

7.0 Introduction

This chapter identifies the 20-year development plan for SGH, incorporating the facility requirements and preferred alternatives depicted on the Airport Layout Plan (ALP) drawings. This development plan provides year-to-year guidance for continued maintenance, upgrade, and expansion of Airport capital facilities and equipment, as demand warrants and within a reasonable expectation based on federal and state funding programs, and local Airport finances.

7.1 ALP Implementation Methodology

The ALP project phasing and cost estimates have been identified for the 0 to 10-year and 10 to 20-year planning phases. The project cost estimates reflect 2019-dollar amounts and are not adjusted for inflation. Overall, the cost estimates are developed for planning-level purposes, while attempting to account for administrative, design implementation, construction, and other foreseeable contingencies. It should be noted that the development plan does not represent an obligation of local Airport funds, nor does it commit federal or state funding until demonstrating proper project justification and environmental clearance. In addition, projects may require other state and local pre-construction coordination.

7.2 ALP Capital Development Programs

Exhibit 7.2-1 lists the 10-year capital projects, including phased timeframe, project description, project source, and the estimated total project costs. Overall, the capital projects are phased to facilitate systematic development over the course of the next 20 years determined as a matter of: 1) airport safety and standard requirements, 2) facility conditions and deficiencies, 3) upgrades and expansion to meet user demand, and 4) consistency with funding resources and local programming schedules. Also, the assignment of projects has been developed in close coordination with the Airport Sponsor, Federal Aviation Administration (FAA), and ODOT-Office of Aviation.

Exhibit 7.2-2 lists the 10 to 20 plus-year projects in summary. They are grouped in the following categories: Runway, Taxiway, & Apron Infrastructure Projects; Miscellaneous Airfield Infrastructure Projects; Terminal Campus Infrastructure Projects. Because of their long-term time frame, details about timing and phasing for these projects should be refined as they come closer to being realized.

