

## Meeting Notes

### Project Meeting- August 13, 2013

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Introductions-

DM- Overview of options- Airside, West landside and Eastside

Westside- largely built out→

Eastside- future landside facilities

5-1→ R/W taxiway improvements→ pieces that could be added to enhance R/W operations→ Facility requirements→ + forecasts don't show demand sufficient to require a R/W extension

R/W length→ show reserves for "what if" scenarios that could come up within the 20 year planning horizon but are not currently supported by existing forecasts.

Depicted on ALP- Can show concept, project area, and help with local land planning

Convert overrun w/ displaced threshold to usable R/W for take off.

Only available for takeoff on 19

Landing would remain in same location

Q- could you provide West Side access to RW with hard line from back

Q- Best area for hold area?

\*East side hold areas on R/W 1 end need to match configuration of future hold areas on west side.

1500' extension on south end- reserve shown.

Q- Could you extend N end displaced threshold to north fence since it is for T.O. only?

\*Change R/W #s to 2/20 once changed on R/W

Fig 5-2 West Landside Area-

All require Stormwater Improvements South Development Options→

Provide options using currently graded area with relatively easy utility and south access

\*Provide Port with options for many of buildings

- executive hangars
- could get a T. Hangar in south development area if desired

Transient aircraft hangar- 100x 170

- Driven by business plan
- New fuel island location→ replacing existing underground tanks

Fig 5-3 North parking apron

ADGI vs. ADGII taxilanes

Q- how many tie downs do we need?

-Facility requirements→ # 20 year 60 total

Why couldn't apron be hangars?

Fig 5-4 East Side Options

Come up with efficient development

Last master plan showed parallel runway

Consumes a lot of land and is not \_\_\_\_\_

Looked at other options to use land without parallel runway

Option A maintains many elements of the previous master plan

All east side development-

Detailed basemap with contours and wetlands so that we could locate future facilities in areas that area most easily and cost effectively developed

Show development reserve area for potential commercial service area

Fig 5-5 Option B- uses old crosswind R/W as basis for development

Q. Was A \_\_\_\_?

Utilities? Look at utility map for distance from existing utilities.

Fig 5-7 Option C- Additional Configuration- also allows for East/West facility hangar doors.

Next Steps-

2<sup>nd</sup> week September → Call a meeting to go through alternatives.

9/11/13 3:00pm

.pdf to members

Post draft chapter