



Kansas Airport Improvement Program

“KAIP”

Program Guidance

Updated June 2013

KANSAS AIRPORT IMPROVEMENT PROGRAM

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 is not intended to be used to leverage federal assistance projects*

*One-time pilot project exemption made in FY 2014 for FFY 2012 projects that suddenly changed cost share amount from 5% to 10% in the middle of the fiscal year due to Congressional action.

Sponsor Participation

Note: All sponsors accepting KAIP grants commit to keeping the airport open to public use for a minimum of ten (10) years.

Note: All projects at private-public airports will be funded 90/10 due to tax liability.

Funding ratio will be based on project types as listed below (state share/local share):

1. System Preservation Projects
 - a. Infrastructure Improvements (90/10)
 - b. Vertical Development (85/15)
2. Modernization Projects
 - a. Geometric Improvements (90/10)
 - b. Vertical Development (50/50)
3. Equipment and Facilities Projects
 - a. Equipment (50/50)
 - b. Facilities
 - i. Navigational (90/10)
 - ii. Non-Navigational (85/15)
4. Design/Planning Projects
 - a. All planning/design projects (95/5)

Maximum State Participation

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

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

Project Types

Note: NPIAS airports must comply with FAA design standards. Utilization of engineering consultants for design and construction engineering is highly recommended. KDOT Aviation will coordinate with the FAA for compliance and certification when required.

KAIP projects are categorized into four areas.

1. System Preservation Projects
 - a. Infrastructure Improvements: Includes 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.
 - b. Vertical Development: Includes maintenance, repair and rehabilitation activities intended to keep existing vertical development structures in good, functioning condition.
2. Modernization Projects
 - a. Geometric Improvements: Includes projects that increase the capacity of existing facilities, change the alignment, resolve line of sight problems or clear obstructions are considered modernization.
 - b. Vertical Development: Includes projects that create new facilities/vertical development.
3. Equipment and Facilities Projects
 - a. Equipment: Includes the purchase of equipment, such as snow removal equipment and mowers.
 - b. Facilities
 - i. Navigational: Includes airfield lighting, PAPIs, AWOS, and Ground Communications Outlets.
 - ii. Non-Navigational: Includes fuel system and credit card readers.
4. Design/Planning Projects
 - a. Any project that evaluates or establishes priorities for the airport's continued use and development, including aeronautical surveys and airport layout drawings. This category also includes project design efforts when required in special circumstances.

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.

Kansas Airport Improvement Program Application Form

Date _____

Indicate for which Fiscal Year (FY) the application is to be considered

FY 20_____

Fiscal Year runs from July 1 – June 30 (Applications due September 30 of the preceding year)

Applicant/Sponsor: _____

Airport Identifier: _____

Project Category: Design/Planning Modernization Equipment Preservation

Project Description: _____

Total Project Costs \$ _____

We understand that if the project is approved, the Kansas Department of Transportation will participate in the cost of construction and construction engineering at a rate of 90 percent for sponsors with a population less than 3,000, 75 percent for sponsors with a population less than 10,000 or 50 percent for sponsors with a population of 10,000 or greater, not to exceed \$800,000 of state funds (\$1,600,000 for new primary runways; \$1,200,000 for full-depth reconstruction of existing primary runway). The Sponsor will be responsible for letting the contract for bids and supervising construction. Construction engineering is eligible for KDOT funding.

Sponsor's Contact Person _____ Title _____

Address _____

Phone _____ Fax _____ e-mail _____

Sponsor's Signature _____ Title _____

Additional information attached ~

ADDITIONAL INFORMATION

Attach any information or documentation to the application that you wish to be considered in evaluating the request. Such items might include photographs, engineering plans, economic impact statements, in-kind work, local support, situations unique to the project, and benefits derived. These items may be in a narrative form with focus on specifics and avoiding generalities.

It is expected that projects will vary greatly in cost and complexity. Sponsors are encouraged to review the proposed project with the Division of Aviation. Smaller projects may not require engineering or pre-planning that would be required for major runway rehabilitation projects. Sponsors will be responsible for all preliminary engineering and construction activities including plan preparation and letting of a contract. A contractual agreement will be executed between the Sponsor and the Kansas Department of Transportation that encompasses the work to be accomplished.

