



## MEETING MINUTES – MPAC #3

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Subject: TTA Master Plan

Date: Thursday, November 1, 2018, 4:00PM

Location: Wings of Carolina Training Room

Participants: Bob Heuts, TTA Airport Director  
Ken Ibold, RS&H  
Andrew Smyth, RS&H  
Jonathan Shockey, Pope Army Airfield  
Don Kovasckitz, Sanford Lee County  
Ken Haenlein, Time Saver Aviation  
Carter Keller, TTA Board, Tenant  
Tarryn Little, RS&H  
Jan Squillace, Wings of Carolina  
Steve Stroud, Tenant  
Joe Soderquist, Tenant  
Jared Penny, NCDOT DOA

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Prior to the beginning the formal meeting, Mr. Kovasckitz announced that the NCDOT has formally released the Right of Way of the former roadway that bisected the Airport's property. This has been updated in the county GIS. Mr. Heuts will start the process to combine Airport's property in to a single parcel.

Mr. Ibold kicked off the meeting with a brief overview of the Master Plan and introductions of those present. Project team members from RS&H included Tarryn Little based in Raleigh and Ken Ibold and Andrew Smyth out of Jacksonville, FL. The PowerPoint that was shown will be uploaded to the website.

Mr. Ibold began the presentation by mentioning that the website is up to date with the latest working papers, agendas, and meeting minutes. He also introduced the alternatives by describing that some alternatives are required to meet current standards and others are up for discussion.

The first items addressed were the taxiways and aprons. The current taxiway system allows direct access from the apron to the runway (in two locations) which runs counter to FAA's airport design standards due to their potential to cause a runway incursion. It is now standard practice to remove direct apron to runway access and force pilots to make a conscious turn onto a taxiway prior to runway access.

There was a comment about placing Taxiway A connections to the runway more toward the middle of the runway. However, doing so will cause issues in the future if development occurs on the east side of the runway. This is because runway crossings should not occur in the middle third of the runway. Limiting taxiway crossings to the outer thirds of runways, the portion of the runway where a pilot can least maneuver to avoid a collision is kept clear.

Itinerant apron alternatives were shown. The apron can also be expanded to the north to connect to the North Corporate Apron and to the south should the need arise. The apron shown on the alternatives is through PAL 5; however, it could occur prior if corporate traffic increases dramatically. Also included on the apron is a ground run up area. This idea was well received by the general aviation pilots. The self-service fuel will be relocated in the future as well.

A siting location for an Aircraft Rescue and Fire Fighting (ARFF) building was shown. Mr. Ibold stated that a station is not required at this time but could be explored. Other airports have shared the costs with municipalities if the station is used for the surrounding area as well. Possible siting locations for an Air Traffic Control Tower were described. A proposed 50-foot tower could be placed on the east side of the airfield or near the North Corporate Apron.

Other general aviation facilities shown were additional T-hangars. This included an additional taxilane that allows additional routes to access hangars and aprons. Mr. Ibold mentioned that it is often desirable to segregate private owners from corporate tenants. The current alternatives show this scenario.

Corporate hangar concepts were shown. Current options include new hangars on the northwest part of the airfield, the northeast corner, or to the southeast. Discussion occurred about east side development. Essentially, east side development is not possible without property acquisition. Others commented about having an industrial user. There was consensus that the east side should be used for industrial use instead of corporate hangars. In addition, roadway access was an item of concern including the difficulty in adding connector roadways due to the location of the railroad.

Mr. Ibold presented the addition of a public helipad located to the west of the existing parking lot adjacent to the fuel farm. Tenants would also like to see helicopter parking located nearby. There was concern whether the location was suitable because of helicopter flight paths. Mr. Ibold explained that the flight paths would be not be toward the buildings, allowing for the safe departure and arrival of aircraft.

Mr. Heuts stated that the land near the fuel farm was being prepared in preparation for a maintenance storage area.

The conversation then focused on the possibility of the addition of a turf runway. The project team has discussed the possibility of locating one on Airport property with the Memphis Airport District Office (ADO). The FAA stated that the separation requirements between parallel runways would be 700 feet for simultaneous approaches and departures.

Mr. Soderquist has gathered interest from other tenants in exploring the idea of a turf landing strip for tailwheel aircraft. This grass area would be located adjacent to the main runway. Mr. Soderquist prepared a presentation describing the need for a turf runway (PowerPoint available on Master plan website). Ms. Squillace stated that as a non-tailwheel user, she would prefer the turf landing area to be located farther away from aircraft landing on the asphalt runway and have it be an actual turf runway that meets all standards.

Mr. Ibold explained that although adding a standard turf runway was possible it was not a preferred scenario because of the limitations it imposes on future east side development.

Mr. Penny stated that it was important to show industrial development on the ALP because the NCDOT has funds for economic development that can be applied to the airport.

The meeting concluded and a public open house about the Master Plan Update followed in the terminal building.