



THE DEPUTY SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

August 12, 2022

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

Dear Madam Speaker:

Enclosed is the Federal Aviation Administration's Report to Congress on the Airport Improvement Program (AIP) for Fiscal Year (FY) 2019. As required by 49 U.S.C. § 47131, this report provides information about the AIP and the Airport Land Use Compliance Program. This report also satisfies the requirement in Section 167 (b) of the FAA Reauthorization Act of 2018 (Pub. L. 115-254) regarding Buy America waivers issued under 49 U.S.C. § 50101 during the FY.

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

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

Sincerely,

  
Polly Trottenberg

Enclosure



THE DEPUTY SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

August 12, 2022

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

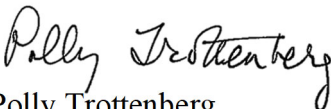
Dear Madam Vice President:

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Sincerely,

  
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# **Report to Congress on the Airport Improvement Program for FY 2019**

**33rd Annual Report  
of Accomplishments**



### Cover Photograph.

Background: Salinas Municipal Airport, California: Runway Rehabilitation

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# Executive Summary

The Secretary of Transportation submits this Federal Aviation Administration (FAA) Report to Congress on the Airport Improvement Program (AIP)<sup>1</sup> for Fiscal Year (FY) 2019 in accordance with 49 U.S.C. § 47131. This report covers activities carried out under this subchapter as mandated by Congress for the fiscal year ending September 30, 2019. For FY 2019, approximately \$3.18 billion in AIP grants were available. On February 15, 2019, the President signed Public Law 116-6, Consolidated Appropriations Act, 2019, which included a supplemental amount of \$500 million for discretionary grants under the AIP statutes, 49 U.S.C. Chapters 471 and 475. The FAA Reauthorization Act of 2018, Public Law 115-254, included numerous changes to statutes and other authorizing Acts governing the operations and administration of multiple programs under the Office of Airports (ARP). The 2018 Act:

- ➔ Amended and expanded airport types and eligibility;
- ➔ Extended, expanded, or modified existing programs;
- ➔ Enhanced and clarified airport zero-emissions vehicle (ZEV) programs, the voluntary airport low emissions (VALE) Program, and airport energy efficiency programs;
- ➔ Clarified environmental and noise programs under 49 U.S.C., Chapter 471 (the primary statutory provision governing the AIP); and
- ➔ Required an additional reporting requirement for Buy American waivers issued for products reimbursed by AIP.

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

From the program's inception, AIP grants have been critical to improving the safety, capacity, and efficiency of United States airport infrastructure. The FAA works closely with more than 3,300 individual airports, related aviation organizations, and state agencies to develop critical airport projects ranging from runways, taxiways, and aprons to lighting, drainage systems, and emergency response equipment. The FAA awards AIP funds to help ensure there is a safe and reliable system of airports to support the needs of the traveling public, commercial operators (such as airlines, cargo carriers, and charter 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),<sup>2</sup> is a critical part of the national network of transportation systems and provides 98 percent of the U.S. population with access to air transportation. Airports in the NPIAS

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

<sup>2</sup> The latest edition of the NPIAS is available online at: [http://www.faa.gov/airports/planning\\_capacity/npias/](http://www.faa.gov/airports/planning_capacity/npias/).



account for approximately 858 million annual passenger enplanements. These airports are part of a global aviation industry that supports approximately 11 million American jobs and supports more than five percent of the United States annual gross domestic product.

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 scrutinized carefully to ensure that they are eligible and justified for AIP funding based on established FAA priorities intended to enhance safety, improve security, satisfy aeronautical demand, and address environmental concerns. ARP administers congressionally established set-aside funding to:

- ➔ Enhance system capacity;
- ➔ Reduce aircraft operational delays;
- ➔ Meet forecasted aviation demand;
- ➔ Develop reliever airports;
- ➔ Minimize environmental and noise 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 that 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 considers appropriation levels and the 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.

For additional information regarding specific aspects of the program not included in this report, please visit the FAA's ARP website.<sup>3</sup> The AIP website 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;

<sup>3</sup> More information regarding the AIP is available online at: <http://www.faa.gov/airports/aip/>.



- 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 website 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 and Supplemental Discretionary 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 (Pub. L.) 91-258), as amended, established the Airport and Airway Trust Fund (Trust Fund) and authorized the use of Trust Fund assets to issue grants under the AIP on a fiscal year basis. Trust Fund revenues are accrued primarily from passenger ticket taxes and aviation fuel taxes.

This chapter summarizes AIP financial commitments for FY 2019 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 website.<sup>4</sup> The AIP website 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 2019<sup>5</sup>**

