



Saratoga County Airport

Airport Master Plan Update Public Meeting #2

May 20, 2014



McFarland Johnson

1. Welcome
2. Ground Rules
3. Airport Alternatives
4. Schedule
5. Questions/Comments



Ground Rules

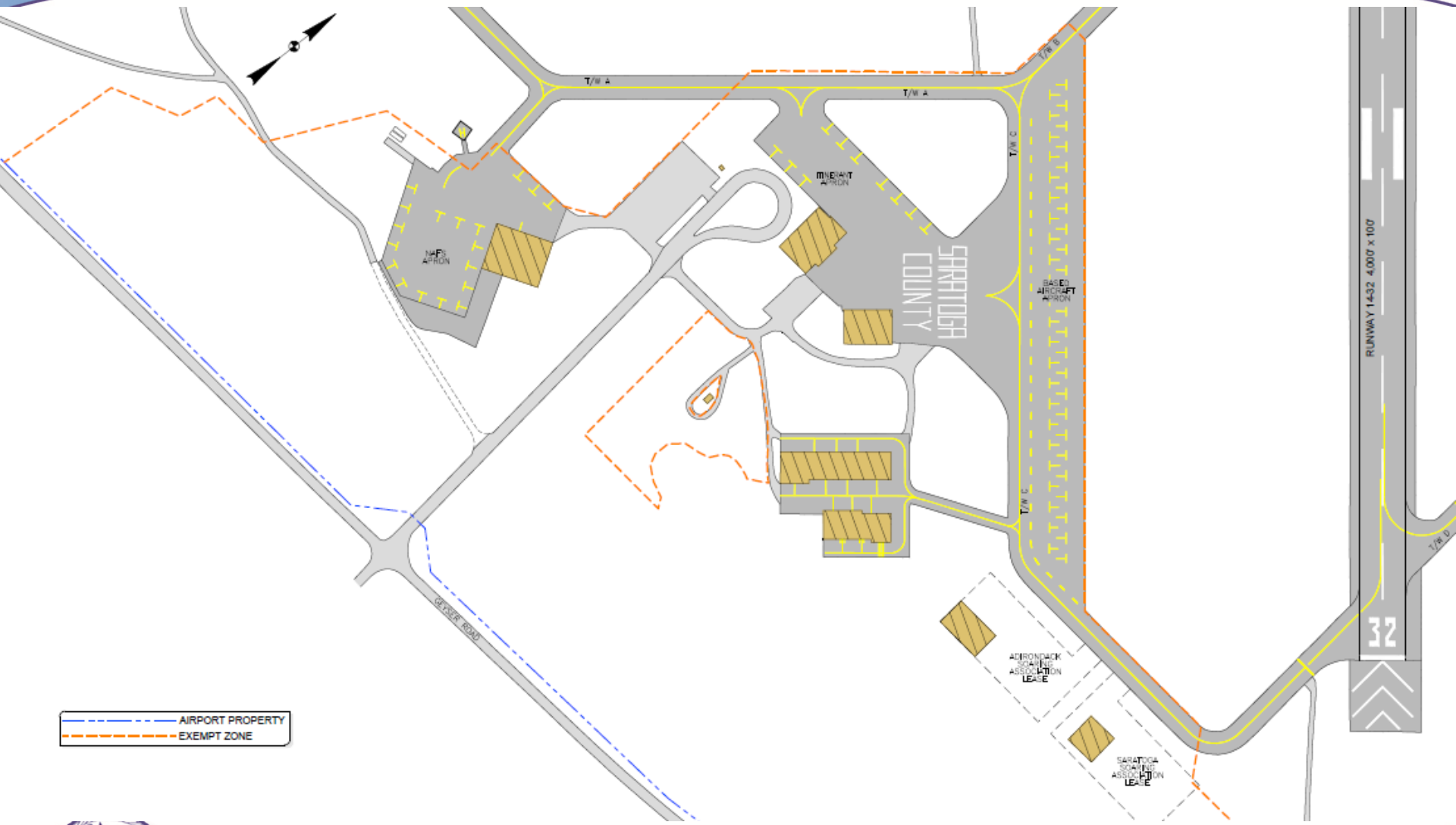
- Please Mute Cell Phones
- Please Respect Your Fellow Community Members
- Please Hold All Questions Until Prompted
- We Are Always Open to Better Ideas. Please Share Your Perspective!



