Master Plan Update

WELCOME

to the final

Public Information Workshop

for the

Elmira-Corning Regional Airport Master Plan Update

As a Public Information Workshop, there will be no formal presentation.
We encourage you to review the materials presented:

Display Boards,
Handouts

Representatives from the:
Elmira-Corning Regional Airport and,
McFarland-Johnson, Inc.
are stationed throughout the room to discuss your questions or concerns.

Thank You for Attending

Elmira-Corning
REGIONAL AIRPORT

MASTER PLAN UPDATE

CHEMUNG COUNTY
BIG FLATS, NEW YORK

OCTOBER 2006

Location Map

DRAWING INDEX

SHEET NO.	TITLE
1.	EXISTING AIRPORT LAYOUT
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6.	INNER APPROACH SURFACE AND RPZ CONTROL PLAN: PROPOSED RUNWAY 6-24
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9.	TERMINAL AREA PLAN
10.	AIRPORT LAND USE PLAN
11.	AIRPORT PROPERTY MAP

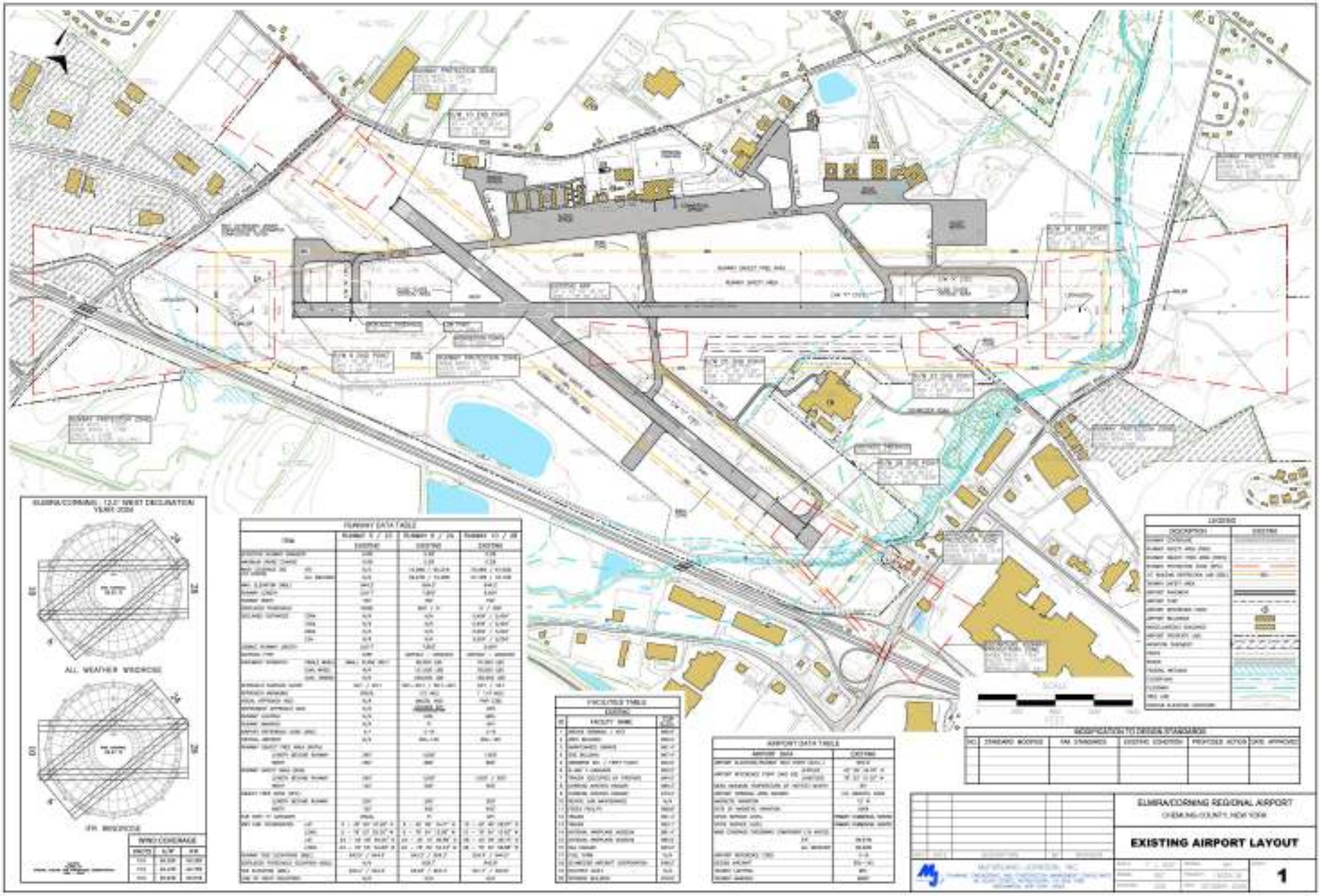
Vicinity Map

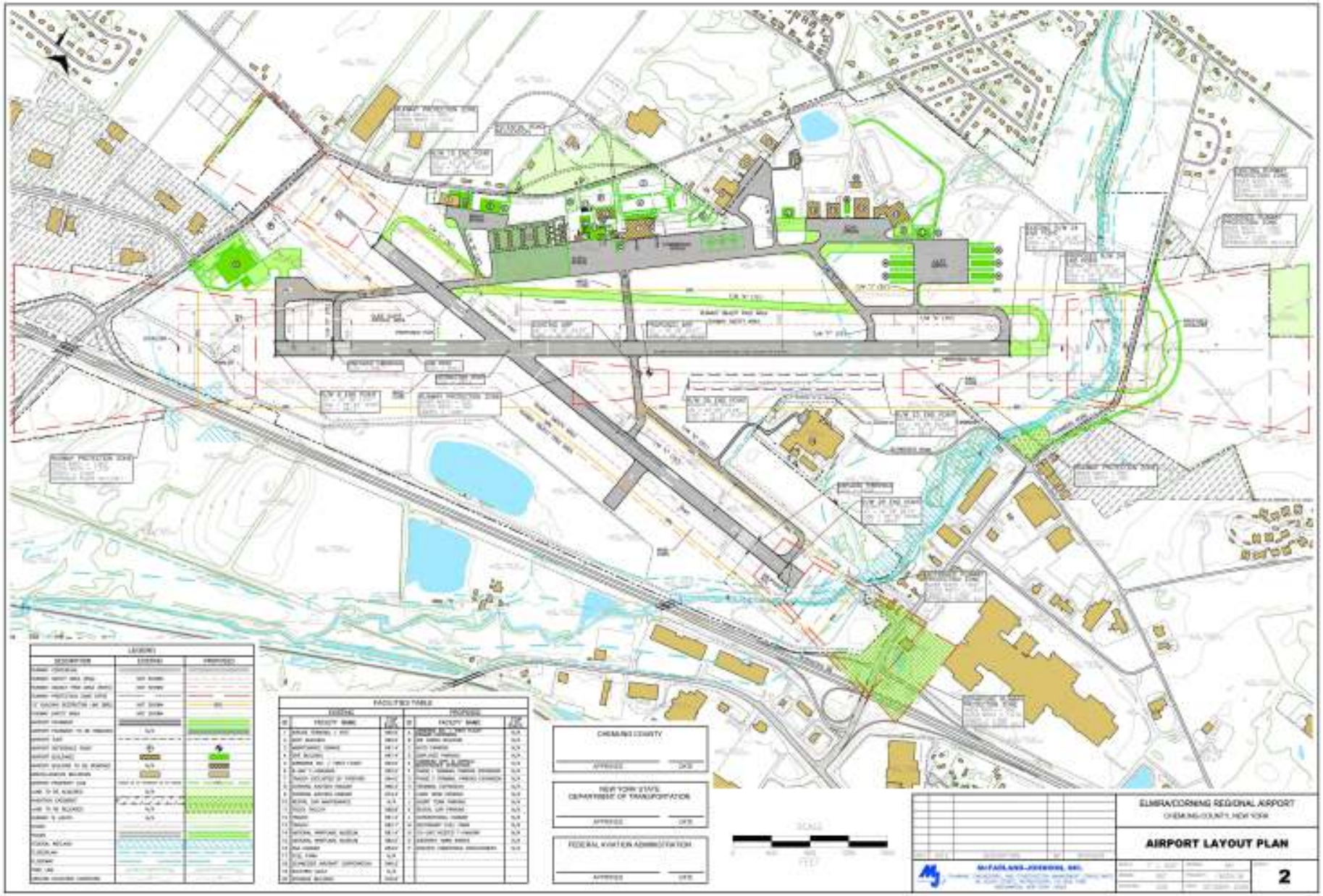
FAA AIP PROJECT NO. 3-36-0026-40-04
NYSDOT P.I.N. 6901.90
MCFARLAND-JOHNSON PROJECT NO. 16025.18

