

Wyoming Priority Rating Model for Project Evaluation

2021

Wyoming Aeronautics Commission

WYDOT Aeronautics Division



Wyoming Priority Rating Model for Project Evaluation – 2021

Developed by the Aeronautics Division of the
Wyoming Department of Transportation

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Wyoming Priority Rating Model for Project Evaluation – 2021

Purpose of the Priority Rating Model

The stated purpose of the Priority Rating Model (PRM) is to evaluate and rank airport projects for planning, budgeting, and granting by utilizing relevant information to make objective decisions considering the collective needs of the state's aviation system.

Development and Organization of the Priority Rating Model

The Wyoming Aeronautics Commission is responsible, by Wyoming Statute 10-3-402 and Commission Policy, for the disbursement of state funds for airport improvements. Commission Policy also ensures that the disbursement of funds be accomplished through consistent application. To meet this policy, the Wyoming Aeronautics Commission has designated a priority rating system as a tool to maximize the use of available airport funding and assist in the evaluation of all airport projects proposed for state or federal funding.

The oldest reference to the PRM indicates it existed prior to 1987. The current PRM format was created in 2003 by the PRM task force to be used in conjunction with the newly developed Wyoming Aviation Capital Improvement Program. Historically, the evaluation of projects for Wyoming Aeronautics Commission funding has followed a defined process (eligibility, state evaluation, priority rating model - administered by the WYDOT Aeronautics Division) for consideration and acceptance by the Wyoming Aeronautics Commission. Those projects that met both eligibility and state evaluation requirements were then ranked using evaluation categories outlined in the Wyoming Priority Rating Model for Project Evaluation.

To assure that the Priority Rating Model (PRM) continues to best meet the needs of the state aviation system, the Wyoming Aeronautics Commission and WYDOT Aeronautics Division determined that the Model should be reevaluated and updated periodically.

Topic areas to be generally considered in the reevaluation should be as follows:

- Overall, does the PRM adequately serve as a tool for airport project funding decisions?
- Are the weighted categories – Purpose of Project, Project Component, Type of Federal Funding, Systems Impact, Project Timing, Airport Usage, Status of Airport Protection (as presented in the current PRM) – still applicable, to rate/rank each project?
- Are the weights, 5 to 1, still applicable and reflect the comparative value of each Category? Are any Categories over-weighted or under-weighted?
- For each of the Categories: Are the sub-categories still applicable? Are they fully and correctly defined? Are they correctly weighted?

- Is the PRM project evaluation process (as presented in the current PRM) defined and applicable? Is this prioritization/decision process clear, fair and consistent?
- Is it understood that the prioritization/decision process be directed to the ‘collective needs of the state’s aviation system’, and that funds are limited and all projects cannot be funded?
- Are the priorities, identified by each airport location, adequately considered?
- Other issues identified by users of the PRM

In fiscal year 2020, the Wyoming Aeronautics Commission recognized that the PRM was again in need of revision/update. A request for volunteers to serve on the reevaluation Task Force was made in February 2020. The 2021 PRM Task Force members were:

WY Aeronautics Commission: Bill Devore, Bruce McCormack, Sigsbee Duck
 Airport Representatives:

Clay Baird, Ft Bridger Airport

Devon Brubaker, Southwest Wyoming Regional Airport - Rock Springs

John Stopka,, Sheridan County Airport

Lori Olson, Upton Municipal Airport

RaJean Strube Fossen, Hunt Field - Lander

Jviation, Denver: Alex Nodich

WYDOT Aeronautics Division: Cheryl Bean, Phillip Hearn

Keith Compton provided consultant services to the Division and assistance to the Task Force.

The PRM Task Force completed its review of the PRM in April 2021. The review process focused on identification of issues concerning use of the 2018 PRM utilizing the general topic areas previously mentioned. Subsequent recommendations for updating and providing clarity in that Model were completed to better support the stated purpose of the PRM as a tool to assist in the evaluation of all airport projects proposed for state or federal funding.

The evaluation of projects by the Division will continue to use an initial review for eligibility to assure that each project meets state statute, Commission policies, grant assurances, regulations and precedence. Eligible projects will then be assessed and ranked by the Division using evaluation categories as presented in the PRM.

The Wyoming Priority Rating Model for Project Evaluation – 2021, as approved by the Wyoming Aeronautics Commission, will evaluate projects requested by airport sponsors, for State or Federal funding, using seven weighted categories. These seven categories represent important project evaluation criteria with each category weighted to recognize differing levels of

importance in an overall evaluation and ranking of eligible projects. The seven categories, with weights and brief descriptions, are:

Purpose of Project – 5 point weight – this category is recognized as one of the most important individual categories in the PRM. It defines and classifies the primary purpose of each project as Safety, Security, Maintenance, Airport Enhancement, or Planning.

Project Component – 3 point weight – this category further prioritizes those projects that are directed to preservation and enhancement of *airside* facilities.

Type of Federal Funding – 5 point weight – this category is one of the most important individual categories as, in general, federal funds provide the majority of financial assistance to airport sponsors for airport improvement projects. The emphasis of the WAC to ensure all federal funding is matched is reflected in this category's importance.

