

Norwood Memorial Airport

**Public Meeting
April 30, 2019**

Technical Master Plan Update





Agenda

- Technical Master Plan Update Purpose & Need
- Sections Review
 - Overview
 - Operations Validation
 - Facility Needs
 - Alternatives
 - Implementation and Financial Plan
- Next Steps
- Questions/Comments

Technical Master Plan Update

Purpose and Need

- Previous Master Plan dated 2007
- Design Aircraft has remained the same
- Airport's goals require innovated cost saving / revenue generating options
- Resolve non-standard Issues
- Develop Alternatives for next 20 years

MPU Sections Review

- Section 1 – Overview
- Section 2 – Aviation Operations Validation and Comparison
- Section 3 – Facility Needs
- Section 4 – Alternatives
- Section 5 – Implementation and Financial Plan

Section 1

Overview



- Introduction
- History
- Background
- Regional Setting and Land Use
- Identified Constraints
 - Land Use
 - Natural
 - Physical
- Opportunities

Section 2

Aviation Operations Validation and Comparison

- Based Aircraft (-32.4%)
- Aircraft Apron Parking Demand
- Aircraft Flight Operations (-25%)
- Runway Operational Data (-8%)
- Fuel Sales (-14.1%)



Section 3

Facility Needs

- FAA Airport Design Standards (ARC B-II)
 - Approach Speed < 121 knots
 - Wingspan < 79 feet
- Facilities evaluated in this Section include:
 - Runway 10/28 Safety Areas
 - **Runway 17/35 Paved Safety Areas**
 - **Runway 17/35 Primary Surface Area**
 - **Hangar development**
 - Precision Approach System
 - **Taxiway C**
 - **Taxilane System**
 - **Deice Pad and Glycol Collection capability**
 - **Helicopter Pads - South**
 - Fuel Farm (aging fuel farm; 1982 4-12,000 gallon below ground system. 24K JetA, 24K)
 - Maintenance Equipment Storage / Administration / GA Terminal Building
 - **Aircraft Wash area**
 - MALSF Access Road
 - Airport Security / Wildlife Fencing
 - Land Acquisition
 - **Automobile Parking**

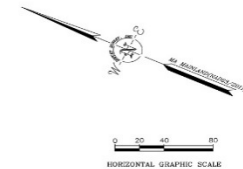
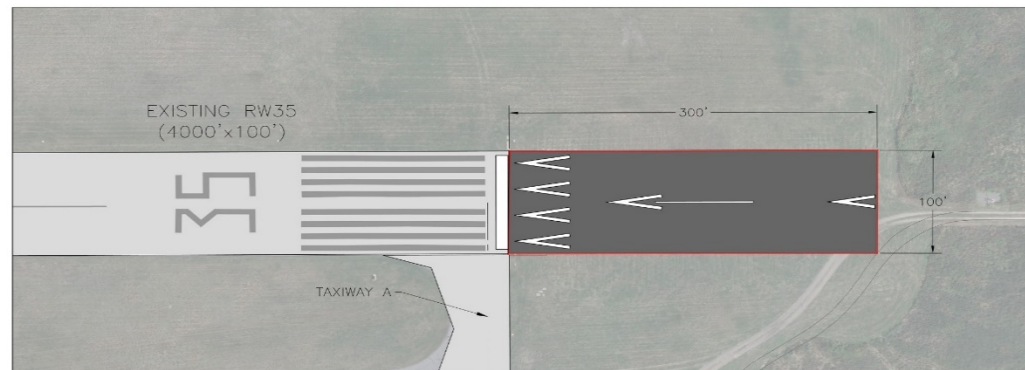
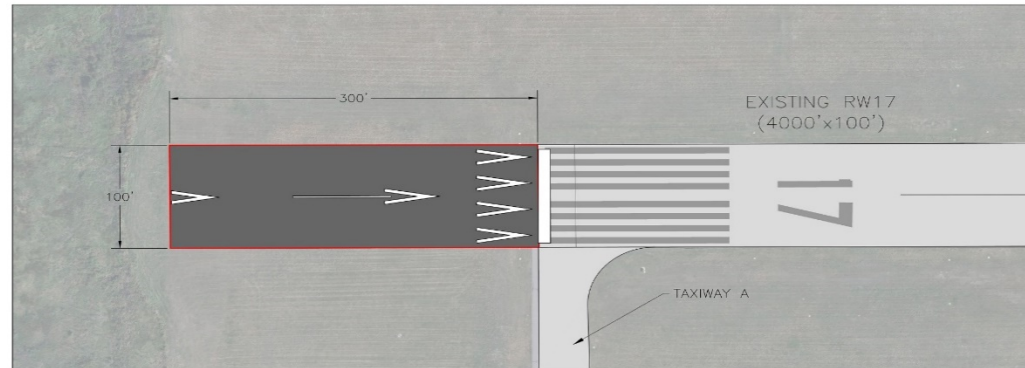
Note: Alternatives developed



