

KANSAS AIRPORT IMPROVEMENT PROGRAM

Follow-on Program Outline

The Kansas Airport Improvement Program is designed to assist airport sponsors in improving and maintaining the state's system of public-use airports.

Program Strategy: Preservation and enhancement of the Kansas airport system

Program Objectives

1. Maintain the systems runway condition rating of "very good"
2. Minimize surface travel time to air ambulance pick-up locations
3. Improve safety
4. Enhance airport and community economic development appeal

Airport Eligibility

The program is open to public-use airports in Kansas as defined in K.S.A. 75-5061

Project Eligibility

1. Scope of eligible projects:
 - a. Projects addressing safety and preservation concerns
 - b. Projects focused on developmental needs identified in the Kansas Airport System Plan (KASP)
 - c. All projects deemed by the sponsor to be critical to the airport's ability to support the community
2. Projects should be capable of completion in one year
3. State funding cannot be used to leverage federal assistance projects

Sponsor Participation

1. Design/Planning projects will be funded 95% state and 5% sponsor match
2. Privately-owned, public-use airport projects will be funded 90% state and 10% sponsor match
3. For publicly-owned airport projects, state/sponsor match is determined by the population of the associated city as published by the FAA. Cities with a population less than 3,000 will participate at a 90% state and 10% sponsor match. Cities with a population of at least 3,000 but less than 10,000 will participate at a 75% state and 25% sponsor match. Cities with a population of 10,000 or greater will participate at a 50%/50% match.
4. All sponsors accepting KAIP grants commit to keeping the airport open to public use for a minimum of ten (10) years.

Maximum State Participation

The maximum state participation in any project is \$800,000 with two exceptions.

- a. Projects for construction of a new runway are eligible for a maximum of \$1,600,000.
- b. Projects for full-depth reconstruction of an existing runway are eligible for a maximum of \$1,200,000.

Project Selection

The Project Evaluation Team will be designated by the Secretary of Transportation and consist of members with aviation, construction and maintenance knowledge and expertise that will enable them to assess the applications. Projects will be evaluated utilizing an objective priority system to numerically rank the applications in the appropriate categories. The team will submit its recommendations to the Secretary for approval and grant issuance.

Priority Rating System

Factors used in evaluating projects

- a. Safety
- b. System Preservation
- c. Kansas Airport System Plan recommendations
- d. Geographic remoteness
- e. Discretionary
 - i. willingness of sponsor to exceed minimum match requirements
 - ii. previous project experience
 - iii. other considerations not falling under previous factors

Application Process

1. Applications are solicited annually.
2. Application closing date is September 30th.
3. Sponsors are encouraged to review proposed projects with the Division of Aviation prior to submission of applications.
4. Sponsors may submit projects at any time.
5. Out-of-cycle applications may be solicited to meet urgent program needs.
6. Certain types of critical projects with standard, defined scopes may be funded out-of-cycle if the budget allows. Examples include aeronautical surveys, AWOS systems and emergency repairs.
7. The selection process will be conducted in a timely manner in an effort to allow sponsors time to budget and solicit bids for the following construction season.

Letting Entity

Sponsors will be the letting entity for the projects.

Fiscal Coordination

KDOT's Bureau of Fiscal Services coordinates and is responsible for fiscal management of projects.

Project Types

Airport improvement projects are categorized into four areas.

1. System Preservation Projects

Includes all maintenance, repair and rehabilitation activities intended to keep existing landside and airside facilities in good, functioning condition. Routine pavement maintenance projects not requiring any changes in length, width or alignment will incorporate standard KDOT maintenance procedures and recommendations.

2. Modernization Projects

Projects that create new facilities, increase the capacity of existing facilities, change the alignment, resolve line of sight problems or clear obstructions are considered modernization. Modernization projects will comply with FAA design standards at NPIAS airports. Utilization of engineering consultants for design and construction engineering is recommended. KDOT's Division of Aviation will coordinate with the FAA for compliance and certification when required.

3. Equipment Projects

This category consists of grounds maintenance and electrical equipment necessary to enhance safety and utility of the airport. Eligible electrical equipment would usually be off-the-shelf products that are FAA approved to be installed in accordance with FAA guidelines. This category includes maintenance of existing equipment.

Examples:

- a. Airfield lighting
- b. PAPIs
- c. AWOS
- d. Ground communication outlets
- e. Mowers
- f. Snow removal equipment

4. Design/Planning Projects

Any project that evaluates or establishes priorities for the airport's continued use and development, including aeronautical surveys and feasibility studies. This category also includes project design efforts when required in special circumstances.