

City of Biddeford

Airport Commission

February 25, 2021 6:30 PM Via ZOOM

Please click the link below to join the webinar:

<https://biddeford.zoom.us/j/92378520393>

Passcode: 875272

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+13126266799,,92378520393#,,, *875272#

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346 248 7799 or +1 669 900 9128

Webinar ID: 923 7852 0393

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1. Roll Call

Nomination:

Nomination and Election of Vice Chair

2. Presentation

- 2.1. Airport Master Plan Review - Chapters 1 to 4
 - Runway Project (outstanding items)
 - Tree Clearing

[2-25-2021 Airport Master Plan-Chapters 1-4.pdf](#)

[February Gale Associates Update.pdf](#)

3. Airport Managers Report

4. New Business

5. Adjourn



Biddeford Municipal Airport Airport Master Plan Update

Public Information Presentation

Chapters 1 - 4

February 2021



Overview

- Purpose and Objectives
- Definitions
- Master Plan Process
- Project Team
- Chapter 1 – Introduction
- Chapter 2 – Inventory of Existing Facilities
- Chapter 3 – Existing Environmental Conditions and Sensitive Areas
- Chapter 4 – Forecasts of Aviation Demand and Capacity
- Next Steps
- Questions and Comments

Runway 06-24 During Construction

Purpose and Objectives

- Last Airport Master Plan Update (AMPU) 2005
- Review adequacy of Airport facilities
 - Compliance with FAA design and safety standards
 - Ability to address existing Airport user needs and future demands
- Allow for Public Involvement
 - Those outside of the aviation community have the potential to be impacted by Airport developments and are afforded the opportunity to weigh in throughout the decision-making process
- Develop Schedule of Improvements
 - Short-Term (0-5 years)
 - Mid-Term (6-10 years)
 - Long-Term (11-20 years)

