

10. IMPLEMENTATION PLAN

The Implementation Plan was developed to provide a comprehensive cost estimate and proposed schedule of the capital improvements in the Recommended Plan.

Funding Sources

The principal funding sources to finance airport capital improvement projects are: (1) federal grants-in-aid, (2) commonwealth grants-in-aid, and (3) local revenue sources. Projected funds for the implementation plan are presented as federal, State and local sources.

Federal Funding

The Federal funding program includes the Airport Improvement Program (AIP). The Airport Improvement Program (AIP) was created by the Airport and Airway Improvement Act of 1982 with the objective of providing financial assistance in the development of a nationwide system of public use airports adequate to meet the projected growth of civil aviation. AIP funds are allocated to airports as entitlement and discretionary funds. Federal entitlement funds are awarded based on activity (enplanements or cargo) at respective airports. Discretionary funds are awarded based on needs as determined by priorities of the FAA.

Due to the demand for capital funding, a project priority ranking system is used to evaluate projects on the basis of consistent criteria. The FAA national priority system was developed for the allocation of discretionary funds and is designed to facilitate routine prioritization for the bulk of projects while allowing exceptions to handle special projects and those hard to classify. Projects are favored which best carry out the purpose of the authorizing Act with emphasis on those that improve safety and assure the integrity of the system.¹⁴

The FAA's National Priority System uses four factors to calculate the priority rating number. Those factors include the airport code, purpose, component and type. The Airport code is used to identify the role and size of the airport. The purpose identifies the objective of the proposed project, such as safety, capacity, reconstruction or environment. The component identifies the physical area intended for development, such as runways, aprons or terminals. The type identifies the actual work to be done, such as extensions, or resurfacing.

Commonwealth Funding

The Commonwealth awards state entitlement and discretionary funds through its 6-Year Airport Capital Improvement Program (ACIP). Similar to AIP, entitlement funds are allocated to airport sponsors with

¹⁴ FAA, Airport Improvement Program (AIP) Handbook, October 24, 1989.

scheduled air carrier service, while any air carrier, reliever or general aviation airport sponsor is eligible for discretionary funds.

The Commonwealth's Project Priority Evaluation is based on project type, facility usage, sponsor responsibility and bonus points. Project type is comparable to the FAA's project purpose in identifying the objective of the project. Facility Usage accounts for activity at the airport and airport classification. Sponsor responsibility recognizes sponsors that address height zoning, maintenance and safety standards issues. Bonus points are awarded for federal funding availability, economic development potential, attracting commercial service and special project considerations such as mandated projects, PFC funding or completed design.

Local Funding

Local sources of funds for Commercial Service airports may include airport revenues, bonds, or passenger facility charges (PFC). Airport revenues include fees received from terminal rents, landing fees, ramp charges, concession fees, T-hangar rentals, fuel sales, ground leases or other fees imposed by the airport sponsor. Bonds represent debt financing in which the repayment is supported through airport revenues of the airport sponsor or governing municipality. Passenger Facility Charges (PFC) represent a fee imposed on each passenger boarding a commercial flight at an eligible airport. PFC funds are dedicated to support federally approved capital improvement projects.

In addition, the Virginia Resource Authority makes market rate loans available to airport sponsors. Traditionally, these loans are used for projects that are not eligible for federal or state funding.

Allocation of Costs

This analysis does not address the probability of a project actually receiving funding. Rather, the allocation of costs between federal, state and local funds was determined entirely by the respective funding eligibility of each project.

Projects eligible for federal and state funding include improvements to runways, taxiways, and aprons; environmental assessments, master plans, and airport layout studies, land acquisition, terminal buildings, visual aids, and lighting. Following the events of September 11, a major focus has also been on security. Eligible projects usually preserve or improve safety, security or capacity of the airport and aviation system. Eligible projects also include those that mitigate noise or other environmental impacts due to the airport, and in some cases include projects which provide opportunity to enhance competition at the airport. Conversely, projects that are revenue producing or proprietary in nature for the exclusive use of management or tenants are not eligible for federal or state grants. Some ineligible projects include restaurants, concession facilities, hangars, and airline leased spaces. Though federal and state funding are similar, overall differences remain and must be addressed on an individual project basis.

The federal and state governments have established eligibility criteria for airports and capital projects to receive funding. Public agencies operating airports must typically assure that the facility will be open for public use, have an approved airport layout plan, and meet several other administrative and regulatory requirements of the government agencies.

Unit Costs

Unit costs were derived from existing project cost estimates and the recent historical experience of the consultant team and the Department of Aviation. Unit costs for Ronald Reagan Washington National and Dulles International airports were provided by the Metropolitan Washington Airports Authority (MWAA) and represent the short-term needs of only those 13 capital categories considered for this plan. The actual 20-year needs for the MWAA airports is expected to be much higher, however per Title 58.1 of the Code of Virginia, the fiduciary responsibility of the Commonwealth to MWAA is limited to a maximum amount of two million dollars per year. All costs are presented in constant 2002 dollars.

Implementation Plan

The Implementation Plan identifies a total of \$2.78 billion of capital needs during the 20-year planning period ending in 2020. Of this total, \$1.89 billion reflects the 20-year needs of Ronald Reagan Washington National and Dulles International airports. This unconstrained analysis addresses capital needs only and does not consider potential funding levels. Consequently, it is vital to note that the 20-year state share of \$187.4 million represents the minimum state contribution if, and only if, all federally eligible projects received federal funding. In reality, many eligible projects will not be federally funded, but due to their importance to the state, may become state projects. Therefore the 20-year state contribution may realistically be much higher than \$187.4 million shown in the analysis.

The role of federal and state grants are key to the realization of the system plan. The FAA agrees to pay ninety percent (90%) of eligible project costs when it awards grants.¹⁵ The Commonwealth of Virginia awards grants at eighty percent (80%) of the non-federal share, with the local airport sponsor to pay the balance of twenty percent (20%) of the non-federal share, or two percent of the eligible project costs. In the absence of federal grants, in most instances the Department of Aviation awards state grants at eighty percent (80%) of eligible project cost, while the local sponsor must cover the remaining twenty percent (20%). State funded terminal improvements are funded at 100 percent of non revenue producing space, up to 90 percent of the total project cost. Projects ineligible for federal or state grants must be funded entirely with local funds.

Near-term capital requirements for projects recommended by 2005 total \$681 million, with a State share of \$60 million. Long-term capital requirements covering the period from 2006 to 2020 will require total funding of \$2.1 billion with \$127 million provided by the Commonwealth.

¹⁵ Ninety percent applies to small hub, reliever and GA airports. Large or medium hub airports are awarded grants at 75% of eligible project costs. AIP-eligible terminal improvements are awarded at 75 percent for all airports.

The state shares of near- and long-term system capital requirements average approximately \$9.4 million annually, significantly below the annual funding level provided by the Commonwealth for airport projects over the past five years. However, the federal share of system capital requirements is \$451 million through 2005, and nearly \$1.5 billion between 2006 and 2020. Based on historic levels of federal funding provided for airport development in Virginia, there is expected to be a significant short-fall of available federal dollars.

This is not unusual as the Commonwealth frequently absorbs a portion of the unmet federal funding for high priority projects. In fact, the priority system used by the Department of Aviation on an annual basis to direct project funding and the six-year plan that is applied to identify near-term system development priorities are both designed to determine where funds will be assigned in the face of overall capital constraints.

Although the Commonwealth may provide a portion of the unmet federal shares for high priority airport projects, there is still expected to be a shortfall in the total funding available for airport system development. This shortfall is quite typical and the Department of Aviation has historically dealt with funding constraints by phasing projects and extending the timeframe during which recommended projects are funded and completed. It is expected that similar strategies will be employed over the planning horizon to reconcile the available funding with the Commonwealth's airport development requirements.

In addition to the capital needs of the Commonwealth, obsolescence costs of existing improvements were determined for runway pavement and terminal buildings. Runway pavements were assumed to be overlaid each ten years. Terminal buildings were assumed to receive a major rehabilitation at 25 years, and to have a functional life of 50 years.

Table 1 provides detailed unconstrained costs by airport. Table 2 provides unconstrained costs by project type. Table 3 is a summary table of costs by airport, and Table 4 provides a summary by service role.

Maintenance Program and Facilities and Equipment Funding

The Department of Aviation also provides funding to support maintenance, and facilities and equipment programs at Commonwealth airports. The maintenance program is designed to provide grants for nonrecurring maintenance and to assist airport sponsors in implementing preventative maintenance that extends the useful life of facilities. The facilities and equipment program funds the installation of electronic communication, navigation and information systems to enhance reliability and safety.

Table 1
VIRGINIA AIR TRANSPORTATION SYSTEM PLAN
Unconstrained Implementation Plan - Costs By Airport
(2002 Dollars)

Airport	Project Type	Identifier	Service Role	Unit \$	Unit	2005 Quantity	2020 Quantity	2005 Total \$	2020 Total \$	2000-2005			2006-2020			20 Year Total
										Federal	State	Local	Federal	State	Local	
<i>Charlottesville-Albemarle</i>																
		CHO	CM													
	T-Hangars			\$ 25,000	Each	16	8	\$ 400,000	\$ 200,000	\$ -	\$ 20,000	\$ 380,000	\$ -	\$ 10,000	\$ 190,000	
	Conventional Hangars			\$ 30	sf	24,300	41,000	\$ 1,215,000	\$ 2,050,000	\$ -	\$ 60,800	\$ 1,154,200	\$ -	\$ 102,500	\$ 1,947,500	
	Apron Area			\$ 125	sy	-	27,200	\$ -	\$ 3,400,000	\$ -	\$ -	\$ -	\$ 3,060,000	\$ 272,000	\$ 68,000	
	Auto Parking			\$ 1,250	Each	314	360	\$ 392,600	\$ 449,600	\$ -	\$ -	\$ 392,600	\$ -	\$ -	\$ 449,600	
	Terminal Building									\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	GA			\$ 175	sf	3,700	600	\$ 647,500	\$ 105,000	\$ -	\$ 453,250	\$ 194,250	\$ -	\$ 73,500	\$ 31,500	
	VGVA			\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 70,000	\$ -	\$ -	
	Master Plan			\$ 400,000	Each	1	-	\$ 400,000	\$ -	\$ 360,000	\$ 32,000	\$ 8,000	\$ -	\$ -	\$ -	
Total								\$ 3,055,100	\$ 6,274,600	\$ 360,000	\$ 566,050	\$ 2,129,050	\$ 3,130,000	\$ 453,000	\$ 2,686,000	\$ 9,329,700
<i>Lynchburg Regional</i>																
		LYH	CM													
	Runway Length			\$ 175	sy	20,000	-	\$ 3,500,000	\$ -	\$ 3,150,000	\$ 280,000	\$ 70,000	\$ -	\$ -	\$ -	
	Environmental Assessment			\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -	
	T-Hangars			\$ 25,000	Each	25	12	\$ 625,000	\$ 300,000	\$ -	\$ 31,250	\$ 593,750	\$ -	\$ 15,000	\$ 285,000	
	Conventional Hangars			\$ 30	sf	16,400	17,000	\$ 820,000	\$ 850,000	\$ -	\$ 41,000	\$ 779,000	\$ -	\$ 42,500	\$ 807,500	
	Apron Area			\$ 125	sy	-	14,300	\$ -	\$ 1,787,500	\$ -	\$ -	\$ -	\$ 1,608,750	\$ 143,000	\$ 35,750	
	Auto Parking			\$ 1,250	Each	60	267	\$ 75,000	\$ 333,750	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ 333,750	
	Terminal Building									\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	GA			\$ 175	sf	2,700	500	\$ 472,500	\$ 87,500	\$ -	\$ 330,750	\$ 141,750	\$ -	\$ 61,250	\$ 26,250	
	Runway Lighting (for runway extension)			\$ 4,500	Each	12	-	\$ 54,000	\$ -	\$ 48,600	\$ 4,320	\$ 1,080	\$ -	\$ -	\$ -	
	VGVA			\$ 35,000	Each	-	1	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ 35,000	\$ -	\$ -	
	Master Plan			\$ 400,000	Each	1	-	\$ 400,000	\$ -	\$ 360,000	\$ 32,000	\$ 8,000	\$ -	\$ -	\$ -	
Total								\$ 6,096,500	\$ 3,393,750	\$ 3,693,600	\$ 731,220	\$ 1,671,280	\$ 1,643,750	\$ 261,750	\$ 1,482,250	\$ 9,496,250
Note: Runway length includes lighting																
<i>Newport News-Williamsburg International</i>																
		PHF	CM													
	Runway Length			Note 1	sy	-	33,333	\$ -	\$ 58,866,600	\$ -	\$ -	\$ -	\$ 48,479,940	\$ 4,309,328	\$ 1,077,332	
	Environmental Assessment			\$ 150,000	Each	-	1	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	
	T-Hangars			\$ 25,000	Each	18	-	\$ 450,000	\$ -	\$ -	\$ 22,500	\$ 427,500	\$ -	\$ -	\$ -	
	Conventional Hangars			\$ 30	sf	43,200	42,200	\$ 2,160,000	\$ 2,110,000	\$ -	\$ 108,000	\$ 2,052,000	\$ -	\$ 105,500	\$ 2,004,500	
	Apron Area			\$ 125	sy	53,000	47,300	\$ 6,625,000	\$ 5,912,500	\$ 5,962,500	\$ 530,000	\$ 132,500	\$ 5,321,250	\$ 473,000	\$ 118,250	
	Auto Parking			\$ 1,250	Each	446	671	\$ 557,500	\$ 838,750	\$ -	\$ -	\$ 557,500	\$ -	\$ -	\$ 838,750	
	Terminal Building									\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Air Canteen			\$ 250	sf	22,140	64,300	\$ 5,535,000	\$ 16,075,000	\$ 4,151,250	\$ 1,107,000	\$ 276,750	\$ 12,056,250	\$ 3,215,000	\$ 803,750	
	Runway Lighting (for runway extension)			\$ 4,500	Each	-	20	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ 81,000	\$ 7,200	\$ 1,800	
	VGVA			\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 70,000	\$ -	\$ -	
	Master Plan (Note 2)			\$ 450,000	Each	1	-	\$ 450,000	\$ -	\$ 405,000	\$ 36,000	\$ 9,000	\$ -	\$ -	\$ -	
Total								\$ 15,777,500	\$ 79,112,850	\$ 10,518,750	\$ 1,893,500	\$ 3,455,250	\$ 66,143,440	\$ 8,122,028	\$ 4,847,382	\$ 94,896,250
Note 1 - To address capacity concerns, Newport News projects a need to extend Runway 220 from 6,525 to 8,000 feet and build a new, parallel 6,000 foot Runway 7L/25R. The cost estimate is updated from their 1997 Master Plan and includes all project costs including land acquisition and associated taxways.																
Note 2 - Cost estimate from 2002 6-year plan.																
<i>Norfolk International</i>																
		ORF	CM													
	New Runway			\$ 175	sy	Note 1	Note 1	\$ 16,500,000	\$ 60,000,000	\$ 14,850,000	\$ 1,320,000	\$ 330,000	\$ 54,000,000	\$ 4,800,000	\$ 1,200,000	
	Environmental Assessment			\$ 150,000	Each	-	1	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	
	Conventional Hangars			\$ 30	sf	20,640	20,100	\$ 1,032,000	\$ 1,005,000	\$ -	\$ 51,600	\$ 980,400	\$ -	\$ 30,250	\$ 954,750	
	Auto Parking			\$ 18,000	Each	3,100	3,029	\$ 55,800,000	\$ 54,522,000	\$ -	\$ -	\$ 55,800,000	\$ -	\$ -	\$ 54,522,000	
	Terminal Building									\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Air Canteen			\$ 250	sf	213,000	48,000	\$ 53,250,000	\$ 12,000,000	\$ 39,937,500	\$ 10,650,000	\$ 2,662,500	\$ 9,000,000	\$ 2,400,000	\$ 600,000	
	GA			\$ 175	sf	-	7,200	\$ -	\$ 1,260,000	\$ -	\$ -	\$ -	\$ 882,000	\$ 378,000	\$ -	
	Master Plan (Note 2)			\$ 1,000,000	Each	1	-	\$ 1,000,000	\$ -	\$ 900,000	\$ 80,000	\$ 20,000	\$ -	\$ -	\$ -	

