

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

5100.39A

August 22, 2000

SUBJ: AIRPORTS CAPITAL IMPROVEMENT PLAN

1. **PURPOSE.** This order prescribes the development of the national Airports Capital Improvement Plan (ACIP). The ACIP serves as the primary planning tool for systematically identifying, prioritizing, and assigning funds to critical airport development and associated capital needs for the National Airspace System (NAS). The ACIP also serves as the basis for the distribution of grant funds under the Airport Improvement Program (AIP). By identifying and investing in airport development and capital needs, the Federal Aviation Administration (FAA) can ensure to the American public that the NAS is a safe, secure, and an efficient environment for air travel nationwide.

2. **DISTRIBUTION.** This order is distributed to all addressees of the ZRP-510 special distribution list and to all Airports Regional, District, and Field Offices.

3. **CANCELLATION.** This revision cancels Order 5100.39, Airport Capital Improvement Plan, dated June 16, 1993.

4. **EXPLANATION OF CHANGES.** This revision changes the process through which the FAA formulates the ACIP.

5. **BACKGROUND.**

a. The FAA identifies airports that are significant to national air transportation through the development of the National Plan of Integrated Airport Systems (NPIAS). The NPIAS identifies, for Congress and the public, the composition of a national system of airports together with the airport development and costs necessary that will be needed over the ensuing ten years to expand and improve the system in order to anticipate and meet the present and future needs of civil aviation, to meet requirements in support of national defense, and to meet the special needs of the U.S. Postal Service. The ACIP provides additional details including the anticipated sources of funds for specific NPIAS development expected to be undertaken within the next 3 to 5 years and considered likely to be funded by the AIP. The FAA maintains the NPIAS and the ACIP in a common database (NPIAS-ACIP).

b. The AIP, which provides Federal funds for planning and development at the nation's public use airports, is a major source of revenue for airport planning and capital development

nationwide. In awarding AIP funds to sponsors of airports, the FAA has always emphasized use on the highest priority projects. In the past, the prioritizing of projects has been done at the regional/district office level. Headquarters has distributed AIP funds to the regions based on this regional prioritization and on historical trends in the regions' use of funds. With the extensive demands for funds, FAA must distribute funds to the regions in a way that ensures that, nationally, the highest priority projects are being funded. The ACIP is intended to help accomplish this objective. It is a needs-based 3 to 5 year plan of funding for airport planning and development projects. The ACIP should be formulated by the FAA in cooperation with states, planning agencies, and airport sponsors. Appendix 1, The Airports Capital Improvement Planning Process, shows the relationship between the NPIAS, ACIP and AIP. The projects in the ACIP will respond to FAA's emphasis on the following goals:

- (1) Ensure that the air transport of people, services and goods is provided in a safe and secure environment
- (2) Preserve and upgrade the existing airport system in order to allow for increased capacity as well as to ensure reliable and efficient use of existing capacity
- (3) Improve the compatibility of airports with the surrounding communities
- (4) Provide sufficient access to an airport for the majority of the American public.

c. In addition to these goals of the AIP, the Military Airport Program (MAP) is used to advance the goal of converting current or former military airports to civil use in order to reduce congestion and increase the capacity of the national airport system to meet aviation demand. Projects funded through the MAP are those that are necessary to ensure that military airfields meet civil standards and are able to meet the needs of the civil aviation users. Aircraft hangars, terminal buildings, fuel farms, utility system modification, surface parking, and roads can be funded from the MAP, development not generally AIP eligible.

5. DEFINITIONS AND ABBREVIATIONS.

- a. Airports Capital Improvement Plan (ACIP): Final plan that shows expected expenditures of AIP funding for the fiscal year in which contract authority exists.
- b. ACIP codes: Represent the purpose, component, and type of airport development. They are used to determine national priority ratings.
- c. ACIP process: The process through which the FAA develops the ACIP. A 3 to 5-year cycle is the generally accepted cycle.
- d. APP-1: Office of Airports Planning and Programming
- e. APP-510: Airports Program Guidance Branch

f. APP-520: Airports Program Implementation Branch

g. Appropriation process: The process through which the Congress appropriates funding in an appropriation bill.

h. ARP-1: Office of the Associate Administrator for Airports

i. Authorization process: The process through which the Congress authorizes program authority and funding in authorizing legislation.

j. Candidate list: A list of approved discretionary projects, for the fiscal year in which contract authority is available and for which a grant for planned development is expected to be issued, that fall within a pre-determined national priority rating threshold. This listing is generally inflated over actual funding levels to provide ample flexibility in determining discretionary recommendations.

k. "pop-up" emergency projects: Airport development projects that by their nature could not be planned for during the ACIP process. Typical projects include development needed due to a natural disaster, unexpected pavement failure, etc.

l. Justification: Documentation required to explain the emergency projects or those projects that do not meet the established national priority rating threshold.

m. Letter of Intent (LOI): A written agreement between the FAA and airport for specific airport development and associated AIP funding. These agreements are subject to the availability of federal funds.

n. National Plan of Integrated Airport Systems (NPIAS): The FAA's plan that identifies airports, along with associated development and costs, that are significant to the national air transportation system.

o. NPIAS-ACIP database: Automated database that identifies all airport needs and the 3 to 5-year funding plan to meet those needs.

p. National Priority Rating (NPR): A value generated based on an equation that takes into consideration the project and airport type. The NPR generally categorizes airport development in accordance with FAA goals and objectives.

q. NPR threshold: A threshold established based upon regional ACIP's and anticipated availability of AIP funds. All projects included within the NPR threshold are considered consistent with FAA goals and objectives.

r. National Priority System (NPS): The combination of quantitative and qualitative evaluation of airport development to establish and justify AIP expenditures.

- s. NPS equation: The formula that determines the NPR.
- t. Obligation: The act of obligating AIP funds through a grant agreement.
- u. Regional planning ceiling: A not-to-exceed discretionary figure that is created to limit regional discretionary requests to a reasonable/manageable level.

6. ACIP COMPONENTS.

a. NPS Equation. The FAA uses a numerical system as one tool for prioritizing airport development. The values generated by the National Priority System (NPS) equation serve only to categorize airport development in accordance with agency goals and objectives. The NPS equation generates values between 0 and 100 with 100 generally being most consistent with agency goals.