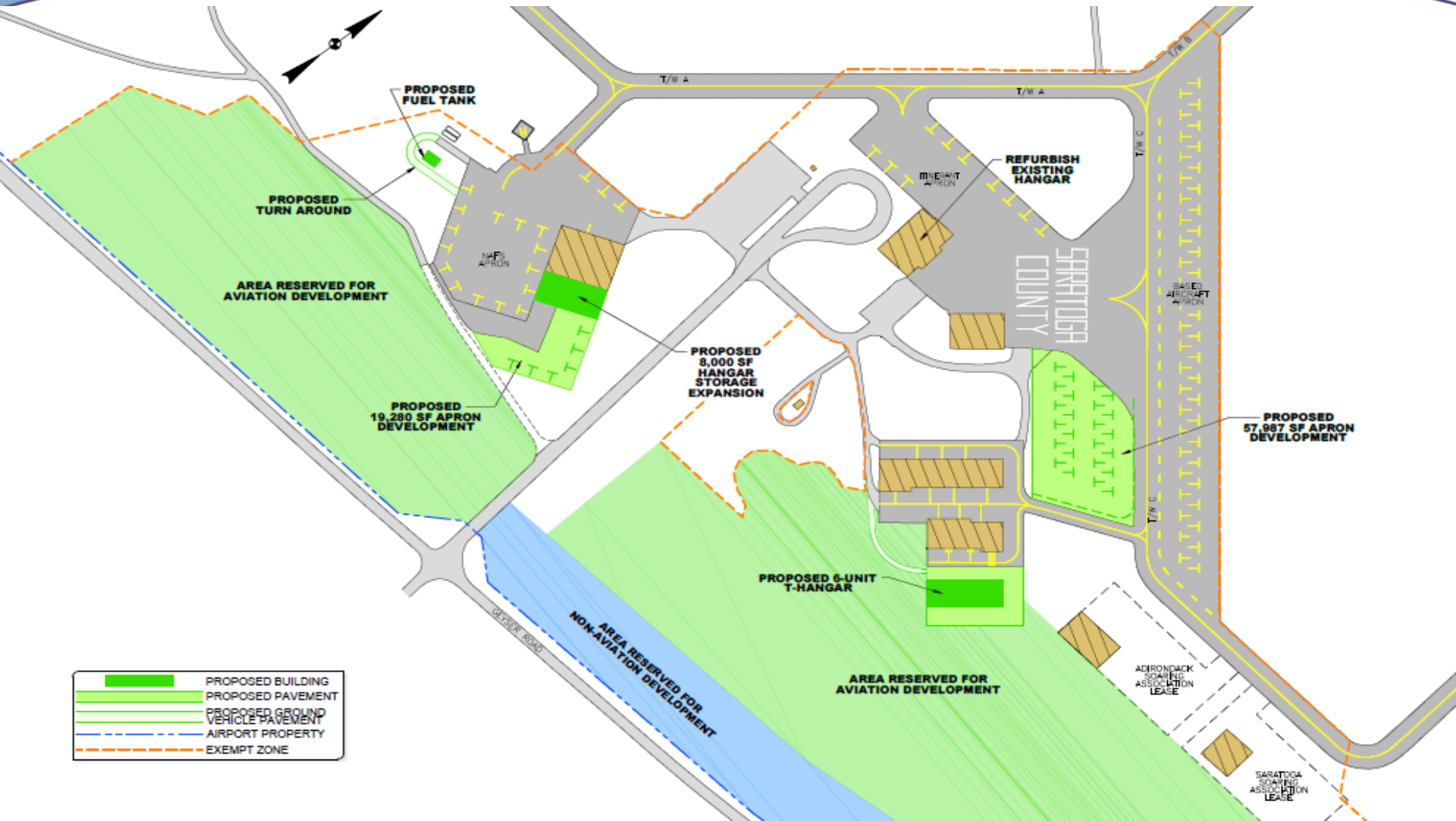
Landside Alternatives



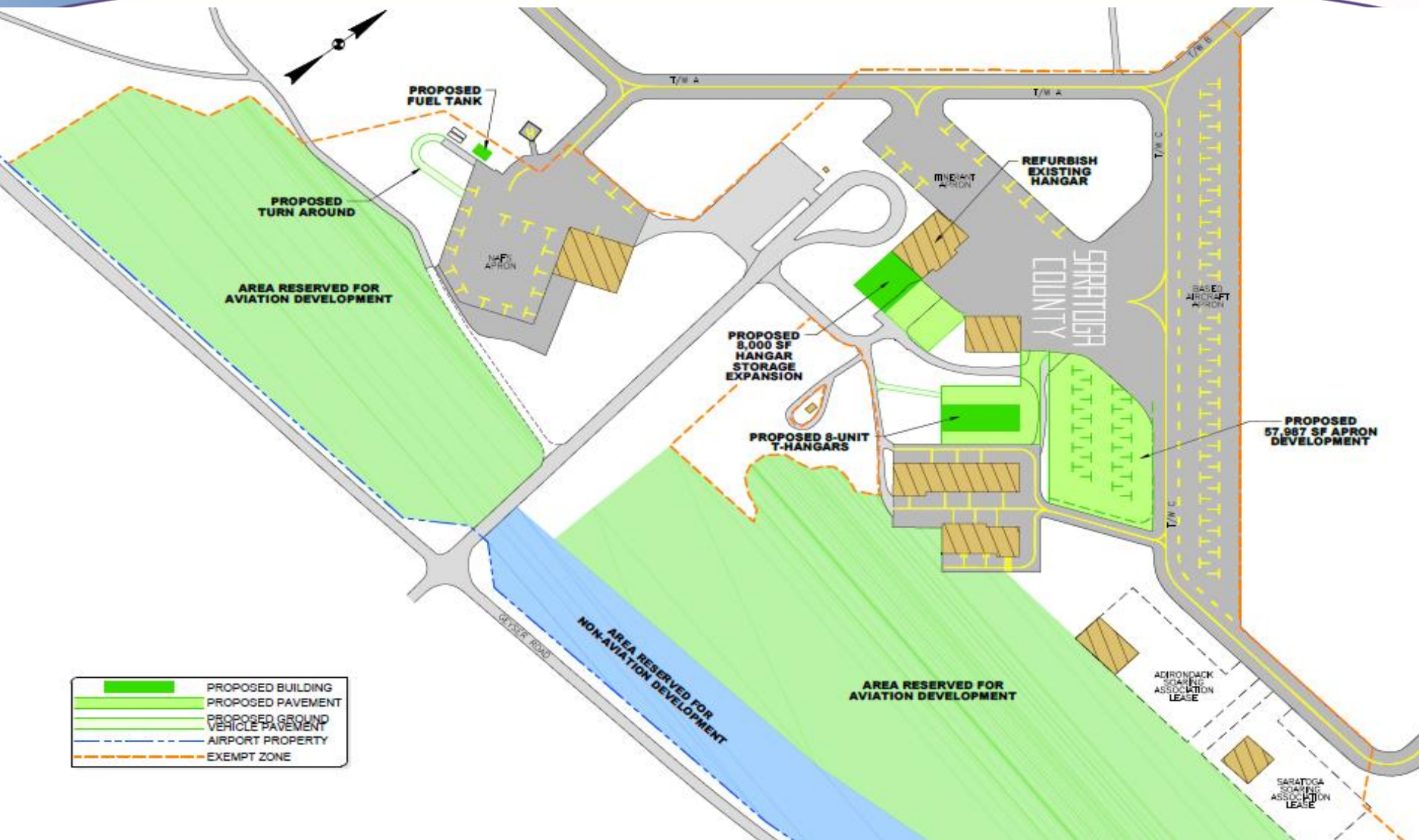
Landside Alternative 1



Landside Alternative 2



Landside Alternative 3



Summary of Landside Alternatives Master Plan Update

Table 6-5 - Summary of Landside Alternatives

Alternative	Landside Alt 1 (No Build)	Landside Alt 2	Landside Alt 3
Land Use Compatibility	Compatible with Existing Use	Compatible with Existing Use	Compatible with Existing Use
Environmental Impacts	None	None	None
Potential for Expansion	Aviation Use Only	Aviation and Non-Aviation Potential	Aviation and Non-Aviation Potential
Operational Efficiency	Poor	Better	Best
Revenue Generation Capability	None	Competitive Aviation and Non-Aviation	Competitive Aviation and Non-Aviation
Development Costs	\$0	\$3,580,000	\$3,760,000



