NEBRASKA

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DEPARTMENT OF TRANSPORTATION

PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

Nebraska Department of Transportation

Division of Aeronautics

April 30, 2026 – Awaiting Commission Approval

PRIORITIZATION METHODOLOGY MATRIX OPERATING INSTRUCTIONS

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1. OPERATING INSTRUCTIONS

Disclaimer: 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 is completed as a group, and members include 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.

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 (1) 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.

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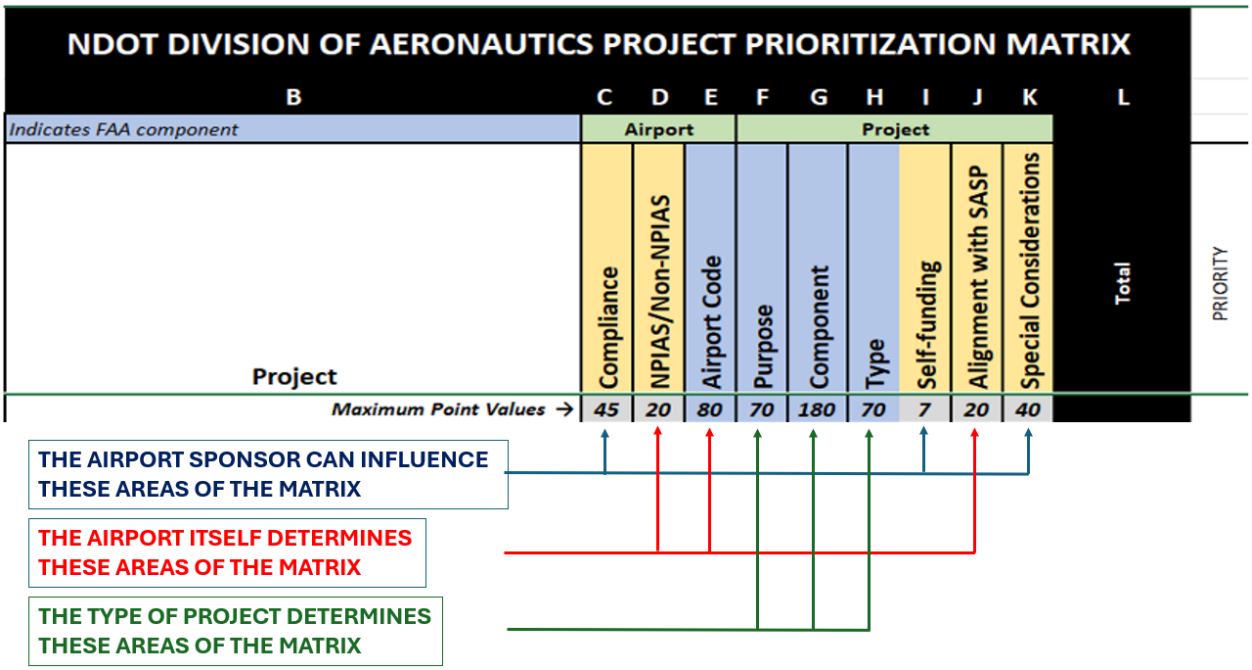
10. In Column J, determine alignment with the Statewide Airport System Plan (SASP) utilizing the diagram in item (9) below taken from Chapter 3, table 3-1 in the SASP. Scoring will be either 0 or 25 depending on system plan alignment.

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. 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.



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.

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.

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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:

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.

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.

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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.

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

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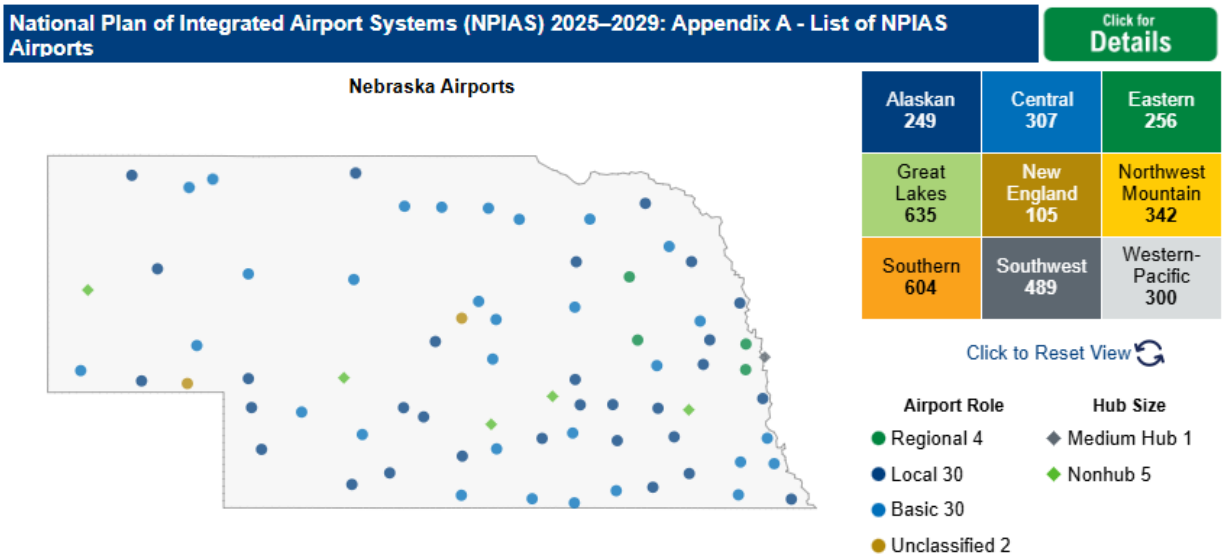

