

## Chapter 1

# Inventory



The inventory of existing conditions is the initial step in the preparation of the Phillipsburg Municipal Airport (PHG) master plan. The inventory will serve as an overview of the airport's physical and operational features, including facilities, users, and activity levels, as well as specific information related to the airspace, air traffic activity, and role of the airport. Finally, a summary of socioeconomic characteristics and a review of existing environmental conditions on and adjacent to the airport are thoroughly detailed, which will provide further input into the study process.

Information provided in Chapter One serves as the baseline for the remainder of the master plan, which is compiled using a wide variety of resources, including applicable planning documents; on-site visits; interviews with airport staff, tenants, and users; aerial and ground photography; federal, state, and local publications; and project record drawings. Specific sources are listed below, and environmental resources are detailed at the end of this chapter.

### **Inventory Source Documents:**

- *2008 Airport Layout Plan Report*
- City of Phillipsburg airport website (<https://cityofphillipsburg.com/103/Airport>)
- Federal Aviation Administration (FAA) Form 5010, *Airport Master Record*, for Phillipsburg Municipal Airport
- FAA National Based Aircraft Inventory Program ([www.basedaircraft.com](http://www.basedaircraft.com))

## AIRPORT SETTING AND BACKGROUND

### LOCALE

The City of Phillipsburg is located in Phillips County in north-central Kansas, approximately 60 miles north of Hays, Kansas, and 80 miles south of Kearney, Nebraska. Phillipsburg serves as the county seat, and with a population of 2,337 (as of the 2020 United States [U.S.] Census), is the largest community within Phillips County. The county is home to Kirwin National Wildlife Refuge, an area encompassing more than 10,000 acres that is known for its prairie grasslands and wetlands. Major employment industries in the area include healthcare and social assistance, educational services, and agriculture.

Phillipsburg Municipal Airport is situated within the Phillipsburg city limits, approximately 1.5 miles south of the city center. The airport encompasses approximately 195 acres and is situated at an elevation of 1,910.1 feet above mean sea level (MSL). The surrounding major surface roadways include U.S. Route 183, which runs north/south through the City of Phillipsburg, and U.S. Route 36, which provides east/west access. Santa Fe Road provides access to airport property. **Exhibit 1A** depicts the airport in its regional setting.

### AIRPORT ADMINISTRATION

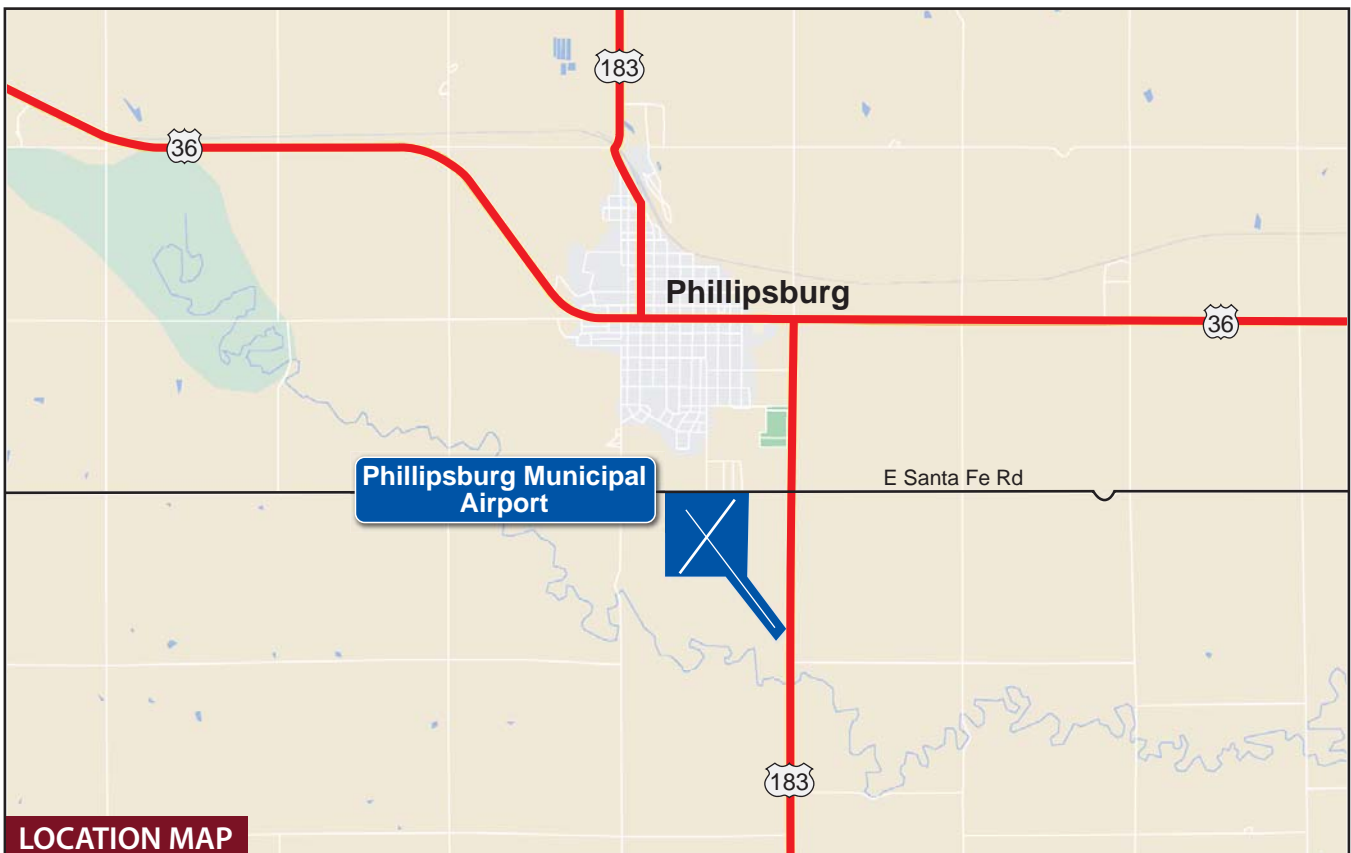
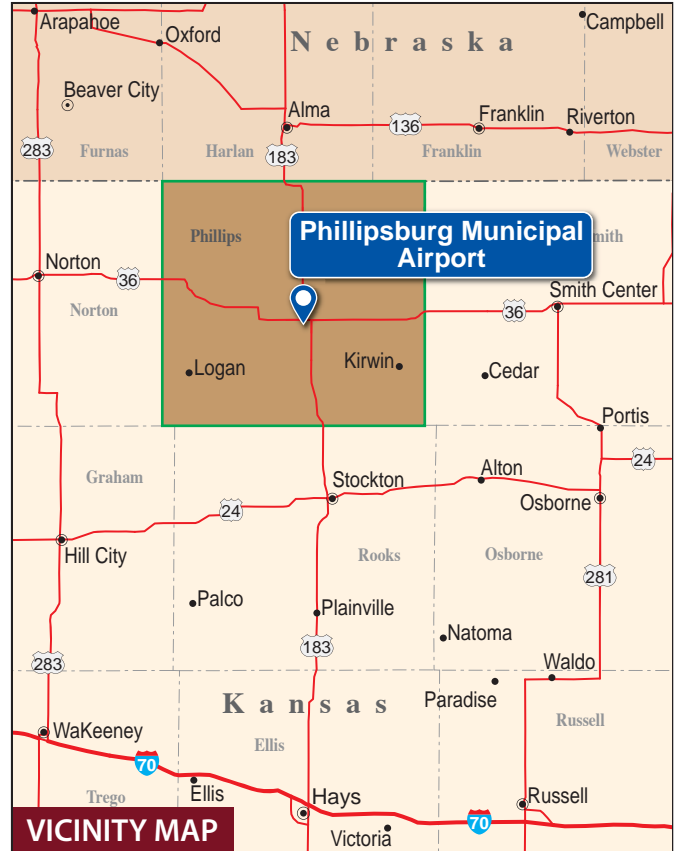
Phillipsburg Municipal Airport is owned and operated by the City of Phillipsburg. A five-member airport board is responsible for advising the mayor and city council on airport matters; each board member serves a term of three years. An airport manager provides day-to-day oversight of the airport and its maintenance. The airport is staffed Monday through Friday from 9:30 a.m. to 5:30 p.m.

### CLIMATE

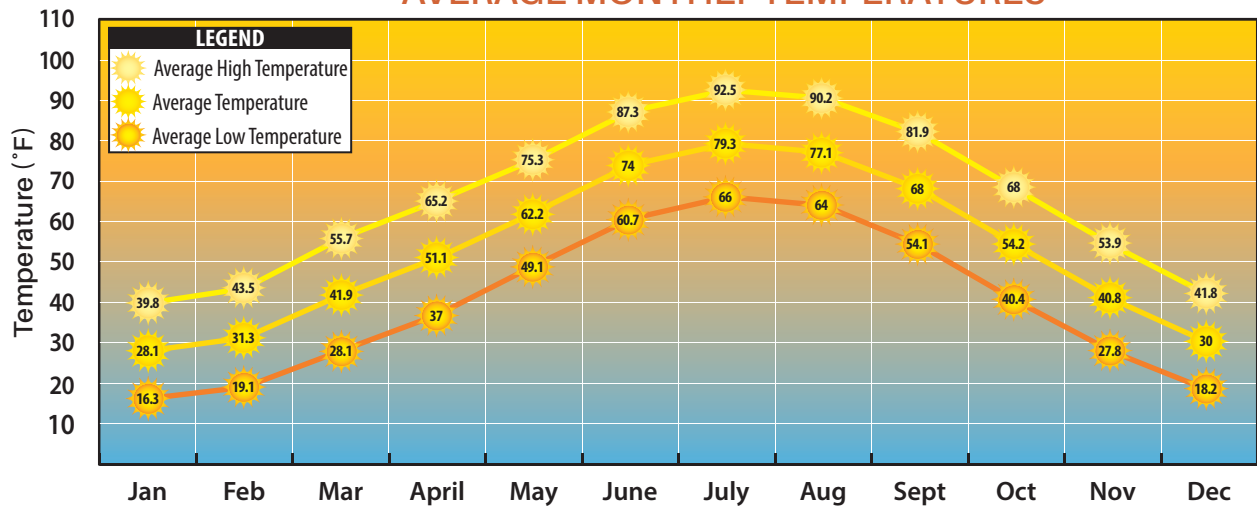
Climate and local weather conditions are an important consideration in the master planning process, as they can significantly impact an airport's operations. For example, high surface temperatures and humidity increase runway length requirements, and runway orientation is dependent on predominant wind patterns for the area. Cloud cover percentages and frequency of other climatic conditions also determine the need for navigational aids and lighting.

Phillipsburg experiences a humid continental climate with four distinct seasons. Winters can be quite cold, while summers are generally warm. **Exhibit 1B** displays weather patterns in the area, sourced from a local sensor monitored in the City of Phillipsburg. July has the highest average maximum temperature of 92.5 degrees, while January is the coldest month, with an average minimum temperature of 16.3 degrees. Annual rainfall totals 25.6 inches and is most plentiful during the summer; May is the rainiest month and averages 4.3 inches. Annual snowfall totals 17.0 inches; February averages the most snow (6.6 inches).

