

An Investigation of Successful and Less Successful  
Applications for Airport Improvement Funds

by

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## INTRODUCTION

Airport development is important to the State of Iowa because it brings certain economic impacts--construction and permanent jobs, and consumption of local goods and services, among others. The more funds that can be received and utilized, the more growth will occur in Iowa. Two benefits provided by airports include: travel time saved, and cost avoided by travelers.

A study like this is doubly important because any conclusions gathered from it can be applied to other areas--highway, rail, etc. since the funding processes are similar. Additionally, competition for federal funds is becoming increasingly aggressive, and anything Iowa can do to increase its chances for funding is important.

The general approach taken in this study includes the determination of the "have" and the "have-not" states regarding discretionary funds (states that seem to get more or less than their fair share as determined by statistical means). Then, the indicated states were surveyed to determine if there are any significant differences in the way they apply for the funds. (A literature search was conducted of top transportation and political science journals and no similar studies were discovered).

## THE AIRPORT IMPROVEMENT PROGRAM

The Airport Improvement Program is authorized by Congress to "maintain a safe and efficient nationwide system of public-use airports to meet the present and future needs of civil



aeronautics." (Public Law 97-248, Section 505a). The program is funded by the Airport and Airway Trust Fund, for airport development and airport planning through grants, both formula and discretionary. The trust fund is replenished by taxes on air freight, airline ticket sales, and aviation fuel. As far as formula money goes, primary airports receive at least fifty percent of all federal apportionment. Primary airport formulas are based on passengers emplaned, with no less than \$200,000 or no more than \$12,500,000 to any single airport. A primary airport is defined as "a commercial service airport which is determined to have .01 percent or more of the total number of passengers emplaned annually at all commercial service airports." (Public Law 97-248, Section 503a11). Non-primary airport formulas are based on proportion of population of the state to the total U.S. population, and the proportion of area of the state to the total U.S. land area. Airport sponsors may also apply for discretionary funds to fund specific projects. These funds are distributed on the merits of the grant application. (The airport sponsor is the owner/operator of the specific airport).

Some of the information included in the application process include the preapplication/application, detailed cost estimate, statements about the need for the project, objectives to be obtained, the method of accomplishments, benefits expected, and supporting statements from local business firms.

Discretionary funds total 37.5 percent of the total federal apportionment from the trust fund. Ten percent of total apportionments must go to designated reliever airports, eight

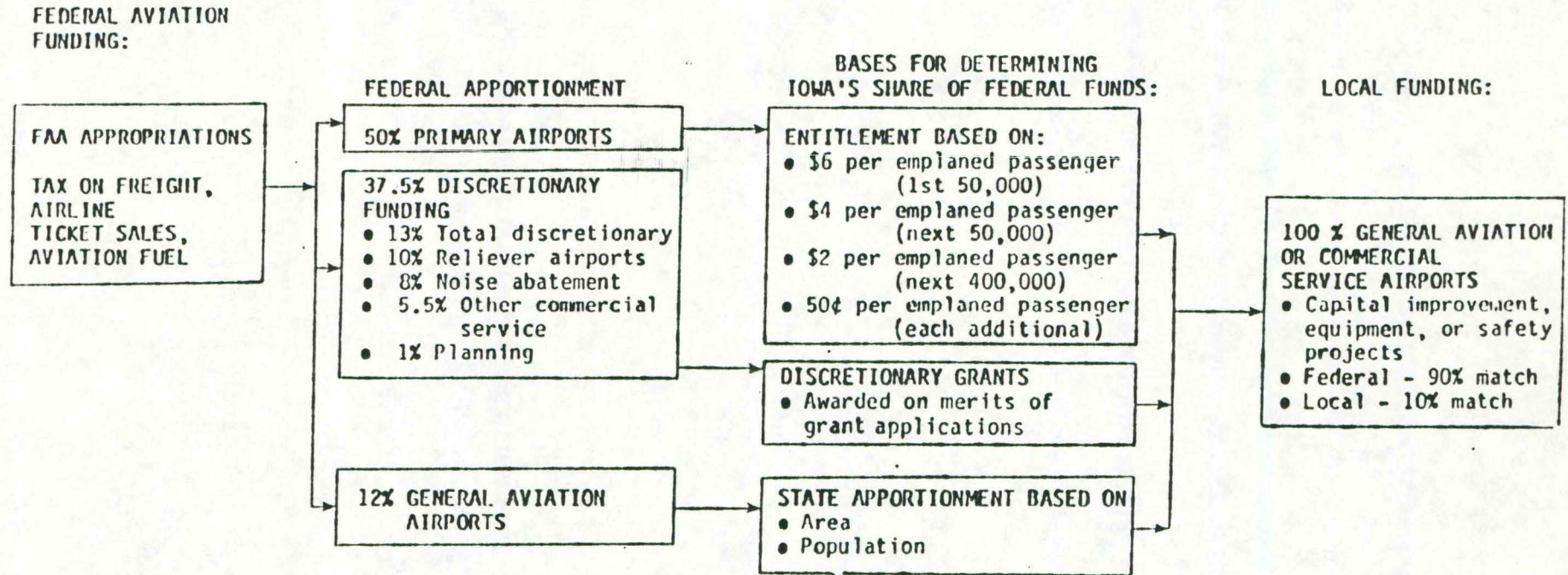
percent must go toward noise abatement projects, 5.5 percent must go toward non-primary commercial airports and public airports that are not commercial service airports. One percent must go toward airport system planning. This leaves thirteen percent of total federal apportionments as straight discretionary funds, available for any eligible project. For any eligible project it funds, the federal government provides ninety percent of the projected costs. (See Table 1).

