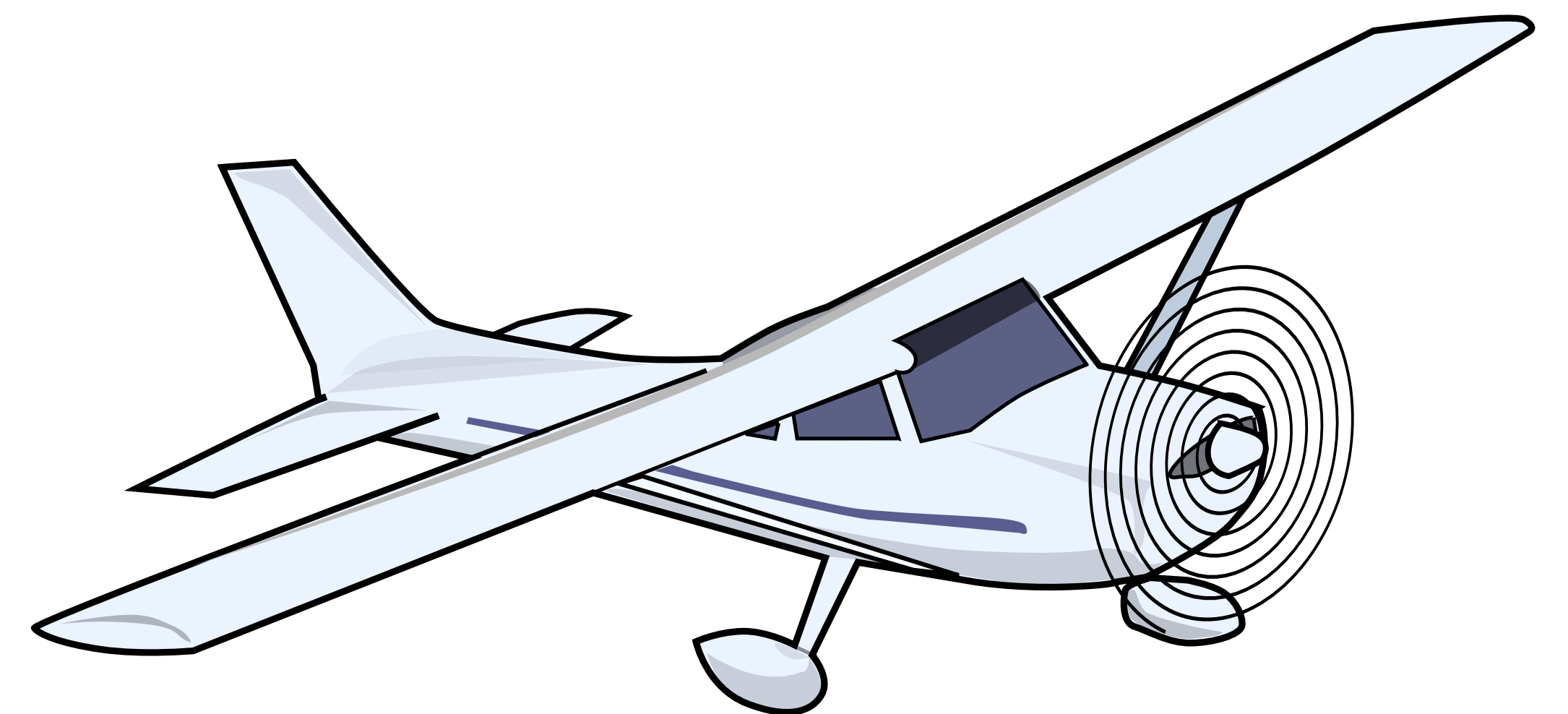




# Beatty Airport Master Plan

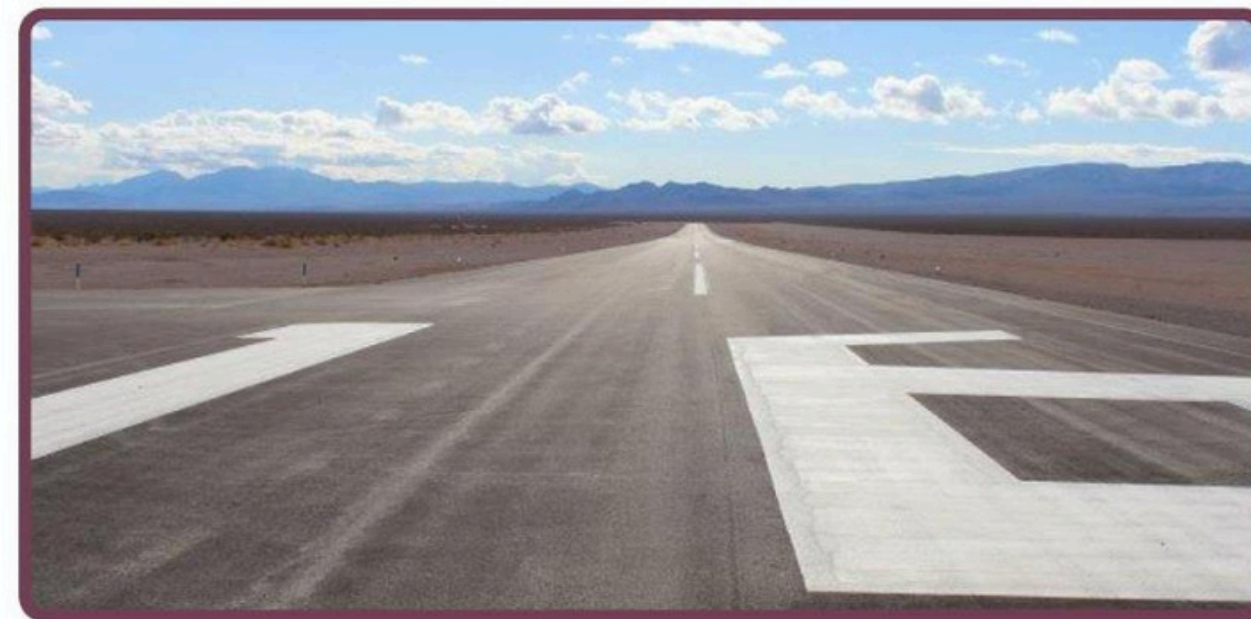
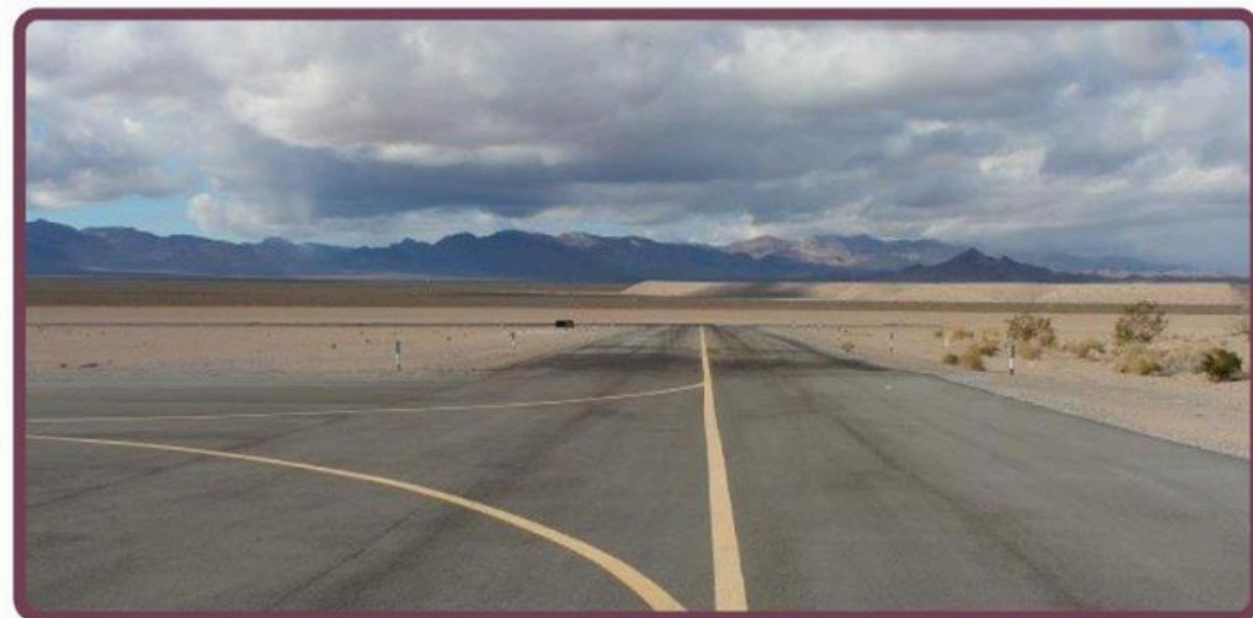
Public Information  
Meeting



 AtkinsRéalis

Beatty  
Airport





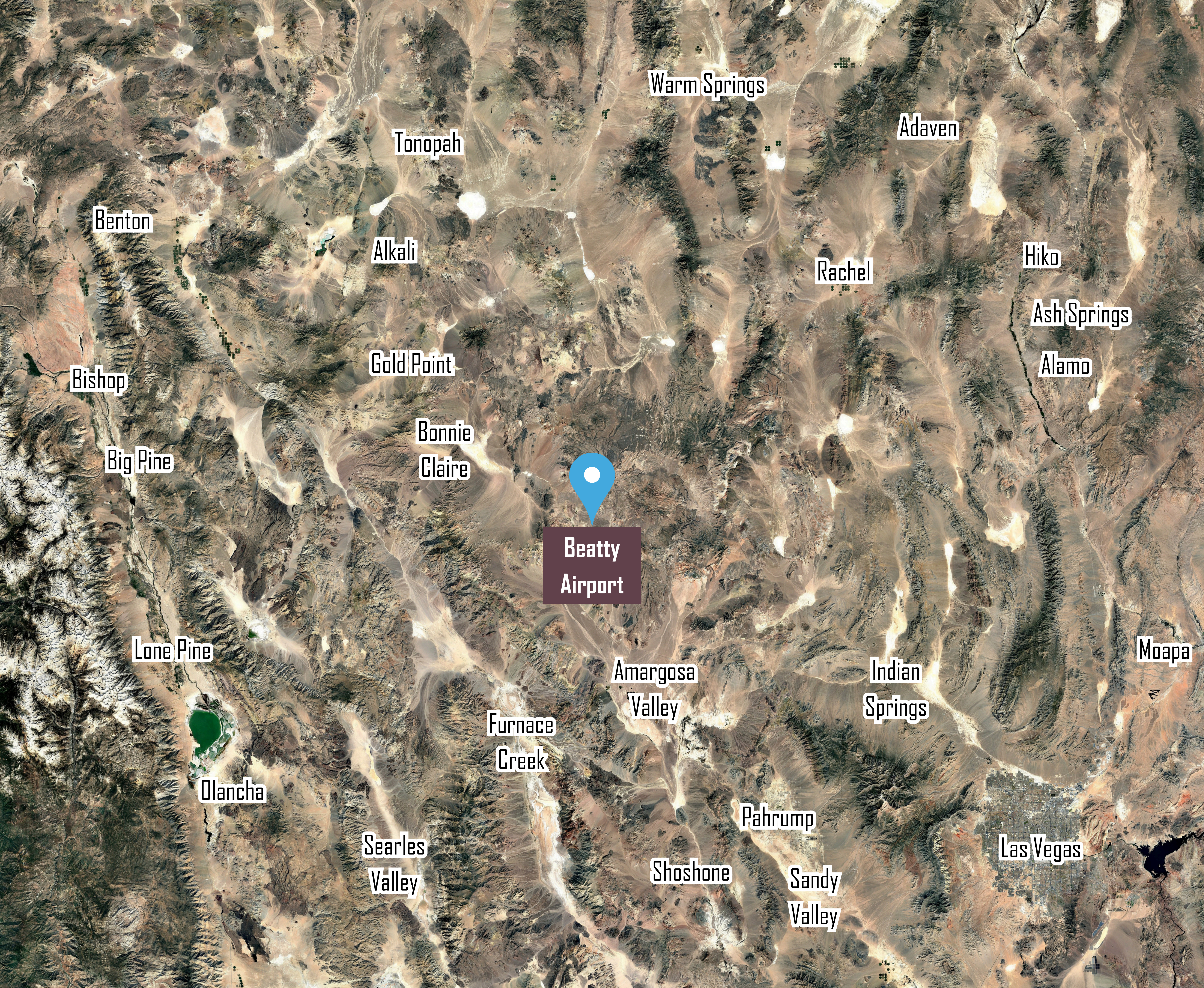
# Welcome!

