

AIRPORT REGULATORY RELIEF ACT OF 2025

MARCH 16, 2026.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. GRAVES, from the Committee on Transportation and Infrastructure, submitted the following

R E P O R T

[To accompany H.R. 6427]

[Including cost estimate of the Congressional Budget Office]

The Committee on Transportation and Infrastructure, to whom was referred the bill (H.R. 6427) to amend title 49, United States Code, to permit the use of State highway standards for airfield pavement construction and improvement under certain circumstances, and for other purposes, having considered the same, reports favorably thereon with an amendment and recommends that the bill as amended do pass.

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The amendment is as follows:

Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE.

This Act may be cited as the “Airport Regulatory Relief Act of 2025”.

SEC. 2. USE OF STATE HIGHWAY STANDARDS.

Section 47114(d)(4) of title 49, United States Code, is amended to read as follows:

“(4) USE OF STATE HIGHWAY SPECIFICATIONS.—

“(A) IN GENERAL.—The Secretary shall use the highway specifications of a State for airfield pavement construction and improvement using funds made available under this subsection or subsection (c)(1)(D) at nonprimary airports serving aircraft that do not exceed 60,000 pounds gross weight if—

“(i) such State provides notice to the Secretary that nonprimary airports in the State intend to use such highway specifications; and

“(ii) the Secretary determines that such specifications will not negatively affect safety.

“(B) DEADLINE.—The Secretary shall make a determination described in subparagraph (A)(ii) not later than 6 months after a State provides notice to the Secretary under subparagraph (A)(i).

“(C) EXTENSION.—If the Secretary determines that the time provided under subparagraph (B) is insufficient to make a determination, the Secretary may extend the determination period by 6 months, so long as the Secretary—

“(i) notifies the State that provided notice pursuant to subparagraph (A)(i) of the extension; and

“(ii) provides justification for the extension to such State.

“(D) ADDITIONAL EXTENSIONS.—The Secretary may authorize additional extensions under subparagraph (C).”.

PURPOSE OF LEGISLATION

The purpose of H.R. 6427, as amended, is to amend title 49, United States Code, to permit the use of State highway standards for airfield pavement construction and improvement under certain circumstances, and for other purposes.

BACKGROUND AND NEED FOR LEGISLATION

Historically, certain non-primary airports seeking to use state highway specifications for an airfield pavement construction project instead of Federal aviation paving standards had to formally request approval from the Secretary of Transportation. The formality of requesting permission to use state highway specifications can lead to increased backlogs of approvals and increased project construction time.

H.R. 6427, as amended, affords certain non-primary airports the opportunity to be more agile in their project planning by removing the requirement that states formally request permission from the Secretary to use state highway specifications. By allowing states to notify the Secretary of their intention to use state highway specifications, rather than request permission, critical airfield pavement construction projects will no longer be subject to lengthy and bureaucratic delays. To ensure safety, H.R. 6427, as amended, maintains the requirement that the Secretary of Transportation make a determination on whether the use of such state highway standards would negatively affect aviation safety. However, the Secretary’s determination must now be made within six months after receiving an initial notification from a non-primary airport. The Secretary is further allowed to issue themselves additional six-month extensions, so long as the Secretary provides notice and justification for each extension.

HEARINGS

For the purposes of rule XIII, clause 3(c)(6)(A) of the 119th Congress—

The following hearing was used to develop or consider H.R. 6427: On Tuesday, April 8, 2025, the Subcommittee on Aviation held a hearing entitled, “*America Builds: Airport Infrastructure, Safety, and Regulatory Environment*.” At the hearing, Members received testimony from Mr. Michael Landguth, President, Chief Executive Officer, Raleigh-Durham Airport Authority (RDU); Mr. Lawrence Krauter, Chief Executive Officer, Cincinnati & Northern Kentucky International Airport (CVG); and Mr. Andre Sutton, International Vice President, Director, Air Division, Transport Workers Union of America, AFL–CIO. The hearing examined the current state of America’s airport infrastructure and regulatory hurdles that airports face when renovating outdated infrastructure.

