

# LINCOLN AIRPORT

AIRPORT MASTER PLAN



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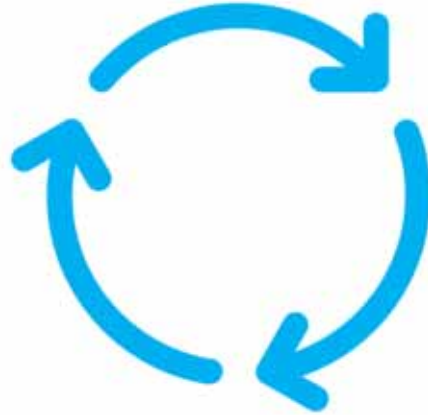


## TECHNICAL ADVISORY COMMITTEE MEETING #3

March 23, 2022

# WELCOME BACK!

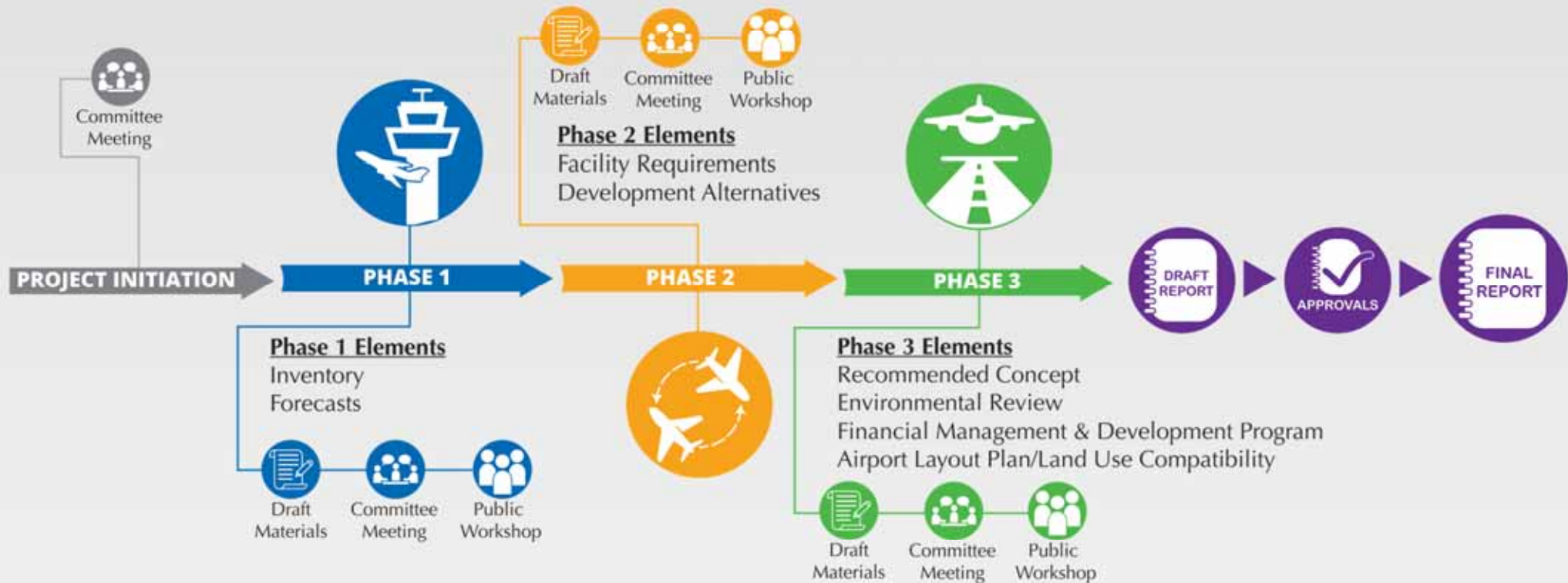




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# MASTER PLAN PROCESS





# Forecast Summary

	BASE 2020	FORECAST		
		2025	2030	2040
<b>ENPLANEMENTS</b>	<b>51,350</b>	<b>302,637</b>	<b>348,882</b>	<b>464,044</b>
<b>OPERATIONS</b>				
<i>Itinerant</i>				
Air Carrier	512	2,776	3,886	6,067
Air Taxi	9,166	16,442	17,500	20,600
General Aviation	22,792	24,600	24,900	28,400
Military	7,356	7,230	7,230	7,230
<b>Subtotal</b>	<b>39,826</b>	<b>51,049</b>	<b>53,515</b>	<b>62,297</b>
<i>Local</i>				
General Aviation	14,438	15,300	16,100	18,000
Military	3,356	3,356	3,356	3,356
<b>Subtotal</b>	<b>17,794</b>	<b>18,656</b>	<b>19,456</b>	<b>21,356</b>
<b>Total Operations</b>	<b>57,620</b>	<b>69,705</b>	<b>72,971</b>	<b>83,653</b>
<b>TOTAL OPERATIONS PEAKING</b>				
Annual Operations	57,620	69,705	72,971	83,653
Peak Month	5,896	7,133	7,467	8,560
Busy Day	277	336	350	402
Design Day	194	235	245	281
Design Hour	10	12	13	15
<b>CIVILIAN BASED AIRCRAFT</b>				
Single-Engine Piston	115	121	121	133
Multi-Engine (Piston/Turbine)	14	16	19	23
Jet	21	24	31	40
Helicopter	2	3	5	8
<b>Total Civilian Based Aircraft</b>	<b>152</b>	<b>164</b>	<b>176</b>	<b>204</b>

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## AIRPORT MASTER PLAN



	Runway 18-36 (existing/ultimate) AIP and PFC Eligible	Runway 18-36 (existing/ultimate) Planning Purposes (includes military)	Runway 14-32 (existing/ultimate)	Runway 17-35 (existing/ultimate)
Airport Reference Code (ARC)	C-III (existing) C-IV (ultimate)	D-IV	C-III	C/D-II
Critical Aircraft (Typ.)	CRJ 900/EMB 170 (existing) A320/B737/B767- 300F (ultimate)	T-38 KC-135	CRJ 900 EMB 170	Gulfstream G280 Gulfstream G450
Runway Design Code (RDC)	C-III-2400 (existing) C-IV-2400 (ultimate)	D-IV-2400	C-III-5000	C/D-II-4000
Taxiway Design Group (TDG)	TDG 2 (existing) TDG 5 (ultimate)	TDG 4	TDG 2 (existing) TDG 5 (ultimate)	TDG 2
Approach Reference Code (APRC)	D/VI/2400	D/VI/2400	D/IV/5000 & D/V/5000	B/III/4000 & D/II/4000
Departure Reference Code (DPRC)	D/VI	D/VI	D/IV & D/V	B/III & D/II

Chapter 3

# **FACILITY REQUIREMENTS**



# LINCOLN AIRPORT



## FACILITY REQUIREMENTS







## Exhibit 3A-1: Airfield Capacity Factors

### AIRFIELD LAYOUT

Runway Configuration



Runway Use



Number of Exits



### WEATHER CONDITIONS

VMC (VFR)

Visual Meteorological Conditions

93.75%



IMC (IFR)

Instrument Meteorological Conditions

4.45%



PVC

Poor Visibility Conditions

1.81%



# LINCOLN AIRPORT

AIRPORT MASTER PLAN



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### AIRCRAFT MIX

#### Category A & B Aircraft



Single Engine



Small Turboprop



Twin Piston

#### Category C Aircraft



Business Jet



Commuter



Regional Jet



Commercial Jet

#### Category D Aircraft



Wide Body Jets

### OPERATIONS

#### Arrivals



#### Departures



#### Touch-and-Go Operations



#### 2015-19 Monthly Average Operations

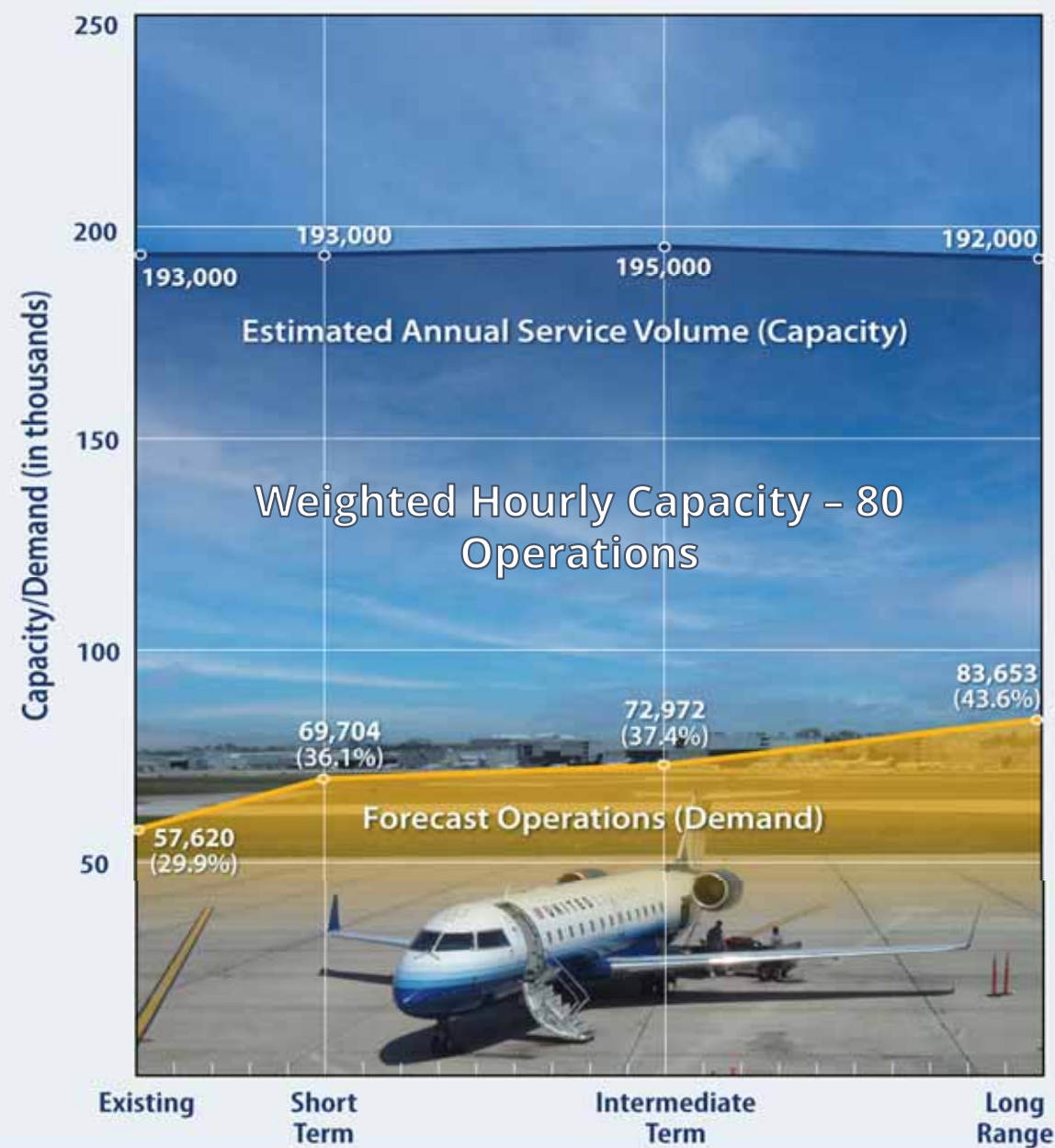


Month	Operations (in thousands)
J	20
F	20
M	25
A	24
M	25
J	28
J	29
A	30
S	25
O	25
N	24
D	22

# LINCOLN AIRPORT

## AIRPORT MASTER PLAN

Exhibit 3B:  
Demand/Capacity Analysis





## Runway Designations



2004 - Designations changed from 17R-35L/17L-35R  
18-36/17-35

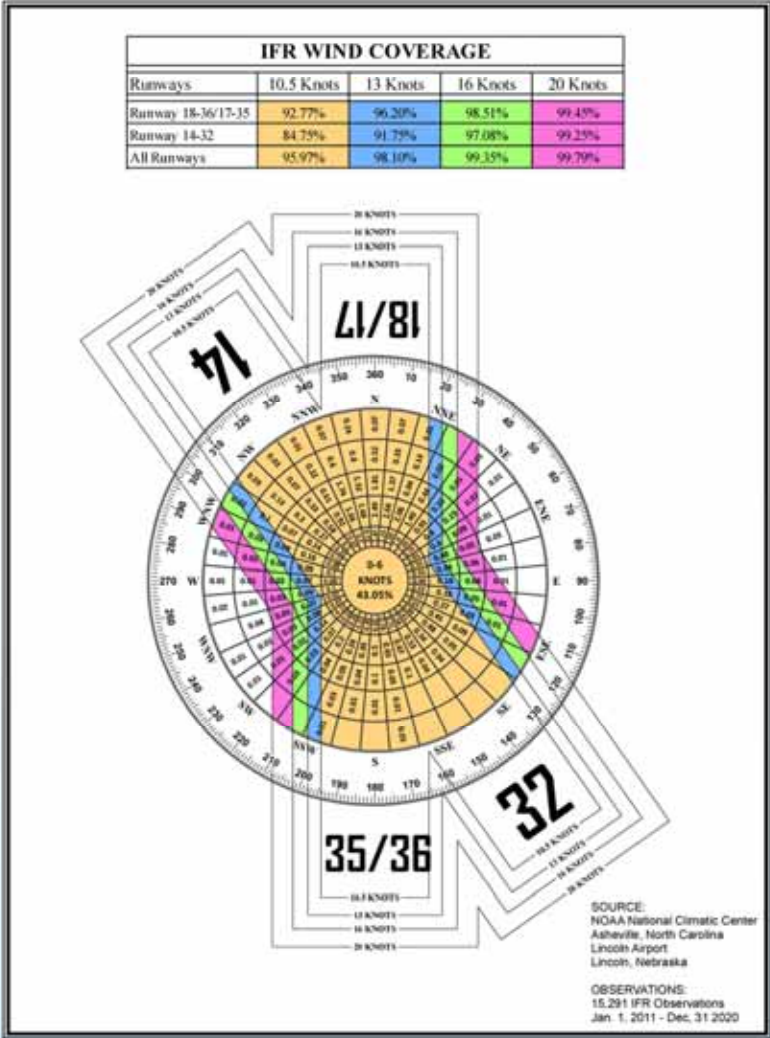
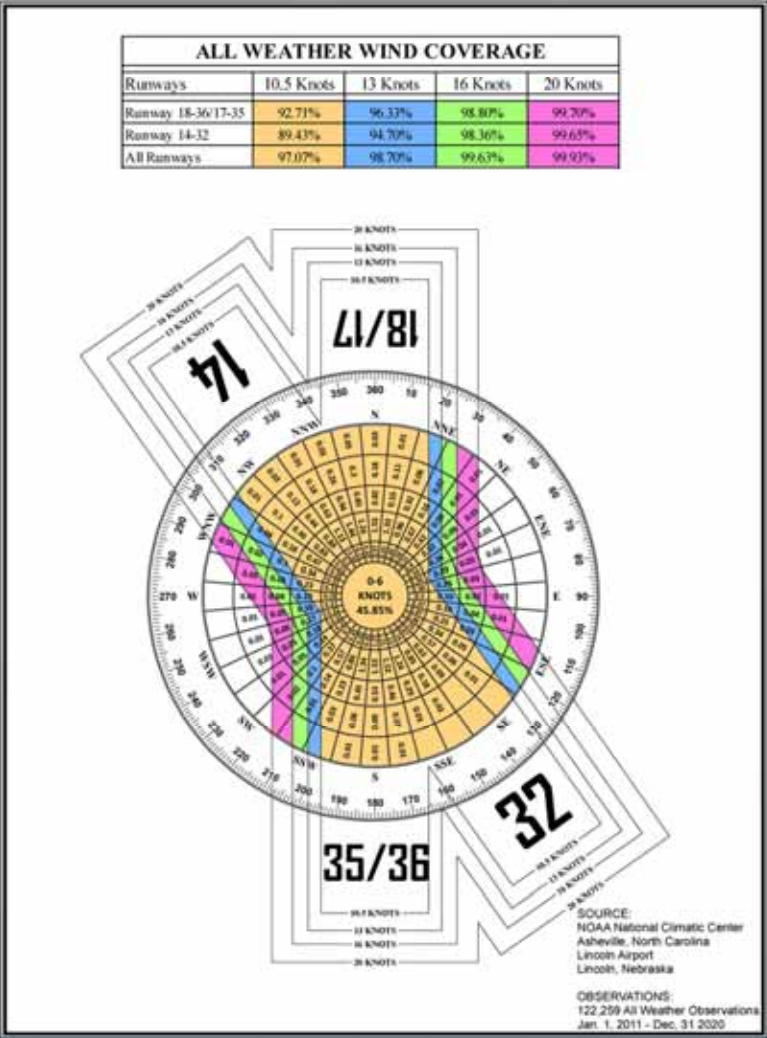
Current Magnetic Heading – 177°/357°

FAA AC 150/5340-1M, *Standards for Airport Markings* “Parallel runways separated by a large distance, as by a central terminal..., **it is preferable to designate the runways as non-parallel runways to avoid pilot confusion.**”





Exhibit 3C: Windroses





## Exhibit 3C: Windroses

ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 18-36/17-35	92.71%	96.33%	98.80%	99.70%
Runway 14-32	89.43%	94.70%	98.36%	99.65%
All Runways	97.07%	98.70%	99.63%	99.93%

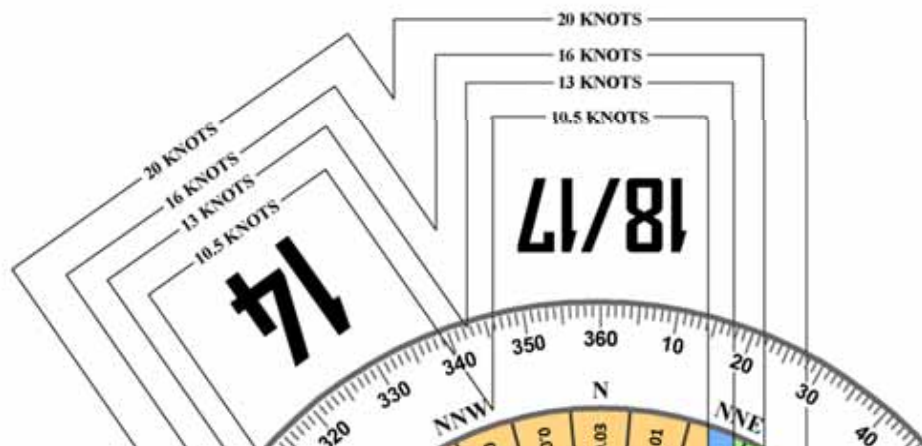




Exhibit 3C: Windroses

IFR WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 18-36/17-35	92.77%	96.20%	98.51%	99.45%
Runway 14-32	84.75%	91.75%	97.08%	99.25%
All Runways	95.97%	98.10%	99.35%	99.79%

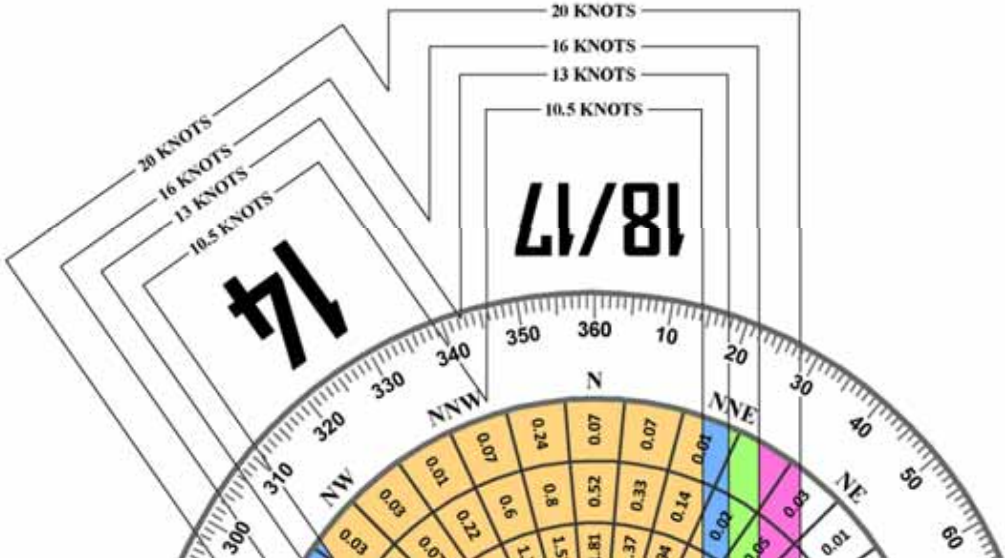




TABLE 3F | Monthly Crosswind Coverage

		ALL-WEATHER (KNOTS)				IFR (KNOTS)			
		10.5	13	16	20	10.5	13	16	20
Runway 18-36 / 17-35	January	93.27%	96.96%	99.13%	99.86%	95.95%	98.63%	99.75%	99.99%
	February	93.29%	96.84%	98.94%	99.64%	93.55%	96.73%	98.72%	99.62%
	March	89.68%	94.21%	97.68%	99.29%	89.57%	94.40%	97.61%	98.81%
	April	86.72%	93.11%	97.68%	99.32%	88.62%	94.72%	98.21%	99.34%
	May	89.35%	94.52%	98.36%	99.63%	89.39%	94.24%	97.92%	99.25%
	June	92.36%	95.88%	98.32%	99.41%	83.27%	88.20%	92.60%	97.03%
	July	96.18%	98.18%	99.51%	99.81%	90.63%	93.62%	96.74%	98.11%
	August	95.79%	98.09%	99.50%	99.84%	93.63%	95.32%	97.24%	98.57%
	September	96.32%	98.47%	99.65%	99.95%	94.84%	97.50%	99.45%	99.96%
	October	92.99%	96.41%	98.59%	99.68%	98.48%	99.65%	99.91%	99.98%
	November	93.81%	96.90%	99.03%	99.81%	94.96%	97.93%	99.42%	99.96%
	December	92.62%	95.93%	98.44%	99.56%	93.00%	96.25%	98.73%	99.50%
Runway 14-32	January	92.21%	96.37%	99.19%	99.88%	89.91%	95.26%	98.88%	99.95%
	February	86.53%	92.86%	97.54%	99.45%	78.38%	87.83%	94.79%	98.58%
	March	84.89%	91.63%	96.91%	99.03%	82.67%	90.89%	97.68%	99.63%
	April	83.16%	90.56%	96.24%	98.90%	71.16%	82.85%	92.70%	97.79%
	May	86.69%	92.92%	97.76%	99.52%	81.79%	89.93%	97.31%	99.32%
	June	90.17%	95.26%	98.24%	99.56%	84.27%	89.78%	94.89%	98.14%
	July	92.43%	96.52%	99.33%	99.80%	90.37%	94.45%	98.03%	98.93%
	August	94.08%	97.39%	99.30%	99.76%	92.56%	94.98%	96.91%	98.45%
	September	89.76%	95.22%	98.47%	99.65%	90.97%	95.80%	98.51%	99.41%
	October	91.37%	95.82%	98.74%	99.80%	94.88%	97.81%	99.65%	100.00%
	November	89.29%	94.71%	98.32%	99.69%	86.25%	92.86%	97.58%	99.52%
	December	91.28%	95.79%	98.72%	99.69%	86.07%	92.51%	97.08%	98.95%

