



Federal Aviation  
Administration

# Airport Improvement Program

Fiscal Year 2010



## Report to Congress

27<sup>th</sup> Annual Report of Accomplishments

**Cover Photograph**

*Paine Field – Snohomish County (PAE)  
Everett, Washington*



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

January 31, 2014

The Honorable John Boehner  
Speaker of the House of Representatives  
Washington, DC 20515

Dear Mr. Speaker:

I am pleased to forward you the 27th Annual Report of Accomplishments under the Airport Improvement Program for Fiscal Year (FY) 2010.

As required by section 47131 of Title 49 U.S.C., this report contains comprehensive information on the Airport Improvement Program and Airport Land Use Compliance Program. The narrative sections, figures, and tables highlight the accomplishments of both programs and provide additional information on the Passenger Facility Charge Program.

The purpose of the Airport Improvement Program 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 the investment in aviation infrastructure that was continued in FY 2010.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Anthony R. Foxx", is written over a horizontal line. The signature is stylized and cursive.

Anthony R. Foxx

Enclosure



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

January 31, 2014

The Honorable Joseph R. Biden, Jr.  
President of the Senate  
Washington, DC 20510

Dear Mr. President:

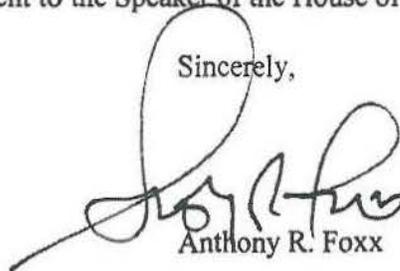
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Anthony R. Foxx

Enclosure

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## Executive Summary

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This 27th Annual Report of Accomplishments under the Airport Improvement Program for Fiscal Year (FY) 2010 is submitted to Congress in accordance with title 49 United States Code (U.S.C.), section 47131. This report covers activities carried out under this subchapter as mandated by Congress for the fiscal year ending September 30, 2010. The Federal Aviation Administration (FAA), through the Office of the Associate Administrator for Airports, administers Federal funds for airport improvements through the Airport Improvement Program (AIP). For the purposes of this report, the Office of the Associate Administrator for Airports will be referred to as the FAA's Office of Airports. Specifically, this report provides an overview of how appropriated funds were allocated, a listing of airport development completed, and each project undertaken. Information on the State Block Grant Program (SBGP), Military Airport Program (MAP), Letter of Intent (LOI) program, Passenger Facility Charge (PFC) program, noise and air quality programs, environmental responsibilities, airport land use compliance, and other pilot or specially funded programs are also included in this report.

While this report is focused on the AIP, it is also important that the efforts associated with the passage of the American Recovery and Reinvestment Act of 2009 (ARRA) (Public Law (P.L.) 111-5) be addressed. On February 17, 2009, President Obama signed the ARRA, and this legislation provided the U.S. Department of Transportation (DOT), among other things, \$48.1 billion for infrastructure development. Of this \$48.1 billion provided to the DOT, a total of \$1.3 billion was directed to the FAA to fund \$1.1 billion for airport development grants and \$200 million for Facilities & Equipment (F&E) improvements. While the funding was not subject to normal AIP authorization authority, the funding was administered under the AIP discretionary funding process requirements. In addition, the Alternative Minimum Tax (AMT) relief provision in the ARRA has resulted in a reduction in financing costs to airports that were redirected toward development costs over the long term. For additional information on ARRA funded projects and activities see Chapter 16: American Recovery and Reinvestment Act of 2009 (ARRA).

### Major Fiscal Year 2010 Accomplishments

The FAA's Office of Airports issued approximately \$3.465 billion<sup>1</sup> (2,424 new grants and 472 amendments) to public-use airports throughout the country, which helped achieve several notable accomplishments related to safety, security, and capacity, preservation of existing capacity, capacity expansion, and environmental mitigation.<sup>2</sup> The following are some major accomplishments funded from the \$3.465 billion awarded in FY 2010:

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<sup>1</sup> This amount is the total obligated for airport development grants and excludes the \$10 million that was obligated according to statute for the Airport Security Research Program, the Airport Safety Data Program, and Midway Island.

<sup>2</sup> While this figure includes block grants issued to States in the SBGP, it does not include subgrants issued by these States to individual airport sponsors.

- Issued approximately \$249.1 million in AIP funds for runway safety area (RSA) improvements and continued to support airports to physically complete construction improvements on 37 RSAs. (The FAA also allocated \$2 million dollars in facilities and equipment (F&E) funding to improve 3 RSAs.) The FAA exceeded the FY 2010 goal to complete AIP improvements on at least 34 RSAs and has moved closer to achieving the long-term goal to improve 100 percent of the RSAs<sup>3</sup> to the extent practical at title 14 Code of Federal Regulations, part 139 (14 CFR part 139), certificated airports by 2015.
- Awarded \$59.4 million in AIP funds to support Runway Safety Action Team (RSAT) recommendations related to reducing runway incursions caused by vehicle/pedestrian deviations (V/PDs). These actions kept the number of V/PDs to 175, well below the FY 2010 goal of 190 or fewer runway incursions involving V/PDs at airports with the FAA’s Air Traffic Control (ATC) towers.
- Exceeded the FAA’s goal to maintain at least 93 percent of all National Plan of Integrated Airport Systems (NPIAS) and commercial service airport runways in excellent, good, or fair condition. Field surveys conducted in FY 2010 affirmed that 97.2 percent of runways at NPIAS airports and 98.1 percent of runways at commercial service airports met these criteria.
- Remained on target to surpass the long-term FY 2010 goal to bring 20 substandard Alaskan airports up to FAA standards. In FY 2010, the FAA issued \$59.3 million in AIP funds to 3 rural Alaskan airports, bringing the total number of upgraded rural Alaskan airports to 23.
- Issued \$218 million in AIP funds to increase the annual service volume (ASV) of the 35 airports identified in the Operational Evolution Partnership (OEP) by at least 1 percent. A new runway was commissioned at Charlotte/Douglas International Airport and a centerfield taxiway was opened at General Edward Lawrence Logan International Airport in Boston resulting in a 1.09 percent increase in the ASV. This achievement completed the multi-year ASV goal identified in the OEP.
- Issued \$228.2 million in AIP funds for noise compatibility projects, including residential and school noise mitigation, to benefit an estimated 13,968 residents and students.
- Issued \$2.4 million in AIP funds for surveys of 38 runway ends under state system plans, master plans, and individual airport grants. These surveys support the development of new Wide Area Augmentation System (WAAS)-based Localizer Performance with Vertical (LPV) guidance procedures. In FY 2010, out of 38 runway ends to be surveyed, 34 were at general aviation airports and 4 were at commercial service airports. Since FY 2007, the FAA’s Office of Airports has provided funding for 337 runway end surveys.
- Awarded 14 grants at 12 airports for Voluntary Airport Low Emission (VALE) projects totaling \$37.4 million. Since FY 2005, the FAA has supported 40 VALE projects at 22 airports. The total investment in airport low-emission technology has been \$108 million, including required airport matching funds.
- Based on next steps identified in the “Capacity Needs in the National Airspace System (2007-2025): An Analysis of Airports and Metropolitan Area Demand and Operational Capacity in the Future (FACT 2),” the FAA’s Office of Airports worked with 10 congested airports to develop action plans that identified potential infrastructure,

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<sup>3</sup> An RSA is a defined area comprising of a runway and the surrounding surfaces that are prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from a runway (see 14 CFR part 139.5, Definitions).

technology, and procedure improvements. This work included coordination with the Port Authority of New York and New Jersey. Additionally, the FAA's Office of Airports worked with the FAA's New York Area Program Integration Office to develop a Delay Reduction Plan that addresses delay reduction initiatives and supporting projects in the New York metropolitan area.<sup>4</sup> Planning has also begun for publishing a "FACT 3" in Calendar Year (CY) 2013, which will update the list of congested airports in the national airspace system based on current demand forecasts and estimates of the Next Generation Air Transportation System (NextGen) performance levels anticipated in years 2020 and 2030. NextGen represents the transformation of our national airspace system, making it flexible and sustainable. It is not a single program or procedure but a comprehensive initiative that integrates new and existing technologies, procedures, and policies.

## Airport Improvement Program (AIP)

The Airport and Airway Trust Fund (Trust Fund), which was established by the Airport and Airway Revenue Act of 1970 (P.L. 91-258), provides the revenues used to fund AIP projects and the administration of the AIP. The Act, as amended, authorizes the use of funds from the Trust Fund to make grants under the AIP on a fiscal year basis. The U.S. Congress authorizes obligation authority to distribute Trust Fund resources to U.S. airports through the AIP.

The Consolidated Appropriations Act of 2010 (P.L. 111-117) set an obligation limitation for AIP funding at \$3.515 billion, which provided \$3.378 billion for AIP obligations and \$136.9 million for:

- FAA's Office of Airports' administrative expenses;
- Small Community Air Service Development Program (SCASDP);
- Airport Cooperative Research Program (ACRP); and
- Airport Technology Research.

However, the FAA did not immediately have full access to the appropriated funds because of a series of short-term extensions to the FAA's authorizing legislation. Vision 100—Century of Aviation Reauthorization Act (Vision 100), P.L. 108-176, authorized funding for the AIP from FY 2004 through FY 2007. Extensions to the Vision 100 authorization extended the law through FY 2010. In FY 2010, six extensions of the law authorized a total of \$3.515 billion in contract authority.

1. P.L. 111-69, enacted on October 1, 2009, extended the authorization through December 31, 2009, and authorized \$1 billion in contract authority.
2. P.L. 111-116, enacted on December 16, 2009, extended the authorization through March 31, 2010, as well as authorized an additional \$1 billion in contract authority. P.L. 111-116 also included instructions allowing the FAA to prorate entitlements and begin issuing grants.

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<sup>4</sup> The FAA's New York Area Program Integration Office's Delay Reduction Plan can be found at: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/arc/programs/nyapio/index.cfm?imonth=12&iyear=2011](http://www.faa.gov/about/office_org/headquarters_offices/arc/programs/nyapio/index.cfm?imonth=12&iyear=2011)

3. P.L. 111-153, enacted on March 31, 2010, was the third extension of the AIP in FY 2010. P.L. 111-153 extended the authorization through April 30, 2010, and authorized an additional \$333 million in contract authority.
4. P.L. 111-161, enacted on April 30, 2010, was the fourth extension of the AIP in FY 2010. P.L. 111-161 extended the authorization through July 3, 2010, and authorized an additional \$691 million in contract authority.
5. P.L. 111-197, enacted on July 2, 2010, extended the AIP for a fifth time through August 1, 2010, and brought the total contract authority in FY 2010 to \$3.515 billion.
6. P.L. 111-216, enacted on August 1, 2010, was the sixth and final authorization extension in FY 2010, extending the \$3.515 billion in contract authority through the end of the fiscal year, September 30, 2010.

In FY 2010, gross obligations for AIP grants was \$3.465 billion<sup>5</sup> in which Congress provided \$3.378 billion<sup>6</sup> in new funding for AIP grants and an additional \$97 million was recovered funds from prior-year projects where the final costs were less than expected. With this funding, a total of 2,424 new grants were awarded and 472 amendments were issued to prior year grants in FY 2010.

As detailed in Table 1, approximately 9 percent of new grants and 28 percent of the corresponding funding financed projects at large U.S. airports.<sup>7</sup> Approximately 89 percent of the grants representing almost 69 percent of AIP funding financed projects at small U.S. airports. The FAA awarded the remaining AIP grants and 3 percent of the AIP funding to State and local planning agencies to help plan for development and improvements to the U.S. aviation system.

Statutory provisions require that AIP funds be first apportioned by formula each year to specific airport sponsors, types of airports, or States. These funds are more commonly referred to as “entitlement funds,” which totaled approximately \$1.6 billion in FY 2010. In cases where sponsors decide not to use entitlement funds during the current fiscal year, the FAA redistributes the funds to other airport sponsors as discretionary funds. The FAA then establishes “protected entitlement” (formerly “carryover”) funding, which is made available to the original sponsor in the next fiscal year. In FY 2010, the \$599.7 million was designated as carryover and converted to discretionary funding. The original airport sponsor’s access to these entitlements carries over into the next fiscal year and must be funded out of that fiscal year’s AIP budget. However, if those carryover funds are due to expire, they are not protected and the original airport will not receive those funds in the next fiscal year.<sup>8</sup> In FY 2010, \$585.4 million of the carryover funds

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<sup>5</sup> This amount is the total obligated for airport development grants and excludes the \$10 million that was obligated according to statute for the Airport Security Research Program, the Airport Safety Data Program, and Midway Island.

<sup>6</sup> This amount is the total AIP amount appropriated by legislation, which excludes administrative expenses, ACRP funds, Airport Technology Research expenses, and a contribution to the Small Community Air Service Development Program (a program managed by the DOT to expand air service into small communities, per title 49 U.S.C, section 41743.)

<sup>7</sup> Large airports are defined as large and medium hub airports.

<sup>8</sup> Entitlement apportionments are available to a sponsor during the fiscal year for which the amount was apportioned and the two fiscal years immediately after that year. In the case of nonhub airports or any airport that is not a commercial service airport, the apportionment is available the fiscal year for which the amount was apportioned and the three fiscal years immediately after that year.

was carried over and protected into FY 2011 and the remaining \$14.2 million in carryover funds expired and were not protected. The \$599.7 million in total carryover represented 27 percent of the total entitlement funding made available to sponsors in FY 2010.

The AIP funds remaining after fulfilling required apportionments are referred to as “discretionary funds.” The authorizing statute directs the FAA to allocate certain discretionary funding to specific airport types and “set-aside” categories, such as noise, reliever airports, MAP, and projects relating to Capacity, Safety, Security and Noise (C/S/S/N).<sup>9</sup> However, the FAA has some discretion in funding specific projects within these discretionary funding “set-aside” categories. The FAA approves discretionary funds for use on specific projects after consideration of project justification, priority, and other selection criteria. In FY 2010, the FAA awarded a total of \$1.763 billion of new AIP discretionary funds.

**Table 1: AIP Funding Distribution Summary of New Grants in FY 2010<sup>10</sup>**

<b>Funding Category</b>	<b>Number of Grants Awarded</b>	<b>Percent of Total Grants</b>	<b>Obligated Amounts (millions)<sup>11</sup></b>	<b>Percent of Total Obligated Amounts</b>
<b>Large Airports</b>				
Primary Large Hub Airports	98	4.0%	\$576.0	16.8%
Primary Medium Hub Airports	110	4.5%	390.5	11.4%
<b>Large Airports Subtotal</b>	<b>208</b>	<b>8.6%</b>	<b>966.5</b>	<b>28.1%</b>
<b>Small Airports</b>				
Primary Small Hub Airports	179	7.4%	470.9	13.7%
Primary Nonhub Airports	437	18.0%	747.1	21.8%
Nonprimary Commercial Service Airports	68	2.8%	76.0	2.2%
Reliever Airports	154	6.0%	161.9	4.7%
Other General Aviation Airports	1,256	51.8%	646.7	18.8%
State Block Grant Program	50	2.1%	247.3	7.2%
State Sponsored: Various Locations	10	.4%	15.2	.4%
<b>Small Airports Subtotal</b>	<b>2,154</b>	<b>88.9%</b>	<b>\$2,365.2</b>	<b>68.9%</b>
<b>Airport System Planning</b>				
Planning Agencies and Other	21	.9%	85.2	2.5%
State Sponsored: Other Locations	41	1.7%	16.7	.5%
<b>System Planning Subtotal</b>	<b>62</b>	<b>2.6%</b>	<b>101.9</b>	<b>3.0%</b>
<b>Total</b>	<b>2,424</b>	<b>100.0%</b>	<b>\$3,433.6</b>	<b>100.0%</b>

<sup>9</sup> It should be noted that when AIP funding level is below \$3.2 billion, the reliever discretionary funding set aside is eliminated.

<sup>10</sup> Subtotals and totals may not add up exactly due to rounding. Please note this data does not necessarily reflect subawards made by States in the SGBP during FY 2010.

<sup>11</sup> This amount includes both entitlement and discretionary funds; however, it does not include obligations made through amendments to prior year grants.

Specifically, the statute requires that at least 4 percent of discretionary funding is awarded to sponsors of current or former military airports designated under the MAP. Under title 49 U.S.C., section 47118, the Secretary of Transportation is authorized to designate and fund, as part of the MAP, capital development projects located at a maximum of 15 eligible airports. These funds are intended to aid in the conversion of military facilities to civilian use or to upgrade civilian joint-use facilities. During FY 2010, the FAA awarded MAP airport sponsors \$72.4 million in AIP funds (including discretionary and entitlement funds).

Under specific circumstances, the statute also permits the FAA to issue an LOI indicating a multiyear commitment to support a major capacity project. The LOI indicates Federal intent to fund the project in subsequent years (subject to the future availability of AIP funds). In FY 2010, LOI payments totaled \$217.7 million in discretionary funds and approximately \$80 million in airport sponsor entitlements. Three new LOIs were approved in FY 2010 at Chicago O'Hare International Airport, IL; Dallas Love Field, TX; and Port Columbus International Airport, OH. Six LOIs were closed out during the fiscal year at Miami International Airport, FL; Minneapolis-St. Paul International/Wold-Chamberlain Airport, MN; Lambert-St. Louis International Airport, MO; Memphis International Airport, TN; Dallas/Ft. Worth International Airport, TX; and George Bush Intercontinental/Houston Airport, TX. At the end of FY 2010, there were 23 open LOIs with payment schedules totaling \$1.259 billion and extending from FY 2011 through FY 2029.

Performance measurements have continued to take on a major role in FAA activities. Throughout FY 2010, the FAA continued to pursue performance goals intended to enhance the administration of the AIP and to ensure the best use of Federal funds. For example, the FAA continued to close older and inactive grants so AIP funds are not idle and projects are completed in a timely manner. Such initiatives ensure AIP funds are directed to projects that achieve the Agency's safety, security, and capacity goals and are cost beneficial. For additional information on the outcomes based on AIP funding and performance goals, see Chapter 4, section 4.2, Benefit-Cost Analysis, and Chapter 15: Performance Measurement, which discuss the FAA's Office of Airports' Business Plan.

In administering the AIP, the FAA must ensure opportunities for participation by disadvantaged business enterprises (DBE) in AIP-funded projects and airport concessions. DBEs received 12.4 percent of contract dollars awarded under the AIP in FY 2009.<sup>12</sup> Airport concession disadvantaged business enterprises (ACDBE) in nonrental car concessions produced 21.7 percent of the total gross receipts generated by all nonrental car concessions in FY 2009.<sup>13</sup> ACDBEs in rental car concessions generated a total of 2.4 percent of the total gross receipts generated by all rental car concessions at primary airport locations in FY 2009.

Throughout FY 2010 and in accordance with title 49 U.S.C., section 47131, the FAA monitored airport sponsors' compliance with Federal grant assurances and other Federal land use requirements with respect to airport land. Through the Airport Land Use Compliance Program, the FAA worked with airport sponsors to resolve violations of land use requirements. At the end of FY 2010, there were 37 airport sponsors undertaking corrective action and 12 airport sponsors

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<sup>12</sup> FY 2009 is the most current DBE data available.

<sup>13</sup> FY 2009 is the most current ACDBE data available.

found in noncompliance. The FAA also worked with another 13 airport sponsors during the fiscal year and brought them into compliance with their grant assurances.

Under title 49 U.S.C., section 40117, the FAA also regulates and approves the collection of PFCs from passengers at commercial airports controlled by public agencies<sup>14</sup> to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition. Collections of PFCs complement AIP funding as there is broader eligibility under the PFC program for certain noise and terminal projects than under the AIP. In CY 2010, public agencies collected PFCs totaling \$2.77 billion. In FY 2010, the FAA approved or partially approved 71 applications for PFC collections for 66 locations. Of the PFC locations, Del Rio International Airport, TX, was a new location. As of September 30, 2010, there were 380 airports collecting PFCs. Since the program's inception in 1991, the FAA has authorized PFC collections totaling approximately \$78.7 billion.

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<sup>14</sup> PFCs also may be charged by airports privatized under the Airport Privatization Pilot Program under title 49 U.S.C., section 47134 (g).

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## Chapter 1: Program Overview

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

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

The Consolidated Appropriations Act of 2010, P.L. 111-117, set an obligation limitation for AIP funding at \$3.515 billion that provided \$3.378 billion for AIP obligations and \$136.9 million for:

- FAA's Office of Airports' administrative expenses;
- SCASDP;
- ACRP; and
- Airport Technology Research.

However, the FAA did not immediately have full access to the appropriated funds because of a series of short-term extensions to the FAA's authorizing legislation. Vision 100, P.L. 108-176, authorized funding for the AIP from FY 2004 through FY 2007. Various extensions to Vision 100 extended the funding authorization through FY 2010. In FY 2010, six extensions of the law provided a total of \$3.515 billion in contract authority.

1. P.L. 111-69, enacted on October 1, 2009, extended the authorization through December 31, 2009, and authorized \$1 billion in contract authority.
2. P.L. 111-116, enacted on December 16, 2009, extended the authorization through March 31, 2010, as well as authorized an additional \$1 billion in contract authority. P.L. 111-116 also included instructions allowing the FAA to prorate entitlements and begin issuing grants.
3. P.L. 111-153, enacted on March 31, 2010, was the third extension of the AIP in FY 2010. P.L. 111-153 extended the authorization through April 30, 2010, and authorized an additional \$3.3 million in contract authority.
4. P.L. 111-161, enacted on April 30, 2010, was the fourth extension of the AIP in FY 2010. P.L. 111-161 extended the authorization through July 3, 2010, and authorized an additional \$6.9 million in contract authority.
5. P.L. 111-197, enacted on July 2, 2010, extended AIP for a fifth time through August 1, 2010, and brought the total contract authority in FY 2010 to \$3.515 billion.

6. P.L. 111-216, enacted on August 1, 2010, was the sixth and final authorization extension in FY 2010, extending contract authority through the end of the fiscal year, September 30, 2010.

## 1.1 U.S. Airport System

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

Title 49 U.S.C., section 47103, requires the Secretary of Transportation to maintain a plan for developing public-use airports in the United States and to report this plan to Congress every 2 years. The NPIAS lists development considered necessary to provide a safe, secure, efficient, and integrated airport system that meets the needs of civil aviation.<sup>15</sup>

The FAA, in concert with State aviation agencies and local planning organizations, identifies airports for inclusion in the NPIAS that are significant to national air transportation. The NPIAS identifies, for Congress and the public, the airports included in the national system, the role they serve, and the airport development and associated AIP eligible costs required over the following 5 years. Airport development included in the NPIAS that does not have a dedicated funding source is eligible for funding under the AIP; however, the cost of planned development consistently exceeds the funding available from the AIP. The average annual cost of development at NPIAS airports is approximately \$10 billion with AIP funding about 30 percent of the AIP eligible projects.

The FAA's capital planning process (described in Chapter 4: Airports Capital Improvement Plan) starts with projects identified in the NPIAS. For FY 2010, the FAA has designated 3,332 existing U.S. airports as important to national transportation and, therefore, eligible to receive grants under the AIP.

## 1.2 Airport Categories

The NPIAS includes all commercial service, reliever, and select general aviation airports through the United States and U.S. territories. The word "airport," as used in the five categories of airports defined below, includes landing areas developed for conventional fixed-wing aircraft, helicopters, and seaplanes. Except where otherwise stated, the word "airport" in this report refers only to airports included in the NPIAS. The commercial service airport categories are determined by the number of passenger boardings per year. All airport categorizations are based on CY 2008 data—the most current passenger data available at the beginning of FY 2010.

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<sup>15</sup> The 2011-2015 NPIAS is available online at: [http://www.faa.gov/airports/planning\\_capacity/npias/](http://www.faa.gov/airports/planning_capacity/npias/).

## 1.2.1 Commercial Service Airports

Commercial service airports are defined in title 49 U.S.C., section 47102(7), as public airports receiving scheduled passenger service and having 2,500 or more enplaned passengers (also referred to as boardings) per year. There were 503 commercial service airports in CY 2008.<sup>16</sup> Of these, 382 had at least 10,000 annual passenger enplanements and were therefore classified as primary airports. The FAA uses the following four airport hub classifications to categorize primary airports:

- **Large Hub**

Large hub airports are defined in title 49 U.S.C., section 47102(10), as airports that each account for at least 1 percent of total U.S. passenger enplanements.<sup>17</sup> At these airports, some passenger enplanements originate in the local community, and some consist of connecting passengers transferring from one flight to another. Several large hub airports have little passenger transfer activity, while in others, transfers account for more than half of the traffic. In CY 2008, the 29 large hub airports accounted for approximately 69 percent of all passenger enplanements (504,001,676 enplanements). Large hub airports tend to concentrate on airline passenger and freight operations and have small amounts of general aviation activity (see Table 2: Distribution of Activity by Airport Type (CY 2008)).

**Table 2: Distribution of Activity by Airport Type (CY 2008)**

<b>Number of Airports</b>	<b>Airport Type</b>	<b>Percentage of All Passenger Enplanements</b>
29	Large Hub Primary	68.9
37	Medium Hub Primary	19.7
72	Small Hub Primary	8.1
244	Nonhub Primary	2.9
121	Nonprimary Commercial Service	0.1
269	Relievers	0.0
2,560	General Aviation	0.0
<b>3,332</b>	<b>Existing NPIAS Airports</b>	<b>99.7</b>
16,402	Low-Activity Landing Areas <sup>18</sup> (Non-NPIAS)	0.3

<sup>16</sup> CY 2008 is the last full calendar year for which data was available to make statutory allocation determinations for FY 2010.

<sup>17</sup> An enplanement is defined as a revenue passenger that boards an aircraft. Title 14 CFR, parts 241 and 298, require air carrier reporting to DOT.

<sup>18</sup> Low-activity landing areas typically represent small, privately owned general aviation airports that are not considered by the FAA to have a measurable impact on the overall national aviation system.

- Medium Hub**  
 Medium hub airports are defined in title 49 U.S.C., section 47102(12), as airports that individually account for at least 0.25 percent but less than 1 percent of the total U.S. passenger enplanements. In CY 2008, there were 37 medium hub airports. Together, they accounted for approximately 20 percent of all enplanements (147,033,152 enplanements). Medium hub airports typically have sufficient capacity to accommodate air carrier operations and have a moderate amount of general aviation activity.
- Small Hub**  
 Small hub airports are defined in title 49 U.S.C., section 47102(23), as airports that account for at least 0.05 percent but less than 0.25 percent of the total U.S. passenger enplanements. In CY 2008, there were 72 small hub airports that accounted for 8 percent of all enplanements (60,757,972 enplanements). These airports are generally uncongested, do not have significant air traffic delays, and are able to accommodate general aviation activity.
- Nonhub Primary**  
 Nonhub primary airports are defined in title 49 U.S.C., section 47102(13) and (15), as airports that account for less than 0.05 percent of all U.S. commercial passenger enplanements but have at least 10,000 annual enplanements. In CY 2008, 244 nonhub primary airports accounted for approximately 3 percent of all enplanements (22,915,883 enplanements). While these airports have small amounts of commercial activity, general aviation aircraft account for the majority of activity.

### 1.2.2 Nonprimary Commercial Service

Commercial service airports that have from 2,500 to 9,999 annual passenger enplanements are categorized as nonprimary commercial service airports, as defined in title 49 U.S.C., section 47102(7), and (15). In CY 2008, there were 121 of these airports, and they accounted for 0.1 percent of all enplanements (596,005 enplanements). In most locations, general aviation accounts for the majority of activity at these airports.

### 1.2.3 Reliever Airports

Due to different operating requirements between small general aviation aircraft and large commercial aircraft, general aviation pilots often find it difficult to use congested large and medium hub airports.<sup>19</sup> In recognition of this, the FAA has encouraged the development of high-capacity general aviation airports in major metropolitan areas. These specialized airports, called relievers, are defined in title 49 U.S.C., section 47102(22), and provide pilots with attractive alternatives to using congested hub airports. They also provide general aviation access to the surrounding area. Reliever airports must have at least 100 based aircraft or 25,000 annual itinerant operations. In CY 2008, there were 269 reliever airports. All airports that are designated as relievers by the FAA are included in the NPIAS.

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<sup>19</sup> Large commercial aircraft typically operate at much greater speeds than small general aviation aircraft. Such operational differences complicate aircraft operations when both types of aircraft use the same runways during periods of high commercial aircraft activity.

#### 1.2.4 General Aviation Airports

Airports that do not receive scheduled commercial service may be included in the NPIAS as sites for general aviation airports if they account for enough activity (usually at least 10 locally based aircraft) and are at least 20 miles from the nearest NPIAS airport. With an average of 31 based aircraft, general aviation airports are home to approximately 34 percent of the U.S. general aviation fleet. In CY 2008, there were 2,560 general aviation airports in the NPIAS.

#### 1.3 Collection of Passenger Boarding and Cargo Data

Each year, the FAA's Office of Airports publishes enplanement and all-cargo activity,<sup>20</sup> which contains annual passenger boardings and revenue cargo data by all-cargo aircraft. The data is obtained from the Air Carrier Activity Information System (ACAIS) and are subsequently used to determine formula distributions of annual AIP funds. FY 2010 AIP apportionments were calculated using CY 2008 passenger and all-cargo data.

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

Data from all-cargo carriers were compiled for airports with a minimum of 100 million pounds of cargo aircraft landed weight annually. Cargo carriers report the cargo aircraft landed weight of all-cargo aircraft to the airport operator, who then submits it to the FAA.

#### 1.4 Program History and Statistics

Cumulative performance data of the AIP for FY 1982 through FY 2010 are provided in this report's appendices. Appendix B provides a detailed history of the AIP and the legislative changes that have affected the program since its inception in 1982. In addition, Appendix C provides yearly totals for AIP grant funding authorizations, obligation limitations, and obligations since 1982. Detailed footnotes are provided to indicate changes in legislation or special conditions that affected authorized amounts. Appendix D shows, in table and chart form, the overall AIP totals to date for apportioned and discretionary funds and their sum by development/planning type and funding type since FY 1992.

#### 1.5 AIP Administration

Within the FAA, the Office of Airports administers the AIP. The FAA's Office of Airports comprises of staff in Headquarters, 9 regional divisions, and 21 district offices. In these offices, the managers and their staffs have diverse professional backgrounds, including many with

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<sup>20</sup> The FAA passenger boarding and all-cargo statistics are available online at: <http://www.faa.gov/airports/>.

expertise in planning, environmental, engineering, financial, accounting, and administrative functions. The FAA's Office of Airports' Headquarters staff develops policy, provides guidance for the effective utilization of AIP funds, and provides technical, financial, planning, environmental, and administrative guidance to the FAA's Office of Airports' regional and district offices.

Formulas and program set-asides contained in legislation shape and guide the administration of the AIP. Headquarters' staff, with significant input from field and regional offices, airport sponsors, and State aviation organizations, makes decisions on the distribution of discretionary funds. Projects identified for receipt of funds are carefully scrutinized to ensure they are justified based on established FAA priorities, such as safety standards, security requirements, aeronautical demand, and environmental mitigation. They 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 design criteria. Headquarters staff then monitors adherence to these directives to ensure conformity and consistency nationwide.

In particular, title 49 U.S.C., section 47118, establishes set-aside funding to minimize environmental impacts on nearby communities, enhance system capacity, and meet forecasted aviation demand, develop reliever airports, protect and enhance natural resources, reduce aircraft operation delays, convert former military air bases to civilian use, and implement a variety of other provisions to ensure a safe and efficient airport system.

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

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

### [1.5.1 Grant Management Automation System Upgrades](#)

The System of Airports Reporting (SOAR) is the grant management system that aids the FAA in administering the AIP and PFC Program. SOAR provides FAA staff a consistent platform to maintain common data elements that were once maintained in three separate computer databases—the ACAIS, NPIAS-ACIP, and AIP. SOAR assists the FAA in identifying needed airport infrastructure development for the ACIP, as well as serving as an AIP grants management and tracking tool. During FY 2010, the FAA began planning for system upgrades designed to

continue improving the Agency's ability to oversee and administer the AIP and PFC program. The upgrades will also establish a single integrated platform for other data management systems critical to support planning, environmental, safety, and compliance functions.

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## Chapter 2: FY 2010 Summary of Financial Assistance

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The Trust Fund provides the revenues used to fund AIP projects, primarily from passenger ticket taxes and aviation fuel taxes. The Airport and Airway Revenue Act of 1970 (P.L. 91-258), as amended, established the Trust Fund and authorizes the use of Trust Fund monies to make grants under the AIP on a fiscal year basis. Funds authorized but remaining after a fiscal year due to appropriations limitations carry forward to future fiscal years unless Congress takes specific action to limit such amounts. During the annual appropriations process, Congress may also limit the funding that may be obligated for grants to an amount that differs from the annual authorization.<sup>21</sup>

This chapter summarizes the FY 2010 AIP financial commitments and discusses significant accomplishments relating to the administration of the AIP. For more information on each AIP grant the FAA awarded in FY 2010, please refer to Appendix I: FY 2010 AIP Grants Awarded and Grant Amounts by Airport Type and State and Appendix J: AIP Grants Awarded in FY 2010 by State. Appendix I lists obligation amounts for grants and amendments, excluding recoveries, and only FY 2010 grants with obligations are shown. Appendix J provides information on all AIP grants awarded in FY 2010, including the airport sponsor or entity to which the grant was awarded, the grant amount, and a brief description of the project funded.

In FY 2010, gross obligations for AIP grants was \$3.465 billion<sup>22</sup> in which \$3.378 billion was new funding for AIP grants and an additional \$97 million was recovered funds from prior-year projects where the final costs were less than expected.<sup>23</sup> With this funding, a total of 2,424 new grants were awarded and 472 amendments were issued to prior year grants in FY 2010.

### 2.1 Funding Awarded by Airport Type

Approximately 9 percent of new grants issued and 28 percent of the corresponding funding financed projects at large U.S. airports in FY 2010. Approximately 89 percent of new grants representing almost 69 percent of funding financed projects at small U.S. airports. The FAA awarded the remaining AIP grants and 3 percent of the funding to State and local planning agencies to help plan development and improvements to the U.S. aviation system.

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<sup>21</sup> For more information on AIP funding and grant process, see FAA Order 5100.38C, Airport Improvement Program Handbook. This order is available online at: <http://www.faa.gov/airports/aip/>.

<sup>22</sup> This amount is the total obligated for airport development grants and excludes the \$10 million that was obligated according to statute for the Airport Security Research Program, the Airport Safety Data Program, and Midway Island.

<sup>23</sup> This amount is the total AIP amount appropriated by legislation, which excludes administrative expenses, ACRP funds, Airport Technology Research expenses (see table 4 for a breakdown of these expenses, and Chapters 13 and 15 for further details), and a contribution to the SCASDP (a program managed by the DOT to expand air service into small communities, per title 49 U.S.C., section 41743.)

**Table 3: AIP Funding Distribution Summary of New Grants in FY 2010<sup>24</sup>**

<b>Funding Category</b>	<b>Number of Grants Awarded</b>	<b>Percent of Total Grants</b>	<b>Obligated Amounts (millions)<sup>25</sup></b>	<b>Percent of Total Obligated Amounts</b>
<b>Large Airports</b>				
Primary Large Hub Airports	98	4.0%	\$576.0	16.8%
Primary Medium Hub Airports	110	4.5%	390.5	11.4%
<b>Large Airports Subtotal</b>	<b>208</b>	<b>8.6%</b>	<b>966.5</b>	<b>28.1%</b>
<b>Small Airports</b>				
Primary Small Hub Airports	179	7.4%	470.9	13.7%
Primary Nonhub Airports	437	18.0%	747.1	21.8%
Nonprimary Commercial Service Airports	68	2.8%	76.0	2.2%
Reliever Airports	154	6.0%	161.9	4.7%
Other General Aviation Airports	1,256	51.8%	646.7	18.8%
State Block Grant Program	50	2.1%	247.3	7.2%
State Sponsored: Various Locations	10	.4%	15.2	.4%
<b>Small Airports Subtotal</b>	<b>2,154</b>	<b>88.9%</b>	<b>2,365.2</b>	<b>68.9%</b>
<b>Airport System Planning</b>				
Planning Agencies and Other	21	.9%	85.2	2.5%
State Sponsored: Other Locations	41	1.7%	16.7	.5%
<b>System Planning Subtotal</b>	<b>62</b>	<b>2.6%</b>	<b>101.9</b>	<b>3.0%</b>
<b>Total</b>	<b>2,424</b>	<b>100.0%</b>	<b>\$3,433.6</b>	<b>100.0%</b>

## 2.2 Funding Awarded by Project Type

The largest portion of AIP grants issued by the FAA in FY 2010 funded reconstruction, rehabilitation, and standards projects. In FY 2010, the FAA directed 65 percent of AIP funds, totaling approximately \$2 billion, to such projects. These projects included the construction and repair of runways, taxiways, and other airfield facilities, and the purchase of certain equipment to ensure compliance with FAA standards and regulations.

More specific types of projects that received financial assistance in FY 2010 included:

- **14 CFR Part 139 Safety Projects:** Awarded \$253 million to airports certificated under 14 CFR part 139 to construct aircraft rescue and fire fighting (ARFF) facilities, purchase equipment, remove obstructions, and install runway markings, signs, and lighting.
- **RSAs:** Awarded \$249.1 million in AIP funds to construct or improve RSAs.

<sup>24</sup> Subtotals and totals may not add exactly due to rounding.

<sup>25</sup> This amount includes both entitlement and discretionary funds; however, it does not include obligations made through amendments to prior year grants.

- **Terminal Projects:** Awarded \$185 million to rehabilitate and improve terminal buildings, including \$94.9 million to assist nonhub primary airports that are burdened with terminal facilities that are becoming inadequate and obsolete.
- **Security Projects:** Issued 116 grants totaling \$33.8 million for security-related projects.<sup>26</sup>
- **Wildlife Hazard Assessments:** Awarded \$7.7 million in AIP funding to 88 airports to complete wildlife hazard assessments.
- **Safety Management Systems (SMS):** Awarded \$3.3 million in pilot studies to implement SMS at a variety of certificated airports. Since FY 2007, the FAA has awarded approximately \$7 million in AIP funding toward these pilot studies.
- **LPV Approach Surveys:** Awarded funding to support the development of Wide Area Augmentation System (WAAS) approaches at airports.<sup>27</sup> In FY 2010, \$2.4 million of AIP funds were allocated for the survey of 10 runway ends in Alaska and 28 runway ends within the continental United States under State system plans, master plans, and individual airport grants.

The FAA has been dedicated to reducing the impact of noise near airport communities. In FY 2010, the FAA issued 51 grants, totaling \$228.2 million, specifically for noise compatibility projects estimated to benefit 13,968 residents and students. These projects included the purchase of noise impacted land adjacent to airports, soundproofing of residences and schools, and other efforts to reduce significant noise impacts.

Along with noise compatibility projects, the FAA has actively worked to reduce ozone, particulates, carbon monoxide, and other major pollutants that are generated by airport stationary and mobile sources through the VALE Program. Since the program's inception in FY 2005, 40 VALE projects have been funded removing about 240 annual tons of smog-forming nitrogen oxides from the air, the equivalent of eliminating 13,500 cars and trucks from the road each year. The VALE Program has grown steadily in response to airport interest. Since FY 2005, the FAA has invested \$83 million in new low-emission technology for airport sponsors under the VALE Program, of which \$37.4 million was awarded in FY 2010.

For more detailed information on types of projects funded in FY 2010, please see Appendix D: Total AIP Grant Funds Awarded by Development and Funding Types.

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<sup>26</sup> Per the authorizing statute, AIP funds are limited to security projects required under title 49 CFR, part 1542, Airport Security or as determined by the Secretary of Homeland Security under title 49 U.S.C., section 47106.

<sup>27</sup> WAAS offers an opportunity for airports to gain Instrument Landing System (ILS)-like approach capability without the purchase or installation of any ground-based navigation equipment at the airport.

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## Chapter 3: Annual AIP Funding

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Congress authorizes AIP contract authority, which permits the FAA, through the AIP, to obligate funds from the Trust Fund. This contract authority is contained in title 49 U.S.C., chapter 471, and has been amended numerous times since 1982. Historical AIP authorization and amounts available to the AIP from FY 1982 through FY 2010 are shown in Figure 1, Yearly AIP Authorizations and Amounts Available for AIP.<sup>28</sup>

For FY 2010, Congress authorized \$3.515 billion in contract authority for the AIP, and the FY 2010 appropriation provided an obligation limitation of \$3.515 billion.<sup>29</sup> Of the \$3.515 billion available under the obligation limitation in FY 2010, approximately \$93.4 million was used to fund the administrative expenses of the FAA's Office of Airports. Additionally, approximately \$22.5 million was used to fund the Airport Technology Research Program, \$15 million was used to fund the Airport Cooperative Research Program (ACRP), and \$6 million was used to fund the SCASDP. The remaining \$3.378 billion was made available for AIP grants.

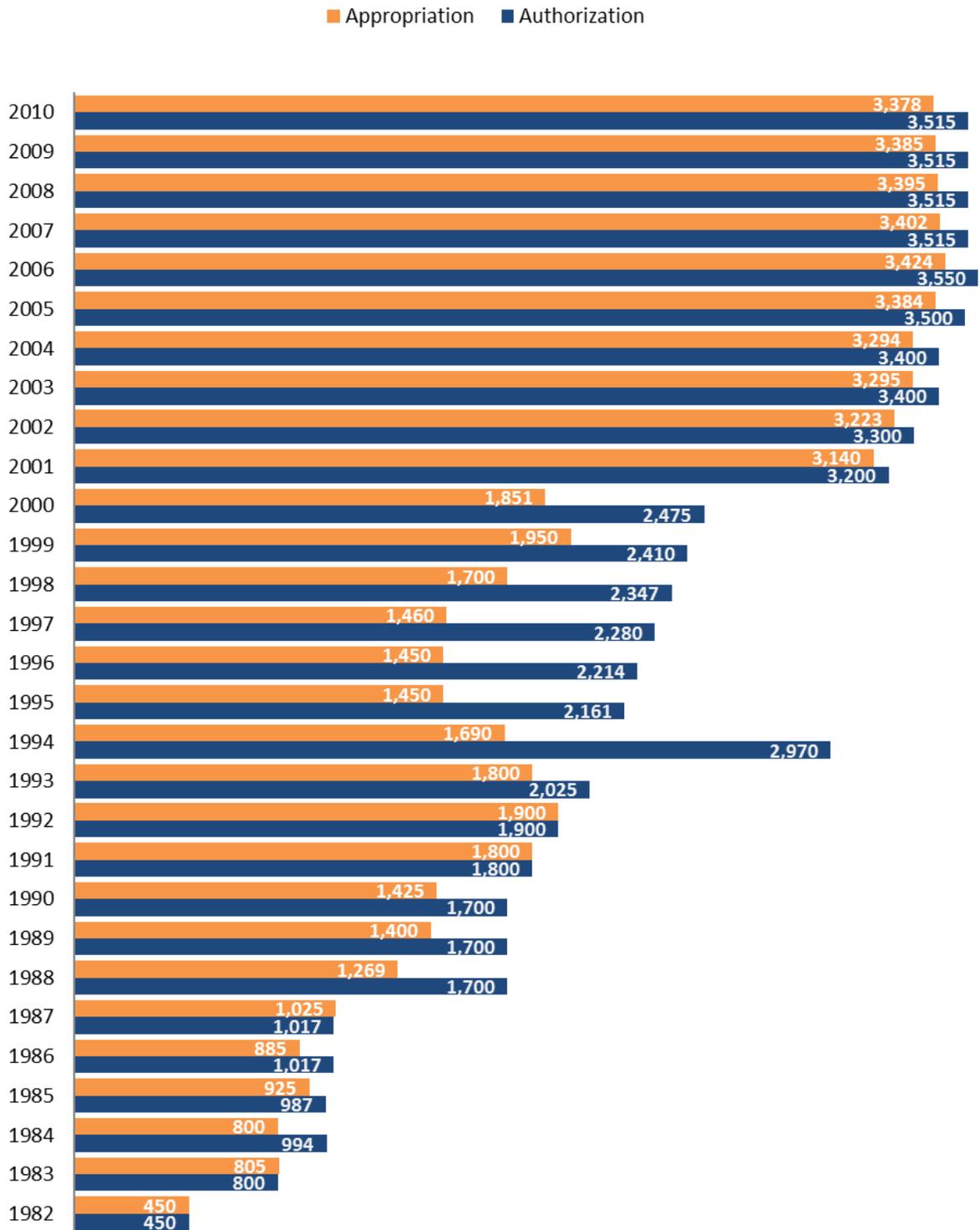
The amounts available for obligation fall into two basic categories: apportioned funds (also known as entitlement funds) and discretionary funds. Apportioned funds (or entitlement funds) are those that are calculated for each airport based on the formulas prescribed in title 49 U.S.C., section 47114. 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 project priority and other selection criteria. Although airport sponsors receiving apportioned funds are given some latitude in determining how they will be used, they are discouraged 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 directed only to higher priority needs determined by the FAA.

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<sup>28</sup> The total amount authorized in FY 1994 was \$2.97 billion. Compared to historical authorizations, the FY 1994 amount was anomalous. This was due to the combination of the lapse of authority of the AIP after FY 1993 and the amendments extending the program in May 1994 and August 1994.

<sup>29</sup> See Chapter 1 for all appropriation and authorization bill citations.

**Figure 1: Yearly AIP Authorizations and Amounts Available for AIP**



## 3.1 Calculation of Apportioned Funds

Title 49 U.S.C., section 47114, requires AIP funds to be apportioned by formula each year to specific airport sponsors, types of airports, or States. These funds are more commonly referred to as “entitlement funds.” The AIP statute establishes the formulas used to calculate individual airport entitlements. These formulas are applied to the amount of AIP funding available to grants in a given year. Such funds are available to airport sponsors in the year they are first apportioned. In the case of large, medium, and small hub airports, if unused in the year they were apportioned, a comparable amount is made available for up to two fiscal years immediately following apportionment. In the case of nonhub primary and nonprimary airports, entitlement funds are available in the year they are first apportioned and remain available for three fiscal years following apportionment.

### 3.1.1 Primary Airports

For FY 2010, there were 382 primary airports. These airports boarded 734,708,683 passengers in CY 2008, the most current passenger data available at the beginning of FY 2010 to calculate primary airport entitlement funds. Each primary airport’s entitlement funds are based on the number of passenger boardings at the airport. The minimum amount of entitlement funds apportioned to the airport sponsor of a primary airport is \$650,000 and the maximum is \$22 million. As directed in title 49 U.S.C., section 47114, the FAA calculates individual airport annual entitlement funds as follows:

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

Under title 49 U.S.C., section 47114, individual entitlements are doubled (with a maximum of \$26 million and a minimum of \$1 million per airport sponsor) if AIP funding in a fiscal year is at least \$3.2 billion. Based on these criteria, the FAA calculated \$821.2 million in entitlement funds available to primary airports in FY 2010.

### 3.1.2 AIP Apportionment Reductions Due to PFC Revenue

In 1990, Congress enacted legislation that allows public agencies controlling commercial service airports to charge enplaning passengers using the airport a \$1, \$2, or \$3 PFC. The Wendell H. Ford Aviation Investment and Reform Act for the 21<sup>st</sup> Century (AIR-21) authorized PFCs of \$4 and \$4.50. Public agencies wishing to impose a PFC must apply to the FAA for such authority and meet certain requirements.

Title 49 U.S.C., section 47114(f), requires that AIP funds apportioned to a large or medium hub airport be reduced by 50 percent of the forecasted PFC revenue in 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. In FY 2010, 64 of the 66 large and medium hub airports had a PFC in place and all were subject to these reductions.<sup>30</sup> Of these 64 airports, the following applied:

- 7 airports were subject to the 50 percent reduction in entitlements; and
- 57 airports were subject to the 75 percent reduction in entitlements.

The FAA redistributes the apportionments that are withheld as a result of PFC collections within the AIP. The authorizing statute (title 49 U.S.C., section 47116) requires the FAA to assign 87.5 percent of these redistributed funds to the Small Airport Fund. In FY 2010, the FAA redistributed \$498.7 million to this fund. Of this total, \$285 million was assigned to nonhub airports, \$142.5 million was assigned to noncommercial service airports, and \$71.2 million was assigned to small hub airports. The FAA then redistributes the remaining 12.5 percent of apportionments that are withheld as a result of PFC collections to the AIP discretionary fund. In FY 2010, 12.5 percent of redistributed apportionments equaled \$71.2 million.

### 3.1.3 Cargo Service Airport Funding

Per title 49 U.S.C., section 47114, the FAA allocates 3.5 percent of the AIP to cargo service airports. Each cargo service airport receives funds in the same proportion as its proportion of landed weight of cargo aircraft to the total landed weight of cargo aircraft at all qualifying airports. In FY 2010, there were 115 airports that qualified as cargo service airports, which shared the 3.5 percent of funding, totaling almost \$118.2 million.

### 3.1.4 State/Insular Areas

As directed in title 49 U.S.C., section 47114, 20 percent of the annual amount Congress makes available for AIP grants is apportioned for the use at nonprimary commercial service, general aviation, and reliever airports within the states and insular areas.<sup>31</sup> These airports are collectively referred to as nonprimary airports (see section 1.2, Airport Categories). Out of this amount, nonprimary airports are entitled to an individual apportionment (commonly known as “nonprimary entitlement” or “NPE”) based on one-fifth of the airport’s 5-year capital needs as identified in the NPIAS, not to exceed \$150,000 per year.

The remainder (commonly referred to as “State Apportionment”) is distributed to states based on the proportions of both the land area of each state to the total land area of all States and the population of each state to the population of all states. Therefore, as the amount required for NPEs has increased from year-to-year due to airports’ increasing capital requirements, the percentage remaining available for State Apportionments has decreased.

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<sup>30</sup> In FY 2010, two medium hub airports did not have a PFC in place: Memphis International, Memphis, Tennessee, and Eppley Airfield, Omaha, Nebraska.

<sup>31</sup> Under title 49 U.S.C., section 47114, if AIP funding drops below \$3.2 billion, the apportionment is reduced to 18.5 percent of the AIP and that amount is not reduced further in order to provide individual apportionments to each nonprimary airport.

In FY 2010, \$409.8 million was available for obligation to nonprimary airports. Of the amount remaining after allocation of individual nonprimary apportionments, 99.38 percent was apportioned to airports within the 50 States, as well as in the District of Columbia and Puerto Rico.<sup>32</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. The FAA works closely with airport sponsors and State aviation agencies on the use of these funds in each State. In FY 2010, \$264.2 million was available to the States, the District of Columbia, and Puerto Rico and \$1.6 million was made available for obligation to the insular areas.

### 3.1.5 Alaska Supplemental Funds

Congress apportions funds for certain Alaskan airports to ensure that the State of Alaska receives at least as much as these airports were apportioned in FY 1980 under previous Grants-in-Aid for Airports appropriation legislation. In FY 2010, this requirement provided an additional \$21.3 million for Alaskan airports based on the special apportionment rule applicable if the AIP funding level is \$3.2 billion or more.

## 3.2 Distribution of Discretionary Funds

The authorizing statute defines the remaining funds as discretionary funds but establishes a number of set-aside amounts to ensure specified minimum funding levels are achieved.<sup>33</sup>

- **Noise:** An amount equal to 35 percent of the discretionary fund (\$236.2 million in FY 2010) was reserved for noise compatibility planning and implementing noise compatibility programs under title 49 U.S.C., sections 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. Included in the noise set-aside funding is also funding for projects under the VALE Program, which provides funding to projects that help airports meet their responsibilities under the Clean Air Act (CAA). In FY 2010, the FAA issued 51 noise grants totaling \$228.2 million and 14 VALE grants totaling \$37.4 million.<sup>34</sup>

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<sup>32</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., section 47114(d).

<sup>33</sup> Title 49 U.S.C., section 47114.

<sup>34</sup> The noise set-aside established in title 49 U.S.C., section 47114, is a minimum funding level that should be reserved towards noise projects and the FAA may fund in a given year noise projects above this reserved amount.

- **Military Airport Program (MAP):** As required by title 49 U.S.C, section 47117(e), the FAA reserved a minimum of 4 percent of the discretionary fund, amounting to \$27 million in FY 2010 for the MAP.<sup>35</sup> Airport sponsors within the MAP also received an additional \$45 million in discretionary and entitlement AIP funds for a total of \$72.4 million in FY 2010 towards projects.
- **Reliever:** If the AIP funding level is \$3.2 billion or more, an amount equal to two-thirds of 1 percent is to be made available for grants to the sponsors of airports that have been designated by the Secretary of Transportation as reliever airports and that have:
  1. More than 75,000 annual operations;
  2. A minimum usable runway length of at least 5,000 feet;
  3. A precision instrument landing procedure; and
  4. A minimum number of based aircraft (100) as determined by the Secretary of Transportation.
- In FY 2010, 38 of the 269 reliever airports met these criteria and an amount of \$4.5 million was set-aside for the sponsors of these airports. The amount of AIP funding awarded to these sponsors in FY 2010 exceeded the FY 2010 established set-aside amount by \$96.8 million for a total of \$101.3 million.

After these set asides are met, \$407.3 million in discretionary funding remained available. As directed in statute, this remaining amount was further calculated into two funding categories:

- **Capacity/Safety/Security/Noise (C/S/S/N):** The FAA reserved 75 percent (\$305.5 million) of the remaining discretionary funding for C/S/S/N projects.
- **Pure Discretionary:** The FAA reserved 25 percent (\$101.8 million) of the remaining discretionary funding for any eligible project at any airport included in the NPIAS.

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

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<sup>35</sup> The MAP, a funding set-aside of the discretionary portion of the AIP, provides financial assistance for capacity and/or conversion-related projects at current joint-use or former military airports. Joint-use military airports are those military airports where the Federal Government leases a portion of the airport to a civil airport sponsor and permits civilian use of the airfield (see Chapter 6: Military Airport Program).

**Table 4: AIP Funding Distribution Plan for FY 2010**  
(\$ Millions)

<b>Authorized by Legislation</b>	<b>\$3,515.0</b>
Government-wide Budget Rescission <sup>36</sup>	0.0
<b>Available for AIP (Obligation Limitation)</b>	<b>3,515.0</b>
Less:	
SCASDP	6.0
Administrative Expenses	93.4
Airport Technology Research	22.5
Research and Development (ACRP)	15.0
<b>Total Available for AIP Grants</b>	<b>\$3,378.1</b>
<b>FUNDING DISTRIBUTION</b>	
<b>Entitlements/Appportionments</b>	
Primary Airports	821.2
Cargo (3.5 percent of total available for AIP grants)	118.2
Alaska Supplemental States (20 percent of total available for AIP grants)	21.3
Nonprimary Entitlement	409.8
State Apportionment by Formula	265.9
Protected (formerly "Carryover") Entitlements	568.1
<b>Subtotal Entitlements</b>	<b>2,204.5</b>
Small Airport Fund	
Nonhub Airports	285.0
Noncommercial Service	142.5
Small Hub	71.2
<b>Subtotal Small Airport Fund</b>	<b>498.7</b>
<b>Subtotal Nondiscretionary</b>	<b>2,703.2</b>
<b>DISCRETIONARY</b>	
Noise (35 percent of discretionary funds)	236.2
Reliever (0.66 percent of discretionary funds)	4.5
MAP (4 percent of discretionary funds)	27.0
<b>Subtotal Discretionary Set-asides</b>	<b>267.7</b>
C/S/S/N	305.5
Remaining Discretionary	101.9
<b>Subtotal Other Discretionary</b>	<b>407.3</b>
<b>Subtotal Discretionary</b>	<b>675.0</b>
<b>Funding Distribution Total for Fiscal Year Funds</b>	<b>\$3,378.0</b>
<b>Recovery Ceiling Authorized for Reobligation</b>	<b>\$97.7</b>
<b>Total Authorized Obligation Level</b>	<b>\$3,475.8</b>

<sup>36</sup> Although no rescission affected the AIP in FY 2010, the Government-wide budget rescission line item is retained in this table to maintain comparability among prior versions of the AIP Annual Report of Accomplishments.

### 3.3 Protected Entitlement Funds (Formerly Carryover Funds)

Entitlements are funds that the FAA allocates to an airport sponsor pursuant to the apportionment formulas in the authorizing statute. AIP statute legislation specifies that Entitlement funds will remain available to a sponsor for 2 or 3 years after the year of apportionment depending on the category of airport or sponsor type.<sup>37</sup> For a variety of reasons, a sponsor may elect not to use their entitlements in the fiscal year in which the FAA makes the funds available. These unused entitlements are made available to other sponsors in the form of discretionary funds to ensure full obligation of all program funds. The sponsor's entitlements will be made available in a subsequent fiscal year provided they have not expired. In those instances where a sponsor has not used their entitlements within their 3- to 4-year life span, the entitlement funds expire and are directed by the FAA to higher priority projects.

The unused entitlement funds that have not expired are called "protected entitlement" funds ("carryover"<sup>38</sup> funds). Protected entitlements are funds that must be made available to the sponsor in a subsequent fiscal year. In a subsequent fiscal year, the FAA makes funds available to replace the original grant sponsor's protected entitlements in addition to the sponsor's entitlements for that fiscal year.

The authorizing statute requires the FAA to make available protected entitlements from prior years before funding all entitlements and set-aside commitments. Because the protected entitlements are made available to the original airport sponsors in the subsequent fiscal year, this reduces the amount of new discretionary funds available in that fiscal year. Discretionary set-asides specified in title 49 U.S.C., section 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 these available discretionary funds.

In FY 2010, airport sponsors protected \$585.4 million in entitlement funding to use in subsequent years. NPE funds continued to account for the largest category of entitlement funds that sponsors elected not to use during the fiscal year. The FAA apportioned \$746.2 million in new and protected NPE funds to 2,751 nonprimary airports in FY 2010. By the end of FY 2010, 1,095 nonprimary airports had determined that they were unable to use \$337.1 million of the NPE funds made available. The FAA converted and obligated these funds as discretionary funds. These unused nonprimary entitlement funds represented 45 percent of all NPE funds made available to these sponsors in FY 2010.

### 3.4 Federal Share of AIP Projects

At medium and large hub airports, the Federal share is 75 percent of the total allowable project cost, except for project grants to implement noise compatibility projects as authorized by title 49

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<sup>37</sup> Title 49 U.S.C., section 47114.

<sup>38</sup> The terminology was changed in subsequent versions of the report to improve the accuracy of the description of protected entitlement funds.

U.S.C., section 47501, *et seq.*, which are funded at 80 percent. At all other airports, the Federal share is 95 percent of the total allowable project cost for all projects, including noise compatibility projects. The increase in Federal share to 95 percent was established in FY 2004 under Vision 100 (P.L. 108-176) to provide temporary relief to operators of small airports after the terrorist attacks on September 11, 2001. Although Vision 100 has a sunset clause that returns the Federal share for these airports back to 90 percent after FY 2007, the extensions to the Vision 100 authorization have retained this 95 percent Federal share.

In FY 2010, this increase in Federal share resulted in the FAA redirecting \$129.3 million away from capital projects to cover the additional 5 percent that otherwise would be funded by the airport sponsor.

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## **Chapter 4: Airports Capital Improvement Program (ACIP)**

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

All development projects identified in the NPIAS are eligible for AIP funding; however, the cost of planned development consistently exceeds the funding available from the AIP each year. The average annual cost of development at NPIAS airports is approximately \$10 billion with AIP funding about 30 percent of the AIP eligible projects. In allocating AIP funds, the FAA must select projects that advance statutory goals, as well as objectives, and enhance the national airport system.

Investment decisions are made using structured selection criteria that help identify critical annual development needs within associated AIP funding levels. The considered factors are weighted more heavily in favor of the type of project than the type of airport. In some cases, the authorizing statute directs the FAA to allocate funding to specific airport types and categories. The FAA has more discretion as to what type of development to fund within discretionary funding set-asides.

The project selection process occurs during an annual cycle that creates a funding plan known as the ACIP, an internal process used by the FAA to select projects for AIP funding. The ACIP allows the FAA to determine and fund the most critical airport development needs within AIP funding limits set by Congress through the appropriation process.

The ACIP is a subset of the NPIAS, which is one method used by the FAA to identify, plan, fund, and execute airport development while ensuring the most critical airport development needs are being funded nationwide. Projects included in the ACIP are subject to further consideration prior to funding approval. For instance, a project could be included in the ACIP initially but not approved for funding because an environmental action was not completed.

### **4.1 ACIP Development Process**

The development of the ACIP is a bottom-up process that begins with input from individual airport sponsors and State aviation officials. The primary emphasis is on the effective use of AIP funds, but the concept applies to other funding sources as well. Other funding sources and initiatives, such as PFC collections and innovative financing mechanisms, have expanded funding options for airport development. Figure 2: Airports Capital Improvement Plan (ACIP) Process, illustrates the ACIP development process and how airport sponsors, local planning agencies, and regional FAA offices contribute to it.

The ACIP process consists of three filters. The first filter occurs at the FAA regional and district office level where project engineers and planners develop a district or regional ACIP,

incorporating input from airport sponsors and the State. During this process, airport development projects are evaluated based on many factors. They include the costs for Federal mandates, the national priority rating (NPR), the adequacy of sponsor maintenance of airport infrastructure, how sponsors propose to use entitlement funds, the feasibility of accomplishing the project, the benefit-cost relationship, the eligibility of the proposed development, and the potential available funding. This filter allows field personnel to determine critical current-year needs and to develop a realistic field-level ACIP. Each regional office then submits an ACIP to FAA Headquarters for evaluation.

