



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

Office of the Administrator

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

November 3, 2023

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

Dear Mr. Speaker:

Enclosed is the Federal Aviation Administration (FAA) Report to Congress on the Airport Improvement Program (AIP) for Fiscal Years 2020 and 2021.

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

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,

Michael G. Whitaker
Administrator

Enclosure



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

Office of the Administrator

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

November 3, 2023

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 2020 and FY 2021



34th Annual Report of Accomplishments



Cover Photograph

Background Photo 1: The Atkasuk Airport in Alaska pre-construction

Background Photo 2: Interior of Hangar 665 after expansion was completed to store larger next generation regional aircraft at Sawyer International Airport in Michigan

Background Photo 3: Ongoing construction of a terminal expansion project at the Scott Air Force Base/MidAmerica Airport in Illinois

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Executive Summary

The Secretary of Transportation submits this Federal Aviation Administration (FAA) Report to Congress on the Airport Improvement Program (AIP) for Fiscal Years (FYs) 2020 and 2021 in accordance with Title 49 of the United States Code (49 U.S.C.) § 47131.

This report covers activities carried out under this subchapter as mandated by Congress for the fiscal years ending September 30, 2020, and September 30, 2021. For FY 2020, \$3.3 billion in AIP grants were available, and \$3.2 billion in AIP grants were available in FY 2021. In addition, on February 15, 2019, the President signed Public Law (Pub. L.) 116-6, Consolidated Appropriations Act, 2019, which included a supplemental amount of \$500 million for discretionary grants under the AIP statute, 49 U.S.C. Chapters 471 and 475. In FY 2020, the Consolidated Appropriations Act of 2020 (Public Law 116-94) provided an additional \$400 million for supplemental discretionary program under the AIP. In FY 2021, the Consolidated Appropriations Act of 2021 (Pub. L. 116-260) provided an additional \$400 million for supplemental discretionary program under the AIP. The FAA Reauthorization Act of 2018, Pub. L. 115-254, included numerous changes to statutes and other authorizing laws 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.

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

In further response to the COVID-19 pandemic, two subsequent acts were passed by the U.S. Congress in FY 2021: The Coronavirus Response and Relief Supplemental Appropriation (CRRSA) Act (Pub. L. 116-260) and the American Rescue Plan Act of 2021 (ARPA) (Pub. L. 117-2). On December 27, 2020, the President signed into law the CRRSA Act, which provided \$2 billion in funds to be awarded as economic relief to eligible U.S. airports and eligible concessions at those airports to prevent, prepare for, and respond to the COVID-19 pandemic. The following spring, on March 11, 2021, the President signed into law the ARP Act, which provided an additional \$8 billion to airports for the same purpose. Section 2.4 of this report provides additional information on the FAA's administration of funding under the CARES and CRRSA acts and ARPA. This report also satisfies the requirement in Section 167 (b) of the FAA Reauthorization Act of 2018 (Pub. L. 115-254), which requires the Secretary of Transportation to submit to the appropriate committees of Congress a report on Buy American waivers issued under 49 U.S.C. § 50101 during the fiscal year.

From the AIP 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 operators), and other aeronautical functions (such as flight training, business/corporate aviation, and agricultural support). U.S. airports also support basic community needs (such as emergency medical services, disaster response, and law enforcement), among many other key functions.

The U.S. system of airports, defined by the FAA's National Plan of Integrated Airport Systems (NPIAS)¹, is a critical part of the national network of transportation systems and provides 99 percent of the U.S. population with access to air transportation. Airports in the NPIAS account for approximately 900 million annual passenger enplanements.² These airports are part of a global aviation industry that supported approximately 5 million American jobs and supports more than 2.3 percent of the United States annual gross domestic product in 2020.³

The statute that authorizes the AIP defines funding formulas and set-asides that shape and guide the overall administration of the AIP. The FAA, in partnership with airport sponsors, state agencies, and local aviation organizations, refers to these formulas and set-asides when making decisions affecting the distribution of the AIP's discretionary and entitlement funds. Additionally, the FAA coordinates the release of available AIP entitlement funds to support timely project execution. Projects identified to receive AIP funds are scrutinized 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 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.

¹ The latest edition of the NPIAS report may be accessed on the Web at:

http://www.faa.gov/airports/planning_capacity/npias/.

² Additional information on the impact of air transportation is available in the NPIAS:

https://www.faa.gov/sites/faa.gov/files/airports/planning_capacity/npias/current/NPIAS-2021-2025-Narrative.pdf

³ The report on the Economic Impact of U.S. Civil Aviation is available here:

https://www.faa.gov/sites/faa.gov/files/2022-08/2022-APL-038%202022_economic%20impact_report.pdf

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 score ranking, along with other selection criteria, in the development of the national Airports Capital Improvement Plan (ACIP). The ACIP provides a selection process for distributing 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 AIP webpage.⁴ The AIP webpage contains links to further details, including information on program policies and procedures, statistics and data, and the following special programs:

- ➔ The ACIP process, including project development steps;
- ➔ The environmental set-asides designed to provide federal assistance to communities surrounding airports for noise mitigation, sound insulation, and ZEV and VALE programs.
- ➔ The Military Airport Program (MAP) set-aside designed to provide federal assistance to former military airports converting to civilian use;
- ➔ Letters of Intent (LOI), which are designed to help fund large-scale capacity projects at primary or reliever airports;
- ➔ Yearly totals for AIP grant funding authorizations, obligation limitations, and obligations since 1982;
- ➔ AIP totals to date for apportioned and discretionary funds; and
- ➔ AIP totals by development, planning, and funding types.

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

- ➔ Program history, 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;
- ➔ Relationship of the AIP to the Passenger Facility Charge (PFC) Program;
- ➔ LOI payments and commitments listed by release date;
- ➔ Fiscal Year AIP grants awarded and grant amounts by airport type and state; and
- ➔ Competition plan requirements.

⁴ More information regarding the AIP may be found online at: <http://www.faa.gov/airports/aip/>.

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Chapter 1: Summary of Airport Development and Planning

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

This chapter summarizes AIP financial commitments for FY 2020 in Table 1 and for FY 2021 in Table 2. This table highlights information related to the actual number of grants awarded by airport type. For more information on individual grants awarded during this period, please refer to the FAA's AIP webpage.⁵ The AIP webpage provides grant summaries for all airports included in the NPIAS and a searchable individual grant history database by region, state, and location. The information includes grant amounts (entitlement and discretionary) and brief descriptions of projects for each grant awarded during the reporting period.