## Please Sign In Here

Beatty  
Airport

 AtkinsRéalis



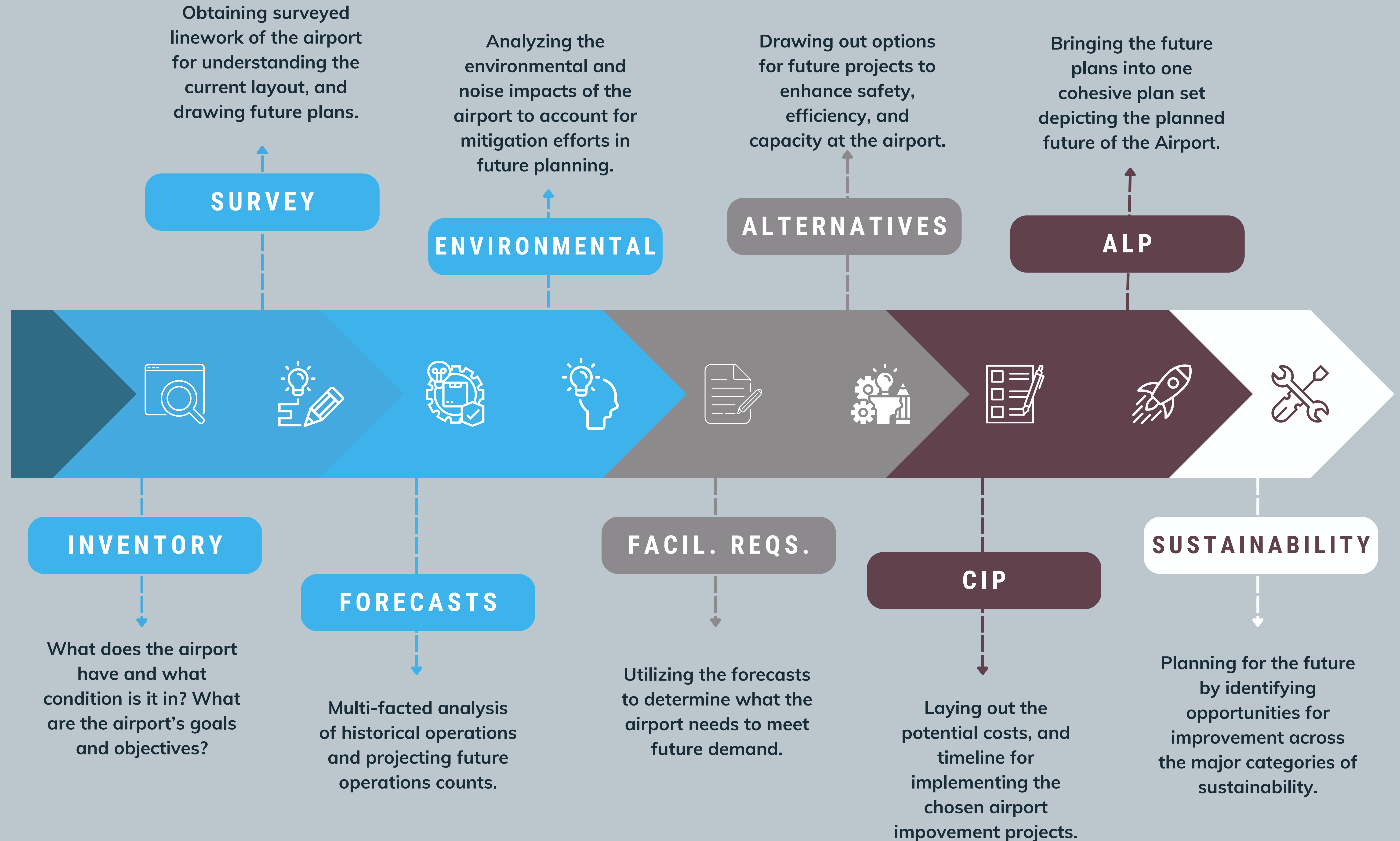


# Where are You From?

Please take a Pin and  
mark your home  
location!

