



MASSACHUSETTS STATEWIDE AIRPORT SYSTEM PLAN



# Massachusetts Statewide Airport System Plan (MSASP)

MAMA Conference  
October 1, 2009

the COLLABORATIVE





# Opening Remarks

*Christopher J. Willenborg, Executive Director, MAC*

- Importance of Massachusetts Statewide Airport System Plan (MSASP) effort to the State
- MSASP interface with State Transportation Reorganization
- MSASP Project Team





# Opening Remarks

*Robert Mallard, Project Manager, ASG Team*

## Presentation Structure

- MSASP Overview
- MSASP Initial Steps - Setting the Stage
- Next Steps
- Questions & Answers





# MSASP Overview

- Purpose
- Function
- Strategic Approach
- Elements
- Outreach
  - PMT
  - Website





## Purpose of the MSASP

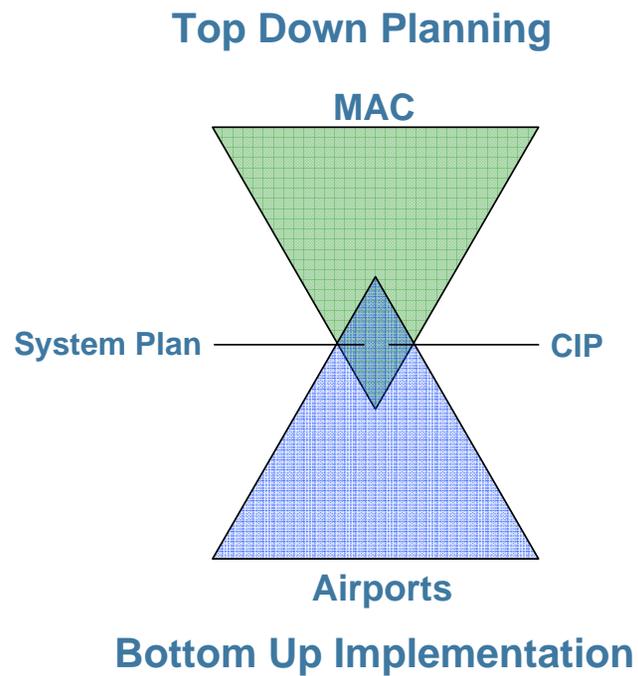
*The Massachusetts Statewide Airport System Plan follows a strategic approach for providing a blueprint to ensure that Massachusetts' future system of airports meets the state's transportation and economic needs.*

- Be an Important Policy-Defining & Decision-Making Tool
- Provide a Macro View of Massachusetts' 37 Public Use Airports
- Demonstrate State & Federal Return on Investment
- Promote Integrated & Sustainable Planning Processes
- Enhance Justification & Accountability for Funding Decisions
- Provide Basis for Economic Impact and Benefits Analysis





# Function of the MSASP





## Strategic Approach to MSASP

- Be Visionary in Establishing Goals
- Establish Performance Measures
- Project Aviation Demand
- Determine the Functional Role of Each Airport
- Benchmark the Adequacy of the Current & Future Airport System
- Prioritize Future System Development
- Create Sustainability in the Planning Process
- Implement a Plan to Help Frame Transportation Decision Making
- Quantify Direct Aviation-Related Employment





