

Hot Springs County Airport

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Airport Project Update

Aerial Photogrammetric images such as the one shown here and surface data has been delivered.

Terracon Engineers & Scientists have begun subsurface investigations of the site. One hundred fifty-two separate soil borings will be drilled to thoroughly examine the soil conditions for use in designing the new airport.

GDA Engineers will provide oversight of the survey and geotechnical work.

Funding Contacts and Information

Marc Miller, FAA 303.342.1282

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FAA Airport Improvement Program: <http://www.faa.gov/airports/aip/>

WYDOT Aeronautics: <http://www.dot.state.wy.us/wydot/aeronautics>

General Schedule

Land acquisition is anticipated to occur during the remainder of this year (2010). During this time, GDA Engineers will also be working on the Master Design for the project.

Phase I will include grading, drainage, access roads, and irrigation facility relocation. Construction of Phase I is anticipated to begin in late 2011.

Phase II projects include the remainder of the grading and drainage work. Construction of Phase II is anticipated to begin in mid 2012.

Phase III projects include the runway, taxiway, access roads, wildlife fencing, utility infrastructure, lighting, NAVAIDs, and AWOS. Construction of this phase is anticipated to begin in early 2013.

Phase IV projects include the completion of taxiway construction. Construction of Phase IV should begin in mid 2014.

Phase V projects include apron construction. Construction of Phase V should begin in mid 2015.

No Plane No Gain Advocacy Tools Available

An October 2010 press release on the National Business Aviation Association (NBAA) website states that new print and video advocacy tools are now available to help explain the value of business aviation to citizens, companies, and communities across the country.

The No Plane No Gain advocacy campaign is jointly sponsored by NBAA and GAMA (General Aviation Manufacturers Association) and is focused on educating policymakers and opinion leaders about the industry's many benefits. A new study by NEXA Advisors, LLC shows that small and mid-sized companies using business aviation achieved greater success in important measures of performance than comparable companies that do not use business aircraft. The study is available at www.ndaa.org/nexa-2010.

There is also a new advocacy resource available in the form of NBAA's newly updated *Business Aviation Fact Book*. The book provides a comprehensive profile of the industry with real-world information and data. The Fact Book is available at www.nbaa.org/factbook.

Four new advocacy videos in DVD and online format are

available that describe the history of business aviation, its role in the nation's economy and transportation system, its role in promoting job creation and helping companies succeed, providing transport to towns with little or no airline service, and supporting flights to help people and communities in times of crisis. The videos include:

- *Business Aviation: The Story of NBAA and the Industry*
- *Business Aviation Works*
- *No Plane No Gain: An Industry Makes Its Voice Heard*
- *Business Aviation's Airlift to Haiti*

More information about the videos can be obtained by contacting publications@nbaa.org.

NBAA President and CEO Ed Bolen stated, "We want to keep the No Plane No Gain campaign's message relevant and fresh, and as part of that effort, we continue to develop resources to help people in the industry put forward the true face of business aviation with facts, well-grounded data and illustrative profiles to highlight its many benefits."

Airport Funding

The Airport Improvement Program (AIP) was established by the Airport and Airway Improvement Act of 1982 to provide funding to airports on a priority needed basis. The FAA (Federal Aviation Administration) coordinates this program. There are several airport categories defined by the law that directs the AIP funding. The Hot Springs County Airport is considered to be a General Aviation Airport as it will not provide commercial service at this time.

Revenues that fund the AIP program are generated from taxes on aviation activity such as the sale of aviation fuel and oil, aircraft, aircraft parts, and airline tickets. The AIP is a user funded program and not funded by federal income tax dollars. The AIP funds are collected in the Airport and Airway Trust fund which is divided into several entitlements. While some of the funding is used for FAA overhead costs, the majority of the money is distributed to community airports through grants.

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Eligible projects include those improvements that enhance airport safety, capacity, security, and environmental concerns. Aviation demand at the airport must justify the projects. Eligible projects include such things as airfield lighting, land acquisition, planning studies, and weather observation stations (AWOS). Ineligible projects include such things as landscaping, marketing plans, improvements for commercial enterprises, and maintenance or repairs of buildings. Currently, 95 percent of the total cost for eligible AIP projects are paid for through the federal grant funds.



"We who fly do so for the love of flying. We are alive in the air with this miracle that lies in our hands and beneath our feet."

— Cecil Day Lewis

There are several entitlements that are included within the AIP. A non-primary entitlement of \$150,000 per year is granted to non-primary commercial service airports and general aviation airports under the current legislation. The non-primary entitlement can be stored for up to four years for larger projects. If a project exceeds that amount, it may be eligible for state apportionment funds, money granted to the State of Wyoming through the AIP program for Wyoming projects.

If the project exceeds both the non-primary and state apportionment funds available or is a high priority, it can compete on a regional level for discretionary funds.

The State of Wyoming Department of Transportation (WYDOT), Division of Aeronautics also collects funds for

aviation improvements. The State of Wyoming helps finance airport projects through the state's general budget as well. Generally, the State of Wyoming provides a three percent match to the federal AIP funding.

Local communities provide the remaining two percent funding for eligible projects. Occasionally, projects that are not eligible for AIP funding are eligible for 80/20 assistance with the State paying 80 percent of the total cost and the local community paying the remaining 20 percent.

The local community's investment in the airport helps ensure that a safe route of transportation is available into and out of the community. This includes the ability to safely land emergency aircraft such as the Intermountain Life Flight aircraft.

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