Appendix C: Meetings & Public Involvement

Introduction

The Laurel Municipal Airport (6S8) understands the importance of public involvement in the Master Plan Update process. During the scoping meeting, the Airport and KLJ designed a transparent process that allows opportunities for stakeholders to be actively engaged. The Airport also believes that members of the public should have an opportunity to comment on decisions about actions that could affect their lives. This involvement took place in the form of public open houses, website information sessions, and stakeholder outreach efforts. The Airport appreciates that public participation improves the decision-making process by recognizing and communicating the needs and interests of all participants. As a result of the public participation process, we feel that the airport master plan offers a valuable path for developing the Laurel Municipal Airport.

Stakeholders

As part of the planning process the following groups/people were contacted for their insight into the Laurel Municipal Airport:

1. Airport/Sponsor Staff
    a. Randy Hand – Airport Manager
    b. Shane Linse – Chairman
    c. Will Metz – Co-Chair
    d. Brock Williams – Secretary
    e. Alan Kasemodel
2. Local Government
    a. Dave Waggoner – Mayor
    b. Michele Braukmann – City Attorney
    c. Kurt Markegard – Public Works & Planning Director
3. Airport Users
    a. Tom Boyce – Laurel 406 Aero
    b. Mike Jacobsen – ACES Aviation
    c. Christopher Farmer – RMC Flight Training

Key Issues/Public Involvement Goals

This planning effort completed typical aspects of airport master plans from reviewing existing conditions to forecasts to alternative development but also focused on key issues which we learned from our scoping meeting. These issues were as follows:

1. Evaluate the total property necessary for the airfield and safety surfaces
2. Justify acquisition of the property needed for airfield and safety surfaces
3. Justify an additional runway to meet wind orientation

4. Gather Aeronautical Survey to develop and update Airport Layout Plan (ALP), airfield, and safety surface to current FAA and AGIS standards

From the scope meeting it was determined that documentation of existing conditions, forecasting future aviation activity levels, identifying future facility requirements, formulating and evaluating alternatives, preparing implementation plans and engaging the public and other government agencies were main goals for the future of 6S8.

The following table specifies the type of public outreach achieved along with a location of specific meeting materials located in this appendix.

Table C-1 – Public Outreach Activities

Date of Outreach	Type of Public Process	Attendance	Information Conveyed	Page in Appendix
11/29/2022	Master Plan Kickoff	9	Roles, master plan, planning, existing conditions, public involvement	C-3
11/2022	Stakeholder Outreach		Interview stakeholders from Billings Airport, Rocky Mountain College, 406 Aero, ACES Aviation, City of Laurel	C-14
4/25/2023	Existing Facilities & Alternatives	7	Introduce the Board to existing conditions, forecast, airfield/terminal/hangar alternatives	C-16
5/23/2023	Refined Alternatives	10	Refined Airfield/Terminal/Hangar alternatives presented	C-25
9/26/2023	Public Open House	6	Terminal & apron alternatives and input	C-28

Source: KLJ

5/3/2023

Laurel Municipal Airport

Airport Master Plan Kickoff – November 29, 2022

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Agenda

- Introductions
- Airport Master Planning
- Roles & Responsibilities
- Planning Considerations
- Existing Conditions
- Open Discussion

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1

5/3/2023

Introductions

- Project Team
  - Senior Aviation Planner – Kent Penney
  - Aviation Planners – Andrew Zielike & Amber Channel
  - Airport Engineer – Craig Canfield
- Master Plan Advisory Committee (MPAC)
- Agencies
  - FAA – Jared Wingo, FAA Airport Planner
  - MTDOT Aeronautics

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Airport Master Planning

"Road Map" for meeting aviation demands

Preserves flexibility to respond to future

Allows airport to cost-effectively keep pace with aviation growth

Considers environmental and socioeconomic impact of development

"An Airport Master Plan is a comprehensive study of an airport and usually describes the short-, medium- and long-term development plans to meet future aviation demand"

Federal Aviation Administration (FAA)
Advisory Circular 150/5070-6B, Airport Master Plans

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2

5/3/2023

Why is Airport Planning needed now?

Airport Master Planning Study Objectives

- Evaluate primary runway future length
- Evaluate parallel taxiway separation
- Limited Number of Hangars with Landside Access
- AWOS-II not available in the NADIN
- Demand for Hangar Space and Demand for Airport Use
- Update Exhibit A to current standards

Last Airport Planning effort studied in 2009

Need for Additional Hangar/Terminal Area Space

ALP brought to current FAA design standards

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Roles & Responsibilities

KLJ Planning Team	• Manage Study, Complete Technical Work, Provide Analysis and Recommendations
Master Plan Advisory Committee	• Identify Wants & Needs • Ask Questions & Review Analysis • Provide Feedback & Recommendations
FAA / Montana DOT Aeronautics Division	• Provide Technical Guidance, Approve Aviation Forecasts, Review Airport Plan, Approve ALP

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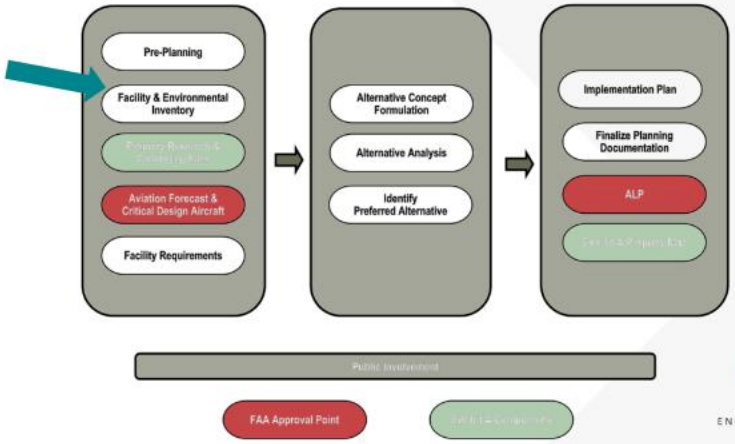
3

5/3/2023

Planning Timeline



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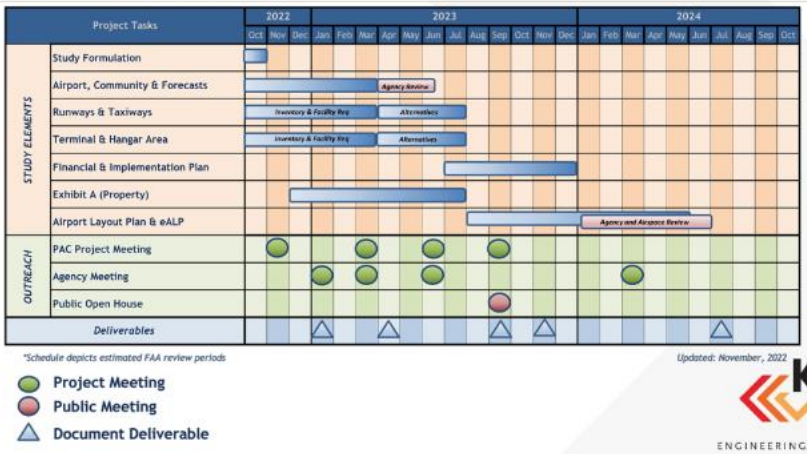
Planning Schedule



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4

Current Airport Layout Plan (ALP)

- A/B-II-5000 Existing/Future
- 5199' Existing
- 6200' Future

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Existing Airfield

- Rwy 4-22 5,199'
  - Approach 300' 1-mile
- Rwy 14-32 3,002'
- Rwy 9-27 1,100'
- Taxiways 35' to 40' wide
- 20,000 SY main apron (17 tiedowns)
- 44 hangar buildings
- AWOS-II

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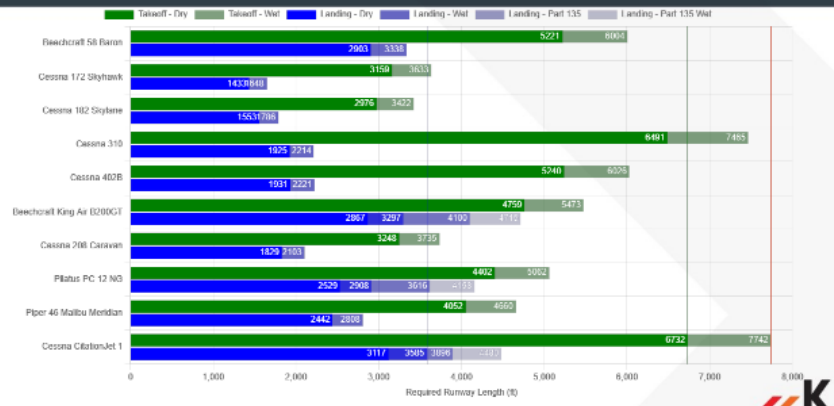
Forecast/Critical Design Aircraft

- Estimated 45,000 Annual Operations – TAF (2021)
  - 10,000 Local
  - 35,000 Itinerant
- Aircraft Types (2015-2021 TFMS 300-400/year)

Aircraft	ARC	2015	2016	2017	2018	2019	2020	2021
Eclipse 500	B-I	-	-	-	2	-	-	134
Cessna 340	B-I	492	275	226	133	15	9	55
Cessna Citation CJ4	B-II	-	-	-	-	-	-	16
Cessna Citation I	C-I	-	-	-	-	-	10	13
Cessna 310	B-I	1	1	4	6	10	4	7
Beech King Air 200	B-II	6	2	4	7	4	1	6
Cessna 414	B-I	75	63	84	62	-	-	3
Cessna Citation CJ3	B-II	-	-	-	-	-	10	2