Prepared For:
CHEMUNG COUNTY

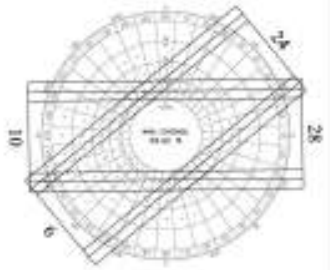
Prepared By:

McFARLAND-JOHNSON, INC.
PLANNING, ENGINEERING, AND CONSTRUCTION MANAGEMENT CONSULTANTS
49 COURT STREET, METROCENTER, PO BOX 1980
BINGHAMTON, NEW YORK 13902

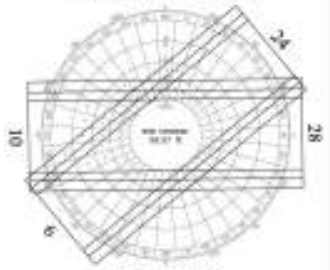

ELMIRA/CORNING REGIONAL AIRPORT
CHEMUNG COUNTY, NEW YORK
EXISTING AIRPORT LAYOUT
1
ALL WEATHER WINDROSE
IFR WINDROSE
WIND COVERAGE
RUNWAY DATA TABLE
FACILITIES TABLE
AIRPORT DATA TABLE
LEGEND
MODIFICATION TO DESIGN STANDARDS
SCALE
FEET


LEGEND
FACILITIES TABLE
CHEMUNG COUNTY
APPROVED
DATE
NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
APPROVED
DATE
FEDERAL AVIATION ADMINISTRATION
APPROVED
DATE
SCALE
ELMIRA/CORNING REGIONAL AIRPORT
CHEMUNG COUNTY, NEW YORK
AIRPORT LAYOUT PLAN
2

ELMIRA/CORNING - 12.0° WEST DECLINATION
YEAR: 2004



ALL WEATHER WINDROSE



IFR WINDROSE

WIND COVERAGE		
KNOTS	A/W	IFR
10.5	96.20%	99.28%
13.0	99.43%	99.75%
16.0	99.83%	99.97%

NOTE:
WIND COVERAGE
REGIONAL SCENIC AIRPORTS WINDROSES
IFR / VFR

RUNWAY DATA TABLE

ITEM	RUNWAY 5 / 23		RUNWAY 6 / 24		RUNWAY 10 / 28	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
EFFECTIVE RUNWAY GRADIENT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
MAXIMUM CROSS GRADIENT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
WIND COVERAGE (%) (10 KNOTS) IFR	N/A	N/A	10.08% / 95.21%	10.08% / 95.21%	10.08% / 97.09%	10.08% / 97.09%
	ALL WEATHER	N/A	N/A	99.21% / 74.46%	99.21% / 74.46%	97.72% / 76.10%	97.72% / 76.10%
MSL ELEVATION (MSL)	944.2'	944.2'	894.2'	894.2'	944.2'	944.2'
RUNWAY LENGTH	2,017'	2,017'	5,000'*	5,000'	5,404'	5,404'
RUNWAY WIDTH	150'	150'	150'	150'	150'	150'
DISPLACED THRESHOLD	NONE	NONE	800' / 0'	800' / 0'	0' / 100'	0' / 100'
DECLARED DISTANCES	TORA	N/A	N/A	N/A	5,404' / 5,404'	5,404' / 5,404'
	TODA	N/A	N/A	N/A	5,404' / 5,404'	5,404' / 5,404'
	ASDA	N/A	N/A	N/A	5,404' / 5,404'	5,404' / 5,404'
	LDA	N/A	N/A	N/A	5,004' / 5,004'	5,004' / 5,004'
TORA/ RUNWAY LENGTH	2,017'	2,017'	7,000'	5,000'	5,004'	5,004'
SURFACE TYPE	SOIL	SOIL	ASPHALT - GROOVED	ASPHALT - GROOVED	ASPHALT - GROOVED	ASPHALT - GROOVED
PAVEMENT STRENGTH	SINGLE WHEEL	SMALL PLANE ONLY	SMALL PLANE ONLY	30,000 LBS	30,000 LBS	37,000 LBS	37,000 LBS
	DUAL WHEEL	N/A	N/A	121,000 LBS	121,000 LBS	90,000 LBS	90,000 LBS
	DUAL TANDEM	N/A	N/A	200,000 LBS	200,000 LBS	150,000 LBS	150,000 LBS
APPROACH SURFACE SLOPE	20:1 / 20:1	20:1 / 20:1	50:1 / 50:1 / 50:1 / 50:1	50:1 / 50:1 / 50:1 / 50:1	34:1 / 34:1	34:1 / 34:1
APPROACH VISIBILITY	VISUAL	VISUAL	1/2 MILE	1/2 MILE	1 1/4 MILE	1 1/4 MILE / 1 MILE
VISUAL APPROACH AIDS	N/A	N/A	MALSR, VASI	5 LIGHTS, MALSR, VASI	PAPI (28)	PAPI, REIL
INSTRUMENT APPROACH AIDS	N/A	N/A	GPS	GPS	GPS	GPS
RUNWAY LIGHTING	N/A	N/A	HIRL	HIRL	MIRL	HIRL
RUNWAY MARKING	N/A	N/A	PI	PI	NPI	NPI
AIRPORT REFERENCE CODE (ARC)	A-I	A-I	C-II	C-II	C-II	C-II
CRITICAL AIRCRAFT	N/A	N/A	DHC-100	DHC-100	DHC-100	DHC-100
RUNWAY OBJECT FREE AREA (ROFA)						
LENGTH BEYOND RUNWAY	240'	240'	1,000'	1,000'	1,000'	1,000'
WIDTH	250'	250'	800'	800'	800'	800'
RUNWAY SAFETY AREA (RSA)						
LENGTH BEYOND RUNWAY	240'	240'	1,000'	1,000'	1,000' / 600'	1,000' / 600'
WIDTH	120'	120'	500'	500'	500'	500'
OBJECT FREE ZONE (OFZ)						
LENGTH BEYOND RUNWAY	200'	200'	400'	400'	200'	200'
WIDTH	120'	120'	400'	400'	400'	400'
FAR PART 77 CATEGORY	VISUAL	VISUAL	PI	PI	NPI	NPI
PRP END COORDINATES	LAT.	5 - 42° 09' 27.26" N	6 - 42° 09' 17.07" N	6 - 42° 09' 13.07" N	6 - 42° 09' 13.07" N	10 - 42° 09' 28.07" N	10 - 42° 09' 28.07" N
	LONG.	5 - 76° 53' 20.20" W	5 - 76° 53' 20.20" W	6 - 76° 54' 13.06" W	6 - 76° 54' 13.06" W	10 - 76° 54' 10.60" W	10 - 76° 54' 10.60" W
	LAT.	23 - 42° 09' 59.00" N	23 - 42° 10' 10.00" N	24 - 42° 10' 03.95" N	24 - 42° 10' 03.95" N	28 - 42° 09' 28.17" N	28 - 42° 09' 28.17" N
	LONG.	23 - 76° 53' 16.68" W	23 - 76° 53' 16.68" W	24 - 76° 52' 24.33" W	24 - 76° 52' 24.33" W	28 - 76° 53' 58.88" W	28 - 76° 53' 58.88" W
RUNWAY END ELEVATIONS (MSL)	943.0' / 944.2'	943.0' / 944.2'	893.2' / 894.2'	893.2' / 894.2'	934.4' / 944.2'	934.4' / 944.2'
DISPLACED THRESHOLD ELEVATION (MSL)	N/A	N/A	939.77'	939.77'	943.8'	943.8'
TDZ ELEVATION (MSL)	944.2' / 944.2'	944.2' / 944.2'	943.8' / 894.2'	943.8' / 894.2'	944.1' / 943.8'	944.1' / 943.8'
LOSS OF RSAA VIOLATION	N/A	N/A	N/A	N/A	N/A	N/A