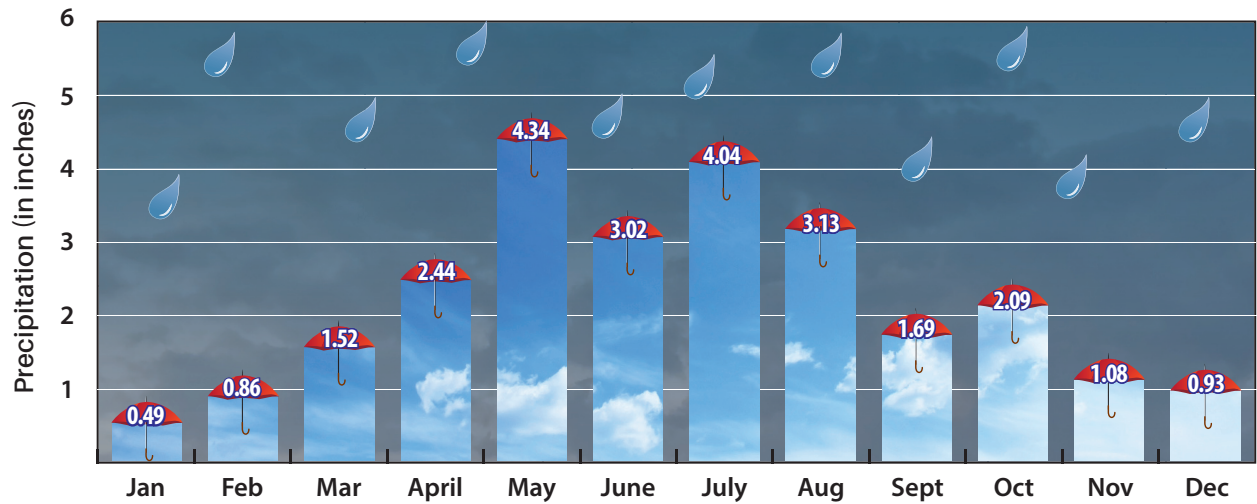
**Table 1A** indicates that visual meteorological conditions (VMC) occur 86.94 percent of the time. When under VMC, pilots can operate using visual flight rules (VFR) and are responsible for maintaining proper separation from objects and other aircraft. Instrument meteorological conditions (IMC) account for all weather conditions less than VMC that still allow for aircraft to safely operate under instrument flight rules (IFR). Under IFR, pilots rely on instruments in aircraft to accomplish navigation. IMC occur 7.61 percent



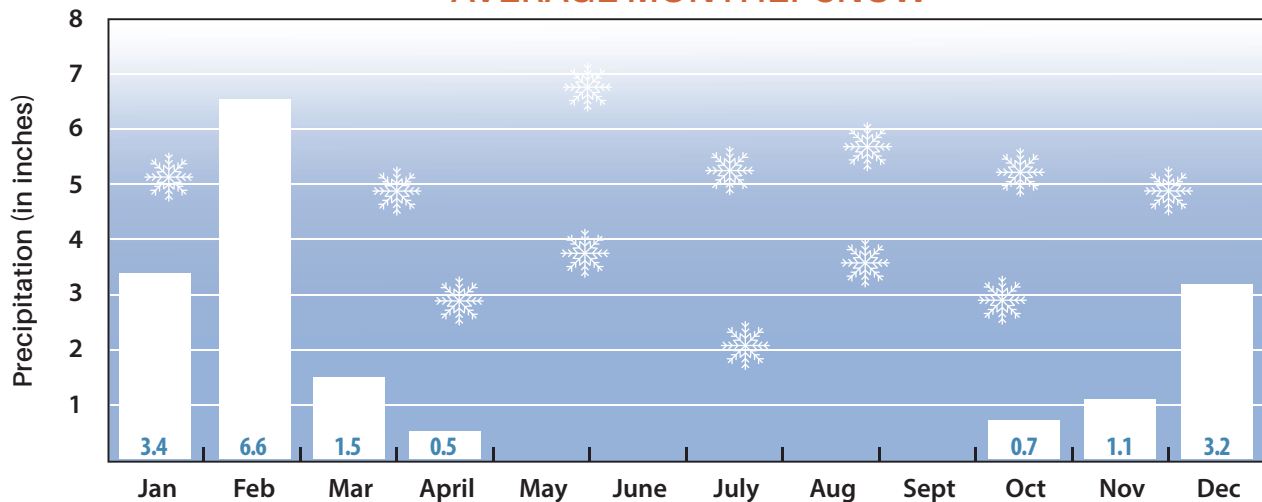
### AVERAGE MONTHLY TEMPERATURES



### AVERAGE MONTHLY PRECIPITATION



### AVERAGE MONTHLY SNOW



Source: Station: Phillipsburg #2, USC00146378



of the time at PHG. Less than IMC, or poor visibility conditions (PVC), are present 5.46 percent of the time. These weather conditions are lower than instrument approach minimums and make the airport inaccessible to most air traffic. It should be noted that the data was collected from nearby Hill City Municipal Airport, as 10 years of data from the on-airport automated weather observing system (AWOS) at PHG were not available.

**TABLE 1A | Weather Conditions**

Condition	Cloud Ceiling	Visibility	Percent of Total Operations
VMC	≥ 1,000' AGL	≥ 3 statute miles	86.94%
IMC	≥ 500' AGL and < 1,000' AGL	≥ 1 to < 3 statute miles	7.61%
PVC	< 500' AGL	< 1 statute mile	5.46%

AGL = above ground level

IMC = instrument meteorological conditions

PVC = poor visibility conditions

VMC = visual meteorological conditions

Source: Hill City Municipal Airport (37 miles southwest of PHG), KS, US; observations from 1/1/2014 through 12/31/2023

## GRANT HISTORY

Significant improvements have been made to the airport since its establishment. To assist in funding capital improvements, the FAA has provided funding assistance to Phillipsburg Municipal Airport, primarily through the Airport Improvement Program (AIP). Airport improvement funds are collected through user fees, additional taxes on airline fares, and aviation fuel taxes. As airports grow and safety standards change over time, funding is needed to maintain a safe and efficient airport environment. The *Airport and Airway Development and Revenue Act of 1970* established the Aviation Trust Fund, which funds the AIP. **Table 1B** summarizes capital projects undertaken at PHG, including nearly \$4.5 million in federal grants awarded since 2005. State grant history since 2000 is also included and totals more than \$970,000. Locally, the City of Phillipsburg has contributed more than \$819,000. In total, an investment of more than \$6.2 million has been made for the upkeep and improvement of PHG.

**TABLE 1B | Federal and State Grants**

Fiscal Year	Project Description	Grant Number	AIP	COVID-19 Relief	Local	Total
<b>FEDERAL GRANTS</b>						
2005	Update Airport Master Plan or Study	3-20-0068-005-2005	\$41,609	–	\$4,623	\$46,232
2007	Conduct Environmental Study	3-20-0068-006-2007	\$69,445	–	\$7,716	\$77,161
2008	Rehabilitate Runway	3-20-0068-007-2008	\$140,389	–	\$15,599	\$155,988
2009	Rehabilitate Apron	3-20-0068-008-2009	\$54,512	–	\$6,057	\$60,569
2011	Construct Taxiway	3-20-0068-009-2011	\$364,945	–	\$40,549	\$405,494
2012	Acquire Land For Approaches	3-20-0068-010-2012	\$41,148	–	\$4,572	\$45,720
2013	Rehabilitate Runway	3-20-0068-011-2013	\$160,650	–	\$17,850	\$178,500
2014	Rehabilitate Runway	3-20-0068-012-2014	\$1,860,621	–	\$206,736	\$2,067,357
2018	Construct Taxiway	3-20-0068-013-2018	\$399,915	–	\$44,435	\$444,350
2020	CARES Act Funds	3-20-0068-015-2020	–	\$30,000	–	\$30,000
2020	Construct or Improve Parking Lot	3-20-0068-014-2020	\$175,000	\$19,444	\$19,444	\$213,888
2020	Rehabilitate Access Road	3-20-0068-014-2020	\$242,902	\$26,546	\$26,989	\$296,437
2022	General ARPA	3-20-0068-016-2022	–	\$32,000	–	\$32,000
2023	Obstruction Marking/Lighting/Removal	3-20-0068-017-2023	\$535,818	–	\$59,535	\$595,353
2023	Update Airport Master Plan	3-20-0068-018-2024	\$265,721	–	\$29,525	\$295,246
Total:			\$4,352,675	\$107,990	\$483,631	\$4,944,296

(Continues)

TABLE 1B | Federal and State Grants (continued)

Fiscal Year	Project Description	Grant Number	KDOT	COVID-19 Relief	Local	Total
<b>STATE GRANTS</b>						
2000	Construct Crosswind Runway	AV-2000-29	\$402,020	–	\$186,249	\$588,269
2003	AWOS Purchase/Installation	AV-2003-10	\$66,388	–	\$7,376	\$73,764
2009	Upgrade AWOS for Internet	AV-2009-35	\$2,430	–	\$270	\$2,700
2013	Self-Service Fuel System	AV-2013-18	\$29,012	–	\$3,224	\$32,235
2021	600' Runway Extension	AV-2021-02	\$360,535	–	\$18,976	\$379,510
2023	Replace AWOS	AV-2023-30	\$111,479	–	\$119,521	\$231,000
Total:			\$971,863	–	\$335,615	\$1,307,478
GRAND TOTAL:			\$5,324,539	\$107,990	\$819,246	\$6,251,774

Sources: FAA AIP Grant History; KDOT Grant History

## THE AIRPORT'S SYSTEM ROLE

Airport planning takes place at the local, state, and national levels, each of which has a different emphasis and purpose.

- **Local** | The most recent comprehensive planning effort for Phillipsburg Municipal Airport was undertaken in 2008. The airport layout plan was last updated in 2020 to reflect as-built conditions on the airport.
- **State** | Phillipsburg Municipal Airport is included within the *Kansas Aviation System Plan*, which was last updated in 2016.
- **National** | Phillipsburg Municipal Airport is included in the *National Plan of Integrated Airport Systems* (NPIAS), which categorizes overall airport roles and responsibilities based on input from local and state planning efforts (i.e., master plans and state system plans).

## LOCAL AIRPORT PLANNING

**2008 Airport Layout Plan Report** | The *2008 Airport Layout Plan Report* included a comprehensive analysis of airport facilities, as well as aviation demand projections for the future. Major recommendations from this planning effort included an extension of primary Runway 13-31 to 4,700 feet, which has since been completed and extended further to its current length of 5,101 feet; pavement of turf Runway 3-21 and extension of the runway to 3,200 feet; installation of new visual approach aid upgrades; and expansion of landside facilities, including additional hangars and apron areas.

## STATE AIRPORT PLANNING

The primary planning document for the State of Kansas is the *Kansas Aviation System Plan*, which was adopted in 2016. The state system plan provides an inventory and evaluation of all public-use airports in the state, with a focus on keeping Kansas's airports highly advanced, safe, and responsive to the public's needs. Phillipsburg Municipal Airport is classified as a business general aviation (GA) airport within the state system plan, meaning its role is to accommodate local business activities and GA users.

## FEDERAL AIRPORT PLANNING

Many of the nation's existing airports were either initially constructed by the federal government, or their development and maintenance was partially funded through various federal grant-in-aid programs to local communities; therefore, the system of airports that exists today is mostly due to federal policy that promotes the development of civil aviation. As part of a continuing effort to develop a national airport system, the U.S. Congress has maintained a national plan for the development and maintenance of airports.

The FAA maintains the NPIAS, which is a database of airports that are eligible for AIP funding and are for public use. The NPIAS is published and used by the FAA in administering the AIP, which is the source of federal funds for airport improvement projects across the country. An airport must be included in the NPIAS to be eligible for federal funding assistance through the AIP.

The current plan is the NPIAS 2025-2029, which identifies 3,287 existing public-use airports, as well as five proposed nonprimary airports anticipated to open by 2029, that are deemed important to national air transportation. The plan estimates that approximately \$67.5 billion in AIP-eligible airport projects will require financial assistance between 2025 and 2029, which is an increase of almost \$5.1 billion compared to the amount identified in the previous NPIAS report.

The NPIAS categorizes airports by the types of activities that take place, including commercial service, cargo service, reliever operations, and general aviation. Phillipsburg Municipal Airport is currently classified as a basic GA airport in the NPIAS. These airports serve as community airports that link their areas to the national airspace system. Basic GA airports primarily serve general aviation operations but also provide emergency response access. On average, basic GA airports have nine based aircraft, all of which are propeller-driven.

## AIRPORT FACILITIES AND SERVICES

There are three broad categories of facilities and services at the airport.

- **Airside facilities** are directly associated with aircraft operations, including runways, taxiways, lighting, markings, navigational aids, and weather reporting.
- **Landside facilities** are necessary to provide a safe transition from surface to air transportation and those that support aircraft parking, servicing, storage, maintenance, and operational safety.
- **Support facilities** serve as a critical link to provide necessary efficiency to aircraft ground operations, such as fuel storage, airport maintenance, firefighting, and fencing.

## AIRSIDE FACILITIES

Phillipsburg Municipal Airport has a dual runway system with one paved runway and one turf runway. The runways and their features are depicted on **Exhibit 1C** and detailed as follows.

### Runway 13-31

Runway 13-31 is the airport's primary runway and measures 5,101 feet long by 60 feet wide. The runway is oriented northwest/southeast and is constructed of concrete, which is reported to be in excellent condition. Both runway ends are equipped with non-precision markings, which support the localizer performance with vertical guidance (LPV) global positioning system (GPS) approaches that are available to each runway end. The runway generally slopes down from the Runway 13 end at a longitudinal gradient of 0.48 percent. Runway 13-31 has a weight-bearing capacity of 12,500 pounds for single-wheel aircraft.

### Runway 3-21

Runway 3-21 is oriented northeast/southwest and is the airport's turf runway. It is 1,755 feet long and 140 feet wide, and its surface is reported to be in excellent condition. This runway is equipped with non-standard markers at each runway end, the edges of which are defined by mowing limits. The longitudinal gradient is 0.48 percent, generally sloping downward from the Runway 21 end.