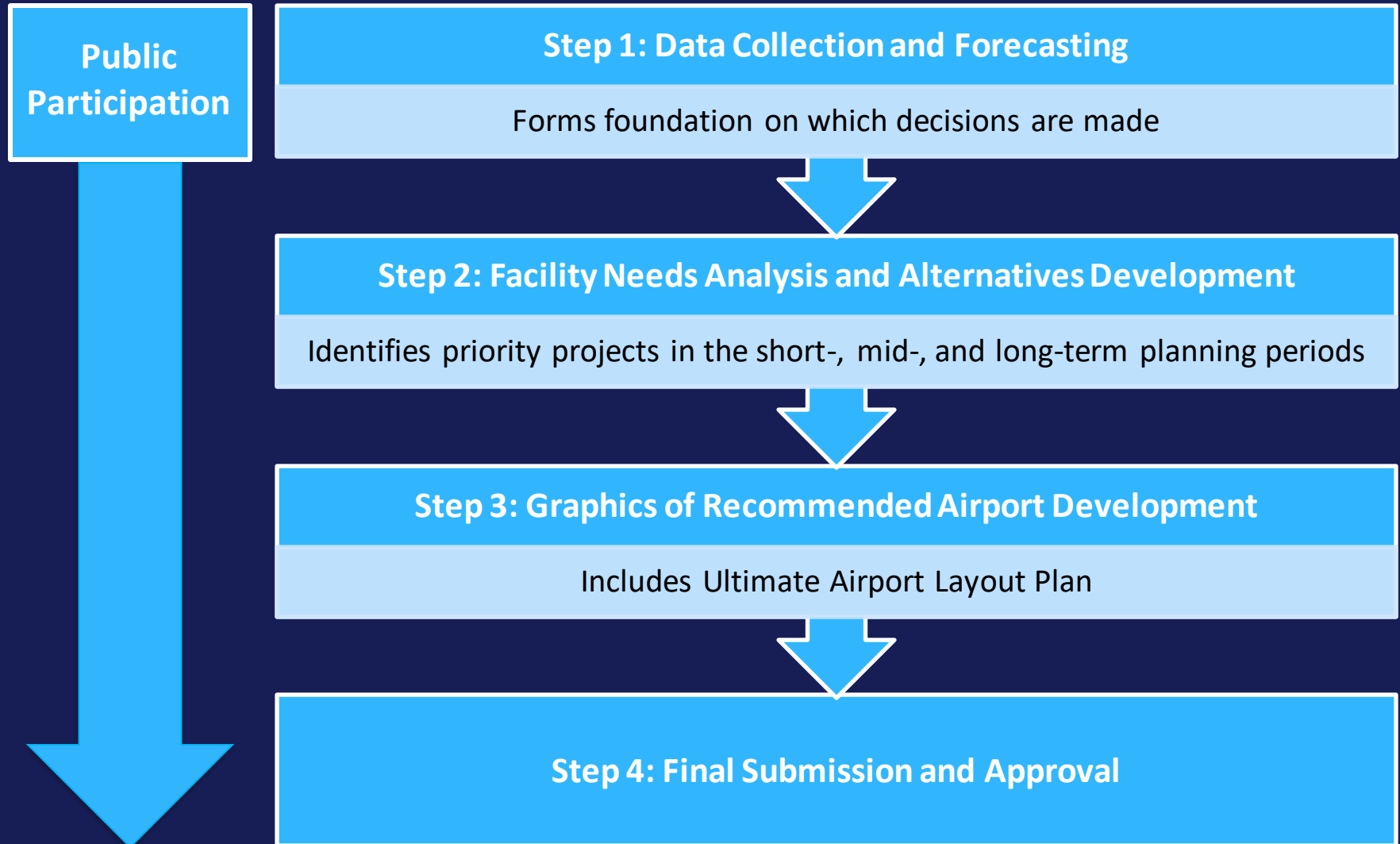
Terminal Building

Definitions

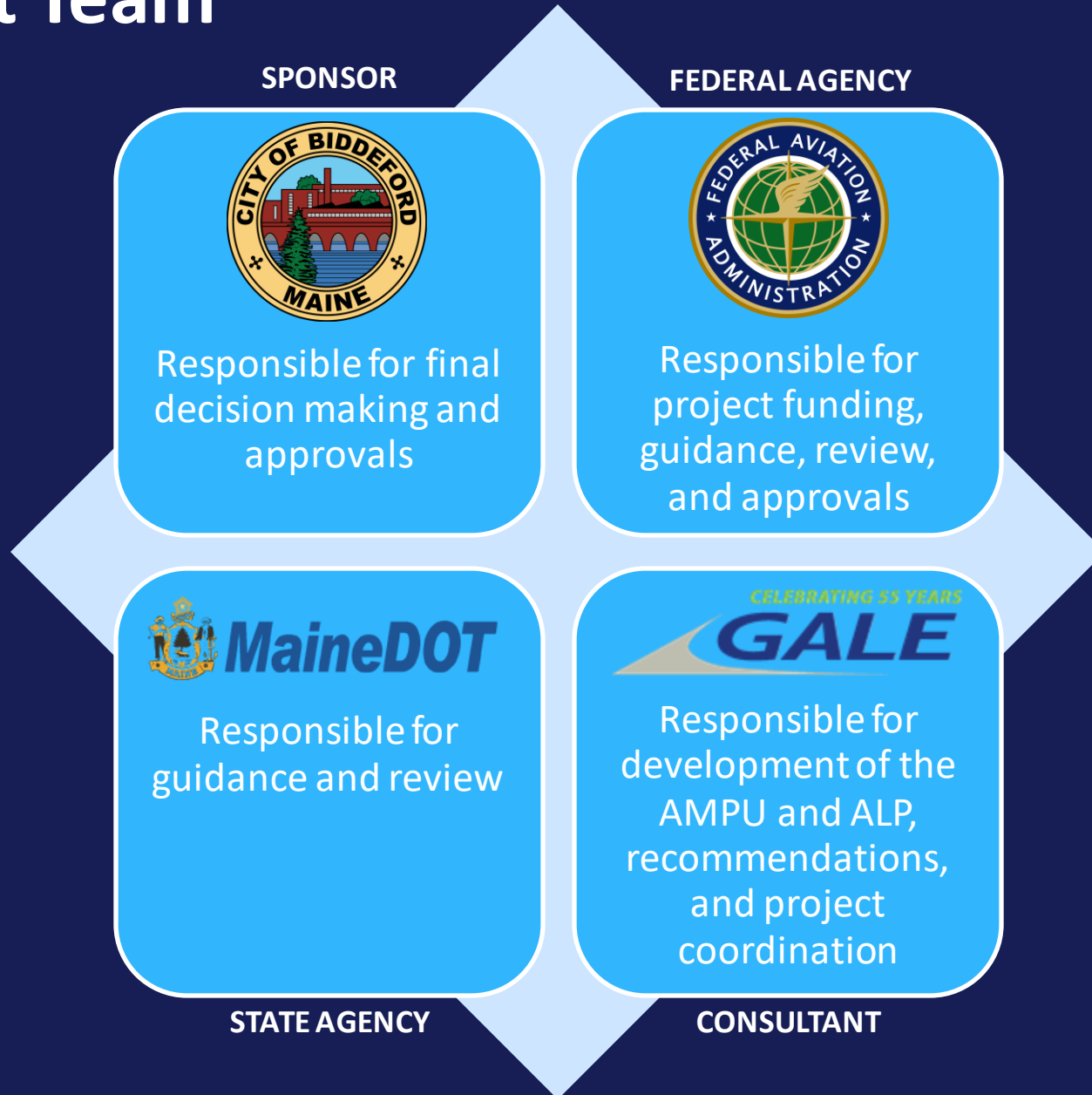
- **Advisory Circular (AC)**
 - Federal Aviation Administration (FAA) publication providing guidance for compliance with regulations, operational standards, and other rules pertaining to aeronautics
- **Airport Layout Plan (ALP)**
 - A graphical representation of airport facilities, surrounding areas, airspace, and approaches
- **Aircraft Operation**
 - Either a takeoff or a landing (an aircraft that has taken off and landed at the same airport has made two operations)
- **Based Aircraft**
 - An aircraft that is stored at the airport for most of the year