NPS equation:

$$\text{National Priority Rating} = (k5 * P) * [(k1 * A) + (k2 * P) + (k3 * C) + (k4 * T)]$$

Where:

$$k1 = 1.00$$

$$k2 = 1.40$$

$$k3 = 1.00$$

$$k4 = 1.20$$

$$k5 = 0.25$$

$$\text{National Priority Rating} = .25P * (A + 1.4P + C + 1.2T)$$

Applying the above equation produces a numerical value between 0 and 100 depending upon the associated values for A, P, C and T. In general, projects with higher numerical values are most consistent with FAA goals and objectives. It is anticipated that, based on future experience, the individual point values and equation coefficients (k1-k5) may be adjusted slightly to reflect modified national goals. Appendix 6, provides a reference to associate specific work descriptions with work codes and national priority ratings, and for each airport code when associated with the work codes. The purpose code (P) is used twice within the equation to signify added importance.

b. Airport Code. The airport code (A) is used to identify the role and size of the airport. To provide sufficient variability to the airport size factor, the airport code is assigned a value that ranges between 2 and 5. Refer to Appendix 5 for specific point values.

c. ACIP Project Codes. A project work code is a 6-character alpha identifier consisting of three 2-character elements that express purpose, component and type. The project work code represents specific airport development and is used in the national priority system equation to produce a numerical rating. Each 2-character alpha identifier may be assigned a value ranging from 0 to 10. These identifiers are enumerated in Appendix 5.

- (1) The *purpose (P)* identifier signifies the underlying objective of an airport development project (e.g., reconstruction). There are 8 *purpose* identifiers.
- (2) The *component (C)* identifier signifies the physical component (e.g., runway), for which the development is intended. There are 17 *component* identifiers.
- (3) The *type (T)* identifier signifies the actual work being done (e.g., extension). There are 38 *type* identifiers.

d. Definitions. Component and type identifiers are generally self-explanatory as set out in Appendix 5. Purpose codes are defined below.

(1) Safety/Security

DEFINITION: This category includes items required by regulation in 14 CFR Part 107, 14 CFR Part 139 or the Airport Certification Manual, and those safety/security items that cannot be accommodated by any other operational procedures to achieve or maintain an acceptable level of safety/security. Also included is airport hazard removal/markings.

(2) Statutory Emphasis Projects

DEFINITION: This category consists of airport development items included in section 47101(f) of Title 49 of the United States Code, such as runway grooving, friction treatment, and distance-to-go signs on all primary and secondary runways at commercial service airports; vertical visual guidance systems on all primary runways at commercial service airports; and runway lighting, taxiway lighting, sign systems, and marking for all commercial service airports.

(3) Reconstruction/Rehabilitation

DEFINITION: This category is defined as development required to preserve, repair, or restore the functional integrity of the airside servicing area.

(4) Environment

DEFINITION: This category includes actions necessary to prepare or carry out projects or programs to comply with the National Environmental Protection Act (NEPA), 14 CFR Part 150, the Clean Air Act, or other laws or regulations governing environmental matters. Such actions can be defined within environmental assessments, environmental impact statements, Part 150 Noise Compatibility Plans, and compliance orders issued by courts or Federal or State agencies having jurisdiction over compliance with environmental mandates.

(5) Planning

DEFINITION: This category includes the preliminary studies needed to define and prioritize specific airport development needs.

(6) Capacity

DEFINITION: Development items that improve an airport or system of airports for the primary purpose of accommodating more passengers, cargo, aircraft operations or based aircraft.

(7) Standards

DEFINITION: This category includes development at existing airports intended to attain recommended airport design standards based on the current design category.

(8) Other

DEFINITION: This category includes development items other than those necessary for safe and efficient airport operations, or for improvement of airside capacity. Items such as people movers, airport ground access projects, parking lots, fuel farms, and training systems are included in this category. This also includes projects for converting military airfields to civil use, such as those authorized by the MAP.

7. IDENTIFYING THE OVERALL AIRPORT DEVELOPMENT OBJECTIVE

a. Individual component work items within a multi-year airport development project should be given the same priority rating as the overall development objective. For example, land acquisition and obstruction removal may be needed before a runway can be extended. In this case, the overall development objective would be the runway extension. The land acquisition and obstruction removal would qualify as component work items, physically required to extend the runway, thus receiving the identical priority rating as the runway extension. If funding is available only for acquisition of the land in year one and the airport is general aviation, then the NPIAS-ACIP work description, coding and rating should reflect phase I of the project as below:

Extend Runway (land acquisition), Phase I
ST RW IM
47

This description shows the overall development objective is the runway extension and that AIP funding for phase I would be applied to the land acquisition needed to undertake the extension. The work code and priority rating, based on the runway extension, will remain constant for future phases of the project.

b. One advantage to identifying the overall airport development objective is that FAA can obtain more realistic funding scenarios for those projects that may not be able to receive complete AIP funding in one year. Also, this provision assigns the same rating as the overall development objective to all work items comprising a project. Multi-year funded development shall be entered into the NPIAS-ACIP database with phase numbers, description and coding, as this example suggests.

c. All block grant and state sponsored development must be entered into the NPIAS-ACIP for the location in which the development is to occur.

d. Effective project selection and funding decisions require careful consideration of the overall objectives of airport and airport system development. Completion of major development will result in measurable and substantial improvement in the performance of the airport and the NAS. To be effective, project selection and funding decisions must be aligned with the overall benefits of each overall airport development objective.

e. Work items associated with the project can be included for funding and associated with the overall development objective, provided that they are physically required to obtain the full benefit of the project. Examples include marking and lighting associated with a runway overlay, land acquisition associated with obstruction removal, parallel taxiway extension associated with the runway extension, etc. Each regional office is responsible for making these determinations.

f. Total project costs including all associated work items should be used to determine the requirement for a benefit-cost analysis in accordance with current policy.

g. Each grant award that contributes to an overall airport development objective must provide for a safe, useful, and usable unit as outlined by Order 5100.38, Airport Improvement Program Handbook (AIP).

8. FACTORS IN ADDITION TO NUMERICAL RATING

a. A numerical rating alone cannot account for most qualitative factors that may affect the importance of an individual airport development project. Individual innovation, State and local priorities, environmental issues, impact on safety and performance, airport growth, and many other factors should contribute to the development of the ACIP when selecting projects for Federal funding. The numerical priority rating is intended to be used in conjunction with qualitative factors to select airport development projects. Use of qualitative factors that supplement a project's numerical rating must be documented.

b. Formulation of regional ACIPs and recommendations for AIP funding must be consistent nationally in order to accomplish national program goals and objectives. FAA expects the ACIP to provide an accurate description of airport needs and a realistic, complete funding plan to meet those needs. This information forms the foundation for decisions regarding the AIP.

c. The following five factors should be used when formulating regional ACIPs and making funding recommendations from the candidate projects list. Appendix 3 helps in this process.

- (1) Financial Considerations
- (2) Sponsor Performance
- (3) Planning Factors
- (4) Legal and Regulatory Requirements
- (5) State and Local Factors

In addition, this checklist should be used by regional personnel to document projects that do not meet the threshold priority ratings as referred to in step 3 of the ACIP formulation process. Also, in certain circumstances, APP-1 may use this checklist for additional project documentation. This documentation should be retained in FAA regional or ADO project files.

