

# FAA Update

## AIP 101

**National Association of State Officials  
(NASAO) Annual Convention**

September 10, 2019

**Lindsay Butler (Terry)**

Deputy Manager

Federal Aviation Administration

Dakota Minnesota Airports District Office



Federal Aviation  
Administration



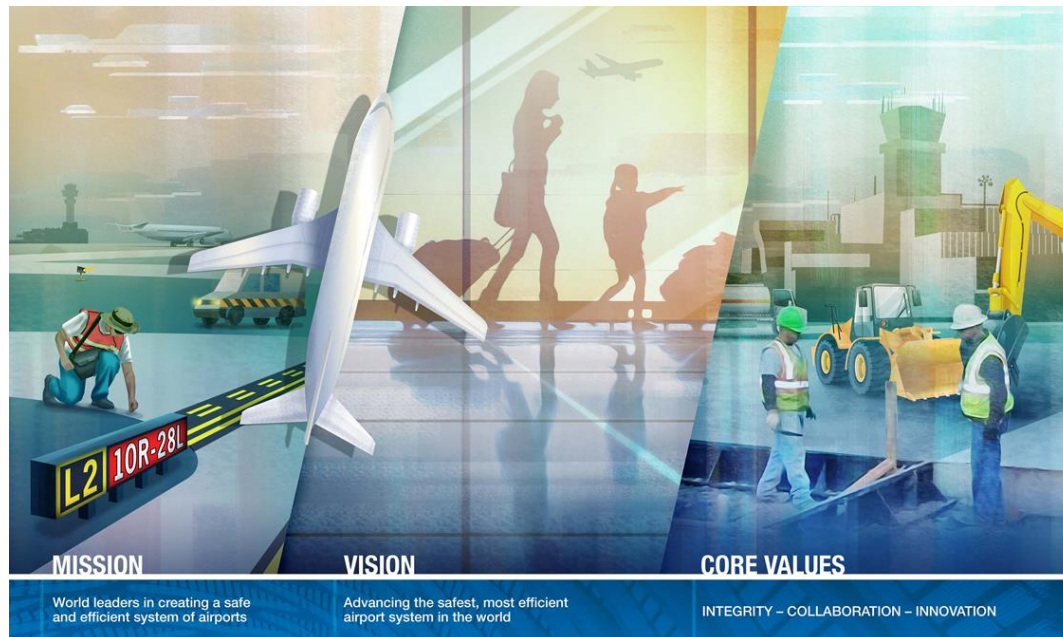
# Presentation Topics

1. Office of Airports – Who are we?
2. Authorization & Appropriation
3. Rules & Regulations
4. Project Formulation
5. Money, Money, Money
6. Supplemental Appropriations
7. Moving Forward



# FAA Airports Division Mission

World leaders in creating a safe and efficient system of airports.



## Vision

Advancing the safest, most efficient airport system in the world.

## Values

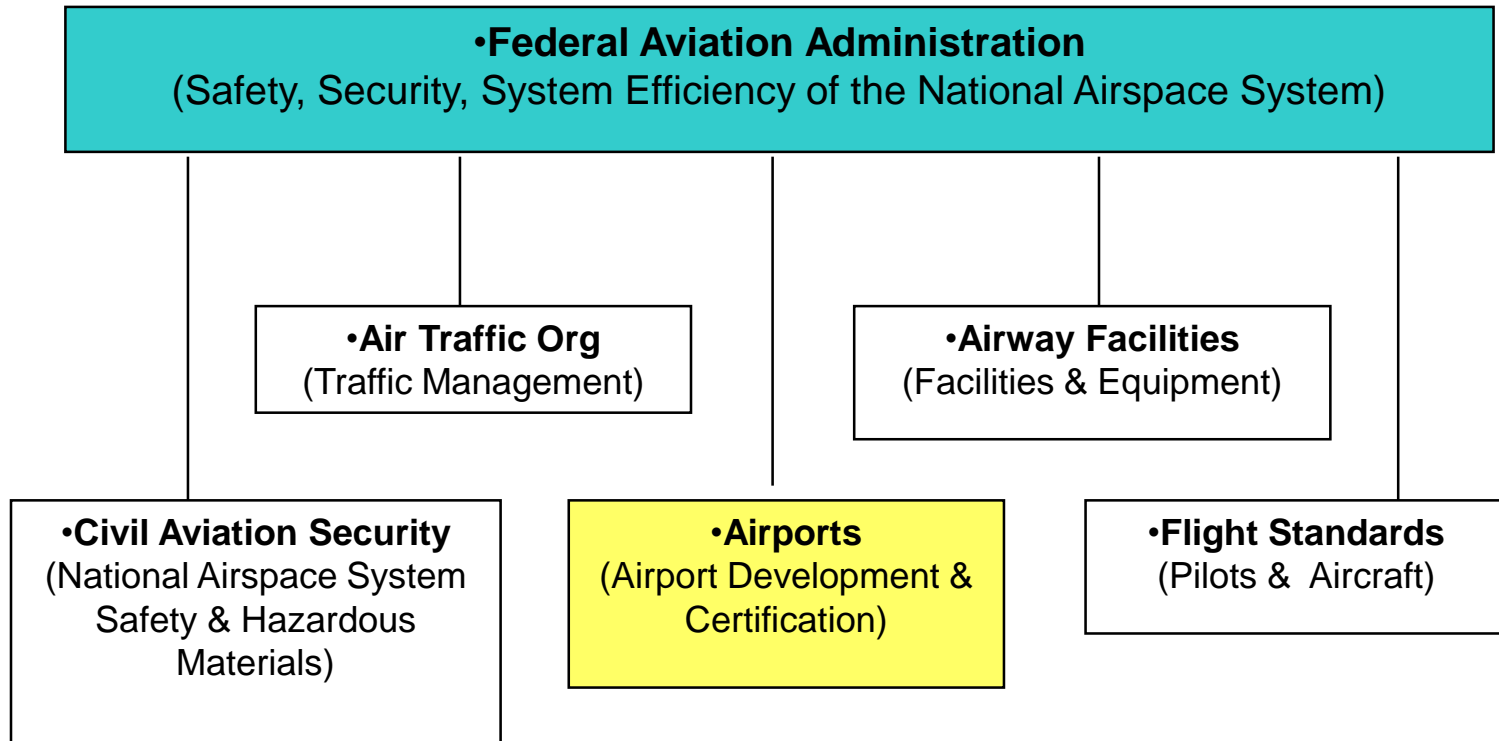
Integrity – Collaboration – Innovation

- *Safety* is our passion.
- *Quality* is our trademark.
- *Integrity* is our character.
- *People are our strength.*