### Taxiways

None of the runway thresholds at PHG are accessible by taxiway. Rather, a pilot must back-taxi to access their intended departure runway. Each end of Runway 13-31 is served by a taxiway turnaround, which allows pilots to reposition their aircraft and perform pre-flight engine checks prior to departure. A third taxiway turnaround is located approximately 600 feet southeast of the Runway 13 threshold; this turnaround previously served pilots departing on Runway 13 prior to the runway extension project. A single connector taxiway provides access to and from the terminal area. Pavement widths for the connector taxiway and turnarounds range from 35 to 50 feet.

### Airfield Lighting

Airfield lighting systems extend an airport's usefulness into periods of darkness and/or poor visibility. Various lighting systems are installed at the airport for this purpose. These lighting systems are categorized by function and summarized as follows.

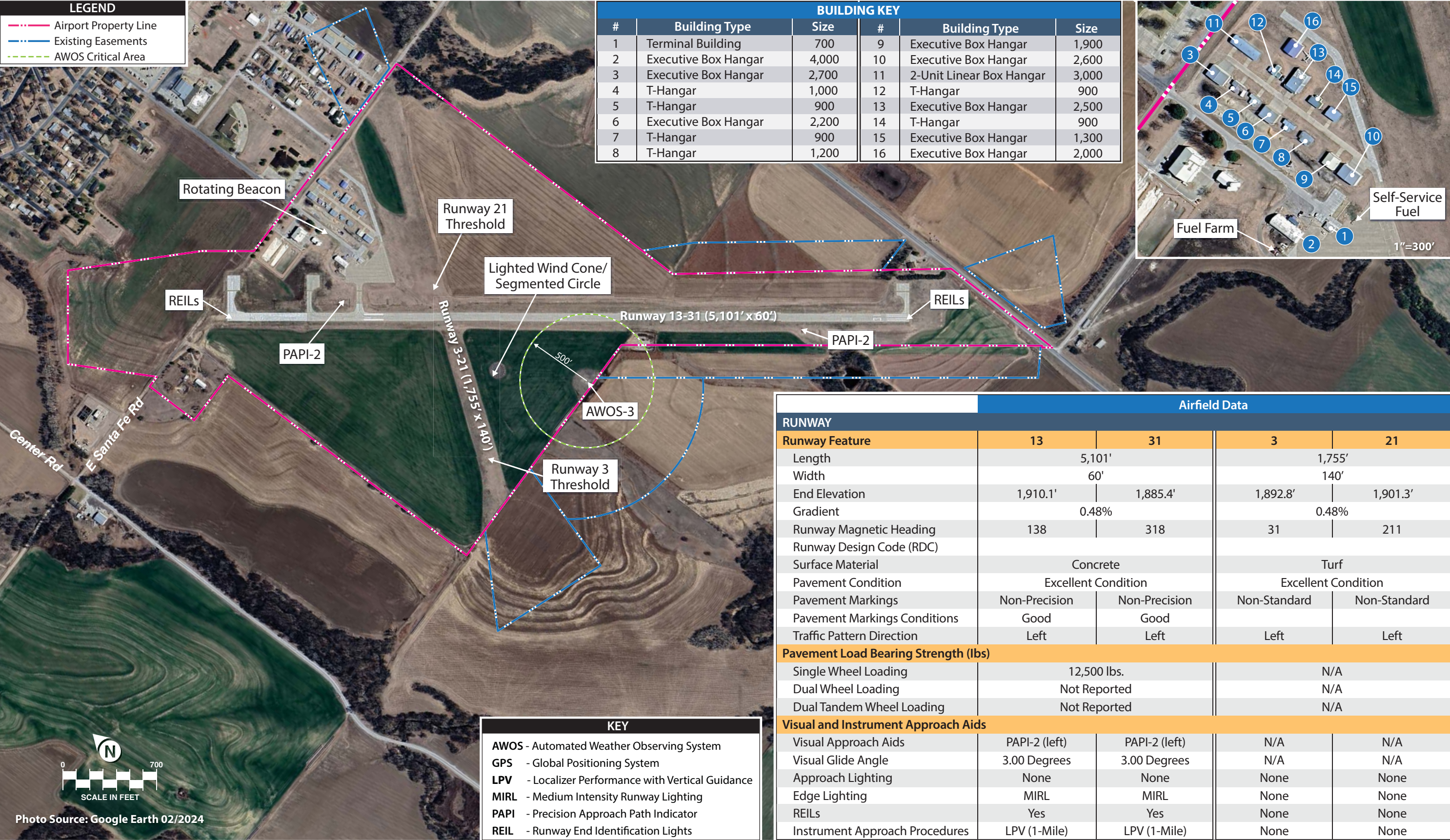
*Airport Identification Lighting* | The location of the airport at night is universally identified by a rotating beacon, which projects two beams of light (one white and one green) 180 degrees apart. The beacon operates from sunset to sunrise and is located on the north side of the airport property along the access road leading to the airport terminal building.

*Pavement Edge Lighting* | Pavement edge lighting defines the lateral limits of the pavement to ensure safe operations during night and/or times of low visibility and help maintain safe and efficient access to and from the runway and aircraft parking areas. Runway 13-31 is equipped with medium intensity runway lighting (MIRL).



*Rotating Beacon*







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Each runway end is equipped with threshold lights, which emit green light outward from the runway and emit red light toward the runway. The green lights indicate the landing threshold for arriving aircraft and the red lights indicate the end of the runway for departing or landing aircraft. The lateral edge of taxiway and taxilane pavement are primarily indicated by blue reflectors; medium intensity taxiway lighting (MITL) is available at the runway-taxiway intersections.

**Visual Approach Aids** | Visual approach aids are installed at airports to assist pilots in determining the correct descent path to the runway end during landing. Runway 13-31 is equipped with a two-box precision approach path indicator (PAPI-2) system on each runway end. PAPIs have an effective visual range of three miles during the day and 20 miles at night. The PAPIs are installed on the left side of each runway end and are set at the standard 3.00-degree glide path.



*Taxiway Edge Reflector*

Runway end identification lights (REILs) provide visual identification of the runway end for landing aircraft. REILs consist of two synchronized flashing lights, located laterally on each side of the runway end, facing the approaching aircraft. These flashing lights can be seen during the day or night for up to 20 miles, depending on visibility conditions. Runway 13-31 is equipped with REILs on both ends.

Turf Runway 3-21 has no visual approach aids.



*PAPI-2 System*

**Pilot-Controlled Lighting** | During nighttime hours, pilots can use the pilot-controlled lighting (PCL) system to activate and dim the airfield lights and visual approach aids from their aircraft through a series of clicks of their radio transmitters, using the common traffic advisory frequency (CTAF): 122.8 megahertz (MHz).

### Airfield Signage and Markings

Airfield identification signs assist pilots in identifying runways, taxiway routes, holding positions, and critical areas. Phillipsburg Municipal Airport is not equipped with lighted runway and taxiway designations or routing/directional signage.

Pavement markings aid in the movement of aircraft along surfaces at the airport and identify closed or hazardous areas. PHG provides and maintains marking systems in accordance with FAA Advisory Circular (AC) 150/5340-1, *Standards for Airport Marking*. Runway 13-31 is equipped with non-precision markings that include the runway centerline, designation, threshold markings, and aiming points.

All taxiway pavements at the airport are marked with yellow centerline markings, holding position markings, and leadoff lines on normally used exits. Centerline markings assist pilots in maintaining proper clearance from pavement edges and objects near the taxiway edges. Aircraft holding positions are marked at each runway/taxiway intersection and are separated from the runway centerline by 200 feet.



*Aircraft Holding Position*

### **Navigational Aids and Instrument Approach Procedures**

Navigational aids are electronic devices that transmit radio frequencies pilots in properly equipped aircraft can translate into point-to-point guidance and position information. In general, the very high omnidirectional range (VOR) provides azimuth readings to pilots of properly equipped aircraft, transmitting a radio signal at every degree to provide 360 individual navigational courses. Distance measuring equipment (DME) is frequently combined with a VOR facility (VOR/DME) to provide distance and direction information to pilots. Military tactical air navigation aids (TACANs) and civil VORs are commonly combined to form VORTACs, which provide distance and direction information to both civil and military pilots. The Phillipsburg area is served by three VORTACs: Mankato, located 49.1 nautical miles (nm) east; Hill City, located 51 nm southwest; and Hays, located 53.3 nm south. The closest VOR to Phillipsburg is the Kearney VOR, located 61.1 nm north.

A non-directional beacon (NDB) is a radio transmitter at a known location that is used as an aviation or marine navigational aid. The signal transmitted by an NDB does not include inherent directional information, unlike signals transmitted by other navigational aids, such as a VOR. NDB signals follow the curvature of the Earth, so they can be received at much greater distances at lower altitudes – a major advantage over VOR. The Nette NDB, located 58 nm to the south, is the only NDB in the vicinity of Phillipsburg Municipal Airport. NDBs are generally being phased out of use by the FAA.

The global positioning system (GPS) is an additional navigational aid for pilots. GPS was initially developed by the United States Department of Defense for military navigation around the world. GPS differs from an NDB or VOR in that it allows pilots to directly navigate to any airport in the country without being required to navigate using specific facilities. GPS uses satellites placed in orbit around the earth to transmit electronic radio signals, which pilots of properly equipped aircraft use to determine altitude, speed, and other navigational information.

Instrument approach procedures assist pilots in locating and landing at an airport during low visibility and cloud ceiling conditions. They are categorized as either precision, approach with vertical guidance (APV), or non-precision. Precision instrument approach aids provide an exact course alignment and vertical descent path for an aircraft on final approach to a runway with a height above threshold (HATh)

lower than 250 feet and visibility lower than  $\frac{3}{4}$ -mile. APVs also provide course alignment and vertical guidance but have HATs of 250 feet or more and visibility minimums of  $\frac{3}{4}$ -mile or greater. Non-precision instrument approaches provide only course alignment information with no vertical guidance.

Approach minimums are published for different aircraft categories and consist of a minimum decision altitude (DA) and required visibility. According to Title 14 Code of Federal Regulations (CFR) 91.175, a pilot must be able to make a safe landing, have the runway in sight, and meet the visibility requirement. For a precision approach or APV, the DA is the point at which the pilot must meet all three criteria for landing; otherwise, they cannot land using the published instrument approach. For a non-precision approach, the minimum descent altitude (MDA) is a specified altitude at which the required visual reference must be made or a missed approach must be initiated.

At Phillipsburg Municipal Airport, GPS provides for localizer performance with vertical guidance (LPV) via an area navigation (RNAV) GPS instrument approach to each end of Runway 13-31. **Table 1C** details the instrument approach procedures at PHG.

**TABLE 1C | Instrument Approach Procedures**

	WEATHER MINIMUMS BY AIRCRAFT TYPE			
	Category A	Category B	Category C	Category D
<b>RNAV (GPS) Runway 13</b>				
LPV DA	2,160' / 1-mile			N/A
LNAV/VNAV DA	2,361' / 1 $\frac{1}{8}$ -mile			N/A
LNAV MDA	2,340' / 1-mile			N/A
Circling	2,340' / 1-mile	2,360' / 1-mile	2,380' / 1 $\frac{1}{2}$ -mile	N/A
<b>RNAV (GPS) Runway 31</b>				
LPV DA	2,150' / 1-mile			N/A
LNAV/VNAV DA	2,150' / 1-mile			N/A
LNAV MDA	2,200' / 1-mile			N/A
Circling	2,280' / 1-mile	2,360' / 1-mile	2,380' / 1 $\frac{1}{2}$ -mile	N/A

(xxx' / x-mile) = decision altitude / visibility minimum

Aircraft categories are based on the approach speeds of aircraft. An aircraft's approach speed is determined as 1.3 times the stall speed in landing configuration, as follows:

Category A: 0-90 knots (e.g., Cessna 172)

Category B: 91-120 knots (e.g., Beechcraft KingAir)

Category C: 121-140 knots (e.g., Canadair Challenger, Boeing 737)

Category D: 141-166 knots (e.g., Gulfstream IV, Boeing MD-88)

Category E: greater than 166 knots (e.g., certain large military or cargo aircraft)

Source: AirNav (<https://www.airnav.com/airport/KPHG>)

## WEATHER AND COMMUNICATION

Phillipsburg Municipal Airport is served by an automated weather observing system (AWOS-3). The system updates weather observations every minute, continuously reporting changes that can be accessed via radio frequency 119.125 MHz or by calling (785) 543-8960. The AWOS reports cloud ceiling, visibility, temperature, dew point, wind direction, wind speed, altimeter setting (barometric pressure), lightning detection, and density altitude (airfield elevation corrected for temperature). As shown on **Exhibit 1C**, the AWOS is located south of the runways' intersection, approximately 1,100 feet east of Runway 3.

Phillipsburg Municipal Airport also has a lighted wind cone and segmented circle, which are located approximately 680 feet northwest of the AWOS equipment, near the intersection of Runway 13-31 and Runway 3-21. The wind cone informs pilots of the wind direction and speed, while the segmented circle indicates aircraft traffic pattern information.

