

# Airport Master Plan Frequently Asked Questions

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## What is an Airport Master Plan?

Barnstable Municipal Airport (HYA) has embarked on the development of a 20-year master plan to ensure that the facility can continue to safely and efficiently meet the aviation needs of the National Airspace System and the surrounding community. The preparation of an airport master plan is required by the Federal Aviation Administration (FAA) in order to plan for the future and highlight airport projects in need of future federal funding, including rehabilitation of existing infrastructure. The master plan will not only consider the needs of aviation (the airfield, local general aviation, corporate aviation, and commercial aviation) over the next 20-years but will also consider the needs of Cape Cod and the local region and economy. The plan will also make recommendations for promoting compatible land use around the airport and maximize opportunities for non-aeronautical revenues to help support the airport's financial future.

The goal of the Airport Master Plan is to provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic issues.

The Airport Master Plan is an 18-24 month process; the same is true for the follow-on environmental process, 18-24 months. ***As of November 2020, we anticipate an additional 12-months remaining in the Airport Master Plan process; we are now beginning to review Facility Needs and a Range of Alternatives.*** A project stakeholder group comprised of over 40

*The Master Plan is the first part of the planning process; environmental review is the second part of the process and finally implementation and development of the projects proposed.*

representatives of airport tenants, users, Town of Barnstable officials, Town of Yarmouth officials, businesses, chambers of commerce, the Cape Cod Commission, and more will meet over the course of the project to provide feedback and insight for the airport and consulting team as the project is developed. The public will be involved at key points in the plan. November 2020 was the initial request for feedback as part of the Airport Master Plan. Below provides a visual of the process depicting timeframes from planning to implementation; all-in-all, this is approximately a 36-month process.



### Why is Barnstable Municipal Airport completing an Airport Master Plan?

The FAA recommends that public use airports such as Barnstable Municipal Airport prepare a new Airport Master Plan every 10 years +/- or as local aviation conditions change. The previous Master Plan was completed in the late 90's; therefore, the Airport has initiated this Master Plan to ensure the Airport continues to operate in a safe and efficient manner and to address any changes in the aviation industry both locally and nationally.

### Who is preparing the Airport Master Plan?

Following a qualifications-based selection process, McFarland Johnson, a national aviation consulting firm specializing in airport planning studies was selected as the general consultant for the airport.

### Who is funding the Airport Master Plan?

The FAA provides 90 percent of the project funding, with the remaining 10 percent, 5 percent each, is funded by the Massachusetts Department of Transportation – Aeronautics Division and Barnstable Municipal Airport. The FAA funding is sourced from the Aviation Trust Fund, which is funded exclusively by various aviation user fees, including taxes on airline tickets, aviation fuel, and some aircraft parts. Barnstable Municipal Airport is one of nine Enterprise Funds of the

Town of Barnstable in which its budget is self-supporting through user-based charges. The Town of Barnstable does not contribute monetarily in running the airport, and no General Fund monies are used for Airport operations.

### What is the purpose of public meetings during the Master Plan process?

As a publicly funded project at a publicly owned, public use airport, transparency and public engagement is of the utmost importance. To accomplish this, airport management, along with McFarland Johnson, the consultant hired to conduct the master plan has crafted a public engagement plan that includes outreach to not only airport stakeholders, but the general public as well. A project stakeholder group comprised of over 40 representatives of airport tenants, users, Town of Barnstable officials, businesses, chambers of commerce, the Cape Cod Commission, and more will meet four times over the course of the project to provide feedback and insight for the airport and consulting team as the project is developed. The first of four meetings was held in person, with the second being conducted virtually. The remaining two meetings will be held in person if possible, otherwise they will be held virtually as well.

*The public will be involved at key points in the plan. Public involvement as part of this project will commence in November 2020 and continue through the completion of the Master Plan and into the start and completion of the environmental process (anticipated environmental review completion in 2022).*

Traditionally, airport master plans will hold public workshops in the form of an open house once or twice during the course of the project. These workshops act as forums for members of the general public to learn about the airport, the master plan, and proposed improvements and provide feedback in the form of comments to the project team. With the ongoing Covid-19 precautions and because the airport and project team anticipate a high degree of interest from the surrounding community and in the interest of public safety, the content for the first public workshop

has been placed online. The airport's YouTube channel (<http://bit.ly/HYAMasterplan>) now features presentations from previous project stakeholder meetings, divided by topic area into short, narrated videos for the public to watch and share. In addition, a dedicated e-mail address [HYAMasterPlan@mjinc.com](mailto:HYAMasterPlan@mjinc.com) has been set up to receive any questions or comments that the public may have regarding the master plan for the airport. Airport Master Plan documents can also be viewed and downloaded via the airport website (<https://www.town.barnstable.ma.us/airport/>).

