

PRIORITIZATION OF AIRPORT IMPROVEMENT PROGRAM FUNDING

Federal Aviation Administration

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U.S. Department of
Transportation
Office of the Secretary
of Transportation
Office of Inspector General

Memorandum

Subject: **ACTION:** Prioritization of Airport
Improvement Program Funding
Federal Aviation Administration
Report Number AV-2008-002

Date: October 26, 2007

From: Robin K. Hunt *Robin K. Hunt*
Acting Assistant Inspector General
for Aviation and Special Program Audits

Reply to
Attn. of: JA-10

To: Acting Federal Aviation Administrator

This report presents the results of our audit of the Federal Aviation Administration's (FAA) prioritization of grant funding in the Airport Improvement Program (AIP). The objectives of our audit were to (1) evaluate the effectiveness of FAA's policies and procedures for ensuring that the highest priority airport improvement projects are funded and (2) review the funding for the three AIP set-aside programs to determine whether the funding levels were being met as required by law. We performed our audit from August 2006 through May 2007, in accordance with generally accepted Government Auditing Standards as prescribed by the Comptroller General of the United States. Our scope and methodology are presented in the exhibit to this report.

BACKGROUND

The FAA is responsible for administering the AIP. The AIP supports the Nation's airport system by providing funds primarily to enhance safety and security, maintain the infrastructure, increase capacity, and mitigate airport noise in surrounding communities.

FAA's policy is to fund the highest priority projects. To fund the highest priority projects each year, FAA—in cooperation with airport sponsors,¹ planning agencies (e.g., regional metropolitan planning organizations), and states—develops the Airport Capital Improvement Plan, a 3- to 5-year rolling plan for funding airport planning and development projects. Projects are assigned a

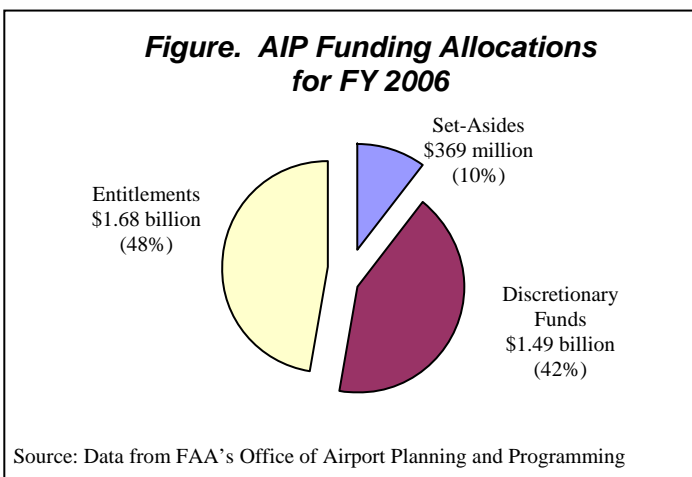
¹ An airport sponsor is usually a public agency that owns the airport.

quantitative rating from 0 to 100—the higher the rating, the higher the project priority. The quantitative rating is one factor that contributes to the selection of a project. Qualitative factors that contribute to the selection of a project include, but are not limited to, whether the sponsor has received the required matching, non-Federal funding to complete the project or whether the airport has completed a required environmental review.

FAA distributes two types of AIP grant funds: formula and discretionary.

- Formula funds, often referred to as entitlements, are divided into 4 categories: primary airports (commercial airports with at least 10,000 enplanements² per year), cargo service airports, general aviation airports, and Alaska supplemental funds.³ Entitlement funds can be used for AIP-eligible projects for airport capital improvement and repairs such as rehabilitating runways and acquiring aircraft rescue and firefighting equipment. For primary airports, terminal development can only be funded through the use of entitlement funds.
- The discretionary fund includes the money not distributed under the entitlements. Despite its name, the discretionary fund includes three statutory set-aside programs that benefit (1) noise compatibility planning and implementation to mitigate airport noise; (2) the Military Airport Program (MAP) to convert former military airfields to civilian airports; and (3) certain reliever airports⁴ that help provide relief from congestion and delays at nearby, busier commercial service airports.

In fiscal year (FY) 2006, FAA provided approximately \$3.5 billion in AIP funding that was allocated as follows: \$1.68 billion in entitlement grants, \$1.49 billion in discretionary grants, and \$369 million in set-asides (see figure). Under the FY 2007 continuing resolution, the AIP is funded at the FY 2006 level of \$3.5 billion, a \$200 million reduction from the FY 2007 authorized level. With limited AIP funding, FAA must focus AIP money on the highest priority projects nationwide.