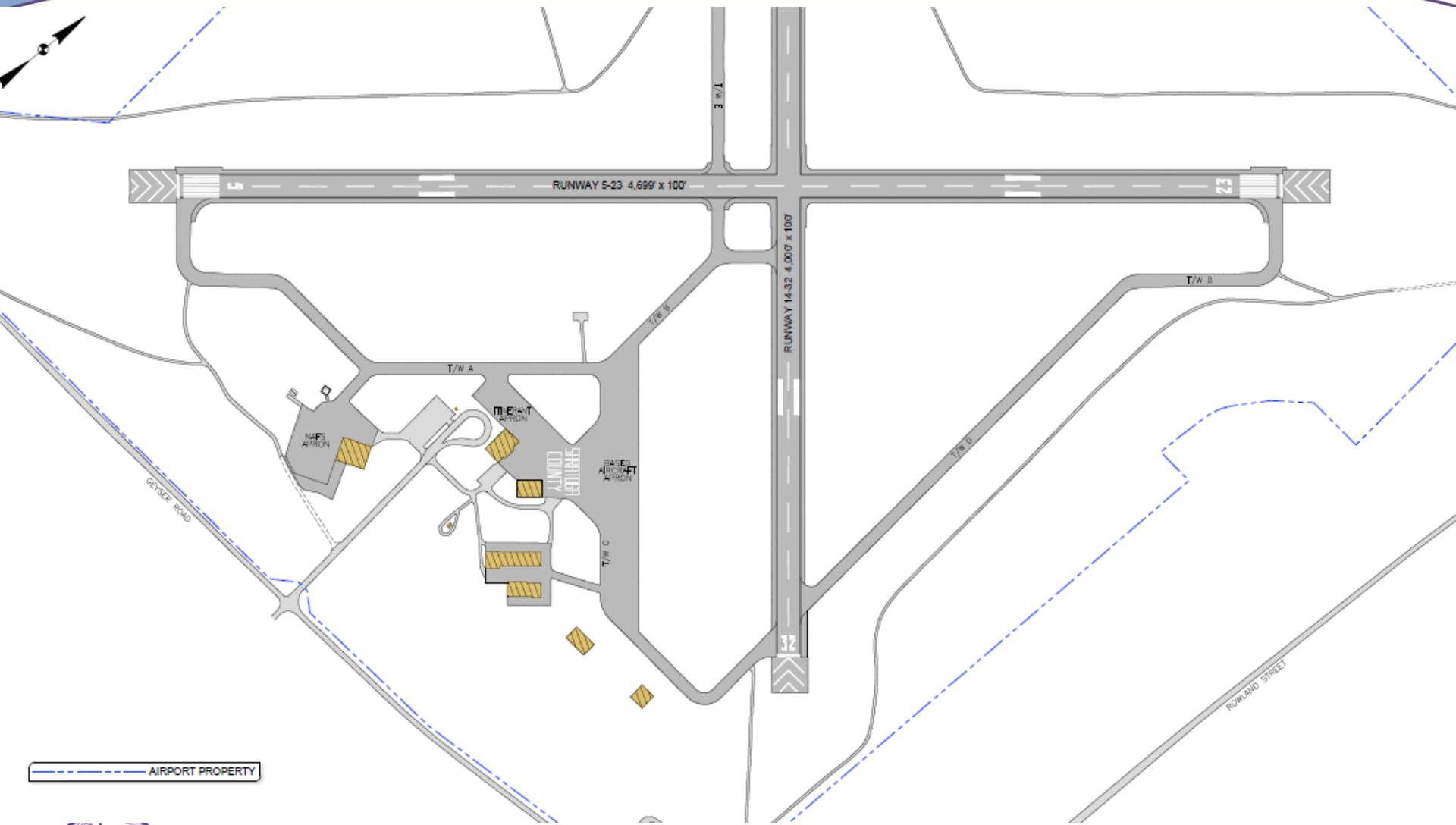
Airside Alternatives



Taxiway Alternatives



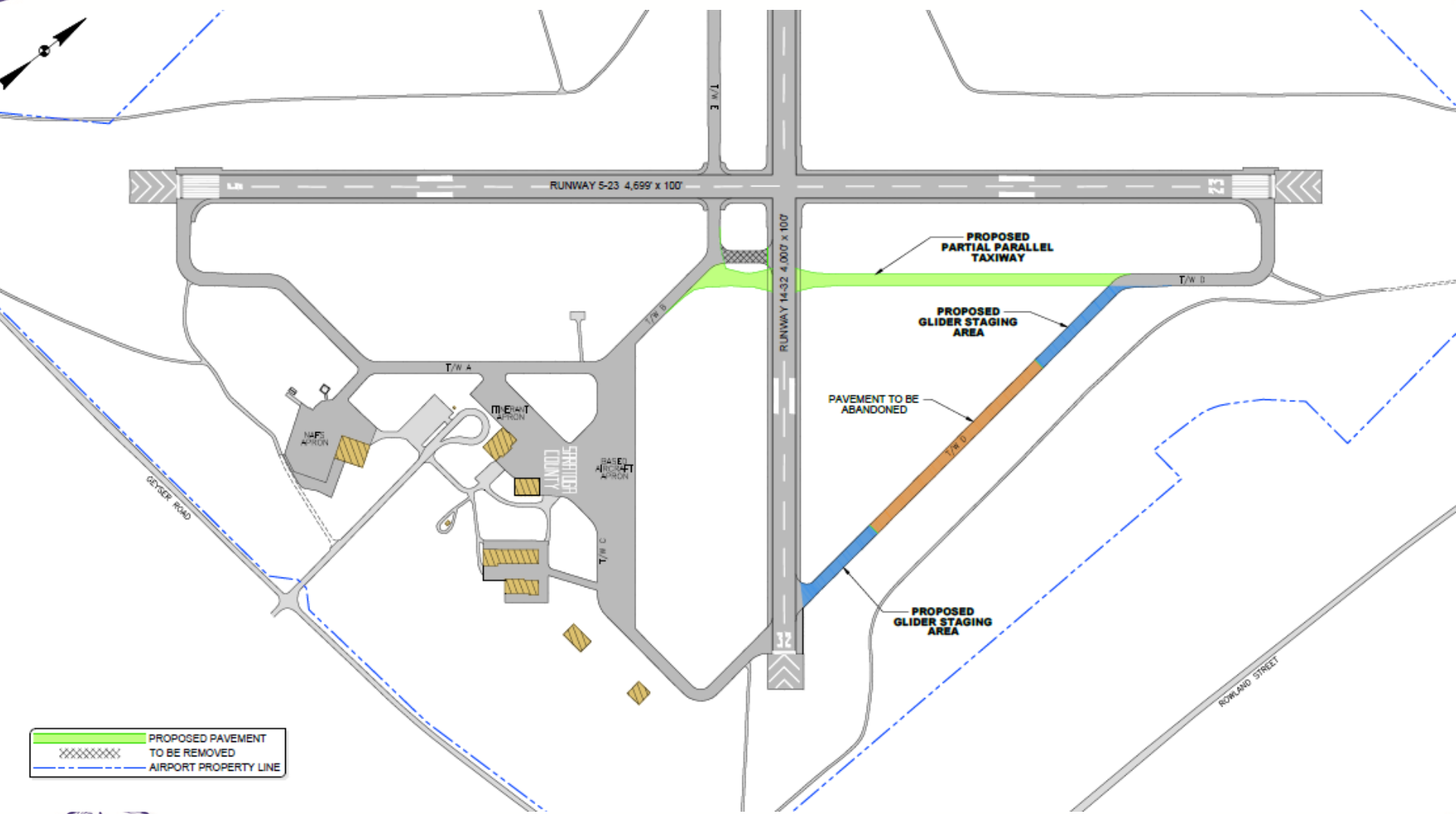
Taxiway Alternative 1



--- AIRPORT PROPERTY



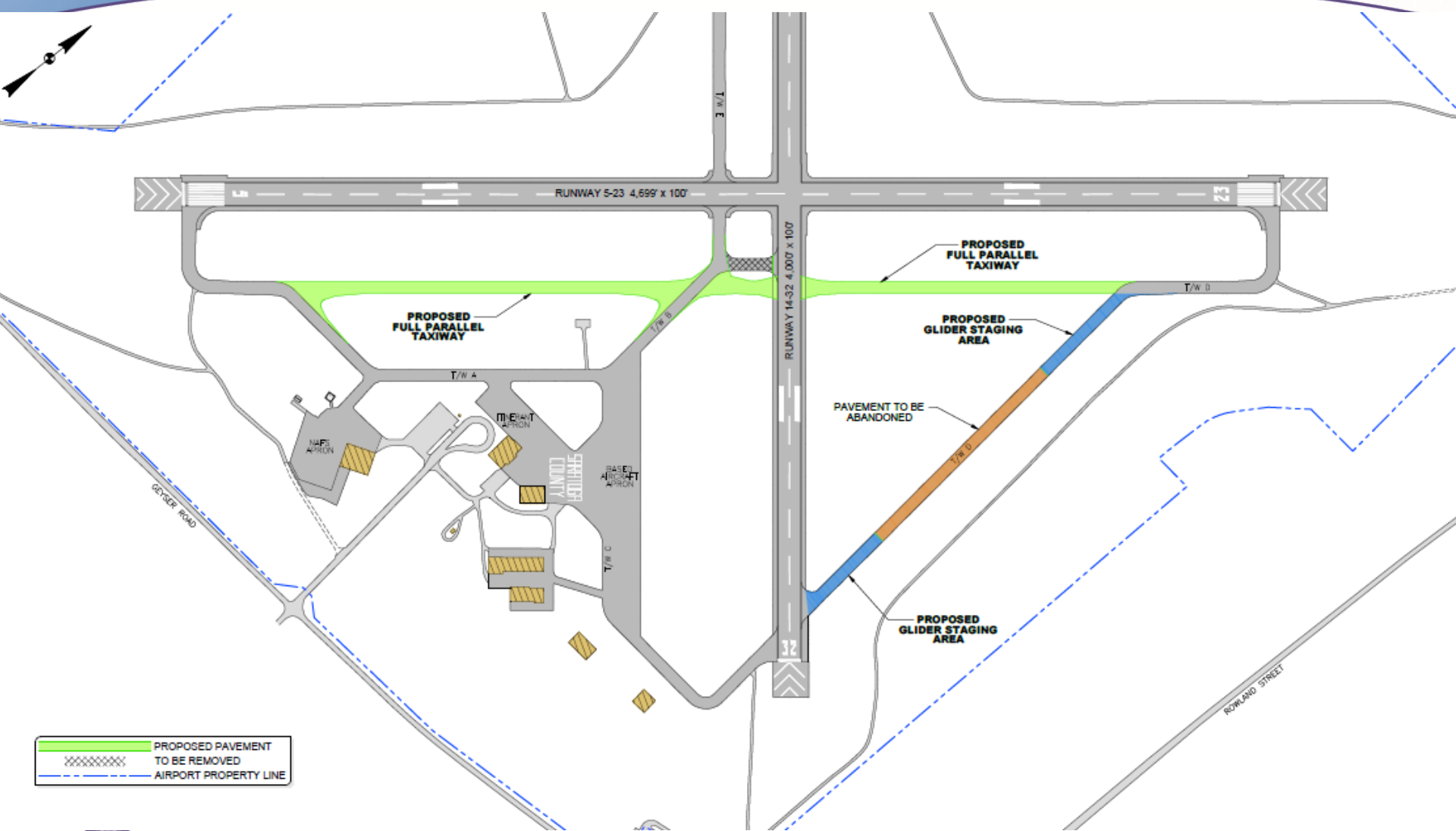
Taxiway Alternative 2



PROPOSED PAVEMENT
TO BE REMOVED
AIRPORT PROPERTY LINE



Taxiway Alternative 3



PROPOSED PAVEMENT
TO BE REMOVED
AIRPORT PROPERTY LINE



Summary of Taxiway Alternatives Master Plan Update

Table 6-3 - Summary of Taxiway Alternatives

Alternative	Taxiway Alt 1 (No Build)	Taxiway Alt 2 (Partial-Parallel)	Taxiway Alt 3 (Full-Parallel)