For distribution of the discretionary funds, the FAA employs a numerical priority table to determine the priority for receipt of funds. One determines a priority rating from the table, by cross-indexing the development category with the airport type. The development categories are special programs (relating to safety and security), reconstruction, standards based on current designed use, upgrading the airport role, capacity development, new reliever and commercial service airports to increase metropolitan system capacity, and new airports which will be the sole airport serving a community. (See Table 2). To the resulting numeric value, another number is added for specific development items. (See bottom of Table 2). The lower the total number, the higher the priority.

Discretionary funding was emphasized in this study rather than formula funding because this is the area where states can affect the amount of funds they receive. Formula funding is based on rigid, fixed criteria, while discretionary funding is tailored more to a specific project.



TABLE 1



SOURCE: IOWA DEPARTMENT OF TRANSPORTATION

TABLE 2  
AIRPORT IMPROVEMENT PROGRAM DEVELOPMENT PRIORITIES

AIRPORT TYPE	(W)	(X)	(Y)	(Z)
	Primary in Large/Medium Hub* and its Relievers  Non-Commercial with 100 or more based Aircraft	Primary outside Large/Medium Hub and its Relievers  Non-Commercial with 50 or more based Aircraft or 20,000 to 40,000 Itin. Ops.	Commercial Service other than Primary  Non-Commercial with 20 or more based Aircraft or 8,000 to 20,000 Itin. Ops.	Non-Commercial with less than 20 based Aircraft or less than 8,000 Itin. Ops.
<b>DEVELOPMENT CATEGORY</b>				
A. Special Programs	1	1	1	1
B. Reconstruct	2	2	3	7
C. Standards	2	3	4	9
D. Upgrade	3	4	5	10
E. Capacity	3	4	5	12
F. New Airport Capacity	3	5	7	12
G. New Airport Community	5	6	7	12

DEVELOPMENT ITEMS: Add the following amounts to each value above (except Special Programs, which never gets an add-on) for the following development items:

Primary runway, taxiway, and Approaches	+1	Fundamental configuration; noise compatibility (75 Ldn)	+3	Primary access roads, noise (65-74 Ldn)	+5	Other (service roads, secondary access roads, fencing, etc.)	+7
Aprons, secondary runway, taxiway, and approaches	+2	CFR maintenance bldg; electronic NAVAIDS; AWOS, snow removal equipment	+4	Equipment storage buildings	+6		

\*Primary airport enplanes 0.01 percent or more of annual enplanements  
Large/medium hub enplanes 0.25 percent or more of annual enplaned passengers.

SOURCE: FEDERAL AVIATION ADMINISTRATION



## DETERMINATION OF HAVE AND HAVE-NOT STATES

Data were received from the Iowa Department of Transportation on the Airport Development Program discretionary fund allocations for fiscal years 1982-1986. American Samoa, Guam, the Northern Mariana Islands, the Pacific Trust Territories, and the Virgin Islands were removed from the sample. This was due to the fact that the disproportionate amount of funds they received made the standard deviation greater than the mean and also it was determined that their apportionments were not relevant to the purpose of this study.

