PURPOSE AND PROCEDURES

The analysis performed in the previous Chapters evaluated developmental needs at the Blosser Municipal Airport (Airport) based on operational efficiency and forecast activity. Chapter Seven addresses the proposed developments in regard to estimated project costs and realistic scheduling for putting the developments into place. The result will be a Capital Improvement Plan (CIP) with a term of 20 years that addresses the needs of the Airport as determined by the master planning process.

The purpose of the CIP is to provide a strategic approach for the continued maintenance, upgrade and improvement of the Airport facility that is consistent with forecast levels of demand and the long-term role and community vision of the Airport. The Airport CIP is intended to provide guidance for developing future airfield and landside areas in an orderly series to maintain a safe, efficient, productive, and attractive public facility. The development plan structured to provide flexibility to meet the short-term to long-range needs of the Airport in a financially responsible and prudent manner. As part of the CIP versatility, the City of Concordia (City) can move most projects ahead of initial CIP schedule, or delay some projects, until demand levels warrant specific development items.

Individual Airport projects are identified as part of the CIP in order to preserve the integrity of the Airport, satisfy Airport design standards, and to allow for facility needs based on special requirements. The scheduling of projects within the CIP is prioritized with respect to need in order to permit for improvements in an integrated fashion.

"The purpose of the CIP is to provide a strategic approach for the continued maintenance, upgrade and improvement of the airport facility..."

The timing of projects within each phase (short, intermediate, long) is prioritized with respect to Airport safety-related requirements, demand levels, compatibility with other project needs, potential funding levels, and with Federal Aviation Administration (FAA) and Kansas Department of Transportation (KDOT) Division of Aviation (KDOT Aviation) programming schedules, and in recognition of other major public work goals and projects.

Although this Chapter discusses just the CIP for the planning period of this Master Plan report, ample funding of the CIP is necessary for identified needs to become reality. Funding for the recommended Airport development program is not dependent solely upon local sources of funding. Other sources include the Federal Airport Improvement Program (FAIP) administered by the FAA, KDOT Aviation state grants, as well as the local public and/or private sources.

There are five (5) major sources of funding for airport development and improvement:

- Tax-exempt bonds;
- Airport user fees such as airfield area fees, landing fees, terminal area concessions and rent, land and facility leases, aircraft and ground vehicle parking, hangar rent, etc.;
- Passenger Facility Charge (PFC) which is a local fee charged on each boarding passenger at commercial airports controlled by public agencies;
- Variety of state and local grants;
- Federal Airport Improvement Program (FAIP).

Different airports use different combinations of these funding sources depending on the individual airport's financial situation and the type of project being considered. Small airports are more likely to be dependent on FAIP grants than large or medium-sized airports because a low volume of aircraft operations and boarding passengers do not provide an adequate level of funding via user fees and the PFC. The larger airports are much more likely to participate in the tax-exempt bond market or finance capital development projects with the proceeds generated from the PFC and other user fees. Each of these funding sources places differing legislative, regulatory, or contractual constraints on airports that use them.

FEDERAL FUNDING

Prior to World War II, the United States of America federal government (Federal) limited its role in aviation to maintaining the airway system, viewing airports as a local responsibility. Some Federal monies were spent on airports during the 1930s (about $150 million) but only as part of Federal work relief activities such as *Works Progress Administration* (WPA) projects. Primarily, the National defense need for a strong system of airports during World War II led to the first major Federal support for airport construction.

To promote the development of a system of airports to meet the Nation's needs, the Federal government embarked on a grants-in-aid program to units of state and local governments shortly after the end of World War II. That early program, the *Federal-Aid Airport Program* (FAAP) was authorized by the *Federal Airport Act of 1946* and drew its funding from the General Fund of the United States Treasury. Today, the *Airport and Airway Trust Fund* (AATF) created by the F*ederal Airport and Airway Revenue Act of 1970*, provides public funding for the Federal commitment to the Nation's aviation system through several aviation related Federal excise taxes.

The primary source of AATF monies for airport development is from Federal excise taxes paid on the sale of aviation goods and services. Normally, Congress annually authorizes funding levels from those tax funds deposited into the AATF. The Federal Aviation Administration (FAA) then establishes priorities via the Federal Airport Improvement Program (FAIP) under which the AATF funds then distributed to airports located throughout the United States. There are more than 19,700 airports in the United States but only 3,380 are eligible for Federal funding under the FAIP. Since the AATF is financed solely from Federal taxes paid on aviation goods and services, and is used strictly for aviation purposes, the AATF is self-sufficient. Therefore, AATF revenue does not contribute to the National debt.

By Federal statute, the safe operation of airports is the highest aviation priority. Other priorities include increasing capacity to the maximum feasible extent, minimizing noise impacts, and encouraging efficient service to state and local communities (such as support for General Aviation airports). Those Federal priorities along with the assessment of airport capital needs and the availability of budgetary resources for FAIP all influence the scope and structure of the FAIP.

AATF funding currently comes from aviation Federal excise tax collections related to passenger tickets, passenger flight segments, international arrivals and departures, cargo waybills, aviation fuels, and frequent flyer mile awards from non-airline sources such as credit cards. Table 7A below itemizes the various Federal excise authorized under current Federal law that contribute and make up the AATF.

Table 7A

Aviation Federal Taxes

Aviation Component	Computation Formula	Portion
Domestic Passenger Ticket Tax (Including Areas of Canada and Mexico Not More Than 225 Miles from the Continental United States)	7.5% from October 1, 1999, to September 30, 2007	49%
Domestic Passenger Flight Segment	$3 per Segment during Calendar Year (CY) 2002 Indexed to Consumer Price Index (CPI) after CY 2002	20%
Passenger Ticket Tax at Rural Airports Having Less Than 100,000 Boardings and More Than 75 Miles from an Airport with 100,000 Boardings)	7.5% of Ticket Cost Beginning Oct. 1, 1997 (Excludes Flight Segment Component)	1%
International Departure and Arrival Taxes (Where Domestic Tax Does Not Apply)	$12 Per Person Departure Tax Plus $12 Per Person Arrival Tax Beginning Oct. 1, 1997 Indexed to CPI Beginning Jan. 1, 1999	15%
Special Rule for Flights between Continental US and Alaska or Hawaii	$6 Departure Tax for International Facilities Indexed to CPI Beginning Jan. 1, 1999 Plus a Portion of the Domestic Passenger Ticket Tax	
Frequent Flyer Tax	7.5% of Frequent Flyer Award Value	2%
Waybill Domestic Freight and Mail	6.25% of Shipment Cost	5%
Commercial Fuel Tax	4.3¢ Per Gallon	6%
General Aviation Fuel Tax	Aviation Gasoline – 19.3¢ Per Gallon Jet Fuel – 21.8¢ Per Gallon	2%

Source: U.S. Department of Transportation, Federal Aviation Administration (FAA), *Airport Improvement Program (AIP) Handbook*, Order 5100.38C, Effective Date June 28, 2005

Small airports, especially rural airports, are much more dependent on FAIP grants than large and medium hub airports because larger airports can more easily generate revenue from user fees and have historically had the financial wherewithal to successfully access the bond market. For example, the Passenger Facility Charge (PFC) program provides a source of non-Federal funds intended to complement FAIP spending. With Federal approval, the PFC is a local fee imposed by an airport on each boarding passenger. PFC funds can be used for a broader range of projects than FAIP grants and are more likely to be used for "landside" projects. Revenue from a PFC can also be used for bond repayments. Small General Aviation (GA) Airports, especially rural airports, have much fewer passenger boardings therefore, the PFC is not a viable funding option. However, because of the Federal commitment to the Nation's aviation system, when making application for FAIP grants, Federal public policy helps offset the very low PFC funding opportunity at small GA airports by authorizing a local funding match percentage for those airports that is much smaller than for large and medium hub airports. For example, FAIP grant policy requires a 25% local match for large and medium hub airports while requiring only a 10% local match for smaller airports.

AIRPORT CLASSIFICATIONS AND RELATED GRANT FUNDING

The current Federal Airport Improvement Program (FAIP) was established under the *Airport and Airway Improvement Act of 1982* (Act). Since the original authorization and establishment, Congress amended the Act multiple times. The broad objective of the Act is to assist in the development of a Nationwide system of public-use airports adequate to meet the current projected growth of civil aviation. The Act provides funding for airport planning and development projects at airports included in the *National Plan of Integrated Airport Systems* (NPIAS). The NPIAS, which is prepared and published every two (2) years, identifies public-use airports that are important to public transportation and contribute to the needs of civil aviation, National defense, and the Postal Service.

An airport's classification within the NPIAS is dependent upon whether commercial service exists. A fixed amount of funding under the FAIP is available for each category of airport in each FAA region. These airport classifications are significant, as they affect the availability of funding under the FAIP. Table 7B on page 7-5 itemizes the various types of airport classifications within the FAIP program.

The Blosser Municipal Airport (Airport) falls under the *Non-Primary General Aviation* (GA) category. This airport type is the largest single group of airports in the United States system of airports. The GA category also includes privately owned, public use airports that enplane 2,500 or more passengers annually and receive scheduled airline service. GA airports do not serve military or scheduled commercial service but typically do support one or more of the following: business, personal; instructional flying; agricultural spraying; air ambulance services; on-demand air taxies; and charter aircraft services. There are 2,560 GA airports in the NPIAS. In addition, there are 5,179 public use airports of which only 64% are in the NPIAS. Non-NPIAS airports are not eligible for FAIP funding. Seventy-nine (79) of Kansas' 142 public-use airports are included in the NPIAS for FAA Fiscal Year (FY) 2009 through FY 2013.

Table 7B

Definition of Airport Categories

Airport Classifications		Hub Type [1]	Common Name
Commercial Service: Publicly owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service	Primary: Have more than 10,000 passenger boardings each year	Large: 1.00% or more	Large Hub
		Medium: At least 0.25%, but less than 1.00%	Medium Hub
		Small: At least 0.05%, but less than 0.25%	Small Hub
		Non-Hub: More than 10,000, but less than 0.05%[1]	Non-Hub Primary
	Non-Primary	Non-hub: At least 2,500, and no more than 10,000[1]	Non-Primary Commercial Service
Non-Primary (Except Commercial Service)			Reliever & General Aviation
Other than Passenger Classification			Cargo Service

Note 1: Based on percentage of total annual passenger boardings and/or total passenger boardings in the United States.

Source: United States Department of Transportation, Federal Aviation Administration (FAA), *Airport Improvement Program (AIP) Handbook*, Order 5100.38C, Effective Date June 28, 2005

On December 12, 2003, President George W. Bush signed into law a new multi-year FAA funding bill titled, *Vision 100 – Century of Aviation Reauthorization Act of 2003* (Vision 100; Public Law 108-176). Among other things, *Vision 100* allowed non-primary airports to use their FAIP entitlement funding for revenue generating areas if the Secretary of United States Department of Transportation determines that the airport sponsor has made adequate provisions for the airside needs of the airport. *Vision 100* temporarily raised the Federal FAIP grant share from 90% to 95% for airports smaller than large and medium hub (other than primary airports) and for non-primary airports in states participating in the Federal block grant program for states. The State of Kansas (State) is not one of the ten (10) states that chose to participate in that block grant program first authorized by FAA in 1989 under Code of Federal Regulations (CFR), Title 14, Part 156, *State Block Grant Pilot Program*. Under *Vision 100*, FAIP can fund up to 95% of the cost of certain airside and landside developments. The FAIP funding portion that was authorized to remain at 95% until *Vision 100* expired on September 30, 2007 upon which time Congress began considering a new multi-year funding bill for the FAA.