11

Runway Length (Existing 5,199')



Based on Airport Elevation of 3,543 feet; Mean Daily Maximum Temperature of Hottest Month 89 degrees

FAA Looks at 500 Annual Operations by Design Aircraft to justify length requirements

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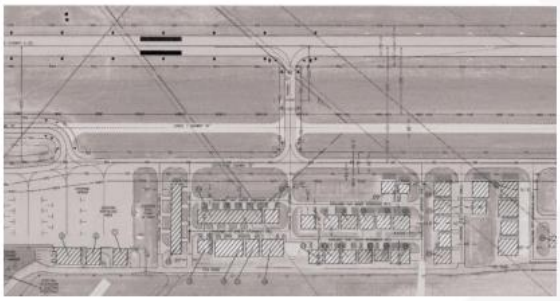
Wind Coverage

All Weather				
Runway	AAC-ADG	Crosswind Component (Wind Speed)		
		10.5 knots	13.0 knots	16.0 knots
4-22	A/B-II	90.39%	93.93%	96.67%
14-32	A/B-I	74.66%		
9-27	A/B-I	88.32%		

All Weather – Paved Only				
Runway	AAC-ADG	Crosswind Component (Wind Speed)		
		10.5 knots	13.0 knots	16.0 knots
4-22	A/B-II	90.39%	93.93%	96.67%
14-32	A/B-I	74.66%		
Combined		96.77%	93.93%	96.67%

Source: KBIL ASOS (2012 -2021, hourly), 87,633 total observations



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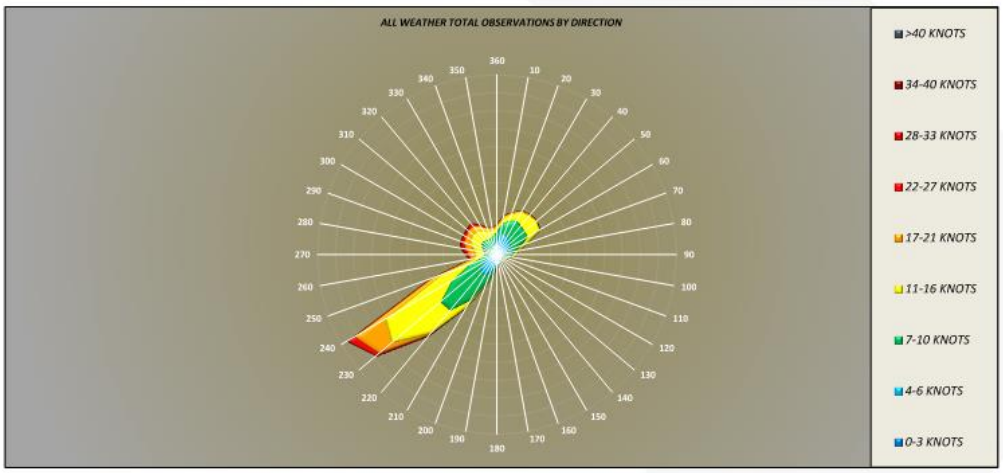
Wind Analysis



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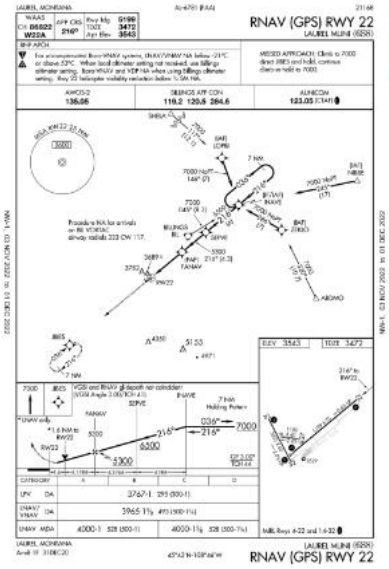

IFR Coverage

Instrument Meteorological Conditions				
Runway	AAC-ADG	Crosswind Component (Wind Speed)		
		10.5 knots	13.0 knots	16.0 knots
4-22	B-II	97.49%	98.71%	99.36%

Source: BIL ASOS (2012-2021; hourly), 4,347 total observations

Meteorological Analysis			
Weather Condition	Percentage	Days per Year	Hours per Year
VMC	95.04%	346.9	8,325
Usable IMC	3.30%	12.1	289
Below Weather Minimums	1.66%	6.0	145
Total	100.00%	365.0	8,760

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Hangar Attributes

	T-Hangars	Small Storage Less than 6,000 sf	Large Storage More than 6,000 sf	FBO/SASO
Photo Examples				
Dedicated Apron	None	None	Equal to depth of hangar	Equal to depth of hangar (plus apron for services)
Airport Apron Access	No	No	No	Yes
Setbacks from Taxilanes	Yes - for Design Group (I or II)	Yes - for Design Group (I or II)	Yes plus Apron - for Design Group (II+)	Yes plus Apron - for Design Group (II+)
Airside Taxi Route	Yes - for Design Group (I or II)	Yes - for Design Group (I or II)	Yes - for Design Group (II+)	Yes - for Design Group (II+)
Public Road Access/Parking	No	Yes or No *	Yes*	Yes*

* Any business/corporate hangar located on an airport should have public road access and parking for customers/passengers. Particularly those customers/passengers who are not trained in driving on an airport.

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Terminal Area

17

Questions/Other Issues

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Next Steps

- Complete Airport Inventory
- Outreach to Stakeholders (Mary Lynch)
- Aviation Activity Forecasting
- Facility Requirements
- Preliminary Alternatives

Next Meeting: Facility Requirements & Preliminary Alternatives

Website -- laurel.airportplan.net

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Questions/Comments

Kent Penney, Senior Aviation Planner
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605.939.9535 m
605.872.5005 o

Craig Canfield, Senior Project Manager
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Laurel Municipal Airport – Kickoff Meeting – Nov 29th, 2022

ATTENDANCE LIST

Engineering Reimagined

YEAR 2022 KLJENG.COM

KLJ

Name (please print)	Organization/Business	Phone	Email (optional)
Randy Hand	L.I.F.T.	406-698-6515	rdhand@msn.com
Alan Kasemodel	LAA	406 670 6322	akase94@gmail.com
Brock Williams	LAA	406 690 3911	brockwilliams79@gmail.com
Shane Linse	LAA	406 671 6105	Shanent40@gmail.com
Will Metz	LAA	4066981366	helmut828@gmail.com
Craig Canfield	KLJ		
Mark Williams	—	406-794-1167	mark.j.williams@gmail.com
MERTON MUSSER	—	406 698 1633	MEMUSSER@MBAUCTION.COM
Kent Penney	KLJ	605.939.9535	Kent.penney@kljeng.com

Laurel Airport (6S8)
Airport Master Plan

Airport Master Planning (AMP)
An Airport Master Plan is a comprehensive study of an airport and usually describes the short-, medium-, and long term development plans to meet future aviation demand. The Master Plan includes an Electronic Airport Layout Plan (eALP) which is required for an airport to be considered for federal project funding.

Why an AMP Update now?
The last AMP was completed in 2009 and the plans are typically updated every 5-7 years. In addition, With the completion of the crosswind runway the airfield components are generally in order. It is therefore prudent to look at the terminal area needs to assure there is sufficient space for the existing and future demand.

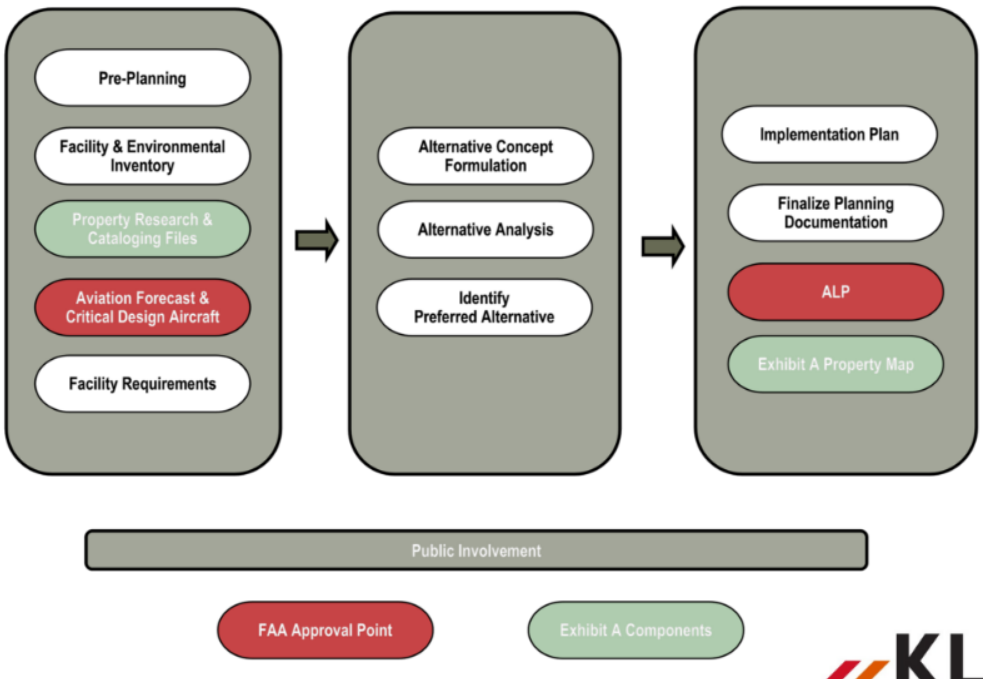
What are the key focus areas of this AMP?