LEGISLATIVE HISTORY AND CONSIDERATION

H.R. 6427, the “*Airport Regulatory Relief Act of 2025*,” was introduced in the United States House of Representatives on December 4, 2025, by Representative Nicholas Begich (R–AK), with Representatives Ed Case (D–HI), David Taylor (R–OH) and Jill Tokuda (D–HI) as original cosponsors, and referred to the Committee on Transportation and Infrastructure. Within the Committee on Transportation and Infrastructure, H.R. 6427 was referred to the Subcommittee on Aviation. The Subcommittee on Aviation was discharged from further consideration of H.R. 6427 on December 18, 2025.

The Committee considered H.R. 6427 on December 18, 2025, and ordered the measure to be reported to the House with a favorable recommendation, with amendment, by voice vote.

The following amendment was offered:

An Amendment in the Nature of a Substitute to H.R. 6427, offered by Mr. Begich of Alaska; was AGREED TO by voice vote.

COMMITTEE VOTES

Clause 3(b) of rule XIII of the Rules of the House of Representatives requires each committee report to include the total number of votes cast for and against on each record vote on a motion to report and on any amendment offered to the measure or matter, and the names of those members voting for and against.

No recorded votes were requested.

COMMITTEE OVERSIGHT FINDINGS AND RECOMMENDATIONS

With respect to the requirements of clause 3(c)(1) of rule XIII of the Rules of the House of Representatives, the Committee’s oversight findings and recommendations are reflected in this report.

NEW BUDGET AUTHORITY AND TAX EXPENDITURES

Clause 3(c)(2) of rule XIII of the Rules of the House of Representatives does not apply where a cost estimate and comparison prepared by the Director of the Congressional Budget Office under section 402 of the *Congressional Budget Act of 1974* has been timely

submitted prior to the filing of the report and is included in the report. Such a cost estimate is included in this report.

CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

With respect to the requirement of clause 3(c)(3) of rule XIII of the Rules of the House of Representatives and section 402 of the *Congressional Budget Act of 1974*, the Committee has received the enclosed cost estimate for H.R. 6427 from the Director of the Congressional Budget Office:

H.R. 6427, Airport Regulatory Relief Act of 2025			
As ordered reported by the House Committee on Transportation and Infrastructure on December 18, 2025			
By Fiscal Year, Millions of Dollars	2026	2026-2031	2026-2036
Direct Spending (Outlays)	0	*	0
Revenues	0	0	0
Increase or Decrease (-) in the Deficit	0	*	0
Spending Subject to Appropriation (Outlays)	0	0	0
Increases <i>net direct spending</i> in any of the four consecutive 10-year periods beginning in 2037?	No	Statutory pay-as-you-go procedures apply?	Yes
		Mandate Effects	
Increases <i>on-budget deficits</i> in any of the four consecutive 10-year periods beginning in 2037?	No	Contains intergovernmental mandate?	No
		Contains private-sector mandate?	No
* = between -\$500,000 and \$500,000.			

H.R. 6427 would amend requirements for the Airport Improvement Program (AIP) grants to nonprimary airports by streamlining the process for using state construction standards in airfield pavement projects. Under current law, airports generally are required to use Federal Aviation Administration (FAA) construction standards to receive AIP funding for such projects. However, certain nonprimary airports may use state standards if the FAA determines they would not negatively affect safety or pavement quality. The bill would allow nonprimary airports to declare their intent to use state standards rather than FAA standards.

H.R. 6427 would not change the total amount of AIP grants awarded. However, CBO expects that the bill could affect the timing of spending for certain projects that use previously appropriated funds. On that basis, CBO estimates that enacting H.R. 6427 would have an insignificant effect on direct spending over the 2026–2031 period and no net effect over the 2026–2036 period. Implementing the bill would not affect spending subject to appropriation.

The CBO staff contact for this estimate is Emma Uebelhor. The estimate was reviewed by H. Samuel Papenfuss, Deputy Director of Budget Analysis.

PHILLIP L. SWAGEL,
Director, Congressional Budget Office.

PERFORMANCE GOALS AND OBJECTIVES

With respect to the requirement of clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the performance goal and objective of this legislation is to amend title 49, United States Code, to permit the use of State highway standards for airfield pavement construction and improvement under certain circumstances, and for other purposes.