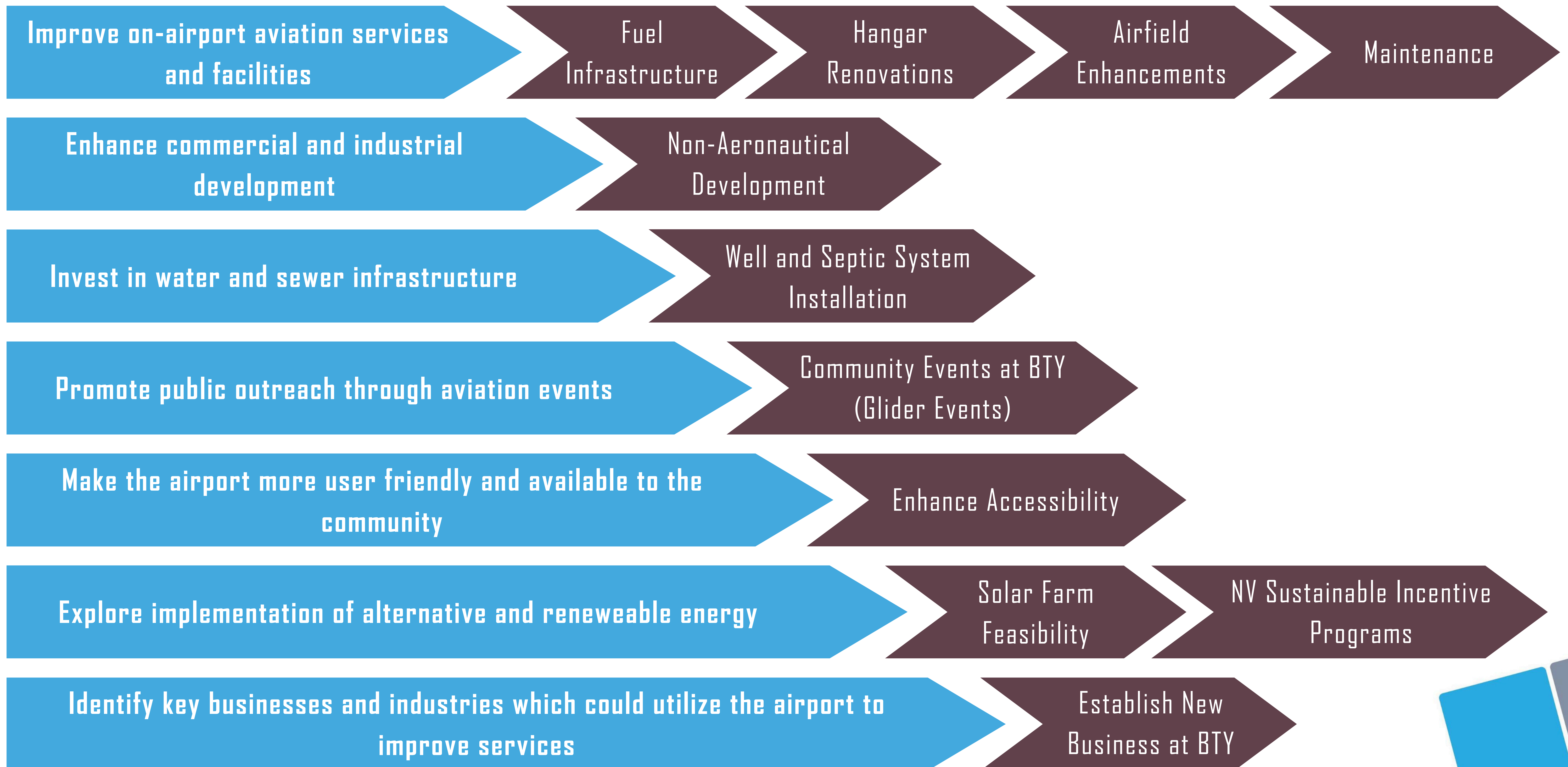


# MASTER PLANNING PROCESS



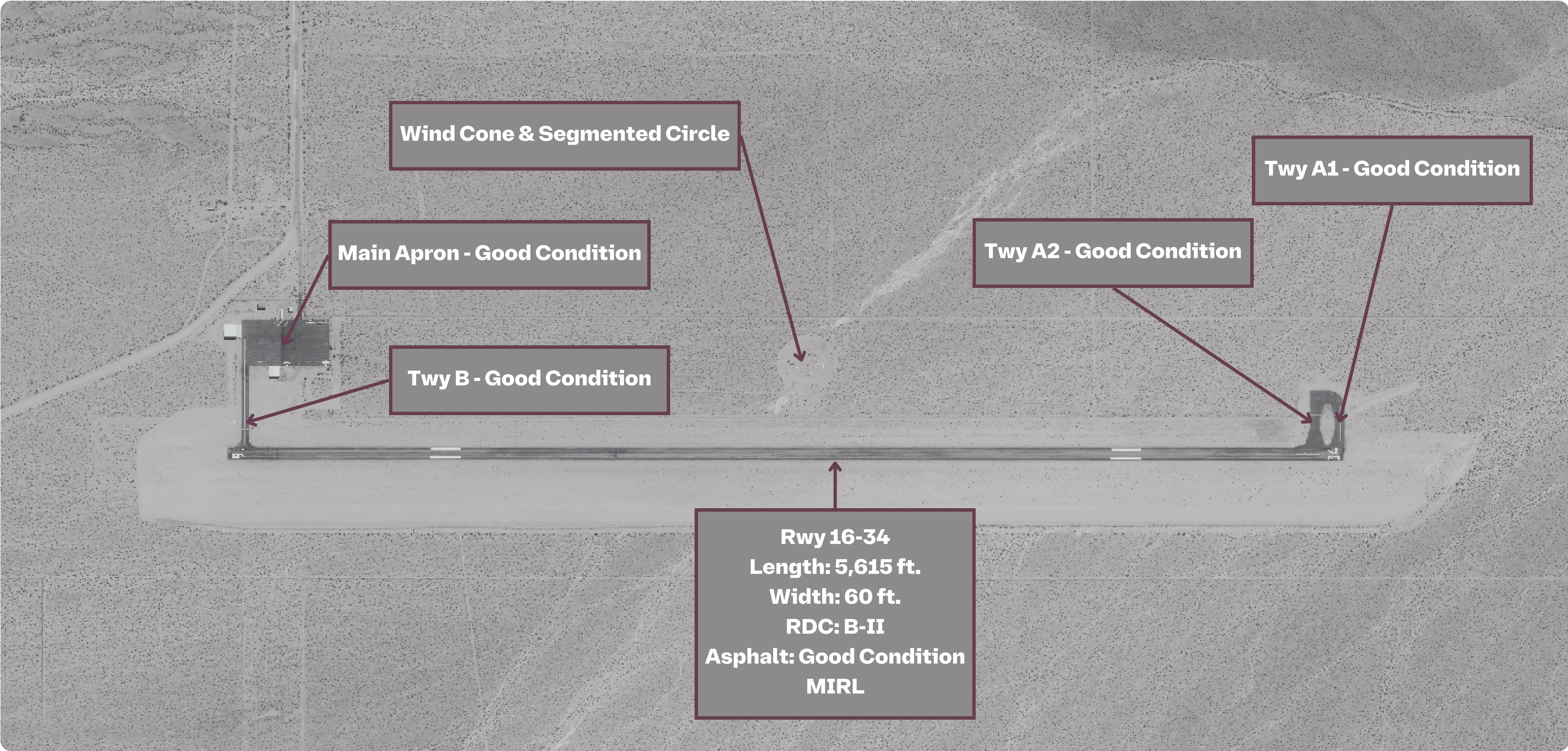


# Goals & Objectives



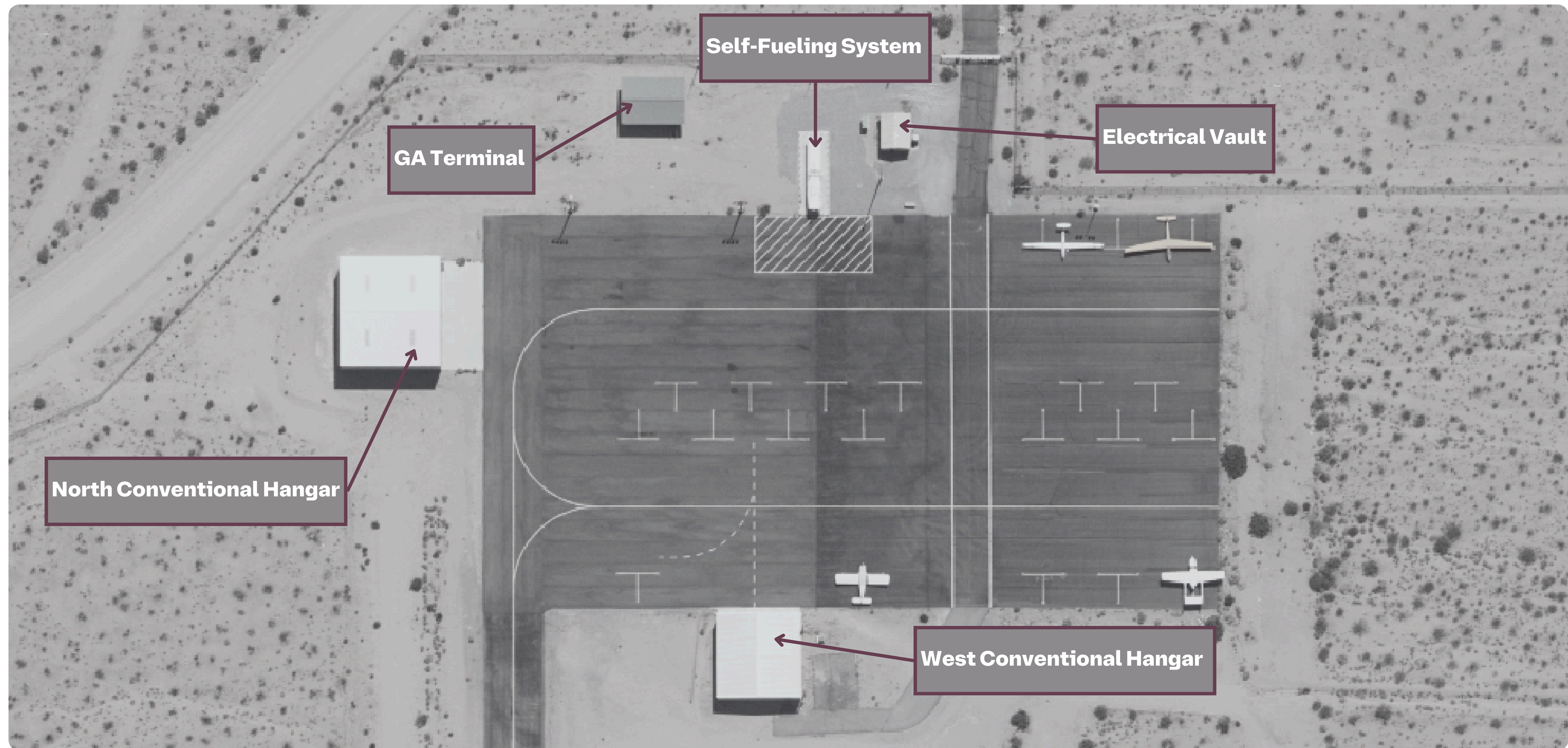


# Inventory - Existing Airfield Facilities





# Inventory - Existing Landside Facilities

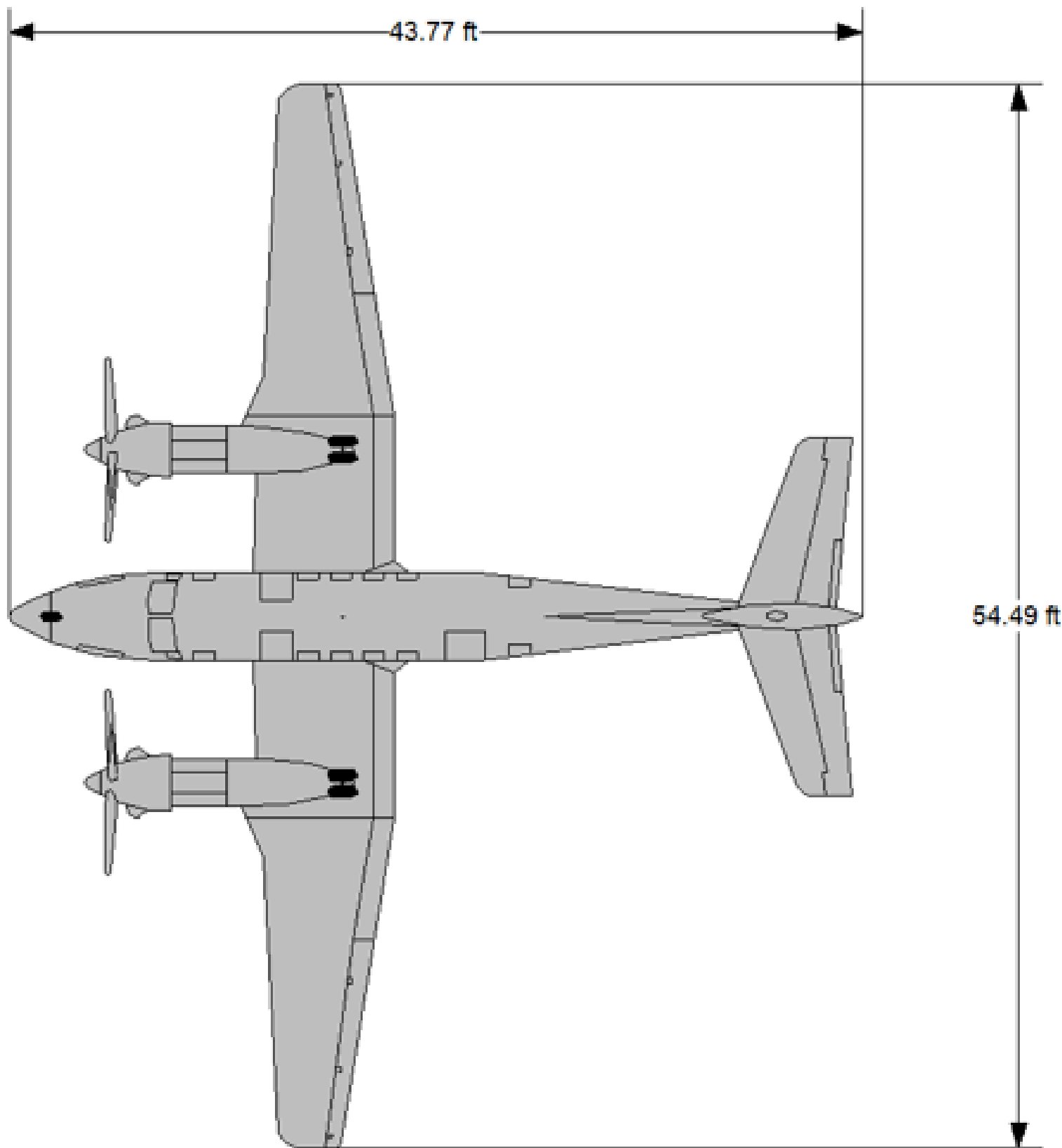




# Forecast - Critical Aircraft

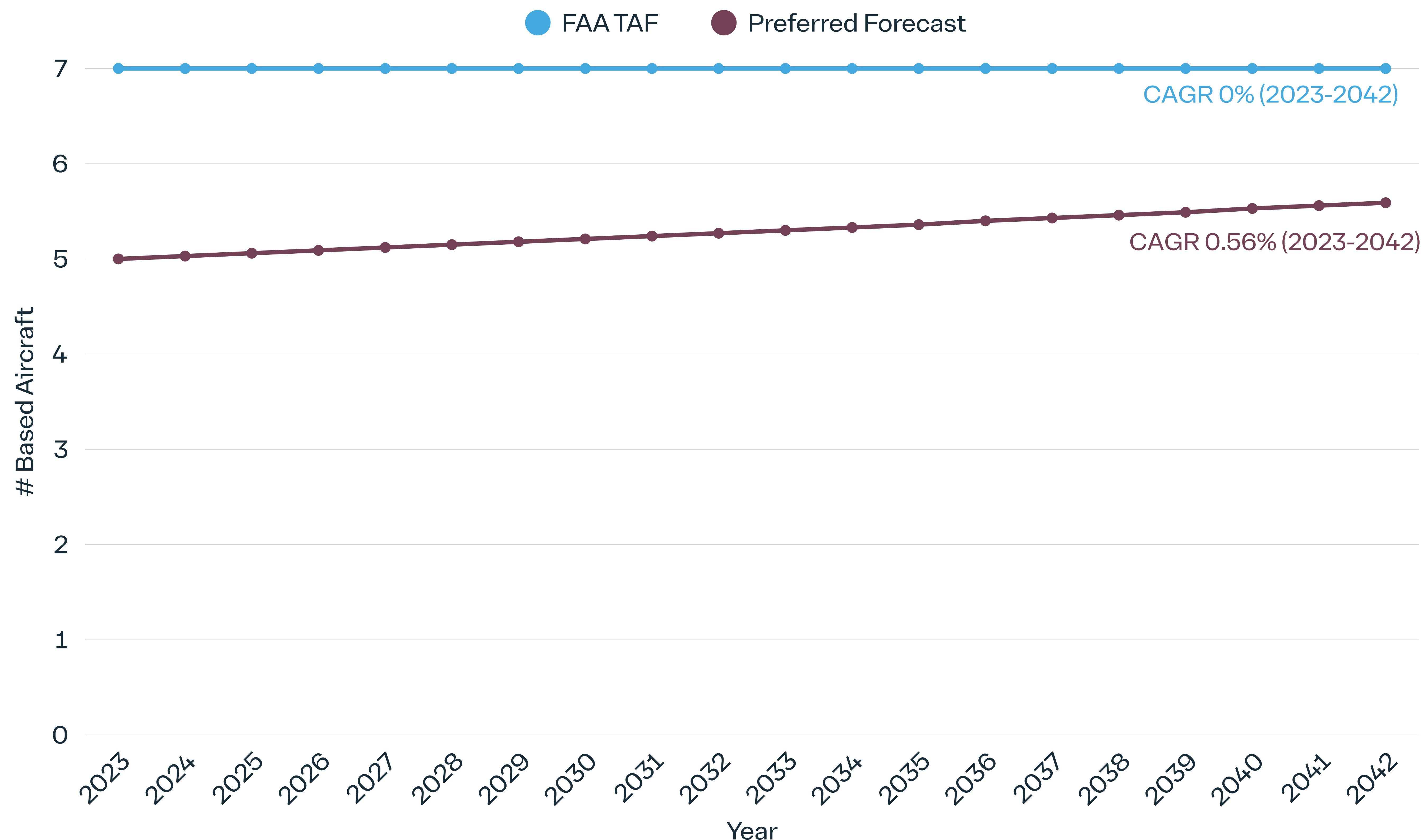
- Approved February 28, 2024
- Existing/Future Critical Aircraft:
  - Beechcraft 200 King Air

Specifications	
Length (ft)	43.77
Wingspan (ft)	54.49
Tail Height (ft)	14.66
MTOW (lbs)	12,300
AAC	B
ADG	II
TDG	2A