Section 4

Alternatives Runway Safety Improvements

- Paved Safety Areas



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DRAWING DESCRIPTION
RUNWAY 17-35
PAVED SAFETY AREA

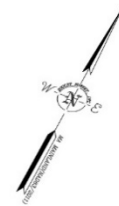
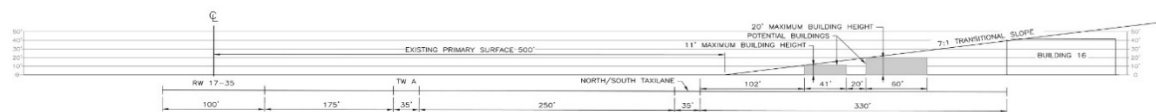
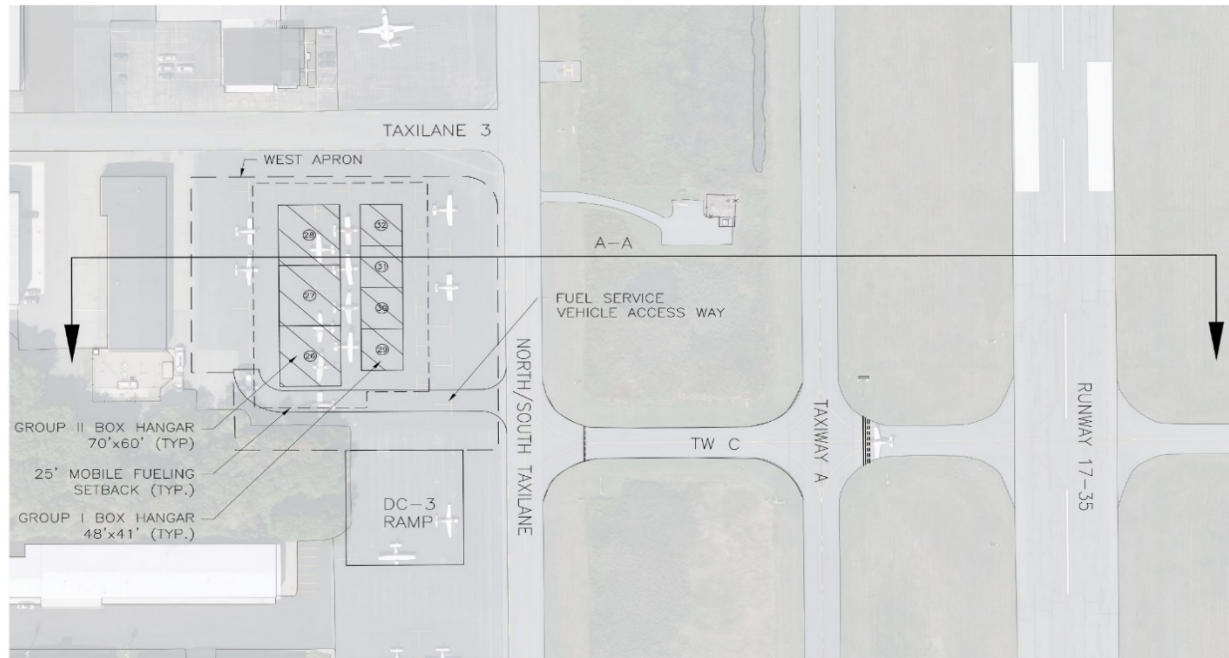
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Section 4

Alternatives Primary Surface

- Primary Surface Currently 1,000' Wide – for ILS Approach
- Alternative A – Do Nothing



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ALTERNATIVE A
1000' PRIMARY
SURFACE
POTENTIAL BUILDINGS

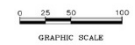
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MDG	3/27/2018
PROJECT NO.	18-001
CLIENT	RT
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A

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Alternatives Primary Surface

- Primary Surface Reduced to 500' Wide
– for LPV Approach
- Alternative B - Preferred