- Highlighted Red/Bolded data indicates the runway does not meet the minimum 95% coverage requirement.
- All-weather observations: 122,259
- IFR observations: 15,291

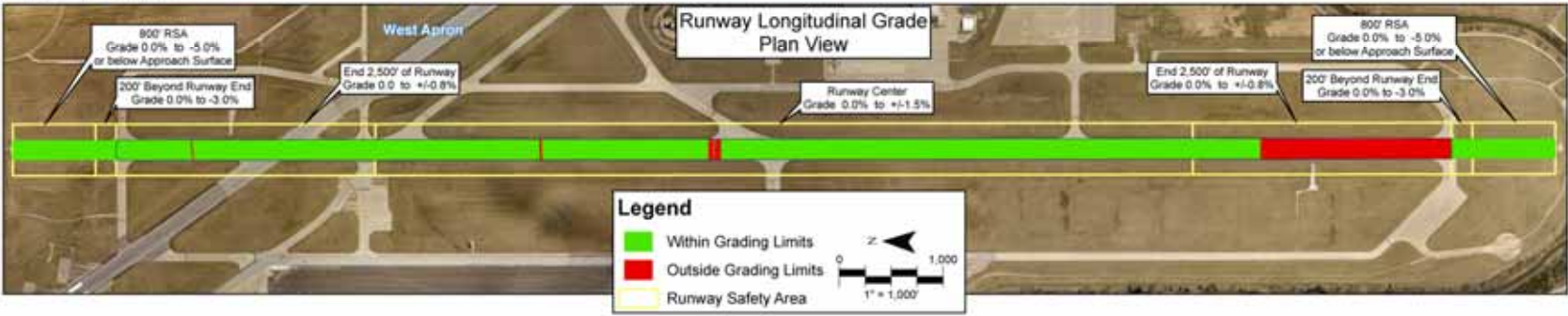
Source: NOAA National Climatic Center, Lincoln Airport for the period January 1, 2011, through December 31, 2022.







## Exhibit 3D: Runway 18-36 Grade Conditions



# LINCOLN AIRPORT

## AIRPORT MASTER PLAN

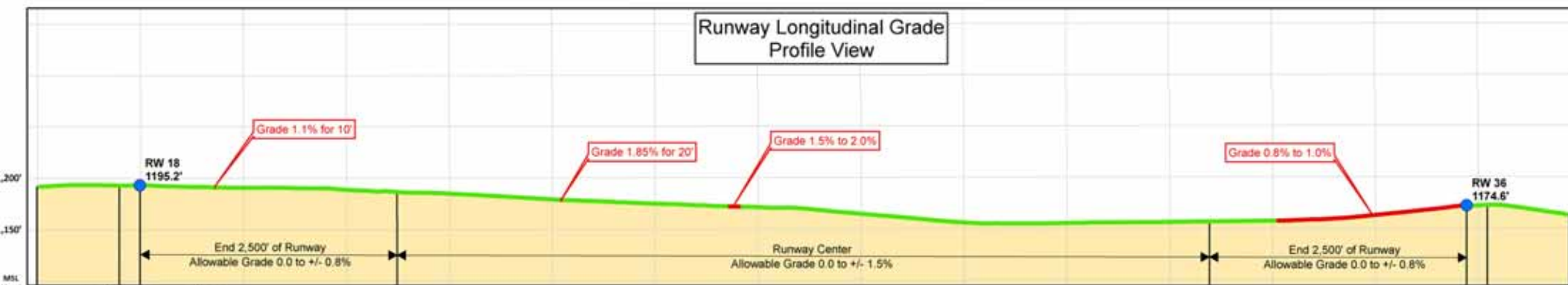
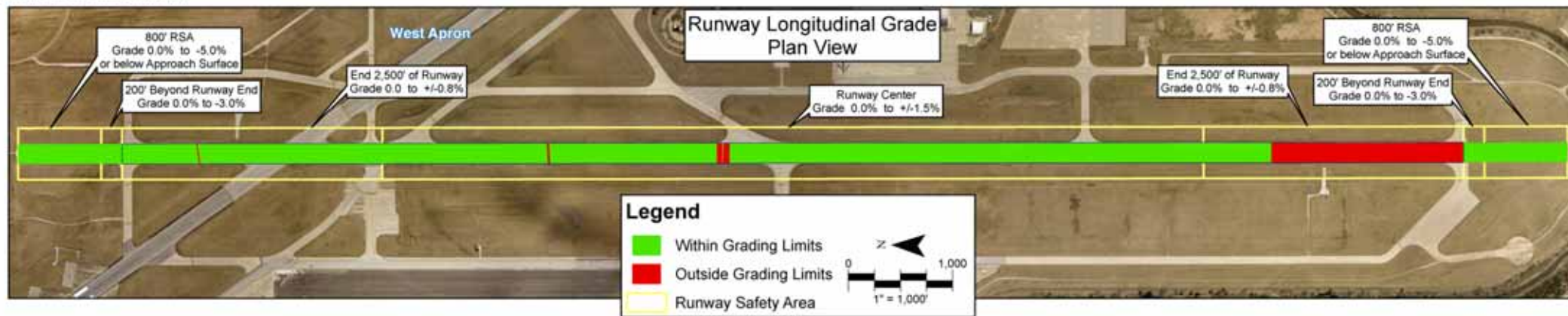


### Exhibit 3D: Runway 18-36 Grade Conditions





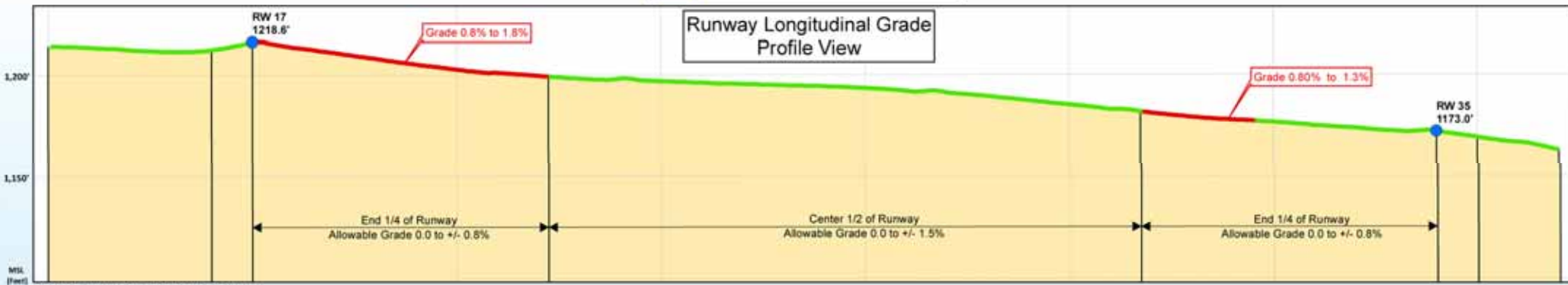
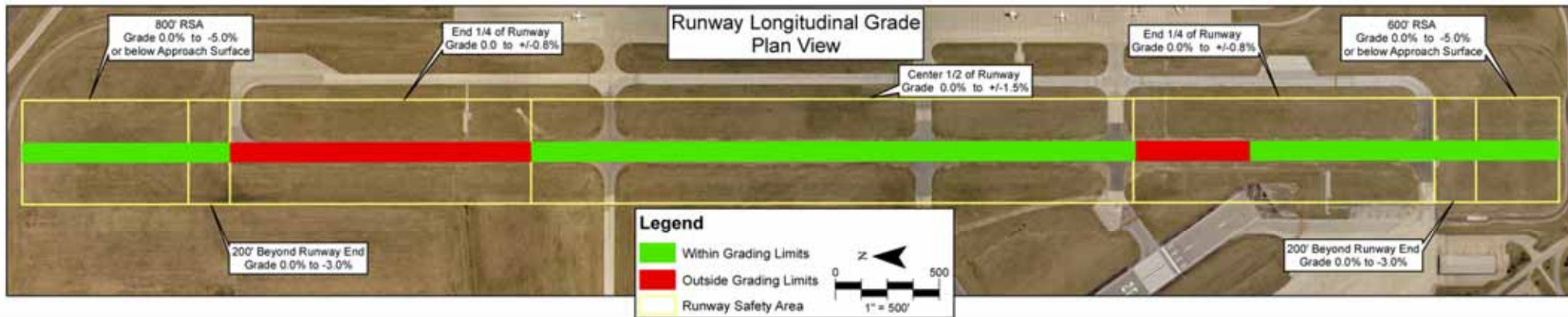
Source: Alfred Benesch & Company



Source: Martinez Geospatial Survey



### Exhibit 3E: Runway 17-35 Longitudinal Grade Conditions



Source: Martinez Geospatial Survey





Exhibit 3E: Runway 14-32 Longitudinal Grade Conditions

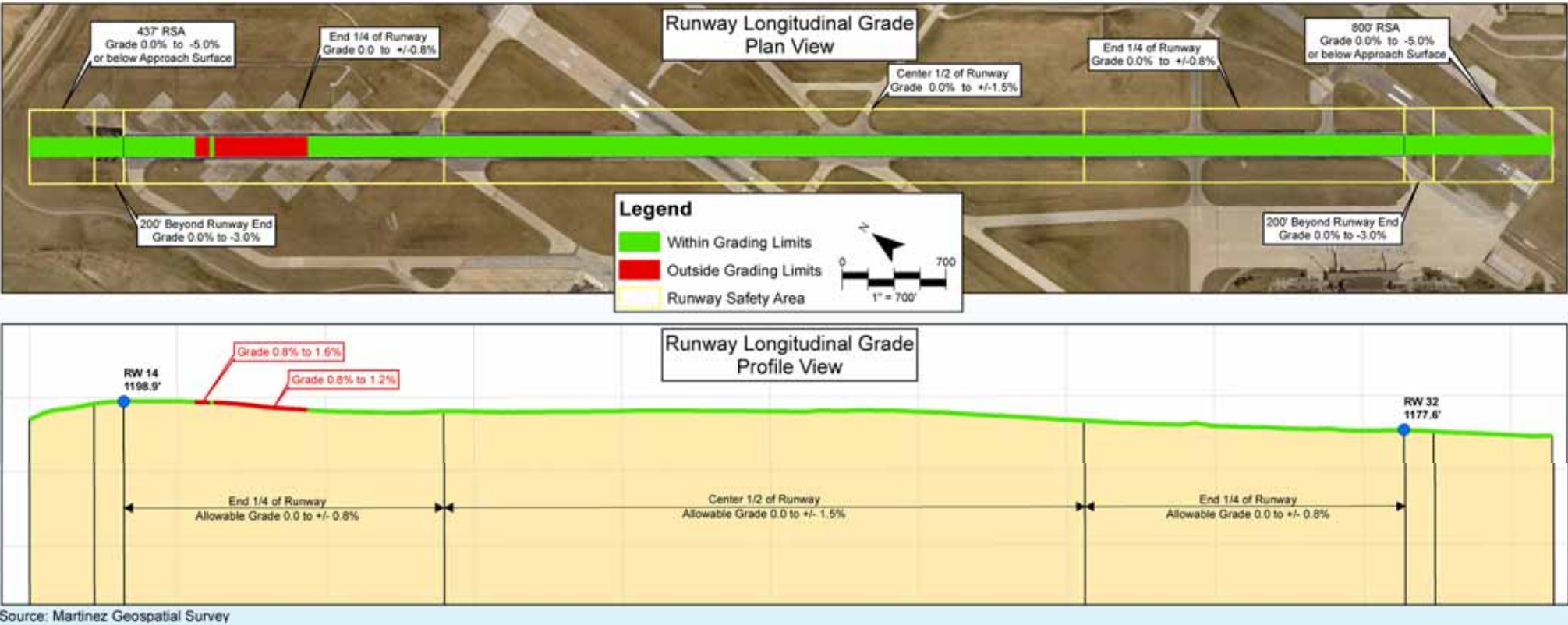
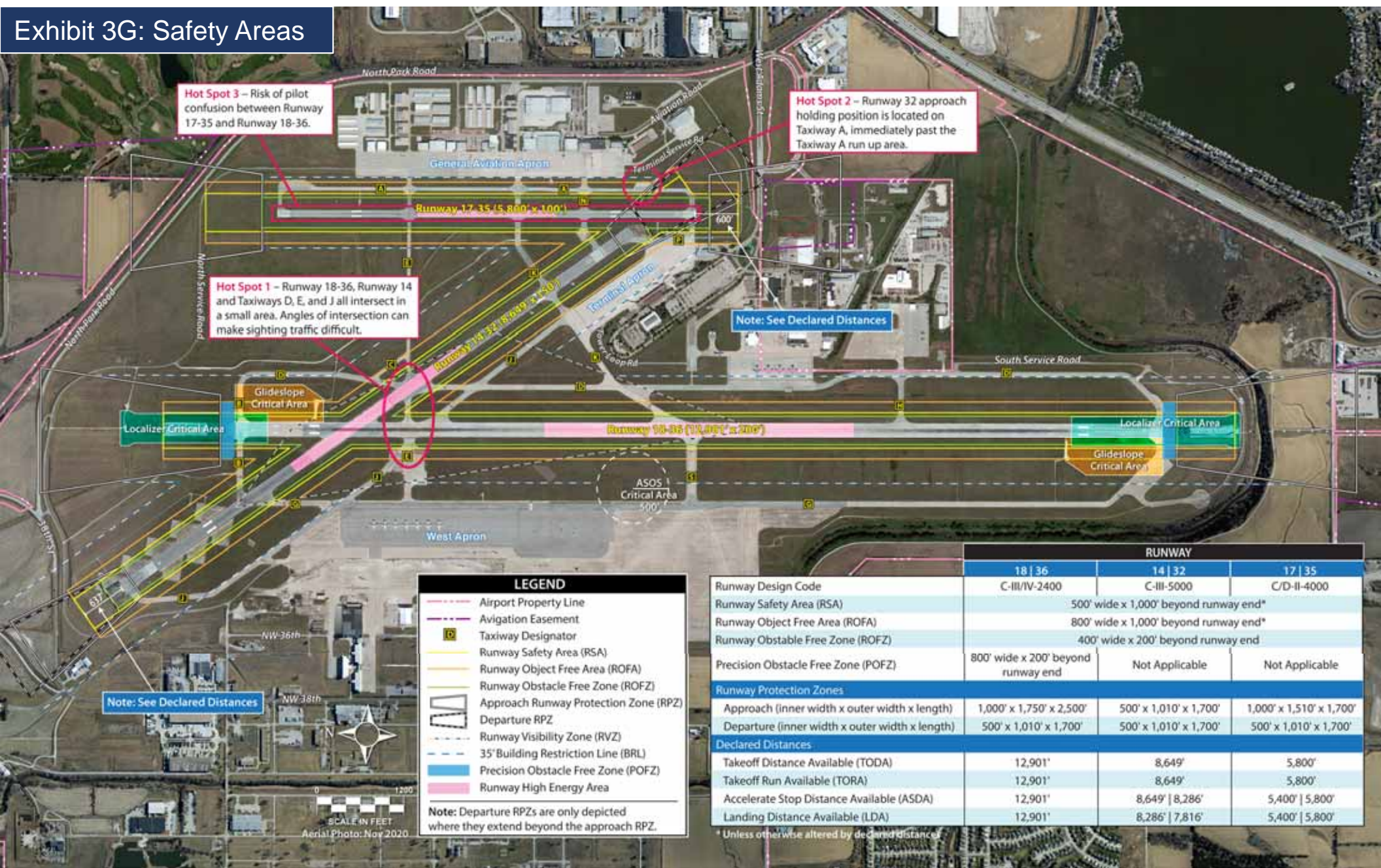




Exhibit 3G: Safety Areas



	RUNWAY		
	18   36	14   32	17   35
Runway Design Code	C-III/IV-2400	C-III-5000	C/D-II-4000
Runway Safety Area (RSA)	500' wide x 1,000' beyond runway end*		
Runway Object Free Area (ROFA)	800' wide x 1,000' beyond runway end*		
Runway Obstacle Free Zone (ROFZ)	400' wide x 200' beyond runway end		
Precision Obstacle Free Zone (POFZ)	800' wide x 200' beyond runway end	Not Applicable	Not Applicable
Runway Protection Zones			
Approach (inner width x outer width x length)	1,000' x 1,750' x 2,500'	500' x 1,010' x 1,700'	1,000' x 1,510' x 1,700'
Departure (inner width x outer width x length)	500' x 1,010' x 1,700'	500' x 1,010' x 1,700'	500' x 1,010' x 1,700'
Declared Distances			
Takeoff Distance Available (TODA)	12,901'	8,649'	5,800'
Takeoff Run Available (TORA)	12,901'	8,649'	5,800'
Accelerate Stop Distance Available (ASDA)	12,901'	8,649'   8,286'	5,400'   5,800'
Landing Distance Available (LDA)	12,901'	8,286'   7,816'	5,400'   5,800'

