

Planning Conversion Of A Base To A Civil Airport

Presented to: OSD/Military Service/Community
Conference

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Federal Aviation
Administration



Where To Begin?

- **Establish a potential airport sponsor**
- **This is not necessarily the Local Reuse Authority (LRA)**
- **LRA – Established to plan the reuse of the base. May or may not continue through operation of the facility after transfer.**
- **Airport Sponsor – State, political subdivision (Authority or Board), municipality or tax-supported institution willing & financially able to own & operate an airport.**

Contact The FAA

- **Express interest**
- **Coordinate a site visit**
 - ARP and ATO will come out and inspect facility
 - Examples: Brunswick NAS, Willow Grove NAS
- **FAA will provide input on facility suitability**
- **Regional Points of Contact:**
www.faa.gov/about/office_org/headquarters_offices/arp/regional_offices/

Start a Feasibility/Master Plan

- **FAA may be able to provide funds through the Airport Improvement Program**
- **Help determine if appropriate for entry into the National Plan of Integrated Airport Systems**
- **Identify what properties & improvements needed to support an airport**



Master Plans

- **Integrates with the Base Reuse Plan**
- **Sets the foundation for the DOD/FAA environmental review (Purpose & Need, Alternatives, Potential Environmental Impacts)**

Master Plans (continued)

- **Identifies current through 20-year aeronautical needs of the community (forecasts)**
- **What role the proposed conversion could play in meeting those needs (inclusion in NPIAS)**
- **Overview of potential environmental impacts**
- **Facility requirements to meet aeronautical needs**

Master Plans (continued)

- **Includes operations & business plan detailing how the airport will be as self-sustaining as possible (how much & what type land/facilities needed to generate appropriate revenue stream)**
- **Identifies needed facilities**
 - Runways/Taxiways/Apron area
 - Terminal Facilities
 - Nav aids

Master Plans (continued)

- **Develops aviation forecast to assist the potential sponsor in planning for the future**
- **Develops Capital Improvement Plan to meet the current and future needs of the converted facility**
- **Develops Airport Layout Plan (ALP) that depicts current and possible future facilities of the proposed airport**
 - The ALP is much more detailed than the typical Base Reuse Plan

Environmental Process

- **Required under the National Environmental Policy Act**
- **May be an environmental assessment or environmental impact statement**
- **DOD is the lead agency**
- **FAA will be a cooperating agency**
- **The NEPA document will be based off the recommendations of the Base Reuse Plan**

Environmental Process (cont.)

- **The NEPA document will explore the environmental impacts of all reasonable alternatives to the proposed action**
- **It will also look at the “No Action” alternative**
- **Typical issues: Noise, Air Quality, Water Quality, Cultural/Archeological Resources, Threatened & Endangered Species**

Environmental Process (cont.)

- **The DOD & the FAA will both issue Records of Decision**
- **FAA – recommending reuse of the base (or portions) for civil aviation**
- **DOD – transferring properties to identified entities in the Base Reuse Plan and Environmental Document**

Applying For the Base

- **Application is to the DOD**
- **Provide the FAA with a complete copy of the application**
- **FAA will recommend transfer under the justification that the facility is “suitable, essential, or desirable for development, improvement, operation or maintenance of a public airport**
- **FAA can only endorse/recommend for transfer those items needed/justified through the Master Plan**

Now What?

- **Assuming the Master Plan justifies inclusion in the NPIAS**
- **The airport sponsor may apply for AIP funds to development identified in the Master Plan**
- **If the facility is to become an air carrier airport, the sponsor may also consider imposing Passenger Facility Charges**

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