental Study
Frederick	Frederick Municipal	Reliever	26	29,703	Extend Runway
Frederick	Frederick Municipal	Reliever	27	150,000	Acquire Snow Removal Equipment
Gaithersburg	Montgomery County Airpark	Reliever	13	521,691	Rehabilitate Taxiway Lighting
Glen Burnie	Baltimore/Washington International Thurgood Marshall	Primary	77	10,316,732	Rehabilitate Apron, Rehabilitate Taxiway
Hagerstown	Hagerstown Regional-Richard A Henson Field	Primary	35	6,000,000	Construct Runway Safety Area
Hagerstown	Hagerstown Regional-Richard A Henson Field	Primary	36	2,391,289	Rehabilitate Apron
Hagerstown	Hagerstown Regional-Richard A Henson Field	Primary	37	289,085	Construct Aircraft Rescue & Fire Fighting Building
Oakland	Garrett County	General Aviation	10	5,715,510	Extend Runway

Ocean City	Ocean City Municipal	General Aviation	16	129,627	Install Perimeter Fencing, Rehabilitate Apron
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	29	2,147,739	Rehabilitate Runway
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	31	200,000	Improve Runway Safety Area
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	32	6,463,288	Rehabilitate Runway
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	33	446,372	Remove Obstructions
Stevensville	Bay Bridge	General Aviation	16	398,050	Extend Taxiway
Westminster	Carroll County Regional/Jack B Poage Field	Reliever	23	136,333	Install Miscellaneous NAVAIDS

Subtotal FY 2006 Funds 37,519,792

Massachusetts

Beverly	Beverly Municipal	Reliever	24	276,450	Rehabilitate Runway
Beverly	Beverly Municipal	Reliever	25	2,924,100	Extend Runway, Extend Taxiway, Improve Runway Safety Area
Boston	General Edward Lawrence Logan International	Primary	89	13,610,000	Construct Runway
Boston	General Edward Lawrence Logan International	Primary	90	4,263,335	Conduct Noise Compatibility Plan Study
Chatham	Chatham Municipal	General Aviation	15	110,675	Conduct Environmental Study
Chatham	Chatham Municipal	General Aviation	16	1,233,100	Rehabilitate Apron
Gardner	Gardner Municipal	General Aviation	9	188,100	Update Airport Master Plan Study
Lawrence	Lawrence Municipal	Reliever	23	699,352	Remove Obstructions
Mansfield	Mansfield Municipal	General Aviation	17	82,498	Acquire Snow Removal Equipment
Mansfield	Mansfield Municipal	General Aviation	18	398,440	Construct Taxiway, Remove Obstructions
Nantucket	Nantucket Memorial	Primary	42	514,827	Construct Terminal Building
New Bedford	New Bedford Regional	Primary	32	477,517	Conduct Environmental Study
New Bedford	New Bedford Regional	Primary	33	207,100	Rehabilitate Runway Lighting
New Bedford	New Bedford Regional	Primary	34	90,250	Update Airport Master Plan Study
Norwood	Norwood Memorial	Reliever	27	953,800	Rehabilitate Apron
Orange	Orange Municipal	General Aviation	13	91,200	Update Airport Master Plan Study
Pittsfield	Pittsfield Municipal	General Aviation	19	3,650,850	Extend Runway
Pittsfield	Pittsfield Municipal	General Aviation	20	105,450	Install Miscellaneous NAVAIDS
Plymouth	Plymouth Municipal	General Aviation	33	847,400	Rehabilitate Taxiway
Provincetown	Provincetown Municipal	Primary	20	656,925	Conduct Environmental Study

Springfield/Chicopee	Westover ARB/Metropolitan	General Aviation	13	2,500,000	Acquire Land for Noise Compatibility within 70 - 74 DNL
Springfield/Chicopee	Westover ARB/Metropolitan	General Aviation	14	492,084	Rehabilitate Apron
Taunton	Taunton Municipal	General Aviation	15	1,255,900	Mark Obstructions, Rehabilitate Apron
Westfield	Barnes Municipal	General Aviation	24	719,150	Rehabilitate Runway Lighting
Westfield	Barnes Municipal	General Aviation	25	185,250	Conduct Noise Compatibility Plan Study
Worcester	Worcester Regional	General Aviation	34	83,600	Improve Terminal Building

Subtotal FY 2006 Funds

36,617,353

Michigan

Alpena	Alpena County Regional	Commercial Service	11	162,000	Improve Airport Miscellaneous Improvements, Install Airfield Guidance Signs
Charlevoix	Charlevoix Municipal	Primary	8	23,282	Update Airport Master Plan Study
Detroit	Detroit Metropolitan Wayne County	Primary	76	9,750,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Detroit	Detroit Metropolitan Wayne County	Primary	77	18,581,601	Construct Apron, Construct Runway, Environmental Mitigation
Detroit	Detroit Metropolitan Wayne County	Primary	78	11,868,906	Rehabilitate Runway, Rehabilitate Taxiway
Detroit	Detroit Metropolitan Wayne County	Primary	79	120,968	Noise Mitigation Measures for Residences within 65 - 69 DNL
Detroit	Willow Run	Reliever	25	500,000	Conduct Noise Compatibility Plan Study
Detroit	Willow Run	Reliever	26	7,501,639	Construct Taxiway, Improve Runway Safety Area
Escanaba	Delta County	Primary	27	1,666,361	Conduct Environmental Study, Environmental Mitigation, Rehabilitate Runway, Update Airport Master Plan Study
Flint	Bishop International	Primary	40	346,750	Expand Apron
Flint	Bishop International	Primary	41	213,091	Install Airfield Guidance Signs, Light Obstructions, Remove Obstructions
Grand Rapids	Gerald R. Ford International	Primary	37	1,406,000	Construct Service Road, Rehabilitate Apron
Grand Rapids	Gerald R. Ford International	Primary	38	247,000	Conduct Miscellaneous Study, Construct Service Road
Gwinn	Sawyer International	Primary	19	2,055,000	Improve Building
Gwinn	Sawyer International	Primary	20	480,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Building, Improve Runway Safety Area, Install Weather Reporting Equipment, Rehabilitate Runway
Gwinn	Sawyer International	Primary	21	256,500	Update Airport Master Plan Study
Hancock	Houghton County Memorial	Primary	24	180,500	Expand Terminal Building, Update Airport Master Plan Study
Hancock	Houghton County Memorial	Primary	25	139,194	Acquire Snow Removal Equipment, Environmental Mitigation
Lansing	Capital City	Primary	39	1,615,000	Extend Runway
Lansing	Michigan State Block Grant Program	System Plan	45	20,240,870	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	46	5,268,000	Non primary development projects in state block grant program

Lansing	Michigan State Block Grant Program	System Plan	47	2,850,000	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	48	4,400,000	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	49	850,000	Non primary development projects in state block grant program
Muskegon	Muskegon County	Primary	27	5,082,500	Improve Runway Safety Area
Pellston	Pellston Regional Airport of Emmet County	Primary	26	438,900	Acquire Snow Removal Equipment
Pellston	Pellston Regional Airport of Emmet County	Primary	27	779,100	Construct Access Road, Improve Airport Miscellaneous Improvements
Saginaw	MBS International	Primary	33	570,000	Conduct Miscellaneous Study
Saginaw	MBS International	Primary	34	960,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Sault Ste. Marie	Chippewa County International	Primary	19	749,420	Install Miscellaneous NAVAIDS, Install Taxiway Lighting, Rehabilitate Runway, Rehabilitate Terminal Building
Sault Ste. Marie	Chippewa County International	Primary	20	305,900	Acquire Snow Removal Equipment
Traverse City	Cherry Capital	Primary	32	1,810,583	Construct Snow Removal Equipment Building
Subtotal FY 2006 Funds				101,419,065	

Minnesota

Aitkin	Aitkin Municipal-Steve Kurtz Field	General Aviation	6	30,663	Acquire Land For Approaches
Albert Lea	Albert Lea Municipal	General Aviation	4	471,200	Acquire Land for Development
Alexandria	Chandler Field	General Aviation	6	99,750	Rehabilitate Runway, Update Airport Master Plan Study
Alexandria	Chandler Field	General Aviation	7	57,000	Conduct Airport Master Plan Study
Austin	Austin Municipal	General Aviation	9	1,351,660	Rehabilitate Runway
Bemidji	Bemidji Regional	Primary	16	4,000,000	Acquire Land For Approaches, Improve Runway Safety Area, Rehabilitate Runway
Brainerd	Brainerd Lakes Regional	Primary	27	1,000,000	Acquire Safety Equipment, Acquire Snow Removal Equipment, Rehabilitate Apron, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Caledonia	Houston County	General Aviation	2	419,900	Acquire Land for Development, Conduct Miscellaneous Study, Construct Fuel Farm, Construct Terminal Building
Cambridge	Cambridge Municipal	General Aviation	5	156,479	Construct Taxiway, Improve Airport Drainage
Cloquet	Cloquet Carlton County	General Aviation	6	57,367	Rehabilitate Runway
Crookston	Crookston Municipal Kirkwood Field	General Aviation	6	217,766	Rehabilitate Access Road, Rehabilitate Parking Lot
Detroit Lakes	Detroit Lakes-Wething Field	General Aviation	4	99,697	Acquire Snow Removal Equipment
Dodge Center	Dodge Center	General Aviation	3	406,600	Construct Taxiway

Duluth	Duluth International	Primary	41	6,318,751	Conduct Miscellaneous Study, Environmental Mitigation, Rehabilitate Runway, Rehabilitate Terminal Building
Duluth	Duluth International	Primary	42	1,452,274	Expand Terminal Building
Duluth	Sky Harbor	General Aviation	4	466,848	Acquire Snow Removal Equipment, Conduct Environmental Study, Rehabilitate Runway, Rehabilitate Seaplane Base
Elbow Lake	Elbow Lake Municipal - Pride of the Prairie	General Aviation	4	1,453,500	Construct Runway
Ely	Ely Municipal	General Aviation	8	53,200	Acquire Snow Removal Equipment
Fairmont	Fairmont Municipal	General Aviation	7	77,500	Acquire Snow Removal Equipment, Conduct Airport Master Plan Study
Fergus Falls	Fergus Falls Municipal-Einar Mickelson Field	General Aviation	6	114,000	Update Airport Master Plan Study
Fosston	Fosston Municipal	General Aviation	2	291,662	Acquire Snow Removal Equipment, Construct Service Road, Improve Access Road, Rehabilitate Parking Lot, Update Airport Master Plan Study
Glenwood	Glenwood Municipal	General Aviation	3	68,400	Acquire Snow Removal Equipment
Grand Marais	Grand Marais/Cook County	General Aviation	8	47,298	Rehabilitate Apron, Rehabilitate Taxiway
Grand Rapids	Grand Rapids/Itasca County Airport-Gordon Newstrom Field	General Aviation	12	513,849	Acquire Snow Removal Equipment, Improve Snow Removal Equipment Building, Install Miscellaneous NAVAIDS
Hawley	Hawley Municipal	General Aviation	3	317,663	Acquire Snow Removal Equipment, Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Hector	Hector Municipal	General Aviation	3	168,625	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building
Hibbing	Chisholm-Hibbing	Commercial Service	22	1,847,546	Construct Snow Removal Equipment Building, Install Airfield Guidance Signs
Hutchinson	Hutchinson Municipal-Butler Field	General Aviation	6	302,100	Construct Building
Jackson	Jackson Municipal	General Aviation	5	59,850	Construct Terminal Building
Lake Elmo	Lake Elmo	Reliever	4	71,335	Rehabilitate Taxiway
Lakeville	Airlake	Reliever	7	158,081	Rehabilitate Taxiway
Le Sueur	Le Sueur Municipal	General Aviation	3	85,917	Improve Fuel Farm, Update Airport Master Plan Study
Long Prairie	Todd Field	General Aviation	4	89,544	Improve Airport Miscellaneous Improvements, Install Perimeter Fencing
Luverne	Quentin Aanenson Field	General Aviation	3	51,528	Construct Runway
Madison	Lac qui Parle County	General Aviation	4	129,200	Construct Snow Removal Equipment Building
Mahnomen	Mahnomen County	General Aviation	5	305,420	Acquire Land For Approaches, Construct Runway
Marshall	Southwest Minnesota Regional Marshall/Ryan Field	General Aviation	7	4,926,026	Extend Runway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	83	7,500,000	Construct Runway

Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	84	3,627,395	Noise Mitigation Measures for Residences within 65 - 69 DNL
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	85	5,764,354	Extend Taxiway, Rehabilitate Taxiway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	86	601,814	Rehabilitate Apron
Montevideo	Montevideo-Chippewa County	General Aviation	5	114,000	Install Perimeter Fencing, Rehabilitate Access Road, Rehabilitate Parking Lot
Moorhead	Moorhead Municipal	General Aviation	2	247,000	Acquire Snow Removal Equipment, Construct Taxiway, Construct Terminal Building
Mora	Mora Municipal	General Aviation	5	420,275	Construct Runway, Extend Runway
Morris	Morris Municipal	General Aviation	2	413,250	Construct Building, Improve Fuel Farm, Rehabilitate Runway
New Ulm	New Ulm Municipal	General Aviation	6	116,565	Construct Runway
Orr	Orr Regional	General Aviation	3	27,122	Acquire Snow Removal Equipment, Install Airfield Guidance Signs
Ortonville	Ortonville Municipal-Martinson Field	General Aviation	4	403,750	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Owatonna	Owatonna Degner Regional	General Aviation	10	168,245	Construct Runway
Park Rapids	Park Rapids Municipal-Konshok Field	General Aviation	7	26,600	Acquire Snow Removal Equipment, Update Airport Master Plan Study
Pine River	Pine River Regional	General Aviation	2	152,457	Acquire Snow Removal Equipment, Construct Fuel Farm, Rehabilitate Apron, Rehabilitate Runway
Preston	Fillmore County	General Aviation	5	383,800	Rehabilitate Runway
Red Wing	Red Wing Regional	General Aviation	7	180,500	Expand Apron, Update Airport Master Plan Study
Redwood Falls	Redwood Falls Municipal	General Aviation	5	33,250	Update Airport Master Plan Study
Rochester	Rochester International	Primary	22	1,223,600	Acquire Safety Equipment
Rochester	Rochester International	Primary	23	1,454,327	Expand Snow Removal Equipment Building
Roseau	Roseau Municipal/Rudy Billberg Field	General Aviation	4	479,739	Improve Airport Drainage, Rehabilitate Runway, Rehabilitate Taxiway
Silver Bay	Silver Bay Municipal	General Aviation	3	221,682	Rehabilitate Taxiway
South St. Paul	South St Paul Municipal-Richard E Fleming Field	Reliever	10	1,765,385	Acquire Land for Development, Construct Service Road, Construct Taxiway, Install Perimeter Fencing, Rehabilitate Taxiway
St. Cloud	St. Cloud Regional	Primary	17	67,070	Acquire Land for Development
St. James	St James Municipal	General Aviation	5	62,700	Conduct Airport Master Plan Study, Rehabilitate Runway
St. Paul	St Paul Downtown Holman Field	Reliever	14	2,716,698	Improve Runway Safety Area

St. Paul	St Paul Downtown Holman Field	Reliever	15	1,305,867	Improve Airport Drainage
Tower	Tower Municipal	General Aviation	2	97,371	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Remove Obstructions, Update Airport Master Plan Study
Tracy	Tracy Municipal	General Aviation	5	86,450	Install Perimeter Fencing, Rehabilitate Runway, Rehabilitate Taxiway
Two Harbors	Richard B Helgeson	General Aviation	5	314,492	Construct Service Road, Construct Taxiway
Warroad	Warroad International-Swede Carlson Field	General Aviation	7	213,906	Construct Snow Removal Equipment Building
Wheaton	Wheaton Municipal	General Aviation	3	28,500	Rehabilitate Runway
Willmar	Willmar Municipal	System Plan	7	88,625	Expand Apron
Winsted	Winsted Municipal	General Aviation	1	166,089	Extend Taxiway, Improve Access Road, Rehabilitate Parking Lot, Update Airport Master Plan Study
Worthington	Worthington Municipal	General Aviation	7	1,823,158	Rehabilitate Taxiway