Federal Aviation  
Administration

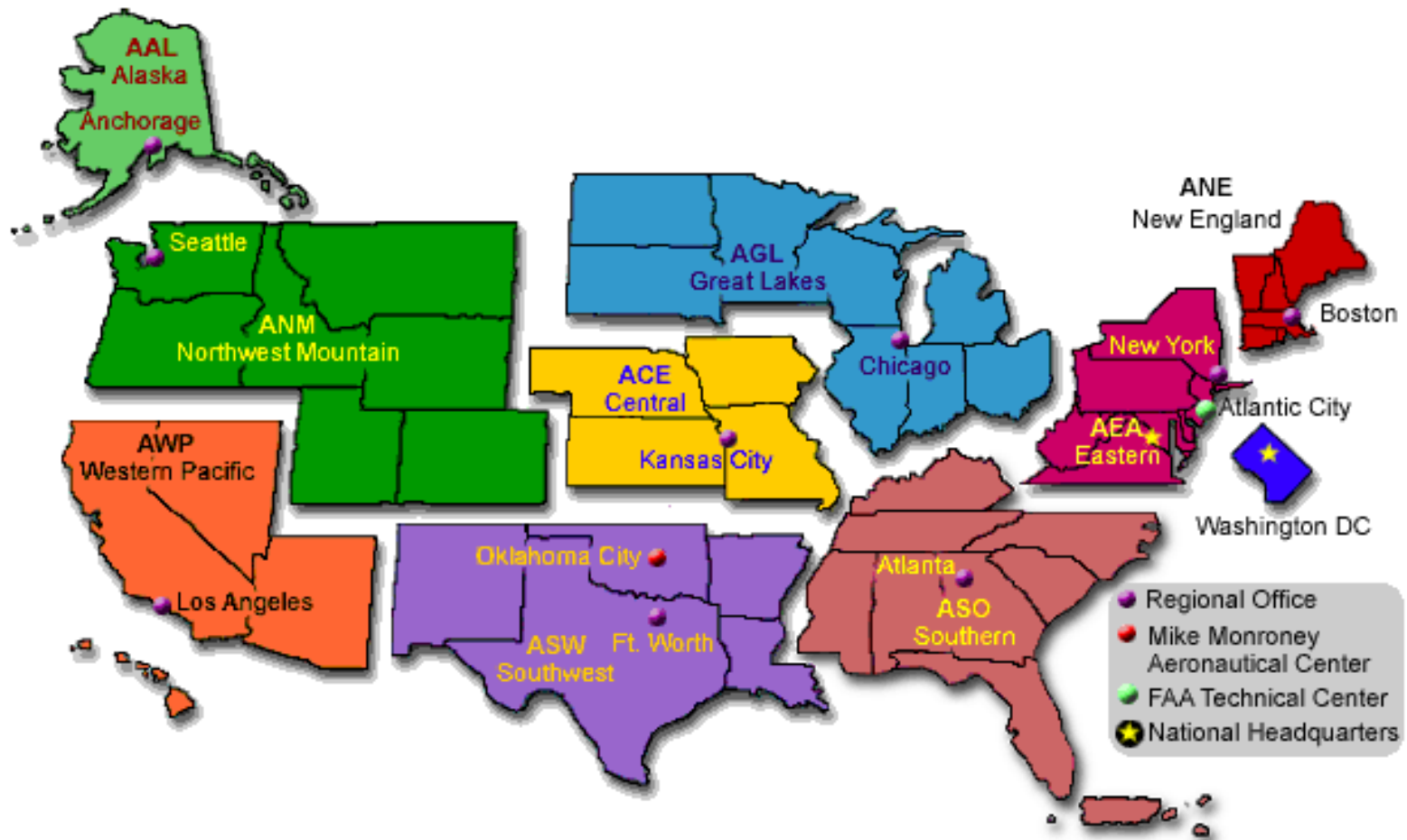
# Airports Division – Who We Are & How We Fit Into the FAA?



