



Barnstable AIRPORT HYANNIS

Airport Master Plan

Planning Advisory Group #2
June 9, 2020



Agenda

- Introductions
- Master Plan Process Review
- Covid-19 Update
- Airside Requirements
- Terminal Requirements
- GA and Support Requirements
- Next Steps



An aerial photograph of an airport, showing runways, taxiways, and surrounding land. A semi-transparent blue rectangle is overlaid on the right side of the image, and a white diagonal stripe runs from the top-left corner towards the center. The text "Master Plan Background" is written in white, bold, italicized font within the blue rectangle.

Master Plan Background

What is a Master Plan?

- What is a Master Plan?
 - Official FAA Planning Document
 - Reflects the Town of Barnstable's Goals for the Airport
 - Depicts Future Airport Development Covering 20 Years
- What Generated the Need for the Master Plan Update?
 - FAA Airport Design Standard Changes
 - Changes in Activity and Facility Needs Since Last Complete Master Plan (2000)
 - Changes in the Aviation Industry
 - Business Plan Development



Master Plan Goals



Planning Advisory Group (PAG)

- What is the Role of the Planning Advisory Group?
 - A Focused Committee Made Up of a Number of Different Stakeholders - YOU
 - Purpose = Provide Necessary Feedback on Airport Issues and Guidance for Various Options Under Consideration within the Master Plan.
- PAG meetings:
 - Share Thoughts,
 - Discuss Schedule,
 - Present Interim Reports, and
 - Develop Solutions to any Challenges that Present Themselves During the Project.

Members of Planning Advisory Group

- Town Council
- Town of Barnstable - Town Manager
- Town of Barnstable – Department Heads
- Greater Hyannis Civic Association
- Barnstable Municipal Airport Commissioners
- FAA & MassDOT Aeronautics Division
- Hyannis Air Traffic Control
- Airport Staff
- Airport Tenants
- WS Development
- Cape Cod Commission
- Cape Cod Chamber of Commerce
- Hyannis Chamber of Commerce
- Yarmouth Chamber of Commerce
- Town of Yarmouth - Town Administrator
- Woods Hole Oceanographic Institution
- Cape Cod Healthcare
- Cape Cod Young Professionals
- Cape Cod Regional Transit Authority
- MassDOT Highway District 5 - District Highway Director
- Steamship Authority - General Manager



Master Plan Process

Inventory, Forecast, and Environmental Overview

- *What do we have? (Facilities, Features and Market)*

Facility Requirements

- *What do we need?*

Alternatives

- *What options do we have?*

Implementation Plan

- *How do we implement?*

Final Report, Airport Layout Plan, and Dynamic Analysis Tool

- *What is the plan and how do we keep it current?*

Stakeholder Listening Sessions

1st Project Advisory Group Meeting

2nd Project Advisory Group Meeting

Coordination Meetings (FAA,
MassDOT, Cape Cod Commission)

1st Public Meeting (June '20)

2nd Public Meeting (September '20)

3rd Project Advisory Group Meeting

4th Project Advisory Group Meeting

Project Schedule

Task	Estimated Completion
<i>Inventory</i>	<i>January 2020</i>
<i>Environmental Overview</i>	<i>February 2020</i>
<i>Forecast of Aviation Demand</i>	<i>January 2020</i>
Capacity Analysis and Facility Requirements	May 2020
Alternatives Analysis	September 2020
Financial and Implementation Plan	November 2020
Final Airport Master Plan and Drawing Set	Winter 2020/2021
Deliverables:	
Interim Report 1	February 2020
Interim Report 2	June 2020
Draft of Final Report	November 2020
Final Document & ALP	Winter/Spring 2021

Meeting	Estimated Schedule
<i>Stakeholder Meetings</i>	<i>October 2019</i>
<i>Project Advisory Group Meeting #1</i>	<i>February 2020</i>
Project Advisory Group Meeting #2	June 2020
Public Meeting #1	June 2020
Agency Coordination	July 2020
Project Advisory Group Meeting #3	September 2020
Public Meeting #2	September 2020
Project Advisory Group Meeting #4	Late 2020

Key Issues

- No Direct Roadway Access
- Validate Previously Proposed Runway 15-33 Extension
- Obstruction Clearance
- Aeronautical Development
- Review Geometry
- Non-Aviation Revenue



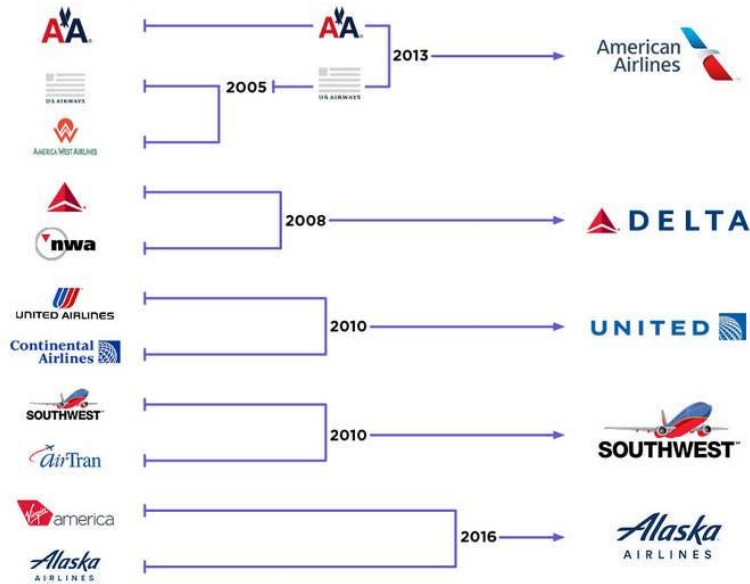
An aerial photograph of an airport, showing runways, taxiways, and surrounding land. A semi-transparent blue rectangle is overlaid on the right side of the image, containing the text. A white diagonal stripe runs from the top-left corner towards the center of the image.

Covid-19 Update

Updated Public Participation Plan

- Previous Approach:
 - Public Open House with Project Team
 - Comment Forms Available for Inclusion into Master Plan Report
- New Approach:
 - Youtube Channel with Voiced-Over Presentations on Each Topic Area
 - Publicly Sharable Links
 - E-mail Distribution to Stakeholders and Press Release
 - Filmed Response to Comments and Questions Posted Several Weeks Later
 - Traditional Meeting Planned for September, Ability to Continue with New Approach if Needed

National Aviation Impacts



- Nationwide 95% Drop in Demand for April
 - Boston Logan down 98% for April 94,000 vs 3,600,000
- May and June Demand Down 70+%
- Sustained Lack of Demand Resulting in Unprecedented Times for Airlines even 9/11
- 100's of Mainline Aircraft Prematurely Retired
- Additional Consolidation or Bankruptcies can't be Ruled Out in Year Ahead.