First, an average (1982-1986) apportionment of discretionary funds for each state was calculated. Then, the states were ranked 1-52 (District of Columbia and Puerto Rico included). A mere ranking of states on the basis of dollars received is not a sufficient measure for funding success, because each state varies on many factors which reflect the need for airport development, such as number of air carrier operations, number of general aviation operations, and dollars per capita. More data were gathered at the Iowa DOT on the number of air carrier operations and the number of general aviation operations in each state. This data came from an FAA document from fiscal year 1985, the only year that was available. Attempts to obtain other relevant data (emplanements per airport category per state, number of airports per state, etc.) were unsuccessful. Apparently, these data are not kept by the FAA on a per state basis.

The air carrier operations and the general aviation operations were summed to create a total operations figure. The discretionary dollars for each state were divided into this total

operations figure. Thus, a discretionary dollars per operation figure was derived.

A dollars per capita figure was calculated for each state. Then, as an additional measure, the average percentage of total dollars disbursed was calculated by dividing the average apportionment of discretionary funds by the average total of funds disbursed. This measured how well a state did with respect to the other states, over the five year period (synonymous with the straight ranking).

For each criterion (dollars per operation, dollars per capita, and the average percentage of total dollars disbursed) the mean and standard deviation were calculated. (See Table 3). States with a mean discretionary funding level greater (or less) than the national state mean plus (or minus) one standard deviation, for any of the three categories, were included in a separate listing. Those states with a number close to the cutoff were considered on an individual basis. This was done on a category by category basis. The results were set up in a table format. (See Tables 4 and 5). Any state qualifying in all three categories was automatically considered to be a "have" (or "have not") state. Any state qualifying in two categories was also included. The other states on the listing were examined individually. Missouri was included as a have state because its numbers were well above average and because of its close proximity and similarity to Iowa. (See Tables 6 and 7). The District of Columbia was removed from consideration even though it qualified as a have not in all three categories. This was due



Table #3  
Mean and Standard Deviation Table

State	Dollars per Total Operations	Dollars per Capita	Avg. % of Total Dollars Distributed	Avg. Rank
Alabama	\$12.29	\$1.26	1.52	23
Alaska	\$4.96	\$8.15	1.24	30
Arizona	\$9.60	\$3.93	3.66	6
Arkansas	\$20.13	\$2.12	1.52	25
California	\$3.69	\$1.23	9.58	1
Colorado	\$8.11	\$2.98	2.89	10
Connecticut	\$1.21	\$0.29	0.28	48
Dist. of Columbia	\$1.06	\$0.46	0.087	52
Delaware	\$3.73	\$0.94	0.18	51
Florida	\$4.62	\$1.57	5.24	3
Georgia	\$6.07	\$1.27	2.27	14
Hawaii	\$4.31	\$1.98	0.63	43
Idaho	\$6.97	\$1.60	0.49	46
Illinois	\$7.02	\$1.45	5.08	4
Indiana	\$14.66	\$1.69	5.08	11
Iowa	\$6.41	\$0.73	0.65	41
Kansas	\$17.84	\$3.19	2.37	13
Kentucky	\$8.16	\$1.34	1.52	24
Louisiana	\$4.93	\$1.08	1.48	27
Maine	\$15.81	\$1.76	0.62	44
Maryland	\$13.21	\$0.87	1.15	33
Massachusetts	\$3.31	\$0.80	1.42	28
Michigan	\$4.42	\$0.81	2.24	15
Minnesota	\$6.36	\$1.25	1.59	22
Missouri	\$13.21	\$2.33	3.55	7
Mississippi	\$18.76	\$1.28	1.01	34
Montana	\$9.05	\$2.55	0.64	42
Nebraska	\$17.04	\$2.43	1.19	32
New Hampshire	\$12.28	\$2.28	0.68	39
New Jersey	\$5.40	\$0.88	2.02	18
New Mexico	\$26.52	\$4.63	2.01	19
New York	\$5.27	\$0.61	3.31	8
North Carolina	\$5.67	\$0.80	1.51	26
North Dakota	\$6.34	\$3.51	0.73	37
Ohio	\$8.76	\$0.95	3.12	9
Oklahoma	\$10.21	\$2.06	2.07	16
Oregon	\$6.51	\$1.59	1.30	29
Pennsylvania	\$9.10	\$1.08	3.91	5
Puerto Rico	\$5.54	\$0.28	0.27	50
Rhode Island	\$6.98	\$1.38	0.40	47
South Carolina	\$7.15	\$0.68	0.68	38
South Dakota	\$17.31	\$3.14	0.68	40
Tennessee	\$9.40	\$1.41	2.03	17
Texas	\$7.27	\$1.59	7.74	2
Utah	\$9.21	\$1.52	0.77	36
Virginia	\$8.52	\$1.04	1.79	20
Vermont	\$10.05	\$1.73	0.28	49
Washington	\$5.86	\$1.89	2.50	12
West Virginia	\$5.31	\$0.84	0.50	45
Wisconsin	\$7.77	\$1.19	1.73	21
Wyoming	\$25.09	\$5.53	0.86	35
Nevada	\$8.50	\$4.40	1.22	31
Mean	9.17	1.85	1.90	
Std. Deviation	5.50	1.42	1.81	

