



T-LINK – Aviation Packages

Summary of Possible Scenarios
10/13/08



Current Funding Levels

Funding for aviation in Kansas comes from a variety of sources, including Federal, State, and Local units of government. Since the Kansas Airport Improvement Program (KAIP) established \$3 million per year in state funding beginning in 2000, federal funds have averaged \$22 million annually. KAIP projects, which have been used solely for preservation, also require a local match ranging between 10 to 50% depending on the size of the community. The KAIP includes no adjustment for inflation. Based on the Consumer Price Index for Construction, the today's program needs to total \$5.5 million to make up for the loss in purchasing power since 2000.

All-weather Air Ambulance Service

Nearly all of Kansas is accessible by air ambulance when the weather is good. However, on cloudy or hot days, that accessibility drops dramatically. Factors in the service decline include runway length, width and condition, and inadequate on-field weather observation and instrument approach capabilities. The chart below summarizes some possible funding scenarios to address the all-weather air ambulance issue. NOTE: The blue highlighted portions in this paper are merely meant to emphasize a mid-level expansion of state funding. These scenarios are meant for discussion purposes and will be adjusted following the T-LINK meeting on October 14th, 2008.

All-Weather Air Ambulance Service

	Current	Annual Investment (millions)		
		\$1.5	\$3.5	\$5.2
Area coverage	42%	55%	68%	94%
Population served	84%	89%	93%	98%
New people served	-	140,000	250,000	390,000

Runway Preservation

The KAIP has dramatically increased the condition of Kansas airports. In 2000, 25% of Kansas runways were in poor condition. Today, just 5% are. As described in the chart below, the estimated federal funding available in the future will likely continue to maintain those runways that are FAA eligible. It is those that aren't, the Community and Business type airports, that will rely on state funding if they are to be well maintained.

Runway Preservation

	FAA Funding	Air- Ambulance Benefit	Annual state funds to achieve all runways rated:	
			"Fair"	"Good"
Non-eligible	\$0.0	\$0.5	\$1.2	\$1.8
FAA eligible	7.5	0.0	0.0	0.1
TOTAL	\$7.5	\$0.5	\$1.2	\$1.9

Airport Modernization

Upgrading Kansas airports to ensure that they can adequately serve their designated role is a challenge. These improvements include runway lengthening and widening, and improvements to lighting, terminals, approaches, communications, and weather stations. For bigger airports, many of these needs are being addressed with the use of federal funds, but many rural airports will rely on support from the state if they are to see modernization improvements. The chart below summarizes the need, potential federal funding, and potential state scenarios that could be used to address varying modernization need levels.

	Total Need	FAA Funding	State funds required to meet need level of:		
			50%	75%	100%
Community	\$6.3	\$2.1	\$1.0	\$1.5	\$4.2
Business	8.6	3.6	0.0	1.1	5.0
Regional	2.5	2.1	0.0	0.0	0.4
Commercial	8.6	6.4	0.0	0.0	2.2
TOTAL	\$26.0	\$14.3	\$1.0	\$2.6	\$11.8

Summary of Scenarios

The table below compiles the scenarios discussed in this document into a Low, Medium, and High scenarios.

	CTP	Low	Med	High
Air-Ambulance	\$0.0	\$1.5	\$3.5	\$5.2
Preservation	3.0	1.2	1.9	1.9
Modernization	0.0	1.0	2.1	11.8
TOTAL	\$3.0	\$3.7	\$7.5	\$18.9

Highlighted Total: \$6.4