Exhibit 7.2-1: 10-Year Capital Projects

10 YEAR CAPITAL IMPROVEMENT PROGRAM (CIP) FY-2020 to FY-2029												
Airport Name: Springfield - Beckley Municipal Airport												
Sponsor: City of Springfield												
Airport Three Letter ID: SGH												
Congressional District: 7												
Date prepa: 10/18/19												
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Due Date: November 12, 2019												
Item #	Description	Fiscal Year	Total Cost	Entitlement	Apportionment	Discretionary	State Non-FAA	Local	Other	PFC	Remarks/Item Justification	
	NPE Rollover 2017-2019 (Balance at end of 2019)	FY 2019		\$ 367,419								
	NPE Rollover Balance	FY 2020		\$ 517,419								
20-1	Crack Sealing RWY 6/24 (Design/Construction)	FY 2020	\$ 235,065	\$ 211,558			\$ 11,753	\$ 11,754			Pavement Surface has exceeded Design/Service Life.	
20-2	Rehabilitate RWY 15/33 Pavement Rehab. & Electrical (Design)	FY 2020	\$ 278,080	\$ 250,272			\$ 13,904	\$ 13,904			Pavement Surface has exceeded Design/Service Life.	
20-3	Obstacle Removal RWY 15 & 6 Ends (Design/Construction)	FY 2020	\$ 18,345				\$ 17,427	\$ 918			20:1 Navigable Airspace Intrusions on Primary	
	NPE Rollover	FY 2020		\$ 55,589								
	NPE Rollover Balance	FY 2021		\$ 205,589								
21-1	Rehabilitate RWY 15/33 Pavement Rehab. (Construction)	FY 2021	\$ 1,776,396	\$ 1,598,756		\$ 1,393,167	\$ 88,819	\$ 88,821			Pavement Surface has exceeded Design/Service Life.	
21-2	Rehabilitate RWY 15/33 Electrical Rehab. (Construction)	FY 2021	\$ 671,500	\$ 604,350		\$ 180,000	\$ 33,575	\$ 33,575			Electrical system has exceeded Design/Service Life.	
	NPE Rollover	FY 2021		\$ -								
	NPE Rollover Balance	FY 2022		\$ 150,000								
	NPE Rollover	FY 2022		\$ 150,000								
	NPE Rollover Balance	FY 2023		\$ 300,000								
23-1	Taxilane Relocation/Apron Expansion	FY 2023	\$ 1,030,000	\$ 927,000		\$ 777,000	\$ 51,500	\$ 51,500			Existing T-hanga facilities, building, pavements have reached there useful life.	
	NPE Rollover	FY 2023		\$ -								
	NPE Rollover Balance	FY 2024		\$ 150,000								
24-1	Wildlife Perimeter Fencing (Design)	FY 2024	\$ 72,223	\$ 65,000			\$ 3,611	\$ 3,612			Existing T-hanga facilities, building, pavements have reached there useful life.	
	NPE Rollover	FY 2024		\$ 85,000								
	NPE Rollover Balance	FY 2025		\$ 235,000								
25-1	Wildlife/Security Perimeter Fencing (Construction)	FY 2025	\$ 500,000	\$ 450,000		\$ 215,000	\$ 25,000	\$ 25,000			Wildlife report recommends completing 10' tall	
	NPE Rollover	FY 2025		\$ -								
	NPE Rollover Balance	FY 2026		\$ 150,000								
26-1	Airport Access Drive Rehabilitation and Parking Lot	FY 2026	\$ 300,000	\$ 270,000		\$ 35,000	\$ 15,000	\$ 15,000			Pavement Structure has exceeded Design/Service	
26-2	Acquire Land RWY 6 End (Purchase)	FY 2026	\$ 223,500	\$ 201,150		\$ 201,150	\$ 11,175	\$ 11,175			Land Acquisition for Airspace/Land Control	
	NPE Rollover	FY 2026		\$ -								
	NPE Rollover Balance	FY 2027		\$ 150,000								
	NPE Rollover	FY 2027		\$ 150,000								
	NPE Rollover Balance	FY 2028		\$ 300,000								
28-1	Rehabilitation of Runway 6/24 (Design)	FY 2028	\$ 550,000	\$ 495,000		\$ 195,000	\$ 27,500	\$ 27,500			Wildlife report recommends completing 10' tall	
	NPE Rollover	FY 2028		\$ -								
	NPE Rollover Balance	FY 2029		\$ 150,000								
	NPE Rollover	FY 2029		\$ 150,000								
	NPE Rollover Balance	FY 2030		\$ 300,000								
30-1	Widening of Taxiway Joliet	FY 2030	\$ 263,745	\$ 237,370			\$ 13,187	\$ 13,188				
30-2	Relocate Electrical Vault	FY 2030	\$ 500,000	\$ 87,370		\$ 24,740	\$ 25,000	\$ 387,630				
	NPE Rollover	FY 2030		\$ -								
	NPE Rollover Balance	FY 2031		\$ 150,000								
31-1	Construct Airport Maintenance Facility (Design/Construction)	FY 2031	\$ 725,000	\$ 652,500		\$ 502,500	\$ 36,250	\$ 36,250				
	NPE Rollover	FY 2031		\$ -								
	NPE Rollover Balance	FY 2032		\$ 150,000								
32-1	T-Hangar Addition and Taxilane Extension Phase 2	FY 2032	\$ 1,799,500	\$ 1,619,550		\$ 1,469,550	\$ 89,975	\$ 89,975				
32-2	New Terminal building	FY 2032	\$ 600,000	\$ 540,000		\$ 540,000	\$ 30,000	\$ 27,000				
32-3	Runway 33 OFA/BSA improvements	FY 2032	\$ 500,000	\$ 450,000		\$ 450,000	\$ 25,000	\$ 22,500				
32-4	Realign TWY C/H Design	FY 2032	\$ 70,000	\$ 63,000		\$ 63,000	\$ 3,500	\$ 3,150				
32-4	Realign TWY C/H Construction	FY 2032	\$ 1,065,000	\$ 958,500		\$ 958,500	\$ 53,250	\$ 47,925				
	NPE Rollover	FY 2032		\$ -								

Exhibit 7.2.2: 10 to 20 Plus-Year Capital Projects**Runway, Taxiway, & Apron Infrastructure Projects**

