



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

November 1, 2017

The Honorable Paul D. Ryan  
Speaker of the House of Representatives  
Washington, DC 20515

Dear Mr. Speaker:

Enclosed is the 30th Annual Report of Accomplishments under the Airport Improvement Program. The report covers Fiscal Years 2014 through 2016.

As required by title 49 United States Code (U.S.C.), section 47131, this report contains comprehensive information on the Airport Improvement Program (AIP) and the Airport Land Use Compliance Program. The narrative sections, figures, and tables highlight the program's accomplishments.

The purpose of the AIP is to assist in airport development to meet our current and future aviation needs while continuing to optimize safety, capacity, and efficiency. This report reflects investment in aviation infrastructure continued during the reporting periods.

Under title 49 U.S.C., section 47131(a), this report was due by June 1, following the completion of each fiscal year. Publication of this report was delayed, but we have streamlined our internal process with the goal of providing timelier reports in the future.

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

Sincerely,

A handwritten signature in blue ink that reads "Elaine L. Chao".

Elaine L. Chao

Enclosure



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November 1, 2017

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

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Enclosure



**Federal Aviation  
Administration**

# **Airport Improvement Program**

**Fiscal Years 2014-2016**

**Report to Congress  
30<sup>th</sup> Annual Report of Accomplishments**



## **Cover Photographs**

Background: Hartsfield-Jackson Atlanta International Airport, Atlanta, Georgia  
(Source: Aerial Innovations of Georgia)

Left Insert: Southwest Georgia Regional Airport, Albany, Georgia  
(Source: Aerophotos)

Center Insert: Evansville Regional Airport, Evansville, Indiana  
(Source: Evansville Vanderburgh Airport Authority)

Right Insert: Joplin Regional Airport, Joplin, Missouri  
(Source: Garver Engineers)

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# Executive Summary

This 30th Annual Report of Accomplishments under the Airport Improvement Program (AIP) for Fiscal Years (FY) 2014, 2015, and 2016 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 each of the 3 preceding fiscal years.

For more than 30 years, AIP-funded grants have been critical to maintaining and improving the safety, capacity, and efficiency of U.S. airport infrastructure. The Federal Aviation Administration (FAA) works closely with more than 3,300 individual airports and every state aeronautical agency to develop critical airport projects ranging from runways, taxiways, and aprons to lighting, drainage systems, and emergency response equipment. The FAA uses AIP funds to help ensure there is a safe and reliable system of airports to support the needs of the traveling public, the airlines, and other aeronautical functions such as flight training, business/corporate aviation, and agricultural support. The Nation'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 is a crucial part of the overall transportation system providing 98 percent of the U.S. population with access to air transportation supporting more than 870 million annual passengers, 10.6 million jobs, and 5.1 percent of the U.S. gross domestic product.

The FAA's Office of Airports (ARP) administers the AIP. ARP includes staff in headquarters, 9 regional offices, and 22 district offices. The headquarters' staff develops policy, provides guidance for the effective utilization of AIP funds, and provides technical, financial, planning, environmental, and administrative guidance to ARP regional and district offices. ARP's regional and district offices work with the states and individual airports to implement these programs to optimize airport safety, capacity, and efficiency, as well as fiscal responsibility.

Formulas and program set-asides contained in congressional legislation shape and guide the administration of the AIP. The FAA headquarters, with significant input from regional and district offices, airport sponsors, and state aviation organizations makes decisions on the distribution of discretionary funds. Projects identified to receive these funds are carefully scrutinized to ensure that they are eligible and justified based on the established FAA priorities of safety standards, security requirements, aeronautical demand, and environmental mitigation.

Projects must also meet selection criteria established by Congress in the authorizing legislation. Headquarters' staff further refines these mandates and disseminates them to the regions through program guidance and airport design criteria. Headquarters' staff then monitors adherence to these directives to ensure program conformity and consistency nationwide. ARP administers congressionally established set-aside funding to:

- ➔ Minimize environmental impacts on nearby communities;
- ➔ Enhance system capacity;

- Meet forecasted aviation demand;
- Develop reliever airports;
- Protect and enhance natural resources;
- Reduce aircraft operations delays;
- 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 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 assigning a numerical score based on the project type. This results in the creation of a list of airport projects categorized by priority. The FAA uses the 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.

For additional information regarding specific aspects of the program not included in this report, please visit the FAA's ARP AIP Web site.<sup>1</sup> 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 regarding FAA Order 5100.38D, Airport Improvement Program Handbook, policy and procedures and program statistics, including 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;
- 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;

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<sup>1</sup> More information regarding the AIP may be found online at: <http://www.faa.gov/airports/aip/>.

- ➔ 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 Overview

The Airport and Airway Development Act of 1970 (P.L. 91-258), as amended, established the Airport and Airway Trust Fund commonly referred to as the Trust Fund and authorized the use of Trust Fund monies 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 FYs 2014, 2015, and 2016 in Tables 1 through 3. These tables highlight information related to the actual number of grants awarded in each fiscal year by airport type. For more information on individual grants awarded during this period, please refer to the FAA's AIP Web site.<sup>2</sup>

The Web site provides grant summaries and a searchable individual grant history database by region, state, and location for all airports included in the National Plan of Integrated Airport Systems (NPIAS).<sup>3, 4</sup> The information includes grant amounts (entitlement and discretionary) and brief descriptions of work for each grant awarded during the reporting period.

