

Hartford-Brainard Airport Master Plan Update
Advisory Committee Meeting #2
January 10th , 2013, 5PM

Attendees:

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| • Andy Davis | CT DOT – Policy & Planning |
| • Barry Pallanck | CTDOT - Bureau of Aviation |
| • Bob Bruno | CTDOT - Bureau of Aviation |
| • Bill Hogan | Metropolitan District Commission (MDC) |
| • David Head | CTDOT - Policy & Planning |
| • Erin Rowett | CHA |
| • Jeff Bridges | Town of Wethersfield |
| • Jennifer Carrier | Capital Region COG (CRCOG) |
| • Kurt Sendlein | CTDOT Bureau of Aviation |
| • Matt Kelly | CT Airport Authority |
| • Mike Dayton | Town of East Hartford |
| • Molly Parsons | CT DOT – Policy & Planning |
| • Patrick Hayes | Brainard Noise Committee |
| • Paul McDonnell | CHA |
| • Tom Tyler | Metropolitan District Commission (MDC) |
| • Bill Foley | HFD Tees |
| • Jack Hilditch | Experimental Aircraft Association |
| • Mike Balda | Pilot |
| • Paul Courchaine | Private Citizen |
| • Stephen Socolosky | CT Hangar Association, Inc |
| • Terry Schmure | Private Citizen |

Study Purpose:

The Connecticut Department of Transportation (CTDOT) is in the process of updating the Hartford-Brainard Airport (HFD) Master Plan. The purpose of this study is to develop a plan to guide future activity and development of the airport. The study will also incorporate current sustainability principals while planning for the future development of the airport. The development needs identified as a result of this plan will be intended to satisfy present and future aviation demand, while being compatible with the environment, community development, and other transportation systems.

Meeting Purpose:

Update the Advisory Committee (AC) on the study findings, including retaining Runway 11-29, Runway 2-20 improvements, future aircraft storage, tree removal, and other capital improvement projects. Collect comments and address questions from the AC members.

Meeting Summary:

The Recommended Development Plan was displayed and each individual item discussed. The Plan included:

- **Runway Safety Improvements:** Removal of the sewage treatment lagoons for a standard RSA. Declared distances will be implemented for both runway ends to satisfy OFA requirements.
- **Runway Extension:** Potential southern extension of the runway to the recommended length of 5,000 feet.
- **Decommission H1 (Midfield Helipad):** Conversion of the helipad to a helicopter parking position.
- **Tree Removal:** The identified trees should be removed as they are obstructions to HFD's airspace.
- **Instrument Approaches:** Publish "Localizer Precision with Vertical Guidance" (LPV) procedures to both runway ends. FAA must confirm it this is permissible based on the location of the Dike
- **Vehicle Access Road:** A vehicle access road between Murphy Road and Lindbergh Drive.
- **T-Hangars:** To fulfill the deficiency, T-hangars can be built in the locations shown, provided they are no taller than the existing structures so they do not obstruct the ATCT line-of-sight. A taxiway connection to Taxiway A would also be provided. Vehicle parking would be located near the ATCT.
- **Tiedown Removals:** To provide FAA standard TLOFA dimensions, select tiedowns will need to be removed.
- **Conventional Hangars:** The area shown is ideal for a series of conventional hangars, associated apron, and vehicle parking. The existing tiedowns and taxilanes would be removed or modified as necessary. Hangars should be outfitted with floodlights to provide light on the Midfield Ramp.
- **Proposed Maintenance Facility:** The depicted maintenance facility will be developed by CTDOT for airport operations staff.
- **Wildlife Incursion Control Fence:** Although it will require coordination among several parties, security fence construction is recommended on the eastern slope of the Clark Dike.
- **Hangar Redevelopment:** The area along Maxim Road is a prime location for the redevelopment of buildings as their useful life expires or as market conditions permit.
- **Midfield Ramp Lighting:** Increase nighttime visibility and increase security.
- **Security Policies:** TSA guidelines included the following policy items that the CTDOT should consider at HFD:
 - Vehicle Identification
 - Secondary Aircraft Locking Devices
 - An Airport Security Committee and Procedures Document that incorporate the following:
 - Law Enforcement Officer procedures
 - Challenge Procedures (for confronting unfamiliar individuals and suspicious activity)
 - Transient Pilot Sign-in/Sign-out Procedures
 - A procedure for charter and flight training operators to positively identify all passengers and cargo
- **Energy Conservation Measures (ECM):** Several recommendations were developed for individual buildings to increase the efficiency of energy usage.
- **Other Sustainability Recommendations:** While not discussed in detail at the meeting, several recommendations were developed for air quality, design & construction, waste management / recycling, hazardous materials, vegetation & wildlife management.

The preliminary data from the aircraft noise modeling based on the activity forecasts and recommended plan showed that the current and anticipated future noise levels are considered compatible with the surrounding area per FAA standards. The noise modeling and ground monitoring will be discussed in more detail at the next meeting.

Comments received from Advisory Committee on Recommended Plan:

- Noise Committee would like to see Runway 2-20 shortened or rotated to lessen the noise impact to the Town of Wethersfield. The consultant reviewed a rotation, but does not recommend it due to impact to design standards, high costs, limited federal funding, and new obstructions that would be present. The consultant also does not recommend shortening the runway based on FAA guidelines for runway length.
- Phase I of the runway improvements includes only purchasing and filling in the first lagoon for a standard Runway Object Free Area and Runway Safety Area. Future phases would include further land acquisition for the second lagoon and potentially extending the runway to the FAA recommended length.
- The Wildlife Incursion Control Fence will require coordination with the City of Hartford and the US Army Corp of Engineers as they currently own and maintain the Clark Dike.
- The Midfield Ramp tiedowns will only be removed if conventional hangar development for mid-sized aircraft takes place on the adjacent parcel. This would be necessary to ensure proper wing tip clearance when taxiing to and from the runway.