



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

June 12, 2015

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

Dear Mr. Speaker:

I am pleased to send you the 28th Annual Report of Accomplishments under the Airport Improvement Program for Fiscal Year 2011.

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

The purpose of the AIP is to assist in airport development to meet our current and future aviation needs, while continuing to optimize safety, capacity, and efficiency. This report reflects investment in aviation infrastructure continued in Fiscal Year 2011.

Under title 49 U.S.C., section 47131(a), this report is due by June 1 following the completion of each fiscal year. Publication was delayed, but we have revamped our internal process in order to provide more timely reports.

I have sent a similar letter to the President of the Senate.

Sincerely,

A handwritten signature in blue ink, which appears to read 'Anthony R. Foxx', is written over the word 'Sincerely,'.

Anthony R. Foxx

Enclosure



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June 12, 2015

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

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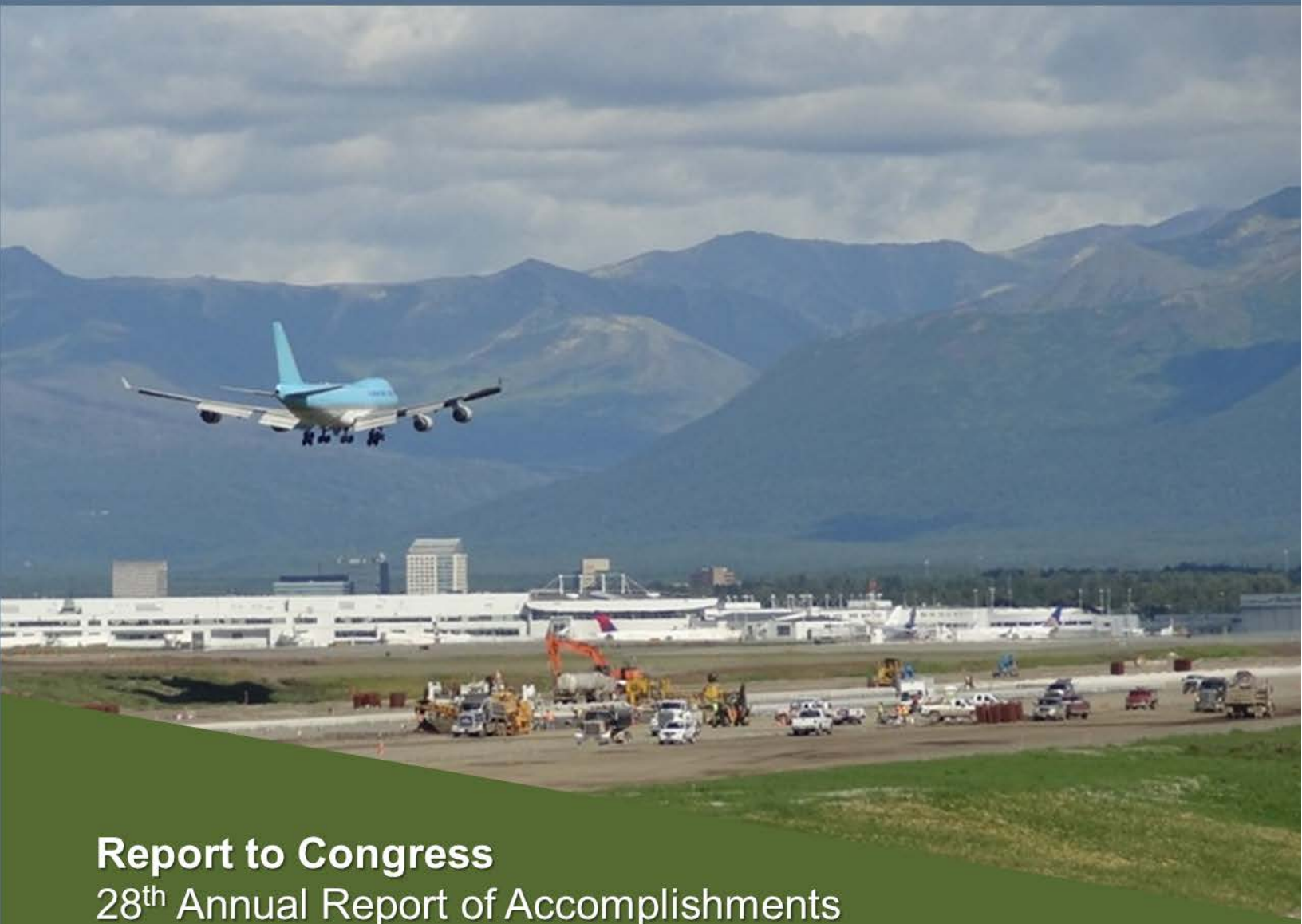
Anthony R. Foxx

Enclosure



Federal Aviation
Administration

Airport Improvement Program Fiscal Year 2011



Report to Congress
28th Annual Report of Accomplishments

Cover Photograph

Ted Stevens Anchorage International Airport (ANC), Runway 7R/25L Extension

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Executive Summary

This 28th Annual Report of Accomplishments under the Airport Improvement Program for Fiscal Year (FY) 2011 is submitted to Congress in accordance with title 49 United States Code (U.S.C.), section 47131. This report covers activities carried out under this subchapter as mandated by Congress for the fiscal year ending September 30, 2011. The Federal Aviation Administration (FAA), through the Office of the Associate Administrator for Airports (ARP), administers Federal funds for airport improvements through the Airport Improvement Program (AIP). For the purposes of this report, the Office of the Associate Administrator for Airports will be referred to as the FAA's Office of Airports. Specifically, this report provides an overview of how appropriated funds were allocated, a listing of airport development completed, and each project undertaken. Also included in this report is information on the:

- ➔ State Block Grant Program (SBGP);
- ➔ Military Airport Program (MAP);
- ➔ Letter of Intent (LOI) Program;
- ➔ Passenger Facility Charge (PFC) Program;
- ➔ Noise and air quality programs;
- ➔ Environmental responsibilities;
- ➔ Airport Land Use Compliance Program; and
- ➔ Other pilot or specially funded programs.

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

In FY 2011, Congress appropriated funding for the AIP through a series of continuing resolutions. These continuing resolutions appropriated AIP funding at the daily rate of the FY 2010 appropriation. On September 16, 2011, Congress enacted the Department of Defense and Full-Year Continuing Appropriations Act, 2011 (P.L. 112-10) setting the full-year obligation limitation for AIP funding at \$3.515 billion. This provided \$3.378 billion for AIP obligations; a total of 2,055 new grants were awarded and 400 amendments were issued to prior-year grants. In addition, the Act provided \$136.9 million for several other uses, including the following:

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

In addition to appropriations legislation or continuing resolutions that appropriate funding, FAA receives contract authority through periodic reauthorization. The Vision 100—Century of Aviation Reauthorization Act (Vision 100) (P.L. 108-176) authorized funding for the AIP from FY 2004 through FY 2007. From the end of FY 2007 through FY 2010, a series of short-term

extensions enabled FAA to continue administering AIP funds. In FY 2011, six more extensions to the Vision 100 authorization extended the law through September 30, 2011, except for a period from July 23 to August 4, 2011, when most of the FAA's Office of Airports was furloughed (along with other parts of FAA) due to a lack of authorization.

As detailed in Table 1, approximately 9 percent of new grants and 29 percent of the corresponding funding financed projects at large U.S. airports.¹ Approximately 89 percent of the grants representing almost 69 percent of the AIP funding financed projects at small U.S. airports. The FAA awarded the remaining AIP grants and 2 percent of the AIP funding to state and local planning agencies to help plan development and improvements to the U.S. aviation system.

Table 1: Distribution of New AIP Grants in FY 2011²

Airport Category	Number of Grants Awarded	Percent of Total Grants	Obligated Amounts for New Grants (\$ millions)	Percent of Total Obligated Amounts
Large Airports				
Primary Large Hub Airports	88	4.3%	\$597.3	17.3%
Primary Medium Hub Airports	92	4.5%	394.3	11.4%
Grants to Large Airports Subtotal	180	8.8%	991.6	28.8%
Small Airports				
Primary Small Hub Airports	141	6.9%	496.5	14.4%
Primary Nonhub Airports	354	17.2%	767.7	22.3%
Nonprimary Commercial Service Airports	59	2.9%	79.6	2.3%
Reliever Airports	142	6.9%	163.7	4.7%
Other General Aviation Airports	1,074	52.3%	607.8	17.6%
SBGP	47	2.3%	253.0	7.3%
State Sponsored: Various Locations	15	0.7%	20.1	0.6%
Grants to Small Airports Subtotal	1,832	89.1%	2,388.4	69.3%
Airport System Planning				
Planning Agencies and Other	20	1.0%	56.5	1.6%
State Sponsored: Other Locations	23	1.1%	11.2	0.3%
System Planning Grants Subtotal	43	2.1%	67.7	2.0%
Total	2,055	100.0%	\$3,447.8	100.0%

Statutory provisions require that certain AIP funds be first apportioned by formula to specific airport sponsors, types of airports, or states.³ These funds are commonly referred to as "entitlement funds." The AIP funds remaining after fulfilling required entitlement funds apportionments are referred to as "discretionary funds." The authorizing statute directs FAA to allocate certain discretionary funding to specific airport types and "set-aside" categories such as noise, reliever airports, the MAP, and projects relating to capacity, safety, security, and

¹ Large airports are defined as large and medium hub airports.

² Subtotals and totals may not add exactly due to rounding.

³ Title 49 U.S.C., section 47114

noise (C/S/S/N).⁴ The FAA approves discretionary funds for use on specific projects after consideration of project justification, priority, and other selection criteria.

In FY 2011, FAA directed 57 percent of AIP funds, approximately \$2 billion, to rehabilitation and standards projects. These included the rehabilitation of runways, taxiways, and other airfield facilities and the purchase of equipment to ensure compliance with FAA standards. Other types of projects that received AIP funds included:

- ➔ Title 14 Code of Federal Regulations (CFR), part 139, safety projects: Awarded \$128.8 million to airports certificated under title 14 CFR, part 139, to:
 - Construct aircraft rescue and fire fighting (ARFF) facilities;
 - Purchase equipment;
 - Remove obstructions;
 - Acquire vehicles and snow removal equipment; and
 - Install runway markings, signs, and lighting.
- ➔ Runway safety areas (RSAs): Awarded \$294.7 million to construct or improve RSAs.
- ➔ Terminal projects: Awarded \$164 million to rehabilitate and improve terminal buildings, including \$95.3 million to assist nonhub primary airports that have terminal facilities that are inadequate or obsolete.
- ➔ Security projects: Awarded \$48.4 million for security-related projects.⁵
- ➔ Wildlife hazard assessments (WHAs): Awarded \$4.1 million to 39 airport locations to complete WHAs.

Congress passed the Airport and Airway Safety and Capacity Expansion Act of 1987 (P.L. 100-223), which created a pilot SBGP using state block grants to provide funds to nonprimary airports. Through this program, FAA provides program funds directly to selected states, which then select and fund projects at small airports. The FAA initiated the SBGP in 1989 with grants to three states: Illinois, Missouri, and North Carolina. In 1992, the pilot program was expanded to seven states and was made permanent by the Federal Aviation Reauthorization Act of 1996 (P.L. 104-264). At the beginning of FY 2011, 10 states were authorized to participate in the program. The 10 states were Georgia, Illinois, Michigan, Missouri, New Hampshire, North Carolina, Pennsylvania, Tennessee, Texas, and Wisconsin.

The AIP authorizing statute requires that at least 4 percent of discretionary funding be awarded to sponsors of current or former military airports designated under the MAP. Under title 49 U.S.C., section 47118, the Secretary of Transportation is authorized to designate and fund capital development projects located at a maximum of 15 eligible airports. These funds are intended to aid in the conversion of military facilities to civilian use or to upgrade civilian joint-use facilities. During FY 2011, FAA awarded \$50.9 million in AIP funds (including discretionary and entitlement funds) for eligible and justified projects at MAP airports.

Under specific circumstances, the statute permits FAA to issue an LOI indicating a multi-year commitment to support a major capacity project. The LOI indicates Federal intent to fund the

⁴ Title 49 U.S.C., section 47115

⁵ AIP grants are limited to security projects required under title 49 CFR, part 1542, Airport Security, or as determined by the Secretary of Homeland Security under title 49 U.S.C., section 47106(g).

project in subsequent years (subject to the future availability of AIP funds). In FY 2011, such payments totaled \$209.3 million in discretionary funds and approximately \$64 million in airport sponsor entitlements. Three new agreements were approved in FY 2011 at Los Angeles International Airport, California; Fort Lauderdale/Hollywood International Airport, Florida; and Philadelphia International Airport, Pennsylvania. Three such agreements were closed out during FY 2011, including projects at Hartsfield-Jackson Atlanta International Airport, Georgia; Indianapolis International Airport, Indiana; and Cincinnati/Northern Kentucky International Airport, Kentucky. At the end of FY 2011, 23 LOIs were open with payment schedules totaling \$1.942 billion, extending from FY 2012 through FY 2029.

The FAA is also required to set aside a certain portion of AIP funds for projects relating to capacity, safety, and security and those leading to reductions in airport noise.⁶ In FY 2011, the amount set aside for these projects was a minimum of \$320.3 million. Examples of types of projects in each category include:

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

The FAA also assesses the potential environmental impacts of all airport development projects. This evaluation process provides FAA, other Federal, State, and local agencies, and the public with a better understanding of potential environmental impacts associated with the proposed project or reasonable alternatives (including a no-action alternative). Although there is commonality among airport projects, FAA determines the breadth of analysis for each project. As a result, the FAA's environmental process can vary greatly in complexity and duration. The FAA identifies the level of environmental review required as one of the following:

- ➔ A limited review based on a project meeting the predefined category of excluded projects known as categorical exclusions;
- ➔ An environmental assessment (EA); or
- ➔ A detailed environmental impact statement (EIS).

The FAA also provides funding to airport sponsors to develop programs under title 14 CFR, part 150, to reduce noise and achieve compatible land uses in areas surrounding airports, known

⁶ Title 49 U.S.C., section 47115

as noise compatibility programs. To date, 256 airport sponsors have FAA-approved programs and in FY 2011, FAA awarded 53 grants for noise studies and noise compatibility programs. These projects included the purchase of noise-impacted land adjacent to airports, sound insulation of residences and schools, and other efforts to reduce adverse impacts of noise.

In administering the AIP, FAA must also ensure that airport sponsors provide opportunities for participation by disadvantaged business enterprises (DBEs) in AIP-funded projects and airport concessions. DBEs received 10.6 percent of contract dollars awarded under the AIP in FY 2011.

The FAA also regulates the collection of PFCs from passengers at commercial airports controlled by public agencies to fund FAA-approved projects that enhance safety, security, or capacity, reduce noise, or increase air carrier competition. Collection of PFCs complements AIP funding as there is broader eligibility under the PFC Program for certain noise and terminal projects. In FY 2011, FAA approved or partially approved 90 applications for PFC collections for 83 locations, including the following new locations:

- ➔ Piedmont Triad International Airport, Greensboro, North Carolina;
- ➔ Barnstable Municipal Airport-Boardman/Polando Field, Hyannis, Massachusetts;
- ➔ Greenbrier Valley Airport, Lewisburg, West Virginia; and
- ➔ Yellowstone Airport, West Yellowstone, Montana.

As of September 30, 2011, there were 354 airports collecting PFCs. Since the program's inception in 1991, FAA has authorized PFC collections totaling approximately \$83.5 billion.

In addition to the airport project grants that account for most of the allocations under the AIP, FAA provides funds for a number of pilot and other special programs. Many of these are temporary programs that may be in effect for only a few years. In FY 2011, these programs tested new ideas, which if successful, could be extended or made permanent. The special programs included:

- ➔ Safety Management Systems (SMS) for airport operators;
- ➔ Surveys to support installation of localizer performance with vertical guidance;
- ➔ Sustainability planning pilot program;
- ➔ The Airports Geographic Information System Pilot Program; and
- ➔ WHAs.

Throughout FY 2011, FAA monitored airport sponsors' compliance with Federal grant assurances and other Federal land use requirements with respect to airport land. Through the Airport Compliance Program, FAA worked with airport sponsors to resolve violations of land use requirements. At the end of FY 2011, 41 airport sponsors were undertaking corrective action, and 12 airport sponsors were found to be in noncompliance. The FAA also worked with another eight airport sponsors during the fiscal year and brought them into compliance with their grant assurances.

The Government Performance and Results Act (GPRA) of 1993 (P.L. 103-62) requires Federal agencies to set targets for its performance. As of August 24, 2011, FAA published “Destination 2025,” a long-term strategic vision for FAA, which sets forth five goals:

- ➔ Move to the next level of safety: By achieving the lowest possible accident rate and always improving safety, all users of our aviation system can arrive safely at their destinations. We will advance aviation safety worldwide.
- ➔ Create a workplace of choice: We will create a workplace of choice marked by integrity, fairness, diversity, accountability, safety, and innovation. Our workforce will have the skills, abilities, and support systems required to achieve and sustain the Next Generation Air Transportation System (NextGen).
- ➔ Deliver aviation access through innovation: Enhance the flying experience of the traveling public and other users by improved access to and increased capacity of the nation’s aviation system. Ensure the airport and airspace capacity are more efficient, predictable, cost-effective, and matched to public needs.
- ➔ Sustain our future: To develop and operate an aviation system that reduces aviation’s environmental and energy impacts to a level that does not constrain growth and is a model for sustainability.
- ➔ Advance global collaboration: Achieve enhanced safety, efficiency, and sustainability of aviation around the world. Provide leadership in collaborative standard setting and creation of a seamless global aviation system.

This report to Congress also includes a number of appendices that provide details on the history and the administration of the AIP.

Chapter 1: Program Overview

The Federal Aviation Administration (FAA), through the Office of the Associate Administrator of Airports (ARP), administers Federal funds for airport improvements through the Airport Improvement Program (AIP). For the purposes of this report, the Office of the Associate Administrator of Airports will be referred to as the FAA's Office of Airports.

This report provides an overview of how FAA allocated appropriated funds, a listing of airport development completed, and each project undertaken. Also included in this report is information on the:

- Airports Capital Improvement Plan (ACIP);
- State Block Grant Program (SBGP);
- Military Airport Program (MAP);
- Letter of Intent (LOI) Program;
- Passenger Facility Charge (PFC) Program;
- Noise and air quality programs;
- Environmental responsibilities;
- Airport Land Use Compliance Program; and
- Other pilot or specially funded programs.

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

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

In FY 2011, FAA received its contract authority through a series of short-term reauthorizations. Vision 100, P.L. 108-176, authorized funding for the AIP from FY 2004 through FY 2007. From the end of FY 2007 through FY 2010, a series of short-term extensions continued the authorization. In FY 2011, six more extensions of the law authorized \$3.515 billion in contract authority:

1. P.L. 111-329 enacted on December 22, 2010, extended the authorization through March 31, 2011, and authorized \$1.492 billion in contract authority.
2. P.L. 112-7 enacted on March 31, 2011, extended the authorization through May 31, 2011, and authorized an additional \$974 million.
3. P.L. 112-16 enacted on May 31, 2011, extended the authorization through June 30, 2011, and authorized an additional \$170 million.

4. P.L. 112-21 enacted on June 29, 2011, extended the authorization through July 22, 2011, and authorized an additional \$205 million.
5. P.L. 112-27 enacted on August 5, 2011, retroactively extended the AIP through September 16, 2011, and authorized an additional \$539 million.⁷
6. P.L. 112-30 enacted on September 16, 2011, authorized an additional \$135 million through the end of the fiscal year, September 30, 2011, and brought the total contract authority in FY 2011 to \$3.515 billion.

1.1 U.S. Airport System

Aviation activity in the United States accounts for approximately 40 percent of the commercial aviation in the world and 50 percent of all general aviation activity in the world. An extensive system of almost 20,000 airports throughout the United States has been developed to support this activity.

Title 49 U.S.C., section 47103, requires the Secretary of Transportation to maintain a plan to develop public-use airports in the United States and to transmit this plan to Congress every 2 years. The National Plan of Integrated Airport Systems (NPIAS) lists development considered necessary to provide a safe, secure, efficient, and integrated airport system that meets the needs of civil aviation.⁸

The FAA, in concert with state aviation agencies and local planning organizations, identifies airports for inclusion in the NPIAS that are significant to national air transportation. The NPIAS identifies for Congress and the public the airports included in the national system, the role they serve, and the airport development and associated AIP-eligible costs required over the following 5 years. For FY 2011, FAA designated 3,333 existing U.S. airports as important to national transportation and eligible to receive grants under the AIP. The FAA's capital planning process starts with projects identified in the NPIAS. Airport development included in the NPIAS that does not have a dedicated funding source is eligible for funding under the AIP; however, the cost of planned development consistently exceeds the funding available from the AIP. The average annual cost of development at NPIAS airports in the 2011-2015 NPIAS Report to Congress is approximately \$10 billion with AIP funding about 30 percent of the cost of AIP-eligible projects.

1.2 Airport Categories

The NPIAS includes all U.S. commercial service, reliever, and select general aviation airports through the United States and U.S. territories. The word "airport," as used in the five categories of airports defined below, includes landing areas developed for conventional fixed-wing aircraft, helicopters, and seaplanes. Except where otherwise stated, the word "airport" in this report refers only to airports included in the NPIAS. The commercial service airport categories are

⁷ The FAA's Office of Airports was furloughed from July 23 – August 4, 2011, which caused the gap between extensions number 4 and 5.

⁸ The 2011-2015 NPIAS Report to Congress is available online at:
http://www.faa.gov/airports/planning_capacity/npias/.

determined by the number of passenger enplanements per year.⁹ All airport categorizations are based on Calendar Year (CY) 2009 data—the most current passenger data available at the beginning of FY 2011. Table 2 provides the distribution of activity by airport type.

Table 2: Distribution of Activity by Airport Type (CY 2009)

Number of Airports	Airport Type	Percentage of All Passenger Enplanements
29	Large Hub Primary	69.6
36	Medium Hub Primary	18.9
72	Small Hub Primary	8.3
231	Nonhub Primary	3.1
126	Nonprimary Commercial Service	0.1
269	Relievers	0.0
2,570	General Aviation	0.0
3,333	Existing NPIAS Airports	100.0
16,401	Low-Activity Landing Areas (Non-NPIAS)	

1.2.1 Commercial Service Airports

A commercial service airport is defined in title 49 U.S.C., section 47102(7), as a public-use airport receiving scheduled passenger service and having 2,500 or more enplaned passengers (also referred to as boardings) per year. There were 494 commercial service airports in CY 2009.¹⁰ Of these, 368 had at least 10,000 annual passenger enplanements and were therefore classified as primary airports. The FAA uses the following four airport hub classifications for primary airports:

→ Large Hub Airports

A large hub airport is defined in title 49 U.S.C., section 47102(11), as an airport that accounts for at least 1 percent of the total U.S. passenger enplanements. At these airports, some passengers originate in the local community and some are connecting passengers transferring from one flight to another. Several large hub airports have little passenger transfer activity, while in others transfers account for more than half of the traffic. In CY 2009, the 29 large hub airports accounted for almost 70 percent of all passenger enplanements. Large hub airports tend to support airline passenger and freight operations and typically have only small amounts of general aviation activity.

→ Medium Hub Airports

A medium hub airport is defined in title 49 U.S.C., section 47102(13), as an airport that accounts for at least 0.25 percent but less than 1 percent of the total U.S. passenger enplanements. In CY 2009, the 36 medium hub airports accounted for approximately

⁹ An enplanement is defined as a revenue passenger that boards an aircraft. Title 14 CFR, parts 241 and 298, require how air carriers report to the U.S. Department of Transportation.

¹⁰ CY 2009 is the last full calendar year for which data was available to make statutory allocation determinations for FY 2011.

19 percent of all enplanements. Medium hub airports typically have sufficient capacity to accommodate air carrier operations and have a moderate amount of general aviation activity.

→ **Small Hub Airports**

A small hub airport is defined in title 49 U.S.C., section 47102(25), as an airport that accounts for at least 0.05 percent but less than 0.25 percent of the total U.S. passenger enplanements. In CY 2009, the 72 small hub airports accounted for approximately 8 percent of all enplanements. These airports are generally uncongested, do not have significant air traffic delays, and are able to accommodate general aviation activity.

→ **Nonhub Primary Airports**

A nonhub primary airport is defined in title 49 U.S.C., section 47102(14), as an airport that accounts for less than 0.05 percent of the total U.S. commercial passenger enplanements but have at least 10,000 annual enplanements. In CY 2009, the 231 nonhub primary airports accounted for approximately 3 percent of all enplanements. These airports have little commercial activity and enplanements and general aviation aircraft account for most of the activity.

1.2.2 Nonprimary Commercial Service Airports

Commercial service airports that have from 2,500 to 9,999 annual passenger enplanements are defined in title 49 U.S.C., section 47102(7), as nonprimary commercial service airports. In CY 2009, the 126 nonprimary airports accounted for only 0.1 percent of all enplanements. In most locations, general aviation aircraft accounts for the majority of activity at these airports.

1.2.3 Reliever Airports

Because of different operating requirements for small general aviation aircraft and large commercial aircraft, general aviation pilots often find it difficult to use congested large and medium hub airports. Large commercial aircraft operate at much greater speeds than small general aviation aircraft. Such operational differences complicate aircraft operations when both types of aircraft use the same runways and taxiways. In recognition of this, FAA has encouraged the development of high-capacity general aviation airports in major metropolitan areas. These specialized airports, called relievers, are defined in title 49 U.S.C., section 47102(23), and provide pilots with attractive alternatives to using congested hub airports. They also provide general aviation with access to metropolitan areas. Reliever airports must have at least 100 based aircraft or 25,000 annual itinerant operations.¹¹ In CY 2009, there were 269 reliever airports. All airports that FAA designates as relievers are included in the NPIAS.

1.2.4 General Aviation Airports

Airports that do not receive scheduled commercial service may be included in the NPIAS as sites for general aviation airports if they account for enough activity (usually at least 10 based aircraft) and are at least 20 miles from the nearest NPIAS airport. In CY 2009, there were 2,570 general

¹¹ A based aircraft is an operational and airworthy aircraft that is located at a facility for the majority of the year.

aviation airports in the NPIAS. With an average of 31 based aircraft, general aviation airports are home to approximately 34 percent of the U.S. general aviation fleet.

1.2.5 Low-Activity Landing Areas

Low-activity landing areas typically represent small, privately owned general aviation airports that are not considered by FAA to have a measureable impact on the national aviation system. These 16,401 airports are not included in the NPIAS and are not eligible for AIP funding.

1.3 Collection of Enplanement and Cargo Data

Each year, the FAA's Office of Airports publishes passenger enplanements and all-cargo activity,¹² which contains annual passenger boardings and revenue cargo data by all-cargo aircraft. The data is obtained from the Air Carrier Activity Information System (ACAIS) and is subsequently used to determine apportionment distributions of annual AIP funds. FY 2011 AIP apportionments were calculated using CY 2009 passenger and all-cargo data.

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

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

1.4 Program History and Statistics

Cumulative performance data of the AIP for FY 1982 through FY 2011 is provided in this report's appendices. Appendix B provides a detailed history of the AIP and the legislative changes that have affected the program since its inception in 1982. In addition, Appendix C provides yearly totals for AIP grant funding authorizations, obligation limitations, and obligations since 1982. Detailed footnotes are provided to indicate changes in legislation or special conditions that affected authorized amounts. Appendix D shows, in table and chart form, the overall AIP totals to date for apportioned and discretionary funds and totals by development planning type and funding type since FY 1992.

¹² The FAA passenger boarding and all-cargo statistics are available online at: http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats.

1.5 AIP Administration

Within FAA, the FAA's Office of Airports administers the AIP. The FAA's Office of Airports includes staff in Headquarters, 9 regional divisions, and 21 district offices. The FAA's Office of Airports' Headquarters staff:

- develops policy;
- provides guidance for the effective utilization of AIP funds; and
- provides technical, financial, planning, environmental, and administrative guidance to the FAA's Office of Airports' regional and district offices.

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

In particular, Congress establishes set-aside funding to:

- minimize environmental impacts on nearby communities;
- enhance system capacity;
- meet forecasted aviation demand;
- develop reliever airports;
- protect and enhance natural resources;
- reduce aircraft operations delays;
- convert former military bases to civilian use; and
- implement a variety of other provisions to ensure a safe and efficient airport system.

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

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

1.5.1 Grant Management Automation System

The System of Airports Reporting (SOAR) is a grant management system that aids FAA in administering the AIP and the PFC Program. SOAR provides FAA staff a consistent platform to maintain common data elements that were once maintained in three separate computer databases: ACAIS, NPIAS-ACIP, and AIP. The SOAR helps FAA to identify needed airport infrastructure development for the ACIP and serves as an AIP grants management and tracking tool.

In FY 2011, FAA continued to plan for system upgrades that will improve its ability to oversee and administer the AIP and PFC Program and will establish a fully integrated and interoperable platform for other data management tools critical to support planning, environmental, safety, and compliance functions.

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Chapter 2: Summary of Financial Assistance

The Trust Fund provides the revenues used to fund AIP projects, which are primarily accrued from passenger ticket taxes and aviation fuel taxes. The Airport and Airway Revenue Act of 1970 (P.L. 91-258), as amended, established the Trust Fund and authorizes the use of Trust Fund monies to make grants under the AIP on a fiscal year basis. Funds authorized but remaining after a fiscal year due to appropriations limitations carry forward to future fiscal years unless Congress takes specific action to limit such amounts. During the annual appropriations process, Congress may also limit the funding that may be obligated for grants to an amount that differs from the annual authorization.¹³

This chapter summarizes AIP financial commitments for FY 2011 and discusses significant accomplishments. For more information on individual grants awarded in FY 2011, please refer to Appendices I and J. Appendix I lists obligation amounts for grants and amendments, excluding recoveries, and only FY 2011 grants with obligations are shown. Appendix J provides information on all AIP grants awarded in FY 2011, including the airport sponsor or entity to which the grant was awarded, the grant amount, and a brief description of the project funded.

In FY 2011, gross obligations for AIP grants were \$3.493 billion¹⁴ of which \$3.378 billion was new funding for AIP grants and \$124.3 million was from recovered funds from prior year grants for which the final costs were less than expected.¹⁵

2.1 Funding Awarded by Airport Type

In FY 2011, approximately 9 percent of new grants issued and 29 percent of the corresponding funding financed projects at large U.S. airports. Approximately 89 percent of new grants representing almost 69 percent of funding financed projects at small U.S. airports. The FAA awarded the remaining AIP grants and 2 percent of the funding to state and local planning agencies to help plan development and improvements to the U.S. aviation system.

¹³ For more information on the AIP funding and grant process, see FAA Order 5100.38C, Airport Improvement Program Handbook. This order is available online at: http://www.faa.gov/airports/aip/aip_handbook/.

¹⁴ This amount is the total obligated for airport development grants and excludes the \$10 million that was obligated according to statute for the Airport Security Research and Development Program, the Airport Safety Data Program, and Midway Island.

¹⁵ This amount is the total AIP amount appropriated by legislation, which excludes:

- administrative expenses;
- ACRP funds;
- Airport Technology Research expenses (see Table 4 for a breakdown of these expenses and chapters 13 and 15 for further details); and
- a contribution to the SCASDP (a program managed by DOT in which grants are awarded to small communities seeking to improve air carrier service pursuant to title 49 U.S.C., section 41743).

Table 3: AIP Funding Distribution Summary of New Grants in FY2011¹⁶

Airport Category	Number of Grants Awarded	Percent of Total Grants	Obligated Amounts for New Grants (\$ millions)	Percent of Total Obligated Amounts
Large Airports				
Primary Large Hub Airports	88	4.3%	\$597.3	17.3%
Primary Medium Hub Airports	92	4.5%	394.3	11.4%
Grants to Large Airports Subtotal	180	8.8%	991.6	28.8%
Small Airports				
Primary Small Hub Airports	141	6.9%	496.5	14.4%
Primary Nonhub Airports	354	17.2%	767.7	22.3%
Nonprimary Commercial Service Airports	59	2.9%	79.6	2.3%
Reliever Airports	142	6.9%	163.7	4.7%
Other General Aviation Airports	1,074	52.3%	607.8	17.6%
SBGP	47	2.3%	253	7.3%
State Sponsored: Various Locations	15	0.7%	20.1	0.6%
Grants to Small Airports Subtotal	1,832	89.1%	2,388.4	69.3%
Airport System Planning				
Planning Agencies and Other	20	1.0%	56.5	1.6%
State Sponsored: Other Locations	23	1.1%	11.2	0.3%
System Planning Grants Subtotal	43	2.1%	67.7	2.0%
Total	2,055	100.0%	\$3,447.8	100.0%

2.2 Funding Awarded by Project Type

In FY 2011, FAA directed 57 percent of AIP funds, approximately \$2 billion, to rehabilitation and standards projects. These included the rehabilitation of runways, taxiways, and other airfield facilities and the purchase of equipment to ensure compliance with FAA standards. Specific types of projects that received AIP funds included:

- ➔ **14 CFR, part 139, safety projects:** Awarded \$128.8 million to airports certificated under 14 CFR, part 139, to construct ARFF facilities, purchase equipment; remove obstructions; acquire vehicles and snow removal equipment; and install runway markings, signs, and lighting.
- ➔ **RSAs:** Awarded \$294.7 million to construct or improve RSAs.
- ➔ **Terminal projects:** Awarded \$164 million to rehabilitate and improve terminal buildings, including \$95.3 million to assist nonhub primary airports that have terminal facilities that are inadequate or obsolete.

¹⁶ Subtotals and totals may not add exactly due to rounding.

- ➔ **Security projects:** Awarded \$48.4 million for security-related projects.¹⁷
- ➔ **WHAs:** Awarded \$4.1 million to 39 airport locations to complete WHAs.

The FAA has been working to reduce the impact of noise on communities near airports. In FY 2011, FAA issued 53 grants, totaling \$236.5 million, for noise compatibility projects. These projects included the purchase of noise-impacted land adjacent to airports, the sound insulation of residences and schools, and other efforts to reduce noise impacts.

The FAA has also actively worked to reduce ozone, particulates, carbon monoxide, and other pollutants that are generated by airport stationary and mobile sources through the Voluntary Airport Low Emissions (VALE) Program. The 52 VALE projects that have been funded since the program's inception in FY 2005 remove some 3,151 tons of smog-forming nitrogen oxides from the air each year, the equivalent of eliminating 17,650 cars and trucks from the road. The VALE Program has grown steadily in response to airport interest. Since FY 2005, FAA has invested \$108 million in new low-emission technology for airport sponsors, including \$27.5 million awarded in FY 2011.

Please see Appendix D: Total AIP Grant Funds Awarded by Development and Funding Type for more detailed information on the types of projects funded in FY 2011.

¹⁷ AIP grants are limited to security projects required under title 49 CFR, part 1542, Airport Security, or as determined by the Secretary of Homeland Security under title 49 U.S.C., section 47106(g).

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Chapter 3: Annual AIP Funding

Congress authorizes AIP contract authority, which permits FAA, through the AIP, to obligate funds from the Trust Fund. This contract authority is contained in title 49 U.S.C., chapter 471, and has been amended numerous times since 1982. Historical AIP authorizations and amounts available to the AIP from FY 1982 through FY 2011 are shown in Figure 1, Yearly AIP Authorizations and Amounts Available for AIP.¹⁸

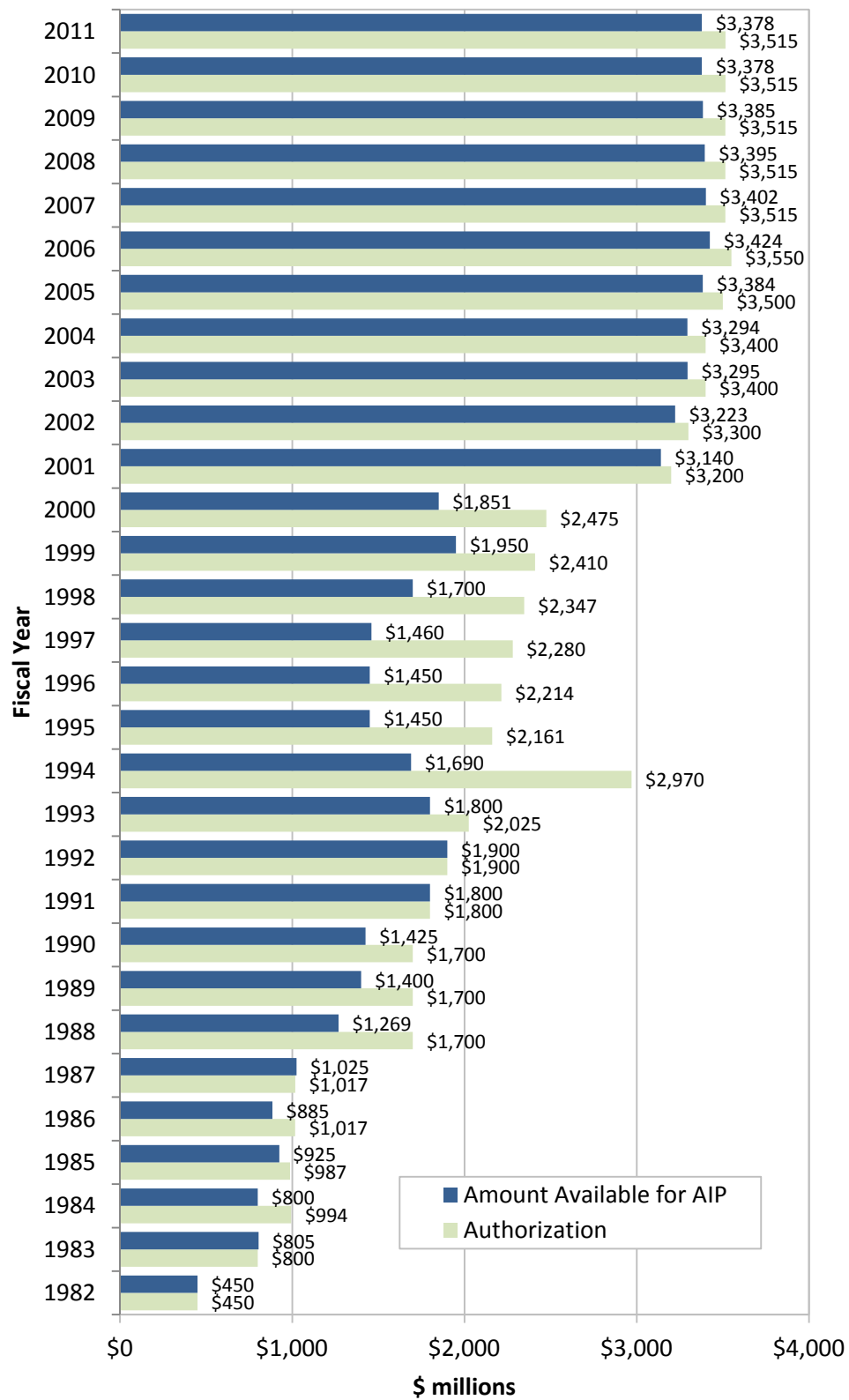
For FY 2011, Congress authorized and appropriated \$3.515 billion in contract authority for the AIP. Of the \$3.515 billion available in FY 2011, approximately \$93.4 million was used to fund the administrative expenses of the FAA's Office of Airports. Additionally, approximately \$22.5 million was used to fund the Airport Technology Research Program, \$15 million was used to fund the ACRP, and \$6 million was used to fund the SCASDP.¹⁹ The remaining \$3.378 billion was made available for AIP grants.

The amounts available for obligation fall into two basic categories: apportioned funds (also known as entitlement funds) and discretionary funds. Apportioned funds (or entitlements funds) are those that are calculated for each airport based on formulas prescribed in title 49 U.S.C., section 47114. Funds apportioned to airports may generally be used for any AIP-eligible airport planning or development. The FAA approves other funds for use on projects after consideration of project priority and other selection criteria. Although airport sponsors receiving apportioned funds are given some latitude in determining how they will be used, they are discouraged by both FAA policy and statutory requirements from using entitlement funds for lower priority projects while also seeking discretionary funding. Discretionary funds are limited and consequently are directed only to higher priority needs as determined by FAA.

¹⁸ The total amount authorized in FY 1994 was \$2.97 billion. Compared to historical authorizations, the FY 1994 amount was anomalous. This was due to the combination of the lapse of authority of the AIP after FY 1993 and the amendments extending the program in May 1994 and August 1994.

¹⁹ The SCASDP is a program managed by DOT in which grants are awarded to small communities seeking to improve air carrier service pursuant to title 49 U.S.C., section 41743.

Figure 1: Yearly AIP Authorizations and Amounts Available for AIP



3.1 Calculation and Distribution of Apportioned Funds

Title 49 U.S.C., section 47114, requires AIP funds to be apportioned by formula each year to specific airport sponsors, types of airports, or states. These funds are more commonly referred to as “entitlement funds.” The AIP statute establishes the formulas used to calculate individual airport entitlements. These formulas are applied to the amount of AIP funding available to grants in a given year. Such funds are available to airport sponsors in the year they are first apportioned. In the case of large, medium, and small hub airports, if the funds are not used in the year they were apportioned, a comparable amount remains available for up to 2 fiscal years. In the case of nonhub primary and nonprimary airports, entitlement funds are available in the year they are first apportioned and remain available for 3 fiscal years following apportionment.

3.1.1 Primary Airports

In FY 2011, there were 368 primary airports. These airports boarded 696,156,706 passengers in CY 2009, the most current passenger data available at the beginning of FY 2011 to calculate primary airport entitlement funds. Each primary airport’s entitlement funds are based on the number of passenger boardings at the airport. The minimum amount of entitlement funds apportioned to the airport sponsor of a primary airport is \$650,000 and the maximum is \$22 million. As directed in title 49 U.S.C., section 47114, FAA calculates individual airport annual entitlement funds as follows:

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

Under title 49 U.S.C., section 47114, individual entitlements are doubled (with a maximum of \$26 million and a minimum of \$1 million per airport sponsor) if AIP funding in a fiscal year is at least \$3.2 billion. Based on these criteria, FAA calculated \$788.6 million in entitlement funds available to primary airports in FY 2011.

3.1.2 AIP Apportionment Reductions

In 1990, Congress enacted legislation that allows public agencies controlling commercial service airports to charge enplaning passengers using the airport a \$1, \$2, or \$3 PFC. The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) (P.L. 106-181) authorized PFCs of \$4 and \$4.50. Public agencies that want to charge a PFC must apply to FAA for such authority and meet certain requirements.

Title 49 U.S.C., section 47114(f), requires that AIP funds apportioned to a large or medium hub airport be reduced by 50 percent of the forecasted PFC revenue for that fiscal year, but not more than 50 percent of the preliminary apportionment for that fiscal year where a PFC of \$1, \$2, or \$3 is imposed. Likewise, should a large or medium hub airport impose a PFC at the \$4 or \$4.50 level, apportioned AIP funds for those airports are reduced by 75 percent of the forecasted

PFC revenue, but not more than 75 percent of the preliminary apportionments for that fiscal year. In FY 2011, 63 of the 65 large and medium hub airports had a PFC in place and all were subject to these reductions.²⁰ Of these 63 airports, the following applied:

- ➔ 8 airports were subject to the 50 percent reduction in entitlements; and
- ➔ 55 airports were subject to the 75 percent reduction in entitlements.

The FAA redistributes the apportionments that are withheld as a result of PFC collections within the AIP. The FAA is required to assign 87.5 percent of these redistributed funds to the small airport fund pursuant to its authorizing statute (title 49 U.S.C., section 47116). In FY 2011, FAA redistributed \$481.1 million to this fund. Of this total, \$274.1 million was assigned to nonhub airports, \$137.5 million to noncommercial service airports, and \$68.7 million to small hub airports. The FAA then redistributed the remaining 12.5 percent to the small hub airports of apportionments that were withheld as a result of PFC collections to the AIP discretionary fund. In FY 2011, 12.5 percent of redistributed apportionments equaled \$68.7 million.

3.1.3 Cargo Service Airport Funding

Pursuant to title 49 U.S.C., section 47114, FAA allocates 3.5 percent of the AIP to cargo service airports. Each cargo service airport receives funds in the same proportion as its proportion of landed weight of cargo aircraft to the total landed weight of cargo aircraft at all qualifying airports.²¹ In FY 2011, there were 108 airports that qualified as cargo service airports, which shared the 3.5 percent of funding totaling almost \$118.2 million.

3.1.4 State/Insular Areas

In accordance with the statute, FAA allocates 20 percent of total AIP funds available for grants to nonprimary commercial service, general aviation, and reliever airports within the states and insular areas.²² These airports are collectively referred to as nonprimary airports (see section 1.2, Airport Categories). Of this amount, nonprimary airports are entitled to an individual apportionment, not to exceed \$150,000 per year (commonly known as “nonprimary entitlement” or “NPE”), based on one-fifth of the airports’ 5-year capital needs, as identified in the NPIAS.

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

²⁰ In FY 2011, two medium hub airports did not have a PFC in place: Memphis International Airport, Memphis, Tennessee; and Eppley Airfield, Omaha, Nebraska.

²¹ “Landed Weight” is defined as the weight of aircraft transporting only cargo in intrastate, interstate, and foreign air transportation.

²² Under title 49 U.S.C., section 47114, if AIP funding drops below \$3.2 billion, this allocation is reduced to 18.5 percent of AIP funding; that amount is not reduced further in order to provide individual apportionments to each nonprimary airport.

In FY 2011, FAA allocated \$418.1 million to nonprimary airports. Of the amount remaining after the allocation to individual nonprimary airports, 99.4 percent was apportioned to airports within the 50 states, the District of Columbia, and Puerto Rico.²³ The remaining 0.62 percent was apportioned to airports in four insular areas: Guam, American Samoa, the U.S. Virgin Islands, and the Commonwealth of the Northern Mariana Islands. In FY 2011, \$255.9 million was allocated to the states, the District of Columbia, and Puerto Rico and \$1.6 million to the insular areas.

3.1.5 Alaska Supplemental Funds



Anchorage, Alaska, (ANC) Runway 7R Construction

Congress apportions funds for certain Alaskan airports to ensure that the State of Alaska receives at least as much as these airports were apportioned in FY 1980 under previous Grants-in-Aid for Airports appropriation legislation. In FY 2011, this requirement provided an additional \$21.3 million for Alaskan airports based on the special apportionment rule applicable if the AIP funding level is \$3.2 billion or more.

3.2 Distribution of Discretionary Funds

The authorizing statute defines the remaining funds as discretionary funds but establishes a number of set-aside amounts to ensure specified minimum funding levels are achieved.²⁴

- ➔ **Noise:** An amount equal to 35 percent of the discretionary fund (\$247.7 million in FY 2011) was reserved for noise compatibility planning and implementing noise compatibility programs under title 49 U.S.C., section 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 VALE Program, which provides funding to projects that help airports meet their responsibilities under the Clean Air Act (CAA) are included in this set-aside. In FY 2011, FAA issued 67 noise grants totaling \$264 million, and 11 VALE grants totaling \$27.5 million.²⁵

²³ The District of Columbia and Puerto Rico are treated as states for the purposes of the State Apportionment in accordance with title 49 U.S.C., section 47114(d).

²⁴ Title 49 U.S.C., section 47114.

²⁵ The noise set-aside established in title 49 U.S.C., section 47114, is a minimum funding level that should be reserved towards noise projects, and FAA may fund in a given year noise projects above this reserved amount.

- ➔ **MAP:** As required by title 49 U.S.C., section 47117(e)(1)(B), FAA reserved a minimum of 4 percent of the discretionary fund, amounting to \$28.3 million in FY 2011 for the MAP.²⁶ Airport sponsors within the MAP also received an additional \$22.6 million in discretionary and entitlement AIP funds for a total of \$50.9 million in FY 2011 towards projects.
- ➔ **Reliever:** Under title 49 U.S.C., section 47117(e)(1)(C), if the AIP funding level is \$3.2 billion or more, an amount equal to two-thirds of 1 percent of the total is to be made available for grants to the sponsors of airports that have been designated by the Secretary of Transportation as reliever airports and that have:
 1. More than 75,000 annual operations;
 2. A minimum usable runway length of at least 5,000 feet;
 3. A precision instrument landing procedure; and
 4. A minimum number of based aircraft (100) as determined by the Secretary of Transportation.

In FY 2011, 38 of the 269 reliever airports met these criteria and an amount of \$4.7 million was set-aside for the sponsors of these airports. The amount of AIP discretionary funding awarded to these sponsors in FY 2011 exceeded the FY 2011 established set-aside amount by \$92.7 million for a total of \$97.4 million.

After these set asides are met, \$427 million in discretionary funds remained available. As directed in statute, these funds were allocated to two funding categories:

- ➔ **C/S/S/N:** The FAA reserved 75 percent (\$320.3 million) of the remaining discretionary funding for C/S/S/N projects.
- ➔ **Remaining discretionary:** The FAA reserved 25 percent (\$106.8 million) of the remaining discretionary funding for any eligible project at any airport included in the NPIAS.

