



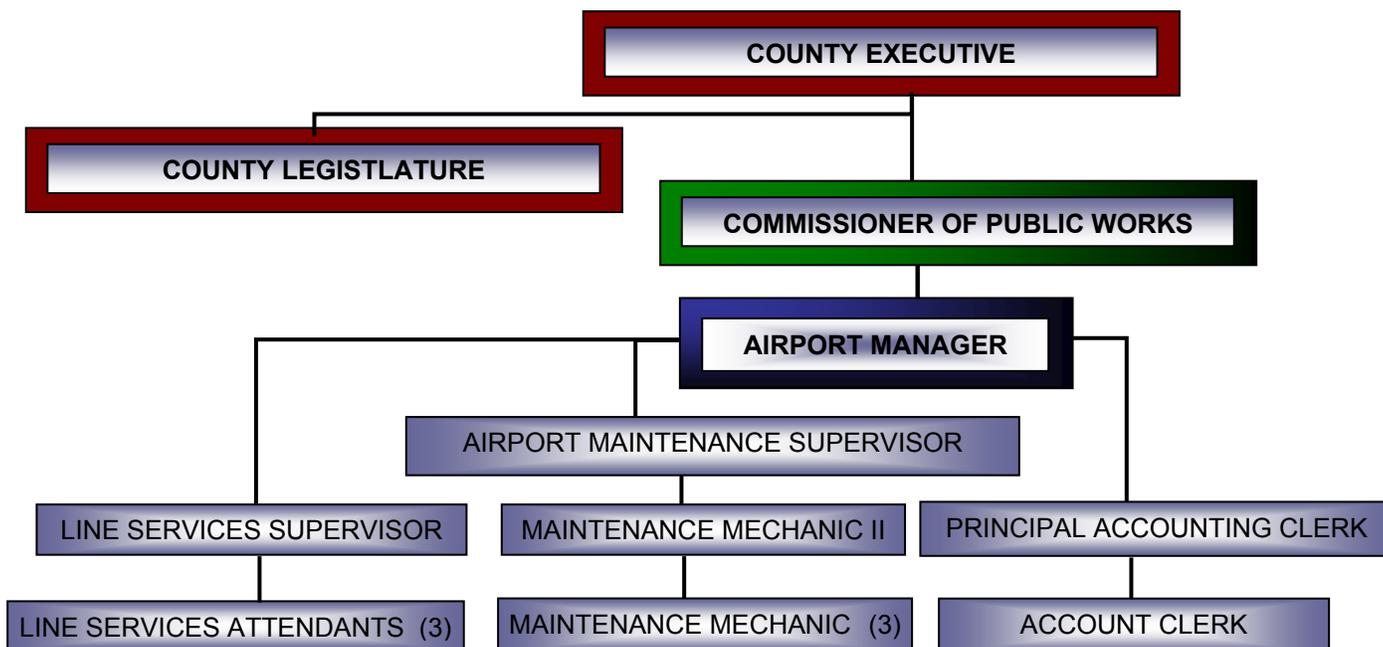
Chapter 2 – FINDINGS & CONCLUSIONS

2.01 GENERAL

Dutchess County acquired the airport facility in 1947 by deed from the War Assets Administration. Following the acquisition, several individuals who pursued limited development managed the airport under contract. In 1975, the Dutchess County Department of Aviation was created and a Commissioner was appointed to oversee the airport. Consequently, at Dutchess County Airport, the local county government is responsible for developing, managing and maintaining the airport in accordance with federal standards, and for planning the details of future airport development.

Currently, the Airport has 13 full-time staff. Staff responsibilities include airport administration and oversight, general Fixed Based Operation (FBO) services, ground maintenance, snow removal, de-icing and anti-icing, fueling operations, airport rescue and fire fighting (ARFF). The Commissioner of Public Works serves as the chief administrator for the airport facility and the Dutchess County Department of Aviation.

The Dutchess County Airport organizational structure is illustrated below:



Airlines had been servicing the Dutchess County Airport since the early 1960's. Continental Express (CommutAir) was the only carrier operating at Dutchess in the latter 1990's, enplaning approximately 6,000 passengers per year. The air carrier made a decision to discontinue air service in mid -summer 2001. The airport currently is not seeking an air carrier to replace CommutAir in view of the trend in declining enplanement levels at the airport over the past decade.

In 1973, the FAA established air traffic control. The FAA Air Traffic Control Tower (ATCT) is located east of the Terminal Building, and is staffed by 13 employees, (10 controllers, and 3 administrative). The ATCT operates seven days a week from 7:00 AM to 11:00 PM.



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The federal government coordinates its roles primarily through the FAA. Federal government roles include but are not limited to:

- Establishing aviation-related policy, regulations and goals;
- Overseeing safety;
- Providing air traffic services;
- Installing and maintaining navigational aids; and
- Providing financial assistance for airport development.