Comments and questions received will be included in a response to comments and question/answer video that will be added to the channel. Anyone requesting special accommodations to watch, listen or learn from the YouTube video content can contact the airport at 508-775-2020.

### What public outreach has been done to inform the surrounding area on the airport plans?

In addition to placing public notices in the Cape Cod Times, the Airport has issued press releases that were picked up by many media outlets in a month-long communications protocol plan to get the word out about the plan and desire for community feedback. To further enhance future communication on airport planning/development related matters, the project team has been assembling an e-mail list from commenters to further enhance direct communication with interested parties. The following is a list of other outreach efforts:

- ➔ Postcards delivered to residences and businesses within a 1-mile radius of the airport requesting feedback and involvement from the public
- ➔ Frequent Social Media Posts
- ➔ Radio spots (Sunday Journal Interview)

Sample routing for post card invitations requesting feedback and involvement from the public on the Airport Master Plan



### Are any project approvals associated with the Master Plan?

No actions, or specific projects are approved as result of the master planning process, the public meetings reflect the plan itself, and not the physical projects. The plan is still in progress and the public is being asked to comment on the draft findings of the airport’s future needs. In the coming months we will look at development alternatives, for which there will be additional comment periods. There is currently no recommended plan for expansion at the airport, only an identification of the needs. Any expansion coming as result of this plan will need to undergo an environmental review process which looks at both on airport and off airport impacts, this study will need to be conducted before any expansion will take place and can only begin after the master plan study is complete.

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### Is any runway extension being proposed?

There is an extension to Runway 15-33 that is being analyzed as a future need.

### What changes to the airfield can be anticipated?

- ➔ Proposed modifications to the taxiway system on the premise of safety and meeting FAA design standards only (i.e. geometry improvements creating 90 degree intersections).
- ➔ Proposed runway modifications to include expansion potential.
- ➔ Proposed airport access modifications.
- ➔ Proposed hangar development.
- ➔ Proposed renewable energy development such as additional solar or wind energy.

### **How do the future projected activity levels compare to the existing number of flights?**

On an average daily basis, the forecast projects approximately 5 additional takeoffs per day, up from the current average of approximately 95 with the majority of additional operations being recreational and corporate aviation.

Overall operational levels are forecast to be well below the level of activity experienced at the Airport during the 1990's and early 2000's when the airport had over 200,000 annual operations (nearly 275 takeoffs per day).

### **Are the commercial (airline) aircraft louder than the corporate aircraft?**

Aircraft noise is not commensurate with aircraft size. In many cases, modern commercial jetliners are quieter and more environmentally friendly than many of the recreational and corporate aircraft flying at the Airport today. The aircraft flying today are significantly quieter than the aircraft of the 1990's.

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### **What are the different types of environmental reviews? Why are there different types?**

The National Environmental Policy Act (NEPA) contains 3 types of approvals – Categorical Exclusion, Environmental Assessment, and Environmental Impact Statements. In general, Categorical Exclusions are used for specific categories of actions that meet certain criteria. An example of a Categorical Exclusion would be rehabilitation of an existing facility. Environmental Assessments are for projects that don't qualify for a Categorical Exclusion and for projects in which the effects are not significant or can be mitigated as such so as to not be significant. Environmental Impact Statements are for projects where environmental impacts are significant and can't be mitigated. Refer to FAA Orders 1050.1F and 5050.4B for a complete explanation.

### **Is an Environmental Impact Statement (EIS) more comprehensive than an Environmental Assessment?**

The technical analysis is the same for an Environmental Assessment as it is for an Environmental Impact Statement.

### **Can Barnstable Municipal Airport strike a balance between growth and the environment?**

To date, the Airport and its tenants have implemented a number of projects or purchases that help reduce environmental impacts, help offset carbon emissions and help us do our part as environmental stewards and stakeholders within the community as we grow. See below. Similar actions will continue as the Airport looks to implement projects in the future.

