

## EXECUTIVE SUMMARY

This section summarizes the findings and recommendations of the Chatham Municipal Airport Master Plan Update, including changes to the Airport Layout Plan (ALP), a brief discussion of planned projects, an implementation schedule, and results of aeronautical forecasts. A key component of the master plan process is conducting an inventory of existing facilities and evaluating the adequacy of those facilities against anticipated future demand. Demand for facilities is recognized by the number of aircraft forecasted to utilize the Airport through the planning period (2018-2038) using data contained within the FAA Terminal Area Forecast (TAF), FAA Aerospace Forecast, and historic airport reports. Once demand for facilities has been established, future development projects can be scheduled and subsequently implemented.

The primary factors driving the demand for future facilities are 1) based aircraft forecast, which assists in determining the adequacy of existing hangar buildings and tie-down spaces, 2) aircraft operations forecast, which assists in deciding the adequacy of runway and taxiway capacity and transient tie-down spaces, among other things, 3) operational fleet mix, which helps to establish the types of aircraft predicted to utilize the airport through the planning period, and 4) design aircraft, which dictates the required FAA design standards of the airfield. A summary of forecasted growth for the 5-, 10-, and 20-year planning periods is highlighted in the Recommended Forecast Summary Table below. It is important to note that because projected growth relies on data from national industry trends summarized in the FAA Aerospace Forecast, it is necessary to view the projections independently of specific years and to consider the actual growth of activity as the impetus that influences the need for future airport facilities.

### Recommended Forecast Summary

Year	Itinerant			Local		Total Operations	Based Aircraft
	Air Taxi	General Aviation	Military	Civil	Military		
2023	388	11,869	0	8,186	0	20,443	42
2028	376	12,049	0	8,309	0	20,734	43
2038	354	12,415	0	8,562	0	21,331	47

Source: FAA TAF, Gale Associates Analysis 2018

Detailed justification for the forecast above can be found in Chapter 4, Forecast of Aviation Demand and Capacity. In addition to these growth areas, many master plan improvements are determined by the design requirements of the airport's selected design aircraft, which is defined as the most demanding aircraft type operating at the airport with a minimum of 500 annual operations. Through discussions with airport management at CQX, it was revealed that the appropriate design aircraft remains the Beech Baron B-58, which is classified as a B-I (small) aircraft.

The based aircraft forecast, aircraft operations forecast, and selected design aircraft assist in identifying needed improvements at the Airport by comparing existing facilities against projected aviation demands

through the planning period. Projects can then be prioritized based on design requirements, safety requirements, and demand for services and facilities. Facilities determined to be inadequate to satisfy operational demands, service demands, and design aircraft standards can be addressed through the implementation of development projects over the planning period (2018-2038). Since many of the following projects reflect forecasted projections, construction of facilities is not recommended until actual demand for facilities materializes.

**Short-Term Improvements (2018-2023)**

- Taxiway 'A' Reconstruction
- Environmental Assessment for Master Plan Improvements
- Acquire Replacement Vehicle for 2000 Pickup Truck and Plow
- Establish a Non-Precision (Straight-In) Approach to Runway 6-24
- Construct T-Hangar Buildings Adjacent to H3 Buildings
- Construct New Administration Building
- Reconstruct Perimeter Fence

**Mid-Term Improvements (2024-2028)**

- Construct Jet-A Fuel Facility
- Reserve Land for Potential Future Revenue Development and Non-Aeronautical Development
- Rehabilitate Main Apron
- Reconstruct Hangar Taxilanes

**Long-Term Improvements (2029-2038)**

- Reconstruct Runway 6-24
- Rehabilitation of 100-LL Fuel Facility
- Acquire New Snow Removal Equipment

The CQX Master Plan Update was developed in cooperation with the Chatham Airport Commission, Massachusetts Department of Transportation, Aeronautics Division (MassDOT/AD), and the Federal Aviation Administration (FAA). It was prepared in accordance with FAA master planning guidance contained in FAA Advisory Circular (AC) 150/5070-6B, Airport Master Plans, and other relevant FAA ACs, Orders and Federal Aviation Regulations (FARs), as referenced throughout the document.