

WESTCHESTER COUNTY AIRPORT

MASTER PLAN UPDATE

ADDENDUM 1

FINAL REPORT

DECEMBER 2017

Prepared by:



OVERVIEW

The purpose of this Addendum to the Draft Master Plan Update for Westchester County Airport (HPN) dated April 2017 is to provide a response to comments received from the general public during the public hearing and public comment period in July and August 2017.

The Draft Master Plan Update Report (Report) and Draft Airport Layout Plan (ALP) dated April 2017 were made available to the general public, with the Report and ALP posted on the Westchester County Airport website on May 19, 2017. A public hearing was held on July 27, 2017 from 7:00 to 9:00 pm at the Westchester County Center, which included a presentation by the Consultant Team and the opportunity for attendees to comment on the Draft Master Plan Update. Individuals were able to register to speak during the public comment portion of the hearing and each speaker was allotted three minutes to express their comments. Written statements were also collected at the front desk registration table for attendees to provide comments in an alternative format. Furthermore, the public was provided with the opportunity to submit written comments by mail or electronically following the public hearing until August 17, 2017 at 5:00 pm. A designated email account was established for the general public to submit comments until the close of the public comment period.

The Airport sponsor and the Consultant Team reviewed the comments expressed at the public hearing as well as those submitted throughout the public comment period. Revisions were made throughout the Draft Master Plan Update Report based upon a review of the public comments. In addition to the in-text changes that were made to the revised Draft Master Plan Update Report, dated July 2017, the Consultant Team has drafted this Addendum to provide a response to comments received regarding the following topics areas:

- Unconstrained forecast of aviation demand
- Terminal Use Regulation (TUR) and other policies
- Light General Aviation (GA) aircraft parking facilities
- Environmental impacts

UNCONSTRAINED FORECAST OF AVIATION DEMAND

An unconstrained forecast of aviation activity at HPN was conducted for the Airport for the years 2012 through 2032. The purpose of the forecast of aviation activity is to describe passenger demand and the socio-economic conditions that create that demand over the planning period. An unconstrained scenario assumes that there are no impediments, such as physical, operational, financial, or legislative, to accommodate operations and passenger growth at the airport. In practice, constraints exist which limit an airport's ability to fully accommodate future demand, such as restrictions like the Terminal Use Regulation (TUR) which caps the capacity of the terminal to 240 scheduled passengers per half hour and limits the scheduled use of the terminal ramp to a maximum of four aircraft at any time at HPN. These constraints and the Airport sponsor's decision to not accommodate the full extent of market driven demand for aviation activity are accounted for in the discussion of future facility requirements and recommendation of potential improvements for the Airport. It should be emphasized that the forecast of aviation demand is not reflective of the Airport sponsor's goal for future activity levels, rather it is the result of a projection of activity derived from socio-economic factors. The continued implementation of the TUR would constrain the allowable level of commercial aviation activity at the Airport in the future.

TUR AND OTHER POLICIES

A combination of multiple factors have been used to determine the facility requirements for HPN, including a demand capacity gap analysis based upon the unconstrained forecast, as well as the Airport sponsor's strategic vision. To guide the master planning process, the Airport sponsor established a strategic vision which included a statement of its social responsibilities to local and regional communities while balancing the needs of the Airport and its operators. At various points throughout the study, the Airport sponsor has specified that the following policies and practices must be complied with as part of its strategic vision:

- Preservation of operations within the existing Airport footprint
- No new runways
- No runway extensions
- Terminal Use Agreement (TUA), also known as the Terminal Use Regulation (TUR), remains in effect, including passenger cap of 240 passengers per half hour
- Gate count remains the same, with bridged count at four and unbridged count at two
- Voluntary curfew on flying between the hours of midnight and 6:30 am maintained

In the case that there is a conflict between the results of the demand capacity gap analysis and the Airport sponsor's strategic vision, the latter overrides the former. Compliance with the TUR and the other conditions outlined in the bullet points above takes precedence in determining the facility requirements and potential future improvement projects for HPN.

LIGHT GA AIRCRAFT PARKING FACILITIES

Light General Aviation (GA) aircraft, defined as aircraft with a Maximum Take-off Weight (MTOW) under 12,500 lbs, utilize two types of parking facilities: apron tie-downs and T-hangars. In the Draft Master Plan Update Report dated April 2017, the recommended Preferred Alternative proposes the consolidation of Light GA facilities into one area on the west side of the Airport, and depicts the provision of aircraft parking in the form of T-hangars only. Based aircraft tend to use both T-hangar and tie-down facilities, while transient aircraft utilize tie-down parking positions.

Trends for the GA market point to a decrease in Light GA activity in the future, which was reflected in the forecast of aviation activity for HPN. It was concluded from a demand capacity analysis for Light GA aircraft parking facilities that while the demand for Light GA parking facilities by based aircraft is expected to decline overall, the demand for T-hangar storage is projected to exceed the Airport's current capacity. The demand for tie-down parking, by based aircraft and transient aircraft, is projected to decrease throughout the planning period. It was therefore recommended in the Draft Master Plan Update Report dated April 2017 that the excess tie-down area that is underutilized at the Airport be converted into T-hangars to meet the demand for this type of Light GA aircraft parking.

During the public comment period it was noted that parking Light GA aircraft in T-hangars is more costly than parking on tie-downs. Concerns were expressed regarding the affordability of parking Light GA aircraft at HPN in the future, considering that tie-down positions were not presented in the Preferred Alternative in the April 2017 Draft Master Plan Update. Based upon input from the public regarding the absence of tie-downs, the Preferred Alternative has been revised to include 89 tie-down positions as an option for Light GA aircraft parking, in addition to the T-hangars, to better serve the needs of various

Light GA users at HPN. Of these 89 tie-down positions, 77 are designed to accommodate ADG I aircraft and 12 positions designed to accommodate ADG II aircraft.

ENVIRONMENTAL IMPACTS

At this stage, the Draft Master Plan Update recommendations are conceptual and would require advanced planning and design should the Airport sponsor pursue the implementation of the projects associated with the Preferred Alternative. As part of the evaluation and screening of alternatives, a preliminary environmental analysis was conducted to identify the potential extent of impacts to selected environmental resource categories. Additionally, a series of preliminary impact analyses were conducted to provide information as early as possible as to potential surveying, permitting, and mitigation that may be required to enable the implementation of the Preferred Alternative. If the implementation of any of the recommended projects associated with the Preferred Alternative were to be pursued, they would be subject to further environmental evaluation prior to approval. In such a case, additional environmental processing would be required in accordance with federal, state, and local environmental laws and regulations. This may include subsequent environmental review proceedings as well as environmentally related permits.