

**Edgar County Airport
15551 Airport Rd.
Paris, IL.
61924**

February 13th, 2012

**Ms. Rhonda Baskett
IDOT-Division of Aeronautics
Abraham Lincoln Capital Airport
One Langhorne Bond Drive
Springfield, IL. 62707-8415**

Mr. BJ Murray,

Please find enclosed a signed copy of the Airport Improvement Program - Revenue-Generating Facility Eligibility Evaluation Form.

The Edgar County Airport requests consideration to install a new 10,000 gallon above ground fuel tank and installing a new credit card reader and relocate existing fuel system to a location on a location on a proposed expanded apron.

Successfully Yours,


Jimmy Wells

**Airport Manager
15551 Airport Rd.
Paris, IL. 61944
Cell 217-251-2304
jwells@comwares.net**

AERO ENGINEERING

BJL	MP	RBB	RLH
	T&B	TLB	BMV

FEB 14 2012

ADM	GLJ	SPF	SWP
CWR	MFW	RAB	LRC
BMN	PBS	TLT	KAC



Illinois Department of Transportation

Division of Aeronautics

TIPS: Fiscal Years 2013-2017

DETAILED PROJECT JUSTIFICATION / DESCRIPTION

AIRPORT NAME: Edgar County Airport

ASSOCIATED CITY: Paris, Illinois

PROJECT TITLE:

Relocate Fuel Tanks and Apron Expansion
Priority 1
FY 2013

PROJECT DESCRIPTION:

Acquire and install a new 10,000 gallon above ground fuel tank with credit card reader, relocate the existing fuel tanks and expand the apron to accommodate more aircraft and safer aircraft movement.

DETAILED PROJECT JUSTIFICATION/ DESCRIPTION:

The Edgar County Airport can no longer keep up with Jet A fuel demands of its based aircraft. The based users regularly use all JET A fuel in the existing 1,000 gallon tank and are forced to purchase fuel elsewhere. The acquisition and relocation of the fuel tanks was previously programmed for 2012, however the airport deferred the project with intent to include in a larger project associated with expanding the aircraft parking apron.

Traffic at the Edgar County Airport continues to increase making the existing apron congested and cumbersome. Additional apron space will accommodate safe aircraft movement and additional tie-down areas. The attached form, "Apron Size Calculations for Transient Aircraft" which follows the guide lines of Appendix 5 of AC 150/5300-13, was completed based on the following information from the Airport Manager.

PRG has:

- 35 based aircraft – including all hangar space and tie-down areas
- 8 aircraft on waiting list
- Estimated 15-25 daily operations (5,475- 9,125 annual) includes transient and based aircraft
- Fuel sales:
 - Jet A, +/- 2,500 gal/ mos
 - 100 LL, +/- 3,000 gal/ mos
- Largest aircraft regularly using facility is a Challenger 300 and a King Air, every 2 or 3 months.
- Busiest Month for fuel sales/ops is June accounting for approximately 20% of annual ops.

The form recommends an apron size of 3,176 square yards for transient aircraft.

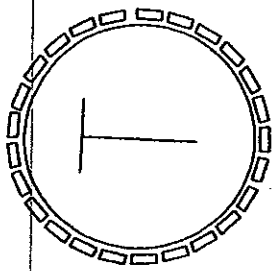
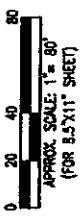
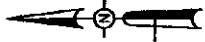
Furthermore, according to Appendix 5 for AC 150/5300-13; the apron area required for based aircraft is calculated separately. Of the 35 based aircraft, 24 are in existing hangar space leaving 11 to tie-down areas (8 in pavement and 3 in turf areas) all desire to have pavement Tie-down locations. According to paragraph 3d, 300 square yards per airplane is recommended. Therefore 11 airplanes * 300 Sq

yds/airplane is 3,300 square yards of pavement. Paragraph 3e suggests an additional 10 percent be included to accommodate short term growth. $3,300 * 1.10 = 3,630$ sq yd of apron for based aircraft.

Therefore, the calculations justify a total recommended apron size of approximately 6,806 square yards.

The Edgar County Airport currently has approximately 3,000 square yards of apron area, which according to the above calculations will accommodate the current 8 in-pavement tie-down areas but nothing more. The calculations support the airport's request for apron space especially when a significant amount of itinerant operations are occurring. And explains the congestion and bottle necking that are commonly occurring at the Edgar County Airport.