- Aviation Activity Forecasts
- Primary Runway Length
- Parallel Taxiway
- Terminal Area Expansion & Access
- Evaluate Critical Design Aircraft

Key Project Milestones

Inventory/Facility Requirements	*Feb 2023*
Preliminary Alternatives	*Mar 2023*
Preferred Alternative Determined	*Jul 2023*
Implementation Plan	*Nov 2023*
Final Master Plan Documents	*Jan 2024*
Airport Layout Plan	*Jan 2024*

Airport Master Planning Process

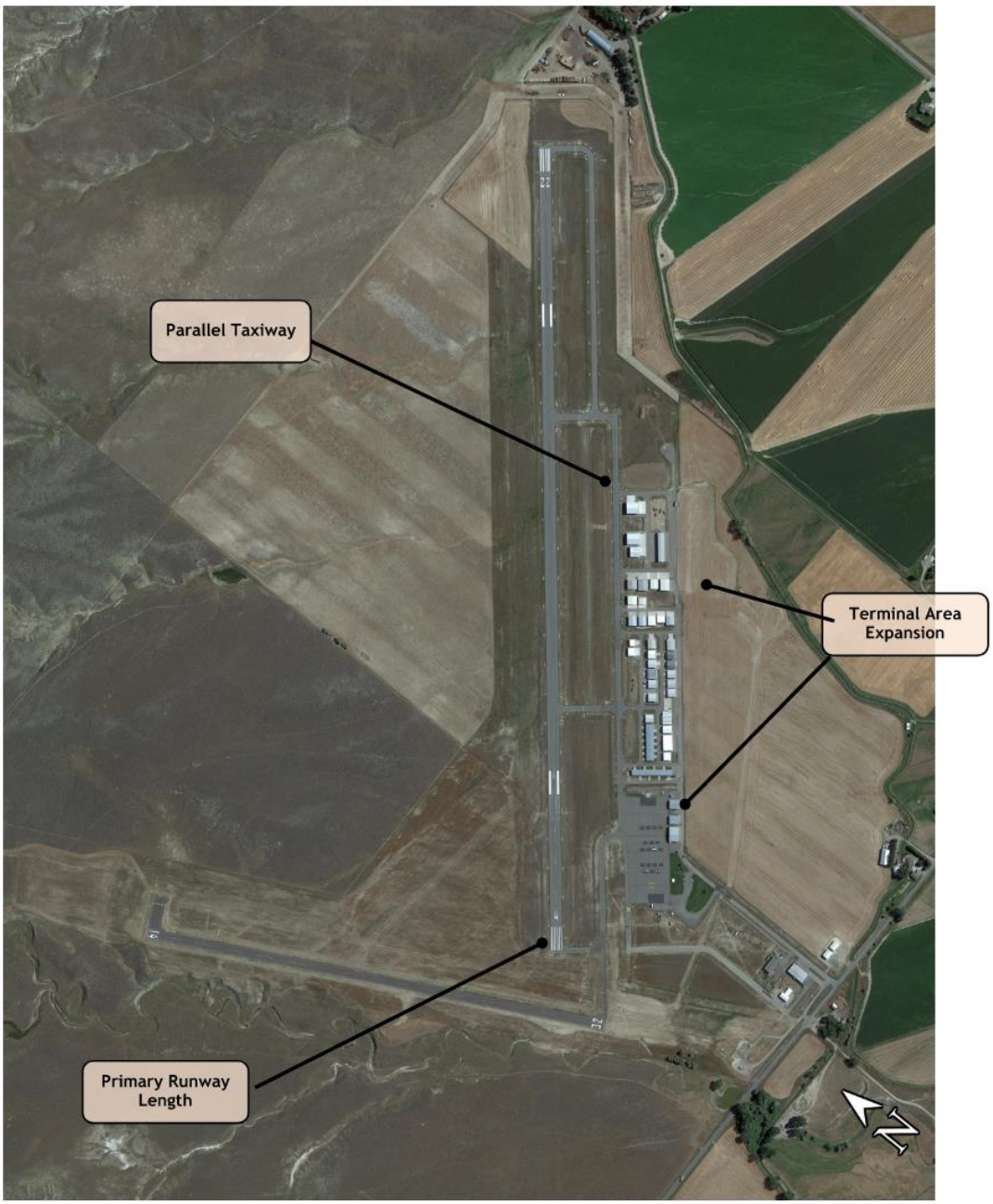


Project Kickoff Briefing: November 2022

Stakeholder Outreach Continued – November 2022

What information do we need from Stakeholders?

Existing Conditions/Facilities
Future Plans
Historic Activity
Future Demand
Issues/Constraints
Future Needs



Key Project Contacts

Kent Penney, Planner/KLJ	kent.penney@kljeng.com	605.872.5015
Craig Canfield, Engineer/KLJ	craig.canfield@kljeng.com	406.247.2991

Information can be found at – **laurel.airportplan.net**


Laurel Municipal Airport
Airport Master Plan – April 25, 2023
Existing Facilities & Alternatives
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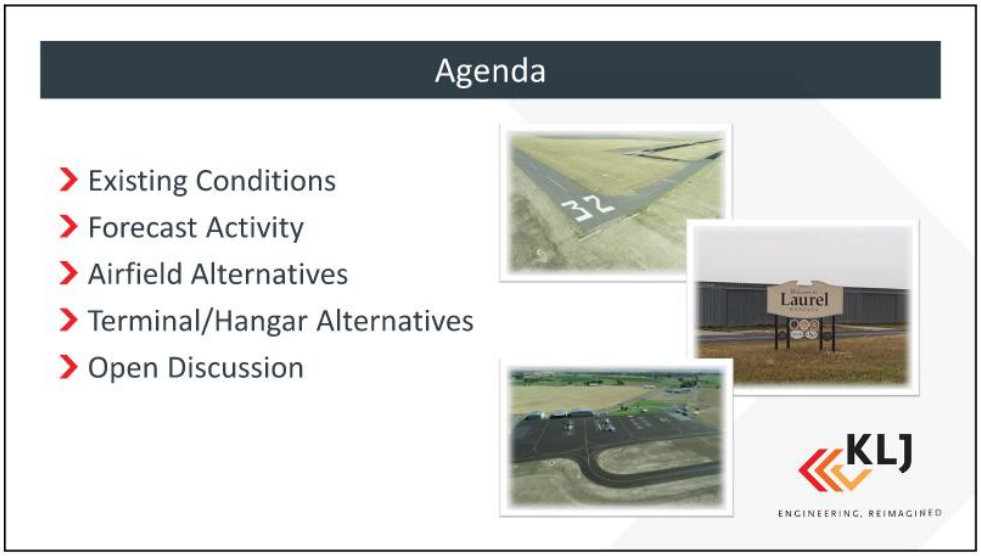
Agenda
Existing Conditions
Forecast Activity
Airfield Alternatives
Terminal/Hangar Alternatives
Open Discussion
32
Laurel
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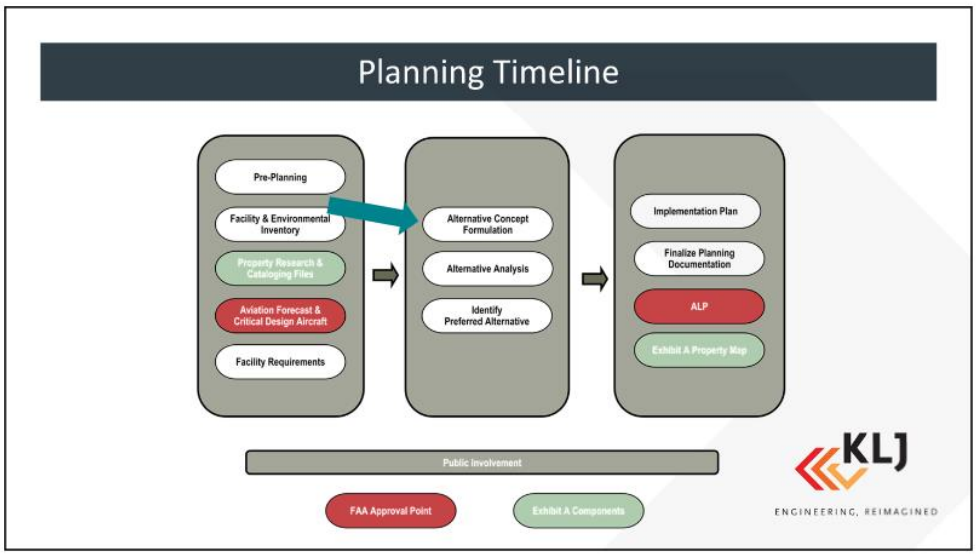
5/3/2023


