



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, DC 20591

November 19, 2024

The Honorable Mike Johnson
Speaker of the House of Representatives
Washington, DC 20515

Dear Mr. Speaker:

Enclosed is the Federal Aviation Administration's (FAA) Report to Congress on the Airport Improvement Program (AIP) for Fiscal Year (FY) 2022.

As required by Title 49 of the United States Code (49 U.S.C.) § 47131, this report provides information about the AIP and the Airport Land Use Compliance Program. This report also satisfies the requirement in Section 167 (b) of the FAA Reauthorization Act of 2018 (Public Law 115-254) that the Secretary of Transportation submit to the appropriate committees of Congress a report on Buy America waivers issued under 49 U.S.C. § 50101 during the FY.

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "M. Whitaker".

Michael G. Whitaker
Administrator

Enclosure



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, DC 20591

November 19, 2024

The Honorable Kamala D. Harris
President of the Senate
Washington, DC 20510

Dear Madam Vice President:

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Sincerely,

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Michael G. Whitaker
Administrator

Enclosure

Report to Congress on the Airport Improvement Program for Fiscal Year 2022



**35th Annual Report of
Accomplishments**

Cover Photograph

Buffalo Niagara International (Buffalo, NY) improvements include runway rehabilitation and replacement of lighting and guidance signs.

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Executive Summary

The Secretary of Transportation submits this Federal Aviation Administration (FAA) Report to Congress on the Airport Improvement Program (AIP) for Fiscal Year (FY) 2022 in accordance with Title 49 of the United States Code (49 U.S.C.) § 47131. This report covers activities carried out under this subchapter as mandated by Congress for the fiscal year ending September 30, 2022. For FY 2022, \$3.35 billion in AIP grants were available. In addition, on March 15, 2022, the President signed Public Law (Pub. L.) 117-103, Consolidated Appropriations Act, 2022, which included a supplemental amount of \$554 million for discretionary grants under the AIP statute, 49 U.S.C. Chapters 471 and 475.

Separate from AIP funding, Congress passed the Coronavirus Aid, Relief, and Economic Security (CARES) Act (Pub. L. 116-136) on March 27, 2020. The CARES Act provided \$10 billion funding directly from the U.S. Treasury's General Fund to eligible U.S. airports to prevent, prepare for, and respond to the impacts of the COVID-19 pandemic.

In further response to the COVID-19 pandemic, Congress passed two subsequent acts in FY 2021: The Coronavirus Response and Relief Supplemental Appropriation (CRRSA) Act (Pub. L. 116-260) and the American Rescue Plan Act (ARPA) (Pub. L. 117-2). On December 27, 2020, the President signed into law the CRRSA Act, which provided \$2 billion in funds to be awarded as economic relief to eligible U.S. airports and eligible concessions at those airports to prevent, prepare for, and respond to the COVID-19 pandemic. The following spring, on March 11, 2021, the President signed ARPA into law, which provided an additional \$8 billion to eligible airports for the same purpose. Section 2.4 of this report provides additional information on the FAA's administration of funding under the CARES and CRRSA Acts and ARPA.

Another new program introduced by Congress in 2021 was the Bipartisan Infrastructure Law (BIL), which provides \$25 billion for the National Aerospace System (NAS) under Title VIII of Division J of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58). The Office of Airports (ARP) will administer \$20 billion of these BIL funds as airport development grants, which include airport infrastructure improvements, airport terminal development, and airport-owned airport traffic control towers (ATCT).

This report also satisfies the requirement in Section 167(b) of the FAA Reauthorization Act of 2018 (Pub. L. 115-254), which requires the Secretary of Transportation to submit to the appropriate committees of Congress a report on Buy American waivers issued under 49 U.S.C. § 50101 during the fiscal year.

From AIP's inception, AIP grants have been critical to improving the safety, capacity, and efficiency of United States airport infrastructure. The FAA works closely with more than 3,300 individual airports, related aviation organizations, and state 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 operators), 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)¹, is a critical part of the national network of transportation systems and provides 99 percent of the U.S. population with access to air transportation. Airports in the NPIAS account for approximately 848 million annual passenger enplanements.² These airports are part of a global aviation industry that supported approximately 5 million American jobs and more than 2.3 percent of the U.S. annual gross domestic product in 2020.³

The statute that authorizes the AIP defines funding formulas and set-asides that shape and guide the overall administration of the AIP. The FAA, in partnership with airport sponsors, state agencies, and local aviation organizations, refers to these formulas and set-asides when making decisions affecting the distribution of the AIP's discretionary and entitlement funds.

Additionally, the FAA coordinates the release of available AIP entitlement funds to support timely project execution. Projects identified to receive AIP funds are scrutinized to ensure they are eligible and justified for AIP funding based on established FAA statutes and priorities intended to enhance safety, improve security, satisfy aeronautical demand, and address environmental concerns. The FAA 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;
- Convert former military bases to civilian use; and
- Implement a variety of other provisions to ensure a safe and efficient airport system for pilots and the flying public.

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 that advance other major policy objectives as directed by Congress, the White House, and the Secretary of Transportation. By addressing the highest priority projects, the FAA ensures that current airport infrastructure needs are met, including increasing the capacity of aviation facilities to accommodate growing passenger and cargo demand.

To achieve these priorities, the FAA uses a national priority rating system that considers appropriation levels and the assignment of a numerical score based on the project type and airport. The FAA uses the numerical project score 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 limited AIP funds to capital projects with the greatest potential for improving the national system of airports.

¹ The latest edition of the NPIAS report may be accessed at: http://www.faa.gov/airports/planning_capacity/npias/

² Additional information on the impact of air transportation is available at: https://www.faa.gov/sites/faa.gov/files/airports/planning_capacity/npias/current/NPIAS-2021-2025-Narrative.pdf

³ The report on the Economic Impact of U.S. Civil Aviation is available at: https://www.faa.gov/sites/faa.gov/files/2022-08/2022-APL-038%202022_economic%20impact_report.pdf

For additional information regarding specific aspects of the program not included in this report, please visit the FAA's AIP webpage.⁴ The AIP webpage contains links to further details, including information on program policies and procedures, statistics and data, and the following special programs:

- The ACIP process, including project development steps;
- The environmental set-asides designed to provide federal assistance to communities surrounding airports for noise mitigation, sound insulation, Zero Emission Vehicle (ZEV), and Voluntary Airport Low Emissions (VALE) programs.
- 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;
- 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 webpage also contains links to other relevant program information not referenced in this report. This information includes, but is not limited to:

- Program history and glossary;
- Planning processes, procurement, 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 like COVID and BIL;
- Relationship of the AIP to the Passenger Facility Charge (PFC) Program;
- LOI payments and Department of Transportation (DOT) commitments listed by release date;
- Fiscal Year AIP grants awarded and grant amounts by airport type and state; and
- Competition plan requirements.

⁴ More information regarding the AIP is available at: <http://www.faa.gov/airports/aip/>.

Chapter 1: Summary of Airport Development and Planning

The Airport and Airway Development Act of 1970 (Pub. 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 accrued primarily from passenger ticket taxes and aviation fuel taxes.

This chapter summarizes AIP financial commitments for FY 2022 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 webpage.⁵ The AIP webpage provides grant summaries for all airports in the NPIAS and a searchable individual grant history database by region, state, and location. The information includes grant amounts (entitlement and discretionary) and brief descriptions of projects for each grant awarded during the reporting period.

Table 1. AIP Funding Distribution Summary of New Grants in FY 2022⁶

Airport Category	Number of Grants Awarded	Percent of Total Grants (%)	Amounts for New Grants (\$ millions)	Percent of Total Amounts (%)
Large Airports				
Primary Large Hub	53	3.5%	\$456.98	14.3%
Primary Medium Hub	40	2.6%	\$212.33	6.6%
Grants to Large Airports Subtotal	93	6.1%	\$669.31	20.9%
Small Airports				
Primary Small Hub	110	7.2%	\$486.54	15.2%
Primary Nonhub	209	13.7%	\$646.47	20.2%
Nonprimary Commercial Service	83	5.5%	\$147.48	4.6%
Reliever	92	6.0%	\$152.62	4.8%
Other General Aviation	856	56.3%	\$846.25	26.5%
State Block Grant Program (SBGP) and Other State-Sponsored Locations	59	3.9%	\$232.07	7.2%
Grants to Small Airports Subtotal	1,409	92.6%	\$2,511.43	78.5%
Airport System Planning				
Planning Agencies and Other State Sponsored Locations	19	1.3%	\$17.68	0.6%
System Planning Grants Subtotal	19	1.3%	\$17.68	0.6%
Total	1,521	100%	\$3,198.42	100%

⁵ AIP grant histories are available at http://www.faa.gov/airports/aip/grant_histories/.