# Elements of the MSASP

## System Planning Study Process

*Set the Stage*

Communications Plan  
PMT  
Goals  
Performance Measures

*Evaluate the System*

Issues  
Inventory  
Airport Roles  
Existing Report Card

*Determine the Needs*

Forecasts  
Future System Capacity  
Options/Alternatives

*Recommend Potential Actions*

System Improvements  
Development Costs  
Policy Needs

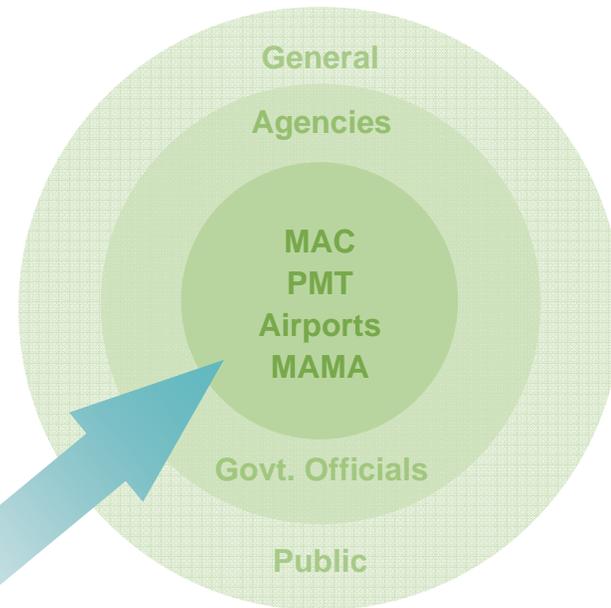
Runway Pavement Assessment  
Aviation Policy Assessment  
Aviation-Related Employment Assessment





# Outreach Plan

- Project Management Team (PMT)
- MAC/MAMA Presentations
- Airport Visits
- Newsletters / Email Mailings
- Public Meetings
- Website (currently active)





## PMT Purpose & Role

*Serve as advisors to MAC to ensure the MSASP addresses key issues facing the statewide airport system*

- Up to 6 Project Meetings
- Review and Comment on Draft Study Products
- Provide link to Airports, Agencies, and other Constituencies that are represented by PMT membership
- Representation:

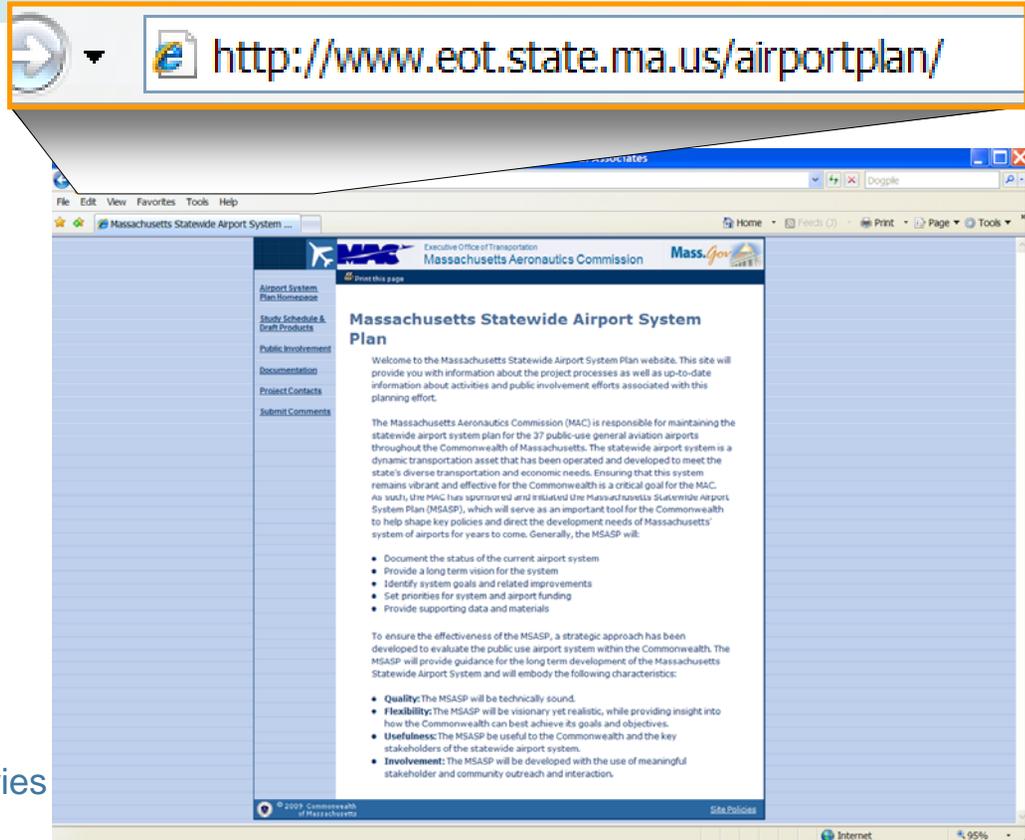
- MAC      - AOPA      - MAMA      - EOT      - MOBD      - MMA  
- FAA      - NBAA      - ATA      - Massport      - RAA





