

NEBRASKA

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DEPARTMENT OF TRANSPORTATION



PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

Nebraska Department of Transportation

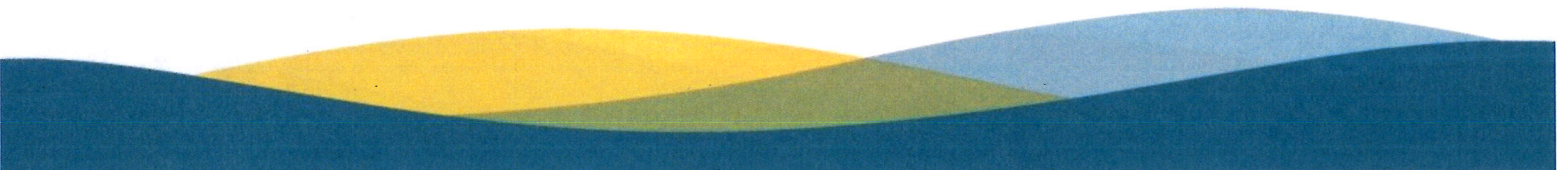
Division of Aeronautics

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PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

TABLE OF CONTENTS

TABLE OF CONTENTS.....	i
1. OPERATING INSTRUCTIONS	1
2. COMPLIANCE.....	2
3. NPIAS/NON-NPIAS	5
4. AIRPORT CODE	5
5. PURPOSE CODE	7
6. COMPONENT CODE.....	7
7. TYPE CODE.....	8
8. SELF-FUNDING CAPABILITIES	9
9. ALIGNMENT WITH STATE AIRPORT SYSTEM PLAN (SASP)	10
10. SPECIAL CONSIDERATIONS:.....	10



PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

1. OPERATING INSTRUCTIONS

The Prioritization Methodology Matrix is a tool to facilitate the evaluation and ranking of airport projects for planning, budgeting, and granting of STATE FUNDS by utilizing relevant information to make objective decisions considering the collective needs of the state's aviation system through consistent application.

The Prioritization Methodology informs funding decisions for the Nebraska Aeronautics Commission (NAC) and allows resources to be allocated in an appropriate and transparent manner.

The matrix will be filled out as a group; members including Engineering Division Manager, Professional Engineer II, Airport Service Manager and Aviation Liaison Technician, with further support from the Director, Division of Aeronautics if required. Members of the NAC may modify the matrix with special considerations if desired (see Section 10).

To utilize the Prioritization Methodology Matrix:

1. Open Project Prioritization Methodology Matrix spreadsheet. The spreadsheet is located at F:\engr\State Grant\Prioritization System\Prioritization System Matrix
2. Fill in name of projects to be evaluated utilizing the model in Column B.
3. In Column C, determine Airport "Compliance" utilizing criteria in item (2) below. This will include Airport approaches and licensing standards. The total scoring for Compliance will vary between 0 and 30 points, with 0 or 10 points being given for approaches and varying between 0 to 20 points being given for airport licensing standards.
4. In Column D, determine if the airport is NPIAS or Non-NPIAS. A NPIAS airport will receive 10 points, and a non-NPIAS airport will receive 20 points.
5. In Column E, determine the appropriate Airport Code from the Airport Categories and Values chart modified from FAA Order 5090.5 Appendix E. These values will vary between 12 and 20 points depending on the type of airport.
6. In Column F, determine the appropriate Purpose Code from the Purpose Code Values chart modified from FAA Order 5090.5 Appendix E. These values will vary between 50 and 100 points depending on the intended purpose of the project.
7. In Column G, determine the appropriate Component Code from the Component Code Values chart modified from FAA Order 5090.5 Appendix E. These values will vary between 25 and 90 points depending on the component value of the project.
8. In Column H, determine the appropriate Type Code from the Type Code Values chart modified from FAA Order 5090.5 Appendix E. These values will vary between 24 and 100 points depending on the type value of the project.
9. In Column I, determine Self-Funding utilizing the criteria in item (8) below. Airports will vary in score between 0, 5 and 10 points.
10. In Column J, determine alignment with the Statewide Airport System Plan (SASP) utilizing the diagram in item (9) below taken from Chapter 3, table 3-1 in the SASP. Scoring will be either 0 or 25 depending on system plan alignment.
11. In Column K, determine if there are any special considerations by determining how many quantitative special criteria are met. If all criteria are met, the total for the category is 20.

PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

Additional special considerations will be determined by the Aeronautics Commission and considered as projects are discussed. The maximum score for additional special considerations is 20, and the total points possible for the Special Considerations section is 40.

12. The formula in Column L will calculate a final score for the project. Once all projects have a score, they are ranked automatically by priority. At this time, they may be sorted using Excel "custom sort" function for column L to sort by total points, high to low, and then presented to the Nebraska Aeronautics Commission for consideration.

NDOT DIVISION OF AERONAUTICS PROJECT PRIORITIZATION MATRIX										
B	C	D	E	F	G	H	I	J	K	L
Indicates FAA component	Airport			Project						
Project	Compliance	NPIAS/Non-NPIAS	Airport Code	Purpose	Component	Type	Self-funding	Alignment with SASP	Special Considerations	Total
Factor Weight →	1.5	1.0	4.0	0.7	2.0	0.7	0.7	0.8	1.0	
Point Values →	0-30	10 -- 20	12--20	50-100	25-90	24-100	0-10	0-25	0-40	

Below is guidance for the Project Prioritization Model

2. COMPLIANCE

Note: Airports must have a current state license and have no licensing violations unless the request being made is to correct licensing violations.

APPROACHES:

Airport compliance with approaches refers to adhering to regulatory requirements and safety standards governing the procedures used by aircraft to approach and land at an airport. These procedures are critical for ensuring the safe and efficient operation of air traffic and minimizing the risk of accidents during the arrival phase of flight. Here's how airport compliance with approaches typically works:

Regulatory Framework: The FAA establishes standards and regulations governing aircraft approaches. These regulations encompass various aspects, including instrument procedures, airspace design, navigation aids, and safety requirements.

Instrument Procedures: Airports develop and implement instrument procedures for aircraft to follow when approaching and landing. These procedures include Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), instrument approach procedures (IAPs), and missed approach procedures. These procedures provide standardized routes and altitudes for aircraft to follow, enhancing safety and efficiency.

PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

Navigation Aids: Airports are equipped with navigation aids, such as Instrument Landing Systems (ILS), VHF Omnidirectional Range (VOR), Distance Measuring Equipment (DME), and Global Navigation Satellite Systems (GNSS), to assist aircraft during approaches. These navigation aids provide pilots with accurate positional information and guidance cues to ensure precise navigation and safe landings, especially in adverse weather conditions or low visibility.

Airspace Design: The design of airspace around airports plays a crucial role in facilitating safe and orderly aircraft approaches. Airports work closely with aviation authorities to design airspace configurations that optimize traffic flow, minimize conflicts between arriving and departing aircraft, and maintain separation from other airspace users.

Terrain and Obstacle Clearance: Aircraft approaches must ensure adequate terrain and obstacle clearance to prevent collisions and ensure the safety of flight paths. Airports conduct obstacle surveys and obstacle limitation surface assessments to identify potential hazards and establish minimum safe altitudes for approaches. Compliance with these clearance requirements is essential for safe aircraft operations.

Weather Considerations: Weather conditions can significantly impact aircraft approaches, requiring adjustments to procedures and operational decisions to ensure safety. Airports monitor weather conditions closely and may implement special procedures, such as Category II or Category III instrument approaches, to facilitate landings in low visibility conditions. Compliance with weather-related regulations and guidelines is critical for safe and efficient airport operations.

Training and Certification: Airport personnel, including air traffic controllers, pilots, and airport operators, receive specialized training and certification to ensure compliance with approach procedures and safety standards. Training programs cover topics such as airspace regulations, communication protocols, navigation equipment operation, and emergency procedures to maintain proficiency and readiness for handling approach operations.

Overall, airport compliance with approaches involves a comprehensive approach to regulatory compliance, safety management, infrastructure maintenance, and personnel training to ensure the safe and efficient arrival of aircraft at airports. Compliance with established standards and procedures is essential for maintaining the integrity of the aviation system and safeguarding the traveling public.

Note: Under certain circumstances, permanent obstacles such as roads may penetrate Part 77 and/or license surfaces. Points may be added back in the special considerations' component under such circumstances.

STATE LICENSING STANDARDS:

Airport compliance with state licensing standards involves adhering to regulations and requirements set forth by state authorities to ensure the safe and efficient operation of airports within their jurisdiction.