Table 4  
Initial "Have" Listing

State	Dollars per Total Operations	Dollars per Capita	Avg. % of Total Dollars	Rank
Alaska	\$4.96	\$8.15	1.24	30
Arizona	\$9.60	\$3.93	3.66	6
Arkansas	\$20.13	\$2.12	1.52	25
Colorado	\$8.11	\$2.98	2.89	10
Indiana	\$14.66	\$1.69	2.83	11
Kansas	\$17.84	\$3.19	2.37	13
Maine	\$15.11	\$1.76	0.62	44
Mississippi	\$18.76	\$1.28	1.01	34
Nebraska	\$17.04	\$2.43	1.19	32
Nevada	\$8.50	\$4.40	1.22	31
New Mexico	\$26.52	\$4.63	2.01	19
North Dakota	\$6.34	\$3.51	0.73	37
South Dakota	\$17.31	\$3.14	0.68	40
Wyoming	\$25.09	\$5.53	0.86	35
Mean	9.17	1.85	1.90	
Std. Deviation	5.50	1.42	1.81	



Table 5  
Initial "Have not" Listing

State	Dollars per Total Operations	Dollars per Capita	Avg. % of Total Dollars Distributed	Avg. Rank
California	\$3.69	\$1.23	9.58	1
Connecticut	\$1.21	\$0.29	0.28	48
Dist. of Columbia	\$1.06	\$0.46	0.087	52
Delaware	\$3.73	\$0.94	0.18	51
Hawaii	\$4.31	\$1.98	0.63	43
Idaho	\$6.97	\$1.60	0.49	46
Iowa	\$6.41	\$0.73	0.65	41
Maine	\$15.81	\$1.76	0.62	44
Maryland	\$13.21	\$0.87	1.15	33
Massachusetts	\$3.31	\$0.80	1.42	28
Michigan	\$4.42	\$0.81	2.24	15
Montana	\$9.05	\$2.55	0.64	42
New Hampshire	\$12.28	\$2.28	0.68	39
New Jersey	\$5.40	\$0.88	2.02	18
New Mexico	\$26.52	\$4.63	2.01	19
New York	\$5.27	\$0.61	3.31	8
North Carolina	\$5.67	\$0.80	1.51	26
North Dakota	\$6.34	\$3.51	0.73	37
Ohio	\$8.76	\$0.95	3.12	9
Puerto Rico	\$5.54	\$0.28	0.27	50
Rhode Island	\$6.98	\$1.38	0.40	47
South Carolina	\$7.15	\$0.68	0.68	38
South Dakota	\$17.31	\$3.14	0.68	40
Utah	\$9.21	\$1.52	0.77	36
Vermont	\$10.05	\$1.73	0.28	49
West Virginia	\$5.31	\$0.84	0.50	45
Wyoming	\$25.09	\$5.53	0.86	35
Mean	9.17	1.85	1.90	
Std. Deviation	5.50	1.42	1.81	