² Enplanements are passenger boardings.

³ Funds are apportioned for certain Alaska airports to ensure that Alaska receives at least as much as these airports were apportioned in FY 1980 under previous grant-in-aid legislation in accordance with Title 49 USC, Section 47114(e).

⁴ The reliever airports eligible for this funding must have certain characteristics, including, but not limited to, over 75,000 annual operations and a runway with a landing distance of at least 5,000 feet.

RESULTS IN BRIEF

FAA's policies are effectively ensuring that the highest priority rated projects are funded in accordance with regulations. However, under Vision 100,⁵ FAA can fund—and is funding—lower priority rated projects (i.e., those rated under 40). This means that other higher priority rated projects could go unfunded. We reviewed 725 high priority rated AIP projects⁶ for FY 2005 and 2006 in 4 regions and found that FAA funded 563 projects, or about 78 percent. For the remaining 162 unfunded projects, or about 22 percent, FAA provided us with adequate reasons as to why the projects were not funded. FAA's reasons for not funding a high priority rated project included the following: an environmental review needing completion (which is required prior to FAA approval) or an airport being in litigation over the project.

We also found that FAA is meeting its strategic goal of funding projects that can enhance airport safety, security, and system capacity. For example, in FY 2006, the highest percentage of AIP dollars spent (85 percent) and the number of projects funded (83 percent) were for projects that could enhance safety and security and system capacity.

While we found that the current set-aside funding requirements are being met, the MAP can result in low priority projects being funded at an airport that meets set-aside program requirements, while higher priority projects at other airports could go unfunded. For example, in FY 2006, 21 of 46 MAP projects (46 percent of projects with an estimated cost of \$36.6 million) were rated under 40. One project with a rating of 19 was funded at a cost of more than \$2.2 million to rehabilitate a parking lot.

Projected passenger traffic has grown, and the Department has committed to accelerate major airport infrastructure projects by giving priority treatment and resources to capacity projects. Therefore, FAA must ensure that MAP projects are enhancing capacity and reducing congestion in metropolitan areas—which is the intended goal of the MAP. If the projects do not meet this goal, then the funding should be re-directed toward other projects at MAP airports that could potentially enhance capacity and reduce congestion in metropolitan areas or projects that enhance the overall National Airspace System, such as runway extensions, runway rehabilitations, or other safety or capacity projects.

⁵ Vision 100 – Century of Aviation Reauthorization Act, Pub. L. No. 108-176 (2003).

⁶ In this report, we considered high priority rated projects to be those rated 70 and above or those that FAA refers to as “flags,” including congressional earmarks, noise mitigation, MAP, and runway safety projects. Projects rated 70 and above are the highest priority rated projects and are generally most consistent with FAA's goals.

FINDINGS

FAA's Policies and Procedures Are Effectively Ensuring That the Highest Priority Projects Are Funded

FAA policy is to fund the highest priority projects that best meet the Nation's airport system needs. For the most part, we found that FAA policies and procedures are effectively ensuring that the highest priority rated projects are being funded. We also found that FAA is meeting its goal of funding projects that can enhance airport safety, security, and system capacity.

Highest Priority Rated Projects Are Being Funded

We found that FAA has a well-established system that rates and prioritizes AIP projects and includes both quantitative and qualitative factors. Projects are assigned a quantitative rating from 0 to 100—the higher the rating, the higher the project priority. Table 1 shows examples of project types and their ratings. In fiscal years 2005 and 2006, FAA generally funded projects rated above 40.⁷ FAA allows funding of projects rated under 40 if they can be shown to significantly enhance FAA's goals, which include enhancing airport safety, security, or system capacity.

Table 1. Examples of Project Types and Their Rating Ranges

Project Type	Rating Range*
Constructing a people mover	15-39
Mitigating airport noise for residential areas	40-70
Installing runway lighting	77-97

* Individual ratings vary depending on the size and type of the airport.
Source: FAA Order 5100.39A, "Airport Capital Improvement Plan."

According to FAA, a numerical rating alone cannot account for most qualitative factors that may affect the importance of an individual airport development project. The numerical priority rating is intended to be used with qualitative factors to select airport development projects. Qualitative factors that contribute to the selection of a project include, but are not limited to, whether the airport sponsor has: (1) received the required matching, non-Federal funding to complete the project; (2) completed the required environmental review for the project; and (3) complied with FAA regulations governing use of AIP funds.