•Note: Shows only major FAA Lines of Business  
– not all Divisions represented

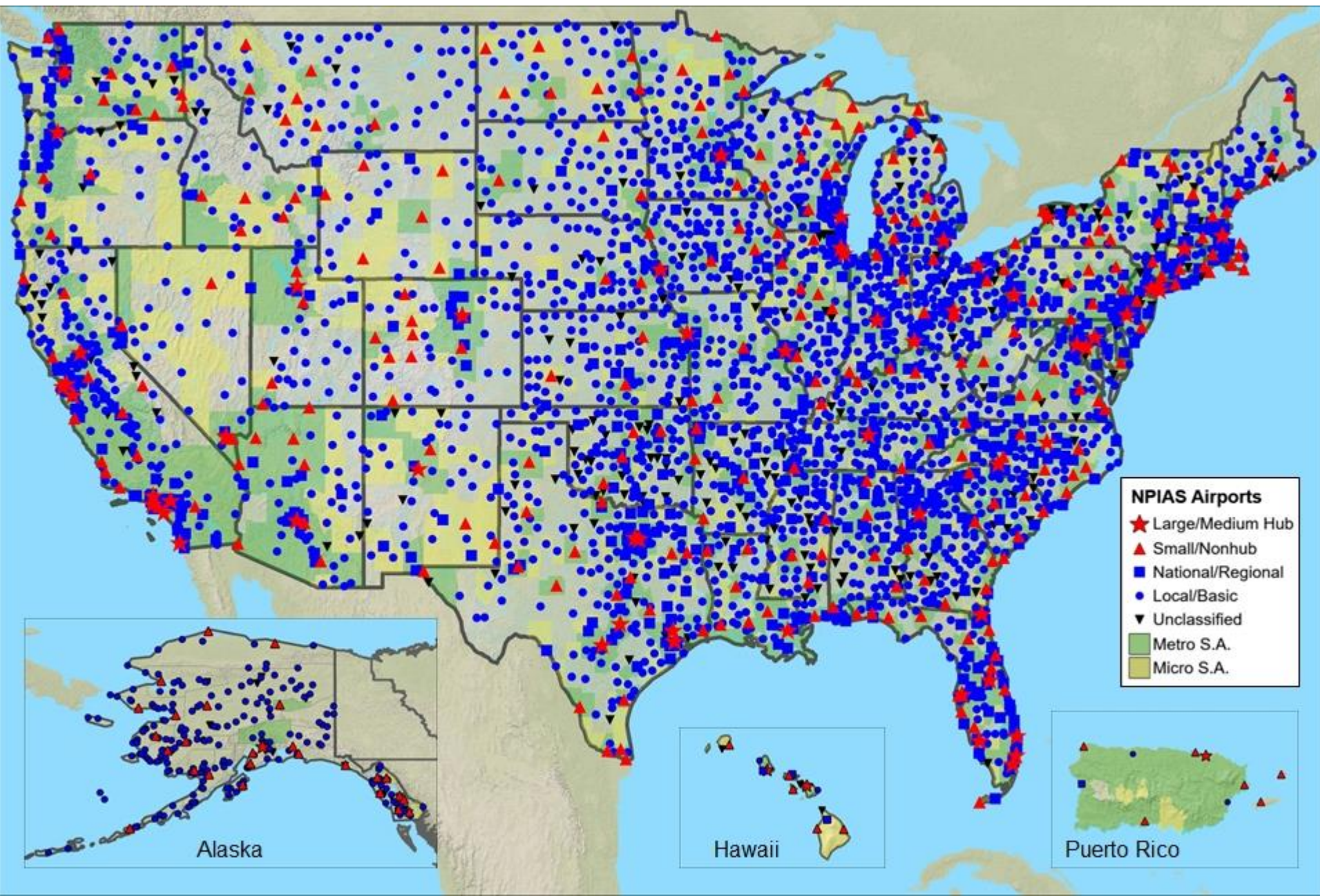


# How is Office of Airports Organized?





# All Airports



# Office of Airports—Functions & Mission

- Core Functions
  - Establish airport design standards
  - Safety oversight and airport certification (Part 139)
  - Airport planning & master plans
  - Noise
  - Environmental review & compliance with federal regulations
  - Compliance with grant assurances
  - Financial assistance programs (AIP & PFC)



# Office of Airports—Myths and Misconceptions

- “ARP just runs a grant program.”
- “ARP only does environmental reviews when someone wants a grant.”
- “ARP decides which airports expand and which ones don’t.”
- “ARP can force an airport to do anything.”
- “ARP can stop an airport from doing anything.”
- “ARP has \$3 billion in its pocket and can give money to anyone who wants it.”





# **AUTHORIZATION & APPROPRIATIONS**

**Why & How does the Office of Airports Exist?**



# What is authorization?

- Allows the FAA to exist as an agency
- Authorizes the imposition of ticket taxes & the use of those revenues flowing into & out of the Airport and Airway Trust Fund
- Establishes basic statutory authorities & obligations (for FAA, airports, airlines & other users, & other stakeholders)
- Gives FAA the authority to spend money – if & when it's appropriated
- Typically runs 3-4 years at a time (versus appropriations, which are annual)



# Dynamic Stakeholder Relationships

	Office of Mgmt & Budget	Govt. Account. Office (GAO)	U.S. Congress	
	DOT Inspector General	U.S. Dept of Transportation	Environmental Agencies	
	Metropolitan Planning Org.'s	FAA	DHS / TSA	Other Federal Agencies
Financial consultants	State DOT's	Individual Airports	Traveling Public	Businesses that rely on air cargo
Bond rating agencies	Municipal governments	Airlines	Airframe manufacturers	Aircraft engine manufacturers
Bond insurers	Neighboring communities	G.A. and other users	FBO's, flight schools, etc.	Media
Bond underwriters	Planning consultants	Military	Engineering consultants	Construction contractors
Institutional investors	Environmental consultants	Law firms	Constr. mgmt consultants	Const. material suppliers



# History of Authorizing Legislation Since 1982

Airport & Airway Improvement Act (1982)

Airport & Airway Safety & Capacity Expansion Act (1987)

Aviation Safety & Capacity Expansion Act (1990)

Airport & Airway Safety, Capacity, Noise Improvement & Intermodal Transportation Act (1992)

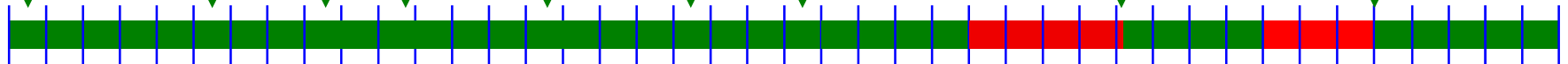
Federal Aviation Reauth. Act (1996)

AIR-21 (2000)

Vision 100 (2003)

FAA Modernization & Reform Act (2012)

FAA Reauthorization (2018)



Created LOI program, PFC program (\$3.00 limit) & pilot SBGP (3 states)

Established PFC program with cap at \$3.00

Added ADA & other requirements, & expanded SBGP to 7 states

Made SBGP permanent & expanded to 10 states

Major changes in AIP formulas, raised PFC to \$4.50

Nonhub PFC streamlining pilot program



Federal Aviation  
Administration

# AIP Legislative History

## Authorization (1 = Extensions)

2019 1 2 (thru 2023)

2018 1 2

2017 Full Year Authorization

2016 1 2 3

2015 Full Year Authorization

2014 Full Year Authorization

2013 Full Year Authorization

2012 1 2 3

2011 1 2 3 4 5 6 7 - ARP Furlough

2010 1 2 3 4 5 6

2009 1 2

2008 1 2 3 4 5 6 7

2007 Full Year Authorization

2006 Full Year Authorization

## Appropriation (1 = CRs)

2019 1 2 3 4

2018 1 2 3 4 5

2017 1 2

2016 1 2 3 4

2015 1 2 3 4

2014 1 2 3 4 - FAA Furlough

2013 1 2 - Funded Contract Towers

2012 1 2 3 4 5 6

2011 1 2 3 4 5 6 7 8

2010 1 2 3

2009 1 2 3 4 - Included ARRA

2008 1 2 3 4 5

2007 1 2 3 4

2006 1 2 3

## Program Fully Funded (mmm = Month)

2019 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep

2018 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep

2017 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep

2016 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep

2015 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep

2014 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep

2013 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep

2012 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep

2011 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep

2010 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep

2009 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep

2008 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep

2007 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep

2006 Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep





# FAA's Current Status

## AUTHORIZATION

- We are operating under Public Law 115-254 (FAA Reauthorization Act of 2018)
- Authorizes \$3,350,000 in AIP for the period beginning on October 1, 2018, ending on [September 30, 2023](#)

## APPROPRIATION

- We are operating under Public Law 116-6 (Consolidated Appropriations Act, 2019)
- This allows FAA to operate to [September 30, 2019](#)



# The 2018 Reauthorization was Different

- Five-year authorization (2019 through 2023)
- First five-year authorization since 1982 (35 years)
- Literally hundreds of provisions, changes & requirements affecting nearly every part of the FAA
- 45 provisions specific to the Office of Airports

