MEMORANDUM

DATE: December 9, 2025

TO: House Appropriations Subcommitee on State and Local Transportation

FROM: William E. Hamilton

RE: State Support for Aviation in Michigan

Background/Overview

The State of Michigan has long provided support for aviation as a mode of transportation, through regulatory oversight of airports, pilots, and flight schools, and through grant programs to Michigan airports. State authority over aviation programs is established in the State Aeronautics Code.[1]

The State Aeronautics Code, 1945 PA 327, establishes the State Aeronautics Commission and gives the commission general supervisory authority over aeronautics within the state. The commission is charged to "*encourage, foster, and participate with and provide grants to the political subdivisions of this state in the development of aeronautics within this state.*" The commission was given authority to "*establish and encourage the establishment of airports, landing fields, and other aeronautical facilities*" and to "*promulgate rules that it considers necessary and advisable for the public safety governing the designing, laying out, location, building, equipping, and operation of airports and landing fields.…*"

Activities in support of state aeronautics programs are carried out by the Office of Aeronautics within the Michigan Department of Transportation (MDOT), led by the Office of Aeronautics Director.

Funding for the Office of Aeronautics and state aeronautics grant programs is provided in annual state transportation budgets. The FY 2025-26 transportation budget includes **$330.0 million for aeronautics programs** – approximately 4.2% of the total state transportation budget.

Capital grant programs, totaling **$317.1 million,** represent the largest share of aeronautics appropriations. Two of these programs are federal aid capital grant programs administered by Federal Aviation Administration (FAA):

> The **Airport Improvement Program (AIP)**, funded at $189.0 million ($155.0 million in federal funds and a combination of state, local, and private matching funds);
>
> The **IIJA Airport Infrastructure Grants Program**, funded at $115.0 million (all federal funds).

In addition to these two federal-aid capital programs, the transportation budget also includes an appropriation from the state restricted **Qualified Airport Fund** for capital assistance to the **Detroit Metropolitan Wayne County Airport**. That appropriation was $13.0 million in the FY 2025-26 budget.

Specific state aeronautics programs and fund sources are shown in the balance of this memo.

[1] Michigan law governing airports and air commerce generally uses the term "aeronautics," as reflected in the State Aeronautics Code, administered by the Office of Aeronautics within the Michigan Department of Transportation. Federal legal authorities generally use the term "aviation" in reference to air commerce or air transportation, as reflected in Subtitle VII of 49 U.S. Code "Aviation Programs," as administered by the Federal Aviation Administration (FAA).