2.02 FUNDING CATEGORIES AND RESOURCES

Federal and State programs designed to provide funding for airport development directly impact capital funding that must originate at the local level. Airports such as Dutchess County Airport typically generate their local level of funding through land lease rental charges paid by tenants, such as FBOs, or hangar operators or in the collection of landing fees. Private investors, General Obligation bonds or revenue bonds are other sources of local funding. However, four programs briefly outlined below bear directly on local funding resources.

The Airport Improvement Program (AIP) is authorized by the Airport and Airway Improvement Act of 1982 (Public Law 97-248), as amended. It is administered by the Federal Aviation Administration (FAA) in accordance with the Act and 49 CFR Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Under this program, grants are made to public agencies, and in some cases, private owners and entities, for the planning and development of public use airports, which are included in the National Plan of Integrated Airport Systems (NPIAS).

Federal grants for planning, development, or noise compatibility projects under the AIP are at or associated with individual public-use airports (including heliports and seaplane bases). Airports are defined by categories that include commercial service, primary, cargo service, reliever, and general aviation airports, which are described as follows:

- A **Commercial Service Airport** is a publicly owned airport that has at least 2,500 passenger boardings each year and receives scheduled passenger service. Passenger boardings refer to revenue passenger boardings on an aircraft, which is in service for air commerce. Passenger boardings at airports that receive scheduled passenger service are also referred to as *enplanements*. The following outlines eligible airport funding categories within the National Plan of Integrated Airport Systems (NPIAS):
 1. **Nonprimary Commercial Service Airports** are **Commercial Service Airports**, which have at least 2,500 and no more than 10,000 passenger boardings each year. (Currently, Dutchess County falls within this eligible federal airport funding category).
 2. **Primary Airports** are **Commercial Service Airports**, which have more than 10,000 passenger boardings each year. These airports are further categorized as *Hub Airports*, based on the level of passenger boardings. Hub categories for *Primary Airports* are



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defined as the percentage of total passenger boardings in the most current calendar year ending before the start of the current fiscal year.

Note: Non-Primary Commercial Service Airports are only eligible for discretionary funding, while Primary Airports receive an annual entitlement and are eligible for discretionary funds.

- **Cargo Service Airports** are airports that, in addition to any other air transportation services that may be available, are served by aircraft providing air transportation of only cargo with a total annual landed weight of more than 100 million pounds.
- **Relievers** are general-aviation airports that are designated by the FAA to relieve congestion at Commercial Service Airports and to provide improved general aviation access to the overall community. These may be publicly or privately-owned.
- **General Aviation** airports are the remaining airports in the NPIAS that are not in any of the above categories. They comprise the largest single group of airports in the national airport system. This category also includes privately owned, public use airports, which enplane 2,500 or more passengers annually and receive scheduled airline service.

Recipients of grants are referred to as "sponsors." The authorizing legislation describes eligible grant activities as those that relate to capital items serving to develop and improve the airport in areas of safety, capacity, and noise compatibility. In addition to these basic principles, a sponsor must be legally, financially, and otherwise able to carry out the assurances and obligations contained in the project application and grant agreement. In general, the federal share of participation in costs associated with an approved development project is 75% at large primary airports (large and medium hubs) and 90% at all other airports.

The Facilities and Equipment Program (F & E) is another Federal aid program that is generally restricted to landing equipment (REILs, VASIs, ILS, etc.). General aviation airports appear to be eligible for F & E landing aids such as ILS, VASI and REILS, although activity thresholds might be higher than air carrier and reliever airports.

New York State has traditionally provided funds to help meet the local matching requirements for the AIP. However, in 1999, Governor Pataki signed legislation enacting the New York State Airport Improvement and Revitalization Act of 1999 (AIR 1999), which authorizes a local program of airport grants and loans that are independent of the State match for the Federal AIP. Eligible projects under this program must be included in the New York State Aviation System Plan (NYSASP) and have an Airport Layout Plan approved by the New York State Department of Transportation.

These Federal and State funding programs as well as local/private funding sources for airport development set the stage for the future growth of Dutchess County Airport.



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2.03 FINDINGS AND CONCLUSIONS

This Airport Master Plan Update incorporates an examination and analysis of the previous *Dutchess County Airport Master Plan Update* conducted in 1984. The new master plan update supercedes the previous master plan and evaluates it for concurrency to present local, state and federal regulations. It also examines potential obsolete components of the update that no longer apply to the role of the airport within the community today. The goal of the Master Plan is to create a buildable planing tool for the Dutchess County Airport that will satisfy aviation demand in a financially feasible manner, while at the same time resolve the aviation, environmental and socioeconomic issues existing in the community.

This Airport Master Plan Update has documented the existing aviation needs for a general aviation airport in the Dutchess County area based on existing conditions (Chapter 3), business and user surveys, and technical opinions, as expressed through the study's Technical Advisory Committee. The role of the Master Plan Technical Advisory Committee was established in order to provide feedback and act as a liaison with the community during the master planning process. During the review of this Master Plan, the Technical Advisory Committee evaluated the need and role of the airport in terms of demand (Chapters 4 and 5) for aviation services over a 20-year planning period. This plan reflects the commitment on the part of Dutchess County to support and to improve the airport and maintain its economic benefits to its aviation users and the community.

