



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

February 11, 2019

The Honorable Michael R. Pence
President of the Senate
Washington, DC 20510

Dear Mr. President:

Enclosed is the 31st Report of Accomplishments under the Airport Improvement Program (AIP) for Fiscal Year 2017. As required by section 47131 of title 49 United States Code, this report provides information about the AIP and the Airport Land Use Compliance Program.

The purpose of AIP is to assist in airport development to meet the Nation's current and future aviation needs while continuing to optimize safety, capacity, and efficiency. This report summarizes Federal investment in airport infrastructure during the reporting period.

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

Sincerely,

A handwritten signature in blue ink, reading "Elaine L. Chao", is positioned below the word "Sincerely,".

Elaine L. Chao

Enclosure



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

February 11, 2019

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

Dear Madam Speaker:

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Airport Improvement Program

Fiscal Year 2017 Report of
Accomplishments

31st Annual Report

Cover Photograph

Background: Eagle County Regional Airport, Gypsum (Vail), Colorado

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Executive Summary

This 31st Annual Report of Accomplishments under the Airport Improvement Program (AIP)¹ for Fiscal Year (FY) 2017 is submitted to Congress in accordance with title 49 United States Code (U.S.C.) § 47131. This report covers activities carried out under this subchapter as mandated by Congress for the fiscal year ending September 30, 2017.

From its inception, AIP grants have been critical to improving the safety, capacity, and efficiency of United States (U.S.) airport infrastructure. The Federal Aviation Administration (FAA) works closely with more than 3,300 individual airports, related aviation organizations and airport agencies to develop critical airport projects ranging from runways, taxiways, and aprons to lighting, drainage systems, and emergency response equipment. The FAA awards AIP funds to help ensure there is a safe and reliable system of airports to support the needs of the traveling public, commercial operators (such as airlines, cargo carriers and charter operations), and other aeronautical functions such as flight training, business/corporate aviation, and agricultural support. U.S. airports also support basic community needs such as emergency medical services, disaster response, and law enforcement, among many other key functions.

The U.S. system of airports, defined by the FAA's National Plan of Integrated Airport Systems (NPIAS)², is a crucial part of the national network of transportation systems and provides over 98 percent of the U.S. population with access to air transportation. Airports in the NPIAS account for approximately 850 million annual passenger enplanements. These airports are part of a domestic aviation industry that supports approximately 11 million American jobs and comprises five percent of the United States annual gross domestic product.

The FAA's Office of Airports (ARP) is responsible for administering the AIP, including ARP staff in FAA headquarters as well as the FAA's regional offices and district offices. The headquarters staff ensure that AIP administration follows the statutory requirements and oversees the effective use of AIP funds throughout the U.S. The regional and district offices provide technical, financial, planning, environmental, and administrative support to NPIAS airports to optimize airport safety, capacity, efficiency, and fiscal responsibility.

The Congressional legislation that authorizes the AIP defines formulas and set-asides that shape and guide overall administration of the AIP. The FAA, in partnership with airport sponsors and local aviation organizations, refers to these formulas and set-asides when making decisions affecting the distribution of the AIP's discretionary funds. Additionally, the FAA coordinates the release of available AIP entitlement funds to support timely project execution. Projects identified to receive AIP funds are carefully scrutinized to ensure that they are eligible and justified for AIP participation based on established FAA priorities intended to enhance safety, improve security, satisfy aeronautical demand, and address environmental concerns.

¹For more information on the AIP, see FAA Order 5100.38D, Airport Improvement Program (AIP) Handbook. This order is available online at: http://www.faa.gov/airports/aip/aip_handbook/.

²The latest edition of the NPIAS report may be accessed on the Web at: http://www.faa.gov/airports/planning_capacity/npias/.

Projects must also meet selection criteria established by Congress in the authorizing legislation. The selection criteria outlined by Congress are further refined in FAA policy and disseminated to AIP grantees. Adherence to these directives ensures program conformity and consistency nationwide. ARP administers congressionally established set-aside funding to:

- Enhance system capacity;
- Reduce aircraft operational delays;
- Meet forecasted aviation demand;
- Develop reliever airports;
- Minimize environmental impacts on nearby communities (which also helps enable other airport infrastructure projects);
- Convert former military bases to civilian use; and
- Implement a variety of other provisions to ensure a safe and efficient airport system.

The FAA implements policies to give the highest priority to projects that enhance the goals of safety, security, capacity, and access to the U.S. airport system identified by the NPIAS or advance other major policy objectives as directed by Congress. By addressing the highest priority projects, the FAA ensures that current airport infrastructure needs are met, including increasing the capacity of facilities to accommodate growing passenger and cargo demand.

To achieve these priorities, the FAA uses a national priority rating system that includes annual appropriation levels and assignment of a numerical score based on the project type. The FAA uses the numerical project ranking, along with other selection criteria, in the development of the national Airports Capital Improvement Plan (ACIP). The ACIP provides a selection process for distributing AIP funds to projects with the greatest potential for improving the national system of airports. The ACIP process also allows for additional consideration of current national initiatives and local priorities. National initiatives can include the set-asides mandated by Congress as well as other special initiatives as determined by ARP in accordance with AIP statute. The ACIP allows the FAA to perform its administrative function while ensuring grantee conformance with the applicable AIP statutes.

For additional information regarding specific aspects of the program not included in this report, please visit the FAA's ARP AIP Web site.³ We are continually enhancing the Web site to include greater functionality and information related to the AIP. The AIP Web site contains links to further details, including information on program policies and procedures, statistics, and the following special programs and additional performance measurements:

- The ACIP process, including developmental steps and benefit-cost analyses;
- The Military Airport Program (MAP) set-aside designed to provide Federal assistance to former military airports converting to civilian use;
- Letters of Intent (LOI), which are designed to help fund large-scale capacity projects at primary or reliever airports;
- A detailed history of the AIP and legislative changes to the program;
- Yearly totals for AIP grant funding authorizations, obligation limitations, and obligations since 1982;

³More information regarding the AIP may be found online at: <http://www.faa.gov/airports/aip/>.

- ➔ AIP totals to date for apportioned and discretionary funds; and
- ➔ AIP totals by development, planning, and funding types.

The AIP Web site also contains links to other relevant program information not referenced in this report. This information includes, but is not limited to:

- ➔ Program history, glossary, and background;
- ➔ Planning processes and AIP grant assurances;
- ➔ Environmental responsibilities tied to the execution of AIP grants or projects;
- ➔ Pilot programs or other limited duration programs, such as special funding initiatives;
- ➔ Grant funding authorizations, obligation limitations, and obligations;
- ➔ Relationship of the AIP to the Passenger Facility Charge (PFC) Program;
- ➔ LOI payments and commitments listed by fiscal year;
- ➔ Fiscal Year AIP grants awarded and grant amounts by airport type and state;
- ➔ AIP grants awarded in the fiscal year listed by state; and
- ➔ Competition plan requirements.