⁷ Each year, FAA determines a priority rating threshold level and creates a list of projects that meet or exceed the threshold level to be considered for discretionary funding. In fiscal years 2005 and 2006, the priority rating threshold level was 40.

We reviewed 725 high priority rated AIP projects for FY 2005 and FY 2006 in 4 regions and found that FAA funded 563 projects, or about 78 percent. For the 162 unfunded projects, or about 22 percent, FAA provided us with adequate reasons as to why the projects were not funded. These reasons varied and included the following: an environmental review needing completion (which is required prior to FAA approval); an airport initially proposing a project but later deciding not to fund it; an airport being involved in litigation over a project; or funding being used for other emergency projects (such as responding to hurricane damage).

Highest Priority Projects That Enhance Safety, Security, and System Capacity Are Being Funded

Safety and security are the highest priority projects. Other major FAA policy objectives are to maintain airport infrastructure and increase capacity. FAA's goal each year is to fund the highest priority projects that enhance: (1) airport safety, such as improving runway safety areas; (2) security, such as installing airport perimeter fencing; and (3) system capacity, such as providing AIP funding for the O'Hare Modernization Program—a multi-phased, multi-year, and multibillion-dollar project designed to reduce flight delays and increase capacity at Chicago O'Hare International Airport and throughout the National Airspace System.

We reviewed the types of projects that FAA approved to determine the extent to which FAA was meeting its statutory requirements and policy goals by funding the highest priority projects that enhance these three areas. FAA has eight categories for rating projects that are eligible for AIP funding. As shown in table 2, the highest percentage of AIP dollars spent (85 percent) and the number of projects funded (83 percent) in FY 2006 were for projects that could improve safety, security, or capacity, with the highest percentage of dollars spent (60 percent) and number of projects funded (72 percent) in the standards and reconstruction categories (standards and reconstruction projects ultimately improve safety and security). Examples of standards projects include snow removal equipment, deicing equipment, and perimeter fencing. Examples of reconstruction projects include rehabilitating and repairing runways; these in turn enhance safety and maintain airport capacity and infrastructure.

Table 2. Percentages by Dollar, by Number of Projects per Category Funded in FY 2006

Category Type	Percentage of Dollars Spent on Projects in the Category	Percentage of the Number of Projects in Each Category
Standards ^{\a}	33%	46%
Reconstruction ^{\b}	27%	26%
Capacity ^{\c}	17%	4%
Environment ^{\d}	10%	5%
Safety and Security ^{\e}	8%	7%
Planning ^{\f}	2%	8%
Statutory Emphasis ^{\g}	<1%	<1%
Other ^{\h}	3%	4%

\a To enable the airport to meet FAA standards, such as snow removal equipment.

\b To rehabilitate and repair runways.

\c To construct new runways and extend existing runways to increase an airport's passenger, cargo, or flight operations and reduce delays.

\d To conduct environmental reviews and noise mitigation projects.

\e To support the safety and security of airport operations.

\f To conduct planning studies, such as an airport master plan.

\g To enable statutory projects such as runway grooving, friction treatment, and runway signs and markings.

\h To obtain items such as people movers, parking lots, and training systems.

Source: Data from FAA's Office of Airport Planning and Programming

Current Funding Requirements Are Being Met, but MAP Funding Levels and the Type of Projects Receiving Funds Need Re-Examining

Another area we reviewed under the AIP funding regiment was whether discretionary funding thresholds for the set-aside programs were being met as required by law. While we found that current set-aside funding thresholds are being met, the MAP set-aside is funding lower priority rated projects, including projects that typically are not eligible for AIP funding. Thus, the MAP set-aside can result in lower priority rated projects being funded at an airport that meets set-side program requirements, while higher priority projects at other airports could go unfunded.

By statute, each year, FAA must spend an amount equal to:

- 35 percent of its discretionary AIP funding on airport noise compatibility planning and implementation (to mitigate airport noise);
- 4 percent of discretionary funds on the MAP (to convert former military airfields to civilian airfields with the goal of increasing capacity and easing congestion); and

- 0.66 percent of discretionary funds at certain reliever airports (to provide relief from congestion and delays at nearby, busy commercial service airports).

Under the noise set-aside program, all airport sponsors can request discretionary AIP funding for eligible airport noise compatibility planning and implementation projects. However, only those airports in the MAP are eligible to receive MAP set-aside funding. The reliever set-aside can be used for AIP-eligible projects at certain reliever airports based on specific criteria.

