Minutes for an Informational Meeting regarding the Ticonderoga Airport held on August 24, 2017 commencing at 6:00 p.m.

Present: Joseph Giordano, Supervisor
Dorcey Crammond, Councilwoman
Fred Hunsdon, Councilman
Tonya M. Thompson, Town Clerk

Absent: Wayne Taylor and Dave Woods, Councilmen

Others: Ernie Tobin, Jim Cummings, Dennis Verdier

Supervisor Giordano opened the meeting at 6:00 p.m. with the Reciting of the Pledge of Allegiance. He then offered the floor to Jim Cummings for a brief presentation.

Jim Cummings, Shumaker Engineering explained the reasoning for the meeting and the overview of the plan.

TICONDEROGA MUNICIPAL AIRPORT
MASTER PLAN UPDATE

PUBLIC INFORMATIONAL MEETING
AUGUST 24th, 2017
TOWN HALL

Purpose Of The Plan

The airport master planning process assesses how well an airport serves existing users, is equipped to meet future demands, and fulfills FAA safety, design, and other standards. The process includes the development of activity forecasts, the identification and evaluation of financial, physical, and environmental issues, and the recommendation of feasible development alternatives. An Airport Layout Plan (ALP) Drawing Set accompanies the Airport Master Plan, and illustrates the existing and proposed airport layout, airspace obstructions, surrounding land use, and airport property.

The FAA recommends that Airport Master Plans be updated every 10 years. The previous Master Plan for Ticonderoga Municipal Airport was conducted in 2004.

The purpose of this Master Plan Update is to identify the improvements and developments that are needed at Ticonderoga during the next 20 years, and to develop feasible recommendations for providing the needed facilities. The project was stared in 2013 and the development recommendations are carried through to 2033. The products

of the study include a detailed report and an ALP Drawing Set that identify, schedule, and illustrate the major projects recommended for the Airport.

Who Developed The Plan

This study included the formation of a Technical Advisory Committee, which met at key points throughout the planning process. The TAC consisted of representatives from the Town of Ticonderoga, Essex County, FAA, NYSDOT, Adirondack Park Agency, Airport users area businesses, and local residents.

How Much Is The Airport Used

The FAA usually recommends considering a range of activity forecasts as part of the Airport Master Plan study and to try to determine where within this range the most likely forecast will be found. Having a range of forecast activity allows airports to develop flexibility in facilities to accommodate different activity levels.

The Forecast analysis prepared for this Master Plan Update led to the following scenarios and conclusions for the based aircraft and operations at Ticonderoga Municipal Airport. As a summary, the following table presents the forecast results for the 20-year planning horizon:

Table 1 – TICONDEROGA AVIATION FORECAST - SUMMARY

	2013	2033 (+20 years)	
	Existing Conditions	**Base Case**	**High Case**
Based Aircraft			
Total (year-round + seasonal)	10	13 (+30%)	18 (+80%)
Aircraft Operations			
Local	3,500	4,572 (+31%)	6,200 (+77%)
Itinerant	1,430	2,462 (+72%)	3,338 (+134%)
Total Ops	**4,930**	**7,033 (+43%)**	**9,538 (+93%)**
Peak Traffic (Total Operations)			
Peak Month (July-August)	616	879 (+43%)	1,192 (+93%)
Peak Hour	4	6 (+43%)	8 (+93%)

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What Does The Airport Need

The magnitude of the deficits will depend on whether the number of operations and based aircraft at the Airport follows national trends predicted by the FAA for the General Aviation (GA) industry, or whether there is a strong and positive impact of recently developed aeronautical services, such as the fuel farm and instrument approach procedures, on the attractiveness of the Airport over the planning period. The facility deficits identified in Table below were developed to meet each of the forecasted traffic cases.

Table 2 - AIRPORT FACILITY DEFICITS-2033

Facility	Deficit	
AIRFIELD DESIGN STANDARDS		
	Base Case	**High Case**
Runway Protection Zone (RPZ)	Extends off airport property	Extends off airport property
AIRFIELD		
	Base Case	**High Case**
Local Weather Reporting	Automated System[1]	Automated System[1]
Rotating Beacon	Relocation	Relocation
LANDSIDE		
	Base Case	**High Case**
Conventional Hangar	0	8,100 sf
T-Hangar Units	3	3
Terminal Building/Operations	500 sf[2]	500 sf[2]
Apron Parking	4,500 sf	21,200 sf
Snow Removal Equipment Building	1,600 sf	1,600 sf
Automobile Parking Spaces	0	3
Property Acquisition	8 acres[3]	8 acres[3]
Avigation Easements	71 acres[4]	71 acres[4]

[1] Options include AWOS, SuperUnicom, DigiWx
[2] Terminal office could be located within or attached to the T-Hangar or maintenance hangar
[3] Property acquisitions include acreage required for full parallel taxiways and RPZ protection on the Runway 2 end, obstruction removal and control.
[4] Avigation easements include acreage required for RPZ control on the Runway 20 end, and for obstruction removal and control.

What's The Plan

The Airport improvements have been broken into two (2) categories Airside improvements and Landside improvements. Airside improvements include modifications to facilities like runways, taxiways, and navigational aid facilities and landside improvements include modifications to facilities like aprons, hangars and fuel facilities.

