

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Kansas, the KASP has identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Chanute - Martin Johnson Airport. Recommended development costs include projects needed to meet each of the recommendations of the Kansas Airport System Plan as well as projects from the airport's capital improvement plan (CIP). While these projects are included as part of the KASP, it is recognized that execution of these projects is dependent on the local environment.

Project Description	SHORT TERM (2009-2012)	MID TERM (2013-2019)	LONG TERM (2020-2029)	TOTAL COST
Airfield				
Runway Length		\$1,160,877		\$1,160,877
Runway Lighting		\$91,950		\$91,950
Pavement Maintenance			\$712,969	\$712,969
Navigational Aids				
Approach Lighting			\$650,000	\$650,000
REILS	\$40,000			\$40,000
Planning/Environmental				
Security Plan	\$15,000			\$15,000
Master Plan/ALP	\$150,000		\$150,000	\$300,000
Environmental Assessment	\$50,000			\$50,000
Subtotal Cost:	\$255,000	\$1,252,827	\$1,512,969	\$3,020,796

Chanute - Martin Johnson Airport is an integral component to the State's system of airports. The airport does more than serve the area's businesses and recreational needs. It provides access to our nation's air transportation network, provides community benefits, and generates economic activity.

For more information contact:



700 SW Harrison
Topeka, KS 66603-3754
785.296.2553
www.ksdot.org/divaviation/

Kansas AVIATION

Kansas Airport System Plan

CHANUTE - MARTIN JOHNSON AIRPORT

CHANUTE, KS

◆ CNU ◆



prepared by:

WilburSmith
ASSOCIATES

INTRODUCTION AND STRATEGIC APPROACH

In 2008, the Kansas Department of Transportation Division of Aviation worked to develop a comprehensive plan for its system of 142 public airports. The purpose of the Kansas Airport System Plan (KASP) is to assess the needs of the state's airports; help justify funding for airport improvements; and provide information for governmental and other entities concerning the value, use, and needs of the state's public use airports.

The KASP is intended to provide the Division of Aviation with a useful decision making tool. With annual requests for grants that far exceed available financial resources, this plan provides the Division of Aviation with information that it uses to:

- Help determine which system airports are most essential to Kansas transportation needs and economic objectives.
- Identify projects which have the greatest potential to improve the performance of the Kansas airport system.
- Demonstrate how investment improves the performance of the Kansas airport system relative to established measures and benchmarks.

This report summarizes and compiles airport specific information, findings, and recommendations from the KASP. Further, it provides a general understanding of the specific actions and improvements that will enable the airport to best fulfill its role within the KASP.

AIRPORT ROLE

Chanute - Martin Johnson Airport's role in the Kansas Airport System Plan has been identified as Business airport. Business airports accommodate local business activities and general aviation users. The FAA classifies Chanute - Martin Johns as a general aviation airport in the most recent National Plan of Integrated Airport Systems (NPIAS). As a publicly owned airport, inclusion in the NPIAS qualifies the airport for eligibility to apply for federal airport development funding.



AIRPORT FACILITIES & SERVICES

Facility and service objectives were developed for each of the five role categories of the KASP. These objectives provide guidance on the minimum level of facilities and services needed for the airport to fulfill its identified role in the system. Chanute - Martin Johnson Airport has a multiple runways. The airport's primary runway is 18/36, and is 4,225 feet long while its secondary runway, Runway 8/26, is 2,200 feet long.

The following summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.



FORECASTS

When planning for new or additional airport facilities, projections in the form of based aircraft, as well as annual operations can be helpful in determining the type and size of necessary improvements. Based aircraft numbers will reflect demand for improvements in the areas such as hangars and tie-down spaces. Operations will provide a helpful insight into necessary airfield improvements such as runways and taxiways. The table below highlights the forecast activity for Chanute - Martin Johnson Airport.

Based aircraft and annual operations are expected to grow at a compound annual rate of 0.42% over the planning period. Historical demand and local socioeconomic indicators, as well as state and national trends were reviewed in developing the airport's forecast.

ACTIVITY FORECAST SUMMARY

Activity	2007	2012	2017	2027
Based Aircraft	24	25	25	26
Annual Operations	18,615	19,009	19,412	20,243

	EXISTING	FUTURE SYSTEM OBJECTIVE	RECOMMENDATION
Airside Facilities			
Primary Runway Length (Feet)	4,225	4,000	Maintain Standard
Primary Runway Width (Feet)	75	75	Maintain Standard
Primary Runway Surface	Asphalt	Paved/All Weather Surface	Maintain Standard
Taxiway Type	Full Parallel	Turnarounds	Maintain Standard
Pavement Condition Index (PCI)	84	70 or Greater	Maintain Standard
Approach Type	Non-Precision	Non-Precision	Maintain Standard
Runway/Taxiway Lighting	MIRL	MIRL and LITL	Maintain Standard
Approach Lighting System	None	ALS, Desired	Install ALS
GVGI	2-PAPI	PAPI and REILs	Install 2-REIL
Rotating Beacon (Visual Aids)	Yes	Rotating Beacon	Maintain Standard
Wind Sock (Visual Aids)	Yes	Lighted Wind Sock	Maintain Standard
Weather	ASOS	AWOS or ASOS	Maintain Standard
GCO/RCO	Yes	GCO	Maintain Standard
Landside Facilities			
Hangar Spaces	Yes	100% of Based Aircraft	Maintain Standard
Apron Spaces	Yes	100' x 100'	Maintain Standard
Terminal	Yes	Terminal	Maintain Standard
Services			
FBO	Yes	Not an Objective	None
Auto Parking	Yes	Auto Parking	Maintain Standard
Fuel	AvGas - Yes Jet A Fuel - Yes	AvGas, Jet A as Needed	Maintain Standard
Restrooms	Yes	Restrooms	Maintain Standard
Pilot's Lounge	Yes	Pilots Lounge	Maintain Standard
Security Plan	No	Security Plan	Develop Security Plan
Snow Removal Plan	Yes	Snow Removal Plan	Maintain Standard
Ground Transportation Link	Yes	Link to Ground Transportation	Maintain Standard