Hangar Complex

Master Plan Process



Project Team

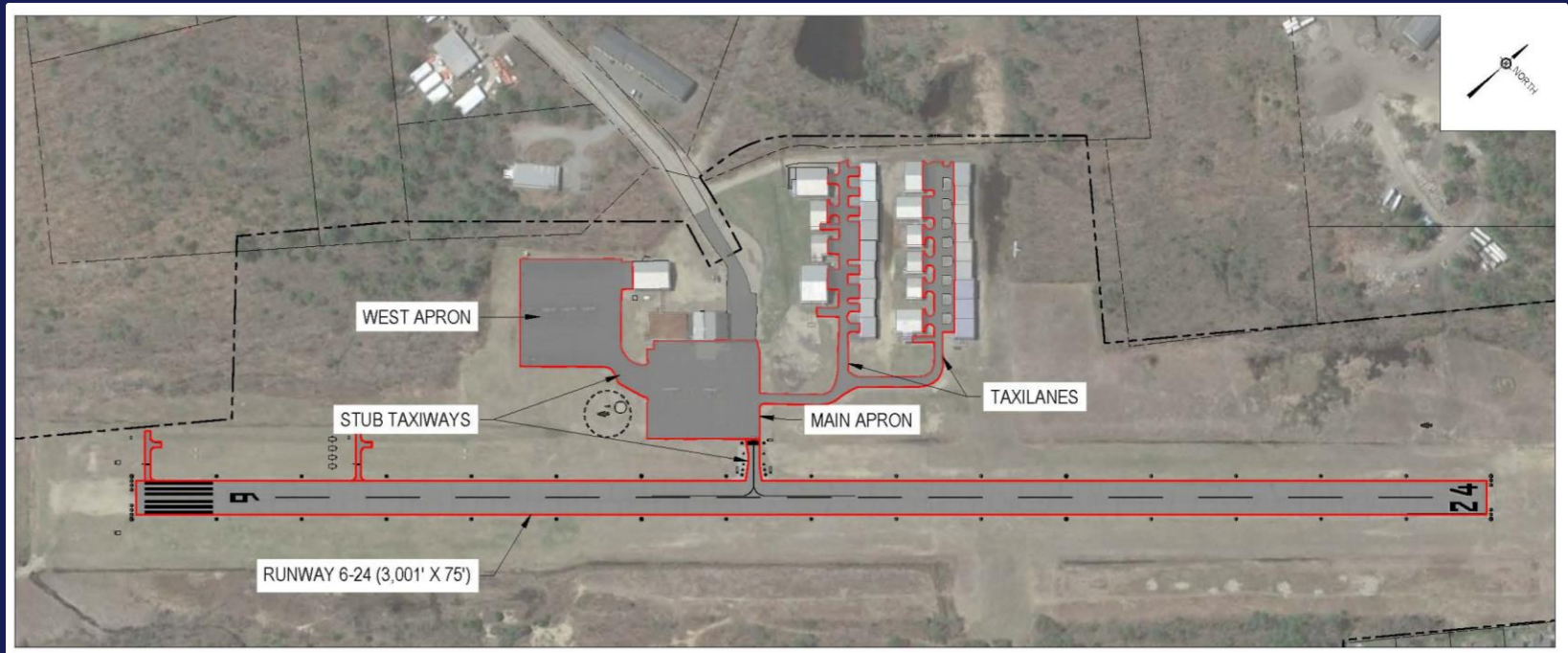


Chapter 1 – Introduction

- Introduces the Airport
- Documents Master Plan history
- Defines the process for developing the Master Plan
 - FAA Guidance on Airport Master Plans contained in Advisory Circular 150/5070-6B
- Provides a history of Airport Improvement Program (AIP) projects