## AREA AIRSPACE AND AIR TRAFFIC CONTROL

The *Federal Aviation Act of 1958* established the FAA as the responsible agency for the control and use of navigable airspace within the U.S. The FAA has established the National Airspace System (NAS) to protect persons and property on the ground, in addition to establishing a safe and efficient airspace environment for civil, commercial, and military aviation. The NAS covers the common network of U.S. airspace, including air navigation facilities; airports and landing areas; aeronautical charts; associated rules, regulations, and procedures; technical information; and personnel and material. The system also includes components shared jointly with the U.S. military.

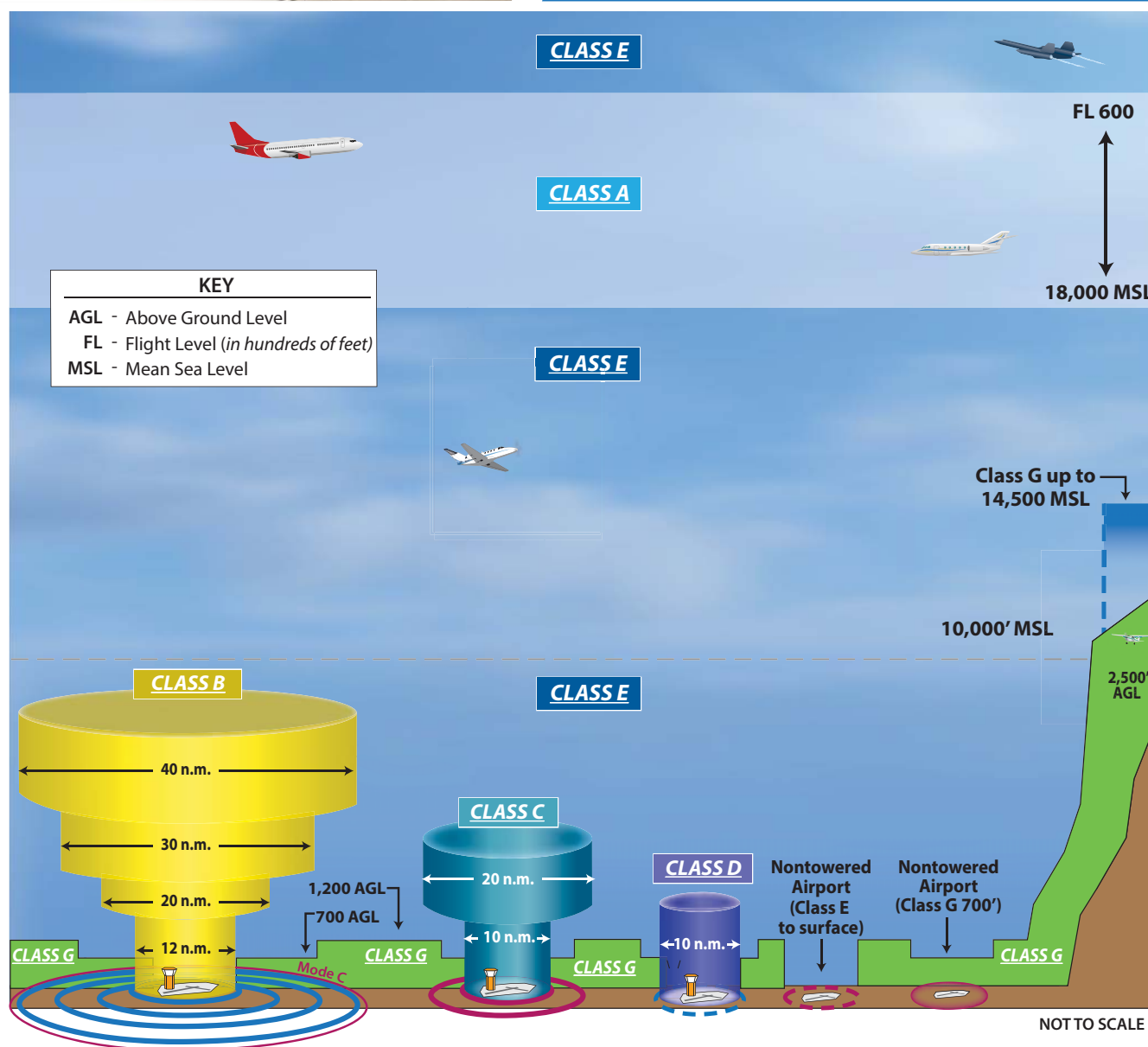
### AIRSPACE STRUCTURE

Airspace within the U.S. is broadly classified as either controlled or uncontrolled. The difference between controlled and uncontrolled airspace relates primarily to requirements for pilot qualifications, ground-to-air communications, navigation and air traffic services, and weather conditions. Six classes of airspace have been designated in the U.S., as shown on **Exhibit 1D**. Airspace designated as Class A, B, C, D, or E is considered controlled airspace. Aircraft operating within controlled airspace are subject to varying requirements for positive air traffic control. Airspace near Phillipsburg Municipal Airport is depicted on **Exhibit 1E**.

**Class A Airspace** | Class A airspace includes all airspace from 18,000 feet MSL to flight level (FL) 600 (approximately 60,000 feet MSL) over the contiguous 48 states and Alaska. This airspace is designated in 14 CFR Part 71.33 for positive control of aircraft. All aircraft must be on an IFR clearance to operate within Class A airspace.

**Class B Airspace** | Class B airspace has been designated around some of the country's major airports, such as Kansas City International Airport (MCI), to separate all aircraft within a specified radius of the primary airport. Each Class B airspace is specifically tailored for its primary airport. This airspace is the most restrictive controlled airspace routinely encountered by pilots operating under VFR in an uncontrolled environment. In order to fly within Class B airspace, an aircraft must be equipped with special radio and navigation equipment and must obtain clearance from air traffic control. A pilot is required to have at least a private pilot certificate or be a student pilot who has met the requirements of Federal Aviation Regulations (FAR) Part 61.95, which requires special ground and flight training for Class B airspace. Aircraft are also required to utilize Mode C transponders within a 30-nm range of the center of the Class B airspace; a Mode C transponder allows the airport traffic control tower (ATCT) to track the location and altitude of the aircraft. Phillipsburg Municipal Airport is located approximately 195 nm from MCI's Class B airspace.

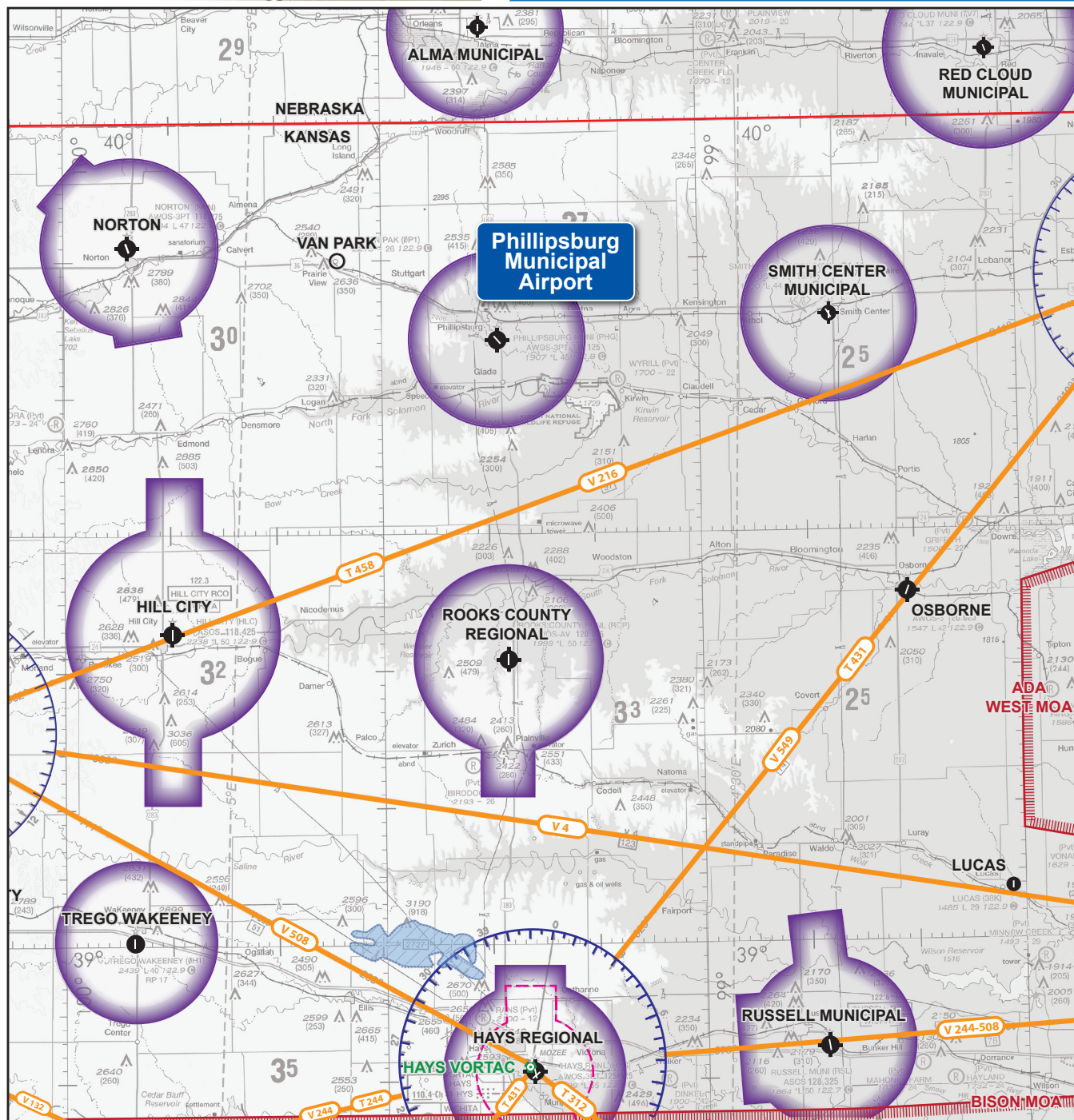




### DEFINITION OF AIRSPACE CLASSIFICATIONS

- CLASS A** Think A - Altitude. Airspace above 18,000 feet MSL up to and including FL 600. Instrument Flight Rule (IFR) flights only, ADS-B 1090 ES transponder required, ATC clearance required.
- CLASS B** Think B - Busy. Multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports. ADS-B 1090 ES transponder required, ATC clearance required.
- CLASS C** Think C - Mode C. Mode C transponder required. ATC communication required. Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control.
- CLASS D** Think D - Dialogue. Pilot must establish dialogue with tower. Generally airspace from the surface to minimum 2,500 feet AGL surrounding towered airports.
- CLASS E** Think E - Everywhere. Controlled airspace that is not designated as any other Class of airspace.
- CLASS G** Think G - Ground. Uncontrolled airspace. From surface to a 1,200 AGL (in mountainous areas 2,500 AGL) Exceptions: near airports it lowers to 700' AGL; some airports have Class E to the surface. Visual Flight Rules (VFR) minimums apply.

Source: [www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/phak/media/15\\_phak\\_ch15.pdf](http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/media/15_phak_ch15.pdf)



### LEGEND

- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Other than hard-surfaced runways
- Compass Rose
- VORTAC
- Alert Area and Military Operations Area (MOA)
- Class D Airspace
- Class E (sfc) Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E airspace
- Victor Airways
- Turbine Wind Farms

**Class C Airspace** | The FAA has established Class C airspace at approximately 120 airports around the country that experience significant levels of IFR traffic. Class C airspace is designed to regulate the flow of uncontrolled traffic above, around, and below the arrival and departure airspace required for high-performance, passenger-carrying aircraft at major airports. To fly inside Class C airspace, an aircraft must have a two-way radio and an encoding transponder and must have established communication with the air traffic control (ATC) facility. Aircraft may fly below the floor of the Class C airspace or above the Class C airspace ceiling without establishing communication with ATC. The nearest Class C airspace to Phillipsburg Municipal Airport surrounds Lincoln Airport (LNK) in Lincoln, Nebraska, approximately 125 nm to the northeast.

**Class D Airspace** | Class D airspace is controlled airspace surrounding airports with ATCTs. Class D airspace typically constitutes a cylinder with a horizontal radius of four or five nm from the airport, extending from the surface up to a designated vertical limit, which is typically set at approximately 2,500 feet above the airport elevation. Aircraft operators planning to operate within Class D airspace are required to contact ATC prior to entering or departing the airspace and must maintain contact while within the controlled airspace to land or transverse the area. The nearest Class D airspace surrounds Central Nebraska Regional Airport (GRI), approximately 82 nm northeast of Phillipsburg Municipal Airport.