Chapter 1: Summary of Airport Development and Planning

The Airport and Airway Development Act of 1970 (Public Law (P.L.) 91-258), as amended, established the Airport and Airway Trust Fund (Trust Fund) and authorized the use of Trust Fund assets to issue grants under the AIP on a fiscal year basis. Trust Fund revenues are primarily accrued from passenger ticket taxes and aviation fuel taxes.

This chapter summarizes AIP financial commitments for FY 2017 in Table 1. This table highlights information related to the actual number of grants awarded by airport type. For more information on individual grants awarded during this period, please refer to the FAA's AIP Web site.⁴ The AIP Web site provides grant summaries and a searchable individual grant history database by region, state, and location for all airports included in the NPIAS. The information includes grant amounts (entitlement and discretionary) and brief descriptions of projects for each grant awarded during the reporting period.

⁴AIP grant histories are available online at: http://www.faa.gov/airports/aip/grant_histories/.

Table 1. AIP Funding Distribution Summary of New Grants in FY 2017⁵

Airport Category	Number of Grants Awarded	Percent of Total Grants (%)	Obligated Amounts for New Grants (\$ millions)	Percent of Total Obligated Amounts (%)
Large Airports				
Primary Large Hub	49	2.8%	\$ 508.8	15.3%
Primary Medium Hub	60	3.4%	293.7	8.8%
Grants to Large Airports Subtotal	109	6.2%	\$ 802.5	24.1%
Small Airports				
Primary Small Hub	124	7.1%	484.0	14.5%
Primary Nonhub	311	17.8%	810.1	24.3%
Nonprimary Commercial Service	64	3.7%	119.3	3.6%
Reliever	121	6.9%	182.9	5.5%
Other General Aviation	932	53.2%	616.7	18.5%
State Block Grant Program (SBGP) and Other State-Sponsored Locations	61	3.4%	259.7	7.8%
Grants to Small Airports Subtotal	1,613	92.1%	\$2,472.7	74.2%
Airport System Planning				
Planning Agencies and Other State-Sponsored Locations	29	1.7%	57.6	1.7%
System Planning Grants Subtotal	29	1.7%	\$ 57.6	1.7%
Total	1,751	100.0%	\$3,332.8	100.0%

The following table, Table 2, includes the funding breakdown by project type for all new AIP grant awards made during FY 2017. The data reflected in Table 2 refers to new grant obligations, which include current year funding, reobligated funds recovered from a prior year, and protected entitlements (entitlements declared unused during the prior year and made available under the current year).

⁵Subtotals and totals may not add precisely due to rounding.

Table 2. FYs 2015, 2016, and 2017 Project Types Receiving AIP Funds⁶

Project Type	FY 2015 Total Awarded (\$) ⁷	FY 2016 Total Awarded (\$)	FY 2017 Total Awarded (\$)	FY 2015 Percent (%) of Total Awarded	FY 2016 Percent (%) of Total Awarded	FY 2017 Percent (%) of Total Awarded
Apron	\$ 381,445,054	\$ 374,750,776	\$ 448,730,881	11.91%	11.37%	13.46%
Airport Rescue and Fire Fighting	32,732,730	58,967,912	56,033,396	1.02%	1.79%	1.68%
Equipment	6,502,152	5,389,909	8,574,019	0.20%	0.16%	0.26%
Heliport	966,670	5,703,349	49,000	0.03%	0.17%	0.00%
Land	30,787,742	16,460,395	21,052,740	0.96%	0.50%	0.63%
New Airport	76,036,662	34,722,494	45,149,430	2.37%	1.05%	1.35%
Noise	127,391,847	143,405,677	91,554,734	3.98%	4.35%	2.75%
Planning	115,385,019	103,548,158	77,771,046	3.60%	3.14%	2.33%
Roads	26,301,100	18,276,100	24,936,970	0.82%	0.55%	0.75%
Runway Safety Area	149,370,058	77,029,347	36,409,696	4.66%	2.34%	1.10%
Runway	1,095,819,471	1,030,579,719	1,166,985,339	34.21%	31.27%	35.02%
Security	50,757,780	75,849,213	42,367,424	1.58%	2.30%	1.27%
Snow Removal	63,632,800	97,588,945	57,328,915	1.99%	2.96%	1.72%
State Block Grant Program (SBGP)	278,649,877	250,463,045	237,274,138	8.70%	7.60%	7.12%
Taxiway	515,644,907	677,655,190	771,034,015	16.10%	20.56%	23.13%
Terminal	106,799,146	156,704,539	128,865,964	3.33%	4.75%	3.87%
Voluntary Airport Low Emissions (VALE)	28,281,442	33,572,197	15,320,220	0.88%	1.02%	0.46%
Zero Emissions	955,088	2,614,949	9,727,083	0.03%	0.08%	0.29%
Other ⁸	115,510,367	132,522,349	92,697,524	3.61%	4.02%	2.78%
Total	\$3,202,969,912	\$3,295,804,263	\$3,332,799,409	100.00%⁹	100.00%	100.00%

⁶The FAA has previously reported FYs 2015 and 2016 data to Congress, and is including it again here for historical comparison purposes only.

⁷These totals represent aggregate amounts that may include a mix of entitlement and discretionary funding awarded through AIP during the fiscal year.

⁸Other projects may include constructing utilities, removing obstructions, improving airport drainage, installing airport beacons, and other related projects.

⁹May not add exactly due to rounding.

Ten states are authorized to participate in the SBGP.¹⁰ Participating states administer AIP funds on behalf of the FAA and provide sub-awards to nonprimary airports within their respective state. Table 3 provides a summary of the total AIP funds awarded through the SBGP during FY 2017.

Table 3. State Block Grant Totals for FY 2017

State	Block Grant Funds (\$)		State Total (\$)
	Apportionment ¹¹	Discretionary	
Georgia	\$18,267,788	\$11,903,000	\$30,170,788
Illinois	16,682,351	2,239,709	18,922,060
Michigan	18,009,757	7,829,627	25,839,384
Missouri	13,226,856	16,350,499	29,577,355
New Hampshire	2,177,659	3,547,705	5,725,364
North Carolina	14,718,047	2,205,380	16,923,427
Pennsylvania	12,330,375	0	12,330,375
Tennessee	13,276,468	2,206,000	15,482,468
Texas	44,010,157	11,000,000	55,010,157
Wisconsin	15,815,165	11,477,595	27,292,760
State Block Grant Totals	\$168,514,623	\$ 68,759,515	\$237,274,138

LOIs help fund large-scale capacity projects at primary or reliever airports. LOIs state that the FAA intends to obligate AIP funds from future budgetary authority in an amount not greater than the Federal Government's share of allowable costs for that project. The FAA issues an LOI to establish that reimbursement will be made according to a given schedule as funds become available from Congress each year over the term of the approved LOI. This enables airports to proceed with large-scale capacity projects and seek reimbursement with discretionary funds, which is otherwise not permissible. Table 4 reflects all LOI payments, including entitlement and discretionary funding, during FY 2017.