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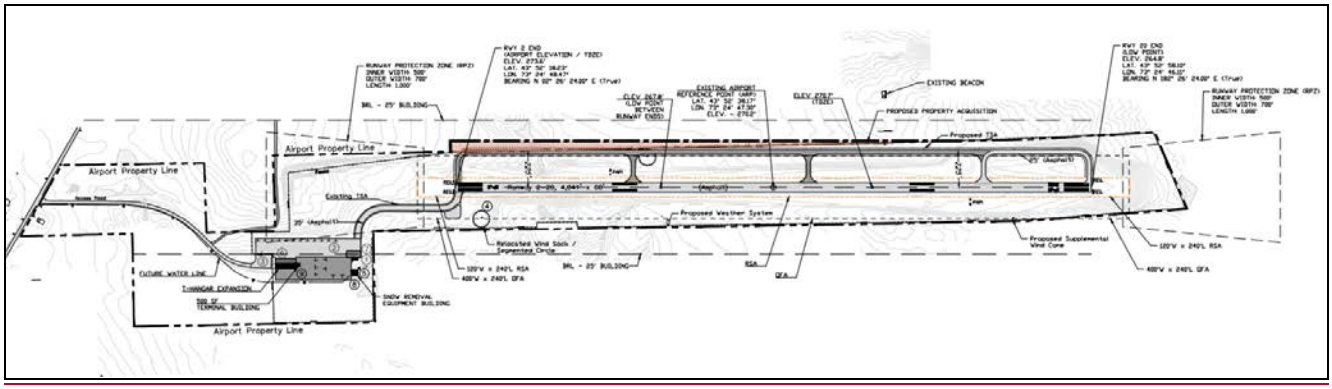
The airside improvements consist of a full parallel taxiway will be developed along the runway. This will run from the southern runway end and connect to the existing partial parallel taxiway on the northern runway end. The taxiway will require the relocation of the existing windsock and segmented circle. The taxiway will require acquisition of approximately 2.3 acres of land. Additionally, the relocation of the rotating beacon and installation of an automated weather system are recommended for the Airport

The master plan also evaluates object that may be hazardous to aircraft landing and taking off at the airport, these are called obstructions. Obstructions can consist of trees, topography, fences, radio towers, etc. The obstructions are identified using a series of approach and departure surfaces that the FAA has established. Numerous obstructions have been identified around the Airport (mostly trees) and the plan is to remove as many of these obstructions as possible.

The landside improvements include the following elements:

- Apron extension (around 58,000 square feet), that can be built in phases, based on the progressive growth of traffic at the Airport
- New t-hangar which would provide an additional 3-aircraft storage space
- Snow removal equipment building
- A 500-square foot general aviation terminal/operations building (attached to the hangar)which will provide space for management offices, flight planning, pilot lounges, restrooms, and other needs of pilots, passengers, and employees

The combined recommendations for airside and landside development are illustrated in figure below.



When Will Improvements Be Performed

The proposed improvements will be implemented in phases over the 20-year planning period. The phases were established according to the existing and projected levels of aviation activity to support the short and long-range needs of the Airport. Since this update is being published a few years into the 20 year planning period, the dates of the phases have been adjusted to 2018-2033. The phases are as follows:

Phase I: 2018-2023

Phase II: 2023-2028
Phase III: 2028-2033

Implementation of the phasing scheme is dependent on the future availability of State and Federal funding, private developments, and the Town of Ticonderoga's financial resources. For this reason, the recommended phasing must be flexible.

A phasing scheme for the recommended airfield and landside projects that are organized by their priority is below.

Table 3 -RECOMMENDED PROJECTS & PHASING

PROJECT	AIRPORT NEED/ REQUIREMENT	PROJECT DESCRIPTION	COST ($1,000)
PHASE I			
1) Snow Removal Equipment Building	Building To House Snow Removal Equipment	Construct A Structure To House The Snow Removal Equipment	$620
2) Acquire Snow Removal Equipment	The Airport Currently Uses Over The Road Highway Equipment To Clear Snow	Acquire 1 Piece Of Airport Dedicated Snow Removal Equipment	$266
3) Design Apron Expansion (2 Phases) Construct Phase 1	Expand Apron To Accommodate Snow Removal Building And Lost Tie Downs	Expand Apron To Accommodate Snow Removal Building And Lost Tie Downs	$320
4) Install Water Main	Current Well Will Not Support Added Demand From Snow Removal Equipment Building	Construct 2200LF of Water Main From Shanahan Road To North Side Of Apron.	$402
5) Obstruction Removal	Remove Obstructions To Both Runway Ends	Acquire Easements And Removal Of Obstructions That Penetrate Part 77 And Other Critical Surfaces.	$2100
Phase II			
6) T-Hangar Expansion	Accommodate Additional Based Aircraft At The Airport. Additional 3 Units Needed	Place And Addition On Current T-Hangar Building	$860
7) Construct Apron Expansion Phase 2	Expand Apron To Accommodate T-Hangar Expansion And Additional Tie Downs	Expand Apron To Accommodate T-Hangar Expansion And Additional Tie Downs	$277
8) Terminal Building	5,00 S.F. Addition To Hangars To Accommodate Pilots Needs	Construct 5,00 S.F. Terminal Building Addition To T-Hangars Building	$152
9) Automated Weather Station (AWOS)	Automated System For Local Weather Reporting	Construct AWOS To Provide Local Weather To Pilots	$375
10) Beacon Relocation	Beacon Is Currently Non-Operational And Needs To Be Replaced	Relocate And Replace Airport Beacon	$284
Phase II			
11) Full Parallel Taxiway Construction	Construct Full Parallel Taxiway	Construct Full Parallel Taxiway In 3 Phases.	$5,600

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Comments

If you have comments please provide them in writing to the Town Supervisor at supervisor@townofticonderoga.org or James Cummings from Shumaker Consulting Engineering and Land Surveying, D.P.C. at jcummings@shumakerengineering.com by August 31st, 2017.

Some discussion was held regarding FAA funding and what some of the obstructions at the airport are; also the need for more hanger space and a building for equipment.

Meeting adjourned at 6:39 p.m.

Respectfully submitted, Tonya M. Thompson, Town Clerk