

Build Kansas Fund | Fiscal Year 2026

Application Package | Memo



To: Representative Troy Waymaster, Chair, Build Kansas
Advisory Committee
Chardae Caine, Kansas Legislative Research Department
Shauna Wake, Office of the Kansas State Treasurer

From: Shawn Wesner, Executive Director, Kansas Infrastructure Hub

RE: **2026-201-GPDI Syracuse-Hamilton County Airport Commission**

Date: July 16, 2026

Attached, please find an application made to the Build Kansas Fund by the Syracuse-Hamilton County Airport Commission. The application packet includes the following items:

- Coversheet – provides a high-level overview of the application including a unique identification number, page 1 of 24 of the Build Kansas Fund Application Package.
- Build Kansas Fund Application – includes information submitted with the Build Kansas Fund Application, pages 2-8. Page 9 provides the table of funding sources and zip codes served by the project.
- Attachments – Project executive summary, pages 10-24.

Project Overview

The Syracuse-Hamilton County Airport Commission seeks funding from the U.S. Department of Transportation for funding available through the Airport Infrastructure Grants (AIG) program for their Syracuse-Hamilton County Airport (3K3) - Replace Runway 18-36 MIREL & PAPI Systems and Replace Airport Rotating Beacon project which includes replacing runway lighting, PAPI systems, and the airport rotating beacon to improve airfield visibility, enhance aviation safety, and support reliable airport operations at Syracuse-Hamilton County Airport.

This opportunity is a formula IIJA program with a local match requirement of 5% of the total project cost. The entity is requesting \$23,892.50 from the Build Kansas Fund, and is providing a local cash match of \$1,257.50. This request has the potential to unlock \$477,848.00 in federal funds, for a total project cost of \$502,998.00.

The deadline was May 29, 2026, and this Build Kansas Fund application was received on May 13, 2026.

Previously Awarded BKF

Program/Fiscal Year	BKF Amount	Federal Award Status	BKF Status
N/A	N/A	N/A	N/A

Build Kansas Fund Steering Committee Recommendation

The Build Kansas Fund Steering Committee reviewed this application on May 27, 2026 following a successful completeness check. The Steering Committee **RECOMMENDS APPROVAL** of Build Kansas Funding to the Build Kansas Advisory Committee for final advice.

Build Kansas Fund | Fiscal Year 2026

Application Package | Coversheet



Build Kansas Fund Application Number	2026-201-GPDI		
Applicant Name	Syracuse-Hamilton County Airport Commission		
Application Date Received	5/13/2026		
Project Name	Syracuse-Hamilton County Airport (3K3) - Replace Runway 18-36 MIREL & PAPI Systems and Replace Airport Rotating Beacon		
Project Description	Replace runway lighting, PAPI systems, and the airport rotating beacon to improve airfield visibility, enhance aviation safety, and support reliable airport operations at Syracuse-Hamilton County Airport.		
Entity Type	County Government		
Economic Development District (EDD)	Great Plains Development, Inc.		
Infrastructure Sector(s)	Transportation		
IIJA Program	Airport Infrastructure Grant (AIG)		
IIJA Program Type	Formula		
Application Type	Implementation		
IIJA Application Deadline	5/29/2026		
Build Kansas Fund Request	\$23,892.50		
Technical Assistance Received	General	Yes ☒	No ☐
	IIJA Application	Yes ☒	No ☐
	Build Kansas Fund Application	Yes ☒	No ☐
Application Notes	Build Kansas Fund contribution of \$23,892.50 will unlock \$477,848.00 in federal IIJA funding, with a local cash contribution of \$1,257.50, for a total project cost of \$502,998.00.		
Previously Awarded BKF Applications (If Applicable)	Program/FY	BKF Amount	Status
	N/A	N/A	N/A
Steering Committee Funding Recommendation	5/27/2026 Recommend ☒ Declined ☐		
Advisory Committee Funding Recommendation	7/16/2026 Recommend ☐ Declined ☐		

Title	Syracuse-Hamilton County Airport Commission	05/13/2026
	by Ian Wright in Build Kansas Fund Application	id. 54107337
	iwright@hwlochner.com	

Original Submission	05/13/2026
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Score	n/a
Part 1: Applicant Information	
The name of the entity applying for the Build Kansas Fund:	Syracuse-Hamilton County Airport Commission
Project Name:	Syracuse-Hamilton County Airport (3K3) - Replace Runway 18-36 MIRL & PAPI Systems and Replace Airport Rotating Beacon
Entity type:	County Government
Entity Population:	2,491
Applicant Contact Name:	Steve Phillips
Applicant Contact Position/Title:	Airport Manager
Applicant Contact Telephone Number:	+16203844222
Applicant Contact Email Address:	k3k3airport@outlook.com
Applicant Contact Address:	1301 N. Main Street
Applicant Contact Address Line 2 (optional):	PO Box 1136
Applicant Contact City:	Syracuse

Applicant Contact State: Kansas

Applicant Contact Zip Code: 67878

Is the Project Contact the same as the Applicant Contact? No

Project Contact Name: Ian Wright

Project Contact Position/Title: Project Manager

Project Contact Telephone Number: +13165189244

Project Contact Email Address: iwright@hwlochner.com

Project Contact Address: 15717 College Boulevard

Project Contact Address Line 2 (optional):

Project Contact City: Lenexa

Project Contact State: Kansas

Project Contact Zip Code: 66219

Part 2: Build Kansas Fund - Eligibility Criteria

Certify that you are pursuing an Infrastructure Investment and Jobs Act (IIJA) funding opportunity for which your entity is eligible: Yes

Certify that the Infrastructure Investment and Jobs Act (IIJA) funding opportunity you are pursuing has a required non-federal match component:

Yes

What is the primary county that the project will occur in?

