

ALABAMA DEPARTMENT OF TRANSPORTATION
AERONAUTICS BUREAU
GRANT PROGRAM GUIDELINES



**Alabama Department of Transportation
Aeronautics Bureau
Grant Program Guidelines**

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Alabama Airport Improvement Funding Program

The Alabama Airport Improvement Funding Program is a reimbursement type program intended to provide financial assistance to the state's publicly owned airports for planning and capital construction of various airfield facilities. The program also can provide funding assistance for land acquisition for airport expansion or obstruction control/removal.

State funding assistance for Alabama's airports is authorized by the "Airport Constitutional Amendment" of 1946 and by Section 23-1-360 of the Code of Alabama 1975. Under the 1946 constitutional amendment to the Alabama Constitution, the former Aeronautics Department was authorized to provide grants to municipalities and counties for airport construction. Section 23-1-360 of the state code implemented the 1946 constitutional amendment by authorizing the Alabama Department of Transportation to provide financial assistance and other engineering or technical services to airport owners regarding the acquisition, construction, expansion, maintenance or operation of public airport facilities.

The Alabama Airport Improvement Funding Program has two major priorities. The first is to develop and maintain the safe and secure operation of Alabama's airport system, which is comprised of six commercial service airports that provide scheduled passenger services and 74 general aviation airports. To address this priority, the department has established the goal that all of the state's airports will meet the airport safety design standards of the Federal Aviation Administration (FAA). The second priority is to preserve and improve an adequate system of airports to meet economic development trends occurring in the state.

The Alabama Department of Transportation (ALDOT) has adopted the following general policies regarding the application and use of state matching funds for qualified airport improvement projects.

- **Matching Ratio** – ALDOT will award grants through the Alabama Airport Improvement Funding Program up to 50% of the project's actual cost incurred by the airport owner. For FAA assisted projects, ALDOT will award grants up to 50% of the local match required for the project. FAA funded projects will be given priority in determining state funding. The Transportation Director may

adjust the matching percentage requirement or maximum project eligibility limit based upon extraordinary circumstances and/or availability of state grant funding.

- **Local Matching Requirement** – The Alabama Airport Improvement Funding Program must be matched with a local cash contribution. “In-kind” matching of grants will not be counted toward the airport owner’s 50% matching share. Other federal or state funds will not be counted as part of the local matching share.
- **Annual Grant Application Cycle** – An annual grant application cycle has been adopted to better synchronize the ALDOT airport grant program with that of the FAA. An annual cycle also will facilitate the planning of airport projects and will achieve a higher degree of certainty regarding ALDOT’s participation and funding support. Each year, ALDOT will issue a “Call for Projects” letter to each eligible airport sponsor notifying them of the application procedures and critical deadlines to submit Airport Capital Improvement Plans and funding applications to ALDOT for the upcoming fiscal year. Typically, the “Call for Projects” letter is sent in August of each year for the upcoming fiscal year’s annual grant application cycle. However, the date of the “Call for Projects” letter might be adjusted to accommodate deadlines established by the FAA each year.
- **Project Start-up Prior to Request** – ALDOT will not accept grant requests for construction projects started prior to the date of the request. Also, ALDOT will not enter into a grant agreement to pay for a project that is started prior to the date of the grant agreement entered into between the airport sponsor and ALDOT. To be consistent with FAA policy, ALDOT may reimburse the airport for planning and engineering necessary for project development once a grant is issued for construction.
- **Land Appraisals** – Grant requests for land acquisition must be supported by an appraisal performed by a qualified land appraiser and a fully executed purchase agreement. To be consistent with FAA policy, ALDOT may reimburse the airport owner for land purchased prior to the date of application, provided the appropriate guidelines were followed to acquire the property.
- **Project Supervision** – All professional services contracts must be reviewed, audited and approved by ALDOT prior to project design. Construction plans and specifications must be reviewed and approved by ALDOT prior to advertise for contracting letting. All construction projects with an estimated cost of \$20,000 or more must be planned (drawings, plans, specifications, estimates, etc.) and supervised by a professional engineer in compliance with section 34-11-10 of the Code of Alabama 1975.
- **Reimbursement Payments** – Periodic payments will be made by ALDOT as work progresses on ALDOT and FAA assisted airport improvement projects. Requests for reimbursement shall be made through the Aeronautics Bureau’s Aeronautics Reimbursement Grant Organization System (ARGOS) and supported by documentation prepared and certified by a licensed professional engineer.

