



**Federal Aviation
Administration**

Airport Improvement Program

Fiscal Year 2005



Report to Congress

22nd Annual Report of Accomplishments

Cover Photograph

Lambert St. Louis International Airport –Runway 11-29, part of a \$1.059 Airport Expansion Program to expand Lambert’s airfield capacity was begun in 1998 and completed in April 2006.
Photo courtesy of Lambert St. Louis International Airport, <http://www.lambert-pmo.org/>



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

MAY 02 2007

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

Dear Madam Speaker:

I am pleased to send you the 22nd Annual Report of Accomplishments under the Airport Improvement Program for Fiscal Year 2005. 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.

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

MAY 02 2007

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

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Mary E. Peters

Enclosure

Table of Contents

Executive Summary	1
Chapter 1: Program Overview	7
1.1 U.S. Airport System Planning	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 2005 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 PFC Participant Apportionment Reductions.....	23
3.1.3 Cargo Service Airports	24
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: Airport Capital Improvement Plan.....	30
4.1 ACIP Development Process.....	30
4.2 Benefit-Cost Analysis	33
Chapter 5: State Block Grant Program	36
Chapter 6: Military Airport Program	38
Chapter 7: Major Capacity, Safety, and Security Project Grants.....	42
Chapter 8: Letter of Intent	49
Chapter 9: Environmental Responsibilities	52
9.1 Streamlining the Environmental Review Process.....	53
9.2 Changes to FAA Environmental Guidance and Policies	54
9.3 High-Priority Transportation Projects.....	54
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 and Civil Rights Requirements.	61
Chapter 12: Passenger Facility Charge Program.....	64
Chapter 13: Performance Measurement.....	68
13.1 Greater Safety	69
13.2 Greater Capacity	70
13.3 International Leadership	71
13.4 Organizational Excellence	72
Chapter 14: Pilot Programs and Special Funding.....	76
14.1 ILEAV Pilot Program	76
14.2 Airport Privatization Pilot Program	76
14.3 Innovative Financing Techniques Program	77
14.4 Emergency Funding for CY 2004 Hurricane Damage	77
14.5 AIP-Funded Hurricane Grants	78
Chapter 15: Land Use Compliance	80
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: Cumulative Comparison of AIP to PFC	E-1
Appendix F: Letter of Intent Payments for FY 2005	F-1
Appendix G: Letter of Intent Commitments by Fiscal Year.....	G-1
Appendix H: Land Use Compliance Report for FY 2005.....	H-1
Appendix I: FY 2005 AIP Grants Awarded and Grant Amounts by Airport Category.....	I-1
Appendix J: AIP Grants Awarded in FY 2005 by State	J-1

List of Tables and Figures

Tables

Table 1: AIP Funding Distribution Summary for FY 2005	2
Table 2: Distribution of Activity by Airport Type (CY 2003)	10
Table 3: AIP Funding Distribution Summary for FY 2005	16
Table 4: AIP Funding Distribution Plan for FY 2005	27
Table 5: State Block Grant Totals for FY 2005	37
Table 6: MAP Selected Locations and Funds Awarded in FY 2005	40

Figures

Figure 1: Yearly AIP Authorizations and Amounts Available for AIP	21
Figure 2: Airport Capital Improvement Plan (ACIP) Process	32

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Executive Summary

The 22nd Annual Report of Accomplishments: Airport Improvement Program (AIP) – Fiscal Year (FY) 2005 is submitted to Congress in accordance with Section 47131 of Title 49 of the United States Code (U.S.C.). This report covers activities for the fiscal year ending September 30, 2005, and provides a detailed statement of airport development funded by AIP grants, a detailed listing of appropriated funds allocation, and an itemized statement of expenditures and receipts. In addition, this report contains comprehensive information on the Airport Land Use Compliance Program and the Passenger Facility Charge (PFC) Program.

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

The Vision 100–Century of Aviation Reauthorization Act (Vision 100), Public Law 108-176, authorized obligation authority for AIP for FY 2004 through FY 2007. For FY 2005, Vision 100 made available \$3.5 billion for AIP. The legislation also contained changes to the basic requirements and guidelines under which FAA implements AIP, including numerous provisions to assist smaller airports and to streamline the environmental review of airport projects.

In FY 2005, Congress set the limit for the amount of funds available for awarding new grants to \$3.38 billion. However, Congress had previously authorized FAA to recover funds from prior-year projects in which the final costs were less than expected. Consequently, in FY 2005, gross AIP obligations (for 2,099 new grants and 745 grant amendments) amounted to \$3.5 billion, of which \$129 million was for increases in existing grant agreements. The gross obligation amount also included \$219 million for the State Block Grant Program.

In FY 2005, FAA issued 2,099 grants. As detailed in Table 1, 10 percent of these grants, and 35 percent of the corresponding funding, financed projects at large U.S. airports (a 2 percent increase from FY 2004). Of the remaining AIP grants, approximately 87 percent of the grants, and 64 percent of the funding, financed projects at small U.S. airports. FAA awarded the remaining 3 percent of AIP grants, and 1 percent of the funding, to State and local planning agencies to help plan and organize additions and improvements to the U.S. aviation system.

Table 1: AIP Funding Distribution Summary for FY 2005

Funding Category	Number of Grants Awarded	Percent of Total Grants	Obligated Amounts (millions)	Percent of Total Obligated Amounts
Large Airports				
Primary Large Hub Airports	125	6.0	\$776.4	22.7
Primary Medium Hub Airports	85	4.0	\$423.2	12.4
Large Airports Subtotal	210	10.0	\$1,199.6	35.1
Small Airports				
Primary Small Hub Airports	140	6.7	\$406.9	11.9
Primary Nonhub Airports	307	14.6	\$642.7	18.8
Nonprimary Commercial Service Airports	82	3.9	\$96.4	2.8
Reliever Airports	176	8.4	\$186.3	5.5
Other General Aviation Airports	1,083	51.6	\$583.5	17.1
State Block Grant Program	31	1.5	\$218.7	6.4
State Sponsored: Various Locations	14	0.7	\$43.2	1.3
Small Airports Subtotal	1,833	87.4	\$2,177.7	63.8
Airport System Planning				
Planning Agencies and Other	21	1.0	\$28.1	0.8
State Sponsored: Other Locations	35	1.6	\$11.6	0.3
System Planning Subtotal	56	2.6	\$39.7	1.1
Total	2,099	100.0	\$3,417.0¹	100.0

Statutory provisions require that AIP funds be apportioned by formula each year to specific airport sponsors, types of airports, or States. These funds are more commonly referred to as “entitlement funds.” The largest portion of entitlement funds is available to primary airports (approximately 372 airports with more than 10,000 annual passenger enplanements or boardings). Based on statutory requirements, FY 2005 entitlement funds available to primary airports totaled \$848.3 million.

Remaining AIP funds are referred to as “discretionary funds,” and FAA approves discretionary funds for use on projects after consideration of project priority and other selection criteria. In FY 2005, FAA awarded a total of \$1.25 billion of new AIP discretionary funds. FAA also awarded discretionary projects another \$437 million in carryover funds (entitlement funds that the sponsor does not intend to use in the current fiscal year or have expired and been converted to discretionary funds per the authorizing statute).

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

Discretionary funds are limited and consequently directed only to higher priority needs. In allocating AIP discretionary funds, FAA selects projects that best advance statutory goals and objectives with respect to the enhancement of the national airport system. Investment decisions are made using a structured selection process that includes a variety of factors that help identify critical annual development needs within associated AIP funding levels. The factors are weighted more heavily in favor of the type of project than the type of airport. In some cases, the authorizing statute directs FAA to allocate discretionary funding to specific airport types and categories; although FAA has more discretion as to what type of development to fund within 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. 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 2005, airport sponsors spent over \$415.9 million in entitlement funds carried over from FY 2004—12 percent of the total FY 2005 AIP 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 2005, the set-aside amount for C/S/S/N projects was formulated to be a minimum of \$388.9 million, or 11.5 percent of the annual AIP.

Typically, final annual AIP allocations result in more funding being provided to C/S/S/N projects than was planned at the beginning of the year. The extra funds for these projects come from unused funds recovered from other projects and from the conversion of entitlement funds unused in the specific year. Accordingly, in FY 2005, FAA awarded AIP grants totaling \$780.1 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 2005, LOI payments totaled \$208.3 million in discretionary funds and \$76.7 million in airport sponsor entitlements. FAA did not approve any new LOIs during the fiscal year. At the end of FY 2005, there were 32 open LOIs with payment schedules totaling \$1.1 billion extending from FY 2006 through FY 2017.

FAA regulates and approves the collection of Passenger Facility Charges (PFCs) from air carrier passengers at commercial airports controlled by public agencies² 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

² PFCs also may be charged by airports privatized under the airport privatization pilot program under 49 U.S.C. 47134 (g).

broader eligibility under the PFC Program for certain noise and terminal projects than under AIP. In calendar year 2005, airport sponsors collected PFCs totaling \$2.4 billion.

In FY 2005, FAA approved or partially approved 104 applications for PFC collections, totaling \$5.9 billion at 91 locations, of which 9 were new locations. As of September 30, 2005, FAA had approved a total of 358 locations for PFC collection since the program's inception in 1991, with authorized PFC collections totaling approximately \$52 billion at 331 locations.

During the fiscal year, AIP funds continued to support capacity projects at the nation's top 35 airports (passenger operations at these airports account for the majority of the scheduled passenger flow in the country). In FY 2005, FAA commissioned an AIP-funded parallel runway at one of these airports—Cleveland Hopkins International Airport. This new runway provides additional capability for simultaneous arrival/departure operations during Visual Flight Rules (VFR) conditions.

Further supporting capacity enhancements, FAA 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 met their respective performance targets and deliverables during FY 2005.

FAA also had an outstanding year in the processing of major environmental impact statements (EIS) in support of capacity-enhancing or delay-reducing projects. These included the final EIS for improvements of two new runways and associated facilities at Washington Dulles International Airport. In addition, FAA issued final Records of Decision (ROD) for the Chicago O'Hare Modernization Program (OMP), the Philadelphia Runway 17/35 extension, and Los Angeles Master Plan development.

In FY 2005, the Secretary of Transportation was authorized to designate and fund capital development projects for up to 15 eligible airports in the Military Airport Program (MAP). Eleven of the 15 available slots were previously designated, allowing the Secretary of Transportation to designate four additional airports in Arizona, Ohio, Florida, and Guam. During FY 2005, FAA awarded MAP airport sponsors almost \$70 million in discretionary and entitlement funds.

At the close of FY 2005, FAA assisted airport sponsors that sustained damage during the 2005 hurricane season and obligated \$40.5 million in emergency AIP funds to airports damaged by Hurricanes Katrina and Rita. FAA provided these AIP funds for eligible projects to augment airport insurance and other aid sought from the Federal Emergency Management Agency and State and local sources.³ Additionally, Congress passed a

³ In FY 2005, FAA obligated a total of \$40.5 million; subsequently, in October 2005 Congress passed legislation that afforded more flexible eligibility and Federal participation to airports impacted by Hurricanes Katrina and Rita. All but \$500,000 of these FY 2005 funds were recovered and re-obligated in FY 2006 due to the expanded eligibility and participation rates.

special appropriation for emergency capital funding of \$25 million administered by AIP for Hurricanes Charley, Frances, Ivan, or Jeanne that occurred early in FY 2005.

Throughout FY 2005, 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 meet its goals for closing older and inactive grants so that AIP funds are not idle and projects are completed in a timely manner. Such initiatives ensure AIP funds are directed to projects that achieve agency safety, security and capacity goals and are cost beneficial.

In FY 2005, FAA modified the process for filing written updates of airport competition plans required by the authorizing statutes. These new procedures implemented on September 30, 2004 limit the scope of written plan updates to only those changes made since previous submittals and substantially reduce the number of written updates sought from airport sponsors. Additionally, the need for regular submission of plan updates was reduced substantially. These changes to program guidance on competition plans were possible due to the positive measures undertaken by airports to reduce barriers to entry and enhance competitive access and by changes in their practices related to use and lease of gates and related facilities.

Further, there have been no competitive access reports filed disclosing an airport's inability to provide an airline with requested access. This indicates that each medium and large hub airport has been able to accommodate requesting carriers.

In administering AIP, FAA also must ensure participation by disadvantage business enterprises (DBEs) in AIP-funded projects and airport concessions. During the most recent reporting period (FY 2004), DBEs received 14.25 percent of contract dollars awarded under AIP, and DBE concessionaires earned 11.24 percent of the total gross receipts generated by all concessions at primary airport locations.

Finally, throughout FY 2005 and in accordance with, "The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21)" - 49 U.S.C. § 47131, FAA monitored airport sponsors' compliance with Federal grant assurances or 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 2005, there were 34 airport sponsors undertaking corrective action and 17 airport sponsors found in noncompliance. FAA also worked with another 18 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, or appropriates, Federal funds to be distributed to U.S. airports through the AIP.

In administering AIP, FAA gives the highest priority to 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 the efficient and uniform approach to implementing AIP.

The Vision 100, Public Law 108-176, authorized funding for AIP for fiscal year FY 2004 through the FY 2007. For FY 2005, Vision 100 made available \$3.5 billion for AIP. However, appropriation legislation limited the amount of AIP funds available for obligation to \$3.38 billion.

1.1 U.S. Airport System Planning

Aviation activity in the United States accounts for approximately 30 percent of all commercial aviation and 50 percent of all general aviation activity in the world. An extensive system of more than 19,500 airports throughout the United States has been developed to support this activity. However, AIP supports only a subset of those airports FAA considers to be important to national transportation, as discussed below.

Section 47103 of Title 49 U.S.C. requires the Secretary of Transportation to maintain a plan for the development of public-use airports in the United States. This plan, the National Plan of Integrated Airport Systems (NPIAS), lists development considered necessary to provide a safe, secure, efficient, and integrated airport system meeting the needs of civil aviation, national defense, and the U.S. Postal Service.⁴

The NPIAS is the official FAA document providing long- and short-range cost estimates of AIP-eligible projects. FAA, in concert with State aviation agencies and local planning organizations, identifies airports for inclusion in the NPIAS that are significant to national air transportation. The NPIAS identifies, for Congress and the public, the airports included in the national system along with the airport development and associated costs required over the ensuing 5 years to implement the plan. These development costs will be partially financed with AIP funds, and/or PFC funding where applicable, to expand and improve the system to meet the present and future needs of

⁴ Federal Aviation Administration Annual Report on the National Plan of Integrated Airport Systems (NPIAS) 2005-2009 available online at http://www.faa.gov/airports_airtraffic/.

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

FAA uses the NPIAS in administering AIP. An airport must be included in this plan to be eligible to receive a grant under AIP. For FY 2005 through FY 2009, FAA has designated 3,344 U.S. airports as important to national transportation and, therefore, eligible to receive grants under AIP. FY 2005 AIP apportionments were calculated using calendar year (CY) 2003 passenger and all-cargo data.

1.2 Airport Categories

The NPIAS includes all commercial service, reliever (high-capacity general aviation airports in metropolitan areas), and select general aviation airports. As used in the five categories of airports defined below, the word “airport” includes landing areas developed for conventional fixed-wing aircraft, helicopters, and seaplanes.

Commercial Service Airports

Commercial service airports are defined as public airports receiving scheduled passenger service and having 2,500 or more enplaned passengers per year. There are 513 commercial service airports. Of these, 372 have more than 10,000 annual passenger enplanements (also referred to as boardings) and are classified as primary airports. Primary airports receive an annual apportionment of at least \$1 million 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 identify very busy commercial service airports). At these airports, some passenger enplanements originate in the local community, and some consist of connecting passengers transferring from one flight to another. Several large hub airports have little passenger transfer activity, while transfers account for more than half of the traffic at others. In CY 2003, 30 large hub airports accounted for 71 percent of all passenger enplanements (464,486,847 enplanements). Large hub airports tend to concentrate on airline passenger and freight operations and have small amounts of general aviation activity.

- **Medium Hub**

Medium hub airports are defined as airports that each account for between 0.25 percent and 1 percent of the total U.S. passenger enplanements. In CY 2003, there were 35 medium hub airports. Together, they accounted for 18 percent of all enplanements (115,177,169 enplanements). Medium hub airports usually have

sufficient capacity to accommodate air carrier operations and a substantial amount of general aviation activity.

- **Small Hub**

Small hub airports are defined as airports that enplane 0.05 percent to 0.25 percent of the total U.S. passenger enplanements. In CY 2003, there were 68 small hub airports that accounted for 8 percent of all enplanements (50,202,980 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 enplane less than 0.05 percent of all U.S. commercial passenger enplanements but more than 10,000 annual enplanements are categorized as nonhub primary airports. In CY 2003, there were 236 nonhub primary airports that together accounted for 3 percent of all enplanements (20,208,062 enplanements). General aviation aircraft heavily use these airports.

Nonprimary Commercial Service

Commercial service airports that have from 2,500 to 10,000 annual passenger enplanements are categorized as nonprimary commercial service airports. In CY 2003, there were 141 of these airports, and they account for 0.1 percent of all enplanements (763,437 enplanements). These airports are used mainly by general aviation.

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 and must have 100 or more based aircraft or 25,000 annual itinerant operations. In CY 2003, there were 278 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 that do not meet the criteria for classification as a commercial service airport may be included in the NPIAS as sites for general aviation airports if they account for enough activity (usually at least 10 locally based aircraft) and are at least 20 miles from the nearest NPIAS airport. The activity criterion may be relaxed for remote locations or other mitigating circumstances. In CY 2003, there were 2,570 general aviation airports. These airports tend to be

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. This is due, in part, to variances in approach airspeed and wake turbulence considerations. In addition, general aviation pilots may be less familiar with air traffic control procedures used at airports that primarily serve air carrier operations.

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 2003)

Number of Airports	Airport Type	Percentage of All Passenger Enplanements
30	Large Hub Primary	71.3
35	Medium Hub Primary	17.7
68	Small Hub Primary	7.7
236	Nonhub Primary	3.1
141	Nonprimary Commercial Service	0.1
278	Relievers	0.0
2,570	General Aviation	0.0
3,361	Existing NPIAS Airports	99.9
16,164	Low-Activity Landing Areas (Non-NPIAS)	0.1

1.3 Collection of Passenger Boarding and Cargo Data

Each year, FAA’s Office of the Associate Administrator for Airports (ARP) publishes a report titled *Enplanement and All Cargo Activity*.⁶ 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, FY 2005 AIP apportionments were calculated using CY 2003 passenger and all-cargo data.

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

⁶ Federal Aviation Administration Passenger Boardings and All-Cargo statistics are available online at http://www.faa.gov/airports_airtraffic/airports/.

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 2005 is 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, Grant Funding Authorizations, Obligation Limitations, and Obligations, provides yearly totals for AIP grant funding authorizations, obligation limitations, and obligations since 1982. Detailed footnotes are provided to indicate changes in legislation or special conditions that affected authorized amounts. Appendix D, Total AIP Grant Funds Awarded by Development and Funding Types, shows, in both table and chart form, the overall AIP totals to date for apportioned and discretionary funds and their sum by development/planning type and funding type.

1.5 AIP Administration

Within FAA, the Office of the Associate Administrator for Airports and Planning (ARP) administers AIP. The FAA Airports organization is comprised of staffs in headquarters, nine regional divisions, and twenty district offices. Headquarters staff develops policy 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 decisionmaking 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, makes decisions on the distribution of funds. Projects identified for receipt of funds are carefully scrutinized to ensure they are justified based on safety, security requirements, aeronautical demand, and noise mitigation. They must also meet selection criteria established by Congress in enabling legislation. Headquarters staff further refines these mandates and disseminates them to the regions through program guidance and design criteria. Headquarters then monitors adherence to these directives to ensure conformity and consistency nationwide.

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

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

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

1.5.1 Grant Management 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 that could eventually integrate the databases.

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), AIP, and the National Plan of Integrated Airport Systems—Airports Capital Improvement Plan (NPIAS—ACIP). The new system provides the FAA staff a single point of access to a web-based application using one set of log-on passwords and provides easier report and querying capabilities, while still adhering to FAA’s strict security certification and accreditation process. In FY 2005, FAA staff used the full capabilities of SOAR for the first time.

SOAR assists FAA in identifying needed airport infrastructure development for the ACIP, as well as serving as an AIP grants management and tracking tool.

1.5.2 Competition Plan Streamlining

AIR-21, P.L. 106-181, revised the authorizing statute to include a new requirement for certain airport sponsors to file a competition plan with FAA. The purpose of the competition plan is for the airport sponsor to demonstrate how it will foster a competitive environment that will provide for new-entrant air carrier access and expansion by incumbent air carriers.

Sections 40117(k) and 47106(f) of Title 49 U.S.C. 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. The statute 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.

When airport sponsors were first required to develop competition plans in FY 2001, FAA was taking up to 6 months to approve submittals. In FY 2004, FAA committed to reducing this review time and achieved its goal of reducing the review period to 75 days or less, averaging 62 days to review or update a plan. FAA carried forward into FY 2005 this commitment to timely review and continued to limit review time to 75 days or less.

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.⁷

Effective FY 2005, PGL 04-08 limits the scope of updates to changes made since previous submittal, including issues raised in FAA’s review letter (a letter sent to the airport sponsor detailing the results of FAA’s review of the sponsor’s competition plan). In addition, this new program guidance requires an airport sponsor to file written updates after FAA has accepted the original competition plan and two updates only if one of the following conditions exist:

- The covered airport filed a competitive access report as required by Section 424 of Vision 100, P.L. 108-126 describing a denial of access to gates or facilities within the last 6-month period.
- The covered airport has executed a new master lease and use agreement or significantly amended a lease and use agreement, including an amendment due to use of PFC financing for gates.

⁷ The Department of Transportation will continue to review the implementation of competition plans by all airports through other means, as required by 49 U.S.C. §40117(k)(2).

Due to this revised guidance, FAA reviewed only three competition plan updates in FY 2005 (compared to the 37 competition plan updates reviewed in FY 2004).

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 the FAA during FY 2005.

Chapter 2: FY 2005 Summary of Financial Assistance

The Airport and Airway Trust Fund (Trust Fund), established by the Airport and Airway Revenue Act of 1970 (the Act), provides the revenues used to fund AIP projects. The Trust Fund concept guarantees a stable funding source whereby users pay for the services they receive—primarily from passenger ticket taxes and aviation fuel taxes. The Act, as amended, authorizes the use of monies from the Trust Fund to make grants under AIP on an annual fiscal year basis. Funds authorized but remaining after a fiscal year due to appropriations limitations carry forward to future fiscal years unless 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 2005 AIP financial commitments and discusses significant accomplishments relating to administration of AIP. For more information on each AIP grant FAA awarded in FY 2005, please refer to Appendix I, FY 2005 AIP Grants Awarded and Grant Amounts by Airport Category, and Appendix J, AIP Grants Awarded in FY 2005 by State. Appendix I lists the number and amount of grants by State and airport category. Obligation amounts listed are for grants and amendments, excluding recoveries, and only FY 2005 grants with obligations are shown. Appendix J provides information on all AIP grants awarded in FY 2005, 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 2005, Congress limited the amount of funds available for awarding new grants to \$3.38 billion.⁹ However, Congress also authorized FAA to recover funds from prior year projects in which the final costs were less than expected (totaling \$171 million in FY 2005). These recovered funds could then be reobligated to new projects and to increase the Federal amount to accommodate cost overruns in existing grants. Consequently, in FY 2005, gross AIP obligations (for 2,099 new grants and 745 grant amendments) amounted to \$3.5 billion, of which \$129 million was for increases in existing grant agreements, known as “upward adjustment” 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 0.8 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 the AIP.

In brief, 10 percent of the grants awarded and 35 percent of the corresponding funding financed projects at large U.S. airports (a 2-percent increase from FY 2004), leaving 87 percent of the grants and 64 percent of the funding to support projects at small airports. FAA awarded the remaining 3 percent of the grants and 1 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. The following table details the distribution of FY 2005 grants by airport funding categories.

Table 3: AIP Funding Distribution Summary for FY 2005

Funding Category	Number of Grants Awarded	% of Total Grants	Obligated Amounts (millions)	% of Total Obligated Amounts
Large Airports				
Primary Large Hub Airports	125	6.0%	\$776.4	22.7%
Primary Medium Hub Airports	85	4.0%	\$423.2	12.4%
Large Airports Subtotal:	210	10.0%	\$1,199.6	35.1%
Small Airports				
Primary Small Hub Airports	140	6.7%	\$406.9	11.9%
Primary Nonhub Airports	307	14.6%	\$642.7	18.8%
Nonprimary Commercial Service Airports	82	3.9%	\$96.4	2.8%
Reliever Airports	176	8.4%	\$186.3	5.5%
Other General Aviation Airports	1,083	51.6%	\$583.5	17.1%
State Block Grant Program	31	1.5%	\$218.7	6.4%
State Sponsored: Various Locations	14	0.7%	\$43.2	1.3%
Small Airports Subtotal:	1,833	87.4%	\$2,177.7	63.8%
Airport System Planning				
Planning Agencies and Other	21	1.0%	\$28.1	0.8%
State Sponsored: Other Locations	35	1.6%	\$11.6	0.3%
System Planning Subtotal:	56	2.6%	\$39.7	1.1%
Total:	2,099	100.0%	\$3,417.0¹¹	100.0%

As in previous fiscal years, the largest portion of AIP grants issued by FAA funded reconstruction, rehabilitation, and standards projects. In FY 2005, FAA directed

¹¹ The total for obligated amounts includes only those grants for the current fiscal year with obligations. This number does not include amounts for amendments made to existing grant projects or multiyear projects.

67 percent of AIP funds, totaling \$2.4 billion, to such projects. These projects include 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. In FY 2005, AIP continued to provide the requisite funding needed to achieve many of FAA performance goals related to safety and noise. (See Chapter 13: Performance Measurement, for a detailed explanation of FAA performance goals tied to AIP.) In addition to funding construction, rehabilitation, and other development projects, FAA issued 86 grants, totaling \$336.9 million, specifically for noise compatibility projects in FY 2005. 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. This was an \$18 million increase over FY 2004 AIP funding for such projects.

In FY 2005, 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). This legislative restriction, coupled with alternative sources of security funding, reduced the amount of AIP funds FAA distributed for security projects in FY 2005 to \$70.3 million, a decrease of \$38 million from the previous fiscal year.

FAA also issued two grants totaling \$3.7 million for nontraditional projects. One of these grants funded FAA's Airport Master Record Program, which provides national airport data to the *Airport Facility Directory* and other pilot navigation aids. The other grant was specified by legislation and required FAA to provide funding for safety improvements at the Federally owned Henderson Field, Midway Atoll. Midway Atoll is owned by the Department of Interior, and the U.S. Fish and Wildlife Services manage Henderson Field.

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Chapter 3: Annual AIP Funding

Congress authorizes AIP contract authority, which permits FAA, through AIP, to distribute funds from the Airport and Airway Trust Fund. This contract authority is contained in Chapter 481 of Title 49 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 1994¹², declined to \$2.16 billion in FY 1995, and then rose steadily once again to \$2.47 billion in FY 2000. Under AIR-21, AIP authorizations then increased to \$3.2 billion in FY 2001, \$3.3 billion in FY 2002, and \$3.4 billion in FY 2003. 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 2005 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.¹³ 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 the Associate Administrator for Airports (ARP) (\$45 million) and FAA’s share of a government-wide budget rescission (\$55 million).

Since the enactment of AIR-21, the obligation limitation for each year has equaled the authorized amount (save for small reductions to implement across-the-board budget rescissions in some years). As a result, significantly more funds have been available for AIP grants. In FY 2005, Congress authorized \$3.5 billion for AIP but provided 3.38 billion through the appropriations process. From this amount, FAA funded AIP grants, the cost of administrating AIP, and other special projects benefiting the airport community.

¹² According to the Office of Management and Budget, with concurrence by the Congressional Budget Office, the total amount authorized in FY 1994 was \$2.97 billion, even though it appeared that \$2.161 billion was the amount authorized. This was due to the combination of the lapse of authority of AIP after FY 1993 and the amendments extending the program in May 1994 and August 1994.

¹³ The Grants-in-Aid for Airports section of the annual appropriation acts established the maximum that FAA can obligate for AIP grants. This is commonly known as the obligation limitation. That section also provided an appropriation for liquidating AIP obligations.

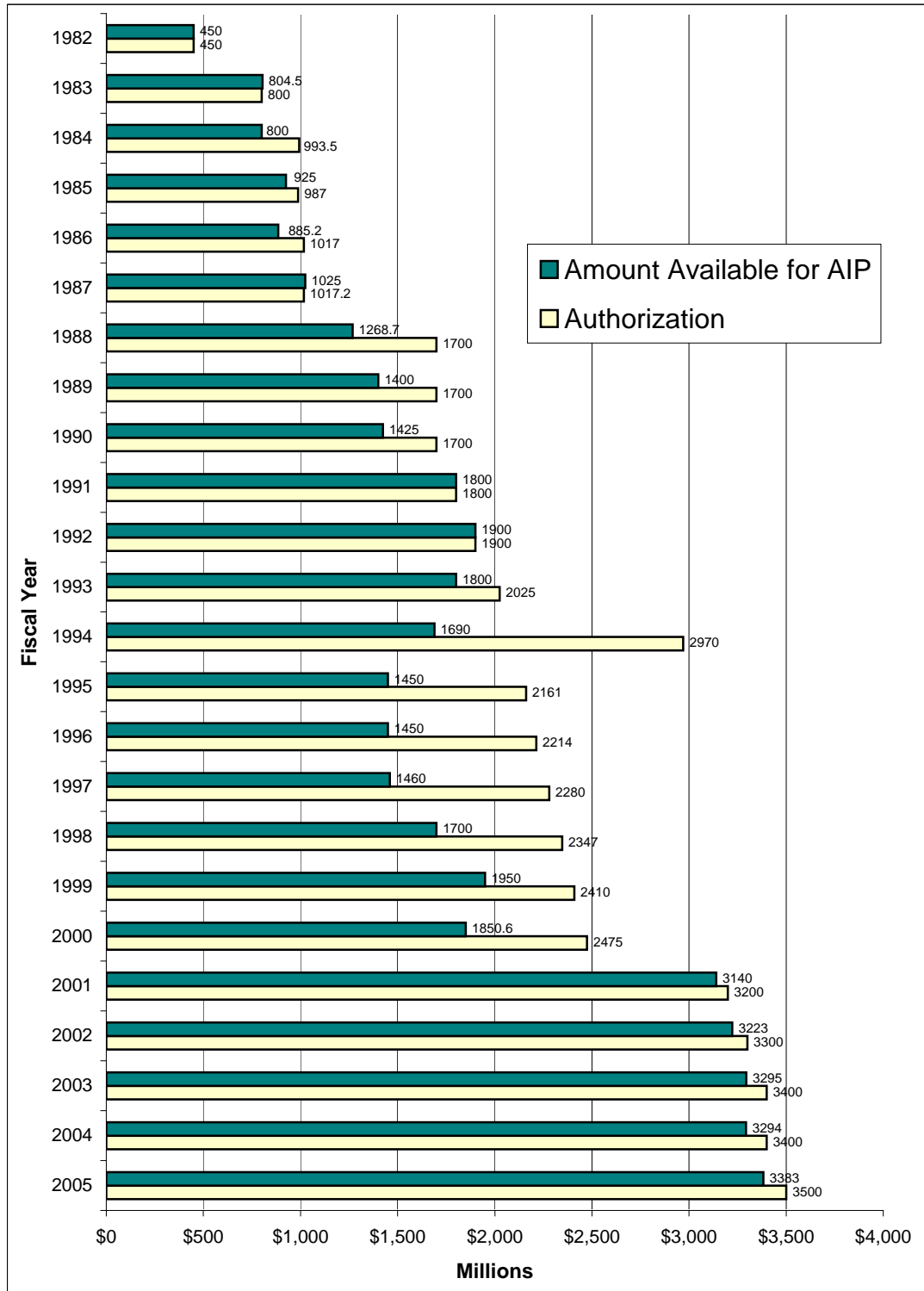
Of the \$3.5 billion authorized in FY 2005, \$68.3 million was used to fund the administrative expenses of FAA's ARP¹⁴, and \$19.8 million was used to fund the Small Community Air Service Development Program.¹⁵ Additionally, the overall authorized amount was reduced by \$28 million due to a government-wide rescission of 0.8 percent. The remaining \$3.38 billion was made available for AIP grants. This amount, in addition to the \$171 million in recovered funds from previous fiscal years, resulted in a total of \$3.55 billion available for AIP grants in FY 2005 (see Table 3: AIP Funding Distribution Plan for FY 2005).

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

¹⁴ Under the Grants-in-Aid for Airports section of the annual appropriation acts, Congress continues to fund administrative expenses of the Office of the Associate Administrator Airports.

¹⁵ The Small Community Air Service Development Program is a program managed by DOT to expand air service into small communities, 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 that AIP funds be apportioned by formula each year to specific airport sponsors, types of airports, or States. These funds are more commonly referred to as “entitlement funds.” Such funds are available to large, medium, and small hub airport sponsors in the year they are first apportioned, and they remain available for the 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 2005, there were 372 primary airports. These airports boarded 650,808,785 passengers in CY 2003, the year used to determine FY 2005 primary airport entitlement funds. Each primary airport’s entitlement funds are based upon the number of passenger boardings at the airport. The minimum amount of entitlement funds apportioned to the airport sponsor of a primary airport is \$650,000 and the maximum is \$22,000,000. As prescribed by the authorizing statute, FAA calculates individual airport annual entitlement funds as follows:

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

Under the authorizing statute, individual entitlements are doubled (with a maximum of \$26 million and 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 2005 entitlement funds available to primary airports to be \$848.3 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 2003 but, by legislative exception, will receive entitlement funds in the current fiscal year based on prior year enplanements. Vision 100 specified that for airports boarding fewer than 10,000 passengers in CY 2002 or CY 2003 as the result of 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. The amount apportioned in FY 2005 was equal to the amount apportioned in FY 2002 or FY 2003, whichever amount is greater.

In FY 2005, there were 55 “virtual” primary airports and \$55 million of entitlement funds were available to these airports. This is in addition to “virtual” primary entitlement funds carried over from the previous fiscal year. Per the authorizing statute, the amount of entitlement funding distributed to “virtual” primary airports reduced the amount of funding available for discretionary projects by \$46.75 million.¹⁶

3.1.2 PFC Participant Apportionment Reductions

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

Section 47114(f) of Title 49 U.S.C. requires that AIP funds apportioned to a large or medium hub airport be reduced by up to 50 percent if a PFC of \$1, \$2, or \$3 is imposed at that airport and up to 75 percent in apportioned AIP funds for a PFC level above \$3. The reduced apportionment takes effect in the first fiscal year following the year in which the collection of the PFC level begins. The apportionment for an airport in FY 2005 was reduced by 50 or 75 percent of the forecast PFC revenue in that fiscal year (whichever was applicable), but not by more than 50 or 75 percent of the apportionments calculated for that fiscal year.

In FY 2005, 62 of the 68 large and medium hub airports had a PFC in place; all of which were subject to these reductions. Of these 62 airports the following:

- 25 airports were subject to the 50-percent reduction in entitlements
- 34 airports were subject to the 75-percent reduction in entitlements
- 3 airport sponsors were not collecting at the beginning of the fiscal year and were not subject to reductions

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 2005, FAA redistributed \$388.8 million to the Small Airport Fund. Of this total, 14 percent was distributed to small hub airports (\$55.5 million in FY 2005), 57 percent was distributed to nonhub primary and nonprimary commercial service (\$222.2 million in FY 2005), and 29 percent was distributed to general aviation/reliever airports (\$111.1 million in FY 2005).

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 2005, 12.5 percent of redistributed apportionments equaled \$54.6 million that was converted to discretionary funds. Of this total, three-quarters of the funds were used for C/S/N projects. FAA classified the remaining one-quarter as “undesigned

¹⁶ This figure accounts for the total value of nonprimary entitlements that would have gone to these 55 locations had they not qualified as “virtual” primaries.

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 Airports

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 2005, there were 114 airports that qualified as cargo service airports, which shared the 3.5 percent of funding, totaling \$118.4 million.

3.1.4 State/Insular Areas

Since FY 2001, a total of 20 percent of the annual amount Congress makes available for AIP grants was apportioned for use at nonprimary commercial service, general aviation, and reliever airports within the States and insular areas. These airports are collectively referred to as nonprimary airports (see 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, \$384.5 million was made available to nonprimary airports for obligation in FY 2005. (Under the authorizing statute, if AIP funding drops below \$3.2 billion, the State apportionment is reduced to 18.5 percent, and the nonprimary airports are not provided an individual apportionment.)

Of the amount remaining after allocation of individual nonprimary apportionments, 99.38 percent was apportioned to airports within the 50 States, the District of Columbia, and Puerto Rico, while the remaining 0.62 percent was apportioned to airports in the insular areas (Guam, American Samoa, the U.S. Virgin Islands, and the Commonwealth of the Northern Mariana Islands). The formula for distribution of funds to States is based on the proportions of both the land area of each State to the total land area of all States, and the population of each State to the population of all States. FAA makes decisions on the use of funds in each State, other than those in the State Block Grant Program,¹⁷ in consultation with the States. This exercise of discretion by FAA assures that critical project needs are identified and funded within the States. In FY 2005, \$1.81 million was made available for obligation to the insular areas and \$290.48 million was available to the States, the District of Columbia, and Puerto Rico.

¹⁷ Per the authorizing statute, the State Block Grant Program 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).

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 2005, 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 funding levels are achieved, as follows:

- **Noise:** An amount equal to 35 percent of the discretionary fund (\$300.7 million in FY 2005) 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 by legislation. In FY 2005, FAA issued noise grants totaling \$336.9 million.
- **Military Airports Program (MAP):** FAA reserved 4 percent of the discretionary fund, amounting to \$34.5 million in FY 2005, for the MAP.¹⁸ FAA exceeded this set-aside amount, awarding in FY 2005 a total of \$75.4 million to sponsors of selected MAP locations.
- **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 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.) In FY 2005, 37 eligible airports met these criteria and an amount of \$5.7 million was set aside for the sponsors of these airports. The actual amount of AIP funding in FY 2005 awarded to these sponsors exceeded the set-aside amount, totaling \$30.3 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 (\$518.5 million), FAA reserved 75 percent or \$388.9 million for C/S/S/N projects in FY 2005 (780.1 million discretionary funds were actually awarded to these projects). The 25 percent of the remaining discretionary funds (\$129.6 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 2005
(\$ Millions)

Authorized by Legislation		3,500.0
Available for AIP Authorized		3,500.0
Less:		
Government-wide Budget Rescission (0.8%)		28.0
Small Community Air Service Dev. Program		19.8
Administrative Expenses		68.3
Total Available for AIP Grants		3,383.9
FUNDING DISTRIBUTION		
Entitlements/Appportionments		
Primary Airports		903.4
Cargo (3.5% of total available for AIP grants)		118.4
Alaska Supplemental		21.3
States (20% of total available for AIP grants)		
Nonprimary Entitlement	384.5	
State Apportionment by Formula	<u>292.3</u>	
	676.8	676.8
Carryover Entitlement		415.9
Subtotal Entitlements		2,135.8
Small Airport Fund		
Nonhub Airports		222.2
Noncommercial Service		111.1
Small Hub		55.5
Subtotal Small Airport Fund		388.8
Subtotal Nondiscretionary		2,524.6
DISCRETIONARY		
Noise (35%)		300.7
Reliever (0.66% of discretionary funds)		5.7
MAP (4% of discretionary funds)		34.4
Subtotal Discretionary Set-asides		340.8
C/S/S/N		388.9
Remaining Discretionary		129.6
Subtotal Other Discretionary		518.5
Subtotal Discretionary		859.3
Funding Distribution Total for Fiscal Year Funds		3,383.9
Recovery Ceiling Authorized for Reobligations		171.0
Total Authorized Obligation Level		3,554.9

3.3 Carryover Funds

Carryover entitlements are funds that FAA allocates to a State or airport sponsor (per formulas specified in the authorizing statute) but, for a variety of reasons, a State or airport sponsor elects not to use in the fiscal year in which FAA made the funds available. The law governing AIP specifies that these funds remain available to the specific State or airport for either 2 or 3 years after the year of apportionment, depending on the category of airport. FAA redistributes carryover funds not used in the current fiscal year to other airport sponsors as discretionary funds, and the obligation to fund the original airport sponsor is “carried over” into the subsequent fiscal year.

The obligation to fund in a future fiscal year reduces the amount of new discretionary funds available in that fiscal year. In FY 2005, FAA was obligated to make available to airport sponsors \$415.9 million in prior fiscal year apportionment funds—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 FY 2001, AIR-21 significantly increased AIP funding and concurrently established a new category of entitlement funding referred to as nonprimary airport entitlements (NPE). This new funding category authorized additional entitlement funds (up to \$150,000 per year each) to nearly 3,000 nonprimary airports.

In FY 2005, FAA apportioned \$384.5 million in entitlement funds to 2,671 NPE airports. Of these NPE airports, 1,187 carried over \$230¹⁹ million of the total \$431.7 million of FY 2005 entitlement funds carried over into the FY 2006. The NPE carryover amounts were 53 percent of all FY 2005 carryover funds and increased total carryover funds to approximately 12.7 percent of the total AIP (compared to 6.25 percent from FY 1995 through FY 2000). While this was an increase in carryover as a percentage of the total program compared to the carryover percentage prior to AIR-21, an analysis shows that after factoring out the effect of the NPE category, the percent of carryover of the total AIP is virtually identical (approximately 6 percent).

¹⁹ The \$230 million in carryover funds for NPE airports comprises entitlement funds carried over from several fiscal years, including FY 2003 and FY 2004.

3.4 Federal Share of AIP Projects

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

In FY 2005, this increase in Federal share resulted in FAA redirecting \$121.8 million away from capital projects to cover the additional 5 percent that otherwise would be funded by the airport sponsor.

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

Chapter 4: Airport Capital Improvement Plan

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

Investment decisions are made using a structured selection process that includes a variety of factors that help identify critical annual development needs within associated AIP funding levels. The factors are weighted more heavily in favor of the type of project than the type of airport. In some cases, the authorizing statute directs FAA to allocate funding to specific airport types and categories. 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 Airport Capital Improvement Plan (ACIP), an internal product used by FAA to select projects for AIP funding. The ACIP allows FAA to determine and fund the most critical airport development needs within AIP funding limits set by Congress through the appropriation process.

The ACIP is a subset of the NPIAS, which is 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 an ACIP initially but not approved for funding because an environmental action was not completed or the airport failed to secure local matching funds.

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. In Figure 2, Airport Capital Improvement Plan (ACIP) Process, illustrates the ACIP development process and how airport sponsors, local planning agencies, and regional FAA offices contribute to this process.

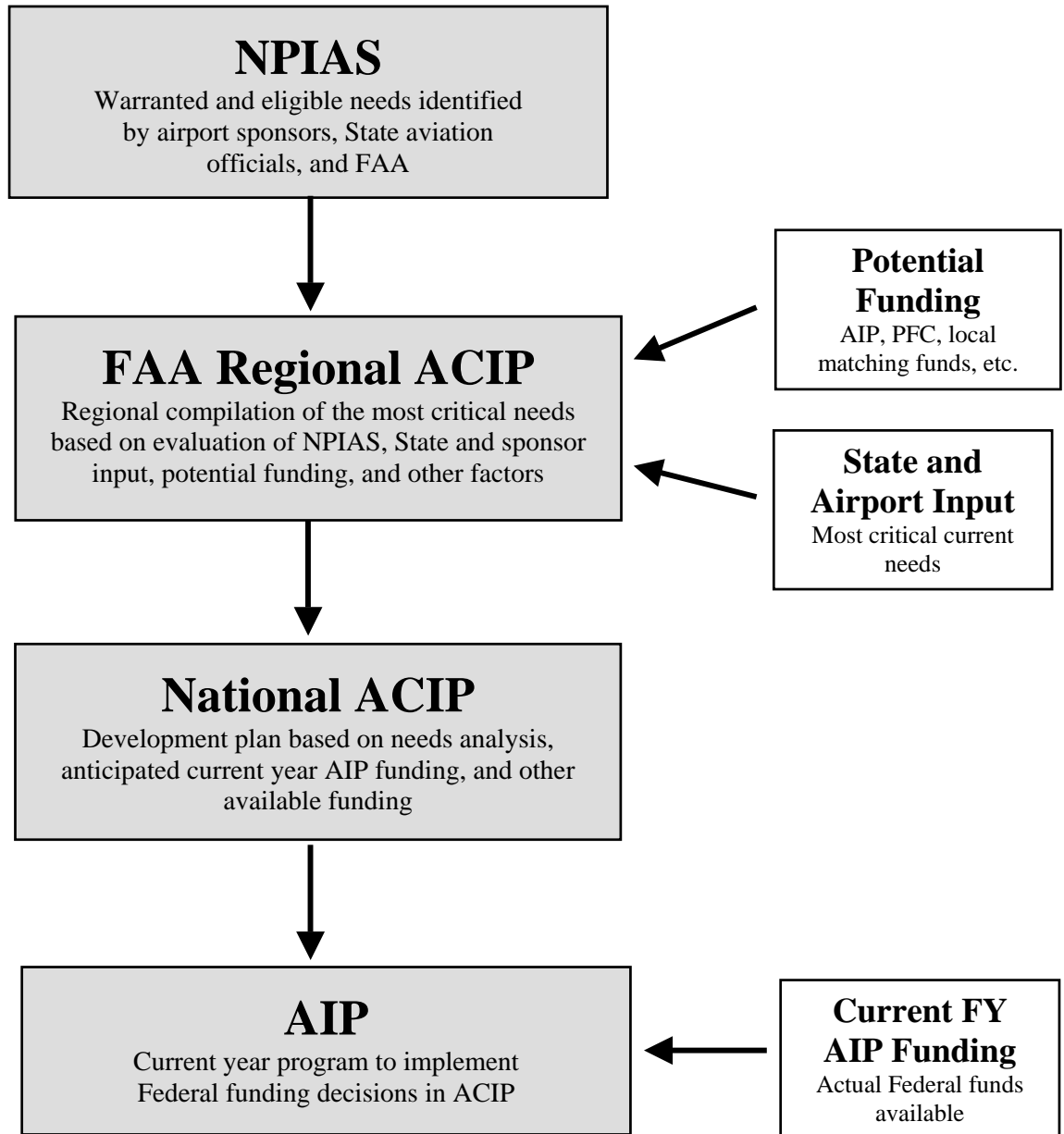
FAA creates an ACIP using a process consisting of three filters. The first filter occurs at the regional and field office level of FAA where project engineers and planners develop a district or regional ACIP, incorporating input from airport operators, States, airport planning districts, and FAA regional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

The second filter occurs at FAA headquarters where staff evaluates all nine regional ACIPs for development of a single national funding plan. The national ACIP categorizes projects according to the size of the airport or two special project categories (noise mitigation and airport planning). Within each of these categories, FAA ranks projects on the basis of an analysis that takes into account the type of airport, the type of project, and other factors, such as the agency's goals for safety, security, and infrastructure preservation. Within the confines of appropriation levels and any laws and formulas that affect the disbursement of discretionary funds, FAA establishes a cutoff point in each category using a calculated numerical priority rating. The result is a quantified listing of airport projects rated by priority, referred to as the "candidate list." Projects included on the "candidate list" are considered eligible for receiving discretionary funding.

To meet current funding levels, FAA headquarters applies a third filter to pare down the "candidate list" by selecting a target priority rating. Projects above this rating may receive funding. Generally, projects receiving a numerical rating below the target do not receive funding unless they are a phase of larger project, have a letter of intent, are unexpectedly delayed or changed because of 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 each AIP funding category 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 merely on airport size. This guidance also requires written justification for deviations from the priority list and specifies that FAA regions must constrain the number of projects submitted within a budget ceiling specified by FAA headquarters.

Figure 2: Airport 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 8: 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 such general economic evaluations may be part of the planning process for other types of projects, the BCA does not impact the project ranking process for the AIP discretionary candidate list. There are many reasons BCAs are not used in the project ranking process. In particular, a substantial portion of AIP, including discretionary funding, is specified by formula. In addition, a large share of AIP goes to fund safety, standards, and noise projects that are more difficult to evaluate using economic models.

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

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 LOI—a multiyear commitment of Federal AIP support for airfield project— must meet additional requirements, as discussed in Chapter 8.

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.

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

In FY 2005, FAA reviewed 10 BCAs for capital projects to be funded in future fiscal years. The estimated total cost for these proposed capital projects totaled \$3.3 billion, of which \$405 million is requested AIP discretionary amounts. As BCAs are used as a tool to evaluate a limited portion of available discretionary funds and the total project funding, FAA does not track the net benefits of these projects or other summary information to determine if they had a higher net benefit than capital projects that do not require a BCA.

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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 administration of AIP grants at airports classified as “other than primary” airports. States participating in the State Block Grant Program administer funding of nonprimary commercial service, reliever, and general aviation airports. Each State is responsible for determining which locations within its jurisdiction will receive funds and for ongoing project administration. A national priority system for funds distributed at the discretion of the Secretary of Transportation has been established to provide uniform criteria so that the funding is used more efficiently by the States.