Planning Timeline
Pre-Planning
Facility & Environmental Inventory
Property Research & Cataloging Files
Aviation Forecast & Critical Design Aircraft
Facility Requirements
Alternative Concept Formulation
Alternative Analysis
Identify Preferred Alternative
Implementation Plan
Finalize Planning Documentation
ALP
Exhibit A Property Map
Public involvement
FAA Approval Point
Exhibit A Components
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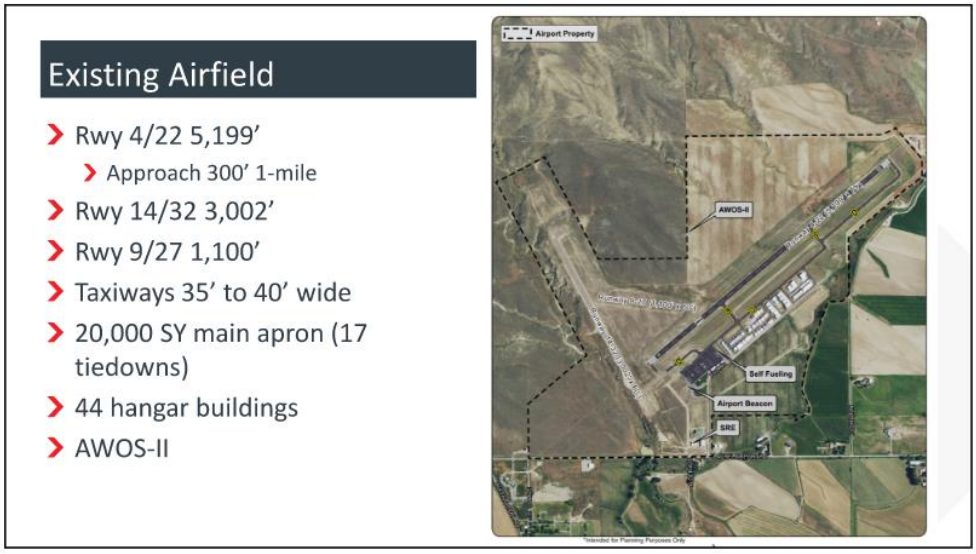
Existing Airfield
Rwy 4/22 5,199'
Approach 300' 1-mile
Rwy 14/32 3,002'
Rwy 9/27 1,100'
Taxiways 35' to 40' wide
20,000 SY main apron (17 tiedowns)
44 hangar buildings
AWOS-II
Airport Property
AWOS-II
Self Fueling
Airport Beacon
SRE

2

Wind Coverage

All Weather				
Runway	AAC-ADG	Crosswind Component (Wind Speed)		
		10.5 knots	13.0 knots	16.0 knots
4-22	A/B-II	90.39%	93.93%	96.67%
14-32	A/B-I	74.66%	86.12%	
9-27	A/B-I	88.32%		
Combined		99.79%	98.38%	

Source: KBIL ASOS (2012 -2021, hourly), 87,633 total observations

All Weather – Paved Only				
Runway	AAC-ADG	Crosswind Component (Wind Speed)		
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Combined		96.77%	98.38%	96.67%

Table B-1. Allowable Crosswind Component per Runway Design Code (RDC)

RDC	Allowable Crosswind Component
A-I and B-I *	10.5 knots
A-II and B-II	13 knots
A-III, B-III, C-I through D-III D-I through D-III	16 knots
A-IV and B-IV, C-IV through C-VI, D-IV through D-VI	20 knots
E-I through E-VI	20 knots

Note: * Includes A-I and B-I small aircraft.

FAA Standard is 95% Coverage

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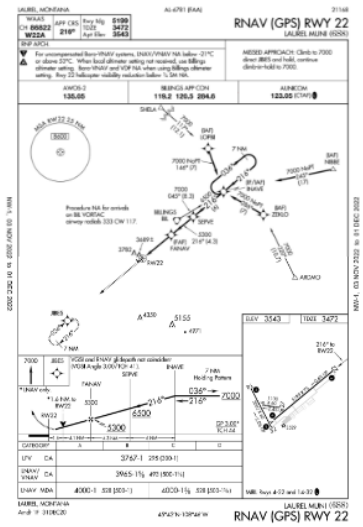

IFR Coverage

Instrument Meteorological Conditions				
Runway	AAC-ADG	Crosswind Component (Wind Speed)		
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Meteorological Analysis			
Weather Condition	Percentage	Days per Year	Hours per Year
VMC	95.04%	346.9	8,325
Usable IMC (300' and 1-mile)	3.30%	12.1	289
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Refer to Study Document Page 2-4

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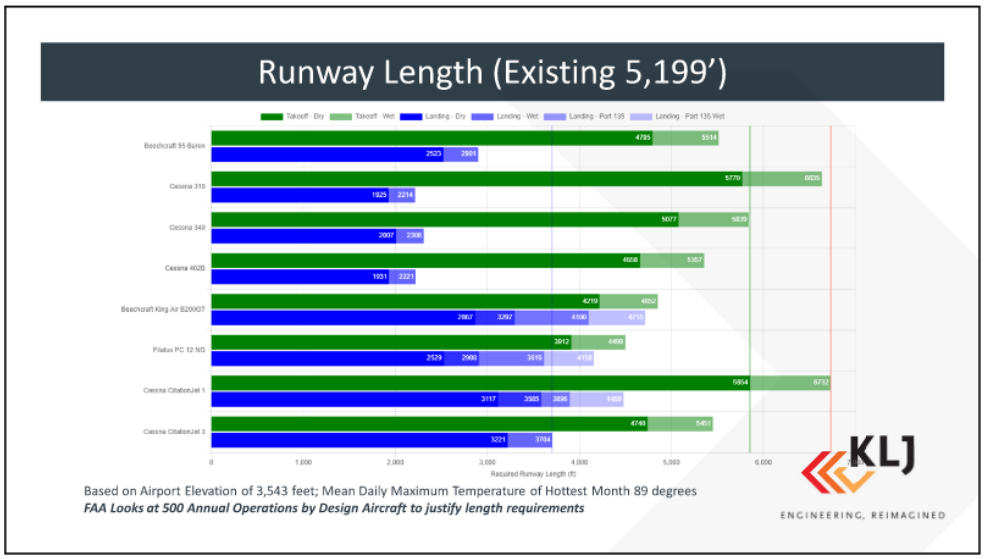
Runway Length (Existing 5,199')
Takeoff - Dry
Takeoff - Wet
Landing - Dry
Landing - Wet
Landing - Part 135
Landing - Part 135 Wet
Beechcraft 55 Baron
Cessna 310
Cessna 340
Cessna 402B
Beechcraft King Air B200GT
Pilatus PC 12 NG
Cessna CitationJet 1
Cessna CitationJet 3
4795
5514
2523
2901
5770
6635
1925
2214
5077
5839
2697
3106
4658
5357
1931
2221
4219
4852
2857
3287
4188
4816
3612
4154
2529
2908
3815
4387
5954
6732
3117
3585
3896
4481
4740
5451
3221
3704
0
1,000
2,000
3,000
4,000
5,000
6,000
Required Runway Length (ft)
Based on Airport Elevation of 3,543 feet; Mean Daily Maximum Temperature of Hottest Month 89 degrees
FAA Looks at 500 Annual Operations by Design Aircraft to justify length requirements
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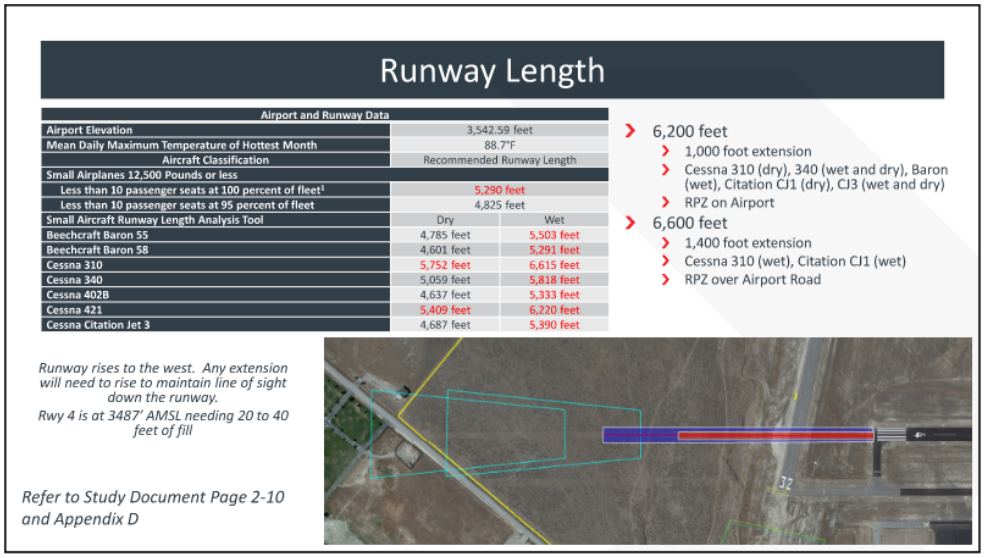
Runway Length
Airport and Runway Data
Airport Elevation 3,542.59 feet
Mean Daily Maximum Temperature of Hottest Month 88.7°F
Aircraft Classification | Recommended Runway Length
Small Airplanes 12,500 Pounds or less
Less than 10 passenger seats at 100 percent of fleet[1] 5,290 feet
Less than 10 passenger seats at 95 percent of fleet 4,825 feet
Small Aircraft Runway Length Analysis Tool | Dry | Wet
Beechcraft Baron 55 4,785 feet 5,503 feet
Beechcraft Baron 58 4,601 feet 5,291 feet
Cessna 310 5,752 feet 6,615 feet
Cessna 340 5,059 feet 5,818 feet
Cessna 402B 4,637 feet 5,333 feet
Cessna 421 5,409 feet 6,220 feet
Cessna Citation Jet 3 4,687 feet 5,390 feet
6,200 feet
1,000 foot extension
Cessna 310 (dry), 340 (wet and dry), Baron (wet), Citation CJ1 (dry), CJ3 (wet and dry)
RPZ on Airport
6,600 feet
1,400 foot extension
Cessna 310 (wet), Citation CJ1 (wet)
RPZ over Airport Road
Runway rises to the west. Any extension will need to rise to maintain line of sight down the runway.
Rwy 4 is at 3487' AMSL needing 20 to 40 feet of fill
Refer to Study Document Page 2-10 and Appendix D
32