In FY 2005 and FY 2006, FAA provided a total of \$791.8 million for projects in the three set-aside programs, including approximately \$779.3 million in discretionary funds and \$12.5 million in entitlement funds.⁸ Our work shows that all the projects in noise and reliever set-aside programs rank high enough in FAA's rating system to have been funded without the set-aside funding.

With respect to FY 2005 and FY 2006 funding for the set-aside programs, FAA funded noise mitigation, reliever airport, and MAP projects at levels that exceeded the amounts required by law; specifically, FAA:

- Was required to spend about \$300 million each fiscal year on airport noise mitigation projects⁹ and spent about \$342 million and \$305 million in FY 2005 and FY 2006, respectively. Because all of the airport noise mitigation projects funded ranked high enough in FAA's rating system, they could have been funded without the statutory funding requirement.
- Was required to spend about \$6 million each fiscal year on projects at selected reliever airports. FAA provided about \$49 million and \$38 million to these airports in FY 2005 and FY 2006, respectively. All of the reliever set-aside projects were rated above 40 each year, including projects such as runway rehabilitations; this suggests that the set-aside program may not have been necessary to fund them.
- Was required to spend about \$34 million each fiscal year on projects at MAP airports. Up to 15 airports can participate in the MAP each year. FAA provided about \$70 million and about \$58 million in discretionary and entitlement funding to these airports in FY 2005 and FY 2006, respectively (see table 3). In addition to set-aside funds, MAP airports can also obtain entitlement funding and compete for additional discretionary funding.

⁸ By statute, FAA is authorized to use entitlement as well as discretionary funds to meet its funding requirements for the noise set-aside program.

⁹ FAA was required to spend about \$301 million in FY 2005 and about \$298 million in FY 2006 on noise set-aside projects.

**Table 3. AIP Funding Provided to MAP Airports
in FY 2005 and FY 2006**

Funding Type	FY 2005	FY 2006
MAP Set-Aside AIP Discretionary Funds	\$34,518,503	\$34,014,408
Additional AIP Discretionary Funds	\$18,691,928	\$ 9,046,768
Total AIP Discretionary Funds	\$53,210,431	\$43,061,176
AIP Entitlement Funds	\$16,784,508	\$15,010,087
Total AIP Funding	\$69,994,939	\$58,071,263

Source: Data from FAA's Office of Airport Planning and Programming

Also, under the current law, airports in the MAP can use AIP funds for projects that are normally ineligible for AIP discretionary funding, such as fuel farms, hangars, and parking lots. Projects of this type are also lower priority rated projects (i.e., projects rated under 40) that would usually not be funded with discretionary funds except for the MAP provision.

In FY 2005 and FY 2006, much of the total funding provided to airports in the MAP was used for projects rated under 40. In FY 2005, 26 of 61 projects at MAP airports (43 percent of projects with an estimated cost of \$32.8 million) funded were rated under 40. In FY 2006, 21 of 46 projects at MAP airports (46 percent of projects with an estimated cost of \$36.6 million) were rated under 40. One project with a rating of 19 was funded at a cost of more than \$2.2 million to rehabilitate a parking lot.

Without the set-aside funding requirement and the provision to fund projects normally ineligible for AIP funding, several of these projects would not have been funded. FAA's AIP Handbook,¹⁰ which contains the policy and procedures used to administer the AIP, states that the biggest obstacle to growth at MAP airports may be inadequate airport facilities that are not normally eligible for AIP funds.

We recognize that there may be a need to fund projects that are not normally eligible for AIP funds in order to contribute to the growth of MAP airports. However, growth does not necessarily translate into enhancing capacity and reducing congestion in metropolitan areas, which is the intended goal of MAP.

We are aware of only one successful conversion of a former military airfield to civilian airfield—the Bergstrom Air Force Base conversion to the Austin-Bergstrom International Airport in Austin, Texas. However, this conversion was unique in that the existing Austin airport had outgrown its usefulness as a viable commercial airport, and the city of Austin needed a new

¹⁰ FAA Order 5100.38C, "Airport Improvement Program Handbook," June 28, 2005.

airport. The closure of Bergstrom Air Force Base provided an alternative for the city of Austin to build a new airport that could enhance capacity and reduce congestion in the Austin area.

Another military airfield, the Scott Air Force Base, was converted into a joint-use military and civilian airfield with little, if any, success in meeting the goal of the MAP. This air force base is co-located with the Mid-America St. Louis Airport and shares airfield facilities under a joint-use agreement. The Mid-America St. Louis Airport is located in Moscoutah, Illinois, 24 miles from St. Louis Lambert International Airport in Missouri. Construction costs at the Mid-America St. Louis airport totaled \$210 million, with FAA providing over \$128 million in AIP discretionary funds. This conversion has been unsuccessful in attracting daily commercial service, and the airport currently has only one airline providing scheduled service twice per week to each of two cities.

