



Massachusetts Statewide Airport System Plan (MSASP)

Regional Transportation Advisory Council
October 13, 2010



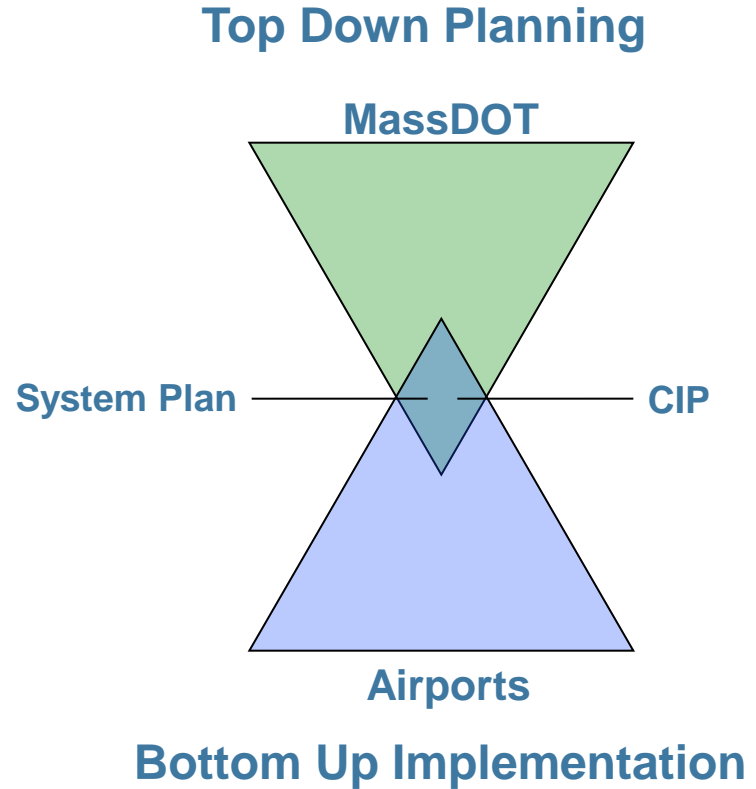
Purpose of the MSASP

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





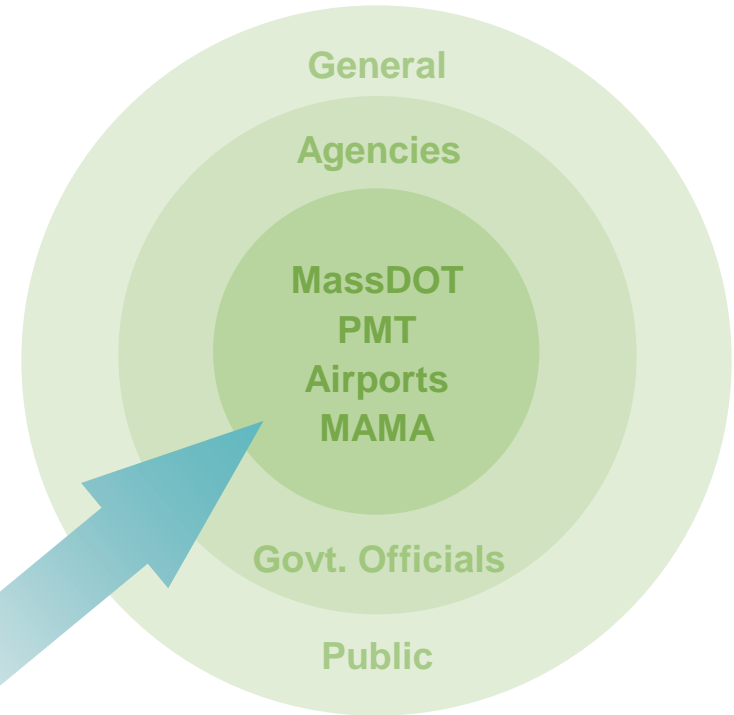
Strategic Approach to MSASP

- 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



Outreach Plan

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





PMT Purpose & Role

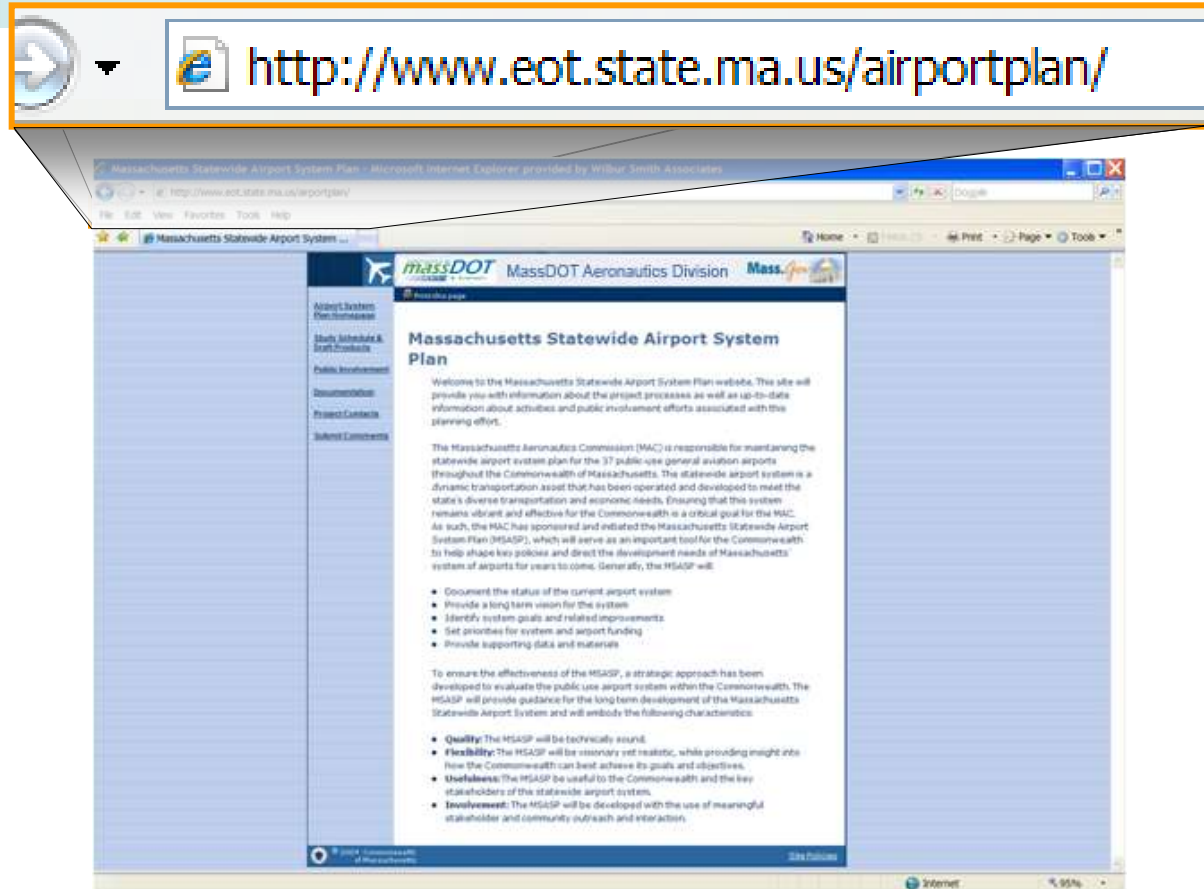
Serve as advisors to MassDOT to ensure the MSASP addresses key issues facing the statewide airport system

- 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:
 - MassDOT - AOPA - MAMA - MOBD - Massport
 - FAA - NBAA - ATA - 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





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"> 1. Percent of system airports reporting meeting applicable FAA Standards for the Runway Safety Area (RSA) on their runways. 2. Percent of system airports with a runway pavement classification of "good." 3. Percent of system airports with access controls to the airport operating areas, (airside/fairfields) 4. Percent of system airports with an updated survey of aeronautical obstructions (incl. OC chart, VMP, obstruction/approach analysis, etc.) 5. Percent of system airports with an airport perimeter road, (non/partial/complete) 6. Percent of system airports with controlling interest (property ownership/leases) over Runway Protection Zones (RPZs) for each runway end, (non/partial/complete) 7. Percent of system airports that meet applicable FAA runway/taxiway separation design criteria on their runways. 8. Percent of system airports with current general aviation security plans, (within three years old) 9. Percent of system airports that have a current Airport Emergency Plan. 10. Percent of system airports with current Airport Minimum Standards, and Airport Rules and Regulations for their facility.