Eligible Airport Project Sponsors

The following organizations are eligible to submit funding requests to ALDOT for the Alabama Airport Improvement Funding Program:

- Municipalities – owner/operator of public use airports
- Counties – owner/operator of public use airports
- Airport Authorities – those entities created in accordance with state law that own/operate public use airports

Eligible Projects

Eligible projects generally include those improvements related to enhancing airport safety, preservation, planning, security, environmental concerns and economic development. Each request for funding will be evaluated on the basis of demonstrated need, consistency with state and local plans, airport's compliance with state airport licensing standards, the availability of funds, and any unique circumstances such as to facilitate a local economic development project.

The types of projects that are eligible for state matching participation are divided into six (6) broad categories. The categories and examples of the types of projects within each category are as follows:

1. Safety Projects

- Obstruction removal (one-time removal only, airport owner must maintain), lighting or marking to meet FAA airport design standards and/or ALDOT airport licensing standards (e.g., approach surface, runway safety area, runway protection zone, primary surface, object free area, Federal Regulation Title 14 Part 77 airport imaginary surfaces, and approach/departure paths)
- Grading for runway safety areas to meet federal and/or state standards
- Repair and/or replacement of runway/taxiway lighting systems that are not reliable or functional
- Correction of runway pavement failures severe enough to be an obvious aircraft safety hazard
- Security fencing to correct a specific security problem (e.g., airport trespassing, wildlife encroachment)
- Special airport lighting beyond normal lighting requirements due to a specific safety hazard
- Safety deficiency or condition identified by professional evaluation or accident statistics and/or occurrence

2. Airside Improvements and Enhancements

- Land acquisition to obtain/enlarge primary surfaces, runway protection zones (RPZs), runway safety areas, object free areas, approach departure paths, and other property required for safety enhancements
- Land acquisition for new airport or airport expansion
- Runway, taxiway or apron rehabilitation, strengthening or maintenance (crack sealing, seal coat, etc...)
- Runway and taxiway construction or extension
- Aircraft parking apron construction or expansion
- Airport approach aids, weather reporting or ground communication equipment (Remote/Ground Communication Outlet)
- Runway, taxiway and apron markings, lighting and signage

3. Landside Improvements and Enhancements

- Land acquisition for industrial or commercial development on or adjacent to airport. Land will be subject to lease only; land intended for re-sale will not be eligible
- Land acquisition for future airport development or expansion
- Land acquisition for noise control purposes or environmental mitigation
- Hangar development (up to a maximum of \$500,000)
- Aircraft fuel facilities
- Access taxiways for hangars (taxiways serving a private hangar or through-the-fence development are not eligible; exception is a public taxiway to a cluster of private hangars located on airport property)
- Airport access roads on airport property
- Public use automobile parking lots on airport property
- Perimeter/wildlife fencing and security equipment
- Airport terminal buildings (only for those areas intended for public use or publicly accessible up to a maximum of \$500,000)
- Airport drainage improvements (not associated with other “airside” projects)
- Install utilities (water, sewer, power, etc...)
- Aircraft rescue and firefighting (ARFF) and foreign object debris (FOD) removal equipment

4. Planning and Engineering (P&E) Services

- Airport Master Plans, Airport Layout Plans (ALPs) including related drawings and Capital Improvement Plans
- Airport feasibility studies and justification
- Environmental studies
- Height zoning studies and land use compatibility plans
- Terminal area studies
- AWOS siting studies
- Noise analysis

- Obstruction evaluations
- Commercial air service studies
- Pavement evaluation studies
- Site selection studies
- Airport wildlife studies

5. FAA's Airport Improvement Program Projects

- Airport projects funded by the FAA will be eligible for up to 50% of the local match required for the project.

