Federal Financial Assistance for Airports

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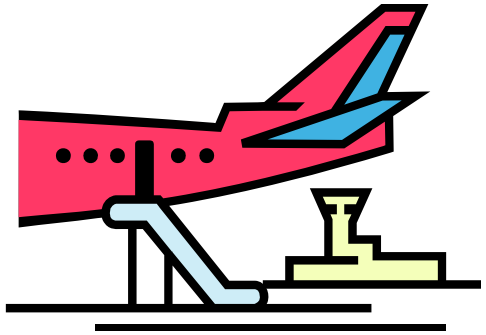
Federal Aviation Administration

The Airports Capital Improvement Plan (ACIP)



Definitions

1. **Airports Capital Improvement Plan (ACIP)–** the FAA's planning tool for systematically identifying, prioritizing, and assigning funds to critical airport development and associated capital needs with the National Airspace System (NAS). A 3 to 5 year time frame is the generally-accepted cycle.
2. **ACIP Codes**: Purpose, component, and type of airport development, used to determine national priority ratings (NPR).

Definitions (cont'd)

3. **National Priority Rating (NPR):** equation-based numerical value that takes into consideration the project and airport type. Generally categorizes airport development as it relates to FAA goals and objectives.
4. **ACIP Codes**: Purpose, component, and type of airport development, used to determine national priority ratings.

Where Are AIP/ACIP Priorities Defined?

- **Authorizing legislation,Title 49 USC Chap 471**
- **FAA Policy Order 5100.39A, “Airports Capital Improvement Plan (ACIP)”**
- **FAA Policy Order 5090.3C, “Field Formulation of the National Plan of Integrated Airport Systems (NPIAS)”**

What Goals and Objectives are Emphasized by the FAA?

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 surrounding communities
4. Provide sufficient access to an airport for the majority of the American public

National Priority Rating (NPR)

NPR = .25P x (A + 1.4P + C + 1.2T)

Where:

A = The “airport code” identifies the role and size of the airport

P = The “purpose” identifies the underlying objective of the project (e.g. reconstruction)

C = The “component” identifies the physical facilty (e.g. taxiway)

T = The “type” signifies the actual work to be accomplished (e.g. extension)

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

T = Type Points (0 to 10 pts)

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

PROJECT DESCRIPTION	ACIP Codes: Purpose	Component	Type	Airport Code: A	B	C	D
				6	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/Improve/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> Heliad/Heliport	CA	HE	CO	63	61	59	57
<Construct/Expand/Improve/Modify/Rehabilitate> Heliad/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

Factors in Addition to NPR

**** A numerical rating alone cannot account for the importance of an individual airport development project. Other factors used in conjunction with NPR include:**

1. Qualitative Factors
2. State and Local Priorities
3. Environmental Issues
4. Impact on Safety

Use of Other Priority Systems

<u>Per AIP Authorizing Legislation and FAA Policy Orders</u>: "… non block-grant states priority systems may be used to help regional offices formulate their ACIPs."

<u>However</u>: "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."

Other Factors in Developing ACIP

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

FAA's Funding Decision(s)

<u>Important:</u> The FAA encourages airport sponsors to use entitlement funds on the "highest priority" work at the airport (as calculated by the NPR). If the FAA determines that entitlement funds are being used on low priority-rated work while requesting discretionary funds for higher priority rated work, the FAA may withhold discretionary funds requested by the sponsor (49 USC 47120, 64 fr 31031)

Projects that FAA Views as Higher Priority Work (Higher NPR)

- **Runway Safety Area**
- **Runway and Taxiway Rehab Work**
- **Lighting, Signage….etc.**
- **ARFF (Aircraft Rescue/Fire Fighting) Equipment and Buildings**
- **Security (access control required by Part 107)**