Table 1. AIP Funding Distribution Summary of New Grants in FY 2020⁶

| Airport Category | Number of Grants Awarded | Percent of Total Grants (%) | Amounts for New Grants (\$ millions) | Percent of Total Amounts (%) |
|--|--------------------------|-----------------------------|--------------------------------------|------------------------------|
| Large Airports | | | | |
| Primary Large Hub | 68 | 3.54 | 556.13 | 16.60 |
| Primary Medium Hub | 66 | 3.44 | 255.84 | 7.64 |
| Grants to Large Airports Subtotal | 134 | 6.98 | 811.97 | 24.24 |
| Small Airports | | | | |
| Primary Small Hub | 114 | 5.94 | 560.59 | 16.73 |
| Primary Nonhub | 337 | 17.56 | 830.1 | 24.78 |
| Nonprimary Commercial Service | 61 | 3.18 | 84.75 | 2.53 |
| Reliever | 91 | 4.74 | 150.19 | 4.48 |
| Other General Aviation | 892 | 46.48 | 575.26 | 17.17 |
| State Block Grant Program (SBGP) and Other State-Sponsored Locations | 101 | 5.26 | 276.99 | 8.27 |
| Grants to Small Airports Subtotal | 1,596 | 83.17 | 2,477.87 | 73.96 |
| Airport System Planning | | | | |
| Planning Agencies and Other State-Sponsored Locations | 189 | 9.85 | 60.49 | 1.81 |
| System Planning Grants Subtotal | 189 | 9.85 | 60.49 | 1.81 |
| Total | 1,919 | 100 | 3,350 | 100 |

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

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

Table 2. AIP Funding Distribution Summary of New Grants in FY 2021⁷

| Airport Category | Number of Grants Awarded | Percent of Total Grants (%) | Amounts for New Grants (\$ millions) | Percent of Total Amounts (%) |
|--|--------------------------|-----------------------------|--------------------------------------|------------------------------|
| Large Airports | | | | |
| Primary Large Hub | 48 | 2.85 | 447 | 14.3 |
| Primary Medium Hub | 53 | 3.15 | 228 | 7.3 |
| Grants to Large Airports Subtotal | 101 | 5.99 | 675 | 21.6 |
| Small Airports | | | | |
| Primary Small Hub | 110 | 6.53 | 435 | 13.9 |
| Primary Nonhub | 296 | 17.57 | 723 | 23.1 |
| Nonprimary Commercial Service | 51 | 3.03 | 110 | 3.5 |
| Reliever | 101 | 5.99 | 172 | 5.5 |
| Other General Aviation | 933 | 55.37 | 700 | 22.4 |
| State Block Grant Program (SBGP) and Other State-Sponsored Locations | 74 | 4.39 | 266 | 8.5 |
| Grants to Small Airports Subtotal | 1,565 | 92.88 | 2,406 | 76.9 |
| Airport System Planning | | | | |
| Planning Agencies and Other State-Sponsored Locations | 3 | 1.13 | 47.9 | 1.5 |
| System Planning Grants Subtotal | 3 | 1.1 | 47.9 | 1.5 |
| Total | 1,669 | 100 | 3,129 | 100 |

The following table, Table 3, includes the funding breakdown by project type for all new AIP grant awards made during FYs 2020 and 2021. The data reflected in Table 3 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).

⁷ Subtotals and totals may not add exactly due to rounding.

Table 3. FYs 2019, 2020, and 2021 Project Types Receiving AIP Funds⁸

| Project Type | FY 2019 Total Awarded (\$) | FY 2020 Total Awarded (\$) | FY 2021 Total Awarded (\$) | FY 2019 Percent (%) of Total Awarded ⁹ | FY 2020 Percent (%) of Total Awarded | FY 2021 Percent (%) of Total Awarded |
|--|----------------------------|----------------------------|----------------------------|---|--------------------------------------|--------------------------------------|
| Apron | \$394,547,136 | \$443,019,602.07 | \$338,377,923 | 11.87 | 13.56 | 10.81 |
| Airport Rescue and Fire Fighting | 60,629,120 | 56,544,764 | 62,077,765 | 1.82 | 1.73 | 1.98 |
| Conduct Noise Compatibility Plan Study | 3,798,596 | - | - | 0.11 | - | - |
| Equipment | 6,339,799 | 19,588,975.77 | 15,302,017 | 0.19 | 0.60 | 0.49 |
| Heliport | - | - | - | - | - | - |
| Land | 31,059,878 | 10,054,642.30 | 13,531,398.26 | 0.93 | 0.31 | 0.43 |
| New Airport | 24,461,329 | 3,225,318 | 32,365,726 | 0.74 | 0.10 | 1.03 |
| Noise | 64,391,732 | 70,306,681 | 66,087,405 | 1.94 | 2.15 | 2.11 |
| Planning | 76,278,060 | 52,596,910.93 | 79,602,389 | 2.29 | 1.61 | 2.54 |
| Reconstruct Parking Lot | 1,160,792 | - | - | 0.03 | - | - |
| Reconstruct Terminal Building | 5,768,122 | - | - | 0.17 | - | - |
| Rehabilitate Seaplane Base | - | - | 5,751,028 | - | - | 0.18 |
| Roads | 41,738,314 | 29,238,786 | 22,264,089.45 | 1.26 | 0.89 | - |
| Runway Safety Area | 38,361,173 | 43,717,713.05 | 39,635,671 | 1.15 | 1.34 | 0.71 |
| Runway | 1,054,130,084 | 994,855,497.97 | 1,004,460,742.77 | 31.70 | 30.44 | 32.10 |
| Security | 52,242,920 | 30,118,407 | 14,518,113.68 | 1.57 | 0.92 | 0.46 |
| Snow Removal | 81,902,724 | 71,249,772.11 | 63,610,277 | 2.46 | 2.18 | 2.03 |
| State Block Grant Program (SBGP) | 227,236,954 | 259,694,775.79 | 264,285,304 | 6.83 | 7.95 | 8.45 |
| Taxiway | 822,480,052 | 766,050,264.48 | 744,062,027.59 | 24.74 | 23.44 | 23.78 |
| Terminal | 168,049,586 | 206,377,330.40 | 146,415,367 | 5.05 | 6.31 | 4.68 |
| Voluntary Airport Low Emissions (VALE) | 13,910,483 | 9,989,769.84 | 29,275,503 | 0.42 | 0.31 | 0.94 |
| Zero Emissions | 3,503,033 | 7,152,654 | 16,823,056 | 0.11 | 0.22 | 0.54 |
| Other ¹⁰ | 152,845,919 | 194,517,467.39 | 170,798,205.85 | 4.60 | 5.95 | 5.46 |
| Total | \$3,324,835,806 | \$3,268,299,328.10 | \$3,129,244,008.70 | 100.00% | 100.00% | 100.00% |

⁸ These totals represent aggregate amounts that may include a mix of entitlement and discretionary funding awarded through AIP during the fiscal year.

⁹ The FAA previously reported FY 2019 data to Congress and is including it here for historical comparison purposes only.

¹⁰ Other projects may include constructing utilities, removing obstructions, improving airport drainage, installing airport beacons, and other related projects.

STATE BLOCK GRANT PROGRAM

Ten states are authorized to participate in the State Block Grant Program (SBGP).¹¹¹² Participating states administer AIP funds on behalf of the FAA and provide sub-awards to nonprimary airports within their respective state. Tables 4 and 5 provide a summary of the total AIP funds awarded through the SBGP during FY 2020 and 2021.