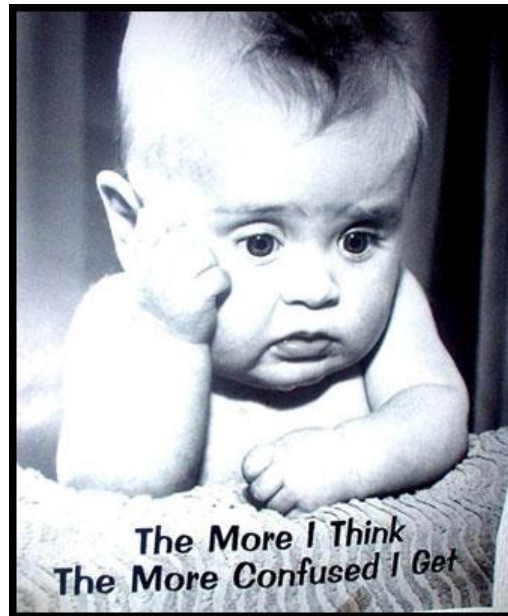


# Notable Provisions Affecting the Office of Airports

- Relatively minor changes affecting AIP
- More significant changes in the PFC program
- Changes in what used to be called the Airport Pilot Privatization Program (now the Airport Investment Partnership Program)
- Environmental issues with Aqueous Film-Forming Foam (AFFF) in ARFF firefighting agents
- Major changes in FAA role in reviewing & approving non-aeronautical development
- Noise-related issues
- Infrastructure needs & funding study



# RULES & REGULATIONS



Untangling the Policy Mysteries (hopefully)!



# What Are All These Crazy Rules?

- What is the relationship between Orders, Regulations, Guidance, Advisory Circulars, Executive Orders & Statute?
- What is the AIP Handbook? Are the major changes in the AIP Handbook?





# What is the Order of Precedence?

1. Things your mother taught you
2. Statute
3. Executive Orders
4. Regulations
5. Orders
6. Guidance
7. Advisory Circulars



# What is the AIP Handbook?

- An **FAA Order**, required to be followed by FAA employees
- It is made public so that states, airports, consultants & the public can see the rules under which AIP operates
- It generally reflects current law, incorporates published Program Guidance Letters & clarifies items where questions have come in
- Change 1 does not include the 2018 Reauthorization



# Other Helpful Guidance

- Reauthorization Program Guidance Letters (R-PGLs)
- Organized by topics, similar to AIP Handbook
  - R-PGL 19-01: Extended and Expanded Programs (6/3/2019)
  - R-PGL 19-02: Planning and Project Eligibility (7/24/2019)
  - R-PGL 19-03: Airport Types for Funding and Definitions (coming soon)
  - R-PGL 19-04: New Pilot Programs (coming soon)
  - R-PGL 19-05: VALE, ZEV, and Energy Efficiency (coming soon)
  - R-PGL 19-06: Environmental and Noise (coming soon)
  - R-PGL 19-07: Reports and Reporting (coming soon)



**I HAVE READ THE RULES AND THE BOOK  
SO, HOW DO I GET MY PROJECT??**



# NPIAS Requirement

- Statute requires the Secretary to maintain & publish a report every other year that
  - Defines a system of **public-use** airports necessary to provide a safe, efficient integrated system
  - Identifies development needed at these public-use airports to meet their role as shown in the Plan
- Public document describing the U.S. airport system to Americans & international representatives
- Utilized by Congress in discussions of total airport development needs
- Examined by DOT, OMB & GAO auditors
- Compared against industry estimates federal auditors (ACI & ACC)





# FAA Capital Planning Process

## NPIAS

- Defines the Public-Use Airport System
- Establishes short (1-5 year) & long-term (6-20 year) needs for AIP-Eligible development (*Public Information*)

## ACIP

- Identifies detailed AIP-Eligible needs & priorities for the next 3 years (*Internal FAA only*)

## AIP

- Provides funds for Current year (*Internal FAA until OST*)



# Formulation of the NPIAS and ACIP - Order 5090.5

- This Order establishes guidelines for managing & maintaining two federal plans that are essential to airport development: the National Plan of Integrated Airport Systems (NPIAS) & the Airports Capital Improvement Plan (ACIP)
- The Order also discusses the FAA project database that supports these plans & its use for preparing the Secretary of Transportation's biennial NPIAS Report
- Replaces Order 5100.39A, Airports Capital Improvement Plan & Order 5090.3, Field Formulation of the National Plan of Integrated Airport Systems (NPIAS)
- [https://www.faa.gov/airports/planning\\_capacity/npias\\_acip\\_order/](https://www.faa.gov/airports/planning_capacity/npias_acip_order/)
- Published September 3, 2019



# Development in ACIP

- To be considered a “Need” it should be
  - Eligible to be funded under AIP
  - Justified by the current use, forecasts or design standards
  - Reasonable development for the airport to accomplish
  - AND
- Funding has not been secured (i.e. does not have approved PFC application funding the project & no bonds or local funds assigned)



# Eligible and Justified

- **Is the project eligible?**

- AIP Handbook – provides guidance for determining eligibility & justification for any AIP funded project
- Eligibility areas that require extra review
  - Terminal buildings
  - ARFF equipment & buildings
  - Reconstruction vs. rehabilitation

- **Is the project justified?**

- Three basic tests
  - The project advances airport safety, security, capacity, meets FAA standards, preserves airport infrastructure, protects the environment, minimizes aircraft noise or provides planning studies
  - There is a demonstrated need for the project
  - The project scope is appropriate



# Examples of Eligible vs Ineligible Projects

Examples of Eligible Versus Ineligible AIP Projects

Eligible Projects	Ineligible Projects
Runway construction/rehabilitation	Maintenance equipment and vehicles
Taxiway construction/rehabilitation	Office and office equipment
Apron construction/rehabilitation	Fuel farms*
Airfield lighting	Landscaping
Airfield signage	Artworks
Airfield drainage	Aircraft hangars*
Land acquisition	Industrial park development
Weather observation stations (AWOS)	Marketing plans
NAVAIDs such as REILs and PAPIs	Training
Planning studies	Improvements for commercial enterprises
Environmental studies	Maintenance or repairs of buildings
Safety area improvements	
Airport layout plans (ALPs)	
Access roads only located on airport property	
Removing, lowering, moving, marking, and lighting hazards	
Glycol Recovery Trucks/Glycol Vacuum Trucks** (11/29/2007)	

