



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., SW.
Washington, DC 20591

August 26, 2020

The Honorable Michael R. Pence
President
United States Senate
Washington, DC 20510

Dear Mr. President:

Enclosed is the 32nd Report of Accomplishments under the Airport Improvement Program (AIP) for Fiscal Year 2018. As required by 49 United States Code, section 47131, this report provides information about the AIP and the Airport Land Use Compliance Program.

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

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

Sincerely,

Steve Dickson
Administrator

Enclosure



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

Dear Madam Speaker:

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Report to Congress on the Airport Improvement Program for FY 2018

32nd Annual Report of
Accomplishments



Cover Photograph

Background: Pullman-Moscow Regional Airport, Washington: Runway Realignment

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Executive Summary

This 32nd Annual Report of Accomplishments under the Airport Improvement Program (AIP)¹ for Fiscal Year (FY) 2018 is submitted to Congress in accordance with title 49 United States Code (U.S.C.), § 47131. This report covers activities carried out under this subchapter as mandated by Congress for the fiscal year ending September 30, 2018. For FY 2018, \$3.2 billion in AIP grants was available. Additionally, \$1 billion of supplemental funding was appropriated out of the general fund for airport projects with an emphasis on smaller airports.

The report is due to Congress on June 1 following the end of each fiscal year; therefore, for this FY 2018 report, it was due on June 1, 2019. The draft report was coordinated in February 2020 and delayed due to the COVID-19 public health emergency response.

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

The U.S. system of airports, defined by the FAA's National Plan of Integrated Airport Systems (NPIAS)², is a crucial part of the national network of transportation systems and provides over 98 percent of the U.S. population with access to air transportation. Airports in the NPIAS account for approximately 850 million annual passenger enplanements. These airports are part of a domestic aviation industry that supports approximately 11 million American jobs and comprises 5 percent of the United States annual gross domestic product.

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

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

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

The statute that authorizes the AIP defines formulas and set-asides that shape and guide the overall administration of the AIP. The FAA, in partnership with airport sponsors, state agencies, and local aviation organizations, refers to these formulas and set-asides when making decisions affecting the distribution of the AIP's discretionary funds. Additionally, the FAA coordinates the release of available AIP entitlement funds to support timely project execution. Projects identified to receive AIP funds are carefully scrutinized to ensure that they are eligible and justified for AIP participation based on established FAA priorities intended to enhance safety, improve security, satisfy aeronautical demand, and address environmental concerns. Projects must also meet selection criteria established by Congress in the authorizing statute. The selection criteria outlined by Congress are further refined in FAA policy and disseminated to AIP grantees. Adherence to these directives ensures program conformity and consistency nationwide. ARP administers congressionally established set-aside funding to:

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

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

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

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

- ➔ The ACIP process, including developmental steps and benefit-cost analyses;
- ➔ The Military Airport Program (MAP) set-aside designed to provide Federal assistance to former military airports converting to civilian use;

- ➔ Letters of Intent (LOI), which are designed to help fund large-scale capacity projects at primary or reliever airports;
- ➔ A detailed history of the AIP and legislative changes to the program;
- ➔ Yearly totals for AIP grant funding authorizations, obligation limitations, and obligations since 1982;
- ➔ AIP totals to date for apportioned and discretionary funds; and
- ➔ AIP totals by development, planning, and funding types.

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

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

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Chapter 1: Summary of Airport Development and Planning

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

This chapter summarizes AIP financial commitments for FY 2018 in Table 1. This table highlights information related to the actual number of grants awarded by airport type. For more information on individual grants awarded during this period, please refer to the FAA's AIP Web site.³ The AIP Web site provides grant summaries and a searchable individual grant history database by region, state, and location for all airports included in the NPIAS. The information includes grant amounts (entitlement and discretionary) and brief descriptions of projects for each grant awarded during the reporting period.

Table 1. AIP Funding Distribution Summary of New Grants in FY 2018⁴

Airport Category	Number of Grants Awarded	Percent of Total Grants (%)	Amounts for New Grants (\$ millions)	Percent of Total Amounts (%)
Large Airports				
Primary Large Hub	56	3.3%	\$ 548.7	15.9%
Primary Medium Hub	54	3.2%	259.7	7.5%
Grants to Large Airports Subtotal	110	6.5%	\$ 808.4	23.3%
Small Airports				
Primary Small Hub	133	7.9%	563.2	16.3%
Primary Nonhub	297	17.6%	835.7	24.1%
Nonprimary Commercial Service	56	3.3%	77.9	2.3%
Reliever	109	6.5%	200.6	5.8%
Other General Aviation	882	52.4%	667.2	19.3%
State Block Grant Program (SBGP) and Other State-Sponsored Locations	62	3.7%	267.0	7.7%
Grants to Small Airports Subtotal	1,539	91.4%	\$ 2,611.6	75.5%
Airport System Planning				
Planning Agencies and Other State-Sponsored Locations	34	2.1%	40.4	1.2%
System Planning Grants Subtotal	34	2.1%	\$ 40.4	1.2%
Total	1,683	100.0%	\$ 3,460.5	100.0%

³ AIP grant histories are available online at: http://www.faa.gov/airports/aip/grant_histories/.

⁴ Subtotals and totals may not add exactly due to rounding.

The following table, Table 2, includes the funding breakdown by project type for all new AIP grant awards made during FY 2018. The data reflected in Table 2 refers to new grant obligations, which include current year funding, reobligated funds recovered from a prior year, and protected entitlements (entitlements declared unused during the prior year and made available under the current year).