Hamilton County

The Build Kansas Fund is intended to support Kansas-based infrastructure projects. Please provide a list of all the zip codes this project will be located in, along with an estimated percent [%] of the project located in that zip code. For example, if seeking funding for road infrastructure, provide a rough percent of the roads expected in each zip code:

[Zip Code Percentage.xlsx](#)

Part 3: Infrastructure Investment and Jobs Act (IIJA) - Grant Application Information Please Note: This information is related to the federal Infrastructure Investment and Jobs Act (IIJA) funding opportunity to which you will apply. This is NOT information for the Build Kansas Match Fund.

Please enter the Infrastructure Investment and Jobs Act (IIJA) funding opportunity title that the entity is applying for:

IIJA Airport Infrastructure Grant Funding

What is the funding agency for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?

Federal Aviation Administration

What is the Assistance Listing Number (ALN) for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?

20.117

What is the federal application due date for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?

5/29/2026

Application Type: Implementation

What is the federal fiscal year for this Infrastructure Investment and Jobs Act (IIJA) funding opportunity?

2026

Enter the amount of funding being applied for, from the Infrastructure Investment and Jobs Act (IIJA) funding opportunity:

\$477,848.00 for a total project cost of \$502,998.00

Enter the total project cost:

\$502,998.00

Enter the required non-federal match percentage:

5%

Part 4: Build Kansas Fund - Match Application Information Beginning in July 2024 and moving forward, eligible applicants are expected to contribute a portion of the non-Federal match requirement. This contribution can be in the form of cash and/or in-kind contributions. The goal is to demonstrate the applicant's commitment to the project. The contribution should be significant enough relative to the Build Kansas Fund request. For a local public entity, 5% of the non-federal match is a good guideline, but not a requirement. See Build Kansas Fund Program Guidance for exceptions and more information.

Enter the non-federal cash match amount being requested from the Build Kansas Fund:

\$23,892.50 for a total project cost of \$502,998.00

Enter the non-federal cash match amount being provided by the eligible applicant, if applicable: \$1,257.50 for a total project cost of \$502,998.00

Enter the estimated value of the non-federal in-kind match amount being provided by the eligible applicant, if applicable: 0

Expected breakdown of funding sources to support the project: Enter the funding source and projected amount from each source to support this project:

[Kansas+DOT+table_V2.xlsx](#)

Part 5: Build Kansas Fund - Means Test and Eligible Applicant Match

What other available funding sources that are currently planned to go unused by your entity will be leveraged for this project? N/A

Will any American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies be used for the non-federal match? N/A

What other sources of in-kind match will be leveraged for this project? Please list and include the actual or estimated value of each. N/A

What other funding sources (local, federal, or non-federal) will be used for this match?

N/A

Describe your efforts to find other available funding sources for this project:

The IIJA (formerly Bipartisan Infrastructure Law (BIL)) local match to the federal grant has been planned for utilizing local funding mechanisms. At this point in time and throughout past research, there are no known funding sources available (federal or local) that could fund the BIL local match.

Part 6: Additional Information

Please upload a draft or final version of the Infrastructure Investment and Jobs Act (IIJA) program grant application associated with this request OR an executive summary providing an overview of the project:

[26426_3K3_Executive_Summary.pdf](#)

Provide any additional information about this project not covered in previous sections of this application (optional):

Total Project Cost (AIP+AIG+Local): \$1,085,000

AIP-NPE Funds: \$435,139

Local Match to AIP-NPE Funds: \$22,903

FUTURE AIP-NPE Funds: \$111,564

FUTURE Local Match to AIP-NPE Funds: \$12,396

AIG-BIL/IIJA Funds: \$477,848

Local Match to AIG-BIL/IIJA Funds: \$25,150

Build Kansas Fund Request: \$23,892.50

Local Match to Build Kansas Fund Request: \$1,257.50

Part 7: Terms and Conditions

Understanding of Fund Release Requirements:

checked

Understanding of Use of Funds:

checked

Understanding of Reporting Requirements:

checked

Authority to Make Grant Application:

checked

Persons and Titles: Ian
The following Wright
persons are
responsible for
making this Build
Kansas Fund
application.