⁶ Subtotals and totals may not add exactly due to rounding.

The following table, Table 2, includes the funding breakdown by project type for all new AIP grant awards made during FY 2022. The data in Table 2 refers to new grant obligations, which include current-year funding, re-obligated funds recovered from a prior year, and protected entitlements (entitlements declared unused during a prior year and made available under the current year).

Table 2. FYs 2020, 2021 and 2022 Project Types Receiving AIP Funds⁷

Project Type	FY 2020 Total Awarded (\$)	FY 2021 Total Awarded (\$)	FY 2022 Total Awarded (\$)	FY 2020 Percent (%) of Total Awarded ⁸	FY 2021 Percent (%) of Total Awarded	FY 2022 Percent (%) of Total Awarded
Apron	\$443,019,602	\$338,377,923	\$313,367,524	14.28%	11.66%	10.34%
Airport Rescue and Fire Fighting	\$56,544,764	\$62,077,765	\$44,373,387	1.82%	2.14%	1.46%
Conduct Noise Compatibility Plan Study	-	-	\$6,676,609	-	-	0.22%
Equipment	\$19,588,975	\$15,302,017	\$8,111,207	0.63%	0.53%	0.27%
Heliport	-	-	\$1,593,244	-	-	0.05%
Land	\$10,054,642	\$13,531,398	\$13,109,983	0.32%	0.47%	0.43%
New Airport	\$3,225,318	\$32,365,726	\$6,029,180	0.10%	1.12%	0.20%
Noise	\$70,306,681	\$66,087,405	\$16,041,007	2.27%	2.28%	0.53%
Planning	\$532,969	\$4,715,146	\$62,087,470	0.02%	0.16%	2.05%
Reconstruct Parking Lot	-	-	\$949,746	-	-	0.03%
Reconstruct Terminal Building	-	-	\$7,826,497	-	-	0.26%
Rehabilitate Seaplane Base	-	\$5,751,028	\$0	-	0.20%	0.00%
Roads	-	-	\$25,809,475	-	-	0.85%
Runway Safety Area	\$43,717,713	\$39,635,671	\$8,577,356	1.41%	1.37%	0.28%
Runway	\$994,855,497	\$1,004,460,743	\$999,196,028	32.07%	34.62%	32.96%
Security	\$30,118,407	\$14,518,114	\$1,814,400	0.97%	0.50%	0.06%
Snow Removal	\$71,249,772	\$63,610,277	\$61,637,424	2.30%	2.19%	2.03%
State Block Grant Program (SBGP)	\$259,694,775	\$264,285,304	\$189,802,879	8.37%	9.11%	6.26%
Taxiway	\$766,050,264	\$744,062,028	\$781,385,851	24.69%	25.64%	25.77%
Terminal	\$206,377,330	\$146,415,367	\$115,900,683	6.65%	5.05%	3.82%
Voluntary Airport Low Emissions (VALE)	\$9,989,769	\$29,275,503	\$7,884,422	0.32%	1.01%	0.26%
Zero Emissions	\$7,152,654	\$16,823,056	\$9,279,214	0.23%	0.58%	0.31%
Other ⁹	\$97,209,640	\$40,472,313	\$350,146,054	3.13%	1.39%	11.55%
Total	\$3,089,688,772	\$2,901,766,784	\$3,031,599,640	100.00%	100.00%	100.00%

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

⁸ FAA previously reported FY 2020-2021 data to Congress and is including it here for historical comparison purposes only.

⁹ Other projects may include constructing utilities, removing obstructions, improving airport drainage, installing airport beacons, and other related projects.

STATE BLOCK GRANT PROGRAM

Ten states are authorized to participate in the State Block Grant Program (SBGP).^{10, 11} Participating states administer AIP funds on behalf of the FAA and provide subawards to nonprimary airports within their respective state. Table 3 provides a summary of the total AIP funds awarded through the SBGP during FY 2022.

Table 3. State Block Grant Totals for FY 2022

State	Block Grant Funds FY 2022 (\$)		State Total (\$)
	Apportionment ¹²	Discretionary	
Georgia	\$15,849,002	\$15,026,588	\$30,875,590
Illinois	\$15,294,527	\$14,483,024	\$29,777,551
Michigan	\$10,034,908	\$13,119,780	\$23,154,688
Missouri	\$8,766,189	\$4,260,212	\$13,026,401
New Hampshire	\$2,141,795	\$1,462,266	\$3,604,061
North Carolina	\$12,510,971	\$5,000,000	\$17,510,971
Pennsylvania	\$8,764,761	\$1,210,000	\$9,974,761
Tennessee	\$13,271,558	\$6,382,237	\$19,653,795
Texas	\$39,614,702	\$21,500,304	\$61,115,006
Wisconsin	\$14,761,324	\$8,587,061	\$23,348,385
State Block Grant Totals	\$141,009,737	\$91,031,472	\$232,041,209

¹⁰ 49 U.S.C. § 47128.

¹¹ The Federal Funding Accountability and Transparency Act requires federal grant awardees, including participants in the SBGP, to report subaward information. Specific information related to SBGP subawards is available at www.frs.gov.

¹² Apportionment amounts include nonprimary entitlements and state apportionments.

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LOIs help fund large-scale capacity projects at primary or reliever airports.¹³ LOIs state that the FAA intends to obligate AIP funds from a 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. LOIs enable airports to proceed with large-scale capacity projects before receiving the annual discretionary grant award, which is otherwise not permissible. Table 4 reflects all LOI payments, including entitlement and discretionary funding, during FY 2022.

Table 4. LOI Payments During FY 2022

State	City	Airport Name	Hub Type	Discretionary 2022	Entitlement 2022
CA	San Diego	San Diego International	L	\$10,000,000	\$0
FL	Fort Lauderdale	Fort Lauderdale/Hollywood International	L	\$10,000,000	\$0
IL	Chicago	Chicago O’Hare International (Ph. 2)	L	\$30,000,000	\$0
TX	Dallas-Fort Worth	Dallas-Fort Worth International	L	\$10,000,000	\$9,000,000
Total				\$ 60,000,000	\$ 9,000,000

¹³ 49 U.S.C. § 47110(e).

Chapter 2: Accounting of Discretionary and Apportioned Funds

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

The amounts available for obligation fall into two basic categories: apportioned funds (also known as entitlement funds) and discretionary funds. Apportioned funds are calculated for each airport based on formulas prescribed in 49 U.S.C. § 47114(c). Funds apportioned to NPIAS airports generally may 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 flexibility in determining how entitlement funds will be used, statutory requirements and FAA policies discourage 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 Secretary of Transportation.

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 two 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 three subsequent fiscal years.¹⁴

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.

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

¹⁴ 49 U.S.C. § 47117(b).

2.1.2 AIP Apportionment Reductions

In 1990, Congress enacted legislation that allows sponsors of commercial service airports (known as public agencies under the Passenger Facility Charge (PFC) statute (49 U.S.C. § 40117) 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) (Pub. 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 meet certain requirements.

Under 49 U.S.C. § 47114(f), AIP funds apportioned to a large or medium hub airport are 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 if the airport imposes a PFC of \$1, \$2, or \$3. Likewise, AIP funds apportioned to a large or medium hub airport are reduced by 75 percent of the forecasted PFC revenue but not more than 75 percent of the preliminary apportionment for that fiscal year if the airport imposes a PFC of \$4 or \$4.50. Table 5 shows the number of large and medium hub airports whose entitlements were reduced based on approved PFC collections during FY 2022.

Table 5. Number of Large and Medium Hub Airports Subject to PFC-Related Entitlement Reductions in FYs 2020, 2021, and 2022¹⁵

Airports Subject to Entitlement Reduction	FY 2020	FY 2021	FY 2022
50 Percent Reduction	2	2	2
75 Percent Reduction	59	59	62
Total Number of Large and Medium Hubs with PFCs	61	61	64

Under 49 U.S.C. § 47116, the FAA redistributes 87.5 percent of the reduced apportionments for discretionary grants under the Small Airport Fund and the remaining 12.5 percent for other discretionary grants.

2.1.3 Cargo Service Airport Funding

Pursuant to 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.¹⁶

¹⁵ The FAA previously reported FY 2019 data to Congress and is including it here for historical comparison purposes only.

¹⁶ “Landed weight” is defined in 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

Twenty percent of the amount available for AIP grants is available for nonprimary commercial service, general aviation, and reliever airports within the states and insular areas.¹⁷ These airports are referred to collectively 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.