Airport	Project Type	Identifier	Service Role	Unit \$	Unit	2005 Quantity	2020 Quantity	2006-2005			2006-2020			20 Year Total			
								2005 Total \$	2020 Total \$	Federal	State	Local	Federal		State	Local	
Total								\$ 127,582,000	\$ 128,937,000	\$ 55,687,500	\$ 12,101,600	\$ 59,792,900	\$ 63,135,000	\$ 8,144,250	\$ 57,657,750	\$ 256,519,000	
Note 1 - To address capacity concerns, Norfolk projects a need for a new parallel Runway 6SR/23L. The cost estimate is updated from the 2002 6-year plan and includes all project costs including land acquisition.																	
Note 2 - Cost estimate from 2002 6-year plan																	
Richmond International																	
	Runway Length		RIC	CM	\$ 175	sy	21,667	133,333	\$ 3,791,700	\$ 23,333,300	\$ 3,412,700	\$ 308,336	\$ 75,834	\$ 20,999,970	\$ 1,866,664	\$ 466,666	
	Environmental Assessment				\$ 150,000	Each	1	1	\$ 150,000	\$ 150,000	\$ 135,000	\$ 12,000	\$ 3,000	\$ 135,000	\$ 12,000	\$ 3,000	
	T-Hangars				\$ 25,000	Each	30	-	\$ 750,000	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	
	Conventional Hangars				\$ 50	sf	26,770	58,400	\$ 1,338,500	\$ 2,920,000	\$ -	\$ 66,925	\$ 1,271,575	\$ -	\$ 146,000	\$ 2,774,000	
	Auto Parking				\$ 1,250	Each	1,900	2,090	\$ 2,375,000	\$ 2,612,500	\$ -	\$ -	\$ 2,375,000	\$ -	\$ -	\$ 2,612,500	
	Terminal Building								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Air Cane				\$ 250	sf	254,241	-	\$ 63,560,250	\$ -	\$ 47,670,188	\$ 12,712,050	\$ 3,178,013	\$ -	\$ -	\$ -	
	Runway Lighting (for runway extension)				\$ 4,500	Each	14	-	\$ 63,000	\$ -	\$ 56,700	\$ 5,040	\$ 1,260	\$ -	\$ -	\$ -	
	VGVA				\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 70,000	\$ -	\$ -	
	Master Plan				\$ 400,000	Each	-	1	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ 360,000	\$ 32,000	\$ 8,000	
Total								\$ 72,028,450	\$ 29,485,800	\$ 51,274,418	\$ 13,099,351	\$ 7,654,682	\$ 21,564,970	\$ 2,056,664	\$ 5,864,166	\$ 101,514,250	
Roanoke Regional																	
	T-Hangars		ROA	CM	\$ 25,000	Each	25	10	\$ 625,000	\$ 250,000	\$ -	\$ 31,250	\$ 593,750	\$ -	\$ 12,500	\$ 237,500	
	Apron Area				\$ 125	sy	15,200	10,600	\$ 1,900,000	\$ 1,325,000	\$ 1,710,000	\$ 152,000	\$ 38,000	\$ 1,192,500	\$ 106,000	\$ 26,500	
	Auto Parking				\$ 1,250	Each	222	418	\$ 277,500	\$ 522,500	\$ -	\$ -	\$ 277,500	\$ -	\$ -	\$ 522,500	
	Terminal Building								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	GA				\$ 175	sf	-	4,550	\$ -	\$ 796,250	\$ -	\$ -	\$ -	\$ -	\$ 597,375	\$ 238,875	
	VGVA				\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 70,000	\$ -	\$ -	
	Master Plan (Note 1)				\$ 500,000	Each	1	-	\$ 500,000	\$ -	\$ 430,000	\$ 40,000	\$ 10,000	\$ -	\$ -	\$ -	
Total								\$ 3,302,500	\$ 2,963,750	\$ 2,160,000	\$ 223,250	\$ 919,250	\$ 1,262,500	\$ 675,875	\$ 1,025,375	\$ 6,266,250	
Note 1 - Cost estimate from 2002 6-year plan.																	
Ronald Reagan Washington National																	
	Apron Area		DCA	CM	\$ 125	sy	-	39,000	\$ -	\$ 4,875,000	\$ -	\$ -	\$ -	\$ 3,656,250	\$ -	\$ 1,218,750	
	Terminal Building								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	GA				\$ 175	sf	-	79,200	\$ -	\$ 13,860,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,860,000	
	VGVA				\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 70,000	\$ -	\$ -	
	Master Plan (Note 2)				\$ 1,000,000	Each	1	-	\$ 1,000,000	\$ -	\$ 900,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	
Total								\$ 1,000,000	\$ 18,805,000	\$ 900,000	\$ -	\$ 100,000	\$ 3,726,250	\$ -	\$ 15,078,750	\$ 19,805,000	
1) Cost estimates were provided by the Metropolitan Washington Airports Authority and include all project costs.																	
2) Washington National does not currently maintain a traditional Master Plan. This estimate is included as an estimate of the minimum funding that would be required if a Master Plan were prepared.																	
Shenandoah Valley Regional																	
	T-Hangars		SHD	CM	\$ 25,000	Each	12	10	\$ 300,000	\$ 250,000	\$ -	\$ 15,000	\$ 285,000	\$ -	\$ 12,500	\$ 237,500	
	Conventional Hangars				\$ 50	sf	9,700	7,900	\$ 485,000	\$ 365,000	\$ -	\$ 24,250	\$ 460,750	\$ -	\$ 18,250	\$ 346,750	
	Auto Parking				\$ 1,250	Each	210	-	\$ 262,500	\$ -	\$ -	\$ -	\$ 262,500	\$ -	\$ -	\$ -	
	Terminal Building								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Air Cane				\$ 250	sf	7,700	-	\$ 1,925,000	\$ -	\$ 1,443,750	\$ 385,000	\$ 96,250	\$ -	\$ -	\$ -	
	Communication				\$ 8,000	Each	-	1	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ 6,400	\$ 1,600	
	Wx Reporting								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	AWOS-3-F to AWOS-4 or ASOS				\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
	Master Plan				\$ 400,000	Each	-	1	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ 360,000	\$ 32,000	\$ 8,000	
Total								\$ 2,972,500	\$ 1,123,000	\$ 1,443,750	\$ 424,250	\$ 1,104,500	\$ 450,000	\$ 77,150	\$ 595,250	\$ 4,095,500	
Washington Dulles International																	
	Runway Length		IAD	CM	Note 1	sy	776,111	792,778	\$ 216,800,000	\$ 250,000,000	\$ 162,600,000	\$ -	\$ 54,200,000	\$ 187,300,000	\$ -	\$ 62,500,000	
	Environmental Assessment				\$ 150,000	Each	1	1	\$ 150,000	\$ 150,000	\$ 135,000	\$ -	\$ 15,000	\$ 135,000	\$ -	\$ 15,000	
	Taxiway				Note 1	sy	261,278	-	\$ 38,300,000	\$ -	\$ 38,875,000	\$ -	\$ 9,625,000	\$ -	\$ -	\$ -	
	Conventional Hangars				Note 1	sf	-	1,306,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,938,000	
	Apron Area				Note 1	sy	180,200	3,141,400	\$ 5,900,000	\$ 132,867,000	\$ 4,425,000	\$ -	\$ 1,475,000	\$ 99,650,250	\$ -	\$ 33,216,750	
	Auto Parking				Note 1	Each	3,500	1,000	\$ 11,000,000	\$ 3,605,000	\$ -	\$ -	\$ 11,000,000	\$ -	\$ -	\$ 3,605,000	
	Terminal Building								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Airport	Project Type	Identifier	Service Role	Unit \$	Unit	2005 Quantity	2020 Quantity	2009-2015				2016-2020			20 Year Total		
								2005 Total \$	2020 Total \$	Federal	State	Local	Federal	State		Local	
Alt Case				Now 1	sf	186,560	2,159,420	\$ 1,250,000	\$ 1,188,800,000	\$ 957,500	\$ -	\$ 312,500	\$ -	\$ 891,600,000	\$ -	\$ 297,200,000	\$ -
VGVA				\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ -
Master Plan (Non 2)				\$ 1,000,000	Each	1	-	\$ 1,000,000	\$ -	\$ 900,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total								\$ 274,600,000	\$ 1,258,430,000	\$ 197,872,500	\$ -	\$ 76,227,500	\$ 1,178,955,250	\$ -	\$ 419,474,750	\$ -	\$ 1,873,030,000
1) Cost estimates were provided by the Metropolitan Washington Airports Authority and include all project costs.																	
2) Washington Dulles does not currently maintain a traditional Master Plan. This estimate is included as an estimate of the minimum funding that would be required if a Master Plan were prepared.																	
Subtotal - CM								\$ 506,414,350	\$ 1,868,525,750	\$ 333,910,518	\$ 34,949,321	\$ 147,554,712	\$ 1,340,611,160	\$ 49,795,717	\$ 474,718,873	\$ -	\$ 2,374,540,300
Subtotal - CM (w/o MWAA)								\$ 236,814,350	\$ 251,290,750	\$ 125,138,018	\$ 28,949,321	\$ 76,227,212	\$ 157,329,660	\$ 19,795,717	\$ 74,165,273	\$ -	\$ 483,105,300
Note: The State portion of the Commercial Service Subtotal reflects \$2 million per year, which is the maximum annual liability responsibility of the Commonwealth to the MWAA airports per Title 58.1 of the Code of Virginia.																	
<i>Chesapeake Regional</i>																	
			CPE	RL													
T-Hangers			\$ 25,000	Each	-	16	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 380,000	\$ -
Conventional Hangars			\$ 50	sf	10,200	2,100	\$ 510,000	\$ 105,000	\$ -	\$ 25,500	\$ 484,500	\$ -	\$ -	\$ 5,230	\$ -	\$ 99,750	\$ -
Auto Parking			\$ 1,250	Each	34	20	\$ 42,500	\$ 25,000	\$ -	\$ 34,000	\$ 8,500	\$ -	\$ -	\$ 20,000	\$ -	\$ 5,000	\$ -
Terminal Building			\$ 175	sf	3,580	-	\$ 626,500	\$ -	\$ -	\$ 438,530	\$ 187,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Runway Lighting (MIRL to HIRL)			\$ 4,500	Each	77	-	\$ 346,500	\$ -	\$ 311,830	\$ 27,720	\$ 6,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wa Reporting																	
AWOS 3 to AWOS 3 P.T			\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,200	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AWOS 3 P.T to AWOS 4 or ADO2			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ -	\$ 2,000	\$ -
Master Plan			\$ 200,000	Each	-	1	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 180,000	\$ 16,000	\$ -	\$ 4,000	\$ -
Total								\$ 1,565,500	\$ 820,000	\$ 347,850	\$ 528,970	\$ 688,680	\$ 270,000	\$ 69,250	\$ 490,750	\$ -	\$ 2,393,500
<i>Chesterfield County</i>																	
			RCI	RL													
T-Hangers			\$ 25,000	Each	10	20	\$ 250,000	\$ 500,000	\$ -	\$ 12,500	\$ 237,500	\$ -	\$ -	\$ 25,000	\$ -	\$ 475,000	\$ -
Conventional Hangars			\$ 50	sf	16,800	17,300	\$ 840,000	\$ 865,000	\$ -	\$ 42,000	\$ 798,000	\$ -	\$ -	\$ 48,230	\$ -	\$ 821,750	\$ -
Auto Parking			\$ 1,250	Each	64	67	\$ 79,560	\$ 83,642	\$ 71,961	\$ 6,396	\$ 1,599	\$ 75,278	\$ -	\$ 6,691	\$ -	\$ 1,673	\$ -
Terminal Building			\$ 175	sf	3,580	-	\$ 626,500	\$ -	\$ -	\$ 438,530	\$ 187,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Runway Lighting (MIRL to HIRL)			\$ 4,500	Each	77	-	\$ 346,500	\$ -	\$ 311,830	\$ 27,720	\$ 6,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wa Reporting																	
AWOS 3 to AWOS 3 P.T			\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,200	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AWOS 3 P.T to AWOS 4 or ADO2			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -
Master Plan			\$ 200,000	Each	-	1	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 180,000	\$ 16,000	\$ -	\$ 4,000	\$ -
Total								\$ 1,209,956	\$ 1,748,642	\$ 107,961	\$ 64,096	\$ 1,037,899	\$ 385,278	\$ 90,941	\$ 1,262,423	\$ -	\$ 2,958,596
<i>Hampton Roads</i>																	
			PVG	RL													
Replacement Runway 10-28			\$ 110	sy	61,111	-	\$ 7,500,000	\$ -	\$ 6,750,000	\$ 600,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
T-Hangers			\$ 25,000	Each	23	11	\$ 575,000	\$ 268,000	\$ -	\$ 28,730	\$ 546,250	\$ -	\$ -	\$ 13,400	\$ -	\$ 254,600	\$ -
Apron Area			\$ 70	sy	31,500	37,000	\$ 2,205,000	\$ 2,590,000	\$ 1,984,500	\$ 176,400	\$ 44,100	\$ 2,381,000	\$ -	\$ 207,200	\$ -	\$ 51,800	\$ -
Auto Parking			\$ 1,250	Each	56	23	\$ 70,000	\$ 28,750	\$ 68,000	\$ 5,600	\$ 1,400	\$ 25,875	\$ -	\$ 2,300	\$ -	\$ 575	\$ -
Terminal Building (new)			\$ 175	sf	7,700	-	\$ 1,347,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 943,230	\$ -	\$ 404,250	\$ -	
Navais																	
Glendale			\$ 175,000	Each	1	-	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ 157,500	\$ 14,000	\$ -	\$ 3,500	\$ -	
Lebanon			\$ 175,000	Each	1	-	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ 157,500	\$ 14,000	\$ -	\$ 3,500	\$ -	
MALR			\$ 325,000	Each	1	-	\$ 325,000	\$ -	\$ -	\$ -	\$ -	\$ 292,500	\$ 26,000	\$ -	\$ 6,500	\$ -	
DMZ			\$ 80,000	Each	1	-	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 72,000	\$ 6,400	\$ -	\$ 1,600	\$ -	
Runway Lighting (MIRL to HIRL)			\$ 4,500	Each	62	-	\$ 279,000	\$ -	\$ -	\$ -	\$ -	\$ 251,100	\$ 22,530	\$ -	\$ 5,580	\$ -	
VGVA			\$ 35,000	Each	2	-	\$ 70,000	\$ -	\$ 68,000	\$ 5,600	\$ 1,400	\$ -	\$ -	\$ -	\$ -	\$ -	
REIL			\$ 35,000	Each	2	-	\$ 70,000	\$ -	\$ 68,000	\$ 5,600	\$ 1,400	\$ -	\$ -	\$ -	\$ -	\$ -	
Wa Reporting																	
AWOS 3 to AWOS 3 P.T			\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,200	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	
AWOS 3 P.T to AWOS 4 or ADO2			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	
Master Plan			\$ 200,000	Each	1	-	\$ 200,000	\$ -	\$ 180,000	\$ 16,000	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Total								\$ 10,730,000	\$ 5,248,250	\$ 9,139,500	\$ 841,150	\$ 749,350	\$ 3,387,475	\$ 1,248,870	\$ 731,995	\$ -	\$ 16,098,250
<i>Hanover County Municipal</i>																	
			OPP	RL													
T-Hangers			\$ 25,000	Each	-	19	\$ -	\$ 475,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,730	\$ -	\$ 451,250	\$ -
Conventional Hangars			\$ 50	sf	8,100	5,400	\$ 405,000	\$ 270,000	\$ -	\$ 20,250	\$ 384,750	\$ -	\$ -	\$ 13,500	\$ -	\$ 256,500	\$ -
Apron Area			\$ 70	sy	15,200	20,600	\$ 1,064,000	\$ 1,442,000	\$ 957,600	\$ 85,120	\$ 21,280	\$ 1,297,800	\$ -	\$ 115,360	\$ -	\$ 28,840	\$ -
Terminal Building			\$ 175	sf	3,900	-	\$ 682,500	\$ -	\$ -	\$ 477,750	\$ 204,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Navais																	
Glendale			\$ 175,000	Each	1	-	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ 157,500	\$ 14,000	\$ -	\$ 3,500	\$ -	
MALR			\$ 325,000	Each	1	-	\$ 325,000	\$ -	\$ -	\$ -	\$ -	\$ 292,500	\$ 26,000	\$ -	\$ 6,500	\$ -	