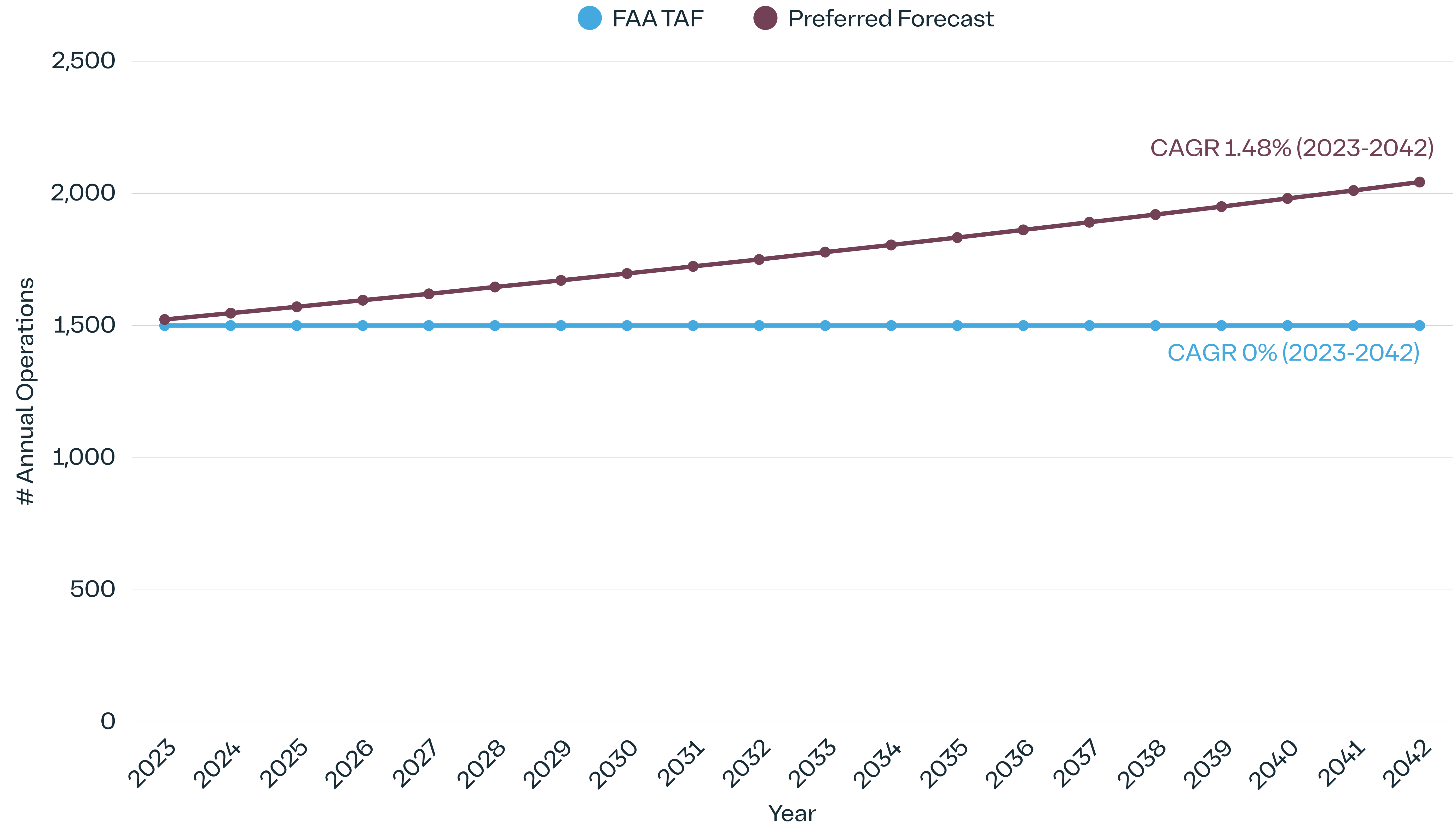


# Forecast - Based Aircraft



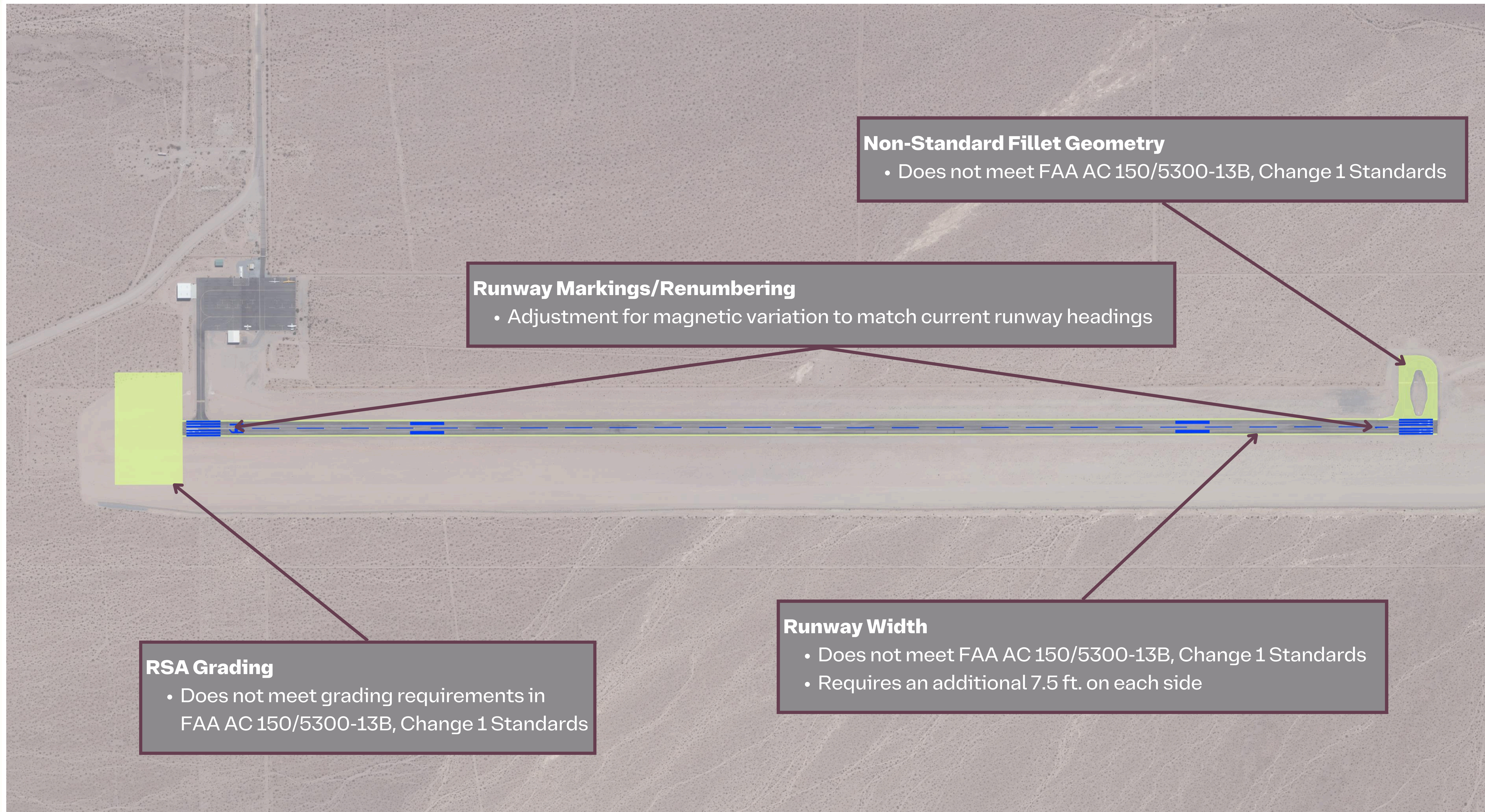


# Forecast - Operations





# Facility Requirements - Airfield





# Facility Requirements - Lighting/NAVAIDs

## Taxiway Signage

- Taxiway B does not have appropriate signage

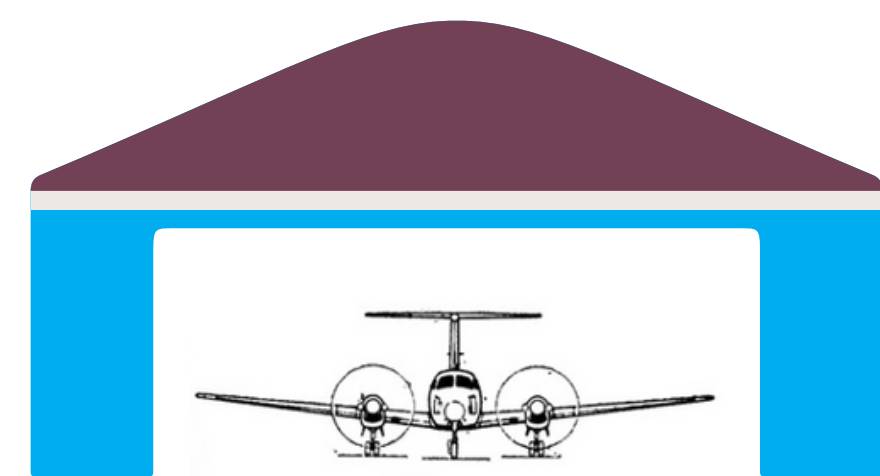
## Runway Threshold Lights

- Unknown installation date - recommend replacing before reaching poor condition

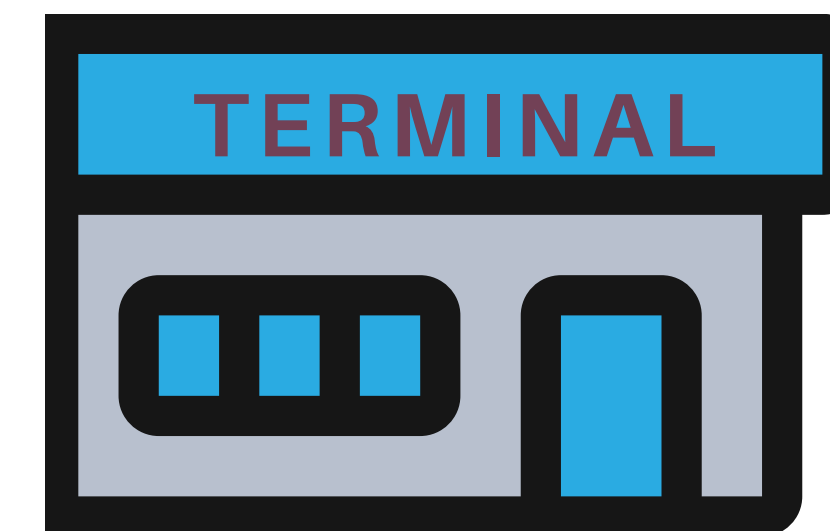




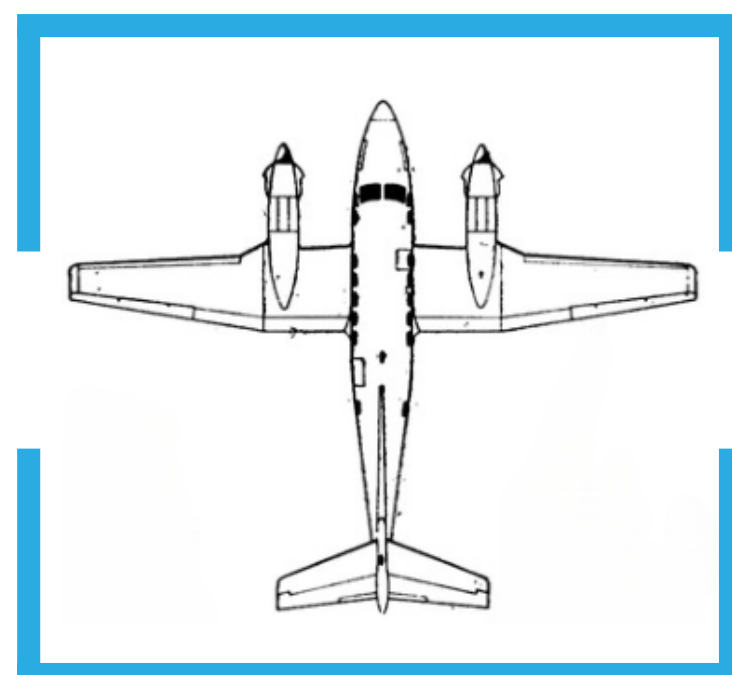
# Facility Requirements - Landside



Aircraft Hangar Storage  
Currently: Sufficient ✓  
Future: Deficient ✗



General Aviation Terminal  
Currently: Sufficient ✓  
Future: Sufficient ✓



Aircraft Apron Parking  
Currently: Deficient ✗  
Future: Deficient ✗



Automobile Parking  
Currently: Deficient ✗  
Future: Deficient ✗



# NEPA Categories for Areas of Impact

Air Quality

Biological Resources

Climate

Coastal Resources

DOT, Section 4(f)