Vision 100 included a sunset clause that returns the Federal share of the airport projects eligible for 95% share to 90% at the end of FAA's fiscal year (FY) 2007. FAA's fiscal year is from October 1st through September 30th of each year. The temporary increase in Federal share to 95% was established to provide relief to operators of small airports after the September 11, 2001 terrorist attacks. The 95% share has been retained under the Continuing Resolution legislation that has extended FAIP authorization through FY 2011 and a portion of FY 2012.

With the expiration of *Vision 100* on September 30, 2007, FAIP funding was temporarily authorized by Congress using a series of 23 Congressional Continuing Resolutions (short-term extensions). Those Continuing Resolutions authorized extension of FAIP funding for a period as short as one (1) week and no longer than six (6) months. The last Continuing Resolution in FY 2012 authorizing FAIP funding was approved by Congress on January 24, 2012 and set to expire February 17, 2012. These very volatile periods of Federal funding for FAA and community airports make it very difficult for communities such as Concordia to appropriately and prudently operate, maintain, and develop their local airport.

On February 14, 2012, President Barack Obama signed the current multi-year funding bill for FAA into law. The long-delayed (approximately 4 ½ years) FAA reauthorization bill was named, *Federal Aviation Administration Modernization and Reform Act of 2012*, Public Law 112-95, (*Modernization 2012*). That four (4) year reauthorization bill (FY 2012 through FY 2015) became a reality before the 23rd Continuing Resolution expired on February 17, 2012.

Modernization 2012 keeps the Federal cap on the local Passenger Facility Charge (PFC) at $4.50. It also authorizes $3.35 billion annually for the FAIP for the remainder of FY 2012 through FY 2015. *Modernization 2012* reduces the Federal share for FAIP projects at most small airports from 95 percent (95%) to 90 percent (90%) which ends the temporary increase that Congress included in *Vision 100*, the previous FAA reauthorization bill.

Representatives of small airports located throughout the United States repeatedly urged Congressional lawmakers to retain the higher Federal share of 95 percent (95%) or five percent (5%) local match. Those airport representatives convinced Federal lawmakers to keep the FAIP grant share of 95 percent (95%) for small airports in place during the four and one half (4½) years of short-term extensions authorized by 23 Continuing Resolutions. However, the Federal lawmakers intent on reducing Federal spending, argued for the higher local match of ten percent (10%) rather than keeping the existing five percent (5%) local match in the new multi-year reauthorization bill for FAA. A five percent (5%) increase does not first appear to be a very big issue but, when you translate that increased local match percentage into real dollars; a first assumed $500,000 local match for a much needed airport project doubles to $1.0 million. That is a huge increase for a small rural community such as Concordia to overcome.

The FAIP grant share does increase to 95 percent (95%) for a project at a smaller airport that is receiving subsidized air service and is located in an area that meets one or more of the criteria for economically depressed communities as established by the United States Secretary of Commerce. In Kansas, the only communities with small airports that are both economically distressed and receive Essential Air Service (EAS) Federal subsidies are Garden City, Dodge City and Liberal.

PROJECT ELIGIBILITY

Eligible projects for FAIP funding include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, the City of Concordia (City) can use FAIP funds on most airfield capital improvements or repairs and in some specific situations, for terminals, hangars, and non-aviation development. Any professional services that are necessary for eligible projects, such as planning, surveying, and design, are eligible. Aviation demand at the Blosser Municipal Airport (Airport) must justify the projects, which must also meet Federal environmental and procurement requirements.

Projects related to airport operations and revenue-generating improvements are typically not eligible for FAIP funding. Operational costs such as salaries, equipment, and supplies are also not eligible for FAIP grants. Table 7C on page 7-8 lists typical examples of eligible and ineligible projects; the list is not exhaustive. The FAA Central Region Office located in Kansas City, Missouri is the contact for questions concerning FAIP project eligibility at the Airport.

In addition to specific eligibility requirements of an airport project, the following must also apply for FAA to consider a project for FAIP funding:

- The project sponsorship requirements met.
- The project is reasonably consistent with the plans of planning agencies for the development of the area in which the Airport is located.
- Sufficient funds are available for the portion of the project not paid for by the Federal Government.
- The project completed without undue delay.
- The airport location is included in the current version of the NPIAS.
- The project involves more than $25,000 in FAIP funds.
- The project depicted on a current Airport Layout Plan (ALP) approved by FAA.

GRANT ASSURANCES

When the City of Concordia (City) as the sponsor of Blosser Municipal Airport (Airport) accepts Federal funds from airport financial assistance programs administered by the Federal Aviation Administration (FAA), the City must agree to certain obligations. Those obligations called Grant Assurances require the City as a Federal grant recipient to, among other things, operate and maintain the Airport in a safe and serviceable condition, not grant exclusive rights, mitigate hazards to airspace, and use Airport revenue properly.

FAA may require Grant Assurances attached to the grant application and/or the grant award for Federal assistance and become part of the final grant offer. FAA may also require that Grant Assurances are placed as restrictive covenants on airport property deed(s). The duration of these Federal obligations depends on the type of recipient, the useful life of the airport facility developed, and other conditions stipulated in the Grant Assurances.

Table 7C

Examples of Eligible Versus Ineligible Projects
Federal Airport Improvement Program (FAIP)

Eligible Projects	Ineligible Projects
Runway construction/rehabilitation	Maintenance equipment and vehicles
Taxiway construction/rehabilitation	Office and office equipment
Apron construction/rehabilitation	Fuel farms [1]
Airfield lighting	Landscaping
Airfield signage	Artworks
Airfield Drainage	Aircraft hangars [1]
Land acquisition	Industrial park development
Automated Weather Observation Stations (AWOS)	Marketing plans
Planning studies	Training
Environmental studies	Improvements for commercial enterprises
Safety area improvements	Maintenance or repairs of buildings
Airport Layout Plans (ALPs)	
Access roads only located on airport property	
Navigation Aids (NAVAIDs) such as Runway End Identification Lights (REILs) and Precision Approach Path Indicators (PAPIs)	
Removing, lowering, moving, marking, and lighting hazards	
Glycol Recovery Trucks/Glycol Vacuum Trucks [2] (11/29/2007)	

Note 1: May be eligible. Contact Federal Aviation Administration (FAA) Central Region Office of Kansas City, Missouri for more information.

Note 2: To be eligible, the vehicles must be owned and operated by the Airport and meet the *Buy American Preference* specified in the Federal Airport Improvement Program (FAIP) grant. Contact Federal Aviation Administration (FAA) Central Region Office of Kansas City, Missouri for more information.

Source: Federal Aviation Administration (FAA) Website at www.faa.gov/airports/aip/overview

A copy of the most currently required FAA Grant Assurances dated March 2005 and titled, *Assurances Airport Sponsors* is located in Appendix M of this Master Plan. Attached in Appendix Q of this Master Plan is a copy of the first Federal Grant Assurances the City agreed to for the first Federal grant awarded to the City for the Airport on February 24, 1948. Prior to that grant award on December 8, 1947, the City agreed to and executed those Grant Assurances then titled, *Sponsor's Assurance Agreement.* That Agreement was made with the predecessor of FAA then called, United States Department of Commerce, Civil Aeronautics Administration.

GRANT FUNDING METHODS AND FUNDING RATIOS

Entitlement Funds (Formula Grants) - The *Wendell H. Ford Aviation Investment and Reform Act for the 21st Century* (AIR 21), also known as Public Law (PL) 106-181, is a United States Federal law seeking to improve aviation safety. AIR 21 was enacted on April 5, 2000 and, among other things, introduced Non-Primary Entitlement funding for General Aviation (GA) airports. AIR-21 set aside grant funds for GA airports listed in the *National Plan of Integrated Airport Systems* (NPIAS) for routine work to preserve and extend the useful life of runways, taxiways, and aprons. Blosser Municipal Airport (Airport) is listed in the NPIAS. GA airports can each receive up to $150,000 per year based on the FAA assessment of maintenance needs over a 5-year period. This set aside is available for each year. The Non-Primary entitlement funds are available for each Federal fiscal year that being October 1st through September 30th. Eligible projects include seal coat, joint sealing, fog seal, overlay, patching, marking, cleaning, drainage facilities, and fencing.

Because the demand for FAIP funds far exceeds the availability, FAA bases distribution of these funds on present National priorities and objectives. FAIP funds typically first apportioned into major entitlement categories such as Primary, Cargo, and General Aviation (GA). Remaining funds distributed to a discretionary fund. Set-aside projects (Airport Noise and the Military Airport Program) receive first attention from this discretionary distribution. The remaining funds are true discretionary funds distributed according to a National prioritization formula.

FAA, through a Federal formula, determined that each fiscal year the City has FAIP entitlement funding of $150,000 specifically for projects at Blosser Municipal Airport (Airport). That FAA and related FAIP fiscal year is October 1st through September 30th. The City can accrue entitlement funds for a maximum of four (4) years or maximum total of $600,000. After four (4) years, if entitlements funds remain in the Airport account at FAA those funds are removed from the City's account by FAA and used for other airport projects located in the FAA Airports Division, Central Region which includes the states of Iowa, Kansas, Missouri, and Nebraska.

For example, if the City had $50,000 remaining in a fiscal year after completing a project then did no projects for another three (3) years the City would lose the entitlement funding banked four (4) years back, in this case $50,000. Alternatively, if the City accrued $600,000 over four (4) years and did no Airport projects during that period in year four (4) of that period the City would lose $150,000 of FAIP entitlement funds that being available grant funds banked four (4) years back.

For FAIP development projects, the FAA grant portion differs depending on the type of airport. The Federal share, whether funded by entitlement (formula) or discretionary grants, is as follows:

- Seventy five percent (75%) for large and medium hub airports (Eighty percent (80%) for noise compatibility projects);
- Ninety percent (90%) for other airports; and
- Not more than 95 percent (95%) for airport projects in states participating in the FAA block grant program for states;
- Seventy percent (70%) for projects funded from the discretionary fund at airports receiving exemptions under, United States Code (USC) – Title 49: *Transportation*, Section 47134: *Pilot Program on Private Ownership of Airports.*

The funding portions for projects utilizing FAIP entitlement funds at the Airport are currently ninety percent (90%) Federal, and ten percent (10%) local. For example, a City project for the Airport costing $166,667 could be funded $150,000 FAIP and $16,667 City. Without appropriate and prudent local financial planning and budgeting, Airport sponsors such as the City can and do lose FAIP entitlement funds. Highly recommended is that each year the City budget and if deemed necessary accrue at least $16,667 in the City's Airport Capital Improvement Plan (ACIP) fund so that local match money is always available to take advantage of the annual FAIP funding opportunity of $150,000. With that prudent budgeting action, the City can let FAA bank $600,000 over four (4) years and have $66,668 of local City funds readily available to undertake an Airport project costing up to $666,668. Important to note, according to the FAA Airports Division, Central Region Office of Kansas City, Missouri, since the City first became eligible for FAIP entitlement funding in year 2000, the City has always formulated an Airport project, provided the related local funding match, and never lost an FAIP entitlement grant opportunity.