9. ACIP PROCESS

A step by step method describing the ACIP formulation process is explained in detail below (Appendix 2 gives a general explanation and timetable for each step of the process):

Note: All determinations made at the Airports headquarters level apply to AIP discretionary funding.

Step 1: Regions should formulate the discretionary portion of the ACIPs based on 3-year planning ceilings distributed by APP-500. These planning ceilings do not constitute a commitment of Federal funding. They serve only to limit regional discretionary requests to a manageable level. These planning ceilings are inflated over anticipated AIP funding levels so that the region has sufficient flexibility to formulate an ACIP in accordance with agency goals and objectives.

Note: Planning ceilings should not be confused with planning levels. These ceilings are not to be perceived as an expected level of funding. As a reminder, they only serve to limit regional requests to a reasonable/manageable level and they should not be exceeded.

Discretionary planning ceilings will be provided no later than **March 1** in advance of formulating the 3 to 5 year ACIP. Headquarters will use the first 3 years of the regional ACIP submittals for analysis and formulation of the discretionary program.

Step 2: Regional Airports offices and /or Airports District Offices initiate the ACIP process, in accordance with direction from the Office of Airport Planning and Programming, Airports Financial Division, APP-500 (it is expected that a guidance memorandum will be distributed to all regional offices at the same time regional planning ceilings are established), through coordination with, and input from, planning studies, sponsors, state aviation organizations, the National Plan of Integrated Airport Systems (NPIAS), national/regional/local planning and other sources. State aviation organizations, block grant states, and airport sponsors

generally submit their CIPs (based upon airport master/system plans, joint planning conferences, airport master record data, safety inspection reports, pavement condition surveys, etc.) to the FAA regional or district office for review. Please refer to Order 5100.38, Airport Improvement Program (AIP) Handbook, Chapter 9, for sponsor CIP submittal requirements. Each FAA regional office will create a regional ACIP, taking into consideration factors outlined in Appendix 3, and submit a 3-year ACIP for the upcoming fiscal year and beyond to APP-520. All documentation of these processes should remain in the Regional/ADO files.

Submittal Date: June 1

Step 3: APP-520 makes a detailed national review, after which, it coordinates with regional offices to add and delete projects, and/or correct any discrepancies within the NPIAS-ACIP database. At this time, the MAP program office will be provided a copy of the ACIP for their review and comment. Regions should anticipate, through coordination with APP-420, which locations and associated funding amounts to include with MAP projects in the ACIP. The national review will consist of, but not be limited to, reviewing ACIP coding and project descriptions for standardization; entitlement, state apportionment, and discretionary funding assignments (including letter of intent projects); inventory of phased projects; and special emphasis programs/projects. *Any special emphasis programs or projects identified in the APP-520 guidance letter will automatically be elevated to the highest relative priority.* Relative priority is defined under Step 4 of this process.

Also included in this review are those projects requiring a benefit-cost analysis (BCA). Refer to Federal Register Notice entitled, FAA Policy and Final Guidance Regarding Benefit-Cost Analyses on Airport Capacity Projects for FAA Decisions on AIP Discretionary Grants and Letters of Intent, for determining which projects are subject to a BCA.

Deadline for national review and corrections: July 1

Step 4: APP-520 performs a national analysis to create NPR thresholds. The purpose of this step is to categorize airport projects in accordance with priority ratings consistent with FAA goals and objectives and development needs. The national analysis will evaluate national and regional funding trends to insure Airports goals are met through regional ACIP formulation. As a result, APP-520 creates a preliminary list of projects, meeting or exceeding threshold priority ratings, to be considered for discretionary funding. This listing of projects is referred to as "the candidate list" for discretionary funding distribution. APP-520 transmits the preliminary "candidate list" of projects that meet or exceed the threshold national priority ratings to the regional Airports offices.

Also at this time, APP-520 in coordination with AAS-400, will make preliminary determinations on locations in accordance to factors 1 and 2 outlined in Federal Register Notice entitled Factors Affecting Award of Airport Improvement Program (AIP) Discretionary Funding, dated June 9,

1999. These initial determinations will be submitted to the regional offices for their review and comment.

Note: After review of the preliminary “candidate list”, regions may appeal and *submit written justification* to APP-520 for approval of any projects that do not meet or exceed the threshold priority ratings but can be shown, through other factors enumerated in Appendix 3, to significantly enhance FAA goals and objectives. Written justification does not raise the actual priority rating. Rather, it serves to establish a record of those factors and objectives, which demonstrate that the project’s rating, as calculated by the NPS equation alone, fails to establish the overall priority and value of the project to the system. The justification from the regional offices should be provided using the standard format provided in Appendix 4. It must be apparent that the project meets one or more of the following criteria:

- enhance safety or security
- enhance system capacity
- enhance environment
- enhance access to the airport system
- support state and local plans (e.g., priorities, system plan)

The additional approved projects, that are determined to have factors which upgrade the relative priority of the project and those that meet or exceed the threshold priority ratings make up the national program list of candidate projects for discretionary funding consideration. APP-520 establishes the final candidate list.

In addition, at this time regions should submit documentation justifying those locations that are proposing to use discretionary funds on projects within the priority threshold and entitlement/apportionment funds on projects outside of the priority threshold. This justification is important when applying Step 6 of this process.

National analysis and transmission date: No later than July 15

Regional justification submittals: No later than August 1

Step 5: Regional offices may submit proposals to add/delete projects to the final candidate list that may or may not have been funded in the previous fiscal year. Submissions must show that the projects to be added were included in the previous fiscal year’s candidate list. Projects will not be accepted for addition without proper documentation/justification. In addition, any “pop-up” emergency project can be added at this time.

Window for submission: October 1 – October 15.

Step 6: After any limitations on obligations are enacted through an appropriation, headquarters Airports office makes preliminary discretionary regional planning budgets to regions and advises regional Airports offices of actual funds availability. Regional budgets are determined based upon several calculations and analyses taking into account how airports/states are using AIP apportionment funding, reasonableness of ACIP, regional and national activity levels, letter of intent commitments, MAP designees, and any additional factors determined to be appropriate.

Distribution date: October 15, or 15 days after authorization/appropriation, whichever is later.

Step 7: Regional Airports offices develop recommended funding plans in accordance with funding allocations and the candidate project lists and submit to APP-520. Regional offices are expected to fully document the process for making regional funding recommendations. All documentation will be held in the regional/ADO office for official record keeping.

Submission date: November 1, or 30 days after authorization/appropriation, whichever is later.

Step 8: ARP-1 makes selection/approval of projects for implementation of regional programming actions. Regional programming actions are those actions required to approve a project for purposes of Congressional announcement. These actions should not occur until there is contract authority available in the year in which a grant for planned development is expected to be issued.

Approval date: December 1, or 60 days after authorization/appropriation, whichever is later.