Table 4. State Block Grant Totals for FY 2020

| State | Block Grant Funds FY 2020 (\$) | | State Total (\$) |
|---------------------------------|--------------------------------|----------------------|----------------------|
| | Apportionment ¹³ | Discretionary | |
| Georgia | \$18,797,953 | \$22,873,777 | \$41,671,730 |
| Illinois | \$15,710,989 | \$7,788,393 | \$23,499,382 |
| Michigan | \$17,478,060 | \$20,910,038 | \$38,388,098 |
| Missouri | \$18,612,079 | \$29,589,758 | \$48,201,837 |
| New Hampshire | \$17,384,822 | \$9,866,309 | \$27,251,131 |
| North Carolina | \$2,099,963 | \$6,321,903 | \$8,421,866 |
| Pennsylvania | \$10,509,800 | \$4,141,708 | \$14,651,508 |
| Tennessee | \$17,422,043 | \$21,176,023 | \$38,598,066 |
| Texas | \$45,468,038 | \$23,839,237 | \$69,307,275 |
| Wisconsin | \$15,676,871 | \$11,900,438 | \$27,577,309 |
| State Block Grant Totals | \$179,160,618 | \$158,407,584 | \$337,568,202 |

Table 5. State Block Grant Totals for FY 2021

| State | Block Grant Funds FY 2021 (\$) | | State Total (\$) |
|---------------------------------|--------------------------------|----------------------|----------------------|
| | Apportionment ¹⁴ | Discretionary | |
| Georgia | \$18,636,732 | \$23,987,680 | \$42,624,412 |
| Illinois | \$16,072,743 | \$20,185,537 | \$36,258,280 |
| Michigan | \$18,271,546 | \$11,262,941 | \$29,534,487 |
| Missouri | \$13,840,449 | \$31,143,564 | \$44,984,013 |
| New Hampshire | \$13,516,216 | \$7,976,175 | \$21,492,391 |
| North Carolina | \$2,125,950 | \$4,949,830 | \$7,075,780 |
| Pennsylvania | \$9,888,600 | \$4,920,999 | \$14,809,599 |
| Tennessee | \$13,197,552 | \$10,106,963 | \$23,304,515 |
| Texas | \$52,685,170 | \$28,827,822 | \$81,512,992 |
| Wisconsin | \$18,951,345 | \$24,724,093 | \$43,675,438 |
| State Block Grant Totals | \$177,186,303 | \$168,085,604 | \$345,271,907 |

¹¹ 49 U.S.C. § 47128

¹² The Federal Funding Accountability and Transparency Act requires federal grant awardees, including participants in the SBGP, to report subaward information. Specific information related to SBGP subawards are available at: www.ftrs.gov.

¹³ Apportionment amounts include nonprimary entitlements and state apportionments.

¹⁴ Apportionment amounts include nonprimary entitlements and state apportionments.

LETTERS OF INTENT

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 a future budgetary authority in an amount not greater than the Federal Government's share of allowable costs for that project. The FAA issues an LOI to establish that reimbursement will be made according to a given schedule as funds become available from Congress each year over the term of the approved LOI. LOIs enable airports to proceed with large-scale capacity projects in advance of receiving the annual discretionary grant award, which is otherwise not permissible. Table 6 reflects all LOI payments, including entitlement and discretionary funding during FY 2020, and Table 7 reflects all LOI payments during FY 2021.

Table 6. LOI Payments During FY 2020

| State | City | Airport Name | Hub Type | Discretionary 2020 (in thousands) | Entitlement 2020 (in thousands) |
|--------------|-------------------|---|----------|-----------------------------------|---------------------------------|
| FL | Fort Lauderdale | Fort Lauderdale/Hollywood International | L | 20,000 | 0 |
| IL | Chicago | Chicago O'Hare International (Ph. 1) | L | 20,000 | 0 |
| IL | Chicago | Chicago O'Hare International (Ph. 2) | L | 45,000 | 0 |
| OH | Cleveland | Cleveland-Hopkins International | M | 0 | 2,201 |
| TX | Dallas-Fort Worth | Dallas-Fort Worth International | L | 15,000 | 9,000 |
| Total | | | | \$ 100,000 | \$ 11,201 |

Table 7. LOI Payments During FY 2021

| State | City | Airport Name | Hub Type | Discretionary 2021 (in thousands) | Entitlement 2021 (in thousands) |
|--------------|-------------------|---|----------|-----------------------------------|---------------------------------|
| FL | Fort Lauderdale | Fort Lauderdale/Hollywood International | L | 20,000 | 0 |
| IL | Chicago | Chicago O'Hare International (Ph. 2) | L | 25,000 | 0 |
| OH | Cleveland | Cleveland-Hopkins International | M | 0 | 1,485 |
| TX | Dallas-Fort Worth | Dallas-Fort Worth International | L | 31,000 | 9,000 |
| Total | | | | \$ 76,000 | \$ 10,485 |

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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 NPIAS airports generally may be used for any AIP-eligible airport planning or development.

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

2.1 CALCULATION AND DISTRIBUTION OF APPORTIONED FUNDS

Entitlement funds are available to airport sponsors in the year they are first apportioned. In the case of large, medium, and small hub airports, if the funds are not obligated in the year they were apportioned, a comparable amount remains available for up to two subsequent fiscal years. In the case of nonhub primary and nonprimary airports, unobligated entitlement funds are available in the year they are first apportioned and remain available for three subsequent fiscal years.¹⁵

2.1.1 Primary Airports

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

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

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

¹⁵ 49 U.S.C. § 47117(b).

2.1.2 AIP Apportionment Reductions

In 1990, Congress enacted legislation that allows sponsors of commercial service airports (known as public agencies under the 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 must 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 8 shows the number of large and medium hub airports whose entitlements were reduced based on approved PFC collections during FYs 2020 and 2021.

Table 8. Number of Large and Medium Hub Airports Subject to PFC-Related Entitlement Reductions in FYs 2019, 2020, and 2021¹⁶

| Airports Subject to Entitlement Reduction | FY 2019 | FY 2020 | FY 2021 |
|---|---------|---------|---------|
| 50 Percent Reduction | 2 | 2 | 2 |
| 75 Percent Reduction | 59 | 59 | 59 |
| Total Number of Large and Medium Hubs with PFCs | 61 | 61 | 61 |

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.¹⁷

¹⁶ The FAA previously reported FY 2019 data to Congress and is including it here for historical comparison purposes only.

¹⁷ “Landed weight” is defined in 49 U.S.C. § 47102(10), as the weight of aircraft transporting only cargo in intrastate, interstate, and foreign air transportation.

2.1.4 State/Insular Areas

Twenty percent of the amount available for AIP grants is available for nonprimary commercial service, general aviation, and reliever airports within the states and insular areas.¹⁸ 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 2020 and FY 2021, 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.¹⁹ 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 (including the minimum set-asides) in that subsequent year.

¹⁸ Under 49 U.S.C. § 47114(c)(2)(C), if AIP funding drops below \$3.2 billion, this allocation is reduced to 18.5 percent of AIP funding; that amount is not subdivided further in order to provide individual apportionments to each nonprimary airport.

¹⁹ 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 VALE²⁰ and ZEV program 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 9 provides annual highlights of the number of grants awarded and the total set-aside funds used during 2020 and 2021. The set-aside figures do not include any supplemental discretionary funding awarded or recoveries from prior year grants.

Table 9. Annual MAP for FYs 2019, 2020, and 2021²¹

| | FY 2019 | FY 2020 | FY 2021 |
|--------------------------|-------------|-------------|--------------|
| Number of Grants Awarded | 6 | 5 | 5 |
| Set-Aside Amount (\$) | \$8,521,687 | \$8,843,794 | \$10,500,199 |

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

²⁰ 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.