# MONEY, MONEY, MONEY

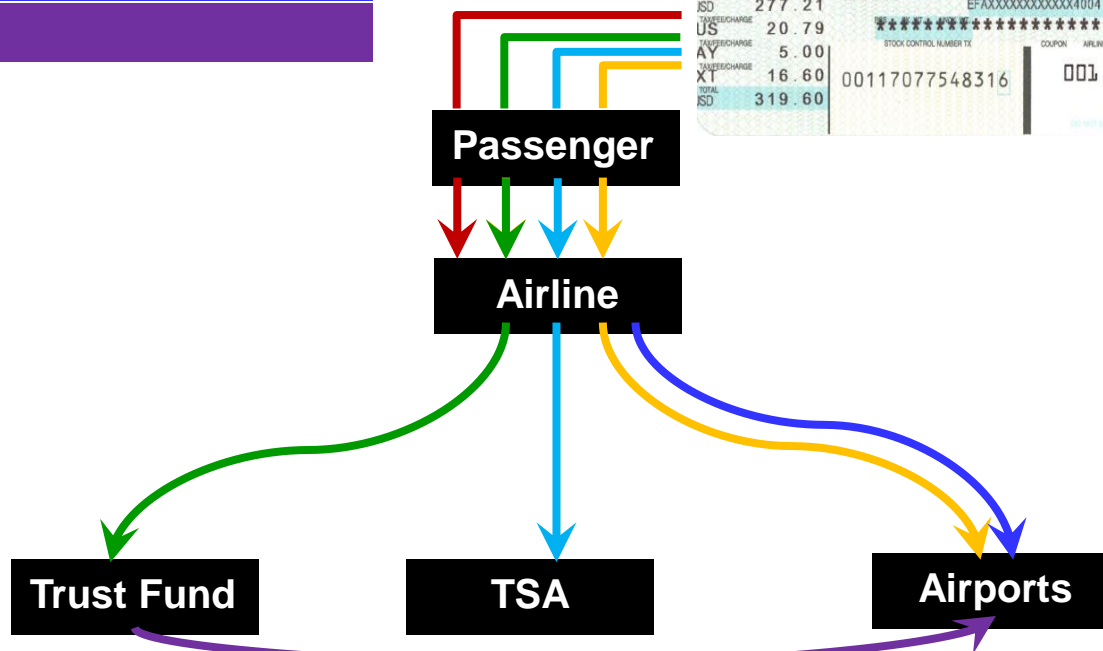


Well, sort of....free money is rarely free...  
and always has a some catch!



# Where Does the FAA Get the Money??

Airfare
Ticket Taxes
Security Taxes
Passenger Facility Charges
Airport rents and landing fees
AIP grants



PASSENGER TICKET AND BAGGAGE CHECK  
SUBJECT TO CONDITIONS OF CONTRACT  
American Airlines  
2177085280  
PASSENGER RECEIPT 10F 1  
30 JUN 12 09101705  
10F 1  
05  
WASHINGTON REAGAN  
CHICAGO OHARE  
AA 547 Y 30JUN ND21ERD1  
NOT VALID FOR TRAVEL  
001 2177085280 3

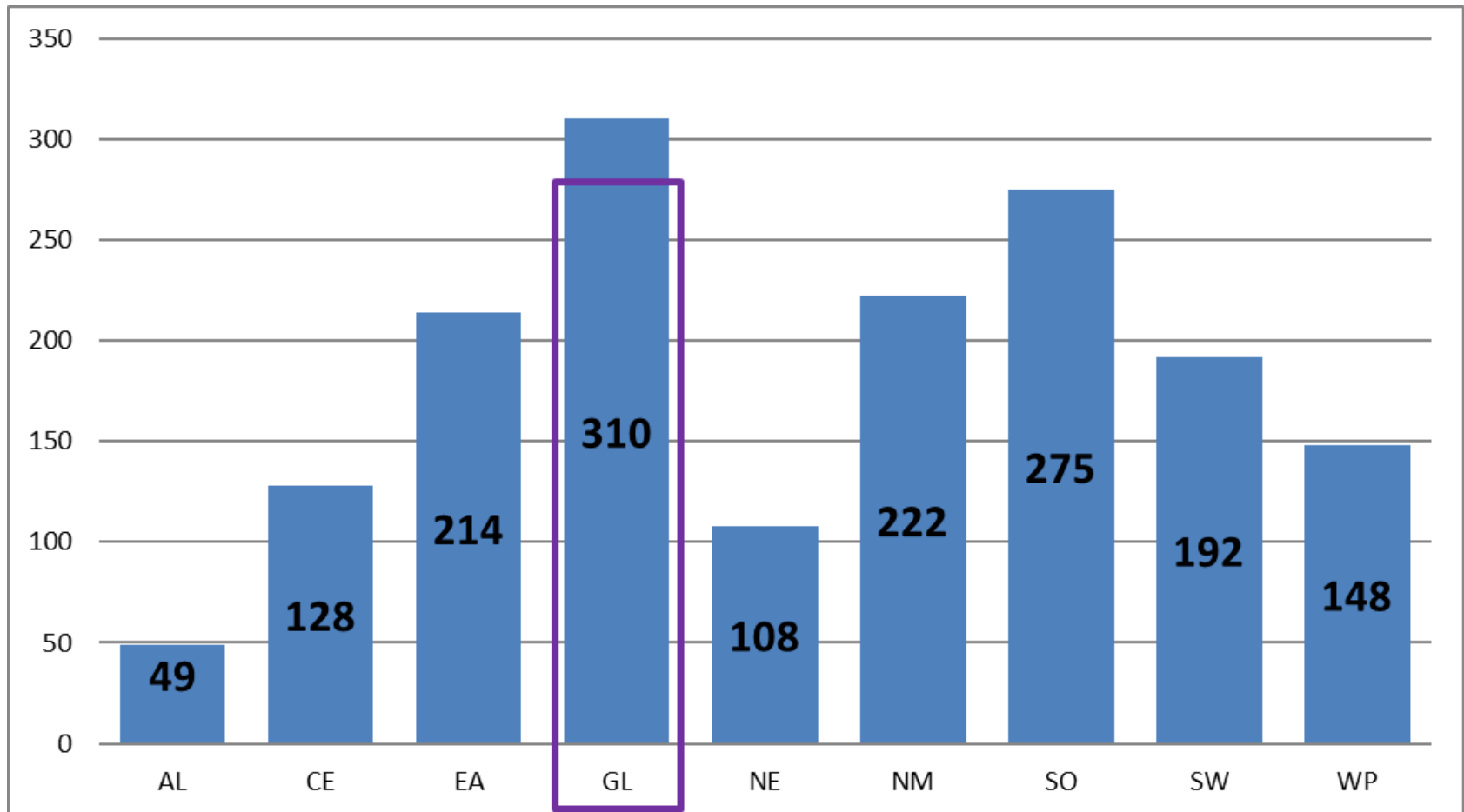
FARE ISD 277.21  
US 20.79  
AY 5.00  
XT 16.60  
TOTAL ISD 319.60

