

Meeting Notes

Auburn AMP PAC Meeting- January 23, 2014

Final Meeting to zero in on comments

RW configuration finalized at last meeting

-maximize pavement- safety related improvements

Goal to identify development concepts to included into ALP to be submitted to FAA.

Conception at this point- shows intended use.

Ensure compatibility of development with FAA standards

5-9 apron would be reconfigured when there is a major reconfiguration of the pavements

FBO facilities, reconfigured entrance

Better visual recognition for entrance

Improve parking around ---- area

30-40 _____ of forecasts w/o 5-10 tie downs

(5-10) industrial area on East side → area for airport expansion

East side is largely developed- alternatives are to maximize use.

36 additional tie downs

Long term planning standpoint, identify area for property acquisition

Particular configuration is not critical at this point- for planning purposed only.

9 individual parcels to complete this.

- Southeast terminal
- Very large 72,000sqft building- likely cater to business aviation
- Some modifications to .dwg
- Both buildings could be in place at the same time
 - Would impact aircraft parking

SE corner could be made for turbine based aircraft.

Access road would be for parking lot and airport access only.

5-12 Westside Landside

Very constrained by wetlands- ratio 6:1 mitigation required

Challenge- revenue v. cost to develop

May be more valuable for non- aviation development

Would provide opportunity to physically separate fixed wing and rotor traffic

Figure shows strategically located pads

Landing pads require air spaced appropriates

Broader mix on East side

Provides for incremental development opportunity.

>>RW costs to Jamelle for CIP