Step 9: Those projects that are included in the candidate list in which the regional office elects not to fund within the available budget will be considered as priority projects to receive converted "carryover" funding. Projects that do not receive funding must be revalidated for need and either placed in the NPIAS-ACIP as a future year need or deleted from the database.

Note: All current and future year Letter of Intent (LOI) projects should be identified and accounted for in the development of the ACIP. However, LOI selections will be made in accordance with the criteria defined in the Order 5100.38, AIP Handbook, Chapter 10.

Step 10: APP-1 evaluates national performance, and produces an annual performance report, of the completed development program. The performance report will help to identify any areas in the process that may need adjustments to better insure attainment of national goals and objectives. As a minimum, national performance will be captured by the AIP annual report and/or biennial NPIAS report to Congress. The FAA may use other internal tools to evaluate national performance.

10. USES OF OTHER PRIORITY SYSTEMS

a. Block Grant States

The FAA Reauthorization Act of 1996 amended Title 49 of the USC to require the FAA to permit block grant States to use their priority systems if such systems are not inconsistent with the national priority system. If a block grant State is interested in using its priority system, the State must submit the proposed priority system to APP-510 for a determination. APP-510, in coordination with APP-520, will review the State's priority system and determine whether it is inconsistent with the national priority system. A block grant State cannot use its priority system if different from the NPS until a formal determination has been made.

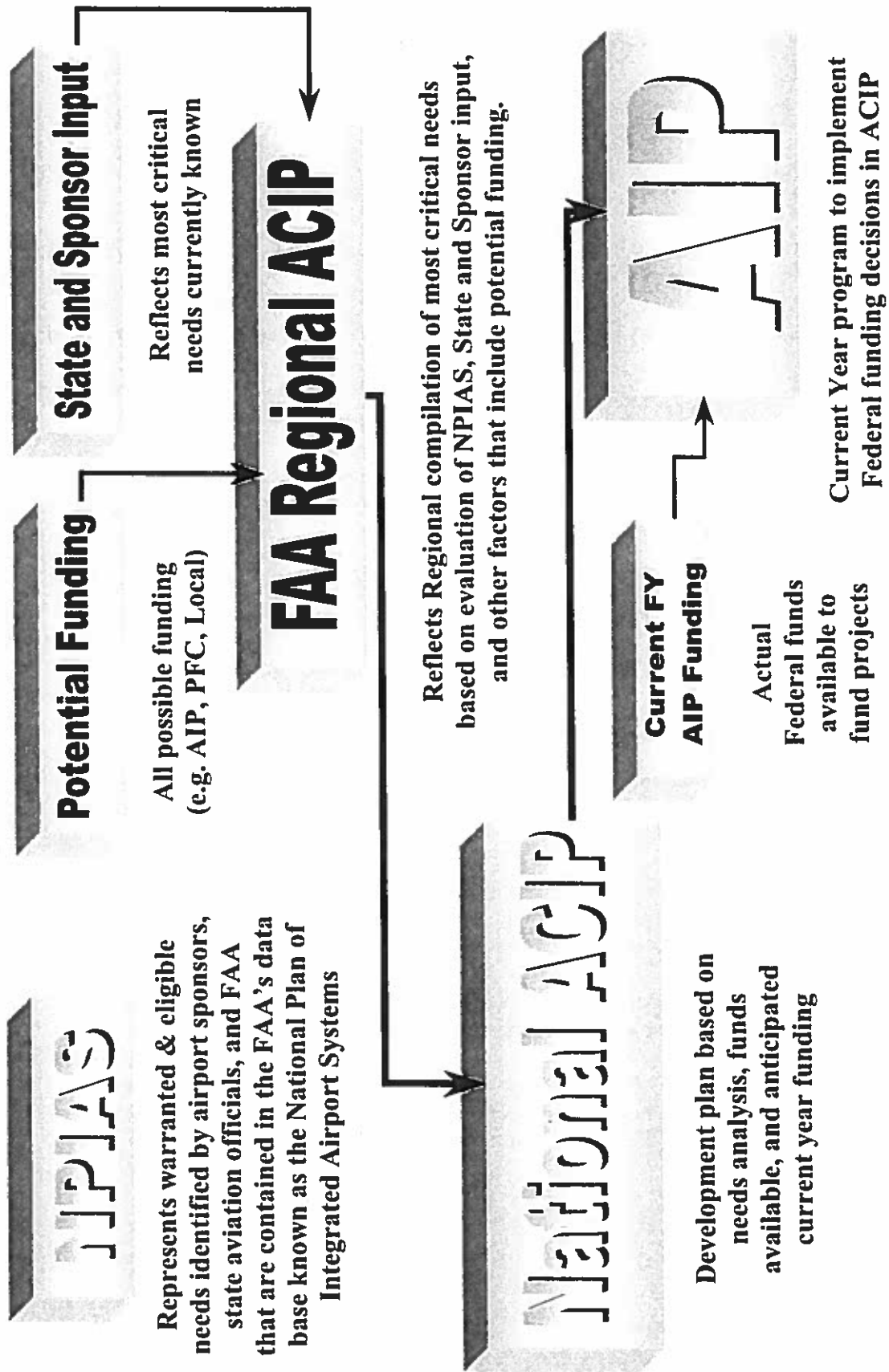
b. Non-Block Grant States

In addition, the FAA Reauthorization Act of 1996 amended Title 49 of the USC to require that, for primary and reliever airports, FAA consider airport improvement priorities of the States and FAA regional offices. Although the legislation does not require that FAA consider States priorities (other than block grant States) for general aviation airports, non block grant states priority systems may be used to help regional offices formulate their ACIPs. In order for a State priority system to be considered, it must be determined by the FAA to be not inconsistent with the national priority system. The regional office, in consultation with APP-510 and 520, will determine to what extent a State priority system should be applied when formulating its ACIP.

Original Signed By

Catherine M. Lang
Director, Office of Airport Planning and Programming

The Airports Capital Improvement Planning (ACIP) Process



ACIP Timetable “Easy Reference”

- Step 1** APP-500 submits ACIP guidance memorandum to regions - *No later than March 1 of previous fiscal year*
- Step 2** Regions submit 3-year ACIP to APP-520 - *June 1 of previous fiscal year*
- Step 3** APP-520 performs national review of regional ACIPs and coordinates corrections with regional offices - *July 1 of previous fiscal year*
- Step 4** APP-520 performs national analysis to create national priority rating thresholds (final candidate list is determined) - *No later than August 1 of previous fiscal year*
- Step 5** Regional offices submit proposals to add/delete projects to the final candidate list - *October 1 – October 15*
- Step 6** APP-520 prepares and submits regional budgets to regional offices - *October 15, or 15 days after authorization/appropriation, whichever is later*
- Step 7** Regional offices develop recommended funding plans and submit to APP-520 - *November 1, or 30 days after authorization/appropriation, whichever is later*
- Step 8** ARP-1 makes selection/approval of projects for implementation of regional programming actions - *December 1, or 60 days after authorization/appropriation*
- Step 9** Unfunded candidate list projects will be considered as priority projects to receive any remaining converted “carryover” funding
- Step 10** APP-1 evaluates national performance and produces an annual performance report (national performance may be captured by the AIP/PFC annual report and/or biennial NPIAS report to Congress)