As mentioned earlier in this section, the Continuing Resolution funding environment that Congress placed FAA in since the end of FY 2007 to February 2012 greatly disrupts FAIP entitlement funds flowing to communities for sustaining and enhancing local airports. Table 7D on page 7-11 itemizes by FAA's fiscal year the FAIP entitlement funding that is available to the City for projects at the Airport and the related local City match required.

Table 7D indicates that the most FAIP entitlement funds that the City can bank over an FAA four (4) fiscal year period while spending no local City match funds and not lose FAIP entitlement funding is $600,000. That grant amount would require an Airport project with a total project cost of at least $666,667 and a related local City match of $66,667.

Table 7D also indicates that if the City wants to bank FAIP entitlement funds from FAA FY 2012 to FY 2015 for a larger project at the Airport, the most the City can bank without losing FAIP entitlement funds is $600,000. However, to accomplish that, the City must prudently use FAIP entitlement funds in the amount of $14,672 in FY 2013 and $136,528 in FY 2014 or lose that total grant amount of $151,200. Those grant amounts require a City local match of respectively $1,630 in FY 2013 and $15,170 in FY 2014 that totaling $16,800.

Table 7D

Annual Entitlement Funds Available for Blosser Municipal Airport (CNK)
Federal Airport Improvement Program (FAIP)

Fiscal Year	Description	Entitlement Amount	Total Entitlement Available	Local Match Required	Total Project Cost
FY 2010 Oct. 2009 to Sept. 2010 FAA Portion: 95%	Unused Carryover	$14,672	$14,672	$772	$15,444
FY 2011 Oct. 2010 to Sept. 2011 FAA Portion: 95%	Unused Carryover New Funds Available Expenditures	$14,672 $150,000 $13,472	$151,200	$7,958	$159,158
FY 2012 Oct. 2011 to Sept. 2012 FAA Portion: 90%	Unused Carryover New Funds Available Must Spend or Lose[A]	$151,200 $150,000 $0	$301,200 $0	$30,120 $0	$331,320 $0
FY 2013 Oct. 2012 to Sept. 2013 FAA Portion: 90%	Unused Carryover New Funds Available Must Spend or Lose[A]	$301,200 $150,000 [B]$14,672	$451,200 $14,672	$50,133 $1,630	$501,333 $16,302
FY 2014 Oct. 2013 to Sept. 2014 FAA Portion: 90%	Unused Carryover New Funds Available Must Spend or Lose[A]	[C]$436,528 $150,000 [D]$136,528	$586,528 $136,528	$66,667 $15,170	$666,667 $151,698
FY 2015 Oct. 2014 to Sept. 2015 FAA Portion: 90%	Unused Carryover New Funds Available Must Spend or Lose[A]	[E]$450,000 $150,000 [F]$150,000	$600,000 $150,000	$66,667 $16,667	$666,667 $166,667

Note A: Calculations in Table 7D assume that the City of Concordia (City) continues with several years of precedence by providing City local match funds and at least appropriately spending entitlement money for the Airport that is earmarked by the Federal Aviation Administration (FAA) to be lost at the end of a Fiscal Year.

Note B: FY 2010 remaining entitlement funds of $14,672 must be spent before or in FY 2013 or those grant funds lost

Note C: Carryover of $436,528 is equal to $451,200 of total FY 2013 entitlement minus $14,672 of FY 2010 remaining entitlement spent before or in FY 2013 so those grant funds not lost

Note D: FY 2011 remaining entitlement of $136,528 (FY 2011 amount of $150,000 minus $13,472) that must be spent before or in FY 2014 or those grant funds lost

Note E: Carryover of $450,000 is equal to $586,528 of total FY 2014 entitlement minus $136,528 of FY 2011 remaining entitlement spent before or in FY 2014 so those grant funds not lost

Note F: FY 2012 remaining entitlement of $150,000 that must be spent before or in FY 2015 or those grant funds not lost

If Congress behaves as it did during the period from September 30, 2007 through February 13, 2012 and authorizes FAIP over short periods, such as using 23 Continuing Resolutions during that time, the City will experience the FAIP entitlement amount available slowly increasing during the year each time a Continuing Resolution authorizes brief segments of funding within a FAA fiscal year. If Congress behaved as it did prior to FAA's FY 2007 and after February 2012, the City would have the full amount of FAIP grant funds available to use as of October 1st of each year. That full availability of FAIP grant funds in the fall of the year makes planning, budgeting, and public bidding of spring construction projects much more predictable and doable.

Discretionary Funds (Competitive Grants) - The City also has access to FAIP discretionary grant funds to help cover costs of Airport projects. Those grant funds awarded by FAA via a competitive grant application process based on a National prioritization formula. This type of funding is very competitive and the total dollar amount of annual grant applications normally far exceeds available FAIP discretionary funding authorized by Congress. For example, in FY 2011, FAA had only $82.8 million of discretionary funds available to fund $98.0 in grant applications. However, it seems that those airport sponsors who have good airport planning practices and who prudently budget and/or accumulate an ample local funding match are most successful in the competitive grant application process. The funding portions for proposed Blosser Municipal Airport (Airport) projects utilizing FAIP discretionary funds are currently 90% Federal and 10% local.

The FAIP discretionary fund includes the money not distributed under the apportioned entitlements, as well as the foregone Passenger Facility Charge (PFC) revenues that were not deposited into the Small Airport Fund. In recent years, FAIP discretionary funds have ranged from roughly 24% to 30% of the total annual FAIP funding distribution. Discretionary grants are approved by the FAA based on project priority and other selection criteria, including Congressional directives in appropriations legislation for FAA. Despite its name, the FAIP discretionary fund is subject to three (3) set-asides and certain other spending criteria. The three (3) set-asides are:

- *Airport Noise Set-Aside* - At least 35 percent (35%) of discretionary grants are set-aside for noise compatibility planning and for carrying out noise abatement and compatibility programs.
- *Military Airport Program (MAP)* - At least 4 percent (4%) of discretionary funds are set-aside for conversion and dual use of current and former military airports. Fifteen (15) airports may participate. The MAP provides financial assistance for capacity and/or military-to-civilian use conversion projects at former military or current joint-use airports. MAP allows funding of some projects not normally eligible under the FAIP.
- *Grants for Reliever Airports* - There is a discretionary set-aside of two-thirds (2/3) of one percent (1%) for reliever airports in metropolitan areas suffering from flight delays.

The Secretary of Transportation is also directed to see that 75 percent (75%) of the grants made from the FAIP discretionary fund are used to preserve and enhance capacity, safety and security at primary and reliever airports, and also to carry out airport noise compatibility planning and programs at these airports. From the remaining 25 percent (25%), the FAA is required to set aside $5 million for the testing and evaluation of innovative aviation security systems.

Due to various funding factors, including the amount of carryover entitlements, FAA is unable to determine the total amount of discretionary grant funding that will be available in a current fiscal year. Once all entitlement grants are fully funded and all carryovers are complete, remaining entitlement funds are converted to discretionary funds and are allocated late August or early September of each year. Projects are planned over a three (3) year period. Planning ceilings are issued for each year and projects are planned within the ceilings. If the projects requesting discretionary funding exceeds the planning ceiling, then the National prioritization formula is utilized.

Table 7E below indicates the FAIP discretionary grant funds available in recent fiscal years of the FAA Airports Division, Central Region, total grant applications, and related FAIP funding shortfalls. Table 7E depicts the very competitive nature of grant applications for FAIP discretionary funds.

Table 7E

Discretionary Grant Funds - Federal Airport Improvement Program (FAIP)
Federal Aviation Administration (FAA), Airports Division, Central Region

FAA Fiscal Year	Grant Funds Available[A]	Total Grant Applications[A]	Funding Shortfall[A]
FY 2009	$76.0	$95.0	$19.0
FY 2010	$84.5	$97.0	$12.5
FY 2011	$82.8	$98.0	$15.2

Note A: Amounts in millions of United States Dollars

Since the first Federal grant for the Blosser Municipal Airport (Airport) in 1948, the City has been very successful in obtaining grant funding to help enhance and grow the Airport. Table 7F on Page 7-14 itemizes the Federal grants that the City received for the Airport. Interesting to note, the City has not applied for a discretionary grant since 1991.

APPLICATION AND AIRPORT CAPITAL IMPROVEMENT PROGRAM DATA SHEET

The City of Concordia (City), as an eligible airport owner, seeking Federal-funding assistance may accomplish such requests for aid through the Federal Aviation Administration (FAA) Airport Capital Improvement Program (ACIP). The ACIP is an FAA internal program that serves as the primary planning tool for systematically identifying, prioritizing, and assigning Federal funds to critical airport development and associated capital needs. The FAA relies on the ACIP to serve as the basis for the distribution of limited grant funds under the Federal Airport Improvement Program (FAIP).

The City's Capital Improvement Plan (CIP) in this Master Plan represents a 20 year itemized plan for aviation development at Blosser Municipal Airport (Airport). The City identifies those individual Airport projects to FAA by submitting an ACIP Data Sheet for each project item the City desires Federal funding for in the next five (5) years. The City may submit a request-for-aid at any time during the year. However, in order to be included in a specific Federal Fiscal Year (FFY) which is October 1st through September 30th, timely submittal of the request is essential. The City should typically submit requests for a particular FFY before February 15th of the previous FFY. For example, requests for FFY 2012 promptly submitted before February 15th of 2011.

In order to receive funding consideration from FAA under the ACIP, the City must prepare and submit an ACIP Data Sheet for each work item listed within the Airport CIP for the current and two (2) subsequent Federal fiscal years. A prerequisite for ACIP eligibility is, a requested work item (project) must comply with the current approved Airport Layout Plan (ALP) for the Airport and environmentally cleared to proceed. Projects seeking discretionary funds in excess of five (5) million

Table 7F

Federal Grant Funds Received by the City of Concordia for Blosser Municipal Airport

Year	Project Number and FAA Portion	Description	Total Project Cost	Federal Entitlement Funds	Federal Discretionary Funds	City Local Match
1948	9-14-007-701 (50%)	Grade, drain and turf N/S, NW/SE and NE/SW landing strips; intermediate and building areas; furnish and install fencing, boundary markers, and segmented circle marker system	$88,934	N.A.	$44,467	$44,467
1959	9-14-007-5902 (50%)	Construct administration building, auto parking area, and entrance road; acquire north and south clear zones for Primary Runway. Initial grant authorization was $11,600 and was amended in 1961 to $12,760.	$25,520	N.A.	$12,760	$12,760
1967	9-14-007-C703 (50%)	Pave Primary Runway 17/35; install paved turnarounds and connecting taxiway. Initial grant authorization was $23,000 and was amended in 1968 to $23,303.17	$46,606	N.A.	$23,303	$23,303
1984	3-20-0013-01 (90%)	Acquire Land for current aeronautical use; overlay, widen, extend, mark, and light Primary Runway 17/35 including turnarounds; light connecting taxiway; grading; seeding.	$685,667	N.A.	$617,100	$68,567
1991	3-20-0013-02 (90%)	Update Airport Master Plan	$24,800	N.A.	$22,320	$2,480
2004	3-20-0013-03 (95%)	Rehabilitate Primary Runway 17-35 (Phase I)	$157,895	$150,000	$0	$7,895
2005	3-20-0013-04 (95%)	Rehabilitate Runway 17-35 (Phase 2)	$394,456	$374,733	$0	$19,723
2008	3-20-0013-05 (95%)	Update Airport Master Plan	$123,300	$117,135	$0	$6,165
2009	3-20-0013-07 (95%)	Rehabilitate connecting taxiway to Primary Runway 17/35 and Terminal apron area (Design)	$29,120	$27,664	$0	$1,456
2010	3-20-0013-07 (95%)	Rehabilitate connecting taxiway to Primary Runway 17/35 and Terminal apron area (Construction)	$554,356	$526,638	$0	$27,718
2011	3-20-0013-08 (95%)	Conduct Environmental Assessment	$75,960	$72,162	$0	$3,798
		Total -	**$2,206,614**	**$1,268,332**	**$719,950**	**$218,332**

dollars require the City to prepare and submit a Cost and Benefit Analysis. With Airport projects appropriately in the FAA database using ACIP Data Sheet submissions, the City must then submit a grant application to FAA for FAIP funding of those projects normally before May 1st. A full set of ACIP Data Sheets that complements the CIP for this Master Plan is located in Appendix S.