The national priority system is available for considering use of entitlement funds and block grants. Projects are favored that best carry out the purpose of the Act, with highest priority given to safety, security, reconstruction, standards, and capacity, in that order. See 49 USC 47120 and 47128(c). The priority system does not consider all factors that states, local governments, or private sponsors use within their priorities. However, so that the objectives of non-Federal entities are considered in project selection, the application of the national priority system is flexible as allowed under 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 anticipates closing out all grants funded under this program by FY 2006. New Jersey’s withdrawal is due to changes in the State’s aviation agency programs.

For FY 2005, FAA granted \$218,662,988 million in State apportionment and discretionary funds under the State Block Grant Program. Table 4: State Block Grant Totals for FY 2005 provides a breakdown of these funds by State.

Table 5: State Block Grant Totals for FY 2005

State	Block Grant Funds		State Total
	Apportionment ²¹	Discretionary	
Illinois	\$17,820,432	\$16,571,690	\$34,392,122
Michigan	\$20,007,722	\$8,981,250	\$28,988,972
Missouri	\$15,603,594	\$0	\$15,603,594
North Carolina	\$15,305,984	\$7,900,000	\$23,205,984
Pennsylvania	\$11,608,076	\$5,014,428	\$16,622,504
Tennessee	\$13,911,096	\$4,688,950	\$18,600,046
Texas	\$ 41,499,302	\$14,031,548	\$55,530,850
Wisconsin	\$16,484,916	\$9,234,000	\$25,718,916
State Block Grant Total:	\$152,241,122	\$66,421,866	\$218,662,988

²¹ Apportionment amounts include nonprimary entitlements, state apportionments, and nonprimary commercial service entitlements.

Chapter 6: Military Airport Program

Since FY 1991, Congress has authorized the Military Airport Program (MAP) for the purpose of providing additional airport capacity to the U.S. airport system. The MAP, a funding set-aside of the discretionary portion of AIP, provides financial assistance for capacity and/or conversion-related projects at current joint-use or former military airports. Joint-use military airports are those military airports where the U.S. Government leases a portion of the airport to a civil airport sponsor.

MAP funding helps 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, and a terminal building.

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

The following types of airports are eligible to participate in 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 would reduce delays at commercial service airports that experience 20,000 hours of annual takeoff and landing delays by passenger aircraft; or
- Military airports that would enhance air traffic control and airport system capacity in a metropolitan area.

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

The Secretary of Transportation was authorized to designate, or redesignate, and fund capital development projects for up to 15 eligible MAP airports per 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, and others that will be new entrants into the program. Designated airports remain eligible to participate in the program for up to 5 fiscal years following their initial designation.

Of the 15 slots authorized, 4 slots were available in FY 2005. FAA received a total of 6 applications for these available slots. From these applications, the Secretary selected Cecil Field, Jacksonville, FL; Williams Gateway Airport, Phoenix, AZ; Guam International Airport, Agana, Guam; and Rickenbacker Airport, Columbus, OH. Each location was approved for a 3-year term, and all four sites had previously been in the MAP for at least one term.

Applications from the other two airport sponsors were not accepted because of the availability of alternative financing sources or the airport was not included in the NPIAS (and therefore, ineligible to receive AIP grants).

In Table 5: MAP Selected Locations and Funds Awarded in FY 2005 provides discretionary and entitlement amounts FAA awarded to sponsors of FY 2005 MAP airports. AIP funds to MAP airports in FY 2005 totaled close to \$70 million, exceeding the \$34.5 million set-aside required by the authorizing statute.

There are also existing joint-use agreements at active military airfields that allow civil aircraft operations. In addition, DOD issues long-term land leases to civil sponsors so they have land to develop at these joint-use facilities. This is often the case at surplus military airfields converting to civil airports.

Table 6: MAP Selected Locations and Funds Awarded in FY 2005

Airport Name	City	St	MAP Discretionary Funds	Non-MAP Discretionary Funds	AIP Entitlement Funds	Total
Alexandria Int'l	Alexandria	LA	\$2,236,137	\$1,972,200	\$1,364,984	\$5,573,321
Cecil Field*	Jacksonville	FL	\$2,984,190	\$0	\$169,540	\$3,153,730
Gray AAF	Killeen	TX	\$4,000,000	\$4,500,000	\$1,569,944	\$10,069,944
Griffiss Airpark	Rome	NY	\$4,583,750	\$0	\$750,000	\$5,333,750
Guam Int'l*	Agana	GU	\$4,039,589	\$1,900,000	\$4,242,620	\$10,182,209
Kalaeloa	Kapolei	HI	\$2,541,972	\$0	\$3,258,028	\$5,800,000
Mather Field	Sacramento	CA	\$0	\$0	\$750,000	\$750,000
Millington Munic.	Millington	TN	\$2,093,950	\$0	\$0	\$2,093,950
Okaloosa/Eglin AFB	Valparaiso	FL	\$0	\$0	\$2,231,671	\$2,231,671
Plattsburgh Int'l	Plattsburgh	NY	\$4,435,250	\$3,703,140	\$600,000	\$8,738,390
Rickenbacker*	Columbus	OH	\$3,380,665	\$40,000	\$1,397,721	\$4,818,386
Sawyer	Marquette	MI	\$1,050,000	\$0	\$300,000	\$1,350,000
Tipton Army Airfield	Odenton	MD	\$888,250	\$0	\$0	\$888,250
Williams Gateway*	Phoenix	AZ	\$2,137,500	\$6,723,838	\$150,000	\$9,011,338
Total			\$34,371,253	\$18,839,178	\$16,784,508	\$69,994,939

* Denotes MAP airports authorized in FY 2005

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

One of the primary goals of AIP is to preserve the capacity, safety, and security of U.S. airports. To that end, the authorizing statute requires FAA to set aside a certain portion of AIP funds for projects relating to capacity, safety, and security. Such projects include the construction and improvement of runways, taxiways, and air carrier aprons at many capacity-constrained airports.

At the beginning of each fiscal year, the amount FAA can make available for AIP grants is calculated from the amount authorized by legislation, subject to any obligation limitation included in FAA's appropriation and other uses directed by statute. The amount available for AIP grants is then distributed among the many different funding categories and set-asides, as specified by the authorizing statute. The authorizing statute requires FAA to use discretionary AIP money to fund set-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 2005, the amount available for AIP obligations was \$3.384 billion, and the corresponding amount set aside for C/S/S/N projects was formulated to be a minimum of \$388.9 million or 11.5 percent of the annual AIP (see Table 3: AIP Funding Distribution Plan for FY 2005).

Typically, final annual AIP allocations result in more funding being provided to C/S/S/N projects than was planned at the beginning of the year. This is because they represent the most important and significant contributions to airport system improvement. The extra funds are a portion of unused funds recovered from other projects (\$171 million in FY 2005). Accordingly, in FY 2005, FAA awarded AIP grants totaling \$780.1 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 2005 C/S/S/N projects include:

- **Boston-Logan International Airport, Boston, MA:** During FY 2005 work was underway for a new Runway 14/32, scheduled to open in FY 2006. The new runway is 5,000 feet long and 150 feet wide and will be utilized largely by regional air carrier airlines. Included in FAA's Operational Evolution Plan (OEP)²², the runway will be unidirectional, with all arrivals and departures over water, i.e. takeoffs on Runway 14 and landings on Runway 32. An LOI was issued in April 2004 for the construction of the runway and associated work. The total LOI is for \$90,800,000. The first

²² The National Airspace System Operational Evolution Plan (OEP) is the FAA 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/>.

scheduled LOI grant was for FY 2005 and included a combination of entitlement and discretionary funding.

- **Chicago O’Hare International Airport, Chicago, IL:** The O’Hare Modernization Program (OMP) is the City of Chicago’s proposal to realign three existing runways, extend two existing runways, and construct one new runway at O’Hare. This will result in an eight-runway reconfiguration consisting of six parallel East/West runways and two crosswind runways. As part of the reconfiguration, the City of Chicago proposes to acquire 440 acres of adjacent property, including 539 housing units and 197 businesses. The Environmental Impact Statement (EIS) chose the OMP as the “selected alternative” and found that the configuration will reduce overall delays by 66 percent and increase the annual operational capacity from 974,000 to 1,194,000 aircraft operations. The Record of Decision (ROD) for the EIS was signed on September 29, 2005, and the associated Airport Layout Plan was approved on September 30, 2005. The expected total OMP project cost is \$7.5 billion in 2004 dollars. The reconfiguration is identified as a capacity project in FAA’s OEP.
- **Cleveland Hopkins International Airport, Cleveland, OH:** The phased replacement of Runway 6L/24R with new Runway 5L/23R is under way. The project will improve airfield safety and capacity by replacing the closely spaced parallel Runway 6L/24R, which is 400 feet from Runway 6R/24L, with a new runway that is 1,241 feet from Runway 6R/24L. Included in FAA’s OEP, the new runway will provide the capability for simultaneous arrival/departure operations during Visual Flight Rule (VFR) conditions. Phase 1 of the new runway (6,800 feet) opened on December 12, 2002. Phase 2a (an additional 2,200 feet with Category I Instrument Landing System (ILS) approaches) was commissioned on August 5, 2004. Subsequently, Phase 2b finalized work for Category III ILS approaches, and the airport sponsor commissioned the runway on November 25, 2004. FAA financial support is being provided under an AIP LOI for \$148 million of the total \$500 million project cost. Additional funding is provided by PFC revenue (approximately \$82 million) and other local funds.
- **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 is under way. Included in FAA’s OEP, this new runway will be the first to allow triple simultaneous instrument approaches with less than 5,000 feet runway separation using Standard Terminal Area Radar System (STARS) capability. The new runway will primarily be used for arrivals, but may also be used for some departures. The FAA’s Benchmark Capacity Study estimated the runway would increase the airport’s capacity by 26 percent in VFR and Instrument Flight Rule (IFR) conditions. The total construction of the project is estimated to be \$237 million (total cost including financing is \$376.3 million), and the new runway 18R/36L was commissioned in December 2005. An LOI grant of \$19,150,137 was issued in

FY 2005. The total LOI committed to this project from FY 2002 to FY 2011 is \$131,699,860. A PFC for the project-related cost (including financing) was approved for approximately \$250 million.

- **Dallas/Fort Worth International Airport**, Dallas/Fort Worth, TX: This is a multiphase project to increase capacity by extending Runways 18L, 18R, and 17C. In FY 2004, the addition of 2,000 feet to Runway 18R was completed, and the airport sponsor commissioned the runway on October 30, 2003. In addition, the airport sponsor awarded a construction contract for the extension of Runway 17C and work continued on this runway through FY 2005. FAA financial support is being provided under an AIP LOI for \$28 million of the total \$90 million expected project cost.
- **Hartsfield-Jackson Atlanta International Airport**, Atlanta, GA: A multiphase project to construct a 9,000-foot runway was worked on during FY 2005. Additionally, in FY 2005, FAA issued an AIP grant for \$14 million for the ongoing construction of this new runway. Included in FAA's OEP, this new runway allows for triple simultaneous instrument approaches using the Precision Runway Monitor System. The new runway is the fifth parallel runway and being used for arrivals and departures in all weather conditions down to Category II minimums. FAA's Benchmark Capacity Study estimates that the new runway will increase the airport's capacity by 31 percent in optimum weather conditions and by 27 percent in adverse weather conditions. The airport sponsor commissioned this runway on May 16, 2006. FAA financial support was provided under an AIP LOI for \$104 million of the total \$1.3 billion project cost.
- **Lambert-St. Louis International Airport**, St. Louis, MO: The new runway was commissioned on April 13, 2006. Included in FAA's OEP, the new runway is 9,000 feet long and 150 feet wide, allowing the airport to increase aircraft operations conducted under VFR by 14 percent and IFR by 84 percent. A new four-lane highway tunnel is open and carries traffic beneath the new runway. Paving of the runway took place in calendar year 2005. LOI grants of \$3.8 million and \$3.7 million were issued in FY 2005. 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.
- **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 (RTP), 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 recommends 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 2006. The total grant amount for the study and action plan is \$833,000. In FY 2005, AIP committed a total of

\$119.3 million in grants to the SCAG system of airports. Included in this total were grant funds of \$65.8 million for Los Angeles International Airport runway 7R/25L relocation identified in FAA's OEP to improve the safety and efficiency of the airport.

- **Minneapolis-St. Paul International Airport**, Minneapolis, MN: A new runway, 17L/35R opened October 27, 2005. Included in FAA's OEP, the new runway is 8,000 feet long and 150 feet wide, allowing the airport to increase airport capacity between 26 and 29 percent by operating nearly independently of the existing parallel runways. Although originally planned to be a Category I ILS runway, current plans are for Category II/III approaches allowing significantly lower landing minimums. Paving the runway and restoring the runway protection zone was completed in FY 2005. In 1999, FAA approved an LOI providing \$95 million in Federal funding over 12 years. To date, FAA has provided \$73.5 million under the LOI. The expected total project cost is \$563 million.
- **New England Regional Aviation System Plan, Phase II**, New England region: In the first phase, a regional forecast of aviation activity was developed using advanced forecast methods combined with extensive coordination with State aviation officials and a unique peer-review process. During FY 2005, work continued on the second phase of this innovative study of regional aviation capacity. Initiated in FY 2004, the second phase involves a sophisticated Airport Choice model that is being used to estimate 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 two FAA grants for both phases total \$2.5 million.
- **New York City Regional Air Service Demand Study, Phase I**, New York City region: In FY 2005, 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 2005, the passenger surveys for the PANYNJ airports were completed, and the surveys for the regional

airports and the remaining study tasks were under way. The FAA grants for this phase of work total \$2.9 million.

- **Philadelphia International Airport**, Philadelphia, PA: In FY 2005, AIP issued grants totaling \$26.6 million to the airport. FAA's OEP identifies the extension of runway 17/35 providing operational benefits to reduce delays. AIP committed \$18.7 million. The grants are earmarked for the preparation of two EIS, the first for the 1,040-foot extension of Runway 17/35, the second EIS for the Airfield Capacity Enhancement Program consisting of a study of environmental impacts resulting from major changes in the airfield configuration. The proposed changes would increase the airports ability to meet future airfield capacity demands. The second EIS is expected to be complete in 2007. Construction to extend the runway began in FY 2005.
- **Robert Gray Army Airfield**, Killeen, TX: This project established civilian facilities to accommodate scheduled passenger service at Robert Gray Army Airfield to replace limited facilities at Killeen Municipal Airport. A joint-use agreement between the U.S. Army and the City of Killeen allows access to Robert Gray Army Airfield at Fort Hood, and in August 2004, the facility opened for passenger service. Development at Robert Gray Army Airfield included construction of a parallel taxiway, aircraft-parking apron, and terminal building with six gates, entrance road, and auto parking facilities. In FY 2005 FAA grants totaled \$10,069,944. The total project cost was \$46 million.
- **Seattle-Tacoma International Airport**, Seattle, WA: A multiphased project to construct a third parallel runway (8,500 feet long and 150 feet wide) with 2,500 feet of separation from an existing runway. The new runway resumed construction and will provide all-weather capability for two aircraft arrival streams. In FY 2004, the airport sponsor resolved legal action that temporarily halted construction, and FAA approved a second LOI amendment for the project. Included in FAA's OEP, the construction of this third runway is needed to preserve capacity when low-visibility conditions exist. The airport sponsor anticipates commissioning the runway in November 2008. In FY 2005, FAA provided \$25,529,584 in LOI commitments. The expected total project cost is \$1.05 billion.
- **Proposed South Suburban Airport**, Peotone, IL: FAA issued to the State of Illinois a \$3 million AIP grant in September 2002, a \$2.5 million AIP grant in August 2003, and a \$2.5 million AIP grant in August 2004 for a Master Plan Study and a Tier 2 EIS. In July 2002, FAA completed the Tier 1 EIS and ROD for site approval. The State of Illinois continued to work on plans for the potential establishment of a South Suburban Airport (SSA) to be located near Peotone, IL. Based on FAA site approval granted in 2002, the State of Illinois has been acquiring 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 and the State of Illinois are also engaged in ongoing work in support of the master planning and Tier 2 environmental review for the SSA proposed development. In FY 2005, the State of Illinois submitted a Preliminary Draft Concept Alternatives Analysis. FAA reviewed

the Draft and was anticipating the receipt of the Master Plan and Airport Layout Plan based on the preferred alternative.

- **Washington Dulles International, Dulles, VA:** In FY 2005, AIP issued grants totaling \$8 million towards expanding an apron and rehabilitating a taxiway. In FAA's OEP, an addition to the existing Runway 1L/19R is identified as a capacity project with construction scheduled to begin 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 2010. Construction is anticipated to occur between the years 2006 and 2010 with the improvements expected to be fully operational in the year 2010. A new north-south runway, with adequate spacing would provide the ability for dual independent simultaneous approach capabilities in conjunction with the existing Runway 1L/19R providing redundancy for the existing north-south parallel runways and similar capabilities in the event of a runway closure of either of the existing north-south runways (due to rehabilitation/maintenance, repairs, aircraft rescue and fire fighting exercises, snow removal, etc.) and unforeseen emergencies (incidents), without hindering overall airport operations.

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Chapter 8: Letter of Intent

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

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

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

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

Below is a brief summary of the LOI program for FY 2005. For additional information, please refer to Appendix F, Letter of Intent Commitments by Fiscal Year, and Appendix G, LOI Payments for FY 2005. Appendix F lists the amounts for future fiscal years committed in letters of intent 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. Appendix G shows locations awarded grants associated with LOIs during FY 2005 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.

In FY 2005, LOI payments totaled \$208.3 million in discretionary funds and 76.7 million in airport sponsor entitlements. At the end of FY 2005, there were 32 open LOIs with

payment schedules totaling \$1,171.5 million extending from FY 2006 through FY 2017. During FY 2005, there were no new LOI approvals, and FAA closed out two LOIs, for Baltimore, MD, and Denver, CO.

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Chapter 9: Environmental Responsibilities

The FAA's Office of the Associate Administrator for Airports (ARP) 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 Implementing Procedures 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 and measures to mitigate adverse impacts.

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

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

FAA first reviews the proposed project to determine if a categorical exclusion applies. These actions normally do not cumulatively affect the quality of the human environment. 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 environmental assessment (EA) based on the requirements prescribed in FAA Orders 1050.1E and 5050.4B. If after reviewing the EA, FAA determines the document meets legal requirements and the project (including any identified mitigation) would not significantly affect environmental resources, the agency

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

will adopt the EA and prepare a document known as a Finding of No Significant Impact (FONSI).

After reviewing the EA, FAA determines, if 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. Section 102(2)(C) of NEPA requires an Environmental Impact Statement (EIS) when a project would significantly affect the quality of the environment. If the project normally requires an EIS or significant impacts are anticipated, FAA may proceed directly into the EIS. The EIS is a detailed study of a proposed action's potential environmental impacts. FAA and an FAA-selected consultant specializing in evaluating and assessing environmental impacts prepare the EIS. FAA may use an EA that an airport sponsor prepares as the basis for further analyses in the EIS. The resulting EIS:

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

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

9.1 Streamlining the Environmental Review Process

In response to congressional direction, FAA issued a Report to Congress in May 2001 about 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 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 to the reallocation of the staff in FAA's Office of the ARP, in FY 2004, Congress authorized 31 new positions specifically to assist FAA headquarters and regional offices in expediting the preparation and processing of EISs for airport improvement projects. These positions were filled by the end of FY 2005 with 18 environmental specialists and 13 environmental attorneys. The increased staff has greatly contributed to the FAA's ability to prepare and process major EISs and resolve environmental issues in a timely manner.

Vision 100—Century of Aviation Reauthorization Act (Vision 100), Public Law 108-176, 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 particular provision directs the Secretary of Transportation (i.e., FAA) 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. The FAA's ARP 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 the revised Order 5050.4B and related documents.

9.2 Changes to FAA Environmental Guidance and Policies

The FAA's ARP updated its environmental handbook, FAA Order 5050.4A. A revised FAA Order 5050.4B was 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. 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.

Besides actions to provide a comprehensive update of Order 5050.4, the FAA's ARP continues to provide updated environmental guidance to its field offices as a result of revisions in laws and regulations issued by Congress, the President, and other Federal agencies. This office, in conjunction with other FAA offices, also developed and implemented guidance for environmental provisions contained in Vision 100, including the provision for streamlining the environmental review of certain airport projects.

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 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 projects benefited from 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 analysis 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 April 2005. 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 added as a high-priority transportation project under the auspices of Executive Order 13274. The project was selected because of unresolved issues between FAA and the Department of Interior, National Park Service, regarding the assessment of potential noise impacts to nearby national parks due to the new airport and aircraft overflights. FAA, the Department of Interior, and the National Park Service are working together to determine 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 draft EIS in September 2005. FAA issued a final EIS in May 2006 with a ROD in August 2006.

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Chapter 10: Noise and Air Quality Programs

10.1 Noise Compatibility

Under 14 CFR Part 150, Airport Noise Compatibility Planning,²⁴ FAA continues to help 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 2005, 266 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, 226 have approved NCPs, and FAA has approved 72 amendments to NCPs. In FY 2005, 11 grants were awarded for new or updated noise studies, costing about \$2.3 million, and another 79 grants for \$340 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 2005, PFC authority for noise planning and mitigation totaled more than \$135 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 in a significant way. As noted, to be AIP eligible, a noise mitigation measure must, with few exceptions, be an approved noise compatibility measure in an FAA-approved NCP under Part 150. To be eligible for a PFC approval, a noise compatibility measure needs only 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.

In FY 1992, FAA began managing the new 14 CFR Part 161, Notice and Approval of Airport Noise and Access Restrictions (issued September 25, 1991). Part 161 carries out terms of the Airport Noise and Capacity Act of 1990 (ANCA, recodified at 49 U.S.C. 47521 *et seq.*) by setting up a national program for reviewing airport noise and access

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.*).

restrictions on Stage 2 and Stage 3 aircraft operations.²⁵ Part 161 also advises airport operators on how ANCA and Part 161 apply to the airport noise compatibility planning conducted under 14 CFR Part 150. 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 advice on how to comply with ANCA, Part 161, and other pre-existing Federal laws governing airport access.

With the passage of Vision 100, additional noise projects outside the Part 150 program became eligible for AIP grants in FY 2004. Section 160 of Vision 100 added Section 47141 to 49 U.S.C., which authorizes the Secretary of Transportation to make grants from AIP noise set-aside funds to States and units of local government for compatible land use planning and projects around large and medium hub airports that have either never submitted a noise compatibility program or have not updated such a program within the preceding 10 years. These grants are limited to FY 2004 through FY 2007. FAA has endeavored to get the word to eligible State and local governments through several venues, including national planning forums, planning magazines, and the 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. To date, FAA has had few 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 airport ground emissions at commercial service airports in air quality nonattainment and maintenance areas. The start of the VALE program was announced on September 30, 2004 to begin in FY 2005. In the first year of the program, FAA awarded two AIP grants for VALE low-emission projects totaling \$443,000.

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 six criteria pollutants (ground level ozone, carbon monoxide, particulate matter, nitrogen dioxide, sulfur dioxide, and lead) from all airport stationary and mobile sources. Aircraft emissions are not included in the program because the Environmental Protection Agency (EPA) regulates this source on an international basis.

The VALE program was developed in cooperation with the EPA and the U.S. Department of Energy (DOE). It provides airport sponsors with financial and regulatory incentives to make earlier and greater investments in proven low-emission technology. In addition, the program encourages the use of domestic alternative fuels for more emission savings and energy independence.

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.

Participation in the VALE program is voluntary for airport sponsors and participating State air quality agencies, which play an important role in the program. Funding for the VALE program is provided through two airport assistance programs, AIP and PFC. The regulatory incentives for the program are provided through “airport emission reduction credits.” Airport sponsors receive the credits from State air quality agencies for eligible VALE projects and may use the credits to meet future CAA requirements.

Project eligibility is limited to capital investments and to the deployment of proven, cost-effective technologies that are commercially available. Eligible low-emission technology ranges from on-road vehicles and aeronautical ground support equipment (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 as well as previous agency experience with the Inherently Low Emission Airport Vehicle (ILEAV) Pilot Program (2001–2005) (See Section 14.1, ILEAV Pilot Program).

The VALE program reflects the emergence of air quality as a major environmental concern for aviation. Approximately one-third of U.S. commercial service airports, including many of the nation’s largest and busiest, are located in EPA-designated nonattainment or maintenance areas.

FAA and the airport community recognize that controlling airport emissions and meeting these requirements is essential to the continued growth and improvement of public aviation. The VALE program provides the means for demonstrating that airport development and air quality improvements can happen together. It reduces uncertainties for sponsors and provides them with the resources and tools to plan future modernization efforts more efficiently.

Airports offer practical opportunities for controlling emissions from stationary and ground transportation sources because of their centralized operations. Airport fleets, especially 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.

Vision 100 also authorized an Airport Ground Support Equipment (GSE) Emissions Retrofit Pilot Program. This is separate from the VALE program. The pilot program offers 10 AIP grants of up to \$500,000 per airport to sponsors that test and evaluate GSE retrofits using cleaner conventional fuels and emission control technologies. These technologies must be certified by the EPA and meet many of the requirements established for the VALE program. To date, no grants have been issued under this pilot program.

While the GSE Emissions Retrofit Pilot Program will expire with Vision 100, the VALE program will become a permanent part of AIP and the PFC Program.

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Chapter 11: Disadvantaged Business and Civil Rights Requirements

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

Under Part 26, overall DBE goals must be based on demonstrable evidence of the relative availability of DBEs 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 goal²⁷ 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 2005, DBEs received 16.50 percent of contract dollars awarded under AIP (2.25 percent more than the previous fiscal year), and DBE concessionaires earned 11.24 percent of the total gross receipts generated by all concessions at primary airport locations (a 0.87 percent increase from the previous fiscal year).

During FY 2005, FAA informally resolved 25 complaints filed under the Americans with Disabilities Act of 1990 and the Rehabilitation Act of 1973. At the beginning of FY 2005, there were 12 unresolved disability complaints, and FAA received an additional 23 complaints during the year, for a total of 35 complaints.

Eighteen complaints filed under Title VI of the Civil Rights Act of 1964 were also informally resolved during FY 2005. The number of unresolved Title VI complaints at the beginning of 2005 was 23, and FAA received 10 additional complaints during the fiscal year, for a total of 33 complaints. Two administrative complaints relating to

²⁶ *Adarand Constructors v. Peña*, 515 U.S. 200 (1995)

²⁷ 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.

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 were pending in FY 2005. One complaint was filed in FY 2005 and closed in FY 2006. In that case the FAA found no basis for the DBE allegation and the airport sponsor's actions were consistent with Federal obligations. The second Part 16 complaint, filed in FY 2003, resulted in a Director's determination, issued on September 1, 2005 that found the airport sponsor in compliance with its Federal obligations.

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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, PFCs.

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, for terminal gates and related areas, and costs associated with debt financing. One major use of PFC is the local “match” funds for AIP grants, particularly at nonhub primary airports.

Since its inception, Congress has made several statutory changes to the program. Most recently, the passage of AIR-21 modified the program by raising the maximum PFC limit to \$4.50. In addition, Congress included a mandate in Vision 100 for FAA to develop a nonhub pilot program to streamline the application process. 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 will be addressed in future rulemakings.

Within FAA, the PFC Program is administered by the Office of the Associate Administrator for Airports, which comprises staffs 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 2005, FAA approved or partially approved 104 applications for PFC collections at 91 locations, of which nine 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 2005, FAA approved PFC applications, totaling \$5.9 billion, including these at the following airports:

- Phoenix Sky Harbor International Airport, Phoenix, AZ (\$177,800,000);
- Los Angeles International Airport, Los Angeles, CA (\$267,249,968);
- Fort Lauderdale International Airport, Fort Lauderdale, FL (\$270,817,368);
- Orlando International Airport, Orlando, FL (\$232,818,000);
- Minneapolis-St. Paul International Airport, Minneapolis, MN (\$191,380,173);
- Las Vegas McCarran International Airport, Las Vegas, NV (\$622,726,100);
- Pittsburgh International Airport, Pittsburgh, PA (\$250,136,744);
- Dallas-Fort Worth International Airport, Dallas, TX (\$2,891,040,000); and
- Washington Dulles International Airport, Chantilly, VA (\$672,867,049).

In CY 2005, public agencies collected PFCs totaling \$2.4 billion (an increase of \$216 million from CY 2004 PFC collection).

As of September 30, 2005, a total of 358 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 \$52 billion.²⁸

Ninety-one percent of large and medium hub airports were collecting PFCs as of the end of the fiscal year, with 79 percent of small hub and nonhub primary airports collecting PFCs. Participation in the PFC Program falls off sharply at the level of nonprimary commercial service airports, with only 23 percent of these airports collecting PFCs as of the end of FY 2005. This category of airports has low passenger volume, so the revenue generated may not offset the cost associated with implementing a PFC program.

²⁸A 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 2005 and from FY 1992 through FY 2005.

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Chapter 13: 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.²⁹ 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 capacity in the U.S. airspace system that meets projected demand in an environmentally sound manner;
- International Leadership — Increase the safety and capacity of the global civil aerospace system in an environmentally sound manner; and
- Organizational Excellence — Ensure the success of the FAA’s mission through stronger leadership, a better-trained workforce, enhanced cost-control measures, and improved decision-making based on reliable data.

The FAA’s Office of the Associate Administrator for Airports (ARP) Business Plan was developed to support the strategic goals and objectives of the FAA Flight Plan. The ARP Business Plan has a strong alignment to the Flight Plan, clear and measurable activity targets, and realistic milestones. In 2005, this business plan demonstrated effective coordination with outcome-based performance goals with measures and targets for each of the Flight Plan’s four goals.

²⁹The current edition of the FAA Flight Plan, 2007–2011, is available online at <http://www.faa.gov>.

13.1 Greater Safety

FAA has an important long-term goal to improve 100 percent of runway safety areas³⁰ (RSAs) to meet standards or to the extent practicable. In FY 2005, FAA continued to make progress and completed improvements for 43 priority runways, exceeding the FAA's ARP FY 2005 Business Plan goal of at least 41 priority RSAs. FAA also granted approximately \$282 million in AIP funds for RSA improvements for the remaining 246 out of 453 priority runways, including 34 that will be completed in FY 2006.

The reduction of the number of runway incursions³¹ is another major FAA safety goal. In FY 2005, ARP 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 52 V/PDs, which exceeded the target by nine percent.

Many safety projects FAA funded in FY 2005 support these efforts to reduce runway incursions, including AIP discretionary funds awarded to 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 2005, FAA issued 16 AIP grants, totaling \$333.8 million, in support of RSAT recommendations.

To promote safety, ARP 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 2005, FAA updated a record number of 24 ACs. This has reduced the average age of ACs from 13.5 years in FY 2002 to 8.2 years in FY 2005. This is significant progress on ARP's long-term goal of reducing the average age of more than 100 ACs to less than 5 years.

During FY 2005, ARP also continued efforts to increase the level of airport safety and technology research. In a memorandum of agreement, DOT, FAA, and the National Academy of Sciences created the congressionally directed Airport Cooperative Research Program. This program is authorized at \$10 million per year and will significantly increase the level of airport research.

³⁰ 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).

³¹ 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.

Similarly, ARP sponsors airport research during the fiscal year to advance airport safety, totaling \$8,500,000. This research was done through the Airport Technology Research program funded in the FAA Facility and Equipment (F&E) appropriation and involved research on the following items:

- Airport design
- Operation of new large aircraft
- Airport wildlife hazard abatement
- Runway incursions
- Airport visual guidance technology
- Rescue and fire fighting

Finally, ARP used AIP funds to increase safety and access to rural airports in Alaska. To achieve these goals starting in FY 2005 through 2010, FAA issued \$40.7 million in AIP funds to bring 6 out of 20 substandard Alaskan airports to meet FAA lighting standards for 24-hour access by essential medical emergency aircraft. Further, ARP worked cooperatively with the FAA Alaskan Region Airports Division to administer \$1.8 million of FAA facilities and equipment funding for runway lighting at four rural airport locations.

13.2 Greater Capacity

The National Airspace System Operational Evolution Plan (OEP)³² 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 that account for the majority of the scheduled passenger flows in the country. In CY 2002, 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 2005-2010 established a goal to improve capacity at these 35 OEP airports by 30 percent.

From FY 2002 through FY 2005, six new OEP runways have been commissioned, including an AIP-funded parallel runway at Cleveland Hopkins International Airport commissioned in FY 2005. This new runway provides additional capability for simultaneous arrival/departure operations during VFR conditions (see Chapter 7: Major Capacity, Safety, and Security Project Grants, for more information on AIP-funded runway projects during FY 2005).

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

³² The OEP is available online at <http://www.faa.gov/library/plans/>.

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*,³³ identified airports and/or metropolitan areas that are not expected to meet projected aviation demands in 2013 and 2020, using 2003 data as the baseline. 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 in metropolitan areas as well to determine where future capacity constraints may emerge.

In FY 2005, FAA re-validated the methodology used for this report to ensure investment plans now in place will continue to address future airport capacity demands. In doing so, FAA analyzed and developed solutions for airports identified in this report to ensure they will meet future demand, including capital development needs to be included in the AIP planning process. In addition, similar analysis was completed for non-OEP airports.

To further support capacity enhancements, ARP 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 2005.

ARP also had an outstanding year in the processing of major environmental impact studies in support of capacity-enhancing or delay-reducing projects. These projects included the final Environmental Impact Statement (EIS) for development at Washington Dulles International Airport regarding the proposed two new runways and associated facilities. In addition, final Records of Decision were issued for the Chicago O'Hare Modernization Program (OMP), Philadelphia Runway 17/35 extension, and Los Angeles Master Plan development.

13.3 International Leadership

ARP's international activities grew substantially in FY 2005, requiring both headquarters and regional FAA personnel to participate in numerous international assignments.

Of particular note was ARP's support for the U.S. effort to reconstitute civil aviation in Iraq and Afghanistan. FAA airport certification and safety specialists made two trips to Iraq and conducted onsite assessments at six Iraqi airports. Recommendations were provided to the Iraqi Aviation Authority for improvements required to bring the airports up to International Civil Aviation Organization (ICAO) standards. In Afghanistan, an assessment was conducted at Kabul Airport and recommendations provided to bring the airport up to ICAO safety standards.

³³ The *Capacity Needs in the National Airspace System Report* is available online at http://www.faa.gov/airports_airtraffic/airports/resources/publications/reports/.

In FY 2005, ARP also continued support of the Safe Skies for Africa initiative. Projects included wildlife hazard assessments at airports in Kenya and Uganda. In addition, ARP supported an FAA assessment of aviation safety in Djibouti and conducted airport safety and certification seminars in Cape Verde and South Africa.

Similarly, ARP continued to provide technical assistance to the General Administration for Civil Aviation in China (CAAC). A 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.

Finally, ARP engineering staff represented the U.S. government at 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.

13.4 Organizational Excellence

By establishing organizational excellence goals, FAA develops initiatives to ensure the success of FAA's mission through stronger leadership, a better-trained and safer workforce, enhanced cost-control measures, and improved decision-making based on reliable data. In FY 2005, ARP supported these goals by making improvements in all of its management and organizational processes, including AIP.

To ensure better AIP funds control, ARP set out to reduce the number of older, multiphased grants still active and to address grants that have not been active in over 18 months. ARP 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. This allowed ARP to achieve its goal of activating or closing 100 percent of such grants (totaling 1,474 grants) during FY 2005.

In addition, ARP exceeded its goal to close out 95 percent of AIP grants that are 4 years and older. A total of 810 of these older AIP grants, or 96 percent, were closed. ARP also achieved its goal to issue 90 percent of construction and equipment grants based on costs determined by bids rather than estimates.

In FY 2005, ARP 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 noise exposure to a day-night average sound level³⁴ of less than 65 decibels. These noise compatibility projects were funded through AIP. In

³⁴ 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.

FY 2005, FAA issued 58 AIP grants totaling \$336.5 million in AIP funding in support of noise compatibility projects that will benefit approximately 25,319 individuals. This exceeded our performance target of 20,000 individuals by 26 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 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% of all runways at airports in the NPIAS are maintained in good or fair condition. In FY 2005, actual field surveys affirmed that 96% of runways at NPIAS airports met these criteria.

During FY 2005, ARP conducted a nationwide customer satisfaction survey on the following:

- Measure customer satisfaction with the manner in which the ARP 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 actions plans.

The survey was conducted by the University of Michigan, CFI Group, and the Federal Consulting Group using the American Customer Satisfaction Index (ACSI). Established in 1994, the ACSI tracks trends in customer satisfaction and provides valuable benchmarking insights on the consumer economy for companies, industry trade associations, and government agencies. The index produces information unique to each participating Federal agency on how its activities affect and are perceived by its customers.

Over 600 respondents, representing a broad cross-section of airports and consultants, responded to the web-based survey. The overall ACSI score for ARP was 71 on the ACSI's 100-point scale, on par with other Federal government regulatory agencies.

ACSI uses customer interviews as input to a multiequation econometric model. The ACSI model is a cause-and-effect model with indices for key drivers of satisfaction (customer expectations, perceived quality, and perceived value), satisfaction (ACSI), and outcomes of satisfaction (customer complaints and customer loyalty). For ARP, the key "driver of satisfaction" was the interaction between headquarters and FAA Airports District Office personnel. Further, the survey identified ARP's core strengths as staff

interaction for their knowledge, accuracy of information provided, and availability, as well as communications/outreach efforts.

ARP is developing 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).

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Chapter 14: Pilot Programs and Special Funding

14.1 ILEAV Pilot Program

The Inherently Low Emission Airport Vehicle (ILEAV) Pilot Program completed its fifth and final year of low-emission equipment acquisition and Federal monitoring in FY 2005. The ILEAV Pilot Program, which was authorized in 2000 under AIR-21, served as an important source of experience and information for the subsequent Vision 100 reauthorization and its emission provisions for the VALE Program (see Chapter 10).

The ILEAV Program met its mission to provide information on the feasibility and reliability of emerging low-emission airport technologies. The pilot projects, which sponsored a wide range of technologies and fuel types, provided the agency and the airport community with useful comparisons of the technical, environmental, and economic trade-offs. The results of these pilot projects have provided FAA a better understanding of issues critical to the successful introduction of low-emission vehicles in the airport environment, including the commercial availability of alternative fuel vehicles, refueling and recharging systems, emission assessment methods, ownership issues, and cost effectiveness.

14.2 Airport Privatization Pilot Program

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

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

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

SWF continues to be the only airport with an approved exemption. The Orleans Levee District's application for New Orleans Lakefront Airport remains on file pending receipt

of additional information from the sponsor. At the close of FY 2005, there were three available slots for future applicants.

14.3 Innovative Financing Techniques Program

In 2003, Vision 100 extended the innovative financing technique provisions contained in 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. FAA approved 10 demonstration projects under the pilot program.

Subsequently, Congress incorporated into the authorizing statute several of the financial innovations tested in the initial demonstration projects with the passage of AIR-21. Building on this success, FAA approved 10 additional demonstration projects during FY 2001 and FY 2002, for a total of 20 demonstration projects. In these demonstration projects, FAA focused on carrying out worthy projects quickly to save overall project costs and encouraged projects with the potential to improve small airport financing through borrowing.

As during the previous fiscal year, FAA did not receive any innovative finance proposals in FY 2005 and, accordingly, approved no additional innovative financing projects.

14.4 Emergency Funding for CY 2004 Hurricane Damage

On October 13, 2004, the President signed into law the Emergency Supplemental Appropriations for Hurricane Disaster Assistance Act, 2005 (Public Law 108-324). Part of the FY 2005 Military Construction Appropriations Act, Public Law 108-324 authorized emergency funding to several agencies, including \$25 million in emergency capital funding to compensate airports for capital costs associated with replacement or repair of public-use facilities damaged by Hurricanes Charley, Frances, Ivan, or Jeanne.

In response, FAA quickly evaluated grant applications on the basis of a special approval process in accordance with the parameters identified in Public Law 108-324. Overall, the supplemental appropriation was allocated to two FAA regions for eligible projects at 66 airports in seven states and Puerto Rico. Florida and Alabama bore the brunt of damage from these hurricanes and received the majority of the funding, with obligation of 93 percent (\$23 million) to 43 Florida airports and 6 percent (\$1.46 million) to 13 Alabama airports. All funds were obligated less than 90 days after passage of the emergency act.

14.5 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 funding.

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 \$40.5 million of FY 2005 AIP funds to airports in Louisiana, Texas, Mississippi, and Alabama that sustained damage as a result of Hurricanes Katrina and Rita.

The timing of the hurricane season occurring in the final weeks of the fiscal year presented a challenge in meeting the needs of airports that sustained heavy damage. Airport sponsors are not always able to identify specific projects and solidify damage estimates, insurance claims, and relief from other sources in the immediate aftermath of severe storms. Within the limits of the FAA's statutory authority, we provided capital relief needs resulting from seasonal storm damage.

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Chapter 15: Land Use Compliance

Section 737 of The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), now codified under 49 USC § 47131, requires the annual compilation of the *Land Use Compliance Report*.³⁵ This report is to provide a detailed statement listing airports that 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 2005* and included it as Appendix H: Land Use Compliance Report for FY 2005. This report lists airport sponsors that at the end of FY 2005, FAA is investigating or working with to resolve a land use compliance issue and where corrective actions have been requested or are under way.³⁶ Inclusion in the report does not mean that 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 2005, are the basis of the *Land Use Compliance Report*.

³⁵ See 49 USC § 47131 (a) 5.

³⁶ 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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Appendix A: Glossary

- Allocations. After a project is fully processed and approved, FAA regions notify airport sponsors of an allocation of funds for a project. This is merely a notification of intent to grant (obligate) funds and does not involve a transfer of funds. Total allocations by a FAA region can never exceed funds made available by FAA headquarters to a region in either planning figures or allotments. Allocations based only on planning figures issued in advance of obligation limitations and apportionments may have to be withdrawn if final congressionally approved program levels are lower than originally expected.
- Allotments. After receipt of an 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 will be made throughout the year as required.
- Apportionments. There are two actions referred to as apportionments:
 1. The authorizing legislation requires an apportionment of funds to be made each October to airport sponsors and States based on formulas contained in the authorizing legislation. This apportionment notifies airport sponsors and States that these funds are available for eligible work, but does not involve any transfer of funds. Such apportionments are more commonly referred to as "entitlements" funds.
 2. The other type of apportionment is made by the 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. A legislative act authorizing the expenditure of a designated amount of public funds for a specific purpose. Short-term appropriations legislation sometimes is enacted and is known as a "continuing resolution." In the case of AIP, legislation authorizing the grant program provided the necessary authorization to spend funds and issue grants in the form of contract authority. Congress uses the appropriation process to establish an obligation limit for AIP.
- Authorization. A legislative act granting 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. 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 funds from apportionment funds may be used whether or not there is AIP authorizing legislation if sufficient contract authority remains from a prior authorization legislation.
- Discretionary. The term “discretionary” refers to funds that are available for use on eligible projects at FAA’s discretion. Discretionary funds are of two types. One type is referred to as discretionary set-aside funds (for noise planning and programming, Military Airport Program (MAP) participants, and a special reliever airport category). The other type is comprised of those funds remaining after the apportionments are made and the set-asides are accommodated. Of these remaining funds, 75 percent—known as capacity/safety/ security/noise (C/S/S/N)—is to be used for preserving and enhancing capacity, safety, security, and carrying out noise compatibility planning and programs at primary and reliever airports. The remaining 25 percent, known as remaining or pure discretionary, may be used for any eligible project at any airport.
- Entitlements. The term “entitlements” refers to the passenger, cargo service, and State apportionments (including nonprimary apportionments when applicable) available to sponsors and States based on formulas in the Act. See the definition of “apportionments” above.
- Obligations. The execution of a grant agreement with an airport sponsor constitutes an obligation of the U.S. Government to pay the amounts specified in the grant. Obligations of funds are processed through FAA regional accounting offices in two steps: (1) a “reservations of funds” is made before the grant is signed; and (2) an “obligation” is reported when the grant is signed. Total obligations in a region may never exceed the total of funds allotted to a region.
- Obligation Limitation. Language in 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). The AIP provides assistance under a single program for airport planning and development with user taxes from the Airport and Airway Trust Fund. This 1982 Act also provides funds to conduct noise compatibility planning and to implement noise compatibility programs that are authorized by the Aviation Safety and Noise Abatement Act of 1979 (P.L. 96-193).

The Airport and Airway Improvement Act has been amended several times. The first, enacted barely 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 was authorization of a State Block Grant Program in three States during FY 1990 and FY 1991. The 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 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, the 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 that the minimum amount to be apportioned to a primary airport based on passenger boardings would be \$500,000. The Act also modified the percentage of AIP funds that must be set aside for reliever airports (reduced from 10 percent to 5 percent), 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.: P.L. 103-272 (July 5, 1994), Codification of Certain U.S. Transportation Laws at 49 U.S.C., repealed the Airport and Airway Improvement Act of 1982, as amended, and the Aviation Safety and Noise Abatement Act of 1979, as amended, and recodified them without substantive change at Title 49 U.S.C., etc. 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. The previous cap of 44 percent of AIP for primary and cargo entitlements was removed.

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

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

Three new pilot programs for innovative financing techniques, pavement maintenance, and privatization of airports were added to the program. Other changes included changes to the MAP in the number of airports under the program, criteria for selection, project eligibility, and permission to extend MAP participants for an additional 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 from 3 to 7 States in 1997, 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 \$1.660 billion. The law further restored discretionary set-aside for the MAP, which was inadvertently permitted to expire.
- Final Extension. On September 29, 1999, P.L. 106-59 was enacted extending AIP to September 30, 1999. This law increased AIP contract authority to \$2.41 billion, an increase of \$360 million. The obligation limitation was increased to \$1.95 billion, an increase of \$290 million.

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

- The authorized AIP funding level significantly increased in FY 2001 to a level of \$3.2 billion, growing to \$3.4 billion in FY 2003.
- Formula changes 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) 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 and funded at two-thirds of a percent of AIP.
- 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.
- 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, amended Title 49, U.S.C., to make eligible any additional security related activity required by law or the Secretary. This new eligibility was broad and could include operational costs that heretofore have not been eligible under AIP. The period of eligibility was for FY 2002 only and could include only the additional costs from September 11, 2001, to September 30, 2002.

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

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

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

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, appropriated \$175 million to the 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:

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

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

Several sections of Vision 100 are summarized below:

- Section 123 established a pilot program for streamlining approvals under the PFC Program for nonhub airports. Under this pilot program, FAA deems a PFC approval request approved unless the agency objects within 30 days. In addition, changes were made to requirements for air carrier consultation, public comment and Federal Register notice, application content, air carrier financial management, debt service, military charters, low emission vehicles and the Air Traffic Modernization Program.
- Section 141 expanded the eligibility for routine pavement maintenance to nonhub airports. Under AIR-21, pavement maintenance was made eligible for nonprimary airports.
- Section 149 contained provisions for nonprimary airports to better use the entitlements granted under AIR-21 that allow these airports to share these entitlements with other airports in the same State or geographic area; airports may also perform work prior to

a grant and be reimbursed later using their nonprimary entitlements. Under this provision, FAA may also provide grants on a multiyear basis similar to larger airports. Airports are also permitted to use these nonprimary entitlements for terminal development work. Finally, this section allows nonprimary airports to use the entitlements for limited revenue producing aeronautical facilities if they have demonstrated that all of its airside needs have been adequately financed.

- Section 148 consolidated various considerations for making discretionary grants into one section and added two more considerations. These two new considerations restrict FAA in giving discretionary grants to the projects with the highest numerical priority rating first and to make a determination that a project will be commenced within six months or within the same fiscal year, whichever is later.
- Section 150 extended the use of nonprimary airports' entitlements from three years to four years.
- Section 152 established a pilot program for the purchase of development rights of privately owned airports by State or local public entities.
- Section 156 extended Title 49, U.S.C. 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 424 added a requirement that a large or medium hub airport must disclose to FAA if it has been unable to provide access in the previous 6 months. Such disclosure must be provided on February 1 or August 1 of a year for any inability occurring in the previous six months.

FY 2005 Response to Hurricane Damage:

On October 13, 2004, the President signed into law the Emergency Supplemental Appropriations for Hurricane Disaster Assistance Act, 2005 (Public Law 108-324) as part of the FY 2005 Military Construction Appropriations Act. Public Law 108-324 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 Public Law 109-87 that 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 the AIP.

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 million 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	\$3,375	\$3,274	2,150
2005	\$3,500	\$3,384	\$3,417	\$3,546	2,099

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 (Public Law 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 (Public Law 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.