6. Emergency Projects

Application for emergency projects will be accepted and decided upon by the Transportation Director at any time during the year to facilitate an immediate response to a situation or circumstance that jeopardizes airport safety.

- Emergency Project Defined – A project in which the airport owner can convincingly demonstrate that an act of nature, vandalism, or an unintentional accident has caused either the damage or destruction of an airport facility that is critical to maintaining the operational safety of the airport. The airport owner must further demonstrate a valid need to take immediate action to repair or restore an airport facility damaged or destroyed by an act of nature, vandalism, or accident. Airport facilities that have been allowed to deteriorate over time due to normal wear, use, or inadequate maintenance shall not constitute an emergency.

Projects Ineligible for State Funding Consideration

Projects ineligible for state funding are summarized below. Many of these items are considered day-to-day operational expenses that are required to comply with grant assurances or to maintain airport facilities in proper working order.

- Day-to-day operational costs for: maintaining airport lighting systems; maintaining fueling systems; maintaining terminal buildings, hangars or other airport buildings; minor pavement repairs; etc...
- Inspection/certification of NAVAIDS, weather reporting systems, etc...(unless initial flight check included in a federally funded project)
- Monthly utility expenses (power, water, sewage, gas, etc...)
- Payroll
- Grass cutting and herbicide applications
- Ground transportation vehicles (including tractors, mowing equipment, aircraft tugs, airport courtesy vehicles, etc...)
- Construction projects that are underway or have been completed prior to the state grant award (unless matching a federal grant issued by the FAA for reimbursement)
- Construction projects associated with through-the-fence operations or not on airport property

- Engineering and planning services that are performed without a contract that has been reviewed and approved by the Aeronautics Bureau

Criteria For Submitting Applications for Funding Assistance

Applications for state funding assistance by airport owners will not be processed by the Aeronautics Bureau if any of the following conditions exist at the time of the application:

- Airport owner has an outstanding grant issued more than two (2) fiscal years prior to the request without approval by the Aeronautics Bureau. The airport sponsor must either complete the project(s), request in writing, that the outstanding grant(s) be cancelled prior to submittal of a new application or request an extension of time from the Aeronautics Bureau to complete the project.
- Airport owner is operating an airport for which a license has not been renewed unless the application is for correcting the safety deficiencies listed in the most recently issued annual airport inspection report.
- The airport sponsor has any adverse audit findings that have not been satisfactorily resolved.
- The airport sponsor is in violation of any state or federal grant assurance.
- The lack of supporting documentation such as project scope, preliminary plans, specifications, cost estimates, etc...
- Applications for land acquisition that are not accompanied by a valid appraisal prepared by a qualified land appraiser and fully executed purchase agreement.

Application Procedures

When an airport owner has identified a potential project to be considered for funding through the Alabama Airport Improvement Funding Program, the sponsor should contact the Aeronautics Bureau to coordinate the intended application. This early coordination is essential to assure the planned airport project:

- Is eligible for federal and/or state funding
- Depicted on an approved Airport Layout Plan (ALP)
- Consistent with federal and state airport system plans
- Included in the airport's capital improvement plan

The early coordination is also necessary for the airport sponsor to ensure access to the Aeronautics Bureau's Airport Management & Pre-Application System (AMPS) program.

Applications for the Alabama Airport Improvement Funding Program must be submitted via the AMPS program. This program can be accessed at <http://apps.outreach.aum.edu/AeronauticsPortal>.

