

Master Plan Update Public Workshop Newsletter

Dayton International Airport Must Meet Present-Day Competitiveness as Well as Long-Term Needs

In a community of diverse and vigorous opinion concerning the expansion of Dayton International Airport, it is important to note that so many of those expressing opinions are united by their commitment to the necessity of expanding Dayton International Airport.

The consensus grows out of understanding the critical roles Dayton International Airport plays, not only in meeting our forecast transportation needs, but also in driving our region's economic engine. Careful planning on airport issues has been and will continue to be the main focus of the Dayton International Airport.

As the regions communities prepare for the new millennium the Dayton International Airport has embarked upon a Master Plan Update to provide a comprehensive, long-range plan for future operation and development. Air carrier and cargo operations have been on the rise over the past several years and are anticipated to continue to steadily increase into the future. The Master Plan will determine the long-range development needs of the airport users and tenants by updating activity forecasts, reviewing the facility requirements for the next 20 years, defining purpose and need, evaluating prudent and reasonable alternatives, and preparing a detailed plan for implementation of the preferred development concepts. Other features of the Master Plan will be to investigate runway capacity enhancements and the need for runways of sufficient length to support air cargo and passenger flights, revisions to the airport's ground transportation access links, and recommendations to improve the on-site land use plan.

E. Blair Conrad, Jr., A.A.E. Director of Aviation

Proposed Preliminary Airport Long-Range Forecasts

The proposed expansion of Dayton International Airport responds to the strong economic growth of the Miami Valley economy and the growth of the air carrier and cargo industry. The airport expansion will enhance airfield and ground transportation capacity and meet the forecast projection for passenger and cargo operations.

Passenger demand is expected to increase from 1.1 million enplanements in 1998 to 1.5 million enplanements in 2018, resulting in a 1.9 percent average annual compound growth rate. The number of aircraft operations, which will transport passengers, cargo and private individuals is expected to grow over the 20-year forecast period. Air carrier and commuter aircraft operations are anticipated to grow at an average annual rate of 0.6

percent. Emery Worldwide aircraft operations are forecast to grow at an average annual rate of 6.2 percent, while other cargo aircraft operations will grow at 6.1 percent annually.

Significant growth is predicted for Emery Worldwide's daytime U.S. Postal Service contract with time-sensitive Priority and Express mail products. Emery's daytime sort is expected to grow from 800 tons per day in 1998 to 3,100 tons in 2018, for an average annual growth rate of 7.3 percent. Emery's nighttime sort is expected to grow from 2,300 tons per night in 1998 to 3,600 tons in 2018, for an average annual growth rate of 3.0 percent. Other cargo is expected to grow at an average annual rate of 5.0 percent over the 20-year forecast period. The growth in mail shipments is projected at a 2.7 percent average annual rate.

Proposed Expansion of Dayton International Airport

The Dayton International Airport Master Plan recommends future development projects that will provide for long-range growth into the new millennium. The airport expansion will enhance airfield and surface transportation capacity to meet forecast projections for passengers and air carrier/cargo operations. Based on 1998 statistics, Dayton is ranked 86th within the U.S. in total passengers with 2.19 million, and 10th in cargo metric tonnes with 893,239.

The objectives of the proposed expansion of Dayton International Airport are to:

Assure the airport is a significant player in the 21st century;

- Correct existing operational deficiencies in the airfield and support areas;
- Increase the regional economic benefit derived from the airport and improve the region's competitive position in the global economy;
- Attract and sustain quality domestic air-carrier and cargo service;
- Upgrade runway capacity to meet forecast demand;
- Improve airfield support, parking, terminal and access facilities;
- Upgrade airfield facilities to meet FAA design standards;
- Evaluate and minimize any potential adverse impacts on surrounding communities and residents.

Master Planning Process Supports More Than 20 Years of Future Airport Capacity

The airfield capacity improvements being proposed by the Dayton International Airport Master Plan will increase the operational capacity of the airport over the next 20 years.

