

### 3.4 AIRPORT PLANNING

Airport planning is a systematic process used to establish guidelines for the efficient development of airports that is consistent with local, state and national goals. A key objective of airport planning is to assure the effective use of airport resources in order to satisfy aviation demand in a financially feasible manner. Airport planning may be as broad based as the national system plan or more centrally focused as an airport master plan for a specific airport.

The primary types of airport planning may basically be classified as follows:

National System Planning (NPIAS)

State Airport System Planning (SASP)

Metropolitan Airport System Planning

#### **Airport Master Planning**

##### **Master Plan**

For an individual airport, owners more closely identify with the airport master plan for their airport. An airport master plan represents the airport's blueprint for long-term development. A few of the goals of a master plan are:

To provide a graphic representation of existing airport features, future airport development and anticipated land use.

To establish a realistic schedule for implementation of the proposed development

To identify a realistic financial plan to support the development

To validate the plan technically and procedurally through investigation of concepts and alternatives on technical, economic and environmental grounds.

To prepare and present a plan to the public that adequately addresses all relevant issues and satisfies local, state and federal regulations.

To establish a framework for a continuous planning process.

## **Limitations of FAA Actions**

Sponsors must not construe the acceptance of an airport master plan by the FAA as an approval of the entire master plan document. The FAA only approves components of a master plan, not the entire document. The key elements that the FAA reviews and formally approves are:

Forecasts

Selection of critical aircraft

## **Airport layout plan (ALP)**

It is from these elements that the FAA makes a determination regarding eligibility of AIP funding for proposed development. It is critical that airport owners and their consultant coordinate early and often with the appropriate FAA planner to identify significant planning issues and to determine the type and magnitude of effort required to address such issues.

## **National Plan of Integrated Airport Systems (NPIAS)**

Before the FAA can consider an airport eligible to receive Federal funds, the airport must be included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS identifies nearly 3,400 existing and proposed airports that are significant to national air transportation and thus eligible to receive Federal grants under AIP. It also includes estimates of the amount of AIP money needed to fund infrastructure development projects that will bring these airports up to current design standards and add capacity to congested airports. The FAA is required to provide Congress with a five year estimate of AIP eligible projects and associated costs every two years.

The NPIAS provides an inventory of airport development for the FAA's Airport Capital Improvement Plan (ACIP). The FAA formulates the ACIP based on the airport development needs identified by the NPIAS. The ACIP is essentially a subset of the NPIAS, highlighting airport needs over a 3-year funding cycle.

## FAA Policy

FAA Order 5090.5, Formulation of the National Plan of Integrated Airport Systems (NPIAS) and the Airports Capital Improvement Plan (ACIP), establishes the criteria for inclusion into the NPIAS. The NPIAS includes airport development recommended in FAA accepted airport master and system plans; or as shown on FAA approved airport layout plans. It may also include airport development identified from FAA airport site visits and contained in airport owners' capital improvement programs.