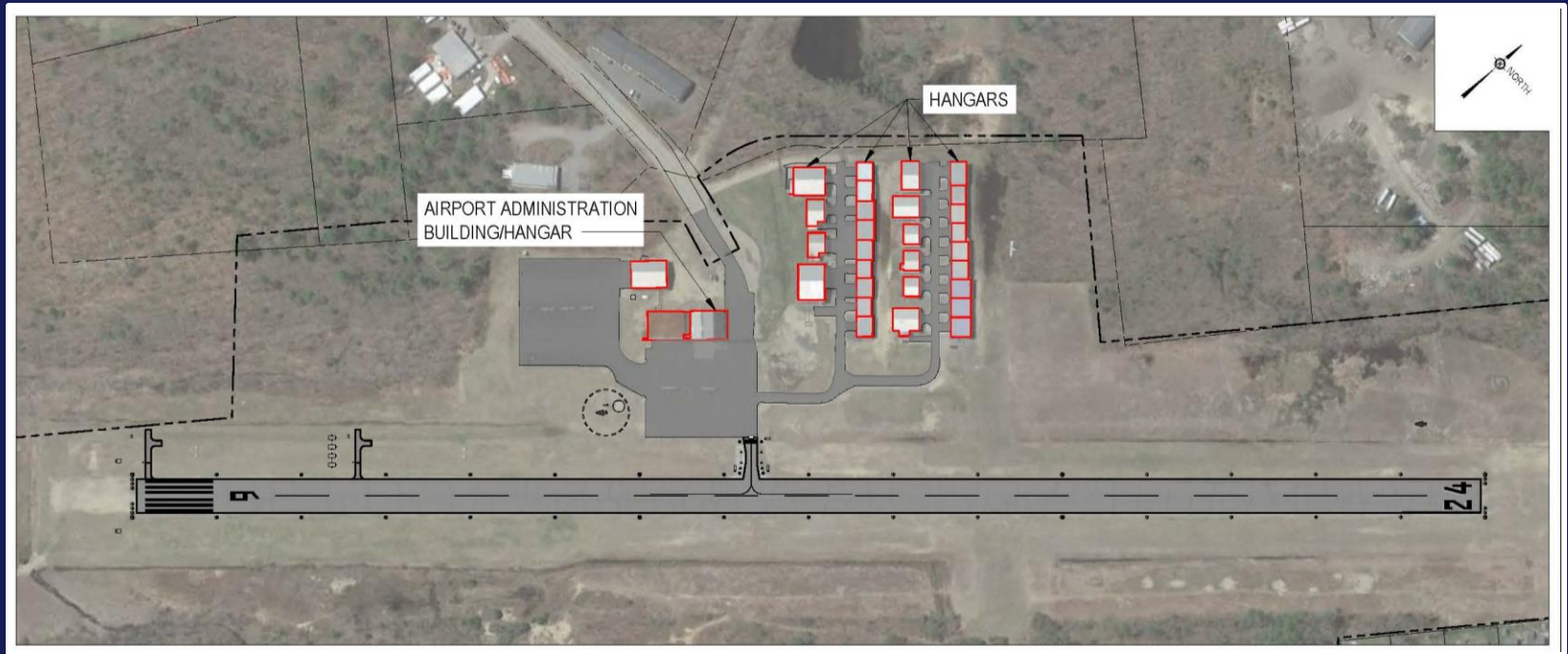


Chapter 2 – Inventory of Existing Facilities



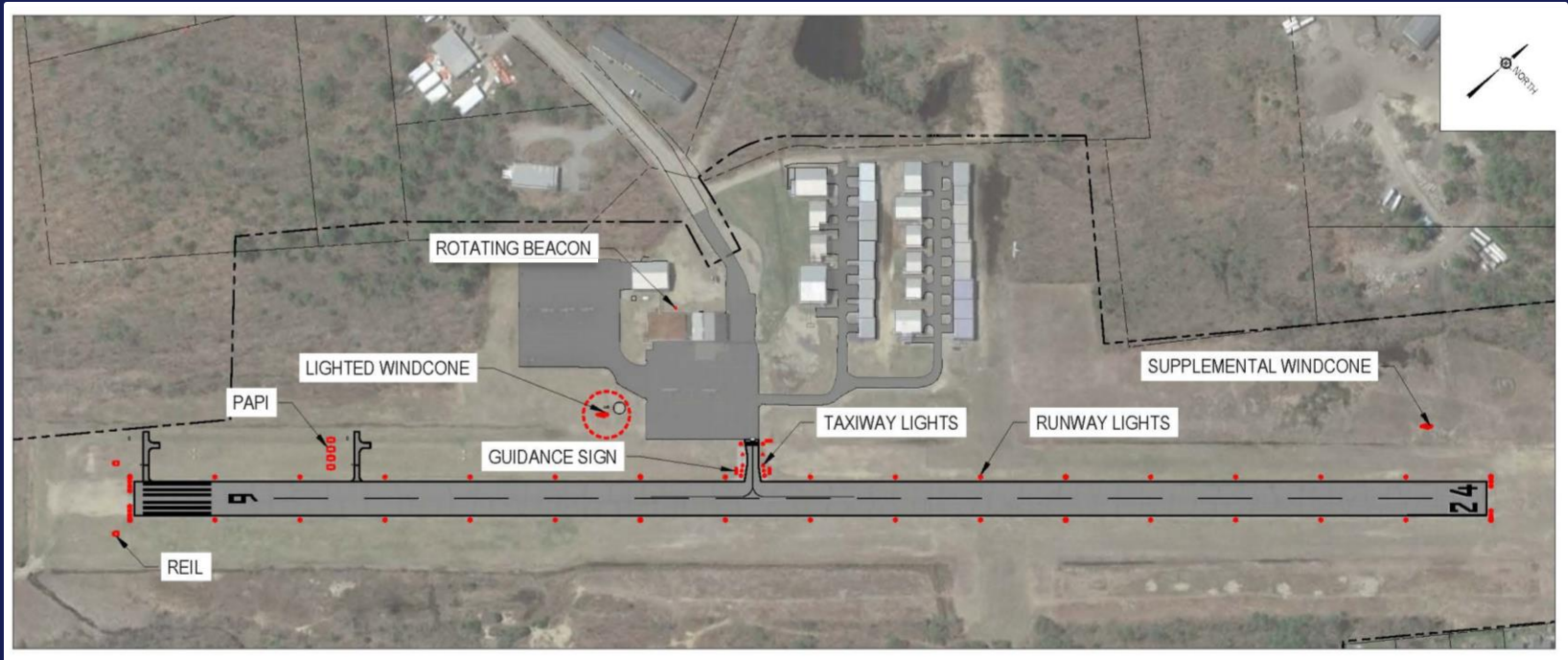
- Airfield Pavements

Chapter 2 – Inventory of Existing Facilities



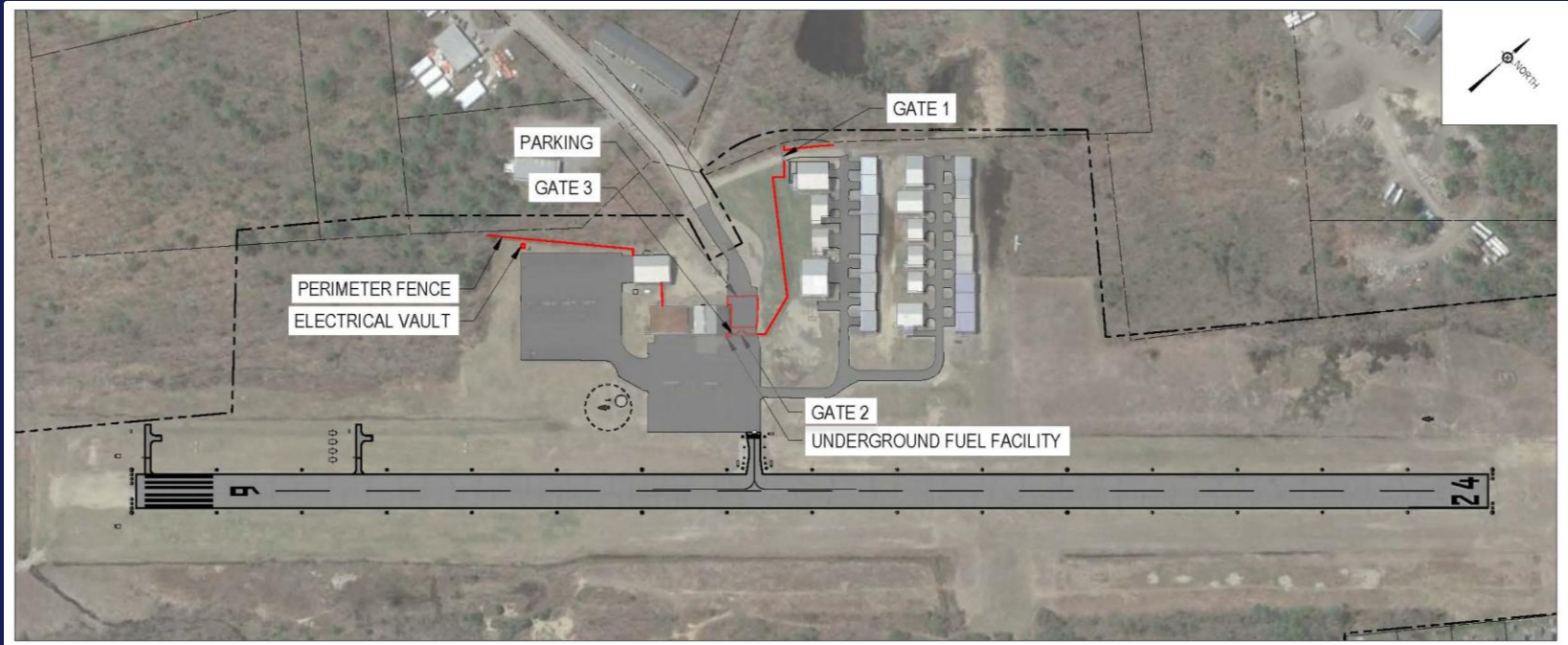
- Airport Buildings

Chapter 2 – Inventory of Existing Facilities



- Navigational and Approach Aids

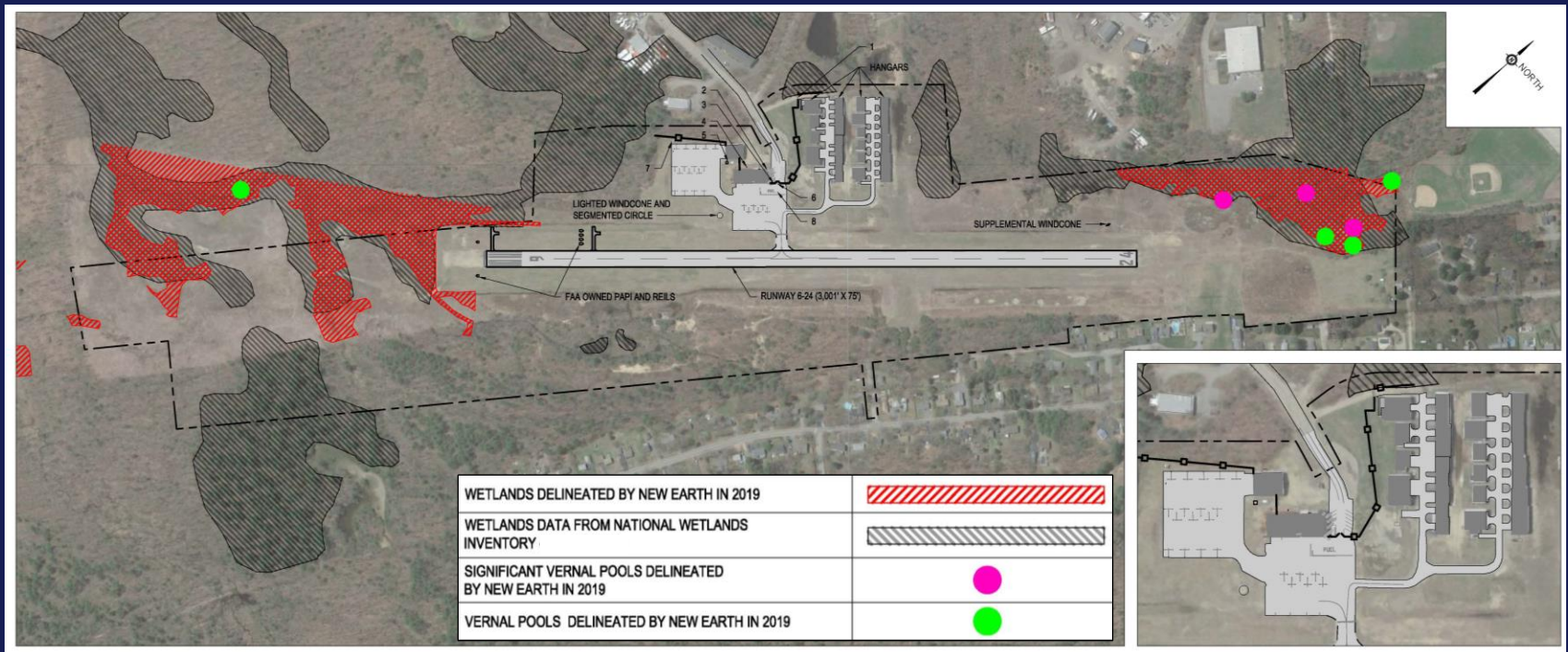
Chapter 2 – Inventory of Existing Facilities



- Other Facilities and Equipment

Chapter 3 – Existing Environmental Conditions and Sensitive Areas

- **FAA Orders 1050.1F Environmental Impacts: Policies and Procedures & 5050.4B National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions**
