

**UNITED STATES HOUSE OF REPRESENTATIVES  
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE  
ROOM 2163 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, D.C. 20515**

April 13, 2006

***Reject the Bush Administration's Short-Sighted  
FY2007 Proposal to Cut Almost \$1 billion from  
the Airport Improvement Program (AIP)***

Dear Colleague:

Since 1982, the Airport Improvement Program (AIP) grant program has been a major component of airport planning and capital funding for critical safety and capacity projects such as runway, apron, and taxiway construction and rehabilitation. In fact, for smaller airports, AIP is the primary source of capital funding.

A few weeks ago, the Federal Aviation Administration (FAA) forecast that airlines are expected to carry more than 1 billion passengers by 2015, increasing from approximately 740 million in 2005. The FAA estimates that \$39.5 billion of AIP-eligible infrastructure development will be needed between 2005 and 2009. Airports Council International-North America's (ACI-NA) most recent Capital Needs Survey estimates that airport capital development costs for AIP-eligible and other necessary projects will total more than \$71.5 billion during the same time frame.

Clearly, we must make robust investments in our airport infrastructure today to meet anticipated future demands. Regrettably, the Bush Administration's FY2007 budget request is short-sighted, providing just \$2.75 billion for AIP – \$950 million less than the \$3.7 billion authorized by VISION 100 for FY2007 and \$800 million less than the \$3.55 billion provided in FY2006. While the Administration's budget states that “[t]he proposed funding level for AIP grants is robust by historical standards,” actually, funding for AIP has well exceeded \$3 billion a year for the past six years.

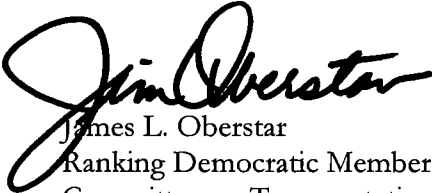
In addition, the Administration's proposed cut triggers several significant changes in the AIP entitlementment formula funding:

- The minimum entitlementment for primary airports (i.e., those airports that have more than 10,000 passenger boardings per year) will be reduced from \$1 million to \$650,000.
- The entitlementments for larger primary airports will be cut by one-half.
- The entitlementments for more than 2,500 general aviation airports – which is as much as \$150,000 per airport – will be eliminated.

When the Administration's FY2007 request is compared with the FY2007 authorized level of funding, virtually every airport that currently receives AIP entitlement funding will have its entitlement reduced; virtually every state will receive less total AIP entitlement funding; and discretionary funds AIP will cut by almost \$118 million.

We urge our colleagues to reject this flawed, short-sighted policy, and to join us in sending the attached letter to the leadership of the Committee on Appropriations in support of the fully authorized level of funding (\$3.7 billion) for the AIP program. We have also attached a chart that approximates how much AIP entitlement funding **your state** will lose. To sign the attached letter, or if you are seeking specific information about airports in your state or have other questions, please contact Giles Giovinazzi with the Aviation Subcommittee Staff at ext. 59161. **The deadline for the letter is COB April 28, 2006.**

Sincerely,

  
James L. Oberstar  
Ranking Democratic Member  
Committee on Transportation  
and Infrastructure

  
Jerry F. Costello  
Ranking Democratic Member  
Subcommittee on Aviation

# Congress of the United States

Washington, DC 20515

April 28, 2006

The Honorable Jerry Lewis  
Chairman  
Committee on Appropriations  
H218 Capitol  
Washington, D.C. 20515

The Honorable David R. Obey  
Ranking Member  
Committee on Appropriations  
1016 Longworth HOB  
Washington, D.C. 20515

The Honorable Joe Knollenberg  
Chairman  
Subcommittee on Transportation, Treasury,  
HUD, The Judiciary, District of Columbia,  
and Independent Agencies  
2358 Rayburn HOB  
Washington, D.C. 20515

The Honorable John W. Olver  
Ranking Member  
Subcommittee on Transportation, Treasury,  
HUD, The Judiciary, District of Columbia,  
and Independent Agencies  
1016 Longworth HOB  
Washington, D.C. 20515

Dear Chairman Lewis, Ranking Member Obey, Chairman Knollenberg, and Ranking Member Olver:

Since 1982, the Airport Improvement Program (AIP) grant program has been a major component of airport planning and capital funding for critical safety and capacity projects such as runway, apron, and taxiway construction and rehabilitation. In fact, for smaller airports, AIP is the primary source of capital funding.

A few weeks ago, the Federal Aviation Administration (FAA) forecast that airlines are expected to carry more than 1 billion passengers by 2015, increasing from approximately 740 million in 2005. The FAA estimates that \$39.5 billion of AIP-eligible infrastructure development will be needed between 2005 and 2009. Airports Council International-North America's (ACI-NA) most recent Capital Needs Survey estimates that airport capital development costs for AIP-eligible and other necessary projects will total more than \$71.5 billion during the same time frame.

Clearly, we must make robust investments in our airport infrastructure today to meet anticipated future demands. Regrettably, the Bush Administration's FY2007 budget request is short-sighted, providing just \$2.75 billion for AIP – \$950 million less than the \$3.7 billion authorized by VISION 100 for FY2007 and \$800 million less than the \$3.55 billion provided in FY2006. While the Administration's budget states that “[t]he proposed funding level for AIP grants is robust by historical standards,” actually, funding for AIP has well exceeded \$3 billion a year for the past six years.