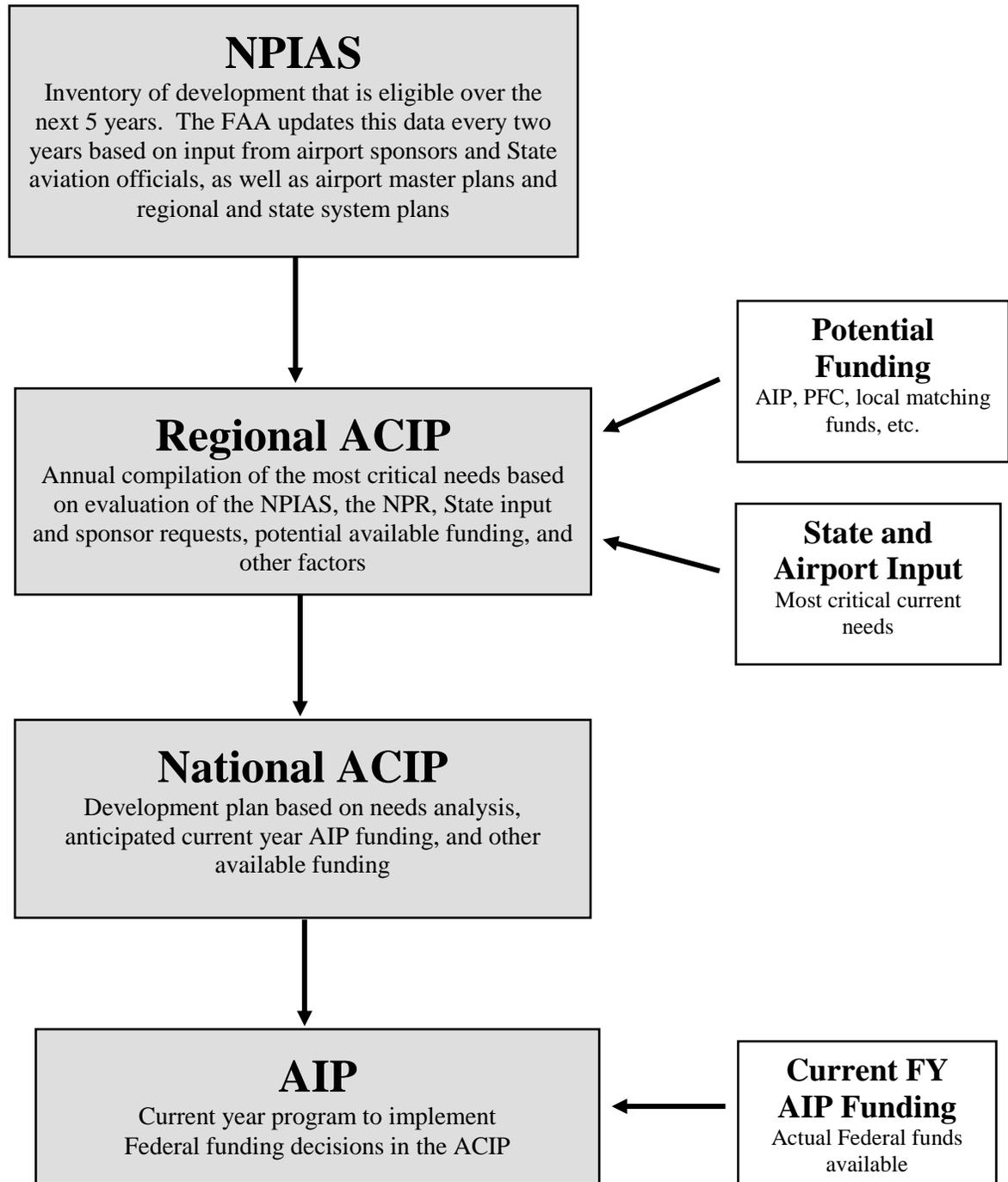
The second filter occurs at the FAA Headquarters where the staff evaluates the nine regional ACIPs for development into a single national funding plan. The ACIP establishes a priority of development that, among other things, considers factors such as an airport's service level, NPR, activity level, and hub status; type of project; and the Agency's goals for greater capacity, increased safety, security, and infrastructure preservation. Within the appropriation levels and statutory formulas that affect the disbursement of discretionary funds, the FAA establishes an NPR for projects competing for discretionary funding. The result is a quantified listing of airport projects rated by priority, referred to as the "candidate list." Projects included on the "candidate list" are considered for discretionary funding. The candidate list generally exceeds anticipated amounts available in AIP funding to allow flexibility in selecting the most critical merit-based projects for funding.

Generally, projects receiving a numerical rating below the national priority rating threshold are unlikely to receive funding. Exceptions to the above rule that may be considered: a phase of a larger project that has already been initiated, projects at a location that already has an LOI, projects required by a statutory mandate, unanticipated projects that have time sensitive needs, and projects that otherwise address special emphasis issues (for example, a national effort to reduce runway incursions).

Before approving projects with an NPR below the threshold, FAA's Headquarters office works with the regional offices to establish and review justifications for projects that have a low NPR but are necessary to meet statutory and Agency goals. Projects with strong justifications will be added to the candidate list. This is the final step in establishing a national funding plan.

The FAA calculates the numerical priority rating based on the category of airport, as well as the type of project and its purpose. The FAA requires written justification for deviations from the priority list and specifies that the FAA regions limit projects submitted within a budget ceiling specified by the FAA's Headquarters Office of Airports.

**Figure 2: Airports Capital Improvement Plan (ACIP) Process**



## 4.2 Benefit-Cost Analysis

In addition to priority ratings, in FY 2010, the FAA required the airport sponsor to complete a benefit-cost analysis (BCA) for capacity projects exceeding \$5 million in discretionary funds over the life of the project and for projects issued an LOI (see Chapter 7: Letter of Intent Program). Executive Order 12893, Principles for Federal Infrastructure Investments, dated January 26, 1994, provided the impetus for the FAA's Office of Airports to develop its benefit-cost evaluation criteria. The FAA does not require a BCA for other types of AIP projects because the authorizing statute exempts certain projects (such as noise projects) from the BCA process or the underlying value of this type of project has already been subject to economic evaluations required through regulation and advisory circulars (ACs).<sup>39</sup>

The assessment of aviation benefits at airports is challenging due to the variation in operational scope between airport types. Large air carrier airports with substantial activity that frequently experience delays can be evaluated based on the benefits to passengers and aircraft operations of reducing or removing these delays. Standard methodologies and values are readily available for use in these assessments. The FAA has also developed delay propagation multipliers to capture downstream benefits of delay reduction associated with capacity AIP projects at 100 commercial service airports. However, only a small number of airports experience significant levels of congestion and delay.

For the majority of airports, other economic benefits must be assessed. Typically, this is done by assessing the operations of a new aircraft or aircraft class that would be able to use the airport as a result of the project. While a project may be justified operationally by relatively few operations of a new aircraft or class of aircraft, quantification of the associated benefit of these operations is a challenge. In addition, BCA's cannot consider the mere shift of passengers or operations from one airport to another as a benefit to the system. Many benefits will not be realized until a project is completed and commissioned, which may be years after the BCA was completed. In addition, the benefits may be realized over a 20-year period and may vary from forecast results in the BCA for reasons having nothing to do with the quality of the BCA itself.

While the FAA relies on BCA results, among other considerations, in making discretionary funding decisions for capacity projects, BCA results are not generally used to determine a project's ranking on the AIP discretionary candidate list. Governing legislation for AIP identifies a number of other factors, such as safety, congestion relief, intermodal connections, quality of the environment, and capacity, for priority consideration. The FAA is exploring the development of methodologies for quantifying these factors in the future. In addition, other projects included in the candidate list are not subject to the BCA requirement.

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<sup>39</sup> To be eligible for Federal funds, certain AIP projects must comply with Federal regulations, including title 14 CFR, part 139, title 49 CFR, part 1542, and associated FAA standards and policies. When Federal regulations are proposed or amended, the Federal Government must complete a regulatory evaluation to determine the costs and benefits of any proposed new or amended requirements. The public is provided an opportunity to comment on such evaluations.

When required, the airport sponsor conducts a BCA using requirements developed by the FAA. The airport sponsor then submits its BCA and supporting documentation to the FAA for review and acceptance. Sometimes it is possible for an airport sponsor to conduct a BCA in conjunction with the development of the Airport Master Plan or environmental study. More typically, the airport sponsor conducts a BCA and submits it to the FAA prior to requesting AIP funds for the project.

In general, a BCA must demonstrate the project's benefits outweigh its costs before the FAA will consider the project eligible for discretionary funding. This BCA requirement does not apply to reconstruction projects that do not change the operating characteristics of the airport. In addition to providing a BCA, airport sponsors seeking an LOI—a multiyear commitment of Federal AIP support for airfield project—must meet additional requirements, as discussed in chapter 7. The FAA does not track the net benefits actually achieved after projects are completed.

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

During FY 2010, the FAA's Office of Airports continued efforts to refine the BCA process with the goal of improving future assessments of the benefits of large-scale AIP projects. The first of these efforts was the completion and publication of the ACRP research project entitled "Effective Practices for Preparing Airport Improvement Benefit-Cost Analyses." The report was finalized in June 2009 and looked at historical benefit assessment techniques used by airports and other modes in developing BCAs. Airport sponsors can now refer to the best practices found in this research when developing BCAs.<sup>40</sup> In FY 2010, the FAA's Office of Airports included references to the report in its draft BCA Program Guidance Letter as part of a consolidation and update to prior BCA guidance documents.<sup>41</sup>

The FAA's Office of Airports has followed the synthesis research report with two additional studies. First, as a follow on to that effort, the FAA's Office of Airports collaborated with the Office of Aviation Policy and Planning for new research through the ACRP. The ACRP is currently working on a research project entitled "Evaluating the Use of Passenger Air Travel for Capital Investment Planning and Benefit-Cost Analyses," which will provide additional information for airports to better assess aviation benefits for capital improvement projects.

In addition, the FAA's Office of Airports has begun a comprehensive review of general aviation airports, which will include two BCA-related items, including:

- Guidance for measuring benefits of Federal investment at general aviation and small commercial service airports;

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<sup>40</sup> The report is available at: <http://www.trb.org/Publications/Blurbs/161751.aspx>.

<sup>41</sup> The draft Program Guidance Letter is available at: [http://www.faa.gov/airports/aip/bc\\_analysis/](http://www.faa.gov/airports/aip/bc_analysis/). While this report was being drafted, it should be noted that the BCA guidance was finalized and published in the Federal Register on October 24, 2011 (76 FR 65769 – Modifications to Benefit Cost Analysis (BCA) Threshold).

- Benefit-cost tools for assessing navigation aids, improved approach minima, and weather observing equipment.

This effort began in June 2010 and has begun to define a valuable framework for the assessment of aviation benefits, particularly at smaller airports.

In FY 2010, the FAA received seven BCAs for capital projects requesting AIP funds in the current or future fiscal years. Of these, the FAA completed the review of five BCAs, all with positive benefit-cost ratios. Two BCAs submitted are still under review at the end of FY 2010.

## Chapter 5: State Block Grant Program (SBGP)

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### 5.1 SBGP Overview

In 1987, Congress passed the Airport and Airway Safety and Capacity Expansion Act (P.L. 100-223) establishing a pilot program using state block grants to provide AIP funds to nonprimary airports. The FAA initiated the SBGP in 1989 with three States: Illinois, Missouri, and North Carolina. Through the SBGP, the FAA provides program funds directly to states that, in turn, select and fund projects at small airports. In 1992, the pilot program was expanded from three States to seven. The SBGP was made permanent by Congress in the Federal Aviation Reauthorization Act of 1996 (P.L. 104-264). Since the enactment of AIR-21, 10 States have been authorized to participate in the SBGP. In FY 2010, the 10 States that participated in the program were Georgia, Illinois, Michigan, Missouri, New Hampshire, North Carolina, Pennsylvania, Tennessee, Texas, and Wisconsin. These 10 States represent approximately 26 percent of the nation's nonprimary airports in the NPIAS.

In FY 2010, the FAA granted \$247.3 million in State apportionment, nonprimary entitlements, and discretionary funds under the SBGP. Table 5: State Block Grant Totals for FY 2010 provides a breakdown of these funds by State.

**Table 5: State Block Grant Totals for FY 2010**

State	Block Grant Funds (\$)		State Total
	Apportionment <sup>42</sup>	Discretionary	
Georgia	\$19,618,984	\$5,762,000	\$25,380,984
Illinois	17,965,645	15,461,907	33,427,552
Michigan	19,595,591	13,534,450	33,130,041
Missouri	15,169,109	3,372,027	18,541,136
New Hampshire	2,099,230	3,441,306	5,540,536
North Carolina	14,042,014	7,798,055	21,840,069
Pennsylvania	10,974,417	1,065,822	12,040,239
Tennessee	12,703,582	5,512,500	18,216,082
Texas	45,379,383	11,482,040	56,861,423
Wisconsin	16,461,531	5,882,098	22,343,629
<b>State Block Grant Total:</b>	<b>\$174,009,489</b>	<b>\$73,312,205</b>	<b>\$247,321,691</b>

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<sup>42</sup> Apportionment amounts include nonprimary entitlements and State apportionments.

## 5.2 State Subawards

By participating in the SBGP, States agree to assume certain responsibilities related to the administration of the AIP normally performed by the FAA. Specifically, States assume AIP administration responsibilities for airports classified as “other than primary” airports—that is, nonprimary commercial service, reliever, and general aviation airports. The State reviews project requests from airports and makes funding decisions consistent with established FAA eligibility and justification criteria. The State has the ability to assign NPE and State apportionment funds, as well as make recommendations regarding discretionary funding for consideration by the FAA. All funds received by the State are used for implementing eligible and justified projects. The State may or may not issue a subgrant to each individual airport.

In FY 2010, SBGP States issued 1,124 subawards that totaled \$458.8 million. Table 6: Total FY 2010 Subawards and Amounts provides a breakdown of these funds by State.

**Table 6: Total FY 2010 Subawards and Amounts<sup>43</sup>**

State	Subawards Issued	Total of Subawards
Georgia	87	\$19,690,706
Illinois	138	37,619,390
Michigan	43	26,716,728
Missouri	119	15,199,332
North Carolina	60	19,296,182
New Hampshire	23	2,492,775
Pennsylvania	137	146,817,593
Tennessee	60	32,695,882
Texas	264	134,323,954
Wisconsin	193	23,911,645
<b>Total</b>	<b>1,124</b>	<b>\$458,764,187</b>

As explained in section 4.1, ACIP Development Process, one of the tools the FAA uses to make discretionary funding decisions, as well as ensure entitlement funds are applied to the highest priority projects, is the national priority system. The national priority system is also one method for the States to use in considering the use of entitlement and State apportionment funds within their State. However, the FAA’s national priority system does not consider all factors that States, local governments, or private sponsors use to establish their individual priorities. Block grant states have some latitude in using the national priority system or proposing comparable alternatives.

<sup>43</sup> Subawards may include funding from previous year block grants, as well as funding awarded in the FY 2010 block grants detailed in Table 5: State Block Grant Totals for FY 2010.

In FY 2010, over 75 percent of the subawards provided funding to complete runway, taxiway, and apron projects. Table 7: Subaward Totals by Project Type provides a breakdown by projects funded.

**Table 7: FY 2010 Subaward Totals by Project Type**

<b>Project Type</b>	<b>Percentage of Total Awarded</b>	<b>Subawards Amount</b>
Apron	9.79%	\$44,922,334
ARFF Building	0.10%	450,000
Equipment	3.01%	13,788,564
Land	5.04%	23,125,257
New Airport	1.90%	8,704,708
Noise Mitigation	0.08%	356,250
Other <sup>44</sup>	9.24%	42,366,974
Road	0.16%	713,579
RSA	1.04%	4,764,806
Runway	50.14%	230,016,037
Security	2.43%	11,143,024
Snow Removal Equipment Building	0.71%	3,271,260
Taxiway	15.55%	71,355,745
Terminal	0.83%	3,785,649
<b>Total</b>	<b>100.00%</b>	<b>\$458,764,187</b>

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<sup>44</sup> Other projects may include constructing utilities, removing obstructions, improving airport drainage, installing airport beacons, and other related projects.

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## Chapter 6: Military Airport Program (MAP)

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Since FY 1991, in accordance with title 49 U.S.C., section 47118, Congress authorized the MAP to provide additional airport capacity to the U.S. airport system. The MAP, a funding set-aside from the discretionary portion of the AIP, provides financial assistance for capacity and/or conversion-related projects at current joint-use or former military airports. Joint-use military airports are those military airports where the Federal Government leases a portion of the airport to a civil airport sponsor.

MAP funding helps finance needed infrastructure changes to meet civil aviation standards and the needs of civil aviation users.<sup>45</sup> For example, some surplus military airfields have wide runways with runway edge lights located 150 feet on either side of the runway centerline. To comply with civil standards, the airport sponsor must move the runway edge lights 75 feet closer to the runway centerline. Military lighting systems and signs frequently need to be changed to meet the requirements of 14 CFR, part 139 based on the type of air carriers using the airport. In addition, the civil airport sponsor may need to rehabilitate or build additional infrastructure, such as roads, hangars, and terminal buildings.

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

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

- Airports that are military installations with both military and civilian aircraft operations; or
- Airports that were realigned or declared surplus and scheduled for closure under the Department of Defense (DOD) Base Realignment and Closure Program or title 10 U.S.C., section 2687 (disposal of large surplus defense installations normally reported to the General Services Administration).

At any point in time, a maximum of 15 eligible airports may participate in the program as designated by the Secretary of Transportation. An airport may be selected for the program more than once; however, each selection carries a maximum participation of up to 5 years. After the airport's designation expires, the airport sponsor may apply for redesignation. The FAA may designate one general aviation airport at a time for inclusion in the MAP. In FY 2010 that designated general aviation airport was Griffiss International Airport, Rome, New York. All other participating airports must be classified as reliever or commercial service airports in the NPIAS.

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<sup>45</sup> Please see title 49 U.S.C., section 47118, for MAP requirements and sponsor eligibility information.

Of the 15 slots authorized, 6 were available to be filled in FY 2010. The FAA received five applications for these six available slots. From these applications, Stewart International Airport, Newburgh, New York, was selected for a 1-year term and Sacramento Mather Field, Sacramento, California, was selected for a 3-year term.

Table 8: MAP Locations and Funds Awarded in FY 2010 lists the MAP discretionary, additional discretionary, and entitlement amounts that the FAA awarded to sponsors for FY 2010 MAP airports. In total, AIP funds to MAP airports in FY 2010 equaled \$72.4 million.

**Table 8: MAP Locations and Funds Awarded in FY 2010**

Airport Name	City	State	MAP Discretionary Funds	Additional Discretionary Funds	AIP Entitlement Funds	Total
Phoenix-Mesa Gateway	Phoenix	AZ	\$5,468,507	\$2,367,291	\$1,769,461	\$9,605,259
March Air Reserve Base	Riverside	CA	0	0	0	0
Sacramento Mather Field	Sacramento	CA	0	0	3,041,791	3,041,791
Eglin Air Force Base	Valparaiso	FL	2,800,000	0	4,755,868	7,555,868
A.B. Won Pat International (Guam)	Agana	GU	1,550,000	11,530,275	4,344,725	17,425,000
Alexandria International	Alexandria	LA	4,200,000	5,086,973	1,506,493	10,793,466
Chippewa County International	Sault Saint Marie	MI	3,382,000	0	1,377,500	4,759,500
Plattsburgh International	Plattsburgh	NY	3,649,900	190,107	1,048,693	3,840,007
Griffiss Airpark	Rome	NY	2,397,265	90,654	218,096	2,706,015
Stewart International Airport	Newburgh	NY	0	2,857,512	2,921,929	5,779,441
Jose Aponta de la Torre	Ceiba	PR	3,550,502	0	3,318,472	6,868,974
<b>Total</b>			<b>\$26,998,174</b>	<b>\$22,122,812</b>	<b>\$23,254,335</b>	<b>\$72,375,321</b>

## Chapter 7: Letter of Intent (LOI) Program

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The FAA is authorized under title 49 U.S.C., section 47110(e), to issue an LOI for certain airport development projects when current obligating authority is not adequate to meet an airport sponsor's desired timing for a particular project. Under this provision, the sponsor of a primary or reliever airport may request that the FAA consider issuing an LOI. The authorizing statute limits the aggregate amount the FAA can commit in LOIs and limits LOIs to projects that will preserve or enhance capacity. For large airports, the legislation also requires that projects supported with LOIs will enhance system-wide airport capacity significantly.

The FAA evaluates the proposal and, if approved, issues a letter stating the reimbursement will be made according to a given schedule as funds become available. The LOI indicates Federal approval to an airport sponsor of a proposed project's scope and the timing for its accomplishment. It also indicates Federal intent to fund the project in subsequent years, subject to the future availability of AIP funds.

Before an airport sponsor begins construction, the FAA must approve the scope of work and the proposed funding plan. In addition to standard project criteria, the FAA requires that a BCA (see Chapter 4: Airports Capital Improvement Plan (ACIP)) accompany any LOI request. The FAA also considers the airport sponsor's financial commitment to the project and several other criteria.

Once the FAA establishes the scope of the project and the proposed payment stream, the FAA prepares the LOI indicating its intent to provide future funding for the agreed-upon project. This expression of intent on the part of the FAA is sufficient to reduce the risk associated with making improvements now and not receiving reimbursement until future years. Most airports finance large development projects with revenue bonds, passenger facility charges, and other airport funds in addition to LOI funding. Federal financial support for the project through an LOI helps the sponsor to receive favorable bond ratings and thus lowers financing costs.

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

Below is a brief summary of the LOI Program for FY 2010. For additional information, please refer to Appendix F: Letter of Intent Payments for FY 2010 and Appendix G: Letter of Intent Commitments by Fiscal Year. Appendix F shows locations awarded grants associated with LOIs during FY 2010 and including both entitlement and discretionary amounts awarded. The amounts shown are the total for the grant award and not necessarily the amount paid during the fiscal year. Appendix G lists the amounts for future fiscal years committed in LOIs to the listed airports. This appendix breaks down the airport sponsor's commitment by their apportioned AIP funds and the funds the FAA intends to provide from AIP discretionary funds.

In FY 2010, LOI payments totaled \$217.7 million in discretionary funds and \$80.0 million in airport sponsor entitlements. At the end of FY 2010, there were 23 open LOIs with remaining payment schedules through FY 2029 totaling \$1.259 billion (\$1.094 billion in discretionary and \$164.8 million in entitlement funds).

During FY 2010, the FAA closed six LOIs:

- Miami International Airport, Florida;
- Minneapolis-St. Paul International/Wold-Chamberlain, Minnesota;
- Lambert-St. Louis, Missouri;
- Memphis International, Tennessee;
- Dallas/Ft. Worth International, Texas; and
- George Bush Intercontinental/Houston, Texas.

Also during FY 2010, the FAA issued the following new LOIs:

- **Chicago O'Hare International Airport**, Chicago, Illinois, totaling \$410.0 million (all discretionary funds) from FY 2011 to FY 2026 to help fund the completion phase of the O'Hare Modernization Program. The completion phase includes new (relocated) Runway 9C/27C; new (relocated) Runway 10R/28L; extension of Runway 9R/27L; and all associated enabling projects, including supporting taxiway improvements, new and upgraded navigation aids, site utilities, and relocation of existing facilities.<sup>46</sup>
- **Dallas Love Field**, Dallas, Texas, totaling \$56.3 million of which \$50.0 million is discretionary funds from FY 2010 to FY 2017 for the construction of a new aircraft apron, hydrant fuel distribution system, and associated airside improvements in support of the Love Field Modernization Program, a comprehensive capacity enhancement initiative called for by the Wright Amendment Reform Act of 2006.
- **Port Columbus International Airport**, Columbus, Ohio, totaling \$90.5 million of which \$74.1 million is discretionary funds from FY 2010 to FY 2017 for replacing Runway 10R/28L, including all associated enabling projects, environmental mitigation, and converting the existing Runway 10R/28L to a taxiway.

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<sup>46</sup> While this report was being drafted, it should be noted that this LOI was amended three times in FY 2011 to split the work into two distinct project phases and increase the overall amount by \$155 million.

## Chapter 8: Major Capacity, Safety, Security, and Noise (C/S/S/N) Project Grants

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The primary goals of the AIP are to preserve and enhance the capacity, safety, and security of U.S. airports. To that end, title 49 U.S.C., section 47115, requires the FAA to set aside a certain portion of AIP funds for projects relating to capacity, safety, and security, as well as to those leading to airport noise reductions.

Specifically, the authorizing statute requires that at least 75 percent of the discretionary funds each year must be used for grants to enhance and preserve capacity, safety, and security, or for noise compatibility planning or mitigation at primary and reliever airports.

In FY 2010, the amount set aside for C/S/S/N projects was a minimum of \$305.5 million (see Table 4: AIP Funding Distribution Plan for FY 2010). Typically, final annual AIP allocations result in more funding being provided to C/S/S/N projects than required. This reflects the important and significant contributions these projects make to the airport system, and so these types of projects are often funded from remaining discretionary AIP funds, as well as converted entitlement carryover funds. In FY 2010, the FAA awarded AIP grants totaling \$513.7 million in discretionary funds for these projects. In addition to this amount, other funding—including sponsor entitlements and State apportionment funding—may be allocated to C/S/S/N projects.

Examples of the types of projects in each category include:

- **Capacity.** Major capacity projects include new or extended runways and taxiways designed to improve airfield capacity, including increased aircraft operations, larger aircraft, or improved peak-hour capacity. Other capacity projects include new and expanded aprons to support aircraft parking in the terminal area.
- **Safety.** Major safety projects include RSA improvements, RSAT recommendations,<sup>47</sup> removal of obstructions to critical surfaces, acquisition of ARFF equipment and support facilities, and improvements to airfield signage, lighting, and marking.
- **Security.** AIP-supported security enhancements are closely coordinated with the Transportation Security Administration and include improvements from airport perimeter fences to access control and explosive detection systems.
- **Noise.** Major noise projects range from noise analysis, noise monitoring systems, and land-use compatibility studies to acquisition of property and navigation easements, sound insulation of homes and schools, and other noise mitigation measures.

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<sup>47</sup> RSAT are established at either the regional or local level to develop a Runway Safety Action Plan for a specific airport. The RSAT's primary purpose is to address existing runway safety problems and issues.

Some of the C/S/S/N projects funded in FY 2010 include the following:

- **Akron-Canton Regional Airport**, Akron, Ohio: In FY 2010, the FAA awarded a \$16.625 million grant for the final phase of the Runway 5/23 RSA improvement and runway extension project. The completion of this RSA project will bring the airport into full compliance with current FAA design standards for a Category C-III airport. On November 18, 2010, the new 8,204-foot Runway 5/23 was commissioned with a newly established precision instrument landing system on Runway 5. The runway was shifted 700 feet southwest to provide for standard safety areas and extended 600 feet to accommodate aircraft demand. The airport plans to complete the remaining elements of the project in the summer of 2011.
- **Alexandria International Airport**, Alexandria, Louisiana: In FY 2010, the FAA provided \$1.4 million to soundproof portions of the Renaissance Home for Youth, which is currently located within the airport's day-night average sound level (DNL) 65 decibel (dB) noise contour. This nonprofit organization provides juvenile support services to the Rapides Parish, Louisiana, justice system. The facility provides detention, shelter care, group homes, and aftercare services for up to 40 residents. The airport has an ongoing program to soundproof noncompatible residences/facilities in noise-impacted areas around the airport.
- **Buffalo Niagara International Airport**, Buffalo, New York: In FY 2010, the FAA provided \$4.6 million to soundproof 108 homes and one public building (a nearby church). Approximately 2,545 people will receive benefits from this noise compatibility grant. The airport has an ongoing program to soundproof noncompatible residences in noise-impacted areas.
- **Charles B. Wheeler Downtown Airport**, Kansas City, Missouri: In FY 2010, the FAA awarded \$8.2 million to improve the RSA for Runway 01/19. The RSA improvements included relocating the Runway 19 threshold and installing an Engineered Materials Arresting System (EMAS) at the end of Runway 19. The work was completed in October 2010.
- **Charlotte/Douglas International Airport**, Charlotte, North Carolina: In FY 2010, the FAA issued a \$22.5 million LOI grant to the city of Charlotte for the construction of a third parallel runway to accommodate existing and projected capacity demands. The runway opened in 2010. This new runway is 150 feet wide and 9,000 feet long. It has a 5,000-foot separation that will allow triple independent simultaneous instrument approaches. The estimated total construction cost is \$300 million. This project is supported by an LOI of \$124.1 million over an 8-year period through FY 2014.
- **Chicago O'Hare International Airport**, Chicago, Illinois: In FY 2006, the FAA signed a 15-year, \$337 million LOI in support of Phase 1 of the O'Hare Modernization Program, a major airfield reconfiguration that received environmental approval in FY 2005. In FY 2010, the FAA issued a grant totaling \$26.5 million and constituting the fifth installment of the LOI to construct Runway 9L/27R and an extension to Runway 10/28. Both the extension and the

new runway were commissioned in late 2008. In FY 2010, the FAA issued a grant for \$4 million for the design of residential sound insulation to benefit 720 homes and a grant for \$4.5 million to install sound insulation at a nearby high school.

- **Eppley Airfield, Omaha, Nebraska:** In FY 2010, the FAA issued AIP funds in the amount of \$20.7 million to rehabilitate Taxiways C, E, L, and S. The taxiway rehabilitation includes reconstructing Taxiway E and extending Taxiway S to replace the function of removed Taxiway C. The work is scheduled to be completed in August 2011.
- **Lafayette Regional Airport, Lafayette, Louisiana:** In FY 2010, the FAA provided \$3.4 million for phase one of a \$30 million construction project to complete RSA improvements related to Runway 04R/22L. This project will contribute to the FAA's national goal of ensuring that all existing RSAs at title 14 CFR, part 139, certificated airports meet the FAA's airport design standards. This phase included the relocation of the Runway 4R threshold and the construction of an EMAS bed.
- **Marthas Vineyard Airport, Vineyard Haven, Massachusetts:** In FY 2010, the FAA provided \$10.8 million to reconstruct the terminal apron and realign parallel Taxiway A at the airport. This project will improve airport efficiency and provide apron area that can be used by heavier corporate jets. The airport experiences significant aircraft operational growth during peak vacation months. These improvements will allow more efficient use of the airport's facilities.
- **Minneapolis-St. Paul International/Wold-Chamberlain Airport, Minneapolis, Minnesota:** In FY 2010, the FAA awarded a \$5 million grant to apply toward the \$95 million LOI established in FY 1999 for the construction of Runway 17/35 and two service road tunnels. Runway 17/35 was commissioned in FY 2006. This was the final grant of the LOI. In addition, in FY 2010, \$2.9 million in AIP funds were dedicated toward a 6-year project to reconstruct and realign taxiways adjacent to the Lindbergh Terminal. This will eliminate aircraft taxi restrictions and simplify taxi routes. An additional \$2.8 million of the FY 2010 AIP funding was applied to help reimburse the sponsor for the final segment of Runway 12L/30R reconstruction, which was completed in 2009.
- **Newark Liberty International Airport, Newark, New Jersey:** In FY 2010, the FAA provided an AIP grant in the amount of \$4.2 million for the rehabilitation of Runway 11/29, which was completed during FY 2010. The FAA also provided FY 2010 AIP grants for approximately \$3.61 million for rehabilitating numerous taxiways, as well as for widening 32 taxiway fillets. These improvements allow the airport to accommodate larger aircraft, improve surface movement, and contribute to delay reduction. These projects were substantially completed during FY 2010.
- **Norman Y. Mineta San Jose International Airport, San Jose, California:** In FY 2010, the FAA issued approximately \$6.7 million in AIP funds for the third phase of the Taxiway W extension project. The extension project is necessary to meet airport capacity requirements and to provide increased operational flexibility in the ground handling of aircraft.

- **Reno/Stead Airport**, Reno, Nevada: In FY 2010, the FAA provided \$3.5 million to improve the RSAs for Runways 8/26 and 14/32. The RSA improvements meet the 500-foot width and 1,000-foot length standard. The RSA improvements consist of declared distances, displaced threshold, relocation of visual aids, safety area grading, and modifications to signage and lighting systems.
- **Sacramento International Airport**, Sacramento, California: In FY 2010, the FAA provided over \$9.7 million of AIP funding under a \$59.9 million LOI to support the new Terminal Modernization Program. The Terminal Modernization Program consists of a 406,000-square-foot terminal building; a 316,000 square foot airside concourse building with 19 aircraft gates; an automated people mover; vehicular roadway; and the related terminal apron, remain-over-night apron (RON), taxiways, lightning, and drainage facilities. The AIP funding is dedicated to constructing the terminal RON apron, taxiways, lighting, and drainage facilities.
- **Sitka Rocky Gutierrez Airport**, Sitka, Alaska: In FY 2010, the FAA issued \$29.9 million AIP funds for the first phase of a project to improve the RSA for Runway 11/29. This RSA improvement includes embankment construction of 530 feet off the end of Runway 29 into the deep marine waters of Sitka Sound. This heavy marine fill construction also includes the placement of armored rock for shore protection from storm wave actions.
- **Southwest Florida International**, Fort Myers, Florida: The FAA provided \$8.4 million in FY 2010 to construct an ARFF facility. This project replaces an existing ARFF station that is too small to house all of the 14 CFR part 139 required vehicles and equipment. The existing station did not meet current FAA standards for an ARFF facility.
- **St. George Municipal Airport**, St. George, Utah: The existing primary commercial service airport did not meet FAA design standards, was exceeding its capacity, and could not be expanded. A site selection study identified a replacement location, and construction began in late 2008. To date, grants totaling nearly \$70 million have been issued to the sponsor to develop this new facility. The airport has an LOI scheduled through FY 2015. The FY 2010 LOI grant included \$10 million in discretionary funds and \$1 million in entitlement funds. The new airport opened on January 13, 2011.
- **Ted Stevens Anchorage International Airport**, Anchorage, Alaska: In FY 2010, the FAA provided \$1.3 million to soundproof 54 homes for noise compatibility. The airport has an ongoing program (as part of an approved part 150 study) to soundproof noncompatible residences in noise-impacted areas. Approximately 124 residents will receive benefits from this noise compatibility grant.
- **Theodore Francis Green State Airport**, Warwick, Rhode Island: In FY 2010, the Rhode Island Airport Corporation received \$10 million in noise discretionary funding to relocate more than 50 families under the Part 150 Noise Compatibility Program. This grant is part of a multiphased acquisition program to provide an opportunity for families to relocate outside of the DNL 70 dB contour. In addition, the airport worked with the FAA to complete

an Environmental Impact Statement (EIS) for major airfield improvements, including an anticipated runway extension.<sup>48</sup>

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<sup>48</sup> The FAA issued the Record of Decision (ROD) on September 23, 2011.

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## Chapter 9: Environmental Responsibilities

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The FAA's Office of Airports assesses potential environmental impacts that may result from airport development projects at airports comprising the NPIAS.<sup>49</sup> The FAA must complete this assessment before it approves airport layout plans or amendments to them and financing for airport development projects at those airports. This evaluation of environmental impacts satisfies requirements contained in the National Environmental Policy Act of 1969 (NEPA) and other Federal laws, regulations, and FAA orders that detail specific criteria to be used for protecting the human and natural environment.

The FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects, define the scope of environmental evaluations needed to comply with the NEPA. The "Environmental Desk Reference for Airport Actions" provides information on how to apply other Federal environmental requirements beyond the NEPA to proposed airport actions.<sup>50</sup> These documents address potential impacts to noise, air quality, water quality, public recreation lands, wildlife refuges, prime or unique farmlands, hazardous materials, historical and archeological sites, endangered and threatened species, coastal zones, wetlands, and floodplains, among others. This evaluation process provides the FAA, other Federal, State, and local agencies, and the public with a better understanding of potential environmental impacts associated with taking no action, the proposed project, and reasonable alternatives. The process also develops and discusses the measures needed to mitigate resulting adverse environmental impacts.

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

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

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

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<sup>49</sup> NPIAS reports are available online at: [http://www.faa.gov/airports/planning\\_capacity/npias/reports/](http://www.faa.gov/airports/planning_capacity/npias/reports/).

<sup>50</sup> FAA Orders 1050.1E and 5050.4B are available online at: [http://www.faa.gov/regulations\\_policies/orders\\_notices/](http://www.faa.gov/regulations_policies/orders_notices/).

If the impacts of the project are unknown or it has the potential to significantly impact the environment, the airport sponsor will normally prepare an EA. The FAA must prepare an EA for a proposed action when the initial review of the proposed action indicates that it is not categorically excluded, or it is normally categorically excluded, but involves an extraordinary circumstance that may significantly impact the environment, or the action is not one that normally requires an EIS. If after reviewing the EA, the FAA determines the document meets the legal requirements and the project (including any identified mitigation) would not significantly affect environmental resources, the Agency will prepare a Finding of No Significant Impact.

If the project normally requires an EIS or significant impacts are anticipated, the FAA may proceed directly into an EIS. If the FAA determines the project will significantly impact the environment after reviewing the EA, then the FAA must prepare an EIS. The EIS analyzes the impacts and evaluates the measures that could reduce or eliminate adverse environmental impacts in more detail than an EA.

The EIS is a detailed study of the environmental effects the no action, proposed action, and reasonable alternatives would cause. The FAA selects and directs a consultant specializing in evaluating and assessing environmental impacts to help the FAA prepare the EIS. The FAA may use an EA that an airport sponsor prepares as the basis for further analyses in the EIS. The resulting EIS serves these purposes:

- Defines a proposed project's purpose and need;
- Describes the no action alternative, the proposed action, and the reasonable alternatives that will achieve that purpose and need;
- Identifies the environmental resources those actions (including the alternative the FAA selects as its preferred alternative) would affect;
- Discusses the measures the FAA will require to mitigate identified adverse environmental impacts;
- Includes public comments on these topics and the FAA's responses to those comments; and
- The list of persons who prepared the EIS and the documents supporting it.

After completing the EIS, the FAA issues a record of decision (ROD). The ROD provides the approving FAA official's rationale for the decision made.

Major EISs in progress or completed during FY 2010 include the following:

- Philadelphia International Airport (Pennsylvania): reconfiguration and capacity enhancement project, in progress;
- Palm Beach International Airport (Florida): proposed relocated and extended runway, in progress;
- Theodore Francis Green State Airport (Rhode Island): primary runway extension, RSA improvements, and terminal area development, in progress;
- Fort Lauderdale/Hollywood International Airport (Florida): proposed runway extension, completed;
- Mesquite Airport (Nevada): relocated general aviation airport, in progress;

- Friedman Memorial Airport (Idaho): relocated general aviation airport, in progress;
- Taos Regional Airport (New Mexico): proposed new runway, in progress;
- George Bush Intercontinental/Houston Airport (Texas): proposed new runway, in progress; and,
- Ivanpah Valley Airport (Nevada): proposed new airport, in progress.

## 9.1 Streamlining the Environmental Review Process

Vision 100 (P.L. 108-176) contained a number of environmental provisions applicable to the AIP, notably title III, subtitle A, Aviation Streamlining Approval Process Act of 2003, codified at title 49 U.S.C., sections 47171-47175. These provisions direct the Secretary of Transportation to develop and implement an expedited and coordinated environmental review process for airport capacity enhancement projects at congested airports, aviation safety projects, and aviation security projects. The FAA's Office of Airports continues to implement, where appropriate, an expedited and coordinated review process for airport development projects at congested airports as defined in Vision 100. Expedited and coordinated review processes are in place for the Philadelphia International Airport's EIS that is nearing completion. The FAA also used the coordinated review process for the recently completed EIS for Fort Lauderdale/Hollywood International Airport, an EIS for a proposed supplemental airport (Ivanpah Valley Airport), and an EIS for airport improvements at Houston's George Bush Intercontinental/Houston Airport. In addition, the FAA's Office of Airports has formalized this coordinated review process in the FAA Order 5050.4B and other related environmental guidance documents. Since FY 2004, the FAA has filled 31 new positions specifically to support environmental reviews of airport projects. Eighteen of the positions are environmental specialists and 13 are environmental attorneys. The increased staff has greatly contributed to the FAA's ability to prepare and process increased EIS workloads and resolve environmental issues in a timely manner.

## 9.2 Changes to FAA Environmental Guidance and Policies

Considerable outreach occurred over the last 3 years to assist airport sponsors and NEPA practitioners with FAA Order 5050.4B, which provides NEPA implementing instructions for airport projects. In addition, the FAA's Office of Airports issued a companion document entitled "Environmental Desk Reference for Federal Airport Actions" (Desk Reference) that provides staff and interested parties with information to integrate and comply with Federal environmental laws, regulations, and executive orders beyond NEPA and its implementing regulations. The Desk Reference is posted on the FAA's Web site.<sup>51</sup>

In FY 2010, the FAA's Office of Airports issued new technical guidance for placing solar technology on airports. The guidance, entitled "Solar Guide: Technical Guidance for Evaluating Selected Solar Technologies on Airports," discusses the opportunities and trade-offs of certain types of solar energy installations. It provides FAA personnel with clear and consistent procedures for reviewing proposed solar projects on or near airports. It also provides airport sponsors and the aviation community with a reference for technical, financial, and regulatory issues associated with particular types of solar energy.

<sup>51</sup> The Desk Reference is available online at: [http://www.faa.gov/airports/environmental/environmental\\_desk\\_ref/](http://www.faa.gov/airports/environmental/environmental_desk_ref/).

In FY 2010, the FAA's Office of Airports began working with the FAA's Office of Environment and Energy to update the Agency's policies and procedures for implementing NEPA, Order 1050.1E, Environmental Impacts: Policies and Procedures.<sup>52</sup> The updated order will include the latest FAA and Council on Environmental Quality guidance on preparing, reviewing, and approving NEPA documents; and will also include new FAA categorical exclusions.

### 9.3 High-Priority Transportation Projects

The goal of Executive Order 13274 (September 2002), Environmental Stewardship and Transportation Infrastructure Project Reviews, is to promote environmental stewardship and expedite environmental reviews of high-priority transportation projects. In 2003, the Secretary of Transportation selected the proposed airport expansion projects at the Los Angeles and Philadelphia International Airports, and in 2004, selected St. George Airport as 3 of the initial 13 designated high priority transportation projects under the Executive Order.

Of those three aviation projects, only the Philadelphia International Airport project remains active. Several of the various expansion projects at Los Angeles International Airport have already been completed, and the new St. George Airport opened on January 13, 2011. The remaining project at Philadelphia International Airport involves a proposed major airfield Capacity Enhancement Program. The FAA's multidisciplinary EIS team working on this project is using a concurrent and streamlined environmental review process. A Final EIS was completed and the ROD was issued on December 30, 2010.

### 9.4 Airport Sustainability Initiatives

In FY 2010, the FAA continued its efforts to increase focus on sustainability. Sustainable airport operations can reduce airport environmental effects, enhance economic and financial performance, and improve relationships with local communities. In FY 2010, the FAA's Office of Airports increased its longstanding support for sustainability with the Sustainable Master Plan Pilot Program. This program will ensure sustainability becomes a core airport objective through completion of master planning documents that incorporate sustainability principles. Additional information on the Sustainable Master Plan Pilot Program is provided in Chapter 13.

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<sup>52</sup> Since 2010, FAA's Office of Airports has continued to work with FAA's Office of Environment and Energy and other FAA Lines of Business and Staff Offices to develop and refine the update to Order 1050.1E. The updated Order will be sent for Council on Environmental Quality and public review before it is finalized in early FY 2014.

## Chapter 10: Noise and Air Quality Programs

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### 10.1 Noise Compatibility

Under title 49 U.S.C., section 47504, the FAA continues to provide funding to airport sponsors to develop comprehensive programs to reduce noise and achieve compatible land uses in areas surrounding an airport.<sup>53</sup> Part 150 prescribes the procedures, standards, and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs (NCPs). Since an approved NCP is a precondition to receiving AIP funds for most noise mitigation actions, most operators of airports where noise is a significant factor have engaged in some level of noise planning. They view the opportunity to conduct planning and mitigation with Federal funds as a means of fostering better relations with nearby communities.

As of FY 2010, a total of 274 airport sponsors chose to take part in the noise planning process. Of these, 255 have approved NCPs, and the FAA has approved 113 amendments to NCPs. In FY 2010, the FAA awarded three grants for new or updated noise studies, costing about \$1.35 million. Additionally, the FAA awarded 51 grants, totaling \$228.2 million, for noise compatibility mitigation. These projects included the purchase of noise-impacted land adjacent to airports, soundproofing of residences and schools, and other efforts to reduce adverse impacts of noise, providing relief to 13,968 residents, students, and medical patients.

Many public agencies have applied for approval to collect PFCs in part to provide more funding to improve airport land use compatibility. In FY 2010, the FAA approved the collection of \$105.3 million in PFC funds for noise planning and mitigation. Since the inception of the program in 1992, the FAA has approved \$2.8 billion for collection to complete noise planning and mitigation projects.

PFC eligibility for noise compatibility projects differs from AIP eligibility. As noted, to be AIP eligible, a noise mitigation measure must, with few exceptions, be an approved noise compatibility measure in FAA-approved part 150 Airport Noise Compatibility Planning. To be eligible for a PFC approval, a noise compatibility measure needs only to qualify for approval under part 150 Airport Noise Compatibility Planning whether or not the airport has undertaken the part 150 study process. Even where approved Airport Noise Compatibility Planning is in place at that airport, PFCs can be used to fund a measure not included in approved Airport Noise Compatibility Planning, as long as the measure would qualify for approval.

With the passage of Vision 100 extensions, additional noise projects outside part 150 became eligible for AIP grants in FY 2004. Section 160 of Vision 100 added section 47141 to title 49 U.S.C. authorizing the Secretary of Transportation to issue grants from AIP noise set-aside funds. These funds are for States and units of local government for compatible land use planning and projects adjacent to large and medium hub airports that have neither submitted a noise compatibility program nor updated such a program within the preceding 10 years.

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<sup>53</sup> The FAA's title 14 CFR, part 150, Airport Noise Compatibility Planning, program was established under the Aviation Safety and Noise Abatement Act of 1979 (recodified at title 49 U.S.C., section 47501, *et seq.*)

## 10.2 Voluntary Airport Low Emission Program

The FAA VALE Program was authorized by Vision 100 and began in FY 2005. The program provides airport sponsors with funding through the AIP and PFC Program with emission credits to help meet airport responsibilities under the CAA, in support of State planning to meet national clean air standards.

The VALE Program is available to commercial service airports located in air quality nonattainment and maintenance areas, as designated by the U.S. Environmental Protection Agency (EPA). The goal of the program is to reduce ozone, particulates, carbon monoxide, and other major pollutants that are generated by airport stationary and mobile sources. The 40 VALE projects that received AIP funding in FY 2010 or earlier are removing about 240 annual tons of smog-forming nitrogen oxides from the air, the equivalent of eliminating 13,500 cars and trucks from the road each year. These annual emission-reduction benefits will extend for at least 10 years.

Airport sponsors have financial and regulatory incentives under the VALE Program to make earlier and larger investments in low-emission technology. Project eligibility is limited to capital investments and the deployment of proven, cost-effective technology that is commercially available. Eligible technologies range from airport on-road vehicles and aeronautical ground support equipment to refueling and recharging stations, gate electrification, and other infrastructure improvements that lower emissions. The program emphasizes the use of domestic alternative fuels, which are well suited to airports because of centralized operations and the availability of safe sites for refueling and recharging stations.

The low-emission standards for the program are maintained in cooperation with the EPA and the U.S. Department of Energy. State governments also play an important role in the program by providing regulatory incentives in the form of “airport emission reduction credits.” Airport sponsors receive the State-issued credits for eligible VALE projects and may use the credits to meet future CAA requirements.

The VALE Program has grown steadily in response to airport interest. Since FY 2005, the FAA invested \$83 million in new low-emission technology for airport sponsors under the VALE Program, of which \$37.4 million was awarded in FY 2010. The FAA has also directed funding under the VALE Program to airport sustainability initiatives. For example, in FY 2010, the FAA awarded \$2.6 million to assist airports to develop geothermal energy resources, as well as \$2.4 million to install solar panel systems to power airport facilities. Information about the program is located on the FAA’s Web site.<sup>54</sup> The main guidance document is called the VALE Technical Report. It describes program requirements and outlines how airport sponsors should prepare a VALE project application.

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<sup>54</sup> This information is located at: <http://www.faa.gov/airports/environmental/vale>.

## Chapter 11: Disadvantaged Business Enterprise (DBE) and Civil Rights Requirements

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Since 1983, Congress has required the DOT to ensure that at least 10 percent of certain authorized Federal financial assistance program funds are expended with DBEs.<sup>55</sup> Primarily three major DOT operating administrations are involved in the DBE Program. They are the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), and the Federal Transit Administration (FTA). The DOT's DBE program is carried out by state and local transportation agencies under the rules and guidelines in the CFR.<sup>56</sup> A separate DOT Airport Concession Disadvantaged Business Enterprise (ACDBE) program exists for concessions in airports.<sup>57</sup> However, many of the general DBE program rules are incorporated by reference into the ACDBE program.

In FY 1999, the DOT revised the DBE regulations for contracting in light of the U.S. Supreme Court decision in *Adarand Constructors Inc. v. Peña*, 515 U.S. 200 (1995). Subsequently, the DOT revised the airport concession DBE regulations in FY 2005 to comply with *Adarand* and statutory changes. *Adarand* requires Federal affirmative action programs to be narrowly tailored to meet the Government's compelling interest in remedying current and ongoing effects of discrimination in transportation contracting. Title 49 U.S.C., sections 47113 and 47107(e), specify that, except to the extent the Secretary determines otherwise, not less than 10 percent of concession businesses are to be ACDBEs and not less than 10 percent of authorized funds are to be expended with DBEs. DOT-assisted contracts include those funded with AIP grants and airport concessions. DBEs participating in an airport's concession DBE program are referred to as ACDBEs.

Under title 49 CFR, part 26, the overall DBE goals established by recipients of DOT financial assistance must be based on demonstrable evidence of the relative availability of DBEs that are ready, willing, and able to participate in DOT-assisted contracts. Consequently, the FAA-approved goals that may be lower or higher than the national 10 percent aspirational goal reflect the relative availability of DBEs in the local market. The airport sponsor is required to use an approved process to establish its goal<sup>58</sup> and make good faith efforts to achieve the goal. The DOT's DBE regulations do not penalize an airport sponsor for not achieving its overall DBE participation goal as long as the sponsor administers its program in good faith. Similar principles apply to the airport concessions program. Additionally, under the airport concession DBE regulations, airport recipients are required to establish two overall DBE concession goals: one for nonrental car concessions and the other for rental car concessions.

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<sup>55</sup> DBEs are for-profit small business concerns where socially and economically disadvantaged individuals own at least a 51-percent interest and also control management and daily business operations.

<sup>56</sup> Title 49 CFR, part 26, Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.

<sup>57</sup> Title 49 CFR, part 23, Participation of Disadvantaged Business Enterprise in Airport Concessions.

<sup>58</sup> Requirements for establishing a DBE goal are contained in title 49 CFR, part 23, Participation of Disadvantaged Business Enterprises in Airport Concessions, and title 49 CFR, part 26, Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.

DBEs received 12.4 percent of contract dollars awarded under the AIP in FY 2009.<sup>59</sup> ACDBEs produced 21.7 percent of the total gross receipts generated by all nonrental car concessions in FY 2009.<sup>60</sup> ACDBEs generated a total of 2.4 percent of the total gross receipts generated by all rental car concessions at primary airport locations in FY 2009.<sup>61</sup>

During FY 2010, the FAA informally resolved 11 complaints filed under the Americans with Disabilities Act of 1990 or the Rehabilitation Act of 1973. At the beginning of FY 2010, there were two unresolved disability complaints, and the FAA received an additional 12 complaints during the year for a total of 14 complaints. In addition, eight complaints and one inquiry were referred to the Aviation Consumer Protection Division at the DOT.

Eighteen complaints filed under Title VI of the Civil Rights Act of 1964 were informally resolved and one additional complaint was referred to the U.S. Department of Justice during FY 2010. This Act provides that no person in the United States will, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. The number of unresolved Title VI complaints at the beginning of FY 2010 was 11, and the FAA received 11 additional complaints during the fiscal year for a total of 22 complaints.

The most recent administrative complaint relating to noncompliance with the AIP grant assurances pertaining to DBE requirements was filed in late FY 2008, and the FAA's Office of Airport Compliance and Field Operations issued a Director's Determination in FY 2009 under title 14 CFR, part 16, Rules of Practice for Federally-Assisted Airport Enforcement Proceedings. Another Director's Determination was issued in FY 2009 for a part 16 complaint that was filed in FY 2006. Both of these complaints were appealed in FY 2009 and were pending in the appeal process at the end of FY 2010.

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<sup>59</sup> FY 2009 is the most current DBE data available.

<sup>60</sup> FY 2009 is the most current ACDBE data available.

<sup>61</sup> FY 2009 is the most current ACDBE data available.

## Chapter 12: Passenger Facility Charge (PFC) Program

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The Aviation Safety and Capacity Expansion Act of 1990 (P.L. 101-58) first authorized the PFC Program. The PFC program statutory language is codified under title 49 U.S.C., section 40117, and the FAA uses this authority to issue regulations for PFC collections under title 14 CFR, part 158, Passenger Facility Charges.

Through the PFC program, the FAA regulates and approves the collection of PFC fees from air carrier passengers at commercial service airports controlled by public agencies. The PFC program enables public agencies controlling commercial service airports, after receiving approval from the FAA, to charge enplaning passengers using the airport a \$1, \$2, \$3, \$4, or \$4.50 PFC. Public agencies use these fees to fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition.

The PFC program provides an important additional source of capital for expansion and rehabilitation of the U.S. airport infrastructure. PFC collections and AIP funds are complementary in the overall funding of airport improvements. The majority of PFC-approved projects are also AIP eligible. However, there is broader eligibility under the PFC program for noise compatibility measures, terminal gates and related areas, and costs associated with debt financing. One major use of PFCs is for local “match” funds for AIP grants.

Since its inception, Congress has made several statutory changes to the program. With the passage of AIR-21, it modified the program by raising the maximum PFC limit to \$4.50. In addition, Congress included a mandate in Vision 100 (P.L. 108-176) for the FAA to develop a nonhub pilot program (NHPP) to streamline the application process. To date, almost all nonhub notices have taken 30 or fewer days to process, enabling these nonhub airports to start collections earlier.

In FY 2010, the FAA-approved or partially approved 71 applications for PFC collections at 66 locations, including one new location: Del Rio International Airport in Del Rio, Texas. The approved PFC collections totaled approximately \$8.6 billion in FY 2010. Some of the major approvals in FY 2010 include:

- Metropolitan Oakland International Airport, Oakland, California (\$293,219,000);
- Tampa International Airport, Tampa, Florida (\$50,346,700);
- McCarran International Airport, Las Vegas, Nevada (\$1,855,265,472);
- Atlanta Hartsfield-Jackson International Airport, Atlanta, Georgia (\$422,480,178);
- Baltimore/Washington Thurgood Marshall International Airport, Baltimore, Maryland (\$41,669,902); and
- Chicago O’Hare International Airport, Chicago, Illinois (\$247,195,313).

Specifically, in CY 2010, public agencies collected PFCs totaling \$2.77 billion (see Appendix E: Comparisons of the AIP to the PFC).

By the end of FY 2010, the FAA had approved a total of 380 locations for PFCs since the program's inception in 1991, and collections were occurring at 353 locations. Since 1991, the FAA has authorized PFC collections totaling approximately \$78.7 billion.<sup>62</sup>

Ninety-nine percent of all large and medium hub airports were approved to collect PFCs as of the end of the fiscal year, while 86 percent of all small hub and nonhub primary airports were collecting PFCs. The simplified NHPP PFC process has increased participation among airports in this classification. The FAA has approved 276 applications at nonhub airport locations since the simplified process was implemented in 2005.

Participation in the PFC program decreases sharply at the level of nonprimary commercial service airports, with only 29 percent of these airports collecting PFCs as of the end of FY 2010. This category of airports has low passenger volume so the revenue generated may not offset the cost associated with implementing a PFC program.

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<sup>62</sup> A complete listing of all PFC approved locations, collections, and expiration dates is available online at: <http://www.faa.gov/airports/pfc/>.

## Chapter 13: Special Programs and Funding Initiatives

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### 13.1 Airport Privatization Pilot Program

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) established the Airport Privatization Pilot Program, which authorizes the FAA to exempt up to five airports from certain Federal requirements related to the use of airport revenue. Airports participating in the program may be exempt from requirements to repay Federal grants, to return property acquired with Federal assistance, and to use the sale or lease proceeds for airport improvements only.

Of the five airport slots authorized by the legislation, the following options and limitations apply:<sup>63</sup>

- (1) General aviation airports can be leased or sold while any other type of airport can only be leased, and
- (2) Only one large hub primary airport can participate in the program.

Chicago Midway Airport is the first and only large hub airport to request participation in the pilot program. On October 8, 2008, the city of Chicago selected Midway Investment and Development Company (MIDCo) to operate the Chicago Midway Airport under a 99-year lease. However, by May 2009, MIDCo had withdrawn its offer when it failed to secure financing due to the financial downturn in capital markets. The FAA has since allowed the city of Chicago to develop a new timeline by FY 2011 for participating in the program.<sup>64</sup>

In FY 2010, the FAA received two additional applications and accepted both airport sponsors into the Airport Privatization Pilot Program. San Juan, Puerto Rico, submitted its application for Luis Muñoz Marín International Airport on December 1, 2009. The Puerto Rico Ports Authority is in discussions with the airlines about the privatization process. Gwinnett County, Georgia, submitted its application for Gwinnett County Briscoe Field Airport on April 26, 2010. As of the end of FY 2010, Gwinnett County is reviewing responses received from private operators to its request for qualifications.

At the end of FY 2010, two slots remained available in the program.

### 13.2 Safety Management Systems (SMS)

The FAA supports the International Civil Aviation Organization's (ICAO) initiative to implement SMS for airport operators in accordance with adopted amendments to Annex 14 ("Aerodromes") of the Convention on International Civil Aviation. An SMS is a systematic approach to managing safety. It also provides processes for proactively identifying and

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<sup>63</sup> See title 49 U.S.C., section 47134, for all program and eligibility requirements related to the Airport Privatization Pilot Program.

<sup>64</sup> Note that this text reflects the status of the program as of the end of FY 2010.

mitigating risks. The SMS provides airport management with a detailed roadmap for monitoring safety.

Since 2007, the FAA has run numerous pilot studies to evaluate the development of SMS at a variety of certificated airports. Under the studies, participating airports reviewed existing safety standards to determine if they met the intent of typical SMS requirements. They then developed SMS manuals and implementation plans based on the identified safety risks in the studies. More than 30 certificated airports of varying size and operations have participated in the studies, with a majority requesting and receiving Federal financial assistance through the AIP. Overall, the FAA has awarded around \$7 million in AIP funding since FY 2007 toward these pilot studies for the development of SMS manuals and implementation plans.

The FAA began another study in FY 2010 aimed at implementing SMS at 15 airports that took part in the original studies. The study provided approximately \$3.3 million of AIP funding in FY 2010 for participating airports to implement certain SMS processes, including safety risk analysis to proactively identify hazards and mitigate risks in their operation and development.

### 13.3 Localizer Performance with Vertical Guidance (LPV) Surveys

The WAAS-enabled vertically guided approach procedures are referred to as LPV approaches and can provide Instrument Landing System (ILS) equivalent approach minimums as low as 200 feet at qualifying airports. Actual minimums are based on an airport's current infrastructure, as well as an evaluation of any existing obstructions. The FAA plans to publish 500 WAAS approach procedures per year to provide service to all qualifying instrument runways within the U.S. national airspace system.

WAAS offers an opportunity for airports to gain ILS-like approach capability without the purchase or installation of any ground-based navigation equipment at the airport. By the end of FY 2010, there were nearly 2,300 published WAAS-based LPV approaches at nearly 1,200 airports across the United States. These approaches can provide minimums as low as 200 feet above touchdown and 0.5 mile visibility at qualifying airports.

In FY 2010, \$2.4 million of AIP funds were allocated for 10 runway end surveys in Alaska and 28 runway ends within the continental United States under State system plans, master plans, and individual airport grants. Out of the 38 runway ends surveyed, 34 were at general aviation airports and 4 were at commercial service airports.

### 13.4 Sustainable Master Plan Pilot Program

The FAA introduced the Sustainable Master Plan Pilot Program in FY 2010. The program is expected to take approximately 3 years. The objectives of the program are to make sustainability a core airport planning objective and learn more about how airports can balance sustainability objectives with their operational requirements.

Ten airports have been selected to complete Sustainable Master Plans or Sustainable Management Plans as part of the pilot program. Below is a description of each document type:

- Sustainable Master Plans: In addition to the information that is normally included in a master plan, Sustainable Master Plans will also include information on baseline environmental conditions, airport resource usage, and community outreach. This information will then be used to identify sustainability goals and initiatives.
- Sustainable Management Plans: These are stand-alone sustainability planning documents for airports that do not have a master plan. These documents will contain the same baseline assessment and goals/initiatives development process included in Sustainable Master Plans.

By making sustainability an integral component of long-range planning, the FAA's Office of Airports believes airports will take a more holistic, proactive approach to sustainable planning. Sustainable Master Plans or Sustainable Management Plans can provide a framework for airports to achieve sustainability's "triple bottom line" of reducing environmental impacts, achieving high and stable levels of economic growth, and strengthening relationships with local communities.

As the airports in the Sustainable Master Plan Pilot Program complete their planning documents, information will be used to develop national program guidance for sustainability at airports.

### 13.5 Airports Geographic Information System (GIS) Pilot Program

In response to the requirements in Executive Order 12906<sup>65</sup> to transform data management standards and practices, the FAA has implemented the Airports GIS Pilot Program.

Currently, the traditional airport survey process entails resurveying the same infrastructure at different times for different types of projects, resulting in disparate data collection and formats in a variety of program-specific databases, and an outdated process for the FAA to review airport layout plans presented on paper. Airports GIS will transform conventional airport data collection efforts into a streamlined approach. It will use uniform standards to build a comprehensive airport data foundation and web-based tools that allow for review of multiple projects. This approach can contribute to faster, more accurate review of plans and proposed projects.

In FY 2010, the FAA began the second phase of the Airports GIS Pilot Program. The initial phase of Airports GIS was rolled out in FY 2009, in which the FAA worked closely with six airports of varying sizes for the comprehensive collection of airport infrastructure data and input into an Airports GIS database. In this second phase, the FAA awarded \$16.7 million to 37 airports to collect airport data for input into Airports GIS.