Chapter 6, *Facility Requirements* identifies the requirements for airfield, terminal and general aviation area facilities in order to accommodate the forecasted demand level. The facility requirements have been developed for both airside and landside airport functional areas and the findings conclude that there is a critical need for hangar development at the Dutchess County Airport. The previous *Dutchess County Airport Master Plan Update* (1984) identified a significant shortage of aircraft hangar storage space at that time. The FAA approved Airport Layout Plan delineated a plan of development for additional hangars which had not been implemented to date. Therefore, the current update study upholds the previous findings and recommends a phased plan of development for both hangars and apron tie-downs over the 20-year planning period (Chapter 8). Because no action had been taken to resolve the previous shortage, demand for hangar space has become even more critical.

Three additional factors are affecting the local demand for hangars at the Dutchess County Airport. First, private aircraft storage space at neighboring regional airports at both general aviation and commercial service airports are becoming saturated in downstate New York. Secondly, Dutchess County is experiencing moderately high population growth and a robust economy despite the economic downturns of IBM in the early 1990's. Finally, the September 11, 2001 attacks on the World Trade Centers in New York are inducing growth in the corporate aviation market and more business and private individuals are chartering smaller general aviation aircraft for their travel needs.

The new Airport Layout Plan incorporates many of the components from the previous 1984 *Airport Master Plan Update*. However, a significant feature of the new update is the recommendation to construct a new General Aviation Welcome Center to replace the present Line Services Offices and Pilots Lounge. Since additional aircraft hangar storage and tiedown space is recommended in the current master plan update, efficient Fixed Based Operator (FBO) services will be imperative to accommodate current and anticipated general aviation demand at the airport. Construction of a new GA Welcome Center is considered superior to expanding the existing Pilot's Lounge/Line Services



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office primarily because it provides maximum aircraft parking and taxiing efficiency for based, transient, and corporate aircraft. Therefore, it provides the best advantages for both short access time and efficiently servicing regional corporate and private aircraft.

Secondly, the analysis within the facility inventory and requirement sections of the Master Plan Update has determined that the existing Pilot's Lounge and Line Services office is critically substandard and spatially inadequate with regard to its limited capacity and maintenance requirements for future aviation demand. Both structures are over 50 years old and require continuous maintenance. A frequently used criterion to compute FBO and maintenance area requirements is ten percent of the total aircraft hangar area or 5000 square feet (whichever is greater). The facility requirements in Chapter 6 have indicated a shortage of FBO maintenance area of approximately 10,700 square feet at the airport. An expanded facility that doubles current capacity will not sufficiently meet future needs. However, the 5,000 square foot minimum is proposed for the design and construction of a new GA Welcome Facility in order to meet current demand.

With regard to the construction of a New GA Welcome Center at the Dutchess County Airport, prudent reflection is given to the fact that each airport is a gateway to the community. According to National Business Aviation Association, Inc., General Aviation accounts for almost 40 percent of the more than 51 million instrument operations at FAA facilities each year. As a result, General Aviation is the largest share of any segment of aviation. As new security procedures at the nation's airports significantly increase ground time for airline travel, interest in business aviation will also increase as companies are drawn to the productivity, efficiency, safety and security of business aircraft. According to an *Air Charter Guide* survey conducted immediately after September 11, demand for air charters increased dramatically to 30 percent above pre-September levels.

Dutchess County Airport and the members of the Technical Advisory Committee were in accord with the following components as the selected Preferred Alternative:

- An Engineering Materials Arrestment System (EMAS) off Runway 24 End.
- Retained from the previous Airport Master Plan, a new Taxiway off Runway 24 end and connecting to Taxiway "D".
- Retained from the previous Airport Master Plan, taxiway stems off Runway 33 End extending Taxiway "C" and Taxiway "B" to the newly expanded apron adjacent the present terminal apron.
- Retained from the previous Airport Master Plan Update, the relocation of the Fire Pond in order to maximize the area for GA auto parking, transient and based aircraft parking, business and corporate hangar development near the existing Pilot's Lounge.
- The construction of a new GA Welcome Center.
- An area north of Runway 6-24 off Taxiway "D" that is proposed for hangar development. Three T-hangars north of Runway 6-24 are recommended and are retained from the previous Airport Master Plan Update. The area adjacent to the present paved tie-down area is "Reserved for Corporate/T-hangar Development" with flexibility in design, location, type and number so that those areas would be developed according to need and demand.
- Six new corporate conventional hangars - two are to be in the expanded terminal apron, three near the new GA Welcome Center and one in the area off Taxiway "D" included with T-hangars.
- A new membrane roof replacement on the existing T-hangar in the Southeast Quadrant of the airport and the construction of a new 20-Bay Nested T-hangar as presented.



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The final two chapters discuss the development program for Dutchess County Airport to the year 2020. The airport system design is based upon the airport's existing facilities, the recommended facility requirements and airport development alternatives discussed in Chapters 6 and 8, and a list of capital improvement projects planned to satisfy aviation demand to the year 2020.