Airport Category	Number of Grants Awarded	Percent of Total Grants	Amounts for New Grants (\$ millions)	Percent of Total Amounts (%)
<b>Large Airports</b>				
Primary Large Hub Airports	59	3.6 %	\$ 550.7	16.9 %
Primary Medium Hub Airports	54	3.3 %	234.3	7.2 %
<b>Grants to Large Airports Subtotal</b>	<b>113</b>	<b>6.9 %</b>	<b>\$ 784.9</b>	<b>24.1 %</b>
<b>Small Airports</b>				
Primary Small Hub Airports	117	7.1 %	\$ 524.2	16.1 %
Primary Nonhub Airports	281	17.1 %	739.1	22.7 %
Nonprimary Commercial Service Airports	63	3.8 %	114.3	3.5 %
Reliever Airports	107	6.5 %	187.4	5.8 %
Other General Aviation Airports	887	53.9 %	630.2	19.3 %
State Block Grant Program	41	2.5 %	228.1	7.0 %
State Sponsored: Various Locations	10	0.6 %	12.4	0.4 %
<b>Grants to Small Airports Subtotal</b>	<b>1,506</b>	<b>91.5 %</b>	<b>\$2,435.6</b>	<b>74.7 %</b>
<b>Airport System Planning</b>				
Planning Agencies and Other	7	0.4 %	\$ 25.7	0.8 %
State Sponsored: Other Locations	20	1.2 %	12.2	0.4 %
<b>System Planning Grants Subtotal</b>	<b>27</b>	<b>1.6 %</b>	<b>\$ 37.8</b>	<b>1.2 %</b>
<b>Total</b>	<b>1,646</b>	<b>100.0 %</b>	<b>\$3,258.4</b>	<b>100.0 %</b>

<sup>4</sup> AIP grant histories are available online at: [http://www.faa.gov/airports/aip/grant\\_histories/](http://www.faa.gov/airports/aip/grant_histories/).

<sup>5</sup> 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 2019. The data reflected in Table 2 refers to new grant obligations, which include current year funding, re-obligated funds recovered from a prior year, and protected entitlements (entitlements declared unused during the prior year and made available under the current year).

**Table 2. FYs 2017, 2018, and 2019 Project Types Receiving AIP Funds<sup>6</sup>**

Project Type	FY 2017 Total Awarded (\$) <sup>7</sup>	FY 2018 Total Awarded (\$)	FY 2019 Total Awarded (\$)	FY 2017 Percent (%) of Total Awarded	FY 2018 Percent (%) of Total Awarded	FY 2019 Percent (%) of Total Awarded
Apron	\$ 448,730,881	\$ 527,460,369	\$ 394,547,136	13.46%	16.20%	11.87%
Airport Rescue and Fire Fighting	56,033,396	70,658,193	60,629,120	1.68%	2.17%	1.82%
Conduct Noise Compatibility Plan Study		2,187,322	3,798,596		0.07%	0.11%
Equipment	8,574,019	9,888,962	6,339,799	0.26%	0.30%	0.19%
Heliport	49,000	1,996,192	-	0.00%	0.06%	-
Land	21,052,740	27,505,086	31,059,878	0.63%	0.84%	0.93%
New Airport	45,149,430	40,719,445	24,461,329	1.35%	1.25%	0.74%
Noise	91,554,734	115,895,789	64,391,732	2.75%	3.56%	1.94%
Planning	77,771,046	83,364,157	76,278,060	2.33%	2.56%	2.29%
Reconstruct Parking Lot		503,714	1,160,792		0.02%	0.03%
Reconstruct Terminal Building		1,254,735	5,768,122		0.04%	0.17%
Rehabilitate Seaplane Base		105,199	-		0.00%	-
Roads	24,936,970	28,881,455	41,738,314	0.75%	0.89%	1.26%
Runway Safety Area	36,409,696	24,611,619	38,361,173	1.10%	0.76%	1.15%
Runway	1,166,985,339	905,916,936	1,054,130,084	35.02%	27.83%	31.70%
Security	42,367,424	36,465,893	52,242,920	1.27%	1.12%	1.57%
Snow Removal	57,328,915	58,333,807	81,902,724	1.72%	1.79%	2.46%
State Block Grant Program (SBGP)	237,274,138	239,283,361	227,236,954	7.12%	7.35%	6.83%
Taxiway	771,034,015	741,469,729	822,480,052	23.13%	22.78%	24.74%
Terminal	128,865,964	172,847,458	168,049,586	3.87%	5.31%	5.05%
Voluntary Airport Low Emissions (VALE)	15,320,220	16,800,455	13,910,483	0.46%	0.52%	0.42%
Zero Emissions	9,727,083	-	3,503,033	0.29%	0.00%	0.11%
Other <sup>8</sup>	92,697,524	149,170,263	152,845,919	2.78%	4.58%	4.60%
<b>Total</b>	<b>\$3,332,799,409</b>	<b>\$3,255,320,143</b>	<b>\$3,324,835,806</b>	<b>100.00%<sup>9</sup></b>	<b>100.00%</b>	<b>100.00%</b>

<sup>6</sup> These totals represent aggregate amounts that may include a mix of entitlement and discretionary funding awarded through AIP during the fiscal year.

<sup>7</sup> The FAA has previously reported FYs 2017 and 2018 data to Congress and is including it in this report for historical comparison purposes only.

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

<sup>9</sup> Totals may not add exactly due to rounding.

Ten states are authorized to participate in the State Block Grant Program (SBGP).<sup>10</sup> 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 2019.

**Table 3. State Block Grant Totals for FY 2019**

State	Block Grant Funds (\$)		State Total (\$)
	Apportionment <sup>11</sup>	Discretionary	
Georgia	\$ 18,960,909	\$10,100,000	\$29,060,909
Illinois	15,788,753	8,438,799	24,227,552
Michigan	17,506,791	8,102,490	25,609,281
Missouri	14,324,855	8,671,553	22,996,408
New Hampshire	2,105,194	0	2,105,194
North Carolina	13,193,990	2,400,000	15,593,990
Pennsylvania	9,658,700	2,449,628	12,108,328
Tennessee	13,982,472	0	13,982,472
Texas	45,514,779	5,620,960	51,135,739
Wisconsin	15,705,969	14,711,112	30,417,081
<b>State Block Grant Totals</b>	<b>\$166,742,412</b>	<b>\$60,494,542</b>	<b>\$227,236,954</b>

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. LOIs enable airports to proceed with large-scale capacity projects in advance of receiving the annual discretionary grant award, which is otherwise not permissible. Table 4 reflects all LOI payments, including entitlement and discretionary funding, during FY 2019.