\* Unless otherwise altered by declared distances



Exhibit 3G: Safety Areas

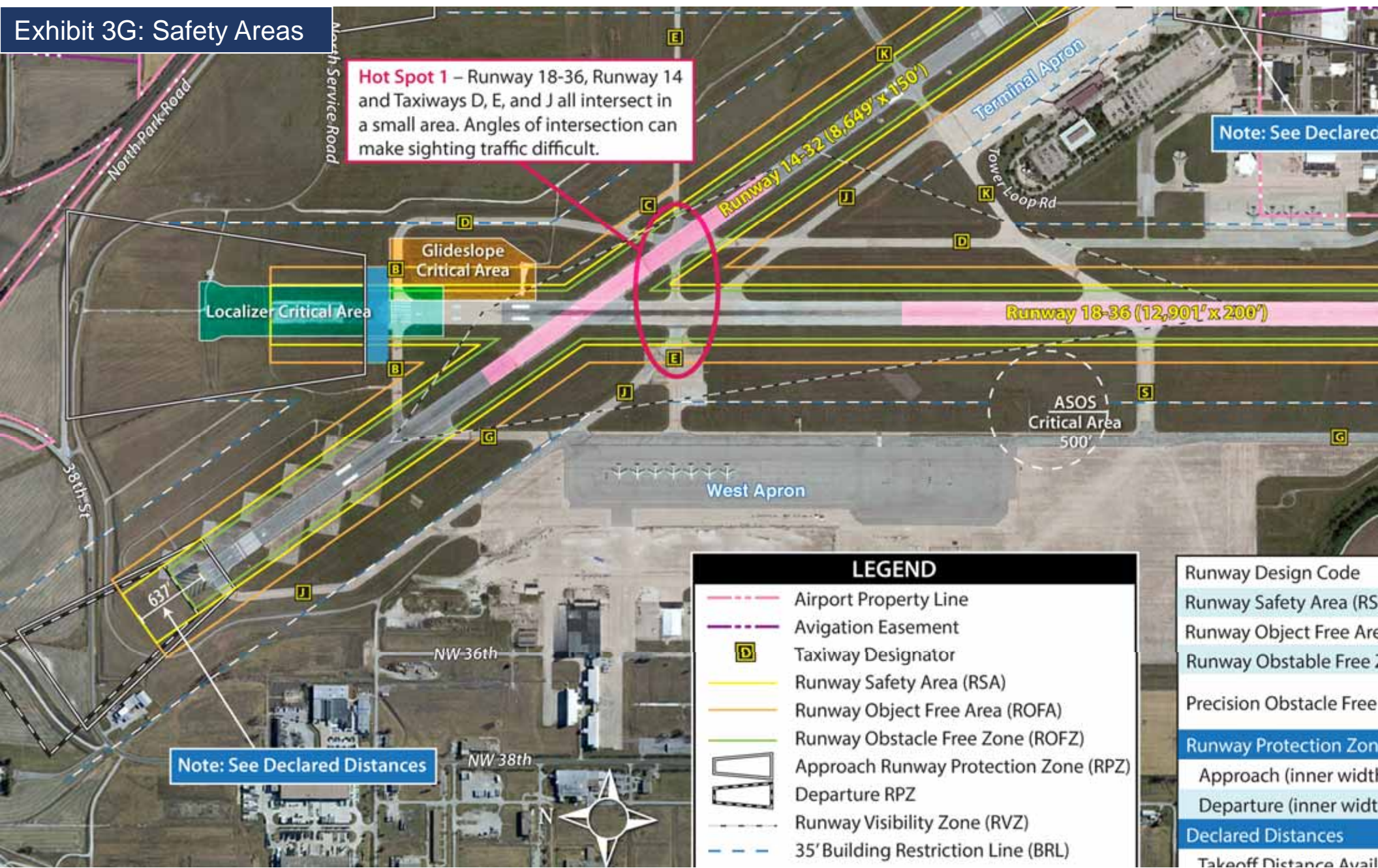
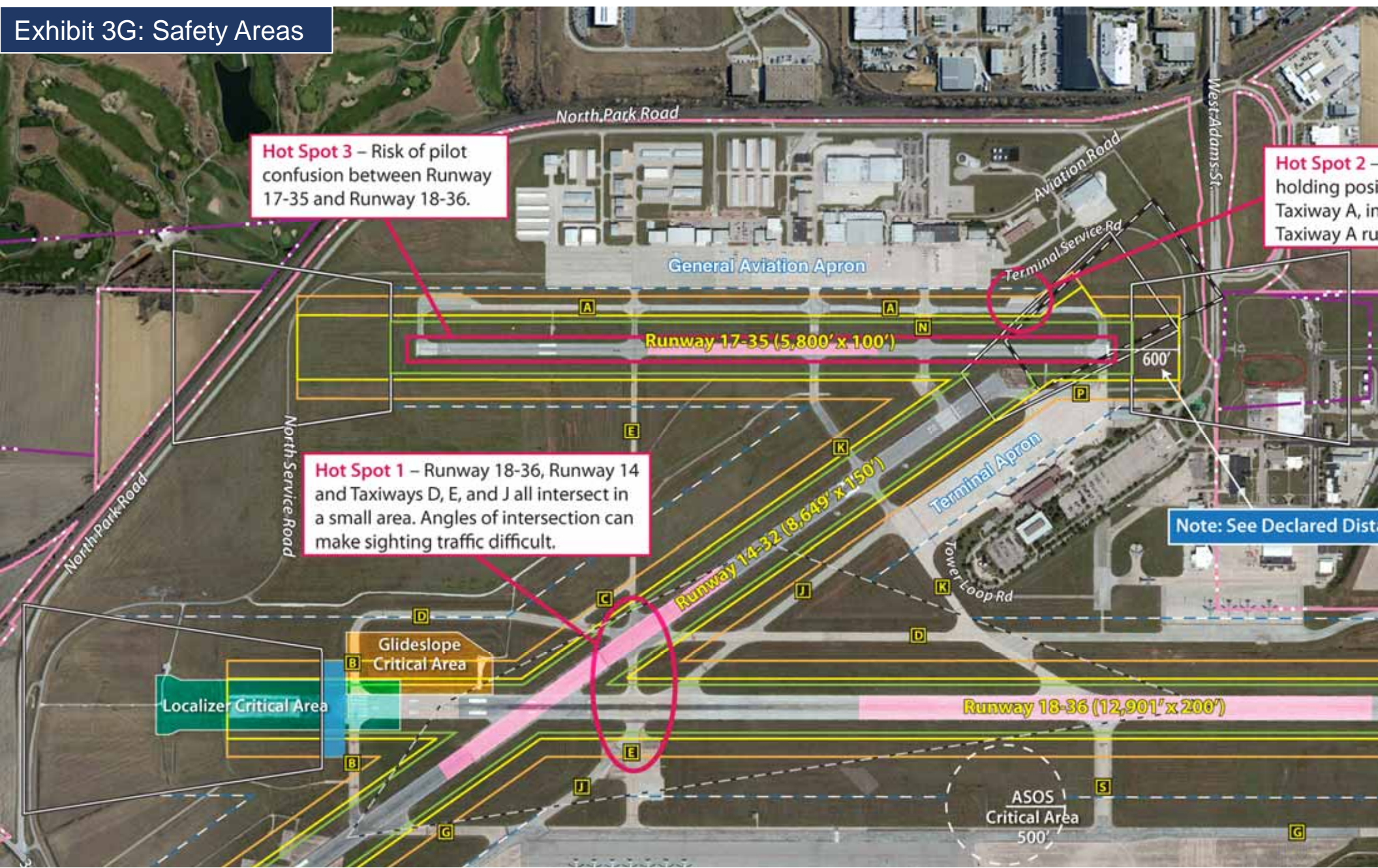




Exhibit 3G: Safety Areas



**Hot Spot 3** – Risk of pilot confusion between Runway 17-35 and Runway 18-36.

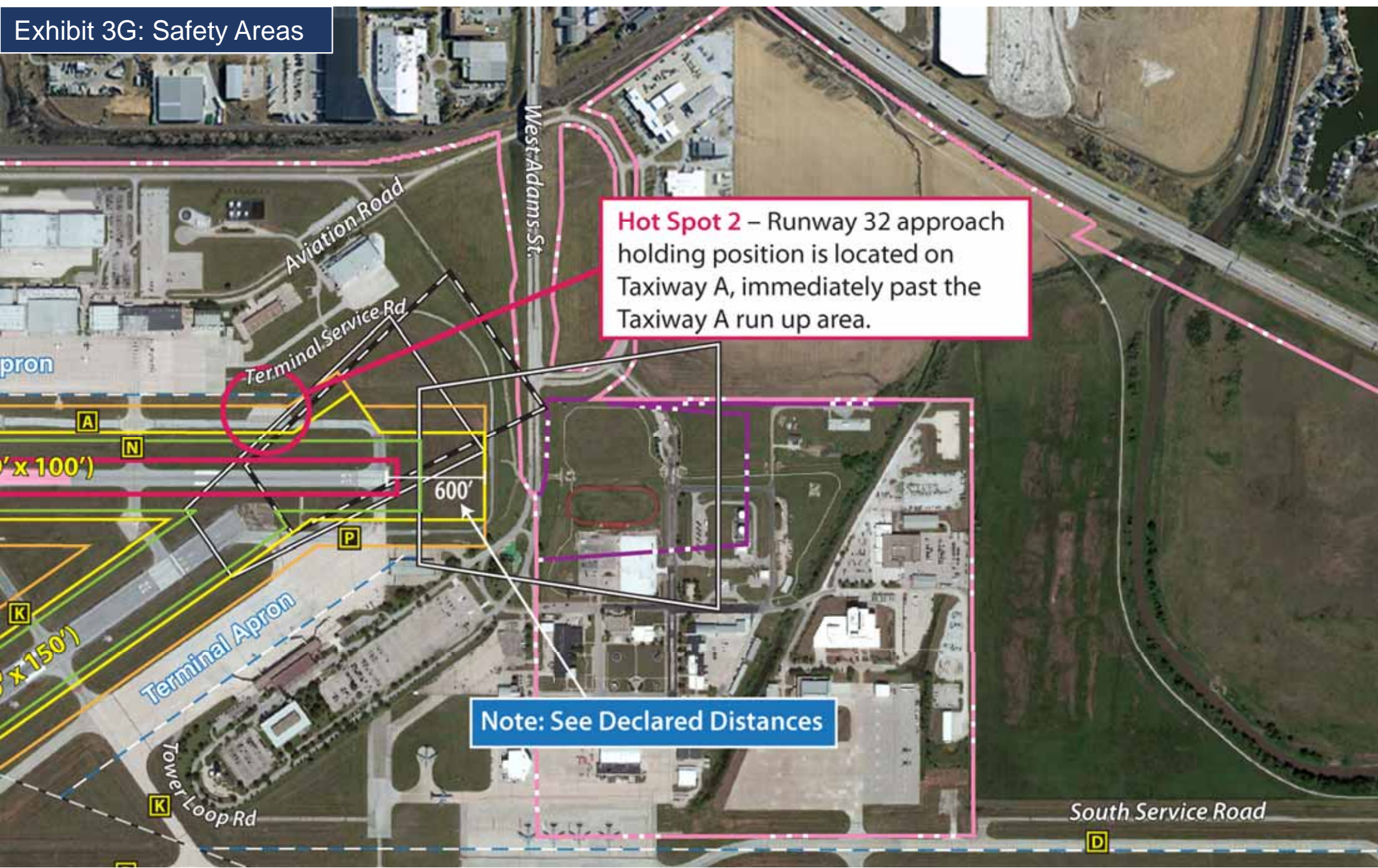
**Hot Spot 1** – Runway 18-36, Runway 14 and Taxiways D, E, and J all intersect in a small area. Angles of intersection can make sighting traffic difficult.

**Hot Spot 2** – holding position Taxiway A, in Taxiway A run

Note: See Declared Dist



Exhibit 3G: Safety Areas



**Hot Spot 2** – Runway 32 approach holding position is located on Taxiway A, immediately past the Taxiway A run up area.

Note: See Declared Distances





Figure 3B:  
Runway 35/Taxiway A Changes

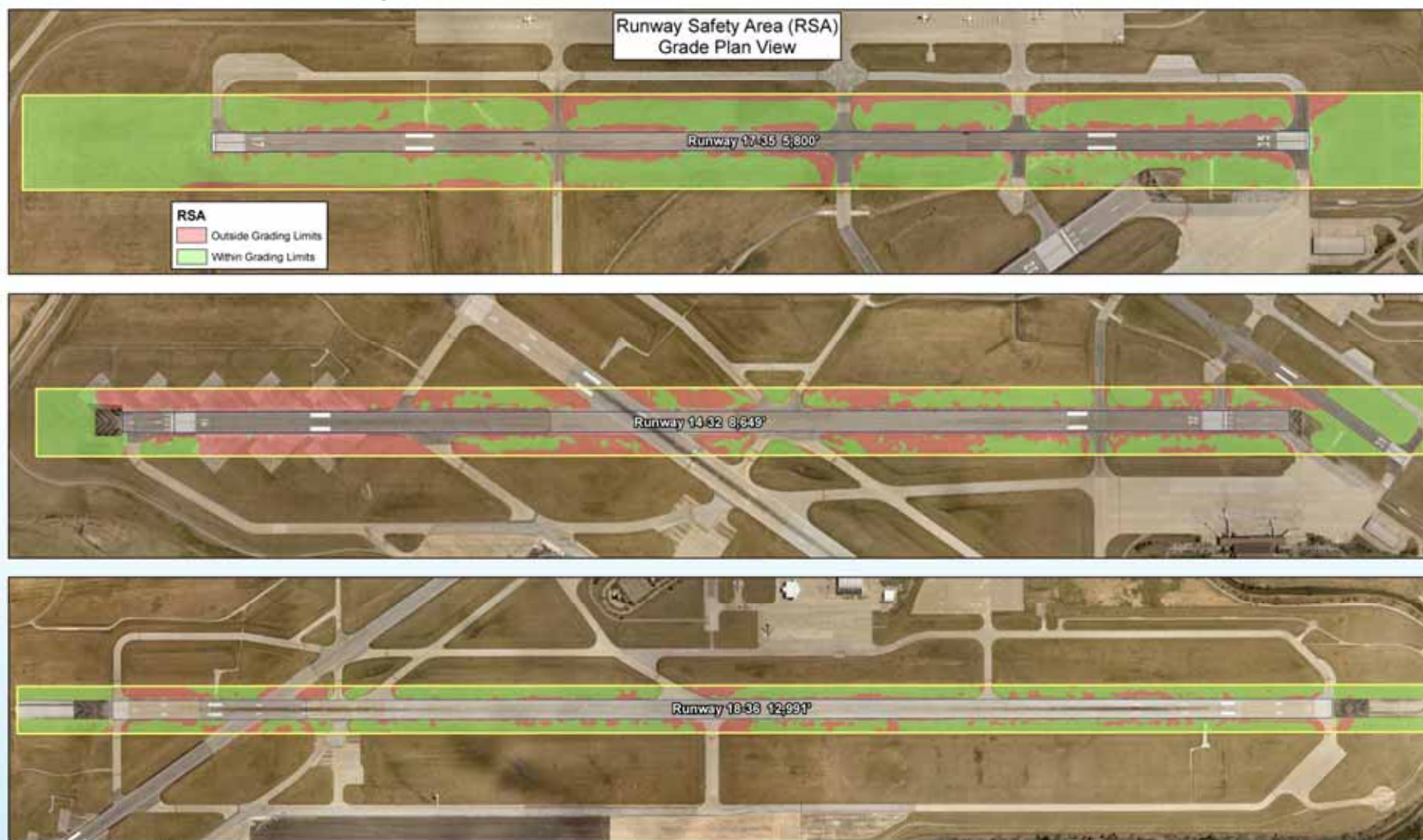


# LINCOLN AIRPORT

## AIRPORT MASTER PLAN



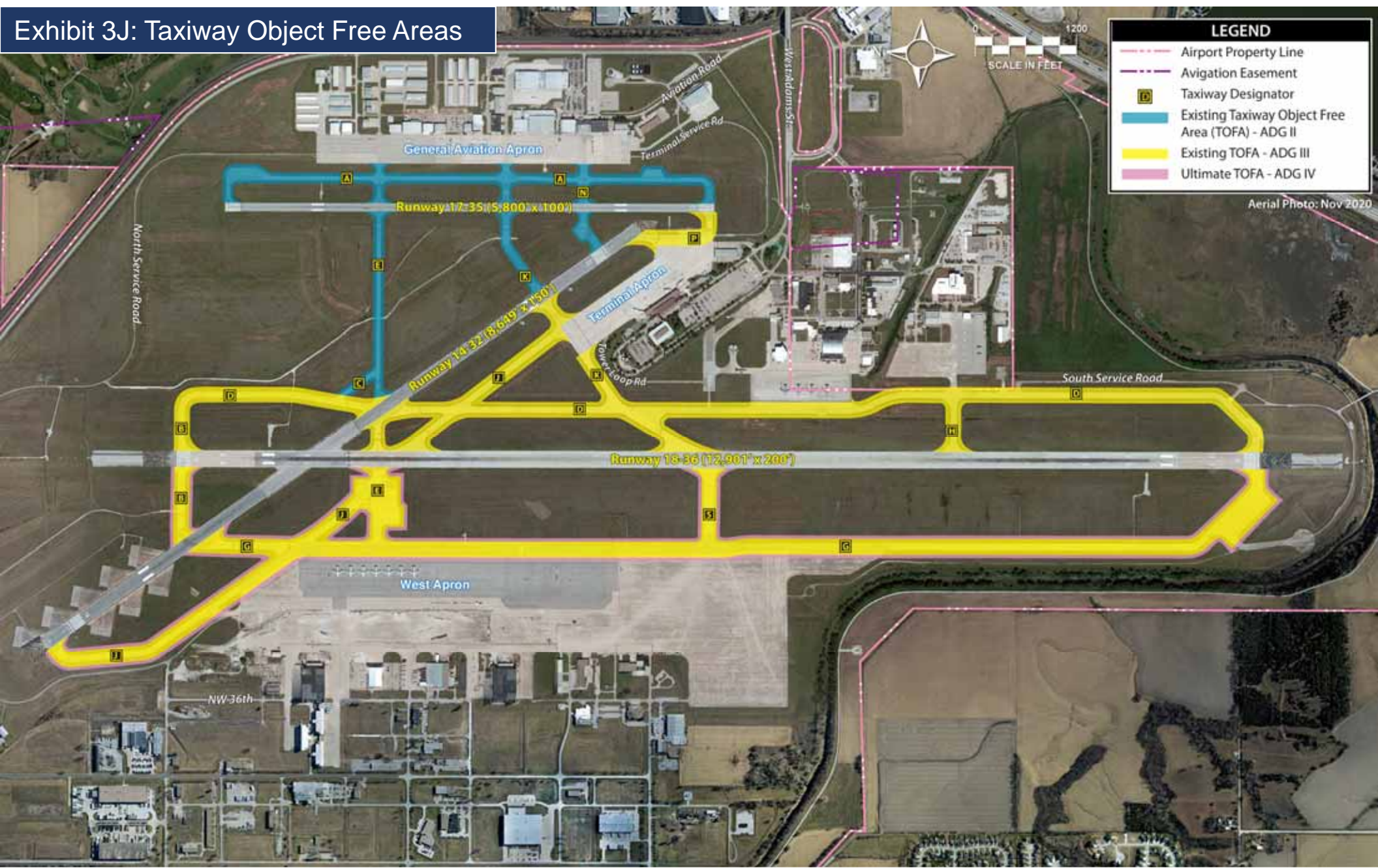
### Exhibit 3H: RSA Grading



Source: Martinez Geospatial Survey



Exhibit 3J: Taxiway Object Free Areas



Aerial Photo: Nov 2020



# LINCOLN AIRPORT

## AIRPORT MASTER PLAN

### Exhibit 3K: Airside Facility Requirements Summary

#### KEY

ASOS: automated surface observation station  
ATCT: airport traffic control tower  
D: dual-wheel type landing gear type  
HIRL: high intensity runway edge lighting  
MALSR: MALS with runway alignment indicator lights  
MIRL: medium intensity runway edge lighting  
PAPI: precision approach path indicator  
POFZ: precision object free zone

RDC: runway design code  
REIL: runway end identification lighting  
ROFA: runway object free area  
ROFZ: runway obstacle free zone  
RPZ: runway protection zone  
RSA: runway safety area  
S: single-wheel landing gear type

	EXISTING CONDITION	SHORT-TERM	LONG-TERM
RUNWAY 18-36	RDC C-III-2400 12,901' x 200'	RDC C-III/IV-2400 Maintain 7,900' x 150' at minimum Convert 25' of existing runway width on both sides to shoulders	RDC C-III/IV-2400 Same
	No paved shoulders		Maintain
	100,000 (S); 200,000 (D); 400,000 (DT)	Maintain	Maintain
	Standard RSA; ROFA; ROFZ; POFZ	Maintain	Maintain
	RPZs: Entirely owned/controlled	Maintain	Maintain
RUNWAY 14-32	RDC C-III-5000 8,649' x 150'	RDC C-III-5000 Maintain	RDC C-III-5000 Maintain
	80,000 (S); 170,000 (D); 280,000 (DT)	Maintain	Maintain
	RSA/ROFA reduced on 14 end; RSA overlaps 17-35 RSA; standard ROFZ	Consider options to eliminate RSA overlap	Maintain
	RPZs: 32 departure 0.32 acres uncontrolled	Maintain if no runway changes made	Maintain if no runway changes made
RUNWAY 17-35	RDC D-II-4000 5,800' x 100'	RDC D-II-4000 Maintain	RDC D-II-4000 Maintain
	45,000 (S); 59,000 (D)	Maintain	Strengthen to 73,900 (D)
	RSA/ROFA reduced on 35 end; RSA overlaps 14-32 RSA; modification to standards for perimeter road in ROFA; standard ROFZ	Consider options to eliminate RSA overlap	Maintain
	RPZs: 15.75 acres uncontrolled including a NANG building in the Runway 35 approach RPZ	Expand aviation easements to uncontrolled areas	Maintain
TAXIWAYS			
	All taxiways at least 50' wide; Meets TDG 3/4 Standards	Maintain	Meet TDG 5 standards (Boeing 767-300F)
	No Paved Shoulders	Maintain	Add 30' shoulders
	Taxiway Hot Spots 1-3	Consider corrective measures	Maintain corrected condition
	Direct-access points	Consider corrective measures	Maintain corrected condition
	Large expanses of pavement	Consider corrective measures	Maintain corrected condition
	Occasional Runway 35/Taxiway A wrong surface landings	Consider mitigation measures	Maintain corrected condition
NAVIGATIONAL AND APPROACH AIDS			
	14 Published Instrument Approach Procedures (ILS/RNAV/VOR/DME)	Consider 3/4-mile minimums to Runway 14-32	Maintain
	ASOS	Maintain	Maintain
	ATCT	Maintain	Maintain
	PAPI-4s (18, 36, 14, 17, 35); VASI-4 (32)	Consider PAPI-4 for Runway 32	Maintain
	MALSR (18, 36); ODALS (35)	Maintain	Maintain
	REILs (14, 17)	Consider REILs for Runway 32	Maintain
	Lighted Windcones	Add supplemental windcone to Runway 35	Maintain
LIGHTING, MARKING, AND SIGNAGE			
	Rotating Beacon	Maintain	Maintain
	Precision Markings (18-36)	Maintain	Maintain
	Non-Precision Markings (14-32, 17-35)	Maintain	Maintain
	HIRL (18-36)	Maintain	Consider gradual replacement with LED technology
	MIRL (14-32, 17-35)	Maintain	Consider gradual replacement with LED technology
	Holding Position Markings - 300'+ from 18-36 centerline (263' standard)	Maintain	Maintain
	Holding Position Markings - 263'+ from 14-32 centerline (263' standard)	Maintain	Maintain
	Holding Position Markings - 250' from 17-35 centerline (250' standard)	Maintain	Maintain
	Lighted airfield location, directional, and distance remaining signage	Maintain	Consider gradual replacement with LED technology