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

²⁶ The MAP provides financial assistance for capacity and/or conversion-related projects at current joint-use or former military airports (see Chapter 6: Military Airport Program).

Table 4: AIP Funding Distribution Plan for FY 2011 (\$ millions)

Authorized by Legislation	\$3,515.0
Government-wide Budget Rescission ²⁷	0.0
Available for AIP (Obligation Limitation)	\$3,515.0
Less:	
Small Community Air Service Development Program	6.0
Administrative Expenses	93.4
Airport Technology Research	22.5
Airport Cooperative Research Program	15.0
Total Available for AIP Grants	\$3,378.1
FUNDING DISTRIBUTION	
Entitlements/Appportionments	
Primary Airports	788.6
Cargo (3.5 percent of the total available for AIP grants)	118.2
Alaska Supplemental	21.3
States (20 percent of the total available for AIP grants)	
Nonprimary Entitlement	418.1
State Apportionment by formula	257.5
Protected (formerly "Carryover") Entitlements	585.4
Entitlements Subtotal	\$2,189.3
Small Airport Fund	
Nonhub Airports	274.1
Noncommercial Service	137.5
Small Hub	68.7
Small Airport Fund Subtotal	\$481.1
Nondiscretionary Subtotal	\$2,670.4
Discretionary	
Noise (35 percent of Discretionary funds)	247.7
Reliever (0.66 percent of Discretionary funds)	4.7
MAP (4 percent of Discretionary funds)	28.3
Discretionary Set-asides Subtotal	\$280.7
C/S/S/N	320.3
Remaining Discretionary	106.8
Other Discretionary Subtotal	\$426.0
Discretionary Subtotal	\$707.7
Funding Distribution Total for Fiscal Year Funds	\$3,378.1
Recovery Ceiling Authorized for Reobligation	\$124.3
Total Authorized Obligation Level	\$3,502.4

²⁷ From time to time, rescissions affect the annual AIP funding levels. For consistency and ease of comparing this analysis from year to year, FAA includes this line item in every AIP annual report of accomplishments, regardless of whether there is actually a rescission in that year.

3.3 Protected Entitlement Funds

Entitlements are funds that FAA allocates to an airport sponsor pursuant to the apportionment formulas in the authorizing statute. AIP legislation specifies that entitlement funds will remain available to a sponsor for 2 or 3 years after the year of apportionment, depending on the category of airport or sponsor type.²⁸ For a variety of reasons, a sponsor may elect not to use their entitlements in the fiscal year in which FAA makes the funds available. These unused entitlements are made available to other sponsors in the form of discretionary funds to ensure full obligation of all program funds. The sponsor's entitlements will be made available in a subsequent fiscal year. In those instances where an airport sponsor has not used its entitlements within their 3- to 4-year life span, the entitlement funds expire and are directed by FAA to higher priority projects.

The unused entitlement funds are called “protected entitlement” funds (formerly called “carryover”²⁹ funds). Protected entitlements are funds that must be made available to the sponsor in a subsequent fiscal year. In a subsequent fiscal year, FAA makes funds available to replace the original grant sponsor's protected entitlements in addition to the sponsor's entitlements for that fiscal year.

The authorizing statute requires FAA to make available protected entitlements from prior years before funding all entitlements and set-aside commitments. Because the protected entitlements must be made available to the original airport sponsors in the subsequent fiscal year, this reduces the amount of new discretionary funds available in that fiscal year. Discretionary set-asides specified in title 49 U.S.C., section 47117 (minimum funding levels for noise projects, certain reliever airports, and the MAP), are affected by changes in protected entitlements. The FAA establishes the level of discretionary funds after protected entitlements are deducted from the total AIP and calculates set-aside funds as a percentage of those discretionary funds.

In FY 2011, airport sponsors protected \$622.5 million in entitlement funding to use in subsequent years. NPE funds continued to account for the largest category of unused entitlement funds. The FAA converted and obligated these funds as additional discretionary funding in FY 2011.

3.4 Federal Share of AIP Projects

At medium and large hub airports, the Federal share is 75 percent of the total allowable project cost, except for project grants to implement noise compatibility projects as authorized by title 49 U.S.C., section 47501, *et seq.*, which are funded at 80 percent. At all other airports, the Federal share is 95 percent of the total allowable project cost for all airports, including noise compatibility projects. The increase in Federal share to 95 percent was established in FY 2004 under Vision 100 to provide temporary relief to operators of small airports after the terrorist attacks on September 11, 2001. Although Vision 100 has a sunset clause that returns the

²⁸ Title 49 U.S.C., section 47114.

²⁹ The terminology was changed from prior versions of the AIP Annual Report of Accomplishments to improve the accuracy of the description.

Federal share for these airports to 90 percent after FY 2007, the extensions to the Vision 100 authorization have continued the 95 percent Federal share.

In FY 2011, this increase in Federal share resulted in FAA redirecting \$122.8 million away from capital projects to cover the additional 5 percent that otherwise would be funded by the airport sponsor.

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Chapter 4: Airports Capital Improvement Plan (ACIP)

The FAA's policy for selecting projects for AIP discretionary funding ensures the following objectives are met:

- ➔ The national system of airports is safe and secure;
- ➔ The existing infrastructure is preserved;
- ➔ Critical expansion needs are met; and
- ➔ Project needs are balanced with the environmental concerns of neighboring communities.

All development projects identified in the NPIAS are eligible for AIP funding; however, the cost of planned development consistently exceeds the funding available from the AIP each year. The average annual cost of development at NPIAS airports is approximately \$10 billion with AIP funding about 30 percent of AIP-eligible projects.

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

The project selection process occurs during an annual cycle that creates a 3-year funding plan known as the ACIP, an internal process used by FAA to select projects for AIP funding. The ACIP allows FAA to determine and fund the most critical airport development needs within AIP funding limits set by Congress through the appropriation process.

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

4.1 The ACIP Development Process

The development of the ACIP is a bottom-up process that begins with input from individual airport sponsors and state aviation officials. The primary emphasis is on the effective use of AIP funds, but the concept applies to other funding sources as well. Other funding sources and initiatives, such as PFC collections and innovative financing mechanisms, have expanded funding options for airport development.

The ACIP process consists of three filters:

The first filter occurs at FAA regional and district office levels, where project engineers and planners develop a regional or district ACIP, incorporating input from airport sponsors and the state. During this process, airport development projects are evaluated on many factors, including:

- ➔ Costs for Federal mandates;
- ➔ National priority rating (NPR);
- ➔ Adequacy of sponsor maintenance of airport infrastructure;
- ➔ How sponsors propose to use entitlement funds;
- ➔ Feasibility of accomplishing the project;
- ➔ Benefit-cost relationship;
- ➔ Eligibility of the proposed development; and
- ➔ Potential available funding.

This filter allows field personnel to determine critical, current-year needs and to develop a realistic field-level ACIP. Each regional office then submits an ACIP to FAA Headquarters for evaluation.

The second filter occurs at FAA Headquarters, where the staff evaluates the nine regional ACIPs for development into a single national funding plan. The ACIP establishes a priority of development that, among other things, considers factors such as:

- ➔ An airport's service level, NPR, activity level, and hub status;
- ➔ Type of project; and
- ➔ The FAA's goals for safety, capacity, security, infrastructure preservation, and sustainability.

Within the appropriation levels and statutory formulas that affect the disbursement of discretionary funds, FAA establishes an NPR threshold for projects competing for discretionary funding. The result is a quantified list of airport projects rated by priority, referred to as the "candidate list." Projects included on the "candidate list" are considered for discretionary funding. The candidate list generally exceeds anticipated funding amounts to allow FAA flexibility in selecting the most critical merit-based projects for funding.

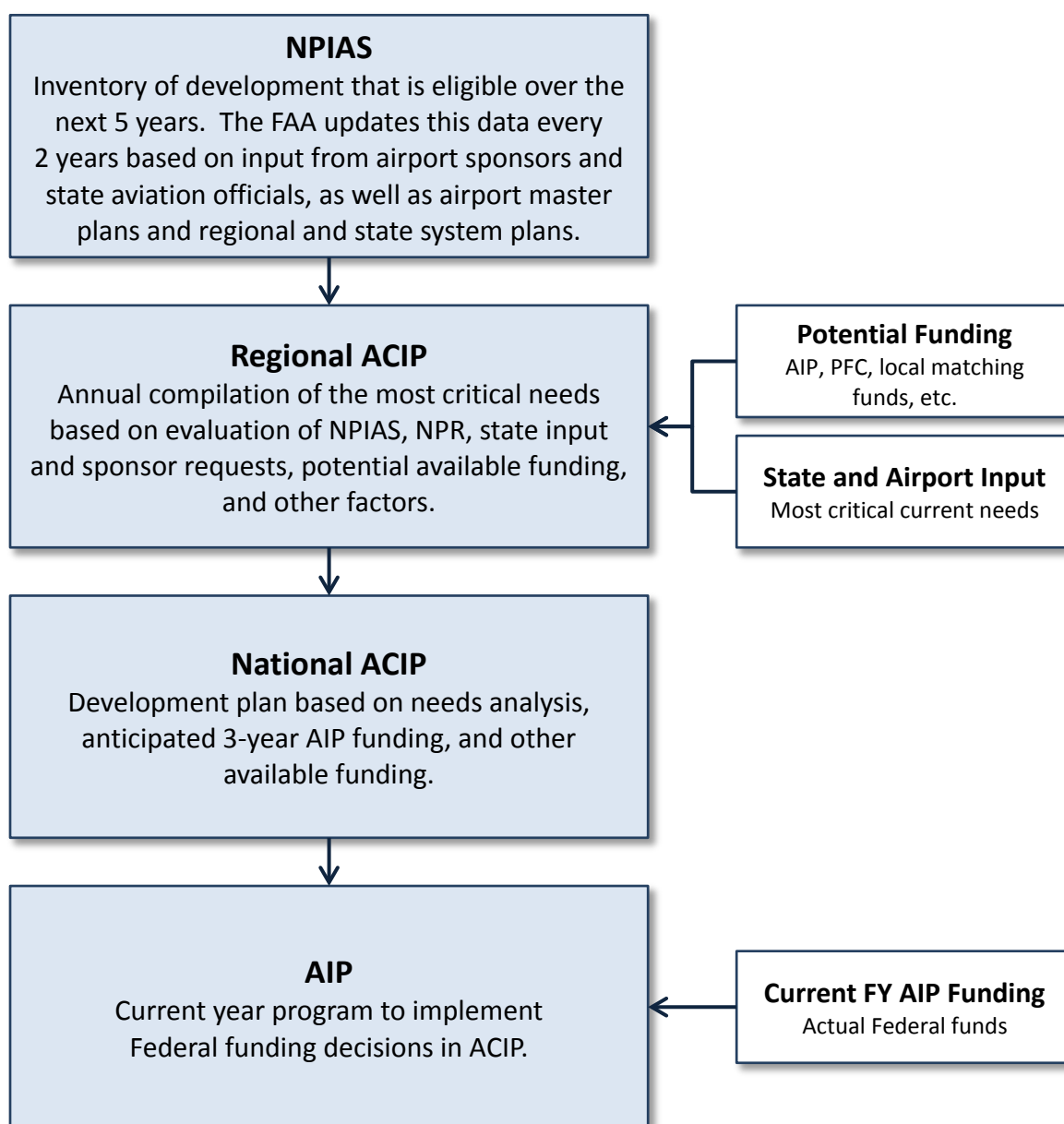
Generally, projects receiving a numerical rating below the NPR threshold are unlikely to receive funding. Exceptions to this rule that may be considered include:

- ➔ A phase of a larger project that has already been initiated;
- ➔ Projects at a location that already has an LOI;
- ➔ Projects required by a statutory mandate;
- ➔ Unanticipated projects that have time-sensitive needs; and
- ➔ Projects that address special emphasis issues (such as a national effort to reduce runway incursions).

Before approving projects with an NPR below the threshold, FAA Headquarters works with the regional offices to establish and review justifications for projects that have a low NPR but are necessary to meet statutory and FAA goals. Projects with strong justifications will remain on the candidate list and be eligible for funding.

The FAA calculates the numerical priority rating based on the category of airport, as well as the type of project and its purpose. The FAA requires written justification for deviations from the priority list and specifies that the FAA regions limit projects submitted within a budget ceiling specified by the FAA's Office of Airports. Figure 2: Airports Capital Improvement Plan (ACIP) Process, illustrates the ACIP development process and how airport sponsors, local planning agencies, and regional FAA offices contribute to it.

Figure 2: Airports Capital Improvement Plan (ACIP) Process



4.2 Benefit-Cost Analysis (BCA)

In FY 2011, as an additional filter or project review mechanism, FAA required the airport sponsor to complete a BCA for capacity projects exceeding \$5 million in discretionary funds over the life of the project and for projects that were issued an LOI.³⁰ Executive Order 12893, Principles for Federal Infrastructure Investments (January 26, 1994), provided the impetus for the FAA's Office of Airports to develop its benefit-cost evaluation criteria. The FAA does not require a BCA for other types of AIP projects because the authorizing statute exempts certain projects (such as noise projects) from the BCA process or the underlying value of this type of projects has already been subject to economic evaluations required by regulation and advisory circulars (ACs).³¹

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

4.2.1 The BCA Process

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

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

While projects requiring a BCA cannot be funded until FAA accepts the BCA, FAA can still include the project in the ACIP for planning purposes. Since the ACIP is a multiyear planning

³⁰ While this report was being prepared, guidance that modified the threshold for requiring BCAs from \$5 million to \$10 million was finalized and published in the Federal Register on October 24, 2011 (76 FR 65769, Modifications to Benefit Cost Analysis Threshold).

³¹ To be eligible for Federal funds, certain AIP projects must comply with all Federal regulations (including title 14 CFR, part 139, and title 49 CFR, part 1542) and associated FAA standards and policies. When Federal regulations are proposed or amended, the Federal Government must complete a regulatory evaluation to determine the benefits and costs of any proposed new or amended requirements.

tool, it is possible for a project needing a BCA to be included in the ACIP for future-year funding consideration.

4.2.2 Limitations of BCA

For the majority of airports, a BCA must consider a wide range of aeronautical benefits beyond reductions in delays, many of which may prove difficult to quantify. For example, a capacity expansion project may be justified operationally even if it supports relatively few operations, but those operations are by a new class of aircraft. BCAs cannot consider a shift of passengers or operations from one airport to another as a benefit to the system. In addition, the benefits may be realized over a long period and may vary from forecast results for reasons having nothing to do with the quality of the BCA. The FAA does not track the net benefits actually achieved after a project is completed.

Although FAA relies on a number of factors, including BCA results, in making discretionary funding decisions for capacity projects, BCA results are not used to determine a project's ranking on the AIP discretionary candidate list. Governing legislation for the AIP identifies a number of other factors for priority consideration, such as:

- ➔ safety;
- ➔ congestion relief;
- ➔ intermodal connections;
- ➔ quality of the environment; and
- ➔ capacity.

The FAA continually examines methodologies related to these factors for future improvements. In addition, other projects included in the discretionary candidate list are not subject to the BCA requirement.

4.2.3 Efforts to Improve the BCA Process

During FY 2011, the FAA's Office of Airports continued efforts to improve the BCA process. In June 2009, the ACRP project, "Effective Practices for Preparing Airport Improvement Benefit-Cost Analysis," was completed, which examined historical benefit assessment techniques used by airports and other modes of transportation in conducting BCAs. Airport sponsors can now refer to the best practices identified in this research.³² During FY 2011, the FAA's Office of Airports incorporated references to this report in its draft BCA Program Guidance Letter.³³

The FAA's Office of Airports has followed up the effective practices report with two additional studies. The FAA's Office of Airports collaborated with the FAA's Office of Aviation Policy and Plans on new research through the ACRP in conducting a project, "Passenger Value of

³² The report is available at: <http://www.trb.org/main/blurbs/161751.aspx>.

³³ The Program Guidance Letter, dated October 28, 2011, is available at: http://www.faa.gov/airports/aip/bc_analysis/.

Time, Benefit-Cost Analysis, and Airport Capital Investment Decisions,” which will provide additional information for airports to better assess the aviation benefits of capital improvement projects.³⁴

The FAA’s Office of Airports has also undertaken a comprehensive review of general aviation airports that will include three BCA-related items:

- ➔ Guidance for measuring benefits of Federal investment at general aviation and small commercial service airports;
- ➔ Benefit-cost tools for assessing navigation aids, improved approach minima, and weather observing equipment; and
- ➔ A new metric for measuring improved access to and capacity benefits for small airports.

4.2.4 FAA Review of BCAs

In FY 2011, FAA received one new BCA, which reviewed the multibillion-dollar capacity improvements at Philadelphia International Airport, Philadelphia, Pennsylvania. In addition, FAA completed the reviews of BCAs for capacity projects at:

- ➔ Los Angeles International Airport, Los Angeles, California;
- ➔ Fort Lauderdale International Airport, Fort Lauderdale, Florida;
- ➔ Salt Lake City International Airport, Salt Lake City, Utah; and
- ➔ Aspen-Pitkin County/Sardy Field Airport, Aspen, Colorado.

In all of these cases, FAA was satisfied that the projects met the benefit-cost criteria and the project satisfied the statutory requirement for discretionary funding.

³⁴ Information concerning this research project is available at:
<http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=2800>.

Chapter 5: State Block Grant Program (SBGP)

In 1987, Congress passed the Airport and Airway Safety and Capacity Expansion Act, which created a pilot program, the SBGP, using state block grants to provide AIP funds to nonprimary airports. Through the SBGP, FAA provides program funds directly to states, which then select and fund projects at small airports.

5.1 SBGP Overview

The FAA initiated the SBGP in 1989 with grants to three states: Illinois, Missouri, and North Carolina. In 1992, the pilot program was expanded to seven states and was made permanent by the Federal Aviation Reauthorization Act of 1996. Since the enactment of AIR-21, 10 states have been authorized to participate in the SBGP. In FY 2011, the 10 states in the program were Georgia, Illinois, Michigan, Missouri, New Hampshire, North Carolina, Pennsylvania, Tennessee, Texas, and Wisconsin.

In FY 2011, FAA granted \$253 million in State Apportionment, nonprimary entitlements, and discretionary funds under the SBGP. Table 5 provides a breakdown of these funds by state.

Table 5: State Block Grant Totals for FY 2011

State	Block Grant Funds (\$)		State Total
	Apportionment ³⁵	Discretionary	
Georgia	\$ 20,166,870	\$12,250,000	\$ 32,416,870
Illinois	17,555,078	6,953,300	24,508,378
Michigan	19,155,070	3,896,000	23,051,070
Missouri	14,579,159	5,819,768	20,398,927
New Hampshire	2,054,044	18,073,950	20,127,994
North Carolina	15,356,970	11,350,000	26,706,970
Pennsylvania	11,403,959	3,394,349	14,798,308
Tennessee	13,318,306	3,500,000	16,818,306
Texas	45,838,367	10,900,000	56,738,367
Wisconsin	15,760,152	1,688,425	17,448,577
State Block Grant Total	\$175,187,975	\$77,825,792	\$253,013,767

³⁵ Apportionment amounts include nonprimary entitlements and State Apportionments.

5.2 State Subawards

By participating in the SBGP, states agree to assume certain responsibilities related to the administration of the AIP that are otherwise performed by FAA. States assume AIP administration responsibilities for airports classified as “other than primary” airports—that is, nonprimary commercial service, reliever, and general aviation airports. The states review project requests from airports and make funding decisions consistent with established FAA eligibility and justification criteria. The states assign NPE and State Apportionment funds and make recommendations regarding discretionary funding for consideration by FAA.

In FY 2011, SBGP states issued 908 subawards, which totaled almost \$232.6 million. Table 6 provides a breakdown of these funds by state.

Table 6: Total FY 2011 Subawards and Amount (\$)³⁶

State	Subawards Issued	Total of Subawards
Georgia	63	\$ 18,675,165
Illinois	104	31,836,404
Michigan	41	17,585,572
Missouri	120	18,741,424
North Carolina	64	17,704,084
New Hampshire	33	19,853,828
Pennsylvania	76	37,835,828
Tennessee	38	8,550,745
Texas	202	45,412,968
Wisconsin	167	16,397,021
Total	908	\$232,592,842

One of the tools FAA uses to make discretionary funding decisions, as well as to ensure that entitlement funds are applied to the most important projects, is the national priority system. That system is also used by the states to distribute entitlement and State Apportionment funds. However, the FAA’s national priority system does not consider all factors that states, local governments, or private sponsors use to establish their individual priorities. Block grant states have some latitude in using the national priority system or proposing comparable alternatives.

³⁶ Subawards may include funding from prior year block grants, as well as the funding awarded in the FY 2011 block grants detailed in table 5.

In FY 2011, over 72 percent of the SBGP subawards provided funding to complete runway, taxiway, and apron projects. Table 7 provides a breakdown of the types of projects funded with SBGP subawards.

Table 7: FY 2011 Subaward Totals by Project Type (\$)

Project Type	Percentage of Total Awarded	Total of Subawards
Apron	11.59%	\$ 26,952,181
ARFF	1.30%	3,014,767
Equipment	0.79%	11,829,582
Land	5.13%	11,942,138
New Airport	0.28%	652,500
Noise Mitigation	1.41%	3,270,914
Other ³⁷	8.80%	20,456,610
Planning	2.43%	5,642,377
Road	1.05%	2,430,889
RSA	1.44%	3,342,121
Runway	40.21%	93,517,679
Security	3.15%	7,336,334
Snow Removal Equipment	1.02%	2,360,824
Taxiway	20.17%	46,907,029
Terminal	1.26%	2,936,897
Total	100.00%	\$232,592,842

³⁷ Other projects may include: constructing utilities, removing obstructions, improving airport drainage, installing airport beacons, and other related projects.

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Chapter 6: Military Airport Program (MAP)

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

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



Taxiway J North construction at Gulfport-Biloxi International Airport, a joint civil-military public use airport.

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

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

A maximum of 15 eligible airports may participate in the MAP. An airport may be selected for the program more than once; however, each selection carries a maximum participation of 5 years. After the airport's designation expires, the airport sponsor may apply for redesignation. In addition, FAA may designate one general aviation airport at a time for inclusion in the MAP.

In FY 2011, that designated general aviation airport was Brunswick Executive Airport, Brunswick, Maine. All other participating airports must be classified as reliever or commercial service airports.

Of the 15 slots authorized, 8 were available to be filled in FY 2011, for which the FAA received 15 applications. From these applications, the following were selected:

- ➔ Brunswick Executive Airport, Brunswick, Maine;
- ➔ Waynesville-St. Robert Regional Forney Field, Fort Leonard Wood, Missouri; and
- ➔ Plattsburgh International Airport, Plattsburgh, New York.

The remaining 5 slots were not filled.

Table 8 lists the MAP discretionary, additional discretionary, and entitlement amounts that FAA awarded to sponsors for FY 2011 MAP airports. In total, AIP funds to MAP airports in FY 2011 equaled \$50.9 million.

Table 8: MAP Airports and Funds Awarded in FY 2011

Airport Name	City	State	MAP Discretionary Funds	Additional Discretionary Funds	AIP Entitlement Funds	Total
Phoenix-Mesa Gateway	Phoenix	AZ	\$ 8,983,229	\$ 6,723,113	\$1,055,487	\$17,817,316
Sacramento Mather	Sacramento	CA	312,671	0	0	312,671
Guam International	Agana	GU	1,400,000	0	2,304,801	3,704,801
Alexandria International	Alexandria	LA	2,400,000	2,842,210	1,317,405	6,559,615
Waynesville-St. Robert Regional Forney Field	Fort Leonard Wood	MO	1,531,905	0	0	1,531,905
Brunswick Executive	Brunswick	ME	4,941,425	12,910	150,000	5,104,335
Plattsburgh International	Plattsburgh	NY	4,435,358	6,265,661	912,554	11,613,573
José Aponte De La Torre	Ceiba	PR	4,304,166	0	0	4,304,166
Total			\$28,308,754	\$15,843,894	\$6,795,734	\$50,948,382

Chapter 7: Letter of Intent (LOI) Program

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

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

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

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

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

Below is a brief summary of the LOI Program for FY 2011. For additional information, please refer to Appendix F: Letter of Intent Payments for FY 2011 and Appendix G: Letter of Intent Commitments by Fiscal Year. Appendix F shows locations awarded grants associated with LOIs during FY 2011 and includes both entitlement and discretionary amounts awarded. The amounts shown are the total for the grant award and not necessarily the amount paid during the fiscal year. Appendix G lists the amounts for future fiscal years committed in LOIs to the listed airports. This appendix breaks down the airport sponsor's commitment by their apportioned AIP funds and the funds FAA intends to provide from AIP discretionary funds.

In FY 2011, LOI payments totaled \$209.3 million in discretionary funds and \$64.0 million in airport sponsor entitlements. At the end of FY 2011, there were 23 open LOIs with remaining payment schedules extending through FY 2029 totaling \$1.942 billion (\$1.776 billion in discretionary and \$166.2 million in entitlement funds).

During FY 2011, FAA closed three LOIs:

- ➔ Hartsfield-Jackson Atlanta International Airport, Georgia;
- ➔ Indianapolis International Airport, Indiana; and
- ➔ Cincinnati/Northern Kentucky International Airport, Kentucky.

Also during FY 2011, FAA issued the following new LOIs and one LOI amendment:

- ➔ **Los Angeles International Airport**, Los Angeles, California: Approved an LOI for the construction of the Tom Bradley International Terminal East and West Aprons and associated enabling projects from FY 2011 to FY 2018. The project funding is \$105 million (\$82 million in discretionary and \$23 million in entitlement funds).
- ➔ **Fort Lauderdale/Hollywood International Airport**, Fort Lauderdale, Florida: Approved an LOI to redevelop and extend Runway 9R/27L, including parallel Taxiway H, outer dual parallel Taxiway G, crossfield Taxiways Q, V, and R, land acquisition, navigational aids (NAVAIDS), hold pads, and other enabling projects from FY 2011 to FY 2022. The project funding is \$250 million (\$230 million in discretionary funds and \$20 million in entitlement funds).
- ➔ **Philadelphia International Airport**, Philadelphia, Pennsylvania: Approved an LOI for the construction of a new Runway 9R/27L; extension of Runway 9C/27C; extension of Runway 8/26 and all associated enabling projects, including east side and west side taxiway improvements, land acquisition, wetlands mitigation, and relocation of existing facilities. The project funding is \$466.5 million (\$439 million in discretionary funds and \$27.5 million in entitlement funds).
- ➔ **Chicago O'Hare International Airport**, Chicago, Illinois: Approved an amendment to an existing LOI that was awarded in FY 2010 for the completion phase of the O'Hare Modernization Program that included construction of a new Runway 9C/27C; extension of Runway 9R/27L; a new Runway 10R/28L and associated runway enabling projects, including Taxiway LL and other associated taxiway systems, NAVAIDS and upgrades, site utilities construction, and existing facilities relocation. The amendment adds \$155 million in discretionary funds.

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

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

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

In FY 2011, the amount set aside for C/S/S/N projects was a minimum of \$320.3 million (see Table 4: AIP Funding Distribution Plan for FY 2011). Typically, final annual AIP allocations result in more funding being provided to C/S/S/N projects than required. Such projects are often funded from remaining discretionary AIP funds, as well as converted entitlement funds. Other funding—including sponsor entitlements and State Apportionment funding—may also be allocated to C/S/S/N projects. Examples of the types of projects in each category include the following:

- ➔ **Capacity.** Major capacity projects include new or extended runways and taxiways designed to improve airfield capacity, such as increased aircraft operations, larger aircraft, or improved peak-hour capacity. Other capacity projects include new and expanded aprons to support aircraft parking.
- ➔ **Safety.** Major safety projects include RSA improvements, RSAT recommendations,³⁸ removal of obstructions to critical surfaces, acquisition of ARFF equipment and support facilities, and improvements to airfield signage, lighting, and marking.
- ➔ **Security.** AIP-supported security enhancements are closely coordinated with TSA and include improvements ranging from airport perimeter fences to access control and explosive detection systems.
- ➔ **Noise.** Major noise projects range from noise analysis, noise monitoring systems, and land-use compatibility studies to acquisition of property and navigation easements, sound insulation of homes and schools, and other noise mitigation measures.

³⁸ These are established at either the regional or the local level, typically by an RSAT or from a Runway Safety Action Plan for a specific airport. The primary project purpose is to address existing runway safety problems.

Some of the C/S/S/N projects funded in FY 2011 included:

Fort Lauderdale/Hollywood International Airport, Fort Lauderdale, Florida: The Broward County Aviation Department is redeveloping and extending Runway 9R/27L to increase airfield capacity. Without any action, the average delay was estimated to be 10.7 minutes per operation by 2012 but with the runway extension, the average delay would be only 1.2 minutes per operation. The redeveloped runway will be 8,000 feet long by 150 feet wide, with an estimated construction cost of \$791 million. Construction of the runway will begin in 2012, and it is expected to be completed by the summer of 2014.

In FY 2011, FAA issued a 12-year, \$250 million LOI to support the project and issued a \$23.8 million grant to begin construction of the runway redevelopment, constituting the first payment of the LOI. The FAA also issued a \$20 million grant to continue noise mitigation efforts.

General Edward Lawrence Logan International Airport, Boston, Massachusetts: The Massachusetts Port Authority received \$39.8 million in FY 2011 to complete RSA improvements on Runway 33L. The project requires construction of a concrete pier into Boston Harbor with the installation of an Engineered Materials Arresting System (EMAS). The 300-foot wide pier will extend 470 feet into the Boston Harbor. An EMAS bed will be installed on the pier, which will be able to safely stop aircraft as large as a 747-400. The EMAS bed will be approximately 500 feet long and 170 feet wide. The total project cost is estimated at around \$65.5 million, and it is expected to be completed in 2013.



General Edward Lawrence Logan International Airport EMAS Pier Construction

General Mitchell International Airport, Milwaukee, Wisconsin: In FY 2011, FAA provided an \$8.2 million AIP grant for the final phase of construction of a standard RSA for Runway 1L/19R. This high-priority RSA project included the construction of a perimeter road bridge to separate ground vehicles from airfield pavements and reduces the risk of runway incursions. In addition, the final phase of construction is well underway for the Runway 7R/25L RSA and both runways are on schedule to have their RSAs completed in 2013.

Detroit Metropolitan Wayne County Airport, Detroit, Michigan: In FY 2011, FAA provided \$13.2 million in AIP funds for the first phase of the rehabilitation of Runway 4R/22L. Infrastructure modifications are needed to address the deteriorating condition of the pavement and to meet current FAA design standards for runway/taxiway separation. Construction to correct the runway/taxiway separation began in 2011.

Chapter 9: Environmental Responsibilities

The FAA's Office of Airports assesses potential environmental impacts that may result from airport development projects at airports in the NPIAS.³⁹ The FAA must complete this assessment before it approves original or amended airport layout plans or before financing airport development projects at those airports. This evaluation of environmental impacts satisfies requirements contained in the National Environmental Policy Act of 1969 and other Federal laws, regulations, and FAA orders that detail specific criteria to be used for protecting the human and natural environment.

FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, define the scope of environmental evaluations needed to comply with the NEPA. The "Environmental Desk Reference for Airport Actions" provides information on how to apply other Federal environmental requirements beyond the NEPA to proposed airport actions.⁴⁰ These documents address potential impacts to:

- ➔ noise;
- ➔ air quality;
- ➔ water quality;
- ➔ public recreation lands;
- ➔ wildlife refuges;
- ➔ prime or unique farmlands;
- ➔ hazardous materials;
- ➔ historical and archeological sites;
- ➔ endangered and threatened species; and
- ➔ coastal zones, wetlands, and floodplains, among others.

This evaluation process provides FAA, other Federal, state, and local agencies, and the public with a better understanding of the potential environmental impacts associated with the proposed project, reasonable alternatives to the proposed project, and taking no action.

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

- ➔ A limited review based on a predefined category of excluded projects known as categorical exclusions;
- ➔ An EA; and/or
- ➔ A detailed EIS.

³⁹ NPIAS reports are available online at: http://www.faa.gov/airports/planning_capacity/npias/reports/.

⁴⁰ FAA Orders 1050.1E and 5050.4B are available online at: http://www.faa.gov/regulations_policies/orders_notices/.

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

If the impacts of the project are unknown or it has the potential to significantly impact the environment, the airport sponsor will normally prepare an EA. If, after reviewing the EA, FAA determines the document meets the legal requirements and the project (including any identified mitigation) would not significantly affect environmental resources, FAA will adopt the EA and prepare a document known as a Finding of No Significant Impact. The FAA also frequently memorializes the completion of its decisional process by accompanying the Finding of No Significant Impact with a Record of Decision (ROD).

If FAA determines the project has the potential to significantly impact the environment after reviewing the EA, FAA must prepare an EIS. The EIS analyzes the severity of the impacts and evaluates measures that could reduce or eliminate adverse environmental effects in more detail than an EA. If the project normally requires an EIS or significant impacts are anticipated, FAA should proceed directly to preparing the EIS.

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

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

After completing the EIS, FAA typically issues a ROD. The ROD:

- ➔ explains the approving FAA official's rationale for the decision;
- ➔ identifies all alternatives considered by the Agency and specifies which was considered environmentally preferable;
- ➔ identifies required mitigation and monitoring actions; and
- ➔ demonstrates that the action satisfies legal requirements.

Major EISs in progress or completed during FY 2011 included the following airport projects:

- ➔ Philadelphia International Airport (Pennsylvania): reconfiguration and capacity enhancement project, completed;
- ➔ Palm Beach International Airport (Florida): proposed relocated and extended runway, in progress;
- ➔ Theodore Francis Green State Airport (Rhode Island): primary runway extension, runway surface area improvements, and terminal area development, completed;
- ➔ Fort Lauderdale/Hollywood International Airport (Florida): proposed runway extension, completed;
- ➔ Mesquite Airport (Nevada): relocated general aviation airport, in progress;
- ➔ Friedman Memorial Airport (Idaho): relocated general aviation airport, in progress;
- ➔ Taos Regional Airport (New Mexico): proposed new runway, in progress;
- ➔ Angoon Airport (Alaska): new airport, in progress; and
- ➔ Kodiak Airport (Alaska): RSA improvements, in progress.

9.1 Streamlining the Environmental Review Process

Vision 100 contained a number of environmental provisions applicable to the AIP, notably title III, subtitle A, “Aviation Streamlining Approval Process Act of 2003,” codified at title 49 U.S.C., sections 47171-47175. These provisions direct the Secretary of Transportation to develop and implement an expedited and coordinated environmental review process for airport capacity enhancement projects at congested airports, aviation safety projects, and aviation security projects. The FAA’s Office of Airports continues to implement, where appropriate, an expedited and coordinated review process for airport development projects at congested airports as defined in Vision 100. The FAA used such processes for several EISs currently underway, specifically for major developments proposed at Philadelphia International Airport and Fort Lauderdale/Hollywood International Airport.

In addition, the FAA’s Office of Airports has formalized this coordinated review process in FAA Order 5050.4B and other related environmental guidance documents. Since FY 2004, FAA filled 31 new positions specifically to support environmental reviews of airport projects. Eighteen of the positions are environmental specialists and 13 are environmental attorneys. The increased staffing has improved the FAA’s ability to prepare and process increased EIS workloads and resolve environmental issues in a timely manner.

9.2 Changes to FAA Environmental Guidance

The FAA continues to assist airport sponsors and NEPA practitioners with FAA Order 5050.4B and the companion desk reference, with added emphasis on the coordinated review process and the coordination of the planning and environmental processes.

The FAA’s Office of Airports is working with the FAA’s Office of Environment and Energy and other FAA lines of business to update its basic environmental order, FAA Order 1050.1E, Environmental Impacts: Policies and Procedures.

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Chapter 10: Noise and Air Quality Programs

The FAA continues to provide funding to airport sponsors to develop comprehensive programs to reduce noise and achieve compatible land uses in areas surrounding an airport. Legislation prescribes the procedures, standards, and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs (NCPs).⁴¹ Since an approved NCP is a precondition to receiving AIP funds for most noise mitigation actions, operators of airports where noise is a significant factor have generally engaged in some level of noise planning.

10.1 Noise Compatibility

As of FY 2011, 275 airport sponsors have taken part in the noise planning process. Of these, 256 sponsors have approved NCPs, and FAA has approved 134 amendments to NCPs. In FY 2011, FAA awarded 10 grants totaling \$2.53 million for new or updated noise studies. The FAA awarded another 40 grants totaling \$208.1 million for noise mitigation. These projects included purchasing noise-impacted land adjacent to airports, soundproofing residences and schools, and other efforts to reduce adverse impacts of noise.

Many public agencies have applied for approval to collect PFCs in part to provide more funding to improve airport land use compatibility. In FY 2011, FAA approved the collection of \$32.5 million in PFC funds for noise planning and mitigation. Since the inception of the PFC Program in 1992, FAA has approved the collection of \$3.4 billion to fund noise planning and mitigation projects.

PFC and AIP eligibility for funding noise compatibility projects are different. As noted, to be AIP-eligible, a noise mitigation measure must, with few exceptions, be an approved noise compatibility measure in an FAA-approved part 150 NCP. For a project to be eligible for PFC funding, a noise compatibility measure need only qualify for approval under a part 150 NCP, whether or not the airport has undertaken the part 150 study process. Even where an approved NCP is in place at that airport, PFCs can be used to fund a measure not included in the approved NCP, as long as the measure would qualify for approval.

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

⁴¹ The FAA's part 150 Airport Noise Compatibility Program was established under the Aviation Safety and Noise Abatement Act of 1979 (recodified at title 49 U.S.C., section 47501, *et seq.*)

10.2 Voluntary Airport Low Emission (VALE) Program

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

The VALE Program is available to commercial service airports located in air quality nonattainment and maintenance areas, as designated by the U.S. Environmental Protection Agency (EPA). The goal of the program is to reduce ozone, particulates, carbon monoxide, and other pollutants that are generated by airport stationary and mobile sources. Currently, the 52 VALE projects that have received AIP funding in FY 2011 or earlier remove about 315 tons of smog-forming nitrogen oxides from the air each year; the equivalent of eliminating 17,650 cars and trucks from the road.

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

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

The VALE Program has grown steadily in response to airport interest. Since FY 2005, FAA has granted \$108 million for new low-emission technology, of which \$27.5 million was awarded in FY 2011. Further information about the program is located on the FAA’s Web site.⁴²

⁴² This information is located at: <http://www.faa.gov/airports/environmental/vale>.

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

Since 1983, Congress has required DOT to ensure that at least 10 percent of Federal financial assistance program funds are expended with DBEs.⁴³ Three major DOT operating administrations are involved in the DBE program: the Federal Highway Administration, FAA, and the Federal Transit Administration. The DOT's DBE program is carried out by state and local transportation agencies under the rules and guidelines in the CFR.⁴⁴ Projects funded with AIP grants are subject to the 10 percent DBE participation target.

In FY 1999, DOT issued a revision to its DBE regulations for contracting in light of the U.S. Supreme Court decision in *Adarand Constructors, Inc. v. Peña*, 515 U.S. 200 (1995). The FAA also maintains a separate DBE program for concessions in airports.⁴⁵ The DOT revised its airport concession regulations in FY 2005 to comply with *Adarand* and statutory changes. DBEs participating in an airport's concessions program are referred to as an Airport Concessions Disadvantaged Business Enterprise (ACDBE) under the revised DBE concessions rule.

Under title 49 CFR, part 26, the overall DBE goals are based on demonstrable evidence of the relative availability of DBEs that are ready, willing, and able to participate in DOT-assisted contracts. Consequently, FAA-approved goals that are both lower and higher than 10 percent for DOT-assisted contract and airport concessions programs reflected the relative availability of DBEs. In addition, DOT's DBE regulations do not penalize an airport sponsor merely for not achieving its overall DBE participation goal. Instead, the airport sponsor is required to use an approved process to establish its goal⁴⁶ and make good faith efforts to achieve the goal.

The FAA applies similar principles to its airport concessions program. Under the airport concession regulations issued in FY 2005, airport recipients are required to target two DBE concession goals: one for nonrental car concessions and the other for rental car concessions.

DBEs received 10.6 percent of contract dollars awarded under the AIP in FY 2010.⁴⁷ ACDBEs in nonrental car concessions accounted for 24.3 percent of the total gross receipts of all nonrental car concessions in FY 2010. ACDBEs in rental car concessions generated a total of 3 percent of the total gross receipts generated by all rental car concessions at primary airport locations in FY 2010.⁴⁸

⁴³ DBEs are for-profit small business concerns in which socially and economically disadvantaged individuals own at least a 51 percent interest and control management and daily business operations (see title 49 CFR, section 26.5, What do the terms used in this part mean?).

⁴⁴ Title 49 CFR, part 26, Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.

⁴⁵ Title 49 CFR, part 23, Participation of Disadvantaged Business Enterprises in Airport Concessions.

⁴⁶ Requirements for establishing a DBE goal are contained in title 49 CFR, part 23, Participation of Disadvantaged Business Enterprises in Airport Concessions, and title 49 CFR, part 26, Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.

⁴⁷ FY 2010 data is the most current available for DBE firms.

⁴⁸ FY 2010 data is the most current available for ACDBE firms.

During FY 2011, FAA informally resolved nine complaints filed under the Americans with Disabilities Act of 1990 or the Rehabilitation Act of 1973. At the beginning of FY 2011, there were two unresolved disability complaints, and FAA received seven additional complaints during the year for a total of nine complaints. In addition, five complaints involving airlines were referred to the DOT's Aviation Consumer Protection Division.

In FY 2011, FAA informally resolved 14 complaints that had been filed under title VI of the Civil Rights Act of 1964 (P.L. 88-352). This act provides that no person in the United States will, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. The number of unresolved title VI complaints at the beginning of FY 2011 was five, and FAA received one additional complaint during the fiscal year for a total of six complaints. Two complaints were referred to other agencies: one to TSA and one to DOD.

In late FY 2010, an administrative complaint alleging noncompliance with AIP grant assurances' DBE requirements was filed. The Office of Airport Compliance and Management Analysis issued a Director's Determination in FY 2011. One additional ACDBE case was appealed.

Chapter 12: Passenger Facility Charge (PFC) Program

The Aviation Safety and Capacity Expansion Act of 1990 (P.L. 101-508) first authorized the PFC Program. The PFC Program statutory language is codified under title 49 U.S.C., section 40117, and FAA uses this authority to issue regulations for PFC collections under title 14 CFR, part 158, Passenger Facility Charges.

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

The PFC Program provides an important additional source of capital for the expansion and rehabilitation of the U.S. airport infrastructure. PFC collections and AIP funds are complementary in the overall funding of airport improvements (see Appendix E: Comparisons of the AIP to the PFC Program). The majority of PFC-approved projects are also AIP-eligible. However, the PFC Program permits projects for noise compatibility, terminal gates and related areas, and costs associated with debt financing that are not eligible for AIP grants. A major use of PFCs is to provide matching funds for AIP grants.

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

In FY 2011, FAA approved or partially approved 90 applications for PFC collections at 83 locations. Applications were approved for four airports that had not previously collected PFCs:

- ➔ Piedmont Triad International Airport, Greensboro, North Carolina;
- ➔ Barnstable Municipal-Boardman/Polando Field, Hyannis, Massachusetts;
- ➔ Greenbrier Valley Airport, Lewisburg, West Virginia; and
- ➔ Yellowstone Airport, West Yellowstone, Montana.

The FAA authorized the collection of approximately \$6.2 billion in PFCs in FY 2011.

At the end of FY 2011, 384 locations had been approved for PFCs since the program's inception in 1991 and collections were occurring at 353 locations. Since 1991, FAA has authorized PFC collections totaling approximately \$83.5 billion.⁴⁹

⁴⁹ A complete listing of all PFC approved locations, collections, and expiration dates is available online at: <http://www.faa.gov/airports/pfc/>.

Ninety-nine percent of all large and medium hub airports have been approved to collect PFCs as of the end of the fiscal year, while 86 percent of all small hub and nonhub primary airports were collecting PFCs. The simplified NHPP PFC process has increased participation among airports in this classification. The FAA has approved 315 applications at nonhub airport locations since the simplified process was implemented in 2005.

Participation in the PFC Program decreases sharply at the level of nonprimary commercial service airports with only 30 percent of these airports collecting PFCs as of the end of FY 2011. These airports have low passenger volumes, so the revenue generated from collecting PFCs may not offset the cost associated with implementing a PFC Program.

Chapter 13: Special Programs and Funding Initiatives

In addition to the airport project grants that account for most of the allocations under the AIP, FAA provides funds for a number of pilot and other special programs. Many of these are temporary programs that may be in effect for only a few years. These programs test new ideas that if successful may extend the program or make them permanent.

13.1 Airport Privatization Pilot Program

The Airport Privatization Pilot Program authorizes FAA to exempt up to five airports from certain Federal requirements related to the use of airport revenues. Airports participating in the program may be exempted from requirements to repay Federal grants, to return property acquired with Federal assistance, and to use the sale of lease proceeds for airport improvements only.

Of the five airport slots authorized by the legislation, the following options and limitations apply:⁵⁰

1. General aviation airports may be leased or sold while other airports may only be leased; and
2. Only one large hub, primary airport may participate in the program.

Chicago Midway Airport was the first large hub airport to request participation in the pilot program. On October 8, 2008, the city of Chicago selected the Midway Investment and Development Company, LLC (MIDCo) to operate Chicago Midway Airport under a 99-year lease. However, by May 2009, MIDCo had withdrawn its offer because it had failed to secure financing. The FAA has given the city of Chicago until March 31, 2012, to develop a new timeline for the lease.

In FY 2010, FAA received two additional applications for the pilot program and accepted both airport sponsors into the program. The Puerto Rico Ports Authority submitted its application for Luis Muñoz Marín International Airport on December 1, 2009, and submitted an Airport Use Agreement in November 2011, for review by FAA. Gwinnett County, Georgia, submitted an application for Gwinnett County Airport-Briscoe Field on April 26, 2010. Gwinnett County solicited bid responses from private operators. Hendry County's Airglades Airport received approval from FAA on October 18, 2010, to participate in the program. The airport sponsor can negotiate an agreement with a potential private operator. As of the end of FY 2011, one remaining pilot program slot was available.

⁵⁰ See title 49 U.S.C., section 47134, for all program and eligibility requirements related to the Airport Privatization Pilot Program.

13.2 Safety Management Systems (SMS)

The FAA supports the International Civil Aviation Organization's (ICAO) initiative to implement SMS for airport operators. SMS is a systematic approach to managing safety, which also provides processes for identifying and mitigating risks.

Since 2007, FAA has run numerous pilot studies to evaluate SMS development at a variety of certificated airports. Under the studies, participating airport operators reviewed existing safety standards to see if they meet SMS requirements. The airport operators then developed SMS manuals based on the identified safety risks at their airports. More than 30 certificated airports have participated in the studies. The FAA has awarded approximately \$7 million in AIP funding since FY 2007 toward these pilot studies.

In FY 2011, FAA began a study at 14 airports that took part in the original SMS studies. The FAA provided approximately \$3.3 million of AIP funding for those airports to implement certain SMS processes, including safety risk analysis. The FAA also issued a Notice of Proposed Rulemaking for public comment to require SMS at all certificated airports. The comment period closed on July 5, 2011, and FAA is reviewing those comments.

13.3 Localizer Performance with Vertical Guidance (LPV) Surveys

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

WAAS offers an opportunity for airports to gain ILS-like approach capability without the purchase or installation of any ground-based navigational equipment at the airport. By the end of FY 2011, there were nearly 2,750 published WAAS-based LPV approaches at over 1,300 airports across the United States. These approaches can provide minimums as low as 200 feet above touchdown and 0.5 mile visibility at qualifying airports.

In FY 2011, approximately \$1.7 million of AIP funds were allocated for 12 runway end surveys in Alaska and 19 runway ends within the continental United States under state system plans, master plans, and individual airport grants.

13.4 Sustainable Master Plan Pilot Program

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

In FY 2011, 10 airports were selected to complete sustainable master plans or sustainable management plans. A description of each plan follows:

- ➔ **Sustainable Master Plans:** In addition to what is normally included in a master plan, sustainable master plans will include information on baseline environmental conditions, airport resource usage, and community outreach.
- ➔ **Sustainable Management Plans:** These are stand-alone planning documents for airports that do not have a master plan. These plans will contain the same baseline assessment as the sustainable master plans.

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

As the airports in the pilot program complete their planning documents, their findings will be used to develop national program guidance.

13.5 Airports Geographic Information System Pilot Program

In response to the requirements in Executive Order 12906,⁵¹ FAA initiated the Airports Geographic Information Systems (GIS) Pilot Program.

The traditional airport survey process entails surveying the same infrastructure at different times for different projects, which results in disparate data collection and formats in a variety of databases. Airports GIS will transform this process into a streamlined approach. It will use uniform standards to build a comprehensive airport database and use web-based tools that allow for the review of multiple projects. Airports GIS is a move toward a digital environment where high-quality data is turned into more readily usable information. The benefits anticipated from the system's capabilities include:

- ➔ **Electronic Airport Layout Plan (ALP) Review:** Provide advanced tools for reviewing and analyzing proposed changes to identify conflicts or concerns, review existing nonstandard conditions, and ultimately approve projects and ALPs faster and with greater accuracy.
- ➔ **Thorough Analysis:** Measure heights, distances, and clearances of runways, taxiways, obstacles, and other features for comparison with design standards.
- ➔ **Improved Collaboration:** Immediately share comments and questions with FAA, airports, and consultant stakeholders resulting in more efficient and effective resolution of differences.