Table 2. FYs 2016, 2017, and 2018 Project Types Receiving AIP Funds⁵

Project Type	FY 2016 Total Awarded (\$) ⁶	FY 2017 Total Awarded (\$)	FY 2018 Total Awarded (\$)	FY 2016 Percent (%) of Total Awarded	FY 2017 Percent (%) of Total Awarded	FY 2018 Percent (%) of Total Awarded
Apron	\$ 374,750,776	\$ 448,730,881	\$ 527,460,370	11.37%	13.46%	16.20%
Airport Rescue and Fire Fighting	58,967,912	56,033,396	70,658,193	1.79%	1.68%	2.17%
Conduct Noise Compatibility Plan Study	-	-	2,187,322	-	-	0.07%
Equipment	5,389,909	8,574,019	9,888,962	0.16%	0.26%	0.30%
Heliport	5,703,349	49,000	1,996,192	0.17%	-	0.06%
Land	16,460,395	21,052,740	27,505,086	0.50%	0.63%	0.84%
New Airport	34,722,494	45,149,430	40,719,446	1.05%	1.35%	1.25%
Noise	143,405,677	91,554,734	115,895,789	4.35%	2.75%	3.56%
Planning	103,548,158	77,771,046	83,364,157	3.14%	2.33%	2.56%
Reconstruct Parking Lot	-	-	503,714	-	-	0.02%
Reconstruct Terminal Building	-	-	1,254,735	-	-	0.04%
Rehabilitate Seaplane Base	-	-	105,199	-	-	-
Roads	18,276,100	24,936,970	28,881,455	0.55%	0.75%	0.89%
Runway Safety Area	77,029,347	36,409,696	24,611,619	2.34%	1.09%	0.76%
Runway	1,030,579,719	1,166,985,339	905,916,937	31.27%	35.02%	27.83%
Seaplane Base	3,704,868	936,875	--	.11%	.03%	-
Security	75,849,213	42,367,424	36,465,894	2.30%	1.27%	1.12%
Snow Removal	97,588,945	57,328,915	58,333,807	2.96%	1.72%	1.79%
State Block Grant Program (SBGP)	250,463,045	237,274,138	239,283,361	7.60%	7.12%	7.35%
Taxiway	677,655,190	771,034,015	741,469,730	20.56%	23.13%	22.78%
Terminal	156,704,539	128,865,964	172,847,458	4.75%	3.87%	5.31%
Voluntary Airport Low Emissions (VALE)	33,572,197	15,320,220	16,800,455	1.02%	0.46%	0.52%
Zero Emissions	2,614,949	9,727,083	-	0.08%	0.29%	-
Other ⁷	128,817,481	92,697,524	149,170,263	3.91%	2.78%	4.58%
Total	\$3,295,804,263	\$3,332,799,409	\$3,255,320,144	100.00%⁸	100.00%⁹	100.00%

⁵ These totals represent aggregate amounts that may include a mix of entitlement and discretionary funding awarded through AIP during the fiscal year.

⁶ The FAA has previously reported FYs 2016 and 2017 data to Congress and is including it here for historical comparison purposes only.

⁷ Other projects may include constructing utilities, removing obstructions, improving airport drainage, installing airport beacons, and other related projects.

⁸ Totals may not add exactly due to rounding.

Ten states are authorized to participate in the State Block Grant Program (SBGP).⁹ Participating states administer AIP funds on behalf of the FAA, and provide sub-awards to nonprimary airports within their respective state. Table 3 provides a summary of the total AIP funds awarded through the SBGP during FY 2018.

Table 3. State Block Grant Totals for FY 2018

State	Block Grant Funds (\$)		State Total (\$)
	Apportionment ¹⁰	Discretionary	
Georgia	\$ 18,207,688	\$11,100,000	\$ 29,307,688
Illinois	16,558,497	14,959,929	31,518,426
Michigan	17,904,789	4,096,340	22,001,129
Missouri	13,157,976	6,191,621	19,349,597
New Hampshire	2,166,377	3,578,647	5,745,024
North Carolina	12,714,460	6,059,100	18,773,560
Pennsylvania	9,710,222	2,076,212	11,786,434
Tennessee	8,281,558	5,970,000	14,251,558
Texas	44,010,492	16,700,000	60,710,492
Wisconsin	15,749,071	10,090,382	25,839,453
State Block Grant Totals	\$158,461,130	\$80,822,231	\$239,283,361

Letters of Intent (LOIs) help fund large-scale capacity projects at primary or reliever airports. LOIs state that the FAA intends to obligate AIP funds from future budgetary authority in an amount not greater than the Federal Government's share of allowable costs for that project. The FAA issues an LOI to establish that reimbursement will be made according to a given schedule as funds become available from Congress each year over the term of the approved LOI. This enables airports to proceed with large-scale capacity projects and seek reimbursement with discretionary funds, which is otherwise not permissible. Table 4 reflects all LOI payments, including entitlement and discretionary funding, during FY 2018.

Table 4. LOI Payments During FY 2018

State	City	Airport Name	Hub Type	Discretionary 2018	Entitlement 2017
CA	Los Angeles	Los Angeles International	L	\$11,000,000	\$-
FL	Fort Lauderdale	Fort Lauderdale/Hollywood International	L	20,000,000	402,511
IL	Chicago	Chicago O'Hare International OMP Phase 1	L	20,000,000	-
IL	Chicago	Chicago O'Hare International OMP Completion Phase	L	45,000,000	-
OH	Cleveland	Cleveland-Hopkins International	M	-	2,064,938
TX	Dallas-Fort Worth	Dallas-Fort Worth International	L	15,000,000	-
Total				\$111,000,000	\$2,467,449

⁹ The Federal Funding Accountability and Transparency Act requires Federal grant awardees to report subaward information, including participants in the SBGP. Specific information related to SBGP subawards may be found at: www.ftrs.gov.

¹⁰ Apportionment amounts include nonprimary entitlements and state apportionments.

