AAS-400

U.S. Department of Transportation
Federal Aviation Administration

Memorandum

Subject: Action: Program Guidance Letter 98-2

Date: SEP 30 [illegible]

From: Manager, Airports Financial Assistance Division, APP-500

Reply to Attn. of:

To: PGL Distribution List

98-2.1 Revision to National Priority System (NPS) - Cameron Bryan (202) 267-8816.

This Program Guidance Letter supersedes all guidance pertaining to the National Priority System (NPS) as contained in FAA Order 5100.38A Airport Improvement Program (AIP) Handbook, Chapter 3, Section 3, and FAA Order 5100.39, Airport Capital Improvement Plan, Sections 4 and 6.

The National Priority System (NPS) is used to assist in the development of the Airports Capital Improvement Plan (ACIP) as well as provide a basis for the assignment and distribution of Airport Improvement Program (AIP) funding in accordance with statutory formulas and set-asides.

The ACIP is a product of various airport, State, district, and regional CIPs. It is formulated to identify, plan, fund, and execute airport development financing decisions to ensure that the most critical airport development needs are met nationwide. It serves as the national funding plan for the AIP. *Attachments A and B* illustrate the relationship of the ACIP to other elements of the process and the process by which projects are selected.

The ACIP is formulated based on the airport development needs identified by the National Plan of Integrated Airport Systems (NPIAS) and is best understood as a subset of the NPIAS, highlighting airport needs over a 3-year planning cycle. The NPIAS, as required by Section 47103 of Title 49 of United States Code (USC), is the Federal Aviation Administration's (FAA) document that provides short (1 – 5 years) and long (6 – 10 years) range cost estimates of AIP eligible projects associated with establishing a system of airports adequate to meet the needs of the National Airspace System (NAS). The NPIAS provides an inventory of warranted airport development for ACIP purposes. A standard database has been established to implement these concepts. This database (NPIAS-ACIP) provides a common data structure to compile and analyze airport development needs.

On May 22, 1996, the FAA issued a notice in the Federal Register soliciting comments regarding the NPS. Forty-eight comments and/or recommendations in response to the notice were submitted to the FAA by the end of the comment period in July 1996. Also, additional suggestions were generated internally by FAA personnel.

In November 1996, the Office of Planning and Programming appointed a team consisting of regional and headquarters personnel to evaluate and respond to the Federal Register comments. The team had the following responsibilities:

1. To review and prepare responses to comments received from Federal Register notice.
2. To evaluate the current NPS and, if necessary, recommend modifications.

Based on the responses and additional direction from Congress contained in the Federal Aviation Reauthorization Act of 1996 (Pub. Law 104-264), the FAA has modified its NPS. For specific information regarding the comments and FAA disposition of these comments, please refer to the Federal Register Notice dated August 25, 1997, entitled Revisions to the Airport Capital Improvement Plan (ACIP) National Priority System. This program guidance letter explains the modified system and provides guidance on using the system.

(a) OVERVIEW OF PGL CONTENTS

In response to the Federal Register Notice dated August 25, 1997, the forty-eight comments were collated and grouped into the following categories for evaluation: general comments, formula modifications, and consideration of other factors. It was concluded from these comments that a numerical system for ranking projects should continue to be used as a tool and that the NPS should support FAA goals and objectives, allow flexibility, and allow for the consideration of additional non-quantifiable factors that can alter the relative priority of a project.

In addition to matters outlined in the Federal Register Notice, this PGL also provides administrative and procedural policies in the formulation of the ACIP and selection of projects for AIP discretionary funding. Specifically, this PGL outlines the following:

- introduces a revised ACIP formulation process;
- modifies airport codes, project work codes and purpose definitions;
- modifies the NPS equation;
- identifies overall airport development objectives to enhance performance measurements;
- considers other factors in addition to the numerical rating; and
- introduces a timetable with milestones for ACIP-related actions.

(b) REVISED ACIP FORMULATION PROCESS

(1) Project funding decisions intended to maintain a safe and efficient NAS have come under increased scrutiny because development needs grow from year to year, available funding does not keep pace with those needs, and discretionary set-aside requirements continue to change. The revised ACIP formulation process establishes formal criteria that assist in making these funding decisions. The process provides a structured system with discipline and flexibility for making informed AIP discretionary funding decisions to help meet the following FAA goals and objectives:

- ensure that the air transport of people, services and goods is provided in a safe and secure environment;
- 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;
- improve the compatibility of airports with the surrounding communities; and
- provide sufficient access to an airport for the majority of the American public.