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<sup>2</sup> For more information on the AIP funding and grant process, see FAA Order 5100.38D. This order is available online at: [http://www.faa.gov/airports/aip/aip\\_handbook/](http://www.faa.gov/airports/aip/aip_handbook/).

<sup>3</sup> AIP grant histories are available online at: [http://www.faa.gov/airports/aip/grant\\_histories/](http://www.faa.gov/airports/aip/grant_histories/).

<sup>4</sup> The latest edition of the NPIAS report may be accessed on the Web at: [http://www.faa.gov/airports/planning\\_capacity/npias/](http://www.faa.gov/airports/planning_capacity/npias/).

Table 1. AIP Funding Distribution Summary of New Grants in FY 2014<sup>5</sup>

Airport Category	Number of Grants Awarded	Percent of Total Grants (%)	Obligated Amounts for New Grants (\$ millions)	Percent of Total Obligated Amounts (%)
<b>Large Airports</b>				
Primary Large Hub	64	3.5%	\$ 577.2	18.0%
Primary Medium Hub	69	3.8%	319.2	9.9%
<b>Grants to Large Airports Subtotal</b>	<b>133</b>	<b>7.3%</b>	<b>\$ 896.5</b>	<b>27.9%</b>
<b>Small Airports</b>				
Primary Small Hub	145	8.0%	463.5	14.4%
Primary Nonhub	293	16.2%	756.3	23.5%
Nonprimary Commercial Service	58	3.2%	58.7	1.8%
Reliever	143	7.9%	150.9	4.7%
Other General Aviation	961	53.1%	604.3	18.8%
State Block Grant Program (SBGP) and Other State-Sponsored Locations	46	2.6%	259.6	8.1%
<b>Grants to Small Airports Subtotal</b>	<b>1,646</b>	<b>90.9%</b>	<b>\$2,293.3</b>	<b>71.4%</b>
<b>Airport System Planning</b>				
Planning Agencies and Other State-Sponsored Locations	32	1.8%	22.0	0.7%
<b>System Planning Grants Subtotal</b>	<b>32</b>	<b>1.8%</b>	<b>\$ 22.0</b>	<b>0.7%</b>
<b>Total</b>	<b>1,811</b>	<b>100.0%</b>	<b>\$3,211.7</b>	<b>100.0%</b>

<sup>5</sup> Subtotals and totals may not add precisely due to rounding.

Table 2. AIP Funding Distribution Summary of New Grants in FY 2015

Airport Category	Number of Grants Awarded	Percent of Total Grants (%)	Obligated Amounts for New Grants (\$ millions)	Percent of Total Obligated Amounts (%)
<b>Large Airports</b>				
Primary Large Hub	76	4.3%	\$ 579.6	18.1%
Primary Medium Hub	56	3.2%	272.6	8.5%
<b>Grants to Large Airports Subtotal</b>	<b>132</b>	<b>7.5%</b>	<b>\$ 852.2</b>	<b>26.6%</b>
<b>Small Airports</b>				
Primary Small Hub	109	6.2%	373.4	11.7%
Primary Nonhub	281	15.9%	665.8	20.8%
Nonprimary Commercial Service	58	3.3%	107.2	3.3%
Reliever	122	6.9%	174.7	5.5%
Other General Aviation	974	55.2%	658.5	20.6%
SBGP and Other State-Sponsored Locations	58	3.2%	299.2	9.3%
<b>Grants to Small Airports Subtotal</b>	<b>1,602</b>	<b>90.8%</b>	<b>\$2,278.7</b>	<b>71.1%</b>
<b>Airport System Planning</b>				
Planning Agencies and Other State-Sponsored Locations	31	1.8%	72.1	2.2%
<b>System Planning Grants Subtotal</b>	<b>31</b>	<b>1.8%</b>	<b>\$ 72.1</b>	<b>2.2%</b>
<b>Total</b>	<b>1,765</b>	<b>100.0%</b>	<b>\$3,203.0</b>	<b>100.0%</b>

Table 3. AIP Funding Distribution Summary of New Grants in FY 2016

Airport Category	Number of Grants Awarded	Percent of Total Grants (%)	Obligated Amounts for New Grants (\$ millions)	Percent of Total Obligated Amounts (%)
<b>Large Airports</b>				
Primary Large Hub	67	3.8%	\$ 552.6	16.8%
Primary Medium Hub	54	3.1%	258.5	7.8%
<b>Grants to Large Airports Subtotal</b>	<b>121</b>	<b>6.8%</b>	<b>\$ 811.1</b>	<b>24.6%</b>
<b>Small Airports</b>				
Primary Small Hub	125	7.1%	455.6	13.8%
Primary Nonhub	317	17.9%	802.3	24.3%
Nonprimary Commercial Service	67	3.8%	115.7	3.5%
Reliever	127	7.2%	203.5	6.2%
Other General Aviation	925	52.3%	596.4	18.1%
SBGP and Other State-Sponsored Locations	62	3.5%	265.7	8.1%
<b>Grants to Small Airports Subtotal</b>	<b>1,623</b>	<b>91.8%</b>	<b>\$2,439.1</b>	<b>74.0%</b>
<b>Airport System Planning</b>				
Planning Agencies and Other State-Sponsored Locations	24	1.4%	45.7	1.4%
<b>System Planning Grants Subtotal</b>	<b>24</b>	<b>1.4%</b>	<b>\$ 45.7</b>	<b>1.4%</b>
<b>Total</b>	<b>1,768</b>	<b>100.0%</b>	<b>\$3,295.8</b>	<b>100.0%</b>

The following table, Table 4, includes the funding breakdown by project type for all new AIP grant awards made during FYs 2014, 2015, and 2016. The data reflected in Table 4 refers to new grant obligations, which include current year funding, reobligated funds recovered from a prior year, or protected entitlements.