Airport	Project Type	Identifier	Service Role	Unit \$	Unit	2005 Quantity	2020 Quantity	2000-2005			2006-2020			20 Year Total	
								2005 Total \$	2020 Total \$	Federal	State	Local	Federal		State
	Runway Lighting (MIRL to HIRL)			\$ 4,500	Each	-	69	\$ -	\$ 310,300	\$ -	\$ -	\$ -	\$ 279,450	\$ 24,840	\$ 6,210
	VCVA			\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 65,000	\$ 5,600	\$ 1,400
	Master Plan			\$ 200,000	Each	1	-	\$ 200,000	\$ -	\$ 180,000	\$ 16,000	\$ 4,000	\$ -	\$ -	\$ -
Total								\$ 2,351,500	\$ 3,067,500	\$ 1,137,000	\$ 599,120	\$ 614,760	\$ 2,096,250	\$ 223,050	\$ 754,200
Total								\$ 8,202,348	\$ 6,179,975	\$ 4,828,640	\$ 1,204,347	\$ 2,797,351	\$ 3,177,362	\$ 414,911	\$ 2,587,702
	Leeburg Executive	JYO	RL												
	T-Hangars			\$ 25,000	Each	76	37	\$ 1,888,348	\$ 934,573	\$ -	\$ 94,417	\$ 1,798,981	\$ -	\$ 46,729	\$ 887,844
	Land acquisition			\$ 4,000,000	Each	1	-	\$ 4,000,000	\$ -	\$ 3,600,000	\$ 320,000	\$ 80,000	\$ -	\$ -	\$ -
	Conventional Hangars			\$ 50	sf	12,160	34,300	\$ 608,000	\$ 1,715,000	\$ -	\$ 30,400	\$ 577,600	\$ -	\$ 85,750	\$ 1,620,250
	Apron Area			\$ 70	sy	15,300	34,200	\$ 1,085,000	\$ 2,394,000	\$ 976,500	\$ 86,800	\$ 21,700	\$ 2,154,600	\$ 191,520	\$ 47,880
	Auto Parking			\$ 1,250	Each	48	72	\$ 58,499	\$ 89,903	\$ 48,149	\$ 4,280	\$ 1,070	\$ 80,912	\$ 7,192	\$ 1,798
	Terminal Building			\$ 175	sf	5,300	-	\$ 927,300	\$ -	\$ -	\$ 649,230	\$ 278,250	\$ -	\$ -	\$ -
	Nav aids			\$ -	Each	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Obstacle			\$ 175,000	Each	1	1	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ 157,500	\$ 14,000	\$ 3,300
	MALSR			\$ 325,000	Each	1	1	\$ -	\$ 325,000	\$ -	\$ -	\$ -	\$ 292,500	\$ 26,000	\$ 6,300
	Runway Lighting (MIRL to HIRL)			\$ 4,500	Each	-	77	\$ -	\$ 346,300	\$ -	\$ -	\$ -	\$ 311,850	\$ 27,720	\$ 6,990
	Wx Reporting			\$ -	Each	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	AWOS-3-B-T/AWOS-3-B-T			\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,200	\$ 800	\$ -	\$ -	\$ -
	AWOS-3-B-T/AWOS-4-A-ASOS			\$ 200,000	Each	-	1	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ 180,000	\$ 16,000	\$ 4,000
	Master Plan			\$ 200,000	Each	1	-	\$ 200,000	\$ -	\$ 180,000	\$ 16,000	\$ 4,000	\$ -	\$ -	\$ -
Total								\$ 8,202,348	\$ 6,179,975	\$ 4,828,640	\$ 1,204,347	\$ 2,797,351	\$ 3,177,362	\$ 414,911	\$ 2,587,702
	Manassas Regional	HEF	RL												
	Runway Length			\$ 110	sy	5,556	-	\$ 611,111	\$ -	\$ 530,000	\$ 48,889	\$ 12,222	\$ -	\$ -	\$ -
	Environmental Assessment			\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -
	T-Hangars			\$ 25,000	Each	15	12	\$ 384,273	\$ 298,069	\$ -	\$ 16,714	\$ 317,559	\$ -	\$ 14,698	\$ 279,271
	Conventional Hangars			\$ 50	sf	9,700	34,900	\$ 485,000	\$ 1,745,000	\$ -	\$ 24,230	\$ 460,750	\$ -	\$ 87,250	\$ 1,657,730
	Apron Area			\$ 70	sy	39,300	70,500	\$ 4,151,000	\$ 4,935,000	\$ 3,735,000	\$ 332,080	\$ 83,020	\$ 4,441,300	\$ 394,800	\$ 98,700
	Auto Parking			\$ 1,250	Each	149	57	\$ 185,680	\$ 70,894	\$ 167,112	\$ 14,854	\$ 3,714	\$ 65,624	\$ 5,655	\$ 1,414
	Runway Lighting (for runway extension)			\$ 4,500	Each	6	-	\$ 27,000	\$ -	\$ 24,500	\$ 2,160	\$ 540	\$ -	\$ -	\$ -
	Wx Reporting			\$ -	Each	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	AWOS-3-B-T/AWOS-3-B-T			\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,200	\$ 800	\$ -	\$ -	\$ -
	AWOS-3-B-T/AWOS-4-A-ASOS			\$ 200,000	Each	-	1	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -
	Master Plan			\$ 200,000	Each	1	-	\$ 200,000	\$ -	\$ 180,000	\$ 16,000	\$ 4,000	\$ -	\$ -	\$ -
Total								\$ 6,484,064	\$ 7,244,663	\$ 4,828,312	\$ 470,147	\$ 885,605	\$ 4,705,124	\$ 502,404	\$ 2,037,138
	Stafford Regional (New)	RMN	RL												
	Runway Length			\$ 110	sy	5,556	-	\$ 611,111	\$ -	\$ 530,000	\$ 48,889	\$ 12,222	\$ -	\$ -	\$ -
	Environmental Assessment			\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -
	T-Hangars			\$ 25,000	Each	24	21	\$ 607,800	\$ 517,170	\$ -	\$ 30,392	\$ 577,499	\$ -	\$ 25,858	\$ 491,311
	Conventional Hangars			\$ 50	sf	14,300	12,500	\$ 715,000	\$ 625,000	\$ -	\$ 35,730	\$ 679,250	\$ -	\$ 31,250	\$ 598,730
	Terminal Building			\$ 175	sf	4,800	1,200	\$ 840,000	\$ 210,000	\$ -	\$ 588,000	\$ 252,000	\$ -	\$ 147,000	\$ 63,000
	Nav aids			\$ -	Each	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	MALS			\$ 325,000	Each	-	1	\$ -	\$ 325,000	\$ -	\$ -	\$ -	\$ 292,500	\$ 26,000	\$ 6,300
	Runway Lighting (for runway extension)			\$ 4,500	Each	6	-	\$ 27,000	\$ -	\$ 24,500	\$ 2,160	\$ 540	\$ -	\$ -	\$ -
	Master Plan			\$ 200,000	Each	1	-	\$ 200,000	\$ -	\$ 180,000	\$ 16,000	\$ 4,000	\$ -	\$ -	\$ -
Total								\$ 3,150,941	\$ 1,677,170	\$ 889,500	\$ 733,190	\$ 1,528,451	\$ 262,500	\$ 336,108	\$ 1,154,561
	Warrenton-Ferguson	W66	RL												
	Runway (new/Inhab 14-32)			\$ 220	sy	35,833	-	\$ 7,883,333	\$ -	\$ 7,095,000	\$ 630,667	\$ 157,667	\$ -	\$ -	\$ -
	Environmental Assessment			\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -
	Conventional Hangars			\$ 50	sf	-	3,400	\$ -	\$ 170,000	\$ -	\$ -	\$ -	\$ -	\$ 8,500	\$ 161,500
	Apron Area			\$ 70	sy	17,000	21,200	\$ 1,190,000	\$ 1,484,000	\$ 1,071,000	\$ 95,200	\$ 28,800	\$ 1,385,600	\$ 118,720	\$ 29,680
	Auto Parking			\$ 1,250	Each	30	20	\$ 62,625	\$ 24,712	\$ 56,368	\$ 5,010	\$ 1,253	\$ 22,341	\$ 1,977	\$ 494
	Terminal Building (new)			\$ 175	sf	-	7,200	\$ -	\$ 1,260,000	\$ -	\$ -	\$ -	\$ 882,000	\$ -	\$ 378,000
	Nav aids			\$ -	Each	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Obstacle			\$ 175,000	Each	1	1	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ 157,500	\$ 14,000	\$ 3,300
	Localizer			\$ 175,000	Each	1	1	\$ -	\$ 175,000	\$ 157,500	\$ 14,000	\$ 3,300	\$ -	\$ -	\$ -
	MALSR			\$ 325,000	Each	1	1	\$ -	\$ 325,000	\$ -	\$ -	\$ -	\$ 292,500	\$ 26,000	\$ 6,300
	MET			\$ 80,000	Each	1	1	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 72,000	\$ 6,400	\$ 1,600
	MIA			\$ 20,000	Each	1	1	\$ 20,000	\$ -	\$ 18,000	\$ 1,600	\$ 400	\$ -	\$ -	\$ -

Airport	Project Type	Identifier	Service Role	Unit \$	Unit	2005 Quantity	2020 Quantity	2005 Total \$	2020 Total \$	2006-2005			2006-2020			20 Year Total
										Federal	State	Local	Federal	State	Local	
	Runway Lighting (MIRL to HRL)			\$ 4,500	Each	63	-	\$ 283,635	\$ -	\$ 255,272	\$ 22,691	\$ 5,673	\$ -	\$ -	\$ -	\$ -
	VGVA			\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ 63,000	\$ 5,600	\$ 1,400
	REIL			\$ 35,000	Each	-	1	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ 31,500	\$ 2,800	\$ 700
	Wx Reporting			\$ 125,000	Each	1	-	\$ 125,000	\$ -	\$ 112,500	\$ 10,000	\$ 2,500	\$ -	\$ -	\$ -	\$ -
	AWOC 3 to AWOC 3.1.T			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
	AWOC 3.1.T to AWOC 4 or AWOC 4			\$ 200,000	Each	-	-	\$ -	\$ -	\$ 180,000	\$ 16,000	\$ 4,000	\$ -	\$ -	\$ -	\$ -
	Master Plan			\$ 200,000	Each	1	-	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total								\$ 10,689,584	\$ 3723,712	\$ 9,808,634	\$ 897,167	\$ 201,792	\$ 2,064,341	\$ 1,073,997	\$ 585,374	\$ 13,813,306
Subtotal - RI								\$ 44,063,903	\$ 29,639,912	\$ 30,371,807	\$ 5,246,189	\$ 6,463,906	\$ 16,342,330	\$ 3,853,532	\$ 9,644,050	\$ 73,923,815
Accomack County		MPV	GR													
	Taxiway			\$ 110	sy	30,556	-	\$ 3,361,111	\$ -	\$ 3,025,000	\$ 268,889	\$ 67,222	\$ -	\$ -	\$ -	\$ -
	Environmental Assessment			\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -	\$ -
	T-Hangars			\$ 25,000	Each	-	15	\$ -	\$ 375,000	\$ -	\$ -	\$ -	\$ -	\$ 18,175	\$ 364,330	
	Conventional Hangars			\$ 45	sf	3,600	1,800	\$ 162,000	\$ 81,000	\$ -	\$ 8,100	\$ 153,000	\$ -	\$ 4,050	\$ 76,950	
	Auto Parking			\$ 1,250	Each	21	15	\$ 26,164	\$ 19,096	\$ 23,548	\$ 2,099	\$ 523	\$ 17,187	\$ 1,528	\$ 382	
	Wx Reporting			\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,200	\$ 800	\$ -	\$ -	\$ -	
	AWOC 3 to AWOC 3.1.T			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	
	AWOC 3.1.T to AWOC 4 or AWOC 4			\$ 100,000	Each	-	-	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	
	Master Plan			\$ 100,000	Each	1	-	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Total								\$ 3,839,275	\$ 583,291	\$ 3,309,548	\$ 302,282	\$ 227,446	\$ 117,187	\$ 247,52	\$ 441,652	\$ 4,422,866
Blue Ridge		MTV	GR													
	Runway Length			\$ 110	sy	5,556	-	\$ 611,111	\$ -	\$ 530,000	\$ 48,889	\$ 12,222	\$ -	\$ -	\$ -	\$ -
	Environmental Assessment			\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -	\$ -
	Auto Parking			\$ 1,250	Each	22	5	\$ 27,903	\$ 6,178	\$ 24,578	\$ 2,184	\$ 546	\$ 5,561	\$ 494	\$ 124	
	Terminal Building			\$ 175	sf	2,100	-	\$ 306,750	\$ -	\$ -	\$ 257,250	\$ 110,250	\$ -	\$ -	\$ -	\$ -
	Runway Lighting (for runway extension)			\$ 4,500	Each	6	-	\$ 27,000	\$ -	\$ 24,300	\$ 2,160	\$ 540	\$ -	\$ -	\$ -	
	Wx Reporting			\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,200	\$ 800	\$ -	\$ -	\$ -	
	AWOC 3 to AWOC 3.1.T			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
	AWOC 3.1.T to AWOC 4 or AWOC 4			\$ 100,000	Each	-	-	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	
	Master Plan			\$ 100,000	Each	1	-	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Total								\$ 1,322,915	\$ 106,178	\$ 839,875	\$ 335,683	\$ 129,386	\$ 95,561	\$ 8,494	\$ 2,124	\$ 1,429,693
Culpeper County		CJR	GR													
	Runway Length			\$ 110	sy	12,500	-	\$ 1,375,000	\$ -	\$ 1,237,500	\$ 110,000	\$ 27,500	\$ -	\$ -	\$ -	\$ -
	Runway Width			\$ 110	sy	15,278	-	\$ 1,680,556	\$ -	\$ 1,512,500	\$ 134,444	\$ 38,611	\$ -	\$ -	\$ -	\$ -
	Environmental Assessment			\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -	\$ -
	T-Hangars			\$ 25,000	Each	11	51	\$ 267,983	\$ 1,285,671	\$ -	\$ 13,999	\$ 254,584	\$ -	\$ 64,184	\$ 1,219,488	
	Conventional Hangars			\$ 30	sf	-	11,175	\$ -	\$ 558,750	\$ -	\$ -	\$ -	\$ -	\$ 27,938	\$ 530,813	
	Apron Area			\$ 30	sy	25,200	-	\$ 655,000	\$ 1,260,000	\$ 589,500	\$ 52,400	\$ 13,100	\$ 1,134,000	\$ 100,800	\$ 25,300	
	Auto Parking			\$ 1,250	Each	70	59	\$ 87,656	\$ 73,363	\$ 78,890	\$ 7,012	\$ 1,753	\$ 66,027	\$ 5,869	\$ 1,467	
	Terminal Building (new)			\$ 175	sf	-	7,900	\$ -	\$ 1,382,300	\$ -	\$ -	\$ -	\$ -	\$ 967,730	\$ 414,730	
	Navais			\$ 175,000	Each	1	-	\$ 175,000	\$ -	\$ 157,500	\$ 14,000	\$ 3,500	\$ -	\$ -	\$ -	
	Leases			\$ 20,000	Each	1	-	\$ 20,000	\$ -	\$ 18,000	\$ 1,600	\$ 400	\$ -	\$ -	\$ -	
	Runway Lighting (for runway extension)			\$ 4,500	Each	16	-	\$ 72,000	\$ -	\$ 64,800	\$ 5,760	\$ 1,440	\$ -	\$ -	\$ -	
	VGVA			\$ 35,000	Each	2	-	\$ 70,000	\$ -	\$ 63,000	\$ 5,600	\$ 1,400	\$ -	\$ -	\$ -	
	REIL			\$ 35,000	Each	1	-	\$ 35,000	\$ -	\$ 31,500	\$ 2,800	\$ 700	\$ -	\$ -	\$ -	
	Wx Reporting			\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,200	\$ 800	\$ -	\$ -	\$ -	
	AWOC 3 to AWOC 3.1.T			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
	AWOC 3.1.T to AWOC 4 or AWOC 4			\$ 100,000	Each	-	-	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	
	Master Plan			\$ 100,000	Each	1	-	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Total								\$ 4,728,194	\$ 4,658,283	\$ 4,014,190	\$ 379,216	\$ 345,788	\$ 1,290,027	\$ 1,174,540	\$ 2,193,718	\$ 9,266,679
Danville Regional		DAN	GR													
	T-Hangars			\$ 25,000	Each	10	10	\$ 250,000	\$ 250,000	\$ -	\$ 12,500	\$ 287,500	\$ -	\$ 12,500	\$ 287,500	
	Conventional Hangars			\$ 30	sf	-	5,500	\$ -	\$ 275,000	\$ -	\$ -	\$ -	\$ -	\$ 13,750	\$ 261,250	
	Apron Area			\$ 30	sy	-	29,000	\$ -	\$ 1,150,000	\$ -	\$ -	\$ -	\$ 1,085,000	\$ 92,000	\$ 23,000	
	Auto Parking			\$ 1,250	Each	-	64	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ 72,000	\$ 6,400	\$ 1,600	
	Master Plan			\$ 100,000	Each	1	-	\$ 100,000	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	

Airport	Project Type	Identifier	Service Role	Unit \$	Unit	2005 Quantity	2020 Quantity	2005 Total \$		2006-2005			2006-2020			20 Year Total
								2005 Total \$	2020 Total \$	Federal	State	Local	Federal	State	Local	
Total								\$ 366,000	\$ 1,755,000	\$ 90,000	\$ 20,500	\$ 239,500	\$ 1,107,000	\$ 124,650	\$ 523,350	\$ 2,105,000
<i>Durham County Airport</i>		PFB	GR													
Runway Length				\$ 110	sy	5,556	-	\$ 611,111	\$ -	\$ 530,000	\$ 48,889	\$ 12,222	\$ -	\$ -	\$ -	\$ -
Environmental Assessment				\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 150,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -	\$ -
T-Hangars				\$ 25,000	Each	14	17	\$ 348,358	\$ 422,369	\$ -	\$ 17,418	\$ 330,940	\$ -	\$ 21,118	\$ 401,250	
Conventional Hangars				\$ 50	sf	9,777	14,700	\$ 488,850	\$ 735,000	\$ -	\$ 24,443	\$ 464,408	\$ -	\$ 36,750	\$ 698,250	
Auto Parking				\$ 1,250	Each	106	-	\$ 152,221	\$ -	\$ 118,999	\$ 10,578	\$ 2,644	\$ -	\$ -	\$ -	
Runway Lighting (for runway extension)				\$ 4,500	Each	6	-	\$ 27,000	\$ -	\$ 24,300	\$ 2,100	\$ 540	\$ -	\$ -	\$ -	
Wx Reporting								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
AWQ-3 to AWQ-3 P.T				\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,300	\$ 800	\$ -	\$ -	\$ -	
AWQ-3 P.T to AWQ-3 or ADOS				\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
Master Plan				\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
Total								\$ 1,797,540	\$ 1,387,369	\$ 864,299	\$ 118,687	\$ 814,554	\$ 180,000	\$ 73,868	\$ 1,103,350	\$ 3,154,909
<i>Farmville Regional</i>		FVX	GR													
Runway Length				\$ 110	sy	9,167	-	\$ 1,008,333	\$ -	\$ 907,500	\$ 80,667	\$ 20,167	\$ -	\$ -	\$ -	
Runway Width				\$ 110	sy	15,278	-	\$ 1,680,556	\$ -	\$ 1,512,500	\$ 134,444	\$ 33,611	\$ -	\$ -	\$ -	
Environmental Assessment				\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 150,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -	
T-Hangars				\$ 25,000	Each	19	-	\$ 464,733	\$ -	\$ -	\$ 23,237	\$ 441,496	\$ -	\$ -	\$ -	
Land Acquisition				\$ 167,000	Each	1	-	\$ 167,000	\$ -	\$ 130,300	\$ 13,360	\$ 3,340	\$ -	\$ -	\$ -	
Conventional Hangars				\$ 50	sf	3,460	4,600	\$ 173,000	\$ 230,000	\$ -	\$ 8,650	\$ 164,350	\$ -	\$ 11,500	\$ 218,500	
Terminal Building				\$ 175	sf	-	2,500	\$ -	\$ 437,500	\$ -	\$ -	\$ -	\$ -	\$ 306,250	\$ 131,250	
Navaid								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Lodges				\$ 175,000	Each	-	1	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ 157,500	\$ 14,000	\$ 3,500	
Runway Lighting (for runway extension)				\$ 4,500	Each	12	-	\$ 54,000	\$ -	\$ 48,600	\$ 4,320	\$ 1,080	\$ -	\$ -	\$ -	
REIL				\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 63,000	\$ 5,600	\$ 1,400	
Wx Reporting								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
AWQ-3 to AWQ-3 P.T				\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,300	\$ 800	\$ -	\$ -	\$ -	
AWQ-3 P.T to AWQ-3 or ADOS				\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
Master Plan				\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
Total								\$ 3,837,621	\$ 1,012,500	\$ 2,879,900	\$ 287,878	\$ 609,844	\$ 310,500	\$ 345,350	\$ 356,650	\$ 4,850,121
<i>Ingalls Field</i>		HSP	GR													
Conventional Hangars				\$ 50	sf	-	3,200	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ 152,000	
Communication				\$ 8,000	Each	-	1	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ 7,200	\$ 640	\$ 160	
REIL				\$ 35,000	Each	1	-	\$ 35,000	\$ -	\$ 31,500	\$ 2,800	\$ 700	\$ -	\$ -	\$ -	
Wx Reporting								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
AWQ-3 to AWQ-3 P.T				\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,300	\$ 800	\$ -	\$ -	\$ -	
AWQ-3 P.T to AWQ-3 or ADOS				\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
Master Plan				\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
Total								\$ 175,000	\$ 268,000	\$ 187,500	\$ 14,000	\$ 3,500	\$ 97,200	\$ 16,640	\$ 154,160	\$ 443,000
<i>Loneoak Pine</i>		LNP	GR													
Taxiway (Partial Parallel)				\$ 1,581,400	Each	1	-	\$ 1,581,400	\$ -	\$ 1,428,260	\$ 136,512	\$ 31,628	\$ -	\$ -	\$ -	
Environmental Assessment				\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -	
Navaid								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Obstacle				\$ 1,000,000	Each	1	-	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	
MALSR				\$ 325,000	Each	1	-	\$ 325,000	\$ -	\$ 292,500	\$ 26,000	\$ 6,500	\$ -	\$ -	\$ -	
Wx Reporting								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
AWQ-3 to AWQ-3 P.T				\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,300	\$ 800	\$ -	\$ -	\$ -	
AWQ-3 P.T to AWQ-3 or ADOS				\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
Master Plan				\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
Total								\$ 3,096,400	\$ 290,000	\$ 2,886,760	\$ 167,712	\$ 41,928	\$ 180,000	\$ 16,000	\$ 4,000	\$ 3,206,400
<i>Mechlenburg-Emerick Regional</i>		AVC	GR													
Runway Length				\$ 110	sy	-	4,167	\$ -	\$ 458,333	\$ -	\$ -	\$ -	\$ 41,200	\$ 36,667	\$ 9,167	
Runway Width				\$ 110	sy	-	15,278	\$ -	\$ 1,680,556	\$ -	\$ -	\$ -	\$ 1,512,500	\$ 134,444	\$ 33,611	
Environmental Assessment				\$ 150,000	Each	-	1	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	
Conventional Hangars				\$ 50	sf	-	11,600	\$ -	\$ 580,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 551,000	