RB3 - Rehabilitate Runway 06-24 with Pavement Removal (2" Mill and Overlay with Crack Repair, Blast Pad & Shoulder Pavement Removal with Edge Lighting Relocation)	\$11,648,901
RP2 - Rehabilitate Aircraft Hangar Apron and Taxilane	\$596,329
RP1 - Rehabilitate Terminal Apron and Taxilane (Add 4 New Tie-Downs)	\$141,445
TJ1 - Relocate and Widen Taxiway J (35 ft. to 50 ft.) with relocated Edge Lighting	\$292,560
TA1 - Rehabilitate Taxiway A (2" Mill and Overlay with Crack Repair)	\$3,058,937
TB1 - Rehabilitate Taxiway B (2" Mill and Overlay with Crack Repair)	\$386,571
RB7 - Rehabilitate Runway 6-24 Runway Edge Lighting (New LED Lights/Cables)	\$1,613,526
RA6 - Rehabilitate Runway 15-33 Runway Lighting (New LED Lights/Cables)	\$932,259
RB4 - Remove Runway 06-24 ILS (LOC/GS Equipment, Shelters, and Foundations)	\$256,115
TE1 - Realign Taxiway E (Pavement and Edge Lighting)	\$598,436
TD1 - Remove Taxiway D (Pavement and Edge Lighting)	\$233,414
RA1 - Acquire Runway 33 Land Navigational Easement for New RPZ	\$82,212
RA3 - Acquire Runway 15 Land Navigational Easement for RPZ	\$503,805
RA4 - Acquire Runway 15 Land Fee with Residential Relocation for RPZ	\$338,734
RB1 - Acquire Runway 06 Land Fee with Residential Relocation for RPZ	\$244,362
RB2a - Acquire Runway 06 Land Fee with Residential Relocation for RPZ	\$188,019
RB2b - Acquire Runway 06 Land Fee with Residential Relocation for RPZ	\$198,181
RB2c - Acquire Runway 06 Land Fee with Residential Relocation for RPZ	\$102,970
RB2d - Acquire Runway 06 Land Fee with Residential Relocation for RPZ	\$38,550
RB5 - Acquire Runway 24 Land Air Navigation for RPZ	\$165,651
RB6 - Acquire Runway 24 Land Air Navigation for RPZ	\$438,004
TZ1 - Construct New 50' Taxiway H	\$1,141,254
RA5 - Reduce Runway 15-33 Width from 100 ft. to 75 ft. with Runway Edge Lighting Relocation	\$1,508,518
RA2 - Shorten Runway 33 498 ft. and Construct new 300 ft. Taxiway Connector with Midfield	\$1,341,578

Miscellaneous Airfield Infrastructure Projects

WL1 - Install Remaining Wildlife Fencing and Buried Skirt Fence (Full Perimeter)	\$162,982
WL2 - Purchase New Wildlife Mitigation Equipment	\$116,416
RW1 - Improve Runway 33 Interior Access Road (Add more aggregate and widen road)	\$789,300
RW2 - Construct New Perimeter Access Road	\$1,060,075
RW3 - Improve and Extend Hangar Access Road (Install asphalt on existing aggregate)	\$484,873
RW4 - Extend New Hangar Access Road	\$701,406
RW5 - Extend New Perimeter Access Road	\$202,913

Terminal Campus Infrastructure Projects

SI1-4 - Construct New Airport Signage Installation and Rename Peacock Road into Airport	\$69,850
TX1 - Construct New 35 ft. GA Taxilane with Fencing Relocation	\$552,953
MH1 - Build New 15,000 Sq. Ft. Maintenance Building	\$6,696,298
TP1 - Construct New Parking (Long Term Customer) Lot Construction	\$506,724
TP2 - Construct New Parking (Employee) Lot Construction	\$470,740
TP3 - Construct New Parking (Tenant) Lot Construction	\$350,109
TP4 - Expand Existing Parking (Tenant) Lot with Fencing Relocation	\$676,400
TE1 - Expand Terminal Building 3,600 Sq. Ft. with Expanded Parking Lot	\$4,006,862
FI1 - Install New 10,000 Gallon Above Ground Fuel Tank	\$199,395
TH3 - Remove 2 Existing T-Hangars, Build New 25 Unit T-Hangar with Taxilanes and Electrical	\$11,848,329
TT1 - Construct New 35 ft. T-Hangar Taxilane	\$692,126
TH1 - Build New 14 Unit T-Hangar and Taxilanes with Electrical Utilities	\$6,397,419
TH2 - Build New 10 Unit T-Hangar and Taxilanes with Electrical Utilities	\$4,786,807
BH1 - Build New 6 Unit Box Hangars and Taxilanes with Electrical Utilities and Parking	\$3,405,251
BH2 - Build New 3 Unit Box Hangars and Taxilanes with Electrical Utilities and Parking	\$1,881,209
BH3 - Build New 12 Unit Box Hangars and Taxilanes with Electrical Utilities and Parking	\$6,481,186
BH4 - Build New 5 Unit Box Hangars and Taxilanes with Electrical Utilities and Parking	\$2,533,216

