



Chapter 1 – INTRODUCTION

1.01 GENERAL

Dutchess County Airport (POU), a publicly-owned, public-use, General Aviation facility, serves the aviation needs of Dutchess County, metropolitan New York City area, and the southeastern region of New York State. Dutchess County (owners and operators of POU), and the Federal Aviation Administration (FAA), have initiated an Airport Master Plan Update for POU in order to determine the potential of the airport and to identify specific opportunities for improving its airport facilities. The Master Plan Update is completed with grant assistance from the Federal Aviation Administration (FAA) Airport Improvement Program, AIP # 3-36-0100-14-98 and the New York State Department of Transportation, Project Number # 8902.65.

1.02 PURPOSE AND SCOPE OF STUDY

The present state of development of aviation in Dutchess County and the southeastern region of New York State has changed due to the introduction of passenger service at the neighboring Stewart International Airport. The role of the Dutchess County Airport concerning traffic demand has also changed because of recently discontinued commercial air service as. Therefore, it is necessary to logically plan future facilities through the development of an Airport Master Plan. Such a development plan for the airport must consider the factors necessary to properly develop the airport over a 20-year period, and consideration must be given to the interaction of airport operations and demand among other neighboring aviation facilities.

The main objective of this study is the preparation of an Airport Master Plan to determine the extent, type, and schedule of development needed to accommodate existing needs and future aviation demand at the airport. The recommended development shall be presented in the following three planning periods: short-term (2001-2005), intermediate-term (2006-2010), and long-term (2011-2020). The recommended development program will satisfy aviation demand and be compatible with the environment, community development, and other transportation modes. Above all else, the plan must be technically sound, practical, and economically feasible. The following objectives shall also serve as a guide in the preparation of the study:

- To provide an effective graphic representation of the ultimate development of the airport.
- To establish a schedule of priorities and phasing for the various improvements proposed in the plan.
- To present the pertinent backup information and data, which were essential to the development of the master plan.
- To describe the various concepts and alternatives, which were considered in the establishment of the proposed plan.
- To provide a concise and descriptive report so that the impact and logic of its recommendations can be clearly understood by local residents and by those authorities and public agencies which are charged with the approval, promotion, and funding of the improvements proposed in the Master Plan.



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- To ensure that the airport thoroughly complements and supports development envisioned for Dutchess County and Southeastern New York State.
- To ensure the reliability and safety of airport operations.

1.03 THE PLANNING PROCESS

The Airport master planning process is separated into three phases of development (see Figure 1-1). Each phase will have input from an advisory committee established by the airport sponsor, as well as input from the community in the form of public workshops.

- Phase I
 - Inventory of the facility
 - Forecast of future aviation demand
 - Facility requirements identified
 - Advisory Committee and public input
 - Report published
- Phase II
 - Alternatives developed
 - Evaluation of alternatives
 - Environmental study performed
 - Advisory Committee and public input
 - Report published
- Phase III
 - Selection of preferred alternative
 - Costs of development established
 - Airport Layout Plan developed
 - Financial plan developed
 - Advisory Committee and public input
 - Draft Final Report
 - FAA review
 - Final Report

The Airport Master Plan will set the stage and establish the framework by which Dutchess County Airport can satisfy the aviation demand in a logical and financially feasible manner over the next 20 years. The final step is the implementation of the plan.

1.04 RELATED REGIONAL STUDIES

A comprehensive air transportation planning program was updated in May 1992 by the New York State Department of Transportation (NYSDOT). The New York State Aviation Activity Forecasts Study (NYSAAF) addresses airport development throughout the state. In this study, general aviation operations at Dutchess County Airport were forecasted to increase 21% from 132,448 in 1989 to