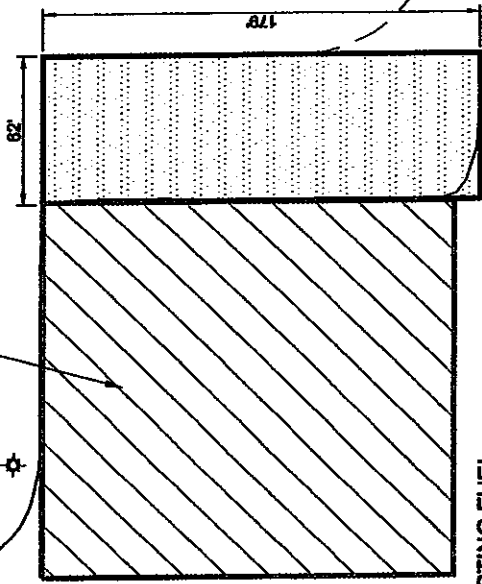
The proposed project will provide enough paved apron to accommodate the existing based aircraft and the transient aircraft in accordance with the referenced Advisory Circular while allowing for safe aircraft movement and fueling operations.
(See attached sketch).



PROPOSED APRON

PROPOSED FUEL FARM

EXISTING APRON 3000 S.Y.



EXISTING FUEL TANKS TO BE RELOCATED

170'

211'

EXISTING TAXIWAY A

Hanson Professional Services Inc. 2012

PROJECT SKETCH

PROPOSED APRON EXPANSION AND FUEL TANK RELOCATION



EDGAR COUNTY AIRPORT
EDGAR COUNTY BOARD
PARIS, EDGAR COUNTY, ILLINOIS
AIRPORT IMPROVEMENT PROGRAM 2013 - 2017

SUMMARY

Project Scope

The Edgar County Airport requests consideration for allocating a portion of their Non-Primary Entitlements to install a new 10,000 gallon above ground fuel tank and relocate the existing fuel system to a location on a proposed expanded apron.

Airside Development Needs

The Edgar County Airport has adequately maintained and improved the airfield using a combination of local, state and federal funding. Recent grants have been used in updating the Airport Layout Plan, environmental assessments and airfield pavement rehabilitation. In 2004, a project was completed that rehabilitated the runway, taxiway and aircraft parking apron improving those Pavement Condition Indexes (PCI) to 100. All critical airfield pavements at the Edgar County Airport have a PCI rating of 84 or better. A new crosswind runway is currently under construction and will be completed spring 2012. Revenue generated from the proposed fuel sales will be used for funding the local share of improvements to the airport and on-going operation, maintenance, and development of the airport pavements and equipment.

The requests for discretionary funding assistance in the Airport's Program for FY-2013 are for an apron expansion that is associated with the relocation of the fuel tanks.

Revenue Production

Evaluation of current demand for fuel and the additional capacity provided by the proposed fuel tank, the Airport expects to sell approximately 2,000 to 2,500 gallon of Jet A fuel per month and 3,000 gallon of 100 LL per month. The average cost of 100LL Avgas per gallon within 50 miles of the Edgar County Airport is \$3.59. Currently, the fuel cost at the Edgar County Airport is \$4.00 per gallon. Therefore, the projected revenue from fuel sales is expected to be approximately \$200,000 to \$240,000 annually. Yearly operating cost of the fuel facility is estimated to be \$5,000 for utilities, insurance, and maintenance. Profit recognized by the airport would be net revenue minus operating cost and the airport's fuel cost.

Rules and Regulations

The proposed project will be installed, operated, and maintained in compliance with all applicable laws and regulations at the Federal, state, and local levels.



U.S. Department
of Transportation
**Federal Aviation
Administration**

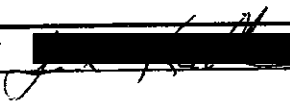
Airport Improvement Program

Revenue-Generating Facility Eligibility Evaluation Form

Airports Division
Great Lakes Region

The purpose of this form is to offer guidance to Great Lakes Region Airports District Offices (ADO's) in evaluating the eligibility of a given project or facility for AIP funding under FAA Order 5100.38B, "AIP Handbook," Change 2 issued May 16, 2005, Paragraph 526 (page 72). This form does not replace or supersede any statute or regulation, and it is not required; however, it may help expedite the evaluation by ADO and/or Regional Office staff. In order to make a final determination, the FAA may require further information. Please review instructions before submitting this form and requested attachments.

