

CORTLAND COUNTY AIRPORT CHASE FIELD

Master Plan Update



Public Information Workshop

May 16, 2016





What is a Master Plan?

What is a Master Plan?

- Official FAA Airport Planning Document
- Reflects Sponsor's (Cortland County) Goals for the Airport
- Depicts Future Airport Development Covering 20 Years
- Future Projects Contingent on FAA Funding and Environmental Approval

What Generated the Need for the Master Plan Update?

- Operational and Environmental Issues
- Changes in Activity and Facility Needs Since Last Master Plan
- FAA Regulatory and Airport Design Standard Changes





What is a Master Plan?

Goals to be Addressed

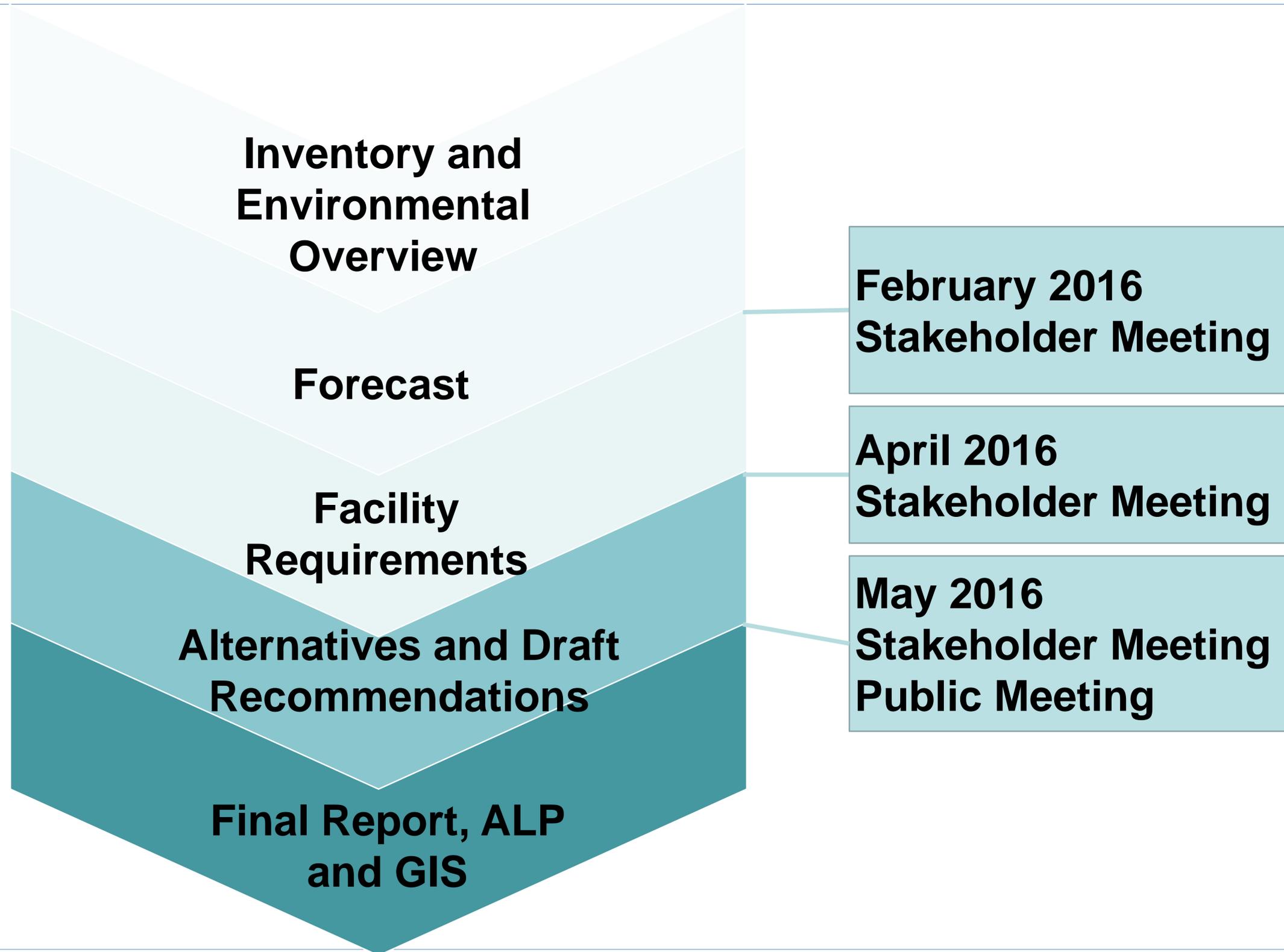
- Work Cooperatively With Federal and State Agencies to Balance Airport Needs With Environmental Constraints
- Develop Strategies to Work Effectively With the Community While Also Meeting Development and Safety Needs of the Airport
- Enhance the Financial Performance of the Airport
- Enhance the Airport's Role in Regional Economic Development





Master Plan Process

Airport Master Plan Update





Airport Facilities, Activity, and Services

Airport Master Plan Update

Airside Facilities

Full-Length Parallel Taxiway
Operations (2015)