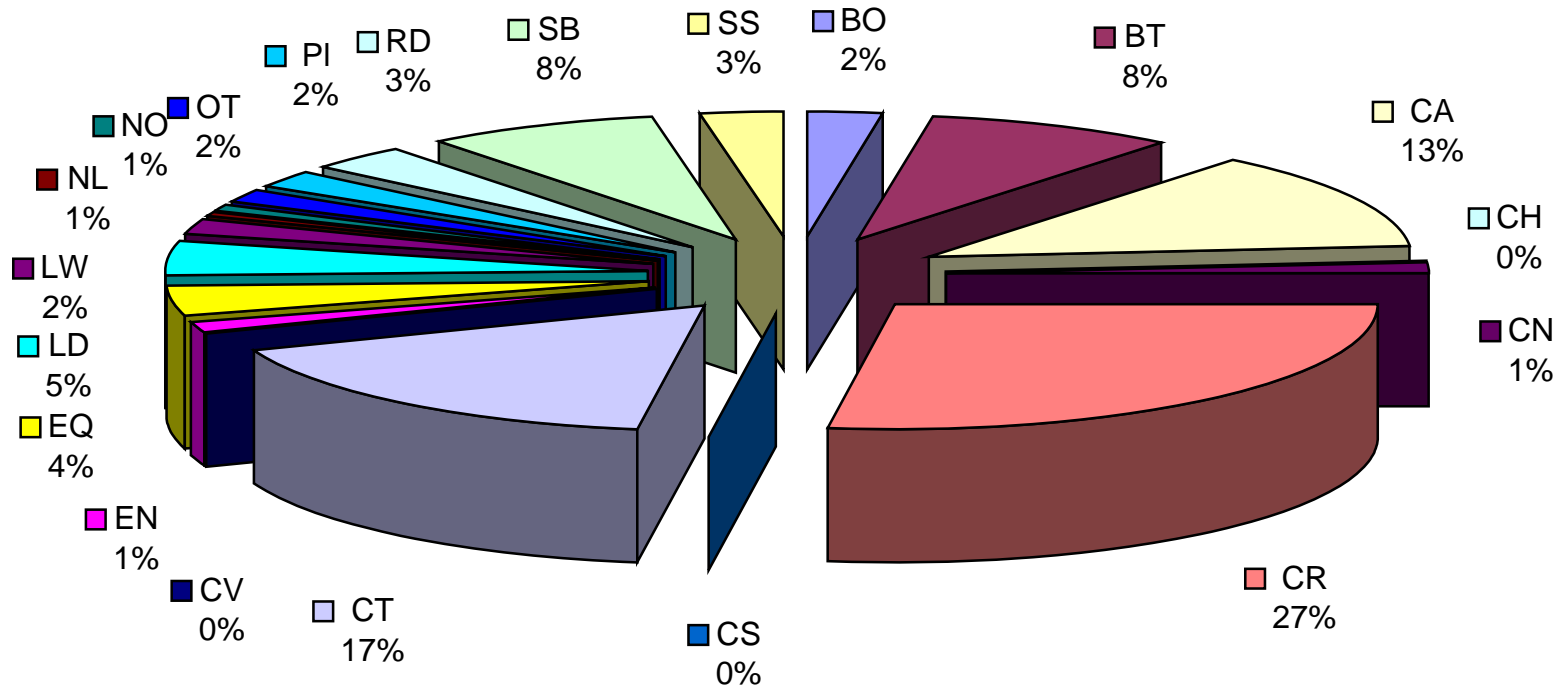
¹⁰ Congress imposed rescissions in contract authority of \$50 million per P.L. 104-208, Omnibus Consolidated Appropriations Act (1997), and \$750 million per P.L. 105-18, 1997 Emergency Supplemental Appropriations Act.

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

Cumulative Grants Awarded

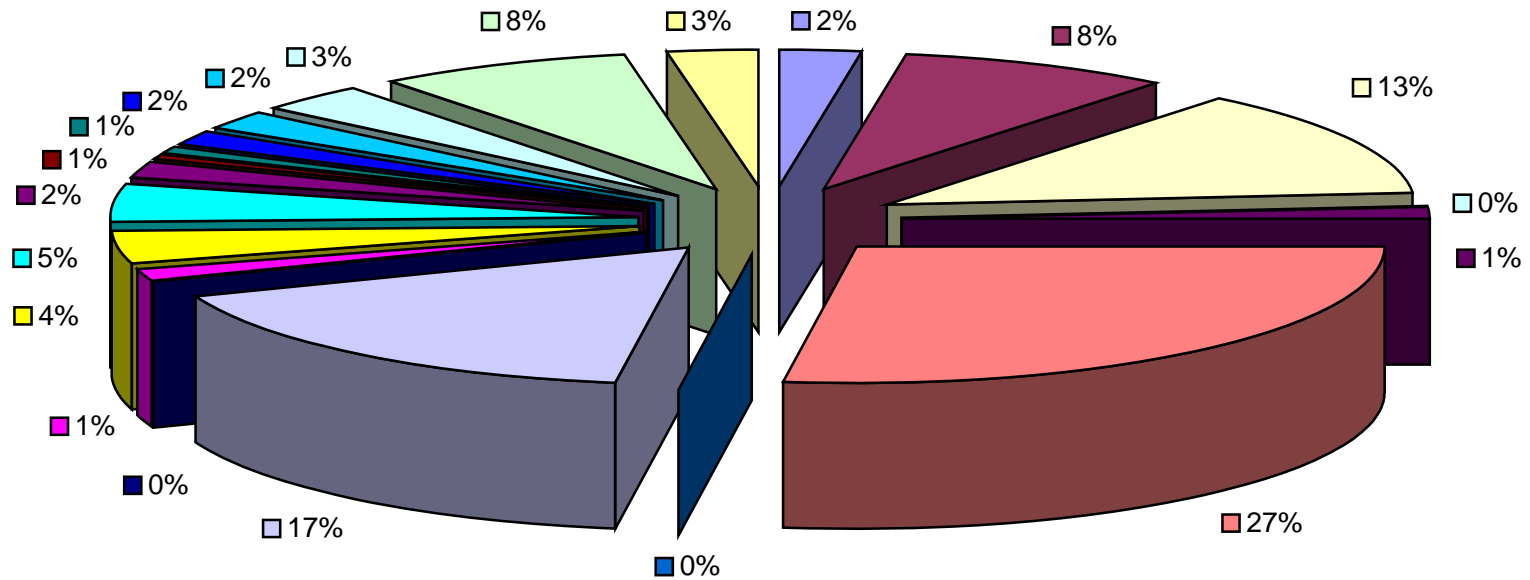
Development Planning Type		Apportioned Grant Funds		Discretionary Grant Funds		Combined Grant Funds	
Abbrev	Description	Total Awarded (\$ millions)	%	Total Awarded (\$ millions)	%	Total Awarded (\$ millions)	%
PL	Planning	376.52	2.41	237.53	1.5	614.05	1.95
SS	Safety and Security	1,297.82	8.30	278.53	1.75	1,576.35	5.00
CR	Landing Area Construction, Runway	2,024.30	12.94	1,380.08	8.67	3,404.38	10.79
CT	Landing Area Construction, Taxiway	5.49	0.04	3.10	0.02	8.59	0.03
CA	Landing Area Construction, Apron	204.19	1.31	241.71	1.52	445.9	1.42
CN	Landing Area Construction, New Airport	4,246.99	27.14	5,535.01	34.77	9,782.00	30.99
CH	Landing Area Construction, Heliport	12.13	0.08	0	0.01	12.13	0.04
CS	Landing Area Construction, Seaplane Base	2,661.94	17.01	1,816.30	11.41	4,478.24	14.19
CV	Landing Area Construction, Vertiport	0.49	0.01	0	0	0.49	0.01
NL	Noise Control, Land	197.65	1.27	155.20	0.98	352.85	1.12
NO	Noise Control, Other	602.84	3.86	240.37	1.51	843.21	2.68
LW	Lighting, NAVAIDs, Weather, Obstructions, Signage	704.48	4.51	534.43	3.36	1,238.91	3.93
BT	Building, Terminal	332.02	2.13	262.83	1.66	594.85	1.89
BO	Building, Other	91.85	0.59	1,250.27	7.86	1,342.12	4.26
LD	Land (Other than Noise)	117.14	0.75	1,820.76	11.44	1,937.90	6.14
RD	Roadways	253.96	1.63	240.80	1.52	494.75	1.57
EN	Environmental	366.83	2.35	192.76	1.22	559.59	1.78
EQ	Equipment	516.02	3.30	254.83	1.61	770.85	2.45
OT	Other	1,213.75	7.76	621.84	3.91	1,835.58	5.82
SB	State Block Grant Programs	423.69	2.71	856.07	5.38	1,279.77	4.06
	Totals	15,650.12	100	15,922.42	100	31,572.51	100

FY 1982 - FY 2005 Cumulative Entitlement Grants 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 2005 Cumulative Discretionary Grants Funds Awarded

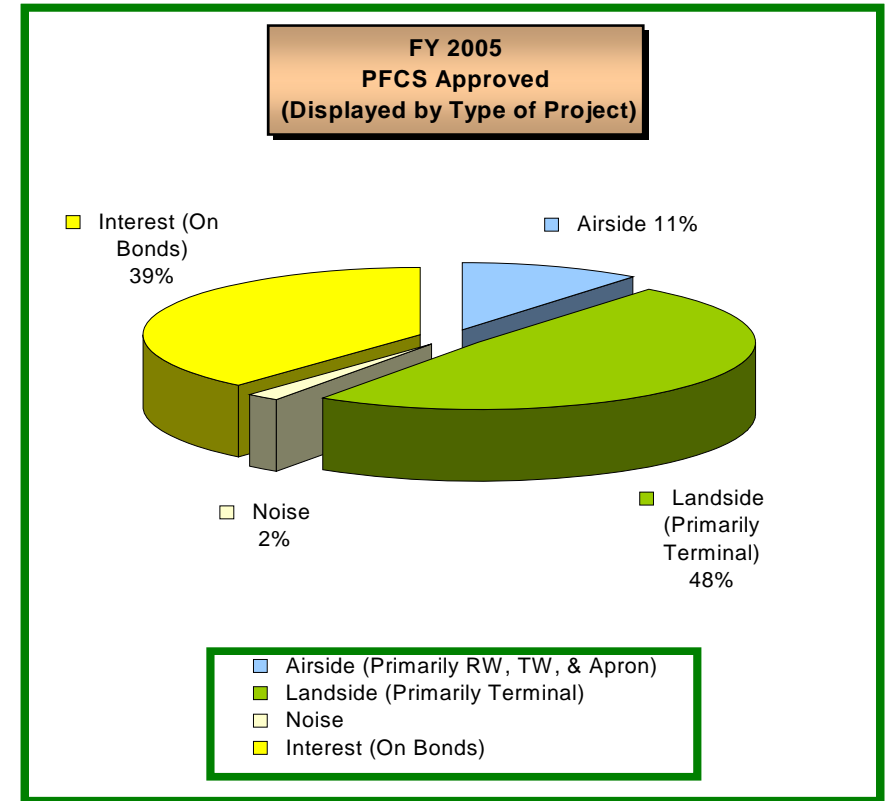
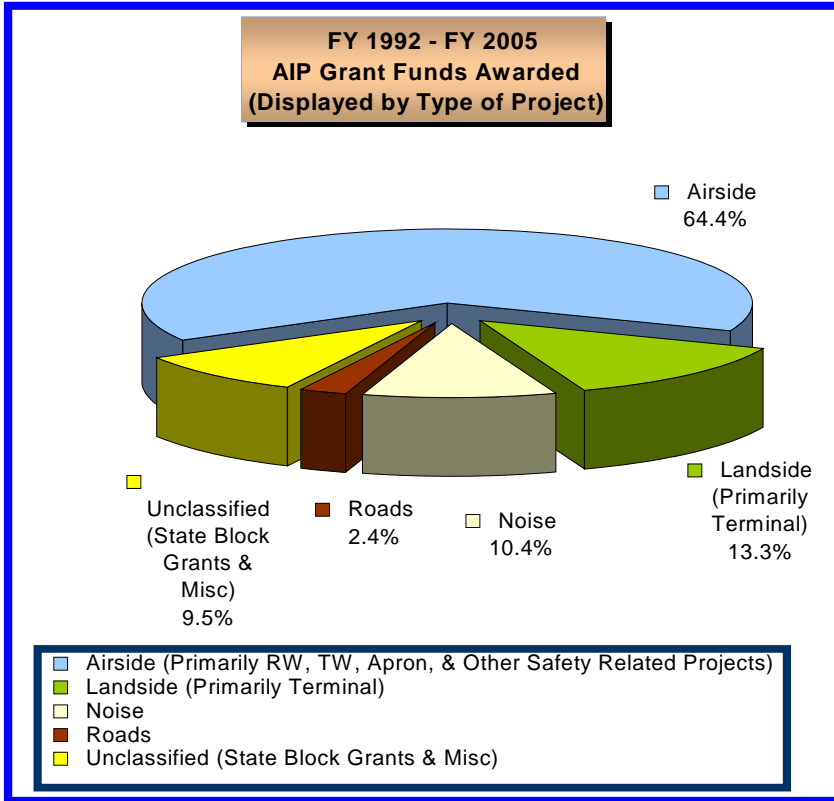


Building, Other	Building, Terminal
Landing Area Construction, Apron	Landing Area Construction, Heliport
Landing Area Construction, New Airport	Landing Area Construction, Runway
Landing Area Construction, Seaplane Base	Landing Area Construction, Taxiway
Landing Area Construction, Vertiport	Environmental
Equipment	Land (Other than Noise)
Lighting, Nav aids, Weather, Obstructions, Signage	Noise Control, Land
Noise Control, Other	Other
Planning	Roadways
State Block Grant Programs	Safety and Security

Appendix E: Cumulative Comparison of AIP to PFC

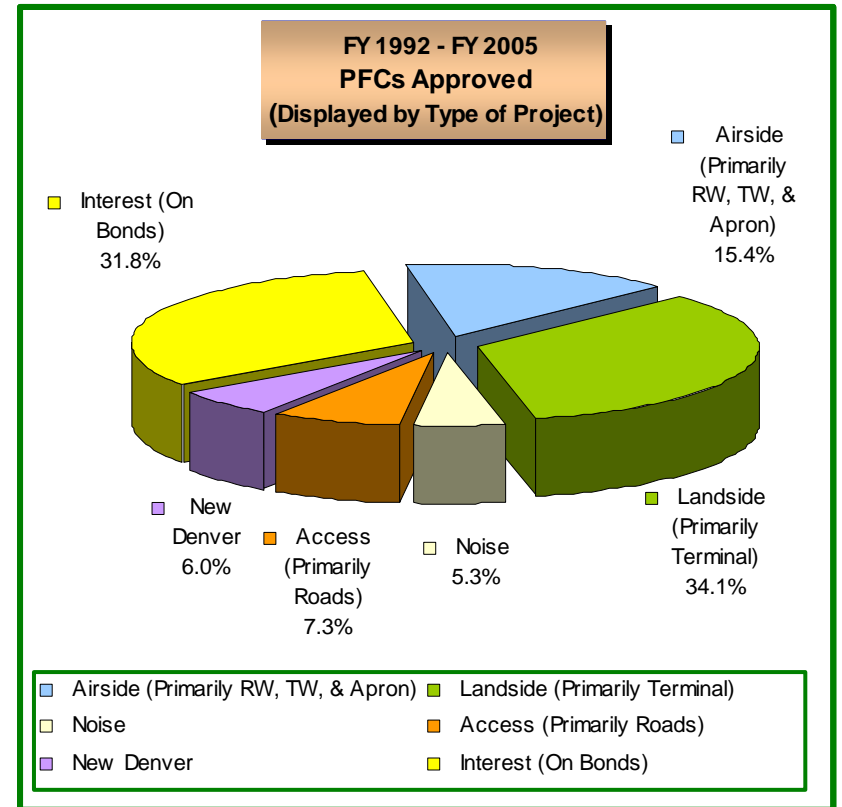
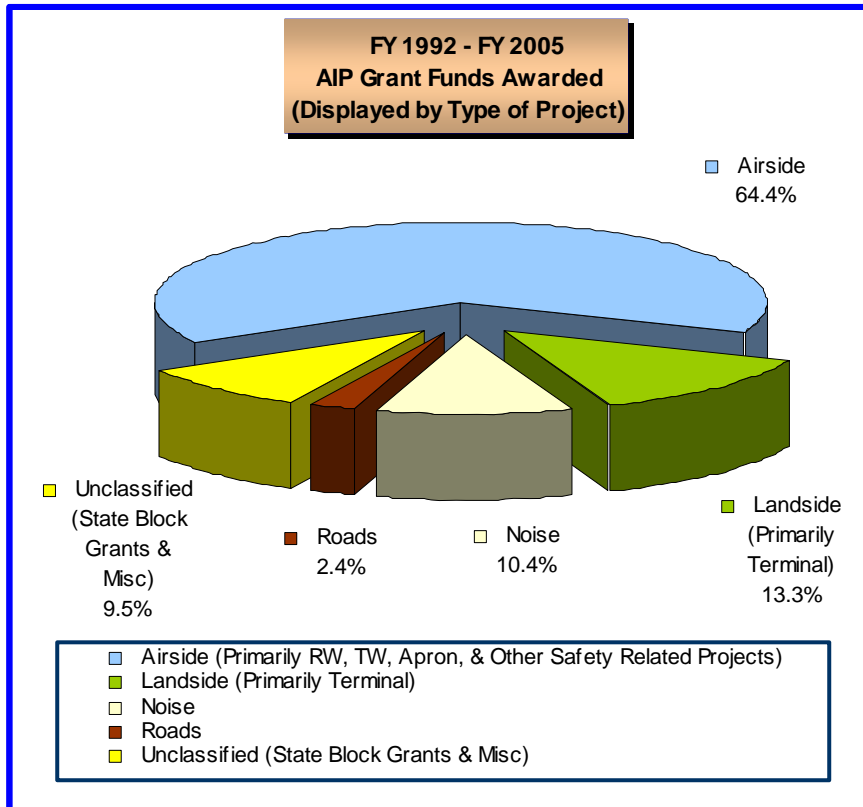
Approved Funds, FY 2005 (in millions of dollars)			
Airport Improvement Program		Passenger Facility Charge Program	
Development/Planning	Grant Funds Awarded *	Development/Planning	PFC Funds Authorized
Airside (Primarily RW, TW, Apron, & Other Safety Related Projects)	\$2,325.5	Airside (Primarily RW, TW, & Apron)	\$686.6
Landside (Primarily Terminal)	\$483.1	Landside (Primarily Terminal)	\$3,175.1
Noise	\$337.3	Noise	\$139.1
Roads	\$69.1	Access (Primarily Roads)	(\$640.9)
Unclassified (State Block Grants & Misc.)	\$371.5	New Denver	\$2,506.8
	\$3,586.5	Interest (On Bonds)	\$0.0
Total		Total	\$6,507.60

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



Cumulative Funds, FY 1992–FY 2005 (in millions of dollars)			
Airport Improvement Program		Passenger Facility Charge Program	
Development/Planning	Grant Funds Awarded*	Development/Planning	PFC Funds Authorized
Airside (Primarily RW, TW, Apron, & Other Safety Related Projects)	\$20,322.0	Airside (Primarily RW, TW, & Apron)	\$8,070.7
Landside (Primarily Terminal)	\$4,193.0	Landside (Primarily Terminal)	\$17,854.3
Noise	\$3,280.0	Noise	\$2,756.5
Roads		Access (Primarily Roads)	\$3,829.1
Unclassified (State Block Grants & Misc)	\$771.0	New Denver	\$3,137.1
	\$3,007.0	Interest (On Bonds)	\$16,640.5
Total	\$31,573.0	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 2005

Letter of Intent Payments for FY 2005				
(\$ Thousands)				
State	Primary/Reliever Airports	Entitlement Funds	Discretionary Funds	Total Funds
AK	Anchorage AK Ted Stevens Anchorage Intl.	\$2,962	\$9,400	\$12,362
CA	San Jose CA Norman Y. Mineta San Jose Intl.	\$2,372	\$1,471	\$3,843
CO	Denver CO Denver International	\$3,250	0	\$3,250
FL	Fort Myers FL Southwest Florida International	0	\$4,000	\$4,000
FL	Miami FL Miami International	0	\$8,000	\$8,000
FL	Orlando FL Orlando International	\$5,360	\$2,000	\$7,360
GA	Atlanta GA Hartsfield - Jackson Atlanta Intl.	0	\$20,368	\$20,368
IL	Bloomington/Normal IL Central IL Regional	\$1,730	\$6,668	\$8,398
IL	Chicago IL Chicago Midway International	0	\$12,000	\$12,000
IN	Indianapolis IN Indianapolis International	\$5,000	\$10,000	\$15,000
KY	Covington/Cincinnati, Oh KY Cincinnati/Northern Kentucky International	\$5,150	\$14,000	\$19,150
MA	Boston MA Boston Logan Intl.	\$7,030	\$8,000	\$15,030
MD	Baltimore MD Baltimore-Washington Intl.	\$3,000	\$4,748	\$7,748
MD	Hagerstown MD Hagerstown Regional-Richard A Henson Field	\$1,000	\$7,000	\$8,000
MI	Detroit MI Detroit Metropolitan Wayne Cty	\$4,639	\$13,000	\$17,639
MN	Minneapolis MN Minneapolis-St Paul International/Wold-Chamberlain/	0	\$8,000	\$8,000
MO	Springfield MO Springfield-Branson Regional	\$2,581	\$2,800	\$5,381
MO	St. Louis MO Lambert-St Louis International	\$3,728	\$3,863	\$7,591
NC	Greensboro NC Piedmont Triad International	\$3,076	\$8,000	\$11,076
NE	Omaha NE Eppley Airfield	\$1,932	0	\$1,932
NH	Manchester NH Manchester	\$644	\$4,500	\$5,144

Letter of Intent Payments for FY 2005				
(\$ Thousands)				
State	Primary/Reliever Airports	Entitlement Funds	Discretionary Funds	Total Funds
OH	Cleveland OH Cleveland-Hopkins Int'l	\$2,360	\$9,300	\$11,660
OH	Columbus OH Port Columbus International	0	\$4,000	\$4,000
PA	Harrisburg PA Harrisburg International	0	\$6,660	\$6,660
RI	Providence RI Theodore Francis Green State	\$1,100	0	\$1,100
TN	Memphis TN Memphis International	0	\$6,149	\$6,149
TX	Dallas-Fort Worth TX Dallas/Fort Worth Intl.	0	\$5,692	\$5,692
TX	Houston TX George Bush Intercontinental	\$9,000	\$8,500	\$17,500
WA	Seattle WA Seattle-Tacoma International	\$5,300	\$20,204	\$25,504
Fiscal Year 2005 National Totals		\$71,240	\$208,323	\$279,562

Appendix G: Letter of Intent Commitments by Fiscal Year

Letter of Intent Commitments by Fiscal Year

	2006	2007	2008	2009	2010	2011	2012	2013	Beyond	Total
State: AK										
Anchorage, Ted Stevens Anchorage International										
Entitlement	2,984,750	2,636,750	2,518,750	1,000,000	1,000,000	1,000,000	1,000,000	0	0	12,140,250
Discretionary	11,200,000	11,200,000	10,636,000	5,000,000	0	0	0	0	0	38,036,000
State: CA										
San Jose, Norman Y. Mineta San Jose International										
Entitlement	2,418,997	2,467,377	2,410,328	0	0	0	0	0	0	7,296,702
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	7,550,000	8,000,000	4,000,000	10,110,000	8,540,000	0	0	0	0	38,200,000
Orlando, Orlando International										
Entitlement	5,620,000	5,900,000	6,200,000	4,780,000	0	0	0	0	0	22,500,000
Discretionary	2,000,000	2,000,000	2,000,000	0	0	0	0	0	0	6,000,000
Fort Myers, Southwest Florida International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	4,000,000	3,500,000	3,500,000	0	0	0	0	0	0	11,000,000
State: GA										
Atlanta, Hartsfield - Jackson Atlanta International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	19,368,300	18,308,300	14,308,300	16,708,300	10,000,000	10,000,000	0	0	0	88,693,200
State: IL										
Bloomington/Normal, Central IL Regional Airport at Bloomington-Normal										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	4,872,200	0	0	0	0	0	0	0	0	4,872,200
Chicago, Chicago Midway International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	12,000,000	12,000,000	0	0	0	0	0	0	0	24,000,000
State: IN										
Indianapolis, Indianapolis International										
Entitlement	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	0	0	0	30,000,000
Discretionary	10,000,000	8,000,000	7,500,000	5,000,000	3,000,000	5,000,000	0	0	0	38,500,000

Letter of Intent Commitments by Fiscal Year										
	2006	2007	2008	2009	2010	2011	2012	2013	Beyond	Total
State: OH										
Cleveland, Cleveland-Hopkins International										
Entitlement	2,861,000	2,917,000	2,975,000	3,036,000	3,099,000	3,165,000	3,233,000	3,304,000	11,026,991	35,616,991
Discretionary	15,460,000	17,265,000	16,000,000	16,480,000	13,170,000	0	0	0	0	78,375,000
Columbus, Port Columbus International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	7,000,000	8,000,000	8,300,000	0	0	0	0	0	0	23,300,000
State: PA										
Harrisburg, Harrisburg International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	8,340,000	9,130,000	11,300,000	2,170,000	0	0	0	0	0	30,940,000
State: RI										
Providence, Theodore Francis Green State										
Entitlement	643,160	0	0	0	0	0	0	0	0	643,160
Discretionary	0	0	0	0	0	0	0	0	0	0
State: TN										
Memphis, Memphis International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	5,878,000	4,402,000	5,805,000	5,180,000	4,823,000	0	0	0	0	26,088,000
State: TX										
Dallas-Fort Worth, Dallas/Fort Worth International										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	5,692,000	2,752,000	2,552,000	5,292,000	6,000,000	0	0	0	0	22,288,000
Houston, George Bush Intercontinental/Houston										
Entitlement	9,000,000	9,000,000	10,000,000	10,000,000	10,024,000	0	0	0	0	48,024,000
Discretionary	8,250,000	8,000,000	7,250,000	12,750,000	13,050,000	0	0	0	0	49,300,000
State: WA										
Seattle, Seattle-Tacoma International										
Entitlement	5,400,000	5,600,000	5,498,467	5,212,612	335,205	5,400,000	5,500,000	5,600,000	11,500,000	50,046,284
Discretionary	16,204,000	12,135,000	20,135,000	13,700,000	20,075,000	8,200,000	0	0	0	90,449,000
Total										
Entitlement	64,902,526	61,200,638	60,558,348	41,377,465	30,438,205	25,595,000	19,803,000	13,533,672	22,526,991	339,935,845
Discretionary	225,314,500	208,942,300	174,986,300	129,390,300	102,558,000	51,100,000	10,626,918	0	0	902,918,318

Appendix H: Land Use Compliance Report for FY 2005

Land Use Compliance Report for FY 2005

Location	Reg	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.	Non-Compliant	3/13/2005
Beaver	AL	Beaver	AK	WBQ	Several structures are located on airport property without adequate oversight and compensation.	Execute lease agreements and collect fair market rents for activities at the airport.	Closed, In Compliance	9/20/2005
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.	In Process	10/31/2005
Igiugig	AL	Igiugig	AK	IGG	a. Airport Layout Plan is not current. b. Airport has permitted certain non-aeronautical (residences, offices, vehicle parking) uses at the airport without FAA approval.	a. Airport must submit a corrective action plan that is consistent with FAA requirements. b. Submit an updated Airport Layout Plan.	In Process	10/31/2005
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.	Non-Compliant	9/30/2005
Soldotna	AL	Soldotna	AK	SXQ	a. Airport Layout Plan does not conform with actual airport properties and uses. b. Unauthorized airport construction has taken place, which in turn conflicts with several land use requirements, including 14 CFR Part 77, and airport safety. c. Residential hangars have been permitted at the airport.	The sponsor must update the Airport Layout Plan, restore intended uses of airport property, remedy any safety action items, and terminate residential use of airport property.	Non-Compliant	5/30/2005
Moton Field Municipal	SO	Tuskegee	AL	06A	Airport property, an access road, and Federally improved aeronautical facilities (apron and taxiway) were donated to the National Park Service (NPS) without obtaining a release from the FAA and without compensation to the airport account.	Sponsor was to present a plan to credit airport account for lost aeronautical, access and non-aeronautical assets. City committed to replace the access road to the airport with other than FAA funds, replace an airport apron, and reimburse the FAA the Fair Market Value of the land deeded to the NPS.	Closed, In Compliance	9/1/2005
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.	Sponsor must re-negotiate lease with operator and address all outstanding compliance violations.	Non-Compliant	9/30/2005
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.	In Process	12/31/2005

Land Use Compliance Report for FY 2005

Location	Reg	City	St	Locid	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
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.	In Process	12/31/2005
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	12/31/2005
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.	a. 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	12/31/2005
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.	Non-Compliant	09/30/2005
Calexico International	WP	Calexico	CA	CXL	Airport sponsor permitted non-aeronautical use of airport property at below fair market value.	Demonstrate to FAA that adequate action is being taken to compensate the airport for the Fair Market Value use of the property.	In Process	12/31/2005
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 Fair Market Value based on an appraisal. A new Airport Layout Plan and Exhibit A must be submitted to FAA.	In Process	12/31/2005
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.	In Process	12/31/2005

Land Use Compliance Report for FY 2005

Location	Reg	City	St	Locid	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
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	9/30/2005
Imperial County	WP	Imperial	CA	IPL	Airport has permitted non-aeronautical use of airport property and has refused aeronautical use of certain facilities to preserve non-aeronautical uses.	Airport has submitted a plan to the FAA and has committed to dedicate property for aeronautical uses as soon as demand arises.	Closed, In Compliance	9/1/2005
Inyokern	WP	Inyokern	CA	IYK	Airport property is being used for non-aeronautical activities without FAA concurrence, including temporary airport closure.	Sponsor can return property to aeronautical uses or seek conditional FAA approval for non-aeronautical uses.	Closed, In Compliance	09/02/2005
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.	Non-Compliant	5/31/2005
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.	Non-Compliant	9/30/2005
Montgomery Field	WP	San Diego	CA	MYF	Airport sponsor has permitted non-aeronautical uses of airport property (vehicle parking).	Take action to terminate the non-aeronautical use of airport property.	Closed, In Compliance	9/1/2005
Palm Springs International	WP	Palm Springs	CA	PSP	Airport sponsor has permitted non-aeronautical uses of airport property below fair market value and without FAA approval.	Provide a corrective action plan to address the unauthorized land use.	Closed, In Compliance	06/22/2005
Rialto Municipal /Miro Field/	WP	Rialto	CA	L67	a. Sponsor permitted long-term leases at the airport without compensation to the airport account. b. A taxiway was improperly converted to permit drag racing. c. Several facilities are used for non-aeronautical purposes without FAA approval.	a. Obtain Fair Market Value for all non-aeronautical uses. b. End of drag racing, re-establish aeronautical function for the taxiway. c. Seek FAA approval for any non-aeronautical use.	Closed, In Compliance	9/1/2005
Rio Vista Municipal	WP	Rio Vista	CA	O88	An aviation hangar is leased to a non-aeronautical entity without FAA approval.	Sponsor must return the hangar to aeronautical use.	Closed, In Compliance	9/1/2005
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.	In Process	12/31/2005
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, FAA asked sponsor to provide supporting documentation related to unauthorized land uses.	Non-Compliant	9/30/2005

Land Use Compliance Report for FY 2005

Location	Reg	City	St	Locid	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
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.	In Process	12/31/2005
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	9/30/2005
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.	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.	In Process	12/31/2005
Valkaria	SO	Valkaria	FL	X59	Airport property was disposed without FAA approval and below Fair Market Value.	Sponsor must seek FAA release and compensate the airport account accordingly.	Closed, In Compliance	2/15/2005
Venice Municipal	SO	Venice	FL	VNC	Airport has not received adequate lease payments for several non-aviation parcels.	Sponsor must establish an acceptable property management control system, establish Fair Market Value for non-aviation parcels and adjust rental amounts.	Closed, In Compliance	9/1/2005
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	12/31/2005
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	9/30/2005
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.	In Process	12/31/2005

Land Use Compliance Report for FY 2005

Location	Reg	City	St	Locid	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
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.	In Process	10/2/2005
Plymouth Municipal	GL	Plymouth	IN	C65	a. Without FAA approval, sponsor allowed a third party to pave road on airport property for which only an easement had been granted. The sponsor permitted the surrounding non-sponsoring public entity to remove all restrictions on the easement without FAA approval.	a. Remove the easement and the road.	In Process	12/31/2005
Independence Municipal	CE	Independence	KS	IDP	Airport property has been leased at below Fair Market Value for non-aeronautical purposes.	Rectify the situation by re-negotiating lease terms.	Closed, In Compliance	2/24/2005
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.	In Process	12/1/2005
Auburn/Lewiston Municipal	NE	Auburn/Lewiston	ME	LEW	a. Airport property is being used for non-aeronautical purposes without FAA approval and below Fair Market Value. b. Grant funded airport property was exchanged for other properties without FAA approval.	Airport must take corrective action by correcting leases and re-establishing proper use of airport lands.	Closed, In Compliance	9/1/2005
Augusta State	NE	Augusta	ME	AUG	The airport sponsor permitted non-aeronautical uses of airport property by allowing an aviation dedicated AIP funded storage facility to be used for non-aeronautical uses.	Remove non-aeronautical uses from aviation dedicated, AIP funded facility.	Closed, In Compliance	9/1/2005
Rangeley Lake	NE	Rangeley	ME	M57	Aeronautical facilities are being used for non-aeronautical purposes.	Take corrective action in order to terminate the leases associated with the non-aeronautical uses and to charge Fair Market Value for those non-aeronautical uses approved by FAA.	Closed, In Compliance	9/1/2005
Coleman A. Young Municipal	GL	Detroit	MI	DET	Airport sponsor has permitted several non-aeronautical uses of airport property without FAA concurrence.	Airport sponsor must terminate non-aeronautical uses or/and seek FAA approval under applicable policies.	In Process	12/31/2005
St Clair County International	GL	Port Huron	MI	PHN	Airport has transferred obligated airport property to another party without FAA approval.	Sponsor can return property to the Airport or seek an FAA release with appropriate compensation of the airport account at Fair Market Value.	Closed, In Compliance	9/1/2005
Chandler Field	GL	Alexandria	MN	AXN	a. Several on-airport leases for non-aeronautical use are not consistent with FAA land use criteria. b. Exhibit A must be updated to show several rights-of-way, new road and avigation easements.	a. Request FAA concurrence for interim uses, amend leases and compensate airport account accordingly (Fair Market Value). b. Submit new Exhibit A.	Closed, In Compliance	9/1/2005

Land Use Compliance Report for FY 2005

Location	Reg	City	St	Locid	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Sullivan Regional	CE	Sullivan	MO	UUV	Airport sponsor allowed non-aeronautical use of airport property (model airplane operations) without FAA concurrence.	Coordinate corrective action with the FAA to achieve either removal of the non-aeronautical use or achieve conditional approval.	Closed, In Compliance	9/14/2005
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.	FAA has asked for the residence to be removed.	In Process	12/31/2005
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.	a. Sponsor must submit a request for concurrent use at Fair Market Value. b. Remove the materials. c. Submit new Exhibit A.	In Process	12/31/2005
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.	In Process	12/31/2005
Gallup Municipal	SW	Gallup	NM	GUP	Airport has failed to maintain an adequate Airport Layout Plan (ALP).	Submit a current Airport Layout Plan.	Closed, In Compliance	9/1/2005
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.	In Process	12/31/2005
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.	In Process	12/5/2005
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.	Corrective action plan is 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.	In Process	12/31/2005
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.	Non-Compliant	09/30/2005
Fayette County	GL	Washington Court House	OH	I23	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.	Closed, In Compliance	9/1/2005
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.	Take adequate corrective action to ensure FAA approval is according to the Federal obligations and applicable policy.	In Process	12/31/2005

Land Use Compliance Report for FY 2005								
Location	Reg	City	St	Locid	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/Compliance Date
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.	In Process	12/31/2005
Clinton Municipal	SW	Clinton	OK	CLK	Airport has allowed several non-aeronautical activities on airport property without FAA approval.	Eliminate non-aeronautical activities or/and seek FAA conditional approval.	Non-Compliant	9/30/2005
Grand Lake Regional	SW	Afton	OK	3O9	Airport sponsor has permitted non-aeronautical land uses, including incompatible land uses, within airport property without FAA approval. Airport sponsor permitted airport property to be encumbered by third party lien and consented to sale of airport property without FAA approval.	Return properties to approved aeronautical uses and return sale proceeds proportionate to Federal assistance received to date and comply with provisions of grant assurances.	Non-Compliant	9/30/2005
Beaver County	EA	Beaver Falls	PA	BVI	Airport sponsor permitted non-aeronautical use of airport property without FAA approval (soccer field and museum).	Take corrective action to ensure compliance with FAA approval/release procedures.	Closed, In Compliance	9/20/2005
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 non-aeronautical land uses. b. Seek FAA release on disposed parcel and compensate airport adequately at Fair Market Value. c. Submit updated documents	In Process	12/31/2005
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.	In Process	9/30/2005
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.	In Process	12/31/2005
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.	In Process	12/31/2005
Dane County Regional-Truax Field	GL	Madison	WI	MSN	Airport sponsor permitted non-aeronautical use of airport property (public trails) without FAA approval.	Coordinate corrective action with the FAA to achieve either removal of the non-aeronautical use or achieve conditional approval.	Closed, In Compliance	9/1/2005

Land Use Compliance Report for FY 2005

Location	Reg	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 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.	Non-Compliant	09/30/2005
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.	Non-Compliant	09/30/2005

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Appendix I: FY 2005 AIP Grants Awarded and Grant Amounts by Airport Category

AIP Grants Awarded and Grant Amounts by Airport Category																
State	Primary		Commercial		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	25	118,348,672	6	21,111,084	0	0	13	31,353,401	5	11,766,843	0	0	4	10,923,911	53	193,503,911
AL	10	27,878,198	0	0	4	6,302,107	38	20,214,589	0	0	0	0	1	1,516,680	53	55,911,574
AR	6	12,498,858	2	1,479,180	1	1,856,540	41	23,703,012	1	116,711	0	0	0	0	51	39,654,301
AS	4	11,400,000	2	642,000	0	0	1	385,000	0	0	0	0	0	0	7	12,427,000
AZ	11	40,425,691	4	2,690,253	9	15,447,729	38	21,557,153	1	500,000	0	0	0	0	63	80,620,826
CA	43	228,449,392	3	2,700,000	22	20,184,726	62	31,513,278	0	0	0	0	2	700,000	132	283,547,396
CO	16	71,874,499	3	2,411,900	7	8,351,498	16	5,653,180	1	246,140	0	0	0	0	43	88,537,217
CT	4	1,319,246	0	0	1	274,503	4	3,136,077	0	0	0	0	0	0	9	4,729,826
DC	0	0	0	0	0	0	0	0	0	0	0	0	1	293,889	1	293,889
DE	0	0	0	0	2	288,638	4	6,113,459	1	152,000	0	0	0	0	7	6,554,097
FL	30	127,924,243	1	1,897,538	14	11,623,114	26	15,384,085	1	2,000,000	0	0	0	0	72	158,828,980
FM	0	0	0	0	0	0	5	3,350,000	0	0	0	0	0	0	5	3,350,000
GA	12	66,084,848	1	1,000,000	3	1,097,930	11	6,626,751	1	20,977,100	0	0	1	2,360,577	29	98,147,206
GU	5	10,182,209	0	0	0	0	0	0	0	0	0	0	0	0	5	10,182,209
HI	19	43,894,675	3	2,804,250	2	5,800,000	4	3,107,960	0	0	0	0	0	0	28	55,606,885
IA	14	28,368,651	2	5,459,027	0	0	45	18,665,325	2	485,064	0	0	0	0	63	52,978,067
ID	9	19,806,039	0	0	1	1,000,000	15	8,594,587	0	0	0	0	0	0	25	29,400,626
IL	33	86,592,608	2	1,709,672	0	0	0	0	1	300,000	6	34,392,122	0	0	42	122,994,402
IN	9	46,576,033	1	1,642,000	5	3,416,887	46	26,529,649	1	158,204	0	0	0	0	62	78,322,773
KS	6	8,652,795	3	6,722,551	2	3,355,414	39	13,029,429	0	0	0	0	0	0	50	31,760,189
KY	8	72,704,699	1	2,500,000	2	1,909,405	36	12,032,060	1	614,604	0	0	2	1,531,000	50	91,291,768
LA	14	53,270,717	0	0	1	1,781,724	24	12,135,414	1	6,809,451	0	0	0	0	40	73,997,306
MA	12	36,443,604	0	0	5	1,414,898	17	13,914,711	0	0	0	0	0	0	34	51,773,213
MD	8	40,157,016	0	0	5	6,325,837	6	16,258,025	0	0	0	0	0	0	19	62,740,878
ME	9	9,046,116	2	338,960	2	431,490	17	8,388,314	1	162,000	0	0	0	0	31	18,366,880
MH	0	0	0	0	0	0	2	11,000,000	0	0	0	0	0	0	2	11,000,000
MI	26	65,562,942	2	1,779,350	1	5,968,370	0	0	0	0	4	28,988,972	0	0	33	102,299,634
MN	11	43,057,917	3	2,152,805	6	8,017,578	49	20,771,126	0	0	0	0	1	1,087,358	70	75,086,784
MO	12	65,660,744	0	0	2	6,515,000	0	0	0	0	1	15,603,594	0	0	15	87,779,338
MP	5	14,055,760	0	0	0	0	1	300,000	0	0	0	0	0	0	6	14,355,760

AIP Grants Awarded and Grant Amounts by Airport Category																
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
MS	13	24,064,177	1	2,800,000	2	2,350,000	43	13,592,640	3	177,655	0	0	0	0	62	42,984,472
MT	10	27,087,885	0	0	0	0	31	10,638,193	1	63,887	0	0	1	1,761,241	43	39,551,206
NC	13	50,926,781	0	0	0	0	1	888,000	0	0	1	23,205,984	0	0	15	75,020,765
ND	4	3,823,749	3	2,578,221	0	0	33	13,491,474	1	122,036	0	0	0	0	41	20,015,480
NE	4	6,101,062	6	5,938,610	0	0	43	12,824,683	2	386,736	0	0	0	0	55	25,251,091
NH	4	14,957,417	2	1,615,000	1	291,650	6	4,262,717	0	0	0	0	0	0	13	21,126,784
NJ	8	19,040,585	0	0	19	23,844,933	16	2,861,905	0	0	0	0	0	0	43	45,747,423
NM	5	6,777,427	1	350,637	1	868,415	15	6,852,835	1	123,500	0	0	2	1,625,694	25	16,598,508
NV	11	52,973,819	0	0	1	70,000	14	9,095,694	1	250,000	0	0	0	0	27	62,389,513
NY	41	97,708,872	1	356,250	20	5,251,696	48	31,104,924	2	550,000	0	0	2	2,174,440	114	137,146,182
OH	24	65,518,574	3	769,129	9	4,347,557	58	14,750,139	0	0	0	0	0	0	94	85,385,399
OK	6	24,609,954	1	1,122,750	2	3,468,161	40	12,027,050	1	140,000	0	0	0	0	50	41,367,915
OR	8	24,263,548	0	0	1	1,502,875	20	10,116,323	2	1,336,667	0	0	0	0	31	37,219,413
PA	21	72,784,959	6	7,028,754	6	7,646,452	3	1,763,927	1	330,000	6	16,622,504	2	606,000	45	106,782,596
PR	4	1,788,346	2	371,594	0	0	0	0	1	124,868	0	0	0	0	7	2,284,808
PW	0	0	0	0	0	0	3	11,913,224	0	0	0	0	0	0	3	11,913,224
RI	3	12,942,701	4	3,709,016	3	1,917,567	1	1,569,214	0	0	0	0	0	0	11	20,138,498
SC	7	16,073,707	0	0	1	294,708	29	15,755,941	2	1,471,831	0	0	1	350,000	40	33,946,187
SD	3	11,743,433	1	97,850	0	0	31	9,623,282	3	1,049,750	0	0	0	0	38	22,514,315
TN	12	48,240,648	1	1,951,590	0	0	0	0	0	0	4	18,600,046	0	0	17	68,792,284
TX	30	141,349,866	0	0	3	14,094,391	2	11,069,944	1	500,000	6	55,530,850	0	0	42	222,545,051
UT	4	13,701,176	1	344,375	1	315,759	20	15,988,704	1	324,501	0	0	0	0	27	30,674,515
VA	9	18,911,982	2	3,408,560	5	4,673,043	28	10,719,765	1	450,000	0	0	1	3,135,427	46	41,298,777
VI	1	5,243,653	0	0	0	0	0	0	0	0	0	0	0	0	1	5,243,653
VT	5	8,446,236	0	0	0	0	4	1,769,645	3	682,535	0	0	0	0	12	10,898,416
WA	20	71,050,546	1	1,033,590	2	2,287,500	13	9,265,180	3	2,218,361	0	0	0	0	39	85,855,177
WI	11	30,061,919	0	0	0	0	0	0	0	0	3	25,718,916	0	0	14	55,780,835
WV	8	22,780,396	1	284,680	2	1,713,021	13	4,405,879	0	0	0	0	0	0	24	29,183,976
WY	7	5,965,655	4	3,579,190	0	0	8	13,460,293	1	233,000	0	0	0	0	20	23,238,138
Total	657	2,249,175,245	82	96,380,366	176	186,301,116	1,083	583,528,160	49	54,823,444	31	218,662,988	21	28,066,217	2,099	3,416,937,536

Appendix J: AIP Grants Awarded in FY 2005 by State

AIP Grants Awarded in FY 2005 by State					
State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Alabama					
Alabaster	Shelby County	Reliever	11	\$ 722,538	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Albertville	The Albertville Municipal-Thomas J Brumlik Field	General Aviation	15	\$ 746,846	Acquire Equipment, Rehabilitate Runway, Rehabilitate Taxiway
Aliceville	George Downer	General Aviation	3	\$ 109,070	Acquire Land For Approaches, Conduct Miscellaneous Study
Andalusia/Opp	Andalusia-Opp	General Aviation	9	\$ 3,509,721	Construct Apron, Extend Runway, Improve Runway Safety Area, Rehabilitate Runway
Ashland/Lineville	Ashland/Lineville	General Aviation	1	\$ 314,602	Acquire Land For Approaches
Atmore	Atmore Municipal	General Aviation	3	\$ 1,083,149	Construct Apron
Auburn	Auburn-Opelika Robert G. Pitts	General Aviation	17	\$ 131,348	Construct Apron
Bay Minette	Bay Minette Municipal	General Aviation	5	\$ 113,947	Construct Building, Construct Fuel Farm, Update Airport Master Plan Study
Bessemer	Bessemer	Reliever	9	\$ 1,728,512	Extend Runway
Birmingham	Birmingham International	Primary	59	\$ 4,542,671	Construct Access Road, Construct Apron
Birmingham	Birmingham International	Primary	60	\$ 4,000,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Birmingham	Birmingham International	Primary	61	\$ 4,002,838	Remove Obstructions
Centre	New	System Plan	3	\$ 1,516,680	Construct Apron, Construct Runway, Construct Taxiway
Centreville	Bibb County	General Aviation	2	\$ 1,053,572	Rehabilitate Runway
Clanton	Gragg-Wade Field	General Aviation	3	\$ 150,000	Acquire Land For Approaches
Courtland	Lawrence County	General Aviation	4	\$ 300,000	Conduct Miscellaneous Study, Rehabilitate Taxiway
Cullman	Folsom Field	General Aviation	13	\$ 327,159	Expand Apron, Rehabilitate Runway, Rehabilitate Taxiway
Demopolis	Demopolis Municipal	General Aviation	6	\$ 150,000	Construct Building
Dothan	Dothan Regional	Primary	25	\$ 1,700,150	Improve Runway Safety Area
Elba	Carl Folsom	General Aviation	1	\$ 372,080	Acquire Land For Approaches
Eufaula	Weedon Field	General Aviation	12	\$ 300,000	Construct Building
Fairhope	H. L. (Sonny) Callahan	General Aviation	8	\$ 150,000	Construct Building
Fayette	Richard Arthur Field	General Aviation	4	\$ 150,000	Construct Fuel Farm, Install Runway Vertical/Visual Guidance System, Rehabilitate Airport Beacons
Fort Payne	Isbell Field	General Aviation	12	\$ 285,662	Construct Taxiway, Rehabilitate Taxiway Lighting
Geneva	Geneva Municipal	General Aviation	1	\$ 544,551	Acquire Land For Approaches
Gulf Shores	Jack Edwards	General Aviation	20	\$ 226,100	Acquire Land for Development