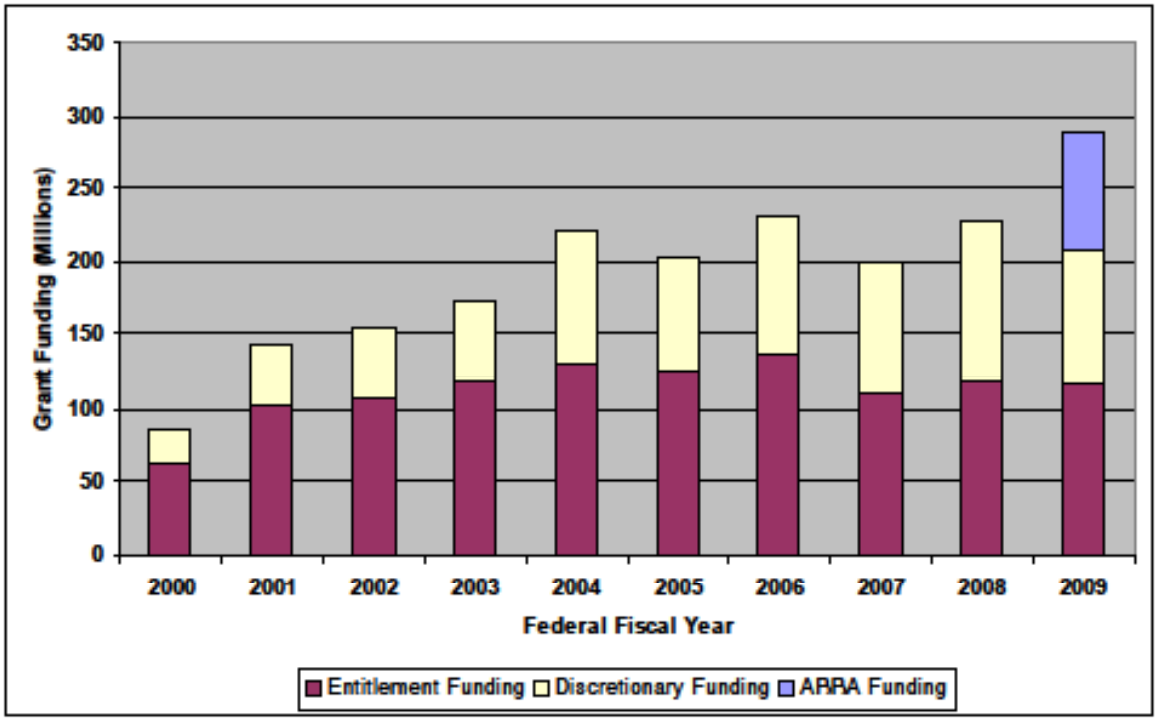
Projects that FAA Views as Lower Priority Work (Lower NPR)

- **Ground Transportation/Access Roads**
- **Other Equipment/Buildings**
- **Terminal Work**
- **Apron Work**
- **New Airports***

  *Alaska challenge in rural areas where relocation is only option

  FAA has supported these **replacement airports** with special justification on need (only access for transportation of people, goods, medical…)

YEAR	Entitlement	Discretionary	ARRA	Total
2000	62,665,476.52	22,761,636.14		85,427,112.66
2001	102,315,478.21	40,225,753.41		142,541,231.62
2002	107,930,249.30	47,358,616.49		155,288,865.79
2003	120,088,579.04	52,417,794.09		172,506,373.13
2004	129,610,424.52	91,130,344.60		220,740,769.12
2005	124,338,506.78	78,160,511.51		202,499,018.29
2006	136,691,241.57	94,476,047.00		231,167,288.57
2007	112,041,592.28	87,312,696.76		199,354,289.04
2008	120,288,372.00	105,847,133.00		226,135,505.00
2009	118,901,326.00	88,324,119.00	81,804,301.00	289,029,746.00



Airport Improvement Program Historical Grant Funding
Fiscal Years: 2000 - 2009

APEB Process Needs to Address:

- **Backlog of Paving Rehabilitation/Reconstruction Projects ($600+ Million)**
  - It will take a long time to “catch up”...
    - New paving projects should not take priority over fixing existing infrastructure (i.e. new parallel taxiways, apron work)
    - Need comprehensive plan
    - Identify and secure other sources of funding…. AIP cannot bridge this gap
  - Why is there a backlog?
    - Priorities vs. Funding
    - Need for comprehensive pavement management plan that can identify and schedule both maintenance work and capital paving projects
      - Cost to maintain the airports to an acceptable level
      - Secure funds to meet need

Pavement Condition Survey Results

- **Runways (should have pavement condition index (PCI)> 70, Taxiway/Aprons>60**
  - Runways below 70 PCI
    - CR 51%
    - NR 38%
    - SE 43%
  - Taxiway/Apron below 60 PCI
    - CR 43%
    - NR 50%
    - SE 33%

APEB Process Needs to Address (cont.) :

- **Certification Inspection Issues**
  - Typically take 3-5 years to fund projects. That is too long to address these concerns
- **Funding Plan for Large Projects**
  - Develop financial plans for high cost projects and identify other sources of funding (FHWA, BIA,State Funds, etc) early in planning stage of a project
  - Cannot expect FAA AIP to fully fund these projects
- **Review of Projects that are "on the bubble" for Funding (Population Declining, School Closing…)**
  - Some of these projects have been "on the books" for years and communities have changed
  - Should resources be spent on projects that may not be built?

Additional Information

For additional information:

http://www.faa.gov/airports_airtraffic/airports/aip/

Thank You!