5/3/2023

Runways

- Runway 4/22
  - A/B-II(small)-5000
  - 75' wide
  - Up to 6,600' long (6,200' keeps RPZ off road)
- Runway 14/32
  - A/B-II(small)-Visual (75' wide ultimate)
- Turf Runway
  - At least 2,500' (parallel to Runway 4/22)

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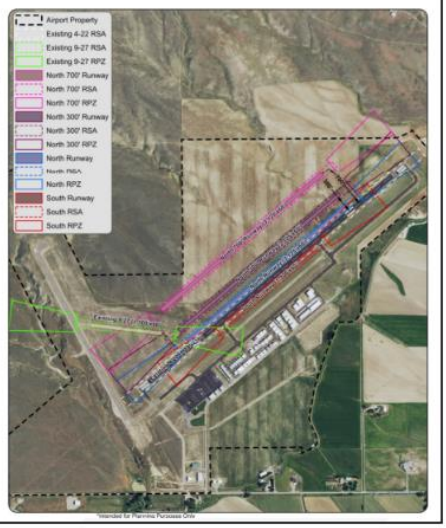
Turf Runway

- Runway 9/27
  - To Short at 1,100 feet
  - Approach Crosses Hangars
  - Difficult Access
- Runway 4/22 Options
  - South RSA
    - 1,700 feet
    - Inside Runway 4/22 RSA*
  - North RSA
    - 3,000+ feet
    - Inside Runway 4/22 RSA*
  - 300 foot centerline separation**
    - 3,000+ feet
    - Independent Visual Runway
    - Fence will need to be realigned
  - 700 foot centerline separation***
    - 3,000+ feet
    - Independent Visual Runway
    - Large loss of leasable farmland

Set threshold even with Rwy 4 and extend Turf Runway to Twy D

Reference AC 150/5300-13B Airport Design
** Paragraph 2.10 Aircraft Operations in Unpaved Runway Safety Area*
*** Paragraph 3.9.2.2 300 foot separation for a paved runway paired with a turf runway*
**** Paragraph 3.9.2.1 700 foot standard separation for parallel runways in VFR conditions*



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Preferred Airfield Elements

- Runway 4/22 Length
- Ultimate Runway 14/32 Width
- Taxiway A Realignment to 300 foot centerline separation
  - B-II-2400 and C-II-4000 standards
- Turf Runway
  - At least 2,500 feet
- Upgrade to AWOS-III

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Forecast Activity

Based Aircraft

Metric	2022	2027	2032	2037	2042	CAGR
Single-Engine	70	76	83	90	97	1.65%
Multi-Engine	4	4	4	4	4	0.0%
Jet	-	-	-	-	-	0.0%
Helicopter	3	3	3	4	4	2.27%
Total Based Aircraft	77	83	90	98	106	1.59%
Ultralight/Other	2	2	3	3	4	5.17%

Airport Operations

Metric	2022	2027	2032	2037	2042	CAGR
Air Taxi	200	214	230	246	264	1.4%
GA Itinerant Operations	14,000	15,008	16,088	17,246	18,488	1.4%
GA Local Operations	6,000	6,432	6,895	7,391	7,923	1.4%
Total GA Operations	20,200	21,654	23,213	24,844	26,675	1.4%

Refer to Study Document Pages 1-16 and 1-17

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Outreach Findings

Runways	• Longer Primary • Turf Runway
Services	• Full-Service Fuel • Timely Airfield Maintenance • Overnight Hangar Space
Hangars	• Space for Hangars • Incremental Use Hangars
Facilities	• East Restrooms • Terminal Building • Weather Reporting (upgrade to AWOS-III) • Airport Road Repair

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Refer to Study Document Page 1-10

Forecast Facility Needs

Private Hangar Storage

Category	Existing	Base	PAL 1	PAL 2	PAL 3	PAL 4
Based Aircraft Storage Space (SF)						
Aircraft Storage Space	136,000	127,600	138,800	150,800	162,000	173,200
Capacity/Deficiency	-	8,400	-2,800	-14,800	-26,000	-37,200
Based Aircraft Storage Units (Not including FBO/SASO Hangars)						
Open Units	10	4	5	5	5	5
T-Hangar Units	18	22	25	26	28	31
Storage Hangars	37	40	44	47	51	54
Total Units	65	66	74	78	84	90
Capacity/Deficiency	-	-1	-9	-13	-19	-25

FBO/SASO Hangar Storage

Category	Existing	Base	PAL 1	PAL 2	PAL 3	PAL 4
FBO/SASO Aircraft Storage Space (SF)						
FBO Hangars	5,580	5,700	6,100	6,500	6,900	7,400
SASO Hangars	6,000	12,800	13,900	15,100	16,200	17,400
Total FBO/SASO Hangars	11,580	18,500	20,000	21,600	23,100	24,800
Capacity/Deficiency	-	-6,920	-8,420	-10,020	-11,520	-13,200

Terminal

Category	Existing	Base	PAL 1	PAL 2	PAL 3	PAL 4
GA Terminal Building Size (SF)						
Peak Hour Itinerant Ops		7.1	7.6	8.2	8.7	9.4
Number of Passengers		17.8	19.0	20.4	21.9	23.4
Total Building Size	600	1,800	1,900	2,100	2,200	2,400
Capacity/Deficiency		-1,200	-1,300	-1,500	-1,600	-1,800

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Refer to Study Document Pages 3-4, 3-6, and 3-8

Hangar Attributes

	T-Hangars	Small Storage Less than 6,000 sf	Large Storage More than 6,000 sf	FBO/SASO
Photo Examples				
Dedicated Apron	None	None	Equal to depth of hangar	Equal to depth of hangar (plus apron for services)
Airport Apron Access	No	No	No	Yes
Setbacks from Taxilanes	Yes - for Design Group (I or II)	Yes - for Design Group (I or II)	Yes plus Apron - for Design Group (II+)	Yes plus Apron - for Design Group (II+)
Airside Taxi Route	Yes - for Design Group (I or II)	Yes - for Design Group (I or II)	Yes - for Design Group (II+)	Yes - for Design Group (II+)
Public Road Access/Parking	No	Yes or No *	Yes*	Yes*

* Any business/corporate hangar located on an airport should have public road access and parking for customers/passengers. Particularly those customers/passengers who are not trained in driving on an airport.

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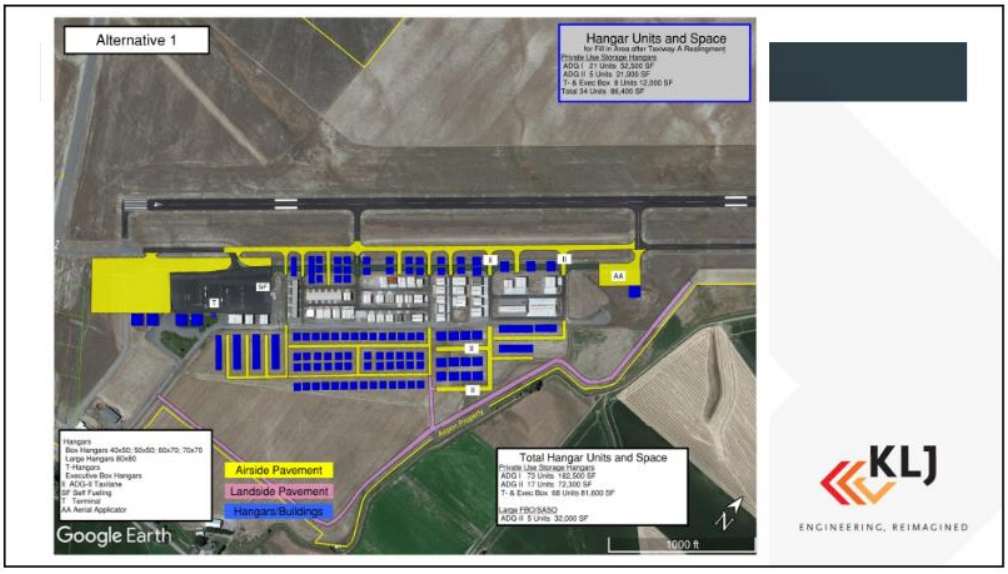