Position/Title: Project Manager

Additional:

Position/Title:

Additional:

Position/Title:

Additional:

Position/Title:

Source	Amount	% of Project
Build Kansas Funds (non-federal match)	\$23,892.50	4.75%
Eligible Applicant Cash Match	\$1,257.50	0.25%
Eligible Applicant In-Kind Match (estimated value)	\$0.00	0.00%
IIJA Federal Funds (applied for)	\$477,848.00	95.00%
Additional Project Contribution (if applicable)	\$0.00	0.00%
TOTAL PROJECT COST	\$502,998.00	100.00%

***Applicant match contribution is 5% of total match requirement**

Zip Code	% of project in zip code
67878	100%
	100% In Kansas

SYRACUSE-HAMILTON COUNTY AIRPORT (3K3)

SYRACUSE-HAMILTON COUNTY AIRPORT COMMISSION

EXECUTIVE SUMMARY

**REPLACE RUNWAY 18-36
MEDIUM INTENSITY RUNWAY LIGHTING (MIRL)
AND PRECISION APPROACH PATH INDICATOR (PAPI) SYSTEMS
REPLACE AND RELOCATE AIRPORT ROTATING BEACON**

FAA IIJA/AIP Project No. 3-20-0081-020/021-2026

Lochner No. 26426

April 2026

1.0 INTRODUCTION

This Engineer's Design Report has been prepared in conjunction with construction plans, specifications, and contract documents for improvements to the Syracuse-Hamilton County Airport (3K3) in Syracuse, Kansas. The airport is owned and operated by the Syracuse-Hamilton County Airport Commission (Commission). The Commission and H.W. Lochner, Inc. (Lochner) entered into a contract for engineering design services for the replacement of the Runway 18-36 Medium Intensity Runway Lighting (MIRL) and Precision Approach Path Indicator (PAPI) systems as well as the replacement and relocation of the airport's rotating beacon. This report presents an overview of field investigations, findings, design considerations, recommendations, and estimated construction costs for the proposed improvements at 3K3. **Figure 1: General Project Layout** illustrates the proposed construction improvements.

The Syracuse-Hamilton County Airport is located on the north side of Syracuse in Hamilton County in western Kansas. The airport consists of concrete Runway 18-36 (4,600' x 75') and asphalt Runway 13-31 (3,000' x 40'). Per the FAA Form 5010-1 Airport Master Record, the airport serves twenty-five (25) single-engine and one (1) multi-engine based aircraft. Existing airfield information can be found in **Appendix I: Runway Data Table**. **Appendix I** identifies Runway 18-36 as having an Airport Reference Code (ARC) of A-II and Runway 13-31 as having an ARC of A-I. A particular ARC is assigned to the runway based upon characteristics of the typical aircraft that are expected to use the pavement.