Farmlands

Land Use

Visual Effects

Water Resources

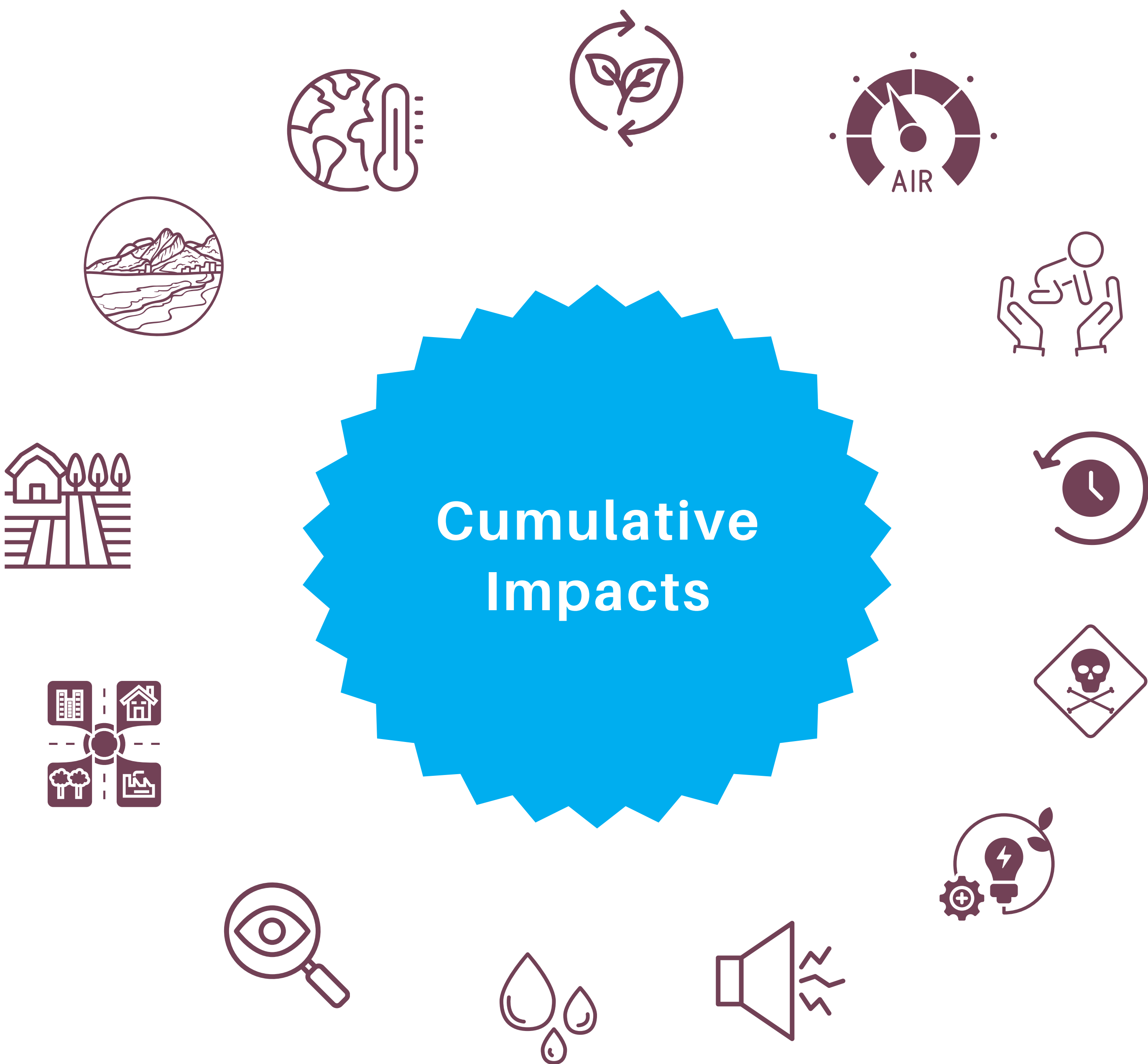
Noise and Noise Compatible Land Use

Natural Resources and Energy Supply

Hazardous Materials, Solid Waste, and Pollution Prevention

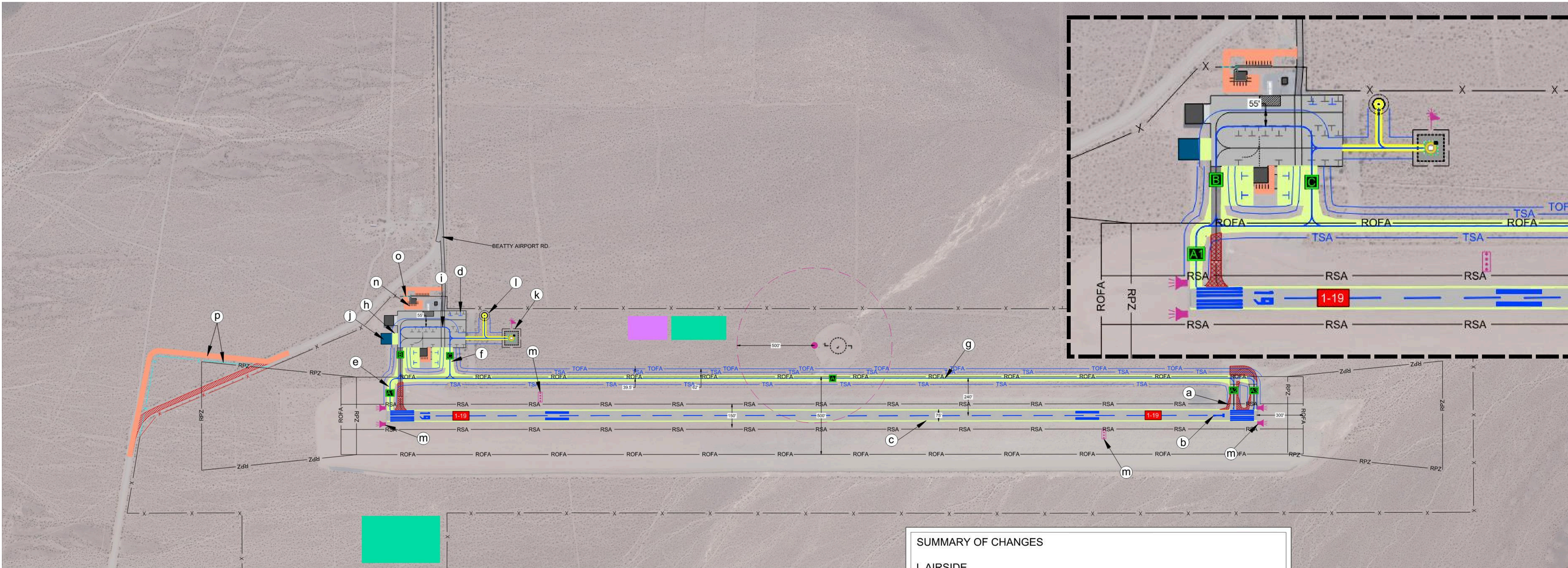
Historical, Architectural, Archeological, and Cultural Resources

Socioeconomics, Environmental Justice, and Children’s Environmental Health  
and Safety Risks





# Alternative 1



LEGEND					
DESCRIPTION	EXISTING	PROPOSED	DESCRIPTION	EXISTING	PROPOSED
RUNWAY IDENTIFIER	N/A	1-19	RUNWAY OBJECT FREE AREA (ROFA)	ROFA	N/A
TAXIWAY IDENTIFIER	N/A	A	TAXILANE OBJECT FREE AREA (TLOFA)	N/A	TLOFA
AIRFIELD PAVEMENT			TAXIWAY OBJECT FREE AREA (TOFA)	N/A	TOFA
PAVEMENT DEMOLITION	N/A		TAXIWAY SAFETY AREA (TSA)	N/A	TSA
BUILDING			RUNWAY PROTECTION ZONE (RPZ)	RPZ	N/A
TAXIWAY/LANE CENTERLINE			HELIPORT TLOF	N/A	
AWOS (NOT PART OF MASTER PLAN)	N/A		HELIPORT FATO (REFLECTIVE MARKINGS)	N/A	
WALKWAY	N/A		HELIPORT SAFETY AREA	N/A	
LIGHTED WIND CONE	N/A		EDGE LIGHTING	N/A	
FENCE LINE / ACCESS GATE	x / o	x / o	HELIPORT TDCP MARKING	N/A	
ROADWAY / PARKING	N/A		HELIPORT PARKING CIRCLE	N/A	
TIEDOWN	T T T	T T T	HELIPORT TAIL ROTOR ARC	N/A	
RUNWAY MARKING	N/A	19	PAPI / REILS	N/A	
AERONAUTICAL DEVELOPMENT	N/A		NON-AERONAUTICAL DEVELOPMENT	N/A	

SUMMARY OF CHANGES

I. AIRSIDE

a. Updated all taxiway fillet geometry to meet AC 150/5300-13B standards.

b. Renumbering of runway designation to 1-19 and updated runway markings to non-precision markings.

c. Widening of runway to an overall width of 75ft.

d. Reconfiguration of tiedown spaces on the main apron.

e. Realignment of Taxiway Alpha 1 to runway end.

f. Addition of Taxiway Charlie.

g. Addition of parallel Taxiway Alpha to Runway 1-19.

h. An approximate total of 27,946 sqft. of new apron pavement.

i. Updates to taxilane centerline markings on apron.

j. Addition of 70' x 70' conventional hangar.

k. Addition of Heliport south of existing apron.

l. Addition of Heliport parking north of Heliport.

m. Addition of Precision Approach Path Indicators (PAPI) and Runway End Identifier Lights (REILS).

II. LANDSIDE

n. Additional 20 automobile parking spaces for airport users.

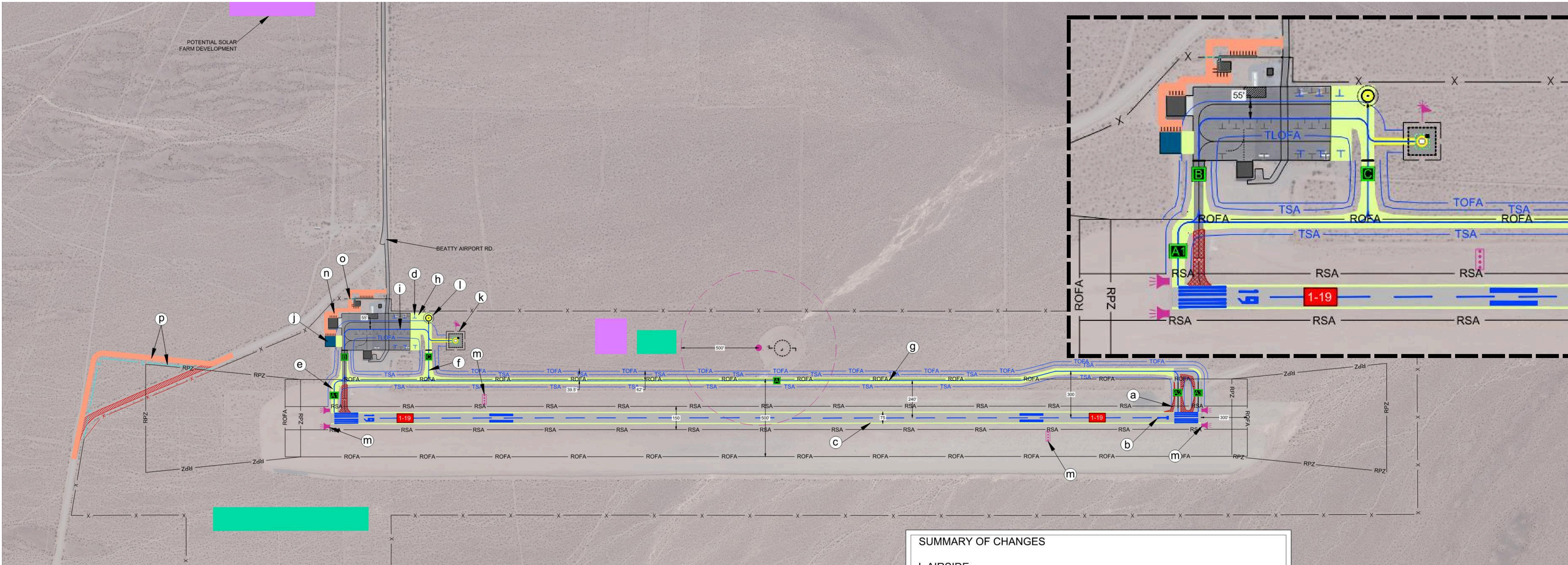
o. Addition of pedestrian access gate north of existing gate.

p. Relocate Beatty Airport Road and realignment of fenceline outside of RPZ.

q. Potential solar farm development (150,000 sqft.).