For FY 2022, of the amount remaining after the allocation to individual nonprimary airports, the FAA apportioned 99.38 percent to airports within the 50 states, the District of Columbia, and Puerto Rico.¹⁸ The FAA apportioned the remaining 0.62 percent 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 Alaska receives at least as many funds 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 a future year's appropriation to be available to the original airport sponsor along with the airport sponsor's entitlements for that future fiscal year. If an airport sponsor has not used entitlements that were available to it within the 3- to 4-year period of availability based on airport type, the entitlement funds expire and convert to discretionary funds in the current year.

¹⁷ Under 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 subdivided further in order to provide individual apportionments to each nonprimary airport.

¹⁸ The District of Columbia and Puerto Rico are treated as States for the purposes of the state apportionment in accordance with 49 U.S.C. § 47114(d).

2.2 DISTRIBUTION OF DISCRETIONARY FUNDS

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

Environmental: 49 U.S.C. § 47117(e)(1)(A) requires the FAA to reserve a minimum of 35 percent of the discretionary fund for noise compatibility planning and implementing noise compatibility programs under 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 VALE¹⁹ and ZEV programs also comes from this set-aside.

Military Airport Program (MAP): 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 2020, 2021, and 2022. The set-aside figures do not include any supplemental discretionary funding awarded or recovered from prior year grants.

Table 6. Annual MAP for FYs 2020, 2021, and 2022²⁰

	FY 2020	FY 2021	FY 2022
Number of Grants Awarded	5	4	6
Set-Aside Amount (\$)	\$8,763,971	\$9,635,187	\$10,492,668

Reliever: Under 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 sponsors of airports that have been designated by the U.S. 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 DOT.

Capacity/Safety/Security/Noise (C/S/S/N): In accordance with the 49 U.S.C. § 47115(c), after funding the environmental, MAP, and reliever set-asides, the FAA reserves 75 percent of the remaining discretionary funding for C/S/S/N projects.

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.

¹⁹ 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.

²⁰ The FAA previously reported FY 2020-2021 data to Congress and is including it here for historical comparison purposes only.

Other Distributions: In addition to the AIP grant program, as shown in Table 7, recent AIP appropriations also have 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 49 U.S.C. § 41743;
- The FAA's Office of Airports (ARP) administrative expenses;
- Airport Technology Research and Development expenses; and
- Airport Cooperative Research Program funds.

Table 7. AIP Allocation of Appropriations for FYs 2020, 2021, and 2022 (\$ millions)²¹

	FY 2020	FY 2021	FY 2022
Authorized by Legislation and Available for AIP	\$3,350.0	\$3,350.0	\$3,350.0
Less:			
SCASDP	(10.0)	(10.0)	(10.0)
Administrative Expenses	(116.5)	(119.4)	(127.2)
Airport Technology Research and Development	(39.2)	(40.7)	(41.0)
Airport Cooperative Research Program	(15.0)	(15.0)	(15.0)
Total Available for AIP Grants	\$3,169.3	\$3,164.9	\$3,156.8
FUNDING DISTRIBUTION			
Entitlements/Apportionments			
Primary Airports	909.2	926.7	944.6
Cargo (3.5 Percent of the Total Available for AIP Grants)	110.9	110.8	110.5
Alaska Supplemental	21.3	21.3	21.3
States: (20 Percent of the Total Available for AIP Grants) ²²			
Nonprimary Entitlement	403.8	395.0	389.0
State Apportionment by Formula	230.0	237.9	242.4
Protected Entitlements	707.6	640.5	715.7
Entitlements Subtotal	\$2,382.8	\$2,332.2	\$2,423.5
Small Airport Fund			
Nonhub Airports	323.0	325.8	332.2
Noncommercial Service	161.5	162.9	166.1
Small Hub	80.8	81.5	83.0
Small Airport Fund Subtotal	\$565.3	\$570.2	\$581.3
Nondiscretionary Subtotal	\$2,948.1	\$2,902.4	\$3,004.8
DISCRETIONARY			
Noise (35 Percent of Discretionary Funds)	77.4	91.9	53.2
Reliever (0.66 Percent of Discretionary Funds)	1.5	1.5	1.0
MAP (4 Percent of Discretionary Funds)	8.8	8.8	6.1
Discretionary Set-asides Subtotal	\$87.7	\$102.20	\$60.3
C/S/S/N	100.1	100.0	68.8
Remaining Discretionary	33.4	33.4	22.9
Other Discretionary Subtotal	\$133.5	\$133.4	\$91.7
Discretionary Subtotal	\$221.2	\$235.60	\$152.0
Funding Distribution Total for Fiscal Year Funds	\$3,169.3	\$3,164.90	\$3,156.8
Recovery Ceiling Authorized for Reobligation	\$124.5	\$124.5	\$172.4
Total Authorized Obligation Level	\$3,293.8	\$3,289.40	\$3,329.2

²¹ The FAA previously reported FY 2020 and 2021 data to Congress and is including it here for historical comparison purposes only.

²² These figures include amounts distributed through the SBGP, plus amounts in other states not participating in the SBGP.

2.3 DISTRIBUTION OF SUPPLEMENTAL DISCRETIONARY FUNDS

On March 15, 2022, the President signed Pub. L. 117-103, "Further Consolidated Appropriations Act, 2022," which included a supplemental amount of \$547,909,100 for discretionary grants under the AIP statute, 49 U.S.C. Chapters 471 and 475. The supplemental funds made available under the FY 2022 Appropriations Act are derived from the General Fund and are not subject to existing AIP discretionary formulas or set-asides. The supplemental funds are available for award through FY 2024.

Of the total made available, \$279,180,135 is available for the purposes of, and in amounts specified for, Community Project Funding/Congressionally Directed Spending as stipulated in Pub. L. 117-103 and the Joint Exploratory Statement. Funds identified in the FY 2022 Appropriations Act apply to specific projects at specific airports. There is available funding for 65 Community Projects at 59 airports.

For FY 2022 funds, Congress included a distinction for this particular supplemental grant program. In the Joint Explanatory Statement accompanying H.R. 1865, Congress directed the FAA to meet a requirement "to make available not less than 50 percent of the funds for grants at nonhub, small hub, reliever, and nonprimary airports." The resolution directs the FAA to restrict this set-aside to 50 percent and use the remaining funds for grants at medium and large hub airports.

The FY 2020 supplemental grant program provided under the CARES Act includes \$10 billion in funds to be awarded as economic relief to eligible U.S. airports affected by the COVID-19 pandemic. The CARES Act allows airports to use these funds for any purpose for which airport revenues may lawfully be used. A portion of these funds are used as a local match for AIP and supplemental discretionary grants already planned for FY 2022. Under normal circumstances, AIP grant recipients contribute a matching percentage of the project costs. Providing funding to cover the local match allows critical safety and capacity projects to continue as needed regardless of the pandemic's impact on airport sponsors' local finances.

On April 30, 2020, the DOT announced an intent to award \$455 million in supplemental discretionary funding, which includes the aforementioned CARES Act local match at 83 airports in all 50 states, as well as the Northern Mariana Islands and Puerto Rico. Two other airports were awarded supplemental funding after this announcement. As in previous supplemental grant programs, the selected projects included runway reconstruction and rehabilitation, as well as new or rehabilitated taxiways, aprons, and terminals. The FAA used its established ACIP process to develop a proposed list of eligible and justified projects, which the agency will execute through its regular AIP process. The FAA awarded all supplemental grant funds by September 30, 2022.

The FY 2021 supplemental discretionary grants were 100 percent federally funded and included approximately \$125 million of ARPA grant funding to cover the usual local match requirement. This program expired on September 30, 2023.

Table 8 shows the amount of supplemental funding obligated to states and territories during FY 2022.

