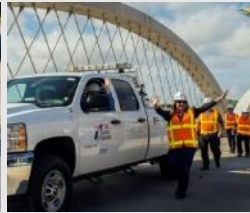
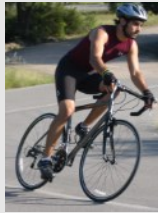




TEXAS DEPARTMENT OF TRANSPORTATION



TXDOT AVIATION DIVISION

Airport Project Development & Selection Process



April 20, 2017

Today's Topics

- Project Development Process
- Working with TxDOT Aviation Division
- Funding Sources
- National Plan of Integrated Airports System (NPIAS)
- Project Priorities
- Project Selection
- For More Information...

Regional Assignments

Airport

1-800-68-PILOT
512-416-4500

Wade Troth

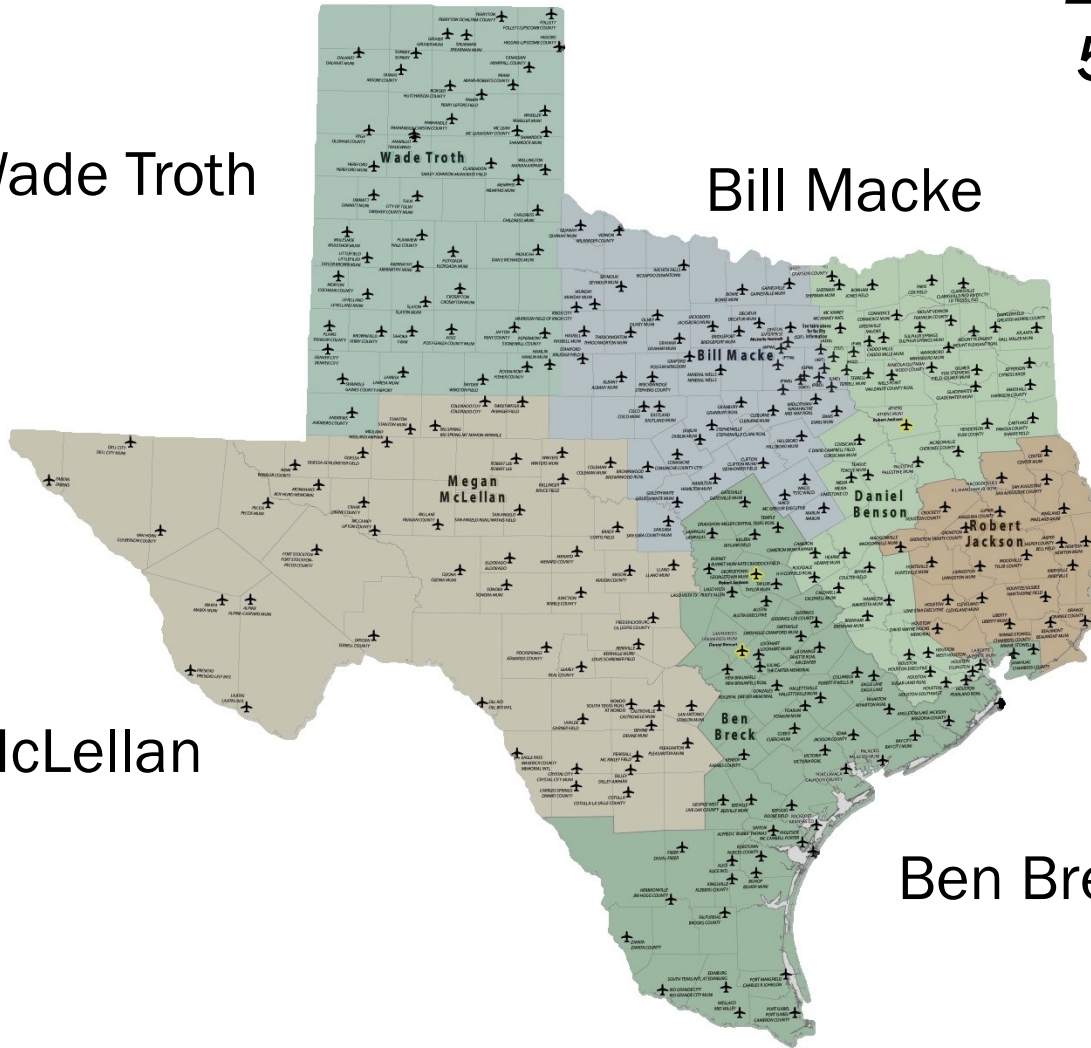
Bill Macke

Daniel Benson

Robert Jackson

Megan McLellan

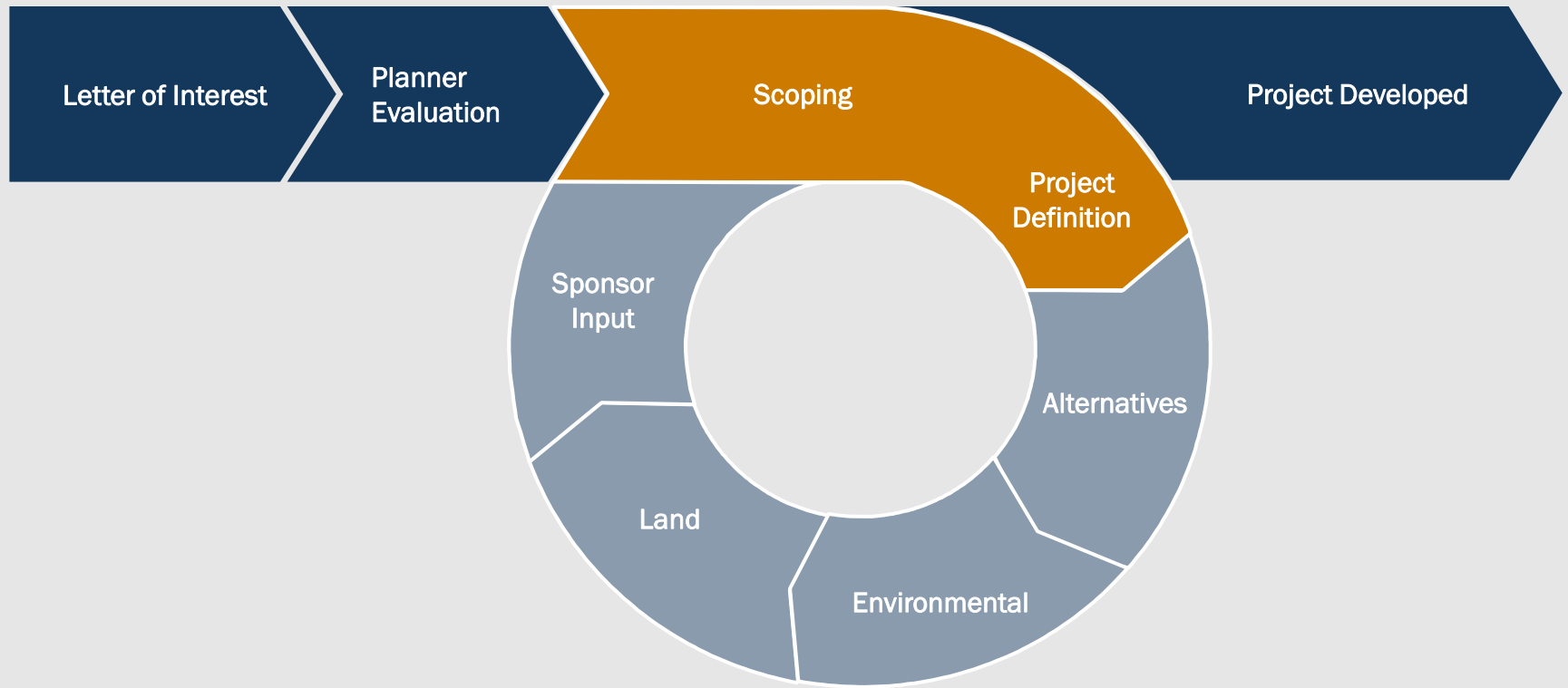
Ben Breck



TxDOT Aviation Project Development Process

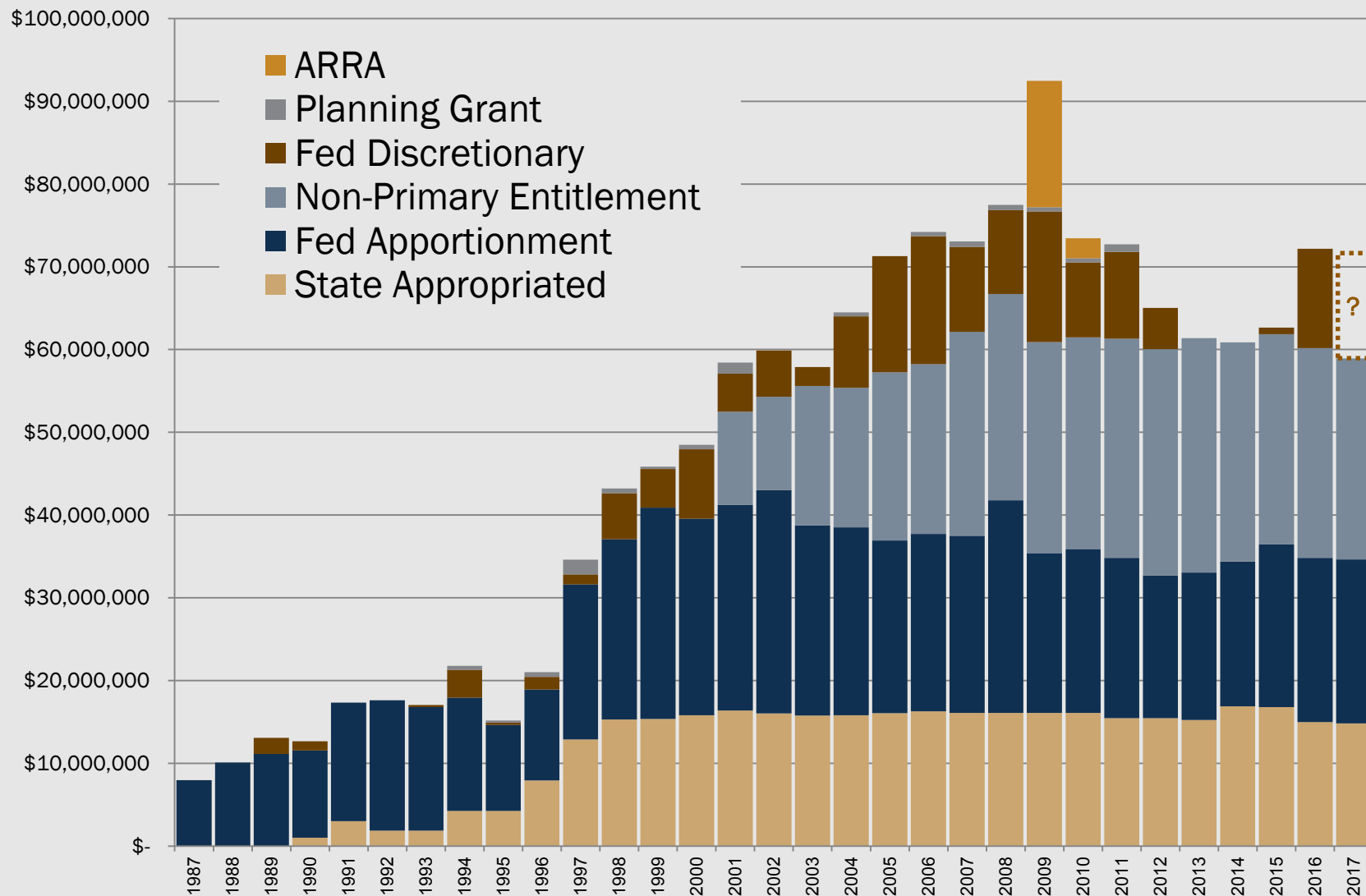


Letter of Interest and Project Development



- Letter of Interest
 - ✓ Planner Evaluation
 - ✓ Scoping
 - ✓ Environmental
 - ✓ Sponsor Input
 - ✓ Project Developed

Airport Grant Funding – Historical Look



\$44,000,000 - Federal

- \$20M *Airport Improvement Program*
- \$24 M *Non-Primary Entitlement*

\$15,000,000 – State

- \$3M Routine Airport Maintenance Program

\$ 7,000,000 – Local

National Plan of Integrated Airport Systems (NPIAS)

