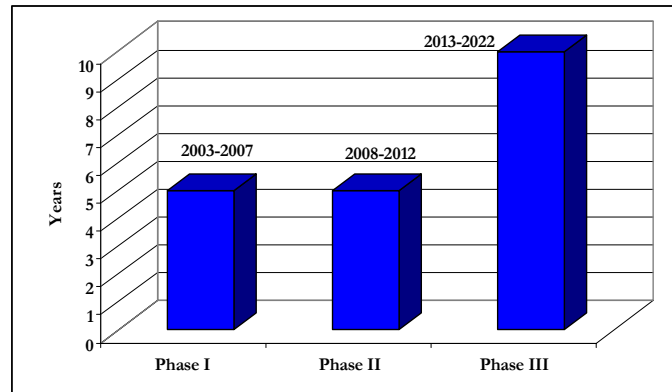


This chapter details the various projects required for continued improvement and operation of Rock Hill/York County Airport (Bryant Field) for a period of 20 years (2003-2022). These projects, by phase (time period), include estimates of probable construction costs in constant 2003 dollars. These planning cost estimates are intended as order of magnitude costs only. More detailed project definitions and associated estimates must be developed prior to implementation of any project identified herein.

The 20-year Airport improvement program is broken into one of the three following development phases:

- Phase I (2003-2007)
- Phase II (2008-2012)
- Phase III (2013-2022)



A brief description of each improvement is provided for each development phase, as illustrated on the ALP. The recommended staging is not absolute, and changes in demand, priorities, economy, or funding may alter the need or timing of each proposed development.

The following sections include various equipment, construction, and development items scheduled for each phase, along with estimated costs at 2003 constant dollars. These costs should be periodically reviewed and updated to account for inflation and other changing conditions. Each figure represents an order of magnitude estimate of the total project cost for each item, including not only construction, but also incidental expenses such as engineering, planning, administration, surveying, and testing. Since these are preliminary order of magnitude estimates for planning purposes, a contingency amount was added to each cost item to cover unforeseen conditions, which may occur during actual development. This approach is an industry standard used to prepare preliminary planning estimates and, though somewhat conservative, reduces the likelihood of budget overruns when detailed design is completed and bids received.

This chapter also includes a funding analysis based on typical funding sources. Four primary funding sources were used for airport improvement projects at Rock Hill/York County Airport (Bryant Field). These four funding sources include FAA, SCDOA, Owner, and other sources. The following sections describe funding sources and eligibility criteria.

## 5.1 FAA FUNDING

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To promote the development of airports to meet the nation's needs, the federal government embarked on a Grants-In-Aid Program to units of state and local government after the end of World War II. This early program, the Federal-Aid Airport Program (FAAP) was authorized by the Federal Treasury Act of 1946 and provided funding from the Treasury.

In 1970, a more comprehensive program was established with the passage of the Airport and Airway Development Act of 1970. This Act provided grants for airport planning under the Planning Grant Program (PGP) and for airport development under the Airport Development-Aid Program (ADAP). These programs were funded through the Airport and Airway Trust Fund, which received income from taxes on airline tickets, airfreight, and aviation fuel. The authority to issue grants under these two programs expired on September 30, 1981. During this 11-year period, a total of 8,809 grants were awarded for a total of \$4.5 billion for airport planning and development.

The Airport Improvement Program (AIP), established by the Airport and Airway Improvement Act of 1982, initially provided funding legislation through fiscal year 1992. Since then, the AIP has been authorized and appropriated on a yearly basis. Funding for this program is generated from:

- 7.5% tax on airline tickets
- 6.25% tax on freight-way bills

### Milestones in Federal Aid to Airports

<b>May 13, 1946</b>	Federal Airport Act established the Federal-Aid Airport Program (FAAP), the first peacetime program of financial aid aimed exclusively at promoting development of the nation's civil airports. Except for a lapse in new funding during fiscal 1954, the program continued for 24 years.
<b>May 21, 1970</b>	Airport and Airway Development Act of 1970 and Airport and Airway Revenue Act of 1970 replaced FAAP by an Airport Development Aid Program (ADAP) with greatly increased funding drawn from a new Airport and Airway Trust Fund.
<b>June 18, 1973</b>	Airport Development Acceleration Act of 1973 increased the annual funding level of the ADAP.
<b>July 12, 1976</b>	Airport and Airway Development Act Amendments of 1976 ended a one-year lapse in authorization for grants under ADAP, raised the program's funding level, increased the federal share of grants, and expanded the types of projects eligible.
<b>September 3, 1982</b>	Airport and Airway Improvement Act of 1982 reestablished FAA's airport grants program, which had been inactive since the end of fiscal 1981, and renamed it the Airport Improvement Program (AIP).
<b>May 26, 1994</b>	AIP Temporary Extension Act of 1994 renewed FAA's authority to award AIP grants, which had lapsed on September 30, 1993. Subsequently, the Federal Aviation Administration Authorization Act of 1994 continued the program's authorization through fiscal 1996.