Systems Impact – 4 point weight – this category allows the Division to consider an individual project's overall impact to the *Wyoming State Aviation System Plan (WySASP)*.

Project Timing – 4 point weight – this category allows the Division to match a project's schedule for delivery to the availability of funding and funding requirements of state and federal programs and/or community funding.

Airport Usage – 3 point weight – this category prioritizes projects based on the airport's benefit to the most airport users/citizens. It uses the airport's state system plan classification (which is assigned based on the airport's type and level of usage) the role of the airport in the overall system, and the facilities and services offered at the airport.

Status of Airport Protection – 1 point weight – this category recognizes the importance of safeguarding airport operations and minimizing impact to properties in proximity to the airport by implementing land use protections.

The Wyoming Priority Rating Model – 2021, using each of these seven categories, will result in a numerical rating for each project; the process of matching a project proposal to a numerical rating is later defined for each category. The numerical rating is assigned, and then multiplied by the category weight to determine a final category numerical value. The seven category values are then summed to conclude the final priority model ranking for those projects proposed for State or Federal funding. A maximum of 105 points are available for a project that meets the highest value for each of the seven categories.

Use of the Priority Rating Model

The Wyoming Aviation Capital Improvement Program (WACIP) represents the State's funding plan for airport improvement projects. Individual airport projects are outlined by location, program year, project status, project description, priority model rating, and proposed funding source/sources. The WACIP is developed annually, with frequent updates by the Division for Wyoming Aeronautics Commission approval.

Airport sponsors evaluate their airport needs and initiate projects designed to address those needs. The sponsors then propose their projects for inclusion in the WACIP; their evaluation of proposed projects should consider eligibility of the project against the requirements of the proposed funding sources.

The Division evaluates all proposed projects for eligibility and, if eligible, evaluates each project as outlined in the Wyoming Priority Rating Model – 2021. As presented earlier, the Wyoming Priority Rating Model – 2021 will result in a numerical rating for each project; that rating is summarized for proposed projects. The proposed projects are subsequently shown by ranking, based on the numerical rating, in the WACIP.

The Wyoming Aeronautics Commission designates the Wyoming Priority Rating Model – 2021 as a tool to assist in the evaluation of all airport projects proposed for State or Federal funding. This evaluation is needed as available funding for airport improvements generally does not allow for funding of all proposed projects. The Wyoming Aeronautics Commission applies the Wyoming Priority Rating Model – 2021, to ensure that the disbursement of funds is accomplished through consistent application, but reserves its authority to make decisions considering the collective needs of the state's aviation system.

Managers and administrators using this PRM should note that *Italicized Words or Terms* are defined in the Acronyms and Definitions, pages 17 – 22.

Categories Used by the Priority Rating Model

The Wyoming Priority Rating Model – 2021 will be used to establish a numerical rating for evaluation of proposed projects with the numerical rating based upon the following seven categories, weights, and descriptions.

Purpose of Project

(Weight of 5)

The Purpose of Project category receives a weight of 5, and is one of the most important individual categories in the PRM.

The Purpose of Project category identifies the type of project and provides for five general purposes and awards the following points:

- 4 = Safety
- 3 = Security, Maintenance
- 2 = Airport Enhancement and Planning
- 1 = This numerical rating is not used to award points
- 0 = Not Used

The Airport Sponsor should note that preparation of planning studies, engineering documents, and land acquisition, as required for development of a specific capital improvement project, will be awarded points according to the purpose of the overall project.

Safety (4 points) is the most important project purpose and includes many different project types. These projects are seen as highly important as they are consistent with the Wyoming Aeronautics Commission's overall mission to provide a safe and efficient aviation system.

Safety projects are generally defined as improvements to existing infrastructure, facilities and equipment, which support the daily functions of the airport, support the short-term and long-term operations of the airport, and provide for the safety of airport personnel and airport users. The final determination if a project meets the definition of Safety will be made by the Division.

Key considerations to be used by the Division in this determination include, but are not limited to:

- o Potential, likelihood, and severity of property damage, personal injury and/or loss of life.
- o Necessary to support safe operations pertaining to current aircraft activity.
- o FAA Airport Design Standards.

Project types include, but are not limited to:

- Emergency repair of isolated areas of severe pavement deterioration, as safe operation of aircraft is impaired
- *Airside* lighting
- Visual Approach Aids including: runway end identifier lights (REIL), precision approach path indicators (PAPIs), beacons, approach lighting
- Equipment purchase: Aircraft Rescue and Fire Fighting (ARFF) equipment, Snow (and ice) Removal Equipment (SRE), and backup generators as needed for *critical operation systems* and/or life safety.