Chapter 2: Accounting of Discretionary and Appropriated Funds

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

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

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

2.1 CALCULATION AND DISTRIBUTION OF APPORTIONED FUNDS

Entitlement funds are available to airport sponsors in the year they are first apportioned. In the case of large, medium, and small hub airports, if the funds are not obligated in the year they were apportioned, a comparable amount remains available for up to 2 subsequent fiscal years. In the case of nonhub primary and nonprimary airports, unobligated entitlement funds are available in the year they are first apportioned and remain available for 3 fiscal years.¹¹

2.1.1 Primary Airports

Each primary airport's entitlement funds are based on the number of passenger boardings at the airport. The minimum amount of entitlement funds that may be apportioned to the airport sponsor of a primary airport is \$650,000, and the maximum is \$22 million. Individual airport annual entitlement funds are calculated as follows:

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

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

¹¹ 49 U.S.C., § 47117(b).

2.1.2 AIP Apportionment Reductions

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

Title 49 U.S.C., § 47114(f), requires that AIP funds apportioned to a large or medium hub airport be reduced by 50 percent of the forecasted PFC revenue for that fiscal year, but not more than 50 percent of the preliminary apportionment for that fiscal year where a PFC of \$1, \$2, or \$3 is imposed. Likewise, should a large or medium hub airport impose a PFC at the \$4 or \$4.50 level, apportioned AIP funds for those airports are reduced by 75 percent of the forecasted PFC revenue, but not more than 75 percent of the preliminary apportionments for that fiscal year. Table 5 shows the number of large and medium hub airports whose entitlements were reduced based on approved PFC collections during FY 2018.

Table 5. Number of Large and Medium Hub Airports Subject to PFC-Related Entitlement Reductions in FYs 2016, 2017, and 2018¹²

Airports Subject to Entitlement Reduction	FY 2016	FY 2017	FY 2018
50 Percent Reduction	3	2	2
75 Percent Reduction	57	57	59
Total Number of Large and Medium Hubs with PFCs	60	59	61

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

2.1.3 Cargo Service Airport Funding

Pursuant to 49 U.S.C., § 47114(c)(2)(A), the FAA allocates 3.5 percent of the amount available for AIP grants to cargo service airports. Each cargo service airport is eligible to receive additional AIP entitlement funds based on its proportion of landed weight of cargo aircraft to the total landed weight of cargo aircraft at all qualifying airports.¹³

¹² The FAA has previously reported FY 2016 and 2017 data to Congress and is including it here for historical comparison purposes only.

¹³ “Landed weight” is defined in 49 U.S.C., § 47102(10), as the weight of aircraft transporting only cargo in intrastate, interstate, and foreign air transportation.

2.1.4 State/Insular Areas

The AIP formula apportions 20 percent of the amount available for AIP grants for nonprimary commercial service, general aviation, and reliever airports within the states and insular areas.¹⁴ These airports are collectively referred to as nonprimary airports. Each eligible nonprimary airport may be entitled to an individual apportionment, commonly known as a nonprimary entitlement (NPE), calculated as one-fifth of the airport's 5-year capital needs, as identified in the FAA's most recently published NPIAS report, but not to exceed \$150,000 per year.

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

For FY 2018, of the amount remaining after the allocation to individual nonprimary airports, 99.4 percent was apportioned to airports within the 50 states, the District of Columbia, and Puerto Rico.¹⁵ The remaining 0.62 percent was apportioned to airports in four insular areas: Guam, American Samoa, the U.S. Virgin Islands, and the Commonwealth of the Northern Mariana Islands.

2.1.5 Alaska Supplemental Funds

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

2.1.6 Protected Entitlement Funds

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

Pursuant to 49 U.S.C., § 47115(g), the FAA must make protected entitlements (amounts carried over from prior years) available to airport sponsors before any other type of funding may be calculated. This can affect amounts available for entitlement and discretionary funding in that subsequent year (including the minimum set-asides).

¹⁴ Under 49 U.S.C., § 47114(c)(2)(C), if AIP funding drops below \$3.2 billion, this allocation is reduced to 18.5 percent of AIP funding; that amount is not reduced further in order to provide individual apportionments to each nonprimary airport.

¹⁵ The District of Columbia and Puerto Rico are treated as states for the purposes of the state apportionment in accordance with 49 U.S.C., § 47114(d).

2.2 DISTRIBUTION OF DISCRETIONARY FUNDS

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

Noise: An amount equal to 35 percent of the discretionary fund is reserved for noise compatibility planning and implementing noise compatibility programs under 49 U.S.C., § 47501, et seq. The FAA can use entitlement funds to satisfy this minimum set-aside as long as the total AIP funds awarded for noise compatibility purposes equals the amount specified in the legislation. Funding for projects under the Voluntary Airport Low Emissions (VALE)¹⁶ program also comes out of this set-aside.

MAP: 49 U.S.C., § 47117(e)(1)(B), requires the FAA to reserve a minimum of 4 percent of discretionary funds for the MAP. Table 6 provides annual highlights of the number of grants awarded, and the total set-aside funds used during 2018. The set-aside figures do not include any supplemental discretionary funding awarded or recoveries from prior year grants.

Table 6. Annual MAP for FYs 2016, 2017, and 2018¹⁷

	FY 2016	FY 2017	FY 2018
Number of Grants Awarded	7	7	7
Set-Aside Amount (\$)	\$16,123,030	\$12,285,897	\$11,955,410

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

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

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

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

¹⁶ The VALE program is intended to improve airport air quality and provide air quality credits to support future airport development. Through the VALE program, airport sponsors can use select AIP funds to finance low emission vehicles, refueling and recharging stations, and other airport air quality improvements.

¹⁷ The FAA has previously reported FY 2016 and 2017 data to Congress, and is including it here for historical comparison purposes only.