Subtotal FY 2006 Funds

60,034,235

Mississippi

Aberdeen/Amory	Monroe County	General Aviation	10	301,754	Construct Building
Ackerman	Ackerman Choctaw County	General Aviation	3	242,687	Improve Access Road, Improve Runway Safety Area, Install Perimeter Fencing
Bay Springs	Thigpen Field	General Aviation	5	561,925	Rehabilitate Runway
Bay St. Louis	Stennis International	Reliever	20	1,408,758	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Acquire Emergency Generator, Construct Aircraft Rescue & Fire Fighting Building, Install Apron Lighting
Bay St. Louis	Stennis International	Reliever	21	1,260,000	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Install Weather Reporting Equipment, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Belmont	Tishomingo County	General Aviation	7	146,683	Acquire Land for Development, Improve Access Road
Belzoni	Belzoni Municipal	General Aviation	6	157,142	Rehabilitate Runway
Booneville/Baldwyn	Booneville/Baldwyn	General Aviation	7	860,193	Extend Runway, Improve Access Road
Clarksdale	Fletcher Field	General Aviation	12	135,318	Acquire Land for Development
Columbia	Columbia-Marion County	General Aviation	4	421,596	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Rehabilitate Access Road, Rehabilitate Airport Beacons, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Remove Obstructions
Columbus	Columbus-Lowndes County	General Aviation	9	220,658	Rehabilitate Taxiway Lighting

Columbus	Golden Triangle Regional	Primary	37	754,953	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Acquire Equipment, Acquire Handicap Passenger Lift Device, Modify Terminal Building, Rehabilitate Access Road, Rehabilitate Apron, Rehabilitate Taxiway, Security Enhancements
Columbus	Golden Triangle Regional	Primary	38	767,600	Acquire Land for Development
Corinth	Roscoe Turner	General Aviation	15	150,000	Construct Building
Crystal Springs	Copiah County	General Aviation	4	309,187	Construct Taxiway, Expand Apron
Drew	Ruleville-Drew	General Aviation	7	159,751	Install Runway Lighting
Forest	G. V. Montgomery	General Aviation	3	455,127	Improve Runway Safety Area, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Greenville	Mid Delta Regional	Primary	23	2,600,000	Extend Taxiway, Improve Runway Safety Area
Greenwood	Greenwood-Leflore	General Aviation	11	549,053	Extend Taxiway, Install Taxiway Lighting
Grenada	Grenada Municipal	General Aviation	6	130,000	Improve Runway Safety Area
Gulfport	Gulfport-Biloxi International	Primary	55	4,650,000	Construct Building, Rehabilitate Runway Lighting, Rehabilitate Terminal Building
Gulfport	Gulfport-Biloxi International	Primary	56	2,569,199	Rehabilitate Terminal Building
Gulfport	Gulfport-Biloxi International	Primary	57	4,750,000	Acquire Easement for Noise Compatibility within 65 - 69 DNL, Noise Mitigation Measures for Residences within 65 - 69 DNL
Gulfport	Gulfport-Biloxi International	Primary	58	5,344,513	Conduct Miscellaneous Study, Expand Terminal Building, Widen Taxiway
Gulfport	Gulfport-Biloxi International	Primary	59	63,069,758	Construct Building, Improve Terminal Building, Install Guidance Signs, Rehabilitate Apron, Rehabilitate Terminal Building, Remove Obstructions
Hattiesburg	Bobby L Chain Municipal	General Aviation	13	148,000	Rehabilitate Building
Hattiesburg	Bobby L Chain Municipal	General Aviation	14	150,000	Construct Building
Holly Springs	Holly Springs-Marshall County	General Aviation	8	153,275	Remove Obstructions
Houston	Houston Municipal	General Aviation	7	169,962	Improve Terminal Building, Install Runway Vertical/Visual Guidance System
Indianola	Indianola Municipal	General Aviation	8	142,623	Improve Airport Drainage
Iuka	Iuka	General Aviation	4	510,292	Widen Runway
Jackson	Jackson-Evers International	Primary	38	700,000	Security Enhancements
Kosciusko	Kosciusko-Attala County	General Aviation	5	236,922	Improve Runway Safety Area
Laurel	Hesler-Noble Field	General Aviation	3	450,000	Rehabilitate Terminal Building
Lexington	C. A. Moore	General Aviation	6	223,256	Acquire Land For Approaches, Install Perimeter Fencing
Lexington	C. A. Moore	General Aviation	7	5,995	Install Miscellaneous NAVAIDS

Macon	Macon Municipal	General Aviation	5	43,700	Install Runway Vertical/Visual Guidance System
Madison	Bruce Campbell Field	General Aviation	14	971,145	Construct Apron
Magee	Magee Municipal	General Aviation	5	17,100	Install Perimeter Fencing
McComb	McComb/Pike County/John E Lewis Field	General Aviation	12	94,658	Construct Taxiway, Expand Apron
Meridian	Key Field	Primary	21	1,454,493	Acquire Emergency Generator, Conduct Miscellaneous Study, Install Guidance Signs, Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Taxiway, Security Enhancements, Update Airport Master Plan Study
Moselle	Hattiesburg-Laurel Regional	Primary	26	191,755	Rehabilitate Building, Rehabilitate Terminal Building
Moselle	Hattiesburg-Laurel Regional	Primary	27	602,300	Construct Access Road, Improve Terminal Building
Natchez	Hardy-Anders Field Natchez-Adams County	General Aviation	16	105,512	Acquire Equipment, Install Miscellaneous NAVAIDS, Update Airport Master Plan Study
New Albany	New Albany-Union County	General Aviation	8	183,630	Construct Building, Construct Taxiway
Okolona	Okolona Municipal-Richard Stovall Field	General Aviation	7	154,628	Improve Access Road
Olive Branch	Olive Branch	Reliever	15	500,000	Install Taxiway Lighting, Rehabilitate Runway
Pascagoula	Trent Lott International	General Aviation	20	207,921	Acquire Equipment, Install Miscellaneous NAVAIDS, Rehabilitate Building, Rehabilitate Terminal Building
Pascagoula	Trent Lott International	General Aviation	21	150,000	Construct Apron, Update Airport Master Plan Study
Picayune	Picayune Municipal	General Aviation	13	78,075	Install Miscellaneous NAVAIDS
Pittsboro	Calhoun County	General Aviation	4	438,698	Construct Building, Construct Taxiway, Improve Runway Safety Area
Poplarville	Poplarville-Pearl River County	General Aviation	6	152,950	Install Perimeter Fencing, Rehabilitate Runway Lighting
Quitman	Clarke County	General Aviation	5	91,056	Expand Apron
Raymond	John Bell Williams	General Aviation	11	3,106,355	Extend Runway, Install Weather Reporting Equipment
Richton	Richton-Perry County	General Aviation	6	12,594	Install Perimeter Fencing, Rehabilitate Runway Lighting
Starkville	George M Bryan	General Aviation	11	884,090	Extend Taxiway, Rehabilitate Taxiway
Tunica	Tunica Municipal	General Aviation	8	499,184	Acquire Aircraft Rescue & Fire Fighting Vehicle
Tylertown	Paul Pittman Memorial	General Aviation	7	227,647	Rehabilitate Airport Beacons, Rehabilitate Runway, Remove Obstructions
Waynesboro	Waynesboro Municipal	General Aviation	4	42,750	Construct Building, Construct Fuel Farm, Construct Terminal Building
West Point	McCharen Field	General Aviation	7	382,996	Improve Building, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Wiggins	Dean Griffin Memorial	General Aviation	7	496,368	Construct Building

Wiggins	Dean Griffin Memorial	General Aviation	8	175,796	Construct Building, Remove Obstructions
Winona	Winona-Montgomery County	General Aviation	5	202,415	Install Perimeter Fencing
Yazoo City	Yazoo County	General Aviation	7	342,368	Install Perimeter Fencing, Rehabilitate Runway

Subtotal FY 2006 Funds				106,676,364	
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Missouri

Columbia	Columbia Regional	Primary	24	81,368	Rehabilitate Apron
Columbia	Columbia Regional	Primary	25	69,732	Acquire Snow Removal Equipment
Jefferson City	Missouri State Block Grant Program	System Plan	27	17,000,377	Non primary development projects in state block grant program
Jefferson City	Missouri State Block Grant Program	System Plan	30	734,300	Non primary development projects in state block grant program
Jefferson City	Missouri State Block Grant Program	System Plan	31	3,572,787	Non primary development projects in state block grant program
Jefferson City	State of Missouri	System Plan	4	170,000	Update State System Plan Study
Joplin	Joplin Regional	Primary	24	3,395,000	Construct Terminal Building
Kansas City	Kansas City International	Primary	48	2,778,347	Rehabilitate Apron
Kansas City	Kansas City International	Primary	49	2,250,000	Acquire Snow Removal Equipment
Kansas City	Kansas City International	Primary	50	141,047	Acquire Land for Noise Compatibility within 65 - 69 DNL
Kansas City	Kansas City International	Primary	51	3,240,745	Rehabilitate Taxiway
Kansas City	Kansas City International	Primary	52	4,463,462	Construct Deicing Containment Facility
Springfield	Springfield-Branson Regional	Primary	31	10,654,443	Construct Terminal Building
St. Louis	Lambert-St Louis International	Primary	96	374,817	Conduct Airport Master Plan Study
St. Louis	Lambert-St Louis International	Primary	98	15,837,519	Construct Runway
St. Louis	Lambert-St Louis International	Primary	99	1,811,620	Acquire Land for Noise Compatibility within 70 - 74 DNL
St. Louis	Lambert-St Louis International	Primary	100	9,809,128	Rehabilitate Taxiway
St. Louis	Lambert-St Louis International	Primary	101	3,525,000	Improve Runway Safety Area

Subtotal FY 2006 Funds				79,909,692	
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Montana

Anaconda	Bowman Field	General Aviation	8	97,644	Rehabilitate Runway
Baker	Baker Municipal	General Aviation	10	140,453	Acquire Snow Removal Equipment
Big Sandy	Big Sandy	General Aviation	3	244,984	Acquire Snow Removal Equipment, Conduct Environmental Study, Construct Snow Removal Equipment Building

Billings	Billings Logan International	Primary	30	3,760,566	Improve Service Road, Rehabilitate Apron, Rehabilitate Runway
Billings	Billings Logan International	Primary	31	1,204,742	Acquire Aircraft Rescue & Fire Fighting Vehicle
Bozeman	Gallatin Field	Primary	31	552,000	Acquire Land For Approaches
Butte	Bert Mooney	Primary	34	290,000	Conduct Miscellaneous Study, Construct Apron, Construct Taxiway
Butte	Bert Mooney	Primary	35	355,524	Update Airport Master Plan Study
Chester	Liberty County	General Aviation	4	113,333	Acquire Snow Removal Equipment, Conduct Environmental Study, Construct Snow Removal Equipment Building
Chinook	Edgar G Obie	General Aviation	8	1,164,610	Rehabilitate Runway
Choteau	Choteau	General Aviation	5	112,577	Construct Fuel Farm
Circle	Circle Town County	General Aviation	3	612,000	Acquire Land For Approaches, Rehabilitate Runway
Cut Bank	Cut Bank Municipal	General Aviation	7	300,000	Acquire Snow Removal Equipment, Rehabilitate Runway
Deer Lodge	Deer Lodge-City-County	General Aviation	6	920,055	Extend Runway, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting
Ekalaka	Ekalaka	General Aviation	4	162,395	Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment
Ennis	Ennis - Big Sky	General Aviation	8	174,836	Acquire Snow Removal Equipment, Install Weather Reporting Equipment
Forsyth	Tillitt Field	General Aviation	5	182,616	Acquire Snow Removal Equipment, Install Miscellaneous NAVAIDS
Fort Benton	Fort Benton	General Aviation	5	83,125	Acquire Snow Removal Equipment
Glasgow	Wokal Field/Glasgow International	General Aviation	11	436,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Groove Runway, Rehabilitate Runway
Glendive	Dawson Community	General Aviation	7	294,310	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Acquire Snow Removal Equipment, Improve Aircraft Rescue & Fire Fighting Building, Rehabilitate Runway
Great Falls	Great Falls International	Primary	35	6,943,569	Install Instrument Approach Aid
Hamilton	Ravalli County	General Aviation	7	150,000	Acquire Snow Removal Equipment
Harlowton	Wheatland County at Harlowton	General Aviation	3	151,356	Install Weather Reporting Equipment, Rehabilitate Runway, Update Airport Master Plan Study
Helena	Helena Regional	Primary	32	459,401	Modify Access Road, Modify Terminal Building
Helena	State of Montana	System Plan	5	127,479	Conduct State System Plan Study
Kalispell	Glacier Park International	Primary	32	893,709	Acquire Land For Approaches, Acquire Snow Removal Equipment, Update Airport Master Plan Study
Lewistown	Lewistown Municipal	General Aviation	10	510,000	Construct Taxiway, Improve Snow Removal Equipment Building, Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Taxiway
Libby	Libby	General Aviation	6	150,000	Acquire Snow Removal Equipment, Install Weather Reporting Equipment
Miles City	Frank Wiley Field	General Aviation	8	284,090	Acquire Aircraft Rescue & Fire Fighting Vehicle, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System

Missoula	Missoula International	Primary	40	3,309,845	Expand Aircraft Rescue & Fire Fighting Building, Improve Airport Miscellaneous Improvements, Rehabilitate Apron, Remove Obstructions
Plains	Plains	General Aviation	5	2,550,000	Construct Apron, Construct Runway, Construct Taxiway, Install Perimeter Fencing, Install Weather Reporting Equipment
Poplar	New	System Plan	2	373,160	Construct New Airport
Roundup	Roundup	General Aviation	6	126,000	Install Weather Reporting Equipment
Shelby	Shelby	General Aviation	8	164,000	Acquire Snow Removal Equipment
Sidney	Sidney-Richland Municipal	Primary	14	1,543,457	Rehabilitate Apron
Stevensville	Stevensville	General Aviation	5	470,720	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building, Update Airport Master Plan Study
Townsend	Townsend	General Aviation	6	109,075	Acquire Land For Approaches
Twin Bridges	Twin Bridges	General Aviation	7	248,784	Extend Runway, Install Weather Reporting Equipment
West Yellowstone	Yellowstone	Commercial Service	6	195,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Wolf Point	L M Clayton	General Aviation	5	374,737	Expand Terminal Building, Install Airfield Guidance Signs, Install Runway Vertical/Visual Guidance System

Subtotal FY 2006 Funds

30,336,152

Nebraska

Albion	Albion Municipal	General Aviation	6	47,785	Update Airport Master Plan Study
Alliance	Alliance Municipal	General Aviation	11	269,586	Install Airfield Guidance Signs, Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Taxiway
Alma	Alma Municipal	General Aviation	2	152,714	Construct Utilities
Bassett	Rock County	General Aviation	5	133,738	Rehabilitate Runway
Beatrice	Beatrice Municipal	General Aviation	10	102,125	Acquire Snow Removal Equipment
Broken Bow	Broken Bow Municipal	General Aviation	4	472,789	Construct Building, Update Airport Master Plan Study
Burwell	Cram Field	General Aviation	3	533,259	Rehabilitate Apron, Rehabilitate Taxiway
Cambridge	Cambridge Municipal	General Aviation	4	45,600	Update Airport Master Plan Study
Central City	Central City Municipal - Larry Reineke Field	General Aviation	2	1,166,287	Extend Runway, Rehabilitate Apron, Widen Taxiway
Chadron	Chadron Municipal	General Aviation	8	200,000	Improve Runway Safety Area, Install Guidance Signs
Cozad	Cozad Municipal	General Aviation	3	510,000	Extend Runway
Creighton	Creighton Municipal	General Aviation	3	28,500	Acquire Miscellaneous Land
Crete	Crete Municipal	General Aviation	6	341,240	Acquire Miscellaneous Land