DUPLICATION OF FEDERAL PROGRAMS

Pursuant to clause 3(c)(5) of rule XIII of the Rules of the House of Representatives, the Committee finds that no provision of H.R. 6427 establishes or reauthorizes a program of the Federal government known to be duplicative of another Federal program, a program that was included in any report from the Government Accountability Office to Congress pursuant to section 21 of Public Law 111–139, or a program related to a program identified in the most recent Catalog of Federal Domestic Assistance.

CONGRESSIONAL EARMARKS, LIMITED TAX BENEFITS, AND LIMITED TARIFF BENEFITS

In compliance with clause 9 of rule XXI of the Rules of the House of Representatives, this bill, as reported, contains no congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9(e), 9(f), or 9(g) of the rule XXI.

FEDERAL MANDATES STATEMENT

An estimate of Federal mandates prepared by the Director of the Congressional Budget Office pursuant to section 423 of the *Unfunded Mandates Reform Act* was not made available to the Committee in time for the filing of this report. The Chairman of the Committee shall cause such estimate to be printed in the *Congressional Record* upon its receipt by the Committee.

PREEMPTION CLARIFICATION

Section 423 of the *Congressional Budget Act of 1974* requires the report of any Committee on a bill or joint resolution to include a statement on the extent to which the bill or joint resolution is intended to preempt state, local, or tribal law. The Committee finds that H.R. 6427 does not preempt any state, local, or tribal law.

ADVISORY COMMITTEE STATEMENT

No advisory committees within the definition of Section 5(b) of the appendix to Title 5, United States Code, are created by this legislation.

APPLICABILITY TO LEGISLATIVE BRANCH

The Committee finds that the legislation does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the *Congressional Accountability Act* (Public Law 104–1).

SECTION-BY-SECTION ANALYSIS OF THE LEGISLATION

Section 1. Short title

This section provides that this bill may be cited as the “*Airport Regulatory Relief Act of 2025*.”

Section 2. Use of state highway standards

This section amends title 49, United States Code, section 47114(d)(4) to allow non-primary airports serving aircraft that do not exceed 60,000 pounds of gross weight to use state highway specifications for airfield pavement construction projects if the state provides notice to the Secretary of Transportation that they intend to use such specifications and the Secretary subsequently determines the specifications will not negatively impact aviation safety.

Additionally, this section requires the Secretary to make a determination on the impact to aviation safety within six months. If the Secretary determines that six months is an inadequate time to make such a determination, the Secretary may extend the determination period by an extra six months provided the Secretary notifies the state of such an extension.

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

In compliance with clause 3(e) of rule XIII of the Rules of the House of Representatives, changes in existing law made by the bill, as reported, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in *italic*, existing law in which no change is proposed is shown in roman):

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

In compliance with clause 3(e) of rule XIII of the Rules of the House of Representatives, changes in existing law made by the bill, as reported, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in *italics*, and existing law in which no change is proposed is shown in roman):

TITLE 49, UNITED STATES CODE

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SUBTITLE VII—AVIATION PROGRAMS

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PART B—AIRPORT DEVELOPMENT AND NOISE

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CHAPTER 471—AIRPORT DEVELOPMENT

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SUBCHAPTER I—AIRPORT IMPROVEMENT

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§ 47114. Apportionments

(a) DEFINITION.—In this section, “amount subject to apportionment” means the amount newly made available under section 48103 of this title for a fiscal year.

(b) APPORTIONMENT DATE.—On the first day of each fiscal year, the Secretary of Transportation shall apportion the amount subject to apportionment for that fiscal year as provided in this section.

(c) AMOUNTS APPORTIONED TO SPONSORS.—

(1) PRIMARY AND COMMERCIAL SERVICE AIRPORTS.—

(A) PRIMARY AIRPORT APPORTIONMENT.—The Secretary shall apportion to the sponsor of each primary airport for each fiscal year an amount equal to—

(i) \$15.60 for each of the first 50,000 passenger boardings at the airport during the prior calendar year;

(ii) \$10.40 for each of the next 50,000 passenger boardings at the airport during the prior calendar year;

(iii) \$5.20 for each of the next 400,000 passenger boardings at the airport during the prior calendar year;

(iv) \$1.30 for each of the next 500,000 passenger boardings at the airport during the prior calendar year; and

(v) \$1.00 for each additional passenger boarding at the airport during the prior calendar year.