Low priority rated projects accounted for 44 percent of projects at MAP airports and 54 percent of funding for MAP airports in FY 2005 and FY 2006. Given these significant amounts, FAA must ensure that MAP projects will contribute to the MAP goal of enhancing capacity and reducing congestion in metropolitan areas before it funds them. If the projects do not meet this goal, then the funding should be re-directed toward other projects at MAP airports that could potentially enhance capacity and reduce congestion in metropolitan areas or projects that enhance the overall National Airspace System (e.g., runway extensions, runway rehabilitations, or other safety or capacity projects).

RECOMMENDATION

We recommend that FAA monitor and track MAP projects to ensure that the MAP is achieving its intended goal to enhance capacity and reduce congestion in metropolitan areas. When MAP projects do not meet this goal, FAA should re-direct the funding toward other projects at MAP airports that could potentially enhance capacity and reduce congestion in metropolitan areas or projects that enhance the overall National Airspace System. These include runway extensions, runway rehabilitations, or other safety or capacity projects.

AGENCY COMMENTS AND OFFICE OF INSPECTOR GENERAL RESPONSE

We submitted our draft report to FAA on August 23, 2007. We did not receive a formal, written response from FAA on our draft report. We discussed the draft report with the Director of the Office of Airport Planning and Programming and his staff in September 2007. FAA expressed concern on how the report

characterized lower priority rated MAP projects. FAA stated that MAP projects that are normally ineligible for AIP funds and lower priority rated, such as fuel farms and hangars, are eligible for the MAP because military airfields typically need these facilities if they are going to operate successfully as civilian airports. In our report, we recognize that there may be a need to fund projects that are not normally eligible for AIP funds in order to contribute to the growth of MAP airports. However, growth at a MAP airport does not necessarily translate into enhancing capacity and reducing congestion in metropolitan areas which is the intended goal of the MAP.

ACTIONS REQUIRED

In accordance with Department of Transportation Order 8000.1C, within 30 calendar days, please provide us with your formal, written comments regarding our recommendation. If you concur with the recommendation, please indicate the specific action taken or planned and the target date for completion. If you do not concur, please provide your rationale. You may provide alternative courses of action that you believe would resolve the issues presented in this report.

We appreciate the courtesies and cooperation of FAA representatives during this audit. If I can answer any questions or be of further assistance, please feel free to contact me at (415) 744-0420 or Scott Macey, Program Director, at (415) 744-0434.

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cc: FAA Chief of Staff
Associate Administrator for Airports
Anthony Williams, ABU-100

EXHIBIT. SCOPE AND METHODOLOGY

The objectives of our audit were to (1) evaluate the effectiveness of FAA's policies and procedures for ensuring that the highest priority airport improvement projects are funded and (2) review the funding for the three AIP set-aside programs to determine whether the funding levels were being met as required by law.

We performed our audit from August 2006 through May 2007, in accordance with generally accepted Government Auditing Standards as prescribed by the Comptroller General of the United States.

To evaluate the effectiveness of FAA's policies and procedures for ensuring that the highest priority airport improvement projects are funded, we reviewed and analyzed reports, laws, regulations, orders, and policies and procedures pertaining to the prioritization of AIP funds. This allowed us to identify AIP planning and program requirements. We also interviewed FAA personnel at Headquarters and at field offices and discussed various policies and procedures used to prioritize AIP funds.

We reviewed planning and programming documents for FY 2005 and FY 2006 to determine whether the highest priority AIP projects were funded and to ascertain why some were unfunded. For this analysis, we considered high priority projects to be those projects rated 70 and above or projects that FAA refers to as "flags," including congressional earmarks, noise mitigation, MAP, and runway safety projects. Projects rated 70 and above are the highest priority rated projects and are most consistent with FAA's goals. We visited five FAA regions in total. Four regions provided us with information on why projects were not funded in FY 2005, and three of these regions provided us with these data in FY 2006. One region did not provide us with information for FY 2005 or FY 2006. Another region provided us with information for FY 2005 but not for FY 2006. We reviewed a total of 725 projects.

To determine if FAA met the required level of set-aside funding, we analyzed the lists of projects and airports that received funding under the set-aside programs in FY 2005 and FY 2006. We also reviewed the priority rankings of the projects funded to determine the degree to which lower priority rated projects were funded in the set-asides.