(2) A step by step method describing the revised ACIP formulation process, as outlined in the Federal Register Notice, is explained in detail below:

A. Regional Airports offices initiate the ACIP process through coordination with, and input from, planning studies, sponsors, States, the NPIAS, national planning and other sources. Each region submits a 3-year ACIP for the upcoming fiscal year and beyond to the FAA Headquarters, Office of Airport Planning and Programming, Programming Branch, APP-520. ***Submittal Date: June 1.***

> Note: Regions should formulate the ACIPs based on 3-year planning ceilings distributed by APP-1. 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. Planning ceilings will be provided March 1 in advance of formulating the 3-year ACIP. APP-1 reserves the right to adjust the planning ceilings on an as needed basis.

B. 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.
Deadline for national review and corrections: July 1.

C. APP-520 performs a national analysis to create national priority ratings. The purpose of this step is to categorize airport projects in accordance with priority ratings consistent with FAA goals and objectives, development needs, and funding availability. As a result, APP-520 creates a preliminary list of projects, meeting or exceeding threshold priority ratings, to be considered for discretionary funding.
National analysis to be performed: July 1 – August 1.

D. APP-520 transmits the preliminary list of projects that meet or exceed the threshold national priority ratings to the regional Airports offices.
Transmission date: July 1 – August 1.

It is expected that the majority of candidate projects will be determined by the NPS rating. However, after review of the preliminary 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 *Attachment C*, 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 formula alone, fails to calculate the overall priority and value of the project. The justification from the regional offices should be clear, concise, and not exceed two pages. 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. APP-520 establishes the final candidate list.
Deadline date: August 1.

E. After any limitations on contract authority are enacted through an appropriation, headquarters Airports office makes preliminary discretionary allotments to regions and advises regional Airports offices of actual funds availability.
Distribution date: October 15, or 15 days after appropriation, whichever is later.

F. Regional Airports offices develop recommended funding plans in accordance with funding allocations and the candidate project lists and submit them to APP-520.
Submission date: November 1, or 30 days after appropriation, whichever is later.

G. ARP-1 makes selection/approval of projects for implementation of regional programming actions.
Approval date: December 1, or 60 days after appropriation, whichever is later.

H. APP-520 evaluates national performance of the completed development program and makes appropriate adjustments to the NPS to better ensure attainment of national goals and objectives. All adjustments to the NPS will be done in accordance with this PGL.

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 Program Guidance Letter 97-4, Revised Procedures for Letters of Intent.

(c) AIRPORT CODES, PROJECT WORK CODES, AND DEFINITIONS

(1) 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 was assigned a range of 2 to 5. Refer to *Attachment D* for specific point values.

(2) 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 calculation to produce a numerical rating. Each 2-character alpha identifier may be assigned ranging from 0 to 10.

- The *purpose* identifier signifies the underlying objective of an airport development project (e.g., reconstruction). There are eight *purpose* identifiers.
- The *component* identifier signifies the physical component (e.g., runway), for which the development is intended. There are seventeen *component* identifiers.
- The *type* identifier signifies the actual work being done (e.g., extension). There are forty *type* identifiers.

(3) Component and type identifiers are generally self-explanatory as set out in *Attachment D*. Purpose codes are defined below.

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.

Statutory Emphasis Programs

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.

Reconstruction/Rehabilitation

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

Environmental

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.

Planning

DEFINITION: This category includes the preliminary studies needed to define and prioritize specific airport development needs. Items such as airport system and master planning are included in this category.

Capacity

DEFINITION: This category includes development required to increase system capacity by increasing the airport's capacity beyond its present designed activity level. In this case, system capacity is defined as increasing capacity at individual airports experiencing or expecting to experience 20,000 hours or more of delay.

Standards

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

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.

Note: The "upgrade" category has been deleted from the purpose code list. Most projects previously coded as "upgrade" are now referred to as standards.

(d) THE NPS EQUATION

FAA Order 5100.39 requires a numerical system for prioritizing work items in accordance with annual Agency goals and objectives. The original priority calculation method used to comply with this requirement remained unchanged from FY 1992 through FY 1996. Changes in FAA goals, particularly with respect to statutory emphasis program projects and capacity at large airports, require similar changes in the priority equation. The original equation combined the *airport size* (A), development *purpose* (P), *component* (C) and *type* (T) of work. The modified equation attempts to maintain compatibility with the previous equation which generated values ranging from 11 (the highest priority) to over 630.

