



AGENDA

1. INTRODUCTIONS

- Project Team, Planning Advisory Committee and Public.
- Discussion of PAC roles and responsibilities.
- Overview of project schedule.

2. PROJECT OVERVIEW

FAA Funding

- Federal Airport Improvement Program (AIP)
- Funding for Airports in the National Plan of Integrated Airport Systems (NPIAS)
- Up to \$150,000 per year in general aviation “non-primary entitlement” (NPE) grants
- NPE Funds can roll over for 4 years
- 10% local match required under current program
- FAA Discretionary Grants available for high priority large projects on a limited basis

FAA Funding Requirements

- FAA Funding is only available for projects that are consistent with FAA design standards. Projects must be included on the FAA approved Airport Layout Plan
- The airport sponsor must sign grant assurances when funding is received that commit the airport to maintain facilities paid for with FAA grant funding for 20 years for construction projects and in perpetuity for land acquisition
- For most General Aviation airports, FAA funding is a vital component of the funding necessary to maintain the airport

FAA Design Standards

- Applicable design standards for an airport are determined by the Design Aircraft, or family grouping of similar aircraft.
- The Design Aircraft is defined as the most demanding aircraft that uses an airport and has at least 500 take offs and landings annually.

Key Work Elements:

- Inventory of Existing Conditions and Activity
- Airport Land Use & Market Analysis
- Aviation Activity Forecasts
- Define Planning Assumptions (design aircraft, etc.)
- Demand-Capacity & Facility Requirements Analyses
- Identify and Evaluate Development Alternatives



- Define Preferred Alternative
- Environmental Review
- Prepare 20-Year Airport Capital Improvement Program
- Prepare Airport Layout Plan Drawing Set

Inventory - document and evaluate existing facilities and conditions

Forecasts - define current activity and project future aviation activity through the twenty-year planning period:

- Based Aircraft
- Aircraft Operations
- Design Aircraft (Current/Future)
- Specific Activity Breakdowns (Peaking, Aircraft Fleet Mix, etc.)
- Inventory-document and evaluate existing facilities and conditions

Airport Development Alternatives - create options for developing new facilities to meet forecast demand and facility requirements:

- Prepare and Present Draft Preliminary Options
- Public and Planning Advisory Committee Review
- Refine Option Elements Based on Input
- Prepare and Present Preliminary Preferred Alternative
- Public and Planning Advisory Committee Review
- Additional Refinement (as needed)

Desired Outcomes

- Maintain the airport's current aeronautical capabilities and accommodate future needs, while meeting FAA standards.
- Create an effective improvement program that establishes clear priorities that are financially feasible
- Upgrade airport capabilities based on safety needs, technology, etc.
- Minimize impacts on surrounding property owners and neighbors

3. DISCUSSION OF KEY ISSUES SPECIFIC TO THE LEXINGTON AIRPORT

Development Needs

- Runway, Taxiway Improvements
- Aircraft Parking Apron, Hangar Space (T-hangars, individual hangars, commercial hangars)
- Security, Fencing
- Vehicle Parking



- FBO Facilities
- Aircraft Fuel Storage Areas
- Airfield Lighting, Runway Markings, Signage
- Instrument Approach Upgrades
- Utilities, Fire Protection
- Stormwater Drainage System Requirements
- Aviation and Non-Aviation Land Requirements

Key FAA Design Standards

- Runway Length
- Clear Approaches
- Lateral Clearances
- Runway Safety Area (RSA)
- Object Free Area (OFA)
- Obstacle Free Zone (OFZ)
- Runway Protection Zone (RPZ)

4. NEXT STEPS

- Complete Inventory
- Survey Morrow County Registered Aircraft Owners
- Prepare Updated Aviation Activity Forecasts/Coordinate with FAA
- Conduct Facility Requirements Assessment
- Develop Preliminary Airport Improvement Options