**Table 4. FYs 2014, 2015, and 2016 Project Types Receiving AIP Funds**

Project Type	FY 2014 Total Awarded (\$)	FY 2015 Total Awarded (\$)	FY 2016 Total Awarded (\$)	FY 2014 Percent (%) of Total Awarded	FY 2015 Percent (%) of Total Awarded	FY 2016 Percent (%) of Total Awarded
Apron	\$ 350,649,697	\$ 381,445,054	\$ 374,750,776	10.92%	11.91%	11.37%
Airport Rescue and Fire Fighting	62,195,910	32,732,730	58,967,912	1.94%	1.02%	1.79%
Equipment	5,144,692	6,502,152	5,389,909	0.16%	0.20%	0.16%
Heliport	850,000	966,670	5,703,349	0.03%	0.03%	0.17%
Land	20,131,669	30,787,742	16,460,395	0.63%	0.96%	0.50%
New Airport	25,839,663	76,036,662	34,722,494	0.80%	2.37%	1.05%
Noise	121,510,362	127,391,847	143,405,677	3.78%	3.98%	4.35%
Planning	68,260,522	115,385,019	103,548,158	2.13%	3.60%	3.14%
Roads	31,880,980	26,301,100	18,276,100	0.99%	0.82%	0.55%
Runway Safety Area	393,878,419	149,370,058	77,029,347	12.26%	4.66%	2.34%
Runway	903,777,947	1,095,819,471	1,030,579,719	28.14%	34.21%	31.27%
Security	38,440,983	50,757,780	75,849,213	1.20%	1.58%	2.30%
Snow Removal	73,274,521	63,632,800	97,588,945	2.28%	1.99%	2.96%
State Block Grant	244,189,694	278,649,877	250,463,045	7.60%	8.70%	7.60%
Taxiway	538,805,117	515,644,907	677,655,190	16.78%	16.10%	20.56%
Terminal	168,271,477	106,799,146	156,704,539	5.24%	3.33%	4.75%
Voluntary Airport Low Emissions (VALE)	20,216,039	28,281,442	33,572,197	0.63%	0.88%	1.02%
Zero Emissions	37,500	955,088	2,614,949	0.00%	0.03%	0.08%
Other <sup>6</sup>	144,362,022	115,510,367	132,522,349	4.49%	3.61%	4.02%
<b>Total</b>	<b>\$3,211,717,214</b>	<b>\$3,202,969,912</b>	<b>\$3,295,804,263</b>	<b>100.00%<sup>7</sup></b>	<b>100.00%</b>	<b>100.00%</b>

<sup>6</sup> Other projects may include: constructing utilities, removing obstructions, improving airport drainage, installing airport beacons, and other related projects.

<sup>7</sup> May not add exactly due to rounding.

Ten states are authorized to participate in the SBGP.<sup>8</sup> Participating states administer AIP funds on behalf of the FAA and provide subawards to nonprimary airports within their respective state. Tables 5 through 7 provide a summary of the total AIP funds awarded through the SBGP.

**Table 5. State Block Grant Totals for FY 2014**

State	Block Grant Funds (\$)		State Total (\$)
	Apportionment <sup>9</sup>	Discretionary	
Georgia	\$ 18,895,942	\$15,710,000	\$ 34,605,942
Illinois	16,563,810	18,443,190	35,007,000
Michigan	18,303,339	748,207	19,051,546
Missouri	13,489,187	2,872,038	16,361,225
New Hampshire	3,122,029	0	3,122,029
North Carolina	15,468,982	6,440,000	21,908,982
Pennsylvania	13,293,331	1,730,177	15,023,508
Tennessee	13,082,619	3,510,000	16,592,619
Texas	56,514,593	0	56,514,593
Wisconsin	15,605,235	10,397,015	26,002,250
<b>State Block Grant Total</b>	<b>\$184,339,067</b>	<b>\$59,850,627</b>	<b>\$244,189,694</b>

**Table 6. State Block Grant Totals for FY 2015**

State	Block Grant Funds (\$)		State Total (\$)
	Apportionment	Discretionary	
Georgia	\$ 18,281,160	\$23,633,461	\$ 41,914,621
Illinois	16,630,305	7,397,239	24,027,544
Michigan	17,956,529	16,459,900	34,416,429
Missouri	16,581,744	16,297,715	32,879,459
New Hampshire	2,022,238	0	2,022,238
North Carolina	14,882,709	3,356,295	18,239,004
Pennsylvania	8,596,665	3,500,000	12,096,665
Tennessee	13,150,130	0	13,150,130
Texas	75,173,186	795,000	75,968,186
Wisconsin	15,569,731	8,365,870	23,935,601
<b>State Block Grant Total</b>	<b>\$198,844,397</b>	<b>\$79,805,480</b>	<b>\$278,649,877</b>

<sup>8</sup> The Federal Funding Accountability and Transparency Act requires Federal grant awardees to report subaward information, including participants in the SBGP. The FAA monitors subawards made by each state on an annual basis. Specific information related to SBGP subawards may be found at: [www.fsr.gov](http://www.fsr.gov).

