

Five specific development strategies emerged during the Master Plan process:

1. A multi-phased approach to extending Runway 15-33 by adding 400 feet in the short term for a length of 6,100 feet and an additional 900 feet in the long term for a total length of 7,000 feet;
2. Identification of airport property that may be utilized for non-aviation development;
3. Secondary taxiway access to the central T-hangar development area;
4. Redesign of the main aircraft apron to create a smoother transition from the central apron to the future east side apron;
5. Improvement of Runway 1-19 to serve as a more capable crosswind and backup runway.

In total, the program is estimated to cost \$35.09 million over the planning period. Approximately \$28.59 million is eligible for funding under the Federal Airport Improvement Program. The remaining \$6.50 million would be the responsibility of the City.

The primary issues and objectives upon which the Airport Master Plan is based will remain valid for many years. However,

flexibility is built into the plan to allow the airport to respond to changing needs or compliance requirements. Some projects, such as hangar construction, should only be undertaken as demand indicates, or should be left to the private sector. Each year, the airport is required to submit an updated list of priority projects to the FAA. The Airport Master Plan provides documentation and support for those projects identified in the capital improvement program.

### CAPITAL IMPROVEMENT PROGRAM

Project Cost	FAA Eligible	Local Share
SHORT TERM PROGRAM (0-5 years)		
\$11,980,000	\$9,756,500	\$2,223,500
INTERMEDIATE TERM PROGRAM (6-10 years)		
\$5,890,000	\$4,218,000	\$1,672,000
LONG TERM PROGRAM (11-20 years)		
\$17,490,000	\$14,611,000	\$2,879,000
TOTAL PROGRAM COSTS		
\$35,360,000	\$28,585,500	\$6,774,500

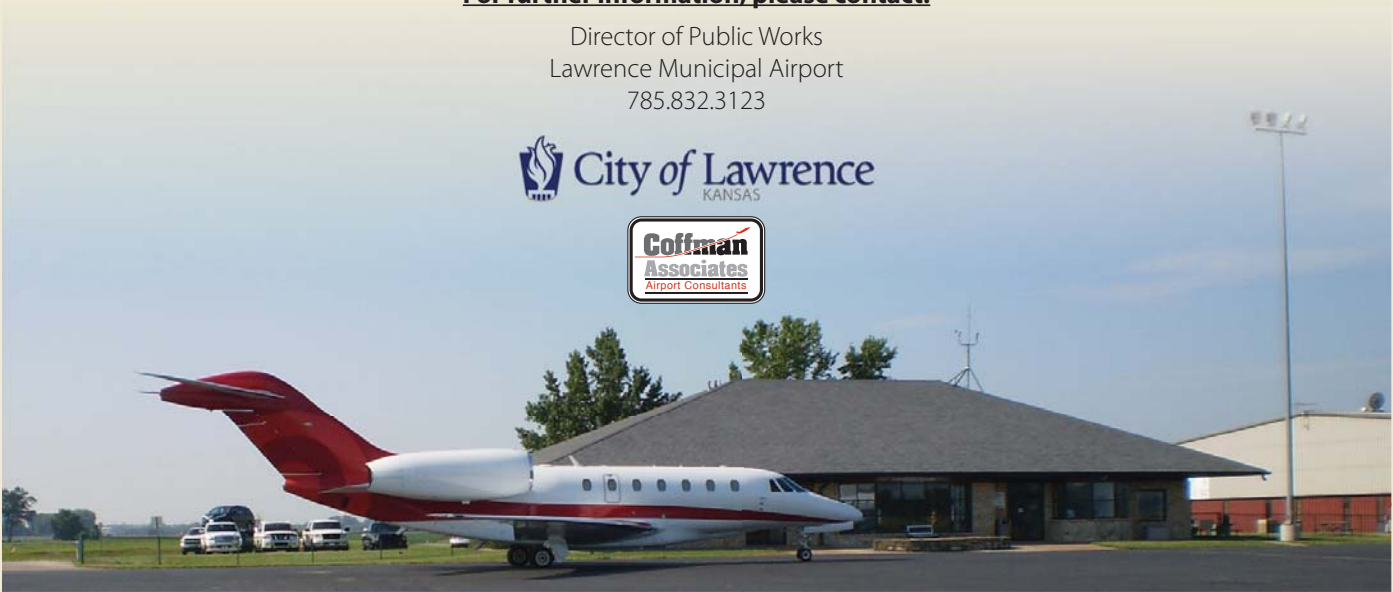
*The City of Lawrence would like to thank the individuals and organizations who participated in the development of the Lawrence Municipal Airport Master Plan.*

### Planning Advisory Committee:

- Charles F. Soules - Director of Public Works, City of Lawrence
- Richard Haig - Chairperson, Airport Advisory Board
- Gary Fish - Airport Advisory Board
- Jeff Deitering - FAA, Kansas Planner
- Tom Kern - President/CEO, Lawrence Chamber of Commerce
- Mark Thiel - Lawrence Public Works
- Sandra Day - Lawrence Planning and Development
- Ed Young - Director of Aviation, KDOT
- Lloyd Hetrick - Hetrick Air Services (Airport FBO)
- Theresa Gordzica - Airport Advisory Board/ KU Liaison
- Nancy Thellman - Chairperson, Douglas County Commission
- Roger Pine - Citizen Representative/Airport Neighbor
- Larry Kellogg - AOPA Representative
- Stanley Sneegas - Airport Advisory Board
- Rick Bryant - Airport Advisory Board

### For further information, please contact:

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Lawrence Municipal Airport  
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# LAWRENCE MUNICIPAL AIRPORT



## AIRPORT MASTER PLAN

## EXECUTIVE SUMMARY





Lawrence, Kansas has a long and rich aviation history. The airport was established in 1929 on property owned by the University of Kansas. In subsequent years numerous improvements including paving of the runways, were undertaken by both the University and through various federal grants. In 1977, the airport and the property were deeded to the City of Lawrence.