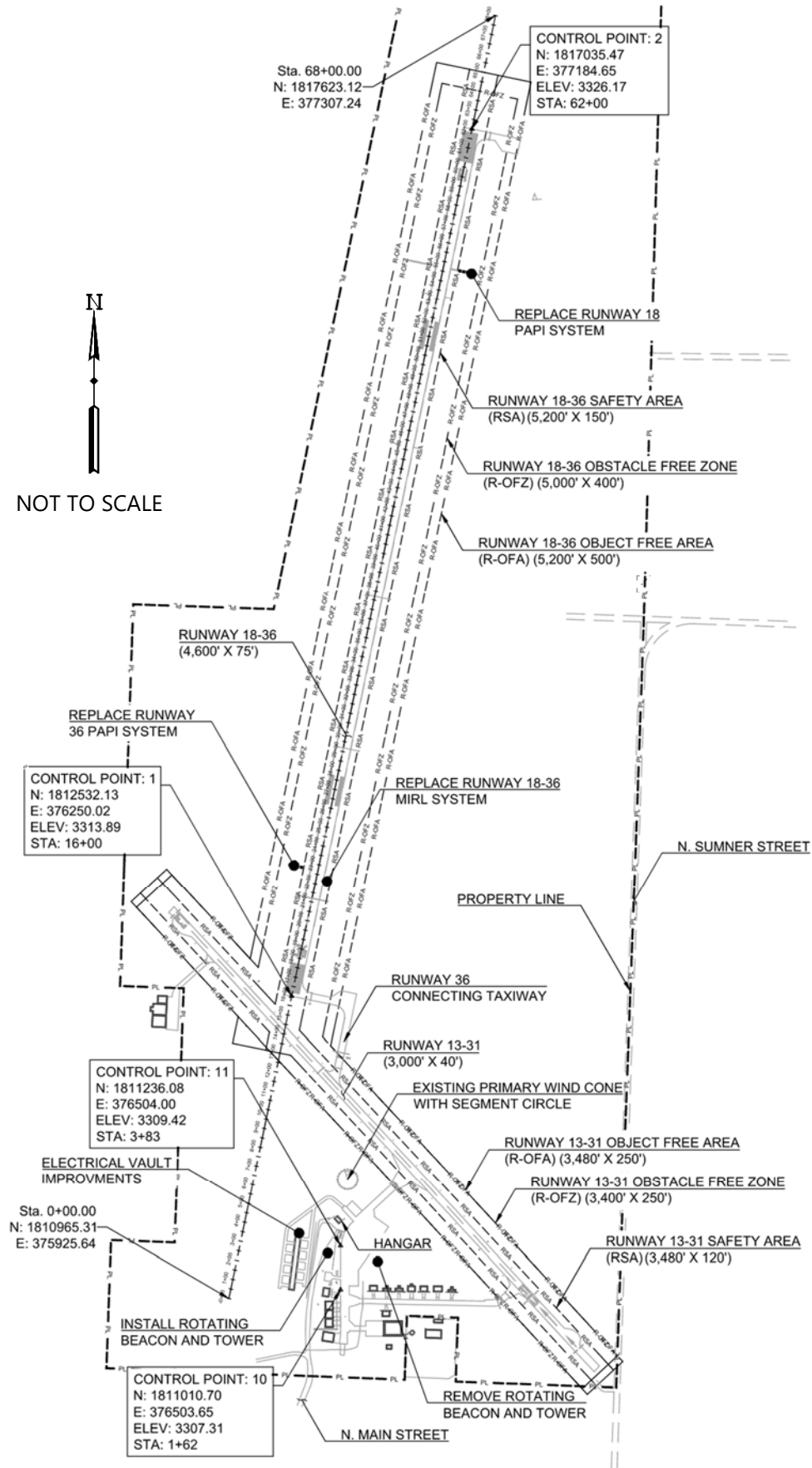


Figure 1: General Project Layout

2.0 PHOTOGRAPHS AND SITE INVESTIGATIONS

2.1 Lochner Site Investigation

Runway 18-36 is illuminated by a MIRL system that was originally installed in 2007. The MIRL system utilizes a stake-mounted design with 24-inch tall fixtures installed approximately 10 feet from the edge of pavement. According to the record drawings, the system is powered by a 15 kW Constant Current Regulator (CCR) located in a metal airfield electrical enclosure near the T-Hangars and terminal building. Power is distributed to the MIRL circuit through size 8 AWG conductors direct-buried in soil generally 10 to 12 feet offset from the edge of pavement. The existing lighting system is currently operational, as shown in **Figure 2: Existing MIRL**, but the system has reached the end of its useful life. In addition, incandescent and quartz fixtures are being phased out and replaced with LED fixtures, furthering the need to complete this replacement.



Figure 2: Existing MIRL

There are two non-lighted runway holding position signs located at each end of Runway 18-36 in line with the runway holding position markings. Initial site analysis by Lochner determined that the concrete foundations and sign structures are in good condition, however the sign panels themselves have faded. This project will feature the replacement of the non-lighted runway holding position sign panels with new, reflectorized non-lighted panels installed on the existing foundation and structure. **Figure 3: Existing Non-lighted Runway Holding Position Sign** depicts the Runway 36 sign panel, structure, and foundation condition.



Figure 3: Existing Non-lighted Runway Holding Position Sign

Both ends of Runway 18-36 are equipped with PAPI systems that were originally installed at the same time as the MIRL system. The PAPIs are powered by a 7.5 kW CCR and direct-buried cable located approximately 25 feet from the edge of pavement. During the site visit, the Runway 18-36 PAPI housings showed signs of weathering. The PAPI units are also nearing the end of their useful life and are an older technology. This project will remove the existing PAPI units and associated foundations and new 4-Box PAPI systems with associated power and foundations will be installed. One of the existing PAPI units is shown in **Figure 4: Existing PAPI Unit**.



Figure 4: Existing PAPI Unit

The existing electrical vault equipment, controls, and CCRs are housed in a metal enclosure, which is located near the T-Hangar and terminal building towards the southern end of the airport. The enclosure contains the following equipment: various electrical controls (i.e., circuit breaker), a 7.5 kW CCR (Runway 13-31), a 15 kW CCR (Runway 18-36), and a 7.5 kW CCR (Runway 18-36 PAPIs). The CCRs for the Runway 18-36 MIRL and PAPI systems were originally installed in 2007, and they are older style Siemens units that are reaching the end of their service lives. These CCRs will be removed and replaced as part of this project. The existing electrical controls in the metal enclosure will also be replaced as part of this project. Photos of the metal enclosure, Runway 18-36 MIRL CCR, and electrical controls are illustrated in **Figures 5** through **7**.



Figure 5: Existing Metal Enclosure containing the CCR for Runway 18-36



Figure 6: Existing Electrical Controls within the Metal Enclosure



Figure 7: Existing Circuit Breaker Inside the Metal Enclosure

The airport's rotating beacon is located east of the concrete apron, and is currently mounted on top of a truss-like tower as shown in **Figure 8: Existing Beacon and Tower**. Both the beacon and tower have reached the end of their service lives and will be removed and replaced as part of this project; however, the existing tower's concrete foundation will be left in place.