Other Distributions: In addition to the AIP grant program, as shown in Table 7, recent AIP appropriations have also made funding available for the following activities:

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

Table 7. AIP Allocation of Appropriations for FYs 2016, 2017, and 2018 (\$ millions)¹⁸

	FY 2016	FY 2017	FY 2018
Authorized by Legislation and Available for AIP	\$3,350.0	\$3,350.0	\$3,350.0
Less:			
SCASDP	(5.0)	(10.0)	(10.0)
Administrative Expenses	(107.1)	(107.7)	(111.9)
Airport Technology Research and Development	(31.0)	(31.4)	(33.2)
Airport Cooperative Research Program	(15.0)	(15.0)	(15.0)
Total Available for AIP Grants	\$3,191.9	\$3,185.9	\$3,179.9
FUNDING DISTRIBUTION			
Entitlements/Apportionments			
Primary Airports	832.4	860.7	862.4
Cargo (3.5 Percent of the Total Available for AIP Grants)	111.7	111.5	111.3
Alaska Supplemental	21.3	21.3	21.3
States: (20 Percent of the Total Available for AIP Grants) ¹⁹			
Nonprimary Entitlement	380.9	382.8	384.8
State Apportionment by Formula	257.4	254.4	251.2
Protected Entitlements	680.7	727.8	718.2
Entitlements Subtotal	\$2,284.5	\$2,358.6	\$2,349.2
Small Airport Fund			
Nonhub Airports	288.2	297.3	303.9
Noncommercial Service	144.1	148.6	151.9
Small Hub	72.0	74.3	76.0
Small Airport Fund Subtotal²⁰	\$ 504.3	\$ 520.2	\$ 531.8
Nondiscretionary Subtotal	\$2,788.8	\$2,878.8	\$2,881.0
DISCRETIONARY			
Noise (35 Percent of Discretionary Funds)	141.1	107.5	104.6
Reliever (0.66 Percent of Discretionary Funds)	2.7	2.0	2.0
MAP (4 Percent of Discretionary Funds)	16.1	12.3	12.0
Discretionary Set-asides Subtotal	\$ 159.9	\$ 121.8	\$ 118.5
C/S/S/N	182.4	139.0	135.3
Remaining Discretionary	60.8	46.3	45.1
Other Discretionary Subtotal	\$ 243.2	\$ 185.3	\$ 180.3
Discretionary Subtotal	\$ 403.1	\$ 307.1	\$ 298.9
Funding Distribution Total for Fiscal Year Funds	\$3,191.9	\$3,185.9	\$3,179.9
Recovery Ceiling Authorized for Reobligation	\$ 147.3	\$ 200.0	\$ 123.0
Total Authorized Obligation Level	\$3,339.2	\$3,385.9	\$3,302.9²¹

¹⁸ The FAA has previously reported FY 2016 and 2017 data to Congress and is including it here for historical comparison purposes only.

¹⁹ These figures include amounts distributed through the SBGP, plus amounts in other states not participating in the SBGP.

²⁰ The Small Airport Fund is generated from 87.5 percent of the PFC-related entitlement reductions. The remaining 12.5 percent of such reductions becomes discretionary funding. For FY 2016, 2017 and 2018, PFC-related entitlement reductions were \$576, \$594 and \$608 million, respectively.

²¹ Totals may not add exactly due to rounding.

2.3 DISTRIBUTION OF SUPPLEMENTAL DISCRETIONARY FUNDS

On March 23, 2018, the President signed H.R. 1625, Consolidated Appropriations Act, 2018, which was enacted by the 115th United States Congress. The legislation provided an additional \$1 billion in AIP discretionary grants to enable the Secretary of Transportation to make grants for projects as authorized by subchapter 1 of chapter 471 and subchapter 1 of chapter 475 of 49 U.S.C. This funding was in addition to the \$3.35 billion appropriated under the regular AIP line item.

The act stipulated that the Secretary shall give priority consideration to projects at (a) nonprimary airports that are classified as regional, local, or basic, and not located within a Metropolitan or Micropolitan Statistical Area as defined by the Office of Management and Budget; or (b) primary airports that are classified as small or nonhub airports.

This unprecedented combination of factors meant that many airports could request funding for projects that they would not have normally considered pursuing—and in many cases that included projects for which the airports had not yet completed the necessary planning, environmental review, engineering design, etc.

Because of this, the FAA published a Federal Register notice on July 9, 2018 (83 FR 31834), that explained the statutory rules, evaluation criteria, and submission process for grant applications. The process included two distinct deadlines with different submission requirements. The first deadline was only for projects that would be ready to receive grants by September 1, 2018, and only for airports meeting the criteria for “priority consideration.” The FAA posted the list of priority consideration airports on its external Web site.

On September 27, 2018, the DOT announced \$205 million in FY 2018 supplemental funding for infrastructure grants to airports in 34 states as listed in the table below. The selected projects included runway reconstruction and rehabilitation, as well as new or rehabilitated taxiways, aprons, and terminals. FAA made these project selections based on the established and published criteria with due consideration of how the FAA was administering the regular 2018 AIP funds (i.e., addressing the needs of airports of all size categories).

The second deadline was for requests from any eligible NPIAS airport. Between the unfunded requests from the first deadline and new or updated requests from the second deadline, the FAA received \$10.9 billion in funding requests—nearly 11 times the available funding.

The remainder of the \$1 billion in supplemental discretionary funding is to be awarded in FYs 2019 and 2020.²²

²² At the time of publication of this report, DOT had announced the selection of projects for the balance of the 2018 supplemental funding, with grants being formally awarded during the remainder of FYs 2019 and 2020.