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Alabama					
Guntersville	Guntersville Municipal - Joe Starnes Field	General Aviation	8	\$ 1,073,164	Construct Runway
Haleyville	Posey Field	General Aviation	3	\$ 99,334	Improve Building
Headland	Headland Municipal	General Aviation	6	\$ 637,942	Strengthen Runway
Huntsville	Huntsville International-Carl T Jones Field	Primary	45	\$ 2,781,966	Construct Taxiway, Rehabilitate Apron, Rehabilitate Runway, Security Enhancements
Huntsville	Huntsville International-Carl T Jones Field	Primary	46	\$ 3,396,302	Rehabilitate Terminal Building
Huntsville	Huntsville International-Carl T Jones Field	Primary	47	\$ 600,000	Update Airport Master Plan Study
Jackson	Jackson Municipal	General Aviation	2	\$ 364,138	Acquire Land For Approaches, Install Airport Beacons, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting, Remove Obstructions
Jasper	Walker County-Bevill Field	General Aviation	9	\$ 87,881	Construct Apron, Improve Airport Drainage, Remove Obstructions
Jasper	Walker County-Bevill Field	General Aviation	10	\$ 208,317	Rehabilitate Runway Lighting
Lanett	Lanett Municipal	General Aviation	2	\$ 384,864	Improve Runway Safety Area, Remove Obstructions
Mobile	Mobile Downtown	Reliever	16	\$ 3,282,677	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Mobile	Mobile Regional	Primary	35	\$ 4,814,271	Acquire Land for Development, Conduct Miscellaneous Study, Expand Service Road, Improve Terminal Building, Rehabilitate Access Road, Rehabilitate Taxiway, Security Enhancements
Mobile	Mobile Regional	Primary	36	\$ 40,000	Install Miscellaneous NAVAIDS
Montgomery	Montgomery Regional (Dannelly Field)	Primary	35	\$ 2,000,000	Construct Terminal Building
Oneonta	Robbins Field	General Aviation	3	\$ 236,667	Expand Apron
Ozark	Blackwell Field	General Aviation	6	\$ 1,733,094	Construct Taxiway
Pell City	St Clair County	Reliever	6	\$ 568,380	Expand Apron
Prattville	Autauga County	General Aviation	9	\$ 167,447	Conduct Miscellaneous Study, Construct Fuel Farm, Expand Apron
Roanoke	Roanoke Municipal	General Aviation	1	\$ 427,778	Acquire Land For Approaches
Russellville	Russellville Municipal	General Aviation	5	\$ 295,176	Conduct Miscellaneous Study, Improve Fuel Farm
Scottsboro	Scottsboro Municipal-Word Field	General Aviation	9	\$ 184,520	Acquire Land for Development, Construct Building, Rehabilitate Runway
St. Elmo	St Elmo	General Aviation	4	\$ 450,000	Construct Building
Talladega	Talladega Municipal	General Aviation	12	\$ 1,000,000	Construct Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Alabama					
Troy	Troy Municipal	General Aviation	10	\$ 1,150,000	Extend Runway
Tuscaloosa	Tuscaloosa Regional	General Aviation	19	\$ 293,460	Expand Building
Tuskegee	Moton Field Municipal	General Aviation	8	\$ 1,000,000	Construct Access Road, Expand Apron, Install Perimeter Fencing, Rehabilitate Runway Lighting
Union Springs	Franklin Field	General Aviation	1	\$ 403,000	Acquire Land For Approaches
Subtotal FY 2005 Funds				\$ 55,911,574	

Alaska

Adak Island	Adak	General Aviation	2	\$ 770,569	Acquire Aircraft Rescue & Fire Fighting Vehicle
Anchorage	Merrill Field	Primary	36	\$ 3,752,500	Acquire Equipment, Extend Taxiway, Rehabilitate Runway
Anchorage	Ted Stevens Anchorage International	Primary	82	\$ 7,443,000	Construct Taxiway, Rehabilitate Taxiway
Anchorage	Ted Stevens Anchorage International	Primary	83	\$ 5,500,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Anchorage	Ted Stevens Anchorage International	Primary	84	\$ 1,162,661	Acquire Aircraft Rescue & Fire Fighting Vehicle
Anchorage	Ted Stevens Anchorage International	Primary	85	\$ 6,250,665	Construct Taxiway
Anchorage	Ted Stevens Anchorage International	Primary	86	\$ 4,918,750	Construct Apron
Anchorage	Ted Stevens Anchorage International	Primary	87	\$ 1,890,000	Rehabilitate Taxiway
Anchorage	Ted Stevens Anchorage International	Primary	88	\$ 3,358,619	Modify Terminal Building
Anchorage	Ted Stevens Anchorage International	Primary	89	\$ 9,425,476	Rehabilitate Taxiway
Aniak	Aniak	Primary	7	\$ 3,302,222	Construct Snow Removal Equipment Building
Bethel	Bethel	Primary	13	\$ 1,686,972	Construct Sand and Chemical Storage Building
Bethel	Bethel	Primary	14	\$ 16,100,000	Construct Runway, Construct Runway Safety Area
Chevak	Chevak	System Plan	1	\$ 3,468,450	Construct New Airport, Construct Snow Removal Equipment Building
Chignik	Chignik Regional (Proposed GA)	System Plan	2	\$ 169,399	Conduct Airport Master Plan Study
Cold Bay	Cold Bay	Commercial Service	8	\$ 200,000	Conduct Airport Master Plan Study
Cordova	Merle K (Mudhole) Smith	Primary	9	\$ 7,500,000	Construct Runway Safety Area, Repair Utilities
Deadhorse	Deadhorse	Primary	8	\$ 8,733,083	Expand Apron, Extend Runway Safety Area
English Bay	English Bay	Commercial Service	1	\$ 95,000	Update Airport Master Plan Study

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Alaska					
False Pass	False Pass	General Aviation	4	\$ 308,390	Conduct Environmental Study
Hoonah	Hoonah	General Aviation	1	\$ 2,076,714	Construct Seaplane Base
Hooper Bay	Hooper Bay	Commercial Service	5	\$ 1,803,100	Rehabilitate Access Road, Rehabilitate Runway
Juneau	Juneau International	Primary	43	\$ 1,491,528	Construct Apron
Juneau	Juneau International	Primary	45	\$ 25,953	Security Enhancements
Juneau	Juneau International	Primary	46	\$ 750,000	Construct Runway Safety Area
Juneau	State of Alaska	System Plan	4	\$ 1,645,533	Update State System Plan Study
Juneau	Various Locations in Alaska	System Plan	49	\$ 2,600,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Juneau	Various Locations in Alaska	System Plan	50	\$ 2,920,386	Acquire Friction Measuring Equipment, Acquire Snow Removal Equipment
Juneau	Various Locations in Alaska	System Plan	51	\$ 1,568,498	Acquire Snow Removal Equipment
Juneau	Various Locations in Alaska	System Plan	52	\$ 3,032,426	Rehabilitate Runway
Kenai	Kenai Municipal	Primary	34	\$ 1,677,996	Extend Taxiway
King Cove	King Cove	Commercial Service	3	\$ 7,155,400	Construct Snow Removal Equipment Building, Rehabilitate Apron, Rehabilitate Runway
Kodiak	Kodiak	Primary	9	\$ 1,000,000	Extend Runway Safety Area
Kodiak	Trident Basin	General Aviation	1	\$ 356,804	Improve Seaplane Base
Kokhanok	Kokhanok	General Aviation	2	\$ 5,713,000	Construct Snow Removal Equipment Building, Expand Apron, Extend Runway
Kotzebue	Ralph Wien Memorial	Primary	10	\$ 525,000	Update Airport Master Plan Study
Kotzebue	Ralph Wien Memorial	Primary	11	\$ 7,200,000	Construct Runway Safety Area
Nenana	Nenana Municipal	General Aviation	11	\$ 194,684	Acquire Snow Removal Equipment
Nome	Nome	Primary	13	\$ 10,300,000	Construct Aircraft Rescue & Fire Fighting Building, Construct Snow Removal Equipment Building
Palmer	Palmer Municipal	General Aviation	12	\$ 437,990	Acquire Land For Approaches, Acquire Snow Removal Equipment, Rehabilitate Runway, Rehabilitate Runway Lighting
Perryville	Perryville	General Aviation	1	\$ 6,604,400	Construct Apron, Construct Runway, Construct Snow Removal Equipment Building, Modify Access Road
Port Alsworth	Port Alsworth Proposed	System Plan	3	\$ 276,212	Conduct Airport Master Plan Study
Red Devil	Red Devil	General Aviation	1	\$ 2,386,400	Construct Snow Removal Equipment Building, Remove Obstructions
Sand Point	Sand Point	Commercial Service	10	\$ 6,125,600	Extend Runway Safety Area
Sitka	Sitka Rocky Gutierrez	Primary	20	\$ 1,500,000	Conduct Environmental Study
Soldotna	Soldotna	General Aviation	5	\$ 375,250	Construct Runway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Alaska					
St. George	St George	General Aviation	6	\$ 10,669,205	Construct Snow Removal Equipment Building, Modify Access Road, Strengthen Runway
Stevens Village	Stevens Village	System Plan	2	\$ 7,009,850	Construct New Airport, Construct Snow Removal Equipment Building
Tenakee Springs	Tenakee	General Aviation	1	\$ 1,209,995	Rehabilitate Seaplane Base
Unalakleet	Unalakleet	Primary	2	\$ 12,354,247	Strengthen Runway
Unalaska	Unalaska	Primary	11	\$ 500,000	Conduct Airport Master Plan Study
Wasilla	Wasilla	General Aviation	11	\$ 250,000	Construct Apron
Wrangell	Wrangell	Commercial Service	11	\$ 5,731,984	Rehabilitate Runway
Subtotal FY 2005 Funds				\$ 193,503,911	
American Samoa					
Fitiuta	Fitiuta	Commercial Service	20	\$ 485,000	Construct Aircraft Rescue & Fire Fighting Building
Fitiuta	Fitiuta	Commercial Service	21	\$ 157,000	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Install Runway Lighting, Rehabilitate Building
Ofu Village	Ofu	General Aviation	6	\$ 385,000	Conduct Environmental Study
Pago Pago	Pago Pago International	Primary	33	\$ 5,000,000	Construct Aircraft Rescue & Fire Fighting Building
Pago Pago	Pago Pago International	Primary	34	\$ 4,500,000	Construct Aircraft Rescue & Fire Fighting Training Facility
Pago Pago	Pago Pago International	Primary	35	\$ 1,400,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Pago Pago	Pago Pago International	Primary	36	\$ 500,000	Update Airport Master Plan Study
Subtotal FY 2005 Funds				\$ 12,427,000	
Arizona					
Bagdad	Bagdad	General Aviation	5	\$ 19,912	Install Perimeter Fencing
Benson	Benson Municipal	General Aviation	10	\$ 1,192,250	Construct Apron, Install Perimeter Fencing
Bisbee	Bisbee Municipal	General Aviation	7	\$ 190,000	Widen Runway
Buckeye	Buckeye Municipal	General Aviation	10	\$ 371,450	Install Perimeter Fencing
Buckeye	Buckeye Municipal	General Aviation	11	\$ 200,000	Conduct Noise Compatibility Plan Study
Casa Grande	Casa Grande Municipal	General Aviation	9	\$ 210,000	Construct Apron
Chandler	Chandler Municipal	Reliever	16	\$ 1,521,960	Construct Heliport/Helipad, Install Airfield Guidance Signs
Chinle	Chinle Municipal	General Aviation	7	\$ 90,400	Construct Utilities
Chinle	Chinle Municipal	General Aviation	8	\$ 85,500	Update Airport Master Plan Study
Clifton	Greenlee County	General Aviation	7	\$ 161,501	Rehabilitate Runway, Rehabilitate Taxiway
Colorado City	Colorado City Municipal	General Aviation	10	\$ 57,000	Conduct Environmental Study

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Arizona					
Coolidge	Coolidge Municipal	General Aviation	4	\$ 920,952	Install Runway Vertical/Visual Guidance System, Rehabilitate Apron
Coolidge	Coolidge Municipal	General Aviation	5	\$ 71,250	Update Airport Master Plan Study
Cottonwood	Cottonwood	General Aviation	11	\$ 152,500	Construct Service Road, Install Perimeter Fencing
Douglas	Bisbee Douglas International	General Aviation	4	\$ 261,250	Rehabilitate Apron
Eloy	Eloy Municipal	General Aviation	7	\$ 171,000	Install Perimeter Fencing
Flagstaff	Flagstaff Pulliam	Primary	26	\$ 247,000	Conduct Environmental Study
Flagstaff	Flagstaff Pulliam	Primary	27	\$ 1,016,825	Construct Access Road
Fort Huachuca Sierra Vista	Sierra Vista Municipal- Libby AAF	General Aviation	17	\$ 2,422,493	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Apron, Extend Taxiway
Ganado	Ganado	General Aviation	3	\$ 24,300	Improve Access Road
Gila Bend	Gila Bend Municipal	General Aviation	10	\$ 189,264	Install Perimeter Fencing
Glendale	Glendale Municipal	Reliever	17	\$ 1,650,000	Acquire Land For Approaches
Globe	San Carlos Apache	General Aviation	12	\$ 155,345	Update Airport Master Plan Study
Globe	San Carlos Apache	General Aviation	13	\$ 259,864	Construct Heliport/Helipad, Install Weather Reporting Equipment
Grand Canyon	Grand Canyon National Park	Primary	19	\$ 4,180,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Snow Removal Equipment, Conduct Miscellaneous Study, Construct Aircraft Rescue & Fire Fighting Building, Security Enhancements
Holbrook	Holbrook Municipal	General Aviation	10	\$ 1,303,400	Rehabilitate Runway
Kayenta	Kayenta	General Aviation	5	\$ 525,000	Construct Access Road, Construct Runway
Kingman	Kingman	Commercial Service	15	\$ 783,750	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Aircraft Rescue & Fire Fighting Building, Improve Terminal Building
Lake Havasu City	Lake Havasu City	Commercial Service	18	\$ 156,750	Update Airport Master Plan Study
Marana	Marana Northwest Regional	Reliever	12	\$ 200,000	Conduct Noise Compatibility Plan Study
Marana	Marana Regional	Reliever	13	\$ 2,157,395	Construct Taxiway
Mesa	Williams Gateway	Reliever	14	\$ 3,873,838	Improve Runway Safety Area
Mesa	Williams Gateway	Reliever	15	\$ 5,137,500	Construct Taxiway, Improve Building
Nogales	Nogales International	General Aviation	12	\$ 973,750	Rehabilitate Taxiway
Page	Page Municipal	Primary	17	\$ 180,375	Construct Heliport/Helipad, Construct Service Road, Construct Taxiway, Rehabilitate Apron, Security Enhancements
Page	Page Municipal	Primary	18	\$ 174,254	Update Airport Master Plan Study
Parker	Avi Suquilla	General Aviation	7	\$ 450,000	Construct Runway
Payson	Payson	General Aviation	13	\$ 1,700,000	Construct Apron
Phoenix	Phoenix Deer Valley	Reliever	20	\$ 442,500	Acquire Land for Development

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Arizona					
Phoenix	Phoenix Sky Harbor International	Primary	60	\$ 10,886,050	Rehabilitate Taxiway
Phoenix	Phoenix Sky Harbor International	Primary	61	\$ 12,309,187	Acquire Land for Noise Compatibility within 65 - 69 DNL
Phoenix	State of Arizona	System Plan	1	\$ 500,000	Conduct State System Plan Study
Polacca	Polacca	General Aviation	1	\$ 142,500	Conduct Airport Master Plan Study
Prescott	Ernest A. Love Field	Commercial Service	23	\$ 872,114	Improve Runway Safety Area, Rehabilitate Taxiway Lighting
Safford	Safford Regional	General Aviation	14	\$ 226,100	Construct Access Road, Extend Taxiway, Install Perimeter Fencing
Saint Johns	St Johns Industrial Air Park	General Aviation	10	\$ 391,000	Improve Runway Safety Area, Install Runway Vertical/Visual Guidance System
Scottsdale	Scottsdale	Reliever	21	\$ 356,951	Environmental Mitigation, Install Noise Monitoring System
Sedona	Sedona	General Aviation	15	\$ 1,019,500	Improve Utilities, Rehabilitate Apron
Show Low	Show Low Regional	Commercial Service	14	\$ 877,639	Acquire Equipment, Acquire Snow Removal Equipment, Construct Heliport/Helipad, Rehabilitate Taxiway
Springerville	Town of Springerville Municipal	General Aviation	13	\$ 150,000	Update Airport Master Plan Study
Taylor	Taylor	General Aviation	13	\$ 336,350	Rehabilitate Runway Lighting
Tuba City	Tuba City	General Aviation	8	\$ 95,000	Update Airport Master Plan Study
Tucson	Ryan Field	Reliever	15	\$ 107,585	Install Perimeter Fencing
Tucson	Tucson International	Primary	47	\$ 4,919,633	Install Perimeter Fencing, Rehabilitate Runway
Tucson	Tucson International	Primary	48	\$ 728,480	Conduct Environmental Study
Tucson	Tucson International	Primary	49	\$ 3,783,887	Acquire Land for Development
Whiteriver	Whiteriver	General Aviation	8	\$ 589,290	Construct Heliport/Helipad
Wickenburg	Wickenburg Municipal	General Aviation	13	\$ 150,000	Extend Runway
Wickenburg	Wickenburg Municipal	General Aviation	14	\$ 4,500,000	Extend Runway, Extend Taxiway, Improve Runway Safety Area, Install Perimeter Fencing, Install Runway Lighting, Install Taxiway Lighting
Williams	H.A. Clark Memorial Field	General Aviation	18	\$ 1,142,582	Rehabilitate Apron
Window Rock	Window Rock	General Aviation	10	\$ 85,500	Conduct Airport Master Plan Study
Winslow	Winslow-Lindbergh Regional	General Aviation	13	\$ 570,950	Widen Taxiway
Yuma	Yuma MCAS/Yuma International	Primary	25	\$ 2,000,000	Construct Apron
Subtotal FY 2005 Funds				\$ 80,620,826	

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Arkansas					
Almyra	Almyra Municipal	General Aviation	2	\$ 52,250	Conduct Airport Master Plan Study
Batesville	Batesville Regional	General Aviation	8	\$ 300,000	Extend Taxiway
Benton	Saline County/Watts Field	General Aviation	9	\$ 2,745,075	Construct New Airport
Bentonville	Bentonville Municipal/Louise M Thaden Field	General Aviation	5	\$ 469,050	Acquire Land For Approaches
Berryville	Carroll County	General Aviation	6	\$ 223,302	Conduct Miscellaneous Study, Construct Taxiway
Blytheville	Blytheville Municipal	General Aviation	9	\$ 172,990	Install Taxiway Lighting
Camden	Harrell Field	General Aviation	8	\$ 113,257	Conduct Airport Master Plan Study
Carlisle	Carlisle Municipal	General Aviation	5	\$ 89,443	Construct Taxiway
Cave Springs	Northwest Arkansas Regional	Primary	25	\$ 2,221,198	Construct Taxiway
Clarksville	Clarksville Municipal	General Aviation	5	\$ 122,898	Install Perimeter Fencing, Rehabilitate Apron
Corning	Corning Municipal	General Aviation	9	\$ 194,347	Rehabilitate Runway Lighting
Crossett	Z M Jack Stell Field	General Aviation	2	\$ 382,500	Rehabilitate Apron
De Queen	J Lynn Helms Sevier County	General Aviation	5	\$ 149,689	Install Miscellaneous NAVAIDS, Rehabilitate Runway Lighting
De Witt	De Witt Municipal	General Aviation	2	\$ 197,724	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Dumas	Billy Free Municipal	General Aviation	2	\$ 207,138	Improve Airport Drainage, Remove Obstructions
El Dorado	South Arkansas Regional at Goodwin Field	General Aviation	10	\$ 867,500	Improve Runway Safety Area, Rehabilitate Runway
Fayetteville	Drake Field	General Aviation	33	\$ 116,605	Update Airport Master Plan Study
Fayetteville	Drake Field	General Aviation	34	\$ 778,030	Construct Apron
Flippin	Marion County Regional	General Aviation	4	\$ 161,486	Construct Taxiway, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Fordyce	H L Hopkins-Fordyce Municipal	General Aviation	2	\$ 52,725	Rehabilitate Runway
Fort Smith	Fort Smith Regional	Primary	35	\$ 543,210	Update Airport Master Plan Study
Harrison	Boone County	Commercial	14	\$ 239,254	Conduct Miscellaneous Study, Rehabilitate Runway, Rehabilitate Taxiway
Heber Springs	Heber Springs Municipal	General Aviation	5	\$ 370,200	Acquire Land For Approaches, Install Airfield Guidance Signs
Helena/West Helena	Thompson-Robbins	General Aviation	5	\$ 688,431	Construct Runway Safety Area, Rehabilitate Runway
Hope	Hope Municipal	General Aviation	5	\$ 800,000	Extend Taxiway, Update Miscellaneous Study

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Arkansas					
Hot Springs	Memorial Field	Commercial Service	13	\$ 1,239,926	Rehabilitate Runway
Jonesboro	Jonesboro Municipal	General Aviation	13	\$ 1,686,062	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Aircraft Rescue & Fire Fighting Building, Install Guidance Signs
Lake Village	Lake Village Municipal	General Aviation	3	\$ 54,901	Construct Taxiway
Little Rock	Adams Field	Primary	58	\$ 6,012,179	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Land for Noise Compatibility within 75 DNL, Rehabilitate Apron
Little Rock	Adams Field	Primary	59	\$ 1,126,939	Acquire Land For Approaches
Little Rock	Adams Field	Primary	60	\$ 2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Little Rock	State of Arkansas	System Plan	4	\$ 116,711	Update State System Plan Study
Marked Tree	Marked Tree Municipal	General Aviation	3	\$ 89,775	Acquire Easement For Approaches, Acquire Land for Development
Marshall	Searcy County	General Aviation	6	\$ 150,602	Install Perimeter Fencing
McGehee	McGehee Municipal	General Aviation	5	\$ 40,070	Rehabilitate Runway
Melbourne	Melbourne Municipal - John E Miller Field	General Aviation	8	\$ 94,430	Update Airport Master Plan Study
Morrilton	Morrilton Municipal	General Aviation	5	\$ 563,467	Widen Runway
Mountain Home	Baxter County Regional	General Aviation	10	\$ 1,389,374	Acquire Land For Approaches, Improve Runway Safety Area, Install Miscellaneous NAVAIDS, Modify Access Road, Rehabilitate Runway Lighting, Remove Obstructions
Nashville	Howard County	General Aviation	2	\$ 390,880	Install Runway Lighting, Widen Runway
Osceola	Osceola Municipal	General Aviation	3	\$ 655,500	Rehabilitate Runway, Widen Runway
Piggott	Piggott Municipal	General Aviation	4	\$ 341,504	Construct Apron
Pine Bluff	Grider Field	General Aviation	8	\$ 317,190	Rehabilitate Building
Rogers	Rogers Municipal-Carter Field	General Aviation	22	\$ 4,763,793	Construct Taxiway
Russellville	Russellville Regional	General Aviation	6	\$ 101,650	Construct Taxiway
Springdale	Springdale Municipal	General Aviation	12	\$ 333,911	Extend Taxiway, Widen Taxiway
Springdale	Springdale Municipal	General Aviation	13	\$ 465,998	Acquire Land For Approaches
Texarkana	Texarkana Regional-Webb Field	Primary	24	\$ 595,332	Acquire Aircraft Rescue & Fire Fighting Vehicle
Ulm	Stuttgart Municipal	General Aviation	11	\$ 149,150	Rehabilitate Taxiway, Update Airport Master Plan Study
Waldron	Waldron Municipal	General Aviation	2	\$ 85,115	Widen Runway
Walnut Ridge	Walnut Ridge Regional	General Aviation	8	\$ 2,775,000	Rehabilitate Runway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Arkansas					
West Memphis	West Memphis Municipal	Reliever	18	\$ 1,856,540	Widen Taxiway
Subtotal FY 2005 Funds				\$ 39,654,301	
California					
Alturas	Alturas Municipal	General Aviation	4	\$ 185,000	Install Miscellaneous NAVAIDS, Install Taxiway Lighting, Rehabilitate Service Road, Update Airport Master Plan Study
Apple Valley	Apple Valley	General Aviation	6	\$ 544,578	Rehabilitate Taxiway
Arcata/Eureka	Arcata	Primary	29	\$ 65,000	Rehabilitate Runway
Bakersfield	Meadows Field	Primary	27	\$ 1,197,945	Construct Terminal Building
Big Bear City	Big Bear City	General Aviation	13	\$ 1,812,298	Improve Runway Safety Area, Install Perimeter Fencing, Rehabilitate Apron
Boonville	Boonville	General Aviation	2	\$ 210,500	Construct Taxiway, Expand Apron, Install Perimeter Fencing
Borrego Springs	Borrego Valley	General Aviation	11	\$ 94,244	Rehabilitate Runway
Burbank	Bob Hope	Primary	40	\$ 8,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Calexico	Calexico International	General Aviation	10	\$ 150,000	Rehabilitate Runway
Camarillo	Camarillo	Reliever	22	\$ 1,733,485	Install Perimeter Fencing, Rehabilitate Apron
Carlsbad	McClellan-Palomar	Primary	20	\$ 1,204,750	Acquire Aircraft Rescue & Fire Fighting Vehicle, Improve Runway Safety Area
Carlsbad	McClellan-Palomar	Primary	21	\$ 6,552,000	Construct Apron, Construct Taxiway
Cedarville	Cedarville	General Aviation	3	\$ 222,800	Rehabilitate Apron
Chester	Rogers Field	General Aviation	10	\$ 80,000	Rehabilitate Apron
Chico	Chico Municipal	Primary	23	\$ 890,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Chico	Chico Municipal	Primary	24	\$ 2,517,500	Rehabilitate Apron
Chino	Chino	Reliever	26	\$ 2,330,255	Improve Runway Safety Area
Coalinga	New Coalinga Municipal	General Aviation	5	\$ 150,000	Install Perimeter Fencing, Install Weather Reporting Equipment, Rehabilitate Runway
Columbia	Columbia	General Aviation	11	\$ 33,250	Update Airport Master Plan Study
Colusa	Colusa County	General Aviation	8	\$ 270,203	Improve Runway Safety Area
Compton	Compton/Woodley	Reliever	5	\$ 150,000	Install Perimeter Fencing
Concord	Buchanan Field	Reliever	15	\$ 100,000	Conduct Miscellaneous Study
Crescent City	Jack McNamara Field	Primary	14	\$ 285,000	Rehabilitate Taxiway
Daggett	Barstow-Daggett	General Aviation	5	\$ 150,000	Rehabilitate Access Road
Delano	Delano Municipal	General Aviation	8	\$ 219,811	Construct Runway Safety Area
Dunsmuir	Dunsmuir Municipal-Mott	General Aviation	7	\$ 97,000	Update Airport Master Plan Study
El Monte	El Monte	Reliever	8	\$ 300,000	Install Perimeter Fencing

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
California					
Eureka	Kneeland	General Aviation	4	\$ 190,520	Rehabilitate Apron, Rehabilitate Runway
Eureka	Murray Field	General Aviation	6	\$ 30,365	Install Perimeter Fencing
Eureka	Murray Field	General Aviation	7	\$ 250,000	Conduct Environmental Study
Fall River Mills	Fall River Mills	General Aviation	6	\$ 3,600,000	Construct Access Road, Construct Taxiway, Construct Utilities, Expand Apron, Extend Runway, Remove Obstructions
Fallbrook	Fallbrook Community Airpark	General Aviation	2	\$ 250,755	Rehabilitate Apron
Fort Jones	Scott Valley	General Aviation	4	\$ 435,000	Rehabilitate Runway
Fortuna	Rohnerville	General Aviation	5	\$ 70,000	Rehabilitate Runway, Rehabilitate Runway Lighting
Fresno	Fresno Yosemite International	Primary	47	\$ 1,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Fresno	Fresno Yosemite International	Primary	48	\$ 5,999,453	Rehabilitate Aircraft Rescue & Fire Fighting Building, Rehabilitate Taxiway
Fresno	Fresno-Chandler Downtown	Reliever	10	\$ 325,000	Rehabilitate Taxiway, Rehabilitate Terminal Building
Fullerton	Fullerton Municipal	Reliever	16	\$ 437,159	Acquire Easement For Approaches, Construct Building
Grass Valley	Nevada County Air Park	General Aviation	8	\$ 139,947	Install Weather Reporting Equipment
Gustine	Gustine	General Aviation	5	\$ 142,500	Conduct Miscellaneous Study
Half Moon Bay	Half Moon Bay	Reliever	10	\$ 250,000	Construct Access Road, Construct Apron, Improve Airport Drainage, Install Perimeter Fencing, Rehabilitate Taxiway
Hanford	Hanford Municipal	General Aviation	14	\$ 150,000	Acquire Land For Approaches
Hawthorne	Jack Northrop Field/Hawthorne Municipal	Reliever	9	\$ 215,000	Update Airport Master Plan Study
Hayfork	Hayfork	General Aviation	4	\$ 75,000	Update Airport Master Plan Study
Hemet	Hemet-Ryan	General Aviation	10	\$ 309,583	Install Perimeter Fencing, Rehabilitate Access Road, Rehabilitate Runway, Rehabilitate Taxiway
Hollister	Hollister Municipal	General Aviation	9	\$ 450,000	Install Perimeter Fencing
Imperial	Imperial County	Commercial Service	19	\$ 1,000,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Apron
Lompoc	Lompoc	General Aviation	10	\$ 250,000	Construct Fuel Farm
Lompoc	Lompoc	General Aviation	11	\$ 142,500	Update Airport Master Plan Study
Long Beach	Long Beach /Daugherty Field/	Primary	26	\$ 6,796,539	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Taxiway, Install Runway Incurion Caution Bars, Rehabilitate Taxiway
Los Angeles	Los Angeles International	Primary	31	\$ 10,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Los Angeles	Los Angeles International	Primary	32	\$ 2,000,000	Noise Mitigation Measures for Residences within 70 - 74 DNL

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
California					
Los Angeles	Los Angeles International	Primary	33	\$ 10,000,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Los Angeles	Los Angeles International	Primary	34	\$ 5,000,000	Noise Mitigation Measures for Residences within 70 - 74 DNL
Los Angeles	Los Angeles International	Primary	35	\$ 38,826,223	Construct Runway
Los Angeles	Six Southern California Counties	System Plan	4	\$ 500,000	Conduct Metropolitan System Plan Study
Los Banos	Los Banos Municipal	General Aviation	5	\$ 250,000	Rehabilitate Runway Lighting
Madera	Madera Municipal	General Aviation	13	\$ 400,000	Remove Obstructions, Update Airport Master Plan Study
Marina	Marina Municipal	General Aviation	6	\$ 200,000	Install Weather Reporting Equipment
Mariposa	Mariposa-Yosemite	General Aviation	6	\$ 150,000	Update Airport Master Plan Study
Marysville	Yuba County	General Aviation	12	\$ 350,840	Rehabilitate Runway
Merced	Merced Municipal/MacReady Field	Commercial Service	12	\$ 1,450,000	Acquire Emergency Generator, Rehabilitate Runway
Modesto	Modesto City County-Harry Sham Field	Primary	29	\$ 1,450,000	Rehabilitate Apron
Mojave	Mojave	General Aviation	16	\$ 150,000	Update Airport Master Plan Study
Mojave	Mojave	General Aviation	17	\$ 7,610,232	Extend Runway
Montague	Siskiyou County	General Aviation	5	\$ 2,000,000	Rehabilitate Runway
Monterey	Monterey Bay Metropolitan Area	System Plan	1	\$ 200,000	Conduct Metropolitan System Plan Study
Monterey	Monterey Peninsula	Primary	40	\$ 2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Monterey	Monterey Peninsula	Primary	41	\$ 1,280,053	Rehabilitate Terminal Building
Murrieta/Temecula	French Valley	General Aviation	20	\$ 396,419	Rehabilitate Runway
Napa	Napa County	Reliever	20	\$ 2,231,098	Construct Taxiway, Rehabilitate Apron
Oakland	Metropolitan Oakland International	Primary	37	\$ 18,123,134	Rehabilitate Apron
Oakland	Metropolitan Oakland International	Primary	38	\$ 1,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Oakland	Metropolitan Oakland International	Primary	39	\$ 1,500,000	Conduct Environmental Study
Ontario	Ontario International	Primary	25	\$ 3,500,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Oxnard	Oxnard	Primary	24	\$ 1,198,384	Improve Runway Safety Area, Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
California					
Palm Springs	Jacqueline Cochran Regional	General Aviation	13	\$ 475,000	Construct Service Road, Install Runway Vertical/Visual Guidance System, Rehabilitate Access Road, Rehabilitate Taxiway
Palm Springs	Palm Springs International	Primary	38	\$ 3,545,400	Expand Terminal Building
Palm Springs	Palm Springs International	Primary	39	\$ 2,259,100	Construct Apron
Palo Alto	Palo Alto Airport of Santa Clara County	Reliever	6	\$ 300,000	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Install Weather Reporting Equipment
Paso Robles	Paso Robles Municipal	General Aviation	17	\$ 329,300	Rehabilitate Taxiway
Petaluma	Petaluma Municipal	Reliever	15	\$ 150,000	Construct Building
Placerville	Placerville	General Aviation	9	\$ 270,000	Rehabilitate Apron
Quincy	Gansner Field	General Aviation	6	\$ 460,000	Rehabilitate Apron
Ramona	Ramona	Reliever	10	\$ 634,416	Construct Access Road, Environmental Mitigation
Redding	Benton Field	General Aviation	8	\$ 142,500	Conduct Environmental Study
Redding	Redding Municipal	Primary	28	\$ 2,336,340	Acquire Handicap Passenger Lift Device, Acquire Land For Approaches
Redding	Redding Municipal	Primary	29	\$ 168,660	Conduct Environmental Study
Redlands	Redlands Municipal	General Aviation	8	\$ 142,500	Update Airport Master Plan Study
Reedley	Reedley Municipal	General Aviation	7	\$ 350,000	Construct Runway Safety Area, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Rio Vista	Rio Vista Municipal	General Aviation	11	\$ 181,500	Construct Service Road, Improve Airport Drainage, Install Apron Lighting, Install Perimeter Fencing, Install Weather Reporting Equipment, Remove Obstructions
Riverside	Riverside Municipal	Reliever	21	\$ 1,043,600	Construct Taxiway
Ruth	Ruth	General Aviation	2	\$ 75,000	Update Airport Master Plan Study
Sacramento	Sacramento International	Primary	37	\$ 1,500,000	Conduct Environmental Study
Sacramento	Sacramento Mather	Reliever	13	\$ 750,000	Conduct Environmental Study
Salinas	Salinas Municipal	General Aviation	13	\$ 1,750,000	Rehabilitate Runway
San Andreas	Calaveras County-Maury Rasmussen Field	General Aviation	5	\$ 531,920	Construct Access Road, Construct Taxiway, Rehabilitate Apron
San Bernardino	San Bernardino International	Reliever	19	\$ 5,973,513	Rehabilitate Runway
San Carlos	San Carlos	Reliever	10	\$ 285,000	Improve Airport Drainage, Install Perimeter Fencing, Rehabilitate Access Road, Rehabilitate Apron
San Diego	Montgomery Field	Reliever	9	\$ 1,051,200	Construct Heliport/Helipad
San Diego	San Diego International	Primary	42	\$ 2,800,000	Conduct Airport Master Plan Study

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
California					
San Diego	San Diego International	Primary	43	\$ 10,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
San Diego	San Diego International	Primary	44	\$ 4,895,329	Rehabilitate Apron
San Diego/El Cajon	Gillespie Field	Reliever	11	\$ 1,260,000	Rehabilitate Runway
San Diego/El Cajon	Gillespie Field	Reliever	12	\$ 80,000	Update Airport Master Plan Study
San Francisco International Airport	San Francisco International	Primary	33	\$ 24,177,111	Conduct Miscellaneous Study, Construct Apron, Improve Airport Drainage, Improve Terminal Building, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Security Enhancements, Widen Taxiway
San Jose	Norman Y. Mineta San Jose International	Primary	60	\$ 3,842,664	Extend Runway
San Jose	Norman Y. Mineta San Jose International	Primary	61	\$ 3,400,000	Install Noise Monitoring System, Noise Mitigation Measures for Residences within 65 - 69 DNL
San Jose	Norman Y. Mineta San Jose International	Primary	62	\$ 14,659,598	Install Guidance Signs, Rehabilitate Taxiway, Widen Taxiway
San Jose	Reid-Hillview of Santa Clara County	Reliever	10	\$ 435,000	Install Airfield Guidance Signs, Rehabilitate Apron
San Luis Obispo	San Luis County Regional	Primary	30	\$ 662,256	Construct Access Road, Construct Apron, Construct Taxiway, Improve Airport Miscellaneous Improvements
San Luis Obispo	San Luis County Regional	Primary	31	\$ 2,500,000	Construct Taxiway
San Martin	South County Airport of Santa Clara County	Reliever	6	\$ 150,000	Remove Obstructions
Santa Ana	John Wayne Airport-Orange County	Primary	35	\$ 12,795,061	Construct Apron
Santa Barbara	Santa Barbara Municipal	Primary	33	\$ 2,776,290	Construct Access Road, Construct Runway Safety Area, Security Enhancements
Santa Maria	Santa Maria Public/Capt G Allan Hancock Field	Primary	26	\$ 1,000,000	Expand Terminal Building
Santa Rosa	Charles M. Schulz - Sonoma County	General Aviation	28	\$ 1,250,000	Conduct Miscellaneous Study, Improve Runway Safety Area, Rehabilitate Taxiway, Security Enhancements
Santa Ynez	Santa Ynez	General Aviation	9	\$ 818,802	Improve Airport Drainage, Rehabilitate Access Road, Rehabilitate Apron
Shafter	Shafter-Minter Field	General Aviation	13	\$ 25,000	Install Perimeter Fencing
South Lake Tahoe	Lake Tahoe	General Aviation	24	\$ 495,748	Conduct Miscellaneous Study, Rehabilitate Runway
Stockton	Stockton Metropolitan	Primary	21	\$ 1,250,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Expand Apron, Security Enhancements, Update Airport Master Plan Study
Tracy	Tracy Municipal	General Aviation	10	\$ 300,000	Improve Airport Drainage, Improve Runway Safety Area, Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System
Trinity Center	Trinity Center	General Aviation	4	\$ 75,000	Update Airport Master Plan Study
Tulare	Mefford Field	General Aviation	6	\$ 150,000	Acquire Land for Development

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
California					
Turlock	Turlock Municipal	General Aviation	6	\$ 800,000	Improve Airport Miscellaneous Improvements, Install Perimeter Fencing, Rehabilitate Runway
Ukiah	Ukiah Municipal	General Aviation	8	\$ 114,285	Rehabilitate Runway, Repair Utilities
Vacaville	Nut Tree	General Aviation	9	\$ 142,500	Update Airport Master Plan Study
Vacaville	Nut Tree	General Aviation	10	\$ 142,500	Conduct Environmental Study
Victorville	Southern California Logistics	Primary	12	\$ 3,495,602	Rehabilitate Runway Lighting
Visalia	Visalia Municipal	Commercial Service	22	\$ 250,000	Construct Taxiway, Install Runway Vertical/Visual Guidance System
Willow Creek	Dinsmore	General Aviation	4	\$ 33,156	Improve Airport Drainage
Yuba City	Sutter County	General Aviation	3	\$ 245,222	Rehabilitate Taxiway
Subtotal FY 2005 Funds				\$ 283,547,396	
Colorado					
Akron	Colorado Plains Regional	General Aviation	10	\$ 800,000	Construct Taxiway
Alamosa	San Luis Valley Regional/Bergman Field	Commercial Service	15	\$ 655,000	Expand Apron, Rehabilitate Apron
Aspen	Aspen-Pitkin County/Sardy Field	Primary	31	\$ 6,723,300	Improve Runway Safety Area
Aspen	Aspen-Pitkin County/Sardy Field	Primary	32	\$ 6,044,081	Improve Runway Safety Area
Broomfield	Jeffco	Reliever	36	\$ 3,300,000	Construct Taxiway
Broomfield	Jeffco	Reliever	37	\$ 550,000	Rehabilitate Apron
Buena Vista	Central Colorado Regional	General Aviation	9	\$ 150,000	Install Weather Reporting Equipment, Update Airport Master Plan Study
Canon City	Fremont County	General Aviation	6	\$ 450,000	Expand Apron
Canon City	Fremont County	General Aviation	7	\$ 56,919	Update Airport Master Plan Study
Colorado Springs	City of Colorado Springs Municipal	Primary	40	\$ 16,181,170	Rehabilitate Runway
Colorado Springs	Meadow Lake	Reliever	11	\$ 1,565,360	Acquire Land For Approaches
Denver	Denver International	Primary	36	\$ 3,250,000	Construct Aircraft Rescue & Fire Fighting Building, Construct Runway
Denver	Denver International	Primary	37	\$ 3,211,130	Construct Deicing Containment Facility, Install Runway Sensors
Denver	Denver International	Primary	38	\$ 10,000,000	Construct Deicing Containment Facility
Denver	State of Colorado	System Plan	4	\$ 246,140	Update State System Plan Study
Durango	Durango-La Plata County	Primary	29	\$ 3,487,582	Construct Apron, Construct Taxiway
Eagle	Eagle County Regional	Primary	37	\$ 1,606,200	Extend Runway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Colorado					
Eagle	Eagle County Regional	Primary	38	\$ 7,551,218	Extend Runway
Englewood	Centennial	Reliever	28	\$ 467,000	Acquire Snow Removal Equipment
Englewood	Centennial	Reliever	29	\$ 1,544,138	Acquire Land For Approaches
Erie	Erie Municipal	Reliever	8	\$ 625,000	Construct Access Road, Construct Taxiway, Install Perimeter Fencing
Fort Collins/Loveland	Fort Collins-Loveland Municipal	Primary	19	\$ 1,150,000	Acquire Handicap Passenger Lift Device, Acquire Snow Removal Equipment, Improve Terminal Building, Install Perimeter Fencing, Rehabilitate Apron
Granby	Granby-Grand County	General Aviation	4	\$ 400,000	Improve Runway Safety Area
Granby	Granby-Grand County	General Aviation	5	\$ 560,000	Improve Runway Safety Area
Grand Junction	Walker Field	Primary	30	\$ 3,055,000	Rehabilitate Apron
Greeley	Greeley-Weld County	General Aviation	17	\$ 415,000	Install Miscellaneous NAVAIDS, Install Runway Lighting
Gunnison	Gunnison-Crested Butte Regional	Primary	37	\$ 70,000	Conduct Miscellaneous Study
Hayden	Yampa Valley	Primary	31	\$ 2,594,454	Expand Terminal Building
Hayden	Yampa Valley	Primary	32	\$ 5,400,000	Construct Apron
Kremmling	Mc Elroy Airfield	General Aviation	5	\$ 150,000	Update Airport Master Plan Study
La Junta	La Junta Municipal	General Aviation	5	\$ 475,000	Rehabilitate Apron
Meeker	Meeker	General Aviation	5	\$ 111,018	Conduct Environmental Study
Montrose	Montrose Regional	Primary	32	\$ 550,364	Acquire Snow Removal Equipment
Pueblo	Pueblo Memorial	Commercial Service	24	\$ 150,000	Update Airport Master Plan Study
Pueblo	Pueblo Memorial	Commercial Service	25	\$ 1,606,900	Remove Obstructions
Rangely	Rangely	General Aviation	6	\$ 119,200	Rehabilitate Runway
Rifle	Garfield County Regional	General Aviation	14	\$ 150,000	Conduct Environmental Study
Salida	Harriet Alexander Field	General Aviation	8	\$ 275,443	Acquire Land for Development
Steamboat Springs	Steamboat Springs/Bob Adams Field	General Aviation	14	\$ 790,600	Rehabilitate Apron
Telluride	Telluride Regional	Primary	20	\$ 1,000,000	Acquire Snow Removal Equipment, Rehabilitate Runway
Trinidad	Perry Stokes	General Aviation	4	\$ 600,000	Construct Taxiway, Expand Apron
Walsenburg	Spanish Peaks Airfield	General Aviation	1	\$ 150,000	Rehabilitate Runway
Watkins	Front Range	Reliever	29	\$ 300,000	Install Weather Reporting Equipment, Rehabilitate Taxiway
Subtotal FY 2005 Funds				\$ 88,537,217	

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Connecticut					
Bridgeport	Igor I Sikorsky Memorial	General Aviation	21	\$ 85,500	Rehabilitate Apron
Danbury	Danbury Municipal	Reliever	26	\$ 274,503	Light Obstructions
Danielson	Danielson	General Aviation	6	\$ 347,196	Update Airport Master Plan Study
Meriden	Meriden Markham Municipal	General Aviation	7	\$ 1,380,066	Rehabilitate Runway
New Haven	Tweed-New Haven	Primary	26	\$ 272,313	Rehabilitate Apron
New Haven	Tweed-New Haven	Primary	27	\$ 289,750	Acquire Snow Removal Equipment
New Haven	Tweed-New Haven	Primary	28	\$ 550,905	Improve Terminal Building
New Haven	Tweed-New Haven	Primary	29	\$ 206,278	Update Airport Master Plan Study
Oxford	Waterbury-Oxford	General Aviation	10	\$ 1,323,315	Extend Taxiway
Subtotal FY 2005 Funds				\$ 4,729,826	
Delaware					
Dover	State of Delaware	System Plan	3	\$ 152,000	Update State System Plan Study
Dover/Cheswold	Delaware Airpark	General Aviation	6	\$ 1,800,000	Construct Runway
Georgetown	Sussex County	General Aviation	19	\$ 566,846	Construct Snow Removal Equipment Building, Rehabilitate Runway
Middletown	Summit	Reliever	7	\$ 52,098	Rehabilitate Runway, Rehabilitate Runway Lighting
Middletown	Summit	Reliever	8	\$ 236,540	Construct Taxiway, Extend Runway, Remove Obstructions
Wilmington	New Castle	General Aviation	23	\$ 114,670	Acquire Snow Removal Equipment
Wilmington	New Castle County	General Aviation	22	\$ 3,631,943	Construct Taxiway, Expand Apron, Rehabilitate Taxiway, Update Miscellaneous Study
Subtotal FY 2005 Funds				\$ 6,554,097	
District of Columbia					
Washington	Washington Metropolitan Area	System Plan	4	\$ 293,889	Conduct Metropolitan System Plan Study
Subtotal FY 2005 Funds				\$ 293,889	
Federated States of Micronesia					
Colonia	Yap International	General Aviation	7	\$ 300,000	Construct Aircraft Rescue & Fire Fighting Building
Iras	Chuuk International	General Aviation	9	\$ 300,000	Construct Aircraft Rescue & Fire Fighting Building
Kosrae	Kosrae	General Aviation	6	\$ 300,000	Construct Aircraft Rescue & Fire Fighting Building
Ponape	Pohnpei International	General Aviation	7	\$ 350,000	Construct Aircraft Rescue & Fire Fighting Building
Ponape	Pohnpei International	General Aviation	8	\$ 2,100,000	Rehabilitate Runway
Subtotal FY 2005 Funds				\$ 3,350,000	

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Florida					
Apalachicola	Apalachicola Municipal	General Aviation	2	\$ 61,000	Update Airport Master Plan Study
Avon Park	Avon Park Municipal	General Aviation	12	\$ 94,850	Rehabilitate Runway
Boca Raton	Boca Raton	Reliever	9	\$ 247,000	Conduct Noise Compatibility Plan Study
Brooksville	Hernando County	General Aviation	14	\$ 519,831	Install Apron Lighting, Install Perimeter Fencing
Clearwater	St Petersburg-Clearwater International	Primary	31	\$ 14,273,418	Extend Runway, Improve Terminal Building, Security Enhancements
Crystal River	Crystal River	General Aviation	2	\$ 149,269	Update Airport Master Plan Study
Daytona Beach	Daytona Beach International	Primary	47	\$ 2,214,654	Expand Terminal Building
Daytona Beach	Daytona Beach International	Primary	48	\$ 3,703,726	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Service Road, Install Miscellaneous NAVAIDS, Install Runway Lighting, Rehabilitate Runway, Remove Obstructions
De Funiak Springs	Defuniak Springs	General Aviation	2	\$ 675,627	Construct Taxiway
DeLand	DeLand Municipal-Sidney H Taylor Field	Reliever	15	\$ 123,500	Extend Taxiway, Install Guidance Signs
Fernandina Beach	Fernandina Beach Municipal	Reliever	15	\$ 152,883	Construct Access Road
Fort Lauderdale	Fort Lauderdale Executive	Reliever	21	\$ 764,914	Extend Taxiway, Rehabilitate Runway
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	48	\$ 8,353,985	Construct Taxiway, Security Enhancements
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	49	\$ 838,732	Conduct Noise Compatibility Plan Study
Fort Myers	Page Field	General Aviation	12	\$ 150,000	Construct Taxiway, Extend Taxiway
Fort Myers	Page Field	General Aviation	13	\$ 3,824,680	Construct Taxiway, Extend Taxiway
Fort Myers	Southwest Florida International	Primary	35	\$ 4,000,000	Construct Apron
Fort Myers	Southwest Florida International	Primary	36	\$ 1,588,058	Construct Terminal Building, Install Apron Lighting, Install Guidance Signs
Fort Myers	Southwest Florida International	Primary	37	\$ 10,833,899	Rehabilitate Runway
Fort Myers	Southwest Florida International	Primary	38	\$ 6,961,434	Rehabilitate Runway
Fort Pierce	St Lucie County International	General Aviation	25	\$ 919,498	Construct Runway, Rehabilitate Runway Lighting
Gainesville	Gainesville Regional	Primary	22	\$ 864,165	Improve Terminal Building
Jacksonville	Cecil Field	Reliever	7	\$ 3,153,730	Improve Airport Drainage, Rehabilitate Building, Rehabilitate Taxiway Lighting, Remove Obstructions
Jacksonville	Craig Municipal	Reliever	16	\$ 150,000	Construct Taxiway
Jacksonville	Herlong	Reliever	11	\$ 149,961	Update Airport Master Plan Study