TO BE COMPLETED BY SPONSOR

Airport and Location	Edgar County Airport – Paris, Illinois		
Airport Sponsor	Edgar County Board		
Proposed Project	Install one New 10,000 gallon above ground fuel tank and relocate existing system and expand the aircraft parking apron.		
Will the Airport Sponsor Own the Facility?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Will the Airport Sponsor Operate the Facility?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
If "No," Describe Business Arrangement With Facility Manager	N/A		
Will the Facility be Available for Public Use?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Describe Other Existing, Comparable Facilities, Ownership and Demand	High demand by airport users for additional fuel capacity at the airport.		
Projected Finances	Annual Costs¹ [\$5,000]	Annual Revenues	[\$200,000]
Date of Current ALP	6-20-2007	Proposed Project on ALP?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<i>If proposed project not on current ALP, attach explanation including timeframe for amendment/submission.</i>			
Lowest Current Pavement Condition Index (PCI) or Equivalent Standard Metric	73		
All Pavement and NAVAID Project Funding Identified for Next Three (3) Years?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
All other Critical Airside Project Funding Identified for Next Three (3) Years?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Date Submitted			
Prepared By	Jim Keller		Signature²
	Chairman		Telephone [217] 463-8365
	Edgar County Board		

Agency Action *(to be completed only by FAA or designated state agency)*

Disposition	<input type="checkbox"/> Approved	<input type="checkbox"/> Approved conditionally (explain below)	<input type="checkbox"/> Ineligible
Explanation			
Authorized Official			Telephone

¹ Including any ongoing capital costs (e.g., debt service)
² Signature not required if completed form is transmitted via email from the named preparer



Airport Improvement Program

Revenue-Generating Facility Eligibility Evaluation Form

Airports Division
Great Lakes Region

Background: The current reauthorization for the FAA, "Vision100 – Century of Aviation Reauthorization Act," included a provision that allowed the use of Federal AIP funds for revenue-producing facilities, such as hangars or fuel farms. Specifically, the law states "The Secretary may decide that the costs of revenue producing aeronautical support facilities, including fuel farms and hangars, are allowable for an airport development project at a nonprimary airport if the Government's share of such costs is paid only with funds apportioned to the airport sponsor under section 47114 (d)(3)(A) and if the Secretary determines that the sponsor has made adequate provision for financing airside needs of the airport."

Project funding: The Federal share of the cost of these revenue-producing facilities can only be funded with nonprimary entitlements. State apportionment or discretionary funds cannot be used for the Federal share of these project costs.

Types of facilities: Current policy limits eligibility to hangars and fueling facilities as revenue-producing facilities. Other types of facilities may be addressed on a case-by-case basis. The intent of the program is to support the construction of new facilities; however, the acquisition of existing facilities will be addressed on a case-by-case basis and requires approval from FAA headquarters.

Airside development needs: The law requires that the FAA must determine if the sponsor has made adequate provision for funding the airport's airside needs before a grant can be issued for the construction of these revenue-producing facilities. In order for that determination to be completed, the sponsor must provide documentation outlining the airport's airside development needs and a financial plan for addressing those needs. As an example, a low PCI rating would indicate a need to invest in the airport's runways before investing in a revenue-producing facility. The financial plan can include AIP funding, but such funding should not be relied on as the primary means for financing since it would appear that the sponsor would be using its entitlements for lower priority work in order to fund revenue-producing facilities. In addition, if an airport's capital improvement plan identifies a need for discretionary funding in the next three years, then the use of AIP funds for revenue-producing facilities will generally not be approved.

Revenue production: The intent of the law is to provide for the construction of facilities to generate additional revenue for the operation, maintenance, and development of nonprimary airports. Since a development project funded under this provision will be a revenue-producing facility, a business plan shall be submitted to the ADO to determine the eligibility of the project. This plan should provide sufficient information regarding annual revenues as well as total capital and operating expenses for the ADO to make a suitable eligibility determination.

Business plan: Although no specific format for this plan is required, it will facilitate the review process if sponsors submit the following information:

1. **What is the need for this facility?** The business plan should demonstrate that there is sufficient demand for this facility. This justification should include documentation that supports the need, such as requests or letters of intent to rent hangar space. For fueling facilities, the documentation should provide a sound basis for the amount of fuel to be sold on an annual basis.

2. **What revenue will this facility produce?** The business plan should demonstrate that the airport will be receiving appropriate revenues from the facility. For hangars, the plan should show the rental fees for hangar space and the basis for determining those fees. For fueling facilities, the plan should show the amount of projected fuel sales, the amount of revenue to be received from each gallon, and the basis used to determine that amount. The plan should show how the revenue earned from this facility will contribute to the self-sufficiency of the airport. The plan should identify other entities on the airport that are providing similar services and should also show any impacts to the revenue received from those entities.