STOCK CONTROL NUMBER TX 00117077548316  
COUPON AIRLINE FORM SERIAL NO. 001 2177085280 3



# Number of FY18 New AIP Grants

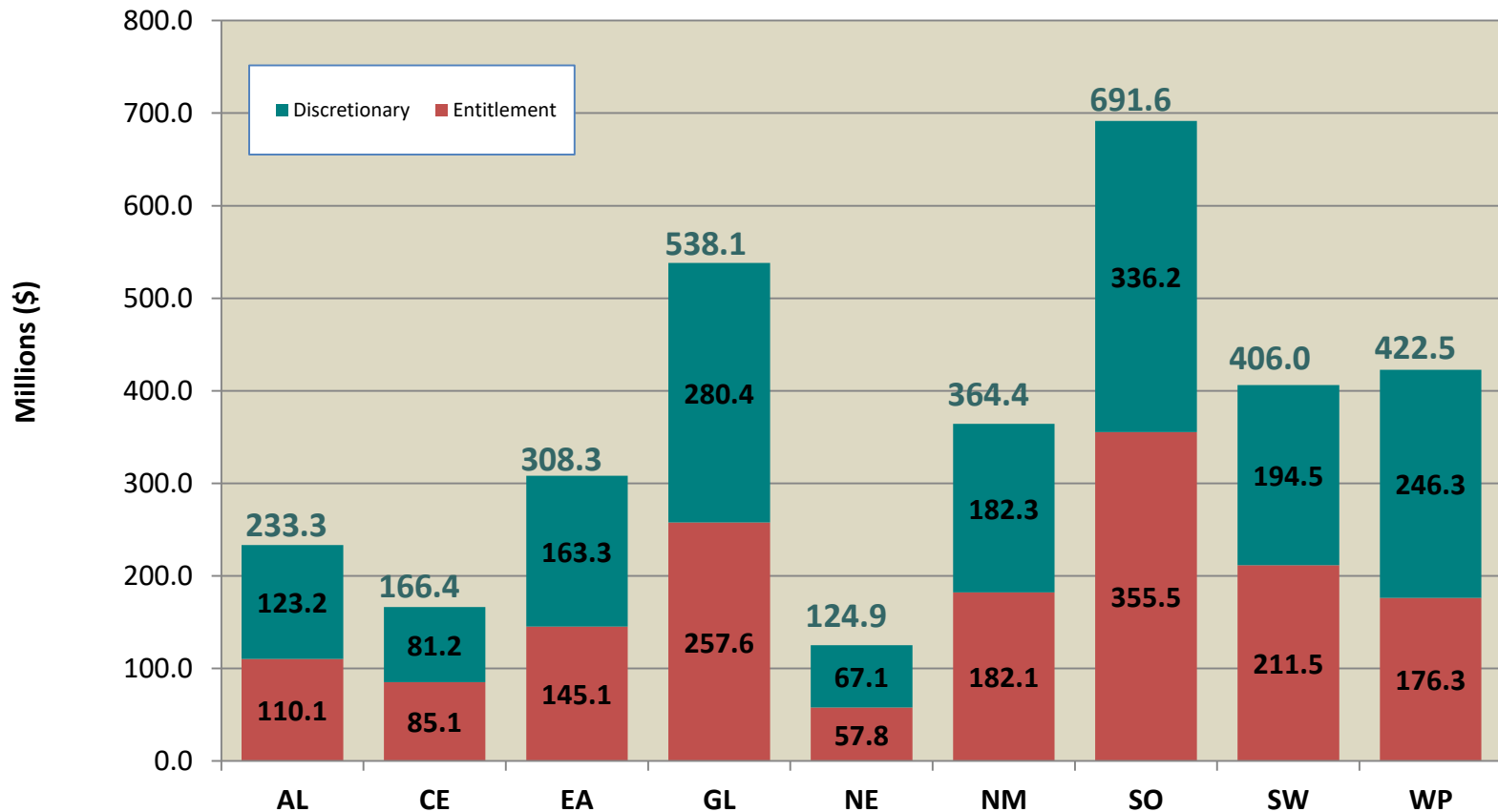
## (National Summary)





# AIP Funding for ALL FY18 Grants Initiated

## (National Summary)



# AIP Allocation Rules

## Allocated \$3.35B

### Entitlement Funds:

Approx. 2/3 of AIP

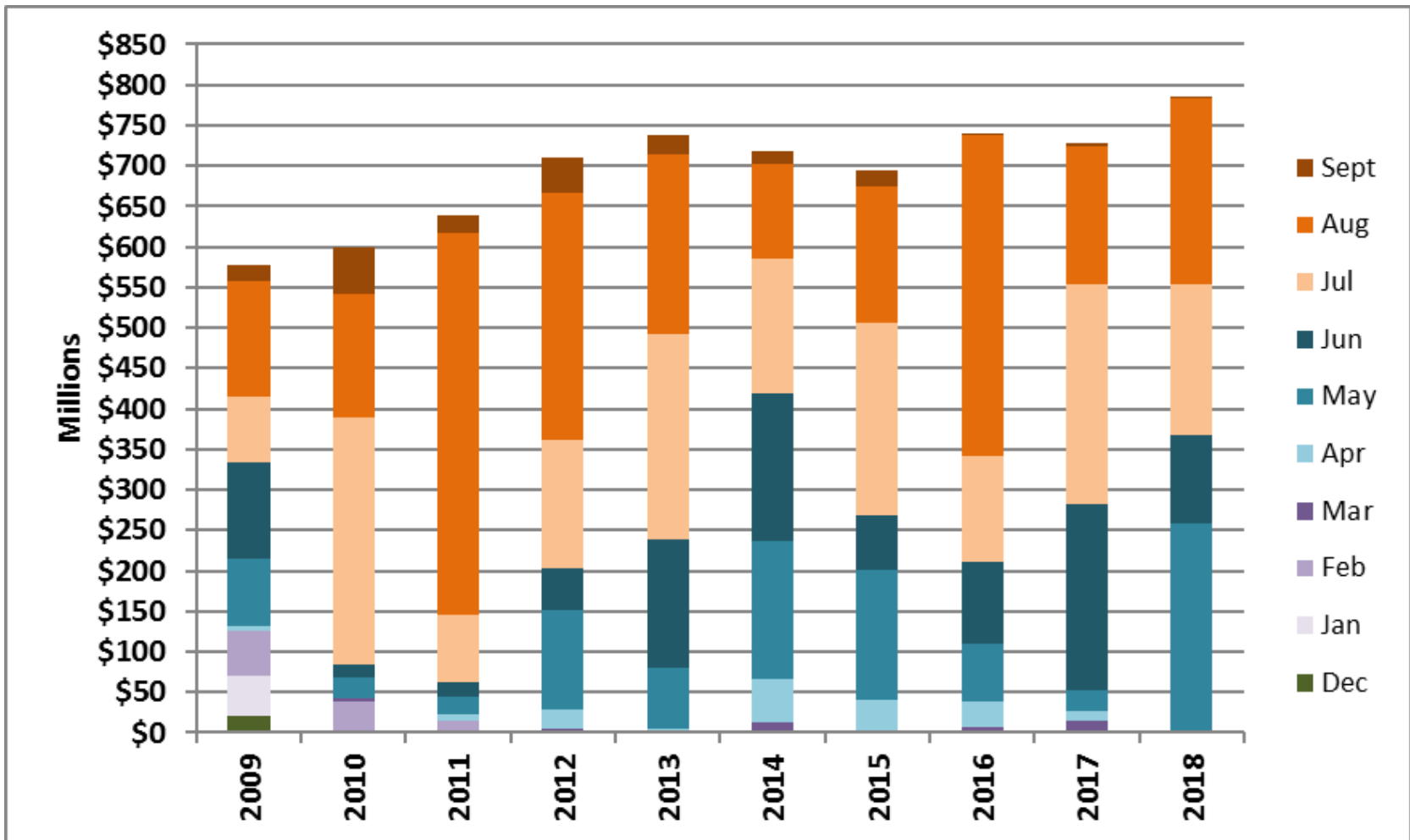
- **Entitlements Carried from previous year**
- Primary Entitlement
- Cargo
- State Apportionment
- Non-Primary Entitlement
- Small Airport Fund
- Alaska Supplement