SECTION A-A
SCALE: 1"=50'

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ALTERNATIVE B
500' PRIMARY
SURFACE
POTENTIAL BUILDINGS

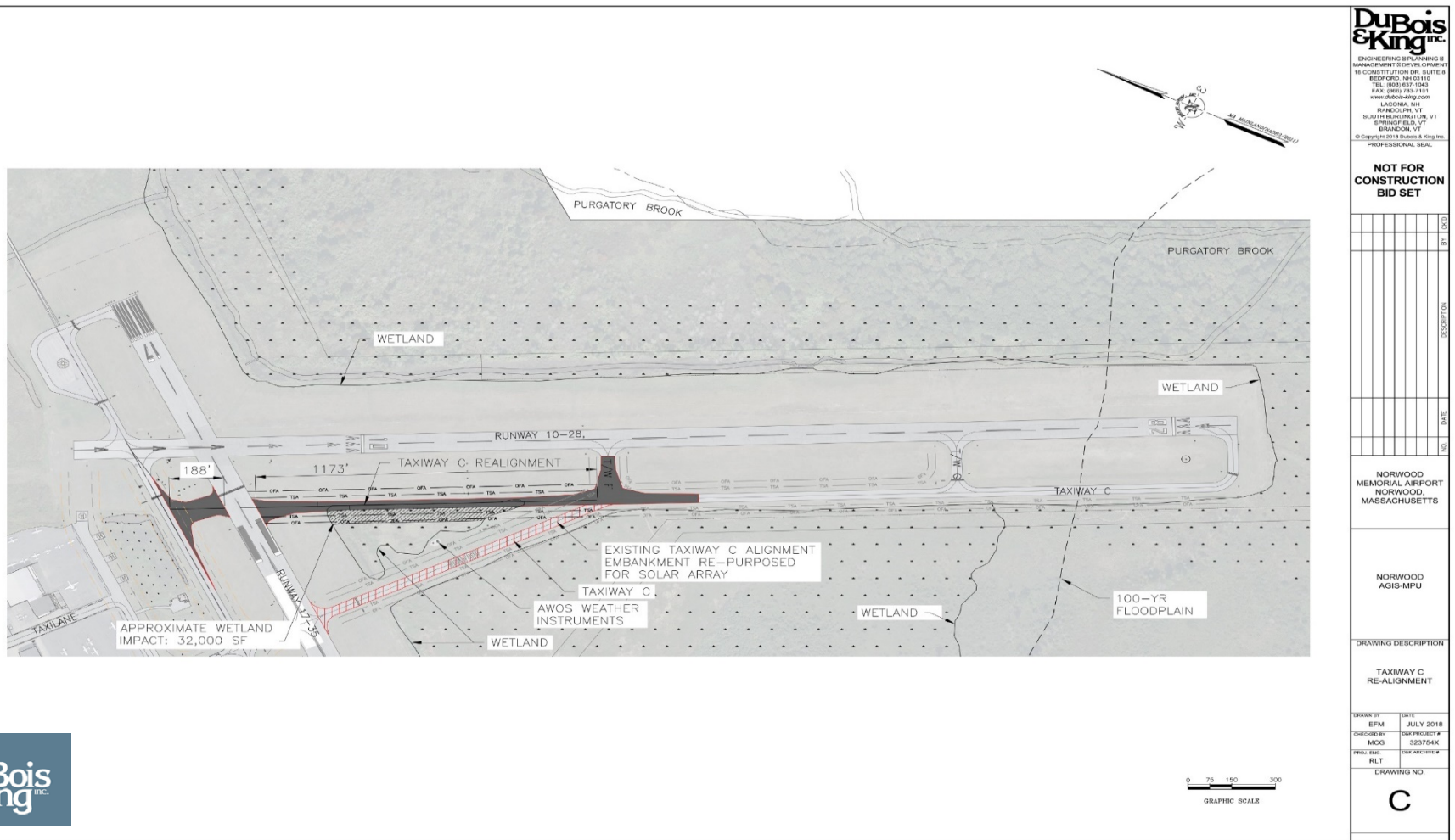
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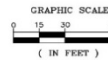
Alternatives Taxiway C

- Current Alignment Non-FAA Standard
- Realign and use for Airport owned Solar Array



Alternatives Taxilane System Alternative 1

- Airport designated ADG-II
- Three (3) Taxilanes between hangars. None meet FAA standards
- Goal is to have all taxilanes to ADG-II