Curtis	Curtis Municipal	General Aviation	2	194,449	Install Miscellaneous NAVAIDS, Install Runway Lighting
Fairbury	Fairbury Municipal	General Aviation	6	263,568	Construct Taxiway, Construct Utilities, Rehabilitate Parking Lot
Falls City	Brenner Field	General Aviation	6	187,340	Construct Snow Removal Equipment Building
Gordon	Gordon Municipal	General Aviation	3	320,000	Construct Building, Rehabilitate Runway
Grand Island	Central Nebraska Regional	Commercial Service	28	178,634	Update Airport Master Plan Study
Grant	Grant Municipal	General Aviation	3	139,500	Acquire Snow Removal Equipment
Grant	Grant Municipal	General Aviation	4	442,500	Construct Building
Hebron	Hebron Municipal	General Aviation	4	47,500	Update Airport Master Plan Study
Holdrege	Brewster Field	General Aviation	5	102,600	Acquire Snow Removal Equipment
Imperial	Imperial Municipal	General Aviation	5	145,514	Install Taxiway Lighting
Imperial	Imperial Municipal	General Aviation	6	50,350	Update Airport Master Plan Study
Kearney	Kearney Municipal	Commercial Service	17	517,739	Install Emergency Generator, Rehabilitate Runway Lighting
Kearney	Kearney Municipal	Commercial Service	18	254,106	Rehabilitate Apron
Lexington	Jim Kelly Field	General Aviation	8	150,000	Construct Terminal Building
Lincoln	Lincoln	Primary	34	1,451,582	Improve Service Road, Install Runway Sensors, Modify Terminal Building, Rehabilitate Runway, Rehabilitate Taxiway, Rehabilitate Terminal Building
Lincoln	Lincoln	Primary	35	394,250	Update Airport Master Plan Study
Lincoln	Lincoln	Primary	36	522,500	Improve Runway Safety Area
Lincoln	State of Nebraska	System Plan	8	154,895	Conduct State System Plan Study, Update State System Plan Study
Loup City	Loup City Municipal	General Aviation	2	422,961	Install Runway Lighting, Widen Runway
McCook	McCook Regional	General Aviation	9	368,646	Improve Airport Miscellaneous Improvements, Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS, Rehabilitate Runway
Minden	Pioneer Village Field	General Aviation	6	247,427	Improve Airport Miscellaneous Improvements
Nebraska City	Nebraska City Municipal	General Aviation	10	235,790	Construct Parking Lot, Improve Access Road
North Platte	North Platte Regional Airport Lee Bird Field	Commercial Service	21	2,144,895	Construct Apron, Rehabilitate Apron
Omaha	Eppley Airfield	Primary	44	2,175,000	Improve Runway Safety Area
Omaha	Millard	Reliever	6	494,522	Construct Access Road, Construct Building
Ord	Evelyn Sharp Field	General Aviation	3	131,100	Extend Runway, Update Airport Master Plan Study
Oshkosh	Garden County	General Aviation	3	109,543	Improve Fuel Farm, Install Taxiway Lighting

Red Cloud	Red Cloud Municipal	General Aviation	2	98,325	Acquire Snow Removal Equipment
Sargent	Sargent Municipal	General Aviation	2	42,750	Extend Runway
Sargent	Sargent Municipal	General Aviation	3	207,649	Construct Apron
Scottsbluff	Western Nebraska Regional/William B. Heilig Field	Commercial Service	25	1,284,000	Install Guidance Signs, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Scottsbluff	Western Nebraska Regional/William B. Heilig Field	Primary	27	1,329,000	Rehabilitate Apron
Seward	Seward Municipal	General Aviation	5	185,056	Install Taxiway Lighting
Tecumseh	Tecumseh Municipal	General Aviation	5	303,443	Construct Taxiway, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Thedford	Thomas County	General Aviation	2	49,114	Acquire Land for Development
Thedford	Thomas County	General Aviation	3	829,359	Conduct Airport Master Plan Study, Construct Taxiway, Extend Runway, Install Runway Lighting, Remove Obstructions, Widen Runway
Wahoo	Wahoo Municipal	General Aviation	4	1,620,000	Expand Apron, Extend Runway, Rehabilitate Taxiway, Update Airport Master Plan Study

Subtotal FY 2006 Funds

21,799,230

Nevada

Austin	Austin	General Aviation	10	83,700	Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Battle Mountain	Battle Mountain	General Aviation	16	961,400	Construct Taxiway, Rehabilitate Runway
Beatty	Beatty	General Aviation	7	57,000	Update Airport Master Plan Study
Boulder City	Boulder City Municipal	General Aviation	10	308,829	Expand Apron, Install Weather Reporting Equipment
Carson City	Carson	Reliever	13	5,000,000	Acquire Land For Approaches
Carson City	State of Nevada	System Plan	5	250,000	Conduct State System Plan Study
Elko	Elko Regional	Primary	30	1,235,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Aircraft Rescue & Fire Fighting Building
Elko	Elko Regional	Primary	31	3,724,706	Construct Taxiway
Gabbs	Gabbs	General Aviation	5	189,489	Install Miscellaneous NAVAIDS, Remove Obstructions
Las Vegas	McCarran International	Primary	60	10,743,257	Construct Apron
Las Vegas	McCarran International	Primary	61	1,077,286	Acquire Aircraft Rescue & Fire Fighting Vehicle
Las Vegas	North Las Vegas	Primary	24	156,747	Acquire Aircraft Rescue & Fire Fighting Vehicle
Lovelock	Derby Field	General Aviation	9	46,766	Construct Fuel Farm, Rehabilitate Runway
Minden	Minden-Tahoe	General Aviation	16	200,000	Remove Obstructions
Minden	Minden-Tahoe	General Aviation	17	328,000	Conduct Airport Master Plan Study

Overton	Perkins Field	General Aviation	5	150,000	Improve Access Road
Panaca	Lincoln County	General Aviation	5	161,500	Construct Access Road, Construct Taxiway, Rehabilitate Apron, Rehabilitate Runway
Reno	Reno/Stead	Reliever	23	2,049,375	Rehabilitate Runway Lighting, Rehabilitate Service Road, Rehabilitate Taxiway
Reno	Reno/Stead	Reliever	24	300,000	Update Airport Master Plan Study
Reno	Reno/Tahoe International	Primary	68	5,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Reno	Reno/Tahoe International	Primary	69	2,000,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Reno	Reno/Tahoe International	Primary	70	3,750,000	Construct Aircraft Rescue & Fire Fighting Building
Reno	Reno/Tahoe International	Primary	71	111,625	Conduct Miscellaneous Study
Reno	Reno/Tahoe International	Primary	72	468,622	Rehabilitate Taxiway
Reno	Reno/Tahoe International	Primary	73	1,200,000	Security Enhancements
Silver Springs	Silver Springs	General Aviation	8	874,000	Construct Apron, Improve Access Road, Install Weather Reporting Equipment
Silver Springs	Silver Springs	General Aviation	9	28,500	Update Airport Master Plan Study
Tonopah	Tonopah	General Aviation	8	418,000	Install Perimeter Fencing
Wells	Wells Municipal/Harriet Field	General Aviation	7	2,081,297	Rehabilitate Runway, Rehabilitate Runway Lighting
Winnemucca	Winnemucca Municipal	General Aviation	11	1,015,992	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting

Subtotal FY 2006 Funds

43,971,091

New Hampshire

Concord	Concord Municipal	General Aviation	19	650,000	Acquire Easement For Approaches
Keene	Dillant-Hopkins	General Aviation	21	782,985	Rehabilitate Apron
Laconia	Laconia Municipal	General Aviation	16	7,732,416	Construct Taxiway, Rehabilitate Runway
Lebanon	Lebanon Municipal	Primary	31	2,945,000	Construct Apron
Manchester	Manchester	Primary	60	4,500,000	Rehabilitate Runway
Manchester	Manchester	Primary	61	2,500,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Manchester	Manchester	Primary	62	9,660,646	Rehabilitate Runway
Manchester	Manchester	Primary	63	715,000	Construct Sand and Chemical Storage Building
Manchester	Manchester	Primary	64	4,873,350	Noise Mitigation Measures for Residences within 65 - 69 DNL
Nashua	Boire Field	Reliever	27	256,500	Acquire Snow Removal Equipment
Portsmouth	Pease International Tradeport	Primary	31	131,955	Update Airport Master Plan Study
Portsmouth	Pease International Tradeport	Primary	33	791,160	Noise Mitigation Measures for Residences within 65 - 69 DNL

Rochester	Skyhaven	General Aviation	20	123,321	Extend Taxiway
Whitefield	Mount Washington Regional	General Aviation	15	157,422	Construct Taxiway, Rehabilitate Apron
Subtotal FY 2006 Funds				35,819,755	
New Jersey					
Atlantic City	Atlantic City International	Primary	62	190,000	Environmental Mitigation
Atlantic City	Atlantic City International	Primary	63	142,500	Install Weather Reporting Equipment
Atlantic City	Atlantic City International	Primary	64	95,000	Acquire Interactive Training System
Caldwell	Essex County	Reliever	23	259,500	Install Perimeter Fencing
Caldwell	Essex County	Reliever	24	113,500	Remove Obstructions
Hammonton	Hammonton Municipal	General Aviation	11	775,094	Construct Apron
Lakewood	Lakewood	General Aviation	7	739,996	Rehabilitate Apron
Lincoln Park	Lincoln Park	Reliever	7	52,801	Remove Obstructions
Linden	Linden	Reliever	10	256,500	Install Weather Reporting Equipment
Millville	Millville Municipal	General Aviation	19	150,000	Rehabilitate Runway
Millville	Millville Municipal	General Aviation	20	1,462,864	Rehabilitate Taxiway
Morristown	Morristown Municipal	Reliever	33	282,482	Install Weather Reporting Equipment
Morristown	Morristown Municipal	Reliever	34	5,751,105	Rehabilitate Taxiway
Newark	Newark Liberty International	Primary	107	2,604,604	Noise Mitigation Measures for Public Buildings
Newark	Newark Liberty International	Primary	109	1,770,300	Improve Access Road
Newark	Newark Liberty International	Primary	112	18,563,157	Improve Access Road
Sussex	Sussex	Reliever	6	633,363	Rehabilitate Runway Lighting
Teterboro	Teterboro	Reliever	33	13,150,000	Improve Runway Safety Area
Teterboro	Teterboro	Reliever	34	301,966	Noise Mitigation Measures for Public Buildings
Teterboro	Teterboro	Reliever	35	1,667,558	Noise Mitigation Measures for Public Buildings
Toms River	Robert J. Miller Air Park	General Aviation	15	850,000	Rehabilitate Apron
Trenton	Trenton Mercer	Primary	33	407,370	Security Enhancements
West Milford	Greenwood Lake	General Aviation	2	263,267	Install Perimeter Fencing
Wildwood	Cape May County	General Aviation	21	154,442	Acquire Snow Removal Equipment
Woodbine	Woodbine Municipal	General Aviation	9	188,931	Install Weather Reporting Equipment
Woodbine	Woodbine Municipal	General Aviation	13	96,713	Rehabilitate Runway
Subtotal FY 2006 Funds				50,923,013	

New Mexico

Alamogordo	Alamogordo-White Sands Regional	General Aviation	13	372,597	Rehabilitate Apron
Albuquerque	Albuquerque International Sunport	Primary	31	10,453,996	Rehabilitate Apron
Albuquerque	Double Eagle II	Reliever	12	1,900,000	Construct Apron, Construct Taxiway
Artesia	Artesia Municipal	General Aviation	8	122,614	Install Perimeter Fencing
Belen	Alexander Municipal	General Aviation	7	611,647	Construct Runway
Carlsbad	Cavern City Air Terminal	General Aviation	16	405,775	Rehabilitate Taxiway
Carrizozo	Carrizozo Municipal	General Aviation	2	914,360	Rehabilitate Runway
Clovis	Clovis Municipal	General Aviation	19	797,133	Acquire Aircraft Rescue & Fire Fighting Vehicle, Extend Runway, Improve Runway Safety Area
Deming	Deming Municipal	General Aviation	10	121,289	Extend Runway
Dulce	Jicarilla Apache Nation	General Aviation	8	132,285	Construct Fuel Farm, Improve Access Road, Improve Snow Removal Equipment Building
Farmington	Four Corners Regional	Primary	27	192,165	Rehabilitate Runway, Rehabilitate Runway Lighting
Fort Sumner	Fort Sumner Municipal	General Aviation	6	118,959	Rehabilitate Runway
Gallup	Gallup Municipal	General Aviation	19	123,643	Rehabilitate Taxiway
Grants	Grants-Milan Municipal	General Aviation	9	295,515	Acquire Snow Removal Equipment, Rehabilitate Runway
Hatch	Hatch Municipal	General Aviation	2	665,000	Construct Taxiway
Hobbs	Lea County Regional	General Aviation	15	319,676	Improve Terminal Building
Las Cruces	Las Cruces International	General Aviation	18	847,505	Acquire Aircraft Rescue & Fire Fighting Vehicle, Install Airfield Guidance Signs
Las Vegas	Las Vegas Municipal	General Aviation	9	389,585	Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Lordsburg	Lordsburg Municipal	General Aviation	6	106,229	Extend Runway, Install Perimeter Fencing
Los Alamos	Los Alamos	General Aviation	2	140,000	Rehabilitate Runway Lighting
Moriarty	Moriarty	General Aviation	7	337,955	Rehabilitate Runway, Rehabilitate Taxiway
Portales	Portales Municipal	General Aviation	12	301,651	Conduct Environmental Study, Modify Access Road
Roswell	Roswell International Air Center	Commercial Service	17	764,627	Acquire Aircraft Rescue & Fire Fighting Vehicle, Improve Terminal Building
Santa Fe	Santa Fe Municipal	Primary	24	535,028	Acquire Aircraft Rescue & Fire Fighting Vehicle
Santa Fe	State of New Mexico	System Plan	4	115,425	Conduct Airport Master Plan Study, Update Airport Master Plan Study
Santa Teresa	Dona Ana County at Santa Teresa	General Aviation	16	650,000	Extend Runway, Rehabilitate Apron, Update Airport Master Plan Study
Silver City	Grant County	General Aviation	6	827,709	Acquire Aircraft Rescue & Fire Fighting Vehicle, Conduct Environmental Study, Rehabilitate Runway Lighting

Taos	Taos Regional	General Aviation	16	167,456	Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System, Rehabilitate Taxiway
Truth or Consequences	Truth Or Consequences Municipal	General Aviation	9	52,535	Rehabilitate Apron, Rehabilitate Taxiway
Vaughn	Proposed - GA	System Plan	4	1,554,263	Construct New Airport

Subtotal FY 2006 Funds				24,336,622	
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New York

Albany	Albany International	Primary	84	240,798	VALE Vehicle
Albany	Albany International	Primary	87	2,557,293	Improve Airport Drainage, Rehabilitate Apron
Albany	Albany International	Primary	88	1,651,065	Acquire Land For Approaches
Albany	Albany International	Primary	89	309,700	Improve Terminal Building
Albany	Albany International	Primary	90	900,000	Noise Mitigation Measures
Albany	State of New York	System Plan	6	300,000	Conduct State System Plan Study
Batavia	Genesee County	Reliever	20	669,750	Rehabilitate Runway
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	46	4,193,230	Improve Access Road, Improve Runway Safety Area
Brewerton	New	System Plan	6	40,046	Construct Runway
Buffalo	Buffalo Airfield	Reliever	15	218,841	Acquire Snow Removal Equipment, Install Runway Vertical/Visual Guidance System
Buffalo	Buffalo Airfield	Reliever	16	133,779	Acquire Land For Approaches, Remove Obstructions
Buffalo	Buffalo Niagara International	Primary	61	816,891	Construct Deicing Containment Facility
Buffalo	Buffalo Niagara International	Primary	62	1,194,565	Noise Mitigation Measures for Residences within 75 DNL
Canandaigua	Canandaigua	Reliever	20	215,506	Acquire Land For Approaches
Canandaigua	Canandaigua	Reliever	21	95,566	Remove Obstructions
Corning	Corning-Painted Post	General Aviation	7	708,920	Construct Taxiway
Corning	Corning-Painted Post	General Aviation	8	102,361	Acquire Land For Approaches
Cortland	Cortland County-Chase Field	General Aviation	13	156,100	Remove Obstructions
Dansville	Dansville Municipal	General Aviation	15	830,000	Construct Apron
Dunkirk	Chautauqua County/Dunkirk	General Aviation	33	1,346,435	Rehabilitate Taxiway
Dunkirk	Chautauqua County/Dunkirk	General Aviation	34	166,757	Construct Snow Removal Equipment Building
Ellenville	Joseph Y Resnick	General Aviation	19	156,418	Install Runway Vertical/Visual Guidance System
Ellenville	Joseph Y Resnick	General Aviation	20	160,163	Construct Snow Removal Equipment Building
Ellenville	Joseph Y Resnick	General Aviation	21	94,525	Construct Taxiway
Elmira/Corning	Elmira/Corning Regional	Primary	44	997,054	Improve Access Road, Improve Terminal Building, Rehabilitate Runway