- **FY18: \$2.88B**

- ☐ Primary Airports
  - ✓ based upon # of passengers (10,000 or more)
- ☐ Cargo Entitlement
  - ✓ Stipulated 3.5% of AIP
- ☐ State Apportionment (population & land mass)
  - ✓ State Apportionment - remainder of 20% allotted to states and NPE
- ☐ Non-Primary Entitlements
  - ✓ Non-Primary Entitlements - based on planned development, \$150,000/year maximum
- ☐ Small Airport Fund
  - ✓ 1/7 - Small Hubs
  - ✓ 4/7 - Nonhub, commercial service airports
  - ✓ 2/7 - General aviation and reliever airports
- ☐ Alaska Supplemental
  - ✓ Stipulated dollar amount, based on size of AIP program



# Historic AIP Carryover by Month



# AIP Allocation Rules

## Allocated \$3.35B

### ☐ Noise Mitigation & Compatibility Planning & Environmental Set-Aside

- ✓ 35% of discretionary

### ☐ Military Airports Program

- ✓ 4% of discretionary

### ☐ Reliever

- ✓ 0.66% discretionary funds

### Discretionary Funds:

Approx. 1/3 of AIP

- Set-Asides
  - Noise
  - Reliever Airports
  - Military Airport Program (MAP)
- Capacity/Safety/Security/Noise
- “Pure” Discretionary

### ☐ Capacity/Safety/Security

- ✓ 75% of remaining discretionary
- ✓ Includes 3/4 of 12.5% recycled entitlement

### ☐ Other Discretionary (“Pure”)

- ✓ 25% of remaining discretionary
- ✓ Includes 1/4 of 12.5% recycled entitlement

**FY18: \$180M**



# AIP Allocation Rules

## Allocated \$3.35B

### Entitlement Funds:

Approx. 2/3 of AIP

- Entitlements Carried from previous year
- Primary Entitlement
- Cargo
- State Apportionment
- Nonprimary Entitlement
- Alaska Supplement
- Small Airport Fund

**FY18: \$2.88B**

### Discretionary Funds:

Approx. 1/3 of AIP

- Capacity/Safety/Security/Noise
- Set-Asides
  - Noise
  - Reliever Airports
  - Military Airport Program (MAP)
- “Pure” Discretionary

**FY18: \$180M**

### Other Formula Funds:

- Small Airport Community Air Service Fund
- Tech Research Center
- ACRP
- Admin Expenses

**FY18: \$171M**



# What's the Problem?

## Why Can't I Get My Grant Earlier??

- Not enough discretionary to start the FY
- WAY TOO late carryover
- Too much carryover
- High bids
- Late cancelled projects
- Expiring funds
- No local match
- ~~No multi-year option~~ (*added in Reauthorization*)
- Need more MONEY! (*Supplemental Appropriations*)



# **FY2018-2020 & FY2019-2021 Supplemental Appropriations**

What? Who? How? When?



# What Legislation Provides FAA the FY2018-2020 Supplemental Appropriation Funds?

Answer: On March 23, 2018, the President signed H.R. 1625, the Consolidated Appropriations Act, 2018

- Provided \$1B in supplemental funds under AIP
  - Funding source is the General Fund
  - Funds are not subject to AIP discretionary formulas, set-asides
  - Funds are available through Fiscal Year 2020
    - Able to issue grants throughout FY
  - Allows up to 0.5% (\$5 million) for administration & oversight
- Priority Consideration
  - Smaller airports not in MSA
  - Allocated funds are subject to AIP eligibility & prioritization provision





# Consolidated Appropriations Act of 2018

- FY 2018 Supplemental Grants
  - The FAA received 2,652 requests totaling \$10.9 billion for airport projects between the unfunded Round 1 requests & new Round 2 requests
- FY 2018
  - Secretary announced on Sept 27, 2018 \$205M to 37 airports in 34 states
- FY 2019
  - Secretary announced on May 15, 2019 an intent to fund projects totaling approximately \$780 million at 127 airports in all 50 states & Puerto Rico
  - All grants funded through the Supplemental Appropriation will be awarded by September 30, 2020

[https://www.faa.gov/airports/aip/aip\\_supplemental\\_appropriation/](https://www.faa.gov/airports/aip/aip_supplemental_appropriation/)



# How Long Does the FAA Have to Spend the FY2018 Supplemental Appropriation?

- The FAA has until September 30, 2020 to obligate, not just commit or allocate, this additional \$1B
- Any amounts of this \$1B not obligated will expire & return to the Treasury & be unavailable to the FAA (e.g. grant amendments)
- The FAA has until September 30, 2025 to spend on any grant made under this provision
- Therefore, Airport Sponsors need to make all requests for drawdowns or reimbursements to ensure the agency can make such payment by September 30, 2025



# FAA Reauthorization Act of 2018

- Section 158 of 49 U.S.C 47115 (j) created statutory supplemental discretionary fund under the AIP which included
  - Authorizes approximately \$1 billion annually through Fiscal Year 2023
  - Annual appropriations provide actual funding amounts, which may be less than what is authorized
  - Not subject to formulas, special apportionment categories, or minimum percentages required by AIP statute for regular discretionary or apportionment