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<sup>65</sup> Office of the President, Executive Order 12906, "Coordinating Geographic Data Acquisition and Access: The National Spatial Data Infrastructure," Federal Register, Vol. 59, No. 71, pp. 7671-17674, Washington, DC, 1994, 4p.

Airports GIS is a move towards a digital environment where high quality data is turned into more readily usable information. Following are some of the benefits anticipated from the system's capabilities:

- **Electronic Airport Layout Plan (ALP) Review:** Provide advanced tools for reviewing and analyzing proposed changes to identify conflicts or concerns, review existing nonstandard conditions, and ultimately approve projects and ALPs faster and with greater accuracy.
- **Thorough Analysis:** Measure heights, distances, and clearances of runways, taxiways, obstacles, and other features in comparison with design standards.
- **Improved Collaboration:** Immediately share comments and questions with FAA, airport, and consultant stakeholders for more efficient and effective resolution.
- **Access to Multiple Sources of Information:** Gain one-stop access to a variety of airport mapping, operations, historical financial data, and other resources.
- **Better Decisions:** Interpret information and make decisions on flight procedure minimums, protected critical areas, proposed modifications to standards, and safety determinations faster and with greater confidence because data is consistently presented, current, comprehensive, and assured quality.

The largest benefits of Airports GIS come from delivering new capabilities to external industry stakeholders and the cost savings from a reduction of redundant airport surveys. The FAA will continue to expand this program in future years to enable improvements to airport planning and decisionmaking.

### 13.6 Airport Cooperative Research Program (ACRP)

The ACRP is an industry-driven, applied research program that develops practical solutions to problems faced by airport operators. Funding more than 20 research projects a year, the ACRP focuses on research needs that other Federal research programs do not address. The ACRP is managed by the Transportation Research Board (TRB) of the National Academies and sponsored by the FAA.

The main objective of the ACRP is to carry out applied research on and provide practical solutions to problems that are shared by airport operators and too difficult for individual airports to solve on their own. The ACRP undertakes research in a variety of airport subject areas, including planning, safety, environment, design, construction, maintenance, security, policy, human resources, administration, and operations.

Congress established the ACRP through Vision 100. As called for in Vision 100, a Memorandum of Agreement was developed to provide organizational guidance to three main entities that fund, administer, and oversee the ACRP. In FY 2010, the FAA provided \$15 million to fund the program. The National Academies, acting through its TRB, administers the program. The ACRP Oversight Committee (AOC), an independent governing board

comprised of airport managers and other aviation officials appointed by the Secretary of Transportation, selects all of the program's projects. As a member of the AOC, the FAA ensures there is no duplication between ACRP and other AIP-funded research, such as the Airport Technology Research and Development Program.

In FY 2010, the AOC reviewed over 100 project ideas submitted by the airport industry and selected 29 for initiation. The ACRP published a total of 30 project reports in FY 2010. Since the program's inception, the ACRP has initiated 215 research projects and produced a total of 77 research publications. The TRB provides a complete listing of all ACRP research projects on its Web site and makes the research publications available free of charge.<sup>66</sup>

### 13.7 Competition Plans

AIR-21, enacted in April 2000, revised the AIP authorizing statute to include a new requirement for certain airport sponsors to file a competition plan with the FAA. The purpose of the competition plan is for the airport sponsor to demonstrate how it will foster a competitive environment that will provide for new-entrant air carrier access and expansion by incumbent air carriers.

Title 49 U.S.C., sections 40117(k) and 47106(f), direct each medium and large hub airport at which one or two air carriers control more than 50 percent of the passenger boardings to develop and file a competition plan. Section 40117(k) also directs the DOT to "review [the plan's] implementation from time-to-time to ensure that each covered airport successfully implements its plan."

In FY 2010, the FAA approved five competition plans, for Dallas Love Field Airport, Dallas, Texas; McCarran International Airport, Las Vegas, Nevada; Bob Hope Airport, Burbank, California; Atlanta Hartsfield-Jackson International Airport, Atlanta, Georgia; and Baltimore/Washington International Thurgood Marshall Airport, Baltimore, Maryland.

Vision 100, P.L. 108-176, added a grant assurance requiring each medium and large hub airport to file a competitive access report (on February 1 and August 1 of each year) if the airport was unable to accommodate an airline's request for access during the previous 6-month period to begin or expand service at the airport. No new competitive access reports were filed with the FAA during FY 2010.

### 13.8 Wildlife Hazard Assessments (WHAs)

Airports and the areas that surround them are often ideal habitats for birds, deer, and other wildlife. However, wildlife in and around the airport environment can represent a hazard to aviation safety. The FAA's wildlife hazard management program has been focused on mitigating wildlife hazards on or near airports by encouraging airport operators to complete WHAs. These assessments help the airport operator understand the nature of wildlife in the vicinity and can lead to the preparation of a wildlife hazard management plan to implement measures to mitigate the risk of wildlife strikes. The FAA has supported the completion of these

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<sup>66</sup> This information is available at: <http://www.trb.org/ACRP/ACRP.aspx>.

assessments by making AIP grants available to conduct the assessments. In FY 2010, the FAA awarded \$7.7 million to 88 airports to complete WHAs.

## Chapter 14: Land Use Compliance

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Title 49 U.S.C., section 47131, requires the annual compilation on a report of land use compliance.<sup>67</sup> This report provides a detailed statement listing airports the Secretary of Transportation believes does not comply with Federal grant assurances or other Federal land use requirements with respect to airport lands. The report is to include the circumstances of such noncompliance, the timelines for corrective action, and the corrective action the Secretary intends to take to bring the airport sponsor into compliance.

In response to this requirement, the FAA has prepared a Land Use Compliance Report for FY 2010 and included it as Appendix H. This appendix lists airport sponsors that, at the end of FY 2010, the FAA is investigating or working with to resolve a land use compliance issue and where corrective actions have been requested or are under way.<sup>68</sup> Inclusion in the report does not mean an airport sponsor has been found to be in noncompliance. The list also includes airports identified in previous years but where resolution is still in progress.

In monitoring airport sponsor compliance with land use requirements, the FAA relies in part on inspections of selected airports. This inspection program serves as a compliance oversight and surveillance tool pertaining to airport land use subject to Federal obligations. Congress authorized this program in FY 2000, and the following fiscal year, the FAA implemented a regular program of land use inspections of selected airports in each FAA region.

The FAA has developed and implemented guidance on the methodology and procedures to be used when conducting land use inspections including:

1. Airport selection criteria;
2. Data gathering;
3. Preinspection procedures;
4. On-site inspection procedures; and
5. Corrective actions.

The purpose of land use inspections is to ascertain the airport sponsor's compliance with the terms of applicable Federal obligations incurred through grant agreements, surplus property, and nonsurplus property conveyances dealing specifically with the use of airport property. The FAA also uses this inspection program to promote standardized reporting formats and completeness of land use records and to provide supporting data for potential compliance determinations, both informal and formal. The results of these inspections, including those conducted in FY 2010, are the basis of the Land Use Compliance Report.

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<sup>67</sup> See title 49 U.S.C., section 47131(a)(5).

<sup>68</sup> Title 49, section 47131(b) does not require the FAA to make a final agency determination on a compliance matter in order to list an airport in the Land Use Compliance Report.

Finally, throughout FY 2010, the FAA monitored airport sponsors' compliance with Federal grant assurances and other Federal land use requirements with respect to airport land. The FAA's Office of Airport Compliance and Management Analysis worked with airport sponsors to resolve violations of land use requirements. At the end of FY 2010, there were 37 airport sponsors undertaking corrective action and 12 airport sponsors found in noncompliance. The FAA also worked with another 13 airport sponsors during the fiscal year and brought them into compliance with their grant assurances.

## Chapter 15: Performance Measurement

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The Government Performance and Results Act of 1993 (GPRA) (P.L. 103-62) has increased the role of performance measurement in FAA activities, including the AIP. The GPRA requires Federal agencies to set targets for achievement, expressed in measurable terms. The GPRA measurement focuses on broad outcomes like greater safety, increased capacity, international leadership, and organizational excellence. The goals and measurements are tracked through strategic plans, business plans, annual performance plans, and program performance reports.

During FY 2010, the FAA set its goals and reports on performance in the FAA's Flight Plan.<sup>69</sup> The Flight Plan was a multiyear strategic effort, setting a course for the FAA through 2013. This strategic plan was tied directly to agency funding and was updated each year. The plan included outcome-based performance goals with measures and targets for four goals:

- Increased Safety — Achieve the lowest possible accident rate and constantly improve safety;
- Greater Capacity — Work with local governments and airspace users to provide increased capacity in the U.S. airspace system that reduces congestion and meets projected demand in an environmentally sound manner;
- International Leadership — Increase the safety and capacity of the global civil aerospace system in an environmentally sound manner; and
- Organizational Excellence — Ensure the success of the FAA's mission through stronger leadership, a better-trained and safer workforce, enhanced cost-control measures, and improved decision-making based on reliable data.

### 15.1 Increased Safety

The FAA has an important long-term goal to improve 100 percent of RSAs<sup>70</sup> at title 14 CFR, part 139, certificated airports to meet standards to the extent practical. In FY 2010, the FAA continued to make progress toward this goal and completed improvements for 37 runways, exceeding the FAA's Office of Airports' FY 2010 Business Plan goal of improving at least 34 RSAs. The Air Traffic Organization (ATO) also completed 3 RSAs under F&E funding. The FAA granted approximately \$249.1 million in AIP funds and \$2 million in F&E funds for RSA improvements in FY 2010. Additionally, six EMAS installations were completed in FY 2010. This increased the total number of EMAS installations to 51 runway ends at 35 airports. There were two instances in FY 2010 when aircraft overran the runway, and the EMAS installations successfully stopped them.

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<sup>69</sup> During the drafting of this report, the FAA's Flight Plan was replaced in FY 2011 by a new strategic plan entitled "Destination 2025," which is available online at: [http://www.faa.gov/about/plans\\_reports/](http://www.faa.gov/about/plans_reports/).

<sup>70</sup> An RSA is a defined area comprised of a runway and the surrounding surfaces that is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from a runway (see title 14 CFR, part 139.5, Definitions).

Reducing the number of runway incursions is another major FAA safety goal. In FY 2010, the FAA's Office of Airports supported this goal by striving to have no more than 190 runway incursions involving vehicle or pedestrians, known as V/PDs, at airports with an FAA air traffic control tower (approximately 512 airports).<sup>71</sup> Both the FAA and the airport community focused on controlling V/PDs throughout the year. Specifically the FAA funded safety projects, such as enhanced runway marking and lighting and pavement reconfigurations, that were recommended by RSATs established at individual airports. In FY 2010, the FAA issued a total of \$59.4 million in support of RSAT recommendations. These actions help keep the number of V/PDs to 175, significantly below the target.

In addition, two safety programs launched in FY 2008 continued to be funded by the AIP and contributed to greater safety in FY 2010: LPV and SMS, both of which are detailed in Chapter 13: Pilot Programs and Special Funding.

In another effort to promote safety, the FAA's Office of Airports has focused contract and staff resources on updating standards contained in ACs. Many AIP-funded projects must comply with the safety standards contained in the ACs. In FY 2010, the FAA updated 20 ACs. Further, the Office of Airports continued to meet its goal of maintaining the average age of ACs at less than 5 years.

During FY 2010, the FAA's Office of Airports continued efforts on two research programs: the Airport Technology Research and the ACRP. The Airport Technology Research was authorized approximately \$22.5 million in funding in FY 2010. This research is conducted at the FAA's Technical Center in Atlantic City, New Jersey, in the areas of airport planning and design, airport lighting and marking, runway safety, wildlife hazard mitigation near airports, aircraft rescue and fire fighting, and pavement design and construction. The results of the research are used to update ACs and equipment specifications to provide guidance to airport sponsors and consultants. The ACRP is discussed in Chapter 13: Pilot Programs and Special Funding.

Finally, the FAA's Office of Airports continued to use AIP funds to increase safety and access to rural airports in Alaska. To achieve these goals in FY 2010, the FAA issued \$59.3 million in AIP funds to three rural locations. These funds kept the FAA on target to meet the long-term FY 2010 goal of bringing 20 substandard Alaskan airports up to the FAA's lighting standards to provide at a minimum safe 24-hour visual flight rules access by essential medical emergency aircraft. Through FY 2010, the total number of airports that have been funded to meet this target was 23.

## 15.2 Greater Capacity

Since FY 2000, the FAA has focused airport improvement funding toward new runway development and airfield reconfigurations. This type of development can provide the largest capacity increases for airports. Since FY 2000, 23 airfield projects have opened at 20 of the busiest airports, providing these airports with the ability to accommodate more than 2 million

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<sup>71</sup> A runway incursion is defined as any occurrence in the airport runway environment involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of required separation with an aircraft taking off, intending to take off, landing, or intending to land.

additional operations each year. These include 16 new runways, 3 taxiways, 2 runway extensions, and 1 airfield reconfiguration and a second reconfiguration almost completed. The total cost of these 23 new runways, taxiways, and airfield reconfigurations was approximately \$8 billion with \$3 billion in AIP funding.

In FY 2003, the FAA Administrator requested that the FAA's Office of Airports further study the long-term capacity of the aviation system to ensure it matched forecasts of demand. The FAA issued a report in June 2004 entitled "Capacity Needs in the National Airspace System (FACT 1)."<sup>72</sup> It identified airports and/or metropolitan areas that were not expected to meet projected aviation demands in 2003, 2013, and 2020 (using 2003 data as the baseline).

The FAA updated this study in FY 2010 with new modeling data, findings from airport visits, current demand forecasts, and agency plans contained in the original OEP. It was also updated to align the periods analyzed with the work being done as part of the NextGen by the Joint Planning and Development Office. The updated report, "Capacity Needs in the National Airspace System (2007-2025): An Analysis of Airports and Metropolitan Area Demand and Operational Capacity in the Future (FACT 2)," was released in May 2007.<sup>73</sup>

Based on next steps identified in the "Capacity Needs in the National Airspace System (2007-2025)," the FACT team worked with 10 congested airports to develop action plans that identified potential infrastructure, technology, and procedure improvements. The team also coordinated with the Port Authority of New York and New Jersey and ATC facilities about their delay reduction activities at the New York area airports. In addition, the FAA began planning in FY 2010 for the publication of FACT 3 in 2013, which will update the identification of congested airports in the NAS incorporating current demand forecasts and estimates of NextGen performance levels.

### 15.3 International Leadership

The FAA's Office of Airports continued to participate in international activities in FY 2010. Both the FAA's Office of Airports' Headquarters and regional personnel responded to requests for technical assistance from foreign countries to help improve their programs for airport safety, certification, and inspection. The following are activities that the FAA's Office of Airports participated in:

- The Acting Associate Administrator for Airports participated in the North America/Europe Transatlantic Aviation Issues Conference in Brussels, Belgium.
- The Acting Associate Administrator for Airports participated in the China Aviation Forum in Beijing, China.

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<sup>72</sup> The June 2004 report, "Capacity Needs in the National Airspace System," is available online at: [http://www.faa.gov/airports/resources/publications/reports/media/NAS\\_needs.pdf](http://www.faa.gov/airports/resources/publications/reports/media/NAS_needs.pdf).

<sup>73</sup> See <http://www.faa.gov/airports/resources/publications/reports/#capacity> for the May 2007 report.

- The Director of Airport Planning and Programming, along with a team of planning experts, visited China to discuss plans for a second Beijing Airport as well as to South Korea to discuss plans for a new terminal at Incheon International Airport.
- Experts from the Office of Airport Safety and Standards assisted with the National Transportation Safety Board's investigation of an aircraft overrun accident in Jamaica.
- Experts from the Office of Airport Safety and Standards assisted with the postearthquake recovery of aviation operations in Haiti.
- An Airport Certification Safety Inspector completed a 1-year detail with the ICAO office in Bangkok where he provided technical assistance in airport certification and runway safety to developing countries in the Asia Pacific Region.
- The Deputy Director of Airport Safety and Standards, along with representatives from the FAA's Runway Safety Office, conducted a runway safety and new technology seminar in Indonesia.
- The Deputy Director of Airport Safety and Standards attended EUROCONTROL meetings in Brussels, Prague, Zurich, and Athens along with representatives of the FAA's Air Traffic Organization to harmonize airport research and development activities.
- The Director of Airport Safety and Standards attended the Airport Council International Regional Africa Conference and Exhibition and discussed methods for improving runway safety throughout Africa.
- The FAA's Office of Airport Safety and Standards' staff supported the ICAO Aerodrome Panel and its workgroups on airport design, aircraft rescue and fire fighting, visual aids, heliports, and wildlife hazard mitigation.

## 15.4 Organizational Excellence

By establishing organizational excellence goals, the FAA develops initiatives to ensure the success of the FAA's mission through stronger leadership, a better-trained and safer workforce, enhanced cost-control measures, and improved decision-making based on reliable data. In FY 2010, the FAA's Office of Airports supported these goals by continuing to make improvements in all of its management and organizational processes, including the AIP.

For example, the FAA's Office of Airports effectively expended funds to maintain the integrity of the nation's airport infrastructure. It is increasingly important that these projects are completed before extensive damage due to normal wear and tear as well as prior to climatic conditions that require more extensive reconstruction (versus rehabilitation). Accordingly, the FAA's Office of Airports maintains and monitors a database of runway pavement conditions at all NPIAS and commercial service airports to assure that a minimum level of pavement condition is being maintained. Our established goal is to ensure that at least 93 percent of all paved runways at airports in the NPIAS are maintained in excellent, good, or fair condition. In

FY 2010, actual field surveys affirmed that 97.2 percent of runways at NPIAS airports, and 98.1 percent of runways at commercial service airports met these criteria.

In FY 2010, the FAA's Office of Airports continued to implement its AIP financial performance metric focused on the conversion rate of aviation trust fund dollars into airport infrastructure improvements. Through monitoring the outlay rate of open obligations, the FAA's Office of Airports tracks the conversion rate of funding being drawn down to complete AIP-funded airport infrastructure projects. The FAA's Office of Airports' Business Plan identified this performance metric as an AIP management and oversight goal and a core business function.

Additionally, the Office of Airports continued to track and monitor the following best practices:

- Take appropriate actions on inactive AIP grants where the airport sponsor has made no payment requests for 18 months or longer;
- Close out 95 percent of AIP grants that are four years and older;
- Issue no less than 90 percent of all construction and equipment grants based on costs determined by bids rather than estimates.

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## **Chapter 16: American Recovery and Reinvestment Act of 2009 (ARRA)**

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The American Recovery and Reinvestment Act (P.L. 111-5) (Recovery Act), was signed into law by President Obama on February 17, 2009. The Act was an unprecedented effort to jumpstart the economy, create or save millions of jobs, and make a down payment on addressing long-neglected challenges so the country can thrive in the 21st century. The Recovery Act was an extraordinary response to an economic crisis unlike any since the Great Depression and included measures to modernize our nation's transportation infrastructure.

The Recovery Act specifically included \$1.3 billion for projects and programs administered by the FAA. These programs protect and promote jobs through construction projects at airports and investments in the FAA's air traffic control infrastructure. The Recovery Act also provided airport debt relief through the temporary suspension of the alternative minimum tax (AMT) on private activity bonds and through an interest rebate through Build America Bonds. The AMT relief provision has resulted in a reduction in financing costs to airports.

Specifically the Recovery Act provided funding for:

- F&E: \$200 million was used to make improvements to power systems, air route traffic control centers, air traffic control towers, terminal radar approach control facilities, and navigation and landing equipment.
- Grants-in-Aid for Airports (AIP): \$1.1 billion for discretionary grants to airports with priority given to those projects that could be completed within 2 years.

The law was designed for performance and unprecedented transparency. The FAA quickly awarded the designated funds on competitive grants. All funding is monitored by the DOT's Inspector General, which received \$20 million from the Recovery Act for additional oversight and review. Announcements of grants were posted on [www.recovery.gov](http://www.recovery.gov) to ensure transparency.

In keeping with legislative intent, the FAA directed ARRA funding to the highest priority projects that were "Ready-to-Go" to construction quickly to preserve and create jobs and promote economic recovery. The priority was based upon the FAA's long-standing and audit tested national priority rating system and other justification factors. Ready-to-Go was based on projects that had, among other things, an environmental determination and design complete prior to grant offer, were based upon a competitive bid, and would have a construction Notice to Proceed issued within 30 days of grant offer.

The FAA is a member of the DOT Tiger Team that developed DOT-wide processes and procedures to facilitate the successful implementation of the ARRA requirements. The FAA began issuing development grants soon after enactment of the legislation.

## 16.1 ARRA Highlights for Airports

Additional ARRA highlights in FY 2010 included:

- Awarded an additional 13 grants for a total of 334, funding 372 projects. Grants were awarded to airports in all 50 states as well as Puerto Rico and Guam.
- After fully obligating all of the available money in CY 2009, the FAA was able to award 8 additional grants for 10 projects totaling nearly \$12 million in late FY 2010 as a result of cost underruns on earlier grants.
- Grant recipients drew down \$902 million (82% of obligated funds) by September 2010.
- Created thousands of jobs with grant recipients reporting over 5 million job hours funded through ARRA projects.<sup>74</sup>

**Table 9: ARRA Funding Distribution by Project Type<sup>75</sup>**

<b>Project Category</b>	<b>ARRA Funds</b>	<b>No. of Projects</b>
Runway	\$479,183,953	157
Taxiway	216,188,839	86
Apron	187,596,554	54
Terminal	92,576,950	27
ARFF Building	31,469,735	10
Equipment	13,044,335	15
New Airport	32,832,925	3
Noise	5,000,000	1
RSA	16,947,004	5
Security	4,199,500	2
Other	251,204	12
<b>Totals</b>	<b>\$1,098,290,999</b>	<b>372</b>

<sup>74</sup> As reported by grant recipients on [www.federalreporting.gov](http://www.federalreporting.gov).

<sup>75</sup> The Recovery Act enabled the FAA to allot up to 0.2 percent for administrative costs associated with administering the funding. Consequently only \$1.089 billion of the \$1.1 billion was available for grants.

**Table 10: List of ARRA Grants Awarded FY 2010**

Region	State	City	Site Name	Grant Number	Description of Grant	Total
EA	WV	Charleston	Yeager Airport	3-54-0003-048-2010	Improve Terminal Building [Phase II, Pedestrian access bridge.]	\$2,589,000
GL	MI	Saginaw	MBS International Airport	3-26-0083-044-2010	Construct Terminal Building [Phase 7 - Roof, windows, walls, floors]	3,397,000
NE	MA	Lawrence	Lawrence Municipal Airport	3-25-0026-032-2010	Rehabilitate Apron [Terminal, North, South and West Aprons], Rehabilitate Runway - 14/32, Rehabilitate Taxiway [A, B, C, D, E & F]	1,294,682
NE	VT	Burlington	Burlington International Airport	3-50-0005-085-2010	Rehabilitate Taxiway [Taxiway J]	447,461
SO	GA	Atlanta	Hartsfield-Jackson Atlanta International Airport	3-13-0008-099-2010	Construct Apron	1,022,305
SW	AR	Jonesboro	Jonesboro Municipal Airport	3-05-0033-017-2009	Rehabilitate Taxiway	292,040
SW	AR	Fayetteville/Springdale	Northwest Arkansas Regional Airport	3-05-0021-035-2009	Construct Runway [Construct Runway (Phase 2)] - Plan-2	944,979
SW	TX	Killeen	Skylark Field	3-48-SBGP-070-2010	Rehabilitate Runway - 1/19	2,432,040
SW	TX	Dallas-Fort Worth	Dallas/Fort Worth International Airport	3-48-0064-093-2010	Rehabilitate Runway - 18R/36L	2,315,000
WP	AZ	Parker	Avi Suquilla Airport	3-04-0026-014-2009	Rehabilitate Taxiway	1,800,000
WP	AZ	Parker	Avi Suquilla Airport	3-04-0026-017-2010	Rehabilitate Taxiway [Phase II]	310,000
WP	CA	Oakland	Metropolitan Oakland International Airport	3-06-0170-051-2009	Rehabilitate Apron [East Apron Phase D]	5,251,428
WP	CA	Santa Rosa	Charles M. Schulz - Sonoma County Airport	3-06-0241-041-2010	Rehabilitate Terminal Building [Phase II]	332,666
					<b>FY 10 Total:</b>	<b>\$22,428,601</b>
					<b>FY 09 Total:</b>	<b>\$1,087,160,783</b>
					<b>ARRA Total:</b>	<b>\$1,098,290,999</b>



## Appendix A: Glossary and Acronym List

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### Glossary

- Allocations. After a project is fully processed and approved, the FAA regions notify airport sponsors of an allocation of funds for a project. This is merely a notification of intent to grant (obligate) funds and does not involve a transfer of funds. Total allocations by the FAA regions can never exceed funds made available by the FAA's Office of Airports' Headquarters to a region in either planning figures or allotments. Allocations are based only on planning figures issued in advance of obligation limitations, and apportionments may have to be withdrawn if final congressionally approved program levels are lower than originally expected.
- Allotments. After the Office of Management and Budget (OMB) approves the FAA's apportionment request, the FAA requests that its budget office make an allotment of funds to the FAA regions to support previously issued planning figures. Allotments and adjustments to allotments are made throughout the year as required.
- Apportionments. There are two actions referred to as apportionments:
  1. The authorizing legislation requires the FAA to apportion funds on the first day of the fiscal year to airport sponsors and States based on formulas contained in the authorizing legislation. This apportionment notifies airport sponsors and States that these funds are available for eligible work, but it does not involve any transfer of funds. Such apportionments are more commonly referred to as "entitlement funds" (see glossary for definition).
  2. The other type of apportionment is a plan to spend resources provided by law. Once OMB approves the FAA's apportionment, the FAA may obligate congressionally authorized AIP funds. The OMB apportionment is formally requested by the FAA, which provides a financial plan for orderly use of the funds. The financial plan is based on the FAA regional submission of annual program plans. The OMB apportionment may contain restrictions on the use of funds such as restrictions on the amount that may be used quarterly.
- Appropriations. This is a legislative act that provides a designated amount of public funds for a specific purpose. Sometimes Congress enacts a "continuing resolution" for a specific period of time in place of an actual appropriations bill. A continuing resolution is a temporary appropriation providing funding during the interim at some fixed rate, usually the lesser of the prior year's rate or the rate provided by a passed bill. In the case of the AIP, legislation provides the necessary authorization to obligate funds and issue grants in the form of contract authority. Congress also uses the appropriation process to establish an obligation limit for the AIP.

- Annual Service Volume (ASV). ASV is a measure used by airport planners to calculate the number of aircraft operations that can be reasonably accommodated at an airport over a year without unacceptable delay.
- Authorization. This is a legislative act granting the FAA the “contract authority” to issue AIP grants within a specified dollar amount.
- Authorizing Legislation. The AIP is authorized by title 49 U.S.C, chapter 471, as amended.
- Discretionary. The term “discretionary” refers to funds that are available for use on eligible projects at the FAA’s discretion, after satisfying required apportionments. The authorizing legislation establishes formulas and requirements for the use of discretionary funds. There are three discretionary set-aside funds (for noise compatibility planning, noise mitigation, and other types of environmental improvements; the MAP; and a special set-aside for certain types of reliever airports). Of the remaining discretionary funds, 75 percent must be used for preserving and enhancing capacity, safety and security, and carrying out noise compatibility programs at primary and reliever airports (known as C/S/S/N projects). The remaining 25 percent, known as remaining or pure discretionary, may be used for any eligible project at any airport.
- Entitlements. The term “entitlements” refers to the passenger, cargo service, and State apportionments (including nonprimary apportionments when applicable) available to sponsors and States based on formulas in title 49 U.S.C., section 47114. (See the definition of apportionments above.)
- Grant Assurances. There are three types of standard grant assurances that sponsors must agree to when accepting AIP funds: airport sponsor assurances, noise compatibility assurances for nonairport sponsors, and planning agency assurances. Airport sponsor assurances are used for airport development grants, airport planning grants, and noise compatibility program grants. Noise compatibility assurances for nonairport sponsors are used for noise compatibility projects undertaken by sponsors who do not own the airport that has the noise compatibility program. Planning agency assurances are used for integrated airport system planning grants made to planning agencies.
- Obligations. The execution of a grant agreement with an airport sponsor constitutes an obligation of the Federal Government to pay the amounts specified in the grant. Obligations of funds are processed through the FAA regional accounting offices in two steps: (1) a “reservation of funds” is made before the grant is signed, and (2) an “obligation” is reported when the grant is signed. Total obligations in a region may never exceed the total of funds allotted to a region.
- Obligation Limitation. This is language in an annual appropriations act that limits annual grant funds to either the authorized level or to any different level determined by Congress to be suitable for economic requirements.

- Passenger Facility Charges (PFCs). These are fees imposed by public agencies at commercial airports they control for projects and at fee levels approved by the FAA within an overall statutory limit. They are collected by airlines from enplaned revenue passengers and remitted to airport sponsors, who then use the resulting funds to implement FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition.
- Payments. The FAA reimburses sponsors either by processing manual (paper) requests submitted by a sponsor to the FAA or through an electronic payment system.
- Protected Entitlement Funds (formerly “Carryover” Funds). These are funds apportioned for primary or cargo service airports, States (including nonprimary apportionments when applicable), and Alaskan airports for eligible work. Specifically, these are funds that an airport sponsor can claim to use during the fiscal year for which the amount was apportioned and the 2 fiscal years immediately after that year (or the 3 fiscal years immediately following that year in the case of primary nonhub airports and nonprimary airports).
- Recoveries. As adjustments are made based on final actual grant payments, funds may be recovered (deobligated) from previous grants and, under certain circumstances, may be reobligated for new projects or for upward adjustments to existing projects. For State block grants, funds are not normally recovered. These funds may be used within the block grant for other eligible projects.
- Set-aside Funds. Portions of discretionary funds are set-asides designed to achieve funding minimums specified in title 49 U.S.C., sections 47117 and 47118. The set-asides include:
  1. Thirty-five percent for noise compatibility planning and implementing noise compatibility programs and other environmental improvements under title 49 U.S.C., section 47501, *et seq.*
  2. Four percent for the MAP; and
  3. If AIP is funded at \$3.2 billion or above, 0.66 percent for a limited number of reliever airports with more than 75,000 annual operations, a runway with a minimum usable landing distance of 5,000 feet, a precision instrument landing procedure, and at least 100 based aircraft, and which relieve airports with at least 20,000 hours of annual delays in commercial passenger aircraft takeoffs and landings.
- Small Airport Fund. Title 49 U.S.C., section 47114(f), requires that AIP funds apportioned to a large or medium hub airport be reduced if a PFC is imposed at that airport. In accordance with title 49 U.S.C., section 47116(b), the FAA distributes the withheld apportionments as follows: 12.5 percent to the AIP discretionary fund and 87.5 percent to the small airport fund, of which certain amounts must be spent at small hub primary airports, general aviation airports (including reliever airports), and nonhub commercial service airports.

## Acronym List

AC	Advisory Circular
ACAIS	Air Carrier Activity Information System
ACDBE	Airport Concession Disadvantaged Business Enterprise
ACIP	Airports Capital Improvement Plan
ACRP	Airport Cooperative Research Program
ADAP	Airport Development Aid Program
ADO	Airports District Office
AIP	Airport Improvement Program
ALP	Airport Layout Plan
AOC	ACRP Oversight Committee
ARFF	Airport Rescue and Fire Fighting
ARRA	American Recovery and Reinvestment Act
ASV	Annual Service Volume
BCA	Benefit-Cost Analysis
C/S/S/N	Capacity/Safety/Security/Noise
CAA	Clean Air Act
CFR	Code of Federal Regulations
CY	Calendar Year
DBE	Disadvantaged Business Enterprise
DOD	Department of Defense
DOT	Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
EMAS	Engineered Materials Arresting System
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAAP	Federal-Aid Airport Program
FACT 2	Demand and Operational Capacity in the Future
FBO	Fixed Base Operator
FMV	Fair Market Value
FY	Fiscal Year
GPRA	Government Performance Results Act of 1993
ICAO	International Civil Aviation Organization
ILS	Instrument Landing System
LOCID	Location Identifier
LOI	Letter of Intent
LPV	Localizer Performance with Vertical Guidance
MAP	Military Airport Program
NAVAID	Navigational Aid
NCP	Noise Compatibility Program
NEPA	National Environmental Policy Act
NHPP	Nonhub Pilot Program
NPE	Nonprimary Entitlements

NPIAS	National Plan of Integrated Airport Systems
OEP	Operational Evolution Partnership (previously Operational Evolution Plan)
OMB	Office of Management and Budget
PFC	Passenger Facility Charge
P.L.	Public Law
RSA	Runway Safety Area
RSAT	Runway Safety Action Team
ROD	Record of Decision
SBGP	State Block Grant Program
SMS	Safety Management System
SOAR	System of Airports Reporting
STAA	Surface Transportation Assistance Act of 1982
TRB	Transportation Research Board
U.S.C.	United States Code
V/PD	Vehicle/Pedestrian Deviation
VALE	Voluntary Airport Low Emission
WAAS	Wide Area Augmentation System

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## Appendix B: Program History

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The Federal Government initiated a grants-in-aid program shortly after the end of World War II to promote the development of a system of civil airports to meet U.S. aviation needs. This early program, the Federal-Aid Airport Program (FAAP), was established with the passage of the Federal Airport Act of 1946 and funded from the general fund of the Department of Treasury. The FAAP grants could be used for basic airport development including: airfield construction, passenger terminals, entrance roads, and land needed for the airport.

**Airport and Airway Development Act of 1970:** The Airport and Airway Development Act of 1970 (P.L. 91-258, May 21, 1970) established a more comprehensive program. This Act provided grant assistance for airport planning under the Planning Grant Program and for airport development under the Airport Development Aid Program (ADAP). The source of funds was a newly established Airport and Airway Trust Fund that derives its revenues from aviation user taxes on items such as airline fares, airfreight, and aviation fuels. The Act was amended several times and was extended 1 year before expiring on September 30, 1981.

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

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

**The Airport and Airway Safety and Capacity Expansion Act of 1987:** The Airport and Airway Safety and Capacity Expansion Act of 1987 (P.L. 100-223, December 30, 1987) extended AIP grant authority for 5 years. It authorized \$1.7 billion each fiscal year through 1990, \$1.8 billion for FY 1991, and \$1.9 billion for FY 1992. This Act also authorized the FAA to use the LOI process to finance high priority capacity projects with funds that become available in future fiscal years. Another provision of the 1987 amendment authorized an SBGP in three States during FY 1990 and FY 1991. The FAA initiated this program with Illinois, Missouri, and North Carolina. The amendment also established a DBE Program to help small business concerns owned and controlled by socially and economically disadvantaged individuals. Under the statutory authority establishing the DBE Program, not less than 10 percent of AIP funds made available yearly for approved construction projects must be awarded to DBE firms and individuals. However, subsequent Supreme Court decisions and the resultant revisions to the DOT's DBE regulations require DBE goals to be "narrowly tailored."

Therefore, DBE goals must be based on demonstrable evidence of the relative availability of DBEs ready, willing, and able to participate in DOT-assisted contracts.

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

**The Airport and Airway Safety, Capacity, Noise Improvement and Intermodal Transportation Act of 1992:** The Airport and Airway Safety, Capacity, Noise Improvement and Intermodal Transportation Act of 1992 (P.L. 102-581, October 31, 1992) authorized the extension of the AIP at a funding level of \$2.025 million through FY 1993. This Act included a number of changes in the AIP. The primary changes included the expanded eligibility of development under the MAP, as well as eligibility for the relocation of air traffic control towers and navigational aids (including radar) if they impede other projects funded under AIP; the eligibility of land, paving, drainage, aircraft deicing equipment, and structures for centralized aircraft deicing areas. Additionally, projects are to comply with the Americans with Disabilities Act of 1990, the Clean Air Act, and the Federal Water Pollution Control Act. The Act also increased the number of States that may participate in the SBGP from three to seven and extended that program through FY 1996. In 1993, the FAA added Michigan, New Jersey, Texas, and Wisconsin to the program.

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

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

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

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

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

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

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

The SBGP was formally adopted by removing the designation of “pilot” and the number of participant States was increased first to seven States in 1993, and then to nine States in 1998. Following enactment, the FAA added Pennsylvania and Tennessee to the program.

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

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

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

**The Wendell H. Ford Aviation Investment and Reform Act of the 21st Century:** The Wendell H. Ford Aviation Investment and Reform Act of the 21st Century (AIR-21) (P.L. 106-181, April 5, 2000) reauthorized the AIP through FY 2003. AIR-21 instituted many changes to the program, including changes to funding levels, revised criteria for program eligibility, and expanded pilot programs. Some of these changes were as follows:

- The authorized AIP funding level significantly increased in FY 2001 to a level of \$3.2 billion, growing to \$3.4 billion in FY 2003.
- Formula changes became effective in FY 2000 without regard to the total AIP level, including:
  1. A minimum passenger entitlement increase from \$500,000 to \$650,000;
  2. A cargo entitlement increase from 2.5 percent of the AIP to 3 percent; and
  3. A set-aside increase for noise compatibility planning and projects from 31 percent of discretionary funds to 34 percent.
- The following changes would be made to the AIP formula if the amounts made available to the AIP through the appropriations process equal or exceed \$3.2 billion in FY 2001 and beyond:
  1. Passenger entitlements determined by formula would double;
  2. Minimum passenger entitlements would increase to \$1 million; and
  3. Maximum passenger entitlements would increase from \$22 million to \$26 million.

- State apportionment increased from 18.5 percent to 20 percent, with each nonprimary airport entitled to an individual apportionment based on the lesser of one-fifth of the airport’s 5-year capital needs as identified in the FAA’s NPIAS or \$150,000. The remainder is distributed to States based on the proportions of both the land area of each State to the total land area of all States and the population of each State to the population of all States.
- A new “super reliever” airport set-aside was established. An amount equal to two-thirds of 1 percent is to be made available for grants to airport sponsors of reliever airports based on four criteria:
  1. More than 75,000 annual operations;
  2. A minimum usable runway length of 5,000 feet;
  3. A precision instrument landing procedure, and
  4. A minimum number of based aircraft as determined by the Secretary of Transportation or has been designated by the Secretary of Transportation as a reliever airport. (This set-aside is not provided if the AIP is less than \$3.2 billion.)
- Two new pilot programs were established—one for low emission vehicles and supporting infrastructure and another for projects implemented through design build contracts. AIR-21 also extended the innovative finance pilot program and made the pavement maintenance pilot program permanent.
- The maximum allowable PFC increased from \$3 to \$4 or \$4.50. A large or medium hub that imposes a PFC at the \$4 or \$4.50 level would be obliged to increase its passenger entitlement turnback from 50 percent to 75 percent.
- Qualifications for a large or medium hub airport to qualify for the higher PFC (above \$3) changed, requiring sponsors of these airports to show that the projects proposed for funding would make significant contributions by:
  1. Improving safety or security;
  2. Increasing air carrier competition;
  3. Reducing current or anticipated congestion; or
  4. Reducing aviation noise impacts.
- The number of States eligible to participate in the SBGP increased from 9 to 10.

**The Aviation and Transportation Security Act:** The Aviation and Transportation Security Act (ATSA) (P.L. 107-71, November 2001) amended title 49 U.S.C. to make eligible any additional security related activity required by law or the Secretary. This new eligibility was broad and could include operational costs that had previously not been eligible under the AIP. The period of eligibility was for FY 2002 only and could include only the additional costs from September 11, 2001, to September 30, 2002.

Section 119(a)(1) of ATSA provided for use of FY 2001 or FY 2002 entitlements on any nonprimary airport activity, including operational activities where the airfield had been the subject of security restrictions defined by Notice to Airmen FDC 1/0618. This section made eligible for the AIP in FY 2002 payments for “debt service on indebtedness incurred to carry out

a project at an airport owned or controlled by the sponsor or at a privately owned or operated airport passenger terminal financed by indebtedness incurred by the sponsor if the Secretary of Transportation determines that such payments are necessary to prevent a default on the indebtedness.” This provision applied to both publicly owned projects and privately owned or operated passenger terminal buildings, including those on AIP-eligible airports that might be under private ownership. No airport requested any AIP funding under this provision.

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

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

The specific allocations were as follows:

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

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

Several sections of Vision 100 are summarized below:

- Section 123 established a pilot program for streamlining approvals under the PFC Program for nonhub airports. Under this pilot program, the FAA deemed a PFC approval request approved unless the agency objects within 30 days. In addition, changes were made to requirements for air carrier consultation, public comment and Federal Register notice, application content, air carrier financial management, debt service, military charters, low emission vehicles, and the Air Traffic Modernization Program.

- Section 141 expanded the AIP eligibility for routine pavement maintenance to nonhub airports. Under AIR-21, pavement maintenance was made eligible for nonprimary airports.
- Section 142(3)(B)(ii) limited eligibility for projects to accommodate bulk explosive detection systems to passenger entitlements. However, since FY 2003, the annual FAA appropriation legislation has prohibited use of any AIP funds for this purpose.
- Section 149 contained provisions for nonprimary airports to better use the entitlements granted under AIR-21 by allowing these airports to share their entitlements with other airports in the same State or geographic area; airports may also perform work prior to a grant and be reimbursed later using their nonprimary entitlements. Under this provision, the FAA could also provide grants on a multiyear basis similar to larger airports. Airports were also permitted to use these nonprimary entitlements for terminal development work. Finally, this section allows nonprimary airports to use the entitlements for limited revenue producing aeronautical facilities if they demonstrated that all of their airside needs had been adequately financed.
- Section 148 consolidated various considerations for making discretionary grants into one section and added two more considerations. These two new considerations restrict the FAA in giving discretionary grants to the projects with the highest numerical priority rating first and to make a determination that a project would be commenced within 6 months or within the same fiscal year, whichever is later.
- Section 150 extended the use of nonprimary airports' entitlements from 3 years to 4 years.
- Section 152 established a pilot program for the purchase of development rights of privately owned airports by State or local public entities.
- Section 156 extended title 49 U.S.C., section 47135, Innovative Finance Demonstration Program (IFDP). During FY 2004 through FY 2008, the IFDP extension allows an additional 20 airport development projects at small and nonhub airports, as well as any nonprimary commercial service or general aviation airport.
- Section 159 expanded the AIP and the PFC eligibility to include facilities needed to support low emission vehicles and other air quality improvements including gate electrification and low emission vehicles. It further added a pilot program for the retrofit of conventional fuel burning ground support equipment to lower emission equipment.
- Section 160 permits AIP grants to be provided to local governments for land use compatibility planning and projects if the local airport does not have an existing and current FAR part 150 noise compatibility program.
- Section 161 increased the Federal share of projects at small hub and smaller airports from 90 percent to 95 percent until 2008.
- Section 424 added a requirement that a large or medium hub airport must disclose to the FAA if it has been unable to provide access in the previous 6 months. Such disclosure must be provided on February 1 or August 1 of a year for any inability occurring in the previous 6 months.

**FY 2005 Response to Hurricane Damage:** The President signed into law the Military Construction Appropriations and Emergency Hurricane Supplemental Appropriations Act, 2005

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

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

**2008 AIP Extensions:** During FY 2008, two separate public laws extended Vision 100 through September 30, 2008:

- **Initial Extension.** P.L. 110-190, the Airport and Airway Extension Act of 2008, enacted February 28, 2008, extended the AIP for a 9-month period ending June 30, 2008. The extension required that the entitlements be calculated as though the total amount of the AIP available for grants was \$3.675 billion, and then reduced by 25 percent. The impact of this directive was to invoke the doubled entitlement formulas created during the AIR-21 authorization.
- **Second Extension.** P.L. 110-253, the Federal Aviation Administration Extension Act of 2008, enacted June 30, 2008, provided the AIP contract authority for the remainder of the fiscal year through September 30, 2008. The total amount of the AIP contract authority was \$3.675 billion.

The two short-term extensions in FY 2008 resulted in a record level of unused and returned airport entitlement funding, totaling \$623 million—up 33 percent from FY 2007. This protected entitlement funding is made available in the subsequent fiscal year from discretionary funds and, therefore, reduces the amount of discretionary funding available for other projects. This illustrates the disruptive nature of staggered AIP allocations on construction scheduling due to financial delays and cause priority aviation projects to be deferred.

Deferral of an increasing number of projects to future years could undoubtedly result in higher construction costs, even if only due to inflation. Furthermore, even if airport sponsors decide to utilize their reduced entitlement funding by phasing projects over 2 years or more, construction costs would increase because contractors would have to repeatedly mobilize their crews.

In the past, Congress always acted to fully fund and authorize the AIP before the conclusion of any given fiscal year. However, providing AIP funding through short-term extensions could significantly delay many projects because the funding arrives too late to take advantage of a full construction season. Therefore, project costs increase due to contractor's uncertainty of cost escalations that may occur over two construction seasons. In FY 2008, the full funding levels for the AIP were not known until early July 2008, causing many airports to lose their entire

construction season for projects funded with the AIP in the fourth quarter of the fiscal year. This was especially true of airports in northern-tier States with very short construction seasons.

Continuous short-term extensions increase airport sponsor and the FAA grant management costs because they increase the number of grants issued. In FY 2008, due to the two-program year, the FAA issued 500 additional development grants. Each of these grants had significant ongoing oversight implications that last for years after the grant is initially issued. Additionally, financial risks of the program increase as the FAA and airport sponsors expedite the grant process on a greater number of grants, potentially increasing the number or errors.

**2009 AIP Extensions:** During FY 2009, two separate public laws extended Vision 100 through September 30, 2009:

- Initial Extension. P.L. 110-330 provided a 6-month AIP authorization through March 31, 2009. This extension allowed the AIP prorated entitlements to be apportioned at the full percentage rate.
- Second Extension. P.L. 111-12 extended the AIP for another 6-month period to the end of the fiscal year.

The FY 2009 obligation limitation of grant funds after nongrant considerations, such as program administration, provided \$3.385 billion in available funds for AIP obligations. The AIP funding provided \$129.8 million for the administrative expenses of the FAA's Office of Airports, the SCASDP, the ACRP, and the Airport Technology Research. The AIP net funding amount available for new AIP grants totaled \$3.385 billion.<sup>1</sup>

**2010 AIP Extensions:** During FY 2010, six separate public laws extended Vision 100 through September 30, 2010, and provided a total of \$3.515 billion in contract authority.

- Initial Extension: P.L. 111-69, enacted on October 1, 2009, extended the authorization through December 31, 2009, and authorized \$1 billion in AIP funding.
- Second Extension: P.L. 111-116, enacted on December 16, 2009, extended the authorization through March 31, 2010. P.L. 111-116 authorized an additional \$1 billion and included instructions allowing entitlements to be apportioned and the grant program to begin.
- Third Extension: P.L. 111-153, enacted on March 31, 2010, was the third extension to the AIP in FY 2010, extending the authorization through April 30, 2010, and authorizing an additional \$3.3 million in AIP funding.
- Fourth Extension: P.L. 111-161, enacted on April 30, 2010, extended AIP for a fourth time through July 3, 2010, and authorized an additional \$6.9 million in AIP funding.

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<sup>1</sup> This amount is the total AIP amount authorized by legislation less administrative expenses, ACRP expenses, and Airport Technology Research expenses (see table 4 for a breakdown of these expenses, and chapters 13 and 15 for further details).

- Fifth Extension: P.L. 111-197, enacted on July 2, 2010, extended the AIP for a fifth time through August 1, 2010, and brought the total AIP funding authorized in FY 2010 to \$3.515 billion.
- Final Extension: P.L. 111-216, enacted on August 1, 2010, was the sixth and final extension of the authorization in FY 2010, extending the authorization through the end of the fiscal year, September 30, 2010.

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

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

Fiscal Year	Congressional Auth. AIP Funding Amount	AIP Funding Amount Adjusted for Approp. Act Limitations	Gross Obligations <sup>1,3</sup>	Total Amount of New Grants Awarded	Total Number of New Grants Awarded
1982 <sup>2</sup>	\$450	\$450	\$413	\$413	\$651
1983 <sup>4</sup>	800 <sup>5</sup>	805	806	736	1,082
1984 <sup>6</sup>	994	800	812	739	1,104
1985	987	925	935	849	1,160
1986 <sup>7</sup>	1,017	885	906	782	1,083
1987 <sup>8</sup>	1,017	1,025	1,053	919	1,173
1988	1,700	1,269	1,290	1,278	1,251
1989	1,700	1,400	1,430	1,279	1,258
1990	1,700	1,425	1,453	1,285	1,152
1991	1,800	1,800	1,836	1,670	1,404
1992	1,900	1,900	1,955	1,765	1,507
1993	2,025	1,800	1,875	1,830	1,434
1994 <sup>9</sup>	2,970	1,690	1,731	1,702	1,318
1995	2,161	1,450	1,501	1,418	1,047
1996	2,214	1,450	1,506	1,380	941
1997 <sup>10</sup>	2,280	1,460	1,506	1,476	1,066
1998	2,347	1,700	1,654	1,504	1,040
1999	2,410	1,950	1,990	1,959	1,489
2000	2,475	1,851	1,862	1,958	1,149
2001	3,200	3,140	3,224	3,128	1,912
2002	3,300	3,223	3,302	3,152	2,033
2003	3,400	3,295	3,397	3,274	2,234
2004	3,400	3,294	3,409	3,375	2,150
2005	3,500	3,384	3,417	3,546	2,099
2006	3,600	3,424	3,604	3,411	2,059
2007	3,700	3,402	3,567	3,341	2,022
2008	3,675	3,395	3,525	3,471	2,457
2009	3,900	3,385	3,509	3,471	2,885
2010	3,515	3,378	3,465	3,433	2,424

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<sup>1</sup> Gross obligations are calculated by adding the amount of new grants awarded with the amount of recoveries in prior-year grants used for increases in existing grants. Gross obligations include current year funds plus reobligations of funds recovered from adjustments to prior year projects. The difference between yearly gross obligations and new grants is attributed to increases to existing grant agreements.

<sup>2</sup> The FY 1982 gross obligations included ADAP entitlements that were authorized to be continued under the AIP. FY 1982 data does not include an FY 1982 grant to the Cannon International Airport, Reno, Nevada, for \$5.1 million that was funded with FY 1982 funds authorized prior to approval of the AIP.

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

<sup>4</sup> The FY 1983 appropriation included \$600 million of the \$800 million authorized and \$150 million of the \$200 million authorized by the Surface Transportation Assistance Act of 1982 (STAA) and appropriated under the Emergency Jobs Bill (P.L. 98-8), plus another \$54.5 million of unrequested entitlements carried over from prior years.

<sup>5</sup> The STAA increased authorization by \$200 million in FY 1983 and FY 1984 and by another \$75 million in FY 1985. The projects approved under this authorization were referred to as “Jobs Bill Projects” since they were financed with funds appropriated by the Emergency Jobs Bill (P.L. 98-8).

<sup>6</sup> The FY 1984 appropriation included \$793.5 million of the \$993.5 million authorized and \$6.5 million of the \$200 million authorized by the STAA and appropriated under the Emergency Jobs Bill (P.L. 98-8).

<sup>7</sup> The FY 1986 appropriation included \$885.2 million of the \$925 million authorized and was reduced by P.L. 99-177, Balanced Budget and Emergency Deficit Control Act.

<sup>8</sup> The FY 1987 appropriation included the \$1 billion authorized, plus a \$25 million supplemental appropriation (P.L. 100-71).

<sup>9</sup> The total amount authorized in FY 1994 was \$2.97 billion. Compared to historical authorizations, the FY 1994 amount was anomalous. This was due to the combination of the lapse of authority of the AIP after FY 1993 and the amendments extending the program in May 1994 and August 1994.

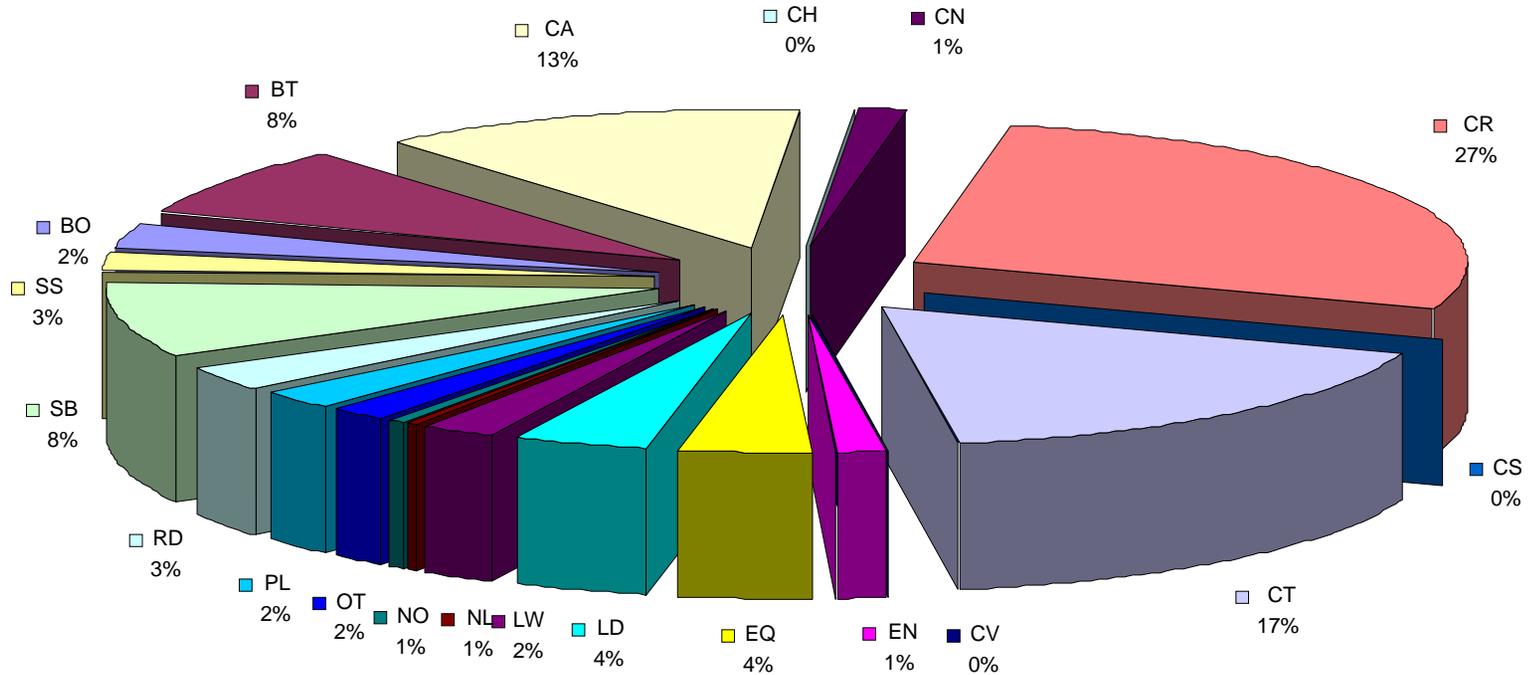
<sup>10</sup> Congress imposed rescissions in contract authority of \$50 million per P.L. 104-208, Omnibus Consolidated Appropriations Act (1997), and \$750 million per P.L. 105-18, 1997 Emergency Supplemental Appropriations Act for Recovery From Natural Disasters, and for Overseas Peacekeeping Efforts, Including Those in Bosnia.