According to Nebraska Administrative Code (NAC), Title 17, Nebraska Department of Aeronautics 003.02 Minimum Standards for Public Use Airports:

PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

003.02A – The effective runway length of a paved primary runway shall be at least 1400 feet plus 25% of the MSL elevation of the site. The effective runway length of an unpaved primary runway shall be at least 1800 feet plus 25% of the MSL elevation of the site.

003.02B – A paved runway shall be at least 50 feet wide. An unpaved runway shall be at least 100 feet wide.

003.02C – No object shall penetrate above the primary surfaces, approach surfaces, and transitional surfaces.

003.02D – Objects shall include anything fixed or mobile except aeronautical facilities whose location is fixed and necessary because of their function.

All crops except hay shall be considered objects and their height shall be measured as the height of the crops when fully grown, despite the actual crop height at any specific time.

Roads and railroads are considered to be objects and the following heights shall be added to the height of the road or railroad to accommodate the height of vehicles:

- | | |
|----------------------------|---------|
| 1. Interstate Highway: | 17 feet |
| 2. Public Highway or road: | 15 feet |
| 3. Private Road: | 10 feet |
| 4. Railroad: | 23 feet |

Parked aircraft and vehicles are considered objects. Parking areas shall be placed so that the tallest aircraft or vehicle does not penetrate the approach, primary, and transitional surfaces.

003.02E – The primary surface shall be the same elevation as the nearest point on the runway centerline and 250 feet wide centered on the runway centerline. The primary surface includes the full length of the runway and extends 200 feet beyond each runway threshold for paved runways.

003.02F – The approach surface extends outward from the primary surface and upward along a 20 to 1 slope (20 feet horizontal to 1 foot vertical) for a horizontal distance of 1,000 feet. The width of the approach slope is 250 feet at the beginning and widens out 1,000 feet. The width of the approach slope is 250 feet at the beginning and widens out to 450 feet at the farthest point. The approach surface begins at the end of the primary surface and is longitudinally centered on the runway centerline.

003.02G – The transitional surface extends upwards from all approach and primary surfaces at a slope of 7 to 1 (7 feet horizontal to 1 foot vertical) perpendicular to the runway centerline. The transitional surface includes all areas that are not in the approach or primary surface. The transitional surface ends at a height of 50 feet above the elevation of the nearest runway centerline. Crops are not considered objects in the transitional surface.

003.02H – The Department may waive the minimum standards, pursuant to 17 NAC 1-003.02A-G, when such a waiver does not endanger public health, safety, or welfare. The airport/heliport license shall state the conditions of the waiver by reference or in full.

PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

Note: For the purposes of the Prioritization System, Licensing Violations will be pulled from the most recent published Licensing Report that has been received by the airport.

Compliance

Approaches Clear 10 Points.

Approaches Not Clear 0 Points.

No License Violations 20 Points.

License Violations Corrected <1Mo. 15 Points.

License Violations Corrected >1mo. <6 mo. 10 Points.

Inadequate time to address deficiencies 10 Points.

License Violations Corrected >6mo. <1 yr. 5 Points.

Chronic License Violations Year Over Year 0 Points.

*NOTE: License violation values are for a period of last 12 months or previous License inspection, whichever is greater.

**NOTE: Compliance has a total potential value of 45 points based on an initial value of 30 points times the category weighting of 1.5 or 150% of the total points available.

3. NPIAS/NON-NPIAS

According to FAA Order 5090.5, per the requirements of Title 49 USC section 47103, the National Plan of Integrated Airport Systems (NPIAS) identifies existing and proposed airports that are considered significant to national air transportation and thus may be eligible to receive federal grants.

Non-NPIAS Airport 20 Points.

NPIAS Airport 10 Points.

**NOTE: NPIAS/NON-NPIAS has a total potential value of 20 points based on an initial value of 20 points times the category weighting of 1.0 or 100% of the total points available.

4. AIRPORT CODE

The Airport Code plays a crucial role in classifying and prioritizing airports based on their significance within the national air transportation system. These classifications guide critical decisions related to funding, strategic planning, and resource allocation, ensuring that airports are developed and supported according to their importance and role in the aviation network.