**Table 4. LOI Payments During FY 2019**

State	City	Airport Name	Hub Type	Discretionary 2019 (\$)	Entitlement 2019 (\$)
FL	Fort Lauderdale	Fort Lauderdale/Hollywood International	L	\$ 20,000,000	
IL	Chicago	Chicago O'Hare International O'Hare Modernization Program (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	-	\$2,125,807
TX	Dallas-Fort Worth	Dallas-Fort Worth International	L	15,000,000	-
<b>Total</b>				<b>\$100,000,000</b>	<b>\$2,125,807</b>

<sup>10</sup> 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: <http://www.ftrs.gov/>.

<sup>11</sup> Apportionment amounts include nonprimary entitlements and state apportionments.

## Chapter 2: Accounting of Discretionary and Apportioned Funds

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

The amounts available for obligation fall into two basic categories: 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 NPIAS airports generally may be used for any AIP-eligible airport planning or development.

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

### 2.1 CALCULATION AND DISTRIBUTION OF APPORTIONED FUNDS

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

#### 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 at or above 1,000,001 passengers.

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<sup>12</sup> 49 U.S.C. § 47117(b).



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

### 2.1.2 AIP Apportionment Reductions

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

Under 49 U.S.C. § 47114(f), AIP funds apportioned to a large or medium hub airport are reduced by 50 percent of the forecasted PFC revenue for that fiscal year, but not more than 50 percent of the preliminary apportionment for that fiscal year, if the airport imposes a PFC of \$1, \$2, or \$3. Likewise, AIP funds apportioned to a large or medium hub airport are reduced by 75 percent of the forecasted PFC revenue, but not more than 75 percent of the preliminary apportionment for that fiscal year if the airport imposes a PFC of \$4 or \$4.50. Table 5 shows the number of large and medium hub airports whose entitlements were reduced based on approved PFC collections during FY 2019.

**Table 5. Number of Large and Medium Hub Airports Subject to PFC-Related Entitlement Reductions in FYs 2017, 2018, and 2019<sup>13</sup>**

Airports Subject to Entitlement Reduction	FY 2017	FY 2018	FY 2019
50 Percent Reduction	2	2	2
75 Percent Reduction	57	59	59
<b>Total Number of Large and Medium Hubs with PFCs</b>	<b>59</b>	<b>61</b>	<b>61</b>

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

### 2.1.3 Cargo Service Airport Funding

Pursuant to 49 U.S.C. § 47114(c)(2)(A), the FAA allocates 3.5 percent of the amount available for AIP grants to cargo service airports. Each cargo service airport is eligible to receive additional AIP entitlement funds based on its proportion of landed weight of cargo aircraft to the total landed weight of cargo aircraft at all qualifying airports.<sup>14</sup>

<sup>13</sup> The FAA has previously reported FY 2017 and 2018 data to Congress and is including it here for historical comparison purposes only.

<sup>14</sup> “Landed weight” is defined in 49 U.S.C. § 47102(10), as the weight of aircraft transporting only cargo in intrastate, interstate, and foreign air transportation.

### 2.1.4 State/Insular Areas

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

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

For FY 2019, of the amount remaining after the allocation to individual nonprimary airports, the FAA apportioned 99.4 percent to airports within the 50 states, the District of Columbia, and Puerto Rico.<sup>16</sup> The FAA apportioned the remaining 0.62 percent to airports in four insular areas: Guam, American Samoa, the U.S. Virgin Islands, and the Commonwealth of the Northern Mariana Islands.

### 2.1.5 Alaska Supplemental Funds

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

### 2.1.6 Protected Entitlement Funds

Title 49 U.S.C. § 47117(f) allows the FAA to convert unused entitlements to discretionary funds for projects at other airports in the current year. The FAA must then protect an equal amount from 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 based on airport type, the entitlement funds expire and convert 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, which affects amounts available for entitlement and discretionary funding in that subsequent year (including the minimum set-asides).

<sup>15</sup> The Insular Areas of the United States includes American Samoa, Guam, the Northern Mariana Islands, Puerto Rico, and the United States Virgin Islands. Under 49 U.S.C. § 47114(d)(2), if AIP funding drops below \$3.2 billion, this state allocation is reduced to 18.5 percent of AIP funding.

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

## 2.2 DISTRIBUTION OF DISCRETIONARY FUNDS

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

**Environmental:** 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)<sup>17</sup> and Zero Emissions Vehicle (ZEV) programs also comes from this set-aside.

**Military Airport Program (MAP):** 49 U.S.C. § 47117(e)(1)(B) requires the FAA to reserve a minimum of 4 percent of discretionary funds for the MAP. Table 6 provides annual highlights of the number of grants awarded and the total set-aside funds used during 2019. The set-aside figures do not include any supplemental discretionary funding awarded or recoveries from prior year grants.

**Table 6. Annual MAP for FYs 2017, 2018, and 2019<sup>18</sup>**

	FY 2017	FY 2018	FY 2019
Number of Grants Awarded	7	7	6
Set-Aside Amount (\$)	\$12,285,897	\$11,955,410	\$8,521,687

**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 must be made available for grants to 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 49 U.S.C. § 47115(c), after funding the environmental, MAP, and reliever set-asides, the FAA reserves 75 percent of the remaining discretionary funding for C/S/S/N projects.