- 17,000 Takeoffs and Landings
- 34% Local, 66% Itinerant

Based Aircraft (2015) – 46

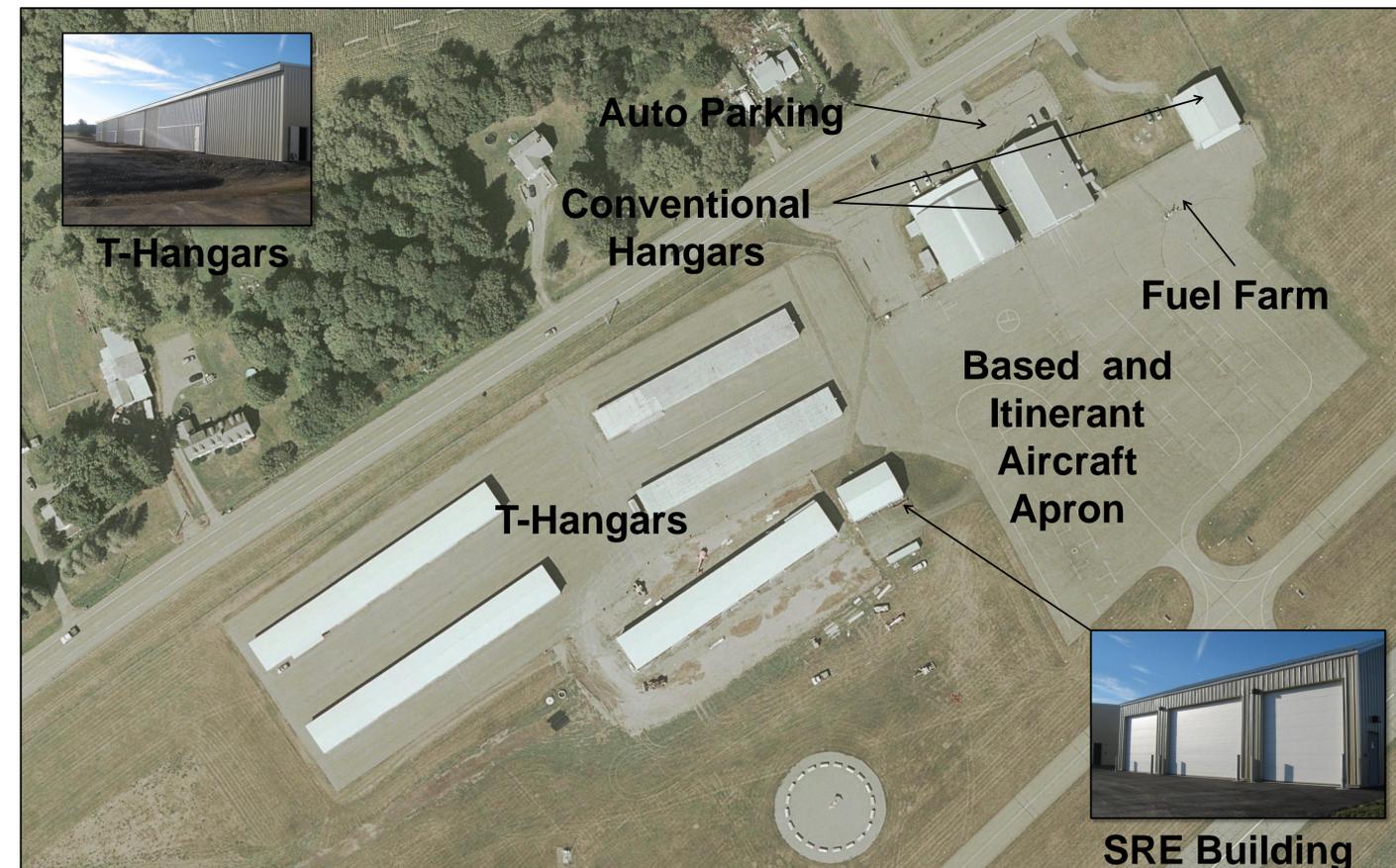
- 42 Single Engine
- 1 Multi Engine
- 1 Jets
- 2 Rotorcraft



Landside Facilities

Facilities and Services

- Runway 6-24 – 3,400' x 75'
- Services Include Fuel, Aircraft Maintenance, Airfield Maintenance, Hangars, Parking





Environmental Overview

Purpose of Environmental Overview

- Provides a Baseline of Existing Environmental Constraints
- Findings Utilized Throughout Master Plan Process
- Findings Utilized in Subsequent SEQR and NEPA Documents



What is Evaluated

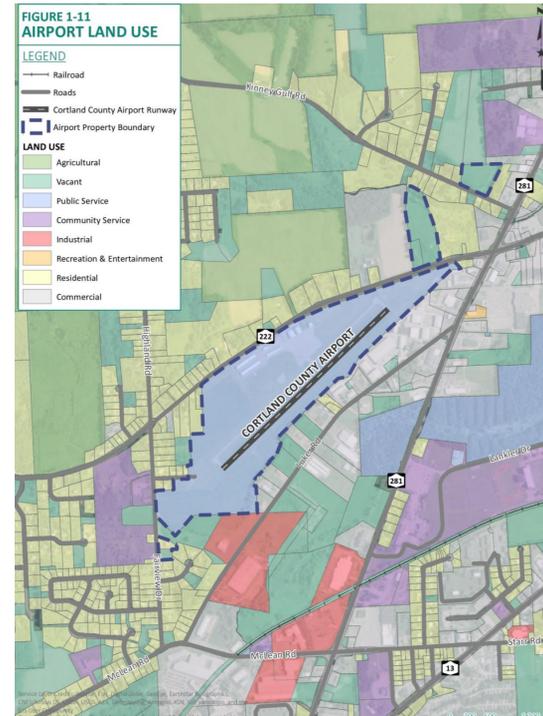
- Air Quality
- Coastal Barriers
- Coastal Zone
- **Compatible Land Use**
- Construction Impacts
- Section 4(f)
- Farmlands
- **Floodplains**
- **Fish, Wildlife & Plants**
- Historical, Architectural, Archaeological, & Cultural Resources
- Light Emissions & Visual Effects
- Hazardous Materials
- Natural Resources & Energy Supply
- **Noise**
- Socioeconomic, Environmental Justice & Children's Health and Safety Risks
- Solid Waste
- Water Quality
- Wetlands
- Wild & Scenic Rivers



