



Saratoga County Airport

Airport Master Plan Update Public Information Meeting #1

January 13, 2014



McFarland Johnson

What is a Master Plan?

- Official FAA Airport Planning Document
- Reflects Sponsor's (Saratoga 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

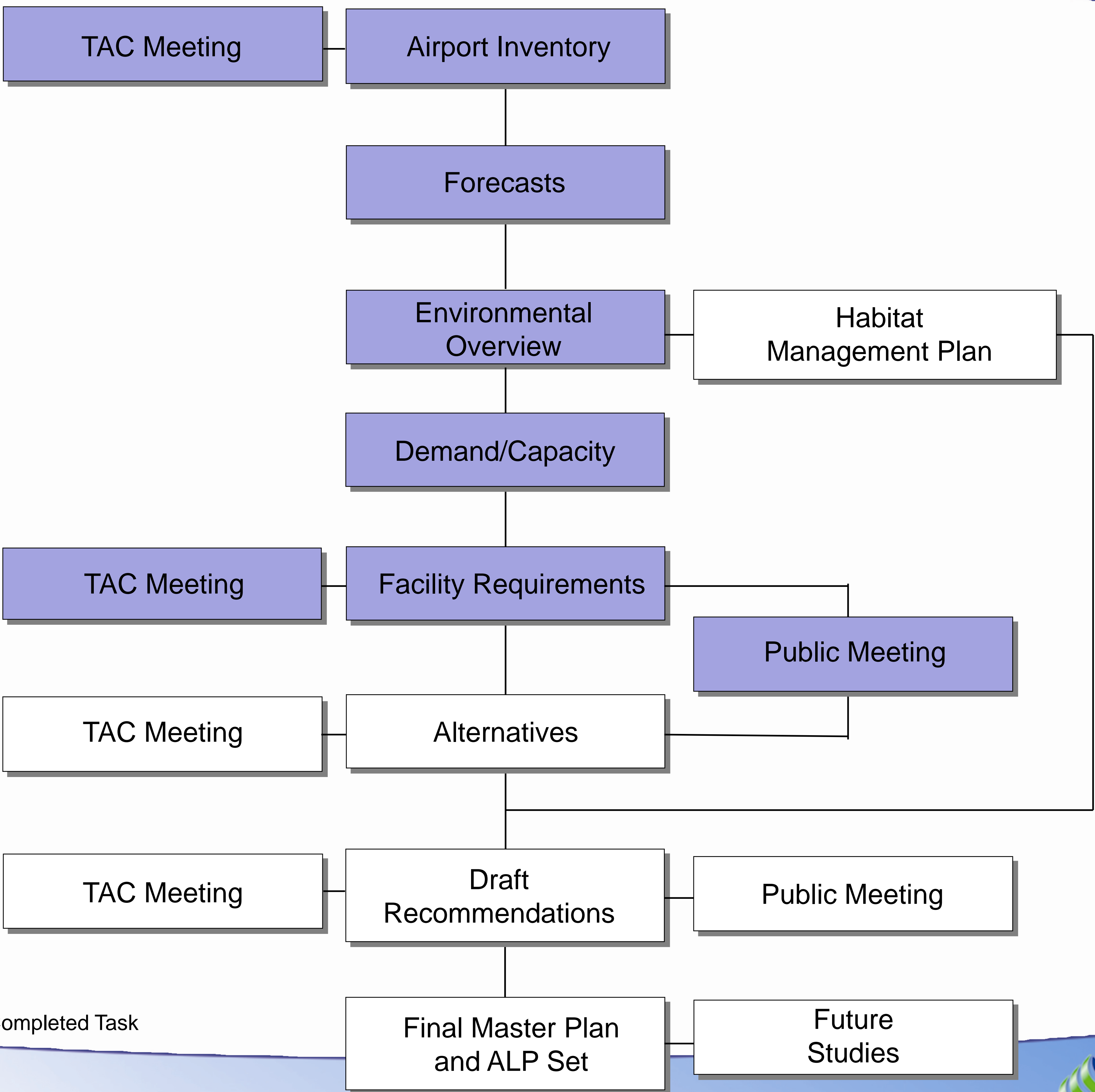
Goals to be Addressed

- 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



Saratoga Airport Master Plan

Master Plan
Update



 Denotes Completed Task

Why is the Airport Important?