The process for applying for Federal Aviation Administration Airport Improvement Program (FAA/AIP) funds begins with a pre-application that is submitted on a Standard Form 424. All new pre-applications for FAA/AIP funding or any pre-applications that

amend an existing pre-application on file with the FAA must be routed through the Aeronautics Bureau for review by the bureau's staff. If the sponsor intends to seek state funds to offset the local matching requirement, then the airport should indicate on the Standard Form 424 the request for state funds along with the required resolution. Airport sponsors must utilize the AMPS program to complete the Standard Form 424 and submit the pre-application to the Aeronautics Bureau for funding consideration. The following items are required to complete the pre-application:

1. Standard Form 424
2. Engineering Worksheet
3. Detailed Cost Estimates
4. Project Description/Justification
5. Project Sketch
6. Funding Resolution
7. Updated Airport Capital Improvement Plan

The Aeronautics Bureau will review the pre-application to determine if adequate documentation is submitted. Additionally, the Aeronautics Bureau may offer suggestions to the airport owner to strengthen the justification for the proposed development. Upon completing the review of the pre-application, it will be forwarded to FAA to be considered for federal funding assistance. The FAA Airports District Office (FAA/ADO) will be requested to return any pre-application to the airport sponsor that was not submitted by the Aeronautics Bureau to comply with the Alabama Department of Transportation's "channeling" responsibilities.

If a project included in a pre-application for federal assistance is accepted for probable funding, the FAA/ADO will notify the sponsor of the specific development project that is being considered for AIP funding. The airport sponsor must then complete any remaining activities that are necessary for submittal of the final project application. The activities will vary, and depending on the planned development, (land acquisition, airport construction, equipment purchases, etc.) may include such things as obtaining professional services, refining the project scope and cost, updating the ALP, preparing project plans and specifications, advertising for bids, preparing an airport property boundary map (Exhibit A), preparing a Disadvantaged Business Enterprise (DBE) plan, obtaining appraisals and executed purchase agreements. Each step in the process should be coordinated with the Aeronautics Bureau to prevent delays.

Once bids have been received and the lowest responsive bidder has been determined for construction projects, or when land appraisals have been completed and executed purchase agreements have been obtained for land acquisition projects, the airport sponsor is ready to prepare and submit the final application for FAA/AIP funds.

All final applications for FAA/AIP funds must be channeled through the Aeronautics Bureau. Airport sponsors must utilize the AMPS program to complete the Standard Form 424 and submit the application to the Aeronautics Bureau for funding consideration. The following items are required to complete the application:

1. Standard Form 424
2. Engineering Worksheet
3. Detailed Project Costs
4. Project Description/Justification
5. Project Sketch (or an Exhibit A property map if land acquisition is involved)
6. Certified Copy of Bid Tabs
7. Executed Purchase Agreements (for land acquisition projects)

If the sponsor has requested state funds to offset the local matching requirement, then the airport should indicate on the Standard Form 424 the request for state funds and include a copy of the funding resolution with the completed application package.

The Aeronautics Bureau will review the application to determine if adequate documentation is submitted. Upon completing the review of the application, it will be forwarded to FAA to be considered for federal funding assistance. The FAA Airports District Office (FAA/ADO) will be requested to return any application to the airport sponsor that was not submitted by the Aeronautics Bureau to comply with the Alabama Department of Transportation's "channeling" responsibilities.

It is ALDOT's goal that state funding assistance decisions will be made in a timely fashion to minimize project delay. Therefore, the department intends to time the Transportation Director's final decision about state funding participation to coincide as closely as possible with the FAA/ADO's issuance its formal grant offer to the airport owner

Under ALDOT's "channeling" authority, the local governing body of the airport will continue to be the sponsor for all FAA funded projects. This means that the FAA will continue to send the formal grant offer to the airport sponsor for acceptance by the local official duly authorized to accept the grant. The FAA/ADO will be requested to send the original grant offer to the airport sponsor with a copy to the Aeronautics Bureau. Upon acceptance of the formal grant offer, the airport sponsor will be expected to send a copy to the Aeronautics Bureau with the original being returned to the FAA.