Environmental Findings

Land Use/Noise

- Primary Concern is Noise Levels in Residential Land Uses
- FAA Defines Impact Threshold
- DNL (Day/Night) is FAA Required Noise Metric
- ALP Set Includes a Land Use Plan with Noise Contours

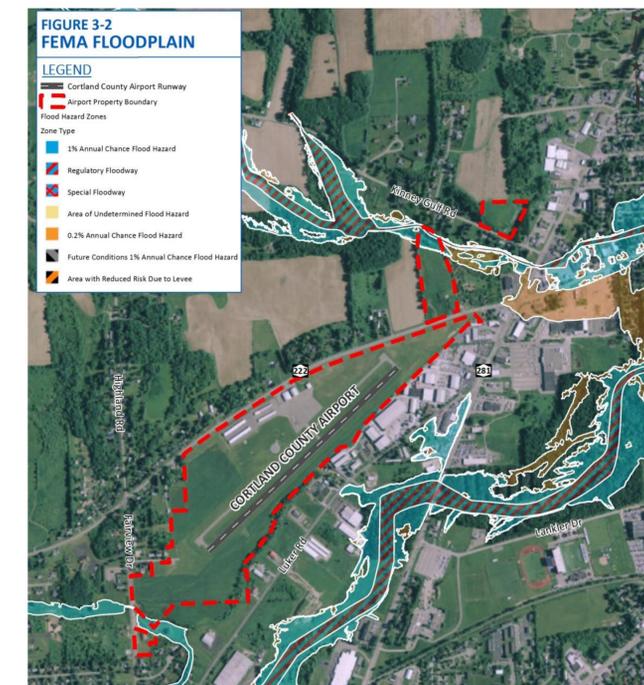
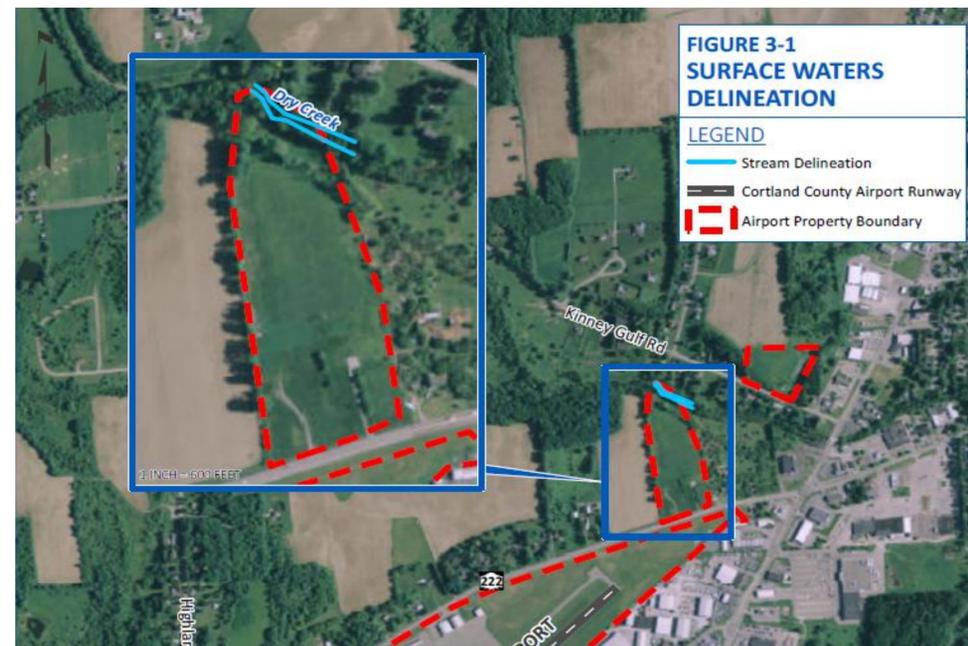


Water Resources

- Two areas on airport property are in the 100-year floodplain zone per the FEMA floodplains
- No State Regulated Wetlands on Airport
- Dry Creek runs along northern airport property boundary

Threatened and Endangered Species

- Federally Listed Threatened Species: Northern Long-Eared Bat
- State Listed: Schweintz's sedge (historical record of 1871) from "Otter Creek, Cortland County"





Aviation Forecasts

Forecasting Effort

- Forecasts Basis of Facility Requirements
- Analysis Evaluates:
 - Past Trends
 - Unique Activity
 - Future Aviation and Non-Aviation Activity Trends

Regional Trends Considered In Forecasts

- Future Economic Development
 - Region’s Top Employers include
 - Education
 - Government
 - Medical fields
- ⇒ **National Aerospace Forecast Used**

Aviation Industry Trends Considered In Forecasts

- Decrease in Leisure Flying
- Increase in Corporate Activity
- Growth in Flight Training
- Low Fuel Prices

	Actual	Forecast		
	2015	2020	2025	2035
Based Aircraft	46	48	51	56
Single	42	42	44	47
Multi	1	2	2	3
Jet	1	2	2	3
Rotor	2	2	3	3
Aircraft Operations	16,989	18,212	19,523	22,435
Air Carrier	0	0	0	0
Air Taxi	0	0	0	0
Itinerant General Aviation	5,776	6,192	6,638	7,628
Local General Aviation	11,213	12,020	12,886	14,807
Military	0	0	0	0
Peak Hour	7	7	8	9
GA Enplanements	11,552	12,384	13,275	15,255
Peak Hour	5	5	5	6



Facility Requirements

What the Facility Requirements Do

- Analysis Looks at Airside (Runway, Taxiways) and Landside Facilities (Hangars, Parking Aprons)
- Answers the Question - Can Existing Facilities Accommodate Future Demand?
- Identifies What Facilities are Needed to Accommodate Future Demand
- Recommended Plan May Not Address/Include Some Facility Requirements Due To:
 - Cost
 - Environmental Impacts
 - Feasibility
 - Community Impact
 - Other