- ARFF equipment training, and training facilities
- Automated Weather Observation Systems (AWOS)
- *Airside* fencing and gates to protect the airfield from wildlife and human interference. This includes wildlife and security fence and perimeter/property fence only if it is serving in that capacity.
- *Airside* signage
- Wildlife hazard management
- Navigational hazard removals/markings
- *Airside* pavement markings if identified as deficient in a Part 139 inspection
- Air traffic control towers
- Fire protection systems
- Rubber removal
- Removal of identified obstructions with priority to Runway Protection Zones
- Improvements to the *Runway or Taxiway Safety Area, Obstacle Free Zone (OFZ), Object Free Area (OFA)*, runway site distance, separation standards etc., to comply with Airport Design Standards for current aircraft activity*
- Structures to house and protect equipment identified for Safety

* Note that “current aircraft activity” must be verified, ongoing activity and identified in the airport’s current Airport Master Plan.

Security (3 points) is an important project purpose as these projects provide for facilities or equipment that are designed to aid in providing secure (and safe) movement in and around all airport facilities.

- New, expanded, or upgraded lighting – *landside* – for public spaces including parking lots
- Closed-Circuit television/cameras
- TSA required security components
- Access Control systems/equipment – fences, gates, locks, alarms, guards and badge systems
- Advisory/directional signing
- Fingerprinting machines

Maintenance (3 points) is an important project purpose as it accomplishes essential projects that facilitate the existing operations of the airport. The maintenance purpose, as a high priority, is consistent with the Wyoming Aeronautics Commission and Division’s overall philosophy of ‘maintain before build’. (Sponsors should note that maintenance/preservation type projects which extend the service life of existing infrastructure are given a higher category weighted point

than those projects in the Airport Enhancement project purpose that require a significant expenditure of funds.) These projects include a range of different project types:

- *Pavement Preservation*, including but not limited to, crack and joint sealing, seal coat, minor concrete pavement repair (CPR) – and any preservation strategy in an airport’s approved pavement management program (PMP)
- *Pavement Rehabilitation* or *Pavement Reconstruction* when identified in an airport’s approved pavement management program (PMP) for the purpose of pavement preservation
- Maintenance/Repair to *airport facilities and infrastructure* (non-safety):
Non-routine maintenance/repair
- *Airside* pavement markings that do not meet the “Safety” project purpose
- Maintenance/repair/replacement/relocation of NAVAIDs
- Equipment purchase: *Airside* maintenance - marking equipment, mowing equipment, crack seal equipment, small tractor (with multiple attachments), side-by-sides, ATVs (4-wheelers), etc.

Airport Enhancement (2 points) includes projects directed towards creating new or expanded facilities that accommodate more passengers, cargo, aircraft operations, or based aircraft; or the enhancement of airport use and efficiency.

- *Pavement strengthening* – Airport must have implemented an approved PMP
- New pavement construction – such as runway and *taxiway* extension or widening, apron expansion – Airport must have implemented an approved PMP
- Equipment purchase: Operations vehicles, pickup trucks, etc. (with or without a utility bed, snow plow, or other attachment); backup generator not for *critical operation systems* or life safety; and other equipment that does not meet the “Safety” or “Maintenance” project purpose
- Noise monitoring, including equipment purchase
- New NAVAIDs
- Building remodel
- Building construction: New, replacement, or expansion
- Land use protection: *Fee title* or full control of lands within the RPZ; directed to the removal of incompatible land uses with priority to the removal of wildlife attractions and facilities that serve congregations of people
- Fencing and gates that do not meet the “Safety” project purpose
- New or expanded deicing containment facilities
- Identified Non-Standard Conditions that do not meet the “Safety” project purpose as determined by the Division

Planning Projects (2 points) are directed to a comprehensive or specific issue/location study of short-term or long-term airport needs; resultant recommendations support the development of a project or program of projects. Planning projects include, but are not limited to, the following studies/analyses:

- Master Plans
- Airport Layout Plans: Complete drawing set and narrative or stand-alone components such as Terminal Area Plans, Land-use Plans, other adopted plans
- NEPA compliance: Required environmental documentation and related analyses and reports including public involvement
- Special studies, such as Noise Analysis and Safety Management Systems, Security Systems, Sustainability Analysis, Instrument Approach Analysis
- Obstruction Survey and AGIS submittal
- Activity counting/recording
- Wind analysis
- Wildlife assessments and plans

For Non-NPIAS airports, which likely score low in PRM points for planning projects, the Division will consider and may support reconsideration of an airport's request for planning funding via a written request to the Wyoming Aeronautics Commission. The request should be supported by long-term, demonstrated, community support and involvement. This request will be brought before the Wyoming Aeronautics Commission outside of the PRM and considered on a case-by-case basis.

Occasionally a project has more than one purpose. For example, the reconstruction of an apron (purpose=maintenance) may also include a reconfiguration or expansion to accommodate changed or increased activity (purpose=airport enhancement). In these circumstances, the Division staff will identify the largest portion of the project (typically based on cost) and assign the Purpose of Project accordingly.

The Project Purpose category is given a weight of 5, with sub-category points from 4 to 2, resulting in a range of 20 to 10 points depending on the airport's proposed project purpose (there are no 1-point or 0-point awards for the category).

