

NOTES

1. PROJECT UPDATE

The meeting opened with introductions for attendees at the meeting (see attendees list) followed by a summary of project work completed to date. The Airport Master Plan is intended to update facility needs over the 20 year planning horizon. The planning is based on the design aircraft, which is the most demanding aircraft with over 500 take offs and landings per year. The plan is funded by the FAA and will require review and approval by the FAA to ensure that it complies with applicable FAA standards. Once the plan has been approved by the FAA and accepted by the County it will have to go through the local planning adoption process.

Activity at the airport has been fairly stable since the last plan and many of the improvements identified in the previous master plan have been completed. There has not been rapid growth at the airport or in the County overall. The forecast started with the current number of 10 based aircraft and growth to 13 based aircraft over the 20 year planning horizon.

The biggest change at the airport has been the introduction of the Air Tractor 802 spray plane. It has over 1000 take off's annually which equates to 2000 operations (take offs and landings). Based on this level of activity it is the design aircraft for the airport. Based on the 9 other based aircraft and using the FAA standard of an average of 250 operations per year per based aircraft, the total annual operations was calculated to be 4250. The good news is that the recently reconstructed runway and taxiway system has adequate capacity to handle these operations and many more. The other important thing to note is that the Lexington Airport is the only airport in the County that has a published approach, 24 hour weather reporting, and a runway of this length which makes it an important asset for medivac operations.

2. FACILITY REQUIREMENTS ASSESSMENT

- Determine Aircraft Operational Requirements
- Airport Service Area Facility Analysis
- Perform Aircraft Demand/Capacity Analysis
- Design Standards & FAR Part 77 Airspace Standards Evaluation
- Define Airside & Landside Facilities Requirements

The Air Tractor aerial applicator is a Design Group II aircraft. The airport is currently designated a B-II airport, so this fits with the existing designation. The one caveat is that prior planning was for aircraft lighter than 12,500 lbs. The Air Tractor exceeds this at 16,500 lbs. Aircraft under 12,500 are considered small aircraft and above are considered large aircraft which has an impact on which design standards

Albany Municipal Airport
Airport Master Plan
PLANNING ADVISORY COMMITTEE MEETING

apply. There is also activity of multi engine aircraft and turbo props that will drive the design requirements.

The airport needs including aircraft parking, hangar locations, etc. were all reviewed including the following elements:

Airfield Development Needs

- Runway Length
- Taxiway Improvements
- Airfield Lighting
- Aircraft Parking Apron
- Hangar Space (T-hangar, conventional, commercial)
- Security, Fencing
- Vehicle Parking, Access
- Fixed Base Operator (FBO) Facilities

Key FAA Design Standards and FAR Part 77 Airspace

- Current & Future Airport Reference Codes (ARC)
- Runway Lengths (design aircraft family)
- Clear Approaches
- Lateral and Runway End Clearances
- Runway Safety Area (RSA)
- Object Free Area (OFA)
- Obstacle Free Zone (OFZ)
- Runway Primary Surface
- Taxiway/Taxilane Clearances
- Building Restriction Lines
- Aircraft Parking Lines

The airport OFZ is 250 feet for small airplanes and is 400 feet for large airplanes. The OFZ needs to be clear of parked and taxing aircraft and structures. This could have an impact on the aircraft hold area. The other impact that shifting from a small airplane design aircraft to a large airplane is that the Part 77 airspace surfaces get larger because the airport moves from a Utility classification to Larger than Utility. It should be noted that this shift is based on the aircraft currently operating at the airport.

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Other facilities needs identified include full taxiway access to the far end of the runway, additional aircraft parking, and plan for fuel facilities.

3. ALTERNATIVES ANALYSIS

The alternatives analysis focused on the following items:

Airside Development Options

- Runway & Taxiway Reconfiguration

Landside Development Options

- Main Apron Taxilane Clearances
- Small Aircraft Parking (configuration and capacity)
- Multi Engine Aircraft Parking (configuration and capacity)
- Helicopter Parking (dedicated parking for helicopter)
- Aircraft Fueling Area (clearance from apron taxilanes, expansion)
- Vehicle Parking
- Hangars (aircraft storage and commercial/mixed use)

The alternatives figures depict the range of options to accommodate the facility needs. There are grading improvements needed to meet current standards for the runway due to recent updates in FAA design standards. We have developed two optional layouts for the parallel taxiway improvements. Both have significant costs due to grading requirements. The options including benefits and challenges as well as planning level costs are included in the draft chapter.

Other improvements include additional aircraft parking apron and fueling on the other side of the existing tanks. The PAC also mentioned that it would be beneficial to identify a helicopter parking position.

4. **NEXT STEPS** – Next Meeting August 12, 2014. Meeting will focus on the preferred alternatives, CIP priorities, and ALP status update.