Airport	Project Type	Identifier	Service Role	Unit \$	Unit	2005 Quantity	2020 Quantity	2000-2005			2006-2020			20 Year Total	
								2005 Total \$	2020 Total \$	Federal	State	Local	Federal		State
	Terminal Building			\$ 175	sf	-	1,400	\$ -	\$ 245,000	\$ -	\$ -	\$ -	\$ -	\$ 171,500	\$ 75,500
	Runway Lighting (for runway extension)			\$ 4,500	Each	-	6	\$ -	\$ 27,000	\$ -	\$ -	\$ -	\$ 24,300	\$ 2,100	\$ 540
	Wx Reporting			\$ -		-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	AWQ2-3 to AWQ2-3 P-T			\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,200	\$ 800	\$ -	\$ -	\$ -
	AWQ2-3 P-T to AWQ24 or AWQ2			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000
	Master Plan			\$ 180,000	Each	-	1	\$ -	\$ 180,000	\$ -	\$ -	\$ -	\$ 162,000	\$ 14,400	\$ 3,600
Total								\$ 40,000	\$ 3,420,889	\$ 36,000	\$ 3,200	\$ 800	\$ 2,336,300	\$ 406,171	\$ 676,418
Middle Peninsula Regional		W97	OR												
	Runway Length			\$ 110	sy	-	13,333	\$ -	\$ 1,466,667	\$ -	\$ -	\$ -	\$ 1,320,000	\$ 117,333	\$ 29,333
	Environmental Assessment			\$ 150,000	Each	-	1	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 135,000	\$ 12,000	\$ 3,000
	T-Hangars			\$ 25,000	Each	-	35	\$ -	\$ 866,184	\$ -	\$ -	\$ -	\$ -	\$ 49,509	\$ 822,875
	Conventional Hangars			\$ 30	sf	3,400	4,700	\$ 170,000	\$ 285,000	\$ -	\$ 8,300	\$ 161,500	\$ -	\$ 11,730	\$ 228,250
	Apron Area			\$ 30	sy	-	10,300	\$ -	\$ 315,000	\$ -	\$ -	\$ -	\$ 463,500	\$ 41,200	\$ 10,300
	Auto Parking			\$ 1,250	Each	30	30	\$ 37,500	\$ 24,880	\$ 38,750	\$ 3,000	\$ 750	\$ 22,392	\$ 1,990	\$ 498
	Terminal Building			\$ 175	sf	2,300	1,300	\$ 402,500	\$ 227,500	\$ -	\$ 281,750	\$ 120,750	\$ -	\$ 159,250	\$ 68,250
	Navade			\$ -		-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Locator			\$ 175,000	Each	-	1	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ 157,500	\$ 14,000	\$ 3,500
	ND			\$ 20,000	Each	-	1	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ 18,000	\$ 1,600	\$ 400
	Runway Lighting (for runway extension)			\$ 4,500	Each	-	16	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ 64,800	\$ 5,760	\$ 1,440
	VGVA			\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 63,000	\$ 5,600	\$ 1,400
	Wx Reporting			\$ -		-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	AWQ2-3 P-T			\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ -	\$ 32,000	\$ 8,000	\$ -	\$ -	\$ -
	AWQ2-3 P-T to AWQ24 or AWQ2			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000
	Master Plan			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -
Total								\$ 750,000	\$ 3,922,250	\$ 123,750	\$ 333,250	\$ 293,000	\$ 2,334,192	\$ 421,793	\$ 1,166,245
New River Valley		PSK	OR												
	Wx Reporting			\$ -		-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	AWQ2-3 to AWQ2-3 P-T			\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,200	\$ 800	\$ -	\$ -	\$ -
	AWQ2-3 P-T to AWQ24 or AWQ2			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000
	Master Plan			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000
Total								\$ 40,000	\$ 200,000	\$ 36,000	\$ 3,200	\$ 800	\$ 180,000	\$ 16,000	\$ 4,000
Shannon		EZF	OR												
	Taxiway			\$ 110	sy	15,500	-	\$ 1,705,000	\$ -	\$ -	\$ 1,364,000	\$ 341,000	\$ -	\$ -	\$ -
	Environmental Assessment			\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ -	\$ 120,000	\$ 30,000	\$ -	\$ -	\$ -
	T-Hangars			\$ 25,000	Each	11	6	\$ 268,745	\$ 153,633	\$ -	\$ 13,437	\$ 255,308	\$ -	\$ 7,682	\$ 145,952
	Conventional Hangars			\$ 30	sf	3,300	13,200	\$ -	\$ 165,000	\$ -	\$ -	\$ -	\$ -	\$ 8,250	\$ 156,750
	Apron Area			\$ 30	sy	12,900	15,500	\$ 645,000	\$ 775,000	\$ -	\$ 516,000	\$ 129,000	\$ -	\$ 620,000	\$ 155,000
	Auto Parking			\$ 1,250	Each	-	57	\$ -	\$ 70,846	\$ -	\$ -	\$ -	\$ -	\$ 56,677	\$ 14,169
	Terminal Building			\$ 175	sf	-	1,760	\$ -	\$ 308,000	\$ -	\$ -	\$ -	\$ -	\$ 277,200	\$ 30,800
	VGVA			\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ 56,000	\$ 14,000
	REIL			\$ 35,000	Each	-	1	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ 28,000	\$ 7,000
	Wx Reporting			\$ -		-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	AWQ2-3 to AWQ2-3 P-T			\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ -	\$ 32,000	\$ 8,000	\$ -	\$ -	\$ -
	AWQ2-3 P-T to AWQ24 or AWQ2			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000
	Master Plan			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -
Total								\$ 2,908,745	\$ 1,677,480	\$ 90,000	\$ 2,053,437	\$ 765,208	\$ -	\$ 1,133,809	\$ 545,671
Stafford Municipal		SFQ	OR												
	Taxiway			\$ 110	sy	30,600	-	\$ 3,366,000	\$ -	\$ 3,020,400	\$ 269,280	\$ 67,320	\$ -	\$ -	\$ -
	Environmental Assessment			\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -
	T-Hangars			\$ 25,000	Each	15	22	\$ 375,000	\$ 550,000	\$ -	\$ 18,730	\$ 356,250	\$ -	\$ 27,500	\$ 522,500
	Conventional Hangars			\$ 30	sf	3,800	13,200	\$ 190,000	\$ 660,000	\$ -	\$ 9,500	\$ 180,500	\$ -	\$ 33,000	\$ 627,000
	Apron Area			\$ 30	sy	-	30	\$ -	\$ 62,500	\$ -	\$ -	\$ -	\$ 56,250	\$ 5,000	\$ 1,250
	Auto Parking			\$ 1,250	Each	-	30	\$ -	\$ 62,500	\$ -	\$ -	\$ -	\$ -	\$ 453,250	\$ 194,250
	Terminal Building			\$ 175	sf	-	3,700	\$ -	\$ 647,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Wx Reporting			\$ -		-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	AWQ2-3 to AWQ2-3 P-T			\$ 40,000	Each	1	-	\$ 40,000	\$ -	\$ 36,000	\$ 3,200	\$ 800	\$ -	\$ -	\$ -
	AWQ2-3 P-T to AWQ24 or AWQ2			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000
	Master Plan			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -

Airport	Project Type	Identifier	Service Role	Unit\$	Unit	2005 Quantity	2020 Quantity	2006-2005			2006-2020			20 Year Total				
								2005 Total \$	2020 Total\$	Federal	State	Local	Federal		State	Local		
Total								\$ 4,221,000	\$ 2,020,000	\$ 3,290,400	\$ 320,730	\$ 609,870	\$ 146,250	\$ 526,750	\$ 1,347,000	\$ 6,241,000		
<i>Tazewell County</i>		6V5	GR															
								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
								\$ 175,000	\$ -	\$ 157,500	\$ 14,000	\$ 3,500	\$ -	\$ -	\$ -	\$ -		
								\$ 20,000	\$ -	\$ 18,000	\$ 1,600	\$ 400	\$ -	\$ -	\$ -	\$ -		
								\$ 35,000	\$ 35,000	\$ -	\$ -	\$ -	\$ 31,500	\$ 2,800	\$ 700	\$ -		
								\$ 40,000	\$ -	\$ 36,000	\$ 3,300	\$ 800	\$ -	\$ -	\$ -	\$ -		
								\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -		
								\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -		
Total								\$ 235,000	\$ 235,000	\$ 211,500	\$ 18,800	\$ 4,700	\$ 211,500	\$ 18,800	\$ 4,700	\$ 470,000		
<i>Virginia Highlands</i>		VII	GR															
								\$ -	\$ 916,667	\$ -	\$ -	\$ -	\$ 825,000	\$ 73,333	\$ 18,333	\$ -		
								\$ 110	\$ -	\$ -	\$ -	\$ -	\$ 1,512,500	\$ 134,444	\$ 33,611	\$ -		
								\$ 130,000	\$ -	\$ 1,680,556	\$ -	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -		
								\$ 1,300,000	\$ -	\$ 1,300,000	\$ -	\$ -	\$ 1,170,000	\$ 104,000	\$ 26,000	\$ -		
								\$ 25,000	\$ -	\$ -	\$ 25,000	\$ 475,000	\$ -	\$ -	\$ -	\$ -		
								\$ 50	\$ -	\$ -	\$ 127,500	\$ 2,422,500	\$ -	\$ -	\$ -	\$ -		
								\$ 50	\$ 17,000	\$ 830,000	\$ 68,000	\$ 17,000	\$ 765,000	\$ 68,000	\$ 17,000	\$ -		
								\$ 4,500	\$ -	\$ 45,000	\$ -	\$ -	\$ 40,500	\$ 3,600	\$ 900	\$ -		
								\$ 35,000	\$ -	\$ 35,000	\$ 31,500	\$ 2,800	\$ 700	\$ -	\$ -	\$ -		
								\$ 35,000	\$ -	\$ 35,000	\$ -	\$ -	\$ 31,500	\$ 2,800	\$ 700	\$ -		
								\$ 40,000	\$ -	\$ 40,000	\$ 36,000	\$ 3,300	\$ 800	\$ -	\$ -	\$ -		
								\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -		
								\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -		
Total								\$ 3,975,000	\$ 5,177,222	\$ 832,500	\$ 226,500	\$ 2,916,000	\$ 4,659,500	\$ 414,178	\$ 103,544	\$ 9,152,322		
<i>William M. Dick</i>		W78	GR															
								\$ 175	\$ 2,900	\$ 507,500	\$ 17,500	\$ 355,250	\$ 152,250	\$ 12,250	\$ 5,250	\$ -		
								\$ 175,000	\$ -	\$ 175,000	\$ -	\$ -	\$ 157,500	\$ 14,000	\$ 3,500	\$ -		
								\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ 18,000	\$ 1,600	\$ 400	\$ -		
								\$ 4,500	\$ 62	\$ 279,495	\$ -	\$ -	\$ 251,546	\$ 22,340	\$ 5,590	\$ -		
								\$ 35,000	\$ 2	\$ 70,000	\$ -	\$ 69,000	\$ 5,600	\$ 1,400	\$ -	\$ -		
								\$ 125,000	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
								\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -		
								\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -		
Total								\$ 802,500	\$ 591,995	\$ 265,500	\$ 378,850	\$ 138,150	\$ 517,046	\$ 58,210	\$ 16,740	\$ 1,394,095		
<i>Winchester Regional</i>		OKV	GR															
								\$ 25,143	\$ 19	\$ 471,948	\$ -	\$ 12,807	\$ 239,585	\$ -	\$ 23,597	\$ 448,351		
								\$ 40,000	\$ -	\$ 40,000	\$ -	\$ 36,000	\$ 3,300	\$ 800	\$ -	\$ -		
								\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -		
								\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -		
Total								\$ 392,143	\$ 571,948	\$ 126,600	\$ 25,807	\$ 242,335	\$ 90,000	\$ 31,597	\$ 450,351	\$ 964,091		
<i>Rocky Mount/Franklin County (New)</i>			GR					\$ -	\$ -	\$ 11,000,000	\$ 5,000,000	\$ 9,900,000	\$ 880,000	\$ 220,000	\$ 4,500,000	\$ 400,000	\$ 100,000	\$ 16,000,000
Subtotal - GR								\$ 43,511,333	\$ 32,757,686	\$ 29,973,720	\$ 5,856,732	\$ 7,680,881	\$ 18,252,261	\$ 5,213,603	\$ 9,191,822	\$ 76,269,020		
<i>Blackstone Municipal</i>		BKT	OC															
								\$ 175	\$ 1,200	\$ -	\$ 210,000	\$ -	\$ -	\$ -	\$ 147,000	\$ 63,000		
								\$ 35,000	\$ -	\$ -	\$ 70,000	\$ -	\$ -	\$ 63,000	\$ 5,600	\$ 1,400		
								\$ 35,000	\$ -	\$ -	\$ 70,000	\$ -	\$ -	\$ 63,000	\$ 5,600	\$ 1,400		
								\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -		