Send Applications to:

Kansas Department of Transportation
Division of Aviation
700 SW Harrison
Topeka, KS 66603-3754
Phone 785-296-2553
Fax 785-296-3833
E-mail: kdotaviation@ksdot.org



KAIP Guidance

Appendix 1

Airspace Protection Planning Guidance

Issued July 2011

Kansas Airport Improvement Program **AIRSPACE PROTECTION PLANNING GUIDANCE**

Communities sponsoring public-use airports have invested heavily in time, effort and finances to operate, maintain and continuously improve this critical piece of transportation infrastructure. Protecting the airspace in the vicinity of the airport is essential to maximizing the benefits of this investment. The airport plays an important role in the community such as providing for emergency medical services via air ambulances which are highly dependent on instrument approach procedures required for access during inclement weather. A reasonable set of height and hazard regulations can prevent the creation of hazards that may reduce the usefulness and functionality of an existing airport, planned airport or airport expansion or may limit the maneuverability of aircraft in flight, particularly as it relates to current or future instrument approach procedures. Additionally, sponsors who have accepted federal funds for airport improvements have agreed to protect the airport's airspace as a condition of accepting those funds. Accomplishing this goal is complex, requiring the assistance of a knowledgeable consultant to aid in development of height and hazard regulations based on Federal Aviation Regulations, existing and future instrument approach development and local planning considerations regarding the airport.

Kansas Airport Improvement Program (KAIP) grants for airspace protection planning are intended to help the airport sponsor develop a workable local process for evaluating proposed structures while providing the local community with final authority over construction which may impact airport operations. If you are contemplating pursuing a grant of this type, we highly recommend you contact the KDOT Division of Aviation at 785-296-2553 or KDOTAviation@ksdot.org and speak with the program manager to review your requirements. These planning grants are funded at 95% state and 5% local match.

1. BACKGROUND

- a. The best and most reasonable mechanism for protecting airspace from encroachment or penetration is to review proposed construction projects prior to erection.
- b. Most objects that would concern the airport must be evaluated by the FAA.
- c. A determination that an object poses a significant hazard to air navigation is not a legally enforceable determination by the FAA.
- d. The FAA relies on local ordinances and resolutions to enforce its determination.
- e. The FAA's determination that an object does not pose a significant hazard does not mean that there will not be an adverse effect on the airport, such as an increase in instrument approach minimums, thus impairing the utility of the airport.

2. OBJECTIVE

The objective of the adoption of Height and Hazard Regulations is to allow the local community to retain control over the creation or erection of an object that may reduce the public investment and usability of the airport.

3. BASIS OF HEIGHT AND HAZARD REGULATIONS

A consultant selected under this contract will consider the following factors in determining the appropriate regulations to adopt:

- a. The character of the flying operations conducted and expected to be conducted at the facility.
- b. The nature of the terrain in the area of the airport.
- c. The character of the neighborhood/area that is subject to the regulation.
- d. The use to which the property subject to review is put and adaptable.
- e. Any existing or in-process airport layout plan, master plan, site selection plan or other airport document.
- f. The category of airport based on the Kansas Airport System Plan or any other adopted state or federal plan, including the National Plan of Integrated Airports System.
- g. The recommendations contained in the Kansas Airport System Plan or any other adopted state or federal plan.
- h. Existing and potential adoption of instrument navigation to the airport, including an inventory of action planned by the FAA Wide-Area Augmented System (WAAS) office, KDOT Division of Aviation, and FAA Airports division.
- i. The nature of existing land use regulations in the area.
- j. Creation of an airport overlay for an existing comprehensive plan or zoning document.

4. PROCESS FOR ADOPTION OF HEIGHT AND HAZARD REGULATIONS

- a. Obtain information from the Sponsor, the KDOT Division of Aviation and the FAA necessary to conduct a workshop with all parties needed to implement the appropriate regulations.
- b. Draft permit based Height and Hazard Regulations that will review the potential of the permitted item to be considered an airport hazard.
- c. Prepare a draft or preliminary report of the regulations, including 3D maps showing the area affected by the regulations (if not contained in another airport planning document) and a report explaining the same to the appropriate governing bodies of the appropriate political subdivisions. This preliminary report is to be presented at a public hearing following the requirements of K.S.A. 3-701, et. seq., to be held in the local community.
- d. Following the public hearing, prepare a final report for submission to the appropriate governing bodies.

5. RESPONSIBILITIES

The consultant shall:

- a. Facilitate at least one public hearing and provide technical support for at least one additional public hearing.
- b. Produce a preliminary and final report regarding the regulations, at a minimum.



