



Aviation Program

Developing your Airport CIP

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Updating your CIP

- **Understanding your CIP**
 - The CIP is a **planning** document & helps set path for airport
 - Projects on CIP **do not** guarantee project funding
 - Years 1 through 3 should have **realistic** planning figures
 - **Prioritize** safety-related & pavement maintenance/rehab projects
 - Review inspection letter, pavement study, and system plan
 - Determine useful life and replacement time-frame for existing infrastructure (Reference AIP Handbook)
 - Do not **combine** projects, i.e. runway and taxiway lighting/paving; all projects have different NPR
 - At least **\$750K** of federal funding needs to be shown over the 5-year period
 - Request state/local funding (75%/25%) to **increase chances** of receiving more funding than available NPE

CIP Updates-New This Year

FY23 - FY27 Capital Improvement Plan

LOC ID					Project Funding Plan					
ABC					Total Project Cost	Entitlements \$150,000 per year	AIG Funding \$110,000 per year	State Participation	Sponsor Participation	Additional Funds Needed
FAA Fiscal Year	Project Name and Brief Description	National Priority Ranking (NPR)	AIP Eligibility - Reference AIP Handbook	Pavement Projects Insert PCI						
Example		NPIAS-basic								
2023	Install Runway 18-36 Lighting	70	Page J-5, Table J-4, b.	N/A	\$500,000.00	\$150,000.00	\$110,000.00	\$14,444.00	\$14,444.00	\$211,112.00
2023	Rehabilitate Taxiway	72	Page H-5, Table H-4, c.	70	\$650,000.00	\$150,000.00	\$110,000.00	\$14,444.00	\$14,444.00	\$361,112.00
2023	Total				\$1,150,000.00	\$300,000.00	\$220,000.00	\$28,888.00	\$28,888.00	\$572,224.00

BlackCat - New Project Details

- AIP Eligibility-Use AIP Handbook and provide Page, Table, and Item
- Pavement Projects-Insert PCI from Pavement Study (deduct 2 points a year)
- ALP-must reference what page the project is shown on the ALP

Eligible vs. Justified

State Funded

- Projects not eligible for State funding:
 - Land Acquisition
 - Reimbursements
 - Hangars
 - Fuel facilities

Federally Funded

- **REMINDER:** It is important to remember that to use federal funds on a project it must be both eligible and justified
- **Eligibility:** review and determination if the general type of project is eligible for funding
- **Justified:** at a minimum must pass the following tests
 - Project advances federal Airport Improvement Program policy
 - There is a documented project need
 - Project scope is appropriate

Example: A runway extension is an eligible AIP project but must be justified through an approved runway length analysis to note if it is justified

Revenue Generating Projects

- Sponsor must certify **all airfield needs** have been accommodated **before funding** can be provided for revenue producing aeronautical support facilities. i.e., fuel and hangars
- The sponsor must adequately demonstrate airside needs within the **next three years** (current fiscal year and next two future fiscal years) will be accommodated through **local funds or non-primary entitlement funds**.
- Sponsor requests for AIP funds would be **limited to non-primary entitlement funds** during the 3-year period unless there is a specific safety issue that must be addressed and was not foreseeable under normal planning efforts of the sponsor.

Airfield Pavement

- Pavement maintenance continues to be the biggest funding need
- AIP handbook includes PCI requirements for type of pavement project
 - **Maintenance:** routine cleaning, filling, and or sealing of longitudinal and transverse cracks; patching pavement; and remarking pavement areas
 - **Rehabilitation:** runway overlay; pavement rejuvenation; Usually 10-year useful life requirement
 - **Reconstruction:** Bringing down to subgrade and completely repaving. Usually 20-year useful life requirement. **Reconstruction to existing dimensions must be supported by critical AC.**
- PCI is determined by non-destructive methods.

For the following type of airfield pavement project...	The pavement condition index (PCI) must be less than...
a. Reconstruction	55 (Poor)
b. Rehabilitation	70 (Fair)
c. Maintenance	N/A

Federal Project Selection Process

- Federal project applications are reviewed using FAA Order 5090.5 and AIP Handbook
 - In September 2019, FAA updated and merged 2 FAA Orders:
 - Order 5100.39A, Airports Capital Improvement Plan (ACIP)
 - Order 5090.3, Field Formulation of the National Plan of Integrated Airport Systems (NPIAS)
- Component of eligibility is to review inspection reports to ensure safety and airside needs are met
 - Obstructions, pavement maintenance, lighting issues, etc.
- Projects not eligible or justified for federal funding are removed and further evaluated as potential state/local projects
- Each federal project is identified by a work code as established by the Order
- Based on the work code, each project is given a National Priority Rating (NPR) value

Federal Project Selection Process, cont.

- Projects are further evaluated for project readiness:
 - Environmental clearance evaluation
 - Categorical Exclusion (CatEx or CE)
 - Environmental Assessment (EA)-Finding of No Significant Impact (FONSI) issued
 - Mitigation Measures (Sponsors are responsible for ensuring mitigation measures are completed)
 - Phased Projects
 - Is the project a continuance of an on-going project; i.e. Phase 2 of 3
 - Status of Design and Bidding
 - Is the project ready for design scope of work or bidding
 - Available funding
 - Is there sufficient funding available to move forward
- Proposed project list developed

Planning, Planning, Planning

- 89 general aviation airports in Georgia in the NPIAS
- Projects over \$500K must be discussed with your PM as these will need funding above NPE
- State apportionment funding is planned 2 years out
- Discretionary candidate list is 3-5 years out; projects should be at least \$2 million and have a high NPR
- State airport aid can and must bridge the gap
 - Project funded with a blend of federal, state, and local monies
- Limited funding participation – terminals
- Land/Easement Acquisition – can be a long process
- Analyzing all runways with displacements
- Stay on Schedule

Thank you!

Your CIP Questions?

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