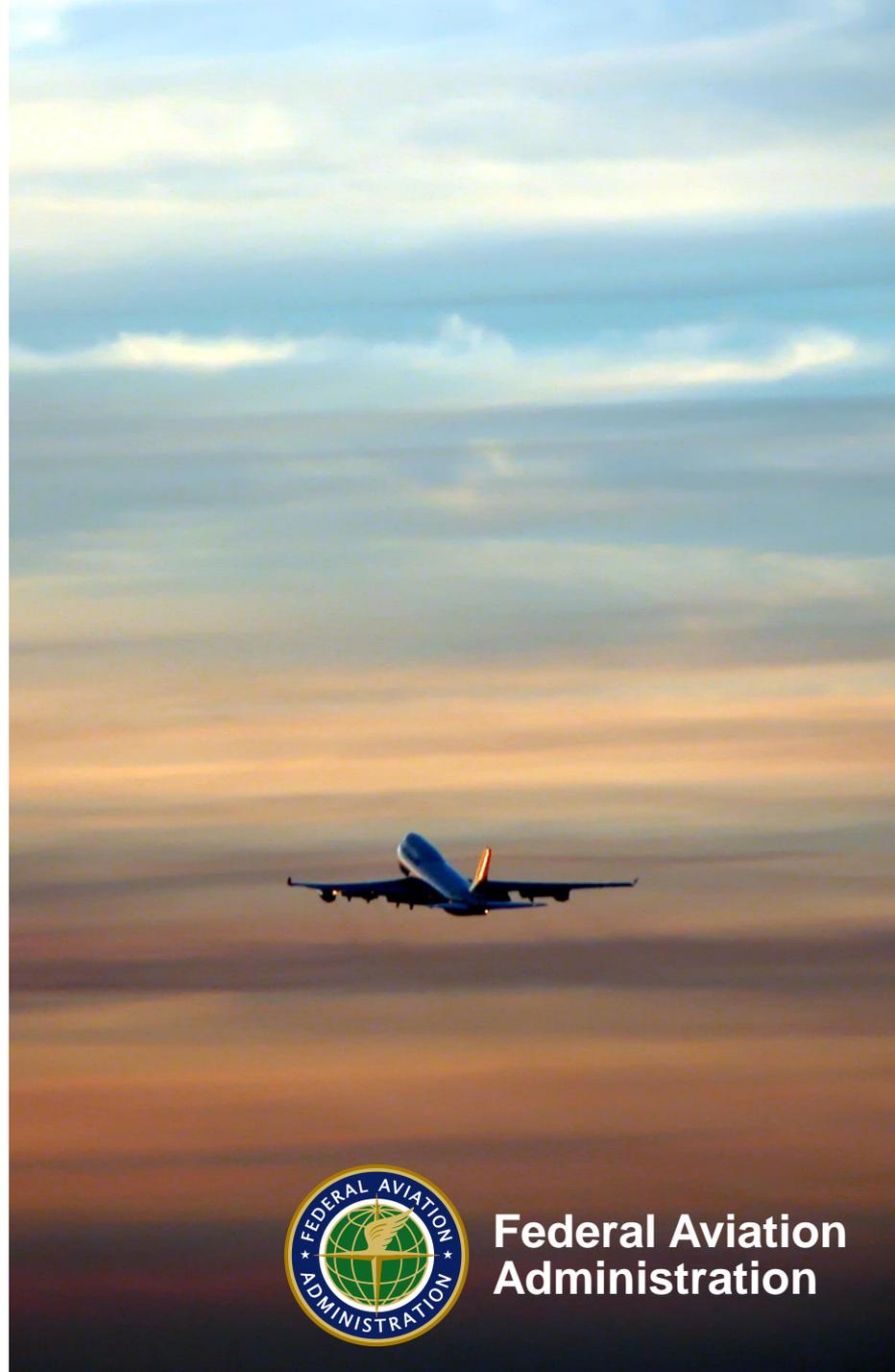


Formulation of the NPIAS and ACIP (Order 5090.5)