Regional Significance

- Saratoga County Airport Serves as Gateway to Saratoga County and Region
- The Airport Supports Tourism, Notably Track Season and Nearby Attractions
- Airport Serves Range of Aviation Activity (e.g. Business, State Agencies, etc.)



Saratoga County Airport's Economic Impact:

Type	Total
Employment:	59
Economic Output:	\$13,383,700
State and Local Taxes:	\$853,500

Source: 2010 NYSDOT Economic Impacts of Aviation



Airport Facilities, Activity, and Services Master Plan Update

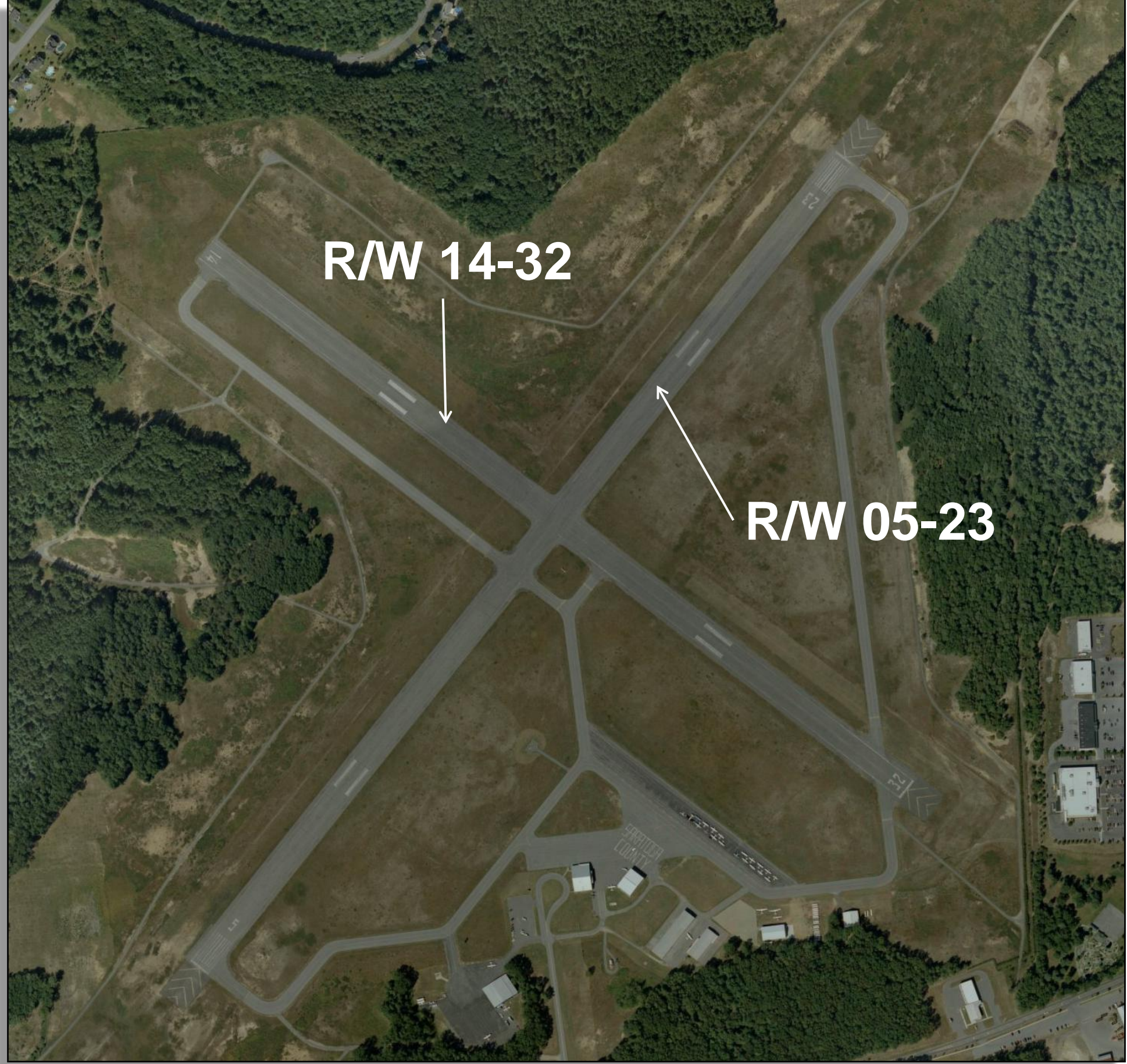
Airside Facilities

Operations (2012)