If it is determined in the early coordination phase with the Aeronautics Bureau that only state grant funds will be requested for a project, the airport sponsor begins the process of applying for state funds with an application submitted on ALDOT's *Airport Improvement Program Application for Funding* by utilizing the AMPS program.

All documentation for the grant request shall be electronically signed by the airport sponsor and submitted to ALDOT. The following items are required to complete a funding application for the Alabama Airport Improvement Funding Program:

1. Application for Funding
2. Project Budget Form
3. Detailed Cost Estimates
4. Project Description/Justification
5. Project Sketch
6. Funding Resolution
7. Updated Airport Capital Improvement Plan

The Aeronautics Bureau will review the application package submitted for completeness and if additional information is needed, the airport owner will be contacted in writing with a request to submit the required information. The Aeronautics Bureau staff will assign a priority rating for the project following an objective priority rating system (see Appendix 1) and will coordinate the application with the Transportation Director for final approval.

If a project included in an application for state funding assistance is approved for funding by the Transportation Director, the Aeronautics Bureau will notify the sponsor of the specific development project and the state's maximum obligation of the project costs. The airport sponsor must then complete any remaining activities that are necessary for submittal of the final project costs. The activities will vary, and depending on the planned development, (land acquisition, airport construction, equipment purchases, etc.) may include such things as obtaining professional services, refining the project scope and cost, updating the ALP, preparing project plans and specifications, advertising for bids, preparing an airport property boundary map (Exhibit A), obtaining appraisals and executed purchase agreements. Each step in the process should be coordinated with the Aeronautics Bureau to prevent delays.

Once bids have been received and the lowest responsive bidder has been determined for construction projects, or when land appraisals have been completed and executed purchase agreements have been obtained for land acquisition projects, the airport sponsor must revise the *Airport Improvement Program Application for Funding* by utilizing the AMPS program to depict the final project costs.

The airport owners whose funding applications are approved by the Transportation Director will be sent a written funding agreement when the final project costs have been submitted to the Aeronautics Bureau by a revised *Airport Improvement Program Application for Funding*. The funding agreement must be signed by the appropriate airport representative and returned to the Aeronautics Bureau for final execution. The funding agreement will contain the terms and conditions for acceptance of the grant, as

well as identifying the state's maximum obligation of the project costs. A fully executed funding agreement will be returned to the airport owner once all required state signatures have been made on the agreement.

APPROVED: 
John R. Cooper, Transportation Director

DATE: 3/26/21

APPENDIX 1

CATEGORY I – PROJECT TYPE (40 points)*A. Runways*

Points	Project Name
40	Primary Runway - Remove approach area obstructions (State Licensing Standards, Part 77 and/or RPZ)
40	Primary Runway - Expand/enlarge Runway Safety Areas (RSAs)
40	Primary Runway - Clearing FAA Airport Design Standards – Runway Obstacle Free Zone (OFZ), Runway Object Free Area (OFA), Threshold Siting Surface (TSS), etc..
39	Primary Runway - Correct unsafe runway surface failures
39	Primary Runway - Rehabilitation or overlay
37	Primary Runway - Markings
37	Primary Runway - Maintenance (crack sealing, seal coat, etc..)
36	Upgrade primary runway to State and/or FAA standards
36	Primary Runway - Extension
35	Primary Runway - Strengthen for larger critical aircraft
34	Displace/relocate threshold
33	Modify dimensions of runway to increase airport capacity
32	Remove, light and/or mark obstructions to other Part 77 surfaces (horizontal, conical, transitional, etc..)
29	Secondary Runway - Remove approach area obstructions (State Licensing Standards, Part 77 and/or RPZ)
29	Secondary Runway - Expand/enlarge Runway Safety Areas (RSAs)
29	Secondary Runway - Clearing FAA Airport Design Standards – Runway Obstacle Free Zone (OFZ), Runway Object Free Area (OFA), Threshold Siting Surface (TSS), etc..
28	Secondary runway rehabilitation or overlay
27	Secondary runway markings
27	Secondary runway maintenance (crack sealing, seal coat, etc..)
26	Upgrade secondary runway to State and/or FAA standards
23	Secondary Runway - Extension
22	Secondary Runway – Strengthen for larger critical aircraft
20	Add new runway

Notes: Secondary runway applies if primary runway has adequate wind coverage of 95% as defined by the FAA.