Project Component

(Weight of 3)

The Project Component category receives a weight of 3. This category prioritizes those projects from the Purpose of Project Category that are directed to preservation and enhancement of

airside facilities and infrastructure and also prioritizes those facilities that have regular/daily use, with a lower priority for secondary use facilities.

4 = *Airside Primary Runway or Taxiway*, and Equipment*

3 = *Airside Secondary Runway or Taxiway*

2 = *Airside Aprons, Structures, and Equipment**

1 = *Airside Taxilanes* (other than *Apron*), *Landside* and Other (Any Purpose of Project without an identified Component)

0 = This numerical rating is not used to award points

* Equipment is ranked as 2, except equipment for maintaining life safety or for *critical operation systems* which will be ranked as 4 (judgment of Division staff).

Projects that preserve or enhance the use of *primary runways* and/or *taxiways* are given preference with a 4–point ranking. The following project types consistent with the Purpose of Project Category under the “Safety” purpose, will always receive the Project Component 4–point ranking. These projects types are:

- *Airside* fencing to protect the airfield from wildlife and human interference to support regular use of the *primary runway*. This includes wildlife and security fence and perimeter/property fence only if it is serving in that capacity.
- Equipment purchases when required for airport safety; defined as meeting the “Safety” project purpose
- ARFF equipment training, and training facilities

Secondary runways and/or *taxiways* are given preference with a 3–point ranking.

Aprons, Structures/Facilities, and Equipment Purchases (not safety equipment) are awarded a 2–point ranking. These facilities and equipment purchases support aviation traffic.

Airside Taxilanes, Landside (see Definitions) and Other projects are awarded 1–point rankings. Other projects include planning projects or any proposed project that cannot be directly assigned to a specific component/location. Operations and Administrative Vehicles are classified as Other projects because they do not directly support aviation traffic.

As with Purpose of Project, occasionally a project may include more than one component. For example, a project to extend a runway (component=*airside primary runway or taxiway, airside fencing*) may also include the construction of a *taxilane* (component=*airside taxilane, landside and other*). In these circumstances, the Division staff will identify the largest portion of the project (typically based on cost) and assign the Project Component accordingly.

The Project Component category is given a weight of 3, with sub-category points from 4 to 1, resulting in a range of 12 to 3 points.

Type of Federal Funding

(Weight of 5)

The Type of Federal Funding category receives a weight of 5, and is one of the most important individual categories in the PRM. In general, federal funds provide the majority of financial assistance to airport sponsors for airport improvement projects. Federal funding comes into the State for use on in-State projects and the use of State and Local funds to match federal funds is given a high priority and resultant high weight. It is the Wyoming Aeronautics Commission's discretion to ensure all federal funding is matched regardless of project PRM ranking.

The number of points awarded for this category is by type of federal funding available:

4 = *Discretionary Funding*

3 = State Apportionment Funding

2 = *Entitlement Funding*

1 = This numerical rating is not used to award points

0 = No Federal Funds

Discretionary Funding (4 points) including any Congressional allocation is given the highest priority as it is based on Federal legislative requirements, is additional funding to the State, is typically dedicated to a location/airport or project improvement type, and must be expended in a timely manner.

State Apportionment Funding (3 points) is an annual allocation of funds that is assigned to each state for airports; the State's non-primary, federally eligible airports compete within the State for these funds.

Entitlement Funding (2 points) is guaranteed to airports in the federal NPIAS (National Plan of Integrated Airport Systems) plan. Entitlement funding is non-competitive and receives a lesser number of category points.

No Federal Funding (0 points) is awarded 0 points, under this category.

The Type of Federal Funding category is given a weight of 5, with sub-category points from 4 to 0, resulting in a range of 20 to 0 points for an airport's proposed project, depending on the type of federal funds directed to the project.

Any project receiving multiple types of federal funding is awarded the highest sub-category point for the type of federal funding used.

Systems Impact

(Weight of 4)

The Systems Impact category is directed to addressing issues identified in the *Wyoming State Aviation System Plan (WySASP)* and Wyoming Aeronautics Commission's priorities. This category receives a weight of 4.

The number of points awarded for this category is based on a project meeting identified criteria.

3 = Three Criteria are met

2 = Two Criteria are met

1 = One Criteria is met

0 = No Criteria are met

The Criteria are:

- Achieving or Maintaining a *WySASP* State goal
- Achieving or Maintaining a *WySASP* local goal
- Achieving or Maintaining a Wyoming Aeronautics Commission Priority

WySASP and Commission Priorities documents are located in BlackCat Aviation (BCA). Contact the Division for access to BCA.

The Systems Impact category is given a weight of 4, with sub-category points from 3 to 1, resulting in a range of 12 to 4 points for an airport's proposed project, depending on the extent to which the project meets identified criteria.

Project Timing

(Weight of 4)

This category receives a weight of 4, with points awarded based on a selected year for funding; the selected year may be the Airport Sponsor's proposed year to construct the project, or may be a different year (project moved forward or delayed) if determined by the Division or Wyoming Aeronautics Commission to be advantageous based on *available funds* or other budgeting or programming analyses.