(B) MINIMUM AND MAXIMUM APPORTIONMENTS.—Not less than \$1,300,000 nor more than \$22,000,000 may be apportioned under subparagraph (A) to an airport sponsor for a primary airport for each fiscal year.

(C) NEW AIRPORT.—Notwithstanding subparagraph (A), the Secretary shall apportion in the first fiscal year following the official opening of a new airport with scheduled passenger air transportation an amount equal to \$1,300,000 to the sponsor of such airport.

(D) NONPRIMARY COMMERCIAL SERVICE AIRPORT APPORTIONMENT.—

(i) IN GENERAL.—The Secretary shall apportion to each commercial service airport that is not a primary airport an amount equal to—

(I) \$60 for each of the first 2,500 passenger boardings at the airport during the prior calendar year; and

(II) \$153.33 for each of the next 7,499 passenger boardings at the airport during the prior calendar year.

(ii) APPLICABILITY.—Paragraphs (4) and (5) of subsection (d) shall apply to funds apportioned under this subparagraph.

(E) PUBLIC AIRPORTS WITH MILITARY USE.—Notwithstanding any other provision of law, a public airport shall be considered a primary airport in each of fiscal years

2025 through 2028 for purposes of this chapter if such airport was—

- (i) designated as a primary airport in fiscal year 2017; and
- (ii) in use by an air reserve station in the calendar year used to calculate apportionments to airport sponsors in a fiscal year.

(F) SPECIAL RULE FOR FISCAL YEAR 2024.—Notwithstanding any other provision of this paragraph or the absence of scheduled passenger service at an airport, the Secretary shall apportion in fiscal year 2024 to the sponsor of an airport an amount based on the number of passenger boardings at the airport during whichever of the following years that would result in the highest apportioned amount under this paragraph:

- (i) Calendar year 2018.
- (ii) Calendar year 2019.
- (iii) The prior full calendar year prior to fiscal year 2024.

(2) CARGO AIRPORTS.—

(A) APPORTIONMENT.—Subject to subparagraph (D), the Secretary shall apportion an amount equal to 4 percent of the amount subject to apportionment each fiscal year to the sponsors of airports served by aircraft providing air transportation of only cargo with a total annual landed weight of more than 25,000,000 pounds.

(B) SUBALLOCATION FORMULA.—Any funds apportioned under subparagraph (A) to sponsors of airports described in subparagraph (A) shall be allocated among those airports in the proportion that the total annual landed weight of aircraft described in subparagraph (A) landing at each of those airports bears to the total annual landed weight of those aircraft landing at all those airports.

(C) DISTRIBUTION TO OTHER AIRPORTS.—Before apportioning amounts to the sponsors of airports under subparagraph (A) for a fiscal year, the Secretary may set-aside a portion of such amounts for distribution to the sponsors of other airports, selected by the Secretary, that the Secretary finds will be served primarily by aircraft providing air transportation of only cargo.

(D) DETERMINATION OF LANDED WEIGHT.—Landed weight under this paragraph is the landed weight of aircraft landing at each airport described in subparagraph (A) during the prior calendar year.

(d) AMOUNTS APPORTIONED FOR GENERAL AVIATION AIRPORTS.—

(1) DEFINITIONS.—In this subsection, the following definitions apply:

(A) AREA.—The term “area” includes land and water.

(B) POPULATION.—The term “population” means the population stated in the latest decennial census of the United States.