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

### Cumulative Grants Awarded FY 1992 – FY 2010

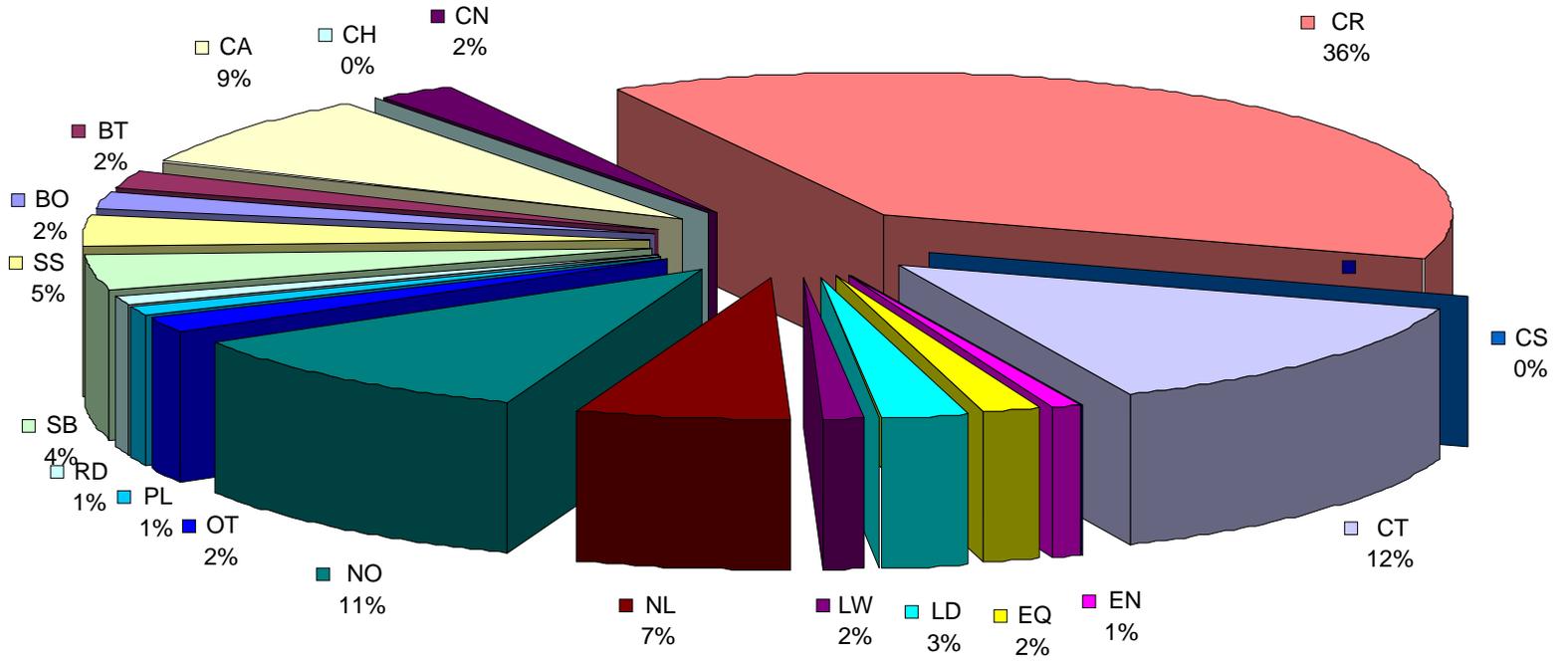
Development Planning Type		Apportioned Grant Funds		Discretionary Grant Funds		Combined Grant Funds	
Abbrev	Description	Total Awarded (\$ Millions)	Percent	Total Awarded (\$ Millions)	Percent	Total Awarded (\$ Millions)	Percent
BO	Building, Other	\$636.51	2.72%	\$461.55	1.87%	\$1,098.06	2.28%
BT	Building, Terminal	1,963.38	8.39%	494.12	2.00%	2,457.49	5.11%
CA	Landing Area Construction, Apron	2,939.25	12.56%	2,050.06	8.29%	4,989.31	10.36%
CH	Landing Area Construction, Heliport	7.92	0.04%	\$3.50	0.02%	11.42	0.03%
CN	Landing Area Construction, New Airport	326.73	1.40%	533.70	2.16%	860.43	1.79%
CR	Landing Area Construction, Runway	6,471.11	27.64%	9,415.94	38.05%	15,887.06	32.99%
CS	Landing Area Construction, Seaplane Base	23.61	0.11%	1.02	0.01%	24.63	0.06%
CT	Landing Area Construction, Taxiway	4,031.54	17.22%	3,263.80	13.19%	7,295.35	15.15%
CV	Landing Area Construction, Vertiport	0.49	0.01%	0.00	0.00%	0.49	0.01%
EN	Environmental	291.20	1.25%	222.31	0.9%	513.50	1.07%
EQ	Equipment	953.74	4.08%	374.19	1.52%	1,327.93	2.76%
LD	Land (Other than Noise)	884.83	3.78%	623.52	2.52%	1,508.35	3.14%
LW	Lighting, NAVAIDs, Weather, Obstructions, Signage	505.23	2.16%	310.95	1.26%	816.18	1.70%
NL	Noise Control, Land	93.14	0.40%	1,468.55	5.94%	1,561.68	3.25%
NO	Noise Control, Other	130.56	0.56%	2,739.67	11.07%	2,870.23	5.96%
OT	Other	356.03	1.53%	370.14	1.50%	726.17	1.51%
PL	Planning	577.69	2.47%	263.61	1.07%	841.30	1.75%
RD	Roadways	694.01	2.97%	299.42	1.21%	993.43	2.07%
SB	State Block Grant Programs	2,023.46	8.65%	976.58	3.95%	3,000.04	6.23%
SS	Safety and Security	502.96	2.15%	877.66	3.55%	1,380.61	2.87%
<b>Totals</b>		<b>\$23,413.37</b>	<b>100%</b>	<b>\$24,750.29</b>	<b>100%</b>	<b>\$48,163.65</b>	<b>100%</b>

**FY 1992 - FY 2010  
Cumulative AppORTioned Grant Funds Awarded**



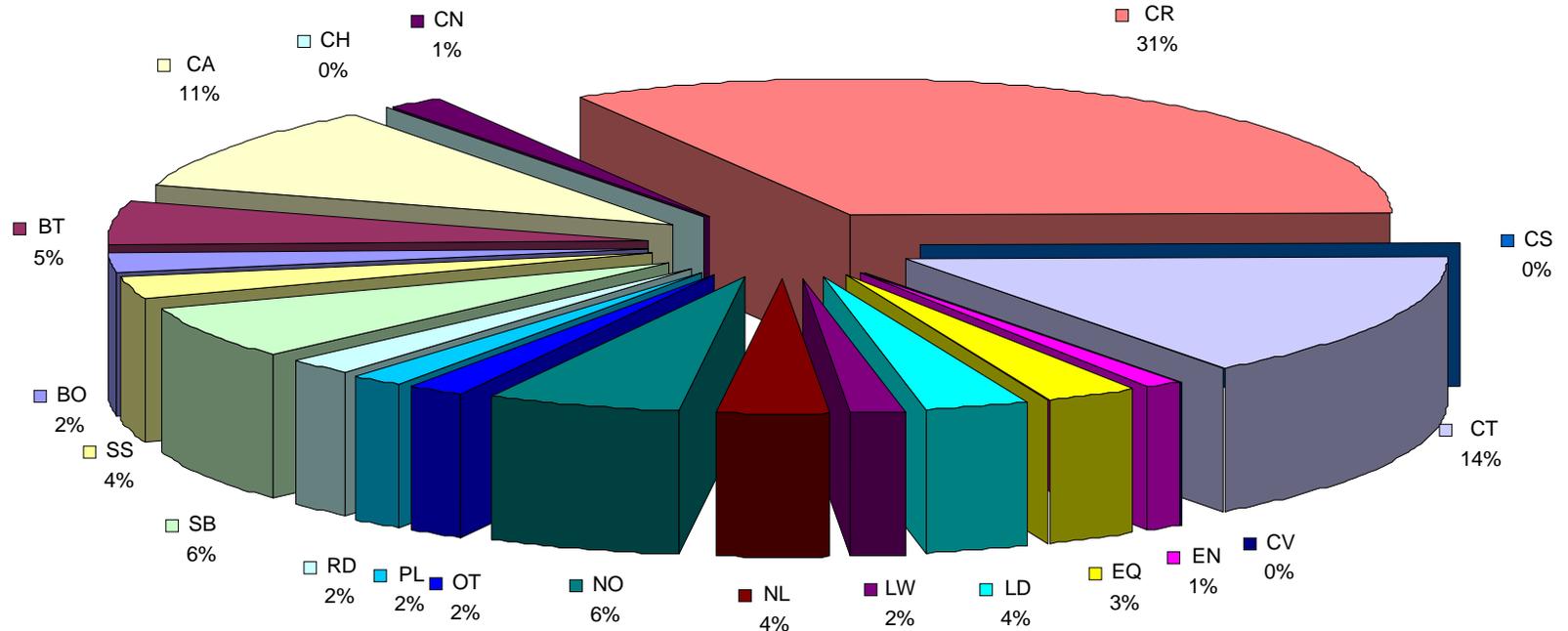
BO Building, Other	BT Building, Terminal	CA Landing Area Construction, Apron
CH Landing Area Construction, Heliport	CN Landing Area Construction, New Airport	CR Landing Area Construction, Runway
CS Landing Area Construction, Seaplane Base	CT Landing Area Construction, Taxiway	CV Landing Area Construction, Vertiport
EN Environmental	EQ Equipment	LD Land (Other than Noise)
LW Lighting, NAVAIDS, Weather, Obstructions,	NL Noise Control, Land	NO Noise Control, Other
OT Other	PL Planning	RD Roadways
SB State Block Grant Programs	SS Safety and Security	

## FY 1992 - FY 2010 Cumulative Discretionary Grant Funds Awarded



BO Building, Other	BT Building, Terminal	CA Landing Area Construction, Apron
CH Landing Area Construction, Heliport	CN Landing Area Construction, New Airport	CR Landing Area Construction, Runway
CS Landing Area Construction, Seaplane Base	CT Landing Area Construction, Taxiway	CV Landing Area Construction, Vertiport
EN Environmental	EQ Equipment	LD Land (Other than Noise)
LW Lighting, NAVAIDS, Weather, Obstructions, Signage	NL Noise Control, Land	NO Noise Control, Other
OT Other	PL Planning	RD Roadways
SB State Block Grant Programs	SS Safety and Security	

**FY 1992 - FY 2010  
Cumulative Discretionary and Apportioned Grant Funds Awarded**

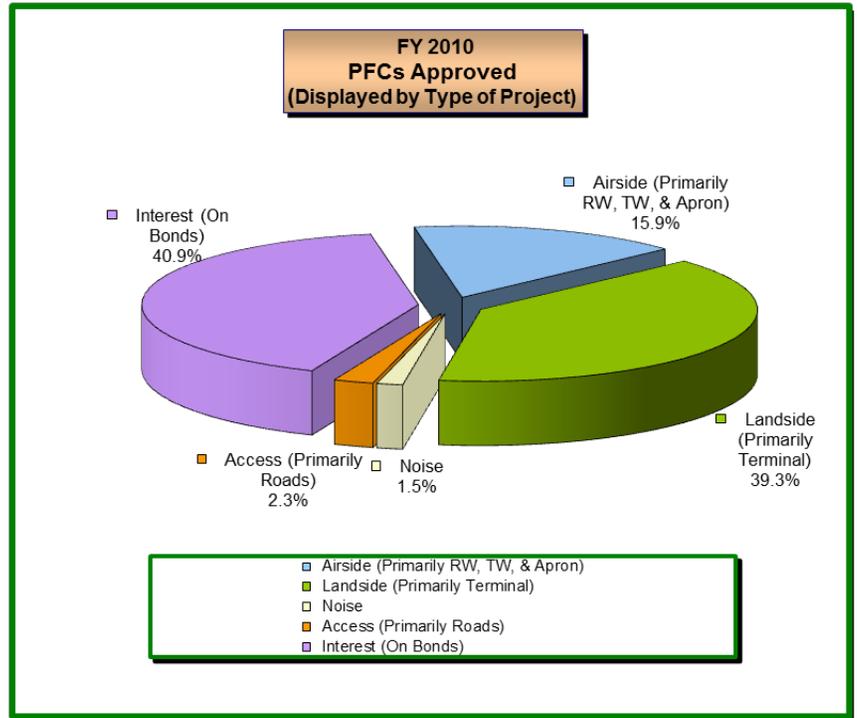
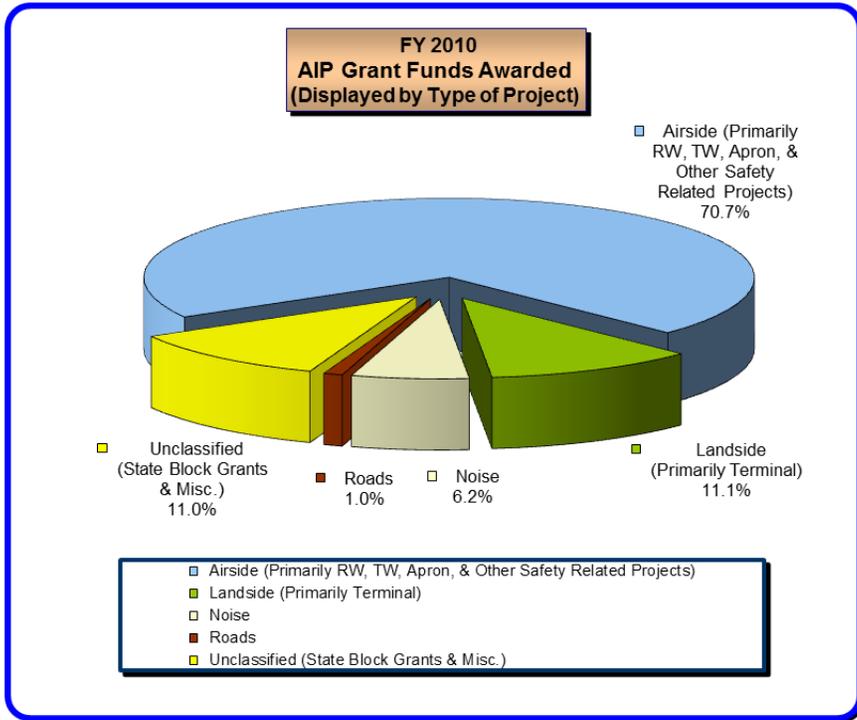


BO Building, Other	BT Building, Terminal	CA Landing Area Construction, Apron
CH Landing Area Construction, Heliport	CN Landing Area Construction, New Airport	CR Landing Area Construction, Runway
CS Landing Area Construction, Seaplane Base	CT Landing Area Construction, Taxiway	CV Landing Area Construction, Vertiport
EN Environmental	EQ Equipment	LD Land (Other than Noise)
LW Lighting, NAVAIDS, Weather, Obstructions, Signage	NL Noise Control, Land	NO Noise Control, Other
OT Other	PL Planning	RD Roadways
SB State Block Grant Programs	SS Safety and Security	

## Appendix E: Comparisons of the AIP to the PFC

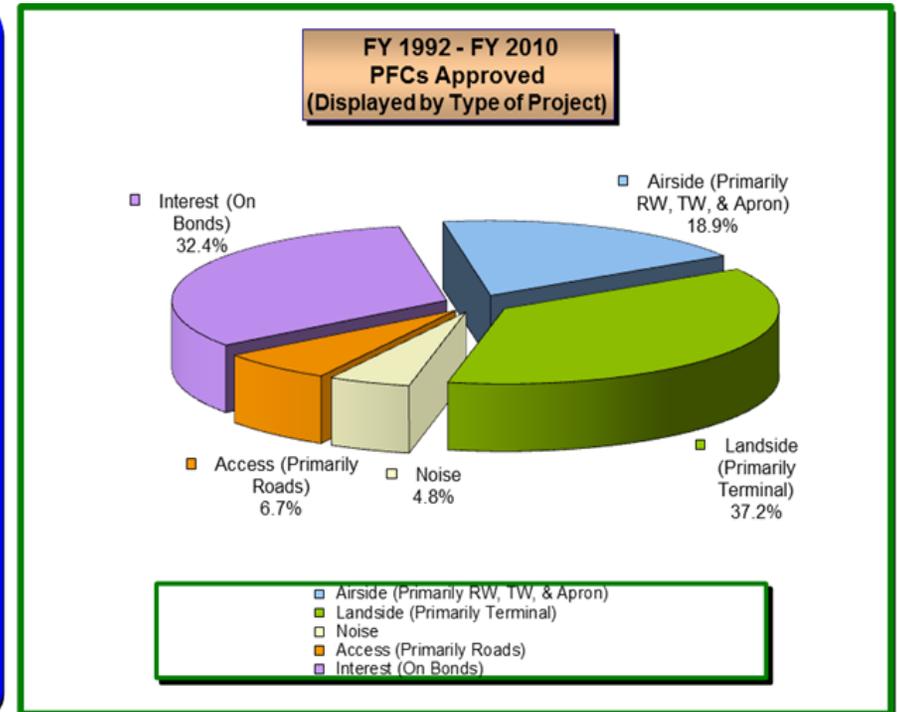
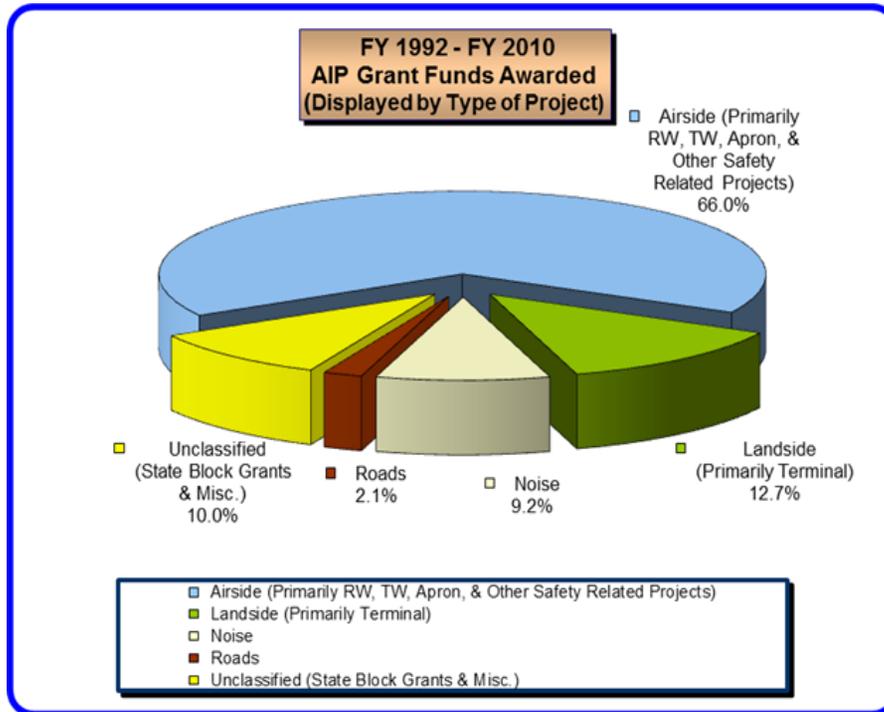
Approved Funds, FY 2010 (\$ Millions)			
Airport Improvement Program		Passenger Facility Charge Program	
Development/Planning	Grant Funds Awarded *	Development/Planning	PFC Funds Authorized
Airside (Primarily RW, TW, Apron, & Other Safety Related Projects)	\$2,354.9	Airside (Primarily RW, TW, & Apron)	\$1,102.2
Landside (Primarily Terminal)	371.0	Landside (Primarily Terminal)	2,721.4
Noise	206.5	Noise	105.3
Roads	33.3	Access (Primarily Roads)	161.4
Unclassified (State Block Grants & Misc.)	367.4	Interest (On Bonds)	2,836.0
<b>Total</b>	<b>\$3,433.6</b>	<b>Total</b>	<b>\$6,926.0</b>

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



Cumulative Funds, FY 1992 – 2010 (\$ Millions)			
Airport Improvement Program		Passenger Facility Charge Program	
Development/Planning	Grant Funds Awarded*	Development/Planning	PFC Funds Authorized
Airside (Primarily RW, TW, Apron, & Other Safety Related Projects)	\$31,769.2	Airside (Primarily RW, TW, & Apron)	\$10,994.4
Landside (Primarily Terminal)	6,132.0	Landside (Primarily Terminal)	21,661.4
Noise	4,431.9	Noise	2,808.6
Roads	993.5	Access (Primarily Roads)	3,903.7
Unclassified (State Block Grants & Misc.)	4,805.1	Interest (On Bonds)	18,872.3
<b>Total</b>	<b>\$48,131.6</b>	<b>Total</b>	<b>\$58,240.4</b>

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



## Appendix F: Letter of Intent Payments for FY 2010

<b>Letter of Intent Payments for FY 2010</b>				
(\$ Thousands)				
State	Primary/Reliever Airports	Discretionary Funds	Entitlement Funds	Total Funds
AK	Ted Stevens Anchorage International	\$4,000	\$13,973	\$17,973
CA	Sacramento International	7,500	2,182	9,682
CO	Denver International	7,000	0	7,000
FL	Miami International	8,540	0	8,540
GA	Hartsfield-Jackson Atlanta International	12,500	0	12,500
IA	The Eastern Iowa	3,500	3,000	6,500
IL	Chicago O'Hare International	20,000	6,500	26,500
IN	Indianapolis International	3,000	5,000	8,000
IN	Gary/Chicago International	5,000	1,000	6,000
KY	Cincinnati/Northern Kentucky International	2,000	0	2,000
LA	Baton Rouge Metropolitan, Ryan Field	3,500	3,400	6,900
MA	General Edward Lawrence Logan International	5,900	3,780	9,680
MD	Hagerstown Regional-Richard A Henson Field	850	150	1,000
MN	Minneapolis-St Paul International/Wold-Chamberlain	5,000	0	5,000
MO	Lambert-St Louis International	8,500	4,250	12,750
NC	Charlotte/Douglas International	12,000	8,500	20,500
NC	Piedmont Triad International	6,000	5,200	11,200
NY	John F Kennedy International	14,800	0	14,800
OH	Cleveland-Hopkins International	13,170	3,099	16,269
OH	Port Columbus International	10,000	1,919	11,919
TN	Memphis International	4,823	0	4,823
TX	Dallas/Fort Worth International	6,000	0	6,000
TX	George Bush Intercontinental/Houston	13,050	10,024	23,074
TX	Dallas Love Field	7,000	0	7,000
UT	St. George Municipal	10,000	1,000	11,000
VA	Washington Dulles International	4,000	6,662	10,662
WA	Seattle-Tacoma International	20,075	335	20,410
<b>Fiscal Year 2010 National Totals</b>		<b>\$217,708</b>	<b>\$79,974</b>	<b>\$297,682</b>

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## Appendix G: Letter of Intent Commitments by Fiscal Year

Airport Improvement Program

G-1

27th Annual Report of Accomplishments

Letter of Intent Commitments by Fiscal Year (\$ Millions)										
	2011	2012	2013	2014	2015	2016	2017	2018	Beyond	Total
<b>State: AK</b>										
<b>Ted Stevens Anchorage International</b>										
Entitlement	\$3,488	\$3,488	\$4,251	\$1,912	\$0	\$0	\$0	\$0	\$0	\$13,598
Discretionary	8,200	7,280	4,000	4,000	4,000	1,000	0	0	0	28,480
<b>State: CA</b>										
<b>Sacramento International</b>										
Entitlement	2,124	2,171	2,220	2,271	2,329	0	0	0	0	11,115
Discretionary	7,000	6,000	6,000	6,000	5,132	0	0	0	0	30,132
<b>State: CO</b>										
<b>Denver International</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	7,000	6,000	2,000	0	0	0	0	0	0	15,000
<b>State: GA</b>										
<b>Hartsfield-Jackson Atlanta International</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	10,000	0	0	0	0	0	0	0	0	10,000
<b>State: IA</b>										
<b>The Eastern Iowa</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	2,500	1,500	0	0	0	0	0	0	0	4,000
<b>State: IL</b>										
<b>Chicago O'Hare International – Phase I</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	40,000	200,000
<b>State: IL</b>										
<b>Chicago O'Hare International – Completion Phase</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	40,000	30,000	30,000	30,000	25,000	25,000	25,000	25,000	180,000	410,000
<b>State: IL</b>										
<b>Gary/Chicago International</b>										
Entitlement	1,000	1,000	1,000	1,000	1,000	0	0	0	0	5,000
Discretionary	5,000	5,000	5,000	5,000	2,845	0	0	0	0	22,845

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

	2011	2012	2013	2014	2015	2016	2017	2018	Beyond	Total
<b>State: IL</b>										
<b>Indianapolis International</b>										
Entitlement	5,000	0	0	0	0	0	0		0	5,000
Discretionary	5,000	0	0	0	0	0	0		0	5,000
<b>State: KY</b>										
<b>Cincinnati/Northern Kentucky International</b>										
Entitlement	0	0	0	0	0	0	0		0	0
Discretionary	6,000	0	0	0	0	0	0		0	6,000
<b>State: LA</b>										
<b>Baton Rouge Metropolitan, Ryan Field</b>										
Entitlement	3,400	3,400	0	0	0	0	0		0	6,800
Discretionary	2,500	3,000	0	0	0	0	0		0	5,500
<b>State: MA</b>										
<b>General Edward Lawrence Logan International</b>										
Entitlement	3,830	3,870		0	0	0	0		0	7,700
Discretionary	5,900	5,800	0	0	0	0	0		0	11,700
<b>State: MD</b>										
<b>Hagerstown Regional-Richard A Henson Field</b>										
Entitlement	150	150	150	0	0	0	0		0	450
Discretionary	850	850	850	0	0	0	0		0	2,550
<b>State: NC</b>										
<b>Charlotte/Douglas International</b>										
Entitlement	8,500	8,500	0	0	0	0	0		0	17,000
Discretionary	12,000	12,000	12,000	6,000	0	0	0		0	42,000
<b>Piedmont Triad International</b>										
Entitlement	5,200	5,200	6,116	0	0	0	0		0	16,516
Discretionary	0	0	0	0	0	0	0		0	0
<b>State: NY</b>										
<b>John F Kennedy International</b>										
Entitlement	0	0	0	0	0	0	0	0	0	0
Discretionary	10,900	14,800	11,800	10,900	7,000	7,000	0	0	0	62,400

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

	2011	2012	2013	2014	2015	2016	2017	2018	Beyond	Total
<b>State: OH</b>										
<b>Cleveland-Hopkins International</b>										
Entitlement	3,165	3,233	3,304	3,378	3,455	3,535	659	0	0	20,729
Discretionary	0	0	0	0	0	0	0	0	0	0
<b>State: OH</b>										
<b>Port Columbus International</b>										
Entitlement	1,945	1,989	2,026	2,064	2,104	2,144	2,186	0	0	14,467
Discretionary	10,000	10,000	10,000	10,000	10,000	10,000	4,109	0	0	64,109
<b>State: TX</b>										
<b>Dallas Love Field</b>										
Entitlement	900	900	900	900	900	900	0	0	0	5,400
Discretionary	7,000	7,000	7,000	7,000	5,000	5,000	5,000	0	0	43,000
<b>State: UT</b>										
<b>St George Municipal</b>										
Entitlement	1,000	1,000	1,000	1,000	1,000	0	0	0	0	5,000
Discretionary	15,000	10,000	10,000	10,000	9,000	0	0	0	0	54,000
<b>State: VA</b>										
<b>Washington Dulles International</b>										
Entitlement	6,662	0	0	0	0	0	0	0	0	6,662
Discretionary	0	20,000	13,000	13,000	14,000	9,000	0	0	0	69,000
<b>State: WA</b>										
<b>Seattle-Tacoma International</b>										
Entitlement	5,400	5,500	5,600	5,700	6,232	0	0	0	0	28,432
Discretionary	8,200	0	0	0	0	0	0	0	0	8,200
<b>Total</b>										
<b>Entitlement</b>	<b>\$52,233</b>	<b>\$40,401</b>	<b>\$26,566</b>	<b>\$18,225</b>	<b>\$17,020</b>	<b>\$6,579</b>	<b>\$2,845</b>	<b>\$0</b>	<b>\$0</b>	<b>\$163,896</b>
<b>Discretionary</b>	<b>\$183,050</b>	<b>\$159,230</b>	<b>\$131,650</b>	<b>\$121,900</b>	<b>\$101,976</b>	<b>\$77,000</b>	<b>\$54,109</b>	<b>\$45,000</b>	<b>\$220,000</b>	<b>\$1,093,915</b>

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## Appendix H: Land Use Compliance Report for FY 2010

Land Use Compliance Report for FY 2010								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Aniak	AL	Aniak	AK	ANI	The airport sponsor has permitted nonaeronautical uses without FAA concurrence and at below fair market value (FMV).	Eliminate nonaeronautical uses or seek FAA concurrence at FMV. The airport sponsor has established communications with the FAA on the issues.	Non-compliant	December 2012
Girdwood	AL	Girdwood	AK	AQY	The ALP is not current. The airport sponsor has also permitted nonaeronautical use of airport property (kennel facilities, vehicular parking, and storage) without FAA approval.	The airport sponsor is to provide a corrective action plan that addresses all of the land use issues identified at the airport, including updating the ALP and assessing FMV rents.	Non-compliant	No timeframe offered by sponsor
Gulkana	AL	Gulkana	AK	GKN	The ALP is not current. Certain taxiways are used for nonaeronautical uses (ski/gravel strip). Several nonaeronautical uses of airport property are taking place without FAA approval (nonairport equipment storage, living quarters, and campground). Several of the nonaeronautical uses provide no compensation to the airport.	Submit an updated ALP. The airport sponsor must submit a corrective action plan that is consistent with FAA requirements.	Non-compliant	No timeframe offered by sponsor
Igiugig	AL	Igiugig	AK	IGG	The airport sponsor has permitted certain nonaeronautical (residences, offices, vehicle parking) uses at the airport without FAA approval. The ALP is not current.	The airport sponsor must submit a corrective action plan that is consistent with FAA requirements and submit an updated ALP.	Non-compliant	No timeframe offered by sponsor
Ralph M Calhoun Memorial	AL	Tanana	AK	TAL	In addition to a nonconforming ALP, the airport sponsor has permitted nonaeronautical uses of airport property without FAA approval.	The airport sponsor must update the ALP and terminate nonaeronautical uses.	Non-compliant	No timeframe offered by sponsor
Willow	AL	Willow	AK	UWO	The ALP is not current, and incompatible land uses have been found at the airport (residences). The airport sponsor has also permitted nonaeronautical use of airport property (place of worship and a school) without FAA approval.	The airport sponsor is to provide a corrective action plan that addresses all of the land use issues identified at the airport.	Non-compliant	No timeframe offered by sponsor
Palmer	AL	Palmer	AK	PAQ	The ALP is not current, and incompatible land uses have been found at the airport (telecommunications business). The airport sponsor has also permitted non-aeronautical use of airport property (school nutritional distribution facility) without FAA approval.	The airport sponsor has met with the FAA, is getting appraisal of airport land, and has provided a corrective action plan that addresses some of the land use issues identified at the airport.	In Process	January 2011

Land Use Compliance Report for FY 2010								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Bettles	AL	Bettles	AK	BET	The ALP is not current, and incompatible land uses have been found at the airport (residences). The airport sponsor has also permitted nonaeronautical use of airport property (school) without FAA approval.	The airport sponsor has met with this office and has provided a corrective action plan that addresses the land use issues identified at the airport. They are drafting changes to the ALP and submitting a request for FAA approval.	In Process	December 2010
Hoonah	AL	Hoonah	AK	HNH	The ALP is not current, and there are unresolved nonstandard runway markings.	The airport sponsor must correct nonstandard runway markings and revise the ALP.	Non-compliant	No timeframe offered by sponsor
Casa Grande	WP	Casa Grande	AZ	CGZ	Use of airport land for nonaeronautical purpose for nominal rent: fire station and fire training center.	The airport sponsor will arrange FMV rental payments or in-kind services. Also, study feasibility of relocating fire station and training center off the airport.	In Process	September 2011
Phoenix Sky Harbor International	WP	Phoenix	AZ	PHX	Proceeds from the disposal of noise land were not returned to the noise program as required.	The airport sponsor must apply the disposal proceeds back to the noise program or back to the trust fund. Compliance with Grant Assurance 31, "Disposal of Land," is expected. The airport sponsor has agreed with the FAA and submitted a corrective action plan.	In Process	September 2011
Pinal Airpark	WP	Marana	AZ	MZJ	The entire airport was leased to a private company in violation of the applicable Surplus Property Agreement. The airport is not open to the public. Several land use issues were also identified.	The airport sponsor must renegotiate the lease with the operator and address all outstanding compliance violations. The airport sponsor is no longer taking any active steps to correct the exclusive right problem. The tenant exercising the exclusive right will not cooperate to amend the lease to extinguish the exclusive right. The airport continues to be unavailable for public use. The airport sponsor remains in non-compliance.	Non-compliant	No formal corrective action plan or completion date
Superior Municipal	WP	Superior	AZ	E81	The 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. The airport sponsor remains in noncompliance.	Non-compliant	No formal corrective action plan
Winslow-Lindbergh	WP	Winslow	AZ	INW	The airport sponsor disposed of airport property without FAA approval.	The airport sponsor is taking corrective action to resolve land use	In Process	December 2011

Land Use Compliance Report for FY 2010								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Regional						issues in the master planning process.		
Hope Municipal	SW	Hope	AR	M18	The airport sponsor constructed a city-owned and operated gun range on the airport and has leased several hundred acres to the Federal Emergency Management Administration to store travel trailers and mobile homes. The biggest issue is the current poorly written lease with a fixed based operator (FBO) (\$10/year for "airport facilities" with exclusive right to sell fuel and permit auto racing on closed crosswind runways).	The airport sponsor is relocating the gun range off airport property and advertising for a new FBO with a new lease.	In Process	March 2011
Blythe	WP	Blythe	CA	BLH	The airport sponsor allowed long-term leases of airport property for nonaeronautical use without FAA approval.	The airport sponsor has been cooperating and is seeking FMV rents from nonaeronautical tenants. Interim use of airport land for the nonaeronautical tenants has been granted while a decision is considered to allow certain airport parcels to be used for revenue-producing purposes from nonaeronautical uses.	In Process	September 2011
Holtville	WP	Holtville	CA	L04	The airport is no longer used as an airport. The airport has effectively been abandoned.	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 was conducted. Plans to reopen the airport have been considered. The airport remains closed, and it appears the airport will not be reopened.	Non-compliant	No formal corrective action plan or completion date
Oroville	WP	Oroville	CA	OVE	The airport sponsor allowed long-term nonaeronautical uses of the airport without FAA approval, and granted long-term leases that did not impose FMV rental rates.	The airport sponsor is formulating a corrective action plan. The first draft of the plan is due in February 2010.	In Process	March 2011

Land Use Compliance Report for FY 2010								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Van Nuys	WP	Van Nuys	CA	VNY	Several nonaeronautical uses of airport property must revert to aeronautical use. Certain airport property is to be dedicated to aeronautical uses.	The airport sponsor corrected the nonaeronautical uses of the airport property. The property in question was redeveloped for aeronautical purposes by the tenant. The airport sponsor continues to deploy resources to redevelop the old National Guard site as a propeller park for small general aviation aircraft. However, additional time is needed to ascertain full implementation.	In Process	December 2011
Ft. Collins/ Loveland Airport	NM	Loveland	CO	FNL	Nonaeronautical lease on aeronautical property.	The airport sponsor requested approval for interim use. The lease will expire on June 30, 2012, with Consumer Price Index increases until expiration.	Compliant	January 2010
Jeffco	NM	Denver	CO	BJC	The ALP was inconsistent with release records and as such is not representative of actual conditions at the airport.	The airport sponsor has updated the ALP and its property map.	Compliant	September 2010
Danbury Municipal Airport	NE	Danbury	CT	DXR	The airport sponsor is permitting nonaeronautical use of airport property (restaurants, a fire station, and vehicle storage for the Department of Health). The airport sponsor is discriminating against certain types of aeronautical users. The leases are vague, may be based on outdated financial data, and do not include language intended to prevent unjust economic discrimination.	The airport sponsor is to provide a corrective action plan updating the ALP and request land releases for the nonaeronautical uses. The airport sponsor must update its airport master record and data on AirNav.com.	In Process	June 2011
Suwannee County	SO	Live Oak	FL	24J	Despite FAA warnings and opposition, the airport sponsor granted through-the-fence access for a residential airpark and has allowed further expansion.	The county passed a resolution withdrawing support for the residential airpark.	Compliant	March 2010
Venice Municipal Airport	SO	Venice	FL	VNC	Exhibit A and the ALP must be revised to accurately reflect the boundaries of the airport. The airport sponsor must address rent-free, nonaeronautical municipal use of airport property. The airport sponsor must address use of airport property for storage of nonaeronautical personal property by some tenants. The airport sponsor must address use of an RSA as a golf course driving range. The airport sponsor must address a restaurant lease of airport property and other unapproved	The city submitted a corrective action plan that addresses the issues identified at the airport. The city is continuing to work with the Airports District Office (ADO) to resolve the remaining findings. However, the process has been slowed due to ongoing Office of the Inspector General audit of VNC revenues and compliance practices.	In Process	September 2011

Land Use Compliance Report for FY 2010								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
					nonaeronautical uses of airport property.			
Winter Haven's Gilbert Airport	SO	Winter Haven	FL	GIF	The airport sponsor is permitting nonaeronautical use (law enforcement training activities, records storage, a swimming pool, and recreational vehicles) on airport property and not receiving FMV for these uses. Incompatible land uses encroach onto airport property, and a private residence has through-the-fence access to the airport. Aircraft storage hangars have been established on an apron constructed or rehabilitated under a Federal AIP grant. Local residents are permitted to jog and bicycle within the security and safety fence of the airport.	The airport sponsor is to provide a corrective action plan that addresses all of the land use issues identified at the airport. The airport sponsor has resolved all land use issues except hangar leasing and management issues.	In Process	May 2011
Dekalb-Peachtree	SO	Atlanta	GA	PDK	Various units of the county government are using airport property for nonaeronautical purposes without appropriately compensating the airport. Several nonaeronautical uses of airport property were not approved by the FAA.	The airport sponsor submitted a corrective action plan resolving improper uses and deficient compensation.	Compliant	March 2010
Newnan Coweta County Airport	SO	Newnan	GA	CCO	The ALP is not current, and the Exhibit A Property Map does not accurately depict airport property and boundaries. The airport sponsor is permitting nonaeronautical use on airport property and is not receiving FMV. The airport sponsor established a long-term lease with a tenant who may not be required to comply with the airport's minimum standards. The airport erected a utility pole without FAA approval.	The airport sponsor has provided additional information to resolve outstanding findings. The ADO is reviewing the information.	In Process	January 2011
Frank Elliott Field	GL	Rantoul	IL	TIP	The ALP does not show correct airport boundaries. The tenant leases do not provide clarity with regard to appropriate uses and rents.	The airport sponsor is to update the ALP and Exhibit A. The airport sponsor is to review airport leases to ensure compliance with their grant assurances and standards.	In Process	April 2011
Putnam County	GL	Greencastle	IN	417	The ALP has not been updated in over 30 years.	Update the ALP and provide it to the FAA.	In Process	September 2011

Land Use Compliance Report for FY 2010								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Huntington Municipal Airport	GL	Huntington	IN	HHG	The airport sponsor allowed through-the-fence operations without FAA permission. The hangar FBO leases had varying rates and durations. Structural steel and other debris is scattered on the airport.	Cease through-the-fence operations or get FAA permission. Standardize leases to the extent practical. Recommend establishing minimum standards. Remove structural steel and debris from the airport.	In Process	December 2010
Hutchison Municipal Airport	CE	Hutchison	KS	HUT	The airport sponsor entered into an agreement with an FBO on the airport which encumbered the airport property and deprived the airport sponsor of its responsibilities to effectively operate, manage, and develop the airport. The airport sponsor has entered into a lease that is less than FMV. The airport sponsor is permitting the storage of nonaeronautical items on the airport.	The airport sponsor is to recapture the property not directly needed by the FBO and control the assets of the airport to make it as self-sustaining as possible. The airport sponsor must also provide a corrective action plan that addresses the nonaeronautical uses of airport property and assess FMV rents.	In Process	December 2011
Bowman Field	SO	Louisville	KY	LOU	A municipal fire station and emergency siren are on airport property and no agreements were provided to formalize these arrangements. A parcel on the northeast corner of the airport was found to have been liquidated and removed from the Exhibit "A." The airport's interest in several parcels was not accurately described on the Exhibit "A." Several nonaeronautical leases were not coordinated with the FAA and rental rates were not supported by appraisals or market studies in the case of short-term year-to-year commercial leases. Subsequent to the land use inspection, the FAA was told the airport authority does not own fee interest in the western one-half of the airport. The airport authority is attempting to define their interest in this property.	The airport sponsor will discuss corrective actions for items identified during the inspection and included in the report in meeting with the ADO scheduled for November 29, 2010.	In Process	March 2011
Sanford Regional	NE	Sanford	ME	SFM	A land use inspection revealed a town fire station on the airport.	The airport sponsor will take corrective action, including preparing an application for release of the parcel. This requires an appraisal.	In Process	September 2011
Fitchburg Municipal	NE	Fitchburg	MA	FIT	The city has placed a wastewater treatment plant and nonaviation businesses on the airport.	The city has yet to submit acceptable corrective action.	In Process	September 2011

Land Use Compliance Report for FY 2010								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Coleman A. Young Municipal	GL	Detroit	MI	DET	The airport sponsor has permitted several nonaeronautical uses of airport property without FAA concurrence, including nonaeronautical uses of hangars.	The airport sponsor had to terminate nonaeronautical uses or/and seek FAA approval under applicable policies. A new ALP and Exhibit A were also needed. The Exhibit A issue was resolved, while there has been progress on resolving the ALP submittal. In addition, the sponsor and the FAA are working on a request for interim use as a means to resolve the nonaeronautical uses of airport property. Additional time is needed to achieve resolution.	In Process	September 2012
Owosso Community Airport	GL	Owosso	MI	RNP	The airport sponsor does not have the current Exhibit A or ALP and has failed to apply for appropriate land release approval.	Submit current Exhibit A Property Map and ALP. Submit formal request for land release.	In Process	December 2010
Anoka County-Blaine Airport (Janes Field)	GL	Minneapolis	MN	ANE	Exhibit A is outdated. The airport sponsor permitted several nonaeronautical uses of airport property without FAA approval. This includes golf facilities, softball and soccer facilities.	The airport sponsor updated the Exhibit A and submitted to the FAA the appropriate release and interim use documentation.	Compliant	March 2010
Buffalo Municipal Airport	GL	Buffalo	MN	CFE	The ALP does not reflect airport property. Leases allow right of first refusal and do not allow airport sponsor access to tenant's hangars.	The airport sponsor updated the ALP to reflect current airport property and established leases that do not allow right of first refusal.	Compliant	December 2009
McCarran International	WP	Las Vegas	NV	LAS	Proceeds from the disposal of noise land were not returned to the noise program as required.	Proceeds from the disposal of noise land must be returned to the noise program or to the trust fund. Compliance with Grant Assurance 31, "Disposal of Land," is required. The airport sponsor is cooperating with the FAA. It has completed the required property appraisals, but it has not reported on their plans for disposition. Additional time is needed in order to resolve the matter.	In Process	July 2011
Ocean City	EA	Ocean City Municipal	NJ	26N	The airport sponsor permitted nonaeronautical land uses within the airport property without FAA approval and below FMV.	Take action to correct nonaeronautical uses and compensate the airport in a manner that is consistent with applicable law and FAA policy. The airport sponsor will provide a plan to lease or sell property at FMV.	In Process	July 2011

Land Use Compliance Report for FY 2010								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Lakewood	EA	Lakewood	NJ	N12	A small section of Runway 24 end not owned by the airport as per Exhibit A. However, the township (own and operate airport) owns the adjacent land, but it is not dedicated to airport by good title.	Take action to transfer or acquire land not owned by the airport. The airport sponsor is in discussion with attorney.	In Process	July 2011
Deming Municipal	SW	Deming	NM	DMN	The airport sponsor disposed of two parcels of property without concurrence or approval of the FAA (one parcel sold in 1953).	The airport sponsor is providing documentation to the FAA to obtain formal release of obligations.	In Process	September 2011
Fort Sumner Municipal	SW	Fort Sumner	NM	FSU	No nonaeronautical use of airport property observed.		Compliant	August 2010
Plattsburgh International	EA	Plattsburgh	NY	PBG	In a replacement airport situation, the airport sponsor has not yet completed the disposition of the airport land that constituted the old facility.	The airport sponsor has yet to submit a land disposal plan. Dispose of the old airport land as required, at FMV, and apply all proceeds in a manner consistent with the applicable Federal obligations, including use for airport purposes at the new location. The airport sponsor and the FAA are working to resolve the matter.	In Process	August 2011
Michael J. Smith Field	SO	Beaufort	NC	MRH	Commercial through-the-fence hangars competing with on-airport hangars, storage of nonaeronautical property in hangars and on airport, and nominal ground lease rates. The airport sponsor also needs to update Exhibit A Property Map and verify existing airport boundaries.	Awaiting the airport sponsor's corrective action plan. The airport sponsor requested an extension until December 2010 to respond.	In Process	December 2011
Barns County Municipal Airport	GL	Valley City	ND	6D8	The airport sponsor permitted nonaeronautical uses in hangars without FAA permission. Leases had unreasonable rates, allowed nonaeronautical uses, and did not allow sponsor access. Runway protection zones are not controlled by sponsor.	Remove nonaeronautical uses from hangars. Assure leases have reasonable rates and allow access. Take action to assure runway protection zones are protected against incompatible land use.	Compliant	Corrective action completed December 2009
Cincinnati Municipal Airport Lunken Field	GL	Cincinnati	OH	LUK	A significant portion of the airport is being used for nonaeronautical uses without FAA approval and without adequate FMV compensation. Other land use issues have also been identified including airspace penetrations due to on-airport obstructions.	The airport sponsor has to correct all outstanding issues, including taking action to dedicate certain parcels to aeronautical use in order to address aeronautical demand. The FAA must approve existing land uses, and existing land uses must provide the airport with adequate compensation. The FAA conducted a land use inspection in order to ascertain the	In Process	September 2011

Land Use Compliance Report for FY 2010								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
						extent of land use issues at the airport. Additional time is necessary to resolve all remaining issues.		
Clermont County	GL	Batavia	OH	I69	The airport sponsor has granted an exclusive right for all airport property. The airport sponsor has permitted nonaeronautical use of airport property. There is no current ALP.	The airport sponsor must take action to eliminate the exclusive rights that have been granted. In addition, a new ALP was to be submitted and all nonaeronautical uses removed or approved by the FAA approval. To date, the airport sponsor has not taken adequate corrective action.	Non-compliant	No progress, evaluating removal from NPIAS
Wadsworth Municipal	GL	Wadsworth	OH	3G3	The airport sponsor has permitted certain nonaeronautical uses at the airport without FAA approval.	The airport sponsor must take corrective action by seeking approval of certain nonaeronautical uses and by instituting new leasing practices. Although the sponsor is cooperating with the FAA in taking corrective action, not all issues have been addressed. Additional time is needed.	In Process	January 2011
Findlay Airport	GL	Findlay	OH	FDY	The airport sponsor has airport tenants without lease agreements for their hangars, no access to hangars, and allowed to have nonaeronautical uses.	Establish a lease with all tenants, assuring access to hangars and restricting nonaeronautical uses.	Compliant	October 2009
Ohio State University	GL	Columbus	OH	OSU	Several nonaeronautical uses were permitted at the airport without FAA approval and/or below FMV. Issues include land use designations and compensation back to the airport for nonaeronautical uses.	Take adequate corrective action to ensure FAA approval in accordance with the Federal obligations and applicable policy. The airport sponsor is taking significant steps toward implementing corrective action.	In Process	December 2010
Jefferson County Airport	GL	Steubenville	OH	2G2	The airport property maps do not accurately describe the property thus allowing cost-free, municipal use of airport property for nonaeronautical purposes. Several nonaeronautical leases appear to be at less than FMV. The airport sponsor allows numerous, improper nonaeronautical storage in aeronautical facilities.	The airport sponsor is researching corrective actions and updating the ALP and Exhibit A Property Map.	In Process	September 2011

Land Use Compliance Report for FY 2010								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
Georgetown County Airport	SO	Georgetown	SC	GGE	The airport sponsor is permitting non-aeronautical, municipal use (county mosquito control activities) on airport property and not receiving FMV for this use. The airport sponsor disposed of several parcels of airport property without receiving FMV for the property. This has been resolved through completing capital improvements to the airport funded with general revenues and more than compensate the airport for the value of the liquidated properties. The airport sponsor must revise Exhibit A and the ALP to accurately reflect airport boundaries.	The airport sponsor provided a corrective action plan that addresses all of the land use issues identified at the airport. Prior to the FAA accepting the plan, the ADO has asked the sponsor to provide timelines for corrective actions.	In Process	April 2011
Barnwell Regional	SO	Barnwell	SC	BNL	The airport sponsor has allowed several nonaeronautical uses of airport property without FAA approval. This includes municipal uses and a cemetery. The airport has also granted an easement on airport property to another entity and has allowed a nonairport entity to control parts of the airport. In addition, airport property was disposed of without FAA approval.	The airport sponsor has continued to argue that they have provided equal or greater compensation to the airport for the airport property used rent free for nonaeronautical municipal purposes. The FAA has reviewed all documents provided by the airport sponsor in support of their position and has determined the airport sponsor has not fully reimbursed the airport for the property taken and used for nonaeronautical purposes. Currently, the airport sponsor and the FAA are negotiating a resolution which would return 57.5 acres of previously released property to the airport land inventory.	In Process	December 2011
Mitchell Municipal Airport	GL	Mitchell	SD	MHE	The airport sponsor does not have an effective means to ensure hangar owner's compliance with lease terms.	The airport sponsor developed procedures to ensure hangars are not used for nonaeronautical purposes.	Compliant	March 2010
Scott Municipal	SO	Oneida	TN	SCX	The airport sponsor is moving ahead with a through-the-fence residential airpark in contradiction to FAA guidance.	Despite FAA's request for corrective action, the airport sponsor has declined to mitigate impact of continued residential airpark development. ADO, regional office, and Headquarters' representatives met onsite with airport Authority and county officials on April 12, 2010. The agreement between the airport authority and residential airpark developers was not rescindable and	Non-compliant	None

**Land Use Compliance Report for FY 2010**

Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
						adversely impacts the airport authority's rights and powers under Assurance 5.		
Castroville Municipal	SW	Castroville	TX	T89	The airport sponsor entered into agreement with aeronautical user on airport, which encumbered airport property and deprived the airport sponsor of its rights and responsibilities to effectively operate, manage, and develop the property. The airport sponsor also permitted nonaeronautical uses on airport property.	The airport sponsor has taken adequate corrective action to regain control over the property and seek FAA approval on nonaeronautical land uses. In coordination with Texas DOT, the FAA did investigate the matter informally. Additional time is needed.	Compliant	April 2010
Nueces County Airport (Robstown)	SW	Robstown	TX	RBO	The airport is not receiving revenue from airport sponsor nonaeronautical use of airport property.	The airport sponsor implemented interdepartmental lease agreements and funds transferred to correct the problem.	Compliant	July 2010
Arlington Municipal	NM	Arlington	WA	AWO	Nonaeronautical lease of recreational vehicle sales lot is not at FMV. Two residential use leases on airport property Nonaeronautical leases with the city are not in writing.	The airport sponsor increased the recreational vehicle sales lot to FMV and entered into written leases with the city. The airport sponsor has a plan to end residential use by December 31, 2011.	In Process	December 2011
L O Simenstad Municipal	GL	Osceola	WI	OEO	The ALP is outdated.	The airport sponsor submitted updated ALP in December 2008.	Compliant	December 2009
North Big Horn Airport	NM	Cowley	WY	U68	Leased area is unknown, some leases are not documented, rate methodology is unknown, and some tenants are not paying lease rates.	Conduct lot line assessment to determine leased areas. Establish clear, transparent methodology for lease rates; charge nonaeronautical users FMV; establish lease agreements; and collect lease payments. Establish a communication system to account for airport revenue and expenditures to the county, airport board, and airport managers.	In Process	December 31, 2010
South Big Horn Airport	NM	Greybull	WY	GEY	Same lease issues as U68. FBOs not paying fuel flowage fee. FBOs using apron, thereby preventing public use without a lease.	Conduct lot line assessment to determine leased areas. Establish clear, transparent methodology for lease rates; charge nonaeronautical users FMV; establish lease agreements; collect lease payments. Establish a communication system to account for airport revenue and	In Process	December 31, 2010

Land Use Compliance Report for FY 2010								
Location	Region	City	St	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion/ Compliance Date
						expenditures to the county, airport board, and airport managers.		

**Appendix I: FY 2010 AIP Grants Awarded and Grant  
Amounts by Airport Type and State**

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FY 2010 AIP Grants Awarded and Grant Amounts by Airport Type and State																
State	Primary		Commercial		Reliever		General Aviation		State Sponsored		State Block Grant		Other		Total Grants	
	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount
AK	37	\$127,090,239	5	\$32,323,173	0	\$0	6	\$8,358,088	7	\$14,389,080	0	\$0	3	\$53,472,374	58	\$235,632,954
AL	9	15,512,319	1	209,789	2	541,618	55	24,390,927	0	0	0	0	0	0	67	40,654,653
AR	14	30,245,653	0	0	2	595,562	52	11,911,531	1	200,000	0	0	2	5,097,331	71	48,050,077
AS	5	9,300,000	0	0	0	0	2	1,700,000	0	0	0	0	0	0	7	11,000,000
AZ	14	41,163,217	1	186,405	9	18,309,186	23	13,480,991	1	440,000	0	0	0	0	48	73,579,799
CA	59	190,771,417	2	1,258,912	21	17,727,333	70	37,865,283	1	600,000	0	0	1	1,284,780	154	249,507,725
CO	35	75,978,331	2	9,986,230	5	823,195	33	11,391,813	1	250,000	0	0	0	0	76	98,429,569
CT	4	10,395,752	0	0	2	458,005	4	11,842,055	3	532,000	0	0	0	0	13	23,227,812
DC	0	0	0	0	0	0	0	0	0	0	0	0	1	396,398	1	396,398
DE	0	0	0	0	2	3,724,566	3	1,862,071	1	153,900	0	0	0	0	6	5,740,537
FL	34	116,870,732	1	2,280,000	11	5,581,056	41	45,150,244	1	1,500,000	0	0	0	0	88	171,382,032
FM	0	0	0	0	0	0	2	23,600,000	0	0	0	0	0	0	2	23,600,000
GA	17	69,627,808	0	0	0	0	0	0	1	850,000	2	25,380,984	0	0	20	95,858,792
GU	8	17,425,000	0	0	0	0	0	0	0	0	0	0	0	0	8	17,425,000
HI	6	21,855,560	0	0	0	0	1	235,192	1	1,500,000	0	0	0	0	8	23,590,752
IA	14	15,759,741	3	623,546	0	0	61	21,793,734	1	68,866	0	0	0	0	79	38,245,887
ID	15	12,221,713	0	0	1	560,521	22	8,981,461	1	200,000	0	0	1	2,500,000	40	24,463,695
IL	20	77,326,113	0	0	0	0	0	0	1	200,000	7	33,427,552	0	0	28	110,953,665
IN	12	20,842,104	1	5,150,000	4	2,829,784	55	30,873,808	2	469,205	0	0	0	0	74	60,164,901
KS	2	1,703,613	5	1,191,921	3	1,378,029	55	17,156,105	2	404,706	0	0	2	4,439,628	69	26,274,002
KY	13	21,448,827	0	0	0	0	48	9,277,924	0	0	0	0	0	0	61	30,726,751
LA	20	44,343,393	0	0	1	103,747	30	11,047,543	1	300,000	0	0	0	0	52	55,794,683
MA	15	33,489,298	1	1,540,278	2	616,365	14	21,893,828	1	564,300	0	0	0	0	33	58,104,069
MD	1	3,297,795	0	0	3	3,199,663	10	4,045,103	0	0	0	0	0	0	14	10,542,561
ME	16	15,649,663	2	2,580,200	2	5,347,414	21	3,137,394	0	0	0	0	0	0	41	26,714,671
MH	0	0	0	0	0	0	1	8,000,000	0	0	0	0	0	0	1	8,000,000
MI	30	65,488,542	4	867,959	1	146,505	0	0	0	0	11	33,130,041	0	0	46	99,633,047
MN	14	33,262,131	2	744,526	1	441,396	58	23,718,576	1	475,000	0	0	0	0	76	58,641,629
MO	15	24,331,403	0	0	1	8,246,000	0	0	1	380,000	5	18,541,136	0	0	22	51,498,539
MP	6	9,861,442	0	0	0	0	0	0	0	0	0	0	0	0	6	9,861,442
MS	11	39,782,135	1	2,892,933	0	0	44	13,306,220	0	0	0	0	0	0	56	55,981,288
MT	20	18,570,841	0	0	0	0	35	19,976,984	0	0	0	0	1	301,150	56	38,848,975
NC	15	53,194,878	0	0	0	0	0	0	0	0	2	21,840,069	0	0	17	75,034,947

FY 2010 AIP Grants Awarded and Grant Amounts by Airport Type and State																
State	Primary		Commercial		Reliever		General Aviation		State Sponsored		State Block Grant		Other		Total Grants	
	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount	No.	Dollar Amount
ND	12	16,930,355	5	2,141,343	0	0	34	10,873,605	2	862,779	0	0	1	180,000	54	30,988,082
NE	9	27,286,459	2	403,135	1	408,500	32	28,095,124	3	282,854	0	0	0	0	47	56,476,072
NH	9	7,791,773	1	66,500	0	0	0	0	0	0	3	5,540,536	0	0	13	13,398,809
NJ	7	27,299,583	0	0	7	7,194,692	12	9,907,895	0	0	0	0	0	0	26	44,402,170
NM	6	6,720,441	3	436,708	1	326,936	32	21,776,474	1	180,000	0	0	1	247,950	44	29,688,509
NV	10	31,712,475	0	0	4	6,657,530	6	5,944,869	0	0	0	0	0	0	20	44,314,874
NY	39	80,127,096	5	830,522	25	27,063,255	64	30,929,056	1	399,631	0	0	0	0	134	139,349,560
OH	13	71,633,115	0	0	8	2,757,491	63	16,453,897	0	0	0	0	0	0	84	90,844,503
OK	9	19,682,918	0	0	3	2,990,929	58	22,246,197	1	318,204	0	0	1	326,813	72	45,565,061
OR	12	31,961,189	1	560,862	2	9,650,000	31	13,476,997	1	171,250	0	0	0	0	47	55,820,298
PA	33	44,096,988	2	416,851	7	5,772,707	8	2,216,082	1	438,598	4	12,040,239	1	150,000	56	65,131,465
PR	3	6,302,762	0	0	0	0	4	8,884,681	0	0	0	0	0	0	7	15,187,443
PW	0	0	0	0	0	0	1	7,000,000	0	0	0	0	0	0	1	7,000,000
RI	4	11,147,812	0	0	2	716,205	1	46,539	1	191,245	0	0	0	0	8	12,101,801
SC	10	31,566,741	0	0	2	987,946	25	15,747,794	3	3,704,198	0	0	0	0	40	52,006,679
SD	8	14,684,278	3	1,750,599	0	0	37	19,315,748	1	516,597	0	0	0	0	49	36,267,222
TN	14	70,713,794	0	0	1	950,000	0	0	0	0	4	18,216,082	0	0	19	89,879,876
TX	52	177,218,109	0	0	2	10,896,549	0	0	1	500,000	4	54,429,383	1	750,000	60	243,794,041
UT	3	17,924,806	4	1,418,756	2	448,804	18	5,144,637	1	135,000	0	0	3	13,900,000	31	38,972,003
VA	17	42,826,449	1	82,092	6	11,615,888	20	17,712,410	0	0	0	0	0	0	44	72,236,839
VI	2	7,752,448	0	0	0	0	0	0	0	0	0	0	0	0	2	7,752,448
VT	4	26,622,551	1	11,163	0	0	7	1,397,648	3	274,172	0	0	0	0	15	28,305,534
WA	17	112,308,799	1	217,258	5	1,169,134	27	11,788,311	2	483,743	0	0	0	0	52	125,967,245
WI	17	46,740,283	0	0	0	0	0	0	0	0	7	22,343,629	0	0	24	69,083,912
WV	8	5,841,126	7	5,574,145	2	334,230	13	5,884,431	0	0	0	0	1	507,357	31	18,141,289
WY	17	14,471,963	0	0	0	0	15	4,785,875	0	0	0	0	1	1,629,519	33	20,887,357
<b>Total</b>	<b>816</b>	<b>\$2,168,173,973</b>	<b>67</b>	<b>\$75,745,806</b>	<b>153</b>	<b>\$160,570,741</b>	<b>1,254</b>	<b>\$644,625,145</b>	<b>51</b>	<b>\$31,935,328</b>	<b>49</b>	<b>\$244,889,651</b>	<b>21</b>	<b>\$85,183,300</b>	<b>2,411</b>	<b>\$3,433,623,944</b>

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## Appendix J: AIP Grants Awarded in FY 2010 by State

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
<b>Alabama</b>					
Abbeville	Abbeville Municipal	General Aviation	5	\$200,055	Extend Runway
Alabaster	Shelby County	General Aviation	14	150,000	Construct Building
Albertville	Albertville Regional-Thomas J Brumlik Field	General Aviation	20	1,039,051	Acquire Land for Development, Improve RSA
Alexander City	Thomas C Russell Field	General Aviation	12	161,378	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Aliceville	George Downer	General Aviation	9	190,000	Improve RSA
Andalusia	South Alabama Regional at Bill Benton Field	General Aviation	15	97,566	Install Perimeter Fencing, Update Airport Master Plan Study
Anniston	Anniston Metropolitan	General Aviation	26	96,900	Conduct Environmental Study, Wildlife Hazard Assessments
Ashland	Ashland/Lineville	General Aviation	7	35,617	Update Airport Master Plan Study
Atmore	Atmore Municipal	General Aviation	7	983,695	Construct Access Road, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Auburn	Auburn-Opelika Robert G. Pitts	General Aviation	25	124,500	Construct Terminal Building
Bessemer	Bessemer	Reliever	10	239,518	Rehabilitate Runway, Remove Obstructions, Update Airport Master Plan Study
Birmingham	Birmingham-Shuttlesworth International	Primary	79	980,000	Environmental Mitigation, Improve RSA
Birmingham	Birmingham-Shuttlesworth International	Primary	80	2,220,561	Acquire Safety Equipment and/or Fencing, Improve RSA, Rehabilitate Runway, Rehabilitate Taxiway
Birmingham	Birmingham-Shuttlesworth International	Primary	81	429,400	Acquire Land for Development
Birmingham	Birmingham-Shuttlesworth International	Primary	82	1,890,279	Rehabilitate Taxiway
Brewton	Brewton Municipal	General Aviation	8	188,562	Construct Fuel Farm
Centre	Centre-Piedmont-Cherokee County Regional	General Aviation	7	451,250	Improve Access Road, Rehabilitate Runway
Centreville	Bibb County	General Aviation	8	113,525	Acquire Land for Approaches, Remove Obstructions
Clanton	Gragg-Wade Field	General Aviation	7	667,130	Acquire Land for Approaches, Conduct Miscellaneous Study, Remove Obstructions
Courtland	Lawrence County	General Aviation	10	95,000	Rehabilitate Runway
Cullman	Folsom Field	General Aviation	17	340,589	Improve Airport Drainage, Install Runway Vertical/Visual Guidance System
Dauphin Island	Dauphin Island	General Aviation	8	606,531	Acquire Land for Approaches
Demopolis	Demopolis Municipal	General Aviation	8	39,900	Update Airport Master Plan Study
Dothan	Dothan Regional	Primary	33	482,110	Install Perimeter Fencing, Rehabilitate Apron
Elba	Carl Folsom	General Aviation	7	257,397	Construct Fuel Farm, Expand Apron, Improve Airport Drainage, Install Perimeter Fencing, Update Airport Master Plan Study

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Enterprise	Enterprise Municipal	General Aviation	16	127,242	Rehabilitate Runway, Rehabilitate Terminal Building
Fairhope	H. L. (Sonny) Callahan	General Aviation	12	252,167	Construct Access Road, Construct Apron, Construct Taxiway, Update Airport Master Plan Study
Foley	Foley Municipal	General Aviation	8	298,384	Construct Taxiway, Update Airport Master Plan Study
Fort Payne	Isbell Field	General Aviation	17	139,421	Rehabilitate Runway
Gadsden	Northeast Alabama Regional	General Aviation	11	1,313,283	Construct Taxiway, Install Emergency Generator, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Geneva	Geneva Municipal	General Aviation	8	114,314	Install Perimeter Fencing, Update Airport Master Plan Study
Greensboro	Greensboro Municipal	General Aviation	1	241,863	Acquire Land for Approaches, Install Perimeter Fencing, Remove Obstructions
Gulf Shores	Jack Edwards	General Aviation	24	2,383,368	Construct Taxiway
Guntersville	Guntersville Municipal - Joe Starnes Field	General Aviation	14	540,012	Construct Runway
Haleyville	Posey Field	General Aviation	6	268,745	Acquire Land for Approaches, Remove Obstructions
Hamilton	Marion County-Rankin Fite	General Aviation	8	242,250	Construct Fuel Farm
Hartselle	Hartselle-Morgan County Regional	General Aviation	10	121,600	Rehabilitate Runway
Headland	Headland Municipal	General Aviation	10	180,014	Construct Fuel Farm
Huntsville	Huntsville International-Carl T Jones Field	Primary	62	1,885,750	Acquire Land for Development
Huntsville	Huntsville International-Carl T Jones Field	Primary	63	3,842,562	Acquire Interactive Training System, Rehabilitate Apron, Rehabilitate Terminal Building, Update Airport Master Plan Study
Huntsville	Madison County Executive/Tom Sharp Jr Field	General Aviation	21	2,000,858	Environmental Mitigation, Extend Runway
Jackson	Jackson Municipal	General Aviation	7	231,167	Construct Fuel Farm
Lanett	Lanett Municipal	General Aviation	7	170,755	Conduct Environmental Study
Marion	Vaiden Field	General Aviation	5	552,740	Construct Taxiway
Mobile	Mobile Downtown	General Aviation	23	1,643,865	Rehabilitate Taxiway
Mobile	Mobile Downtown	General Aviation	24	327,224	Rehabilitate Taxiway, Remove Obstructions, Wildlife Hazard Assessments
Mobile	Mobile Regional	Primary	48	2,785,961	Acquire ARFF Vehicle, Improve Airport Drainage, Rehabilitate ARFF Building, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting, Update Airport Master Plan Study, Wildlife Hazard Assessments
Monroeville	Monroe County	General Aviation	8	377,224	Acquire Land for Approaches, Rehabilitate Runway, Rehabilitate Runway Lighting, Remove Obstructions
Montgomery	Montgomery Regional (Dannelly Field)	Primary	41	995,696	Expand Apron, Install Guidance Signs, Rehabilitate Airport Beacons, Update Airport Master Plan Study