Table 4. LOI Payments During FY 2017

	FY 2017
Number of Payments Made	8
Funds Awarded	\$106,360,573

¹⁰The Federal Funding Accountability and Transparency Act requires Federal grant awardees to report subaward information, including participants in the SBGP. Specific information related to SBGP subawards may be found at: www.ftrs.gov.

¹¹Apportionment amounts include nonprimary entitlements and state apportionments.

Chapter 2: Accounting of Discretionary and Appropriated Funds

Congress authorizes AIP contract authority, which permits the FAA to obligate funds from the Trust Fund. This contract authority is contained in title 49 U.S.C. § 48114.

The amounts available for obligation fall into two basic categories: apportionment funds (also known as entitlement funds) and discretionary funds. Apportionment funds are calculated for each airport based on formulas prescribed in title 49 U.S.C. § 47114(c). Funds apportioned to airports in the NPIAS may generally be used for any AIP-eligible airport planning or development.

The FAA approves other funds for use on projects after consideration of the project priority and other selection criteria. Although airport sponsors are given some latitude in determining how entitlement funds will be used, they are discouraged by statutory requirements from using entitlement funds for lower priority projects while also seeking discretionary funding. Discretionary funds are limited and consequently are directed only to higher priority needs as determined by the FAA.

2.1 CALCULATION AND DISTRIBUTION OF APPORTIONED FUNDS

Entitlement funds are available to airport sponsors in the year they are first apportioned. In the case of large, medium, and small hub airports, if the funds are not obligated in the year they were apportioned, a comparable amount remains available for up to 2 subsequent fiscal years. In the case of nonhub primary and nonprimary airports, unobligated entitlement funds are available in the year they are first apportioned and remain available for 3 fiscal years.¹²

2.1.1 Primary Airports

Each primary airport's entitlement funds are based on the number of passenger boardings at the airport. The minimum amount of entitlement funds that may be apportioned to the airport sponsor of a primary airport is \$650,000, and the maximum is \$22 million. Individual airport annual entitlement funds are calculated 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; and
- \$0.50 for each additional passenger boarding from 1,000,001 passengers and up.

¹² Title 49 U.S.C. § 47117(b).

Additionally, under title 49 U.S.C. § 47114(c)(1)(C), individual entitlements are doubled (with a maximum of \$26 million and a minimum of \$1 million per airport sponsor) when AIP funding in a fiscal year is at least \$3.2 billion.

2.1.2 AIP Apportionment Reductions

In 1990, Congress enacted legislation that allows airport agencies entrusted with commercial service airports to charge enplaning passengers a \$1, \$2, or \$3 PFC. The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) (P.L. 106-181), signed into law in 2000, authorized additional PFC amounts of \$4 and \$4.50. Public agencies seeking to charge a PFC must apply to the FAA for this authority and must meet certain requirements.

Title 49 U.S.C. § 47114(f) requires that AIP funds apportioned to a large or medium hub airport be reduced by 50 percent of the forecasted PFC revenue for that fiscal year, but not more than 50 percent of the preliminary apportionment for that fiscal year where a PFC of \$1, \$2, or \$3 is imposed. Likewise, should a large or medium hub airport impose a PFC at the \$4 or \$4.50 level, apportioned AIP funds for those airports are reduced by 75 percent of the forecasted PFC revenue, but not more than 75 percent of the preliminary apportionments for that fiscal year. Table 5 shows the number of large and medium hub airports whose entitlements were reduced based on approved PFC collections during FY 2017.

Table 5. Number of Large and Medium Hub Airports Subject to PFC-Related Entitlement Reductions in FYs 2015, 2016, and 2017¹³

Airports Subject to Entitlement Reduction	FY 2015	FY 2016	FY 2017
50 Percent Reduction	6	3	2
75 Percent Reduction	55	57	57
Total Number of Large and Medium Hubs with PFCs	61	60	59

The FAA redistributes the withheld apportionments as a result of PFC collections within the AIP. The FAA is required to assign 87.5 percent of these redistributed funds to the Small Airport Fund pursuant to its authorizing statute (title 49 U.S.C. § 47116). The remaining 12.5 percent is then redistributed for AIP discretionary funding.

2.1.3 Cargo Service Airport Funding

Pursuant to title 49 U.S.C. § 47114(c)(2)(A), the FAA allocates 3.5 percent of the amount available for AIP grants to cargo service airports. Each cargo service airport is eligible to

¹³The FAA has previously reported FYs 2015 and 2016 data to Congress, and is including it again here for historical comparison purposes only.

receive additional AIP entitlement funds based on its proportion of landed weight of cargo aircraft to the total landed weight of cargo aircraft at all qualifying airports.¹⁴

2.1.4 State/Insular Areas

The AIP formula apportions 20 percent of the amount available for AIP grants for nonprimary commercial service, general aviation, and reliever airports within the states and insular areas.¹⁵ These airports are collectively referred to as nonprimary airports. Each eligible nonprimary airport may be entitled to an individual apportionment, commonly known as a nonprimary entitlement (NPE), calculated as one-fifth of the airport's 5-year capital needs, as identified in the FAA's most recently published NPIAS report, but not to exceed \$150,000 per year.

The remainder (commonly referred to as "state apportionment") is apportioned by states based on the proportions of both the land area of each state to the total land area of all states and the population of each state to the total population of all states. These funds are then available for eligible and justified projects among the nonprimary airports within each state.

Of the amount remaining after the allocation to individual nonprimary airports, 99.4 percent was apportioned to airports within the 50 states, the District of Columbia, and Puerto Rico.¹⁶ The remaining 0.62 percent was apportioned to airports in four insular areas: Guam, American Samoa, the U.S. Virgin Islands, and the Commonwealth of the Northern Mariana Islands.

2.1.5 Alaska Supplemental Funds

Title 49 U.S.C. § 47114(e) requires the FAA to apportion funds for certain Alaskan airports to ensure that the State receives at least as much as these airports were apportioned in FY 1980. This requirement provides an additional \$21.3 million for Alaskan airports based on a special apportionment rule applicable when the annual AIP funding level is \$3.2 billion or more.