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

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

<sup>18</sup> The FAA has previously reported FY 2017 and 2018 data to Congress and is including it here for historical comparison purposes only.

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

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

**Table 7. AIP Allocation of Appropriations for FYs 2017, 2018, and 2019 (\$ millions)<sup>19</sup>**

	FY 2017	FY 2018	FY 2019
<b>Authorized by Legislation and Available for AIP</b>	<b>\$3,350.0</b>	<b>\$3,350.0</b>	<b>\$3,350.0</b>
<b>Less:</b>			
SCASDP	(10.0)	(10.0)	(10.0)
Administrative Expenses	(107.7)	(111.9)	(111.9)
Airport Technology Research and Development	(31.4)	(33.2)	(33.2)
Airport Cooperative Research Program	(15.0)	(15.0)	(15.0)
<b>Total Available for AIP Grants</b>	<b>\$3,185.9</b>	<b>\$3,179.9</b>	<b>\$3,179.9</b>
<b>FUNDING DISTRIBUTION</b>			
<b>Entitlements/Appportionments</b>			
Primary Airports	860.7	862.4	885.7
Cargo (3.5 Percent of the Total Available for AIP Grants)	111.5	111.3	111.3
Alaska Supplemental	21.3	21.3	21.3
States: (20 Percent of the Total Available for AIP Grants) <sup>20</sup>			
Nonprimary Entitlement	382.8	384.8	404.3
State Apportionment by Formula	254.4	251.2	231.5
Protected Entitlements	727.8	718.2	762.9
<b>Entitlements Subtotal</b>	<b>\$2,358.6</b>	<b>\$2,349.2</b>	<b>\$2,417.0</b>
<b>Small Airport Fund</b>			
Nonhub Airports	297.3	303.9	313.7
Noncommercial Service	148.6	151.9	156.9
Small Hub	74.3	76.0	78.4
<b>Small Airport Fund Subtotal<sup>21</sup></b>	<b>\$ 520.2</b>	<b>\$ 531.8</b>	<b>\$ 549.0</b>
<b>Nondiscretionary Subtotal</b>	<b>\$2,878.8</b>	<b>\$2,881.0</b>	<b>\$2,966.0</b>
<b>DISCRETIONARY</b>			
Noise (35 Percent of Discretionary Funds)	107.5	104.6	74.6
Reliever (0.66 Percent of Discretionary Funds)	2.0	2.0	1.4
MAP (4 Percent of Discretionary Funds)	12.3	12.0	8.5
<b>Discretionary Set-asides Subtotal</b>	<b>\$ 121.8</b>	<b>\$ 118.5</b>	<b>\$ 84.5</b>
C/S/S/N	139.0	135.3	96.4
Remaining Discretionary	46.3	45.1	32.1
<b>Other Discretionary Subtotal</b>	<b>\$ 185.3</b>	<b>\$ 180.3</b>	<b>\$ 128.5</b>
<b>Discretionary Subtotal</b>	<b>\$ 307.1</b>	<b>\$ 298.9</b>	<b>\$ 213.0</b>
<b>Funding Distribution Total for Fiscal Year Funds</b>	<b>3,185.9</b>	<b>\$3,179.9</b>	<b>\$3,179.2</b>
<b>Recovery Ceiling Authorized for Reobligation</b>	<b>\$ 200.0</b>	<b>\$ 123.0</b>	<b>\$ 119.1</b>
<b>Total Authorized Obligation Level</b>	<b>\$3,385.9</b>	<b>\$3,302.9</b>	<b>\$3,298.3<sup>22</sup></b>

<sup>19</sup> The FAA has previously reported FY 2017 and 2018 data to Congress and is including it here for historical comparison purposes only.

<sup>20</sup> These figures include amounts distributed through the SBGP, plus amounts in other states not participating in the SBGP.

<sup>21</sup> The Small Airport Fund is generated from 87.5 percent of the PFC-related entitlement reductions. The remaining 12.5 percent of such reductions becomes discretionary funding. For FY 2017, 2018 and 2019, PFC-related entitlement reductions were \$595, \$607 and \$627 million, respectively.

<sup>22</sup> Totals may not add exactly due to rounding.

## 2.3 DISTRIBUTION OF SUPPLEMENTAL DISCRETIONARY FUNDS

The Consolidated Appropriations Act of 2018 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. These funds remain available for obligation until September 30, 2020.

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

On May 15, 2019, the DOT announced the intent to award \$779 million in FY 2018 Supplemental Discretionary grants to 127 airports in all 50 states and Puerto Rico. The selected airports received funding for construction or equipment to increase airport safety, capacity, and security through the end of FY 2020.

On February 15, 2019, the President signed Public Law 116-6, “Consolidated Appropriations Act, 2019” which appropriated \$500 million for Supplemental Discretionary grants under the AIP statute, 49 U.S.C. Chapters 471 and 475. These funds remain available for obligation until September 30, 2021. The FAA may retain up to 0.5 percent of the funds (\$2,500,000) to administer grants. This funding was in addition to the \$3.35 billion appropriated under the regular AIP line item.

As reflected in the NPIAS, airport infrastructure needs exceed current AIP funding levels. Airport sponsors request discretionary funding through the ACIP process. In addition, the FAA had a pool of eligible and unfunded requests submitted for FY 2018 Supplemental Discretionary funding. The FAA considered and evaluated discretionary projects in the ACIP (often planned for later fiscal years) and unfunded FY 2018 requests when selecting projects for FY 2019 Supplemental Discretionary awards.