Table 6  
Final "Have" Listing

State	Dollars per Total Operations	Dollars per Capita	Avg. % of Total Dollars Distributed	Avg. Rank
Arizona	\$9.60	\$3.93	3.66	6
Colorado	\$8.11	\$2.98	2.89	10
Indiana	\$14.66	\$1.69	5.08	11
Kansas	\$17.84	\$3.19	2.37	13
Missouri	\$13.21	\$2.33	3.55	7
New Mexico	\$26.52	\$4.63	2.01	19
South Dakota	\$17.31	\$3.14	0.68	40
Wyoming	\$25.09	\$5.53	0.86	35
Mean	9.17	1.85	1.90	
Std. Deviation	5.50	1.42	1.81	



Table 7  
Final "Have not" Listing

State	Dollars per Total Operations	Dollars per Capita	Avg. % of Total Dollars Distributed	Avg. Rank
Connecticut	\$1.21	\$0.29	0.28	48
Delaware	\$3.73	\$0.94	0.18	51
Idaho	\$6.97	\$1.60	0.49	46
Iowa	\$6.41	\$0.73	0.65	41
Massachusetts	\$3.31	\$0.80	1.42	28
South Carolina	\$7.15	\$0.68	0.68	38
Utah	\$9.21	\$1.52	0.77	36
West Virginia	\$5.31	\$0.84	0.50	45
Mean	9.17	1.85	1.90	
Std. Deviation	5.50	1.42	1.81	

to its special situation as the nation's capital, and because the airports that serve D.C. are not in the District of Columbia.

It is interesting to note that none of the top five states (as measured by dollars received), qualified for the have list. In fact, California (which ranked number one in money received) made the initial have not list. This shows that the states that consistently receive large sums of money are not necessarily getting more than their fair share, at least according to the criteria in this study.

#### QUESTIONNAIRE DISTRIBUTION

The following states were included in the final sample as have or have not states:

HAVES	HAVE NOTS
Arizona	Connecticut
Colorado	Delaware
Indiana	Idaho
Kansas	Iowa
Missouri	Massachusetts
New Mexico	South Carolina
South Dakota	Utah
Wyoming	West Virginia

The following questionnaire (See Table 8) was distributed to the aforementioned states' aviation agencies. It was designed to determine if there was any difference in the mode of operation, pertaining to the application process, between the have and have not states.

First, the states were asked if they assist the airports in the application process. This was to determine the level of state government involvement in the application process. Second,



RESEARCH QUESTIONNAIRE  
(Please return by April 13)

Do you assist the airports in the application process? If so, in what ways?

What are problem areas on the application and in the application process? How can the applications and/or process be improved?

Estimate your state's success rate as a percentage of the funding request met by the FAA over the past five years.

Do you interact with the FAA in regards to the applications- pre-application assistance or advice, or post-decision feedback, etc?

Does your congressional delegation make a lobbying effort on behalf of airport projects?

To what extent are outside consultants used in completing the applications?

Does the state provide any portion of the community's funding share?  
How do you facilitate community funding?

What advice would you give to a state that wanted to increase its funding success?

Any additional comments.



the states were asked if they had any problems with the applications or with the process. This question had a dual purpose, to see if the have nots had more problems than the haves, and to determine in general what kinds of problems the states have had. Third, the states were asked to estimate their success rate as a percentage of requests. This was a determinant of how successful the states saw themselves as being. Fourth, they were asked if they interact with the FAA in the application process. This was to determine if the haves interacted with the FAA more than the have nots and to see in general how the states interact with the FAA.

Fifth, the question was asked if the states' Congressional delegation made a lobbying effort on behalf of projects. This was to determine the extent of use of lobbying and to discover any differentiation between the two groups. Sixth, they were asked about the extent of use of outside consultants in the completion of the applications. Again, this was to determine the extent of use of outside consultants and to discover any differentiation between the two groups. Seventh, the states were asked if they provide any portion of the community's share of funding. Also included was a question asking if the state facilitates community funding of a project. These questions were designed to determine states' monetary involvement in airport projects and to find any discrepancies between the groups. Eighth, the states were asked to give advice to a state wanting to increase its funding success. This was designed to elicit comments on what the states thought was important in receiving

the discretionary airport funds. The states were also asked to provide any additional comments desired.

#### RESULTS OF SURVEY

Of the sixteen surveys distributed, twelve were returned, for a 75 percent response, with a varying quality of response. Attempts were made to reach the non-responding states, but these contacts did not result in the return of any questionnaires.