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Florida					
Jacksonville	Jacksonville International	Primary	40	\$ 5,961,543	Rehabilitate Apron, Rehabilitate Taxiway
Key West	Key West International	Primary	27	\$ 4,089,835	Conduct Miscellaneous Study, Conduct Noise Compatibility Plan Study, Noise Mitigation Measures for Residences within 70 - 74 DNL
Keystone Heights	Keystone Airpark	General Aviation	15	\$ 157,888	Install Perimeter Fencing
Kissimmee	Kissimmee Gateway	Reliever	27	\$ 608,340	Install Runway Vertical/Visual Guidance System, Remove Obstructions, Widen Taxiway
Lake City	Lake City Municipal	General Aviation	15	\$ 161,270	Rehabilitate Runway
Lakeland	Lakeland Linder Regional	Reliever	27	\$ 3,582,952	Rehabilitate Runway
Leesburg	Leesburg Regional	General Aviation	13	\$ 300,000	Conduct Environmental Study
Live Oak	Suwannee County	General Aviation	5	\$ 76,038	Rehabilitate Runway
Marathon	The Florida Keys Marathon	General Aviation	21	\$ 112,438	Acquire Emergency Generator, Construct Apron, Improve Terminal Building, Rehabilitate Apron
Melbourne	Melbourne International	Primary	29	\$ 1,634,950	Acquire Equipment, Rehabilitate Apron, Rehabilitate Taxiway, Security Enhancements
Merritt Island	Merritt Island	General Aviation	14	\$ 692,550	Install Guidance Signs, Install Miscellaneous NAVAIDS, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Miami	Miami International	Primary	49	\$ 8,000,000	Construct Runway
Miami	Miami International	Primary	50	\$ 1,464,319	Security Enhancements
Miami	Miami International	Primary	51	\$ 9,551,609	Rehabilitate Runway
Milton	Peter Prince Field	General Aviation	8	\$ 766,109	Construct Taxiway, Improve Runway Safety Area
Naples	Naples Municipal	Commercial Service	23	\$ 1,897,538	Acquire Aircraft Rescue & Fire Fighting Vehicle, Install Runway Lighting
New Smyrna Beach	New Smyrna Beach Municipal	Reliever	10	\$ 1,026,100	Install Runway Lighting, Install Taxiway Lighting, Install Weather Reporting Equipment
Ocala	Ocala International-Jim Taylor Field	General Aviation	19	\$ 1,788,130	Construct Runway Safety Area, Extend Taxiway, Rehabilitate Taxiway
Okeechobee	Okeechobee County	General Aviation	13	\$ 124,472	Install Apron Lighting, Install Perimeter Fencing
Orlando	Orlando International	Primary	88	\$ 2,000,000	Construct Taxiway
Orlando	Orlando International	Primary	89	\$ 3,000,000	Environmental Mitigation
Orlando	Orlando International	Primary	90	\$ 5,360,000	Construct Runway
Orlando	Orlando International	Primary	91	\$ 3,725,758	Rehabilitate Terminal Building
Ormond Beach	Ormond Beach Municipal	Reliever	10	\$ 219,989	Construct Taxiway, Improve Airport Miscellaneous Improvements, Install Airfield Guidance Signs, Rehabilitate Runway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Florida					
Palatka	Kay Larkin	General Aviation	13	\$ 1,146,470	Improve Runway Safety Area, Install Airfield Guidance Signs, Install Perimeter Fencing, Install Taxiway Lighting, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Panama City	Panama City-Bay County International	Primary	35	\$ 2,196,698	Conduct Environmental Study
Panama City	Panama City-Bay County International	Primary	36	\$ 775,057	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Equipment, Acquire Handicap Passenger Lift Device
Pensacola	Pensacola Regional	Primary	33	\$ 7,733,762	Rehabilitate Runway
Perry	Perry-Foley	General Aviation	5	\$ 189,794	Construct Building, Install Weather Reporting Equipment
Plant City	Plant City Municipal	General Aviation	5	\$ 286,740	Install Airfield Guidance Signs, Rehabilitate Apron
Punta Gorda	Charlotte County	General Aviation	20	\$ 150,000	Update Airport Master Plan Study
Quincy	Quincy Municipal	General Aviation	2	\$ 87,476	Update Airport Master Plan Study
Saint Petersburg	Albert Whitted	Reliever	13	\$ 375,200	Install Airfield Guidance Signs
Sanford	Orlando Sanford	Primary	48	\$ 1,779,777	Conduct Noise Compatibility Plan Study, Construct Apron
Sanford	Orlando Sanford	Primary	49	\$ 2,737,542	Extend Runway, Rehabilitate Runway
Sarasota/Bradenton	Sarasota/Bradenton International	Primary	38	\$ 3,422,959	Construct Service Road, Construct Taxiway, Expand Terminal Building, Improve Airport Drainage, Rehabilitate Runway
Stuart	Witham Field	General Aviation	10	\$ 2,416,805	Acquire Land for Noise Compatibility within 65 - 69 DNL, Install Weather Reporting Equipment
Tallahassee	State of Florida	System Plan	4	\$ 2,000,000	Conduct State System Plan Study
Tallahassee	Tallahassee Regional	Primary	30	\$ 782,025	Construct Access Road, Construct Apron
Tampa	Tampa International	Primary	45	\$ 6,241,900	Construct Taxiway
Valparaiso	Eglin AFB	Primary	16	\$ 2,231,671	Expand Terminal Building
Venice	Venice Municipal	Reliever	10	\$ 183,545	Conduct Airport Master Plan Study
Wauchula	Wauchula Municipal	General Aviation	6	\$ 71,967	Update Airport Master Plan Study
West Palm Beach	North Palm Beach County General Aviation	Reliever	12	\$ 885,000	Conduct Environmental Study
West Palm Beach	Palm Beach International	Primary	44	\$ 1,602,767	Construct Building, Install Runway Vertical/Visual Guidance System
Williston	Williston Municipal	General Aviation	7	\$ 150,000	Install Airfield Guidance Signs, Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Winter Haven	Winter Haven's Gilbert	General Aviation	17	\$ 311,183	Construct Apron, Install Perimeter Fencing
Subtotal FY 2005 Funds				\$ 158,828,980	

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Georgia					
Albany	Southwest Georgia Regional	Primary	25	\$ 1,969,735	Construct Access Road, Construct Aircraft Rescue & Fire Fighting Building, Rehabilitate Apron, Widen Taxiway
Athens	Athens/Ben Epps	Commercial Service	20	\$ 1,000,000	Construct Access Road, Construct Aircraft Rescue & Fire Fighting Building, Rehabilitate Apron, Update Miscellaneous Study
Atlanta	Dekalb-Peachtree	Reliever	31	\$ 738,075	Rehabilitate Taxiway
Atlanta	Hartsfield - Jackson Atlanta International	Primary	67	\$ 24,100,000	Acquire Land for Noise Compatibility within 70 - 74 DNL
Atlanta	Hartsfield - Jackson Atlanta International	Primary	68	\$ 6,368,300	Construct Runway
Atlanta	Hartsfield - Jackson Atlanta International	Primary	69	\$ 14,000,000	Extend Runway
Atlanta	Hartsfield - Jackson Atlanta International	Primary	70	\$ 8,434,601	Construct Runway
Atlanta	Various Locations in Georgia	System Plan	5	\$ 20,977,100	Acquire Land For Approaches, Acquire Land for Development, Conduct Environmental Study, Construct Apron, Construct Fuel Farm, Construct Runway, Construct Taxiway, Expand Apron, Extend Runway, Improve Airport Drainage, Improve Runway Safety Area, Install Perimeter Fencing, Install Runway Lighting, Install Taxiway Lighting, Install Weather Reporting Equipment, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting, Remove Obstructions, Strengthen Runway, Strengthen Taxiway, Update Airport Master Plan Study, Widen Runway
Augusta	Augusta Regional at Bush Field	Primary	28	\$ 1,595,000	Expand Terminal Building, Rehabilitate Apron
Augusta	Daniel Field	General Aviation	11	\$ 165,630	Install Perimeter Fencing, Rehabilitate Parking Lot, Rehabilitate Runway
Brunswick	Brunswick Golden Isles	Primary	22	\$ 142,500	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Equipment, Install Miscellaneous NAVAIDS, Rehabilitate Apron
Brunswick	Malcolm McKinnon	General Aviation	13	\$ 150,000	Light Obstructions
Columbus	Columbus Metropolitan	Primary	26	\$ 2,089,000	Construct Taxiway, Improve Runway Safety Area
Columbus	Columbus Metropolitan	Primary	27	\$ 316,065	Construct Taxiway
Dallas	Paulding County (New)	System Plan	2	\$ 2,360,577	Construct New Airport
Eastman	Heart of Georgia Regional	General Aviation	3	\$ 479,182	Acquire Land for Development
Fitzgerald	Fitzgerald Municipal	General Aviation	4	\$ 68,400	Extend Runway
Fort Stewart (U.S. Army)	Wright AAF (Fort Stewart)	General Aviation	2	\$ 2,552,269	Install Taxiway Lighting, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Gainesville	Lee Gilmer Memorial	Reliever	11	\$ 150,000	Construct Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Georgia					
Greensboro	Greene County Regional	General Aviation	1	\$ 1,500,000	Extend Runway
Macon	Herbert Smart Downtown	General Aviation	5	\$ 251,720	Install Miscellaneous NAVAIDS, Rehabilitate Taxiway Lighting
Macon	Middle Georgia Regional	Primary	20	\$ 427,530	Acquire Equipment, Improve Airport Drainage, Improve Runway Safety Area, Rehabilitate Terminal Building
Marietta	Cobb County-McCollum Field	Reliever	21	\$ 209,855	Rehabilitate Runway
Saint Marys	St Marys	General Aviation	3	\$ 295,925	Conduct Environmental Study
Savannah	Savannah/Hilton Head International	Primary	40	\$ 4,193,177	Construct Taxiway, Expand Terminal Building, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Toccoa	Toccoa - R G LeTourneau Field	General Aviation	10	\$ 627,000	Extend Runway
Valdosta	Valdosta Regional	Primary	21	\$ 2,448,940	Extend Runway
Warm Springs	Roosevelt Memorial	General Aviation	4	\$ 36,625	Conduct Environmental Study
Winder	Winder-Barrow	General Aviation	14	\$ 500,000	Acquire Land For Approaches
Subtotal FY 2005 Funds				\$ 98,147,206	
Guam					
Agana	Guam International	Primary	47	\$ 3,867,500	Improve Terminal Building
Agana	Guam International	Primary	48	\$ 1,900,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Agana	Guam International	Primary	49	\$ 375,120	Acquire Equipment, Acquire Friction Measuring Equipment
Agana	Guam International	Primary	50	\$ 1,757,000	Improve Utilities [MAP]
Agana	Guam International	Primary	51	\$ 2,282,589	Improve Airport Miscellaneous Improvements
Subtotal FY 2005 Funds				\$ 10,182,209	
Hawaii					
Hana	Hana	Commercial Service	5	\$ 700,000	Construct Aircraft Rescue & Fire Fighting Building, Install Perimeter Fencing
Hanapepe	Port Allen	General Aviation	5	\$ 742,900	Rehabilitate Runway
Hawi	Upolu	General Aviation	4	\$ 950,000	Rehabilitate Runway
Hilo	Hilo International	Primary	21	\$ 845,500	Acquire Aircraft Rescue & Fire Fighting Vehicle
Hilo	Hilo International	Primary	22	\$ 3,870,575	Improve Terminal Building, Rehabilitate Apron, Rehabilitate Taxiway
Hilo	Hilo International	Primary	23	\$ 1,382,250	Improve Terminal Building
Honolulu	Honolulu International	Primary	78	\$ 1,071,326	Improve Terminal Building
Honolulu	Honolulu International	Primary	79	\$ 3,240,900	Rehabilitate Taxiway
Honolulu	Honolulu International	Primary	80	\$ 3,381,000	Improve Terminal Building
Honolulu	Honolulu International	Primary	81	\$ 1,757,000	Improve Terminal Building

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Hawaii					
Honolulu	Honolulu International	Primary	82	\$ 4,276,546	Improve Terminal Building, Rehabilitate Taxiway
Honolulu	Honolulu International	Primary	83	\$ 4,251,256	Environmental Mitigation
Honolulu	Honolulu International	Primary	84	\$ 318,750	Security Enhancements
Honolulu	Honolulu International	Primary	85	\$ 6,767,838	Improve Access Road
Kahului	Kahului	Primary	39	\$ 1,578,336	Rehabilitate Taxiway
Kahului	Kahului	Primary	40	\$ 1,350,000	Improve Terminal Building
Kahului	Kahului	Primary	41	\$ 900,000	Construct Access Road
Kailua Kona	Kona International at Keahole	Primary	24	\$ 1,322,897	Rehabilitate Access Road, Rehabilitate Taxiway
Kailua Kona	Kona International at Keahole	Primary	25	\$ 845,500	Acquire Aircraft Rescue & Fire Fighting Vehicle
Kalaupapa	Kalaupapa	General Aviation	3	\$ 679,250	Construct Aircraft Rescue & Fire Fighting Building, Install Perimeter Fencing
Kamuela	Waimea-Kohala	Commercial Service	2	\$ 679,250	Construct Aircraft Rescue & Fire Fighting Building, Install Perimeter Fencing
Kamuela	Waimea-Kohala	Commercial Service	3	\$ 1,425,000	Rehabilitate Runway
Kapolei	Kalaeloa (John Rodgers Field)	Reliever	8	\$ 3,800,000	Construct Building
Kapolei	Kalaeloa (John Rodgers Field)	Reliever	9	\$ 2,000,000	Rehabilitate Apron, Rehabilitate Taxiway
Kaunakakai	Molokai	Primary	12	\$ 199,500	Improve Runway Safety Area
Kaunakakai	Molokai	Primary	13	\$ 3,635,501	Rehabilitate Runway
Lihue	Lihue	Primary	34	\$ 2,900,000	Rehabilitate Runway, Rehabilitate Taxiway
Wahiawa	Dillingham Airfield	General Aviation	3	\$ 735,810	Extend Taxiway
Subtotal FY 2005 Funds				\$ 55,606,885	

Idaho

Aberdeen	Aberdeen Municipal	General Aviation	1	\$ 556,000	Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Taxiway, Update Airport Master Plan Study
Arbon Valley	Pocatello Regional	Primary	24	\$ 1,000,000	Construct Aircraft Rescue & Fire Fighting Building
Arco	Arco-Butte County	General Aviation	6	\$ 450,000	Acquire Snow Removal Equipment, Rehabilitate Access Road, Rehabilitate Runway, Rehabilitate Taxiway
Boise	Boise Air Terminal/Gowen Field	Primary	44	\$ 65,000	Security Enhancements
Boise	Boise Air Terminal/Gowen Field	Primary	45	\$ 4,662,314	Acquire Snow Removal Equipment, Expand Terminal Building, Improve Runway Safety Area, Rehabilitate Taxiway
Burley	Burley Municipal	General Aviation	4	\$ 169,100	Construct New Airport
Caldwell	Caldwell Industrial	Reliever	15	\$ 1,000,000	Construct Taxiway, Rehabilitate Taxiway, Update Airport Master Plan Study
Cascade	Cascade	General Aviation	7	\$ 56,976	Rehabilitate Runway
Driggs	Driggs-Reed Memorial	General Aviation	5	\$ 150,000	Acquire Snow Removal Equipment

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Idaho					
Grangeville	Idaho County	General Aviation	7	\$ 789,216	Construct Taxiway
Hailey	Friedman Memorial	Primary	30	\$ 4,500,000	Extend Runway Safety Area, Remove Obstructions
Hailey	Friedman Memorial	Primary	31	\$ 1,037,306	Expand Apron, Improve Terminal Building, Security Enhancements
Hayden Lake	Coeur d'Alene Air Terminal	General Aviation	24	\$ 2,650,000	Construct Apron, Construct Taxiway, Install Perimeter Fencing
Hayden Lake	Coeur d'Alene Air Terminal	General Aviation	25	\$ 28,500	Conduct Airport Master Plan Study
Idaho Falls	Idaho Falls Regional	Primary	25	\$ 3,239,040	Expand Apron, Rehabilitate Apron, Rehabilitate Taxiway, Remove Obstructions
Idaho Falls	Idaho Falls Regional	Primary	26	\$ 848,486	Expand Apron
Jerome	Jerome County	General Aviation	5	\$ 180,000	Rehabilitate Runway
Lewiston	Lewiston-Nez Perce County	Primary	22	\$ 853,893	Rehabilitate Taxiway, Security Enhancements
Mountain Home	Mountain Home Municipal	General Aviation	7	\$ 419,175	Install Airfield Guidance Signs, Install Perimeter Fencing, Install Taxiway Lighting, Rehabilitate Taxiway
Nampa	Nampa Municipal	General Aviation	16	\$ 1,028,360	Construct Taxiway, Rehabilitate Apron
Paris	Bear Lake County	General Aviation	3	\$ 375,000	Construct Taxiway
Salmon	Lemhi County	General Aviation	8	\$ 203,786	Install Perimeter Fencing
Sandpoint	Sandpoint	General Aviation	10	\$ 628,974	Construct Taxiway, Environmental Mitigation, Install Perimeter Fencing
Twin Falls	Joslin Field - Magic Valley Regional	Primary	24	\$ 3,600,000	Conduct Miscellaneous Study, Extend Taxiway, Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Rehabilitate Access Road, Rehabilitate Apron, Rehabilitate Runway Lighting
Weiser	Weiser Municipal	General Aviation	5	\$ 909,500	Acquire Snow Removal Equipment, Construct Parking Lot, Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Taxiway
Subtotal FY 2005 Funds				\$ 29,400,626	

Illinois

Belleville	Scott AFB/Midamerica	Commercial Service	23	\$ 709,672	Construct Deicing Containment Facility, Improve Airport Drainage, Install Miscellaneous NAVAIDS
Bloomington/Normal	Central IL Regional Airport at Bloomington-Normal	Primary	42	\$ 4,872,200	Widen Runway
Bloomington/Normal	Central IL Regional Airport at Bloomington-Normal	Primary	43	\$ 1,858,995	Acquire Miscellaneous Land, Acquire Snow Removal Equipment
Bloomington/Normal	Central IL Regional Airport at Bloomington-Normal	Primary	44	\$ 3,526,409	Widen Runway
Champaign/Urbana	University of Illinois-Willard	Primary	22	\$ 2,687,480	Rehabilitate Apron

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Illinois					
Chicago	Chicago Midway International	Primary	61	\$ 12,000,000	Construct Apron
Chicago	Chicago Midway International	Primary	62	\$ 5,837,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago Midway International	Primary	63	\$ 5,858,608	Construct Terminal Building
Chicago	Chicago Midway International	Primary	64	\$ 1,420,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	66	\$ 6,359,572	Conduct Environmental Study
Chicago	Chicago O'Hare International	Primary	69	\$ 868,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	70	\$ 4,056,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	71	\$ 5,420,000	Rehabilitate Taxiway
Chicago	Chicago O'Hare International	Primary	72	\$ 461,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	73	\$ 928,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	74	\$ 192,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	75	\$ 2,551,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	76	\$ 298,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	77	\$ 77,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	78	\$ 700,000	Noise Mitigation Measures for Public Buildings
Decatur	Decatur	Primary	28	\$ 2,640,447	Widen Taxiway
Marion	Williamson County Regional	Primary	23	\$ 1,000,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Aircraft Rescue & Fire Fighting Building, Update Airport Master Plan Study
Moline	Quad City International	Primary	52	\$ 1,588,600	Extend Taxiway
Moline	Quad City International	Primary	53	\$ 2,019,406	Rehabilitate Runway
Moline	Quad City International	Primary	54	\$ 1,031,912	Acquire Interactive Training System, Improve Terminal Building, Update Airport Master Plan Study
Peoria	Greater Peoria Regional	Primary	39	\$ 2,076,225	Extend Taxiway
Peoria	Greater Peoria Regional	Primary	40	\$ 1,585,795	Acquire Miscellaneous Land, Rehabilitate Terminal Building, Update Airport Master Plan Study
Peoria	Greater Peoria Regional	Primary	41	\$ 2,361,291	Rehabilitate Terminal Building
Quincy	Quincy Regional-Baldwin Field	Commercial Service	34	\$ 1,000,000	Improve Runway Safety Area, Improve Terminal Building, Rehabilitate Runway
Rockford	Greater Rockford	Primary	41	\$ 1,760,000	Expand Terminal Building
Rockford	Greater Rockford	Primary	42	\$ 1,095,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Expand Aircraft Rescue & Fire Fighting Building

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Illinois					
Rockford	Greater Rockford	Primary	43	\$ 3,506,379	Improve Runway Safety Area, Rehabilitate Taxiway
Rockford	Greater Rockford	Primary	44	\$ 1,372,100	Expand Apron
Springfield	Capital	Primary	42	\$ 3,629,144	Improve Runway Safety Area, Install Airfield Guidance Signs, Rehabilitate Airport Beacons, Rehabilitate Runway Lighting
Springfield	Capital	Primary	43	\$ 955,045	Acquire Land for Development, Improve Terminal Building, Rehabilitate Apron
Springfield	Illinois State Block Grant Program	System Plan	56	\$ 17,820,432	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	57	\$ 460,750	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	58	\$ 4,800,000	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	59	\$ 2,318,000	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	60	\$ 3,220,750	Non primary development projects in state block grant program
Springfield	Illinois State Block Grant Program	System Plan	61	\$ 5,772,190	Non primary development projects in state block grant program
Springfield	State of Illinois	System Plan	3	\$ 300,000	Update State System Plan Study
Subtotal FY 2005 Funds				\$ 122,994,402	

Indiana

Anderson	Anderson Municipal-Darlington Field	General Aviation	16	\$ 188,850	Acquire Land for Development
Anderson	Anderson Municipal-Darlington Field	General Aviation	17	\$ 1,005,428	Install Perimeter Fencing
Angola	Tri-State Steuben County	General Aviation	6	\$ 953,483	Expand Apron, Rehabilitate Apron
Auburn	De Kalb County	General Aviation	12	\$ 150,000	Conduct Environmental Study, Construct Apron
Bedford	Virgil I Grissom Municipal	General Aviation	4	\$ 303,075	Acquire Land For Approaches
Bloomington	Monroe County	General Aviation	22	\$ 47,500	Update Airport Master Plan Study
Bloomington	Monroe County	General Aviation	23	\$ 473,000	Install Perimeter Fencing
Columbus	Columbus Municipal	General Aviation	16	\$ 2,087,150	Rehabilitate Apron
Delphi	Delphi Municipal	General Aviation	6	\$ 38,950	Update Airport Master Plan Study
Elkhart	Elkhart Municipal	General Aviation	16	\$ 80,998	Update Airport Master Plan Study, Widen Taxiway
Evansville	Evansville Regional	Primary	40	\$ 1,909,684	Acquire Aircraft Rescue & Fire Fighting Vehicle, Extend Runway
Fort Wayne	Fort Wayne International	Primary	46	\$ 5,603,928	Construct Taxiway, Rehabilitate Runway, Rehabilitate Runway Lighting
Gary	Gary/Chicago International	General Aviation	18	\$ 1,715,301	Acquire Snow Removal Equipment, Expand Apron, Install Runway Vertical/Visual Guidance System, Strengthen Apron

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Indiana					
Gary	Gary/Chicago International	General Aviation	19	\$ 2,852,934	Improve Runway Safety Area
Goshen	Goshen Municipal	General Aviation	8	\$ 2,493,750	Extend Runway
Greencastle	Putnam County	General Aviation	8	\$ 1,052,736	Construct Taxiway
Greenwood	Greenwood Municipal	General Aviation	18	\$ 1,000,000	Extend Runway
Greenwood	Greenwood Municipal	General Aviation	19	\$ 482,618	Extend Runway
Griffith	Griffith-Merrillville	Reliever	6	\$ 143,450	Acquire Land for Development
Huntingburg	Huntingburg	General Aviation	8	\$ 306,550	Construct Taxiway
Huntington	Huntington Municipal	General Aviation	7	\$ 304,430	Construct Building, Construct Parking Lot
Indianapolis	Indianapolis International	Primary	95	\$ 15,000,000	Construct Access Road, Construct Apron, Construct Service Road, Construct Taxiway, Remove Obstructions
Indianapolis	Indianapolis International	Primary	96	\$ 15,613,333	Noise Mitigation Measures for Residences within 65 - 69 DNL
Indianapolis	Indianapolis International	Primary	97	\$ 1,435,132	Security Enhancements
Indianapolis	Indianapolis International	Primary	98	\$ 2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Indianapolis	Indianapolis International	Primary	99	\$ 600,000	Rehabilitate Taxiway
Indianapolis	State of Indiana	System Plan	3	\$ 158,204	Update State System Plan Study
Kendallville	Kendallville Municipal	General Aviation	11	\$ 74,575	Expand Apron, Rehabilitate Apron
Kentland	Kentland Municipal	General Aviation	3	\$ 259,892	Expand Apron, Remove Obstructions
Knox	Starke County	General Aviation	6	\$ 644,266	Construct Taxiway, Install Taxiway Lighting, Rehabilitate Taxiway
Kokomo	Kokomo Municipal	General Aviation	12	\$ 210,320	Rehabilitate Apron, Rehabilitate Runway Lighting
La Porte	La Porte Municipal	General Aviation	12	\$ 174,099	Construct Taxiway, Improve Runway Safety Area
Lafayette	Purdue University	Commercial Service	26	\$ 1,642,000	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Logansport	Logansport Municipal	General Aviation	10	\$ 300,000	Rehabilitate Apron
Madison	Madison Municipal	General Aviation	7	\$ 150,000	Construct Building, Extend Runway
Madison	Madison Municipal	General Aviation	8	\$ 1,097,683	Extend Runway
Marion	Marion Municipal	General Aviation	10	\$ 49,638	Rehabilitate Runway Lighting
McCordsville	Mount Comfort	Reliever	8	\$ 1,526,400	Rehabilitate Runway
McCordsville	Mount Comfort	Reliever	9	\$ 310,000	Rehabilitate Runway
Michigan City	Michigan City Municipal	General Aviation	9	\$ 446,249	Acquire Land For Approaches

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Indiana					
Muncie	Delaware County - Johnson Field	General Aviation	14	\$ 167,734	Acquire Land For Approaches, Rehabilitate Taxiway
New Castle	New Castle-Henry County Municipal	General Aviation	4	\$ 1,000,000	Acquire Land For Approaches
North Vernon	North Vernon	General Aviation	6	\$ 150,000	Install Weather Reporting Equipment
Peru	Peru Municipal	General Aviation	6	\$ 1,459,433	Construct Taxiway
Plymouth	Plymouth Municipal	General Aviation	7	\$ 469,954	Acquire Land For Approaches
Plymouth	Plymouth Municipal	General Aviation	8	\$ 370,500	Construct Taxiway, Install Perimeter Fencing
Rensselaer	Jasper County	General Aviation	1	\$ 161,526	Install Weather Reporting Equipment
Richmond	Richmond Municipal	General Aviation	7	\$ 1,020,000	Rehabilitate Runway
Rochester	Fulton County	General Aviation	6	\$ 433,776	Widen Runway
Salem	Salem Municipal	General Aviation	7	\$ 156,311	Conduct Environmental Study, Rehabilitate Apron
Shelbyville	Shelbyville Municipal	General Aviation	15	\$ 323,000	Expand Apron
South Bend	South Bend Regional	Primary	31	\$ 2,883,956	Extend Runway
South Bend	South Bend Regional	Primary	32	\$ 1,530,000	Improve Runway Safety Area, Install Runway Lighting, Rehabilitate Runway
Tell City	Perry County Municipal	General Aviation	3	\$ 485,783	Construct Building, Construct Taxiway, Expand Apron
Terre Haute	Terre Haute International-Hulman Field	General Aviation	29	\$ 95,000	Install Perimeter Fencing
Valparaiso	Porter County Municipal	General Aviation	16	\$ 198,189	Install Taxiway Lighting
Wabash	Wabash Municipal	General Aviation	6	\$ 150,000	Construct Fuel Farm
Warsaw	Warsaw Municipal	General Aviation	6	\$ 318,918	Construct Taxiway, Expand Access Road
Washington	Daviess County	General Aviation	8	\$ 548,150	Construct Taxiway
Winamac	Arens Field	General Aviation	4	\$ 77,900	Rehabilitate Runway
Zionsville	Indianapolis Executive	Reliever	11	\$ 150,000	Acquire Existing Airport
Zionsville	Indianapolis Executive	Reliever	12	\$ 1,287,037	Acquire Existing Airport
Subtotal FY 2005 Funds				\$ 78,322,773	

Iowa

Albia	Albia Municipal	General Aviation	2	\$ 153,619	Construct Snow Removal Equipment Building, Improve Access Road, Install Miscellaneous NAVAIDS, Remove Obstructions
Albia	Albia Municipal	General Aviation	3	\$ 93,699	Acquire Snow Removal Equipment

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Iowa					
Algona	Algona Municipal	General Aviation	3	\$ 228,950	Construct Snow Removal Equipment Building, Install Miscellaneous NAVAIDS
Ames	Ames Municipal	General Aviation	15	\$ 355,288	Rehabilitate Taxiway
Ames	State of Iowa	System Plan	7	\$ 415,495	Update Airport Master Plan Study
Ames	State of Iowa	System Plan	8	\$ 69,569	Conduct Miscellaneous Study
Atlantic	Atlantic Municipal	General Aviation	5	\$ 2,581,385	Construct Runway
Audubon	Audubon County	General Aviation	1	\$ 102,236	Construct Taxiway, Expand Apron
Burlington	Southeast Iowa Regional	Commercial Service	23	\$ 4,458,090	Rehabilitate Runway, Rehabilitate Taxiway
Carroll	Arthur N Neu	General Aviation	7	\$ 1,482,000	Construct Runway
Cedar Rapids	The Eastern Iowa	Primary	31	\$ 4,344,189	Install Miscellaneous NAVAIDS, Install Runway Sensors, Rehabilitate Taxiway
Cedar Rapids	The Eastern Iowa	Primary	32	\$ 271,814	Rehabilitate Runway
Cherokee	Cherokee Municipal	General Aviation	5	\$ 25,304	Install Miscellaneous NAVAIDS
Clarinda	Schenck Field	General Aviation	2	\$ 68,565	Construct Fuel Farm
Clarion	Clarion Municipal	General Aviation	2	\$ 325,941	Construct Taxiway, Improve Access Road, Rehabilitate Apron, Rehabilitate Taxiway, Remove Obstructions
Council Bluffs	Council Bluffs Municipal	General Aviation	11	\$ 2,701,118	Construct Runway
Davenport	Davenport Municipal	General Aviation	12	\$ 405,650	Rehabilitate Taxiway
Decorah	Decorah Municipal	General Aviation	2	\$ 26,600	Extend Runway, Update Airport Master Plan Study
Des Moines	Des Moines International	Primary	39	\$ 3,110,485	Rehabilitate Runway
Des Moines	Des Moines International	Primary	40	\$ 1,295,351	Construct Runway
Des Moines	Des Moines International	Primary	41	\$ 4,458,632	Construct Runway
Dubuque	Dubuque Regional	Primary	38	\$ 636,280	Improve Snow Removal Equipment Building
Dubuque	Dubuque Regional	Primary	39	\$ 46,550	Conduct Miscellaneous Study
Emmetsburg	Emmetsburg Municipal	General Aviation	1	\$ 742,378	Rehabilitate Runway
Estherville	Estherville Municipal	General Aviation	5	\$ 63,998	Rehabilitate Taxiway
Fairfield	Fairfield Municipal	General Aviation	8	\$ 3,512,670	Construct Runway
Forest City	Forest City Municipal	General Aviation	6	\$ 103,550	Rehabilitate Access Road
Fort Dodge	Fort Dodge Regional	Commercial Service	21	\$ 1,000,937	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Snow Removal Equipment
Fort Madison	Fort Madison Municipal	General Aviation	2	\$ 99,173	Acquire Snow Removal Equipment
Grinnell	Grinnell Regional	General Aviation	4	\$ 128,250	Construct Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Iowa					
Grinnell	Grinnell Regional	General Aviation	5	\$ 133,000	Install Weather Reporting Equipment
Guthrie Center	Guthrie County Regional	General Aviation	2	\$ 142,255	Construct Runway
Harlan	Harlan Municipal	General Aviation	4	\$ 426,758	Construct Taxiway
Independence	Independence Municipal	General Aviation	3	\$ 182,400	Improve Access Road, Rehabilitate Runway
Iowa City	Iowa City Municipal	General Aviation	11	\$ 150,000	Extend Runway
Jefferson	Jefferson Municipal	General Aviation	4	\$ 413,891	Rehabilitate Access Road, Rehabilitate Apron
Keokuk	Keokuk Municipal	General Aviation	13	\$ 271,335	Rehabilitate Taxiway
Knoxville	Knoxville Municipal	General Aviation	8	\$ 81,476	Acquire Snow Removal Equipment
Mapleton	James G. Whiting Memorial Field	General Aviation	2	\$ 106,606	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Maquoketa	Maquoketa Municipal	General Aviation	1	\$ 218,464	Rehabilitate Apron, Rehabilitate Taxiway
Marshalltown	Marshalltown Municipal	General Aviation	8	\$ 902,500	Rehabilitate Runway
Mason City	Mason City Municipal	Primary	24	\$ 4,763,627	Improve Runway Safety Area, Rehabilitate Runway
Mason City	Mason City Municipal	Primary	25	\$ 2,082,542	Improve Runway Safety Area, Rehabilitate Runway
Monticello	Monticello Regional	General Aviation	2	\$ 163,305	Acquire Land For Approaches, Expand Apron
Mount Pleasant	Mount Pleasant Municipal	General Aviation	5	\$ 177,650	Rehabilitate Taxiway
Orange City	Orange City Municipal	General Aviation	1	\$ 133,000	Conduct Airport Master Plan Study, Environmental Study and Miscellaneous Study
Orange City	Orange City Municipal	General Aviation	2	\$ 76,000	Construct Fuel Farm
Osceola	Osceola Municipal	General Aviation	3	\$ 153,900	Construct Snow Removal Equipment Building, Improve Access Road
Osceola	Osceola Municipal	General Aviation	4	\$ 81,370	Acquire Snow Removal Equipment
Oskaloosa	Oskaloosa Municipal	General Aviation	4	\$ 300,000	Construct Taxiway
Ottumwa	Ottumwa Industrial	General Aviation	11	\$ 220,305	Install Miscellaneous NAVAIDS, Rehabilitate Runway, Rehabilitate Runway Lighting
Pella	Pella Municipal	General Aviation	3	\$ 27,377	Install Perimeter Fencing
Red Oak	Red Oak Municipal	General Aviation	5	\$ 300,504	Extend Runway
Sioux City	Sioux Gateway/Col. Bud Day Field	Primary	32	\$ 4,363,510	Extend Runway Safety Area, Extend Taxiway
Spencer	Spencer Municipal	General Aviation	14	\$ 134,710	Acquire Snow Removal Equipment
Spencer	Spencer Municipal	General Aviation	15	\$ 131,260	Construct Taxiway, Expand Building
Vinton	Vinton Veterans Memorial Airpark	General Aviation	2	\$ 19,237	Install Miscellaneous NAVAIDS

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Waterloo	Waterloo Municipal	Primary	25	\$ 627,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Waterloo	Waterloo Municipal	Primary	26	\$ 285,000	Install Guidance Signs
Waterloo	Waterloo Municipal	Primary	27	\$ 972,701	Security Enhancements
Waterloo	Waterloo Municipal	Primary	28	\$ 1,110,970	Rehabilitate Apron
Waverly	Waverly Municipal	General Aviation	1	\$ 150,000	Extend Runway
Winterset	Winterset-Madison County	General Aviation	2	\$ 367,648	Rehabilitate Runway
Subtotal FY 2005 Funds				\$ 52,978,067	

Kansas

Anthony	Anthony Municipal	General Aviation	1	\$ 137,053	Improve Airport Drainage, Rehabilitate Terminal Building
Atchison	Amelia Earhart	General Aviation	3	\$ 38,200	Rehabilitate Apron
Atwood	Atwood-Rawlins County City-County	General Aviation	3	\$ 1,162,894	Rehabilitate Runway, Rehabilitate Taxiway
Belleville	Belleville Municipal	General Aviation	4	\$ 635,829	Rehabilitate Runway
Beloit	Moritz Memorial	General Aviation	3	\$ 150,000	Expand Apron
Clay Center	Clay Center Municipal	General Aviation	4	\$ 47,500	Rehabilitate Runway
Coffeyville	Coffeyville Municipal	General Aviation	9	\$ 63,887	Acquire Land For Approaches
Colby	Shalz Field	General Aviation	6	\$ 150,000	Rehabilitate Apron, Rehabilitate Taxiway
Concordia	Blosser Municipal	General Aviation	4	\$ 437,289	Rehabilitate Runway
Delavan	Herington Regional	General Aviation	2	\$ 608,073	Rehabilitate Runway
Dodge City	Dodge City Regional	Commercial Service	17	\$ 116,253	Rehabilitate Taxiway
El Dorado	Captain Jack Thomas/El Dorado	General Aviation	4	\$ 165,067	Rehabilitate Runway
Elkhart	Elkhart-Morton County	General Aviation	2	\$ 114,000	Rehabilitate Apron
Fort Scott	Fort Scott Municipal	General Aviation	6	\$ 73,363	Acquire Snow Removal Equipment
Garden City	Garden City Regional	Commercial Service	22	\$ 2,566,567	Rehabilitate Taxiway
Gardner	Gardner Municipal	General Aviation	2	\$ 216,508	Acquire Land For Approaches
Goodland	Renner Field /Goodland Municipal/	General Aviation	11	\$ 278,862	Construct Runway, Improve Runway Safety Area
Goodland	Renner Field /Goodland Municipal/	General Aviation	12	\$ 28,500	Acquire Miscellaneous Land
Great Bend	Great Bend Municipal	General Aviation	14	\$ 450,000	Install Miscellaneous NAVAIDS, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Kansas					
Hill City	Hill City Municipal	General Aviation	5	\$ 360,358	Rehabilitate Apron
Hutchinson	Hutchinson Municipal	General Aviation	14	\$ 125,685	Update Airport Master Plan Study
Iola	Allen County	General Aviation	5	\$ 55,446	Construct Taxiway
Kingman	Kingman Airport - Clyde Cessna Field	General Aviation	7	\$ 22,145	Install Weather Reporting Equipment
Larned	Larned-Pawnee County	General Aviation	7	\$ 19,952	Improve Utilities, Install Weather Reporting Equipment
Lawrence	Lawrence Municipal	General Aviation	12	\$ 256,538	Construct Taxiway, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Manhattan	Manhattan Regional	Primary	24	\$ 327,346	Conduct Environmental Study, Update Airport Master Plan Study
Manhattan	Manhattan Regional	Primary	26	\$ 1,166,821	Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Manhattan	Manhattan Regional	Primary	27	\$ 489,204	Construct Building
McPherson	McPherson	General Aviation	9	\$ 503,138	Construct Taxiway, Rehabilitate Taxiway
Medicine Lodge	Medicine Lodge	General Aviation	1	\$ 93,812	Conduct Airport Master Plan Study
Newton	Newton-City-County	Reliever	19	\$ 1,210,254	Rehabilitate Apron, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Olathe	New Century Aircenter	Reliever	19	\$ 2,145,160	Rehabilitate Runway
Oswego	Oswego Municipal	General Aviation	2	\$ 46,370	Update Airport Master Plan Study
Oswego	Oswego Municipal	General Aviation	3	\$ 22,934	Remove Obstructions
Ottawa	Ottawa Municipal	General Aviation	7	\$ 103,630	Install Miscellaneous NAVAIDS, Rehabilitate Apron
Paola	Miami County	General Aviation	6	\$ 70,157	Acquire Easement For Approaches
Phillipsburg	Phillipsburg Municipal	General Aviation	5	\$ 41,610	Update Airport Master Plan Study
Pittsburg	Atkinson Municipal	General Aviation	9	\$ 898,354	Rehabilitate Runway
Pratt	Pratt Industrial	General Aviation	8	\$ 2,457,042	Rehabilitate Runway
Russell	Russell Municipal	General Aviation	4	\$ 1,240,410	Rehabilitate Runway
Salina	Salina Municipal	Commercial Service	25	\$ 4,039,731	Install Airport Beacons, Install Guidance Signs, Rehabilitate Runway, Rehabilitate Taxiway
Scott City	Scott City Municipal	General Aviation	6	\$ 156,832	Extend Taxiway
St. Francis	Cheyenne County Municipal	General Aviation	2	\$ 35,055	Rehabilitate Runway
St. Francis	Cheyenne County Municipal	General Aviation	3	\$ 30,020	Construct Apron
Syracuse	Syracuse-Hamilton County Municipal	General Aviation	3	\$ 202,544	Construct Runway
Topeka	Forbes Field	Primary	19	\$ 683,574	Acquire Aircraft Rescue & Fire Fighting Vehicle

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Kansas					
Topeka	Forbes Field	Primary	20	\$ 41,272	Rehabilitate Taxiway
Topeka	Philip Billard Municipal	General Aviation	11	\$ 1,312,195	Rehabilitate Runway
Wichita	Wichita Mid-Continent	Primary	49	\$ 5,944,578	Construct Taxiway
Winfield	Strother Field	General Aviation	11	\$ 218,177	Rehabilitate Taxiway Lighting
Subtotal FY 2005 Funds				\$ 31,760,189	
Kentucky					
Bardstown	Samuels Field	General Aviation	8	\$ 25,000	Construct Building
Bowling Green	Bowling Green-Warren County Regional	General Aviation	17	\$ 23,750	Conduct Miscellaneous Study
Covington	Cincinnati/Northern Kentucky International	Primary	50	\$ 19,150,137	Construct Runway
Covington	Cincinnati/Northern Kentucky International	Primary	51	\$ 9,143,225	Noise Mitigation Measures for Public Buildings
Danville	Stuart Powell Field	General Aviation	11	\$ 95,000	Acquire Miscellaneous Land
Debord	Big Sandy Regional	General Aviation	7	\$ 35,400	Install Perimeter Fencing
Elizabethtown	Addington Field	General Aviation	11	\$ 150,000	Construct Building
Falmouth	Gene Snyder	General Aviation	7	\$ 77,900	Acquire Land for Development
Frankfort	Capital City	General Aviation	7	\$ 3,975,324	Extend Runway, Install Perimeter Fencing, Rehabilitate Runway
Frankfort	State of Kentucky	System Plan	1	\$ 614,604	Conduct State System Plan Study
Fulton	Fulton	General Aviation	2	\$ 560,459	Construct Apron
Glasgow	Glasgow Municipal	General Aviation	13	\$ 82,650	Acquire Land for Development, Install Perimeter Fencing, Install Weather Reporting Equipment
Greenville	Muhlenberg County	General Aviation	2	\$ 476,950	Construct Building
Hardinsburg	Breckinridge County	General Aviation	1	\$ 57,000	Update Airport Master Plan Study
Harlan	Tucker-Guthrie Memorial	General Aviation	4	\$ 235,921	Install Perimeter Fencing
Hartford	Ohio County	General Aviation	4	\$ 233,082	Construct Building
Hawesville	New	System Plan	5	\$ 881,000	Construct New Airport
Hazard	Wendell H Ford	General Aviation	9	\$ 574,960	Install Perimeter Fencing
Henderson	Henderson City-County	General Aviation	14	\$ 150,000	Construct Building
Henderson	Henderson City-County	General Aviation	15	\$ 1,028,000	Widen Runway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Kentucky					
Jackson	Julian Carroll	General Aviation	2	\$ 263,632	Construct Fuel Farm
Leitchfield	Grayson County	General Aviation	2	\$ 50,000	Improve Runway Safety Area
Lexington	Blue Grass	Primary	36	\$ 617,228	Acquire Snow Removal Equipment
Lexington	Blue Grass	Primary	37	\$ 8,460,393	Construct Taxiway, Improve Runway Safety Area, Widen Taxiway
London	London-Corbin Airport-Magee Field	General Aviation	13	\$ 163,970	Construct Building
Louisville	Bowman Field	Reliever	14	\$ 150,000	Conduct Miscellaneous Study, Update Airport Master Plan Study
Louisville	Bowman Field	Reliever	15	\$ 1,759,405	Rehabilitate Runway
Louisville	Louisville International-Standiford Field	Primary	75	\$ 15,000,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Louisville	Louisville International-Standiford Field	Primary	76	\$ 16,946,436	Acquire Land for Development, Acquire Snow Removal Equipment, Extend Runway, Improve Aircraft Rescue & Fire Fighting Building, Improve Service Road, Rehabilitate Apron, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Madisonville	Madisonville Municipal	General Aviation	12	\$ 52,250	Conduct Miscellaneous Study
Marion	Marion-Crittenden County	General Aviation	5	\$ 444,987	Install Perimeter Fencing, Install Runway Lighting
Middlesboro	Middlesboro-Bell County	General Aviation	7	\$ 145,000	Expand Apron, Improve Airport Drainage, Install Airfield Guidance Signs, Install Perimeter Fencing, Mark Obstructions
Morehead	Morehead-Rowan County	General Aviation	3	\$ 601,580	Construct New Airport
Morehead	Morehead-Rowan County	General Aviation	4	\$ 373,968	Install Perimeter Fencing
Mount Sterling	Mount Sterling-Montgomery County	General Aviation	9	\$ 411,187	Improve Runway Safety Area, Rehabilitate Runway, Rehabilitate Taxiway
Murray	Kyle-Oakley Field	General Aviation	14	\$ 46,075	Construct Building
Owensboro	Owensboro-Daviess County	Commercial Service	32	\$ 2,500,000	Extend Runway
Paducah	Barkley Regional	Primary	26	\$ 166,820	Rehabilitate Runway
Paducah	Barkley Regional	Primary	27	\$ 3,220,460	Rehabilitate Runway
Pikeville	Pike County-Hatcher Field	General Aviation	7	\$ 181,562	Install Runway Vertical/Visual Guidance System, Rehabilitate Building
Pine Knot	McCreary County	General Aviation	4	\$ 140,600	Construct Building
Princeton	Princeton-Caldwell County	General Aviation	4	\$ 209,378	Construct Apron
Richmond	Madison	General Aviation	8	\$ 158,833	Expand Apron
Russellville	Russellville-Logan County	General Aviation	7	\$ 316,758	Construct Taxiway
Somerset	Somerset-Pulaski County-J.T. Wilson Field	General Aviation	13	\$ 189,148	Install Perimeter Fencing

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Kentucky					
Springfield	Lebanon-Springfield	General Aviation	5	\$ 49,400	Acquire Land for Development, Install Weather Reporting Equipment
Stanton	Stanton	General Aviation	1	\$ 47,500	Conduct Airport Master Plan Study
Sturgis	Sturgis Municipal	General Aviation	6	\$ 130,790	Rehabilitate Runway Lighting
West Liberty	West Liberty	General Aviation	2	\$ 274,046	Construct Apron, Construct Taxiway
Williamsburg	Williamsburg-Whitley County (New)	System Plan	8	\$ 650,000	Acquire Land for Development
Subtotal FY 2005 Funds				\$ 91,291,768	

Louisiana

Abbeville	Abbeville Chris Crusta Memorial	General Aviation	11	\$ 155,950	Improve Runway Safety Area
Alexandria	Alexandria International	Primary	29	\$ 2,236,137	Construct Building
Alexandria	Alexandria International	Primary	30	\$ 1,364,984	Construct Terminal Building
Alexandria	Alexandria International	Primary	31	\$ 1,972,200	Rehabilitate Taxiway
Bastrop	Morehouse Memorial	General Aviation	9	\$ 479,359	Construct Taxiway
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	67	\$ 2,721,212	Extend Runway, Improve Runway Safety Area, Security Enhancements
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	68	\$ 500,000	Conduct Noise Compatibility Plan Study
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	69	\$ 3,100,000	Noise Mitigation Measures for Public Buildings
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	70	\$ 550,000	Update Airport Master Plan Study
Baton Rouge	Various Locations in Louisiana	System Plan	3	\$ 6,809,451	Rehabilitate Aircraft Rescue & Fire Fighting Building, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Security Enhancements
Bogalusa	George R Carr Memorial Air Field	General Aviation	12	\$ 700,000	Improve Runway Safety Area
Covington	St. Tammany Regional	General Aviation	4	\$ 150,000	Extend Runway, Update Airport Master Plan Study
DeRidder	Beauregard Parish	General Aviation	11	\$ 705,922	Construct Taxiway
Galliano	South Lafourche	General Aviation	7	\$ 2,199,999	Extend Runway
Gonzales	Louisiana Regional	General Aviation	8	\$ 117,856	Improve Runway Safety Area
Hammond	Hammond Municipal	General Aviation	14	\$ 2,075,000	Rehabilitate Runway
Homer	Homer Municipal	General Aviation	2	\$ 214,260	Improve Runway Safety Area