Michigan's Transportation Budget

Aeronautics Appropriations - FY 2025-26

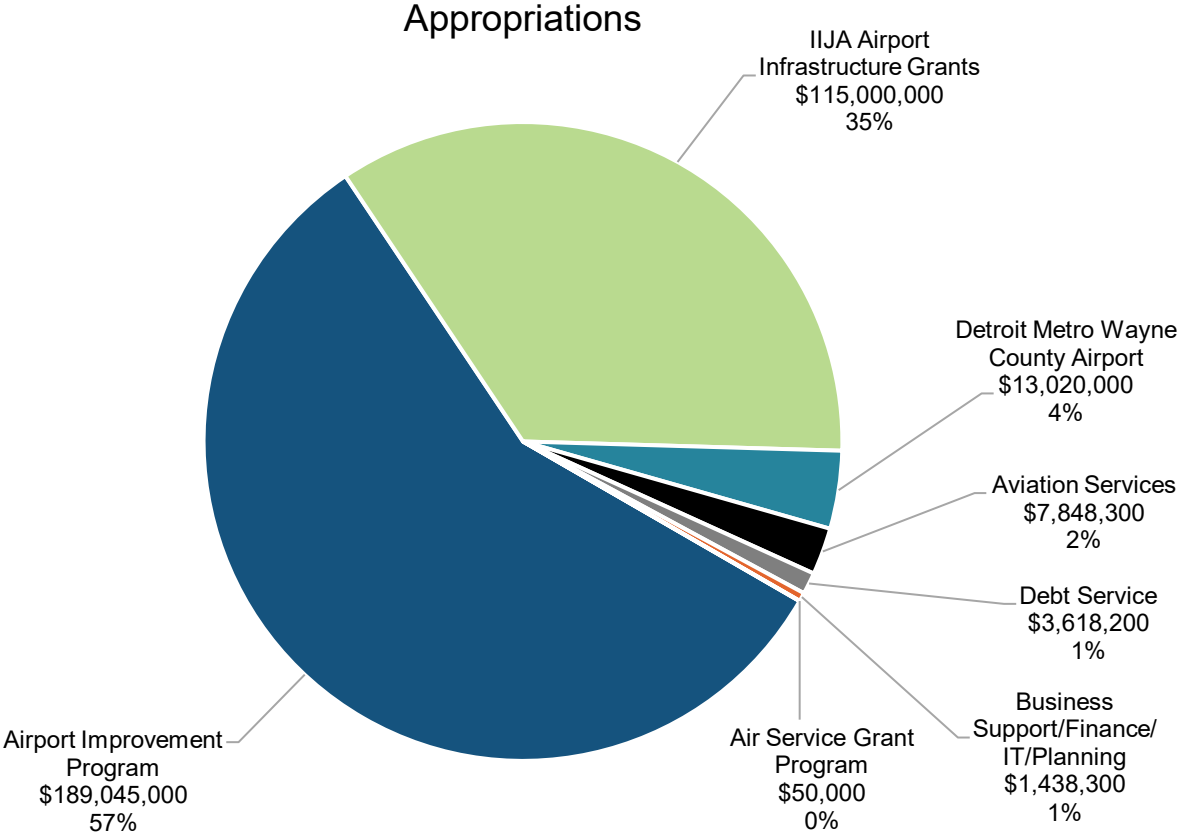
	Fund Sources				
	Federal	**Local/Private**	**SAF**	**QAF**	**Total**
Debt Service			$3,618,200		$3,618,200
Administrative/IT/Planning					
Services provided by other state departments (IDGs)			$475,300		475,300
Business Support/Finance			746,500		746,500
Info Tech			185,700		185,700
Planning Services			30,800		30,800
Total "Administrative"	$ -	$ -	$1,438,300	$ -	$1,438,300
Aviation Services			7,848,300		7,848,300
Air Service Grant Program			50,000		50,000
Capital Outlay					
Airport Improvement Program	155,000,000	19,500,000	14,545,000		189,045,000
IIJA Airport Infrastructure grants	115,000,000				115,000,000
Detroit Metro Wayne County Airport				13,020,000	13,020,000
Total Capital Outlay	270,000,000	19,500,000	14,545,000	13,020,000	317,065,000
Total Aeronautics Appropriations	**$270,000,000**	**$19,500,000**	**$27,499,800**	**$13,020,000**	**$330,019,800**