HYA Aviation Impacts

- Social Distancing Requirements Likely Short Term
- Role of General Aviation for Executive Travel
- Reduced Demand for Flight Training?
- Overall GA Impact
- Future of Jetblue E-190's – Premature Retirement Risk
- Network and Regional Airline Model
 - Weakened Appetite for New Opportunities
 - Increased Appeal of Smaller Airports like HYA?

CARES Act

- Economic Stabilization Funds for Airports
- Funds Designed for Offset Lost Revenues and Must Remain On-Airport
 - Recurring Expenses (Salaries, Utilities, etc.)
 - Projects That Must Be Done for Safety
 - Projects That Were Put on Hold due to COVID-19
- 5 of the Top 6 Revenue Sources are Aviation Related
- Trickle-Down Effect – Secondary Economic Impacts

Forecast Scenarios

- New Summer Seasonal Carrier
 - 3 Months of 1x Daily 76-Seat Regional Jet (i.e. AA or DL E-175 to LGA/JFK)
- New Year-Round Carrier
 - Twice Daily 66-Seat Regional Jet (i.e. UA CR7 to IAD)
- New Ultra Low Cost Carrier
 - Twice Weekly Seasonal Service to Florida on (i.e. Allegiant A320 to Orlando)
- Market Interruption – 10% Drop with 5-Year Incremental Recovery
 - 9/11, Great Recession, Airline Bankruptcy, etc.



Year	New Summer Seasonal	New Year-Round Regional	New ULCC	Combined
1	5,335	30,888	7,363	43,586
5	5,609	32,535	9,629	47,773
10	6,357	35,556	12,461	54,373
20	7,538	40,360	18,125	66,023

Baseline Forecast and TAF

	Actual	Forecast		
	Baseline	2025	2030	2040
FAA TAF				
Enplanements	18,679	19,536	20,189	21,588
Enplanements (Adjusted TAF)	26,190 ²	27,066	27,971	29,873
Total Operations	72,442	75,818	78,399	83,873
Based Aircraft ¹	38	47	52	62
Master Plan Forecast				
Enplanements	29,457	25,330	24,690	24,030
Total Operations	67,350	67,219	68,804	73,001
Based Aircraft	48	47	45	44
Pct. Difference From TAF				
Enplanements	57.7%	29.7%	22.3%	11.3%
Enplanements (Adjusted TAF)	12.5%	-6.4%	-11.7%	-19.6%
Total Operations	-7.0%	-11.3%	-12.2%	-13.0%
Based Aircraft	26.3%	0.0%	-13.5%	-29.0%

Short Term
Volatility
with Solid,
Stable
Long-Term
Market

An aerial photograph of an airport, showing runways, taxiways, and surrounding land. A semi-transparent blue rectangle is overlaid on the right side of the image, containing the title text. A white diagonal stripe runs from the top-left corner towards the center of the image.

Airside Requirements

Airside Facility Requirements

- Determines What, if any, Additional Facilities will be Required
- Based on Most Demanding Aircraft Characteristics (Multiple Aircraft)
- Is Based on Existing and Forecast Activity
- Considers Peak Hour and Annual Demand
- Considers Seasonality
- Reviews the Following:
 - Runway Length
 - Runway Widths
 - Runway Strengths
 - Runway Orientation
 - Runway Design Surfaces (RSA, ROFA, OFZ, RPZ, etc.)
 - Markings, Lighting, and Signage
 - Taxiways
 - Apron/Ramp Areas (GA and Terminal)
 - Runway Geometry Standards
 - Visual Approach Aids

Traditional Methodology/Analysis

- Configuration/Layout
 - Define Primary/Crosswind Runways
 - Crosswind Coverage
- RDC's – Each Runway
- Length/Width
- Strength
- Instrument Approaches
- NAVAIDs
- Taxiways

Guidance from FAA Requires Justification for Funding New Improvements including Rehabilitation of Existing Pavement to be in Accordance with AC 150/5300-13A

- Annualized Capacity Analysis
- Annualized Weather Data
- One Critical Aircraft

HYA Focused Considerations

- Summer Seasonal Capacity
 - Summer Capacity Exceeds 60% ASV
- Summer Weather/Wind Coverage
 - IFR Favors Runway 15, Summer is Greatest IFR Season
- Future Instrument Approach Capabilities
 - Best Approach is Runway 15
- Commercial Service Requirements
 - 100-150ft Width Minimum
- Pavement Strength for Future Design Aircraft
 - Runway 15-33 has Greater Strength
- Runway Safety Area
 - Runway 15-33 have Higher Dimensional RSA

More Detailed Analysis to Include Monthly and Peak Seasonal Weather, Wind, and Operational Usage Provides Contrast to FAA Traditional Analysis

- Peak Season Capacity Analysis
- Peak Season Weather Data
- Mix of Demanding Aircraft
- HYA Facility Characteristics

Crosswind Coverage Analysis

All-Weather				
	10.5	13	16	20
Runway 15-33	78.85%	86.21%	93.33%	97.35%
Runway 6-24	89.54%	94.24%	97.95%	99.38%
Combined	97.19%	98.95%	99.68%	99.95%

IFR				
	10.5	13	16	20
Runway 15-33	72.35%	81.64%	90.88%	96.39%
Runway 6-24	86.43%	91.94%	96.43%	98.65%
Combined	94.55%	97.54%	99.12%	99.83%

VFR				
	10.5	13	16	20
Runway 15-33	80.36%	87.28%	93.90%	97.57%
Runway 6-24	90.26%	94.78%	98.30%	99.56%
Combined	97.81%	99.27%	99.81%	99.98%

Traditional Analysis Does Not Support Maintaining Existing Infrastructure at HYA (C-III vs B-II Infrastructure on Secondary Runway)

HYA Focused Analysis Reveals Runway 15 Strongly Favors IFR Conditions of Peak Season and Overall IFR Support

Crosswind Justification

- Runway 15
 - Best Instrument Approach
 - IFR 16-knots – Favored Runway End 6 Months
 - IFR Most Commonly Occurs During:
 - May – 27%
 - June – 25%
 - July – 21%
 - Highest Pavement Strength
 - On-Going Maintenance and Obstruction Clearance