# Alternative 2

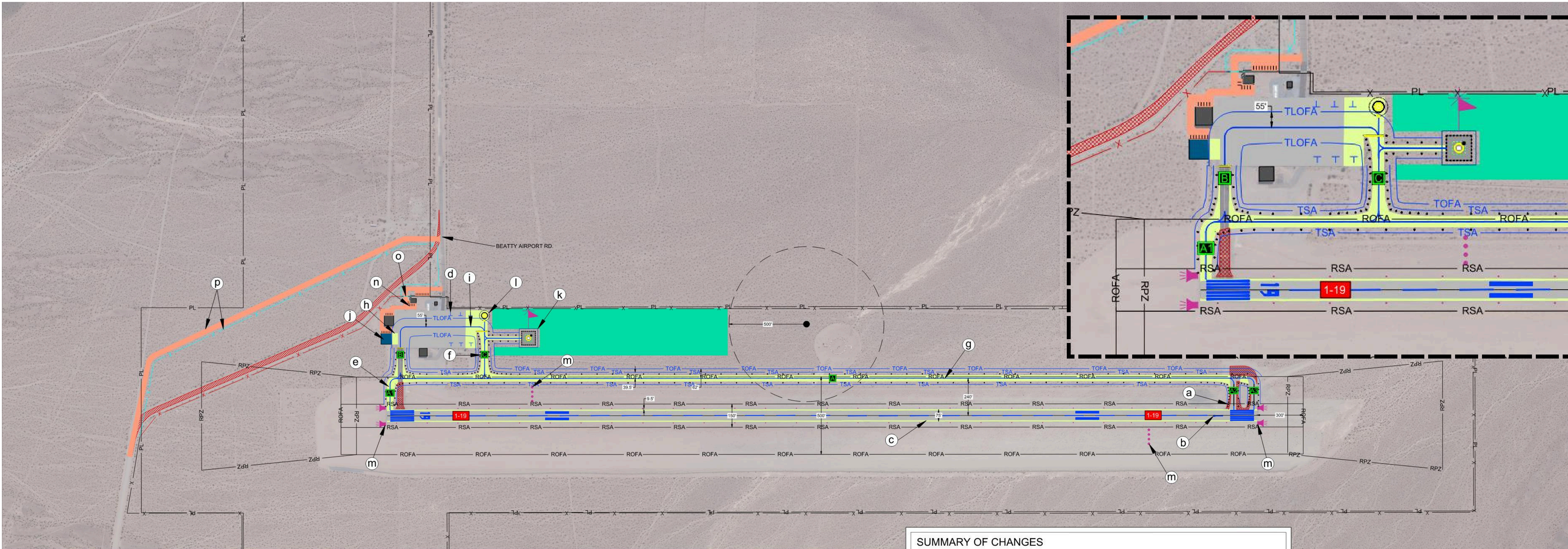


LEGEND					
DESCRIPTION	EXISTING	PROPOSED	DESCRIPTION	EXISTING	PROPOSED
RUNWAY IDENTIFIER	N/A	1-19	RUNWAY OBJECT FREE AREA (ROFA)	ROFA	N/A
TAXIWAY IDENTIFIER	N/A	A	TAXILANE OBJECT FREE AREA (TLOFA)	N/A	TLOFA
AIRFIELD PAVEMENT			TAXIWAY OBJECT FREE AREA (TOFA)	N/A	TOFA
PAVEMENT DEMOLITION	N/A		TAXIWAY SAFETY AREA (TSA)	N/A	TSA
BUILDING			RUNWAY PROTECTION ZONE (RPZ)	RPZ	N/A
TAXIWAY/LANE CENTERLINE			HELIPORT TLOF	N/A	
AWOS (NOT PART OF MASTER PLAN)	N/A		HELIPORT FATO (REFLECTIVE MARKINGS)	N/A	
WALKWAY	N/A		HELIPORT SAFETY AREA	N/A	
LIGHTED WIND CONE	N/A		EDGE LIGHTING	N/A	
FENCE LINE / ACCESS GATE	X /	X /	HELIPORT TDCP MARKING	N/A	
ROADWAY / PARKING	N/A	/	HELIPORT PARKING CIRCLE	N/A	
TIEDOWN	T T T	T T T	HELIPORT TAIL ROTOR ARC	N/A	
RUNWAY MARKING	N/A	19	PAPI / REILS	N/A	
AERONAUTICAL DEVELOPMENT	N/A		NON-AERONAUTICAL DEVELOPMENT	N/A	

SUMMARY OF CHANGES	
I. AIRSIDE	
a.	Updated all taxiway fillet geometry to meet AC 150/5300-13B standards.
b.	Renumbering of runway designation to 1-19 and updated runway markings to non-precision markings.
c.	Widening of runway to an overall width of 75ft.
d.	Reconfiguration of tiedown spaces on the main apron.
e.	Realignment of Taxiway Alpha 1 to runway end.
f.	Addition of Taxiway Charlie.
g.	Addition of parallel Taxiway Alpha to Runway 1-19.
h.	An approximate total of 28,024 sqft. of new apron pavement.
i.	Updates to taxilane centerline markings on apron.
j.	Addition of 70' x 70' conventional hangar.
k.	Addition of Heliport south of existing apron.
l.	Addition of Heliport parking spot north of Heliport.
m.	Addition of Precision Approach Path Indicators (PAPI) and Runway End Identifier Lights (REILS).
II. LANDSIDE	
n.	Additional 26 automobile parking spaces for airport users.
o.	Addition of secondary access gate north of existing gate.
p.	Relocate Beatty Airport Road and realignment of fenceline outside of RPZ.
q.	Potential solar farm development (160,000 sqft.).



# Preferred Alternative







LEGEND					
DESCRIPTION	EXISTING	PROPOSED	DESCRIPTION	EXISTING	PROPOSED
RUNWAY IDENTIFIER	N/A	1-19	RUNWAY OBJECT FREE AREA (ROFA)	ROFA	N/A
TAXIWAY IDENTIFIER	N/A	A	TAXILANE OBJECT FREE AREA (TLOFA)	N/A	TLOFA
AIRFIELD PAVEMENT			TAXIWAY OBJECT FREE AREA (TOFA)	N/A	TOFA
PAVEMENT DEMOLITION	N/A		TAXIWAY SAFETY AREA (TSA)	N/A	TSA
AIRPORT BUILDING			RUNWAY PROTECTION ZONE (RPZ)	RPZ	N/A
TAXIWAY/LANE CENTERLINE			HELIPORT TLOF	N/A	
AWOS (NOT PART OF MASTER PLAN)		N/A	HELIPORT FATO (REFLECTIVE MARKINGS)	N/A	
PEDESTRIAN WALKWAY	N/A		HELIPORT SAFETY AREA	N/A	
LIGHTED WIND CONE	N/A		HELIPORT EDGE LIGHTING	N/A	
FENCE LINE / ACCESS GATE	X /	X /	HELIPORT TDCP MARKING	N/A	
ROADWAY / PARKING	N/A		HELIPORT PARKING CIRCLE	N/A	
TIEDOWN			HELIPORT TAIL ROTOR ARC	N/A	
RUNWAY MARKING	N/A	19	PAPI / REILS	N/A	
AERONAUTICAL DEVELOPMENT	N/A		NON-AERONAUTICAL DEVELOPMENT	N/A	
PROPERTY LINE	PL	N/A			

SUMMARY OF CHANGES	
I. AIRSIDE	
a.	Update to all taxiway fillet geometry to meet AC 150/5300-13B standards.
b.	Renumbering of runway designation to 1-19 and updated runway markings to non-precision markings.
c.	Widening of runway to an overall width of 75 ft.
d.	Reconfiguration of tiedown spaces on the main apron.
e.	Realignment of Taxiway Alpha 1 to runway end.
f.	Addition of Taxiway Charlie.
g.	Addition of parallel Taxiway Alpha to Runway 1-19.
h.	An approximate total of 28,024 sqft. of new apron pavement.
i.	Updates to taxilane centerline markings on apron.
j.	Addition of 70' x 70' conventional hangar.
k.	Addition of Heliport south of existing apron.
l.	Addition of Heliport parking north of Heliport.
m.	Addition of Precision Approach Path Indicators (PAPIS) and Runway End Identifier Lights (REILS).
II. LANDSIDE	
n.	Addition of 26 automobile parking spaces for airport users.
o.	Addition of pedestrian access gate north of existing gate.
p.	Relocate Beatty Airport Road and realignment of fenceline outside of RPZ.
q.	Potential solar farm development (5-acres).

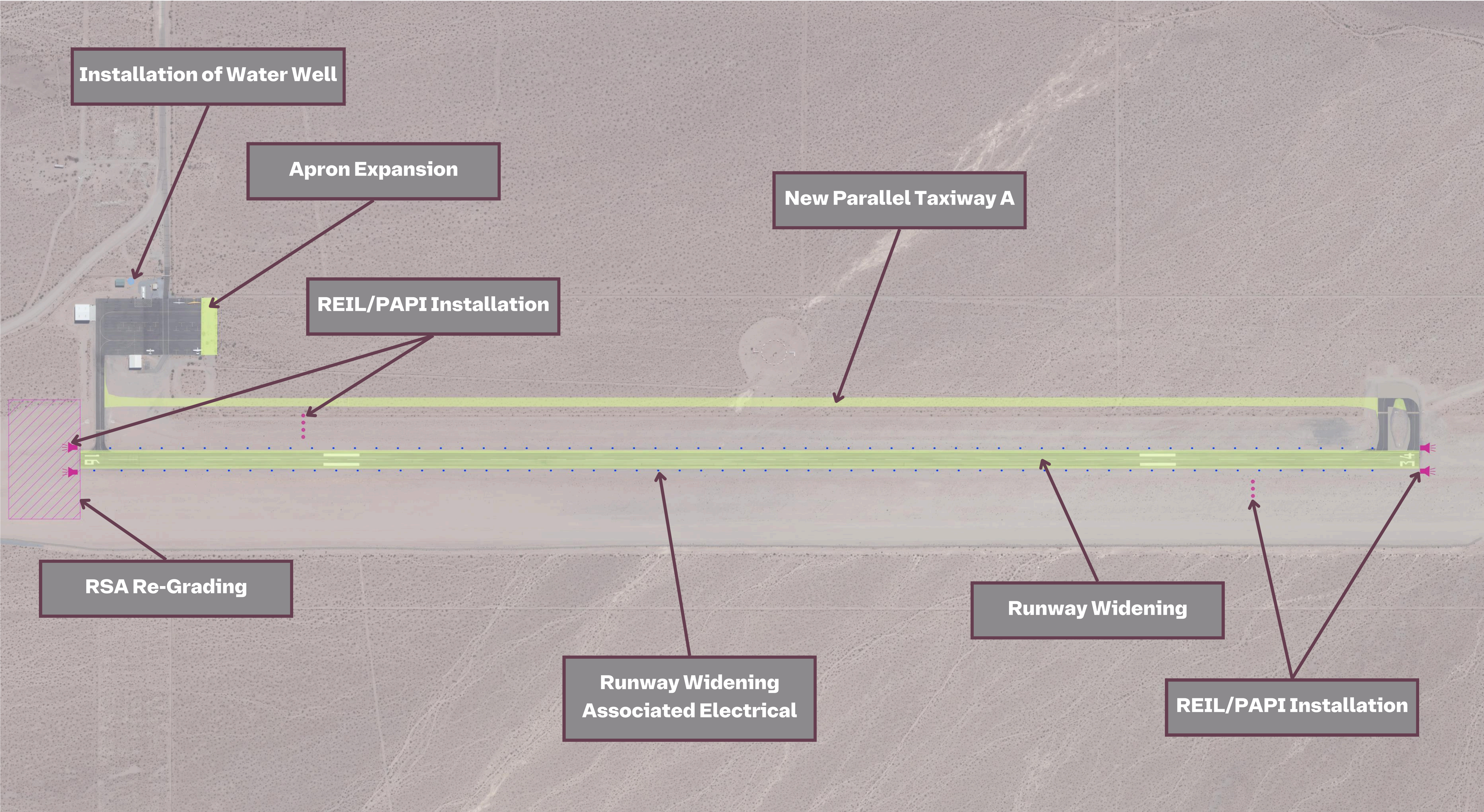


# Alternatives Evaluation

	ALTERNATIVE 1	ALTERNATIVE 2	PREFERRED ALTERNATIVE
<b>Operational Performance</b>			
 Capacity	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
Capability	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
Efficiency	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
<b>Best Planning Tenets</b>			
 Political Viability	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
Land Use	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
Growth	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
Flexibility	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
Technical Feasibility	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
Phasing/Ease of Implementation	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
<b>Fiscal Factors</b>			
 Cost	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
<b>Environmental</b>			
 Mitigation of Environmental Impacts	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
TOTALS	47	50	54