The modified equation generates values between 0 and 100 with 100 being the highest priority. The objectives in formulating the modified equation were the following:

1. include the same four factors in the equation (airport size, P, C, and T);
2. keep the equation as simple as possible;
3. develop a relationship similar to the existing equation;
4. have the ability to anticipate future program changes;
5. provide flexibility;
6. provide a standard means to sort aviation needs from highest to lowest priority; and
7. be consistent with FAA goals and objectives.

The following general equation was developed:

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

Where:
k1 = 1.00
k2 = 1.40
k3 = 1.00
k4 = 1.20
k5 = 0.25

Various coefficients (k1 – k5) were evaluated to generate ranges of *Priority Ratings* consistent with FAA goals and objectives. This resulted in the following equation:

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

The purpose code is used twice within the equation to signify added importance. To provide sufficient variability to the airport size factor, the airport code was assigned a range of 2 to 5, whereas each of the other factors ranged from 0 to 10. These factors were assigned point values (pts) consistent with FAA goals and objectives.

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 achieving coefficients may be adjusted slightly to reflect modified national goals. Please refer to Attachment E for a look-up table to associate specific work descriptions with work codes and national priority ratings, and for each airport code when associated with the work codes.

(e) IDENTIFYING THE OVERALL AIRPORT DEVELOPMENT OBJECTIVE

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/CIP work description, coding and rating should reflect phase 1 of the project as below:

Extend Runway (land acquisition) Phase 1
ST RW IM
47

This description shows the overall development objective is the runway extension and that AIP funding for phase 1 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. 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 those work items that in the past would have received a different priority rating.

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.

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.

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.

Each grant award that contributes to an overall airport development objective must provide for a safe, useful, and usable unit as required by Order 5100.38A.

(f) FACTORS IN ADDITION TO NUMERICAL RATING

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 NPS 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.

In October 1997, ARP-1 directed a team of regional and headquarters personnel to analyze alternatives and recommend a method to use additional factors in selecting airport development projects for AIP discretionary funding. The team recommended the

use of additional factors throughout the ACIP formulation process. 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.

The following five factors should be used when formulating regional ACIPs and making funding recommendations from the candidate projects list. A checklist (Attachment C) has been formed to help in this process. 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 D of the ACIP formulation process on pages 3 - 4. Also, in certain circumstances, headquarters may use this checklist for additional project documentation. This documentation should be retained in project files.

- Financial Considerations
- Sponsor Performance
- Planning Factors
- Legal and Regulatory Requirements
- State and Local Factors

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 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.

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, we have decided that non block grant State priority systems can 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, will determine to what extent a State priority system should be applied when formulating its ACIP.

(g) MILESTONE TIMETABLE

The following milestones and dates are required for an effective ACIP process:

Milestone	Date
ARP publishes Regional three (3) year planning ceilings for AIP *(step A of the ACIP formulation process)*	March 1
Regions submit ACIPs based on AIP planning ceilings for three (3) years beginning with the upcoming fiscal year *(step A of the ACIP formulation process)*	June 1
ARP applies National Priority Ratings and defines the preliminary National Candidate List *(step C of the ACIP formulation process)*	July 1
Regions consult with APP-520 and submit appeals with additional justification for projects **not** on the preliminary National Candidate List *(step D of the ACIP formulation process)*	July 1 to August 1
APP-520 establishes final Candidate List *(step D of the ACIP formulation process)*	August 1
APP-520 makes preliminary regional AIP discretionary allotments and advises regions of actual fund availability *(step E of the ACIP formulation process)*	October 15, or 15 days after appropriation, whichever is later
Regions submit projects & funding recommendations by category to APP-520 *(step F of the ACIP formulation process)*	November 1, or 30 days after appropriation, whichever is later
ARP-1 approves projects & funding recommendations. APP-520 begins formal programming actions *(step G of the ACIP formulation process)*	December 1, or 60 days after appropriation, whichever is later