* 800' (29:1) TO MEET A 20:1 SLOPE TRANSITION - ESTIMATED COMPLETION 10/08

MODIFICATION TO DESIGN STANDARDS

NO	STANDARD MODIFIED	FAA STANDARD	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED

AIRPORT DATA TABLE

AIRPORT DATA		EXISTING	PROPOSED
AIRPORT ELEVATION/RUNWAY END POINT (MSL)		894.2'	894.2'
AIRPORT REFERENCE POINT (ARP)	LATITUDE	42° 09' 34.19" N	42° 09' 33.47" N
	LONGITUDE	76° 53' 21.22" W	76° 53' 20.82" W
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		82	82
AIRPORT TERMINAL AREA NAVAIDS		U.S. WEATHER, GPS	U.S. WEATHER, GPS
MAGNETIC VARIATION		12° W	12° W
DATE OF MAGNETIC VARIATION		2000	2004
NPIAS SERVICE LEVEL		PRIMARY COMMERCIAL SERVICE	PRIMARY COMMERCIAL SERVICE
STATE SERVICE LEVEL		PRIMARY COMMERCIAL SERVICE	PRIMARY COMMERCIAL SERVICE
WIND COVERAGE CROSSWIND COMPONENT (14 KNOTS)			
	IFR	99.97%	99.97%
	ALL WEATHER	99.83%	99.83%
AIRPORT REFERENCE CODE		C-II	C-II
DESIGN AIRCRAFT		DHC-100	DHC-100
RUNWAY LIGHTING		NPI	NPI
RUNWAY MARKING		BASIC	BASIC

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN SETS MINIMUMS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES CONTAINED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FACES OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS OR AIRSPACE EFFECTS AS CONTRASTED WITH AIRPORT APPROACH AND DEPARTURE MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

DECLARED DISTANCES

RUNWAY END ID	TORA	TODA	ASDA	LDA	LDA: APPROACH END RSA LENGTH	LDA: START END RSA LENGTH	ASDA: RSA LENGTH	DATE OF APPROVAL
10	5,404'	5,404'	5,404'	5,004'	1,000'	600'	600'	1998
28	5,404'	5,404'	5,404'	5,004'	600'	1,000'	1,000'	1998

REV.	DATE	DESCRIPTION OF REVISION	BY	APPROVED

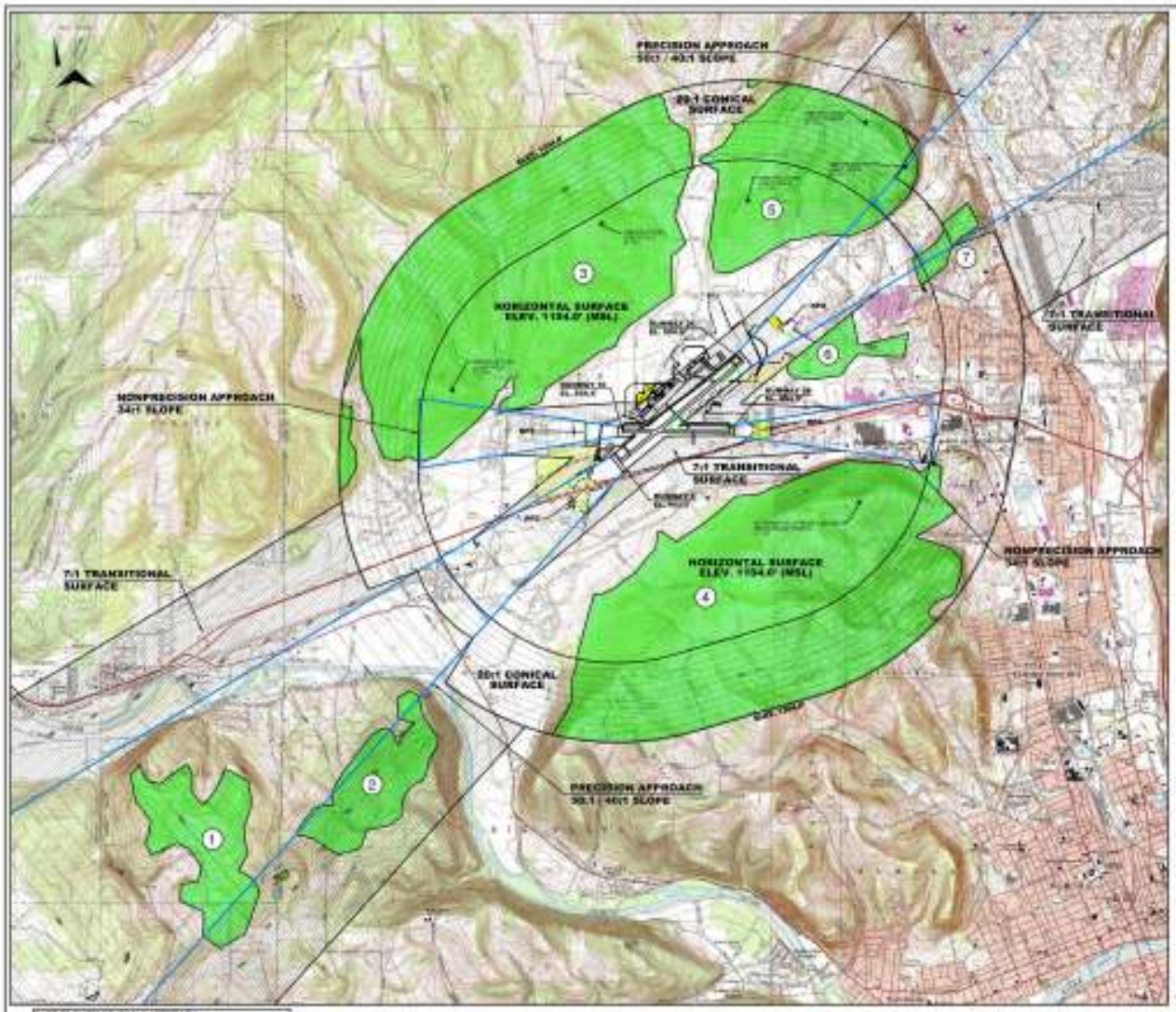
McFARLAND-JOHNSON, INC.

