

## 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 Mark Hoard Memorial 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
<b>Airfield</b>				
Runway Width		\$286,650		\$286,650
Turnaround		\$387,000		\$387,000
<b>Navigational Aids</b>				
Approach		\$100,000		\$100,000
GCO	\$20,000			\$20,000
<b>Planning/Environmental</b>				
Security Plan	\$5,000			\$5,000
Master Plan/ALP		\$100,000	\$100,000	\$200,000
Environmental Assessment	\$75,000			\$75,000
<b>Subtotal Cost:</b>	<b>\$100,000</b>	<b>\$846,200</b>	<b>\$100,000</b>	<b>\$1,046,200</b>

Mark Hoard Memorial 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.

For more information contact:



700 SW Harrison  
Topeka, KS 66603-3754  
785.296.2553  
[www.ksdot.org/divaviation/](http://www.ksdot.org/divaviation/)

prepared by:  
**WilburSmith**  
ASSOCIATES

# Kansas AVIATION

## Kansas Airport System Plan

### MARK HOARD MEMORIAL AIRPORT

LEOTI, KS

◆ 3 K 7 ◆



## 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

Mark Hoard Memorial Airport's role in the Kansas Airport System Plan has been identified as Community airport. Community airports serve a supplemental role in local economies, primarily serving smaller business, recreational, and personal flying. The FAA classifies Mark Hoard Memorial as a general aviation airport in the most recent National Plan of Integrated Airport Systems (NPIAS). As a publicly owned airport, inclusion in the NPIAS qualifies the airport for eligibility 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. Mark Hoard Memorial Airport has multiple runways. The airport's primary runway is Runway 17/35, that is 4,300 feet long while its secondary runway, Runway 8/26, is 2,450 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.



## 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 Mark Hoard Memorial Airport.

Based aircraft 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	6	6	6	7
Annual Operations	4,992	5,098	5,206	5,428

	EXISTING	FUTURE SYSTEM OBJECTIVE	RECOMMENDATION
<b>Airside Facilities</b>			
Primary Runway Length (Feet)	4,300	3,200	Maintain Standard
Primary Runway Width (Feet)	50	60	Widen Runway 10'
Primary Runway Surface	Asphalt	Paved/All Weather Surface	Maintain Standard
Taxiway Type	None	Turnarounds	Construct 2-Turnarounds
Pavement Condition Index (PCI)	86	70 or Greater	Maintain Standard
Approach Type	Visual	Non-Precision	Upgrade to Non-Precision
Runway/Taxiway Lighting	HIRL	MIRL	Install MIRL
Approach Lighting System	None	Not an Objective	None
GVGI	None	Not an Objective	None
Rotating Beacon (Visual Aids)	Yes	Not an Objective	None
Wind Sock (Visual Aids)	Yes	Lighted Wind Sock	Maintain Standard
Weather	None - AWOS at 5K2	AWOS or ASOS	Maintain Standard
GCO/RCO	No	GCO	Install GCO
<b>Landside Facilities</b>			
Hangar Spaces	Yes	100% of Based Aircraft	Maintain Standard
Apron Spaces	Yes	100' x 100'	Maintain Standard
Terminal	Yes	Not an Objective	None
<b>Services</b>			
FBO	Yes	Not an Objective	None
Auto Parking	Yes	Maintain	Maintain Standard
Fuel	AvGas - Yes Jet A Fuel - No	Not an Objective	None
Restrooms	Yes	Restrooms	Maintain Standard
Pilot's Lounge	Yes	Pilots Lounge	Maintain Standard
Security Plan	No	Security Plan	Develop Security Plan
Snow Removal Plan	Yes	Snow Removal Plan	Maintain Standard
Ground Transportation Link	No	Not an Objective	None