



Ormond Beach Airport
Master Plan Update
Public Meeting #2
Aug 24, 2015

Hoyle, Tanner
& Associates, Inc.

Item #1 Welcome and Introductions

The Planning Team

- Joyce Shanahan, City Manager
- Joe Mannarino, Economic Development Director
- Steven Lichliter, Airport Manager

- Doug Norman, Senior Vice President
- Evan McDougal C.M., Airport Planning Manager
- Matthew O'Brien P.E., Airport Planner



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& Associates, Inc.

Objectives of the Meeting

- Review the Master Planning Process and the Objectives of the Master Plan
- Review the Public Involvement Program
- Review the future facility requirements
- Present the Alternatives
- Explain the public comment forms
- Answer questions about the Facility Requirements, Alternatives, and Costs

Ground Rules

- All public comments and questions **must be in writing on planning team supplied forms**, to include respondent's name and address.
- After the Presentation, speakers will be **limited to three minutes each** – please direct your comments to the items on the agenda and any question to the moderator.
- All submitted comment/question forms will be compiled and considered and included in the Master Plan Report

Agenda

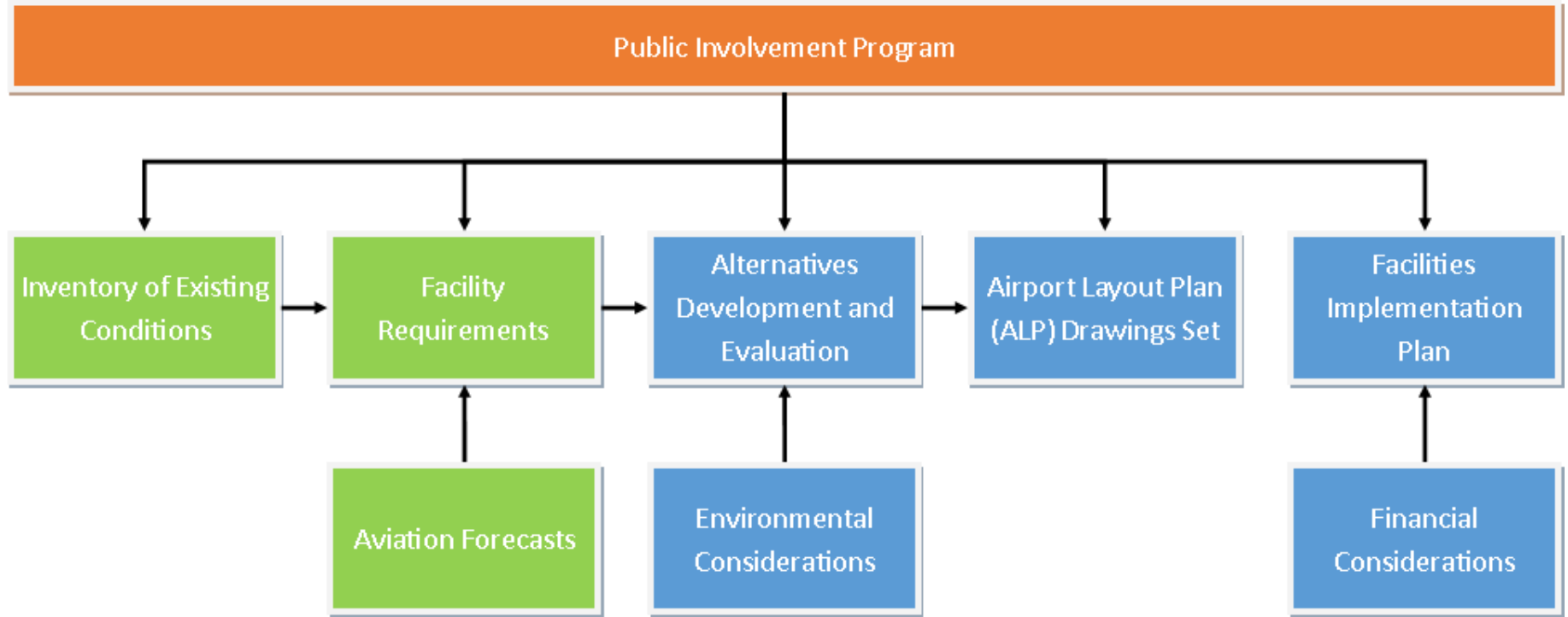
- Item #1: Welcome and Introductions
- Item #2: Review of the Master Planning Process & Objectives
- Item #3: Review of the Public Involvement Program
- Item #4: Review of the Facility Requirements
- Item #5: Present the proposed development alternatives
 - Review of the 08/26 Alternatives Considered
 - Review of the SW Quad Facilities Considered
 - Review of the NW Quad Facilities Considered
 - Review if the SE Quad Terminal Area Plan
- Item #6: Public Comments/Q&A
- Item #7: Final Comments, Next Steps and Meeting Adjournment

Item #2: Review of the Master Planning Process

Objectives

- Improve overall Safety and Capacity of the Airport
- Promote Orderly and Efficient Development
- Plan for Facilities and Services that meet customer needs
- Enhance the airport's ability to be self-sustaining and serve as an economic generator within the local economy

