

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 Oberlin 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				
Taxiway		\$5,580,000		\$5,580,000
Pavement Maintenance	\$146,242	\$1,112,000		\$1,258,242
Navigational Aids				
Approach	\$84,211	\$100,000		\$184,211
Approach Lighting			\$750,000	\$750,000
PAPI		\$70,000		\$70,000
REILS		\$40,000		\$40,000
Weather	\$125,000			\$125,000
GCO	\$20,000			\$20,000
General Aviation Facilities				
Hangar			\$1,500,000	\$1,500,000
Apron	\$443,689			\$443,689
Fuel	\$120,000			\$120,000
Ground Transportation Link	\$10,000			\$10,000
Planning/Environmental				
Security Plan	\$15,000			\$15,000
Master Plan/ALP	\$175,000		\$175,000	\$350,000
Subtotal Cost:	\$1,129,142	\$6,902,000	\$2,245,000	\$10,456,142

Oberlin 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

OBERLIN MUNICIPAL AIRPORT

OBERLIN, 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

Oberlin Municipal Airport's role in the Kansas Airport System Plan has been identified as Regional airport. Regional airports accommodate regional economic activities, connecting to state and national economies, and serving all types of general aviation aircraft. The FAA classifies Oberlin Municipal 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. Oberlin Municipal Airport has multiple runways. The airport's primary runway is 17/35 and is 3,793 feet long, with a secondary runway, Runway 12/30, that is 2,850 feet long, while its third runway, Runway 3/21, is 2,000 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 Oberlin Municipal 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	15	15	16	16
Annual Operations	7,072	7,222	7,375	7,690

	EXISTING	FUTURE SYSTEM OBJECTIVE	RECOMMENDATION
Airside Facilities			
Primary Runway Length (Feet)	3,793	5,000	See Runway Surface Recommendation
Primary Runway Width (Feet)	50	100	See Runway Surface Recommendation
Primary Runway Surface	Asphalt	Paved/All Weather Surface	Construct Runway 5,000' x 100'
Taxiway Type	None	Parallel Taxiway	Construct Full Parallel Taxiway
Pavement Condition Index (PCI)	70	70 or Greater	See Runway Surface Recommendation
Approach Type	Non-Precision	Near-Precision	Upgrade to Near-Precision
Runway/Taxiway Lighting	LIRL	MIRL and MITL	Upgrade to MIRL and Install MITL
Approach Lighting System	None	MALSR	Install MALSR
GVGI	None	PAPI and REILs	Install 2-PAPI, 2-REIL
Rotating Beacon (Visual Aids)	Yes	Rotating Beacon	Maintain Standard
Wind Sock (Visual Aids)	Yes	Lighted Wind Sock	Maintain Standard
Weather	None	AWOS or ASOS	Install AWOS or ASOS
GCO/RCO	No	GCO	Install GCO
Landside Facilities			
Hangar Spaces	No	100% of Based Aircraft	Build Additional Hangar(s)
Apron Spaces	Yes	100' x 100'	Maintain Standard
Terminal	Yes	Terminal	Maintain Standard
Services			
FBO	Yes	Limited FBO	Maintain Standard
Auto Parking	Yes	Auto Parking	Maintain Standard
Fuel	AvGas - Yes Jet A Fuel - No	AvGas and Jet A	Install Jet A
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	Yes	Link to Ground Transportation	Maintain Standard