On November 22, 2019, the DOT announced the intent to award \$485 million in FY 2019 Supplemental Discretionary grants to 177 airports in 48 States, as well as Guam and the U.S. Virgin Islands.

Table 8 shows the amount of Supplemental Discretionary funding distributed to States and territories in FY 2019.

**Table 8. Supplemental Discretionary Funding by State Obligated in FY 2019<sup>23</sup>**

State	Supplemental Funding	State	Supplemental Funding
Alaska	\$ -	North Dakota	\$ -
Alabama	6,226,525	Nebraska	-
Arkansas	876,955	New Hampshire	2,000,000
Arizona	7,502,603	New Jersey	8,838,596
California	-	New Mexico	2,386,082
Colorado	21,080,533	Nevada	-
Connecticut	-	New York	14,708,881
District of Columbia	-	Ohio	-
Delaware	503,000	Oklahoma	2,247,123
Florida	7,789,841	Oregon	-
Georgia	6,816,772	Pennsylvania	27,981,158
Hawaii	10,000,000	Rhode Island	-
Iowa	648,197	South Carolina	9,999,977
Idaho	-	South Dakota	-
Illinois	-	Tennessee	9,000,000
Indiana	18,349,282	Texas	12,318,693
Kansas	6,660,000	Utah	13,214,562
Kentucky	-	Virginia	404,692
Louisiana	-	Vermont	-
Massachusetts	-	Washington	3,541,134
Maryland	5,668,689	Wisconsin	8,000,000
Maine	-	West Virginia	-
Michigan	14,909,000	Wyoming	-
Minnesota	17,495,624	American Samoa	-
Mississippi	-	Guam	-
Missouri	-	Northern Mariana Islands	-
Montana	3,167,900	Puerto Rico	9,100,000
North Carolina	\$ 10,000,000	Virgin Islands	-
		<b>Total</b>	<b>\$261,435,819</b>

<sup>23</sup> All Supplemental Discretionary funding obligations in Fiscal Year 2019 are from the 2018 Consolidated Appropriations Act. There are no obligations in Fiscal Year 2019 from the 2019 Consolidated Appropriations Act.



## Chapter 3: Buy American

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

The DOT has the authority to waive these Buy American requirements if:

1. Applying the Buy American requirements would be inconsistent with the public interest;
2. The steel or goods produced in the U.S. are not produced in a sufficient and reasonably available amount or are not of a satisfactory quality;
3. The cost of components and subcomponents produced in the U.S. is more than 60 percent of the cost of all components of the facility or equipment procured, and final assembly occurs in the United States; or
4. Including domestic material will increase the cost of the overall project by more than 25 percent.

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

Table 9 shows the waiver recipients in FY 2019 and the number of waivers issued.

**Table 9. Buy American Waiver Recipients and Types of Waivers Issued in FY19**

FAA Waiver Recipients	Number of Waivers	Percent of Total Waivers
Non-U.S. Manufacturers	1	0.1%
U.S. Manufacturers <sup>24</sup>	133	8.4%
Airport Sponsors	1,446	91.5%
<b>Grant Total</b>	<b>1,580</b>	<b>100.0%</b>

FAA Types of Waivers Issued in FY 2019	Number of Waivers	Percent of Total Waivers
Type I - Inconsistent with Public Interest	0	0.0%
Type II - Insufficient Quantity or Quality (Non availability)	1	0.1%
Type III - Equipment/Buildings Products	133	8.4%
Type III - Construction Projects	1,446	91.5%
Type IV - Domestic Material Increases Costs by More Than 25%	0	0.0%
<b>Grand Total</b>	<b>1,580</b>	<b>100.0%</b>

<sup>24</sup> U.S. manufacturers to whom the FAA issued waivers for eligible AIP equipment/building projects in FY 2019.

Table 10 categorizes the number and percent of waivers issued by project purpose code or underlying objective of the development.<sup>25</sup>

**Table 10. Summary of AIP Waivers Issued in FY 2019 (by Project Purpose Code)**

Project Purpose Code	Number of Waivers	Percent of Total Waivers
Safety/Security	36	2.3%
Other <sup>26</sup>	41	2.6%
Environmental	72	4.6%
Capacity	103	6.5%
Standards	282	17.8%
Reconstruction	295	18.7%
Rehabilitation	751	47.5%
<b>Grand Total</b>	<b>1,580</b>	<b>100.0%</b>

<sup>25</sup> FAA Order 5090.5, Formulation of the National Plan of Integrated Airport Systems and the Airports Capital Improvement Plan, outlines these categories. [https://www.faa.gov/FAA Order 5090.5](https://www.faa.gov/FAA%20Order%205090.5)

<sup>26</sup> Other projects include development items other than those necessary for safe and efficient airport operations or for improvement of airside capacity, including items such as fuel farms, hangars, and access roads.