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Mooreville	Pryor Field Regional	General Aviation	19	150,000	Construct Fuel Farm [MAP]
Muscle Shoals	Northwest Alabama Regional	Commercial Service	27	209,789	Update Airport Master Plan Study
Oneonta	Robbins Field	General Aviation	7	133,026	Install Runway Vertical/Visual Guidance System
Ozark	Blackwell Field	General Aviation	11	28,722	Remove Obstructions
Pell City	St Clair County	Reliever	12	302,100	Improve Airport Drainage
Prattville	Prattville - Grouby Field	General Aviation	12	529,002	Expand Apron
Reform	North Pickens	General Aviation	5	536,152	Construct Taxiway
Roanoke	Roanoke Municipal	General Aviation	5	223,250	Install Perimeter Fencing, Install Runway Lighting
Russellville	Russellville Municipal	General Aviation	9	282,730	Install Perimeter Fencing, Rehabilitate Runway
Scottsboro	Scottsboro Municipal-Word Field	General Aviation	14	71,100	Install Runway Lighting, Remove Obstructions
St. Elmo	St. Elmo	General Aviation	6	109,118	Rehabilitate Runway, Update Airport Master Plan Study
Sylacauga	Merkel Field Sylacauga Municipal	General Aviation	16	160,761	Expand Apron, Rehabilitate Runway, Remove Obstructions
Talladega	Talladega Municipal	General Aviation	20	244,129	Rehabilitate Apron, Rehabilitate Taxiway
Troy	Troy Municipal	General Aviation	12	2,870,520	Extend Runway
Tuscaloosa	Tuscaloosa Regional	General Aviation	26	1,018,399	Construct Taxiway
Tuskegee	Moton Field Municipal	General Aviation	14	323,253	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Union Springs	Franklin Field	General Aviation	4	274,000	Conduct Environmental Study, Install Miscellaneous NAVAIDS, Rehabilitate Runway Lighting
Wetumpka	Wetumpka Municipal	General Aviation	12	71,623	Improve Airport Drainage
<b>Alabama Total</b>				<b>\$40,654,653</b>	
<b>Alaska</b>					
Akiachak	Akiachak (Proposed GA)	System Plan	2	\$11,780,074	Construct New Airport
Akutan	Akutan (Proposed GA)	System Plan	2	20,000,000	Construct New Airport
Anchorage	Lake Hood	Primary	12	608,255	Install Guidance Signs
Anchorage	Lake Hood	Primary	13	1,355,517	Acquire Land for Development
Anchorage	Lake Hood	Primary	14	1,644,483	Improve Seaplane Base
Anchorage	Merrill Field	Primary	49	653,600	Acquire Snow Removal Equipment
Anchorage	Merrill Field	Primary	50	3,420,000	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Anchorage	Merrill Field	Primary	51	313,500	Acquire Land for Approaches
Anchorage	Merrill Field	Primary	52	152,000	Remove Obstructions
Anchorage	Ted Stevens Anchorage International	Primary	125	1,152,268	Acquire ARFF Vehicle
Anchorage	Ted Stevens Anchorage International	Primary	127	1,312,500	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Anchorage	Ted Stevens Anchorage International	Primary	128	991,491	Acquire Snow Removal Equipment

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Anchorage	Ted Stevens Anchorage International	Primary	129	12,528,850	Widen Runway
Anchorage	Ted Stevens Anchorage International	Primary	130	10,027,500	Rehabilitate Runway
Anchorage	Ted Stevens Anchorage International	Primary	131	2,130,626	Security Enhancements
Anchorage	Ted Stevens Anchorage International	Primary	132	3,221,725	Acquire Snow Removal Equipment
Anchorage	Ted Stevens Anchorage International	Primary	133	1,016,551	Modify Terminal Building
Anchorage	Ted Stevens Anchorage International	Primary	134	1,795,130	Modify Terminal Building
Anchorage	Ted Stevens Anchorage International	Primary	136	2,767,912	Extend Runway
Anchorage	Ted Stevens Anchorage International	Primary	137	750,000	Conduct Noise Compatibility Plan Study
Anchorage	Ted Stevens Anchorage International	Primary	138	778,580	Modify Terminal Building
Anchorage	Ted Stevens Anchorage International	Primary	139	5,444,004	Widen Runway
Barrow	Wiley Post-Will Rogers Memorial	Primary	12	7,200,000	Construct RSA
Bethel	Bethel	Primary	19	650,000	Conduct Airport Master Plan Study
Chefornak	Chefornak (Proposed CM)	System Plan	2	21,692,300	Construct New Airport
Deadhorse	Deadhorse	Primary	10	150,000	Update Airport Master Plan Study
Dillingham	Dillingham	Primary	12	8,555,483	Rehabilitate Apron, Rehabilitate Taxiway
Fairbanks	Fairbanks International	Primary	38	700,000	Collect Airport Data for Airports Geographic Information System
Fairbanks	Fairbanks International	Primary	39	950,000	Update Airport Master Plan Study
Huslia	Huslia	Commercial Service	6	800,000	Rehabilitate Apron
Juneau	State of Alaska	System Plan	13	700,000	Conduct Aeronautical Survey for WAAS Approach
Juneau	State of Alaska	System Plan	14	2,500,000	Update State System Plan Study
Juneau	State of Alaska	System Plan	15	600,000	Conduct Aeronautical Survey for WAAS Approach
Juneau	Various Locations in Alaska	System Plan	73	4,734,830	Rehabilitate Runway
Juneau	Various Locations in Alaska	System Plan	74	3,079,767	Acquire Snow Removal Equipment
Juneau	Various Locations in Alaska	System Plan	75	2,574,483	Acquire Snow Removal Equipment
Juneau	Various Locations in Alaska	System Plan	76	200,000	Conduct Aeronautical Survey for WAAS Approach
Kenai	Kenai Municipal	Primary	44	199,614	Construct Apron
Kenai	Kenai Municipal	Primary	45	531,608	Conduct Airport Master Plan Study
Ketchikan	Ketchikan International	Primary	20	652,126	Improve RSA
King Cove	King Cove	General Aviation	4	1,820,936	Acquire Safety Equipment and/or Fencing
Kipnuk	Kipnuk	Commercial Service	3	9,186,403	Construct Runway
Kipnuk	Kipnuk	Commercial Service	4	8,451,020	Construct Runway
Kodiak	Kodiak	Primary	12	2,499,922	Construct Sand and Chemical Storage Building
Kongiganak	Kongiganak	Commercial Service	3	5,685,750	Extend Runway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Kotzebue	Ralph Wien Memorial	Primary	15	2,470,711	Acquire Safety Equipment and/or Fencing
Kotzebue	Ralph Wien Memorial	Primary	16	17,700,000	Rehabilitate Runway
Lake Louise	Lake Louise	General Aviation	2	2,106,833	Rehabilitate Access Road, Rehabilitate Apron, Rehabilitate Runway
Nenana	Nenana Municipal	General Aviation	14	1,334,702	Acquire Safety Equipment and/or Fencing, Rehabilitate Runway
Nome	Nome	Primary	19	100,000	Update Airport Master Plan Study
Nome	Nome	Primary	20	525,000	Collect Airport Data for Airports Geographic Information System
Nulato	Nulato	Commercial Service	4	8,200,000	Construct Snow Removal Equipment Building, Rehabilitate Access Road, Rehabilitate Apron, Rehabilitate Runway
Sitka	Sitka	General Aviation	1	300,000	Update Miscellaneous Study
Sitka	Sitka Rocky Gutierrez	Primary	26	1,193,287	Acquire Snow Removal Equipment
Sitka	Sitka Rocky Gutierrez	Primary	27	29,957,716	Construct RSA
Soldotna	Soldotna	General Aviation	10	1,546,891	Construct Apron
Wasilla	Wasilla	General Aviation	16	1,248,726	Construct Apron
Yakutat	Yakutat	Primary	18	990,280	Acquire ARFF Vehicle
<b>Alaska Total</b>				<b>\$235,632,954</b>	
<b>American Samoa</b>					
Ofu Village	Ofu	General Aviation	8	\$400,000	Update Airport Master Plan Study
Ofu Village	Ofu	General Aviation	9	1,300,000	Construct Apron
Pago Pago	Pago Pago International	Primary	45	500,000	Improve Terminal Building
Pago Pago	Pago Pago International	Primary	46	2,000,000	Install Perimeter Fencing
Pago Pago	Pago Pago International	Primary	47	300,000	Rehabilitate Runway Lighting
Pago Pago	Pago Pago International	Primary	48	500,000	Collect Airport Data for Airports Geographic Information System, Wildlife Hazard Assessments
Pago Pago	Pago Pago International	Primary	49	6,000,000	Rehabilitate Taxiway
<b>American Samoa Total</b>				<b>\$11,000,000</b>	
<b>Arizona</b>					
Benson	Benson Municipal	General Aviation	14	\$464,550	Construct Heliport/Helipad, Rehabilitate Runway
Bisbee	Bisbee Municipal	General Aviation	10	172,900	Acquire Equipment
Buckeye	Buckeye Municipal	General Aviation	15	446,500	Construct Apron, Improve RSA, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Bullhead City	Laughlin/Bullhead International	Primary	37	886,588	Acquire Equipment, Construct ARFF Building, Improve Terminal Building
Colorado City	Colorado City Municipal	General Aviation	16	245,575	Install Runway Vertical/Visual Guidance System
Coolidge	Coolidge Municipal	General Aviation	7	192,850	Install Weather Reporting Equipment
Douglas	Bisbee Douglas International	General Aviation	6	150,000	Rehabilitate Taxiway
Eloy	Eloy Municipal	General Aviation	9	150,000	Install Miscellaneous NAVAIDS
Flagstaff	Flagstaff Pulliam	Primary	34	1,223,613	Acquire Snow Removal Equipment, Improve Airport Miscellaneous Improvements, Rehabilitate Taxiway
Gila Bend	Gila Bend Municipal	General Aviation	13	95,000	Construct Building

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Glendale	Glendale Municipal	Reliever	20	326,307	Improve RSA, Rehabilitate Apron, Remove Obstructions
Globe	San Carlos Apache	General Aviation	17	35,150	Conduct Environmental Study
Goodyear	Phoenix Goodyear	Reliever	16	1,000,000	Widen Taxiway
Holbrook	Holbrook Municipal	General Aviation	13	35,150	Conduct Environmental Study
Lake Havasu City	Lake Havasu City	General Aviation	22	350,200	Improve Airport Miscellaneous Improvements, Install Airfield Guidance Signs, Install Taxiway Lighting, Rehabilitate Apron
Mesa	Falcon Field	Reliever	19	135,000	Construct Taxiway, Install Airfield Guidance Signs
Mesa	Falcon Field	Reliever	20	373,569	Improve Airport Drainage
Mesa	Phoenix-Mesa Gateway	Primary	25	4,401,131	Construct Parking Lot
Mesa	Phoenix-Mesa Gateway	Primary	26	5,204,129	Expand Apron, Improve Airport Drainage
Mesa	Phoenix-Mesa Gateway	Primary	27	625,000	Collect Airport Data for Airports Geographic Information System
Mesa	Phoenix-Mesa Gateway	Primary	28	1,368,184	Construct Parking Lot
Page	Page Municipal	Primary	23	1,181,488	Expand Apron
Page	Page Municipal	Primary	24	97,633	Expand Apron, Strengthen Apron
Parker	Avi Suquilla	General Aviation	14	1,800,000	Rehabilitate Taxiway
Parker	Avi Suquilla	General Aviation	16	372,124	Improve Airport Drainage
Parker	Avi Suquilla	General Aviation	17	310,000	Rehabilitate Taxiway
Payson	Payson	General Aviation	16	345,325	Acquire Land for Approaches, Acquire Land for Development, Improve RSA, Install Airfield Guidance Signs
Peach Springs	Grand Canyon West	Primary	12	8,116,918	Construct Runway
Phoenix	Phoenix Deer Valley	Reliever	27	11,590,000	Improve RSA
Phoenix	Phoenix Sky Harbor International	Primary	68	3,134,250	Construct Taxiway
Phoenix	Phoenix Sky Harbor International	Primary	69	11,228,933	Improve RSA
Phoenix	State of Arizona	System Plan	4	440,000	Conduct Aeronautical Survey for WAAS Approach
Polacca	Polacca	General Aviation	3	150,000	Acquire Snow Removal Equipment
Prescott	Ernest A. Love Field	Commercial Service	31	186,405	Rehabilitate Taxiway
Safford	Safford Regional	General Aviation	20	2,533,211	Rehabilitate Runway
St. Johns	St. Johns Industrial Air Park	General Aviation	14	1,882,530	Construct Taxiway
San Manuel	San Manuel	General Aviation	3	695,172	Construct Taxiway
Scottsdale	Scottsdale	Reliever	25	2,000,000	Rehabilitate Apron
Scottsdale	Scottsdale	Reliever	26	273,738	Conduct Environmental Study
Springerville	Springerville Municipal	General Aviation	20	3,368,062	Rehabilitate Runway, Rehabilitate Runway Lighting
Springerville	Springerville Municipal	General Aviation	21	1,025,000	Remove Obstructions
Taylor	Taylor	General Aviation	19	263,150	Conduct Environmental Study
Tucson	Ryan Field	Reliever	21	2,535,572	Install Runway Lighting, Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting, Rehabilitate Runway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Tucson	Ryan Field	Reliever	22	75,000	Acquire Emergency Generator
Tucson	Tucson International	Primary	60	747,425	Rehabilitate Runway, Rehabilitate Taxiway
Tucson	Tucson International	Primary	61	778,467	Update Airport Master Plan Study
Wickenburg	Wickenburg Municipal	General Aviation	19	210,000	Update Airport Master Plan Study
Willcox	Cochise County	General Aviation	3	150,000	Install Runway Lighting
Winslow	Winslow-Lindbergh Regional	General Aviation	18	148,542	Rehabilitate Runway
Yuma	Yuma MCAS/Yuma International	Primary	33	2,169,458	Rehabilitate Apron
<b>Arizona Total</b>				<b>\$75,689,799</b>	
<b>Arkansas</b>					
Almyra	Almyra Municipal	General Aviation	4	\$81,568	Widen Runway
Arkadelphia	Dexter B Florence Memorial Field	General Aviation	11	175,792	Install Perimeter Fencing
Ash Flat	Sharp County Regional	General Aviation	8	311,600	Construct Taxiway
Augusta	Woodruff County	General Aviation	4	108,569	Install Runway Vertical/Visual Guidance System
Batesville	Batesville Regional	General Aviation	10	425,254	Construct Apron
Bentonville	Bentonville Municipal/Louise M Thaden Field	General Aviation	8	422,973	Construct Taxiway
Bentonville	Northwest Arkansas Regional	Primary	36	10,000,000	Construct Taxiway
Bentonville	Northwest Arkansas Regional	Primary	37	5,091,697	Expand Terminal Building
Bentonville	Northwest Arkansas Regional	Primary	38	2,082,468	Construct Taxiway
Bentonville	Northwest Arkansas Regional	Primary	39	5,091,697	Expand Terminal Building
Berryville	Carroll County	General Aviation	10	196,942	Construct Apron
Blytheville	Arkansas International	General Aviation	4	43,700	Rehabilitate Runway Lighting
Blytheville	Blytheville Municipal	General Aviation	11	75,129	Acquire Land for Approaches
Brinkley	Frank Federer Memorial	General Aviation	5	162,062	Rehabilitate Runway
Calico Rock	Calico Rock-Izard County	General Aviation	7	206,211	Improve RSA
Cave Springs	Northwest Arkansas Regional	Primary	35	944,979	Construct Runway
Clarendon	Clarendon Municipal	General Aviation	5	329,164	Construct Runway
Clarksville	Clarksville Municipal	General Aviation	8	167,578	Construct Apron, Construct Taxiway
Clinton	Clinton Municipal	General Aviation	8	211,541	Rehabilitate Runway
Colt	Delta Regional Airport	System Plan	6	2,732,500	Collect Airport Data for Airports Geographic Information System, Construct New Airport
Conway	Conway Replacement Airport	System Plan	3	2,364,831	Construct New Airport
Corning	Corning Municipal	General Aviation	14	240,792	Rehabilitate Taxiway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Crossett	Z M Jack Stell Field	General Aviation	7	141,840	Improve Airport Drainage, Install Perimeter Fencing
De Queen	J Lynn Helms Sevier County	General Aviation	8	451,191	Construct Taxiway
Dumas	Billy Free Municipal	General Aviation	6	244,016	Construct Taxiway
El Dorado	South Arkansas Regional at Goodwin Field	General Aviation	17	699,157	Rehabilitate Runway
Fayetteville	Drake Field	General Aviation	39	55,204	Wildlife Hazard Assessments
Flippin	Marion County Regional	General Aviation	7	38,950	Rehabilitate Apron
Fordyce	Fordyce Municipal	General Aviation	7	177,293	Rehabilitate Apron
Fort Smith	Fort Smith Regional	Primary	38	1,362,669	Acquire Snow Removal Equipment, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Fort Smith	Fort Smith Regional	Primary	39	62,738	Wildlife Hazard Assessments
Harrison	Boone County	General Aviation	18	958,460	Rehabilitate Taxiway
Heber Springs	Heber Springs Municipal	General Aviation	9	117,515	Acquire Land for Approaches
Hope	Hope Municipal	General Aviation	6	123,500	Rehabilitate Runway
Horseshoe Bend	Horseshoe Bend	General Aviation	3	95,248	Install Miscellaneous NAVAIDS
Hot Springs	Memorial Field	General Aviation	17	1,461,670	Expand Apron, Rehabilitate Runway
Hot Springs	Memorial Field	General Aviation	18	80,000	Wildlife Hazard Assessments
Jonesboro	Jonesboro Municipal	Commercial Service	17	292,040	Rehabilitate Taxiway
Lake Village	Lake Village Municipal	General Aviation	6	250,342	Construct Taxiway
Little Rock	Adams Field	Primary	73	1,862,023	Construct Service Road
Little Rock	Adams Field	Primary	74	1,481,969	Conduct Miscellaneous Study, Improve Airport Drainage, Improve RSA, Rehabilitate ARFF Building, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Rehabilitate Terminal Building, Update Airport Master Plan Study
Little Rock	Adams Field	Primary	75	970,072	Acquire Land for Approaches
Little Rock	Adams Field	Primary	76	103,951	Wildlife Hazard Assessments
Little Rock	State of Arkansas	System Plan	9	200,000	Conduct State System Plan Study
Malvern	Malvern Municipal	General Aviation	3	145,136	Install Perimeter Fencing
Manila	Manila Municipal	General Aviation	7	23,750	Install Runway Vertical/Visual Guidance System
Marked Tree	Marked Tree Municipal	General Aviation	8	124,764	Install Perimeter Fencing
Marshall	Searcy County	General Aviation	10	198,170	Install Runway Lighting, Rehabilitate Apron
Melbourne	Melbourne Municipal - John E Miller Field	General Aviation	11	204,059	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Mena	Mena Intermountain Municipal	General Aviation	16	340,000	Construct Taxiway
Monticello	Monticello Municipal/Ellis Field	General Aviation	11	87,647	Acquire Land for Approaches
Morrilton	Morrilton Municipal	General Aviation	6	199,481	Construct Taxiway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Mount Ida	Bearce	General Aviation	8	42,146	Rehabilitate Apron, Rehabilitate Taxiway
Nashville	Howard County	General Aviation	5	105,421	Rehabilitate Runway
North Little Rock	North Little Rock Municipal	Reliever	20	450,000	Conduct Aeronautical Survey for WAAS Approach, Rehabilitate Runway Lighting, Update Airport Master Plan Study
Osceola	Osceola Municipal	General Aviation	4	87,104	Rehabilitate Runway
Ozark	Ozark-Franklin County	General Aviation	3	505,457	Widen Runway
Paragould	Kirk Field	General Aviation	8	39,964	Install Perimeter Fencing
Paris	Paris Municipal	General Aviation	2	258,185	Rehabilitate Runway Lighting
Piggott	Piggott Municipal	General Aviation	6	60,328	Install Perimeter Fencing, Rehabilitate Runway Lighting
Pocahontas	Pocahontas Municipal	General Aviation	4	222,965	Rehabilitate Runway
Rogers	Rogers Municipal-Carter Field	General Aviation	28	110,554	Install Airfield Guidance Signs, Rehabilitate Apron, Update Airport Master Plan Study
Sheridan	Sheridan Municipal	General Aviation	4	167,485	Install Perimeter Fencing, Rehabilitate Taxiway
Siloam Springs	Smith Field	General Aviation	10	447,975	Rehabilitate Apron
Springdale	Springdale Municipal	General Aviation	15	108,732	Update Airport Master Plan Study
Texarkana	Texarkana Regional-Webb Field	Primary	30	1,050,214	Construct ARFF Building
Texarkana	Texarkana Regional-Webb Field	Primary	31	154,098	Improve RSA
Texarkana	Texarkana Regional-Webb Field	Primary	32	101,401	Wildlife Hazard Assessments
Texarkana	Texarkana Regional-Webb Field	Primary	33	830,656	Construct ARFF Building
Ulm	Stuttgart Municipal	General Aviation	17	200,706	Rehabilitate Runway
Waldron	Waldron Municipal	General Aviation	5	75,000	Construct Taxiway
West Helena	Thompson-Robbins	General Aviation	8	103,241	Rehabilitate Runway Lighting
West Memphis	West Memphis Municipal	Reliever	22	145,562	Rehabilitate Taxiway
<b>Arkansas Total</b>				<b>\$49,287,096</b>	
<b>California</b>					
Arcata	Arcata	Primary	37	\$946,775	Improve RSA
Arcata	Arcata	Primary	38	387,737	Improve RSA
Atwater	Castle	General Aviation	12	1,050,000	Rehabilitate Taxiway
Auburn	Auburn Municipal	General Aviation	10	568,482	Install Taxiway Lighting, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Bakersfield	Bakersfield Municipal	General Aviation	15	791,897	Construct Taxiway, Expand Apron, Extend Taxiway
Bakersfield	Meadows Field	Primary	35	758,802	Improve Terminal Building
Bakersfield	Meadows Field	Primary	36	758,802	Improve Terminal Building
Bakersfield	Meadows Field	Primary	37	2,276,928	Acquire Land for Approaches, Construct Apron

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Banning	Banning Municipal	General Aviation	10	536,750	Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment
Beckwourth	Nervino	General Aviation	8	209,518	Acquire Snow Removal Equipment, Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Borrego Springs	Borrego Valley	General Aviation	16	300,000	Improve RSA
Brawley	Brawley Municipal	General Aviation	13	169,594	Rehabilitate Apron
Burbank	Bob Hope	Primary	51	604,425	Rehabilitate Runway
Burbank	Bob Hope	Primary	52	115,244	Rehabilitate Runway
Calexico	Calexico International	General Aviation	13	371,386	Rehabilitate Access Road, Rehabilitate Airport Beacons, Rehabilitate Runway
Calexico	Calexico International	General Aviation	14	513,000	Install Airfield Guidance Signs, Install Runway Vertical/Visual Guidance System
California City	California City Municipal	General Aviation	13	119,580	Improve Airport Drainage
Camarillo	Camarillo	Reliever	30	219,248	Acquire Equipment
Carlsbad	McClellan-Palomar	Primary	28	300,000	Rehabilitate Service Road
Chester	Rogers Field	General Aviation	13	45,923	Rehabilitate Taxiway
Chico	Chico Municipal	Primary	30	2,379,529	Rehabilitate Apron
Cloverdale	Cloverdale Municipal	General Aviation	5	965,426	Improve RSA, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Colusa	Colusa County	General Aviation	12	62,391	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System, Install Weather Reporting Equipment
Compton	Compton/Woodley	Reliever	10	53,200	Conduct Miscellaneous Study
Covelo	Round Valley	General Aviation	5	72,000	Update Airport Master Plan Study
Covelo	Round Valley	General Aviation	6	14,250	Conduct Miscellaneous Study
Crescent City	Jack McNamara Field	Primary	23	134,647	Conduct Environmental Study
Crescent City	Jack McNamara Field	Primary	24	220,000	Collect Airport Data for Airports Geographic Information System, Update Airport Master Plan Study
Daggett	Barstow-Daggett	General Aviation	6	4,358,762	Extend Taxiway, Rehabilitate Runway Lighting
El Cajon	Gillespie Field	Reliever	19	150,000	Install Perimeter Fencing
El Monte	El Monte	Reliever	12	572,977	Rehabilitate Runway, Rehabilitate Taxiway
El Monte	El Monte	Reliever	13	44,100	Conduct Miscellaneous Study
Eureka	Murray Field	General Aviation	8	150,812	Install Perimeter Fencing
Fortuna	Rohnerville	General Aviation	11	275,690	Install Weather Reporting Equipment
Fresno	Fresno Chandler Executive	Reliever	17	444,752	Conduct Environmental Study
Fresno	Fresno Yosemite International	Primary	59	1,755,318	Improve Terminal Building
Fresno	Fresno Yosemite International	Primary	60	3,000,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Fresno	Fresno Yosemite International	Primary	61	1,846,329	Improve Terminal Building, Rehabilitate Apron
Fresno	Fresno Yosemite International	Primary	62	150,000	Identify the Airport's Environmental Footprint
Fullerton	Fullerton Municipal	Reliever	22	1,615,000	Rehabilitate Taxiway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Garberville	Garberville	General Aviation	8	217,554	Install Weather Reporting Equipment
Georgetown	Georgetown	General Aviation	8	96,393	Improve RSA
Grass Valley	Nevada County Air Park	General Aviation	14	80,000	Rehabilitate Runway
Gustine	Gustine	General Aviation	9	204,104	Improve Airport Drainage
Gustine	Gustine	General Aviation	10	200,000	Conduct Environmental Study
Havasu Lake	Chemehuevi Valley	General Aviation	8	3,057,190	Construct Taxiway
Hayward	Hayward Executive	Reliever	17	95,000	Conduct Environmental Study
Healdsburg	Healdsburg Municipal	General Aviation	6	199,500	Improve RSA, Install Weather Reporting Equipment
Hemet	Hemet-Ryan	General Aviation	11	760,000	Rehabilitate Apron
Hollister	Hollister Municipal	General Aviation	13	30,000	Conduct Miscellaneous Study
Hoopa	Hoopa	General Aviation	3	75,000	Update Airport Master Plan Study
Imperial	Imperial County	Commercial Service	26	1,158,912	Construct Apron, Improve Airport Miscellaneous Improvements, Install Perimeter Fencing, Rehabilitate Runway Lighting
Imperial	Imperial County	Commercial Service	27	100,000	Conduct Miscellaneous Study
Inyokern	Inyokern	Primary	26	1,000,000	Improve ARFF Building, Install Runway Vertical/Visual Guidance System, Rehabilitate Access Road, Rehabilitate Runway
Jackson	Westover Field Amador County	General Aviation	15	567,212	Improve RSA, Rehabilitate Runway, Rehabilitate Taxiway
King City	Mesa Del Rey	General Aviation	10	279,227	Install Perimeter Fencing
La Verne	Brackett Field	Reliever	13	578,063	Rehabilitate Runway, Rehabilitate Taxiway
La Verne	Brackett Field	Reliever	14	80,200	Conduct Miscellaneous Study
Lakeport	Lampson Field	General Aviation	11	23,750	Conduct Miscellaneous Study
Lancaster	General Wm J Fox Airfield	General Aviation	14	66,900	Conduct Miscellaneous Study
Littleriver	Little River	General Aviation	8	72,000	Update Airport Master Plan Study
Littleriver	Little River	General Aviation	9	14,250	Conduct Miscellaneous Study
Livermore	Livermore Municipal	Reliever	20	113,800	Rehabilitate Runway
Long Beach	Long Beach /Daugherty Field	Primary	34	2,221,625	Rehabilitate Apron
Long Beach	Long Beach /Daugherty Field	Primary	35	6,721,626	Improve RSA, Rehabilitate Apron, Rehabilitate Taxiway
Los Angeles	Los Angeles International	Primary	60	10,000,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Los Angeles	Los Angeles International	Primary	61	8,167,975	Construct Taxiway
Los Angeles	Los Angeles International	Primary	62	15,780,201	Construct Taxiway
Los Angeles	Los Angeles International	Primary	63	24,651,107	Construct Taxiway
Los Angeles	Whiteman	Reliever	13	55,600	Conduct Miscellaneous Study
Madera	Madera Municipal	General Aviation	21	77,900	Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Madera	Madera Municipal	General Aviation	22	424,797	Construct Apron
Mammoth Lakes	Mammoth Yosemite	General Aviation	22	150,000	Rehabilitate Terminal Building
Mammoth Lakes	Mammoth Yosemite	General Aviation	23	180,000	Update Airport Master Plan Study
Marina	Marina Municipal	General Aviation	9	1,764,236	Rehabilitate Runway, Rehabilitate Runway Lighting
Mariposa	Mariposa-Yosemite	General Aviation	9	395,305	Rehabilitate Taxiway
Marysville	Yuba County	General Aviation	14	968,768	Rehabilitate Apron, Rehabilitate Taxiway
Merced	Merced Regional//Macready Field	General Aviation	18	1,047,500	Expand Apron
Mojave	Mojave	General Aviation	25	150,000	Rehabilitate Runway
Monterey	Monterey Peninsula	Primary	56	2,382,995	Improve RSA
Napa	Napa County	Reliever	27	967,575	Acquire Land for Approaches
Oakdale	Oakdale	General Aviation	10	100,000	Install Perimeter Fencing, Rehabilitate Taxiway
Oakland	Metropolitan Oakland International	Primary	51	5,251,428	Rehabilitate Apron
Oakland	Metropolitan Oakland International	Primary	53	2,507,453	VALE Infrastructure
Oakland	Metropolitan Oakland International	Primary	54	1,180,644	Acquire ARFF Vehicle
Oakland	Metropolitan Oakland International	Primary	55	4,259,424	Rehabilitate Apron, Rehabilitate Taxiway
Oakland	Metropolitan Oakland International	Primary	56	726,922	Collect Airport Data for Airports Geographic Information System, Update Airport Master Plan Study
Oakland	Metropolitan Oakland International	Primary	57	805,900	Conduct Environmental Study
Oceanside	Oceanside Municipal	General Aviation	7	141,778	Update Airport Master Plan Study
Ontario	Ontario International	Primary	33	6,000,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Ontario	Ontario International	Primary	34	4,500,000	Acquire Land for Noise Compatibility Within 65 - 69 DNL
Ontario	Ontario International	Primary	35	2,996,373	Security Enhancements
Ontario	Ontario International	Primary	36	241,278	Security Enhancements
Oxnard	Oxnard	Primary	32	4,283,090	Acquire Land for Approaches, Rehabilitate Runway
Palm Springs	Jacqueline Cochran Regional	General Aviation	19	2,660,000	Rehabilitate Runway, Rehabilitate Taxiway
Palm Springs	Palm Springs International	Primary	46	515,596	Conduct Environmental Study
Palm Springs	Palm Springs International	Primary	47	195,226	Security Enhancements
Petaluma	Petaluma Municipal	Reliever	21	52,250	Conduct Miscellaneous Study, Install Miscellaneous NAVAIDS
Placerville	Placerville	General Aviation	13	373,426	Improve RSA, Install Perimeter Fencing, Rehabilitate Apron
Porterville	Porterville Municipal	General Aviation	10	128,886	Rehabilitate Runway
Porterville	Porterville Municipal	General Aviation	11	2,048,286	Rehabilitate Runway
Quincy	Gansner Field	General Aviation	8	47,472	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Install Weather Reporting Equipment, Rehabilitate Runway, Rehabilitate Runway Lighting

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Ramona	Ramona	Reliever	14	150,000	Improve Airport Miscellaneous Improvements
Red Bluff	Red Bluff Municipal	General Aviation	11	83,160	Collect Airport Data for Airports Geographic Information System
Redding	Benton Field	General Aviation	11	1,546,153	Improve RSA
Redding	Redding Municipal	Primary	40	237,500	Expand Terminal Building
Redlands	Redlands Municipal	General Aviation	11	150,000	Rehabilitate Apron
Reedley	Reedley Municipal	General Aviation	11	723,441	Rehabilitate Taxiway
Rio Vista	Rio Vista Municipal	General Aviation	12	139,981	Conduct Miscellaneous Study, Install Perimeter Fencing
Sacramento	Sacramento International	Primary	45	8,653,770	Construct Apron
Sacramento	Sacramento International	Primary	46	140,442	Acquire Equipment
Sacramento	Sacramento International	Primary	47	1,115,687	Construct Apron
Sacramento	Sacramento Mather	Reliever	16	3,041,791	Rehabilitate Apron
Sacramento	State of California	System Plan	6	600,000	Conduct State System Plan Study
Salinas	Salinas Municipal	General Aviation	20	2,115,000	Rehabilitate Taxiway
San Andreas	Calaveras County-Maury Rasmussen Field	General Aviation	8	396,692	Construct Building
San Bernardino	San Bernardino International	Reliever	24	1,827,729	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
San Diego	San Diego International	Primary	60	9,821,551	Construct Apron
San Diego	San Diego International	Primary	61	10,000,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
San Diego	San Diego International	Primary	62	1,599,969	Noise Mitigation Measures for Residences Within 65 - 69 DNL
San Diego	San Diego International	Primary	63	8,400,031	Noise Mitigation Measures for Residences Within 65 - 69 DNL
San Diego	San Diego Metropolitan Area	System Plan	2	1,284,780	Conduct Metropolitan System Plan Study
San Francisco	San Francisco International	Primary	50	1,500,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
San Francisco	San Francisco International	Primary	51	600,000	Conduct Miscellaneous Study, Rehabilitate Apron, Rehabilitate Taxiway
San Francisco	San Francisco International	Primary	53	4,760,000	Rehabilitate Apron
San Francisco	San Francisco International	Primary	54	1,300,000	Collect Airport Data for Airports Geographic Information System
San Francisco	San Francisco International	Primary	55	1,500,000	Conduct Environmental Study
San Jose	Norman Y. Mineta San Jose International	Primary	78	6,657,708	Construct Taxiway
San Jose	Norman Y. Mineta San Jose International	Primary	79	2,245,529	Construct Taxiway
San Luis Obispo	San Luis County Regional	Primary	38	2,153,650	Construct Terminal Building
Santa Ana	John Wayne Airport-Orange County	Primary	41	1,873,595	Expand Terminal Building, Improve Terminal Building
Santa Barbara	Santa Barbara Municipal	Primary	41	1,466,216	Acquire Equipment, Construct Terminal Building
Santa Barbara	Santa Barbara Municipal	Primary	42	1,466,215	Construct Terminal Building
Santa Maria	Santa Maria Public/Capt G Allan Hancock Field	Primary	30	4,139,358	Extend Runway, Extend Taxiway
Santa Rosa	Charles M. Schulz - Sonoma County	Primary	39	1,223,145	Rehabilitate Taxiway
Santa Rosa	Charles M. Schulz - Sonoma County	Primary	40	80,370	Collect Airport Data for Airports Geographic Information System

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Santa Rosa	Charles M. Schulz - Sonoma County	Primary	41	332,666	Rehabilitate Terminal Building
Shafter	Shafter-Minter Field	General Aviation	17	150,000	Install Weather Reporting Equipment
South Lake Tahoe	Lake Tahoe	General Aviation	31	1,474,234	Acquire Snow Removal Equipment, Rehabilitate Apron
Stockton	Stockton Metropolitan	Primary	28	2,010,511	Rehabilitate Taxiway
Stockton	Stockton Metropolitan	Primary	29	3,054,199	Improve Terminal Building, Modify ARFF Building, Rehabilitate Runway Lighting
Trinity Center	Trinity Center	General Aviation	7	142,500	Install Weather Reporting Equipment
Truckee	Truckee-Tahoe	General Aviation	25	148,934	Rehabilitate Runway, Rehabilitate Taxiway
Tulare	Mefford Field	General Aviation	12	150,000	Improve Airport Drainage, Rehabilitate Runway
Upland	Cable	Reliever	12	232,377	Conduct Airport Master Plan Study
Vacaville	Nut Tree	General Aviation	16	2,098,493	Acquire Land for Approaches
Van Nuys	Van Nuys	Reliever	10	205,986	Improve RSA
Van Nuys	Van Nuys	Reliever	11	4,610,271	Improve RSA, Rehabilitate Taxiway
Victorville	Southern California Logistics	Reliever	18	2,617,414	Rehabilitate Taxiway, Widen Taxiway
Visalia	Sequoia Field	General Aviation	5	95,000	Rehabilitate Apron
Visalia	Visalia Municipal	General Aviation	26	153,900	Update Airport Master Plan Study
Visalia	Visalia Municipal	General Aviation	27	35,150	Improve Airport Drainage
Wasco	Wasco-Kern County	General Aviation	6	883,500	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Watsonville	Watsonville Municipal	General Aviation	11	52,250	Conduct Miscellaneous Study
Yuba City	Sutter County	General Aviation	6	74,100	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Yuba City	Sutter County	General Aviation	7	75,900	Update Airport Master Plan Study
<b>California Total</b>				<b>\$255,091,819</b>	
<b>Colorado</b>					
Aspen	Aspen-Pitkin County/Sardy Field	Primary	42	\$142,522	Wildlife Hazard Assessments
Aspen	Aspen-Pitkin County/Sardy Field	Primary	43	1,200,000	Extend Runway
Aspen	Aspen-Pitkin County/Sardy Field	Primary	44	1,600,000	Extend Runway
Broomfield	Rocky Mountain Metropolitan	Reliever	47	75,000	Wildlife Hazard Assessments
Broomfield	Rocky Mountain Metropolitan	Reliever	48	393,195	Conduct Environmental Study
Broomfield	Rocky Mountain Metropolitan	Reliever	49	55,000	Wildlife Hazard Assessments
Broomfield	Rocky Mountain Metropolitan	Reliever	50	150,000	Install Runway Vertical/Visual Guidance System
Burlington	Kit Carson County	General Aviation	10	374,915	Install Taxiway Lighting, Rehabilitate Runway
Canon City	Fremont County	General Aviation	11	181,619	Rehabilitate Runway
Canon City	Fremont County	General Aviation	12	51,600	Rehabilitate Runway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Colorado Springs	City of Colorado Springs Municipal	Primary	51	4,116,359	Rehabilitate Taxiway
Colorado Springs	City of Colorado Springs Municipal	Primary	52	6,500,000	Rehabilitate Runway
Cortez	Cortez Municipal	Commercial Service	28	1,475,753	Improve Airport Miscellaneous Improvements
Craig	Craig-Moffat	General Aviation	11	16,625	Install Taxiway Lighting, Rehabilitate Runway
Craig	Craig-Moffat	General Aviation	12	140,443	Install Taxiway Lighting, Rehabilitate Runway
Delta	Blake Field	General Aviation	8	225,000	Expand Apron
Delta	Blake Field	General Aviation	9	225,000	Expand Apron
Denver	Denver International	Primary	61	1,609,750	Acquire ARFF Vehicle
Denver	Denver International	Primary	62	1,415,250	Construct Deicing Containment Facility
Denver	Denver International	Primary	63	2,234,034	Rehabilitate Apron, Rehabilitate Taxiway
Denver	Denver International	Primary	64	7,000,000	Expand Apron
Denver	Denver International	Primary	65	3,000,000	Widen Runway
Denver	Denver International	Primary	66	1,325,000	Collect Airport Data for Airports Geographic Information System
Denver	Denver International	Primary	67	2,279,439	Rehabilitate Taxiway
Denver	Denver International	Primary	68	600,000	Identify the Airport's Environmental Footprint
Denver	Denver International	Primary	69	3,414,728	Rehabilitate Runway
Denver	State of Colorado	System Plan	10	250,000	Update State System Plan Study
Durango	Durango-La Plata County	Primary	37	200,000	Improve Service Road
Durango	Durango-La Plata County	Primary	38	296,000	Rehabilitate Apron
Durango	Durango-La Plata County	Primary	39	258,000	Conduct Airport Master Plan Study
Eagle	Eagle County Regional	Primary	45	943,363	Rehabilitate Runway
Eagle	Eagle County Regional	Primary	46	325,000	Update Airport Master Plan Study
Englewood	Centennial	Reliever	43	150,000	Acquire Snow Removal Equipment
Erie	Erie Municipal	General Aviation	11	241,489	Construct Taxiway, Rehabilitate Apron
Fort Collins/Loveland	Fort Collins-Loveland Municipal	Primary	27	500,000	Rehabilitate Runway
Fort Collins/Loveland	Fort Collins-Loveland Municipal	Primary	28	549,546	Rehabilitate Runway
Fort Morgan	Fort Morgan Municipal	General Aviation	9	217,094	Conduct Environmental Study
Grand Junction	Grand Junction Regional	Primary	42	946,631	Rehabilitate Apron
Grand Junction	Grand Junction Regional	Primary	43	133,314	Conduct Environmental Study
Grand Junction	Grand Junction Regional	Primary	44	497,436	Acquire Safety Equipment and/or Fencing
Grand Junction	Grand Junction Regional	Primary	45	3,050,000	Rehabilitate Apron
Grand Junction	Grand Junction Regional	Primary	46	4,150,000	Acquire Safety Equipment and/or Fencing
Greeley	Greeley-Weld County	General Aviation	21	75,000	Rehabilitate Apron, Rehabilitate Taxiway
Greeley	Greeley-Weld County	General Aviation	22	75,000	Rehabilitate Apron, Rehabilitate Taxiway
Gunnison	Gunnison-Crested Butte Regional	Primary	43	573,896	Rehabilitate Taxiway
Hayden	Yampa Valley	Primary	35	437,134	Modify Terminal Building
Hayden	Yampa Valley	Primary	36	2,456,856	Modify Terminal Building
Hayden	Yampa Valley	Primary	37	150,000	Wildlife Hazard Assessments
Holyoke	Holyoke	General Aviation	7	169,380	Expand Apron

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Holyoke	Holyoke	General Aviation	8	169,380	Expand Apron
Kremmling	Mc Elroy Airfield	General Aviation	11	38,000	Expand Apron
Kremmling	Mc Elroy Airfield	General Aviation	12	350,264	Expand Apron
La Junta	La Junta Municipal	General Aviation	10	150,000	Rehabilitate Taxiway
Leadville	Lake County	General Aviation	9	124,412	Construct Snow Removal Equipment Building
Limon	Limon Municipal	General Aviation	9	38,475	Acquire Snow Removal Equipment, Install Taxiway Lighting, Rehabilitate Taxiway
Limon	Limon Municipal	General Aviation	10	411,525	Acquire Snow Removal Equipment, Install Taxiway Lighting, Rehabilitate Taxiway
Longmont	Vance Brand	General Aviation	12	150,000	Update Airport Master Plan Study
Meeker	Meeker	General Aviation	8	150,000	Construct Runway
Monte Vista	Monte Vista Municipal	General Aviation	10	113,667	Install Miscellaneous NAVAIDS, Install Perimeter Fencing
Montrose	Montrose Regional	Primary	37	1,017,065	Expand Terminal Building
Montrose	Montrose Regional	Primary	38	1,056,208	Expand Terminal Building
Montrose	Montrose Regional	Primary	39	1,600,800	Acquire Safety Equipment and/or Fencing
Nucla	Hopkins Field	General Aviation	6	75,000	Rehabilitate Runway
Nucla	Hopkins Field	General Aviation	7	75,000	Rehabilitate Runway
Pueblo	Pueblo Memorial	Commercial Service	30	8,510,477	Construct Runway, Wildlife Hazard Assessments
Rifle	Garfield County Regional	General Aviation	20	2,227,086	Improve RSA
Salida	Harriet Alexander Field	General Aviation	12	300,000	Rehabilitate Runway
Sterling	Sterling Municipal	General Aviation	11	4,200,395	Extend Runway, Extend Taxiway, Rehabilitate Runway
Telluride	Telluride Regional	Primary	26	17,000,000	Improve RSA
Telluride	Telluride Regional	Primary	27	3,400,000	Improve RSA
Trinidad	Perry Stokes	General Aviation	5	225,000	Rehabilitate Runway
Trinidad	Perry Stokes	General Aviation	6	225,000	Rehabilitate Runway
Walsenburg	Spanish Peaks Airfield	General Aviation	5	23,870	Remove Obstructions
Wray	Wray Municipal	General Aviation	11	124,627	Rehabilitate Runway, Rehabilitate Taxiway
Wray	Wray Municipal	General Aviation	12	76,947	Rehabilitate Runway, Rehabilitate Taxiway
Yuma	Yuma Municipal	General Aviation	7	150,000	Rehabilitate Runway
<b>Colorado Total</b>				<b>\$98,429,569</b>	
<b>Connecticut</b>					
Bridgeport	Igor I Sikorsky Memorial	General Aviation	27	\$570,000	Rehabilitate Runway
Danbury	Danbury Municipal	Reliever	35	384,475	Acquire Snow Removal Equipment
Groton New London	Groton-New London	General Aviation	26	6,029,987	Construct RSA
Meriden	Meriden Markham Municipal	General Aviation	13	242,068	Construct Snow Removal Equipment Building, Install Apron Lighting
New Haven	Tweed-New Haven	Primary	36	5,745,598	Rehabilitate Runway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
New Haven	Tweed-New Haven	Primary	37	412,742	Conduct Noise Compatibility Plan Study
Newington	Various Locations in Connecticut	System Plan	6	95,000	Rehabilitate Runway
Oxford	Waterbury-Oxford	General Aviation	15	5,000,000	Acquire Land for Noise Compatibility Within 65 - 69 DNL
Plainville	Robertson Field	Reliever	4	73,530	Update Airport Master Plan Study
Windsor Locks	Bradley International	Primary	50	2,500,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Windsor Locks	Bradley International	Primary	51	1,737,412	Rehabilitate Runway Lighting
Windsor Locks	State of Connecticut	System Plan	5	285,000	Conduct State System Plan Study
Windsor Locks	State of Connecticut	System Plan	6	152,000	Wildlife Hazard Assessments
<b>Connecticut Total</b>				<b>\$23,227,812</b>	
<b>Delaware</b>					
Dover	Delaware Airpark	General Aviation	14	\$1,583,555	Construct Runway
Dover	State of Delaware	System Plan	8	153,900	Conduct State System Plan Study
Georgetown	Sussex County	General Aviation	24	50,804	Conduct Miscellaneous Study
Georgetown	Sussex County	General Aviation	25	227,712	Extend Runway
Wilmington	New Castle	Reliever	30	45,524	Wildlife Hazard Assessments
Wilmington	New Castle	Reliever	31	3,679,042	Extend Taxiway, Remove Obstructions
<b>Delaware Total</b>				<b>\$5,740,537</b>	
<b>District of Columbia</b>					
Washington	Washington Metropolitan Area	System Plan	7	\$396,398	Conduct State System Plan Study
<b>District of Columbia Total</b>				<b>\$396,398</b>	
<b>Federated States of Micronesia</b>					
Kosrae	Kosrae	General Aviation	11	\$20,600,000	Rehabilitate Runway
Ponape	Pohnpei International	General Aviation	13	3,000,000	Rehabilitate Runway
<b>Federated States of Micronesia Total</b>				<b>\$23,600,000</b>	
<b>Florida</b>					
Avon Park	Avon Park Executive	General Aviation	15	\$49,557	Rehabilitate Runway, Rehabilitate Taxiway Lighting
Avon Park	Avon Park Executive	General Aviation	16	262,589	Rehabilitate Taxiway Lighting
Bartow	Bartow Municipal	General Aviation	26	86,693	Rehabilitate Taxiway, Remove Obstructions
Bartow	Bartow Municipal	General Aviation	27	104,500	Remove Obstructions
Blountstown	Calhoun County	General Aviation	2	35,583	Expand Apron
Blountstown	Calhoun County	General Aviation	3	278,135	Expand Apron
Brooksville	Hernando County	General Aviation	15	519,657	Rehabilitate Runway, Rehabilitate Taxiway
Clewiston	Airglades	General Aviation	5	1,967,888	Rehabilitate Runway
Crestview	Bob Sikes	General Aviation	22	5,140,374	Rehabilitate Taxiway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Cross City	Cross City	General Aviation	6	132,720	Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS, Install Runway Lighting, Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting, Rehabilitate Runway, Rehabilitate Runway Lighting
Daytona Beach	Daytona Beach International	Primary	58	64,755	Runway Incursion Markings
Daytona Beach	Daytona Beach International	Primary	59	11,250,477	Improve Terminal Building, Rehabilitate Runway
Dunnellon	Dunnellon/Marion County & Park of Commerce	General Aviation	1	118,750	Rehabilitate Runway
Fernandina Beach	Fernandina Beach Municipal	General Aviation	20	1,207,528	Construct Taxiway, Rehabilitate Taxiway
Fort Lauderdale	Fort Lauderdale Executive	Reliever	25	157,653	Rehabilitate Taxiway
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	63	8,627,982	Construct Taxiway, Install Guidance Signs
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	64	8,240,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	65	5,700,000	Extend Runway
Fort Myers	Page Field	Reliever	16	169,380	Construct Terminal Building
Fort Myers	Southwest Florida International	Primary	48	8,354,381	Construct ARFF Building
Fort Myers	Southwest Florida International	Primary	49	55,649	Conduct Miscellaneous Study, Noise Mitigation Measures
Gainesville	Gainesville Regional	Primary	31	1,427,834	Rehabilitate Runway Lighting, Rehabilitate Taxiway
Hilliard	Hilliard Airpark	General Aviation	6	305,502	Improve Airport Drainage
Hollywood	North Perry	Reliever	6	237,281	Install Runway Lighting
Inverness	Inverness	General Aviation	4	3,046,703	Extend Runway
Jacksonville	Cecil Field	General Aviation	14	4,785,415	Rehabilitate Runway
Jacksonville	Jacksonville International	Primary	47	223,120	SMS Program
Jacksonville	Jacksonville International	Primary	48	1,708,611	Improve Service Road, Rehabilitate Taxiway Lighting
Key West	Key West International	Primary	42	802,393	Construct Terminal Building
Key West	Key West International	Primary	43	1,180,570	Conduct Miscellaneous Study, Construct Terminal Building, Improve Airport Drainage, Rehabilitate Apron
Keystone Heights	Keystone Airpark	General Aviation	19	1,745,413	Rehabilitate Runway, Rehabilitate Runway Lighting
La Belle	La Belle Municipal	General Aviation	5	581,330	Construct Access Road, Construct Taxiway
Lake City	Lake City Municipal	General Aviation	18	600,000	Improve Access Road, Improve Airport Drainage
Lake Wales	Lake Wales Municipal	General Aviation	13	191,008	Install Apron Lighting, Install Perimeter Fencing
Lakeland	Lakeland Linder Regional	Reliever	31	2,407,300	Construct Taxiway
Lakeland	Lakeland Linder Regional	Reliever	32	75,000	Rehabilitate Runway
Live Oak	Suwannee County	General Aviation	8	179,940	Update Airport Master Plan Study
Marathon	The Florida Keys Marathon	General Aviation	28	142,379	Improve Utilities, Rehabilitate Taxiway, Wildlife Hazard Assessments
Marco Island	Marco Island	General Aviation	8	6,068,990	Construct Taxiway
Marianna	Marianna Municipal	General Aviation	12	57,086	Rehabilitate Runway Lighting

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Marianna	Marianna Municipal	General Aviation	13	146,300	Rehabilitate Runway Lighting
Melbourne	Melbourne International	Primary	35	81,320	Update Airport Master Plan Study
Melbourne	Melbourne International	Primary	36	821,750	Improve Access Road
Merritt Island	Merritt Island	General Aviation	16	283,141	Conduct Environmental Study, Construct Taxiway, Install Apron Lighting
Miami	Miami International	Primary	62	8,540,000	Construct Runway
Miami	Miami International	Primary	63	1,709,337	Rehabilitate Taxiway
Milton	Peter Prince Field	General Aviation	10	444,591	Construct Taxiway
Naples	Naples Municipal	Commercial Service	32	2,280,000	Rehabilitate Runway
New Smyrna Beach	New Smyrna Beach Municipal	Reliever	14	612,750	Rehabilitate Taxiway
Ocala	Ocala International-Jim Taylor Field	General Aviation	22	1,469,690	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Okeechobee	Okeechobee County	General Aviation	18	2,083,237	Rehabilitate Taxiway
Orlando	Orlando International	Primary	110	5,490,680	Rehabilitate Taxiway
Palatka	Palatka Municipal - Lt. Kay Larkin Field	General Aviation	20	746,070	Improve Airport Drainage, Rehabilitate Apron
Pensacola	Pensacola Regional	Primary	37	3,733,492	Rehabilitate Terminal Building
Perry	Perry-Foley	General Aviation	10	142,375	Rehabilitate Runway
Plant City	Plant City	General Aviation	6	226,100	Rehabilitate Taxiway
Punta Gorda	Charlotte County	Primary	29	500,000	Extend Runway
Punta Gorda	Charlotte County	Primary	30	500,000	Extend Runway
Quincy	Quincy Municipal	General Aviation	7	64,929	Construct Taxiway
Quincy	Quincy Municipal	General Aviation	8	94,241	Extend Runway
St. Augustine	St. Augustine	Primary	27	6,488,120	Rehabilitate Runway
St. Augustine	St. Augustine	Primary	28	68,252	Wildlife Hazard Assessments
St. Augustine	St. Augustine	Primary	29	889,066	Construct ARFF Building
St. Augustine	St. Augustine	Primary	30	4,403,206	Construct RSA
St. Petersburg	Albert Whitted	Reliever	19	846,769	Expand Apron, Extend Taxiway, Install Runway Vertical/Visual Guidance System
Sanford	Orlando Sanford International	Primary	63	1,293,981	Extend Runway, Runway Incurion Markings, Wildlife Hazard Assessments
Sanford	Orlando Sanford International	Primary	64	1,615,000	Acquire ARFF Vehicle
Sanford	Orlando Sanford International	Primary	65	7,916,017	Extend Runway
Sarasota/Bradenton	Sarasota/Bradenton International	Primary	47	3,709,064	Construct RSA, Construct Taxiway, Improve Terminal Building
Sebring	Sebring Regional	General Aviation	21	330,535	Rehabilitate Runway
Stuart	Witham Field	General Aviation	16	10,116,773	Improve RSA
Tallahassee	State of Florida	System Plan	6	1,500,000	Conduct State System Plan Study
Tallahassee	Tallahassee Regional	Primary	34	300,000	SMS Program
Tallahassee	Tallahassee Regional	Primary	35	7,104,144	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Terminal Building
Tampa	Tampa Executive	Reliever	30	119,260	Remove Obstructions

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Tampa	Tampa Executive	Reliever	31	525,000	Collect Airport Data for Airports Geographic Information System
Tampa	Tampa International	Primary	54	2,231,292	Rehabilitate Runway, Rehabilitate Taxiway
Titusville	Space Coast Regional	General Aviation	22	172,900	Improve RSA
Umatilla	Umatilla Municipal	General Aviation	6	59,622	Construct Apron, Construct Taxiway
Valkaria	Valkaria	General Aviation	1	129,000	Conduct Miscellaneous Study, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Valkaria	Valkaria	General Aviation	2	171,000	Construct Taxiway, Install Runway Vertical/Visual Guidance System
Valparaiso	Eglin AFB	Primary	23	7,555,868	Construct Parking Lot, Modify Terminal Building
Vero Beach	Vero Beach Municipal	General Aviation	34	767,000	Rehabilitate Taxiway
West Palm Beach	North Palm Beach County General Aviation	Reliever	14	234,051	Install Weather Reporting Equipment
West Palm Beach	Palm Beach County Park	Reliever	10	196,612	Conduct Miscellaneous Study
West Palm Beach	Palm Beach International	Primary	52	74,971	Wildlife Hazard Assessments
West Palm Beach	Palm Beach International	Primary	53	4,209,400	Acquire Equipment, Improve RSA, Improve Terminal Building
Williston	Williston Municipal	General Aviation	11	95,000	Construct Taxiway
<b>Florida Total</b>				<b>\$ 171,382,032</b>	
<b>Georgia</b>					
Albany	Southwest Georgia Regional	Primary	36	\$620,806	Conduct Airport Master Plan Study, Construct Terminal Building, Rehabilitate Apron
Albany	Southwest Georgia Regional	Primary	37	6,650,611	Construct Terminal Building
Atlanta	Georgia State Block Grant Program	System Plan	5	11,397,493	Nonprimary Development Projects in SBGP
Atlanta	Georgia State Block Grant Program	System Plan	6	13,983,491	Nonprimary Development Projects in SBGP
Atlanta	Hartsfield-Jackson Atlanta International	Primary	93	10,000,000	Extend Runway
Atlanta	Hartsfield-Jackson Atlanta International	Primary	94	4,819,273	Rehabilitate Taxiway
Atlanta	Hartsfield-Jackson Atlanta International	Primary	95	2,500,000	Construct Taxiway
Atlanta	Hartsfield-Jackson Atlanta International	Primary	96	10,000,000	Noise Mitigation Measures for Public Buildings, Noise Mitigation Measures for Residences Within 65 - 69 DNL
Atlanta	Hartsfield-Jackson Atlanta International	Primary	97	4,359,328	Rehabilitate Taxiway
Atlanta	Hartsfield-Jackson Atlanta International	Primary	98	373,125	Identify the Airport's Environmental Footprint
Atlanta	Hartsfield-Jackson Atlanta International	Primary	99	1,022,305	Construct Apron
Atlanta	State of Georgia	System Plan	4	850,000	Conduct State System Plan Study
Augusta	Augusta Regional at Bush Field	Primary	33	13,775,000	Rehabilitate Runway
Brunswick	Brunswick Golden Isles	Primary	30	2,989,714	Improve Airport Drainage, Rehabilitate Runway
Brunswick	Brunswick Golden Isles	Primary	31	499,999	Improve Airport Drainage
Columbus	Columbus Metropolitan	Primary	34	3,619,935	Construct Taxiway, Wildlife Hazard Assessments

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Macon	Middle Georgia Regional	Primary	26	3,017,088	Improve RSA, Rehabilitate Runway, Rehabilitate Taxiway
Savannah	Savannah/Hilton Head International	Primary	50	2,138,853	Construct Taxiway
Savannah	Savannah/Hilton Head International	Primary	51	2,138,852	Conduct Environmental Study, Construct Taxiway, Update Airport Master Plan Study
Valdosta	Valdosta Regional	Primary	26	500,000	Improve Airport Drainage
Valdosta	Valdosta Regional	Primary	27	1,625,224	Improve Airport Drainage
<b>Georgia Total</b>				<b>\$96,881,097</b>	
<b>Guam</b>					
Tamuning	Guam International	Primary	72	\$4,000,000	Extend Runway
Tamuning	Guam International	Primary	73	1,500,000	Rehabilitate Runway
Tamuning	Guam International	Primary	74	2,172,362	Install Instrument Approach Aid
Tamuning	Guam International	Primary	75	2,000,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Tamuning	Guam International	Primary	76	1,550,000	Improve Utilities [MAP]
Tamuning	Guam International	Primary	77	675,000	Collect Airport Data for Airports Geographic Information System
Tamuning	Guam International	Primary	78	4,827,638	Install Instrument Approach Aid
Tamuning	Guam International	Primary	79	700,000	Conduct Environmental Study
<b>Guam Total</b>				<b>\$17,425,000</b>	
<b>Hawaii</b>					
Hanapepe	Port Allen	General Aviation	6	\$235,192	Improve Access Road
Hilo	Hilo International	Primary	36	500,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Hilo	Hilo International	Primary	37	2,850,161	Improve Terminal Building
Hilo	Hilo International	Primary	38	3,009,367	Improve Airport Miscellaneous Improvements, Rehabilitate Runway, Rehabilitate Taxiway
Honolulu	Honolulu International	Primary	99	2,428,502	Improve Terminal Building
Honolulu	Honolulu International	Primary	100	6,602,136	Rehabilitate Runway, Rehabilitate Taxiway
Honolulu	State of Hawaii	System Plan	4	1,500,000	Conduct State System Plan Study
Lanai City	Lanai	Primary	12	6,465,394	Construct ARFF Building
<b>Hawaii Total</b>				<b>\$23,590,752</b>	
<b>Idaho</b>					
Aberdeen	Aberdeen Municipal	General Aviation	3	\$95,903	Rehabilitate Runway
Aberdeen	Aberdeen Municipal	General Aviation	4	57,819	Update Airport Master Plan Study
Arbon Valley	Pocatello Regional	Primary	32	343,509	Update Airport Master Plan Study
Arbon Valley	Pocatello Regional	Primary	33	656,491	Acquire Snow Removal Equipment
Boise	Boise Air Terminal/Gowen Field	Primary	52	768,630	VALE Infrastructure
Boise	Boise Air Terminal/Gowen Field	Primary	53	571,567	Modify Terminal Building
Boise	Boise Air Terminal/Gowen Field	Primary	54	5,100,000	Modify Service Road, Rehabilitate Apron, Rehabilitate Taxiway
Boise	Boise Air Terminal/Gowen Field	Primary	55	1,650,000	Acquire ARFF Vehicle, Acquire Snow Removal Equipment
Boise	State of Idaho	System Plan	6	200,000	Update State System Plan Study

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Bonnars Ferry	Boundary County	General Aviation	10	468,500	Install Perimeter Fencing, Install Weather Reporting Equipment
Buhl	Buhl Municipal	General Aviation	10	102,861	Rehabilitate Runway
Burley	Burley Municipal	General Aviation	8	150,000	Conduct Miscellaneous Study
Caldwell	Caldwell Industrial	Reliever	22	560,521	Construct Taxiway
Cascade	Cascade	General Aviation	11	549,422	Extend Taxiway, Rehabilitate Runway
Challis	Challis	General Aviation	6	169,138	Rehabilitate Runway, Rehabilitate Taxiway
Gooding	Gooding Municipal	General Aviation	7	2,322,461	Construct Taxiway, Rehabilitate Apron, Rehabilitate Runway
Grangeville	Idaho County	General Aviation	11	176,170	Install Weather Reporting Equipment
Grangeville	Idaho County	General Aviation	12	127,295	Update Airport Master Plan Study
Hailey	Friedman Memorial	Primary	35	218,200	Rehabilitate Apron, Rehabilitate Taxiway
Hailey	Friedman Memorial	Primary	36	545,500	Acquire Snow Removal Equipment
Hailey	New	System Plan	4	2,500,000	Construct New Airport
Hayden Lake	Coeur D'Alene - Pappy Boyington Field	General Aviation	31	450,500	Acquire Snow Removal Equipment
Hayden Lake	Coeur D'Alene - Pappy Boyington Field	General Aviation	32	425,000	Collect Airport Data for Airports Geographic Information System
Hayden Lake	Coeur D'Alene - Pappy Boyington Field	General Aviation	33	122,100	Construct ARFF Building
Idaho Falls	Idaho Falls Regional	Primary	34	625,000	Construct Snow Removal Equipment Building
Idaho Falls	Idaho Falls Regional	Primary	35	663,689	Acquire ARFF Vehicle
Jerome	Jerome County	General Aviation	12	231,204	Install Perimeter Fencing
Kellogg	Shoshone County	General Aviation	6	61,000	Rehabilitate Apron
Lewiston	Lewiston-Nez Perce County	Primary	30	42,750	Acquire Equipment
Lewiston	Lewiston-Nez Perce County	Primary	31	150,000	Wildlife Hazard Assessments
McCall	McCall Municipal	General Aviation	19	2,183,225	Rehabilitate Runway
Nampa	Nampa Municipal	General Aviation	22	750,000	Construct Taxiway, Install Airfield Guidance Signs, Rehabilitate Access Road
Orofino	Orofino Municipal	General Aviation	3	68,546	Update Airport Master Plan Study
Preston	Preston	General Aviation	1	75,857	Conduct Airport Master Plan Study
Priest River	Priest River Municipal	General Aviation	2	115,000	Construct Taxiway
St. Maries	St. Maries Municipal	General Aviation	7	94,975	Update Airport Master Plan Study
Salmon	Lemhi County	General Aviation	14	184,485	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Twin Falls	Joslin Field - Magic Valley Regional	Primary	29	100,000	Wildlife Hazard Assessments
Twin Falls	Joslin Field - Magic Valley Regional	Primary	30	466,500	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Twin Falls	Joslin Field - Magic Valley Regional	Primary	31	319,877	Update Airport Master Plan Study
<b>Idaho Total</b>				<b>\$24,463,695</b>	