# LINCOLN AIRPORT

## AIRPORT MASTER PLAN



	EXISTING CONDITION	SHORT-TERM	LONG-TERM
RUNWAY 18-36	RDC C-III-2400	RDC C-III/IV-2400	RDC C-III/IV-2400
	12,901' x 200'	Maintain 7,900' x 150' at minimum	Same
	No paved shoulders	Convert 25' of existing runway width on both sides to shoulders	Maintain
	100,000 (S); 200,000 (D); 400,000 (DT)	Maintain	Maintain
	Standard RSA; ROFA; ROFZ; POFZ	Maintain	Maintain
	RPZs: Entirely owned/controlled	Maintain	Maintain
RUNWAY 14-32	RDC C-III-5000	RDC C-III-5000	RDC C-III-5000
	8,649' x 150'	Maintain	Maintain
	80,000 (S); 170,000 (D); 280,000 (DT)	Maintain	Maintain
	RSA/ROFA reduced on 14 end; RSA overlaps 17-35 RSA; standard ROFZ	Consider options to eliminate RSA overlap	Maintain
	RPZs: 32 departure 0.32 acres uncontrolled	Maintain if no runway changes made	Maintain if no runway changes made
RUNWAY 17-35	RDC D-II-4000	RDC D-II-4000	RDC D-II-4000
	5,800' x 100'	Maintain	Maintain
	45,000 (S); 59,000 (D)	Maintain	Strengthen to 73,900 (D)
	RSA/ROFA reduced on 35 end; RSA overlaps 14-32 RSA; modification to standards for perimeter road in ROFA; standard ROFZ	Consider options to eliminate RSA overlap	Maintain
	RPZs: 15.75 acres uncontrolled including a NANG building in the Runway 35 approach RPZ	Expand aviation easements to uncontrolled areas	Maintain
TAXIWAYS			
	All taxiways at least 50' wide; Meets TDG 3/4 Standards	Maintain	Meet TDG 5 standards (Boeing 767-300F)
	No Paved Shoulders	Maintain	Add 30' shoulders



RUNWAY 17-35	RDC D-II-4000	RDC D-II-4000	RDC D-II-4000
	5,800' x 100'	Maintain	Maintain
	45,000 (S); 59,000 (D)	Maintain	Strengthen to 73,900 (D)
	RSA/ROFA reduced on 35 end; RSA overlaps 14-32 RSA; modification to standards for perimeter road in ROFA; standard ROFZ	Consider options to eliminate RSA overlap	Maintain
	RPZs: 15.75 acres uncontrolled including a NANG building in the Runway 35 approach RPZ	Expand aviation easements to uncontrolled areas	Maintain
TAXIWAYS			
All taxiways at least 50' wide; Meets TDG 3/4 Standards	Maintain	Meet TDG 5 standards (Boeing 767-300F)	
No Paved Shoulders	Maintain	Add 30' shoulders	
Taxiway Hot Spots 1-3	Consider corrective measures	Maintain corrected condition	
Direct-access points	Consider corrective measures	Maintain corrected condition	
Large expanses of pavement	Consider corrective measures	Maintain corrected condition	
Occasional Runway 35/Taxiway A wrong surface landings	Consider mitigation measures	Maintain corrected condition	
NAVIGATIONAL AND APPROACH AIDS			
14 Published Instrument Approach Procedures (ILS/RNAV/VOR/DME)	Consider 3/4-mile minimums to Runway 14-32	Maintain	
ASOS	Maintain	Maintain	
ATCT	Maintain	Maintain	
PAPI-4s (18, 36, 14, 17, 35); VASI-4 (32)	Consider PAPI-4 for Runway 32	Maintain	
MALSR (18, 36); ODALS (35)	Maintain	Maintain	
REILs (14, 17)	Consider REILs for Runway 32	Maintain	
Lighted Windcones	Add supplemental windcone to Runway 35	Maintain	
LIGHTING, MARKING, AND SIGNAGE			
Rotating Beacon	Maintain	Maintain	
Precision Markings (18-36)	Maintain	Maintain	
Non-Precision Markings (14-32, 17-35)	Maintain	Maintain	
HIRL (18-36)	Maintain	Consider gradual replacement with LED technology	

wrong surface landings

Consider mitigation measures

Maintain correct condition

## NAVIGATIONAL AND APPROACH AIDS

14 Published Instrument Approach  
Procedures (ILS/RNAV/VOR/DME)Consider 3/4-mile  
minimums to Runway 14-32

Maintain

ASOS

Maintain

Maintain

ATCT

Maintain

Maintain

PAPI-4s (18, 36, 14, 17, 35); VASI-4 (32)

Consider PAPI-4 for Runway 32

Maintain

MALSR (18, 36); ODALS (35)

Maintain

Maintain

REILs (14, 17)

Consider REILs for Runway 32

Maintain

Lighted Windcones

Add supplemental windcone to Runway 35

Maintain

## LIGHTING, MARKING, AND SIGNAGE

Rotating Beacon

Maintain

Maintain

Precision Markings (18-36)

Maintain

Maintain

Non-Precision Markings (14-32, 17-35)

Maintain

Maintain

HIRL (18-36)

Maintain

Consider gradual replacement  
with LED technology

MIRL (14-32, 17-35)

Maintain

Consider gradual replacement  
with LED technologyHolding Position Markings - 300'+ from  
18-36 centerline (263' standard)

Maintain

Maintain

Holding Position Markings - 263'+ from  
14-32 centerline (263' standard)

Maintain

Maintain

Holding Position Markings - 250' from  
17-35 centerline (250' standard)

Maintain

Maintain

Lighted airfield location, directional, and  
distance remaining signage

Maintain

Consider gradual replacement  
with LED technology



Table 3Z:  
Summary of  
Terminal Facility  
Requirements (sf)

Functional Area	2019		FORECAST			
	Existing	Recommended	2025	2030	2035	2040
PUBLIC SPACE						
Circulation <sup>1</sup>	22,011	15,520	21,250	24,020	28,960	29,290
Ticket Lobby Queue	3,963	2,130	2,490	2,840	3,910	3,910
TSA Passenger Security Screening <sup>2</sup>	8,518	5,900	8,090	8,090	8,090	8,090
Passenger Gate Holdrooms	8,570	5,850	8,320	9,710	14,140	14,140
Baggage Claim <sup>3</sup>	4,070	2,610	5,020	5,120	7,420	7,470
Restrooms (pre/post security) <sup>4</sup>	4,660	5,270	6,720	7,570	9,100	9,310
Other/Misc. Tenants <sup>5</sup>	975	970	970	970	970	970
<i>Subtotal</i>	<i>52,767</i>	<i>38,460</i>	<i>53,210</i>	<i>58,680</i>	<i>73,030</i>	<i>73,620</i>
AIRLINE SPACE						
Ticketing <sup>6</sup>	3,485	2,940	3,430	3,920	5,390	5,390
TSA Checked Baggage Screening	1,750	880	1,750	1,750	1,750	1,750
Outbound Baggage Make-Up <sup>7</sup>	7,800	5,850	6,830	7,800	10,730	10,730
Inbound Bag Claim Laydown <sup>7</sup>	5,500	1,100	2,200	2,200	3,300	3,300
Baggage Service Offices (BSO)	360	360	530	630	680	740
Flyer's Club	964	960	960	960	960	960
<i>Subtotal</i>	<i>19,859</i>	<i>12,090</i>	<i>15,700</i>	<i>17,260</i>	<i>22,810</i>	<i>22,870</i>
CONCESSIONS SPACE						
Landside/Storage <sup>8</sup>	1,303	1,460	1,640	1,700	1,770	1,850
Airside/Storage <sup>9</sup>	2,643	1,930	3,540	4,080	4,710	5,430
<i>Subtotal</i>	<i>3,946</i>	<i>3,390</i>	<i>5,180</i>	<i>5,780</i>	<i>6,480</i>	<i>7,280</i>
NON-PUBLIC SPACE						
Non-Airline Tenant Space	1,556	1,550	1,550	1,550	1,550	1,550
Airport Administration	10,212	10,210	10,210	10,210	10,210	10,210
Restrooms/Circulation	2,987	2,160	2,490	2,610	3,070	3,080
Airport Ops <sup>10</sup>	2,976	1,360	1,800	1,920	2,340	2,370
Building Operations/Systems <sup>11</sup>	10,507	8,450	11,480	12,600	15,230	15,720
<i>Subtotal</i>	<i>28,238</i>	<i>22,890</i>	<i>27,530</i>	<i>28,890</i>	<i>32,400</i>	<i>32,930</i>
<b>Total Gross Area (SF)</b>	<b>104,810</b>	<b>77,670</b>	<b>101,620</b>	<b>110,610</b>	<b>134,720</b>	<b>136,700</b>



Table 3AA:  
Terminal Program  
Trigger Point  
Summary

Trigger Point Area	2019			FORECAST			
	Existing	Recommended	Capacity Threshold	2025	2030	2035	2040
GENERAL							
Annual Enplanements	164,998			302,637	348,882	402,194	464,044
Aircraft Gates/PBB	6	6		6	7	8	8
Aircraft Positions	7	7		7	8	9	9
PUBLIC SPACE							
Circulation	22,011	15,730	✓	⚠	✗	✗	✗
Ticket Lobby Queue	3,963	2,130	✓	✓	✓	⚠	⚠
TSA Passenger Security Screening	8,518	5,900	✓	⚠	⚠	⚠	⚠
Passenger Gate Holdrooms	8,570	5,850	✓	⚠	✗	✗	✗
Baggage Claim	4,070	2,610	✓	✗	✗	✗	✗
Restrooms (pre/post security) <sup>1</sup>	4,660	5,270	⚠	✗	✗	✗	✗
Other/Misc. Tenants	975	970	✓	✓	✓	✓	✓
AIRLINE SPACE							
Ticketing	3,485	2,940	✓	⚠	✗	✗	✗
TSA Checked Baggage Screening	1,750	880	✓	⚠	⚠	⚠	⚠
Outbound Baggage Makeup	7,800	5,850	✓	⚠	⚠	✗	✗
Inbound Bag Claim Laydown	5,500	1,100	✓	✓	✓	✓	✓
Baggage Service Offices (BSO)	360	360	⚠	✗	✗	✗	✗
Flyer's Club	964	960	⚠	⚠	⚠	⚠	⚠
CONCESSIONS							
Landside/Storage	1,303	1,460	✗	✗	✗	✗	✗
Airside/Storage	2,643	1,930	✓	✗	✗	✗	✗
NON-PUBLIC SPACE							
Non-Airline Tenant Space	1,556	1,550	⚠	⚠	⚠	⚠	⚠
Airport Administration	10,212	10,210	✓	✓	✓	✓	✓
Restrooms/Circulation	2,987	2,160	✓	✓	⚠	✗	✗
Airport Operations	2,976	1,360	✓	✓	✓	✓	✓
Building Operations/Systems	10,507	7,610	✓	✗	✗	✗	✗
TOTAL GROSS (sq ft)	104,810	76,830	✓	⚠	✗	✗	✗

# LINCOLN AIRPORT

## AIRPORT MASTER PLAN

Table 3AB:  
Vehicle Parking  
Requirements

	Current Capacity	Current Need	Short-Term	Intermediate-Term	Long-Term
<b>PARKING REQUIREMENTS (SPACES)</b>					
Parking Garage	336				
Surface Parking (North and South Lots)	701				
<b>Total Public Parking Spaces</b>	<b>1,037</b>	<b>148-231</b>	<b>272-424</b>	<b>314-488</b>	<b>418-650</b>
Employee	66	41-66	76-121	87-140	116-186
Rental Car Ready/Return	225	82-99	151-182	174-209	232-278
Cell Phone Lot	37	23-31	35-46	41-55	48-64

Red numbers indicate forecasted requirement exceeds existing capacity.







Table 3AC:  
Air Cargo Requirements

Cargo Element	Low-Range Scenario	High-Range Scenario
Total Cargo Forecast (in tons)	19,250	35,250
<b>CARGO BUILDING REQUIREMENTS</b>		
Air Cargo Building (s.f.)	19,250-48,125	35,250-88,125
Truck Dock Positions	10-24	18-44
Truck Staging/Parking (s.f.)	19,250-48,125	35,250-88,125
<b>CARGO APRON REQUIREMENTS</b>		
Total Positions	2 (Boeing 737-800)	2 (Boeing 767-300F)
Total Apron Space (s.f.)	61,200	144,000
Ground Support Equipment Space (s.f.)	4,813-12,031	8,813-22,031

# LINCOLN AIRPORT

AIRPORT MASTER PLAN



Kansas City International  
FedEx – 15 Acres





# LINCOLN AIRPORT

## AIRPORT MASTER PLAN



Fort Worth Alliance  
Amazon Air – 90 Acres



# LINCOLN AIRPORT

## AIRPORT MASTER PLAN



Tables 3AD, 3AE, 3AF:  
General Aviation Requirements

	Available	Short Term	Intermediate Term	Long Term
Peak Hour Itinerant GA Operations		27	27	31
Passenger Multiplier		2.0	2.2	2.5
Peak Hour Passengers		54	60	78
General Aviation Services Facility Area (s.f.)	10,000+	6,800	7,500	9,800
Total General Aviation Parking Spaces	200+	165	180	222

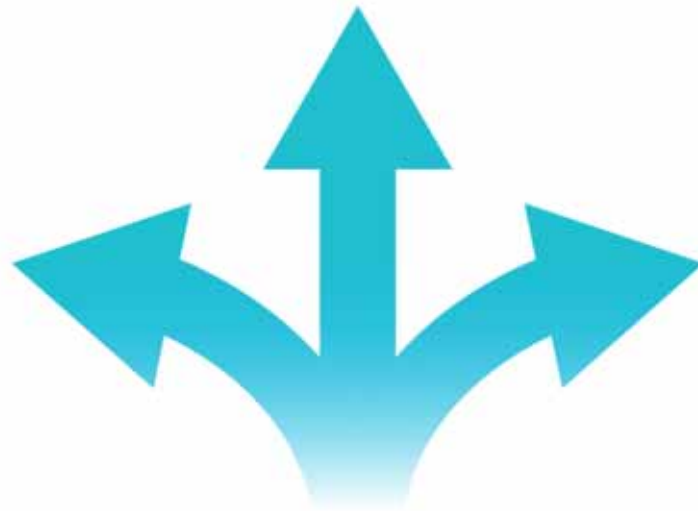
	Available	Short Term	Intermediate Term	Long Term
Total Based Aircraft	152	164	176	204
<b>HANGAR AREA REQUIREMENTS</b>				
T-Hangar Hangar Area (s.f.)	238,275	238,275	238,275	238,275
Executive Hangar Area (s.f.)	64,957	76,200	99,700	130,500
Conventional Hangar Area (s.f.)	741,943	753,200	776,700	807,500
<b>Total</b>	<b>1,045,175</b>	<b>1,067,675</b>	<b>1,114,675</b>	<b>1,176,275</b>

	Available	Short Term	Intermediate Term	Long Term
Transient Single- and Multi-Engine Aircraft Positions		59	60	69
Transient Jet Positions		18	18	21
Locally Based Aircraft Positions		51	55	65
Total Marked Positions		128	133	155
<b>Total Apron Area (s.y.)</b>	<b>149,000</b>	<b>136,900</b>	<b>142,800</b>	<b>166,100</b>



# Chapter 4

## **ALTERNATIVES**



# LINCOLN AIRPORT



## ALTERNATIVES



CHAPTER FOUR  
**ALTERNATIVES**

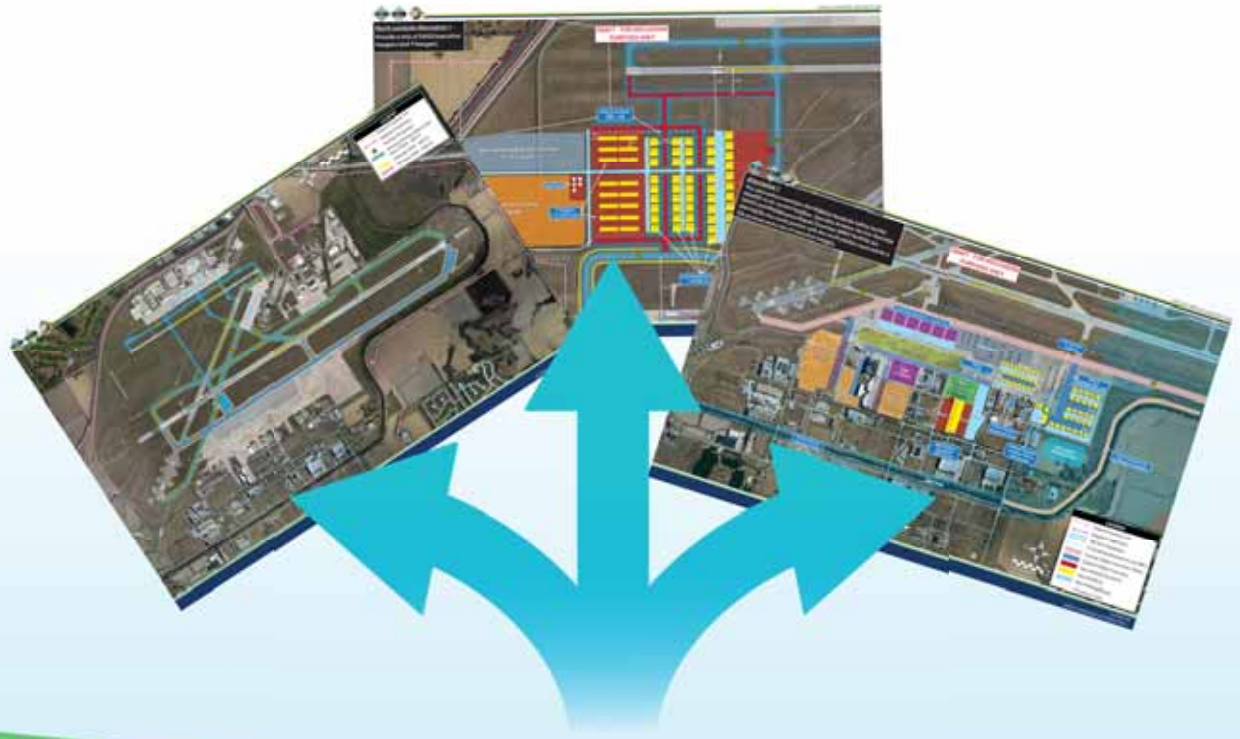
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### Non-Development Alternatives

#### **No-Build/Do-Nothing:**

- No new capital investments at the airport/limited maintenance.
- Bound by grant assurances – received \$40+ million in development grants since 2002.
- Results in diminished capability to accommodate existing and future users. Negatively impacts economy.

#### **Relocate Airport:**

- Abandon existing airport and build new facility.
- Requires: Feasibility/site selection study, master plan, environmental impact statement (EIS).
- Cost **\$1.09+ billion**.

#### **Transfer Service:**

- Move services to another nearby airport.
- 5 public-use airports within 30nm of LNK. All GA airports unable to accommodate LNK-level activities.
- OMA only commercial option, located 48nm from LNK service area. Limited terminal capacity to accept transfer. NEANG/Duncan homeless.

## Airfield Considerations

#	Non-Standard/Deficient Condition	Applicable Design Standard	Proposed Action(s) to be Evaluated
1	Runway 18-36, at 12,901 feet long, exceeds the AIP-eligible critical design aircraft length of 7,900 feet and needs major rehabilitation.	FAA AC 150/5325-4B, <i>Runway Length Requirements for Airfield Design</i> , Paragraph 102.	Maintain existing length or reduce length to 7,900 feet to accommodate the Embraer ERJ-145.
2	Runway 18-36 at 200 feet wide, exceeds the AIP-eligible critical design aircraft width of 150 feet and needs major rehabilitation.	FAA AC 150/5300-13A, Change 1, <i>Airport Design</i> , Paragraph 304.b.	Reduce width to 150 feet and convert outer 25 feet of existing pavement to shoulders. Relocate runway edge lighting accordingly.
3	Runway visibility zone (RVZ) line-of-sight is obstructed.	FAA AC 150/5300-13A, Change 1, <i>Airport Design</i> , Paragraph 305.c.	Reconstruct Runway 18-36 to an elevation that provides for proper RVZ visibility.
4	1. Runway 14-32 RSA overlaps with Runway 17-35 RSA. 2. Hot Spot #2 - Runway 32 approach holding position is located on Taxiway A, immediately past the Taxiway A run up area.	FAA AC 150/5300-13A, Change 1, <i>Airport Design</i> , Paragraph 304.e.	These non-standard conditions are a result of the same issue; the overlapping of the Runway 14-32 and 17-35 RSAs. Consider alternatives to shift the Runway 14-32 RSA so they no longer overlap.
5	Runway 14 threshold is displaced by 363 feet unnecessarily.	FAA AC 150/5300-13A, Change 1, <i>Airport Design</i> , Paragraph 307.	Consider relocating the threshold to the end of runway pavement.
6	Portions of the Runway 32 and 17-35 RPZs extend over uncontrolled property and public road rights-of-way.	FAA AC 150/5300-13A, Change 1, <i>Airport Design</i> , Paragraph 310.	Consider expand aviation easements to establish control over these areas.
7	Runway 32 is equipped with a 4-box visual approach slope indicator (VASI) system, which is an obsolete system.	FAA AC 150/5300-13A, Change 1, <i>Airport Design</i> , Paragraph 625.	Replace the VASI system with a 4-light precision approach path indicator (PAPI) system.
8	Runway 32 is not currently equipped with runway end identifier lights (REILs)	FAA AC 150/5300-13A, Change 1, <i>Airport Design</i> , Paragraph 317.a.(4).	Consider adding REILs to Runway 32.