**Class E Airspace** | Class E airspace is controlled airspace designed to contain IFR operations near an airport and while aircraft are transitioning between the airport and enroute environments. Unless otherwise specified, Class E airspace terminates at the base of the overlying airspace. Only aircraft operating under IFR are required to be in contact with ATC when operating in Class E airspace. While aircraft conducting visual flights in Class E airspace are not required to be in radio communication with ATC facilities, visual flight can only be conducted if minimum visibility and cloud ceilings exist. Phillipsburg Municipal Airport is in Class E airspace, the surface of which begins at 700 feet above ground level (AGL). The airspace surrounding the airport below 700 feet AGL is Class G airspace.

**Class G Airspace** | Airspace not designated as Class A, B, C, D, or E is considered uncontrolled, or Class G, airspace. Air traffic control does not have the authority or responsibility to exercise control over air traffic within this airspace. Class G airspace lies between the surface and the overlying Class E airspace (700 feet AGL).

While aircraft may technically operate within Class G airspace without any contact with ATC, it is unlikely that many aircraft will operate this low to the ground. Furthermore, federal regulations specify minimum altitudes for flights. FAR Part 91.119, *Minimum Safe Altitudes*, generally states that except when necessary for takeoff or landing, a pilot must not operate an aircraft over any congested area of a city, town, or settlement, or over any open-air assembly of persons, at an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

Over less congested areas, pilots must maintain an altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure. A helicopter may be operated at less than the minimums prescribed above if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter must comply with any routes or altitudes specifically prescribed for helicopters by the FAA.



**Victor Airways** | For aircraft arriving or departing the regional area using VOR facilities, a system of federal airways, referred to as Victor airways, has been established. Victor airways are corridors of airspace that are eight miles wide and extend upward from 1,200 feet AGL to 18,000 feet MSL and extend between VOR navigational facilities. Victor airways near Phillipsburg Municipal Airport are identified on **Exhibit 1E**. The closest Victor airway to the airport is V 216, located south of the airport.

**Alert Areas / Military Operations Areas and Military Training Routes / Restricted Areas** | Alert areas, military operations areas (MOAs), military training routes (MTRs), and restricted areas are depicted on aeronautical charts to inform nonparticipating pilots of areas that may contain high volumes of pilot training, military operations/activities, or unusual types of aerial activity. Pilots should exercise caution near and within these areas. All activity within these areas (if permission is granted by the controlling agency) should be conducted in accordance with regulations and without waiver; pilots of participating aircraft and pilots transiting the area are equally responsible for collision avoidance. The nearest MOA to PHG is the Ada West MOA, located 42 nm to the southeast. A restricted area (R-3602 A and B) is located approximately 112 nm southeast of the airport in the vicinity of Manhattan Regional Airport.

**Wilderness Areas** | While not specifically considered part of the U.S. airspace structure, the boundaries of national parks, wildlife service areas, forest wilderness, and primitive areas are noted on aeronautical charts. Aircraft operations are not specifically restricted over these areas; however, pilots are requested to maintain a minimum altitude of 2,000 feet above the surface. FAA AC 91-36C defines the surface as the highest terrain within 2,000 feet laterally of the route of flight or the uppermost rim of a canyon or valley. The nearest wilderness area to Phillipsburg Municipal Airport is Kirwin National Wildlife Refuge, located approximately four nm to the southeast.

## AIRSPACE CONTROL

The FAA has established 21 Air Route Traffic Control Centers (ARTCCs) throughout the continental U.S. to control aircraft operating under IFR within controlled airspace and while enroute. An ARTCC assigns specific routes and altitudes along federal airways to maintain separation and orderly traffic flow. The Denver Center ARTCC controls IFR airspace enroute to and from Phillipsburg Municipal Airport at altitudes greater than 10,000 feet AGL.

A flight service station (FSS) is an air traffic facility that provides pilot briefings, flight plan processing, in-flight radio communications, search and rescue (SAR) services, and assistance to lost aircraft and aircraft in emergency situations. Flight Service Stations also relay ATC clearances, process Notices to Air Missions (NOTAMs), and broadcast aviation meteorological and aeronautical information. The Wichita FSS is the nearest FSS to Phillipsburg Municipal Airport.

## LOCAL OPERATING PROCEDURES

The traffic pattern at the airport is maintained to provide the safest and most efficient use of the airspace. At Phillipsburg Municipal Airport, all runways use a left-hand traffic pattern, which means aircraft conduct left-hand turns within the traffic pattern when operating on the runway. The typical traffic pattern altitude is 500 feet AGL for rotorcraft; between 800 and 1,000 feet AGL for piston aircraft; and 1,500 feet AGL for turbine aircraft.

## REGIONAL AIRPORTS

A review of other public-use airports with at least one paved runway within a 30-nm radius of Phillipsburg Municipal Airport was conducted to identify and distinguish the types of air service provided in the region. It is important to consider the capabilities and limitations of these airports when planning for future changes or improvements at Phillipsburg Municipal Airport. **Exhibit 1F** provides basic information about the public-use airports within the vicinity of Phillipsburg Municipal Airport.

## LANDSIDE FACILITIES

### TERMINAL/AIRPORT OPERATIONS OFFICE

The terminal building at Phillipsburg Municipal Airport is located north of the intersection of the runways. It offers approximately 700 square feet (sf) of space and features a pilots' lounge and restroom; a courtesy car is available upon request. The terminal is accessible from East Santa Fe Road.



*Terminal Building*

### FIXED BASE OPERATOR

The City of Phillipsburg serves as the fixed base operator (FBO) for the airport. Fuel (100LL and Jet A) and oil sales are available 24 hours per day.

### ON-AIRPORT BUSINESSES

There is one on-site business at PHG. Kansas Crop Care provides aerial application services to agricultural operations in the area.

### AIRCRAFT HANGAR FACILITIES

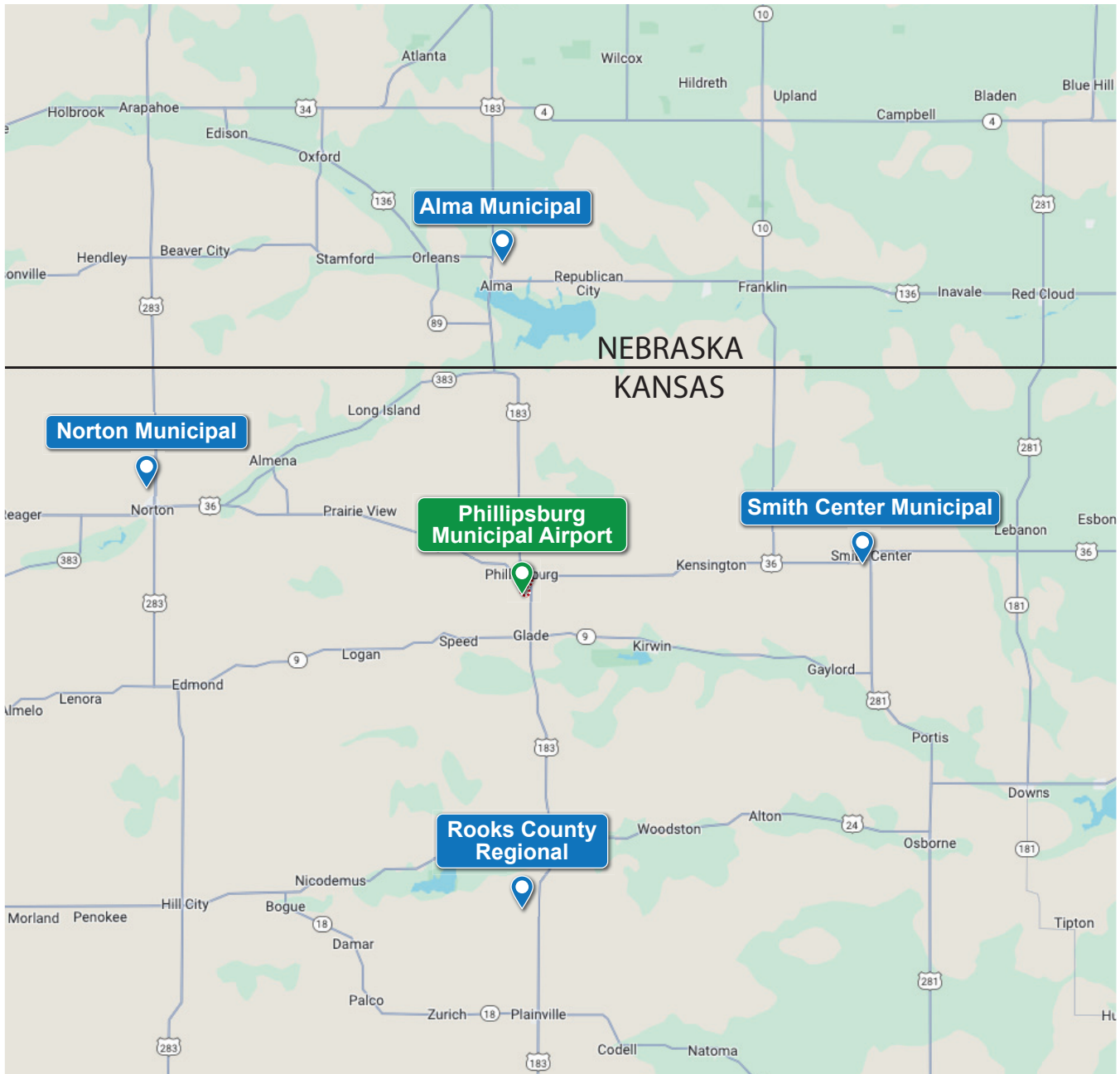
Existing hangar facilities at Phillipsburg Municipal Airport are located on the north side of the airport, as shown on **Exhibit 1C**. These aircraft storage facilities consist of T-hangars, which are designed to accommodate individual smaller aircraft, and executive box hangars, which can accommodate larger aircraft and typically range in size from 2,500 to 10,000 sf. Conventional hangars are typically greater than 10,000 sf in size and are used to store larger aircraft, including jets; there are no conventional hangars at the airport. PHG has approximately 28,000 total sf of aircraft storage space divided among 16 units. All hangars at the airport are occupied.

### AIRCRAFT PARKING APRON

There is one aircraft parking apron at the airport, which encompasses approximately 6,800 square yards (sy) and includes nine marked parking positions for fixed-wing aircraft.



Airport (Within NPIAS)	Distance/Direction from PHG	FAA Service Level	Based Aircraft	Annual Operations	Longest Runway	Lowest Visibility Minimums
Phillipsburg Municipal (PHG)	NA	Basic GA	10	9,000	5,101	1-mile
Alma Municipal (4D9)	22.6 nm E	Basic GA	13	1,950	3,200	1-mile
Rooks County Regional (RCP)	23.4 nm S	Basic GA	10	N/A	5,000	1-mile
Smith Center Municipal (K82)	24.2 nm E	Basic GA	9	4,012	4,400	1-mile
Norton Municipal (NRN)	27.5 nm WNW	Local GA	16	5,010	4,701	1-mile



## VEHICLE PARKING

Public vehicle parking at the airport is available at the terminal building. There are nine marked parking spaces, plus one accessible parking space. Tenants of the box/T-hangar facilities at the airport generally park near their hangars.

