

CHAPTER 1 - INTRODUCTION

This chapter provides a brief introduction of the Chatham Municipal Airport (CQX or the Airport), documents master planning history at the Airport, and defines the intended objectives of the Master Plan.

1.1 CHATHAM MUNICIPAL AIRPORT

The Chatham Municipal Airport is a public use airport, owned by the Town of Chatham, located at 240 George Ryder Road in Chatham, Barnstable County, Massachusetts. The Airport is situated in a coastal community on the southern shore of Cape Cod and is conveniently located across the street from Town offices, approximately two miles from downtown Chatham.



Figure 1-1: Chatham Municipal Airport

The Airport has one runway, designated Runway 6-24 and is located approximately 86 miles southeast of Boston, Massachusetts and approximately 90 miles east of Providence, Rhode Island. The Airport can be accessed via U.S. Route 6 from the east or west. Land uses surrounding Airport property include general business and residential, while the Airport itself is located on municipal land.

1.1.1 GOVERNANCE

CQX is represented by a 7-member Airport Commission tasked with the care, custody and responsibility for the management of the Airport and exercising its rights under the Massachusetts General Laws, Chapter 90, Section 51E through 51N¹. Members of the Commission are appointed by the Board of Selectmen. Day-to-day operations of the Airport are overseen by the Airport Manager, Tim Howard. The members of the Commission are:

Peter Donovan, Chair
 Huntley Harrison, Vice-Chair
 Michael Geylin
 Rene Haas

David Owens
 Nancy Patterson
 J.P. Vario

Mission Statement: The mission of the Chatham Municipal Airport Commission is to support the use of the Airport as a general aviation facility that: 1) focusses on the needs of the private pilot, aircraft owner, flying public and aviation enthusiast; and 2) provides quality service, educational activities and community focused events. The Airport Commission has the care, custody and responsibility for the management of Chatham Municipal Airport and exercises its rights under the Massachusetts General Laws, CHAPTER 90,

¹ <https://malegislature.gov/Laws/GeneralLaws/PartI/TitleXIV/Chapter90>

Sections 51E through 51N. Accordingly, the Chatham Municipal Airport is a safety-minded, community-based, environmentally friendly aviation center and a good neighbor while enhancing all facets of the general aviation experience.

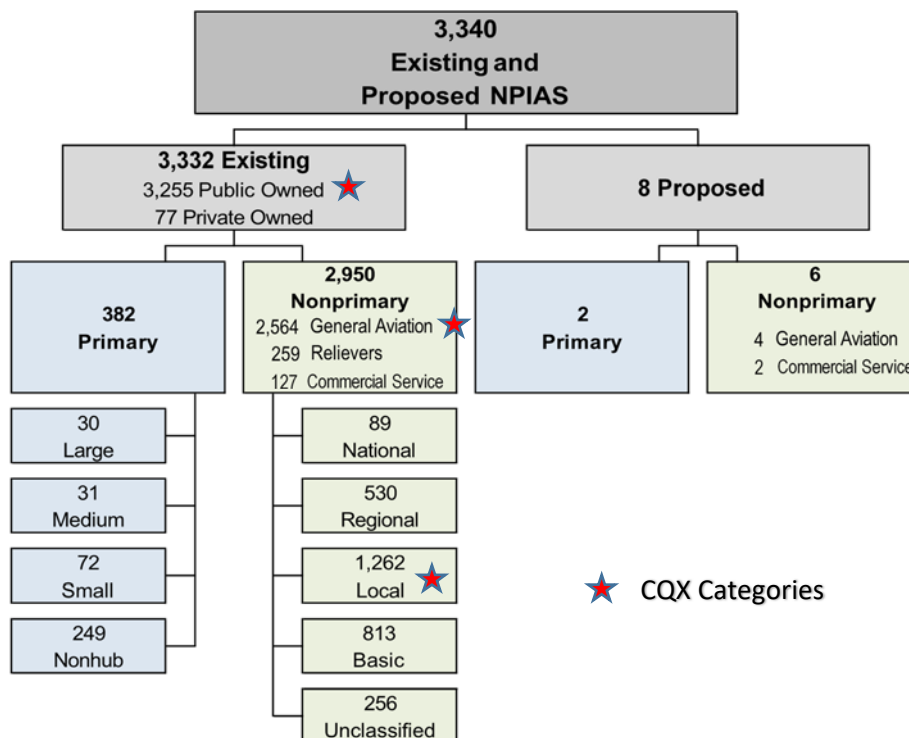
1.2 NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS

CQX is included in the National Plan of Integrated Airport Systems (NPIAS) and is one of nearly 3,400 existing and proposed civilian-use airports in the U.S. that the FAA considers significant to the national air transportation system. This designation means that CQX is eligible to receive Federal grants under the FAA’s Airport Improvement Program (AIP).

Within the NPIAS, airports are grouped into two major categories: primary and nonprimary as shown in Figure 1-2. CQX is further categorized as a General Aviation (GA) airport which the NPIAS defines as “a public airport that does not have scheduled service or has scheduled service with [fewer] than 2,500 passenger boardings each year.” CQX is further categorized as a *Local* airport. To be categorized as *Local*, an airport must demonstrate that it “supplements local communities by providing access to markets within a State or immediate region. Local airports are most often located near large population centers, but not necessarily in metropolitan or micropolitan areas. Most of the flying at local airports is by piston aircraft in support of business and personal needs. These airports typically accommodate flight training, emergency services, and charter passenger service.” In addition, the airport must meet one of the following minimum criteria for annual activity:

- Public owned and 10 or more instrument operations and 15 or more based aircraft.
- Public owned and 2,500 or more annual enplanements.

Figure 1-2: NPIAS Categories of U.S. Civilian Airports



1.3 HISTORY OF FEDERALLY FUNDED PROJECTS

As a NPIAS airport, CQX is eligible to receive Airport Improvement Program (AIP) grant funding for the planning and development of the Airport. Table 1-1 provides a history of federally-funded projects at CQX dating back to 1983:

Table 1-1: History of Federally-Funded Projects

<i>FAA Grant Number</i>	<i>Description of Work</i>	<i>Total FAA Share Cost</i>
001-1983	Rehabilitate Apron, Rehabilitate Taxiway	\$86,537.00
002-1984	Conduct Airport Master Plan Study	\$30,398.00
003-1984	Expand Apron, Remove Obstructions	\$87,055.00
004-1985	Construct Apron	\$116,289.00
005-1987	Conduct Airport Master Plan Study	\$44,921.00
006-1988	Construct Taxiway	\$325,833.00
007-1995	Improve Airport Drainage	\$35,169.00
008-1996	Install Runway Vertical/Visual Guidance System, Remove Obstructions	\$81,809.00
009-1997	Construct Taxiway	\$160,441.00
010-1998	Improve Airport Drainage – 06-24	\$46,786.00
011-2000	Install Perimeter Fencing	\$122,885.00
012-2000	Acquire Snow Removal Equipment	\$31,017.00
013-2001	Conduct Airport Master Plan Study	\$136,877.00
014-2003	Conduct Environmental Study	\$198,135.00
015-2006	Conduct Environmental Study (Phase I)	\$110,675.00
016-2006	Rehabilitate Apron	\$1,099,932.00
017-2007	Rehabilitate Runway (Environmental Mitigation (DIR)) – 06-24	\$568,719.00
018-2008	Rehabilitate Runway (Ph II (Design Only)) – 06-24	\$65,455.00
019-2009	Rehabilitate Runway (Ph III) – 06-24	\$2,520,942.00
020-2012	Construct Snow Removal Equipment Building (Phase I – Design)	\$145,124.25
021-2013	Construct Snow Removal Equipment Building (Phase II – Construction)	\$745,127.24
022-2017	Acquire Snow Removal Equipment (truck w/attachments (replacement))	\$293,760.00
	TOTAL:	\$7,053,886.49

Source: FAA Records

1.4 MASTER PLANNING AT CHATHAM MUNICIPAL AIRPORT



Figure 1-3: CQX Apron

The last Airport Master Plan and Airport Layout Plan Update for CQX was completed in 2003. Preferred development concepts that emerged as a result of this study included the reconstruction of Runway 6-24, including removing 50 feet of runway from the 24 end and shifting it to the Runway 6 end; expansion of the Main Apron in a southwesterly direction to replace 20 turf tie-downs with limited utility to a paved aircraft parking area capable of accommodating up to 34 single-engine piston aircraft; and construction of a new administration/SRE building.