<sup>9</sup> Apportionment amounts include nonprimary entitlements and state apportionments.

**Table 7. State Block Grant Totals for FY 2016**

State	Block Grant Funds (\$)		State Total (\$)
	Apportionment	Discretionary	
Georgia	\$ 18,471,106	\$ 8,339,492	\$ 26,810,598
Illinois	16,611,694	11,333,485	27,945,179
Michigan	18,110,561	5,000,000	23,110,561
Missouri	16,890,495	12,807,494	29,697,989
New Hampshire	2,353,752	1,943,541	4,297,293
North Carolina	14,914,755	0	14,914,755
Pennsylvania	8,835,000	3,056,125	11,891,125
Tennessee	13,316,579	6,000,000	19,316,579
Texas	55,183,650	12,000,000	67,183,650
Wisconsin	15,575,860	9,719,456	25,295,316
<b>State Block Grant Total</b>	<b>\$180,263,452</b>	<b>\$70,199,593</b>	<b>\$250,463,045</b>

LOIs help fund large-scale capacity projects at primary or reliever airports. LOIs state that the FAA intends to obligate AIP discretionary and entitlement 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 still seek reimbursement with discretionary funds, which is otherwise not permissible.

LOI payments, including entitlement and discretionary funding, during FYs 2014, 2015, and 2016 were as follows in Table 8:

**Table 8. LOI Payments During FYs 2014, 2015, and 2016**

	FY 2014	FY 2015	FY 2016
Number of Payments Made	17	15	12
Funds Awarded (\$)	\$215,167,633	\$336,521,000	\$119,433,631

## 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., § 471.

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 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 both FAA policy and statutory requirements from using entitlement funds for lower priority projects while also seeking discretionary funding. Discretionary funds are limited and consequently are directed only to higher priority needs as determined by the FAA and the U.S. Department of Transportation (DOT).

### 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.

#### 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.

Additionally, under title 49 U.S.C., § 47114(d)(2), 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 public agencies controlling 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 9 shows the number of large and medium hub airports whose entitlements were reduced based on approved PFC collections during FYs 2014, 2015, and 2016.

**Table 9. Number of Large and Medium Hub Airports Subject to PFC-Related Entitlement Reductions in FYs 2014, 2015, and 2016**

Airports Subject to Entitlement Reduction	FY 2014	FY 2015	FY 2016
50 Percent Reduction	6	6	3
75 Percent Reduction	54	55	57
Total Number of Large and Medium Hubs with PFCs	60	61	60

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 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.<sup>10</sup>

<sup>10</sup> “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.

### 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.<sup>11</sup> 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 state 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.<sup>12</sup> 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

Congress apportions funds for certain Alaskan airports to ensure that the State receives at least as much as these airports were apportioned in FY 1980 under previous Grants-in-Aid for Airports appropriation legislation. This requirement provides an additional \$21.3 million for Alaskan airports based on the special apportionment rule applicable when the annual AIP funding level is \$3.2 billion or more.

## 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 VALE<sup>13</sup> program also comes out of this set-aside.

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<sup>11</sup> Under 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.

<sup>12</sup> The 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).

<sup>13</sup> 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.

**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 10 provides annual highlights of the number of grants awarded and the total set-aside funds used during each of FYs 2014, 2015, and 2016. The set-aside figures do not include any supplementary discretionary funding awarded or recoveries from prior year grants.

**Table 10. Annual MAP for FYs 2014, 2015, and 2016**

	FY 2014	FY 2015	FY 2016
Number of Grants Awarded	10	7	7
Set-Aside Amount	\$15,026,008	\$15,514,187	\$16,123,030

**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 U.S. Secretary of Transportation 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 U.S. Secretary of Transportation.

**Capacity/Safety/Security/Noise (C/S/S/N):** In accordance with the authorizing statute, the FAA reserves 75 percent of the remaining discretionary funding for C/S/S/N projects.

**Remaining Discretionary:** The remaining discretionary funding is available for any eligible project at any airport included in the NPIAS.

**Other Distributions:** From time to time, Governmentwide budget rescissions will affect annual AIP funding levels. For year-to-year comparisons, the FAA includes a line item in every AIP annual report regardless of whether there was actually a rescission. Further, the total amount available for AIP grants excludes the following:

- 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.

The AIP allocation of appropriations also includes a line item covering protected entitlements, which are explained in further detail under heading 2.3 of this report. Additionally, 87.5 percent of PFC-related entitlement reductions are used to establish the Small Airport Fund in each year. The remaining 12.5 percent of PFC-related entitlement reductions is converted to discretionary funding.

Table 11 shows the annual AIP allocation of appropriations based on the requirements described above for FYs 2014, 2015, and 2016.