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Louisiana					
Jonesboro	Jonesboro	General Aviation	2	\$ 28,580	Remove Obstructions
Lafayette	Lafayette Regional	Primary	30	\$ 4,382,683	Construct Aircraft Rescue & Fire Fighting Building, Rehabilitate Taxiway
Lake Charles	Lake Charles Regional	Primary	29	\$ 607,852	Install Guidance Signs, Modify Terminal Building
Lake Charles	Lake Charles Regional	Primary	30	\$ 7,905,900	Improve Terminal Building, Install Guidance Signs, Rehabilitate Aircraft Rescue & Fire Fighting Building
Many	Hart	General Aviation	6	\$ 475,257	Extend Runway
Metairie	Louis Armstrong New Orleans International	Primary	73	\$ 2,261,172	Rehabilitate Runway
Metairie	Louis Armstrong New Orleans International	Primary	75	\$ 10,063,877	Rehabilitate Runway
Metairie	Louis Armstrong New Orleans International	Primary	76	\$ 15,200,000	Improve Aircraft Rescue & Fire Fighting Building, Rehabilitate Runway Lighting, Security Enhancements
New Iberia	Acadiana Regional	General Aviation	10	\$ 169,290	Install Perimeter Fencing, Update Miscellaneous Study
New Orleans	New Orleans Downtown	General Aviation	4	\$ 323,000	Update Airport Master Plan Study
New Roads	False River Regional	General Aviation	11	\$ 126,216	Rehabilitate Runway
Oak Grove	Kelly	General Aviation	9	\$ 515,887	Construct Taxiway
Opelousas	St Landry Parish-Ahart Field	General Aviation	9	\$ 150,000	Construct Fuel Farm
Pineville	Esler Regional	General Aviation	22	\$ 564,357	Improve Airport Drainage
Reserve	St John the Baptist Parish	General Aviation	11	\$ 205,807	Construct Taxiway, Remove Obstructions
Ruston	Ruston Regional	General Aviation	11	\$ 550,836	Acquire Land For Approaches, Improve Airport Erosion Control
Shreveport	Shreveport Regional	Primary	38	\$ 404,700	Improve Service Road, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting, Security Enhancements
Slidell	Slidell	Reliever	14	\$ 1,781,724	Extend Runway
Springhill	Springhill	General Aviation	4	\$ 442,404	Install Perimeter Fencing, Rehabilitate Taxiway
Sulphur	Southland Field	General Aviation	9	\$ 199,902	Install Weather Reporting Equipment
Tallulah/Vicksburg, MS	Vicksburg Tallulah Regional	General Aviation	7	\$ 970,001	Strengthen Runway
Vidalia	Concordia Parish	General Aviation	5	\$ 465,531	Construct Taxiway
Vivian	Vivian	General Aviation	3	\$ 150,000	Acquire Existing Airport
Subtotal FY 2005 Funds				\$ 73,997,306	

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Maine					
Auburn	Auburn/Lewiston Municipal	Reliever	13	\$ 216,030	Update Airport Master Plan Study
Augusta	Augusta State	Commercial Service	15	\$ 183,350	Update Airport Master Plan Study
Augusta	State of Maine	System Plan	4	\$ 162,000	Update State System Plan Study
Bangor	Bangor International	Primary	40	\$ 1,384,222	Construct Deicing Containment Facility
Bangor	Bangor International	Primary	41	\$ 299,959	Acquire Snow Removal Equipment
Bangor	Bangor International	Primary	42	\$ 219,545	Conduct Miscellaneous Study
Bar Harbor	Hancock County-Bar Harbor	Commercial Service	20	\$ 155,610	Improve Terminal Building, Rehabilitate Runway
Belfast	Belfast Municipal	General Aviation	6	\$ 28,500	Conduct Airport Master Plan Study
Bethel	Bethel Regional	General Aviation	8	\$ 597,550	Expand Apron
Biddeford	Biddeford Municipal	General Aviation	5	\$ 161,686	Remove Obstructions
Caribou	Caribou Municipal	General Aviation	8	\$ 223,578	Acquire Snow Removal Equipment
Caribou	Caribou Municipal	General Aviation	9	\$ 180,530	Acquire Land for Development
Fryeburg	Eastern Slopes Regional	General Aviation	10	\$ 166,250	Update Airport Master Plan Study
Greenville	Greenville Municipal	General Aviation	9	\$ 4,154,730	Rehabilitate Runway
Jackman	Newton Field	General Aviation	9	\$ 403,750	Construct Snow Removal Equipment Building
Machias	Machias Valley	General Aviation	5	\$ 380,000	Conduct Airport Master Plan Study
Millinocket	Millinocket Municipal	General Aviation	7	\$ 156,779	Improve Runway Safety Area
Norridgewock	Central Maine Airport of Norridgewock	General Aviation	9	\$ 114,000	Update Airport Master Plan Study
Old Town	Dewitt Field, Old Town Municipal	General Aviation	4	\$ 179,016	Improve Runway Safety Area
Oxford	Oxford County Regional	General Aviation	5	\$ 112,100	Conduct Environmental Study
Pittsfield	Pittsfield Municipal	General Aviation	6	\$ 250,121	Construct Snow Removal Equipment Building
Portland	Portland International Jetport	Primary	57	\$ 639,953	Update Airport Master Plan Study
Portland	Portland International Jetport	Primary	58	\$ 2,902,894	Rehabilitate Taxiway
Presque Isle	Northern Maine Regional Airport at Presque Isle	Primary	24	\$ 2,101,757	Rehabilitate Taxiway
Rockland	Knox County Regional	Primary	17	\$ 1,020,886	Rehabilitate Taxiway
Rockland	Knox County Regional	Primary	18	\$ 171,000	Conduct Environmental Study
Rockland	Knox County Regional	Primary	19	\$ 305,900	Acquire Snow Removal Equipment
Sanford	Sanford Regional	Reliever	18	\$ 215,460	Rehabilitate Apron

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Maine					
Waterville	Waterville Robert Lafleur	General Aviation	12	\$ 754,300	Rehabilitate Apron
Waterville	Waterville Robert Lafleur	General Aviation	13	\$ 204,250	Acquire Land for Development
Wiscasset	Wiscasset	General Aviation	10	\$ 321,174	Extend Taxiway
Subtotal FY 2005 Funds				\$ 18,366,880	
Marshall Islands					
Majuro	Marshall Islands International	General Aviation	4	\$ 1,000,000	Construct Aircraft Rescue & Fire Fighting Building
Majuro	Marshall Islands International	General Aviation	5	\$ 10,000,000	Rehabilitate Runway
Subtotal FY 2005 Funds				\$ 11,000,000	
Maryland					
Baltimore	Martin State	Reliever	12	\$ 600,000	Construct Taxiway
Cambridge	Cambridge-Dorchester	General Aviation	20	\$ 410,000	Extend Runway
Cambridge	Cambridge-Dorchester	General Aviation	21	\$ 2,114,168	Extend Runway
Easton	Easton/Newnam Field	General Aviation	27	\$ 2,739,516	Construct Apron
Frederick	Frederick Municipal	Reliever	24	\$ 241,799	Remove Obstructions
Frederick	Frederick Municipal	Reliever	25	\$ 4,445,788	Remove Obstructions
Glen Burnie	Baltimore-Washington International	Primary	73	\$ 7,747,632	Construct Apron
Glen Burnie	Baltimore-Washington International	Primary	74	\$ 4,200,000	Update Airport Master Plan Study
Glen Burnie	Baltimore-Washington International	Primary	75	\$ 2,092,000	Security Enhancements
Glen Burnie	Baltimore-Washington International	Primary	76	\$ 8,000,000	Rehabilitate Apron
Hagerstown	Hagerstown Regional-Richard A Henson Field	Primary	33	\$ 8,000,000	Construct Runway Safety Area
Hagerstown	Hagerstown Regional-Richard A Henson Field	Primary	34	\$ 575,000	Rehabilitate Apron
Oakland	Garrett County	General Aviation	9	\$ 4,866,112	Extend Runway
Ocean City	Ocean City Municipal	General Aviation	15	\$ 95,000	Install Perimeter Fencing
Odenton	Tipton	Reliever	12	\$ 888,250	Repair Utilities [MAP]
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	28	\$ 5,964,804	Rehabilitate Runway, Remove Obstructions
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	30	\$ 3,577,580	Rehabilitate Taxiway
Stevensville	Bay Bridge	General Aviation	17	\$ 6,033,229	Extend Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Westminster	Carroll County Regional/Jack B Poage Field	Reliever	22	\$ 150,000	Construct Fuel Farm
Subtotal FY 2005 Funds				\$ 62,740,878	
Massachusetts					
Bedford	Laurence G Hanscom Field	Primary	23	\$ 1,500,000	Rehabilitate Apron
Beverly	Beverly Municipal	Reliever	22	\$ 292,600	Construct Runway Safety Area
Beverly	Beverly Municipal	Reliever	23	\$ 76,427	Conduct Environmental Study
Boston	General Edward Lawrence Logan International	Primary	86	\$ 12,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Boston	General Edward Lawrence Logan International	Primary	87	\$ 15,030,000	Construct Runway
Boston	General Edward Lawrence Logan International	Primary	88	\$ 2,664,428	Extend Runway Safety Area
Gardner	Gardner Municipal	General Aviation	8	\$ 194,750	Rehabilitate Apron
Hyannis	Barnstable Municipal-Boardman/Polando Field	Primary	40	\$ 727,890	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Snow Removal Equipment
Hyannis	Barnstable Municipal-Boardman/Polando Field	Primary	41	\$ 826,308	Construct Terminal Building
Hyannis	Barnstable Municipal-Boardman/Polando Field	Primary	42	\$ 88,350	Update Airport Master Plan Study
Lawrence	Lawrence Municipal	Reliever	22	\$ 162,371	Conduct Miscellaneous Study
Mansfield	Mansfield Municipal	General Aviation	15	\$ 1,272,430	Construct Apron
Mansfield	Mansfield Municipal	General Aviation	16	\$ 576,485	Construct Snow Removal Equipment Building
Marshfield	Marshfield Municipal - George Harlow Field	General Aviation	11	\$ 311,600	Install Weather Reporting Equipment
Marshfield	Marshfield Municipal - George Harlow Field	General Aviation	12	\$ 344,850	Conduct Environmental Study
Montague	Turners Falls	General Aviation	10	\$ 237,690	Extend Runway
Nantucket	Nantucket Memorial	Primary	40	\$ 322,050	Security Enhancements
Nantucket	Nantucket Memorial	Primary	41	\$ 475,000	Construct Terminal Building
New Bedford	New Bedford Regional	Primary	30	\$ 310,650	Acquire Snow Removal Equipment
New Bedford	New Bedford Regional	Primary	31	\$ 211,850	Rehabilitate Runway
North Adams	Harriman-And-West	General Aviation	17	\$ 533,900	Update Airport Master Plan Study

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Massachusetts					
Norwood	Norwood Memorial	Reliever	25	\$ 256,500	Update Airport Master Plan Study
Norwood	Norwood Memorial	Reliever	26	\$ 627,000	Rehabilitate Apron
Plymouth	Plymouth Municipal	General Aviation	31	\$ 332,975	Light Obstructions
Plymouth	Plymouth Municipal	General Aviation	32	\$ 1,076,920	Construct Apron
Southbridge	Southbridge Municipal	General Aviation	14	\$ 142,500	Install Taxiway Lighting
Springfield/ Chicopee	Westover ARB/Metropolitan	General Aviation	11	\$ 2,500,000	Acquire Land for Noise Compatibility within 75 DNL
Springfield/ Chicopee	Westover ARB/Metropolitan	General Aviation	12	\$ 150,000	Improve Building
Stow	Minute Man Air Field	General Aviation	8	\$ 100,200	Acquire Snow Removal Equipment
Taunton	Taunton Municipal	General Aviation	14	\$ 836,950	Conduct Miscellaneous Study, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Vineyard Haven	Marthas Vineyard	Primary	29	\$ 2,287,078	Construct Apron, Construct Taxiway
Westfield	Barnes Municipal	General Aviation	22	\$ 4,016,429	Improve Runway Safety Area, Install Instrument Approach Aid, Rehabilitate Taxiway
Westfield	Barnes Municipal	General Aviation	23	\$ 328,482	Update Airport Master Plan Study
Worcester	Worcester Regional	General Aviation	33	\$ 958,550	Rehabilitate Taxiway
Subtotal FY 2005 Funds				\$ 51,773,213	

Michigan

Alpena	Alpena County Regional	Commercial Service	10	\$ 734,350	Acquire Friction Measuring Equipment, Acquire Snow Removal Equipment, Improve Airport Miscellaneous Improvements
Charlevoix	Charlevoix Municipal	Primary	5	\$ 1,383,200	Construct Snow Removal Equipment Building
Charlevoix	Charlevoix Municipal	Primary	6	\$ 455,000	Acquire Snow Removal Equipment
Detroit	Detroit Metropolitan Wayne County	Primary	71	\$ 11,800,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Detroit	Detroit Metropolitan Wayne County	Primary	72	\$ 17,638,854	Construct Apron, Construct Runway, Environmental Mitigation
Detroit	Detroit Metropolitan Wayne County	Primary	73	\$ 1,361,798	Construct Taxiway, Install Runway Lighting
Detroit	Detroit Metropolitan Wayne County	Primary	74	\$ 3,914,651	Noise Mitigation Measures for Residences within 65 - 69 DNL
Detroit	Detroit Metropolitan Wayne County	Primary	75	\$ 2,950,000	Construct Deicing Containment Facility
Detroit	Willow Run	Reliever	24	\$ 5,968,370	Construct Taxiway, Improve Runway Safety Area
Escanaba	Delta County	Commercial Service	26	\$ 1,045,000	Rehabilitate Apron, Rehabilitate Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Michigan					
Flint	Bishop International	Primary	38	\$ 289,750	Improve Terminal Building
Flint	Bishop International	Primary	39	\$ 2,982,870	Improve Terminal Building
Grand Rapids	Gerald R. Ford International	Primary	36	\$ 4,176,548	Construct Service Road, Construct Taxiway, Rehabilitate Apron, Rehabilitate Taxiway
Gwinn	Sawyer International	Primary	17	\$ 1,050,000	Improve Airport Drainage, Improve Building
Gwinn	Sawyer International	Primary	18	\$ 300,000	Acquire Snow Removal Equipment, Improve Terminal Building, Rehabilitate Runway
Hancock	Houghton County Memorial	Primary	23	\$ 1,334,676	Environmental Mitigation, Improve Runway Safety Area, Install Runway Lighting, Install Taxiway Lighting, Modify Service Road, Rehabilitate Taxiway
Kalamazoo	Kalamazoo/Battle Creek International	Primary	30	\$ 2,603,950	Construct Terminal Building
Kalamazoo	Kalamazoo/Battle Creek International	Primary	31	\$ 2,560,000	Conduct Miscellaneous Study, Improve Runway Safety Area, Install Perimeter Fencing
Lansing	Capital City	Primary	38	\$ 2,338,151	Acquire Land For Approaches, Construct Service Road, Extend Runway
Lansing	Michigan State Block Grant Program	System Plan	41	\$ 5,300,000	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	42	\$ 20,007,722	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	43	\$ 2,100,000	Non primary development projects in state block grant program
Lansing	Michigan State Block Grant Program	System Plan	44	\$ 1,581,250	Non primary development projects in state block grant program
Muskegon	Muskegon County	Primary	26	\$ 957,600	Improve Runway Safety Area
Pellston	Pellston Regional Airport of Emmet County	Primary	25	\$ 1,000,000	Acquire Land for Development, Acquire Snow Removal Equipment, Conduct Airport Master Plan Study, Construct Access Road, Expand Terminal Building
Saginaw	MBS International	Primary	30	\$ 195,700	Conduct Miscellaneous Study
Saginaw	MBS International	Primary	31	\$ 619,400	Security Enhancements
Saginaw	MBS International	Primary	32	\$ 600,400	Acquire Snow Removal Equipment, Rehabilitate Runway, Repair Utilities
Sault Ste. Marie	Chippewa County International	Primary	17	\$ 57,000	Security Enhancements
Sault Ste. Marie	Chippewa County International	Primary	18	\$ 1,193,870	Acquire Emergency Generator, Construct Building, Rehabilitate Runway, Rehabilitate Runway Lighting
Traverse City	Cherry Capital	Primary	29	\$ 1,398,874	Acquire Snow Removal Equipment, Construct Aircraft Rescue & Fire Fighting Building
Traverse City	Cherry Capital	Primary	30	\$ 1,520,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Install Runway Sensors
Traverse City	Cherry Capital	Primary	31	\$ 880,650	Construct Runway Safety Area
Subtotal FY 2005 Funds				\$ 102,299,634	

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Minnesota					
Aitkin	Aitkin Municipal-Steve Kurtz Field	General Aviation	5	\$ 85,500	Install Perimeter Fencing
Albert Lea	Albert Lea Municipal	General Aviation	3	\$ 57,475	Install Runway Lighting
Alexandria	Chandler Field	General Aviation	5	\$ 329,567	Improve Access Road, Modify Snow Removal Equipment Building, Rehabilitate Taxiway
Austin	Austin Municipal	General Aviation	7	\$ 3,278,450	Rehabilitate Runway
Austin	Austin Municipal	General Aviation	8	\$ 992,321	Remove Obstructions
Baudette	Baudette International	General Aviation	4	\$ 553,932	Expand Apron, Rehabilitate Apron, Strengthen Taxiway, Update Airport Master Plan Study
Bemidji	Bemidji-Beltrami County	Primary	15	\$ 987,207	Acquire Aircraft Deicing Equipment, Acquire Land For Approaches, Conduct Miscellaneous Study, Construct Deicing Containment Facility, Improve Airport Drainage, Improve Runway Safety Area, Install Airfield Guidance Signs, Rehabilitate Access Road, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Service Road
Benson	Benson Municipal	General Aviation	4	\$ 600,000	Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Blaine	Anoka County-Blaine Airport (Janes Field)	Reliever	7	\$ 2,467,325	Extend Runway
Blue Earth	Blue Earth Municipal	General Aviation	4	\$ 80,750	Extend Runway
Brainerd	Brainerd Lakes Regional	Primary	26	\$ 6,852,864	Construct Runway, Install Perimeter Fencing
Buffalo	Buffalo Municipal	General Aviation	2	\$ 158,350	Acquire Land for Development
Cambridge	Cambridge Municipal	General Aviation	4	\$ 155,402	Install Perimeter Fencing
Canby	Myers Field	General Aviation	6	\$ 1,384,493	Construct Terminal Building, Extend Runway
Cloquet	Cloquet Carlton County	General Aviation	5	\$ 195,629	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting, Update Airport Master Plan Study
Crookston	Crookston Municipal Kirkwood Field	General Aviation	5	\$ 172,659	Acquire Snow Removal Equipment, Improve Airport Drainage, Rehabilitate Runway
Duluth	Duluth International	Primary	38	\$ 4,080,155	Construct Service Road, Install Perimeter Fencing
Duluth	Duluth International	Primary	39	\$ 2,335,152	Rehabilitate Runway
Duluth	Duluth International	Primary	40	\$ 1,459,676	Expand Apron, Modify Terminal Building, Rehabilitate Apron
Elbow Lake	Elbow Lake Municipal - Pride of the Prairie	General Aviation	3	\$ 321,812	Construct Runway
Ely	Ely Municipal	General Aviation	7	\$ 2,080,480	Improve Runway Safety Area
Eveleth	Eveleth-Virginia Municipal	General Aviation	7	\$ 44,292	Conduct Environmental Study

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Minnesota					
Fairmont	Fairmont Municipal	General Aviation	6	\$ 450,000	Construct Building
Faribault	Faribault Municipal	General Aviation	4	\$ 285,550	Construct Access Road, Construct Taxiway
Fergus Falls	Fergus Falls Municipal-Einar Mickelson Field	General Aviation	5	\$ 257,450	Construct Building
Glenwood	Glenwood Municipal	General Aviation	2	\$ 337,045	Install Runway Lighting
Grand Marais	Grand Marais/Cook County	General Aviation	7	\$ 403,750	Construct Seaplane Base, Construct Taxiway
Grand Rapids	Grand Rapids/Itasca County Airport-Gordon Newstrom Field	Commercial Service	11	\$ 1,254,000	Conduct Environmental Study, Install Guidance Signs, Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Update Airport Master Plan Study
Hawley	Hawley Municipal	General Aviation	2	\$ 106,164	Construct Fuel Farm, Update Airport Master Plan Study
Hector	Hector Municipal	General Aviation	2	\$ 392,908	Construct Building, Construct Taxiway
Hibbing	Chisholm-Hibbing	Commercial Service	21	\$ 715,265	Acquire Aircraft Deicing Equipment, Acquire Land For Approaches, Acquire Snow Removal Equipment, Improve Runway Safety Area, Install Perimeter Fencing
Hutchinson	Hutchinson Municipal-Butler Field	General Aviation	5	\$ 213,750	Construct Fuel Farm, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
International Falls	Falls International	Primary	17	\$ 2,888,747	Extend Runway, Install Perimeter Fencing
Jackson	Jackson Municipal	General Aviation	4	\$ 87,875	Rehabilitate Runway
Lake Elmo	Lake Elmo	Reliever	3	\$ 137,429	Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Little Falls	Little Falls/Morrison County-Lindbergh Field	General Aviation	7	\$ 109,324	Acquire Land For Approaches, Improve Fuel Farm, Install Perimeter Fencing
Long Prairie	Todd Field	General Aviation	3	\$ 532,000	Construct Building, Install Runway Vertical/Visual Guidance System
Longville	Longville Municipal	General Aviation	4	\$ 157,902	Construct Access Road, Extend Taxiway
Madison	Lac qui Parle County	General Aviation	3	\$ 127,500	Acquire Snow Removal Equipment, Improve Access Road, Update Airport Master Plan Study
Mahnomen	Mahnomen County	General Aviation	4	\$ 193,724	Construct Building
Marshall	Southwest Minnesota Regional Marshall/Ryan Field	General Aviation	6	\$ 2,358,681	Expand Apron, Extend Runway
Minneapolis	Flying Cloud	Reliever	7	\$ 141,272	Rehabilitate Runway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	79	\$ 8,000,000	Construct Runway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	80	\$ 5,114,354	Noise Mitigation Measures for Residences within 65 - 69 DNL

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Minnesota					
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	81	\$ 5,307,884	Construct Taxiway, Rehabilitate Taxiway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain/	Primary	82	\$ 569,378	Rehabilitate Apron
Montevideo	Montevideo-Chippewa County	General Aviation	4	\$ 270,935	Rehabilitate Apron
Mora	Mora Municipal	General Aviation	4	\$ 134,948	Acquire Land For Approaches, Conduct Environmental Study
New Ulm	New Ulm Municipal	General Aviation	5	\$ 279,300	Conduct Airport Master Plan Study, Rehabilitate Taxiway
Ortonville	Ortonville Municipal-Martinson Field	General Aviation	3	\$ 262,884	Install Runway Lighting
Owatonna	Owatonna Degner Regional	General Aviation	9	\$ 39,900	Conduct Environmental Study
Pine River	Pine River Regional	General Aviation	1	\$ 436,513	Construct Taxiway, Remove Obstructions
Pipestone	Pipestone Municipal	General Aviation	2	\$ 125,687	Acquire Snow Removal Equipment
Princeton	Princeton Municipal	General Aviation	5	\$ 229,900	Construct Taxiway, Install Taxiway Lighting
Rochester	Rochester International	Primary	21	\$ 5,462,500	Extend Runway
Silver Bay	Silver Bay Municipal	General Aviation	2	\$ 235,600	Conduct Airport Master Plan Study, Construct Fuel Farm, Rehabilitate Runway
South St. Paul	South St Paul Municipal-Richard E Fleming Field	Reliever	9	\$ 298,122	Construct Building, Install Perimeter Fencing
Springfield	Springfield Municipal	General Aviation	4	\$ 15,675	Improve Airport Drainage
St. Paul	St Paul Downtown Holman Field	Reliever	12	\$ 392,153	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Rehabilitate Runway Lighting
St. Paul	St Paul Downtown Holman Field	Reliever	13	\$ 4,581,277	Improve Airport Drainage
Staples	Staples Municipal	General Aviation	2	\$ 163,400	Improve Fuel Farm, Install Runway Vertical/Visual Guidance System
Thief River Falls	Thief River Falls Regional	Commercial Service	9	\$ 183,540	Update Airport Master Plan Study
Tower	Tower Municipal	General Aviation	1	\$ 387,686	Construct Fuel Farm, Improve Seaplane Base
Tracy	Tracy Municipal	General Aviation	4	\$ 159,620	Construct Taxiway
Two Harbors	Richard B Helgeson	General Aviation	4	\$ 354,958	Construct Taxiway, Extend Taxiway, Rehabilitate Taxiway
Walker	Walker Municipal	General Aviation	1	\$ 61,859	Conduct Airport Master Plan Study
Warroad	Warroad International-Swede Carlson Field	General Aviation	6	\$ 10,925	Acquire Snow Removal Equipment

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Minnesota					
Waseca	Waseca Municipal	General Aviation	4	\$ 370,500	Construct Snow Removal Equipment Building, Install Runway Lighting, Rehabilitate Access Road, Remove Obstructions
Willmar	Willmar Municipal	System Plan	6	\$ 1,087,358	Construct New Airport
Windom	Windom Municipal	General Aviation	4	\$ 726,101	Construct Building, Construct Fuel Farm, Construct Terminal Building, Rehabilitate Apron, Remove Obstructions
Subtotal FY 2005 Funds				\$ 75,086,784	
Mississippi					
Batesville	Panola County	General Aviation	6	\$ 174,589	Construct Building, Install Perimeter Fencing, Install Runway Lighting
Bay St. Louis	Stennis International	Reliever	19	\$ 2,050,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment, Rehabilitate Aircraft Rescue & Fire Fighting Building, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Belmont	Tishomingo County	General Aviation	6	\$ 136,866	Acquire Land For Approaches, Install Perimeter Fencing, Rehabilitate Runway Lighting
Belzoni	Belzoni Municipal	General Aviation	5	\$ 130,695	Install Perimeter Fencing
Booneville/ Baldwyn	Booneville/ Baldwyn	General Aviation	6	\$ 524,287	Extend Runway
Brookhaven	Brookhaven-Lincoln County	General Aviation	5	\$ 229,830	Install Perimeter Fencing, Install Weather Reporting Equipment
Carthage	Carthage-Leake County	General Aviation	4	\$ 300,000	Construct Building, Construct Taxiway, Improve Runway Safety Area, Install Perimeter Fencing
Cleveland	Cleveland Municipal	General Aviation	12	\$ 167,405	Acquire Land For Approaches, Conduct Environmental Study
Columbus	Columbus-Lowndes County	General Aviation	8	\$ 72,025	Rehabilitate Runway Lighting
Columbus	Golden Triangle Regional	Primary	36	\$ 3,680,000	Construct Apron, Rehabilitate Runway
Corinth	Roscoe Turner	General Aviation	14	\$ 1,279,782	Install Runway Lighting, Install Weather Reporting Equipment, Rehabilitate Runway
Drew	Ruleville-Drew	General Aviation	6	\$ 125,931	Improve Access Road, Improve Airport Drainage, Rehabilitate Airport Beacons
Eupora	Eupora	General Aviation	3	\$ 157,795	Install Airport Beacons, Install Miscellaneous NAVAIDS, Install Runway Lighting
Greenville	Mid Delta Regional	Commercial Service	22	\$ 2,800,000	Extend Taxiway, Rehabilitate Runway Lighting
Greenwood	Greenwood-Leflore	General Aviation	10	\$ 259,462	Rehabilitate Runway, Update Airport Master Plan Study
Grenada	Grenada Municipal	General Aviation	5	\$ 247,338	Improve Airport Drainage
Gulfport	Gulfport-Biloxi International	Primary	49	\$ 3,798,574	Acquire Easement for Noise Compatibility within 65 - 69 DNL

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Mississippi					
Gulfport	Gulfport-Biloxi International	Primary	50	\$ 743,801	Install Runway Lighting, Rehabilitate Taxiway
Gulfport	Gulfport-Biloxi International	Primary	51	\$ 2,433,032	Acquire Equipment, Acquire Land For Approaches, Acquire Land for Development, Expand Terminal Building
Gulfport	Gulfport-Biloxi International	Primary	52	\$ 940,548	Improve Runway Safety Area, Rehabilitate Runway
Gulfport	Gulfport-Biloxi International	Primary	53	\$ 1,633,443	Install Guidance Signs, Rehabilitate Terminal Building, Remove Obstructions
Gulfport	Gulfport-Biloxi International	Primary	54	\$ 950,000	Rehabilitate Apron
Hattiesburg	Bobby L Chain Municipal	General Aviation	12	\$ 248,730	Rehabilitate Taxiway
Holly Springs	Holly Springs-Marshall County	General Aviation	7	\$ 138,152	Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Houston	Houston Municipal	General Aviation	6	\$ 148,907	Construct Taxiway, Remove Obstructions
Indianola	Indianola Municipal	General Aviation	7	\$ 127,610	Improve Airport Drainage, Rehabilitate Taxiway
Iuka	Iuka	General Aviation	3	\$ 354,292	Strengthen Runway
Jackson	Jackson International	Primary	36	\$ 4,840,217	Acquire Interactive Training System, Improve Terminal Building, Rehabilitate Apron, Rehabilitate Runway Lighting
Jackson	Jackson-Evers International	Primary	37	\$ 395,158	Rehabilitate Runway Lighting
Jackson	State of Mississippi	System Plan	2	\$ 89,775	Conduct Miscellaneous Study
Jackson	State of Mississippi	System Plan	3	\$ 47,880	Conduct Miscellaneous Study
Jackson	State of Mississippi	System Plan	4	\$ 40,000	Install Miscellaneous NAVAIDS
Kosciusko	Kosciusko-Attala County	General Aviation	4	\$ 158,206	Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Macon	Macon Municipal	General Aviation	4	\$ 148,420	Improve Access Road
Madison	Bruce Campbell Field	General Aviation	13	\$ 382,500	Extend Taxiway, Update Airport Master Plan Study
Magee	Magee Municipal	General Aviation	4	\$ 323,396	Expand Access Road, Install Runway Lighting, Rehabilitate Runway
McComb	McComb/Pike County/John E Lewis Field	General Aviation	11	\$ 161,848	Rehabilitate Apron, Rehabilitate Taxiway
Meridian	Key Field	Primary	20	\$ 442,225	Improve Runway Safety Area, Install Airfield Guidance Signs, Rehabilitate Apron, Rehabilitate Terminal Building
Moselle	Hattiesburg-Laurel Regional	Primary	24	\$ 935,523	Construct Access Road, Environmental Mitigation, Install Apron Lighting, Rehabilitate Airport Beacons, Security Enhancements
Natchez	Hardy-Anders Field Natchez-Adams County	General Aviation	15	\$ 150,000	Construct Building
New Albany	New Albany-Union County	General Aviation	7	\$ 367,153	Rehabilitate Runway, Rehabilitate Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Mississippi					
Newton	James H Easom Field	General Aviation	4	\$ 591,755	Acquire Land for Development, Construct Apron, Improve Fuel Farm, Remove Obstructions
Okolona	Okolona Municipal-Richard Stovall Field	General Aviation	6	\$ 254,023	Construct Building, Improve Runway Safety Area
Olive Branch	Olive Branch	Reliever	14	\$ 300,000	Construct Fuel Farm
Oxford	University-Oxford	General Aviation	19	\$ 692,440	Improve Runway Safety Area, Rehabilitate Runway
Pascagoula	Trent Lott International	General Aviation	19	\$ 150,000	Construct Building
Philadelphia	Philadelphia Municipal	General Aviation	7	\$ 270,000	Construct Building
Picayune	Picayune Municipal	General Aviation	12	\$ 254,771	Construct Building
Pittsboro	Calhoun County	General Aviation	3	\$ 33,189	Improve Runway Safety Area
Poplarville	Poplarville-Pearl River County	General Aviation	5	\$ 164,350	Construct Fuel Farm, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System
Raymond	John Bell Williams	General Aviation	10	\$ 1,685,603	Extend Runway, Remove Obstructions
Richton	Richton-Perry County	General Aviation	5	\$ 202,384	Construct Building
Starkville	George M Bryan	General Aviation	10	\$ 1,818,701	Construct Apron, Construct Taxiway
Tunica	Tunica Municipal	General Aviation	7	\$ 150,000	Construct Building
Tupelo	Tupelo Regional	Primary	26	\$ 1,809,036	Acquire Interactive Training System, Conduct Noise Compatibility Plan Study, Environmental Mitigation, Expand Terminal Building, Rehabilitate Runway, Update Airport Master Plan Study
Tupelo	Tupelo Regional	Primary	27	\$ 1,462,620	Expand Terminal Building
Tylertown	Paul Pittman Memorial	General Aviation	6	\$ 95,000	Acquire Land For Approaches
Water Valley	Water Valley Municipal	General Aviation	3	\$ 66,795	Improve Access Road, Rehabilitate Airport Beacons
West Point	McCharen Field	General Aviation	6	\$ 76,659	Install Perimeter Fencing
Wiggins	Dean Griffin Memorial	General Aviation	6	\$ 124,204	Rehabilitate Runway Lighting
Winona	Winona-Montgomery County	General Aviation	4	\$ 324,793	Expand Apron, Extend Taxiway, Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting
Yazoo City	Yazoo County	General Aviation	6	\$ 122,754	Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting
Subtotal FY 2005 Funds				\$ 42,984,472	

Missouri

Jefferson City	Missouri State Block Grant Program	System Plan	26	\$ 15,603,594	Non primary development projects in state block grant program
Joplin	Joplin Regional	Primary	23	\$ 3,501,523	Construct Terminal Building

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Missouri					
Kansas City	Charles B. Wheeler Downtown	Reliever	15	\$ 5,415,000	Rehabilitate Runway
Kansas City	Charles B. Wheeler Downtown	Reliever	16	\$ 1,100,000	Rehabilitate Runway Lighting
Kansas City	Kansas City International	Primary	46	\$ 4,634,255	Rehabilitate Apron
Kansas City	Kansas City International	Primary	47	\$ 7,464,005	Construct Deicing Containment Facility, Rehabilitate Runway Lighting
Springfield	Springfield-Branson Regional	Primary	29	\$ 5,381,109	Rehabilitate Runway
Springfield	Springfield-Branson Regional	Primary	30	\$ 4,000,000	Construct Terminal Building
St. Louis	Lambert-St Louis International	Primary	88	\$ 386,687	Acquire Aircraft Rescue & Fire Fighting Vehicle
St. Louis	Lambert-St Louis International	Primary	91	\$ 7,028,210	Construct Runway
St. Louis	Lambert-St Louis International	Primary	92	\$ 19,909,600	Acquire Land for Noise Compatibility within 70 - 74 DNL
St. Louis	Lambert-St Louis International	Primary	93	\$ 4,790,400	Noise Mitigation Measures for Residences within 65 - 69 DNL
St. Louis	Lambert-St Louis International	Primary	94	\$ 2,251,054	Rehabilitate Taxiway
St. Louis	Lambert-St Louis International	Primary	95	\$ 6,137,729	Rehabilitate Apron, Rehabilitate Taxiway
St. Louis	Lambert-St Louis International	Primary	97	\$ 176,172	Acquire Aircraft Rescue & Fire Fighting Vehicle
Subtotal FY 2005 Funds				\$ 87,779,338	

Montana

Anaconda	Bowman Field	General Aviation	7	\$ 55,290	Install Weather Reporting Equipment
Baker	Baker Municipal	General Aviation	9	\$ 79,711	Conduct Environmental Study
Big Sandy	Big Sandy	General Aviation	2	\$ 88,350	Rehabilitate Runway, Update Airport Master Plan Study
Billings	Billings Logan International	Primary	29	\$ 2,002,983	Acquire Snow Removal Equipment, Improve Airport Miscellaneous Improvements, Install Guidance Signs, Rehabilitate Apron, Rehabilitate Taxiway, Update Airport Master Plan Study
Bozeman	Gallatin Field	Primary	30	\$ 1,785,482	Acquire Land For Approaches, Acquire Land for Development, Construct Taxiway, Install Perimeter Fencing
Broadus	Broadus (New)	System Plan	2	\$ 1,761,241	Construct New Airport
Butte	Bert Mooney	Primary	33	\$ 1,000,000	Conduct Airport Master Plan Study, Install Weather Reporting Equipment, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Security Enhancements
Chester	Liberty County	General Aviation	3	\$ 65,550	Rehabilitate Runway
Chinook	Edgar G Obie	General Aviation	7	\$ 90,656	Install Miscellaneous NAVAIDS, Rehabilitate Runway
Deer Lodge	Deer Lodge-City-County	General Aviation	5	\$ 976,600	Extend Runway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Montana					
Dillon	Dillon	General Aviation	7	\$ 466,170	Rehabilitate Access Road
Eureka	Eureka	General Aviation	6	\$ 166,667	Construct Fuel Farm, Install Weather Reporting Equipment
Forsyth	Tillitt Field	General Aviation	4	\$ 67,319	Update Airport Master Plan Study
Fort Benton	Fort Benton	General Aviation	4	\$ 51,300	Rehabilitate Runway
Glasgow	Wokal Field/Glasgow International	General Aviation	10	\$ 331,999	Acquire Snow Removal Equipment, Install Guidance Signs, Rehabilitate Runway
Glendive	Dawson Community	General Aviation	6	\$ 387,816	Construct Fuel Farm, Install Perimeter Fencing, Update Airport Master Plan Study
Great Falls	Great Falls International	Primary	34	\$ 12,732,445	Install Instrument Approach Aid
Hamilton	Ravalli County	General Aviation	6	\$ 307,800	Construct Snow Removal Equipment Building, Rehabilitate Runway
Havre	Havre City-County	General Aviation	9	\$ 635,702	Install Airfield Guidance Signs, Modify Terminal Building, Rehabilitate Runway
Helena	Helena Regional	Primary	31	\$ 1,388,184	Acquire Aircraft Rescue & Fire Fighting Vehicle, Modify Terminal Building
Helena	State of Montana	System Plan	4	\$ 63,887	Conduct State System Plan Study
Kalispell	Glacier Park International	Primary	30	\$ 3,607,276	Extend Runway
Kalispell	Glacier Park International	Primary	31	\$ 1,235,000	Extend Runway
Laurel	Laurel Municipal	General Aviation	11	\$ 91,200	Install Weather Reporting Equipment
Lewistown	Lewistown Municipal	General Aviation	9	\$ 287,000	Construct Service Road, Construct Taxiway, Improve Snow Removal Equipment Building, Install Guidance Signs, Rehabilitate Runway
Lincoln	Lincoln	General Aviation	4	\$ 2,597,245	Construct Runway, Install Perimeter Fencing
Livingston	Mission Field	General Aviation	4	\$ 473,000	Construct Taxiway
Malta	Malta	General Aviation	5	\$ 142,999	Acquire Snow Removal Equipment, Install Weather Reporting Equipment
Miles City	Frank Wiley Field	General Aviation	7	\$ 385,731	Acquire Snow Removal Equipment, Install Airfield Guidance Signs, Modify Snow Removal Equipment Building, Rehabilitate Runway, Update Airport Master Plan Study
Missoula	Missoula International	Primary	38	\$ 947,933	Rehabilitate Runway, Rehabilitate Taxiway
Missoula	Missoula International	Primary	39	\$ 1,189,421	Improve Terminal Building
Plains	Plains	General Aviation	4	\$ 1,094,000	Construct Runway
Ronan	Ronan	General Aviation	7	\$ 162,450	Acquire Snow Removal Equipment
Roundup	Roundup	General Aviation	5	\$ 90,309	Construct Fuel Farm
Scobey	Scobey	General Aviation	4	\$ 91,314	Install Weather Reporting Equipment

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Montana					
Shelby	Shelby	General Aviation	7	\$ 191,000	Construct Snow Removal Equipment Building
Sidney	Sidney-Richland Municipal	Primary	13	\$ 1,199,161	Install Perimeter Fencing, Rehabilitate Apron
Stanford	Stanford	General Aviation	4	\$ 59,850	Rehabilitate Runway, Update Airport Master Plan Study
Three Forks	Three Forks	General Aviation	4	\$ 341,192	Acquire Land for Development, Construct Snow Removal Equipment Building
Townsend	Townsend	General Aviation	5	\$ 156,000	Construct Fuel Farm
Twin Bridges	Twin Bridges	General Aviation	6	\$ 266,000	Acquire Easement For Approaches, Acquire Land for Development
White Sulphur Springs	White Sulphur Springs	General Aviation	3	\$ 144,979	Construct Fuel Farm, Rehabilitate Runway
Wolf Point	L M Clayton	General Aviation	4	\$ 292,994	Install Guidance Signs, Install Perimeter Fencing
Subtotal FY 2005 Funds				\$ 39,551,206	

Nebraska

Albion	Albion Municipal	General Aviation	5	\$ 93,850	Acquire Snow Removal Equipment
Alliance	Alliance Municipal	General Aviation	10	\$ 1,025,000	Install Airfield Guidance Signs, Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Taxiway
Atkinson	Stuart-Atkinson Municipal	General Aviation	2	\$ 306,000	Rehabilitate Apron, Rehabilitate Taxiway
Aurora	Aurora Municipal - Al Potter Field	General Aviation	5	\$ 265,068	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Bassett	Rock County	General Aviation	4	\$ 218,500	Construct Parking Lot, Improve Access Road, Rehabilitate Taxiway
Beatrice	Beatrice Municipal	General Aviation	9	\$ 150,000	Construct Snow Removal Equipment Building, Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS
Blair	Blair Municipal	General Aviation	6	\$ 939,051	Construct Apron, Construct Runway, Construct Taxiway, Install Miscellaneous NAVAIDS, Update Airport Master Plan Study
Broken Bow	Broken Bow Municipal	General Aviation	3	\$ 127,556	Acquire Snow Removal Equipment
Chadron	Chadron Municipal	General Aviation	7	\$ 111,944	Acquire Snow Removal Equipment
Columbus	Columbus Municipal	General Aviation	5	\$ 450,000	Acquire Land For Approaches
Cozad	Cozad Municipal	General Aviation	2	\$ 139,650	Extend Runway
Creighton	Creighton Municipal	General Aviation	2	\$ 104,500	Rehabilitate Runway, Rehabilitate Taxiway
Crete	Crete Municipal	General Aviation	5	\$ 226,670	Construct Snow Removal Equipment Building
Falls City	Brenner Field	General Aviation	4	\$ 11,000	Update Airport Master Plan Study
Falls City	Brenner Field	General Aviation	5	\$ 94,002	Acquire Snow Removal Equipment
Grand Island	Central Nebraska Regional	Commercial Service	26	\$ 219,863	Security Enhancements

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Nebraska					
Grand Island	Central Nebraska Regional	Commercial Service	27	\$ 2,863,676	Rehabilitate Apron
Hartington	Hartington Municipal	General Aviation	3	\$ 589,181	Construct Taxiway
Hastings	Hastings Municipal	General Aviation	7	\$ 66,500	Update Airport Master Plan Study
Hastings	Hastings Municipal	General Aviation	8	\$ 137,602	Install Perimeter Fencing
Hebron	Hebron Municipal	General Aviation	3	\$ 180,500	Construct Snow Removal Equipment Building
Holdrege	Brewster Field	General Aviation	4	\$ 273,797	Expand Apron, Improve Fuel Farm
Kearney	Kearney Municipal	Commercial Service	15	\$ 949,050	Install Miscellaneous NAVAIDS, Rehabilitate Apron
Kearney	Kearney Municipal	Commercial Service	16	\$ 802,471	Construct Snow Removal Equipment Building
Kimball	Kimball Municipal/Robert E Arraj Field	General Aviation	4	\$ 602,547	Construct Taxiway
Lexington	Jim Kelly Field	General Aviation	5	\$ 93,945	Acquire Snow Removal Equipment
Lexington	Jim Kelly Field	General Aviation	6	\$ 15,000	Update Airport Master Plan Study
Lexington	Jim Kelly Field	General Aviation	7	\$ 380,721	Construct Terminal Building
Lincoln	Lincoln Municipal	Primary	33	\$ 902,500	Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS, Rehabilitate Runway, Rehabilitate Service Road, Rehabilitate Taxiway, Security Enhancements
Lincoln	State of Nebraska	System Plan	6	\$ 242,250	Update State System Plan Study
Lincoln	State of Nebraska	System Plan	7	\$ 144,486	Conduct State System Plan Study, Update State System Plan Study
Nebraska City	Nebraska City Municipal	General Aviation	9	\$ 191,000	Construct Snow Removal Equipment Building
Neligh	Antelope County	General Aviation	2	\$ 450,273	Construct Taxiway, Expand Apron
Norfolk	Karl Stefan Memorial	General Aviation	12	\$ 104,438	Acquire Snow Removal Equipment
Norfolk	Karl Stefan Memorial	General Aviation	13	\$ 45,562	Acquire Snow Removal Equipment
North Platte	North Platte Regional Airport Lee Bird Field	Commercial Service	20	\$ 103,550	Install Guidance Signs
O'Neill	The O'Neill Municipal-John L Baker Field	General Aviation	2	\$ 123,323	Rehabilitate Runway
Ogallala	Searle Field	General Aviation	3	\$ 393,300	Acquire Land For Approaches
Ogallala	Searle Field	General Aviation	4	\$ 1,525,374	Rehabilitate Runway
Omaha	Eppley Airfield	Primary	41	\$ 1,988,187	Construct Apron
Omaha	Eppley Airfield	Primary	42	\$ 1,932,371	Extend Runway
Omaha	Eppley Airfield	Primary	43	\$ 1,278,004	Extend Runway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Nebraska					
Oshkosh	Garden County	General Aviation	2	\$ 450,000	Construct Taxiway
Pender	Pender Municipal	General Aviation	3	\$ 49,400	Update Airport Master Plan Study
Pender	Pender Municipal	General Aviation	4	\$ 91,618	Acquire Snow Removal Equipment
Plattsmouth	Plattsmouth Municipal	General Aviation	8	\$ 104,500	Install Weather Reporting Equipment
Red Cloud	Red Cloud Municipal	General Aviation	1	\$ 52,250	Update Airport Master Plan Study
Scottsbluff	Western Nebraska Regional/William B. Heilig Field	Commercial Service	24	\$ 1,000,000	Construct Terminal Building
Seward	Seward Municipal	General Aviation	4	\$ 866,317	Extend Taxiway, Widen Taxiway
Superior	Superior Municipal	General Aviation	1	\$ 420,000	Rehabilitate Apron, Rehabilitate Taxiway
Tecumseh	Tecumseh Municipal	General Aviation	4	\$ 95,000	Acquire Miscellaneous Land
Tekamah	Tekamah Municipal	General Aviation	3	\$ 500,000	Construct Taxiway
Valentine	Miller Field	General Aviation	4	\$ 243,244	Extend Runway
Wahoo	Wahoo Municipal	General Aviation	3	\$ 421,500	Acquire Land for Development
Wayne	Wayne Municipal	General Aviation	6	\$ 95,000	Install Weather Reporting Equipment
Subtotal FY 2005 Funds				\$ 25,251,091	

Nevada

Austin	Austin	General Aviation	9	\$ 152,000	Acquire Equipment
Battle Mountain	Battle Mountain	General Aviation	15	\$ 75,900	Construct Taxiway
Beatty	Beatty	General Aviation	6	\$ 550,791	Install Apron Lighting, Install Perimeter Fencing, Rehabilitate Runway
Boulder City	Boulder City Municipal	General Aviation	9	\$ 150,000	Install Weather Reporting Equipment
Carson City	State of Nevada	System Plan	4	\$ 250,000	Conduct State System Plan Study
Elko	Elko Regional	Primary	29	\$ 5,775,179	Construct Taxiway
Gabbs	Gabbs	General Aviation	4	\$ 825,000	Improve Runway Safety Area
Jackpot	Jackpot/Hayden Field	General Aviation	4	\$ 2,754,028	Construct Taxiway
Las Vegas	Henderson Executive	Primary	18	\$ 1,900,000	Construct Taxiway
Las Vegas	Henderson Executive	Primary	19	\$ 864,500	Install Perimeter Fencing
Las Vegas	McCarran International	Primary	57	\$ 15,233,688	Rehabilitate Runway
Las Vegas	McCarran International	Primary	58	\$ 4,861,973	Rehabilitate Apron
Las Vegas	McCarran International	Primary	59	\$ 7,000,000	Conduct Environmental Study

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Nevada					
Las Vegas	North Las Vegas	Primary	22	\$ 4,675,732	Remove Obstructions
Lovelock	Derby Field	General Aviation	8	\$ 150,000	Update Airport Master Plan Study
Mesquite	Mesquite	General Aviation	9	\$ 471,200	Conduct Environmental Study
Minden	Minden-Tahoe	General Aviation	15	\$ 1,930,520	Acquire Land For Approaches, Rehabilitate Runway, Remove Obstructions
Overton	Perkins Field	General Aviation	4	\$ 745,495	Rehabilitate Apron
Owyhee	Owyhee	General Aviation	2	\$ 150,000	Conduct Environmental Study
Reno	Reno/Stead	Reliever	22	\$ 70,000	Rehabilitate Service Road
Reno	Reno/Tahoe International	Primary	64	\$ 8,249,106	Rehabilitate Apron
Reno	Reno/Tahoe International	Primary	65	\$ 2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Reno	Reno/Tahoe International	Primary	66	\$ 2,000,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Reno	Reno/Tahoe International	Primary	67	\$ 413,641	Acquire Equipment
Silver Springs	Silver Springs	General Aviation	7	\$ 65,000	Construct Access Road, Expand Apron, Install Weather Reporting Equipment
Tonopah	Tonopah	General Aviation	7	\$ 418,000	Install Runway Lighting
Winnemucca	Winnemucca Municipal	General Aviation	10	\$ 657,760	Rehabilitate Runway
Subtotal FY 2005 Funds				\$ 62,389,513	
New Hampshire					
Berlin	Berlin Municipal	General Aviation	15	\$ 1,272,929	Rehabilitate Runway
Claremont	Claremont Municipal	General Aviation	16	\$ 258,100	Construct Building
Concord	Concord Municipal	General Aviation	18	\$ 295,830	Remove Obstructions
Lebanon	Lebanon Municipal	Commercial Service	29	\$ 190,000	Rehabilitate Apron
Lebanon	Lebanon Municipal	Commercial Service	30	\$ 1,425,000	Rehabilitate Apron, Rehabilitate Taxiway
Manchester	Manchester	Primary	58	\$ 2,500,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Manchester	Manchester	Primary	59	\$ 5,143,554	Rehabilitate Runway
Nashua	Boire Field	Reliever	26	\$ 291,650	Update Airport Master Plan Study
Portsmouth	Pease International Tradeport	Primary	30	\$ 788,635	Noise Mitigation Measures for Residences within 65 - 69 DNL
Portsmouth	Pease International Tradeport	Primary	32	\$ 6,525,228	Rehabilitate Apron
Rochester	Skyhaven	General Aviation	19	\$ 756,362	Environmental Mitigation
Whitefield	Mount Washington Regional	General Aviation	13	\$ 61,750	Acquire Land For Approaches
Whitefield	Mount Washington Regional	General Aviation	14	\$ 1,617,746	Extend Runway
Subtotal FY 2005 Funds				\$ 21,126,784	