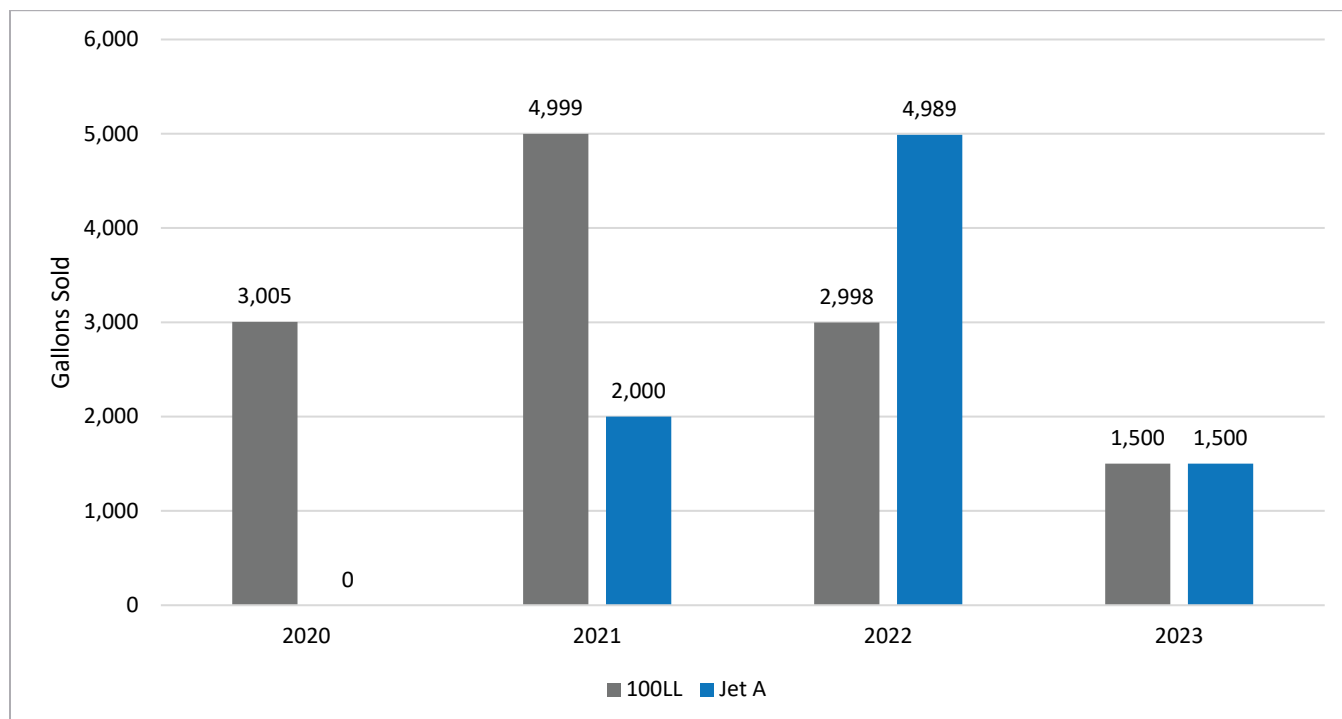
## SUPPORT FACILITIES

### Firefighting Services

As a general aviation airport, Phillipsburg Municipal Airport is not required to maintain on-site aircraft rescue and firefighting (ARFF) equipment or services. Firefighting services are provided by the Phillipsburg Fire Department and Rural District #1, which operates from a station located at 409 East Street, approximately one and a half miles north of the airport.

### Fuel Storage

Fuel storage facilities at Phillipsburg Municipal Airport are located on the northwest corner of the terminal apron, adjacent to the Quonset-style hangar. The airport has two underground tanks: one tank for 100LL fuel and one tank for Jet A fuel, each of which has a capacity of 4,000 gallons. Both tanks are more than 20 years old. A self-service fuel pump is located on the north side of the apron, near the terminal building. Fuel flowage records were provided by the airport sponsor and are summarized in the graph below. Over the last four years, the City of Phillipsburg has annually sold an average of 3,126 gallons of 100LL fuel and 2,122 gallons of Jet A fuel.



## UTILITIES

The availability and capacity of the utilities serving the airport are factors in determining the development potential of the airport property, as well as the land immediately adjacent to the facility. Of primary concern in the inventory investigation is the availability of water, gas, sewer, and power sources. Providers are detailed below:

- Midwest Energy – gas
- Prairie Land – electric
- City of Phillipsburg – water/sewer/solid waste
- Nex-Tech and AT&T – communications

## PERIMETER FENCING/GATES

The airfield is not enclosed by perimeter fencing. There are two points of entry onto the airfield from the access road that extends from Santa Fe Road. These access points are chained off but are otherwise unsecured.

## COMMUNITY PROFILE

For an airport planning study, a profile of the local community, including its socioeconomic characteristics, is created and examined in order to understand the growth dynamics of the study area. The community profile for Phillips County, as shown on **Exhibit 1G**, is derived from several sources, including the U.S. Census Bureau and Woods & Poole's Complete Economic and Demographic Data Source (CEDDS).

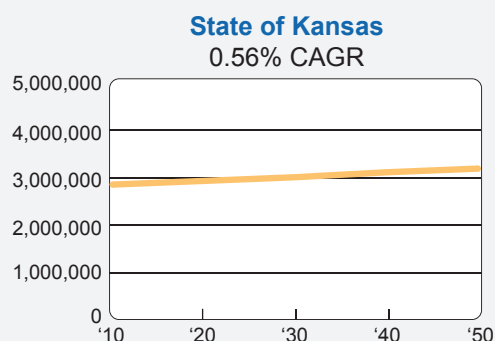
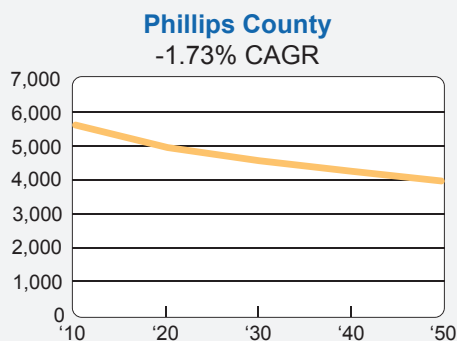
From a population perspective, Phillips County has been declining in population. This trend is expected to continue into the future; however, the state's population has been steadily growing and is anticipated to reach three million residents by 2030. Key industries in Phillipsburg include educational services, healthcare, and agriculture.

## ENVIRONMENTAL INVENTORY

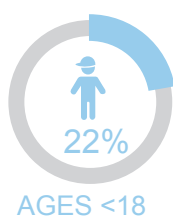
The purpose of the following environmental inventory is to identify potential environmental sensitivities that should be considered when planning future improvements at the airport. Research was performed for each of the 13 impact categories within FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures* (§1.2(b)(1)). When considering the effects to the impact categories listed below, the FAA may examine both the short and long-term effects, beneficial and adverse effects, effects on public health and safety, economic effects, and the effects on the quality of life to American people.

- i. Aviation Emissions and Air Quality
- ii. Biological Resources (including fish, wildlife, and plants)
- iii. Coastal Resources
- iv. *Department of Transportation Act*, Section 303 (referred to as "Section 4(f)") and Land and Water Conservation Fund (referred to as "Section 6(f)")

## POPULATION



## POPULATION BY AGE



## HOUSEHOLDS

Median Household  
Income



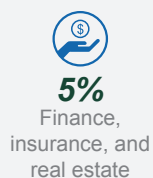
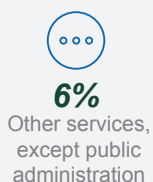
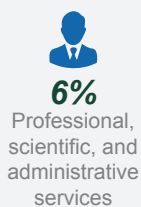
**\$57,611**

Total Housing  
Units

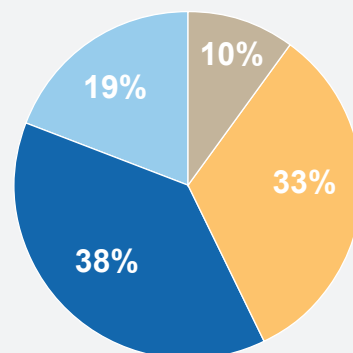


**\$2,191**

## CIVILIAN EMPLOYMENT BY SECTOR



## EDUCATION



Less than High School Diploma  
or Equivalent

High School Diploma

Some College or Associates Degree

Bachelor's Degree or Higher

Sources: U.S. Census Bureau (2022 ACS 5-Year Estimate); Woods & Poole Complete Economic and Demographic Data Source

- v. Farmlands
- vi. Hazardous Materials, Solid Waste, and Pollution Prevention
- vii. Historical, Architectural, Archeological, and Cultural Resources
- viii. Land Use
- ix. Natural Resources and Energy Supply
- x. Noise and Noise-Compatible Land Use
- xi. Socioeconomic and Children's Health and Safety Risks
- xii. Visual Effects (including light emissions)
- xiii. Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

## AVIATION EMISSIONS AND AIR QUALITY

The concentration of various pollutants in the atmosphere defines the local air quality. The significance of a pollutant's concentration is determined by comparing it to the state and federal air quality standards. In 1971, the U.S. Environmental Protection Agency (EPA) established standards that specify the maximum permissible short- and long-term concentrations of various air contaminants. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards for criteria pollutants: ozone (O<sub>3</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), coarse particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and lead (Pb). Based on federal air quality standards, a specific geographic area can be classified as an attainment, maintenance, or nonattainment area for each pollutant. The threshold for nonattainment designation varies by pollutant.

Phillipsburg Municipal Airport is in Phillips County, Kansas, which is in attainment for all federal criteria pollutants, as of May 31, 2024.<sup>1</sup>

## BIOLOGICAL RESOURCES

Biological resources include the various types of plants and animals that are present in an area. The term also applies to rivers, lakes, wetlands, forests, and other habitat types that support plants and animals. The airport is flat with elevations ranging from roughly 1,888 feet to 1,910 feet across the airport. Habitat includes ruderal vegetation and grasses.

The U.S. Fish and Wildlife Service (USFWS) is charged with overseeing the requirements contained within Section 7 of the *Endangered Species Act* (ESA). The ESA provides a framework to conserve and protect animal or plant species whose populations are threatened by human activities. The FAA and USFWS review projects to determine if a significant impact to protected species will result from the implementation of a proposed project. Significant impacts occur when a proposed action could jeopardize the continued existence of a protected species or would result in the destruction or adverse

<sup>1</sup> U.S. EPA, Green Book, Kansas Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants ([https://www3.epa.gov/airquality/greenbook/anayo\\_ks.html](https://www3.epa.gov/airquality/greenbook/anayo_ks.html))



modification of federally designated critical habitat in the area. The USFWS Information for Planning and Consultation (IPaC) resource list describes species and habitats protected under the ESA within the vicinity of the airport (**Table 1D**).

**TABLE 1D | U.S. Fish and Wildlife Service List of Federally Endangered, Threatened, and Candidate Species to be Considered for Airport Development Actions**

Common Name ( <i>Scientific Name</i> )	Federal Listing	Habitat and Range	Potential for Occurrence
<b>Birds</b>			
whooping crane ( <i>Grus americana</i> )	Federal and State Endangered	Whooping cranes reside in wetlands, marshes, mudflats, wet prairies, and fields.	<b>Unlikely to occur.</b> Based on a review of the National Wetlands Inventory, there are no wetlands on the airport that could be used as potential habitat for the whooping crane.
<b>Insects</b>			
monarch butterfly ( <i>Danaus plexippus</i> )	Proposed Threatened	The monarch butterfly is a migratory species found in a variety of habitats. This species requires milkweed ( <i>Asclepias</i> spp.) for breeding. Migrating monarch butterflies often occur near water sources (e.g., rivers, creeks, riparian corridors, roadside ditches, and irrigated gardens).	<b>May occur.</b> The airport is surrounded by agricultural fields that could provide habitat for foraging.
<b>USFWS Status Definitions for Federally Listed Species:</b> Endangered = an animal or plant species in danger of extinction throughout all or a significant portion of its range Threatened = an animal or plant species likely to become endangered within the foreseeable future throughout all or a significant portion of its range Proposed Threatened = an animal or plant species that is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and has been proposed to be listed as threatened; proposed threatened species are not protected by the take prohibitions of Section 9 of the ESA.			

Source: USFWS, IPaC (<https://ipac.ecosphere.fws.gov/>)

Section 3 of the ESA is used to protect critical habitat areas. Designated critical habitat areas are geographically defined and have been determined to be essential to the recovery of a specific species. There are no critical habitat areas at or near the airport.

The federal *Migratory Bird Treaty Act* (MBTA) protects migratory birds and their eggs, nests, and feathers. Potential impacts to species protected under the MBTA are evaluated by the USFWS in consultation with other federal agencies. Habitat for migratory birds may occur if bushes or other types of ground nesting substrate are present. The typical breeding season for migratory birds that could be present is from March through September.

Species identified for Phillips County on the Kansas Department of Wildlife and Parks (KDWP) Threatened and Endangered (T&E) Species list that are state-listed, but not federally listed, are listed as follows.<sup>2</sup> There is no aquatic habitat at the airport that is suitable to support marine mammals or fish listed by the KDWP for Phillips County.

<sup>2</sup> KDWP, Threatened and Endangered (T&E) Species, Phillips County (<https://ksoutdoors.com/Services/Threatened-and-Endangered-Wildlife/List-of-all-Kansas-Counties/Phillips>)

## Birds

- least tern (*Sterna antillarum*) – state endangered
- piping plover (*Charadrius melodus*) – state threatened
- snowy plover (*Charadrius alexandrinus*) – state threatened

## Mammals

- eastern spotted skunk (*Spilogale putorius*) – state threatened

## COASTAL RESOURCES

Federal activities that involve or affect coastal resources are governed by the *Coastal Barriers Resource Act*, the *Coastal Zone Management Act*, and Executive Order (E.O.) 13089, *Coral Reef Protection*.

The State of Kansas does not contain any coastal zones and, therefore, has no recognized Coastal Zone Management Areas (CZMAs). The nearest National Marine Sanctuary is the Flower Garden Banks National Marine Sanctuary, which is located roughly 850 miles from the airport.<sup>3</sup>

## DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f)

Section 4(f) of the *Department of Transportation Act*, which was recodified and renumbered as Section 303(c) of Title 49 United States Code, provides that the Secretary of Transportation will not approve any program or project that requires the use of any publicly or privately owned historic sites, public parks or recreation areas, or waterfowl and wildlife refuges of national, state, regional, or local importance, unless there is no feasible and prudent alternative to the use of such land and the project includes all possible planning to minimize harm resulting from the use.