Runway 15-33 Supports **52.8%** of Annual IFR Operations; **56.9%** During Peak

IFR Capacity is High, Justifying a 16-knot Crosswind Runway

Runway 15-33 Primary IFR Runway
Runway 6-24 Primary VFR Runway

Capacity

- Single Runway Peak Season: HYA is at 69% of ASV
=> Secondary Runway Justified

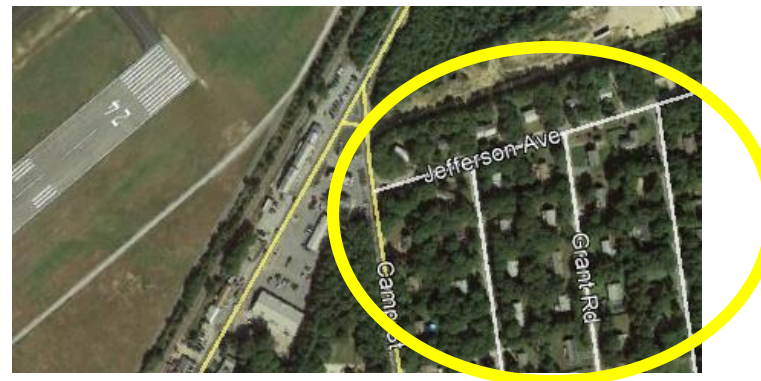
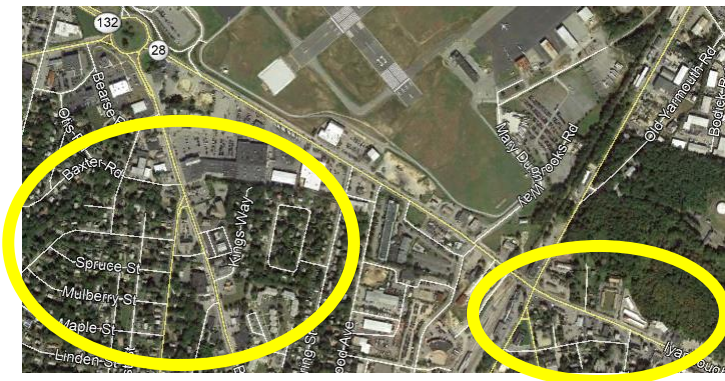
Limiting a Runways Utility Under Traditional Analysis Would Shift Capacity Burden to One Runway Reducing Capacity and Concentrate Noise

Fully-Capable Secondary Runway Required to Support Peak Summer Seasonal Volume

Year	Demand		Capacity			Percent Peak Hour		Percent ASV	Peak Season ASV
	Annual	Peak Hour	ASV	Hourly VFR	Hourly IFR	VFR	IFR		
2019	67,350	44	153,481	87	56	50.4%	78.6%	43.9%	64.7%
2025	67,219	42	153,481	87	56	48.1%	75.0%	43.8%	65.8%
2030	68,804	43	153,481	87	56	49.2%	76.8%	44.8%	67.4%
2040	73,001	46	153,481	87	56	52.7%	82.1%	47.6%	71.5%

Balanced Approach to Impacts

- Safety
 - Allows Aircraft to Use the Best Runway for Crosswind Coverage
 - Keeps Runway 15 Approach – Best IFR Approach
 - Enhance Operational Flexibility During Peak Periods
- Noise Abatement/Balance
 - Balanced Jet Use Distributes Noise Profile
 - Reduce Jet Flights Over the Highest Concentration of Residents
 - Reasonable and Fair Means of Dealing with Aircraft Noise and Activity



Comparison to Other Airports

- Plymouth Municipal Airport
 - Residential Neighborhoods Near Multiple Runway Ends
 - Balanced Approach Extended Runway 33 End
 - Noise Distributed More Evenly
- Laurence G. Hanscom Field
 - Capacity Justified C-III for Both Runways
 - Residential Neighborhoods Near Multiple Runway Ends
- Nantucket Memorial Airport
 - Peak Season Demand Triggers the Need for a 3rd Runway
 - Higher Activity Than HYA
 - Multiple Cities and Multiple Airlines

Barnstable Municipal Airport

- Secondary Runway: 69% Single Runway ASV
- Residential Neighborhoods Near Multiple Runway Ends

Runway Length

- Existing/Short-Term Planning
 - Embraer 190 (Commercial)
 - Airbus A320 (Commercial)
 - Gulfstream V/G500 (General Aviation)
- Future
 - Airbus A220 (Commercial)



With Nearly All Turboprop Aircraft Removed From Regional Airline Fleets, Commercial Airline Aircraft Options to Effectively Serve HYA is Extremely Limited



Runway Length – Existing Operations

- Primary Public Aviation Emergency Evacuation
 - Earthquake
 - Hurricane
 - Construction/Accident/Bridge Closure
- Protect for Boeing 737/A320-Type Aircraft (FEMA)

	Takeoff Length	Landing Length (Wet)	Real-World Requirement
Embraer 190 (HYA-JFK)	5,115'	5,175'	Minimum 5,000'/6,000'
Airbus A320 (HYA-JFK) ²	5,015'	5,520'	Minimum 6,000'
Airbus A220 (HYA-JFK)	5,865'	5,578'	Minimum 6,000'
Gulfstream V/G500 ¹	6,222'/5,262'	2,553'	N/A

Runway Length – Potential Operations

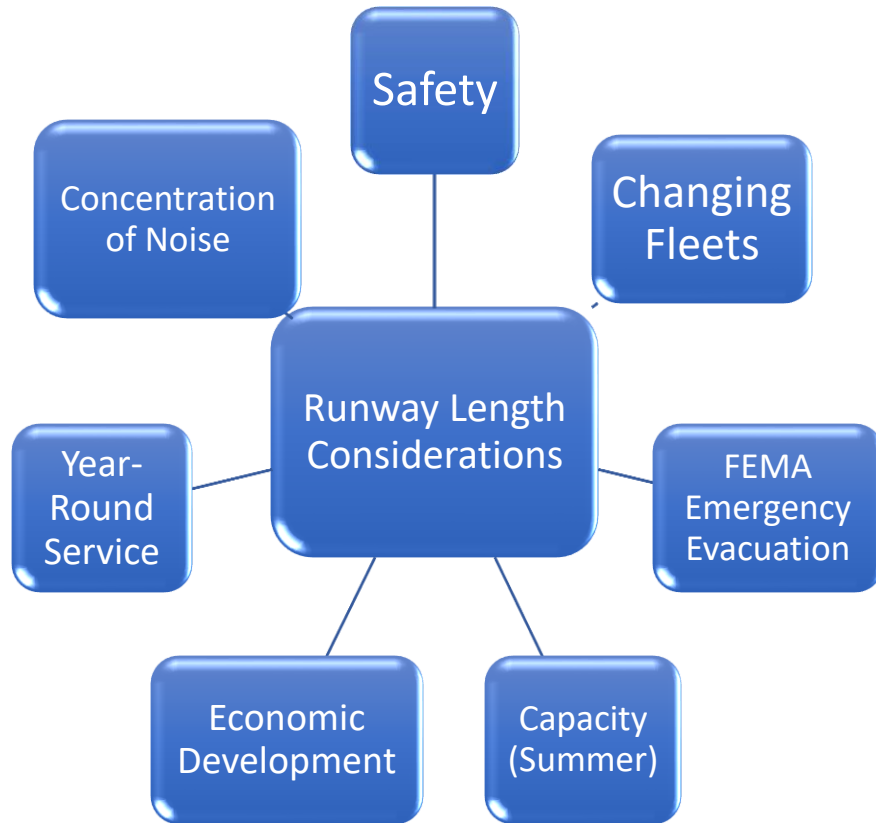
		Takeoff (Feet)	Landing (Feet)	
Commercial	CRJ-700 – ex. Atlanta	5,915	5,980	Larger Aircraft Does Not Correlate to Longer Runway Required
	CRJ-700 – ex. DC	5,215	5,980	
	Embraer 175 – ex. Atlanta	7,615	5,290	
	Embraer 175 – ex. DC	5,515	5,290	
	Embraer 190 – ex. Atlanta	7,665	5,175	
	Embraer 190 – ex. DC	6,315	5,175	
	Airbus A220 – ex. Atlanta	6,365	5,578	Smaller Aircraft on More Demanding Missions Require More than Short Missions for Large Aircraft
	Airbus A220 – ex. DC	5,965	5,578	
	Airbus A320 – ex. Orlando	6,015	6,325	
	Airbus A320 – ex. Ft. Myers	6,115	6,383	
Gen. Aviation	Boeing 737-800	5,915	6,600	
	Gulfstream IV ¹	5,395	3,865	
	Gulfstream V/G500 ¹	6,225/5,265	2,553	
	Global 5000 ¹	5,115	2,517	
	Global Express ¹	5,935	2,519	
	Dassault Falcon 900 ¹	5,415'	2,645	

