



Kansas Airport Improvement Program (KAIP)

Program Guidance

Updated September 2021

KANSAS AIRPORT IMPROVEMENT PROGRAM

Program Outline

The Kansas Airport Improvement Program (KAIP) is designed to assist airport sponsors in improving and maintaining the state's system of public-use airports.

Program Strategy: Preservation and enhancement of the Kansas airport system

Program Objectives

1. Maintain the system's runway condition rating of "very good."
2. Minimize surface travel time to air ambulance pick-up locations.
3. Improve safety.
4. Enhance airport and community economic development appeal.

Airport Eligibility

The program is open to public-use airports in Kansas as defined in K.S.A. 75-5061

Project Eligibility

1. Scope of eligible projects:
 - a. Projects addressing safety and preservation concerns.
 - b. Projects focused on developmental needs identified in the Kansas Airport System Plan (KASP).
 - c. All projects deemed by the sponsor to be critical to the airport's ability to support the community.
2. Projects should be capable of completion in one year of project start and must be started within two years of grant award.
3. State funding is not intended to be used to leverage federal assistance projects *NOTE *: A one-time pilot project exemption was allowed in FY 2014 for the Federal FY 2012 projects that suddenly changed cost share amount from 5% to 10% in the middle of the fiscal year due to unforeseen Congressional action.)*
4. Grant offers shall be accepted within 120 calendar days of the initial offer. Initial offer is defined as the postmarked date of the KDOT grant offer letter.
5. All airport improvements must comply with FAA standards.

Project Types

KAIP projects are categorized into four areas.

1. System Preservation Projects
 - a. Infrastructure Improvements: Includes maintenance, repair and rehabilitation activities intended to keep existing landside and airside facilities in good, functioning condition. Routine pavement maintenance projects not requiring any changes in length, width or alignment will incorporate standard KDOT maintenance procedures and recommendations.

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

NIPIAS Note: Airports listed with the Federal Aviation Administration’s (FAA), National Plan of Integrated Airport Systems (NPIAS) must comply with FAA design standards. Utilization of engineering consultants for design and construction engineering is highly recommended. KDOT Aviation will coordinate with the FAA for compliance and certification when required.

Sponsor Participation

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

Funding ratio will be based on project types as listed below:

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

Maximum State Participation

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

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

Project Selection

The Project Evaluation Team will be designated by the Secretary of Transportation and consist of members with aviation, construction and maintenance knowledge and expertise that will enable them to assess the applications. Projects will be evaluated utilizing an objective priority system to numerically rank the applications in the appropriate categories. The team will submit its recommendations to the Secretary for approval and grant issuance.

Priority Rating System

Factors used in evaluating projects

1. Safety
2. System Preservation
3. Kansas Airport System Plan recommendations
4. Geographic remoteness
5. Discretionary
 - a. Willingness of sponsor to exceed minimum match requirements
 - b. Previous project experience
 - c. Economic impact
 - d. Other considerations not falling under previous factors

Application Process

1. Project applications are solicited for submittal or resubmittal annually between September 1-September 30. (2023 FY applications are accepted through October 31). Applications may be submitted anytime during the year but will be considered Out of Cycle and may be held for grant review under the September solicitation process. They are valid for 12 months only.
2. Sponsors are encouraged to review proposed projects with the Division of Aviation prior to submission of applications.
3. Out-of-cycle applications may be solicited to meet urgent program needs.
4. Certain types of critical projects with standard, defined scopes may be funded out-of-cycle if the budget allows. Examples include aeronautical surveys, AWOS systems and emergency repairs.
5. The selection process will be conducted in a timely manner to allow sponsors time to budget and solicit bids for the following construction season.

Letting Entity

Sponsors will be the letting entity for the projects.