Elmira/Corning	Elmira/Corning Regional	Primary	45	3,152,351	Rehabilitate Runway
Endicott	Tri-Cities	General Aviation	12	150,000	Update Airport Master Plan Study
Fishers Island	Elizabeth Field	General Aviation	12	88,350	Acquire Snow Removal Equipment
Fishers Island	Elizabeth Field	General Aviation	13	80,750	Rehabilitate Runway Lighting
Glens Falls	Floyd Bennett Memorial	General Aviation	33	1,928,500	Improve Runway Safety Area
Glens Falls	Floyd Bennett Memorial	General Aviation	34	168,150	Improve Runway Safety Area, Rehabilitate Runway
Glens Falls	Floyd Bennett Memorial	General Aviation	35	113,981	Construct Snow Removal Equipment Building
Hamilton	Hamilton Municipal	General Aviation	10	46,074	Remove Obstructions
Hamilton	Hamilton Municipal	General Aviation	11	43,783	Acquire Land For Approaches
Hamilton	Hamilton Municipal	General Aviation	12	34,200	Install Weather Reporting Equipment
Hornell	Hornell Municipal	General Aviation	16	338,757	Rehabilitate Taxiway, Update Airport Master Plan Study
Hudson	Columbia County	General Aviation	22	693,500	Improve Runway Safety Area
Hudson	Columbia County	General Aviation	23	124,612	Rehabilitate Runway
Islip	Long Island MacArthur	Primary	66	501,931	Security Enhancements
Islip	Long Island MacArthur	Primary	67	405,608	Acquire Snow Removal Equipment
Islip	Long Island MacArthur	Primary	69	517,684	Install Guidance Signs, Install Miscellaneous NAVAIDS
Islip	Long Island MacArthur	Primary	70	4,276,922	Construct Taxiway
Ithaca	Ithaca Tompkins Regional	Primary	45	555,750	Acquire Snow Removal Equipment
Jamestown	Chautauqua County/Jamestown	Primary	33	12,483,000	Improve Runway Safety Area
Jamestown	Chautauqua County/Jamestown	Primary	34	864,500	Acquire Aircraft Rescue & Fire Fighting Vehicle, Conduct Miscellaneous Study, Security Enhancements
Kingston	Kingston-Ulster	Reliever	14	416,352	Install Perimeter Fencing
Lake Placid	Lake Placid	General Aviation	24	736,963	Expand Apron, Rehabilitate Apron
Lake Placid	Lake Placid	General Aviation	25	21,850	Remove Obstructions
Lake Placid	Lake Placid	General Aviation	26	40,749	Improve Terminal Building
Lancaster	Buffalo-Lancaster	Reliever	11	81,651	Construct Taxiway
Lancaster	Buffalo-Lancaster	Reliever	14	148,590	Conduct Environmental Study
Le Roy	Le Roy	Reliever	15	99,092	Acquire Land For Approaches
Le Roy	Le Roy	Reliever	16	107,472	Conduct Environmental Study
Malone	Malone-Dufort	General Aviation	18	312,160	Construct Snow Removal Equipment Building
Malone	Malone-Dufort	General Aviation	19	29,450	Construct Taxiway

Massena	Massena International-Richards Field	Commercial Service	33	190,000	Update Airport Master Plan Study
Massena	Massena International-Richards Field	Commercial Service	35	650,000	Rehabilitate Apron
Massena	Massena International-Richards Field	Commercial Service	36	266,000	Construct Terminal Building, Install Miscellaneous NAVAIDS
Massena	Massena International-Richards Field	Commercial Service	37	260,000	Remove Obstructions
Massena	Massena International-Richards Field	Commercial Service	38	89,965	Rehabilitate Taxiway
Middletown	Randall	Reliever	21	129,510	Construct Snow Removal Equipment Building
Millbrook	Sky Acres	Reliever	15	199,610	Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Taxiway
Montauk	Montauk	Reliever	9	239,198	Rehabilitate Runway
Montgomery	Orange County	General Aviation	32	150,000	Acquire Snow Removal Equipment
Monticello	Sullivan County International	General Aviation	21	300,000	Construct Snow Removal Equipment Building
New York	John F Kennedy International	Primary	136	472,608	Noise Mitigation Measures for Public Buildings
New York	John F Kennedy International	Primary	144	1,660,735	Rehabilitate Runway Lighting
New York	John F Kennedy International	Primary	145	985,570	Security Enhancements
New York	John F Kennedy International	Primary	146	440,310	Noise Mitigation Measures for Public Buildings
New York	John F Kennedy International	Primary	147	4,365,000	Improve Access Road
New York	John F Kennedy International	Primary	148	849,600	Improve Runway Safety Area
New York	John F Kennedy International	Primary	149	1,958,962	Noise Mitigation Measures for Public Buildings
New York	La Guardia	Primary	108	885,716	Noise Mitigation Measures for Public Buildings
New York	La Guardia	Primary	110	907,906	Noise Mitigation Measures for Public Buildings
New York	La Guardia	Primary	114	4,525,524	Noise Mitigation Measures for Public Buildings
New York	La Guardia	Primary	116	21,819,237	Noise Mitigation Measures for Public Buildings
New York	La Guardia	Primary	117	1,026,689	Rehabilitate Runway
New York	La Guardia	Primary	118	2,509,217	Improve Access Road
New York	La Guardia	Primary	119	3,700,000	Improve Access Road
Newburgh	Stewart International	Primary	40	281,807	Construct Sand and Chemical Storage Building
Newburgh	Stewart International	Primary	48	1,696,034	Improve Runway Safety Area
Newburgh	Stewart International	Primary	49	305,294	Acquire Snow Removal Equipment
Newburgh	Stewart International	Primary	50	134,899	Rehabilitate Runway Lighting
Newburgh	Stewart International	Primary	51	132,376	Rehabilitate Taxiway
Newburgh	Stewart International	Primary	52	310,000	Conduct Environmental Study, Widen Taxiway
Niagara Falls	Niagara Falls International	Reliever	26	382,992	Remove Obstructions
North Babylon	Republic	Reliever	31	450,000	Construct Taxiway
Norwich	Lt Warren Eaton	General Aviation	22	36,100	Extend Runway
Ogdensburg	Ogdensburg International	General Aviation	27	600,500	Construct Terminal Building

Ogdensburg	Ogdensburg International	General Aviation	28	380,000	Install Airport Beacons, Install Perimeter Fencing, Rehabilitate Runway
Olean	Cattaraugus County-Olean	General Aviation	10	462,437	Construct Snow Removal Equipment Building
Oneonta	Oneonta Municipal	General Aviation	11	105,580	Construct Taxiway
Penn Yan	Penn Yan	General Aviation	21	212,990	Acquire Land For Approaches, Acquire Land for Development
Perry	Perry-Warsaw	General Aviation	20	665,000	Remove Obstructions
Plattsburgh	Plattsburgh International	General Aviation	14	3,275,000	Construct Building, Construct Fuel Farm [MAP], Construct Utilities [MAP]
Potsdam	Potsdam Municipal/Damon Field/	General Aviation	20	78,850	Construct Apron
Poughkeepsie	Dutchess County	General Aviation	24	747,650	Rehabilitate Taxiway Lighting
Rochester	Greater Rochester International	Primary	56	2,212,001	Rehabilitate Apron
Rome	Griffiss Airpark	General Aviation	7	5,530,950	Install Weather Reporting Equipment, Rehabilitate Building, Rehabilitate Snow Removal Equipment Building
Rome	Griffiss Airpark	General Aviation	12	2,056,750	Improve Building
Rome	Griffiss Airpark	General Aviation	13	869,250	Acquire Aircraft Rescue & Fire Fighting Vehicle
Saranac Lake	Adirondack Regional	Commercial Service	38	2,264,852	Rehabilitate Runway
Saranac Lake	Adirondack Regional	Commercial Service	39	948,124	Construct Taxiway
Saranac Lake	Adirondack Regional	Commercial Service	40	150,001	Expand Snow Removal Equipment Building
Saratoga Springs	Saratoga County	General Aviation	22	894,020	Remove Obstructions
Schenectady	Schenectady County	Reliever	35	66,245	Improve Airport Drainage
Schenectady	Schenectady County	Reliever	36	5,294,350	Rehabilitate Taxiway
Schenectady	Schenectady County	Reliever	37	332,500	Construct Service Road
Schroon Lake	Schroon Lake	General Aviation	6	250,439	Construct Apron
Syracuse	Syracuse Hancock International	Primary	75	144,400	Remove Obstructions
Syracuse	Syracuse Hancock International	Primary	90	2,617,575	Rehabilitate Runway
Syracuse	Syracuse Hancock International	Primary	91	475,000	Security Enhancements
Syracuse	Syracuse Hancock International	Primary	92	6,341,250	Noise Mitigation Measures for Public Buildings
Syracuse	Syracuse Hancock International	Primary	93	636,500	Improve Runway Safety Area
Syracuse	Syracuse Hancock International	Primary	94	3,610,000	Rehabilitate Apron, Rehabilitate Taxiway
Ticonderoga	Ticonderoga Municipal	General Aviation	14	79,294	Rehabilitate Apron, Rehabilitate Taxiway
Watertown	Watertown International	Commercial Service	24	143,950	Acquire Snow Removal Equipment

Wellsville	Wellsville Municipal Airport,Tarantine Field	General Aviation	18	45,600	Remove Obstructions
White Plains	Westchester County	Primary	73	806,494	Acquire Aircraft Rescue & Fire Fighting Vehicle
White Plains	Westchester County	Primary	76	260,775	Rehabilitate Taxiway
White Plains	Westchester County	Primary	77	263,476	Install Emergency Generator
Subtotal FY 2006 Funds				141,951,157	

North Carolina

Asheville	Asheville Regional	Primary	31	1,093,870	Acquire Aircraft Rescue & Fire Fighting Vehicle, Modify Terminal Building
Charlotte	Charlotte/Douglas International	Primary	54	9,506,664	Construct Aircraft Rescue & Fire Fighting Building, Construct Runway
Fayetteville	Fayetteville Regional/Grannis Field	Primary	31	1,127,409	Construct Aircraft Rescue & Fire Fighting Training Facility
Greensboro	Piedmont Triad International	Primary	47	12,237,916	Construct Runway
Greensboro	Piedmont Triad International	Primary	48	1,560,500	Acquire Aircraft Rescue & Fire Fighting Vehicle, Improve Runway Safety Area, Rehabilitate Apron
Greensboro	Piedmont Triad International	Primary	49	1,026,734	Improve Runway Safety Area
Greensboro	Piedmont Triad International	Primary	50	3,402,154	Acquire Land for Noise Compatibility within 65 - 69 DNL
Hickory	Hickory Regional	General Aviation	21	286,826	Conduct Miscellaneous Study, Install Guidance Signs
Jacksonville	Albert J Ellis	Primary	26	174,800	Rehabilitate Runway, Security Enhancements
New Bern	Craven County Regional	Primary	26	922,169	Acquire Land For Approaches, Extend Taxiway, Improve Airport Drainage, Rehabilitate Runway
Raleigh	North Carolina State Block Grant Program	System Plan	31	18,819,968	Non primary development projects in state block grant program
Wilmington	Wilmington International	Primary	36	3,000,000	Improve Runway Safety Area
Wilmington	Wilmington International	Primary	37	7,526,342	Expand Apron, Rehabilitate Runway, Rehabilitate Taxiway
Subtotal FY 2006 Funds				60,685,352	

North Dakota

Beach	Beach	General Aviation	5	137,845	Improve Access Road, Improve Fuel Farm, Rehabilitate Runway, Update Airport Master Plan Study
Bismarck	Bismarck Municipal	Primary	36	2,053,353	Rehabilitate Taxiway
Bismarck	State of North Dakota	System Plan	5	220,000	Update Miscellaneous Study
Bottineau	Bottineau Municipal	General Aviation	7	152,375	Acquire Snow Removal Equipment, Construct Building
Bowman	Bowman Municipal	General Aviation	7	266,000	Conduct Environmental Study, Install Weather Reporting Equipment, Rehabilitate Runway
Cando	Cando Municipal	General Aviation	7	25,031	Construct Snow Removal Equipment Building, Rehabilitate Runway, Update Airport Master Plan Study
Carrington	Carrington Municipal	General Aviation	6	241,709	Construct Building, Rehabilitate Runway

Casselton	Casselton Robert Miller Regional	General Aviation	13	296,161	Construct Fuel Farm, Construct Taxiway, Construct Terminal Building
Cooperstown	Cooperstown Municipal	General Aviation	5	111,018	Construct Building, Construct Fuel Farm, Rehabilitate Apron, Update Airport Master Plan Study
Crosby	Crosby Municipal	General Aviation	5	25,465	Construct Terminal Building, Install Runway Lighting
Devils Lake	Devils Lake Municipal	Commercial Service	22	830,998	Construct Aircraft Rescue & Fire Fighting Building, Construct Snow Removal Equipment Building, Rehabilitate Apron
Devils Lake	Devils Lake Municipal	Commercial Service	23	115,214	Extend Runway
Dunseith	International Peace Garden	General Aviation	3	447,296	Rehabilitate Runway, Remove Obstructions
Edgeley	Edgeley Municipal	General Aviation	5	27,427	Improve Snow Removal Equipment Building, Install Perimeter Fencing, Rehabilitate Runway, Update Airport Master Plan Study
Fargo	Hector International	Primary	31	1,702,683	Rehabilitate Apron, Rehabilitate Taxiway
Garrison	Garrison Municipal	General Aviation	5	206,713	Construct Building, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Glen Ullin	Glen Ullin Regional	General Aviation	6	218,500	Construct Building, Remove Obstructions
Grafton	Hutson Field	General Aviation	5	287,418	Construct Building, Rehabilitate Runway
Grand Forks	Grand Forks International	Primary	30	1,822,727	Acquire Snow Removal Equipment, Environmental Mitigation, Security Enhancements, Update Airport Master Plan Study
Gwinner	Gwinner-Roger Melroe Field	General Aviation	5	60,800	Conduct Airport Master Plan Study, Rehabilitate Runway
Harvey	Harvey Municipal	General Aviation	3	612,000	Install Miscellaneous NAVAIDS, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Hazen	Mercer County Regional	General Aviation	5	86,643	Rehabilitate Runway, Update Airport Master Plan Study
Hettinger	Hettinger Municipal	General Aviation	8	408,964	Construct Building
Hillsboro	Hillsboro Municipal	General Aviation	9	187,280	Conduct Airport Master Plan Study, Construct Apron
Hillsboro	Hillsboro Municipal	General Aviation	10	325,000	Construct Building
Jamestown	Jamestown Regional	Commercial Service	25	1,845,850	Acquire Land For Approaches, Acquire Safety Equipment, Construct Aircraft Rescue & Fire Fighting Building, Construct Snow Removal Equipment Building
Kenmare	Kenmare Municipal	General Aviation	6	146,249	Construct Snow Removal Equipment Building, Rehabilitate Runway
Kindred	Hamry Field	General Aviation	7	101,868	Construct Fuel Farm, Improve Snow Removal Equipment Building, Rehabilitate Runway
LaMoure	LaMoure Rott Municipal	General Aviation	3	107,846	Acquire Snow Removal Equipment, Rehabilitate Runway
Langdon	Robertson Field	General Aviation	4	249,735	Construct Snow Removal Equipment Building
Linton	Linton Municipal	General Aviation	6	89,334	Improve Snow Removal Equipment Building, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Update Miscellaneous Study

Lisbon	Lisbon Municipal	General Aviation	3	1,538,220	Acquire Land For Approaches, Extend Runway, Rehabilitate Runway, Remove Obstructions
Mandan	Mandan Municipal	General Aviation	10	1,111,500	Construct Taxiway, Rehabilitate Apron, Rehabilitate Taxiway
Mohall	Mohall Municipal	General Aviation	4	103,900	Conduct Environmental Study, Rehabilitate Runway
Mott	Mott Municipal	General Aviation	4	93,486	Acquire Snow Removal Equipment, Construct Terminal Building, Extend Runway, Rehabilitate Runway
Northwood	Northwood Municipal-Vince Field	General Aviation	7	66,085	Construct Taxiway, Rehabilitate Runway
Oakes	Oakes Municipal	General Aviation	7	95,320	Acquire Land For Approaches, Rehabilitate Runway
Park River	Park River - W C Skjerven Field	General Aviation	4	143,994	Acquire Snow Removal Equipment, Rehabilitate Apron, Update Miscellaneous Study
Parshall	Parshall-Hankins	General Aviation	4	229,396	Construct Fuel Farm, Construct Terminal Building, Rehabilitate Runway
Rolla	Rolla Municipal	General Aviation	5	295,015	Acquire Snow Removal Equipment, Construct Fuel Farm, Rehabilitate Runway
Rugby	Rugby Municipal	General Aviation	7	139,645	Construct Fuel Farm, Rehabilitate Runway
Stanley	Stanley Municipal	General Aviation	5	143,294	Construct Building, Construct Fuel Farm, Construct Taxiway, Rehabilitate Airport Beacons, Rehabilitate Runway, Update Airport Master Plan Study
Valley City	Barnes County Municipal	General Aviation	7	85,385	Construct Taxiway
Wahpeton	Harry Stern	General Aviation	10	153,634	Conduct Miscellaneous Study, Expand Building
Washburn	Washburn Municipal	General Aviation	6	93,765	Conduct Environmental Study
Washburn	Washburn Municipal	General Aviation	7	73,040	Update Airport Master Plan Study
Watford City	Watford City Municipal	General Aviation	7	119,224	Construct Fuel Farm, Improve Building, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Williston	Sloulin Field International	Commercial Service	25	904,310	Acquire Snow Removal Equipment, Conduct Environmental Study, Construct Snow Removal Equipment Building, Install Miscellaneous NAVAIDS