2.1.6 Protected Entitlement Funds

Title 49 U.S.C. § 47117(f) allows the FAA to convert unused entitlements to discretionary funds for projects at other airports in the current year. The FAA must then protect an equal amount from the subsequent year's appropriation to be available to the original airport sponsor along with the sponsor's entitlements for that subsequent fiscal year. If an airport sponsor has not used its entitlements within their 3- to 4-year period of availability, then the entitlement funds expire and are also converted to discretionary funds in the current year.

Pursuant to Title 49 U.S.C. § 47115(g), the FAA must make protected entitlements (amounts

¹⁴"Landed weight" is defined in title 49 U.S.C. § 47102(10), as the weight of aircraft transporting only cargo in intrastate, interstate, and foreign air transportation.

¹⁵Under title 49 U.S.C. § 47114(c)(2)(C), if AIP funding drops below \$3.2 billion, this allocation is reduced to 18.5 percent of AIP funding; that amount is not reduced further in order to provide individual apportionments to each nonprimary airport.

¹⁶The District of Columbia and Puerto Rico are treated as states for the purposes of the state apportionment in accordance with title 49 U.S.C. § 47114(d).

carried over from prior years) available to airport sponsors before any other type of funding may be calculated. This affects amounts available for discretionary funding in that subsequent year (including the minimum setasides).



2.2 DISTRIBUTION OF DISCRETIONARY FUNDS

The authorizing statute defines the remaining funds as discretionary funds and also establishes set-aside amounts to ensure the achievement of specified minimum funding levels. The five types of set-aside funding categories appear below:

Noise: An amount equal to 35 percent of the discretionary fund is reserved for noise compatibility planning and implementing noise compatibility programs under title 49 U.S.C. § 47501, et seq. The FAA can use entitlement funds to satisfy this minimum set-aside as long as the total AIP funds awarded for noise compatibility purposes equals the amount specified in the legislation. Funding for projects under the VALE¹⁷ program also comes out of this set-aside.

MAP: Title 49 U.S.C. § 47117(e)(1)(B), requires the FAA to reserve a minimum of 4 percent of discretionary funds for the MAP. Table 6 provides annual highlights of the number of grants awarded and the total set-aside funds used during each of FYs 2015, 2016, and 2017. The set-aside figures do not include any supplementary discretionary funding awarded or recoveries from prior year grants.

Table 6. Annual MAP for FYs 2015, 2016, and 2017¹⁸

	FY 2015	FY 2016	FY 2017 ¹⁹
Number of Grants Awarded	7	7	3
Set-Aside Amount (\$)	\$15,514,187	\$16,123,030	\$12,285,897

Reliever: Under title 49 U.S.C. § 47117(e)(1)(C), if the AIP funding level is \$3.2 billion or more, an amount equal to two-thirds of one percent of the total is to be made available for grants to the airport sponsors of airports that have been designated by the DOT as reliever airports and that have:

- More than 75,000 annual operations;
- A minimum usable runway length of at least 5,000 feet;
- A precision instrument landing procedure; and
- A minimum number of based aircraft (100) as determined by the DOT.

Capacity/Safety/Security/Noise (C/S/S/N): In accordance with the authorizing statute, after funding the noise, MAP, and reliever set-asides, the FAA reserves 75 percent of the remaining discretionary funding for C/S/S/N projects.

¹⁷ The VALE program is intended to improve airport air quality and provide air quality credits to support future airport development. Through the VALE program, airport sponsors can use select AIP funds to finance low emission vehicles, refueling and recharging stations, and other airport air quality improvements.

¹⁸ The FAA has previously reported FY 2015 and 2016 data to Congress, and is including it again here for historical comparison purposes only.

¹⁹ During FY 2017, the FAA determined that there were insufficient MAP-eligible projects to fully use the minimum set-aside. Accordingly, the FAA redistributed the remaining funds to support other discretionary needs.

Remaining Discretionary: After providing funds for the C/S/S/N set-aside, the remaining discretionary funding is available for any eligible project at any airport included in the NPIAS.

Other Distributions: In addition to the AIP grant program, recent AIP appropriations have also made funding available for the following activities:

- A contribution to the Small Community Air Service Development Program (SCASDP), a program managed by the Office of the Secretary of Transportation, which awards grants to small communities seeking to improve air carrier service pursuant to title 49 U.S.C. § 41743;
- ARP administrative expenses;
- Airport Technology Research and Development expenses; and
- Airport Cooperative Research Program funds.

Table 7. AIP Allocation of Appropriations for FYs 2015, 2016, and 2017 (\$ millions)²⁰

	FY 2015	FY 2016	FY 2017
Authorized by Legislation and Available for AIP	\$3,350.0	\$3,350.0	\$3,350.0
Less:			
SCASDP	(5.5)	(5.0)	(10.0)
ARP Administrative Expenses	(107.1)	(107.1)	(107.7)
Airport Technology Research and Development	(29.7)	(31.0)	(31.4)
Airport Cooperative Research Program	(15.0)	(15.0)	(15.0)
Total Available for AIP Grants	\$3,192.6	\$3,191.9	\$3,185.9
FUNDING DISTRIBUTION			
Entitlements/Appportionments			
Primary Airports	841.2	832.4	860.7
Cargo (3.5 Percent of the Total Available for AIP Grants)	111.8	111.7	111.5
Alaska Supplemental	21.3	21.3	21.3
States: (20 Percent of the Total Available for AIP Grants) ²¹			
Nonprimary Entitlement	382.1	380.9	382.8
State Apportionment by Formula	256.4	257.4	254.4
Protected Entitlements	701.1	680.7	727.8
Entitlements Subtotal	\$2,313.9	\$2,284.5	\$2,358.6
Small Airport Fund:			
Nonhub Airports	280.5	288.2	297.3
Noncommercial Service	140.2	144.1	148.6
Small Hub	70.1	72.0	74.3
Small Airport Fund Subtotal²²	\$ 490.9	\$ 504.3	\$ 520.2
Nondiscretionary Subtotal	\$2,804.8	\$2,788.8	\$2,878.8
DISCRETIONARY			
Noise (35 Percent of Discretionary Funds)	135.7	141.1	107.5
Reliever (0.66 Percent of Discretionary Funds)	2.6	2.7	2.0
MAP (4 Percent of Discretionary Funds)	15.5	16.1	12.3
Discretionary Set-asides Subtotal	\$ 153.8	\$ 159.9	\$ 121.8
C/S/S/N	175.5	182.4	139.0
Remaining Discretionary	58.5	60.8	46.3
Other Discretionary Subtotal	\$ 234.0	\$ 243.2	\$ 185.3
Discretionary Subtotal	\$ 387.9	\$ 403.1	\$ 307.1
Funding Distribution Total for Fiscal Year Funds	\$3,192.6	\$3,191.9	\$3,185.9
Recovery Ceiling Authorized for Reobligation	\$ 162.9	\$ 147.3	\$ 200.0
Total Authorized Obligation Level	\$3,355.5	\$3,339.2	\$3,385.9

²⁰The FAA has previously reported FY 2015 and 2016 data to Congress, and is including it again here for historical comparison purposes only.