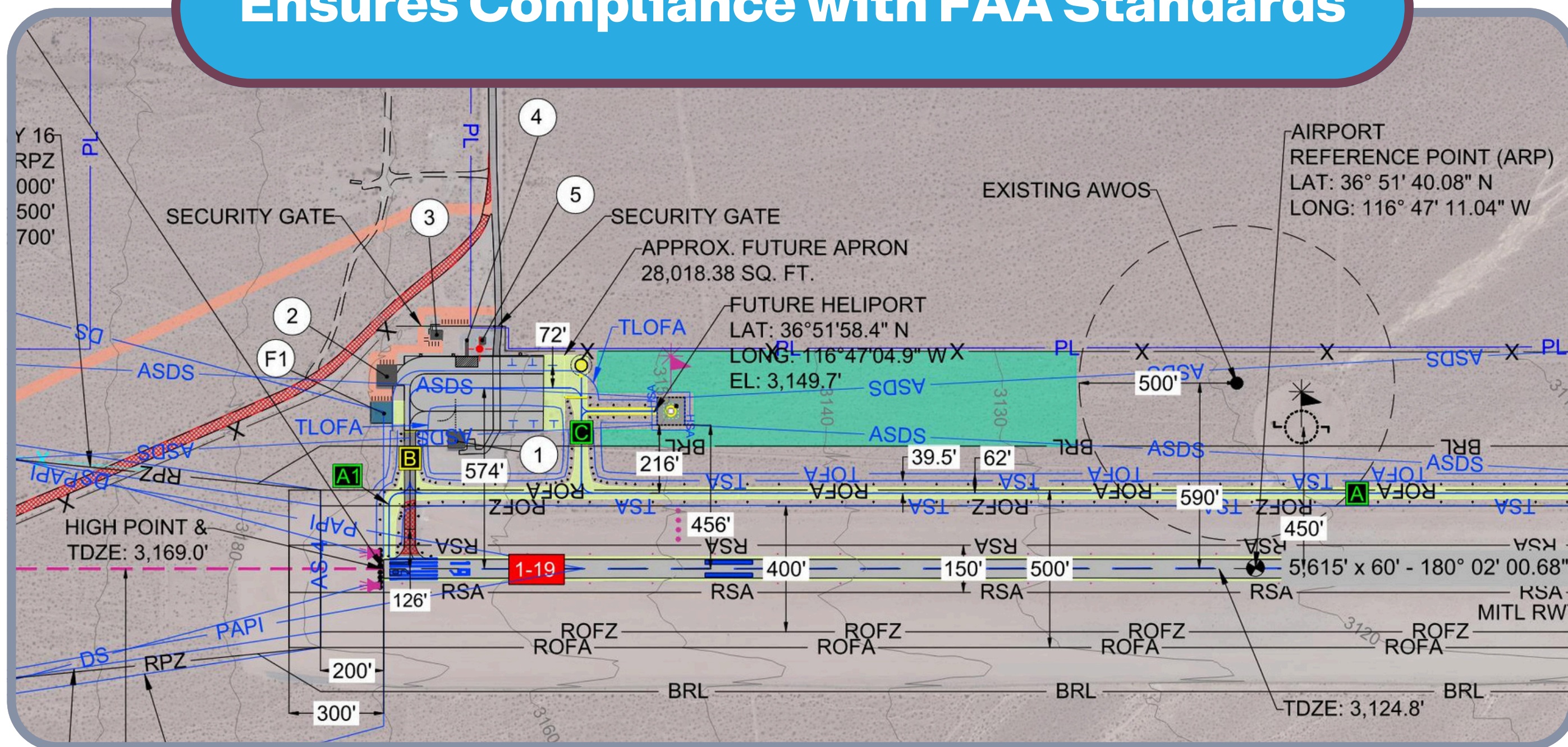
# Capital Improvement Plan - Short Term



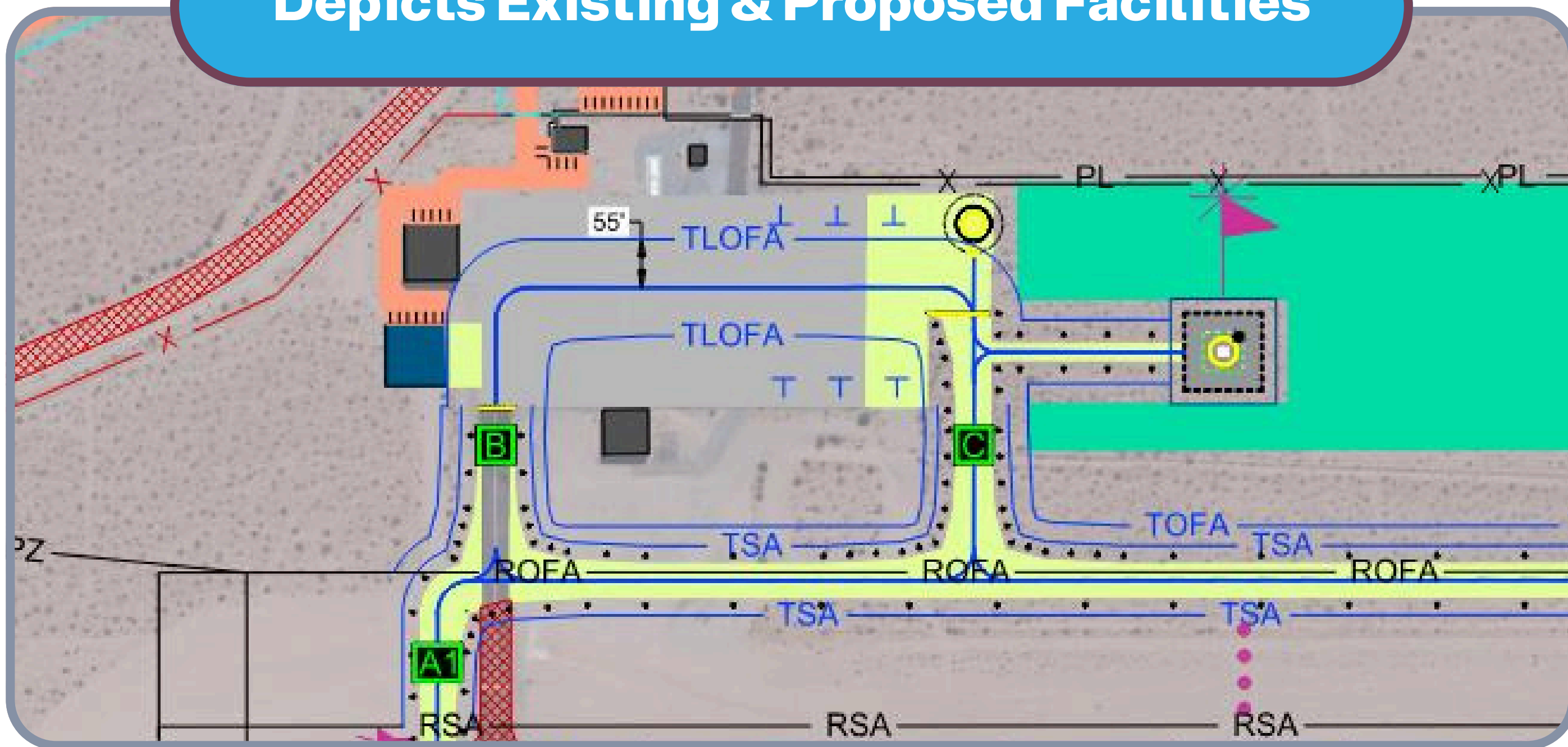


# Airport Layout Plan Set

## Ensures Compliance with FAA Standards



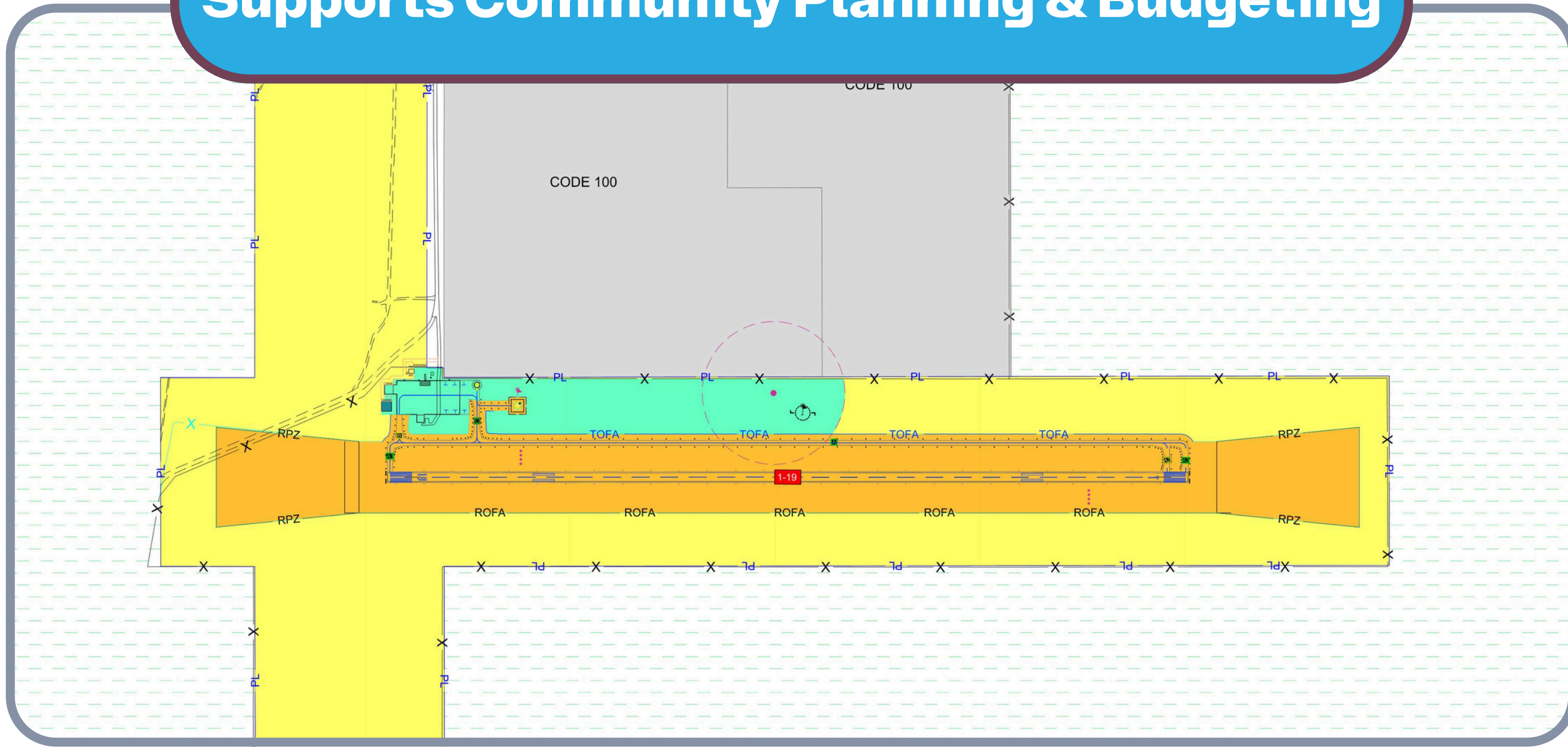
## Depicts Existing & Proposed Facilities