⁵¹ Office of the President, Executive Order 12906, "Coordinating Geographic Data Acquisition and Access: The National Spatial Data Infrastructure."

- ➔ **Access to Multiple Sources of Information:** Gain one-stop access to a variety of airport mapping, operations, historical financial data, and other resources.
- ➔ **Better Decisions:** Interpret information and make decisions on flight procedure minimums, protected critical areas, proposed modifications to standards, and safety determinations faster and with greater confidence because data is consistently presented, current, comprehensive, and of assured quality.

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

The initial phase of Airports GIS was started in FY 2009. The FAA worked closely with six airports of varying sizes on the collection of comprehensive data on airport infrastructure, which were put into an Airports GIS database. In FY 2010, FAA awarded \$16.7 million to 37 airports for the second phase of the pilot program to collect airport data for input into Airports GIS.

In FY 2011, FAA issued an additional \$4.3 million to eight airports to begin collecting airport data for input into Airports GIS. By the end of FY 2011, all phase 1 airports had submitted their complete Airports GIS datasets or were in the final phases of their submission to the Airports GIS Web site for final data review. Of these, two airports had their complete Airports GIS datasets reviewed, validated, and approved.

13.6 Airport Cooperative Research Program (ACRP)

Congress established the ACRP as part of Vision 100. The ACRP focuses on research needs that other Federal research programs do not address. It is managed by the Transportation Research Board (TRB). The ACRP Oversight Committee, an independent governing board of airport managers and other aviation officials appointed by the Secretary of Transportation, selects the program's projects. Consistent with congressional directions, FAA currently funds the program at a level of \$15 million per year.

The main objective of the ACRP is to carry out applied research on problems that are shared by airport operators and too complex for individual airports to solve on their own. The ACRP undertakes research in a variety of airport subject areas, including planning, safety, environment, design, construction, maintenance, security, policy, human resources, administration, and operations. As of September 30, 2011, the ACRP has initiated 205 research projects and produced 93 publications. A complete listing of all ACRP research projects is available on the TRB Web site.⁵²

⁵² The TRB ACRP Web site is located at: <http://www.trb.org/acrp/>.

13.7 Competition Plans

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

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

In FY 2011, FAA approved several competition plans at six airports:

- ➔ Dallas/Fort Worth International Airport, Texas;
- ➔ Newark Liberty International Airport, New Jersey;
- ➔ Honolulu International Airport, Hawaii;
- ➔ Hartsfield-Jackson Atlanta International Airport, Georgia (two separate plans);
- ➔ Tucson International Airport, Arizona; and
- ➔ Reno/Tahoe International Airport, Nevada.

Vision 100 added a grant assurance requiring each medium and large hub airport to file a competitive access report (on February 1 and August 1 of each year) if the airport was unable to accommodate an airline’s request for access during the previous 6-month period to begin or expand service at the airport. No new competitive access reports were filed with FAA during FY 2011.

13.8 Wildlife Hazard Assessments (WHAs)

Airports and the areas that surround them are often ideal habitats for birds, deer, and other wildlife. Unfortunately, wildlife in the airport environment is a hazard to aviation safety. The FAA’s Wildlife Hazard Management Program encourages airport operators to complete WHAs. These assessments, which help the airport operator understand the wildlife in the area, can lead to efforts to reduce the risk of wildlife strikes through a Wildlife Hazard Management Plan.⁵³ The FAA has made AIP grants available for these assessments. In FY 2011, FAA awarded \$4.1 million to 39 airports to complete WHAs.

⁵³ Title 49 CFR, section 139.337, requires certain certificated airports to take action to alleviate wildlife hazards. FAA AC 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports, provides additional guidance for airport operators to reduce the risk of wildlife strikes.

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Chapter 14: Land Use Compliance

Title 49 U.S.C., section 47131, requires FAA to prepare a Land Use Compliance Report, which lists airports the Secretary of Transportation believes do not comply with Federal grant assurances or other Federal land use requirements with respect to airport lands.

The report must include:

- ➔ The circumstances of such noncompliance;
- ➔ The corrective action the airport sponsor intends to take to bring the airport into compliance; and
- ➔ The timelines for the completion of the corrective action.

The Land Use Compliance Report for FY 2011, which is included in this report as Appendix H, lists airport sponsors that FAA is investigating regarding noncompliance or is working with to resolve a land use compliance issue. The list also includes airports identified in previous years but where resolution is still in progress.

In monitoring the airport sponsor's compliance with land use requirements, FAA relies in part on inspections of selected airports. Congress authorized this program in FY 2000, and the following fiscal year FAA implemented a regular program of land use inspections of 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;
- ➔ Preinspection procedures;
- ➔ Onsite inspection procedures; and
- ➔ Corrective actions.

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 both informal and formal. The results of these inspections, including those conducted in FY 2011, are the basis of the Land Use Compliance Report.

Finally, throughout FY 2011, FAA monitored airport sponsors' compliance with Federal grant assurances and other Federal land use requirements. Through the Airport Compliance Program, FAA worked with airport sponsors to resolve violations of land use requirements. At the end of FY 2011, there were 41 airport sponsors undertaking corrective action and 12 airport sponsors found in noncompliance. Eight airport sponsors were brought into compliance with their grant assurances.

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Chapter 15: Performance Measurement

The Government Performance and Results Act (GPRA) of 1993 (P.L. 103-62) requires Federal agencies to set targets for achievement that can be expressed in measurable terms. The GPRA focuses on broad outcomes such as greater safety, increased capacity, international leadership, and organizational excellence. The goals and measurements are tracked through strategic plans, business plans, annual performance plans, and program performance reports.

As of August 24, 2011, FAA published “Destination 2025,”⁵⁴ a long-term strategic vision for FAA, which sets forth five goals:

- ➔ **Move to the next level of safety:** By achieving the lowest possible accident rate and always improving safety, all users of our aviation system can arrive safely at their destinations. We will advance aviation safety worldwide.
- ➔ **Create a workplace of choice:** We will create a workplace of choice marked by integrity, fairness, diversity, accountability, safety, and innovation. Our workforce will have the skills, abilities, and support systems required to achieve and sustain NextGen.
- ➔ **Deliver aviation access through innovation:** Enhance the flying experience of the traveling public and other users by improved access to and increased capacity of the nation’s aviation system. Ensure airport and airspace capacity are more efficient, predictable, cost-effective, and matched to the public’s needs.
- ➔ **Sustain our future:** To develop and operate an aviation system that reduces aviation’s environmental and energy impacts to a level that does not constrain growth and is a model for sustainability.
- ➔ **Advance global collaboration:** Achieve enhanced safety, efficiency, and sustainability of aviation around the world. Provide leadership in collaborative standard setting and creation of a seamless global aviation system.

15.1 Increased Safety

An important safety goal is the improvement of the RSAs⁵⁵ at title 14 CFR, part 139, certificated airports. In FY 2011, FAA granted \$294.7 million in AIP funds for RSA improvements; the airport sponsors that received the grants completed improvements for 25 runways. Additionally, 7 EMAS installations were completed, increasing the number of EMAS installations to 58 runway ends at 40 airports. There was one instance in FY 2011 when an aircraft overran the runway, and the EMAS bed successfully stopped it.

⁵⁴ This document is available online at: http://www.faa.gov/about/plans_reports/media/destination2025.pdf.

⁵⁵ An RSA is a defined area comprised of a runway and the surrounding surfaces that is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from a runway (see title 14 CFR, part 139.5, Definitions).



Lafayette Regional Airport, Lafayette, Louisiana,
Runway 4L Extension, EMAS blocks

Reducing the number of runway incursions is another major FAA safety goal.⁵⁶ In FY 2011, the FAA's Office of Airports supported this goal by striving to have no more than 190 runway incursions involving vehicles or pedestrians, known as vehicle/pedestrian deviations (V/PDs), at airports with an FAA air traffic control tower (approximately 512 airports). Both FAA and the airport community focused on controlling V/PDs throughout the year. Specifically, FAA funded safety projects, such as enhanced runway marking and lighting and pavement reconfigurations, that were recommended by the RSATs established at individual airports. In FY 2011, FAA issued

a total of \$87.8 million in grants to support RSAT recommendations. These actions helped keep the number of V/PDs to 175, significantly below the target.

In addition, two safety programs launched in FY 2008 continued to be funded by the AIP and contributed to greater safety in FY 2011: LPV and SMS, both of which are detailed in Chapter 13: Special Programs and Funding Initiatives.

The FAA's Office of Airports has also focused contract and staff resources on updating the standards in the ACs. Many AIP-funded projects must comply with the safety standards contained in the ACs. In FY 2011, the FAA updated 20 ACs. Further, the FAA's Office of Airports continued to meet its goal of maintaining the average age of ACs at less than 5 years.

During FY 2011, the FAA's Office of Airports continued its efforts on two research programs: the Airport Technology Research Program and the ACRP. The Airport Technology Research Program was authorized \$22.5 million in AIP funds in FY 2011. This research is conducted at the FAA's William J. Hughes Technical Center in Atlantic City, New Jersey, in the areas of:

- ➔ airport planning and design;
- ➔ airport lighting and marking;
- ➔ runway safety;
- ➔ wildlife hazard mitigation near airports;
- ➔ ARFF; and
- ➔ pavement design and construction.

⁵⁶ A runway incursion is defined in part as any occurrence in the airport runway environment involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of required separation with an aircraft taking off, intending to take off, landing, or intending to land. More information is available online at: http://www.faa.gov/airports/runway_safety/news/runway_incursions/.

The results of the research are used to update ACs and equipment specifications to provide guidance to airport sponsors and consultants. The ACRP is discussed in Chapter 13: Special Programs and Funding Initiatives.

Finally, the FAA's Office of Airports continued to use AIP funds to increase safety and access to rural airports in Alaska. To achieve these goals in FY 2011, FAA issued \$59.3 million in AIP funds to three rural Alaskan locations. The improvements at these airports will keep FAA on schedule to meet the long-term goal of bringing 20 substandard Alaskan airports up to the FAA's lighting standards to provide at a minimum safe 24-hour visual flight rules access by essential medical emergency aircraft. Through FY 2011, 23 airports have been funded to meet this target.

15.2 Greater Capacity

Since FY 2000, FAA has focused AIP funds on new runway development and airfield reconfigurations, which can provide large capacity increases for airports. Since FY 2000, 23 airfield projects have been completed at 20 of the busiest airports, enabling these airports to accommodate more than 2 million additional operations each year. These projects include 16 new runways, 3 taxiways, 2 runway extensions, and 1 airfield reconfiguration and a second airfield reconfiguration was almost completed. The total cost of these 23 airfield projects was approximately \$8 billion, with \$3 billion of that from AIP funds.



Runway extension at Oconee County Regional Airport in Clemson, South Carolina

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

The FACT reports identify which airports are likely to be capacity-constrained in the future. The new editions will update the projections of long-term capacity and congestion in the airport system from the previous versions (FACT 1 and FACT 2), which were completed in 2004 and 2007, respectively.⁵⁷

⁵⁷ FACT 1 and FACT 2 are available online at:

<http://www.faa.gov/airports/resources/publications/reports/index.cfm?sect=capacity>.

Since FACT 2 was published, base activity levels and forecasts have changed, new runways have opened, FAA has completed the Operational Evolution Partnership Plan, and NextGen performance capabilities have matured.

FACT 3 is being developed in conjunction with the Air Traffic Organization, the NextGen Office, the MITRE Corporation, and selected airports. The report will identify airports that are expected to be congested by 2020 or 2030. The FACT 3 report should be completed by early FY 2015.

In FY 2011, FAA continued to prepare an update of the airport capacity benchmarks, which will replace previous versions that were published in 2001 and 2004. A capacity benchmark is the hourly throughput of arrivals and departures that an airport's runways are able to sustain during periods of high demand. The FAA's Office of Airports and the MITRE Corporation developed the benchmarks report.

Thirty core airports are analyzed in the benchmarks, as well as three additional airports that were identified in FACT 2 as capacity-constrained: Long Beach/Daugherty Field, Metropolitan Oakland International, and John Wayne Airport-Orange County in California. For each airport, the benchmarks report provides information on the facility's layout, annual weather conditions, current operations, and recent and future (2020) improvements. Both air traffic control facility "call rates" and model-estimated hourly throughput rates for the highest capacity configuration that is commonly used during visual, marginal, and instrument conditions are reported.

15.3 International Leadership

In FY 2011, the FAA's Office of Airports' Headquarters and regional personnel responded to requests for technical assistance from foreign countries to help improve their programs for airport safety, certification, and inspection. These international activities included:

- ➔ The Office of Airports completed an evaluation of a lighting assessment report for Basra International Airport in Iraq at the request of the senior FAA representative in Baghdad.
- ➔ An engineer from the Office of Airport Safety and Standards (AAS) attended the Caribbean/South American Regional Planning and Implementation Group Airport Subgroup Meeting in Mexico City.
- ➔ The AAS Deputy Director participated in the Airports Conference of the Americas in Grand Cayman.
- ➔ AAS' engineers supported and attended numerous ICAO workgroups including visual aids, ARFF, airport design, and wildlife.
- ➔ The AAS Deputy Director participated in the ICAO Asia/Pacific Directors General Civil Aviation conference in Macau.
- ➔ The AAS Director participated in the ICAO Directors General Civil Aviation conference in Barbados.
- ➔ The Acting Associate Administrator for Airports participated in the China Aviation Forum in Beijing.
- ➔ The Director of Airport Planning and Programming visited Beijing to discuss location and planning of the new airport.

- ➔ The Associate Administrator for Airports attended the U.S./China Airport Development Forum in Beijing.
- ➔ The Deputy Associate Administrator for Airports participated in the 16th Annual Central Europe/North America Airport Issues Conference in Prague.
- ➔ The Associate Administrator for Airports participated in the Aviation Development Conference in Beijing.
- ➔ AAS wildlife biologists conducted wildlife hazard training in Malaysia and Columbia.
- ➔ The Deputy Associate Administrator for Airports participated in the ICAO Global Runway Safety Seminar in Montreal.
- ➔ The Office of Airports provided an Airport Certification and Safety Inspector for an 18-month assignment to Afghanistan to support the FAA Afghanistan mission.

The Office of Airports' participation in these international activities raises the FAA's profile among other aviation organizations and highlights the FAA's leadership role worldwide.

15.4 Organizational Excellence

By establishing organizational excellence goals, FAA develops initiatives to ensure the success of the FAA's mission through stronger leadership, a better-trained and safer workforce, enhanced cost-control measures, and improved decisionmaking based on reliable data. In FY 2011, the FAA's Office of Airports supported these goals by continuing to make improvements in all of its management and organizational processes, including the AIP.

The FAA's Office of Airports maintains a database of runway pavement conditions at all NPIAS and commercial service airports to ensure that a minimum level of pavement condition is being maintained. The FAA's established goal is to ensure that at least 93 percent of all paved runways at these airports are maintained in excellent, good, or fair condition. In FY 2011, actual field surveys affirmed that 97.2 percent of the runways at NPIAS airports and 98.1 percent of the runways at commercial service airports met these criteria.

In FY 2011, the FAA's Office of Airports continued to implement its AIP financial performance metric focused on the conversion rate of aviation trust fund dollars into airport infrastructure improvements. Through monitoring the outlay rate of open obligations, the FAA's Office of Airports tracks the conversion rate of funding being drawn down to complete AIP-funded airport infrastructure projects. The FAA's Office of Airports' Business Plan identified this performance metric as an AIP management and oversight goal and a core business function.

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

- ➔ Take appropriate actions on inactive AIP grants where the airport sponsor has made no payment requests for 18 months or longer;
- ➔ Close out 95 percent of AIP grants that are 4 years and older;
- ➔ Issue no less than 90 percent of all construction and equipment grants based on costs determined by bids rather than estimates.

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Appendix A: Glossary and Acronym List

Glossary

Allocations. After a project is fully processed and approved, the FAA regions notify airport sponsors of an allocation of funds for a project. This is merely a notification of intent to grant (obligate) funds and does not involve a transfer of funds. Total allocations by the FAA regions can never exceed funds made available by the FAA's Office of Airports' Headquarters to a region in either planning figures or allotments. Allocations are based only on planning figures issued in advance of obligation limitations, and apportionments may have to be withdrawn if final congressionally approved program levels are lower than originally expected.

Allotments. After the Office of Management and Budget (OMB) approves the FAA's apportionment request, FAA requests that its budget office make an allotment of funds to the FAA regions to support previously issued planning figures. Allotments and adjustments to allotments are made throughout the year as required.

Apportionments. There are two actions referred to as apportionments:

1. The authorizing legislation requires FAA to apportion funds on the first day of the fiscal year to airport sponsors and states based on formulas contained in the authorizing legislation. This apportionment notifies airport sponsors and states that these funds are available for eligible work, but it does not involve any transfer of funds. Such apportionments are more commonly referred to as "entitlement funds" (see Glossary for definition).
2. The other type of apportionment is a plan to spend resources provided by law. Once OMB approves the FAA's apportionment, FAA may obligate congressionally authorized AIP funds. The OMB apportionment is formally requested by FAA, which provides a financial plan for orderly use of the funds. The financial plan is based on the FAA's regional submission of annual program plans. The OMB apportionment may contain restrictions on the use of funds such as restrictions on the amount that may be used quarterly.

Appropriations. This is a legislative act that provides a designated amount of public funds for a specific purpose. Sometimes Congress enacts a "continuing resolution" for a specific period of time in place of an actual appropriations bill. A continuing resolution is a temporary appropriation providing funding during the interim at some fixed rate, usually the lesser of the prior year's rate or the rate provided by a passed bill. In the case of the AIP, legislation provides the necessary authorization to obligate funds and issue grants in the form of contract authority. Congress also uses the appropriation process to establish an obligation limit for the AIP.

Authorization. This is a legislative act granting FAA the "contract authority" to issue AIP grants within a specified dollar amount.

Authorizing Legislation. The AIP is authorized by title 49 U.S.C., chapter 471, as amended.

Discretionary. The term “discretionary” refers to funds that are available for use on eligible projects at the FAA’s discretion after satisfying required apportionments. The authorizing legislation establishes formulas and requirements for the use of discretionary funds. There are three discretionary set-aside funds:

- ➔ noise compatibility planning, noise mitigation, and other types of environmental improvements;
- ➔ the MAP; and
- ➔ a special set-aside for certain types of reliever airports.

Of the remaining discretionary funds, 75 percent must be used for preserving and enhancing C/S/S/N projects at primary and reliever airports. The remaining 25 percent, known as remaining or pure discretionary, may be used for any eligible project at any airport.

Entitlements. The term “entitlements” refers to the passenger, cargo service, and State Apportionments (including nonprimary apportionments when applicable) available to sponsors and states based on formulas in title 49 U.S.C., section 47114. See the definition of “Apportionments” above.

Grant Assurances. There are three types of standard grants assurances that sponsors must agree to when accepting AIP funds: airport sponsor assurances, noise compatibility assurances for nonairport sponsors, and planning Agency assurances. Airport sponsor assurances are used for airport development grants, airport planning grants, and noise compatibility program grants. Noise compatibility assurances for nonairport sponsors are used for noise compatibility projects undertaken by sponsors who do not own the airport that has the noise compatibility program. Planning Agency assurances are used for integrated airport system planning grants made to planning agencies.

Obligations. The execution of a grant agreement with an airport sponsor constitutes an obligation of the U.S. Government to pay the amounts specified in the grant. Obligations of funds are processed through FAA regional accounting offices in two steps:

1. A “reservation of funds” is made before the grant is signed, and
2. An “obligation” is reported when the grant is signed.

Total obligations in a region may never exceed the total of funds allotted to a region.

Obligation Limitation. This is language in an annual appropriations act that limits annual grant funds to either the authorized level or to any different level determined by Congress to be suitable for economic requirements.

Passenger Facility Charges (PFCs). These are fees imposed by public agencies at commercial airports they control for projects and at fee levels approved by FAA within an overall statutory limit. They are collected by airlines from enplaned revenue passengers and remitted to airport sponsors, who then use the resulting funds to implement FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition.

Payments. The FAA provides funding to airport sponsors for eligible and allowable costs incurred on a project included in an AIP grant.

Protected Entitlement Funds (Formerly “Carryover” Funds). These are funds apportioned for primary or cargo service airports, states (including nonprimary apportionments when applicable), and Alaskan airports for eligible work. Specifically, these are funds that an airport sponsor can claim to use during the fiscal year for which the amount was apportioned and the 2 fiscal years immediately after that year (or the 3 fiscal years immediately following that year in the case of primary nonhub airports and nonprimary airports).

Recoveries. As adjustments to grants are made based on final actual grant payments, funds may be recovered (deobligated) from previous grants and, under certain circumstances, may be reobligated for new projects or for upward adjustments to existing projects. For state block grants, funds are not normally recovered. These funds may be used within the block grant for other eligible projects.

Set-Aside Funds. Portions of discretionary funds are set-asides designed to achieve funding minimums specified in title 49 U.S.C., sections 47117 and 47118. The set-asides include:

1. 35 percent for noise compatibility planning and implementing noise compatibility programs and other environmental improvements under title 49 U.S.C., section 47501, *et seq.*;
2. 4 percent for the MAP; and
3. 0.66 percent for a limited number of reliever airports if AIP is funded at \$3.2 billion or above.⁵⁸

Small Airport Fund. Title 49 U.S.C., section 47114(f), requires that AIP funds apportioned to a large or medium hub airport be reduced if a PFC is imposed at that airport. In accordance with title 49 U.S.C., section 47116(b), FAA distributes the withheld apportionments as follows:

1. 12.5 percent to the AIP discretionary fund, and
2. 87.5 percent to the small airport fund of which certain amounts must be spent at small hub primary airports, general aviation airports (including reliever airports), and nonhub commercial service airports.

⁵⁸ Reliever airports are defined as having more than 75,000 annual operations, a runway with a minimum usable landing distance of 5,000 feet, a precision instrument landing procedure, at least 100 based aircraft, and which relieve airports with at least 20,000 hours of annual delays in commercial passenger aircraft takeoffs and landings.

Acronym List

AAS	Office of Airport Safety and Standards
AC	Advisory Circular
ACAIS	Air Carrier Activity Information System
ACDBE	Airport Concession Disadvantaged Business Enterprise
ACIP	Airports Capital Improvement Plan
ACRP	Airport Cooperative Research Program
ADAP	Airport Development Aid Program
AIP	Airport Improvement Plan
ALP	Airport Layout Plan
ARFF	Airport Rescue and Fire Fighting
ATSA	Aviation and Transportation Security Act
BCA	Benefit-Cost Analysis
C/S/S/N	Capacity/Safety/Security/Noise
CAA	Clean Air Act
CFR	Code of Federal Regulations
CY	Calendar Year
DBE	Disadvantaged Business Enterprise
DNL	Day/night average sound level
DOD	Department of Defense
DOT	Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
EMAS	Engineered Materials Arresting System
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAAP	Federal-Aid Airport Program
FACT	Future Airport Capacity Task
FAR	Federal Aviation Regulations
FBO	Fixed Base Operator
FMV	Fair Market Value
FY	Fiscal Year
GIS	Geographic Information Systems
GPRA	Government Performance Results Act
ICAO	International Civil Aviation Organization
ILS	Instrument Landing System
LOCID	Location Identifier
LOI	Letter of Intent
LPV	Localizer Performance with Vertical Guidance
MAP	Military Airport Program
NAVAIDS	Navigational Aids
NCP	Noise Compatibility Program

NEPA	National Environmental Policy Act
NHPP	Nonhub Pilot Program
NPE	Nonprimary Airport Entitlements
NPIAS	National Plan of Integrated Airport Systems
NPR	National Priority Rating
OMB	Office of Management and Budget
PFC	Passenger Facility Charge
P.L.	Public Law
RSA	Runway Safety Area
RSAT	Runway Safety Action Team
ROD	Record of Decision
SBGP	State Block Grant Program
SCASDP	Small Community Air Service Development Program
SMS	Safety Management System
SOAR	System of Airports Reporting
STAA	Surface Transportation Assistance Act of 1982
TRB	Transportation Research Board
TSA	Transportation Security Administration
U.S.C.	United States Code
V/PD	Vehicle Pedestrian Deviation
VALE	Voluntary Airport Low Emission
WAAS	Wide Area Augmentation System
WHA	Wildlife Hazard Assessments

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Appendix B: Program History

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

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

The Airport and Airway Improvement Act of 1982: The Airport and Airway Improvement Act of 1982 (title V of the Tax Equity and Fiscal Responsibility Act of 1982, P.L. 97-248, enacted September 3, 1982) established the successor grant program, the AIP. The AIP provides assistance under a single program for airport planning and development with user taxes from the Airport and Airway Trust Fund. This 1982 act also provides funds to conduct noise compatibility planning and to implement noise compatibility programs that are authorized by the Aviation Safety and Noise Abatement Act of 1979 (P.L. 96-193, enacted February 18, 1980).

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

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

resultant revisions to the DOT's DBE regulations require DBE goals to be "narrowly tailored." Therefore, DBE goals must be based on demonstrable evidence of the relative availability of DBEs ready, willing, and able to participate in DOT-assisted contracts.

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

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

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

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

facility charges.” These terms, when used in a discussion of legislative provisions and program objectives, are interchangeable.

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

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

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

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

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

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

The act also aligned the PFC Program and the AIP to permit both to be used for funding projects to comply with Federal mandates and to relocate navigational aids and air traffic control towers. However, these relocations would be eligible only when needed in conjunction with approved

airport development using the AIP or PFC funding. Finally, new provisions for revenue diversion enforcement were added to the FAA's authority.

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

1. **Initial Extension.** P.L. 105-277, enacted October 21, 1998, extended the AIP for a 6-month period ending March 31, 1999. The AIP contract authority was established at \$1.205 billion, and the obligation limitation was established at \$975 million. This public law created new project eligibility, during FY 1999 only, for assessments of turn of the century (Y2K) CY 2000 processing capabilities for airport technology systems.
2. **Second Extension.** P.L. 106-6, enacted March 31, 1999, extended the AIP for a 2-month period until May 31, 1999, increasing the contract authority by \$402 million and the obligation limitation to \$1.3 billion or an additional \$325 million. In addition, the public law relocated the small hub fund from the discretionary fund to the small airport fund. Further, the law removed a cap of \$300 million that was placed on the discretionary fund.
3. **Third Extension.** P.L. 106-31, enacted May 21, 1999, extended the AIP until August 6, 1999. It increased the AIP contract authority by \$443 million and increased the obligation limitation for FY 1999 by \$360 million to a total of \$1.66 billion. The law further restored discretionary set-aside for the MAP, which was inadvertently permitted to expire.
4. **Final Extension.** P.L. 106-59, enacted September 29, 1999, extended the AIP to September 30, 1999. This law increased the AIP contract authority to \$2.41 billion, an increase of \$360 million. The obligation limitation was increased to \$1.95 billion, an increase of \$290 million.

The Wendell H. Ford Aviation Investment and Reform Act of the 21st Century (AIR-21):

P.L. 106-181, enacted November 5, 2000, reauthorized the AIP through FY 2003. AIR-21 instituted many changes to the program, including changes to funding levels, revised criteria for program eligibility, and expanded pilot programs. Some of these changes were as follows:

1. The authorized AIP funding level significantly increased in FY 2001 to a level of \$3.2 billion, growing to \$3.4 billion in FY 2003.
2. Formula changes became effective in FY 2000 without regard to the total AIP level, including:
 - a. A minimum passenger entitlement increase from \$500,000 to \$650,000;
 - b. A cargo entitlement increase from 2.5 percent of the AIP to 3 percent; and
 - c. A set-aside increase for noise compatibility planning and projects from 31 percent of discretionary funds to 34 percent.

3. The following changes would be made to the AIP formula if the amounts made available to the AIP through the appropriations process equal or exceed \$3.2 billion in FY 2001 and beyond:
 - a. Passenger entitlements determined by formula would double;
 - b. Minimum passenger entitlements would increase to \$1 million; and
 - c. Maximum passenger entitlements would increase from \$22 million to \$26 million.
4. State Apportionment increased from 18.5 percent to 20 percent with each nonprimary airport entitled to an individual apportionment based on the lesser of one-fifth of the airport's 5-year capital needs as identified in the FAA's NPIAS or \$150,000. The remainder is distributed to states based on the proportions of both the land area of each state to the total land area of all states and the population of each state to the population of all states.
5. A new "super reliever" airport set-aside was established. An amount equal to two-thirds of 1 percent is to be made available for grants to airport sponsors of reliever airports based on four criteria:
 - a. More than 75,000 annual operations;
 - b. A minimum usable runway length of 5,000 feet;
 - c. A precision instrument landing procedure; and
 - d. A minimum number of based aircraft as determined by the Secretary of Transportation or has been designated by the Secretary of Transportation as a reliever airport. (This set-aside is not provided if the AIP is less than \$3.2 billion.)
6. Two new pilot programs were established—one for low emission vehicles and supporting infrastructure and another for projects implemented through design build contracts. AIR-21 also extended the innovative finance pilot program and made the pavement maintenance pilot program permanent.
7. The maximum allowable PFC increased from \$3 to \$4 or \$4.50. A large or medium hub airport that imposes a PFC at the \$4 or \$4.50 level would be obliged to increase its passenger entitlement turnback from 50 percent to 75 percent.
8. Qualifications for a large or medium hub airport to qualify for the higher PFC (above \$3) changed, requiring sponsors of these airports to show that the projects proposed for funding would make significant contributions by:
 - a. Improving safety or security;
 - b. Increasing air carrier competition;
 - c. Reducing current or anticipated congestion; or
 - d. Reducing aviation noise impacts.
9. The number of states eligible to participate in the SBGP increased from 9 to 10.

The Aviation and Transportation Security Act: The Aviation and Transportation Security Act (ATSA) (P.L. 107-71, enacted November 19, 2001) amended title 49 U.S.C. to make eligible any additional security related activity required by law or the Secretary of Transportation. This new eligibility was broad and could include operational costs that had previously not been eligible under the AIP. The period of eligibility was for FY 2002 only and could include only the additional costs from September 11, 2001, to September 30, 2002.

Section 119(a)(1) of the ATSA provided for use of FY 2001 or FY 2002 entitlements on any nonprimary airport activity, including operational activities where the airfield had been the subject of security restrictions defined by Notice to Airmen FDC 1/0618. This section made eligible for the AIP in FY 2002 payments for “debt service on indebtedness incurred to carry out a project at an airport owned or controlled by the sponsor or at a privately owned or operated airport passenger terminal financed by indebtedness incurred by the sponsor if the Secretary determines that such payments are necessary to prevent a default on the indebtedness.” This provision applied to both publicly owned projects and privately owned or operated passenger terminal buildings, including those on AIP-eligible airports that might be under private ownership. No airport requested any AIP funding under this provision.

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

Emergency Funding for Costs of New Security Requirements Resulting from Terrorist Attacks of September 11, 2001: The DOD’s Supplemental 2002 Appropriations Act (P.L. 107-117, enacted January 10, 2002) appropriated \$175 million to FAA to reimburse airports for direct costs to comply with new security requirements as a result of terrorist attacks on September 11, 2001. On March 8, 2002, the Secretary of Transportation announced the allocation of these funds to 317 eligible airports. The funds helped defray costs associated with additional law enforcement personnel, airport surveillance, and the revalidation of all airport-issued and approved identification.

The specific allocations were as follows:

1. Nonhub airports – 184 airports received \$35.6 million;
2. Small hub airports – 67 airports received \$28.3 million; and
3. Large and medium hub airports – 66 airports received \$111.1 million.

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

Several sections of Vision 100 are summarized below:

1. Section 123 established a pilot program for streamlining approvals under the PFC Program for nonhub airports. Under this pilot program, FAA deemed a PFC approval request approved unless the Agency objects within 30 days. In addition, changes were made to requirements for:
 - a. air carrier consultation;
 - b. public comment and Federal Register notice;
 - c. application content;
 - d. air carrier financial management;
 - e. debt service;
 - f. military charters;
 - g. low emission vehicles; and
 - h. the Air Traffic Modernization Program.
2. Section 141 expanded the AIP eligibility for routine pavement maintenance to nonhub airports. Under AIR-21, pavement maintenance was made eligible for nonprimary airports.
3. Section 142 (3)(B)(ii) limited eligibility for projects to accommodate bulk explosive detection systems to passenger entitlements. However, since FY 2003, the annual FAA appropriation legislation has prohibited use of any AIP funds for this purpose.
4. Section 148 consolidated various considerations for making discretionary grants into one section and added two more considerations. These two new considerations restrict FAA in giving discretionary grants to the projects with the highest numerical priority rating first and to make a determination that a project would be commenced within 6 months or within the same fiscal year, whichever is later.
5. Section 149 contained provisions for nonprimary airports to better use the entitlements granted under AIR-21 by allowing these airports to share their entitlements with other airports in the same state or geographic area; airports may also perform work prior to a grant and be reimbursed later using their nonprimary entitlements. Under this provision, FAA could also provide grants on a multiyear basis similar to larger airports. Airports were also permitted to use these nonprimary entitlements for terminal development work. Finally, this section allows nonprimary airports to use the entitlements for limited revenue producing aeronautical facilities if they demonstrated that all of their airside needs had been adequately financed.
6. Section 150 extended the use of nonprimary airports' entitlements from 3 years to 4 years.
7. Section 152 established a pilot program for the purchase of development rights of privately owned airports by state or local public entities.

8. Section 156 extended title 49 U.S.C., section 47135, Innovative Financing Techniques. During FY 2004 through FY 2008, the extension allowed an additional 20 airport development projects at small and nonhub airports, as well as any nonprimary commercial service or general aviation airport.
9. Section 159 expanded the AIP and the PFC eligibility to include facilities needed to support low emission vehicles and other air quality improvements, including gate electrification and low emission vehicles. It further added a pilot program for the retrofit of conventional fuel burning ground support equipment to lower emission equipment.
10. Section 160 permits AIP grants to be provided to local governments for land use compatibility planning and projects if the local airport does not have an existing and current FAR part 150 NCP.
11. Section 161 increased the Federal share of projects at small hub and smaller airports from 90 percent to 95 percent until 2008.
12. Section 424 added a requirement that a large or medium hub airport must disclose to FAA if it has been unable to provide access in the previous 6 months. Such disclosure must be provided on February 1 or August 1 of the year for any inability occurring in the previous 6 months.

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

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

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

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

2. **Second Extension.** The Federal Aviation Administration Extension Act of 2008 (P.L. 110-253, enacted June 30, 2008) provided the AIP contract authority for the remainder of the fiscal year through September 30, 2008. The total amount of the AIP contract authority was \$3.675 billion.

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

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

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

Continuous short-term extensions increase airport sponsor and FAA grant management costs because they increase the number of grants issued. In FY 2008, due to the 2-program year, FAA issued 500 additional development grants. Each of these grants has significant ongoing oversight implications that last for years after the grant is initially issued. Additionally, a financial risk of the program increases as FAA and airport sponsors expedite the grant process on a greater number of grants, potentially increasing the number or errors.

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

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

The FY 2009 obligation limitation of grant funds after nongrant considerations, such as program administration, provided \$3.385 billion in available funds for AIP obligations. The AIP funding

provided \$129.8 million for the administrative expenses of the FAA's Office of Airports, the SCASDP, the ACRP, and the Airport Technology Research program. The AIP net funding amount available for new AIP grants totaled \$3.385 billion.⁵⁹

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

1. **Initial Extension:** P.L. 111-69, enacted October 1, 2009, extended the authorization through December 31, 2009, and authorized \$1 billion in AIP funding.
2. **Second Extension:** P.L. 111-116, enacted December 16, 2009, extended the authorization through March 31, 2010. P.L. 111-116 authorized an additional \$1 billion and included instructions allowing entitlements to be apportioned and the grant program to begin.
3. **Third Extension:** P.L. 111-153, enacted March 31, 2010, was the third extension to the AIP in FY 2010, extending the authorization through April 30, 2010, and authorizing an additional \$3.3 million in AIP funding.
4. **Fourth Extension:** P.L. 111-161, enacted April 30, 2010, extended AIP for a fourth time through July 3, 2010, and authorized an additional \$6.9 million in AIP funding.
5. **Fifth Extension:** P.L. 111-197, enacted July 2, 2010, extended the AIP for a fifth time through August 1, 2010, and brought the total AIP funding authorized in FY 2010 to \$3.515 billion.
6. **Final Extension:** P.L. 111-216, enacted August 1, 2010, was the sixth and final extension of the authorization in FY 2010, extending the authorization through the end of the fiscal year, September 30, 2010.

2011 AIP Extensions: During FY 2011, six separate public laws extended Vision 100 through September 30, 2011, and provided a total of \$3.515 billion in contract authority.

1. **Initial Extension:** P.L. 111-329, enacted December 22, 2010, extended the authorization through March 31, 2011, and authorized \$1.85 billion in contract authority.
2. **Second Extension:** P.L. 112-7, enacted March 31, 2011, extended the authorization through May 31, 2011, and authorized an additional \$973.8 million.
3. **Third Extension:** P.L. 112-16, enacted May 31, 2011, extended the authorization through June 30, 2011, and authorized an additional \$169.5 million.

⁵⁹ This amount is the total AIP amount authorized by legislation less administrative expenses, ACRP expenses, and Airport Technology Research expenses (see table 4 for a breakdown of these expenses and chapters 13 and 15 for further details).

4. **Fourth Extension:** P.L. 112-21, enacted June 29, 2011, extended the authorization through July 22, 2011, and authorized an additional \$204.6 million.
5. **Fifth Extension:** P.L. 112-27, enacted August 5, 2011, extended AIP through September 16, 2011, and authorized an additional \$539.2 million.⁶⁰
6. **Final Extension:** P.L. 112-30, enacted September 16, 2011, authorized an additional \$134.8 million through the end of the fiscal year, September 30, 2011, and brought the total contract authority in FY 2011 to \$3.515 billion.

⁶⁰ The FAA's Office of Airports was furloughed from July 23 – August 4, 2011, which caused the gap between No. 4 and 5 extensions.

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

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

Fiscal Year	Congressional Authorization	Appropriations Act Limitation on Obligations	Gross Obligations ^{1,3}	Total \$ Amount New Grants Awarded	Total Number New Grants Awarded
1982 ²	\$ 450	\$ 450	\$ 413	\$ 413	651
1983 ⁴	800 ⁵	805	806	736	1,082
1984 ⁶	994	800	812	739	1,104
1985	987	925	935	849	1,160
1986 ⁷	1,017	885	906	782	1,083
1987 ⁸	1,017	1,025	1,053	919	1,173
1988	1,700	1,269	1,290	1,278	1,251
1989	1,700	1,400	1,430	1,279	1,258
1990	1,700	1,425	1,453	1,285	1,152
1991	1,800	1,800	1,836	1,670	1,404
1992	1,900	1,900	1,955	1,765	1,507
1993	2,025	1,800	1,875	1,830	1,434
1994 ⁹	2,970	1,690	1,731	1,702	1,318
1995	2,161	1,450	1,501	1,418	1,047
1996	2,214	1,450	1,506	1,380	941
1997 ¹⁰	2,280	1,460	1,506	1,476	1,066
1998	2,347	1,700	1,654	1,504	1,040
1999	2,410	1,950	1,990	1,959	1,489
2000	2,475	1,851	1,862	1,958	1,149
2001	3,200	3,140	3,224	3,128	1,912
2002	3,300	3,223	3,302	3,152	2,033
2003	3,400	3,295	3,397	3,274	2,234
2004	3,400	3,294	3,409	3,375	2,150
2005	3,500	3,384	3,417	3,546	2,099
2006	3,550	3,424	3,604	3,411	2,059
2007	3,515	3,402	3,567	3,341	2,022
2008	3,515	3,395	3,525	3,471	2,457
2009	3,515	3,385	4,608	4,559	3,206
2010	3,515	3,378	3,466	3,411	2,411
2011	3,515	3,378	3,493	3,448	2,055

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

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

³For FY 1982 to 1993, gross obligation amounts do not include reobligated funds recovered from adjustments to obligations made under the ADAP authorized from FY 1970 through FY 1981. Legislation allowed use of recovered ADAP funds for ADAP grant increases up to a maximum of 10 percent of the original grant amount.

Reobligation amounts were:

- \$7.1 million for 1982;
- \$6.7 million for 1983;
- \$7.1 million for 1984;
- \$5.2 million for 1985;
- \$4.0 million for 1986;
- \$6.7 million for 1987;
- \$2.7 million for 1988;
- \$3.1 million for 1989;
- \$1.1 million for 1990;
- \$0.4 million for 1991;
- \$0.2 million for 1992; and
- \$0.1 million for 1993.

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

⁵The STAA increased authorization by \$200 million in FY 1983 and FY 1984 and by another \$75 million in FY 1985. The projects approved under this authorization were referred to as “Jobs Bill Projects,” since they were financed with funds appropriated by the Jobs Stimulus Bill.

⁶The FY 1984 appropriation included \$793.5 million of the \$993.5 million authorized and \$6.5 million of the \$200 million authorized by the STAA and appropriated under the Jobs Stimulus Bill.

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

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

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

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

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

Table D-1: Cumulative Grants Awarded for FY 1992 – 2011

Development Planning Type		Apportioned Grant Funds		Discretionary Grant Funds		Combined Grant Funds	
Abbrev	Description	Total Awarded (in millions)					
		(\$millions)	Percent	(\$millions)	Percent	(\$millions)	Percent
BO	Building, Other	\$ 851.51	2.75%	\$ 565.77	1.81%	\$ 1,417.28	2.28%
BT	Building, Terminal	2,487.34	8.03%	554.00	1.78%	3,041.34	4.89%
CA	Landing Area Construction, Apron	4,204.44	13.58%	2,883.00	9.22%	7,087.45	11.00%
CH	Landing Area Construction, Heliport	9.73	0.04%	7.58	0.03%	17.31	0.03%
CN	Landing Area Construction, New Airport	358.81	1.16%	568.40	1.82%	927.20	1.49%
CR	Landing Area Construction, Runway	8,369.71	27.02%	11,598.31	37.08%	19,968.02	32.08%
CS	Landing Area Construction, Seaplane Base	24.61	0.08%	1.89	0.01%	26.50	0.05%
CT	Landing Area Construction, Taxiway	5,370.99	17.34%	4,361.09	13.95%	9,732.09	15.64%
CV	Landing Area Construction, Vertiport	0.49	0.01%	0.00	0.00%	0.49	0.01%
EN	Environmental	303.35	0.98%	228.96	0.74%	532.30	0.86%
EQ	Equipment	1,207.76	3.90%	444.48	1.43%	1,652.24	2.66%
LD	Land (other than noise)	1,272.59	4.11%	1,135.67	3.64%	2,408.26	3.87%
LW	Lighting, NAVAIDS, Weather, Obstructions, Signage	601.18	1.95%	372.24	1.20%	973.42	1.57%
NL	Noise Control, Land	351.75	1.14%	1,894.99	6.06%	2,246.74	3.61%
NO	Noise Control, Other	249.01	0.81%	3,199.34	10.23%	3,448.35	5.54%
OT	Other	540.76	1.75%	516.00	1.65%	1,056.75	1.70%
PL	Planning	686.37	2.22%	421.85	1.35%	1,108.22	1.78%
RD	Roadways	1,229.61	3.97%	422.47	1.36%	1,652.09	2.66%
SB	State Block Grant Programs	2,224.31	7.18%	1,115.29	3.57%	3,339.60	5.37%
SS	Safety and Security	638.93	2.07%	988.81	3.17%	1,627.74	2.62%
Total		\$30,983.25	100.00%	\$31,280.14	100.00%	\$62,263.39	100.00%