Table 8. FY 2018 Regular AIP and Supplemental Funding by State

State	Regular FY-2018 AIP	Supplemental Funding	Total
Alabama	\$ 49,485,266	\$ 29,115,000	\$ 78,600,266
Alaska	\$ 233,016,392	\$ 9,985,312	\$ 243,001,704
Arizona	\$ 60,951,686	\$ 0	\$ 60,951,686
Arkansas	\$ 38,228,484	\$ 3,891,229	\$ 42,119,713
California	\$ 251,088,225	\$ 340,809	\$ 251,429,034
Colorado	\$ 80,819,383	\$ 5,800,000	\$ 86,619,383
Connecticut	\$ 17,517,041	\$ 0	\$ 17,517,041
Delaware	\$ 11,507,060	\$ 0	\$ 11,507,060
District of Columbia	\$ 23,072,524	\$ 0	\$ 23,072,524
Florida	\$ 203,472,903	\$ 0	\$ 203,472,903
Georgia	\$ 80,178,033	\$ 7,642,751	\$ 87,820,784
Hawaii	\$ 28,968,242	\$ 0	\$ 28,968,242
Idaho	\$ 22,940,660	\$ 1,765,329	\$ 24,705,989
Illinois	\$ 165,174,611	\$ 2,214,738	\$ 167,389,349
Indiana	\$ 55,390,552	\$ 0	\$ 55,390,552
Iowa	\$ 51,634,780	\$ 16,479,338	\$ 68,114,118
Kansas	\$ 32,099,450	\$ 0	\$ 32,099,450
Kentucky	\$ 58,106,293	\$ 1,711,318	\$ 59,817,611
Louisiana	\$ 75,355,645	\$ 0	\$ 75,355,645
Maine	\$ 31,358,524	\$ 11,470,516	\$ 42,829,040
Maryland	\$ 32,319,289	\$ 0	\$ 32,319,289
Massachusetts	\$ 43,906,451	\$ 1,964,715	\$ 45,871,166
Michigan	\$ 81,418,713	\$ 936,294	\$ 82,355,007
Minnesota	\$ 60,653,094	\$ 0	\$ 60,653,094
Mississippi	\$ 35,552,971	\$ 10,249,622	\$ 45,802,593
Missouri	\$ 55,625,301	\$ 8,711,349	\$ 64,336,650
Montana	\$ 41,631,658	\$ 0	\$ 41,631,658
Nebraska	\$ 27,026,220	\$ 2,554,000	\$ 29,580,220
Nevada	\$ 27,464,252	\$ 5,186,819	\$ 32,651,071
New Hampshire	\$ 19,178,822	\$ 3,049,487	\$ 22,228,309
New Jersey	\$ 12,756,141	\$ 299,898	\$ 13,056,039
New Mexico	\$ 26,312,321	\$ 0	\$ 26,312,321
New York	\$ 89,302,301	\$ 4,000,000	\$ 93,302,301
North Carolina	\$ 79,799,301	\$ 7,000,000	\$ 86,799,301
North Dakota	\$ 57,436,427	\$ 9,760,091	\$ 67,196,518
Ohio	\$ 43,933,377	\$ 4,746,067	\$ 48,679,444
Oklahoma	\$ 42,624,423	\$ 494,568	\$ 43,118,991
Oregon	\$ 54,452,071	\$ 0	\$ 54,452,071
Pennsylvania	\$ 72,210,739	\$ 0	\$ 72,210,739
Rhode Island	\$ 1,887,407	\$ 0	\$ 1,887,407
South Carolina	\$ 63,811,173	\$ 6,337,551	\$ 70,148,724
South Dakota	\$ 20,043,777	\$ 4,099,775	\$ 24,143,552

State	Regular FY-2018 AIP	Supplemental Funding	Total
Tennessee	\$ 95,505,805	\$ 7,412,405	\$ 102,918,210
Texas	\$ 223,523,008	\$ 8,000,000	\$ 231,523,008
Utah	\$ 51,165,641	\$ 11,100,000	\$ 62,265,641
Vermont	\$ 11,097,704	\$ 0	\$ 11,097,704
Virginia	\$ 39,410,036	\$ 897,167	\$ 40,307,203
Washington	\$ 91,747,128	\$ 7,000,000	\$ 98,747,128
West Virginia	\$ 27,751,941	\$ 3,708,000	\$ 31,459,941
Wisconsin	\$ 54,005,675	\$ 3,953,894	\$ 57,959,569
Wyoming	\$ 21,597,869	\$ 3,269,015	\$ 24,866,884
American Samoa	\$ 24,803,667	\$ 0	\$ 24,803,667
Guam	\$ 20,517,558	\$ 0	\$ 20,517,558
Marshall Islands	\$ 86,790	\$ 0	\$ 86,790
Micronesia	\$ 0	\$ 0	\$ 0
Puerto Rico	\$ 17,491,204	\$ 0	\$ 17,491,204
Saipan/Trinian Islands	\$ 8,661,658	\$ 0	\$ 8,661,658
Virgin Islands	\$ 8,242,476	\$ 0	\$ 8,242,476
Summary	\$3,255,320,143	\$205,147,057	\$3,460,467,200

Chapter 3: Airport Land Use Compliance

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

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

The Land Use Compliance Report for FY 2018, incorporated in this document as Attachment A, lists airport sponsors that the FAA investigated regarding noncompliance or airport sponsors that the FAA worked with to resolve a land use compliance issue. The list also includes airports identified in previous years when a resolution is still in progress. The information contained in the report is current as of September 30, 2018. Status changes that may have occurred after this date are not reflected. The report organizes each compliance issue by the ARP region where the issue occurred.

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

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

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

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Attachment A: Land Use Compliance Report

The information contained in this report covers activity occurring during FY 2018 and provides the airport compliance status as of September 30, 2018. It does not reflect any status changes that may have occurred after this date. The report organizes each compliance issue in groups according to the ARP region where the issue(s) occurred, and the estimated completion or compliance date. The report also identifies airports with land use compliance issues related specifically to operations involving the U.S. Government or military. The regional abbreviations are identified as follows: Alaska (AAL), Central (ACE), Eastern (AEA), Great Lakes (AGL), New England (ANE), Northwest Mountain (ANM), Southern (ASO), Southwest (ASW), and Western Pacific (AWP).