²¹ The FAA previously reported FY 2019 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 10, 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 10. AIP Allocation of Appropriations for FYs 2019, 2020, and 2021 (\$ millions)²²

| | FY 2019 | FY 2020 | FY 2021 |
|--|-------------------------------|------------------|------------------|
| Authorized by Legislation and Available for AIP | 3,350.0 | \$3,350.0 | \$3,350.0 |
| Less: | | | |
| SCASDP | (10.0) | (10.0) | (10.0) |
| Administrative Expenses | (111.9) | (116.5) | (119.4) |
| Airport Technology Research and Development | (33.2) | (39.2) | (40.7) |
| Airport Cooperative Research Program | (15.0) | (15.0) | (15.0) |
| Total Available for AIP Grants | \$3,179.2 | \$3,169.3 | \$3,164.9 |
| FUNDING DISTRIBUTION | | | |
| Entitlements/Apportionments | | | |
| Primary Airports | 885.7 | 909.2 | 926.7 |
| Cargo (3.5 Percent of the Total Available for AIP Grants) | 111.3 | 110.9 | 110.8 |
| Alaska Supplemental | 21.3 | 21.3 | 21.3 |
| States: (20 Percent of the Total Available for AIP Grants) ²³ | | | |
| Nonprimary Entitlement | 404.3 | 403.8 | 395.0 |
| State Apportionment by Formula | 231.5 | 230.0 | 237.9 |
| Protected Entitlements | 762.9 | 707.6 | 640.5 |
| Entitlements Subtotal | \$2,417.2 | \$2,382.9 | \$2,332.3 |
| Small Airport Fund | | | |
| Nonhub Airports | 313.7 | 323.0 | 325.8 |
| Noncommercial Service | 156.9 | 161.5 | 162.9 |
| Small Hub | 78.4 | 80.8 | 81.5 |
| Small Airport Fund Subtotal²⁴ | \$549.0 | \$565.3 | \$570.2 |
| Nondiscretionary Subtotal | \$2,966.1 | \$2,948.2 | \$2,902.4 |
| DISCRETIONARY | | | |
| Noise (35 Percent of Discretionary Funds) | 74.6 | 77.4 | 91.9 |
| Reliever (0.66 Percent of Discretionary Funds) | 1.4 | 1.5 | 1.7 |
| MAP (4 Percent of Discretionary Funds) | 8.5 | 8.8 | 10.5 |
| Discretionary Set-asides Subtotal | \$84.5 | \$87.7 | \$104.1 |
| C/S/S/N | 96.4 | 100.1 | 118.8 |
| Remaining Discretionary | 32.1 | 33.4 | 39.6 |
| Other Discretionary Subtotal | \$128.5 | \$133.4 | \$158.4 |
| Discretionary Subtotal | \$213.0 | \$221.1 | \$262.5 |
| Funding Distribution Total for Fiscal Year Funds | \$3,179.2 | \$3,169.3 | \$3,164.9 |
| Recovery Ceiling Authorized for Reobligation | \$119.1 | \$124.5 | \$135.4 |
| Total Authorized Obligation Level | \$3,298.3²⁵ | \$3,293.8 | \$3,300.3 |

²² The FAA previously reported FY 2019 data to Congress and is including it here for historical comparison purposes only.

²³ These figures include amounts distributed through the SBGP, plus amounts in other states not participating in the SBGP.

²⁴ The Small Airport Fund is generated from 87.5 percent of the PFC-related entitlement reductions. The remaining 12.5 percent of such reductions becomes discretionary funding. For FYs 2018 and 2019, PFC-related entitlement reductions were \$594 and \$608 million, respectively.

²⁵ 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 remained available for obligation until September 30, 2020. Similar to the two previous fiscal years, the Supplemental funds made available under this Act are derived from the General Fund and are not subject to existing AIP discretionary formulas or set-asides.

For FY 2020 funds, Congress included a distinction for this particular supplemental program. In the Joint Explanatory Statement accompanying H.R. 1865, Congress directed the FAA to meet a requirement “that not less than 50 percent of the funds made available for grants at nonhub, small hub, reliever, and nonprimary airports. The agreement directs the FAA to restrict this set-aside to 50 percent and use the remaining funds for grants at medium hub and large hub airports. In addition, the agreement directs the FAA to provide priority consideration for grant applications that complete previously awarded discretionary grant projects and to provide priority consideration based on project justification and completeness of pre-grant actions.”²⁶

Another funding distinction for the FY 2020 Supplemental program is the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which includes \$10 billion in funds to be awarded as economic relief to eligible U.S. airports affected by the prevention of, preparation for, and response to the COVID-19 pandemic. The CARES Act provides funds for airports to use as a local match for AIP and supplemental discretionary grants already planned for fiscal year 2020. Under normal circumstances, AIP grant recipients contribute a matching percentage of the project costs. Providing this additional funding and eliminating the local share allows critical safety and capacity projects to continue as planned, regardless of airport sponsors’ current financial circumstances.

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

²⁶ The full text of the Joint Statement can be viewed here: <https://docs.house.gov/billsthisweek/20191216/BILLS-116HR1865SA-JES-DIVISION-H.pdf>

Table 11 shows the amount of supplemental funding obligated to states and territories during FYs 2020 and 2021. These funds include FY 2019 and FY 2020 Supplemental appropriated funds. No FY 2021 Supplemental funds were obligated in FY 2021 and, therefore, are not reflected in this table.

Table 11. Supplemental Funding Obligated in FY 2020 and FY 2021

| ST | State | TOTALS | ST | State | TOTALS |
|----|----------------|---------------|----|--------------------------|-----------------------|
| AK | Alaska | \$ 59,403,737 | ND | North Dakota | \$ 7,250,000 |
| AL | Alabama | \$ 12,142,675 | NE | Nebraska | \$ 14,256,150 |
| AR | Arkansas | \$ 6,479,150 | NH | New Hampshire | \$4,357,341 |
| AZ | Arizona | \$ 20,105,024 | NJ | New Jersey | \$ 5,671,546 |
| CA | California | \$ 54,561,759 | NM | New Mexico | \$ 16,081,643 |
| CO | Colorado | \$18,062,500 | NV | Nevada | \$ 7,284,851 |
| CT | Connecticut | \$ 11,137,273 | NY | New York | \$ 10,684,115 |
| DE | Delaware | \$ 5,291,568 | OH | Ohio | \$ 17,291,932 |
| FL | Florida | \$ 47,067,138 | OK | Oklahoma | \$ 12,878,818 |
| GA | Georgia | \$ 13,535,813 | OR | Oregon | \$ 9,484,183 |
| HI | Hawaii | \$ 1,297,217 | PA | Pennsylvania | \$ 30,500,000 |
| IA | Iowa | \$ 5,981,143 | RI | Rhode Island | \$ 749,999 |
| ID | Idaho | \$ 13,139,331 | SC | South Carolina | \$ 2,068,740 |
| IL | Illinois | \$ 15,000,000 | SD | South Dakota | \$ 25,695,465 |
| IN | Indiana | \$ 26,170,482 | TN | Tennessee | \$ 16,126,288 |
| KS | Kansas | \$ 6,168,853 | TX | Texas | \$ 40,466,743 |
| KY | Kentucky | \$ 13,392,031 | UT | Utah | \$ 29,428,031 |
| LA | Louisiana | \$ 20,027,455 | VA | Virginia | \$ 18,300,656 |
| MA | Massachusetts | \$ 2,531,613 | VT | Vermont | \$ 14,498,480 |
| MD | Maryland | \$ 7,029,398 | WA | Washington | \$ 24,537,072 |
| ME | Maine | \$ 6,268,949 | WI | Wisconsin | \$ 12,760,916 |
| MI | Michigan | \$ 27,199,694 | WV | West Virginia | \$ 10,499,680 |
| MN | Minnesota | \$ 1,573,353 | WY | Wyoming | \$ 7,373,546 |
| MS | Mississippi | \$ 10,158,654 | AS | American Samoa | \$ - |
| MO | Missouri | \$ 13,510,008 | GU | Guam | \$ 10,000,000 |
| MT | Montana | \$ 6,558,376 | | Northern Mariana Islands | \$ - |
| NC | North Carolina | \$ 27,256,350 | MP | Mariana Islands | \$ - |
| | | | PR | Puerto Rico | \$ 9,774,667 |
| | | | VI | Virgin Islands | \$1,966,031 |
| | | | | Grand Total | \$ 811,036,437 |

2.4 DISTRIBUTION OF FUNDS UNDER THE CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY (CARES) ACT, THE CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATION (CRRSA) ACT, AND THE AMERICAN RESCUE PLAN (ARP) ACT

2.4.1. CARES Act Funding

The CARES Act provided funds to increase the federal share to 100 percent for AIP and supplemental discretionary grants already planned for FYs 2020 and 2021. Under normal circumstances, AIP grant recipients contribute a matching percentage of the project costs. Providing this additional funding and eliminating the local share allows critical safety and capacity projects to continue as planned, regardless of airport sponsors' current financial circumstances.