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
<b>Illinois</b>					
Belleville	Scott AFB/Midamerica	Primary	28	\$308,750	Expand Apron
Bloomington/Normal	Central Illinois Regional Airport at Bloomington-Normal	Primary	55	812,514	Acquire Snow Removal Equipment
Chicago	Chicago Midway International	Primary	78	7,164,676	Construct Taxiway, Rehabilitate Runway
Chicago	Chicago O'Hare International	Primary	110	26,500,000	Construct Runway, Extend Runway
Chicago	Chicago O'Hare International	Primary	111	4,500,000	Noise Mitigation Measures for Public Buildings
Chicago	Chicago O'Hare International	Primary	112	4,000,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Chicago	Chicago O'Hare International	Primary	113	10,227,856	Rehabilitate Taxiway
Moline	Quad City International	Primary	67	7,124,337	Rehabilitate Runway
Peoria	General Downing - Peoria International	Primary	53	202,600	Acquire Safety Equipment and/or Fencing
Peoria	General Downing - Peoria International	Primary	54	2,541,380	Construct Terminal Building
Peoria	General Downing - Peoria International	Primary	55	124,007	Acquire Land for Development
Peoria	General Downing - Peoria International	Primary	56	1,700,000	Rehabilitate Runway Lighting
Rockford	Chicago/Rockford International	Primary	58	550,000	Collect Airport Data for Airports Geographic Information System
Rockford	Chicago/Rockford International	Primary	59	551,053	Acquire ARFF Vehicle
Rockford	Chicago/Rockford International	Primary	60	1,331,662	Construct Apron, Rehabilitate Runway
Rockford	Chicago/Rockford International	Primary	61	5,248,400	Rehabilitate Taxiway
Savoy	University of Illinois-Willard	Primary	26	2,147,178	Improve RSA, Install Runway Lighting, Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Runway, Update Airport Master Plan Study, Wildlife Hazard Assessments
Springfield	Abraham Lincoln Capital	Primary	55	1,579,000	Acquire Land for Approaches, Acquire Safety Equipment and/or Fencing, Acquire Snow Removal Equipment, Rehabilitate Runway, Security Enhancements
Springfield	Abraham Lincoln Capital	Primary	56	212,700	Install Runway Incursion Caution Bars
Springfield	Abraham Lincoln Capital	Primary	57	500,000	Acquire Snow Removal Equipment
Springfield	Illinois SBGP	System Plan	87	10,399,500	Nonprimary Development Projects in SBGP
Springfield	Illinois SBGP	System Plan	88	7,034,688	Nonprimary Development Projects in SBGP
Springfield	Illinois SBGP	System Plan	89	2,559,105	Nonprimary Development Projects in SBGP
Springfield	Illinois SBGP	System Plan	90	100,000	Nonprimary Development Projects in SBGP
Springfield	Illinois SBGP	System Plan	91	8,216,684	Nonprimary Development Projects in SBGP
Springfield	Illinois SBGP	System Plan	92	968,775	Nonprimary Development Projects in SBGP
Springfield	Illinois SBGP	System Plan	93	4,148,800	Nonprimary Development Projects in SBGP
Springfield	State of Illinois	System Plan	6	200,000	Update State System Plan Study
<b>Illinois Total</b>				<b>\$110,953,665</b>	

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
<b>Indiana</b>					
Anderson	Anderson Municipal-Darlington Field	General Aviation	23	\$52,204	Acquire Easement for Approaches, Acquire Land for Approaches, Rehabilitate Runway Lighting
Anderson	Anderson Municipal-Darlington Field	General Aviation	24	97,796	Acquire Easement for Approaches
Angola	Tri-State Steuben County	General Aviation	11	610,375	Rehabilitate Taxiway, Wildlife Hazard Assessments
Auburn	De Kalb County	General Aviation	19	184,924	Extend Runway
Bedford	Virgil I Grissom Municipal	General Aviation	9	1,835,875	Rehabilitate Runway
Connorsville	Mettel Field	General Aviation	16	38,862	Rehabilitate Runway
Crawfordsville	Crawfordsville Municipal	General Aviation	9	150,000	Install Weather Reporting Equipment
Elkhart	Elkhart Municipal	General Aviation	25	970,952	Rehabilitate Apron
Evansville	Evansville Regional	Primary	46	1,730,900	Improve RSA
Evansville	Evansville Regional	Primary	47	304,950	Collect Airport Data for Airports Geographic Information System, Install Airfield Guidance Signs, Security Enhancements
Fort Wayne	Fort Wayne International	Primary	56	209,257	Update Airport Master Plan Study
Fort Wayne	Fort Wayne International	Primary	57	4,477,498	Rehabilitate Service Road
Fort Wayne	Smith Field	General Aviation	11	1,071,618	Rehabilitate Runway
Frankfort	Frankfort Municipal	General Aviation	14	1,142,640	Construct Taxiway
French Lick	French Lick Municipal	General Aviation	10	1,790,063	Extend Taxiway
Gary	Gary/Chicago International	Commercial Service	25	5,150,000	Extend Runway
Greencastle	Putnam County	General Aviation	12	165,000	Rehabilitate Runway
Greensburg	Greensburg Municipal	General Aviation	7	150,000	Conduct Environmental Study
Greenwood	Greenwood Municipal	General Aviation	24	237,381	Rehabilitate Runway
Huntingburg	Huntingburg	General Aviation	12	117,391	Rehabilitate Taxiway
Huntington	Huntington Municipal	General Aviation	10	337,950	Rehabilitate Taxiway
Indianapolis	Eagle Creek Airpark	Reliever	16	57,000	Rehabilitate Apron
Indianapolis	Indianapolis Downtown	General Aviation	8	274,832	Rehabilitate Parking Lot
Indianapolis	Indianapolis Downtown	General Aviation	9	175,168	Rehabilitate Terminal Building
Indianapolis	Indianapolis International	Primary	113	6,322,988	Construct Apron, Construct Service Road, Construct Taxiway, Improve Airport Drainage, Remove Obstructions
Indianapolis	Indianapolis International	Primary	114	348,053	Rehabilitate ARFF Building
Indianapolis	Indianapolis International	Primary	115	400,000	SMS Program
Indianapolis	Indianapolis International	Primary	116	1,677,012	Construct Apron
Indianapolis	Indianapolis International	Primary	117	1,034,172	Acquire Snow Removal Equipment, Rehabilitate Runway, Rehabilitate Taxiway
Indianapolis	State of Indiana	System Plan	7	319,000	Update State System Plan Study

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Indianapolis	State of Indiana	System Plan	8	150,205	Update State System Plan Study
Jeffersonville	Clark Regional	Reliever	23	800,257	Extend Runway
Kendallville	Kendallville Municipal	General Aviation	17	99,560	Improve Airport Drainage, Rehabilitate Runway, Rehabilitate Taxiway
Knox	Starke County	General Aviation	10	109,787	Conduct Environmental Study
Kokomo	Kokomo Municipal	General Aviation	18	1,377,737	Extend Runway
La Porte	La Porte Municipal	General Aviation	16	75,000	Update Airport Master Plan Study
La Porte	La Porte Municipal	General Aviation	17	75,609	Update Airport Master Plan Study
Lafayette	Purdue University	General Aviation	32	75,000	Construct Building
Lafayette	Purdue University	General Aviation	33	94,566	Construct Building
Madison	Madison Municipal	General Aviation	14	342,000	Acquire Land for Approaches, Rehabilitate Runway, Rehabilitate Taxiway
Marion	Marion Municipal	General Aviation	17	57,000	Rehabilitate Runway, Strengthen Taxiway
Marion	Marion Municipal	General Aviation	18	947,198	Rehabilitate Runway, Strengthen Taxiway
Michigan City	Michigan City Municipal	General Aviation	14	271,410	Light Obstructions, Remove Obstructions
Monticello	White County	General Aviation	11	1,342,690	Rehabilitate Runway, Rehabilitate Runway Lighting, Widen Runway
Muncie	Delaware County - Johnson Field	General Aviation	22	2,300,000	Rehabilitate Runway
Muncie	Delaware County Regional	General Aviation	23	46,620	Acquire Land for Approaches, Install Perimeter Fencing, Rehabilitate Runway
New Castle	New Castle-Henry County Municipal	General Aviation	9	168,317	Rehabilitate Taxiway
North Vernon	North Vernon	General Aviation	13	479,393	Rehabilitate Runway, Rehabilitate Taxiway
Paoli	Paoli Municipal	General Aviation	8	49,400	Construct Taxiway
Peru	Peru Municipal	General Aviation	12	968,885	Rehabilitate Runway
Peru	Peru Municipal	General Aviation	13	79,356	Rehabilitate Runway
Peru	Peru Municipal	General Aviation	14	40,882	Rehabilitate Runway
Plymouth	Plymouth Municipal	General Aviation	14	150,000	Acquire Land for Approaches
Portland	Portland Municipal	General Aviation	7	327,750	Rehabilitate Taxiway
Rensselaer	Jasper County	General Aviation	7	42,085	Improve Airport Drainage
Richmond	Richmond Municipal	General Aviation	13	1,786,239	Rehabilitate Taxiway
Rochester	Fulton County	General Aviation	9	38,950	Rehabilitate Taxiway
Salem	Salem Municipal	General Aviation	10	1,649,319	Construct Runway
Seymour	Freeman Municipal	General Aviation	12	295,730	Strengthen Runway
Shelbyville	Shelbyville Municipal	General Aviation	22	171,200	Update Airport Master Plan Study
South Bend	South Bend Regional	Primary	39	1,318,637	Expand Terminal Building

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
South Bend	South Bend Regional	Primary	40	200,000	SMS Program
South Bend	South Bend Regional	Primary	41	2,818,637	Expand Terminal Building
Tell City	Perry County Municipal	General Aviation	7	60,325	Expand Apron
Terre Haute	Terre Haute International-Hulman Field	General Aviation	38	1,671,909	Rehabilitate Runway
Valparaiso	Porter County Municipal	General Aviation	22	150,000	Update Airport Master Plan Study
Wabash	Wabash Municipal	General Aviation	9	1,123,429	Rehabilitate Runway, Rehabilitate Taxiway
Wabash	Wabash Municipal	General Aviation	10	107,681	Rehabilitate Runway, Rehabilitate Taxiway
Wabash	Wabash Municipal	General Aviation	11	55,472	Rehabilitate Runway, Rehabilitate Taxiway
Warsaw	Warsaw Municipal	General Aviation	9	134,272	Acquire Land for Approaches
Winamac	Arens Field	General Aviation	8	536,275	Rehabilitate Apron
Winchester	Randolph County	General Aviation	11	4,169,731	Construct Runway
Zionsville	Indianapolis Executive	Reliever	20	1,483,514	Expand Apron
Zionsville	Indianapolis Executive	Reliever	21	489,013	Expand Apron
<b>Indiana Total</b>				<b>\$60,164,901</b>	
<b>Iowa</b>					
Albia	Albia Municipal	General Aviation	6	\$201,916	Construct Taxiway
Algona	Algona Municipal	General Aviation	7	119,700	Install Miscellaneous NAVAIDS
Ames	Ames Municipal	General Aviation	19	1,231,560	Rehabilitate Taxiway
Ames	State of Iowa	System Plan	18	68,866	Conduct Miscellaneous Study
Atlantic	Atlantic Municipal	General Aviation	9	94,258	Construct Taxiway
Audubon	Audubon County	General Aviation	3	62,861	Construct Parking Lot, Rehabilitate Runway
Belle Plaine	Belle Plaine Municipal	General Aviation	5	117,800	Acquire Snow Removal Equipment
Belle Plaine	Belle Plaine Municipal	General Aviation	6	25,080	Construct Snow Removal Equipment Building
Bloomfield	Bloomfield Municipal	General Aviation	4	315,350	Improve Airport Drainage, Rehabilitate Runway, Rehabilitate Taxiway
Boone	Boone Municipal	General Aviation	11	500,329	Rehabilitate Apron
Burlington	Southeast Iowa Regional	Commercial Service	28	187,505	Rehabilitate Taxiway
Burlington	Southeast Iowa Regional	Commercial Service	29	123,477	Rehabilitate Taxiway
Carroll	Arthur N Neu	General Aviation	10	1,553,250	Construct Taxiway
Cedar Rapids	The Eastern Iowa	Primary	39	5,302,311	Rehabilitate Runway
Cedar Rapids	The Eastern Iowa	Primary	40	586,445	Collect Airport Data for Airports Geographic Information System
Cedar Rapids	The Eastern Iowa	Primary	41	1,773,849	Rehabilitate Runway
Centerville	Centerville Municipal	General Aviation	5	32,895	Conduct Environmental Study
Chariton	Chariton Municipal	General Aviation	7	34,822	Conduct Environmental Study

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Charles City	Northeast Iowa Regional	General Aviation	9	63,650	Install Runway Vertical/Visual Guidance System
Clarinda	Schenck Field	General Aviation	10	571,646	Construct Building
Clarion	Clarion Municipal	General Aviation	8	71,302	Extend Runway
Clarion	Clarion Municipal	General Aviation	9	357,309	Rehabilitate Taxiway
Clinton	Clinton Municipal	General Aviation	15	4,427,115	Rehabilitate Runway
Clinton	Clinton Municipal	General Aviation	16	204,250	Improve RSA
Clinton	Clinton Municipal	General Aviation	17	533,690	Improve RSA
Council Bluffs	Council Bluffs Municipal	General Aviation	17	1,004,565	Install Perimeter Fencing
Creston	Creston Municipal	General Aviation	6	144,400	Acquire Snow Removal Equipment
Davenport	Davenport Municipal	General Aviation	15	883,225	Rehabilitate Taxiway
Denison	Denison Municipal	General Aviation	9	134,900	Construct Taxiway
Des Moines	Des Moines International	Primary	52	855,000	Construct Runway
Des Moines	Des Moines International	Primary	54	975,979	Security Enhancements
Dubuque	Dubuque Regional	Primary	48	743,772	Improve RSA
Dubuque	Dubuque Regional	Primary	51	1,944,471	Construct Terminal Building
Dubuque	Dubuque Regional	Primary	52	456,000	Collect Airport Data for Airports Geographic Information System
Dubuque	Dubuque Regional	Primary	53	208,930	SMS Program
Dubuque	Dubuque Regional	Primary	54	29,070	Conduct Miscellaneous Study
Emmetsburg	Emmetsburg Municipal	General Aviation	4	309,726	Rehabilitate Taxiway
Emmetsburg	Emmetsburg Municipal	General Aviation	5	127,373	Update Airport Master Plan Study
Estherville	Estherville Municipal	General Aviation	8	122,284	Rehabilitate Access Road
Fairfield	Fairfield Municipal	General Aviation	12	234,365	Update Airport Master Plan Study
Forest City	Forest City Municipal	General Aviation	9	115,330	Acquire Snow Removal Equipment
Forest City	Forest City Municipal	General Aviation	10	72,200	Remove Obstructions
Fort Dodge	Fort Dodge Regional	Commercial Service	25	312,564	Rehabilitate Runway
Greenfield	Greenfield Municipal	General Aviation	3	157,700	Rehabilitate Runway
Grinnell	Grinnell Regional	General Aviation	9	93,670	Update Airport Master Plan Study
Hampton	Hampton Municipal	General Aviation	6	68,685	Construct Building
Humboldt	Humboldt Municipal	General Aviation	5	62,890	Construct Building
Independence	Independence Municipal	General Aviation	9	130,150	Acquire Snow Removal Equipment
Iowa Falls	Iowa Falls Municipal	General Aviation	5	127,081	Extend Runway
Keokuk	Keokuk Municipal	General Aviation	17	450,723	Rehabilitate Runway
Knoxville	Knoxville Municipal	General Aviation	11	280,932	Construct Building

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Lamoni	Lamoni Municipal	General Aviation	6	62,883	Conduct Environmental Study
Le Mars	Le Mars Municipal	General Aviation	7	112,376	Acquire Snow Removal Equipment
Le Mars	Le Mars Municipal	General Aviation	9	9,172	Acquire Easement for Approaches
Maquoketa	Maquoketa Municipal	General Aviation	5	89,585	Rehabilitate Access Road, Rehabilitate Parking Lot
Marshalltown	Marshalltown Municipal	General Aviation	11	449,113	Rehabilitate Taxiway
Mason City	Mason City Municipal	Primary	34	11,533	Runway Incursion Markings
Mason City	Mason City Municipal	Primary	35	1,741,921	Construct ARFF Building
Mount Pleasant	Mount Pleasant Municipal	General Aviation	10	415,974	Rehabilitate Apron
Muscatine	Muscatine Municipal	General Aviation	16	127,278	Acquire Snow Removal Equipment
Newton	Newton Municipal	General Aviation	11	2,660,000	Rehabilitate Runway, Rehabilitate Taxiway
Oelwein	Oelwein Municipal	General Aviation	4	91,200	Construct Snow Removal Equipment Building
Osceola	Osceola Municipal	General Aviation	11	152,510	Construct Building
Oskaloosa	Oskaloosa Municipal	General Aviation	6	141,408	Update Airport Master Plan Study
Ottumwa	Ottumwa Regional	General Aviation	16	52,506	Improve RSA
Pella	Pella Municipal	General Aviation	9	179,757	Rehabilitate Runway
Perry	Perry Municipal	General Aviation	6	663,309	Construct Building
Perry	Perry Municipal	General Aviation	7	61,750	Update Airport Master Plan Study
Pocahontas	Pocahontas Municipal	General Aviation	6	220,287	Acquire Snow Removal Equipment
Red Oak	Red Oak Municipal	General Aviation	11	50,000	Rehabilitate Runway
Rockwell City	Rockwell City Municipal	General Aviation	3	264,947	Rehabilitate Runway
Sac City	Sac City Municipal	General Aviation	8	95,750	Install Miscellaneous NAVAIDS, Rehabilitate Runway Lighting
Sheldon	Sheldon Municipal	General Aviation	10	80,750	Update Airport Master Plan Study
Shenandoah	Shenandoah Municipal	General Aviation	9	350,182	Construct Taxiway
Sioux City	Sioux Gateway/Col. Bud Day Field	Primary	41	383,760	Install Guidance Signs
Tipton	Mathews Memorial	General Aviation	1	80,622	Conduct Environmental Study
Waterloo	Waterloo Regional	Primary	37	746,700	Acquire Aircraft Deicing Equipment, Acquire Snow Removal Equipment
Waverly	Waverly Municipal	General Aviation	3	266,568	Rehabilitate Apron, Rehabilitate Runway
Webster City	Webster City Municipal	General Aviation	10	76,825	Extend Runway
<b>Iowa Total</b>				<b>\$38,245,887</b>	
<b>Kansas</b>					
Abilene	Abilene Municipal	General Aviation	7	\$850,250	Construct Taxiway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Anthony	Anthony Municipal	General Aviation	7	91,675	Rehabilitate Runway
Atchison	Amelia Earhart	General Aviation	6	95,418	Rehabilitate Taxiway
Atwood	Atwood-Rawlins County City-County	General Aviation	8	52,250	Rehabilitate Runway Lighting
Beloit	Moritz Memorial	General Aviation	7	181,546	Extend Runway
Burlington	Coffey County	General Aviation	6	953,530	Construct Taxiway
Chanute	Chanute Martin Johnson	General Aviation	7	160,848	Rehabilitate Runway
Cimarron	Cimarron Municipal	General Aviation	4	63,650	Rehabilitate Runway
Clay Center	Clay Center Municipal	General Aviation	7	56,525	Conduct Environmental Study
Clay Center	Clay Center Municipal	General Aviation	9	306,897	Install Miscellaneous NAVAIDS, Rehabilitate Runway Lighting
Coffeyville	Coffeyville Municipal	General Aviation	15	142,200	Update Airport Master Plan Study
Coffeyville	Coffeyville Municipal	General Aviation	16	582,095	Rehabilitate Taxiway
Concordia	Blosser Municipal	General Aviation	7	526,638	Rehabilitate Taxiway
Dodge City	Dodge City Regional	Commercial Service	25	122,899	Install Airport Beacons
Dodge City	Dodge City Regional	Commercial Service	26	96,102	Construct Apron
El Dorado	Captain Jack Thomas/ El Dorado	General Aviation	8	1,090,264	Rehabilitate Apron
Elkhart	Elkhart-Morton County	General Aviation	6	1,865,155	Rehabilitate Runway
Ellsworth	Ellsworth Municipal	General Aviation	7	124,755	Construct Runway
Fort Scott	Fort Scott Municipal	General Aviation	13	492,045	Rehabilitate Taxiway
Garden City	Garden City Regional	Primary	30	1,568,604	Rehabilitate Taxiway
Gardner	Gardner Municipal	General Aviation	5	96,900	Improve Airport Drainage
Gardner	Gardner Municipal	General Aviation	6	49,400	Conduct Environmental Study
Garnett	Garnett Municipal	General Aviation	6	80,616	Rehabilitate Runway
Goodland	Renner Field/Goodland Municipal	General Aviation	18	28,500	Rehabilitate Taxiway
Great Bend	Great Bend Municipal	General Aviation	18	277,705	Rehabilitate Runway
Hays	Hays Regional	Commercial Service	25	374,721	Install Taxiway Lighting
Hill City	Hill City Municipal	General Aviation	11	150,000	Construct Fuel Farm
Hugoton	Hugoton Municipal	General Aviation	8	1,076,756	Construct Taxiway
Hutchinson	Hutchinson Municipal	General Aviation	24	197,708	Improve RSA
Hutchinson	Hutchinson Municipal	General Aviation	25	130,863	Improve RSA
Independence	Independence Municipal	General Aviation	18	64,101	Construct Taxiway, Extend Runway
Iola	Allen County	General Aviation	11	462,844	Rehabilitate Apron

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Johnson	Stanton County Municipal	General Aviation	8	76,760	Construct Taxiway
Larned	Larned-Pawnee County	General Aviation	12	196,400	Acquire Snow Removal Equipment
Lawrence	Lawrence Municipal	General Aviation	15	249,100	Update Airport Master Plan Study
Lawrence	Lawrence Municipal	General Aviation	16	60,079	Acquire Land for Approaches
Leavenworth (County)	Leavenworth County	System Plan	1	149,320	Conduct Miscellaneous Study
Leoti	Mark Hoard Memorial	General Aviation	1	174,800	Update Airport Master Plan Study
Liberal	Liberal Mid-America Regional	Commercial Service	18	381,466	Acquire Snow Removal Equipment
Lyons	Lyons-Rice County Municipal	General Aviation	14	125,976	Extend Runway
Manhattan	Manhattan Regional	Primary	40	135,009	Install Perimeter Fencing
Marysville	Marysville Municipal	General Aviation	7	1,512,020	Construct Taxiway
McPherson	McPherson	General Aviation	12	395,424	Improve Airport Drainage, Rehabilitate Runway, Rehabilitate Taxiway
Meade	Meade Municipal	General Aviation	9	10,427	Rehabilitate Runway Lighting
Medicine Lodge	Medicine Lodge	General Aviation	3	83,885	Update Airport Master Plan Study
Ness City	Ness City Municipal	General Aviation	3	26,571	Construct Runway
Newton	Newton-City-County	Reliever	27	443,280	Identify the Airport's Environmental Footprint
Oakley	Oakley Municipal	General Aviation	8	20,871	Acquire Land for Approaches
Oberlin	Oberlin Municipal	General Aviation	8	143,150	Rehabilitate Runway, Rehabilitate Taxiway
Olathe	Johnson County Executive	Reliever	24	871,329	Acquire Land for Approaches
Oswego	Oswego Municipal	General Aviation	7	274,631	Construct Access Road
Ottawa	Ottawa Municipal	General Aviation	9	142,497	Install Miscellaneous NAVAIDS, Rehabilitate Runway, Rehabilitate Runway Lighting
Paola	Miami County	General Aviation	13	185,057	Extend Taxiway
Pratt	Pratt Industrial	General Aviation	15	196,375	Install Taxiway Lighting
Russell	Russell Municipal	General Aviation	9	181,289	Construct Snow Removal Equipment Building
Salina	Salina Municipal	Commercial Service	33	216,733	Construct ARFF Building
Scott City	Scott City Municipal	General Aviation	12	448,839	Rehabilitate Apron
Smith Center	Smith Center Municipal	General Aviation	9	248,478	Construct Runway
Smith Center	Smith Center Municipal	General Aviation	10	53,675	Rehabilitate Apron
St. Francis	Cheyenne County Municipal	General Aviation	10	271,700	Extend Runway
Stockton	New	System Plan	5	4,290,308	Construct New Airport
Syracuse	Syracuse-Hamilton County Municipal	General Aviation	8	56,335	Conduct Environmental Study
Topeka	Forbes Field	General Aviation	27	1,435,564	Rehabilitate Runway Lighting

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Topeka	Philip Billard Municipal	General Aviation	15	149,214	Rehabilitate Apron
Topeka	State of Kansas	System Plan	11	139,156	Conduct Aeronautical Survey for WAAS Approach
Topeka	State of Kansas	System Plan	12	265,550	Conduct State System Plan Study
Wellington	Wellington Municipal	General Aviation	11	64,278	Acquire Snow Removal Equipment
Wichita	Colonel James Jabara	Reliever	19	63,420	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Winfield	Strother Field	General Aviation	17	121,576	Install Runway Vertical/Visual Guidance System
<b>Kansas Total</b>				<b>\$26,274,002</b>	
<b>Kentucky</b>					
Bardstown	Samuels Field	General Aviation	14	\$151,860	Expand Apron
Cadiz	Lake Barkley State Park	General Aviation	2	117,030	Install Runway Lighting
Campbellsville	Taylor County	General Aviation	13	78,000	Update Airport Master Plan Study
Covington	Cincinnati/Northern Kentucky International	Primary	73	2,419,650	Expand Terminal Building
Covington	Cincinnati/Northern Kentucky International	Primary	74	98,513	Extend Runway
Covington	Cincinnati/Northern Kentucky International	Primary	75	2,000,000	Construct Runway
Covington	Cincinnati/Northern Kentucky International	Primary	76	2,493,427	Expand Terminal Building, Extend Runway
Cynthiana	Cynthiana-Harrison County	General Aviation	8	40,000	Install Perimeter Fencing
Danville	Stuart Powell Field	General Aviation	17	75,701	Expand Apron
Debord	Big Sandy Regional	General Aviation	13	410,239	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Elizabethtown	Addington Field	General Aviation	15	789,590	Conduct Environmental Study, Improve RSA, Strengthen Runway
Falmouth	Gene Snyder	General Aviation	10	142,975	Improve RSA
Frankfort	Capital City	General Aviation	10	32,000	Update Airport Master Plan Study
Frankfort	Capital City	General Aviation	11	344,055	Install Perimeter Fencing
Fulton	Fulton	General Aviation	8	1,587,385	Extend Runway
Georgetown	Georgetown Scott County - Marshall Field	General Aviation	17	150,000	Construct Building
Gilbertsville	Kentucky Dam State Park	General Aviation	8	106,818	Install Runway Lighting
Glasgow	Glasgow Municipal	General Aviation	21	75,000	Install Perimeter Fencing, Update Airport Master Plan Study
Greenville	Muhlenberg County	General Aviation	9	61,854	Install Runway Lighting
Greenville	Muhlenberg County	General Aviation	10	85,975	Rehabilitate Runway
Hardinsburg	Breckinridge County	General Aviation	5	110,141	Acquire Land for Development
Harlan	Tucker-Guthrie Memorial	General Aviation	9	133,523	Install Weather Reporting Equipment
Hartford	Ohio County	General Aviation	10	28,339	Remove Obstructions

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Hartford	Ohio County	General Aviation	11	289,226	Remove Obstructions
Hazard	Wendell H Ford	General Aviation	15	40,000	Rehabilitate Runway
Henderson	Henderson City-County	General Aviation	22	150,000	Rehabilitate Apron
Jamestown	Russell County	General Aviation	13	36,703	Update Airport Master Plan Study
Leitchfield	Grayson County	General Aviation	6	13,234	Rehabilitate Runway Lighting
Leitchfield	Grayson County	General Aviation	7	168,428	Construct Fuel Farm
Lewisport	Hancock Co-Ron Lewis Field	General Aviation	8	71,288	Acquire Easement for Development
Lexington	Blue Grass	Primary	53	237,500	Update Airport Master Plan Study, Update Miscellaneous Study
Lexington	Blue Grass	Primary	54	1,078,250	Construct Taxiway, Rehabilitate Apron, Rehabilitate Terminal Building
Lexington	Blue Grass	Primary	56	1,954,956	Rehabilitate Apron
Lexington	Blue Grass	Primary	57	776,947	Improve Terminal Building
London	London-Corbin Airport-Magee Field	General Aviation	17	237,500	Conduct Environmental Study, Install Guidance Signs, Update Airport Master Plan Study
Louisville	Louisville International-Standiford Field	Primary	87	2,613,553	Acquire Land for Development, Acquire Snow Removal Equipment, Rehabilitate Apron, Runway Incursion Markings, Update Miscellaneous Study
Louisville	Louisville International-Standiford Field	Primary	88	5,000,000	Acquire Land for Noise Compatibility Within 65 - 69 DNL
Louisville	Louisville International-Standiford Field	Primary	89	1,772,439	Acquire Land for Development
Marion	Marion-Crittenden County	General Aviation	9	129,841	Acquire Land for Approaches
Middlesboro	Middlesboro-Bell County	General Aviation	14	75,000	Improve Airport Drainage, Install Miscellaneous NAVAIDS
Morehead	Morehead-Rowan County Clyde A. Thomas Regional	General Aviation	5	66,064	Update Airport Master Plan Study
Murray	Kyle-Oakley Field	General Aviation	21	83,097	Install Weather Reporting Equipment
Owensboro	Owensboro-Daviess County	General Aviation	42	23,750	Security Enhancements
Owensboro	Owensboro-Daviess County	General Aviation	43	410,000	Acquire ARFF Safety Equipment, Extend Runway
Paducah	Barkley Regional	Primary	36	492,236	Acquire Friction Measuring Equipment, Improve Airport Drainage, Improve Airport Erosion Control, Rehabilitate Terminal Building, Update Airport Master Plan Study
Paducah	Barkley Regional	Primary	37	511,356	Construct Apron, Improve Airport Drainage, Modify Terminal Building
Pikeville	Pike County-Hatcher Field	General Aviation	11	102,353	Update Airport Master Plan Study
Pikeville	Pike County-Hatcher Field	General Aviation	12	190,079	Construct Taxiway
Pine Knot	McCreary County	General Aviation	8	96,435	Construct Fuel Farm, Install Perimeter Fencing
Richmond	Madison	General Aviation	14	828,244	Rehabilitate Runway
Richmond	Madison	General Aviation	15	85,934	Rehabilitate Runway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Russellville	Russellville-Logan County	General Aviation	12	150,000	Rehabilitate Runway Lighting
Somerset	Lake Cumberland Regional	General Aviation	18	40,000	Construct Fuel Farm
Springfield	Lebanon-Springfield	General Aviation	10	86,196	Acquire Land for Development
Stanton	Stanton	General Aviation	4	152,950	Construct Taxiway, Install Perimeter Fencing
Sturgis	Sturgis Municipal	General Aviation	11	75,000	Construct Building
Tompkinsville	Tompkinsville-Monroe County	General Aviation	8	139,026	Acquire Land for Development
West Liberty	West Liberty	General Aviation	7	170,000	Construct RSA, Improve Airport Drainage
Williamsburg	Williamsburg-Whitley County	General Aviation	12	300,000	Construct Building
Worthington	Ashland Regional	General Aviation	13	60,000	Construct Taxiway
Worthington	Ashland Regional	General Aviation	14	487,091	Construct Taxiway
<b>Kentucky Total</b>				<b>\$30,726,751</b>	
<b>Louisiana</b>					
Abbeville	Abbeville Chris Crusta Memorial	General Aviation	15	\$261,432	Expand Apron
Alexandria	Alexandria International	Primary	44	5,000,000	Noise Mitigation Measures for Residences Within 70 - 74 DNL
Alexandria	Alexandria International	Primary	45	857,928	Acquire ARFF Vehicle, Remove Obstructions
Alexandria	Alexandria International	Primary	46	4,200,000	Construct Fuel Farm
Alexandria	Alexandria International	Primary	47	735,538	Rehabilitate Apron, Wildlife Hazard Assessments
Bastrop	Morehouse Memorial	General Aviation	12	90,746	Update Airport Master Plan Study
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	89	5,040,368	Rehabilitate Runway
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	90	71,735	Wildlife Hazard Assessments
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	91	1,523,471	Rehabilitate Runway
Baton Rouge	State of Louisiana	System Plan	3	300,000	Update State System Plan Study
Coushatta	The Red River	General Aviation	4	63,601	Expand Apron, Install Perimeter Fencing
DeQuincy	DeQuincy Industrial Airpark	General Aviation	13	112,126	Construct Taxiway
Farmerville	Union Parish	General Aviation	9	57,000	Rehabilitate Runway Lighting
Gonzales	Louisiana Regional	General Aviation	11	315,822	Extend Runway
Hammond	Hammond Northshore Regional	General Aviation	17	686,062	Rehabilitate Taxiway
Homer	Homer Municipal	General Aviation	4	681,392	Rehabilitate Runway Lighting, Remove Obstructions
Houma	Houma-Terrebonne	General Aviation	24	350,000	Collect Airport Data for Airports Geographic Information System
Jena	Jena	General Aviation	5	257,457	Rehabilitate Apron

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Jonesboro	Jonesboro	General Aviation	6	484,500	Expand Apron, Extend Taxiway
Jonesville	Jonesville	General Aviation	4	211,512	Rehabilitate Taxiway
Lafayette	Lafayette Regional	Primary	37	1,020,851	Construct Taxiway
Lafayette	Lafayette Regional	Primary	38	240,096	Update Miscellaneous Study
Lafayette	Lafayette Regional	Primary	39	3,420,292	Improve RSA
Lafayette	Lafayette Regional	Primary	40	83,000	Wildlife Hazard Assessments
Lake Charles	Chennault International	General Aviation	9	66,823	Rehabilitate Runway
Lake Charles	Chennault International	General Aviation	10	536,298	Acquire ARFF Vehicle
Lake Charles	Chennault International	General Aviation	11	71,250	Wildlife Hazard Assessments
Lake Charles	Lake Charles Regional	Primary	38	85,000	Wildlife Hazard Assessments
Lake Charles	Lake Charles Regional	Primary	39	547,200	Construct Access Road, Expand ARFF Building, Improve Airport Drainage
Marksville	Marksville Municipal	General Aviation	13	581,354	Rehabilitate Runway Lighting
Metairie	Louis Armstrong New Orleans International	Primary	87	3,895,913	Rehabilitate Runway Lighting
Metairie	Louis Armstrong New Orleans International	Primary	88	2,612,354	Rehabilitate Service Road
Metairie	Louis Armstrong New Orleans International	Primary	89	8,127,152	Rehabilitate Apron
Minden	Minden-Webster	General Aviation	8	828,288	Construct Apron
Monroe	Monroe Regional	Primary	28	1,303,366	Acquire ARFF Safety Equipment, Construct Terminal Building, Wildlife Hazard Assessments
Natchitoches	Natchitoches Regional	General Aviation	16	521,000	Extend Taxiway, Rehabilitate Apron
New Iberia	Acadiana Regional	General Aviation	14	85,500	Wildlife Hazard Assessments
Oak Grove	Kelly	General Aviation	12	335,350	Install Perimeter Fencing
Oakdale	Allen Parish	General Aviation	10	2,102,825	Construct Taxiway
Pineville	Esler Regional	General Aviation	24	163,768	Rehabilitate Runway
Reserve	St John the Baptist Parish	General Aviation	14	161,500	Conduct Airport Master Plan Study
Ruston	Ruston Regional	General Aviation	14	836,000	Install Perimeter Fencing, Remove Obstructions
Shreveport	Shreveport Downtown	Reliever	17	103,747	Rehabilitate Runway
Shreveport	Shreveport Regional	Primary	51	1,407,778	Acquire ARFF Safety Equipment, Collect Airport Data for Airports Geographic Information System, Update Airport Master Plan Study, Wildlife Hazard Assessments
Shreveport	Shreveport Regional	Primary	52	3,479,314	Acquire Safety Equipment and/or Fencing, Remove Obstructions
Shreveport	Shreveport Regional	Primary	53	692,037	Security Enhancements
Springhill	Springhill	General Aviation	8	72,492	Expand Apron
Sulphur	Southland Field	General Aviation	13	125,172	Improve Airport Drainage
Tallulah	Vicksburg Tallulah Regional	General Aviation	12	135,305	Update Airport Master Plan Study
Vidalia	Concordia Parish	General	8	228,000	Install Perimeter Fencing

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
		Aviation			
Vivian	Vivian	General Aviation	6	377,763	Improve RSA, Install Perimeter Fencing, Remove Obstructions
Winnsboro	Winnsboro Municipal	General Aviation	4	247,205	Expand Apron, Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Runway
<b>Louisiana Total</b>				<b>\$55,794,683</b>	
<b>Maine</b>					
Auburn	Auburn/Lewiston Municipal	Reliever	19	\$409,450	Acquire Land for Development
Augusta	Augusta State	Commercial Service	22	2,564,050	Acquire Snow Removal Equipment, Rehabilitate Runway
Augusta	Augusta State	Commercial Service	23	16,150	Rehabilitate Runway
Bangor	Bangor International	Primary	51	2,174,156	Rehabilitate Apron
Bangor	Bangor International	Primary	52	807,596	Rehabilitate Apron
Bar Harbor	Hancock County-Bar Harbor	Primary	30	161,406	Update Airport Master Plan Study
Bar Harbor	Hancock County-Bar Harbor	Primary	31	770,615	Construct RSA
Belfast	Belfast Municipal	General Aviation	8	137,750	Construct Apron
Belfast	Belfast Municipal	General Aviation	9	76,000	Acquire Land for Development
Carrabassett	Sugarloaf Regional	General Aviation	4	325,850	Construct Apron
Dexter	Dexter Regional	General Aviation	7	380,000	Construct Fuel Farm
Frenchville	Northern Aroostook Regional	General Aviation	14	120,687	Construct Snow Removal Equipment Building
Frenchville	Northern Aroostook Regional	General Aviation	15	228,000	Construct Snow Removal Equipment Building
Fryeburg	Eastern Slopes Regional	General Aviation	15	142,500	Remove Obstructions
Greenville	Greenville Municipal	General Aviation	13	152,000	Install Weather Reporting Equipment
Houlton	Houlton International	General Aviation	13	210,900	Install Perimeter Fencing
Jackman	Newton Field	General Aviation	11	87,400	Update Airport Master Plan Study
Lincoln	Lincoln Regional	General Aviation	7	122,550	Conduct Environmental Study
Millinocket	Millinocket Municipal	General Aviation	13	90,820	Remove Obstructions
Norridgewock	Central Maine Airport of Norridgewock	General Aviation	12	105,450	Remove Obstructions
Norridgewock	Central Maine Airport of Norridgewock	General Aviation	13	162,491	Remove Obstructions
Old Town	Dewitt Field, Old Town Municipal	General Aviation	8	122,075	Acquire Snow Removal Equipment
Pittsfield	Pittsfield Municipal	General Aviation	11	29,201	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Update Airport Master Plan Study
Portland	Portland International Jetport	Primary	69	2,092,797	Construct RSA
Portland	Portland International Jetport	Primary	70	2,534,460	VALE Infrastructure
Portland	Portland International Jetport	Primary	71	4,272,972	Construct RSA
Presque Isle	Northern Maine Regional	Primary	30	296,066	Acquire Snow Removal Equipment

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
	Airport at Presque Isle				
Presque Isle	Northern Maine Regional Airport at Presque Isle	Primary	31	23,622	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Presque Isle	Northern Maine Regional Airport at Presque Isle	Primary	32	263,016	Rehabilitate Apron
Presque Isle	Northern Maine Regional Airport at Presque Isle	Primary	33	335,778	Acquire Snow Removal Equipment
Princeton	Princeton Municipal	General Aviation	4	95,000	Update Airport Master Plan Study
Rangeley	Steven A. Bean Municipal	General Aviation	11	117,800	Update Airport Master Plan Study
Rockland	Knox County Regional	Primary	31	860,175	Construct Terminal Building
Rockland	Knox County Regional	Primary	32	150,472	VALE Infrastructure
Rockland	Knox County Regional	Primary	33	579,352	Construct Terminal Building
Rockland	Knox County Regional	Primary	34	144,400	Rehabilitate Apron, Rehabilitate Runway
Rockland	Knox County Regional	Primary	35	182,780	Construct RSA
Sanford	Sanford Regional	Reliever	26	4,937,964	Rehabilitate Runway
Waterville	Waterville Robert Lafleur	General Aviation	17	161,310	Acquire Snow Removal Equipment
Waterville	Waterville Robert Lafleur	General Aviation	18	119,700	Rehabilitate Runway
Wiscasset	Wiscasset	General Aviation	15	149,910	Update Airport Master Plan Study
<b>Maine Total</b>				<b>\$26,714,671</b>	
<b>Maryland</b>					
Cambridge	Cambridge-Dorchester	General Aviation	25	\$44,745	Extend Runway
Crisfield	Crisfield Municipal	General Aviation	8	183,587	Remove Obstructions
Cumberland	Greater Cumberland Regional	General Aviation	17	190,549	Rehabilitate Runway
Easton	Easton/Newnam Field	General Aviation	36	1,072,198	Rehabilitate Apron
Easton	Easton/Newnam Field	General Aviation	37	388,064	Remove Obstructions
Gaithersburg	Montgomery County Airpark	Reliever	21	2,651,921	Remove Obstructions
Hagerstown	Hagerstown Regional-Richard A Henson Field	General Aviation	43	925,000	Extend Runway
Hagerstown	Hagerstown Regional-Richard A Henson Field	General Aviation	44	382,703	Acquire Snow Removal Equipment
Hagerstown	Hagerstown Regional-Richard A Henson Field	General Aviation	45	75,000	Extend Runway
Indian Head	Maryland	Reliever	10	432,217	Construct Runway
Ocean City	Ocean City Municipal	General Aviation	19	381,284	Rehabilitate Runway
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	44	3,297,795	Extend Runway
Stevensville	Bay Bridge	General Aviation	20	401,973	Rehabilitate Runway
Westminster	Carroll County Regional/Jack B Poage Field	Reliever	25	115,525	Construct Runway
<b>Maryland Total</b>				<b>\$10,542,561</b>	
<b>Massachusetts</b>					
Bedford	Laurence G Hanscom Field	Commercial Service	31	\$1,540,278	Rehabilitate Taxiway
Boston	Commonwealth of	System	5	564,300	Conduct State System Plan Study

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
	Massachusetts	Plan			
Boston	General Edward Lawrence Logan International	Primary	102	8,348,935	Construct Runway
Boston	General Edward Lawrence Logan International	Primary	103	1,331,315	Construct Runway
Boston	General Edward Lawrence Logan International	Primary	104	1,000,203	Rehabilitate Taxiway
Boston	General Edward Lawrence Logan International	Primary	105	5,974,017	VALE Vehicle
Gardner	Gardner Municipal	General Aviation	14	57,000	Conduct Environmental Study
Hyannis	Barnstable Municipal-Boardman/Polando Field	Primary	49	38,000	Collect Airport Data for Airports Geographic Information System
Hyannis	Barnstable Municipal-Boardman/Polando Field	Primary	50	70,300	Runway Incursion Markings
Lawrence	Lawrence Municipal	Reliever	31	43,515	Update Airport Master Plan Study
Lawrence	Lawrence Municipal	Reliever	32	1,294,682	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Mansfield	Mansfield Municipal	General Aviation	23	152,950	Install Runway Lighting
Marshfield	Marshfield Municipal - George Harlow Field	General Aviation	18	657,400	Conduct Environmental Study
Nantucket	Nantucket Memorial	Primary	50	1,061,356	Construct Terminal Building
Nantucket	Nantucket Memorial	Primary	51	1,061,357	Construct Terminal Building
New Bedford	New Bedford Regional	Primary	40	875,745	Extend RSA
North Adams	Harriman-and-West	General Aviation	21	6,754,500	Rehabilitate Runway
Norwood	Norwood Memorial	Reliever	30	572,850	Improve RSA
Orange	Orange Municipal	General Aviation	19	188,100	Acquire Snow Removal Equipment
Pittsfield	Pittsfield Municipal	General Aviation	24	2,000,000	Extend Runway
Pittsfield	Pittsfield Municipal	General Aviation	25	2,000,000	Extend Runway
Plymouth	Plymouth Municipal	General Aviation	37	904,400	Construct Taxiway, Install Runway Lighting
Provincetown	Provincetown Municipal	Primary	27	47,500	Acquire Snow Removal Equipment
Provincetown	Provincetown Municipal	Primary	28	285,000	Conduct Environmental Study
Provincetown	Provincetown Municipal	Primary	29	657,400	Acquire ARFF Vehicle
Southbridge	Southbridge Municipal	General Aviation	20	138,700	Conduct Airport Master Plan Study
Springfield/Chicopee	Westover ARB/Metropolitan	Primary	22	999,020	Expand Apron, Rehabilitate Apron, Rehabilitate Taxiway
Taunton	Taunton Municipal - King Field	General Aviation	20	168,150	Conduct Environmental Study
Vineyard Haven	Marthas Vineyard	Primary	36	932,900	Acquire Snow Removal Equipment
Vineyard Haven	Marthas Vineyard	Primary	38	10,806,250	Construct Taxiway, Rehabilitate Apron, Rehabilitate Taxiway
Westfield	Barnes Municipal	General Aviation	32	473,515	Acquire Land for Noise Compatibility Within 70 - 74 DNL, Noise Mitigation Measures for Residences Within 65 - 69 DNL
Westfield	Barnes Municipal	General Aviation	33	426,835	Install Taxiway Lighting
Westfield	Barnes Municipal	General Aviation	34	2,500,000	Acquire Land for Noise Compatibility Within 70 - 74 DNL, Noise Mitigation Measures for Residences Within 65 - 69 DNL
Worcester	Worcester Regional	General Aviation	42	5,472,278	Rehabilitate Runway, Rehabilitate Taxiway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Worcester	Worcester Regional	General Aviation	42	5,472,278	Rehabilitate Runway, Rehabilitate Taxiway
<b>Massachusetts Total</b>				<b>\$59,398,751</b>	
<b>Michigan</b>					
Alpena	Alpena County Regional	Commercial Service	16	\$92,150	Acquire Friction Measuring Equipment, Rehabilitate Taxiway
Alpena	Alpena County Regional	Commercial Service	17	494,000	Rehabilitate Apron, Rehabilitate Taxiway
Charlevoix	Charlevoix Municipal	Primary	13	251,370	Conduct Airport Master Plan Study, Rehabilitate Parking Lot
Charlevoix	Charlevoix Municipal	Primary	14	159,134	Conduct Airport Master Plan Study
Clinton (Township of)	Capital City	Primary	46	1,039,386	Improve Terminal Building, Rehabilitate Runway Lighting
Clinton (Township of)	Capital Region International	Primary	47	618,535	Rehabilitate Apron, Rehabilitate Service Road
Clinton (Township of)	Capital Region International	Primary	48	399,747	Improve Terminal Building
Detroit	Detroit Metropolitan Wayne County	Primary	97	2,839,665	Install Guidance Signs, Rehabilitate Runway
Detroit	Detroit Metropolitan Wayne County	Primary	98	8,000,000	Extend Taxiway, Rehabilitate Taxiway
Detroit	Detroit Metropolitan Wayne County	Primary	99	8,353,065	Noise Mitigation Measures
Detroit	Detroit Metropolitan Wayne County	Primary	100	1,822,781	Rehabilitate Runway
Detroit	Detroit Metropolitan Wayne County	Primary	101	932,480	Rehabilitate Runway
Detroit	Willow Run	Reliever	36	146,505	Install Taxiway Lighting
Escanaba	Delta County	Commercial Service	33	179,209	Install Perimeter Fencing
Escanaba	Delta County	Commercial Service	34	102,600	Improve RSA, Install Perimeter Fencing
Flint	Bishop International	Primary	49	3,415,159	Expand Terminal Building
Grand Rapids	Gerald R. Ford International	Primary	44	4,062,562	Acquire Land for Development, Conduct Miscellaneous Study, Rehabilitate Taxiway
Grand Rapids	Gerald R. Ford International	Primary	45	2,657,196	Acquire Land for Development, Acquire Snow Removal Equipment
Grand Rapids	Gerald R. Ford International	Primary	46	1,000,220	VALE Infrastructure
Gwinn	Sawyer International	Primary	32	1,384,464	Acquire Snow Removal Equipment, Improve Airport Miscellaneous Improvements, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Gwinn	Sawyer International	Primary	33	610,790	Rehabilitate Runway
Hancock	Houghton County Memorial	Primary	33	351,002	Acquire Land for Approaches, Construct Terminal Building, Rehabilitate Taxiway, Wildlife Hazard Assessments
Hancock	Houghton County Memorial	Primary	34	603,156	Modify Access Road
Kalamazoo	Kalamazoo/Battle Creek International	Primary	36	9,331,631	Construct Terminal Building
Kalamazoo	Kalamazoo/Battle Creek International	Primary	37	831,631	Construct Terminal Building, Rehabilitate Runway
Lansing	Michigan SBGP	System Plan	66	11,250,982	Nonprimary Development Projects in SBGP
Lansing	Michigan SBGP	System Plan	67	114,950	Nonprimary Development Projects in SBGP

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Lansing	Michigan SBGP	System Plan	68	200,000	Nonprimary Development Projects in SBGP
Lansing	Michigan SBGP	System Plan	69	6,536,000	Nonprimary Development Projects in SBGP
Lansing	Michigan SBGP	System Plan	70	5,655,802	Nonprimary Development Projects in SBGP
Lansing	Michigan SBGP	System Plan	71	361,000	Nonprimary Development Projects in SBGP
Lansing	Michigan SBGP	System Plan	72	185,250	Nonprimary Development Projects in SBGP
Lansing	Michigan SBGP	System Plan	73	171,000	Nonprimary Development Projects in SBGP
Lansing	Michigan SBGP	System Plan	74	2,688,807	Nonprimary Development Projects in SBGP
Lansing	Michigan SBGP	System Plan	75	2,000,000	Nonprimary Development Projects in SBGP
Lansing	Michigan SBGP	System Plan	76	3,966,250	Nonprimary Development Projects in SBGP
Muskegon	Muskegon County	Primary	33	912,000	Acquire Snow Removal Equipment
Muskegon	Muskegon County	Primary	34	163,875	Acquire Snow Removal Equipment
Pellston	Pellston Regional Airport of Emmet County	Primary	30	717,250	Construct ARFF Building, Construct Snow Removal Equipment Building, Improve Airport Miscellaneous Improvements
Pellston	Pellston Regional Airport of Emmet County	Primary	31	7,051,070	Construct Snow Removal Equipment Building
Saginaw	MBS International	Primary	43	1,703,968	Construct Terminal Building
Saginaw	MBS International	Primary	44	3,397,000	Construct Terminal Building
Sault Ste. Marie	Chippewa County International	Primary	28	272,650	Improve Airport Miscellaneous Improvements, Install Airfield Guidance Signs
Sault Ste. Marie	Chippewa County International	Primary	29	1,273,000	Rehabilitate Building
Sault Ste. Marie	Chippewa County International	Primary	30	2,109,000	Rehabilitate Building
Sault Ste. Marie	Chippewa County International	Primary	31	1,104,850	Acquire Snow Removal Equipment, Expand Snow Removal Equipment Building
Traverse City	Cherry Capital	Primary	35	1,516,905	Acquire Snow Removal Equipment, Expand Apron, Improve Airport Miscellaneous Improvements, Install Airport Beacons, Rehabilitate Apron, Rehabilitate Taxiway
<b>Michigan Total</b>				<b>\$103,030,047</b>	
<b>Minnesota</b>					
Albert Lea	Albert Lea Municipal	General Aviation	12	\$3,065,632	Construct Runway
Alexandria	Chandler Field	General Aviation	10	236,243	Rehabilitate Terminal Building
Baudette	Baudette International	General Aviation	9	81,225	Extend Taxiway
Bemidji	Bemidji Regional	Primary	23	500,000	Expand ARFF Building
Bemidji	Bemidji Regional	Primary	24	433,447	Improve Terminal Building
Bemidji	Bemidji Regional	Primary	25	253,983	Improve Terminal Building, Rehabilitate Apron
Benson	Benson Municipal	General Aviation	7	115,425	Update Airport Master Plan Study
Blaine	Anoka County-Blaine Airport(Janes Field)	Reliever	9	441,396	Install Perimeter Fencing, Rehabilitate Taxiway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Blue Earth	Blue Earth Municipal	General Aviation	9	2,398,500	Construct Taxiway, Rehabilitate Apron, Rehabilitate Taxiway
Bluffton	Wadena Municipal	General Aviation	6	90,915	Conduct Environmental Study
Brainerd	Brainerd Lakes Regional	Primary	34	1,417,146	Extend Runway, Extend Taxiway
Brainerd	Brainerd Lakes Regional	Primary	35	7,230,326	Expand Terminal Building, Rehabilitate Terminal Building
Buffalo	Buffalo Municipal	General Aviation	6	3,312,929	Extend Runway
Buffalo	Buffalo Municipal	General Aviation	7	67,402	Acquire Land for Approaches
Caledonia	Houston County	General Aviation	3	155,599	Conduct Miscellaneous Study, Construct Runway
Canby	Myers Field	General Aviation	8	323,000	Construct Fuel Farm, Rehabilitate Apron
Cloquet	Cloquet Carlton County	General Aviation	8	72,675	Collect Airport Data for Airports Geographic Information System, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System
Cook	Cook Municipal	General Aviation	4	83,220	Extend Runway, Rehabilitate Apron, Rehabilitate Taxiway
Cook	Cook Municipal	General Aviation	5	1,774,160	Acquire Land for Development, Construct Taxiway, Extend Runway, Rehabilitate Apron, Rehabilitate Taxiway
Crookston	Crookston Municipal Kirkwood Field	General Aviation	8	49,128	Conduct Miscellaneous Study, Improve Airport Drainage, Rehabilitate Apron
Duluth	Duluth International	Primary	48	6,590,494	Construct Terminal Building
Duluth	Duluth International	Primary	49	3,607,893	Construct Terminal Building
Duluth	Sky Harbor	General Aviation	7	69,445	Update Airport Master Plan Study
Fairmont	Fairmont Municipal	General Aviation	11	1,779,750	Rehabilitate Runway, Update Miscellaneous Study
Faribault	Faribault Municipal	General Aviation	7	25,382	Acquire Snow Removal Equipment
Faribault	Faribault Municipal	General Aviation	8	2,540,930	Construct Taxiway, Rehabilitate Apron, Rehabilitate Runway
Fergus Falls	Fergus Falls Municipal-Einar Mickelson Field	General Aviation	9	42,085	Rehabilitate Runway, Rehabilitate Taxiway
Glenwood	Glenwood Municipal	General Aviation	5	45,220	Construct Snow Removal Equipment Building
Grand Marais	Grand Marais/Cook County	General Aviation	11	76,403	Collect Airport Data for Airports Geographic Information System, Update Miscellaneous Study
Hallock	Hallock Municipal	General Aviation	5	51,003	Conduct Miscellaneous Study, Rehabilitate Taxiway
Hawley	Hawley Municipal	General Aviation	6	330,364	Rehabilitate Apron, Rehabilitate Taxiway
Hector	Hector Municipal	General Aviation	6	539,372	Improve RSA
Hibbing	Range Regional	Commercial Service	29	304,105	Construct Taxiway, Install Perimeter Fencing
International Falls	Falls International	Primary	23	674,036	Acquire Snow Removal Equipment
Le Sueur	Le Sueur Municipal	General Aviation	7	165,000	Rehabilitate Snow Removal Equipment Building
Little Falls	Little Falls/Morrison County-Lindbergh Field	General Aviation	11	32,404	Conduct Miscellaneous Study, Improve Airport Drainage
Luverne	Quentin Aanenson Field	General Aviation	8	104,809	Acquire Snow Removal Equipment
Madison	Lac qui Parle County	General Aviation	8	20,900	Construct Building

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Madison	Lac qui Parle County	General Aviation	9	106,962	Construct Terminal Building
Mahnomen	Mahnomen County	General Aviation	9	59,446	Construct Fuel Farm
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain	Primary	100	2,958,682	Rehabilitate Taxiway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain	Primary	101	5,000,000	Construct Runway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain	Primary	102	1,871,115	Rehabilitate Runway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain	Primary	103	953,543	Rehabilitate Runway
Montevideo	Montevideo-Chippewa County	General Aviation	10	113,050	Rehabilitate Runway
Moorhead	Moorhead Municipal	General Aviation	5	163,400	Construct Building
Moorhead	Moorhead Municipal	General Aviation	6	44,679	Construct Building, Extend Taxiway
Mora	Mora Municipal	General Aviation	8	99,085	Collect Airport Data for Airports Geographic Information System, Construct Runway, Install Perimeter Fencing
Morris	Morris Municipal - Charlie Schmidt Field	General Aviation	4	117,657	Rehabilitate Apron, Rehabilitate Runway
New Ulm	New Ulm Municipal	General Aviation	8	1,738,772	Extend Runway
Orr	Orr Regional	General Aviation	6	47,405	Improve Access Road, Rehabilitate Apron, Rehabilitate Parking Lot, Rehabilitate Runway, Rehabilitate Taxiway
Orr	Orr Regional	General Aviation	7	841,821	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Ortonville	Ortonville Municipal-Martinson Field	General Aviation	7	37,905	Conduct Environmental Study, Construct Fuel Farm
Owatonna	Owatonna Degner Regional	General Aviation	14	88,566	Construct Service Road
Park Rapids	Park Rapids Municipal-Konshok Field	General Aviation	10	66,500	Construct Access Road, Construct Parking Lot, Construct Utilities, Improve Airport Drainage, Install Perimeter Fencing
Paynesville	Paynesville Municipal	General Aviation	4	75,000	Construct Building
Paynesville	Paynesville Municipal	General Aviation	5	19,767	Construct Building
Pine River	Pine River Regional	General Aviation	6	103,077	Acquire Land for Development, Conduct Miscellaneous Study, Install Miscellaneous NAVAIDS, Rehabilitate Runway
Pipestone	Pipestone Municipal	General Aviation	5	75,888	Update Airport Master Plan Study
Pipestone	Pipestone Municipal	General Aviation	6	36,624	Acquire Snow Removal Equipment
Redwood Falls	Redwood Falls Municipal	General Aviation	10	175,190	Acquire Snow Removal Equipment, Conduct Miscellaneous Study
Rochester	Rochester International	Primary	28	412,246	Acquire ARFF Safety Equipment, Construct Deicing Containment Facility, Improve Airport Miscellaneous Improvements, Rehabilitate Apron, Rehabilitate Taxiway
Rochester	Rochester International	Primary	29	1,359,220	Rehabilitate Apron, Rehabilitate Taxiway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Rushford	Rushford Municipal	General Aviation	3	400,943	Construct Building
Sauk Centre	Sauk Centre Municipal	General Aviation	4	46,838	Construct Building
Silver Bay	Silver Bay Municipal	General Aviation	6	47,500	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Springfield	Springfield Municipal	General Aviation	8	118,516	Acquire Snow Removal Equipment, Conduct Miscellaneous Study
St. James	St James Municipal	General Aviation	8	144,216	Rehabilitate Runway
St. Paul	State of Minnesota	System Plan	7	475,000	Update State System Plan Study
Staples	Staples Municipal	General Aviation	6	309,849	Construct Snow Removal Equipment Building
Thief River Falls	Thief River Falls Regional	Commercial Service	12	440,421	Improve Terminal Building, Install Miscellaneous NAVAIDS, Rehabilitate ARFF Building, Update Miscellaneous Study
Tower	Tower Municipal	General Aviation	7	61,750	Modify Access Road
Walker	Walker Municipal	General Aviation	5	531,054	Construct Taxiway, Remove Obstructions
Walker	Walker Municipal	General Aviation	6	180,825	Construct Taxiway
Warroad	Warroad International Memorial	General Aviation	11	51,381	Construct Sand and Chemical Storage Building
Waseca	Waseca Municipal	General Aviation	7	165,790	Construct Fuel Farm, Rehabilitate Runway
<b>Minnesota Total</b>				<b>\$58,641,629</b>	
<b>Mississippi</b>					
Ackerman	Ackerman Choctaw County	General Aviation	6	\$25,270	Acquire Land for Approaches
Bay Springs	Thigpen Field	General Aviation	6	215,199	Modify Access Road, Remove Obstructions
Bay St. Louis	Stennis International	General Aviation	24	104,500	Construct Apron, Wildlife Hazard Assessments
Belmont	Tishomingo County	General Aviation	12	86,083	Acquire Land for Approaches, Improve RSA, Rehabilitate Airport Beacons, Rehabilitate Runway
Belzoni	Belzoni Municipal	General Aviation	11	152,275	Construct Utilities, Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System
Booneville/Baldwyn	Booneville/Baldwyn	General Aviation	12	176,962	Construct Building
Cleveland	Cleveland Municipal	General Aviation	16	774,328	Extend Runway
Columbia	Columbia-Marion County	General Aviation	8	204,713	Construct Taxiway, Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System, Install Weather Reporting Equipment
Columbus	Columbus-Lowndes County	General Aviation	12	220,337	Rehabilitate Runway
Columbus	Golden Triangle Regional	Primary	44	5,724,000	Extend Runway
Columbus	Golden Triangle Regional	Primary	45	1,695,920	Construct Taxiway, Extend Runway
Corinth	Roscoe Turner	General Aviation	19	247,808	Install Weather Reporting Equipment, Rehabilitate Taxiway
Crystal Springs	Copiah County	General Aviation	9	288,686	Construct Runway
Greenville	Mid Delta Regional	Commercial Service	28	2,892,933	Rehabilitate Runway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Greenwood	Greenwood-Leflore	General Aviation	13	444,745	Improve Airport Drainage
Grenada	Grenada Municipal	General Aviation	7	627,238	Rehabilitate Apron, Rehabilitate Runway
Gulfport	Gulfport-Biloxi International	Primary	73	6,061,000	Acquire Easement for Noise Compatibility Within 65 - 69 DNL, Acquire Land for Noise Compatibility Within 65 - 69 DNL, Noise Mitigation Measures for Residences Within 65 - 69 DNL
Gulfport	Gulfport-Biloxi International	Primary	74	544,350	Collect Airport Data for Airports Geographic Information System
Gulfport	Gulfport-Biloxi International	Primary	75	10,763,990	Acquire Equipment, Acquire Land for Approaches, Construct Service Road, Expand Terminal Building, Extend Taxiway, Improve Access Road, Improve Airport Drainage, Rehabilitate Airport Beacons, Rehabilitate Runway Lighting
Hollandale	Hollandale Municipal	General Aviation	7	149,909	Construct Building
Holly Springs	Holly Springs-Marshall County	General Aviation	13	38,000	Acquire Miscellaneous Land, Conduct Miscellaneous Study
Houston	Houston Municipal	General Aviation	10	539,407	Acquire Land for Approaches, Extend Runway
Indianola	Indianola Municipal	General Aviation	13	215,984	Construct Building
Jackson	Hawkins Field	General Aviation	12	494,784	Improve Airport Drainage, Install Airfield Guidance Signs
Jackson	Jackson-Evers International	Primary	43	2,481,793	Improve Terminal Building
Jackson	Jackson-Evers International	Primary	44	8,224,186	Rehabilitate Apron, Rehabilitate Runway
Kosciusko	Kosciusko-Attala County	General Aviation	10	250,456	Rehabilitate Runway
Lexington	C. A. Moore	General Aviation	11	387,324	Construct Building, Construct Taxiway
Louisville	Louisville Winston County	General Aviation	10	25,774	Rehabilitate Runway
Lumberton	I H Bass Jr Memorial	General Aviation	8	168,663	Acquire Land for Approaches, Improve Access Road, Install Taxiway Lighting
Madison	Bruce Campbell Field	General Aviation	19	126,350	Install Airfield Guidance Signs, Install Perimeter Fencing, Update Airport Master Plan Study
McComb	McComb/Pike County/John E Lewis Field	General Aviation	19	463,000	Improve Airport Drainage
Meridian	Key Field	Primary	27	404,774	Construct Apron
Meridian	Key Field	Primary	28	3,014,234	Construct Taxiway
Moselle	Hattiesburg-Laurel Regional	Primary	31	537,142	Install Emergency Generator, Install Runway Lighting, Install Taxiway Lighting, Rehabilitate Taxiway
Natchez	Hardy-Anders Field Natchez-Adams County	General Aviation	22	202,572	Rehabilitate Runway
New Albany	New Albany-Union County	General Aviation	13	155,744	Construct Building
Newton	James H Easom Field	General Aviation	10	127,893	Conduct Aeronautical Survey for WAAS Approach, Install Miscellaneous NAVAIDS, Update Airport Master Plan Study
Okolona	Okolona Municipal-Richard Stovall Field	General Aviation	12	225,725	Construct Building
Oxford	University-Oxford	General Aviation	23	82,555	Install Runway Vertical/Visual Guidance System
Oxford	University-Oxford	General Aviation	24	1,575,652	Acquire Land for Development