On the ACIP Data Sheet, the City must identify the name of the airport, the project description, and the local priority of the requested work. The ACIP Data Sheet must also include the following information:

- **Project Description** – Provide a project title and brief description. Do not use product proprietary or brand names. Provide a more detailed explanation of the project in the Justification section on the ACIP Data Sheet.
- **Project Date** – Identify the Federal Fiscal Year (FFY), which is October 1st through September 30th, that the City desires to construct the proposed Airport project.
- **Local Priority** – Provide the City numeric ranking from the Airport Capital Improvement Plan (ACIP) identifying the local importance of the currently proposed ACIP project. FAA considers that local ranking when developing the Federal funding plan for the Airport but FAA does not guarantee project funding in a specific timeframe.
- **Sketch** – Provide a color-coded sketch that depicts and identifies the scope of the proposed project.
- **Justification** - The justification statement should be brief and yet describe the need for each requested work item. It must also provide a detailed description of the proposed project and why needed. New construction must be already depicted on the approved Airport Layout Plan (ALP). Runway construction, including widening and extension projects, must have documentation that there are 500 annual itinerant operations of aircraft requiring the runway dimensions being proposed. Apron construction and/or expansion requests must be supported by data on the *Apron Size Calculations for Transient Aircraft Spreadsheet*. Snow removal equipment requests must be accompanied by a completed *Snow Removal Equipment Sizing Spreadsheet* and an inventory of snow removal equipment already located at the Airport. Do NOT use proprietary product names or specific brand names in this description.
- **Cost Estimate** – Submit a detailed cost estimate for each work item with sufficient detail to permit an FAA review for reasonableness of fees and construction costs. The total project cost estimate (including, engineering, administrative, legal, and appraisal costs, etc. and excluding contingency costs) must show the breakout of proposed Federal, State and Local funding shares.
- **Sponsor's Verification** – Provide verification that the City properly planned the proposed Airport project and is ready to proceed promptly within the first year of the three-year ACIP program period for that project. Except for equipment acquisition, proposed development and land acquisition must be shown on an approved Airport Layout Plan (ALP), have cleared environmental processing, and the land already acquired or City has a signed purchase agreement. Those requirements must be completed before a project can be considered for Federal ACIP funding. For the second and third years of a project in the ACIP program, the City must work toward satisfying these requirements.

- **Date of Approved Airport Layout Plan (ALP) with Proposed Project shown** – Provide the date of Airport Layout Plan (ALP) approval. If the City does not have an approved ALP or the proposed project not shown on the approved ALP then the proposed project is not eligible for AIP funding.

- **Date of Environmental Determination** – All projects using Federal funds must have an environmental determination. Provide the date of the Record of Decision (ROD), Finding of No Significant Impact (FONSI), or accepted Categorical Exclusion (CE) Checklist. An entry of Not Applicable (N. A.) is not a satisfactory entry.

- **Date of Land Acquisition or Signed Purchase Agreement** – The City should only provide a date if the proposed project includes acquiring land. Federal Airport Improvement Program (FAIP) participation in land acquisition accomplished on a reimbursement basis so the land must either be under contract or purchased before an FAIP grant will be issued. The City should not purchase land until first receiving the appropriate environmental determination and obtaining the required appraisals and necessary environmental site assessments. Contact the FAA Airports Division, Central Region Office for detailed land acquisition requirements to ensure proposed land acquisition is eligible for FAIP funding.

- **Date of Pavement Maintenance Program** – If the City received FAIP funds for an Airport pavement project and is requesting another pavement project, then the City must have an FAA approved Pavement Maintenance Program (PMP). Provide the date the PMP program received approval from the FAA.

- **Date Snow Removal Equipment Sizing Spreadsheet and Inventory Worksheet Completed** – When requesting Federal assistance for Airport Snow Removal Equipment (SRE), the City must include with the ACIP Data Sheet an inventory of the existing equipment and request for new equipment needed based on Chapter Four and Chapter Five of the FAA Advisory Circular (AC) 150/5200-30, *Airport Winter Safety and Operations,* and AC 150/5220-20, *Airport Snow and Ice Control Equipment.* FAA established a *Snow Removal Equipment Sizing Spreadsheet* in Microsoft Excel format to assist in determining the minimum size and maximum number of SRE equipment needed for the Airport. The City must provide the completion date of the SRE spreadsheet for needed equipment and inventory of existing SRE located at the Airport and attach the SRE spreadsheet and SRE inventory worksheet to the ACIP Data Sheet.

- **Date Apron Sizing Worksheet Completed** – When requesting Federal assistance for a General Aviation apron expansion, the City must include with the ACIP Data Sheet a completed *Apron Size Calculations for Transient Aircraft Spreadsheet* and provide related completion date. FAA developed that spreadsheet in Microsoft Excel format to assist in determining the size of the apron justified for FAIP funding participation. Those calculations based on Appendix 5 of the FAA AC 150/5300-13, *Airport Design.*

- **Revenue Producing Facilities (fueling facilities, hangars, etc.)** – Only Non-Primary Entitlement funds allowed for revenue producing facility projects, which include fuel facilities and hangars. Only new facilities are eligible; if the *FAA 5010 Airport Master Record* shows fuel available at the Airport, a new system for the same type of fuel is NOT eligible. The City should first contact the FAA Airports Division, Central Region Office to determine project eligibility. If the proposed project deemed eligible by FAA, attached to the ACIP Data Sheet must be separate statements signed and dated that cite the following:
  - **Date Statement Submitted for Completed Airside Development** – Provide date and attach related statement that no runway, taxiway, or apron project in excess of available City entitlement funds needed during the three (3) years following a revenue producing facility project that is FAIP funded, or a financial plan to fund airside needs over said three (3) year period.
  - **Date Statement Submitted for Runway Approaches are Clear of Obstructions** – Provide date and attach related statement that no approach obstructions identified on the *FAA 5010 Airport Master Record,* in the *Airport Facility Directory* (AFD), or in the *United States Terminal Procedures Publication*; and that all safety areas and zones are clear of obstacles and free of incompatible land uses; and that approach categories to the Airport are consistent with the approach types listed on the approved Airport Layout Plan (ALP).
  - **Statement of Capacity Justification** – Provide statement that the capacity of the requested project justified by related aviation needs at the Airport.

- **Clearinghouse Coordination** - If required, evidence of State and Regional Clearinghouse coordination must be provided with ACIP Data Sheet. However, currently there is no such State or Regional Clearinghouse requiring coordination with Airport grant applications.
- **Sample ACIP Data Sheet** - A copy of the most recent FAA Airports Division, Central Region ACIP Data Sheet form dated March 9, 2011 and related instructions attached in Appendix R of this Master Plan.

PROTECTING GRANT FUNDING OPPORTUNITIES

The development plan for the Airport has been, and must continue to be coordinated with FAA because FAIP discretionary funds distributed by FAA on a priority basis. In addition, the City must keep FAA fully abreast of its Airport CIP on a continuing basis in order to maintain appropriate coordination and to act expeditiously in securing the local cost share for possible FAIP grants. When the City receives an FAA grant offer, the City must be prepared to act quickly in start-up and completion of the approved and Federally funded project. Failure to do so may jeopardize the timing of future FAA grant funding for the Concordia community. It is assumed that the FAIP, or similar Federal program for airports, would exist throughout the 20-year planning period of this Master Plan.

STATE FUNDING

The State of Kansas (State) through Kansas Department of Transportation (KDOT) Division of Aviation (KDOT Aviation) currently has a Kansas Airport Improvement Program (KAIP) set in place for public-use airports located in Kansas. The program designed to assist airport sponsors with preservation and enhancement of the State's system of public-use airports.

KDOT Aviation created by an act of the State Legislature in 1975 by authorizing Kansas Statutes Annotated (KSA) 75-5010. Prior to 1975, State aviation related functions were performed by the Kansas Secretary of Economic Development. In 1975, KDOT Aviation commissioned a State System Plan to provide insight to the National Plan of Integrated Airport System (NPIAS). The most recent update to that plan is the *Kansas Airport System Plan 2009*. KDOT Aviation also published an *Aeronautical Chart*, the *Kansas Airport Directory*, and *Construction Guidelines* for airports. Occasionally, KDOT Aviation assisted airports in planning efforts by participating in the creation of airport master plans.

In 1999, The Kansas Legislature approved House Bill (HB) 2071 known as the 1*999 Kansas Comprehensive Transportation Program* (CTP). That legislation authorized KSA 75-5061 to establish the *Public Use General Aviation Development Fund* in the State Treasury and authorized a total of $3.0 million per State fiscal year for airport assistance funding. The State fiscal year (FY) is July 1st through June 30th. That funding is to provide assistance for the purpose of planning, constructing, reconstructing or rehabilitating the facilities of public use General Aviation (GA) airports. KDOT Aviation administers this funding through the KAIP. In 2010, the State Legislature approved HB 2650 called, T*ransportation Works for Kansas Program* (T-Works). That legislation increases annual KAIP funding to $5.0 million starting in FY 2014 (July 1, 2013 through June 30, 2014). Currently, the State has no entitlement funds designated for Kansas airports in the KAIP. Rather, all KAIP funding is discretionary and annually awarded to Kansas airport projects through a competitive grant application process.

The main strategies of the KAIP are:

1) Preservation and enhancement of the Kansas airport system; and
2) Address only basic airport needs; and
3) Assist airport sponsors willing to commit to a significant local matching fund requirement.

The main objectives of the KAIP are:

1) Maintain within the Kansas system of airports a runway condition rating of Very Good which is a Pavement Condition Index (PCI) of 70 or greater; and
2) Minimize surface travel time to air ambulance service pick-up locations; and
3) Augment safety by improvements to taxiway, ramps, and lighting; and
4) Enhance airport and community economic development appeal.