## Airfield Considerations

#	Non-Standard/Deficient Condition	Applicable Design Standard	Proposed Action(s) to be Evaluated
9	Hot Spot #3 - Risk of pilot confusion between Runway 17-35 and Runway 18-36.	FAA AC 150/5340-1M, Change 1, <i>Standards for Airport Markings</i> , Paragraph 2.3.5.	Consider redesignating the parallel runways as 18L/R and 36L/R.
10	Pilot confusion between Runway 35 and Taxiway A causes occasional wrong-surface landings.	FAA AC 150/5300-13B DRAFT, <i>Airport Design</i> , Paragraph 4.6.2.	Consider offsetting Taxiway A near the end of the runways.
11	Hot Spot #1 - Runway 18-36, Runway 14, and Taxiways D, E, and J all intersect in a small area. Angles of intersection can make sighting traffic difficult.	FAA AC 150/5300-13A, Change 1, <i>Airport Design</i> , Paragraph 401.b.(3) (4) (5.c) (5.d).	Consider corrective measures including eliminating non-standard pavement and constructing new taxiways to improve safety.
12	Taxiways E and S provide direct access from the west apron to Runway 18-36. Taxiways E and N provide direct access to Runway 17-35. These conditions increase the potential for runway incursions.	FAA AC 150/5300-13A, Change 1, <i>Airport Design</i> , Paragraph 401.b.(5).(g).	Consider offsetting connecting taxiways or adding no-taxi islands to force pilots to make a turn prior to entering a runway.
13	Taxiways K and S create an intersection within the Runway 18-36 high energy area. Taxiways D and E intersect within Runway 14-32's high energy area. Taxiway K creates an intersection within the Runway 17-35 high energy area.	FAA AC 150/5300-13A, Change 1, <i>Airport Design</i> , Paragraph 401.b.(5).(d).	Move taxiway/runway intersections outside the high-energy area (middle 1/3 <sup>rd</sup> of the runway).
14	Existing holding aprons are non-standard design.	FAA AC 150/5300-13A, Change 1, <i>Airport Design</i> , Paragraph 412.b.	Consider constructing new holding bays or bypass taxiways that meet design standard.



# Exhibit 4A: Runway 18-36 Alternatives

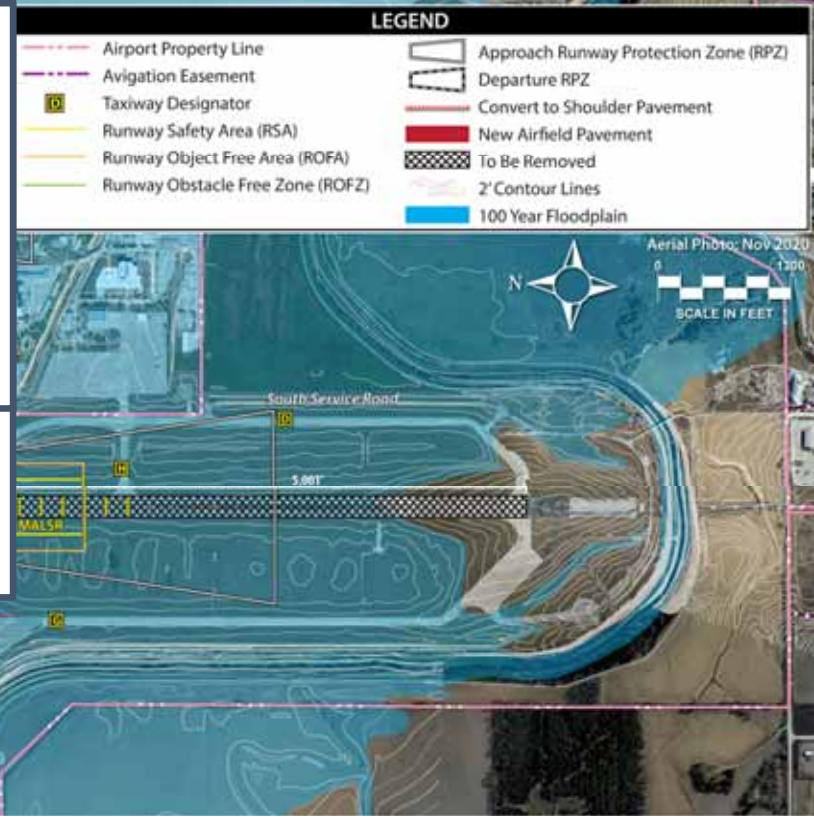
**Alternative 1**  
- Assumes full funding support from FAA and DOD  
- Reconstructs full existing runway length (12,901')  
- Reduces width to 150 feet



Alternative 1 - **\$57.863 million**

## Cons:

- Increased maintenance costs.
- Relocate runway/taxiway edge light systems & PAPIs.
- Longer taxi distances.
- Does nothing to mitigate Hot Spot #1.
- approaches/airspace.
- Opportunity to reconstruct to higher elevation to meet line-of-sight requirements.





## Alternative 2 - **\$46.085 million**

### Cons:

- Reduce LOS for NEANG/UASF.
- Portion of Taxiway D within RPZ.
- Requires significant grading work.
- Relocation of MALSR, PAPIs, Localizer (18), glide slope antenna (36).
- Does nothing to mitigate Hot Spot #1.
- Improves noise exposure for south residential developments.

### Alternative 2

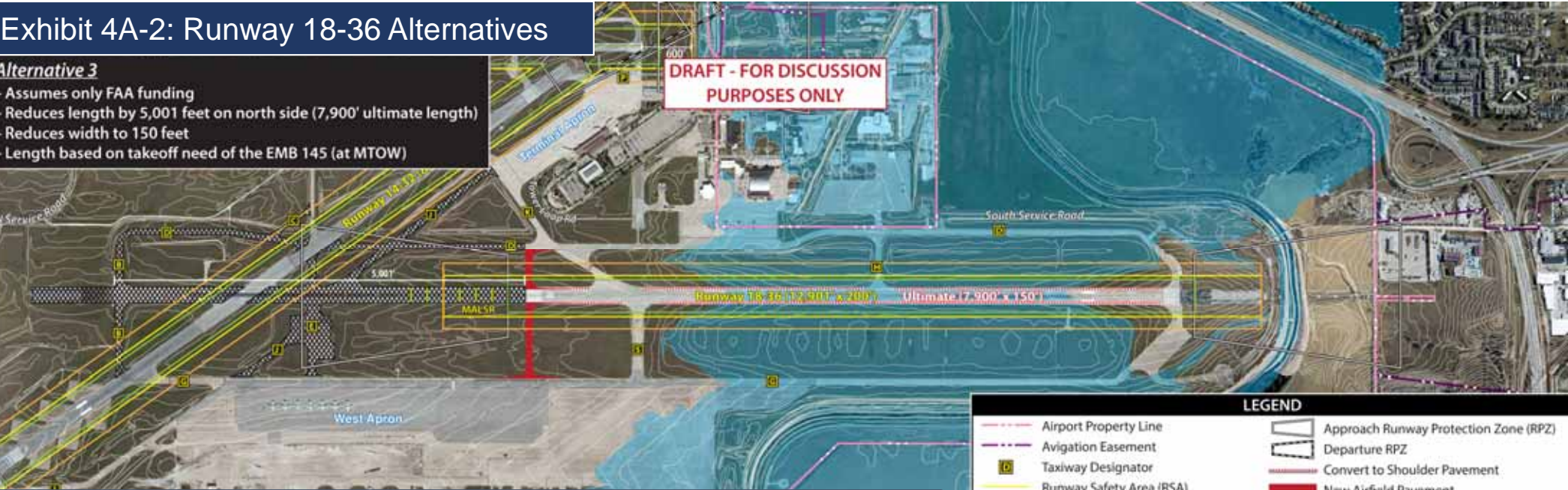
- Assumes only FAA funding
- Reduces length by 5,001 feet on south side (7,900' ultimate length)
- Reduces width to 150 feet
- Length based on takeoff need of the EMB 145 (at MTOW)





# Exhibit 4A-2: Runway 18-36 Alternatives

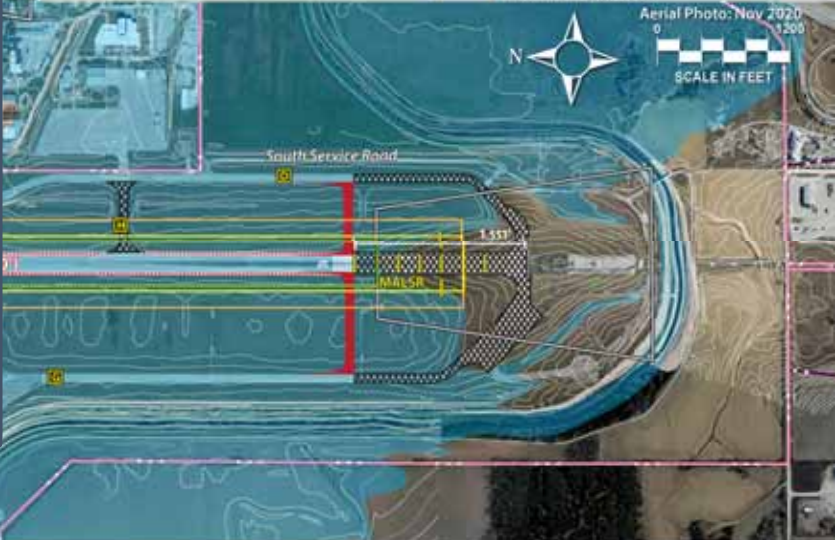
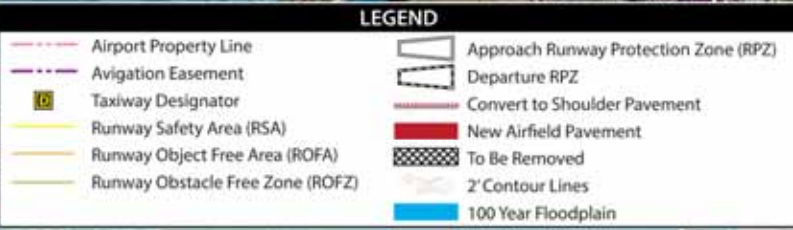
**Alternative 3**  
- Assumes only FAA funding  
- Reduces length by 5,001 feet on north side (7,900' ultimate length)  
- Reduces width to 150 feet  
- Length based on takeoff need of the EMB 145 (at MTOW)



## Alternative 3 - \$49.490 million

### Pros:

- Mitigates Hot Spot #1.
- Eliminates the RVZ.
- Remove/abandon Taxiways to north (reduced costs).
- Runway 18 RPZ shifts south off North Park Road.
- Space for relocated MALSR.
- Reduced taxi time/distance to Runway 18.





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### Alternative 3

- Assumes only FAA funding



## Alternative 4 - \$54.816 million

### Pros:

- Mitigates Hot Spot #1.
- Eliminates the RVZ.
- Remove/abandon Taxiways to north (reduced costs).
- Runway 18 RPZ shifts south off North Park Road and 36 RPZ shifts north off industrial property.
- Reduced taxi time/distance to both ends.

### Alternative 4

- Assumes only FAA funding
- Reduces length by 3,450' on the north side and 1,551' on the south side (7,900' ultimate length)
- Reduces width to 150 feet
- RSA's of Runway 18-36 and 14-32 do not overlap
- Length based on takeoff need of the EMB 145 (at MTOW)



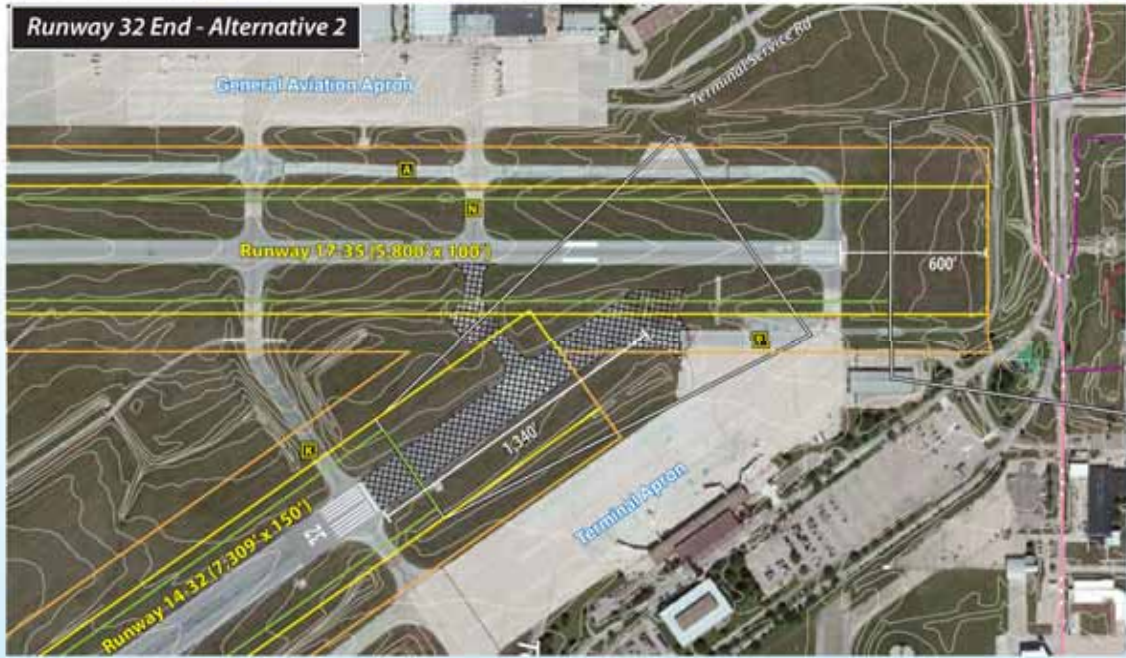


# LINCOLN AIRPORT

## AIRPORT MASTER PLAN

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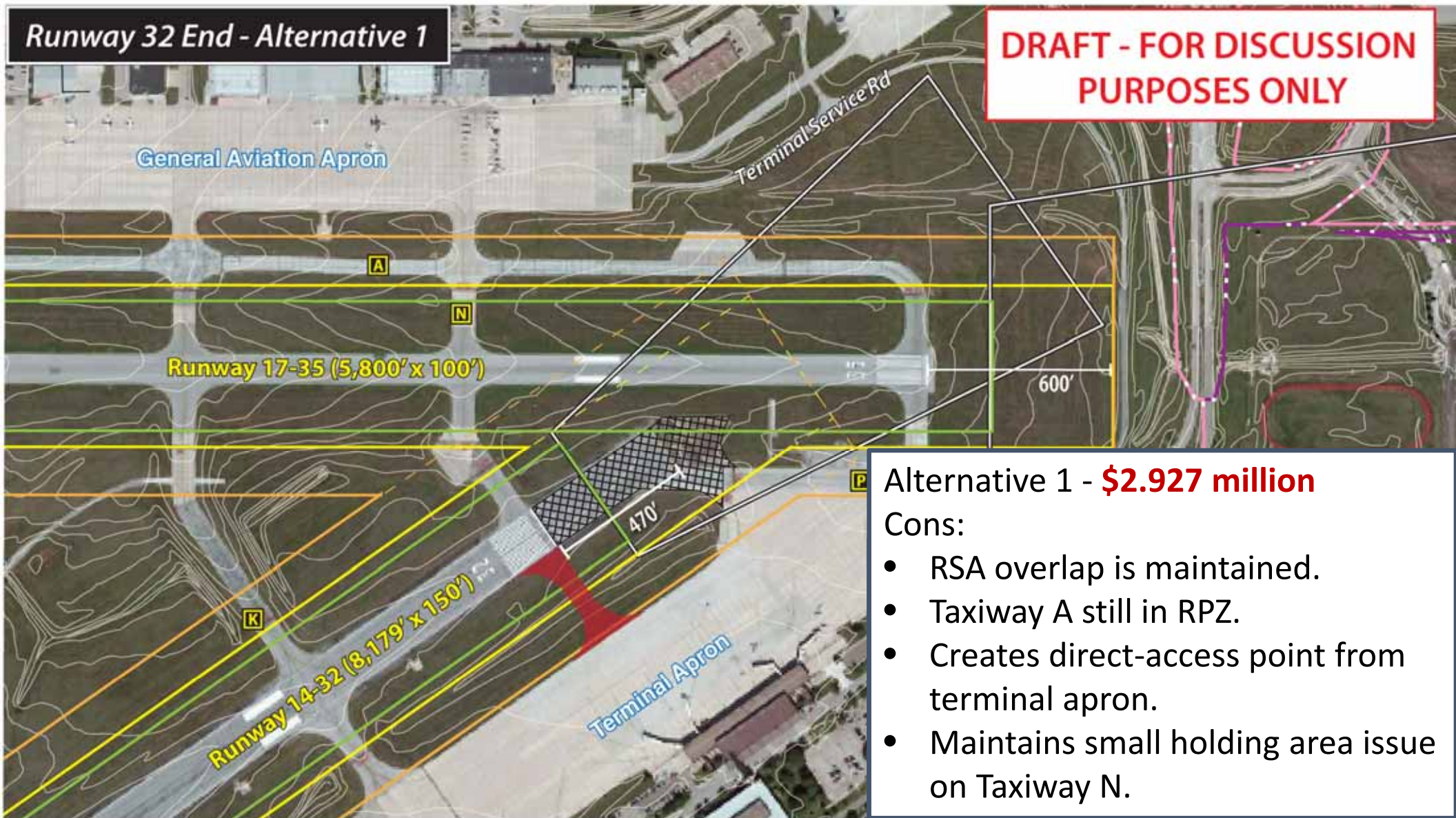
LEGEND	
	Airport Property Line
	Avigation Easement
	Taxiway Designator
	Runway Safety Area (RSA)
	Runway Object Free Area (ROFA)
	Runway Obstacle Free Zone (ROFZ)
	Runway Protection Zone (RPZ)
	New Airfield Pavement
	2' Contour Lines





## Runway 32 End - Alternative 1

**DRAFT - FOR DISCUSSION  
PURPOSES ONLY**



### Alternative 1 - **\$2.927 million**

#### Cons:

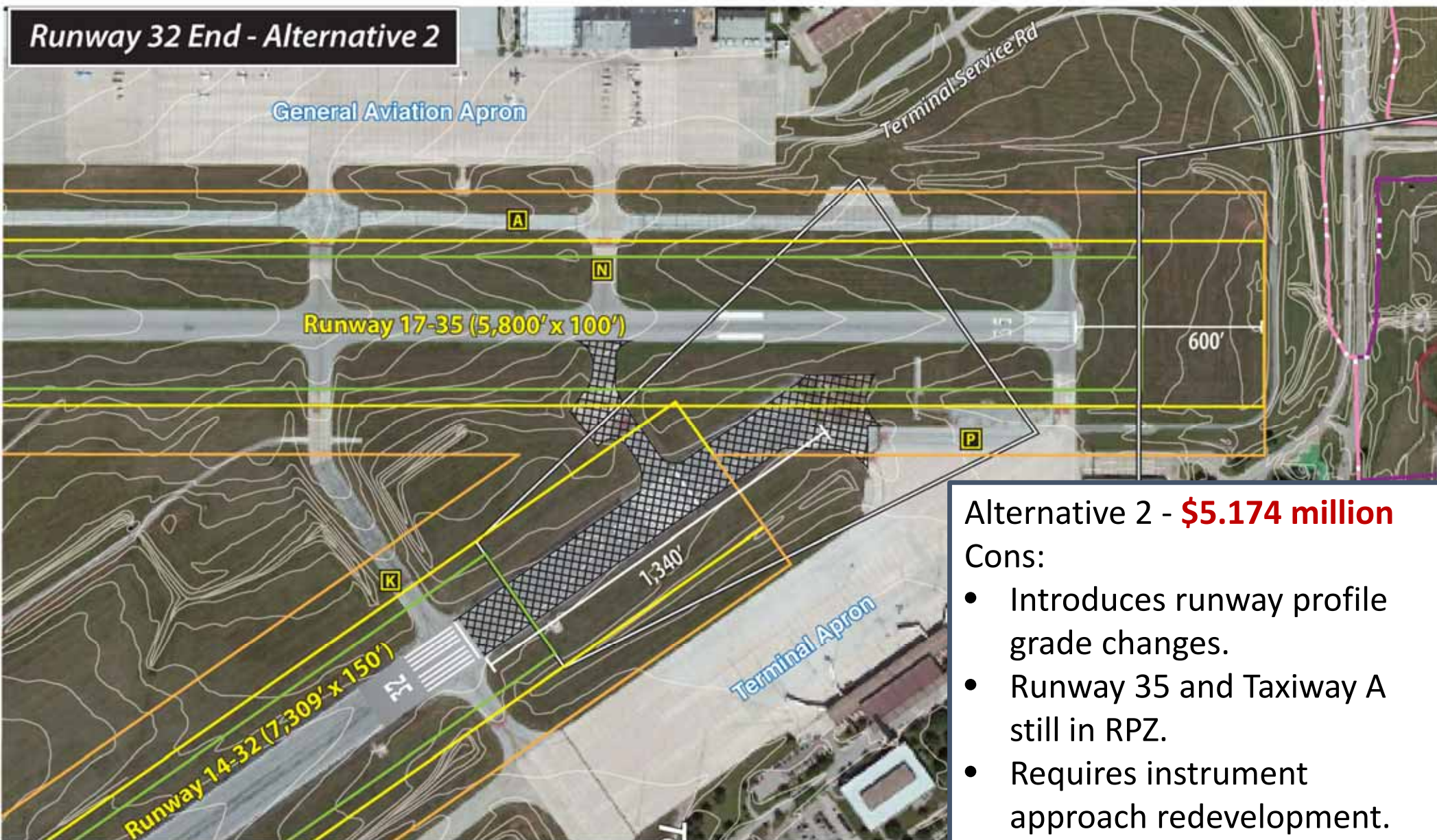
- RSA overlap is maintained.
- Taxiway A still in RPZ.
- Creates direct-access point from terminal apron.
- Maintains small holding area issue on Taxiway N.