We performed work at FAA Headquarters and five FAA regions: the Central Region in Kansas City, Missouri; the Great Lakes Region in Des Plaines, Illinois; the Southwest Region in Fort Worth, Texas; the Southern Region in College Park, Georgia; and the Western-Pacific Region in Lawndale, California. We visited selected field offices in each region (five field offices in total). We also met with airport officials and industry representatives to better understand AIP funding issues.

The following pages contain textual versions of the graphs and charts found in this document. These pages were not in the original document but have been added here to accommodate assistive technology.

Prioritization of Airport Improvement Program Funding

508 Compliant Presentation

Figure. Airport Improvement Program Funding Allocations for Fiscal Year 2006

In fiscal year (FY) 2006, FAA provided approximately \$3.5 billion in AIP funding that was allocated as follows: \$1.68 billion in entitlement grants (or 48 percent) \$1.49 billion in discretionary grants (or 42 percent), and \$369 million in set-asides (or 10 percent).

Source: Data from FAA's Office of Airport Planning and Programming

Table 1. Examples of Project Types and Their Rating Ranges

Project Type: Constructing a people mover. Rating Range: 15-39.

Project Type: Mitigating airport noise for residential areas. Rating Range: 40-70.

Project Type: Installing runway lighting. Rating Range: 77-97.

Note: Individual ratings vary depending on the size and type of the airport.

Source: FAA Order 5100.39A, "Airport Capital Improvement Plan."

Table 2. Percentages by Dollar, by Number of Projects per Category Funded in Fiscal Year 2006

In the project category of Standards, 33 percent of AIP dollars were spent in fiscal year 2006. The percentage of projects funded in this category was 46 percent. (Note: Standards projects enable the airport to meet FAA standards, such as snow removal equipment.)

In the project category of Reconstruction, 27 percent of AIP dollars were spent in fiscal year 2006. The percentage of projects funded in this category was 26 percent. (Note: Reconstruction projects help rehabilitate and repair runways.)

In the project category of Capacity, 17 percent of AIP dollars were spent in fiscal year 2006. The percentage of projects funded in this category was 4 percent. (Note: Capacity projects help construct new runways and extend existing runways to increase an airport's passenger, cargo, or flight operations and reduce delays.)

In the project category of Environment, 10 percent of AIP dollars were spent in fiscal year 2006. The percentage of projects funded in this category was 5 percent. (Note: Environment projects enable environmental reviews and noise mitigation projects.)

In the project category of Safety and Security, 8 percent of AIP dollars were spent in fiscal year 2006. The percentage of projects funded in this category was 7 percent. (Note: Safety and Security projects support the safety and security of airport operations.)

In the project category of Planning, 2 percent of AIP dollars were spent in fiscal year 2006. The percentage of projects funded in this category was 8 percent. (Note: Planning projects enable planning studies, such as an airport master plan.)

In the project category of Statutory Emphasis, less than 1 percent of AIP dollars were spent in fiscal year 2006. The percentage of projects funded in this category was less than 1 percent. (Note: Statutory Emphasis projects enable statutory projects such as runway grooving, friction treatment, and runway signs and markings.)

In the project category of Other, 3 percent of AIP dollars were spent in fiscal year 2006. The percentage of projects funded in this category was 4 percent. (Note: Other projects are to obtain items such as people movers, parking lots, and training systems.)

Source: Data from FAA's Office of Airport Planning and Programming

Table 3. AIP Funding Provided to Military Airport Program (or MAP) Airports in Fiscal Year 2005 and Fiscal Year 2006

In fiscal year 2005, MAP airports received \$34,518,503 in MAP Set-Aside AIP Discretionary Funds. In fiscal year 2006, they received \$34,014,408.

In fiscal year 2005, MAP airports received \$18,691,928 in Additional AIP Discretionary Funds. In fiscal year 2006, they received \$ 9,046,768.

In fiscal year 2005, MAP airports received a total of \$53,210,431 in AIP Discretionary Funds. In fiscal year 2006, they received a total of \$43,061,176.

In fiscal year 2005, MAP airports received \$16,784,508 in AIP Entitlement Funds. In fiscal year 2006, they received \$15,010,087.

In fiscal year 2005, the total AIP Funding for MAP airports was \$69,994,939. In fiscal year 2006, the total AIP funding for MAP airports was \$58,071,263.

Source: Data from FAA's Office of Airport Planning and Programming