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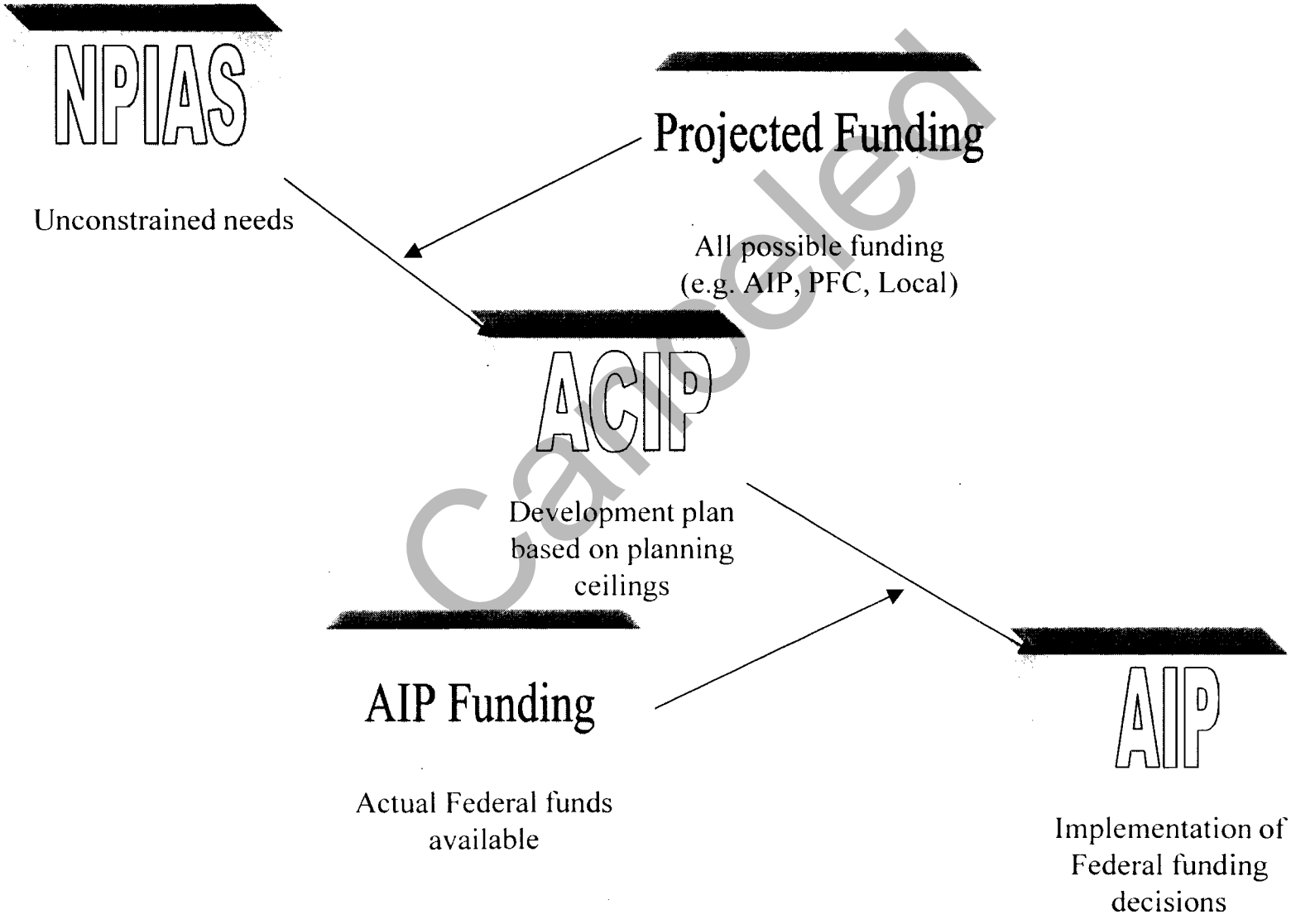
Attachments