## Runway 32 End - Alternative 2





## Runway 32 End - Alternative 2



Alternative 2 - **\$5.174 million**

Cons:

- Introduces runway profile grade changes.
- Runway 35 and Taxiway A still in RPZ.
- Requires instrument approach redevelopment.





Exhibit 4B-2: Runway 14-32 Alternatives



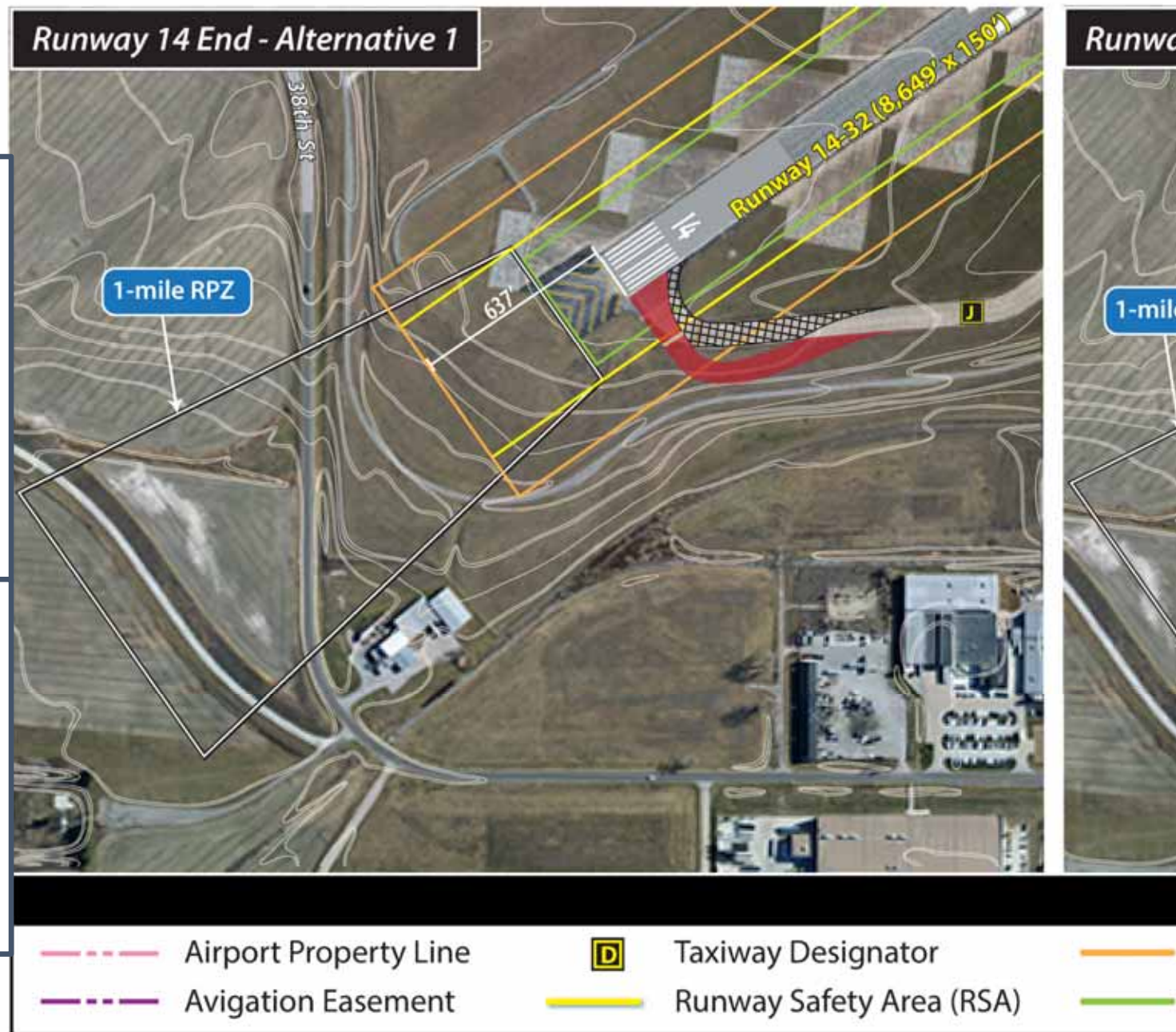
Alternative 1 - **\$5.507 million**

## Pros:

- Improves LOS, increases LDA to 8,649'.
- RPZs co-located.
- 90-degree entrance taxiway.

## Cons:

- NW 38<sup>th</sup> St in RPZ.
- Perimeter road would need to be relocated.
- Existing building restricts lower minimums.
- Relocated PAPIs/REILs.





## Alternative 2 - **\$6.240 million**

### Pros:

- Adequate LOS maintained.
- Shifts ROFA further from road.
- PAPIs/REILs remain in place.
- Instrument approach unchanged.

### Cons:

- Takeoff distance reduced.
- NW 38<sup>th</sup> St in RPZ.
- Existing building restricts lower minimums.





### Alternative 3 - **\$9.536 million**

#### Pros:

- Potential  $\frac{3}{4}$ -mile approach.
- Opens up development potential NW or 38<sup>th</sup> St.
- Reduces maintenance costs.
- Adequate LOS maintained.

#### Cons:

- NW 38<sup>th</sup> St in  $\frac{3}{4}$ -mile RPZ.
- Requires relocation of PAPI, REILs, edge lighting.
- Combined with 32 Alt. 2 – 6,046' long runway.

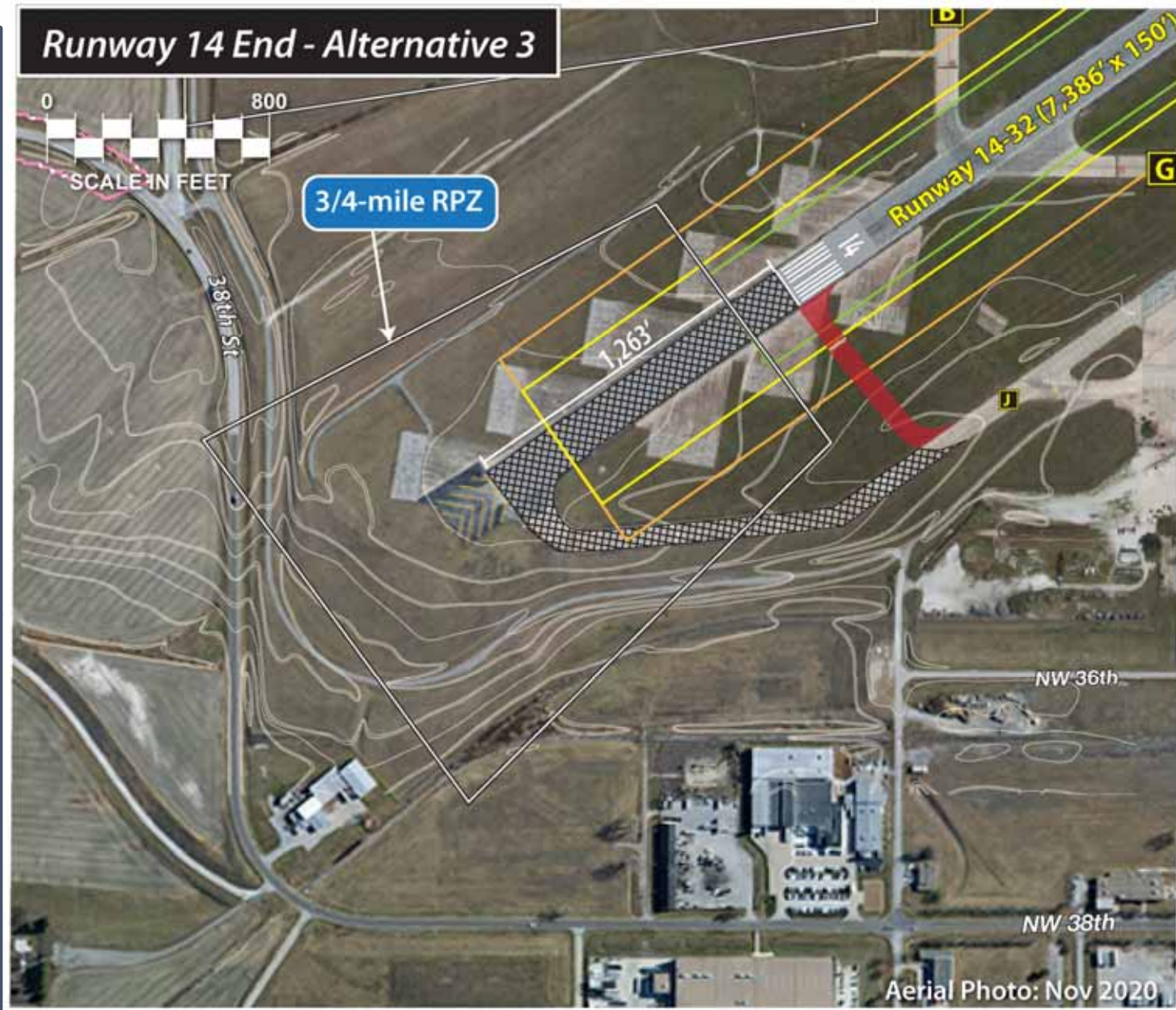




Exhibit 4C: Hot Spot 2 and 3 Mitigation Measures

Alternative 1 - **\$4.896 million**

Alternative 2 - **\$1.934 million**

Hot Spot 3 – Risk of pilot confusion between Runway 17-35 and Runway 18-36.

Alternative 1 – Offset Taxiway

Alternative 2 – Designate as Runway 18L-36R

Hot Spot 2 – Runway 32 approach holding position is located on Taxiway A, immediately past the Taxiway A run up area.

Alternative 1 – Offset Taxiway

Alternative 2 – Designate as Runway 18L-36R

**LEGEND**

- Airport Property Line
- Avigation Easement
- Taxiway Designator
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Runway Obstacle Free Zone (ROFZ)
- Approach Runway Protection Zone (RPZ)
- Departure RPZ
- New Airfield Pavement
- 2' Contour Lines

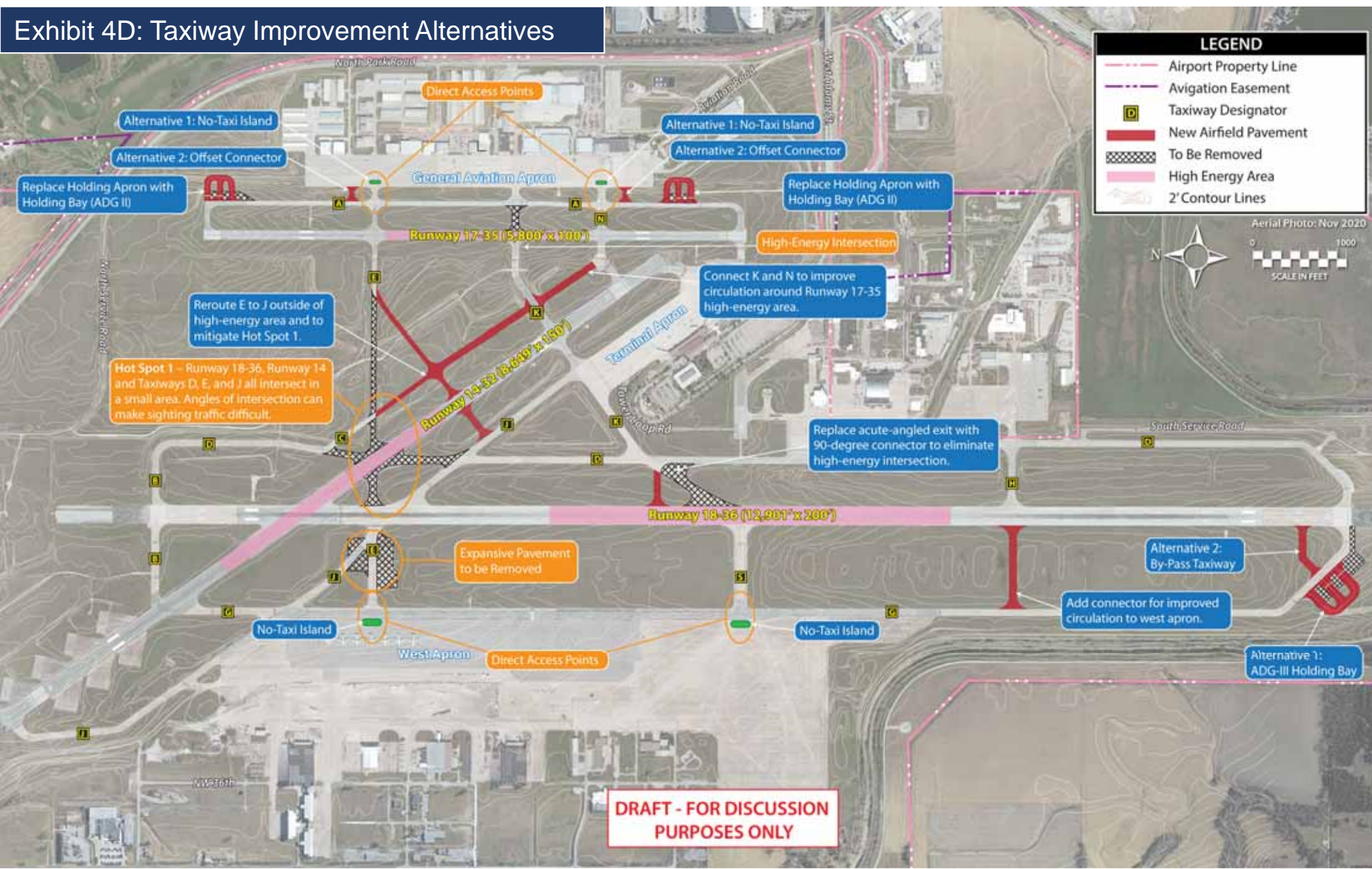
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SCALE IN FEET

Aerial Photo: From Airport 6-12-21



Exhibit 4D: Taxiway Improvement Alternatives





Highway Improvement Design

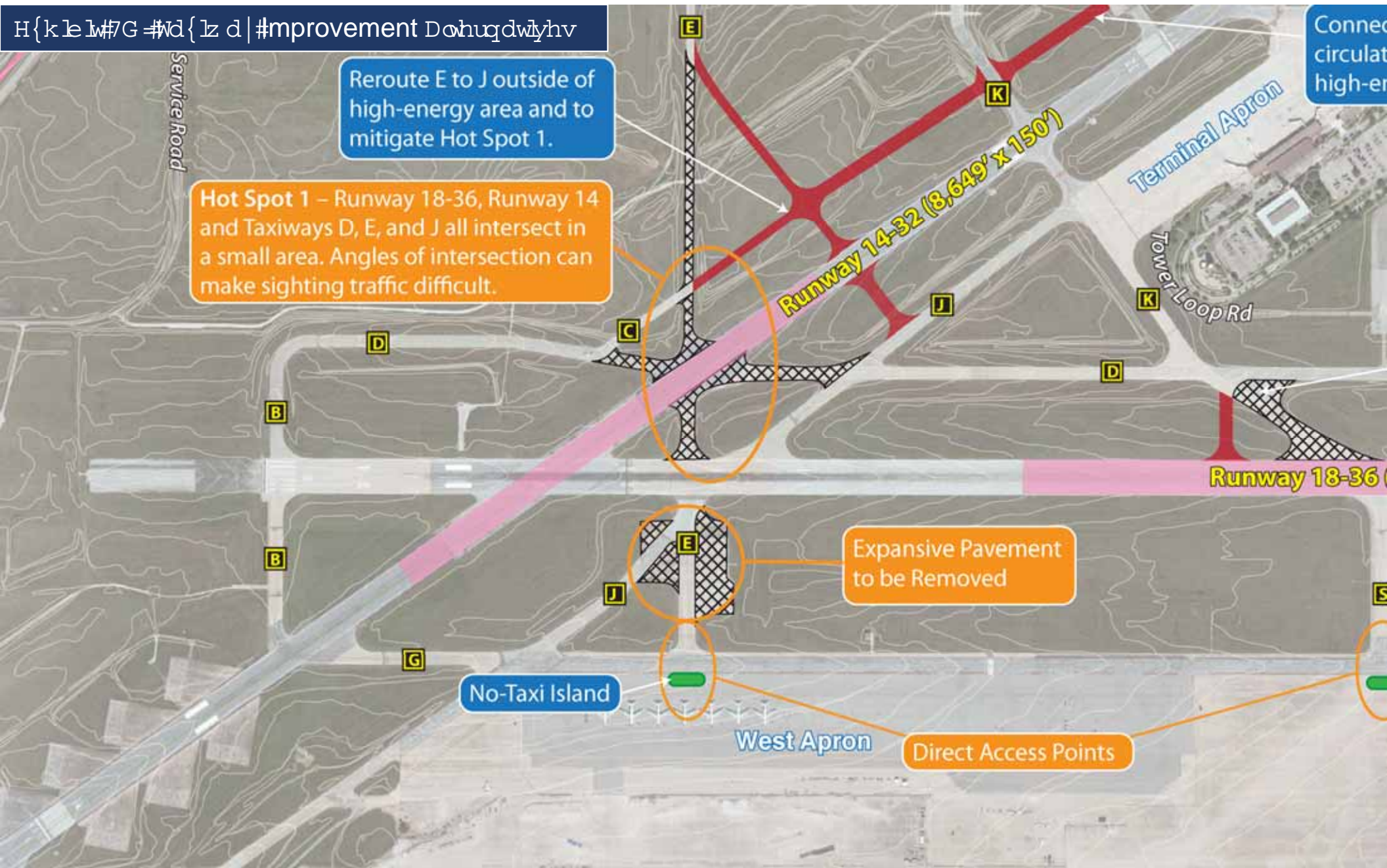




Exhibit 4D: Taxiway Improvement Alternatives

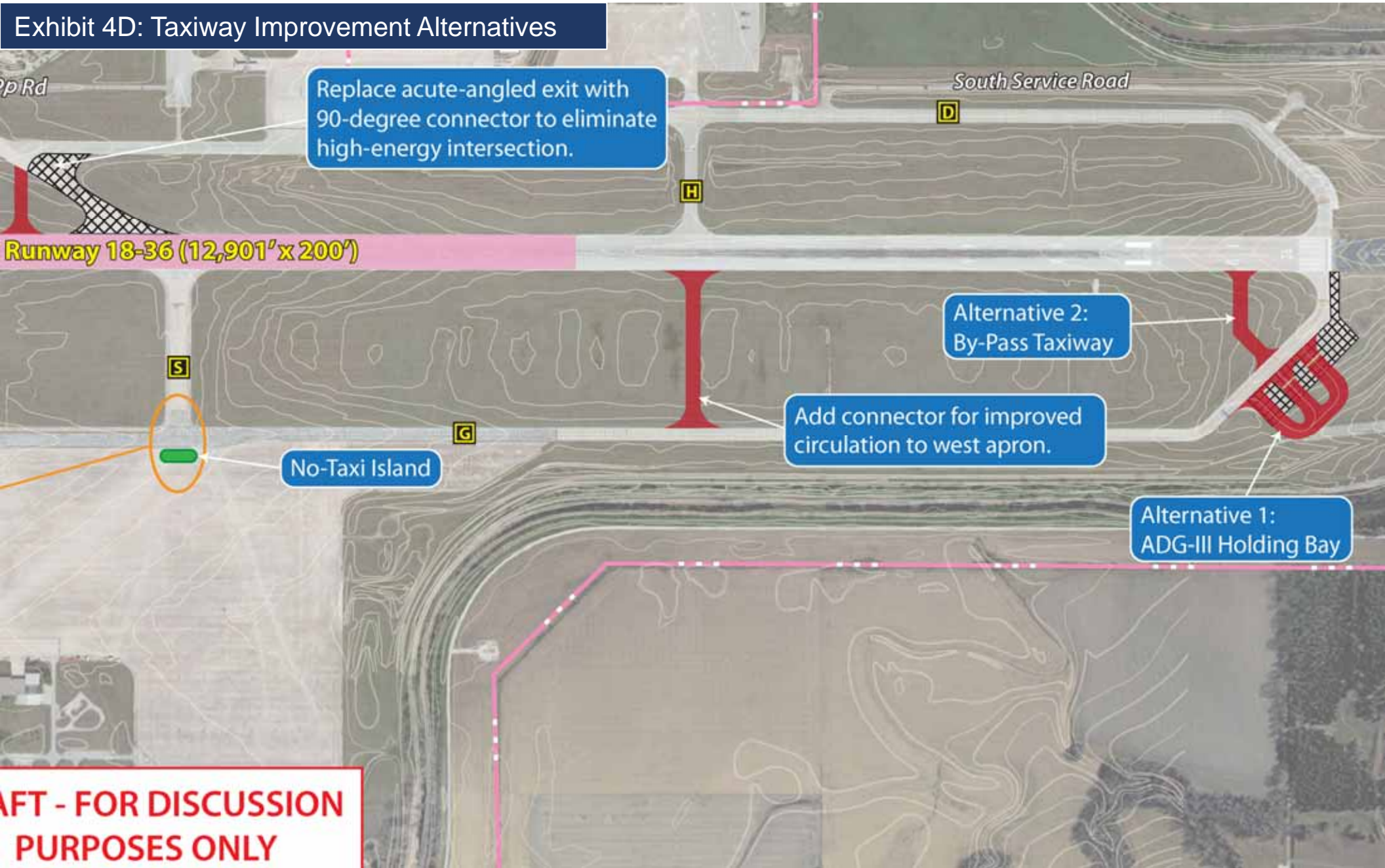




Exhibit 4D: Taxiway Improvement Alternatives







Table 4D: Landside Planning Considerations

#	Landside Component	Existing Capacity/Condition	Consideration
1	Passenger Terminal Building	104,810 sf (upon completion of the LNK Next expansion)	Expand total terminal area by 31,890 sf to a total of 136,700 sf.
2	Vehicle Parking	1,037 public spaces; 66 employee spaces; 225 rental car spaces; 37 cell phone lot spaces	Expand employee lot up to 186 spaces; rental car ready/return lot up to 278 spaces; cell phone lot up to 64 spaces.
3	Air Cargo	25,300 sf (unused)	Reserve 3-8 acres for potential large-scale air cargo operator.
4	Hangars	1,045,175 sf (T-hangars, executive, and conventional hangars)	Focus on developing new executive and conventional hangars (131,100+ sf new capacity). T-hangars are a lower priority.
5	General Aviation Aprons	149,000 sy (east side only)	Expand capacity to 166,100 sy (combination of east and west sides).
6	General Aviation Terminal Services	10,000+ sf provided by FBOs	Existing capacity is sufficient, but consider a new west side general aviation terminal.
7	Fuel Storage	Total static storage capacity: 232,000 gallons (Jet A) 42,000 gallons (AvGas)	Existing static storage capacity is sufficient. Ultimate decision to expand capacity up to FBOs.
8	Land Development	Areas on the airport's northeast (25 acres) and north (120 acres) side are available for new development. West side areas available for redevelopment	Expand general aviation or air cargo facilities to developable areas and redevelopment areas on the west side.