- 🌱 2011 enhancements in stormwater infrastructure including installation of stormwater treatment facilities for road and parking areas and pre-treatment of stormwater using

Vortech Stormwater Treatment Systems - a shallow treatment unit that traps and retains trash, debris, and sediment prior to stormwater runoff.

- ✔ 2015 development of a 7 megawatt 20-acre solar array
- ✔ 2015 airport upgrade of street and parking lot lights to LED using Cape Light Compact's lighting program
- ✔ Upgrade of leased facility lighting to LED using Cape Light Compact's lighting program – a 75% savings of energy used for lighting.
- ✔ Execution of a 0.5 megawatt rooftop solar array system in coordination with Cape Air on two existing aircraft hangars owned by the airport making Cape Air, a net zero electricity user in Barnstable and saving over \$1 million between 2010 and 2020
- ✔ Upgrade of insulation in its leased facilities from R-8 to R-30 as well as upgrading its furnace allowed Cape Air using the MasSave program, to install a 95% more efficient direct vent gas unit.
- ✔ Installation of 8 electric vehicle (EV) charging stations using Massachusetts' charging station program.
- ✔ 2015 removal of a 20K gallon underground JetA fuel tank, replacing it with a new aboveground fuel farm with secondary containment and 24/7 monitoring
- ✔ 2015 removal of a 250 gallon underground diesel tank, replacing it with a natural gas-powered airport emergency generator
- ✔ 2015 installation of a centralized aircraft washing and deicing pad that drains to the Barnstable Waste Water Treatment Plant
- ✔ 2018 procurement of an ecologic unit that eliminates the need for ground deployment of firefighting foam (known source of Per- and Poly-Fluoroalkyl Substances (PFAS)) during annual federally required firefighting equipment testing; the airport was the first airport in Massachusetts to purchase such a unit!
- ✔ 2018 enhancements in stormwater infrastructure by installing Vortech Stormwater Treatment Systems beneath the parking lot leased by Griffin Avionics to pretreat stormwater, retaining trash, debris, and sediment prior to stormwater runoff.
- ✔ 2019 paper reduction in the Airport Administration Office by moving to a digital footprint in various processes and purchasing reusable plates, cups and cutlery for in-office staff use
- ✔ 2020 procurement of propane and battery operated-solar powered airfield mowers through the Massachusetts Department of Transportation – Aeronautics Division (MassDOT) Leading by Example Greenhouse Gas Reduction Initiative
- ✔ Modification of the Airport's Guidelines for Construction for Airport tenants to include "green" design and implementation of "green" airport buildings as well as improvements for resource-efficient operation and management of various facilities from a life-cycle perspective

### **What is the FAA's role in the Airport Master Plan?**

The FAA has two official roles during the Airport Master Plan study:

- FAA reviews and approves the aviation forecasts (the projected growth of airport services) that will be prepared as part of the master plan process; and
- FAA formally approves the Airport Layout Plan (ALP) for airspace and design standards.

In addition, the FAA has a supportive and advisory role during the preparation of the Airport Master Plan. The FAA may provide comments on Airport Master Plan findings, recommendations and deliverables, and may offer technical assistance and support. The FAA does not formally approve the Airport Master Plan since it is considered a local policy or guidance document.

### **Are additional studies needed before the Airport proceeds with a recommended construction project?**

Yes. Approval by the FAA of the ALP means only that there are no safety concerns related to the proposed Airport Master Plan and that the depiction is in general conformance with FAA standards. Additional studies may be necessary before a project depicted on the Master Plan is implemented. At a minimum, these usually include NEPA documentation and any other environmental studies needed to satisfy required permit applications.

### **Where can I read/review the master plan?**

- ➔ Draft chapters are available on the airport website (<https://www.town.barnstable.ma.us/airport/>).
- ➔ Additionally, the airport's YouTube channel (<http://bit.ly/HYAMasterplan>) features presentations from previous project stakeholder meetings, divided by topic area and developed into short, narrated videos for the public to watch and share.
- ➔ In addition, a dedicated e-mail address [HYAMasterPlan@mjinc.com](mailto:HYAMasterPlan@mjinc.com) has been set up to receive any questions or comments that the public may have regarding the master plan for the airport.