Facility Requirements	No	Yes	Yes
Environmental Impacts	None	2.11 acres of butterfly habitat	4.5 acres of butterfly habitat
FAA Standards	No	Yes	Yes
Land Use Compatibility	No Change	Compatible	Compatible
Development Cost	\$0	\$1,320,000*	\$2,580,000*
Operational Flexibility	None	Improved	Improved; Increases pavement maintenance requirements for little benefit compared to Alt 2.

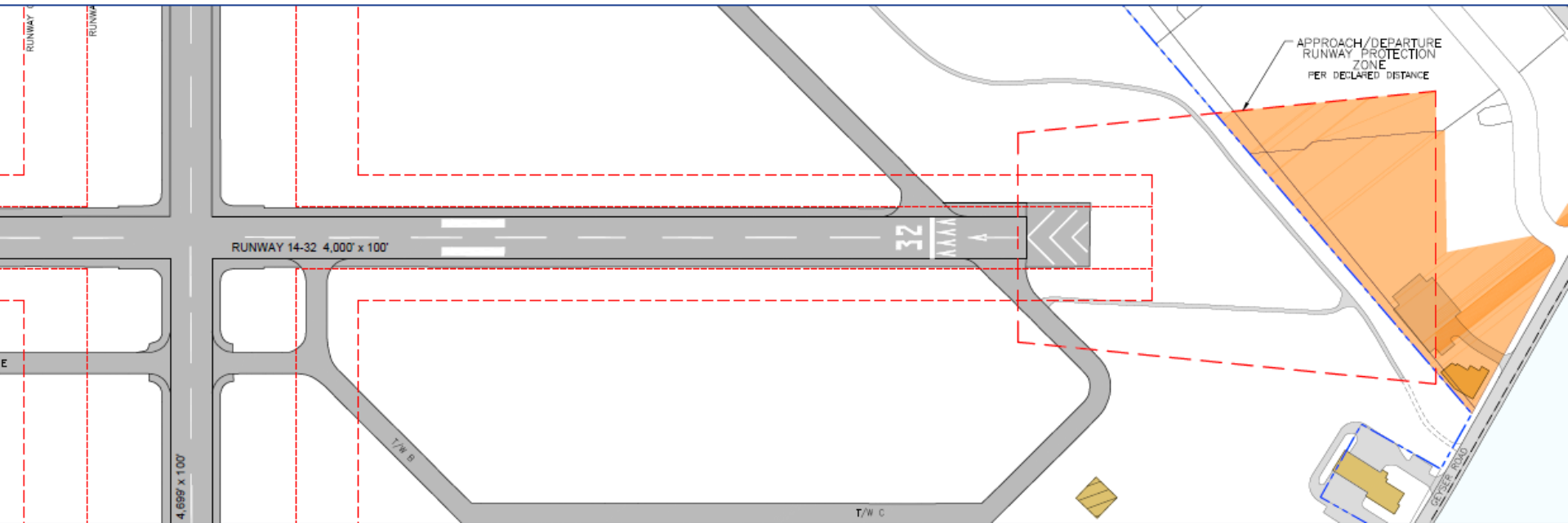
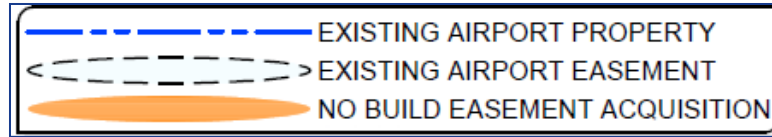
* This cost does not include permitting and habitat mitigation, which are likely to be substantial