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Completion/ Compliance Date
Dillingham Airport	AAL	Dillingham	AK	DLG	Airport Layout Plan (ALP); good title; multiple grant assurances.	Airport sponsor submitted a Corrective Action Plan; airport sponsor initiated action to address residence in trespass and resolve the good title issue.	December 2019
Fairbanks International Airport	AAL	Fairbanks	AK	FAI	Nonaeronautical use of airport property.	Airport sponsor has been directed to provide a Corrective Action Plan.	September 2019
Girdwood Airport	AAL	Girdwood	AK	AQY	ALP.	The airport sponsor is preparing an ALP update.	December 2019
Merrill Field	AAL	Anchorage	AK	MRI	ALP; preserving rights and powers; multiple grant assurances.	Corrective Action Plan has been submitted. Airport sponsor has been nonresponsive.	December 2020
Ouzinkie Airport	AAL	Ouzinkie	AK	4K5	Operations and maintenance.	FAA approved Corrective Action Plan and schedule.	December 2019
Warren “Bud” Woods Palmer Municipal Airport	AAL	Palmer	AK	PAQ	Nonaeronautical use of airport property.	Land release issues have been substantially addressed. Some nonaeronautical uses are pending longer term corrective actions.	December 2019
Sitka Rocky Gutierrez Airport	AAL	Sitka	AK	SIT	Fee and rental structure; financial reporting pursuant to 1994 FAA Reauthorization.	Corrective Action Plan pending FAA review.	September 2019
St. Mary’s Airport	AAL	St. Mary’s	AK	KSM	ALP; Exhibit A Property Map; nonaeronautical use of airport property.	Corrective Action Plan and schedule submitted.	December 2019
St. Paul Island Airport	AAL	St. Paul Island	AK	SNP	Fee and rental structure.	Corrective Action Plan submitted. Through-the-fence (TTF) operations are being reviewed by the airport sponsor and the FAA.	December 2019

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Completion/ Compliance Date
Talkeetna Airport	AAL	Talkeetna	AK	TKA	ALP; fee and rental structure.	Airport sponsor provided updated Corrective Action Plan. Obstructions have been removed, and the ALP has been updated. Court action to address the trespass is ongoing.	June 2019
Wainwright Airport	AAL	Wainwright	AK	AWI	Fee and rental structure.	FAA review of airport sponsor use of airport search and rescue quarters is pending.	December 2019
Schenck Field	ACE	Clarinda	IA	ICL	Nonaeronautical use of airport property.	Airport sponsor has been directed to submit a Corrective Action Plan.	June 2019
Liberal Mid-America Regional Airport	ACE	Liberal	KS	LBL	Nonaeronautical use of airport property.	Airport sponsor directed to provide a Corrective Action Plan.	June 2019
Macon-Fower Memorial Airport	ACE	Macon	MO	K89	ALP; Exhibit A Property Map.	Airport sponsor provided a Corrective Action Plan and is working to implement corrective actions.	June 2019
Bay Bridge Airport	AEA	Stevensville	MD	W29	ALP; Exhibit A Property Map; nonaeronautical use of airport property; operations and maintenance.	Airport sponsor provided a Corrective Action Plan and has begun implementing corrective actions.	September 2019
Carroll County Regional Airport/Jack B. Poage Field	AEA	Westminster	MD	DMW	ALP; Exhibit A Property Map; nonaeronautical use of airport property.	Airport sponsor provided a Corrective Action Plan and has begun implementing corrective actions.	December 2020
Cape May County Airport	AEA	Wildwood	NJ	WWD	ALP; Exhibit A Property Map; nonaeronautical use of airport property.	Airport sponsor provided a Corrective Action Plan and has begun implementing corrective actions.	December 2019

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Completion/ Compliance Date
Brookhaven Airport	AEA	Shirley	NY	HWV	ALP; nonaeronautical use of airport property.	Airport sponsor will update the ALP as part of its master planning process now underway and has submitted land release requests for properties being used for nonaeronautical purposes.	December 2020
Dansville Municipal Airport	AEA	Dansville	NY	DSV	Fee and rental structure; nonaeronautical use of airport property.	Airport sponsor provided a Corrective Action Plan and is working to implement corrective actions.	December 2019
Hamilton Municipal Airport	AEA	Hamilton	NY	VGC	ALP; Exhibit A Property Map; nonaeronautical use of airport property; operations and maintenance.	Airport sponsor provided a Corrective Action Plan and has begun implementing corrective actions.	September 2019
Joseph Y. Resnick Airport	AEA	Ellenville	NY	N89	Nonaeronautical use of airport property; operations and maintenance.	Airport sponsor provided a Corrective Action Plan and is working to implement corrective actions.	December 2019
New Garden Airport	AEA	Toughkenamon	PA	N57	ALP; Exhibit A Property Map; nonaeronautical use of airport property.	Airport sponsor provided a Corrective Action Plan and has begun implementing corrective actions.	December 2020
Greenbrier Valley Airport	AEA	Lewisburg	WV	LWB	Airport revenue use; fee and rental structure.	Airport sponsor is actively working on resolution in coordination with the completion of a new master plan.	June 2019
Havana Regional Airport	AGL	Havana	IL	910	Nonaeronautical use of airport property; operations and maintenance.	Airport sponsor provided a Corrective Action Plan and is making a good faith effort to implement corrective actions.	September 2019

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Completion/ Compliance Date
Lawrenceville-Vincennes International Airport	AGL	Lawrenceville	IL	LWV	Nonaeronautical use of airport property.	Airport sponsor directed to submit a Corrective Action Plan. Illinois is an FAA block grant state and will investigate these issues.	September 2019
Warsaw Municipal Airport	AGL	Warsaw	IN	ASW	ALP; Exhibit A Property Map; nonaeronautical use of airport property.	Airport sponsor submitted a Corrective Action Plan. Airport sponsor has indicated that lease issues will be corrected by 2021. A master planning effort is currently underway that will update the ALP.	December 2021
Coleman A. Young Municipal Airport	AGL	Detroit	MI	DET	ALP.	Airport sponsor continues to work towards resolution of the complex issues required to update the ALP.	December 2020
Grosse Ile Municipal Airport	AGL	Detroit/Grosse Ile	MI	ONZ	Nonaeronautical use of airport property.	A Corrective Action Plan has been accepted for implementation.	December 2020
Owosso Community Airport	AGL	Owosso	MI	RNP	ALP; Exhibit A Property Map; nonaeronautical use of airport property.	Airport sponsor worked with the Maryland Department of Transportation to update the ALP and the Exhibit A Property Map and no land release was required for the entrance road. The FAA will work with the State and the airport sponsor to verify that all corrective actions have been completed.	December 2019
Hector Municipal Airport	AGL	Hector	MN	1D6	ALP; nonaeronautical use of airport property.	Airport sponsor submitted a Corrective Action Plan and is in the process of developing a master plan update to address the issues.	December 2019
Akron Fulton International Airport	AGL	Akron	OH	AKR	ALP; Exhibit A Property Map; nonaeronautical use of airport property.	Airport sponsor has developed and submitted a Corrective Action Plan. Current ALP on file with the FAA. Exhibit A update in process.	December 2020