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New Jersey					
Atlantic City	Atlantic City International	Primary	60	\$ 366,469	Environmental Mitigation
Atlantic City	Atlantic City International	Primary	61	\$ 604,861	Security Enhancements
Caldwell	Essex County	Reliever	19	\$ 641,136	Improve Runway Safety Area, Install Miscellaneous NAVAIDS, Rehabilitate Runway, Rehabilitate Taxiway
Caldwell	Essex County	Reliever	20	\$ 401,900	Construct Building
Hammonton	Hammonton Municipal	General Aviation	9	\$ 98,597	Conduct Environmental Study
Hammonton	Hammonton Municipal	General Aviation	10	\$ 96,972	Install Perimeter Fencing
Lakewood	Lakewood	General Aviation	6	\$ 51,775	Conduct Environmental Study
Lincoln Park	Lincoln Park	Reliever	5	\$ 142,500	Conduct Environmental Study
Lincoln Park	Lincoln Park	Reliever	6	\$ 801,735	Construct Apron
Linden	Linden	Reliever	9	\$ 94,927	Conduct Airport Master Plan Study
Millville	Millville Municipal	General Aviation	17	\$ 680,000	Rehabilitate Taxiway Lighting
Millville	Millville Municipal	General Aviation	18	\$ 137,000	Conduct Airport Master Plan Study, Remove Obstructions
Millville	Millville Municipal	General Aviation	23	\$ 279,749	Rehabilitate Taxiway
Morristown	Morristown Municipal	Reliever	30	\$ 41,238	Install Weather Reporting Equipment
Morristown	Morristown Municipal	Reliever	31	\$ 46,953	Install Runway Vertical/Visual Guidance System
Morristown	Morristown Municipal	Reliever	32	\$ 215,507	Improve Airport Drainage
Newark	Newark Liberty International	Primary	103	\$ 500,000	Improve Runway Safety Area
Newark	Newark Liberty International	Primary	104	\$ 6,704,570	Noise Mitigation Measures for Public Buildings
Newark	Newark Liberty International	Primary	105	\$ 1,656,156	Install Runway Incursion Caution Bars
Newark	Newark Liberty International	Primary	106	\$ 8,217,000	Extend Taxiway
Ocean City	Ocean City Municipal	General Aviation	7	\$ 103,071	Rehabilitate Runway
Ocean City	Ocean City Municipal	General Aviation	8	\$ 28,761	Construct Snow Removal Equipment Building
Ocean City	Ocean City Municipal	General Aviation	9	\$ 17,978	Construct Fuel Farm
Robbinsville	Trenton-Robbinsville	Reliever	5	\$ 268,579	Rehabilitate Apron
Robbinsville	Trenton-Robbinsville	Reliever	6	\$ 262,182	Install Airfield Guidance Signs
Robbinsville	Trenton-Robbinsville	Reliever	7	\$ 37,525	Acquire Land for Development
Somerville	Somerset	Reliever	5	\$ 622,328	Rehabilitate Apron
Sussex	Sussex	Reliever	5	\$ 198,271	Remove Obstructions
Teterboro	Teterboro	Reliever	26	\$ 3,166,993	Construct Taxiway
Teterboro	Teterboro	Reliever	28	\$ 4,150,000	Construct Taxiway
Teterboro	Teterboro	Reliever	29	\$ 500,000	Improve Runway Safety Area

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New Jersey					
Teterboro	Teterboro	Reliever	30	\$ 6,030,027	Noise Mitigation Measures for Public Buildings
Teterboro	Teterboro	Reliever	31	\$ 500,000	Noise Mitigation Measures for Public Buildings
Teterboro	Teterboro	Reliever	32	\$ 5,723,132	Construct Taxiway
Toms River	Robert J. Miller Air Park	General Aviation	13	\$ 285,000	Construct Runway
Toms River	Robert J. Miller Air Park	General Aviation	14	\$ 525,000	Rehabilitate Apron
Trenton	Trenton Mercer	Primary	30	\$ 729,097	Acquire Snow Removal Equipment
Trenton	Trenton Mercer	Primary	31	\$ 262,432	Rehabilitate Taxiway
West Milford	Greenwood Lake	General Aviation	1	\$ 25,000	Install Perimeter Fencing
Wildwood	Cape May County	General Aviation	19	\$ 115,999	Conduct Airport Master Plan Study, Remove Obstructions
Wildwood	Cape May County	General Aviation	22	\$ 200,000	Rehabilitate Taxiway
Woodbine	Woodbine Municipal	General Aviation	11	\$ 28,500	Install Weather Reporting Equipment
Woodbine	Woodbine Municipal	General Aviation	12	\$ 188,503	Acquire Land for Development, Update Airport Master Plan Study
Subtotal FY 2005 Funds				\$ 45,747,423	

New Mexico

Albuquerque	Albuquerque International Sunport	Primary	29	\$ 3,872,490	Security Enhancements
Albuquerque	Albuquerque International Sunport	Primary	30	\$ 1,043,078	Rehabilitate Apron
Albuquerque	Double Eagle II	Reliever	11	\$ 868,415	Extend Runway
Artesia	Artesia Municipal	General Aviation	7	\$ 345,390	Rehabilitate Runway Lighting, Rehabilitate Taxiway
Belen	Alexander Municipal	General Aviation	6	\$ 871,287	Construct Runway
Black Rock	Black Rock	General Aviation	2	\$ 73,091	Conduct Environmental Study
Carlsbad	Cavern City Air Terminal	General Aviation	15	\$ 37,294	Improve Runway Safety Area
Clovis	Clovis Municipal	General Aviation	18	\$ 1,019,012	Rehabilitate Taxiway
Deming	Deming Municipal	General Aviation	9	\$ 409,129	Conduct Environmental Study, Improve Runway Safety Area, Install Guidance Signs
Fort Sumner	Fort Sumner Municipal	General Aviation	5	\$ 127,645	Rehabilitate Runway Lighting
Gallup	Gallup Municipal	General Aviation	18	\$ 760,000	Rehabilitate Apron, Rehabilitate Taxiway
Hobbs	Lea County Regional	General Aviation	14	\$ 170,782	Install Weather Reporting Equipment
Los Alamos	Los Alamos	Commercial Service	1	\$ 350,637	Construct Access Road, Expand Apron, Rehabilitate Apron

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New Mexico					
Lovington	Lea County-Zip Franklin Memorial	General Aviation	5	\$ 192,465	Acquire Land For Approaches, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Questa	Questa Municipal Nr 2	General Aviation	4	\$ 162,000	Rehabilitate Runway
Ramah	Ramah	System Plan	2	\$ 70,000	Conduct Environmental Study
Raton	Raton Municipal/Crews Field	General Aviation	11	\$ 71,250	Conduct Environmental Study
Roswell	Roswell Industrial Air Center	Primary	16	\$ 704,268	Improve Service Road, Rehabilitate Taxiway
Ruidoso	Sierra Blanca Regional	General Aviation	16	\$ 307,580	Acquire Aircraft Rescue & Fire Fighting Vehicle
Santa Fe	Santa Fe Municipal	Primary	25	\$ 200,000	Conduct Noise Compatibility Plan Study
Santa Fe	Santa Fe Municipal	Primary	26	\$ 957,591	Construct Runway Safety Area, Rehabilitate Apron, Rehabilitate Runway
Santa Fe	State of New Mexico	System Plan	3	\$ 123,500	Conduct State System Plan Study
Santa Teresa	Dona Ana County at Santa Teresa	General Aviation	15	\$ 1,150,000	Extend Runway, Install Weather Reporting Equipment
Tucumcari	Tucumcari Municipal	General Aviation	8	\$ 1,155,910	Rehabilitate Runway
Vaughn	Proposed - GA	System Plan	3	\$ 1,555,694	Construct New Airport
Subtotal FY 2005 Funds				\$ 16,598,508	
New York					
Akron	Akron	Reliever	11	\$ 313,797	Acquire Easement For Approaches
Akron	Akron	Reliever	12	\$ 212,314	Construct Building
Albany	Albany International	Primary	80	\$ 834,058	Security Enhancements
Albany	Albany International	Primary	81	\$ 2,128,950	Security Enhancements
Albany	Albany International	Primary	82	\$ 1,330,773	Rehabilitate Apron
Albany	Albany International	Primary	83	\$ 790,314	Expand Apron
Albany	Albany International	Primary	85	\$ 503,500	Remove Obstructions
Albany	Albany International	Primary	86	\$ 400,422	VALE Vehicle
Albany	State of New York	System Plan	4	\$ 250,000	Conduct State System Plan Study
Albany	State of New York	System Plan	5	\$ 300,000	Conduct State System Plan Study
Batavia	Genesee County	Reliever	18	\$ 285,000	Acquire Land For Approaches, Rehabilitate Runway
Batavia	Genesee County	Reliever	19	\$ 1,630,789	Rehabilitate Runway Lighting
Bayport	Bayport Aerodrome	General Aviation	7	\$ 187,231	Construct Snow Removal Equipment Building

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New York					
Bayport	Bayport Aerodrome	General Aviation	8	\$ 260,633	Improve Access Road
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	45	\$ 5,436,510	Rehabilitate Runway
Brewerton	Syracuse Suburban	System Plan	2	\$ 1,590,117	Rehabilitate Runway
Brewerton	Syracuse Suburban	System Plan	3	\$ 584,323	Acquire Land for Development
Buffalo	Buffalo Airfield	Reliever	13	\$ 82,431	Update Airport Master Plan Study
Buffalo	Buffalo Airfield	Reliever	14	\$ 86,724	Install Miscellaneous NAVAIDS
Buffalo	Buffalo Niagara International	Primary	60	\$ 11,250,242	Rehabilitate Runway
Canandaigua	Canandaigua	Reliever	17	\$ 93,542	Construct Snow Removal Equipment Building, Remove Obstructions
Canandaigua	Canandaigua	Reliever	18	\$ 439,850	Extend Runway
Corning	Corning-Painted Post	General Aviation	5	\$ 149,971	Acquire Snow Removal Equipment
Corning	Corning-Painted Post	General Aviation	6	\$ 2,522,019	Construct Runway
Cortland	Cortland County-Chase Field	General Aviation	12	\$ 201,400	Install Weather Reporting Equipment
Dansville	Dansville Municipal	General Aviation	14	\$ 651,500	Construct Building, Construct Taxiway
Dunkirk	Chautauqua County/Dunkirk	General Aviation	32	\$ 133,752	Acquire Snow Removal Equipment
East Moriches	Spadaro	Reliever	7	\$ 150,000	Construct Runway
Ellenville	Joseph Y Resnick	General Aviation	18	\$ 252,859	Install Perimeter Fencing
Elmira/Corning	Elmira/Corning Regional	Primary	42	\$ 4,512,888	Extend Runway, Extend Taxiway
Elmira/Corning	Elmira/Corning Regional	Primary	43	\$ 719,992	Expand Terminal Building
Endicott	Tri-Cities	General Aviation	11	\$ 573,018	Construct Fuel Farm
Fulton	Oswego County	General Aviation	27	\$ 28,500	Improve Runway Safety Area
Glens Falls	Floyd Bennett Memorial	General Aviation	32	\$ 159,600	Improve Runway Safety Area
Hamilton	Hamilton Municipal	General Aviation	9	\$ 150,468	Rehabilitate Runway
Islip	Long Island MacArthur	Primary	63	\$ 378,385	Acquire Snow Removal Equipment
Islip	Long Island MacArthur	Primary	64	\$ 767,571	Construct Access Road, Construct Service Road
Islip	Long Island MacArthur	Primary	65	\$ 1,713,700	Construct Snow Removal Equipment Building
Islip	Long Island MacArthur	Primary	68	\$ 396,001	Improve Terminal Building
Ithaca	Ithaca Tompkins Regional	Primary	43	\$ 2,420,450	Extend Taxiway
Ithaca	Ithaca Tompkins Regional	Primary	44	\$ 405,793	Acquire Friction Measuring Equipment, Extend Taxiway, Remove Obstructions
Ithaca	Ithaca Tompkins Regional	Primary	46	\$ 1,013,308	Extend Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New York					
Jamestown	Chautauqua County/Jamestown	Commercial Service	32	\$ 356,250	Acquire Snow Removal Equipment, Expand Apron
Johnstown	Fulton County	General Aviation	13	\$ 210,720	Install Perimeter Fencing
Johnstown	Fulton County	General Aviation	14	\$ 124,995	Acquire Snow Removal Equipment
Kingston	Kingston-Ulster	Reliever	13	\$ 247,097	Acquire Land For Approaches
Lake Placid	Lake Placid	General Aviation	21	\$ 178,600	Acquire Snow Removal Equipment
Lake Placid	Lake Placid	General Aviation	23	\$ 121,400	Expand Building
Le Roy	Le Roy	Reliever	13	\$ 102,795	Update Airport Master Plan Study
Le Roy	Le Roy	Reliever	14	\$ 150,000	Install Airfield Guidance Signs
Malone	Malone-Dufort	General Aviation	17	\$ 237,500	Rehabilitate Runway
Massena	Massena International-Richards Field	General Aviation	32	\$ 376,200	Acquire Snow Removal Equipment
Middletown	Randall	Reliever	20	\$ 36,631	Extend Taxiway
Montauk	Montauk	Reliever	8	\$ 42,900	Rehabilitate Runway
Montgomery	Orange County	General Aviation	31	\$ 237,500	Conduct Environmental Study
New York	John F Kennedy International	Primary	137	\$ 7,000,000	Improve Runway Safety Area
New York	John F Kennedy International	Primary	138	\$ 738,000	Install Runway Lighting
New York	John F Kennedy International	Primary	139	\$ 1,000,000	Improve Runway Safety Area
New York	John F Kennedy International	Primary	140	\$ 1,841,925	Construct Aircraft Rescue & Fire Fighting Training Facility
New York	John F Kennedy International	Primary	141	\$ 3,577,004	Rehabilitate Taxiway
New York	John F Kennedy International	Primary	142	\$ 947,600	Security Enhancements
New York	John F Kennedy International	Primary	143	\$ 1,146,589	Rehabilitate Taxiway
New York	La Guardia	Primary	109	\$ 5,866,239	Rehabilitate Runway
New York	La Guardia	Primary	111	\$ 1,000,000	Improve Runway Safety Area
New York	La Guardia	Primary	112	\$ 3,163,761	Improve Access Road
New York	La Guardia	Primary	113	\$ 6,842,107	Improve Access Road
Newburgh	Stewart International	Primary	43	\$ 1,245,000	Rehabilitate Runway Lighting
Newburgh	Stewart International	Primary	44	\$ 29,450	Construct Sand and Chemical Storage Building
Newburgh	Stewart International	Primary	45	\$ 262,214	Security Enhancements
Newburgh	Stewart International	Primary	46	\$ 747,750	Improve Runway Safety Area
Newburgh	Stewart International	Primary	47	\$ 2,797,241	Improve Terminal Building
Niagara Falls	Niagara Falls International	Reliever	25	\$ 103,723	Remove Obstructions

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New York					
Norwich	Lt Warren Eaton	General Aviation	21	\$ 242,250	Install Runway Lighting, Install Weather Reporting Equipment, Rehabilitate Runway
Ogdensburg	Ogdensburg International	General Aviation	25	\$ 996,518	Construct Access Road
Ogdensburg	Ogdensburg International	General Aviation	26	\$ 74,100	Construct Terminal Building
Oneonta	Oneonta Municipal	General Aviation	10	\$ 2,085,797	Install Perimeter Fencing, Rehabilitate Runway
Penn Yan	Penn Yan	General Aviation	19	\$ 423,314	Acquire Land for Development
Penn Yan	Penn Yan	General Aviation	20	\$ 265,020	Install Perimeter Fencing
Perry	Perry-Warsaw	General Aviation	19	\$ 62,549	Remove Obstructions
Piseco	Piseco	General Aviation	15	\$ 334,966	Construct Snow Removal Equipment Building
Plattsburgh	Plattsburgh International	General Aviation	13	\$ 5,032,500	Construct Terminal Building, Rehabilitate Runway
Plattsburgh	Plattsburgh International	General Aviation	15	\$ 3,239,540	Install Instrument Approach Aid
Plattsburgh	Plattsburgh International	General Aviation	16	\$ 316,350	Install Taxiway Lighting
Potsdam	Potsdam Municipal/Damon Field/	General Aviation	16	\$ 1,010,600	Construct Apron, Construct Fuel Farm, Install Miscellaneous NAVAIDS
Poughkeepsie	Dutchess County	General Aviation	26	\$ 76,000	Improve Airport Drainage
Rochester	Greater Rochester International	Primary	54	\$ 11,745,153	Improve Runway Safety Area
Rochester	Greater Rochester International	Primary	55	\$ 311,451	Improve Runway Safety Area
Rome	Griffiss Airpark	General Aviation	8	\$ 270,750	Conduct Airport Master Plan Study, Conduct Miscellaneous Study, Install Instrument Approach Aid
Rome	Griffiss Airpark	General Aviation	9	\$ 3,676,500	Construct Building, Construct Fuel Farm [MAP], Improve Aircraft Rescue & Fire Fighting Building, Rehabilitate Building
Rome	Griffiss Airpark	General Aviation	10	\$ 636,500	Rehabilitate Apron, Rehabilitate Building, Rehabilitate Snow Removal Equipment Building
Rome	Griffiss Airpark	General Aviation	11	\$ 750,000	Acquire Snow Removal Equipment
Saranac Lake	Adirondack Regional	General Aviation	33	\$ 467,685	Construct Apron
Saranac Lake	Adirondack Regional	General Aviation	34	\$ 1,044,405	Construct Taxiway
Saranac Lake	Adirondack Regional	General Aviation	35	\$ 276,500	Rehabilitate Runway, Rehabilitate Taxiway
Saranac Lake	Adirondack Regional	General Aviation	37	\$ 140,296	Acquire Snow Removal Equipment, Conduct Airport Master Plan Study
Saratoga Springs	Saratoga County	General Aviation	21	\$ 559,693	Acquire Easement For Approaches
Schenectady	Schenectady County	Reliever	33	\$ 91,014	Conduct Miscellaneous Study

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New York					
Schenectady	Schenectady County	Reliever	34	\$ 339,276	Construct Runway Safety Area
Seneca Falls	Finger Lakes Regional	General Aviation	15	\$ 286,900	Install Weather Reporting Equipment
Sidney	Sidney Municipal	General Aviation	12	\$ 693,500	Expand Apron, Remove Obstructions
Sodus	Williamson-Sodus	Reliever	17	\$ 43,577	Expand Building
Sodus	Williamson-Sodus	Reliever	18	\$ 200,236	Install Perimeter Fencing
Syracuse	Syracuse Hancock International	Primary	71	\$ 4,618,994	Improve Airport Drainage
Syracuse	Syracuse Hancock International	Primary	86	\$ 3,551,572	Noise Mitigation Measures for Public Buildings
Syracuse	Syracuse Hancock International	Primary	87	\$ 299,250	Rehabilitate Apron
Syracuse	Syracuse Hancock International	Primary	88	\$ 352,000	Improve Airport Miscellaneous Improvements
Ticonderoga	Ticonderoga Municipal	General Aviation	13	\$ 85,501	Rehabilitate Runway
Watertown	Watertown International	General Aviation	22	\$ 129,192	Acquire Snow Removal Equipment
Watertown	Watertown International	General Aviation	23	\$ 317,105	Improve Airport Drainage
Weedsport	Whitfords	Reliever	7	\$ 600,000	Construct Building, Remove Obstructions
Wellsville	Wellsville Municipal Airport, Tarantine Field	General Aviation	17	\$ 538,586	Install Perimeter Fencing
Westhampton Beach	Francis S Gabreski	General Aviation	12	\$ 314,441	Acquire Snow Removal Equipment
White Plains	Westchester County	Primary	74	\$ 3,225,828	Security Enhancements
White Plains	Westchester County	Primary	75	\$ 396,887	Improve Utilities
Subtotal FY 2005 Funds				\$ 137,146,182	

North Carolina

Asheville	Asheville Regional	Primary	30	\$ 836,729	Expand Apron
Charlotte	Charlotte/Douglas International	Primary	52	\$ 15,089,210	Construct Runway, Construct Taxiway, Expand Apron
Charlotte	Charlotte/Douglas International	Primary	53	\$ 4,875,000	Improve Runway Safety Area
Fayetteville	Fayetteville Regional/Grannis Field	Primary	30	\$ 1,508,326	Conduct Miscellaneous Study, Improve Terminal Building, Rehabilitate Access Road, Rehabilitate Airport Beacons
Greensboro	Piedmont Triad International	Primary	44	\$ 11,076,243	Construct Runway
Greensboro	Piedmont Triad International	Primary	46	\$ 1,672,000	Rehabilitate Apron
Greenville	Pitt-Greenville	Primary	28	\$ 509,095	Acquire Friction Measuring Equipment, Construct Taxiway
Hickory	Hickory Regional	General Aviation	20	\$ 888,000	Construct Taxiway, Rehabilitate Runway, Rehabilitate Runway Lighting

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
North Carolina					
Jacksonville	Albert J Ellis	Primary	25	\$ 521,525	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Handicap Passenger Lift Device, Improve Terminal Building, Remove Obstructions, Security Enhancements
New Bern	Craven County Regional	Primary	25	\$ 810,825	Acquire Friction Measuring Equipment, Improve Airport Drainage, Rehabilitate Taxiway, Update Airport Master Plan Study
Raleigh	North Carolina State Block Grant Program	System Plan	30	\$ 23,205,984	Non primary development projects in state block grant program
Raleigh	Raleigh-Durham International	Primary	32	\$ 3,934,574	Construct Taxiway, Expand Apron
Raleigh	Raleigh-Durham International	Primary	33	\$ 7,229,652	Improve Runway Safety Area
Wilmington	Wilmington International	Primary	34	\$ 1,863,602	Expand Apron, Improve Airport Drainage
Wilmington	Wilmington International	Primary	35	\$ 1,000,000	Improve Runway Safety Area
Subtotal FY 2005 Funds				\$ 75,020,765	

North Dakota

Beach	Beach	General Aviation	4	\$ 150,000	Construct Building, Construct Fuel Farm, Construct Taxiway, Improve Access Road, Rehabilitate Runway
Bismarck	Bismarck Municipal	Primary	35	\$ 244,498	Rehabilitate Runway
Bismarck	State of North Dakota	System Plan	4	\$ 122,036	Update State System Plan Study
Bottineau	Bottineau Municipal	General Aviation	6	\$ 2,979,687	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Cando	Cando Municipal	General Aviation	6	\$ 108,421	Acquire Snow Removal Equipment, Install Perimeter Fencing, Rehabilitate Runway
Carrington	Carrington Municipal	General Aviation	5	\$ 171,950	Improve Access Road, Rehabilitate Runway
Casselton	Casselton Robert Miller Regional	General Aviation	12	\$ 63,058	Rehabilitate Apron, Rehabilitate Taxiway, Update Airport Master Plan Study
Cavalier	Cavalier Municipal	General Aviation	5	\$ 477,406	Install Airport Beacons, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Cooperstown	Cooperstown Municipal	General Aviation	4	\$ 190,127	Construct Building, Construct Snow Removal Equipment Building, Construct Taxiway, Rehabilitate Runway
Devils Lake	Devils Lake Municipal	General Aviation	21	\$ 62,392	Rehabilitate Runway, Remove Obstructions
Dickinson	Dickinson Municipal	Commercial Service	18	\$ 190,182	Conduct Miscellaneous Study, Install Miscellaneous NAVAIDS, Rehabilitate Runway
Dickinson	Dickinson Municipal	Commercial Service	19	\$ 962,171	Acquire Aircraft Rescue & Fire Fighting Vehicle, Install Perimeter Fencing
Ellendale	Ellendale Municipal	General Aviation	3	\$ 36,194	Conduct Airport Master Plan Study
Fargo	Hector International	Primary	30	\$ 1,750,000	Construct Service Road, Rehabilitate Runway
Glen Ullin	Glen Ullin Regional	General Aviation	5	\$ 40,850	Construct Building, Rehabilitate Runway
Grafton	Grafton Municipal	General Aviation	4	\$ 89,191	Construct Fuel Farm, Rehabilitate Runway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
North Dakota					
Grand Forks	Grand Forks International	Primary	29	\$ 881,246	Acquire Snow Removal Equipment, Environmental Mitigation, Rehabilitate Runway, Update Airport Master Plan Study
Gwinner	Gwinner-Roger Melroe Field	General Aviation	4	\$ 207,778	Construct Building
Hettinger	Hettinger Municipal	General Aviation	7	\$ 216,448	Construct Fuel Farm, Rehabilitate Runway, Update Airport Master Plan Study
Hillsboro	Hillsboro Municipal	General Aviation	8	\$ 196,927	Construct Building, Construct Fuel Farm
Jamestown	Jamestown Regional	General Aviation	24	\$ 5,703,182	Install Perimeter Fencing, Install Runway Lighting, Rehabilitate Runway
Kenmare	Kenmare Municipal	General Aviation	5	\$ 119,033	Acquire Snow Removal Equipment, Rehabilitate Runway
Kindred	Hamry Field	General Aviation	6	\$ 154,021	Construct Building, Construct Snow Removal Equipment Building, Construct Taxiway
Lakota	Lakota Municipal	General Aviation	5	\$ 192,364	Construct Taxiway, Rehabilitate Runway
Linton	Linton Municipal	General Aviation	4	\$ 226,148	Acquire Snow Removal Equipment, Construct Building, Rehabilitate Runway
Linton	Linton Municipal	General Aviation	5	\$ 58,505	Acquire Land For Approaches
Lisbon	Lisbon Municipal	General Aviation	2	\$ 251,978	Conduct Airport Master Plan Study, Construct Apron, Construct Taxiway, Install Miscellaneous NAVAIDS, Remove Obstructions
Mandan	Mandan Municipal	General Aviation	9	\$ 76,000	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Minot	Minot International	Primary	33	\$ 948,005	Rehabilitate Apron
Mohall	Mohall Municipal	General Aviation	3	\$ 103,506	Construct Taxiway, Rehabilitate Runway
Northwood	Northwood Municipal-Vince Field	General Aviation	6	\$ 150,000	Construct Building, Rehabilitate Runway
Oakes	Oakes Municipal	General Aviation	6	\$ 88,471	Acquire Snow Removal Equipment, Rehabilitate Runway
Park River	Park River - W C Skjerven Field	General Aviation	3	\$ 152,141	Install Runway Lighting
Pembina	Pembina Municipal	General Aviation	4	\$ 99,470	Improve Fuel Farm, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Rugby	Rugby Municipal	General Aviation	6	\$ 369,217	Rehabilitate Runway, Rehabilitate Taxiway
Tioga	Tioga Municipal	General Aviation	3	\$ 122,215	Conduct Environmental Study, Install Airport Beacons, Rehabilitate Runway
Wahpeton	Harry Stern	General Aviation	9	\$ 129,494	Construct Access Road, Install Weather Reporting Equipment, Rehabilitate Apron
Walhalla	Walhalla Municipal	General Aviation	3	\$ 135,200	Acquire Snow Removal Equipment, Improve Fuel Farm, Rehabilitate Runway
Washburn	Washburn Municipal	General Aviation	5	\$ 89,876	Construct Snow Removal Equipment Building, Rehabilitate Runway
Watford City	Watford City Municipal	General Aviation	6	\$ 280,224	Construct Building, Construct Fuel Farm, Install Runway Vertical/Visual Guidance System
Williston	Sloulin Field International	Commercial Service	24	\$ 1,425,868	Acquire Aircraft Rescue & Fire Fighting Vehicle, Conduct Miscellaneous Study, Construct Access Road, Construct Apron
Subtotal FY 2005 Funds				\$ 20,015,480	

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Northern Mariana Islands					
Rota Island	Rota International	Primary	19	\$ 5,000,000	Extend Runway
Saipan	Francisco C. Ada/Saipan International	Primary	52	\$ 2,510,103	Expand Terminal Building
Saipan	Francisco C. Ada/Saipan International	Primary	53	\$ 5,000,000	Rehabilitate Runway
Saipan	Francisco C. Ada/Saipan International	Primary	54	\$ 500,000	Expand Aircraft Rescue & Fire Fighting Building
Shomushon	Pagan Airstrip	General Aviation	1	\$ 300,000	Conduct Airport Master Plan Study
Tinian (Municipality)	Tinian International	Primary	18	\$ 14,055,760	Modify Aircraft Rescue & Fire Fighting Building
Subtotal FY 2005 Funds				\$ 27,365,863	
Ohio					
Akron	Akron-Canton Regional	Primary	39	\$ 11,739,707	Extend Runway
Akron	Akron-Canton Regional	Primary	40	\$ 1,739,707	Improve Terminal Building
Akron	Akron-Canton Regional	Primary	41	\$ 5,000,000	Construct Deicing Containment Facility
Ashland	Ashland County	General Aviation	6	\$ 328,178	Acquire Land for Development, Rehabilitate Apron, Rehabilitate Runway
Ashtabula	Ashtabula County	General Aviation	7	\$ 150,001	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Athens/Albany	Ohio University Snyder Field	General Aviation	10	\$ 38,109	Improve Airport Drainage
Bowling Green	Wood County	General Aviation	15	\$ 167,292	Construct Terminal Building, Install Perimeter Fencing, Update Airport Master Plan Study
Bryan	Williams County	General Aviation	4	\$ 233,244	Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting
Cadiz	Harrison County	General Aviation	4	\$ 128,985	Install Taxiway Lighting, Rehabilitate Taxiway
Cambridge	Cambridge Municipal	General Aviation	4	\$ 253,885	Expand Apron
Carrollton	Carroll County-Tolson	General Aviation	5	\$ 16,150	Update Airport Master Plan Study
Celina	Lakefield	General Aviation	8	\$ 181,030	Acquire Miscellaneous Land, Remove Obstructions
Chesapeake	Lawrence County Airpark	General Aviation	4	\$ 138,225	Acquire Land For Approaches, Conduct Environmental Study
Chillicothe	Ross County	General Aviation	9	\$ 45,600	Conduct Environmental Study, Update Airport Master Plan Study
Cincinnati	Cincinnati Municipal Airport Lunken Field	Reliever	19	\$ 150,000	Rehabilitate Parking Lot
Circleville	Pickaway County Memorial	General Aviation	7	\$ 486,400	Construct Building, Construct Fuel Farm, Construct Parking Lot, Construct Taxiway, Strengthen Apron
Cleveland	Cleveland-Hopkins International	Primary	72	\$ 9,559,556	Construct Runway, Install Instrument Approach Aid, Install Runway Lighting, Remove Obstructions

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Ohio					
Cleveland	Cleveland-Hopkins International	Primary	73	\$ 3,659,432	Noise Mitigation Measures for Residences within 65 - 69 DNL
Cleveland	Cleveland-Hopkins International	Primary	74	\$ 466,084	Conduct Noise Compatibility Plan Study
Cleveland	Cleveland-Hopkins International	Primary	75	\$ 2,991,621	Improve Runway Safety Area
Cleveland	Cleveland-Hopkins International	Primary	76	\$ 1,589,006	Security Enhancements
Cleveland	Cleveland-Hopkins International	Primary	77	\$ 2,100,000	Extend Runway
Cleveland	Cuyahoga County	Reliever	15	\$ 150,000	Acquire Land For Approaches
Columbus	Bolton Field	Reliever	13	\$ 471,342	Rehabilitate Apron
Columbus	Bolton Field	Reliever	14	\$ 237,500	Install Perimeter Fencing
Columbus	Ohio State University	Reliever	19	\$ 1,018,988	Acquire Land for Development
Columbus	Port Columbus International	Primary	55	\$ 4,000,000	Construct Apron, Construct Taxiway, Extend Taxiway
Columbus	Port Columbus International	Primary	56	\$ 2,501,321	Construct Service Road
Columbus	Port Columbus International	Primary	57	\$ 2,127,849	Noise Mitigation Measures, Noise Mitigation Measures for Residences within 65 - 69 DNL
Columbus	Port Columbus International	Primary	58	\$ 258,559	Security Enhancements
Columbus	Port Columbus International	Primary	59	\$ 491,968	Install Noise Monitoring System
Columbus	Port Columbus International	Primary	60	\$ 1,520,147	Rehabilitate Taxiway
Columbus	Rickenbacker International	Primary	30	\$ 1,385,048	Acquire Snow Removal Equipment, Install Perimeter Fencing, Rehabilitate Taxiway
Columbus	Rickenbacker International	Primary	31	\$ 3,380,665	Construct Building, Improve Building
Columbus	Rickenbacker International	Primary	32	\$ 42,302	Conduct Airport Master Plan Study
Coshocton	Richard Downing	General Aviation	11	\$ 150,000	Install Perimeter Fencing, Rehabilitate Apron
Dayton	Dayton-Wright Brothers	Reliever	7	\$ 150,000	Improve Runway Safety Area
Dayton	James M Cox Dayton International	Primary	51	\$ 1,670,000	Construct Service Road, Improve Runway Safety Area
Dayton	James M Cox Dayton International	Primary	52	\$ 2,133,630	Rehabilitate Access Road
Dayton	James M Cox Dayton International	Primary	53	\$ 3,474,598	Improve Terminal Building
Defiance	Defiance Memorial	General Aviation	4	\$ 128,311	Construct Taxiway, Rehabilitate Taxiway
Delaware	Delaware Municipal	General Aviation	13	\$ 150,001	Construct Taxiway
East Liverpool	Columbiana County	General Aviation	7	\$ 181,663	Improve Airport Miscellaneous Improvements, Rehabilitate Apron, Rehabilitate Taxiway
Findlay	Findlay	General Aviation	15	\$ 2,319,022	Extend Taxiway, Improve Runway Safety Area, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Rehabilitate Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Ohio					
Fostoria	Fostoria Metropolitan	General Aviation	5	\$ 272,000	Install Runway Vertical/Visual Guidance System, Install Weather Reporting Equipment, Rehabilitate Taxiway
Gallipolis	Gallia-Meigs Regional	General Aviation	4	\$ 225,700	Rehabilitate Apron, Rehabilitate Runway
Hamilton	Butler County Regional	Reliever	16	\$ 994,557	Acquire Land For Approaches
Harrison	Cincinnati West	General Aviation	4	\$ 150,000	Acquire Land For Approaches
Hillsboro	Highland County	General Aviation	5	\$ 186,880	Acquire Land for Development, Acquire Snow Removal Equipment
Jackson	James A Rhodes	General Aviation	4	\$ 241,534	Acquire Land For Approaches, Acquire Land for Development, Extend Runway, Install Weather Reporting Equipment
Kenton	Hardin County	General Aviation	3	\$ 83,861	Acquire Snow Removal Equipment, Remove Obstructions, Update Airport Master Plan Study
Lancaster	Fairfield County	General Aviation	13	\$ 229,761	Install Perimeter Fencing, Rehabilitate Runway, Update Airport Master Plan Study
Lima	Lima Allen County	General Aviation	8	\$ 100,500	Rehabilitate Taxiway
London	Madison County	General Aviation	9	\$ 186,282	Acquire Snow Removal Equipment, Improve Airport Drainage, Install Perimeter Fencing, Rehabilitate Runway, Rehabilitate Taxiway
Lorain	Lorain County Regional	Reliever	16	\$ 118,981	Acquire Snow Removal Equipment, Improve Airport Miscellaneous Improvements
Marion	Marion Municipal	General Aviation	16	\$ 189,240	Construct Taxiway
Marysville	Union County	General Aviation	13	\$ 150,000	Improve Runway Safety Area, Install Perimeter Fencing, Rehabilitate Runway
Middle Bass	Middle Bass Island	Commercial Service	12	\$ 170,629	Improve Airport Drainage
Middlefield	Geauga County	General Aviation	9	\$ 276,250	Improve Airport Drainage, Remove Obstructions
Middletown	Hook Field Municipal	General Aviation	7	\$ 336,217	Install Perimeter Fencing, Install Weather Reporting Equipment, Rehabilitate Airport Beacons, Rehabilitate Runway Lighting
Millersburg	Holmes County	General Aviation	4	\$ 68,368	Acquire Snow Removal Equipment, Conduct Miscellaneous Study
Mount Vernon	Knox County	General Aviation	7	\$ 2,955,705	Acquire Land For Approaches, Extend Runway
Mount Vernon	Knox County	General Aviation	8	\$ 500,000	Extend Runway
Napoleon	Henry County	General Aviation	4	\$ 97,375	Acquire Snow Removal Equipment, Conduct Miscellaneous Study
New Lexington	Perry County	General Aviation	4	\$ 65,000	Acquire Land For Approaches, Improve Runway Safety Area, Rehabilitate Runway
New Philadelphia	Harry Clever Field	General Aviation	6	\$ 191,443	Construct Taxiway
Newark	Newark-Heath	General Aviation	17	\$ 95,336	Acquire Land for Development, Construct Taxiway
Norwalk	Norwalk-Huron County	General Aviation	5	\$ 187,654	Update Airport Master Plan Study

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Ohio					
Ottawa	Putnam County	General Aviation	4	\$ 450,000	Construct Terminal Building, Expand Apron, Extend Taxiway, Install Miscellaneous NAVAIDS, Remove Obstructions
Oxford	Miami University	General Aviation	3	\$ 88,379	Conduct Airport Master Plan Study, Conduct Miscellaneous Study, Install Runway Vertical/Visual Guidance System
Port Clinton	Carl R Keller Field	General Aviation	21	\$ 120,750	Conduct Airport Master Plan Study, Conduct Environmental Study, Extend Runway, Rehabilitate Apron, Rehabilitate Runway Lighting
Portsmouth	Greater Portsmouth Regional	General Aviation	8	\$ 166,187	Acquire Land For Approaches, Install Perimeter Fencing
Put-in-Bay	Put-in-Bay	General Aviation	11	\$ 209,755	Construct Utilities, Install Perimeter Fencing
Ravenna	Portage County	General Aviation	17	\$ 150,000	Acquire Land For Approaches, Install Perimeter Fencing, Install Weather Reporting Equipment, Rehabilitate Apron
Sidney	Sidney Municipal	General Aviation	8	\$ 88,912	Construct Taxiway, Expand Apron, Rehabilitate Taxiway
Springfield	Springfield-Beckley Municipal	General Aviation	14	\$ 400,000	Acquire Land For Approaches, Acquire Miscellaneous Land
Stow	Kent State University	General Aviation	10	\$ 69,000	Update Airport Master Plan Study
Tiffin	Seneca County	General Aviation	4	\$ 150,000	Install Weather Reporting Equipment
Toledo	Toledo Express	Primary	57	\$ 625,000	Install Perimeter Fencing
Toledo	Toledo Express	Primary	58	\$ 2,315,607	Modify Terminal Building
Toledo	Toledo Express	Primary	59	\$ 746,767	Construct Deicing Containment Facility
Urbana	Grimes Field	General Aviation	12	\$ 38,000	Conduct Miscellaneous Study
Van Wert	Van Wert County	General Aviation	7	\$ 26,125	Rehabilitate Apron
Walbridge	Metcalf Field	Reliever	17	\$ 1,056,189	Rehabilitate Runway, Rehabilitate Taxiway
Wapakoneta	Neil Armstrong	General Aviation	8	\$ 34,500	Conduct Miscellaneous Study, Rehabilitate Taxiway
Washington Court House	Fayette County	General Aviation	3	\$ 33,250	Construct Apron, Construct Building, Construct Parking Lot, Remove Obstructions
Wauseon	Fulton County	General Aviation	4	\$ 38,844	Construct Taxiway
Waverly	Pike County	General Aviation	3	\$ 150,000	Install Perimeter Fencing
West Union	Alexander Salamon	General Aviation	4	\$ 94,990	Acquire Land For Approaches, Acquire Snow Removal Equipment, Rehabilitate Runway
Wilmington	Clinton Field	General Aviation	3	\$ 102,000	Acquire Land for Development, Conduct Airport Master Plan Study, Rehabilitate Taxiway, Remove Obstructions
Woodsfield	Monroe County	General Aviation	5	\$ 52,845	Acquire Land for Development, Rehabilitate Runway, Update Airport Master Plan Study
Youngstown/Warren	Youngstown-Warren Regional	Commercial Service	31	\$ 380,000	Improve Airport Miscellaneous Improvements, Improve Building, Install Perimeter Fencing
Youngstown/Warren	Youngstown-Warren Regional	Commercial Service	32	\$ 218,500	Conduct Airport Master Plan Study
Zanesville	Zanesville Municipal	General Aviation	7	\$ 401,400	Rehabilitate Apron
Subtotal FY 2005 Funds				\$ 85,385,399	

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Oklahoma					
Ada	Ada Municipal	General Aviation	8	\$ 402,354	Rehabilitate Runway
Ardmore	Ardmore Downtown Executive	General Aviation	6	\$ 39,995	Conduct Miscellaneous Study
Ardmore	Ardmore Municipal	General Aviation	9	\$ 2,061,712	Rehabilitate Runway
Atoka	Atoka Municipal	General Aviation	4	\$ 42,560	Conduct Environmental Study
Bartlesville	Bartlesville Municipal	General Aviation	6	\$ 1,100,000	Improve Runway Safety Area
Blackwell	Blackwell-Tonkawa Municipal	General Aviation	6	\$ 245,100	Acquire Land For Approaches, Construct Access Road
Bristow	Jones Memorial	General Aviation	2	\$ 121,600	Rehabilitate Apron, Rehabilitate Runway Lighting
Claremore	Claremore Regional	General Aviation	9	\$ 281,637	Expand Apron
Cleveland	Cleveland Municipal	General Aviation	3	\$ 28,500	Install Airport Beacons, Strengthen Apron
Clinton	Clinton-Sherman	General Aviation	1	\$ 128,300	Rehabilitate Runway Lighting, Update Airport Master Plan Study
Cushing	Cushing Municipal	General Aviation	7	\$ 93,100	Install Runway Vertical/Visual Guidance System
El Reno	El Reno Municipal Air Park	General Aviation	6	\$ 354,584	Construct Access Road, Expand Apron
Elk City	Elk City Municipal	General Aviation	7	\$ 88,260	Acquire Land For Approaches
Enid	Enid Woodring Regional	General Aviation	17	\$ 1,671,866	Rehabilitate Runway
Grandfield	Grandfield Municipal	General Aviation	4	\$ 177,173	Install Perimeter Fencing, Rehabilitate Apron
Grove	Grove Municipal	General Aviation	10	\$ 49,400	Acquire Land for Development, Rehabilitate Taxiway
Guthrie	Guthrie Municipal	General Aviation	7	\$ 650,000	Extend Taxiway
Healdton	Healdton Municipal	General Aviation	3	\$ 108,918	Construct Runway
Hobart	Hobart Municipal	General Aviation	1	\$ 450,000	Rehabilitate Taxiway
Hooker	Hooker Municipal	General Aviation	2	\$ 402,367	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Lawton	Lawton-Fort Sill Regional	Primary	21	\$ 781,850	Construct Building, Improve Airport Drainage, Rehabilitate Apron
McAlester	McAlester Regional	General Aviation	8	\$ 300,000	Construct Apron, Construct Taxiway
Medford	Medford Municipal	General Aviation	3	\$ 88,140	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Miami	Miami Municipal	General Aviation	10	\$ 13,775	Rehabilitate Apron
Norman	University of Oklahoma Westheimer	Reliever	18	\$ 2,290,007	Rehabilitate Apron, Rehabilitate Taxiway
Okemah	Okemah Flying Field	General Aviation	2	\$ 86,360	Install Perimeter Fencing
Oklahoma City	State of Oklahoma	System Plan	5	\$ 140,000	Update State System Plan Study

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Oklahoma					
Oklahoma City	Will Rogers World	Primary	51	\$ 3,346,669	Acquire Interactive Training System, Improve Service Road, Install Runway Lighting, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Oklahoma City	Will Rogers World	Primary	52	\$ 5,555,000	Rehabilitate Taxiway
Okmulgee	Okmulgee Regional	General Aviation	11	\$ 134,530	Rehabilitate Airport Beacons, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Perry	Perry Municipal	General Aviation	4	\$ 352,910	Install Perimeter Fencing, Rehabilitate Runway Lighting
Ponca City	Ponca City Regional	Commercial Service	11	\$ 1,122,750	Acquire Equipment, Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building
Poteau	Robert S Kerr	General Aviation	7	\$ 150,000	Rehabilitate Taxiway
Pryor	Mid-America Industrial	General Aviation	7	\$ 450,000	Construct Taxiway
Sallisaw	Sallisaw Municipal	General Aviation	6	\$ 71,250	Conduct Environmental Study
Sand Springs	William R. Pogue Municipal	General Aviation	11	\$ 126,962	Install Weather Reporting Equipment
Sayre	Sayre Municipal	General Aviation	2	\$ 87,409	Rehabilitate Apron, Rehabilitate Taxiway
Shawnee	Shawnee Regional	General Aviation	9	\$ 29,200	Install Perimeter Fencing
Shawnee	Shawnee Regional	General Aviation	10	\$ 339,150	Rehabilitate Taxiway
Skiatook	Skiatook Municipal	General Aviation	2	\$ 277,400	Extend Taxiway
Stigler	Stigler Municipal	General Aviation	2	\$ 115,682	Install Perimeter Fencing, Rehabilitate Runway Lighting
Stillwater	Stillwater Regional	General Aviation	15	\$ 300,000	Acquire Equipment, Rehabilitate Apron
Stroud	Stroud Municipal	General Aviation	3	\$ 180,500	Rehabilitate Apron, Rehabilitate Taxiway
Tahlequah	Tahlequah Municipal	General Aviation	5	\$ 91,247	Improve Airport Miscellaneous Improvements
Tulsa	Richard Lloyd Jones Jr.	Reliever	15	\$ 1,178,154	Improve Airport Drainage
Tulsa	Tulsa International	Primary	54	\$ 6,600,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Tulsa	Tulsa International	Primary	55	\$ 6,768,750	Extend Runway, Rehabilitate Runway, Rehabilitate Taxiway
Tulsa	Tulsa International	Primary	56	\$ 1,557,685	Extend Runway
Weatherford	Thomas P Stafford	General Aviation	5	\$ 300,434	Construct Apron, Construct Taxiway
Wilburton	Wilburton Municipal	General Aviation	2	\$ 34,675	Rehabilitate Apron
Subtotal FY 2005 Funds				\$ 41,367,915	