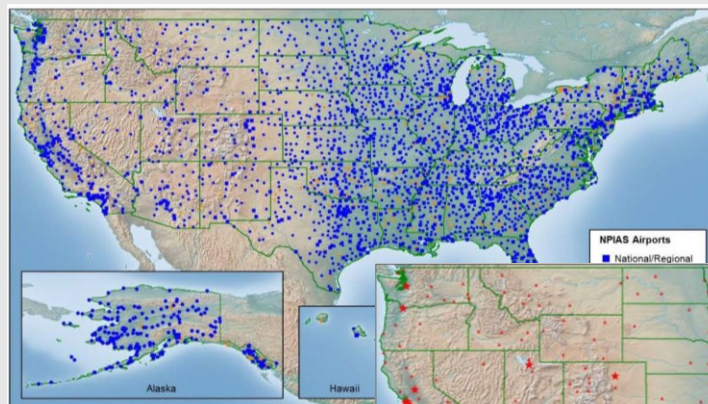
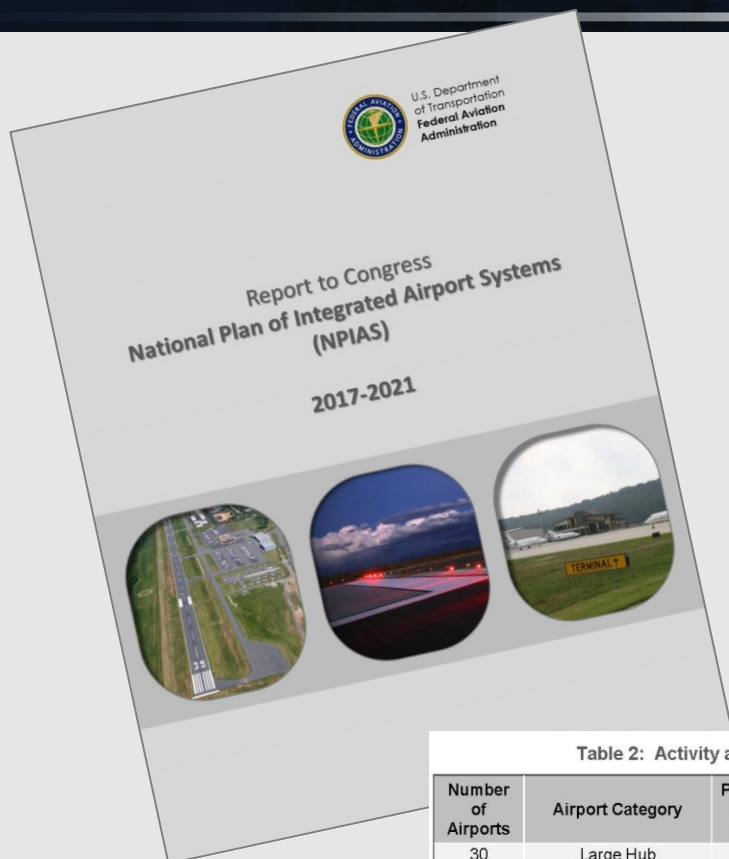


Table 2: Activity and Development at NPIAS Airports

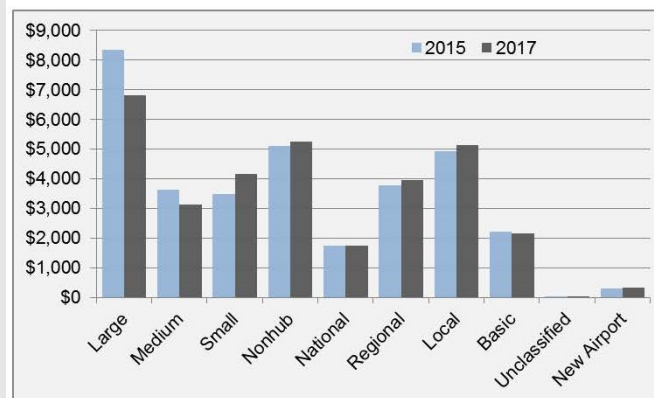
Number of Airports	Airport Category	Percentage of NPIAS Airports	Percentage of 2014 Total Enplanements ¹	Percentage of All Based Aircraft ²	Percentage of NPIAS Cost ³
30	Large Hub	1	72	0.7	20.9
31	Medium Hub	1	15	1.7	9.6
72	Small Hub	2	8	4.7	12.8
249	Nonhub	7	4	11.6	16.2
382	Primary Subtotal	11	99	18.6	59.4
89	National	3		11.5	5.4
531	Regional	16		25.6	12.2
1,261	Local	38		21.2	15.3
813	Basic	24		3.2	6.6
256	Unclassified	8		1.0	0.03
2,950	Nonprimary Subtotal	89		62.6	39.5
3,332	Total NPIAS Airports	100	99	81.2	99.0

¹The remaining 1 percent of enplanements occurred at non-NPIAS airports.