Subtotal FY 2006 Funds

18,798,715

Northern Mariana Islands

Saipan	Francisco C. Ada/Saipan International	Primary	55	3,490,413	Expand Terminal Building
Saipan	Francisco C. Ada/Saipan International	Primary	56	2,000,000	Rehabilitate Taxiway
Tinian (Municipality)	Tinian International	Primary	19	1,860,432	Strengthen Taxiway

Subtotal FY 2006 Funds

7,350,845

Ohio

Akron	Akron Fulton International	General Aviation	13	223,250	Improve Snow Removal Equipment Building, Remove Obstructions
Akron	Akron-Canton Regional	Primary	42	3,602,661	Improve Terminal Building

Akron	Akron-Canton Regional	Primary	43	5,000,000	Construct Deicing Containment Facility
Akron	Akron-Canton Regional	Primary	44	5,000,000	Extend Runway
Ashland	Ashland County	General Aviation	7	159,671	Acquire Land For Approaches, Rehabilitate Taxiway, Remove Obstructions
Athens/Albany	Ohio University Snyder Field	General Aviation	11	813,725	Construct Snow Removal Equipment Building, Improve Airport Drainage, Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Install Weather Reporting Equipment
Barnesville	Barnesville-Bradfield	General Aviation	5	183,329	Acquire Snow Removal Equipment, Rehabilitate Apron
Bellefontaine	Bellefontaine Regional	General Aviation	7	300,000	Construct Building
Bowling Green	Wood County	General Aviation	16	151,980	Conduct Environmental Study, Construct Building
Bucyrus	Port Bucyrus-Crawford County	General Aviation	3	181,388	Install Weather Reporting Equipment
Cadiz	Harrison County	General Aviation	5	184,523	Install Perimeter Fencing, Rehabilitate Runway, Rehabilitate Runway Lighting
Cambridge	Cambridge Municipal	General Aviation	5	196,115	Improve Runway Safety Area
Celina	Lakefield	General Aviation	9	69,500	Acquire Miscellaneous Land, Extend Runway
Cleveland	Cleveland-Hopkins International	Primary	78	17,915,358	Construct Runway, Extend Runway
Cleveland	Cleveland-Hopkins International	Primary	79	2,660,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Cleveland	Cleveland-Hopkins International	Primary	80	2,951,418	Improve Runway Safety Area
Cleveland	Cuyahoga County	Reliever	16	465,000	Acquire Land For Approaches
Cleveland	Cuyahoga County	Reliever	17	151,344	Acquire Land For Approaches
Columbus	Bolton Field	Reliever	15	150,000	Acquire Equipment, Install Weather Reporting Equipment, Rehabilitate Apron
Columbus	Bolton Field	Reliever	16	237,500	Install Perimeter Fencing
Columbus	Ohio State University	Reliever	20	225,000	Acquire Safety Equipment
Columbus	Ohio State University	Reliever	21	2,045,000	Install Miscellaneous NAVAIDS, Rehabilitate Taxiway
Columbus	Port Columbus International	Primary	61	1,471,871	Acquire Aircraft Rescue & Fire Fighting Vehicle, Rehabilitate Taxiway
Columbus	Port Columbus International	Primary	62	59,680	Install Noise Monitoring System
Columbus	Port Columbus International	Primary	63	7,000,000	Construct Apron, Construct Taxiway, Extend Taxiway
Columbus	Rickenbacker International	Primary	33	1,060,039	Rehabilitate Apron, Rehabilitate Runway, Update Miscellaneous Study
Columbus	Rickenbacker International	Primary	34	4,685,832	Construct Building, Construct Fuel Farm [MAP]
Columbus	State of Ohio	System Plan	3	50,000	Conduct Miscellaneous Study
Coshocton	Richard Downing	General Aviation	12	119,320	Conduct Environmental Study, Improve Airport Miscellaneous Improvements, Install Perimeter Fencing

Crestline	Galion Municipal	General Aviation	6	146,300	Conduct Airport Master Plan Study, Rehabilitate Apron, Rehabilitate Runway, Remove Obstructions
Dayton	James M Cox Dayton International	Primary	54	350,000	Security Enhancements
Dayton	James M Cox Dayton International	Primary	55	498,750	Acquire Land for Noise Compatibility within 70 - 74 DNL
Dayton	James M Cox Dayton International	Primary	56	680,000	Acquire Interactive Training System, Conduct Environmental Study, Rehabilitate Apron, Rehabilitate Taxiway, Update Airport Master Plan Study
Dayton	James M Cox Dayton International	Primary	57	5,061,899	Improve Runway Safety Area, Rehabilitate Apron, Rehabilitate Taxiway
Defiance	Defiance Memorial	General Aviation	5	171,689	Construct Utilities, Install Runway Lighting
East Liverpool	Columbiana County	General Aviation	8	182,684	Acquire Snow Removal Equipment, Rehabilitate Runway Lighting
Findlay	Findlay	General Aviation	16	1,372,761	Acquire Snow Removal Equipment, Construct Taxiway, Expand Apron, Extend Taxiway, Improve Runway Safety Area, Install Airfield Guidance Signs, Install Perimeter Fencing, Install Taxiway Lighting, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Fostoria	Fostoria Metropolitan	General Aviation	6	147,200	Rehabilitate Taxiway Lighting
Fremont	Sandusky County Regional	General Aviation	14	178,695	Conduct Miscellaneous Study, Update Airport Master Plan Study
Gallipolis	Gallia-Meigs Regional	General Aviation	5	384,134	Acquire Snow Removal Equipment, Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Hamilton	Butler County Regional	Reliever	17	730,185	Acquire Land For Approaches, Construct Taxiway, Rehabilitate Apron, Remove Obstructions
Harrison	Cincinnati West	General Aviation	5	226,297	Acquire Land For Approaches
Hillsboro	Highland County	General Aviation	6	36,767	Install Perimeter Fencing
Jackson	James A Rhodes	General Aviation	5	605,600	Acquire Land For Approaches, Acquire Land for Development, Extend Runway
Kelleys Island	Kelleys Island Land Field	General Aviation	4	495,000	Acquire Land For Approaches, Acquire Miscellaneous Land
Kelleys Island	Kelleys Island Land Field	General Aviation	5	199,975	Acquire Miscellaneous Land, Update Airport Master Plan Study
Kenton	Hardin County	General Aviation	4	165,228	Expand Apron, Install Miscellaneous NAVAIDS
Lancaster	Fairfield County	General Aviation	14	167,687	Conduct Airport Master Plan Study, Construct Taxiway
Lebanon	Lebanon-Warren County	General Aviation	5	515,375	Acquire Easement For Approaches, Acquire Land For Approaches, Acquire Land for Development, Conduct Miscellaneous Study, Rehabilitate Taxiway
Lima	Lima Allen County	General Aviation	9	88,134	Construct Apron, Extend Runway, Update Airport Master Plan Study
London	Madison County	General Aviation	10	216,541	Improve Airport Drainage
Lorain	Lorain County Regional	Reliever	17	150,591	Construct Taxiway, Improve Airport Miscellaneous Improvements, Update Airport Master Plan Study
Mansfield	Mansfield Lahm Regional	General Aviation	20	50,000	Conduct Miscellaneous Study

Marion	Marion Municipal	General Aviation	17	150,000	Acquire Land For Approaches, Construct Taxiway, Improve Airport Drainage, Improve Runway Safety Area
Marysville	Union County	General Aviation	14	170,123	Construct Building, Environmental Mitigation
McArthur	Vinton County	General Aviation	4	147,930	Acquire Land for Development, Construct Taxiway, Expand Terminal Building, Improve Runway Safety Area, Rehabilitate Apron, Rehabilitate Runway, Remove Obstructions
Medina	Medina Municipal	Reliever	8	168,677	Improve Airport Drainage, Remove Obstructions
Middle Bass	Middle Bass Island	General Aviation	13	191,675	Improve Airport Drainage, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Middlefield	Geauga County	General Aviation	10	150,000	Improve Airport Drainage
Middletown	Hook Field Municipal	General Aviation	8	42,750	Acquire Snow Removal Equipment
Middletown	Hook Field Municipal	General Aviation	9	95,000	Update Airport Master Plan Study
Millersburg	Holmes County	General Aviation	5	41,645	Acquire Miscellaneous Land, Rehabilitate Runway, Rehabilitate Taxiway
Mount Vernon	Knox County	General Aviation	9	943,096	Acquire Land For Approaches, Extend Runway
Napoleon	Henry County	General Aviation	5	57,000	Construct Terminal Building, Update Airport Master Plan Study
New Lexington	Perry County	General Aviation	5	150,000	Acquire Land for Development, Improve Runway Safety Area, Rehabilitate Runway
Newark	Newark-Heath	General Aviation	18	24,797	Conduct Airport Master Plan Study, Construct Taxiway, Rehabilitate Runway
North Bass Island	North Bass Island	General Aviation	9	37,100	Rehabilitate Apron, Rehabilitate Runway
Norwalk	Norwalk-Huron County	General Aviation	6	138,700	Construct Building, Install Airport Beacons, Rehabilitate Runway, Rehabilitate Runway Lighting
Oxford	Miami University	General Aviation	4	146,530	Install Runway Vertical/Visual Guidance System
Port Clinton	Carl R Keller Field	General Aviation	22	1,316,460	Acquire Snow Removal Equipment, Rehabilitate Runway
Portsmouth	Greater Portsmouth Regional	General Aviation	9	131,348	Strengthen Taxiway
Put-in-Bay	Put-in-Bay	General Aviation	12	956,782	Construct Utilities, Improve Terminal Building, Install Guidance Signs, Remove Obstructions
Ravenna	Portage County	General Aviation	18	150,000	Install Perimeter Fencing, Install Weather Reporting Equipment
Sidney	Sidney Municipal	General Aviation	9	61,099	Conduct Airport Master Plan Study, Conduct Environmental Study, Install Miscellaneous NAVAIDS, Rehabilitate Apron, Remove Obstructions
Springfield	Springfield-Beckley Municipal	General Aviation	15	213,000	Acquire Safety Equipment
Springfield	Springfield-Beckley Municipal	General Aviation	16	313,500	Acquire Safety Equipment, Expand Apron, Rehabilitate Apron
Steubenville	Jefferson County Airpark	General Aviation	12	57,000	Construct Terminal Building, Environmental Mitigation
Toledo	Toledo Express	Primary	60	100,000	Conduct Miscellaneous Study
Toledo	Toledo Express	Primary	61	861,735	Construct Deicing Containment Facility

Urbana	Grimes Field	General Aviation	13	276,708	Acquire Land For Approaches, Remove Obstructions
Van Wert	Van Wert County	General Aviation	8	236,028	Rehabilitate Apron
Versailles	Darke County	General Aviation	3	74,253	Improve Airport Drainage
Wadsworth	Wadsworth Municipal	General Aviation	8	38,000	Install Runway Lighting
Walbridge	Metcalf Field	Reliever	18	900,000	Rehabilitate Runway, Rehabilitate Taxiway
Wapakoneta	Neil Armstrong	General Aviation	9	150,000	Install Taxiway Lighting, Rehabilitate Taxiway
Washington Court House	Fayette County	General Aviation	4	459,835	Construct Apron, Construct Parking Lot, Construct Terminal Building, Remove Obstructions
Wauseon	Fulton County	General Aviation	5	97,361	Acquire Land For Approaches, Rehabilitate Apron
Waverly	Pike County	General Aviation	4	103,964	Install Runway Vertical/Visual Guidance System
West Union	Alexander Salamon	General Aviation	5	59,364	Acquire Land For Approaches, Acquire Snow Removal Equipment
Wilmington	Clinton Field	General Aviation	4	209,600	Acquire Miscellaneous Land, Conduct Environmental Study, Rehabilitate Taxiway, Remove Obstructions
Woodsfield	Monroe County	General Aviation	6	263,795	Acquire Land For Approaches, Rehabilitate Runway
Wooster	Wayne County	General Aviation	14	249,460	Construct Terminal Building
Wooster	Wayne County	General Aviation	15	132,400	Construct Terminal Building
Xenia	Greene County-Lewis A. Jackson Regional	General Aviation	10	63,164	Extend Taxiway
Youngstown/Warren	Youngstown-Warren Regional	General Aviation	33	591,477	Acquire Safety Equipment, Conduct Miscellaneous Study, Install Guidance Signs, Rehabilitate Runway Lighting, Remove Obstructions
Zanesville	Zanesville Municipal	General Aviation	8	138,500	Rehabilitate Apron

Subtotal FY 2006 Funds

82,508,762

Oklahoma

Ardmore	Ardmore Downtown Executive	General Aviation	7	150,000	Rehabilitate Runway
Ardmore	Ardmore Municipal	General Aviation	10	881,388	Rehabilitate Runway
Bartlesville	Bartlesville Municipal	General Aviation	7	1,617,000	Improve Runway Safety Area
Beaver	Beaver Municipal	General Aviation	1	600,000	Extend Runway, Install Runway Lighting, Rehabilitate Runway
Burns Flat	Clinton-Sherman	General Aviation	2	155,939	Rehabilitate Runway Lighting
Canadian	Arrowhead	General Aviation	3	57,190	Improve Runway Safety Area, Install Airport Beacons, Install Miscellaneous NAVAIDS, Rehabilitate Apron, Rehabilitate Runway
Chickasha	Chickasha Municipal	General Aviation	5	230,034	Construct Taxiway, Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Taxiway

Claremore	Claremore Regional	General Aviation	10	50,160	Construct Taxiway
Cleveland	Cleveland Municipal	General Aviation	4	169,100	Strengthen Apron, Strengthen Taxiway
Clinton	Clinton Regional	General Aviation	6	730,484	Rehabilitate Taxiway
Cordell	Cordell Municipal	General Aviation	1	93,290	Rehabilitate Runway
Cushing	Cushing Municipal	General Aviation	8	161,500	Improve Access Road
Duncan	Halliburton Field	General Aviation	7	74,994	Construct Taxiway
Durant	Eaker Field	General Aviation	5	569,872	Construct Taxiway
El Reno	El Reno Regional	General Aviation	7	245,416	Rehabilitate Apron, Rehabilitate Taxiway
Elk City	Elk City Municipal	General Aviation	8	148,102	Acquire Miscellaneous Land
Enid	Enid Woodring Regional	General Aviation	18	2,759,181	Rehabilitate Runway
Eufaula	Eufaula Municipal	General Aviation	4	355,560	Rehabilitate Runway, Rehabilitate Taxiway
Eufaula	Fountainhead Lodge Airpark	General Aviation	4	29,165	Install Airport Beacons, Install Runway Lighting, Rehabilitate Runway, Remove Obstructions
Frederick	Frederick Municipal	General Aviation	5	289,931	Improve Airport Drainage, Install Runway Vertical/Visual Guidance System, Rehabilitate Apron
Goldsby	David Jay Perry	General Aviation	4	625,316	Construct Taxiway, Install Airport Beacons, Rehabilitate Runway
Grove	Grove Municipal	General Aviation	11	235,600	Acquire Land for Development
Guthrie	Guthrie Municipal	General Aviation	8	150,000	Install Perimeter Fencing
Hugo	Stan Stamper Municipal	General Aviation	7	721,620	Install Perimeter Fencing
Lawton	Lawton-Fort Sill Regional	Primary	22	864,500	Rehabilitate Apron
Lindsay	Lindsay Municipal	General Aviation	2	230,392	Rehabilitate Runway, Widen Runway
Madill	Madill Municipal	General Aviation	2	93,100	Install Perimeter Fencing, Rehabilitate Access Road, Rehabilitate Runway, Update Airport Master Plan Study
Mangum	Scott Field	General Aviation	2	578,689	Construct Access Road, Rehabilitate Runway
Miami	Miami Municipal	General Aviation	11	185,250	Rehabilitate Apron
Mooreland	Mooreland Municipal	General Aviation	1	600,000	Construct Taxiway, Rehabilitate Runway, Widen Runway
Muskogee	Davis Field	General Aviation	6	286,782	Rehabilitate Taxiway Lighting
Okeene	Christman Airfield	General Aviation	3	312,451	Construct Taxiway, Expand Apron, Improve Access Road
Okemah	Okemah Municipal	System Plan	1	405,696	Construct New Airport
Oklahoma City	State of Oklahoma	System Plan	6	179,011	Update State System Plan Study