Date: August 2019

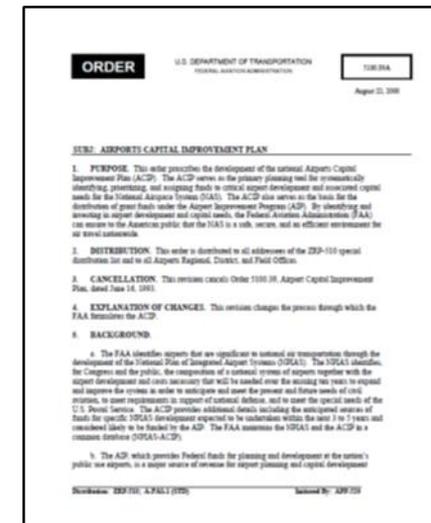
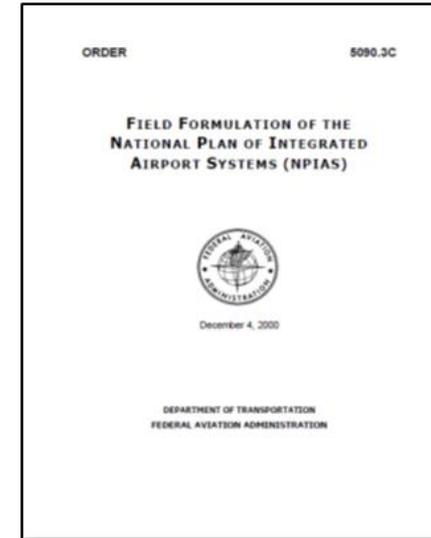


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Background

- The NPIAS and ACIP Orders were issued in 2000
- An FAA team updated these two orders, focusing on necessary program revisions based on changes to:
 - authorizing statutes;
 - FAA policy; and
 - airport & airline industry
- Combined into a single order to reduce redundancy and consolidate airport development planning guidance



Overview of the New Order

- Update legislative and policy requirements
- Update entry and withdrawal requirements for the National Plan of Integrated Airport Systems (NPIAS)
- Update the Airports Capital Improvement Plan (ACIP) process
- Clarify the Overall Development Objective (ODO) concept
- Update the National Priority System (NPS) equation
- Update project work codes



Content and Organization

Chapters

1. What Do I Need to Know About this Order?
2. What is the NPIAS-ACIP Planning and Funding Process?
3. How are NPIAS Airports Categorized and Selected?
4. How is the NPIAS Planned?
5. How is the ACIP Planned?
6. What is the Overall Development Objective – Capital Project System?



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ORDER
NUMBER
5090.5

Effective Date:
September 3, 2019

SUBJ: Formulation of the NPIAS and ACIP

1. PURPOSE.

- Order 5090.5 establishes guidelines for managing and maintaining two federal plans that are essential to airport development: the National Plan of Integrated Airport Systems (NPIAS) and the Airports Capital Improvement Plan (ACIP). The Order also discusses the Office of Airports (ARP) NPIAS project database that supports these plans and its use for preparing the Secretary of Transportation's biennial NPIAS Report.
- The NPIAS identifies existing and proposed airports that are important to national air transportation, and it provides a forward-looking estimate of the type and cost of eligible Airport Improvement Program (AIP) development needed to meet the needs of civil aviation.
- The ACIP, a subset of the NPIAS plan for airport development, is the primary financial planning tool for systematically identifying, prioritizing, and assigning funds to help meet the capital project needs of airports within the NPIAS. The ACIP also provides the basis for grant planning and management under the AIP.

2. AUDIENCE.

This Order applies to all FAA personnel that work with the NPIAS, ACIP, AIP, and Passenger Facility Charge (PFC) program, particularly those in the Office of Airports headquarters, regional and field offices. This Order is also available to airport sponsors; public agencies; planning agency sponsors; state, regional, and metropolitan aviation agencies; and airport-related organizations that work with the FAA in developing airport capital plans and identifying airports in the NPIAS.

3. DISTRIBUTION.

This Order is available on the FAA website. Visit the [Orders & Notices web page](#).

4. CANCELLATION.

This Order cancels two Orders:

- FAA Order 5090.3C, *Field Formulation of the National Plan of Integrated Airport Systems (NPIAS)*, December 4, 2000.
- FAA Order 5100.39A, *Airports Capital Improvement Plan*, August 22, 2000.

Distribution: Electronic

Initiated By: APP-400



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Updates Legal and Policy Requirements

Chapter 1 - Incorporating changes since 2000

- Updates citations to public laws and statutes
- Outlines Essential Airport and Airport System Characteristics
- General Principles for Using the Order



NPIAS and ACIP Process

Chapter 2: Relationships and Processes Outlined

- Defines the NPIAS and the ACIP
- Explains Airport Planning Timeframes
- Emphasizes the continuous process from inputting NPIAS planning data through ACIP and project ranking
- Harmonizes the PFC process with Planning Process and the AIP



NPIAS Airports Categorization and Selection

Chapter 3: Airport Categories and Entry and Exit criteria

- Defines airport categories contained in statute and policy
 - Incorporates the roles for nonprimary airports
- Clarifies requirements on:
 - Process and criteria for requesting inclusion in the NPIAS for existing and proposed airports
 - Process and criteria for withdrawal from the NPIAS