Design Aircraft

- Largest Aircraft Conducting at Least **500** Operations (Takeoffs and Landings) Annually
- This Aircraft Defines Many Standards Such As Runway Length, Taxiway Width and Various Separations Standards





Facility Requirements



Runway 6-24

- 3,400' long x 75' wide (Existing)
- Extend runway to 5,000 feet (Design Aircraft)
- Strengthen runway (Design Aircraft)
- Widen/rotate runway (Wind Coverage)
- Acquire control of land in RPZs
- Clear obstructions

Taxiway Recommendations

- Relocate Taxiway A to meet runway-taxiway separation requirements
- Relocate Taxiway B to prevent direct access from aprons

Landside Recommendations

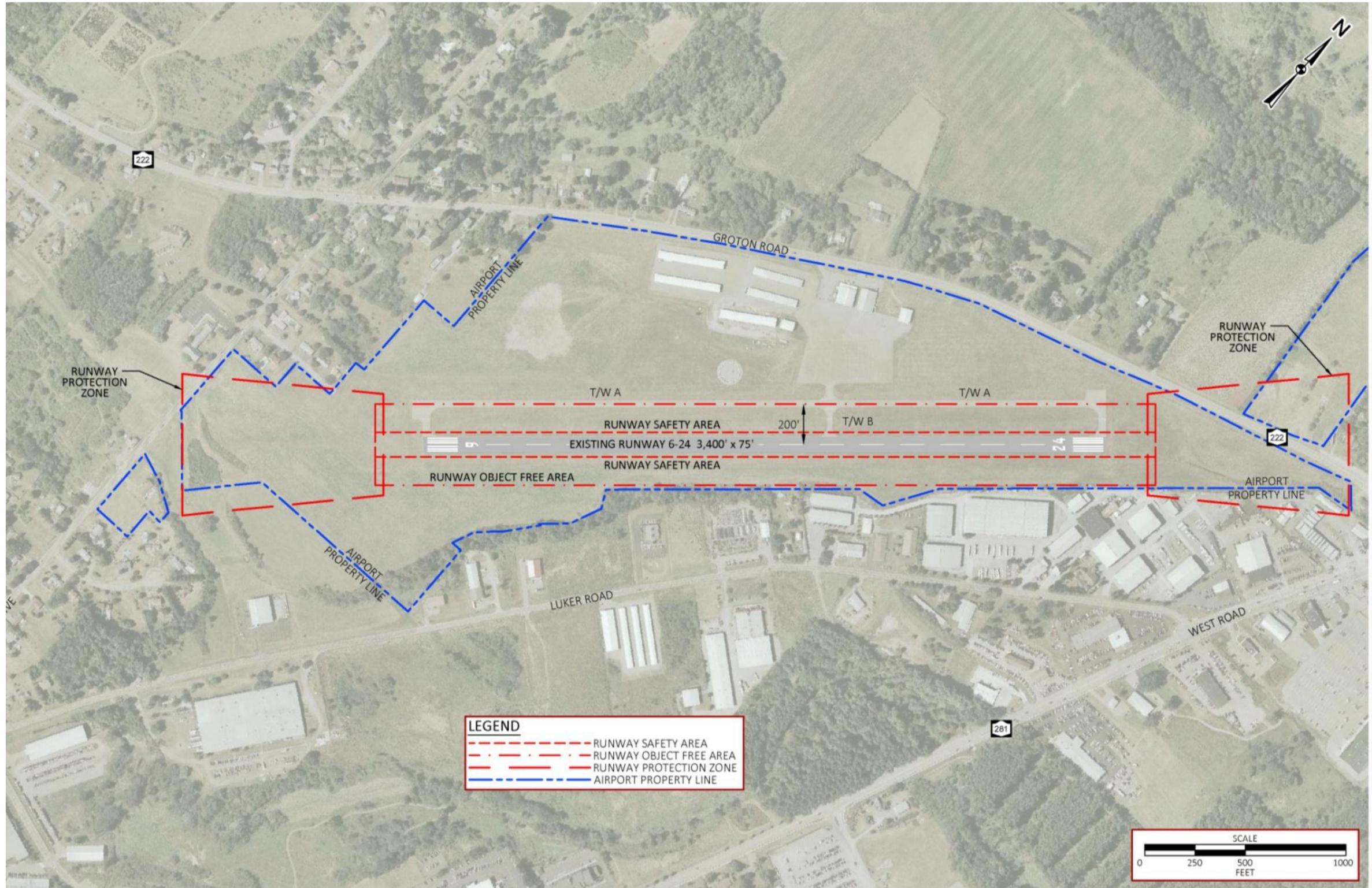
- Add 3 automobile parking spaces
- Add ~7,000 SF conventional hangar space
- Add 10,000-gallon Jet A tank





