

# Meeting Notes

## Advisory Committee (AC) Meeting

### Groton-New London Airport Master Plan Update Working Paper #1



Stantec

**Date:** November 19, 2008

**Place/Time:** Groton-New London Airport  
CT AVCRAD (Connecticut Army National Guard building)  
1:00 PM

**Next Meeting:** January/February 2009

**Attendees:** Mr. Tom Seidel (Southeastern Connecticut Council of Governments)  
Mr. Nick Burlington (Columbia Aviation Companies)  
Mr. Tom Dunn (Columbia Aviation Companies)  
Ms. Syma Ebbin (Jupiter Point Resident)  
Mr. David Head (ConnDOT)  
Mr. Denny Hicks (Chamber of Commerce of Eastern CT)  
Mr. David Fox (CT Department of Environmental Protection) for David Kozak  
Mr. Chet Moore (Midwest Aviation – Air Traffic Control Tower)  
Mr. Peter Pappas (Economic Development Commission; Town of Groton)  
Mr. Chris Rixon (Greater Mystic Chamber of Commerce)  
Mr. Carl Strand (Groton-New London Airport Advisory Committee)  
Mr. Robert Taylor (Based Aircraft Owner/Pilot)  
Mr. Eric Thompson (General Aviation Pilot)  
Ms. Catherine Young (Groton-New London Airport - Manager)  
Mr. Ervin Deck (Stantec)  
Ms. Chavan Pinder (Stantec)  
Mr. Paul Stanton (Fitzgerald & Halliday Inc.)  
Dr. Susan Cullen (Town of Groton)  
Mr. Don Bartley (CT Army National Guard)  
Mr. Jeffrey Nelson (Governor's Eastern Office)  
Mr. Barry Pallanck (ConnDOT/ Aviation & Ports)  
Mr. Robert Hammersley (Office of Policy & Management)  
Ms. Diane Bray (ConnDOT/ Airport Planning)  
Mr. Carmine Trotta (ConnDOT/Intermodal Planning)  
Mr. James Edwards (Lanmar Aviation)

**Distribution:** Email to AC members and Project Website  
<http://www.groton-newlondonairport-ampu.org/>

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The meeting started with an overview of the agenda given by Mr. Ervin Deck. He discussed the various topics that would be presented and handed the meeting over to Mr. David Head.

Mr. Head gave the opening remarks and stated that the role of the advisory committee was to share the information of the meeting with their various constituents and bring their communities constituents concerns and comments to the study process. The attendees then introduced themselves.

Mr. Deck then proceeded with the presentation. He spoke about the Community Outreach component of the master plan and briefly discussed the website as a place to share information and collect comments, and informed the attendees that this was the first of four meetings scheduled for the Master Plan Update. The website address is [www.groton-newlondonairport-ampu.org](http://www.groton-newlondonairport-ampu.org)

The next topic of discussion was Airports and Planning and Mr. Deck explained what a Master Plan is, the process involved in creating a Master Plan and touched on the topics of design surfaces, critical design aircraft, types of airports and airport funding. He also explained that the master plan would consist of four working papers and that it would take approximately eight months for the rest of the working papers to be completed. He explained that the four working papers would be combined, with recommended and approved changes to form the draft Master Plan, which would be reviewed and developed into the final report and airport layout plan.

The master plan update was the next topic of discussion. Mr. Deck spoke about the existing conditions currently at Groton-New London Airport (international identification is KGON) and talked about the importance of the Part 139 certification (a Federal aviation statute under Title 14)

Mr. Deck explained that the Embraer-135 was chosen as the design aircraft and the reasons for this decision. He also discussed that the ERJ-135 generally only used one runway, Runway 5-23, and that that particular runway would have an airport reference code of C-II and explained the crosswind runway (15-33) would have an airport reference code of B-II, because it typically handles smaller aircraft.

Mr. Deck then went on to explain the two components of an airport; the landside and the airside. After the explanation was given about the parts of an airport the VOR was discussed. It was stated that the VOR was located in an area that could not be developed, and that two questions were being considered: Should the VOR be moved or will it eventually be taken off the airport property? A decision will be made as the project continues.

Mr. Deck also discussed the Runway 5-23 Safety Area. He explained that available land would not allow for a full RSA. Mr. Deck explained that the alternative previously selected was EMAS (Engineered Material Arresting System). He explained that the EMAS would mitigate the inability to achieve full RSA's and allow the runway to meet FAA requirements. The RSAs and the EMAS system was discussed. Ms. Young offered to bring a sample of the material to the next meeting, and informed everyone that construction for the EMAS was on the FAA calendar for 2011.

The next topics of discussions were the based aircraft, operations and commercial operations for the Airport.

The meeting was then handed over to Mr. Paul Stanton who discussed the environmental overview and the threatened and endangered species in the area. He also spoke about the general land use and the zoning mix on and off the airport.

Mr. Deck then proceeded to give an overview of the forecasts of aviation activity for KGON. He explained that it is very important to not overestimate or underestimate the forecast activity for KGON and to realize the market for aviation can go either way with no definite way to predict the future.

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The meeting ended with Mr. Deck addressing the timeline for the working papers and the AC meetings and asked that all comments on Working Paper #1 be submitted in writing by December 5, 2008. Comments can be submitted through the website or by emailing Mr. David Head at [David.Head@po.state.ct.us](mailto:David.Head@po.state.ct.us) or Mr. Ervin Deck at [Ervin.Deck@stantec.com](mailto:Ervin.Deck@stantec.com).

At this time questions were taken from the AC and a discussion ensued on these points. The AC was encouraged to submit comments by the December 5<sup>th</sup>, 2008 deadline, even if they were discussed at the meeting in order for the study team to have a record.

The meeting adjourned at 2:30 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**STANTEC CONSULTING SERVICES INC.**

A handwritten signature in black ink, appearing to read 'Ervin C. Deck', with a long horizontal flourish extending to the right.

Reviewed and approved by:  
Ervin C. Deck  
Senior Aviation Planner/Project Manager

Submitted by:  
Chavan Pinder  
Aviation Planner  
[chavan.pinder@stantec.com](mailto:chavan.pinder@stantec.com)