Item #2 Review of the Master Planning Process



Item #3: Review of Public Involvement Program

- Identification of Stakeholders
 - Airport Tenants and Users
 - Neighbors
- Prior Public Meeting Summary of Key Issues
 - Runway Length
 - Itinerant Facilities
 - Noise Abatement

Item #4:

Review of the Facility Requirements
Based on the FAA approved Forecast

Item # 4 (cont.) Review of the Airfield Facilities Requirements

- Dimensional Standards
 - Runways
 - Heliport
 - Taxiways

Dimensional Standards

- Aircraft Approach Category (AAC)
 - Grouping of aircraft based on a reference landing speed
 - Current and Immediate Future AAC is “B” that is aircraft with approach speed of 91 knots or more but less than 121 knots

Table 1-1. Aircraft Approach Category (AAC)

AAC	V_{REF}/Approach Speed
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

Example of ACC “B” Aircraft



Beechcraft Baron B58



Cessna Citation 550

Source: FlightAware.com

Dimensional Standards (cont.)

- Airplane Design Group (ADG)
 - Grouping of aircraft based on wingspan and tail height
 - Current and Future ADG is “II” that is aircraft with wingspan from 49 feet to less than 79 feet; and tail height from 20 feet to less than 30 feet

Table 1-2. Airplane Design Group (ADG)

Group #	Tail Height (ft [m])	Wingspan (ft [m])
I	< 20' (< 6 m)	< 49' (< 15 m)
II	20' - < 30' (6 m - < 9 m)	49' - < 79' (15 m - < 24 m)
III	30' - < 45' (9 m - < 13.5 m)	79' - < 118' (24 m - < 36 m)
IV	45' - < 60' (13.5 m - < 18.5 m)	118' - < 171' (36 m - < 52 m)
V	60' - < 66' (18.5 m - < 20 m)	171' - < 214' (52 m - < 65 m)
VI	66' - < 80' (20 m - < 24.5 m)	214' - < 262' (65 m - < 80 m)

Example of ADG “II” Aircraft



Beechcraft King Air



Cessna Citation 550

Dimensional Standards (cont.)

➤ Runway Design Standards

➤ FAA AC 150/5300-13A

➤ Heliport Design Standards

➤ 12,000 Lbs. and 48 Feet Long

➤ EC-155

➤ Taxiway Design Standards

Table 3-5. Runway design standards matrix

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):
(select from pull-down menu at right)

B - II

Visibility Minimums

ITEM	DIM ¹	Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
Runway Design					
Runway Length	A	Refer to paragraph 302 and 304			
Runway Width	B	75 ft	75 ft	75 ft	100 ft
Shoulder Width		10 ft	10 ft	10 ft	10 ft
Blast Pad Width		95 ft	95 ft	95 ft	120 ft
Blast Pad Length		150 ft	150 ft	150 ft	150 ft
Crosswind Component		13 knot	13 knots	13 knots	13 knots
Runway Protection					
Runway Safety Area (RSA)					
Length beyond departure end ^{9,10}	R	300 ft	300 ft	300 ft	600 ft
Length prior to threshold	P	300 ft	300 ft	300 ft	600 ft
Width	C	150 ft	150 ft	150 ft	300 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	300 ft	300 ft	300 ft	600 ft
Length prior to threshold	P	300 ft	300 ft	300 ft	600 ft
Width	Q	500 ft	500 ft	500 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		Refer to paragraph 308			
Width		Refer to paragraph 308			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	200 ft
Width		N/A	N/A	N/A	800 ft
Approach Runway Protection Zone (RPZ)					
Length	L	1000 ft	1000 ft	1700 ft	2500 ft
Inner Width	U	500 ft	500 ft	1000 ft	1000 ft
Outer Width	V	700 ft	700 ft	1510 ft	1750 ft
Acres		13.770	13.770	48.978	78.914
Departure Runway Protection Zone (RPZ)					
Length	L	1000 ft	1000 ft	1000 ft	1000 ft
Inner Width	U	500 ft	500 ft	500 ft	500 ft
Outer Width	V	700 ft	700 ft	700 ft	700 ft
Acres		13.770	13.770	13.770	13.770
Runway Separation					
<i>Runway centerline to:</i>					
Parallel runway centerline	H	Refer to paragraph 316			
Holding position		200 ft	200 ft	200 ft	250 ft
Parallel Taxiway/Taxilane centerline ^{2,4}	D	240 ft	240 ft	240 ft	300 ft
Aircraft parking area	G	250 ft	250 ft	250 ft	400 ft
Helicopter touchdown pad		Refer to AC 150/5390-2			

- Notes:
- Appendix 7 contains non-interactive tables for all RDCs.
 - Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

Critical Aircraft

Critical Aircraft	2015	2019	2024	2029	2034
Aircraft Approach Category (AAC)	B	B	B	B	C
Airplane Design Group (ADG)	II	II	II	II	II
Taxiway Design Group (TDG)	1B	1B	1B	1B	1B
Typical Aircraft	Cessna Citation 525	Cessna Citation 525	Cessna Citation 525	Cessna Citation 525	Gulfstream G150

Source: Hoyle, Tanner, & Associates Derived Forecast



Cessna Citation 525



Gulfstream G150

Runway Length Recommendation from Chapter 5

A survey of users was conducted to determine runway length needs at OMN. The survey did not provide the level of documentation necessary to presently justify a runway extension and identify a definitive runway length based on FAA standards that require at least 500 annual operations by an aircraft requiring additional runway length. However, the survey indicates that a runway length of at least 5,000 feet would reduce operational restrictions on some of the airport's users.