Source: Connico Incorporated, 2020

7.3 ALP Capital Development Funding Sources

7.3.1 Federal Aviation Administration (FAA)

Federal Aviation Administration (FAA) grants are funded through the Aviation Trust Fund as collected through user-generated taxes (airline passenger tax, aircraft parts and fuel) and distributed in accordance with the FAA Airport Improvement Program (AIP) by entitlement formula or discretionary provisions. FAA Order 5100.38D, "Airport Improvement Program Handbook" provides guidance and sets forth policies and procedures for the administration of the Airport Improvement Program (AIP) by the Federal Aviation Administration (FAA). Statutory provisions require that AIP funds be apportioned by formula each year to specific airports or types of airports. While the AIP has been reauthorized multiple times since established by the Airport and Airway Improvement Act of 1982, including the funding adjustments and appropriation formulas to reflect national priorities, the basic AIP program has essentially remained the same.

Described below are three FAA funding sources available to SGH:

- FAA Entitlement – General aviation airports (and commercial service airports with fewer than 10,000 commercial enplanements) receive non-primary entitlements (NPE) up to \$150,000 per year. FAA entitlement funds provide for 90 percent of the cost of eligible projects with a 5 percent local and 5 percent state match required. These funds can be dedicated for AIP-eligible projects and can be carried over and accumulate up to four years. Future non-primary entitlements are anticipated to continue at the current levels for general aviation airports under future aviation FAA re-authorization acts.
- FAA Discretionary – Any remaining AIP funds at the national level not mandated by set-asides or assigned to entitlements are designated as discretionary funds and may be used for funding eligible FAA projects. Discretionary funds are airport and project specific and based on the national priority system. Eligible discretionary projects are typically those that enhance airport capacity, address noise, enhance safety and security, or are directed to certain national project priorities. The more expensive capital development projects, such as airfield pavement rehabilitation, are expected to be funded from FAA discretionary funds, which vary from year-to-year.
- FAA Apportionment – FAA funds are available to states and apportioned based on population and land mass. These funds are usually allocated and administered in some form by a state agency (e.g., a state's Department of Transportation.)

7.3.2 State of Ohio (ODOT)

Ohio has two airport grant programs administered by the ODOT Office of Aviation, which are briefly described below.

Ohio Airport Direct Grant Program: Grants issued under this program may generally be used by sponsors of publicly owned public use airports that do not receive FAA Air Carrier Enplanement Funds or Air Cargo Entitlements. Eligible projects include:

- Obstruction removal
- Pavement resurfacing/rehab – runways, taxiways and aprons
- Runway and taxiway marking
- Lighting rehab, including: Runway and taxiway lighting, Approach Lighting Systems, Runway End Identifier Lights, airport beacons, PAPI's/VASI's, and AWOS

Projects other than those mentioned above are considered on a case-by-case basis. ODOT will provide up to 95 percent of the eligible costs for construction and engineering. The Airport Sponsor is responsible for 100 percent of non-eligible construction costs and also for all costs associated with preliminary engineering, environmental studies, permits and

documents, right of way and utilities. The local match for construction is required to be cash. In-kind contributions cannot be accepted as part of the local share.

Matching Grant Program: The Matching Grant Program pays half of the non-federal share of all FAA funded projects at publicly owned airports in the State that do not receive FAA passenger or air cargo entitlements. Final cost breakout for eligible projects is 90% FAA, 5% State and 5% local.

