

NOTES

1. INTRODUCTIONS

Introductions were made for all attendees (see attendee list) including County staff, Century Team, and the members of the Planning Advisory Committee (PAC). The introduction was followed with details on the project process including the distribution of PAC binders. The binders included the draft Introduction and Inventory chapters, the project schedule, a glossary of aviation terms, and tabs for future chapters.

The PAC roles and responsibilities were covered. The PAC was assembled by County staff to provide a representative group of stakeholder groups, the community, airport users, and neighbors. The PAC is intended to provide comments and input on the draft chapters throughout the process. The County will assess the comments received and provide direction to Century West on the elements to be included in the plan. This is an important distinction because the County as the owner of the airport will need to consider factors like cost and funding availability when decisions are made for the elements to be included in the Airport Layout Plan and the corresponding Capital Improvement Program that prioritizes projects.

2. PROJECT OVERVIEW

Matt Rogers with Century West provided an overview of the FAA funding and the process for Airport Master Planning and the scope of work. The FAA is prescriptive on the process of developing and Airport Master Plan to provide uniformity at airports across the country. The following is a summary of the information presented:

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

David Miller provided an overview of the process and discussion of key evaluations points:

- Re-evaluation of the previous Airport Layout Plan (ALP)
- Updated process will take into account the current FAA standards
- Evaluate the entire site and assess changes in needs
- Take into account the Design Aircraft – the most demanding aircraft that uses an airport and has at least 500 take offs and landings annually. The Design Aircraft is based on existing activity.
- Along the way, the FAA has two approval points – the Aviation Activity Forecast and the Final ALP drawing
- Evaluation of potential revenue generating options based on land uses, leases, fuel fees, new hangar construction, etc
- User surveys will be used to determine the design aircraft since this is not a towered airfield
- Property acquisition evaluation
- Development of the preferred alternatives that will then be decided on by the County
- When the final runway configuration is determined, a noise analysis will be completed
- Development of the Capital Improvement Plan (CIP)

The process does not guarantee funding of improvements by the FAA.

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David discussed the major elements under consideration:

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)

4. NEXT STEPS – NEXT MEETING MAY 13, 2014

The next meeting will focus on a discussion of the facility requirements based on the forecast demand and the alternatives analysis to show how the facilities will be situated on the airport.