Table 8. Supplemental Funding Obligated in FY 2022 by State

ST	State	TOTALS	ST	State	TOTALS
AK	Alaska	\$25,754,174	NE	Nebraska	\$3,067,065
AL	Alabama	\$2,384,692	NH	New Hampshire	\$9,788,828
AR	Arkansas	\$24,535	NJ	New Jersey	\$1,173,287
AZ	Arizona	\$130,000	NM	New Mexico	\$7,750,000
CA	California	\$35,436,700	NV	Nevada	\$5,000,000
CO	Colorado	\$15,833,928	NY	New York	\$20,900,068
CT	Connecticut	\$705,019	OH	Ohio	\$1,312,308
DE	Delaware	\$1,294,116	OK	Oklahoma	\$3,390,000
FL	Florida	\$ 8,772,359	OR	Oregon	\$3,464,900
GA	Georgia	\$3,023,250	PA	Pennsylvania	\$16,929,367
HI	Hawaii	\$2,000,000	RI	Rhode Island	-
IA	Iowa	\$7,761,375	SC	South Carolina	\$9,614,131
ID	Idaho	\$1,379,576	SD	South Dakota	\$2,983,250
IL	Illinois	\$7,159,292	TN	Tennessee	\$5,117,198
IN	Indiana	\$25,664,321	TX	Texas	\$16,465,731
KS	Kansas	\$5,038,826	UT	Utah	\$5,240,262
KY	Kentucky	\$4,636,259	VA	Virginia	-
LA	Louisiana	\$5,871,345	VT	Vermont	\$3,944,726
MA	Massachusetts	\$6,750,000	WA	Washington	\$20,580,450
MD	Maryland	\$6,581,400	WI	Wisconsin	\$7,605,525
ME	Maine	\$779,271	WV	West Virginia	\$739,338
MI	Michigan	\$2,582,460	WY	Wyoming	\$510,372
MN	Minnesota	\$22,287,887	AS	American Samoa	8,060,000
MS	Mississippi	\$58,923	GU	Guam	-
MO	Missouri	\$18,186,847	MP	Northern Mariana Islands	\$2,527,669
MT	Montana	\$3,418,235	PR	Puerto Rico	\$77,920
NC	North Carolina	\$19,902,606	VI	Virgin Islands	\$77,920
ND	North Dakota	\$6,145,740		Grand Total	\$395,883,451

2.4 DISTRIBUTION OF FUNDS UNDER THE CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY ACT AND THE AMERICAN RESCUE PLAN ACT

2.4.1. CARES Act Funding

The CARES Act provided funds to increase the federal share to 100 percent for AIP and supplemental discretionary grants already planned for FY 2022. Under normal circumstances, AIP grant recipients contribute a matching percentage of the project costs. Providing this funding and covering the local share allows critical safety and capacity projects to continue as planned regardless of airport sponsors' current financial circumstances.

In addition, the CARES Act provided new funds distributed by various formulas for airports that are part of the NPIAS. This includes all commercial service airports, all reliever airports, and some public-owned general aviation airports.

Congress divided the \$10 billion in CARES funding into four groups and established formulas for each group to allocate the funds to specific airports. None of these funds were discretionary. The four groups are as follows:

- **100 Percent Federal Share for FY 2020 AIP Grants.** At least \$500 million was available to increase the federal share to 100 percent for grants awarded under the FY 2020 appropriations cycle for FY 2020 AIP and FY 2020 supplemental discretionary grants. The federal share for FYs 2018 and 2019 supplemental discretionary grants did not increase. Any remaining funds after apportionment were distributed as described in the bullet directly below.
- **Commercial Service Airports.** At least \$7.4 billion was available to commercial service airports for any purpose for which airport revenues may lawfully be used. The following formula determines the total allocation to an airport:
 - 50 percent of the total allocation was based on the number of enplanements the airport had during calendar year (CY) 2018 as a percentage of total 2018 enplanements for all commercial service airports;
 - 25 percent of the total allocation was based on the sponsor's fiscal year 2018 debt service as a percentage of the combined debt service for all commercial service airports; and
 - 25 percent of the total allocation was based on the sponsor's fiscal year 2018 ratio of unrestricted reserves to its respective debt service.
- **Primary Airports.** Up to \$2 billion was available to large, medium, and small hub airports and non-hub primary airports for any purpose for which airport revenues may be lawfully used. These funds were allocated based on statutory AIP primary entitlement formulas. However, the \$26 million limit under 49 U.S.C. § 47114(c)(1)(C)(iii) and reduction for imposing passenger facility charges under 49 U.S.C. § 47114(f) do not apply to these allocations.
- **General Aviation Airports.** At least \$100 million was available to general aviation airports for any purpose for which airport revenues may be lawfully used. These funds were allocated based on the categories published in the most current NPIAS, reflecting the percentage of the aggregate published eligible development costs for each such category and then dividing the

allocated funds evenly among the eligible airports in each category, rounded up to the nearest thousand dollars.

Table 9 shows the amount of the CARES Act funding that was allocated to states and the Northern Mariana Islands in FY 2022. The table does not include the funds dedicated to matching AIP grants.

Table 9. FY 2022 CARES Act Funding by State

ST	\$ FY 2022 Total ²³	ST	\$ FY 2022 Total
AK	\$1,512,088	MO	\$10,349,429
AR	\$30,000	MP	\$280,852
CA	\$314,500	MT	\$15,838,864
CO	\$1,168,125	NC	\$15,319,654
FL	\$26,508,313	ND	\$24,839,159
GA	\$2,086,652	NM	\$138,208
IA	\$11,324,921	NY	\$3,608,937
ID	\$7,076,130	PA	\$1,013,476
IL	\$50,943	SC	\$14,311,130
KS	\$17,749,600	SD	\$7,766,422
KY	\$26,873,973	TX	\$2,748,000
LA	\$1,000,000	VT	\$222,157
MD	\$266,500	WA	\$10,500,000
ME	\$388,754	WI	\$158,290
MI	\$3,482,937	WY	\$6,231,254
MN	\$3,514,592	Grand Total	\$216,673,860

2.4.2. CRRSA Act Funding

In FY 2021, Congress provided approximately \$2 billion in emergency COVID-19 pandemic relief CRRSA Act funds to airports, but the scope and allowable usage of these funds were narrower in scope than CARES Act funds. For example, the CRRSA Act did not provide funds to increase the federal share of AIP grants to 100 percent, nor did it provide funding for any airport that was allocated more than four times its annual operating expenses under the CARES Act. Funds were only available until September 30, 2021, and had to be obligated by that date. Airports categorized as “unclassified” in the NPIAS did not receive funding under CRRSA given that unclassified airports had no development needs identified in the NPIAS through 2025. Finally, the purpose of CRRSA funds was for operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments. Any CARES Act funds that were not allocated under the CARES Act were allocated in FY 2021 to primary airports receiving CRRSA Act funding.

CRRSA Act funds were also unique in that additional fund recipients were granted funds designated for specific use at airports. Nonprimary airports with FAA contract towers received

²³ The amounts in this table comprise reallocated CARES funding which based on a directive in the CRRSA legislation, was rolled up and redistributed to primary airports that received funding under the CRRSA Act in FY 2021.

funds for expenses borne by the towers. Also, airports received specific allocations to provide rent relief to certain on-airport concessions.

Similar to the CARES Act funds, the FAA distributed CRRSA Act funds according to a formula Congress designed. The four groups below do not include funds allocated under the CRRSA Act to the SCASDP. DOT served as the administrator of SCASDP funds.

- **Primary Commercial Service Airports and Certain Cargo Airports** shared not less than \$1.75 billion based first on the statutory AIP primary and cargo entitlement formulas. However, the \$26 million limit under 49 U.S.C. § 47114(c)(1)(C)(iii) and reduction for imposing passenger facility charges under 49 U.S.C. § 47114(f) did not apply to these allocations. After allocating based on the statutory entitlement formulas, the remainder was then allocated based on the number of enplanements the airport had in the most recent calendar year of available enplanement data (CY 2019) as a percentage of total 2019 enplanements for all primary airports.
- **Nonprimary Commercial Service and General Aviation Airports** shared not less than \$45 million (less the amount allocated for non-primary airports participating in the FAA Contract Tower Program) allocated based on the categories (National, Regional, Local, and Basic) published in the most current NPIAS, reflecting the percentage of the aggregate published eligible development costs for each such category, and then dividing the allocated funds evenly among the eligible airports in each category, rounded up to the nearest thousand.
- **Nonprimary Airports Participating in the FAA Contract Tower Program** shared not less than \$5 million of the \$45 million available to nonprimary airports. These funds are divided equally among eligible airports. Sponsors could have used these funds to cover lawful expenses to support FAA contract tower operations.
- **Primary Commercial Service Airports** shared not less than \$200 million allocated based on the number of enplanements the airport had in CY 2019 as a percentage of total CY 2019 enplanements for all primary airports. Sponsors could use these funds to provide relief from rent and minimum annual guarantees to on-airport car rental, on-airport parking, and in-terminal airport concessions.

In addition, the SCASDP is a grant program designed to help small communities address air service and airfare issues.

Table 10 shows the amount of the CRRSA Act funding that was obligated to states, American Samoa, Guam, Northern Mariana Islands, Puerto Rico, and the U.S. Virgin Islands in FY 2022.