## Promotes Safety & Operational Efficiency



## Supports Community Planning & Budgeting



An ALP sheet is required for Federal Funding

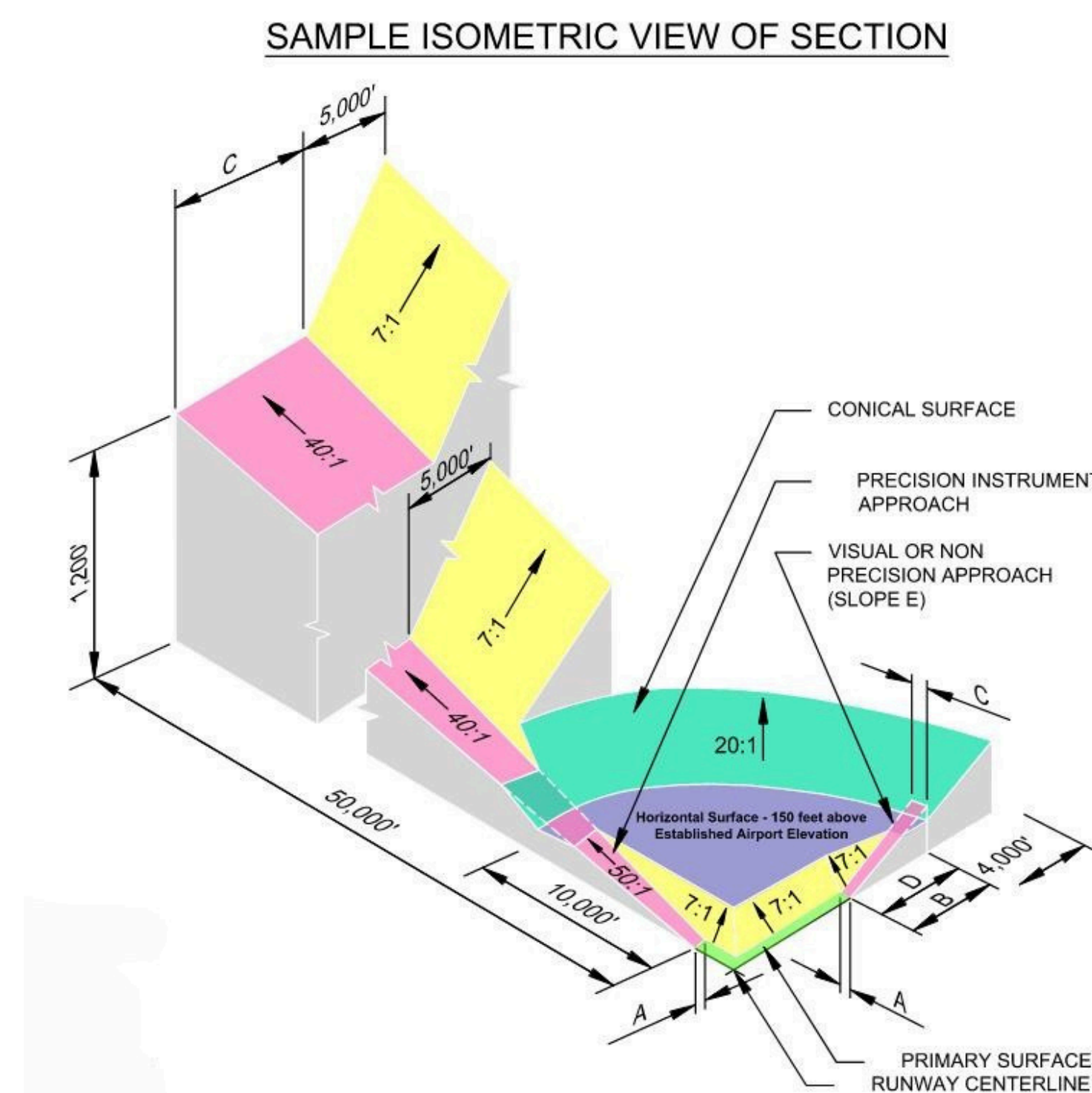






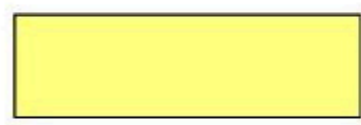


# Part 77 Imaginary Surfaces

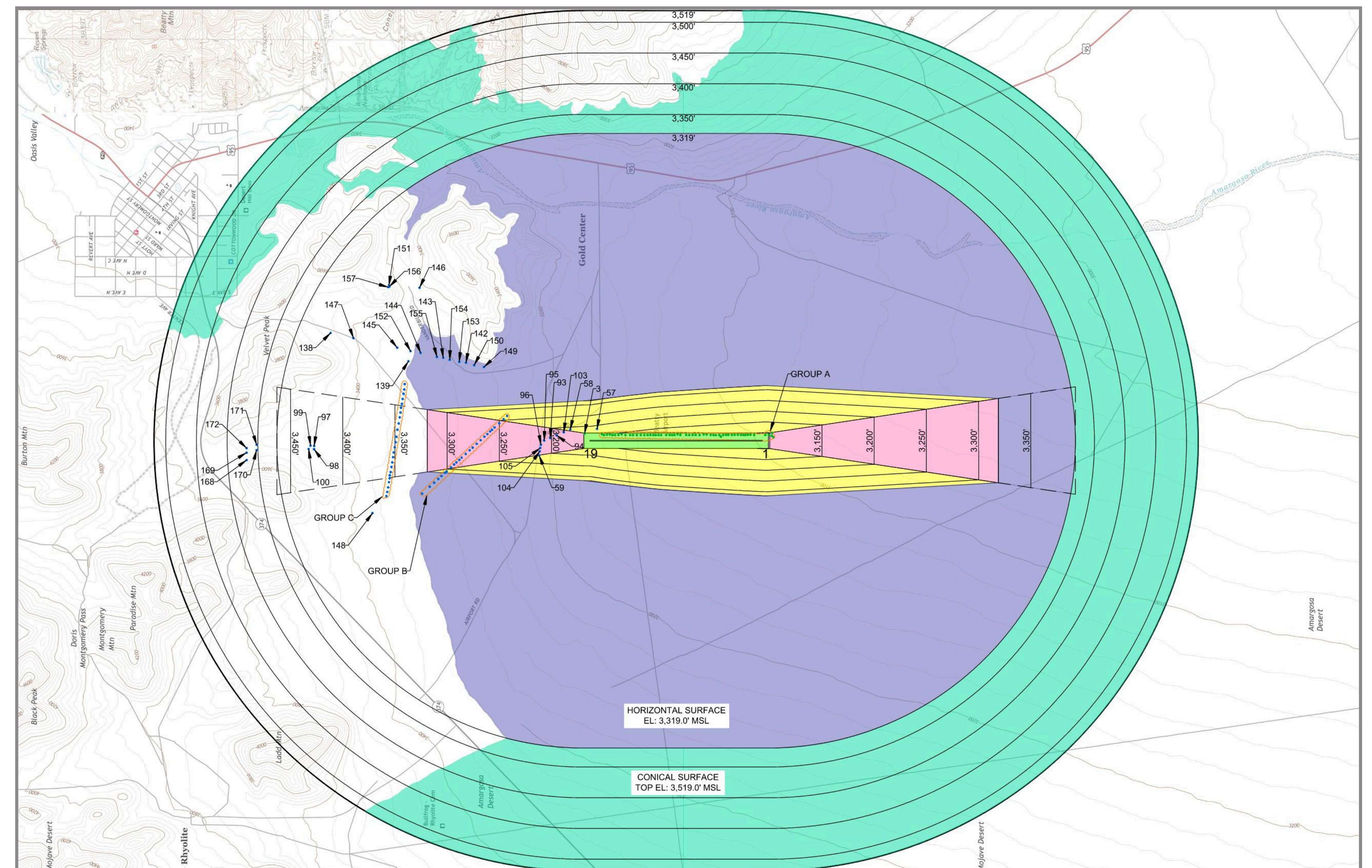
## Safeguarding Airspace with Imaginary Surfaces

Part 77 Imaginary Surfaces are invisible airspace areas established around airports to protect navigable airspace and ensure safe aircraft operations. These surfaces are designed to protect aircraft from potential hazards during take-off, landing, and approach phases by ensuring that structures and natural features do not encroach into the airspace used by aircraft.



### 14 CFR PART 77 SURFACES

	Primary Surface
	Approach Surface
	Transitional Surface
	Horizontal Surface
	Conical Surface





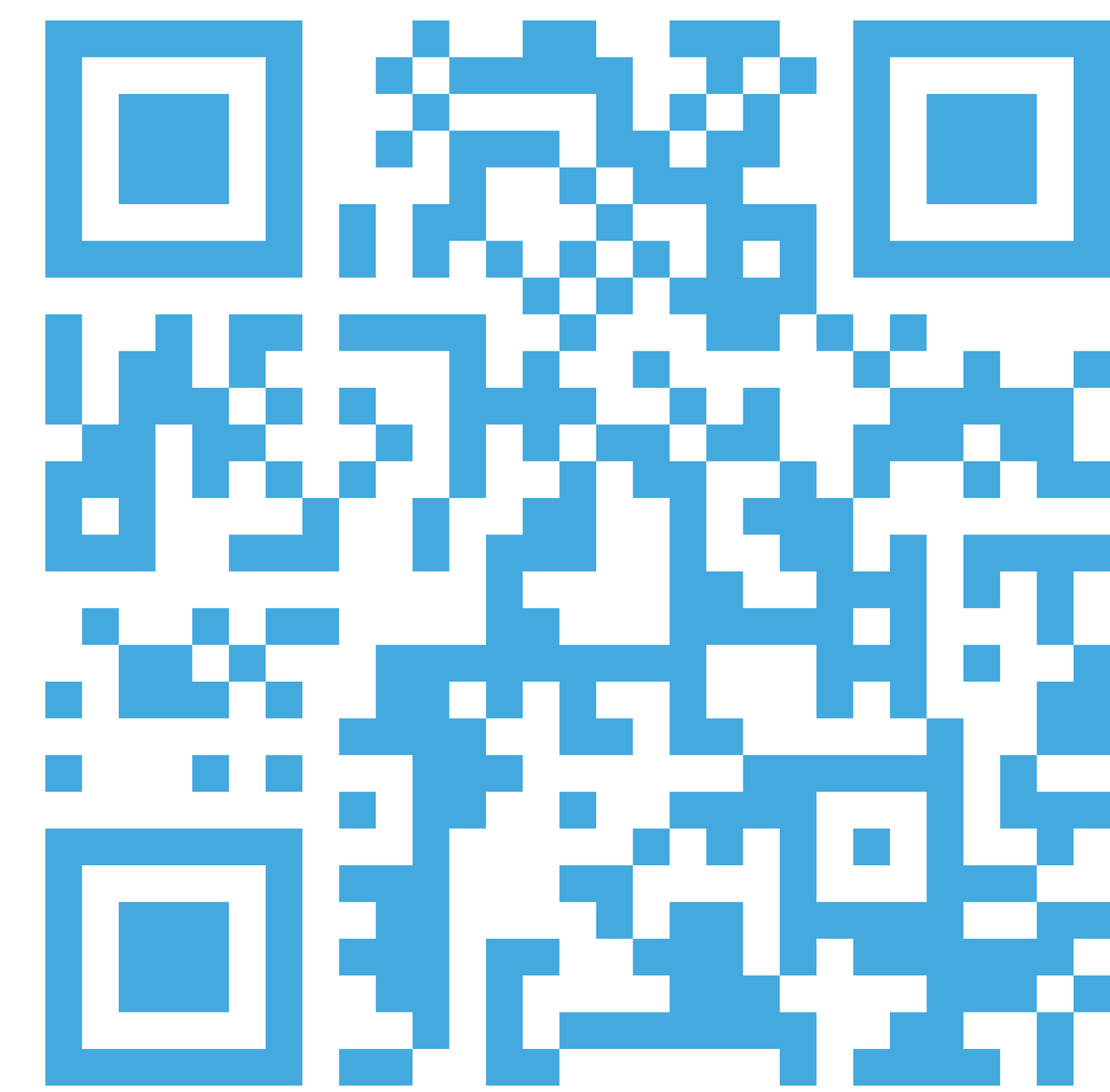


Beatty  
Airport

AtkinsRéalis

# Thank You!

Please use the QR code below to  
share comments or ask questions  
about the project!



Thank you for participating!