**AIRPORTS CAPITAL IMPROVEMENT PLAN
PROJECT EVALUATION CHECKLIST**

| | | | |
|-------------------|-------|----------------|------|
| AIRPORT NAME CITY | STATE | PROJECT NUMBER | DATE |
|-------------------|-------|----------------|------|

Financial Considerations:

- Local funding commitments
- Status of non-Federal funding (e.g., State and/or local funding)
- Entitlement funds commitments
- Type of funding
- Innovative financing
- Joint-use financing
- Funding alternatives
- Project scheduling/timing
- Economy of scale
- Other - document

Sponsor Performance:

- Compliance issues
- Open grants and un-liquidated grant obligations
- Historical scheduling
- Historical close-outs
- Airport maintenance
- Other - document

Planning Factors:

- NPIAS airport
- Feasibility of project
- Project useful life
- Site approval and airspace clearance
- Status in State system plan study
- Status in regional plan
- Consideration to airport growth factors
- Benefit-cost analysis
- Impact on other program planning (e.g. F&E)
- Multi-modal benefits
- Environmental review
- Other - document

Legal and Regulatory Requirements:

- Eligibility
- FAR Part 150/139/107
- Land acquisition requirements
- Civil rights requirements
- Competition plan requirements
- Status of airport layout plan
- Modification of standards
- Other - document

State and Local Factors:

- Priorities
- Economic impact
- Local position/support
- Consultation with airport representatives
- Congressional and other governmental interest
- Other - document

NATIONAL PRIORITY SYSTEM
Justification Submittal
for Individual Projects and Locations

| |
|--|
| <u>Airport Information:</u> |
| <u>Project Description:</u> |
| <u>Project Narrative/Background:</u> |
| <u>How Project Enhances FAA Goals:</u> Safety and/or Security: |
| System Capacity: |
| Environment: |
| Access: |
| Support from state and/or local plans: |

NATIONAL PRIORITY SYSTEM
Justification Submittal
for Individual Projects and Locations

Point Values for AIP Airport and ACIP Work Codes

A = Airport Code (2 to 5 pts.):

Primary Commercial Service Airports

| | |
|--------------------------|---------|
| A - Large and Medium Hub | = 5 pts |
| B - Small and Non Hub | = 4 pts |

Non Primary Commercial Service, Reliever, and General Aviation Airports

Based Aircraft/Itinerant Operations

| | |
|--------------------|---------|
| A - 100 or 50,000 | = 5 pts |
| B - 50 or 20,000 | = 4 pts |
| C - 20 or 8,000 | = 3 pts |
| D - <20 and <8,000 | = 2 pts |

P = Purpose Points (0 to 10 pts)

| |
|---|
| CA = Capacity = 7pts |
| EN = Environment = 8pts |
| OT = Other = 4pts |
| PL = Planning = 8pts |
| RE = Reconstruction = 8pts |
| SA = Safety Security = 10pts |
| SP = Statutory Emphasis Programs = 9pts |
| ST = Standards = 6pts |

C = Component Points (0 to 10 pts)

| | |
|-----------------------------------|-----------------------|
| AP = Apron = 5pts | RW = Runway = 10pts |
| BD = Building = 3pts | SB = Seaplane = 9pts |
| EQ = Equipment = 8pts | TE = Terminal = 1pt |
| FI = Financing = 0pts | TW = Taxiway = 8pts |
| GT = Ground Transportation = 4pts | VT = Vertiport = 4pts |
| HE = Helipad = 9pts | |
| HO = Homes = 7pts | |
| LA = Land = 7pts | |
| NA = New Airport = 4pts | |
| OT = Other = 7pts | |
| PB = Public Building = 7pts | |
| PL = Planning = 7pts | |

T = Type Points (0 to 10 pts)

| | | |
|-----------------------------------|-------------------------------------|--|
| 60 = Outside 65 DNL = 0pts | IM = Improvements = 8pts | SE = Security Improvement = 6pts |
| 65 = 65 - 69 DNL = 4pts | IN = Instrument Approach Aid = 7pts | SF = RW Safety Area = 8pts |
| 70 = 70 - 74 DNL = 7pts | LI = Lighting = 8pts | SG = RW TW Signs = 9pts |
| 75 = Inside 75 DNL = 10pts | MA = Master Plan = 9pts | SN = Snow Removal Equipment = 9pts |
| AC = Access = 7pts | ME = Metropolitan Planning = 7pts | SR = Sensors = 8pts |
| AD = Administration Costs = 0pts | MS = Miscellaneous = 5pts | ST = State Planning = 8pts |
| AQ = Acquire Airport = 5pts | MT = Mitigation = 6pts | SV = Service = 6pts |
| BO = Bond Retirement = 0pts | NO = Noise Plan/Suppression = 7pts | SZ = Safety Zone (RPZ) = 8pts |
| CO = Construction = 10pts | OB = Obstruction Removal = 10pts | VI = Visual Approach Aids Aid = 8pts |
| DI = De-Icing Facilities = 6pts | PA = Parking = 1pt | VT = Construct V Tol RW/Vert Plan = 2pts |
| DV = Development Land = 6pts | PM = People Mover = 3pts | WX = Weather Reporting Equipment = 8pts |
| EX = Extension/Expansion = 6pts | RF = ARFF Vehicle = 10pts | |
| FF = Fuel Farm Development = 2pts | RL = Rail = 3pts | |
| FR = RW Friction = 9pts | | |

