



**UNIVERSITY PARK AIRPORT
SUSTAINABLE MASTER PLAN
ADVISORY COMMITTEE MEETING SUMMARY**

February 25, 2015 - 11:00 AM

Project: University Park Airport Sustainable Master Plan

Location: General Aviation Terminal Building, University Park Airport, State College, Pennsylvania

The attached report represents this writer's interpretation of items discussed during the meeting. Any corrections or additional information should be brought to our attention for clarifications.

Attendees:

Joseph Beigle, Sam Bertolino, Jeffrey Bower, Cecelia Bradford, Nate Campbell, Ron Filippelli, Robert Finley, Chris Groshel, Rick Harner, Gail Hurley, Bob Jacobs, Jim Meyer, Katie Ombalski, Lori Pagnanelli, Charles Sacavage, Tom Tomczyk, Gordon Turow, Walt Wise, Tom Zilla, Bryan Rodgers, Ed Foster, Brad Eichler, Autumn Ward, Bryan Elliott, Mark Breukink, Zachary Puchacz

Items:

- Bryan Rodgers welcomed all in attendance to the meeting and led the introductions of those present.
- Mark Breukink provided an update on the current status of the project and reviewed the agenda of the meeting.
- Autumn Ward provided an update on the status of the sustainability planning which included a review of the planning process and an outline of the sustainability chapter. She also reviewed the planning process of The Pennsylvania State University's Sustainability Planning Guidebook and summarized the waste / recycling walk-through that was conducted as a part of the sustainable master plan project. Autumn concluded with an overview of the sustainability initiatives that were established as well as the Airport's implementation and monitoring plan.
- Mark reviewed the projections of aviation demand that included forecasts for future enplanements, operations, air cargo, and based aircraft. This included updated historical enplanement, aircraft operations, air cargo, and based aircraft data that became available for 2013 and 2014 after the original projections were prepared.
- Mark reviewed the Airport's facility needs and presented the recommended alternatives to address these needs. The following lists each infrastructure element, its identified need, and the improvement recommended to address the need that was presented by Mark to the advisory committee.
 - **Runway 6/24** – Mark explained that an extension of Runway 6/24 would be needed if

demand materialized by an operator such as a low-cost carrier to provide non-stop flights from the Airport with a narrow-body aircraft to destinations in Florida and west of the Mississippi River. In addition to a runway extension, 25 foot paved shoulders and 200 foot by 200 foot blast pads are recommended for Runway 6/24 to meet design standards. Mark then recommended that an extension of the runway should occur at the approach end of Runway 24.

- **Taxiway System** – Mark explained that a number of improvements are needed to the taxiway system to meet current FAA standards. These include:
 - Increasing pavement fillets, safety areas, and obstacle free areas to meet current design standards
 - Adding 20 foot paved shoulders to taxiways
 - Closure and relocation of Taxiway C, H, & J between Runway 6/24 and Taxiway A to remove direct airfield access
 - Remove closed pavement surfaces associated with the former crosswind runway
 - Relocate Taxiway D to improve longitudinal grade to meet FAA design standards

- **Commercial Airline Terminal Parking** – Mark reviewed the commercial airline terminal parking projections and recommended that parking be expanded to the west adjacent to the existing rental car ready / return lot next to the commercial airline terminal building.

- **Landside Access** – Mark explained that a need had been identified for improved landside access to the Airport from Interstate 99 / U.S. Route 322. Mark presented a recommended landside access development plan that illustrated a connector from the Innovation Park exit on Interstate 99 to the intersection of Bernel Road and Fox Hill Road. A relocation of Fox Hill Road to accommodate the development of the ultimate commercial airline terminal area and construction of an improved airport perimeter service road were also presented to the committee as recommended landside access developments.

- **General Aviation Development** – Mark discussed that additional apron area for itinerant aircraft parking as well as additional box-style and T-style hangars for based aircraft are needed to meet the demand projected for the planning period. A recommended general aviation development plan was presented to the committee that illustrated an area for new box-style hangar development south of the existing corporate hangars. An expansion of the deicing apron for increase itinerant parking and a relocation of Taxiway D to meet longitudinal grade standards were also presented. Mark concluded with a plan to expand the existing T-style hangar area near the approach of Runway 24 and preserving an area adjacent to the Air National Guard facility at the approach end of Runway 6 for aeronautical development should the Airport be approached by an aircraft manufacturer or maintenance provider.

- **Air Cargo Development** – Mark explained that increased apron area is needed at the air cargo facility so that four (4) Cessna 208 Caravan aircraft can be accommodated at the same time. Mark presented an alternative that illustrated how the air cargo apron could be expanded to accommodate four (4) Cessna 208 Caravan aircraft.
- **Aircraft Rescue and Firefighting (ARFF) / Snow Removal Equipment (SRE) Facility** – Mark explained that there is need to replace the Airport's existing firefighting vehicles and snow removal equipment with larger, next generation vehicles; however, the vehicle bays of the existing ARFF and SRE facilities are not sized to accommodate these larger vehicles. Taking advantage of efficiencies that are gained in combining the storage of firefighting and snow removal vehicles into a single building, Mark recommended that a consolidated ARFF / SRE facility be constructed near the northeast corner of the commercial airline terminal apron at a site occupied by the existing ARFF facility.
- **Conceptual Development Plan** – Mark presented the conceptual development plan that illustrates all recommended alternatives into a single drawing. Mark explained that an expansion of the commercial airline terminal apron was found to be needed as the recommended alternatives were consolidated into a single drawing since the proposed ARFF / SRE facility would result in a reduction of apron area.
- Mark presented the Airport's Capital Improvement Plan (CIP) that was drafted based on the recommended alternatives from the sustainable master plan and other Airport development, operational, and maintenance needs. Mark explained that the projects listed in the CIP were prioritized based on short-term, mid-term, and long-term needs. It was also explained to the committee that implementation of these projects would be based on the availability of funding. Other factors such as changing market demands, airline schedules, and other unknown circumstances could also affect the timing and implementation of these projects.
- Mark reviewed the next steps of the project which include finalizing the financial analysis, completing the Airport Layout Plan, documenting the sustainable master plan report, and preparing the executive summary. Mark announced that a public official meeting would be held in the evening from 4:00 p.m. to 5:00 p.m. with a public information meeting held afterwards from 5:30 p.m. to 7:30 p.m. All were invited to attend the public information meeting. Mark thanked all for attendance and mentioned an electronic version of the committee presentation and meeting summary would be made available on the Airport's website at www.universityparkairport.com.

Respectfully submitted,
MEAD & HUNT, Inc.

Zachary Puchacz
Planner, Aviation Services