²Based on an active general aviation fleet of 203,880 aircraft in 2015.

³These costs are rounded and do not include the cost for new airports (1 percent).

Figure 28: 5-Year AIP-Eligible Development Costs by Airport Type 2015 and 2017 Reports (\$ Millions)



General Aviation Airport Categories

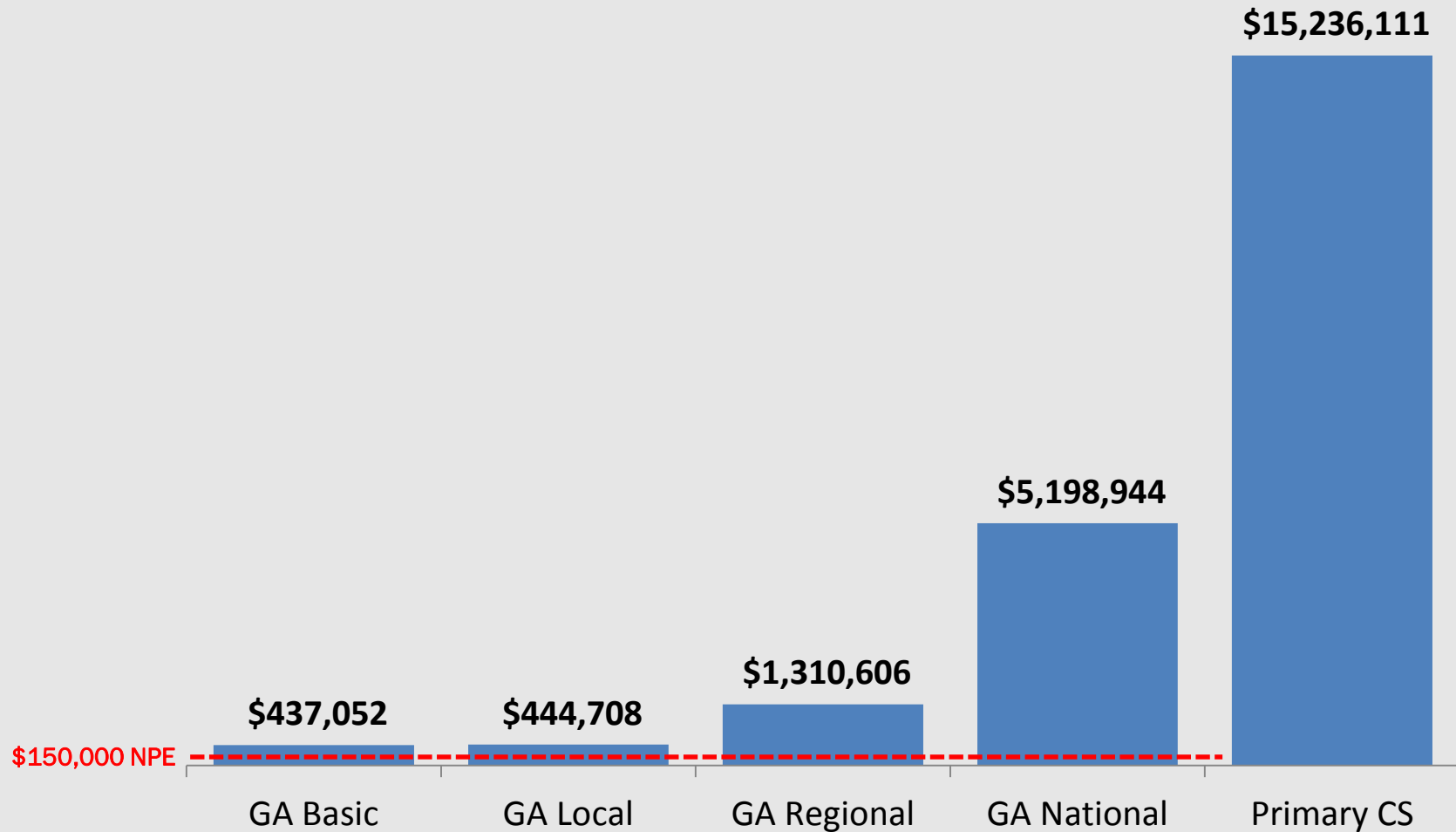
- **National** airports are located in metropolitan areas near major business centers and support flying throughout the Nation and the world. National airports have very high levels of activity with many jets and multiengine propeller aircraft.
- **Regional** airports are also in metropolitan areas and serve relatively large populations. These airports support regional economies with interstate and some long-distance flying and have high levels of activity, including some jets and multiengine propeller aircraft
- **Local** airports are a critical component of our general aviation system, providing communities with access to local and regional markets. Typically, local airports are located near larger population centers but not necessarily in metropolitan areas. They also accommodate flight training and emergency services. These airports account for 38 percent of all NPIAS airports and have moderate levels of activity with some multiengine propeller aircraft.
- **Basic** airports fulfill the principal role of a community airport providing a means for private general aviation flying, linking the community with the national airport system, and making other unique contributions. In some instances, the airport is the only way to access the community and provides emergency response access such as emergency medical or fire fighting and mail delivery. These airports have moderate levels of activity with an average of 10 propeller-driven aircraft and no jets.
- **Unclassified** airports tend to have limited activity. Of the 199 public-owned unclassified airports, 122 have between 0 and 3 based aircraft and 78 have between 4 and 8 based aircraft.