Figure D-1: Cumulative Apportioned Grant Funds Awarded for FY 1992 – 2011

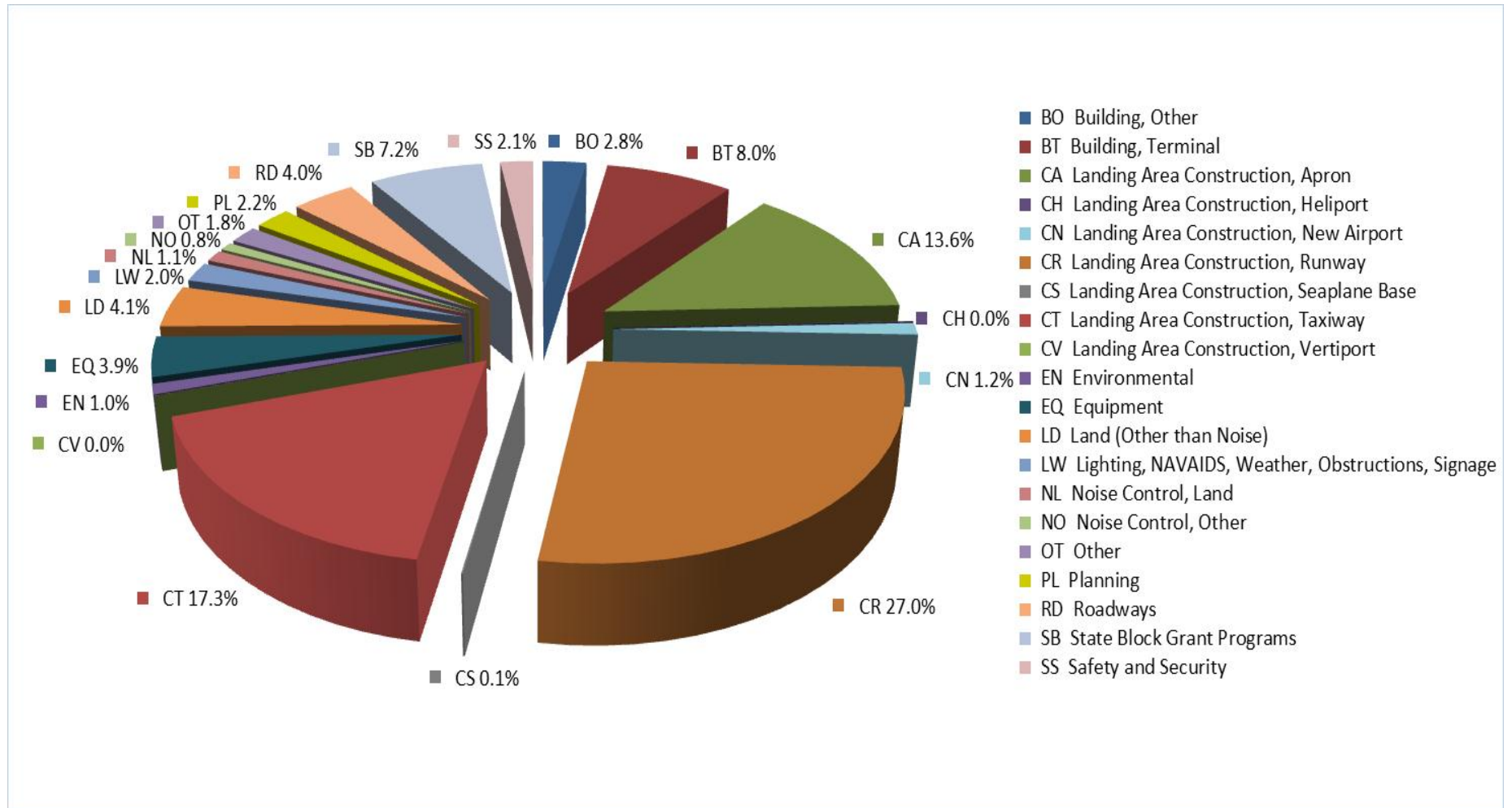


Figure D-2: Cumulative Discretionary Grant Funds Awarded for FY 1992 – 2011

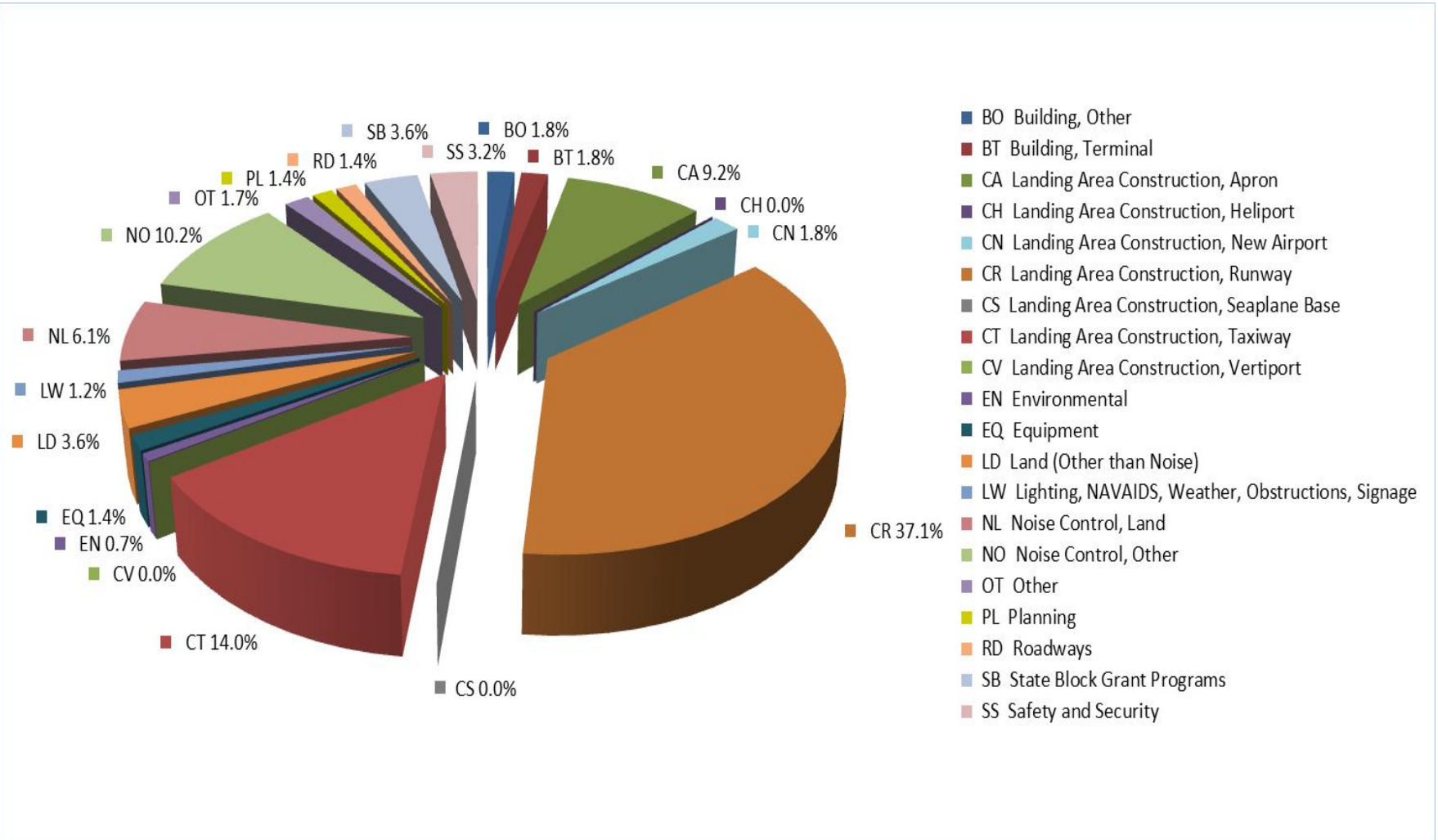
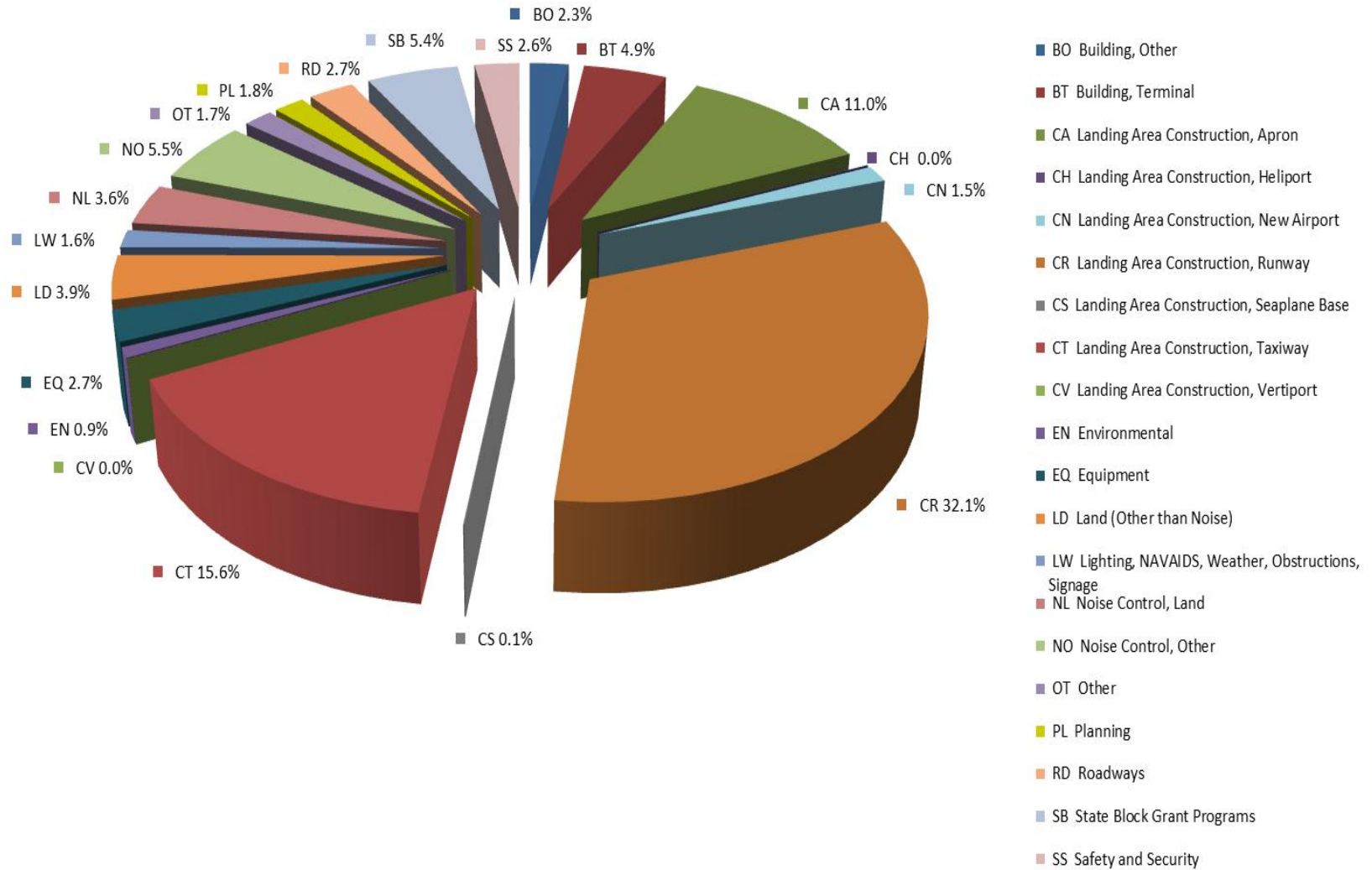


Figure D-3: Cumulative Discretionary and Apportioned Grant Funds Awarded for FY 1992 – 2011



Appendix E: Comparisons of the AIP to the PFC Program

Table E-1: Cumulative Funds, FY 1992 – 2011 (\$ millions)

Airport Improvement Program		Passenger Facility Charge Program	
Development/Planning	Grant Funds Awarded*	Development/Planning	PFC Funds Authorized
Airside (primarily runway, taxiway, apron, and other safety related projects)	\$34,135.7	Airside (primarily runway, taxiway, and apron)	\$14,428.0
Landside (primarily terminal)	6,484.4	Landside (primarily terminal)	28,500.9
Noise	4,652.5	Noise	3,209.0
Roads	1,022.2	Access (primarily roads)	5,466.8
Unclassified (State Block Grants and miscellaneous)	5,158.8	Interest (on bonds)	28,725.9
Total	\$51,453.7	Total	\$80,330.5

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

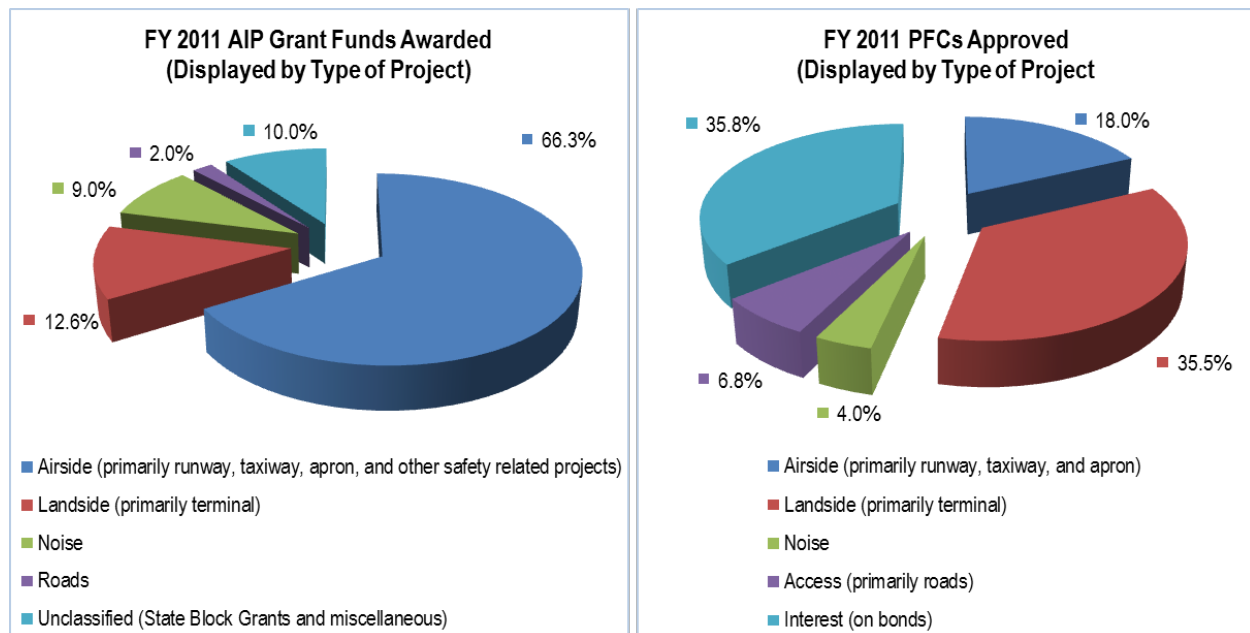
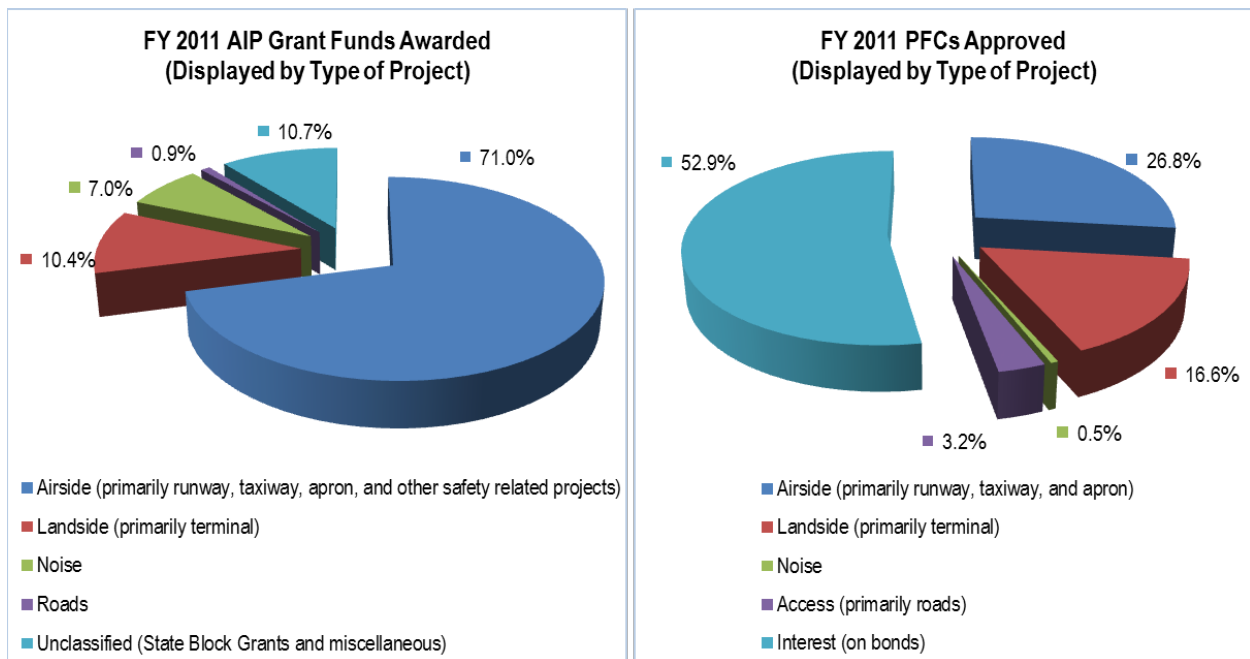


Table E-2: Approved Funds, FY 2011 (\$ millions)

Airport Improvement Program		Passenger Facility Charge Program	
Development/Planning	Grant Funds Awarded*	Development/Planning	PFC Funds Authorized
Airside (primarily runway, taxiway, apron, and other safety related projects)	\$2,414.0	Airside (primarily runway, taxiway, and apron)	\$1,668.0
Landside (primarily terminal)	354.6	Landside (primarily terminal)	1,032.5
Noise	238.8	Noise	31.9
Roads	29.2	Access (primarily roads)	200.3
Unclassified (State Block Grants and miscellaneous)	364.8	Interest (on bonds)	3,290.5
Total	\$3,401.4	Total	\$6,223.3

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



Appendix F: Letter of Intent Payments for FY 2011

Table F-1: Letter of Intent Payments for FY 2011 (\$ thousands)

State	Primary/Reliever Airports	Entitlement Funds	Discretionary Funds	Total Funds
AK	Ted Stevens Anchorage International	\$ 1,518,750	\$ 3,200,000	\$ 4,718,750
AK	Ted Stevens Anchorage International	2,429,050	5,000,000	7,429,050
CA	Los Angeles International	11,500,000	8,000,000	19,500,000
CA	Sacramento International	2,124,000	7,000,000	9,124,000
CO	Denver International	0	7,000,000	7,000,000
FL	Fort Lauderdale/Hollywood International	4,000,000	20,000,000	24,000,000
FL	Miami International	0	0	0
GA	Hartsfield - Jackson Atlanta International	0	10,000,000	10,000,000
IA	The Eastern Iowa	0	2,500,000	2,500,000
IL	Chicago O'Hare International	0	20,000,000	20,000,000
IL	Chicago O'Hare International	0	50,000,000	50,000,000
IN	Indianapolis International	5,000,000	5,000,000	10,000,000
IN	Gary/Chicago International	1,000,000	5,000,000	6,000,000
KY	Cincinnati/Northern Kentucky International	0	6,000,000	6,000,000
LA	Baton Rouge Metropolitan, Ryan Field	3,400,000	2,500,000	5,900,000
MA	General Edward Lawrence Logan International	3,830,000	5,900,000	9,730,000
MD	Hagerstown Regional-Richard A Henson Field	150,000	850,000	1,000,000
MN	Minneapolis-St Paul International/Wold-Chamberlain	0	0	0
MO	Lambert-St Louis International	0	0	0
NC	Charlotte/Douglas International	8,500,000	12,000,000	20,500,000
NC	Piedmont Triad International	5,200,000	0	5,200,000
NY	John F Kennedy International	0	10,900,000	10,900,000
OH	Cleveland-Hopkins International	3,165,000	0	3,165,000
OH	Port Columbus International	1,954,000	10,000,000	11,954,000
TN	Memphis International	0	0	0
TX	Dallas/Fort Worth International	0	0	0
TX	Dallas Love Field	900,000	7,000,000	7,900,000
TX	George Bush Intercontinental/Houston	0	0	0
UT	St. George Municipal	1,000,000	15,000,000	16,000,000
VA	Washington Dulles International	6,662,414	0	6,662,414
WA	Seattle-Tacoma International	5,400,000	8,200,000	13,600,000
Fiscal Year 2011 National Totals		\$67,733,214	\$221,050,000	\$288,783,214

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Appendix G: Letter of Intent Commitments by Fiscal Year

Letter of Intent Commitments by Fiscal Year										
	2011	2012	2013	2014	2015	2016	2017	2018	Beyond	Total
State: AK										
Ted Stevens Anchorage International										
Entitlement	\$3,947,800	\$2,429,050	\$4,250,837	\$1,911,930	\$0	\$0	\$0	\$0	\$0	\$12,539,617
Discretionary	\$8,200,000	\$5,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$26,200,000
State: CA										
Los Angeles International										
Entitlement	\$11,500,000	\$11,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000,000
Discretionary	\$8,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$11,000,000	\$11,000,000	\$11,000,000	\$11,000,000	\$0	\$82,000,000
Sacramento International										
Entitlement	\$2,124,000	\$2,171,000	\$2,220,000	\$2,271,000	\$2,328,884	\$0	\$0	\$0	\$0	\$11,114,884
Discretionary	\$7,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$5,131,512	\$0	\$0	\$0	\$0	\$30,131,512
State: CO										
Denver International										
Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Discretionary	\$7,000,000	\$6,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000,000
State: FL										
Fort Lauderdale/Hollywood International										
Entitlement	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$20,000,000
Discretionary	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$70,000,000	\$230,000,000
State: GA										
Hartsfield - Jackson Atlanta International										
Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Discretionary	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
State: IA										
The Eastern Iowa										
Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Discretionary	\$2,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
State: IL										
Chicago O'Hare International - Phase 1										
Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Discretionary	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$40,000,000	\$200,000,000
State: IL										
Chicago O'Hare International - Completion Phase										
Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Discretionary	\$50,000,000	\$70,000,000	\$65,000,000	\$45,000,000	\$30,000,000	\$25,000,000	\$25,000,000	\$35,000,000	\$220,000,000	\$565,000,000

Letter of Intent Commitments by Fiscal Year										
	2011	2012	2013	2014	2015	2016	2017	2018	Beyond	Total
State: IN										
Gary/Chicago International										
Entitlement	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$5,000,000
Discretionary	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$2,844,597	\$0	\$0	\$0	\$0	\$22,844,597
Indianapolis International										
Entitlement	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
Discretionary	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
State: KY										
Cincinnati/Northern Kentucky International										
Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Discretionary	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000,000
State: LA										
Baton Rouge Metropolitan, Ryan Field										
Entitlement	\$3,400,000	\$3,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800,000
Discretionary	\$2,500,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000
State: MA										
General Edward Lawrence Logan International										
Entitlement	\$3,830,000	\$3,870,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,700,000
Discretionary	\$5,900,000	\$5,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,700,000
State: MD										
Hagerstown Regional-Richard A Henson Field										
Entitlement	\$150,000	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$450,000
Discretionary	\$850,000	\$850,000	\$850,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,550,000
State: NC										
Charlotte/Douglas International										
Entitlement	\$8,500,000	\$8,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000,000
Discretionary	\$12,000,000	\$12,000,000	\$12,000,000	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$42,000,000
Piedmont Triad International										
Entitlement	\$5,200,000	\$5,200,000	\$6,115,513	\$0	\$0	\$0	\$0	\$0	\$0	\$16,515,513
Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State: NY										
John F Kennedy International										
Entitlement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Discretionary	\$10,900,000	\$14,800,000	\$11,800,000	\$10,900,000	\$7,000,000	\$7,000,000	\$0	\$0	\$0	\$62,400,000

Letter of Intent Commitments by Fiscal Year										
	2011	2012	2013	2014	2015	2016	2017	2018	Beyond	Total
State: OH										
Cleveland-Hopkins International										
Entitlement	\$3,165,000	\$3,233,000	\$3,304,000	\$3,378,000	\$3,455,000	\$3,535,000	\$658,991	\$0	\$0	\$20,728,991
Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Port Columbus International										
Entitlement	\$1,954,000	\$1,989,000	\$2,026,000	\$2,064,000	\$2,104,000	\$2,144,000	\$1,703,869	\$0	\$0	\$13,984,869
Discretionary	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$1,703,869	\$0	\$0	\$61,703,869
State: TX										
Dallas Love Field										
Entitlement	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$0	\$0	\$0	\$5,400,000
Discretionary	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$0	\$0	\$43,000,000
State: UT										
St. George Municipal										
Entitlement	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$5,000,000
Discretionary	\$15,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$9,000,000	\$0	\$0	\$0	\$0	\$54,000,000
State: VA										
Washington Dulles International										
Entitlement	\$6,662,414	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,662,414
Discretionary	\$0	\$20,000,000	\$13,000,000	\$13,000,000	\$14,000,000	\$9,000,000	\$0	\$0	\$0	\$69,000,000
State: WA										
Seattle-Tacoma International										
Entitlement	\$5,400,000	\$5,500,000	\$5,600,000	\$5,700,000	\$6,231,753	\$0	\$0	\$0	\$0	\$28,431,753
Discretionary	\$8,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,200,000
Total										
Entitlement	\$67,733,214	\$54,842,050	\$30,566,350	\$22,224,930	\$21,019,637	\$6,579,000	\$2,362,860	\$0	\$0	\$205,328,041
Discretionary	\$221,050,000	\$226,950,000	\$196,650,000	\$166,900,000	\$137,976,109	\$108,000,000	\$82,703,869	\$86,000,000	\$330,000,000	\$1,556,229,978

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Appendix H: Land Use Compliance Report for FY 2011

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Aniak	AL	Aniak	AK	ANI	The airport sponsor has permitted nonaeronautical uses without the FAA's knowledge or approval and at below fair market value (FMV).	The airport sponsor has established communications with FAA on the issues.	In Process	December 2013
Bettles	AL	Bettles	AK	BTT	The ALP is not current, and incompatible land uses have been identified at the airport. There are problems with private residences located on airport property. The airport sponsor has also permitted nonaeronautical use of airport property without the FAA's knowledge or approval.	The airport sponsor met with the Alaskan regional office and provided a corrective action plan addressing the land use issues. The airport sponsor has not accomplished the agreed upon corrective action. They are drafting changes to the ALP and submitting a request for the FAA's approval.	In Process	No timeframe offered by sponsor
Dillingham	AL	Dillingham	AK	DLG	The ALP is not current, and incompatible land uses have been found at the airport. There are problems with private residences located on airport property. The airport sponsor has also permitted nonaeronautical use of airport property without FAA approval. There are parcels of land that do not appear to have good title.	A corrective action plan was requested and the state has not responded.	Noncompliant	No timeframe offered by sponsor
Girdwood	AL	Girdwood	AK	AQY	The ALP is not current. The airport sponsor has also permitted nonaeronautical use of airport property without the FAA's knowledge or approval.	The airport sponsor has not responded.	Noncompliant	No timeframe offered by sponsor

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Gulkana	AL	Gulkana	AK	GKN	The ALP is not current. Certain taxiways are used for nonaeronautical uses (ski/gravel strip). Several nonaeronautical uses of airport property have been sanctioned by the airport sponsor without the FAA's knowledge or airport approval (personal equipment/vehicle storage, private residences, and campground). Nonaeronautical users are not paying the FMV.	The airport sponsor must respond to receive future construction grants.	Noncompliant	December 2012
Hoonah	AL	Hoonah	AK	HNH	The ALP is not current. There are unresolved nonstandard runway markings.	The airport sponsor resolved the issues.	Compliant	July 2011
Igiugig	AL	Igiugig	AK	IGG	The airport sponsor has permitted nonaeronautical use of airport property without the FAA's knowledge or approval. The ALP is not current.	The airport sponsor has not responded.	Noncompliant	No timeframe offered by sponsor
Kenai Municipal	AL	Kenai	AK	ENA	The ALP is not current, and incompatible land use was identified at the airport. There are private residences located on airport property.	The airport sponsor has not responded.	Noncompliant	No timeframe offered by sponsor
Ralph M. Calhoun Memorial	AL	Tanana	AK	TAL	The ALP is not current, and incompatible land use was identified at the airport. There are private residences located on airport property.	The airport sponsor has not responded.	Noncompliant	No timeframe offered by sponsor
Willow	AL	Willow	AK	UWO	The ALP is not current, and incompatible land uses have been identified on airport property (residences, church, and a school) without the FAA's knowledge or approval.	The airport sponsor has yet to provide a corrective action plan that addresses all of the land use issues identified at the airport.	Noncompliant	No timeframe offered by sponsor

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Palmer Municipal	AL	Palmer	AK	PAQ	The ALP is not current. The airport sponsor has permitted nonaeronautical use of airport property (telecommunication business, school nutritional distribution facility, golf course, water well, fire and police department facilities) without the FAA's knowledge or approval.	The airport sponsor has met with FAA and agreed to get appraisals to determine the FMV. A corrective action plan has also been provided.	In Process	January 2013
Fort Yukon	AL	Fort Yukon	AK	FYU	The ALP is not current. Several nonaeronautical uses have been permitted on airport property (private residences, storage) without the FAA's knowledge or approval.	A corrective action plan was submitted in 2009 and was not completed.	In Process	December 2012
Casa Grande Municipal	WP	Casa Grande	AZ	CGZ	The airport sponsor has permitted nonaeronautical use of airport property (fire station and training center) without the FAA's knowledge or approval.	The airport sponsor has successfully established an interim use agreement that reflects the FMV.	Compliant	September 2011
Pinal Airpark	WP	Marana	AZ	MZJ	The entire airport was leased to a private company in violation of the applicable Surplus Property Agreement. The airport is not open to the public. Several land use issues were also identified.	The airport sponsor must renegotiate the lease with the operator and address all outstanding compliance violations. The airport sponsor is no longer taking any active steps to correct the exclusive right problem. The tenant exercising the exclusive right will not cooperate to amend the lease to extinguish the exclusive right. The airport continues to be unavailable for public use. The airport sponsor remains in noncompliance.	Noncompliant. There is no grant history from 1982 to present.	No formal corrective action plan or completion date

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Superior Municipal	WP	Superior	AZ	E81	The airport closed without the FAA's knowledge or approval.	The airport sponsor is seeking congressional support to close the airport permanently and retain the land. It does not appear that the airport sponsor has any intention to reopen the airport. The airport sponsor remains in noncompliance.	Noncompliant. This airport is not part of the NPIAS. There is no grant history from 1982 to present.	No formal corrective action plan or completion date
Winslow-Lindbergh Regional	WP	Winslow	AZ	INW	The airport sponsor disposed of airport property without the FAA's knowledge or approval.	The airport sponsor is taking corrective action to resolve land use issues in the master planning process.	In Process	December 2012
Phoenix Sky Harbor International	WP	Phoenix	AZ	PHX	Proceeds from the disposal of noise land were not returned to the noise program as required.	The city agreed to corrective actions that would restore the Federal share of their noise land investments. These actions included land swaps, conversion of noise land to AIP-eligible use, and the city's investment of an additional \$7.4 million in noise land projects. The city completed all promised actions.	Compliant	November 2011
Hope Municipal	SW	Hope	AR	M18	The airport sponsor constructed a city-owned and operated gun range on the airport and has leased several hundred acres to the Federal Emergency Management Administration to store travel trailers and mobile homes. The biggest issue is the current poorly written lease with a fixed base operator (FBO) (\$10/year for "airport facilities" with exclusive rights to sell fuel and permit auto racing on closed crosswind runways).	The airport sponsor relocated the gun range off airport property and signed a new FBO lease.	Compliant	June 2011

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Blythe	WP	Blythe	CA	BLH	The airport sponsor allowed long-term leases of airport property for nonaeronautical use without the FAA's knowledge or approval and did not receive the FMV.	The airport sponsor negotiated interim agreements and is receiving FMV rents from nonaeronautical tenants. The FAA concurred with the agreements.	Compliant	September 2011
Delano Municipal	WP	Delano	CA	DLO	The airport sponsor is permitting nonaeronautical use of airport property (golf course, material storage facility). The tenants are not paying for use of airport property.	The FAA has formally requested an action plan from the airport. No response has been received from the airport sponsor.	In Process	November 2012
Holtville	WP	Holtville	CA	L04	The airport is no longer used as an airport, and the airport has effectively been abandoned. This airport is in violation of the Surplus Property Agreement.	The airport sponsor was asked to take appropriate action to ensure that the facility is used for airport purposes. A feasibility study for a replacement airport was conducted. Plans to reopen the airport have been considered. The airport remains closed, and it appears the airport will not be reopened.	Noncompliant. This airport is not part of the NPIAS. There is no grant history from 1982 to present.	No formal corrective action plan or completion date.
Oroville	WP	Oroville	CA	OVE	The airport sponsor allowed long-term nonaeronautical uses of the airport without the FAA's knowledge or approval and granted long-term leases that did not impose FMV rental rates.	The corrective action plan was provided to FAA on November 30, 2010. The airport sponsor and FAA are in discussion about next steps because the plan does not meet compliance standards with FAA grant assurances.	In Process	No completion date set at this time.

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Van Nuys	WP	Van Nuys	CA	VNY	Several nonaeronautical uses of airport property must revert to aeronautical use. Certain airport property is to be dedicated to aeronautical uses.	The airport sponsor corrected the nonaeronautical uses of the property. The tenant redeveloped the property in question for aeronautical purposes. The airport sponsor continues to deploy resources to redevelop the old National Guard site as a propeller park for small general aviation aircraft. However, additional time is needed to ascertain full implementation.	In Process	December 2011
Danbury Municipal	NE	Danbury	CT	DXR	The sponsor was permitting nonaeronautical use of airport property (restaurants, a fire station, vehicle storage for the Department of Health). The airport sponsor was discriminating against certain types of aeronautical users. Leases were vague and based on outdated financial data and did not include language to prevent economic discrimination.	The airport sponsor provided a corrective action plan and adequately implemented the appropriate measures.	Compliant	January 2011
Robertson Field	NE	Plainville	CT	4B8	The ALP is out of date and does not reflect the current status of the property. One hangar was leased for a nonaeronautical purpose. The Civil Air Patrol is leasing property for below FMV and is not operating any aircraft.	The airport sponsor is in discussion with FAA about corrective action.	In Process	December 2012

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Venice Municipal	SO	Venice	FL	VNC	Exhibit "A" and the ALP must be revised to accurately reflect the boundaries of the airport. The airport sponsor must address rent-free, nonaeronautical municipal use of airport property. The airport sponsor must address use of airport property for storage of nonaeronautical personal property by some tenants. The airport sponsor must address use of an RSA as a golf course driving range. The airport sponsor must address a restaurant lease of airport property and other unapproved nonaeronautical uses of airport property.	The city submitted a corrective action plan that addressed the issues identified at the airport. The city is continuing to work with FAA to resolve the remaining findings. The process has been delayed due to an ongoing Office of the Inspector General audit of airport revenues and compliance practices.	In Process	December 2013
Vero Beach Municipal	SO	Vero Beach	FL	VRB	Exhibit "A" and the ALP must be revised to accurately reflect the boundaries of the airport. The airport sponsor must address rent-free, nonaeronautical municipal use of the airport property. The airport sponsor must address use of the airport property for storage of nonaeronautical personal property by tenants. The airport sponsor must address designation of airport land for conservation purposes in the city's comprehensive plan. The airport sponsor must assess charges to the airport for a municipal water cleaning tower and compensation from the extraction of water. The airport sponsor must address charges from other municipal departments (police).	A corrective action plan was to be submitted by end of 2011.	In Process	December 2012

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Winter Haven's Gilbert	SO	Winter Haven	FL	GIF	The airport sponsor is permitting nonaeronautical use on airport property (law enforcement training activities, records storage, a swimming pool, and recreational vehicles) and not receiving the FMV for these uses. Incompatible land uses encroach into airport property, and a private residence has through-the-fence access to the airport. Aircraft storage hangars have been established on an apron constructed or rehabilitated under a Federal AIP grant. Local residents are permitted to jog and bicycle within the security and safety fence of the airport.	The airport sponsor has resolved all land use issues except hangar leasing and management issues.	In Process	May 2012
Newnan Coweta County	SO	Newnan	GA	CCO	The ALP is not current, and the Exhibit "A" property map does not accurately depict airport property and boundaries. The airport sponsor is permitting nonaeronautical use on airport property and is not receiving the FMV. The sponsor established a long-term lease with a tenant who may not be required to comply with the airport's minimum standards. The airport erected a utility pole without the FAA's knowledge or approval.	The airport sponsor has been asked to provide additional information regarding the airport property boundary.	In Process	January 2012
Rantoul National Aviation Center-Frank Elliott Field	GL	Rantoul	IL	TIP	The ALP does not show correct airport boundaries.	The airport sponsor is updating the ALP and the Exhibit A.	In Process	October 2012
Putnam County	GL	Greencastle	IN	417	The ALP has not been updated in over 30 years.	The airport sponsor completed updating the ALP and provided it to FAA.	Compliant	January 2012

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Huntington Municipal	GL	Huntington	IN	HHG	The airport sponsor allowed through-the-fence operations without the FAA's permission.	The airport sponsor will develop a residential through-the-fence access plan for approval by FAA.	In Process	November 2012
Hutchison Municipal	CE	Hutchison	KS	HUT	The airport sponsor entered into an agreement with an FBO at the airport, which encumbered the airport property and deprived the airport sponsor of its responsibilities to effectively operate, manage, and develop the airport. The sponsor has entered into a lease that is less than the FMV. The airport sponsor is permitting the storage of nonaeronautical items on the airport.	All nonaeronautical items have been removed from storage facilities. A new FBO lease is to be issued by yearend.	In Process	January 2012
Bowman Field	SO	Louisville	KY	LOU	A municipal fire station and emergency siren are on airport property and no agreements were provided to formalize these arrangements. A parcel on the northeast corner of the airport was found to have been liquidated and removed from Exhibit "A." The airport's interest in several parcels was not accurately described on Exhibit "A." Several nonaeronautical leases were not coordinated with FAA, and rental rates were not supported by appraisals or market studies in the case of short-term year-to-year commercial leases. Subsequent to the land use inspection, FAA was told the airport authority does not own fee interest in the western one-half of the airport. The authority is attempting to define their interest in this property.	The airport sponsor has engaged in corrective action for issues identified during the inspection.	In Process	January 2012

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Sanford Seacoast Regional	NE	Sanford	ME	SFM	A land use inspection revealed a town fire station on the airport.	The sponsor has agreed to take corrective action, including preparing an application for release of the parcel. This requires an appraisal.	In Process	March 2012
Fitchburg Municipal	NE	Fitchburg	MA	FIT	The city has placed a wastewater treatment plant on the airport.	The city has submitted a corrective action plan. The plan did not meet the FAA's standards for compliance and is in the process of being modified.	In Process	March 2012
New Bedford Regional	NE	New Bedford	MA	EWB	The airport sponsor permitted an unauthorized sale of land to the New Bedford Housing Authority. The ALP is not current. Leases do not reflect the FMV and contain language that is contradicting to the FAA's grant assurances and surplus property obligations.	The airport sponsor requested and received guidance on airport revenue issues. As leases are renewed, they reflect the FMV. Land use issues were resolved and a revised Exhibit "A" was provided.	Compliant	February 2011
Coleman A. Young Municipal	GL	Detroit	MI	DET	The airport sponsor has permitted several nonaeronautical uses of airport property without the FAA's concurrence, including nonaeronautical uses of hangars.	The airport sponsor had to terminate nonaeronautical uses and/or seek the FAA's approval under applicable policies. A new ALP and Exhibit "A" were also needed. The Exhibit "A" issue was resolved, while there has been progress on resolving the ALP submittal. In addition, the airport sponsor and FAA are working on a request for interim use as a means to resolve the nonaeronautical uses of airport property.	In Process	September 2012

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Owosso Community	GL	Owosso	MI	RNP	The airport sponsor does not have a current ALP and has failed to apply for appropriate land release approval.	The airport sponsor is taking corrective action.	In Process	December 2013
Skyhaven	CE	Warrensburg	MO	RCM	The rate methodology for determining the FMV was substandard. The airport sponsor has had trouble providing the lease agreements after several requests from FAA.	The FAA is waiting for more documentation from the airport sponsor and will proceed as appropriate.	In Process	July 2012
McCarran International	WP	Las Vegas	NV	LAS	Proceeds from the disposal of noise land were not returned to the noise program as required.	Proceeds from the disposal of noise land must be returned to the noise program or to the trust fund. Compliance with Grant Assurance 31, "Disposal of Land," is required. The airport sponsor is cooperating with FAA. They have completed the required property appraisals, but they have not finalized their plans for disposition. The city has yet to provide the required noise land inventory and reuse plan.	In Process	July 2012
Ocean City Municipal	EA	Ocean City	NJ	26N	The airport sponsor permitted nonaeronautical land uses within the airport property without FAA approval and below the FMV.	The airport sponsor is going to provide a corrective action plan to lease or sell the property at the FMV.	In Process	July 2012
Lakewood	EA	Lakewood	NJ	N12	A small section of Runway 24 end is not owned by the airport as per Exhibit "A." However, the airport sponsor owns the adjacent land, but it is not dedicated to the airport by good title.	The airport sponsor is in discussion with an attorney.	In Process	July 2012

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Plattsburgh International	EA	Plattsburgh	NY	PBG	In a replacement airport situation, the airport sponsor has not yet completed the disposition of the airport land that constituted the old facility.	The airport sponsor has not submitted a land disposal plan. The airport sponsor and FAA are working to resolve the matter.	In Process	August 2012
Deming Municipal	SW	Deming	NM	DMN	The airport sponsor disposed of two parcels of property without the concurrence or approval of FAA (one parcel sold in 1953).	The airport sponsor provided documentation to FAA to obtain formal release of obligations.	In Process	January 2012
Michael J. Smith Field	SO	Beaufort	NC	MRH	The airport sponsor is permitting commercial through-the-fence hangars competing with on-airport hangars, storage of nonaeronautical property in hangars and on airport, and nominal ground lease rates. The airport sponsor also needs to update the Exhibit "A" property map and verify existing airport boundaries.	The airport sponsor provided and is implementing a corrective action plan.	In Process	June 2012
Clermont County	GL	Batavia	OH	169	The airport sponsor has granted an exclusive right for all airport property. The airport sponsor has permitted nonaeronautical use of airport property. There is no current ALP.	The airport sponsor has not taken adequate corrective action.	Noncompliant	No progress, evaluating removal from NPIAS
Cincinnati Municipal Airport Lunken Field	GL	Cincinnati	OH	LUK	A significant portion of the airport is being used for nonaeronautical uses without the FAA's approval and without adequate FMV compensation. Other land use issues have also been identified, including airspace penetrations due to on-airport obstructions.	The airport sponsor is working with FAA to resolve issues. The FAA must approve existing land uses and it must demonstrate the FMV. Additional time is necessary to resolve all the remaining issues.	In Process	September 2012

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Ohio State University	GL	Columbus	OH	OSU	Several nonaeronautical uses were permitted at the airport without the FAA's approval and/or below the FMV. Issues include land use designations and compensation back to the airport for nonaeronautical uses.	The airport sponsor is taking significant steps toward implementing corrective action.	In Process	December 2012
Jefferson County Airpark	GL	Steubenville	OH	2G2	Airport property maps do not accurately describe the property thus allowing cost-free, municipal use of airport property for nonaeronautical purposes. Several nonaeronautical leases appear to be at less than the FMV. The airport sponsor allows numerous, improper nonaeronautical storage in aeronautical facilities.	The airport sponsor is researching corrective actions and updating the ALP and Exhibit "A" property map.	In Process	December 2012
Wadsworth Municipal	GL	Wadsworth	OH	3G3	The airport sponsor has permitted certain nonaeronautical uses at the airport without the FAA's approval.	The FAA is continuing to work with the airport sponsor on a land release for nonaeronautical land use. Although the airport sponsor is cooperating with FAA in taking corrective action, not all issues have been addressed.	In Process	December 2012
Davis Field	SW	Muskogee	OK	MKO	The airport sponsor is missing records on previously acquired approach land easements.	The airport sponsor is in the process of finding the records of disposition of various land easements.	In Process	March 2012
Joseph A. Hardy Connellsville	EA	Connellsville	PA	VVS	The airport sponsor's Exhibit "A" is not current. Currently, an off-airport aircraft repair service has been allowed through-the-fence access. The operator of the business has a residence at the same location.	The airport sponsor intends to provide a corrective action plan and is consulting with FAA.	In Process	December 2012

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Barnwell Regional	SO	Barnwell	SC	BNL	The airport sponsor has allowed several nonaeronautical uses of airport property without the FAA's approval. This includes municipal uses and a cemetery. The airport has also granted an easement on airport property to another entity and has allowed a nonairport entity to control parts of the airport. In addition, airport property was disposed of without the FAA's approval.	The airport sponsor has continued to argue that they have provided equal or greater compensation to the airport for the airport property used rent-free for nonaeronautical municipal purposes. The FAA has reviewed all documents provided by the airport sponsor in support of their position and has determined the airport sponsor has not fully reimbursed the airport for the property taken and used for nonairport purposes. The corrective action is under review by FAA.	In Process	December 2013
Georgetown County	SO	Georgetown	SC	GGE	The airport sponsor is permitting nonaeronautical, municipal use on airport property (mosquito control activities) and is not receiving FMV for this use. The airport sponsor disposed of several parcels of airport property without receiving the FMV for the property. This has been resolved through completing capital improvements to the airport funded with general revenues that more than compensate the airport for the value of the liquidated properties. The airport sponsor must revise Exhibit "A" and the ALP to accurately reflect airport boundaries.	The airport sponsor provided a corrective action plan that addresses all of the land use issues identified at the airport. The mosquito control operation and facilities located in the terminal area will be relocated until at least the summer of 2013.	In Process	May 2013

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Scott Municipal	SO	Oneida	TN	SCX	The airport sponsor is moving ahead with a through-the-fence residential airpark in contradiction to the FAA guidance. The FAA met onsite with the airport authority and county officials on April 12, 2010. The agreement between the airport sponsor and residential airport developers was not rescindable. This adversely affects the airport sponsor's ability to ensure Grant Assurance 5.	The airport sponsor submitted a letter to FAA, dated July 19, 2011, requesting reconsideration of the noncompliance determination. The airport sponsor provided a revised through-the-fence access plan.	Noncompliant	To be Determined
Tacoma Narrows	NM	Gig Harbor	WA	TIW	The nonaeronautical leases need to have an interim/concurrent use approval. The airport sponsor needs to transfer documentation to complete this process. The release of the golf course needs documentation of the use of funds for Federal share of property. There is nonaeronautical storage on the property.	The airport sponsor will obtain interim or concurrent nonaeronautical use approval for two leases and provide the accounting information to complete the documentation on the transfer of the airport sponsorship; document use of funds for the golf course release; and take appropriate action to prevent storage of non-aeronautical property in or around hangars.	In Process	March 2012
Felt Field	NM	Spokane	WA	SFF	The county maintains a ball field on airport property without a lease or payment. Exhibit "A" identifies property that is not airport property.	The airport sponsor is negotiating the lease for the ball field at the FMV or they will terminate the use. Exhibit "A" still needs to be corrected.	In Process	March 2012

Location	Region	City	State	LOCID	Compliance Issue	Corrective Action	Compliance Status	Estimated Completion / Compliance Date
Spokane International	NM	Spokane	WA	GEG	The nonaeronautical farm lease needs concurrent use approval. The airport sponsor needs to clarify the use of surplus property revenue and to establish a process whereby the revenue supports the airport.	The airport sponsor has begun to request concurrent use for the farm lease. The business park leases are under review and a plan is being developed to ensure the revenue accrues for airport purposes.	In Process	March 2012
North Big Horn County	NM	Cowley	WY	U68	The leased area is unknown, some leases are not documented, rate methodology is unknown, and some tenants are not paying lease rates.	The corrective action plan addresses: Conduct lot line assessment to determine leased areas; establish a clear, transparent methodology for lease rates; charge nonaeronautical users FMV; establish lease agreements; collect lease payments; establish a communication system to account for airport revenue and expenditures to the county, airport board, and airport managers.	In Process	December 2012
South Big Horn County	NM	Greybull	WY	GEY	The leased area is unknown, some leases are not documented, rate methodology is unknown, and some tenants are not paying lease rates. The FBOs are not paying the fuel flowage fee. The FBOs are using the apron, thereby preventing public use without a lease.	The corrective action plan addresses: conduct lot line assessment to determine leased areas; establish a clear, transparent methodology for lease rates; charge non-aeronautical users FMV; establish lease agreements; collect lease payments; establish a communication system to account for airport revenue and expenditures to the county, airport board, and airport managers.	In Process	December 2012

Appendix I: FY 2011 AIP Grants Awarded and Grant Amounts by Airport Type and State

State	Primary		Commercial		Reliever		General Aviation		State Sponsored		State Block Grant		Other		Total Grant	
	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount
AK	37	\$ 156,061,486	4	\$21,558,731	0	\$ 0	4	\$ 10,374,447	8	\$16,956,181	0	\$ 0	6	\$24,228,658	59	\$ 229,179,503
AL	11	38,837,929	1	1,226,545	2	858,402	54	23,567,382	0	0	0	0	0	0	68	64,490,258
AR	9	19,697,117	0	0	3	2,064,189	51	14,248,381	0	0	0	0	2	8,049,352	65	44,059,039
AS	1	1,000,000	0	0	0	0	2	900,000	0	0	0	0	0	0	3	1,900,000
AZ	17	58,084,142	1	392,850	8	14,554,871	23	11,471,349	1	750,000	0	0	1	600,000	51	85,853,212
CA	46	190,873,001	2	753,145	24	19,694,425	50	25,966,220	1	1,300,000	0	0	0	0	123	238,586,791
CO	19	71,702,305	1	150,000	4	9,957,479	14	10,535,666	1	250,000	0	0	0	0	39	92,595,450
CT	2	5,465,679	0	0	4	2,305,393	3	8,380,890	1	37,759	0	0	0	0	10	16,189,721
DC	0	0	0	0	0	0	0	0	0	0	0	0	1	300,051	1	300,051
DE	0	0	0	0	1	445,630	2	1,238,134	1	190,190	0	0	0	0	4	1,873,954
FL	28	124,658,710	0	0	11	3,054,448	35	33,164,901	1	1,695,770	0	0	0	0	75	162,573,829
FM	0	0	0	0	0	0	2	17,960,000	1	1,400,000	0	0	0	0	3	19,360,000
GA	10	40,179,222	0	0	0	0	1	8,685,000	0	0	2	32,416,870	0	0	13	81,281,092
GU	3	5,680,479	0	0	0	0	0	0	0	0	0	0	0	0	3	5,680,479
HI	22	31,593,064	0	0	1	789,655	5	652,338	0	0	0	0	0	0	28	33,035,057
IA	11	14,711,192	1	4,842,851	1	1,697,087	49	16,596,543	2	1,367,265	0	0	2	2,026,478	66	41,241,416
ID	5	7,859,085	0	0	1	77,000	14	6,025,045	1	350,000	0	0	0	0	21	14,311,130
IL	21	145,819,646	0	0	0	0	1	2,339,000	0	0	5	24,508,378	0	0	27	172,667,024
IN	15	34,783,405	0	0	8	3,279,183	57	31,048,667	1	146,870	0	0	0	0	81	69,258,125
KS	6	2,971,799	5	4,417,039	5	5,422,641	50	18,792,423	2	447,341	0	0	0	0	68	32,051,243
KY	13	42,438,989	0	0	1	50,000	38	15,277,707	0	0	0	0	0	0	52	57,766,696
LA	19	49,668,654	0	0	2	976,940	17	11,167,419	0	0	0	0	0	0	38	61,813,013
MA	22	67,876,906	0	0	3	1,130,500	17	11,981,029	0	0	0	0	0	0	42	80,988,435
MD	4	6,552,058	0	0	6	8,579,330	4	3,313,424	0	0	0	0	0	0	14	18,444,812
ME	11	15,905,849	1	5,177,706	1	204,706	24	9,137,030	0	0	0	0	0	0	37	30,425,291
MH	0	0	0	0	0	0	3	3,700,000	0	0	0	0	0	0	3	3,700,000
MI	17	43,560,948	1	195,700	0	0	0	0	0	0	6	23,051,070	0	0	24	66,807,718
MN	12	23,942,769	4	6,313,589	4	1,504,635	49	20,455,904	0	0	0	0	0	0	69	52,216,897