Source: FAA Office of Public Affairs

- \$12.00 international departure fee
- \$0.193 per gallon tax on general aviation fuel
- \$0.218 per gallon tax on jet fuel

The federal government provides 90% funding at most airports for eligible items under the AIP. Unfortunately, the federal government has not matched expenditures with revenues collected at this time so that the trust fund has a total surplus not being spent for airport development.

Federal airport improvement funds must be spent on FAA eligible projects as defined in *FAA Order 5100.38 Airport Improvement Program (AIP) Handbook*. In general, the handbook states that:

- An Airport must be in the currently approved NPIAS
- Most public-use airport improvements are eligible for 90% federal funding
- General aviation terminal buildings, T- and corporate hangars, and other private-use facilities are not eligible for federal funding
- The AIP must be depicted on an FAA-approved ALP

## 5.2 SCDOA FUNDING

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SCDOA is responsible for administering the state funds for airport development projects. These funds are derived from the sale of general obligation bonds and line item appropriated general funds. The procedure is comprised of four basic elements:

1. **Airport Request** – each airport is requested to submit to SCDOA its anticipated funding needs for each bonding period (usually every two years).
2. **SCDOA Review and Prioritization** – requests are reviewed by the SCDOA for eligibility and projects prioritized.
3. **Joint Bond Review Committee Review and Recommendation** – considers the requests in conjunction with requests from other state agencies and compares them to the anticipated bonding levels available for the bonding period.
4. **Legislative Approval** – legislature debates bond bill levels, which when passed becomes part of the state budget.

The schedule for disbursement of bond monies is based on bonding availability. This is based on a percentage ceiling of the total anticipated state revenues. A schedule is developed, and each approved project is given a time frame of when the funds will become available. The airport must then apply to SCDOA for formal approval for the actual disbursement of the funds.

### 5.3 LOCAL FUNDING

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Local funding of capital projects for the Rock Hill/York County Airport (Bryant Field) is currently provided by the City of Rock Hill (50%) and York County (50%). The Airport Administrator is employed by the City and represents it on all grants.

Airports may receive funds from a variety of sources to provide their share of local funds. The sources may include private donations, municipal bonds, county and/or municipal budgets, user fees, force account work, corporations, in-kind contributions, or tax levies. The most ideal source would be the income from charges to the users of the facility. This, however, does not always generate the funds necessary, especially at small general aviation airports.

### 5.4 OTHER FUNDING SOURCES

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Other agencies, on occasion, fund airport improvement projects. The following list represents some of these funding sources:

- Other state agencies involved in transportation or economic development
- Regional planning councils
- Legislative or administrative branches of state and national government
- Local industries
- Challenge grants
- Fund raising activities, such as air shows
- Leasing of airport property not needed for aeronautical purposes
- Revenue bonds for construction of revenue-producing facilities, such as automobile parking lots and hangars

## 5.5 AIRPORT DEVELOPMENT PROGRAM

This section lists each future Airport improvement project by stage for the 20-year planning period (2003-2022). Planning estimates of probable construction cost are listed on Table 5.5-1, as well as breakdown of potential FAA, state, local, and other funding sources with a funding summary. Please note that these estimates (refer to Appendix E) are for planning purposes only and each project should be reevaluated prior to implementation.

**Table 5.5-1  
Preliminary Opinion of Probable Cost  
Airport Development Program  
Rock Hill/York County Airport (Bryant Field)**