KAIP Guidance

Appendix 2

Airport Development Planning Guidance

Originally Issued July 2011

Revised June 2013

Kansas Airport Improvement Program

AIRPORT DEVELOPMENT PLANNING GUIDANCE

Kansas Airport Improvement Program (KAIP) grants for airport development planning are intended to help the airport sponsor develop a strategy for logical, appropriate development at the airport and give them the best chance of meeting the needs of the area being served. These grants are tailored to the specific requirements and limitations of each airport and may be carried out in several phases over a period of time to facilitate a thorough, well thought-out plan. If you are contemplating pursuing a grant of this type, we highly recommend you contact the KDOT Division of Aviation at 785-296-2553 or KDOTAviation@ksdot.org and speak with the program manager to review your requirements. Planning grants funded at 95% state and 5% local match are available for the following:

FEASIBILITY STUDY

If you are unsure of whether your current airport site is capable of being developed to meet the needs of the community, you will need a feasibility study. The purpose of this type of grant is to determine opportunities the current airport site offers and develop rough proposals for airport development. A minimum of two (2) alternatives will be explored. If it is determined the current site is incapable of being developed to any meaningful extent, a minimum of two (2) alternative sites are to be evaluated along with one proposal for the existing site. These alternatives will be developed to the degree necessary to allow the airport sponsor to make an informed site selection decision for a new airport location and understand the limitations of the current site. The study report will include the following:

1. Introduction
 - a. Study objectives
 - b. Circumstances driving the need for an airport
 - c. Anticipated airport benefits
 - i. Community
 - ii. Transportation
 - iii. Economic
 - d. Document review
 - i. Kansas Airport System Plan
 - ii. City/County planning documents
2. Background database
 - a. General area setting
 - i. Transportation
 - ii. Meteorological conditions
 - iii. Topography
 - b. Airport role
 - i. Area airspace

- ii. Other airports in the region
 - iii. Current and forecasted needs
 - c. Traffic pattern airspace
 - d. Prototype airport
 - i. Determination of critical aircraft
 - ii. Design standards
- 3. Site analysis
 - a. Site selection factors
 - b. Search area
 - c. Identification of preliminary sites
 - d. Selected study sites
 - e. Evaluation and ranking of sites
 - f. Summary

AIRPORT DEVELOPMENT PLAN – PHASE I

With the exception of Environmental Coordination, Phase I is covered under the Kansas Airport Development Program. Environmental Coordination is listed under Phase II below.

AIRPORT DEVELOPMENT PLAN – PHASE II

These grants are intended to further develop the airport development plan initiated in Phase I and will require a survey of the airport site. All items included in the Phase I drawing are to be included in the Phase II drawing (CAD this time, not satellite imagery) with the following additions:

1. Airport Reference Point (ARP) – existing and ultimate, with latitude and longitude to the nearest second based on NAD 83
2. Ground contours at intervals of 2' to 10', lightly drawn
3. Elevations (Existing and Ultimate to 1/10th of a foot)
 - a. Runway
 - b. Displaced thresholds
 - c. Touchdown zones
 - d. Intersections
 - e. Runway high and low points
 - f. Roadways where they intersect with the RPZ edges and extended runway centerlines
 - g. Structures on airport – Show structure top elevations on the sheet
4. Runway Details (Existing and Ultimate)
 - a. End coordinates – Note near end (existing and ultimate) of each runway end, to the nearest 0.01 second
 - b. Displaced threshold coordinates to the nearest 0.01 second
5. RPZ Details (Ultimate and Existing) – Type of property acquisition (fee or easement)
6. Airport Data Table (Existing and Ultimate)
 - a. Airport elevation (MSL in feet)

