EASTON AIRPORT
AIRPORT LAYOUT PLAN UPDATE
www.eastonairport.com/masterplan

PUBLIC INFORMATION WORKSHOP
JULY 27, 2005

Background

An Airport Master Plan is a 20-year planning document and drawing set, that once approved by the Maryland Aviation Administration (MAA) and the Federal Aviation Administration (FAA), serves as the record of requirements for airport development. The previous Master Plan for the Easton Airport (ESN) was completed in 1998. Airports similar in size to ESN typically receive Master Plan updates every 5-10 years depending upon changes in operational activity.

Easton Airport's Layout Plan Update, with the Airport Layout Plan (ALP), is the centerpiece for airport planning during the 20-year planning period, 2004-2023, as it will provide useful, understandable information and guidance to develop and maintain a safe and efficient airport that addresses development needs for the future.

The ESN Airport Layout Plan Update was initiated in September 2004 and is scheduled for completion in September 2005.

Major Elements of the ESN Airport Layout Plan Update

- Airport Inventory
- Forecast of Aviation Demand
- Facility Requirements
- Alternative Evaluation
- Environmental Overview
- Airport Layout Plan (ALP)
- Capital Improvement Program (CIP) and Cost Estimates

Key Objectives for the ESN Airport Layout Plan Update

The primary goals and objectives of the Easton ALP Update are based on the decision by the Talbot County Council to convert existing crosswind Runway 15-33 to the primary runway. As a result of the County's comprehensive Runway Safety Area (RSA) study conducted in 2003, the Council selected an alternative that would convert the crosswind Runway 15-33 to the primary runway, and extend the runway to fully serve the Airport's critical family of aircraft. The ALP Update study includes a runway length analysis that will produce a recommended extended length for consideration by the FAA, the MAA, and the County Council.

Converting Runway 15-33 to the primary runway will allow Runway 4-22 to be reduced in length from 5,500 feet to 4,500 feet, providing full compliance with FAA design standards for the runway safety area and runway object free area. The RSA study found that the runway conversion will also allow clearance of the runway protection zone (RPZ)

of incompatible land uses for Runway 22 and ensure the Airport is developed to accommodate existing and future aviation demand.

Consideration was given to three alternative development concepts developed in conjunction with the RSA Study that resulted in a preferred operational alternative to facilitate the runway conversion. The preferred operational alternative then became the basis for the ALP Update.

Beyond conversion and extension of Runway 15-33, additional goals and objectives of the ALP Update are to:

- Recommend and develop a land acquisition program that will guide the County throughout the runway conversion process and accommodate demand for the 20-year planning period.

- Analyze existing and potential penetrations to FAR Part 77 surfaces that may present a hazard to air navigation, recommend actions to mitigate any obstructions, and ensure the lowest possible instrument approach minimums for the Airport.

- Conduct a Benefit-Cost Analysis (BCA) that provides the necessary information and analysis for the FAA to support funding of the runway conversion project.

- Recommend navigational aid (NAVAID) improvements and/or additional instrument approach procedures to better accommodate aircraft utilizing Easton Airport during periods of reduced visibility.

- Evaluate alternatives for the near-term and long-term development of additional conventional hangar and T-hangar facilities.

Forecast of Aviation Demand

The forecast was based on regional and national growth trends established by the FAA's Terminal Area Forecast (TAF). The FAA must approve the activity forecast developed as it serves as the foundation to develop the facility requirements.

Airfield Capacity/Facility Requirements

This Chapter of the ALP Update determined the Airport's ability to accommodate the forecast of aviation demand presented in Chapter Three, Forecast of Aviation Demand, and identified the facilities that will be required to meet forecasted demand during the 20-year planning period. The aviation demand forecasts indicated a moderate increase in all segments of activity, with the exception of military operations, at the Easton Airport; therefore, to accommodate these increases, airfield improvements and/or facility development will be necessary.

A summary of facility requirements are highlighted in the table below. These facilities are needed to satisfy the short and long term needs of the aviation community.

Easton Airport
Facility Requirements Summary

Project Description	2004-2008	2009-2013	2014-2023	Ultimate
Expand South Apron for Group II Aircraft	✓			
Acquire Land for RPZ Control (Rwy 15,22,33)	✓			
Remove Obstructions – Runway 22	✓			
Acquire Land for Runway 15-33	✓			
Remove Obstructions – Runway 15-33	✓			
Construct Airfield Service Road	✓			
Construct Auto Parking – Jet Lane	✓			
Construct T-Hangars	✓	✓	✓	✓
Construct Conventional Hangars	✓	✓	✓	✓
Construct ATCT	✓			
Relocate / Extend Runway 15-33	✓	✓		
Relocate Perimeter Fence	✓	✓		
Rehabilitate Corkran Road & Jet Lane	✓			
Construct Contained Fuel Truck Parking	✓			
Rehabilitate Runway 4-22	✓			
Extend Taxiway B Parallel w/ Rwy 15-33		✓		
Construct By-Pass Taxiways Runways 15 & 33		✓		
Install HIRLs – Runway 15-33		✓		
Upgrade PAPIs to 4-box – Runways 15 & 33		✓		
Construct Runway 4-22 RSA		✓		
Install MALSR Runway 15		✓		
Establish Precision IAP Runway 15		✓		
Construct New GA Terminal Building			✓	
Construct New GA Terminal Apron			✓	
Construct Terminal Building Parking			✓	
Construct Helicopter Apron			✓	
Construct Airport Perimeter Road				✓
Construct Central Apron				✓
Construct East Apron and Taxiway				✓
Construct West Apron and Taxiway				✓

Source: Delta Airport Consultants, Inc.