Phase	Description	Total			
		Estimated Cost	FAA Eligible	SCDOA Eligible	Local Funding
I	RPZ Land Acquisition (42.2 acres plus 4 dwellings)	\$740,185	\$666,167	\$37,009	\$37,009
I	Justification/Environmental Documentation for Runway Extension	\$300,000	\$270,000	\$15,000	\$15,000
I	Apron North of Existing Apron & Taxiway D	\$749,438	\$674,494	\$37,472	\$37,472
I	Conventional Hangar north of New FBO (100' x 100')	\$508,975			\$508,975
I	Apron North of New FBO	\$141,669	\$127,502	\$7,083	\$7,083
I	Apron West of New Apron	\$189,520	\$170,568	\$9,476	\$9,476
I	Conventional Hangars (2 - 100' x 100') West of New Apron	\$1,017,950			\$1,017,950
I	Apron North of Old FBO Building	\$321,368			\$321,368
I	Conventional T-Hanger (50' x 250')	\$624,000			\$624,000
I	Apron Expansion & New Entrance South of Old FBO Building	\$520,870	\$468,783	\$26,043	\$26,043
I	Conventional Hangar (2 - 50' x 50') South of Old FBO Building	\$423,800			\$423,800
I	Conventional T-Hangars (3 - 50' x 250') South of Shade Ports	\$1,872,000			\$1,872,000
I	Apron Associated with T-Hangars	\$941,793	\$847,613	\$47,090	\$47,090
I	Compass Calibration Pad	\$268,928	\$242,035	\$13,446	\$13,446
I	Obstruction Removal - Approach Surfaces	\$87,745	\$78,971	\$4,387	\$4,387
I	Obstruction Removal - Part 77 Surfaces	\$465,750	\$419,175	\$23,288	\$23,288
I	Terminal Area Parking	\$266,685	\$240,017	\$13,334	\$13,334
I	Terminal Expansion (5,463 square feet)	\$401,550			\$401,550
	<b>Phase I Estimated Total Cost</b>	<b>\$9,842,223</b>	<b>\$4,205,323</b>	<b>\$233,629</b>	<b>\$5,403,272</b>
II	1,000' Runway/Taxiway Extension	\$13,712,283	\$12,341,055	\$685,614	\$685,614
II	Apron Expansion West of New Apron	\$268,124	\$241,311	\$13,406	\$13,406
II	Conventional Hangar (100' x 100') North of New FBO	\$649,595			\$649,595
II	Conventional Hangars (2 - 80' x 80') Near Old FBO Building	\$1,003,030			\$1,003,030
II	Apron South of Existing Apron Near Shade Ports	\$580,265	\$522,238	\$29,013	\$29,013
II	Conventional T-Hanger (50' x 250') South of Shade Ports	\$796,400			\$796,400
II	Apron Associated with T-Hanger	\$384,632	\$346,169	\$19,232	\$19,232
II	Relocation of Airport Road/Homestead Road	\$2,190,137	\$1,971,124	\$109,507	\$109,507
	<b>Phase II Estimated Total Cost</b>	<b>\$19,584,465</b>	<b>\$15,421,896</b>	<b>\$856,772</b>	<b>\$3,305,797</b>

**Table 5.5-1  
Preliminary Opinion of Probable Cost  
Airport Development Program  
Rock Hill/York County Airport (Bryant Field)**

Phase	Description	Total			
		Estimated Cost	FAA Eligible	SCDOA Eligible	Local Funding
III	Apron North of Phase I Apron	\$1,297,773	\$1,167,996	\$64,889	\$64,889
III	Conventional Hangar (100' x 100') North of Phase II Apron	\$829,067	\$0	\$0	\$829,067
III	Conventional Hangars (2 - 80' x 80') West of Old FBO Building	\$1,280,148	\$0	\$0	\$1,280,148
III	Conventional T-Hangars (2 - 50' x 250') South of Existing Shade Ports	\$2,032,860	\$0	\$0	\$2,032,860
III	Apron Associated with Conventional T-Hangars	\$1,035,334	\$931,800	\$51,767	\$51,767
III	On-Site Perimeter Road	\$1,586,812	\$1,428,131	\$79,341	\$79,341
<b>Phase III Estimated Total Cost</b>		<b>\$8,061,994</b>	<b>\$3,527,927</b>	<b>\$195,996</b>	<b>\$4,338,071</b>
<b>Estimated Total Program Cost</b>		<b>\$37,488,683</b>	<b>\$23,155,146</b>	<b>\$1,286,397</b>	<b>\$13,047,140</b>

## 5.6 SUMMARY

The value of Rock Hill/York County Airport (Bryant Field) to the local community is significant. Rock Hill/York County Airport (Bryant Field) plays an important part in the economic health of the entire region. The importance of an airport with modern, up-to-date facilities that provides convenient air access to area citizens and businesses should not be underestimated.

Air transportation increases and improves communications by bringing people together for business, social, recreational, and cultural purposes. Exchanges of ideas and exposure to business opportunities substantially add to the vitality and vibrancy of a growing area, such as York County.

The existence of a dependable all-weather public airport is a definite asset in attracting new industry and commercial business to the area. Business, with its increasing reliance on air transportation, places airport facilities high on its list of desirable community characteristics when selecting a site to initiate a new venture or relocate an existing operation.

The Airport Master Plan recommendations, if followed, will allow Rock Hill/York County Airport (Bryant Field) to continue to prosper and accommodate the region's need for safe and efficient air service.