

# LINCOLN AIRPORT

AIRPORT MASTER PLAN



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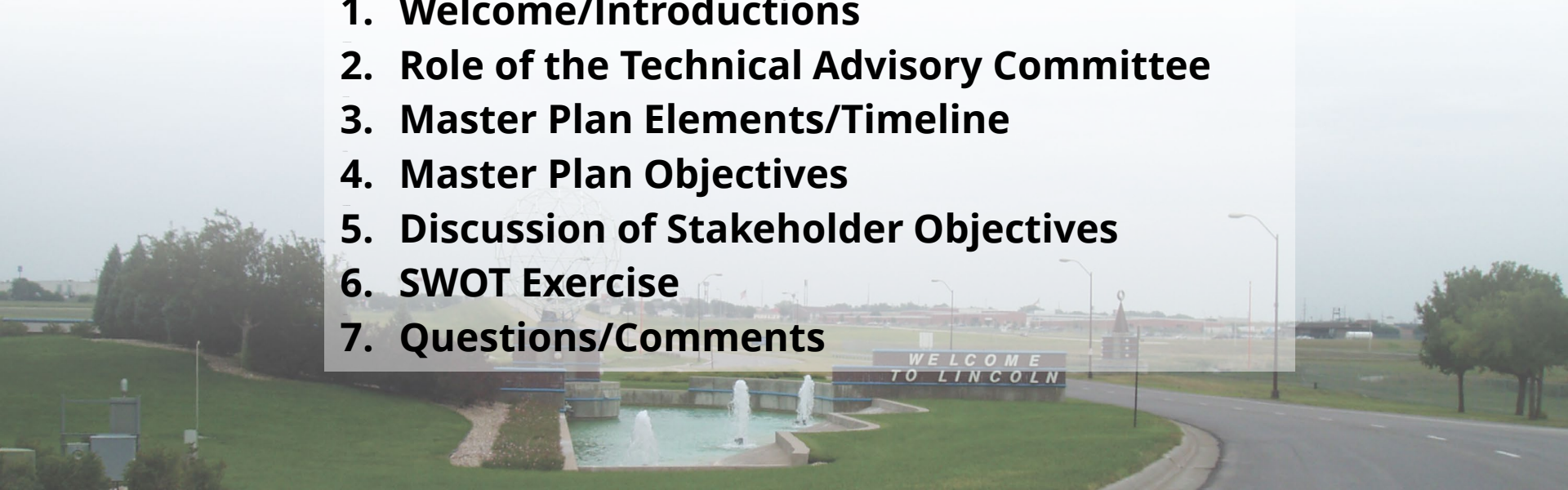


## TECHNICAL ADVISORY COMMITTEE MEETING #1

January 20, 2021

### AGENDA

1. Welcome/Introductions
2. Role of the Technical Advisory Committee
3. Master Plan Elements/Timeline
4. Master Plan Objectives
5. Discussion of Stakeholder Objectives
6. SWOT Exercise
7. Questions/Comments



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## PLANNING TEAM



### Prime consultant:



**Mike Dmyterko** – Principal In Charge

**Eric Pfeifer** – Project Manager

**Jake Allen** – Planner

### Sub consultants:

- **Aeroplex Leasing** | GA hangar analysis
- **Alfred Benesch & Company** | Engineering support
- **Alliance** | Terminal building development plans
- **DKMG Consulting** | Financial planning
- **Loomacres** | Wildlife hazard site assessment
- **Martinez Geospatial** | Aerial photography and GIS survey



## ROLE OF THE ADVISORY COMMITTEE

- ▶ The **purpose** of the Technical Advisory Committee (Committee) is to provide Lincoln Airport Authority and the planning consultant (Coffman Associates) with input into the Airport Master Plan.
- ▶ The **members** of the Committee are intended to represent a variety of organizations and individuals with interest in the use and development of Lincoln Airport. These include governmental interests, aviation and non-aviation interests, and area economic development interests.
- ▶ The **role** of the Committee is to provide input to the Lincoln Airport Authority and the Consultant regarding the current and future use of the airport. The Committee will review elements of the Airport Master Plan while they are in draft form and comment on the accuracy of the assumptions and relevance of the information used to develop the report. The Committee is a non-voting advisory body. While all comments made by the Committee members will be considered by the Consultant in developing the draft and final versions of the report, the Committee will not vote to approve or disapprove elements of the study.



## ROLE OF THE ADVISORY COMMITTEE

- ▶ Individual Committee members are considered to **represent** their designated organizations. It is the responsibility of Committee members to communicate with their respective organizations and report any comments/concerns regarding the development of the Airport Master Plan from their organization back to the Committee, the Airport Authority, and the Consultant throughout the process.
- ▶ **Committee meetings** will be held periodically throughout the preparation of the Airport Master Plan. There are four meetings planned at this time.
- ▶ **Attendance** at the meetings is strongly encouraged. Each member of the Committee represents a unique or significant group. If you are unable to attend any given meeting, please send a representative who is able to speak for you or your organization.