Texas Share of NPIAS Airports

	US	TX	
Unclassified	256	13	5%
Basic	813	53	7%
Local	1,261	67	5%
Regional	531	43	8%
National	89	10	11%
Primary	382	24	6%
	3,332	210	6%

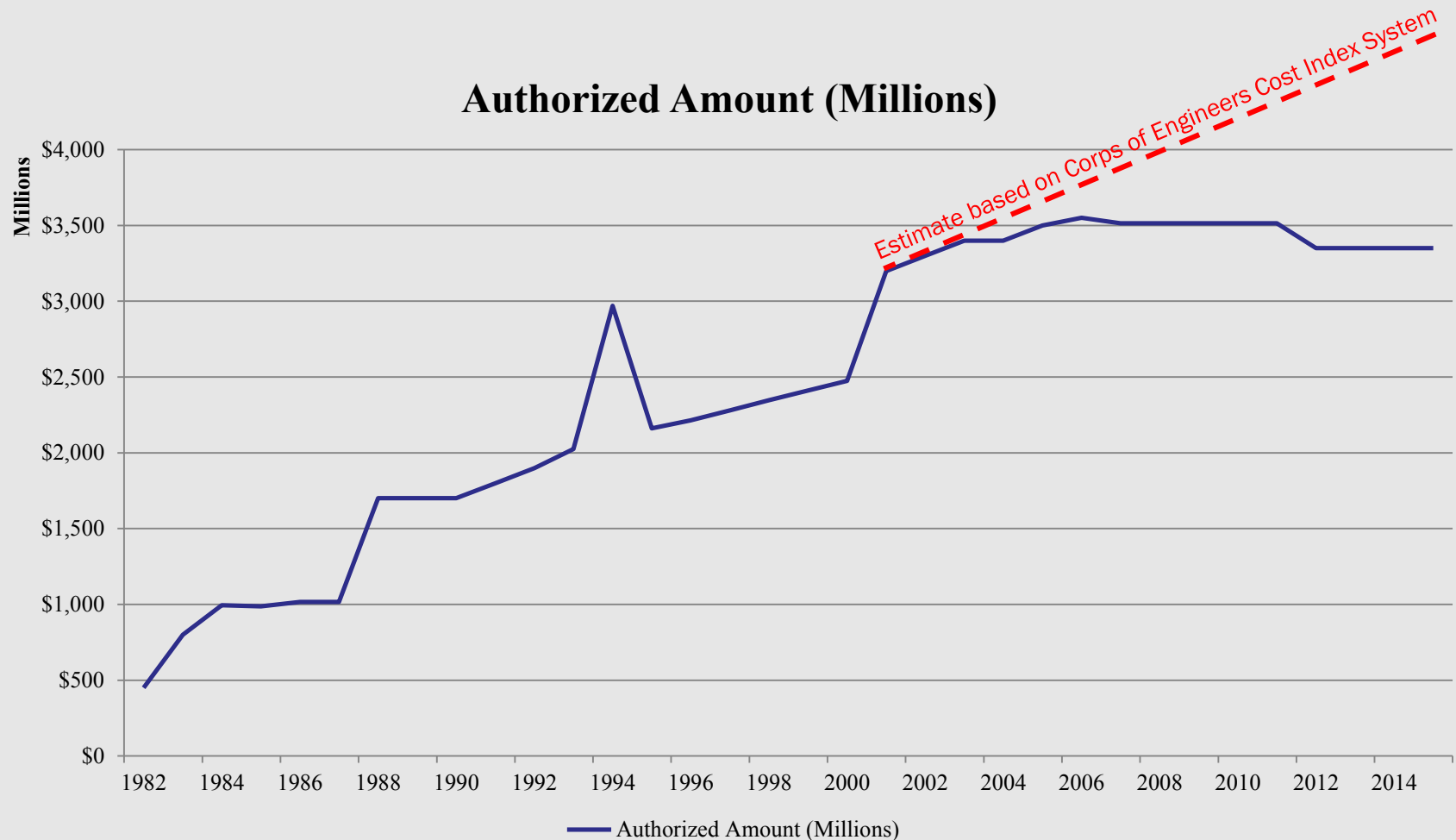
National Plan of Integrated Airport Systems (NPIAS)