Highlights of the Master Plan proposal include the following:

Phase 1

- Extend Runway 6R south by 4,400 feet and shorten Runway 24L by 400 feet for an ultimate runway length of 11,000 feet
- Cargo aircraft apron expansion
- Cargo aircraft maintenance hangar
- Reroute US 40 (National Road) around the Runway 6R extension
- Construct a new Air Traffic Control Tower and TRACON facility
- Relocate and realign Old Springfield Road parallel to Runway 6L
- Land acquisition south of the airport
- Relocate Amateur Trapshooters Association

Phase 2

- Extend Runway 18 north by 4,300 feet and shorten Runway 36 by 3,300 feet for an ultimate runway length of 9,500 feet

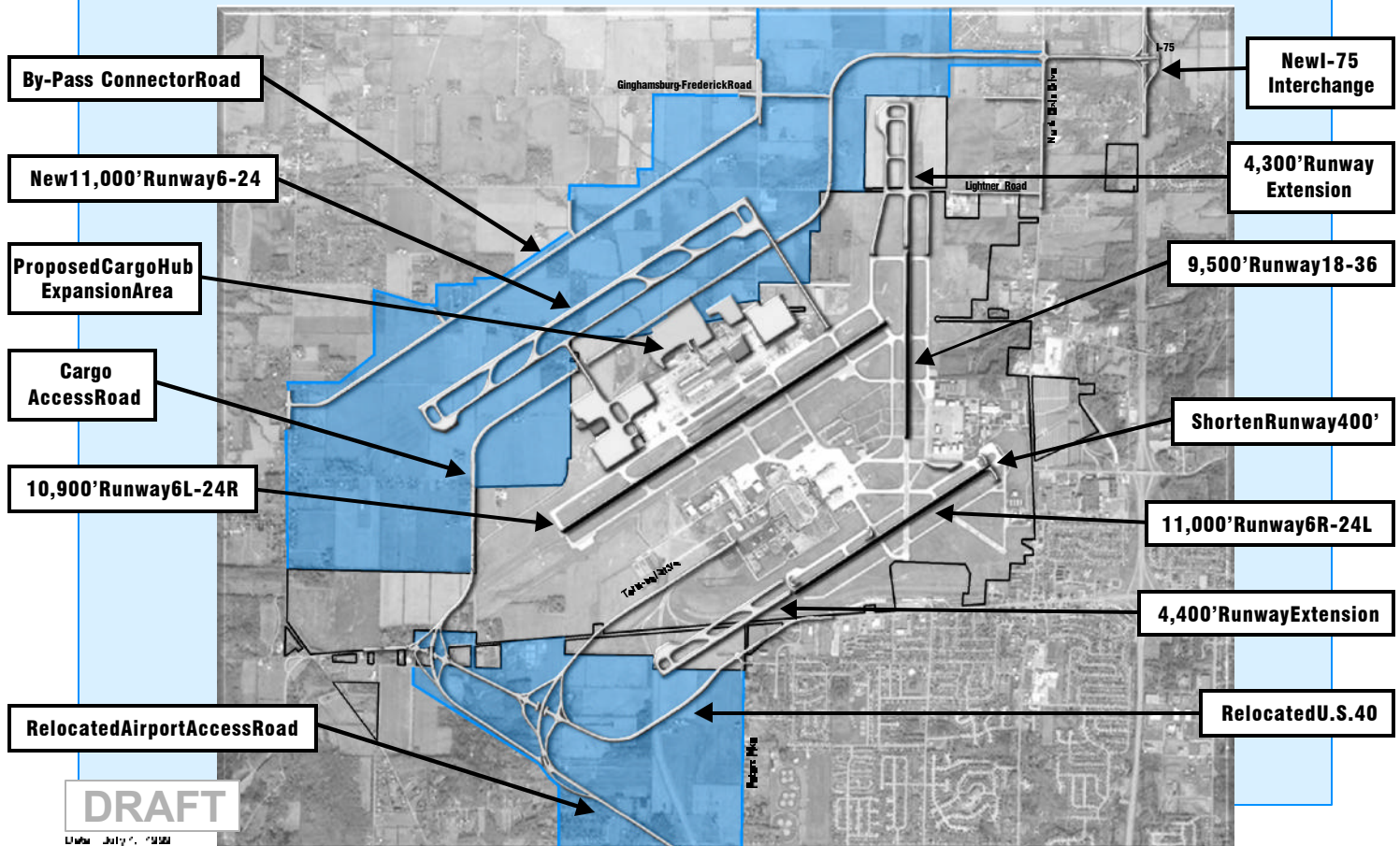
- Reroute Ginghamburg-Frederick Road around the Runway 18 extension
- Cargo hub expansion
- Construct an air cargo access road west of Runway 6L-24R
- Land acquisition north of the airport

Phase 3

- Provided aircraft operational demands are realized, construct a new third parallel Runway 6-24 at a length of 11,000 feet with 6,000 foot lateral separation from existing Runway 6L-24R
- Cargo hub expansion
- Construct a new interchange with Interstate 75
- Construct a west by-pass connector road and miscellaneous connector roads
- Land acquisition west of the airport

The Dayton International Airport needs to implement the Runway 6R extension project now to provide the short-term airport capacity improvements it desperately needs. The Dayton International Airport pledges to expedite any coordination required to keep the FAA and public informed of the Master Plan process.