State	Primary		Commercial		Reliever		General Aviation		State Sponsored		State Block Grant		Other		Total Grant	
	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount
MO	8	\$ 37,726,350	0	\$ 0	1	\$ 4,260,750	0	\$ 0	1	\$ 1,580,800	6	\$ 20,398,927	0	\$ 0	16	\$ 63,966,827
MP	3	10,781,386	0	0	0	0	0	0	0	0	0	0	0	0	3	10,781,386
MS	10	33357568	1	178,790	0	0	47	15,985,890	\$1	26,593	0	0	0	0	59	49,548,841
MT	16	28993572	2	352,687	0	0	29	15,888,460	1	95,634	0	0	1	313,750	49	45,644,103
NC	15	58374019	0	0	0	0	0	0	0	0	2	26,706,970	0	0	17	85,080,989
ND	9	22367898	4	3,199,108	0	0	21	5,889,760	0	0	0	0	0	0	34	31,456,766
NE	10	25244009	1	421,000	0	0	29	11,838,401	1	50,104	0	0	0	0	41	37,553,514
NH	5	8848576	2	132,445	0	0	3	942,026	0	0	5	20,127,994	0	0	15	30,051,041
NJ	2	17,533,181	0	0	7	33,576,762	7	17,419,753	0	0	0	0	0	0	16	68,529,696
NM	5	11,544,686	1	2,701,187	1	325,374	30	14,916,814	0	0	0	0	2	378,435	39	29,866,496
NV	9	43,766,862	0	0	2	1,620,429	14	9,242,237	0	0	0	0	1	600,000	26	55,229,528
NY	32	96,897,204	3	2,189,370	10	11,812,858	41	20,470,764	0	0	0	0	0	0	86	131,370,196
OH	11	62,375,950	1	4,525,474	7	2,754,766	52	15,627,307	0	0	0	0	0	0	71	85,283,497
OK	7	17,788,787	0	0	3	2,307,469	52	19,672,477	1	198,392	0	0	0	0	63	39,967,125
OR	10	40,326,717	1	690,893	1	511,000	23	20,755,753	2	261,696	0	0	0	0	37	62,546,059
PA	21	52,293,814	6	1,220,558	3	1,910,693	2	3,433,424	1	45,600	8	14,798,308	1	176,187	42	73,878,584
PR	4	15,583,414	0	0	0	0	1	4,304,166	0	0	0	0	0	0	5	19,887,580
PW	0	0	0	0	0	0	2	7,250,000	0	0	0	0	0	0	2	7,250,000
RI	3	3,230,319	2	1,554,767	2	488,937	0	0	1	638,871	0	0	0	0	8	5,912,894
SC	9	25,440,912	0	0	2	477,587	30	20,250,621	2	760,229	0	0	0	0	43	46,929,349
SD	4	15,984,398	1	7,713,000	0	0	29	14,192,012	1	564,300	0	0	0	0	35	38,453,710
TN	10	55,450,669	0	0	1	1,092,500	0	0	0	0	2	16,818,306	0	0	13	73,361,475
TX	43	169,649,904	0	0	1	10,915,469	0	0	1	500,000	8	56,738,367	0	0	53	237,803,740
UT	3	23,864,718	2	925,000	2	4,550,000	19	18,554,173	0	0	0	0	1	16,000,000	27	63,893,891
VA	8	39,442,750	1	113,621	5	1,750,375	23	21,346,979	0	0	0	0	0	0	37	62,653,725
VI	2	3,001,624	0	0	0	0	0	0	0	0	0	0	0	0	2	3,001,624
VT	3	6,208,274	2	614,951	0	0	2	637,186	3	1,585,579	0	0	0	0	10	9,045,990
WA	21	62,386,515	3	3,043,166	3	8,541,264	24	20,639,904	1	125,000	0	0	1	190,000	53	94,925,849
WI	14	37,223,774	0	0	0	0	0	0	0	0	3	17,448,577	0	0	17	54,672,351
WV	6	13,489,298	4	4,871,778	1	150,000	11	7,344,922	0	0	0	0	0	0	22	25,855,998
WY	11	16,762,546	1	100,000	0	0	14	4,211,900	0	0	0	0	1	3,675,241	27	24,749,687
Total	675	\$2,255,864,128	59	\$79,575,951	142	\$163,692,747	1,074	\$607,793,828	38	\$31,324,174	47	\$253,013,767	20	\$56,538,152	2,055	\$3,447,802,747

Appendix J: AIP Grants Awarded in FY 2011 by State

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Alabama					
Abbeville	Abbeville Municipal	General Aviation	6	\$ 267,003	Install Miscellaneous NAVAIDS, Rehabilitate Runway, Rehabilitate Runway Lighting
Alabaster	Shelby County	General Aviation	15	207,200	Construct Building
Albertville	Albertville Regional-Thomas J Brumlik Field	General Aviation	21	165,426	Acquire Land for Development
Alexander City	Thomas C Russell Field	General Aviation	13	529,267	Rehabilitate Apron, Rehabilitate Taxiway
Andalusia	South Alabama Regional at Bill Benton Field	General Aviation	16	170,764	Install Perimeter Fencing
Anniston	Anniston Regional	General Aviation	27	562,400	Improve RSA, Rehabilitate Runway
Atmore	Atmore Municipal	General Aviation	8	65,353	Improve RSA
Auburn	Auburn University Regional	General Aviation	26	3,040,000	Construct Taxiway
Bay Minette	Bay Minette Municipal	General Aviation	9	1,310,115	Construct Taxiway
Bessemer	Bessemer	Reliever	11	345,402	Install Runway Vertical/Visual Guidance System, Remove Obstructions
Birmingham	Birmingham-Shuttlesworth International	Primary	83	5,717,000	Construct Apron
			84	3,483,190	Rehabilitate Taxiway
			85	3,683,436	VALE Infrastructure
			86	5,239,571	Rehabilitate Taxiway
Brewton	Brewton Municipal	General Aviation	9	90,681	Construct Building
Butler	Butler-Choctaw County	General Aviation	4	162,421	Acquire Land for Approaches
Camden	Camden Municipal	General Aviation	7	39,230	Update Airport Master Plan Study
Centre	Centre-Piedmont-Cherokee County Regional	General Aviation	8	150,000	Construct Fuel Farm
Centreville	Bibb County	General Aviation	9	112,299	Conduct Miscellaneous Study, Rehabilitate Apron
Clanton	Chilton County	General Aviation	8	567,863	Acquire Land for Development
Clayton	Clayton Municipal	General Aviation	2	150,871	Install Miscellaneous NAVAIDS, Rehabilitate Runway
Cullman	Cullman Regional-Folsom Field	General Aviation	18	391,808	Acquire Land for Approaches
Dauphin Island	Dauphin Island	General Aviation	9	313,254	Acquire Land for Approaches

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Demopolis	Demopolis Municipal	General Aviation	9	\$ 205,200	Improve RSA, Rehabilitate Runway, Remove Obstructions
Dothan	Dothan Regional	Primary	34	93,100	Wildlife Hazard Assessments
Elba	Carl Folsom	General Aviation	8	64,570	Construct Taxiway, Rehabilitate Taxiway
Enterprise	Enterprise Municipal	General Aviation	17	2,890,145	Rehabilitate Runway
Eufaula	Weedon Field	General Aviation	16	535,455	Construct Building
Fairhope	H.L. Sonny Callahan	General Aviation	13	586,276	Rehabilitate Airport Beacons and Apron
Floral	Floral Municipal	General Aviation	1	42,068	Conduct Airport Master Plan Study
Foley	Foley Municipal	General Aviation	9	113,517	Conduct Miscellaneous Study, Rehabilitate Access Road
Fort Payne	Isbell Field	General Aviation	18	137,549	Rehabilitate Apron, Runway, and Taxiway
Gadsden	Northeast Alabama Regional	General Aviation	12	135,850	Rehabilitate Taxiway Lighting
Geneva	Geneva Municipal	General Aviation	9	152,858	Install Perimeter Fencing
Greensboro	Greensboro Municipal	General Aviation	2	305,682	Rehabilitate Runway and Taxiway, Update Airport Master Plan Study
Greenville	MacCrenshaw Memorial	General Aviation	9	645,069	Extend Taxiway, Improve Airport Drainage
Gulf Shores	Jack Edwards	General Aviation	25	112,124	Conduct Miscellaneous Study, Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting, Remove Obstructions, Update Airport Master Plan Study
Haleyville	Posey Field	General Aviation	7	178,502	Construct Apron, Expand Access Road, Install Perimeter Fencing
Hamilton	Marion County-Rankin Fite	General Aviation	9	252,207	Construct Fuel Farm, Remove Obstructions
Hartselle	Hartselle-Morgan County Regional	General Aviation	11	84,550	Conduct Miscellaneous Study, Rehabilitate Airport Beacons, Update Airport Master Plan Study
Headland	Headland Municipal	General Aviation	11	66,380	Expand Apron, Remove Obstructions to Permit WAAS Approach

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Huntsville	Huntsville International-Carl T Jones Field	Primary	64	\$ 1,603,719	Rehabilitate Terminal Building
			65	2,140,100	Acquire ARFF Vehicle, Expand Apron, Modify Access Road
			66	6,426,256	Acquire Land for Development
			67	5,900,000	Rehabilitate Runway
		General Aviation	22	892,810	Extend Runway, Install Instrument Approach Aid, Install Runway Lighting, Modify Service Road
Jackson	Jackson Municipal	General Aviation	8	49,670	Improve RSA
Jasper	Walker County-Bevill Field	General Aviation	14	80,000	Rehabilitate Apron
Lanett	Lanett Municipal	General Aviation	8	123,752	Conduct Airport Master Plan Study
Marion	Vaiden Field	General Aviation	6	113,686	Construct Taxiway
Mobile	Mobile Downtown	General Aviation	25	320,000	Acquire Safety Equipment and/or Fencing, Install Airfield Guidance Signs, Install Perimeter Fencing, Rehabilitate Apron
Mobile	Mobile Regional	Primary	49	2,282,210	Acquire ARFF Vehicle, Improve Airport Drainage, Install Guidance Signs, Rehabilitate ARFF Building, Rehabilitate Terminal Building
Montgomery	Montgomery Regional (Dannelly Field)	Primary	42	2,269,347	Expand Apron, Improve Airport Drainage, Rehabilitate Taxiway
Mooreville	Pryor Field Regional	General Aviation	20	150,000	Construct Fuel Farm, Rehabilitate Runway
Muscle Shoals	Northwest Alabama Regional	Commercial Service	28	1,226,545	Construct Apron
Oneonta	Robbins Field	General Aviation	8	36,828	Update Airport Master Plan Study
Ozark	Blackwell Field	General Aviation	12	433,825	Acquire Land for Approaches, Acquire Land for Development, Remove Obstructions to Permit WAAS Approach
Pell City	St Clair County	Reliever	13	513,000	Rehabilitate Runway and Taxiway Lighting
Prattville	Prattville - Grouby Field	General Aviation	13	80,647	Install Weather Reporting Equipment, Rehabilitate Runway
Roanoke	Roanoke Municipal	General Aviation	6	208,929	Improve Airport Drainage, Install Runway Vertical/Visual Guidance System, Remove Obstructions
Russellville	Bill Pugh Field	General Aviation	10	121,600	Construct Apron, Install Perimeter Fencing

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Scottsboro	Scottsboro Municipal-Word Field	General Aviation	15	\$ 116,134	Acquire Land for Approaches, Rehabilitate Apron and Runway, Remove Obstructions
Selma	Craig Field	General Aviation	11	256,718	Install Perimeter Fencing, Rehabilitate Access Road, Rehabilitate Building
St. Elmo	St. Elmo	General Aviation	7	457,160	Construct Building
Talladega	Talladega Municipal	General Aviation	21	505,244	Construct Apron
Troy	Troy Municipal Airport at N. Kenneth Campbell Field	General Aviation	13	1,994,209	Extend Runway
Tuscaloosa	Tuscaloosa Regional	General Aviation	27	2,702,213	Construct Taxiway
Tuskegee	Moton Field Municipal	General Aviation	15	120,000	Install Perimeter Fencing, Remove Obstructions
Subtotal FY 2011 Funds				\$64,490,258	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Alaska					
Akutan	Akutan (Proposed)	System Plan	3	\$ 11,000,000	Construct New Airport
Alakanuk	Alakanuk (Proposed)	System Plan	4	7,011,963	Construct New Airport
Anchorage	Lake Hood	Primary	15	1,841,672	Improve Seaplane Base
			16	760,812	Install Guidance Signs
			17	4,099,250	Acquire Land for Approaches
Anchorage	Merrill Field	Primary	53	323,000	Acquire Snow Removal Equipment
			54	608,000	Conduct Airport Master Plan Study
			55	2,253,400	Rehabilitate Taxiway
			56	549,100	Acquire Safety Equipment and/or Fencing
Anchorage	Ted Stevens Anchorage International	Primary	140	12,834,024	Extend Runway
			141	4,718,750	Construct Apron
			142	7,429,050	Widen Runway
			143	320,848	Modify Terminal Building
			144	597,185	Security Enhancements
			145	5,341,612	Extend Runway
			146	2,389,520	Noise Mitigation Measures for Residences Within 65-69 Day/Night Average Sound Level (DNL)
			147	1,427,372	Acquire Snow Removal Equipment
			148	6,892,607	Extend Runway
			149	579,637	Acquire Snow Removal Equipment
Angoon	Angoon (Proposed)	System Plan	3	1,000,000	Construct New Airport
Bethel	Bethel	Primary	20	9,135,827	Rehabilitate Runway and Taxiway
Cold Bay	Cold Bay	Commercial Service	10	9,858,428	Construct RSA, Rehabilitate Apron, Runway, and Taxiway
Deadhorse	Deadhorse	Primary	11	3,831,982	Rehabilitate Runway
			12	10,683,822	
			13	8,652,619	Rehabilitate Apron and Taxiway
Fairbanks	Fairbanks International	Primary	40	5,947,621	Acquire Interactive Training System, Rehabilitate Apron
Gustavus	Gustavus	Commercial Service	5	10,010,274	Improve RSA
Homer	Homer	Primary	10	321,100	Improve Snow Removal Equipment Building
			11	2,016,924	Rehabilitate Apron and Taxiway

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Juneau	Juneau International	Primary	51	\$ 1,441,744	Construct Snow Removal Equipment Building
			52	4,509,960	Construct RSA
			53	2,000,000	
			54	6,301,428	
Juneau	State of Alaska	System Plan	16	2,000,000	Update State System Plan Study
Juneau	Various Locations in Alaska	System Plan	77	3,231,365	Acquire Snow Removal Equipment
			78	1,002,654	
			79	4,546,028	Rehabilitate Runway
			80	2,950,605	Acquire Snow Removal Equipment
			81	1,500,000	Conduct Aeronautical Survey for WAAS Approach
			82	377,630	Remove Obstructions
			83	1,347,899	Acquire Snow Removal Equipment
Kaktovik	Kaktovik (Proposed)	System Plan	2	1,834,450	Construct New Airport
Kenai	Kenai Municipal	Primary	46	847,993	Acquire Snow Removal Equipment
			47	118,037	Wildlife Hazard Assessments
			48	789,347	Acquire Snow Removal Equipment
Ketchikan	Ketchikan International	Primary	21	647,248	Acquire ARFF Vehicle
King Salmon	King Salmon	Primary	12	7,677,323	Rehabilitate Runway and Taxiway Lighting
Kodiak	Kodiak	Primary	13	12,083,780	Rehabilitate Runway and Runway Lighting
			14	14,547,026	Rehabilitate Runway and Taxiway
Kotzebue	Ralph Wien Memorial	Primary	17	2,958,362	Rehabilitate Taxiway
Kwigillingok	Kwigillingok	Commercial Service	2	1,488,031	Rehabilitate Runway
Manley Hot Springs	Manley Hot Springs	General Aviation	1	8,356,380	Construct Apron, Runway, and Taxiway
Ouzinkie	Ouzinkie (Proposed GA)	System Plan	2	2,433,682	Construct New Airport
Port Graham	Nanwalek/Port Graham Regional (Proposed GA)	System Plan	3	948,563	Conduct Miscellaneous Study
Port Lions	Port Lions	Commercial Service	4	201,998	Rehabilitate Runway Lighting
Sitka	Sitka Rocky Gutierrez	Primary	28	8,583,504	Rehabilitate Runway
Wasilla	Wasilla	General Aviation	17	770,850	Acquire Snow Removal Equipment
			18	1,057,217	Construct Apron
			19	190,000	Conduct Environmental Study
Subtotal FY 2011 Funds				\$229,179,503	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
American Samoa					
Fitiuta	Fitiuta	General Aviation	25	\$ 600,000	Conduct Airport Master Plan Study, Wildlife Hazard Assessments
			26	300,000	Install Perimeter Fencing
Pago Pago	Pago Pago International	Primary	50	1,000,000	Improve ARFF Building
Subtotal FY 2011 Funds				\$1,900,000	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Arizona					
Bagdad	Bagdad	General Aviation	7	\$ 211,861	Improve RSA
Benson	Benson Municipal	General Aviation	15	150,000	Rehabilitate Runway
Bisbee	Bisbee Municipal	General Aviation	11	303,407	Construct Taxiway, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System, Rehabilitate Apron
Buckeye	Buckeye Municipal	General Aviation	16	477,109	Construct Apron, Construct RSA
Bullhead City	Laughlin/Bullhead International	Primary	38	7,611,360	Acquire ARFF Vehicle, Construct ARFF Building
			39	313,500	Conduct Noise Compatibility Plan Study
Casa Grande	Casa Grande Municipal	General Aviation	14	806,651	Install Runway and Taxiway Lighting, Rehabilitate Runway Lighting
Chandler	Chandler Municipal	Reliever	21	75,000	Install Weather Reporting Equipment
Clifton	Greenlee County	General Aviation	11	160,236	Rehabilitate Apron
Colorado City	Colorado City Municipal	General Aviation	17	1,854,187	Rehabilitate Runway
Coolidge	Coolidge Municipal	General Aviation	8	123,475	Extend Taxiway
Eloy	Eloy Municipal	General Aviation	10	112,220	Remove Obstructions
Flagstaff	Flagstaff Pulliam	Primary	35	3,512,782	Improve Airport Miscellaneous Improvements, Rehabilitate Taxiway
Fort Huachuca	Sierra Vista Municipal-Libby AAF	General Aviation	25	211,850	Update Airport Master Plan Study
			26	635,991	Extend Taxiway
Ganado	Ganado (Proposed)	System Plan	1	600,000	Conduct Miscellaneous Study
Goodyear	Phoenix Goodyear	Reliever	18	3,800,950	Construct Taxiway
Grand Canyon	Grand Canyon National Park	Primary	23	227,384	Improve RSA
Kingman	Kingman	General Aviation	25	1,599,556	Install Guidance Signs, Rehabilitate Runway, Rehabilitate Runway and Taxiway Lighting
Lake Havasu City	Lake Havasu City	General Aviation	23	204,077	Install Miscellaneous NAVAIDS, Rehabilitate Runway Lighting
Mesa	Falcon Field	Reliever	21	1,567,500	Construct Taxiway
Mesa	Phoenix-Mesa Gateway	Primary	29	9,975,000	Expand Terminal Building
			30	1,983,229	Construct Fuel Farm [MAP]
			31	4,803,600	Expand Terminal Building
			32	1,231,317	
Nogales	Nogales International	General Aviation	15	150,000	Acquire Equipment, Install Perimeter Fencing

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Page	Page Municipal	Primary	25	\$ 1,347,580	Construct Apron, Rehabilitate Runway
Parker	Avi Suquilla	General Aviation	18	150,000	Update Airport Master Plan Study
Payson	Payson	General Aviation	17	112,261	Improve RSA, Install Airfield Guidance Signs
Peach Springs	Grand Canyon West	Primary	13	665,642	Update Airport Master Plan Study
Phoenix	Phoenix Deer Valley	Reliever	28	5,540,800	Improve Airport Drainage
			29	748,600	Collect Airport Data for Airports GIS
		Primary	70	4,083,000	Improve RSA, Rehabilitate Taxiway
			71	3,462,750	Rehabilitate Apron
			72	372,600	Conduct Noise Compatibility Plan Study
Phoenix	State of Arizona	System Plan	5	750,000	Conduct Aeronautical Survey for WAAS Approach
Prescott	Ernest A. Love Field	Primary	32	2,571,365	Improve RSA
			33	6,769,559	
Safford	Safford Regional	General Aviation	21	83,017	Update Airport Master Plan Study
San Manuel	San Manuel	General Aviation	4	59,497	Install Airfield Guidance Signs, Install Miscellaneous NAVAIDS, Install Runway Lighting
Scottsdale	Scottsdale	Reliever	27	654,096	Rehabilitate Apron
			28	1,915,847	
Sedona	Sedona	General Aviation	20	1,290,453	Expand Apron
Show Low	Show Low Regional	Commercial Service	21	392,850	Acquire Snow Removal Equipment
Springerville	Springerville Municipal	General Aviation	22	1,350,000	Remove Obstructions
Tucson	Ryan Field	Reliever	23	252,078	Install Emergency Generator
Tucson	Tucson International	Primary	62	6,876,043	Rehabilitate Runway
			63	2,277,431	
Whiteriver	Whiteriver	General Aviation	12	410,801	Acquire Snow Removal Equipment, Install Weather Reporting Equipment
Wickenburg	Wickenburg Municipal	General Aviation	20	173,000	Construct Access Road and Apron, Rehabilitate Apron, Runway, and Taxiway
Window Rock	Window Rock	General Aviation	12	841,700	Install Runway Lighting, Rehabilitate Runway
Subtotal FY 2011 Funds				\$85,853,212	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Arkansas					
Almyra	Almyra Municipal	General Aviation	5	\$ 540,000	Widen Runway
Arkadelphia	Dexter B Florence Memorial Field	General Aviation	12	157,244	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System
Batesville	Batesville Regional	General Aviation	11	126,402	Extend RSA, Install Perimeter Fencing
Benton	Saline County Regional	General Aviation	5	32,088	Acquire Snow Removal Equipment
Bentonville	Northwest Arkansas Regional	Primary	40	1,578,110	Expand Terminal Building
			41	1,841,003	
			42	10,000,000	Rehabilitate Runway
Berryville	Carroll County	General Aviation	11	112,841	Rehabilitate Apron
Blytheville	Blytheville Municipal	General Aviation	12	431,802	Rehabilitate Runway, Taxiway, and Runway Lighting
Calico Rock	Calico Rock-Izard County	General Aviation	8	135,317	Install Perimeter Fencing
Camden	Harrell Field	General Aviation	12	159,941	Rehabilitate Runway
Carlisle	Carlisle Municipal	General Aviation	10	218,669	Rehabilitate Runway
Clarendon	Clarendon Municipal	General Aviation	6	142,412	Construct Runway
Clarksville	Clarksville Municipal	General Aviation	9	46,930	Construct Taxiway
Clinton	Clinton Municipal	General Aviation	9	131,195	Acquire Land for Development
Colt	Delta Regional (Proposed)	System Plan	7	4,329,247	Collect Airport Data for Airports GIS, Construct New Airport
Conway	Conway Replacement (Proposed)	System Plan	4	3,720,105	Construct New Airport
Corning	Corning Municipal	General Aviation	15	166,351	Rehabilitate Taxiway
Crossett	Z M Jack Stell Field	General Aviation	8	191,842	Install Perimeter Fencing
Danville	Danville Municipal	General Aviation	3	417,202	Acquire Land for Development, Remove Obstructions
De Witt	De Witt Municipal	General Aviation	5	59,375	Construct Taxiway
Dumas	Billy Free Municipal	General Aviation	7	17,765	Rehabilitate Runway
Fayetteville	Drake Field	General Aviation	40	239,497	Rehabilitate Runway
Flippin	Marion County Regional	General Aviation	8	244,755	Rehabilitate Apron
Fordyce	Fordyce Municipal	General Aviation	8	86,343	Rehabilitate Runway
Fort Smith	Fort Smith Regional	Primary	40	1,055,193	Rehabilitate Taxiway
Harrison	Boone County	General Aviation	19	222,273	Rehabilitate Apron
Heber Springs	Heber Springs Municipal	General Aviation	10	152,190	Acquire Land for Approaches
Hope	Hope Municipal	General Aviation	7	369,903	Rehabilitate Runway

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Horseshoe Bend	Horseshoe Bend	General Aviation	4	\$ 269,449	Rehabilitate Runway Lighting
Hot Springs	Memorial Field	General Aviation	19	1,433,028	Expand Apron, Install Airfield Guidance Signs
Lake Village	Lake Village Municipal	General Aviation	7	148,093	Construct Taxiway
Little Rock	Bill and Hillary Clinton National/Adams Field	Primary	77	761,859	Improve RSA
			78	3,614,206	Rehabilitate Taxiway Lighting
Magnolia	Magnolia Municipal	General Aviation	9	598,500	Construct Apron
Malvern	Malvern Municipal	General Aviation	4	174,332	Improve RSA
Manila	Manila Municipal	General Aviation	8	74,100	Install Runway Vertical/Visual Guidance System
Marianna	Marianna/Lee County-Steve Edwards Field	General Aviation	4	319,539	Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System
McGehee	McGehee Municipal	General Aviation	8	495,065	Expand Apron
Melbourne	Melbourne Municipal - John E Miller Field	General Aviation	12	21,850	Improve Airport Drainage
Monticello	Monticello Municipal/Ellis Field	General Aviation	12	73,220	Rehabilitate Taxiway
Morrilton	Morrilton Municipal	General Aviation	7	526,284	Construct Taxiway
Mount Ida	Bearce	General Aviation	9	315,709	Rehabilitate Apron, Rehabilitate Taxiway
Nashville	Howard County	General Aviation	6	319,334	Expand Apron, Install Runway Vertical/Visual Guidance System, Rehabilitate Apron
Newport	Newport Municipal	General Aviation	8	291,446	Rehabilitate Runway
North Little Rock	North Little Rock Municipal	Reliever	21	434,734	Rehabilitate Runway Lighting
			22	312,568	
Osceola	Osceola Municipal	General Aviation	5	237,932	Improve RSA
Ozark	Ozark-Franklin County	General Aviation	4	88,864	Install Taxiway Lighting
Paragould	Kirk Field	General Aviation	9	235,414	Construct Taxiway
Piggott	Piggott Municipal	General Aviation	7	145,482	Rehabilitate Runway Lighting
Pine Bluff	Grider Field	General Aviation	10	400,831	Rehabilitate Runway
Rogers	Rogers Municipal-Carter Field	General Aviation	29	1,010,246	Rehabilitate Apron
Russellville	Russellville Regional	General Aviation	10	690,969	Expand Apron, Rehabilitate Apron
Searcy	Searcy Municipal	General Aviation	19	287,818	Construct Taxiway
Sheridan	Sheridan Municipal	General Aviation	5	312,607	Install Perimeter Fencing
Texarkana	Texarkana Regional-Webb Field	Primary	34	\$31,590	Install Airfield Guidance Signs
			35	330,986	Install Airfield Guidance Signs, Rehabilitate Airport Beacons

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
			36	\$ 484,170	Conduct Environmental Study
Ulm	Stuttgart Municipal	General Aviation	18	211,673	Rehabilitate Runway
Waldron	Waldron Municipal	General Aviation	6	481,750	Construct Taxiway
Walnut Ridge	Walnut Ridge Regional	General Aviation	11	78,723	Improve Airport Drainage, Rehabilitate Apron
Warren	Warren Municipal	General Aviation	3	123,206	Acquire Land for Development, Construct Taxiway
West Helena	Thompson-Robbins	General Aviation	9	480,580	Rehabilitate Runway Lighting
West Memphis	West Memphis Municipal	Reliever	23	1,316,887	Rehabilitate Taxiway
Subtotal FY 2011 Funds				\$44,059,039	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
California					
Alturas	Tulelake Municipal	General Aviation	7	\$ 1,120,552	Rehabilitate Apron
Arcata	Arcata	Primary	39	1,895,326	Improve RSA
Atwater	Castle	General Aviation	13	117,800	Construct Taxiway
Bakersfield	Meadows Field	Primary	38	1,315,900	Improve Terminal Building
Banning	Banning Municipal	General Aviation	11	193,922	Construct Taxiway
Beckwourth	Nervino	General Aviation	9	321,396	Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment, Rehabilitate Apron, Rehabilitate Runway, Rehabilitate Taxiway
Big Bear City	Big Bear City	General Aviation	18	1,581,750	Improve Airport Drainage, Rehabilitate Runway and Taxiway
Brawley	Brawley Municipal	General Aviation	14	1,709,793	Rehabilitate Taxiway
Burbank	Bob Hope	Primary	53	964,270	Improve RSA
			54	1,211,670	Improve RSA, Rehabilitate ARFF Building
			55	805,900	Conduct Noise Compatibility Plan Study
Camarillo	Camarillo	Reliever	31	4,085,493	Construct Taxiway
Carlsbad	McClellan-Palomar	Primary	29	321,730	Update Airport Master Plan Study
Cedarville	Cedarville	General Aviation	7	409,084	Rehabilitate Apron, Rehabilitate Runway and Taxiway
Chester	Rogers Field	General Aviation	14	235,374	Rehabilitate Taxiway
Chico	Chico Municipal	Primary	31	307,800	Acquire Equipment, Rehabilitate Taxiway
Cloverdale	Cloverdale Municipal	General Aviation	6	75,000	Update Airport Master Plan Study
Colusa	Colusa County	General Aviation	13	394,968	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Install Runway Vertical/Visual Guidance System
Concord	Buchanan Field	Reliever	18	3,258,337	Rehabilitate Runway
Crescent City	Jack McNamara Field	Primary	25	1,654,694	Construct Terminal Building, Install Miscellaneous NAVAIDS, Rehabilitate Airport Beacons, Rehabilitate Runway
Daggett	Barstow-Daggett	General Aviation	7	1,900,000	Install Airfield Guidance Signs, Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Fall River Mills	Fall River Mills	General Aviation	12	389,490	Rehabilitate Taxiway
Fallbrook	Fallbrook Community Airpark	General Aviation	4	119,735	Conduct Environmental Study

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Firebaugh	Firebaugh	General Aviation	5	\$ 37,700	Rehabilitate Taxiway
Fresno	Fresno Chandler Executive	Reliever	18	401,079	Rehabilitate Apron
Fresno	Fresno Yosemite International	Primary	63	272,978	Improve RSA
			64	3,468,422	Rehabilitate Apron, Update Miscellaneous Study
			65	21,248,896	Extend Runway, Rehabilitate Apron
			66	141,171	Wildlife Hazard Assessments
			67	1,000,000	Noise Mitigation Measures for Residences within 65-69 DNL
Grass Valley	Nevada County Air Park	General Aviation	15	2,281,450	Improve RSA, Rehabilitate Runway
Gustine	Gustine	General Aviation	11	38,900	Rehabilitate Taxiway
Half Moon Bay	Half Moon Bay	Reliever	13	231,800	Update Airport Master Plan Study
Hanford	Hanford Municipal	General Aviation	19	71,250	Install Miscellaneous NAVAIDS, Rehabilitate Runway
Hawthorne	Jack Northrop Field/ Hawthorne Municipal	Reliever	12	347,700	Conduct Noise Compatibility Plan Study
			13	169,727	Install Emergency Generator
Hayward	Hayward Executive	Reliever	18	205,000	Improve RSA
Healdsburg	Healdsburg Municipal	General Aviation	7	136,800	Conduct Miscellaneous Study, Construct Taxiway
Hemet	Hemet-Ryan	General Aviation	12	95,000	Conduct Environmental Study
Hollister	Hollister Municipal	General Aviation	14	199,285	Improve RSA
Imperial	Imperial County	Commercial Service	28	603,145	Install Miscellaneous NAVAIDS, Rehabilitate Runway Lighting
Independence	Independence	General Aviation	6	33,250	Install Miscellaneous NAVAIDS
Inyokern	Inyokern	Primary	27	1,193,675	Rehabilitate Runway
La Verne	Brackett Field	Reliever	15	427,991	Rehabilitate Runway and Taxiway
Lakeport	Lampson Field	General Aviation	12	60,800	Conduct Miscellaneous Study, Install Miscellaneous NAVAIDS, Rehabilitate Runway Lighting
Livermore	Livermore Municipal	Reliever	21	2,003,727	Modify Service Road, Rehabilitate Runway
			22	100,000	Wildlife Hazard Assessments
Lompoc	Lompoc	General Aviation	14	316,863	Rehabilitate Access Road
Lone Pine	Lone Pine	General Aviation	8	38,760	Rehabilitate Runway
Long Beach	Long Beach/Daugherty Field	Primary	36	2,045,569	Rehabilitate Apron, Rehabilitate Taxiway
			37	5,079,431	
			38	1,113,315	Conduct Airport Master Plan Study

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Los Angeles	Los Angeles International	Primary	64	\$ 12,382,407	Construct Apron and Taxiway
			65	5,000,000	Noise Mitigation Measures for Residences Within 65-69 DNL
			66	5,000,000	
			67	7,000,000	
			68	5,502,740	Construct Apron and Taxiway
			69	3,000,000	Noise Mitigation Measures for Residences Within 65-69 DNL
Los Angeles	Whiteman	Reliever	14	526,271	Rehabilitate Apron
Madera	Madera Municipal	General Aviation	23	519,674	Install Runway Vertical/Visual Guidance System, Install Taxiway Lighting
Mammoth Lakes	Mammoth Yosemite	Commercial Service	24	150,000	Rehabilitate Terminal Building
Marina	Marina Municipal	General Aviation	10	1,029,186	Rehabilitate Taxiway
Mariposa	Mariposa-Yosemite	General Aviation	10	197,563	Rehabilitate Runway
Merced	Merced Regional/Macready Field	General Aviation	19	150,000	Update Airport Master Plan Study
Modesto	Modesto City-County-Harry Sham Field	Primary	35	1,144,792	Acquire Equipment, Improve Airport Drainage, Rehabilitate Apron and Runway Lighting
Mojave	Mojave	General Aviation	26	2,088,911	Rehabilitate Runway
Monterey	Monterey Regional	Primary	57	1,752,548	Improve RSA
			58	27,956,408	
Napa	Napa County	Reliever	28	2,116,301	Rehabilitate Apron
Novato	Gross Field	Reliever	15	150,000	Conduct Environmental Study
Oakdale	Oakdale	General Aviation	11	75,000	Update Airport Master Plan Study
Oakland	Metropolitan Oakland International	Primary	58	713,222	Acquire ARFF Vehicle
			59	6,547,045	Rehabilitate Taxiway, Update Miscellaneous Study
			60	788,410	Conduct Environmental Study
Oceanside	Oceanside Municipal	General Aviation	8	236,645	Install Perimeter Fencing, Rehabilitate Apron
Ontario	Ontario International	Primary	37	6,000,000	Noise Mitigation Measures for Residences Within 65-69 DNL
Oroville	Oroville Municipal	General Aviation	15	511,936	Rehabilitate Apron, Runway, and Taxiway
Palm Springs	Jacqueline Cochran Regional	General Aviation	20	237,500	Conduct Environmental Study
Palm Springs	Palm Springs International	Primary	48	2,649,415	Security Enhancements

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Palo Alto	Palo Alto Airport of Santa Clara County	Reliever	8	\$ 57,000	Rehabilitate Runway and Taxiway
Paso Robles	Paso Robles Municipal	General Aviation	21	551,000	Rehabilitate Runway
Petaluma	Petaluma Municipal	Reliever	22	118,750	Rehabilitate Apron and Taxiway
Porterville	Porterville Municipal	General Aviation	12	133,000	Rehabilitate Taxiway
Quincy	Gansner Field	General Aviation	9	367,686	Install Runway Vertical/Visual Guidance System, Install Weather Reporting Equipment, Rehabilitate Runway and Runway Lighting
Redding	Benton Field	General Aviation	12	2,783,916	Improve RSA
			13	764,862	Rehabilitate Runway
Redding	Redding Municipal	Primary	41	5,800,000	Expand Terminal Building
Redlands	Redlands Municipal	General Aviation	12	448,875	Rehabilitate Apron
Reedley	Reedley Municipal	General Aviation	12	694,278	Install Miscellaneous NAVAIDS, Rehabilitate Apron
Rio Vista	Rio Vista Municipal	General Aviation	13	100,000	Improve Airport Miscellaneous Improvements, Rehabilitate Apron, Runway, and Taxiway
			14	100,000	Update Airport Master Plan Study
Riverside	March ARB	Reliever	8	172,528	Conduct Airport Master Plan Study
Riverside	Riverside Municipal	Reliever	25	250,696	Conduct Environmental Study
Riverside (County)	French Valley	General Aviation	25	254,664	Rehabilitate Apron
Sacramento	Sacramento International	Primary	48	8,678,808	Construct Apron
			49	441,046	
Sacramento	Sacramento Mather	Reliever	17	999,131	Modify Building
Sacramento	Various Locations in California	System Plan	1	1,300,000	Wildlife Hazard Assessments
San Diego	Gillespie Field	Reliever	20	173,540	Conduct Environmental Study
San Diego	Montgomery Field	Reliever	14	475,000	Security Enhancements
San Diego	San Diego International	Primary	64	2,018,789	VALE Infrastructure
			65	8,425,360	Improve Airport Drainage, Improve RSA
			66	9,000,000	Noise Mitigation Measures for Residences Within 65-69 DNL
San Francisco	San Francisco International	Primary	56	7,145,935	Rehabilitate Apron and Taxiway
San Jose	Norman Y. Mineta San Jose International	Primary	80	7,496,370	Construct Taxiway

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
San Jose	Reid-Hillview of Santa Clara County	Reliever	14	\$ 50,350	Rehabilitate Runway and Taxiway
San Luis Obispo	San Luis County Regional	Primary	39	224,575	Acquire Equipment
San Martin	South County Airport of Santa Clara County	Reliever	9	52,250	Rehabilitate Runway and Taxiway
Santa Barbara	Santa Barbara Municipal	Primary	43	2,042,340	Construct Terminal Building
			44	791,420	Conduct Airport Master Plan Study
Santa Maria	Santa Maria Public/Captain G Allan Hancock Field	Primary	31	7,460,986	Extend Runway
Santa Rosa	Charles M. Schulz - Sonoma County	Primary	42	719,767	Acquire Land for Approaches
			43	432,488	
Shafter	Shafter-Minter Field	General Aviation	18	191,335	Acquire Equipment
Stockton	Stockton Metropolitan	Primary	30	717,383	Rehabilitate Apron, Runway, and Taxiway
Susanville	Susanville Municipal	General Aviation	12	145,643	Acquire Snow Removal Equipment, Install Runway Lighting
Tehachapi	Tehachapi Municipal	General Aviation	11	140,890	Rehabilitate Taxiway
Truckee	Truckee-Tahoe	General Aviation	26	695,400	Rehabilitate Taxiway
Tulare	Mefford Field	General Aviation	13	1,416,394	Improve Airport Drainage
Van Nuys	Van Nuys	Reliever	12	2,576,731	Rehabilitate Taxiway
Victorville	Southern California Logistics	Reliever	19	745,023	Acquire ARFF Vehicle
Watsonville	Watsonville Municipal	General Aviation	12	194,940	Conduct Environmental Study
Willits	Ells Field-Willits Municipal	General Aviation	5	58,000	Rehabilitate Runway
Subtotal FY 2011 Funds				\$238,586,791	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Colorado					
Aspen	Aspen-Pitkin County/Sardy Field	Primary	45	\$10,454,773	Extend Runway
			46	1,902,398	Construct Taxiway
Boulder	Boulder Municipal	General Aviation	12	1,080,054	Rehabilitate Apron
Broomfield	Rocky Mountain Metropolitan	Reliever	51	1,287,250	Improve RSA
Canon City	Fremont County	General Aviation	13	150,000	Update Airport Master Plan Study
Colorado Springs	City of Colorado Springs Municipal	Primary	53	9,848,647	Rehabilitate Taxiway
Colorado Springs	Meadow Lake	Reliever	20	120,000	Acquire Land for Approaches
Cortez	Cortez Municipal	Commercial Service	29	150,000	Acquire Snow Removal Equipment
Delta	Blake Field	General Aviation	10	600,000	Expand Apron
Denver	Denver International	Primary	70	7,000,000	Expand Apron
			71	11,660,530	Rehabilitate Runway
			72	1,760,561	Rehabilitate Taxiway
			73	8,773,303	Rehabilitate Runway
Denver	State of Colorado	System Plan	11	250,000	Update State System Plan Study
Durango	Durango-La Plata County	Primary	40	2,274,807	Rehabilitate Taxiway
			41	70,000	Wildlife Hazard Assessments
Eagle	Eagle County Regional	Primary	47	599,500	Acquire ARFF Vehicle
			48	852,834	Rehabilitate Apron
			49	565,467	Conduct Airport Master Plan Study
Englewood	Centennial	Reliever	44	4,690,849	Rehabilitate Runway and Taxiway
Erie	Erie Municipal	General Aviation	12	231,808	Construct Taxiway, Rehabilitate Apron
Fort Collins/ Loveland	Fort Collins-Loveland Municipal	Primary	29	6,661,218	Rehabilitate Runway
Grand Junction	Grand Junction Regional	Primary	47	458,521	Acquire Snow Removal Equipment
			48	382,958	Update Airport Master Plan Study
			49	1,186,014	Conduct Environmental Study
Greeley	Greeley-Weld County	General Aviation	23	600,000	Rehabilitate Taxiway
Gunnison	Gunnison-Crested Butte Regional	Primary	44	1,879,665	Rehabilitate Apron
Hayden	Yampa Valley	Primary	38	1,712,781	Modify Terminal Building
Leadville	Lake County	General Aviation	10	500,855	Construct Snow Removal Equipment Building

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Meeker	Meeker Coulter Field	General Aviation	9	\$ 875,549	Construct Runway
Montrose	Montrose Regional	Primary	40	3,658,328	Extend Taxiway
Nucla	Hopkins Field	General Aviation	8	150,000	Improve RSA
Rangely	Rangely	General Aviation	9	109,000	Rehabilitate Runway and Taxiway
Rifle	Garfield County Regional	General Aviation	21	1,102,000	Improve RSA
Salida	Harriet Alexander Field	General Aviation	13	2,700,000	Install Runway Lighting and Runway Vertical/Visual Guidance System, Rehabilitate Runway
			14	1,986,400	Construct Taxiway, Rehabilitate Apron and Taxiway
Steamboat Springs	Steamboat Springs/Bob Adams Field	General Aviation	21	300,000	Acquire Easement for Approaches, Rehabilitate Apron
Watkins	Front Range	Reliever	38	3,859,380	Rehabilitate Runway
Yuma	Yuma Municipal	General Aviation	8	150,000	Rehabilitate Runway
Subtotal FY 2011 Funds				\$92,595,450	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Connecticut					
Danbury	Danbury Municipal	Reliever	36	\$ 989,643	Rehabilitate Taxiway
Groton	Groton-New London	General Aviation	27	2,954,340	Construct RSA, Rehabilitate Taxiway
Hartford	Hartford-Brainard	Reliever	14	470,250	Acquire Snow Removal Equipment
			15	628,520	Update Airport Master Plan Study
Newington	Various Locations in Connecticut	System Plan	8	37,759	Install Airfield Guidance Signs
Oxford	Waterbury-Oxford	General Aviation	16	426,550	Acquire Snow Removal Equipment
			17	5,000,000	Noise Mitigation Measures for Residences Within 65-69 DNL
Plainville	Robertson Field	Reliever	5	216,980	Rehabilitate Runway
Windsor Locks	Bradley International	Primary	52	2,105,679	Environmental Mitigation
			53	3,360,000	Noise Mitigation Measures for Residences Within 65-69 DNL
Subtotal FY 2011 Funds				\$16,189,721	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Delaware					
Dover	State of Delaware	System Plan	9	\$ 190,190	Conduct State System Plan Study
Georgetown	Sussex County	General Aviation	26	514,234	Environmental Mitigation
			27	723,900	Extend Runway
Wilmington	New Castle	Reliever	32	445,630	Remove Obstructions
Subtotal FY 2011 Funds				\$1,873,954	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
District of Columbia					
Washington	Washington Metropolitan Area	System Plan	8	\$300,051	Conduct State System Plan Study
Subtotal FY 2011 Funds				\$300,051	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Federated States of Micronesia					
Kosrae	Kosrae	General Aviation	12	\$ 8,980,000	Rehabilitate Runway
Ponape	Federated States of Micronesia	System Plan	2	1,400,000	Collect Airport Data for Airports GIS
Pohnpei	Pohnpei International	General Aviation	14	8,980,000	Rehabilitate Runway
Subtotal FY 2011 Funds				\$19,360,000	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Florida					
Apalachicola	Apalachicola Regional-Cleve Randolph Field	General Aviation	6	\$ 313,950	Rehabilitate Runway
Avon Park	Avon Park Executive	General Aviation	17	153,725	Update Airport Master Plan Study
Bartow	Bartow Municipal	General Aviation	28	837,900	Rehabilitate Taxiway
Blountstown	Calhoun County	General Aviation	4	158,757	Install Weather Reporting Equipment
Boca Raton	Boca Raton	Reliever	17	169,692	Construct RSA
Bonifay	Tri-County	General Aviation	7	126,226	Install Perimeter Fencing, Rehabilitate Runway
Bunnell	Flagler County	General Aviation	13	598,500	Construct Runway
Clearwater	St. Petersburg-Clearwater International	Primary	37	5,761,935	Acquire ARFF Vehicle, Rehabilitate Runway
Cross City	Cross City	General Aviation	7	604,584	Install Miscellaneous NAVAIDS, Install Runway Lighting, Install Runway Vertical/Visual Guidance System
Daytona Beach	Daytona Beach International	Primary	60	6,997,936	Rehabilitate Runway
			61	1,832,568	Improve Terminal Building
			62	130,536	Construct Taxiway
DeFuniak Springs	DeFuniak Springs	General Aviation	5	307,511	Install Miscellaneous NAVAIDS, Install Weather Reporting Equipment
DeLand	DeLand Municipal-Sidney H Taylor Field	Reliever	18	141,916	Update Airport Master Plan Study
Dunnellon	Marion County	General Aviation	2	1,359,619	Install Runway Lighting, Rehabilitate Runway
Fernandina Beach	Fernandina Beach Municipal	General Aviation	21	176,745	Rehabilitate Runway
Fort Lauderdale	Fort Lauderdale/Hollywood International	Primary	66	23,772,248	Extend Runway
			67	20,000,000	Noise Mitigation Measures for Residences Within 65-69 DNL
Fort Myers	Page Field	Reliever	17	268,455	Acquire Land for Approaches, Construct Service Road
Fort Pierce	St. Lucie County International	General Aviation	32	3,522,824	Improve Airport Drainage, Rehabilitate Taxiway
Gainesville	Gainesville Regional	Primary	32	761,248	Rehabilitate Taxiway
			33	1,456,863	Security Enhancements
Hollywood	North Perry	Reliever	7	53,418	Install Airfield Guidance Signs, Rehabilitate Runway
Jacksonville	Cecil	General Aviation	15	379,994	Improve Airport Drainage, Rehabilitate Taxiway

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Jacksonville	Jacksonville Executive at Craig	Reliever	20	\$ 199,697	Improve Airport Drainage
Jacksonville	Herlong	Reliever	14	372,608	Rehabilitate Apron
Jacksonville	Jacksonville International	Primary	49	7,417,929	Construct Taxiway, Rehabilitate Taxiway
Key West	Key West International	Primary	44	1,998,474	Construct Terminal Building
			45	412,000	Conduct Noise Compatibility Plan Study
Keystone Heights	Keystone Airpark	General Aviation	20	236,275	Install Taxiway Lighting
Kissimmee	Kissimmee Gateway	Reliever	32	855,610	Construct Taxiway
Lake Wales	Lake Wales Municipal	General Aviation	14	126,768	Update Airport Master Plan Study
Lakeland	Lakeland Linder Regional	Reliever	33	692,550	Improve RSA
Leesburg	Leesburg International	General Aviation	21	238,769	Install Airfield Guidance Signs, Wildlife Hazard Assessments
Live Oak	Suwannee County	General Aviation	9	299,875	Install Airfield Guidance Signs, Rehabilitate Runway and Taxiway Lighting
Marathon	The Florida Keys Marathon	General Aviation	29	150,000	Acquire Emergency Generator, Remove Obstructions
Marianna	Marianna Municipal	General Aviation	14	80,420	Install Miscellaneous NAVAIDS, Rehabilitate Taxiway
Melbourne	Melbourne International	Primary	37	387,600	Rehabilitate Taxiway, Wildlife Hazard Assessments
Merritt Island	Merritt Island	General Aviation	17	369,363	Improve RSA
Miami	Miami International	Primary	64	3,462,000	Improve Terminal Building
Orlando	Executive	Reliever	27	19,054	Install Runway Distance-To-Go Signs
Orlando	Orlando International	Primary	111	2,225,000	Update Airport Master Plan Study
			112	6,774,262	Construct Taxiway, Rehabilitate Taxiway
Pahokee	Palm Beach County Glades	General Aviation	3	274,280	Rehabilitate Apron and Runway Lighting
Palatka	Palatka Municipal - Lt. Kay Larkin Field	General Aviation	21	4,123,121	Rehabilitate Runway
Panama City	Northwest Florida Beaches International	Primary	4	2,705,512	Construct New Airport, Environmental Mitigation, Improve Terminal Building
			5	475,000	Update Airport Master Plan Study
Pensacola	Pensacola International	Primary	38	2,940,935	Improve Access Road, Rehabilitate Apron
Perry	Perry-Foley	General Aviation	11	829,680	Rehabilitate Runway
Plant City	Plant City	General Aviation	7	567,167	Construct Taxiway