SAF means State Aeronautics Fund

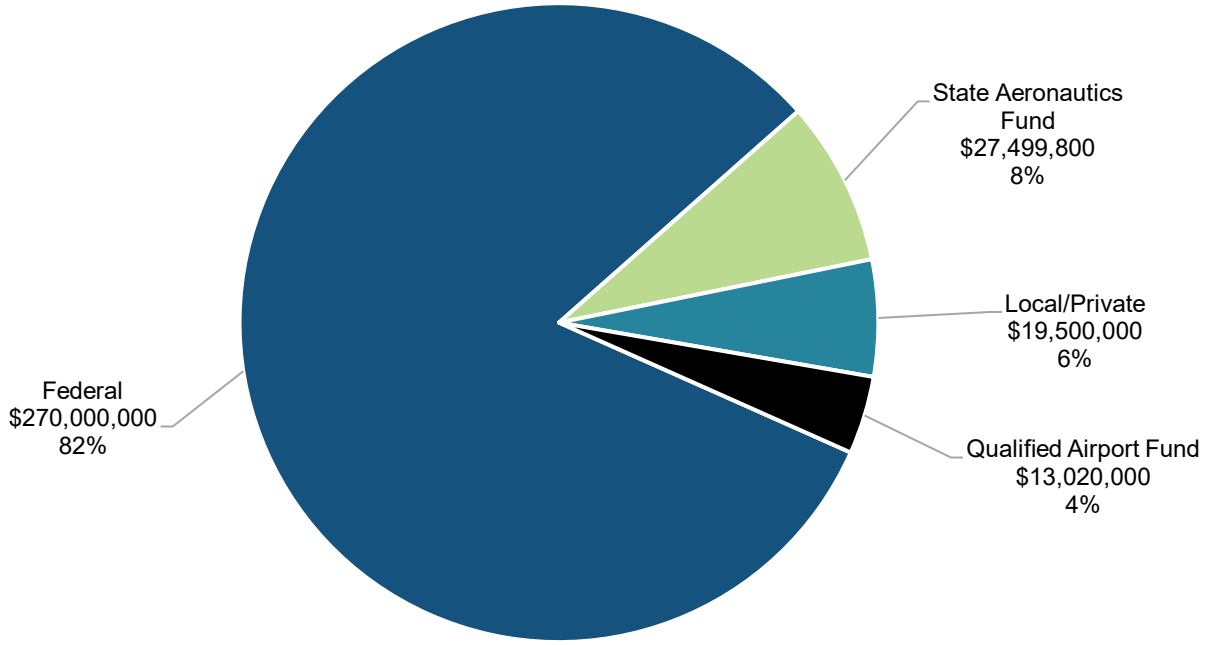
QAF means Qualified Airport Fund

In addition to the ongoing appropriations shown above, the FY 2025-26 budget includes a $5.3 million appropriation from the Comprehensive Transportation Fund to the SAF designated for General Aviation airports.

Appropriations



Fund Sources



Airports In Michigan

According to the Office of Aeronautics 2025 Michigan Airport Directory, there are 212 licensed public use landing sites in Michigan. Of the 212 publicly owned/public use airports, 93 are included in the FAA's National Plan of Integrated Airport Systems (NPIAS) as significant to national air transportation. NPIAPS airports are eligible to receive grants under the federal Airport Improvement Program (AIP).

Of the 93 NPIAS airports in Michigan, 14 are Commercial Service–Primary airports, i.e., publicly owned airports that receive scheduled passenger service and have more than 10,000 passenger boardings (enplanements) each year.[2] These 14 Commercial service–primary airports are:

		Enplanements		
Name/Location	**Service**	**2025**	**2024**	**% change**
Detroit Metropolitan Wayne County	Large Hub	16,110,696	15,378,559	4.76%
Gerald R. Ford International (Grand Rapids)	Small Hub	2,065,053	1,899,740	8.70%
Cherry Capital (Traverse City)	Non-Hub	393,108	347,763	13.04%
Bishop International (Flint)	Non-Hub	285,088	281,903	1.13%
Capital Region International (Lansing)	Non-Hub	123,608	115,895	6.66%
MBS International (Saginaw)	Non-Hub	110,822	93,545	18.47%
Kalamazoo/Battle Creek International	Non-Hub	92,510	87,626	5.57%
Sawyer International (Marquette/Gwinn)	Non-Hub	44,574	42,660	4.49%
Pellston Regional Airport of Emmet County	Non-Hub	31,060	22,261	39.51%
Chippewa County International (Sault Ste. Marie)	Non-Hub	26,482	22,166	19.47%
Houghton County Memorial (Hancock/Calumet)	Non-Hub	25,833	23,355	10.61%
Ford Airport (Iron Mountain)	Non-Hub	19,483	17,966	8.44%
Delta County (Escanaba)	Non-Hub	17,120	15,659	9.33%
Alpena County Regional (Alpena	Non-Hub	11,150	8,034	38.79%

Two Michigan airports are identified by the FAA as hub airports: The Detroit Metropolitan Wayne County is a Large Hub airport with 16.1 million enplanements in 2025; and the Gerald R. Ford International, listed as a Small Hub with 2.1 million enplanements in 2025. [3]

Most publicly owned/public use airports in Michigan are classified as **General Aviation** airports meaning a public-use airport that does not have scheduled service or has scheduled service with less than 2,500 passenger boardings each year.

MDOT owns two paved-runway general aviation airports: the Romeo airport in Macomb County; and the Plymouth-Canton-Mettetal Airport in Wayne County.

All airports in Michigan are licensed by the State Aeronautics Commission under authority of Section 86 of the State Aeronautics Code. However, public airport ownership and operations are organized in different ways under different statutory authorities:

[2] National Plan of Integrated Airport Systems (NPIAS) - Current | Federal Aviation Administration

[3] Enplanement figures from FAA website, accessed November 30, 2025.