B. Taxiways

Points	Project Name
37	Correct parallel taxiway deviation from FAA design standards
36	Construct taxiway with runway extension project to primary runway
35	Correct unsafe primary taxiway surface failures
35	Primary taxiway – rehabilitation or overlay
32	Construct partial parallel taxiway
32	Construct turnarounds and/or aircraft run-up areas
32	Construct connector taxiway(s)
30	Primary taxiway – maintenance (crack sealing, seal coat, etc.)
30	Primary taxiway – markings
25	Secondary taxiway with runway extension project to sec. runway
24	Secondary parallel taxiway deviation from FAA design standards
24	Correct unsafe secondary taxiway surface failures
23	Secondary taxiway – rehabilitation or overlay
22	Secondary taxiway – maintenance (crack sealing, seal coat, etc.)
22	Secondary taxiway - markings
21	Hangar access taxiway

Notes: A taxiway to the secondary runway is considered a secondary taxiway.

C. Aircraft Parking Aprons

Points	Project Name
35	Rehabilitation or Overlay
30	Pavement Maintenance
25	Upgrade terminal area apron to meet standards
25	Construct new apron to open new area of airport
22	Expand aircraft parking apron for capacity reasons (apron for new airport, etc..)
21	Strengthen apron for critical aircraft considerations

APPENDIX 1

D. Landside Access/Improvements

Points	Project Name
35	Install security fencing and/or security equipment
32	Install perimeter (wildlife) fencing
20	Maintain auto access road
20	Maintain auto parking area
14	Construct airport access road to terminal area
14	Construct airport access road to hangar area
10	Upgrade auto access road to meet standards
10	Upgrade auto parking area to meet standards
5	Increase capacity of auto parking area

E. Land Acquisition

Points	Project Name
40	Land for obstruction removal within approach areas
40	Land for primary runway's state licensing standards and/or FAA airport design standards
36	Land for future primary runway extension
32	Land for removal, light and/or mark obstructions to other Part 77 surfaces (horizontal, conical, transitional, etc..)
32	Land for operational capacity constraints
30	Land for noise control related projects
24	Land for AWOS
24	Land for secondary runway's state licensing standards and/or FAA airport design standards
22	Land for future secondary runway extension
20	Land for new airport
15	Land for industrial/commercial development

F. Other Infrastructure

Points	Project Name
35	Purchase required ARFF vehicles and equipment
30	Drainage improvements
30	Environmental Mitigation
15	New fuel facilities
15	Upgrade existing fuel facilities
10	Environmental remediation
2	Install/maintain utilities (water, sewer, electricity)

G. Terminal/Hangar Area Development

Points	Project Name
15	Upgrade terminal to standards (ADA, etc..)
14	Site preparation for hangars or other on-airport business development
14	Construct new or increase terminal capacity
14	Construct new or expand aircraft hangar

H. Planning & Engineering Studies

Points	Project Name
40	Develop/update airport layout drawings or plans and/or capital improvement plans
38	Perform obstruction studies
34	Prepare environmental studies, plans
32	Prepare height zoning ordinances
30	Prepare engineering plans & specifications
28	Prepare runway extension justification study
25	Prepare airport master plans at commercial service airports or GA airports with more than 200 based aircraft
24	Prepare terminal area plans and building plans
22	Prepare air service and air cargo plans and business plans
22	Develop C.F.R. Part 150 studies
20	Prepare airport master plans at GA airports with more than 150 based aircraft but less than 199 based aircraft
15	Develop storm water pollution prevention plans, spill prevention, control and countermeasures plans
15	Develop other special studies (economic, facilities & equipment, etc.)
5	Prepare airport master plans at GA airports with more than 100 based aircraft but less than 149 based aircraft
2	Prepare airport master plans at GA airports with less than 100 based aircraft