Proposed Airport Development Plan



Noise Compatibility Study Process

Airport noise compatibility studies under Federal Aviation Regulation Part 150 are typically referred to as Part 150 Studies. Dayton International Airport is currently in the process of initiating a Part 150 Study to assess aircraft noise exposure in neighborhoods and the communities surrounding the airport. This study is required to be updated every five years by the Federal Aviation Administration.

The Part 150 Study has six major steps:

- Identify current noise and land use issues and problems
- Define current and future noise exposure
- Evaluate alternative measures to abate noise (e.g. changing aircraft flightpaths, appropriate zoning)
- Develop a noise compatibility plan
- Obtain necessary approvals from the FAA
- Develop an implementation monitoring plan

The purpose of updating the Part 150 Study is to continue the efforts to develop and maintain a balanced plan for reducing the current noise impacts from the airport's operations and mitigate additional impacts in the future.

A Part 150 Study produces two distinct products: noise exposure maps and noise compatibility programs.

After the noise exposure maps are produced, Noise Compatibility Programs are developed, which recommend steps for minimizing noise impacts and attempt to preclude further development of incompatible land uses. This program will provide the best opportunities and management guidance to insure successful implementation and completion of noise mitigation efforts.

Over the next 9-12 months, the Dayton International Airport and FAA will host a series of public meetings to give consideration to alternatives presented by residents, environmental agencies and communities to reduce the amount of noise levels as a result of aircraft or airport activity.

In order to implement the proposed Master Plan expansion recommendations for the Dayton International Airport, the Federal Aviation Administration (FAA) requires that an Environmental Study be prepared. This study is an environmental disclosure document prepared by the FAA in compliance with the requirements of the National Environmental Policy Act of 1969 (NEPA). The NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken to implement the proposed airport development plan.

The purpose of preparing an Environmental Study is to investigate, analyze, and disclose the potential assessment



Public and Community Participation is Vital to Implementation of the Airport Expansion

The airport has scheduled a series of public workshops for the Master Plan that will occur on July 13 and 14, 1999. Workshops provide opportunities for members of the general public to meet one-on-one with the airport staff and consultants to discuss their issues related to the proposed airport development program. Also, the airport will soon begin preparation of a Noise Compatibility Study and Environmental Study.

E. Blair Conrad Jr., A.A.E., Director of Aviation has formed the Airport Advisory Technical Committee and the Surface Transportation Task Force to help guide the proposed airport development. Meetings with these groups have been on-going since mid-December 1998 and will continue throughout the Master Plan process. Also, the Miami Valley Regional Planning Commission (MVRPC) has organized the Airplex Engineers/Planners Group to discuss surface transportation and infrastructure issues surrounding the airport, and the development of a Joint Economic Development District (JEDD).

Workshop # 1

Date: Tuesday, July 13, 1999
Time: 5 p.m. - 8 p.m.
Location: 575N. Hyatt Street, Tipp City Junior High
(behind the high school)

Workshop #2

Date: Wednesday, July 14, 1999
Time: 5 p.m. - 8 p.m.
Location: 600 South Dixie, Vandalia-Butler High School

Dayton International Airport Prepares for FAA's Environmental Studies

impacts for a proposed action and its reasonable alternatives. An examination of each of the applicable potential impact areas below will be performed to determine any significant impact:

- Noise
- Compatible Land Use
- Social Impacts
- Induced Socioeconomic Impacts
- Air Quality
- Water Quality
- Department of Transportation Act, Section 4(f)
- Historic, Architectural, Archeological, and Cultural Resources
- Biotic Communities
- Endangered and Threatened Species of Flora and Fauna
- Wetlands
- Coastal Zone Management Program
- Coastal Barriers
- Wild and Scenic Rivers
- Farmland
- Energy Supply and Natural Resources
- Light Emissions
- Solid Waste Impact
- Construction Impacts

Implementation of the proposed airport expansion plan can not begin until the FAA has prepared and approved the Environmental Study. This process is anticipated to be underway by late 1999 and take 18-24 months to complete. Various public workshops will be conducted throughout this process to solicit public comments and concerns.



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