ELMIRA/CORNING REGIONAL AIRPORT
CHEMUNG COUNTY, NEW YORK

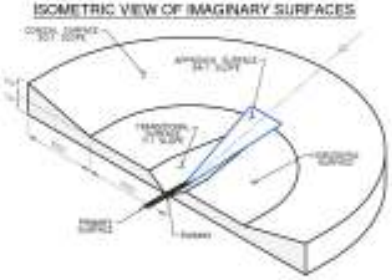
AIRPORT LAYOUT PLAN TABLES

DRAWN	REVIEW	DESIGN	DATE
CHECKED	DATE	PROJECT	1-800-CALL-UP
APPROVED	DATE	DATE OF PRINTING	SHEET

3



ISOMETRIC VIEW OF IMAGINARY SURFACES



SOURCE: USGS QUADRANGLES

BIG FLATS, NEW YORK 1979	HORSEHEADS, NEW YORK 1979
SIDLEY CREEK, NEW YORK 1960	ELMIRA, NEW YORK 1955

AREA SHOWN REPRESENT ORIGINAL PAGES, BEDS AND BUILDING OBSTRUCTIONS IN THE APPROACH, TRANSITIONAL, HORIZONTAL AND CONICAL SURFACES (ASSUMED OBSTRUCTION HEIGHT OF 100')

LINE TO BE ACQUIRED

EXISTING AVIGATION EASEMENT

PROPOSED AVIGATION EASEMENT

LINE TO BE RELOCATED

SCALE

0 1000 2000 3000 4000

NOTE: THE FIRST ACTUALLY OBSTRUCTIONS PLANE WORK TO CHECK 7:1, 5 AND 7.

LOCATION OF OBSTRUCTIONS ACTUAL PLANE AS CLEAR CURRENT PROGRAM.

ACTUAL OBSTRUCTION LEVEL - TO BE DETERMINED BY FAA.

PART 77 SURFACE: OWY 6 APPROACH

PART 77 SLOPE: 40:1

NUMBER	DESCRIPTION	TOP ELEVATION	PENETRATION	PROPERTY ACTION
1	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]	[illegible]

PART 77 SURFACE: OWY 24 APPROACH

PART 77 SLOPE: 40:1

NUMBER	DESCRIPTION	TOP ELEVATION	PENETRATION	PROPERTY ACTION
1	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]	[illegible]

PART 77 SURFACE: HORIZONTAL

PART 77 SLOPE: FLAT

NUMBER	DESCRIPTION	TOP ELEVATION	PENETRATION	PROPERTY ACTION
3	[illegible]	[illegible]	[illegible]	[illegible]
4	[illegible]	[illegible]	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]	[illegible]
6	[illegible]	[illegible]	[illegible]	[illegible]
7	[illegible]	[illegible]	[illegible]	[illegible]

PART 77 SURFACE: CONICAL

PART 77 SLOPE: 20:1

NUMBER	DESCRIPTION	TOP ELEVATION	PENETRATION	PROPERTY ACTION
3	[illegible]	[illegible]	[illegible]	[illegible]
4	[illegible]	[illegible]	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]	[illegible]
7	[illegible]	[illegible]	[illegible]	[illegible]

PART 77 SURFACE: TRANSITIONAL

PART 77 SLOPE: 7:1

NUMBER	DESCRIPTION	TOP ELEVATION	PENETRATION	PROPERTY ACTION
1	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]	[illegible]

DATE	REVISION	BY	REVISION
[illegible]	[illegible]	[illegible]	[illegible]

ELMIRA/CORNING REGIONAL AIRPORT

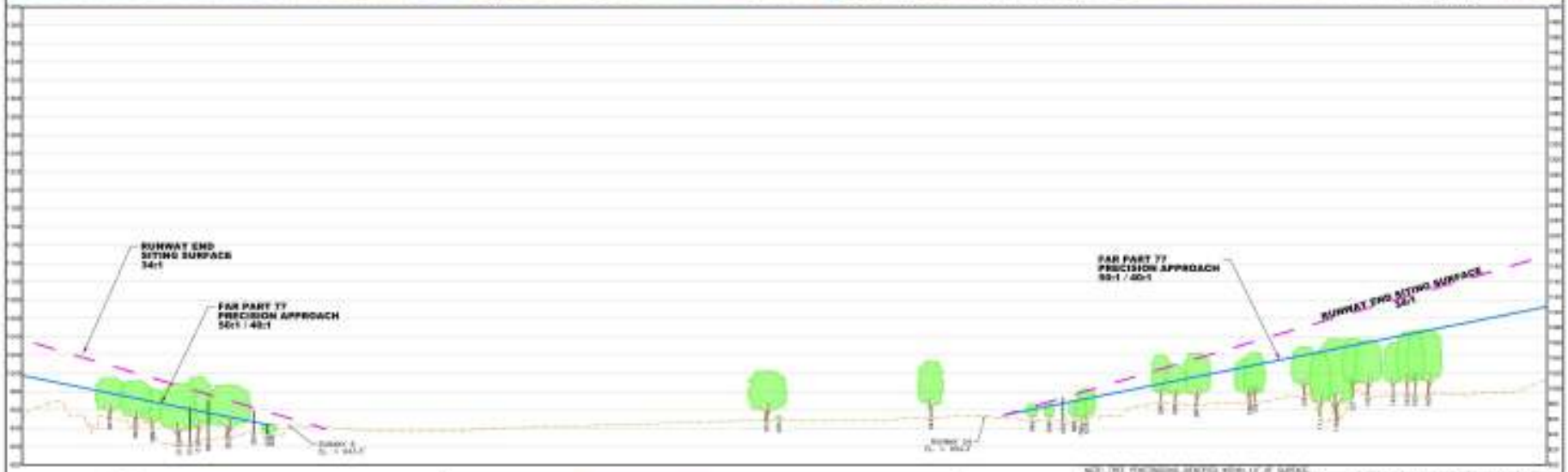
CHEMUNG COUNTY, NEW YORK

AIRPORT AIRSPACE PLAN

McFARLAND-JOHNSON, INC.

[illegible]

SHEET 4



LEGEND

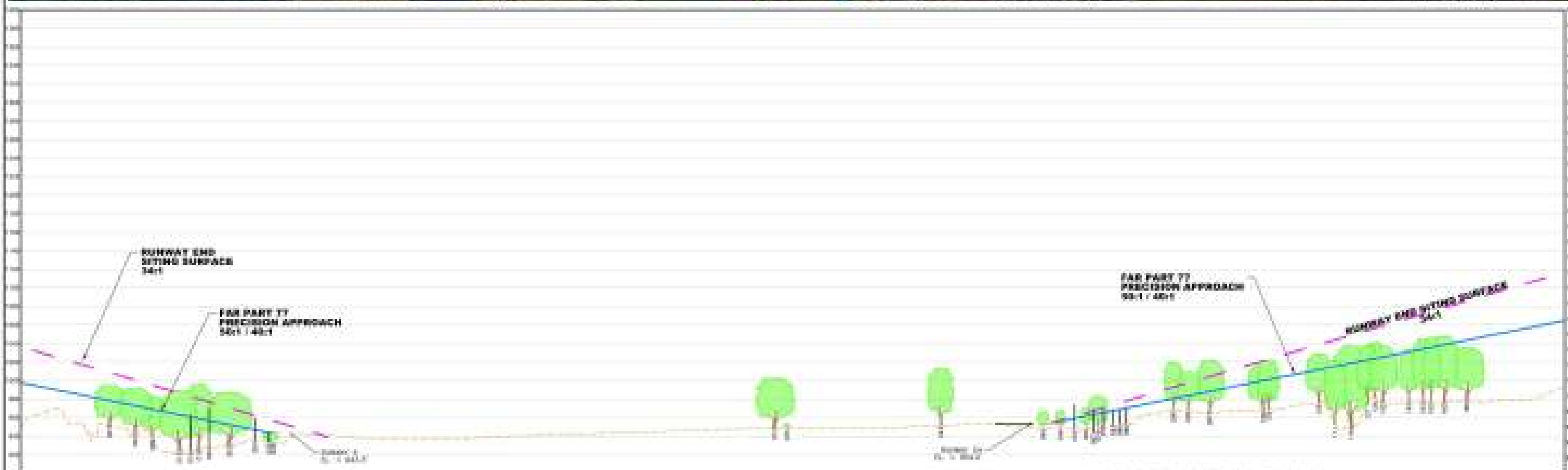
ITEM	[illegible]	ITEM	SYMBOL
FAR PART 77 ASSEMBLY RESTRICTIONS		RUNWAY END SITING SURFACE RESTRICTIONS	
FAR PART 77 CORNER RESTRICTIONS		RUNWAY END SITING SURFACE CORNER RESTRICTIONS	
FAR PART 77 ASSEMBLY RESTRICTIONS (SEE CHART 6)		RUNWAY END SITING SURFACE ASSEMBLY RESTRICTIONS (SEE CHART 6)	
[illegible]			