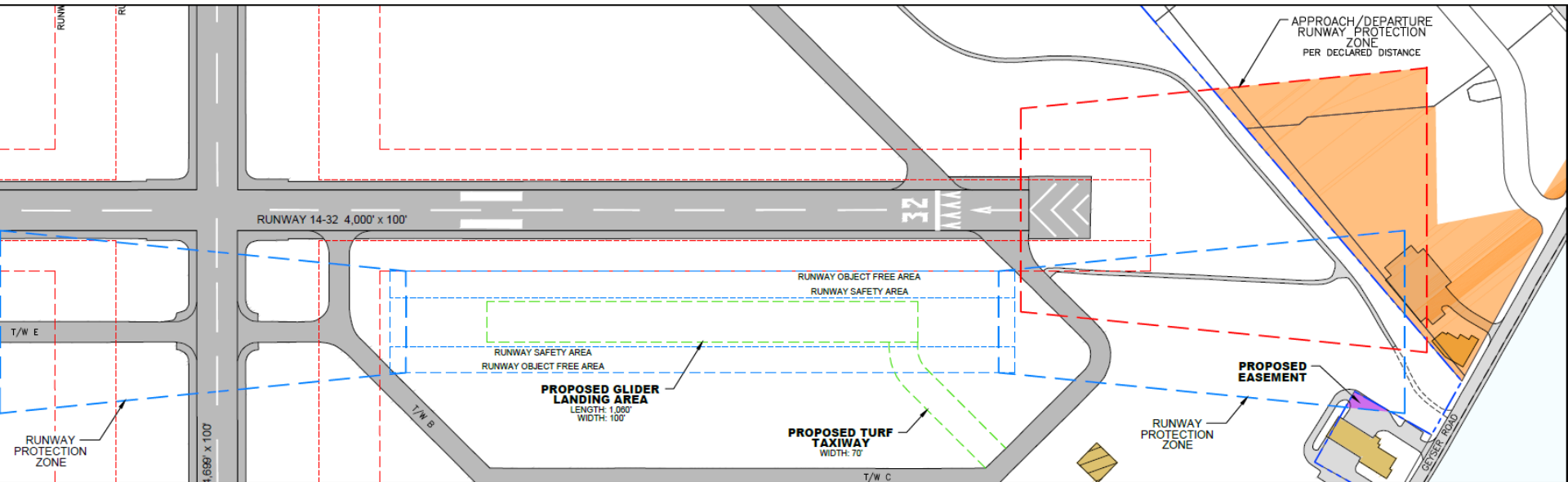
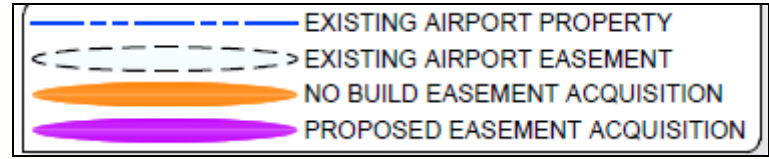
Glider Alternatives



Glider Alternative 1



Glider Alternative 2



Summary of Glider Alternatives

Table 6-4 - Summary of Glider Alternatives

Alternative	Glider Alt 1 (No Build)	Glider Alt 2 (Landing Area)
Facility Requirements	No	No
Environmental Impacts	None	Significant (9.4 acres of butterfly habitat)
FAA Standards	No Change	RPZ off property
Land Use Compatibility	No Change	RPZ acquisition
Development Cost	None	\$375,000* plus permits and mitigation
Operational Flexibility	No Separation	Provides Separation; Minimizes glider activities on paved airfield surfaces

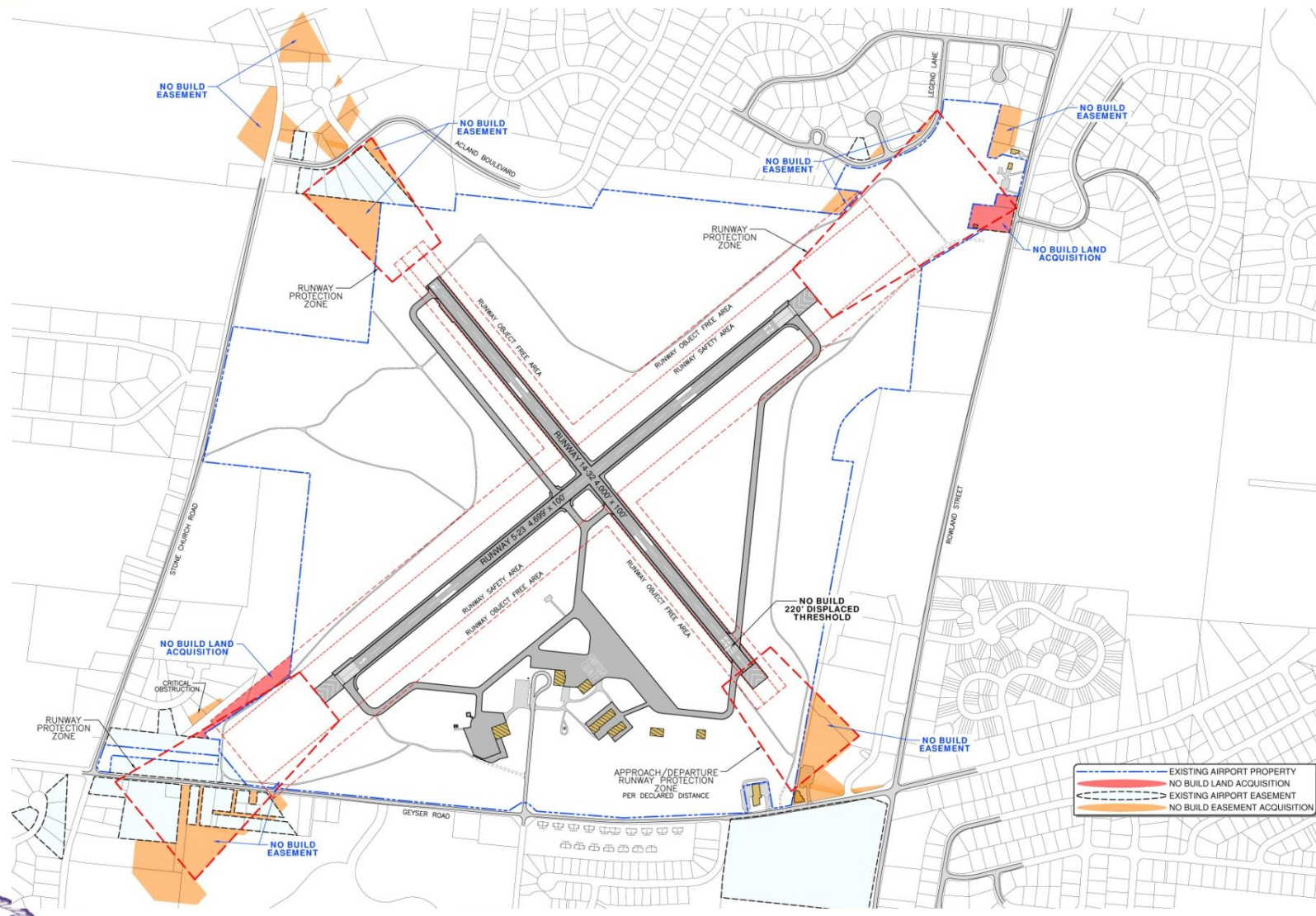
* This cost does not include permitting and habitat mitigation, which are likely to be substantial



