



# ACIP Development

The needs-based approach to ACIP Management

## PURPOSE

Airport Capital Improvement Plans (ACIPs) are the primary planning tools for each airport for systematically identifying, prioritizing, and assigning funds to critical airport development and associated capital needs.

## PRINCIPLES

- Base your ACIP on your approved ALP.
- Well thought-out: realistic, reasonable, and locally funded.
- Prioritize (be strategic).
- Revenue producing projects will not be a priority if you have existing safety/preservation (e.g., pavement maintenance) concerns.
- 1st year projects must include the month/TAC meeting in which they will be requested.

## PRIMARY RESOURCES

- ALP
- Safety inspection reports
- Pavement condition surveys
- Airport master/system plans
- Joint planning conferences
- Airport master record data
- Etc. to determine needs

## STATE PRIORITY RANKING

1. Safety
2. Security
3. Pavement Preservation/Maintenance
4. Preservation of Infrastructure
5. Compliance with current FAA Standards
6. Planning
7. Increase Capacity/Modernization
8. Equipment
9. Landside Improvements
10. Revenue Producing

## PROCESS

### BEFORE ACIP MEETING:

1. Identify all safety/security/preservation concerns and continue assessing needs based on priority rankings.
2. Draft ACIP and discuss with Consultant and TDOT staff.

### 3. Attend ACIP Meetings.

### AFTER ACIP MEETING:

4. Edit/revise ACIP drafts based on information gained in ACIP meeting.
5. Conduct working sessions\* to finalize ACIP and enter projects into BlackCat.

*\*including all stakeholders: Sponsor, TDOT personnel, Consultant, etc.*

## DELIVERABLE & DEADLINE

- A needs-based 5 year plan, or ACIP, of the potential planning and development projects, and equipment purchases.
- All ACIP projects entered into BlackCat by December 1st.

**Remember: Projects must be on ACIPs to get approved!**