Alternative - No Build

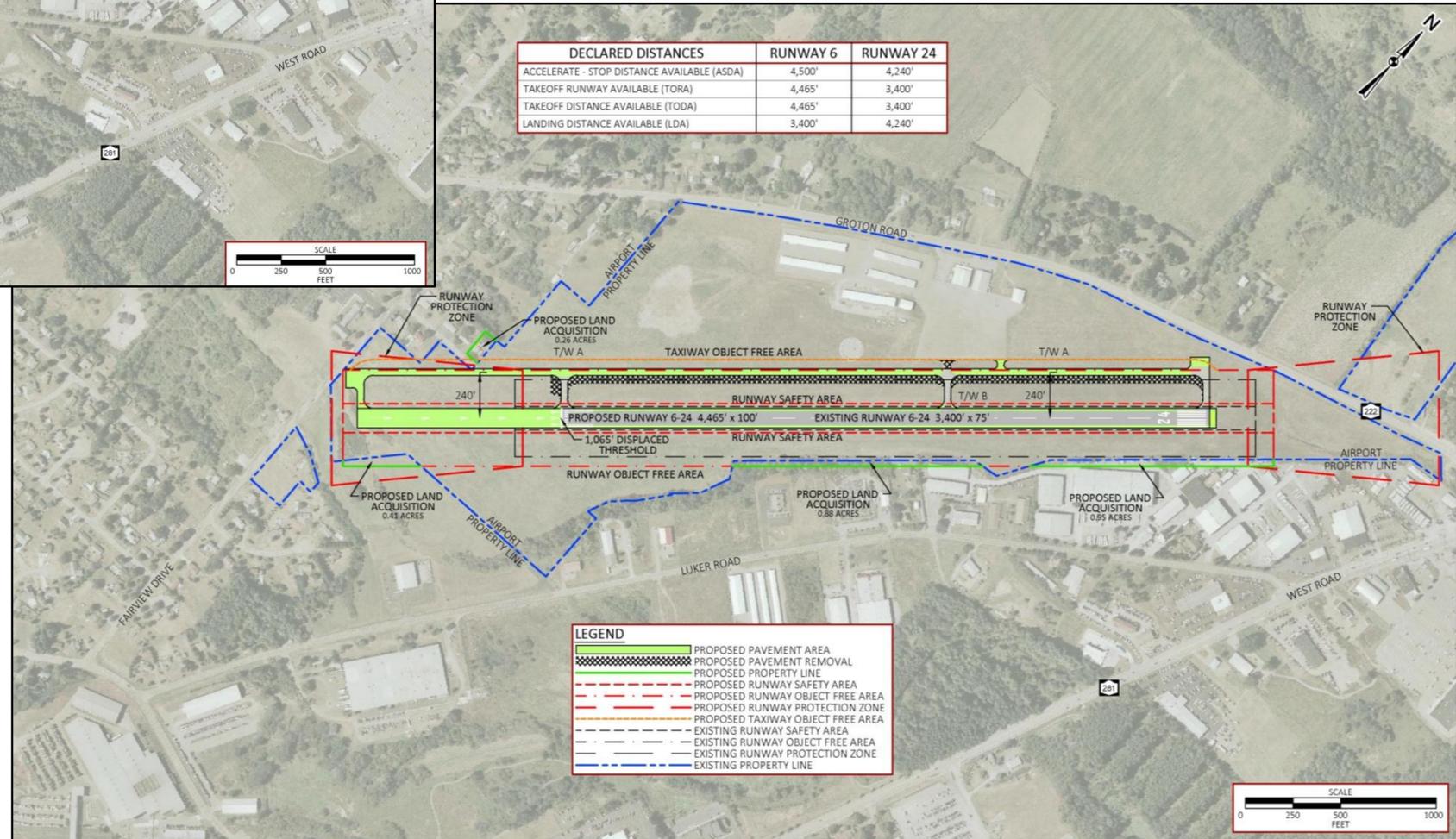
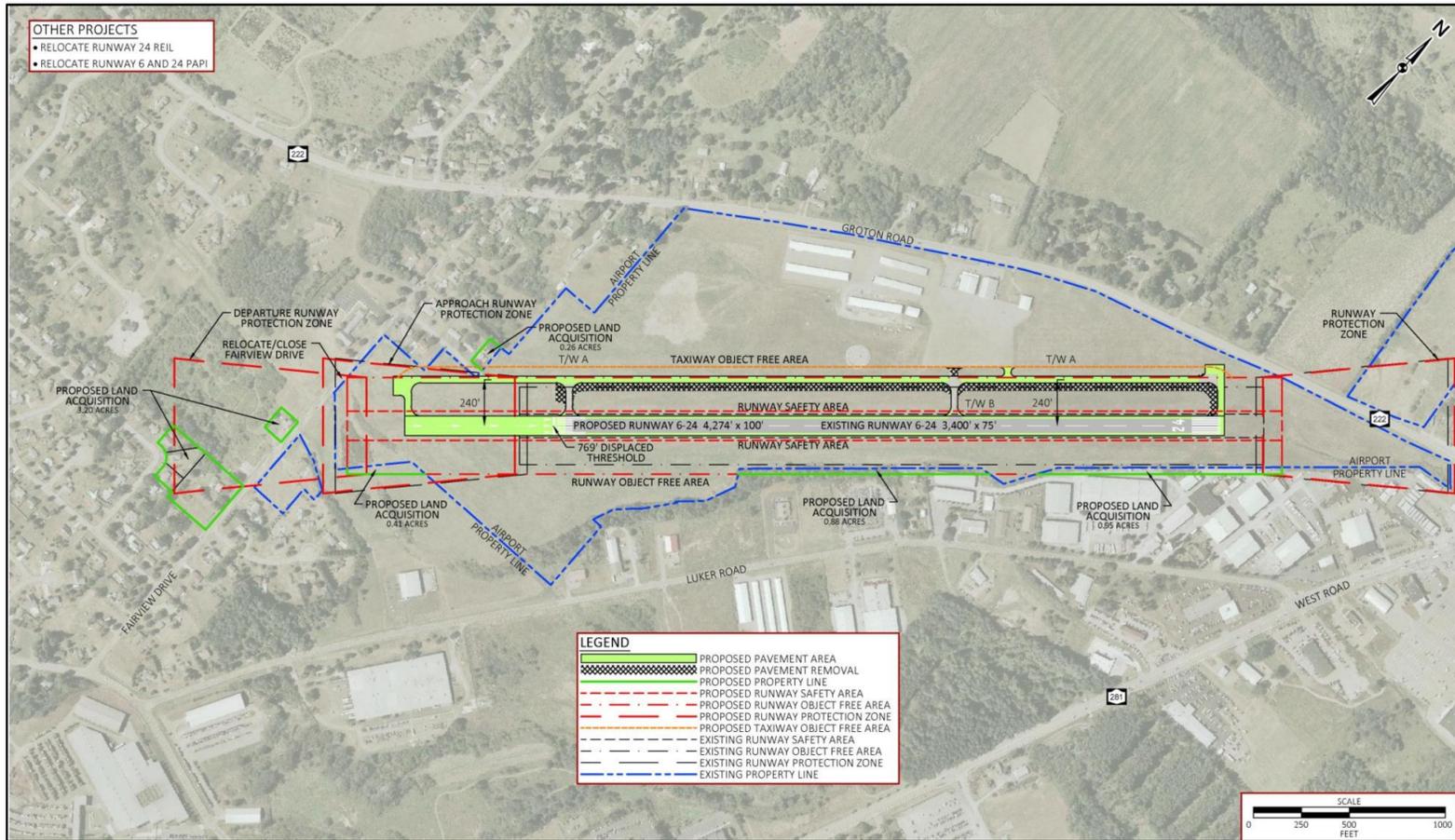
Airport Master Plan Update