In addition, the Administration's proposed cut triggers several significant changes in the AIP entitlement formula funding:

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The Honorable Jerry Lewis  
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The Honorable John W. Olver  
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For these reasons, we respectfully request in drafting the FY2007 House Transportation-Treasury Appropriations bill that you reject the Administration's proposal and provide the fully authorized \$3.7 billion level of funding for the AIP program.

Sincerely,

**Federal Aviation Administration**  
**Airport Improvement Program**  
**President's Proposed Cuts to State Airport Construction Entitlements\***

April 13, 2006

State	FY2006 Entitlements	FY2007 President's Budget Request	FY2007 Authorized Level	President's Proposed Cut to Authorized Level
Alaska	\$86,540,015	\$64,010,388	\$87,256,772	-\$23,246,384
Alabama	26,682,758	13,952,804	27,209,232	-13,256,428
Arkansas	23,799,490	10,742,358	24,218,145	-13,475,787
American Samoa	1,144,444	650,000	1,144,444	-494,444
Arizona	29,605,719	20,295,389	30,465,475	-10,170,086
California	109,703,025	73,148,470	111,202,269	-38,053,799
Colorado	33,125,465	21,781,969	34,886,432	-13,104,463
Connecticut	6,136,909	4,855,029	6,026,941	-1,171,912
District of Columbia	301,713	492,407	337,963	154,444
Delaware	1,107,307	827,944	1,168,258	-340,314
Florida	82,522,371	47,902,279	83,486,229	-35,583,950
Georgia	37,725,707	23,020,715	38,520,075	-15,499,360
Guam	4,366,766	2,183,383	4,366,766	-2,183,383
Hawaii	26,238,052	14,286,500	26,365,687	-12,079,187
Iowa	26,129,704	12,621,801	25,878,828	-13,257,027
Idaho	17,893,624	11,993,088	18,368,937	-6,375,849
Illinois	44,380,558	29,362,461	44,733,656	-15,371,195
Indiana	24,009,761	12,854,381	24,213,377	-11,358,996
Kansas	21,759,694	11,002,170	21,616,493	-10,614,323
Kentucky	24,049,186	12,691,861	24,143,573	-11,451,712
Louisiana	24,061,539	13,585,645	24,586,656	-11,001,011
Massachusetts	22,228,572	14,637,926	22,327,112	-7,689,186
Maryland	10,789,037	8,255,028	11,180,198	-2,925,170
Maine	15,027,942	8,434,111	15,274,862	-6,840,751
Michigan	48,726,773	29,840,008	49,457,010	-19,617,002
Minnesota	31,470,702	16,758,901	31,489,610	-14,730,709
Missouri	24,892,428	14,033,965	25,572,512	-11,538,547
Mississippi	24,006,492	12,086,178	24,413,811	-12,327,633
Montana	26,256,523	17,421,468	27,006,507	-9,585,039
North Carolina	39,645,203	22,554,794	39,704,525	-17,149,731
North Dakota	16,314,245	8,261,835	16,687,938	-8,426,103
Nebraska	22,377,841	10,788,114	22,150,055	-11,361,941
New Hampshire	6,714,512	4,203,943	6,836,215	-2,632,272
New Jersey	21,695,241	14,820,532	22,264,847	-7,444,315
New Mexico	17,226,162	12,316,726	17,563,719	-5,246,993
Nevada	20,634,197	14,762,106	21,281,011	-6,518,905

**Federal Aviation Administration**  
**Airport Improvement Program**  
**President's Proposed Cuts to State Airport Construction Entitlements\***

April 13, 2006

State	FY2006 Entitlements	FY2007 President's Budget Request	FY2007 Authorized Level	President's Proposed Cut to Authorized Level
New York	68,909,670	44,121,433	70,358,774	-26,237,341
Ohio	36,707,582	20,243,295	37,632,001	-17,388,706
Oklahoma	27,398,410	12,679,687	27,944,715	-15,265,028
Oregon	23,670,499	14,980,597	23,999,267	-9,018,670
Pennsylvania	39,590,470	25,477,593	38,828,969	-13,351,376
Puerto Rico	11,830,129	8,930,465	12,094,447	-3,163,982
Rhode Island	4,939,904	2,733,957	4,313,031	-1,579,074
South Carolina	27,007,548	14,225,489	27,410,511	-13,185,022
South Dakota	16,507,067	9,155,616	16,918,088	-7,762,472
Tennessee	34,165,310	17,520,076	34,721,350	-17,201,274
Texas	123,022,982	77,466,097	125,599,027	-48,132,930
Utah	13,330,596	9,632,185	13,521,165	-3,888,980
Virginia	32,590,268	19,659,279	32,886,537	-13,227,258
Virgin Islands	5,097,795	2,548,898	5,097,795	-2,548,897
Vermont	5,555,652	2,908,001	5,639,222	-2,731,221
Washington	32,260,130	20,463,142	32,266,514	-11,803,372
Wisconsin	33,815,724	17,660,742	34,461,435	-16,800,693
West Virginia	11,011,548	6,994,007	10,889,373	-3,895,366
Wyoming	17,298,770	12,827,889	17,790,987	-4,963,098
<b>Grand Total</b>	<b>\$1,563,999,731</b>	<b>\$951,665,125</b>	<b>\$1,585,779,348</b>	<b>-\$634,114,223</b>

\*Data provided by FAA for primary, non-primary, and state apportionment AIP entitlement funds using Calendar Year 2004 passenger data.