Project timing is an indicator of the importance of accomplishing the project in the time frame requested. The need to complete a project within a defined time frame may be due to a number of reasons:

- An emergency repair to assure safe operation of aircraft
- A relationship between project completion and regulatory compliance, licensing, or certification (such as an inspection requirement or recommendation)

- A relationship between project completion and potential loss/expiration of secured funding
- Condition of the facility/component
- Projects closely tied to Commission priorities, special recommendations, or other special conditions tying project completion to a fiscal year or contract completion date.

Additional considerations that will be evaluated during the award of points are:

- Implementation of Pavement Management Plan recommendations and timing of that work if critical
- Funding timing (loss of entitlements, entitlement transfer agreement, close-in discretionary)
- Economy of scale – making the project whole; cycle optimization on regularly occurring project (pavement preservation, planning, etc.).

The number of points awarded for this category are based on the following levels of urgency:

5 = Urgent as determined by the Division based on pre-application and/or other information

4 = Group Maintenance

3 = Time sensitive based on Airport Sponsor request and supporting information

2 = Medium Urgency (within 2-3 years of selected* year)

1 = Low Urgency (within 5 years of request)

0 = No Urgency (as funding allows)

* The “selected” year is the requested year or that year determined to be the most advantageous based on the Division’s judgement as mentioned at the beginning of this category section.

Points will be awarded based on the professional judgment of the Division staff. Timing evaluation is heavily dependent on sponsor’s justification – typically on the project pre-application – and other communication with the Division. It is the sponsor’s responsibility to ensure that the urgency is conveyed to the Division for proper evaluation.

Phased or multi-year projects are evaluated as one project. Timing will be determined for the project as a whole and applied uniformly to all phases.

Division staff has discretion as to whether to assign an add-on project to be evaluated for Project Timing along with the main project.

The Project Timing category is given a weight of 4, with sub-category points from 5 to 0, resulting in a range of 20 to 0 points for an airport's proposed project, depending on the urgency of project timing.

Airport Usage

(Weight of 3)

The Airport Usage category receives a weight of 3. This category recognizes that Wyoming's larger airports typically benefit the most users/citizens. It uses the airport's state system plan classification, which is assigned based on the airport's type and level of usage, the role of the airport in the overall system, and the facilities and services offered at the airport.

The *Wyoming State Aviation System Plan (SASP)* establishes four airport classifications: *Commercial Service Airports*, *Business Airports*, *Intermediate Airports*, and *Local Airports*.

The number of points awarded for this category are based on the airport classification:

- 4 = *Commercial Service Airport*
- 3 = *Business Airport*
- 2 = General aviation airport - *Intermediate Airports*
- 1 = General aviation airport - *Local Airports*
- 0 = This numerical rating is not used to award points

The Airport Usage category is given a weight of 3, with sub-category points from 4 to 1, resulting in a range of 12 to 3 points for an airport's *WySASP* classification.

Status of Airport Protection

(Weight of 1)

The Status of Airport Protection Component category receives a weight of 1. This category recognizes the importance of safeguarding airport operations and minimizing impact to properties in proximity to the airport by implementing land use protections and airspace protections for the *runway protection zone (RPZ)* and/or the *airport influence area (AIA)*. Development of property in proximity to an airport can result in non-compatible uses that diminish the utility of the airport, reduce safety for both aircraft in the air and persons on the ground, reduce the value of the public's investment in the airport, and potentially risk both State and Federal funding for the airport.

The Airport Protection Component category is given a weight of 1 as this category accumulates points, based on the result of an airport's efforts to work with private landowners and/or government agencies – Municipal, County, State or Federal – to effect land use protections. There are three acceptable legal documents to provide RPZ protections:

Ownership – in *fee title*;

Lease – with a federal or state government agency that provides for a minimum lease period greater than 20 years;

Easements – must limit the height of vegetation and structures and limit the allowable land uses within the boundaries (acreage) of the *easement*.

Land Ownership Control (4 points maximum)

4 Points – Airport Owner owns 100% of the acreage in runway protection zone in fee title. For purposes of RPZ protection, a Lease with a federal or state government agency is considered equal to ownership; the Lease agreement must provide for a minimum lease period equal to or greater than 20 years.

3 Points – Airport Owner has 100% land use protections and airspace protections for the RPZ through any combination of ownership, lease, or *easements*.

2 points – Airport Owner has greater than 75% to 99% land use protections and airspace protections for the RPZ through any combination of ownership, lease, or *easements*.

1 point – Airport Owner has greater than 25% to 75% land use protections and airspace protections for the RPZ through any combination of ownership, lease, or *easements*.

For Land Use Protection, the accumulation of points, up to 4 points maximum, will be based on submittal of supporting documents to the Division. The documents to be submitted are copies of deeds identifying the individual parcels owned in *fee title*, copy of lease, and/or copies of *easements* identifying boundaries of *easements* and height restrictions.

Airspace Protections (3 points maximum)

1 Point – Airport Owner has an adopted *zoning ordinance* (overlay zoning) approved by the Division with height restrictions in the Approach Zone of the AIA.