Runway Length

- Airlines are Retiring Fleets Earlier => Airbus A320 (Multiple Air Carriers)
- Operators Generally Require a Minimum of 6,000 Feet of Runway Length
- Aircraft Serving HYA is a Function of the Larger Network
- Some Smaller Aircraft May Need Longer Runway Lengths
- Current Runway Length Only Works for very Limited Routes/Aircraft
- Current Runways Only Accommodate 12 (RWY 15-33) to 27 (RWY 6-24) % of Class C Aircraft
- **Recommendation:** 6,000' – 6,400' (48-64% wet, 92-96% dry)

HYA Runways are the Shortest Runways in the JetBlue Network and the Shortest Used by Passenger Jet Aircraft in the Northeast

Runway Analysis Summary



HYA Facilities Limit the Available Opportunities for the Airport to Serve the Local Market

Limiting a Runways Utility (Traditional FAA Analysis) and No Extension:

1. Reduce Operation Effectiveness
2. Limit Peak Summer Season Capacity
3. Compromise Airport Access in IFR Conditions
4. Concentrate Operations and Noise Over One Runway
5. Restrict Commercial Service as Airlines and Fleets Change
6. Restrict General Aviation Weight and Fuel Sales

Maintaining Existing Configuration w/ Runway Extension to 15-33:

1. Balance Approach to Safety and Noise Abatement
2. Accommodate New, Quieter GA and Commercial Aircraft
3. Allow for Year-Round Commercial Service (Winter Ops)
4. Maximize Airport's Role in Supporting Local Economy
5. Serve as All-Weather, All-Season Airport for Cape and Islands
6. Protect for Emergencies and "Air Bridge" to the Islands

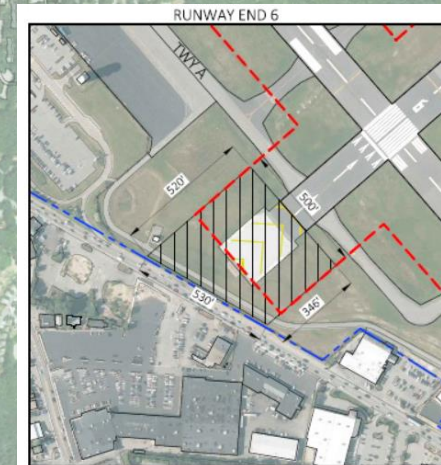
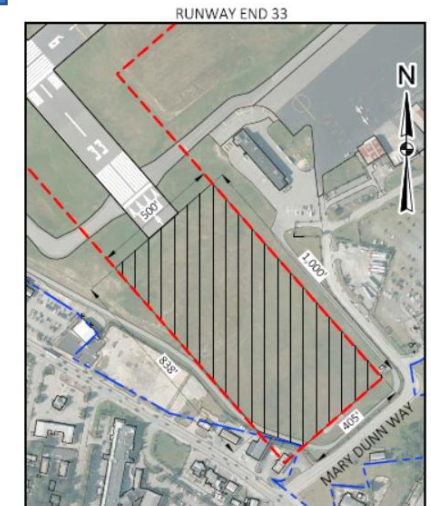
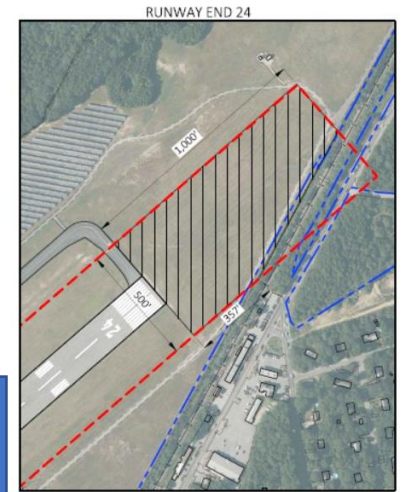
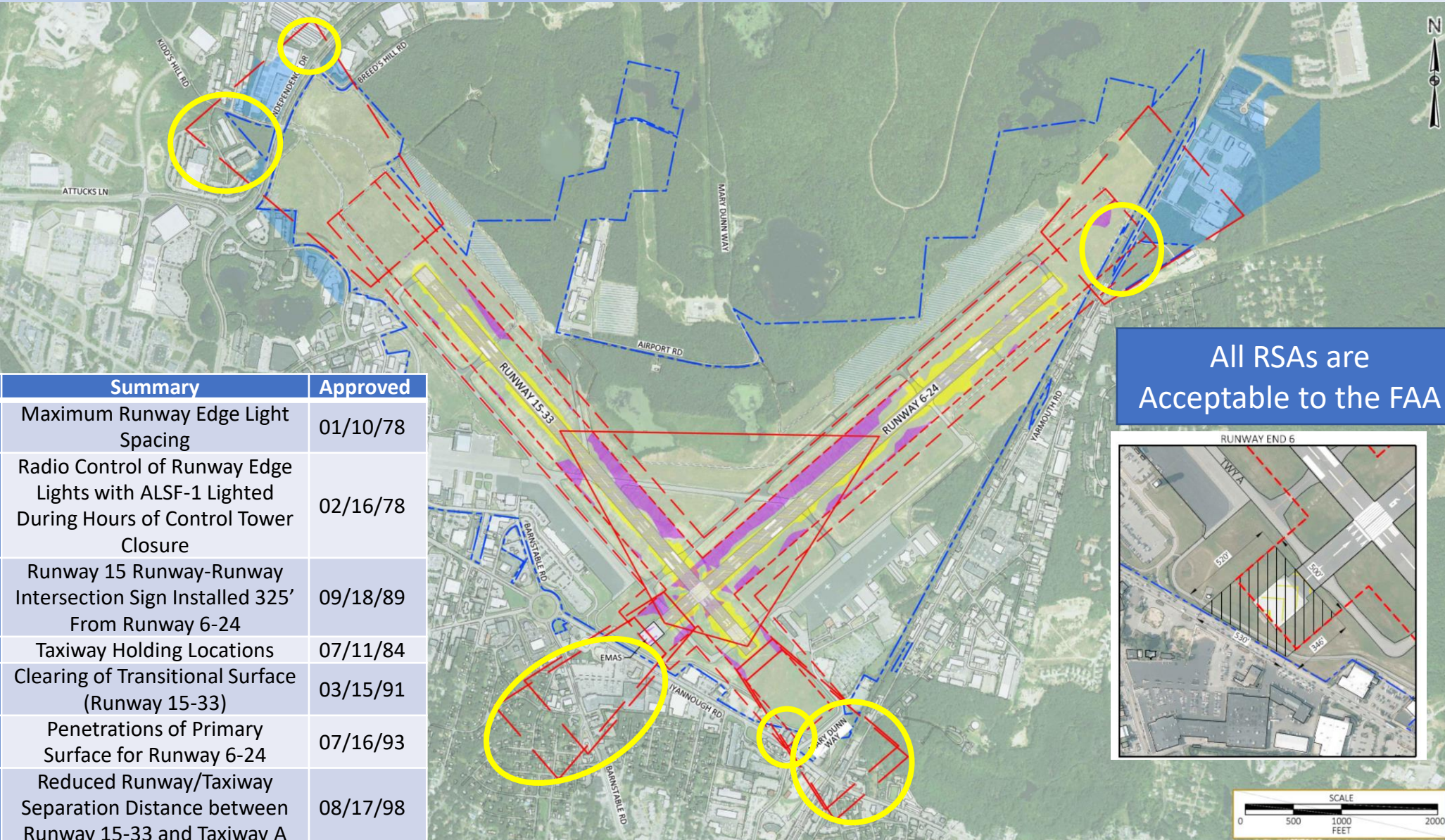
Runway Width & Strength