7.3.3 Airport Local Funding

Financial resources regularly available to the Airport Sponsor include revenue-generating enterprises from the landing field, terminal building, hangars and ramps, commercial leased properties, public parking, and on-Airport farmed properties. Other possible sources of local funding include:

- Third party private financing/leasing
- Bank lending/borrowing
- Bonding
- Special interest funding/grant programs
- Special district and real estate tax financing programs (TIF)
- Taxation

The Airport's operating revenues are predominantly generated by tenant rents and user fees, which in turn, is the principle source of the Airport Sponsor's funds used to operate the airport and finance or match improvement grants. Borrowing may also occur, but ultimately it must be repaid with operating earnings.

Airport projects associated with the airfield and terminal areas are typically eligible for funding with FAA and ODOT grants, as supported by local matching funds as described in the section above. Local funding of non-eligible projects typically requires a 100 percent commitment of local Airport Sponsor dollars and can become a significant portion of total development costs. Non-eligible projects may also involve funding or financial participation from other government entities or private sources.

Airports like SGH generate most of their revenue from charging tenants and service providers, which aids in self-sufficiency. By law, Airport Sponsors are required to maintain a fee and rental structure that makes the airport as financially self-sustaining as possible considering all specific circumstances at their airports. Each airport's ability to be fully self-sustaining differs depending on their unique conditions. Striving for airport sustainability requires an airport sponsor to make reasonable efforts to maintain a fee and rental structure that would sustain the airport's expenses as much as possible.

In an effort to achieve this, airport rates and fees for aeronautical facilities (e.g., hangars, ramps, buildings, etc.) should be at fair market rate, but they do not have to be higher than a rate that reflects the cost of the services and facilities. Rates and charges for non-aeronautical use (e.g., concessions) of the airport must be based on fair market value.

Fair market pricing of airport facilities is more complex than for off airport facilities. They are often determined by what has been negotiated for similar uses of the airport or by appraisal of comparable properties. When commercial use comparables are used, the restrictions associated with the use of property on an airport has to be taken into consideration (i.e., height restrictions). The following describes typical or potential revenue sources for airports like SGH.

Leases

Airports typically own buildings, or the land the structures are on, and lease this infrastructure out to airport users. Typical buildings and infrastructure leased is done so on a monthly basis and includes the following:

- Hangars
 - Conventional hangars

- Corporate hangars
- T-hangars
- Terminal and Office space
- Tie Down / Ramp space

Leases with terms exceeding five (5) years should provide for regular review of the rates and charges and a means for implementing adjustments that reflect current values at the time of review, based on an appraisal or an index such as the Consumer Price Index.

Fees

Another traditional funding source for airports comes in the form of fees. There are many services and opportunities for which an airport can charge fees; however, too many fees will impede airport use, so compromise must be made between producing revenue and discouraging uses. Normally the larger and busier an airport is, the greater their ability is to charge fees. The laws of supply and demand come into play with airports just like the traditional forms of business. If the airport is the only airport around for the service area, then the Airport Sponsor may be able to charge higher rates. However, if competing airports nearby are charging lower rates, then customers can be siphoned away in the form of both commercial operators at the airport and individual aircraft owners. The following is a list of potential fees charged by airports that can be reviewed on a recurring basis to determine if their applicability to SGH may be appropriate at any particular point in time.

Exhibit 7.3.3-1: Various Possible Airport Fees

- Advertising fees: Fees charged for advertising on the airport.
 - Display case advertisements
 - Diorama displays
 - Advertising banners
 - Advertising on entrance road
 - Advertising – window decals
 - Advertising on airport website
- Aerial Advertising Fee: This is a fee for aircraft that are towing banners from the airport.
- Aircraft Operating Area (AOA) Commercial Vehicles and Equipment: The fee is for vehicles or equipment that may be driven or operated with the AOA.
- Airport Use Fee: This fee is typically for using the airport for things like filming, photography, or competitions and can include the following:
 - Filming, Still Photography, Testing, or Competition in Hangars
 - Outdoor Filming, Testing, or Competition
 - Outdoor Still Photography
 - Filming, Still Photography, Events in Passenger Terminal
- AOA Decal for Privately Owned Vehicles and Equipment: The fee is for vehicles or equipment that may be driven or operated with the AOA.
- AOA Decal Replacement Fee: This fee is to replace a lost decal
- Auxiliary Power Unit: These are fees for providing this equipment for either an engine start or continuous ground use.