Runway No-Build Alternative



Runway No-Build Alternatives



	EXISTING AIRPORT PROPERTY
	NO BUILD LAND ACQUISITION
	EXISTING AIRPORT EASEMENT
	NO BUILD EASEMENT ACQUISITION

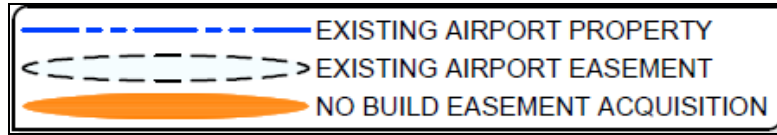


Runway 14-32 Alternatives

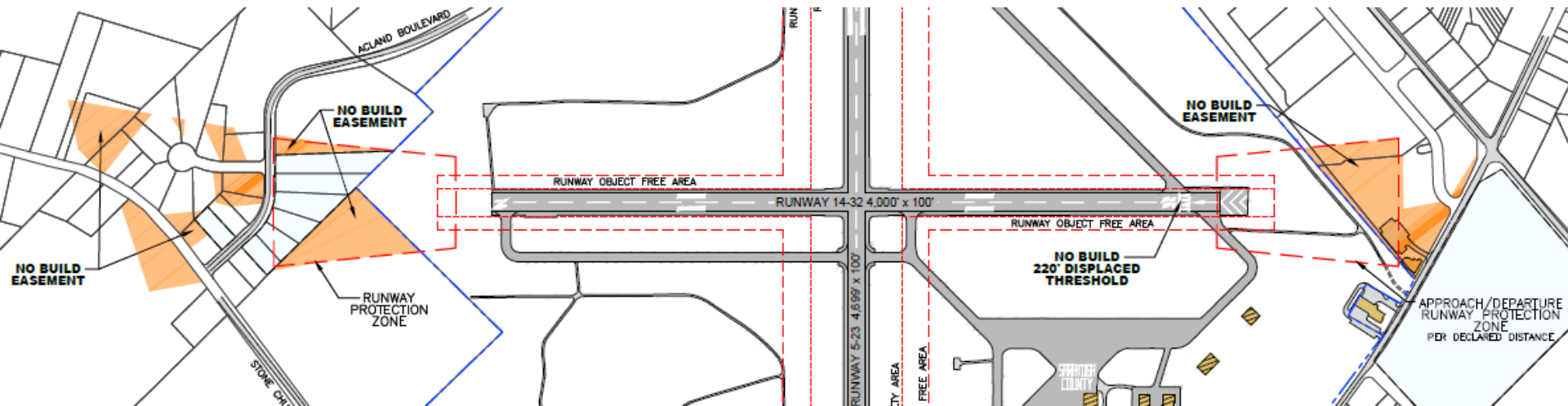
SARATOGA COUNTY AIRPORT



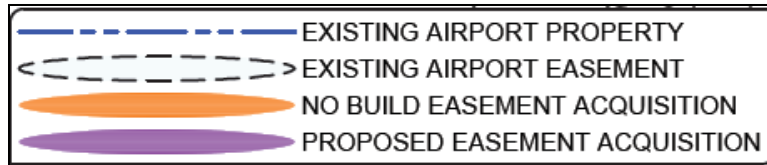
Runway 14-32 Alternative 1



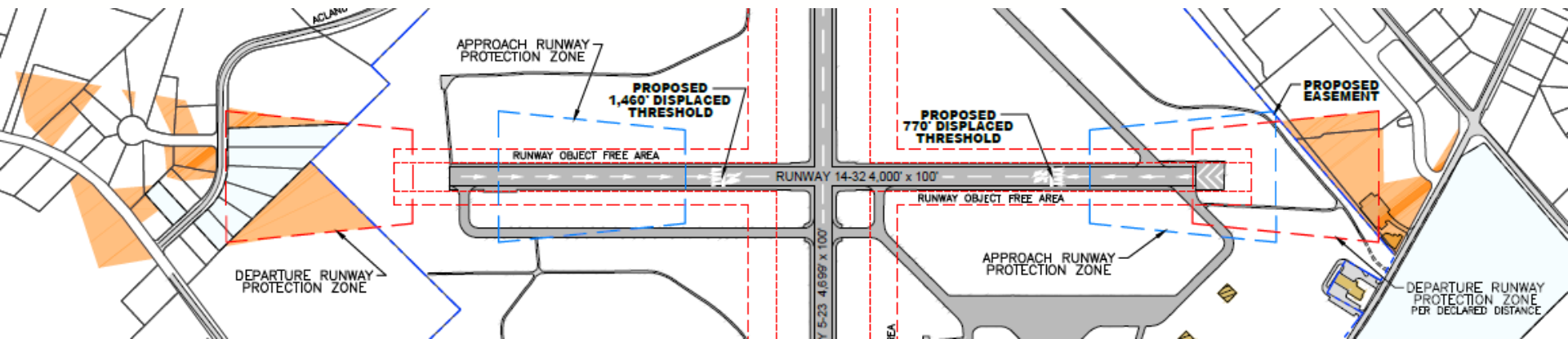
DECLARED DISTANCES		
RUNWAY	14	32
TORA	3,780'	4,000'
TODA	4,000'	4,000'
ASDA	4,000'	4,000'
LDA	4,000'	3,780'



Runway 14-32 Alternative 2



DECLARED DISTANCES		
RUNWAY	14	32
TORA	3,780'	4,000'
TODA	4,000'	4,000'
ASDA	4,000'	4,000'
LDA	2,540'	3,230'



Summary of RW 14-32 Alternatives Master Plan Update

Table 6-2 - Summary of Runway 14-32 Alternatives






Alternative	RWY 14-32 Alt 1 (No Build)	RWY 14-32 Alt 2 (Displace Thresholds)
Facility Requirements	No	No
Environmental Impacts	None	None
FAA Standards	Yes, use of declared distance and pending easement acquisition	No
Land Use Compatibility	Yes	Yes
Development Cost	\$503,000	\$780,000
Operational Flexibility	Decreases due to reduced LDA and TORA for certain operations	Substantially decreases due to reduced LDA



