



Kansas Airport Improvement Program (KAIP)

Program Guidance

Updated November 2024 to be effective January 1, 2025

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 runways to a Pavement Condition Index (PCI) of 65 or better.
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 Aviation 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. Grant offers shall be accepted within 120 calendar days of the initial offer. The initial offer is defined as date of email containing the KDOT grant offer letter. If the sponsor does not have a current email address, the initial offer is defined as the date of the letter sent via United States mail.
4. Projects must comply with applicable current FAA 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.

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 KDOT recommended maintenance procedures .

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 Projects
 - a. Equipment: Includes the purchase of equipment, such as snow removal equipment and mowers.
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.

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, Modernization, Design and Planning Projects: (90/10)
2. Equipment and Hangar Projects: (50/50)
3. Maximum State participation in local match to Federally Funded Project (50/50)

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 Standard Cycle Project Review and Evaluation Board will consist of members with aviation, construction, and maintenance knowledge, enabling them to objectively assess each project based on its merits. Part of the review and evaluation process may involve review and coordination with state and federal agencies. Projects will be evaluated using an objective system based on the Kansas Aviation System Plan (KASP) and Kansas Airport Improvement Program (KAIP) objectives and recommendations. The Evaluation Board will submit its recommendations to the Secretary for approval and grant issuance.

Factors Used in Evaluating Projects*:

- System Preservation
- Safety
- Kansas Aviation System Plan recommendations
- Air ambulance enhancement for remote locations
- Additional Considerations
 - Willingness of sponsor to exceed minimum match requirements
 - Previous project experience
 - Economic impact
 - Does the project address a pavement deficiency reflected in airport's pavement management plan?
 - Does the project address obstructions outlined in the most recent 5010 Airport Master Record inspection?
 - Has airport budgeted for and completed pavement maintenance projects within the last 5 years?
 - If NPIAS Airport: Has airport completed annual based aircraft update and CIP updates for FAA and has airport tried to remain eligible for FAA grant funding?
 - Does the airport have an updated Airport Masterplan and Airport Layout Plan?
 - Is the project reflected on the Masterplan or Airport Layout Plan?
 - Does the airport conduct outreach and community engagement?

Application Process

1. Standard Applications-

- Standard applications will be open annually January 1- January 31.
- Standard application selection will occur typically by March.
- Grant Agreement paperwork will go out by email/mail and will be due within 120 days of offer
- Once grant agreement is full executed, sponsor will receive "Notice to Proceed" from KDOT Aviation, no earlier than July 1, the beginning of KDOT's Fiscal Year.

2. Emergency or Critical Out of Cycle Applications- may be submitted anytime during the year for urgent unplanned program needs, subject to funding availability and project approval. Certain types of critical projects with standard, defined scopes may be funded out-of-cycle if the budget allows. Examples include AWOS systems or emergency repairs. Unselected Out of Cycle applications may be held for grant review under next standard application cycle.

3. Sponsors are encouraged to review proposed projects with the Division of Aviation prior to submission of applications.

4. The selection process will be conducted in a manner that should allow sponsors time to budget and solicit bids for the following construction season.

Letting Entity

Sponsors will be the letting entity for the projects.

* Special Projects

From time to time, KDOT Aviation may identify the need to support a particular type of KAIP eligible project and may reduce the sponsor match and change the selection criteria to prioritize that type of project for a specific grant cycle. These changes will be communicated prior to the beginning of the regular grant cycle.

Special Hangar Project Lottery

Hangar projects are typically difficult to fund due to limited funding and higher priority projects statewide. Hangar projects that can show a safety enhancement or economic impact may be able to compete through the standard selection process. KDOT Aviation may conduct a lottery to select a single project for funding from the other hangar projects that were not selected for funding in the standard KAIP selection process, but are otherwise justified, subject to a minimum 50/50 match requirement and a maximum state participation of \$500,000.

Information required for the Special Hangar Project Lottery will include:

1. Hangar wait list including name; contact information; aircraft N#, make, and model; current base and date of last confirmation (must be no greater than 30 days)
2. Information about airport's current tenants including any non-aeronautical use (including unairworthy aircraft)
3. Information about airport's current hangar inventory including occupancy rate
4. Airport's current rental rate
5. Surrounding airport hangar rental rate for airports within a 1 hour drive