Master Plans & Airport Layout Plans (ALPs)

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Agenda

• Review the difference between a Master Plan & an Airport Layout Plan (ALP)
• Identify
  – When a Master Plan is triggered
  – Possible minor ALP changes that may not trigger a whole planning study
• Understand strategies to receive FAA funding for a planning effort
Master Plan & ALP Differences

• Master Plan – comprehensive study of an airport & usually describes the short, medium & long-term development plans to meet future aviation demand
  – Study elements & complexity will vary between sponsors based on the problems to solve & opportunities to pursue
  – FAA has approval authority of aviation forecasts, critical design aircraft & ALP

FAA guidance for Master Plans is found in Advisory Circular (AC 150/5070-6B)
Master Plan & ALP Differences

• Common Master Plan elements
  – Report
    • Inventory of existing conditions
    • Aviation forecasts
    • Built & natural environmental considerations
    • Facility requirements
    • Alternatives development & evaluation
    • Facilities implementation plan
    • Financial feasibility analysis
    • Public involvement efforts
  – ALP drawing set
Master Plan & ALP Differences

- Airport Layout Plan (ALP) – graphic representation of existing & proposed airport facilities as determined from a review of the aviation activity forecasts, facility requirements & alternatives analysis
  - A current FAA approved ALP is a prerequisite for issuance of a grant for airport development
  - Grant assurances require the sponsor to “keep the ALP up-to-date at all times”
  - FAA approval is required for any update, revision, or modification to an ALP
Master Plan & ALP Differences

ALP drawing sets typically include (as applicable):

- Cover Sheet
- ALP Drawing
- Data Sheet
- Facilities Layout Plan
- Terminal Area Plan (as needed)
- Airport Airspace Drawing
- Inner Portion of the Approach Surface Drawing
- Airport Land Use Drawing
- Off-Airport Land Use Drawing (as needed)
- Airport Property Map / Exhibit A
- Runway Departure Surface Drawing
- Utility Drawing
- Airport Access Plans
- Airport Zoning
- Other Plan
ALP Standard Operating Procedure (SOP No. 2)

- Establishes uniform procedures for FAA review & approval
- Primary content
  - Checklist to help ensure requirements are included for the report & relevant drawing sheets
  - Approval letters
  - General process chart

Master Plan Trigger Examples

• Changes that are occurring at or around the airport
  – Sponsor’s vision for future development of the airport
  – Airport user needs (e.g. aircraft type, more hangar space)
  – New development or different land uses around the airport
  – Environmental regulations impact project completion

• Previous planning efforts determined to be incomplete – vision for future airport development is illustrated on the ALP, but alternatives to meet the aeronautical need were not effectively studied
  – Planning needs to be completed before initiating environmental analysis
Minor ALP Changes

- Minor changes to the location of airport development **may not** require a complete planning study
  - Taxiway connection
  - Apron pavement
  - Building addition or alignment
- Requires airspace analysis (7460-1)
- Stay tuned for SOP addressing process
FAA Funding for a Master Plan

• Master Plan study or update can be funded, if FAA
  – Determines it is necessary & justified
  – Approves the scope of work – study elements & complexity will vary between sponsors based on the problems to solve & opportunities to pursue
    • In some cases, a narrative report & an ALP update may suffice
• FAA planning grants cannot be amended up
• Appendix E of the AIP Handbook provides more info on funding planning projects
FAA Funding for a Master Plan

• **FAA cannot issue a grant to**
  – Update an ALP the sponsor has not been kept current
  • Costs to update an ALP to reflect an AIP funded project are allowable **under the grant for that specific project** – FAA staff will expect to see this task in the scope of work for development projects
  – Update airport’s capital improvement plan (CIP) – costs are only eligible as part of a master plan
FAA Funding for a Master Plan

• Elements not allowed in a FAA funded master plan or as a stand-alone planning project
  – Asset management planning
  – Aviation business park analysis
  – Business plans
  – Economic benefit studies
  – Information technology (IT) master plan or analysis
  – Marketing studies
  – Minimum standards development
  – Rates & charges analysis
  – Rules & regulations development
  – Snow removal plans
  – Strategic business plans
  – Surface movement guidance and control system (SMGCS) plans
  – Tower sighting studies beyond what general areas will work, unless AIP is paying for the tower

AIP Handbook – Appendix C, Table C-6 #9
Conclusions

• **Contact FAA when you want to**
  – Propose airport development that is different than what is shown on your ALP
    • FAA will determine if change requires a planning study
  – Conduct a planning study
    • FAA will want to be actively engaged during the development of your consultant scope of work
    • Anticipate your scope of work will include tasks you may not have completed in your last ALP
      – Tasks conforming with ALP & Exhibit A SOPs
      – Airports Geographic Information Systems (AGIS) data collection
      – Opportunities to communicate regularly with FAA, MnDOT, the public & if applicable, environmental review agencies


Contact for Further Information

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