State Aeronautics Code

Aside from the two MDOT-owned paved runway airports noted above, almost all publicly owned/public use airports in Michigan are local units of government in some sense. Most publicly owned airports are administrative units of another political subdivision, such as a county, city, village, or township. This form of organization is authorized under Section 126 of the **State Aeronautics Code**. In addition, Section 134 of the Code authorizes two or more political subdivisions of the state to create a board to jointly own and operate airports. The MBS International Airport (Saginaw) is established under Section 134.

The **Public Airport Authority Act**, which added Chapter VIA to the State Aeronautics Code in 2002, established the Wayne County Airport Authority as the owner/operator of the Detroit Metropolitan Wayne County Airport, effective March 26, 2002. Prior to that date, the Detroit Metropolitan Airport was an administrative unit of Wayne County government. (The Wayne County Airport Authority also owns and operates Willow Run Airport in Ypsilanti.)

House Bill 4468 of the 2015-2016 Legislative Session, enacted as 2015 PA 95, added Chapter VIIA, the **Regional Airport Authority Act**, to the State Aeronautics Code to provide for the organization of a regional airport authority. The act is similar in many respects to the Public Airport Authority Act. One of the principal differences between the two chapters is that the Public Airport Authority Act established a new public airport authority on the effective date of the act, and was effectively specific to the Detroit Metropolitan Wayne County Airport. The Regional Airport Authority Act was permissive; it authorized the formation of regional airport authorities under certain terms and conditions.

Two airports are organized under the Regional Airport Authority Act: The Gerald R. Ford International Airport (Grand Rapids), which had been an administrative unit within Kent County government, was reorganized under the Regional Airport Authority Act, effective July 1, 2016. The Northwest Regional Airport Authority, which owns and operates Cherry Capital Airport in Traverse City, was organized under the Regional Airport Authority Act October 2021.

There are two other public acts under which airports are organized in Michigan:

Community Airports Act (1957 PA 206) authorizes any two or more counties, cities, villages, or townships, or any combination of those political subdivisions, to form an airport authority. There appears to be only one airport organized under this act, the Flint/Genesee County Bishop International Airport.

Airport Authorities Act (1970 PA 73) was enacted in order to transfer ownership of the commercial airport in Lansing from the state of Michigan to an airport authority created under the act. The act is effectively specific to the Lansing Capital Region Airport.

Sources of Airport Finance

Airports are intended to be self-sufficient with regard to operations. That is to say, airport operating revenues are generally derived from aircraft landing fees, parking fees, concessions (e.g., car rental agencies, and land leases).

Commercial service airports may collect Passenger Facility Charges (PFCs). PFCs must be approved by the FAA and must be dedicated to approved capital projects.[4] Revenue from these fees is shown as non-operating revenue on airport authority financial statements.

Some commercial service airports also impose a Customer Facility Charge on vehicle rentals, to be collected by the rental company. Revenue from these charges is shown as non-operating revenue on

[4] See: https://www.faa.gov/airports/pfc

airport authority financial statements and is generally dedicated to improving car rental facilities. These charges do not require FAA approval.

A small number of airports receive revenue from property taxes assessed by another local unit of government. The Bishop International Airport receives revenue from a 0.50 mill county-wide property tax levied by Genesee County on behalf of the airport. This tax generated $5.5 million, and $5.1 million, in 2024 and 2023, respectively. This is shown as non-operating revenue in the airport's financial statements.

In addition, Ingham, Eaton, and Clinton counties each levy a 0.699 mill county-wide property tax on behalf of the Capital Region Airport Authority. This generated $6.6 million, and $6.2 million, in 2024 and 2023, respectively. This revenue has been designated for capital projects and is shown as non-operating revenue in the airport's financial statements.

State appropriations are generally not used for airport operating assistance.[5] As described further in the next section, state appropriations for publicly owned/public use airports are almost entirely through capital grant programs. The relatively small Air Service Program appropriation is the only ongoing "operating" airport grant program in the transportation budget.

State support for airports is described in additional detail below.