Alternatives

This section of the ALP Update dealt with the description and evaluation of alternative plans leading to the selection of the recommended plan of development for the Easton Airport. The overall objective was to evaluate airport development concepts in a straight forward and logical manner. Each alternative was evaluated for facility requirements,

aircraft operational needs, public access, and future development capability, with the intent of selecting a preferred operational alternative.

As the ALP Update effort began with group discussions focused on the goals and objectives of the Easton Airport the primary objective was to address any existing non-standard airfield conditions. Existing non-standard conditions at the Easton Airport include penetrations to FAR Part 77 surfaces and the non-compliant Runway 22 Safety Area (RSA) and Object Free Area (OFA).

Following consideration of existing non-standard conditions, the evaluation of development alternatives focused on the operational objectives of the Airport's management and owners. Among these objectives were airfield operational enhancements to attract additional aeronautical service providers, facility development plans to assist airfield maintenance efficiency, and additional aircraft storage facilities to anticipate future demand. The key objectives are highlighted below.

- Develop airfield consistent with FAA design standards for ARC D-II aircraft
- Evaluate Runway 15-33 as the primary runway as recommended by RSA Study
- Evaluate primary runway length required to adequately serve growing turbojet traffic
- Acquire property to facilitate runway extension and gain control of existing and future Runway Protection Zones (RPZ)
- Achieve standard RSA for Runway 4-22
- Installation of precision instrument approach procedure for Runway 15 and non-precision for Runway 33
- Obstruction analysis with recommendations for a Part 77 penetration control program

Several of the development objectives and consultant recommendations were common to all build alternatives and were presented separately to omit repetitive presentation within each alternative. These objectives included the following: obstruction removal, acquisition of controlling interest in runway protection zones (RPZs), reduced instrument approach procedures, additional instrument approach procedures, Airport Reference Code (ARC) reclassification of runways, roadway realignment, and endangered and threatened species mitigation.

The remainder of the objectives was presented in one of the following three (3) categories: 1) Runway Development, 2) Roadway Development, or 3) Facility Development. Each category considered three (3) alternatives for selection. A summary of the selected alternatives follows.

1. Runway Development

After reviewing and evaluating the three alternatives for Runway Development, Alternative 1 was recommended as the preferred operational alternative. Alternative 1 offered the ability to provide the necessary runway length to serve the current and forecasted critical aircraft demand, yet presented less environmental impacts than Alternatives 2 or 3.

Alternative #1 provides Runway 15-33 with 6,200 feet of useable runway length; the distance required to adequately serve the family of medium size business jets

representing the critical aircraft for ESN. The runway development alternatives ranged in estimated cost from $47 million to $49 million.

2. Roadway Development

Option 3 was the recommended option based on minimal anticipated environmental impacts and improved access to Old Centreville Road and U.S. 50. Without benefit of a traffic analysis, this option appeared to be the least disruptive to existing traffic flow to the north or east. Traffic currently uses Goldsborough Neck Road to travel less than one mile to Old Centreville Road and connect to U.S. 50 and the Easton bypass to continue southbound. The roadway alignment options ranged in estimated cost from $2.5 million to $4.1 million.

3. Facility Development

After reviewing and evaluating the three alternatives for Facility Development, Alternative A was recommended as the preferred operational alternative. Alternative A offered proposed locations for both conventional hangars and T-hangars that complemented the existing development, and provided the most attractive development model consistent with Runway Development Alternative 1.

The Facility Development alternatives presented ultimate development concepts that ranged in estimated cost from $45 million to $58 million and depend largely on the commitment of private funding to initiate development.

Airport Layout Plan (ALP)

An ALP is a graphic representation of the existing and future development at ESN.

The ALP is comprised of 12 drawings including the following:

- **Airport Layout Drawing (ALD)** - Graphic representation of existing airport facilities and proposed improvements during the planning period. Indicates all pertinent clearance and dimensional information required to show conformance with applicable FAA standards. The drawing depicts the recommended location and configuration of facilities required to meet the needs during the 20-year planning period (2004-2023). It is important to note that the ALD serves as a guide for proposed development and is a key document that should be kept current. When formally approved by the FAA, this drawing serves as a public document that is a record of aeronautical requirements, both present and future. An approved ALD is also required for any funding consideration by the FAA.

- **Land Use Map** - Presents off-airport land uses surrounding the Easton Airport. Noise exposure contours for the 65, 70, and 75 DNL are also shown for the existing (2003) and future (2023) planning horizons. DNL is an FAA approved measurement for day/night noise that represents the 24-hour average hourly noise level for multiple events, with penalties to account for increased annoyance during nighttime hours (between 10 AM and 7 AM). DNL is computed through the FAA's Integrated Noise Model (INM) which calculates the annual noise exposure.

- Upon approval by the Federal Aviation Administration (FAA), Maryland Aviation Administration (MAA) and Talbot County, an Environmental Assessment will be initiated to consider potential environmental impacts resulting from those projects proposed during an initial five (5) year period.

Project Website

Additional information will be made available throughout the planning effort at the ALP Update project website:

www.eastonairport.com/masterplan

You may also provide comments directly to the Airport Management and to Delta Airport Consultants, Inc. through the contacts page on this site.