## Chapter 4: Airport Land Use Compliance

**T**itle 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 2019, 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 attachment also includes airports identified in previous years for which a resolution is still in progress. The information contained in this report is based on data as of September 30, 2019. 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 nonsurplus property conveyances dealing specifically with the use of airport property. The FAA also uses this inspection program to promote standardized reporting formats and to provide supporting data for potential compliance determinations. Procedures used when conducting land use inspections include:

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

The results of these inspections are the basis of the Annual 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 2019 and provides the airport compliance status as of September 30, 2019. 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 majority of the compliance issues identified for an airport location in this attachment have been reported in prior annual reports. Any new airport locations not reported in prior annual reports are denoted with an asterisk next to the airport location name in the first column of the attachment. The ARP regional abbreviations are: 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 Compliance Date
Dillingham Airport	AAL	Dillingham	AK	DLG	Airport Layout Plan; Good Title; Multiple Grant Assurances.	Airport sponsor submitted a Corrective Action Plan (CAP); sponsor has initiated action to address residence in trespass and resolve the good title issue. This action requires transfer of subject property back to the Bureau of Land Management to resolve an old Homestead Act claim.	December 2020
Fairbanks International Airport	AAL	Fairbanks	AK	FAI	Airport Layout Plan; Nonaeronautical use of airport property.	Airport sponsor submitted a CAP and has begun implementation.	December 2020
Girdwood Airport	AAL	Girdwood	AK	AQY	Airport Layout Plan.	Airport sponsor is preparing an ALP update.	June 2020
*Kodiak Airport	AAL	Kodiak	AK	ADQ	Good Title; Preserving Rights and Powers; Airport Layout Plan; Nonaeronautical use of airport property.	Airport sponsor directed to provide a CAP.	December 2023
Merrill Field	AAL	Anchorage	AK	MRI	Airport Layout Plan; Preserving Rights and Powers; Multiple Grant Assurances.	CAP has been submitted and is under revision based on an updated inspection.	December 2025
Ouzinkie Airport	AAL	Ouzinkie	AK	4K5	Operations and Maintenance.	FAA approved CAP and schedule. Airfield was re-inspected in 2019. Final acceptance of corrective actions is pending verification of obstruction removal.	June 2020
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 2025

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Compliance Date
Sitka Rocky Gutierrez Airport	AAL	Sitka	AK	SIT	Fee and Rental Structure; Financial reporting pursuant to 1994 FAA Reauthorization.	CAP in negotiation.	December 2021
St. Mary's Airport	AAL	St. Mary's	AK	KSM	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property.	CAP and schedule submitted.	December 2020
St. Paul Island Airport	AAL	St. Paul	AK	SNP	Fee and Rental Structure.	CAP submitted. Through the fence operations are being reviewed by the sponsor and the FAA.	December 2020
Talkeetna Airport	AAL	Talkeetna	AK	TKA	Airport Layout Plan; Fee and Rental Structure.	Airport sponsor submitted updated CAP. Obstructions have been removed. ALP has been updated. Court action to address the trespass is ongoing.	June 2020
*Pocahontas Municipal Airport	ACE	Pocahontas	IA	POH	Exhibit A Property Map; Fee and Rental Structure.	Airport sponsor submitted a CAP and has begun implementation.	June 2020
Schenck Field	ACE	Clarinda	IA	ICL	Nonaeronautical use of airport property.	Airport sponsor directed to submit a CAP.	July 2020
Liberal Mid-America Regional Airport	ACE	Liberal	KS	LBL	Nonaeronautical use of airport property.	Airport sponsor directed to submit a CAP.	October 2020
Macon-Fower Memorial Airport	ACE	Macon	MO	K89	Airport Layout Plan; Exhibit A Property Map.	Airport sponsor submitted a CAP and has begun implementation.	June 2020



Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Compliance Date
Delaware Coastal Airport	AEA	Georgetown	DE	GED	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property; Fee and Rental Structure; Operations and Maintenance.	Airport sponsor submitted a CAP and has begun implementation.	December 2021
Bay Bridge Airport	AEA	Stevensville	MD	W29	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property; Operations and Maintenance.	Airport sponsor submitted a CAP and has begun implementation.	September 2020
Carroll County Airport	AEA	Westminster	MD	DMW	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property.	Airport sponsor submitted a CAP and has begun implementation.	December 2020
Cape May County Airport	AEA	Cape May	NJ	WWD	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property.	Airport sponsor submitted a CAP and has begun implementation.	December 2021
*Saratoga County Airport	AEA	Ballston Spa	NY	5B2	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property; Fee and Rental Structure; Operations and Maintenance.	Airport sponsor submitted a CAP and has begun implementation.	December 2021

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Compliance Date
Brookhaven Airport	AEA	Shirley	NY	HWV	Airport Layout Plan; 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 submitted a CAP and has begun implementation.	December 2020
Hamilton Municipal Airport	AEA	Hamilton	NY	VGC	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property; Operations and Maintenance.	Airport sponsor submitted a CAP and has begun implementation.	September 2020
New Garden Airport	AEA	Toughkenamon	PA	N57	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property.	Airport sponsor submitted a CAP and has begun implementation.	December 2020
Greenbrier Valley Airport	AEA	Lewisburg	WV	LWB	Airport revenue use; Fee and Rental Structure.	Airport sponsor is in the final stages of implementing its CAP.	June 2020
Havana Regional Airport	AGL	Havana	IL	910	Nonaeronautical use of airport property; Operations and Maintenance.	Airport sponsor submitted a CAP and has begun implementation.	December 2021
Lawrenceville –Vincennes International Airport	AGL	Lawrenceville	IL	LWV	Nonaeronautical use of airport property.	Airport sponsor submitted a CAP and has begun implementation. Illinois, which participates in the State Block Grant Program, is investigating these issues.	September 2020