FUNDING RATIOS AND PROJECT ELIGIBILITY

Under the KAIP, the city population of the airport sponsor determines the funding portions of State grant and local match. Airport sponsors whose related city population is less than 3,000 will participate at a 90% State and 10% airport sponsor match. Sponsors with a related city population of at least 3,000 but less than 10,000 will participate at a 75% State and 25% airport sponsor match. Sponsors with a related city population of 10,000 or greater will participate at a 50% State and 50% airport sponsor match.

The City of Concordia (City) with population of approximately 5,700 falls under the KAIP funding ratio of 75% State grant and 25% local match. However, airport design and planning projects have a KAIP funding ratio of 95% State grant and 5% local match.

The City must meet the following criteria in order for projects at Blosser Municipal Airport (Airport) to be eligible for KAIP grant funding:

1) Projects must be the City's top priority Airport need critical to the Airport's ability to support the Concordia community; and
2) Projects must address Airport safety and/or preservation concerns; and
3) Projects should focus on Airport developmental needs identified in the *Kansas Airport System Plan 2009* (KASP); and
4) Projects should be capable of completion within one (1) year; and
5) State funding not used to leverage Federal assistance projects; and
6) Eligible projects under the KAIP include: runway projects, airport planning projects (such as Airport Layout Plan (ALP), updates for new runways at non-NPIAS airports, and FAA Airports Geographic Information System (AGIS) aeronautical surveys), taxiway and ramp projects, lighting equipment, automated weather observation equipment and related internet interface, navigation equipment, communication equipment, credit/debit card readers for fueling systems; and
7) City must commit to keeping the Airport open to public use for a minimum of ten (10) years; and
8) The maximum KAIP participation in any project is $800,000 with two (2) exceptions:
    a. Projects for construction of a new runway are eligible for a maximum grant of $1,600,000.
    b. Projects for full-depth reconstruction of an existing runway are eligible for a maximum grant of $1,200,000.

PROJECT CATEGORIES

When the City makes application to the KAIP, the City must select a Project Category on the KAIP application that best fits the project proposed for the Airport. If the proposed Airport project involves a mix of Project Categories, the City must use a separate KAIP application form for each respective Project Category. The four (4) KAIP Project Categories are:

- **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.

- **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 *National Plan of Integrated Airport Systems* (NPIAS) airports. Utilization of engineering consultants for design and construction engineering is recommended. KDOT Aviation will coordinate with the FAA for compliance and certification when required.

- **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 with installation in accordance with FAA guidelines. This category includes maintenance of existing equipment. Project examples are airfield lighting, Precision Approach Path Indicators (PAPIs), Automated Weather Observing System (AWOS), Ground Communication Outlets (GCOs), mowers, and snow removal equipment.

- **Design and 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

Table 7G

State of Kansas Airport Improvment Program (KAIP)
Application Deadlines and Funding Availability

Fiscal Year (FY)	Period	Application Deadline	Total Funding Available
FY 2012	July 1, 2011 - June 30, 2012	December 15, 2010	$3 Million
FY 2013	July 1, 2012 - June 30, 2013	September 30, 2011	$3 Million
FY 2014	July 1, 2013 - June 30, 2014	September 30, 2012	$5 Million
FY 2015 (and beyond)	Annual Period Remains July 1st thru June 30th	September 30th	$5 Million

APPLICATION PROCESS

KDOT Aviation solicits KAIP grant applications on an annual basis and the City may submit a grant application at any time. Application deadline is now September 30th and followed by a prompt selection and grant award process to allow the airport sponsor (City) ample time to make financial arrangements for the local funding match and solicit public bids for the upcoming construction season. The City encouraged to review proposed Airport projects with KDOT Aviation prior to submission of a grant application to the KAIP. KDOT Aviation may solicit out-of-cycle applications to meet urgent program needs. Certain types of critical projects with standard, defined scopes may be funded out-of-cycle if the KAIP budget allows. Examples include aeronautical surveys, Automated Weather Observing System (AWOS), and emergency repairs. KAIP total grant funding available and application deadlines by fiscal year are shown in Table 7G located on page 7-20.

EVALUATION OF GRANT APPLICATIONS

A Project Evaluation Team designated by the Secretary of KDOT and consists of members with aviation, construction and maintenance knowledge and expertise assess the KAIP grant applications. Projects evaluated utilizing an objective priority system to rank numerically the applications in the appropriate categories. The Evaluation Team submits its recommendations to the Secretary for approval and grant issuance. Factors in the Priority Rating System used to evaluate KAIP projects are:

1) Safety
2) System Preservation
3) *Kansas Airport System Plan 2009* (KASP) recommendations
4) Geographic remoteness
5) Discretionary
   a. Willingness of City to exceed minimum local match requirements
   b. Previous project experience
   c. Other considerations not falling under previous factors

Table 7H

State of Kansas Grant Funds Received by the City of Concordia for Blosser Municipal Airport

Year	Description	Total Project Cost	State Discretionary Funds	City Local Match
1978	Formulate First Airport Master Plan	$21,600	$18,000	$3,600
2000	Seal and Mark Primary Runway 17/35	$105,053	$65,855	$39,198
	Total -	**$126,653**	**$83,855**	**$42,798**

Since the first State grant for the Airport in 1978, the City has only been successful in obtaining one (1) additional State funding grant to help enhance and grow Blosser Municipal Airport (Airport). It seems that the reason for that is the KAIP requires a 25% local match while FAA requires only a 10% local match. Table 7H located on page 7-21 itemizes the State grants the City has received for the Airport.

LOCAL FUNDING SOURCES

The balance of project costs for Blosser Municipal Airport (Airport), after consideration given to Federal and State grant funding, normally funded through local resources. There are several alternatives for local financing of future development costs at the Airport. Those include Airport fee and profit revenues, direct funding from the City of Concordia (City) General Fund and/or Capital Improvement Plan (CIP), general obligation and revenue bonds, private donations, facility leasehold income, cropland and pasture cash rent income, and business facility land lease income.

In working through a local funding scenario for the Airport projects proposed in this Master Plan over a period of 20 years, consider the following.

- Table 7I located on pages 7-24 through 7-26 indicates that the total cost of proposed Airport improvements over a period of 20 years is $18,859,356. Of that total cost, the currently required local match by the Federal Airport Improvement Program (FAIP) and Kansas Department of Transportation, Division of Aviation Airport Improvement Program (KAIP) is $1,922,331.
- Each year the City budget, if deemed necessary, accrue at least $16,667 in the City's Capital Improvement Plan (CIP) fund designated for the Airport Entitlement Fund so that local match money is always available to take advantage of the annual FAIP entitlement funding opportunity of $150,000. Over the 20-year period, that action covers $333,340 of the Federal Aviation Administration (FAA) required local match and insures that the City will not lose any portion of approximately $3,000,000 of Federal entitlement funds. That leaves a total project cost of $15,526,016 unfunded over the 20-year CIP period of which $1,588,991 is required local match.
- On November 19, 2010, Cloud County Health Center (CCHC) Board of trustees unanimously voted to pay $500,000 to the Ciy's CIP for Airport projects if the City provides via land leases at no additional cost a 12 to 15 acre site located adjacent to the Airport for location of a new Critical Access hospital and that Airport Site allows direct taxiway access to the primary runway. That CCHC Board action was publicly reported at a Regular Quarterly Meeting of the City Airport Advisory Board conducted on December 22, 2010. The CCHC funds serving as local match will leverage $4,500,000 of grant money from the FAIP. With those local match and FAIP funds totalling approximately $5,000,000, that leaves a total project cost of $10,526,016 unfunded over the 20-year CIP period of which approximately $1,088,991 is local match. Those remaining projects are funded by a blend of FAIP and KAIP grant funds which now respectively require a 10 percent (10%) and 25 percent (25%) local match.
- To cover the remaining costs, each year the City should budget at least $54,450 in the City's CIP fund designated for the Airport Discretionary Fund so that local match money is always

available to take advantage of annual FAIP and KAIP discretionary funding opportunities. Over the 20-year CIP period, that action covers $1,043,498 of the FAIP and $45,493 of the KAIP required local match and insures that the City will have a competitive opportunity to secure approximately $10,526,016 of Federal and State discretionary grant funds for the Airport. That completes total funding requirements of all project costs proposed in the CIP of this Airport Master Plan.

- In summary, the above scenario has the City annually budget a total of $71,117 ($16,667 entitlement plus $54,450 discretionary) that totals $1,422,340 over a period of 20 years. CCHC makes a one-time land lease payment of $500,000. Together those private and public local matches will leverage approximately $18.85 million of Federal and State grant funding needed to help keep the Airport facility in a continuing modern condition that meets the up to date needs of aviation for years to come. The Airport as a rural community asset prudently maintained and enhanced will help Concordia and the surrounding area socially and economically grow and prosper well into the future.

To help ensure that the Airport maximizes revenue potential in the future while remaining competitive, the City should periodically review rates and charges of aviation services (such as fuel prices, hangar and tie-down rentals, etc.) at other surrounding airports located in the North Central Kansas Region. Additionally, all new leases at the Airport should have inflation clauses allowing for periodic rate increases in-line with annual inflationary factors.

PROJECT COST SUMMARIES

The recommended improvements for the 20-year Capital Improvement Plan (CIP) for Blosser Municipal Airport (Airport) are grouped and divided into three (3) planning horizons of Short Term (0-5 Year Planning Period), Intermediate Term (5-10 Year Planning Period) and Long Term (10-20 Year Planning Period). All estimated and probable project costs inflated to the anticipated year that the project could potentially undergo construction. Table 7I located on pages 7-24 through 7-26 summarizes the cost estimates for each needed and anticipated Airport development.

The Short Term planning period covers Airport projects of highest priority to the City and Concordia community. When the City completes development of Short Term projects at the Airport, it is then time to concentrate on, consider funding alternatives, and develop the Intermediate Term projects. Similarly, when the City accomplishes Intermediate Term Airport developments, it is time to focus work on planning, financing, and developing the Long Range projects identified in the Airport CIP.

Due to the conceptual nature of a Master Plan, implementation of capital projects should only occur after further refinement of their design and related costs through architectural and engineering analysis. Capital costs indentified in this Chapter Seven should only be reviewed as estimates of probable costs subject to further cost refinement by detailed design of the project coupled with related cost analysis. Nevertheless, the Airport project estimates contained in Table 7I are sufficiently accurate for prudent formulation of the Airport CIP, related City cost and revenue planning, and development of the itemized CIP projects over the 20-year planning period.

Table 7I

Capital Improvement Plan - Blosser Municipal Airport

Note 1 - Airport Capital Improvement Program (ACIP) Priority is the Local Priority published on the ACIP Data Sheet submitted to the Federal Aviation Administration (FAA).
Note 2 - Estimated and probable construction and/or acquisition costs are based on year 2012 anticipated costs.
Note 3 - Funding cost share formula with projects involving Federal Aviation Administration (FAA) funding is 90% FAA and 10% Local.
Note 4 - Funding cost share formula with projects involving Kansas Department of Transportation (KDOT) funding is 75% KDOT and 25% Local.