 - Provide policies and procedures for compliance with NEPA and identifies potential environmental impact categories to be evaluated prior to project implementation



Chapter 4 – Forecasts of Aviation Demand and Capacity

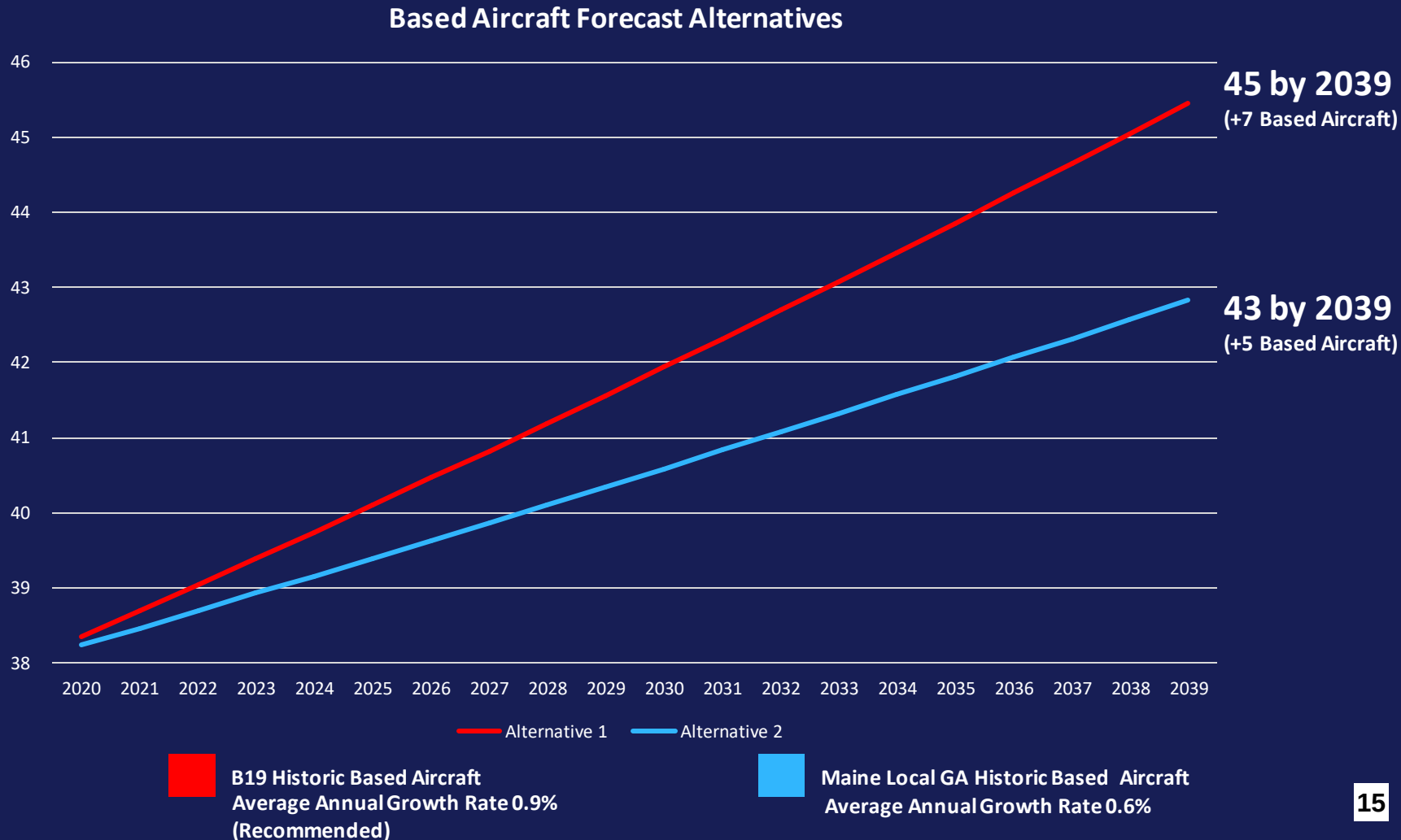
Resources

- **FAA Terminal Area Forecast (TAF)**
 - Official FAA forecast of aviation activity for all U.S. Airports
 - Utilizes 5010 Form Data, which at non-towered airports is based on estimates
- **FAA Aerospace Forecast**
 - FAA forecast of national trends within various sectors of the aviation industry
- **GARD (General Audio Recording Device) Data**
 - On-airport recording system for tracking aircraft operations using radio transmissions
- **Local Air Traffic Control Tower (ATCT) Data**
 - Operations counts for General Aviation activity from local airports with ATCTs