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Completion/ Compliance Date
Alexander Salamon Airport	AGL	West Union	OH	AMT	Fee and rental structure; nonaeronautical use of airport property; operations and maintenance.	Airport sponsor was directed to provide a Corrective Action Plan.	September 2019
Cincinnati Municipal Airport Lunken Field	AGL	Cincinnati	OH	LUK	Nonaeronautical use of airport property; operations and maintenance.	Corrective Action Plan has been received and is currently being coordinated between regional office and FAA headquarters.	December 2020
Clermont County Airport	AGL	Batavia	OH	I69	ALP; exclusive rights.	Airport sponsor has not taken adequate corrective action since 2006. Recommend removal from the NPIAS.	No formal Corrective Action Plan or completion date.
Jefferson County Airpark	AGL	Steubenville	OH	2G2	ALP; Exhibit A Property Map; nonaeronautical use of airport property.	Airport sponsor completed an ALP update and Exhibit A Property Map. Airport sponsor is developing standard leases and requesting concurrent use for nonaeronautical storage. Airport sponsor submitted initial land release documentation for nonaeronautical property for FAA review.	December 2020
Ohio State University Airport	AGL	Columbus	OH	OSU	Nonaeronautical use of airport property.	Airport sponsor is currently updating the ALP.	December 2020
Wadsworth Municipal Airport	AGL	Wadsworth	OH	3G3	Nonaeronautical use of airport property.	The FAA is working with the airport sponsor on a land release for nonaeronautical land use.	December 2020
Mobridge Municipal Airport	AGL	Mobridge	SD	MBG	ALP; Exhibit A Property Map.	A Corrective Action Plan has been received and is currently under review.	December 2021

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Completion/ Compliance Date
John F. Kennedy Memorial Airport	AGL	Ashland	WI	ASX	ALP; Exhibit A Property Map; nonaeronautical use of airport property.	Airport sponsor provided a Corrective Action Plan and is working to implement corrective actions.	December 2019
Boire Field	ANE	Nashua	NH	ASH	Nonaeronautical use of hangars.	Airport sponsor has been directed to provide a Corrective Action Plan and is also subject to a 14 CFR, part 13, investigation.	September 2019
Jerome County Airport	ANM	Jerome	ID	JER	Nonaeronautical use of airport property.	Airport sponsor provided a Corrective Action Plan, corrected several issues, and is working to implement remaining corrective actions.	September 2019
Lemhi County Airport	ANM	Salmon	ID	SMN	ALP; Exhibit A Property Map.	Airport sponsor directed to provide a Corrective Action Plan.	September 2019
Pocatello Regional Airport	ANM	Pocatello	ID	PIH	Nonaeronautical use of airport property.	Airport sponsor provided a Corrective Action Plan and is working to implement remaining corrective actions.	September 2019
Frank Wiley Field	ANM	Miles City	MT	MLS	ALP.	Airport sponsor provided a Corrective Action Plan, corrected several issues, and is working to implement remaining corrective actions.	September 2019
Carbon County Regional Airport/ Buck Davis Field	ANM	Price	UT	PUC	ALP; Exhibit A Property Map; nonaeronautical use of airport property.	Airport sponsor provided a Corrective Action Plan, corrected several issues, and is working to implement remaining corrective actions.	September 2019
Spanish Fork Airport/ Springville- Woodhouse Field	ANM	Spanish Fork	UT	SPK	ALP; Exhibit A Property Map.	Airport sponsor provided a Corrective Action Plan and is working to implement remaining corrective actions.	September 2019

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Completion/ Compliance Date
Wendover Airport	ANM	Wendover	UT	ENV	Exhibit A Property Map.	Airport sponsor provided a Corrective Action Plan and is working to implement remaining corrective actions.	September 2019
Bremerton National Airport	ANM	Bremerton	WA	PWT	ALP; Exhibit A Property Map; Surplus Property Act restrictions.	Airport sponsor provided a Corrective Action Plan and is working to implement corrective actions.	September 2019
Chehalis-Centralia Airport	ANM	Chehalis	WA	CLS	ALP; Exhibit A Property Map; nonaeronautical use of airport property; revenue use.	Airport sponsor provided a Corrective Action Plan, corrected several issues, and is working to implement remaining corrective actions.	September 2019
Craig Field	ASO	Selma	AL	SEM	ALP; Exhibit A Property Map; nonaeronautical use of airport property; multiple grant assurances.	Airport sponsor directed to provide Corrective Action Plan.	September 2019
New Smyrna Beach Municipal Airport	ASO	New Smyrna Beach	FL	EVB	ALP; Exhibit A Property Map.	Airport sponsor is implementing its Corrective Action Plan.	September 2019
Henry County Airport	ASO	Hampton	GA	HMP	Fee and rental structure; nonaeronautical use of airport property; multiple grant assurances.	Airport sponsor directed to provide Corrective Action Plan.	September 2019
Toccoa RG LeTourneau Field	ASO	Toccoa	GA	TOC	Good title; ALP; Exhibit A Property Map.	Airport sponsor is implementing its Corrective Action Plan.	September 2019
Bowman Field	ASO	Louisville	KY	LOU	Good title; Exhibit A Property Map; nonaeronautical use of airport property.	Airport sponsor provided a Corrective Action Plan and is working to implement corrective actions.	September 2019