sf – square feet | sy – square yards



# LINCOLN AIRPORT

## AIRPORT MASTER PLAN



Figure 4A: Terminal Site Envelope





Figure 4B: 20-Year Terminal Development

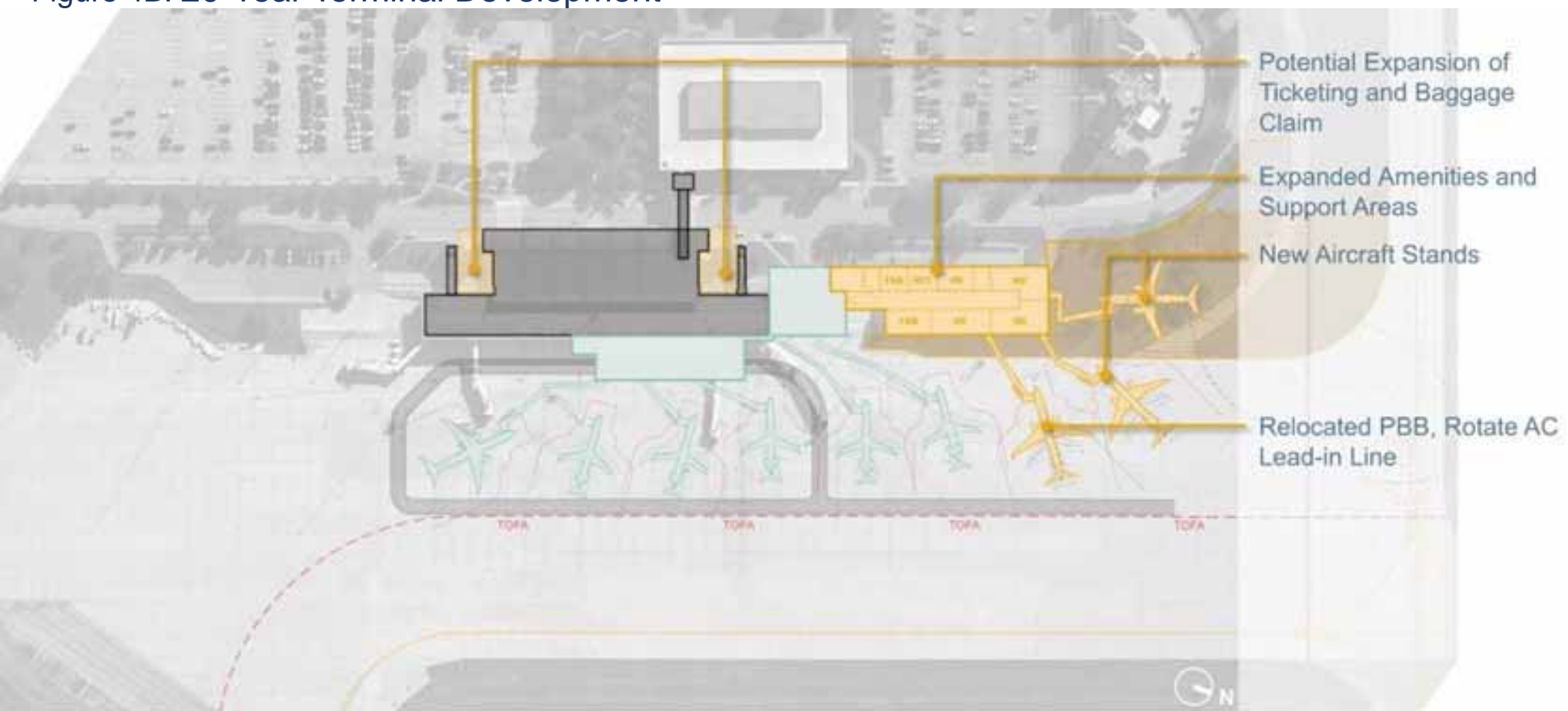
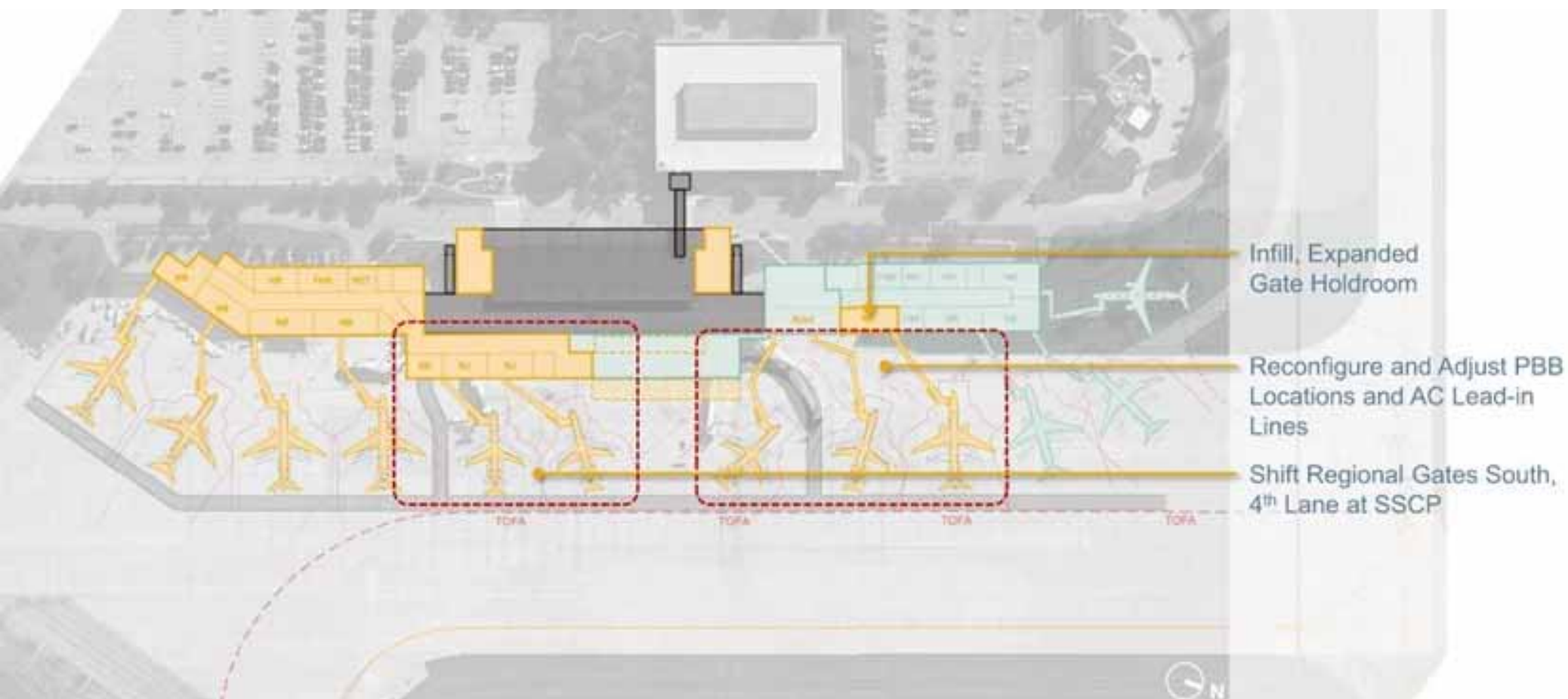


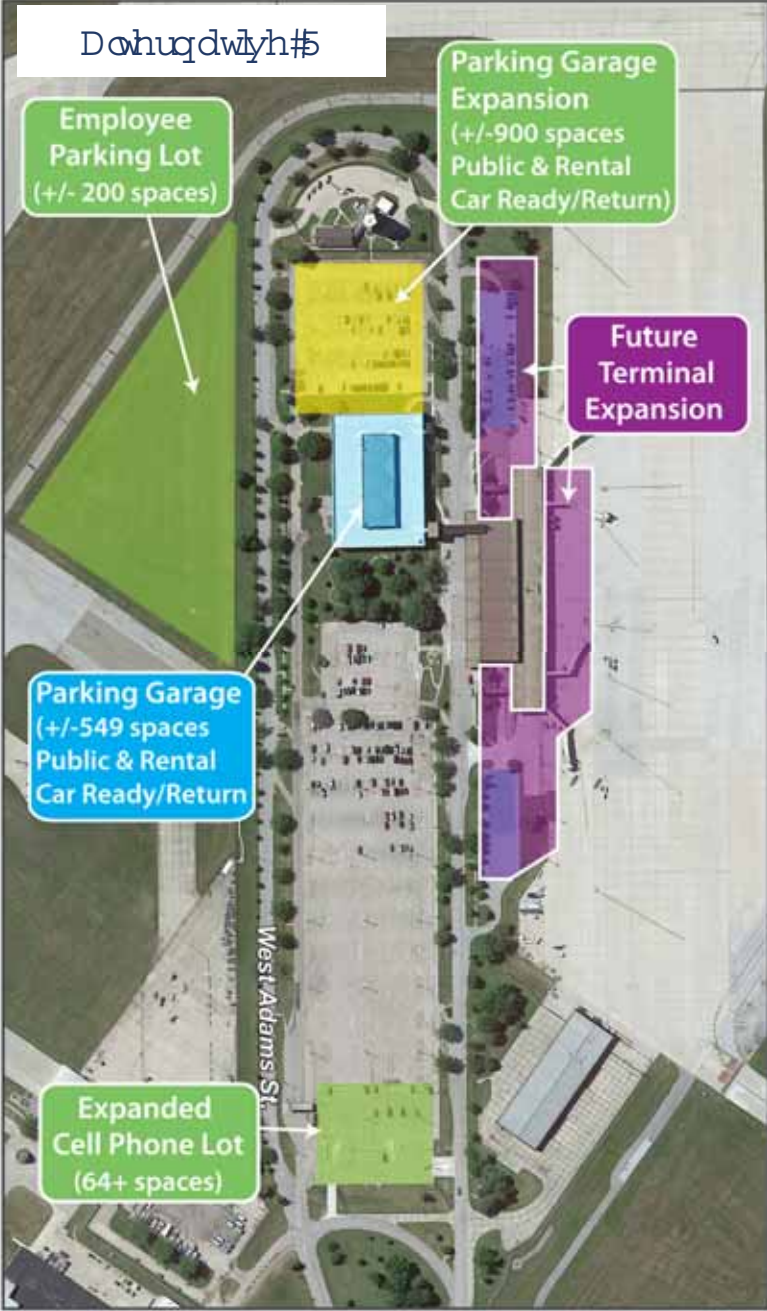
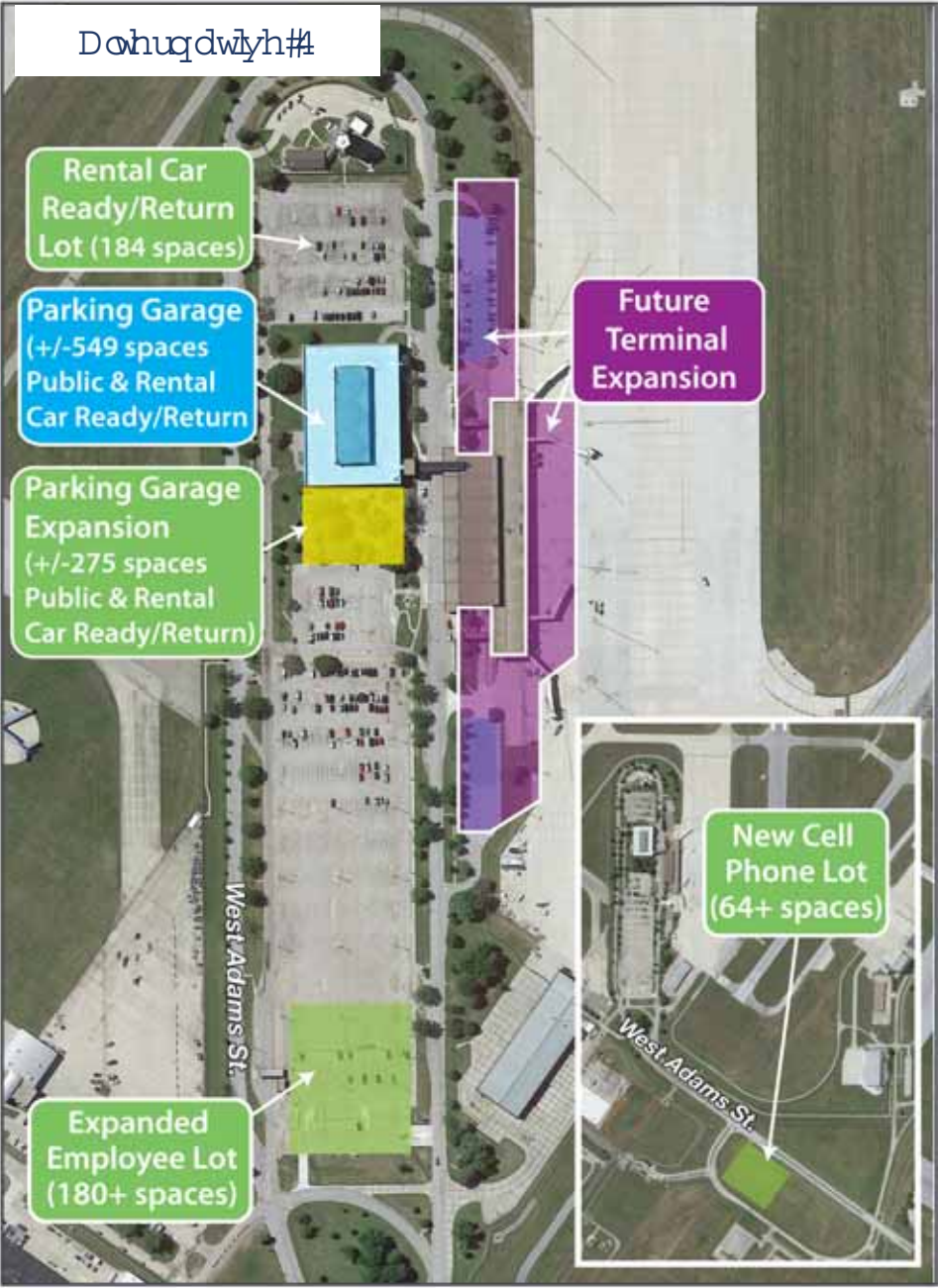




Figure 4C: 20+-Year Terminal Development



Figures 4D/4E:  
Terminal Parking  
Alternatives





# Exhibit 4E-1: East Landside Alternatives

**Alternative 1 -**  
Each alternative focuses on expansion options for Duncan Aviation, expanded apron with no-taxi islands, and a redevelopment area.



**DRAFT - FOR DISCUSSION  
PURPOSES ONLY**

**LEGEND**

- Airport Property Line
- Red New Airfield Pavement
- Yellow New Building
- Blue New Parking/Roads
- 2' Contour Lines

Aerial Photo: Google Earth 6/12/21

## Alternative 2





Exhibit 4E-2: East Landside Alternatives

Alternative 3

DRAFT - FOR DISCUSSION  
PURPOSES ONLY



Alternative 4





Exhibit 4F: Northeast Landside Alternatives

**Alternative 1 -**  
Focus on small general aviation facilities with area designed to ADG II standards.



**Alternative 2 -**  
Reserve Area for Maintenance/Repair/Overhaul (MRO)



**Alternative 3 -**  
Focused executive hangar development meeting ADG III standards.

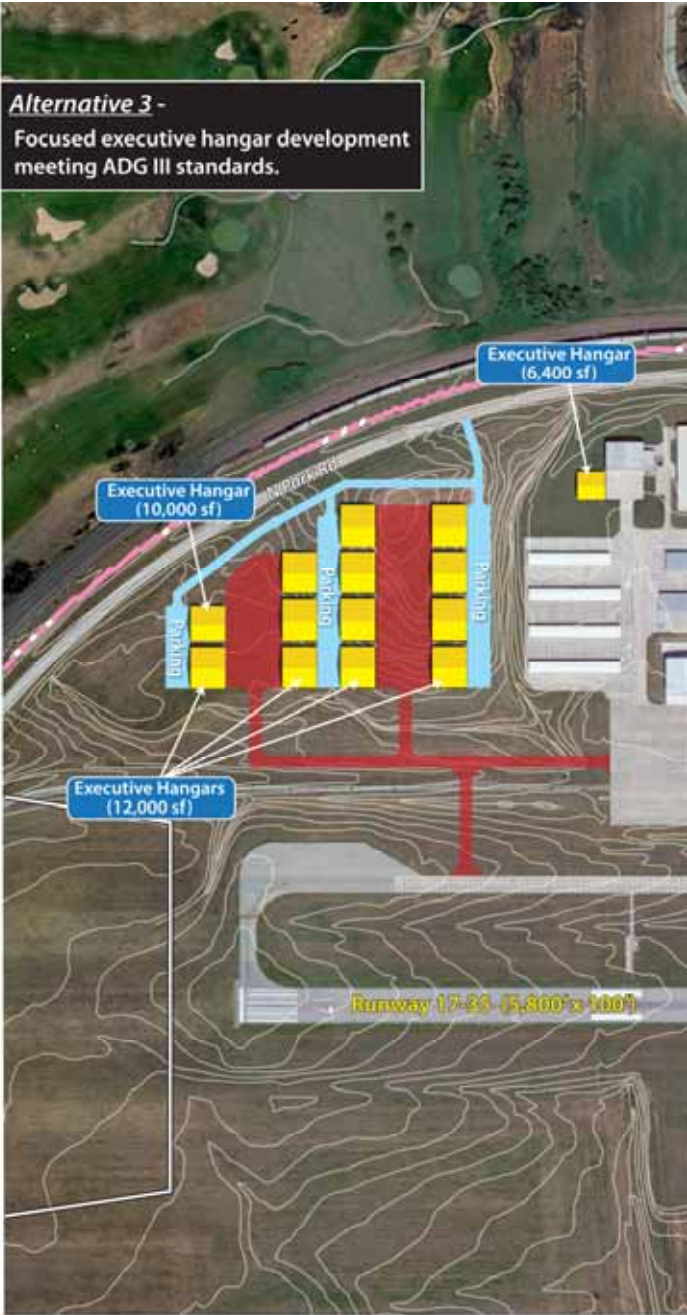




Exhibit 4G: North Landside Alternative 1

North Landside Alternative 1 -  
Provide a mix of SASO/executive  
hangars and T-hangars.