The nearest historic feature listed on the National Register of Historic Places (NRHP) is the Phillipsburg Community Building at the intersection of F Street and 4<sup>th</sup> Street, which is located just over one mile away from the airport.<sup>4</sup>

The nearest waterfowl and wildlife refuge, wilderness area, and national recreation area are listed below.

- Wildlife/waterfowl refuge – Kirwin National Wildlife Refuge (four miles from the airport)
- Wilderness area – Fort Niobrara Wilderness (225 miles from the airport)
- National recreation area – Lake Meredith National Recreation Area (300 miles from the airport)

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<sup>3</sup> Google Earth Aerial Imagery; National Oceanic and Atmospheric Administration (NOAA), National Marine Sanctuary System Map (<https://sanctuaries.noaa.gov/about/maps.html>)

<sup>4</sup> U.S. Department of the Interior, National Park Service, National Register of Historic Places (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>)

**Table 1E** and **Exhibit 1H** identify potential Section 4(f) resources within one mile of the airport. Cemeteries may be considered potential Section 4(f) properties if they are determined to be listed or eligible for listing on the NRHP. A school playground or athletic field may be considered a Section 4(f) resource if the recreational facilities at the school are readily available to the public.

**TABLE 1E | U.S. Department of Transportation Section 4(f) Resources Within One Mile of Airport Boundaries**

Place	Location	Distance/Direction from Airport
<b>Cemetery</b>		
Fairview Cemetery	E 100 Road	0.30 miles NE
<b>Parks / Recreational Facilities</b>		
Phillipsburg City Campground and Park	Fort Bissell Avenue	1.00 miles NW
Ball Fields	650 5 <sup>th</sup> Street	0.90 miles N
<b>Public Schools</b> (may or may not contain protected Section 4(f) resources)		
Phillipsburg Elementary School	300 Nebraska Avenue	0.60 miles NW
Phillipsburg Middle School	647 7 <sup>th</sup> Street	1.00 miles N
Phillipsburg High School	410 S 7 <sup>th</sup> Street	0.25 miles N

Sources: Google Earth Aerial Imagery, June 2024; U.S. Department of the Interior, National Park Service, National Register of Historic Places (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>)

Fairview Cemetery was established in 1872 and is owned and operated by the City of Phillipsburg.<sup>5</sup> This cemetery is of historic age (i.e., 50 years or older). At the time this report was prepared, Fairview Cemetery has not been listed on the NRHP.

## FARMLANDS

Under the *Farmland Protection Policy Act* (FPPA), federal agencies are directed to identify and consider the adverse effects of federal programs on the preservation of farmland, consider appropriate alternative actions that could lessen adverse effects, and ensure such federal programs are compatible with state or local government programs and policies to protect farmland, to the extent practicable. The FPPA guidelines, developed by the U.S. Department of Agriculture (USDA), apply to farmland classified as prime, unique, or of state or local importance, as determined by the appropriate government agency with concurrence by the Secretary of Agriculture.

The USDA Natural Resources Conservation Service (USDA-NRCS) Web Soil Survey shows the types of soils and their farmland classifications on and adjacent to the airport (**Exhibit 1H**). Phillipsburg Municipal Airport is not located within a census-designated urbanized area and may be subject to the FPPA as a result.<sup>6</sup>

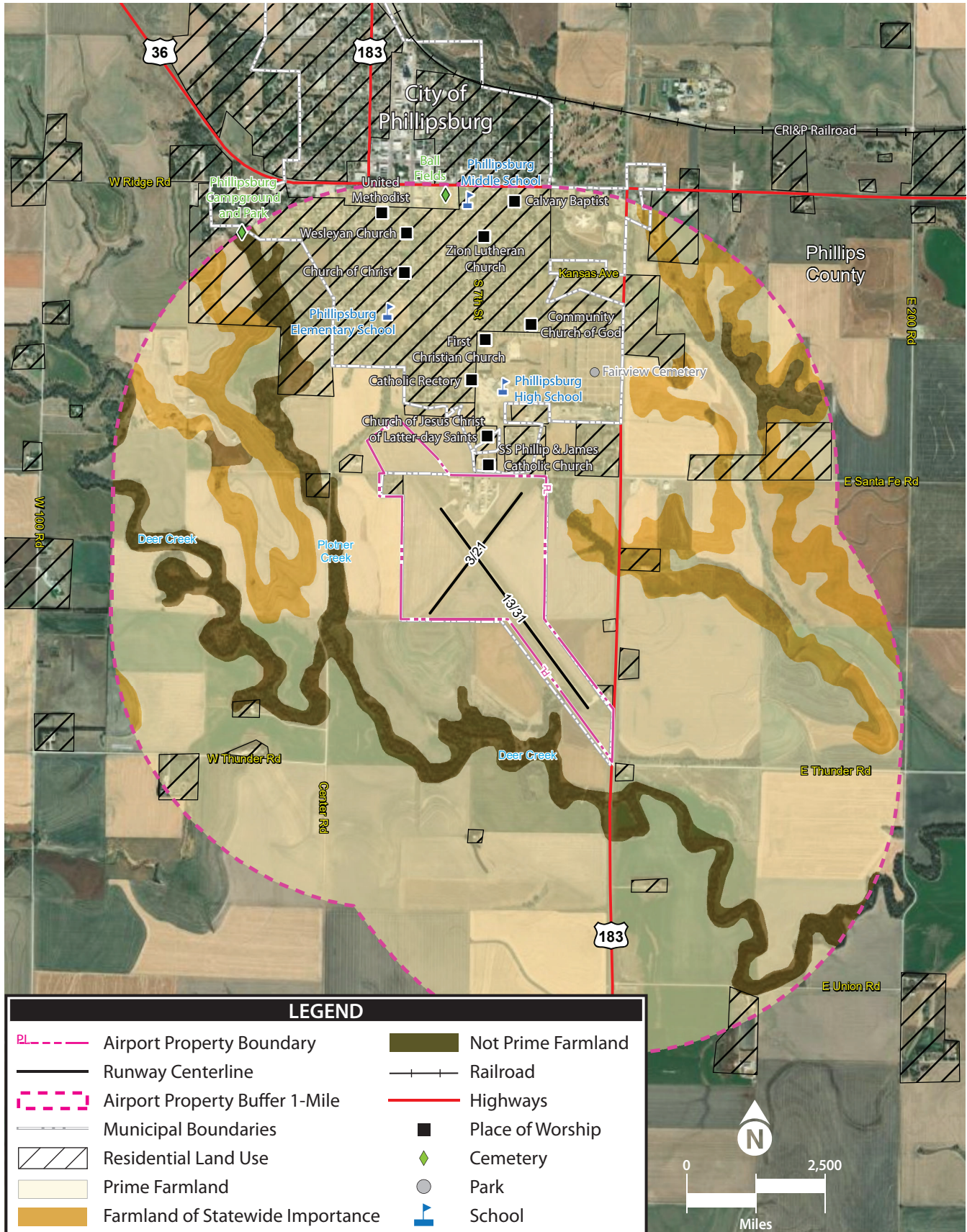
The airport contains two types of farmland classification: *all areas are prime farmland* and *farmland of statewide importance*. Most of the land within the airport is recognized as prime farmland (**Table 1F**).

**Exhibit 1H** also shows the soil ratings for the area within one mile of the airport. Much of this land is farmed and is rated as either “prime farmland” or “farmland of statewide importance.”

<sup>5</sup> Phillipsburg, Kansas, City Government, Departments, Cemetery (<https://cityofphillipsburg.com/112/Cemetery#:~:text=About%20Fairview%20Cemetery,directory%20to%20provide%20burial%20information.>)

<sup>6</sup> U.S. EPA, EJScreen (Version 2.2), Boundaries, Urban Areas (<https://ejscreen.epa.gov/mapper/>)





Source: ESRI Basemap Imagery (2023), USDA,USGS, Phillips County Parcels, Coffman Associates Analysis

**TABLE 1F | Farmland Classification – Summary Map Unit – Phillips County, Kansas (KS147)**

Web Soil Survey Symbol	Soil Type	Farmland Rating
2347	McCook silt loam, rarely flooded	All areas are prime farmland
2612	Harney silt loam, 0 to 1 percent slopes	All areas are prime farmland
2674	Holdrege silt loam, 1 to 3 percent slopes, plains and breaks	All areas are prime farmland
2817	Uly silt loam, 3 to 6 percent slopes	All areas are prime farmland
2820	Uly silt loam, 6 to 11 percent slopes, eroded	Farmland of statewide importance

Source: USDA-NRCS, Web Soil Survey (<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>)

## HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

Federal, state, and local laws regulate hazardous materials use, storage, transportation, and disposal. These laws may extend to past and future landowners of properties that contain these materials. Disrupting sites that contain hazardous materials or contaminants may cause significant impacts to soil, surface water, groundwater, air quality, and the organisms using these resources.

The two statutes of most importance to airport projects are the *Resource Conservation Recovery Act* (RCRA), as amended by the *Federal Facilities Compliance Act of 1992*, and the *Comprehensive Environmental Response, Compensation, and Liability Act* (CERCLA), as amended (also known as Superfund). The RCRA governs the generation, treatment, storage, and disposal of hazardous waste. The CERCLA provides for the cleanup of any release of a hazardous substance that may endanger public health or the environment. These laws may extend to past and future landowners of properties that contain these materials. Locations identified as Superfund sites are listed on the National Priorities List (NPL).

According to the U.S. EPA's NEPAAssist online tool, there are no Superfund sites within one mile of the airport.<sup>7</sup> One brownfield, Phillipsburg Armory BTA, is located 0.85 miles north of the airport at 520 7<sup>th</sup> Street. This site was constructed in the 1950s and was formerly used as a U.S. National Guard armory until it was ultimately closed. Based on a previous environmental site assessment conducted at this location, petroleum contaminants have been found within the groundwater at this site.<sup>8</sup>

PHG has aboveground aircraft fuel facilities that provide 100LL (low lead) aviation fuel and Jet A fuel services. Spill prevention, control, and countermeasure (SPCC) plans are required for these facilities, per U.S. EPA regulations.

National Pollutant Discharge Elimination System (NPDES) permits outline the regulatory requirements of municipal stormwater management programs and establish requirements to help protect the beneficial uses of the receiving waters. The program requires permittees to develop and implement best management practices (BMPs) to control/reduce the discharge of pollutants to waters of the United States, to the maximum extent practicable. In Kansas, the Kansas Department of Health and Environment (KDHE) oversees the administration of the state's stormwater program.<sup>9</sup>

<sup>7</sup> U.S. EPA, NEPAAssist (<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>)

<sup>8</sup> U.S. EPA, Property Details for Phillipsburg Armory BTA ([https://ordspub.epa.gov/ords/cimc/f?p=CIMC:31::::Y,31,0:P31\\_ID:115061#cleanup](https://ordspub.epa.gov/ords/cimc/f?p=CIMC:31::::Y,31,0:P31_ID:115061#cleanup))

<sup>9</sup> KDHE, Stormwater Programs (<https://www.kdhe.ks.gov/756/Stormwater-Programs>)



The KDHE also oversees the Solid Waste Section of the state’s Bureau of Waste Management, which administers permits to solid waste facilities in Kansas. The closest landfill to PHG is the Phillips County Landfill, located at 1799 Center Road, approximately 0.5 miles west of the airport. This landfill accepts construction/demolition waste, metals, and concrete and electronic waste.<sup>10</sup>

## HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Determination of a project’s environmental impact to historic and cultural resources is made under guidance in the *National Historic Preservation Act of 1966* (NHPA), as amended, the *Archaeological and Historic Preservation Act of 1974* (AHPA), the *Archaeological Resources Protection Act* (ARPA), and the *Native American Graves Protection and Repatriation Act of 1990* (NAGPRA). The *Antiquities Act of 1906*, the *Historic Sites Act of 1935*, and the *American Indian Religious Freedom Act of 1978* also protect historic, architectural, archaeological, and cultural resources. Impacts may occur when a proposed project causes an adverse effect on a resource that has been identified (or is identified after being unearthed during construction) as having historic, architectural, archaeological, or cultural significance.

From the information available at the time this report was prepared, no systematic airport-wide cultural surveys have been conducted. Much of the airport has been developed or disturbed by construction; however, there is still a chance that intact cultural resources may be present on either the ground surface or subsurface.

The airport was established in 1943, and buildings or structures of historic age (i.e., 50 years or older) may still be present within airport property. Based on a review of historic aerials, there may be historic-age structures along 7<sup>th</sup> Street, on the north side of the airport.<sup>11</sup>

## LAND USE

Land use regulations near airports are achieved through local government codes, city policies, and plans that include airport districts and planning areas. Regulations are used to avoid land use compatibility conflict around airports.