(2) APPORTIONMENT.—In any fiscal year in which the total amount made available under section 48103 is \$3,200,000,000 or more, rather than making an apportionment under paragraph (2), the Secretary shall apportion 25 percent of the

amount subject to apportionment for each fiscal year as follows:

- (A) To each airport, excluding commercial service airports but including reliever airports, in States the lesser of—
 - (i) \$150,000; or
 - (ii) 1/5 of the most recently published estimate of the 5-year costs for airport improvement for the airport, as listed in the national plan of integrated airport systems developed by the Federal Aviation Administration under section 47103.
 - (B) Any remaining amount to States as follows:
 - (i) 0.62 percent of the remaining amount to Guam, American Samoa, the Commonwealth of the Northern Mariana Islands, and the Virgin Islands.
 - (ii) Except as provided in paragraph (4), 49.69 percent of the remaining amount for airports, excluding commercial service airports but including reliever airports, in States not named in clause (i) in the proportion that the population of each of those States bears to the total population of all of those States.
 - (iii) Except as provided in paragraph (4), 49.69 percent of the remaining amount for airports, excluding commercial service airports but including reliever airports, in States not named in clause (i) in the proportion that the area of each of those States bears to the total area of all of those States.
 - (C) An airport that has previously been listed as unclassified under the national plan of integrated airport systems that has reestablished the classified status of such airport as of the date of apportionment shall be eligible to accrue apportionment funds pursuant to subparagraph (A) so long as such airport retains such classified status.
- (3) AIRPORTS IN NONCONTIGUOUS STATES AND TERRITORIES.—
- (A) ALASKA, PUERTO RICO, AND HAWAII.—An amount apportioned under this subsection to Alaska, Puerto Rico, or Hawaii for airports in such State may be made available by the Secretary for any public airport in those respective jurisdictions.
 - (B) OTHER TERRITORIES.—An amount apportioned under paragraph (2)(B)(i) may be made available by the Secretary for any public-use airport in Guam, American Samoa, the Northern Mariana Islands, or the Virgin Islands if the Secretary determines that there are insufficient qualified grant applications for projects at airports that are otherwise eligible for funding under that paragraph. The Secretary shall prioritize the use of such amounts in the territory the amount was originally apportioned in.
- [(4) USE OF STATE HIGHWAY SPECIFICATIONS.—The Secretary shall use the highway specifications of a State for airfield pavement construction and improvement using funds made available under this subsection or subsection (c)(1)(D) at nonprimary airports serving aircraft that do not exceed 60,000 pounds gross weight if—

- [(A) such State requests the use of such specifications; and
 - [(B) the Secretary determines that—
 - [(i) safety will not be negatively affected; and
 - [(ii) the life of the pavement, with necessary maintenance and upkeep, will not be shorter than it would be if constructed using Administration standards.]]
- (4) *USE OF STATE HIGHWAY SPECIFICATIONS.—*
 - (A) *IN GENERAL.—The Secretary shall use the highway specifications of a State for airfield pavement construction and improvement using funds made available under this subsection or subsection (c)(1)(D) at nonprimary airports serving aircraft that do not exceed 60,000 pounds gross weight if—*
 - (i) *such State provides notice to the Secretary that nonprimary airports in the State intend to use such highway specifications; and*
 - (ii) *the Secretary determines that such specifications will not negatively affect safety.*
 - (B) *DEADLINE.—The Secretary shall make a determination described in subparagraph (A)(ii) not later than 6 months after a State provides notice to the Secretary under subparagraph (A)(i).*
 - (C) *EXTENSION.—If the Secretary determines that the time provided under subparagraph (B) is insufficient to make a determination, the Secretary may extend the determination period by 6 months, so long as the Secretary—*
 - (i) *notifies the State that provided notice pursuant to subparagraph (A)(i) of the extension; and*
 - (ii) *provides justification for the extension to such State.*
 - (D) *ADDITIONAL EXTENSIONS.—The Secretary may authorize additional extensions under subparagraph (C).*
- (5) *INTEGRATED AIRPORT SYSTEM PLANNING.—Notwithstanding any other provision of this section, funds made available under this subsection or subsection (c)(1)(D) may be used for integrated airport system planning that encompasses one or more primary airports.*
- (6) *ELIGIBILITY TO RECEIVE PRIMARY AIRPORT MINIMUM APPORTIONMENT AMOUNT.—Notwithstanding any other provision of this subsection, the Secretary may apportion to an airport sponsor in a fiscal year an amount equal to the minimum apportionment available under subsection (c)(1)(B) if the Secretary finds that the airport—*
 - (A) *received scheduled or unscheduled air service from a large certificated air carrier (as defined in part 241 of title 14, Code of Federal Regulations, or such other regulations as may be issued by the Secretary under the authority of section 41709) in the calendar year used to calculate the apportionment; and*
 - (B) *had more than 10,000 passenger boardings in the calendar year used to calculate the apportionment.*
- (e) *SUPPLEMENTAL APPORTIONMENT FOR ALASKA.—*
 - (1) *IN GENERAL.—Notwithstanding subsections (c) and (d) of this section, the Secretary may apportion amounts for airports*