| PROJECT DESCRIPTION | ACIP Codes | | | Airport Code | | | |
|--|------------|-----------|------|--------------|----|----|----|
| | Purpose | Component | Type | A | B | C | D |
| | | | | 5 | 4 | 3 | 2 |
| APRON | | | | | | | |
| Construct (name) Apron | CA | AP | CO | 56 | 54 | 52 | 50 |
| Expand (name) Apron | CA | AP | EX | 47 | 46 | 44 | 42 |
| Construct (name) Apron (environmental mitigation) | EN | AP | CO | 66 | 64 | 62 | 60 |
| Rehabilitate (name) Apron | RE | AP | IM | 62 | 60 | 58 | 56 |
| Construct (name) Apron | ST | AP | CO | 46 | 44 | 43 | 41 |
| Expand/Strengthen (name) Apron | ST | AP | IM | 42 | 41 | 39 | 38 |
| Install (name) Apron Lighting | ST | AP | LI | 42 | 41 | 39 | 38 |
| BUILDINGS | | | | | | | |
| <Construct/Expand/Improve/Modify/Rehabilitate> Aircraft Rescue & Fire Fighting Building [Pt. | SA | BD | EX | 73 | 71 | 68 | 66 |
| <Construct/Expand/Improve/Modify/Rehabilitate> (describe) Building | ST | BD | MS | 34 | 32 | 31 | 29 |
| <Construct/Expand/Imp/Modify/Rehabilitate> <Snow Removal Equipment/Chemical Storage & | ST | BD | SN | 41 | 39 | 38 | 36 |
| EQUIPMENT | | | | | | | |
| Acquire Driver's Enhanced Vision System | ST | EQ | MS | 41 | 40 | 38 | 37 |
| Acquire Interactive Training System | OT | EQ | MS | 25 | 24 | 23 | 22 |
| Acquire Aircraft Rescue & Fire Fighting Vehicle [required by Part 139 only] | SA | EQ | RF | 98 | 95 | 93 | 90 |
| Acquire Aircraft Rescue & Fire Fighting Safety Equipment (describe) [required by Part 139] | SA | EQ | RF | 98 | 95 | 93 | 90 |
| Acquire Security Equipment/Install Fencing (e.g., access control) (required by Part 107) | SA | EQ | SE | 86 | 83 | 81 | 78 |
| Acquire Aircraft Deicing Equipment | ST | EQ | DI | 43 | 41 | 40 | 38 |
| <Acquire/Install/Rehabilitate> Emergency Generator | ST | EQ | LI | 47 | 45 | 44 | 42 |
| Acquire Aircraft Rescue & Fire Fighting Safety Equipment (describe) [not required by Part 139] | ST | EQ | MS | 41 | 40 | 38 | 37 |
| Acquire Equipment (e.g., Sweepers, etc.) | ST | EQ | MS | 41 | 40 | 38 | 37 |
| Acquire Aircraft Rescue & Fire Fighting Vehicle [not required by Part 139] | ST | EQ | RF | 50 | 49 | 47 | 46 |
| Acquire Security Equipment/Install Perimeter Fencing (e.g., access control) [not Part 107] | ST | EQ | SE | 43 | 41 | 40 | 38 |
| Acquire <Snow Removal Equipment/Urea Truck/etc.> | ST | EQ | SN | 48 | 47 | 45 | 44 |
| Acquire Friction Measuring Equipment | ST | EQ | SR | 47 | 45 | 44 | 42 |
| Install Weather Reporting Equipment (describe, e.g., AWOS) | ST | EQ | WX | 47 | 45 | 44 | 42 |
| FINANCE | | | | | | | |
| Administrative Costs (PFC) | OT | FI | AD | 0 | 0 | 0 | 0 |
| Financing Costs | OT | FI | BO | 0 | 0 | 0 | 0 |
| GROUND TRANSPORTATION | | | | | | | |
| <Construct/Expand/Improve/Modify/Rehabilitate> <Inter/Intra> Terminal People Mover | CA | GT | PM | 39 | 37 | 36 | 34 |
| <Construct/Expand/Improve/Modify/Rehabilitate> <Inter/Intra> Terminal People Mover | OT | GT | PM | 18 | 17 | 16 | 15 |
| <Construct/Expand/Improve/Modify/Rehabilitate> Access Rail | CA | GT | RL | 39 | 37 | 36 | 34 |
| <Construct/Expand/Improve/Modify/Rehabilitate> Access Rail | OT | GT | RL | 18 | 17 | 16 | 15 |
| <Construct/Expand/Improve/Modify/Rehabilitate> Access Road | CA | GT | AC | 48 | 46 | 44 | 42 |
| <Construct/Expand/Improve/Modify/Rehabilitate> Access Road | OT | GT | AC | 23 | 22 | 21 | 20 |
| <Construct/Expand/Improve/Modify/Rehabilitate> Service Road | OT | GT | SV | 22 | 21 | 20 | 19 |
| HELIPORT | | | | | | | |
| <Construct/Expand/Improve/Modify/Rehabilitate> Helipad/Heliport | CA | HE | CO | 63 | 61 | 59 | 57 |
| <Construct/Expand/Improve/Modify/Rehabilitate> Helipad/Heliport | ST | HE | CO | 52 | 50 | 49 | 47 |
| RESIDENCE | | | | | | | |
| Noise Mitigation measures for residences outside 65 DNL | EN | HO | 60 | 46 | 44 | 42 | 40 |
| Noise Mitigation measures for residences within 65 - 69 DNL | EN | HO | 65 | 56 | 54 | 52 | 50 |
| Noise Mitigation measures for residences within 70 - 74 DNL | EN | HO | 70 | 63 | 61 | 59 | 57 |
| Noise Mitigation measures for residences within 75 DNL | EN | HO | 75 | 70 | 68 | 66 | 64 |
| LAND | | | | | | | |
| Acquire <land/easement> for noise compatibility/relocation (# relocated) outside 65 DNL | EN | LA | 60 | 46 | 44 | 42 | 40 |
| Acquire <land/easement> for noise compatibility/relocation (# relocated) within 65 - 69 DNL | EN | LA | 65 | 56 | 54 | 52 | 50 |
| Acquire <land/easement> for noise compatibility/relocation (# relocated) within 70 - 74 DNL | EN | LA | 70 | 63 | 61 | 59 | 57 |
| Acquire <land/easement> for noise compatibility/relocation (# relocated) within 75 DNL | EN | LA | 75 | 70 | 68 | 66 | 64 |
| Acquire <land/easement> for development/relocation (list parcels and/or # relocated) | ST | LA | DV | 41 | 40 | 38 | 37 |
| Acquire miscellaneous land (describe, e.g., land for outer marker, relocate road) | ST | LA | MS | 40 | 38 | 37 | 35 |
| Acquire land/easement for approaches (list parcels and/or # relocated) | ST | LA | SZ | 45 | 44 | 42 | 41 |