Oklahoma City	Wiley Post	Reliever	15	475,000	Install Taxiway Lighting, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Oklahoma City	Will Rogers World	Primary	53	5,162,941	Acquire Snow Removal Equipment, Improve Runway Safety Area, Widen Taxiway
Overbrook	Lake Murray State Park	General Aviation	3	23,180	Install Airport Beacons, Install Runway Lighting
Pauls Valley	Pauls Valley Municipal	General Aviation	5	428,907	Extend Runway Safety Area
Perry	Perry Municipal	General Aviation	5	19,746	Improve Airport Drainage, Rehabilitate Taxiway
Poteau	Robert S Kerr	General Aviation	8	656,591	Rehabilitate Runway, Rehabilitate Taxiway
Sallisaw	Sallisaw Municipal	General Aviation	7	300,000	Rehabilitate Runway
Sand Springs	William R. Pogue Municipal	General Aviation	12	137,574	Rehabilitate Taxiway
Shawnee	Shawnee Regional	General Aviation	11	100,000	Rehabilitate Taxiway
Stigler	Stigler Regional	General Aviation	3	81,415	Update Airport Master Plan Study
Stroud	Stroud Municipal	General Aviation	4	138,700	Improve Access Road
Tahlequah	Tahlequah Municipal	General Aviation	6	548,085	Construct Taxiway
Tahlequah	Tahlequah Municipal	General Aviation	7	1,928,500	Extend Runway
Thomas	Thomas Municipal	General Aviation	4	41,800	Widen Runway
Tulsa	Richard Lloyd Jones Jr	Reliever	16	2,950,000	Improve Airport Drainage
Tulsa	Tulsa International	Primary	53	2,762,399	Acquire Aircraft Rescue & Fire Fighting Vehicle, Rehabilitate Terminal Building
Tulsa	Tulsa International	Primary	57	7,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Tulsa	Tulsa International	Primary	58	4,132,805	Extend Runway
Vinita	Vinita Municipal	General Aviation	5	93,570	Conduct Miscellaneous Study
Wilburton	Wilburton Municipal	General Aviation	3	371,542	Rehabilitate Runway
Woodward	West Woodward	General Aviation	4	464,097	Rehabilitate Apron
Woodward	West Woodward	General Aviation	5	1,077,040	Rehabilitate Taxiway

Subtotal FY 2006 Funds				43,730,605	
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Oregon

Albany	Albany Municipal	General Aviation	8	150,000	Construct Taxiway, Rehabilitate Taxiway
Baker City	Baker City Municipal	General Aviation	7	464,718	Construct Building, Construct Taxiway, Rehabilitate Taxiway
Bend	Bend Municipal	General Aviation	13	3,534,605	Construct Runway
Boardman	Boardman	General Aviation	3	150,000	Construct Taxiway

Brookings	Brookings	General Aviation	4	300,000	Conduct Miscellaneous Study, Construct Taxiway, Remove Obstructions
Eugene	Mahlon Sweet Field	Primary	36	1,206,221	Construct Runway, Rehabilitate Apron, Security Enhancements
Eugene	Mahlon Sweet Field	Primary	38	1,056,916	Improve Terminal Building
Florence	Florence Municipal	General Aviation	8	275,000	Install Perimeter Fencing, Rehabilitate Runway, Update Airport Master Plan Study
Gold Beach	Gold Beach Municipal	General Aviation	6	1,200,000	Install Miscellaneous NAVAIDS, Rehabilitate Runway
Grants Pass	Grants Pass	General Aviation	4	125,000	Construct Taxiway
Hermiston	Hermiston Municipal	General Aviation	4	146,660	Rehabilitate Runway
Klamath Falls	Klamath Falls	Primary	22	1,000,000	Environmental Mitigation
La Grande	La Grande/Union County	General Aviation	10	1,318,544	Rehabilitate Runway, Rehabilitate Taxiway
Lakeview	Lake County	General Aviation	4	130,000	Rehabilitate Apron, Rehabilitate Runway
Lexington	Lexington	General Aviation	4	584,520	Construct Taxiway, Improve Runway Safety Area, Install Miscellaneous NAVAIDS, Rehabilitate Apron
Medford	Rogue Valley International - Medford	Primary	28	2,115,859	Construct Terminal Building
Mulino	Portland-Mulino	General Aviation	10	132,350	Update Airport Master Plan Study
Newport	Newport Municipal	General Aviation	14	405,000	Construct Building
North Bend	Southwest Oregon Regional	Primary	23	1,464,032	Construct Apron, Construct Taxiway, Construct Terminal Building
North Bend	Southwest Oregon Regional	Primary	24	4,500,000	Rehabilitate Runway
Ontario	Ontario Municipal	General Aviation	6	111,765	Update Airport Master Plan Study
Pendleton	Eastern Oregon Regional at Pendleton	Commercial Service	17	500,000	Acquire Friction Measuring Equipment, Acquire Safety Equipment, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Rehabilitate Taxiway
Portland	Portland International	Primary	53	992,915	Install Noise Monitoring System
Portland	Portland International	Primary	54	3,510,502	Install Runway Lighting, Rehabilitate Taxiway
Portland	Portland International	Primary	55	4,995,000	Rehabilitate Taxiway
Portland	Portland-Hillsboro	Reliever	19	650,000	Rehabilitate Service Road, Rehabilitate Taxiway
Redmond	Roberts Field	Primary	26	900,000	Expand Terminal Building
Salem	State of Oregon	System Plan	5	90,725	Update State System Plan Study
Salem	Various Locations in Oregon	System Plan	21	504,000	Improve Runway Safety Area, Install Miscellaneous NAVAIDS, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Scappoose	Scappoose Industrial Airpark	General Aviation	14	295,000	Acquire Land for Development
Subtotal FY 2006 Funds				32,809,332	

Palau Islands

Koror	Babelthuap/Koror	General Aviation	5	5,000,000	Rehabilitate Runway
Koror	Babelthuap/Koror	General Aviation	6	250,000	Rehabilitate Apron
Koror	Babelthuap/Koror	General Aviation	7	1,500,000	Construct Aircraft Rescue & Fire Fighting Building

Subtotal FY 2006 Funds				6,750,000	
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Pennsylvania

Allentown	Allentown Queen City Municipal	General Aviation	9	161,975	Update Airport Master Plan Study
Allentown	Allentown Queen City Municipal	General Aviation	10	713,349	Rehabilitate Apron
Allentown	Allentown Queen City Municipal	General Aviation	11	119,000	Extend Taxiway
Allentown	Lehigh Valley International	Primary	65	6,200,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Allentown	Lehigh Valley International	Primary	66	250,000	Extend Runway
Allentown	Lehigh Valley International	Primary	67	2,295,503	Acquire Land For Approaches
Allentown	Lehigh Valley International	Primary	68	1,750,000	Rehabilitate Apron
Altoona	Altoona-Blair County	Commercial Service	32	448,851	Acquire Snow Removal Equipment
Bradford	Bradford Regional	Commercial Service	31	1,536,657	Acquire Emergency Generator, Acquire Snow Removal Equipment, Construct Taxiway, Rehabilitate Runway
Erie	Erie International/Tom Ridge Field	Primary	42	750,660	Extend Runway
Erie	Erie International/Tom Ridge Field	Primary	43	647,580	Acquire Snow Removal Equipment
Erie	Erie International/Tom Ridge Field	Primary	44	2,571,541	Extend Runway
Gettysburg	Gettysburg Airport and Travel Center	General Aviation	2	1,504,325	Acquire Existing Airport, Acquire Land for Development
Harrisburg	Harrisburg International	Primary	43	8,340,000	Construct Apron, Construct Taxiway, Install Runway Lighting
Harrisburg	Harrisburg International	Primary	44	3,885,806	Construct Apron, Construct Terminal Building
Harrisburg	Pennsylvania State Block Grant Program	System Plan	28	5,699,760	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	29	6,300,000	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	30	1,369,056	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	31	1,999,999	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	32	322,000	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	33	1,331,250	Non primary development projects in state block grant program

Johnstown	John Murtha Johnstown-Cambria County	Primary	34	874,950	Acquire Equipment, Acquire Snow Removal Equipment, Construct Apron, Expand Apron, Expand Snow Removal Equipment Building
Johnstown	John Murtha Johnstown-Cambria County	Primary	35	1,895,250	Construct Runway Safety Area
Latrobe	Arnold Palmer Regional	Primary	29	769,500	Acquire Aircraft Deicing Equipment, Improve Building, Improve Terminal Building, Rehabilitate Access Road
New Cumberland	Capital City	Reliever	15	576,345	Acquire Snow Removal Equipment, Improve Runway Safety Area, Rehabilitate Apron
Philadelphia	Delaware Valley Region	System Plan	7	400,000	Conduct Metropolitan System Plan Study
Philadelphia	Northeast Philadelphia	Reliever	13	1,176,993	Rehabilitate Runway Lighting
Philadelphia	Philadelphia International	Primary	76	4,575,000	Improve Runway Safety Area
Philadelphia	Philadelphia International	Primary	77	2,812,239	Acquire Aircraft Rescue & Fire Fighting Vehicle, Rehabilitate Apron
Philadelphia	Philadelphia International	Primary	78	25,463,583	Extend Runway
Philadelphia	Philadelphia International	Primary	79	4,000,000	Construct Runway
Pittsburgh	Allegheny County	Reliever	16	1,320,500	Acquire Equipment, Acquire Snow Removal Equipment, Install Perimeter Fencing, Rehabilitate Taxiway
Pittsburgh	Pittsburgh International	Primary	88	6,039,844	Improve Runway Safety Area
Pittsburgh	Pittsburgh International	Primary	89	2,663,274	Environmental Mitigation
Pittsburgh	Pittsburgh International	Primary	90	37,176	Acquire Snow Removal Equipment
Pittsburgh	Pittsburgh International	Primary	91	2,546,106	Construct Snow Removal Equipment Building, Rehabilitate Apron
Reading	Reading Regional/Carl A Spatz Field	Commercial Service	41	1,311,358	Construct Runway Safety Area, Install Guidance Signs, Install Miscellaneous NAVAIDS, Rehabilitate Runway
State College	University Park	Primary	38	212,856	Construct Access Road, Construct Taxiway, Extend Taxiway
State College	University Park	Primary	40	1,938,871	Acquire Land for Development
West Newton	Rostraver	Reliever	11	925,300	Acquire Snow Removal Equipment, Expand Apron, Improve Runway Safety Area
Wilkes-Barre/Scranton	Wilkes-Barre/Scranton International	Primary	39	570,000	Improve Runway Safety Area
Wilkes-Barre/Scranton	Wilkes-Barre/Scranton International	Primary	40	3,909,709	Improve Runway Safety Area
Wilkes-Barre/Scranton	Wilkes-Barre/Scranton International	Primary	41	3,288,936	Construct Terminal Building
Wilkes-Barre/Scranton	Wilkes-Barre/Scranton International	Primary	42	1,430,341	Construct Apron
Williamsport	Williamsport Regional	Primary	30	1,211,500	Acquire Friction Measuring Equipment, Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building, Rehabilitate Apron, Rehabilitate Taxiway Lighting, Security Enhancements, Update Airport Master Plan Study
Williamsport	Williamsport Regional	Primary	31	152,000	Improve Runway Safety Area
Subtotal FY 2006 Funds				118,298,943	

Puerto Rico

Aguadilla	Rafael Hernandez	Primary	19	165,460	Improve Runway Safety Area, Install Airfield Guidance Signs
Isla De Vieques	Antonio Rivera Rodriguez	Primary	15	347,200	Improve Runway Safety Area, Install Emergency Generator, Install Guidance Signs, Install Runway Vertical/Visual Guidance System, Rehabilitate Taxiway
Mayaguez	Eugenio Maria De Hostos	Primary	13	781,970	Improve Runway Safety Area
Ponce	Mercedita	Commercial Service	15	1,220,966	Improve Runway Safety Area, Install Emergency Generator
San Juan	Luis Munoz Marin International	Primary	42	8,880,827	Conduct Miscellaneous Study, Rehabilitate Runway Lighting, Security Enhancements

Subtotal FY 2006 Funds**11,396,423****Rhode Island**

Block Island	Block Island State	Commercial Service	11	3,484,483	Extend Taxiway, Rehabilitate Runway
Block Island	Block Island State	Commercial Service	12	182,157	Construct Terminal Building
Newport	Newport State	General Aviation	14	280,419	Update Airport Master Plan Study
North Kingstown	Quonset State	Reliever	13	533,210	Improve Airport Erosion Control
Pawtucket	North Central State	Reliever	16	2,730,215	Rehabilitate Runway
Warwick	Theodore Francis Green State	Primary	72	98,639	Remove Obstructions
Warwick	Theodore Francis Green State	Primary	75	1,552,368	Rehabilitate Taxiway
Warwick	Theodore Francis Green State	Primary	76	15,000,000	Acquire Land for Noise Compatibility within 70 - 74 DNL
Warwick	Theodore Francis Green State	Primary	77	643,160	Construct Terminal Building
Warwick	Theodore Francis Green State	Primary	78	1,076,756	Conduct Environmental Study
Westerly	Westerly State	Commercial Service	16	72,477	Remove Obstructions

Subtotal FY 2006 Funds**25,653,884****South Carolina**

Aiken	Aiken Municipal	General Aviation	10	644,332	Rehabilitate Apron
Allendale	Allendale County	General Aviation	10	168,033	Install Taxiway Lighting
Bennettsville	Marlboro County Jetport - H.E. Avent Field	General Aviation	7	178,954	Construct Taxiway, Install Taxiway Lighting, Remove Obstructions
Bishopville	Lee County	General Aviation	4	184,557	Extend Runway
Camden	Woodward Field	General Aviation	14	80,000	Construct Taxiway
Charleston	Charleston AFB/International	Primary	27	201,313	Improve Access Road
Columbia	Columbia Metropolitan	Primary	30	2,990,820	Rehabilitate Apron, Rehabilitate Taxiway

Columbia	Columbia Metropolitan	Primary	31	366,700	Rehabilitate Taxiway
Columbia	Columbia Owens Downtown	Reliever	9	150,000	Construct Terminal Building
Columbia	State of South Carolina	System Plan	4	350,000	Conduct State System Plan Study
Columbia	Various Locations in South Carolina	System Plan	9	732,411	Acquire Aircraft Rescue & Fire Fighting Vehicle
Columbia	Various Locations in South Carolina	System Plan	10	100,000	Install Weather Reporting Equipment
Darlington	Darlington County Jetport	General Aviation	7	92,245	Expand Apron, Rehabilitate Runway
Greenville	Donaldson Center	General Aviation	15	42,989	Update Airport Master Plan Study
Greenville	Greenville Downtown	General Aviation	14	800,738	Rehabilitate Apron
Greenwood	Greenwood County	General Aviation	8	39,511	Construct Building
Greer	Greenville Spartanburg International	Primary	38	3,344,078	Conduct Environmental Study, Construct Access Road, Rehabilitate Aircraft Rescue & Fire Fighting Building, Rehabilitate Apron, Rehabilitate Runway Lighting, Rehabilitate Terminal Building
Hartsville	Hartsville Regional	General Aviation	9	118,152	Install Perimeter Fencing
Hilton Head Island	Hilton Head	Primary	26	305,643	Acquire Land for Development, Conduct Environmental Study, Conduct Miscellaneous Study
Kingstree	Williamsburg Regional	General Aviation	8	720,836	Construct Taxiway
Lancaster	Lancaster County-McWhirter Field	General Aviation	10	763,860	Rehabilitate Apron
Loris	Twin City	General Aviation	1	333,310	Acquire Land For Approaches
Manning	Santee Cooper Regional	General Aviation	4	60,000	Update Airport Master Plan Study
Moncks Corner	Berkeley County	General Aviation	14	83,410	Extend Taxiway
Myrtle Beach	Myrtle Beach International	Primary	36	3,703,190	Construct Terminal Building
Myrtle Beach	Myrtle Beach International	Primary	37	4,000,000	Construct Apron
Newberry	Newberry County	General Aviation	4	609,701	Construct Runway
North Myrtle Beach	Grand Strand	General Aviation	12	152,383	Remove Obstructions
Pelion	Corporate	General Aviation	8	236,550	Construct Fuel Farm
Ridgeland	Ridgeland	General Aviation	5	169,100	Improve Runway Safety Area, Rehabilitate Runway
Spartanburg	Spartanburg Downtown Memorial	General Aviation	12	877,729	Install Perimeter Fencing, Remove Obstructions
Summerville	Summerville	General Aviation	10	756,932	Rehabilitate Runway
Sumter	Sumter	General Aviation	10	150,000	Construct Taxiway, Improve Runway Safety Area, Remove Obstructions
Walterboro	Lowcountry Regional	General Aviation	8	142,073	Construct Taxiway

