AIRPORT OVERVIEW

- Airport Type: ‘General Aviation’ (per National Plan of Integrated Airport Systems (NPIAS))
- Recent Improvements at Morrisville-Stowe:
  - Reconstructed runway & taxiways
  - Apron Resurfaced
  - New airfield lighting & PAPI
  - Removal of tree obstructions
  - Relocated ASOS
KEY AIRPORT FEATURES

• 3,700’ x 75’ Runway
• Scheduled Service to White Plains (HPN) Tradewinds Aviation
• Stowe Aviation providing fueling, maintenance, and aircraft storage
• Hangars and aircraft parking
AIRPORT MASTER PLAN
CRITICAL AIRCRAFT AT MVL

**Existing**

- **Pilatus PC-12**
  - Wingspan = 53’
  - Approach Cat. = B
  - Weight = 10,500 lbs.

- **King Air 200**
  - Wingspan = 54’
  - Approach Cat. = B
  - Weight = 12,500 lbs.

**Future**

- **Cessna Sovereign**
  - Wingspan = 72’
  - Approach Cat. = B
  - Weight = 30,800 lbs.

**ARC B-II Small**

**ARC B-II Large**
DEVELOPMENT CONSTRAINTS

ASOS Clearance Area

Runway Object Free Area

Existing Property Line

Development Area
AIRSIDE ALTERNATIVES

100’ x 37.5’ Turnaround

250’ Paved Safety Area
LANDSIDE ALTERNATIVES
PROPOSED TERMINAL/HANGAR COMPLEX

- Proposed Terminal, Hangar & US Customs complex – Stowe Aviation
- Potential FAA funding for Passenger Terminal & Site Work

West Side (Vehicle Parking)

East Side (Aircraft Parking)
SHORT TERM RECOMMENDED PLAN

KEY
1. Construct 250’ of Usable Runway Pavement On The End of Runway 1 With One 100’x37.5’ Turnaround
2. Construct 250’ Of Usable Runway Pavement On The End Of Runway 19
3. Construct Taxiway Connector Pavement At The End Of Runway 19 With A Bypass Taxiway 240’ From The Runway
4. Construct A 750-Foot Partial Parallel Taxiway To The Apron Area
5. Remove 10 Existing Tie-Downs And 19,100 Square Feet Of Apron
6. Construct 45,000 Square Feet of New Apron Pavement To Accommodate Relocated Tie-Downs
7. Relocate 4,100 Square Foot Hangar And Reorient/Relocate To The North
8. Obstruction Removal
9. Relocate PAPI
10. Modify Drainage Swales
11. Relocate Fuel Farm
LONG TERM RECOMMENDED PLAN

KEY
12 Develop Parallel Taxiway Phase 3
13 Remove Existing Connector Taxiways
14 Relocate Segmented Circle
15 Acquire Property Along Route-100, South of Terminal
16 Develop Long-Term Terminal Area Plan
17 Reconfigure ASOS
18 Develop Parallel Taxiway Phase 4
19 Acquire Property North of Existing Apron Area
20 Implement Runway Rehabilitation
ENVIRONMENTAL ASSESSMENT
ENVIRONMENTAL ASSESSMENT

1. Paving Existing Runway Safety Area (250’ on both runway ends)
2. Partial Parallel Taxiway
   - Existing Tie-Down Removal
   - Construct Additional Apron Area
   - Relocate Existing Hangar
3. Obstruction Removal
4. Relocate Runway 19 PAPI
5. Modify Existing Drainage Swales
6. Relocate Fuel Farm
IMPACT CATEGORIES

- Air Quality
- Endangered Species
- Section 4(f) Resources
- Farmlands
- Hazardous Materials
- Coastal Resources
- Historical & Cultural Resources
- Land Use
- Noise
- Socioeconomic Impacts

- Visual Effects
- Floodplains
- Wetlands
- Surface Water
- Construction Impacts
- Cumulative Impacts

Ryder Brook
KEY ISSUES & FINDINGS

- Threatened & Endangered Species
- Wetland Buffer
- Ryder Brook Floodplain
- Prime Farmland Soil