Central Airports									
		Airport Role					Hub Size		
State	Grand Total	National	Regional	Local	Basic	Unclassified	Medium Hub	Small Hub	Nonhub
Iowa	79		10	41	19	4		2	3
Kansas	80	4	9	28	30	4		1	4
Missouri	76	3	11	38	17	1	2	1	3
Nebraska	72		4	30	30	2	1		5
Grand Total	307	7	34	137	96	11	3	4	15

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.
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**
Rehabiliation	**70**
Capacity	**70**
Extension/Expans/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.

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6. COMPONENT CODE

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

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.

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.

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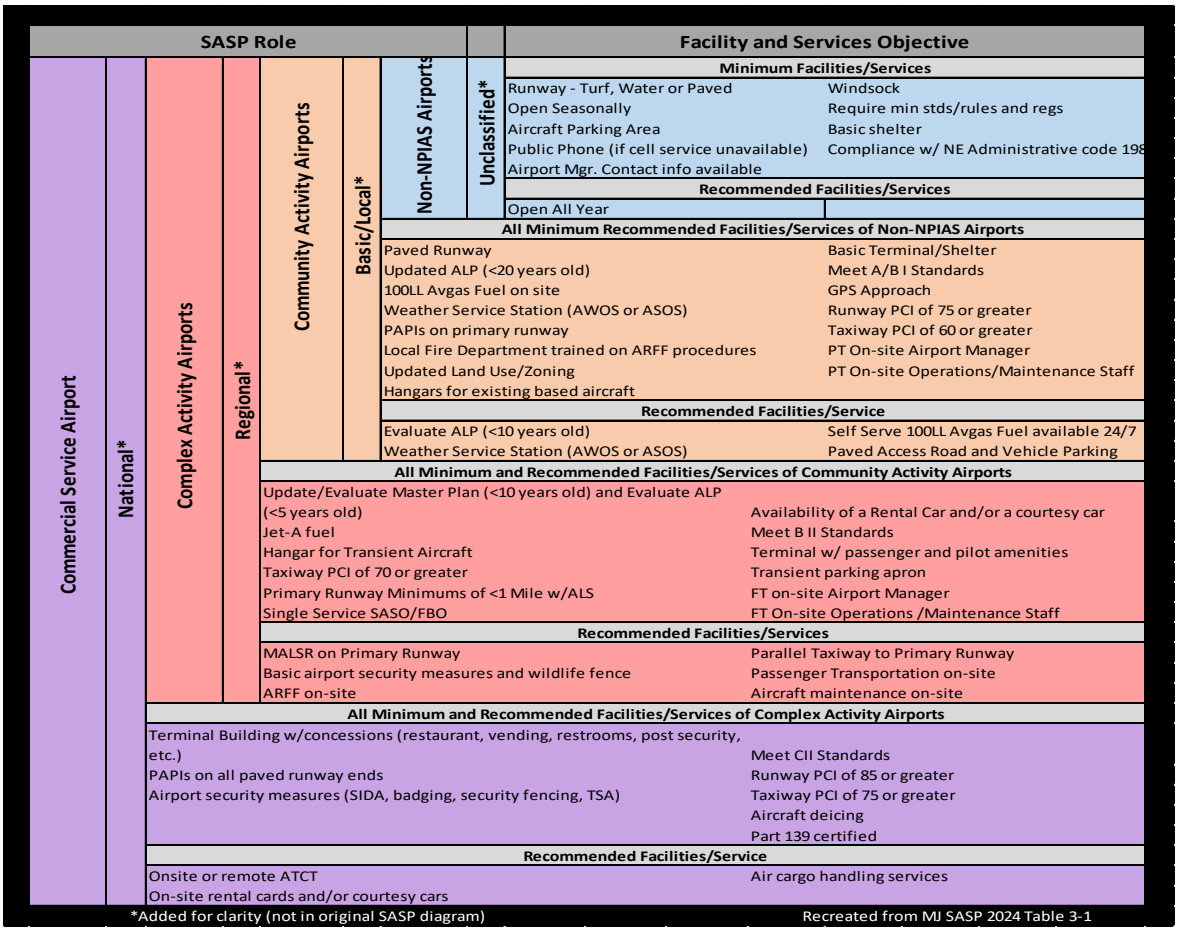
**NOTE: Self-funding has a total potential value of 7 points based on an initial value of 10 points times the category weighting of 0.7 or 70% of the total points possible.