Oregon

Albany	Albany Municipal	General Aviation	7	\$ 150,000	Construct Taxiway, Install Apron Lighting, Install Miscellaneous NAVAIDS, Install Perimeter Fencing
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AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Oregon					
Astoria	Astoria Regional	General Aviation	13	\$ 120,714	Construct Fuel Farm
Aurora	Aurora State	General Aviation	11	\$ 1,100,000	Rehabilitate Runway
Bend	Bend Municipal	General Aviation	12	\$ 150,000	Construct Runway
Brookings	Brookings	General Aviation	3	\$ 350,000	Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System, Remove Obstructions
Burns	Burns Municipal	General Aviation	4	\$ 100,000	Construct Taxiway
Corvallis	Corvallis Municipal	General Aviation	11	\$ 300,000	Rehabilitate Runway
Corvallis	Corvallis Municipal	General Aviation	12	\$ 1,850,000	Rehabilitate Runway
Creswell	Hobby Field	General Aviation	6	\$ 50,000	Improve Utilities
Eugene	Mahlon Sweet Field	Primary	35	\$ 9,240,478	Acquire Snow Removal Equipment, Construct Runway, Rehabilitate Apron, Rehabilitate Emergency Generator, Rehabilitate Taxiway, Update Miscellaneous Study
Gold Beach	Gold Beach Municipal	General Aviation	5	\$ 175,000	Rehabilitate Runway
Hood River	Hood River	General Aviation	4	\$ 608,760	Acquire Land For Approaches
John Day	Grant County Regional/Ogilvie Field	General Aviation	2	\$ 447,280	Construct Taxiway, Rehabilitate Taxiway
Klamath Falls	Klamath Falls	Primary	21	\$ 3,200,000	Conduct Miscellaneous Study, Rehabilitate Runway
Lakeview	Lake County	General Aviation	3	\$ 150,000	Improve Fuel Farm
Madras	City-County	General Aviation	4	\$ 379,569	Construct Terminal Building, Rehabilitate Apron
Medford	Rogue Valley International - Medford	Primary	27	\$ 5,186,791	Construct Terminal Building, Install Perimeter Fencing, Remove Obstructions
Newport	Newport Municipal	General Aviation	13	\$ 70,000	Conduct Miscellaneous Study, Construct Building, Install Miscellaneous NAVAIDS
North Bend	North Bend Municipal	Primary	22	\$ 515,000	Rehabilitate Runway, Rehabilitate Terminal Building
Ontario	Ontario Municipal	General Aviation	5	\$ 350,000	Construct Apron, Construct Runway, Construct Taxiway, Install Miscellaneous NAVAIDS
Portland	Portland International	Primary	50	\$ 374,985	Extend Runway
Portland	Portland International	Primary	51	\$ 3,111,112	Acquire Land for Development
Portland	Portland International	Primary	52	\$ 131,250	Install Noise Monitoring System
Portland	Portland-Hillsboro	Reliever	18	\$ 1,502,875	Construct Taxiway
Prineville	Prineville	General Aviation	4	\$ 1,360,000	Construct Taxiway, Rehabilitate Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Oregon					
Redmond	Roberts Field	Primary	25	\$ 2,503,932	Expand Terminal Building, Modify Access Road
Roseburg	Roseburg Regional	General Aviation	14	\$ 1,910,000	Construct Apron, Construct Taxiway
Salem	State of Oregon	System Plan	4	\$ 843,667	Update State System Plan Study
Salem	Various Locations in Oregon	System Plan	20	\$ 493,000	Improve Runway Safety Area, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Update Airport Master Plan Study
The Dalles	Columbia Gorge Regional/The Dalles Municipal	General Aviation	5	\$ 210,000	Install Airfield Guidance Signs, Install Runway Lighting
Tillamook	Tillamook	General Aviation	8	\$ 285,000	Construct Building, Improve Fuel Farm
Subtotal FY 2005 Funds				\$ 37,219,413	
Palau Islands					
Koror	Babelthuap/Koror	General Aviation	2	\$ 1,000,000	Construct Aircraft Rescue & Fire Fighting Building
Koror	Babelthuap/Koror	General Aviation	3	\$ 2,100,000	Rehabilitate Runway
Koror	Babelthuap/Koror	General Aviation	4	\$ 8,813,224	Rehabilitate Runway
Subtotal FY 2005 Funds				\$ 11,913,224	
Pennsylvania					
Allentown	Allentown Queen City Municipal	General Aviation	8	\$ 150,000	Construct Taxiway
Allentown	Lehigh Valley International	Primary	61	\$ 2,000,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Allentown	Lehigh Valley International	Primary	62	\$ 3,037,661	Acquire Interactive Training System, Acquire Land for Development, Construct Snow Removal Equipment Building, Improve Runway Safety Area, Security Enhancements
Allentown	Lehigh Valley International	Primary	63	\$ 5,344,625	Rehabilitate Taxiway
Allentown	Lehigh Valley International	Primary	64	\$ 2,000,000	Acquire Land For Approaches
Altoona	Altoona-Blair County	Commercial Service	30	\$ 2,643,810	Expand Apron, Improve Runway Safety Area
Altoona	Altoona-Blair County	Commercial Service	31	\$ 178,484	Acquire Land For Approaches
Bradford	Bradford Regional	Commercial Service	29	\$ 396,000	Improve Runway Safety Area
Bradford	Bradford Regional	Commercial Service	30	\$ 1,129,550	Acquire Miscellaneous Land, Rehabilitate Apron, Rehabilitate Runway Lighting
Brookville	Du Bois-Jefferson County	Commercial Service	27	\$ 1,680,550	Construct Access Road, Construct Taxiway, Improve Terminal Building
Chambersburg	Franklin County Regional	General Aviation	5	\$ 613,927	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Erie	Erie International/Tom Ridge Field	Primary	41	\$ 432,250	Rehabilitate Apron

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Pennsylvania					
Harrisburg	Commonwealth of Pennsylvania	System Plan	3	\$ 330,000	Update State System Plan Study
Harrisburg	Harrisburg International	Primary	41	\$ 6,660,000	Construct Apron, Construct Taxiway, Install Runway Lighting
Harrisburg	Harrisburg International	Primary	42	\$ 3,830,105	Construct Apron, Construct Terminal Building
Harrisburg	Pennsylvania State Block Grant Program	System Plan	22	\$ 6,300,000	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	23	\$ 4,961,076	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	24	\$ 628,000	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	25	\$ 1,326,928	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	26	\$ 1,907,000	Non primary development projects in state block grant program
Harrisburg	Pennsylvania State Block Grant Program	System Plan	27	\$ 1,499,500	Non primary development projects in state block grant program
Johnstown	John Murtha Johnstown-Cambria County	Commercial Service	33	\$ 1,000,360	Improve Runway Safety Area, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Remove Obstructions
Lancaster	Lancaster	General Aviation	27	\$ 1,000,000	Extend Runway, Rehabilitate Taxiway
Latrobe	Arnold Palmer Regional	Primary	28	\$ 260,680	Improve Airport Drainage, Improve Runway Safety Area
Latrobe	Arnold Palmer Regional	Primary	30	\$ 739,250	Acquire Land for Development, Acquire Snow Removal Equipment
Latrobe	Arnold Palmer Regional	Primary	31	\$ 1,810,700	Construct Taxiway
New Cumberland	Capital City	Reliever	14	\$ 1,799,930	Improve Runway Safety Area
Philadelphia	Delaware Valley Region	System Plan	5	\$ 325,000	Conduct Miscellaneous Study
Philadelphia	Delaware Valley Region	System Plan	6	\$ 281,000	Conduct Metropolitan System Plan Study
Philadelphia	Northeast Philadelphia	Reliever	12	\$ 3,252,222	Construct Taxiway
Philadelphia	Philadelphia International	Primary	72	\$ 2,400,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Philadelphia	Philadelphia International	Primary	73	\$ 6,000,054	Construct Runway
Philadelphia	Philadelphia International	Primary	74	\$ 5,450,000	Rehabilitate Apron
Philadelphia	Philadelphia International	Primary	75	\$ 12,779,619	Extend Runway
Pittsburgh	Allegheny County	Reliever	13	\$ 237,500	Update Airport Master Plan Study
Pittsburgh	Allegheny County	Reliever	14	\$ 248,875	Rehabilitate Runway Lighting
Pittsburgh	Allegheny County	Reliever	15	\$ 1,666,175	Improve Airport Drainage, Rehabilitate Taxiway
Pittsburgh	Pittsburgh International	Primary	85	\$ 5,323,879	Improve Runway Safety Area, Security Enhancements
Pittsburgh	Pittsburgh International	Primary	86	\$ 5,578,206	Rehabilitate Taxiway
Pittsburgh	Pittsburgh International	Primary	87	\$ 1,843,647	Rehabilitate Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Pennsylvania					
Reading	Reading Regional/Carl A Spaatz Field	Primary	40	\$ 45,717	Acquire Snow Removal Equipment, Rehabilitate Runway
State College	University Park	Primary	37	\$ 469,896	Update Airport Master Plan Study
West Newton	Rostraver	Reliever	10	\$ 441,750	Acquire Land For Approaches, Improve Airport Drainage, Improve Runway Safety Area, Install Perimeter Fencing
Wilkes-Barre/Scranton	Wilkes-Barre/Scranton International	Primary	38	\$ 5,990,170	Construct Apron, Construct Terminal Building, Improve Airport Drainage, Rehabilitate Runway
Williamsport	Williamsport Regional	Primary	29	\$ 788,500	Construct Runway Safety Area, Construct Snow Removal Equipment Building
Subtotal FY 2005 Funds				\$ 106,782,596	
Puerto Rico					
Aguadilla	Rafael Hernandez	Primary	18	\$ 193,166	Acquire Equipment
Isla De Vieques	Antonio Rivera Rodriguez	Primary	14	\$ 193,952	Improve Runway Safety Area
Mayaguez	Eugenio Maria De Hostos	Primary	12	\$ 180,752	Improve Runway Safety Area
Ponce	Mercedita	Commercial Service	14	\$ 186,773	Construct Runway Safety Area
San Juan	Commonwealth of Puerto Rico	System Plan	4	\$ 124,868	Conduct Miscellaneous Study
San Juan	Fernando Luis Ribas Dominicci	Commercial Service	4	\$ 184,821	Construct Apron
San Juan	Luis Munoz Marin International	Primary	41	\$ 1,220,476	Acquire Equipment, Security Enhancements
Subtotal FY 2005 Funds				\$ 2,284,808	
Rhode Island					
Block Island	Block Island State	Commercial Service	10	\$ 79,259	Conduct Environmental Study
Newport	Newport State	General Aviation	13	\$ 1,569,214	Remove Obstructions
North Kingstown	Quonset State	Reliever	12	\$ 1,072,972	Rehabilitate Taxiway
Pawtucket	North Central State	Reliever	14	\$ 501,947	Remove Obstructions
Pawtucket	North Central State	Reliever	15	\$ 342,648	Rehabilitate Runway
Warwick	Theodore Francis Green State	Primary	71	\$ 1,100,000	Construct Terminal Building
Warwick	Theodore Francis Green State	Primary	73	\$ 10,000,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Warwick	Theodore Francis Green State	Primary	74	\$ 1,842,701	Conduct Environmental Study
Westerly	Westerly State	Commercial Service	13	\$ 1,868,273	Rehabilitate Runway, Rehabilitate Taxiway
Westerly	Westerly State	Commercial Service	14	\$ 641,237	Remove Obstructions
Westerly	Westerly State	Commercial Service	15	\$ 1,120,247	Remove Obstructions
Subtotal FY 2005 Funds				\$ 20,138,498	

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
South Carolina					
Allendale	Allendale County	General Aviation	9	\$ 137,004	Construct Taxiway
Anderson	Anderson Regional	General Aviation	14	\$ 2,781,000	Extend Runway
Andrews	Robert F Swinnie	General Aviation	4	\$ 150,000	Remove Obstructions
Bamberg	Bamberg County	General Aviation	3	\$ 79,500	Construct Taxiway
Beaufort	Beaufort County	General Aviation	8	\$ 1,168,088	Construct Taxiway, Rehabilitate Apron
Bennettsville	Marlboro County Jetport - H.E. Avent Field	General Aviation	6	\$ 51,339	Conduct Airport Master Plan Study, Rehabilitate Runway
Bishopville	Lee County	General Aviation	3	\$ 408,400	Extend Runway
Charleston	Charleston AFB/International	Primary	25	\$ 111,575	Security Enhancements
Charleston	Charleston Executive	General Aviation	10	\$ 3,095,023	Expand Apron, Rehabilitate Runway, Rehabilitate Taxiway
Cheraw	Cheraw Municipal/Lynch Bellinger Field	General Aviation	6	\$ 126,713	Install Perimeter Fencing
Columbia	Columbia Metropolitan	Primary	29	\$ 4,732,908	Acquire Aircraft Rescue & Fire Fighting Vehicle, Install Perimeter Fencing, Modify Terminal Building, Rehabilitate Apron, Rehabilitate Taxiway
Columbia	Various Locations in South Carolina	System Plan	7	\$ 1,016,631	Install Weather Reporting Equipment
Columbia	Various Locations in South Carolina	System Plan	8	\$ 455,200	Construct Building, Construct Taxiway, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Runway Lighting, Remove Obstructions, Update Airport Master Plan Study
Conway	Conway-Horry County	General Aviation	13	\$ 150,000	Install Perimeter Fencing
Darlington	Darlington County Jetport	General Aviation	6	\$ 888,296	Extend Runway, Modify Access Road
Dillon	New	System Plan	1	\$ 350,000	Construct New Airport
Florence	Florence Regional	Primary	23	\$ 2,302,188	Acquire Handicap Passenger Lift Device, Rehabilitate Apron, Rehabilitate Runway
Georgetown	Georgetown County	General Aviation	8	\$ 1,447,165	Conduct Environmental Study, Expand Apron, Improve Access Road, Install Apron Lighting, Install Miscellaneous NAVAIDS, Rehabilitate Runway Lighting
Greenville	Donaldson Center	General Aviation	14	\$ 1,385,000	Acquire Land for Development
Greenwood	Greenwood County	General Aviation	7	\$ 337,902	Rehabilitate Taxiway
Greer	Greenville Spartanburg International	Primary	37	\$ 3,726,847	Construct Access Road, Expand Access Road, Improve Utilities
Hartsville	Hartsville Regional	General Aviation	8	\$ 227,640	Acquire Land For Approaches, Update Airport Master Plan Study

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
South Carolina					
Kingstree	Williamsburg Regional	General Aviation	7	\$ 82,270	Construct Taxiway
Lancaster	Lancaster County-McWhirter Field	General Aviation	9	\$ 150,000	Install Weather Reporting Equipment
Moncks Corner	Berkeley County	General Aviation	13	\$ 150,000	Extend Taxiway
Mount Pleasant	East Cooper	General Aviation	8	\$ 149,649	Install Weather Reporting Equipment
Myrtle Beach	Myrtle Beach International	Primary	33	\$ 3,575,138	Construct Access Road, Construct Apron, Construct Terminal Building
Myrtle Beach	Myrtle Beach International	Primary	34	\$ 340,251	Conduct Miscellaneous Study
Myrtle Beach	Myrtle Beach International	Primary	35	\$ 1,284,800	Acquire Snow Removal Equipment, Rehabilitate Taxiway
Newberry	Newberry County	General Aviation	5	\$ 125,000	Construct Fuel Farm
North Myrtle Beach	Grand Strand	General Aviation	11	\$ 205,000	Install Airfield Guidance Signs
Orangeburg	Orangeburg Municipal	General Aviation	13	\$ 510,000	Construct Building, Expand Apron
Pageland	Pageland	General Aviation	3	\$ 300,000	Acquire Land for Development
Ridgeland	Ridgeland	General Aviation	4	\$ 50,000	Rehabilitate Runway, Rehabilitate Runway Lighting
Rock Hill	Rock Hill/York County/Bryant Field	Reliever	17	\$ 294,708	Expand Apron
Saluda	Saluda County	General Aviation	3	\$ 309,733	Rehabilitate Runway
Seneca	Oconee County Regional	General Aviation	14	\$ 115,900	Update Airport Master Plan Study
St. George	St George	General Aviation	4	\$ 725,319	Rehabilitate Apron, Rehabilitate Runway
Sumter	Sumter	General Aviation	9	\$ 300,000	Rehabilitate Runway
Winnsboro	Fairfield County	General Aviation	9	\$ 150,000	Extend Runway
Subtotal FY 2005 Funds				\$ 33,946,187	

South Dakota

Aberdeen	Aberdeen Regional	Primary	25	\$ 142,500	Construct Snow Removal Equipment Building, Construct Terminal Building, Update Airport Master Plan Study
Belle Fourche	Belle Fourche Municipal	General Aviation	6	\$ 25,000	Construct Snow Removal Equipment Building
Britton	Britton Municipal	General Aviation	5	\$ 76,000	Install Weather Reporting Equipment
Brookings	Brookings Municipal	General Aviation	17	\$ 950,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Construct Aircraft Rescue & Fire Fighting Building, Construct Taxiway
Chamberlain	Chamberlain Municipal	General Aviation	3	\$ 171,000	Install Perimeter Fencing
Clark	Clark County	General Aviation	3	\$ 1,092,500	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
South Dakota					
Custer	Custer County	General Aviation	6	\$ 503,115	Conduct Environmental Study, Construct Snow Removal Equipment Building, Expand Apron
De Smet	Wilder	General Aviation	4	\$ 42,750	Construct Snow Removal Equipment Building, Install Runway Lighting
Faith	Faith Municipal	General Aviation	5	\$ 304,000	Construct Building, Install Runway Lighting
Gettysburg	Gettysburg Municipal	General Aviation	5	\$ 76,000	Construct Access Road, Construct Terminal Building, Install Perimeter Fencing
Gregory	Gregory Municipal	General Aviation	4	\$ 603,250	Construct Taxiway, Expand Apron, Rehabilitate Taxiway
Highmore	Highmore Municipal	General Aviation	2	\$ 1,235,000	Construct Runway
Hoven	Hoven Municipal	General Aviation	3	\$ 80,000	Construct Snow Removal Equipment Building, Install Miscellaneous NAVAIDS, Install Runway Lighting
Huron	Huron Regional	General Aviation	21	\$ 768,398	Acquire Aircraft Rescue & Fire Fighting Vehicle, Expand Terminal Building
Lemmon	Lemmon Municipal	General Aviation	6	\$ 25,000	Construct Runway
Madison	Madison Municipal	General Aviation	6	\$ 39,900	Update Airport Master Plan Study
Martin	Martin Municipal	General Aviation	4	\$ 57,000	Rehabilitate Runway
Milbank	Milbank Municipal	General Aviation	7	\$ 275,899	Construct Building, Construct Snow Removal Equipment Building
Mission	Mission Sioux	General Aviation	5	\$ 95,000	Construct Snow Removal Equipment Building, Install Runway Vertical/Visual Guidance System
Mobridge	Mobridge Municipal	General Aviation	6	\$ 63,650	Improve Airport Miscellaneous Improvements, Install Perimeter Fencing, Update Airport Master Plan Study
Onida	Onida Municipal	General Aviation	5	\$ 39,045	Extend Runway
Parkston	Parkston Municipal	General Aviation	3	\$ 617,500	Construct Taxiway, Extend Runway, Install Miscellaneous NAVAIDS, Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Philip	Philip	General Aviation	3	\$ 61,750	Install Perimeter Fencing, Rehabilitate Apron
Pierre	State of South Dakota	System Plan	3	\$ 104,500	Update Miscellaneous Study
Pierre	Various Locations in South Dakota	System Plan	8	\$ 522,500	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Pierre	Various Locations in South Dakota	System Plan	9	\$ 422,750	Acquire Snow Removal Equipment
Pine Ridge	Pine Ridge	General Aviation	7	\$ 342,000	Install Perimeter Fencing, Rehabilitate Runway
Platte	Platte Municipal	General Aviation	4	\$ 105,000	Extend Runway
Rapid City	Rapid City Regional	Primary	32	\$ 8,817,433	Rehabilitate Taxiway
Redfield	Redfield Municipal	General Aviation	3	\$ 25,000	Construct Fuel Farm

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
South Dakota					
Sioux Falls	Joe Foss Field	Primary	34	\$ 2,783,500	Improve Airport Miscellaneous Improvements, Rehabilitate Apron, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Spearfish	Black Hills-Clyde Ice Field	General Aviation	12	\$ 186,200	Extend Runway
Springfield	Springfield Municipal	General Aviation	4	\$ 926,250	Construct Taxiway, Improve Airport Miscellaneous Improvements, Install Runway Lighting, Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Runway
Vermillion	Harold Davidson Field	General Aviation	4	\$ 378,100	Construct Snow Removal Equipment Building, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Wagner	Wagner Municipal	General Aviation	3	\$ 29,450	Update Airport Master Plan Study
Watertown	Watertown Municipal	Commercial Service	17	\$ 97,850	Improve Airport Miscellaneous Improvements, Rehabilitate Apron
Winner	Bob Wiley Field	General Aviation	6	\$ 213,750	Construct Snow Removal Equipment Building
Yankton	Chan Gurney Municipal	General Aviation	16	\$ 215,775	Acquire Snow Removal Equipment, Construct Building, Update Airport Master Plan Study
Subtotal FY 2005 Funds				\$ 22,514,315	

Tennessee

Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	42	\$ 1,120,014	Acquire Land For Approaches, Improve Runway Safety Area, Improve Terminal Building, Rehabilitate Parking Lot, Rehabilitate Runway Lighting, Update Airport Master Plan Study
Chattanooga	Lovell Field	Primary	34	\$ 1,509,453	Construct Aircraft Rescue & Fire Fighting Building, Construct Taxiway, Update Airport Master Plan Study
Chattanooga	Lovell Field	Primary	35	\$ 3,500,000	Rehabilitate Runway
Chattanooga	Lovell Field	Primary	36	\$ 1,644,768	Construct Aircraft Rescue & Fire Fighting Building, Rehabilitate Taxiway
Chattanooga	Lovell Field	Primary	37	\$ 333,209	Construct Aircraft Rescue & Fire Fighting Building, Rehabilitate Taxiway
Jackson	McKellar-Sipes Regional	Commercial Service	15	\$ 1,951,590	Acquire Equipment, Construct Access Road, Expand Terminal Building
Maryville	McGhee Tyson	Primary	49	\$ 308,627	Acquire Emergency Generator, Acquire Equipment, Acquire Snow Removal Equipment, Install Miscellaneous NAVAIDS
Maryville	McGhee Tyson	Primary	50	\$ 4,925,655	Construct Apron
Memphis	Memphis International	Primary	66	\$ 6,149,000	Rehabilitate Runway
Memphis	Memphis International	Primary	67	\$ 22,639,370	Acquire Snow Removal Equipment, Construct Aircraft Rescue & Fire Fighting Building, Construct Apron, Construct Taxiway, Extend Taxiway, Improve Airport Drainage, Improve Service Road, Update Airport Master Plan Study, Widen Runway
Nashville	Nashville International	Primary	74	\$ 926,250	Expand Aircraft Rescue & Fire Fighting Building
Nashville	Nashville International	Primary	75	\$ 3,711,334	Conduct Miscellaneous Study, Rehabilitate Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Tennessee					
Nashville	Nashville International	Primary	76	\$ 1,472,968	Extend Runway Safety Area
Nashville	Tennessee State Block Grant Program	System Plan	22	\$ 13,911,096	Non primary development projects in state block grant program
Nashville	Tennessee State Block Grant Program	System Plan	23	\$ 750,000	Non primary development projects in state block grant program
Nashville	Tennessee State Block Grant Program	System Plan	24	\$ 2,093,950	Non primary development projects in state block grant program
Nashville	Tennessee State Block Grant Program	System Plan	25	\$ 1,845,000	Non primary development projects in state block grant program
Subtotal FY 2005 Funds				\$ 68,792,284	

Texas

Abilene	Abilene Regional	Primary	29	\$ 3,892,010	Extend Taxiway, Improve Terminal Building, Rehabilitate Apron, Rehabilitate Taxiway
Amarillo	Amarillo International	Primary	29	\$ 2,440,714	Acquire Snow Removal Equipment, Rehabilitate Runway, Rehabilitate Taxiway
Amarillo	Rick Husband Amarillo International	Primary	30	\$ 355,893	Improve Terminal Building
Austin	Austin-Bergstrom International	Primary	33	\$ 3,500,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Austin	Austin-Bergstrom International	Primary	34	\$ 4,227,894	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Miscellaneous Land, Modify Terminal Building
Austin	State of Texas	System Plan	1	\$ 500,000	Update State System Plan Study
Austin	Texas State Block Grant Program	System Plan	31	\$ 16,995,382	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	32	\$ 20,884,556	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	33	\$ 5,965,000	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	35	\$ 3,619,364	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	38	\$ 6,735,000	Non primary development projects in state block grant program
Austin	Texas State Block Grant Program	System Plan	39	\$ 1,331,548	Non primary development projects in state block grant program
Beaumont/Port Arthur	Southeast Texas Regional	Primary	20	\$ 2,974,395	Construct Service Road, Improve Airport Miscellaneous Improvements, Install Perimeter Fencing, Rehabilitate Apron
Beaumont/Port Arthur	Southeast Texas Regional	Primary	21	\$ 5,291,500	Acquire Aircraft Rescue & Fire Fighting Vehicle, Improve Aircraft Rescue & Fire Fighting Building, Improve Airport Miscellaneous Improvements, Improve Building, Install Guidance Signs, Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Install Runway Lighting
Brownsville	Brownsville/South Padre Island International	Primary	27	\$ 1,504,548	Expand Apron

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Texas					
Brownsville	Brownsville/South Padre Island International	Primary	28	\$ 955,349	Acquire Land for Noise Compatibility within 65 - 69 DNL
College Station	Easterwood Field	Primary	22	\$ 1,923,485	Improve Airport Drainage, Improve Runway Safety Area, Install Perimeter Fencing
Corpus Christi	Corpus Christi International	Primary	37	\$ 5,088,088	Improve Airport Drainage, Rehabilitate Runway
Dallas	Dallas Love Field	Primary	28	\$ 10,350,375	Improve Terminal Building, Rehabilitate Apron
Fort Worth	Dallas/Fort Worth International	Primary	75	\$ 5,692,000	Extend Runway
Fort Worth	Dallas/Fort Worth International	Primary	76	\$ 12,900,672	Construct Taxiway, Improve Airport Drainage, Improve Terminal Building, Rehabilitate Apron, Rehabilitate Runway Lighting, Rehabilitate Service Road, Rehabilitate Taxiway
Fort Worth	Fort Worth Alliance	Reliever	27	\$ 10,561,878	Extend Runway
Fort Worth	Fort Worth Alliance	Reliever	28	\$ 302,513	Improve Airport Miscellaneous Improvements, Improve Runway Safety Area, Install Airfield Guidance Signs
Fort Worth	Fort Worth Meacham International	Reliever	14	\$ 3,230,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Harlingen	Valley International	Primary	39	\$ 2,951,584	Expand Apron, Improve Runway Safety Area, Rehabilitate Service Road, Update Airport Master Plan Study
Houston	Ellington Field	Primary	17	\$ 7,350,000	Rehabilitate Runway
Houston	George Bush Intercontinental	Primary	53	\$ 17,500,000	Construct Runway
Houston	George Bush Intercontinental	Primary	54	\$ 3,500,000	Noise Mitigation Measures for Residences within 70 - 74 DNL
Houston	George Bush Intercontinental	Primary	55	\$ 12,000,000	Rehabilitate Runway
Houston	George Bush Intercontinental/Houston	Primary	56	\$ 42,655	VALE Vehicle
Houston	William P Hobby	Primary	27	\$ 13,128,110	Extend Taxiway, Install Taxiway Lighting
Killeen	Robert Gray AAF	General Aviation	11	\$ 10,069,944	Construct New Airport, Construct Runway Safety Area, Expand Apron
Laredo	Laredo International	Primary	44	\$ 4,271,932	Improve Runway Safety Area, Rehabilitate Runway
Laredo	Laredo International	Primary	46	\$ 1,000,000	Acquire Land For Approaches
Longview	East Texas Regional	Primary	24	\$ 2,500,000	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Equipment, Conduct Miscellaneous Study, Improve Airport Drainage, Rehabilitate Taxiway, Update Airport Master Plan Study
Lubbock	Lubbock International	Primary	28	\$ 2,996,640	Extend Taxiway, Rehabilitate Apron
McAllen	McAllen Miller International	Primary	34	\$ 1,062,361	Rehabilitate Apron, Rehabilitate Taxiway
Midland	Midland International	Primary	42	\$ 1,099,640	Construct Apron, Construct Taxiway, Rehabilitate Runway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Texas					
San Angelo	San Angelo Regional/Mathis Field	Primary	23	\$ 1,000,000	Improve Terminal Building, Rehabilitate Apron, Rehabilitate Runway
San Antonio	San Antonio International	Primary	50	\$ 7,646,366	Expand Apron, Noise Mitigation Measures for Residences within 65 - 69 DNL, Rehabilitate Apron
Tyler	Tyler Pounds Regional	Primary	19	\$ 2,203,655	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Construct Service Road, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway Lighting
Wichita Falls	Kickapoo Downtown Airpark	General Aviation	6	\$ 1,000,000	Improve Airport Drainage, Rehabilitate Taxiway
Subtotal FY 2005 Funds				\$ 222,545,051	

Utah

Beaver	Beaver Municipal	General Aviation	7	\$ 150,000	Construct Taxiway
Blanding	Blanding Municipal	General Aviation	11	\$ 75,000	Rehabilitate Apron
Brigham City	Brigham City	General Aviation	16	\$ 6,200,000	Improve Runway Safety Area
Bryce Canyon	Bryce Canyon	General Aviation	8	\$ 300,000	Install Taxiway Lighting
Delta	Delta Municipal	General Aviation	6	\$ 173,578	Construct Taxiway, Improve Runway Safety Area
Duchesne	Duchesne Municipal	General Aviation	3	\$ 210,000	Rehabilitate Runway Lighting
Hanksville	Hanksville	General Aviation	1	\$ 398,966	Construct Apron, Construct Taxiway
Heber City	Heber City Municipal - Russ McDonald Field	General Aviation	18	\$ 561,575	Acquire Land For Approaches, Construct Taxiway
Kanab	Kanab Municipal	General Aviation	7	\$ 470,000	Rehabilitate Runway
Logan	Logan-Cache	General Aviation	15	\$ 2,307,418	Acquire Land For Approaches, Rehabilitate Apron
Logan	Logan-Cache	General Aviation	16	\$ 150,000	Construct Taxiway
Manti	Manti-Ephraim	General Aviation	4	\$ 58,995	Update Airport Master Plan Study
Milford	Milford Municipal	General Aviation	8	\$ 243,314	Improve Runway Safety Area, Rehabilitate Runway
Moab	Canyonlands Field	Commercial Service	16	\$ 344,375	Improve Runway Safety Area
Nephi	Nephi Municipal	General Aviation	8	\$ 1,200,000	Construct Runway
Ogden	Ogden-Hinckley	Reliever	28	\$ 315,759	Install Perimeter Fencing
Parowan	Parowan	General Aviation	8	\$ 300,000	Construct Taxiway
Provo	Provo Municipal	General Aviation	24	\$ 1,932,344	Extend Taxiway
Richfield	Richfield Municipal	General Aviation	7	\$ 155,306	Conduct Environmental Study

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Utah					
Roosevelt	Roosevelt Municipal	General Aviation	7	\$ 467,293	Modify Access Road
Salt Lake City	Salt Lake City International	Primary	79	\$ 3,710,427	Rehabilitate Taxiway
Salt Lake City	Salt Lake City International	Primary	80	\$ 8,000,000	Rehabilitate Taxiway
Salt Lake City	Salt Lake City International	Primary	81	\$ 939,752	Acquire Land for Noise Compatibility within 65 - 69 DNL
Salt Lake City	State of Utah	System Plan	4	\$ 324,501	Conduct State System Plan Study
St. George	St George Municipal	Primary	19	\$ 1,050,997	Rehabilitate Taxiway
Vernal	Vernal	General Aviation	19	\$ 150,000	Acquire Land For Approaches
Wendover	Wendover	General Aviation	17	\$ 484,915	Construct Apron
Subtotal FY 2005 Funds				\$ 30,674,515	
Vermont					
Burlington	Burlington International	Primary	55	\$ 1,995,000	Acquire Land for Noise Compatibility within 65 - 69 DNL
Burlington	Burlington International	Primary	56	\$ 753,250	Acquire Miscellaneous Land
Burlington	Burlington International	Primary	57	\$ 5,341,779	Construct Apron, Expand Terminal Building
Burlington	Burlington International	Primary	58	\$ 149,150	Construct Taxiway
Burlington	Burlington International	Primary	59	\$ 207,057	Security Enhancements
Middlebury	Middlebury State	General Aviation	4	\$ 161,405	Conduct Environmental Study
Montpelier	State of Vermont	System Plan	1	\$ 284,083	Conduct State System Plan Study
Montpelier	State of Vermont	System Plan	2	\$ 183,181	Rehabilitate Runway, Update State System Plan Study
Montpelier	Various Locations in Vermont	System Plan	1	\$ 215,271	Install Perimeter Fencing
Newport	Newport State	General Aviation	5	\$ 936,718	Construct Apron
Rutland	Rutland State	General Aviation	21	\$ 548,497	Security Enhancements
Rutland	Rutland State	General Aviation	22	\$ 123,025	Acquire Snow Removal Equipment
Subtotal FY 2005 Funds				\$ 10,898,416	
Virgin Islands					
Charlotte Amalie	Cyril E King	Primary	24	\$ 5,243,653	Rehabilitate Taxiway
Subtotal FY 2005 Funds				\$ 5,243,653	
Virginia					
Abingdon	Virginia Highlands	General Aviation	22	\$ 384,750	Extend Runway
Blacksburg	Virginia Tech/Montgomery Executive	General Aviation	10	\$ 193,026	Update Airport Master Plan Study

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Virginia					
Blacksburg	Virginia Tech/Montgomery Executive	General Aviation	11	\$ 102,600	Expand Apron
Brookneal	Brookneal/Campbell County	General Aviation	1	\$ 77,540	Rehabilitate Runway
Charlottesville	Charlottesville-Albemarle	Primary	35	\$ 3,353,840	Construct Runway Safety Area
Chesapeake	Chesapeake Regional	General Aviation	10	\$ 142,500	Update Airport Master Plan Study
Chesterfield	Chesterfield County	Reliever	17	\$ 1,970,593	Construct Apron
Culpeper	Culpeper Regional	General Aviation	16	\$ 629,850	Construct Apron
Danville	Danville Regional	General Aviation	20	\$ 118,750	Update Airport Master Plan Study
Danville	Danville Regional	General Aviation	21	\$ 45,552	Acquire Land For Approaches
Dulles International Airport	Washington Dulles International	Primary	33	\$ 4,720,042	Rehabilitate Taxiway
Dulles International Airport	Washington Dulles International	Primary	34	\$ 3,284,049	Expand Apron
Emporia	Emporia-Greenville Regional	General Aviation	6	\$ 54,150	Construct Taxiway
Farmville	Farmville Regional	General Aviation	10	\$ 300,000	Conduct Environmental Study
Franklin	Franklin Municipal-John Beverly Rose	General Aviation	9	\$ 668,800	Construct Taxiway, Install Runway Vertical/Visual Guidance System
Front Royal	Front Royal-Warren County	General Aviation	10	\$ 95,000	Update Airport Master Plan Study
Front Royal	Front Royal-Warren County	General Aviation	11	\$ 1,385,665	Construct Taxiway
Highland Springs	Richmond International	Primary	47	\$ 340,855	Rehabilitate Taxiway
Hillsville	Twin County	General Aviation	8	\$ 1,549,450	Rehabilitate Runway
Jonesville	Lee County	General Aviation	1	\$ 614,688	Construct Taxiway
Leesburg	Leesburg Executive	Reliever	29	\$ 1,131,405	Improve Runway Safety Area
Leesburg	Leesburg Executive	Reliever	30	\$ 50,000	Install Perimeter Fencing
Louisa	Louisa County/Freeman Field	General Aviation	12	\$ 850,307	Rehabilitate Apron
Luray	Luray Caverns	General Aviation	7	\$ 154,850	Update Airport Master Plan Study
Marion/Wytheville	Mountain Empire	General Aviation	17	\$ 156,750	Update Airport Master Plan Study
Mattaponi	Middle Peninsula Regional	General Aviation	3	\$ 377,594	Acquire Land For Approaches
Melfa	Accomack County	General Aviation	10	\$ 76,000	Construct Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Virginia					
Newport News	Newport News/Williamsburg International	Primary	34	\$ 3,072,635	Construct Apron
Norfolk	Norfolk International	Primary	50	\$ 353,331	Update Airport Master Plan Study
Orange	Orange County	General Aviation	8	\$ 135,755	Rehabilitate Runway
Richlands	Tazewell County	General Aviation	11	\$ 150,000	Remove Obstructions
Richmond	Commonwealth of Virginia	System Plan	3	\$ 450,000	Conduct State System Plan Study
Roanoke	Roanoke Regional/Woodrum Field	Primary	38	\$ 2,374,688	Acquire Aircraft Rescue & Fire Fighting Vehicle, Acquire Equipment, Rehabilitate Taxiway, Remove Obstructions
Roanoke	Roanoke Regional/Woodrum Field	Primary	39	\$ 889,855	Update Airport Master Plan Study
South Hill	Mecklenburg-Brunswick Regional	General Aviation	8	\$ 56,588	Construct Taxiway
Spencer	Blue Ridge	General Aviation	14	\$ 150,000	Expand Apron
Stafford	Stafford Regional	Reliever	15	\$ 750,595	Construct Access Road
Suffolk	Suffolk Municipal	General Aviation	11	\$ 1,495,300	Improve Runway Safety Area
Sutherland	Dinwiddie County	General Aviation	15	\$ 574,750	Remove Obstructions
Tangier	Tangier Island	General Aviation	3	\$ 142,500	Rehabilitate Runway
Tappahannock	New	System Plan	8	\$ 3,135,427	Construct New Airport
Timberlake	Lynchburg Regional/Preston Glenn Field	Primary	28	\$ 522,687	Extend Runway
Warrenton	Warrenton-Fauquier	Reliever	11	\$ 770,450	Acquire Land For Approaches
Weyers Cave	Shenandoah Valley Regional	Commercial Service	25	\$ 2,981,653	Rehabilitate Taxiway
Weyers Cave	Shenandoah Valley Regional	Commercial Service	26	\$ 426,907	Acquire Snow Removal Equipment
Winchester	Winchester Regional	General Aviation	19	\$ 37,050	Acquire Land For Approaches
Subtotal FY 2005 Funds				\$ 41,298,777	

Washington

Anacortes	Anacortes	General Aviation	12	\$ 1,369,963	Install Perimeter Fencing, Remove Obstructions
Arlington	Arlington Municipal	General Aviation	14	\$ 1,691,950	Construct Apron, Construct Taxiway, Extend Taxiway
Bellingham	Bellingham International	Primary	34	\$ 1,391,077	Acquire Handicap Passenger Lift Device, Rehabilitate Taxiway
Bellingham	Bellingham International	Primary	35	\$ 404,442	Modify Terminal Building
Bremerton	Bremerton National	General Aviation	17	\$ 150,000	Acquire Snow Removal Equipment

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Washington					
Burlington	Skagit Regional	General Aviation	12	\$ 144,031	Conduct Airport Master Plan Study
Chehalis	Chehalis-Centralia	General Aviation	7	\$ 547,470	Construct Access Road, Construct Taxiway, Rehabilitate Runway
Deer Park	Deer Park	General Aviation	14	\$ 235,355	Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
East Wenatchee	Pangborn Memorial	Primary	25	\$ 3,111,817	Extend Runway
Ephrata	Ephrata Municipal	General Aviation	6	\$ 211,750	Rehabilitate Apron, Rehabilitate Runway
Everett	Snohomish County (Paine Field)	Reliever	40	\$ 2,137,500	Construct Apron
Lopez	Lopez Island	General Aviation	8	\$ 315,500	Acquire Land for Development
Moses Lake	Grant County International	Commercial Service	30	\$ 1,033,590	Acquire Snow Removal Equipment
Olympia	State of Washington	System Plan	4	\$ 23,799	Conduct State System Plan Study
Olympia	Various Locations in Washington	System Plan	5	\$ 302,616	Update Airport Master Plan Study
Olympia	Various Locations in Washington	System Plan	6	\$ 1,891,946	Install Miscellaneous NAVAIDS, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Othello	Othello Municipal	General Aviation	2	\$ 30,934	Construct Taxiway, Install Perimeter Fencing, Install Runway Lighting, Remove Obstructions
Pasco	Tri-Cities	Primary	28	\$ 3,786,373	Acquire Equipment, Construct Aircraft Rescue & Fire Fighting Building, Rehabilitate Runway
Port Angeles	William R Fairchild International	Primary	22	\$ 970,589	Conduct Miscellaneous Study, Rehabilitate Apron, Rehabilitate Runway Lighting, Remove Obstructions, Update Airport Master Plan Study
Port Townsend	Jefferson County International	General Aviation	8	\$ 1,385,352	Construct Taxiway
Pullman	Pullman/Moscow Regional	Primary	24	\$ 485,000	Conduct Airport Master Plan Study
Pullman	Pullman/Moscow Regional	Primary	25	\$ 696,000	Acquire Aircraft Rescue & Fire Fighting Safety Equipment, Construct Apron
Pullman	Pullman/Moscow Regional	Primary	26	\$ 1,414,480	Improve Runway Safety Area, Install Weather Reporting Equipment
Quillayute	Quillayute	General Aviation	4	\$ 89,300	Install Perimeter Fencing
Renton	Renton Municipal	Reliever	15	\$ 150,000	Update Airport Master Plan Study
Richland	Richland	General Aviation	14	\$ 93,575	Conduct Airport Master Plan Study
Seattle	Boeing Field/King County International	Primary	30	\$ 100,000	Conduct Miscellaneous Study
Seattle	Boeing Field/King County International	Primary	31	\$ 3,219,005	Rehabilitate Runway, Rehabilitate Taxiway
Seattle	Seattle-Tacoma International	Primary	89	\$ 2,446,000	Noise Mitigation Measures for Residences within 70 - 74 DNL

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Washington					
Seattle	Seattle-Tacoma International	Primary	90	\$ 25,529,584	Construct Runway
Seattle	Seattle-Tacoma International	Primary	91	\$ 4,000,000	Improve Runway Safety Area
Seattle	Seattle-Tacoma International	Primary	92	\$ 2,000,000	Install Runway Vertical/Visual Guidance System
Seattle	Seattle-Tacoma International	Primary	93	\$ 3,352,000	Noise Mitigation Measures for Residences within 70 - 74 DNL
Seattle	Seattle-Tacoma International	Primary	94	\$ 4,471,000	Noise Mitigation Measures for Residences within 65 - 69 DNL
Seattle	Seattle-Tacoma International	Primary	95	\$ 1,500,000	Rehabilitate Runway
Seattle	Seattle-Tacoma International	Primary	96	\$ 5,340,056	Noise Mitigation Measures for Residences within 70 - 74 DNL
Spokane	Spokane International	Primary	35	\$ 5,006,636	Extend Taxiway
Tacoma	Tacoma Narrows	General Aviation	9	\$ 3,000,000	Improve Runway Safety Area
Walla Walla	Walla Walla Regional	Primary	21	\$ 1,826,487	Acquire Land For Approaches, Install Emergency Generator, Install Miscellaneous NAVAIDS
Subtotal FY 2005 Funds				\$ 85,855,177	

West Virginia

Beckley	Raleigh County Memorial	Commercial Service	19	\$ 284,680	Construct Taxiway, Rehabilitate Terminal Building, Security Enhancements
Bluefield	Mercer County	General Aviation	17	\$ 555,998	Construct Fuel Farm, Improve Terminal Building, Remove Obstructions
Buckhannon	Upshur County Regional	General Aviation	16	\$ 567,362	Install Apron Lighting, Install Perimeter Fencing
Charleston	Yeager	Primary	35	\$ 7,075,861	Expand Terminal Building, Improve Runway Safety Area, Improve Terminal Building, Rehabilitate Apron, Remove Obstructions
Clarksburg	Harrison/Marion Regional	Primary	28	\$ 3,019,789	Acquire Friction Measuring Equipment, Construct Aircraft Rescue & Fire Fighting Building, Improve Runway Safety Area, Rehabilitate Emergency Generator, Security Enhancements
Elkins	Elkins-Randolph County-Jennings Randolph Field	General Aviation	11	\$ 215,131	Construct Runway Safety Area, Install Airfield Guidance Signs
Fairmont	Fairmont Municipal-Frankman Field	General Aviation	5	\$ 505,400	Acquire Land For Approaches, Remove Obstructions
Huntington	Tri-State/Milton J. Ferguson Field	Primary	33	\$ 910,288	Acquire Snow Removal Equipment, Improve Runway Safety Area, Improve Terminal Building, Install Perimeter Fencing, Rehabilitate Access Road
Lewisburg	Greenbrier Valley	Primary	22	\$ 1,108,750	Expand Apron, Improve Runway Safety Area, Security Enhancements
Martinsburg	Eastern WV Regional/Shepherd Field	Reliever	20	\$ 200,000	Construct Terminal Building
Martinsburg	Eastern WV Regional/Shepherd Field	Reliever	21	\$ 1,513,021	Construct Taxiway

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
West Virginia					
Morgantown	Morgantown Municipal-Walter L. Bill Hart Field	Primary	24	\$ 1,018,589	Construct Deicing Containment Facility, Rehabilitate Apron
Morgantown	Morgantown Municipal-Walter L. Bill Hart Field	Primary	25	\$ 97,119	Improve Snow Removal Equipment Building, Install Taxiway Lighting
Morgantown	Morgantown Municipal-Walter L. Bill Hart Field	Primary	26	\$ 4,750,000	Improve Runway Safety Area
Moundsville	Marshall County	General Aviation	13	\$ 187,482	Construct Snow Removal Equipment Building
Parkersburg	Mid-Ohio Valley Regional	Primary	29	\$ 4,800,000	Improve Runway Safety Area, Rehabilitate Taxiway
Petersburg	Grant County	General Aviation	15	\$ 780,772	Construct Taxiway
Philippi	Philippi/Barbour County Regional	General Aviation	6	\$ 175,816	Install Miscellaneous NAVAIDS
Pineville	Kee Field	General Aviation	9	\$ 491,283	Improve Runway Safety Area
Point Pleasant	Mason County	General Aviation	13	\$ 68,238	Remove Obstructions
Ravenswood	Jackson County	General Aviation	12	\$ 76,010	Construct Taxiway, Install Emergency Generator
Ravenswood	Jackson County	General Aviation	13	\$ 129,580	Rehabilitate Building
Sutton	Braxton County	General Aviation	10	\$ 252,807	Install Perimeter Fencing, Rehabilitate Runway
Wheeling	Wheeling Ohio County	General Aviation	21	\$ 400,000	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Subtotal FY 2005 Funds				\$ 29,183,976	

Wisconsin

Appleton	Outagamie County Regional	Primary	28	\$ 505,788	Construct Service Road
Appleton	Outagamie County Regional	Primary	29	\$ 2,229,043	Rehabilitate Taxiway
Eau Claire	Chippewa Valley Regional	Primary	25	\$ 1,000,000	Acquire Aircraft Deicing Equipment, Acquire Snow Removal Equipment, Rehabilitate Apron
Green Bay	Austin Straubel International	Primary	34	\$ 2,755,215	Construct Runway Safety Area
La Crosse	La Crosse Municipal	Primary	28	\$ 1,365,234	Rehabilitate Taxiway, Security Enhancements
Madison	Dane County Regional-Truax Field	Primary	36	\$ 8,483,709	Improve Runway Safety Area
Madison	Dane County Regional-Truax Field	Primary	37	\$ 3,768,215	Improve Runway Safety Area
Madison	Wisconsin State Block Grant Program	System Plan	21	\$ 16,868,916	Non primary development projects in state block grant program
Madison	Wisconsin State Block Grant Program	System Plan	22	\$ 3,850,000	Non primary development projects in state block grant program

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Wisconsin					
Madison	Wisconsin State Block Grant Program	System Plan	23	\$ 5,000,000	Non primary development projects in state block grant program
Milwaukee	General Mitchell International	Primary	48	\$ 3,331,569	Construct Runway Safety Area, Rehabilitate Apron, Rehabilitate Taxiway
Milwaukee	General Mitchell International	Primary	49	\$ 5,785,646	Noise Mitigation Measures for Residences within 65 - 69 DNL
Mosinee	Central Wisconsin	Primary	34	\$ 220,000	Acquire Snow Removal Equipment
Rhineland	Rhineland-Oneida County	Primary	23	\$ 617,500	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Update Airport Master Plan Study
Subtotal FY 2005 Funds				\$ 55,780,835	
Wyoming					
Big Piney	Big Piney-Marbleton	General Aviation	7	\$ 65,550	Update Airport Master Plan Study
Buffalo	Johnson County	General Aviation	11	\$ 551,259	Install Miscellaneous NAVAIDS, Rehabilitate Apron, Rehabilitate Taxiway
Casper	Natrona County International	Primary	41	\$ 350,000	Expand Terminal Building
Casper	Natrona County International	Primary	42	\$ 500,000	Rehabilitate Taxiway
Cheyenne	Cheyenne Regional/Jerry Olson Field	Primary	36	\$ 1,000,000	Rehabilitate Apron, Rehabilitate Taxiway
Cheyenne	State of Wyoming	System Plan	3	\$ 233,000	Conduct State System Plan Study
Dixon	Dixon	General Aviation	8	\$ 1,681,344	Rehabilitate Runway
Evanston	Evanston-Uinta County Burns Field	General Aviation	20	\$ 9,421,250	Improve Runway Safety Area
Jackson	Jackson Hole	Primary	35	\$ 3,221,547	Conduct Miscellaneous Study, Expand Apron, Update Airport Master Plan Study
Kemmerer	Kemmerer Municipal	General Aviation	13	\$ 503,029	Construct Snow Removal Equipment Building, Rehabilitate Apron, Rehabilitate Taxiway
Laramie	Laramie Regional	Commercial Service	21	\$ 300,350	Construct Taxiway
Laramie	Laramie Regional	Commercial Service	22	\$ 599,650	Acquire Aircraft Rescue & Fire Fighting Vehicle
Pinedale	Ralph Wenz Field	General Aviation	12	\$ 450,000	Acquire Land For Approaches
Powell	Powell Municipal	General Aviation	9	\$ 456,971	Construct Building, Install Perimeter Fencing
Rawlins	Rawlins Municipal/Harvey Field	General Aviation	10	\$ 330,890	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building
Riverton	Riverton Regional	Primary	24	\$ 704,404	Rehabilitate Runway
Rock Springs	Rock Springs-Sweetwater County	Commercial Service	20	\$ 1,947,528	Install Airfield Guidance Signs, Rehabilitate Apron
Sheridan	Sheridan County	Primary	27	\$ 82,773	Acquire Emergency Generator
Sheridan	Sheridan County	Primary	28	\$ 106,931	Install Perimeter Fencing

AIP Grants Awarded in FY 2005 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Wyoming					
Worland	Worland Municipal	Commercial Service	15	\$ 731,662	Construct Runway
Subtotal FY 2005 Funds				\$23,238,138	
TOTAL NEW FY 2005 GRANTS				\$3,429,947,639	