Table 10. FY 2022 CRRSA ACT Funding

State	\$ FY 2022 Total*	State	\$ FY 2022 Total ²⁴
AK	\$50,966,871	MT	\$19,899,255
AL	\$17,246,327	NC	\$74,552,625
AR	\$12,468,614	ND	\$13,152,994
AS	\$1,050,901	NE	\$12,527,403
AZ	\$58,354,441	NH	\$7,127,761
CA	\$247,248,926	NJ	\$47,505,181
CO	\$74,333,753	NM	\$11,569,488
CT	\$10,015,635	NV	\$49,634,665
DE	\$70,000	NY	\$122,763,634
FL	\$209,103,448	OH	\$32,926,306
GA	\$100,840,542	OK	\$15,197,552
GU	\$5,955,726	OR	\$31,765,001
HI	\$46,367,832	PA	\$55,617,518
IA	\$13,385,787	PR	\$19,145,588
ID	\$12,802,596	RI	\$6,177,668
IL	\$104,595,655	SC	\$23,232,254
IN	\$21,758,939	SD	\$10,229,435
KS	\$10,470,395	TN	\$43,893,871
KY	\$30,488,302	TX	\$196,723,246
LA	\$26,871,359	UT	\$30,580,389
MA	\$40,996,164	VA	\$66,387,417
MD	\$26,603,097	VI	\$3,827,541
ME	\$9,722,535	VT	\$4,134,422
MI	\$55,790,241	WA	\$64,224,546
MN	\$42,038,727	WI	\$24,453,281
MO	\$34,355,326	WV	\$5,874,886
MP	\$5,824,861	WY	\$9,981,572
MS	\$11,617,322	Grand Total	\$2,284,449,821

2.4.3. American Rescue Plan Act Funding

Congress provided an additional package of emergency COVID-19 pandemic funds to airports through ARPA. This \$8 billion in funds is available until September 24, 2024, and has a similar purpose as CRRSA funds in that reimbursable expenses are for those related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments. Relief was not provided to nonprimary airports with FAA contract towers under ARPA, but additional funding was provided to airports to give as rent credits to concessions operating in their terminals. Similar to CARES funds, the FAA awarded a 100 percent federal share for FY 2020 and 2021 AIP and supplemental discretionary grants.

²⁴ This amount does not include the unallocated CARES funding shown in Table 12, which was rolled up into CRRSA funding and distributed to primary airports.

Similar to the CARES and CRRSA Acts, Congress divided the funding into four groups based on a formula:

- **100% Federal Share for Airport Development Grants.** Not more than \$608 million is available to pay a federal share of 100 percent for any grant awarded in FY 2021 or in FY 2020 with less than a 100 percent federal share for an airport development project, as defined in 49 U.S.C. § 47102. Any amount remaining under this paragraph will be allocated as described below in the second bullet directly below.
- **General Grants for Primary Airports.** Primary commercial service airports and certain cargo airports share not more than \$6.492 billion based first on the statutory AIP primary and cargo entitlement formulas. However, the \$26 million limit under 49 U.S.C. § 47114(c)(1)(C)(iii) and reduction for imposing passenger facility charges under 49 U.S.C. § 47114(f) do not apply to these allocations. After allocating based on the statutory entitlement formulas, the remainder is then allocated based on the number of enplanements the airport had in CY 2019 as a percentage of total CY 2019 enplanements for all primary airports.
- **General Grants for Nonprimary Airports.** Nonprimary commercial service and general aviation airports share not more than \$100 million, allocated based on the categories (National, Regional, Local, and Basic) published in the most current NPIAS, reflecting the percentage of the aggregate published eligible development costs for each such category, and then dividing the allocated funds evenly among the eligible airports in each category, rounded up to the nearest thousand. Any amount remaining under this paragraph will be allocated as described in the second bullet above.
- **Concessions Rent Relief Grants.** Primary commercial service airports share not more than \$800 million allocated based on the number of enplanements the airport had in CY 2019 as a percentage of total CY 2019 enplanements for all primary airports. Sponsors receive two allocations, a proportional share of \$640 million and a proportional share of \$160 million, to provide relief to small airport concessions and large airport concessions, respectively.

Table 11 shows the amount of the ARPA funding that was allocated to states, American Samoa, Guam, Northern Mariana Islands, Puerto Rico, and the U.S. Virgin Islands in FY 2022. The table does not include the funds dedicated to match AIP grants.

Table 11. FY 2022 ARPA Funding

State	\$ FY 2022 Total	State	\$ FY 2022 Total
AK	\$93,390,071	MT	\$3,490,893
AL	\$32,364,363	NC	\$257,155,908
AR	\$12,977,851	ND	\$18,628,348
AS	\$946,310	NE	\$9,793,210
AZ	\$47,500,606	NH	\$13,097,239
CA	\$524,855,207	NJ	\$26,295,954
CO	\$47,050,863	NM	\$24,124,346
CT	\$29,013,335	NV	\$24,922,993
DE	\$323,790	NY	\$114,452,341
FL	\$547,412,261	OH	\$17,913,985
GA	\$391,452,473	OK	\$36,746,376
GU	\$1,585,676	OR	\$23,476,309
HI	\$15,644,437	PA	\$44,663,130
IA	\$12,050,879	PR	\$47,833,696
ID	\$4,228,812	RI	\$16,653,360
IL	\$46,121,519	SC	\$33,048,755
IN	\$11,682,360	SD	\$8,800,787
KS	\$12,852,406	TN	\$120,764,481
KY	\$90,369,904	TX	\$305,960,897
LA	\$11,315,877	UT	\$16,004,659
MA	\$154,321,758	VA	\$40,901,179
MD	\$16,017,228	VI	\$515,443
ME	\$17,834,007	VT	\$7,922,733
MI	\$29,276,058	WA	\$35,880,070
MN	\$148,887,609	WI	\$8,217,780
MO	\$16,442,860	WV	\$4,990,000
MP	\$523,241	WY	\$4,196,115
MS	\$13,166,514	Grand Total	\$3,596,059,262

More information on the FAA's administration of all three COVID-19 relief grant programs is available at https://www.faa.gov/airports/financial_assistance#COVID.

2.5 BIPARTISAN INFRASTRUCTURE LAW

Title VIII of Division J of the IIJA (Pub. L. 117-58) of 2021, referred to as the BIL, provides \$25 billion for the NAS. The FAA is administering \$20 billion of these BIL funds as airport development grants, which include airport infrastructure improvements, airport terminal development, and airport-owned ATCTs.

AIRPORT INFRASTRUCTURE GRANTS (\$15 billion): Airport Infrastructure Grants (AIG) are airport development projects, inclusive of both formula allocations and discretionary: AIG allocations and FAA Contract Towers (FCT) competitive grants (FCT Competitive). Under AIG,

\$3 billion is provided each year for five years (FY 2022–2026) and remains available for five years through FY 2030.

- AIG (up to \$2.91 billion annually) features:
 - Projects that meet PFC eligibility, except for debt service;
 - Annual allocations of up to \$2.39 billion for primary airports based on passenger and cargo volume;
 - Annual allocations of up to \$500 million for nonprimary airports based on development cost needs of airports within the same NPIAS role;
 - Annual allocations released in the first quarter of each fiscal year; and
 - Airport local funding match requirement, the same as under the AIP.
- FCT competitive funds (\$20 million annually) features:
 - Airport sponsors eligible to receive AIP discretionary funds;
 - No match requirement; and
 - Notice of Funding Opportunity issued each of the five years (FY 2022-2026).
- Administrative Funds up to 3 percent of the \$3 billion per year is available for personnel, contracting, and other costs to administer and oversee grants, of which \$1 million per year is transferred to the DOT Office of Inspector General (OIG) for oversight of funding provided to DOT in BIL.
- Any funds not obligated by the end of the fourth year roll into a competitive grant program, with the first \$100 million available to FCTs.

AIRPORT TERMINAL PROGRAM GRANTS (\$5 billion): Airport Terminal Program (ATP) grants support airport terminals and airport-owned airport traffic control towers.

- ATP (up to \$1 billion annually for five years) features:
 - Airport sponsors eligible to receive AIP discretionary funds;
 - Projects that meet PFC eligibility, except for debt service;
 - Local funding match requirements:
 - 20 percent for large and medium hub airports; and
 - 5 percent for small hub, non-hub, and nonprimary airports.
 - Notice of Funding Opportunity issued each year of the five years (FY 2022-2026) as follows:
 - Up to 55 percent of the funds can be used at large hub airports;
 - Up to 15 percent of the funds can be used at medium hub airports;
 - Up to 20 percent of the funds can be used at small hub airports; and
 - Not less than 10 percent of the funds can be used at non-hub and nonprimary airports.
 - BIL provides specific areas of consideration when selecting the projects for ATP funding.
- Administrative Funds up to 3 percent of the \$1 billion per year is available for personnel, contracting, and other costs to administer and oversee grants, of which \$1 million per year is transferred to the DOT OIG for oversight of funding provided to DOT in BIL.