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Pascagoula	Trent Lott International	General Aviation	26	668,706	Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Philadelphia	Philadelphia Municipal	General Aviation	11	109,203	Improve Fuel Farm
Picayune	Picayune Municipal	General Aviation	16	614,997	Rehabilitate Runway
Poplarville	Poplarville-Pearl River County	General Aviation	7	347,694	Expand Apron, Install Miscellaneous NAVAIDS, Install Taxiway Lighting, Rehabilitate Airport Beacons
Quitman	Clarke County	General Aviation	10	199,671	Extend RSA
Ripley	Ripley	General Aviation	7	208,814	Construct Fuel Farm, Rehabilitate Runway
Starkville	George M Bryan	General Aviation	15	290,906	Acquire Land for Approaches, Improve Airport Drainage
Tunica	Tunica Municipal	General Aviation	16	781,524	Construct Terminal Building
Tupelo	Tupelo Regional	Primary	34	330,746	Acquire Interactive Training System, Conduct Environmental Study, Rehabilitate Apron, Update Airport Master Plan Study
Vicksburg	Vicksburg Municipal	General Aviation	3	55,000	Install Runway Vertical/Visual Guidance System, Install Weather Reporting Equipment
Water Valley	Water Valley Municipal	General Aviation	6	227,453	Rehabilitate Runway, Rehabilitate Taxiway
Waynesboro	Waynesboro Municipal	General Aviation	7	516,894	Construct Taxiway
Wiggins	Dean Griffin Memorial	General Aviation	10	299,963	Acquire Land for Approaches, Improve RSA
Winona	Winona-Montgomery County	General Aviation	10	47,686	Construct Taxiway
Yazoo City	Yazoo County	General Aviation	11	139,773	Install Apron Lighting
<b>Mississippi Total</b>				<b>\$55,981,288</b>	
<b>Missouri</b>					
Columbia	Columbia Regional	Primary	27	\$111,411	Acquire Land for Development
Columbia	Columbia Regional	Primary	31	56,695	Wildlife Hazard Assessments
Columbia	Columbia Regional	Primary	32	534,000	Acquire Snow Removal Equipment
Columbia	Columbia Regional	Primary	33	344,945	Conduct Environmental Study
Jefferson City	Missouri SBGP	System Plan	34	2,943,384	Nonprimary Development Projects in SBGP
Jefferson City	Missouri SBGP	System Plan	44	12,994,824	Nonprimary Development Projects in SBGP
Jefferson City	Missouri SBGP	System Plan	45	2,174,285	Nonprimary Development Projects in SBGP
Jefferson City	Missouri SBGP	System Plan	46	380,000	Nonprimary Development Projects in SBGP
Jefferson City	Missouri SBGP	System Plan	47	48,643	Nonprimary Development Projects in SBGP
Jefferson City	State of Missouri	System Plan	7	380,000	Conduct State System Plan Study
Kansas City	Charles B. Wheeler Downtown	Reliever	21	8,246,000	Improve RSA
Kansas City	Kansas City International	Primary	64	224,516	Update Airport Master Plan Study
Springfield	Springfield-Branson National	Primary	40	1,534,377	Construct Terminal Building
Springfield	Springfield-Branson National	Primary	41	672,428	Conduct Airport Master Plan Study

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Springfield	Springfield-Branson National	Primary	42	859,856	Rehabilitate Runway
Springfield	Springfield-Branson National	Primary	43	1,495,386	Construct Terminal Building
Springfield	Springfield-Branson National	Primary	44	5,474,454	Rehabilitate Runway
St. Louis	Lambert-St Louis International	Primary	124	9,923,823	Construct Runway
St. Louis	Lambert-St Louis International	Primary	125	817,122	Rehabilitate Runway
St. Louis	Lambert-St Louis International	Primary	126	277,330	Rehabilitate Taxiway
St. Louis	Lambert-St Louis International	Primary	127	632,086	Rehabilitate Taxiway
St. Louis	Lambert-St Louis International	Primary	129	1,372,974	Construct Runway
<b>Missouri Total</b>				<b>\$51,498,539</b>	
<b>Montana</b>					
Anaconda	Bowman Field	General Aviation	13	\$685,000	Rehabilitate Runway
Baker	Baker Municipal	General Aviation	12	172,439	Extend Runway
Big Sandy	Big Sandy	General Aviation	4	1,665,000	Construct Apron, Construct Taxiway, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Rehabilitate Runway Lighting
Big Timber	Big Timber	General Aviation	7	250,162	Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment
Billings	Billings Logan International	Primary	38	1,488,484	Construct Taxiway
Billings	Billings Logan International	Primary	39	982,399	Acquire Snow Removal Equipment, Construct Taxiway
Bozeman	Gallatin Field	Primary	35	1,298,830	Expand Access Road
Bozeman	Gallatin Field	Primary	36	1,298,830	Expand Terminal Building
Butte	Bert Mooney	Primary	43	500,000	Construct Service Road, Rehabilitate Runway
Butte	Bert Mooney	Primary	44	500,000	Construct Service Road, Expand Terminal Building, Security Enhancements
Chester	Liberty County	General Aviation	5	1,053,000	Rehabilitate Apron, Rehabilitate Runway
Chinook	Edgar G Obie	General Aviation	9	321,958	Install Perimeter Fencing, Rehabilitate Runway
Chinook	Edgar G Obie	General Aviation	10	69,870	Install Perimeter Fencing, Rehabilitate Runway
Colstrip	Colstrip	General Aviation	13	341,200	Install Weather Reporting Equipment, Rehabilitate Runway Lighting
Columbus	Woltermann Memorial	General Aviation	8	242,571	Acquire Snow Removal Equipment, Rehabilitate Runway
Columbus	Woltermann Memorial	General Aviation	9	30,377	Acquire Snow Removal Equipment
Culbertson	Big Sky Field	General Aviation	7	178,000	Construct Fuel Farm
Ekalaka	Ekalaka	General Aviation	7	322,600	Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System
Eureka	Eureka	General Aviation	11	1,264,454	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Eureka	Eureka	General Aviation	12	229,585	Rehabilitate Apron, Rehabilitate Taxiway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Forsyth	Tillitt Field	General Aviation	8	236,000	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Install Weather Reporting Equipment
Great Falls	Great Falls International	Primary	46	837,229	Install Taxiway Lighting
Great Falls	Great Falls International	Primary	47	3,500,000	Noise Mitigation Measures for Residences Within 70 - 74 DNL
Great Falls	Great Falls International	Primary	48	818,818	Install Taxiway Lighting
Hardin	New	System Plan	4	301,150	Construct New Airport
Harlem	Harlem	General Aviation	8	95,871	Rehabilitate Runway
Havre	Havre City-County	General Aviation	13	951,875	Acquire Snow Removal Equipment, Rehabilitate Apron, Rehabilitate Runway
Havre	Havre City-County	General Aviation	14	292,192	Acquire Snow Removal Equipment, Rehabilitate Apron, Rehabilitate Runway
Helena	Helena Regional	Primary	38	315,790	Update Airport Master Plan Study
Helena	Helena Regional	Primary	39	259,585	Expand ARFF Building, Security Enhancements
Helena	Helena Regional	Primary	40	125,000	Wildlife Hazard Assessments
Helena	Helena Regional	Primary	41	589,000	Acquire ARFF Vehicle
Helena	Helena Regional	Primary	42	170,350	Acquire ARFF Safety Equipment, Security Enhancements
Kalispell	Glacier Park International	Primary	40	874,770	Acquire Snow Removal Equipment, Modify Access Road, Modify Terminal Building, Rehabilitate Taxiway
Kalispell	Glacier Park International	Primary	41	874,770	Acquire Land for Approaches, Security Enhancements
Kalispell	Kalispell City	General Aviation	3	92,910	Update Airport Master Plan Study
Lewistown	Lewistown Municipal	General Aviation	13	263,300	Install Guidance Signs, Install Taxiway Lighting, Runway Incursion Markings
Lewistown	Lewistown Municipal	General Aviation	14	2,639,083	Rehabilitate Runway
Livingston	Mission Field	General Aviation	5	164,730	Rehabilitate Runway
Malta	Malta	General Aviation	7	1,426,111	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Malta	Malta	General Aviation	8	578,506	Rehabilitate Runway
Miles City	Frank Wiley Field	General Aviation	12	336,800	Acquire Friction Measuring Equipment, Acquire Snow Removal Equipment, Construct Fuel Farm
Missoula	Missoula International	Primary	50	1,138,984	Rehabilitate Taxiway
Missoula	Missoula International	Primary	51	84,837	Wildlife Hazard Assessments
Missoula	Missoula International	Primary	52	1,110,310	Rehabilitate Taxiway
Missoula	Missoula International	Primary	53	1,802,855	Rehabilitate Taxiway
Plentywood	Sher-Wood	General Aviation	7	94,920	Install Weather Reporting Equipment
Poplar	Poplar Municipal	General Aviation	8	79,724	Install Weather Reporting Equipment
Roundup	Roundup	General Aviation	8	243,100	Construct Taxiway, Install Runway Lighting, Install Runway Vertical/Visual Guidance System, Remove Obstructions
Scobey	Scobey	General Aviation	6	187,185	Rehabilitate Runway
Sidney	Sidney-Richland Municipal	General Aviation	17	451,726	Acquire Friction Measuring Equipment, Rehabilitate Runway, Rehabilitate Runway Lighting
Superior	Mineral County	General Aviation	7	77,425	Rehabilitate Runway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Twin Bridges	Twin Bridges	General Aviation	8	65,550	Conduct Environmental Study, Update Airport Master Plan Study
Wolf Point	L M Clayton	General Aviation	8	4,176,969	Rehabilitate Runway
Wolf Point	L M Clayton	General Aviation	9	95,000	Wildlife Hazard Assessments
Wolf Point	L M Clayton	General Aviation	10	601,791	Acquire Friction Measuring Equipment, Rehabilitate Apron, Rehabilitate Taxiway
<b>Montana Total</b>				<b>\$38,848,975</b>	
<b>Nebraska</b>					
Atkinson	Stuart-Atkinson Municipal	General Aviation	5	\$1,877,000	Rehabilitate Runway
Aurora	Aurora Municipal - Al Potter Field	General Aviation	8	421,339	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Bassett	Rock County	General Aviation	9	608,845	Construct Building, Remove Obstructions
Beatrice	Beatrice Municipal	General Aviation	14	474,879	Rehabilitate Runway
Blair	Blair Municipal	General Aviation	10	256,500	Acquire Miscellaneous Land
Burwell	Cram Field	General Aviation	4	84,170	Acquire Land for Development
Central City	Central City Municipal - Larry Reineke Field	General Aviation	3	91,200	Construct Taxiway
Chadron	Chadron Municipal	General Aviation	11	28,500	Wildlife Hazard Assessments
Columbus	Columbus Municipal	General Aviation	7	242,250	Update Airport Master Plan Study
David City	David City Municipal	General Aviation	7	175,000	Install Airport Beacons, Install Runway Vertical/Visual Guidance System
Fairbury	Fairbury Municipal	General Aviation	9	184,300	Update Airport Master Plan Study
Falls City	Brenner Field	General Aviation	7	38,950	Acquire Miscellaneous Land
Fremont	Fremont Municipal	General Aviation	10	3,654,240	Rehabilitate Runway
Grand Island	Central Nebraska Regional	Commercial Service	32	379,385	Rehabilitate Taxiway
Grand Island	Central Nebraska Regional	Commercial Service	33	23,750	Wildlife Hazard Assessments
Hastings	Hastings Municipal	General Aviation	12	434,000	Construct Fuel Farm
Hebron	Hebron Municipal	General Aviation	6	92,150	Acquire Miscellaneous Land
Holdrege	Brewster Field	General Aviation	8	584,342	Construct Building
Imperial	Imperial Municipal	General Aviation	9	276,000	Construct Fuel Farm
Kearney	Kearney Regional	Primary	24	44,852	Acquire Easement for Approaches
Kimball	Kimball Municipal/Robert E Arraj Field	General Aviation	6	1,666,758	Construct Taxiway
Lincoln	Lincoln	Primary	42	1,334,351	Construct Taxiway, Rehabilitate Taxiway
Lincoln	Lincoln	Primary	43	217,400	Acquire Emergency Generator
Lincoln	State of Nebraska	System Plan	16	109,250	Update State System Plan Study
Lincoln	State of Nebraska	System Plan	17	40,604	Update State System Plan Study
Lincoln	State of Nebraska	System Plan	18	133,000	Conduct Aeronautical Survey for WAAS Approach

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Loup City	Loup City Municipal	General Aviation	4	1,473,557	Rehabilitate Runway
Nebraska City	Nebraska City Municipal	General Aviation	12	38,950	Construct Taxiway
Norfolk	Karl Stefan Memorial	General Aviation	17	1,500,000	Rehabilitate Runway
North Platte	North Platte Regional Airport Lee Bird Field	Primary	26	3,242,859	Rehabilitate Runway
O'Neill	The O'Neill Municipal-John L Baker Field	General Aviation	8	2,286,568	Construct Runway, Rehabilitate Apron, Rehabilitate Taxiway
Ogallala	Searle Field	General Aviation	7	110,468	Construct Building
Omaha	Eppley Airfield	Primary	54	6,225,000	Rehabilitate Taxiway
Omaha	Eppley Airfield	Primary	55	6,307,500	Rehabilitate Taxiway
Omaha	Eppley Airfield	Primary	56	8,190,000	Rehabilitate Taxiway
Omaha	Millard	Reliever	7	408,500	Rehabilitate Runway
Pender	Pender Municipal	General Aviation	7	456,000	Rehabilitate Taxiway
Rushville	Modisett	General Aviation	4	223,000	Install Runway Vertical/Visual Guidance System
Scottsbluff	Western Nebraska Regional/William B. Heilig Field	Primary	31	715,000	Construct Snow Removal Equipment Building
Scottsbluff	Western Nebraska Regional/William B. Heilig Field	Primary	32	1,009,497	Acquire Snow Removal Equipment
Sidney	Sidney Municipal/Lloyd W. Carr Field	General Aviation	4	4,139,900	Rehabilitate Runway
Superior	Superior Municipal	General Aviation	4	1,941,000	Install Taxiway Lighting, Rehabilitate Runway
Valentine	Miller Field	General Aviation	7	200,450	Update Airport Master Plan Study
Wahoo	Wahoo Municipal	General Aviation	8	41,202	Acquire Snow Removal Equipment
Wahoo	Wahoo Municipal	General Aviation	9	135,606	Install Weather Reporting Equipment
Wayne	Wayne Municipal	General Aviation	12	4,090,000	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
York	York Municipal	General Aviation	11	268,000	Install Runway Lighting, Install Runway Vertical/Visual Guidance System
<b>Nebraska Total</b>				<b>\$56,476,072</b>	
<b>Nevada</b>					
Alamo	Alamo Landing Field	General Aviation	4	\$400,000	Construct Runway, Construct Taxiway
Boulder City	Boulder City Municipal	Primary	17	970,437	Improve RSA, Rehabilitate Runway
Carson City	Carson	Reliever	19	34,200	Conduct Environmental Study
Carson City	Carson	Reliever	20	1,694,338	Construct Taxiway
Elko	Elko Regional	Primary	38	580,477	Improve RSA
Elko	Elko Regional	Primary	39	403,750	Rehabilitate Runway, Rehabilitate Runway Lighting
Fallon	Fallon Municipal	General Aviation	11	1,693,850	Rehabilitate Runway, Rehabilitate Runway Lighting
Las Vegas	Henderson Executive	Reliever	23	1,434,668	Acquire Land for Development
Las Vegas	McCarran International	Primary	73	11,632,903	Rehabilitate Apron
Las Vegas	McCarran International	Primary	74	1,077,019	Acquire Land for Approaches
Las Vegas	McCarran International	Primary	75	2,812,500	Acquire Land for Approaches
Las Vegas	North Las Vegas	Primary	29	919,343	Install Airfield Guidance Signs, Rehabilitate Taxiway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Las Vegas	North Las Vegas	Primary	30	1,477,461	Rehabilitate Apron
Owyhee	Owyhee	General Aviation	6	3,646,769	Construct Access Road, Construct Apron, Construct Runway, Construct Taxiway
Reno	Reno/Stead	Reliever	29	3,494,324	Improve RSA
Reno	Reno/Tahoe International	Primary	87	5,838,585	Rehabilitate Apron
Reno	Reno/Tahoe International	Primary	88	6,000,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Silver Springs	Silver Springs	General Aviation	13	80,750	Conduct Miscellaneous Study
Tonopah	Tonopah	General Aviation	11	95,000	Update Airport Master Plan Study
Winnemucca	Winnemucca Municipal	General Aviation	15	28,500	Conduct Environmental Study, Update Miscellaneous Study
<b>Nevada Total</b>				<b>\$44,314,874</b>	
<b>New Hampshire</b>					
Concord	New Hampshire SBGP	System Plan	8	\$1,512,446	Nonprimary Development Projects in SBGP
Concord	New Hampshire SBGP	System Plan	9	885,005	Nonprimary Development Projects in SBGP
Concord	New Hampshire SBGP	System Plan	10	3,143,085	Nonprimary Development Projects in SBGP
Lebanon	Lebanon Municipal	Commercial Service	44	66,500	Update Miscellaneous Study
Manchester	Manchester	Primary	79	1,100,998	Construct Deicing Containment Facility, Install Runway Sensors
Manchester	Manchester	Primary	80	647,900	Conduct Environmental Study
Manchester	Manchester	Primary	81	2,156,976	Acquire Snow Removal Equipment, Modify ARFF Building
Manchester	Manchester	Primary	82	675,000	Collect Airport Data for Airports Geographic Information System
Manchester	Manchester	Primary	83	1,793,413	Acquire Snow Removal Equipment, Remove Obstructions, Wildlife Hazard Assessments
Portsmouth	Portsmouth International at Pease	Primary	45	30,590	Acquire Friction Measuring Equipment, Acquire Snow Removal Equipment
Portsmouth	Portsmouth International at Pease	Primary	46	735,300	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Portsmouth	Portsmouth International at Pease	Primary	47	75,430	Install Perimeter Fencing
Portsmouth	Portsmouth International at Pease	Primary	48	576,166	Install Perimeter Fencing
<b>New Hampshire Total</b>				<b>\$13,398,809</b>	
<b>New Jersey</b>					
Atlantic City	Atlantic City International	Primary	79	\$324,097	Update Airport Master Plan Study
Atlantic City	Atlantic City International	Primary	80	153,837	Environmental Mitigation
Bedminster	Somerset	Reliever	10	139,872	Remove Obstructions
Caldwell	Essex County	Reliever	32	551,000	Remove Obstructions
Hammonton	Hammonton Municipal	General Aviation	17	649,685	Rehabilitate Runway
Lakewood	Lakewood	General Aviation	11	52,447	Conduct Environmental Study
Lakewood	Lakewood	General Aviation	12	25,887	Install Perimeter Fencing
Lincoln Park	Lincoln Park	Reliever	8	120,650	Conduct Miscellaneous Study
Linden	Linden	Reliever	14	190,000	Update Airport Master Plan Study
Millville	Millville Municipal	General Aviation	31	310,015	Update Airport Master Plan Study

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Millville	Millville Municipal	General Aviation	32	1,920,545	Construct Taxiway, Rehabilitate Taxiway
Morristown	Morristown Municipal	Reliever	43	3,088,266	Install Airfield Guidance Signs, Rehabilitate Taxiway
Newark	Newark Liberty International	Primary	124	4,219,283	Rehabilitate Runway
Newark	Newark Liberty International	Primary	125	18,803,594	Noise Mitigation Measures for Public Buildings
Newark	Newark Liberty International	Primary	126	1,961,100	Rehabilitate Taxiway
Newark	Newark Liberty International	Primary	127	191,157	Identify the Airport's Environmental Footprint
Newark	Newark Liberty International	Primary	128	1,646,515	Widen Taxiway
Ocean City	Ocean City Municipal	General Aviation	16	66,856	Rehabilitate Runway
Ocean City	Ocean City Municipal	General Aviation	17	665,974	Install Airfield Guidance Signs, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Teterboro	Teterboro	Reliever	45	2,995,193	Improve RSA
Teterboro	Teterboro	Reliever	46	109,711	Identify the Airport's Environmental Footprint
Toms River	Robert J. Miller Air Park	General Aviation	21	1,589,350	Install Airfield Guidance Signs, Rehabilitate Taxiway Lighting
Trenton	Trenton Mercer	General Aviation	37	3,092,337	Rehabilitate Taxiway
West Milford	Greenwood Lake	General Aviation	7	272,175	Rehabilitate Runway, Rehabilitate Taxiway
Wildwood	Cape May County	General Aviation	29	357,675	Update Airport Master Plan Study
Wildwood	Cape May County	General Aviation	30	904,949	Rehabilitate Taxiway
<b>New Jersey Total</b>				<b>\$44,402,170</b>	
<b>New Mexico</b>					
Alamogordo	Alamogordo-White Sands Regional	General Aviation	18	\$218,936	Improve Airport Drainage
Albuquerque	Albuquerque International Sunport	Primary	35	2,745,364	Rehabilitate Taxiway Lighting
Albuquerque	Albuquerque International Sunport	Primary	36	81,307	Wildlife Hazard Assessments
Albuquerque	Albuquerque International Sunport	Primary	37	2,441,597	VALE Infrastructure
Albuquerque	Double Eagle II	Reliever	16	326,936	Rehabilitate Runway Lighting
Albuquerque	State of New Mexico	System Plan	9	180,000	Conduct State System Plan Study
Angel Fire	Angel Fire	General Aviation	17	281,634	Improve Airport Drainage, Rehabilitate Apron, Rehabilitate Runway
Artesia	Artesia Municipal	General Aviation	12	129,736	Update Airport Master Plan Study
Aztec	Aztec Municipal	General Aviation	3	1,703,616	Rehabilitate Runway
Belen	Alexander Municipal	General Aviation	10	84,753	Rehabilitate Apron
Black Rock	New Airport	System Plan	2	247,950	Construct New Airport
Carlsbad	Cavern City Air Terminal	General Aviation	20	222,913	Improve Airport Miscellaneous Improvements, Install Perimeter Fencing
Carlsbad	Cavern City Air Terminal	General Aviation	21	93,389	Wildlife Hazard Assessments

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Clayton	Clayton Municipal Airpark	General Aviation	13	266,616	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Clovis	Clovis Municipal	General Aviation	25	6,293,736	Extend Runway
Clovis	Clovis Municipal	General Aviation	26	94,905	Wildlife Hazard Assessments
Conchas Dam	Conchas Lake	General Aviation	4	113,878	Rehabilitate Runway
Deming	Deming Municipal	General Aviation	14	604,114	Rehabilitate Runway
Dulce	Jicarilla Apache Nation	General Aviation	12	95,000	Rehabilitate Runway
Espanola	Ohkay Owingeh	General Aviation	6	93,197	Improve RSA, Update Airport Master Plan Study
Farmington	Four Corners Regional	Primary	31	511,000	Acquire Equipment, Acquire Snow Removal Equipment, Construct Building, Rehabilitate Runway Lighting
Farmington	Four Corners Regional	Primary	32	90,062	Wildlife Hazard Assessments
Fort Sumner	Fort Sumner Municipal	General Aviation	8	314,084	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Gallup	Gallup Municipal	Commercial Service	22	214,500	Improve Airport Drainage
Grants	Grants-Milan Municipal	General Aviation	12	212,847	Install Weather Reporting Equipment
Hatch	Hatch Municipal	General Aviation	6	146,707	Rehabilitate Runway
Las Cruces	Las Cruces International	General Aviation	24	213,648	Install Weather Reporting Equipment
Las Cruces	Las Cruces International	General Aviation	25	79,714	Wildlife Hazard Assessments
Lordsburg	Lordsburg Municipal	General Aviation	11	204,500	Install Weather Reporting Equipment
Los Alamos	Los Alamos	General Aviation	7	4,419,544	Extend Runway, Rehabilitate Runway
Moriarty	Moriarty	General Aviation	10	506,917	Construct Taxiway
Portales	Portales Municipal	General Aviation	14	482,574	Rehabilitate Runway Lighting
Questa	Questa Municipal Nr 2	General Aviation	7	539,119	Install Runway Vertical/Visual Guidance System, Install Weather Reporting Equipment
Roswell	Roswell International Air Center	Primary	24	851,111	Improve Terminal Building, Install Airport Beacons, Rehabilitate Taxiway, Wildlife Hazard Assessments
Ruidoso	Sierra Blanca Regional	General Aviation	20	111,076	Install Airfield Guidance Signs, Wildlife Hazard Assessments
Santa Fe	Santa Fe Municipal	General Aviation	33	776,000	Rehabilitate Apron
Santa Fe	Santa Fe Municipal	General Aviation	34	450,000	Rehabilitate Runway, Rehabilitate Taxiway
Santa Fe	Santa Fe Municipal	General Aviation	35	106,400	Wildlife Hazard Assessments
Santa Rosa	Santa Rosa Route 66	General Aviation	9	264,718	Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System, Update Airport Master Plan Study
Santa Teresa	Dona Ana County at Santa Teresa	General Aviation	20	2,522,500	Extend Runway
Silver City	Grant County	Commercial Service	10	137,500	Install Perimeter Fencing
Silver City	Grant County	Commercial Service	11	84,708	Wildlife Hazard Assessments

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Springer	Springer Municipal	General Aviation	4	53,000	Install Runway Lighting
Truth or Consequences	Truth Or Consequences Municipal	General Aviation	12	76,703	Expand Apron
<b>New Mexico Total</b>				<b>\$29,688,509</b>	
<b>New York</b>					
Akron	Akron	Reliever	16	\$42,092	Acquire Land for Development, Construct Runway
Akron	Akron	Reliever	17	146,154	Acquire Land for Development, Remove Obstructions
Albany	Albany International	Primary	107	2,141,800	Acquire ARFF Vehicle, Acquire Snow Removal Equipment
Albany	Albany International	Primary	108	2,545,232	Rehabilitate Apron, Rehabilitate Taxiway
Albany	State of New York	System Plan	9	399,631	Conduct State System Plan Study
Batavia	Genesee County	Reliever	24	419,900	Construct Taxiway
Batavia	Genesee County	Reliever	25	608,960	Acquire Land for Approaches
Batavia	Genesee County	Reliever	26	89,300	Construct Apron
Bayport	Bayport Aerodrome	General Aviation	11	40,133	Install Perimeter Fencing
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	59	3,816,350	Rehabilitate Apron
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	60	760,000	Improve RSA
Buffalo	Buffalo Airfield	Reliever	21	892,913	Acquire Land for Development, Rehabilitate Apron, Rehabilitate Taxiway
Buffalo	Buffalo Niagara International	Primary	70	1,128,105	Update Airport Master Plan Study
Buffalo	Buffalo Niagara International	Primary	71	4,616,639	Noise Mitigation Measures for Public Buildings, Noise Mitigation Measures for Residences Within 65 - 69 DNL
Buffalo	Buffalo Niagara International	Primary	72	192,365	Rehabilitate Taxiway
Buffalo	Buffalo Niagara International	Primary	73	117,000	Rehabilitate Access Road
Buffalo	Buffalo Niagara International	Primary	74	59,981	Wildlife Hazard Assessments
Buffalo	Buffalo Niagara International	Primary	75	463,560	Rehabilitate Runway Lighting
Canandaigua	Canandaigua	Reliever	26	361,950	Extend Runway
Corning	Corning-Painted Post	General Aviation	14	35,150	Construct Snow Removal Equipment Building
Corning	Corning-Painted Post	General Aviation	15	290,605	Construct Snow Removal Equipment Building
Cortland	Cortland County-Chase Field	General Aviation	16	693,500	Remove Obstructions
Cortland	Cortland County-Chase Field	General Aviation	17	75,050	Remove Obstructions
Dansville	Dansville Municipal	General Aviation	19	183,350	Conduct Environmental Study
Dansville	Dansville Municipal	General Aviation	20	189,050	Rehabilitate Runway, Rehabilitate Taxiway
Dunkirk	Chautauqua County/Dunkirk	General Aviation	42	115,900	Acquire Land for Approaches
Dunkirk	Chautauqua County/Dunkirk	General Aviation	43	302,005	Extend Runway
East Moriches	Spadaro	Reliever	13	84,383	Remove Obstructions
Ellenville	Joseph Y Resnick	General Aviation	27	54,340	Construct Apron

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Ellenville	Joseph Y Resnick	General Aviation	28	133,190	Update Airport Master Plan Study
Elmira/Corning	Elmira/Corning Regional	Primary	54	3,619,696	Extend Runway, Rehabilitate Apron
Elmira/Corning	Elmira/Corning Regional	Primary	55	688,750	Extend Runway
Endicott	Tri-Cities	General Aviation	18	670,045	Rehabilitate Taxiway
Endicott	Tri-Cities	General Aviation	19	128,250	Rehabilitate Apron
Fishers Island	Elizabeth Field	General Aviation	18	214,700	Rehabilitate Runway
Fulton	Oswego County	General Aviation	34	3,579,600	Rehabilitate Runway
Fulton	Oswego County	General Aviation	35	49,400	Remove Obstructions
Glens Falls	Floyd Bennett Memorial	General Aviation	44	646,000	Acquire ARFF Vehicle
Glens Falls	Floyd Bennett Memorial	General Aviation	45	95,000	Improve RSA, Install Runway Vertical/Visual Guidance System, Runway Incursion Markings
Glens Falls	Floyd Bennett Memorial	General Aviation	46	427,986	Acquire Snow Removal Equipment, Expand ARFF Building, Install Runway Sensors
Hamilton	Hamilton Municipal	General Aviation	18	47,816	Expand Apron
Hornell	Hornell Municipal	General Aviation	18	365,940	Expand Apron
Hudson	Columbia County	General Aviation	27	454,100	Install Weather Reporting Equipment, Rehabilitate Apron
Hudson	Columbia County	General Aviation	28	458,850	Rehabilitate Apron
Hudson	Columbia County	General Aviation	29	64,600	Remove Obstructions
Islip	Long Island MacArthur	Primary	81	289,465	Construct Deicing Containment Facility
Islip	Long Island MacArthur	Primary	82	576,443	Construct Taxiway
Islip	Long Island MacArthur	Primary	83	876,913	Update Airport Master Plan Study
Ithaca	Ithaca Tompkins Regional	Primary	53	242,250	Expand Apron, Light Obstructions
Ithaca	Ithaca Tompkins Regional	Primary	54	100,000	Wildlife Hazard Assessments
Jamestown	Chautauqua County/Jamestown	Commercial Service	38	25,000	Acquire Friction Measuring Equipment, Install Airfield Guidance Signs
Jamestown	Chautauqua County/Jamestown	Commercial Service	39	296,400	Acquire Snow Removal Equipment
Kingston	Kingston-Ulster	Reliever	19	62,944	Acquire Land for Development, Rehabilitate Runway
Kingston	Kingston-Ulster	Reliever	20	98,873	Acquire Land for Development, Remove Obstructions
Le Roy	Le Roy	Reliever	22	39,364	Acquire Land for Development, Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment
Malone	Malone-Dufort	General Aviation	23	190,000	Construct Taxiway, Rehabilitate Runway
Malone	Malone-Dufort	General Aviation	24	59,850	Construct Runway
Massena	Massena International-Richards Field	General Aviation	49	87,400	Security Enhancements
Massena	Massena International-Richards Field	General Aviation	50	85,500	Wildlife Hazard Assessments
Massena	Massena International-Richards Field	General Aviation	51	147,250	Remove Obstructions
Massena	Massena International-Richards Field	General Aviation	52	776,000	Security Enhancements

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Middletown	Randall	Reliever	26	192,073	Acquire Land for Development, Improve RSA
Millbrook	Sky Acres	Reliever	22	285,281	Rehabilitate Runway Lighting
Montgomery	Orange County	General Aviation	33	1,619,370	Construct Runway
Monticello	Sullivan County International	General Aviation	26	64,030	Construct ARFF Building
Monticello	Sullivan County International	General Aviation	27	60,990	Wildlife Hazard Assessments
Monticello	Sullivan County International	General Aviation	28	1,260,325	Rehabilitate Apron
New York	John F Kennedy International	Primary	169	14,800,000	Construct Taxiway
New York	John F Kennedy International	Primary	170	4,361,505	Rehabilitate Taxiway
New York	John F Kennedy International	Primary	171	5,310,447	Rehabilitate Taxiway
New York	La Guardia	Primary	132	2,824,698	Security Enhancements
New York	La Guardia	Primary	134	1,545,300	Security Enhancements
Newburgh	Stewart International	Primary	66	2,921,929	Improve Airport Miscellaneous Improvements
Newburgh	Stewart International	Primary	67	2,857,512	Rehabilitate Taxiway Lighting
Niagara Falls	Niagara Falls International	Reliever	33	67,731	Wildlife Hazard Assessments
Niagara Falls	Niagara Falls International	Reliever	34	76,057	Remove Obstructions
Niagara Falls	Niagara Falls International	Reliever	35	214,852	Construct Terminal Building
Niagara Falls	Niagara Falls International	Reliever	36	818,399	Improve Terminal Building
Niagara Falls	Niagara Falls International	Reliever	37	14,037,797	Improve RSA
North Babylon	Republic	Reliever	40	4,370,000	Acquire Land for Approaches
North Babylon	Republic	Reliever	41	88,676	Wildlife Hazard Assessments
North Babylon	Republic	Reliever	42	3,009,128	Improve RSA
North Babylon	Republic	Reliever	43	545,671	Acquire ARFF Vehicle
Norwich	Lt Warren Eaton	General Aviation	26	308,750	Construct Taxiway
Norwich	Lt Warren Eaton	General Aviation	27	154,850	Remove Obstructions
Norwich	Lt Warren Eaton	General Aviation	28	131,100	Rehabilitate Runway
Norwich	Lt Warren Eaton	General Aviation	29	42,750	Widen Runway
Ogdensburg	Ogdensburg International	General Aviation	38	162,450	Remove Obstructions
Ogdensburg	Ogdensburg International	General Aviation	39	950,000	Rehabilitate Taxiway
Olean	Cattaraugus County-Olean	General Aviation	13	178,600	Remove Obstructions
Olean	Cattaraugus County-Olean	General Aviation	14	205,200	Acquire Snow Removal Equipment, Install Taxiway Lighting, Install Weather Reporting Equipment
Penn Yan	Penn Yan	General Aviation	26	40,660	Construct Snow Removal Equipment Building
Penn Yan	Penn Yan	General Aviation	27	433,485	Construct Snow Removal Equipment Building
Perry	Perry-Warsaw	General Aviation	22	161,500	Update Airport Master Plan Study
Perry	Perry-Warsaw	General Aviation	23	84,550	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Plattsburgh	Plattsburgh International	Primary	31	503,500	Modify Building, Security Enhancements
Plattsburgh	Plattsburgh International	Primary	32	152,000	Conduct Miscellaneous Study
Plattsburgh	Plattsburgh International	Primary	33	2,460,500	Construct Utilities [MAP]

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Plattsburgh	Plattsburgh International	Primary	34	1,189,400	Improve Building
Plattsburgh	Plattsburgh International	Primary	35	583,300	Security Enhancements
Potsdam	Potsdam Municipal/Damon Field	General Aviation	24	194,750	Remove Obstructions
Potsdam	Potsdam Municipal/Damon Field	General Aviation	25	62,700	Rehabilitate Taxiway
Poughkeepsie	Dutchess County	General Aviation	33	147,250	Rehabilitate Taxiway
Poughkeepsie	Dutchess County	General Aviation	34	123,500	Remove Obstructions
Poughkeepsie	Dutchess County	General Aviation	35	624,150	Acquire ARFF Vehicle
Rochester	Greater Rochester International	Primary	69	2,645,364	Extend RSA
Rochester	Greater Rochester International	Primary	70	2,670,990	Rehabilitate Taxiway
Rochester	Greater Rochester International	Primary	71	4,273,724	Extend Runway
Rome	Griffiss International	General Aviation	24	190,000	Rehabilitate Taxiway
Rome	Griffiss International	General Aviation	25	95,000	Rehabilitate Building
Rome	Griffiss International	General Aviation	26	2,302,265	Rehabilitate Building
Rome	Griffiss International	General Aviation	27	118,750	Improve Airport Drainage
Saranac Lake	Adirondack Regional	Commercial Service	48	257,372	Acquire Snow Removal Equipment
Saranac Lake	Adirondack Regional	Commercial Service	49	61,750	Wildlife Hazard Assessments
Saranac Lake	Adirondack Regional	Commercial Service	50	190,000	Expand ARFF Building, Improve Airport Drainage
Saratoga Springs	Saratoga County	General Aviation	25	659,567	Remove Obstructions
Schenectady	Schenectady County	Reliever	45	46,182	Remove Obstructions
Seneca Falls	Finger Lakes Regional	General Aviation	19	190,000	Update Airport Master Plan Study
Seneca Falls	Finger Lakes Regional	General Aviation	20	1,240,808	Rehabilitate Runway
Shirley	Brookhaven	Reliever	26	353,235	Remove Obstructions
Sodus	Williamson-Sodus	Reliever	24	111,340	Update Airport Master Plan Study
Syracuse	Syracuse Hancock International	Primary	113	3,975,750	Rehabilitate Runway
Syracuse	Syracuse Hancock International	Primary	114	1,581,750	Security Enhancements
Syracuse	Syracuse Hancock International	Primary	115	620,000	Acquire ARFF Vehicle
Syracuse	Syracuse Hancock International	Primary	116	289,750	Rehabilitate Apron
Syracuse	Syracuse Hancock International	Primary	117	116,850	Remove Obstructions
Ticonderoga	Ticonderoga Municipal	General Aviation	19	143,038	Construct Fuel Farm, Improve Airport Drainage, Install Airfield Guidance Signs, Rehabilitate Access Road
Watertown	Watertown International	General Aviation	32	109,962	Modify ARFF Building
Watertown	Watertown International	General Aviation	33	4,885,421	Extend Runway
Watertown	Watertown International	General Aviation	34	191,425	Rehabilitate Taxiway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Wellsville	Wellsville Municipal Airport, Tarantine Field	General Aviation	24	166,250	Update Airport Master Plan Study
Westhampton Beach	Francis S Gabreski	General Aviation	15	2,965,050	Rehabilitate Runway
White Plains	Westchester County	Primary	101	2,011,646	Rehabilitate Taxiway
White Plains	Westchester County	Primary	102	196,632	Improve RSA
<b>New York Total</b>				<b>\$139,349,560</b>	
<b>North Carolina</b>					
Asheville	Asheville Regional	Primary	37	\$902,490	Modify Terminal Building
Asheville	Asheville Regional	Primary	38	1,389,870	Modify Terminal Building
Charlotte	Charlotte/Douglas International	Primary	61	17,302,493	Construct Runway
Charlotte	Charlotte/Douglas International	Primary	62	5,246,089	Construct Runway
Charlotte	Charlotte/Douglas International	Primary	63	3,434,194	Extend Taxiway
Fayetteville	Fayetteville Regional/Grannis Field	Primary	37	5,936,904	Rehabilitate Apron, Rehabilitate Taxiway
Greensboro	Piedmont Triad International	Primary	60	8,261,293	Construct Runway
Greensboro	Piedmont Triad International	Primary	61	500,000	Acquire Land for Noise Compatibility Within 65 - 69 DNL, Install Noise Monitoring System, Noise Mitigation Measures for Residences Within 65 - 69 DNL
Greensboro	Piedmont Triad International	Primary	62	2,206,012	Construct Runway
Greenville	Pitt-Greenville	Primary	34	500,000	Improve Terminal Building
Greenville	Pitt-Greenville	Primary	35	500,000	Conduct Environmental Study, Improve Airport Drainage, Improve RSA, Improve Terminal Building
Jacksonville	Albert J Ellis	Primary	31	1,653,216	Construct Terminal Building, Improve Utilities
New Bern	Coastal Carolina Regional	Primary	32	1,317,131	Acquire Land for Development, Improve Airport Miscellaneous Improvements, Improve RSA, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Raleigh	North Carolina SBGP	System Plan	39	10,760,950	Nonprimary Development Projects in SBGP
Raleigh	North Carolina SBGP	System Plan	40	11,079,119	Nonprimary Development Projects in SBGP
Raleigh	Raleigh-Durham International	Primary	40	1,206,483	Rehabilitate Runway
Wilmington	Wilmington International	Primary	43	2,838,703	Acquire ARFF Vehicle, Improve Airport Drainage, Install Guidance Signs, Rehabilitate Access Road, Rehabilitate Taxiway
<b>North Carolina Total</b>				<b>\$75,034,947</b>	
<b>North Dakota</b>					
Beach	Beach	General Aviation	7	\$48,605	Construct Building
Bismarck	Bismarck Municipal	Primary	43	852,813	Construct Taxiway
Bismarck	Bismarck Municipal	Primary	44	342,228	Construct Taxiway
Bismarck	Bismarck Municipal	Primary	45	510,585	Environmental Mitigation, Rehabilitate Apron
Bismarck	Bismarck Municipal	Primary	46	6,042,833	Rehabilitate Apron
Bismarck	State of North Dakota	System Plan	9	200,000	Update Miscellaneous Study

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Bismarck	Various Locations in North Dakota	System Plan	5	662,779	Rehabilitate Runway
Bottineau	Bottineau Municipal	General Aviation	9	190,654	Construct Building, Construct Taxiway
Casselton	Casselton Robert Miller Regional	General Aviation	18	1,057,500	Construct Access Road, Construct Building, Construct Taxiway
Cavalier	Cavalier Municipal	General Aviation	9	221,350	Construct Fuel Farm, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Devils Lake	Devils Lake Regional	Commercial Service	28	153,812	Construct Terminal Building, Extend Runway, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Dickinson	Dickinson - Theodore Roosevelt Regional	Commercial Service	24	532,409	Expand Terminal Building
Dickinson	Dickinson - Theodore Roosevelt Regional	Commercial Service	26	217,591	Expand Terminal Building
Edgeley	Edgeley Municipal	General Aviation	10	352,996	Acquire Snow Removal Equipment, Construct Fuel Farm, Expand Apron, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Ellendale	Ellendale Municipal	General Aviation	6	140,600	Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Update Airport Master Plan Study
Fargo	Hector International	Primary	37	490,200	Rehabilitate Taxiway
Fargo	Hector International	Primary	38	3,201,922	Rehabilitate Taxiway
Fort Yates	Standing Rock	General Aviation	7	332,500	Improve Access Road
Garrison	Garrison Municipal	General Aviation	7	99,337	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Update Airport Master Plan Study
Garrison	Garrison Municipal	General Aviation	8	112,425	Construct Building
Grafton	Hutson Field	General Aviation	7	108,967	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Grand Forks	Grand Forks International	Primary	38	263,910	Construct Access Road
Grand Forks	Grand Forks International	Primary	39	3,133,080	Construct Access Road, Construct Terminal Building
Grand Forks	Grand Forks International	Primary	40	625,000	Collect Airport Data for Airports Geographic Information System
Gwinner	Gwinner-Roger Melroe Field	General Aviation	9	294,999	Construct Access Road, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Gwinner	Gwinner-Roger Melroe Field	General Aviation	10	80,750	Rehabilitate Runway
Harvey	Harvey Municipal	General Aviation	8	36,000	Construct Building, Improve Terminal Building
Hazen	Mercer County Regional	General Aviation	9	138,400	Acquire Snow Removal Equipment
Hettinger	Hettinger Municipal	General Aviation	10	54,384	Construct Building
Jamestown	Jamestown Regional	Commercial Service	31	95,000	Install Miscellaneous NAVAIDS, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Jamestown	Jamestown Regional	Commercial Service	32	1,142,531	Construct Access Road, Expand Terminal Building
Kenmare	Kenmare Municipal	General Aviation	9	81,413	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Kindred	Hamry Field	General Aviation	11	60,000	Improve Access Road, Rehabilitate Runway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Linton	Linton Municipal	General Aviation	10	180,008	Construct Taxiway, Expand Apron, Improve Access Road, Improve Fuel Farm, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Lisbon	Lisbon Municipal	General Aviation	9	150,000	Acquire Snow Removal Equipment
Mandan	Mandan Municipal	General Aviation	14	44,650	Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Mandan	Mandan Municipal	General Aviation	15	190,000	Acquire Snow Removal Equipment, Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Mandan	Mandan Municipal	General Aviation	16	267,900	Rehabilitate Runway
Minot	Minot International	Primary	40	250,048	Improve Terminal Building, Rehabilitate Taxiway
Minot	Minot International	Primary	41	200,000	Construct Snow Removal Equipment Building, Expand ARFF Building
Mohall	Mohall Municipal	General Aviation	7	1,202,253	Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Mott	Mott Municipal	General Aviation	9	43,089	Install Runway Vertical/Visual Guidance System
Oakes	Oakes Municipal	General Aviation	8	85,638	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Park River	Park River - W C Skjerven Field	General Aviation	7	1,157,220	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Parshall	Parshall-Hankins	General Aviation	7	222,300	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Portland	New	System Plan	3	180,000	Conduct Environmental Study
Rolla	Rolla Municipal	General Aviation	7	64,274	Expand Apron, Improve Access Road, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Stanley	Stanley Municipal	General Aviation	8	83,600	Expand Apron, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Update Airport Master Plan Study
Valley City	Barnes County Municipal	General Aviation	11	2,243,000	Rehabilitate Runway, Rehabilitate Taxiway
Wahpeton	Harry Stern	General Aviation	15	875,132	Improve Airport Drainage
Walhalla	Walhalla Municipal	General Aviation	5	290,554	Rehabilitate Taxiway
Washburn	Washburn Municipal	General Aviation	11	266,021	Construct Terminal Building
Watford City	Watford City Municipal	General Aviation	11	97,086	Construct Taxiway, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Williston	Sloulin Field International	Primary	32	1,017,736	Conduct Environmental Study, Construct Apron, Install Airport Beacons, Install Miscellaneous NAVAIDS, Rehabilitate Runway, Rehabilitate Runway Lighting
<b>North Dakota Total</b>				<b>\$30,988,082</b>	
<b>Northern Mariana Islands</b>					
Saipan	Francisco C. Ada/Saipan International	Primary	64	\$1,000,000	Rehabilitate Runway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Saipan	Francisco C. Ada/Saipan International	Primary	65	1,536,634	Improve Terminal Building
Saipan	Francisco C. Ada/Saipan International	Primary	66	258,476	Rehabilitate Taxiway
Saipan	Francisco C. Ada/Saipan International	Primary	67	1,266,332	Improve Terminal Building
Saipan	Francisco C. Ada/Saipan International	Primary	68	1,000,000	Construct ARFF Training Facility
Saipan	Francisco C. Ada/Saipan International	Primary	69	4,800,000	Construct ARFF Training Facility
<b>Northern Mariana Islands Total</b>				<b>\$9,861,442</b>	
<b>Ohio</b>					
Akron	Akron-Canton Regional	Primary	52	\$16,625,000	Extend Runway
Akron	Akron-Canton Regional	Primary	53	687,828	Construct ARFF Building
Akron	Akron-Canton Regional	Primary	54	651,985	Acquire Snow Removal Equipment, Modify Terminal Building
Ashland	Ashland County	General Aviation	9	41,360	Rehabilitate Taxiway
Ashland	Ashland County	General Aviation	10	463,412	Rehabilitate Taxiway
Athens	Ohio University Snyder Field	General Aviation	17	58,173	Improve RSA
Barnesville	Barnesville-Bradfield	General Aviation	8	117,877	Conduct Miscellaneous Study, Rehabilitate Runway, Rehabilitate Runway Lighting
Bluffton	Bluffton	General Aviation	11	66,500	Acquire Land for Development
Bowling Green	Wood County	General Aviation	22	144,558	Construct Snow Removal Equipment Building, Construct Terminal Building
Bryan	Williams County	General Aviation	7	59,866	Construct Apron, Rehabilitate Runway
Bucyrus	Port Bucyrus-Crawford County	General Aviation	6	235,424	Rehabilitate Runway, Rehabilitate Taxiway
Cadiz	Harrison County	General Aviation	10	23,040	Acquire Snow Removal Equipment
Cambridge	Cambridge Municipal	General Aviation	10	75,064	Acquire Snow Removal Equipment, Install Runway Vertical/Visual Guidance System, Remove Obstructions
Carrollton	Carroll County-Tolson	General Aviation	8	47,120	Improve Airport Drainage, Improve RSA
Chesapeake	Lawrence County Airpark	General Aviation	5	24,225	Rehabilitate Runway Lighting
Chillicothe	Ross County	General Aviation	13	40,470	Rehabilitate Runway Lighting, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Cleveland	Burke Lakefront	Reliever	7	146,249	Update Airport Master Plan Study
Cleveland	Cleveland-Hopkins International	Primary	94	14,400,991	Construct Runway, Extend Runway
Cleveland	Cleveland-Hopkins International	Primary	95	1,186,099	Construct Runway
Cleveland	Cleveland-Hopkins International	Primary	96	16,696,979	Improve RSA
Cleveland	Cuyahoga County	Reliever	21	901,962	Rehabilitate Apron, Rehabilitate Taxiway
Cleveland	Cuyahoga County	Reliever	22	150,000	Rehabilitate Apron, Update Airport Master Plan Study
Columbus	Bolton Field	Reliever	21	133,150	Update Airport Master Plan Study
Columbus	Ohio State University	Reliever	27	100,000	SMS Program
Columbus	Port Columbus International	Primary	73	11,169,262	Construct Runway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Columbus	Port Columbus International	Primary	74	1,339,260	Construct Runway
Coshocton	Richard Downing	General Aviation	16	320,600	Extend Runway, Extend Taxiway, Update Airport Master Plan Study
Dayton	Dayton-Wright Brothers	Reliever	12	88,350	Improve Airport Drainage, Update Airport Master Plan Study
Dayton	James M Cox Dayton International	Primary	73	4,445,307	Install Guidance Signs, Install Runway Lighting, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Defiance	Defiance Memorial	General Aviation	9	644,972	Construct Taxiway
Delaware	Delaware Municipal	General Aviation	17	66,101	Conduct Miscellaneous Study
East Liverpool	Columbiana County	General Aviation	14	827,532	Rehabilitate Runway
Findlay	Findlay	General Aviation	21	132,877	Acquire Snow Removal Equipment
Fostoria	Fostoria Metropolitan	General Aviation	11	148,075	Construct Snow Removal Equipment Building, Rehabilitate Apron
Fremont	Sandusky County Regional	General Aviation	17	861,341	Extend Taxiway
Gallipolis	Gallia-Meigs Regional	General Aviation	9	103,315	Improve Fuel Farm, Improve RSA
Georgetown	Brown County	General Aviation	8	533,521	Expand Apron, Rehabilitate Runway Lighting
Hamilton	Butler County Regional	Reliever	21	150,000	Acquire Land for Development, Install Apron Lighting
Harrison	Cincinnati West	General Aviation	10	194,845	Install Weather Reporting Equipment, Rehabilitate Apron, Rehabilitate Taxiway
Hillsboro	Highland County	General Aviation	8	103,115	Improve Airport Drainage, Light Obstructions, Rehabilitate Runway, Remove Obstructions
Kenton	Hardin County	General Aviation	9	101,427	Rehabilitate Apron, Rehabilitate Runway
Lancaster	Fairfield County	General Aviation	20	1,513,045	Acquire Land for Development, Remove Obstructions
Lebanon	Lebanon-Warren County	General Aviation	12	289,379	Acquire Land for Approaches, Install Perimeter Fencing, Remove Obstructions
Lima	Lima Allen County	General Aviation	13	176,122	Acquire Snow Removal Equipment
London	Madison County	General Aviation	14	63,769	Install Apron Lighting, Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Runway
Mansfield	Mansfield Lahm Regional	General Aviation	25	953,397	Acquire Safety Equipment and/or Fencing, Rehabilitate Taxiway Lighting
Marysville	Union County	General Aviation	18	172,679	Install Perimeter Fencing, Rehabilitate Access Road
Middle Bass	Middle Bass Island	General Aviation	16	130,500	Rehabilitate Runway
Middlefield	Geauga County	General Aviation	14	472,924	Rehabilitate Runway
Middletown	Middletown Regional/Hook Field	General Aviation	11	318,937	Improve Utilities
Millersburg	Holmes County	General Aviation	7	870,499	Extend Runway
Millersburg	Holmes County	General Aviation	8	193,752	Extend Runway
Mount Gilead	Morrow County	General Aviation	8	89,775	Install Runway Vertical/Visual Guidance System, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Napoleon	Henry County	General Aviation	8	137,250	Rehabilitate Apron, Rehabilitate Runway
New Lexington	Perry County	General Aviation	9	68,000	Acquire Miscellaneous Land, Construct Taxiway, Improve Airport Drainage, Rehabilitate Runway, Update Airport Master Plan Study
New Philadelphia	Harry Clever Field	General Aviation	9	257,045	Rehabilitate Apron
Newark	Newark-Heath	General Aviation	24	99,104	Install Perimeter Fencing, Rehabilitate Runway
North Bass Island	North Bass Island	General Aviation	11	136,848	Rehabilitate Runway
Oxford	Miami University	General Aviation	8	59,327	Extend Taxiway, Install Apron Lighting
Port Clinton	Carl R Keller Field	General Aviation	28	66,500	Acquire Snow Removal Equipment
Port Clinton	Carl R Keller Field	General Aviation	29	83,993	Acquire Snow Removal Equipment, Rehabilitate Runway, Rehabilitate Taxiway
Portsmouth	Greater Portsmouth Regional	General Aviation	14	90,658	Improve Airport Drainage, Improve Terminal Building, Install Airport Beacons
Put-in-Bay	Put-in-Bay	General Aviation	17	183,000	Rehabilitate Runway, Update Airport Master Plan Study
Ravenna	Portage County	General Aviation	24	141,000	Acquire Snow Removal Equipment, Update Airport Master Plan Study
Sidney	Sidney Municipal	General Aviation	14	25,512	Rehabilitate Runway
Springfield	Springfield-Beckley Municipal	General Aviation	20	1,075,000	Acquire Land for Approaches
Tiffin	Seneca County	General Aviation	7	275,975	Acquire Land for Approaches
Tiffin	Seneca County	General Aviation	8	609,455	Acquire Land for Approaches
Toledo	Toledo Express	Primary	71	3,095,307	Rehabilitate Runway
Toledo	Toledo Express	Primary	72	200,000	SMS Program
Urbana	Grimes Field	General Aviation	16	82,175	Rehabilitate Apron, Rehabilitate Taxiway, Update Airport Master Plan Study
Van Wert	Van Wert County	General Aviation	12	98,976	Construct Taxiway, Install Runway Vertical/Visual Guidance System
Versailles	Darke County	General Aviation	7	109,762	Rehabilitate Runway
Wadsworth	Wadsworth Municipal	General Aviation	14	368,944	Acquire Land for Development
Walbridge	Metcalf Field	Reliever	21	1,087,780	Rehabilitate Runway
Wapakoneta	Neil Armstrong	General Aviation	14	96,710	Install Runway Vertical/Visual Guidance System
Washington Court House	Fayette County	General Aviation	7	479,373	Expand Apron, Remove Obstructions
Wauseon	Fulton County	General Aviation	9	66,832	Install Perimeter Fencing, Rehabilitate Runway
Wilmington	Clinton Field	General Aviation	7	63,821	Construct Terminal Building, Remove Obstructions
Woodsfield	Monroe County	General Aviation	10	31,035	Construct Snow Removal Equipment Building, Improve Airport Miscellaneous Improvements
Wooster	Wayne County	General Aviation	18	676,941	Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Airport Beacons, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Xenia	Greene County-Lewis A. Jackson Regional	General Aviation	16	391,073	Acquire Snow Removal Equipment, Construct Taxiway, Rehabilitate Taxiway
Youngstown	Youngstown-Warren Regional	Primary	38	487,350	Acquire Friction Measuring Equipment, Acquire Snow Removal Equipment, Expand Snow Removal Equipment Building
Youngstown	Youngstown-Warren Regional	Primary	39	647,747	Construct Taxiway, Expand Snow Removal Equipment Building, Improve Airport Miscellaneous Improvements, Install Guidance Signs
<b>Ohio Total</b>				<b>\$90,844,503</b>	
<b>Oklahoma</b>					
Ada	Ada Municipal	General Aviation	11	\$71,165	Acquire Land for Approaches
Altus	Altus/Quartz Mountain Regional	General Aviation	10	34,200	Acquire Land for Approaches
Alva	Alva Regional	General Aviation	8	1,174,758	Construct Runway
Antlers	Antlers Municipal	General Aviation	4	371,296	Rehabilitate Apron, Rehabilitate Runway
Ardmore	Ardmore Downtown Executive	General Aviation	10	40,897	Rehabilitate Apron
Ardmore	Ardmore Municipal	General Aviation	12	317,300	Improve Airport Drainage, Install Taxiway Lighting
Atoka	Atoka Municipal	General Aviation	7	204,250	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Beaver	Beaver Municipal	General Aviation	2	300,000	Extend Runway, Install Runway Lighting, Rehabilitate Runway
Beaver	Beaver Municipal	General Aviation	3	265,227	Extend Runway, Install Runway Lighting, Rehabilitate Runway
Blackwell	Blackwell-Tonkawa Municipal	General Aviation	8	150,660	Acquire Land for Approaches, Install Perimeter Fencing
Bristow	Jones Memorial	General Aviation	6	149,150	Rehabilitate Apron
Buffalo	Buffalo Municipal	General Aviation	5	481,599	Construct Heliport/Helipad, Construct Runway
Chandler	Chandler Regional	General Aviation	9	586,100	Construct Taxiway
Cherokee	Cherokee Municipal	General Aviation	5	246,064	Rehabilitate Runway
Cheyenne	Mignon Laird Municipal	General Aviation	4	99,370	Install Perimeter Fencing
Chickasha	Chickasha Municipal	General Aviation	9	63,650	Update Airport Master Plan Study
Cleveland	Cleveland Municipal	General Aviation	6	457,154	Improve Airport Drainage, Rehabilitate Runway
Clinton	Clinton Regional	General Aviation	9	391,617	Install Miscellaneous NAVAIDS, Install Taxiway Lighting
Cushing	Cushing Municipal	General Aviation	11	169,575	Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS
Duncan	Halliburton Field	General Aviation	11	124,866	Construct Terminal Building
Durant	Eaker Field	General Aviation	9	2,173,431	Construct Taxiway
El Reno	El Reno Regional	General Aviation	9	502,268	Rehabilitate Apron
Elk City	Elk City Regional Business	General Aviation	11	127,132	Acquire Miscellaneous Land
Enid	Enid Woodring Regional	General Aviation	23	97,375	Conduct Airport Master Plan Study, Improve Airport Drainage