ELMIRA/CORNING REGIONAL AIRPORT
CHEMUNG COUNTY, NEW YORK

INNER APPROACH SURFACE AND RPZ CONTROL PLAN: EXISTING RUNWAY 6-24

McFARLAND-JOHNSON, INC.

5



LEGEND

ITEM	SYMBOL	ITEM	SYMBOL
[illegible]		[illegible]	
[illegible]		[illegible]	
[illegible]		[illegible]	
[illegible]			

ELMIRA/CORNING REGIONAL AIRPORT

CHEMUNG COUNTY, NEW YORK

INNER APPROACH SURFACE AND RPZ CONTROL PLAN: PROPOSED RUNWAY 6-24

McFARLAND-JOHNSON, INC.

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LEGEND

ITEM		ITEM	SYMBOL

ELMIRA/CORNING REGIONAL AIRPORT

CHEMUNG COUNTY, NEW YORK

INNER APPROACH SURFACE AND RPZ CONTROL PLAN: RUNWAY 10-28

McFARLAND-JOHNSON, INC.

7

EXISTING APPROACH SURFACE RUNWAY 24

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

EXISTING TRANSITIONAL SURFACE

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

EXISTING / PROPOSED PRIMARY SURFACE

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

PROPOSED TRANSITIONAL SURFACE

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

EXISTING / PROPOSED APPROACH SURFACE RUNWAY 6

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

PROPOSED APPROACH SURFACE RUNWAY 24

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

EXISTING / PROPOSED APPROACH SURFACE RUNWAY 10

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

EXISTING / PROPOSED APPROACH SURFACE RUNWAY 28

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

EXISTING / PROPOSED RUNWAY END SITING SURFACE - RUNWAY 6

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

EXISTING / PROPOSED RUNWAY END SITING SURFACE - RUNWAY 10

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

EXISTING RUNWAY END SITING SURFACE - RUNWAY 24

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

PROPOSED RUNWAY END SITING SURFACE - RUNWAY 24

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

EXISTING / PROPOSED RUNWAY END SITING SURFACE - RUNWAY 28

OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION	ACTION
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

ELMIRA/CORNING REGIONAL AIRPORT
CHEMUNG COUNTY, NEW YORK

INNER APPROACH SURFACE AND RPZ CONTROL PLAN: TABLES

McFARLAND-JOHNSON, INC.

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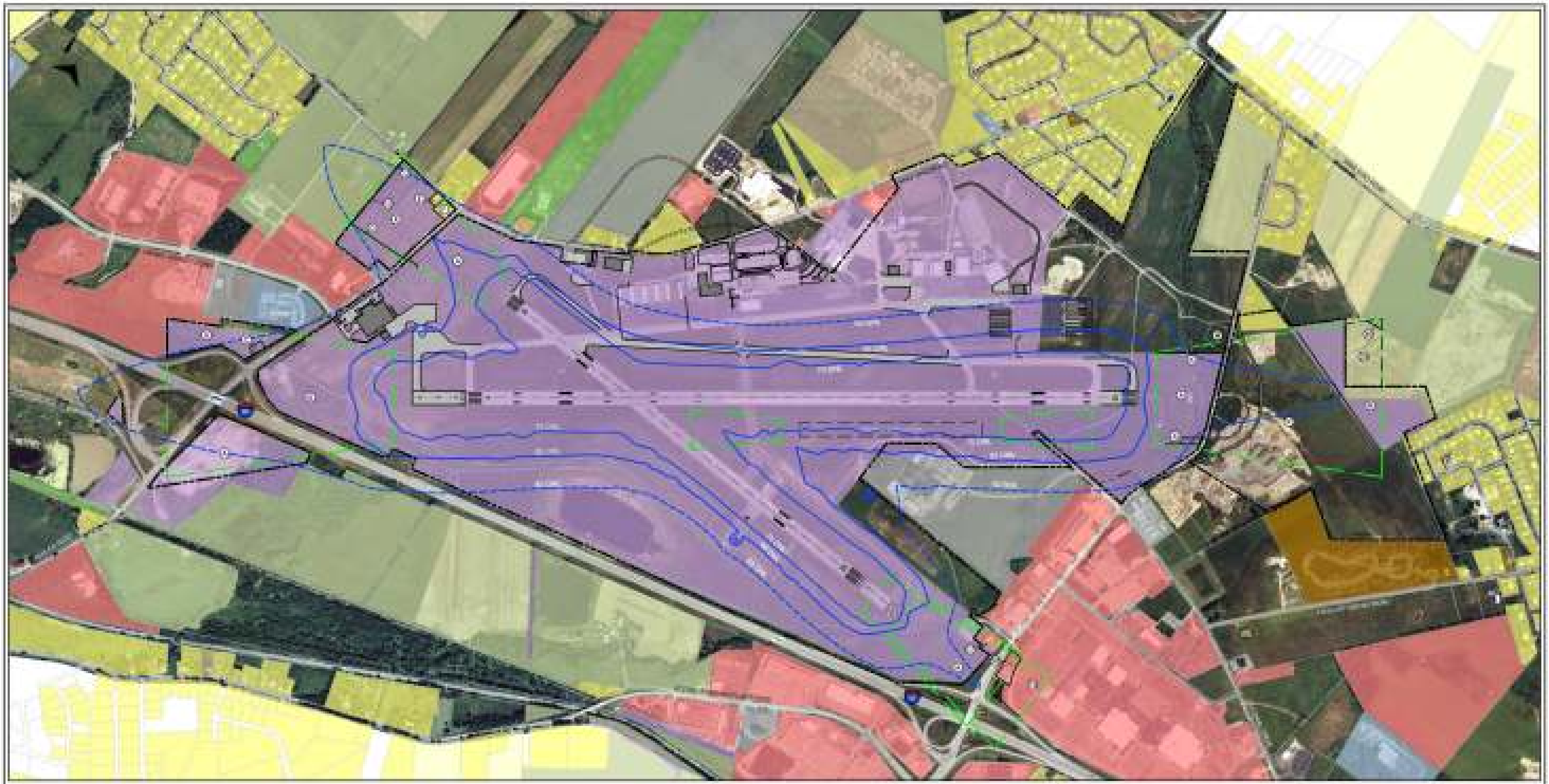
LEGEND
DESCRIPTION
EXISTING
PROPOSED
FACILITIES TABLE
EXISTING
PROPOSED
ID
FACILITY NAME
SCALE
ELMIRA/CORNING REGIONAL AIRPORT
CHEMUNG COUNTY, NEW YORK
TERMINAL AREA PLAN
McFARLAND-JOHNSON, INC.
9