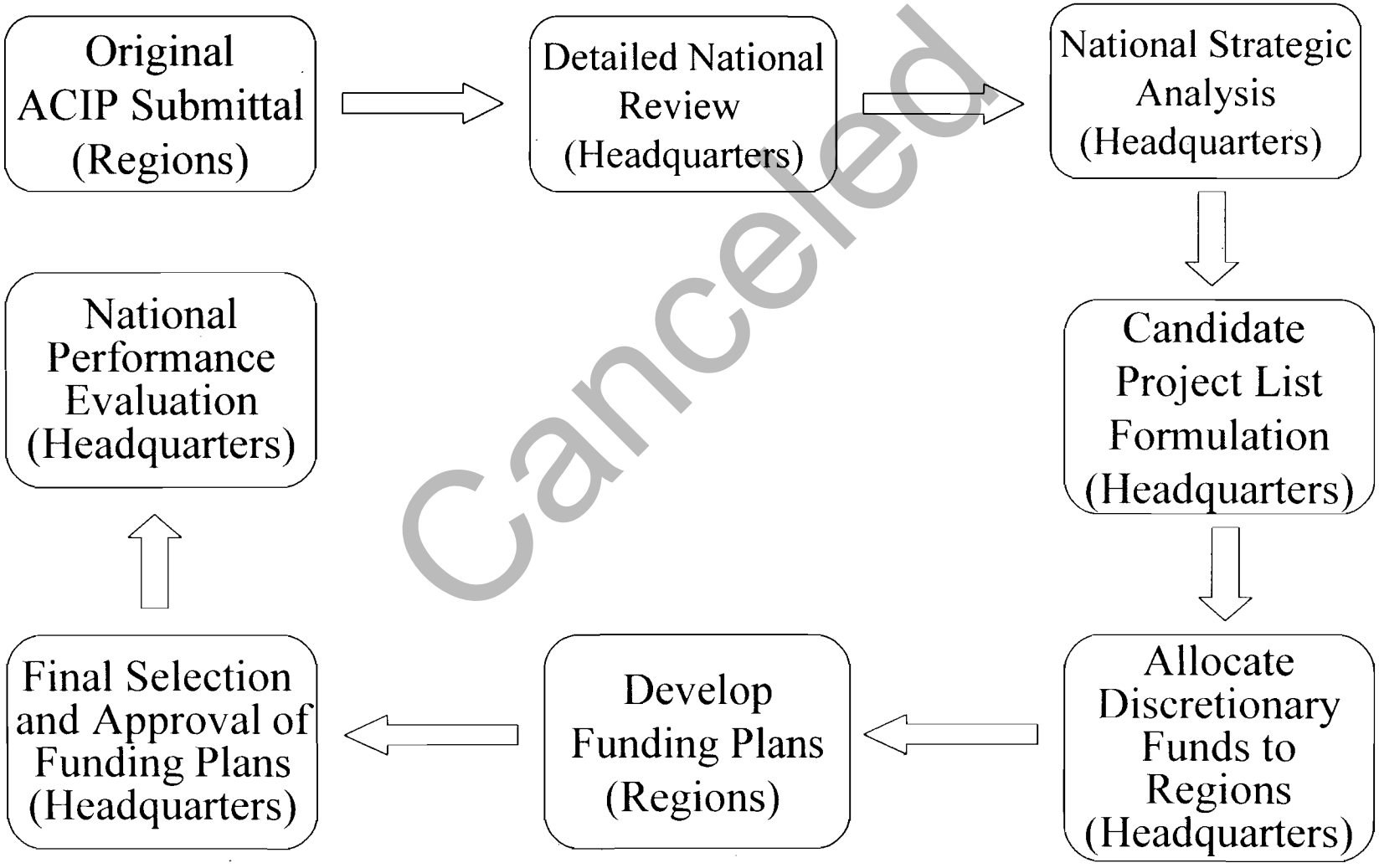
Attachment A

The ACIP "Big Picture"



Attachment B

Project Selection Process



Attachment C

AIRPORT IMPROVEMENT PROGRAM
PROJECT EVALUATION REVIEW AND DEVELOPMENT ANALYSIS

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
Pavement management plan
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

Point Values for AIP Airport and Project 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> ARFF Building [Pt. 139 only]	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> <SRE/Chemical Storage Building/etc.>	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 ARFF Vehicle [required by Part 139 only]	SA	EQ	RF	98	95	93	90
Acquire ARFF 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 ARFF 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 ARFF 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 <SRE/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	OT	GT	PM	18	17	16	15
<Construct/Expand/Improve/Modify/Rehabilitate> Access Rail	OT	GT	RL	18	17	16	15
<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

	ACIP Codes			Airport Code			
PROJECT DESCRIPTION	Purpose	Component	Type	A	B	C	D
				5	4	3	2
HELIPORT							
<Construct/Expand/Improve/Modify/Rehab> 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}	ST	LA	SZ	45	44	42	41
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 ARFF Training Facility/Regional Burn Pit/Mobile Training Facility	ST	OT	RF	49	47	46	44

	ACIP Codes			Airport Code			
PROJECT DESCRIPTION	Purpose	Component	Type	A	B	C	D
				5	4	3	2
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 <EA/EIS/Feasibility> <study/update>	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 [Required by Part 139]	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	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

PROJECT DESCRIPTION	ACIP Codes			Airport Code			
	Purpose	Component	Type	A	B	C	D
				5	4	3	2
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
SEAPLANE BASES							
Rehabilitate Seaplane <ramp/floats>	RE	SB	IM	72	70	68	66
<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 (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	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)+k6/P

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**