Subtotal FY 2006 Funds

23,649,550

South Dakota

Aberdeen	Aberdeen Regional	Primary	26	1,979,394	Acquire Snow Removal Equipment, Conduct Airport Master Plan Study, Construct Snow Removal Equipment Building, Rehabilitate Taxiway, Security Enhancements
Belle Fourche	Belle Fourche Municipal	General Aviation	7	73,625	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Bison	Bison Municipal	General Aviation	5	1,638,750	Install Runway Lighting, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Britton	Britton Municipal	General Aviation	6	46,550	Rehabilitate Access Road, Rehabilitate Apron
Brookings	Brookings Regional	General Aviation	18	190,000	Conduct Environmental Study, Rehabilitate Taxiway Lighting
Brookings	Brookings Regional	General Aviation	19	650,000	Rehabilitate Runway
Buffalo	Harding County	General Aviation	3	59,850	Rehabilitate Runway
Clark	Clark County	General Aviation	4	31,350	Construct Taxiway
De Smet	Wilder	General Aviation	5	332,500	Construct Snow Removal Equipment Building, Install Runway Lighting
Eagle Butte	Cheyenne Eagle Butte	General Aviation	4	38,950	Construct Building
Faulkton	Faulkton Municipal	General Aviation	4	679,250	Construct Apron, Construct Taxiway, Install Perimeter Fencing
Gettysburg	Gettysburg Municipal	General Aviation	6	213,750	Install Perimeter Fencing
Gregory	Gregory Municipal, Flynn Field	General Aviation	5	128,250	Construct Snow Removal Equipment Building
Hoven	Hoven Municipal	General Aviation	4	223,250	Construct Terminal Building, Install Miscellaneous NAVAIDS, Install Runway Lighting
Huron	Huron Regional	General Aviation	22	180,000	Acquire Safety Equipment, Expand Terminal Building
Lemmon	Lemmon Municipal	General Aviation	7	361,000	Construct Runway
Milbank	Milbank Municipal	General Aviation	8	123,500	Acquire Snow Removal Equipment, Construct Fuel Farm, Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment
Miller	Miller Municipal	General Aviation	4	166,250	Construct Snow Removal Equipment Building, Rehabilitate Parking Lot
Mission	Mission Sioux	General Aviation	6	85,500	Construct Snow Removal Equipment Building
Mission	New	System Plan	1	121,490	Construct New Airport
Mitchell	Mitchell Municipal	General Aviation	21	570,000	Rehabilitate Taxiway

Mobridge	Mobridge Municipal	General Aviation	7	31,350	Construct Fuel Farm
Murdo	Murdo Municipal	General Aviation	4	43,700	Rehabilitate Runway
Onida	Onida Municipal	General Aviation	6	1,710,000	Extend Runway
Parkston	Parkston Municipal	General Aviation	4	37,300	Construct Snow Removal Equipment Building
Philip	Philip	General Aviation	4	522,500	Improve Access Road, Install Perimeter Fencing, Rehabilitate Apron
Pierre	Pierre Regional	Primary	21	242,915	Acquire Snow Removal Equipment, Install Runway Vertical/Visual Guidance System, Update Airport Master Plan Study
Pierre	State of South Dakota	System Plan	4	123,500	Update State System Plan Study
Pierre	Various Locations in South Dakota	System Plan	10	237,500	Acquire Snow Removal Equipment
Pine Ridge	Pine Ridge	General Aviation	8	66,500	Construct Snow Removal Equipment Building
Rapid City	Rapid City Regional	Primary	33	118,321	Update Airport Master Plan Study
Redfield	Redfield Municipal	General Aviation	4	75,050	Conduct Airport Master Plan Study
Sioux Falls	Joe Foss Field	Primary	35	2,122,995	Rehabilitate Access Road, Rehabilitate Apron, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Update Airport Master Plan Study
Sisseton	Sisseton Municipal	General Aviation	6	152,000	Construct Snow Removal Equipment Building
Vermillion	Harold Davidson Field	General Aviation	5	180,500	Construct Fuel Farm, Install Weather Reporting Equipment, Rehabilitate Runway
Wagner	Wagner Municipal	General Aviation	4	361,000	Construct Building, Construct Fuel Farm
Watertown	Watertown Regional	Commercial Service	18	7,520,142	Construct Taxiway
Webster	The Sigurd Anderson	General Aviation	3	76,000	Construct Snow Removal Equipment Building
Winner	Bob Wiley Field	General Aviation	7	90,250	Acquire Land For Approaches, Construct Building

Subtotal FY 2006 Funds

21,604,732

Tennessee

Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	43	1,523,040	Acquire Land For Approaches
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	44	948,771	Acquire Land For Approaches, Improve Runway Safety Area, Rehabilitate Terminal Building, Security Enhancements
Chattanooga	Lovell Field	Primary	38	2,099,900	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Chattanooga	Lovell Field	Primary	39	1,339,526	Construct Apron, Rehabilitate Taxiway, Update Airport Master Plan Study
Chattanooga	Lovell Field	Primary	40	478,098	Construct Apron
Jackson	McKellar-Sipes Regional	Commercial Service	17	862,800	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Service Road
Maryville	McGhee Tyson	Primary	51	2,620,575	Construct Apron
Memphis	Memphis International	Primary	68	5,878,000	Rehabilitate Runway

Memphis	Memphis International	Primary	69	20,366,583	Acquire Snow Removal Equipment, Construct Taxiway, Improve Service Road, Improve Terminal Building, Rehabilitate Taxiway, Widen Taxiway
Memphis	Memphis International	Primary	70	2,291,890	Improve Access Road
Nashville	Nashville International	Primary	77	5,434,850	Extend Runway Safety Area
Nashville	Nashville International	Primary	78	4,079,151	Acquire Snow Removal Equipment, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Nashville	Nashville International	Primary	79	1,306,513	Rehabilitate Taxiway
Nashville	Tennessee State Block Grant Program	System Plan	26	14,031,106	Non primary development projects in state block grant program

Subtotal FY 2006 Funds

63,260,803

Texas					
Abilene	Abilene Regional	Primary	30	1,000,000	Improve Terminal Building, Rehabilitate Apron
Abilene	Abilene Regional	Primary	31	2,255,076	Rehabilitate Apron, Rehabilitate Runway Lighting
Amarillo	Rick Husband Amarillo International	Primary	31	306,144	Acquire Aircraft Rescue & Fire Fighting Vehicle
Arlington	North Central Texas	System Plan	1	932,106	Conduct Metropolitan System Plan Study
Austin	Austin-Bergstrom International	Primary	35	3,500,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Austin	Austin-Bergstrom International	Primary	36	2,812,500	Acquire Interactive Training System, Rehabilitate Runway Lighting, Security Enhancements, Update Airport Master Plan Study
Austin	State of Texas	System Plan	2	500,000	Update State System Plan Study
Austin	Texas State Block Grant Program	System Plan	36	21,440,544	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	37	20,514,755	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	40	10,587,750	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	43	4,880,600	Non primary development projects in state block grant program
Beaumont/Port Arthur	Southeast Texas Regional	Primary	22	8,280,893	Rehabilitate Terminal Building
Beaumont/Port Arthur	Southeast Texas Regional	Primary	23	388,740	Acquire Aircraft Deicing Equipment, Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Acquire Emergency Generator, Acquire Safety Equipment, Construct Building
Brownsville	Brownsville/South Padre Island International	Primary	30	320,602	Conduct Noise Compatibility Plan Study
Brownsville	Brownsville/South Padre Island International	Primary	31	1,000,000	Construct Apron, Improve Airport Drainage, Rehabilitate Apron, Rehabilitate Runway
College Station	Easterwood Field	Primary	23	3,198,973	Rehabilitate Runway
College Station	Easterwood Field	Primary	24	836,274	Expand Apron
Corpus Christi	Corpus Christi International	Primary	38	6,538,150	Acquire Equipment, Extend Runway, Improve Airport Drainage, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Dallas	Dallas Love Field	Primary	30	8,100,000	Improve Airport Drainage, Rehabilitate Apron, Security Enhancements
El Paso	El Paso International	Primary	23	4,985,933	Extend Runway, Rehabilitate Runway

Fort Worth	Dallas/Fort Worth International	Primary	78	5,692,000	Extend Runway
Fort Worth	Dallas/Fort Worth International	Primary	79	24,918,468	Construct Taxiway
Fort Worth	Dallas/Fort Worth International	Primary	80	7,104,882	Improve Terminal Building, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Fort Worth	Fort Worth Alliance	Reliever	29	550,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Fort Worth	Fort Worth Alliance	Reliever	30	10,000,000	Extend Runway
Fort Worth	Fort Worth Alliance	Reliever	31	517,860	Conduct Noise Compatibility Plan Study, Improve Runway Safety Area, Noise Mitigation Measures for Public Buildings, Rehabilitate Runway, Rehabilitate Runway Lighting
Harlingen	Valley International	Primary	40	3,243,474	Rehabilitate Taxiway
Houston	Ellington Field	Primary	18	12,515,564	Rehabilitate Runway, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Houston	Ellington Field	Primary	20	8,422,023	Rehabilitate Taxiway
Houston	George Bush Intercontinental/Houston	Primary	57	17,250,000	Construct Runway
Houston	George Bush Intercontinental/Houston	Primary	58	8,700,000	Noise Mitigation Measures for Residences within 65 - 69 DNL, Noise Mitigation Measures for Residences within 70 - 74 DNL
Houston	George Bush Intercontinental/Houston	Primary	59	1,546,760	Acquire Aircraft Rescue & Fire Fighting Vehicle
Houston	George Bush Intercontinental/Houston	Primary	60	25,113	VALE Vehicle
Houston	William P Hobby	Primary	28	1,121,305	Acquire Aircraft Rescue & Fire Fighting Vehicle
Houston	William P Hobby	Primary	29	5,283,749	Rehabilitate Runway, Rehabilitate Taxiway
Houston	William P Hobby	Primary	31	18,835	VALE Vehicle
Killeen	Robert Gray AAF	Primary	12	2,435,667	Acquire Equipment, Expand Apron, Update Airport Master Plan Study
Killeen	Skylark Field	Primary	21	677,667	Construct Apron, Install Guidance Signs, Install Runway Vertical/Visual Guidance System, Rehabilitate Airport Beacons, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Laredo	Laredo International	Primary	47	2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Laredo	Laredo International	Primary	48	1,424,968	Acquire Interactive Training System, Improve Airport Miscellaneous Improvements, Improve Runway Safety Area, Rehabilitate Apron, Update Miscellaneous Study
Laredo	Laredo International	Primary	49	7,500,000	Construct Apron, Rehabilitate Apron
Longview	East Texas Regional	Primary	25	5,705,250	Construct Service Road, Improve Airport Drainage, Rehabilitate Runway, Rehabilitate Taxiway
Lubbock	Lubbock Preston Smith International	Primary	29	371,308	Rehabilitate Apron
Midland	Midland International	Primary	43	2,446,834	Rehabilitate Runway, Security Enhancements
San Angelo	San Angelo Regional/Mathis Field	Primary	24	4,700,000	Rehabilitate Apron, Rehabilitate Runway
San Antonio	San Antonio International	Primary	51	5,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL

San Antonio	San Antonio International	Primary	52	3,032,500	Construct Taxiway, Expand Apron, Extend Taxiway, Update Miscellaneous Study
Tyler	Tyler Pounds Regional	Primary	20	3,249,573	Construct Service Road, Improve Runway Safety Area, Improve Terminal Building, Rehabilitate Apron
Victoria	Victoria Regional	Primary	19	818,105	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Construct Taxiway, Improve Terminal Building, Rehabilitate Access Road
Waco	Waco Regional	Primary	23	4,079,550	Conduct Airport Master Plan Study, Expand Terminal Building, Improve Runway Safety Area, Rehabilitate Runway, Widen Taxiway
Wichita Falls	Kickapoo Downtown Airpark	General Aviation	7	1,000,000	Construct Apron, Construct Taxiway, Improve Airport Miscellaneous Improvements, Install Weather Reporting Equipment, Rehabilitate Apron, Rehabilitate Parking Lot, Rehabilitate Taxiway

Subtotal FY 2006 Funds

253,730,495

Utah					
Brigham City	Brigham City	General Aviation	17	8,000,000	Improve Runway Safety Area
Cedar City	Cedar City Regional	Commercial Service	18	568,723	Acquire Aircraft Rescue & Fire Fighting Vehicle
Duchesne	Duchesne Municipal	General Aviation	4	158,688	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Escalante	Escalante Municipal	General Aviation	4	367,820	Acquire Easement For Approaches, Acquire Land For Approaches
Green River	Green River Municipal	General Aviation	7	513,250	Construct Taxiway
Halls Crossing	Cal Black Memorial	General Aviation	10	155,455	Install Miscellaneous NAVAIDS, Rehabilitate Runway
Heber City	Heber City Municipal - Russ McDonald Field	General Aviation	19	884,309	Construct Taxiway
Heber City	Heber City Municipal - Russ McDonald Field	General Aviation	20	2,200,000	Construct Taxiway
Logan	Logan-Cache	General Aviation	17	706,168	Construct Taxiway
Milford	Milford Municipal/Ben and Judy Briscoe Field	General Aviation	9	303,811	Install Runway Lighting
Moab	Canyonlands Field	Commercial Service	17	2,800,000	Improve Runway Safety Area
Monticello	Monticello Municipal Airport	System Plan	1	360,000	Construct New Airport
Nephi	Nephi Municipal	General Aviation	9	1,823,848	Construct Runway
Ogden	Ogden-Hinckley	Reliever	29	127,575	Update Airport Master Plan Study
Price	Carbon County	General Aviation	12	195,121	Construct Taxiway
Provo	Provo Municipal	General Aviation	25	582,103	Extend Taxiway
Provo	Provo Municipal	General Aviation	26	1,525,100	Rehabilitate Apron
Richfield	Richfield Municipal	General Aviation	8	125,000	Acquire Land For Approaches
Salt Lake City	Salt Lake City International	Primary	82	3,193,192	Rehabilitate Taxiway

Salt Lake City	Salt Lake City International	Primary	83	787,097	Rehabilitate Taxiway
Salt Lake City	Salt Lake City Municipal 2	Reliever	12	1,502,332	Rehabilitate Apron
Salt Lake City	State of Utah	System Plan	5	130,000	Update State System Plan Study
Spanish Fork	Spanish Fork-Springville	General Aviation	14	54,577	Acquire Land For Approaches
St. George	New	System Plan	6	1,157,437	Conduct Miscellaneous Study
St. George	New	System Plan	7	17,202,476	Construct New Airport
Vernal	Vernal	General Aviation	20	131,848	Acquire Miscellaneous Land, Construct Service Road
Vernal	Vernal	General Aviation	21	518,850	Acquire Miscellaneous Land
Subtotal FY 2006 Funds				46,074,780	