POTENTIAL NOISE IMPACTS

Land Use	Yearly Day-Night Average Sound Level (Decibels) Below 65	65-70	70-75
Residential Use	NO	YES	YES
Public Use			
Schools	NO	YES	YES
Hospitals, Churches	NO	YES	YES
Health Parking	NO	NO	NO
Commercial Use			
Office, Retail Business	NO	NO	YES
Utility, Wholesale	NO	NO	NO
Manufacturing	NO	NO	NO
Recreation			
Parks (general)	NO	NO	NO
Nature Exhib., Zoos	NO	NO	YES
Music Shells	NO	YES	YES
Agriculture	NO	NO	NO

[illegible]

LEGEND

DESCRIPTION	EXISTING	PROPOSED
[illegible]	[illegible]	[illegible]

FEE CONTROL PLAN

[illegible]	[illegible]	OWNER	[illegible]	[illegible]	ACRES	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

SCALE

ELMIRA/CORNING REGIONAL AIRPORT

CHEMUNG COUNTY, NEW YORK

AIRPORT LAND USE PLAN

McFARLAND-JOHNSON, INC.

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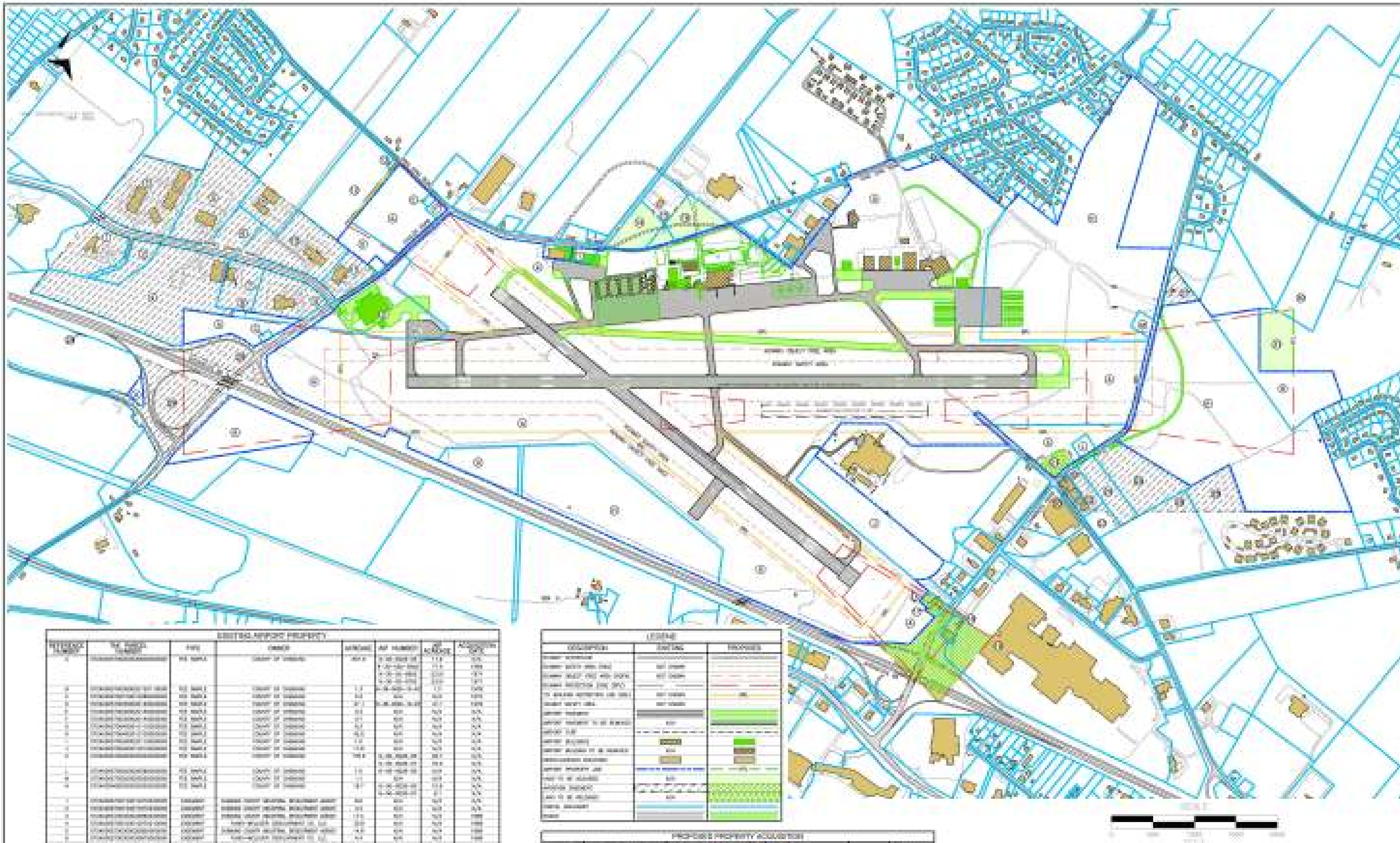

EXISTING AIRPORT PROPERTY

LEGEND

PROPOSED PROPERTY ACQUISITION

ELMIRA/CORNING REGIONAL AIRPORT

CHEMUNG COUNTY, NEW YORK

AIRPORT PROPERTY MAP

McFARLAND-JOHNSON, INC.