1 Point – Airport Owner has an adopted *zoning ordinance* (overlay zoning) approved by the Division with height restrictions for the AIA.

1 Point – Airport Owner has an adopted *zoning ordinance* (overlay zoning) approved by the Division that restricts non-compatible land uses in the AIA.

For Airspace Protection, the accumulation of points, up to 3 points maximum, will be based on submittal of supporting documents to the Division. The documents to be submitted are copies of adopted *zoning ordinances*.

Plan Integration (1 point)

1 Point – The airport *zoning ordinance* is incorporated into a municipality and/or county comprehensive land use plan. It is desirable that the municipality and/or county provide an opportunity for the airport representative to review and comment on all variance requests for properties within the AIA.

For Plan Integration, the 1 point will be based on submittal of supporting documents to the Division. The documents to be submitted are copies of the municipal and/or county comprehensive land use plan.

Disclosure Statement (1 point)

1 Point – The municipality and/or county has passed a resolution and adopted an ordinance requiring that a *Real Estate Disclosure Statement* be provided to the purchaser of any property within the AIA. Sample wording is provided in Definitions for *Real Estate Disclosure Statement*.

For Disclosure Statement, the 1 point will be based on submittal of supporting documents to the Division. The documents to be submitted are copies of adopted resolutions and ordinances requiring a *Real Estate Disclosure Statement*.

The Airport Protection category is given a weight of 1, with sub-category points accumulating from 0 to 9, resulting in a range of 9 to 0 points for those land use efforts directed to protecting airport operations.

Summary of the Priority Rating Model

The resulting PRM will assist the Wyoming Aeronautics Commission and WYDOT Aeronautics Division and in their mission to produce a safe and efficient aviation system, through funding of airport capital improvement projects. The Model is summarized in the following table.

Category	Category Weight	Maximum Points Available	Percent of Total Points Available
Purpose of Project	5	20	19
Project Component	3	12	11.5
Type of Federal Funding	5	20	19
Systems Impact	4	12	11.5
Project Timing	4	20	19
Airport Usage	3	12	11.5
Status of Airport Protection	1	9	8.5
Summary		105 Points	100%

To further support use of the Wyoming Priority Rating Model for Project Evaluation – 2021, airport sponsors and other users are encouraged to periodically review Policies, System Plan Documents, etc. at http://www.dot.state.wy.us/home/aeronautics/rules_and_policies.html or in BlackCat Aviation.

ACRONYMS AND DEFINITIONS

Acronyms - - used in the Wyoming Priority Rating Model for Project Evaluation

ACIP	Federal Airports Capital Improvement Plan
AGIS	Airport Geographical Information System
AIP	Airport Improvement Program
ALP	Airport Layout Plan
ARFF	Aircraft Rescue and Fire Fighting
AWOS	Automated Weather Observation System
CPR	Concrete Pavement Restoration
FAA	Federal Aviation Administration
NAVAID	Navigational aids
NEPA	National Environmental Policy Act
NPIAS	National Plan of Integrated Airport Systems
OFA	Object Free Area
OFZ	Object Free Zone
PAPIs	Precision approach path indicators
PMP	Pavement Management Program
PRM	Priority Rating Model
REIL	Runway end identifier lights
RPZ	Runway Protection Zone
RSA	Runway Safety Area
TSA	Transportation Security Administration <u>or</u> Taxiway/Taxilane Safety Area
WACIP	Wyoming Aviation Capital Improvement Program
WySASP	State Aviation System Plan

Definitions

The following definitions are provided to gain a better understanding of the Wyoming Priority Rating Model for Project Evaluation. These definitions are referenced to source documents, but do not present a full definition as may be used for regulatory purposes. As a result, they are not

intended to be used as regulatory, rather are intended to be used to guide the development of a capital improvement project, evaluated with the PRM for State funding.

PRM Category – Purpose of Project

Airport Facilities and Infrastructure – Airports eligible for Federal/State funding are public use airports that serve civil aviation and used for landing and takeoff of aircraft. Airport facilities and infrastructure are those permanent buildings, installations, and equipment that are needed to support airport use for commercial service, cargo service, or general aviation. (FAA and industry literature).

Airside and Landside – The Airside of an airport is the portion where aircraft operations occur, including runways, taxiways, aprons, aircraft parking, and facilities to service and maintain aircraft; the airside is separated from other areas of the airport by fencing or other boundaries. The airside generally includes those areas beyond security checks and passport and customs control in an airport terminal. The Landside of an airport is the remaining portion of the airport property not defined as airside; it typically includes all public areas such as portions of the terminal, access roadways, rental car facilities, vehicle parking facilities, and taxi and ground transportation areas.

Critical Operation Systems – A limited number of power-supplied airport operations required to protect and/or evacuate the airport population in an emergency, including fires and earthquakes, and less critical events, such as extended power failures. These operations/systems include, but are not limited to, airfield lighting and NAVAIDS, access control systems, passenger boarding bridges, fire alarm/suppression systems, emergency lighting systems, security screening systems, in-line baggage systems, and elevators.