Vermont

Burlington	Burlington International	Primary	60	148,200	Conduct Noise Compatibility Plan Study
Burlington	Burlington International	Primary	62	361,388	Construct Apron, Construct Taxiway
Burlington	Burlington International	Primary	63	401,641	Environmental Mitigation
Burlington	Burlington International	Primary	64	1,500,240	Acquire Land for Noise Compatibility within 65 - 69 DNL
Burlington	Burlington International	Primary	65	138,700	Rehabilitate Runway
Fair Haven	Fair Haven Municipal	General Aviation	3	145,635	Conduct Environmental Study
Montpelier	State of Vermont	System Plan	3	131,575	Update Miscellaneous Study
Montpelier	Various Locations in Vermont	System Plan	2	414,076	Acquire Snow Removal Equipment
Montpelier	Various Locations in Vermont	System Plan	3	173,420	Rehabilitate Runway, Rehabilitate Runway Lighting
Rutland	Rutland State	Commercial Service	23	199,107	Groove Runway
Rutland	Rutland State	Commercial Service	24	565,226	Construct Apron
Rutland	Rutland State	Commercial Service	25	411,331	Construct Snow Removal Equipment Building
Swanton	Franklin County State	General Aviation	5	130,236	Construct Runway Safety Area, Install Runway Vertical/Visual Guidance System
Subtotal FY 2006 Funds				4,720,775	

Virgin Islands

Charlotte Amalie	Cyril E King	Primary	25	1,091,550	Improve Terminal Building, Security Enhancements
Christiansted	Henry E Rohlsen	Primary	28	429,671	Security Enhancements
Subtotal FY 2006 Funds				1,521,221	

Virginia

Abingdon	Virginia Highlands	General Aviation	23	115,410	Acquire Land For Approaches
Ashland	Hanover County Municipal	General Aviation	15	122,060	Construct Taxiway
Ashland	Hanover County Municipal	General Aviation	18	327,940	Construct Taxiway
Blacksburg	Virginia Tech/Montgomery Executive	General Aviation	12	5,032,917	Acquire Land For Approaches
Brookneal	Brookneal/Campbell County	General Aviation	2	522,081	Rehabilitate Runway
Charlottesville	Charlottesville-Albemarle	Primary	36	4,421,551	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Runway Safety Area
Chesapeake	Chesapeake Regional	General Aviation	11	794,590	Improve Runway Safety Area
Chesapeake	Chesapeake Regional	General Aviation	12	184,300	Conduct Environmental Study
Chesterfield	Chesterfield County	Reliever	18	376,162	Rehabilitate Runway
Danville	Danville Regional	General Aviation	22	997,500	Acquire Land For Approaches
Dulles International Airport	Washington Dulles International	Primary	35	36,913,573	Construct Runway
Emporia	Emporia-Greenville Regional	General Aviation	7	425,352	Construct Taxiway
Franklin	Franklin Municipal-John Beverly Rose	General Aviation	10	139,891	Rehabilitate Runway
Highland Springs	Richmond International	Primary	44	1,660,000	Rehabilitate Taxiway
Jonesville	Lee County	General Aviation	2	150,000	Construct Fuel Farm
Leesburg	Leesburg Executive	Reliever	31	309,700	Construct Apron, Install Perimeter Fencing
Louisa	Louisa County/Freeman Field	General Aviation	13	53,416	Acquire Land for Development
Manassas	Manassas Regional/Harry P. Davis Field	Reliever	25	2,927,064	Rehabilitate Apron
Manassas	Manassas Regional/Harry P. Davis Field	Reliever	26	477,821	Extend Runway
Mattaponi	Middle Peninsula Regional	General Aviation	4	285,000	Rehabilitate Runway
Melfa	Accomack County	General Aviation	11	272,936	Construct Fuel Farm
Newport News	Newport News/Williamsburg International	Primary	33	1,505,628	Improve Runway Safety Area
Norfolk	Norfolk International	Primary	51	419,597	Install Guidance Signs
Norfolk	Norfolk International	Primary	52	108,150	Acquire Aircraft Rescue & Fire Fighting Vehicle
Orange	Orange County	General Aviation	9	2,015,697	Rehabilitate Runway
Quinton	New Kent County	General Aviation	9	300,000	Construct Building
Roanoke	Roanoke Regional/Woodrum Field	Primary	40	2,505,964	Rehabilitate Taxiway

South Boston	William M Tuck	General Aviation	10	300,000	Construct Building, Light Obstructions
South Hill	Mecklenburg-Brunswick Regional	General Aviation	9	383,813	Construct Taxiway
Stafford	Stafford Regional	Reliever	16	1,324,155	Construct Apron
Sutherland	Dinwiddie County	General Aviation	16	300,000	Construct Building
Tappahannock	New	System Plan	9	4,207,000	Construct New Airport
Timberlake	Lynchburg Regional/Preston Primary Glenn Field		27	285,000	Update Airport Master Plan Study
Timberlake	Lynchburg Regional/Preston Primary Glenn Field		29	7,891,236	Extend Runway
Warrenton	Warrenton-Fauquier	Reliever	12	836,000	Acquire Land for Development
Weyers Cave	Shenandoah Valley Regional	Commercial Service	27	169,634	Acquire Snow Removal Equipment, Rehabilitate Runway Lighting
Winchester	Winchester Regional	General Aviation	20	228,508	Acquire Land For Approaches

Subtotal FY 2006 Funds				79,289,646	
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Washington

Anacortes	Anacortes	Commercial Service	13	702,627	Remove Obstructions
Anacortes	Anacortes	Commercial Service	14	226,353	Remove Obstructions
Arlington	Arlington Municipal	General Aviation	15	83,602	Construct Apron, Rehabilitate Taxiway, Strengthen Taxiway
Bellingham	Bellingham International	Primary	36	997,500	Acquire Land for Development, Construct Aircraft Rescue & Fire Fighting Building, Expand Apron, Modify Terminal Building, Rehabilitate Apron, Rehabilitate Runway, Update Airport Master Plan Study
Bremerton	Bremerton National	General Aviation	18	147,205	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System
Burlington	Skagit Regional	General Aviation	13	313,428	Acquire Land For Approaches
Burlington	Skagit Regional	General Aviation	14	2,061,575	Acquire Land For Approaches
Chehalis	Chehalis-Centralia	General Aviation	8	817,557	Construct Taxiway, Install Weather Reporting Equipment, Rehabilitate Taxiway
Cle Elum	Cle Elum Municipal	General Aviation	1	120,780	Construct Runway
Colfax	Port of Whitman Business Air Center	General Aviation	3	127,000	Construct Taxiway, Improve Runway Safety Area
Deer Park	Deer Park	General Aviation	15	140,074	Construct Apron, Construct Taxiway, Install Miscellaneous NAVAIDS, Rehabilitate Runway, Rehabilitate Taxiway
Eastsound	Orcas Island	Commercial Service	6	164,731	Install Miscellaneous NAVAIDS, Rehabilitate Airport Beacons, Update Airport Master Plan Study
Ephrata	Ephrata Municipal	General Aviation	7	298,846	Construct Runway, Construct Taxiway

Everett	Snohomish County (Paine Field)	Reliever	41	3,500,000	Construct Taxiway
Kelso	Kelso-Longview	General Aviation	11	119,028	Construct Taxiway, Install Perimeter Fencing
Moses Lake	Grant County International	Commercial Service	31	500,000	Rehabilitate Taxiway
Olympia	State of Washington	System Plan	5	900,000	Conduct State System Plan Study
Olympia	State of Washington	System Plan	6	175,685	Conduct State System Plan Study
Olympia	Various Locations in Washington	System Plan	7	493,454	Install Miscellaneous NAVAIDS, Rehabilitate Apron, Rehabilitate Runway
Olympia	Various Locations in Washington	System Plan	8	135,526	Update Airport Master Plan Study
Othello	Othello Municipal	General Aviation	3	480,225	Install Perimeter Fencing, Install Runway Lighting, Rehabilitate Taxiway, Remove Obstructions
Pasco	Tri-Cities	Primary	29	364,095	Install Guidance Signs, Rehabilitate Apron
Port Angeles	William R Fairchild International	Primary	23	851,280	Construct Taxiway, Install Guidance Signs, Update Airport Master Plan Study
Prosser	Prosser	General Aviation	9	151,789	Extend Runway, Update Airport Master Plan Study
Pullman	Pullman/Moscow Regional	Primary	27	132,649	Construct Apron
Puyallup	Pierce County - Thun Field	General Aviation	10	2,419,163	Construct Taxiway, Install Weather Reporting Equipment, Remove Obstructions
Renton	Renton Municipal	Reliever	16	150,000	Install Perimeter Fencing
Richland	Richland	General Aviation	15	149,426	Rehabilitate Runway
Rosalia	Rosalia Municipal	General Aviation	1	80,000	Rehabilitate Runway
Seattle	Boeing Field/King County International	Primary	32	560,000	Conduct Miscellaneous Study
Seattle	Boeing Field/King County International	Primary	33	19,319,566	Rehabilitate Runway
Seattle	Seattle-Tacoma International	Primary	97	21,341,160	Construct Runway
Seattle	Seattle-Tacoma International	Primary	98	10,800,000	Improve Runway Safety Area
Seattle	Seattle-Tacoma International	Primary	99	3,054,000	Noise Mitigation Measures for Public Buildings
Seattle	Seattle-Tacoma International	Primary	100	8,927,085	Noise Mitigation Measures for Residences within 70 - 74 DNL
Seattle	Seattle-Tacoma International	Primary	101	7,000,000	Install Runway Vertical/Visual Guidance System
Spokane	Felts Field	Reliever	18	404,853	Construct Taxiway
Spokane	Spokane International	Primary	36	1,010,101	Construct Taxiway, Rehabilitate Apron
Walla Walla	Walla Walla Regional	Primary	22	1,118,095	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Acquire Land For Approaches
Yakima	Yakima Air Terminal/McAllister Field	Primary	26	215,672	Conduct Miscellaneous Study, Construct Taxiway

Subtotal FY 2006 Funds

90,554,130

West Virginia

Beckley	Raleigh County Memorial	Commercial Service	20	986,888	Construct Taxiway, Rehabilitate Terminal Building
Bluefield	Mercer County	General Aviation	18	1,500,905	Construct Apron, Construct Fuel Farm, Improve Runway Safety Area, Improve Terminal Building
Buckhannon	Upshur County Regional	General Aviation	17	327,589	Install Perimeter Fencing
Charleston	Yeager	Primary	36	158,987	Acquire Snow Removal Equipment
Charleston	Yeager	Primary	37	93,799	Construct Taxiway
Clarksburg	Harrison/Marion Regional	Commercial Service	29	3,642,211	Improve Runway Safety Area
Elkins	Elkins-Randolph County-Jennings Randolph Field	General Aviation	12	588,113	Rehabilitate Runway
Fairmont	Fairmont Municipal-Frankman Field	General Aviation	6	2,641,000	Construct Taxiway, Improve Runway Safety Area, Remove Obstructions
Huntington	Tri-State/Milton J. Ferguson Field	Primary	34	1,976,000	Improve Runway Safety Area, Improve Terminal Building
Martinsburg	Eastern WV Regional/Shepherd Field	Reliever	22	336,343	Construct Terminal Building, Expand Apron
Morgantown	Morgantown Municipal-Walter L. Bill Hart Field	Primary	27	5,431,735	Improve Runway Safety Area, Install Apron Lighting
Moundsville	Marshall County	General Aviation	14	24,598	Rehabilitate Apron
Parkersburg	Mid-Ohio Valley Regional	Primary	30	9,900,000	Improve Runway Safety Area, Install Guidance Signs
Philippi	Philippi/Barbour County Regional	General Aviation	7	173,424	Install Perimeter Fencing, Remove Obstructions, Update Airport Master Plan Study
Pineville	Kee Field	General Aviation	10	535,586	Remove Obstructions
Point Pleasant	Mason County	General Aviation	14	258,723	Install Airfield Guidance Signs, Rehabilitate Taxiway
Ravenswood	Jackson County	General Aviation	14	265,243	Acquire Snow Removal Equipment, Expand Snow Removal Equipment Building, Update Airport Master Plan Study
Sutton	Braxton County	General Aviation	11	700,111	Construct Taxiway, Rehabilitate Runway
Wheeling	Wheeling Ohio County	General Aviation	22	150,000	Improve Runway Safety Area, Improve Terminal Building

Subtotal FY 2006 Funds**29,691,255****Wisconsin**

Appleton	Outagamie County Regional	Primary	30	1,586,500	Acquire Land for Development, Acquire Snow Removal Equipment, Construct Taxiway
Eau Claire	Chippewa Valley Regional	Primary	26	760,000	Conduct Miscellaneous Study, Rehabilitate Apron
Green Bay	Austin Straubel International	Primary	35	2,436,235	Acquire Land For Approaches, Improve Runway Safety Area
La Crosse	La Crosse Municipal	Primary	29	1,423,126	Extend Taxiway
Madison	Dane County Regional-Truax Field	Primary	38	4,530,280	Acquire Safety Equipment, Expand Apron

Madison	Dane County Regional-Truax Field	Primary	39	3,950,000	Acquire Safety Equipment
Madison	Wisconsin State Block Grant Program	System Plan	24	16,624,280	Non primary development projects in state block grant program
Madison	Wisconsin State Block Grant Program	System Plan	25	4,500,000	Non primary development projects in state block grant program
Madison	Wisconsin State Block Grant Program	System Plan	26	7,800,000	Non primary development projects in state block grant program
Madison	Wisconsin State Block Grant Program	System Plan	27	7,459,186	Non primary development projects in state block grant program
Milwaukee	General Mitchell International	Primary	50	4,127,711	Construct Taxiway, Rehabilitate Apron
Milwaukee	General Mitchell International	Primary	51	199,627	Rehabilitate Apron, Rehabilitate Service Road
Mosinee	Central Wisconsin	Primary	35	806,075	Conduct Airport Master Plan Study, Rehabilitate Runway
Rhineland	Rhineland-Oneida County	Primary	24	3,662,516	Construct Apron, Construct Taxiway, Extend Runway, Rehabilitate Runway

Subtotal FY 2006 Funds				59,865,536	
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Wyoming

Casper	Natrona County International	Primary	43	1,600,616	Rehabilitate Taxiway
Cheyenne	Cheyenne Regional/Jerry Olson Field	Primary	37	1,226,057	Conduct Miscellaneous Study, Construct Apron
Cody	Yellowstone Regional	Primary	20	662,524	Construct Terminal Building, Modify Terminal Building
Cowley/Lovell/Byron	North Big Horn County	General Aviation	8	592,849	Rehabilitate Runway
Douglas	Converse County	General Aviation	16	150,000	Rehabilitate Runway
Gillette	Gillette-Campbell County	Primary	27	828,000	Conduct Miscellaneous Study, Construct Access Road, Update Airport Master Plan Study
Gillette	Gillette-Campbell County	Primary	28	585,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Greybull	South Big Horn County	General Aviation	12	165,000	Improve Runway Safety Area
Hulett	Hulett Municipal	General Aviation	10	1,784,663	Construct Taxiway
Jackson	Jackson Hole	Primary	36	1,463,058	Construct Building, Rehabilitate Taxiway
Lander	Hunt Field	General Aviation	10	464,993	Acquire Land For Approaches
Laramie	Laramie Regional	Primary	23	160,000	Rehabilitate Apron
Lusk	Lusk Municipal	General Aviation	7	536,913	Construct Building, Install Runway Vertical/Visual Guidance System, Install Weather Reporting Equipment
Newcastle	Mondell Field	General Aviation	10	533,266	Rehabilitate Apron, Rehabilitate Taxiway
Pine Bluffs	Pine Bluffs Municipal	General Aviation	6	273,748	Rehabilitate Runway
Pinedale	Ralph Wenz Field	General Aviation	13	375,000	Extend Runway
Rawlins	Rawlins Municipal/Harvey Field	General Aviation	11	158,023	Acquire Snow Removal Equipment

Riverton	Riverton Regional	Primary	25	1,000,000	Rehabilitate Runway
Rock Springs	Rock Springs-Sweetwater County	Primary	21	1,351,465	Acquire Safety Equipment, Rehabilitate Access Road, Rehabilitate Parking Lot
Saratoga	Shively Field	General Aviation	19	304,600	Rehabilitate Taxiway
Sheridan	Sheridan County	Primary	29	96,636	Rehabilitate Taxiway
Sheridan	Sheridan County	Primary	30	123,000	Conduct Miscellaneous Study, Improve Runway Safety Area
Worland	Worland Municipal	General Aviation	16	2,548,961	Construct Runway

Subtotal FY 2006 Funds				16,984,372	
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TOTAL NEW FY 2006 GRANTS				\$3,411,415,680	
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