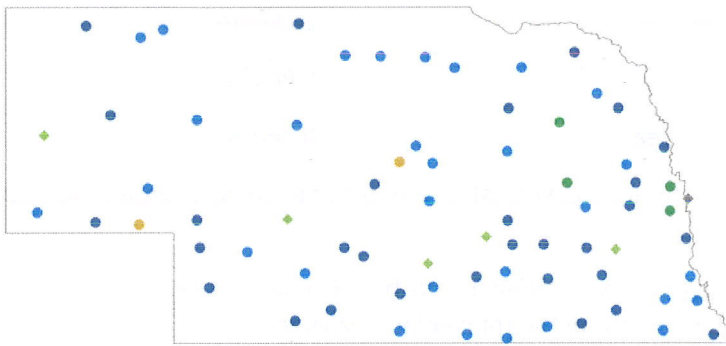
PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

AIRPORT CODE VALUES	
Airport Role / Hub Size	"A" Value
Medium-Hub	20
Regional / Non-Hub	18
Local	16
Basic	14
Unclassified/Non-NPIAS	12

National Plan of Integrated Airport Systems (NPIAS) 2025–2029: Appendix A - List of NPIAS Airports

[Click for Details](#)

Nebraska Airports



Alaskan 249	Central 307	Eastern 256
Great Lakes 635	New England 105	Northwest Mountain 342
Southern 604	Southwest 489	Western-Pacific 300

[Click to Reset View](#)

Airport Role		Hub Size	
●	Regional 4	◆	Medium Hub 1
●	Local 30	◆	Nonhub 5
●	Basic 30		
●	Unclassified 2		

State	Grand Total	Central Airports					Hub Size		
		National	Regional	Local	Basic	Unclassified	Medium Hub	Small Hub	Nonhub
Iowa	79		10	41	19	4		2	3
Kansas	80	4	9	28	30	4		1	4
Missouri	76	3	11	38	17	1	2	1	3
Nebraska	72		4	30	30	2	1		5
Grand Total	307	7	34	137	96	11	3	4	15

1. REGIONAL – High levels of activity with some jets and multi-engine propeller aircraft. Supports regional economies by connecting communities to statewide and interstate markets.
2. LOCAL – Moderate levels of activity with some multi-engine propeller aircraft. Supplements communities by providing access to primarily intrastate and some interstate markets.
3. BASIC – Moderate to low levels of activity. Supports GA activities (e.g., emergency services, charter or critical passenger service, cargo operations, flight training and personal flying).
4. UNCLASSIFIED – Low levels of activity. Provides access to the aviation system.

PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

5. MEDIUM-HUB – Accounts for at least 0.25% but less than 1% of the total annual passenger enplanements in the United States
6. NON-HUB – Accounts for more than 10,000 annual passenger enplanements but less than 0.05% of the total passenger enplanements in the United States.

Link to FAA Order 5090.5 National Plan of Integrated Airport Systems (NPIAS) Appendix A: List of NPIAS Airports (All States)(PDF)

https://www.faa.gov/sites/faa.gov/files/airports/planning_capacity/npias/current/%20ARP-NPIAS-2025-2029-Appendix-A.pdf

****NOTE:** Airport Code has a total potential value of 80 points based on an initial value of 20 points times the category weighting of 4.0 or 400% of the total points available.

5. PURPOSE CODE

The purpose code identifies the overall purpose or intent of the project.

PURPOSE CODE VALUES	
Description	"P" Value
Safety/Security	100
Reconstruct	75
Eligible Maintenance*	75
Rehabilitation	70
Capacity	70
Extension/Expansion/New Construction	68
Planning	65
Standards	58
Special Programs	50

*Note: Eligible Maintenance includes actions that slow the deterioration of airport infrastructure by identifying and addressing specific deficiencies. Throughout the infrastructure's useful life, the sponsor is responsible for budgeting and performing regular maintenance to maximize longevity and prevent major failures. Outside of the infrastructure's useful life, the eligible maintenance code on this table is applicable.

****NOTE:** Purpose Code has a total potential value of 70 points based on an initial value of 100 points times the category weighting of 0.7 or 70% of the total points available.

6. COMPONENT CODE

The component code identifies the physical component for which the development is intended.

PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

COMPONENT CODE VALUES	
Description	AIP "C" Value
Runway	90
Equipment	85
Obstruction Identification	85
Taxiway/Taxilane	70
Airport Master Planning	70
Apron	65
State Regional Planning	65
Planning	60
Airport layout Plan	60
Landside	45
Terminal Area Plan	45
Building	32
Airfield	25

****NOTE:** Component Code has a total potential value of 180 points based on an initial value of 90 points times the category weighting of 2.0 or 200% of the total points available.