| PROJECT DESCRIPTION | ACIP Codes | | | Airport Code | | | |
|---|------------|-----------|------|--------------|----|----|----|
| | Purpose | Component | Type | A | B | C | D |
| | | | | 5 | 4 | 3 | 2 |
| NEW AIRPORTS | | | | | | | |
| Construct New Airport | CA | NA | CO | 54 | 52 | 50 | 49 |
| Acquire (existing) Airport | ST | NA | AQ | 35 | 34 | 32 | 31 |
| Construct New Airport | ST | NA | CO | 44 | 43 | 41 | 40 |
| OTHER | | | | | | | |
| Construct Deicing Containment Facility | EN | OT | DI | 61 | 59 | 57 | 55 |
| Noise Mitigation Measures (miscellaneous) | EN | OT | MS | 58 | 56 | 54 | 52 |
| Environmental Mitigation | EN | OT | MT | 61 | 59 | 57 | 55 |
| Install Noise Monitoring System/Equipment | EN | OT | NO | 63 | 61 | 59 | 57 |
| <Construct/Improve/Repair> <Fuel Farm/Utilities> [MAP] | OT | OT | FF | 20 | 19 | 18 | 17 |
| <Construct/Rehabilitate> Parking Lot [non revenue producing-non hub/MAP] | OT | OT | PA | 19 | 18 | 17 | 16 |
| <Light/Mark/Remove> Obstructions (list location)[hazard only e.g., approaches] | SA | OT | OB | 95 | 93 | 90 | 88 |
| Install <Guidance Signs/ Runway Incursion Caution Bars> [required by Part 139] | SA | OT | SG | 92 | 90 | 87 | 85 |
| Install <Guidance Signs/ Runway Incursion Caution Bars> [non Part 139 CS] | SP | OT | SG | 80 | 77 | 75 | 73 |
| <Install/Rehabilitate> Airport Beacons [required by Part 139] | SA | OT | VI | 89 | 87 | 84 | 82 |
| Install miscellaneous <NAVAIDS/Approach Aids> (seg. circle, beacon, etc., Not ALS) | SP | OT | IN | 74 | 72 | 70 | 68 |
| Install miscellaneous <NAVAIDS/Approach Aids> (seg. circle, beacon, etc., Not ALS) | ST | OT | IN | 43 | 42 | 40 | 39 |
| Improve Airport <Drainage/Erosion Control/miscellaneous improvements> | ST | OT | IM | 45 | 44 | 42 | 41 |
| <Light/Mark/Remove> Obstructions (location) | ST | OT | OB | 49 | 47 | 46 | 44 |
| Construct Aircraft Rescue & Fire Fighting Training Facility/Regional Burn Pit/Mobile Training F | ST | OT | RF | 49 | 47 | 46 | 44 |
| Install <Guidance/other> Signs [not Part 139] | ST | OT | SG | 47 | 45 | 44 | 42 |
| Construct Deicing Containment Facility | ST | OT | DI | 41 | 40 | 38 | 37 |
| PUBLIC BUILDINGS | | | | | | | |
| Noise Mitigation measures for public buildings outside 65 DNL | EN | PB | 60 | 46 | 44 | 42 | 40 |
| Noise Mitigation measures for public buildings within 65 - 69 DNL | EN | PB | 65 | 56 | 54 | 52 | 50 |
| Noise Mitigation measures for public buildings within 70 - 74 DNL | EN | PB | 70 | 63 | 61 | 59 | 57 |
| Noise Mitigation measures for public buildings within 75 DNL | EN | PB | 75 | 70 | 68 | 66 | 64 |
| PLANNING | | | | | | | |
| Conduct <Environmental Assessment/Environmental Impact Statement/Feasibility> <study/up | EN | PL | MA | 68 | 66 | 64 | 62 |
| Conduct Noise Compatibility Plan study/update (Part 150) | EN | PL | NO | 63 | 61 | 59 | 57 |
| Conduct Ground Transportation/Rail Study | PL | PL | AC | 63 | 61 | 59 | 57 |
| <Conduct/Update> <Airport Master Plan Study (ALP, EA, etc.)> | PL | PL | MA | 68 | 66 | 64 | 62 |
| Conduct/Update Metropolitan System Plan Study | PL | PL | ME | 63 | 61 | 59 | 57 |
| <Conduct/Update> (name) (e.g., Pavement Maintenance Plan, PCI NPDES, etc.) | PL | PL | MS | 58 | 56 | 54 | 52 |
| <Conduct/Update> State System Plan Study | PL | PL | ST | 66 | 64 | 62 | 60 |
| Conduct Vertiport/Tiltrotor Plan | PL | PL | VT | 51 | 49 | 47 | 45 |
| RUNWAYS | | | | | | | |
| Construct Runway (name) | CA | RW | CO | 64 | 63 | 61 | 59 |
| Extend Runway (name) | CA | RW | EX | 56 | 54 | 53 | 51 |
| Construct Runway (name) (environmental mitigation) | EN | RW | CO | 76 | 74 | 72 | 70 |
| Rehabilitate Runway (name) | RE | RW | IM | 72 | 70 | 68 | 66 |
| Rehabilitate Runway <Lighting/Electrical Vault> | RE | RW | LI | 72 | 70 | 68 | 66 |
| Install Runway Lighting (HIRL, MIRL) [Required by Part 139] | SA | RW | LI | 97 | 94 | 92 | 89 |
| Install Runway Lighting (HIRL, MIRL) [non Part 139 CS] | SP | RW | LI | 84 | 81 | 79 | 77 |
| <Construct/Extend/Improve> Runway (name) Safety Area [Primary Airports] | SA | RW | SF | 97 | 94 | 92 | 89 |
| <Apply Friction Course/Groove> Runway | SP | RW | FR | 86 | 84 | 82 | 80 |
| Install Runway (name) distance-to-go Signs | SP | RW | SG | 86 | 84 | 82 | 80 |
| Install Runway (name)<Vertical/Visual> Guidance System [PAPI/VASI/REIL/ALS/etc.] | SP | RW | VI | 84 | 81 | 79 | 77 |
| Construct Runway (name) [includes relocation] | ST | RW | CO | 53 | 52 | 50 | 49 |
| <Construct/Extend/Improve> Runway (name) Safety Area [Non-Primary Airports] | ST | RW | SF | 50 | 48 | 47 | 45 |
| Install Runway Lighting (HIRL, MIRL, TDZ, LAHSO or CL) | ST | RW | LI | 50 | 48 | 47 | 45 |
| <Extend/Widen/Strengthen> Runway (name) [to meet standards] | ST | RW | IM | 50 | 48 | 47 | 45 |
| Install <full/partial> Instrument Approach Aid (describe, e.g., install localizer) | ST | RW | IN | 48 | 46 | 45 | 43 |
| Install Runway (name) Sensors | ST | RW | SR | 50 | 48 | 47 | 45 |
| Install Runway (name) <vertical/visual> Guidance System [PAPI/VASI/REIL/ALS/etc.] | ST | RW | VI | 50 | 48 | 47 | 45 |