I. Lighting and Navigation Aids

Points	Project Name
35	Runway Lighting Systems
35	Obstruction lighting and/or markings
30	Other airport lighting, wind direction indicators, beacons, etc.
28	Install nav aids (PAPI, REILs, MALSR, ODALS, etc..)
27	Install AWOS
27	Install taxiway lighting
25	Relocate nav aids

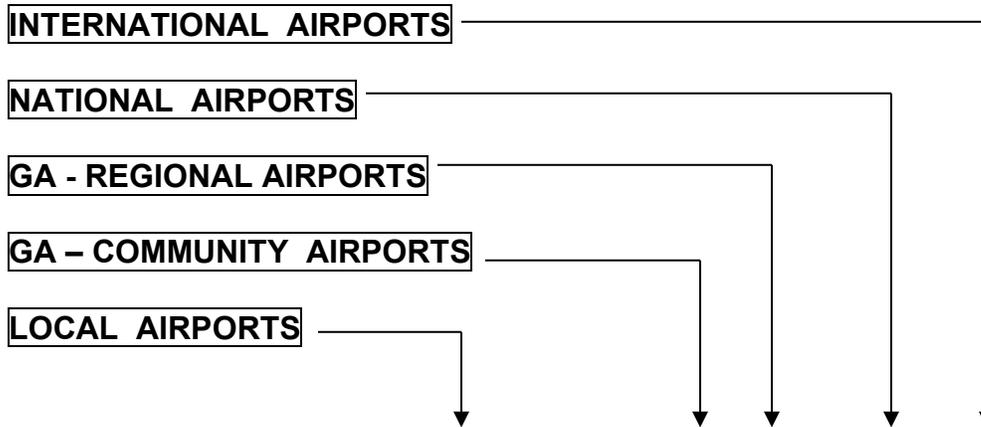
Category II – Airport Usage (30 points)*A. Based Aircraft (derived from most recent inspection)*

Points	Based Aircraft
20	100 or more
18	75-99
15	50-74
10	25-50
5	10-24
3	0-9

B. Economic Development

10 Points – A bonus of 10 points will be added to an application from a project sponsor that can clearly demonstrate that the project is necessary to meet a local economic development need.

C. Airport System Plan Classification



The purpose of the airport classifications recommended in the Alabama State Airport System Plan is to arrange airports of similar size, activity and economic impact together to compete for funding. The above classifications will not be assigned “points” for a project’s priority rating but used to generate reports to illustrate the funding needs within each classification. Additionally, the priority rating will be included in the report to demonstrate where each proposed project is rated within a specific classification.

Category III – Sponsor Responsibility (30 points)

A. Licensing Compliance

Points	License Status
10	Compliance (license in full effect or project corrects deficiency)
5	Partial compliance (license not in full effect but corrective actions are underway)
-10	Non-compliance (no license & no corrective actions are being taken)

B. Airport Minimum Standards (Rules & regulations for airport operators)

Points	Airport Status
1	Minimum standards have been adopted & are on file with ALDOT
0	No minimum standards adopted or on file with ALDOT

C. Height Zoning

Points	Zoning Status
1	Zoning enacted & on file with ALDOT
0	No Zoning enacted or on file with ALDOT

D. Capital Improvement Plan (CIP) Status

Points	CIP Status
15	Phased project with ALDOT Priority and is in current CIP
5	Project is in current CIP
0	Project is not in current CIP

E. Pavement Maintenance Management Program

Points	Program Status
3	Pavement Maintenance Program implemented
0	No pavement maintenance program implemented

F. State System Plan Status

Points	System Plan Status
-20	Project not supported by state system plan