²¹These figures include amounts distributed through the SBGP, plus amounts in other states not participating in the SBGP.

²²The Small Airport Fund is generated from 87.5 percent of the PFC-related entitlement reductions. The remaining 12.5 percent of such reductions becomes discretionary funding. For FYs 2015, 2016 and 2017, PFC-related entitlement reductions were \$561, \$576 and \$594 million, respectively.

Chapter 3: Airport Land Use Compliance

Title 49 U.S.C. § 47131 requires the FAA to prepare a Land Use Compliance Report listing airports that the U.S. Secretary of Transportation believes do not comply with Federal grant assurances or other requirements with respect to airport lands. The report must include:

- The name and location of the airport;
- The circumstances of the noncompliance;
- The corrective action the airport sponsor intends to take to bring the airport into compliance; and
- The timeline for corrective action.

The Land Use Compliance Report for FY 2017, incorporated in this document as Attachment A, lists airport sponsors that the FAA investigated regarding noncompliance or airport sponsors the FAA worked with to resolve a land use compliance issue. The list also includes airports identified in previous years when a resolution is still in progress. The information contained in the report is current as of September 30, 2017. Status changes that may have occurred after this date are not reflected. The report organizes each compliance issue by the ARP region where the issue(s) occurred.

In monitoring the airport sponsor's compliance with land use requirements, the FAA relies in part on inspections of selected airports. The purpose of land use inspections is to determine the airport sponsor's compliance with the terms of applicable Federal obligations incurred through grant agreements, surplus property, and nonsurplus property conveyances dealing specifically with the use of airport property. The FAA also uses this inspection program to promote standardized reporting formats and to provide supporting data for potential compliance determinations. Procedures used when conducting land use inspections include:

- Airport selection criteria;
- Data gathering;
- Preinspection process;
- Onsite inspection process; and
- Corrective actions.

The results of these inspections are the basis of the Land Use Compliance Report.

Attachment A: Land Use Compliance Report

The information contained in this report covers activity occurring during FY 2017 and provides the airport compliance status as of September 30, 2017. It does not reflect any status changes that may have occurred after this date. The report organizes each compliance issue in groups according to the ARP region where the issue(s) occurred and the estimated completion or compliance date. The regional abbreviations are identified as follows: Alaska (AL), Central (CE), Eastern (EA), Great Lakes (GL), New England (NE), Northwest Mountain (NM), Southern (SO), Southwest (SW), and Western Pacific (WP). Additionally, for FY 2017 the report separately identifies airports with land use compliance issues related specifically to operations involving the U.S. Government or Military.

Compliance Status Legend:

Conditional Compliance: The airport sponsor has been notified of compliance deficiencies and is willing to undertake corrective action within a timeframe the FAA determines to be appropriate based on the situation at that airport.

Pending Noncompliance: The timeframe provided to the airport sponsor to undertake corrective action has expired, or the airport sponsor refuses to take corrective action after being notified of conditional compliance.

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Dillingham Airport	AL	Dillingham	AK	DLG	Airport Layout Plan (ALP) not up to date; incompatible land uses; nonaeronautical use of airport property without FAA approval; and airport sponsor does not have good title.	Airport sponsor submitted a draft Corrective Action Plan for FAA review and concurrence. FAA acceptance is pending an engineering feasibility analysis.	Conditional Compliance	December 2019
Girdwood Airport	AL	Girdwood	AK	AQY	ALP not up to date.	The airport is in the process of submitting a land use change request for FAA review.	Conditional Compliance	December 2018
Merrill Field	AL	Anchorage	AK	MRI	Grant Assurances: 5 – Preserving Rights and Powers; 19 – Operation and Maintenance; 21 – Compatible Land Use; 24 – Fee and Rental Structure; and 29 – Airport Layout Plan.	Corrective Action Plan has been submitted. Airport sponsor has been nonresponsive.	Conditional Compliance	December 2018
Willow Airport	AL	Willow	AK	UJO	Incompatible land uses and private structures and residences on airport property without FAA knowledge or approval and at below Fair Market Value (FMV).	Airport sponsor has been directed to submit a Corrective Action Plan; School remains on airport property due to 1972 FAA approval. Final FAA consideration of school use of airport property is pending.	Conditional Compliance	December 2018

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Palmer Buddy Woods Municipal Airport	AL	Palmer	AK	PAQ	Nonaeronautical use of airport property (telecommunication business, school nutritional distribution facility, golf course, water well, and fire and police department facilities) without FAA approval.	Land release issues have been substantially addressed. Some nonaeronautical use is pending longer-term corrective actions.	Conditional Compliance	December 2019
Wainwright Airport	AL	Wainwright	AK	AWI	Grant Assurance: 24 – Fee and Rental Structure - Olgoonik nonflight crew quarters and search and rescue.	FAA review of sponsor use of airport search and rescue quarters is pending.	Conditional Compliance	December 2018
Talkeetna Airport	AL	Talkeetna	AK	TKA	Grant Assurances: 19 – Operation and Maintenance; 20 – Hazard Removal and Mitigation; 22 – Economic Nondiscrimination; 24 – Fee and Rental Structure; and 29 – Airport Layout Plan.	Airport sponsor provided second Corrective Action Plan for FAA review, including legal action for airport trespass issues.	Conditional Compliance	December 2018
St. Paul Island Airport	AL	St. Paul	AK	SNP	Grant Assurance: 24 – Fee and Rental Structure issues related to through the fence operations	The airport sponsor submitted a Corrective Action Plan. Through the fence operations are being reviewed by the sponsor and FAA.	Conditional Compliance	December 2018
Venetie Airport	AL	Venetie	AK	VEE	Grant Assurances: 19 and 24.	Last contact from airport sponsor in 2010.	Conditional Compliance	December 2018