- b. Airport Reference Point data
- 7. Runway Data Table (Existing and Ultimate)
 - a. Percent effective grade
 - b. Maximum elevation above MSL
 - c. Runway strength
- 8. Airport Airspace Drawing
 - a. Plan View of all FAR Part 77 surfaces, based on ultimate runway lengths
 - b. USGS Quads for base map
 - c. Show runway end numbers
 - d. Include 50' elevation contours on all slopes
 - e. Show the most demanding surfaces with solid lines and others with dashed lines
 - f. Identify top elevations of objects that penetrate any surface.
- 9. Inner Portion of the Approach Surface Drawing
 - a. Large scale plan views of the RPZ areas for each runway
 - b. Large scale projected profile views of the RPZ areas for each runway
 - c. Scale – horizontal 1" = 200'; vertical 1" = 20'
- 10. Plan View Details
 - a. Numbering system to identify obstructions
 - b. Depict property lines
 - c. Identify, by numbers, all traverse ways with elevations and computed vertical clearance in the approach
 - d. Depict the existing and ultimate physical end of runways. Note runway end number and elevation
 - e. Show ground contours, lightly drawn
- 11. Obstruction Table Details
 - a. Depict terrain and significant items (fences, roads, etc.)
 - b. Identify obstructions with numbers on the plan view
 - c. Show roads and railroads with dashed lines at edge of the approach
 - d. Prepare a separate table for each RPZ
 - e. Include obstruction identification number and description, the amount of the approach surface penetration, and the proposed disposition of each obstruction
- 12. Environmental Coordination
 - a. State Historical Preservation Office
 - b. US Fish & Wildlife
 - c. Corps of Engineers
 - d. KS Dept of Wildlife & Parks
 - e. KS Dept of Transportation
 - f. KS Dept of Health & Environment
- 13. Other
 - a. Ultimate airport facility and building list
 - b. AWOS site meeting all clearance criteria

This may be funded as a separate project if costs cannot be included in a construction project without exceeding the established grant maximum, e.g., \$1,600,000 for a new primary runway.

AERONAUTICAL SURVEY

These surveys are required for development of instrument approach procedures and are performed in accordance with AC 150/5300-16A, -17B and -18B. Airports desiring these surveys are to contact the KDOT Division of Aviation for guidance and help in securing funding.



KAIP Guidance

Appendix 3

Administrative Interpretation:

Public Use, Closure, Reimbursement

Issued August 2011

August 25, 2011

Bill Beasley
City of Pittsburg
201 W. 4th St.,
Pittsburg, KS 66762

Dear Mr. Beasley:

The City of Pittsburg has been extended a grant offer to conduct a planning grant. You have requested an administrative interpretation of the language in Paragraph 9 of the grant. Specifically, you are concerned with the application of paragraph 9 to temporary closures for airport purposes. What follows is an administrative interpretation of Paragraph 9.

Administrative Interpretation 08 - 2011

This interpretation shall be used for following language in all Kansas Airport Improvement Program (KAIP) contracts.

The Kansas Department of Transportation added the following language to public use airport grant agreements in 2011.

At any time that the public is not allowed access to the airport, the Sponsor agrees to reimburse the Secretary a prorated amount based on a ten year useful life of the project.

This assurance clause will be valid and enforceable for 10 years from the date that the project is complete.

This language has been contained in all KAIP contracts with sponsors of privately owned public use airports since 1999. The language is intended to prevent a sponsor from accepting a grant from the Kansas Department of Transportation (KDOT) and selling the airport to a private developer for non-airport redevelopment. In that case, this language would require the sponsor to repay KDOT the prorated portion of the granted project's useful life.

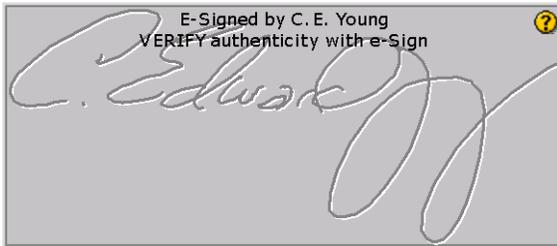
This language is built upon Kansas Statute and Federal Aviation Regulations governing public use airports and should be interpreted according to these sources. K.S.A. 75-5061 is the statute that establishes the Secretary of Transportation's ability to issue grants. In subparagraph (d), the definition of a public use general aviation definition is "any airport available for use by the general public for landing and taking off of aircraft, but shall not include any airport classified as a primary airport by the federal aviation administration." At 14 CFR 77.3, "a public use airport is an airport available for use of the general public without a requirement for prior approval of the airport owner or operator." While not binding on Kansas, Federal grant assurance 19.a states, "the airport shall be operated at all times in a safe and serviceable condition. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes."