Exhibit 7.3.3-1: Various Possible Airport Fees

- Background Check Fee: This is a fee to perform any required background check on an employee or tenant.
- Baggage Handling Fee: these are fees to handle a bag, usually to or from a vehicle to an aircraft.
- Car Rental Fees: Fees for rental car companies to provide a service at the airport.
- Catering Fee: This usually comes as a percentage of the total invoice.
- Conference Room Rental Fee: This for the rental of a conference or meeting room.
- Deicing or Anti-Icing Fee: Fees charged to spray an aircraft with deicing or anti-icing chemicals before flight.
- Driver's Training Fee: since many airport users have to drive on the airport for various reasons, the sponsors often provide driver training which includes the specific issues, dangers, requirements, etc., related to driving on an active airport. This training takes time and resources from the Airport Sponsor, so a fee is often charged for it.
- Employee Identification Badge Fee
- Escort Fee
- FBO Fee – Renewal:
- FBO Fees come in the form of:
 - Initial application fee
 - Annual license fee
 - Annual operating fee (see also opportunity fee)
- Fuel Flowage Fees: One of the largest revenue producing fees is on fuel sales and Fuel flowage fees. Airports that sell their own fuel see all the profits, while airports that have FBO's providing the fueling on the airport can still collect a fuel flowage fee from the FBO selling the fuel. The flowage fee is typically set a rate per gallon pumped.
- Hazardous Waste Spill Fee: A fee charged for any hazardous waste that is spilled on the airport, which typically includes fuel and oils.
- Helicopter Platforms: These are for pads that helicopters land on that then can be tugged into a hangar for storage overnight.
- Landing Fee: These are fees charged when an aircraft lands and are usually based on wait. If charged, they are often waived if their aircraft owner purchases a certain amount of fuel.
- Late Revenue Reporting Fee – This fee is for companies doing business with the Airport Sponsor that are required to submit revenue reports on a recurring basis and fail to meet the deadline.
- Lavatory Service: This is the fee to empty an aircraft's lavatory.
- Lease Application Fee: This type of fee can be implanted for any lease entered into on the airport.
- Lease Change Administrative: This fee can be used whenever the terms of the lease are changed and agreed to by each party.
- Lock Fees:
 - Re-key lock

Exhibit 7.3.3-1: Various Possible Airport Fees

- Replacement of lock
- Replacement of key
- Opportunity Fee: This is an additional fee to any annual permit fees and is typically a “Monthly Opportunity Fee” where a certain percent of all gross revenues arising from the permittee’s business are assessed.
- Parking:
 - Extended Period Parking Fee – This include charging for vehicles that will remain at the airport for extended periods.
 - Off-Road Vehicle Parking Fee – This is usually for large events where there is not enough airport parking.
- Remain Overnight (RON) Fees: These are fees for transient aircraft that remain overnight and are typically based on aircraft size or weight. A RON for ramp space is often waived if the aircraft owner purchases a certain amount of fuel. A RON fee can also be charged for aircraft that wish to be hangered overnight.
- Runway Safety Area Incursion Fine: This is a fee for any unauthorized entry onto the runway or its associated safety areas.
- Self-Fueling Fee: The fee is for all self-fuelers of aircraft that are owned by a lessee that is fueling their own aircraft rather than going through the FBO. These fees can include a flowage fee as described above and a self-fueling agreement fee that comes at the time of application and every renewal of the application.
- Self-Maintenance Hangar: These are hangars that can be rented hourly to perform self-maintenance.
- Sewer Hook Up Fee: This is separate connection fee charged to new users of sewer system and it is designed to cover connection costs so existing users don’t have to pay to subsidize new connections.
- Sewer Use Fee: This fee is for the collection, treatment, and disposal of wastewater and is based upon the average use of the sewage system.
- Special Event Permit Fee: Fees charged for any special event that is held on the airport.
- Vending Machine Fee: Fees charged to commercial operators to install vending machines on the premises.
- Violation Fees for Airport Tenants: These fees can include items like the following:
 - Violation of permitted use of a location,
 - Failure to maintain required hours of operation,
 - Failure to submit required documentation and reports,
 - Failure to maintain premises in a clean state,
 - Unauthorized advertising,
 - Installation of unapproved items in locations
- Wash Pad/Rack: These are fees for using an airport provided wash area that typically includes water, soap, and wastewater collection with water/oil separation.