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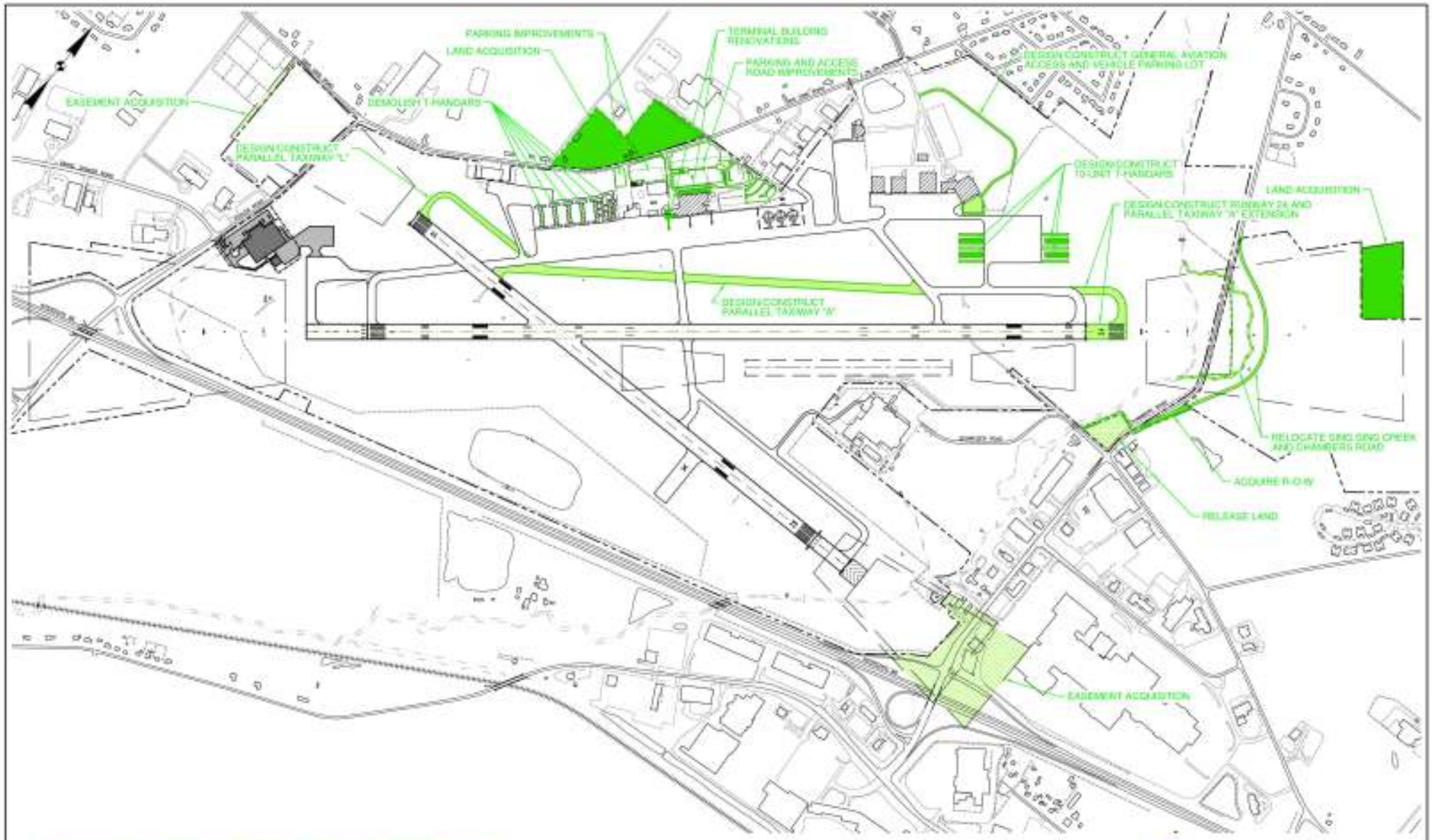
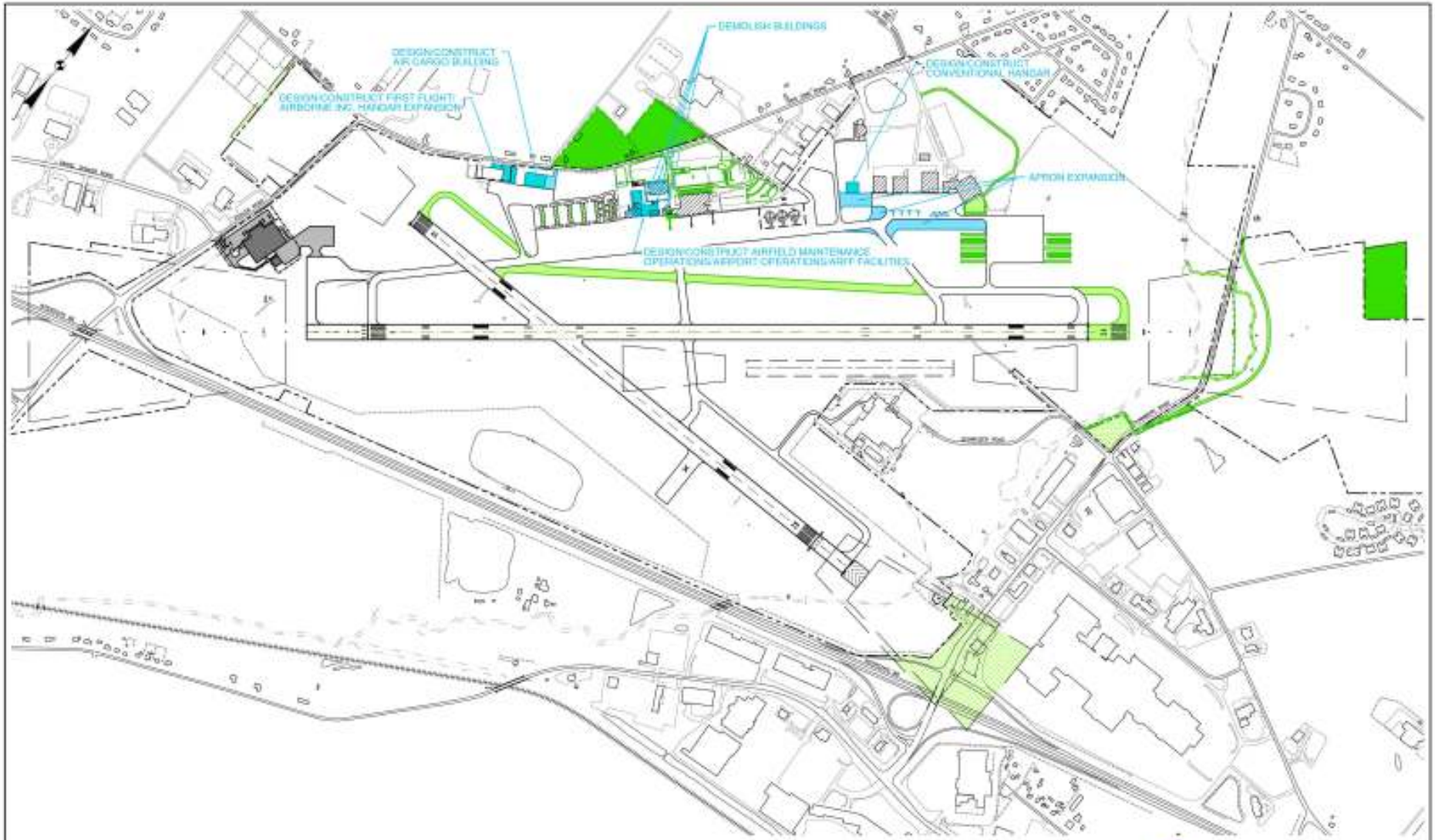


PHASE I ADDITIONAL PROJECTS:
- ENVIRONMENTAL ASSESSMENT (1st FIVE YEARS OF MPU PROJECTS)
- RUNWAY 6-24 REHAB, CENTERLINE LIGHTS, AND RVR'S)
- AIRFIELD DRAINAGE IMPROVEMENTS
- REHAB TAXIWAY "A" (APPROACH END 24) AND FUTURE TAXIWAY "E"