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Punta Gorda	Punta Gorda	Primary	31	\$ 978,382	Acquire ARFF Vehicle, Acquire Handicap Passenger Lift Device, Extend Runway, Runway Incursion Markings
Quincy	Quincy Municipal	General Aviation	9	471,207	Construct Taxiway
St. Augustine	Northeast Florida Regional	General Aviation	31	6,353,692	Improve RSA
Sanford	Orlando Sanford International	Primary	66	127,122	Acquire Equipment
			67	1,917,864	Construct Service Road
			68	10,555,573	Extend Runway
Sarasota/ Bradenton	Sarasota/Bradenton International	Primary	48	3,206,718	Construct Taxiway, Improve Terminal Building
Sebring	Sebring Regional	General Aviation	22	4,237,317	Rehabilitate Runway
Tallahassee	State of Florida	System Plan	7	1,695,770	Conduct State System Plan Study
Tallahassee	Tallahassee Regional	Primary	36	12,798,468	Rehabilitate Runway
Tampa	Tampa International	Primary	55	1,315,500	Update Airport Master Plan Study
			56	2,571,379	Expand Apron, Rehabilitate Terminal Building
Titusville	Space Coast Regional	General Aviation	23	413,915	Install Perimeter Fencing, Rehabilitate Taxiway, Wildlife Hazard Assessments
Umatilla	Umatilla Municipal	General Aviation	7	411,929	Construct Apron and Taxiway
Valkaria	Valkaria	General Aviation	3	109,315	Rehabilitate Apron and Taxiway
			4	2,831,413	Construct Taxiway, Rehabilitate Apron and Taxiway
Vero Beach	Vero Beach Municipal	General Aviation	35	401,105	Remove Obstructions
Wauchula	Wauchula Municipal	General Aviation	10	133,713	Acquire Land for Approaches, Construct Taxiway
West Palm Beach	North Palm Beach County General Aviation	Reliever	15	186,482	Construct Taxiway, Wildlife Hazard Assessments
West Palm Beach	Palm Beach County Park	Reliever	11	94,966	Wildlife Hazard Assessments
West Palm Beach	Palm Beach International	Primary	54	299,998	Conduct Environmental Study
			55	1,375,660	Improve Terminal Building
Williston	Williston Municipal	General Aviation	12	1,622,333	Extend Taxiway, Rehabilitate Taxiway
Winter Haven	Winter Haven's Gilbert	General Aviation	22	242,209	Extend Taxiway
Zephyrhills	Zephyrhills Municipal	General Aviation	10	100,700	Update Airport Master Plan Study
Subtotal FY 2011 Funds				\$162,573,829	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Georgia					
Albany	Southwest Georgia Regional	Primary	38	\$ 3,242,848	Construct Terminal Building
Atlanta	Georgia State Block Grant Program	System Plan	7	27,416,870	Nonprimary Development Projects in the SBGP
			8	5,000,000	
Atlanta	Hartsfield - Jackson Atlanta International	Primary	100	10,000,000	Extend Runway
			101	3,076,639	Acquire Land for Approaches
			102	11,795,086	Construct Taxiway
			103	1,000,000	Improve RSA
Augusta	Augusta Regional at Bush Field	Primary	34	480,349	Acquire ARFF Vehicle
Brunswick	Brunswick Golden Isles	Primary	32	1,350,000	Acquire Equipment, Construct Taxiway
Columbus	Columbus	Primary	36	345,155	Acquire Safety Equipment and/or Fencing, Construct Taxiway, Rehabilitate Runway Lighting, Security Enhancements
Hampton	Atlanta South Regional	General Aviation	17	8,685,000	Acquire Land for Development
Savannah	Savannah/Hilton Head International	Primary	52	7,889,145	Construct Taxiway
Valdosta	Valdosta Regional	Primary	28	1,000,000	Acquire ARFF Vehicle, Construct ARFF Building, Improve Airport Drainage
Subtotal FY 2011 Funds				\$81,281,092	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Guam					
Tamuning	Guam International	Primary	80	\$1,975,678	Extend Runway
			81	2,304,801	Improve Airport Miscellaneous Improvements
			82	1,400,000	
Subtotal FY 2011 Funds				\$5,680,479	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Hawaii					
Hana	Hana	General Aviation	7	\$ 150,000	Improve Terminal Building
			8	139,896	Wildlife Hazard Assessments
Hilo	Hilo International	Primary	39	570,000	Rehabilitate Runway
			40	190,000	Rehabilitate Apron and Taxiway
			41	2,195,743	
			42	10,615,395	Rehabilitate Runway
			43	190,000	Rehabilitate Taxiway
			Honolulu	Honolulu International	Primary
102	802,000				
103	1,250,000	Improve RSA			
104	1,000,000	Rehabilitate Runway			
105	99,375	Acquire Friction Measuring Equipment			
106	275,000	Rehabilitate Runway Lighting			
107	821,025	Improve Terminal Building			
108	1,034,255				
Kailua Kona	Kona International at Keahole	Primary	33	117,640	Acquire Friction Measuring Equipment
			34	2,136,844	Improve Terminal Building
			35	2,276,385	Rehabilitate Runway
Kalaupapa	Kalaupapa	General Aviation	6	77,870	Acquire Equipment
			7	150,000	Improve Terminal Building
Kamuela	Waimea-Kohala	General Aviation	7	134,572	Wildlife Hazard Assessments
Kapolei	Kalaeloa (John Rodgers Field)	Reliever	12	789,655	Rehabilitate Building
Kaunakakai	Molokai	Primary	16	76,000	Improve Airport Drainage
			17	5,353,165	Rehabilitate Taxiway
Lanai City	Lanai	Primary	13	238,957	Construct Apron
			14	950,000	Improve RSA
Lihue	Lihue	Primary	42	934,800	Install Guidance Signs
			43	226,480	Improve Airport Drainage
Subtotal FY 2011 Funds				\$33,035,057	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Idaho					
Aberdeen	Aberdeen Municipal	General Aviation	5	\$ 201,979	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building
Arbon Valley	Pocatello Regional	Primary	34	926,503	Acquire ARFF Vehicle, Install Miscellaneous NAVAIDS, Rehabilitate Runway, Runway Incursion Markings
Boise	Boise Air Terminal/Gowen Field	Primary	56	4,812,750	Acquire Snow Removal Equipment, Rehabilitate Access Road, Rehabilitate Apron, Rehabilitate Taxiway
Boise	State of Idaho	System Plan	7	350,000	Update State System Plan Study
Bonnors Ferry	Boundary County	General Aviation	11	63,183	Acquire Land for Approaches
Buhl	Buhl Municipal	General Aviation	11	20,900	Rehabilitate Runway Lighting
Caldwell	Caldwell Industrial	Reliever	23	77,000	Construct Taxiway
Challis	Challis	General Aviation	7	83,200	Update Airport Master Plan Study
Driggs	Driggs-Reed Memorial	General Aviation	11	150,000	Update Airport Master Plan Study
Gooding	Gooding Municipal	General Aviation	8	128,470	Rehabilitate Taxiway
Hayden Lake	Coeur D'Alene - Pappy Boyington Field	General Aviation	34	1,228,532	Construct ARFF Building
			35	200,000	Rehabilitate Runway, Rehabilitate Taxiway
			36	361,926	
Idaho Falls	Idaho Falls Regional	Primary	36	1,766,524	Improve RSA, Install Perimeter Fencing, Rehabilitate Apron
Kellogg	Shoshone County	General Aviation	7	790,010	Rehabilitate Apron
Lewiston	Lewiston-Nez Perce County	Primary	32	200,000	Construct Apron, Construct Taxiway
McCall	McCall Municipal	General Aviation	20	445,803	Construct Snow Removal Equipment Building
Nampa	Nampa Municipal	General Aviation	23	1,026,000	Rehabilitate Runway
Priest River	Priest River Municipal	General Aviation	3	186,266	Construct Taxiway
Twin Falls	Joslin Field - Magic Valley Regional	Primary	32	153,308	Construct Snow Removal Equipment Building
Weiser	Weiser Municipal	General Aviation	9	1,138,776	Rehabilitate Runway
Subtotal FY 2011 Funds				\$14,311,130	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Illinois					
Belleville	Scott AFB/MidAmerica	General Aviation	29	\$ 2,339,000	Expand Apron
Bloomington/ Normal	Central Illinois Regional Airport at Bloomington- Normal	Primary	56	682,550	Acquire Safety Equipment and/or Fencing
			57	187,291	Update Airport Master Plan Study, Wildlife Hazard Assessments
			58	3,330,125	Improve Terminal Building
Chicago	Chicago Midway International	Primary	79	1,870,316	Rehabilitate Runway
Chicago	Chicago O'Hare International	Primary	114	26,500,000	Extend Runway
			115	800,000	Noise Mitigation Measures for Public Buildings
			116	1,500,000	
			117	8,446,014	Rehabilitate Taxiway
			118	20,900,000	Noise Mitigation Measures for Public Buildings
			119	25,020	VALE Vehicle
			120	50,000,000	Construct Runway
			121	11,600,000	Noise Mitigation Measures for Public Buildings
Moline	Quad City International	Primary	68	1,607,929	Rehabilitate Runway
			69	882,931	Update Airport Master Plan Study
Peoria	General Downing - Peoria International	Primary	57	5,734,900	Improve ARFF Building, Rehabilitate Runway and Taxiway
Rockford	Chicago/Rockford International	Primary	62	1,350,110	Construct Apron, Update Airport Master Plan Study
			63	6,910,885	Rehabilitate Runway
Savoy	University of Illinois-Willard	Primary	27	1,234,175	Widen Taxiway
Springfield	Abraham Lincoln Capital	Primary	58	98,800	Acquire Land for Approaches
			59	750,000	Acquire ARFF Vehicle, Construct Taxiway, Improve Airport Drainage, Install Miscellaneous NAVAIDS, Modify Terminal Building, Rehabilitate Access Road
			60	1,408,600	Rehabilitate Apron
Springfield	Illinois SBGP	System Plan	94	6,792,584	Nonprimary Development Projects SBGP
			95	6,238,993	
			96	4,835,278	
			97	4,420,619	
			98	2,220,904	
Subtotal FY 2011 Funds				\$172,667,024	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Indiana					
Anderson	Anderson Municipal-Darlington Field	General Aviation	25	\$ 355,045	Rehabilitate Runway Lighting
Angola	Tri-State Steuben County	General Aviation	12	27,550	Rehabilitate Runway
Auburn	De Kalb County	General Aviation	20	150,000	Extend Runway, Remove Obstructions
Bedford	Virgil I Grissom Municipal	General Aviation	10	150,000	Acquire Easement for Approaches, Install Runway Lighting, Remove Obstructions
Bloomington	Monroe County	General Aviation	28	300,000	Conduct Environmental Study, Construct Apron
Columbus	Columbus Municipal	General Aviation	23	73,308	Rehabilitate Runway Lighting
Connersville	Mettel Field	General Aviation	18	318,295	Construct Apron and Terminal Building
Crawfordsville	Crawfordsville Municipal	General Aviation	10	69,233	Conduct Environmental Study, Wildlife Hazard Assessments
			11	147,554	Extend Runway, Install Perimeter Fencing
Danville	Hendricks County-Gordon Graham Field	Reliever	12	390,588	Install Perimeter Fencing
Delphi	Delphi Municipal	General Aviation	10	745,637	Extend Runway, Rehabilitate Apron
Elkhart	Elkhart Municipal	General Aviation	26	924,739	Rehabilitate Apron
Evansville	Evansville Regional	Primary	48	5,143,775	Improve RSA
			49	6,571,013	
			50	1,839,770	
			51	4,465,000	
Fishers	Indianapolis Metropolitan	Reliever	18	190,105	Install Perimeter Fencing
Fort Wayne	Fort Wayne International	Primary	58	1,684,025	Rehabilitate Runway, Security Enhancements
			59	170,107	Acquire Friction Measuring Equipment
Fort Wayne	Smith Field	General Aviation	12	150,000	Construct Apron
Frankfort	Frankfort Municipal	General Aviation	15	2,276,577	Construct Taxiway, Rehabilitate Runway Lighting
French Lick	French Lick Municipal	General Aviation	11	1,691,537	Extend Taxiway, Install Perimeter Fencing, Wildlife Hazard Assessments
Gary	Gary/Chicago International	General Aviation	26	5,150,000	Extend Runway
			27	266,000	Improve Airport Drainage
Goshen	Goshen Municipal	General Aviation	12	230,052	Acquire Easement for Approaches
Greencastle	Putnam County	General Aviation	13	765,101	Expand Apron

City					
Greensburg	Greensburg Municipal	General Aviation	8	\$ 501,166	Acquire Existing Airport and Snow Removal Equipment
Greenwood	Greenwood Municipal	General Aviation	25	150,000	Rehabilitate Airport Beacons, Apron, and Runway, Update Airport Master Plan Study
Griffith	Griffith-Merrillville	Reliever	10	137,275	Environmental Mitigation
Huntingburg	Huntingburg	General Aviation	13	180,215	Conduct Environmental Study
Huntington	Huntington Municipal	General Aviation	11	90,725	Acquire Land for Development
Indianapolis	Eagle Creek Airpark	Reliever	17	154,499	Rehabilitate Runway
			18	497,724	Rehabilitate Apron
Indianapolis	Indianapolis Downtown	General Aviation	10	112,648	Rehabilitate Apron
Indianapolis	Indianapolis International	Primary	118	7,458,437	Construct Apron, Service Road, and Taxiway, Improve Airport Drainage, Remove Obstructions
			119	2,541,563	Construct Apron
			120	400,500	Security Enhancements
			121	399,716	Conduct Airport Master Plan Study and Miscellaneous Study, Rehabilitate Taxiway
			122	42,000	Security Enhancements
			123	128,834	Conduct Airport Master Plan Study
Indianapolis	State of Indiana	System Plan	9	146,870	Update State System Plan Study
Jeffersonville	Clark Regional	Reliever	24	1,302,384	Extend Runway
Kendallville	Kendallville Municipal	General Aviation	18	1,092,500	Rehabilitate Runway and Taxiway
Knox	Starke County	General Aviation	11	259,787	Construct Taxiway
Kokomo	Kokomo Municipal	General Aviation	19	1,763,959	Extend Runway
La Porte	La Porte Municipal	General Aviation	18	69,233	Update Airport Master Plan Study
			19	80,829	Install Runway and Taxiway Lighting, Update Airport Master Plan Study
Logansport	Logansport/Cass County	General Aviation	17	300,000	Construct Taxiway, Rehabilitate Taxiway
Madison	Madison Municipal	General Aviation	15	157,667	Update Airport Master Plan Study
Marion	Marion Municipal	General Aviation	19	579,783	Rehabilitate Runway
			20	406,449	Strengthen Taxiway
McCordsville	Indianapolis Regional	Reliever	13	252,985	Extend Runway

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Michigan City	Michigan City Municipal- Phillips Field	General Aviation	15	\$ 125,979	Install Miscellaneous NAVAIDS, Install Perimeter Fencing, Rehabilitate Taxiway, Update Airport Master Plan Study, Wildlife Hazard Assessments
Monticello	White County	General Aviation	12	471,400	Extend Runway
Muncie	Delaware County Regional	General Aviation	24	69,278	Rehabilitate Runway
			25	80,812	
North Vernon	North Vernon	General Aviation	14	2,130,963	Rehabilitate Runway
Paoli	Paoli Municipal	General Aviation	9	497,325	Improve RSA, Remove Obstructions
Peru	Peru Municipal	General Aviation	15	85,314	Acquire Snow Removal Equipment
Plymouth	Plymouth Municipal	General Aviation	15	162,240	Acquire Land for Approaches, Rehabilitate Runway, Remove Obstructions
Portland	Portland Municipal	General Aviation	8	422,250	Construct Fuel Farm
Rensselaer	Jasper County	General Aviation	8	257,915	Improve Airport Drainage
Richmond	Richmond Municipal	General Aviation	14	150,000	Rehabilitate Taxiway
Rochester	Fulton County	General Aviation	10	173,375	Rehabilitate Taxiway
Salem	Salem Municipal	General Aviation	11	150,000	Construct Runway
Seymour	Freeman Municipal	General Aviation	13	1,896,749	Rehabilitate Runway
Shelbyville	Shelbyville Municipal	General Aviation	23	399,000	Rehabilitate Taxiway
South Bend	South Bend International	Primary	42	1,125,579	Expand Terminal Building
			43	1,313,086	Expand Terminal Building, Groove Runway, Improve RSA, Rehabilitate Taxiway, Update Airport Master Plan Study, Wildlife Hazard Assessments
			44	1,500,000	Expand Terminal Building
Sullivan	Sullivan County	General Aviation	12	26,600	Rehabilitate Apron
			13	214,205	
			14	45,151	
Tell City	Perry County Municipal	General Aviation	8	306,850	Expand Apron
Terre Haute	Terre Haute International- Hulman Field	General Aviation	39	386,000	Update Airport Master Plan Study
Valparaiso	Porter County Regional	General Aviation	23	150,000	Improve Airport Miscellaneous Improvements, Update Airport Master Plan Study
Wabash	Wabash Municipal	General Aviation	12	70,439	Acquire Snow Removal Equipment

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Warsaw	Warsaw Municipal	General Aviation	10	\$ 141,075	Conduct Environmental Study, Update Airport Master Plan Study
Washington	Daviess County	General Aviation	12	910,575	Rehabilitate Runway
Winchester	Randolph County	General Aviation	13	2,189,583	Construct Runway
Zionsville	Indianapolis Executive	Reliever	22	353,623	Install Taxiway Lighting
Subtotal FY 2011 Funds				\$69,258,125	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Iowa					
Algona	Algona Municipal	General Aviation	8	\$ 161,500	Rehabilitate Taxiway
Ames	Ames Municipal	General Aviation	20	119,026	Rehabilitate Apron
Ames	State of Iowa	System Plan	20	74,205	Conduct State System Plan Study
Ankeny	Ankeny Regional	Reliever	16	1,697,087	Improve RSA
Audubon	Audubon County	General Aviation	6	412,300	Construct Parking Lot, Rehabilitate Runway
Belle Plaine	Belle Plaine Municipal	General Aviation	7	171,000	Construct Snow Removal Equipment Building
Bloomfield	Bloomfield Municipal	General Aviation	6	935,750	Rehabilitate Runway
Boone	Boone Municipal	General Aviation	12	608,444	Rehabilitate Apron
Burlington	Southeast Iowa Regional	General Aviation	30	927,184	Rehabilitate Apron and Taxiway
Cedar Rapids	The Eastern Iowa	Primary	42	2,500,000	Rehabilitate Runway
			43	663,831	Update Airport Master Plan Study
Chariton	Chariton Municipal	General Aviation	8	82,162	Construct Taxiway
Charles City	Northeast Iowa Regional	General Aviation	10	228,950	Rehabilitate Apron
Cherokee	Cherokee County Regional	General Aviation	8	105,188	Improve Airport Drainage
Clarion	Clarion Municipal	General Aviation	10	38,507	Construct Building
Council Bluffs	Council Bluffs Municipal	General Aviation	18	548,673	Construct Runway
Creston	Creston Municipal	General Aviation	7	218,500	Construct Snow Removal Equipment Building
Decorah	Decorah Municipal	General Aviation	7	157,700	Construct Taxiway
Des Moines	Des Moines International	Primary	53	1,358,975	Rehabilitate Taxiway
			55	2,303,272	Construct Runway
Des Moines	Various Locations in Iowa	System Plan	5	1,293,060	Install Weather Reporting Equipment
Dubuque	Dubuque Regional	Primary	49	3,605,165	Construct Terminal Building
			50	387,677	Rehabilitate Taxiway
Emmetsburg	Emmetsburg Municipal	General Aviation	6	187,481	Install Runway Vertical/Visual Guidance System
Fairfield	Fairfield Municipal	General Aviation	13	179,756	Construct Snow Removal Equipment Building
Forest City	Forest City Municipal	General Aviation	11	120,650	Remove Obstructions
Fort Dodge	Fort Dodge Regional	Commercial Service	26	4,842,851	Rehabilitate Runway and Runway Lighting
Fort Madison	Fort Madison Municipal	General Aviation	7	565,449	Rehabilitate Taxiway
Greenfield	Greenfield Municipal	General Aviation	4	68,400	Update Airport Master Plan Study
Grinnell	Grinnell Regional	General Aviation	10	188,100	Expand Apron
Hampton	Hampton Municipal	General Aviation	7	384,750	Construct Building
Harlan	Harlan Municipal	General Aviation	6	42,750	Rehabilitate Runway
			7	149,918	Update Airport Master Plan Study

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Humboldt	Humboldt Municipal	General Aviation	6	\$ 364,800	Construct Building
Independence	Independence Municipal	General Aviation	10	131,100	Acquire Snow Removal Equipment
Iowa City	Iowa City Municipal	General Aviation	20	1,472,025	Construct Taxiway
Iowa Falls	Iowa Falls Municipal	General Aviation	6	931,897	Extend Runway, Rehabilitate Runway Lighting
Keokuk	Keokuk Municipal	General Aviation	18	357,545	Rehabilitate Runway
Knoxville	Knoxville Municipal	General Aviation	12	298,998	Rehabilitate Access Road
Le Mars	Le Mars Municipal	General Aviation	8	223,155	Construct Snow Removal Equipment Building
Maquoketa	Maquoketa Municipal	General Aviation	6	88,244	Extend Runway
Mason City	Mason City Municipal	Primary	36	1,744,742	Construct ARFF Building
Monticello	Monticello Regional	General Aviation	6	696,855	Construct Terminal Building
Muscatine	Muscatine Municipal	General Aviation	15	346,251	Rehabilitate Runway Lighting
Oelwein	Oelwein Municipal	General Aviation	5	411,350	Construct Snow Removal Equipment Building
Orange City	Orange City Municipal	General Aviation	6	398,611	Rehabilitate Runway
Oskaloosa	Oskaloosa Municipal	General Aviation	7	369,053	Rehabilitate Access Road
Ottumwa	Ottumwa Regional	General Aviation	17	468,343	Improve RSA
Pocahontas	Pocahontas Municipal	General Aviation	7	288,082	Rehabilitate Runway Lighting
Red Oak	Red Oak Municipal	General Aviation	12	258,649	Rehabilitate Runway
Rockwell City	Rockwell City Municipal	General Aviation	4	325,079	Rehabilitate Apron
Shenandoah	Shenandoah Municipal	General Aviation	10	97,175	Construct Taxiway
Sioux (County)	New (Proposed)	System Plan	1	1,067,455	Construct New Airport
			2	959,023	
Sioux City	Sioux Gateway/Col. Bud Day Field	Primary	42	539,213	Acquire Snow Removal Equipment
			44	376,642	Update Airport Master Plan Study
Spencer	Spencer Municipal	General Aviation	20	234,611	Rehabilitate Runway and Taxiway Lighting
Vinton	Vinton Veterans Memorial Airpark	General Aviation	6	267,710	Rehabilitate Apron
Washington	Washington Municipal	General Aviation	5	278,850	Rehabilitate Runway
			6	1,096,704	
Waterloo	Waterloo Regional	Primary	38	546,725	Rehabilitate Apron
			39	684,950	Acquire Snow Removal Equipment
Waverly	Waverly Municipal	General Aviation	2	283,778	Rehabilitate Access Road
Webster City	Webster City Municipal	General Aviation	11	100,000	Extend Runway
West Union	George L Scott Municipal	General Aviation	4	152,198	Acquire Snow Removal Equipment

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Winterset	Winterset Municipal	General Aviation	7	\$ 53,342	Construct Building
Subtotal FY 2011 Funds				\$41,241,416	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Kansas					
Abilene	Abilene Municipal	General Aviation	8	\$ 304,000	Construct Taxiway
Anthony	Anthony Municipal	General Aviation	8	85,500	Extend Runway
Atchison	Amelia Earhart	General Aviation	7	52,915	Update Airport Master Plan Study
Atwood	Atwood-Rawlins County City-County	General Aviation	9	348,265	Rehabilitate Runway Lighting
Augusta	Augusta Municipal	General Aviation	15	1,194,054	Rehabilitate Taxiway
Belleville	Belleville Municipal	General Aviation	10	98,285	Rehabilitate Runway
Beloit	Moritz Memorial	General Aviation	8	252,888	Extend Runway
			9	300,282	
Burlington	Coffey County	General Aviation	7	109,820	Update Airport Master Plan Study
Chanute	Chanute Martin Johnson	General Aviation	8	61,845	Rehabilitate Runway Lighting
Cimarron	Cimarron Municipal	General Aviation	5	82,370	Remove Obstructions
Coffeyville	Coffeyville Municipal	General Aviation	17	348,876	Rehabilitate Runway and Taxiway
Colby	Shalz Field	General Aviation	12	104,332	Extend Runway
			13	75,811	
Concordia	Blosser Municipal	General Aviation	8	72,162	Conduct Environmental Study
Dodge City	Dodge City Regional	Commercial Service	27	1,693,035	Construct Apron
El Dorado	El Dorado/Captain Jack Thomas Memorial	General Aviation	9	298,300	Rehabilitate Taxiway
Eureka	Lt. William M. Milliken	General Aviation	3	315,400	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Fort Scott	Fort Scott Municipal	General Aviation	14	72,390	Extend Runway
Garden City	Garden City Regional	Primary	31	554,476	Update Airport Master Plan Study
			32	864,519	Install Perimeter Fencing
Gardner	Gardner Municipal	General Aviation	7	49,020	Improve Airport Drainage
Great Bend	Great Bend Municipal	General Aviation	20	205,468	Rehabilitate Apron
Hallowell	Oswego Municipal	General Aviation	8	135,314	Rehabilitate Runway
Hays	Hays Regional	Commercial Service	26	350,706	Rehabilitate Runway
			27	53,471	Wildlife Hazard Assessments
Hill City	Hill City Municipal	General Aviation	12	136,096	Acquire Snow Removal Equipment, Install Miscellaneous NAVAIDS
Hutchinson	Hutchinson Municipal	General Aviation	26	242,060	Improve RSA

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Independence	Independence Municipal	General Aviation	19	\$ 1,160,601	Construct Taxiway, Extend Runway
Johnson	Stanton County Municipal	General Aviation	9	622,029	Construct Taxiway
Larned	Larned-Pawnee County	General Aviation	13	1,789,800	Rehabilitate Runway
Lawrence	Lawrence Municipal	General Aviation	18	51,830	Wildlife Hazard Assessments
Leoti	Mark Hoard Memorial	General Aviation	2	83,220	Conduct Environmental Study
Liberal	Liberal Mid-America Regional	Commercial Service	19	337,463	Rehabilitate Runway
Manhattan	Manhattan Regional	Primary	41	254,701	Conduct Miscellaneous Study
McPherson	McPherson	General Aviation	13	44,987	Rehabilitate Taxiway
Meade	Meade Municipal	General Aviation	10	177,697	Construct Fuel Farm
Medicine Lodge	Medicine Lodge	General Aviation	4	86,092	Rehabilitate Runway
Morris (County)	Herington Regional	General Aviation	6	701,175	Rehabilitate Taxiway
Ness City	Ness City Municipal	General Aviation	4	65,436	Construct Runway
Newton	Newton-City-County	Reliever	28	104,990	Rehabilitate Runway
Norton	Norton Municipal	General Aviation	4	69,386	Install Runway Vertical/Visual Guidance System
Oakley	Oakley Municipal	General Aviation	9	62,087	Acquire Land for Approaches
Oberlin	Oberlin Municipal	General Aviation	9	2,239,064	Rehabilitate Runway and Taxiway
Olathe	Johnson County Executive	Reliever	25	360,601	Rehabilitate Runway
Olathe	New Century Aircenter	Reliever	23	2,441,485	Rehabilitate Taxiway
			24	190,995	Rehabilitate Runway
Ottawa	Ottawa Municipal	General Aviation	10	2,102,230	Rehabilitate Runway
Paola	Miami County	General Aviation	14	133,855	Update Airport Master Plan Study
Parsons	Tri-City	General Aviation	8	46,930	Rehabilitate Taxiway
Phillipsburg	Phillipsburg Municipal	General Aviation	9	369,313	Construct Taxiway
Pittsburg	Atkinson Municipal	General Aviation	13	65,652	Conduct Environmental Study
Russell	Russell Municipal	General Aviation	8	117,187	Acquire Snow Removal Equipment
Salina	Salina Regional	Commercial Service	34	1,982,364	Construct ARFF Building
Smith Center	Smith Center Municipal	General Aviation	11	799,858	Rehabilitate Apron
St. Francis	Cheyenne County Municipal	General Aviation	11	1,786,000	Extend Runway
Syracuse	Syracuse-Hamilton County Municipal	General Aviation	9	484,140	Extend Runway
Topeka	Forbes Field	General Aviation	28	166,672	Acquire Snow Removal Equipment
Topeka	Philip Billard Municipal	General Aviation	16	133,213	Acquire Snow Removal Equipment
Topeka	State of Kansas	System Plan	13	332,500	Conduct State System Plan Study
			14	114,841	Conduct Aeronautical Survey for WAAS Approach

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Ulysses	Ulysses	General Aviation	13	\$ 286,641	Rehabilitate Runway
Wellington	Wellington Municipal	General Aviation	12	59,375	Conduct Environmental Study
Wichita	Colonel James Jabara	Reliever	20	2,324,570	Rehabilitate Apron, Runway, and Taxiway
Wichita	Wichita Mid-Continent	Primary	61	254,977	Construct Terminal Building
			62	86,836	Rehabilitate Taxiway Lighting
			63	956,290	Construct Terminal Building
Winfield	Strother Field	General Aviation	18	142,500	Rehabilitate Taxiway
Subtotal FY 2011 Funds				\$32,051,243	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Kentucky					
Bowling Green	Bowling Green-Warren County Regional	General Aviation	23	\$ 87,687	Rehabilitate Runway
Cadiz	Lake Barkley State Park	General Aviation	3	71,250	Rehabilitate Runway
Campbellsville	Taylor County	General Aviation	14	100,000	Rehabilitate Taxiway
Cynthiana	Cynthiana-Harrison County	General Aviation	9	99,750	Install Perimeter Fencing, Update Airport Master Plan Study
Elizabethtown	Addington Field	General Aviation	16	5,080,477	Rehabilitate Runway
Falmouth	Gene Snyder	General Aviation	11	360,050	Improve RSA
Flemingsburg	Fleming-Mason	General Aviation	14	80,572	Conduct Environmental Study
Fulton	Fulton	General Aviation	10	1,743,154	Extend Runway
			11	328,572	
Georgetown	Georgetown Scott County - Marshall Field	General Aviation	18	150,000	Construct Terminal Building
Glasgow	Glasgow Municipal	General Aviation	22	225,000	Rehabilitate Runway
Greater Cincinnati International Airport	Cincinnati/Northern Kentucky International	Primary	77	6,000,000	Construct Runway
			78	2,311,566	Rehabilitate Runway
			79	8,307,162	
			80	838,457	
Greenville	Muhlenberg County	General Aviation	11	840,578	Rehabilitate Runway
			12	30,624	
Hardinsburg	Breckinridge County	General Aviation	6	104,480	Improve RSA, Remove Obstructions
Harlan	Tucker-Guthrie Memorial	General Aviation	10	71,250	Update Airport Master Plan Study
Hartford	Ohio County	General Aviation	12	694,531	Rehabilitate Runway
			13	30,000	
Hazard	Wendell H Ford	General Aviation	16	261,185	Rehabilitate Runway and Taxiway
Henderson	Henderson City-County	General Aviation	23	192,000	Rehabilitate Runway
Hopkinsville	Hopkinsville-Christian County	General Aviation	17	300,000	Rehabilitate Runway
Lexington	Blue Grass	Primary	58	246,671	Update Airport Master Plan Study, Update Miscellaneous Study
			59	962,772	Acquire Snow Removal Equipment, Improve Terminal Building, Rehabilitate Apron, Rehabilitate Terminal Building

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
London	London-Corbin Airport-Magee Field	General Aviation	18	\$ 66,500	Install Airfield Guidance Signs
Louisville	Bowman Field	Reliever	21	50,000	Acquire Easement for Approaches
Louisville	Louisville International-Standiford Field	Primary	90	13,101,152	Acquire ARFF Vehicle, Land for Development, Safety Equipment and/or Fencing, and Snow Removal Equipment, Conduct Miscellaneous Study, Construct Taxiway, Rehabilitate Apron and Runway Lighting
			91	6,628,193	Construct Taxiway
Madisonville	Madisonville Municipal	General Aviation	21	131,999	Install Weather Reporting Equipment
			22	34,390	Improve RSA, Remove Obstructions
Mayfield	Mayfield Graves County	General Aviation	12	300,000	Install Airfield Guidance Signs and Taxiway Lighting
Monticello	Wayne County	General Aviation	7	65,000	Construct Fuel Farm, Update Airport Master Plan Study
Murray	Kyle-Oakley Field	General Aviation	22	230,439	Remove Obstructions
Owensboro	Owensboro-Daviess County	Primary	44	485,555	Extend Runway, Rehabilitate Apron
			45	2,390,253	Acquire Aircraft Deicing Equipment, Easement for Approaches, and Land for Approaches, Extend Runway
			46	149,999	Extend Runway
Paducah	Barkley Regional	Primary	39	410,549	Acquire ARFF Vehicle, Expand Terminal Building, Install Perimeter Fencing, Security Enhancements
			40	606,660	Construct Apron and Terminal Building, Rehabilitate Terminal Building, Security Enhancements
Pikeville	Pike County-Hatcher Field	General Aviation	13	32,012	Improve RSA
Pine Knot	McCreary County	General Aviation	9	426,187	Construct Fuel Farm, Install Perimeter Fencing, Remove Obstructions
Princeton	Princeton-Caldwell County	General Aviation	9	235,391	Rehabilitate Runway, Remove Obstructions
Russellville	Russellville-Logan County	General Aviation	13	184,913	Rehabilitate Airport Beacons and Runway Lighting
Somerset	Lake Cumberland Regional	General Aviation	19	283,962	Construct Fuel Farm
Springfield	Lebanon-Springfield	General Aviation	11	194,275	Construct Taxiway
Stanton	Stanton	General Aviation	5	574,155	Construct Taxiway
Sturgis	Sturgis Municipal	General Aviation	12	25,000	Rehabilitate Runway

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Tompkinsville	Tompkinsville-Monroe County	General Aviation	9	\$ 320,832	Expand Apron, Install Runway Vertical/Visual Guidance System
West Liberty	West Liberty	General Aviation	8	76,000	Improve Airport Drainage, Install Perimeter Fencing
Williamsburg	Williamsburg-Whitley County	General Aviation	13	1,122,011	Improve RSA
Worthington	Ashland Regional	General Aviation	15	123,481	Construct Taxiway
Subtotal FY 2011 Funds				\$57,766,696	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Louisiana					
Alexandria	Alexandria International	Primary	48	\$ 6,000,000	Noise Mitigation Measures for Residences within 70-74 DNL
			49	2,400,000	Construct Fuel Farm
			50	1,844,261	Rehabilitate Runway
			51	212,415	
			52	2,315,354	Rehabilitate Apron
			53	3,000,000	Noise Mitigation Measures for Residences within 70-74 DNL
Bastrop	Morehouse Memorial	General Aviation	13	56,531	Rehabilitate Taxiway Lighting
Baton Rouge	Baton Rouge Metropolitan, Ryan Field	Primary	92	2,289,500	Acquire Land for Noise Compatibility Outside 65 DNL
			93	3,694,800	Rehabilitate Runway
			94	1,393,838	
			95	3,178,354	Construct Taxiway
Coushatta	The Red River	General Aviation	5	100,000	Expand Apron, Install Perimeter Fencing
Crowley	Le Gros Memorial	General Aviation	8	675,520	Improve Airport Drainage
DeQuincy	DeQuincy Industrial Airpark	General Aviation	14	1,746,052	Construct Taxiway
Farmerville	Union Parish	General Aviation	10	463,587	Rehabilitate Runway Lighting
Galliano	South Lafourche Leonard Miller Jr	General Aviation	12	4,294,460	Extend Runway
Houma	Houma-Terrebonne	General Aviation	25	1,206,686	Rehabilitate Taxiway
Jena	Jena	General Aviation	6	193,663	Install Perimeter Fencing
Lafayette	Lafayette Regional	Primary	41	5,749,539	Improve RSA
			42	5,506,968	
Lake Charles	Lake Charles Regional	Primary	40	1,594,622	Expand ARFF Building
			41	617,500	Update Airport Master Plan Study
Lake Providence	Byerley	General Aviation	2	375,577	Remove Obstructions
Leesville	Leesville	General Aviation	8	469,526	Improve RSA
Metairie	Louis Armstrong New Orleans International	Primary	91	578,980	Acquire ARFF Vehicle
			92	1,130,000	Construct Taxiway
Monroe	Monroe Regional	Primary	29	5,717,523	Rehabilitate Runway and Taxiway
Natchitoches	Natchitoches Regional	General Aviation	17	48,925	Rehabilitate Apron
New Iberia	Acadiana Regional	General Aviation	16	300,000	Update Airport Master Plan Study

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Patterson	Harry P Williams Memorial	General Aviation	14	\$ 476,544	Rehabilitate Taxiway Lighting
Rayville	John H Hooks Jr Memorial	General Aviation	11	408,276	Acquire Land for Development, Remove Obstructions
Shreveport	Shreveport Downtown	Reliever	18	905,333	Rehabilitate Runway
Shreveport	Shreveport Regional	Primary	54	305,000	Rehabilitate Runway
			55	2,140,000	Security Enhancements
Slidell	Slidell	Reliever	17	71,607	Install Perimeter Fencing
Sulphur	Southland Field	General Aviation	14	141,884	Install Perimeter Fencing
Vidalia	Concordia Parish	General Aviation	9	72,438	Update Airport Master Plan Study
Winnsboro	Winnsboro Municipal	General Aviation	5	137,750	Rehabilitate Runway
Subtotal FY 2011 Funds				\$61,813,013	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Maine					
Auburn	Auburn/Lewiston Municipal	Reliever	20	\$ 204,706	Conduct Environmental Study
Augusta	Augusta State	Commercial Service	24	5,177,706	Rehabilitate Runway
Bangor	Bangor International	Primary	53	451,538	Rehabilitate Apron
			54	398,372	Install Guidance Signs, Wildlife Hazard Assessments
Bar Harbor	Hancock County-Bar Harbor	Primary	32	461,392	Acquire Snow Removal Equipment, Runway Incursion Markings
			33	707,750	Construct Taxiway, Install Perimeter Fencing
Belfast	Belfast Municipal	General Aviation	10	499,090	Construct Apron
Biddeford	Biddeford Municipal	General Aviation	8	58,546	Environmental Mitigation
Brunswick	Brunswick Executive	General Aviation	1	140,410	Construct Building, Install Airfield Guidance Signs and Perimeter Fencing
			2	341,459	Update Airport Master Plan Study, Wildlife Hazard Assessments
			3	4,609,556	Acquire Snow Removal Equipment, Improve Utilities [MAP], Install Perimeter Fencing, Rehabilitate Runway Lighting, Remove Obstructions, Runway Incursion Markings
Caribou	Caribou Municipal	General Aviation	13	275,500	Remove Obstructions
Carrabassett	Sugarloaf Regional	General Aviation	5	43,700	Rehabilitate Apron, Runway, and Taxiway
Eastport	Eastport Municipal	General Aviation	10	347,810	Expand Apron, Rehabilitate Runway
Fryeburg	Eastern Slopes Regional	General Aviation	16	273,600	Construct Fuel Farm
Greenville	Greenville Municipal	General Aviation	14	85,500	Conduct Environmental Study
			15	118,750	Acquire Land for Development
Lincoln	Lincoln Regional	General Aviation	8	81,110	Rehabilitate Runway
Machias	Machias Valley	General Aviation	8	179,182	Update Airport Master Plan Study
Millinocket	Millinocket Municipal	General Aviation	14	80,136	Acquire Easement and Land for Approaches
			15	89,775	Rehabilitate Apron
Norridgewock	Central Maine Airport of Norridgewock	General Aviation	14	136,759	Remove Obstructions
			15	224,200	Install Perimeter Fencing, Remove Obstructions
			16	200,450	Rehabilitate Runway
Old Town	Dewitt Field, Old Town Municipal	General Aviation	9	80,750	Rehabilitate Runway
			10	137,750	Update Airport Master Plan Study

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Oxford	Oxford County Regional	General Aviation	9	\$ 242,397	Remove Obstructions
Pittsfield	Pittsfield Municipal	General Aviation	12	111,150	Expand Apron
Portland	Portland International Jetport	Primary	72	12,735,479	Construct RSA, Rehabilitate Runway and Taxiway
Presque Isle	Northern Maine Regional Airport at Presque Isle	Primary	34	20,235	Rehabilitate Apron
			35	43,075	Install Guidance Signs
			36	155,621	Acquire Snow Removal Equipment
			37	571,387	Acquire ARFF Vehicle
Rangeley	Steven A. Bean Municipal	General Aviation	12	632,200	Construct Building
Rockland	Knox County Regional	Primary	36	223,250	Acquire Snow Removal Equipment
			37	137,750	Rehabilitate Apron
Wiscasset	Wiscasset	General Aviation	16	147,250	Acquire Snow Removal Equipment, Install Perimeter Fencing, Update Airport Master Plan Study
Subtotal FY 2011 Funds				\$30,425,291	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Maryland					
Cumberland	Greater Cumberland Regional	General Aviation	18	\$ 390,395	Rehabilitate Runway
Easton	Easton/Newnam Field	General Aviation	38	167,327	Acquire Snow Removal Equipment
Frederick	Frederick Municipal	Reliever	35	135,236	Extend Runway
Gaithersburg	Montgomery County Airpark	Reliever	22	3,021,286	Remove Obstructions
Glen Burnie	Baltimore/Washington International Thurgood Marshal	Primary	85	4,469,334	Rehabilitate Apron
Hagerstown	Hagerstown Regional- Richard A Henson Field	Primary	46	461,555	Extend Runway
			47	538,445	
Indian Head	Maryland	Reliever	11	777,718	Construct Runway
			12	3,833,923	
Leonardtown	St. Mary's County Regional	General Aviation	16	82,032	Extend Runway
Odenton	Tipton	Reliever	15	609,171	Remove Obstructions
Salisbury	Salisbury-Ocean City Wicomico Regional	Primary	45	1,082,724	Acquire Snow Removal Equipment, Rehabilitate Taxiway
Stevensville	Bay Bridge	General Aviation	21	2,673,670	Extend Taxiway
Westminster	Carroll County Regional/Jack B Poage Field	Reliever	26	201,996	Construct Runway
Subtotal FY 2011 Funds				\$18,444,812	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Massachusetts					
Beverly	Beverly Municipal	Reliever	30	\$ 130,150	Rehabilitate Taxiway
			31	236,550	Conduct Aeronautical Survey for WAAS Approach
Boston	General Edward Lawrence Logan International	Primary	106	7,256,297	Construct Runway
			107	750,000	Construct RSA
			108	2,473,703	Construct Runway
			109	5,933,080	Construct RSA
			110	9,245,431	
			111	5,610,180	
			112	2,785,875	
			113	15,492,680	
Fitchburg	Fitchburg Municipal	General Aviation	19	320,625	Conduct Environmental Study
Hyannis	Barnstable Municipal- Boardman/Polando Field	Primary	51	2,707,500	Construct Terminal Building
			52	87,300	Conduct Environmental Study
			53	1,777,450	Rehabilitate Apron
Mansfield	Mansfield Municipal	General Aviation	24	102,600	Acquire Land for Development
			25	97,850	Acquire Snow Removal Equipment
Marshfield	Marshfield Municipal - George Harlow Field	General Aviation	19	47,025	Rehabilitate Runway
			20	626,240	Acquire Land for Development, Conduct Environmental Study
Montague	Turners Falls	General Aviation	15	150,000	Conduct Environmental Study
Nantucket	Nantucket Memorial	Primary	52	851,986	Construct Terminal Building
			53	289,991	
			54	382,758	Conduct Environmental Study
			55	4,217,525	Extend Runway, Rehabilitate Runway
New Bedford	New Bedford Regional	Primary	41	4,928,600	Extend RSA
			42	301,625	Remove Obstructions
			43	213,750	Extend RSA
			44	391,400	Update Airport Master Plan Study
North Adams	Harriman-And-West	General Aviation	22	322,050	Acquire Snow Removal Equipment, Update Airport Master Plan Study
Norwood	Norwood Memorial	Reliever	31	763,800	Rehabilitate Taxiway
Orange	Orange Municipal	General Aviation	20	412,300	Rehabilitate Apron and Taxiway

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Pittsfield	Pittsfield Municipal	General Aviation	26	\$ 137,750	Extend Runway
			27	2,000,000	
Plymouth	Plymouth Municipal	General Aviation	38	1,724,250	Rehabilitate Taxiway
Provincetown	Provincetown Municipal	Primary	30	1,254,000	Expand Terminal Building, Rehabilitate Taxiway, Wildlife Hazard Assessments
Springfield/ Chicopee	Westover ARB/Metropolitan	General Aviation	23	2,500,000	Noise Mitigation Measures for Residences within 70-74 DNL
Taunton	Taunton Municipal - King Field	General Aviation	21	166,250	Remove Obstructions
Vineyard Haven	Marthas Vineyard	Primary	37	63,650	Wildlife Hazard Assessments
			39	862,125	Construct ARFF Building
Westfield	Westfield-Barnes Regional	General Aviation	35	991,522	Noise Mitigation Measures for Residences within 70-74 DNL
			36	89,965	Acquire Land for Development
			37	1,502,038	Noise Mitigation Measures for Residences within 70-74 DNL
Worcester	Worcester Regional	General Aviation	43	790,564	Security Enhancements
Subtotal FY 2011 Funds				\$80,988,435	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Michigan					
Charlevoix	Charlevoix Municipal	Primary	15	\$ 950,000	Acquire Snow Removal Equipment
Clinton (Township of)	Capital Region International	Primary	49	693,897	Improve Terminal Building
			50	856,934	Improve Terminal Building, Rehabilitate Runway Lighting
Detroit	Detroit Metropolitan Wayne County	Primary	102	3,037,434	Extend Taxiway, Rehabilitate Runway
			103	13,198,322	Rehabilitate Runway
			104	1,849,866	VALE Infrastructure
Escanaba	Delta County	Commercial Service	35	195,700	Acquire Safety Equipment and/or Fencing
Flint	Bishop International	Primary	50	3,324,818	Expand Terminal Building
Grand Rapids	Gerald R. Ford International	Primary	47	1,100,491	Acquire Snow Removal Equipment, Conduct Miscellaneous Study, Rehabilitate Runway Lighting
Gwinn	Sawyer International	Primary	34	354,350	Rehabilitate Runway
			35	796,100	Acquire Snow Removal Equipment
Hancock	Houghton County Memorial	Primary	35	415,238	Modify Access Road
			36	611,934	Improve Airport Drainage, Modify Terminal Building
Kalamazoo	Kalamazoo/Battle Creek International	Primary	38	887,656	Acquire Interactive Training System, Construct ARFF Building, Construct Terminal Building, Install Airport Beacons, Rehabilitate Runway
Lansing	Michigan SBGP	System Plan	77	7,512,885	Nonprimary Development Projects in SBGP
			78	200,000	
			79	3,396,000	
			80	300,000	
			81	10,877,311	
			82	764,874	
Muskegon	Muskegon County	Primary	35	1,079,086	Acquire Snow Removal Equipment, Install Miscellaneous NAVAIDS, Rehabilitate Apron
Saginaw	MBS International	Primary	45	6,036,379	Construct Terminal Building, Improve Utilities
			46	6,952,943	Construct Apron
Traverse City	Cherry Capital	Primary	36	1,415,500	Rehabilitate Taxiway Lighting
Subtotal FY 2011 Funds				\$66,807,718	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Minnesota					
Albert Lea	Albert Lea Municipal	General Aviation	13	\$ 1,554,265	Construct Runway
Baudette	Baudette International	General Aviation	10	1,552,158	Extend Taxiway
Bemidji	Bemidji Regional	Primary	26	213,556	Expand ARFF Building
			27	535,090	Improve Terminal Building, Install Airport Beacons
Blaine	Anoka County-Blaine Airport (Janes Field)	Reliever	10	231,445	Rehabilitate Taxiway
Blue Earth	Blue Earth Municipal	General Aviation	10	2,301,751	Rehabilitate Runway
Bluffton	Wadena Municipal	General Aviation	7	343,003	Acquire Snow Removal Equipment, Rehabilitate Apron and Runway
Brainerd	Brainerd Lakes Regional	Primary	36	313,485	Construct Taxiway
Buffalo	Buffalo Municipal	General Aviation	8	69,350	Acquire Land for Approaches
Canby	Myers Field	General Aviation	9	219,450	Acquire Snow Removal Equipment, Update Airport Master Plan Study
Cloquet	Cloquet Carlton County	General Aviation	9	97,717	Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System
Cook	Cook Municipal	General Aviation	6	65,645	Rehabilitate Runway
Detroit Lakes	Detroit Lakes-Wething Field	General Aviation	7	138,219	Construct Taxiway, Install Miscellaneous NAVAIDS, Wildlife Hazard Assessments
Dodge Center	Dodge Center	General Aviation	7	39,900	Construct Building
Duluth	Duluth International	Primary	50	1,295,876	Construct Terminal Building
			51	5,935,428	
			52	3,868,418	VALE Infrastructure
			53	4,950,189	Construct Terminal Building
Ely	Ely Municipal	General Aviation	12	278,867	Rehabilitate Apron, Building, Runway and Taxiway
Fairmont	Fairmont Municipal	General Aviation	12	75,988	Rehabilitate Apron
Faribault	Faribault Municipal	General Aviation	9	1,271,151	Construct Runway
Fosston	Fosston Municipal	General Aviation	6	132,207	Construct Taxiway, Rehabilitate Apron, Runway, and Taxiway
Glencoe	Glencoe Municipal	General Aviation	1	47,500	Remove Obstructions, Update Airport Master Plan Study
Grand Marais	Grand Marais/Cook County	General Aviation	12	309,510	Conduct Miscellaneous Study, Rehabilitate Runway