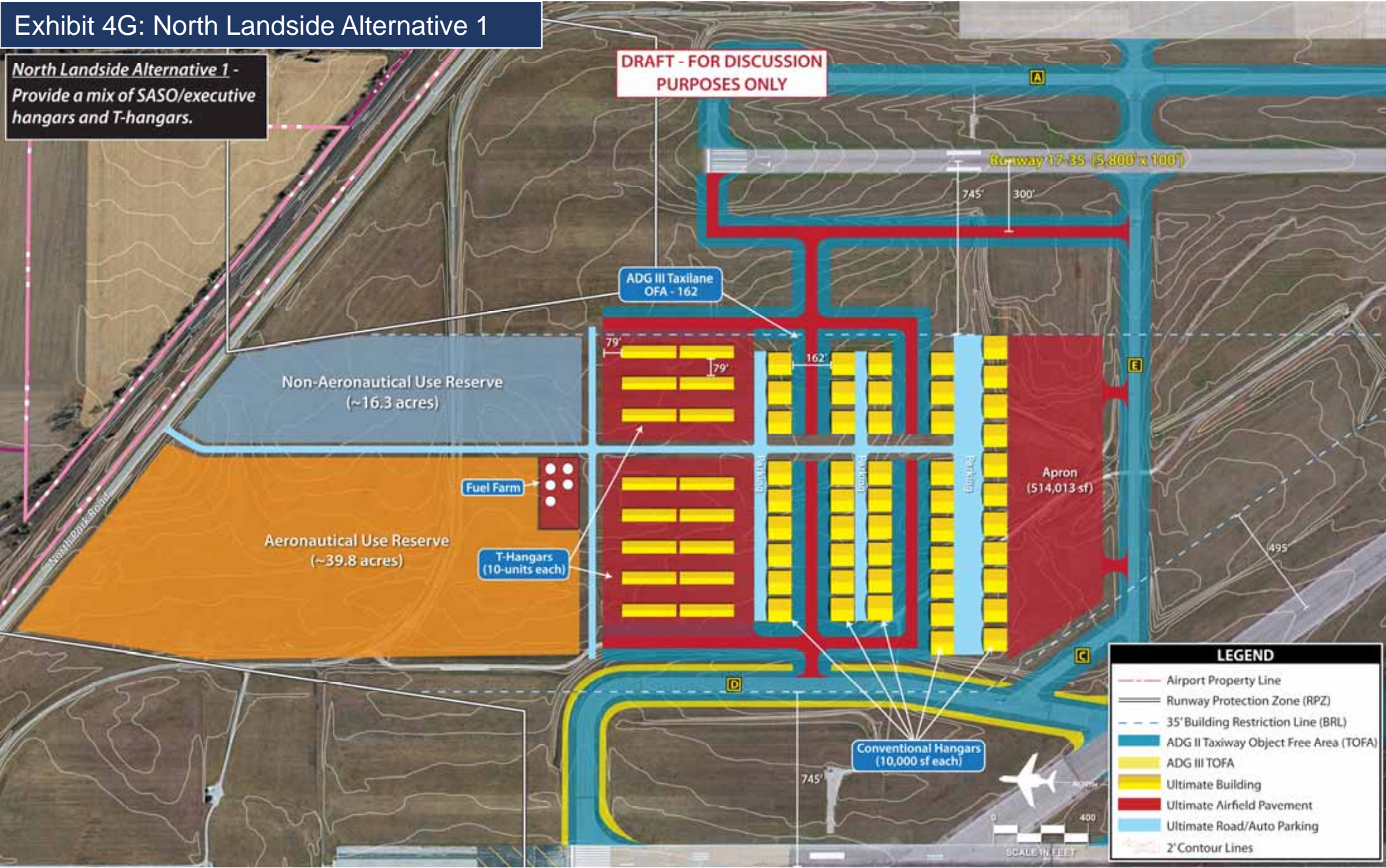
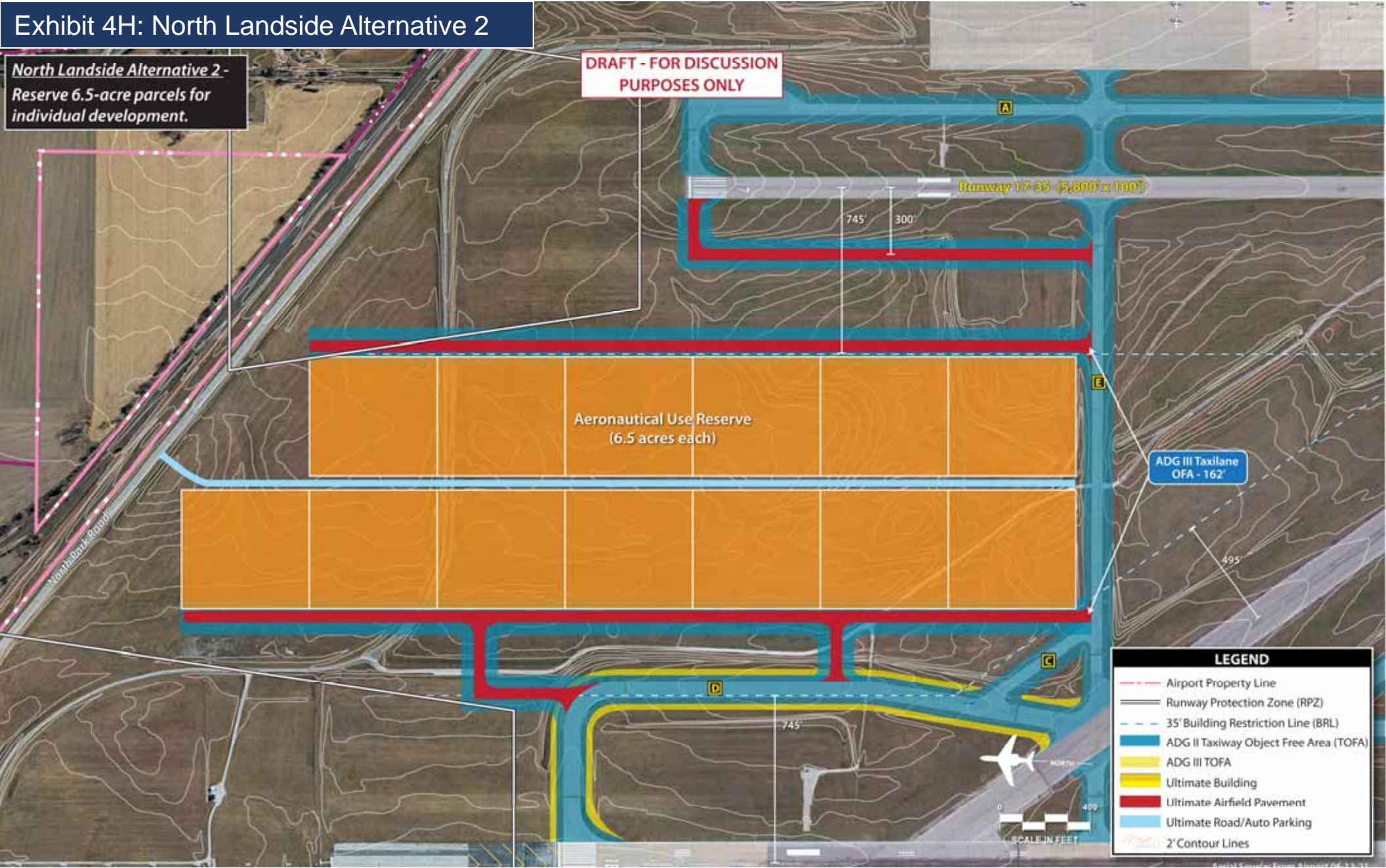




Exhibit 4H: North Landside Alternative 2

North Landside Alternative 2 - Reserve 6.5-acre parcels for individual development.



**LEGEND**

- Airport Property Line
- Runway Protection Zone (RPZ)
- - - 35' Building Restriction Line (BRL)
- ADG II Taxiway Object Free Area (TOFA)
- ADG III TOFA
- Ultimate Building
- Ultimate Airfield Pavement
- Ultimate Road/Auto Parking
- 2' Contour Lines



Exhibit 4 J: North Landside Alternative 3

North Landside Alternative 3 -  
Focus area on maintenance/repair/  
overhaul (MRO) facility expansion.

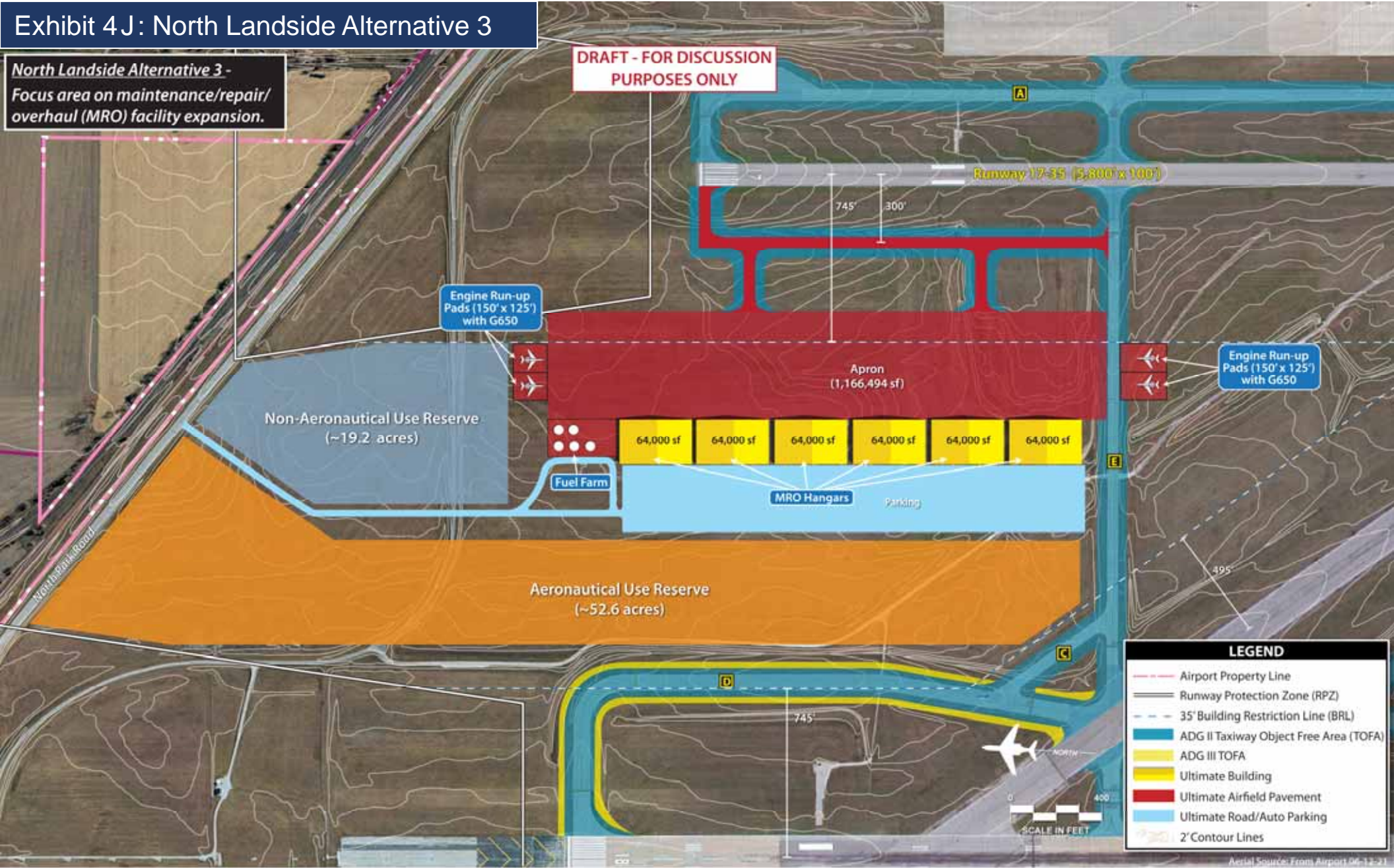




Exhibit 4K: West Landside Alternative 1

**Alternative 1**  
This alternative maintains the Midwest Roadside Safety Facility (MwRSF) in its current location. Specialty Aviation Service Operator (SASO) and Maintenance/Repair/Overhaul (MRO) facilities are planned for the north portion with the south portion reserved for a GA terminal and a mix of executive hangars.

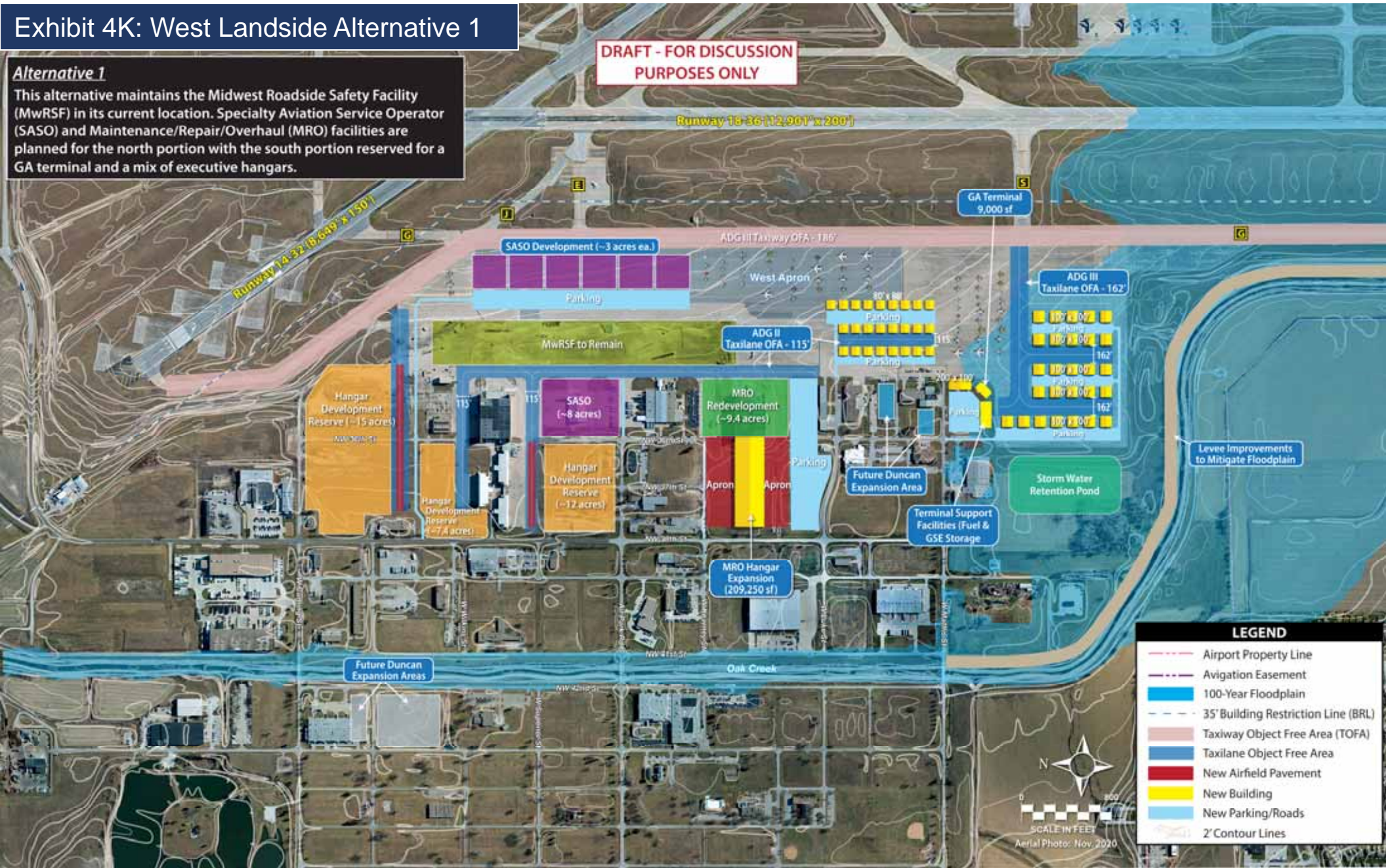
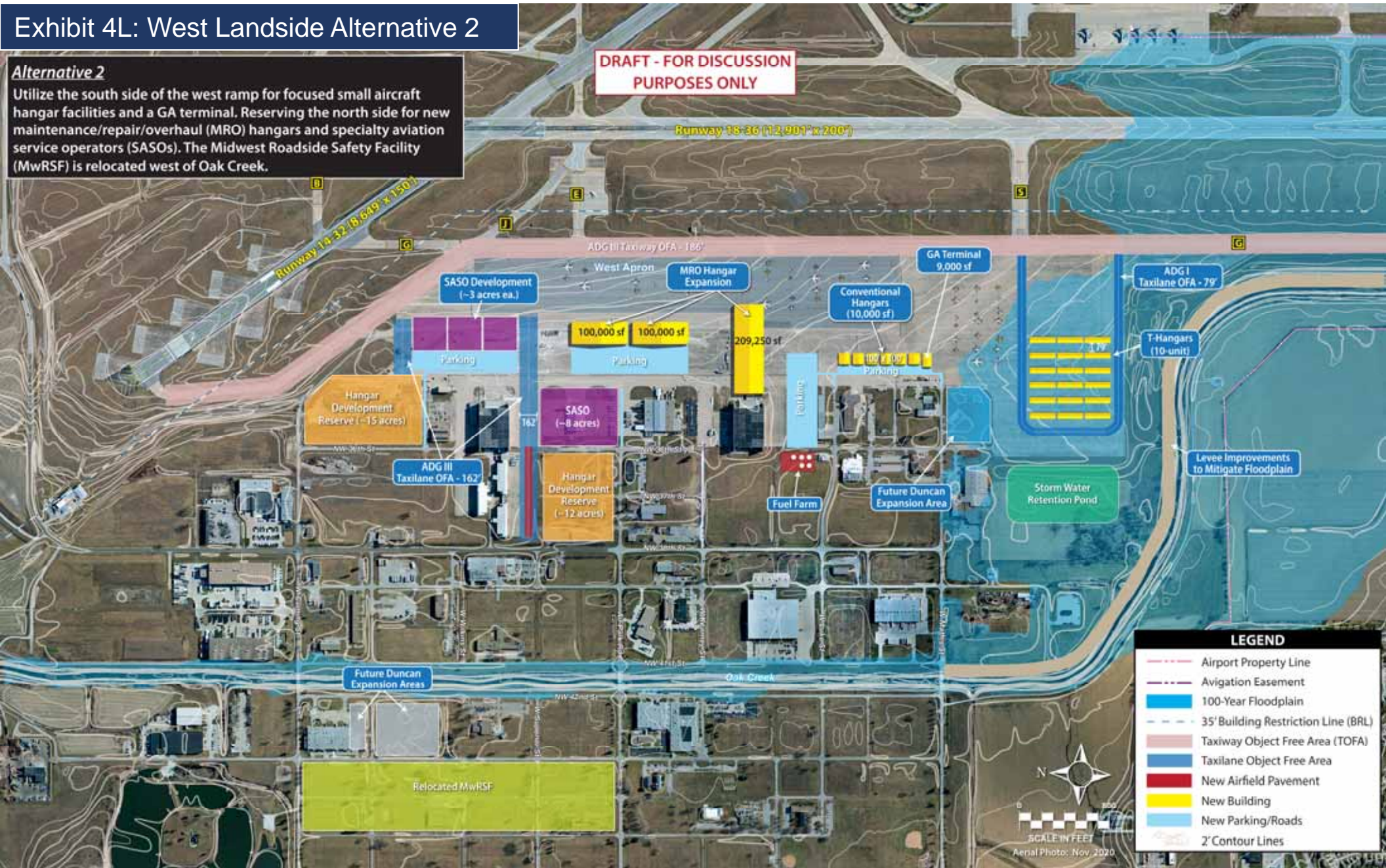




Exhibit 4L: West Landside Alternative 2

**Alternative 2**  
Utilize the south side of the west ramp for focused small aircraft hangar facilities and a GA terminal. Reserving the north side for new maintenance/repair/overhaul (MRO) hangars and specialty aviation service operators (SASOs). The Midwest Roadside Safety Facility (MwRSF) is relocated west of Oak Creek.





Reserve area for air cargo activities and focus remaining areas on specialty aviation service operator (SASO) and hangar development along the flightline. The Midwest Roadside Safety Facility (MwRSF) is relocated west of Oak Creek.

**DRAFT - FOR DISCUSSION  
PURPOSES ONLY**

Runway 18-36 (12,901' x 200')

ADG IV Taxway OFA -25%

**SASO Development (~3 acres ea.)**

### West Apron

**Air Cargo Reserve Area**  
(B767-300f shown)

**Air Cargo Handling Facility**  
(130-555-31)

[Copyright Clearance Center](#)

Levee Improvements to Mitigate Floodplain

**Future Duncan  
Expansion Areas**

### Relocated MwRSE

### LEGEND

- Airport Property Line
- Aviation Easement
- 100-Year Floodplain
- 35' Building Restriction Line (BRL)
- Taxiway Object Free Area (TOFA)
- New Airfield Pavement
- New Building
- New Parking/Roads
- 2' Contour Lines

**LINCOLN**AIRPORT

# NEXT STEPS



- 1. Recommended Concept**
- 2. Capital Improvement Program**



# LINCOLNAIRPORT



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# QUESTIONS?

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AIRPORT MASTER PLAN