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Gulkana Airport	AL	Gulkana	AK	GKN	ALP not up to date and nonaeronautical use of taxiways (ski/gravel strip). Nonaeronautical use of airport property without FAA knowledge or approval (personal equipment/vehicle storage, private residences, and campground). Nonaeronautical users not paying FMV.	Nonaeronautical land was released and sold. The FAA is waiting for receipts/evidence of the land sale. The FAA is waiting for an ALP update, proper accounting for the land sale, and guidance on the proper accounting for offsets from the state and appropriations.	Conditional Compliance	December 2018
St. Mary's Airport	AL	St. Mary's	AK	KSM	ALP/Exhibit A property map property map not up to date; nonaeronautical use of airport property at less FMV; nonairport facilities (abandoned building/modular hotel/Alaska Department of Transportation and Public Facilities residential quarters) on airport property without FAA approval and not at FMV; and airfield facilities discrepancies.	The airport sponsor has submitted a Corrective Action Plan and schedule, which is under FAA review.	Conditional Compliance	December 2018
Manokotak Airport	AL	Manokotak	AK	MBA	Nonaeronautical use at less than FMV (commercial gravel pit/antenna); use of airport apron (Conex) at no rent; ALP/Exhibit A property map not up to date; Grant Assurance 34: AIP reimbursement for ineligible airport access road; closed (replaced) runway still in use.	The airport sponsor submitted a Corrective Action Plan and schedule, which has been approved by the FAA.	Conditional Compliance	December 2018

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Ouzinkie Airport	AL	Ouzinkie	AK	4K5	Obstruction in the approach surface; use of airport apron (Conex) at no rent; out-of-date ALP; and airport lighting out of service/obstacle free area (OFA) violation.	The airport sponsor submitted a Corrective Action Plan and schedule, which has been approved by the FAA.	Conditional Compliance	December 2018
Edward G. Pitka Sr. Airport	AL	Galena	AK	GAL	Nonaeronautical use and lease of airport property not consistent with lease area/terms; boulder pile located in the runway OFA.	The airport sponsor submitted a Corrective Action Plan and compliance schedule on September 30, 2016, which the FAA approved.	Conditional Compliance	December 2018
Superior Municipal Airport	WP	Superior	AZ	E81	Airport closed without FAA approval.	The airport sponsor is seeking congressional support to close the airport permanently and retain the land. It does not appear that the airport sponsor has any intention to reopen the airport.	Pending Noncompliance	No formal Corrective Action Plan or completion date

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Bisbee Municipal Airport	WP	Bisbee	AZ	P04	Residential through-the-fence (TTF) operations exist, but the airport sponsor does not have access agreements in place.	The airport sponsor negotiated a TTF access agreement that did not fully meet section 136 of Public Law 112-95. Airport sponsor continues to pursue access agreements. Progress indicates that the airport sponsor may only get partial agreements.	Conditional Compliance	December 2018

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Holtville Airport	WP	Holtville	CA	L04	The airport is no longer used as an airport and has effectively been abandoned. This airport is in violation of the Surplus Property Act Agreement.	The airport sponsor was asked to take appropriate action to ensure that the facility is used for airport purposes. A feasibility study for a replacement airport has been conducted. Plans to reopen the airport are not feasible. The airport remains closed, and it appears the airport will not be reopened. Without a California airport permit, it cannot legally operate. It does not appear that the airport sponsor will ever reopen the airport.	Pending Noncompliance	No formal Corrective Action Plan or completion date

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Oroville Municipal Airport	WP	Oroville	CA	OVE	Airport sponsor allowed long-term nonaeronautical uses of the airport without FAA approval and granted long-term leases that did not impose FMV rental rates.	The Corrective Action Plan was provided to the FAA on November 30, 2010. A land release has been granted by the FAA to correct some nonaeronautical use issues. Corrective actions for others will not be completed because the airport sponsor cannot amend the below FMV lease rates on nonaeronautical leases until the leases expire starting in 2040.	Conditional Compliance	No formal completion date expected until lease expiration.

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/Compliance Date
Cottonwood Airport	WP	Cottonwood	AZ	P52	Major land use discrepancies involving 29 commercial nonaeronautical tenants; the airport sponsor has allowed nonairport uses of the airport without FAA approval; the airport sponsor's nonaeronautical rates and charges are not based on FMV; and the airport sponsor has entered into numerous long-term, nonaeronautical leases without the requisite escalation/subordination clauses.	The Western-Pacific Region has determined that all nonaeronautical lease rates are below FMV. The airport sponsor has provided an interim Corrective Action Report and was to provide a final plan by December 31, 2014. The airport sponsor cannot fully correct the below FMV leases until the leases expire in 2082. A full resolution is not expected.	Conditional Compliance	No formal completion date expected until lease expiration.
California City Municipal Airport	WP	California City	CA	L71	Commercial through the fence (TTF) operations exist, but the airport sponsor does not have access agreements in place; airport sponsor allows nonaeronautical use of airport property and airport hangars; airport sponsor allows nonaeronautical use of airport property without collecting FMV rental rates; and ALP is not up to date.	Numerous nonaeronautical uses of airport property for less than FMV. The airport sponsor provided a Corrective Action Plan to prevent future nonaeronautical uses unless approved by the FAA. (The FMV rates cannot be corrected until the 30-year leases expire around the year 2030.)	Conditional Compliance	No formal completion date expected until lease expiration.

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Lampson Field	WP	Lakeport	CA	102	Failure to collect access fees for commercial and noncommercial TTF operators; and recreational aircraft accessing the airport without access agreements with the airport sponsor.	Airport provided a Corrective Action Plan and is trying to negotiate commercial TTF fees, so far without success.	Conditional Compliance	December 2018
Tehachapi Municipal Airport	WP	Tehachapi	CA	TSP	Multiple nonaeronautical uses of airport property/hangars at less than FMV and/or without FAA approval; and ALP not up to date.	Airport sponsor has been directed to submit a Corrective Action Plan.	Conditional Compliance	September 2018
Bowman Field	SO	Louisville	KY	LOU	Municipal fire station on airport property with no formal agreements; disposal of airport property without FAA approval; out-of-date/inaccurate Exhibit A property map; nonaeronautical leases at less than FMV; and good title to airport property in question.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	September 2018
Michael J. Smith Field	SO	Beaufort	NC	MRH	ALP/Exhibit A property map is not up to date.	Airport sponsor has been directed to submit a Corrective Action Plan.	Conditional Compliance	September 2018
Bibb County Airport	SO	Centreville	AL	0A8	ALP/Exhibit A property map not up to date.	The airport sponsor is taking steps to implement its Corrective Action Plan.	Conditional Compliance	March 2018
Western Carolina Regional Airport	SO	Andrews	NC	RHP	ALP/Exhibit A property map is not up to date.	Airport sponsor is implementing its Corrective Action Plan.	Conditional Compliance	September 2018