Five of the six have states responding (Arizona, Indiana, Missouri, New Mexico, and Wyoming) said they assist the airports in the application process. Most of this assistance is advice and guidance, along with technical help and application review. Missouri commented that they suggest the type of work to request relative to FAA priorities and the relative amount to request—"a \$500,000 project is apt to be funded ahead of a \$1,000,000 project." Colorado stated that they do not assist the airports in the application process.

Four of the six have not states responded that they assist airports in the application process. Massachusetts acts as an agent for the airport sponsor which includes completion of the preapplication. South Carolina, Utah, and Idaho all stated that they give general assistance and guidance in the process. They assist other airports if asked. Iowa does not generally assist airports in the process, but if requested, acts as the agent, which includes completion of the process.

Four of the six have states (Arizona, Colorado, Missouri, and Wyoming) responded that they have no problems with the applications or the process. New Mexico commented that the



project application "must fit a standard project application format, which requires data not necessarily germane to the project (political information, clearinghouse, etc.)." Indiana reported that one problem area is getting good estimates on project costs. Indiana also responded that the process can be improved by better planning by the applicants.

Three of the six have not states (Connecticut, Idaho, and Iowa) reported no problems with the applications or the process. Utah stated that the application and the process is complicated and should be simplified. South Carolina complained of "inaccurate cost estimates primarily due to insufficient engineering necessary to submit the application." Massachusetts commented, "In order to expedite the FAA's grant procedure in the Northeast, which has a very short construction season, May to December (6 months), the FAA should entertain issuing more grants on engineer's estimates with a contingency factor rather than waiting for bids to be received, causing us to rush to execute a grant by September 30th, the end of the FAA fiscal year." Iowa commented that "the process would be more efficient if federal funds were block granted to the states for allocation and administration."

The question asking the states their funding success rate brought a wide variety of responses. Below is a listing of the responses:

HAVES		HAVE NOTS	
Arizona	<10%	Connecticut	varies
Colorado	5%	Idaho	90+%
Indiana	15-20%	Iowa Gen. Av.	25%
Missouri overall	10%	Commercial Service	~100%
high priority	75%	Massachusetts	85-90%
New Mexico	100%	South Carolina	50%
Wyoming	80%	Utah	50%

As can be seen above, the have not states appear to see themselves as being more successful than the have states do. One feasible explanation that can be derived is that the have states are much more aggressive in applying for funding-i.e. sending in more applications; this would seem to lower their overall success rate. South Carolina responded, "There is a latent demand of projects which are not submitted because the airport sponsor knows that FAA funds are not available." Another plausible explanation would be in the states' differing interpretations of the question.

All of the states surveyed reported that they interact closely with the FAA during the application process. Iowa's comments: "Since we administer a state airport improvement program, we interact with the FAA to coordinate the programming of projects. For example, the FAA may fund a land acquisition project at Airville and the state will follow with a grading project and finally the FAA will fund the paving."

Congressional lobbying for projects seems to get limited use. Four of the six have states (Arizona, Indiana, Missouri, and New Mexico) reported that their congressional delegations occasionally lobby the FAA for specific projects. Colorado stated that lobbying was infrequently used and Wyoming reported



no lobbying effort. Missouri commented: "We discourage sponsors from contacting their congressmen unless things really bog down. Our experience has been that congressional inquiries into routine projects can be regarded as pressure by the FAA and hence has a negative influence."

Four of the six have nots (Idaho, Iowa, Massachusetts, and South Carolina) reported that their congressional delegations occasionally make a lobbying effort on behalf of specific projects. Massachusetts: "In the past three years, there were three or four instances where lobbying was effective." Connecticut and Utah reported no lobbying effort.

All of the have states reported that they use outside consultants in completing the applications. Arizona uses consultants 75-80 percent of the time, and the rest reported near 100 percent utilization of outside consultants.

Five of the six have not states stated that they use outside consultants almost all of the time. Iowa: "Preapplication 50%, Application 95%." Only Connecticut reported that they do not use outside consultants at all.