# Project Website

- Project Overview
- Schedule
  - Where we are
  - What's next
- Public Involvement
  - PMT
  - Outreach
- Documentation
  - Draft Work Products
- Project Contacts
- Public Input
  - Submit comments
  - Join email listing
  - View comment summaries





# Initial Steps - Setting the Stage

## *Elements to Drive Inventory Effort*

- Vision for the State Airport System
- Goals for the State Airport System
- Performance Measures to be utilized in evaluating the State Airport System
- State, Regional and Local Airport Issues
- Airport Role Factors and Nomenclature





## Project Vision and Goals

*Provide a safe and efficient airport system that accommodates demand, supports economic and transportation needs, and maximizes funding resources*

- **Goals** – used to define an adequate airport system
- **Performance Measures** – quantitative means to measure system performance for achieving the goals





## Proposed Goals

- **Standards** – The Commonwealth of Massachusetts should be served by a system of airports that are safe, secure, and meet applicable FAA design standards that will satisfy the current and future needs of aviation.
- **Environmental Compliance & Stewardship** – The Commonwealth of Massachusetts should be served by a system of airports that complies with all federal, state, and local environmental regulatory requirements.





## Proposed Goals

- **Economic** – The Commonwealth of Massachusetts should identify the economic impact of the Massachusetts’ system airports and the economic benefit of incremental investment in the aviation system.
- **Preservation** – The Commonwealth of Massachusetts should be served by an efficient airport system with sufficient facilities and services to maintain the state airport system and address the current/future needs of the aviation community.





## Proposed Goals

- **Public Outreach** – The Commonwealth of Massachusetts should be served by a system of airports that promote and support aviation educational programs and community outreach programs.
- **Transportation Integration & Accessibility** – The Commonwealth of Massachusetts should be served by a system of airports that is easily accessible from both the ground and the air, and supports integration with other modes of transportation.





# Proposed Performance Measures

| System Goal               | Goal Description   | Performance Measures  |
|---------------------------|--|---|
| Standards                 | The Commonwealth of Massachusetts should be served by a system of airports that are safe, secure, and meet applicable FAA design standards that will satisfy the current and future needs of aviation. | <ol style="list-style-type: none"> <li>1. Percent of system airports reporting meeting applicable FAA Standards for the Runway Safety Area (RSA) on their runways.</li> <li>2. Percent of system airports with a runway pavement classification of "good."</li> <li>3. Percent of system airports with access controls to the airport operating areas. (airside/landside)</li> <li>4. Percent of system airports with an updated survey of aeronautical obstructions (incl. OC chart, VMP, obstruction/approach analysis, etc.)</li> <li>5. Percent of system airports with an airport perimeter road. (none/partial/complete)</li> <li>6. Percent of system airports with controlling interest (property ownership/assessments) over Runway Protection Zones (RPZs) for each runway end. (none/partial/complete)</li> <li>7. Percent of system airports that meet applicable FAA runway/taxiway separation design criteria on their runways.</li> <li>8. Percent of system airports with current general aviation security plans (within three years old).</li> <li>9. Percent of system airports that have a current Airport Emergency Plan.</li> <li>10. Percent of system airports with current Airport Minimum Standards, and Airport Rules and Regulations for their facility.</li> </ol> |
| Environmental Stewardship | The Commonwealth of Massachusetts should be served by a system of airports that complies with all federal, state, and local environmental regulatory requirements.                                     | <ol style="list-style-type: none"> <li>1. The percent of system airports that comply with the EPA's current requirements for SWPPP.</li> <li>2. The percent of system airports that comply with the EPA's current requirements for SWPPP.</li> <li>3. Percent of system airports with a VMP.</li> <li>4. Percent of system airports with updated yearly operating plans associated with their existing VMP's.</li> <li>5. Percent of system airports with a conservation management plan.</li> <li>6. Percent of system airports with a grassland management plan.</li> <li>7. Percent of system airports with a Comprehensive Solid Waste Management Plan.</li> <li>8. Percent of system airports with surrounding municipalities that have adopted appropriate controls/zoning controls to make land use in the airport environs compatible with airport operations and development.</li> <li>9. Percent of system airports with alternative fuel vehicles or other alternative fuel equipment.</li> <li>10. Percent of system airports with recycling programs.</li> </ol>   |
| Economic                  | The Commonwealth of Massachusetts should identify the economic impact of the Massachusetts system airports and the economic benefit of incremental investment in the aviation system.                  | <ol style="list-style-type: none"> <li>1. Percent of system airports whose revenues equal or exceed their operating expenses.</li> <li>2. Percent of total employment/businesses that is within 30 minutes of a system airport.</li> <li>3. Percent of population and area within 30 minutes of a system airport meeting business user needs (supports business aviation/Part 135).</li> <li>4. Percent of system airports with developable lands available on airport.</li> <li>5. Percent of system airports with established/developable industrial park abutting airport.</li> <li>6. The number of key tourism indicators (i.e. hotel rooms) within 30 minutes driving time of a general aviation airport.</li> </ol>  |