[5] Although state appropriations are generally not used in support of airport operations, between March 2020 and March 2021, $482.8 million in federal COVID-relief aid to airports was apportioned to Michigan, and authorized in state appropriations. These federal COVID-relief funds provided operating assistance to airports affected by the COVID-19 pandemic.

Aeronautics in the Transportation Budget

Funding for Aeronautics programs in the state transportation budget can be divided broadly between **operating programs** and **capital grant programs**.

Operating Programs

Debt Service – The budget includes an appropriation for debt service on bonds issued by MDOT in 2003 and 2006 for airport capital improvement projects. The debt service appropriation in the FY 2025-26 transportation budget is $3.6 million (State Aeronautics Fund). The bonds are scheduled to be retired in 2031.

Business Support/Finance/IT/Planning – State Aeronautics Fund appropriations for business support, finance, information technology, and planning functions in support of aeronautics programs total $1.4 million the FY 2025-26.

Aviation Services – This appropriation line item supports Office of Aeronautics functions including administrative services, fiscal coordination, and legislative liaison for aeronautics programs. The Office of Aeronautics also administers an all-weather airport access program, and supports airport inspection, safety and education programs, airport development programs, as well as provision of air transport services to state agencies and personnel. The Office also administers and provides project management for programming, planning, design, and construction of federal aid and state-funded capital airport improvement projects.

FY 2025-26 appropriations for Aviation Services total $7.8 million (State Aeronautics Fund) with 48.0 full-time equated positions.

Air Service Program – This line item provides grant assistance to the state's 18 commercial air service airports with a focus on smaller commercial service airports. Air service program funds are expended on projects that are not eligible for federal Airport Improvement Program funding. The program has four grant categories: Air Carrier Recruitment and Retention, Capital Improvement and Equipment, Airport Awareness, and Aircraft Rescue and Fire Fighting Training.

Since FY 2020-21, the appropriation for the Air Service Program has been $50,000 each year, funded entirely from state restricted State Aeronautics Fund revenue. However, the FY 2024-25 transportation budget included $6.0 million in one-time General Fund/General Purpose (GF/GP) support for Air service/Airport revitalization, designated as follows: $2.0 million for grants to Michigan airports for air service development, air service connectivity, and service retention; $4.0 million for capital development projects, including obstruction removal, pavement rehabilitation, fuel facility construction, and terminal improvements at general aviation airports in Michigan.

Capital Grant Programs

Airport Improvement Program (a federal-aid capital grant program)

The Airport Improvement Program (AIP) is the largest aeronautics program in the state transportation budget, funded at $189.0 million in FY 2025-26, including $155.0 million in federal funds, as well as state, local, and private funds. Even though the program is funded primarily with federal funds, without the state appropriation there would be no authority for the state to expend program funds. The AIP is shown in the state budget as the Airport Safety, Protection, and Improvement Program.

AIP is a federal program of capital assistance to eligible state airports. The Catalog of Federal Domestic Assistance (CFDA) indicates that "*The objective of the Airport Improvement Program is to assist sponsors, owners, or operators, of public-use airports in the development of a nationwide system of airports adequate to meet the needs of civil aeronautics.*"

According to Congressional Research Service Issue Brief IB10026: "*The Airport Improvement Program (AIP) has provided federal grants for airport development and planning since the passage of the Airport and Airway Improvement Act of 1982 (P.L. 97-248). AIP funding is usually spent on projects that support aircraft operations including runways, taxiways, aprons, noise abatement, land purchase, and safety, emergency or snow removal equipment. Funds obligated for the AIP are drawn from the Airport and Airway Trust Fund, which is supported by user fees and fuel taxes.*"

The AIP is established under 49 U.S. Code, Subtitle VII (Aviation Programs) and is administered by the Federal Aviation Administration (FAA). In May 2024, Congress passed, and President Biden signed, the Federal Aviation Administration Reauthorization Act of 2023 (HR 3935), referenced as Public Law No: 118-63. The act extended authorization for federal aviation programs, including the AIP, for five years, through September 30, 2028.

Michigan is one of ten authorized "block grant" states, a designation that allows the state to assume responsibility for administering AIP grants at airports classified as "other than primary" airports, i.e., nonprimary commercial service, reliever, and general aviation airports. In non-block grant states, the FAA has direct administrative control of the entire AIP program.