- Runway 6-24: 150 Feet Wide
- Runway 15-33: 150 Feet Wide
- C-III standard: 150 Feet Wide

Potential Runway 6-24
Strengthening Without Runway
15-33 Extension

	ACN	Runway 6-24 PCN	Runway 15-33 PCN	Deficiency
Embraer 190	17-27	32/F/A/X/T	43/F/A/X/T	None
Airbus A320	19-42	32/F/A/X/T	43/F/A/X/T	Potential Runway 6-24
Airbus A220	15.5-31.8	32/F/A/X/T	43/F/A/X/T	None
Gulfstream GV/G500	12-28	32/F/A/X/T	43/F/A/X/T	None

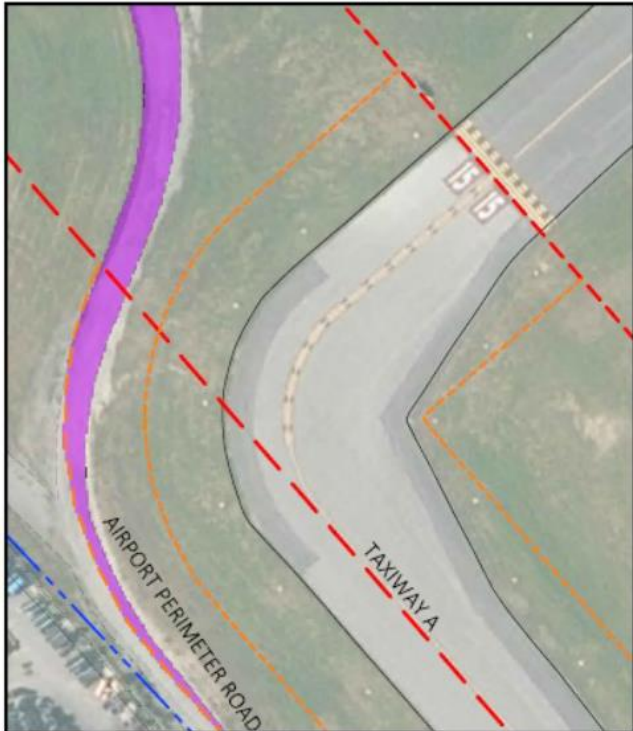
Runway Design Surfaces (RSA, ROFA, RPZ)



Taxiway Design Standards

- Taxiway A - Perimeter Road 77' From Centerline
- Taxiway E - Trees 40' From Centerline (ADG I OFA is 44.5')

TAXIWAY A (1)



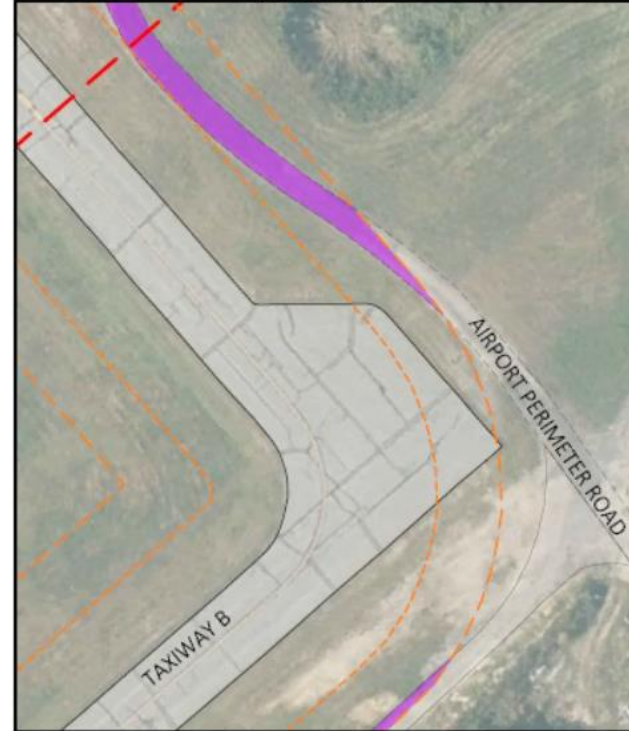
Road 77'

TAXIWAY E (2)



Trees 40'

TAXIWAY B (3)



Limited to wingspans of 78'