|   |  |
|---|--|
| Commonwealth of Massachusetts should be served by an efficient airport system with sufficient services and services to maintain the airport and the current/future needs of the aviation community. | <ol style="list-style-type: none"> <li>1. Percent of airports meeting minimum facility and service objectives. Note that this performance measure can include the following, among others: <ul style="list-style-type: none"> <li>• Instrument approaches (precision/non-precision)</li> <li>• NAVAIDS / visual guidance systems</li> <li>• Weather reporting (AWOS/ASOS)</li> <li>• Full length parallel taxiway to primary runway</li> <li>• Runway length criteria for the primary and crosswind runways (based on existing and ultimate design aircraft and airport development plans)</li> <li>• Runway width criteria</li> <li>• Airport services, including FBO, on-site car rentals; fueling services (AVGAS/Jet-A).</li> </ul> </li> <li>2. Percent of system airports with displaced thresholds.</li> <li>3. Percent of system airports with a waiting list for T-hangars or community hangars.</li> <li>4. Percent of system airports with a terminal/administration building. Percent of those buildings constructed since 1990.</li> <li>5. Percentage of existing capital projects funding versus the future capital projects costs for system airports.</li> <li>6. Percent of system airports with an airport restaurant.</li> <li>7. Percent of system airports that offer based flight training</li> <li>8. Percent of system airports that offer aircraft maintenance services.</li> <li>9. Percent of system airports that offer aircraft charter services.</li> <li>10. Number of system airports that have closed since 1980 (public-owned and privately-owned, public-use airports).</li> <li>11. Percent of system airports that are recognized in local comprehensive plans.</li> </ol> |
| Commonwealth of Massachusetts should be served by a system of airports that promote and aviation educational programs and community outreach programs.  | <ol style="list-style-type: none"> <li>1. Percent of system airports that have public outreach programs that educates the general public about the importance of their airport to the community.</li> <li>2. Percent of system airports that have an educational outreach program that illustrate aviation career opportunities to students.</li> <li>3. Percent of system airports that host annual air shows or fly-ins.</li> <li>4. Percent of system airports that are members of their local chambers of commerce.</li> <li>5. Percent of the population and area that are within 30 minutes of a system airport with a full-time flight school/flight instructor.</li> </ol>   |
| Commonwealth of Massachusetts should be served by a system of airports that is easily accessible from both the ground and the air, and supports integration with other modes of transportation.     | <ol style="list-style-type: none"> <li>1. Percentage of system airports that provide intermodal options for their community.</li> <li>2. Percent of total population within 30 minutes of a publicly owned system airport &amp; of a public/private-owned system airport.</li> <li>3. Percent of system airports that are acknowledged in local/regional transportation plans.</li> </ol>  |