The AIP is effectively a pass-through program; federal funds are made available to the state of Michigan for eligible projects. After a review and approval process, grants are awarded by the State Aeronautic Commission for eligible projects at locally owned airports. Under the current federal program, federal funds participate in 95% of eligible project costs, with the 5% non-federal share split between the state, using State Aeronautics Fund revenue, and the local owner. In effect, the state and the local airport owner each participate in 2.5% of eligible project cost.

The state restricted State Aeronautics Fund provides part of the required non-federal matching funds required under the AIP program. MDOT has also used bonds to finance some aeronautics capital projects as well as one-time General Fund/General Purpose (GF/GP) appropriations.

Capital Grant Programs (continued)

IIJA Airport Infrastructure Grants (a federal-aid capital grant program)
The state transportation budget includes a second federal-aid airport assistance grant program, **IIJA Airport Infrastructure Grants**, funded at $115.0 million (all federal funds) in FY 2025-26.

While the AIP is a long-standing federal grant program established in federal statute, (Title 49 of the United State Code), the Airport Infrastructure Grants program was established in an omnibus federal funding act, the Infrastructure Investment and Jobs Act (IIJA), enacted November, 2021. The IIJA Airport Infrastructure Grants program was first included in state appropriations in the FY 2022-23 transportation budget.

Non-statutory programs established under IIJA, including the Airport Infrastructure Grant Program, were authorized for a five-year period ending September 30, 2026.

Detroit Metropolitan Wayne County Airport (state restricted capital grant)
The transportation budget also includes an appropriation from the state restricted **Qualified Airport Fund** for capital assistance to the **Detroit Metropolitan Wayne County Airport**. That appropriation was $13.0 million in the FY 2025-26 budget.

This dedicated funding for the Detroit Metropolitan Wayne County Airport was established as part of a 2015, six-bill aeronautics funding package. Among other things, the package established new earmarks of sales and use tax revenue for aeronautics, specifically, to be distributed between the State Aeronautics Fund (35%), and a new Qualified Airport Fund (65%).

One bill in the package, Senate Bill 425, amended Section 35 of the State Aeronautics Code to direct the use of Qualified Airport Fund revenue for payment of revenue bonds issued by the operator of the qualified airport for capital improvements to the landing areas at the qualified airport; and to defray the costs of capital improvements to landing areas at the qualified airport. [6]

Section 109 of the State Aeronautics Code defines "Qualified Airport" to mean an airport, other than a military airport, that has ten million or more enplanements in any 12-month period. The Detroit Metropolitan Wayne County Airport is the only Michigan airport in meeting that definition. The appropriation of revenue from the Qualified Airport Fund to the Detroit Metropolitan Wayne County Airport was first made in the FY 2016-17 state transportation budget.

Airport Loan Program
In addition to these appropriated grant programs, the Office of Aeronautics administers a revolving airport loan program, authorized under the Airport Development Act, 1969 PA 107.[7] Between 1969 and 1991 a total of $2.2 million in State Aeronautics Fund revenue was appropriated to the fund. Because the enabling statute limited loans to $100,000, the loan fund has been underutilized. Only two airports had outstanding loan agreements at September 30, 2024, with a total of $123,546 outstanding out of total disbursements of $172,000.

[6] The six-bill package was enacted as Public Acts 258 through 262 of 2015. The legislative analysis can be found at this link: Senate Bill 425 of 2015 (Public Act 258 of 2015) - Michigan Legislature
[7] MCL - Act 107 of 1969 - Michigan Legislature

State Aeronautics Fund – Authority and Fund Sources

Aside from one-time appropriations of GF/GP revenue, ongoing state support for state aeronautics programs is provided from the state restricted State Aeronautics Fund.

The State Aeronautics Fund is established and defined in Sections 34 and 35 of the State Aeronautics Code. Fund revenue is appropriated for Aeronautics programs, including for debt service, Office of Aeronautics fiscal support, and for matching federal aid grants under the AIP,

The State Aeronautics Fund receives revenue from both aviation fuel taxes and aircraft registration fees established in the State Aeronautics Code, revenue from an earmark of Airport Parking Tax revenue under the Airport Parking Tax Act (1987 PA 248), and revenue from charges for use of MDOT-owned aircraft, primarily by other state departments. Also, starting October 1, 2016 and each calendar quarter thereafter, the State Aeronautics Fund has been credited with an amount equal to the collection of sales tax imposed at a rate of 2% attributable to retail sales of aviation fuel. This earmark, as well as a similar earmark of use tax revenue, was established through amendments to the General Sales Tax Act and the Use Tax Act, part of the 2015 aeronautics funding package.