in Alaska in the way in which amounts were apportioned in the fiscal year ending September 30, 1980, under section 15(a) of the Act. However, in apportioning amounts for a fiscal year under this subsection, the Secretary shall apportion—

(A) for each primary airport at least as much as would be apportioned for the airport under subsection (c)(1) of this section; and

(B) a total amount at least equal to the minimum amount required to be apportioned to airports in Alaska in the fiscal year ending September 30, 1980, under section 15(a)(3)(A) of the Act.

(2) **AUTHORITY FOR DISCRETIONARY GRANTS.**—This subsection does not prohibit the Secretary from making project grants for airports in Alaska from the discretionary fund under section 47115 of this title.

(3) **AIRPORTS ELIGIBLE FOR FUNDS.**—An amount apportioned under this subsection may be used for any public airport in Alaska.

(4) **SPECIAL RULE.**—In any fiscal year in which the total amount made available under section 48103 is \$3,200,000,000 or more, the amount that may be apportioned for airports in Alaska under paragraph (1) shall be increased by doubling the amount that would otherwise be apportioned.

(f) **REDUCING APPORTIONMENTS.**—

(1) **IN GENERAL.**—Subject to paragraph (3), an amount that would be apportioned under this section (except subsection (c)(2)) in a fiscal year to the sponsor of a medium or large hub airport for which a charge is imposed in the fiscal year under section 40117 of this title shall be reduced by an amount equal to—

(A) in the case of a charge of \$3.00 or less—

(i) except as provided in clause (ii), 40 percent of the projected revenues from the charge in the fiscal year but not by more than 40 percent of the amount that otherwise would be apportioned under this section; or

(ii) with respect to an airport in Hawaii, 40 percent of the projected revenues from the charge in the fiscal year but not by more than 40 percent of the excess of—

(I) the amount that otherwise would be apportioned under this section; over

(II) the amount equal to the amount specified in subclause (I) multiplied by the percentage of the total passenger boardings at the applicable airport that are comprised of interisland passengers; and

(B) in the case of a charge of more than \$3.00—

(i) except as provided in clause (ii), 60 percent of the projected revenues from the charge in the fiscal year but not by more than 60 percent of the amount that otherwise would be apportioned under this section; or

(ii) with respect to an airport in Hawaii, 60 percent of the projected revenues from the charge in the fiscal year but not by more than 60 percent of the excess of—

(I) the amount that otherwise would be apportioned under this section; over

(II) the amount equal to the amount specified in subclause (I) multiplied by the percentage of the total passenger boardings at the applicable airport that are comprised of interisland passengers.

(2) EFFECTIVE DATE OF REDUCTION.—

(A) NEW CHARGE COLLECTION.—A reduction in an apportionment under paragraph (1) shall not take effect until the first fiscal year following the year in which the collection of the charge imposed under section 40117 has begun.

(B) NEW CATEGORIZATION.—A reduction in an apportionment under paragraph (1) shall only be applied to an airport if such airport has been designated as a medium or large hub airport for 3 consecutive years.

(g) SUPPLEMENTAL APPORTIONMENT FOR PUERTO RICO AND UNITED STATES TERRITORIES.—The Secretary shall apportion amounts for airports in Puerto Rico and all other United States territories in accordance with this section. This subsection does not prohibit the Secretary from making project grants for airports in Puerto Rico or other United States territories from the discretionary fund under section 47115.

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