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

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

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

based on the categories published in the most current NPIAS, reflecting the percentage of the aggregate published eligible development costs for each such category, and then dividing the allocated funds evenly among the eligible airports in each category, rounded up to the nearest thousand dollars.

Table 12 shows the amount of the CARES Act funding that was allocated to States, American Samoa, Guam, the Northern Mariana Islands, Puerto Rico, and the U.S. Virgin Islands in FY 2020 and 2021. The table does not include the funds dedicated to matching AIP grants.

Table 12. FYs 2020 and 2021 CARES Act Funding by State

| ST | \$ FY 2020 Total | \$ FY 2021 Total ²⁷ | ST | \$ FY 2020 Total | \$ FY 2021 Total ²⁶ |
|----|------------------|--------------------------------|--------------------|------------------------|--------------------------------|
| AK | 124,179,622 | 1,529,409 | MT | 73,821,822 | 745,747 |
| AL | 53,969,529 | 879,216 | NC | 283,706,816 | 10,620,148 |
| AR | 51,307,856 | 656,215 | ND | 85,019,530 | 373,045 |
| AS | 1,381,262 | 18,448 | NE | 64,602,995 | 848,926 |
| AZ | 224,869,171 | 8,045,999 | NH | 15,224,474 | 305,025 |
| CA | 1,088,980,881 | 37,533,560 | NJ | 160,899,848 | 7,520,711 |
| CO | 366,981,542 | 11,101,570 | NM | 25,229,608 | 894,354 |
| CT | 30,344,477 | 1,050,127 | NV | 231,448,014 | 8,379,465 |
| DE | 257,000 | - | NY | 411,274,415 | 17,266,029 |
| FL | 896,185,022 | 29,812,862 | OH | 108,807,073 | 3,300,050 |
| GA | 410,817,651 | 17,266,743 | OK | 42,202,730 | 1,162,072 |
| GU | 20,693,369 | 576,343 | OR | 140,163,415 | 3,555,353 |
| HI | 133,334,924 | 5,620,603 | PA | 239,219,866 | 7,052,856 |
| IA | 70,467,305 | 687,495 | PR | 42,975,833 | 1,607,480 |
| ID | 44,196,705 | 765,393 | RI | 24,017,194 | 613,352 |
| IL | 446,739,180 | 16,295,058 | SC | 97,263,093 | 1,771,881 |
| IN | 96,523,890 | 1,796,718 | SD | 36,248,983 | 303,596 |
| KS | 53,420,412 | 308,422 | TN | 124,092,305 | 4,131,528 |
| KY | 77,229,257 | 2,242,114 | TX | 811,535,428 | 28,497,873 |
| LA | 83,752,300 | 2,548,391 | UT | 93,363,009 | 4,086,266 |
| MA | 171,047,776 | 6,541,679 | VA | 309,729,392 | 8,946,828 |
| MD | 107,731,472 | 4,167,502 | VI | 41,145,247 | 184,201 |
| ME | 36,168,767 | 447,524 | VT | 9,000,115 | 214,055 |
| MI | 256,958,769 | 6,592,126 | WA | 310,329,949 | 8,823,606 |
| MN | 158,378,970 | 6,109,410 | WI | 83,193,655 | 1,723,652 |
| MO | 153,764,436 | 4,419,107 | WV | 9,398,776 | 121,442 |
| MP | 22,759,818 | 193,723 | WY | 49,758,279 | 199,781 |
| MS | 34,855,031 | 319,478 | Grand Total | \$9,140,968,258 | \$ 290,774,557 |

²⁷ The amounts in this table comprise reallocated CARES funding, which, based on a directive in the CRRSA legislation, was rolled up and redistributed to primary airports that received funding under the CRRSA Act in FY 2021.

2.4.2. CRRSA Act Funding

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

CRRSA Act funds were also unique in that additional fund recipients were granted funds designated for specific use at airports. Nonprimary airports with FAA contract towers received funds for expenses borne by the towers. Also, airports received specific allocations to provide rent relief to certain on-airport concessions.

Similar to the CARES Act funds, the FAA distributed CRRSA Act funds according to a formula Congress designed. The four groups below do not include funds allocated under the CRRSA Act to the Small Community Air Service Development Program (SCASDP). DOT served as the administrator of SCASDP funds.

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

- ➔ **Primary Commercial Service Airports** shared not less than \$200 million allocated based on the number of enplanements the airport had in CY 2019 as a percentage of total CY 2019 enplanements for all primary airports. Sponsors could use these funds to provide relief from rent and minimum annual guarantees to on-airport car rental, on-airport parking, and in-terminal airport concessions.

Table 13 shows the amount of the CRRSA Act funding that was allocated to States, American Samoa, Guam, the Northern Mariana Islands, Puerto Rico, and the U.S. Virgin Islands in FY 2021.

Table 13. FY 2021 CRRSA ACT Funding

| State | \$ FY 2021 Total* | State | \$ FY 2021 Total ²⁸ |
|-------|-------------------|--------------------|--------------------------------|
| AK | 49,707,073 | MT | 19,289,218 |
| AL | 16,376,036 | NC | 63,883,257 |
| AR | 11,818,358 | ND | 12,794,719 |
| AS | 1,032,368 | NE | 11,690,786 |
| AZ | 50,412,976 | NH | 6,846,529 |
| CA | 209,868,592 | NJ | 40,019,614 |
| CO | 63,258,870 | NM | 10,680,010 |
| CT | 8,960,641 | NV | 41,248,365 |
| DE | 93,000 | NY | 105,473,171 |
| FL | 179,382,586 | OH | 29,610,963 |
| GA | 83,536,659 | OK | 14,036,447 |
| GU | 5,376,712 | OR | 28,386,543 |
| HI | 40,731,579 | PA | 48,575,138 |
| IA | 12,743,252 | PR | 17,530,658 |
| ID | 12,055,755 | RI | 5,561,473 |
| IL | 88,283,407 | SC | 21,497,849 |
| IN | 19,953,895 | SD | 9,938,360 |
| KS | 10,317,929 | TN | 39,743,195 |
| KY | 28,235,797 | TX | 168,132,298 |
| LA | 24,408,927 | UT | 26,483,918 |
| MA | 34,479,883 | VA | 57,431,852 |
| MD | 22,437,531 | VI | 3,642,486 |
| ME | 9,275,098 | VT | 3,919,375 |
| MI | 49,249,456 | WA | 55,469,499 |
| MN | 35,962,614 | WI | 22,768,467 |
| MO | 29,924,738 | WV | 5,752,881 |
| MP | 5,630,240 | WY | 9,810,168 |
| MS | 11,303,089 | Grand Total | \$1,995,034,300 |

²⁸ This amount does not include the unallocated CARES funding shown in Table 12, which was rolled up into CRRSA funding and distributed to primary airports.