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Compliance Date
Warsaw Municipal Airport	AGL	Warsaw	IN	ASW	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property.	Airport sponsor submitted a CAP and has begun implementation.	December 2021
Coleman A. Young Municipal Airport	AGL	Detroit	MI	DET	Airport Layout Plan.	The airport sponsor was issued a grant in 2012 to update the ALP. ALP update is underway.	December 2020
Grosse Ile Municipal Airport	AGL	Grosse Ile	MI	ONZ	Nonaeronautical use of airport property.	FAA reviewing final plan of corrective actions for closeout.	December 2020
Hector Municipal Airport	AGL	Hector	MN	1D6	Airport Layout Plan.	Airport sponsor has submitted a CAP and is in the process of a master plan update to address the issues.	December 2020
*Bowman Regional Airport	AGL	Bowman	ND	BWW	Airport Layout Plan; Interim nonaeronautical use of airport property.	Airport sponsor submitted a CAP.	December 2024
Akron Fulton International Airport	AGL	Akron	OH	AKR	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property.	Airport sponsor submitted a CAP. Current ALP on file with the FAA. Exhibit A update in process.	December 2020
Alexander Salamon Airport	AGL	West Union	OH	AMT	Fee and Rental Structure; Nonaeronautical use of airport property; Operations and Maintenance.	Airport sponsor directed to provide a CAP.	December 2020
Cincinnati Municipal Airport Lunken Field	AGL	Cincinnati	OH	LUK	Nonaeronautical use of airport property; Operations and Maintenance.	Airport sponsor has submitted a CAP, and the FAA is reviewing.	December 2020

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Compliance Date
Clermont County Airport	AGL	Batavia	OH	I69	Airport Layout Plan; Exclusive Rights.	Sponsor has submitted an initial CAP for FAA review as of December 2019. Airport sponsor previously had not taken adequate corrective action since 2006.	September 2021
Jefferson County Airpark	AGL	Steubenville	OH	2G2	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property.	Airport sponsor submitted a CAP and has begun implementation.	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	Airport Layout Plan; Exhibit A Property Map.	Airport sponsor submitted a CAP and has begun implementation.	December 2021
John F. Kennedy Memorial Airport	AGL	Ashland	WI	ASX	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property.	Airport sponsor submitted a CAP and has begun implementation.	December 2020
*Door County Cherryland Airport	AGL	Sturgeon Bay	WI	SUE	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property; Fee and Rental Structure.	Airport sponsor submitted a CAP and has begun implementation.	May 2020
*Wiscasset Airport	ANE	Wiscasset	ME	IWI	Fee and Rental Structure; Airport Revenues.	Airport sponsor directed to submit a CAP.	June 2020

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Compliance Date
Boire Field Airport	ANE	Nashua	NH	ASH	Nonaeronautical use of hangars.	Airport sponsor directed to submit a CAP and is also subject to a 14 CFR part 13 investigation.	September 2020
*Lewiston/Nez Perce County Airport	ANM	Lewiston	ID	LWS	Airport Layout Plan; Exhibit A Property Map; Fee and Rental Structure; Airport Revenues.	Airport sponsor has provided a CAP, has corrected several issues, and is working to implement remaining corrective actions.	September 2020
Lemhi County Airport	ANM	Salmon	ID	SMN	Airport Layout Plan; Exhibit A Property Map.	Airport sponsor has provided a CAP, has corrected several issues, and is working to implement remaining corrective actions.	September 2020
*McMinnville Municipal Airport	ANM	McMinnville	OR	MMV	Airport Layout Plan; Exhibit A Property Map.	Airport sponsor has provided a CAP, has corrected several issues, and is working to implement remaining corrective actions.	September 2020
Carbon County Regional Airport/Buck Davis Field	ANM	Price	UT	PUC	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property.	Airport sponsor has provided a CAP, has corrected several issues, and is working to implement remaining corrective actions.	September 2020
Bremerton National Airport	ANM	Port Orchard	WA	PWT	Airport Layout Plan; Exhibit A Property Map; Surplus Property Act restrictions.	Airport sponsor submitted a CAP and has begun implementation.	September 2020
Chehalis-Centralia Airport	ANM	Chehalis	WA	CLS	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property; Revenue Use.	Airport sponsor has provided a CAP, has corrected several issues, and is working to implement remaining corrective actions.	September 2020

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Compliance Date
Craig Field Airport	ASO	Selma	AL	SEM	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property; Multiple Grant Assurances.	Airport sponsor submitted a CAP and has begun implementation.	September 2020
New Smyrna Beach Municipal Airport	ASO	New Smyrna Beach	FL	EVb	Airport Layout Plan; Exhibit A Property Map.	Airport sponsor submitted a CAP and has begun implementation.	September 2020
Henry County Airport	ASO	Hampton	GA	HMP	Fee and Rental Structure; Nonaeronautical use of airport property; Multiple Grant Assurances.	Airport sponsor submitted a CAP and has begun implementation.	September 2020
Toccoa Regional LeTourneau Field	ASO	Toccoa	GA	TOC	Good Title; Airport Layout Plan; Exhibit A Property Map.	Airport sponsor submitted a CAP and has begun implementation.	September 2020
Bowman Field	ASO	Louisville	KY	LOU	Good Title; Exhibit A Property Map; Nonaeronautical use of airport property.	Airport sponsor submitted a CAP and has begun implementation.	September 2020
Michael J. Smith Field	ASO	Beaufort	NC	MRH	Airport Layout Plan; Exhibit A Property Map.	Airport sponsor submitted a CAP and has begun implementation.	September 2020
Western Carolina Regional Airport	ASO	Andrews	NC	RHP	Airport Layout Plan; Exhibit A Property Map.	Airport sponsor submitted a CAP and has begun implementation.	September 2020