The purpose of this current Airport Master Plan Update (AMPU) is to provide the Airport with its first comprehensive update in approximately 15 years. The objectives of this AMPU are to review the adequacy of the Airport's landside and airside facilities with respect to compliance with FAA design standards and ability to address the needs of the Airport through the planning period (2018-2038). This AMPU will address the need for or the adequacy of aircraft parking, hangar facilities, administration building, approaches, and other similar facilities based on expected growth. A schedule of improvements will be generated based on this information and organized in terms of required short (0-5 years), medium (6-10 years), and long term (11-20 years) improvements.

1.4.1 AIRPORT MASTER PLAN UPDATE FUNDING

The FAA, MassDOT/AD and the Town of Chatham (the Client Group) are contributing to the financing of this AMPU. CQX is eligible to receive Federal funding assistance for this project pursuant to the AIP program. AIP funding is provided through a Federal aviation trust fund, funded through "user fees" paid by passengers on commercial flights, aviation fuel tax, cargo fees, and over-flight fees. This project is receiving 90 percent of total project funding through the AIP program. MassDOT/AD is providing an additional 5 percent of total project costs, and the Town of Chatham is financing the remaining 5 percent of total project costs.

1.5 PLANNING PROCESS

Guidance for the AMPU planning process comes from the FAA Advisory Circular (AC) 150/5070-6B, Airport Master Plans, and other relevant FAA ACs, Orders, and Federal Aviation Regulations (FARs), as applicable. This AMPU planning process considers the needs and demands of airport tenants, users, and the general public, and provides opportunities for airport users, political entities, and the public to participate in the development of the Airport's aviation plans and goals. These opportunities have been built into the process through public meetings, Client Group meetings, and Airport Commission meetings.

This AMPU process will be broken down into phases at logical decision points:

- Initial data collection and aviation activity forecasts will make up the foundation from which all other decisions in this project are made;
- Aviation facility needs analysis and alternative development options will be identified for each of the three planning periods (short, intermediate, and long term); and
- Environmental, financial, and graphical depictions of the recommended airport development will complete the process.

1.6 HOW TO READ THIS REPORT

This report was written and organized so that information is presented in a logical, readable format with minimal duplication of information. The graphics contained in the report are to be found as follows:

Tables- all tables are located in the Chapters and sections to which they apply. At times, cross-references to tables are necessary, but these have been kept to a minimum. The tables are identified in numerical sequence starting with the Chapter number so that the third table in Chapter 3 is identified as Table 3-3, etc.

Figures- all figures are found in the Chapters and report sections to which they apply and are numbered sequentially starting with the Chapter number so that the second figure in Chapter 6 is identified as Figure 6-2, etc.

Sheets- sheets are Airport Layout Plan (ALP) sheets in their various stages of development. All sheets are located at the end of the report, before the appendices. Sheets will be developed in stages as the plan is developed, therefore not all plan sheets may be contained in the report until the full draft report has been prepared for final review by the Airport Commission, FAA, and MassDOT/AD. Below is a listing of ALP plan sheets as required by the Airport Commission, FAA, and MassDOT/AD that will become part of the final Master Plan Report:

Sheet 1- Title Sheet

Sheet 2- Airport Data Sheet

Sheet 3- Existing Facilities Plan

Sheet 4- Airport Layout Plan

Sheet 5- 14 CFR Part 77 Surface Penetrations

Sheet 6- Pavement History Plan

Sheet 7- TERPS Approach Plan and Profile Runway 6-24

Sheet 8- Inner Portion of the Approach Plan and Profile – Runway 6-24 Centerline

Sheet 9- Part 77 Approach Plan and Profile Runway 6-24

Sheet 10- GQS Approach Plan and Profile Runway 6-24

Sheet 11- GQS Approach Surface Obstruction Table

Sheet 12- Runway 6-24 Departure Surface Plan and Profile