| PROJECT DESCRIPTION | ACIP Codes | | | Airport Code | | | |
|--|------------|-----------|------|--------------|----|----|----|
| | Purpose | Component | Type | A | B | C | D |
| | | | | 5 | 4 | 3 | 2 |
| SEAPLANE BASES | | | | | | | |
| Rehabilitate Seaplane <ramp/floats> | RE | SB | IM | 72 | 70 | 68 | 66 |
| <Construct/Improve/Modify> Seaplane ramp/floats | CA | SB | CO | 64 | 63 | 61 | 59 |
| <Construct/Improve/Modify> Seaplane ramp/floats | ST | SB | CO | 53 | 52 | 50 | 49 |
| TERMINAL DEVELOPMENT | | | | | | | |
| Construct Terminal Building | CA | TE | CO | 49 | 47 | 45 | 43 |
| Expand Terminal Building | CA | TE | EX | 40 | 39 | 37 | 35 |
| <Improve/Modify/Rehabilitate> Terminal Building | CA | TE | IM | 44 | 43 | 41 | 39 |
| Construct Terminal Building | ST | TE | CO | 40 | 38 | 37 | 35 |
| Expand Terminal Building | ST | TE | EX | 32 | 31 | 29 | 28 |
| <Improve/Modify/Rehabilitate> Terminal Building | ST | TE | IM | 36 | 35 | 33 | 32 |
| Acquire Handicap Passenger Lift Device | ST | TE | MS | 31 | 29 | 28 | 26 |
| TAXIWAYS | | | | | | | |
| Construct Taxiway (name) | CA | TW | CO | 61 | 59 | 57 | 56 |
| Extend Taxiway | CA | TW | EX | 53 | 51 | 49 | 47 |
| Construct Taxiway (name) (environmental mitigation) | EN | TW | CO | 72 | 70 | 68 | 66 |
| Rehabilitate Taxiway | RE | TW | IM | 68 | 66 | 64 | 62 |
| Rehabilitate Taxiway (name) Lighting | RE | TW | LI | 68 | 66 | 64 | 62 |
| Install Taxiway (name) Lighting (MITL) (Required by Part 139) | SA | TW | LI | 92 | 89 | 87 | 84 |
| Install Taxiway (name) Lighting (MITL) (non Part 139 CS) | SP | TW | LI | 79 | 77 | 75 | 72 |
| Construct Taxiway (name) (includes relocation) | ST | TW | CO | 50 | 49 | 47 | 46 |
| <Extend/Widen/Strengthen> Taxiway (name) | ST | TW | IM | 47 | 45 | 44 | 42 |
| Install Taxiway (name) Lighting (e.g. SMGCS, reflectors, MITL) | ST | TW | LI | 47 | 45 | 44 | 42 |
| Install Taxiway (name) Sensors | ST | TW | SR | 47 | 45 | 44 | 42 |
| VERTIPOINTS | | | | | | | |
| <Construct/Expand/Improve/Modify/Rehabilitate> Vertipoint | CA | VT | IM | 50 | 48 | 46 | 44 |
| <Construct/Expand/Improve/Modify/Rehabilitate> Vertipoint | ST | VT | IM | 41 | 39 | 38 | 36 |

A = Airport Code (2 to 5 pts.):

Primary Commercial Service Airports

A = Large and Medium Hub = 5 pts

B = Small and Non Hub = 4 pts

Non Primary Commercial Service, Reliever, and General Aviation Airports.

Aircraft/Itinerant Operations

A = 100 or 50,000 = 5 pts

B = 50 or 20,000 = 4 pts

C = 20 or 8,000 = 3 pts

D = <20 and <8 000 = 2 pts

$$\text{Priority Equation} = k5 \cdot P \cdot (k1 \cdot A + k2 \cdot P + k3 \cdot C + k4 \cdot T)$$

$$\text{Priority Number} = .25P(A+1.4P+C+1.2T)$$

| | |
|------|------|
| k1 = | 1.00 |
| k2 = | 1.40 |
| k3 = | 1.00 |
| k4 = | 1.20 |
| k5 = | 0.25 |
| k6 = | 0.00 |

NPS Purpose, Component and Types with Values

| | | | | | | | | |
|----|----|-----------------|----|----|-------------|----|----|--------------------------|
| CA | 7 | Capacity | AP | 5 | Apron | 60 | 0 | Outside DNL 65dB |
| EN | 8 | Environment | BD | 3 | Building | 65 | 4 | DNL 65 - 69dB |
| OT | 4 | Other | EQ | 8 | Equipment | 70 | 7 | DNL 70 - 74dB |
| PL | 8 | Planning | FI | 0 | Financing | 75 | 10 | Inside DNL 75dB |
| RE | 8 | Reconstruction | GT | 4 | Gnd Transp | AC | 7 | Access |
| SA | 10 | Safety/Security | HE | 9 | Helipad | AD | 0 | Administration Costs |
| SP | 9 | Special Prog. | HO | 7 | Homes | AQ | 5 | Acquire Airport |
| ST | 6 | Standards | LA | 7 | Land | BO | 0 | Bond Retirement |
| | | | NA | 4 | New Airport | CO | 10 | Construction |
| | | | OT | 7 | Other | DI | 6 | De-Icing Facilities |
| | | | PB | 7 | Public Bldg | DV | 6 | Development Land |
| | | | PL | 7 | Planning | EX | 6 | Extension/Expansion |
| | | | RW | 10 | Runway | FF | 2 | Fuel Farm Developmnet |
| | | | SP | 9 | Seaplane | FR | 9 | RW Friction |
| | | | TE | 1 | Terminal | IM | 8 | Improvements |
| | | | TW | 8 | Taxiway | IN | 7 | Instrument Appr. Aide |
| | | | VT | 4 | Vertiport | LI | 8 | Lighting |
| | | | | | | MA | 9 | Master Plan |
| | | | | | | ME | 7 | Metropolitan Planning |
| | | | | | | MS | 5 | Misc. |
| | | | | | | MT | 6 | Mitigation |
| | | | | | | NO | 7 | Noise Plan/Supress Equip |
| | | | | | | OB | 10 | Obstruction Removal |
| | | | | | | PA | 1 | Parking |
| | | | | | | PM | 3 | People Mover |
| | | | | | | RA | | Reloc Assist |
| | | | | | | RF | 10 | ARFF Vehicle |
| | | | | | | RL | 3 | Rail |
| | | | | | | SE | 6 | Security Improvement |
| | | | | | | SF | 8 | RW Safety Area |
| | | | | | | SG | 9 | RW/TW Signs |
| | | | | | | SN | 9 | Snow Removal Eq |
| | | | | | | SR | 8 | Sensors RW |
| | | | | | | ST | 8 | St. Planning |
| | | | | | | SV | 6 | Service |
| | | | | | | SZ | 8 | Safety Zone (RPZ) |
| | | | | | | VI | 8 | Visual Appr. Aide |
| | | | | | | VT | 2 | Const V/Tol RW/Vert Plan |
| | | | | | | WX | 8 | Weather Reporting Eq |

$$\text{Priority Equation} = k5 \cdot P \cdot (k1 \cdot A + k2 \cdot P + k3 \cdot C + k4 \cdot T)$$

| | |
|------|------|
| k1 = | 1 |
| k2 = | 1.4 |
| k3 = | 1 |
| k4 = | 1.2 |
| k5 = | 0.25 |
| k6 = | 0 |

$$\text{Priority Number} = .25P(A+1.4P+C+1.2T)$$