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Compliance Date
Darlington County Airport	ASO	Lamar	SC	UDG	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property.	Airport sponsor is implementing its CAP. Airport sponsor was able to remove some municipal nonaeronautical use of airport property, however, some still remain.	September 2020
*Conway Regional Airport	ASW	Conway	AR	CXW	Airport Layout Plan; Nonaeronautical use of airport property; Fee and Rental Structure.	Airport sponsor submitted a CAP and has begun implementation.	September 2020
Pollock Municipal Airport	ASW	Pollock	LA	L66	Land Disposal; Revenue Use.	Airport sponsor directed to submit a CAP.	December 2020
Shreveport Regional Airport	ASW	Shreveport	LA	SHV	Airport Layout Plan; Multiple Grant Assurances.	Airport sponsor submitted a CAP and has begun implementation.	September 2020
Deming Municipal Airport	ASW	Deming	NM	DMN	Land Disposal.	Airport sponsor provided documentation to the FAA to obtain formal release of obligations. FAA review is ongoing.	December 2020
Ardmore Municipal Airport	ASW	Ardmore	OK	ADM	Exhibit A Property Map.	Airport sponsor submitted a CAP and has begun implementation.	December 2020
Chickasha Municipal Airport	ASW	Chickasha	OK	CHK	Exhibit A Property Map; Nonaeronautical use of airport property.	Airport sponsor submitted a CAP.	December 2020
Durant Regional - Eaker Field	ASW	Durant	OK	DUA	Land Disposal; Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property.	Airport sponsor submitted a CAP and has begun implementation.	September 2020



Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Compliance Date
*Victoria Regional Airport	ASW	Victoria	TX	VCT	Exhibit A Property Map; Nonaeronautical use of airport property; Fee and Rental Structure.	Airport sponsor submitted a CAP and has begun implementation.	December 2020
Bisbee Municipal Airport	AWP	Bisbee	AZ	P04	Residential Through-The-Fence.	Airport sponsor negotiated a TTF access agreement that did not meet section 136 of Pub. L. 112-95. Sponsor continues to pursue access agreements. Progress indicates that the airport sponsor may only get partial agreements.	December 2020
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). The airport sponsor has provided an interim corrective action reply and was to provide a final plan by December 31, 2014. The airport sponsor cannot fully correct the below FMV leases until the leases expire in 2082. A full resolution is not expected.	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 CAP or completion date.

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Compliance Date
California City Municipal Airport	AWP	California City	CA	L71	Airport Layout Plan; Nonaeronautical use of airport property; Commercial Through-The-Fence.	Airport sponsor provided a CAP in April 2018 to prevent future nonaeronautical uses unless approved by the FAA. FMV rental rate deficiencies cannot be corrected until the 30-year leases expire around 2030.	September 2030
*Compton Woodley Airport	AWP	Compton	CA	CPM	Residential use of airport property; Nonaeronautical use of airport property; Airport Layout Plan; Exhibit A Property Map; Operations and Maintenance.	Airport sponsor directed to submit a CAP.	December 2020
Holtville Airport	AWP	Holtville	CA	L04	Airport closure; Surplus Property Act.	Airport sponsor was asked to take appropriate action in 2002 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 CAP or completion date.
Garberville Airport	AWP	Garberville	CA	O16	Nonaeronautical use of airport property.	Airport sponsor submitted a CAP.	December 2020

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Compliance Date
California Redwood Coast-Humboldt County Airport	AWP	Humboldt	CA	ACV	Airport Layout Plan; Nonaeronautical use of airport property; Nonaeronautical use of hangars.	Airport sponsor submitted a CAP.	December 2020
Murray Field	AWP	Eureka	CA	EKA	Nonaeronautical use of airport property	Airport sponsor submitted a CAP.	December 2020
Lake Tahoe Airport	AWP	Lake Tahoe	CA	TVL	Airport Layout Plan; Nonaeronautical use of airport property; Nonaeronautical use of hangars	Airport sponsor submitted a CAP.	April 2020
Lampson Field	AWP	Lakeport	CA	102	Fee and Rental Structure; Commercial and Noncommercial Through-The-Fence	Airport sponsor submitted a CAP.	November 2020
Oroville Municipal Airport	AWP	Oroville	CA	OVE	Fee and Rental Structure; Nonaeronautical use of airport property.	Airport sponsor submitted a CAP on November 30, 2010. The FAA has granted a land release to correct some nonaeronautical use issues. Corrective actions for others will not be completed because the airport sponsor cannot amend the below FMV lease rates on nonaeronautical leases until the leases expire starting in 2040.	No formal date expected until lease expiration in 2040.
*San Gabriel Valley Airport	AWP	El Monte	CA	EMT	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of hangars; Operations and Maintenance.	Airport sponsor directed to submit a CAP.	December 2020

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Estimated Compliance Date
*Stockton Metropolitan Airport	AWP	Stockton	CA	SCK	Airport Layout Plan; Exhibit A Property Map; Nonaeronautical use of airport property; Fee and Rental Structure; Airport Revenues; Nonaeronautical use of hangars.	Airport sponsor has provided a CAP.	October 2021
Tehachapi Municipal Airport	AWP	Tehachapi	CA	TSP	Airport Layout Plan; Nonaeronautical use of airport property.	Airport sponsor directed to submit a CAP.	December 2020

**United States Government/Military: Nonaeronautical Use of Airport Property**

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