

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Kansas, the KASP has identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Lincoln Municipal Airport. Recommended development costs include projects needed to meet each of the recommendations of the Kansas Airport System Plan as well as projects from the airport's capital improvement plan (CIP). While these projects are included as part of the KASP, it is recognized that execution of these projects is dependent on the local environment.

Project Description	SHORT TERM (2009-2012)	MID TERM (2013-2019)	LONG TERM (2020-2029)	TOTAL COST
Airfield				
Turnaround		\$259,200		\$259,200
Pavement Maintenance		\$1,728,000		\$1,728,000
Navigational Aids				
Approach		\$100,000		\$100,000
Wind sock	\$25,000			\$25,000
Weather		\$125,000		\$125,000
GCO		\$20,000		\$20,000
General Aviation Facilities				
Hangar			\$500,000	\$500,000
Apron		\$90,000		\$90,000
Restrooms	\$10,000			\$10,000
Pilots Lounge	\$25,000			\$25,000
Planning/Environmental				
Security Plan	\$5,000			\$5,000
Snow Removal Plan	\$2,000			\$2,000
Master Plan/ALP		\$100,000	\$100,000	\$200,000
Environmental Assessment	\$75,000			\$75,000
Subtotal Cost:	\$142,000	\$2,422,200	\$600,000	\$3,164,200

Lincoln Municipal Airport is an integral component to the State's system of airports. The airport does more than serve the area's businesses and recreational needs. It provides access to our nation's air transportation network, provides community benefits, and generates economic activity.

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Kansas AVIATION

Kansas Airport System Plan

LINCOLN MUNICIPAL AIRPORT

LINCOLN, KS

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INTRODUCTION AND STRATEGIC APPROACH

In 2008, the Kansas Department of Transportation Division of Aviation worked to develop a comprehensive plan for its system of 142 public airports. The purpose of the Kansas Airport System Plan (KASP) is to assess the needs of the state's airports; help justify funding for airport improvements; and provide information for governmental and other entities concerning the value, use, and needs of the state's public use airports.

The KASP is intended to provide the Division of Aviation with a useful decision making tool. With annual requests for grants that far exceed available financial resources, this plan provides the Division of Aviation with information that it uses to:

- Help determine which system airports are most essential to Kansas transportation needs and economic objectives.
- Identify projects which have the greatest potential to improve the performance of the Kansas airport system.
- Demonstrate how investment improves the performance of the Kansas airport system relative to established measures and benchmarks.

This report summarizes and compiles airport specific information, findings, and recommendations from the KASP. Further, it provides a general understanding of the specific actions and improvements that will enable the airport to best fulfill its role within the KASP.

AIRPORT ROLE

Lincoln Municipal Airport's role in the Kansas Airport System Plan has been identified as Community airport. Community airports serve a supplemental role in the local economies, primarily serving smaller business, recreational, and personal flying. The FAA considers Lincoln Municipal as a non-NPIAS airport. Although a publicly owned airport, the airport is not included in the National Plan of Integrated Airport Systems (NPIAS) and therefore not eligible to apply for federal airport development funding.



AIRPORT FACILITIES & SERVICES

Facility and service objectives were developed for each of the five role categories of the KASP. These objectives provide guidance on the minimum level of facilities and services needed for the airport to fulfill its identified role in the system. Lincoln Municipal Airport has multiple runways. The airport's primary runway is Runway 2/20, that is 2,700 feet long while its secondary runway, Runway 15/23, is 2,700 feet long.

The following summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.



	EXISTING	FUTURE SYSTEM OBJECTIVE	RECOMMENDATION
Airside Facilities			
Primary Runway Length (Feet)	2,700	3,200	See Runway Surface Recommendation
Primary Runway Width (Feet)	370	60	See Runway Surface Recommendation
Primary Runway Surface	Turf	Paved/All Weather Surface	Construct Runway 3,200' x 60'
Taxiway Type	None	Turnarounds	Construct 2-Turnarounds
Pavement Condition Index (PCI)	N/A - Turf	70 or Greater	See Runway Surface Recommendation
Approach Type	Visual	Non-Precision	Upgrade to Non-Precision
Runway/Taxiway Lighting	LIRL	MIRL	Install MIRL
Approach Lighting System	None	Not an Objective	None
GVGI	None	Not an Objective	None
Rotating Beacon (Visual Aids)	No	Not an Objective	None
Wind Sock (Visual Aids)	Yes - Not Lighted	Lighted Wind Sock	Install Lighted Wind Sock
Weather	None	AWOS or ASOS	Install AWOS
GCO/RCO	No	GCO	Install GCO
Landside Facilities			
Hangar Spaces	No	100% of Based Aircraft	Build Additional Hangar(s)
Apron Spaces	No	100' x 100'	Construct 100' x 100' Apron
Terminal	No	Not an Objective	None
Services			
FBO	Yes	Not an Objective	None
Auto Parking	No	Maintain	Maintain Standard
Fuel	AvGas - Yes Jet A Fuel - Yes	Not an Objective	None
Restrooms	No	Restrooms	Construct Restrooms
Pilot's Lounge	No	Pilots Lounge	Construct Pilot Lounge
Security Plan	No	Security Plan	Develop Security Plan
Snow Removal Plan	No	Snow Removal Plan	Develop Snow Removal Plan
Ground Transportation Link	Yes	Not an Objective	None

FORECASTS

When planning for new or additional airport facilities, projections in the form of based aircraft, as well as annual operations can be helpful in determining the type and size of necessary improvements. Based aircraft numbers will reflect demand for improvements in the areas such as hangars and tie-down spaces. Operations will provide a helpful insight into necessary airfield improvements such as runways and taxiways. The table below highlights the forecast activity for Lincoln Municipal Airport.

Based aircraft will remain constant and annual operations are expected to grow at a compound annual rate of 0.42% over the planning period. Historical demand and local socioeconomic indicators, as well as state and national trends were reviewed in developing the airport's forecast.

ACTIVITY FORECAST SUMMARY

Activity	2007	2012	2017	2027
Based Aircraft	5	5	5	5
Annual Operations	14,235	14,536	14,844	15,480