



Meeting	ALB Master Plan Technical Advisory Committee Meeting #1
Location	Million Air Executive Hangar & Virtually via Zoom
Date	February 9, 2021
Time	1:30 PM – 3:00 PM

The Albany County Airport Authority held the first Technical Advisory Committee (TAC) meeting on Tuesday, February 9, 2021 at 1:30 PM. The meeting kicked off with welcoming and opening remarks by Steve Iachetta, Airport Planner at ALB.

The presentation of initial findings was given by Paul McDonnell of CHA Consulting, the consultant firm chosen to conduct the Master Plan Update; Andrew Blaisdell of Jacobsen Daniels, a subconsultant to CHA; and Charles Morley of Gensler, a subconsultant to CHA. Attendees were invited to ask any questions throughout the presentation.

The Master Plan team encourages the submission of questions, comments, and feedback via the Study website at www.ALB-Master-Plan.com. The contents of this meeting, as well as additional study material, will be available at the website.

The following questions/comments were raised during the TAC meeting:

1. How has General Aviation (GA) operations impacted the overall airport operation numbers during COVID-19 (2020)?
 - a. GA has contributed a larger percentage of the total operations. However, overall it is still less than 2019 numbers. We are in the early stages of the forecasting process and one of the components we will analyze is the speed at which GA operations will bounce back to 2019 numbers.
2. A clear distinction needs to be made in GA operations such as air taxi and charters vs. private pilots.
 - a. Yes, the forecasting effort will categorize the type of GA operations
3. Do the terminal concepts factor in the non-movement area and the Taxiway C area?
 - a. Yes, additionally, concepts will be developed to mitigate the Taxiway C area as shown in the presentation. The Proximity of the Concourse A gates results in operational conflict at the west end of Taxiway C



4. There is hotspot for potential pedestrian and vehicle accidents near the parking garage. Is there a way to get all pedestrians to use the walkway rather than the ground level crosswalk?
 - a. The master plan can evaluate the options of creating a safer pedestrian experience. However, it may not be possible to require use of the elevated walkway.

5. The Runway 28 end is surrounded by trees, creating significant turbulence when landing. Does the master plan evaluate trees?
 - a. Yes, the master plan evaluates trees and obstructions and will provide a recommended course of action.

6. Any new hangars that are developed need to consider the layout or order to preserve available apron space for aircraft parking and staging.
 - a. Yes, as stated previously, the airport is “land poor” (low availability of developable areas) and as such, the master plan will evaluate development concepts that will maximize the use and efficiency of available space, including the limited space for transient aircraft parking .

7. Will the crosswind Runway 10-28 be designed with a new Runway Design Code (RDC)?
 - a. We are in the early stages of airfield planning, but the ultimate goal is the keep the RDC of the crosswind runway the same as the primary runway as we believe it is vital for Runway 10-28 to be available for all aircraft (up to the design aircraft of a Boeing 757) during times of high westerly winds.

8. Does the Ground Runup Enclosure (GRE) facility have any use?
 - a. Yes, the GRE is used for aircraft maintenance during nighttime noise-restricted hours (10 PM – 6 AM).

9. Are there any plans for the VOR facility?
 - a. As of currently, the VOR is not on the FAA de-commissioning list. However, we will be considering relocation in the master plan.

10. For the corporate GA facility concept on the Southeast quadrant, how will the area be serviced?
 - a. Development would consider constructing a Jet Fuel tanks or extend existing service lines.