Texas Average Annual NPIAS Site Need



National Plan of Integrated Airport Systems (NPIAS)

Authorized Amount vs. Construction Costs



Development Worksheets & Overall Development Objectives

Texas Airport System Plan Airport Development Worksheet DEVELOPMENT BY TIME PERIOD

Printed: 04/20/2017

Revised: 01/02/2017

Page 1 of 2

Airport: YOUR AIRPORT	Airport ID: TX1
Associated City: YOUR CITY	FAA Site #: 23000.*A
NPIAS Site #: 48-0000	

*Status Codes: U-Unassigned, D-Draft, C-CIP, A-Active, F-Finished, X-Disc. Req.

**Totals Only Include Items with Status Code = U, D, X or C

Project Description	Time Period : 00-05	Project Cost	Proj Purp	Airport Comp	Proj Type	Wk Code ID	Item Status*
Expand ramp to southeast (400 x 235)		187,175	CA	AP	EX	2	U
Expand northeast T-hangar apron (3474 sy)		12,017	RE	AP	IM	4	U
Rehabilitate & mark TW B (185 x 35)		3,000	RE	AP	IM	4	U
Rehabilitate & mark TW C (185 x 35)		3,000	RE	AP	IM	4	U
Rehabilitate/repair parallel TW (5960 x 35) & TW B, C & D (2158 sy)		213,754	RE	TW	IM	198	U
Construct Apron (300x220)		630,000	CA	AP	CO	1	U
Rehabilitate main apron (37,000 sy)		330,000	RE	AP	IM	4	U
Rehabilitate north apron and hangar access TWs (25,000 sy)		225,000	RE	AP	IM	4	U
Rehabilitate far north hangar access TWs (24,000 sy)		220,000	RE	AP	IM	4	U
Detention Pond and Drainage Improvements (17, 18, 19 NPE)		990,000	ST	OT	IM	127	U

■ *National Priority Rating* *.25P (A+1.4P+C+1.2T)*

Where :

A [Airport] is used to identify the role and size of the airport
(based aircraft and operations counts)

P [Purpose] the underlying objective of a development project
(e.g. reconstruction)

C [Component] the physical component for which the development is
intended (e.g. runway)

T [Type] describes the actual work being done
(e.g. extension)

Priority Coding

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

P = Purpose Points (4 to 10 pts)

Safety/Security	10pts	10 SA
Statutory Emphasis Programs	9pts	9 SP
Environment	8pts	8 EN
Reconstruction	8pts	8 RE
Planning	8pts	8 PL
Capacity	7pts	7 CA
Standards	6pts	6 ST
Other	4pts	4 OT

C = Component Points (0 to 10 pts)

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

T = Type Points (0 to 10 pts)