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Grand Rapids	Grand Rapids/Itasca County Airport-Gordon Newstrom Field	General Aviation	16	\$ 244,410	Improve Airport Drainage, Rehabilitate Apron and Runway
Hallock	Hallock Municipal	General Aviation	6	333,062	Construct Fuel Farm
Hawley	Hawley Municipal	General Aviation	7	129,333	Rehabilitate Access Road, Apron, Runway and Taxiway
Hector	Hector Municipal	General Aviation	7	521,550	Improve RSA
Hibbing	Range Regional	Commercial Service	30	44,860	Improve Terminal Building
			31	45,600	
Hutchinson	Hutchinson Municipal-Butler Field	General Aviation	12	109,183	Rehabilitate Runway
International Falls	Falls International	Primary	24	268,933	Rehabilitate Runway, Update Airport Master Plan Study
Jackson	Jackson Municipal	General Aviation	10	366,656	Expand Apron
Le Sueur	Le Sueur Municipal	General Aviation	8	97,341	Acquire Land for Approaches
Litchfield	Litchfield Municipal	General Aviation	8	158,481	Rehabilitate Access Road, Parking Lot and Runway
Little Falls	Little Falls/Morrison County-Lindbergh Field	General Aviation	12	49,455	Update Airport Master Plan Study
Marshall	Southwest Minnesota Regional Marshall/Ryan Field	General Aviation	10	276,450	Acquire Snow Removal Equipment, Construct Apron
Minneapolis	Crystal	Reliever	7	300,000	Rehabilitate Taxiway
Minneapolis	Minneapolis-St Paul International/Wold-Chamberlain	Primary	104	5,496,843	Extend Taxiway, Modify Service Road, Rehabilitate Apron, Security Enhancements
Montevideo	Montevideo-Chippewa County	General Aviation	11	164,374	Construct Snow Removal Equipment Building
Moorhead	Moorhead Municipal	General Aviation	7	489,999	Construct Building
Moose Lake	Moose Lake Carlton County	General Aviation	4	329,099	Construct Building
Morris	Morris Municipal - Charlie Schmidt Field	General Aviation	5	128,250	Construct Taxiway
New Ulm	New Ulm Municipal	General Aviation	9	3,738,625	Extend Runway
Orr	Orr Regional	General Aviation	8	222,623	Rehabilitate Access Road and Parking Lot
Ortonville	Ortonville Municipal-Martinson Field	General Aviation	8	119,097	Construct Fuel Farm

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Owatonna	Owatonna Degner Regional	General Aviation	15	\$ 331,876	Rehabilitate Runway
Park Rapids	Park Rapids Municipal-Konshok Field	General Aviation	11	561,316	Construct Utilities, Improve Access Road and Airport Drainage, Install Perimeter Fencing, Update Airport Master Plan Study
Paynesville	Paynesville Municipal	General Aviation	6	141,292	Rehabilitate Apron, Runway, and Taxiway, Update Miscellaneous Study
Pipestone	Pipestone Municipal	General Aviation	7	47,643	Install Airport Beacons and Miscellaneous NAVAIDS
Red Wing	Red Wing Regional	General Aviation	10	335,844	Rehabilitate Apron, Remove Obstructions
Redwood Falls	Redwood Falls Municipal	General Aviation	11	129,931	Acquire Land for Approaches
Rochester	Rochester International	Primary	30	416,510	Construct Deicing Containment Facility
			31	122,091	Conduct Miscellaneous Study, Improve RSA, Install Airfield Guidance Signs
Roseau	Roseau Municipal/Rudy Billberg Field	General Aviation	7	488,679	Rehabilitate Apron and Taxiway
Rushford	Rushford Municipal	General Aviation	4	71,250	Conduct Miscellaneous Study and Construct Building
South St. Paul	South St. Paul Municipal-Richard E Fleming Field	Reliever	13	59,432	Remove Obstructions
St. Cloud	St. Cloud Regional	Primary	23	526,350	Acquire Snow Removal Equipment, Install Runway Lighting, Update Airport Master Plan Study
St. Paul	St. Paul Downtown Holman Field	Reliever	20	913,758	Rehabilitate Taxiway
Staples	Staples Municipal	General Aviation	7	25,000	Rehabilitate Apron
Thief River Falls	Thief River Falls Regional	Commercial Service	13	1,593,073	Improve RSA, Rehabilitate Runway
			14	4,630,056	Rehabilitate Runway
Tower	Tower Municipal	General Aviation	8	34,010	Remove Obstructions
Two Harbors	Richard B Helgeson	General Aviation	8	1,334,139	Rehabilitate Apron, Runway, and Taxiway
Walker	Walker Municipal	General Aviation	7	140,391	Acquire Snow Removal Equipment
Waseca	Waseca Municipal	General Aviation	8	62,130	Construct Taxiway, Rehabilitate Apron
Windom	Windom Municipal	General Aviation	8	47,500	Update Airport Master Plan Study
Winona	Winona Municipal-Max Conrad Field	General Aviation	7	335,461	Improve RSA, Update Airport Master Plan Study
Winsted	Winsted Municipal	General Aviation	5	394,773	Construct Terminal Building, Rehabilitate Access Road, Apron, Parking Lot, and Taxiway
Subtotal FY 2011 Funds				\$52,216,897	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Mississippi					
Aberdeen/ Amory	Monroe County	General Aviation	13	\$ 488,760	Construct Apron, Building, and Taxiway
Ackerman	Ackerman Choctaw County	General Aviation	7	43,001	Remove Obstructions
Batesville	Panola County	General Aviation	8	57,542	Construct Taxiway, Remove Obstructions
Bay St. Louis	Stennis International	General Aviation	25	1,200,000	Expand Apron
Belmont	Tishomingo County	General Aviation	13	61,362	Improve RSA, Install Perimeter Fencing, Rehabilitate Airport Beacons
Belzoni	Belzoni Municipal	General Aviation	12	187,958	Construct Building
Carthage	Carthage-Leake County	General Aviation	7	210,997	Rehabilitate Apron
Clarksdale	Fletcher Field	General Aviation	17	538,596	Construct Apron
Cleveland	Cleveland Municipal	General Aviation	17	1,045,677	Extend Runway
Columbus	Columbus-Lowndes County	General Aviation	13	221,368	Install Runway Vertical/Visual Guidance System, Rehabilitate Taxiway
Columbus	Golden Triangle Regional	Primary	46	849,944	Acquire Land for Development, Improve Access Road, Security Enhancements
			47	565,329	Acquire Land for Development
Corinth	Roscoe Turner	General Aviation	20	1,197,556	Rehabilitate Taxiway
Crystal Springs	Copiah County	General Aviation	10	285,664	Construct Runway
Drew	Ruleville-Drew	General Aviation	11	280,884	Construct Building and Taxiway
Forest	G. V. Montgomery	General Aviation	8	244,895	Install Perimeter Fencing
Greenville	Mid Delta Regional	Commercial Service	29	178,790	Rehabilitate Apron
Greenwood	Greenwood-Leflore	General Aviation	14	173,223	Improve Airport Drainage
Grenada	Grenada Municipal	General Aviation	8	347,024	Improve Airport Drainage
Gulfport	Gulfport-Biloxi International	Primary	76	14,604,260	Expand Terminal Building, Extend Taxiway, Install Runway Lighting, Rehabilitate Access Road and Runway Lighting
			77	4,987,500	Noise Mitigation Measures for Residences within 65-69 DNL
Hattiesburg	Hattiesburg Bobby L Chain Municipal	General Aviation	18	521,572	Improve Airport Drainage, Install Airfield Guidance Signs and Runway Vertical/Visual Guidance System, Rehabilitate Taxiway Lighting

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Hollandale	Hollandale Municipal	General Aviation	8	\$ 101,318	Construct Terminal Building, Install Perimeter Fencing, Rehabilitate Taxiway
Holly Springs	Holly Springs-Marshall County	General Aviation	14	121,125	Acquire Land for Development
Houston	Houston Municipal	General Aviation	11	159,161	Construct Taxiway
Indianola	Indianola Municipal	General Aviation	14	174,611	Construct Building
Iuka	Iuka	General Aviation	7	39,254	Acquire Land for Approaches, Improve RSA
Jackson	Hawkins Field	General Aviation	13	240,764	Improve Airport Drainage
Jackson	Jackson-Evers International	Primary	45	2,008,664	Improve Airport Drainage, Rehabilitate Apron, Runway, and Taxiway
Jackson	State of Mississippi	System Plan	6	26,593	Construct Apron, Building, Taxiway, and Terminal Building, Expand Apron, Extend Runway, Improve Airport Drainage and RSA, Install Airfield Guidance Signs and Runway Lighting, Rehabilitate Apron, Runway, Taxiway, and Taxiway Lighting, Update State System Plan Study
Laurel	Hesler-Noble Field	General Aviation	6	346,179	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway and Taxiway Lighting
Lexington	C. A. Moore	General Aviation	12	147,740	Construct Building, Improve Building, Widen Taxiway
Louisville	Louisville Winston County	General Aviation	11	107,401	Improve Terminal Building
Lumberton	I H Bass Jr Memorial	General Aviation	9	166,716	Rehabilitate Apron and Runway
Macon	Macon Municipal	General Aviation	10	487,174	Construct Building and Taxiway
Magee	Magee Municipal	General Aviation	7	235,315	Construct Terminal Building, Rehabilitate Runway
McComb	McComb/Pike County/John E Lewis Field	General Aviation	20	25,552	Install Perimeter Fencing
Meridian	Key Field	Primary	29	850,900	Construct Taxiway
			30	2,434,295	
Moselle	Hattiesburg-Laurel Regional	Primary	32	681,897	Improve Terminal Building, Rehabilitate Parking Lot, Runway, and Taxiway, Security Enhancements
Natchez	Hardy-Anders Field Natchez-Adams County	General Aviation	23	109,012	Install Airfield Guidance Signs
Okolona	Okolona Municipal-Richard Stovall Field	General Aviation	13	159,932	Construct Taxiway, Install Perimeter Fencing, Rehabilitate Apron

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Oxford	University-Oxford	General Aviation	25	\$ 1,133,415	Acquire Land for Development, Construct Parking Lot, Wildlife Hazard Assessments
Pascagoula	Trent Lott International	General Aviation	27	205,683	Remove Obstructions
Philadelphia	Philadelphia Municipal	General Aviation	12	62,910	Rehabilitate Airport Beacons
Quitman	Clarke County	General Aviation	11	95,685	Rehabilitate Airport Beacons and Runway Lighting
Raymond	John Bell Williams	General Aviation	15	96,425	Construct Apron
			16	1,452,000	
Starkville	George M Bryan	General Aviation	16	69,065	Update Airport Master Plan Study
Tunica	Tunica Municipal	General Aviation	17	1,262,734	Construct Terminal Building
			18	405,555	Rehabilitate Runway
Tupelo	Tupelo Regional	Primary	35	544,079	Extend Runway, Wildlife Hazard Assessments
			36	5,830,700	Acquire Safety Equipment and/or Fencing, Extend Runway, Install Guidance Signs, Rehabilitate Runway Lighting, Rehabilitate Taxiway
Tylertown	Paul Pittman Memorial	General Aviation	13	316,763	Rehabilitate Apron, Runway, and Taxiway
Vicksburg	Vicksburg Municipal	General Aviation	4	115,900	Install Weather Reporting Equipment
West Point	McCharen Field	General Aviation	10	339,273	Expand Apron
Wiggins	Dean Griffin Memorial	General Aviation	11	174,882	Improve RSA
Winona	Winona-Montgomery County	General Aviation	11	238,494	Construct Building, Improve Access Road
Yazoo City	Yazoo County	General Aviation	12	289,773	Rehabilitate Apron and Building
Subtotal FY 2011 Funds				\$49,548,841	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Missouri					
Columbia	Columbia Regional	Primary	34	\$ 7,645,077	Rehabilitate Taxiway
Jefferson City	Missouri SBGP	System Plan	48	14,579,159	Nonprimary Development Projects in SBGP
			49	2,039,991	
			50	861,349	
			51	599,070	
			52	932,835	
			53	1,386,523	
Jefferson City	State of Missouri	System Plan	9	1,580,800	Acquire Mobile ARFF Training Facility
Kansas City	Charles B. Wheeler Downtown	Reliever	22	4,260,750	Rehabilitate Taxiway
Kansas City	Kansas City International	Primary	65	11,500,000	Rehabilitate Runway
			66	3,375,000	Conduct Airport Master Plan Study
Springfield	Springfield-Branson National	Primary	45	1,398,260	Construct Terminal Building
			46	4,412,287	Rehabilitate Runway
			47	1,654,614	Construct Terminal Building
St. Louis	Lambert-St. Louis International	Primary	128	423,000	Acquire Safety Equipment and/or Fencing
			130	7,318,112	Rehabilitate Taxiway
Subtotal FY 2011 Funds				\$63,966,827	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Montana					
Anaconda	Bowman Field	General Aviation	14	\$ 1,144,499	Construct Taxiway, Rehabilitate Runway
Baker	Baker Municipal	General Aviation	13	968,973	Extend Runway
			14	786,751	Extend Runway and Taxiway
Billings	Billings Logan International	Primary	40	1,724,709	Construct Taxiway, Rehabilitate Runway, Runway Incursion Markings
			41	910,646	Rehabilitate Runway
			42	313,500	
Bozeman	Bozeman Yellowstone International	Primary	37	1,185,053	Security Enhancements
			38	125,000	Wildlife Hazard Assessments
			39	2,263,608	Expand Terminal Building
Broadus	Broadus	General Aviation	5	321,900	Install Perimeter Fencing, Rehabilitate Runway
Butte	Bert Mooney	Primary	45	3,095,767	Rehabilitate Runway and Taxiway
Chinook	Edgar G Obie	General Aviation	11	186,447	Rehabilitate Runway Lighting
Circle	Circle Town County	General Aviation	5	281,571	Install Perimeter Fencing
Columbus	Woltermann Memorial	General Aviation	10	208,964	Construct Snow Removal Equipment Building
Cut Bank	Cut Bank International	General Aviation	9	91,000	Rehabilitate Runway
Dillon	Dillon	General Aviation	10	355,000	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building
Ekalaka	Ekalaka	General Aviation	8	85,500	Rehabilitate Apron, Runway, and Taxiway
Glasgow	Wokal Field/Glasgow International	General Aviation	15	4,254,902	Rehabilitate Runway, Runway Lighting, and Taxiway
			16	560,968	Rehabilitate Runway and Runway Lighting
Glendive	Dawson Community	General Aviation	10	445,251	Conduct Environmental Study, Construct Taxiway
Great Falls	Great Falls International	Primary	49	1,307,121	Modify Terminal Building, Rehabilitate Apron
			50	853,870	Acquire ARFF Vehicle, Update Airport Master Plan Study
			51	500,000	Noise Mitigation Measures for Residences within 65-69 DNL
			52	1,500,000	
			53	605,709	Improve Airport Drainage
Hamilton	Ravalli County	General Aviation	11	40,000	Conduct Environmental Study
Hardin	New (Proposed)	System Plan	5	313,750	Construct New Airport
Helena	Helena Regional	Primary	43	1,569,288	Acquire Snow Removal Equipment
Helena	State of Montana	System Plan	9	95,634	Conduct State System Plan Study

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Kalispell	Glacier Park International	Primary	42	\$ 6,483,541	Rehabilitate Taxiway
			44	2,349,000	Rehabilitate Apron
Lewistown	Lewistown Municipal	General Aviation	15	132,435	Extend Taxiway
Libby	Libby	General Aviation	10	336,541	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Livingston	Mission Field	General Aviation	6	2,401,000	Construct Taxiway, Rehabilitate Runway, Runway Lighting, and Taxiway
			7	810,039	Expand Apron, Rehabilitate Apron
Malta	Malta	General Aviation	9	336,021	Install Perimeter Fencing
Miles City	Frank Wiley Field	General Aviation	13	210,287	Improve Access Road, Rehabilitate Apron, Runway, and Taxiway
Missoula	Missoula International	Primary	54	4,206,760	Rehabilitate Runway and Taxiway, Security Enhancements
Plains	Plains	General Aviation	8	188,850	Rehabilitate Access Road and Runway
Roundup	Roundup	General Aviation	9	296,399	Rehabilitate Apron, Runway, and Taxiway, Remove Obstructions
Scobey	Scobey	General Aviation	7	536,088	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building, Install Miscellaneous NAVAIDS, Install Runway Vertical/Visual Guidance System
Shelby	Shelby	General Aviation	10	168,000	Construct Taxiway, Rehabilitate Apron, Runway, and Taxiway
Stevensville	Stevensville	General Aviation	9	127,617	Rehabilitate Apron, Runway, and Taxiway
Superior	Mineral County	General Aviation	8	259,587	Construct Building
Three Forks	Three Forks	General Aviation	7	266,351	Acquire Snow Removal Equipment, Rehabilitate Apron, Runway, and Taxiway
Twin Bridges	Twin Bridges	General Aviation	9	59,194	Rehabilitate Apron, Runway, and Taxiway
West Yellowstone	Yellowstone	Commercial Service	10	163,709	Construct ARFF Building, Improve Airport Miscellaneous Improvements, Install Guidance Signs
			11	188,978	Conduct Airport Master Plan Study
White Sulphur Springs	White Sulphur Springs	General Aviation	7	28,325	Acquire Land for Approaches and Land for Development
Subtotal FY 2011 Funds				\$45,644,103	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Nebraska					
Ainsworth	Ainsworth Regional	General Aviation	9	\$ 190,000	Update Airport Master Plan Study
Albion	Albion Municipal	General Aviation	8	78,840	Construct Terminal Building
Alliance	Alliance Municipal	General Aviation	14	697,480	Construct ARFF Building
			15	641,250	Acquire ARFF Vehicle
Auburn	Farington Field	General Aviation	5	160,000	Construct Runway
Burwell	Cram Field	General Aviation	5	2,560,000	Rehabilitate Runway
Cambridge	Cambridge Municipal	General Aviation	5	850,000	Rehabilitate Apron and Taxiway
Central City	Central City Municipal - Larry Reineke Field	General Aviation	4	1,309,085	Construct Taxiway
Chadron	Chadron Municipal	General Aviation	12	516,000	Rehabilitate Runway and Taxiway Lighting
Columbus	Columbus Municipal	General Aviation	8	170,050	Acquire Snow Removal Equipment
			9	810,000	Acquire Land for Approaches
Cozad	Cozad Municipal	General Aviation	6	300,000	Construct Fuel Farm
Creighton	Creighton Municipal	General Aviation	7	97,754	Construct Building
Curtis	Curtis Municipal	General Aviation	3	103,500	Rehabilitate Runway
David City	David City Municipal	General Aviation	8	314,069	Construct Snow Removal Equipment Building
			9	209,610	Acquire Snow Removal Equipment
Falls City	Brenner Field	General Aviation	8	271,035	Acquire Miscellaneous Land
Gordon	Gordon Municipal	General Aviation	6	283,000	Construct Fuel Farm
Grand Island	Central Nebraska Regional	Primary	34	264,961	Conduct Miscellaneous Study
			35	160,897	Extend Runway
Grant	Grant Municipal	General Aviation	5	206,500	Rehabilitate Taxiway
Kearney	Kearney Regional	Primary	23	844,119	Construct Parking Lot
			26	166,888	Update Airport Master Plan Study
Lexington	Jim Kelly Field	General Aviation	11	300,000	Construct Fuel Farm
Lincoln	Lincoln	Primary	45	2,327,099	Install Runway Sensors, Rehabilitate Taxiway Lighting
			46	106,875	Rehabilitate Apron
Lincoln	State of Nebraska	System Plan	20	50,104	Update State System Plan Study
McCook	McCook Ben Nelson Regional	General Aviation	12	579,000	Install Perimeter Fencing
			13	20,615	Acquire Easement for Approaches

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Omaha	Eppley Airfield	Primary	57	\$ 2,868,750	Update Airport Master Plan Study
			58	13,443,750	Rehabilitate Taxiway
			59	984,000	
			60	4,076,670	Expand Apron
Ord	Evelyn Sharp Field	General Aviation	7	267,000	Install Taxiway Lighting
Oshkosh	Garden County	General Aviation	8	59,070	Construct Building
Pender	Pender Municipal	General Aviation	8	120,000	Rehabilitate Apron, Runway, and Taxiway
Plattsmouth	Plattsmouth Municipal	General Aviation	10	201,498	Acquire Snow Removal Equipment
Red Cloud	Red Cloud Municipal	General Aviation	6	182,000	Rehabilitate Runway
Scottsbluff	Western Nebraska Regional/William B. Heilig Field	Commercial Service	33	421,000	Conduct Airport Master Plan Study
Seward	Seward Municipal	General Aviation	9	67,450	Construct Snow Removal Equipment Building
Wahoo	Wahoo Municipal	General Aviation	10	273,595	Construct Fuel Farm
Subtotal FY 2011 Funds				\$37,553,514	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Nevada					
Alamo	Alamo Landing Field	General Aviation	5	\$ 2,597,845	Construct Runway
Austin	Austin	General Aviation	13	126,970	Rehabilitate Apron, Runway, and Taxiway
Battle Mountain	Battle Mountain	General Aviation	21	1,529,795	Rehabilitate Apron
Boulder City	Boulder City Municipal	Primary	18	2,688,292	Rehabilitate Runway and Taxiway
Carson City	Carson	Reliever	21	1,270,429	Construct Taxiway
Elko	Elko Regional	Primary	40	550,582	Rehabilitate Apron, Runway, and Taxiway
Eureka	Eureka	General Aviation	9	2,632,351	Rehabilitate Runway and Taxiway
Gabbs	Gabbs	General Aviation	7	177,650	Rehabilitate Runway
Hawthorne	Hawthorne Industrial	General Aviation	9	118,750	Rehabilitate Apron and Runway
Jackpot	Jackpot/Hayden Field	General Aviation	8	318,250	Install Weather Reporting Equipment, Rehabilitate Apron, Runway, and Taxiway
Las Vegas	McCarran International	Primary	76	8,464,336	Noise Mitigation Measures for Residences within 65-69 DNL
			77	10,489,054	Rehabilitate Apron and Taxiway
			78	8,371,313	
Lovelock	Derby Field	General Aviation	12	150,000	Improve Airport Drainage
Minden	Minden-Tahoe	General Aviation	21	266,475	Conduct Miscellaneous Study, Rehabilitate Taxiway
Pahrump	Pahrump (New)	System Plan	5	600,000	Conduct Environmental Study
Panaca	Lincoln County	General Aviation	7	78,850	Conduct Environmental Study
Reno	Reno/Stead	Reliever	30	350,000	Construct Terminal Building
Reno	Reno/Tahoe International	Primary	89	2,399,169	Noise Mitigation Measures for Residences within 65-69 DNL
			90	2,975,774	Rehabilitate Apron
			91	4,600,831	Noise Mitigation Measures for Residences within 65-69 DNL
			92	3,227,511	Extend Taxiway
Wells	Wells Municipal/Harriet Field	General Aviation	8	273,053	Rehabilitate Apron, Runway, and Taxiway
Winnemucca	Winnemucca Municipal	General Aviation	16	502,803	Rehabilitate Access Road, Apron, Runway, and Taxiway
			17	83,445	Rehabilitate Runway
Yerington	Yerington Municipal	General Aviation	14	386,000	Rehabilitate Apron, Runway, and Taxiway
Subtotal FY 2011 Funds				\$55,229,528	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New Hampshire					
Concord	New Hampshire SBGP	System Plan	11	\$ 792,769	Nonprimary Development Projects in SBGP
			12	630,340	
			13	541,512	
			14	11,015,750	
			15	7,147,623	
Lebanon	Lebanon Municipal	Commercial Service	45	86,888	Conduct Environmental Study
			46	45,557	Rehabilitate Taxiway
Manchester	Manchester	Primary	85	2,301,428	Acquire Land for Approaches and Snow Removal Equipment, Improve Terminal Building
			86	791,236	Security Enhancements
			87	274,872	Acquire Interactive Training System
			88	2,139,451	Acquire Land for Approaches
			89	3,341,589	VALE Infrastructure
Portsmouth	Portsmouth International at Pease	General Aviation	49	301,625	Remove Obstructions
			50	59,828	Acquire Friction Measuring Equipment
			51	580,573	Acquire Snow Removal Equipment
Subtotal FY 2011 Funds				\$30,051,041	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New Jersey					
Atlantic City	Atlantic City International	Primary	81	\$14,311,181	Construct ARFF Building
Lakewood	Lakewood	General Aviation	13	162,890	Acquire Land for Approaches, Remove Obstructions
Lincoln Park	Lincoln Park	Reliever	9	134,140	Rehabilitate Taxiway, Remove Obstructions
Millville	Millville Municipal	General Aviation	33	1,010,781	Remove Obstructions
Morristown	Morristown Municipal	Reliever	44	792,300	Conduct Miscellaneous Study
			45	190,475	Remove Obstructions
Mount Holly	South Jersey Regional	Reliever	10	487,903	Conduct Airport Master Plan Study
Newark	Newark Liberty International	Primary	129	3,222,000	Rehabilitate Taxiway
Teterboro	Teterboro	Reliever	47	6,928,495	Rehabilitate Runway
			48	11,964,708	Noise Mitigation Measures for Public Buildings
			49	13,078,741	Improve RSA
Toms River	Ocean County	General Aviation	22	299,250	Construct Runway
Trenton	Trenton Mercer	General Aviation	38	13,433,000	Improve RSA
			39	973,750	Rehabilitate Taxiway
Wildwood	Cape May County	General Aviation	31	574,607	Improve RSA, Remove Obstructions
Woodbine	Woodbine Municipal	General Aviation	20	965,475	Expand Apron
Subtotal FY 2011 Funds				\$68,529,696	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New Mexico					
Alamogordo	Alamogordo-White Sands Regional	General Aviation	19	\$ 237,522	Improve Airport Drainage
Albuquerque	Albuquerque International Sunport	Primary	38	1,765,424	VALE Infrastructure
			39	8,275,767	Construct Apron
Albuquerque	Double Eagle II	Reliever	17	325,374	Collect Airport Data for Airports GIS
Black Rock	New Airport (Proposed)	System Plan	3	95,864	Construct New Airport
			4	282,571	
Carrizozo	Carrizozo Municipal	General Aviation	4	217,296	Rehabilitate Apron
Clayton	Clayton Municipal Airpark	General Aviation	14	65,185	Construct Snow Removal Equipment Building
Clovis	Clovis Municipal	General Aviation	27	392,784	Extend Runway
			28	307,747	
Dulce	Jicarilla Apache Nation	General Aviation	13	101,140	Update Airport Master Plan Study
Espanola	Ohkay Owingeh	General Aviation	7	279,515	Improve RSA
Farmington	Four Corners Regional	Primary	33	230,684	Acquire Snow Removal Equipment
			34	632,923	Construct Building, Rehabilitate Apron
Fort Sumner	Fort Sumner Municipal	General Aviation	9	315,682	Rehabilitate Runway and Taxiway
Hatch	Hatch Municipal	General Aviation	7	164,579	Improve RSA
Hobbs	Lea County Regional	General Aviation	19	348,076	Conduct Miscellaneous Study, Update Airport Master Plan Study
Las Cruces	Las Cruces International	General Aviation	26	5,483,879	Rehabilitate Taxiway
			27	418,589	Collect Airport Data for Airports GIS
Las Vegas	Las Vegas Municipal	General Aviation	12	381,691	Construct Snow Removal Equipment Building
			13	155,384	
Lordsburg	Lordsburg Municipal	General Aviation	12	40,261	Rehabilitate Apron
Los Alamos	Los Alamos	General Aviation	9	205,642	Conduct Airport Master Plan Study
Moriarty	Moriarty	General Aviation	11	268,328	Construct Runway
Portales	Portales Municipal	General Aviation	15	144,558	Rehabilitate Apron
Raton	Raton Municipal/Crews Field	General Aviation	14	1,754,536	Strengthen Runway
			15	1,538,007	Rehabilitate Runway and Runway Lighting
Roswell	Roswell International Air Center	Primary	25	639,888	Acquire ARFF Vehicle, Rehabilitate Taxiway

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Ruidoso	Sierra Blanca Regional	General Aviation	22	\$ 607,141	Acquire ARFF Safety Equipment, Rehabilitate Apron and Runway
Santa Fe	Santa Fe Municipal	Commercial Service	36	2,701,187	Rehabilitate Taxiway
Santa Rosa	Santa Rosa Route 66	General Aviation	10	163,171	Install Airfield Guidance Signs, Rehabilitate Runway
Silver City	Grant County	General Aviation	12	73,298	Rehabilitate Apron
Socorro	Socorro Municipal	General Aviation	11	67,941	Rehabilitate Airport Beacons and Apron
Springer	Springer Municipal	General Aviation	5	299,838	Install Runway Vertical/Visual Guidance System
Taos	Taos Regional	General Aviation	23	168,420	Rehabilitate Runway
			24	52,060	Acquire Equipment
Tucumcari	Tucumcari Municipal	General Aviation	12	257,528	Rehabilitate Taxiway
			13	156,302	Conduct Airport Master Plan Study
Vaughn	Vaughn Municipal	General Aviation	6	250,714	Construct Snow Removal Equipment Building
Subtotal FY 2011 Funds				\$29,866,496	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New York					
Albany			110	435,155	Improve Airport Drainage
Batavia	Genesee County	Reliever	27	1,021,250	Expand Apron
Bayport	Bayport Aerodrome	General Aviation	12	151,271	Install Perimeter Fencing
Binghamton	Greater Binghamton/Edwin A Link Field	Primary	61	12,312,938	Improve RSA
Buffalo	Buffalo Airfield	Reliever	22	149,983	Acquire Land for Development, Install Perimeter Fencing
Buffalo	Buffalo Niagara International	Primary	76	1,137,321	Rehabilitate Access Road
			77	5,221,553	Noise Mitigation Measures for Residences within 65-69 DNL and Residences within 70-74 DNL
			78	1,295,479	Improve Terminal Building
Canandaigua	Canandaigua	Reliever	27	69,113	Extend Runway
			28	603,250	
Corning	Corning-Painted Post	General Aviation	16	192,064	Acquire Snow Removal Equipment
Cortland	Cortland County-Chase Field	General Aviation	18	66,500	Construct Snow Removal Equipment Building, Install Miscellaneous NAVAIDS
			19	883,500	Remove Obstructions
Dunkirk	Chautauqua County/Dunkirk	General Aviation	44	623,770	Extend Runway
Ellenville	Joseph Y Resnick	General Aviation	29	336,844	Acquire Land for Development, Construct Taxiway
Elmira	Elmira/Corning Regional	Primary	56	8,556,627	Extend Runway
Endicott	Tri-Cities	General Aviation	20	39,900	Rehabilitate Taxiway
Fulton	Oswego County	General Aviation	36	940,500	Remove Obstructions
			37	934,800	Rehabilitate Apron
Glens Falls	Floyd Bennett Memorial	General Aviation	47	228,000	Acquire Easement for Approaches, Expand ARFF Building
Hamilton	Hamilton Municipal	General Aviation	19	974,257	Construct Taxiway
Hornell	Hornell Municipal	General Aviation	19	132,601	Rehabilitate Runway and Taxiway
Hudson	Columbia County	General Aviation	30	170,050	Acquire Land for Approaches
Islip	Long Island MacArthur	Primary	84	3,323,273	Construct Deicing Containment Facility
			85	5,391,982	Construct Taxiway
			86	761,489	
			87	725,779	Construct ARFF Building

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Ithaca	Ithaca Tompkins Regional	Primary	55	\$ 76,950	Update Airport Master Plan Study
			56	28,500	Acquire Friction Measuring Equipment
			57	1,542,800	Construct Sand and Chemical Storage Building
			58	232,750	Rehabilitate Apron
			59	1,184,650	Expand Apron
Lake Placid	Lake Placid	General Aviation	32	201,400	Update Airport Master Plan Study
			33	66,500	Expand Apron
			34	41,800	Construct Apron, Improve RSA
Malone	Malone-Dufort	General Aviation	25	175,750	Update Airport Master Plan Study
			26	1,838,250	Construct Taxiway
Massena	Massena International- Richards Field	Commercial Service	53	1,328,290	Acquire Emergency Generator and Land for Approaches, Modify Access Road, Rehabilitate Runway, Remove Obstructions
Millbrook	Sky Acres	Reliever	23	78,420	Improve Airport Drainage, Install Runway Lighting
Monticello	Sullivan County International	General Aviation	29	1,034,621	Construct ARFF Building
New York	John F. Kennedy International	Primary	172	0	Construct Taxiway
			173	2,012,749	Rehabilitate Taxiway
			174	1,877,220	
New York	La Guardia	Primary	135	21,134,896	Noise Mitigation Measures for Public Buildings
			136	2,949,367	Rehabilitate Taxiway
Newburgh	Stewart International	Primary	68	2,356,380	Improve Service Road
Niagara Falls	Niagara Falls International	Reliever	38	1,000,000	Construct Terminal Building
North Babylon	Republic	Reliever	44	8,430,987	Construct Heliport/Helipad, Improve RSA
Norwich	Lt Warren Eaton	General Aviation	30	1,276,800	Rehabilitate Runway
Ogdensburg	Ogdensburg International	General Aviation	40	64,600	Remove Obstructions
			41	141,234	Update Airport Master Plan Study
			42	171,000	Rehabilitate Runway
Olean	Cattaraugus County-Olean	General Aviation	15	475,000	Install Airfield Guidance Signs, Taxiway Lighting, and Weather Reporting Equipment
Oneonta	Oneonta Municipal	General Aviation	13	405,521	Remove Obstructions
Penn Yan	Penn Yan	General Aviation	28	393,243	Modify Heliport/Helipad
Perry	Perry-Warsaw	General Aviation	24	831,679	Rehabilitate Apron
Piseco	Piseco	General Aviation	20	1,038,920	Remove Obstructions

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Plattsburgh	Plattsburgh International	Primary	36	\$ 108,300	Update Airport Master Plan Study
			37	1,556,100	Rehabilitate Taxiway Lighting
			38	5,975,500	Rehabilitate Taxiway
			39	685,723	Improve Terminal Building
			40	3,396,250	Improve Building, Fuel Farm [MAP], and Utilities [MAP]
Potsdam	Potsdam Municipal/Damon Field	General Aviation	26	87,400	Update Airport Master Plan Study
			27	594,116	Acquire Miscellaneous Land, Rehabilitate Taxiway
Poughkeepsie	Dutchess County	General Aviation	36	1,739,450	Rehabilitate Emergency Generator and Taxiway
			37	122,550	Extend Taxiway, Improve Airport Drainage, Remove Obstructions
Rochester	Greater Rochester International	Primary	72	2,090,767	Rehabilitate Runway
			73	1,539,013	
			74	854,731	
			75	3,307,553	
Saranac Lake	Adirondack Regional	Commercial Service	51	259,445	Update Airport Master Plan Study, Wildlife Hazard Assessments
			52	601,635	Acquire Snow Removal Equipment
Saratoga Springs	Saratoga County	General Aviation	26	199,493	Install Runway Vertical/Visual Guidance System, Rehabilitate Apron and Taxiway Lighting
Schenectady	Schenectady County	Reliever	46	235,293	Update Airport Master Plan Study
Seneca Falls	Finger Lakes Regional	General Aviation	21	150,000	Conduct Environmental Study
Sidney	Sidney Municipal	General Aviation	15	55,575	Construct Taxiway, Install Perimeter Fencing, Light Obstructions
Sodus	Williamson-Sodus	Reliever	25	185,612	Acquire Snow Removal Equipment
			26	38,950	Acquire Land for Approaches
Syracuse	Syracuse Hancock International	Primary	118	752,400	Conduct Miscellaneous Study, Construct Snow Removal Equipment Building, Rehabilitate Apron and Sand and Chemical Storage Building
			119	502,903	Remove Obstructions
Ticonderoga	Ticonderoga Municipal	General Aviation	20	320,298	Improve Airport Drainage, Install Airfield Guidance Signs

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Watertown	Watertown International	General Aviation	35	\$ 170,525	Update Airport Master Plan Study, Wildlife Hazard Assessments
			36	193,800	Rehabilitate Taxiway
			37	177,959	Extend Runway
			38	2,146,687	Rehabilitate Taxiway
Wellsville	Wellsville Municipal Airport, Tarantine Field	General Aviation	25	682,536	Rehabilitate Apron
Subtotal FY 2011 Funds				\$131,370,196	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
North Carolina					
Asheville	Asheville Regional	Primary	39	\$ 514,139	Expand Terminal Building
			40	1,669,030	Acquire ARFF Vehicle, Conduct Airport Master Plan Study, Construct ARFF Building
Charlotte	Charlotte/Douglas International	Primary	64	16,804,107	Construct Runway
			65	3,695,893	
Fayetteville	Fayetteville Regional/Grannis Field	Primary	38	4,981,210	Improve RSA, Rehabilitate Apron
Greensboro	Piedmont Triad International	Primary	63	1,982,384	Construct Runway
			64	2,370,421	
			65	1,766,099	Acquire Land for Noise Compatibility within 70-74 DNL, Install Noise Monitoring System
Greenville	Pitt-Greenville	Primary	36	1,020,288	Rehabilitate Apron, Update Airport Master Plan Study
Jacksonville	Albert J Ellis	Primary	32	1,306,250	Construct Terminal Building, Improve Airport Drainage
			33	9,829,975	Construct Terminal Building
New Bern	Coastal Carolina Regional	Primary	33	180,489	Improve RSA
		Primary	34	1,123,097	Improve RSA, Rehabilitate Taxiway, Remove Obstructions
Raleigh	North Carolina State Block Grant Program	System Plan	41	3,350,000	Nonprimary Development Projects in SBGP
			42	23,356,970	
Raleigh	Raleigh-Durham International	Primary	41	3,419,134	Rehabilitate Runway Lighting and Taxiway
Wilmington	Wilmington International	Primary	44	7,711,503	Rehabilitate Taxiway
Subtotal FY 2011 Funds				\$85,080,989	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
North Dakota					
Bismarck	Bismarck Municipal	Primary	47	\$ 987,030	Conduct Environmental Study, Expand Apron, Rehabilitate Access Road, Apron, and Taxiway
			48	4,037,500	Rehabilitate Apron
Bottineau	Bottineau Municipal	General Aviation	10	396,887	Construct Building
Carrington	Carrington Municipal	General Aviation	8	92,150	Rehabilitate Runway, Update Airport Master Plan Study
Casselton	Casselton Robert Miller Regional	General Aviation	19	267,523	Construct Taxiway
Cavalier	Cavalier Municipal	General Aviation	10	125,109	Construct Service Road and Terminal Building, Update Airport Master Plan Study
Cooperstown	Cooperstown Municipal	General Aviation	9	41,021	Conduct Environmental Study
Devils Lake	Devils Lake Regional	Commercial Service	29	2,136,188	Extend Runway
Dickinson	Dickinson - Theodore Roosevelt Regional	Commercial Service	27	210,000	Update Airport Master Plan Study
Fargo	Hector International	Primary	39	6,684,334	Rehabilitate Runway
Fort Yates	Standing Rock	General Aviation	8	119,999	Remove Obstructions, Update Airport Master Plan Study
Garrison	Garrison Municipal	General Aviation	9	109,250	Rehabilitate Runway, Update Airport Master Plan Study
Glen Ullin	Glen Ullin Regional	General Aviation	9	207,897	Install Weather Reporting Equipment, Rehabilitate Runway
Grand Forks	Grand Forks International	Primary	41	1,081,671	Construct Terminal Building
			42	1,290,883	
			43	1,534,585	Construct Access Road
Gwinner	Gwinner-Roger Melroe Field	General Aviation	11	807,500	Construct Apron
Harvey	Harvey Municipal	General Aviation	9	461,244	Construct Building, Rehabilitate Runway
Hazen	Mercer County Regional	General Aviation	10	113,050	Install Airport Beacons, Rehabilitate Runway
			33	85,500	Rehabilitate Runway
Jamestown	Jamestown Regional	Commercial Service	34	767,420	Acquire Snow Removal Equipment, Construct Access Road, Expand Terminal Building
Kindred	Hamry Field	General Aviation	12	101,791	Improve Access Road, Install Airfield Guidance Signs, Update Airport Master Plan Study

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Lisbon	Lisbon Municipal	General Aviation	10	\$ 156,137	Construct Fuel Farm and Taxiway, Rehabilitate Runway
Mandan	Mandan Municipal	General Aviation	17	331,684	Conduct Environmental Study, Rehabilitate Runway, Remove Obstructions
Minot	Minot International	Primary	42	4,514,962	Acquire ARFF Vehicle, Expand ARFF Building, Rehabilitate Taxiway, Security Enhancements
Mohall	Mohall Municipal	General Aviation	8	319,675	Construct Taxiway, Install Runway Vertical/Visual Guidance System
Mott	Mott Municipal	General Aviation	10	44,284	Construct Building
Stanley	Stanley Municipal	General Aviation	9	431,000	Construct Taxiway, Rehabilitate Runway
Valley City	Barnes County Municipal	General Aviation	12	150,000	Rehabilitate Runway Lighting
Wahpeton	Harry Stern	General Aviation	16	150,000	Update Airport Master Plan Study
Watford City	Watford City Municipal	General Aviation	12	1,185,395	Construct Taxiway, Rehabilitate Apron and Runway
			13	278,164	Rehabilitate Apron
Williston	Sloulin Field International	Primary	33	696,033	Conduct Airport Master Plan Study
			34	1,540,900	Rehabilitate Runway
Subtotal FY 2011 Funds				\$31,456,766	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Northern Mariana Islands					
Saipan	Francisco C. Ada/Saipan International	Primary	70	\$ 2,206,874	Rehabilitate Runway
			71	2,574,512	
			72	6,000,000	Construct ARFF Training Facility
Subtotal FY 2011 Funds				\$10,781,386	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Ohio					
Akron					
Akron	Akron-Canton Regional	Primary	55	8,976,092	Construct ARFF Building, Modify Terminal Building, Rehabilitate Apron and Taxiway
			56	1,667,772	Update Airport Master Plan Study
Barnesville	Barnesville-Bradfield	General Aviation	9	268,038	Improve Airport Drainage, Rehabilitate Runway Lighting
Bluffton	Bluffton	General Aviation	12	61,892	Rehabilitate Apron
Bowling Green	Wood County	General Aviation	23	136,662	Rehabilitate Runway and Taxiway
Cambridge	Cambridge Municipal	General Aviation	11	204,846	Acquire Snow Removal Equipment, Conduct Aeronautical Survey for WAAS Approach
Carrollton	Carroll County-Tolson	General Aviation	9	637,053	Improve Airport Drainage and RSA
Celina	Lakefield	General Aviation	14	484,424	Acquire Land for Development, Expand Apron
Circleville	Pickaway County Memorial	General Aviation	11	396,337	Acquire Snow Removal Equipment, Expand Apron, Light Obstructions, Rehabilitate Runway, Remove Obstructions
Cleveland	Burke Lakefront	Reliever	8	511,752	Rehabilitate Apron
Cleveland	Cleveland-Hopkins International	Primary	97	19,972,196	Improve RSA
			98	4,160,000	Noise Mitigation Measures for Residences within 65-69 DNL
			99	2,002,040	Construct Runway
Cleveland	Cuyahoga County	Reliever	23	1,300,119	Rehabilitate Apron
Columbus	Port Columbus International	Primary	75	10,706,931	Construct Runway
			76	1,654,698	
			77	2,967,547	Noise Mitigation Measures for Residences within 65-69 DNL
Columbus	Rickenbacker International	Commercial Service	39	4,525,474	Rehabilitate Runway
Coshocton	Richard Downing	General Aviation	17	145,350	Acquire Snow Removal Equipment
Dayton	Dayton-Wright Brothers	Reliever	13	164,162	Rehabilitate Runway
Dayton	James M Cox Dayton International	Primary	74	4,310,159	Rehabilitate Apron
Defiance	Defiance Memorial	General Aviation	10	114,079	Install Perimeter Fencing, Rehabilitate Apron, Runway, and Taxiway
East Liverpool	Columbiana County	General Aviation	15	170,499	Improve Airport Drainage

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Findlay	Findlay	General Aviation	22	\$ 165,467	Conduct Airport Master Plan Study
Fostoria	Fostoria Metropolitan	General Aviation	12	100,605	Extend Taxiway, Install Perimeter Fencing
Gallipolis	Gallia-Meigs Regional	General Aviation	10	364,853	Improve Fuel Farm
Georgetown	Brown County	General Aviation	9	348,835	Remove Obstructions
Hamilton	Butler County Regional-Hogan Field	Reliever	22	150,000	Rehabilitate Runway, Remove Obstructions, Update Airport Master Plan Study
Harrison	Cincinnati West	General Aviation	11	87,195	Rehabilitate Runway
Hillsboro	Highland County	General Aviation	9	223,705	Light Obstructions, Remove Obstructions
Jackson	James A Rhodes	General Aviation	9	501,503	Improve Airport Drainage, Rehabilitate Runway, Remove Obstructions
Kelleys Island	Kelleys Island Land Field	General Aviation	8	98,230	Acquire Land for Approaches, Remove Obstructions, Update Airport Master Plan Study
Lancaster	Fairfield County	General Aviation	21	150,000	Acquire Land for Approaches and Development, Conduct Miscellaneous Study, Rehabilitate Runway
Lebanon	Warren County/John Lane Field	General Aviation	13	182,956	Acquire Land for Approaches, Environmental Mitigation, Install Perimeter Fencing, Rehabilitate Runway, Remove Obstructions
Lima	Lima Allen County	General Aviation	14	150,000	Acquire Snow Removal Equipment, Construct Utilities, Update Airport Master Plan Study
London	Madison County	General Aviation	15	260,895	Acquire Land for Approaches
Lorain	Lorain County Regional	Reliever	19	58,900	Rehabilitate Taxiway
			20	477,218	Rehabilitate Runway and Taxiway
Mansfield	Mansfield Lahm Regional	General Aviation	26	1,094,564	Acquire Safety Equipment and/or Fencing
Marion	Marion Municipal	General Aviation	20	300,044	Construct Taxiway
Marysville	Union County	General Aviation	19	179,741	Improve Airport Drainage, Rehabilitate Apron and Taxiway
Millersburg	Holmes County	General Aviation	9	233,546	Extend Runway, Rehabilitate Airport Beacons
Mount Gilead	Morrow County	General Aviation	9	516,161	Rehabilitate Runway and Taxiway
New Lexington	Perry County	General Aviation	10	782,672	Acquire Miscellaneous Land, Construct Taxiway, Rehabilitate Runway
New Philadelphia	Harry Clever Field	General Aviation	10	91,809	Rehabilitate Apron
			11	367,707	
Newark	Newark-Heath	General Aviation	25	1,019,513	Improve RSA, Rehabilitate Runway
Ottawa	Putnam County	General Aviation	8	61,788	Widen Runway