Short Term Horizon (0 - 5 years) - 2013 through 2017

Item	ACIP Priority[1]	Description	Project Total[2]	FAA Eligible[3]	KDOT Eligible[4]	Local Share	Local Total
1	1	Environmental Assessment - To support future fee-for-title and easement land acquisitions and determine impacts of new runways	$85,000	$76,500	$0	$8,500	$8,500
2	2	Land Acquisition - Land needed to support recommended runway lengths for justified design aircraft of this Master Plan	$669,000	$602,100	$0	$66,900	$75,400
3	N.A.	Land Acquisition - Additional land needed to support an ultimate primary runway length of 5,000 feet as recommended by the *Kansas Airport System Plan 2009* and desired by Airport Advisory Board	$114,620	$0	$85,965	$28,655	$104,055
4	N.A.	Install communication tower 50 feet high, replace Universal Communications (UNICOM) base station and antenna (AM frequencies). Install FM frequency base station for emergency radio channels. Provide related portable radios for Fixed Base Operator (FBO)	$8,475	$0	$6,356	$2,119	$106,174
5	3	Design Only - Relocate segmented circle and lighted wind cone, new primary Runway 18/36, connecting taxiways and parallel taxiway extensions	$408,360	$367,524	$0	$40,836	$147,010
6	4	Relocate segmented circle and install lighted wind cone, grade new primary Runway 18/36, connecting taxiways and parallel taxiway extensions	$1,105,500	$994,950	$0	$110,550	$257,560
7	5	Pave primary Runway 18/36, connecting taxiways, and parallel taxiway extensions	$3,959,450	$3,563,505	$0	$395,945	$653,505
8	6	Install Medium Intensity Runway Lights (MIRLs) on primary Runway 18/36, install elevated edge reflectors to connecting taxiway and parallel taxiway extensions	$339,600	$305,640	$0	$33,960	$687,465
9	7	Install 4-Box Precision Approach Path Indicators (PAPIs), Runway End Identifier Lights (REILs), and Omni-Directional Approach Lighting System (ODALS) on primary Runway18/36	$422,400	$380,160	$0	$42,240	$729,705
10	N.A.	Obtain a Localizer Performance with Vertical Guidance (LPV) Global Positioning System (GPS) approach for primary Runway 18/36 that utilizes the Wide Area Augmentation System (WAAS)	$0	$0	$0	$0	$729,705
11	N.A.	Acquire aircraft tug with towing accessories and intergrated Ground Power Unit (GPU) to accomodate ARC B-II category aircraft	$49,536	$0	$37,152	$12,384	$742,089
		Short Term Horizon Sub Total	**$7,161,941**	**$6,290,379**	**$129,473**	**$742,089**	

Table 7I (Continued)

Capital Improvement Plan - Blosser Municipal Airport

Note 1 - Airport Capital Improvement Program (ACIP) Priority is the Local Priority published on the ACIP Data Sheet submitted to the Federal Aviation Administration (FAA).
Note 2 - Estimated and probable construction and/or acquisition costs are based on year 2012 anticipated costs.
Note 3 - Funding cost share formula with projects involving Federal Aviation Administration (FAA) funding is 90% FAA and 10% Local.
Note 4 - Funding cost share formula with projects involving Kansas Department of Transportation (KDOT) funding is 75% KDOT and 25% Local.

Intermediate Term Horizon (5 - 10 Years) - 2018 through 2022

Item	ACIP Priority[1]	Description	Project Total[2]	FAA Eligible[3]	KDOT Eligible[4]	Local Share	Local Total
12	8	Formulate *Security Plan*	$15,000	$13,500	$0	$1,500	$743,589
13	9	Install Security Cameras and intruder alert security system (ballpark cost, actual equipment need and related cost based on outcome of *Security Plan*)	$25,000	$22,500	$0	$2,500	$746,089
14	10	Construct new crosswind Runway 6/24 (turf)	$1,378,125	$1,240,312	$0	$137,813	$883,902
15	11	Narrow and rehabilitate decommissioned primary Runway 17/35 for new parallel taxiway to serve new primary Runway 18/36	$962,500	$866,250	$0	$96,250	$980,152
16	12	Install new Medium Intensity Taxiway Lights (MITL) to parallel taxiway and connecting taxiways	$324,250	$291,825	$0	$32,425	$1,012,577
17	13	Construct one (1) Executive Hangar and approaches in Airport North Development for Air Ambulance Service	$1,000,000	$900,000	$0	$100,000	$1,112,577
18	14	Install perimeter fencing for entire Airport property	$187,500	$168,750	$0	$18,750	$1,131,327
19	N.A.	Update *Pavement & Turf Maintenance Plan* and *Snow Removal Plan*	$15,000	$0	$11,250	$3,750	$1,135,077
20	15	Construct Terminal Area Phase II apron expansion	$1,304,160	$1,173,744	$0	$130,416	$1,265,493
21	N.A.	Install Ground Communication Outlet (GCO)	$25,000	$0	$18,750	$6,250	$1,271,743
22	N.A.	Formulate *Wildlife Management Plan*	$15,000	$0	$11,250	$3,750	$1,275,493
23	N.A.	Formulate *Emergency Response Plan*	$15,000	$0	$11,250	$3,750	$1,279,243
		Intermediate Term Horizon Sub Total	**$5,266,535**	**$4,676,881**	**$52,500**	**$537,154**	

Table 7I (Continued)

Capital Improvement Plan - Blosser Municipal Airport

Note 1 - Airport Capital Improvement Program (ACIP) Priority is the Local Priority published on the ACIP Data Sheet submitted to the Federal Aviation Administration (FAA).
Note 2 - Estimated and probable construction and/or acquisition costs are based on year 2012 anticipated costs.
Note 3 - Funding cost share formula with projects involving Federal Aviation Administration (FAA) funding is 90% FAA and 10% Local.
Note 4 - Funding cost share formula with projects involving Kansas Department of Transportation (KDOT) funding is 75% KDOT and 25% Local.

Long Term Horizon (10 - 20 Years) - 2023 through 2032

Item	ACIP Priority[1]	Description	Project Total[2]	FAA Eligible[3]	KDOT Eligible[4]	Local Share	Local Total
24	16	Construct taxilanes and apron for new hangars	$1,522,800	$1,370,520	$0	$152,280	$1,431,523
25	17	Construct "intermediate" connecting exit taxiways to primary Runway 18/36	$390,960	$351,864	$0	$39,096	$1,470,619
26	18	Add one (1) additional 6,000 gallon underground fuel storage tank with leak detection and monitoring systems, and upgrade fuel dispensing equipment to offer motor gas (Mogas) for aviation purposes.	$324,000	$291,600	$0	$32,400	$1,503,019
27	19	Construct one (1) Executive Hangar and approaches	$1,000,000	$900,000	$0	$100,000	$1,603,019
28	20	Construct 10-place Standard T-hangar , approaches, taxilanes, vehicle parking and access road	$1,572,960	$1,415,664	$0	$157,296	$1,760,315
29	21	Construct vehicle parking at North T-Hangars, Conventional Hangars and South T-Hangars. Rehabilitate parking at Terminal Building .	$490,560	$441,504	$0	$49,056	$1,809,371
30	22	Construct building addition 100 feet long by 90 feet wide by 35 feet high sidewall to south end of Maintenance Hangar and approaches to accommodate B-II aircraft.	$879,600	$791,640	$0	$87,960	$1,897,331
31	23	Update Airport Master Plan and Airport Layout Plan	$250,000	$225,000	$0	$25,000	$1,922,331
		Long Term Horizon Sub Total	$6,430,880	$5,787,792	$0	$643,088	
		20 Year Planning Period Total Cost	**$18,859,356**	**$16,755,052**	**$181,973**	**$1,922,331**	

CITY OF CONCORDIA CAPITAL IMPROVEMENT PLAN

For many years the City of Concordia (City) has each fiscal year (calendar year) invested local taxpayer funds into the City's Capital Improvement Plan (CIP). The City's CIP is a financial tool used to annually save local public funds for major capital investments in the Concordia community and in the City. This wise financial management allows the City to pay cash or mostly cash for high cost public projects that many rural communities have to publicly bond and pay for over time which adds expensive interest cost to a project. With prudent public savings on an annual basis, the City CIP has funded major projects such as land acquisition for development of a new cemetery, City equipment and vehicle needs, and major infrastructure projects.

Following is Table 7J which indicates that over an 11 year period on average the City annually invested approximately $317,242 into the City's CIP and maintained an average CIP Fund Balance of approximately $398,778. The *United States Economic Recession of 2008* caused public budgets throughout the National to tighten and in many cases decline. The City's annual investment in its CIP was no exception to that because the City's CIP investment steadily dropped from $400,000 in year 2008 to $150,000 in years 2012 and 2013. However, the City's CIP Fund Balance increased from $99,176 in year 2008 to $456,846 in year 2012. The annual CIP Fund Balances in Table 7J are as of the end of the City's fiscal year occurring on December 31st.

Table 7J

City of Concordia Historic Annual Investment in City Capital Improvement Plan (CIP)

Year	2003	2004	2005	2006	2007	2008
CIP Investment	$163,000	$255,526	$483,616	$623,220	$407,000	$400,000
CIP Fund Balance	$99,176	$301,851	$408,994	$720,675	$812,483	$697,073
Year	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**
CIP Investment	$277,000	$250,000	$330,300	$150,000	$150,000	-
CIP Fund Balance	$558,491	$299,080	$22,892	$456,846	-	-
				Average Annual CIP Investment	**$317,242**	
				Average CIP Fund Balance	**$398,778**	

Prior to 2003, there was not one single Fund for the City's CIP. Instead, there were several funds dedicated to individual capital improvement items that the City desired to accomplish. At that time there was a City CIP individual fund for Blosser Municipal Airport (Airport) named, *Airport Runway Improvements Fund* (Airport Fund). The last City General Fund transfer made to the Airport Fund before it was eliminated was in year 2000 when $41,935 was placed in the Airport Fund. In the City's current CIP there are two (2) line items for the Airport; one titled, *Local Match FAA Entitlement Fund* (Entitlement Fund) and the second titled, *Local Match FAA Discretionary Fund* (Discretionary Fund). In year 2013, the City transferred from its General Fund $16,667 to

the Entitlement Fund and $38,036 to the Discretionary Fund. Those transfers total $54,703 and that amount seems to keep pace with United States inflation. According to the Consumer Price Index (CPI) Inflation Calculator provided on the Internet by the United States Department of Labor, Bureau of Labor Statistics, the City's annual CIP investment of $41,935 in the Airport Fund in year 2003, adjusted for inflation, translates to $55,912 in year 2012.

With the City's proven historic annual investment in the Airport, and as the United States, State of Kansas and local economy improve, it seems that the City's needed additional annual investment of approximately $16,414 in the City's CIP to match grants from the Federal Aviation Administration (FAA) and Kansas Department of Transportation (KDOT) Division of Aviation (KDOT Aviation) for further needed Airport development is an appropriate and prudent expenditure for the City.

LOCAL MATCH FUNDING SCENARIOS

At first glance it probably seems that accomplishing a variety of aviation related projects over a 20-year period at Blosser Municipal Airport (Airport) that have a total cost of approximately $18.9 million and require a total local match from the Concordia community of approximately $1.9 million is just not doable. The proposed Airport development needs may also seem absolutely unachievable if Cloud County Health Center (CCHC) is unable to lease Airport property for the proposed new hospital and inject $500,000 into the City's CIP for the Airport via an upfront lease payment. However, with no CCHC revenue but the City maintaining annual CIP funding for the Airport at the current level, the City's annual investment in the City's CIP for the Airport coupled with a proposed project development term of 20 years indicates somewhat of a positive outcome for the Airport and the Concordia community because approximately 57 percent (57%) of all the proposed aviation projects can be completed.