The 508-acre airport property provides a dual runway system with Runway 15-33 being 5,700 feet long and 100 feet wide. Instrument approaches are available to both runway ends with the approach to Runway 33 providing ½-mile visibility minimums. Crosswind Runway 1-19 is currently designed for visual approaches only. There are approximately 60 based aircraft, including a business jet operated by the university. The airport experiences approximately 32,700 annual operations.

The City of Lawrence has recently extended municipal water and sanitary sewer services to the airport. The availability of these utilities is intended to support future aviation related growth at the airport as well as potential commercial/industrial development on and adjacent to the airport.

FORECAST SUMMARY				
	ESTIMATE	FORECAST		
	2010	2015	2020	2030
ANNUAL OPERATIONS				
General Aviation				
Itinerant	16,800	18,251	19,858	23,487
local	13,650	14,819	16,113	19,035
Military				
Itinerant	150	150	150	150
local	0	0	0	0
Air Taxi (itinerant)	2,100	2,280	2,479	2,928
Total Itinerant	19,050	20,681	22,487	26,565
Total Local	13,650	14,819	16,113	19,035
Total Operations	32,700	35,500	38,600	45,600
BASED AIRCRAFT				
Single Engine	52	54	63	74
Multi-Engine	5	5	5	6
Turboprop	1	2	3	4
Business Jet	1	2	2	3
Helicopter	1	2	2	3
Total Based Aircraft	60	65	75	90
Annual Instrument Approaches (AIAs)	NA	414	450	531

STUDY PROCESS AND RECOMMENDATIONS

The Airport Master Plan for Lawrence Municipal Airport was begun in the summer of 2010 and finalized in August 2011. The Federal Aviation Administration (FAA) desires airports to update their master plan every five to ten years to account for changes in local demands and aviation trends. This Master Plan comes at an appropriate time since the previous Master Plan was completed in 1991 and an Airport Layout Plan and Narrative Report was completed in 2005. The airport is also poised for growth as municipal utilities have been extended to the airport. The Master Plan covers a 20-year development timeframe that is based on forecast activity levels, particularly in based aircraft and operations.

The Master Plan study was developed in three phases with a planning advisory committee (PAC) made up of community and airport stakeholders who reviewed draft working papers during the process. The FAA and the Kansas Department of Transportation (KDOT) - Division of Aviation were also active participants in the process. A public information workshop was advertised and held at the airport terminal building to involve the public and to present the major findings of the plan. With input from each of these constituencies, a final plan was put forth along with a 20-year capital improvement program.

The final recommendations of the study provide for the following summary of projects.

- SHORT TERM (Years 1-5)
  - 1 Extend Taxiway D to Runway 19 Threshold
  - 2 Drainage Plan and Preliminary Engineering (NP)
  - 3 Construct 10-Unit T-hangar
  - 4 Acquire Land (14.3 ac.)
  - 5 REILs (Rwy 15) & Two Lighted Windcones & Distance-To-Go Signs
  - 6 Rehabilitate Runway 15-33 (Mill and overlay)
  - 7 Drainage Construction (NP)
  - 8 Expand Aircraft Parking Apron (Ph1)
  - 9 EA for Runway 33 Extension (NP)
  - 10 Equipment Storage Building
  - 11 West Apron Rehabilitation
  - 12 Acquire Land for Runway 33 RPZ (3.9 ac.)
  - 13 Wetlands Mitigation (2.2 ac)
  - 14 Acquire SRE and ARFF Truck (NP)
  - 15 Extend Runway 33 by 400' (Inc. Taxiway, Hold Apron, Nav Aids)
- INTERMEDIATE TERM (Years 6-10)
  - 1 Expand Aircraft Parking Apron (Ph2)
  - 2 Install Perimeter Fencing (NP)
  - 3 Rehabilitate Taxiways A and C
  - 4 Install Apron Lighting
  - 5 Taxilane to T-Hangar Development Area
  - 6 Construct 10-unit T-hangar
  - 7 Road/Parking to T-Hangar Development Area
  - 8 Expanded Terminal Area Parking
- LONG TERM (Years 11-20)
  - 1 Master Plan Update (NP)
  - 2 Acquire Land for Runway 15-33 extension (32.9 ac)
  - 3 Apron Rehabilitation
  - 4 EA for Runway Extension (NP)
  - 5 Acquire Land for Runway 1-19 Extension (20.9 ac)
  - 6 Extend Runway 1-19 by 500' North
  - 7 Extend Runway 33 by 900' South
  - 8 Expand Aircraft Parking Apron (Ph3)
  - 9 West Side Taxilane and Apron
  - 10 Acquire Runway 15 RPZ Property (7.2 ac)
  - 11 Construct 10-unit T-hangar
  - 12 Terminal Building Addition
  - 13 KU Apron Expansion
  - 14 Aircraft Wash Rack
- NP: Not Pictured