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"> 1. The percent of system airports that comply with the EPA's current requirements for SPCC. 2. The percent of system airports that comply with the EPA's current requirements for SWPPP. 3. Percent of system airports with a VMP. 4. Percent of system airports with updated yearly operating plans associated with their existing VMP's. 5. Percent of system airports with a conservation management plan. 6. Percent of system airports with a grassland management plan. 7. Percent of system airports with a Comprehensive Solid Waste Management Plan. 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. 9. Percent of system airports with alternative fuel vehicles or other alternative fuel equipment. 10. Percent of system airports with recycling programs.
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"> 1. Percent of system airports whose revenues equal or exceed their operating expenses. 2. Percent of total employment/businesses that is within 30 minutes of a system airport. 3. Percent of population and area within 30 minutes of a system airport meeting business user needs (supports business aviation/Part 135). 4. Percent of system airports with developable lands available on airport. 5. Percent of system airports with established/developable industrial park abutting airport. 6. The number of key tourism indicators (i.e. hotel rooms) within 30 minutes driving time of a general aviation airport.

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



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

- Finalize MSASP Policy Recommendations.
- Present MSASP Update at the Massachusetts Airport Management Association Conference in November 2010.
- Present MSASP Update to Federal, State, and Local Legislative Leaders in January 2011.



Thank You!