Table 7K

Local Funding Scenarios Concerning Implementation of Airport Capital Improvement Plan (CIP)

Scenario Number	[1]CCHC Contribution	City Annual [2]CIP Year 2013	City Annual CIP Addi-tional Amount Needed	City Annual CIP Total	Local 20 Year CIP Total	[3]Percentage Of Airport CIP Projects Funded
1	$500,000	$54,703	$16,414	$71,117	$1,922,331	100%
2	$0	$54,703	$41,414	$96,117	$1,922,331	100%
3	$500,000	$54,703	$0	$54,703	$1,594,060	83%
4	$0	$54,703	$16,414	$71,117	$1,422,331	74%
5	$0	$54,703	$0	$54,703	$1,094,060	57%

1 - Cloud County Health Center (CCHC) upfront lease payment for new hospital site at Airport North Development.
2 - Capital Imptovement Plan.
3 - Percentage of proposed Capitial Improvement Plan (CIP) projects for Blosser Municipal Airport funded over a 20 year period where the total local match amount is $1,922,331 and the total project cost is $18,859,356. See Table 7I located on pages 7-24 through 7-26 for detailed CIP information.

Table 7K located on page 7-28 indicates that if the City maintains its current annual investment of $54,703 into the City's CIP for the Airport, and the CCHC revenue of $500,000 becomes a reality, then approximately 83 percent (83 %) of the Airport CIP projects can be completed over the proposed 20-year period. With $500,000 of revenue from CCHC coupled with an additional annual City investment of $16,414 thus totaling $71,117 transferred into the City's CIP for the Airport, approximately 100 percent (100%) of the proposed aviation projects for the Airport can be completed over a 20-year period.

IMPLEMENTING, MONITORING AND ADJUSTING

The best means of beginning the implementation of the Capital Improvement Plan (CIP) recommendations contained in this Master Plan is to recognize first that planning is a continuous process that does not end with completion of the master planning process. Rather, the ability to monitor continuously the existing and forecasted status of Blosser Municipal Airport (Airport) activity helps justify or denounce Airport project recommendations in this Master Plan. The basic issues upon which this Master Plan are formulated will remain valid for several years. Federal Aviation Administration (FAA) recommends that a community update its Airport Master Plan at least every ten (10) years. As such, the primary goal is for the Airport to grow into a modern, topnotch, community facility that will best serve the air transportation needs of the Concordia community and surrounding region while evolving into a self-supporting, direct and indirect, economic generator for the City of Concordia (City) and local community.

In a short term Master Plan, focusing on the timing of Airport improvements is necessary. However, Airport activity levels and related emerging needs, rather than a specified date, more appropriately establish the actual requirement for Airport improvements beyond the short term. For example, Master Plan projections made as to when additional hangars needed to accommodate based aircraft growth. However, in reality, the period in which additional facilities are needed may be substantially different. Actual demand may be slow in reaching the forecast activity levels. On the other hand, increased base aircraft totals may establish the need for new facilities much sooner, especially if an air ambulance service locates at the Airport. Although every effort made in this master planning process to estimate conservatively when facility development is really needed, aviation activity and demand at the Airport will ultimately dictate when the City actually designs, finances, and constructs the projected Airport improvements.

The real value of a usable Master Plan is that it keeps the issues and objectives in the mind of the City and Airport Advisory Board so that they are better able to recognize change and all of its effects. In addition to adjustments in aviation demand, decisions made as to when to undertake recommended improvements in the CIP of this Master Plan ultimately affect the period that the Master Plan remains valid. The format used in this Master Plan is intended to reduce the need for costly Master Plan updates. The City and Airport Advisory Board can easily accomplish updating this Airport Master Plan, thus improving viability and continued effectiveness of this Master Plan.

In summary, the planning process requires the City and Airport Advisory Board to monitor consistently the progress of the Airport in terms of total aircraft operations, total based aircraft, and overall aviation activity. Analysis of aircraft demand is critical to the exact timing and need for new Airport improvements. The information obtained from continually monitoring Airport activity will provide the data necessary to determine if the City and Airport Advisory Board should accelerate or delay the Airport CIP development schedule. The City and Airport Advisory Board should always remember that Master Plan forecasts serve only as guidelines and that prudent and successful planning must remain very flexible in order for the City, Concordia community, Airport Advisory Board, Federal Aviation Administration, and Kansas Department of Transportation Division of Aviation to respond collectively better to unforeseen needs at the Airport.

EXECUTIVE SUMMARY

This Blosser Municipal Airport Master Plan 2013 Update is a comprehensive study providing analysis of the needs at the Blosser Municipal Airport (Airport), defining the Airport's role within the regional airport system, and evaluating alternatives to provide direction for future Airport developments. The primary objective of a Master Plan is to produce a long-term development program that will yield a safe, efficient, economical, and environmentally acceptable air transportation facility. This executive summary briefly touches on each study objective, as outlined in the Introduction of this Master Plan report, and highlight the main results that were obtained as part of this Master Plan.

STEP ONE – INVENTORY OF EXISTING CONDITIONS

OBJECTIVE

Assemble and organize relevant information and data for the Airport from the City of Concordia (City), Cloud County (County), and the Kansas Department of Transportation (KDOT) Divison of Aviation, and the Federal Aviation Administration (FAA).

RESULTS

Prior to being able to forecast the future needs of the Airport, the existing Airport facilities needed to be compiled and documented. Data collection and related analysis/study was done at the Airport. Chapter One of this Master Plan presented some of the data and all the findings. Inventory was taken on all airside (such as runways, taxiways, lighting, marking, and navigational aids) as well as landside (such as terminal building, hangars, based aircraft, aprons, automobile access and parking, utilities, and fueling facility) facilities currently present at the Airport. Along with inventory of Airport, historical and socioeconomic conditions for the County and City were acquired. Information concerning the Airport in the *Kansas Airport System Plan 2009* commissioned by KDOT Aviation was reviewed and considered as was information from the FAA *National Plan of Integrated Airport Systems* (NPIAS).

It was found that the Airport, City, and County all offer many needed and attractive facilities for the aviation industry. The existence and necessity of many of these facilities will help to sustain and increase the demand on the Airport in the upcoming years. The *Kansas Aviation Economic Impact Study 2010* (KAEIS) determined that the Airport has a Total Economic Output of $437,000 per year. That estimated economic impact by the Airport is overall very positive for the City, Concordia community, State of Kansas, and the United States. The Airport's ability to economically do that should be protected and enhanced.

STEP TWO – AVAITION DEMAND FORECASTS

OBJECTIVE

Develop detailed projections of future aviation activity, by quantity and type.

RESULTS

Two (2) main aviation elements, based aircraft and aircraft operations, were evaluated to formulate aviation demand forecasts for the Airport throughout the planning horizon. Many forecast methodologies were used in conjunction with looking at the National aviation trends and the local historical trends of the Airport to produce the final forecast projections. The findings of this forecast analysis are presented in Chapter Two.

Based aircraft are anticipated to increase from the current nine (9) based aircraft to 19 based aircraft in year 2032. General Aviation operations are anticipated to increase from 3,435 operations to 8,740 operations toward the end of the planning horizon in year 2032. The forecasts also concluded that larger aircraft would become part of the future fleet mix coming into the Airport. Therefore, the critical design aircraft of the Airport is forecasted to increase from the current Airport Reference Code (ARC) of A-I (primarily single-engine and smaller twin-engine aircraft) to an ARC of B-II (larger twin-engine and turboprop aircraft and small jet aircraft).

Increases in based aircraft, General Aviation operations, and size of aircraft in the fleet mix confirm that the Airport will require several facility upgrades in order to keep up with the expanding demand on the Airport. Therefore, the following step of the Master Plan looked at whether the existing facilities were capable of handling the forecasted demands.

STEP THREE – FACILITY REQUIREMENTS

OBJECTIVE

Estimate the current and future levels of airfield capacity. Identify the facility requirements needed to meet projected demand for existing, short, intermediate, and long-term timeframes.

RESULTS

Several important facility requirements were studied (such as runway orientation and wind coverage, runway length, runway pavement strength and condition, and taxiway system) to determine what facility upgrades would be required in the planning horizon to ensure the Airport will meet the forecasted demands.

Some of the major airside facilities upgrades the City will have to construct at the Airport during the planning horizon in order to meet the future demands of the Airport are:

- Acquire land for future primary Runway 18/36 and crosswind Runway 6/24 expansions.

  Land needs to be purchased fee-for-title out to the future 35 foot Building Restriction Line (BRL) and for the future runway approaches.
- Construct a new 4,800 feet long by 75 feet wide primary Runway 18/36.
- Decommission existing primary Runway 17/35.
- Reduce decommissioned primary Runway 17/35 pavement width from 60 feet to 35 feet to serve as a parallel taxiway to new primary Runway 18/36.
- Upgrade decommissioned Runway 17/35 pavement strength for 30,000 pound Single Wheel Gear (SWG) taxiway pavement.
- Construct new connecting taxiways.

- Extend parallel taxiway to the north and south (use decommissioned primary Runway 17/35).
- Install new medium intensity runway and taxiway lighting systems.
- Install approach lighting systems on new primary Runway 18/36.
- Construct new crosswind turf Runway 6/24.
- Decommission turf crosswind Runway 12/30 and turf crosswind Runway 3/21.
- Construct one (1) 10-place Standard T-hangar.
- Construct two (2) Executive Hangars, upgrade Maintenance Hangar to accomodate ARC B-II category aircraft.

With facility requirements defined, the following step looked at different design alternatives and came up with some feasible and economically sensible plans to achieve the required Airport upgrades that facilitate the desired aviation results.

STEP FOUR – DEVELOPMENT ALTERNATIVES

OBJECTIVE

Evaluate concepts of the various alternatives for Airport development as determined by current and future facility requirements.

RESULTS

Three (3) primary and three (3) crosswind runway development alternatives along with three (3) landside development alternatives were developed to study the economic feasibility to construct the needed runway and taxiway improvements. The information on each of the development alternatives can be found in Chapter Four and drawing illustrations of the proposed improvements can be found in Appendix J with related cost estimates in Appendix K. Some of the major issues that were analyzed with each development alternative were:

- Approach visibility minimums.
- Runway approach orientation to existing objects and obstructions.
- Property needed to be acquired to construct the alternatives and the cost with acquiring that property.
- New pavement required versus use of existing pavement.
- Amount of new pavement required.
- Airport downtime for construction of ultimate Airport improvements.
- Impact to local City and County roads.
- Total cost.

All design improvements were publicly presented to the Airport Advisory Board. Primary Runway Alternative Two (P-2) and Alternative Three (P-3) proposed utilizing the existing primary Runway 17/35 as an ultimate parallel taxiway and constructing a new primary Runway 18/36 located 300 feet to the east of the existing Runway 17/35. P-2 was selected as the best primary runway alternative which expands the new runway facility to both the north and south.