TAXILANE	ADG	TDG
1	1	1B
2	1	1B
3	1	1B

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TAXILANE
ALTERNATIVE 1

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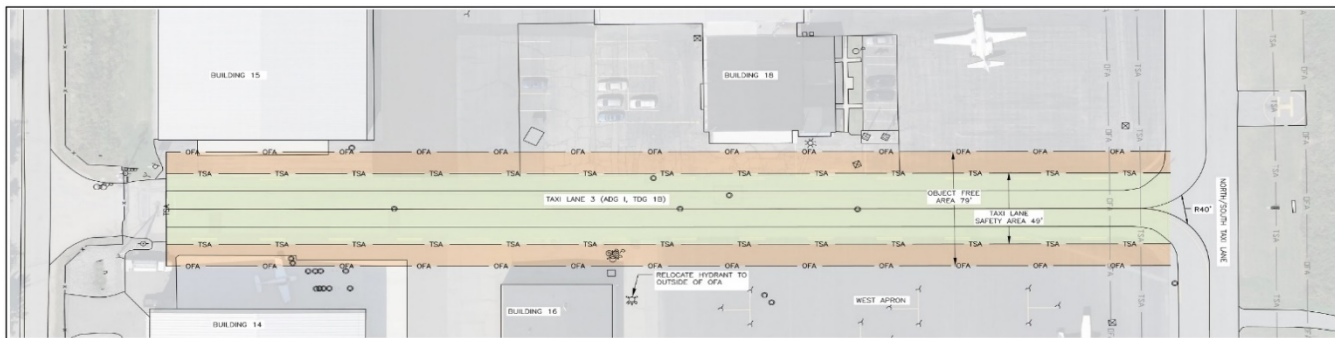
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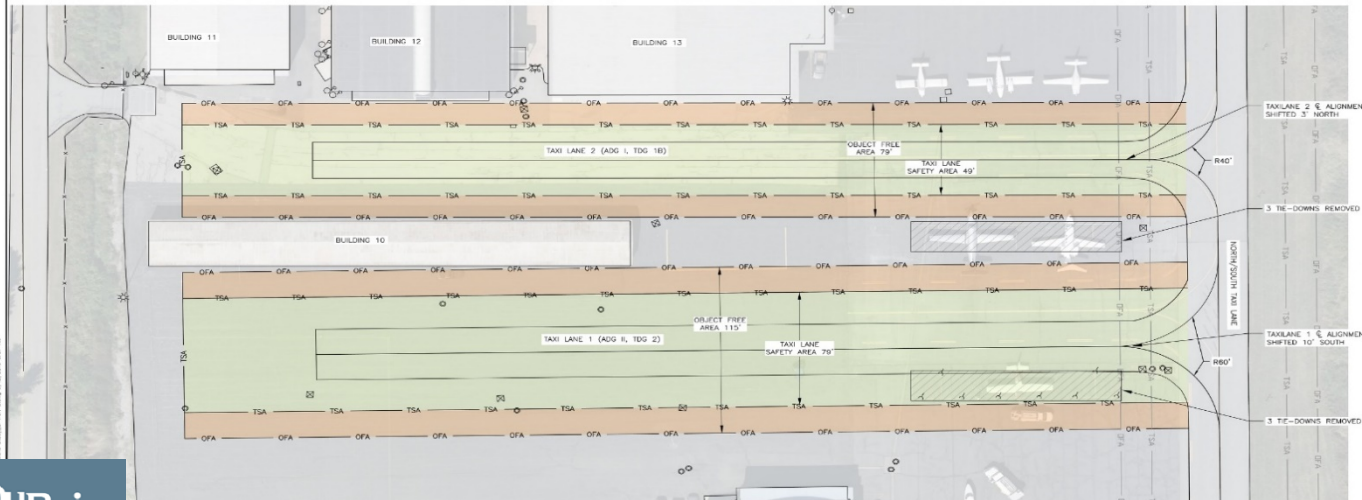
Section 4

Alternatives Taxilane System Alternative 2

- Taxilane 3 remains TDG I
- Taxilane 2 remains TDG I
- Taxilane 1 becomes TDG II



TAXILANE 3 PLAN



TAXILANES 1, 2 PLANS

ALTERNATIVE 2 SUMMARY TABLE			
TAXILANE	ADD	REMOVE	
1	0	2	
2	1	10	
3	1	18	

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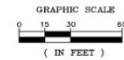
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2

