ACIP Development

THE NEEDS-BASED APPROACH TO ACIP MANAGEMENT

📍 PURPOSE

Airport Capital Improvement Plans (ACIPs) serve as the primary planning tool for identifying and prioritizing critical airport development and associated capital needs.

📄 PRINCIPLES

- Base your ACIP on your approved ALP
- Well thought-out: necessary, reasonable, justified, and locally funded
- Prioritize (be strategic)
- Revenue producing projects will not be a priority if you have existing safety/preservation concerns (e.g., pavement maintenance)
- 1st year projects must include the estimated schedule for each requested project phase

🛠 PRIMARY RESOURCES

- ALP, Master Plan, and Exhibit "A"
- Safety inspection reports
- Pavement condition surveys
- Tennessee Aviaton System Plan (TASP)
- Joint planning conferences
- Airport master record data
- General Aviation Regional Meeting (GARM)
- 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 GARM 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 GARM Meeting.

AFTER GARM MEETING:

4. Edit/revise ACIP drafts based on information gained in GARM meeting.
5. Conduct working sessions* to finalize ACIP and enter projects into BlackCat.
   *including all stakeholders: Sponsors, TDOT personnel, Consultant, etc.

📅 DELIVERABLE & DEADLINE

- A needs-based ACIP that includes the requested project formulation and airport improvements projects over the next 5 years.
- All ACIP projects entered into BlackCat Aviation by September 1st.

REMEMBER: Projects must be on ACIPs to get programmed!

Aeronautics Division
Tennessee Department of Transportation

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