The Airport Advisory Board publicly considered three (3) different "paved" Crosswind Runway alternatives which looked at different orientations for the secondary runway. It was first determined

that three (3) runways, as it currently exists, are not required or warranted for the Blosser Municpal Airport (Airport). It is important to note that the Federal Aviation Administration (FAA) will no longer financially support two (2) crosswind runways at the Airport. Then the Airport Advisory Board determined that closing surrounding public roads to allow for the construction of a new "paved" crosswind runway 4,000 feet long was not feasible.

Therefore, the Airport Advisory Board elected that it would be most beneficial for the current based aircraft and Airport users to have a turf crosswind runway. It was determined that the best orientation for the crosswind runway would be a modified version of "paved" Crosswind Runway Alternative Two (C-2) and named Crosswind Runway Alternative Four (C-4). It would first be modified to the required length for a turf runway as determined in Chapter Three. The construction of a turf crosswind runway would also not require the closure or relocation of a portion of the existing Cloud County road (N. 150th Road) located on the east side of the Airport.

Additional three (3) landside alternatives were also designed and included in the Master Plan to show possible future hangars, buildings, and apron layouts. The primary landside functions include aircraft parking apron, aircraft storage, maintenance hangars, and airport-related businesses.

The facility requirements analysis for the Airport determined the need for additional hangar space: T-hangars, Conventional Hangars and Executive Hangars to meet the demands of the planning horizon addressed in this Master Plan. The final landside alternative selected was a hybrid or combination of the design concepts presented in Landside Alternative Two (L-2) and Landside Alternative Three (L-3).

After public selection of all the above mentioned design alternatives by the Airport Advisory Board the final Airport Layout Plan (ALP) could be completed under Step Six.

STEP FIVE – AIRPORT ZONING

OBJECTIVE

All airport facilities are significant financial investments for any community or city. Therefore, as Blosser Municipal Airport (Airport) is developed and changed, it is important to have zoning regulations and ordinances in place to protect not only the City of Concordia's (City's) investments, but also public investments by the Federal Aviation Administration (FAA) and Kansas Department of Transportation (KDOT) Division of Aviation (KDOT Aviation).

RESULT

During the preparation of the Master Plan, the existing City Zoning Regulations were reviewed. The City's Zoning Regulations were first adopted in 1972. Then in 2001, the City drafted a new Airport-related zoning regulation (*Article 18 – Airport Overlay District*), but the City never adopted Article 18 because the three (3) year public zoning process determined that much more study and planning of the Airport and surrounding area was needed before the community and City could formulate and adopt good local zoning regulations for the Airport.

Therefore, as part of this Master Plan, the previously prepared Article 18 document was used as the base zoning regulation, then updated to correspond to the new Airport Layout Plan (ALP) drawings and proposed Airport configurations. The City of Concordia Planning Commission then publicly reviewed, amended, and on February 23, 2010, formally recommended the resulting Article 18 for the Airport Zoning Regulation The proposed *Article 18 - Airport Overlay District* (zoning regulation) is included as Appendix N of this Master Plan report. The City needs to proactively pursue adopting the proposed Article zoning regulations to help ensure that the Airport infrastructure and related investment is protected.

STEP SIX – AIRPORT LAYOUT PLAN

OBJECTIVE

Refine the recommended Blosser Municpal Airport (Airport) development concept into the Airport's final plan for development.

RESULT

Upon acceptance of an overall design concept and new zoning requirements for the Airport by the Airport Advisory Board, an Airport Layout Plan (ALP) could be created. The ALP is a graphical representation of the existing and future long-term developments of the Airport. Information regarding all of the various plan sheets that make up the ALP can be found in Chapter Six. The graphical drawings are located in Appendix P. The ALP involves a much more detailed analysis and design of future improvements in regards to ensuring all future improvements will meet the Federal Aviation Administration's (FAA's) design criteria as well as the criteria of Federal Aviation Regulation (FAR) Part 77 *Objections Affecting Navigable Airspace.*

Once the ALP is finalized and approved as part of this Master Plan report, it is important the City of Concordia (City), as the Airport Sponsor, understands that keeping an ALP current is a legal requirement for all airports that receive Federal funding assistance. Should the City construct any future Airport improvements or need to adapt/change their ALP due to changes in the aviation demand at the Airport, the City will need to update the ALP and obtain ALP approval from the FAA.

Upon completion of Step Six, the ALP and Capital Improvement Plan (CIP) could be developed to help the City come up with a strategic and phased plan to implement all of the future required improvements at the Airport over a 20 year period. It would be very costly to try to implement all the needed future projects in one big development project. For that reason, a phased CIP is developed in order to help the City take a more economically feasible approach to construct the ultimate Airport improvements.

STEP SEVEN – CAPITAL IMPROVEMENT PLAN

OBJECTIVE

Prepare a Capital Improvement Plan (CIP) to assist in the implementation of the recommended development plan for the Blosser Municpal Airport (Airport). Establish development priorities and schedule proposed development items and estimate development costs.

RESULT

The final step in the Master Plan process is to develop a CIP. The CIP in Chapter Seven addresses the proposed developments, as developed as part of the Airport Layout Plan (ALP), in regard to estimating the project cost and realistic scheduling for putting those developments into place. The final CIP is a tool that the City can use to strategically plan for future Airport developments and ensure that proper funding is available when it comes time to design and build the planned Airport improvements. The CIP includes cost estimates that are broken down into three phases: short term (0-5 years), intermediate term (5-10 years), and long term (10-20 years) timeframes. The 20 year CIP requires $16,755,052 of Federal Airport Improvement Program (FAIP) funding, $181,973 of Kansas Department of Transportation (KDOT) Division of Aviation funding, and $1,922,331 of local match funding.

PUBLIC INVOLVEMENT

One of the most important elements throughout this planning process was the direct involvement of those parties which are most affected by the Master Plan results. This was accomplished through multiple public meetings, public presentations and public involvement.

The City of Concordia (City) sponsored *Community Day At The Airport* on June 12, 2009. The Concordia community hosted a Blosser Municipal Airport (Airport) *Fly-In* and at that public event meetings were held at the Airport Terminal Building to discuss existing and future aviation and commercial development plans for the Airport. *Cloud County Convention & Tourism* provided a free lunch; the City provided 50 gallons of free aviation fuel for the 25th and 50th aircraft landing at the Airport event; the *Concordia Area Chamber of Commerce* and *Cloud County Community College* provided a free shuttle service for pilots and their guests; the Airport provided free courtesy car transportation, and the Fixed Base Operator (FBO) conducted tours of the newly remodeled Airport Terminal Building & Maintenance Facility. At the direction of the Airport Advisory Board, Representatives of *Alfred Benesch & Company, Inc.* (Benesch), serving as Airport Consultants, provided graphic display boards for public viewing of proposed plans for the Airport's future and conducted a public PowerPoint presentation concerning the major points of the proposed Airport Master Plan. Benesch and the Airport Advisory Board then conducted a question and answer period and addressed questions, comments, and concerns from the public in attendance. The day ended with various pilots giving free rides to the public while the Airport Advisory Board conducted an official public meeting of the Airport Advisory Board.

Working drafts of the Master Plan during its preparation were forwarded to all key City of Concordia (City) officials, including the City Manager, Director of Public Works, Director of Planning & Zoning, Finance Director, Marilyn J. Blosser as Trustee of the *Beldon M. Blosser Trust Number One*, and Airport Advisory Board Members for review and comment. The Advisory Board publicly reviewed and amended the Master Plan on a chapter-by-chapter basis. When said review was completed and possible amendments defined, the Airport Advisory Board formally voted on the approval of each Chapter before Benesch submitted a Chapter to the Federal Aviation Administration (FAA) for their review and comment. On Januway 15, 2013, the Airport Advisory Board then publicly reviewed the Master Plan in its entirety, requested text ammendments for communication purposes, and voted to recommend the Blosser Municipal Airport Master Plan 2013 Update as amended to the City Commission for consideration, possible amendment, and approval.

After its completion, the Master Plan was publicly presented to the City Commission, first at Study Sessions conducted on January 16, 2013 and January 30, 2013 then at a Public Hearing conducted on February 6, 2013. The community citizens were able to view the meeting and publicly comment.

The involvement of all the previously stated parties illustrates how important future developments at the Airport are to the City, Concordia Community and the surrounding area in the North Central Kansas Region.

CONCLUSION

During the formulation of the Blosser Municipal Airport Master Plan 2013 Update (Master Plan), the United States was undergoing one of the toughest economic recessions in several decades. Even though the U.S. economy was strained, Concordia, Cloud County, and Blosser Municipal Airport (Airport) all continue to have positive upward projections moving into the 20 year planning horizon.

The City of Concordia (City) Airport Advisory Board took a very proactive, involved role in the preparation of the Master Plan report. The ultimate destiny of the Airport will be a direct reflection on the City and Airport Advisory Board's commitment to ensuring that the visions of this Master Plan are made a reality. The validity of any planning document is only as good as the groups and personnel working hard behind the scenes to advance future developments forward. With dedicated involvement and continuous open lines of communication between the Federal Aviation Administration (FAA), Kansas Department of Transportation (KDOT) Division of Aviation (KDOT Aviation), *Alfred Benesch & Company, Inc.* and local organizations, the Airport can finance, plan and construct all future developments, which are prudently and strategically planned out as part of this Master Plan report.

This Airport Master Plan 2013 Update is a comprehensive study providing analysis of the needs at the Airport, defining the Airport's role within the regional airport system, and evaluating development alternatives to provide direction for future Airport developments. The primary objective of a Master Plan is to produce a long-term development program that will yield a safe, efficient, economical, and environmentally acceptable air transportation facility.

During formulation of this Master Plan, the Concordia community discovered that KDOT Aviation identified in its *Kansas Airport System Plan 2009* (KASP) that the population in the Concordia area is not located within 30 minutes of ground transport time to an airport meeting the essential needs of air ambulance agencies operating Airport Reference Code (ARC) B-II category, fixed wing aircraft. The KASP determined that, for a state like Kansas, where the nearest major hospital could be more than one (1) hour away by ground vehicle transportation, the services provided by air ambulance agencies are crucial to the health of the State's citizens. Those agencies transfer critically injured or ill patients from remote areas to hospitals with advanced trauma capabilities or to specialist care centers in major cities such as Wichita, Topeka, Kansas City, Denver, Omaha, etc. The KASP found it is important, wherever applicable, that the State's airport system further develops to safely handle the aircraft flown by air ambulance agencies. With that determination, the KASP formally recommends that Blosser Municipal Airport upgrade to an airport status capable of supporting air ambulance agencies using ARC B-II category, fixed wing aircraft. This Master Plan fully accommodates that State goal, which is now also a Concordia community goal.

The positive and progressive vision of the Concordia community and local healthcare professionals takes the KASP recommendation for Airport upgrades a step further by planning to locate a new 25-bed Critical Access hospital at the Airport with direct taxiway access to the primary runway. The new hospital developer, Cloud County Health Center (CCHC) believes that an Airport site location for the Critical Access hospital will save approximately 30 to 40 minutes of transport time by fixed wing air ambulance during the first *Golden Hour* of a patient that is critically injured or ill and cared for at the existing CCHC hospital facility located at 1100 Highland Drive, Concordia, Kansas. CCHC also believes that the proposed project will advance the public safety, service, and welfare of local citizens and transient people as well as being the first such private hospital facility of its kind located in the United States of America. This Master Plan fully accommodates that local vision.