Alternatives Taxilane System Alternative 3

- Taxilane 3 becomes Taxilane 2 remains TDG I
- Taxilane 2 & 1 combined
 - Becomes TDG II
 - Remove Building 10
 - Add De-icing Area with Glycol Collection



TAXILANE	ADD	TGG
1	11	2
2	1	18

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TAXILANE
ALTERNATIVE 3

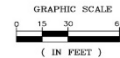
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3

Alternatives
Taxilane System
Alternative 4 - Preferred

- Taxilane 3 becomes TDG II
 - Remove obstructions over time
- Taxilane 2 & 1 combined
 - Becomes Taxilane 2 – TDG II
 - Remove Building 10
 - Add De-icing Area with Glycol Collection



TAXILANE	ADG	TDG
2	11	2
3	11	2

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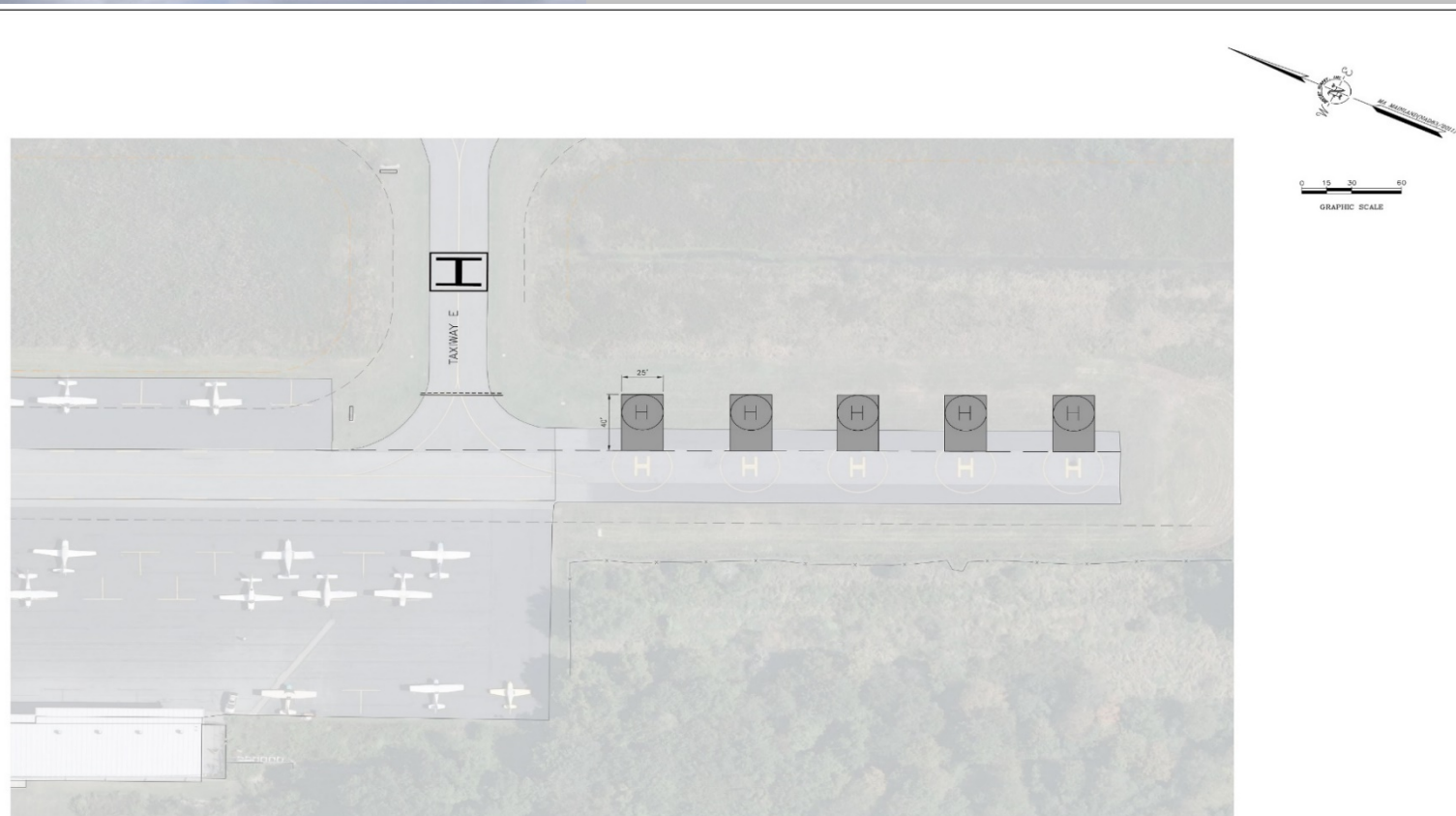
TAXILANE
ALTERNATIVE 4