Runway 06-24 Striping During Construction

Chapter 4 – Forecasts of Aviation Demand and Capacity

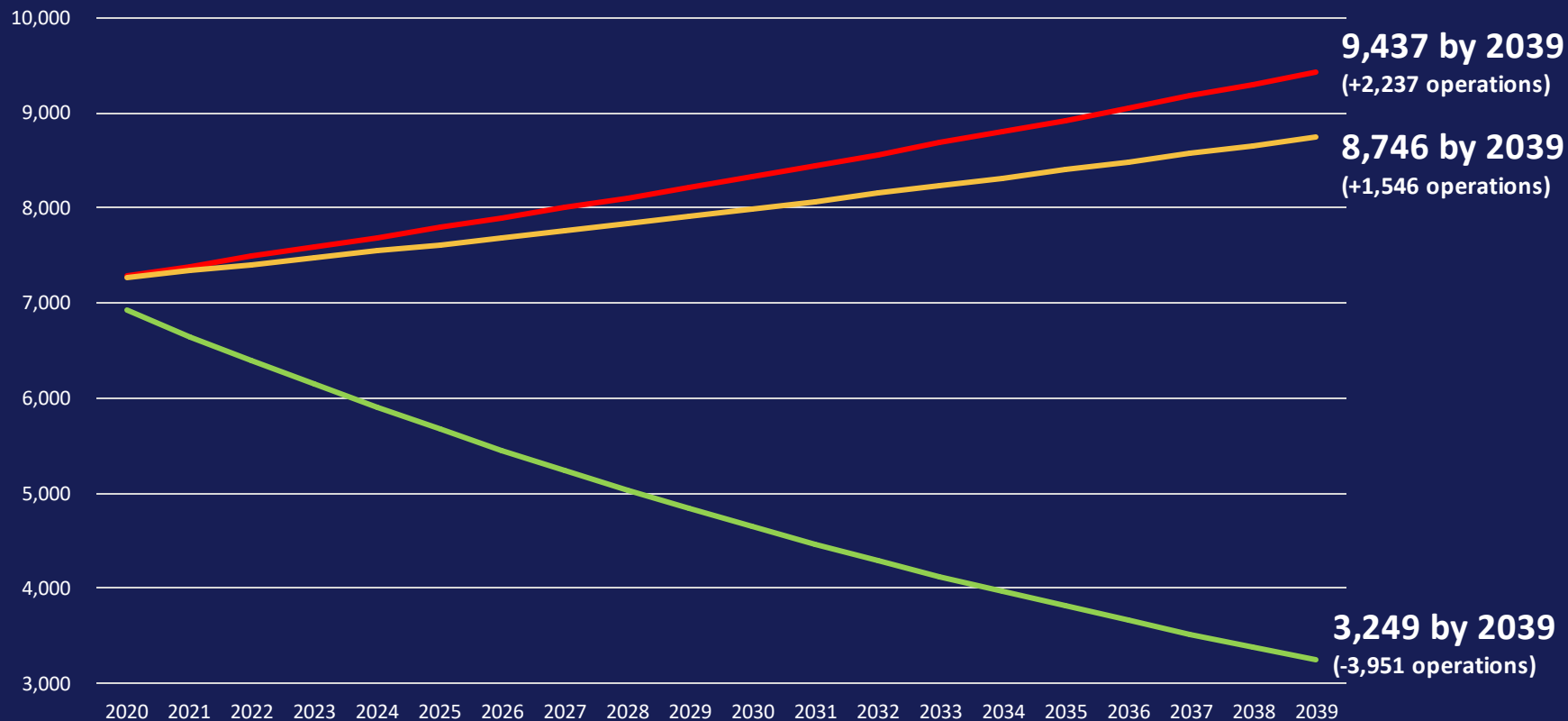
Based Aircraft Alternatives



Chapter 4 – Forecasts of Aviation Demand and Capacity

Aircraft Operations Alternatives

Operations Forecast Alternatives



B19 Historic Operations
Average Annual Growth Rate -3.9%

Local Towered Airport Historic Operations
Average Annual Growth Rate 1.4%
(Recommended)

Aerospace Forecast National Historic Operations
Average Annual Growth Rate 1.0%

Chapter 4 – Forecasts of Aviation Demand and Capacity

Summary of Recommended Forecasts

	Base Year	2024	2029	2039
Itinerant Operations	1,476	1,461	1,447	1,418
Local Operations	5,724	6,227	6,775	8,019
Total Operations	7,200	7,689	8,222	9,437
Based Aircraft	38	40	42	45

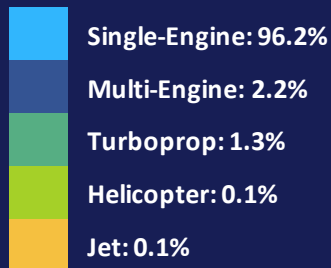
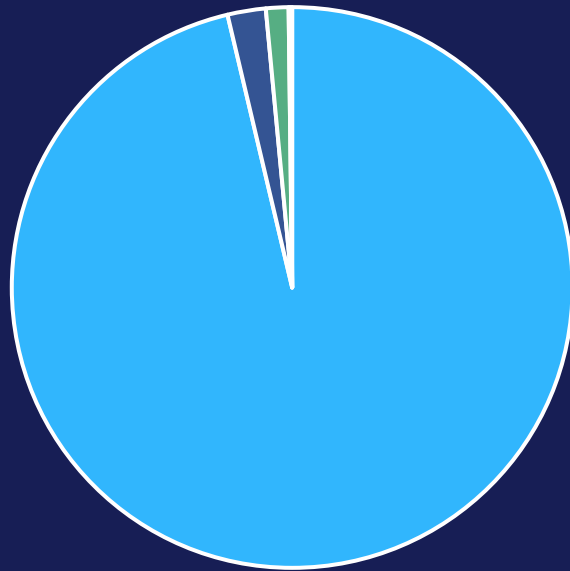
Local Operations: Within the local traffic pattern or within sight of the airport – typically within 20 miles of the airport