**Table 11. AIP Allocation of Appropriations for FYs 2014, 2015, and 2016 (\$ millions)**

	FY 2014	FY 2015	FY 2016
<b>Authorized by Legislation</b>	<b>\$3,350.0</b>	<b>\$3,350.0</b>	<b>\$3,350.0</b>
Government-wide Budget Rescission	0.0	0.0	0.0
<b>Available for AIP (Obligation Limitation)</b>	<b>\$3,350.0</b>	<b>\$3,350.0</b>	<b>\$3,350.0</b>
Less:			
SCASDP	(5.0)	(5.5)	(5.0)
ARP Administrative Expenses	(106.6)	(107.1)	(107.1)
Airport Technology Research and Development	(29.5)	(29.7)	(31.0)
Airport Cooperative Research Program	(15.0)	(15.0)	(15.0)
<b>Total Available for AIP Grants</b>	<b>\$3,193.9</b>	<b>\$3,192.6</b>	<b>\$3,191.9</b>
<b>FUNDING DISTRIBUTION</b>			
<b>Entitlements/Apportionments</b>			
Primary Airports	837.0	841.2	832.4
Cargo (3.5 Percent of the Total Available for AIP Grants)	111.8	111.8	111.7
Alaska Supplemental	21.3	21.3	21.3
States: (20 Percent of the Total Available for AIP Grants)			
Nonprimary Entitlement	405.9	382.1	380.9
State Apportionment by Formula	232.9	256.4	257.4
Protected Entitlements	725.7	701.1	680.7
<b>Entitlements Subtotal</b>	<b>\$2,334.6</b>	<b>\$2,313.9</b>	<b>\$2,284.5</b>
Small Airport Fund:			
Nonhub Airports	276.4	280.5	288.2
Noncommercial Service	138.2	140.2	144.1
Small Hub	69.1	70.1	72.0
<b>Small Airport Fund Subtotal<sup>14</sup></b>	<b>\$ 483.6</b>	<b>\$ 490.9</b>	<b>\$ 504.3</b>
<b>Nondiscretionary Subtotal</b>	<b>\$2,818.2</b>	<b>\$2,804.8</b>	<b>\$2,788.8</b>
<b>DISCRETIONARY</b>			
Noise (35 Percent of Discretionary Funds)	131.5	135.7	141.1
Reliever (0.66 Percent of Discretionary Funds)	2.5	2.6	2.7
MAP (4 Percent of Discretionary Funds)	15.0	15.5	16.1
<b>Discretionary Set-asides Subtotal</b>	<b>\$ 149.0</b>	<b>\$ 153.8</b>	<b>\$ 159.9</b>
C/S/S/N	170.0	175.5	182.4
Remaining Discretionary	56.7	58.5	60.8
<b>Other Discretionary Subtotal</b>	<b>\$ 226.7</b>	<b>\$ 234.0</b>	<b>\$ 243.2</b>
<b>Discretionary Subtotal</b>	<b>\$ 375.7</b>	<b>\$ 387.9</b>	<b>\$ 403.1</b>
<b>Funding Distribution Total for Fiscal Year Funds</b>	<b>\$3,193.9</b>	<b>\$3,192.6</b>	<b>\$3,191.9</b>
<b>Recovery Ceiling Authorized for Reobligation</b>	<b>\$ 114.0</b>	<b>\$ 162.9</b>	<b>\$ 147.3</b>
<b>Total Authorized Obligation Level</b>	<b>\$3,307.9</b>	<b>\$3,355.5</b>	<b>\$3,339.2</b>

<sup>14</sup> The 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 2014, 2015, and 2016, PFC-related entitlement reductions were \$553, \$561 and \$576 million, respectively.

## 2.3 PROTECTED ENTITLEMENT FUNDS

Entitlements are funds that the FAA allocates to an airport sponsor pursuant to the apportionment formulas in the authorizing statute. AIP legislation specifies that entitlement funds will remain available to an airport sponsor for 2 or 3 years after the year of apportionment depending on the category of airport or sponsor type. For a variety of reasons, an airport sponsor may elect to not use entitlements in the fiscal year in which the funds become available.

These unused entitlements, called protected entitlements, are made available to other airport sponsors in the form of discretionary funds to ensure full obligation of program funds. The original entitlements will be made available in the subsequent fiscal year in addition to the airport sponsor's entitlements for that fiscal year. In those instances where an airport sponsor has not used its entitlements within their 3- to 4-year life span, the entitlement funds expire and are redirected by the FAA to higher priority projects.

The authorizing statute requires the FAA to make protected entitlements available from prior years before funding all entitlement and set-aside commitments. Because protected entitlements must be made available to the original airport sponsors, this reduces the amount of new discretionary funds available in that fiscal year. Discretionary set-asides specified in title 49 U.S.C., § 47117 (minimum funding levels for noise projects, certain reliever airports, and the MAP), are affected by changes in protected entitlements. The FAA establishes the level of discretionary funds after protected entitlements are deducted from the total AIP and calculates set-aside funds as a percentage of those discretionary funds.

## Chapter 3: Airport Land Use Compliance

**T**itle 49 U.S.C., § 47131, requires the FAA to prepare a Land Use Compliance Report listing airports 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 FYs 2014 through 2016, available 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 the end of FY 2016. It does not reflect interim status updates between FYs 2014 and 2016, including the addition or removal of locations, which may have occurred prior to the development of this report. The report organizes each compliance issue by the 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 FYs 2014, 2015, and 2016 and provides the airport compliance status as of September 30, 2016. It does not reflect interim status updates between FYs 2014 and 2016, including the addition or removal of locations, which may have occurred prior to the development of this report. The report organizes each compliance issue in groups according to the region where the issue(s) occurred. 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).