Navigation Aid (NAVAID) – Electronic and visual air navigation aids, lights, signs, and associated supporting equipment (FAA AC 150/5300.13A).

Pavements: Runway, Taxiway, and Apron – Bituminous Asphalt (HMA or Flexible) and Concrete Cement Pavement (Concrete or Rigid) including Pavement Structure (subgrade-earth, subbase-earth or aggregate, base-aggregate or HMA) and Pavement Surface (HMA or Concrete). Reference: FAA Order 5100.38C & AIP Handbook, and industry literature.

- Emergency Repair (Safety): Any strategy up to reconstruction of sections of pavement structure or pavement surface, to resume or assure airport operations.
- Preservation (Maintenance): Any strategy, typically a continuous treatment on a selected facility such as the full length of a runway, taken from the Statewide Pavement Management Program or documented by the sponsor that extends the service life of an

existing pavement. HMA strategies could include, but are not limited to, crack sealing, seal coats, patching, and friction surface treatments. Concrete strategies could include, but are not limited to, joint sealing, spall or slab repair, and friction surface treatments.

- Pavement Strengthening (Airport Enhancement): A strategy, from an approved PMP, required to serve heavier aircraft and/or more frequent operations than the existing pavement design supports. This project type would often be combined with a reconstruction or rehabilitation project but could be a stand-alone project. Work would typically result in an increased thickness of the pavement structure, but could require construction of rigid (PCCP) rather than flexible (HMA) pavement, or modifications to pavement mix designs. A pavement strengthening project changes the Airport's Layout Plan and FAA's Airport Master Record (Form FAA 5010).
- Rehabilitation (Maintenance): Any strategy, typically a continuous treatment on a selected facility such as the full length of a runway, taken from the Statewide Pavement Management Program or documented by the sponsor that extends the existing pavement surface life. HMA strategies could include, but are not limited to, milling, and thin overlays (not for increased strength). Concrete strategies could include, but are not limited to, grinding and limited slab replacement.
- Reconstruction (Maintenance) of the full length of a selected facility. For an existing HMA surface, work could include reconstruction of the pavement structure and pavement surface through removal and replacement. For an existing Concrete surface, work could include reconstruction of the existing Concrete pavement structure and pavement surface (Concrete or HMA) through extensive slab replacement and grinding, or complete removal and replacement.
- New Construction including extension, widening, and strengthening (Airport Enhancement): Construction of pavement structure (subgrade, sub-base (if required), and base) and pavement surface including site work, earthwork, drainage, paving, erosion control, and other utilities needed for operations of the runway, taxiway, or apron.

Compatible Land Uses – Those developments that comply with generally accepted restrictions on location, height, and activity that provides for safe aircraft movement and airport operation.

Runway Protection Zone (RPZ) – The RPZ is an area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of people and property on the ground. Dimensions of the RPZ for each runway are shown on the approved Airport Master Plan or Airport Layout Plan for the airport. (FAA AC 150/5300.13A)

Runway Safety Area (RSA) – A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway (FAA AC 150/5300.13A).

Taxiway/taxilane Safety Area – A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to aircraft deviating from the taxiway (FAA AC 150/5300.13A).

Obstacle Free Zone (OFZ) – The OFZ is the three-dimensional airspace along the runway and extended runway centerline that is required to be clear of obstacles for protection for aircraft landing or taking off from the runway and for missed approaches (FAA AC 150/5300.13A).

Object Free Area (OFA) – An area centered on the ground on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by remaining clear of objects, except objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes (FAA AC 150/5300.13A).

PRM Category – Project Component

Movement Area – the runways, taxiways, and other areas of an airport that are used for taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas. (FAA AC150/5300-13A and 14 CFR Part 139).

Primary Runway – A single primary runway; the primary runway provides a runway length for all airplanes that will regularly use it without causing operational weight restrictions. (FAA AC No: 150/5325-4B).

Secondary Runway – Secondary runway, not primary, to serve as a crosswind runway, to separate general from non-general aviation, or to accommodate existing or forecasted aviation traffic volumes (FAA AC No: 150/5325-4B).

Taxilane: A taxiway designed for low speed and precise taxiing. Taxilanes are usually, but not always, located outside the movement area, providing access from taxiways (usually an apron taxiway) to aircraft parking positions and other terminal areas (FAA AC 150/3500-13A).

Taxiway – A defined path established for the taxiing of aircraft from one part of an airport to another (FAA AC150/5300-13A).

Apron (Ramp) – A defined area on an airport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance. (FAA AC No: 120-57A)

The apron area includes the following components: (AIM and AC 150/5340-1G)

- (1) Aircraft Parking Positions: Intended for parking aircraft to enplane/deplane passengers, load or unload cargo.
- (2) Aircraft Service Area: On or adjacent to an aircraft parking position; intended for use by personnel/ equipment for servicing aircraft and staging of equipment to facilitate loading and unloading of aircraft.

- (3) Taxiway: Apron areas which provide taxiing aircraft access to and from parking positions.
- (4) Vehicle Roadway Markings: Identified rights of way on the apron area designated for service and Aircraft Rescue and Fire Fighting (ARFF) vehicles.