Updates Screening Requirements for Entry

Requirements and Process for adding a New Location to the NPIAS

- Replaces *Criteria* with *Screening Requirements* for GA Airports
 - Existing facilities must meet requirements when requesting entry
 - Replaced the 30 minute drive time requirement *with* at least 30 miles radius from the nearest NPIAS airport, regardless of state boundaries
 - Defines what types of aircraft will count as “based aircraft” and outlines the process to update this information
 - Requires analysis of existing airport and any necessary improvements required to meet current FAA standards
- Identifies what FAA will consider when reviewing the request



Withdrawal Requirements Outlined

Process for Withdrawal from the NPIAS

- Removal from NPIAS is separate from airport closure & release from obligations
- Any nonprimary airport may submit to the FAA a request for removal
 - The written request will be coordinated with State, ADO, Region, and Headquarters
 - All requests are reviewed on a case-by-case basis. FAA will not consider removing an airport that serves a unique role, especially if no comparable alternative in the vicinity
- A NPIAS airport that wants to close, if it is
 - *Federally Obligated* - must follow guidance in FAA Order 5190.6, Airport Compliance Manual. Airport sponsors released from federal obligations will be subsequently removed from NPIAS.
 - *Non-Federally Obligated* - must provide specific information and follow process outlined in NPIAS-ACIP Order



Updates Planning Roles, Sources, and Timing

Chapter 4: Identifying Development

- Describes roles of FAA, airport sponsors and other agencies
- Identifies sources used to identify AIP-eligible airport development
- Defines planning timeframes and how they relate to NPIAS and ACIP
- Provides guidance on:
 - Activity levels that may trigger capacity planning and development
 - Phasing of complex programs



ACIP Planning Process

Chapter 5: Better describing the process and responsibilities

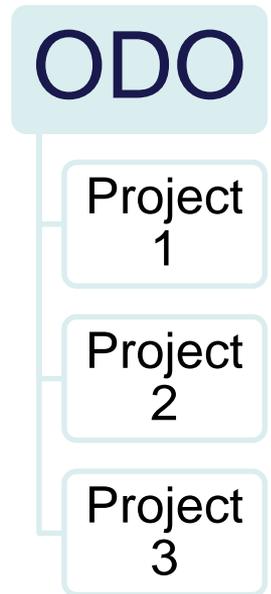
- Describes FAA review process for CIPs from airport sponsors
- Outlines the annual airport development planning process
 - Issuing guidance
 - Establishing Entitlement and Discretionary Planning Ceilings
 - Formulating “snapshots”
 - Identifying the Discretionary Candidate List (DCL)
 - Prioritizing projects and establishing the National Priority Rating (NPR) threshold
 - Use of qualitative criteria



Updates Overall Development Objective Concept

Chapter 6: Better project organization, descriptions, and tracking

- Combines multiple capital projects under one Overall Development Objective (ODO)
 - Includes all related and necessary work
 - Capital projects can span multiple fiscal years
 - Captures planned development need regardless of funding sources
 - All projects in the ODO receive the same priority (NPR)
 - ODOs can be created in SOAR without capital projects
- Improves the FAA's ability to track details of development projects



Revises National Priority System (NPS) Equation

Changes based on extensive outreach to FAA field staff and testing results with two years of AIP project data

Comparison of old and revised equations and code values

	Old NPS Equation	Revised NPS Equation
Formula	$NPR = 0.25P*(1.4P + A + C+ 1.2T)$	$NPR = ((4A)+(2C)+(.7P)+(.7T))/4.2$
Variables (Codes)	Old Value Range	Revised Value Range
Purpose (P)	1 to 10	1 to 100
Airport (A)	2 to 5	7 to 20
Component (C)	10 to 100	1 to 100
Type (T)	10 to 100	1 to 100



Revises the National Priority System (NPS) Equation

Better align with the goals and objectives of the agency

- Provides more granularity in scoring, particularly in quantifying pavements construct/reconstruct/rehabilitation and emphasis on multimodal activity
- Increases the values of three variables (P, T, and C) to a maximum of 100
- Adjusts the Airport (A) variable utilizing airport activity thru ASSET categories
- Aligns the Purpose (P) variable to more accurately reflect the objective of the project
- Defines new work codes



Summary

- Replaces two nearly 20 year old Orders (5090.3C and 5100.39A) with one new document.
- Updates the requirements and process for an airport's entry into and withdrawal from the NPIAS.
- Incorporates the use of nonprimary airport roles into the planning process.
- Updates the national priority system equation to better align with goals and objectives of the agency as defined in statute.

