

INVESTING ON THE GROUND TO IMPROVE AVIATION SAFETY

The FAA's Airport Improvement Program (AIP) grant program funds airport planning and infrastructure projects such as constructing or rehabilitating runways, taxiways, ramps, and runway safety areas in addition to airport signage, lighting, and markings. The grants strengthen U.S. aviation infrastructure by improving safety, efficiency, and the overall travel experience for pilots and passengers alike.

For large and medium primary-hub airports, the grant covers 75 percent of eligible costs or 80 percent for noise program implementation. For small primary, reliever, and general aviation airports, the grants cover a range of 90–95 percent of eligible costs, based on statutory requirements. In 2018, the AIP awarded more than \$3.5 billion to airports of all sizes in all 50 states and in four U.S. territories.

According to the FAA's most recent economic analysis, U.S. civil aviation accounts for \$1.6 trillion in total economic activity and supports nearly 11 million jobs. Consequently, these AIP grants play a pivotal role in helping to keep America flying safely. As a result, ALPA continues to advocate for these and other types of investments in the U.S. national airspace system. The following list includes some of the major airports receiving AIP funds and the projects being funded:

CHARLOTTE DOUGLAS INTERNATIONAL

\$12,602,171
to expand apron

\$3,000,000
to conduct environmental study

CHICAGO O'HARE INTERNATIONAL

\$45,000,000
to construct additional runway

\$20,000,000
to construct Runway 10C/28C

\$12,850,000
to reconstruct apron

\$10,717,636
for residential noise mitigation

\$5,250,000
to construct taxiway

DENVER INTERNATIONAL

\$9,806,394
to rehabilitate taxiways and lighting

\$6,704,073
to rehabilitate Runway 07/25 and lighting

\$1,445,371
for low-emission vehicle infrastructure

GEORGE BUSH INTERCONTINENTAL

\$6,111,776
to extend Runway 15R/33L

HARTSFIELD—JACKSON ATLANTA INTERNATIONAL

\$17,350,219
to construct taxiway

\$6,588,658
for residential noise mitigation

LOS ANGELES INTERNATIONAL

\$36,225,000
to construct apron and taxiways

\$30,000,000
for residential noise mitigation

MEMPHIS INTERNATIONAL

\$28,587,395
to construct new taxiway and reconstruct Taxiway T

\$14,780,073
to improve terminal building Concourse B

\$2,399,521
for low-emission vehicle infrastructure

MINNEAPOLIS—ST. PAUL INTERNATIONAL

\$5,827,908
to install lighting and sensors on Runway 04/22 and to reconstruct taxiway

NEWARK LIBERTY INTERNATIONAL

\$7,000,000
to rehabilitate access roads

ORLANDO INTERNATIONAL

\$16,833,882
to rehabilitate Runways 17R/35L and 18L/36R

SEATTLE—TACOMA INTERNATIONAL

\$14,526,800
to reconstruct taxiways and rehabilitate Runway 16L/34R

\$1,876,800
for residential noise mitigation

WASHINGTON DULLES INTERNATIONAL

\$6,074,648
to reconstruct taxiway

\$4,000,000
for low-emission vehicle infrastructure

\$492,188
to acquire new equipment

IN CANADA The largest airports in Canada are owned by the federal government and operated by the respective airport authorities in accordance with the National Airports Policy.

When airport improvements are deemed necessary, they're sometimes jointly funded by airports, local municipalities, and the federal government. But the bulk of funding normally comes from landing

fees that airlines pay and airport improvement fees that passengers pay on each ticket they purchase.

Transport Canada does run the Airports Capital Assistance Program (ACAP) for funding improvements to regional airports. Examples of recent ACAP-funded projects include \$3,930,528 for taxiway pavement repair at Michel-Pouliot Gaspé Airport in Québec and \$5,021,334 for airside surface rehabilitation at Clyde River Airport in Nunavut.