Table 12: FY 2022 Announced Funding by State

State	AIG	ATP	FCT	Total
AK	\$80,110,118	\$2,432,000		\$82,542,118
AL	\$28,211,548	\$11,260,000		\$39,471,548
AR	\$23,357,140	\$18,000,000	\$1,120,369	\$42,477,509
AS	\$1,293,165			\$1,293,165
AZ	\$69,526,793	\$14,400,000		\$83,926,793
CA	\$294,572,149	\$94,600,000	\$1,225,000	\$390,397,149
CO	\$86,074,218	\$63,200,000	\$185,000	\$149,459,218
CT	\$12,487,420	\$20,000,000		\$32,487,420
DE	\$1,217,000			\$1,217,000
FL	\$240,451,192	\$61,677,250		\$302,128,442
GA	\$123,255,026	\$40,000,000		\$163,255,026
GU	\$6,372,637			\$6,372,637
HI	\$49,277,050	\$10,000,000	\$1,000,000	\$60,277,050
IA	\$24,547,901	\$27,004,014		\$51,551,915
ID	\$17,283,314	\$960,000	\$1,500,000	\$19,743,314
IL	\$123,595,955	\$16,039,404		\$139,635,359
IN	\$33,886,290	\$17,220,000		\$51,106,290
KS	\$21,984,023	\$6,811,124		\$28,795,147
KY	\$40,443,346	\$247,950		\$40,691,296
LA	\$35,689,010	\$7,700,000	\$700,000	\$44,089,010
MA	\$48,786,364	\$62,000,000		\$110,786,364
MD	\$31,662,850		\$115,000	\$31,777,850
ME	\$14,753,134	\$14,960,000		\$29,713,134
MI	\$72,826,671	\$61,787,870	\$2,200,000	\$136,814,541
MN	\$59,322,023	\$23,057,500	\$51,400	\$82,430,923
MO	\$49,267,743	\$5,265,000	\$1,800,000	\$56,332,743
MP	\$6,017,151			\$6,017,151
MS	\$19,859,920	\$11,352,358	\$1,400,000	\$32,612,278
MT	\$28,610,817	\$21,000,000		\$49,610,817
NC	\$91,696,736	\$15,000,000		\$106,696,736
ND	\$18,881,946	\$380,000		\$19,261,946
NE	\$22,176,505	\$20,850,000		\$43,026,505
NH	\$9,194,982	\$4,116,190		\$13,311,172
NJ	\$54,055,571			\$54,055,571
NM	\$17,991,420	\$7,000,000		\$24,991,420
NV	\$58,620,339			\$58,620,339
NY	\$136,977,897	\$19,335,000	\$501,890	\$156,814,787
OH	\$50,798,720	\$3,735,000		\$54,533,720
OK	\$27,447,942	\$1,400,000		\$28,847,942
OR	\$42,199,830	\$18,400,000	\$1,550,000	\$62,149,830
PA	\$70,675,931	\$49,000,000	\$700,000	\$120,375,931
PR	\$20,313,466			\$20,313,466
RI	\$9,087,727			\$9,087,727
SC	\$32,070,497		\$275,000	\$32,345,497
SD	\$16,374,859	\$855,000		\$17,229,859
TN	\$59,022,175	\$5,475,000	\$2,976,341	\$67,473,516

State	AIG	ATP	FCT	Total
TX	\$241,588,254	\$103,440,000	\$1,500,000	\$346,528,254
UT	\$36,206,551			\$36,206,551
VA	\$76,967,453	\$50,265,000		\$127,232,453
VI	\$5,983,678			\$5,983,678
VT	\$5,674,424			\$5,674,424
WA	\$77,517,017	\$32,800,000		\$110,317,017
WI	\$39,799,581	\$2,600,000		\$42,399,581
WV	\$8,706,711	\$15,000,000	\$1,200,000	\$24,906,711
WY	\$15,123,820	\$8,000,000		\$23,123,820
Total	\$2,889,896,000	\$968,625,660	\$20,000,000	\$3,878,521,660

Chapter 3: Buy American Preference

Under 49 U.S.C. § 50101, all steel and manufactured goods used in AIP-funded projects must be produced in the United States. The statute defines the origin of the manufactured good by the origin of its components. In accepting funding, AIP, BIL, and COVID-relief grant recipients must certify that all steel or manufactured products used on any portion of the grant-funded project are produced in the United States and are made of 100 percent U.S. materials. As a practical matter, most AIP- and BIL-funded projects require a waiver from these requirements.

DOT has the authority to waive these Buy American Preferences if certain market or product conditions exist. These conditions are:

1. **Type I:** Applying the Buy American Preferences would be inconsistent with the public interest (no Type I waivers were issued);
2. **Type II:** The steel or goods produced in the U.S. are not produced in a sufficient and reasonably available amount or are not of a satisfactory quality (no Type II waivers were issued);
3. **Type III:** The cost of components and subcomponents produced in the U.S. is more than 60 percent of the cost of all components of the facility or equipment procured, and final assembly occurs in the United States (175 Type III waivers were issued); or
4. **Type IV:** Including domestic material will increase the cost of the overall project by more than 25 percent (two Type IV waivers were issued).

Section 167(b) of the FAA Reauthorization Act of 2018 requires the FAA to submit an Annual Report for each fiscal year on waivers issued under 49 U.S.C. § 50101.

Table 13. Buy American Waiver Recipients and Types of Waivers Issued in FY 2022

FAA Waiver Recipients	Number of Waivers Issued 2022	Percent of Total Waivers Issued 2022
Non-U.S. Manufacturers	0	0%
U.S. Manufacturers	26	15%
Airport Sponsors	149	85%
Total Waivers Issued	175	100%

Types of Waivers Issued in FY 2022	Number of Waivers	Percent of Total Waivers
Type III - Equipment/Buildings Products	147	84%
Type III - Construction Projects	28	16%
Grand Total	175	100%

Table 14. Summary of AIP Categories in Which Waivers Were Issued in FY 2022

AIP Project Purpose Areas	Number of Waivers Issued FY 2022	Percent of Total Waivers Issued FY 2022
Capacity	4	2.3%
Safety/Security	34	19.4%
Other	11	6.3%
Environmental	2	1.1%
Noise	6	3.4%
Standards	112	64.0%
Reconstruction	4	2.3%
Rehabilitation	2	1.1%
Grand Total	175	100.0%

Table 14 provides a detailed listing of the number of waivers issued based on the purpose of the grant-funded project.

Chapter 4: Airport Land Use Compliance

Title 49 U.S.C. § 47131 requires the FAA to prepare a Land Use Compliance Report listing airports that the 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 2022, incorporated in this document as Appendix A, lists airport sponsors by the state that the FAA investigated regarding noncompliance or by airport sponsors that the FAA worked with to resolve a land use compliance issue. The appendix also includes airports identified in previous years for which a resolution is still in progress. The information contained in this report is based on data as of September 30, 2022. The report organizes each compliance issue by the ARP region where the issue occurred.

In monitoring the airport sponsor's compliance with land use requirements, the FAA relies in part on inspections of selected airports. Congress authorized this program in FY 2000, and the following fiscal year, the FAA implemented an annual program of land use inspections to include a minimum of two selected airports in each FAA region. The FAA has developed guidance on the procedures to be used when conducting land use inspections, including:

- Airport selection criteria;
- Data gathering;
- Pre-inspection procedures;
- On-site inspection procedures; and
- Corrective actions.

The purpose of the land use inspections is to determine the airport sponsor's compliance with the terms and conditions of applicable federal obligations pertaining to the use of federally obligated airport property. The sponsor's federal obligations are incurred through the acceptance of airport development grants and/or surplus and/or non-surplus property conveyances. The FAA also uses this inspection program to promote standardized reporting formats and to provide supporting data for potential compliance determinations, both informal and formal. The results of these inspections are the basis of the Land Use Compliance Report.

For FY 2022, on-site land use inspections were conducted for 14 airports. Due to the impacts of COVID-19 restrictions and fluctuations in the COVID-19 Community Level Status, the FAA was not able to complete all of the 18 inspections planned. However, the FAA personnel continued to work with airport sponsors to resolve outstanding land use compliance deficiencies. At the end of FY 2022, 66 airport sponsors remained on the list of sponsors undertaking required corrective actions. Six (6) airport sponsors were brought into compliance with their federal obligations and removed from the Report to Congress.

Appendix A: Land Use Compliance Report

The information contained in this report covers activity occurring during FY 2022 and provides the airport compliance status as of September 30, 2022. 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 report also identifies airports with land use compliance issues related specifically to operations involving the U.S. Government or military. The regional abbreviations are identified as follows: Alaska (AAL), Central (ACE), Eastern (AEA), Great Lakes (AGL), New England (ANE), Northwest Mountain (ANM), Southern (ASO), Southwest (ASW), and Western Pacific (AWP). The following tables include the airports remaining on the list at the end of FY 2022.