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Frederick	Frederick Regional	General Aviation	7	523,227	Rehabilitate Runway, Rehabilitate Taxiway
Gage	Gage	General Aviation	3	557,596	Rehabilitate Runway
Grandfield	Grandfield Municipal	General Aviation	8	27,075	Rehabilitate Runway
Guthrie	Guthrie-Edmond Regional	General Aviation	11	100,605	Acquire Land for Development, Construct Taxiway
Guymon	Guymon Municipal	General Aviation	13	245,712	Rehabilitate Runway
Hobart	Hobart Regional	General Aviation	2	559,398	Rehabilitate Runway
Hollis	Hollis Municipal	General Aviation	1	289,751	Rehabilitate Runway Lighting
Hominy	Hominy Municipal	General Aviation	6	76,950	Install Runway Lighting
Hooker	Hooker Municipal	General Aviation	4	576,225	Rehabilitate Apron, Rehabilitate Taxiway
Ketchum	South Grand Lake Regional	General Aviation	2	295,384	Install Runway Lighting
Lawton	Lawton-Fort Sill Regional	Primary	25	483,264	Rehabilitate Terminal Building
Lawton	Lawton-Fort Sill Regional	Primary	26	616,244	Acquire ARFF Vehicle
Lawton	Lawton-Fort Sill Regional	Primary	27	89,965	Wildlife Hazard Assessments
Lindsay	Lindsay Municipal	General Aviation	5	75,810	Improve Access Road, Install Perimeter Fencing
Mangum	Scott Field	General Aviation	4	403,076	Construct Apron
McAlester	McAlester Regional	General Aviation	10	109,250	Improve RSA
Medford	Medford Municipal	General Aviation	5	13,775	Install Miscellaneous NAVAIDS, Rehabilitate Runway, Rehabilitate Taxiway
Miami	Miami Municipal	General Aviation	14	170,233	Rehabilitate Runway, Rehabilitate Taxiway
Mooreland	Mooreland Municipal	General Aviation	2	600,000	Rehabilitate Taxiway
Muskogee	Davis Field	General Aviation	8	229,795	Improve RSA
Norman	University of Oklahoma Westheimer	Reliever	22	182,875	Rehabilitate Apron, Rehabilitate Taxiway
Okeene	Christman Airfield	General Aviation	6	111,150	Install Miscellaneous NAVAIDS
Okemah	Okemah Municipal	System Plan	3	326,813	Construct New Airport
Oklahoma City	State of Oklahoma	System Plan	10	318,204	Update State System Plan Study
Oklahoma City	Wiley Post	Reliever	20	1,200,000	Rehabilitate Taxiway
Oklahoma City	Will Rogers World	Primary	59	1,261,900	Conduct Environmental Study, Expand Terminal Building, Rehabilitate Runway, Rehabilitate Taxiway
Okmulgee	Okmulgee Regional	General Aviation	16	340,824	Rehabilitate Runway
Prague	Prague Municipal	General Aviation	4	285,000	Extend Runway
Pryor	Mid-America Industrial	General Aviation	8	258,400	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Sallisaw	Sallisaw Municipal	General Aviation	8	600,000	Rehabilitate Apron, Rehabilitate Taxiway
Seminole	Seminole Municipal	General Aviation	12	227,050	Rehabilitate Runway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Shawnee	Shawnee Regional	General Aviation	14	2,867,905	Rehabilitate Taxiway
Skiatook	Skiatook Municipal	General Aviation	6	42,750	Construct Taxiway
Stillwater	Stillwater Regional	General Aviation	19	68,922	Acquire Equipment, Install Airfield Guidance Signs, Rehabilitate Apron, Remove Obstructions
Sulphur	Sulphur Municipal	General Aviation	4	146,612	Install Runway Lighting
Thomas	Thomas Municipal	General Aviation	8	92,536	Install Runway Vertical/Visual Guidance System
Tulsa	Richard Lloyd Jones Jr	Reliever	23	1,608,054	Rehabilitate Taxiway
Tulsa	Tulsa International	Primary	74	1,096,269	Construct Access Road
Tulsa	Tulsa International	Primary	75	6,930,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Tulsa	Tulsa International	Primary	76	602,067	Collect Airport Data for Airports Geographic Information System
Tulsa	Tulsa International	Primary	77	79,201	Wildlife Hazard Assessments
Tulsa	Tulsa International	Primary	78	8,524,008	Improve RSA, Rehabilitate Runway, Rehabilitate Taxiway
Vinita	Vinita Municipal	General Aviation	7	600,000	Extend Runway, Install Perimeter Fencing
Walters	Walters Municipal	General Aviation	2	58,292	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Waynoka	Waynoka Municipal	General Aviation	4	606,198	Improve RSA, Install Runway Lighting, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Widen Runway
Weatherford	Thomas P Stafford	General Aviation	8	1,935,531	Extend Runway
Woodward	West Woodward	General Aviation	7	121,331	Install Weather Reporting Equipment
Woodward	West Woodward	General Aviation	8	430,730	Improve RSA
<b>Oklahoma Total</b>				<b>\$45,565,061</b>	
<b>Oregon</b>					
Albany	Albany Municipal	General Aviation	10	\$185,682	Rehabilitate Runway
Albany	Albany Municipal	General Aviation	11	1,304,348	Rehabilitate Runway
Ashland	Ashland Municipal-Sumner Parker Field	General Aviation	9	1,581,949	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
Astoria	Astoria Regional	General Aviation	17	140,267	Conduct Miscellaneous Study, Install Miscellaneous NAVAIDS, Rehabilitate Apron
Astoria	Astoria Regional	General Aviation	18	140,268	Install Miscellaneous NAVAIDS
Aurora	Aurora State	General Aviation	16	64,600	Update Airport Master Plan Study
Baker City	Baker City Municipal	General Aviation	10	364,426	Rehabilitate Taxiway
Bandon	Bandon State	General Aviation	5	200,000	Remove Obstructions
Bend	Bend Municipal	General Aviation	20	275,400	Update Airport Master Plan Study
Brookings	Brookings	General Aviation	10	197,015	Rehabilitate Taxiway
Burns	Burns Municipal	General Aviation	10	1,121,250	Rehabilitate Runway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Burns	Burns Municipal	General Aviation	11	1,268,269	Rehabilitate Runway
Burns	Burns Municipal	General Aviation	12	400,000	Rehabilitate Apron
Cave Junction	Illinois Valley	General Aviation	5	475,000	Install Perimeter Fencing
Corvallis	Corvallis Municipal	General Aviation	15	80,000	Install Perimeter Fencing
Eugene	Mahlon Sweet Field	Primary	45	8,153,119	Rehabilitate Runway
Eugene	Mahlon Sweet Field	Primary	46	873,134	Rehabilitate Runway
Florence	Florence Municipal	General Aviation	10	108,783	Expand Apron, Install Perimeter Fencing, Rehabilitate Apron
Gleneden Beach	Siletz Bay State	General Aviation	4	50,000	Remove Obstructions
Grants Pass	Grants Pass	General Aviation	8	1,037,740	Rehabilitate Runway
John Day	Grant County Regional/Ogilvie Field	General Aviation	8	198,693	Expand Apron, Extend Taxiway, Install Perimeter Fencing
Klamath Falls	Klamath Falls	Primary	30	500,000	Environmental Mitigation, Wildlife Hazard Assessments
Klamath Falls	Klamath Falls	Primary	31	500,000	Environmental Mitigation
Klickitat (County)	Columbia Gorge Regional/The Dalles Municipal	General Aviation	8	99,991	Conduct Miscellaneous Study
La Grande	La Grande/Union County	General Aviation	16	125,654	Improve RSA
La Grande	La Grande/Union County	General Aviation	17	2,325,653	Improve RSA
Lexington	Lexington	General Aviation	5	153,436	Rehabilitate Runway
Madras	Madras Municipal	General Aviation	6	106,000	Rehabilitate Apron
Medford	Rogue Valley International - Medford	Primary	35	1,137,989	Construct Terminal Building
Medford	Rogue Valley International - Medford	Primary	36	525,000	Update Airport Master Plan Study
Newport	Newport Municipal	General Aviation	17	175,000	Install Miscellaneous NAVAIDS
North Bend	Southwest Oregon Regional	Primary	32	500,000	Construct Terminal Building
North Bend	Southwest Oregon Regional	Primary	33	500,000	Construct Terminal Building
Ontario	Ontario Municipal	General Aviation	9	168,913	Expand Apron, Install Runway Lighting, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Pendleton	Eastern Oregon Regional at Pendleton	Commercial Service	20	560,862	Install Perimeter Fencing, Rehabilitate Runway, Runway Incursion Markings
Portland	Portland International	Primary	62	6,689,101	Extend Runway
Portland	Portland International	Primary	63	8,279,848	Extend Runway
Portland	Portland-Hillsboro	Reliever	22	6,150,000	Construct Taxiway
Portland	Portland-Hillsboro	Reliever	23	3,500,000	Construct Runway
Prineville	Prineville	General Aviation	10	449,500	Extend Runway
Redmond	Roberts Field	Primary	33	4,112,998	Acquire ARFF Vehicle, Rehabilitate Taxiway
Roseburg	Roseburg Regional	General Aviation	17	130,169	Construct Taxiway
Salem	McNary Field	Primary	17	190,000	Update Airport Master Plan Study
Salem	State of Oregon	System Plan	9	171,250	Update State System Plan Study

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Seaside	Seaside Municipal	General Aviation	3	260,385	Acquire Easement for Approaches, Conduct Miscellaneous Study, Improve Airport Drainage, Install Perimeter Fencing, Rehabilitate Apron
Tillamook	Tillamook	General Aviation	10	120,380	Improve Airport Drainage, Install Perimeter Fencing
Tillamook	Tillamook	General Aviation	11	168,226	Update Airport Master Plan Study
<b>Oregon Total</b>				<b>\$55,820,298</b>	
<b>Pennsylvania</b>					
Allentown	Lehigh Valley International	Primary	82	\$1,047,873	Noise Mitigation Measures for Public Buildings
Allentown	Lehigh Valley International	Primary	85	1,170,256	Acquire Land for Development
Allentown	Lehigh Valley International	Primary	86	1,648,347	Acquire Land for Development
Allentown	Lehigh Valley International	Primary	87	2,548,065	VALE Infrastructure
Altoona	Altoona-Blair County	Primary	37	342,851	Acquire Snow Removal Equipment
Altoona	Altoona-Blair County	Primary	38	68,571	Wildlife Hazard Assessments
Avoca	Wilkes-Barre/Scranton International	Primary	52	706,050	Construct Apron, Rehabilitate Apron
Avoca	Wilkes-Barre/Scranton International	Primary	53	5,546,366	Construct Apron
Bradford	Bradford Regional	Commercial Service	37	237,951	Acquire Snow Removal Equipment, Rehabilitate Runway
Brookville	Dubois Regional	Commercial Service	31	178,900	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Chambersburg	Franklin County Regional	General Aviation	10	42,512	Install Runway Vertical/Visual Guidance System
Chambersburg	Franklin County Regional	General Aviation	11	460,350	Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Erie	Erie International/Tom Ridge Field	Primary	51	617,234	Acquire Land for Approaches, Construct Sand and Chemical Storage Building
Erie	Erie International/Tom Ridge Field	Primary	53	5,990,221	Acquire Land for Approaches, Extend Runway, Improve RSA
Erie	Erie International/Tom Ridge Field	Primary	54	47,500	Wildlife Hazard Assessments
Gettysburg	Gettysburg Regional	General Aviation	7	183,312	Construct Apron
Harrisburg	Commonwealth of Pennsylvania	System Plan	9	438,598	Conduct State System Plan Study
Harrisburg	Harrisburg International	Primary	59	84,489	Environmental Mitigation
Harrisburg	Harrisburg International	Primary	60	2,476,084	Rehabilitate Access Road, Rehabilitate Apron
Harrisburg	Harrisburg International	Primary	61	922,469	Improve Airport Drainage, Rehabilitate Taxiway
Harrisburg	Harrisburg International	Primary	62	91,717	Wildlife Hazard Assessments
Harrisburg	Harrisburg International	Primary	63	2,020,195	Acquire Land for Noise Compatibility Within 65 - 69 DNL
Harrisburg	Pennsylvania SBGP	System Plan	51	3,000,000	Nonprimary Development Projects in SBGP
Harrisburg	Pennsylvania SBGP	System Plan	52	4,974,417	Nonprimary Development Projects in SBGP
Harrisburg	Pennsylvania SBGP	System Plan	53	1,065,822	Nonprimary Development Projects in SBGP
Harrisburg	Pennsylvania SBGP	System Plan	54	3,000,000	Nonprimary Development Projects in SBGP
Latrobe	Arnold Palmer Regional	Primary	36	94,935	Wildlife Hazard Assessments

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Latrobe	Arnold Palmer Regional	Primary	37	462,175	Expand ARFF Building, Install Runway Vertical/Visual Guidance System, Rehabilitate Access Road, Rehabilitate Runway, Rehabilitate Taxiway
Latrobe	Arnold Palmer Regional	Primary	38	696,825	Expand ARFF Building, Rehabilitate Access Road
Lititz	Lancaster	General Aviation	33	73,675	Wildlife Hazard Assessments
Lititz	Lancaster	General Aviation	34	577,085	Acquire ARFF Vehicle
New Cumberland	Capital City	Reliever	23	963,209	Rehabilitate Runway
Philadelphia	Delaware Valley Region	System Plan	11	150,000	Conduct Metropolitan System Plan Study
Philadelphia	Northeast Philadelphia	Reliever	17	1,160,264	Rehabilitate Taxiway
Philadelphia	Philadelphia International	Primary	94	5,449,600	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Philadelphia	Philadelphia International	Primary	95	2,092,409	Rehabilitate Runway
Philadelphia	Philadelphia International	Primary	96	1,033,722	VALE Infrastructure
Pittsburgh	Pittsburgh International	Primary	106	481,500	Acquire ARFF Vehicle
Pittsburgh	Pittsburgh International	Primary	107	382,901	Update Airport Master Plan Study
Pittsburgh	Pittsburgh International	Primary	108	1,048,000	Collect Airport Data for Airports Geographic Information System
Pittsburgh	Pittsburgh International	Primary	109	4,041,200	Rehabilitate Runway
Pittsburgh	Pittsburgh International	Primary	110	78,578	SMS Program
Reading	Reading Regional/Carl A Spaatz Field	General Aviation	48	65,844	Wildlife Hazard Assessments
Reading	Reading Regional/Carl A Spaatz Field	General Aviation	49	124,056	Rehabilitate Taxiway
Reading	Reading Regional/Carl A Spaatz Field	General Aviation	50	689,248	Update Airport Master Plan Study
State College	University Park	Primary	46	251,691	Construct Building
State College	University Park	Primary	48	864,941	Acquire Aircraft Deicing Equipment, Acquire Friction Measuring Equipment, Acquire Snow Removal Equipment
State College	University Park	Primary	49	718,743	Acquire Equipment, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
State College	University Park	Primary	50	81,580	VALE Vehicle
West Mifflin	Allegheny County	Reliever	25	213,061	Remove Obstructions
West Mifflin	Allegheny County	Reliever	26	438,002	Collect Airport Data for Airports Geographic Information System
West Mifflin	Allegheny County	Reliever	27	2,791,237	Rehabilitate Apron
West Newton	Rostraver	Reliever	16	64,434	Rehabilitate Runway, Rehabilitate Taxiway
West Newton	Rostraver	Reliever	17	142,500	Acquire Snow Removal Equipment
Williamsport	Williamsport Regional	Primary	38	389,500	Acquire ARFF Vehicle
Williamsport	Williamsport Regional	Primary	39	600,400	Extend Taxiway
<b>Pennsylvania Total</b>				<b>\$65,131,465</b>	
<b>Puerto Rico</b>					
Aguadilla	Rafael Hernandez	Primary	23	\$4,031,420	Construct ARFF Building
Arecibo	Antonio/Nery/Juarbe Pol	General Aviation	8	1,113,144	Construct Taxiway
Ceiba	Jose Aponte De La Torre	General Aviation	5	1,056,126	Conduct Miscellaneous Study, Construct Access Road
Ceiba	Jose Aponte De La Torre	General Aviation	6	5,812,848	Conduct Environmental Study, Repair Utilities

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Isla De Culebra	Benjamin Rivera Noriega	General Aviation	12	902,563	Construct Taxiway
Ponce	Mercedita	Primary	18	1,609,760	Improve Terminal Building
San Juan	Luis Munoz Marin International	Primary	46	661,582	Rehabilitate Taxiway
<b>Puerto Rico Total</b>				<b>\$15,187,443</b>	
<b>Republic of Palau</b>					
Koror	Babelthuap/Koror	General Aviation	14	\$7,000,000	Construct Apron
<b>Republic of Palau Total</b>				<b>\$7,000,000</b>	
<b>Republic of the Marshall Islands</b>					
Majuro	Marshall Islands International	General Aviation	9	\$8,000,000	Improve RSA
<b>Republic of the Marshall Islands Total</b>				<b>\$8,000,000</b>	
<b>Rhode Island</b>					
Block Island	Block Island State	Primary	14	\$124,984	Install Instrument Approach Aid
Newport	Newport State	General Aviation	18	46,539	Conduct Airport Master Plan Study
Pawtucket	North Central State	Reliever	21	216,346	Conduct Environmental Study
Pawtucket	North Central State	Reliever	22	499,859	Install Perimeter Fencing, Light Obstructions
Providence	State of Rhode Island	System Plan	1	191,245	Conduct State System Plan Study
Warwick	Theodore Francis Green State	Primary	93	10,000,000	Acquire Land for Noise Compatibility Within 70 - 74 DNL
Warwick	Theodore Francis Green State	Primary	94	943,711	Conduct Environmental Study
Westerly	Westerly State	Primary	18	79,117	Update Airport Master Plan Study
<b>Rhode Island Total</b>				<b>\$12,101,801</b>	
<b>South Carolina</b>					
Aiken	Aiken Municipal	General Aviation	12	\$84,683	Rehabilitate Runway Lighting
Aiken	Aiken Municipal	General Aviation	13	87,557	Update Airport Master Plan Study
Anderson	Anderson Regional	General Aviation	17	4,075,854	Conduct Miscellaneous Study, Rehabilitate Apron, Rehabilitate Runway Lighting, Rehabilitate Taxiway, Rehabilitate Taxiway Lighting
Barnwell	Barnwell Regional	General Aviation	8	28,793	Rehabilitate Runway
Bishopville	Lee County-Butters Field	General Aviation	7	235,360	Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Charleston	Charleston AFB/International	Primary	31	649,773	Update Airport Master Plan Study
Charleston	Charleston AFB/International	Primary	33	151,061	Acquire Equipment, Conduct Miscellaneous Study, Improve Terminal Building
Columbia	Columbia Metropolitan	Primary	38	9,484,301	Rehabilitate Runway
Columbia	Columbia Metropolitan	Primary	39	3,213,740	Rehabilitate Runway
Columbia	Jim Hamilton L.B. Owens	Reliever	16	176,899	Remove Obstructions, Security Enhancements
Columbia	State of South Carolina	System Plan	10	500,000	Update State System Plan Study
Columbia	Various Locations in South Carolina	System Plan	13	121,580	Remove Obstructions

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Columbia	Various Locations in South Carolina	System Plan	14	3,082,618	Install Perimeter Fencing
Darlington	Darlington County Jetport	General Aviation	10	479,466	Rehabilitate Apron
Florence	Florence Regional	Primary	28	4,594,861	Improve Terminal Building, Rehabilitate Apron
Georgetown	Georgetown County	General Aviation	12	395,275	Acquire Land for Approaches, Environmental Mitigation, Improve RSA
Greenville	Donaldson Center	General Aviation	17	861,147	Extend Taxiway, Rehabilitate Runway Lighting
Greenville	Greenville Downtown	General Aviation	18	442,510	Improve RSA
Greer	Greenville Spartanburg International	Primary	44	1,900,534	Acquire Land for Development, Rehabilitate Access Road
Greer	Greenville Spartanburg International	Primary	45	1,749,869	Acquire Land for Development, Update Airport Master Plan Study
Hilton Head Island	Hilton Head	Primary	30	1,243,296	Acquire Easement for Approaches, Install Airfield Guidance Signs, Remove Obstructions
Lancaster	Lancaster County-McWhirter Field	General Aviation	14	39,019	Rehabilitate Taxiway
Laurens	Laurens County	General Aviation	10	419,712	Construct Building
Manning	Santee Cooper Regional	General Aviation	7	175,750	Remove Obstructions
Moncks Corner	Berkeley County	General Aviation	18	3,583,309	Rehabilitate Runway, Rehabilitate Runway Lighting
Mount Pleasant	Mt Pleasant Regional-Faison Field	General Aviation	14	418,960	Construct Terminal Building, Improve Utilities, Rehabilitate Runway
Myrtle Beach	Myrtle Beach International	Primary	45	3,826,237	Expand Terminal Building
Myrtle Beach	Myrtle Beach International	Primary	46	4,753,069	Construct Taxiway
Orangeburg	Orangeburg Municipal	General Aviation	17	111,458	Update Airport Master Plan Study
Pelion	Lexington County at Pelion	General Aviation	12	507,201	Construct Taxiway
Pickens	Pickens County	General Aviation	16	412,300	Widen Taxiway
Pickens	Pickens County	General Aviation	17	166,028	Acquire Land for Approaches
Rock Hill	Rock Hill/York County/Bryant Field	Reliever	21	811,047	Rehabilitate Runway Lighting
Spartanburg	Spartanburg Downtown Memorial	General Aviation	14	701,385	Construct Parking Lot, Construct Utilities
Summerville	Summerville	General Aviation	14	260,223	Extend Runway
Sumter	Sumter	General Aviation	14	133,095	Improve RSA
Sumter	Sumter	General Aviation	15	1,326,797	Improve RSA
Union	Union County, Troy Shelton Field	General Aviation	5	62,700	Acquire Easement for Approaches
Walterboro	Lowcountry Regional	General Aviation	11	336,202	Acquire Land for Approaches, Construct Building
Winnsboro	Fairfield County	General Aviation	10	403,010	Acquire Easement for Approaches, Remove Obstructions
<b>South Carolina Total</b>				<b>\$52,006,679</b>	
<b>South Dakota</b>					
Aberdeen	Aberdeen Regional	Primary	30	\$1,000,000	Expand Apron, Rehabilitate Apron

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Belle Fourche	Belle Fourche Municipal	General Aviation	9	289,833	Rehabilitate Runway Lighting
Bison	Bison Municipal	General Aviation	6	94,006	Update Airport Master Plan Study
Britton	Britton Municipal	General Aviation	9	3,056,755	Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Brookings	Brookings Regional	General Aviation	23	356,250	Install Perimeter Fencing
Canton	Canton Municipal	General Aviation	3	156,750	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Chamberlain	Chamberlain Municipal	General Aviation	5	199,144	Improve Access Road
Chamberlain	Chamberlain Municipal	General Aviation	6	79,325	Update Airport Master Plan Study
Custer	Custer County	General Aviation	10	385,000	Construct Taxiway
Eagle Butte	Cheyenne Eagle Butte	General Aviation	6	69,350	Update Airport Master Plan Study
Eagle Butte	Cheyenne Eagle Butte	General Aviation	7	36,100	Install Perimeter Fencing
Edgemont	Edgemont Municipal	General Aviation	3	84,000	Rehabilitate Runway
Gettysburg	Gettysburg Municipal	General Aviation	7	748,316	Construct Taxiway, Expand Apron
Gregory	Gregory Municipal, Flynn Field	General Aviation	8	199,500	Acquire Land for Approaches, Install Perimeter Fencing
Hoven	Hoven Municipal	General Aviation	5	71,250	Update Airport Master Plan Study
Hoven	Hoven Municipal	General Aviation	6	35,150	Expand Apron, Rehabilitate Taxiway
Huron	Huron Regional	General Aviation	28	272,650	Improve Service Road, Install Runway Vertical/Visual Guidance System
Lemmon	Lemmon Municipal	General Aviation	9	25,080	Construct Terminal Building
Lemmon	Lemmon Municipal	General Aviation	10	494,950	Construct Building, Construct Terminal Building
Madison	Madison Municipal	General Aviation	9	807,500	Construct Taxiway, Rehabilitate Taxiway
McLaughlin	Mc Laughlin Municipal	General Aviation	4	57,000	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Milbank	Milbank Municipal	General Aviation	11	69,350	Update Airport Master Plan Study
Milbank	Milbank Municipal	General Aviation	12	55,100	Rehabilitate Taxiway
Onida	Onida Municipal	General Aviation	7	85,500	Acquire Snow Removal Equipment, Update Airport Master Plan Study
Parkston	Parkston Municipal	General Aviation	7	175,750	Improve Access Road
Philip	Philip	General Aviation	7	26,100	Install Runway Lighting
Pierre	Pierre Regional	Primary	29	48,309	Improve RSA
Pierre	Pierre Regional	Primary	30	4,451,691	Construct Terminal Building
Pierre	Various Locations in South Dakota	System Plan	15	516,597	Rehabilitate Apron, Rehabilitate Runway
Pine Ridge	Pine Ridge	General Aviation	11	133,000	Rehabilitate Runway, Update Airport Master Plan Study
Platte	Platte Municipal	General Aviation	5	76,000	Update Airport Master Plan Study
Rapid City	Rapid City Regional	Primary	39	940,776	Acquire ARFF Vehicle, Expand Apron

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Rapid City	Rapid City Regional	Primary	40	2,759,609	Rehabilitate Taxiway
Rapid City	Rapid City Regional	Primary	41	2,000,000	Rehabilitate Taxiway
Redfield	Redfield Municipal	General Aviation	6	54,737	Extend Runway
Sioux Falls	Joe Foss Field	Primary	41	2,931,999	Construct Apron, Improve RSA, Rehabilitate Runway
Sioux Falls	Joe Foss Field	Primary	42	551,894	Acquire Snow Removal Equipment, Update Airport Master Plan Study
Spearfish	Black Hills-Clyde Ice Field	General Aviation	16	543,000	Construct Taxiway, Extend Runway
Spearfish	Black Hills-Clyde Ice Field	General Aviation	17	1,832,782	Construct Taxiway
Spearfish	Black Hills-Clyde Ice Field	General Aviation	18	2,000,000	Construct Taxiway
Sturgis	Sturgis Municipal	General Aviation	10	2,394,000	Rehabilitate Runway
Tea	Marv Skie-Lincoln County	General Aviation	10	2,298,700	Rehabilitate Runway
Wagner	Wagner Municipal	General Aviation	7	973,750	Rehabilitate Runway
Watertown	Watertown Regional	Commercial Service	22	95,000	Rehabilitate Runway
Watertown	Watertown Regional	Commercial Service	23	1,562,024	Construct ARFF Building
Watertown	Watertown Regional	Commercial Service	24	93,575	Expand Terminal Building
Wessington Springs	Wessington Springs	General Aviation	6	392,697	Construct Building
Winner	Winner Regional	General Aviation	10	69,873	Update Airport Master Plan Study
Yankton	Chan Gurney Municipal	General Aviation	22	617,500	Conduct Environmental Study, Install Perimeter Fencing
<b>South Dakota Total</b>				<b>\$36,267,222</b>	
<b>Tennessee</b>					
Alcoa	McGhee Tyson	Primary	62	\$4,077,154	Construct Snow Removal Equipment Building
Alcoa	McGhee Tyson	Primary	63	5,783,191	Acquire Land for Approaches
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	59	368,600	Acquire Land for Approaches
Bristol/Johnson/Kingsport	Tri-Cities Regional TN/VA	Primary	60	1,768,261	Acquire Snow Removal Equipment, Expand Apron, Improve Airport Erosion Control, Install Airfield Guidance Signs
Chattanooga	Lovell Field	Primary	50	1,172,070	Construct Taxiway
Chattanooga	Lovell Field	Primary	51	773,566	Construct Taxiway
Chattanooga	Lovell Field	Primary	52	1,738,178	Construct Taxiway
Maryville	McGhee Tyson	Primary	61	105,000	Wildlife Hazard Assessments
Memphis	Memphis International	Primary	79	4,823,000	Rehabilitate Runway
Memphis	Memphis International	Primary	80	21,671,780	Improve Terminal Building, Rehabilitate Runway, Rehabilitate Taxiway
Memphis	Memphis International	Primary	81	16,741,688	Acquire Snow Removal Equipment, Collect Airport Data for Airports Geographic Information System, Construct Taxiway, Improve Terminal Building, Install Perimeter Fencing, Install Runway Lighting, Install Runway Sensors, Rehabilitate Runway, Rehabilitate Taxiway, Rehabilitate Terminal Building, Security Enhancements, Strengthen Runway, Update Airport Master Plan Study, Widen Taxiway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Nashville	John C Tune	Reliever	14	950,000	Construct RSA
Nashville	Nashville International	Primary	87	750,000	Rehabilitate Taxiway
Nashville	Nashville International	Primary	88	10,710,000	Rehabilitate Taxiway
Nashville	Nashville International	Primary	89	231,306	Identify the Airport's Environmental Footprint
Nashville	Tennessee SBGP	System Plan	38	7,099,801	Nonprimary Development Projects in SBGP
Nashville	Tennessee SBGP	System Plan	39	712,500	Nonprimary Development Projects in SBGP
Nashville	Tennessee SBGP	System Plan	40	5,603,781	Nonprimary Development Projects in SBGP
Nashville	Tennessee SBGP	System Plan	41	4,800,000	Nonprimary Development Projects in SBGP
<b>Tennessee Total</b>				<b>\$89,879,876</b>	
<b>Texas</b>					
Abilene	Abilene Regional	Primary	39	\$5,200,000	Acquire ARFF Vehicle, Rehabilitate Apron, Rehabilitate Taxiway, Wildlife Hazard Assessments
Abilene	Abilene Regional	Primary	40	1,199,652	Rehabilitate Airport Beacons, Rehabilitate Taxiway
Amarillo	Rick Husband Amarillo International	Primary	36	3,137,987	Improve Terminal Building
Arlington	North Central Texas	System Plan	5	750,000	Conduct Metropolitan System Plan Study
Austin	Austin-Bergstrom International	Primary	54	2,237,144	Rehabilitate Runway, Wildlife Hazard Assessments
Austin	Austin-Bergstrom International	Primary	55	2,316,089	Construct Apron, Rehabilitate Runway Lighting
Austin	State of Texas	System Plan	7	500,000	Update State System Plan Study
Austin	Texas SBGP	System Plan	67	25,776,416	Nonprimary Development Projects in SBGP
Austin	Texas SBGP	System Plan	68	5,000,000	Nonprimary Development Projects in SBGP
Austin	Texas SBGP	System Plan	69	19,602,967	Nonprimary Development Projects in SBGP
Austin	Texas SBGP	System Plan	70	2,432,040	Nonprimary Development Projects in SBGP
Austin	Texas SBGP	System Plan	71	4,050,000	Nonprimary Development Projects in SBGP
Beaumont/Port Arthur	Southeast Texas Regional	Primary	27	1,120,409	Acquire Equipment, Conduct Miscellaneous Study, Improve Airport Drainage, Rehabilitate Apron, Wildlife Hazard Assessments
Brownsville	Brownsville/South Padre Island International	Primary	37	3,902,621	Rehabilitate Taxiway
Brownsville	Brownsville/South Padre Island International	Primary	38	795,110	Conduct Miscellaneous Study, Install Airport Beacons, Rehabilitate Taxiway, Rehabilitate Terminal Building, Wildlife Hazard Assessments
College Station	Easterwood Field	Primary	30	712,500	Acquire ARFF Vehicle
College Station	Easterwood Field	Primary	31	1,135,714	Conduct Miscellaneous Study, Construct Taxiway, Rehabilitate Apron, Rehabilitate Runway, Wildlife Hazard Assessments
Corpus Christi	Corpus Christi International	Primary	46	2,802,051	Improve Terminal Building
Dallas	Dallas Love Field	Primary	37	67,509	Wildlife Hazard Assessments

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Del Rio	Del Rio International	Primary	11	1,089,803	Construct Building, Construct Taxiway, Expand Terminal Building, Rehabilitate Apron, Update Airport Master Plan Study, Wildlife Hazard Assessments
El Paso	El Paso International	Primary	29	300,000	Collect Airport Data for Airports Geographic Information System
El Paso	El Paso International	Primary	30	7,563,087	Extend Runway
Fort Worth	Dallas/Fort Worth International	Primary	93	2,315,000	Rehabilitate Runway
Fort Worth	Dallas/Fort Worth International	Primary	94	6,000,000	Extend Runway
Fort Worth	Dallas/Fort Worth International	Primary	95	4,783,680	Improve Service Road, Install Airfield Guidance Signs, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Fort Worth	Dallas/Fort Worth International	Primary	96	500,000	SMS Program
Fort Worth	Dallas/Fort Worth International	Primary	97	4,398,584	Improve Service Road, Rehabilitate Runway, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Fort Worth	Dallas/Fort Worth International	Primary	98	17,228,883	Construct ARFF Training Facility
Fort Worth	Fort Worth Alliance	Reliever	41	896,549	Acquire ARFF Vehicle, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway, Rehabilitate Runway Lighting
Fort Worth	Fort Worth Alliance	Reliever	42	10,000,000	Extend Runway
Harlingen	Valley International	Primary	49	124,308	Wildlife Hazard Assessments
Harlingen	Valley International	Primary	50	5,517,671	Conduct Miscellaneous Study, Construct Apron, Expand Apron, Install Perimeter Fencing, Rehabilitate Apron, Rehabilitate Taxiway
Harlingen	Valley International	Primary	51	1,056,962	Rehabilitate Apron, Rehabilitate Taxiway
Houston	George Bush Intercontinental/Houston	Primary	83	3,878,982	Construct Taxiway
Houston	George Bush Intercontinental/Houston	Primary	84	2,501,123	Rehabilitate Runway
Houston	George Bush Intercontinental/Houston	Primary	85	8,739,315	Construct Runway
Houston	George Bush Intercontinental/Houston	Primary	86	1,452,985	Rehabilitate Taxiway
Houston	George Bush Intercontinental/Houston	Primary	87	15,708,243	Rehabilitate Taxiway
Houston	George Bush Intercontinental/Houston	Primary	88	42,135	VALE Vehicle
Killeen	Robert Gray AAF	Primary	21	2,299,263	Construct Taxiway, Rehabilitate Taxiway
Laredo	Laredo International	Primary	61	2,803,152	Acquire ARFF Vehicle, Rehabilitate Apron
Laredo	Laredo International	Primary	62	4,000,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Laredo	Laredo International	Primary	63	145,629	Wildlife Hazard Assessments
Laredo	Laredo International	Primary	64	300,000	Collect Airport Data for Airports Geographic Information System
Laredo	Laredo International	Primary	65	8,843,166	Extend Runway
Longview	East Texas Regional	Primary	34	571,250	Improve Airport Miscellaneous Improvements, Wildlife Hazard Assessments
Longview	East Texas Regional	Primary	35	500,000	Improve Airport Miscellaneous Improvements
Lubbock	Lubbock Preston Smith International	Primary	34	15,289,277	Rehabilitate Runway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
McAllen	McAllen Miller International	Primary	40	973,000	Conduct Miscellaneous Study, Expand Terminal Building, Rehabilitate Runway, Wildlife Hazard Assessments
Midland	Midland International	Primary	50	3,587,733	Extend Taxiway, Rehabilitate Apron, Rehabilitate Taxiway, Rehabilitate Terminal Building, Wildlife Hazard Assessments
San Angelo	San Angelo Regional/Mathis Field	Primary	30	2,173,604	Rehabilitate Runway, Rehabilitate Taxiway, Wildlife Hazard Assessments
San Angelo	San Angelo Regional/Mathis Field	Primary	31	1,390,565	Improve Building, Rehabilitate Runway
San Antonio	San Antonio International	Primary	62	300,000	Collect Airport Data for Airports Geographic Information System
San Antonio	San Antonio International	Primary	63	9,000,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
San Antonio	San Antonio International	Primary	64	500,000	Extend Runway
San Antonio	San Antonio International	Primary	65	113,700	Wildlife Hazard Assessments
San Antonio	San Antonio International	Primary	66	8,944,064	Extend Runway
San Antonio	San Antonio International	Primary	67	400,000	SMS Program
Tyler	Tyler Pounds Regional	Primary	31	3,552,147	Acquire Safety Equipment and/or Fencing, Improve RSA, Wildlife Hazard Assessments
Waco	Waco Regional	Primary	30	500,000	Improve RSA, Improve Terminal Building, Rehabilitate Taxiway
Waco	Waco Regional	Primary	31	581,795	Construct Taxiway, Improve Terminal Building, Rehabilitate Apron, Wildlife Hazard Assessments
Wichita Falls	Sheppard AFB/Wichita Falls Municipal	Primary	8	4,937,217	Rehabilitate Runway
<b>Texas Total</b>				<b>\$248,541,081</b>	
<b>Utah</b>					
Beaver	Beaver Municipal	General Aviation	10	\$300,196	Construct Snow Removal Equipment Building
Blanding	Blanding Municipal	General Aviation	13	484,504	Rehabilitate Apron
Brigham City	Brigham City	General Aviation	21	75,000	Update Airport Master Plan Study
Brigham City	Brigham City	General Aviation	22	75,000	Update Airport Master Plan Study
Cedar City	Cedar City Regional	Commercial Service	25	185,000	Wildlife Hazard Assessments
Cedar City	Cedar City Regional	Commercial Service	26	308,756	Environmental Mitigation
Delta	Delta Municipal	General Aviation	10	272,353	Rehabilitate Access Road, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Duchesne	Duchesne Municipal	General Aviation	6	225,000	Rehabilitate Runway
Escalante	Escalante Municipal	General Aviation	7	684,138	Rehabilitate Runway
Green River	Green River Municipal	General Aviation	8	433,303	Construct Taxiway
Hurricane	General Dick Stout Field	General Aviation	3	89,300	Update Airport Master Plan Study
Kanab	Kanab Municipal	General Aviation	9	210,414	Rehabilitate Apron
Kanab	Kanab Municipal	General Aviation	10	210,413	Rehabilitate Apron
Loa	Wayne Wonderland	General Aviation	6	300,000	Environmental Mitigation

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Logan	Logan-Cache	General Aviation	21	150,602	Improve RSA, Rehabilitate Taxiway
Milford	Milford Municipal/Ben and Judy Briscoe Field	General Aviation	11	549,390	Construct Taxiway
Moab	Canyonlands Field	Commercial Service	21	675,000	Acquire ARFF Vehicle
Monticello	Monticello Municipal Airport	System Plan	5	1,949,347	Construct New Airport
Monticello	Monticello Municipal Airport	System Plan	6	950,653	Construct New Airport
Ogden	Ogden-Hinckley	Reliever	34	148,804	Rehabilitate Runway
Panguitch	Panguitch Municipal	General Aviation	8	233,606	Rehabilitate Apron, Rehabilitate Taxiway
Panguitch	Panguitch Municipal	General Aviation	9	154,180	Rehabilitate Apron, Rehabilitate Taxiway
Parowan	Parowan	General Aviation	13	300,000	Environmental Mitigation
Richfield	Richfield Municipal	General Aviation	12	397,238	Construct Runway
Salt Lake City	Salt Lake City International	Primary	95	11,066,676	Construct Apron
Salt Lake City	South Valley Regional	Reliever	14	300,000	Install Airfield Guidance Signs
Salt Lake City	State of Utah	System Plan	11	135,000	Conduct State System Plan Study
St. George	New	System Plan	13	11,000,000	Construct New Airport
Vernal	Vernal Regional	Commercial Service	25	250,000	Conduct Environmental Study
Wendover	Wendover	Primary	21	858,130	Construct Taxiway
Wendover	Wendover	Primary	22	6,000,000	Construct Taxiway
<b>Utah Total</b>				<b>\$38,972,003</b>	
<b>Vermont</b>					
Barre	Edward F Knapp State	General Aviation	13	\$407,341	Acquire Snow Removal Equipment
Burlington	Burlington International	Primary	81	4,051,485	Acquire Land for Noise Compatibility Within 65 - 69 DNL
Burlington	Burlington International	Primary	82	11,987,318	Rehabilitate Runway
Burlington	Burlington International	Primary	83	8,183,748	Extend Runway, Rehabilitate Runway
Burlington	Burlington International	Primary	84	2,400,000	Acquire Land for Noise Compatibility Within 65 - 69 DNL
Burlington	Burlington International	Primary	85	447,461	Rehabilitate Taxiway
Middlebury	Middlebury State	General Aviation	6	90,201	Install Perimeter Fencing
Middlebury	Middlebury State	General Aviation	7	298,069	Construct Snow Removal Equipment Building
Montpelier	State of Vermont	System Plan	9	54,815	Update State System Plan Study
Montpelier	State of Vermont	System Plan	10	84,790	Update State System Plan Study
Montpelier	Various Locations in Vermont	System Plan	6	134,567	Conduct Aeronautical Survey for WAAS Approach
Morrisville	Morrisville-Stowe State	General Aviation	9	282,259	Acquire Land for Approaches
Rutland	Rutland - Southern Vermont Regional	Commercial Service	31	11,163	Remove Obstructions
Springfield	Hartness State (Springfield)	General Aviation	4	118,104	Acquire Snow Removal Equipment
Springfield	Hartness State (Springfield)	General Aviation	5	11,769	Install Perimeter Fencing

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Springfield	Hartness State (Springfield)	General Aviation	6	189,905	Light Obstructions
<b>Vermont Total</b>				<b>\$28,752,995</b>	
<b>Virgin Islands</b>					
Charlotte Amalie	Cyril E King	Primary	29	\$819,851	Conduct Miscellaneous Study
Christiansted	Henry E Rohlsen	Primary	31	6,932,597	Rehabilitate Runway
<b>Virgin Islands Total</b>				<b>\$7,752,448</b>	
<b>Virginia</b>					
Arlington	Ronald Reagan Washington National	Primary	25	\$10,050,000	Improve RSA
Arlington	Ronald Reagan Washington National	Primary	26	4,333,723	Improve RSA
Ashland	Hanover County Municipal	General Aviation	21	469,300	Acquire Land for Approaches, Construct Taxiway
Blacksburg	Virginia Tech/Montgomery Executive	General Aviation	18	5,640,720	Rehabilitate Runway
Brookneal	Brookneal/Campbell County	General Aviation	4	298,258	Rehabilitate Apron
Charlottesville	Charlottesville-Albemarle	Primary	40	3,812,207	Extend Runway
Chesapeake	Chesapeake Regional	General Aviation	15	57,000	Acquire Land for Approaches
Chesapeake	Chesapeake Regional	General Aviation	16	731,500	Remove Obstructions
Chesapeake	Hampton Roads Executive	Reliever	12	9,983,267	Construct Runway
Culpeper	Culpeper Regional	General Aviation	19	382,850	Conduct Environmental Study
Danville	Danville Regional	General Aviation	25	998,794	Acquire Land for Approaches
Dublin	New River Valley	General Aviation	13	4,738,885	Rehabilitate Runway
Dulles	Washington Dulles International	Primary	43	7,534,900	Construct Runway
Dulles	Washington Dulles International	Primary	44	3,127,514	Construct Runway
Emporia	Emporia-Greensville Regional	General Aviation	9	201,400	Rehabilitate Runway
Front Royal	Front Royal-Warren County	General Aviation	13	114,000	Remove Obstructions
Highland Springs	Richmond International	Primary	56	425,527	Conduct Environmental Study
Highland Springs	Richmond International	Primary	57	4,589,755	Rehabilitate Runway Lighting
Highland Springs	Richmond International	Primary	58	2,086,030	Rehabilitate Taxiway
Hillsville	Twin County	General Aviation	11	997,500	Extend RSA
Hot Springs	Ingalls Field	General Aviation	9	289,054	Remove Obstructions
Louisa	Louisa County/Freeman Field	General Aviation	15	201,400	Rehabilitate Runway
Manassas	Manassas Regional/Harry P. Davis Field	Reliever	33	927,062	Extend Runway
Manassas	Manassas Regional/Harry P. Davis Field	Reliever	34	484,025	Extend Taxiway, Rehabilitate Taxiway
Marion/Wytheville	Mountain Empire	General Aviation	19	358,301	Remove Obstructions
Melfa	Accomack County	General Aviation	13	118,750	Remove Obstructions
Newport News	Newport News/Williamsburg International	Primary	39	1,760,261	Acquire Equipment, Expand Terminal Building

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Newport News	Newport News/Williamsburg International	Primary	40	1,496,937	Collect Airport Data for Airports Geographic Information System, Identify the Airport's Environmental Footprint, Update Airport Master Plan Study
Newport News	Newport News/Williamsburg International	Primary	41	403,750	Rehabilitate Runway Lighting
Newport News	Newport News/Williamsburg International	Primary	42	65,550	Wildlife Hazard Assessments
Newport News	Newport News/Williamsburg International	Primary	43	750,653	Rehabilitate Runway
Richlands	Tazewell County	General Aviation	14	44,365	Improve Airport Drainage
Roanoke	Roanoke Regional/Woodrum Field	Primary	48	370,826	Acquire Snow Removal Equipment
Roanoke	Roanoke Regional/Woodrum Field	Primary	49	608,105	Construct ARFF Building
South Boston	William M Tuck	General Aviation	12	123,500	Rehabilitate Apron
Spencer	Blue Ridge	General Aviation	16	88,984	Expand Apron
Stafford	Stafford Regional	Reliever	21	83,784	Acquire Easement for Approaches
Suffolk	Suffolk Executive	General Aviation	17	1,676,369	Improve RSA
Tappahannock	Tappahannock-Essex County	General Aviation	12	181,480	Improve Fuel Farm
Timberlake	Lynchburg Regional/Preston Glenn Field	Primary	33	590,935	Improve Terminal Building
Timberlake	Lynchburg Regional/Preston Glenn Field	Primary	34	819,776	Improve Terminal Building, Rehabilitate Terminal Building
Warrenton	Warrenton-Fauquier	Reliever	15	42,750	Acquire Easement for Approaches
Warrenton	Warrenton-Fauquier	Reliever	16	95,000	Acquire Easement for Approaches, Remove Obstructions
Weyers Cave	Shenandoah Valley Regional	Commercial Service	32	82,092	Install Runway Lighting, Rehabilitate Parking Lot
<b>Virginia Total</b>				<b>\$72,236,839</b>	
<b>Washington</b>					
Arlington	Arlington Municipal	General Aviation	21	\$150,000	Acquire Land for Approaches
Auburn	Auburn Municipal	Reliever	17	175,000	Rehabilitate Runway Lighting
Bellingham	Bellingham International	Primary	44	20,156,094	Acquire ARFF Vehicle, Rehabilitate Runway, Rehabilitate Taxiway
Bellingham	Bellingham International	Primary	45	7,110,930	Rehabilitate Runway, Rehabilitate Taxiway
Bremerton	Bremerton National	General Aviation	24	70,000	Install Perimeter Fencing
Burlington	Skagit Regional	General Aviation	17	3,033,754	Install Perimeter Fencing, Rehabilitate Runway
Chehalis	Chehalis-Centralia	General Aviation	12	35,000	Rehabilitate Runway
Chelan	Lake Chelan	General Aviation	8	150,000	Rehabilitate Apron, Rehabilitate Taxiway
Cle Elum	Cle Elum Municipal	General Aviation	4	90,725	Install Miscellaneous NAVAIDS, Update Airport Master Plan Study
Deer Park	Deer Park	General Aviation	18	217,075	Construct Apron, Rehabilitate Apron
East Wenatchee	Pangborn Memorial	Primary	32	617,770	Extend Runway, Improve Access Road, Rehabilitate Taxiway Lighting
Eastsound	Orcas Island	Commercial Service	8	217,258	Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Electric City	Grand Coulee Dam	General Aviation	4	279,149	Install Airfield Guidance Signs, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Remove Obstructions
Ellensburg	Bowers Field	General Aviation	10	132,763	Update Airport Master Plan Study
Everett	Snohomish County (Paine Field)	Reliever	49	310,242	Conduct Environmental Study
Friday Harbor	Friday Harbor	Primary	25	622,335	Expand Apron, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Remove Obstructions, Update Miscellaneous Study
Ione	Ione Municipal	General Aviation	3	150,000	Install Miscellaneous NAVAIDS, Update Airport Master Plan Study
Lopez	Lopez Island	General Aviation	10	184,227	Construct Taxiway, Rehabilitate Apron, Rehabilitate Taxiway
Moses Lake	Grant County International	General Aviation	36	632,524	Acquire ARFF Vehicle
Olympia	Olympia Regional	General Aviation	19	1,975,951	Install Miscellaneous NAVAIDS, Rehabilitate Taxiway
Olympia	Olympia Regional	General Aviation	20	189,059	Update Airport Master Plan Study
Olympia	State of Washington	System Plan	9	383,743	Conduct State System Plan Study
Olympia	State of Washington	System Plan	10	100,000	Conduct State System Plan Study
Omak	Omak	General Aviation	7	597,044	Construct Apron, Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS, Rehabilitate Apron, Rehabilitate Taxiway
Othello	Othello Municipal	General Aviation	6	99,750	Construct Runway
Packwood	Packwood	General Aviation	3	517,804	Improve RSA
Pasco	Tri-Cities	Primary	36	800,000	Rehabilitate Taxiway
Port Angeles	William R Fairchild International	Primary	28	352,504	Construct Apron
Port Townsend	Jefferson County International	General Aviation	11	150,000	Update Airport Master Plan Study
Prosser	Prosser	General Aviation	13	661,612	Acquire Land for Approaches, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway, Update Airport Master Plan Study
Pullman	Pullman/Moscow Regional	Primary	35	1,271,925	Acquire ARFF Vehicle, Acquire Land for Approaches, Conduct Miscellaneous Study, Improve Airport Drainage, Security Enhancements
Pullman	Pullman/Moscow Regional	Primary	36	525,000	Collect Airport Data for Airports Geographic Information System
Puyallup	Pierce County - Thun Field	General Aviation	14	94,024	Widen Runway
Renton	Renton Municipal	Reliever	20	217,762	Rehabilitate Taxiway
Renton	Renton Municipal	Reliever	21	150,000	Identify the Airport's Environmental Footprint
Richland	Richland	General Aviation	22	588,014	Acquire Land for Approaches, Rehabilitate Apron, Rehabilitate Taxiway
Ritzville	Pru Field	General Aviation	5	87,344	Update Airport Master Plan Study
Rosalia	Rosalia Municipal	General Aviation	6	33,848	Rehabilitate Apron
Seattle	Boeing Field/King County International	Primary	42	8,000,000	Noise Mitigation Measures for Residences Within 70 - 74 DNL

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Seattle	Boeing Field/King County International	Primary	43	18,348,891	Rehabilitate Taxiway
Seattle	Seattle-Tacoma International	Primary	120	26,033,377	Construct Runway
Seattle	Seattle-Tacoma International	Primary	121	2,000,000	Noise Mitigation Measures for Public Buildings
Seattle	Seattle-Tacoma International	Primary	122	500,000	SMS Program
Seattle	Seattle-Tacoma International	Primary	123	18,300,000	VALE Infrastructure
Spokane	Felts Field	Reliever	24	316,130	Construct Apron, Update Airport Master Plan Study
Spokane	Spokane International	Primary	45	4,217,600	Rehabilitate Runway
Tacoma	Tacoma Narrows	General Aviation	13	938,656	Improve RSA, Rehabilitate Runway
Toledo	Ed Carlson Memorial Field - South Lewis County	General Aviation	5	69,410	Rehabilitate Runway
Vashon	Vashon Municipal	General Aviation	3	82,000	Remove Obstructions
Walla Walla	Walla Walla Regional	Primary	27	830,000	Acquire Snow Removal Equipment
Wilbur	Wilbur	General Aviation	9	578,578	Extend Taxiway, Install Miscellaneous NAVAIDS
Yakima	Yakima Air Terminal/ McAllister Field	Primary	31	2,622,373	Install Miscellaneous NAVAIDS, Rehabilitate Runway
<b>Washington Total</b>				<b>\$125,967,245</b>	
<b>West Virginia</b>					
Beckley	Raleigh County Memorial	Commercial Service	26	\$66,456	Expand Apron
Beckley	Raleigh County Memorial	Commercial Service	27	145,287	Acquire Snow Removal Equipment
Bluefield	Mercer County	General Aviation	23	53,192	Rehabilitate Apron
Buckhannon	Upshur County Regional	General Aviation	23	109,474	Rehabilitate Apron, Rehabilitate Runway
Buckhannon	Upshur County Regional	General Aviation	24	234,426	Update Airport Master Plan Study
Charleston	Yeager	Primary	46	1,519,902	Extend Taxiway, Remove Obstructions
Charleston	Yeager	Primary	47	131,409	Improve Airport Drainage
Charleston	Yeager	Primary	48	2,589,000	Improve Terminal Building
Elkins	Elkins-Randolph County-Jennings Randolph Field	General Aviation	18	246,298	Acquire Land for Approaches, Install Perimeter Fencing
Elkins	Elkins-Randolph County-Jennings Randolph Field	General Aviation	19	485,126	Improve Airport Drainage, Remove Obstructions
Fairmont	Fairmont Municipal-Frankman Field	General Aviation	10	94,380	Construct Apron
Fairmont	Fairmont Municipal-Frankman Field	General Aviation	11	94,380	Construct Taxiway
Huntington	Tri-State/Milton J. Ferguson Field	Primary	42	906,838	Construct Taxiway
Huntington	Tri-State/Milton J. Ferguson Field	Primary	43	1,626,904	Rehabilitate Apron, Rehabilitate Runway
Huntington	Tri-State/Milton J. Ferguson Field	Primary	44	92,140	Wildlife Hazard Assessments
Huntington	Tri-State/Milton J. Ferguson Field	Primary	45	563,933	Update Airport Master Plan Study
Lewisburg	Greenbrier Valley	Commercial Service	28	100,000	Wildlife Hazard Assessments
Lewisburg	Greenbrier Valley	Commercial Service	29	4,750,000	Rehabilitate Runway

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Logan	Logan County	General Aviation	10	615,882	Install Airport Beacons, Rehabilitate Runway Lighting, Rehabilitate Taxiway Lighting
Martinsburg	Eastern WV Regional/Shepherd Field	Reliever	27	184,230	Conduct Noise Compatibility Plan Study
Martinsburg	Eastern WV Regional/Shepherd Field	Reliever	28	150,000	Acquire Miscellaneous Land
Morgantown	Morgantown Municipal-Walter L. Bill Hart Field	Primary	31	389,746	Update Airport Master Plan Study
Morgantown	Morgantown Municipal-Walter L. Bill Hart Field	Primary	32	610,254	Rehabilitate Terminal Building
Parkersburg	Mid-Ohio Valley Regional	Commercial Service	36	370,787	Rehabilitate Runway Lighting
Parkersburg	Mid-Ohio Valley Regional	Commercial Service	37	73,215	Wildlife Hazard Assessments
Parkersburg	Mid-Ohio Valley Regional	Commercial Service	38	68,400	Install Perimeter Fencing
Philippi	Philippi/Barbour County Regional	General Aviation	11	91,490	Acquire Easement for Approaches, Remove Obstructions
Pineville	Kee Field	General Aviation	14	42,365	Remove Obstructions
Point Pleasant	Mason County	General Aviation	17	183,120	Install Runway Vertical/Visual Guidance System
Sutton	Braxton County	General Aviation	15	590,498	Construct Access Road
Wheeling	Wheeling Ohio County	General Aviation	27	3,043,800	Improve RSA
Williamson	New (Replacement)	System Plan	4	507,357	Construct New Airport
<b>West Virginia Total</b>				<b>\$20,730,289</b>	
<b>Wisconsin</b>					
Appleton	Outagamie County Regional	Primary	38	\$731,215	Construct Sand and Chemical Storage Building, Construct Taxiway, Install Runway Incursion Caution Bars, Rehabilitate Apron, Rehabilitate Taxiway
Appleton	Outagamie County Regional	Primary	39	1,040,795	Construct Sand and Chemical Storage Building
Appleton	Outagamie County Regional	Primary	40	190,000	Construct Sand and Chemical Storage Building
Appleton	Outagamie County Regional	Primary	41	250,000	Identify the Airport's Environmental Footprint
Eau Claire	Chippewa Valley Regional	Primary	31	122,396	Rehabilitate Terminal Building
Eau Claire	Chippewa Valley Regional	Primary	32	3,428,353	Improve Terminal Building
Green Bay	Austin Straubel International	Primary	40	1,330,000	Rehabilitate Taxiway
Green Bay	Austin Straubel International	Primary	41	1,237,090	Acquire ARFF Vehicle, Update Airport Master Plan Study
La Crosse	La Crosse Municipal	Primary	34	6,650,000	Extend Taxiway
Madison	Dane County Regional-Truax Field	Primary	45	6,080,000	Rehabilitate Taxiway
Madison	Dane County Regional-Truax Field	Primary	46	725,000	Collect Airport Data for Airports Geographic Information System
Madison	Wisconsin SBGP	System Plan	44	3,249,406	Nonprimary Development Projects in SBGP
Madison	Wisconsin SBGP	System Plan	45	2,034,045	Nonprimary Development Projects in SBGP
Madison	Wisconsin SBGP	System Plan	46	788,500	Nonprimary Development Projects in SBGP
Madison	Wisconsin SBGP	System Plan	47	4,821,684	Nonprimary Development Projects in SBGP

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Madison	Wisconsin SBGP	System Plan	48	863,513	Nonprimary Development Projects in SBGP
Madison	Wisconsin SBGP	System Plan	49	8,390,441	Nonprimary Development Projects in SBGP
Madison	Wisconsin SBGP	System Plan	50	2,196,040	Nonprimary Development Projects in SBGP
Milwaukee	General Mitchell International	Primary	60	5,600,000	Noise Mitigation Measures for Residences Within 65 - 69 DNL
Milwaukee	General Mitchell International	Primary	61	2,681,247	Install Guidance Signs, Install Runway Incursion Caution Bars, Modify Service Road, Rehabilitate Runway
Milwaukee	General Mitchell International	Primary	62	12,128,437	Construct RSA
Mosinee	Central Wisconsin	Primary	39	2,104,250	Expand Terminal Building, Rehabilitate Apron
Mosinee	Central Wisconsin	Primary	40	1,805,000	Expand Terminal Building
Rhineland	Rhineland-Oneida County	Primary	30	636,500	Construct Access Road, Construct ARFF Building, Construct Taxiway, Remove Obstructions
<b>Wisconsin Total</b>				<b>\$69,083,912</b>	
<b>Wyoming</b>					
Afton	Afton Municipal	General Aviation	18	\$229,353	Install Perimeter Fencing
Afton	Afton Municipal	General Aviation	19	155,159	Install Perimeter Fencing
Casper	Casper/Natrona County International	Primary	48	954,872	Rehabilitate Taxiway
Casper	Casper/Natrona County International	Primary	49	924,023	Rehabilitate Taxiway
Cheyenne	Cheyenne Regional/Jerry Olson Field	Primary	45	767,690	Rehabilitate Taxiway
Cheyenne	Cheyenne Regional/Jerry Olson Field	Primary	46	275,000	Rehabilitate Taxiway, SMS Program
Cody	Yellowstone Regional	Primary	26	575,000	Construct Access Road
Cody	Yellowstone Regional	Primary	27	425,387	Construct Access Road
Dixon	Dixon	General Aviation	12	150,000	Conduct Airport Master Plan Study
Fort Bridger	Fort Bridger	General Aviation	8	75,000	Construct Snow Removal Equipment Building
Fort Bridger	Fort Bridger	General Aviation	9	75,000	Construct Snow Removal Equipment Building
Gillette	Gillette-Campbell County	Primary	34	575,000	Expand Apron
Gillette	Gillette-Campbell County	Primary	35	425,000	Expand Apron
Hulett	Hulett Municipal	General Aviation	14	114,275	Update Airport Master Plan Study
Hulett	Hulett Municipal	General Aviation	15	55,725	Update Airport Master Plan Study
Jackson	Jackson Hole	Primary	43	1,184,471	Expand Terminal Building
Jackson	Jackson Hole	Primary	44	1,184,472	Expand Terminal Building
Kemmerer	Kemmerer Municipal	General Aviation	16	2,695,163	Rehabilitate Runway
Laramie	Laramie Regional	Primary	26	1,087,690	Construct Access Road
Laramie	Laramie Regional	Primary	27	717,875	Construct Access Road
Newcastle	Mondell Field	General Aviation	12	214,750	Extend Runway, Update Airport Master Plan Study
Pine Bluffs	Pine Bluffs Municipal	General Aviation	10	194,766	Acquire Land for Development
Pinedale	Ralph Wenz Field	General Aviation	17	281,227	Construct Taxiway, Expand Apron

State/City	Airport/Project Location	Service Level	Grant Number	Federal Funds \$	Description of Project
Pinedale	Ralph Wenz Field	General Aviation	18	168,773	Construct Taxiway, Expand Apron
Powell	Powell Municipal	General Aviation	11	75,225	Construct Taxiway
Rawlins	Rawlins Municipal/Harvey Field	General Aviation	15	125,153	Install Airport Beacons, Install Runway Vertical/Visual Guidance System
Riverton	Riverton Regional	Primary	32	351,390	Conduct Airport Master Plan Study
Rock Springs	Rock Springs-Sweetwater County	Primary	26	500,000	Acquire Snow Removal Equipment, Construct Taxiway
Saratoga	Shively Field	General Aviation	21	176,306	Construct Taxiway, Rehabilitate Apron
Sheridan	Sheridan County	Primary	36	624,093	Rehabilitate Runway
Sheridan	Sheridan County	Primary	38	3,100,000	Rehabilitate Runway
Sheridan	Sheridan County	Primary	39	800,000	Acquire ARFF Vehicle
Thermopolis	New (replacement airport)	System Plan	1	1,629,519	Construct New Airport
<b>Wyoming Total</b>				<b>\$20,887,357</b>	