- 38,550 Takeoffs and Landings
- 57.1% Local, 42.9% Itinerant

Based Aircraft (2012) – 50

- 39 Single Engine
- 5 Multi Engine
- 3 Turbo Prop
- 2 Jets
- 1 Rotorcraft



WINDCONE



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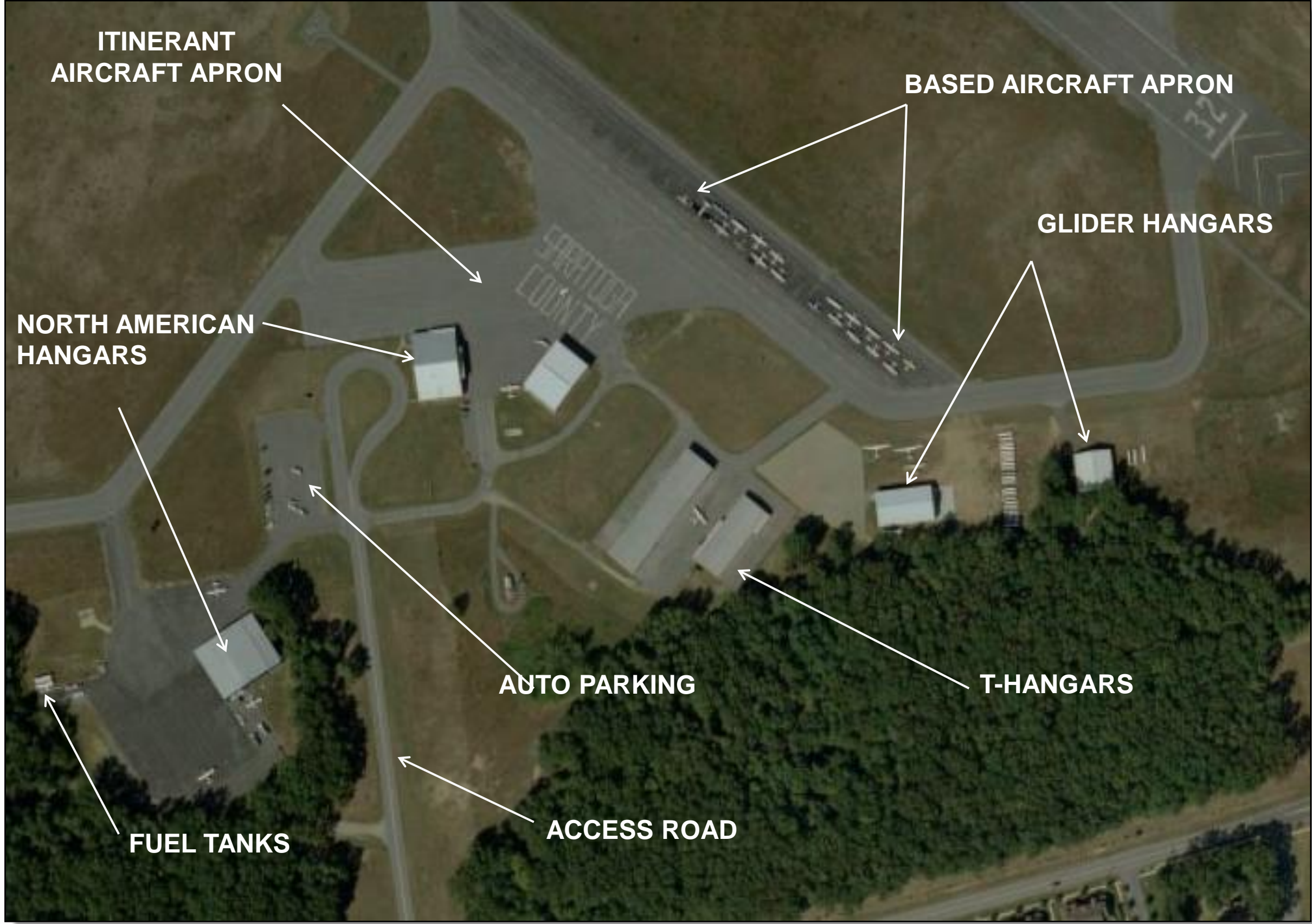