Airport	Project Type	Identifier	Service Role	Unit \$	Unit	2005 Quantity	2020 Quantity	2005-2005			2006-2020			20 Year Total		
								2005 Total \$	2020 Total \$	Federal	State	Local	Federal		State	Local
Total								\$ 100,000	\$ 350,000	\$ 90,000	\$ 8,000	\$ 2,000	\$ 126,000	\$ 158,200	\$ 65,200	\$ 450,000
<i>Brookwood-Campbell County</i>		OVA	OC													
Runway Width				\$ 75	sy	-	6,330	\$ -	\$ 474,750	\$ -	\$ -	\$ -	\$ 427,275	\$ 37,980	\$ 9,495	
Environmental Assessment				\$ 150,000	Each	-	1	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	
Terminal Building				\$ 175	sf	-	2,400	\$ -	\$ 420,000	\$ -	\$ -	\$ -	\$ -	\$ 294,000	\$ 126,000	
VGVA				\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 63,000	\$ 5,600	\$ 1,400	
Master Plan				\$ 100,000	Each	-	1	\$ 100,000	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	
Total								\$ 100,000	\$ 1,114,750	\$ 90,000	\$ 8,000	\$ 2,000	\$ 625,275	\$ 349,580	\$ 139,895	\$ 1,214,750
<i>Emporia-Greenville Regional</i>		EMV	OC													
Partial Parallel Taxiway				\$ 75	sy	5,200	-	\$ 390,000	\$ -	\$ 351,000	\$ 31,200	\$ 7,800	\$ -	\$ -	\$ -	
Environmental Assessment				\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -	
Master Plan				\$ 100,000	Each	1	-	\$ 100,000	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	
Total								\$ 640,000	\$ -	\$ 576,000	\$ 51,200	\$ 12,800	\$ -	\$ -	\$ -	\$ 640,000
<i>Franklin Municipal</i>		FEN	OC													
VGVA				\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 63,000	\$ 5,600	\$ 1,400	
REIL				\$ 35,000	Each	-	1	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ 31,200	\$ 2,800	\$ 700	
Master Plan				\$ 100,000	Each	-	1	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
Total								\$ -	\$ 205,000	\$ -	\$ -	\$ -	\$ 184,500	\$ 16,400	\$ 4,100	\$ 205,000
<i>Front Royal-Warren County</i>		FRR	OC													
Conventional Hangars				\$ 30	sf	3,900	-	\$ 195,000	\$ -	\$ -	\$ 9,750	\$ 185,250	\$ -	\$ -	\$ -	
Apron Area				\$ 30	sy	-	8,300	\$ -	\$ 415,000	\$ -	\$ -	\$ -	\$ 373,500	\$ 33,200	\$ 8,300	
Auto Parking				\$ 1,250	Each	-	21	\$ -	\$ 26,250	\$ -	\$ -	\$ -	\$ 23,066	\$ 2,050	\$ 513	
Terminal Building				\$ 175	sf	-	3,100	\$ -	\$ 542,500	\$ -	\$ -	\$ -	\$ -	\$ 379,750	\$ 162,750	
VGVA				\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 63,000	\$ 5,600	\$ 1,400	
Master Plan				\$ 100,000	Each	-	1	\$ 100,000	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	
Total								\$ 295,000	\$ 1,053,125	\$ 90,000	\$ 17,750	\$ 187,250	\$ 459,566	\$ 429,600	\$ 172,963	\$ 1,348,125
<i>Lee County (New)</i>			OC													
Runway				\$ 75	sy	41,667	-	\$ 3,125,000	\$ -	\$ 2,812,500	\$ 250,000	\$ 62,500	\$ -	\$ -	\$ -	
Taxiway (for T-Hangars) (note 1)				\$ 75	sy	4,667	-	\$ 350,000	\$ -	\$ -	\$ 280,000	\$ 70,000	\$ -	\$ -	\$ -	
T-Hangars				\$ 25,000	Each	10	-	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	
Environmental Assessment				\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -	
Conventional Hangars				\$ 30	sf	6,400	-	\$ 320,000	\$ -	\$ -	\$ 16,000	\$ 304,000	\$ -	\$ -	\$ -	
Apron Area				\$ 30	sy	-	7,800	\$ -	\$ 390,000	\$ -	\$ -	\$ -	\$ 351,000	\$ 31,200	\$ 7,800	
Auto Parking				\$ 1,250	Each	30	-	\$ 37,500	\$ -	\$ 38,750	\$ 3,000	\$ 750	\$ -	\$ -	\$ -	
Terminal Building				\$ 175	sf	3,100	-	\$ 542,500	\$ -	\$ -	\$ 379,750	\$ 162,750	\$ -	\$ -	\$ -	
Runway Lighting (MIRL and MTLIS)				\$ 4,500	Each	-	72	\$ -	\$ 490,000	\$ -	\$ -	\$ -	\$ 441,000	\$ 39,200	\$ 9,800	
VGVA				\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 63,000	\$ 5,600	\$ 1,400	
Wx Reporting				\$ 125,000	Each	1	-	\$ 125,000	\$ -	\$ 112,500	\$ 10,000	\$ 2,500	\$ -	\$ -	\$ -	
Master Plan				\$ 100,000	Each	1	-	\$ 100,000	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	
Fuel Farm (note 1)				\$ 300,000	Each	1	-	\$ 300,000	\$ -	\$ -	\$ 198,000	\$ 102,000	\$ -	\$ -	\$ -	
Perimeter Fencing (note 1)				\$ 35,200	Each	1	-	\$ 35,200	\$ -	\$ 298,800	\$ 25,500	\$ 6,540	\$ -	\$ -	\$ -	
Total								\$ 5,632,000	\$ 950,000	\$ 3,482,550	\$ 1,183,310	\$ 966,140	\$ 855,000	\$ 76,000	\$ 19,000	\$ 6,582,000
Note 1 - Cost estimate for this item is from the 2002 6-Year Plan.																
<i>Lexicon County</i>		LKU	OC													
Runway Length				\$ 75	sy	-	13,333	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 900,000	\$ 80,000	\$ 20,000	
Environmental Assessment				\$ 150,000	Each	-	1	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	
T-Hangars				\$ 25,000	Each	-	15	\$ -	\$ 375,000	\$ -	\$ -	\$ -	\$ -	\$ 259,198	\$ 64,798	
Conventional Hangars				\$ 30	sf	6,100	16,700	\$ 305,000	\$ 835,000	\$ -	\$ 244,000	\$ 61,000	\$ -	\$ 668,000	\$ 167,000	
Auto Parking				\$ 1,250	Each	54	-	\$ 68,000	\$ -	\$ 61,254	\$ 5,445	\$ 1,361	\$ -	\$ -	\$ -	
Terminal Building				\$ 175	sf	3,800	1,500	\$ 665,000	\$ 227,500	\$ -	\$ 465,500	\$ 199,500	\$ -	\$ 159,250	\$ 68,250	
Runway Lighting (for runway extension)				\$ 4,500	Each	-	12	\$ -	\$ 54,000	\$ -	\$ -	\$ -	\$ 48,600	\$ 4,320	\$ 1,080	
Master Plan				\$ 100,000	Each	-	1	\$ 100,000	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	

Airport	Project Type	Identifier	Service Role	Unit \$	Unit	2005 Quantity	2020 Quantity	2000-2005			2006-2020			20 Year Total		
								2005 Total \$	2020 Total \$	Federal	State	Local	Federal		State	Local
Total								\$ 1,138,000	\$ 2,590,491	\$ 151,254	\$ 722,945	\$ 263,861	\$ 1,083,600	\$ 1,182,763	\$ 324,128	\$ 3,728,551
Laroy Cove		W45	GC													
	Runway Extension (3000 ft) (Note 1)			\$ 1	Each	-	3,150,000	\$ -	\$ 3,150,000	\$ -	\$ -	\$ -	\$ 2,835,000	\$ 252,000	\$ 63,000	
	Taxiway (note 1)			\$ 75	sy	-	-	\$ 1,000,000	\$ -	\$ 900,000	\$ 80,000	\$ 20,000	\$ -	\$ -	\$ -	
	T-Hangars			\$ 25,000	Each	-	12	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 285,000	
	Conventional Hangars			\$ 30	sf	-	9,000	\$ -	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ 22,500	\$ 427,500	
	Apron Area (note 1)			\$ 30	sy	20,000	-	\$ 1,000,000	\$ -	\$ 900,000	\$ 80,000	\$ 20,000	\$ -	\$ -	\$ -	
	Auto Parking (Note 1)			\$ 1,250	Each	-	30	\$ -	\$ 62,500	\$ -	\$ -	\$ -	\$ 56,250	\$ 5,000	\$ 1,230	
	Terminal Building (Note 1)			\$ 175	sf	1,400	2,500	\$ 345,000	\$ 437,500	\$ -	\$ 171,500	\$ 79,500	\$ -	\$ 306,250	\$ 131,250	
	VGVA			\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 63,000	\$ 5,600	\$ 1,400	
	REIL			\$ 35,000	Each	-	1	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ 31,500	\$ 2,800	\$ 700	
	Master Plan			\$ 100,000	Each	1	-	\$ 100,000	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	
Total								\$ 2,345,000	\$ 4,595,000	\$ 1,290,000	\$ 339,500	\$ 115,500	\$ 2,983,750	\$ 609,150	\$ 910,100	\$ 6,850,000
Note 1: Cost estimate provided by DOAV.																
Macle Municipal		W63	GC													
	Runway Width			\$ 75	sy	12,200	-	\$ 987,500	\$ -	\$ -	\$ 750,000	\$ 187,500	\$ -	\$ -	\$ -	
	Environmental Assessment			\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -	
	Land Acquisition			\$ 500,000	Each	1	-	\$ 500,000	\$ -	\$ 430,000	\$ 40,000	\$ 10,000	\$ -	\$ -	\$ -	
	Terminal Building			\$ 175	sf	2,400	-	\$ 420,000	\$ -	\$ -	\$ 294,000	\$ 126,000	\$ -	\$ -	\$ -	
	VGVA			\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ 56,000	\$ 14,000	
	REIL			\$ 35,000	Each	-	1	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ 28,000	\$ 7,000	
	Master Plan			\$ 100,000	Each	1	-	\$ 100,000	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	
Total								\$ 2,107,500	\$ 105,000	\$ 675,000	\$ 1,104,000	\$ 328,500	\$ -	\$ 84,000	\$ 21,000	\$ 2,212,500
Mountain Empire		MEJ	GC													
	T-Hangars			\$ 25,000	Each	12	-	\$ 307,159	\$ -	\$ -	\$ 15,358	\$ 291,801	\$ -	\$ -	\$ -	
	Apron Area			\$ 30	sy	7,600	7,800	\$ 380,000	\$ 390,000	\$ 342,000	\$ 30,400	\$ 7,600	\$ 351,000	\$ 31,200	\$ 7,800	
	Terminal Building (new)			\$ 175	sf	-	3,700	\$ -	\$ 647,500	\$ -	\$ -	\$ -	\$ -	\$ 453,250	\$ 194,250	
	W/ Reporting			\$ 100,000	Each	1	-	\$ 100,000	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	
	Master Plan			\$ 100,000	Each	1	-	\$ 100,000	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	
Total								\$ 887,159	\$ 1,037,500	\$ 522,000	\$ 61,758	\$ 303,401	\$ 351,000	\$ 484,450	\$ 202,050	\$ 1,924,659
New Kent County		W96	GC													
	Terminal Building			\$ 175	sf	-	4,700	\$ -	\$ 822,500	\$ -	\$ -	\$ -	\$ -	\$ 575,750	\$ 246,750	
	Master Plan			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
Total								\$ -	\$ 922,500	\$ -	\$ -	\$ -	\$ 90,000	\$ 583,750	\$ 248,750	\$ 922,500
Orange County		OMH	GC													
	Conventional Hangars			\$ 30	sf	3,900	-	\$ 195,000	\$ -	\$ -	\$ 9,750	\$ 185,250	\$ -	\$ -	\$ -	
	Terminal Building			\$ 175	sf	3,100	-	\$ 342,500	\$ -	\$ -	\$ 399,750	\$ 162,750	\$ -	\$ -	\$ -	
	Master Plan			\$ 100,000	Each	1	-	\$ 100,000	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	
Total								\$ 637,500	\$ -	\$ 90,000	\$ 397,500	\$ 350,000	\$ -	\$ -	\$ -	\$ 637,500
Tangier Island		TOI	GC													
	Runway Width			\$ 75	sy	8,611	-	\$ 645,833	\$ -	\$ 581,250	\$ 51,667	\$ 12,917	\$ -	\$ -	\$ -	
	Environmental Assessment			\$ 125,000	Each	1	-	\$ 125,000	\$ -	\$ 112,500	\$ 10,000	\$ 2,500	\$ -	\$ -	\$ -	
	Terminal Building			\$ 175	sf	1,825	-	\$ 319,375	\$ -	\$ -	\$ 228,563	\$ 95,813	\$ -	\$ -	\$ -	
	Runway Lighting (MIRL)			\$ 4,500	Each	-	52	\$ -	\$ 231,750	\$ -	\$ -	\$ -	\$ 208,575	\$ 18,540	\$ 4,635	
	VGVA			\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 63,000	\$ 5,600	\$ 1,400	
	REIL			\$ 35,000	Each	-	1	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ 31,500	\$ 2,800	\$ 700	
	Master Plan			\$ 100,000	Each	1	-	\$ 100,000	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	
Total								\$ 1,190,208	\$ 336,750	\$ 783,250	\$ 293,229	\$ 113,229	\$ 303,075	\$ 26,940	\$ 6,735	\$ 1,526,958
Tappahannock/Emanx Co. (New)			GC													
	Runway			\$ 75	sy	26,667	-	\$ 2,000,000	\$ -	\$ 1,800,000	\$ 160,000	\$ 40,000	\$ -	\$ -	\$ -	

Airport	Project Type	Identifier	Service Rate	Unit \$	Unit	2005 Quantity	2020 Quantity	2005 Total \$	2020 Total \$	2000-2005			2006-2020			20 Year Total
										Federal	State	Local	Federal	State	Local	
	Environmental Assessment			\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -	\$ -
	T-Hangars (Note 1)			\$ 25,000	Each	10	10	\$ 515,000	\$ 515,000	\$ -	\$ 190,000	\$ 925,000	\$ -	\$ 188,000	\$ 927,000	\$ -
	Conventional Hangars			\$ 50	sf	5,000	4,200	\$ 250,000	\$ 210,000	\$ -	\$ 12,500	\$ 237,500	\$ -	\$ 10,500	\$ 199,500	\$ -
	Apron Area			\$ 50	sf	-	13,400	\$ -	\$ 670,000	\$ -	\$ -	\$ -	\$ 603,000	\$ -	\$ 53,600	\$ 13,400
	Auto Parking			\$ 1,250	Each	20	20	\$ 25,000	\$ 25,000	\$ -	\$ 20,000	\$ 5,000	\$ -	\$ 20,000	\$ 5,000	\$ -
	Terminal Building			\$ 175	sf	2,400	3,800	\$ 420,000	\$ 665,000	\$ -	\$ 204,000	\$ 126,000	\$ -	\$ 465,500	\$ 199,500	\$ -
	Navade									\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Leases			\$ 250,000	Each	1	-	\$ 250,000	\$ -	\$ -	\$ 230,000	\$ -	\$ -	\$ -	\$ -	\$ -
	Runway Lighting (MIRL)			\$ 4,500	Each	-	54	\$ -	\$ 243,000	\$ -	\$ -	\$ -	\$ 218,700	\$ 19,440	\$ 4,860	\$ -
	Communication			\$ 8,000	Each	1	-	\$ 8,000	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -
	VGVA			\$ 35,000	Each	2	-	\$ 70,000	\$ -	\$ 63,000	\$ 5,600	\$ 1,400	\$ -	\$ -	\$ -	\$ -
	REIL			\$ 35,000	Each	1	-	\$ 35,000	\$ -	\$ 31,500	\$ 2,800	\$ 700	\$ -	\$ -	\$ -	\$ -
	Wa Reporting									\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	New to AWD 33-F			\$ 125,000	Each	1	-	\$ 125,000	\$ -	\$ 112,500	\$ 10,000	\$ 2,500	\$ -	\$ -	\$ -	\$ -
	AWD 33-F to WSD 44 ASOS			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -
	Access Road (Note 1)			\$ 2,200,000	Each	1	-	\$ 2,200,000	\$ -	\$ 1,980,000	\$ 176,000	\$ 44,000	\$ -	\$ -	\$ -	\$ -
	Entrance Road (Notes 1 and 2)			\$ 600,000	Each	1	-	\$ 600,000	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -
	Land Acquisition (Note 1)			\$ 333,880	Each	1	-	\$ 333,880	\$ -	\$ 300,492	\$ 26,710	\$ 6,678	\$ -	\$ -	\$ -	\$ -
	Design (AIP Eligible - runway, taxiway, apron, etc) (Note 1)			\$ 300,000	Each	1	-	\$ 300,000	\$ -	\$ 430,000	\$ 40,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -
	Design (Non-AIP Eligible - roadway, parking, fuel farm, etc)			\$ 90,000	Each	1	-	\$ 90,000	\$ -	\$ -	\$ 72,000	\$ 18,000	\$ -	\$ -	\$ -	\$ -
	Cultural Resources Study			\$ 130,000	Each	1	-	\$ 130,000	\$ -	\$ 117,900	\$ 10,480	\$ 2,620	\$ -	\$ -	\$ -	\$ -
	Master Plan			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -
Total								\$ 7,792,880	\$ 2,228,000	\$ 4,990,292	\$ 1,290,690	\$ 1,422,368	\$ 1,001,700	\$ 773,040	\$ 753,260	\$ 10,230,880
Note 1: Cost estimate from 2001 6-year Plan.																
Note 2: \$450k from VDOT Airport Access Road Fundr.																
Twin County		HLX	OC													
	Terminal Building			\$ 175	sf	3,100	-	\$ 542,500	\$ -	\$ -	\$ 379,750	\$ 162,750	\$ -	\$ -	\$ -	\$ -
	Master Plan			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -
Total								\$ 542,500	\$ 100,000	\$ -	\$ 379,750	\$ 162,750	\$ 90,000	\$ 8,000	\$ 2,000	\$ 642,500
Virginia Tech		BCB	OC													
	Runway Length			\$ 75	sf	11,111	-	\$ 833,333	\$ -	\$ 730,000	\$ 66,667	\$ 16,667	\$ -	\$ -	\$ -	\$ -
	Environmental Assessment			\$ 150,000	Each	1	-	\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -	\$ -
	T-Hangars			\$ 25,000	Each	10	10	\$ 250,000	\$ 230,000	\$ -	\$ 12,500	\$ 237,500	\$ -	\$ 12,500	\$ 237,500	\$ -
	Conventional Hangars			\$ 50	sf	5,000	5,400	\$ 250,000	\$ 270,000	\$ -	\$ 12,500	\$ 237,500	\$ -	\$ 13,500	\$ 256,500	\$ -
	Runway Lighting (for runway extension)			\$ 4,500	Each	12	-	\$ 54,000	\$ -	\$ 48,600	\$ 4,500	\$ 1,080	\$ -	\$ -	\$ -	\$ -
	VGVA			\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 63,000	\$ 5,600	\$ 1,400	\$ -
	REIL			\$ 35,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -
Total								\$ 1,537,333	\$ 690,000	\$ 933,600	\$ 107,987	\$ 495,747	\$ 153,000	\$ 39,600	\$ 497,400	\$ 2,227,333
Wakefield Municipal		AKQ	OC													
	T-Hangars			\$ 25,000	Each	10	10	\$ 242,533	\$ 248,041	\$ -	\$ 121,28	\$ 230,425	\$ -	\$ 12,402	\$ 235,639	\$ -
	Conventional Hangars			\$ 50	sf	-	5,400	\$ -	\$ 270,000	\$ -	\$ -	\$ -	\$ -	\$ 13,500	\$ 256,500	\$ -
	Apron Area			\$ 50	sf	10,200	17,400	\$ 510,000	\$ 870,000	\$ -	\$ 408,000	\$ 102,000	\$ -	\$ 696,000	\$ 174,000	\$ -
	Auto Parking			\$ 1,250	Each	-	33	\$ -	\$ 41,250	\$ -	\$ -	\$ -	\$ -	\$ 32,965	\$ 8,241	\$ -
	Terminal Building			\$ 175	sf	-	2,720	\$ -	\$ 476,000	\$ -	\$ -	\$ -	\$ -	\$ 333,200	\$ 142,800	\$ -
	VGVA			\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ 56,000	\$ 14,000	\$ -
	REIL			\$ 35,000	Each	-	1	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ 28,000	\$ 7,000	\$ -
	Master Plan			\$ 100,000	Each	-	1	\$ 100,000	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -
Total								\$ 852,533	\$ 2,010,344	\$ 90,000	\$ 428,128	\$ 334,425	\$ -	\$ 1,172,065	\$ 838,179	\$ 2,262,797
Williamburg-Jamestown		IOG	OC													
	Runway Width			\$ 75	sf	-	5,340	\$ -	\$ 400,500	\$ -	\$ -	\$ -	\$ -	\$ 320,400	\$ 80,100	\$ -
	Environmental Assessment			\$ 150,000	Each	-	1	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -
	T-Hangars			\$ 25,000	Each	11	10	\$ 282,816	\$ 243,421	\$ -	\$ 14,141	\$ 268,675	\$ -	\$ 12,171	\$ 231,230	\$ -
	Conventional Hangars			\$ 50	sf	-	4,400	\$ -	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ 11,000	\$ 209,000	\$ -
	Apron Area			\$ 50	sf	8,700	15,900	\$ 435,000	\$ 795,000	\$ -	\$ 348,000	\$ 87,000	\$ -	\$ 636,000	\$ 159,000	\$ -
	Auto Parking			\$ 1,250	Each	-	52	\$ -	\$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ 52,000	\$ 13,000	\$ -
	VGVA			\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ 56,000	\$ 14,000	\$ -
	REIL			\$ 100,000	Each	-	1	\$ -	\$ 100,000	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ -

Airport	Project Type	Identifier	Service Role	Unit \$	Unit	2005 Quantity	2020 Quantity	2000-2005			2006-2020			20 Year Total		
								2005 Total \$	2020 Total \$	Federal	State	Local	Federal		State	Local
Total								\$ 817,816	\$ 1,943,921	\$ 90,000	\$ 370,341	\$ 307,075	\$ 135,000	\$ 1,059,271	\$ 709,250	\$ 2,761,737
Rockbridge County/Lexington			GC	\$ -	Each	11,000,000	5,000,000	\$ 11,000,000	\$ 5,000,000	\$ 9,900,000	\$ 880,000	\$ 220,000	\$ 4,500,000	\$ 400,000	\$ 100,000	\$ 16,000,000
Northern Neck			GC	\$ -	Each	8,000,000	5,000,000	\$ 8,000,000	\$ 5,000,000	\$ 7,200,000	\$ 640,000	\$ 160,000	\$ 4,500,000	\$ 400,000	\$ 100,000	\$ 13,000,000
Grundy (Replacement)			GC	\$ -	Each	\$30,000,000	\$10,000,000	\$ 30,000,000	\$ 10,000,000	\$ 27,000,000	\$ 2,400,000	\$ 600,000	\$ 9,000,000	\$ 800,000	\$ 200,000	\$ 40,000,000
Subtotal - GC								\$ 75,725,510	\$ 40,442,286	\$ 38,644,546	\$ 10,683,287	\$ 6,307,077	\$ 26,443,466	\$ 2,684,109	\$ 5,314,711	\$ 116,167,795
Bridgewater Air Park			VBW	LO	\$ 30,000	Each	1	\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -
Total								\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ 30,000
Chase City Municipal			CXE	LO	\$ 35,000	Each	-	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 63,000	\$ 5,000	\$ 1,400	\$ -
Total								\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -
Creve Municipal			W81	LO	\$ 30,000	Each	1	\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -
Total								\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ 30,000
Esbell			W24	LO	\$ 30,000	Each	-	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -
Total								\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ 30,000
Gordonville Municipal			OVE	LO	\$ 75	sy	2,222	\$ 166,667	\$ -	\$ -	\$ 133,333	\$ 33,333	\$ -	\$ -	\$ -	\$ -
Total								\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -	\$ -
Grandy Municipal			GDY	LO	\$ 30,000	Each	-	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -
Total								\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ 30,000
Hartwood Field			8W8	LO	\$ 30,000	Each	1	\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -
Total								\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ 30,000
Hummel Field			W75	LO	\$ 30,000	Each	1	\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -
Total								\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ 30,000
Lake Anna			7W4	LO	\$ 75	sy	5,556	\$ 416,667	\$ -	\$ -	\$ 333,333	\$ 83,333	\$ -	\$ -	\$ -	\$ -
Total								\$ 150,000	\$ -	\$ 135,000	\$ 12,000	\$ 3,000	\$ -	\$ -	\$ -	\$ -
Lawrenceville-Brownsville			LVL	LO	\$ 175	rf	1,200	\$ 210,000	\$ -	\$ -	\$ 147,000	\$ 63,000	\$ -	\$ -	\$ -	\$ -
Total								\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ 30,000
Total								\$ 240,000	\$ -	\$ -	\$ 171,000	\$ 69,000	\$ -	\$ -	\$ -	\$ 240,000

Airport	Project Type	Identifier	Service Role	Unit \$	Unit	2005 Quantity	2020 Quantity	2000-2005			2006-2020			20 Year Total				
								2005 Total \$	2020 Total \$	Federal	State	Local	Federal		State	Local		
Lee County (To be closed 2003)																		
Total								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Lanenburg County																		
ALP Update								\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -		
Total								\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ 30,000		
New London																		
ALP Update								\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -		
Total								\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ 30,000		
New Market																		
VGVA								\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 56,000	\$ 14,000
ALP Update								\$ 30,000	Each	1	-	\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	
Total								\$ 30,000	\$ 70,000	\$ -	\$ -	\$ 30,000	\$ 70,000	\$ -	\$ -	\$ 56,000	\$ 14,000	\$ 100,000
Smith Mountain Lake																		
VGVA								\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 56,000	\$ 14,000
ALP Update								\$ 30,000	Each	1	-	\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	
Total								\$ 30,000	\$ 70,000	\$ -	\$ -	\$ 30,000	\$ 70,000	\$ -	\$ -	\$ 56,000	\$ 14,000	\$ 100,000
Tappahannock Municipal (To be closed 2006)																		
Total								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Waynesboro																		
VGVA								\$ 35,000	Each	-	2	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 56,000	\$ 14,000
ALP Update								\$ 30,000	Each	1	-	\$ -	\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	
Total								\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ 80,000	\$ 20,000	\$ 100,000
Subtotal - LO								\$ 1,453,333	\$ 370,000	\$ 270,000	\$ 925,667	\$ 257,667	\$ 63,000	\$ 245,600	\$ 61,400	\$ 1,823,333		
ALL	Runway Rehabilitation			\$ 24	sy	3,339,874	\$ -	\$ 80,156,970	\$ -	\$ -	\$ -	\$ 19,838,850	\$ 48,254,496	\$ 12,063,624	\$ 80,156,970			
	Terminal Rehabilitation						\$ 9,128,102	\$ 46,140,510	\$ 6,544,778	\$ 2,196,893	\$ 486,492	\$ 32,723,888	\$ 10,984,164	\$ 2,452,458	\$ 55,368,612			
	System Planning			\$ 1,000,000	Each	1	\$ 1,000,000	\$ 4,000,000	\$ 900,000	\$ 100,000	\$ -	\$ 3,000,000	\$ 400,000	\$ -	\$ 5,000,000			
	Subtotal - CM			\$ -	\$ -	\$ -	\$ 306,414,550	\$ 1,268,325,750	\$ 323,910,518	\$ 34,949,321	\$ 147,254,712	\$ 1,340,011,160	\$ 49,795,717	\$ 478,718,373				
	Subtotal - CM (without MWA)						\$ 230,814,550	\$ 251,209,750	\$ 125,138,018	\$ 28,949,321	\$ 76,727,212	\$ 157,329,660	\$ 19,795,717	\$ 74,165,373				
	Subtotal - RL						\$ 44,883,903	\$ 29,839,912	\$ 30,271,807	\$ 5,248,189	\$ 8,463,908	\$ 16,342,330	\$ 3,853,532	\$ 9,644,050				
	Subtotal - GR						\$ 43,811,333	\$ 32,757,686	\$ 29,973,720	\$ 5,856,732	\$ 7,480,881	\$ 18,352,261	\$ 5,213,603	\$ 9,191,822				
	Subtotal - GC						\$ 75,725,510	\$ 40,442,286	\$ 58,644,546	\$ 16,683,287	\$ 6,297,677	\$ 26,443,466	\$ 8,684,109	\$ 5,514,711				
	Subtotal - LO						\$ 1,453,333	\$ 370,000	\$ 270,000	\$ 925,667	\$ 257,667	\$ 63,000	\$ 245,600	\$ 61,400				
PROGRAM TOTAL								\$ 681,416,731	\$ 2,102,230,114	\$ 459,615,268	\$ 59,960,629	\$ 170,841,335	\$ 1,437,374,956	\$ 127,431,220	\$ 517,426,938	\$ 2,783,649,845		
PROGRAM TOTAL (without MWA)								\$ 405,816,731	\$ 484,998,114	\$ 251,842,868	\$ 53,960,629	\$ 100,013,835	\$ 274,693,456	\$ 97,431,220	\$ 112,873,438	\$ 890,814,845		

Note: The costs for runway pavements generally include design, excavation, pavement and subbase, drainage, edge lights, relocation of threshold lights, relocation of approach lighting system, and clearing and grubbing of the extended runway safety area. Unless specifically noted, the costs do not include land acquisition, roadway realignment, environmental remediation/mitigation, demolition of existing buildings, extension of parallel taxiway to the new runway end, or any other site specific concerns.

Note: The costs for taxiway pavements generally include design, excavation, pavement, drainage, marking, signage, and lighting.

Note: Funding for T-Hangars and Conventional Hangars reflect State funds at 5% of project costs for site prep.

Note: The costs for apron includes design, pavement, subbase, excavation, drainage collection system based on sump inlets (i.e. trench drains are not proposed), and aircraft guidance edge lighting along one edge of the pavement. Not included in the costs are any terminal/hangar foundations, utility services, or floodlighting.

Note: The costs for Navaid, runway lighting, and weather reporting equipment include the all equipment and installation.

Note: The costs for edge lighting includes minimal upgrades to the lighting system such as electrical vault modifications, new signs, modification to the lighting control system, and minimal sized ductbanks.

Note: The cost for auto parking includes design, paving, lighting, circulation areas, marking and drainage.

Note: The cost for airfield pavement rehabilitation assumes that each runway will be overlaid during the planning period.

Note: The cost for terminal replacement assumes that all terminals will receive a major rehabilitation at year 20 in their economic life cycle.

Note: Unit costs were updated per DOAV comments.

Note: Cost estimates for new airports were provided by DOAV, and are based on previous new airport construction costs taking into consideration airport location, land costs, site prep, and construction costs.

Italic - Represents airports listed in the National Plan of Integrated Airport Systems (NPIAS)

Table 2

VIRGINIA AIR TRANSPORTATION SYSTEM PLAN

Unconstrained Implementation Plan - Costs By Project Type
(2002 Dollars)

Project Type	Service Eols	2005 Total (\$)	2020 Total (\$)	2006-2005			2006-2020			20 Year Total
				Federal	State	Local	Federal	State	Local	
Runway Length	CM	\$ 240,591,700	\$ 387,195,900	\$ 184,012,530	\$ 1,903,336	\$ 54,675,834	\$ 310,975,910	\$ 10,975,992	\$ 65,343,998	
Runway Width	CM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Taxiway	CM	\$ 38,500,000	\$ -	\$ 28,875,000	\$ -	\$ 9,625,000	\$ -	\$ -	\$ -	
T-Hangars	CM	\$ 3,150,000	\$ 1,000,000	\$ -	\$ 120,000	\$ 3,030,000	\$ -	\$ 30,000	\$ 950,000	
Conventional Hangars	CM	\$ 7,050,300	\$ 32,238,000	\$ -	\$ 352,575	\$ 6,697,925	\$ -	\$ 465,000	\$ 31,773,000	
Apron Area	CM	\$ 14,425,000	\$ 130,167,000	\$ 12,097,500	\$ 682,000	\$ 1,645,500	\$ 114,489,000	\$ 994,000	\$ 34,684,000	
Auto Parking	CM	\$ 70,740,100	\$ 62,884,100	\$ -	\$ -	\$ 70,740,100	\$ -	\$ -	\$ 62,884,100	
Terminal Building	CM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Air Carrier	CM	\$ 125,520,250	\$ 1,216,875,000	\$ 94,140,188	\$ 24,854,050	\$ 6,526,013	\$ 91,265,620	\$ 5,615,000	\$ 298,603,750	
GA	CM	\$ 1,120,000	\$ 16,108,750	\$ -	\$ 784,000	\$ 386,000	\$ -	\$ 1,574,125	\$ 14,584,625	
Nav aids	CM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Glide slope	CM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Localizer	CM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
MALS	CM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
MALSR	CM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
DME	CM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Runway Lighting	CM	\$ 117,000	\$ 90,000	\$ 105,300	\$ 9,360	\$ 2,340	\$ 81,000	\$ 7,200	\$ 1,800	
Communications	CM	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ 6,400	\$ 1,600	
PAPI	CM	\$ -	\$ 455,000	\$ -	\$ -	\$ -	\$ 455,000	\$ -	\$ -	
REIL	CM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Master Plan	CM	\$ 4,750,000	\$ 800,000	\$ 4,275,000	\$ 220,000	\$ 25,000	\$ 720,000	\$ 64,000	\$ 16,000	
Environmental Assessment	CM	\$ 450,000	\$ 600,000	\$ 405,000	\$ 24,000	\$ 21,000	\$ 540,000	\$ 36,000	\$ 24,000	
Wx Reporting	CM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
A WOS-3 to A WOS-3 P-T	CM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
None to A WOS-3 P-T	CM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
A WOS-3 P-T to A WOS-4 or A303	CM	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 8,000	\$ 2,000	
		\$ 506,414,350	\$ 1,868,525,550	\$ 323,510,518	\$ 34,949,321	\$ 147,554,712	\$ 1,340,011,160	\$ 49,795,717	\$ 478,718,873	

Note: The State portion of the Commercial Service Subtotal reflects \$2 million per year, which is the maximum annual fiduciary responsibility of the Commonwealth to the MWAA airports per Title 58.1 of the Code of Virginia.

Runway Length	RL	\$ 8,722,222	\$ -	\$ 7,830,000	\$ 697,778	\$ 174,444	\$ -	\$ -	\$ -
Runway Width	RL	\$ 7,883,333	\$ -	\$ 7,095,000	\$ 630,667	\$ 157,667	\$ -	\$ -	\$ -
Taxiway	RL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
T-Hangars	RL	\$ 3,655,451	\$ 3,388,711	\$ -	\$ 182,773	\$ 3,472,679	\$ -	\$ 169,456	\$ 3,219,276
Conventional Hangars	RL	\$ 3,563,000	\$ 5,495,000	\$ -	\$ 178,150	\$ 3,384,850	\$ -	\$ 274,750	\$ 5,230,250
Apron Area	RL	\$ 9,695,000	\$ 12,845,000	\$ 8,725,500	\$ 775,600	\$ 193,900	\$ 11,560,500	\$ 1,027,600	\$ 266,900
Auto Parking	RL	\$ 494,261	\$ 322,700	\$ 406,585	\$ 70,141	\$ 17,535	\$ 267,930	\$ 43,816	\$ 10,954
Terminal Building	RL	\$ 3,076,300	\$ 2,817,300	\$ -	\$ 2,153,550	\$ 922,950	\$ -	\$ 1,972,250	\$ 845,250
Nav aids	RL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Glide slope	RL	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ 630,000	\$ 56,000	\$ 14,000
Localizer	RL	\$ 175,000	\$ 175,000	\$ 157,500	\$ 14,000	\$ 3,500	\$ 157,500	\$ 14,000	\$ 3,500
MALS	RL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MALSR	RL	\$ -	\$ 1,625,000	\$ -	\$ -	\$ -	\$ 1,462,500	\$ 150,000	\$ 32,500
DME	RL	\$ -	\$ 160,000	\$ -	\$ -	\$ -	\$ 144,000	\$ 12,800	\$ 3,200
Runway Lighting	RL	\$ 420,500	\$ 98,000	\$ 978,450	\$ 33,640	\$ 8,410	\$ 842,400	\$ 74,880	\$ 18,720
Communications	RL	\$ 283,835	\$ -	\$ 255,272	\$ 22,691	\$ 5,673	\$ -	\$ -	\$ -
VCHA	RL	\$ 70,000	\$ 70,000	\$ 63,000	\$ 5,600	\$ 1,400	\$ 63,000	\$ 5,600	\$ 1,400
REIL	RL	\$ 70,000	\$ 70,000	\$ 63,000	\$ 5,600	\$ 1,400	\$ 63,000	\$ 5,600	\$ 1,400
Master Plan	RL	\$ 1,200,000	\$ 400,000	\$ 1,080,000	\$ 96,000	\$ 24,000	\$ 360,000	\$ 32,000	\$ 8,000
Environmental Assessment	RL	\$ 450,000	\$ -	\$ 405,000	\$ 36,000	\$ 9,000	\$ -	\$ -	\$ -
Land Acquisition	RL	\$ 4,000,000	\$ -	\$ 3,600,000	\$ 320,000	\$ 80,000	\$ -	\$ -	\$ -
Wx Reporting	RL	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ 31,500	\$ 2,800	\$ 700
A WOS-3 to A WOS-3 P-T	RL	\$ 200,000	\$ -	\$ 180,000	\$ 16,000	\$ 4,000	\$ -	\$ -	\$ -
None to A WOS-3 P-T	RL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
A WOS-3 P-T to A WOS-4 or A303	RL	\$ 125,000	\$ 800,000	\$ 112,500	\$ 10,000	\$ 2,500	\$ 760,000	\$ 32,000	\$ 8,000
		\$ 44,083,303	\$ 29,839,912	\$ 30,371,807	\$ 5243,189	\$ 8,463,908	\$ 16,342,330	\$ 3,835,332	\$ 9,644,050
Runway Length	GR	\$ 3,605,556	\$ 2,841,667	\$ 3,245,000	\$ 288,444	\$ 72,111	\$ 2,557,500	\$ 227,333	\$ 56,833
Runway Width	GR	\$ 3,361,111	\$ 3,361,111	\$ 3,025,000	\$ 268,889	\$ 67,222	\$ 3,025,000	\$ 268,889	\$ 67,222
Taxiway	GR	\$ 10,013,511	\$ -	\$ 7,477,660	\$ 2,028,681	\$ 507,170	\$ -	\$ -	\$ -
T-Hangars	GR	\$ 2,726,961	\$ 4,381,300	\$ -	\$ 136,348	\$ 2,590,613	\$ -	\$ 219,065	\$ 4,162,285
Conventional Hangars	GR	\$ 3,733,850	\$ 3,679,750	\$ -	\$ 186,693	\$ 3,547,158	\$ -	\$ 183,988	\$ 3,495,763
Apron Area	GR	\$ 2,150,000	\$ 4,550,000	\$ 1,354,500	\$ 636,400	\$ 159,100	\$ 3,397,500	\$ 922,000	\$ 280,500
Auto Parking	GR	\$ 310,845	\$ 356,864	\$ 279,760	\$ 24,868	\$ 6,217	\$ 289,416	\$ 77,958	\$ 19,490
Terminal Building	GR	\$ 1,277,300	\$ 3,365,300	\$ -	\$ 894,250	\$ 383,250	\$ -	\$ 2,347,450	\$ 918,050
Nav aids	GR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Glide slope	GR	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -

Table 2

VIRGINIA AIR TRANSPORTATION SYSTEM PLAN

Unconstrained Implementation Plan - Costs By Project Type
(2002 Dollars)

Project Type	Service Role	2005 Total (\$)	2010 Total (\$)	2000-2005			2006-2020			20 Year Total
				Federal	State	Local	Federal	State	Local	
Localizer	GR	\$ 320,000	\$ 325,000	\$ 315,000	\$ 38,000	\$ 7,000	\$ 472,500	\$ 42,000	\$ 10,300	
MALS	GR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
MALSR	GR	\$ 325,000	\$ -	\$ 292,500	\$ 26,000	\$ 6,500	\$ -	\$ -	\$ -	
DME	GR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Runway Lighting	GR	\$ 148,000	\$ 112,000	\$ 138,200	\$ 11,840	\$ 2,960	\$ 100,800	\$ 8,960	\$ 2,240	
Communication	GR	\$ 72,000	\$ 359,495	\$ 64,800	\$ 5,760	\$ 1,440	\$ 325,546	\$ 28,760	\$ 7,190	
VOYA	GR	\$ 35,000	\$ 70,000	\$ 31,500	\$ 2,800	\$ 700	\$ -	\$ -	\$ 56,000	\$ 14,000
REIL	GR	\$ 175,000	\$ 245,000	\$ 157,500	\$ 14,000	\$ 3,500	\$ 189,000	\$ 44,800	\$ 11,200	
Master Plan	GR	\$ 1,100,000	\$ 680,000	\$ 990,000	\$ 88,000	\$ 22,000	\$ 61,200	\$ 54,400	\$ 13,600	
Environmental Assessment	GR	\$ 1,200,000	\$ 450,000	\$ 945,000	\$ 204,000	\$ 51,000	\$ 405,000	\$ 36,000	\$ 9,000	
Land Acquisition	GR	\$ 167,000	\$ 1,300,000	\$ 130,300	\$ 13,360	\$ 3,340	\$ 1,170,000	\$ 104,000	\$ 26,000	
Wx Reporting	GR	\$ 35,000	\$ -	\$ 31,500	\$ 2,800	\$ 700	\$ -	\$ -	\$ -	
AWOS-3 to AWOS-3 P-T	GR	\$ 480,000	\$ -	\$ 396,000	\$ 67,200	\$ 16,800	\$ -	\$ -	\$ -	
None to AWOS-3 P-T	GR	\$ 80,000	\$ -	\$ 72,000	\$ 6,400	\$ 1,600	\$ -	\$ -	\$ -	
AWOS-3 P-T to AWOS-4 or ASOS	GR	\$ 165,000	\$ 1,400,000	\$ 112,500	\$ 42,000	\$ 10,500	\$ 1,360,000	\$ 192,000	\$ 48,000	
New Airport	GR	\$ 11,000,000	\$ 5,000,000	\$ 9,900,000	\$ 880,000	\$ 220,000	\$ 4,300,000	\$ 400,000	\$ 100,000	
		\$ 45,511,333	\$ 32,757,684	\$ 29,973,720	\$ 5,856,732	\$ 7,680,881	\$ 18,352,241	\$ 5,213,603	\$ 9,191,822	
				\$ -	\$ -	\$ -				
Runway Length	OC	\$ 5,958,333	\$ 4,150,000	\$ 5,362,500	\$ 476,667	\$ 119,167	\$ 3,735,000	\$ 332,000	\$ 83,000	
Runway Width	OC	\$ 1,583,333	\$ 875,250	\$ 581,250	\$ 801,667	\$ 300,417	\$ 427,275	\$ 358,380	\$ 89,595	
Taxiway	OC	\$ 1,740,000	\$ -	\$ 1,251,000	\$ 391,200	\$ 97,800	\$ -	\$ -	\$ -	
T-Hangar	OC	\$ 1,847,528	\$ 1,880,453	\$ -	\$ 244,126	\$ 1,603,402	\$ -	\$ 499,266	\$ 1,381,187	
Conventional Hangar	OC	\$ 1,515,000	\$ 2,255,000	\$ -	\$ 304,500	\$ 1,210,500	\$ -	\$ 790,000	\$ 1,516,000	
Apron Area	OC	\$ 2,325,000	\$ 3,780,000	\$ 1,242,000	\$ 866,400	\$ 216,600	\$ 1,678,500	\$ 1,481,200	\$ 370,300	
Auto Parking	OC	\$ 130,560	\$ 29,333	\$ 95,004	\$ 28,445	\$ 7,111	\$ 79,316	\$ 112,013	\$ 28,003	
Terminal Building	OC	\$ 3,696,875	\$ 4,448,300	\$ -	\$ 2,587,813	\$ 1,109,063	\$ -	\$ 3,113,950	\$ 1,334,550	
Navaid	OC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Localizer	OC	\$ 250,000	\$ -	\$ -	\$ 230,000	\$ -	\$ -	\$ -	\$ -	
Runway Lighting	OC	\$ 34,000	\$ 1,018,750	\$ 48,600	\$ 4,330	\$ 1,080	\$ 916,875	\$ 81,500	\$ 20,375	
Communication	OC	\$ 8,000	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	
VOYA	OC	\$ 70,000	\$ 700,000	\$ 69,000	\$ 5,600	\$ 1,400	\$ 441,000	\$ 207,200	\$ 51,800	
REIL	OC	\$ 35,000	\$ 315,000	\$ 31,500	\$ 2,800	\$ 700	\$ 220,500	\$ 75,600	\$ 18,900	
Master Plan	OC	\$ 1,300,000	\$ 500,000	\$ 1,170,000	\$ 104,000	\$ 26,000	\$ 450,000	\$ 40,000	\$ 10,000	
Environmental Assessment	OC	\$ 875,000	\$ 450,000	\$ 787,500	\$ 70,000	\$ 17,500	\$ 405,000	\$ 36,000	\$ 9,000	
Land Acquisition	OC	\$ 853,480	\$ -	\$ 730,492	\$ 66,710	\$ 16,678	\$ -	\$ -	\$ -	
Other	OC	\$ 4,153,000	\$ -	\$ 2,846,700	\$ 529,040	\$ 783,260	\$ -	\$ -	\$ -	
Wx Reporting	OC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
None to AWOS-3 P-T	OC	\$ 250,000	\$ -	\$ 225,000	\$ 20,000	\$ 5,000	\$ -	\$ -	\$ -	
AWOS-3 P-T to AWOS-4 or ASOS	OC	\$ 100,000	\$ 100,000	\$ 90,000	\$ 8,000	\$ 2,000	\$ 90,000	\$ 8,000	\$ 2,000	
New Airports	OC	\$ 49,000,000	\$ 20,000,000	\$ 44,100,000	\$ 3,920,000	\$ 980,000	\$ 18,000,000	\$ 1,600,000	\$ 400,000	
		\$ 75,725,510	\$ 40,442,284	\$ 58,644,546	\$ 10,683,287	\$ 6,397,677	\$ 26,443,466	\$ 8,684,109	\$ 5,314,711	
Runway Length	LO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Runway Width	LO	\$ 583,333	\$ -	\$ -	\$ 466,667	\$ 116,667	\$ -	\$ -	\$ -	
ALP Update	LO	\$ 360,000	\$ 90,000	\$ -	\$ 288,000	\$ 72,000	\$ -	\$ 72,000	\$ 18,000	
Environmental Assessment	LO	\$ 300,000	\$ -	\$ 270,000	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	
Terminal Building	LO	\$ 210,000	\$ -	\$ -	\$ 147,000	\$ 63,000	\$ -	\$ -	\$ -	
VOYA	LO	\$ -	\$ 280,000	\$ -	\$ -	\$ -	\$ 63,000	\$ 178,600	\$ 43,400	
		\$ 1,453,333	\$ 370,000	\$ 270,000	\$ 925,667	\$ 257,667	\$ 63,000	\$ 245,600	\$ 61,400	
ALL	Runway Rehabilitation	\$ -	\$ 80,156,970	\$ -	\$ -	\$ -	\$ 19,898,830	\$ 48,254,496	\$ 12,063,624	
	Terminal Rehabilitation	\$ 9,228,102	\$ 46,140,510	\$ 6,544,778	\$ 2,196,833	\$ 486,492	\$ 3,273,888	\$ 10,994,164	\$ 2,432,458	
	System Planning	\$ 1,000,000	\$ 4,000,000	\$ 900,000	\$ 100,000	\$ -	\$ 3,000,000	\$ 400,000	\$ -	
		\$ 681,416,751	\$ 2,102,233,114	\$ 450,615,268	\$ 59,960,029	\$ 170,841,335	\$ 1,457,374,956	\$ 127,431,220	\$ 517,426,368	\$ 2,783,649,843
		\$ 405,816,731	\$ 484,998,114	\$ 251,842,868	\$ 53,960,029	\$ 100,013,835	\$ 274,693,456	\$ 97,431,220	\$ 112,873,458	\$ 890,814,845

Table 3

VIRGINIA AIR TRANSPORTATION SYSTEM PLAN
Summary Costs By Airport - Unconstrained Implementation Plan
(2002 Dollars)

Airport	2005 Total \$	2020 Total \$	2000-2005			2006-2020			Total
			Federal	State	Local	Federal	State	Local	
<i>Charlottesville-Abe marie</i>	\$ 3,055,100	\$ 6,274,600	\$ 360,000	\$ 566,050	\$ 2,129,050	\$ 3,130,000	\$ 458,000	\$ 2,686,600	\$ 9,329,700
<i>Lynchburg Regional</i>	\$ 6,096,500	\$ 3,393,750	\$ 3,693,600	\$ 731,320	\$ 1,671,580	\$ 1,643,750	\$ 261,750	\$ 1,488,250	\$ 9,490,250
<i>Newport News-Williamsburg International</i>	\$ 15,777,500	\$ 79,112,850	\$ 10,518,750	\$ 1,803,500	\$ 3,455,250	\$ 66,143,440	\$ 8,122,028	\$ 4,847,382	\$ 94,890,350
<i>Norfolk International</i>	\$ 127,582,000	\$ 128,937,000	\$ 35,687,500	\$ 12,101,600	\$ 59,792,900	\$ 63,135,000	\$ 8,144,250	\$ 57,657,750	\$ 256,519,000
<i>Richmond International</i>	\$ 72,028,450	\$ 29,485,800	\$ 51,274,418	\$ 13,099,351	\$ 7,654,682	\$ 21,564,970	\$ 2,056,664	\$ 5,864,166	\$ 101,514,250
<i>Roanoke Regional</i>	\$ 3,302,500	\$ 2,963,750	\$ 2,160,000	\$ 223,250	\$ 919,250	\$ 1,262,500	\$ 675,875	\$ 1,025,375	\$ 6,266,250
<i>Ronald Reagan Washington National</i>	\$ 1,000,000	\$ 18,805,000	\$ 900,000	\$ -	\$ 100,000	\$ 3,726,250	\$ -	\$ 15,078,750	\$ 19,805,000
<i>Shenandoah Valley Regional</i>	\$ 2,972,500	\$ 1,123,000	\$ 1,443,750	\$ 424,250	\$ 1,104,500	\$ 450,000	\$ 77,150	\$ 595,850	\$ 4,095,500
<i>Washington Dulles International</i>	\$ 274,600,000	\$ 1,598,430,000	\$ 197,872,500	\$ -	\$ 76,727,500	\$ 1,178,955,250	\$ -	\$ 419,474,750	\$ 1,873,030,000
<i>Chesapeake Regional</i>	\$ 1,565,500	\$ 830,000	\$ 347,850	\$ 528,970	\$ 688,680	\$ 270,000	\$ 69,250	\$ 490,750	\$ 2,395,500
<i>Chesterfield County</i>	\$ 1,209,956	\$ 1,748,642	\$ 107,961	\$ 64,096	\$ 1,037,899	\$ 355,278	\$ 90,941	\$ 1,302,423	\$ 2,958,598
<i>Hampton Roads</i>	\$ 10,730,000	\$ 5,368,250	\$ 9,139,500	\$ 841,150	\$ 749,350	\$ 3,387,475	\$ 1,248,870	\$ 731,905	\$ 16,098,250
<i>Hanover County Municipal</i>	\$ 2,351,500	\$ 3,067,500	\$ 1,137,600	\$ 599,120	\$ 614,780	\$ 2,090,250	\$ 223,050	\$ 754,200	\$ 5,419,000
<i>Leesburg Executive</i>	\$ 8,802,348	\$ 6,179,975	\$ 4,840,649	\$ 1,204,347	\$ 2,757,351	\$ 3,177,362	\$ 414,911	\$ 2,587,702	\$ 14,982,323
<i>Manassas Regional</i>	\$ 6,184,064	\$ 7,244,663	\$ 4,828,312	\$ 470,147	\$ 885,605	\$ 4,705,124	\$ 502,404	\$ 2,037,135	\$ 13,428,727
<i>Stafford Regional (New)</i>	\$ 3,150,941	\$ 1,677,170	\$ 889,300	\$ 733,190	\$ 1,528,451	\$ 292,500	\$ 230,108	\$ 1,154,561	\$ 4,828,111
<i>Warrenton-Fauquier</i>	\$ 10,089,594	\$ 3,723,712	\$ 9,080,634	\$ 807,167	\$ 201,792	\$ 2,064,341	\$ 1,073,997	\$ 585,374	\$ 13,813,306
<i>Accomack County</i>	\$ 3,839,275	\$ 583,591	\$ 3,309,548	\$ 302,282	\$ 227,446	\$ 117,187	\$ 24,752	\$ 441,652	\$ 4,422,866
<i>Blue Ridge</i>	\$ 1,322,915	\$ 106,178	\$ 859,873	\$ 333,683	\$ 129,358	\$ 95,561	\$ 8,494	\$ 2,124	\$ 1,429,093
<i>Culpeper County</i>	\$ 4,728,194	\$ 4,658,285	\$ 4,014,190	\$ 370,216	\$ 343,788	\$ 1,290,027	\$ 1,174,540	\$ 2,193,718	\$ 9,386,479
<i>Danville Regional</i>	\$ 350,000	\$ 1,755,000	\$ 90,000	\$ 20,500	\$ 239,500	\$ 1,107,000	\$ 124,650	\$ 523,350	\$ 2,105,000
<i>Dinwiddie County Airport</i>	\$ 1,797,540	\$ 1,357,369	\$ 864,299	\$ 118,687	\$ 814,554	\$ 180,000	\$ 73,868	\$ 1,103,500	\$ 3,154,909
<i>Farmville Regional</i>	\$ 3,837,621	\$ 1,012,500	\$ 2,879,900	\$ 287,878	\$ 669,844	\$ 310,500	\$ 345,350	\$ 356,650	\$ 4,850,121
<i>Ingalls Field</i>	\$ 175,000	\$ 268,000	\$ 157,500	\$ 14,000	\$ 3,500	\$ 97,200	\$ 16,640	\$ 154,160	\$ 443,000
<i>Lonesome Pine</i>	\$ 3,096,400	\$ 200,000	\$ 2,886,760	\$ 167,712	\$ 41,928	\$ 180,000	\$ 16,000	\$ 4,000	\$ 3,296,400
<i>Mecklenburg-Brunswick Regional</i>	\$ 40,000	\$ 3,420,889	\$ 36,000	\$ 3,200	\$ 800	\$ 2,336,300	\$ 408,171	\$ 676,418	\$ 3,460,889
<i>Middle Peninsula Regional</i>	\$ 750,000	\$ 3,922,230	\$ 123,750	\$ 333,250	\$ 293,000	\$ 2,334,192	\$ 421,793	\$ 1,166,245	\$ 4,672,230
<i>New River Valley</i>	\$ 40,000	\$ 200,000	\$ 36,000	\$ 3,200	\$ 800	\$ 180,000	\$ 16,000	\$ 4,000	\$ 240,000
<i>Shannon</i>	\$ 2,908,745	\$ 1,677,480	\$ 90,000	\$ 2,053,437	\$ 765,308	\$ -	\$ 1,133,809	\$ 543,671	\$ 4,586,224
<i>Sigfock Municipal</i>	\$ 4,221,000	\$ 2,020,000	\$ 3,290,400	\$ 320,730	\$ 609,870	\$ 146,250	\$ 526,750	\$ 1,347,000	\$ 6,241,000
<i>Tazewell County</i>	\$ 235,000	\$ 235,000	\$ 211,500	\$ 18,800	\$ 4,700	\$ 211,500	\$ 18,800	\$ 4,700	\$ 470,000
<i>Virginia Highlands</i>	\$ 3,975,000	\$ 5,177,222	\$ 832,500	\$ 226,500	\$ 2,916,000	\$ 4,659,500	\$ 414,178	\$ 103,544	\$ 9,152,222
<i>William M. Tuck</i>	\$ 802,500	\$ 591,995	\$ 265,500	\$ 378,850	\$ 158,150	\$ 517,046	\$ 38,210	\$ 16,740	\$ 1,394,495
<i>Winchester Regional</i>	\$ 392,143	\$ 571,948	\$ 126,000	\$ 23,807	\$ 242,335	\$ 90,000	\$ 31,597	\$ 450,351	\$ 964,091
<i>Rocky Mount/Franklin County (New)</i>	\$ 11,000,000	\$ 5,000,000	\$ 9,900,000	\$ 880,000	\$ 220,000	\$ 4,500,000	\$ 400,000	\$ 100,000	\$ 16,000,000
<i>Blackstone Municipal</i>	\$ 100,000	\$ 350,000	\$ 90,000	\$ 8,000	\$ 2,000	\$ 126,000	\$ 158,200	\$ 65,800	\$ 450,000
<i>Brookneal-Campbell County</i>	\$ 100,000	\$ 1,114,750	\$ 90,000	\$ 8,000	\$ 2,000	\$ 625,275	\$ 349,580	\$ 139,895	\$ 1,214,750
<i>Emporia-Greenville Regional</i>	\$ 640,000	\$ -	\$ 576,000	\$ -51,200	\$ 12,800	\$ -	\$ -	\$ -	\$ 640,000
<i>Franklin Municipal</i>	\$ -	\$ 205,000	\$ -	\$ -	\$ -	\$ 184,500	\$ 16,400	\$ 4,100	\$ 205,000