Figure 8: Existing Beacon and Tower

3.0 PROJECT DEMOLITION

The stake-mounted and intermittent base-mounted Runway 18-36 MIRLs will be removed. All direct-buried circuitry powering these lights will be abandoned in place. The Runway 18-36 non-lighted runway holding position sign panels will be removed from their frames while the frame itself and concrete foundation shall remain. The Runway 18-36 PAPI units and foundations will be removed and all direct-buried circuitry powering this system will be abandoned in place. The rotating beacon and tower will be removed; however, the concrete foundations supporting the tower will remain in place. The CCRs powering the Runway 18-36 MIRL and PAPI systems will be removed and stored as spares. The airfield electrical controls dictating the operation of the runway lighting system will be removed from the vault enclosure. All of these items to be removed shall be disposed of in a legal manner by the Contractor off airport property.

4.0 AIRFIELD LIGHTING, SIGNAGE, AND NAVIGATIONAL AIDS

4.1 Medium Intensity Runway Lighting (MIRL) System

The new Runway 18-36 MIRLs shall meet the light spacing and design requirements outlined in FAA AC 150/5340-30J *Design and Installation Details for Airport Visual Aids*. The proposed Runway 18-36 MIRL system will include size 8 conductors enclosed in a two-inch conduit offset eight feet from the edge of pavement to not disturb the abandoned lighting circuit located ten to twelve feet from the edge of pavement. A bare copper counterpoise system is currently in place serving the existing lighting system and will be re-used with this lighting system. There is a small contingency of counterpoise included in the project in the event there are areas where counterpoise has failed and needs to be replaced.

All MIRLs will be L-861 base-mounted and 14 inches tall located eight feet from the edge of pavement. The lights will be Light Emitting Diode (LED) type equipped with an arctic option. The arctic option provides a component that uses a thermostatically controlled heater to prevent ice and snow from building up and obscuring the light output. LED lights with an arctic option melt ice similar to traditional incandescent and quartz fixtures.

Edge lights located within the caution zone shall be L-861 LED lights with clear/yellow lens covers. The caution zone is applicable to runways extending 4,000 feet in length, or greater, and is defined by the last 2,000 feet of available runway at either end. Edge lights located outside of the caution zone shall be L-861E LED lights with red/green lens covers. Threshold lights emit green light outward from the runway and red light towards the runway. The green lights indicated the landing threshold to the landing aircraft and the red lights indicate the end of the runway to both landing and departing aircraft.

Installed with the MIRL system on the same circuit are Medium Intensity Taxiway Lights (MITLs) along the Runway 18 Turnaround and Runway 36 Connecting Taxiway. These L-861T lights will feature similar characteristics to the MIRLs.

Ten percent of the required lights for each type of light (not to exceed \$10,000) will be included with this project as spare light fixtures, transformers, and cover plates. Providing these spare items will be completed in accordance with *FAA Order 5100.38D, Change 1* dated February 26, 2019 as discussed during the pre-design meeting. **Figure 9: Proposed Light Detail** depicts the proposed LED fixtures mounted on a new foundation and base can.