“Access to the airport,” as stated in the grant language, is interpreted to mean a change in the airport’s state and Federal status as a public use airport under K.S.A. 75-5061 and 14 CFR 77.3. This does not include temporary closure for any valid airport purposes (i.e. construction, severe weather event, accident, and so forth). It does not grant the public unfettered access (i.e. generally accepted safety and security procedures and protocols are not deemed a limitation to access). The key component of public access is the operation of the airport consistent with Part 77 and K.S.A. 75-5061. The airport cannot require prior permission to landing, as is required under 14 CFR 157. The airport cannot be converted to a non-airport purpose, without triggering this provision.

This limitation does not require the airport to be open at all time. All closures of the airport require a Notice to Airmen (NOTAM) issuance. Pilots are required to obtain NOTAM’s prior to flight. If the airport is closed for an airport purpose and a NOTAM is issued, this grant provision is not triggered.

The FAA interprets the language in 19.a. to prohibit the closure of an airport for any about of time for a non-airport purpose. Because the language in our grant is based on a pro-rata project cost, a community that decided to use the airport for a non-airport purpose would incur a penalty based on the project cost divided by the duration of the closure for non-airport purposes divided by 10 years. It should be reiterated that this provision is only applicable to closure for non-airport purposes.

Signed this 25th day of August, 2011.

An e-signature block showing the text "E-Signed by C. E. Young" and "VERIFY authenticity with e-Sign" above a handwritten signature in cursive. A small yellow question mark icon is in the top right corner of the signature area.

C. Edward Young
Director of Aviation



KAIP Guidance

Appendix 4

AWOS for Internet Guidance

AWOS Internet Guidance **Kansas Airport Improvement Program**

This guidance is provided to airports receiving KAIP grants which will enable their AWOS data to be viewed through the internet. Each airport is to select a software supplier of their choosing using local procurement procedures. The grant amount is based on the system currently operating at seventeen (17) Kansas locations. A typical installation (Ft. Scott) can be viewed on-line at <http://www.saiawos2.com/FSK/sai.html>. To discuss Ft. Scott's level of satisfaction with their system contact Mr. Kenny Howard, Ft. Scott Airport Manager, at 620-223-5490.

The system selected is to:

1. Provide internet display of all AWOS information both graphically and in METAR format
2. Provide graphic display of last 50 readings for wind direction/speed/gusts, altimeter, temperature/dewpoint and relative humidity
3. Be capable of monitoring up to 4 peripheral items such as NDB and rotating beacon
4. Display trend indicators for wind speed, altimeter, density altitude, temperature, dewpoint and relative humidity
5. Graphically display crosswind and headwind components for the favored runway
6. Provide data log of all readings for the last 60 minutes (minimum)
7. Provide data log of readings at 5-minute intervals for the last 48 hours (minimum)
8. Allow posting of local NOTAMs and other airfield information
9. Be capable of graphically displaying lightning strike information

Grant funding includes:

1. Computer meeting all the performance requirements and running the necessary operating system to maximize software performance. Includes com ports and printer ports compatible with the software system selected, and all required peripherals
2. Uninterruptible power pack
3. Software setup
4. One (1) year maintenance & upgrades
5. High speed internet access
6. Dedicated phone line
7. All necessary hardware and connections

The sponsor may purchase computers and equipment locally or purchase through the software provider. If purchased locally (***not recommended***), coordinate with the software provider to insure system compatibility.

Vendor Information:

The following vendors provide some form of AWOS internet capability. A vendor's inclusion in the list below does not guarantee they meet the intent of our grant or that their system can be installed within the grant budget.

All Weather, Inc.

1165 National Drive
Sacramento, CA 95834
800-824-5873
e-mail: marketing@allweatherinc.com
Web: www.allweatherinc.com

DigiWx

The Belfort Instrument Co.
727 South Wolfe St.
Baltimore, MD 21231
800-937-2353
e-mail: sales@digiwx.com
Web: www.digiwx.com

Stanwyck Aviation Inc.

102 Gardnertown Road
Newburgh, NY 12550
845-561-3263
e-mail: StanwyckAvionics@hvc.rr.com
Web: www.saiawos.com

Questions should be addressed to George Laliberte in the KDOT Division of Aviation, at phone 785-296-2553, or e-mail georgel@ksdot.org.

ADDITIONAL INFORMATION

Attach any information or documentation to the application that you wish to be considered in evaluating the request. Such items might include photographs, engineering plans, economic impact statements, in-kind work, local support, situations unique to the project, and benefits derived. These items may be in a narrative form with focus on specifics and avoiding generalities.

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