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4

- Stage and recovery issues now.
- Alternative provide room for Recovery
- Potential hangar development



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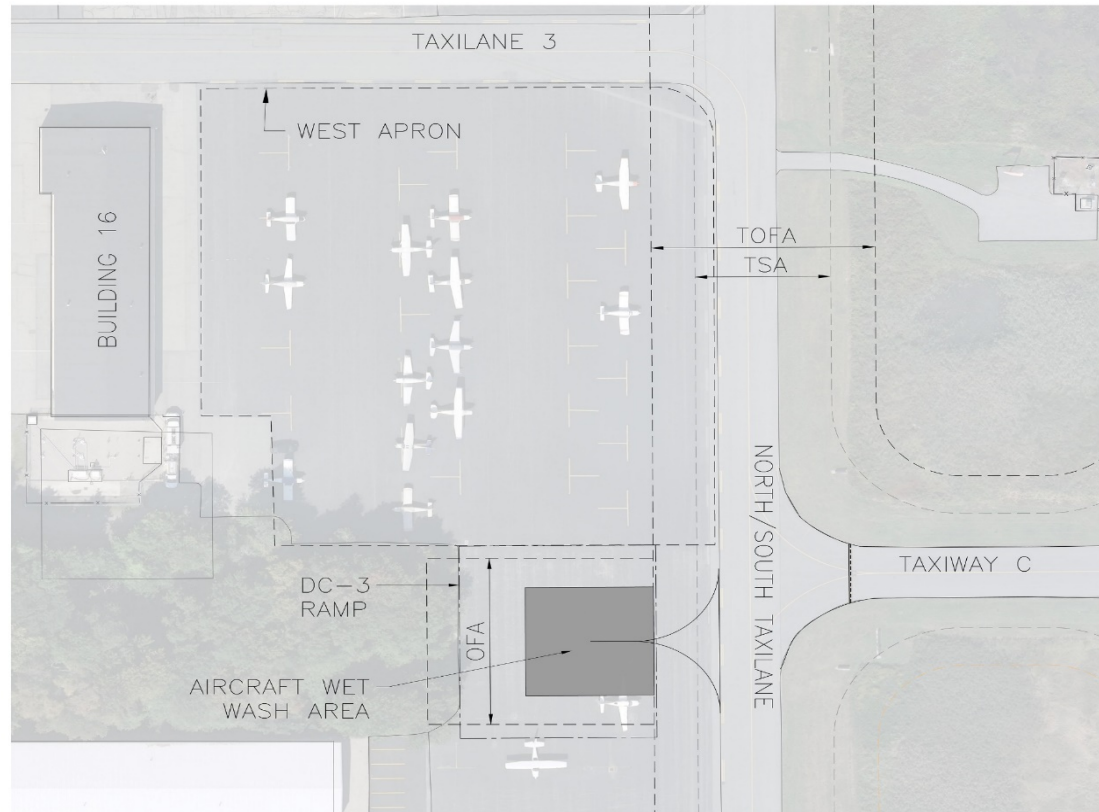
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F

Alternatives Aircraft Wash Area

- DC-3 Apron under-utilized.
- Wet Wash Area – Revenue Generation



NOTE:
AIRCRAFT WILL BE TOWED IN
AND OUT FOR WASHING

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CHECKED BY	NCO	DATE	03/27/18	PROJECT NO.	
PLOTTED BY:	RLT				
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E					

Alternatives Automobile Parking

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Section 5

Implementation and Financial Plan



- Projects Phased
 - Short-term (2019 – 2023)
 - Intermediate-term (2024 – 2028)
 - Long Term (2029 – 2038)
- Projects Prioritized
 - Safety
- 20-Year CIP - \$27.7 million
 - \$21.0 million federal / state match
 - \$6.7 million local match

Next Steps

- Comments received and incorporated when appropriate.
- FAA Reviews and Accepts
- Airport Creates new Capital Plan
- Implementation of Plan

QUESTIONS/ COMMENTS