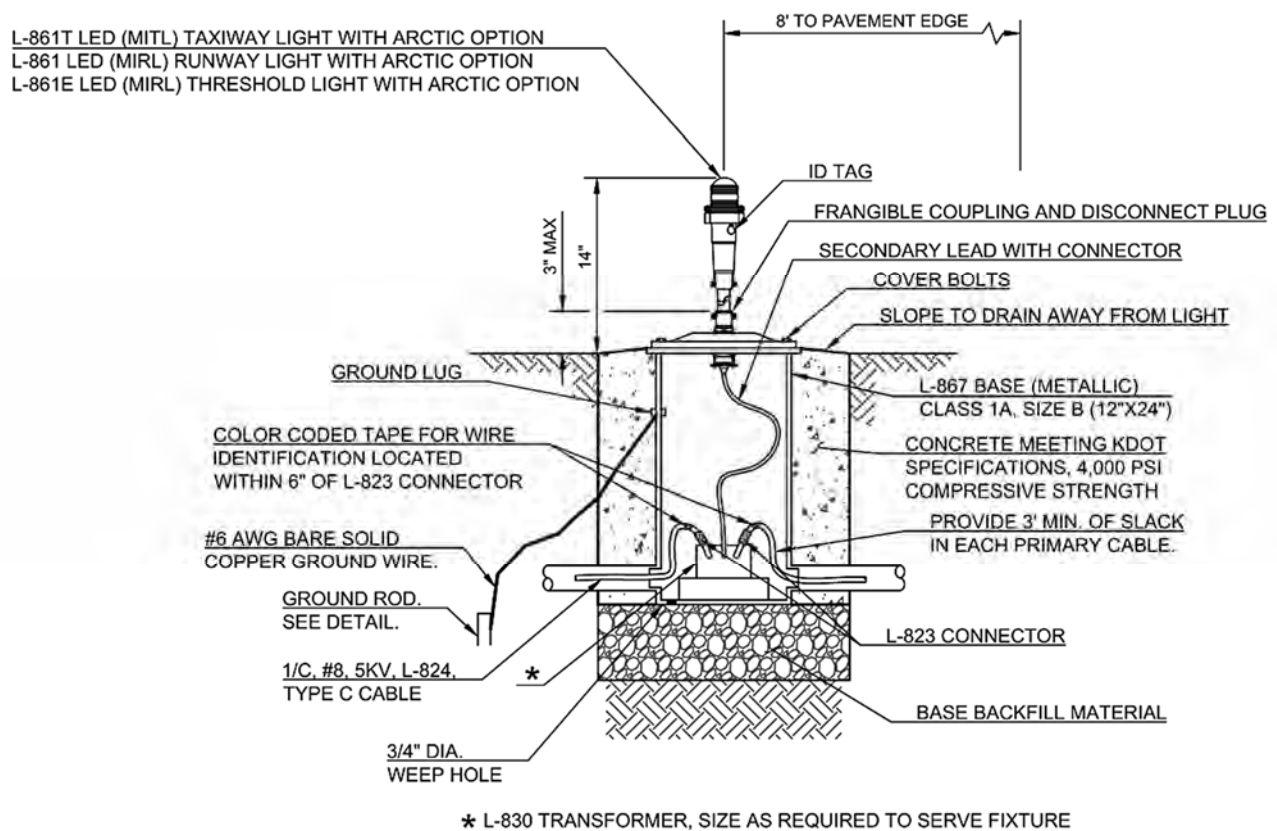


Figure 9: Proposed Light Detail

4.2 Runway Holding Position Sign Panels

In addition to replacing the Runway 18-36 MIRL system, the Runway 18-36 holding position sign panels will be removed and replaced as part of this project. The signs are located at each end of Runway 18-36 in line with the runway holding position markings. The proposed sign panels procured will be reflectorized, non-lighted, and installed on the existing frame and foundations. The new sign panels shall comply with FAA AC 150/5340-18H *Standards for Airport Sign Systems* and FAA AC 150/5345-44L *Specification for Runway and Taxiway Signs*.

RUNWAY 18-36 PROPOSED SIGN TABLE							
SIGN NO.	PROPOSED FRONT LEGEND	PROPOSED BACK LEGEND	SIZE	MODULES	STYLE	CIRCUIT	MODIFICATIONS
1	36		1	2	X	X	NEW SIGN PANEL AND LEGEND ON EXISTING FOUNDATION
2	18		1	2	X	X	NEW SIGN PANEL AND LEGEND ON EXISTING FOUNDATION
							COMMENTS FRONT (F), BACK (B)

Figure 10: Proposed Non-Lighted Runway Holding Position Sign Details

4.3 Precision Approach Path Indicator (PAPI) Systems

The new 4-Box PAPI systems serving Runway 18-36 will be LED-type, current-driven with runway current sensing capabilities, and designed in accordance with FAA AC 150/5340-30J and FAA AC 150/5345-28H *Precision Approach Path Indicator (PAPI) Systems*. To maintain safe approach procedures, Lochner proposes replacing the PAPI systems in the same locations as the existing systems. Similarly, Lochner proposes maintaining current glide slope angles of 3° 00' and 3° 20' for Runway 18 and Runway 36, respectively. Based on current topographic survey data, existing PAPI locations and glide slope meet current PAPI sighting criteria. Upon submission of the preliminary documents, Lochner, in coordination with their survey subconsultant, will perform an Obstacle Clearance Surface (OCS) and Light Signal Clearance Surface (LSCS) survey to confirm that no obstructions penetrate the required surfaces. If obstructions are identified, the glide slope angle will be adjusted as necessary to ensure a safe approach and a passing flight inspection. If obstructions are still present after adjusting the glide slope angle, Lochner will coordinate with the Commission and FAA regarding alternatives for installing the PAPI system. A summary of the PAPI siting calculations can be found in **Table 1: PAPI Data**.

Table 1: PAPI Data

Runway 18 PAPI		Runway 36 PAPI	
Threshold Station	62+00	Threshold Station	16+00
Threshold Elevation	3,326.15'	Threshold Elevation	3,314.88'
Runway Reference Point Station	54+70	Runway Reference Point Station	22+70
Runway Reference Point Elevation	3,324.52'	Runway Reference Point Elevation	3,319.83'
Glide Path Angle	3° 00'	Glide Path Angle	3° 20'
Threshold Crossing Height	36.63'	Threshold Crossing Height	43.97'
Station (Face of Aperture)	54+70	Station (Face of Aperture)	22+70
Center of Aperture Elevation	3,324.52'	Center of Aperture Elevation	3,319.83'
Aiming Angle (Inner Box – Box 1)	3° 30'	Aiming Angle (Inner Box – Box 1)	3° 50'
Aiming Angle (Box 2)	3° 10'	Aiming Angle (Box 2)	3° 30'
Aiming Angle (Box 3)	2° 50'	Aiming Angle (Box 3)	3° 10'
Aiming Angle (Outer Box – Box 4)	2° 30'	Aiming Angle (Outer Box – Box 4)	2° 50'

4.4 Airport Rotating Beacon and Tower

The new airport rotating beacon will be a voltage-driven LED beacon, L-801A(L), Class 1 unit mounted on a new tip-down pole tower as shown in **Figure 11: Proposed Beacon and Tip-Down Pole Tower**. The new tip-down pole tower will allow for easy servicing of the rotating beacon. Both the new beacon and tower are designed in accordance with FAA AC 150/5340-30J and FAA AC 150/5345-12F *Specification for Airport and Heliport Beacons*.