7. TYPE CODE

The type code identifies the actual work being done on the project.

PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

TYPE CODE VALUES	
Description	AIP "T" Value
Obstruction Mitigation	100
ARFF/Building	100
State Regional Planning	100
Obstruction	100
Full Airside Pavement Const/Rehab	100
Airfield Guidance Signs	92
Snow Removal Equipment/Building	91
Recurring Pavement Maintenance	90
Fencing	83
Weather Systems	70
Approach Aids (ODALS, PAPI, REIL, Etc.)	68
Drainage	62
Lighting	62
Land Acquisition	43
T-Hangar	32
Box Hangar	30
Terminal Building	28
Access Roads/Parking	25
Fuel Farm	24

****NOTE:** Type Code has a total potential value of 70 points based on an initial value of 100 points times the category weighting of 0.7 or 70% of the total points available.

8. SELF-FUNDING CAPABILITIES

Self-funding is a critical component for the success of airport projects. Self-funding refers to an airport's willingness to contribute more in funds to a state aid only project. Demonstrating financial commitment and capability not only reflects fiscal responsibility but also increases the project's credibility and viability. This proactive approach reassures grant providers that their investment will be supplemented effectively, leading to higher chances of securing necessary state support.

The airport:

Airport sponsor contributes standard share of project	0 Points.
Airport sponsor contributes up to 5% additional	5 Points.
Airport sponsor contributes more than 5% additional	10 Points.

****NOTE:** Self-funding has a total potential value of 7 points based on an initial value of 10 points times the category weighting of 0.7 or 70% of the total points available.

PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

The intent of this section is for the person filling out the state grant application to “sell” the airport. This section should include a focus on regional and community benefit and will be graded based on showing benefits/impacts in the areas of: **Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits and Regional Growth.**

- a. **Economic Benefits** –General Aviation airports projects support local economies by attracting businesses, encouraging investment, and creating opportunities for local entrepreneurs. They improve connections to nearby markets, promote trade, and help support industries that rely on air transportation for goods and services.
- b. **Job Opportunities** – GA airport projects create jobs during construction and operations. Construction supports local contractors and laborers, while operational activities provide jobs for pilots, mechanics, line service staff, and airport managers. These projects also indirectly support nearby businesses, such as hotels, restaurants and transportation services.
- c. **Local Infrastructure** – Improvements to GA airports often lead to better local infrastructure, like upgraded roads, utilities and transportation networks. These enhancements make the area more accessible and support additional development, such as hangars, FBOs and aviation-related businesses.
- d. **Tourism Support** – GA airports help bring tourists to local destinations, boosting revenue for hotels, restaurants, and attractions. They serve as gateways for recreational flyers and visitors, contributing to the local tourism industry.
- e. **Improved Access** – GA airports enhance accessibility to surrounding regions, connecting communities to medical services, business opportunities, and educational resources. They make it easier for residents and businesses to travel quickly and efficiently.
- f. **Community Benefits** – Projects that support GA airports improve quality of life by providing convenient travel options and supporting emergency services like medical flights and disaster relief. Many GA airports also host community events, flight training programs, and outreach activities that benefit local residents.
- g. **Regional Growth**– Well-maintained GA airports help regions stay competitive by attracting businesses, talent and investment. They encourage economic diversification and position the area as a hub for innovation and growth in aviation-related and non-aviation industries.

Overall, an airport project can serve as a catalyst for sustainable growth, prosperity, and development, creating long-term benefits for the region or community it serves. By fostering connectivity, economic activity, and social progress, airports play a vital role in shaping the future trajectory of a region and improving the lives of its residents.

0 categories demonstrated	0 Points.
1 to 2 categories demonstrated	5 Points.
3 to 4 categories demonstrated	10 Points.
5 to 6 categories demonstrated	15 Points.
All 7 categories demonstrated	20 Points.

PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

Part B: Qualitative Special Considerations

There are 20 extra points as a special consideration or an “x” factor. These points will be helpful in delineating between projects that are close in score. The default score in Section 10 Part B will be zero.

Varying between

0 – 20 Points.

****NOTE:** Special Considerations has a total potential value of 40 points based on an initial value of 40 points times the category weighting of 1.0 or 100% of the total points available.