Federal Financial Assistance for Airports

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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).
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 facility (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 Regional Hub: 4 pts

**New Primary Commercial Service, Regional, and General Aviation Airports:**

Based Aircraft Statement Considerations:
- A - 100 or 50,000: 5 pts
- B - 50 or 25,000: 4 pts
- C - 20 or 10,000: 3 pts
- D - <10 and <5,000: 2 pts

**P = Purpose Points (6 to 10 pts):**

- CA = Capital costs: 6 pts
- EP = Environmental: 5 pts
- GI = Other: 4 pts
- PL = Planning: 3 pts

**C = Component Points (6 to 10 pts):**

- AP = Aprons: 6 pts
- BD = Building: 5 pts
- EQ = Equipment: 4 pts
- TL = Terminals: 3 pts

**T = Type Points (9 to 10 pts):**

- G = Ground Transportation: 9 pts
- L = Land Use: 9 pts
- R = Research: 9 pts
- S = Security: 9 pts
- S = Safety: 9 pts
- U = Utility: 9 pts
- W = Water: 9 pts

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**TABLE:**

<table>
<thead>
<tr>
<th>AIP Codes</th>
<th>Airport Code</th>
</tr>
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<tbody>
<tr>
<td>A</td>
<td>B</td>
</tr>
<tr>
<td>APRON</td>
<td></td>
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<tr>
<td>EQUIPMENT</td>
<td></td>
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<tr>
<td>FINANCE</td>
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<tr>
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<tr>
<td>RESIDENCE</td>
<td></td>
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<tr>
<td>LAND</td>
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**Federal Financial Assistance for Airports**

Federal Aviation Administration
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

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

However: “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
Important: 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…)}
### Federal Financial Assistance for Airports

<table>
<thead>
<tr>
<th>YEAR</th>
<th>Entitlement</th>
<th>Discretionary</th>
<th>ARRA</th>
<th>Total</th>
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<tbody>
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<td>118,901,326.00</td>
<td>88,324,119.00</td>
<td>81,804,301.00</td>
<td>289,029,746.00</td>
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</tbody>
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**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?
For additional information:

http://www.faa.gov/airports_airtraffic/airports/aip/
Thank You!