Airport	2005 Total \$	2020 Total \$	2000-2005			2006-2020			Total
			Federal	State	Local	Federal	State	Local	
<i>Front Royal-Warren County</i>	\$ 295,000	\$ 1,053,129	\$ 90,000	\$ 17,750	\$ 187,250	\$ 459,566	\$ 420,600	\$ 172,963	\$ 1,348,129
<i>Lee County (New)</i>	\$ 5,632,000	\$ 950,000	\$ 3,482,550	\$ 1,183,310	\$ 966,140	\$ 855,000	\$ 76,000	\$ 19,000	\$ 6,582,000
<i>Louisa County</i>	\$ 1,138,060	\$ 2,590,491	\$ 151,254	\$ 722,945	\$ 263,861	\$ 1,083,600	\$ 1,182,763	\$ 324,128	\$ 3,728,551
<i>Luray Caverns</i>	\$ 2,345,000	\$ 4,505,000	\$ 1,890,000	\$ 339,500	\$ 115,500	\$ 2,985,750	\$ 609,150	\$ 910,100	\$ 6,850,000
<i>Marks Municipal</i>	\$ 2,107,500	\$ 105,000	\$ 675,000	\$ 1,104,000	\$ 328,500	\$ -	\$ 84,000	\$ 21,000	\$ 2,212,500
<i>Mountain Empire</i>	\$ 887,159	\$ 1,037,500	\$ 522,000	\$ 61,758	\$ 303,401	\$ 351,000	\$ 484,450	\$ 202,050	\$ 1,924,659
<i>New Kent County</i>	\$ -	\$ 922,500	\$ -	\$ -	\$ -	\$ 90,000	\$ 583,750	\$ 248,750	\$ 922,500
<i>Orange County</i>	\$ 837,500	\$ -	\$ 90,000	\$ 397,500	\$ 350,000	\$ -	\$ -	\$ -	\$ 837,500
<i>Tangier Island</i>	\$ 1,190,208	\$ 336,750	\$ 783,750	\$ 293,229	\$ 113,229	\$ 303,075	\$ 26,940	\$ 6,735	\$ 1,526,958
<i>Tappahannock-Essex Co. (New)</i>	\$ 7,702,880	\$ 2,528,000	\$ 4,990,392	\$ 1,290,090	\$ 1,422,398	\$ 1,001,700	\$ 773,040	\$ 753,260	\$ 10,230,880
<i>Twin County</i>	\$ 542,500	\$ 100,000	\$ -	\$ 379,750	\$ 162,750	\$ 90,000	\$ 8,000	\$ 2,000	\$ 642,500
<i>Virginia Tech</i>	\$ 1,537,333	\$ 690,000	\$ 933,600	\$ 107,987	\$ 495,747	\$ 153,000	\$ 39,600	\$ 497,400	\$ 2,227,333
<i>Wakefield Municipal</i>	\$ 852,553	\$ 2,010,244	\$ 90,000	\$ 428,128	\$ 334,425	\$ -	\$ 1,172,065	\$ 838,179	\$ 2,862,797
<i>Williamsburg-Jamestown</i>	\$ 817,816	\$ 1,943,921	\$ 90,000	\$ 370,141	\$ 357,675	\$ 135,000	\$ 1,099,571	\$ 709,350	\$ 2,761,737
<i>Rockbridge County/Lexington</i>	\$ 11,000,000	\$ 5,000,000	\$ 9,900,000	\$ 880,000	\$ 220,000	\$ 4,500,000	\$ 400,000	\$ 100,000	\$ 16,000,000
<i>Northern Neck</i>	\$ 8,000,000	\$ 5,000,000	\$ 7,200,000	\$ 640,000	\$ 160,000	\$ 4,500,000	\$ 400,000	\$ 100,000	\$ 13,000,000
<i>Grundy (Replacement)</i>	\$ 30,000,000	\$ 10,000,000	\$ 27,000,000	\$ 2,400,000	\$ 600,000	\$ 9,000,000	\$ 800,000	\$ 200,000	\$ 40,000,000
<i>Bridgewater Air Park</i>	\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ 30,000
<i>Chase City Municipal</i>	\$ 30,000	\$ 70,000	\$ -	\$ 24,000	\$ 6,000	\$ 63,000	\$ 5,600	\$ 1,400	\$ 100,000
<i>Crewe Municipal</i>	\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ 30,000
<i>Falwell</i>	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ 30,000
<i>Gordonsville Municipal</i>	\$ 346,667	\$ -	\$ 135,000	\$ 169,333	\$ 42,333	\$ -	\$ -	\$ -	\$ 346,667
<i>Grundy Municipal</i>	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ 30,000
<i>Hartwood Field</i>	\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ 30,000
<i>Hummel Field</i>	\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ 30,000
<i>Lake Anna</i>	\$ 596,667	\$ -	\$ 135,000	\$ 369,333	\$ 92,333	\$ -	\$ -	\$ -	\$ 596,667
<i>Lawrenceville-Brunswick</i>	\$ 240,000	\$ -	\$ -	\$ 171,000	\$ 69,000	\$ -	\$ -	\$ -	\$ 240,000
<i>Lee County (To be closed 2003)</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Lunenburg County</i>	\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ 30,000
<i>New London</i>	\$ 30,000	\$ -	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ -	\$ -	\$ 30,000
<i>New Market</i>	\$ 30,000	\$ 70,000	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ 56,000	\$ 14,000	\$ 100,000
<i>Smith Mountain Lake</i>	\$ 30,000	\$ 70,000	\$ -	\$ 24,000	\$ 6,000	\$ -	\$ 56,000	\$ 14,000	\$ 100,000
<i>Tappahannock Municipal (To be closed 2006)</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Waynesboro</i>	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ 20,000	\$ 100,000
Runway Rehabilitation	\$ -	\$ 80,156,970	\$ -	\$ -	\$ -	\$ 19,838,850	\$ 48,254,496	\$ 12,063,624	\$ 80,156,970
Terminal Rehabilitation	\$ 9,228,102	\$ 46,140,510	\$ 6,544,778	\$ 2,196,833	\$ 486,492	\$ 32,723,888	\$ 10,984,164	\$ 2,452,458	\$ 55,368,612
System Planning	\$ 1,000,000	\$ 4,000,000	\$ 900,000	\$ 100,000	\$ -	\$ 3,600,000	\$ 400,000	\$ -	\$ 5,000,000
PROGRAM TOTAL	\$ 681,416,731	\$ 2,102,233,114	\$ 450,615,368	\$ 59,960,029	\$ 170,841,335	\$ 1,457,374,956	\$ 127,431,220	\$ 517,426,938	\$ 2,783,649,845
PROGRAM TOTAL (without MWAA)	\$ 405,816,731	\$ 484,998,114	\$ 251,842,868	\$ 53,960,029	\$ 100,013,835	\$ 274,693,456	\$ 97,431,220	\$ 112,873,438	\$ 890,814,845

Note: The State portion of the Commercial Service Subtotal reflects \$2 million per year, which is the maximum annual fiduciary responsibility of the Commonwealth to the MWAA airports per Title 38.1 of the Code of Virginia.

Table 4

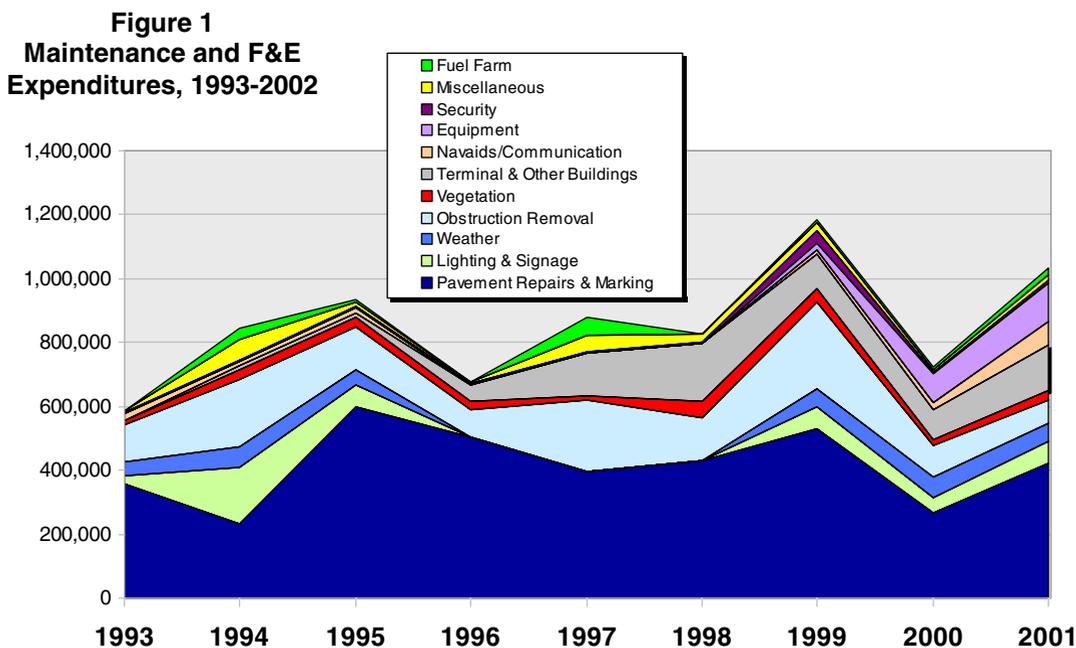
VIRGINIA AIR TRANSPORTATION SYSTEM PLAN

Summary by Service Role and Funding Source
(2002 Dollars)

	2005 Total (\$)	2020 Total (\$)	2000-2005			2006-2020			Total
			Federal	State	Local	Federal	State	Local	
CM	\$ 506,414,550	\$ 1,868,525,750	\$ 323,910,518	\$ 34,949,321	\$ 147,554,712	\$ 1,340,011,160	\$ 49,795,717	\$ 478,718,873	\$ 2,374,940,300
RL	\$ 44,083,903	\$ 29,839,912	\$ 30,371,807	\$ 5,248,189	\$ 8,463,908	\$ 16,342,330	\$ 3,853,532	\$ 9,644,050	\$ 73,923,815
GR	\$ 43,511,333	\$ 32,757,686	\$ 29,973,720	\$ 5,856,732	\$ 7,680,881	\$ 18,352,261	\$ 5,213,603	\$ 9,191,822	\$ 76,269,020
GC	\$ 75,725,510	\$ 40,442,286	\$ 58,644,546	\$ 10,683,287	\$ 6,397,677	\$ 26,443,466	\$ 8,684,109	\$ 5,314,711	\$ 116,167,795
LO	\$ 1,453,333	\$ 370,000	\$ 270,000	\$ 925,667	\$ 257,667	\$ 63,000	\$ 245,600	\$ 61,400	\$ 1,823,333
Runway Rehabilitation	\$ -	\$ 80,156,970	\$ -	\$ -	\$ -	\$ 19,838,850	\$ 48,254,496	\$ 12,063,624	\$ 80,156,970
Terminal Rehabilitation	\$ 9,228,102	\$ 46,140,510	\$ 6,544,778	\$ 2,196,833	\$ 486,492	\$ 32,723,888	\$ 10,984,164	\$ 2,432,458	\$ 55,368,612
System Planning	\$ 1,000,000	\$ 4,000,000	\$ 900,000	\$ 100,000	\$ -	\$ 3,600,000	\$ 400,000	\$ -	\$ 5,000,000
PROGRAM TOTAL	\$ 681,416,731	\$ 2,102,233,114	\$ 450,615,368	\$ 59,960,029	\$ 170,841,335	\$ 1,457,374,956	\$ 127,431,220	\$ 517,426,938	\$ 2,783,649,845
PROGRAM TOTAL (without MWAAs)	\$ 405,816,731	\$ 484,998,114	\$ 251,842,868	\$ 53,960,029	\$ 100,013,835	\$ 274,693,456	\$ 97,431,220	\$ 112,873,438	\$ 890,814,845

Historical funding expenditures, as detailed in the Department of Aviation Maintenance Program Funding Status Reports, were categorized in an effort to group them by the general purpose for which they were spent. For example, all expenditures for crack sealing, joint repairs, and seal coating were categorized as "Pavement" maintenance. No differentiation was made with regard to the type or location of the pavement being repaired. Similarly, radio equipment, rotating beacons, and all lighting related to navigational equipment (i.e. PAPIs) were categorized as "Nav aids/Communication".

Program Funding Status Reports for FY 1993 through FY 2002 were used to sum expenditure categories for each fiscal year. Once categorized and summed, the expenditures were graphed in order to display spending trends over the last decade. Figure 1 depicts the results of this analysis.



Estimation of Annual Pavement Maintenance Funding Needs

The largest expense of the Maintenance Program is pavement maintenance. Therefore, the annual cost to maintain pavement (runways, taxiways, and aprons) was estimated. The expected service life of pavement was assumed to be 20 years, which represents the approximate amount of time for which pavement can be expected to meet the requirements for which it was intended in a cost effective manner. Pavement ceases to be cost effective when it reaches the point at which it would be cheaper to replace than to maintain. The cost to maintain pavement over its expected service life was divided by the number of years in the life cycle to determine that the annual amount of needed pavement maintenance is more than \$900,000, as detailed in Table 5. This is for pavement maintenance only. Runway rehabilitation costs are capital expenditures and are included in Tables 1 through 4. Given that the average historical expenditures for the last nine years was \$416,000, ranging from a low of \$235,000 in 1994 to a high of \$599,000 in 1995, there is a substantial gap between historical expenditures and actual need.

Table 5
 VIRGINIA AIR TRANSPORTATION SYSTEM PLAN
 Estimated 20-Yr Pavement Maintenance Costs

	Year																				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	TOTAL
Runway																					
<i>Repair</i>																					
Asphalt Pavement Maintenance					\$1,352,784			\$2,254,640							\$1,352,784			\$2,254,640			\$7,214,849
<i>Marking</i>																					
Cost: Commercial Service		\$289,307		\$289,307		\$289,307		\$289,307		\$289,307		\$289,307		\$289,307		\$289,307		\$289,307		\$289,307	\$2,893,065
Cost: GA Airports				\$435,919				\$435,919				\$435,919				\$435,919				\$435,919	\$2,179,597
TOTAL	\$0	\$289,307	\$0	\$725,226	\$1,352,784	\$289,307	\$0	\$2,979,866	\$0	\$289,307	\$0	\$725,226	\$0	\$289,307	\$0	\$2,078,010	\$0	\$289,307	\$2,254,640	\$725,226	\$12,287,511
Taxiway																					
<i>Repair</i>																					
Asphalt Pavement Maintenance					\$372,168			\$620,280							\$372,168			\$620,280			\$1,984,896
TOTAL	\$0	\$0	\$0	\$0	\$372,168	\$0	\$0	\$620,280	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$372,168	\$0	\$0	\$620,280	\$0	\$1,984,896
Apron																					
<i>Repair</i>																					
Asphalt Pavement Maintenance					\$798,385			\$1,330,642							\$798,385			\$1,330,642			\$4,258,053
TOTAL	\$0	\$0	\$0	\$0	\$798,385	\$0	\$0	\$1,330,642	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$798,385	\$0	\$0	\$1,330,642	\$0	\$4,258,053
TOTAL	\$0	\$289,307	\$0	\$725,226	\$2,523,337	\$289,307	\$0	\$4,930,788	\$0	\$289,307	\$0	\$725,226	\$0	\$289,307	\$0	\$3,248,563	\$0	\$289,307	\$4,205,562	\$725,226	\$18,530,460

	Cost Over Life	Per Year*
Runway	\$12,287,511	\$614,376
Taxiway	\$1,984,896	\$99,245
Apron	\$4,258,053	\$212,903
SUBTOTAL	\$18,530,460	\$926,523
TOTAL	\$18,530,460	\$926,523

* Runway, Taxiway, And Apron based on 20 year economic life

Note: Runway marking is assumed to occur every two years for Commercial Service airports and every four years for GA airports.

Note: The cost estimate for pavement maintenance assumes the following repair schedule:

- Year 5: 3 percent of the total sf of pavement will be repaired.
- Year 8: 5 percent of the total sf of pavement will be repaired.
- Year 11: Pavement overlay
- Year 16: 3 percent of the total sf of pavement will be repaired.
- Year 19: 5 percent of the total sf of pavement will be repaired.