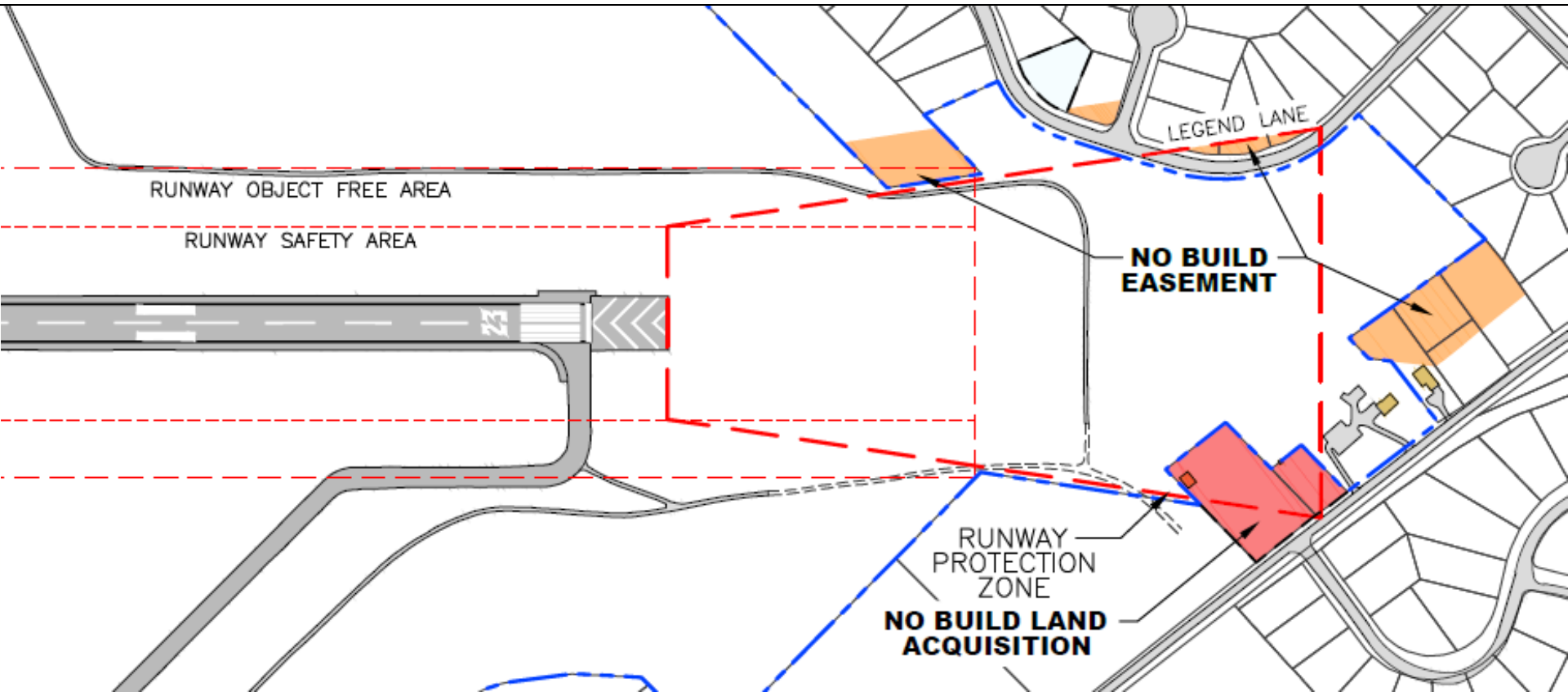
Runway 5-23 Alternatives



Runway 5-23 Alternative 1

	PROPOSED PAVEMENT
	EXISTING AIRPORT PROPERTY
	EXISTING AIRPORT EASEMENT
	NO BUILD LAND ACQUISITION
	NO BUILD EASEMENT ACQUISITION

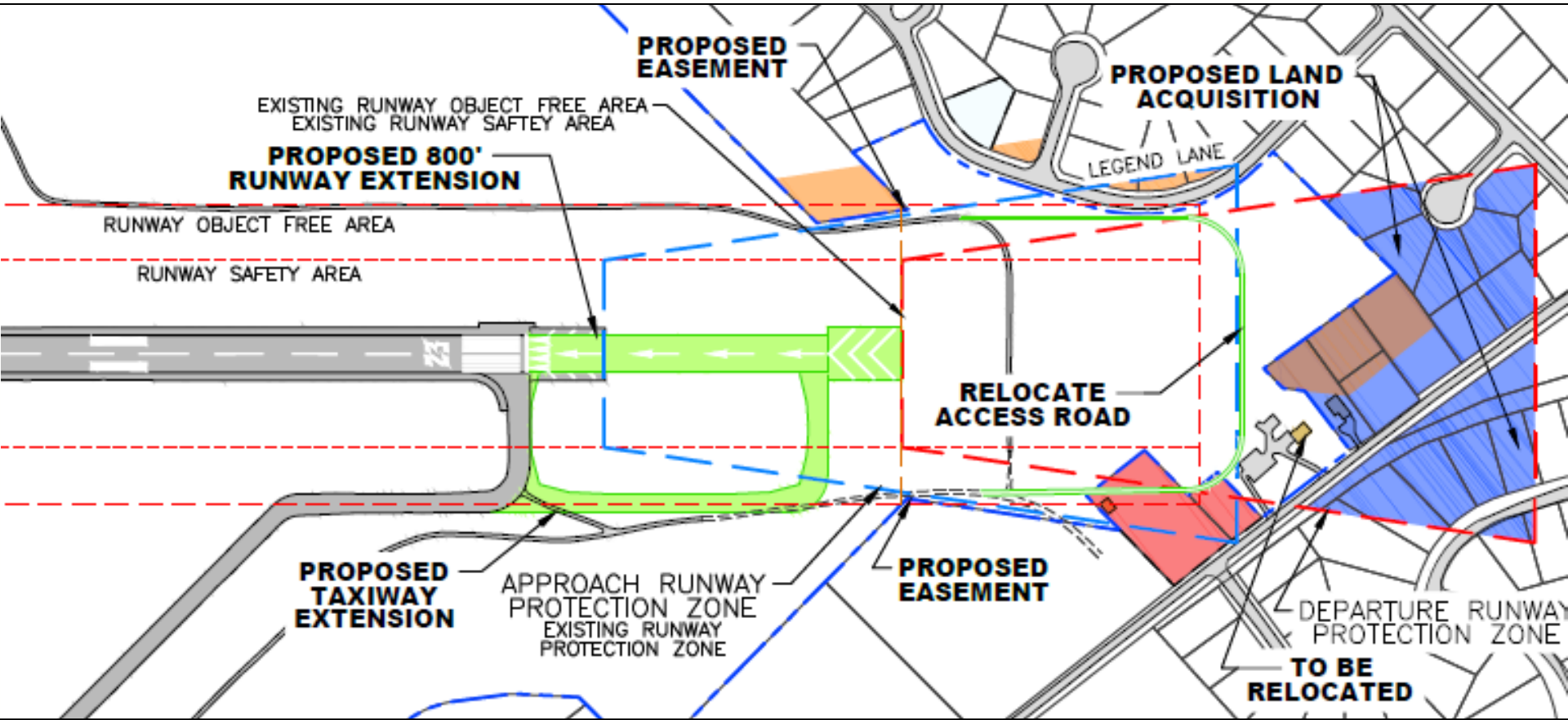
DECLARED DISTANCES		
RUNWAY	5	23
TORA	4,699'	4,699'
TODA	4,699'	4,699'
ASDA	4,699'	4,699'
LDA	4,699'	4,699'



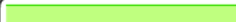






Runway 5-23 Alternative 2

	PROPOSED PAVEMENT
	EXISTING AIRPORT PROPERTY
	NO BUILD LAND ACQUISITION
	PROPOSED LAND ACQUISITION
	EXISTING AIRPORT EASEMENT
	NO BUILD EASEMENT ACQUISITION
	PROPOSED EASEMENT ACQUISITION

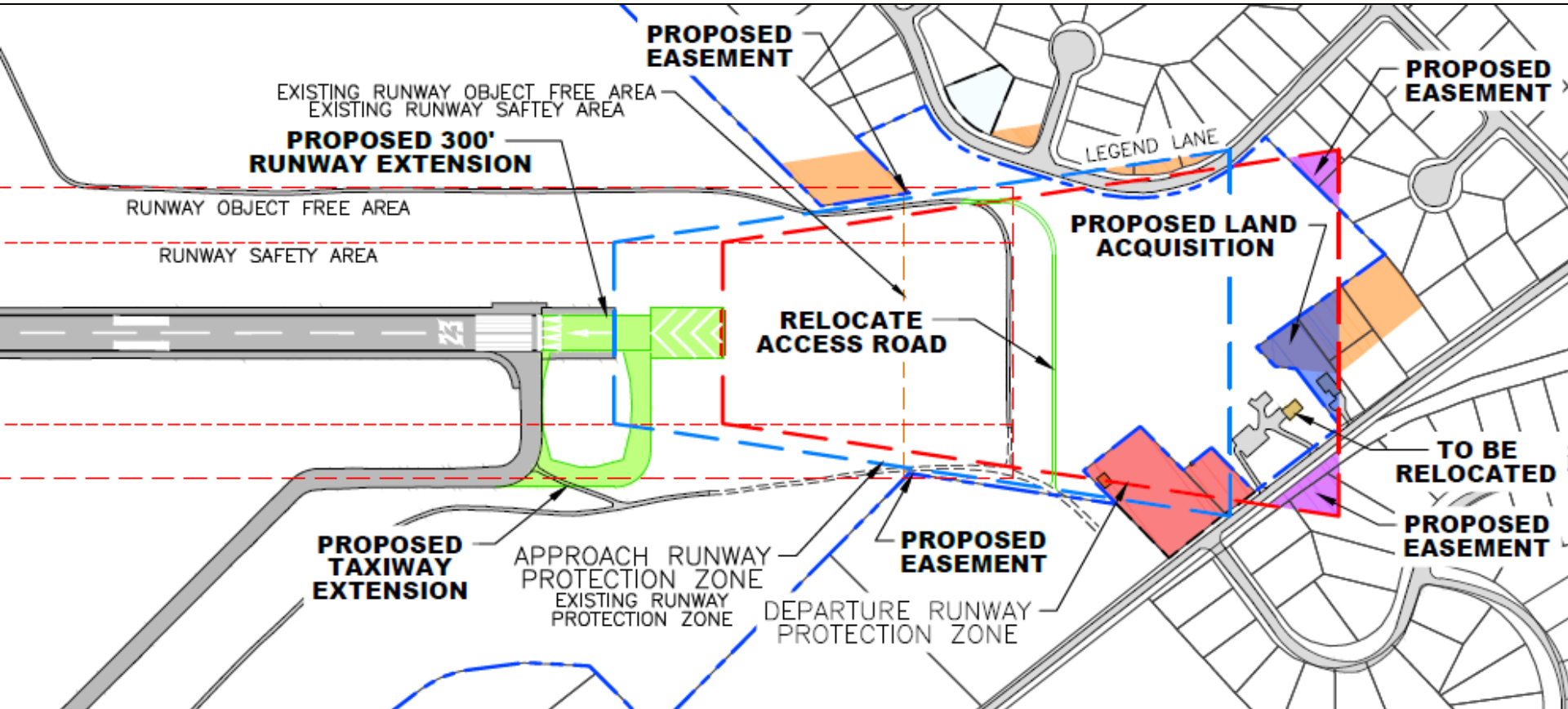
DECLARED DISTANCES		
RUNWAY	5	23
TORA	5,500'	5,500'
TODA	5,500'	5,500'
ASDA	5,500'	5,500'
LDA	5,500'	4,699'