# FAA Reauthorization Act of 2018

- Section 158 of 49 U.S.C 47115 (j) also includes
  - Eligibility: The Secretary may provide grants under this subsection for an airport or terminal development project at any airport that is eligible to receive a grant from the discretionary fund under subsection (a) of this section
  - Prioritization: Not less than 50 percent of the amounts available under this subsection shall used to provide grants at
    - Non primary airports, reliever airports, and Pacific island airports [47114(d)(3)]; and
    - Nonhub & small hub airports



# Consolidated Appropriations Act of 2019

- Provided \$500M in supplemental funds under AIP
  - Funding source is the General Fund
  - Funds are not subject to AIP discretionary formulas, set-asides
  - Funds are available through **Fiscal Year (FY) 2021**
    - Able to issue grants throughout FY
  - Allows up to 0.5% (\$2.5 million) for administration & oversight
- Funds appropriated are to be allocated under Section 158 of 49 U.S.C 47115 (j): Supplemental Discretionary
  - Allocated funds are subject to eligibility & prioritization provisions previously mentioned



# Consolidated Appropriations Act of 2019

## FY2019-2021 Supplemental Grants

- Supplemental projects intent to award - **coming soon**
- Supplemental funding by state - **coming soon**

## Guidance

- FY 2019-2021 AIP Supplemental Appropriation  
Frequently Asked Questions (FAQs) - **coming soon**

[https://www.faa.gov/airports/aip/aip\\_supplemental\\_appropriation\\_2019/](https://www.faa.gov/airports/aip/aip_supplemental_appropriation_2019/)



# Overview: Key Differences between the Supplemental Funds

	FY-2018 Appropriation	FAA Reauthorization Act of 2018	FY-2019 Appropriation
<u>Reference</u>	HR 1625 Pages 632-633	HR 302 Sec. 158	H J.Res. 31 Page 392
<u>Source</u>	General Fund	Trust Fund	General Fund
<u>Amount</u>	\$1 billion	\$1.02 billion (2019) \$1.041 billion (2020) \$1.064 billion (2021) \$1.087 billion (2022) \$1.11 billion (2023)	\$500 million
<u>Obligate by</u>	Sep. 2020	Two (2) fiscal years	Sep. 2021
<u>Federal share</u>	Standard except for nonprimary airports (100%)	Standard Federal share	Standard Federal share
<u>Special requirements</u>	Priority Consideration to: • Small hubs; • Nonhubs; and • Regional, Local or Basic and <u>not</u> within a Metropolitan or Micropolitan Statistical Area (MSA)	At least 50% of funds to: • Small hubs; • Nonhubs; and • Nonprimary airports eligible for nonprimary entitlements.	<ul style="list-style-type: none"> <li>• Silent on allocation or prioritization</li> <li>• Therefore, Sec. 158 from reauthorization governs.</li> </ul>
<u>Administrative expenses</u>	Allows FAA to reserve up to 0.5% (\$5 million) for administrative costs.	Silent	Allows FAA to reserve up to 0.5% (\$2.5 million) for administrative costs.



# WHERE DO WE GO FROM HERE?



How do we improve?

How do we keep moving forward in a positive direction?





# Core Principles for Us All to Remember

- Safety
  - Reducing runway incursions
  - Minimizing damage connected with runway excursions
  - Wildlife hazards
  - Other risks
- Enhancing capacity & optimizing efficiency
- Preservation of infrastructure
- Environmental & economic sustainability
- Financial accountability
- Critical value of planning
- Preserving stakeholder confidence
- We are all in it **TOGETHER!**



# Looking forward

## Let's continue our successes

- Submit your **Pre-Application & Funding Request**
- Let us know if you intend to **Carryover or Transfer**
- Make sure you have proper **Planning**
- Submit your **Environmental** documentation
- Coordinate your **Airspace Submittal &/or Construction Safety Phasing Plan**
- Plan for **bids** – funding timing is uncertain
- **Communicate** with your ADO or Region



# MORE AIP INFORMATION: [www.faa.gov/airports/aip](http://www.faa.gov/airports/aip)

[FAA Home](#) » [Airports](#) » [Airport Improvement Program \(AIP\)](#)

[Airport Compliance](#)

[Airport Cooperative Research Program](#)

**[Airport Improvement Program \(AIP\)](#)** →

[2018-2020 Supplemental Appropriation](#)

[2019 Airport Improvement Program \(AIP\) Grants](#)

[2019-2021 Supplemental Appropriation](#)

[AIP Grant Payments](#)

[AIP Handbook](#)

[Airport Capital Improvement Plan \(ACIP\)](#)

[Benefit-Cost Analysis](#)

[Buy American Preferences](#)

[Economically Distressed Communities](#)

[Grant Assurances](#)

[Grant Histories](#)

[Grant/ Apportionment Data](#)

[Letter of Intent \(LOI\) Program](#)

[Military Airport Program](#)

[Overview](#)

[Procurement and Contracting Under AIP](#)

[Program Guidance Letters \(PGLs\)](#)

[State Block Grant Program](#)

## Airport Improvement Program (AIP) Airports



The Airport Improvement Program (AIP) provides grants to public agencies — and, in some cases, to private owners and entities — for the planning and development of public-use airports that are included in the [National Plan of Integrated Airport Systems \(NPIAS\)](#). See the [AIP Glossary](#) for a description of AIP-related terms.

- [Overview: What is AIP & What Airports/Projects are Eligible?](#)
- [2019 AIP Grants](#)
- [Acquiring Land for Airports and Relocation Assistance](#)
- [AIP Grant Payments - Delphi eInvoicing](#)
- [Benefit-Cost Analysis](#)
- [Economically Distressed Communities \(EAS/EDA Determinations\)](#)
- [Grant Assurances for the AIP](#)
- [Letter of Intent \(LOI\) Program](#)
- [Military Airport Program \(MAP\)](#)
- [Procurement and Contracting Under AIP](#)
  - [Buy American Preferences](#)
  - [Nationwide Buy American Waivers Issued \(PDF\)](#)
- [State Block Grant Program](#)
- [Supplemental Appropriation](#)
  - [2019-2021 Supplemental Program](#)
  - [2018-2020 Supplemental Program](#)

### Top Tasks

[View airport program statistics](#)

[Search airport data](#)

[Find an airport AC](#) 🔍

[Read best practices for runway safety](#)

[Learn about the Airport Improvement Program](#)

### Order 5090.5, Formulation of the NPIAS-ACIP

This Order 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 NPIAS project database that supports these plans and its use for preparing the Secretary of Transportation's biennial NPIAS Report. This new

# Questions?

Please do not hesitate to find me during the remainder of our time here or give me a call!

## **Lindsay Butler (Terry)**

Deputy ADO Manager

Dakota-Minnesota ADO

FAA Great Lakes Region – Airports

(612) 253-4630

[Lindsay.Butler@faa.gov](mailto:Lindsay.Butler@faa.gov)