2.4.3. American Rescue Plan Act (ARPA) Funding

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

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

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

Table 14 shows the amount of the ARPA funding that was allocated to States, American Samoa, Guam, the Northern Mariana Islands, Puerto Rico, and the U.S. Virgin Islands in FY 2021. The table does not include the funds dedicated to match AIP grants.

Table 14. FY 2021 ARP ACT Funding

| State | \$ FY 2021 Total | State | \$ FY 2021 Total |
|-------|------------------|--------------------|------------------------|
| AK | 97,003,705 | MT | 34,124,979 |
| AL | 34,087,745 | NC | 256,405,224 |
| AR | 24,942,147 | ND | 20,493,203 |
| AS | 1,386,760 | NE | 28,315,479 |
| AZ | 196,758,471 | NH | 12,993,224 |
| CA | 899,826,548 | NJ | 177,217,101 |
| CO | 263,338,253 | NM | 27,835,004 |
| CT | 28,935,000 | NV | 191,919,576 |
| DE | 239,000 | NY | 418,100,788 |
| FL | 724,091,795 | OH | 91,891,753 |
| GA | 395,699,085 | OK | 36,802,987 |
| GU | 15,763,258 | OR | 94,540,646 |
| HI | 144,330,100 | PA | 179,632,605 |
| IA | 26,947,772 | PR | 47,825,040 |
| ID | 26,556,103 | RI | 16,653,360 |
| IL | 388,088,882 | SC | 55,075,789 |
| IN | 58,300,830 | SD | 16,466,090 |
| KS | 17,250,613 | TN | 137,602,844 |
| KY | 89,981,962 | TX | 689,928,612 |
| LA | 71,366,509 | UT | 100,864,385 |
| MA | 152,293,981 | VA | 218,941,463 |
| MD | 98,263,281 | VI | 6,921,417 |
| ME | 17,739,398 | VT | 7,922,733 |
| MI | 169,677,474 | WA | 217,133,500 |
| MN | 147,570,644 | WI | 55,905,388 |
| MO | 110,971,842 | WV | 8,191,157 |
| MP | 9,091,659 | WY | 13,797,421 |
| MS | 17,932,415 | Grand Total | \$7,391,937,000 |

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

Chapter 3: Buy American Preference

Under 49 U.S.C. § 50101, all steel and manufactured goods used in AIP-funded projects must be produced in the United States. The FAA defines the origin of the manufactured good by the origin of its components. 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 of these requirements. DOT has the authority to waive these Buy American Preferences if certain market or product conditions exist. These conditions are:

- **Type I:** Applying the Buy American Preferences would be inconsistent with the public interest;
- **Type II:** The steel or goods produced in the U.S. are not produced in a sufficient and reasonably available amount or are not of a satisfactory quality;
- **Type III:** The cost of components and subcomponents produced in the U.S. is more than 60 percent of the cost of all components of the facility or equipment procured and final assembly occurs in the United States; or
- **Type IV:** 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 15. Buy American Waiver Recipients and Types of Waivers Issued in FYs 2020 and 2021

| FAA Waiver Recipients | Number of Waivers Issued 2020 | Percent of Total Waivers Issued 2020 | Number of Waivers Issued 2021 | Percent of Total Waivers Issued 2021 |
|-----------------------------|-------------------------------|--------------------------------------|-------------------------------|--------------------------------------|
| Non-U.S. Manufacturers | 2 | 1% | 2 | 1% |
| U.S. Manufacturers | 384 | 97% | 129 | 90% |
| Airport Sponsors | 9 | 2% | 13 | 9% |
| Total Waivers Issued | 395 | 100% | 144 | 100% |

| Types of Waivers Issued in FY 2020 | Number of Waivers | Percent of Total Waivers |
|---|-------------------|--------------------------|
| Type III - Equipment/Buildings Products | 381 | 96% |
| Type III - Construction Projects | 14 | 4% |
| Grand Total | 395 | 100% |

| Types of Waivers Issued in FY 2021 | Number of Waivers | Percent of Total Waivers |
|--|-------------------|--------------------------|
| Type III - Equipment/Buildings Products | 126 | 88% |
| Type III - Construction Projects | 16 | 11% |
| Type IV - Domestic Material Increases Costs by more than 25% | 2 | 1% |
| Grand Total | 144 | 100% |

Table 16. Summary of AIP Categories in Which Waivers Were Issued in FYs 2020 and 2021

| AIP Project Purpose Areas | Number of Waivers Issued FY 2020 | Percent of Total Waivers Issued FY 2020 | Number of Waivers Issued FY 2021 | Percent of Total Waivers Issued FY 2021 |
|---------------------------|----------------------------------|---|----------------------------------|---|
| Safety/Security | 14 | 4 | 39 | 27 |
| Other | 0 | 0 | 3 | 2 |
| Environmental | 6 | 2 | 6 | 4 |
| Noise | 0 | 0 | 1 | 1 |
| Special Interest | 2 | 1 | 1 | 1 |
| Standards | 371 | 94 | 91 | 63 |
| Reconstruction | 0 | 0 | 1 | 1 |
| Rehabilitation | 2 | 1 | 2 | 1 |
| Grand Total | 395 | 100.0% | 144 | 100.0% |

Table 16 provides a detailed listing of the number of waivers issued based on the AIP project purpose.

Chapter 4: Airport Land Use Compliance

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

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

The Land Use Compliance Report for FYs 2020 and 2021 is incorporated in this document as Appendix A. It lists airport sponsors by the state that the FAA investigated regarding noncompliance or by airport sponsors that the FAA worked with to resolve a land use compliance issue. The appendix also includes airports identified in previous years for which a resolution is still in progress. The information contained in this report is based on data as of September 30, 2021. The report organizes each compliance issue by the ARP region where the issue occurred.

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

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

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

For FYs 2020 and 2021, on-site land use inspections were not conducted due to the impacts of COVID-19 restrictions, although FAA personnel continued to work with airport sponsors remotely to resolve outstanding land use compliance deficiencies. At the end of FY 2020, there were 67 airport sponsors undertaking required corrective action. Fifteen airport sponsors were brought into compliance with their federal obligations in FY 2020 and removed from the Report to Congress. At the end of FY 2021, there were 60 airport sponsors remaining on the list of

sponsors undertaking required corrective actions. Seven airport sponsors satisfactorily completed their corrective action plans and were removed from the Report to Congress.