Airside Alternatives

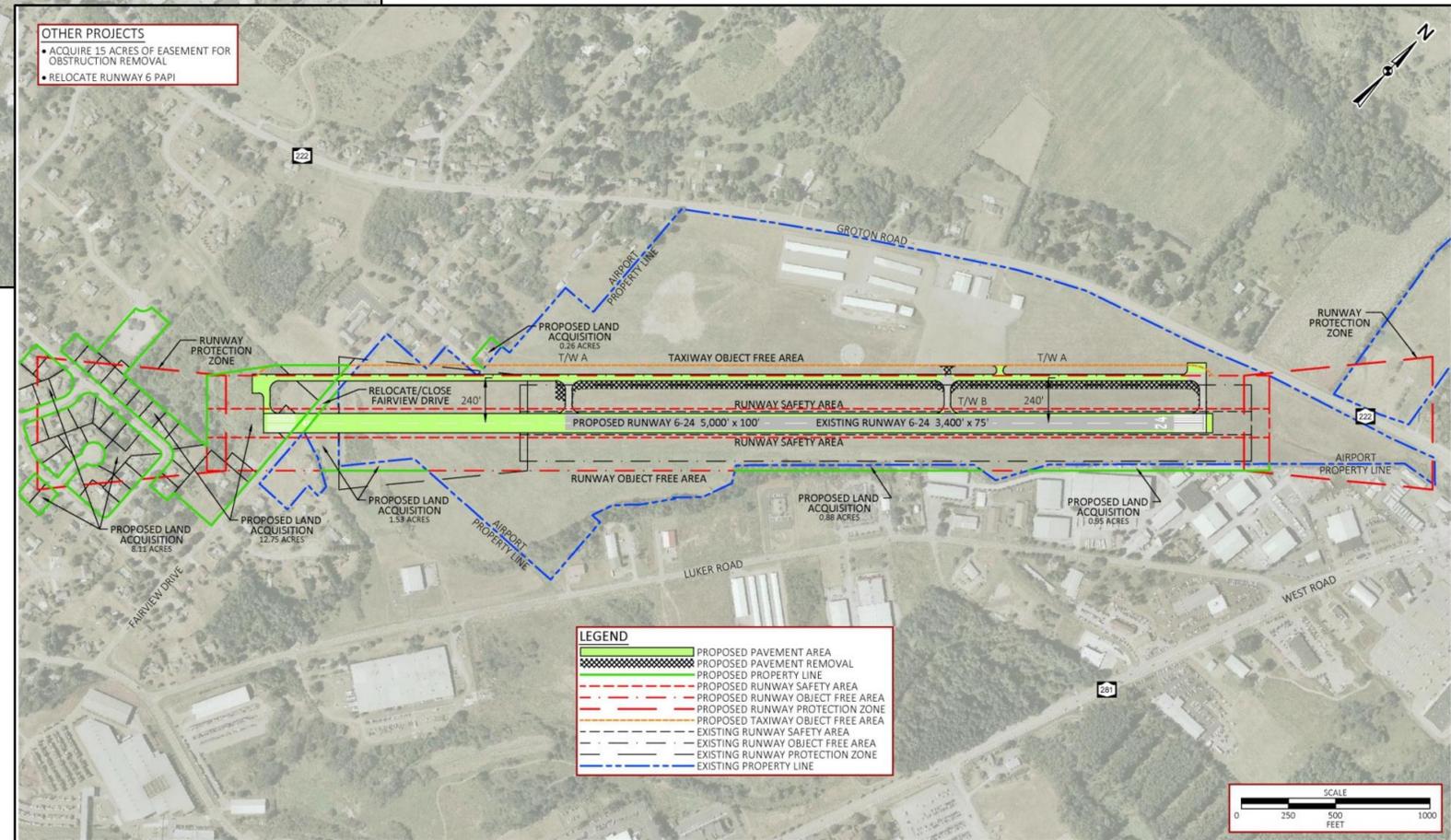
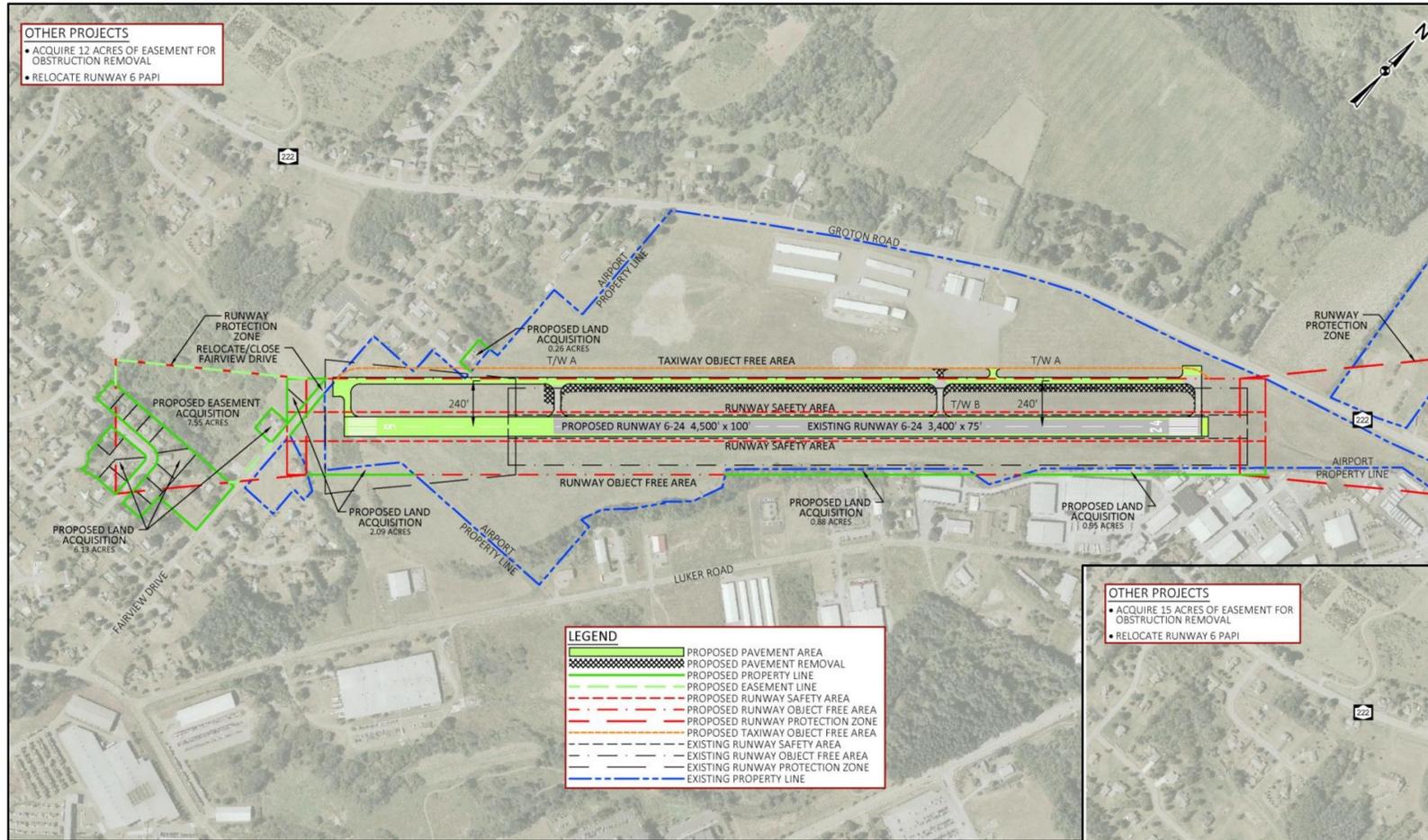
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Airside Alternatives - Assessed & Dismissed