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Landside Facilities

Facilities and Services

- Runway 05-23 – 4,700' x 100'
- Runway 14-32 – 4,000' x 100'
- Taxiway Network To Both Runways
- North American is Fixed Based Operator
- Services Include Fuel, Maintenance, Hangars



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



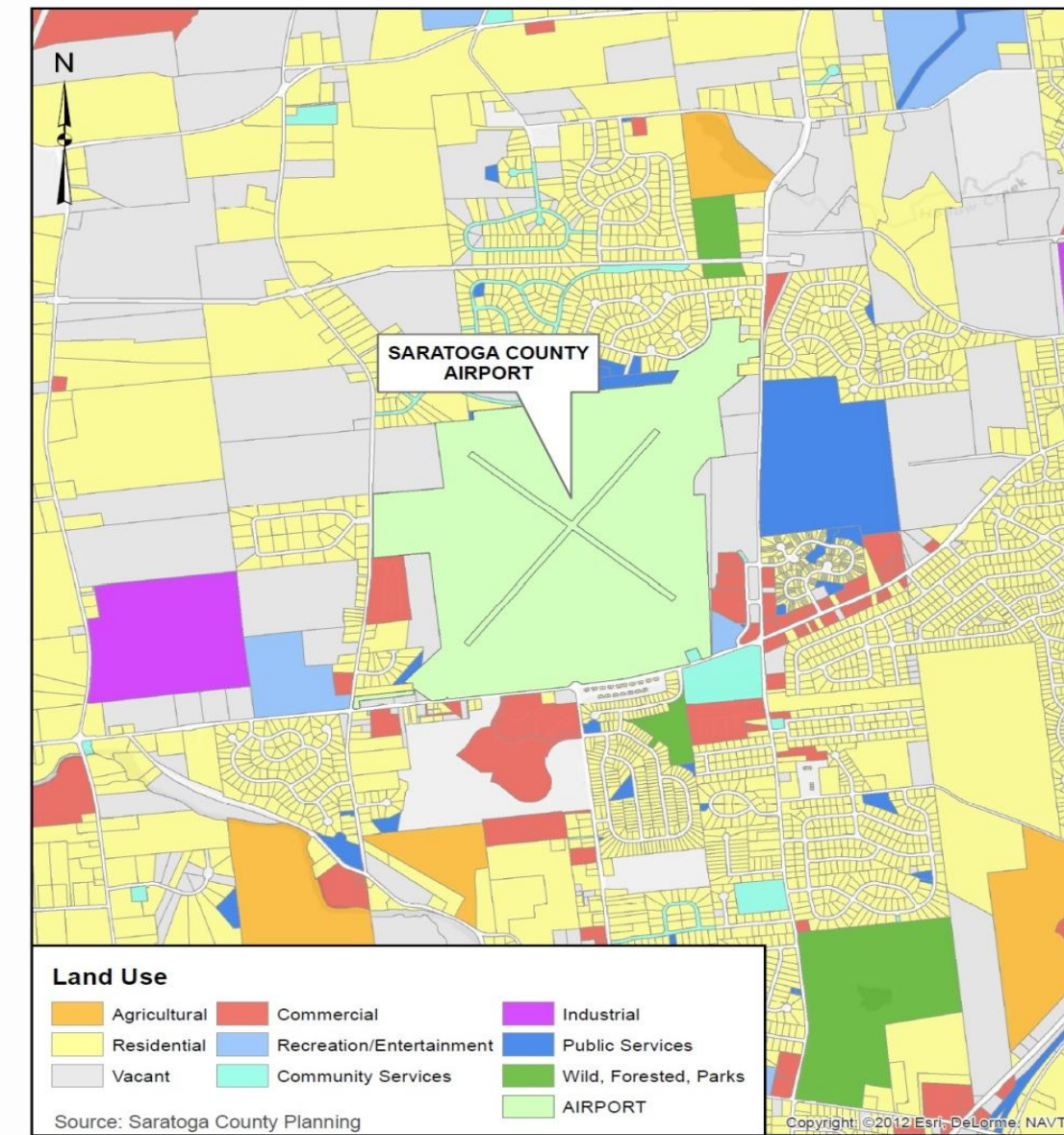
What is Evaluated

- 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



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



Karner Blue Butterfly

- State and Federally Listed Endangered Species
- Blue Lupine (Habitat Indicator) Prevalent on Airfield
- Presents A Range of Challenges
 - Operational
 - Habitat Management
 - Capital Improvements
- NYS Lists 2 Additional Butterfly Species



Wetlands

- Identified Approximately 1.2 Acres of Federally Regulated Wetlands on Airport
- No State Regulated Wetlands on Airport
- 0.8 Acres of NYS Wetland S-18 Buffer Extends on to Airport's NW Property Corner

Master Plan Goals Related to Karner Blue Butterfly

- Work With USFWS and NYSDEC to Improve Operational Flexibility and Airport Safety
- Development Plan That is Sensitive to Needs of KBB
- Long Term Framework for Managing KBB Issues on Airport
- Develop Appropriate Mitigation Strategy



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

- County Population and Employment Growing
- Future Economic Development
- Region Attracting High Tech
 - Global Foundries
 - GE's Global Research Center
 - Knolls Atomic Power Laboratory

Forecasts Consider Unique Activity

- Significant Glider Operations
 - Two Associations Operate at Airport
 - Operate From April Until November
- Influence of Saratoga Race Course
 - Peak Traffic Mid-July Until Labor Day
 - Influx of Corporate Jet and Turboprop Activity
 - Peak Period Activity Becoming More Difficult to Accommodate with Existing Facilities

Aviation Industry Trends Considered In Forecasts

- Decrease in Leisure Flying