ELMIRA / CORNING REGIONAL AIRPORT

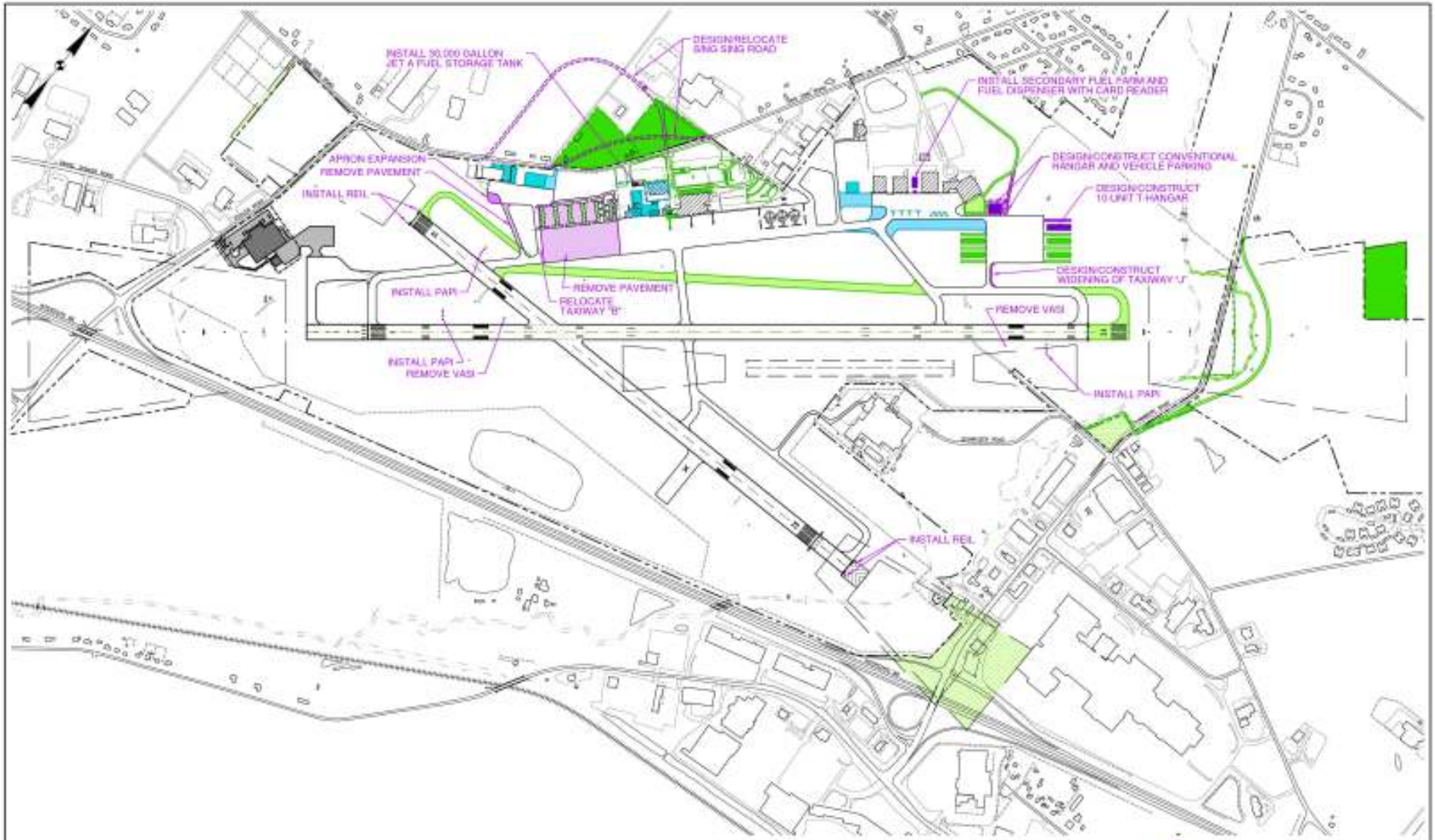
PHASE I PROJECTS (2007-2011)



PHASE III ADDITIONAL PROJECTS: RUNWAY 5-23 REHAB

ELMIRA / CORNING REGIONAL AIRPORT

PHASE II PROJECTS (2012-2016)



PHASE III ADDITIONAL PROJECTS: -CONDUCT MASTER PLAN UPDATE

ELMIRA / CORNING REGIONAL AIRPORT

PHASE III PROJECTS (2017-2025)

US Department of Transportation
Federal Aviation Administration

Airport Capital Improvement Plan

(FY2007-2011)

1. Airport	2. State	3. NPIAS NO:	4. LOC ID
Elmira/Corning Regional Airport	New York	3-36-0026	ELM

5. Fy	6. Project Description (by Funding Year in Priority Order)	FEDERAL FUNDS Discretionary	FEDERAL FUNDS Entitlement	State Funds	LOCAL PFC	LOCAL OTHER	Total $	Environmental Status	Start Date	Completion Date
2007	Rehab Runway 6-24, Centerline Lights and RVR(s)	$ 4,343,250	$ 881,750	$ 137,500	$ 137,500		$ 5,500,000	Form A		
2007	Environmental Assessment (1st Five Years of MPU Projects)		$ 318,250	$ 8,375	$ 8,375		$ 335,000	CATEX		
2007	Airport Entrance Road and Parking Reconstruction	$ 2,612,500		$ 68,750	$ 68,750		$ 2,750,000	Form A		
2007	Design/Construct Two 10-unit T-hangars			$ 300,000		$ 600,000	$ 900,000	Form B		
	FY2007 TOTAL	$ 6,955,750	$ 1,200,000	$ 514,625	$ 214,625	$ 600,000	$ 9,485,000			
	FY2007(estimated entitlement $1,200,000)									
2008	Demolish Easternmost T-Hangars (18-units Total)		$ 95,000	$ 2,500	$ 2,500		$ 100,000	Form A		
2008	Design/Construct GA Access and Vehicle Parking Lot		$ 423,267	$ 11,139	$ 11,139		$ 445,544	Form B		
2008	Airfield Drainage Improvements		$ 306,189	$ 8,058	$ 8,058		$ 322,304	Form B		
2008	Design Parallel Taxiway "A" & Taxiway "L"		$ 290,045	$ 7,633	$ 7,633		$ 305,310	Form B		
2008	Land Acquisition (easement) - Runway 10 RPZ & Runway 28 RPZ		$ 85,500	$ 2,250	$ 2,250		$ 90,000	Form A		
	FY2008 TOTAL		$ 1,200,000	$ 31,579	$ 31,579		$ 1,263,158			
	FY2008(estimated entitlement $1,200,000)									
2009	Construct Parallel Taxiway "A" & Taxiway "L"	$ 2,900,455		$ 76,328	$ 76,328		$ 3,053,110	Form B		
2009	Land Acquisition - Overflow Parking on Sing Sing Road		$ 427,500	$ 11,250	$ 11,250		$ 450,000	EA		
2009	Acquire Road R-O-W in Fee Simple Interest		$ 92,150	$ 2,425	$ 2,425		$ 97,000	EA		
2009	Design Runway 24 and Taxiway "A" Extensions Including Chambers Road and Sing Sing Creek Relocations and Associated Permitting	$ 179,334	$ 880,330	$ 22,023	$ 22,023		$ 904,930	EA		
	FY2009 TOTAL	$ 3,079,789	$ 1,200,000	$ 112,626	$ 112,626		$ 4,505,040			
	FY2009(estimated entitlement $1,200,000)									
2010	Land Acquisition (fee simple) - Runway 24 RPZ		$ 171,000	$ 4,500	$ 4,500		$ 180,000	EA		
2010	Land Release at Intersection of Chambers Road and Schweizer Road		$ 23,750	$ 625	$ 625		$ 25,000	EA		
2010	Construct Runway 24 and Taxiway "A" Extensions Including Chambers Road and Sing Sing Creek Relocations	$ 5,691,571	$ 1,005,250	$ 176,232	$ 176,232		$ 7,049,285	EA		
	FY2010 TOTAL	$ 5,691,571	$ 1,200,000	$ 181,357	$ 181,357		$ 7,254,285			
	FY2010(estimated entitlement $1,200,000)									
2011	Rehab Taxiway "A" (Approach End 24) & Future Taxiway "E"	$ 902,500		$ 23,750	$ 23,750		$ 950,000	EA		
2011	Design/Construct Two 10-unit T-hangars			$ 300,000		$ 600,000	$ 900,000	EA		
2011	Demolish Westernmost T-Hangars (18-units Total)		$ 95,000	$ 2,500	$ 2,500		$ 100,000	EA		
2011	Terminal Building Renovations	$ 1,805,000		$ 47,500	$ 47,500		$ 1,900,000	EA		
2011	Design/Construct Parking Improvements (Shown as F & D on ALP)	$ 41,685	$ 1,105,000	$ 30,176	$ 30,176		$ 1,207,037	EA		
	FY2011 TOTAL	$ 2,749,185	$ 1,200,000	$ 403,926	$ 103,926	$ 600,000	$ 5,057,037			
	FY2011(estimated entitlement $1,200,000)									

What do you Think?

We Value Your Input

Please fill out a comment sheet and leave it here or take it with you and return it by October 30th.

Written correspondence can be addressed to:

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