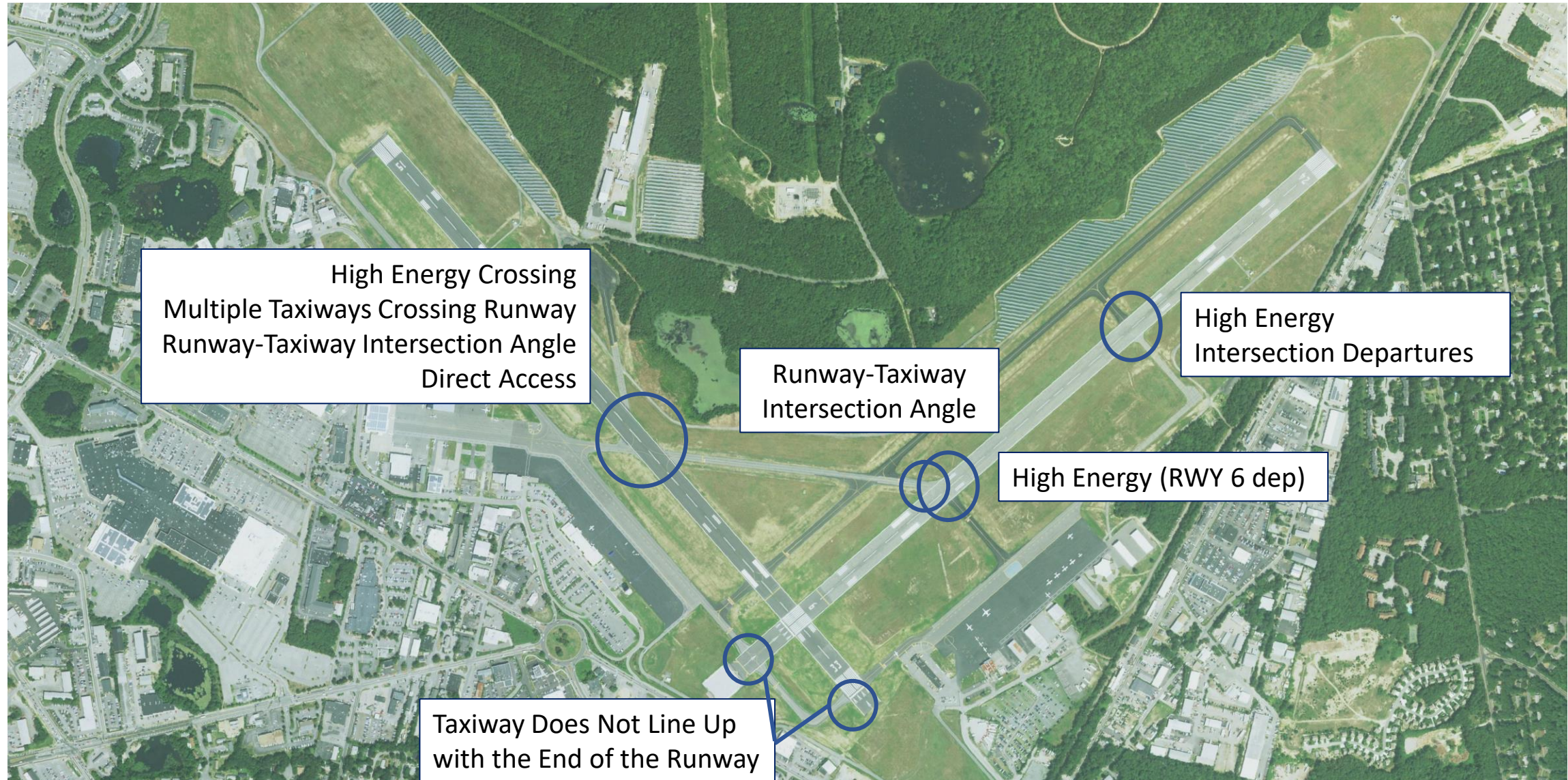
KEY MAP



LEGEND

	NON-STANDARD CONDITION
	ADG III TAXIWAY SAFETY AREA
	ADG III TAXIWAY OBJECT FREE AREA
	RUNWAY SAFETY AREA
	RUNWAY OBJECT FREE AREA
	AIRPORT PROPERTY BOUNDARY

Airfield Geometry Standards



Airside Facility Requirements Summary

Item/Facility	Demand
Runway Length	6,000' – 6,400'
Runway Safety Areas	Control of All RSA Through Ownership
Runway Object Free Area	Control of All ROFA Through Ownership or Avigation Easements
Runway Protection Zone	Control of All RPZs Through Ownership or Avigation Easements
Runway Visual Aids	Add PAPI to Runway 15 Resolve Runway 15 Threshold Light Separation
Taxiways	Address Airfield Geometry Concerns and Meet FAA Standards
Taxiway Width	Widen Taxiway B
Taxiway Lighting	Add MITLs or Reflective Markers to Taxiway E

An aerial photograph of an airport terminal area, showing runways, taxiways, and surrounding land. A semi-transparent blue rectangle is overlaid on the right side of the image, containing the title text. A white diagonal stripe runs from the top-left corner towards the center of the image.

Terminal Area Requirements

Passenger Terminal Ramp



- Existing Sterile Apron Provision:
 - 1x Embraer 190 Power-in/Power-out
- Recommended Sterile Apron Provision:
 - 2x A220/A320 Sized Parking Positions
 - Consider Power-in/Power-out, but Pushbacks may be Required
- No Change for Non-Sterile Apron Area

Passenger Terminal Facility Requirements

- Compared Existing Conditions with Two Scenario Volumes
- 150 Peak Hour Passengers
 - Jetblue A220 + 3x Cape Air/Southern Airways Express
 - 2x Regional Jets from New Airlines
 - High Density A320/737 at 90% Load
- 200 Peak Hour Passengers
 - Jetblue A220 + 1x Regional Jet from New Airline
 - Full High Density A320/737 + 3x Cape Air/Southern Airways Express

Passenger Terminal Facility Requirements

Terminal Functional Area	Existing Provision	150 Passengers	200 Passengers
Check-In / Ticketing	3,670	1,446	1,897
Outbound Baggage Screening & Makeup	2,000	3,240	3,240
Passenger Security Screening Checkpoint	2,305	4,981	6,366
Secure Holdrooms	2,550	6,878	9,072
Baggage Claim and Inbound Baggage Handling	1,338	4,292	8,820
Non Secure Areas	5,065	3,329	4,814
Other Functions/Tenants	13,645	15,644	17,871
Total Passenger Terminal Area Requirement	30,573	39,810	52,080
Passenger Terminal Area Requirement Range		35,000-40,000	50,000-55,000

Recommendation Priorities:

- 1) Expand Baggage Claim Area
- 2) Expand Secure Holdroom
- 3) Expand Security Checkpoint
- 4) Expand Outbound Baggage Screening Area (In-line System)