## 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	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Akutan Airport	AL	Akun Island	AK	7AK	Grant Assurances 19 – Operation and Maintenance; 24 – Fee and Rental Structure; 29 – Airport Layout Plan; and 34 – Policies, Standards, and Specifications.	Airport sponsor is drafting a Corrective Action Plan.	Conditional Compliance	December 2017
Dillingham Airport	AL	Dillingham	AK	DLG	Airport Layout Plan (ALP) out of date; incompatible land uses; non-aeronautical use of airport property without FAA approval; airport sponsor does not have good title.	Airport sponsor submitted a new draft Corrective Action Plan for FAA review and concurrence.	Conditional Compliance	December 2017
Girdwood Airport	AL	Girdwood	AK	AQY	Out-of-date ALP.	The airport is in the process of submitting a land use change request for FAA review.	Conditional Compliance	December 2017
Igiugig Airport	AL	Igiugig	AK	IGG	Airport sponsor has permitted certain nonaeronautical (residences, offices, vehicle parking) uses at the airport without FAA knowledge or approval. Out-of-date ALP.	Airport sponsor has been directed to submit a Corrective Action Plan for FAA review and concurrence.	Conditional Compliance	December 2017
Ralph M. Calhoun Memorial Airport	AL	Tanana	AK	TAL	Out-of-date ALP; incompatible land uses; below fair market value (FMV) rentals.	Corrective Action Plan is in negotiation with the FAA.	Conditional Compliance	December 2017
Unalaska Airport	AL	Unalaska	AK	DUT	Residential property/nonaeronautical use of airport property without FAA approval.	The FAA is waiting for relocation of residences/boats outside of airport property.	Conditional Compliance	December 2017

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
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 2017
Willow Airport	AL	Willow	AK	UUO	Out-of-date ALP; incompatible land uses; private structures and residences on airport property without FAA knowledge or approval and at below FMV.	Airport sponsor has been directed to submit a Corrective Action Plan; ALP inaccuracies unresolved; lease rates under review.	Conditional Compliance	December 2017
Palmer Municipal Airport	AL	Palmer	AK	PAQ	Nonaeronautical use of airport property (telecommunication business, school nutritional distribution facility, golf course, water well, fire and police department facilities) without FAA approval.	The FAA is reviewing a request to release airport lands and to grant a modification to standards.	Conditional Compliance	December 2017
Wainwright Airport	AL	Wainwright	AK	AWI	Grant Assurance 24, Fee and Rental Structure - Olgoonik non-flight crew quarters and search and rescue.	Airport sponsor is making corrective actions. The FAA has requested an update.	Conditional Compliance	December 2017
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 formulating a second Corrective Action Plan for FAA review.	Conditional Compliance	December 2017
St. Paul Island Airport	AL	St. Paul	AK	SNP	Grant Assurances 19 – Operation and Maintenance; and 24 – Fee and Rental Structure.	The airport sponsor has been directed to submit a Corrective Action Plan.	Conditional Compliance	December 2017

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Venetie Airport	AL	Venetie	AK	VEE	Grant Assurances 19 and 24.	Last contact from airport sponsor in 2010.	Conditional Compliance	December 2017
Gulkana Airport	AL	Gulkana	AK	GKN	Out-of-date ALP; 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 and proper accounting for the land sale. The FAA is also waiting for guidance on the proper accounting for offsets from the state and appropriations.	Conditional Compliance	December 2017
St. Mary's Airport	AL	St. Mary's	AK	KSM	Out-of-date ALP; 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 no FMV; out-of-date Exhibit A property map; airfield facilities discrepancies.	The airport sponsor has responded to the FAA's concerns and is preparing a Corrective Action Plan.	Conditional Compliance	December 2017
Manokotak Airport	AL	Manokotak	AK	MBA	Nonaeronautical use at less than FMV (commercial gravel pit/antenna); use of airport apron (Conex) at no rent; out-of-date ALP/Exhibit A; Grant Assurance 34 sponsor AIP reimbursement for ineligible airport access road; closed (replaced) runway still in use.	The airport sponsor submitted a Corrective Action Plan.	Conditional Compliance	December 2017

Location	Region	City	State	LOCID	Compliance Issue	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; airport lighting out of service/obstacle free area (OFA) violation.	The airport sponsor submitted a Corrective Action Plan.	Conditional Compliance	December 2017
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 2017
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
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 P.L. 112-95. Airport sponsor continues to pursue access agreements. Progress indicates that the airport sponsor may only get partial agreements.	Conditional Compliance	December 2017

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Holtville Airport	WP	Holtville	CA	L04	The airport is no longer used as an airport. Airport has effectively been abandoned. This airport is in violation of the Surplus Property 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 opened. 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	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; 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	December 2017
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; 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 reply 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	December 2017

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
California City Municipal Airport	WP	California City	CA	L71	Commercial 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; 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 about 2030.)	Conditional Compliance	December 2017
Watsonville Municipal Airport	WP	Watsonville	CA	WVI	Long-term lease with National Guard at less than FMV (no aeronautical mission); incompatible/nonaeronautical land use without FAA approval.	Airport sponsor proposed a Corrective Action Plan to negotiate with the National Guard to relinquish the lease. The National Guard refused to terminate the lease and disclosed that it wanted to sublease the hangar. As a result, resolution of this issue is not expected until the lease expires around 2050.	Conditional Compliance	December 2017
Lampson Field	WP	Lakeport	CA	102	Failure to collect access fees for commercial and noncommercial TTF operators; 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 2017