As described in the construction plans, the rotating beacon foundation provided is for informational purposes only. The Contractor shall develop a foundation suitable for the proposed rotating beacon and tower based upon the geotechnical report data provided in the project manual. The appropriate foundation type, concrete thickness, and amount of reinforcement shall be determined by the Contractor in coordination with their structural engineer. During the material procurement and approval process, the Contractor shall provide their foundation plan to the Engineer for final approval. The Contractor's foundation plan shall be initially sealed by a licensed structural engineer in the state of Kansas prior to submittal to the Engineer for acceptance and approval.

The new beacon and tower shall be installed between Main Street and the west side of the apron and taxilane, clear of the airport's critical airspace surfaces. An FAA Form 7460-1, Notice of Proposed Construction or Alteration has been submitted to the appropriate FAA Airports Regional or District Office to analyze the clearance and provide guidance for the proposed beacon and tower. The case study number for the proposed beacon and tower is 2026-ACE-753-NRA.

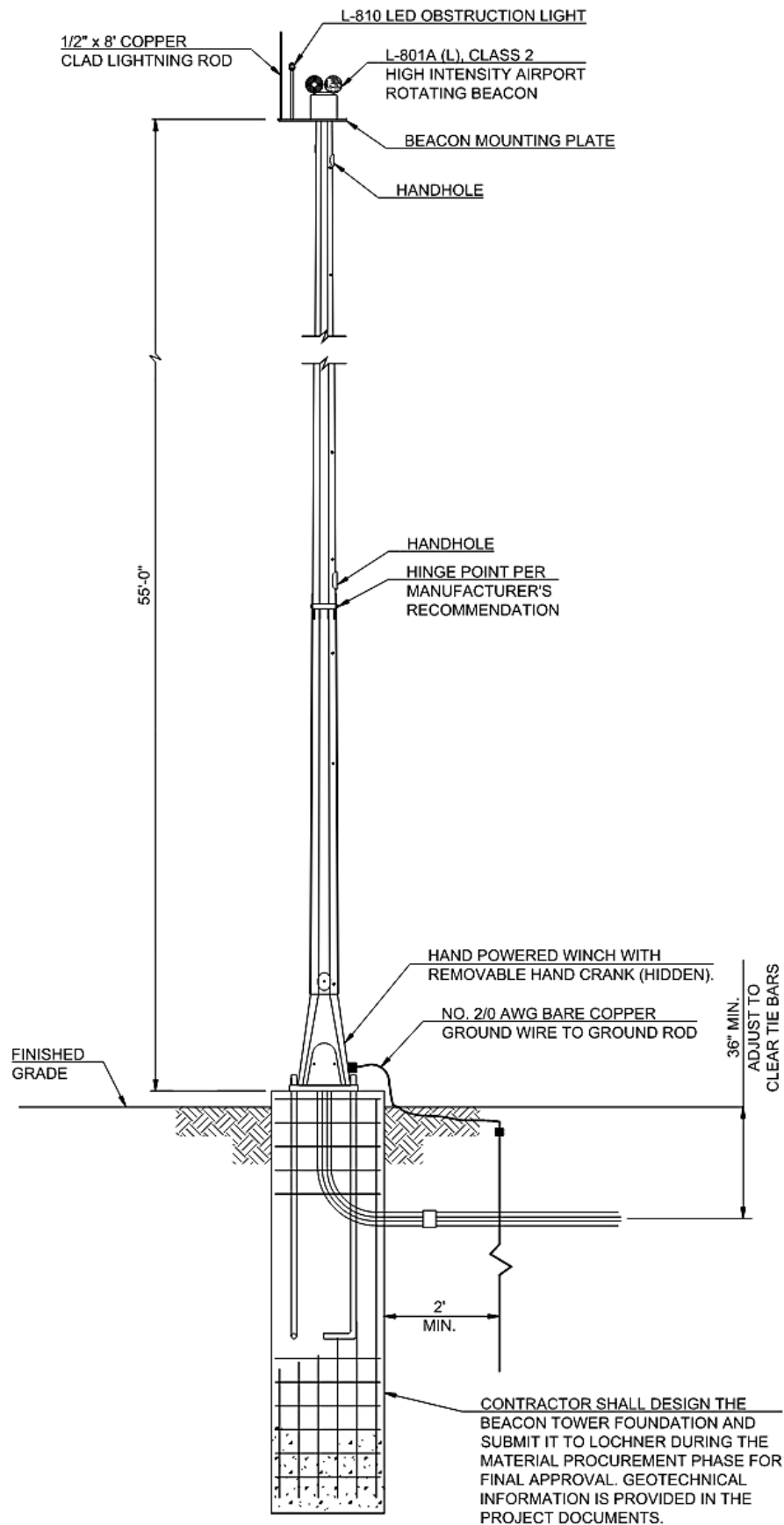


Figure 11: Proposed Beacon and Tip-Down Pole Tower

4.5 Concrete for Electrical Infrastructure

The PAPI and rotating beacon foundations require structural concrete conforming to FAA Specification P-610 *Concrete for Miscellaneous Structures*, which is typically utilized for NAVAID foundations. All other items requiring concrete on this project such as the L-867 junction boxes, light bases, cable markers, and guidance sign foundations require a commercial-grade concrete. This commercial-grade concrete requires a 28-day strength of 4,000 psi.