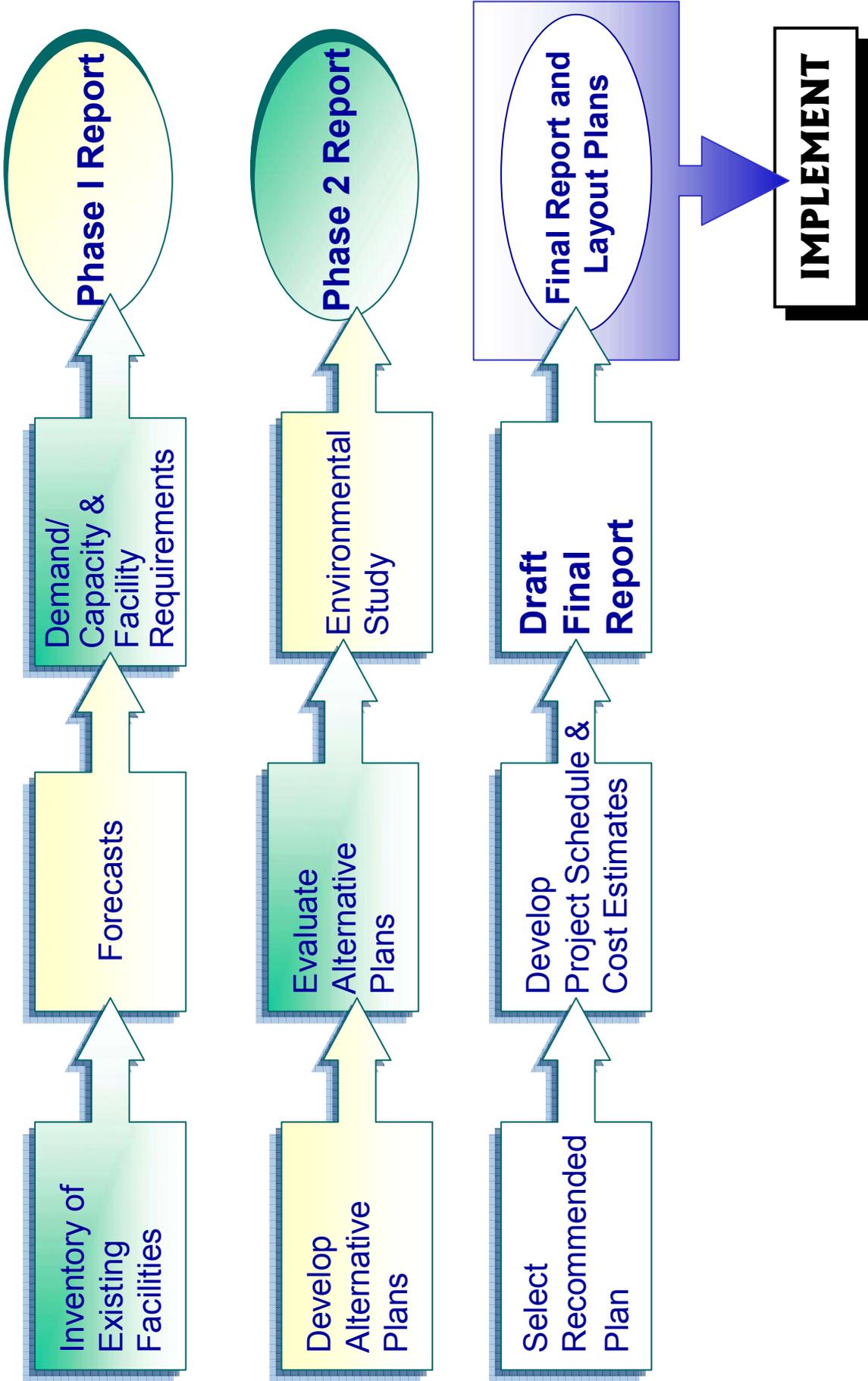


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159,700 in 2010. However, the current draft of the Federal Aviation Administration's Terminal Area Forecasts (TAF) listed annual operations in 1989 at 138,655 (actual) and 151,800 (forecasted for 2010) which provides for an increase of slightly less than 10% for the period of 1989 to 2010.

The New York State Aviation System Plan (SASP) prepared in August 1998 by the NYSDOT is designed to direct the future development of public-use airports serving New York State. It is built from nine Regional Airport System Plans (RASPs) that have been previously completed. It examines the development needs and issues of airports. Projections of general aviation demand are developed through 2020 to estimate the potential volume of aviation activity.

The studies indicated above provide forecasts of aviation for the airport. The information provided in these studies will be used as a basis or starting point of the forecasting effort of this study. Appendix B provides an analysis of surveys conducted for current and potential users of the airport, which includes certificated pilots, Dutchess County's largest employers, and businesses within the communities surrounding Dutchess County Airport. Likewise, development recommendations of the studies and various other aviation data will be re-examined in the light of current activity.



WORK FLOW DIAGRAM

FIGURE 1-1