According to the City of Phillipsburg, Kansas, zoning map, the airport is zoned as “R-S” (Residential Low-Density District). In Article X of the city’s zoning ordinance, R-S zoning allows for single-family rural residential development at low density, as well as public facilities.<sup>12</sup>

The airport is currently surrounded by agricultural land, with scattered rural residential land uses to the west, east, and south. To the north lie residential neighborhoods, commercial land uses, parks, schools, and recreational areas. U.S. Route 183 borders the airport on the east side, and Deer Creek is located to the west, east, and south of the airport. General land uses within one mile of the airport, including those that could be sensitive to airport noise or other effects, are identified on **Exhibit 1H**.

<sup>10</sup> County of Phillips, Kansas, Landfill and Recycling, Phillips County Landfill and Recycling Center

<sup>11</sup> Historic Aerials (<https://www.historicaerials.com/viewer>)

<sup>12</sup> Phillipsburg, Kansas, Zoning Ordinance (<https://cityofphillipsburg.com/158/Zoning-Ordinance>)

## NATURAL RESOURCES AND ENERGY SUPPLY

It is the policy of FAA Order 1053.1C, *Energy and Water Management Program for FAA Buildings and Facilities*, to encourage the development of facilities that exemplify the highest standards of design, including principles of sustainability.

## NOISE AND NOISE-COMPATIBLE LAND USE

Federal land use compatibility guidelines are established under 14 CFR Part 150, *Airport Noise Compatibility Planning*. According to 14 CFR Part 150, residential land and schools are noise-sensitive land uses that are not considered compatible with a 65-decibel (dB) day-night average sound level (Ldn or DNL). Other noise-sensitive land uses (such as religious facilities, hospitals, or nursing homes), if located within a 65-dB DNL contour, are generally compatible when an interior noise level reduction of 25 dB is incorporated into the design and construction of structures. Special consideration should also be given to noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in 14 CFR Part 150 do not account for the value, significance, and enjoyment of the area in question.<sup>13</sup>

**Table 1G** identifies noise-sensitive land uses within one mile of the airport. These land uses are also shown on **Exhibit 1H**. The closest residences are located adjacent to the airport property lines on the southeast and northeast areas of the airport.

There are no hospitals or live-in medical care facilities within one mile of the airport.

**TABLE 1G | Noise-Sensitive Land Uses Within One Mile of the Airport**

Facility	Location	Distance/Direction from Airport Boundary
<b>Places of Worship</b>		
Catholic Rectory	423 S 7 <sup>th</sup> Street	0.30 miles N
Saints Philip & James Catholic Church	690 S 7 <sup>th</sup> Street	0.04 miles N
Church of Jesus Christ of Latter-Day Saints	620 S 7 <sup>th</sup> Street	0.10 miles N
First Christian Church	150 S 7 <sup>th</sup> Street	0.45 miles N
Community Church of God	135 10 <sup>th</sup> Street	0.50 miles N
Church of Christ	305 4 <sup>th</sup> Street	0.70 miles N
Zion Lutheran Church	492 7 <sup>th</sup> Street	0.80 miles N
Wesleyan Church	360 H Street	0.80 miles N
United Methodist Church	593 3 <sup>rd</sup> Street	0.90 miles N
<b>Schools</b>		
Phillipsburg Elementary School	300 Nebraska Avenue	0.60 miles NW
Phillipsburg Middle School	647 7 <sup>th</sup> Street	1.00 miles N
Phillipsburg High School	410 S 7 <sup>th</sup> Street	0.25 miles N

Source: Google Earth Aerial Imagery, June 2024

<sup>13</sup> 49 U.S. Code § 47141, Compatible Land Use Planning and Projects by State and Local Governments

## SOCIOECONOMICS AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

### Socioeconomics

*Socioeconomics* is an umbrella term used to describe aspects of a project that are social or economic in nature. A socioeconomic analysis evaluates how elements of the human environment (such as population, employment, housing, and public services) might be affected by the proposed action or alternative(s).

### Children's Environmental Health and Safety

Per E.O. 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, federal agencies are directed to prioritize identification and assessment of the environmental health and safety risks that may disproportionately impact children. Such risks include those attributable to products or substances a child is likely to encounter or ingest (i.e., air, food, and water – including drinking water) or to which they may be exposed.

Several schools, one park, and one recreational area are located within one mile of the airport.

## VISUAL EFFECTS

Visual effects deal broadly with the extent to which a proposed action or alternative(s) would either (1) produce light emissions that create an annoyance or interfere with activities, or (2) contrast with or detract from the visual resources and/or the visual character of the existing environment. Each jurisdiction will typically address outdoor lighting, scenic vistas, and scenic corridors in its zoning ordinances and general plan.

### Light Emissions

These impacts typically relate to the extent to which any light or glare results from a source that could create an annoyance for people or would interfere with normal activities.

Airfield lighting at the airport includes medium-intensity runway edge lights and threshold lights. Navigation lights include a rotating beacon, which emits flashes of white and green light, and PAPI-2 and REIL systems on Runways 13 and 31. Runways 3 and 21 are not equipped with lighting.

The airport is surrounded by land uses (such as residential neighborhoods) that would be sensitive to light pollution. The nearest residences abut the southeast airport boundary, off U.S. Route 183, and the northwest airport boundary, off Santa Fe Road.

### Visual Resources and Visual Character

*Visual character* refers to the overall visual makeup of the existing environment in which a proposed action or its alternative(s) would be located. For example, areas near densely populated areas generally have a visual character that could be defined as urban, whereas less developed areas could have a visual character defined by the surrounding landscape features (such as open grass fields, forests, mountains, deserts, etc.).

*Visual resources* include buildings, sites, traditional cultural properties, and other natural or human-made landscape features that are visually important or have unique characteristics. Visual resources may include structures or objects that obscure or block other landscape features. In addition, visual resources can include the cohesive collection of various individual visual resources that can be viewed at once or in concert from the area surrounding the site of the proposed action or alternative(s).

The airport is primarily within an agricultural area with residential, commercial, and industrial land uses to the north and scattered single-family residences to the east, west, and south. Visually, the airport is characterized by airport development and flat open land, some of which is farmed. Views of the airport are accessible from surrounding roadways; long-range views of the airport are not readily available from off-airport property due to the relatively flat topography of the airport environs.

There are two national scenic byways in Kansas.<sup>14</sup> Neither of these byways are located near the airport. There are no All-American Roads recognized in Kansas.

## WATER RESOURCES

### Wetlands

The U.S. Army Corps of Engineers regulates the discharge of dredged and/or fill material into waters of the United States, including wetlands with continuous surface connections to traditional navigable waters, under Section 404 of the *Clean Water Act* (CWA). Wetlands are defined in E.O. 11990, *Protection of Wetlands*, and can include swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, mudflats, natural ponds, estuarine areas, tidal overflows, and shallow lakes and ponds with emergent vegetation. Wetlands exhibit three characteristics: the soil is inundated or saturated to the surface at some time during the growing season (hydrology), the soil has a population of plants that are able to tolerate various degrees of flooding or frequent saturation (hydrophytes), and the soil is saturated enough to develop anaerobic (absent of air or oxygen) conditions during the growing season (hydric).

The USFWS manages the National Wetlands Inventory (NWI), which identifies surface waters and wetlands in the nation at a macro level, based on aerial photography.<sup>15</sup> Based on the NWI and Google Earth aerial maps, there are no wetlands located within airport boundaries; however, there are several wetlands within one mile of the airport (**Exhibit 1J**). The closest wetland abuts the southwest portion of the airport and appears to be connected to Deer Creek. This wetland may fall under Section 404 of the CWA, as currently implemented by the U.S. Army Corps of Engineers, as a jurisdictional water.

### Floodplains

E.O. 11988, *Floodplain Management*, directs federal agencies to take action to reduce the risk of flood loss; minimize the impacts of floods on human safety, health, and welfare; and restore and preserve the natural and beneficial values served by the floodplains. U.S. Department of Transportation (DOT) Order 5650.2, *Floodplain Management and Protection*, implements the guidelines contained in E.O. 11988.

<sup>14</sup> U.S. Department of Transportation, Federal Highways Administration, National Scenic Byways & All-American Roads (<https://fhwaapps.fhwa.dot.gov/bywaysp/States/Show/KS>), June 2024

<sup>15</sup> National Wetlands Inventory (<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>)





Source: ESRI Basemap Imagery (2023), USDA, USGS, FWS, Phillips County Parcels, Coffman Associates Analysis



At the time of this study, neither the Federal Emergency Management Agency (FEMA) nor the Kansas Department of Agriculture have mapped floodplain data for the airport.<sup>16</sup> Phillips County does not have a flood control district.

## Surface Waters

The CWA establishes water quality standards, controls discharges, develops waste treatment management plans and practices, prevents or minimizes the loss of wetlands, and regulates other issues concerning water quality. Water quality concerns related to airport development most often relate to the potential for surface runoff and soil erosion, as well as the storage and handling of fuel, petroleum products, solvents, etc. Additionally, U.S. Congress has mandated the NPDES under the CWA.

As previously discussed under *Hazardous Materials, Solid Waste, and Pollution Prevention*, the KDHE NPDES program has federal regulatory authority over discharges of pollutants to Kansas surface waters. Phillipsburg Municipal Airport is in the Plotner Creek-Deer Creek watershed.<sup>17</sup> There are three impaired waterbodies within this watershed: portions of Deer Creek (west and south of the airport) and Plotner Creek (northwest of the airport).

## Groundwater

*Groundwater* is subsurface water that occupies the space between sand, clay, and rock formations. The term *aquifer* is used to describe the geologic layers that store or transmit groundwater, such as wells, springs, and other water sources. Examples of direct impacts to groundwater could include withdrawal of groundwater for operational purposes or reduction of infiltration or recharge area due to new impervious surfaces.

The U.S. EPA's Sole Source Aquifer (SSA) program was established under Section 1424(e) of the *Safe Drinking Water Act* (SDWA). Since 1977, the SSA program has been used by communities to help prevent contamination of groundwater by federally funded projects and has increased public awareness of the vulnerability of groundwater resources. The SSA program is authorized by Section 1424(e) of the SDWA (Public Law 93-523, Title 42 U.S. Code § 300 et seq.), which states:

*"If the Administrator determines, on his own initiative or upon petition, that an area has an aquifer which is the sole or principal drinking water source for the area and which, if contaminated, would create a significant hazard to public health, he shall publish notice of that determination in the Federal Register."*<sup>18</sup>

<sup>16</sup> FEMA, Flood Map Service Center (<https://msc.fema.gov/portal/search?AddressQuery=phillipsburg%20municipal%20airport>); Kansas Department of Agriculture (<https://gis2.kda.ks.gov/gis/ksfloodplain/>)

<sup>17</sup> U.S. EPA, How's My Waterway (<https://mywaterway.epa.gov/community/phillipsburg%20municipal%20airport/overview>)

<sup>18</sup> U.S. EPA, Overview of the Drinking Water Sole Source Aquifer Program (<https://www.epa.gov/dwssa/overview-drinking-water-sole-source-aquifer-program#Authority>)

According to the U.S. EPA's *Sole Source Aquifer for Drinking Water* website, there are no sole source aquifers located within airport boundaries. The nearest sole source aquifer is the Arbuckle-Simpson Streamflow Source Area, which is located 375 miles from the airport.<sup>19</sup>

### Wild and Scenic Rivers

The *National Wild and Scenic Rivers Act* was established to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations.

The Nationwide Rivers Inventory is a list of over 3,400 rivers or river segments that appear to meet the minimum *National Wild and Scenic Rivers Act* eligibility requirements, based on their free-flowing status and resource values. The development of the Nationwide Rivers Inventory resulted from Section 5(d)(1) in the *National Wild and Scenic Rivers Act*, which directs federal agencies to consider potential wild and scenic rivers in the comprehensive planning process.

The closest designated national wild and scenic river identified is the Niobrara River in Nebraska, which is located more than 205 miles from the airport.<sup>20</sup> The nearest Nationwide Rivers Inventory feature is the Saline River, which is located 58 miles from the airport.<sup>21</sup>

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<sup>19</sup> U.S. EPA, Sole Source Aquifers (<https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>)

<sup>20</sup> U.S. Department of the Interior, National Park Service, National Wild and Scenic River System in the U.S. (<https://nps.maps.arcgis.com/apps/MapJournal/index.html?appid=ba6debd907c7431ea765071e9502d5ac#>)

<sup>21</sup> U.S. Department of the Interior, National Park Service, Nationwide Rivers Inventory (<https://www.nps.gov/maps/full.html?mapId=8adbe798-0d7e-40fb-bd48-225513d64977>)