Integration and Accessibility





# Airport Issues

- Compatible Land Use Development
- Real Estate Disclosures
- Environmental Compliance & Considerations
- New Instrument Approaches
- Airport Sponsorship Alternatives
- Statewide Heliport Considerations
- State Funding Support (funding levels)
- State Funding Support (private-owned vs public-owned)
- Quantify Economic Impact
- Identify Value of Aviation to the State Transportation System

\* Above airport issues were identified prior to project scoping





# Next Steps

## Massachusetts Statewide Airport System Plan Project Schedule

| Task #   | Task Name                               | 2009 |     |      |   |     |     | 2010 |     |  |     |     |     |     |     |     |     |     |     |   |  |
|----------|---|------|-----|------|---|-----|-----|------|-----|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|--|
|          |   | Jul  | Aug | Sept | Oct   | Nov | Dec | Jan  | Feb | Mar                                      | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |   |  |
| Task 1   | System Goals & Performance Measures     |      | ▲   |      |   |     |     |      |     |  |     |     |     |     |     |     |     |     |     |   |  |
| Task 2   | State / Regional / Local Airport Issues |      |     |      |   |     |     |      |     |  |     |     |     |     |     |     |     |     |     |   |  |
| Task 3   | Inventory / Data Collection             |      |     | ◆    | ▲   |     |     |      |     |  |     |     |     |     |     |     |     |     |     |   |  |
| Task 4   | Airport Role Analysis                   |      |     |      |   |     | ▲   |      |     |  |     |     |     |     |     |     |     |     |     |   |  |
| Task 5   | Aviation Demand Forecasts               |      |     |      |   |     |     |      |     |  |     |     |     |     |     |     |     |     |     |   |  |
| Task 6   | Analyze System Adequacy                 |      |     |      |   |     |     |      |     | ▲  |     |     |     |     |     |     |     |     |     |   |  |
| Task 7   | Determine Future System Performance     |      |     |      |   |     |     |      |     |  |     |     |     |     |     |     |     |     |     |   |  |
| Task 8   | Determine Future Airport Performance    |      |     |      |   |     |     |      |     |  |     |     | MAC |     |     |     |     |     |     |   |  |
| Task 9   | Recommended Statewide System Plan       |      |     |      |   |     |     |      |     |  |     |     | MAC |     | ▲   |     |     |     |     |   |  |
| Task 10  | Project Deliverables                    |      |     |      |   |     |     |      |     |  |     |     |     |     |     |     |     |     |     |   |  |
| Task 12  | Assess Runway Pavements                 |      |     |      | Schedule depends on data obtained in Task 3 |     |     |      |     |  |     |     |     |     |     |     |     |     |     |   |  |
| Task 15  | Preliminary Aviation Employment Report  |      |     |      |   |     |     |      |     | Schedule depends on data obtained in MAC |     |     |     |     |     |     |     |     |     |   |  |
| Meetings |   |      |     |      |   |     |     |      |     |  |     |     |     |     |     |     |     |     |     |   |  |
|          | PMT Meetings (6)                        |      | ▲   |      | ▲   |     | ▲   |      |     | ▲  |     |     |     |     | ▲   |     |     |     |     |   |  |
|          | MAMA Presentations (2)                  |      |     |      | ◆   |     |     |      |     |  |     |     |     |     |     |     |     |     | ◆   |   |  |
|          | MAC Meetings (2)                        |      | MAC |      |   |     |     |      |     |  |     |     | MAC |     |     |     |     |     |     |   |  |
|          | Monthly MAC Telecons                    |      | ☺   | ☺    | ☺   | ☺   | ☺   |      | ☺   | ☺  | ☺   | ☺   | ☺   | ☺   | ☺   | ☺   | ☺   | ☺   | ☺   | ☺ |  |





## Next Steps

- Finalize MSASP Performance Measures & State Airport Issues
- **Conduct MSASP Inventory Processes**
- Initiate Airport Role Analysis
- Initiate Communication/Outreach Efforts (including MAMA)
- Initiate Pavement & Employment Assessments