Total Additional Space - 5,000-25,000 SF

Terminal Building – First Floor



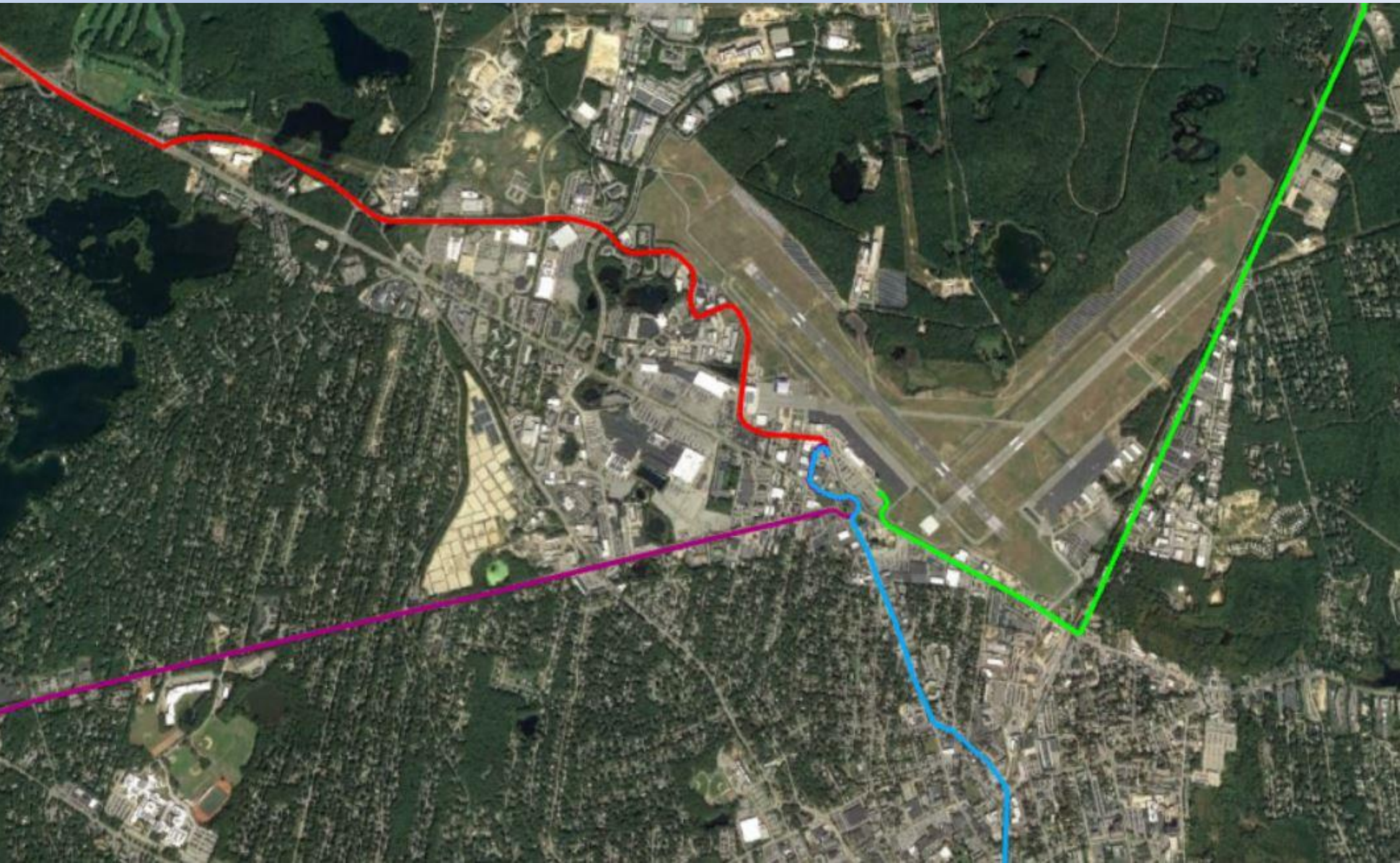
AREA	SYMBOL	SQUARE FEET
FIRST FLOOR TOTAL	N/A	26,600
AIRLINE OFFICES & OPERATIONS AREAS		2,035
AIRPORT MANAGEMENT & OPERATIONS		745
BAGGAGE CLAIM		1,385
BAGGAGE MAKE UP & SCREENING		2,000
CONCESSIONS		3,065

AREA	SYMBOL	SQUARE FEET
HOLDROOMS		4,550
PASSENGER SCREENING \ TSA		1,320
PUBLIC \ CIRCULATION		8,425
SUPPORT AREAS		705
TICKETING \ CHECK-IN		1,635





An aerial photograph of an airport. A long runway runs diagonally from the top left towards the center. To the right of the runway is a large, dark, irregularly shaped area, possibly a pond or a wetland. The surrounding landscape is a mix of green fields, some buildings, and parking lots. In the bottom left corner, there is a small, faint logo that reads "Google Earth".

Landside Requirements

Airport Access



Access Route	Decision Points
Route 6 via Exit 6 to Airport	10
Route 6 via Exit 7 to Airport	4
Centerville to Airport	12
Waterfront to Airport	10

	Exit 6
	Exit 7
	Centerville
	Waterfront

Parking and Roadway Requirements

- Deficiencies
 - Lack of a Singular Route to the Airport
 - Only One Semi-Direct Route to the Airport (Route 6 via Exit 7)
 - Confusion, Too Many Decision Point Along Route to the Airport
 - Lack of Signage
 - Congestion and Traffic via the Rotary
 - Inability to See Signs
- Recommendations
 - Improve Wayfinding and Signage
 - Simplify Routes and Ways of Access
 - Branding and Illumination (Solar)



An aerial photograph of an airport. A long runway runs diagonally from the top left towards the bottom right. To the left of the runway is a smaller taxiway or parking area. The surrounding landscape is a mix of green fields, some trees, and some buildings. In the bottom left corner, there is a small, faint logo that says "Google Earth".

General Aviation & Support Requirements

Hangar Requirements

Based Aircraft	2040 Demand	Existing	Shortage
Individual Hangars	24 units	33 units	0 units
Conventional Hangars ¹	30,220 SF	25,000 SF	5,220 SF
Tie-Downs ^{1, 2}	3	14	0

¹ Aircraft Storage Only


² Those Used for Based Aircraft, Not Transient Parking

- Provision for New Business Hangars (2-4 Conv. Hangars)
- Provision for Unplanned Growth (6 Individual, 2 Conv.)
- New Businesses (i.e. Maintenance Provider)

Overall Recommendation: Plan for 6 Additional Individual Hangars and up to 8 New Conventional Hangars (various sizes)



General Aviation Ramp Requirements



	2040 Demand	Current Provision	Shortage
Transient Ramp Space	423,000 SF	369,500 SF	53,500 SF

General Assumptions:

- Transient Aircraft
 - All GA Itinerant Operations
 - 50% of Air Taxi Operations
- Accounts for Aircraft Staying Multiple Nights (Weekend Stays)

Overall Recommendation: Plan for Between 40,000 and 67,000 SF of Additional Apron Space (Location and Configuration/Operational Flow will Determine Actual Size Requirements)

General Aviation Fueling Requirements

	2040 Demand	Current Supply	Shortage
Aircraft Fueling – Jet A	20,445 Gallons (Peak Month - 3 days)	70,000 Gallons	Potential
Aircraft Fueling – 100LL	15,334 Gallons (Peak Month)	30,000 Gallons	0



Electric Aircraft:

- Cape Air Intends to Operate Electric Aircraft in the Next Decade
- Numerous Electric Aircraft in Development Opportunity for HYA to Become a Hub/Leader for Electric Aircraft

Overall Recommendation: Potential Need for Additional Jet-A Tank, Provide Self-Service 100LL Option, Plan Location/Parking for Electric Aircraft (Up to 6 Itinerant Group II)