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Darlington County Airport	SO	Darlington	SC	UDG	ALP/Exhibit A property map out of date and/or discrepancies; and municipal nonaeronautical use of airport property without compensation.	Airport sponsor is implementing its Corrective Action Plan. Airport sponsor was able to remove some municipal non-aeronautical use of airport property, however some still remain.	Conditional Compliance	September 2018
New Smyrna Beach Municipal Airport	SO	New Smyrna Beach	FL	EVB	ALP/Exhibit A property map not up to date.	Airport sponsor is implementing its Corrective Action Plan.	Conditional Compliance	September 2018
Toccoa – RG LeTourneau Field	SO	Toccoa	GA	TOC	ALP/Exhibit A property map out of date and/or discrepancies; cosponsors do not hold title to any of the land comprising the airport; airport lease practices; Airport Sponsor used airport to secure debt; community/municipal/personal use of terminal at less than FMV; and airport revenue use.	Airport Sponsor is implementing its Corrective Action Plan. Airport sponsor is actively working with FAA and the Georgia Department of Transportation (GDOT) on corrective actions.	Conditional Compliance	September 2018
Coleman A. Young Municipal Airport	GL	Detroit	MI	DET	The airport sponsor does not have a current ALP.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	December 2020

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Owosso Community Airport	GL	Owosso	MI	RNP	Incompatible/nonaeronautical land use without FAA approval; ALP not up to date; and land release without FAA approval.	Airport sponsor has been acquiring property through condemnation actions. Additional time is needed to achieve an updated ALP.	Conditional Compliance	December 2018
Clermont County Airport	GL	Batavia	OH	169	Airport sponsor has granted an exclusive right for all airport property. The airport sponsor permitted nonaeronautical use of airport property. There is no current ALP.	Airport sponsor has not taken adequate corrective action since 2006.	Pending Noncompliance	No progress, evaluating removal from NPIAS
Cincinnati Municipal Airport Lunken Field	GL	Cincinnati	OH	LUK	Nonaeronautical use of airport property without FAA approval and without FMV; and airspace penetrations due to on-airport obstructions.	Corrective Action Plan has been received and is currently being reviewed.	Conditional Compliance	December 2018
Ohio State University Airport	GL	Columbus	OH	OSU	Nonaeronautical use of airport property without FAA approval and below FMV.	Airport sponsor is taking corrective action. The airport sponsor is working with FAA to update the ALP. The ALP update will address the remaining outstanding item regarding proposed noncompatible land use.	Conditional Compliance	December 2018

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Jefferson County Airpark	GL	Steubenville	OH	2G2	Incompatible/nonaeronautical land use without FAA approval; below FMV rentals; and ALP/Exhibit A property map out of date.	Airport sponsor is researching corrective actions and updating the ALP and Exhibit A property map. Airport sponsor is developing standard leases and requesting concurrent use for nonaeronautical storage. Airport sponsor submitted initial land release documentation for nonaeronautical property for FAA review.	Conditional Compliance	December 2018
Wadsworth Municipal Airport	GL	Wadsworth	OH	3G3	Incompatible/nonaeronautical land use without FAA approval.	The FAA is working with the airport sponsor on a land release for nonaeronautical land use. The airport sponsor is cooperating with the FAA in taking corrective action, but issues remain.	Conditional Compliance	December 2018
Grosse Ile Municipal Airport	GL	Grosse Ile	MI	ONZ	Incompatible/nonaeronautical land use without FAA approval; and below FMV rentals.	Corrective Action Plan has been accepted for implementation.	Conditional Compliance	January 2019

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Akron Fulton International Airport	GL	Akron	OH	AKR	Incompatible/nonaeronautical land use without FAA approval; below FMV rentals; and ALP/Exhibit A property map out of date.	The airport sponsor has developed and submitted a Corrective Action Plan. The action plan is under review.	Conditional Compliance	December 2018
Havana Regional Airport	GL	Havana	IL	910	Existing farm lease on airport property renews automatically without specified/escalating terms; farm crops violate design standards/part 77; and Exhibit A property map not updated.	The airport sponsor has completed three of the six corrective actions. The FAA is still awaiting corrective action on updated hangar leases, crop planting limits, and an updated Exhibit A property map.	Conditional Compliance	December 2018
John F. Kennedy Memorial Airport	GL	Ashland	WI	ASX	ALP/Exhibit A property map out of date; nonaeronautical use of hangars; and expired/inadequate lease terms.	The airport sponsor has submitted a Corrective Action Plan that is currently under review.	Conditional Compliance	December 2018
Barnes County Municipal Airport	GL	Valley City	ND	BAC	Airport property line dispute; potential use of disputed airport property rent-free; and potential obstacles in the runway approach surface.	Concern over the airport property line has been resolved; obstructions will be addressed with a fence project and runway relocation.	Conditional Compliance	August 2018
Mobridge Municipal Airport	GL	Mobridge	SD	MBG	ALP/Exhibit A property map not up to date.	A Corrective Action Plan has been received and is currently under review.	Conditional Compliance	December 2021

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/Compliance Date
Warsaw Municipal Airport	GL	Warsaw	IN	ASW	ALP/Exhibit A property map not up to date; Nonaeronautical use of airport hangars/property at less than FMV; Nonaeronautical use of airport property without FAA approval; and expired/inadequate lease terms.	Airport sponsor has been directed to submit a Corrective Action Plan	Conditional Compliance	December 2018
Hector Municipal Airport	GL	Hector	MN	1D6	ALP/Exhibit A property map out of date; Nonaeronautical use of airport property without FAA approval (agriculture); and expired/inadequate lease terms.	Airport sponsor has been directed to submit a Corrective Action Plan	Conditional Compliance	December 2019
Lenawee County Airport	GL	Adrian	MI	ADG	ALP and Exhibit A property map not up to date; and Civil Air Patrol lease without compensation.	Airport sponsor has been directed to submit a Corrective Action Plan.	Conditional Compliance	December 2018
Brookhaven Airport	EA	Shirley	NY	HWV	Nonaeronautical use of airport property by fire substation, town maintenance area, and groundwater treatment facility; and ALP not up to date.	Airport sponsor will be making changes to the ALP as part of its master planning process now underway and has submitted land release requests for properties being used for nonaeronautical purposes.	Conditional Compliance	December 2019
Greenbrier Valley Airport	EA	Lewisburg	WV	LWB	Release of airport property without FAA approval, FMV collection, and use of sale proceeds.	Airport sponsor is actively working on resolution in coordination with the completion of a new master plan.	Conditional Compliance	December 2018