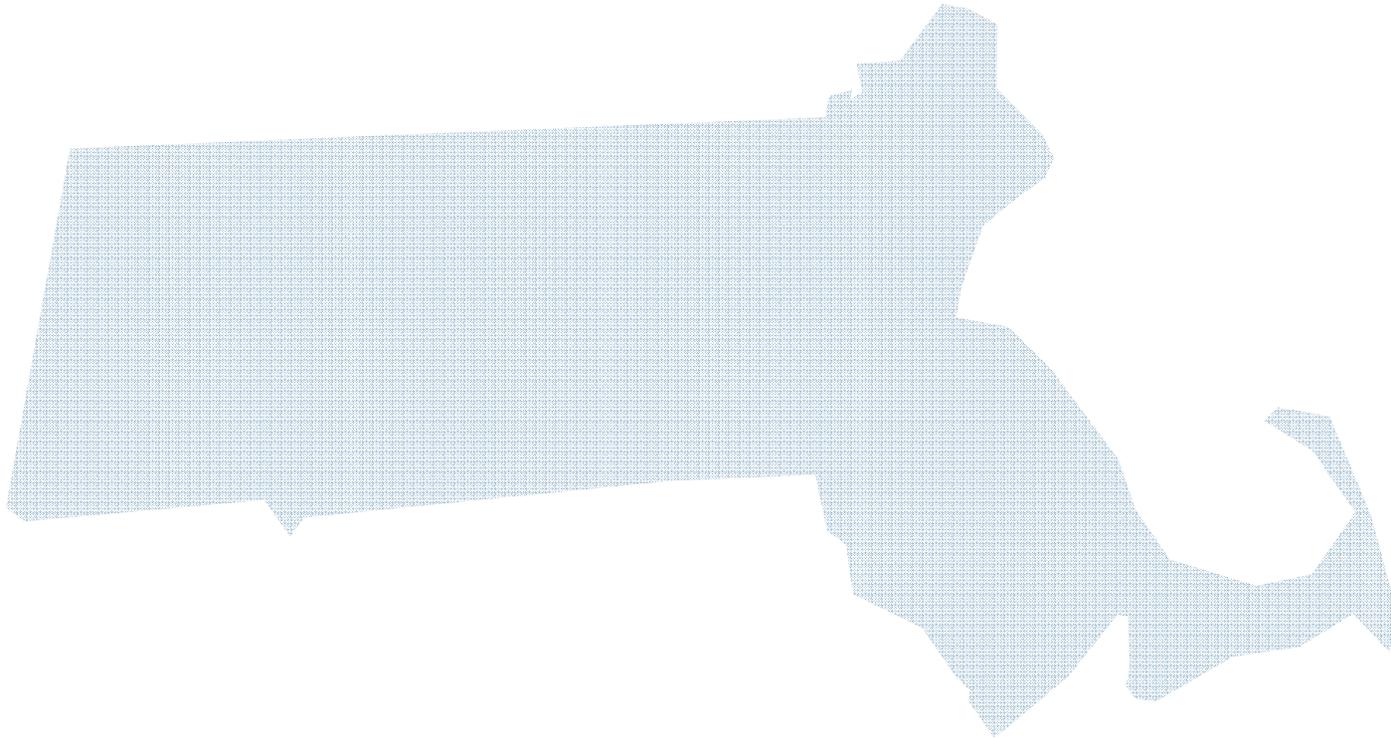
## MAMA Comments

- Utilize Project Website [www.eot.state.ma.us/airportplan/](http://www.eot.state.ma.us/airportplan/)
- Contact MAMA President (David Dinneen)
- Contact MAMA PMT Representative (Russ Maguire)
- Contact MSASP Project Manager (Robert Mallard)
- Contact MAC Project Manager (Denise Garcia)





# Questions & Comments





## MASSACHUSETTS STATEWIDE AIRPORT SYSTEM PLAN



# Thank You!

the COLLABORATIVE