Laurel Municipal Airport – Existing/Alternative Meeting – April 25th, 2023

ATTENDANCE LIST

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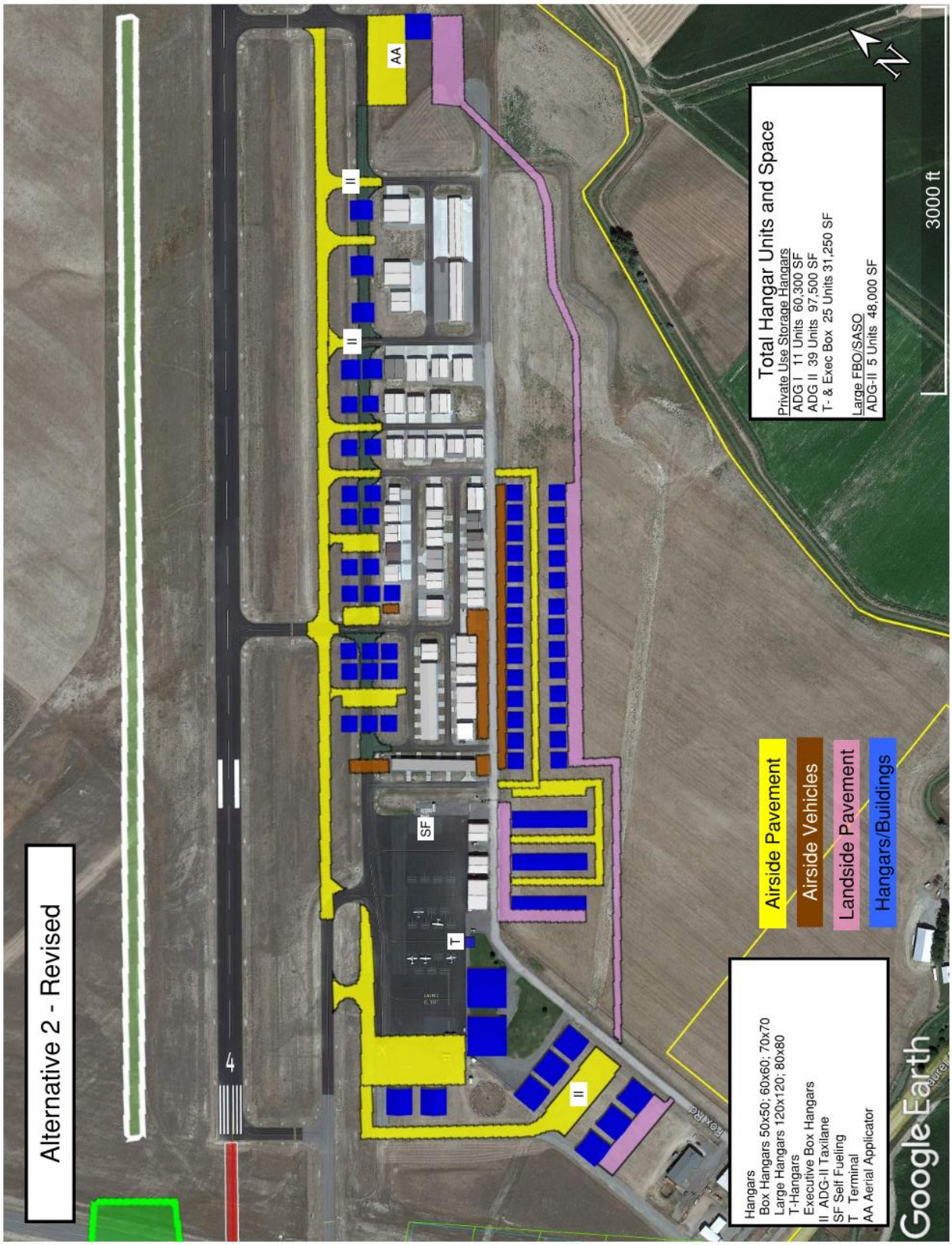
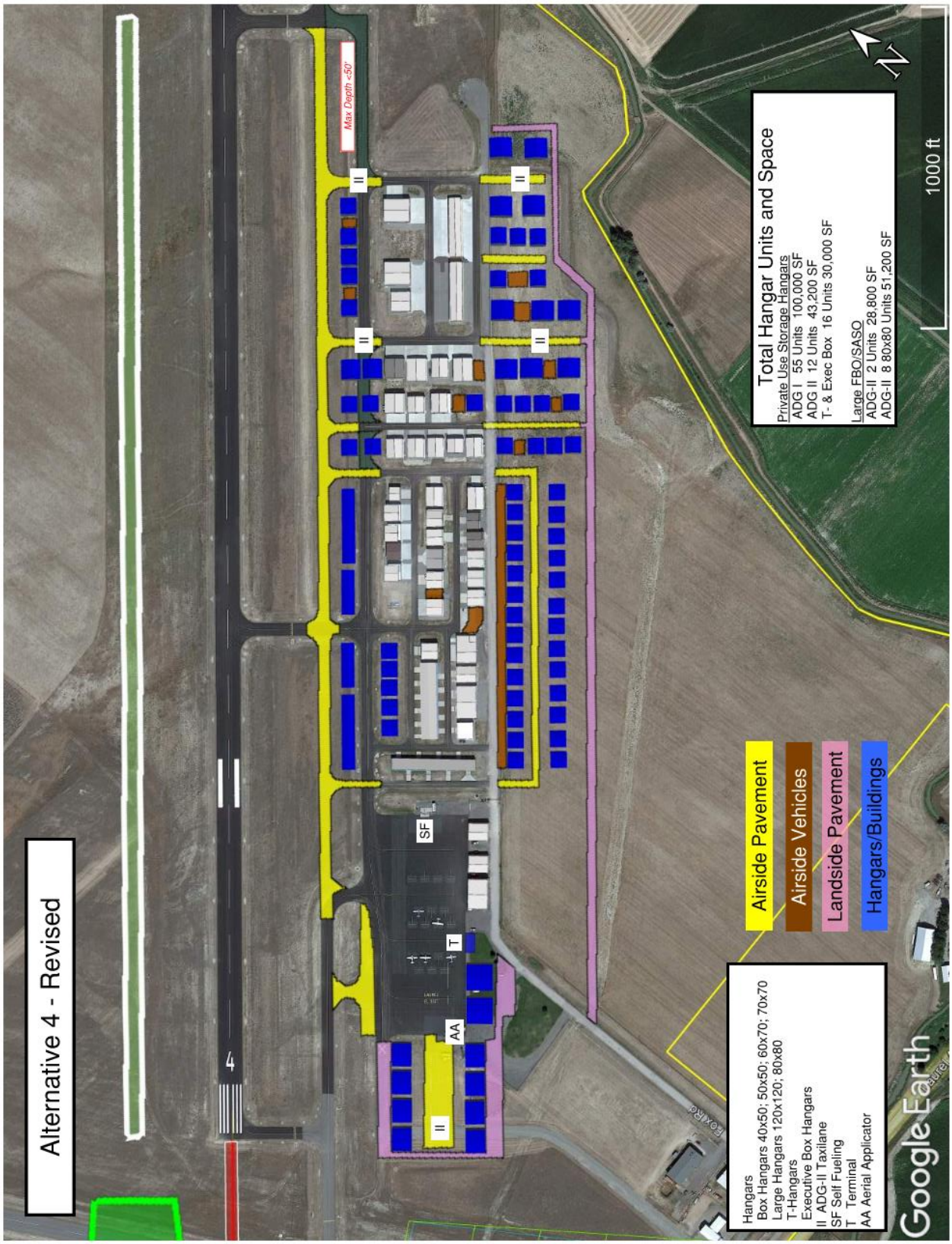
Will Metz	LAA	406 671 6105	helmut828@gmail.com
Craig Canfield	KLJ		
Kent Penney	KLJ		

Refined Alternatives Meeting – May 2023




Alternative 4 - Revised
Max Depth =50'
Total Hangar Units and Space
Private Use Storage Hangars
ADG I 55 Units 100,000 SF
ADG II 12 Units 43,200 SF
T- & Exec Box 16 Units 30,000 SF
Large FBO/SASO
ADG-II 2 Units 28,800 SF
ADG-II 8 80x80 Units 51,200 SF
1000 ft
N
Airside Pavement
Airside Vehicles
Landside Pavement
Hangars/Buildings
Hangars
Box Hangars 40x50; 50x50; 60x70; 70x70
Large Hangars 120x120; 80x80
T-Hangars
Executive Box Hangars
II ADG-II Taxilane
SF Self Fueling
T Terminal
AA Aerial Applicator
SF
T
AA
II
4
Google Earth