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Dansville Municipal Airport	EA	Dansville	NY	DSV	FMV collection and use of sale proceeds; nonaeronautical use of airport property without FAA approval (permanent tractor pull structures); and rent-free municipal use of airport property.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	December 2018
Joseph Y. Resnick Airport	EA	Ellensville	NY	N89	Unapproved nonaeronautical use of terminal for sheriff substation at less than FMV rent; and misaligned Runway End Identifier Lights.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	December 2018
Cape May County Airport	EA	Cape May	NJ	WWD	ALP/Exhibit A property map is not up to date; terms of the acquisition agreement concerning "excluded real property" not met regarding environmental and FAA land transfer requirements; and multiple nonaeronautical uses of airport property at less than FMV and without FAA approval.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	December 2018
Carroll County Regional/Jack B. Poage Field	EA	Westminster	MD	DMW	ALP/Exhibit A property map is not up to date; Nonaeronautical use of airport property without FAA approval; and residential use of airport property.	The airport sponsor has provided a Corrective Action Plan that is under review.	Conditional Compliance	December 2020
New Garden Airport	EA	Toughkenamon	PA	N57	ALP/Exhibit A property map is not up to date; Nonaeronautical use of airport property without FAA approval; and residential use of airport property.	The airport sponsor has provided a Corrective Action Plan that is under review.	Conditional Compliance	December 2020

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Pollock Municipal Airport	SW	Pollock	LA	L66	Disposal of airport property without FAA approval; Airport revenue use concerns (Tract C/D release); and findings are holdovers from 1987 OIG investigation that still remain unresolved.	Airport sponsor has been directed to submit a Corrective Action Plan. Sponsor is more responsive than in the past but issue remain.	Pending Noncompliance	December 2018
Chickasha Municipal Airport	SW	Chickasha	OK	CHK	Exhibit A property map not up to date; and nonaeronautical use of airport property without FAA approval (storage facility).	Airport sponsor has provided an acceptable Corrective Action Plan.	Conditional Compliance	December 2018
Deming Municipal Airport	SW	Deming	NM	DMN	Airport sponsor disposed of airport property without FAA approval.	Airport sponsor provided documentation to the FAA to obtain formal release of obligations. FAA legal review is pending.	Conditional Compliance	December 2018
Durant Regional – Eaker Field	SW	Durant	OK	DUA	Airport sponsor transferred airport property to the Oklahoma National Guard Armory and Southeastern Oklahoma State University without obtaining FAA approval for a release; nonaeronautical use (water treatment facility) of airport property without FAA approval or lease documentation showing FMV rentals are being collected; and ALP/Exhibit A property map are out of date.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions. FAA met with sponsor on January 11, 2018 to discuss with new airport management team.	Conditional Compliance	December 2018

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Searcy Municipal Airport	SW	Searcy	AR	SRC	Exhibit A property map not up to date.	Airport sponsor has provided an acceptable a Corrective Action Plan. Exhibit A property map update pending.	Conditional Compliance	December 2018
Spanish Fork-Springville-Woodhouse Field	NM	Spanish Fork	UT	SPK	ALP/Exhibit A property map not up to date; nonaeronautical use of airport property without interim use/ concurrent use approval from the FAA lease restrictions constrain airport sponsor rights and powers.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	April 2018
Wendover Airport	NM	Wendover	UT	ENV	Multiple aeronautical and nonaeronautical uses of airport property without written leases; out-of-date Exhibit A property map; nonaeronautical uses of airport property without FMV rents.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	August 2018
Jerome County Airport	NM	Jerome	ID	JER	Nonaeronautical use of airport property at less than FMV; residential use of airport property.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	May 2018
Pocatello Regional Airport	NM	Pocatello	ID	PIH	ALP/Exhibit A property map not up to date; nonaeronautical use of airport property at less than FMV and/or without FAA release.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	August 2018

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Frank Wiley Field	NM	Miles City	MT	MLS	Farming operations encroaching runway OFA; ALP not up to date; and potential mineral extraction and airport revenue diversion.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	April 2018
Chehalis-Centralia Airport	NM	Chehalis	WA	CLS	ALP/Exhibit A property map not up to date; Non aeronautical use of airport property at less than FMV and/or without FAA approval/release; Disposal of airport property without FAA approval; and potential airport revenue diversion.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	August 2018
Carbon County Regional/Buck Davis Field	NM	Price	UT	PUC	Aeronautical and nonaeronautical uses of airport property at less than FMV; Residential use of airport property; and ALP/Exhibit A property map not up to date.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	August 2018
Bremerton National Airport	NM	Port Orchard	WA	PWT	ALP/Exhibit A property map not up to date; and Surplus Property Act restrictions on a nonexclusive use roadway on airport property.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	August 2018

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/Compliance Date
Fitchburg Municipal Airport	NE	Fitchburg	MA	FIT	As of March 2008, city wastewater treatment plant and recycling plant on the airport property for which the airport is not collecting FMV. The city also sold numerous parcels of land more than 50 years ago, for which the airport fund was not reimbursed. As of September 2014, out-of-date ALP/Exhibit A property map; and nonaeronautical use of airport property (auto upholstery) through a tenant sublessee without airport sponsor/FAA approval.	In March 2008, city submitted a Corrective Action Plan. Issues remain. In September 2014, the city has been directed to submit an updated Corrective Action Plan. Noncompliances from March 2008 land use inspection remain outstanding.	Conditional Compliance	December 2018
Chatham Municipal Airport	NE	Chatham	MA	CQX	Exhibit A property map not up to date; nonaeronautical use of airport property without collection of rentals or formal FAA release; and bike path/recreation fields and sewage pump station on airport property without FAA approval or release.	Airport sponsor has been directed to submit a Corrective Action Plan.	Conditional Compliance	April 2018
Macon-Fower Memorial Airport	CE	Macon	MO	K89	ALP/Exhibit A property map is out of date – does not reflect land purchased in 2005/2006.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	June 2018

Location	Region	City	State	LOCID	Compliance Issue(s)	Corrective Action	Compliance Status	Estimated Completion/Compliance Date
Schenck Field	CE	Clarinda	IA	ICL	Municipal use of airport property without lease/FMV; residential trailer with resident use on airport property; amateur unmanned aircraft system station (road/picnic tables) in the runway OFA; and municipal storage in federally funded snow removal equipment building.	Airport sponsor has been directed to submit a Corrective Action Plan.	Conditional Compliance	December 2018

States Government/Military: Nonaeronautical Use of Airport Property

Watsonville Municipal Airport	WP	Watsonville	CA	WVI	Long-term lease with National Guard at less than FMV rentals (no aeronautical mission); and incompatible and/or nonaeronautical land use without FAA approval.	N/A (Policy Exception)	N/A	N/A
Wheeling Ohio County Airport	EA	Wheeling	WV	HLG	Multiple long-term leases with United States Army Corps of Engineers (USACE) (no aeronautical mission), West Virginia Air Guard (WV ANG), and Civil Air Patrol at less than FMV rentals.	N/A (Policy Exception)	N/A	N/A