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
Dillingham Airport	AAL	Dillingham	AK	DLG	Airport Layout Plan; Good Title; Multiple Grant Assurances	The airport sponsor submitted a Corrective Action Plan and has initiated action to address residence in trespass and resolve the good title issue. This action requires transfer of subject property back to the Bureau of Land Management to resolve an old Homestead Act claim.	12/1/2025
Kodiak Benny Benson Airport	AAL	Kodiak	AK	ADQ	Good Title; Preserving Rights and Powers; Airport Layout Plan; Non-aeronautical use of airport property	The airport sponsor is negotiating a corrective action plan with the FAA and the US Coast Guard. New Estimated completion 12/1/2025	12/1/2023
Merrill Field	AAL	Anchorage	AK	MRI	Airport Layout Plan; Preserving Rights and Powers; Multiple Grant Assurances	The airport sponsor has submitted a Corrective Action Plan and is under revision based on an updated inspection. The sponsor is updating appraisals.	12/1/2025
Rocky Gutierrez Airport	AAL	Sitka	AK	SIT	Fee and Rental Structure; Financial reporting pursuant to 1994 FAA Reauthorization	The corrective actions require significant coordination with the Bureau of Land Management. New Estimated Completion 12/1/2025	12/1/2023

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
St. Mary's Airport	AAL	St. Mary's	AK	KSM	Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property	The Corrective Action Plan and schedule has been submitted. Coordination with Bureau of Land Management is ongoing.	12/1/2024
St. Paul Island Airport	AAL	St. Paul	AK	SNP	Fee and Rental Structure	Corrective Action Plan has been submitted. Through the fence operations are being reviewed by the sponsor and FAA.	12/1/2024
Birchwood Airport	AAL	Birchwood	AK	BCV	Non-aeronautical use; Fee and Rental Structure; Operation and Maintenance	The draft corrective action plan is under review.	12/1/2025
Lake Hood Airport	AAL	Anchorage	AK	LHD	Non-aeronautical use; Fee and Rental Structure; Operation and Maintenance	FAA is working with airport sponsor on the Corrective Action Plan.	12/1/2025
Pocahontas Municipal Airport	ACE	Pocahontas	IA	POH	Exhibit A Property Map; Fee and Rental Structure	The airport sponsor has submitted a Corrective Action Plan and begun implementation. New estimated completion 5/1/2025	2/28/2023
Schenck Field	ACE	Clarinda	IA	ICL	Non-aeronautical use of airport property	The airport sponsor has been directed to submit a Corrective Action Plan. The Sponsor is going to provide copies of leases for municipal use of airport property. New	6/1/2023

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
						estimated completion 5/1/2025	
Liberal Mid-America Regional Airport	ACE	Liberal	KS	LBL	Non-aeronautical use of airport property	The Airport sponsor has been directed to submit a Corrective Action Plan. The sponsor has not yet submitted the plan, but corrective actions are being developed. New estimated completion 5/1/2025	8/1/2024
Macon-Fower Memorial Airport	ACE	Macon	MO	K89	Airport Layout Plan; Exhibit A Property Map	The airport sponsor has submitted a Corrective Action Plan and begun implementation. Closed out 5/22/2024	2/28/2023
Eureka Municipal Airport/Lt. William M. Milliken Airport	ACE	Eureka	KS	13K	Exhibit A Property Map	The airport sponsor will submit a Corrective Action Plan to update Exhibit A	12/31/2024
Herrington Regional Airport	ACE	Herrington	KS	HRU	Non-aeronautical use of airport property; 99-year lease	The airport sponsor will submit a Corrective Action Plan to address the compliance issue.	12/31/2024
Delaware Coastal Airport	AEA	Georgetown	DE	GED	Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property; Fee and Rental Structure; Operation and Maintenance	The airport sponsor has submitted a Corrective Action Plan and begun implementation. New estimated completion 12/31/2025	12/31/2023

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
Carroll County Airport	AEA	Westminster	MD	DMW	Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property	The airport sponsor has submitted a Corrective Action Plan and begun implementation. New estimated completion 12/31/2024	12/31/2023
Cape May County Airport	AEA	Cape May	NJ	WWD	Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property	The airport sponsor has submitted a Corrective Action Plan and begun implementation. New estimated completion 12.31/2025	12/31/2023
Brookhaven Airport	AEA	Shirley	NY	HWV	Airport Layout Plan; Non-aeronautical use of airport property	The airport sponsor will update the ALP as part of its master planning process (now underway) and has submitted land release requests for properties being used for non-aeronautical purposes. New estimated completion 12/31/2025	12/31/2023
Hamilton Airport	AEA	Hamilton	NY	VGC	Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property; Operation and Maintenance	The airport sponsor has submitted a Corrective Action Plan and begun implementation. New Estimated completion 2/28/2024	2/28/2023
New Garden Airport	AEA	Toughkenamon	PA	N57	Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property	The airport sponsor has submitted a Corrective Action Plan and begun implementation. New	12/31/2023

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
						estimate completion 12/31/2024	
Doylestown Airport	AEA	Doylestown	PA	DYL	Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property; Aeronautical Service Provider contract terms; Access Restrictions, Operation and Maintenance; Pavement Management Program	The airport sponsor has submitted a Corrective Action Plan and begun implementation. New estimated completion 12/31/2024	12/31/2023
Grosse Ile Municipal Airport	AGL	Grosse Ile	MI	ONZ	Non-aeronautical use of airport property	FAA is reviewing final plan of corrective actions for closeout. A Section 163 determination is required. New estimated completion 9/30/2024	12/1/2022
Akron Fulton International Airport	AGL	Akron	OH	AKR	Non-aeronautical use of airport property	The airport sponsor has submitted a Corrective Action Plan. Exhibit A update is in process. A Section 163 determination is required. New estimated completion 9/1/2024	9/1/2023
Cincinnati Municipal Airport Lunken Field	AGL	Cincinnati	OH	LUK	Non-aeronautical use of airport property	The Corrective Action Plan has been received and is currently being coordinated between the Airports District Office and regional office.	12/1/2022

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
						New estimated completion 12/31/2024	
Jefferson County Airpark	AGL	Steubenville	OH	2G2	Non-aeronautical use of airport property	The airport sponsor has submitted a Corrective Action Plan and begun implementation. A land release is required. A Section 163 determination is required. New estimated 12/31/2024	12/1/2022
Mobridge Municipal Airport	AGL	Mobridge	SD	MBG	Airport Layout Plan; Exhibit A Property Map	The airport sponsor has submitted a Corrective Action Plan and begun implementation.	12/1/2024
John F. Kennedy Memorial Airport	AGL	Ashland	WI	ASX	Airport Layout Plan; Exhibit A Property Map	The airport sponsor has submitted a Corrective Action Plan and begun implementation. New estimated completion 12/1/2024	12/1/2023
Livingston County Spencer J. Hardy	AGL	Howell	MI	OZW	Non-aeronautical use of hangars; Non-aeronautical use of airport property; Easement verification; Exhibit A Property Map; Airport Layout Plan	FAA is working with airport sponsor to develop a Corrective Action Plan to address deficiencies.	12/31/2024

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
Boire Field Airport	ANE	Nashua	NH	ASH	Non-aeronautical use of hangars	The airport has corrected four of the five requirements outlined in their Corrective Action Plan. The airport is working on the fifth element. Closed out 8/1/2023	8/1/2023
Auburn Lewiston Airport	ANE	Lewiston	ME	LEW	Lease Agreements	The FAA is working with airport sponsor to develop a corrective action plan to address deficiencies.	12/31/2024
Lemhi County Airport	ANM	Salmon	ID	SMN	Airport Layout Plan; Exhibit A Property Map	The airport sponsor has provided a Corrective Action Plan, has corrected several issues, and is working to implement remaining corrective actions. New estimated completion 9/1/2024	9/1/2023
Carbon County Regional Airport	ANM	Price	UT	PUC	Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property	The airport sponsor has provided a Corrective Action Plan, has corrected several issues, and is working to implement remaining corrective actions. Closed out on 3/14/2024	6/1/2023
Bremerton National Airport	ANM	Port Orchard	WA	PWT	Airport Layout Plan; Exhibit A Property Map; Surplus Property Act restrictions	The airport sponsor has submitted a Corrective Action Plan and begun implementation. Closed out on 1/3/2024	9/1/2023