9. ALIGNMENT WITH STATE AIRPORT SYSTEM PLAN (SASP)

Does airport align with the SASP to meet or exceed the minimum standards as indicated in the SASP



SASP Role								Facility and Services Objective	
								Minimum Facilities/Services	
								Runway - Turf, Water or Paved	Windsock
								Open Seasonally	Require min stds/rules and regs
								Aircraft Parking Area	Basic shelter
								Public Phone (if cell service unavailable)	Compliance w/ NE Administrative code 198
								Airport Mgr. Contact info available	
								Recommended Facilities/Services	
								Open All Year	
								All Minimum Recommended Facilities/Services of Non-NPIAS Airports	
								Paved Runway	Basic Terminal/Shelter
								Updated ALP (<20 years old)	Meet A/B I Standards
								100LL Avgas Fuel on site	GPS Approach
								Weather Service Station (AWOS or ASOS)	Runway PCI of 75 or greater
								PAPIs on primary runway	Taxiway PCI of 60 or greater
								Local Fire Department trained on ARFF procedures	PT On-site Airport Manager
								Updated Land Use/Zoning	PT On-site Operations/Maintenance Staff
								Hangars for existing based aircraft	
								Recommended Facilities/Service	
								Evaluate ALP (<10 years old)	Self Serve 100LL Avgas Fuel available 24/7
								Weather Service Station (AWOS or ASOS)	Paved Access Road and Vehicle Parking
								All Minimum and Recommended Facilities/Services of Community Activity Airports	
								Update/Evaluate Master Plan (<10 years old) and Evaluate ALP (<5 years old)	Availability of a Rental Car and/or a courtesy car
								Jet-A fuel	Meet B II Standards
								Hangar for Transient Aircraft	Terminal w/ passenger and pilot amenities
								Taxiway PCI of 70 or greater	Transient parking apron
								Primary Runway Minimums of <1 Mile w/ALS	FT on-site Airport Manager
								Single Service SASO/FBO	FT On-site Operations /Maintenance Staff
								Recommended Facilities/Services	
								MALSR on Primary Runway	Parallel Taxiway to Primary Runway
								Basic airport security measures and wildlife fence	Passenger Transportation on-site
								ARFF on-site	Aircraft maintenance on-site
								All Minimum and Recommended Facilities/Services of Complex Activity Airports	
								Terminal Building w/concessions (restaurant, vending, restrooms, post security, etc.)	Meet CII Standards
								PAPIs on all paved runway ends	Runway PCI of 85 or greater
								Airport security measures (SIDA, badging, security fencing, TSA)	Taxiway PCI of 75 or greater
									Aircraft deicing
									Part 139 certified
								Recommended Facilities/Service	
								Onsite or remote ATCT	Air cargo handling services
								On-site rental cards and/or courtesy cars	

Commercial Service Airport | National* | Complex Activity Airports | Regional* | Community Activity Airports | Basic/Local* | Non-NPIAS Airports | Unclassified*

*Added for clarity (not in original SASP diagram)

Recreated from MJ SASP 2024 Table 3-1

NOT Aligned with SASP 0 Points.

Aligned with SASP 25 Points.

**NOTE: Alignment with System Plan has a total potential value of 20 points based on an initial value of 25 points times the category weighting of 0.8 or 80% of the total points available.

10. SPECIAL CONSIDERATIONS:

Part A: Quantitative Special Considerations

Benefit/Impact:

The intent of this section is for the sponsor to "sell" the project as a benefit to 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 to 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.
7 or 8 categories demonstrated	20 Points.

h. **Airport Zoning** – Describe your current airport zoning regulations or your relationship with the applicable county or airport zoning authority. Include a summary of the existing zoning framework governing the airport and surrounding areas.

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 have a total potential value of 40 points based foin an initial value of 40 points times the category weighting of 1.0 or 100% of the total points available.