Laurel Municipal Airport – Refined Alternatives Meeting – May 23rd, 2023

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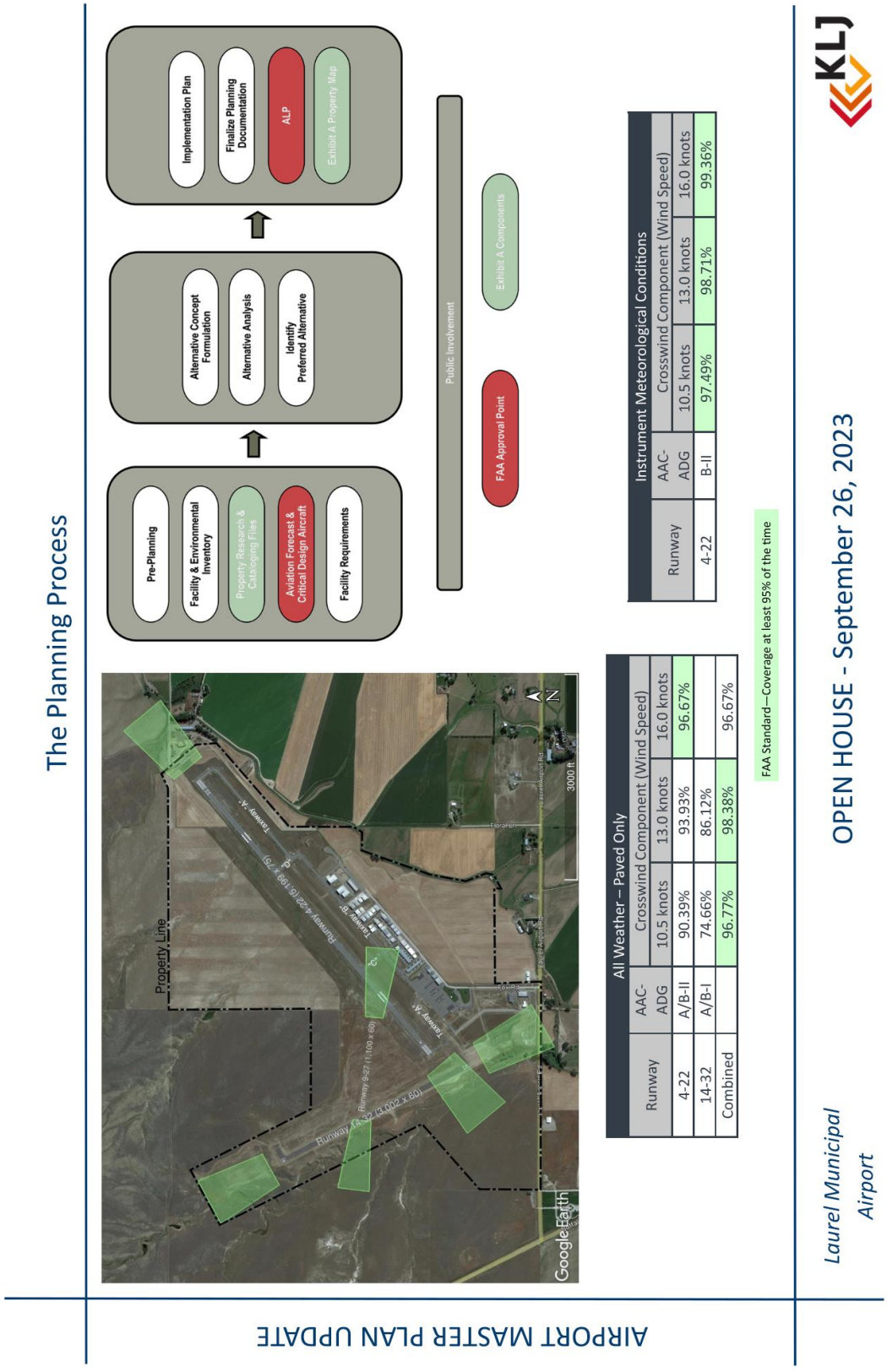
Craig Canfield	KLJ		
Will Metz	Airport Board		
Alan Kassenbaum	Airport Board		
Brock Williams	Airport Board		
Kent Rooney	KLJ		
Randy Hand	Airport Board		

Public Open House Meeting – September 2023



AIRPORT MASTER PLAN UPDATE

Forecasting & Outreach

Activity Forecasts

Based Aircraft						
Metric	2022	2027	2032	2037	2042	CAGR
Single-Engine	90	97	105	113	122	1.54%
Multi-Engine	6	7	7	8	9	1.91%
Jet	-	-	-	-	-	0.0%
Helicopter	3	3	3	4	4	2.38%
Total Based Aircraft	99	107	116	125	136	1.59%
Ultralight/Other	2	2	3	3	4	5.17%

Airport Operations						
Metric	2022	2027	2032	2037	2042	CAGR
Air Taxi	200	214	230	246	264	1.4%
GA Itinerant Operations	14,000	15,008	16,088	17,246	18,488	1.4%
GA Local Operations	6,000	6,432	6,895	7,391	7,923	1.4%
Total GA Operations	20,200	21,654	23,213	24,844	26,675	1.4%

Feedback From Outreach to Tenants

Runways
- Longer Primary
- Turf Runway

Services
- Full-Service Fuel
- Timely Airfield Maintenance
- Overnight Hangar Space

Hangars
- Space for Hangars
- Incremental Use Hangars

Facilities
- East Restrooms
- Terminal Building
- Weather Reporting (upgrade to AWOS-III)
- Airport Road Repair

Laurel Municipal Airport

OPEN HOUSE - September 26, 2023

KLJ

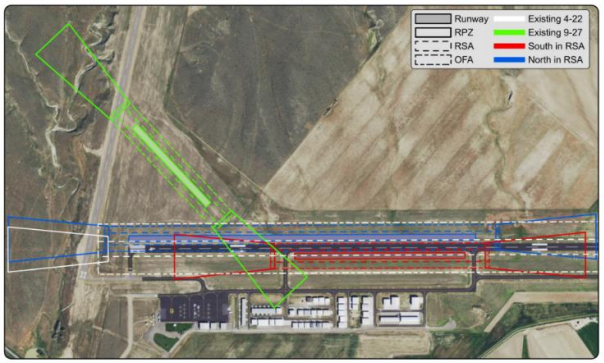
AIRPORT MASTER PLAN UPDATE

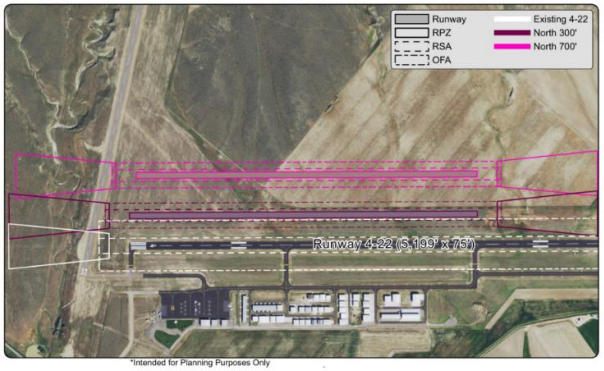
Runways

Airport and Runway Data		
Airport Elevation	3,542.59 feet	
Mean Daily Maximum Temperature of Hottest Month	88.7°F	
Aircraft Classification	Recommended Runway Length	
Small Airplanes 12,500 Pounds or less		
Less than 10 passenger seats at 100 percent of fleet[1]	5,290 feet	
Less than 10 passenger seats at 95 percent of fleet	4,825 feet	
Small Aircraft Runway Length Analysis Tool	Dry	Wet
Beechcraft Baron 55	4,785 feet	5,503 feet
Beechcraft Baron 58	4,601 feet	5,291 feet
Cessna 310	5,752 feet	6,615 feet
Cessna 340	5,059 feet	5,818 feet
Cessna 402B	4,637 feet	5,333 feet
Cessna 421	5,409 feet	6,220 feet
Cessna Citation Jet 3	4,687 feet	5,390 feet

- **6,200 foot Primary Runway (1,000 foot extension)**
  - Cessna 310 (dry), 340 (wet and dry), Beech Baron (wet), Citation CJ1 (dry), CJ3 (wet and dry)
  - RPZ stays on the airport
- **6,600 foot Primary Runway (1,400 foot extension)**
  - Cessna 310 (wet), Citation CJ1 (wet)
  - RPZ over Airport Road

Turf Runway Alternatives





*Intended for Planning Purposes Only

Laurel Municipal Airport

OPEN HOUSE - September 26, 2023

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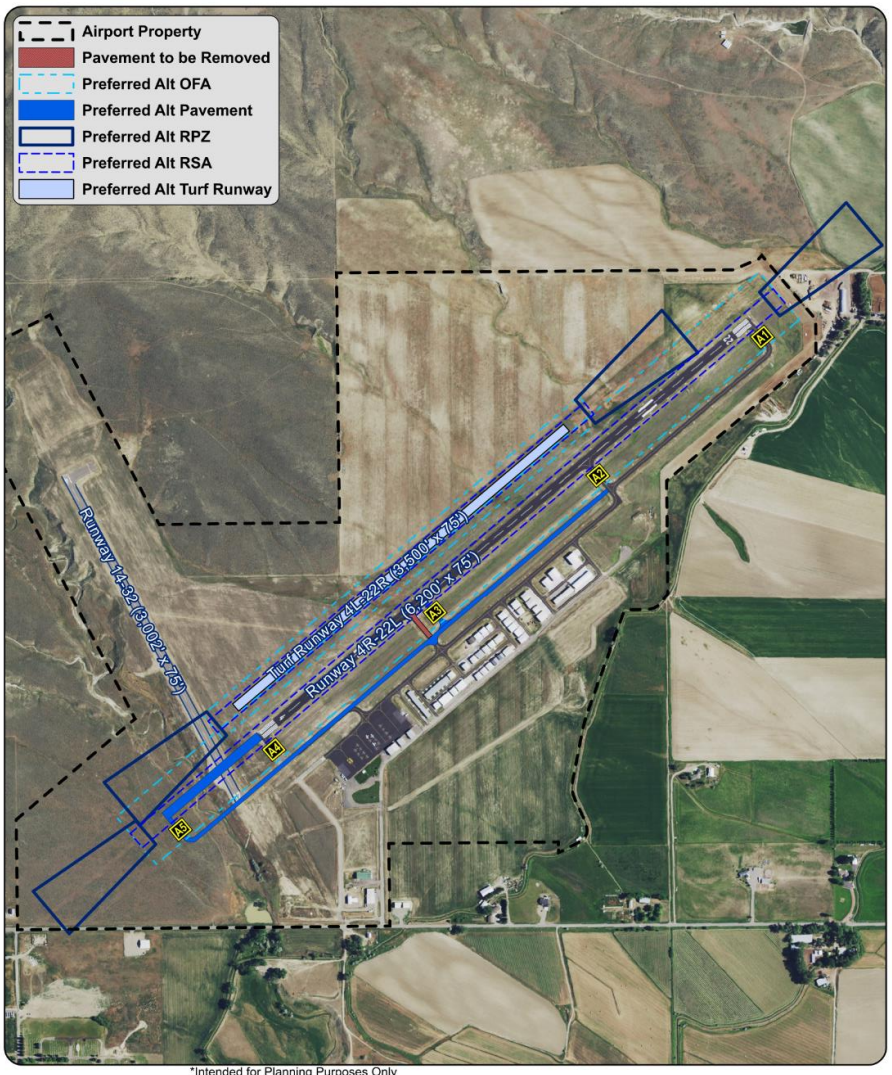
Preferred Airfield Layout