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Sedona Airport	WP	Sedona	AZ	SEZ	Extensive nonaeronautical use of airport property at less than FMV and without FAA approval; incompatible land uses; rights and powers forfeited.	The airport sponsor provided a Corrective Action Plan to correct the below FMV lease agreement. The corrective action is expected to be implemented by the end of 2017.	Conditional Compliance	December 2017
Carson City Airport	WP	Carson City	NV	CXP	ALP/Exhibit A property map not up to date.	Airport sponsor has been directed to submit a Corrective Action Plan.	Conditional Compliance	August 2018
Bowman Field	SO	Louisville	KY	LOU	Municipal fire station and emergency siren 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; good title to airport property in question.	Airport sponsor has engaged in corrective actions. The FAA is currently reviewing the final documentation and corrective actions for closeout.	Conditional Compliance	September 2017
Michael J. Smith Field	SO	Beaufort	NC	MRH	ALP/Exhibit A is not up to date.	Airport sponsor has been directed to submit a Corrective Action Plan.	Conditional Compliance	September 2017

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Bibb County Airport	SO	Centreville	AL	OA8	Airport sponsor does not hold good title to all airport property; insufficient airport sponsor rights and powers; off-airport entities conduct fueling activities on airport property without written lease/agreement; no aeronautical/nonaeronautical lease agreements/no fee and rental structure; out-of-date ALP and Exhibit A property map.	The airport sponsor is taking steps to implement its Corrective Action Plan.	Conditional Compliance	March 2018
Western Carolina Regional Airport	SO	Andrews	NC	RHP	Out-of-date ALP; nonaeronautical use of airport property without FAA release; residential use of airport property; pedestrian/vehicle/farming access to runway environment via easement; long-term leases with automatic renewals.	Airport sponsor is implementing its Corrective Action Plan. Airport sponsor has eliminated on-airport residences and addressed leasing issues. Airport sponsor continuing to address rights granted through easements, secure Automated Weather Observing System, and update ALP and Exhibit A property map.	Conditional Compliance	September 2018

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Darlington County Airport	SO	Lamar	SC	UDG	ALP/Exhibit A property map out of date and/or discrepancies; municipal nonaeronautical use of airport property without compensation.	Airport sponsor is implementing its Corrective Action Plan. Airport sponsor has researched land discrepancies, but will need to submit a release request and update ALP and Exhibit A property map. Airport sponsor needs to address nonaeronautical land uses.	Conditional Compliance	September 2018
New Smyrna Beach Municipal Airport	SO	New Smyrna Beach	FL	EVB	ALP/Exhibit A property map out of date and/or discrepancies; municipal nonaeronautical use of airport property without compensation.	Airport sponsor has been directed to submit a Corrective Action Plan.	Conditional Compliance	September 2017
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 2017
Owosso Community Airport	GL	Owosso	MI	RNP	Incompatible/nonaeronautical land use without FAA approval; ALP not up to date; 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 2017
Clermont County Airport	GL	Batavia	OH	I69	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

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Cincinnati Municipal Airport Lunken Field	GL	Cincinnati	OH	LUK	Nonaeronautical use of airport property without FAA approval and without FMV; airspace penetrations due to on-airport obstructions.	Corrective Action Plan has been received and is currently being coordinated between regional office and headquarters.	Conditional Compliance	December 2018
Ohio State University Airport	GL	Columbus	OH	OSU	Nonaeronautical use of airport property without FAA approval and without FMV.	Airport sponsor is taking corrective action. The airport sponsor is working with FAA to update ALP. The ALP update will address the remaining outstanding item regarding proposed noncompatible land use.	Conditional Compliance	December 2017
Jefferson County Airpark	GL	Steubenville	OH	2G2	Incompatible/nonaeronautical land use without FAA approval; below FMV rentals; ALP and Exhibit A 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

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
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; below FMV rentals.	Corrective Action Plan has been accepted for implementation.	Conditional Compliance	January 2019
Akron Fulton International Airport	GL	Akron	OH	AKR	Incompatible/nonaeronautical land use without FAA approval; below FMV rentals; ALP and Exhibit A 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; Exhibit A 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.	Conditional Compliance	June 2017
John F. Kennedy Memorial Airport	GL	Ashland	WI	ASX	ALP/Exhibit A property map out of date; nonaeronautical use of hangars; expired/inadequate lease terms.	The airport sponsor has submitted a Corrective Action Plan and is currently under review.	Conditional Compliance	July 2017

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Barnes County Municipal Airport	GL	Valley City	ND	BAC	Airport property line dispute; potential use of disputed airport property rent free; 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 and Exhibit A property map not up to date.	A Corrective Action Plan has been received and is currently under review.	Conditional Compliance	December 2017
Lenawee County Airport	GL	Adrian	MI	ADG	ALP and Exhibit A property map not up to date; Civil Air Patrol lease without compensation.	Airport sponsor has been directed to submit a Corrective Action Plan.	Conditional Compliance	December 2018
Ocean City Municipal Airport	EA	Ocean City Municipal	NJ	26N	The airport sponsor permitted nonaeronautical land uses within the airport property without FAA approval and below FMV.	On September 14, 2016, the FAA released six parcels of airport property being used for nonaeronautical purposes; city funds invested into the airport between 2009 and 2015 used to offset the uncollected FMV rent; city still owes \$358,479 to be invested into the airport and will report to the FAA over the next several years.	Conditional Compliance	December 2019