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Completion/ Compliance Date
Michael J. Smith Field	ASO	Beaufort	NC	MRH	ALP; Exhibit A Property Map.	Airport sponsor has been directed to submit a Corrective Action Plan.	September 2019
Western Carolina Regional Airport	ASO	Andrews	NC	RHP	ALP; Exhibit A Property Map.	Airport sponsor is implementing its Corrective Action Plan.	September 2019
Darlington County Airport	ASO	Darlington	SC	UDG	ALP; Exhibit A Property Map; nonaeronautical use of airport property.	Airport sponsor is implementing its Corrective Action Plan. Airport sponsor was able to remove some municipal nonaeronautical use of airport property. However, some still remain.	September 2019
Pollock Municipal Airport	ASW	Pollock	LA	L66	Land disposal; revenue use.	Airport sponsor directed to submit a Corrective Action Plan.	December 2019
Shreveport Regional Airport	ASW	Shreveport	LA	SHV	ALP; multiple grant assurances.	Airport sponsor directed to provide a Corrective Action Plan.	September 2019
Deming Municipal Airport	ASW	Deming	NM	DMN	Land disposal.	Airport sponsor provided documentation to the FAA to obtain formal release of obligations. FAA legal review is pending.	December 2019
Ardmore Municipal Airport	ASW	Ardmore	OK	ADM	Exhibit A Property Map.	Airport sponsor directed to provide a Corrective Action Plan.	September 2019
Chickasha Municipal Airport	ASW	Chickasha	OK	CHK	Exhibit A Property Map; nonaeronautical use of airport property.	Airport sponsor provided an acceptable Corrective Action Plan.	December 2019
Durant Regional - Eaker Field	ASW	Durant	OK	DUA	Land disposal; ALP; Exhibit A Property Map; nonaeronautical use of airport property.	Airport sponsor provided a Corrective Action Plan and is working to implement corrective actions.	September 2019
Bisbee Municipal Airport	AWP	Bisbee	AZ	P04	Residential TTF.	Airport sponsor negotiated a TTF access agreement that did not fully meet section 136 of P.L. 112-95. Airport sponsor continues to pursue access agreements. Progress indicates that the airport sponsor may only get partial agreements.	December 2019

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Completion/ Compliance Date
Cottonwood Airport	AWP	Cottonwood	AZ	P52	Nonaeronautical use of airport property; multiple grant assurances.	The Western-Pacific Region has determined that all nonaeronautical lease rates are below fair-market value (FMV). Airport sponsor provided an interim corrective action reply and was to provide a final plan by December 31, 2014. The airport sponsor cannot fully correct the FMV leases until the leases expire in 2082. A full resolution is not expected.	No formal date expected until lease expiration.
Superior Municipal Airport	AWP	Superior	AZ	E81	Airport closed; section 16.	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.	No formal Corrective Action Plan or completion date.
California City Municipal Airport	AWP	California City	CA	L71	ALP; nonaeronautical use of airport property; commercial TTF.	Airport sponsor provided a Corrective Action Plan to prevent future nonaeronautical uses unless approved by the FAA. The FMV rates cannot be corrected until the 30-year lease expires in about 2030.	No formal date expected until lease expiration.
Garberville Airport	AWP	Garberville	CA	O16	Nonaeronautical use of airport property.	Airport sponsor directed to provide a Corrective Action Plan.	September 2019

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Completion/ Compliance Date
Holtville Airport	AWP	Holtville	CA	L04	Airport closure; Surplus Property Act.	Airport sponsor was asked to take appropriate action to ensure that the facility is used for airport purposes. A feasibility study for a replacement airport has been conducted. Plans to reopen the airport are not feasible. The airport remains closed, and it appears the airport will not be opened. Without a California airport permit, it cannot legally operate. It does not appear that the airport sponsor will ever reopen the airport.	No formal Corrective Action Plan or completion date.
California Redwood Coast-Humboldt County	AWP	Arcata/Eureka	CA	ACV	ALP; nonaeronautical use of airport property; nonaeronautical use of hangars.	County-wide inspection of six airports; airport sponsor directed to provide a Corrective Action Plan.	September 2019
Lake Tahoe Airport	AWP	South Lake Tahoe	CA	TVL	ALP; nonaeronautical use of airport property; nonaeronautical use of hangars.	Airport sponsor has been directed to submit a Corrective Action Plan.	September 2019
Lampson Field	AWP	Lakeport	CA	102	Fee and rental structure; commercial and noncommercial TTF.	Airport sponsor provided a Corrective Action Plan and is trying to negotiate commercial TTF fees, so far without success.	December 2019
Murray Field	AWP	Eureka	CA	EKA	Nonaeronautical use of airport property.	Airport sponsor directed to provide a Corrective Action Plan.	September 2019

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Completion/ Compliance Date
Oroville Municipal Airport	AWP	Oroville	CA	OVE	Fee and rental structure; nonaeronautical use of airport property.	The Corrective Action Plan was provided to the FAA on November 30, 2010. A land release was granted by the FAA to correct some nonaeronautical use issues. Corrective actions for others will not be completed because the airport sponsor cannot amend the FMV lease rates on nonaeronautical leases until the leases expire starting in 2040.	No formal date expected until lease expiration.
Tehachapi Municipal Airport	AWP	Tehachapi	CA	TSP	ALP; nonaeronautical use of airport property.	Airport sponsor has been directed to submit a Corrective Action Plan.	September 2019
United States Government/Military: Nonaeronautical Use of Airport Property							
Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Compliance Date
Watsonville Municipal Airport	AWP	Watsonville	CA	WVI	United States National Guard nonaeronautical use of airport property.	N/A (Policy Exception)	N/A
Wheeling Ohio County Airport	AEA	Wheeling	WV	HLG	United States Army Corps of Engineers nonaeronautical use of airport property.	N/A (Policy Exception)	N/A