7.3.4 Alternative Sources for Revenue Generation

As airports seek to reduce their burden on their local government budget, alternative sources of revenue have developed. Some of those sources are briefly summarized as follows:

Temporary Uses and Special Events

Because airports often have large buildings and significant areas of unused they lend themselves to a variety of temporary uses that can generate revenues. Some temporary and special event uses include the following:

- Staging areas to fight fires,
- Emergency response training events
- Equipment testing
- Air shows,
- Rodeos,
- Misc. fundraisers

The Airport Sponsor must make the airport open to aeronautical use first and foremost, but special events, if properly planned and coordinated with the FAA, can be successful and generate revenue.

Agriculture

Again, because airports often have large areas of unused land, the opportunity for agriculture revenue exists. Crops and farming machinery are subject to all airport design criteria, including horizontal and vertical clearances associated with runways, taxiways/taxilanes, and aprons. Farming operations that meet airport design standards and do not attract wildlife are permissible.

Mineral Extraction

In many areas of the country, natural mineral resources exist below airport owned land. In these cases, an Airport Sponsor can lease land to mining companies to extract these resources. Typical resources include mineral, oil, or natural gas, which can be extracted and a royalty paid to the Airport.

Utility Services

As airports develop utility systems and services to meet their users' needs, these services have the ability to generate revenue from on airport uses and potentially surrounding areas. Type of utilities can include electricity, water, and sewer services.

Additionally, the development of renewable energy systems on an airport have the potential to generate revenue or offset expenses. Solar panel arrays, low profile wind turbines, and geothermal heating and cooling systems all fall within this area. The solar panels must meet federal height and glare standards while the wind turbines must meet height standards to be approved for on airport use.

7.4 Future Development Considerations

Regular coordination with the FAA and ODOT is important to facilitate project formulation and coordinate funding in a timely manner. It is also important that the development plan generally receive support from airport tenants, major users, and the community. While the figures contained in the 10- and 20-year development plan present a reasonable initiative to implement the ALP Update recommendations, they should only be used as a planning and programming tool. All projects should be re-assessed and updated annually to include necessary justification, adjustments in project sequencing, multi-year phasing considerations, cost opinions, enabling requirements, and funding participation.

The 0 to 10-year projects should be reviewed, in particular, for phasing and engineering-level cost estimates as each project becomes more defined. The longer-term projects should be re-examined for need and justification, as these projects may change based on demand or unpredictable events. The Airport Sponsor should monitor and evaluate which long-term projects are best to accommodate tenant demands, accommodate growth, and meet federal and state requirements. In addition, it is essential that improvements be scheduled and sequenced in a manner which does not unnecessarily burden or prevent Airport operations and phased in a manner which allows runway and navigational aid improvements to be implemented in a coordinated fashion.

The following are typical Airport Sponsor responsibilities for capital project improvements, particularly when FAA Airport Improvement Program (AIP) funding or environmental National Environmental Protection Agency (NEPA) documentation is required:

- Update the FAA Airport Capital Improvement Program (ACIP) and financial documentation on a continual basis. In addition to the typical project procurement and execution responsibilities that most Airports address on a wide variety of non-airport projects, additional consideration of FAA requirements is needed for the projects listed in the ACIP.
- Verify justification supporting the project, and request FAA/State participation for projects using AIP funding. Project implementation must be demand driven to support justification for federal and state funding.
- Assure completion of the necessary environmental processing through agency coordination.
- Prepare and submit grant applications.
- Prepare and issue a Request for Qualification and selecting the consultant/engineer for the project planning, design, or environmental analysis, as applicable.
- Prepare and issue a Request for Proposals and selection for project construction, management, and related construction services; these services may be provided or assisted by the design engineer.
- Provide project administration including FAA grant maintenance and close out.