3. **What are the costs for the facility?** The business plan shall provide details on annual operating costs, such as utilities, insurance, and maintenance. The plan should also describe how the sponsor will



Airport Improvement Program

Revenue-Generating Facility Eligibility Evaluation Form

Airports Division
Great Lakes Region

manage the facility and the incoming revenue. Equally important, the plan should address the capital costs for the facility. For example, will the facility generate sufficient revenue to amortize the facility's construction cost over a 30-year period? What financial obligations or expenses will the sponsor incur to provide the sponsor's share of the project costs?

4. **Project Description:** The business plan shall include a comprehensive description of the planned project, including construction details and drawings that show location of the planned project. This description should also include an estimate of costs.

5. **Does the project comply with all rules and regulations?** The business plan shall include the sponsor's certification that the project will comply with all appropriate laws and regulations. This is particularly important in the case of fueling facilities where a variety of environmental laws and rules are involved. The use of Federal funds to construct or improve the facility requires that the facility and its operation comply with all applicable laws and regulations at the Federal, state, and local level.

Documents to be submitted: The following documents shall be submitted to the FAA before the project's eligibility for AIP funding can be approved:

1. Completed "Revenue-Generating Facility Eligibility Evaluation Form";
2. Statement on airside development needs and financial plan;
3. Project description with drawings; and
4. Business plan for the proposed facility.

Insufficient or incomplete documentation may require additional information from the sponsor or may result in a determination that the proposed project is ineligible for AIP funding.

Notes:

1. In addition, any other aspects of the proposed eligibility determination will be based on current AIP eligibility guidelines as described in Order 5100.38B.
2. All projects approved under this provision must be identified on an approved ALP. Construction of these facilities cannot proceed until an approved airspace review has been received.
3. Sponsors must maintain complete documentation of all revenue received from these facilities, since the FAA may periodically review those records to ensure that the airport is receiving all net revenues pursuant to the business plan.

Apron Size Calculations for Transient Aircraft

Airport Location Edgar County Airport
Paris, Illinois

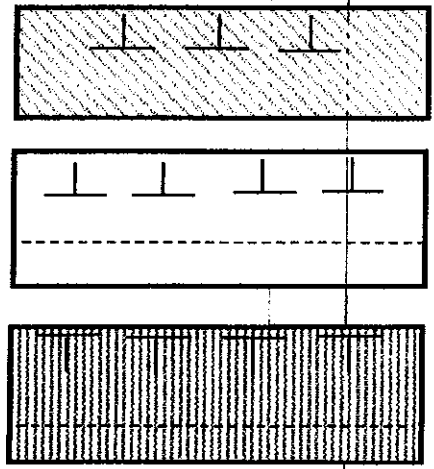
Existing Apron
 # square yards → 3,000

Calculations are based upon guidance established within Appendix 5 to AC 150/5300-13. User may calculate size of apron based upon total annual ops or user may develop an estimate of annual operations based upon number of based aircraft.

	<u>Based Aircraft</u>	OR	<u>Total Annual Ops</u>
1. Calculate the total annual operations			
Enter number of based aircraft →	<input style="width: 50px;" type="text" value="35"/>		
Enter number of operations per aircraft ¹ →	<input style="width: 50px;" type="text" value="250"/>		
Total Annual Operations →	<input style="width: 50px;" type="text" value="8,750"/>		<input style="width: 50px;" type="text" value="0"/>
2. Busiest Month (% of Annual Ops) ²			
Enter % of Annual Ops that occur in busiest month →	<input style="width: 50px;" type="text" value="20"/>		
Busiest Month Operations →	<input style="width: 50px;" type="text" value="1,750"/>		<input style="width: 50px;" type="text" value="0"/>
3. Busiest Day (10% > Avg Day)			
Enter Busiest Month (e.g. August) →	<input style="width: 50px;" type="text" value="Jun"/>		
Avg Day Busy Month →	<input style="width: 50px;" type="text" value="58"/>		<input style="width: 50px;" type="text" value="0"/>
Busiest Day 10% > avg. day →	<input style="width: 50px;" type="text" value="64"/>		<input style="width: 50px;" type="text" value="0"/>
4. # Itinerant Aircraft			
Enter % of Itinerant Operations ³ →	<input style="width: 50px;" type="text" value="50"/>		
# Itinerant Aircraft operations →	<input style="width: 50px;" type="text" value="32"/>		<input style="width: 50px;" type="text" value="0"/>
# Itinerant Aircraft Landing Operations →	<input style="width: 50px;" type="text" value="16"/>		<input style="width: 50px;" type="text" value="0"/>
Enter % of Itinerant Operations on ground →	<input style="width: 50px;" type="text" value="50"/>		
# Itinerant AC on ground (assume 50%) →	<input style="width: 50px;" type="text" value="8"/>		<input style="width: 50px;" type="text" value="0"/>
5. Apron area			
# square yards per aircraft ⁴ →	<input style="width: 50px;" type="text" value="360"/>		
Apron Area (sq yds) →	<input style="width: 50px;" type="text" value="2,888"/>		<input style="width: 50px;" type="text" value="0"/>
6. Planned Apron (10% >)			
# square yards →	<input style="width: 50px;" type="text" value="3,176"/>		<input style="width: 50px;" type="text" value="0"/>