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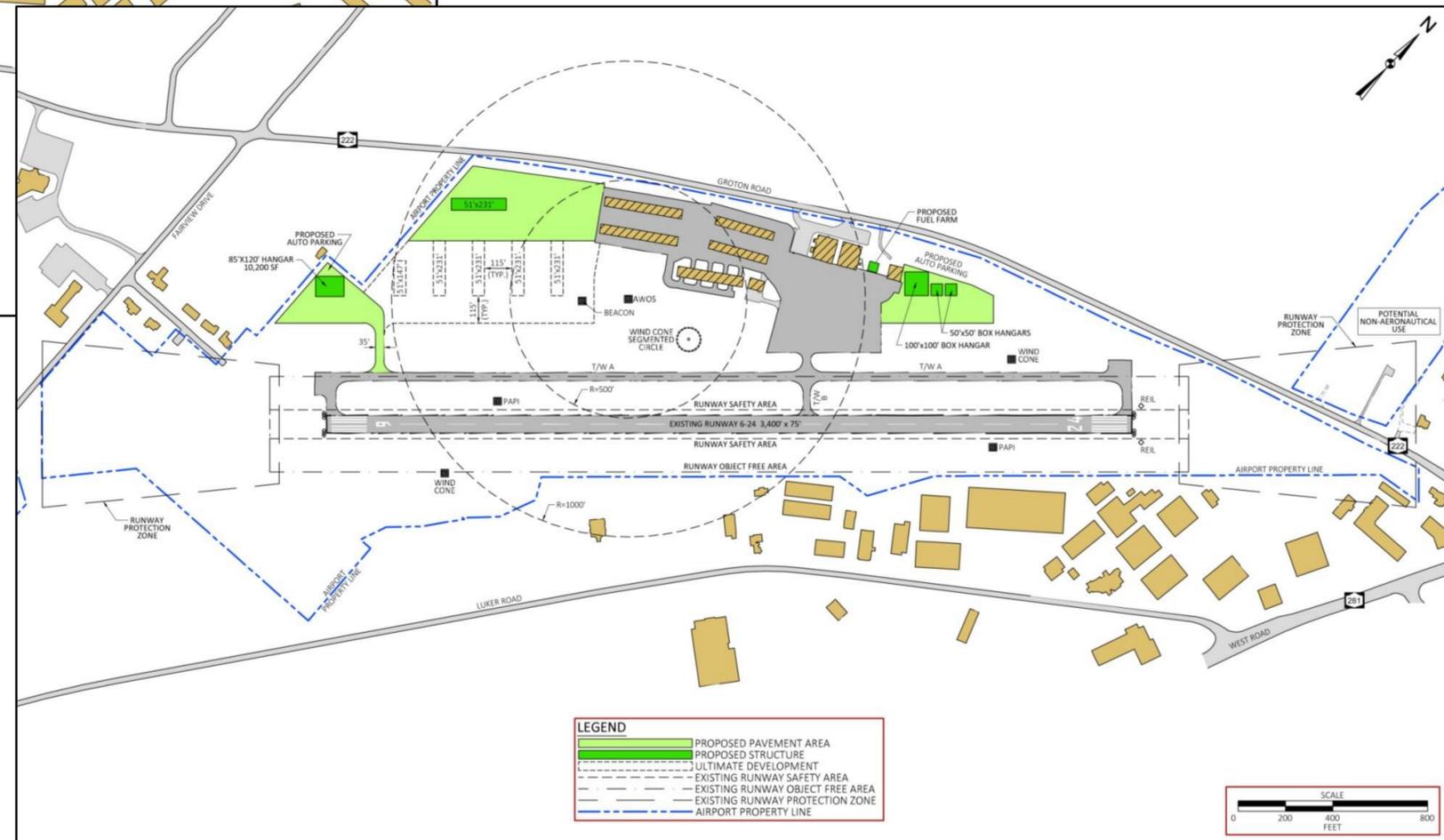
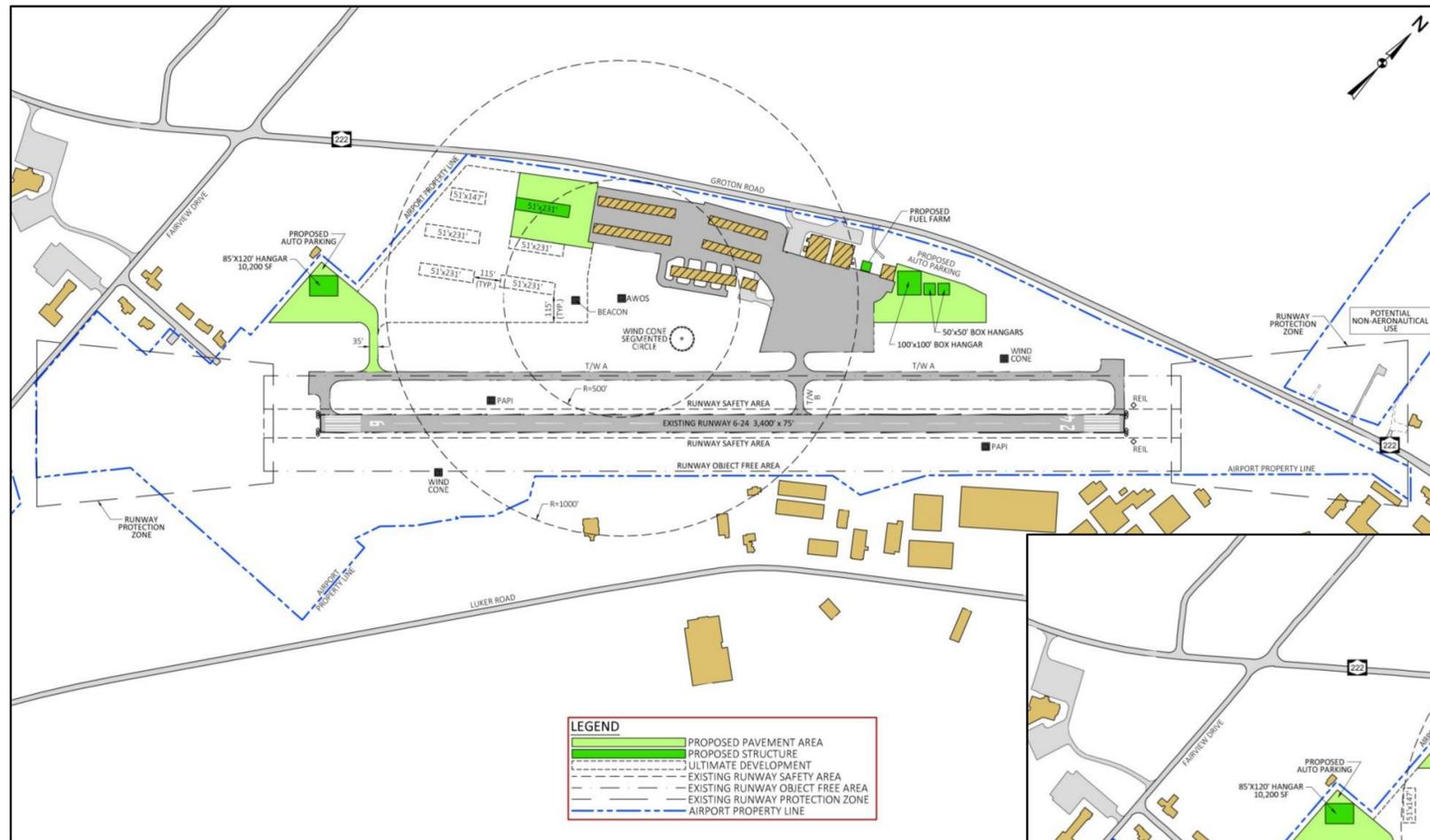


Landside Alternatives

Airport Master Plan Update

Landside Alternatives

- 10 T-hangar units
- 25,200 SF conventional hangar
- Fuel relocation
- Additional 46 ultimate T-hangar units





Next Steps / Action Items

Finalize Recommended Facilities

Develop Airport Layout Plan and Capital Improvement Plan

Airport Master Plan Update



Public Comments

We'd Like to Hear From You

Please Send Your Meeting Comments To:
CortlandMPU@mjinc.com

Or

Leave Comment Sheets
in the Comments Box

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