5.0 ELECTRICAL VAULT AND ELECTRICAL CALCULATIONS

Currently, the Runway 18-36 MIRL system is powered by a 15 kW Constant Current Regulator (CCR), and the Runway 18-36 PAPI systems are powered by a 7.5 kW CCR. As previously mentioned, these units are still functioning, but they have reached the end of their service lives and will be replaced in this project. Both CCRs shall be disconnected by the Contractor and salvaged for use as spares at the discretion and location of the Commission. To adequately power the new MIRL and PAPI systems, 7.5 kW, 3-step CCRs are proposed in the voided locations inside the electrical vault enclosure. Similarly, the electrical controls for the Runway 18-36 MIRL and PAPI systems will be replaced including the lighting contactor, radio receiver interface panel, ground plane antenna, photocell, and photocell bypass switch. Detailed electrical vault enclosure demolition and installation requirements are provided in the project plans.

TOTAL PROJECT BUDGET

SYRACUSE-HAMILTON COUNTY AIRPORT (3K3) SYRACUSE-HAMILTON COUNTY AIRPORT COMMISSION

FAA IIJA/AIP Project No. 3-20-0081-020/021-2026

REPLACE RUNWAY 18-36 MEDIUM INTENSITY RUNWAY LIGHTING (MIRL)
AND PRECISION APPROACH PATH INDICATOR (PAPI) SYSTEMS
REPLACE AND RELOCATE AIRPORT ROTATING BEACON

April 24, 2026

AVAILABLE PROJECT FUNDING

FY2026 FAA IIJA Grant - 020 (95%) (NTE \$477,848)	\$	477,848
Local Matching Funds for Grant - 020 (5%) (NTE \$25,150)	\$	25,150
Total Grant 020 Funding	\$	502,998
FY2026 FAA AIP Grant - 021 (95%) (NTE \$435,139)	\$	435,139
Local Matching Funds for Grant - 021 (5%) (NTE \$22,903)	\$	22,903
Total Grant 021 Funding	\$	458,042
TOTAL AVAILABLE PROJECT FUNDING:	\$	961,040
FY2027 FUTURE FAA AIP Grant - 022 (90%)	\$	111,564
Local Matching Funds for FUTURE Grant - 022 (10%)	\$	12,396
ESTIMATED PROJECT FUNDING SHORTFALL:	\$	123,960

TOTAL COMMISSION SHARE:	\$	60,449
TOTAL FAA SHARE:	\$	1,024,551
TOTAL PROJECT COST:	\$	1,085,000

FAA ELIGIBLE PROEJCT COSTS

FY2025 FAA Grant - 020/021	Local Cost (5%)	FAA Cost (95%)	Total Cost
<u>Administrative</u>			
Legal & Advertising (Est.)	\$ 20.00	\$ 380.00	\$ 400.00
Independent Fee Estimate for Design Services (Est.)	\$ 225.00	\$ 4,275.00	\$ 4,500.00
Independent Fee Estimate for CEI Services (Est.)	\$ 225.00	\$ 4,275.00	\$ 4,500.00
Flight Check (Est.)	\$ 1,302.95	\$ 24,756.05	\$ 26,059.00
Subtotal	\$ 1,772.95	\$ 33,686.05	\$ 35,459.00
<u>Engineering</u>			
Basic Services	\$ 4,895.00	\$ 93,005.00	\$ 97,900.00
Special Services	\$ 1,415.00	\$ 26,885.00	\$ 28,300.00
Construction Services (Est.)	\$ 8,300.00	\$ 157,700.00	\$ 166,000.00
Subtotal	\$ 14,610.00	\$ 277,590.00	\$ 292,200.00
<u>Construction</u>			
Construction Costs (Atlas Electric)	\$ 31,669.05	\$ 601,711.95	\$ 633,381.00
Subtotal	\$ 31,669.05	\$ 601,711.95	\$ 633,381.00
<u>FUTURE</u> FY2026 FAA Grant - 022	Local Cost (10%)	FAA Cost (90%)	Total Cost
<u>Construction</u>			
Construction Costs (Atlas Electric)	\$ 12,396.00	\$ 111,564.00	\$ 123,960.00
Subtotal	\$ 12,396.00	\$ 111,564.00	\$ 123,960.00
TOTAL PROJECT COSTS (EST.)	\$ 60,449	\$ 1,024,551	\$ 1,085,000