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Wheeling Ohio County Airport	EA	Wheeling	WV	HLG	Multiple long-term lease with United States Army Corps of Engineers (USACE) (no aeronautical mission), West Virginia Air National Guard (WV ANG), and Civil Air Patrol at less than FMV.	USACE and Civil Air Patrol issue resolution pending; WV ANG issue being resolved at the national level.	Conditional Compliance	December 2017
Brookhaven Airport	EA	Shirley	NY	HWV	Nonaeronautical use of airport property by fire substation, town maintenance area, and groundwater treatment facility; 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 2017
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 2017
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); 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 2017
Joseph Y. Resnick Airport	EA	Ellensville	NY	N89	Unapproved nonaeronautical use of terminal for sheriff substation at less than FMV rent; misaligned Runway End Identifier Lights.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	December 2017

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Cape May County Airport	EA	Cape May	NJ	WWD	ALP is not up to date; terms of the acquisition agreement concerning “excluded real property” not met regarding environmental and FAA land transfer requirements; multiple nonaeronautical uses of airport property at less than FMV/without FAA approval; 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	December 2017
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. The FAA is currently performing a legal review. A land use inspection and title search is scheduled for April-May 2016.	Conditional Compliance	December 2017
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; ALP and Exhibit A property map are out of date.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	December 2017
Searcy Municipal Airport	SW	Searcy	AR	SRC	Exhibit A property map not up to date; residential use of airport property.	Airport sponsor has been directed to submit a Corrective Action Plan.	Conditional Compliance	December 2017

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Spanish Fork-Springville-Woodhouse Field	NM	Spanish Fork	UT	U77	Out-of-date ALP and Exhibit A property map; 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	June 2017
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	July 2017
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	July 2017
Pocatello Regional Airport	NM	Pocatello	ID	PIH	Out-of-date ALP/Exhibit A property map; 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 2017
Frank Wiley Field	NM	Miles City	MT	MLS	Farming operations encroaching runway OFA; ALP not up to date; potential mineral extraction airport revenue diversion.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	July 2017
Bremerton National Airport	NM	Port Orchard	WA	PWT	ALP/Exhibit A not up to date; 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	November 2017

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Fitchburg Municipal Airport	NE	Fitchburg	MA	FIT	As of March 2008, city wastewater treatment plant on the airport, as well as has a 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. September 2014, out-of-date ALP and Exhibit A property map; 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 a Corrective Action Plan. Noncompliances from March 2008 land use inspection remain outstanding.	Conditional Compliance	December 2017
Robertson Field	NE	Plainville	CT	4B8	ALP is out of date; hangar lease for a nonaeronautical purposes; Civil Air Patrol with no aeronautical mission is leasing property for less than FMV; residential dwelling located on airport property.	The airport was a private airfield recently purchased by the town as a new airport sponsor. All existing leases were inherited by the town and will be brought into compliance as existing terms expire.	Conditional Compliance	December 2017
Hartford - Brainard Airport	NE	Hartford	CT	HFD	Use of aeronautical property to store police/urban search/rescue trailers, etc., without a lease; undefined Connecticut National Guard use of building on aeronautical property without a lease; out-of-date ALP; Civil Air Patrol based aircraft without a lease.	The airport sponsor is in the process of submitting a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	December 2017
Norwood Memorial Airport	NE	Norwood	MA	OWD	Out-of-date ALP and Exhibit A property map; airspace obstruction concern (trees).	Airport sponsor has submitted a Corrective Action Plan.	Conditional Compliance	December 2017

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Groton-New London Airport	NE	Groton	CT	GON	Nonaeronautical use of airport property; FMV not collected for rental car facilities; nonaeronautical use of Air National Guard facilities without FMV rental terms; out-of-date ALP.	The airport sponsor is in the process of submitting a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	December 2017
Manchester-Boston Regional Airport	NE	Manchester	NH	MHT	Municipal fire station on airport property without formal land conveyance/FAA approval.	The airport sponsor has provided a Corrective Action Plan and is working to implement corrective actions.	Conditional Compliance	September 2017
Chatham Municipal Airport	NE	Chatham	MA	CQX	Out-of-date Exhibit A property map; nonaeronautical use of airport property without collection of rentals/formal FAA release; bike path/recreation fields and sewage pump station on airport property without FAA approval/release.	Airport sponsor has been directed to submit a Corrective Action Plan.	Conditional Compliance	September 2017
Igor I. Sikorsky Memorial Airport	NE	Bridgeport	CT	BDR	Revenue diversion from airport beach property/parking facilities; ALP/Exhibit A not up to date.	The FAA has requested a Corrective Action Plan.	Conditional Compliance	September 2017
Macon-Fower Memorial Airport	CE	Macon	MO	K89	ALP and 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 2017

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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; municipal storage in federally funded snow removal equipment building.	Airport sponsor has been directed to submit a Corrective Action Plan.	Conditional Compliance	December 2017
Humboldt Municipal Airport	CE	Humboldt	IA	OK7	Encroachment of airport property by automotive business and hay harvesting from nearby agriculture harvesting.	Airport sponsor has been directed to submit a Corrective Action Plan.	Conditional Compliance	April 2017