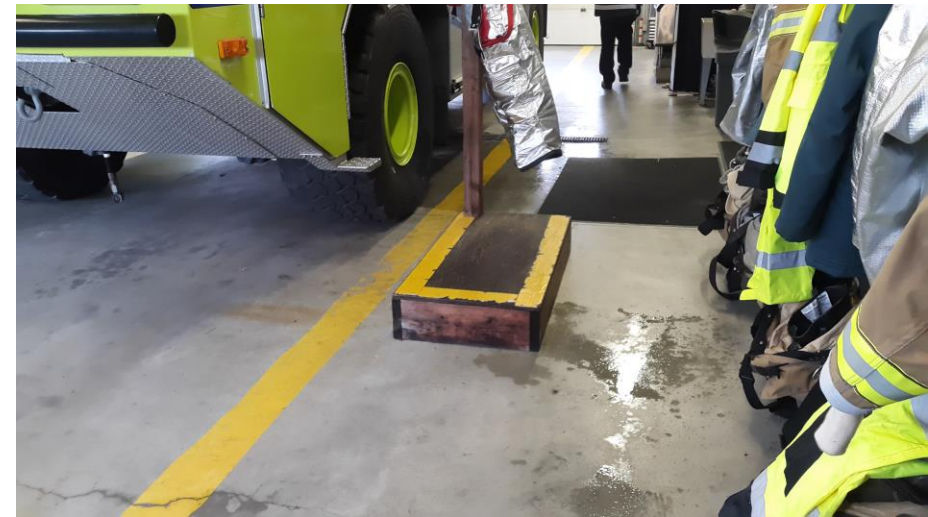
Other General Aviation Considerations

- Self Service Fuel
- Airport Restaurant
- Enhanced Public Interface (East Side)



Support Facilities

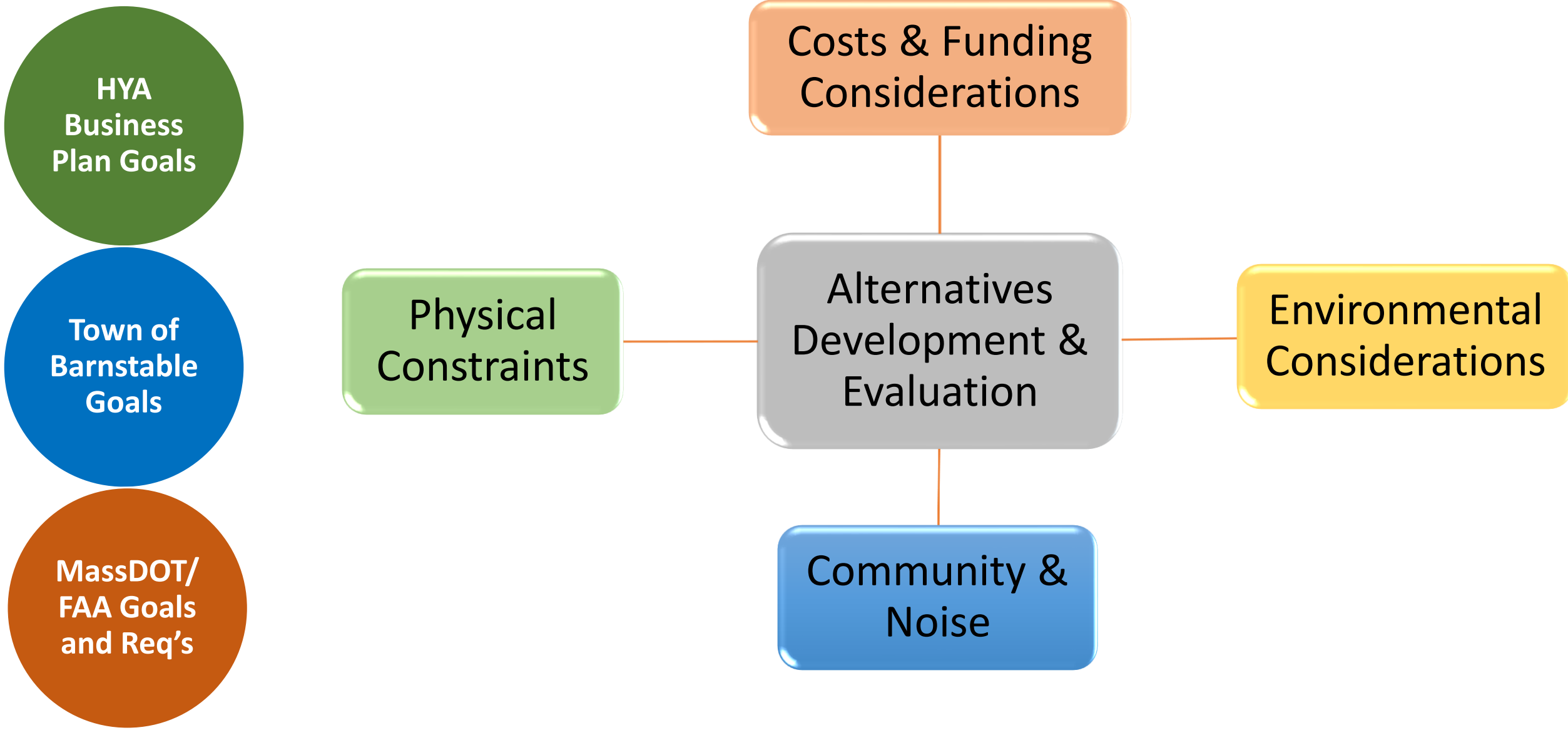
- Aircraft Rescue and Fire Fighting
 - Updated Facilities
 - Roof Leaking (Upcoming Project to Replace Roof)
 - Water Damage
- Airfield Maintenance and Snow Removal Equipment
 - Maintain and Replace Equipment as Needed
 - Expand Building to House All Vehicles
 - Only SRE and ARFF Portions of the Building are Eligible for Federal Funding



An aerial photograph of an airport, showing runways, taxiways, and surrounding land. A large blue semi-transparent rectangle is overlaid on the right side of the image, containing the text "Next Steps". A white arrow shape points from the left edge of the image towards the blue rectangle.

Next Steps

Alternatives Development



What's Next?



Review FAA Comments on First Chapters



Public “Meeting” #1 – Web Based



Review Comments/Revise Capacity Analysis
and Facility Requirements



Development Alternatives



Implementation Plan



Next PAG Meeting – September 2020: HYA
Development Alternatives

Project Contacts:

Rick Lucas
Project Manager
RLucas@mjinc.com
978-692-0522 x2410

Laura Canham
Deputy Project Manager
LCanham@mjinc.com
978-692-0522 x3370

Katie Servis
Airport Manager
Katie.Servis@town.Barnstable.ma.us
508-775-2020

Matt Elia
Assistant Airport Manager
Matthew.Elia@town.Barnstable.ma.us
508-775-2020

Questions

