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## WATERBURY-OXFORD AIRPORT AIRPORT MASTER PLAN UPDATE

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*Advisory Committee (AC) Meeting #2  
September 29, 7:00 p.m.  
Hilton Southbury*

### Meeting Report

#### Advisory Committee Members Present:

<u>Name</u>	<u>Affiliation</u>
Michael O'Donnell	ConnDOT- Airport Manager
David Head	ConnDOT- Bureau of Policy & Planning
Richard Jaworski	ConnDOT- Bureau of Aviation
Robert Bruno	ConnDOT- Bureau of Aviation
Todd Johnson	Waterbury-Oxford Airport- ATC Manager
Michael Flood	Council of Gov't of the Central Naugatuck Valley
Brian Emerick	ConnDEP
Brian O'Neill	Keystone Aviation
David Schweighofer	Executive Flight Services
August Palmer	Town of Oxford
Mark Cooper	Town of Southbury
Raymond Pietrorazio	Town of Middlebury
Daniel Morley	Connecticut Office of Policy and Management

Note: Each AC member was provided with copies of the agenda and slide presentation.

#### Advisory Committee Members Not Present:

<u>Name</u>	<u>Affiliation</u>
Peter Sanderson (Sandy)	IMS Health Inc.
Gail Lattrell	FAA

#### Other Attendees Signed-In:

<u>Name</u>	<u>Affiliation</u>
Diane Bray	ConnDOT- Bureau of Policy & Planning
Ned Hurle	ConnDOT- Bureau of Policy & Planning
Carmine Trotta	ConnDOT- Bureau of Policy & Planning
Ron Price	QED Airport & Aviation Consultants
Paul McDonnell	Clough, Harbour & Associates LLP (CHA)
Dan Porter	CHA
Laurel Stegina	Fitzgerald & Halliday, Inc.
Mark Bolduk	KM Chng Environmental Inc.
Gary Fiske	Bradley Int'l Airport Air Traffic Control

### Meeting Purpose:

- Update the progress of the Airport Master Plan Update (AMPU) Study to the AC
- Review the existing airport facilities, services, and design aircraft
- Present the forecasts

### Meeting Summary:

1. Laurel Stegina, Fitzgerald & Halliday, served as the meeting moderator.
2. A presentation was given on progress of the AMPU Study to date, inventory overview, and the airport forecasts. Paul McDonnell presented the tasks status, schedule, project activities, study tasks, public participation activities, and discussed the Part 150 Airport Noise Study. Dan Porter presented the existing Airport facilities, 2003 activity overview, and past and present design aircraft. Ron Price presented the forecasts. Key items to note include:
  - The airport base mapping is complete and will be utilized throughout the AMPU.
  - The wetlands field survey has been conducted. A wetlands delineation map is currently under review.
  - A website has been developed for the AMPU Study. The site is now live and can be accessed via **[www.oxcstudies.com](http://www.oxcstudies.com)**.
  - OXC's minimum decent (250' MSL) and visibility (1 mile) to Runway 36 was discussed. The AMPU will look at reducing these minimums by investigating the clearing of obstructions (i.e., power line towers) to the 34:1 approach. The AMPU will also investigate the implementation of an Approach Lighting System (ALS) to Runway 36.
  - The 2003 (base year) annual operations were adjusted from 55,000 to an estimated 66,000. The adjustment factors in activity when the tower is closed (9 p.m. to 6 a.m.) and operations restrictions during construction.
  - Key Air is currently building a restaurant and hangar (Hangar G) on the east side of the Airport. Upon completion of the hangar, it is expected that an additional 20-25 new jets and other corporate aircraft may be accommodated at OXC. The constrained demand forecast for based aircraft reflects the expected new based jets by going from 37 in 2003 to 65 in 2008.
  - The design aircraft was discussed at length. The design aircraft is defined as the largest aircraft anticipated using the airport on a regular basis (at least 500 annual operations). The design aircraft has changed since the 1995 Master Plan from a Gulfstream III (ARC C-II) to a Gulfstream IV (ARC D-II). In 2003, the FAA recorded 570 itinerant operations of the Gulfstream IV (G450), which is sufficient activity to change the designated ARC. Thus, the current ARC for OXC is now

ARC D-II. For purposes of the AMPU, the Gulfstream IV is the designated current design aircraft. During the planning period it is estimated that the Gulfstream V (ARC D-III) will become the design aircraft at OXC.

- The Notice-to-Proceed was given to the study team for the FAR Part 150 Noise Study in early September. Thus, the study tasks and schedule were presented to the AC. The AMPU and Part 150 schedules will coincide with the draft reports for both studies expected for completion in late 2005.
- The next AC Meeting and first Public Meeting are anticipated to be held in early 2005.

Comments Received from AC :

- A member of the AC inquired about the potential installation of an ALS to Runway 36. Paul McDonnell explained that an ALS to Runway 36 can reduce the visibility minimums associated with the existing precision approach procedures. These potential approach minimums will be determined and the appropriateness of an ALS installation will be assessed for its achievable present value, life-cycle, and benefit/cost ratio. The cost component will consider the option of removal/burial of the power lines south of the Airport.

Comments Received from Public:

- No comments received as of 10/15/04

The meeting adjourned at 8:45 p.m..