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Port Clinton	Carl R Keller Field	General Aviation	30	\$ 150,000	Rehabilitate Apron, Runway, and Taxiway
Portsmouth	Greater Portsmouth Regional	General Aviation	15	111,796	Improve Airport Drainage and Airport Miscellaneous Improvements, Install Miscellaneous NAVAIDS, Rehabilitate Runway
Put-in-Bay	Put-in-Bay	General Aviation	18	412,855	Improve Airport Drainage, Rehabilitate Runway, Update Airport Master Plan Study
Ravenna	Portage County	General Aviation	25	171,150	Improve Airport Drainage, Rehabilitate Runway
Sidney	Sidney Municipal	General Aviation	15	185,718	Acquire Land for Approaches and Development, Conduct Environmental Study, Improve Utilities
Springfield	Springfield-Beckley Municipal	General Aviation	21	13,038	Improve RSA
Tiffin	Seneca County	General Aviation	9	227,865	Acquire Land for Approaches
Toledo	Toledo Express	Primary	73	4,502,077	Conduct Miscellaneous Study, Construct Taxiway, Rehabilitate Runway and Taxiway
Urbana	Grimes Field	General Aviation	17	363,652	Rehabilitate Apron and Taxiway
Van Wert	Van Wert County	General Aviation	13	56,335	Remove Obstructions
Versailles	Darke County	General Aviation	8	178,180	Acquire Land for Development and Snow Removal Equipment
Wadsworth	Wadsworth Municipal	General Aviation	15	29,094	Acquire Land for Approaches
Walbridge	Toledo Executive	Reliever	22	92,615	Install Runway Vertical/Visual Guidance System, Update Airport Master Plan Study
Wapakoneta	Neil Armstrong	General Aviation	15	99,750	Improve Airport Drainage and Utilities
Washington Court House	Fayette County	General Aviation	8	99,286	Rehabilitate Runway
Wauseon	Fulton County	General Aviation	10	37,672	Rehabilitate Runway and Taxiway
Waverly	Pike County	General Aviation	9	62,246	Improve RSA, Rehabilitate Runway
West Union	Alexander Salamon	General Aviation	8	412,618	Rehabilitate Runway Lighting
Woodsfield	Monroe County	General Aviation	11	233,386	Construct Snow Removal Equipment Building
Xenia	Greene County-Lewis A. Jackson Regional	General Aviation	17	1,100,538	Construct Taxiway, Rehabilitate Taxiway
Youngstown	Youngstown-Warren Regional	Primary	40	1,456,438	Construct Taxiway, Improve Airport Miscellaneous Improvements, Rehabilitate Runway, Update Airport Master Plan Study
Zanesville	Zanesville Municipal	General Aviation	11	1,496,698	Install Airfield Guidance Signs, Rehabilitate Taxiway and Taxiway Lighting
Subtotal FY 2011 Funds				\$85,283,497	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Oklahoma					
Alva	Alva Regional	General Aviation	9	\$ 106,782	Rehabilitate Taxiway
Ardmore	Ardmore Downtown Executive	General Aviation	11	509,000	Rehabilitate Apron
Ardmore	Ardmore Municipal	General Aviation	13	272,222	Improve Airport Drainage, Rehabilitate Taxiway, Update Airport Master Plan Study
Atoka	Atoka Municipal	General Aviation	8	435,955	Construct Apron, Install Miscellaneous NAVAIDS
Bartlesville	Bartlesville Municipal	General Aviation	9	473,328	Construct Apron
Beaver	Beaver Municipal	General Aviation	4	192,423	Extend Runway, Install Runway Lighting, Rehabilitate Runway
Blackwell	Blackwell-Tonkawa Municipal	General Aviation	9	199,425	Install Runway Lighting and Runway Vertical/Visual Guidance System, Rehabilitate Airport Beacons
Boise City	Boise City	General Aviation	4	710,441	Rehabilitate Runway
Buffalo	Buffalo Municipal	General Aviation	6	215,792	Install Miscellaneous NAVAIDS, Rehabilitate Runway
Burns Flat	Clinton-Sherman	General Aviation	5	600,000	Install Airfield Guidance Signs and Runway Vertical/Visual Guidance System
Carnegie	Carnegie Municipal	General Aviation	3	196,842	Rehabilitate Runway Lighting
Chickasha	Chickasha Municipal	General Aviation	10	163,150	Improve Airport Drainage, Install Runway Vertical/Visual Guidance System
Claremore	Claremore Regional	General Aviation	14	486,210	Remove Obstructions
Cleveland	Cleveland Municipal	General Aviation	7	103,256	Rehabilitate Runway
Clinton	Clinton Regional	General Aviation	10	46,075	Rehabilitate Apron
Cordell	Cordell Municipal	General Aviation	4	319,141	Install Runway Lighting
Cushing	Cushing Municipal	General Aviation	12	52,250	Construct Taxiway, Rehabilitate Access Road and Taxiway
Duncan	Halliburton Field	General Aviation	12	538,394	Construct Terminal Building
Elk City	Elk City Regional Business	General Aviation	12	236,346	Install Perimeter Fencing and Runway Vertical/Visual Guidance System
Enid	Enid Woodring Regional	General Aviation	24	141,740	Rehabilitate Runway
Grove	Grove Municipal	General Aviation	14	145,730	Rehabilitate Taxiway
Guthrie	Guthrie-Edmond Regional	General Aviation	12	140,410	Construct Taxiway, Install Taxiway Lighting, Rehabilitate Runway Lighting and Taxiway
Healdton	Healdton Municipal	General Aviation	5	600,000	Construct Runway
Hobart	Hobart Regional	General Aviation	3	52,250	Rehabilitate Runway

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Hollis	Hollis Municipal	General Aviation	2	\$ 64,315	Collect Airport Data for Airports GIS
Hominy	Hominy Municipal	General Aviation	7	266,000	Install Perimeter Fencing
Hugo	Stan Stamper Municipal	General Aviation	9	123,462	Install Miscellaneous NAVAIDS
Idabel	Mc Curtain County Regional	General Aviation	9	236,600	Construct Taxiway
Ketchum	South Grand Lake Regional	General Aviation	3	128,242	Expand Apron
Lawton	Lawton-Fort Sill Regional	Primary	28	50,008	Rehabilitate Apron and Taxiway
			29	476,595	
Mc Alester	Mc Alester Regional	General Aviation	11	1,420,815	Improve RSA
			12	407,351	
Medford	Medford Municipal	General Aviation	6	253,731	Improve Access Road, Install Miscellaneous NAVAIDS, Rehabilitate Runway and Taxiway
Miami	Miami Municipal	General Aviation	15	59,470	Extend Taxiway, Rehabilitate Runway
Norman	University of Oklahoma Westheimer	Reliever	23	2,040,606	Rehabilitate Apron
Okeene	Christman Airfield	General Aviation	7	41,705	Construct Taxiway
Oklahoma City	State of Oklahoma	System Plan	11	198,392	Update State System Plan Study
Oklahoma City	Will Rogers World	Primary	60	6,600,000	Rehabilitate Taxiway
Okmulgee	Okmulgee Regional	General Aviation	17	64,220	Install Miscellaneous NAVAIDS, Install Perimeter Fencing
Pauls Valley	Pauls Valley Municipal	General Aviation	10	386,684	Rehabilitate Runway Lighting
Perry	Perry Municipal	General Aviation	9	102,852	Rehabilitate Runway and Taxiway
Pryor	Mid-America Industrial	General Aviation	9	315,400	Extend Taxiway
Sallisaw	Sallisaw Municipal	General Aviation	9	51,490	Improve RSA
Sand Springs	William R. Pogue Municipal	General Aviation	15	135,992	Extend Taxiway, Rehabilitate Apron, Runway, and Taxiway
Sayre	Sayre Municipal	General Aviation	5	60,015	Construct Service Road, Install Perimeter Fencing, Rehabilitate Runway and Runway Lighting
Shawnee	Shawnee Regional	General Aviation	15	3,524,477	Rehabilitate Runway
Stigler	Stigler Regional	General Aviation	7	473,981	Install Perimeter Fencing
Stillwater	Stillwater Regional	General Aviation	20	3,497,520	Construct Taxiway
Stroud	Stroud Municipal	General Aviation	7	66,500	Rehabilitate Apron, Runway, and Taxiway
Sulphur	Sulphur Municipal	General Aviation	5	140,508	Improve RSA, Install Miscellaneous NAVAIDS
Tahlequah	Tahlequah Municipal	General Aviation	9	95,712	Acquire Land for Development

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Tishomingo	Tishomingo Airpark	General Aviation	2	\$ 74,005	Rehabilitate Runway
Tulsa	Richard Lloyd Jones Jr	Reliever	24	74,298	Rehabilitate Service Road
			25	192,565	Install Airfield Guidance Signs, Miscellaneous NAVAIDS, and Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Tulsa	Tulsa International	Primary	79	342,633	Remove Obstructions, Security Enhancements
			80	450,469	Improve Airport Drainage
			81	1,329,238	Install Runway Vertical/Visual Guidance System
			82	8,539,844	Construct Utilities, Rehabilitate Runway
Wagoner	Hefner-Easley	General Aviation	1	282,411	Improve RSA, Rehabilitate Runway
Weatherford	Thomas P Stafford	General Aviation	9	173,522	Acquire Land for Approaches
Wilburton	Wilburton Municipal	General Aviation	4	243,685	Install Runway Lighting
Woodward	West Woodward	General Aviation	9	44,650	Rehabilitate Taxiway
Subtotal FY 2011 Funds				\$39,967,125	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Oregon					
Astoria	Astoria Regional	General Aviation	19	\$ 1,782,000	Install Airfield Guidance Signs, Rehabilitate Runway and Taxiway Lighting
Baker City	Baker City Municipal	General Aviation	11	120,000	Construct Taxiway, Rehabilitate Taxiway
Bandon	Bandon State	General Aviation	6	257,000	Improve RSA, Rehabilitate Runway
Bend	Bend Municipal	General Aviation	21	3,425,000	Rehabilitate Taxiway
Brookings	Brookings	General Aviation	11	469,732	Rehabilitate Apron
Chiloquin	Chiloquin State	General Aviation	4	200,000	Install Miscellaneous NAVAIDS, Rehabilitate Apron and Runway, Remove Obstructions
Corvallis	Corvallis Municipal	General Aviation	16	237,500	Update Airport Master Plan Study
Eugene	Mahlon Sweet Field	Primary	47	2,397,048	Acquire Snow Removal Equipment, Construct Deicing Containment Facility, Rehabilitate Apron and Taxiway
Florence	Florence Municipal	General Aviation	11	797,628	Expand Apron, Install Perimeter Fencing, Rehabilitate Apron
			12	227,843	
Gleneden Beach	Siletz Bay State	General Aviation	5	150,000	Remove Obstructions
Gold Beach	Gold Beach Municipal	General Aviation	9	143,735	Rehabilitate Taxiway
Joseph	Joseph State	General Aviation	8	1,472,500	Rehabilitate Apron, Runway, and Taxiway
Klamath Falls	Klamath Falls	Primary	32	360,555	Acquire Snow Removal Equipment, Install Runway Sensors, Rehabilitate Service Road
Klickitat (County)	Columbia Gorge Regional/The Dalles Municipal	General Aviation	9	2,372,009	Rehabilitate Runway
La Grande	La Grande/Union County	General Aviation	18	2,327,500	Improve RSA
Lakeview	Lake County	General Aviation	6	131,000	Update Airport Master Plan Study
Lexington	Lexington	General Aviation	6	1,978,805	Install Miscellaneous NAVAIDS and Runway Vertical/Visual Guidance System, Rehabilitate Runway
Madras	Madras Municipal	General Aviation	7	321,000	Rehabilitate Apron and Runway
Medford	Rogue Valley International - Medford	Primary	37	1,985,000	Acquire Snow Removal Equipment, Rehabilitate Taxiway
Newport	Newport Municipal	General Aviation	18	76,142	Acquire Emergency Generator, Install Guidance Signs, Rehabilitate Runway
North Bend	Southwest Oregon Regional	Primary	34	272,930	Update Airport Master Plan Study
			35	727,070	Construct Terminal Building

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Ontario	Ontario Municipal	General Aviation	10	\$ 553,168	Expand Apron, Install Runway Lighting, Rehabilitate Apron, Runway, and Taxiway
Pendleton	Eastern Oregon Regional at Pendleton	Commercial Service	21	690,893	Acquire ARFF Vehicle
Portland	Portland International	Primary	64	8,350,188	Rehabilitate Runway
			65	10,606,765	
			66	4,427,161	Rehabilitate Taxiway
			67	10,600,000	
Portland	Portland-Hillsboro	Reliever	24	511,000	Rehabilitate Runway
Redmond	Roberts Field	Primary	34	600,000	Extend Taxiway, Rehabilitate Apron
Roseburg	Roseburg Regional	General Aviation	18	262,324	Rehabilitate Taxiway
			19	511,215	Remove Obstructions
Salem	State of Oregon	System Plan	10	182,000	Update State System Plan Study
Salem	Various Locations in Oregon	System Plan	25	79,696	Rehabilitate Apron, Runway, and Taxiway
Tillamook	Tillamook	General Aviation	12	241,723	Rehabilitate Runway
			13	2,697,929	
Subtotal FY 2011 Funds				\$62,546,059	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Pennsylvania					
Allentown	Lehigh Valley International	Primary	88	\$ 1,262,685	Acquire Land for Development
			89	1,390,250	Improve RSA
			90	3,137,531	Noise Mitigation Measures for Residences within 65-69 DNL
Avoca	Wilkes-Barre/Scranton International	Primary	54	1,842,069	Construct Access Road
Bradford	Bradford Regional	Commercial Service	38	164,775	Remove Obstructions
			39	75,858	Acquire ARFF Safety Equipment, Security Enhancements
Brookville	Dubois Regional	Commercial Service	32	163,900	Acquire ARFF Safety Equipment, Rehabilitate Terminal Building
			33	100,929	Wildlife Hazard Assessments
Chambersburg	Franklin County Regional	General Aviation	12	98,372	Install Runway Vertical/Visual Guidance System
Erie	Erie International/Tom Ridge Field	Primary	55	7,034,767	Extend Runway, Improve RSA
			56	4,600,000	
Harrisburg	Commonwealth of Pennsylvania	System Plan	10	45,600	Conduct State System Plan Study
Harrisburg	Harrisburg International	Primary	64	310,906	Rehabilitate Apron
			65	85,010	Improve Airport Drainage
Harrisburg	Pennsylvania SBGP	System Plan	55	1,339,084	Nonprimary Development Projects in SBGP
			56	4,560,000	
			57	2,010,335	
			58	1,140,000	
			59	1,647,457	
			60	367,850	
			61	1,176,331	
			62	2,557,251	
Johnstown	John Murtha Johnstown-Cambria County	Commercial Service	43	47,500	Rehabilitate Taxiway and Taxiway Lighting
Latrobe	Arnold Palmer Regional	Primary	39	861,768	Rehabilitate Access Road and Parking Lot
			40	252,232	Rehabilitate Terminal Building
Lititz	Lancaster	Commercial Service	35	667,596	Rehabilitate Apron

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
New Cumberland	Capital City	Reliever	24	\$ 1,423,510	Rehabilitate Runway
Philadelphia	Delaware Valley Region	System Plan	12	176,187	Conduct Metropolitan System Plan Study
Philadelphia	Northeast Philadelphia	Reliever	18	318,068	Rehabilitate Runway
Philadelphia	Philadelphia International	Primary	97	1,328,415	Construct Taxiway, Extend Taxiway
			98	15,077,043	Rehabilitate Runway
			99	5,156,983	Noise Mitigation Measures for Residences within 65-69 DNL
Pittsburgh	Pittsburgh International	Primary	111	703,933	Rehabilitate Runway
			112	7,057,622	
Reading	Reading Regional/Carl A Spaatz Field	General Aviation	51	3,335,052	Rehabilitate Runway and Taxiway
State College	University Park	Primary	51	604,735	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway
			52	414,714	Improve Terminal Building
West Newton	Rostraver	Reliever	18	169,115	Construct Taxiway, Install Runway Lighting
Williamsport	Williamsport Regional	Primary	40	43,700	Install Runway Vertical/Visual Guidance System
			41	108,748	Wildlife Hazard Assessments
			42	94,453	Update Airport Master Plan Study
			43	926,250	Rehabilitate Apron and Taxiway
Subtotal FY 2011 Funds				\$73,878,584	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Puerto Rico					
Aguadilla	Rafael Hernandez	Primary	24	\$ 4,450,028	Rehabilitate Taxiway, Wildlife Hazard Assessments
Ceiba	Jose Aponte De La Torre	General Aviation	7	4,304,166	Construct Access Road and Utilities [MAP]
Ponce	Mercedita	Primary	19	2,645,001	Rehabilitate Apron, Security Enhancements, Update Airport Master Plan Study, Wildlife Hazard Assessments
San Juan	Fernando Luis Ribas Dominicci	Primary	7	667,916	Conduct Airport Master Plan Study
San Juan	Luis Munoz Marin International	Primary	47	7,820,469	Rehabilitate Taxiway
Subtotal FY 2011 Funds				\$19,887,580	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Republic of Palau					
Koror	Babelthuap/Koror	General Aviation	15	\$6,750,000	Construct Apron
			16	500,000	Collect Airport Data for Airports GIS
Subtotal FY 2011 Funds				\$7,250,000	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Republic of the Marshall Islands					
Majuro	Marshall Islands International	General Aviation	10	\$3,000,000	Improve RSA
			11	500,000	Collect Airport Data for Airports GIS
			12	200,000	Install Perimeter Fencing
Subtotal FY 2011 Funds				\$3,700,000	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Rhode Island					
Block Island	Block Island State	Commercial Service	15	\$1,463,114	Construct Terminal Building
			16	91,653	Install Instrument Approach Aid
North Kingstown	Quonset State	Reliever	16	149,530	Install Perimeter Fencing
Pawtucket	North Central State	Reliever	23	339,407	Rehabilitate Taxiway
Providence	State of Rhode Island	System Plan	2	638,871	Conduct State System Plan Study
Warwick	Theodore Francis Green State	Primary	95	335,547	Construct Deicing Containment Facility
			96	1,684,174	
			97	1,210,598	Acquire Snow Removal Equipment
Subtotal FY 2011 Funds				\$5,912,894	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
South Carolina					
Aiken	Aiken Municipal	General Aviation	14	\$ 1,120,140	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway and Taxiway Lighting
Andrews	Robert F Swinnie	General Aviation	5	172,278	Construct Fuel Farm
Barnwell	Barnwell Regional	General Aviation	9	22,825	Conduct Environmental Study
Bennettsville	Marlboro County Jetport - H.E. Avent Field	General Aviation	11	39,076	Acquire Land for Approaches
Bishopville	Lee County-Butters Field	General Aviation	8	51,000	Construct Fuel Farm
Camden	Woodward Field	General Aviation	17	484,500	Rehabilitate Taxiway
			18	428,760	Improve RSA
Charleston	Charleston AFB/International	Primary	34	2,845,485	Expand Apron and Terminal Building, Improve Terminal Building, Rehabilitate Taxiway
			35	6,249,630	Expand Terminal Building
Charleston	Charleston Executive	General Aviation	17	216,321	Acquire Land for Approaches
Cheraw	Cheraw Municipal/Lynch Bellinger Field	General Aviation	9	75,000	Construct Taxiway
Columbia	Columbia Metropolitan	Primary	40	2,368,751	Conduct Miscellaneous Study, Improve Airport Drainage, RSA, and Terminal Building, Install Airfield Guidance Signs, Rehabilitate Service Road
Columbia	Jim Hamilton L.B. Owens	Reliever	17	380,447	Construct Taxiway, Remove Obstructions
Columbia	State of South Carolina	System Plan	11	346,927	Acquire Land for Development, Update State System Plan Study
Columbia	Various Locations in South Carolina	System Plan	15	413,302	Install Perimeter Fencing
Darlington	Darlington County Jetport	General Aviation	11	150,001	Remove Obstructions
Florence	Florence Regional	Primary	29	844,630	Improve Terminal Building
Georgetown	Georgetown County	General Aviation	13	1,065,859	Rehabilitate Runway and Taxiway Lighting
Greenville	Donaldson Center	General Aviation	18	1,500,000	Extend Taxiway
Greenville	Greenville Downtown	General Aviation	19	150,000	Acquire Land for Development, Construct Taxiway
Greenwood	Greenwood County	General Aviation	12	438,532	Improve Fuel Farm, Remove Obstructions
Greer	Greenville Spartanburg International	Primary	46	3,770,082	Rehabilitate Terminal Building
Hartsville	Hartsville Regional	General Aviation	12	279,086	Acquire Land for Approaches

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Hilton Head Island	Hilton Head	Primary	31	\$ 1,724,154	Rehabilitate Apron, Remove Obstructions
			32	813,591	Extend Runway, Update Airport Master Plan Study
Kingstree	Williamsburg Regional	General Aviation	12	1,408,746	Construct Taxiway, Remove Obstructions
Lancaster	Lancaster County-Mc Whirter Field	General Aviation	15	334,762	Rehabilitate Taxiway
Laurens	Laurens County	General Aviation	11	115,884	Construct Fuel Farm, Rehabilitate Runway
Mount Pleasant	Mount Pleasant Regional- Faison Field	General Aviation	15	299,631	Construct Terminal Building
Myrtle Beach	Myrtle Beach International	Primary	47	3,178,387	Construct Access Road
			48	3,646,202	Expand Terminal Building
Newberry	Newberry County	General Aviation	10	29,485	Update Airport Master Plan Study
Pageland	Pageland	General Aviation	8	40,841	Conduct Environmental Study, Remove Obstructions
Pelion	Lexington County at Pelion	General Aviation	13	150,000	Construct Building, Update Airport Master Plan Study
Pickens	Pickens County	General Aviation	18	136,025	Acquire Land for Development, Update Airport Master Plan Study
Rock Hill	Rock Hill/York County/Bryant Field	Reliever	22	97,140	Rehabilitate Runway, Remove Obstructions
Saluda	Saluda County	General Aviation	9	92,596	Construct Building and Fuel Farm
Spartanburg	Spartanburg Downtown Memorial	General Aviation	15	3,283,200	Rehabilitate Apron
Summerville	Summerville	General Aviation	15	4,886,779	Extend Runway
Sumter	Sumter	General Aviation	16	150,000	Acquire Land for Approaches, Improve RSA
Union	Union County, Troy Shelton Field	General Aviation	6	276,164	Acquire Easement and Land for Approaches
Walterboro	Lowcountry Regional	General Aviation	12	150,000	Construct Building
Winnsboro	Fairfield County	General Aviation	11	2,703,130	Rehabilitate Runway, Remove Obstructions
Subtotal FY 2011 Funds				\$46,929,349	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
South Dakota					
Aberdeen	Aberdeen Regional	Primary	31	\$ 1,000,000	Construct Access Road and Taxiway, Rehabilitate Apron
Bison	Bison Municipal	General Aviation	7	48,450	Acquire Land for Approaches
Britton	Britton Municipal	General Aviation	10	85,500	Update Airport Master Plan Study
Brookings	Brookings Regional	General Aviation	24	237,500	Conduct Environmental Study, Update Airport Master Plan Study
Canton	Canton Municipal	General Aviation	4	2,499,642	Install Airport Beacons, NAVAIDS, and Runway Vertical/Visual Guidance System, Rehabilitate Apron, Runway, Runway Lighting, and Taxiway
Eagle Butte	Cheyenne Eagle Butte	General Aviation	8	499,130	Install Miscellaneous NAVAIDS and Perimeter Fencing
Edgemont	Edgemont Municipal	General Aviation	4	696,000	Rehabilitate Runway
Gettysburg	Gettysburg Municipal	General Aviation	8	66,349	Update Airport Master Plan Study
Gregory	Gregory Municipal - Flynn Field	General Aviation	9	31,350	Acquire Land for Approaches, Construct Building
Highmore	Highmore Municipal	General Aviation	4	813,578	Construct Taxiway
Hot Springs	Hot Springs Municipal	General Aviation	8	634,602	Construct Building and Terminal Building
Hoven	Hoven Municipal	General Aviation	7	665,000	Construct Taxiway
Huron	Huron Regional	General Aviation	29	817,950	Acquire Snow Removal Equipment
Martin	Martin Municipal	General Aviation	9	34,000	Acquire Land for Approaches
Mc Laughlin	Mc Laughlin Municipal	General Aviation	5	881,600	Rehabilitate Runway
			6	152,000	Rehabilitate Apron and Taxiway
Milbank	Milbank Municipal	General Aviation	13	551,000	Rehabilitate Apron
Mobridge	Mobridge Municipal	General Aviation	9	505,629	Construct Taxiway
Murdo	Murdo Municipal	General Aviation	8	39,000	Extend Runway
Parkston	Parkston Municipal	General Aviation	8	47,500	Acquire Land for Approaches, Construct Fuel Farm
Pierre	Pierre Regional	Primary	31	3,770,473	Construct Terminal Building
Pierre	Various Locations in South Dakota	System Plan	16	564,300	Rehabilitate Runway
Platte	Platte Municipal	General Aviation	6	291,945	Install Miscellaneous NAVAIDS, and Runway Vertical/Visual Guidance System, Rehabilitate Runway Lighting
Rapid City	Rapid City Regional	Primary	42	2,950,500	Expand Terminal Building, Improve Terminal Building

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Rosebud	Rosebud Sioux Tribal	General Aviation	8	\$ 121,067	Conduct Aeronautical Survey for WAAS Approach, Construct New Airport
Sioux Falls	Joe Foss Field	Primary	43	8,263,425	Install Runway Vertical/Visual Guidance System, Rehabilitate Runway and Runway Lighting
Sisseton	Sisseton Municipal	General Aviation	9	582,120	Improve Access Road, Install Perimeter Fencing, Rehabilitate Apron
Spearfish	Black Hills-Clyde Ice Field	General Aviation	19	3,150,000	Construct Taxiway
Sturgis	Sturgis Municipal	General Aviation	11	385,700	Install Perimeter Fencing
Tea	Marv Skie-Lincoln County	General Aviation	11	99,027	Update Airport Master Plan Study
Vermillion	Harold Davidson Field	General Aviation	8	44,650	Construct Taxiway
Wagner	Wagner Municipal	General Aviation	8	61,750	Acquire Land for Approaches
Watertown	Watertown Regional	Commercial Service	25	7,713,000	Rehabilitate Runway
Webster	The Sigurd Anderson	General Aviation	6	80,750	Update Airport Master Plan Study
Yankton	Chan Gurney Municipal	General Aviation	23	69,223	Install Perimeter Fencing, Update Airport Master Plan Study
Subtotal FY 2011 Funds				\$38,453,710	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Tennessee					
Alcoa	Mc Ghee Tyson	Primary	64	\$ 251,323	Rehabilitate Runway
Bristol/ Johnson/ Kingsport	Tri-Cities Regional Tennessee/Virginia	Primary	61	363,309	Acquire Safety Equipment and/or Fencing and Snow Removal Equipment, Improve RSA, Security Enhancements
			62	9,723,452	Construct Taxiway
Chattanooga	Lovell Field	Primary	53	4,124,082	VALE Infrastructure
			54	4,722,789	Acquire Land for Approaches
Memphis	Memphis International	Primary	82	16,710,850	Acquire Snow Removal Equipment, Improve Terminal Building, Rehabilitate Apron, Taxiway, and Terminal Building, Security Enhancements
			83	637,500	Improve RSA
			84	17,018,731	Acquire ARFF Vehicle and Snow Removal Equipment, Construct Apron, Expand Terminal Building, Improve Access Road and Terminal Building, Rehabilitate Taxiway and Terminal Building, Security Enhancements, Strengthen Runway
Nashville	John C Tune	Reliever	15	1,092,500	Construct RSA
Nashville	Nashville International	Primary	90	1,111,388	Security Enhancements
			91	787,245	Conduct Miscellaneous Study, Rehabilitate Taxiway
Nashville	Tennessee SBGP	System Plan	42	13,318,306	Nonprimary Development Projects in SBGP
			43	3,500,000	
Subtotal FY 2011 Funds				\$73,361,475	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Texas					
Abilene	Abilene Regional	Primary	41	\$ 6,562,967	Rehabilitate Taxiway
Austin	Austin-Bergstrom International	Primary	56	975,000	Acquire ARFF Vehicle
Austin	State of Texas	System Plan	8	500,000	Update State System Plan Study
Austin	Texas SBGP	System Plan	72	17,639,791	Nonprimary Development Projects in SBGP
			73	14,045,135	
			74	5,000,000	
			75	12,128,063	
			76	400,000	
			77	2,000,000	
			78	3,500,000	
			79	2,025,378	
Beaumont/Port Arthur	Jack Brooks Regional	Primary	28	2,005,401	Conduct Environmental Study and Miscellaneous Study, Modify Access Road
Brownsville	Brownsville/South Padre Island International	Primary	39	914,000	Conduct Miscellaneous Study, Improve Airport Drainage and Terminal Building, Install Airport Beacons, Rehabilitate Taxiway, Remove Obstructions
College Station	Easterwood Field	Primary	32	162,925	Update Airport Master Plan Study
			33	333,450	
			34	4,221,800	Construct Taxiway
Corpus Christi	Corpus Christi International	Primary	47	2,596,792	Extend Runway
			48	3,250,000	Security Enhancements
Dallas	Dallas Love Field	Primary	38	7,900,000	Rehabilitate Apron
			39	1,603,020	Construct RSA
			40	1,978,179	VALE Infrastructure
Del Rio	Del Rio International	Primary	13	2,263,729	Construct Taxiway, Rehabilitate Apron and Taxiway
El Paso	El Paso International	Primary	31	3,413,825	Acquire ARFF Safety Equipment and ARFF Vehicle, Improve Service Road, Rehabilitate Taxiway, SMS Program
Fort Worth	Dallas/Fort Worth International	Primary	100	4,053,823	Rehabilitate Runway and Taxiway
			101	5,133,913	Rehabilitate Runway and Runway Lighting
Fort Worth	Fort Worth Alliance	Reliever	43	10,915,469	Extend Runway, Rehabilitate Apron, Runway, and Taxiway

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Harlingen	Valley International	Primary	52	\$ 1,562,448	Expand Apron, Rehabilitate Apron, Taxiway, and Taxiway Lighting
Houston	George Bush Intercontinental/ Houston	Primary	89	10,349,425	Rehabilitate Taxiway
			90	2,524,164	Rehabilitate Runway
			91	2,134,685	Acquire Land for Noise Compatibility within 65-69 DNL, Noise Mitigation Measures for Residences within 65-69 DNL
			92	4,709,524	Rehabilitate Taxiway
			93	6,517,491	
			94	7,975,000	
			95	2,200,000	
Laredo	Laredo International	Primary	66	1,000,000	Noise Mitigation Measures for Residences within 65-69 DNL
			67	285,000	Conduct Noise Compatibility Plan Study
			68	6,356,977	Construct Taxiway, Improve RSA, Rehabilitate Apron
			69	3,000,000	Noise Mitigation Measures for Residences within 65-69 DNL
Longview	East Texas Regional	Primary	36	461,555	Improve Airport Miscellaneous Improvements
			37	538,445	Expand Terminal Building, Improve Airport Miscellaneous Improvements
Lubbock	Lubbock Preston Smith International	Primary	35	100,000	Wildlife Hazard Assessments
			36	26,078,786	Rehabilitate Runway
Mc Allen	Mc Allen Miller International	Primary	41	87,122	Update Miscellaneous Study, Wildlife Hazard Assessments
			42	4,318,852	Expand Terminal Building
Midland	Midland International	Primary	52	7,543,382	Rehabilitate Apron and Taxiway
San Angelo	San Angelo Regional/Mathis Field	Primary	32	1,034,814	Improve Building
San Antonio	San Antonio International	Primary	68	3,197,427	Noise Mitigation Measures for Residences within 65-69 DNL
			69	9,333,837	Extend Runway
			70	4,200,000	Noise Mitigation Measures for Residences within 65-69 DNL
			71	1,602,573	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Tyler	Tyler Pounds Regional	Primary	32	\$ 5,869,573	Improve RSA
Waco	Waco Regional	Primary	32	3,300,000	Rehabilitate Apron and Taxiway
Wichita Falls	Sheppard AFB/Wichita Falls Municipal	Primary	9	6,000,000	Rehabilitate Runway
Subtotal FY 2011 Funds				\$237,803,740	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Utah					
Blanding	Blanding Municipal	General Aviation	14	\$ 575,000	Rehabilitate Apron
Brigham City	Brigham City	General Aviation	23	32,865	Update Airport Master Plan Study
Delta	Delta Municipal	General Aviation	11	132,500	Acquire Snow Removal Equipment
Duchesne	Duchesne Municipal	General Aviation	7	975,000	Rehabilitate Runway
Green River	Green River Municipal	General Aviation	9	150,000	Construct Taxiway
Halls Crossing	Cal Black Memorial	General Aviation	13	420,742	Conduct Environmental Study
Heber City	Heber City Municipal - Russ McDonald Field	General Aviation	23	70,533	Rehabilitate Runway and Runway Lighting
Loa	Wayne Wonderland	General Aviation	7	407,908	Improve RSA, Install Perimeter Fencing, Rehabilitate Runway Lighting
Logan	Logan-Cache	General Aviation	22	159,893	Construct Taxiway
Moab	Canyonlands Field	Commercial Service	22	600,000	Rehabilitate Apron, Runway, and Taxiway
			23	325,000	Construct ARFF Building
Nephi	Nephi Municipal	General Aviation	14	173,660	Rehabilitate Runway
			15	230,627	Acquire Snow Removal Equipment
Ogden	Ogden-Hinckley	Reliever	35	102,393	Rehabilitate Runway
			36	4,447,607	
Panguitch	Panguitch Municipal	General Aviation	10	348,836	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building
Parowan	Parowan	General Aviation	14	249,547	Improve RSA, Install Perimeter Fencing
Provo	Provo Municipal	General Aviation	32	182,933	Construct Terminal Building, Install Perimeter Fencing
			33	289,654	
Richfield	Richfield Municipal	General Aviation	13	7,915,030	Construct Runway
Roosevelt	Roosevelt Municipal	General Aviation	10	103,170	Expand Apron, Rehabilitate Apron
Salt Lake City	Salt Lake City International	Primary	96	8,697,207	Construct Apron
			97	6,161,619	
			98	9,005,892	
Spanish Fork	Spanish Fork-Springville	General Aviation	19	1,172,096	Extend Runway
St. George	New (Proposed)	System Plan	15	16,000,000	Construct New Airport
Wendover	Wendover	General Aviation	23	4,964,179	Construct Taxiway, Extend Runway
Subtotal FY 2011 Funds				\$63,893,891	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Vermont					
Burlington	Burlington International	Primary	86	\$ 104,999	Wildlife Hazard Assessments
			87	3,168,250	Acquire Land for Noise Compatibility within
			88	2,935,025	65-69 DNL
Montpelier	State of Vermont	System Plan	11	94,592	Update State System Plan Study
Montpelier	Various Locations in Vermont	System Plan	7	1,083,342	Acquire Snow Removal Equipment, Construct Building and Snow Removal Equipment Building, Install Weather Reporting Equipment
			8	407,645	Install Perimeter Fencing, Rehabilitate Runway
Morrisville	Morrisville-Stowe State	General Aviation	10	260,383	Remove Obstructions
Rutland	Rutland - Southern Vermont Regional	Commercial Service	32	377,736	Acquire Snow Removal Equipment, Extend RSA, Light Obstructions, Wildlife Hazard Assessments
			33	237,215	Extend RSA
Springfield	Hartness State (Springfield)	General Aviation	7	376,803	Light Obstructions
Subtotal FY 2011 Funds				\$9,045,990	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Virgin Islands					
Charlotte Amalie	Cyril E King	Primary	30	\$ 340,457	Improve RSA, Rehabilitate Apron and Taxiway
Christiansted	Henry E Rohlsen	Primary	32	2,661,167	Rehabilitate Runway
Subtotal FY 2011 Funds				\$3,001,624	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Virginia					
Arlington	Ronald Reagan Washington National	Primary	27	\$ 10,408,326	Rehabilitate Runway
Ashland	Hanover County Municipal	General Aviation	22	275,500	Remove Obstructions
Brookneal	Brookneal/Campbell County	General Aviation	5	276,260	Construct Fuel Farm
Charlottesville	Charlottesville-Albemarle	Primary	41	2,118,411	Extend Runway
Chesapeake	Chesapeake Regional	General Aviation	17	266,000	Construct Apron
Dulles	Washington Dulles International	Primary	45	6,662,414	Construct Runway
Emporia	Emporia-Greenville Regional	General Aviation	10	2,878,500	Rehabilitate Runway
Farmville	Farmville Regional	General Aviation	13	283,765	Remove Obstructions
Franklin	Franklin Municipal-John Beverly Rose	General Aviation	14	99,750	Acquire Land for Approaches
Highland Springs	Richmond International	Primary	59	10,633,991	Expand Apron
Hot Springs	Ingalls Field	General Aviation	10	84,515	Remove Obstructions
Jonesville	Lee County	General Aviation	3	421,800	Install Perimeter Fencing
Leesburg	Leesburg Executive	Reliever	34	465,500	Install Instrument Approach Aid
			35	313,500	Improve RSA
Louisa	Louisa County/Freeman Field	General Aviation	16	1,710,000	Rehabilitate Runway
Luray	Luray Caverns	General Aviation	12	516,558	Remove Obstructions
Marion/ Wytheville	Mountain Empire	General Aviation	20	137,598	Remove Obstructions
Mattaponi	Middle Peninsula Regional	General Aviation	8	813,200	Rehabilitate Taxiway
Melfa	Accomack County	General Aviation	14	166,250	Remove Obstructions
Newport News	Newport News/Williamsburg International	Primary	44	992,372	Acquire ARFF Vehicle, Rehabilitate Taxiway
			45	2,452,409	Rehabilitate Runway Lighting
Norfolk	Norfolk International	Primary	59	865,540	Acquire ARFF Vehicle and Land for Noise Compatibility within 75 DNL
Orange	Orange County	General Aviation	13	493,620	Remove Obstructions
Quinton	New Kent County	General Aviation	12	78,518	Remove Obstructions
Richlands	Tazewell County	General Aviation	15	128,250	Update Airport Master Plan Study
Roanoke	Roanoke Regional/Woodrum Field	Primary	50	5,309,287	Construct ARFF Building

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
South Boston	William M Tuck	General Aviation	13	\$ 940,500	Rehabilitate Apron
South Hill	Mecklenburg-Brunswick Regional	General Aviation	12	756,863	Extend Taxiway
Spencer	Blue Ridge	General Aviation	17	553,002	Expand Apron
Stafford	Stafford Regional	Reliever	22	786,125	Acquire Easement for Approaches
			23	95,000	Remove Obstructions
Suffolk	Suffolk Executive	General Aviation	18	3,000,100	Improve RSA
			19	121,125	Construct Taxiway
Warrenton	Warrenton-Fauquier	Reliever	17	90,250	Remove Obstructions
Weyers Cave	Shenandoah Valley Regional	Commercial Service	33	113,621	Install Runway Lighting
Winchester	Winchester Regional	General Aviation	26	7,184,565	Rehabilitate Runway
			27	160,740	Acquire Land for Development
Subtotal FY 2011 Funds				\$62,653,725	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Washington					
Arlington	Arlington Municipal	General Aviation	22	\$ 1,245,925	Acquire Land for Approaches
Bellingham	Bellingham International	Primary	46	487,041	Update Airport Master Plan Study
			47	1,863,731	Acquire Interactive Training System and Snow Removal Equipment, Improve Airport Drainage
			48	371,943	Acquire Aircraft Deicing Equipment, Construct Apron, Expand Terminal Building, Improve Access Road
Bremerton	Bremerton National	General Aviation	25	152,431	Install Perimeter Fencing
Burlington	Skagit Regional	General Aviation	18	300,000	Install Perimeter Fencing, Rehabilitate Runway
			19	8,975,000	
Chehalis	Chehalis-Centralia	General Aviation	13	170,000	Acquire Snow Removal Equipment, Install Perimeter Fencing
Colfax	Port of Whitman Business Air Center	General Aviation	5	77,425	Construct Apron
Deer Park	Deer Park	General Aviation	19	2,561,588	Construct Apron, Rehabilitate Apron and Runway Lighting
East Wenatchee	Pangborn Memorial	Primary	33	207,661	Extend Runway
			34	1,634,354	Rehabilitate Taxiway Lighting
Eastsound	Orcas Island	Commercial Service	9	400,666	Rehabilitate Apron, Runway, and Taxiway
			10	142,500	Rehabilitate Apron
Ephrata	Ephrata Municipal	General Aviation	12	135,125	Rehabilitate Runway
			13	282,257	Install Miscellaneous NAVAIDS, Rehabilitate Taxiway
Everett	Snohomish County (Paine Field)	Reliever	50	8,200,000	Rehabilitate Runway
Friday Harbor	Friday Harbor	Primary	26	146,167	Update Airport Master Plan Study
			27	1,387,772	Improve Airport Drainage, Install Emergency Generator and Perimeter Fencing, Rehabilitate Taxiway and Taxiway Lighting, Remove Obstructions
Ione	Ione Municipal	General Aviation	4	79,025	Install Miscellaneous NAVAIDS
Kelso	Southwest Washington Regional	General Aviation	14	489,863	Construct Taxiway
Lopez	Lopez Island	General Aviation	11	2,056,172	Construct Taxiway, Rehabilitate Apron and Taxiway
Moses Lake	Grant County International	Commercial Service	37	2,500,000	Rehabilitate Apron

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Odessa	Odessa Municipal	General Aviation	4	\$ 150,000	Improve Airport Miscellaneous Improvements, Rehabilitate Runway
Olympia	Olympia Regional	General Aviation	21	150,000	Rehabilitate Taxiway
			22	225,000	Install Airfield Guidance Signs
Olympia	State of Washington	System Plan	12	125,000	Conduct State System Plan Study
Othello	Othello Municipal	General Aviation	7	1,558,043	Construct Runway
Pasco	Tri-Cities	Primary	37	945,000	Rehabilitate Access Road
			38	1,897,630	Rehabilitate Runway and Taxiway
Port Angeles	William R Fairchild International	Primary	29	138,237	Conduct Miscellaneous Study
			30	456,706	Acquire Snow Removal Equipment, Install Airfield Guidance Signs, Rehabilitate Taxiway Lighting
Pullman	Pullman/Moscow Regional	Primary	37	4,107,458	Acquire Snow Removal Equipment, Expand ARFF Building, Rehabilitate Runway, Security Enhancements
Renton	Renton Municipal	Reliever	22	150,000	Rehabilitate Taxiway
Richland	Richland	General Aviation	23	94,995	Construct Taxiway, Rehabilitate Taxiway
Rosalia	Rosalia Municipal	General Aviation	7	235,978	Rehabilitate Apron
Seattle	Boeing Field/King County International	Primary	44	5,000,000	Noise Mitigation Measures for Residences within 65-69 DNL
			45	3,000,000	
Seattle	Central Puget Sound Region	System Plan	4	190,000	Conduct Metropolitan System Plan Study
Seattle	Seattle-Tacoma International	Primary	124	10,901,258	Construct Runway
			125	3,612,679	VALE Infrastructure
			126	3,317,632	Construct Runway
Spokane	Felts Field	Reliever	25	191,264	Construct Service Road
Spokane	Spokane International	Primary	46	18,868,658	Rehabilitate Runway
			47	3,145,996	
Sunnyside	Sunnyside Municipal	General Aviation	5	114,123	Install Weather Reporting Equipment
Tacoma	Tacoma Narrows	General Aviation	14	172,500	Rehabilitate Runway
Toledo	Ed Carlson Memorial Field - South Lewis County	General Aviation	6	445,327	Rehabilitate Runway, Remove Obstructions
Vancouver	Pearson Field	General Aviation	8	93,708	Update Airport Master Plan Study
Wilbur	Wilbur	General Aviation	10	150,000	Acquire Snow Removal Equipment, Construct Snow Removal Equipment Building

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Winthrop	Methow Valley State	General Aviation	6	\$ 725,419	Improve Airport Miscellaneous Improvements, Install Airfield Guidance Signs, Perimeter Fencing, Runway Lighting, Runway Vertical/Visual Guidance System, and Taxiway Lighting
Yakima	Yakima Air Terminal/ McAllister Field	Primary	32	477,642	Update Airport Master Plan Study
			33	418,950	Acquire Snow Removal Equipment, Rehabilitate Apron and Taxiway
Subtotal FY 2011 Funds				\$94,925,849	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
West Virginia					
Beckley	Raleigh County Memorial	Commercial Service	28	\$ 36,741	Acquire ARFF Safety Equipment and Snow Removal Equipment
			29	274,869	Remove Obstructions
Bluefield	Mercer County	General Aviation	24	1,650,673	Rehabilitate Apron
Buckhannon	Upshur County Regional	General Aviation	25	166,233	Construct Building
Charleston	Yeager	Primary	49	1,518,892	Acquire Snow Removal Equipment, Extend Runway, Improve Airport Erosion Control and RSA
			50	904,779	Remove Obstructions
Clarksburg	North Central West Virginia	Primary	34	1,904,189	Acquire Snow Removal Equipment, Construct Taxiway, Rehabilitate Runway
Elkins	Elkins-Randolph County-Jennings Randolph Field	General Aviation	20	2,101,959	Rehabilitate Runway
Fairmont	Fairmont Municipal-Frankman Field	General Aviation	12	2,451,000	Construct Apron
Huntington	Tri-State/Milton J. Ferguson Field	Primary	46	461,173	Rehabilitate Taxiway
			47	8,174,668	Acquire ARFF Safety Equipment, Improve ARFF Building, Rehabilitate Runway
Lewisburg	Greenbrier Valley	Commercial Service	30	3,962,000	Acquire ARFF Safety Equipment, Rehabilitate Taxiway
Logan	Logan County	General Aviation	11	161,800	Remove Obstructions
Martinsburg	Eastern West Virginia Regional/Shepherd Field	Reliever	29	150,000	Acquire Miscellaneous Land
Morgantown	Morgantown Municipal-Walter L. Bill Hart Field	Primary	33	525,597	Acquire Aircraft Deicing Equipment and ARFF Safety Equipment, Improve Airport Miscellaneous Improvements, Rehabilitate Terminal Building
Parkersburg	Mid-Ohio Valley Regional	Commercial Service	39	598,168	Install Perimeter Fencing
Philippi	Philippi/Barbour County Regional	General Aviation	12	233,818	Construct Building
Pineville	Kee Field	General Aviation	15	87,049	Remove Obstructions
Point Pleasant	Mason County	General Aviation	18	110,790	Update Airport Master Plan Study
Ravenswood	Jackson County	General Aviation	18	152,860	Acquire Miscellaneous Land, Rehabilitate Runway Lighting

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Sutton	Braxton County	General Aviation	16	\$ 78,740	Rehabilitate Runway
Wheeling	Wheeling Ohio County	General Aviation	28	150,000	Improve Terminal Building
Subtotal FY 2011 Funds				\$25,855,998	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Wisconsin					
Appleton	Outagamie County Regional	Primary	42	\$ 999,745	Install Guidance Signs and Runway Incursion Caution Bars
			43	416,994	Rehabilitate Apron and Runway
Eau Claire	Chippewa Valley Regional	Primary	33	598,500	Conduct Miscellaneous Study, Construct Taxiway, Improve Terminal Building, Rehabilitate Apron, Service Road, and Taxiway, Update Airport Master Plan and Miscellaneous Study
Green Bay	Austin Straubel International	Primary	42	7,910,925	Construct ARFF Building
La Crosse	La Crosse Municipal	Primary	35	171,601	Construct Taxiway
Madison	Dane County Regional-Truax Field	Primary	47	1,300,000	Construct Snow Removal Equipment Building
Madison	Wisconsin SBGP	System Plan	51	15,460,152	Nonprimary Development Projects in SBGP
			52	1,688,425	
			53	300,000	
Milwaukee	General Mitchell International	Primary	63	3,187,500	Rehabilitate Runway
			64	1,041,048	Acquire Safety Equipment and/or Fencing, Construct Service Road, Install Runway Lighting, Rehabilitate Runway
			65	3,732,000	Install Noise Monitoring System, Noise Mitigation Measures for Residences within 65-69 DNL
			66	8,202,636	Construct RSA
			67	1,258,545	VALE Infrastructure
			68	7,265,000	Noise Mitigation Measures for Residences within 65-69 DNL
Rhineland	Rhineland-Oneida County	Primary	32	95,000	Improve Airport Miscellaneous Improvements, Remove Obstructions
			33	1,044,280	Construct ARFF Building
Subtotal FY 2011 Funds				\$54,672,351	

City	Airport / Project Location	Service Level	Grant Number	Federal Funds	Description of Project
Wyoming					
Afton	Afton Municipal	General Aviation	20	\$ 124,051	Construct Taxiway
Big Piney	Miley Memorial Field	General Aviation	12	444,274	Expand Apron
Buffalo	Johnson County	General Aviation	15	125,000	Improve RSA
Casper	Casper/Natrona County International	Primary	50	250,000	Update Airport Master Plan Study
Cody	Yellowstone Regional	Primary	28	344,020	Acquire ARFF Vehicle
Cowley/Lovell/ Byron	North Big Horn County	General Aviation	11	150,000	Conduct Airport Master Plan Study
Dixon	Dixon	General Aviation	13	150,000	Install Perimeter Fencing, Rehabilitate Runway Lighting
Fort Bridger	Fort Bridger	General Aviation	10	150,000	Construct Snow Removal Equipment Building, Install Perimeter Fencing
Gillette	Gillette-Campbell County	Primary	36	1,207,574	Expand Apron
Greybull	South Big Horn County	General Aviation	18	300,000	Acquire Snow Removal Equipment
Hulett	Hulett Municipal	General Aviation	16	358,550	Improve RSA
Jackson	Jackson Hole	Primary	45	1,344,910	Expand Terminal Building
			46	8,883,899	Construct Deicing Containment Facility, Install Runway Lighting
Kemmerer	Kemmerer Municipal	General Aviation	17	150,000	Update Airport Master Plan Study
Lander	Hunt Field	General Aviation	11	600,000	Construct Taxiway
Laramie	Laramie Regional	Commercial Service	28	100,000	Rehabilitate Runway
Lusk	Lusk Municipal	General Aviation	10	300,000	Rehabilitate Runway
Newcastle	Mondell Field	General Aviation	13	385,250	Extend Runway
Powell	Powell Municipal	General Aviation	12	524,775	Construct Taxiway
Riverton	Riverton Regional	Primary	33	468,927	Remove Obstructions
Rock Springs	Rock Springs-Sweetwater County	Primary	27	427,500	Update Airport Master Plan Study
			28	250,000	Construct Taxiway
Sheridan	Sheridan County	Primary	40	142,324	Rehabilitate Taxiway and Taxiway Lighting
			41	536,331	Rehabilitate Taxiway Lighting
			42	2,907,061	Rehabilitate Taxiway
Thermopolis	New (Replacement Airport)	System Plan	2	3,675,241	Construct New Airport
Wheatland	Phifer Airfield	General Aviation	6	450,000	Acquire Land for Approaches
Subtotal FY 2011 Funds				\$24,749,687	

