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:

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

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/marking.

(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.

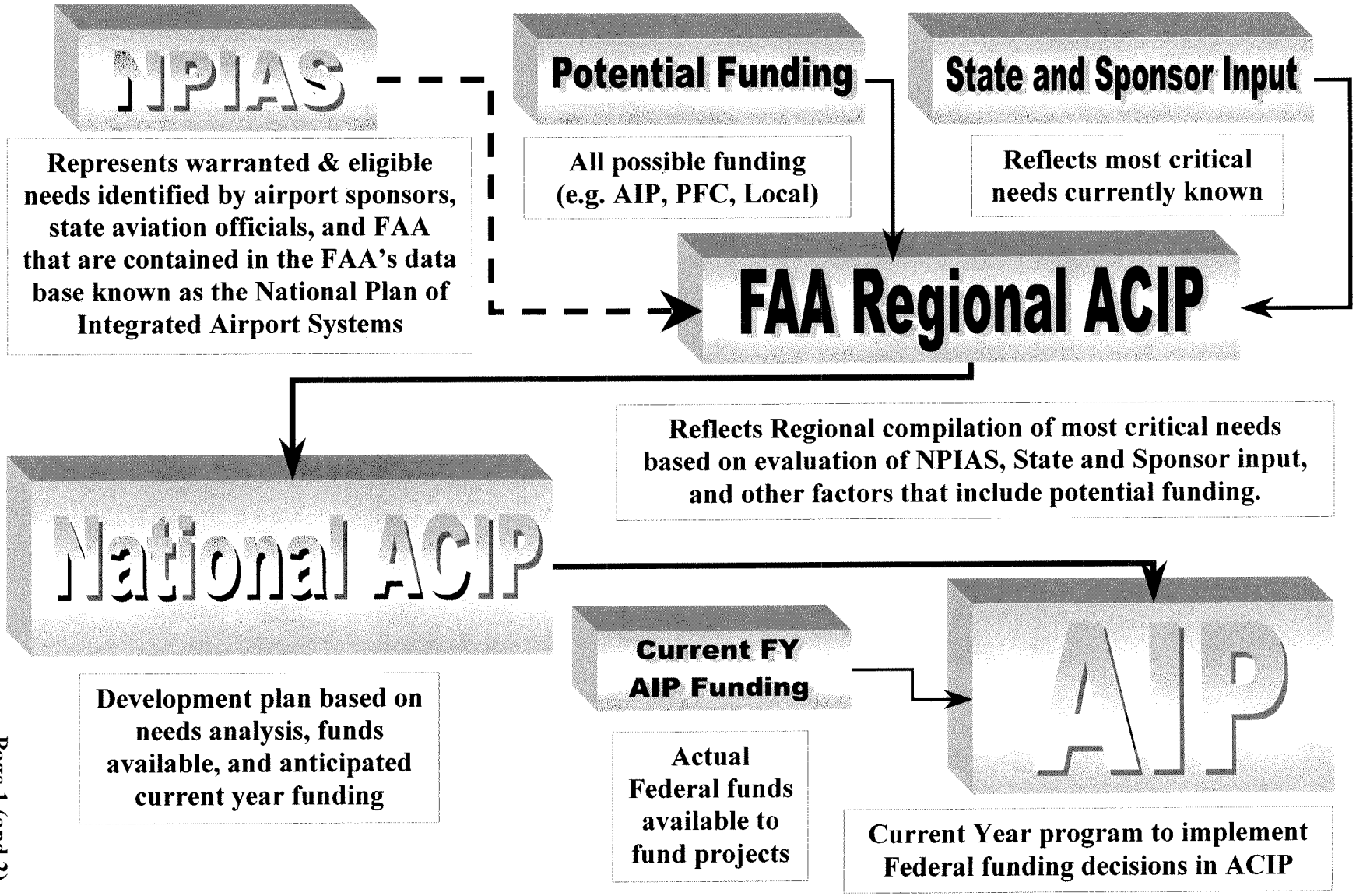
b. Non-Block Grant States

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

Airport Information:
Project Description:
Project Narrative/Background:
How Project Enhances FAA Goals: 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
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			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 E	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
VERTIPORTS							
<Construct/Expand/Improve/Modify/Rehabilitate> Vertiport	CA	VT	IM	50	48	46	44
<Construct/Expand/Improve/Modify/Rehabilitate> Vertiport	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

Priority Equation = k5*P*(k1*A+k2*P+k3*C+k4*T)

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

PURPOSE		
CA	7	Capacity
EN	8	Environment
OT	4	Other
PL	8	Planning
RE	8	Reconstruction
SA	10	Safety/Security
SP	9	Special Prog.
ST	6	Standards

COMPONENT		
AP	5	Apron
BD	3	Building
EQ	8	Equipment
FI	0	Financing
GT	4	Gnd Transp
HE	9	Helipad
HO	7	Homes
LA	7	Land
NA	4	New Airport
OT	7	Other
PB	7	Public Bldg
PL	7	Planning
RW	10	Runway
SP	9	Seaplane
TE	1	Terminal
TW	8	Taxiway
VT	4	Vertiport

TYPE		
60	0	Outside DNL 65dB
65	4	DNL 65 - 69dB
70	7	DNL 70 - 74dB
75	10	Inside DNL 75dB
AC	7	Access
AD	0	Administration Costs
AQ	5	Acquire Airport
BO	0	Bond Retirement
CO	10	Construction
DI	6	De-Icing Facilities
DV	6	Development Land
EX	6	Extension/Expansion
FF	2	Fuel Farm Developmnet
FR	9	RW Friction
IM	8	Improvements
IN	7	Instrument Appr. Aide
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

Priority Equation = k5*P*(k1*A+k2*P+k3*C+k4*T)

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

Priority Number = .25P(A+1.4P+C+1.2T)