AIRPORT MASTER PLAN UPDATE



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N

0 1,000 2,000 Feet

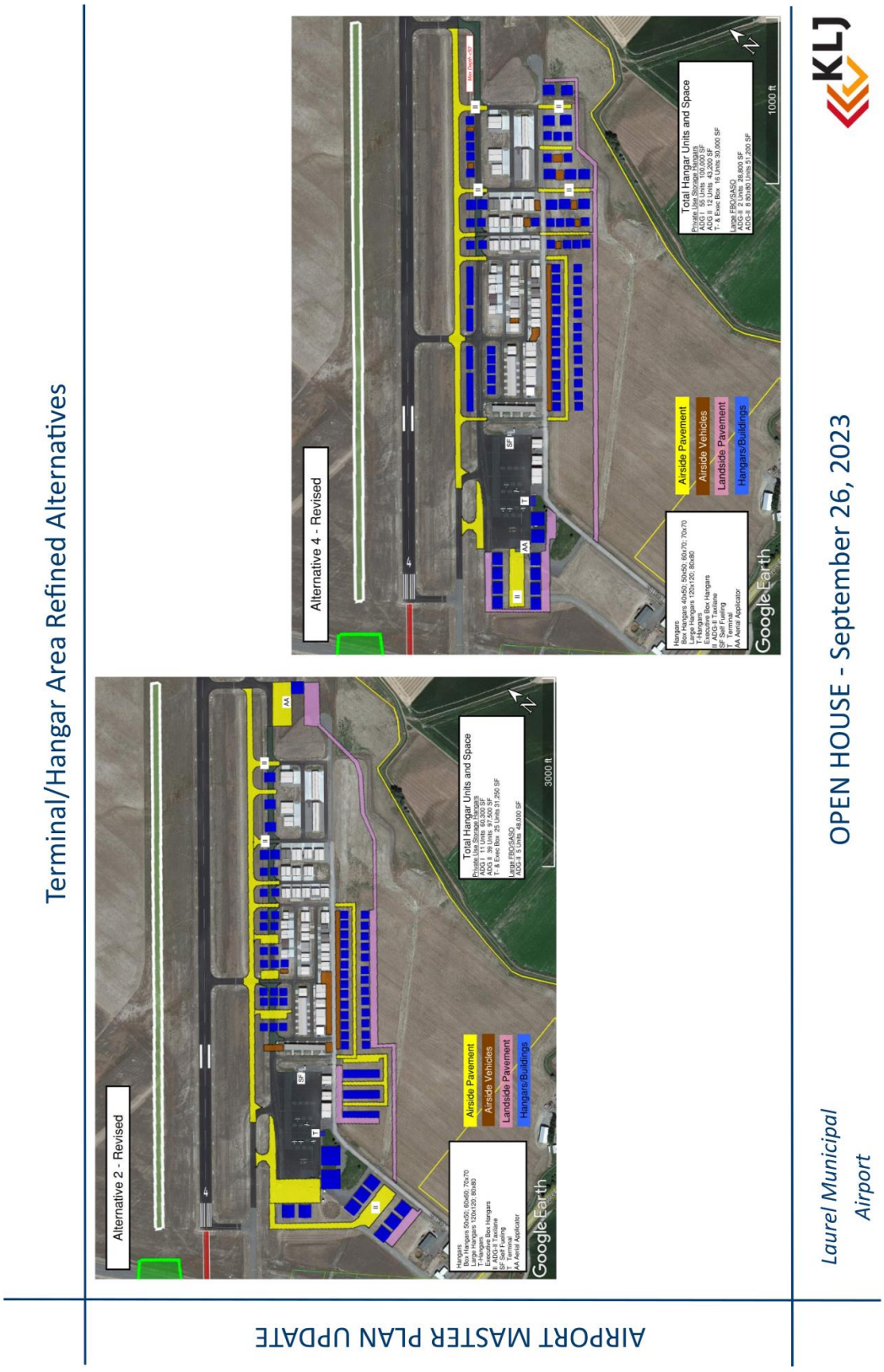
Laurel Municipal Airport
Preferred Alternative

- **6,200 foot Primary Runway (1,000 foot extension)**
- **3,002 foot Crosswind Runway**
- **3,500 foot Turf Runway**
- **Realign Taxiway A**
- **Upgrade to AWOS-III**

Laurel Municipal Airport

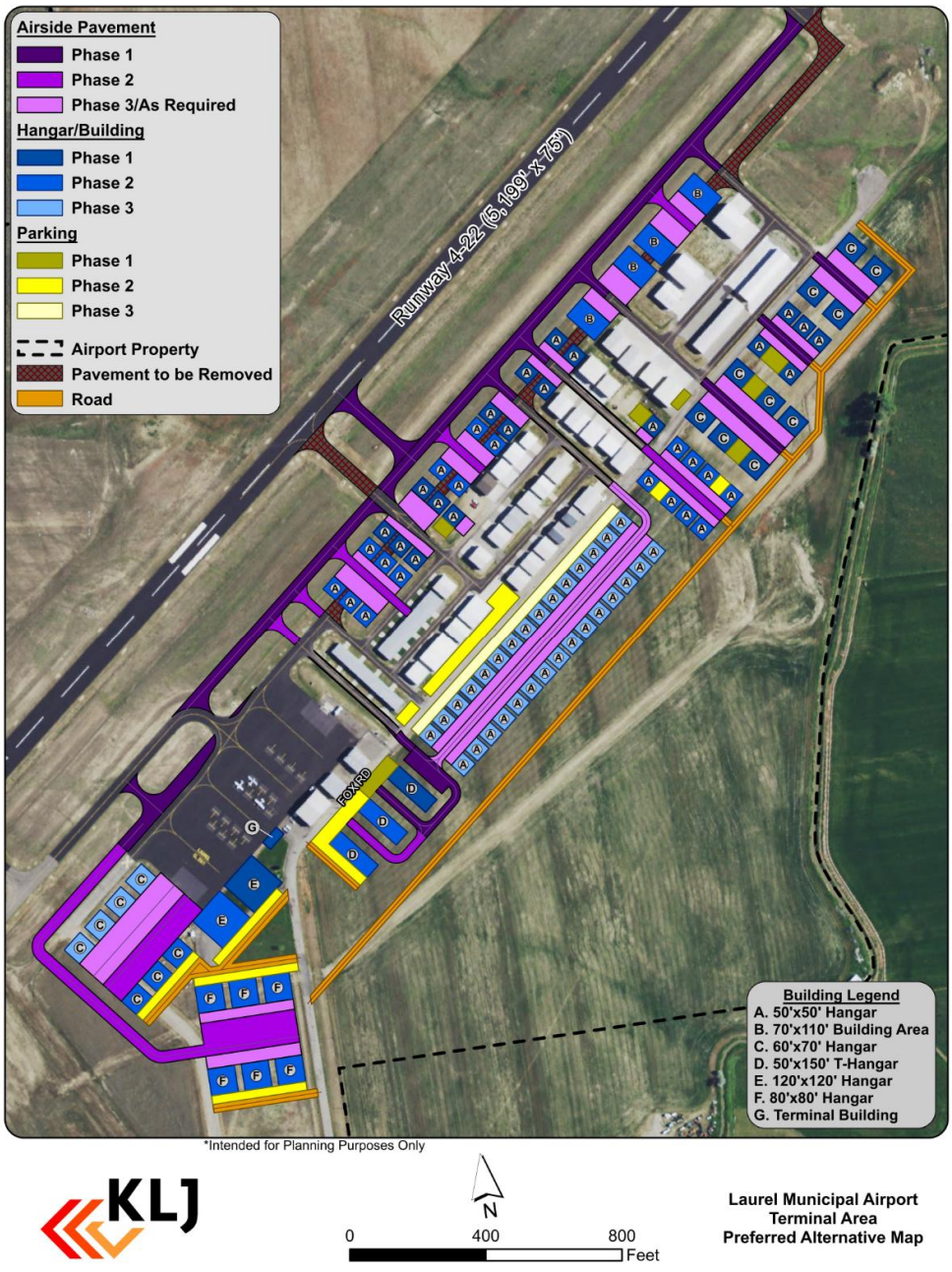
OPEN HOUSE - September 26, 2023

Public Open House Meeting Continued – September 2023



Preferred Terminal/Hangar Area Layout

AIRPORT MASTER PLAN UPDATE



Laurel Municipal Airport

OPEN HOUSE - September 26, 2023

Laurel Municipal Airport – Master Plan Open House – September 26th, 2023

ATTENDANCE LIST

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