## ROLE OF THE ADVISORY COMMITTEE

- ▶ For your convenience, **comment forms** will be provided for TAC members to submit written comments for consideration in preparing the final report. It would be greatly appreciated if comments are submitted by the due date indicated on the form (approximately two weeks following the meeting). If this is not possible, contact Coffman Associates and let them know when you plan to submit your comments. Comments can also be submitted electronically through the project website dedicated to this study ([lincoln.airportstudy.net](http://lincoln.airportstudy.net)).
- ▶ Comments or questions regarding the TAC, meetings, or working papers should be directed to Eric Pfeifer with Coffman Associates at 816-524-3500, or to Chad Lay, Director of Planning and Development, Lincoln Airport Authority, 402-458-2400.
- ▶ A series of **Public Information Workshops** will be held over the course of the study. The primary purpose of these workshops is to allow the public to obtain information regarding the Master Plan, ask questions, and provide input. Each TAC member is invited to attend this meeting and to encourage members of their organization to attend.

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## AIRPORT MASTER PLAN

## PROJECT WORKFLOW



**TAC #1**

### INVENTORY

- Airport Facilities
- Airspace and Air Traffic Activity
- Airport Access and Parking, Utilities, and Aerial Photography
- Area Socioeconomic Data
- Local Planning and Land Use

• Working Papers

### AVIATION DEMAND FORECASTS

- Based Aircraft and Fleet Mix
- Annual Operations
- Commercial Service

• Working Papers

**TAC #2**

**PIW #1**



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## AIRPORT MASTER PLAN

### PROJECT WORKFLOW



#### DEMAND/CAPACITY AND FACILITY REQUIREMENTS

- Design Categories
- Runway Length and Strength
- Support Facilities
- Taxiways
- Airfield Capacity
- Hangar Facilities
- Terminal Building
- Aprons
- Navigational Aids

#### AIRPORT DEVELOPMENT ALTERNATIVES

- Evaluate Development Scenarios
  - Airside
  - Landside
  - Support

Working Papers

Working Papers

TAC #3

PIW #2





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## AIRPORT MASTER PLAN

### PROJECT WORKFLOW



#### RECOMMENDED MASTER PLAN CONCEPT/ ENVIRONMENTAL REVIEW

- Detailed Master Plan Facility and Land Use Plans
- Review/Evaluation of NEPA Environmental Categories
- Noise Exposure

Working Papers

#### FINANCIAL PLAN/CAPITAL IMPROVEMENTS

- Airport Development Schedule
- Cost Estimates
- Funding Sources

Working Papers

TAC#4

PIW #3

#### AIRPORT LAYOUT PLANS/LAND USE COMPATIBILITY

- Airport Layout Plan
- Landside Drawing
- Recycling Plan
- Airspace/Approach Drawings
- On-Airport Land Use Plan
- Property Map
- Land Use Plans

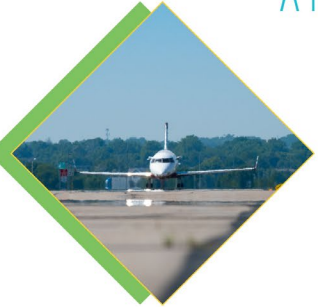




### STUDY OBJECTIVES

1. Runway 14-32 and 18-36 length eligibility and justification analysis
2. Runway 17-35 future eligibility and justification analysis – required for FAA’s continued support as a “secondary” runway.
3. Evaluate parallel runway orientation re-designation to limit aircraft from misaligning on approach.
4. Consider solutions for and prioritization of geometry corrections to the Runway 18-36-Echo-Delta-Juliet intersection (designated by FAA as Hotspot 1).
5. Determine a location for dedicated general aviation MRO engine run-ups.
6. Establish a development plan for west ramp aeronautical activities after the Offutt lease term including the possible relocation of the Midwest Roadside Safety (MwRSF) facility and a determination for marketing and developing for dedicated aircraft cargo operations.



### STUDY OBJECTIVES

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7. Consider the potential for railpark development west of the Kawasaki plant.
  8. Evaluate the Runway 14 Runway Protection Zone (RPZ) to determine if existing and/or planned roadway changes prohibit the runway from supporting a larger RPZ.
  9. Develop a new Exhibit A - Airport Property Inventory Map per FAA's SOP 3.00 requirements.
  10. Determine if proposed terminal building improvements impact Runway 14-32.
  11. Incorporate sustainability and environmental best practices into recommended plans.
  12. Determine if there is a need to address the levee around the south end of the airfield. The levee does not meet FEMA freeboard requirements and was therefore decertified. Most of the south 1/3rd of Runway 18-36 and much of the Nebraska Air National Guard facility are now in the 100-year flood plain. Determination will be made on whether this will have an impact on future BRAC considerations, and if so, the planning process will outline potential mitigation options/opportunities.



# STAKEHOLDER OBJECTIVES



# LINCOLN AIRPORT



## SWOT ANALYSIS

	Helpful to achieve the objective	Harmful to achieve the objective
Internal Origin (attributes of the organization)	<b>S</b> <b>Strengths</b>	<b>W</b> <b>Weaknesses</b>
External Origin (attributes of the environment)	<b>O</b> <b>Opportunities</b>	<b>T</b> <b>Threats</b>



# QUESTIONS?