State Aeronautics Fund – Funding Issues

As shown in **Table 1,** State Aeronautics Fund revenue has been relatively flat for a number of years.

For many years, the **aviation fuel tax,** established in Sec. 203 of the State Aeronautics Code, was the largest contributor to the State Aeronautics Fund. Revenue from the tax peaked at $8.4 million in FY 1998-99 and then trended downward. Aviation fuel tax revenue averaged $4.7 million from FY 2016-17 through FY 2022-23.

The tax rate of 3.0 cents per gallon of aviation fuel has been effectively unchanged since instituted in 1931. Although the stated tax rate is 3.0 cents per gallon, Sec. 203 provides a credit of 1.5 cents per gallon for interstate airline operators on scheduled operations. As a result, the effective tax rate for the largest purchasers of aviation fuel is 1.5 cents per gallon.

Aircraft registration fees established in Sec. 77 of the State Aeronautics Code are weight-based – 1-cent per pound of either maximum gross weight or maximum takeoff weight, whichever is greater. This rate is unchanged since 1988. Revenue from that the registration fee averaged approximately $270,000 between FY 2016-17 and FY 2022-23, an average annual registration fee of approximately $40 per aircraft based on approximately 7,000 aircraft registrations.

The State Aeronautics Fund also receives $6.0 million each year from an earmark of **Airport Parking Tax** revenue. The Airport Parking Tax Act (1987 PA 248) provides for a tax on parking facility transactions at Detroit Wayne County Metro Airport and within five miles of that airport. Public Act 680 of 2002 amended the Airport Parking Tax Act to establish the annual $6.0 million earmark, beginning with the 2002-03 fiscal year. Use of Airport Parking Tax revenue within the SAF is restricted to repayment of “ASAP” bonds, to matching federal AIP funding, and to certain safety and security capital projects which were either not eligible for federal aid or for which federal aid was not available.

Public Act 680 of 2002 established a sunset for the tax; it repealed the Airport Parking Tax Act, and thus authority to impose the tax, effective December 31, 2007, or when all airport safety and security bonds authorized under the act were retired, whichever date is later. The Michigan Department of Transportation issued the $60.0 million in airport safety and security bonds (“ASAP” bonds) under the authority of Public Act 680 – $24.0 million in June 2003, and $36.0 million in June 2006. Current bond schedules provide for the bonds to be retired in 2031.