NOTES:

1. Ops/Based Aircraft:
 Small GA-250 Med GA-350 Reliever-450 Busy Reliever-750
2. Amount of activity can be determined from fuel sales or from actual operations counts. For example if month with highest fuel sales accounts for 20% of annual sales, use 20% of annual as busy month. If actual traffic counts available, use those.
3. Assume 50% of operations are itinerant if no records are available.
4. Planning areas shown assume 10' clearance between wingtips. Taxilane @ edge places taxilane on edge of apron.
5. Users requiring assistance or reasonable accommodation may contact the FAA Central Region at 816-329-2600.



	w/o Taxilane	w/Taxilane @ edge	w/Taxilane
Apron Area			
Group I	360	755	960
Group II	490	1,075	1,385



Illinois Department of Transportation
Division of Aeronautics

2013 TRANSPORTATION IMPROVEMENT PROGRAM
ESTIMATE OF WORK

Airport Name:	Edgar County Airport		
Associated City:	Paris		
Year Requested:	2013	Sponsor Priority:	1

PROJECT TITLE:	
Relocate Fuel Tanks and Apron Expansion	

Estimate of Work					Potential DBE	
ITEM	QUANTITY		UNIT PRICE	PRICE	\$	%
	#	Unit(s)	\$ / Unit			

EXCAVATION

Clearing/Grubbing			/			
Earthwork	1910	CY	\$10.00 / CY	\$19,100.00	\$1,910.00	10.00%

DRAINAGE

Underdrains			/			
Pipe			/			
Curb and Gutter			/			
Special Structures	1	EA	\$500.00 / EA	\$500.00		

PAVING

Subbase Preparation	5560	SY	\$7.77 / SY	\$43,201.20		
401			/			
501	5560	SY	\$65.00 / SY	\$361,400.00	\$36,140.00	10.00%
Seal Coat			/			
Crack Filling			/			
Panel Replacement			/			
Pavement Removal	220	SY	\$51.63 / SY	\$11,358.60	\$11,358.60	100.00%
Grooving			/			
Special (Pavement Preparation)	100	SY	\$65.00 / SY	\$6,500.00	\$6,500.00	100.00%

LIGHTING

Fixtures, Signs (New/Relocated)	2	EA	\$750.00 / EA	\$1,500.00		
Cable & Transformers			/			
Regulators			/			
Vault Rehabilitation/Work	1	LS	\$20,000.00 / LS	\$20,000.00		
Special			/			

LANDSCAPING

Seeding/Mulching/Blanket	1.5	AC	\$3,500.00 / AC	\$5,250.00	\$5,250.00	100.00%
Sodding			/			
Watering			/			
Special (Wetlands)			/			

FENCING

Class C			/			
Class E			/			
Gates (Manual/Electric)			/			

OTHER / MISC.

Marking	1120	SF	\$1.50 / SF	\$1,680.00	\$1,680.00	100.00%
Tiedown	24	EA	\$350.00 / EA	\$8,400.00	\$8,400.00	100.00%
Demolition			/			
Other Specialty Items (1	LS	\$78,500.00 / LS	\$78,500.00		
Erosion Control	1	LS	\$5,380.00 / LS	\$5,380.00	\$5,380.00	100.00%
Engineering/Contingency/Admin.	1	LS	\$155,687.00 / LS	\$155,687.00		
Studies (EIS, Drainage, M.P.)			/			
Land Acquisition			/			

TOTAL COST:	Potential DBE	
	\$	%
	\$718,456.80	10.66%