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
Shoshone County Airport	ANM	Smelterville	ID	S83	Economic Nondiscrimination; Non-aeronautical use of airport property; Operation and Maintenance	FAA is working with the airport sponsor to develop a Corrective Action Plan to address deficiencies. Closed out on 3/8/2024	7/23/2023
Omak Municipal Airport	ANM	Omak	WA	OMK	Non-aeronautical use of hangars	The airport sponsor has submitted Corrective Action Plan and begun implementation. Closed out on 6/5/2023	5/23/2023
New Smyrna Beach Municipal Airport	ASO	New Smyrna Beach	FL	EVB	Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property	The airport sponsor has submitted a Corrective Action Plan and begun implementation. New estimated completion 8/1/2024	6/1/2023
Henry County Airport	ASO	Hampton	GA	HMP	Fee and Rental Structure; Non-aeronautical use of aeronautical property; Commercial Through-The-Fence; multiple other Grant Assurances	The airport sponsor needs to provide an acceptable update regarding the status of the Corrective Action Plan.	12/1/2024
Toccoa – RG LeTourneau Field	ASO	Toccoa	GA	TOC	Good Title; Airport Layout Plan; Exhibit A Property Map	The airport is currently working with Georgia Department of Transportation to provide documentation that all Corrective Action Plan items have been successfully closed. New estimated completion 12/31/2024	4/14/2023

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
Bowman Field	ASO	Louisville	KY	LOU	Good Title; Exhibit A Property Map; Non-aeronautical use of airport property	The airport sponsor has submitted a Corrective Action Plan and begun implementation. New Estimated completion 9/30/2024	3/30/2023
Michael J. Smith Field	ASO	Beaufort	NC	MRH	Airport Layout Plan; Exhibit A Property Map	The airport sponsor has submitted a Corrective Action Plan, which is close to completion, Closed out 1/27/2023	1/27/2023
Western Carolina Regional Airport	ASO	Andrews	NC	RHP	Airport Layout Plan; Exhibit A Property Map	The airport sponsor has submitted a Corrective Action Plan, which is close to completion. Closed out 2/7/2023	2/7/2023
Darlington County Airport	ASO	Lamar	SC	UDG	Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property	The airport needs to provide an acceptable update regarding the status of the Corrective Action Plan.	12/1/2024
Pollock Municipal Airport	ASW	Pollock	LA	L66	Land Disposal; Revenue Use	The Airport District Office is working with airport sponsor and State Aviation staff to determine next steps. New estimated completion 3/1/2024	12/31/2023
Deming Municipal Airport	ASW	Deming	NM	DMN	Land Disposal	The airport sponsor has provided documentation to the FAA to obtain formal release of obligations. New	5/31/2023

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
						estimated completion 5/31/2025	
Ardmore Municipal Airport	ASW	Ardmore	OK	ADM	Exhibit A Property Map	FAA legal review of land release is pending. Closed out 12/22/2022	6/1/2023
Chickasha Municipal Airport	ASW	Chickasha	OK	CHK	Exhibit A Property Map; Non-aeronautical use of airport property	The airport sponsor has submitted a Corrective Action Plan. The sponsor is researching existing land use authorizations. New estimated completion 10/31/2025	10/31/2023
Durant Regional – Eaker Field	ASW	Durant	OK	DUA	Land Disposal; Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property	The airport sponsor submitted a Corrective Action Plan and is working with the Airport District Office on implementation. New estimated completion 4/1/2024	6/1/2023
John H. Hooks Memorial Airport	ASW	Rayville	LA	M79	Exhibit A Property Map; Airport Layout Plan; Lease Agreements	The airport sponsor has submitted a Corrective Action Plan and begun implementation. New estimated completion 9/29/2025	9/29/2023
Midland Airpark	ASW	Midland	TX	MDD	Lease Agreements	The city has received appraisal values and is establishing leases. The city has also agreed to pay back the Airport Fund. New	2/28/2023

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
						estimated completion 2/28/2025	
Georgetown Municipal Airport	ASW	Georgetown	TX	GTU	Airport Layout Plan Property Map	FAA is working with airport sponsor to develop a Corrective Action Plan to address deficiencies. New estimated completion 6/1/2025	6/1/2023
Bisbee Municipal Airport	AWP	Bisbee	AZ	P04	Residential Through-The-Fence	The airport sponsor negotiated a noncompliant Through-The-Fence access agreement. The sponsor has been negotiating with the current on airport tenants but has been unable to reach agreement. Resolution is not likely.	Unknown
Cottonwood Airport	AWP	Cottonwood	AZ	P52	Non-aeronautical use of airport property; Multiple Grant Assurances	The airport sponsor has provided an interim Corrective Action Plan. The airport sponsor cannot fully correct the leases until the leases expire. A full resolution is not expected.	Unknown
California City Municipal Airport	AWP	California City	CA	L71	Airport Layout Plan; Non-aeronautical use of airport property; Commercial Through-The-Fence	The airport sponsor provided a Corrective Action Plan in April 2018 to prevent future non-aeronautical uses unless approved by the FAA. Fair Market Value rental rate	12/31/2030

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
						deficiencies cannot be corrected until the leases expire.	
Compton Woodley Airport	AWP	Compton	CA	CPM	Residential use of airport property; Non-aeronautical use of airport property; Airport Layout Plan; Exhibit A Property Map; Operation and Maintenance	The airport sponsor submitted a Corrective Action Plan and has implemented most corrective actions. Outstanding actions require additional FAA input. Closed out 2/22/2024	8/1/2023
Holtville Airport	AWP	Holtville	CA	L04	Airport closure; Surplus Property Act	This is a Surplus Property Act airport. The airport remains closed without FAA permission. Resolution discussions ongoing.	Unknown
Garberville Airport	AWP	Garberville	CA	O16	Non-aeronautical use of airport property	The airport sponsor has submitted a Corrective Action Plan and begun implementation. Closed out 1/25/2023	1/25/2023
Humboldt County Airport	AWP	Humboldt County	CA	ACV	Airport Layout Plan; Non-aeronautical use of airport property; Non-aeronautical use of hangars	The airport sponsor has submitted a Corrective Action Plan and begun implementation. Closed out 1/25/2023	1/25/2023
Murray Field Airport	AWP	Eureka	CA	EKA	Non-aeronautical use of airport property	The airport sponsor has submitted a Corrective Action Plan and begun implementation. Closed out 1/25/2023	1/25/2023

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
Lake Tahoe Airport	AWP	Lake Tahoe	CA	TVL	Airport Layout Plan; Non-aeronautical use of airport property; Non-aeronautical use of hangars; Operation and Maintenance; Fee and Rental Structure; Airport Revenues	The airport sponsor has submitted a Corrective Action Plan and implemented most corrective actions. Outstanding actions require additional FAA input. The ALP Narrative will be completed in 2027.	3/1/2027
Lampson Field	AWP	Lakeport	CA	102	Fee and Rental Structure; Commercial and Non-commercial Through-The-Fence	The airport sponsor has submitted a Corrective Action Plan and begun implementation. Closed out 1/25/2023	3/31/2024
Oroville Municipal Airport	AWP	Oroville	CA	OVE	Fee and Rental Structure; Non-aeronautical use of airport property	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 non-aeronautical use issues. Corrective actions will not be completed because the airport sponsor cannot amend the below Fair Market Value lease rates on non-aeronautical leases until the leases expire.	12/31/2040
San Gabriel Valley Airport	AWP	El Monte	CA	EMT	Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of hangars; Operation and Maintenance	The airport sponsor has submitted a Corrective Action Plan and implemented most corrective actions. Outstanding actions require	8/1/2023

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
						additional FAA input. Closed out 3/11/2024	
Stockton Municipal Airport	AWP	Stockton	CA	SCK	Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property; Fee and Rental Structure; Airport Revenues; Non-aeronautical use of hangars	The airport sponsor has provided an updated Corrective Action Plan and begun implementation. New estimated completion 12/31/2024	12/31/2023
Tehachapi Municipal Airport	AWP	Tehachapi	CA	TSP	Airport Layout Plan; Non-aeronautical use of airport property	The airport sponsor has submitted a Corrective Action Plan. Additional FAA input is required. New estimated completion 12/31/2024	12/31/2023
Fullerton Municipal Airport	AWP	Fullerton	CA	FUL	Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of hangars; Subletting of Aeronautical Hangars for Non-aeronautical use; Operations and Maintenance	The airport sponsor has submitted a Corrective Action Plan and the plan is under review. Closed out 02/21/2024	7/31/2023

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action Plan	Estimated Compliance Date
Riverside Municipal Airport	AWP	Riverside	CA	RAL	Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of hangars; Subordination Clauses, Missing Lease Agreements	The airport sponsor has submitted a Corrective Action Plan. New estimated completion 7/31/2024	7/31/2023

United States Government/Military: Non-aeronautical Use of Airport Property

Wheeling Ohio County Airport	AEA	Wheeling	WV	HLG	US Army Corp of Engineers non-aeronautical use of airport property	N/A Policy Exception	
Watsonville Municipal Airport	AWP	Watsonville	CA	WVI	US National Guard non-aeronautical use of airport property	N/A Policy Exception	