Appendix A: Land Use Compliance Report

The information contained in this report covers activity occurring during FYs 2020 and 2021 and provides the airport compliance status as of September 30, 2020, and September 30, 2021. It does not reflect any status changes that may have occurred after this date. The report organizes each compliance issue in groups according to the ARP region where the issue(s) occurred and the estimated completion or compliance date. The report also identifies airports with land use compliance issues related specifically to operations involving the U.S. Government or military. The regional abbreviations are identified as follows: Alaska (AAL), Central (ACE), Eastern (AEA), Great Lakes (AGL), New England (ANE), Northwest Mountain (ANM), Southern (ASO), Southwest (ASW), and Western Pacific (AWP). The following tables include the airports remaining on the list at the end of FY 2021.

| 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; 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 2023 |
| Kodiak Benny Benson Airport | AAL | Kodiak | AK | ADQ | Good Title; Preserving Rights and Powers; Airport Layout Plan; Non-aeronautical use of airport property | Airport sponsor is negotiating a corrective action plan with the FAA and the US Coast Guard. | December 2023 |
| Merrill Field | AAL | Anchorage | AK | MRI | Airport Layout Plan; Preserving Rights and Powers; Multiple Grant Assurances | Corrective Action Plan has been submitted and is under revision based on an updated inspection. Sponsor is updating appraisals. | December 2025 |
| Rocky Gutierrez Airport | AAL | Sitka | AK | SIT | Fee and Rental Structure; Financial reporting pursuant to 1994 FAA Reauthorization | Corrective actions require significant coordination with the Bureau of Land Management. | December 2023 |
| St. Mary's Airport | AAL | St. Mary's | AK | KSM | Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property | Corrective Action Plan and schedule submitted. Coordination with Bureau of Land Management ongoing. | December 2023 |

| Location | Region | City | State | LOCID | Compliance Issue | Corrective Action | Estimated Compliance Date |
|--------------------------------------|--------|------------|-------|-------|---|---|---------------------------|
| St. Paul Island Airport | AAL | St. Paul | AK | SNP | Fee and Rental Structure | Corrective Action Plan submitted. Through-the-fence operations are being reviewed by the sponsor and FAA. | December 2022 |
| Talkeetna Airport | AAL | Talkeetna | AK | TKA | Airport Layout Plan; Fee and Rental Structure | Airport sponsor submitted updated Corrective Action Plan. Court action to address the trespass is ongoing. | January 2022 |
| Pocahontas Municipal Airport | ACE | Pocahontas | IA | POH | Exhibit A Property Map; Fee and Rental Structure | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | May 2022 |
| Schenck Field | ACE | Clarinda | IA | ICL | Non-aeronautical use of airport property | Airport sponsor directed to submit a Corrective Action Plan. Sponsor to provide copies of leases for municipal use of airport property. | June 2022 |
| Liberal Mid-America Regional Airport | ACE | Liberal | KS | LBL | Non-aeronautical use of airport property | Airport sponsor directed to submit a Corrective Action Plan. CAP not yet submitted, but corrective actions are being developed. | August 2022 |
| Macon-Fower Memorial Airport | ACE | Macon | MO | K89 | Airport Layout Plan; Exhibit A Property Map | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | April 2022 |
| Delaware Coastal Airport | AEA | Georgetown | DE | GED | Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property; Fee and Rental Structure; Operations and Maintenance | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | December 2022 |

| Location | Region | City | State | LOCID | Compliance Issue | Corrective Action | Estimated Compliance Date |
|-------------------------|--------|--------------|-------|-------|--|--|---------------------------|
| Carroll County Airport | AEA | Westminster | MD | DMW | Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property; | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | December 2022 |
| Cape May County Airport | AEA | Cape May | NJ | WWD | Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property; | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | December 2022 |
| Saratoga County Airport | AEA | Ballston Spa | NY | 5B2 | Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property; Fee and Rental Structure; Operations and Maintenance; | Saratoga County Airport | December 2021 |
| Brookhaven Airport | AEA | Shirley | NY | HWV | Airport Layout Plan; Non-aeronautical use of airport property | Brookhaven Airport | December 2021 |
| Hamilton Airport | AEA | Hamilton | NY | VGC | Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property; Operations and Maintenance | Hamilton Airport | December 2021 |

| Location | Region | City | State | LOCID | Compliance Issue | Corrective Action | Estimated Compliance Date |
|--|--------|---------------|-------|-------|---|---|---------------------------|
| New Garden Airport | AEA | Toughkenamon | PA | N57 | Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | December 2022 |
| Lawrenceville –Vincennes International Airport | AGL | Lawrenceville | IL | LWV | Non-aeronautical use of airport property | Airport sponsor submitted a Corrective Action Plan and has begun implementation - concurrent use request and is under review. | April 2022 |
| Warsaw Municipal Airport | AGL | Warsaw | IN | ASW | Non-aeronautical use of airport property | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | April 2022 |
| Grosse Ile Municipal Airport | AGL | Grosse Ile | MI | ONZ | Non-aeronautical use of airport property | FAA reviewing final plan of corrective actions for closeout. A Section 163 determination is required. | December 2022 |
| Akron Fulton International Airport | AGL | Akron | OH | AKR | Non-aeronautical use of airport property | Airport sponsor submitted a Corrective Action Plan. Exhibit A update in process. A Section 163 determination is required. | September 2022 |
| Cincinnati Municipal Airport Lunken Field | AGL | Cincinnati | OH | LUK | Non-aeronautical use of airport property; | Corrective Action Plan has been received and is currently being coordinated between the ADO and regional office. | December 2022 |
| Jefferson County Airpark | AGL | Steubenville | OH | 2G2 | Non-aeronautical use of airport property | Airport sponsor submitted a Corrective Action Plan and has begun implementation. A land release is required. A Section 163 determination is required. | December 2022 |

| Location | Region | City | State | LOCID | Compliance Issue | Corrective Action | Estimated Compliance Date |
|----------------------------------|--------|-------------|-------|-------|---|---|---------------------------|
| Wadsworth Municipal Airport | AGL | Wadsworth | OH | 3G3 | Non-aeronautical use of airport property | The FAA is working with the airport sponsor on a land release for non-aeronautical land use. | September 2022 |
| Mobridge Municipal Airport | AGL | Mobridge | SD | MBG | Airport Layout Plan; Exhibit A Property Map | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | December 2024 |
| John F. Kennedy Memorial Airport | AGL | Ashland | WI | ASX | Airport Layout Plan; Exhibit A Property Map; | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | December 2023 |
| Boire Field Airport | ANE | Nashua | NH | ASH | Non-aeronautical use of hangars | The airport has corrected four of the five requirements outlined in their Corrective Action Plan. The airport is working on the fifth element and is expected to provide the documentation required by August 2022. | August 2022 |
| Lemhi County Airport | ANM | Salmon | ID | SMN | Airport Layout Plan; Exhibit A Property Map | Airport sponsor has provided a Corrective Action Plan, has corrected several issues, and is working to implement remaining corrective actions. | September 2022 |
| McMinnville Municipal Airport | ANM | McMinnville | OR | MMV | Airport Layout Plan; Exhibit A Property Map | Airport sponsor has provided a Corrective Action Plan, has corrected several issues, and is working to implement remaining corrective actions. | January 2022 |
| Carbon County Regional Airport | ANM | Price | UT | PUC | Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property | Airport sponsor has provided a Corrective Action Plan, has corrected several issues, and is working to implement remaining corrective actions. | June 2022 |

| Location | Region | City | State | LOCID | Compliance Issue | Corrective Action | Estimated Compliance Date |
|------------------------------------|--------|------------------|-------|-------|--|--|---------------------------|
| Bremerton National Airport | ANM | Port Orchard | WA | PWT | Airport Layout Plan; Exhibit A Property Map; Surplus Property Act restrictions | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | September 2022 |
| Craig Field Airport | ASO | Selma | AL | SEM | Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property; Multiple Grant Assurances | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | December 2022 |
| New Smyrna Beach Municipal Airport | ASO | New Smyrna Beach | FL | EVB | Airport Layout Plan; Exhibit A Property Map | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | June 2022 |
| Henry County Airport | ASO | Hampton | GA | HMP | Fee and Rental Structure; Non-aeronautical use of airport property; Multiple Grant Assurances | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | December 2022 |
| Toccoa – RG LeTourneau Field | ASO | Toccoa | GA | TOC | Good Title; Airport Layout Plan; Exhibit A Property Map | CAP nearing completion – Documentation pending. | February 2022 |
| Bowman Field | ASO | Louisville | KY | LOU | Good Title; Exhibit A Property Map; Non-aeronautical use of airport property | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | October 2022 |
| Michael J. Smith Field | ASO | Beaufort | NC | MRH | Airport Layout Plan; Exhibit A Property Map | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | October 2022 |