Itinerant Operations: All operations other than local operations – typically arriving from another airport more than 20 miles away

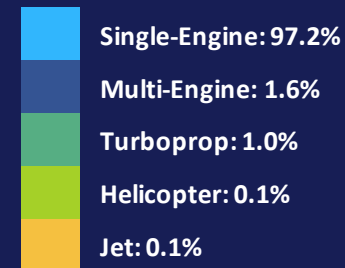
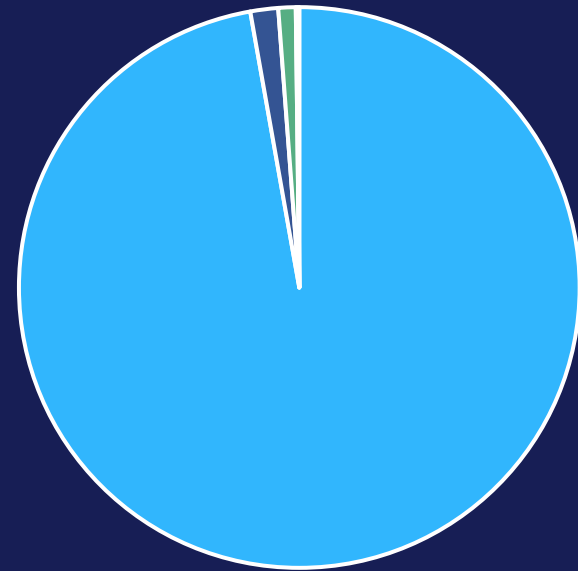
Chapter 4 – Forecasts of Aviation Demand and Capacity

Operational Fleet Mix

Current



2039 Projection



Chapter 4 – Forecasts of Aviation Demand and Capacity



Cessna 182A (Category A-I)

Design Aircraft

The most demanding aircraft type or grouping of aircraft with similar characteristics that make regular use of the airport. Airports are assigned to design categories according to their design aircraft. Regular use is defined as at least 500 annual operations.

Approach Category

Approach Category	Approach Speed
A	<91 knots
B	91 to <121 knots
C	121 to <141 knots
D	141 to <166 knots
E	166 knots or more

Design Group

Design Group	Tail Height	Wingspan
I	<20 ft.	<49 ft.
II	20 to <30 ft.	49 to <79 ft.
III	30 to <45 ft.	79 to <118 ft.
IV	45 to <60 ft.	118 to <171 ft.
V	60 to <66 ft.	171 to <214 ft.
VI	66 to <80 ft.	214 to <262 ft.

Chapter 4 – Forecasts of Aviation Demand and Capacity



Cessna 182A (Category A-I)
29 ft. | 3,200 lbs.
Single Engine



King Air B200 (Category B-II)
44 ft. | 12,500 lbs.
Turboprop

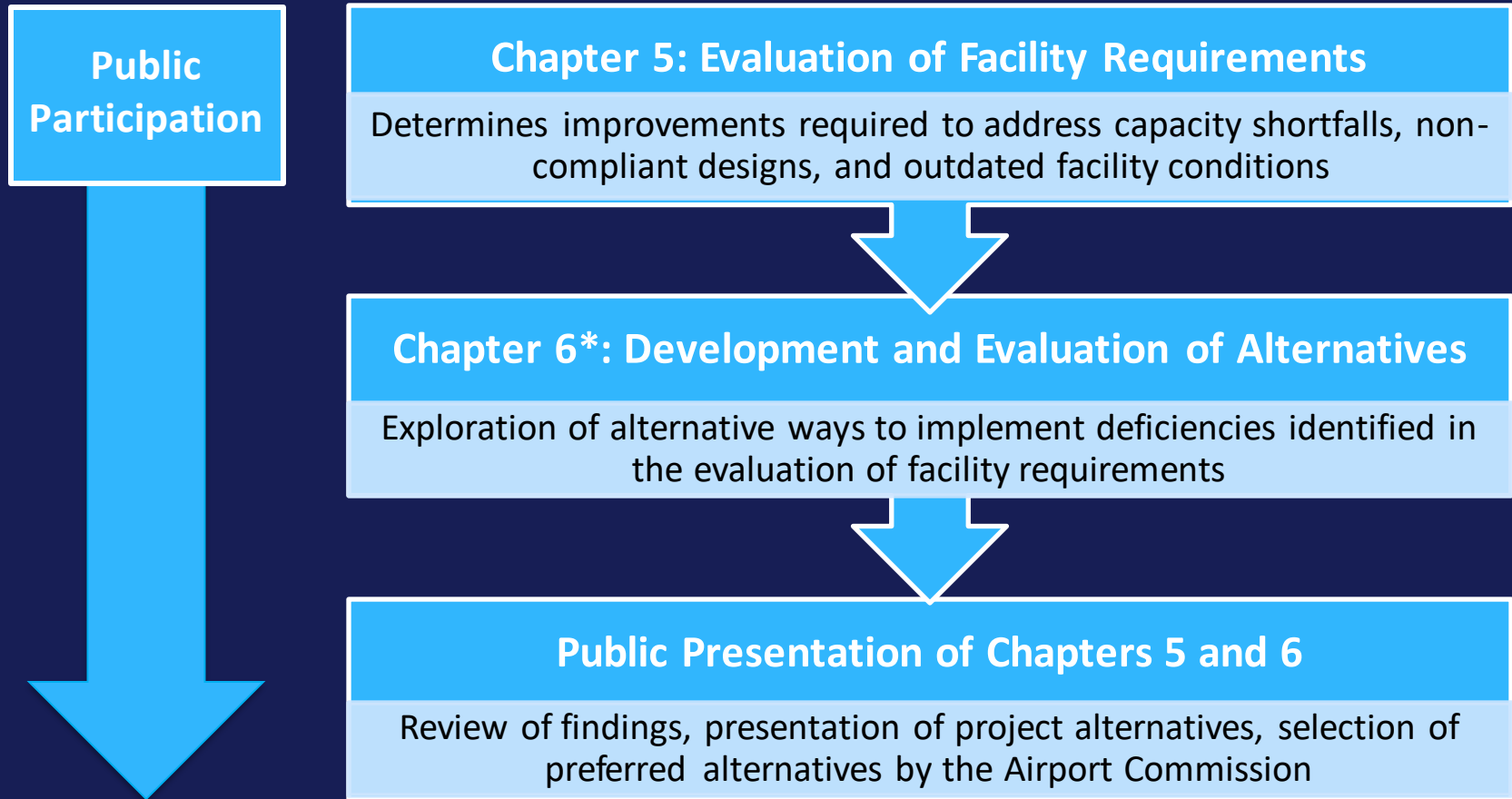


Cessna Citation III (Category C-II)
56 ft. | 22,000 lbs.
Jet



Boeing 727-200 (Category C-III)
153 ft | 185,800 lbs.
Jet

Next Steps



*** The Commission's selection of a preferred alternative does not commit the FAA, MaineDOT, or City to fund or implement any project. Each year, the Airport has a meeting with MaineDOT and FAA to review proposed projects and either implement or defer based on actual demand for facilities and improvements.**