STATE AERONAUTICS FUND (SAF)
REVENUE and APPROPRIATION HISTORY
FY 2016-17 Through 2025-26

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Estimates FY 2026
Revenue - Aeronautics Taxes and Fees										
Aviation Fuel Tax	$4,849,040	$4,540,410	$4,701,857	$4,327,026	$4,193,230	$4,917,791	$5,568,728	$10,572,624	$5,384,881	$6,100,000
Aircraft Registration Fees	287,319	218,610	189,590	294,998	267,524	322,613	300,562	306,157	272,972	2,500,000
State-owned plane rental	550,423	561,011	395,121	167,125	40,252	162,967	204,010	291,485	56,228	450,000
Interest/Facility Rental/Other	428,852	1,755,737	2,915,189	653,217	1,009,312	500,702	1,220,351	1,990,723	1,404,075	795,000
Baseline SAF Revenue	$6,115,634	$7,075,768	$8,201,757	$5,442,366	$5,510,318	$5,904,073	$7,293,651	$13,160,989	$7,118,157	$9,845,000
Airport Parking Tax	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000
Aviation-Related sales/use tax	2,690,746	2,505,176	3,806,852	3,362,013	1,711,328	3,070,964	4,455,562	3,641,093	3,166,811	3,780,000
Total SAF Revenue	**$12,115,634**	**$13,075,768**	**$14,201,757**	**$11,442,366**	**$11,510,318**	**$11,904,073**	**$13,293,651**	**$19,160,989**	**$13,118,157**	**$19,625,000**
General Fund										
IIJA Airport infrastructure grants						12,000,000				
Airport projects/ Weather stations							28,900,000			
Air service/ air revitalization									6,000,000	
Aviation-Related Sales Tax @2%	**$7,687,850**	**$7,157,650**	**$10,876,710**	**$9,605,713**	**$4,889,511**	**$8,774,184**	**$12,730,179**	**$10,403,126**	**$9,048,029**	**$10,800,000**
State Aeronautics Fund @35%	2,690,746	2,505,176	3,806,852	3,362,013	1,711,328	3,070,964	4,455,562	3,641,093	3,166,811	3,780,000
Qualified Airport Fund @65%	4,997,104	4,652,474	7,069,858	6,243,700	3,178,183	5,703,220	8,274,617	6,762,033	5,881,218	7,020,000
Aeronautics Appropriations										
Airport Improvement/Aviation Services	7,648,800	7,596,100	7,391,100	7,391,100	6,700,000	7,077,700	7,495,400	7,568,000	7,726,600	7,848,300
Air Service Program	250,000	250,000	250,000	250,000	50,000	50,000	50,000	50,000	50,000	50,000
IDGs, Administration, Planning	1,407,500	1,521,000	1,540,500	1,549,100	1,623,800	1,596,900	1,396,700	1,393,000	1,415,500	1,438,300
Debt Service	4,616,400	4,617,000	3,437,900	3,435,800	3,432,000	3,438,700	2,274,800	3,616,900	3,615,900	3,618,200
Subtotal - Transportation	$13,922,700	$13,984,100	$12,619,500	$12,626,000	$11,805,800	$12,163,300	$11,216,900	$12,627,900	$12,808,000	$12,954,800
Capital Airport Improvement Program	6,315,500	2,434,500	3,304,700	3,968,800	2,568,000	3,068,000	5,961,900	5,483,800	7,742,300	14,545,000
Total SAF Appropriation	$20,238,200	$16,418,600	$15,924,200	$16,594,800	$14,373,800	$15,231,300	$17,178,800	$18,111,700	$20,550,300	$27,499,800
Detroit Metro/Qualified Airport Fund	$8,775,000	$6,500,000	$5,525,000	$5,850,000	$4,303,000	$5,200,000	$5,850,000	$6,370,000	$6,760,000	$13,020,000

Notes:
FY 2016-17 through FY 2024-25 revenue figures are actual; obtained from MDOT records and SIGMA enquiries.
FY 2025-26 figures are estimates made May 2025 by the Michigan Department of Treasury.
Aviation fuel tax revenue was unusually high in FY 2023-24 due to one-time factors.
Revenue estimates for FY 2025-26 include estimated revenue from a proposed increase in aircraft registration taxes that was not enacted.
FY 2025-26 SAF appropriations exceed revenue estimates; reflected primarily in Airport Improvement Program appropriation.
FY 2025-26 appropriation for Detroit Metropolitan Wayne County Airport from the Qualified Airport Fund exceeds revenue estimates.

One-Time GF/GP for Capital Grants

In addition to capital grant programs funded from federal and state-restricted revenue, the legislature has appropriated state GF/GP for airport capital improvement programs three times since 2021:

FY 2021-22, IIJA Airport infrastructure grants, $12.0 million GF/GP

Included in Article 15 of 2022 PA 166, intended to provide the non-federal match for projects funded from the federal aid program established under IIJA.

House Bill 5783 of 2022 (Public Act 166 of 2022) - Michigan Legislature

FY 2022-23, Airport projects, $28.9 million GF/GP

Included in Article 13 of 2022 PA 166, $25.0 million included for capital assistance to Detroit Wayne County Metro Airport; $3.9 million to replace 32 state-owned weather stations.

House Bill 5783 of 2022 (Public Act 166 of 2022) - Michigan Legislature

FY 2024-25, Air service/ air revitalization, $6.0 million

As described on page 6, above, this appropriation provides grants for air service development, air service connectivity, and service retention; as well as funding for capital development projects, including obstruction removal, pavement rehabilitation, fuel facility construction, and terminal improvements at general aviation airports in Michigan

Senate Bill 747 of 2024 (Public Act 121 of 2024) - Michigan Legislature