| Location | Region | City | State | LOCID | Compliance Issue | Corrective Action | Estimated Compliance Date |
|-----------------------------------|--------|-----------|-------|-------|--|---|---------------------------|
| Western Carolina Regional Airport | ASO | Andrews | NC | RHP | Airport Layout Plan; Exhibit A Property Map | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | October 2022 |
| Darlington County Airport | ASO | Lamar | SC | UDG | Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property | Airport sponsor is implementing its Corrective Action Plan. Airport sponsor was able to remove some municipal non-aeronautical use of airport property; however, some still remain. | December 2022 |
| Pollock Municipal Airport | ASW | Pollock | LA | L66 | Land Disposal; Revenue Use | Airport sponsor directed to submit a Corrective Action Plan. | December 2022 |
| Deming Municipal Airport | ASW | Deming | NM | DMN | Land Disposal | Airport sponsor provided documentation to the FAA to obtain formal release of obligations. | June 2022 |
| Ardmore Municipal Airport | ASW | Ardmore | OK | ADM | Exhibit A Property Map | FAA legal review of land release is pending. | June 2022 |
| Chickasha Municipal Airport | ASW | Chickasha | OK | CHK | Exhibit A Property Map; Non-aeronautical use of airport property | Airport sponsor submitted a Corrective Action Plan. Sponsor is researching existing land use authorizations. | December 2021 |
| Durant Regional – Eaker Field | ASW | Durant | OK | DUA | Land Disposal; Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | September 2021 |

| Location | Region | City | State | LOCID | Compliance Issue | Corrective Action | Estimated Compliance Date |
|-----------------------------------|--------|-----------------|-------|-------|---|---|---|
| John H. Hooks Memorial Airport | ASW | Rayville | LA | M79 | Exhibit A Property Map and ALP need updating. Some leases were not available for review. | Airport sponsor has submitted a Corrective Action Plan and has begun implementation. | December 2021 |
| 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. Draft agreements under review. | September 2021 |
| Cottonwood Airport | AWP | Cottonwood | AZ | P52 | Non-aeronautical use of airport property; Multiple Grant Assurances | The Western-Pacific Region has determined that all non-aeronautical lease rates are below FMV. The airport sponsor has provided an interim corrective action reply and was to provide a final plan by December 31, 2014. The airport sponsor cannot fully correct the leases until the leases expire in 2082. A full resolution is not expected. The City hired a new Airport Manager in November 2021. | No formal date expected until lease expiration. |
| California City Municipal Airport | AWP | California City | CA | L71 | Airport Layout Plan; Non-aeronautical use of airport property; Commercial Through-The-Fence | Airport sponsor provided a Corrective Action Plan in April 2018 to prevent future non-aeronautical uses unless approved by the FAA. Fair Market Value (FMV) rental rate deficiencies cannot be corrected until the 30-year leases expire around 2030. | No formal date expected until lease expiration. Estimate September 2030 |

| Location | Region | City | State | LOCID | Compliance Issue | Corrective Action | Estimated Compliance Date |
|-------------------------|--------|-----------------|-------|-------|--|---|--|
| Compton Woodley Airport | AWP | Compton | CA | CPM | Residential use of airport property; Non-aeronautical use of airport property; Airport Layout Plan; Exhibit A Property Map; Operations and Maintenance | Airport sponsor submitted a Corrective Action Plan and has implemented most corrective actions. Outstanding actions require additional FAA input. | April 2022 |
| Holtville Airport | AWP | Holtville | CA | L04 | Airport closure; Surplus Property Act | Surplus Property Act airport. The airport remains closed without FAA permission. Reversion back to GSA under consideration. | No formal Corrective Action Plan or completion date. |
| Garberville Airport | AWP | Garberville | CA | O16 | Non-aeronautical use of airport property | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | December 2022 |
| Humboldt County Airport | AWP | Humboldt County | CA | ACV | Airport Layout Plan; Non-aeronautical use of airport property; Non-aeronautical use of hangars | Airport sponsor submitted a Corrective Action Plan and has begun implementation. On December 14, 2021, Humboldt County Board of Supervisors approved the changes to the lease rates, and FMV rates are being charged. | December 2022 |
| Murray Field Airport | AWP | Eureka | CA | EKA | Non-aeronautical use of airport property | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | December 2022 |

| Location | Region | City | State | LOCID | Compliance Issue | Corrective Action | Estimated Compliance Date |
|----------------------------|--------|------------|-------|-------|--|---|---|
| Lake Tahoe Airport | AWP | Lake Tahoe | CA | TVL | Airport Layout Plan; Non-aeronautical use of airport property; Non-aeronautical use of hangars | Airport sponsor submitted a Corrective Action Plan and has implemented most corrective actions. Outstanding actions require additional FAA input. There will be no updates to the ALP since it is identified as mixed-use until the ALP Narrative is completed in 2027. | March 2027 |
| Lampson Field | AWP | Lakeport | CA | 102 | Fee and Rental Structure; Commercial and Noncommercial Through-The-Fence | Airport sponsor submitted a Corrective Action Plan and has begun implementation. | March 2023 |
| Oroville Municipal Airport | AWP | Oroville | CA | OVE | Fee and Rental Structure; Non-aeronautical use of airport property | The Corrective Action Plan was provided to the FAA on November 30, 2010. A land release has been granted by the FAA to correct some non-aeronautical use issues. Corrective actions for others will not be completed because the airport sponsor cannot amend the below FMV lease rates on non-aero-nautical leases until the leases expire starting in 2040. | No formal date expected until lease expiration in 2040. |

| Location | Region | City | State | LOCID | Compliance Issue | Corrective Action | Estimated Compliance Date |
|-----------------------------|--------|-----------|-------|-------|--|---|---------------------------|
| San Gabriel Valley Airport | AWP | El Monte | CA | EMT | Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of hangars; Operations and Maintenance | Airport sponsor submitted a Corrective Action Plan and has implemented most corrective actions. Outstanding actions require additional FAA input. | April 2022 |
| Stockton Municipal Airport | AWP | Stockton | CA | SCK | Airport Layout Plan; Exhibit A Property Map; Non-aeronautical use of airport property; Fee and Rental Structure; Airport Revenues; Non-aeronautical use of hangars | Airport sponsor has provided an updated Corrective Action Plan. | October 2022 |
| Tehachapi Municipal Airport | AWP | Tehachapi | CA | TSP | Airport Layout Plan; Non-aeronautical use of airport property | Airport sponsor has submitted a Corrective Action Plan. Additional FAA input required. | December 2022 |

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

| | | | | | | | |
|-------------------------------|-----|-------------|----|-----|--|----------------------|-----|
| Watsonville Municipal Airport | AWP | Watsonville | CA | WVI | USNG non-aeronautical use of airport property | N/A Policy Exception | N/A |
| Wheeling Ohio County Airport | AEA | Wheeling | WV | HLG | USACE non-aeronautical use of airport property | N/A Policy Exception | N/A |