Questions and Comments

- All draft Master Plan chapters will be made available on the City website at the following link:
<https://www.biddefordmaine.org/2255/Airport-Master-Plan>
- Chapters 1-4 are currently available for public review and comment
- Subsequent chapters will be made available at the link above as they are developed

MONTHLY PROJECT UPDATE

Biddeford Municipal Airport

Biddeford, Maine

February 25, 2021

Gale Associates, Inc. (Gale) is currently administering the following projects on behalf of the Biddeford Airport Commission:

1. Final Design and Construction Phase Services for Runway 6-24, AIP No. 3-23-0009-015-2020

Project Description: This project includes the preparation of final construction phase design plans and specifications (Bid Documents) for the Runway 06-24 Reconstruction and associated Drainage, Compliant Runway Safety Area, and Vegetation Obstruction Removal in the Runway 24 End. This project will include grant funding for Project 1 above, as well as all Gale and FAA Reimbursable Contracts, and the Construction Contract with the low bidder.

Project Funding

FAA Share (100%)	\$5,783,470.00
MaineDOT Share (0%)	\$0.00
City of Biddeford Share (0%)	\$0.00
TOTAL PROJECT	\$5,783,470.00

Project Status:

- The Contract with Sargent is currently suspended while waiting for the delivery of the new lighting materials. All earth work and paving has been completed, and the only remaining work at this time is to install the new Runway Edge Lighting system. The manufacturer has cited COVID-19 for the reason why these lights have not been shipped to the Airport yet. Upon receipt of all remaining equipment, the Contractor will request to resume Contract time and begin work to install these lights. Once completed the only remaining work will be removal of the obstructions to Runway 24 approach.
- On January 18, 2021 Gale and the Contractor visited each property with obstructions to identify and mark the trees to be removed. This was completed in one day, and with permission from each property owner. Subsequently, several property owners have sought legal counsel, which has slowed the process. Originally, tree clearing was scheduled to commence on February 1, 2021; based on a request from the City's Attorney, the clearing was delayed, and Gale is currently waiting for direction from the City to proceed with tree removal.
- The permits for tree clearing within the wetland areas on-airport require that the clearing work be performed under frozen ground conditions to minimize disturbance to the wetlands. If clearing does not commence in the near future and the ground thaws, clearing work within the wetlands will need to be delayed a year.

Recommended Discussions and/or Action Items:

- Please work with the City Attorney to on a date to commence tree clearing operations.

2. Airport Master Plan Update (AMPU), AIP No. 3-23-0009-14-2020

Project Description: The Airport's Master Plan was last completed in 2005. This AMPU will review the adequacy of the Airport's landside and airside facilities with respect to compliance with Federal Aviation Administration (FAA) design standards and ability to address the needs of the Airport through the planning period (FY-2020-2039). Included in this project is an update to the Airport's ALP to include current conditions and recommended improvements as outlined in FAA Order 5100.38D. A schedule of improvements will be generated to organize the implementation of various improvements in the short- (0-5 years), medium- (6-10 years), and long-term (11-20 years) periods to assist the sponsor in defining the Airport's Capital Improvement Plan. This project will also include a wildlife hazard site visit.

Project Funding:

FAA Share (90%)	\$173,855.00
MaineDOT Share (0%)	\$0.00
City of Biddeford Share (0%)	\$0.00
TOTAL PROJECT	\$173,855.00

Project Status:

- The CARES Act includes funding to cover Airport projects at 100% for FY 2020. This means that the Airport Master Plan will not require a local or state share.
- A public notice announcing the Airport Master Plan project and inviting the public to participate in the process by attending future meetings was submitted to the Courier and the Portland Press to be run throughout the month of February.
- All draft Master Plan chapters that have been prepared to date have been posted on the Airport page of the City's website for review and comment by the public.
- To date, Gale has drafted the following chapters, which will be presented during tonight's meeting:
 - o Draft Chapter 1 – Introduction
 - o Draft Chapter 2 – Inventory of Existing Facilities
 - o Draft Chapter 3 – Existing Environmental Conditions and Sensitive Areas
 - o Draft Chapter 4 – Forecasts of Aviation Demand and Capacity
- Remaining chapters are as follows:
 - o Chapter 5 – Facility Requirements
 - o Chapter 6 – Development and Evaluation of Alternatives
 - o Chapter 7 – Schedule of Improvements
 - o Chapter 8 – Airport Recycling, Reuse, and Waste Reduction
- Also outstanding is the Wildlife Hazard Site Visit and associated reporting, which is scheduled to take place in the late spring/early summer of 2021, when native wildlife species are most active.

Recommended Discussions and/or Action Items:

- We are seeking a vote from the Commission to authorize Gale to send the forecast chapter to FAA for approval. FAA approval is required before Gale can begin to evaluate facility requirements or recommend alternatives for development.
-

Other Items:

- FAA recently announced additional Airport Coronavirus Response funding, the Coronavirus Response Relief Supplemental Appropriation Act (CRRSAA), which is intended to provide relief to eligible airports, similar to the CARES Act. Under CRRSAA, B19 is eligible to receive an additional \$13,000 toward expenses related to operations, personnel, cleaning and sanitization, janitorial services, preventing the spread of pathogens, and debt service payments.
 - **FAA encourages airports to spend these funds expeditiously, requiring airports to apply for reimbursement by the end of June 2021.**
 - Payments will be processed through the Delphi system, in the same way CARES Act funds are processed. Airports will be required to submit an SF-424 Form, along with backup documentation, in order to receive reimbursement for eligible expenses.