Construction	10pts	10 CO
Obstruction Removal	10pts	10 OB
ARFF Vehicle	10pts	10 RF
Inside 75 DNL	10pts	10 75
RW Friction	9pts	9 FR
RW/TW Signs	9pts	9 SG
Master Plan	9pts	9 MA
Snow Removal Equipment	9pts	9 SN
Safety Zone (RPZ)	8pts	8 SZ
Visual Approach Aids	8pts	8 VI
Weather Reporting Equipment	8pts	8 WX
Improvements	8pts	8 IM
Lighting	8pts	8 LI
RW Safety Area	8pts	8 SF
State Planning	8pts	8 ST
Sensors	8pts	8 SR
Access	7pts	7 AC
Metropolitan Planning	7pts	7 ME
Noise Plan/Suppression	7pts	7 NO
Instrument Approach Aid	7pts	7 IN
70 - 74 DNL	7pts	7 70
Security Improvement	6pts	6 SE
Service	6pts	6 SV
Mitigation	6pts	6 MT
De-Icing Facilities	6pts	6 DI
Extension/Expansion	6pts	6 EX
Development Land	6pts	6 DV
Miscellaneous	5pts	5 MS
Acquire Airport	5pts	5 AQ
65 - 69 DNL	4pts	4 65
People Mover	3pts	3 PM
Rail	3pts	3 RL
Construct V/Tol RW/Vert Plan	2pts	2 VT
Fuel Farm Development	2pts	2 FF
Parking	1pt	1 PA
Outside 65 DNL	0pts	0 60
Administration Costs	0pts	0 AD
Bond Retirement	0pts	0 BO

Sample Priority Score Comparison

Work Code	Purpose	Component	Project Type	Description	Airport Code			
					5	4	3	2
160	SA	RW	SF	Construct Runway Safety Area - at Primary Airports	97	94	92	89
155	RE	RW	IM	Rehabilitate Runway	72	70	68	66
4	RE	AP	IM	Rehabilitate Apron	62	60	58	56
153	CA	RW	EX	Extend Runway - for capacity	56	54	53	51
2	CA	AP	EX	Expand Apron - for capacity	47	46	44	42
173	ST	RW	IM	Strengthen Runway	50	48	47	45
7	ST	AP	IM	Strengthen Apron	42	41	39	38

- The program is the result of a series of projections, judgments, and choices in both policy and technical areas, including:
 - Federal policies, laws and regulations.
 - Policies of the department.
 - Definition of needs and/or priorities.
 - Assumptions about future state and federal airport improvement funding.
 - Assessment of current airport deficiencies.
 - Anticipation of local airport sponsor actions.

Programming Priorities

- **Safety**—Projects needed to make the facility safe for aircraft operations.
- **Preservation**—Projects to preserve the functional or structural integrity of the airport.
- **Standards**—Improvements required to bring the airport up to design standards for current user aircraft.
- **Upgrade**—Improvements required to allow the airport to accommodate larger aircraft or longer stage lengths.
- **Capacity**—Expansion required to accommodate more aircraft or higher activity levels.
- **New Access**—A new airport providing new air access to a previously unserved area.
- **New Capacity**—A new airport needed to add capacity or relieve congestion at other area airports.



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Aviation

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The Aviation Division helps cities and counties to obtain and disburse federal and state funds for reliever and general aviation airports included in the 300-airport [Texas Airport System Plan](#) (TASP). The division also participates in the FAA State Block Grant Program, through which it implements a federal improvement program for general aviation airports. The division operates a fleet of state-owned aircraft for the transportation needs of state officials and employees.

[David Fulton](#) serves as director. [Contact us](#) with questions or comments.

Projects and Funding

- [Grant Program Funding - General Information](#)
- [Aviation Projects](#)
- [Aviation Capital Improvement Program](#)
- [Routine Airport Maintenance Program \(RAMP\)](#)
- [Airport Pavement Management Program](#)
- [Public Hearing Notice](#)
- [FAA Capital Improvement & Project](#)

Flight Information

- [Flight Sharing](#)
- [FAA Medical Reform](#)

Outreach

- [Texas Aviation Advisory Committee](#)
- [2017 Aviation Art Contest](#)
- [Wingtips Newsletter](#)
- [Adopt-an-Airport](#)
- [2017 Aviation Conference](#)

Grants

Thanks!

Greg Miller, C.M.

Director, Planning & Programming

TxDOT Aviation Division

512-416-4525

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