Runway 5-23 Alternative 3

	PROPOSED PAVEMENT
	EXISTING AIRPORT PROPERTY
	NO BUILD LAND ACQUISITION
	PROPOSED LAND ACQUISITION
	EXISTING AIRPORT EASEMENT
	NO BUILD EASEMENT ACQUISITION
	PROPOSED EASEMENT ACQUISITION

DECLARED DISTANCES		
RUNWAY	5	23
TORA	5,000'	5,000'
TODA	5,000'	5,000'
ASDA	5,000'	5,000'
LSDA	5,000'	4,699'



Summary of RW 5-23 Alternatives Master Plan Update

Table 6-1 - Summary of Runway 5-23 Alternatives

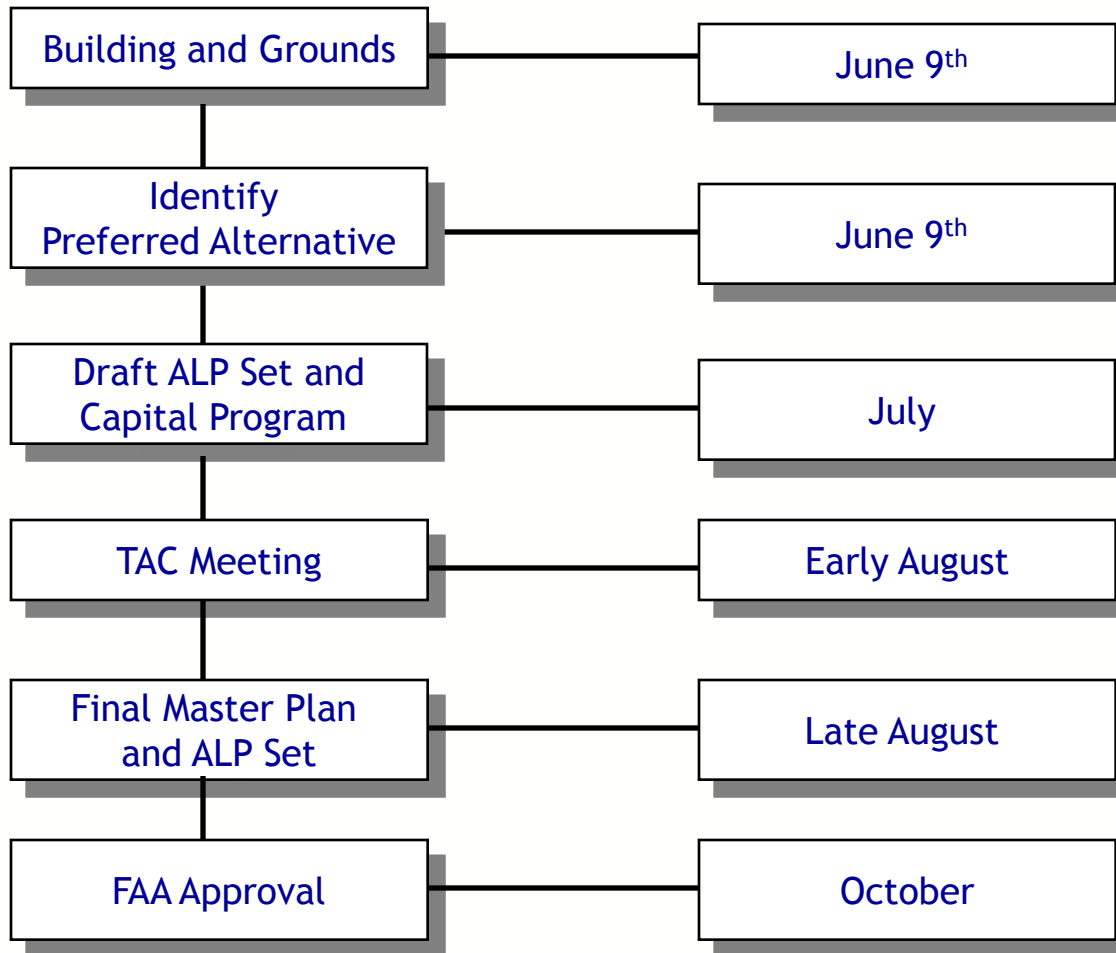
Alternative	RWY 5-23 Alt 1 (No Build)	RWY 5-23 Alt 2 (Extend by 801')	RWY 5-23 Alt 3 (Extend by 301')
Facility Requirements	No	Yes	Partial – Enhances runway length
Environmental Impacts	None	3.55 Acres of Habitat	1.82 Acres of Habitat
FAA Standards	Yes – assumes ongoing land acquisition to comply with RPZ and ROFA standards	Yes	Yes
Land Use Compatibility	Compatible if RPZ action items implemented Easement acquisition for portions of 14 parcels; Acquisition in fee for 2 parcels	Increased noise levels near RW 23 Easement acquisition for portion of 1 parcel; Acquisition in fee for all or portions of 23 parcels ¹	Slightly increased noise levels near RW 23 Easement acquisition over portions of 7 parcels; Acquisition in fee for 3 parcels. ¹
Development Cost	\$560,000	\$5,980,000 ²	\$1,980,000 ²
Operational Flexibility	Minimum (most weight penalties)	Maximum (least weight penalties)	Moderate (some weight penalties)

¹Land and Easement Acquisition identified for the build alternatives is in addition to the acquisitions identified for the No Build alternative.

²Development Costs identified for the build alternatives are in addition to the costs identified for the No Build alternative, and do not include costs for environmental permitting or mitigation.



Project Schedule



- Review Handout and Provide Comments
- Submit Comments to:
SaratogaAMPUComments@mjinc.com



Questions/Comments

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