- Increase in Corporate Activity
- Growth in Flight Training



Results of Forecasting Effort Address:

- Growth in All Categories of Aircraft
- Increased Flight Training
- Continued Economic Growth
- No Fundamental Changes In Regional Airport Development
- Modest But Sustained Growth

Aircraft Operations Forecast

Year	Total Operations
2012	38,550
2017	39,724
2022	40,827
2032	43,616

Based Aircraft Forecast

Year	Based Aircraft
2012	50
2017	52
2022	54
2032	58



Facility Requirements

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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 Annually
- This Aircraft Defines Many Standards Such As Runway Length, Taxiway Width and Various Separations Standards



Facility Requirements - Airside

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Runway 5-23

- 5,500' x 100' Runway
- Provide Clear Approaches



Glider Facilities

- Airfield Facilities to Enhance Compatibility Between Gliders and Powered Aircraft



Runway 14-32

- 4,000' x 100'
- Provide Clear Approaches



Taxiway Recommendations

- Provide a Full-Parallel Taxiway to Runway 5-23



Facility Requirements - Landside

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Based Aircraft Parking Apron

- No Additional Based Aircraft Apron Required



Support Facilities

- Install Second 10,000 Gallon Jet-A Fuel Tank
- Complete Security Fencing Within the Terminal Area
- Integrate a Passcard System

Transient Aircraft Parking Apron

- Short Term Itinerant Apron Needs Met Using Surplus Based Aircraft Apron
- Additional Apron Required Long Term



Hangars

- Short and Long Term Hangar Demand:
 - New Conventional Hangar
 - Up To 6 Unit T-hangar
 - Rehabilitate or Replace Maintenance Hangar



Airport Alternatives Analysis

Finalize Recommended Facilities

**Develop Airport Layout Plan and Capital
Improvement Plan**

**Schedule Next Public Information
Meeting Fall 2014**



We'd Like to Hear From You

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