Table 6.10 – Runway Length Requirements

Percentage of the Fleet	Un- Adjusted	Takeoff Adjustment ⁽¹⁾	Landing Adjustment ⁽²⁾
Small Aircraft (≤ 12,500 lbs)			
Less than 10 passenger seats			
95% of the Fleet	3,100	n/a	n/a
100 % of the Fleet	3,600	n/a	n/a
10 or more passenger seats	4,100	n/a	n/a
Aircraft with MTOW More than 12,500 up 60,000 lbs			
75 % of the fleet at 60% useful load	4,600 feet	4,673 feet	5,290 feet
75 % of the fleet at 90% useful load	6,700 feet	6,773 feet	7,000 feet
100 % of the fleet at 60% useful load	5,400 feet	5,473 feet	6,210 feet
100 % of the fleet at 90% useful load	8,400 feet	8,473 feet	9,660 feet

Estimated according to AC 150/5325-4B *Runway Length Requirements for Airport Design*

⁽¹⁾ Adjusted based on runway centerline high and low points. ⁽²⁾ Applicable to turbojet-powered airplanes only

Item # 5 Proposed Development Alternatives

- 8/26 Length Alternatives
- SW Quad Facilities Development
- NW Quad Facilities Development
- SE Quad Facilities Development

Item # 5.1 Review of the 08-26 Alternatives

- No Build, B-II – 4004 feet
- Alternative 1, B-II – 5004 feet
 - 26 End – 400 ft
 - 08 End – 600 ft
- Alternative 2, B-II – 5004 feet
 - 08 End – 1,000 ft
- Alternative 3, B-II – 4604 feet
 - 08 End – 600 ft

Item # 5.2 Review of the SW Quad

- Alternative– Aeronautical and Non-Aeronautical shading only, no layout depicted

Item # 5.3 Review of the NW Quad

- Alternative – Aeronautical and Non-Aeronautical shading only, no layout depicted

Item # 5.4 Review of the SE Quad Terminal Area Plan

- Overall apron area is insufficient
- Existing apron pavement is in fair to serious condition
- Aircraft circulation provided by the current taxilanes is insufficient
- Currently there is limited FBO facilities to serve itinerant aircraft passengers

Item # 5.4 Review of the SE Quad (cont.)

- Taxiway reconfiguration ADG Group 1 and Group 2 (TOFA)
- Itinerant Apron Layout
- Fuel Farm Relocation
- Additional Vehicle Parking
- Additional Hangars
- Heliport Improvements

Airport Capital Improvements 2009 – 2015

<u>High Priority Projects</u>	<u>FAA</u>	<u>FDOT</u>	<u>Airport</u>
Airfield Electrical Improvements	\$441,696	\$11,386	\$11,861
Taxiway Alpha Project Group	\$2,413,954	\$63,335	\$63,335
Taxiway Golf/PAPI Project Group	\$4,197,584	\$335,806	\$83,951
<u>Medium Priority Projects</u>	<u>FAA</u>	<u>FDOT</u>	<u>Airport</u>
ATCT NAVCOM Upgrades		\$247,254	\$61,814
Airport security Upgrades		\$167,750	
Obstruction Mitigation		\$26,000	\$7,500
Ramp/Apron Construction (none engaged)		80%	20%
<u>Low Priority Projects</u> (none engaged)	<u>FAA</u>	<u>FDOT</u>	<u>Airport</u>
Airport Access Roads		50%	50%
FBO/Terminal/Hangar Construction		50%	50%
Sub-Total Capital Investment:	\$7,053,234	\$851,531	\$228,461

Total Capital Investment: \$8,133,226

Preliminary Capital Costs

- [2015 FDOT Pavement Evaluation Report Exhibit](#)
- [Year One Paving Costs Table](#)
- [Five Year Paving Costs](#)
- [10 Year FDOT Paving Exhibit](#)

Preliminary Capital Costs (cont.)

- Near Term – 1-5 years
- Intermediate Term – 6-10 years
- Long Term – 11-20 years

Item #6 Public Comments –

- Name and Address
- 3 minutes
- Items on the agenda – Alternatives and CIP
- Please provide comments and questions in writing on the forms provided. Not all comments or questions can be answered tonight.
- Watch for additional answers and updates on the Airport Website: <http://www.ormondbeach.org/index.aspx?NID=753>

Item #7: Next Steps, and Meeting Adjournment