Montgomery County Airpark -- No. 703909

Category	**Revenue Authority**	Date Last Modified	**January 5, 2006**
Agency	**Revenue Authority**	Required Adequate Public Facility	**NO**
Planning Area	**Gaithersburg**		
Relocation Impact	**Eleven Businesses**		

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	529	529	0	0	0	0	0	0	0	0	0
Land	30,272	4,062	0	26,210	6,560	3,650	16,000	0	0	0	0
Site Improvements and Utilities	7,921	5,308	855	1,758	0	658	150	650	150	150	0
Construction	800	0	0	800	300	500	0	0	0	0	0
Other	499	422	77	0	0	0	0	0	0	0	0
Total	40,021	10,321	932	28,768	6,860	4,808	16,150	650	150	150	0

FUNDING SCHEDULE ($000)

Contributions	85	85	0	0	0	0	0	0	0	0	0
Federal Aid	37,404	9,190	886	27,328	6,517	4,568	15,342	617	142	142	0
Revenue Authority	1,366	622	23	721	172	120	404	17	4	4	0
State Aid	1,166	424	23	719	171	120	404	16	4	4	0

ANNUAL OPERATING BUDGET IMPACT ($000)

DESCRIPTION

The Montgomery County Airpark is a general aviation reliever airport in Gaithersburg, Maryland. The Montgomery County Revenue Authority (MCRA) updated the Airport Layout Plan (ALP) in 2002. The updated ALP identifies the projects and plans the sequencing for continued airport improvement. An Environmental Study of the ALP identifed projects was completed in December 2005 for ALP Identified projects that occur in the first five years. The FAA has approved funds for the Airport Capital Improvement Plan (ACIP). FAA priorities for funding projects include promoting safety and security; preserving existing infrastructure; mitigating noise or environmental impacts; fulfilling compliance; and providing capacity.

Service Area

Countywide. As a general aviation reliever airport, the Airpark plays a role in the Reagan National Airport system.

JUSTIFICATION

The recommended acquisitions, easements, and obstruction removals address obstructions to air navigation and protect life and property on the ground. Activities are based on Federal Aviation Administration design standards and guidelines. The signage, pavement marking, and taxiway light projects primarily address safety issues. The hold position signage and pavement marking are designed to alert pilots to the safe hold locations prior to entering the runway to promote safe and efficient operation of aircraft in the air operations area. The taxiway lights, which indicate the edges of the taxiways at night, need to be replaced due to age and condition. A holding bay at the approach end of Runway 32 will be constructed to provide a place off the taxiway for aircraft waiting for air traffic control clearance. The positions of the taxiway connections between the runway and the taxiway will be relocated to provide easier departure from the runway and better access to the landside of the airport. The construction of the electrical vault will ensure adequate power to the entire airport and provide easier access for maintenance and operation.

Plans and Studies

The basis for the planned improvements is the Airport Layout Plan (ALP) approved by the FAA on July 25, 2002, and the Airport Capital Improvement Plan (ACIP) for 2006-2010 approved by the FAA. Pedestrian Safety was considered during design.

Cost Change

The cost increase reflects the cost to purchase the Airport Layout Plan identified properties at their current assessed value.

FISCAL NOTE

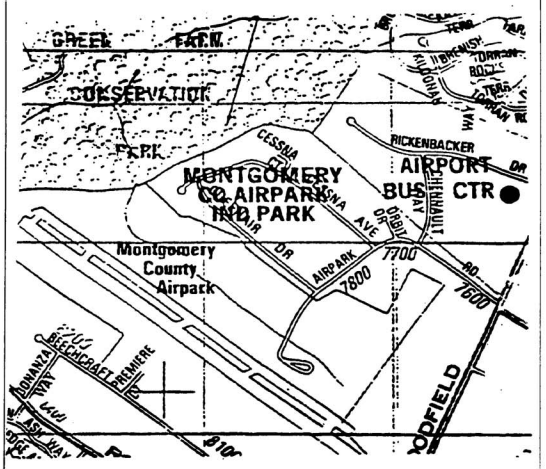
Funding for all Airpark projects is 95 percent Federal, 2.5 percent State and 2.5 percent Revenue Authority.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY70	($000)
Initial Cost Estimate		5,607
First Cost Estimate Current Scope	FY05	26,794
Last FY's Cost Estimate		26,794
Present Cost Estimate		40,021
Appropriation Request	FY07	52
Appropriation Request Est.	FY08	4,808
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		18,061
Expenditures/ Encumbrances		10,321
Unencumbered Balance		7,740
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Federal Aviation Administration
Maryland Aviation Administration
Maryland-National Capital Park and Planning Commission
Airport Liaison Committee

The Executives assert that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

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