Airside Structure – Include facilities such as aircraft hangars, equipment buildings, ARFF buildings, and other structures located “within the fence”. For simplicity’s sake, terminals (in their entirety) are considered landside facilities.

Airside and Landside – Definition presented in PRM Category – Purpose of Project

PRM Category – Type of Federal Funding

Entitlement Funds – Title 49 ‘apportionment’ or ‘formula’ or ‘entitlement’ funds that are made available, each year, to States or Sponsors based on formulas in a current legislative Act (FAA Order 5100.20C).

Discretionary Funds – Funds remaining, within the obligation limitation, after the formula entitlement funds are made to States or Sponsors. Discretionary funds, subject to restrictions in legislation, are available for distribution at the discretion of the FAA (FAA Order 5100.20C).

PRM Category – Systems Impact

Wyoming State Aviation System Plan (WySASP) – the Division’s State Aviation System Plan (WySASP) provides an inventory and evaluation of the Wyoming Aviation System and establishes four airport classifications for the 40 publicly owned airports in the state. Structured to each of the four airport classifications, the SASP presents Airside, Landside, and Services and Administration Facilities and Services Objectives to meet established System goals and objectives. In the SASP, the airport classification system is further used to:

- Align airports with similar physical facility and service attributes;
- Assign roles for each airport classification based on services they provide;
- Define the types of facilities and services needed at each functional group of airport to meet the existing and future needs of the State of Wyoming;
- Establish facility and service objectives by classification of airport to meet the system.

PRM Category – Project Timing

Available Funds – Federal funds are authorized by Congress in legislation and are subsequently appropriated. These annual (fiscal year) appropriations are made at specific dollar levels and give authority for the FAA to enter into contracts (issue grants) that will obligate the federal government to make payments at some future time up to the amount of the contract (grant).

State funds are also made available on an annual (fiscal year) basis. Consistent with the dollar amount and fiscal year of available funding, airport sponsors submit proposed projects and the Division develops or updates the Wyoming Aviation Capital Improvement Program (general definition).

PRM Category – Airport Usage

Wyoming State Aviation System Plan (WySASP) – The State Aviation System Plan (WySASP) is a component of the Division’s continuous aviation system planning process. This study provides an inventory and evaluation of the Wyoming Aviation System, the 40 publicly owned airports in the state and an implementation plan, to meet established goals and objectives. This *Plan* establishes four airport classifications: Commercial Service Airports, Business Airports, Intermediate Airports, and Local Airports. (WySASP)

Commercial Service Airports – these airports (9 Wyoming airports) are intended to serve major populations, economic centers and areas of tourism providing a connection to national and global economies; they are designed to accommodate commercial air service and business general aviation activity consistent with user demand. (WySASP)

Business Airports – these airports (11 Wyoming airports) are intended to serve multi-county areas and economic centers providing a connection to state and national economies; they are intended to accommodate larger business jet activity and support tourism and recreational demand. (WySASP)

Intermediate Airports – these airports (10 Wyoming airports) are intended to serve counties and medium to small communities to support local economies and accommodate medium to small business jet activity and recreational users. (WySASP)

Local Airports – these airports (10 Wyoming airports) are intended to serve small communities and have the basic facilities to accommodate business, training, and recreational users and support emergency use. (WySASP)

PRM Category – Status of Airport Protection

Airport Influence Area – All lands under the approach surfaces defined in FAA Part 77, Objects Affecting Navigable Airspace, and as shown on an approved Airport Master Plan or Airport Layout Plan drawings. (14 CFR Part 77)

Runway Protection Zone (RPZ) – see above Definition for PRM Category Purpose of Project

Fee Title (Fee Simple) – Absolute ownership with title to land, free of any other claims against the title, which one can sell or pass to another by will or inheritance. (general definition)

Easement – the right to use the real property of another for a specific purpose. The easement is itself a real property interest, but legal title to the underlying land is retained by the original owner for all other purposes. Typical easements are for access to another property, for utility lines, water, entry for maintenance, or a "negative easement" such as a prohibition against a building structure height or use. Easements can be created by a deed to be recorded just like any real property interest, for a number of years, and can be specifically described by boundaries. (general definition)

Real Estate Disclosure Statement – A statement provided to the purchaser of any property within the boundary of the Airport Influence Area (AIA). A Real Estate Disclosure Statement could read: The property known as (legal description and address) is located within the Airport Influence Area identified in the (name of airport) Zoning Ordinance and may be subject to aircraft over-flights both now and in the future; concerns with over-flights may include increased noise levels, air-quality impacts, and light intensity impacts. Airport operations are expected to increase and the fleet mix of aircraft is subject to change as industry and community needs change. (general definition)

Zoning Ordinance – A model zoning ordinance (adopted zoning ordinance (overlay zoning)), to restrict building or vegetation height can be found at:

http://www.faa.gov/documentLibrary/media/advisory_circular/150-5190-4A/150_5190_4A.PDF