All but one of the haves stated that they provide up to one-half of the local community's share (10% of the project cost). Wyoming stated that they can provide up to 80 percent of the local match. Colorado reported that they do not provide any portion of the community's funding share. Three of the six have nots (Connecticut, South Carolina, and Utah) stated that they provide one-half of the local share. Idaho may provide up to 75 percent of the local match, but rarely exceeds a 50 percent share. Massachusetts provides 75 percent of the local

community's funding share. On occasion, they will pick up the entire 10 percent local match. Iowa does not provide any part of the community's funding share. Iowa's comments: "With FAA funding at 90%, and more applications than federal money available, it is felt to be more appropriate to put state funds into projects which do not get federal funds. The state's airport development program funds projects at 70%, leaving the community to fund 30%." None of the states mentioned any ways in which they facilitate community funding.

The advice question elicited a variety of responses. Two common threads were that a state should be involved financially in the funding process, and the state should cooperate and coordinate closely with the FAA. All of the responses were very good and will be detailed below.

Arizona: "Submit as many preapplications as are needed."

Colorado: "Participate financially!"

Indiana: "Work for the release of more trust fund monies."

Missouri: "Alert the FAA as early as possible concerning projects considered high priority. Maintain close communication between all concerned parties. Try to have some projects ready to go near the end of the federal fiscal year to take advantage of any late windfall money."

New Mexico: "Dedicate revenues to a state airport projects fund. Cultivate a close relationship with the FAA airport programming people. Coordinate state and federal programming activity."

Wyoming: "Work very closely and acquire a good working relationship with the FAA people. Have sufficient state funding



to assist in matching federal money."

Connecticut: "Need a good plan of development; detail narrative and priority listing with justification; a good rapport with the FAA regional office director and planning manager."

Idaho: "The best thing we have done is to provide a portion of our share of any local match in advance, to facilitate development of on-the-shelf plans and specs, or to allow for acquisition of purchase options on land acquisition projects."

Iowa: "States can have a degree of success by working with communities and the FAA to develop projects which are eligible for discretionary funding. Lobbying efforts are also helpful in some cases when working with discretionary funding."

Massachusetts: "Work very closely with the FAA regional headquarters programming staff, 2-3 meetings/visits per week. Assist local sponsors to remain in compliance with grant conditions and assurances from previous receipt of FAA funds."

South Carolina: "Utilize or implement a plan (at the state level) where taxes on aviation fuels, tires, etc. and aircraft registrations are placed in a designated airport improvement fund."

Utah: "Establish a credible, friendly relationship with the FAA airports office."

The only "additional comments" were made by South Carolina which stated: "Funding for General Aviation airports is far below what is needed from the FAA as well as the state. Legislators and the public need to be made aware of the safety and economic importance of having an adequate, viable system of airports."

## CONCLUSIONS

This study turned up no significant differences in the way the haves and have nots attempt to get Airport Improvement Program discretionary funds. It may be that the criteria used to distinguish haves from have nots were not appropriate. The research effort in this study was somewhat hampered by a lack of information on possible success criteria. The FAA should keep more information on a state by state basis, so it can be more easily analyzed by interested parties. Most data is very aggregative.

There were some useful findings or suggestions received from the surveyed states. These should be taken as general recommendations or guiding principles, and not a magic solution to the funding problem. A state wanting to increase its funding chances should become more involved in assisting airport sponsors in the application process. This is to make sure everything is done properly according to government regulations. At least then, a project will not be rejected or delayed due to a procedural error. Along with this, they must make sure that they have accurate project cost estimates or, at least, strong documentation of the estimates.

It may also be helpful for the state to find funds to provide part of the 10 percent local match. This would make sponsors more inclined to apply for federal funds since their specific share would be even less. At the same time, a state may want to consider maintaining a state airport improvement program to fund projects that are ineligible to receive federal funding.



They should also encourage airport sponsors to apply for aid for needed projects even if they do not believe it can be funded. There is always the chance that some extra money will turn up somewhere.

The state airport agency should maintain a very close relationship with the FAA regional office to coordinate projects and to make sure the process is flowing as smoothly as possible.

Congressional lobbying should be used, but in a limited role since its effect is apparently variable. Lobbying should not be pushed unless things seem to be going nowhere.

Finally, to reiterate the comments made by South Carolina, "Legislators and the public need to be made aware of the safety and economic importance of having an adequate, viable system of airports." Congress should work toward the release of more of the Airport and Airway Trust Fund ( which has a surplus of around six billion dollars) to fund more airport projects instead of using it to counter the federal budget deficit.