



# Norfolk International Airport Master Plan Update

Technical Advisory Committee Meeting #1  
Community Advisory Committee Meeting #1

January 24, 2018



# Agenda

- Project Background
  - Introductions
  - Overview of Airport Master Plan Process
  - Define Role of Technical Advisory Committee (TAC)
  - Define Role of Community Advisory Committee (CAC)
- Inventory of Existing Conditions and Facilities
  - Background Airport Information
  - Identify Key Study Issues
- Get Your Input and Ideas
- Next Steps





# Project Background

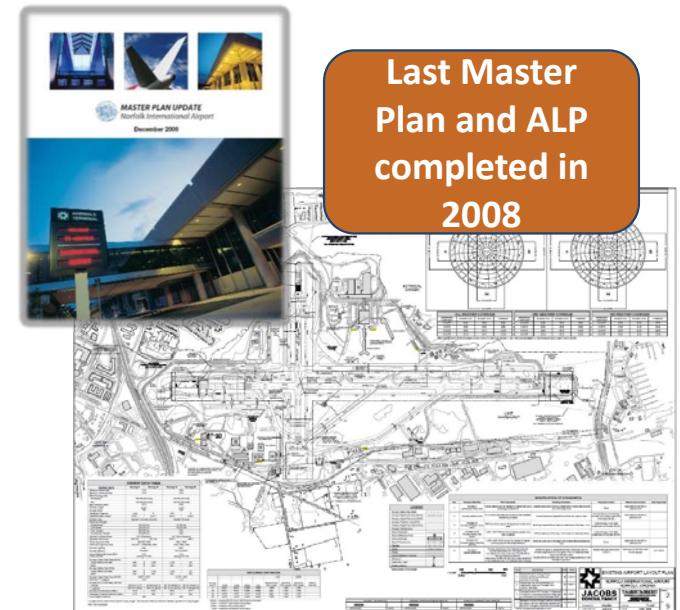
# Introductions

- NAA / Airport Staff
- CHA Consulting Team
- Technical Advisory Committee Members
- Community Advisory Committee Members
- Others Guests?



# What Is An Airport Master Plan?

- Guides the airport's development and operational sustainability
- Two Parts
  - *Master Plan Report*
  - *Airport Layout Plan (ALP) (drawing set)*
- Covers 5, 10, and 20-year horizons
- Updated every 10 years
- Follows FAA guidance and standards



# Why Do An Airport Master Plan?

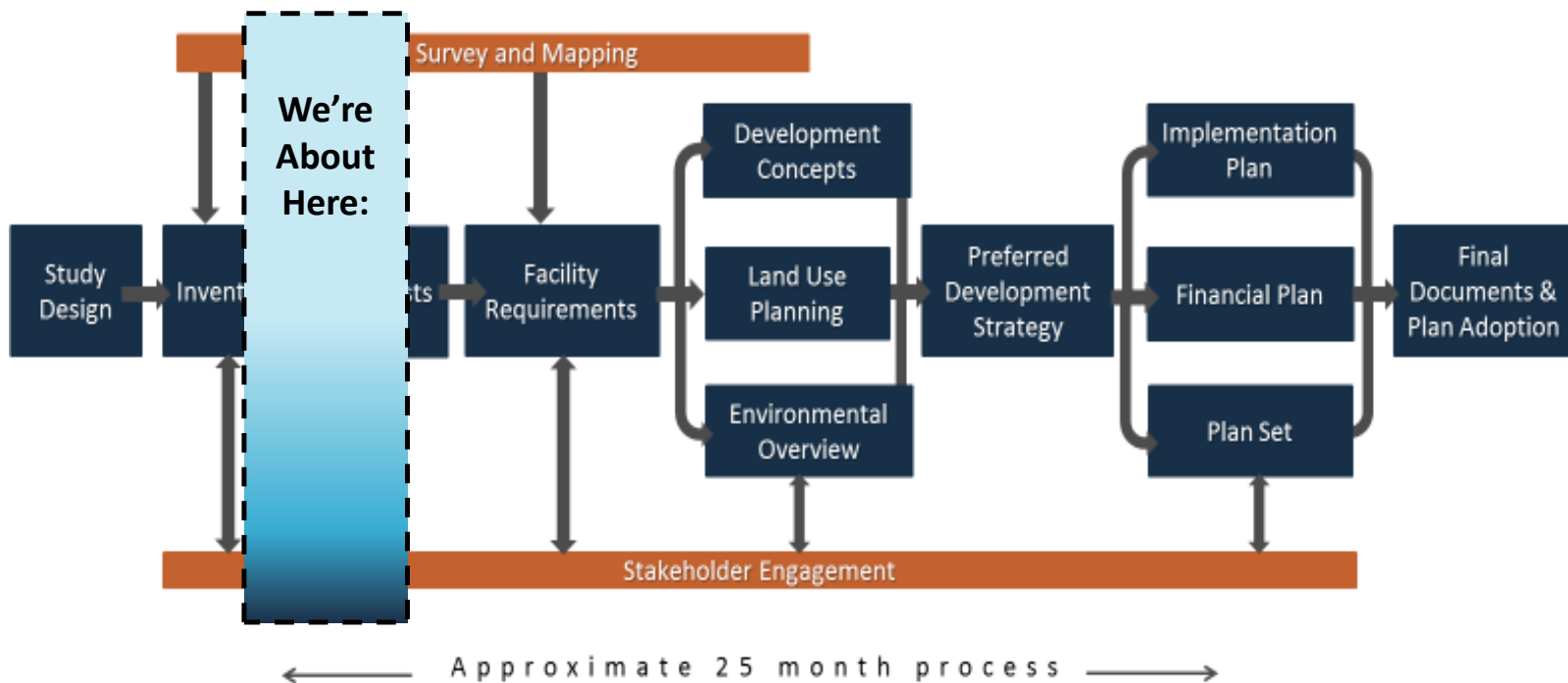
- Facilitate modernization and expansion
- Meet foreseeable aviation demand and customer needs
- Ensure that future development is:
  - Planned and logical
  - Feasible and flexible
  - Fiscally responsible
  - Environmentally compatible
  - Regionally supported
- Promote customer convenience and competitive advantage
- Allow for federal funding on eligible projects



## Why Are You Here?

- Valued stakeholders and integral to the process
- Provide insight on airport, community and regional issues
- Provide technical input on operational and facility matters
- Review and comment on the Master Plan Update findings and recommendations
- All working towards the same goal - a safe, efficient and sustainable airport

# Airport Master Planning Process





# Airport Master Plan – Focus Areas

- Industry trends and regional changes since previous studies
- Specific focus area
  - Future Airfield Improvements
  - New mapping and obstruction survey required to meet FAA AGIS requirements
  - Airfield geometry and ‘hot spots’
  - FAA design standards, including NAVAIDs
  - Ongoing Rental Car facility expansion





# Inventory of Existing Conditions and Facilities

## Brief History of Airport

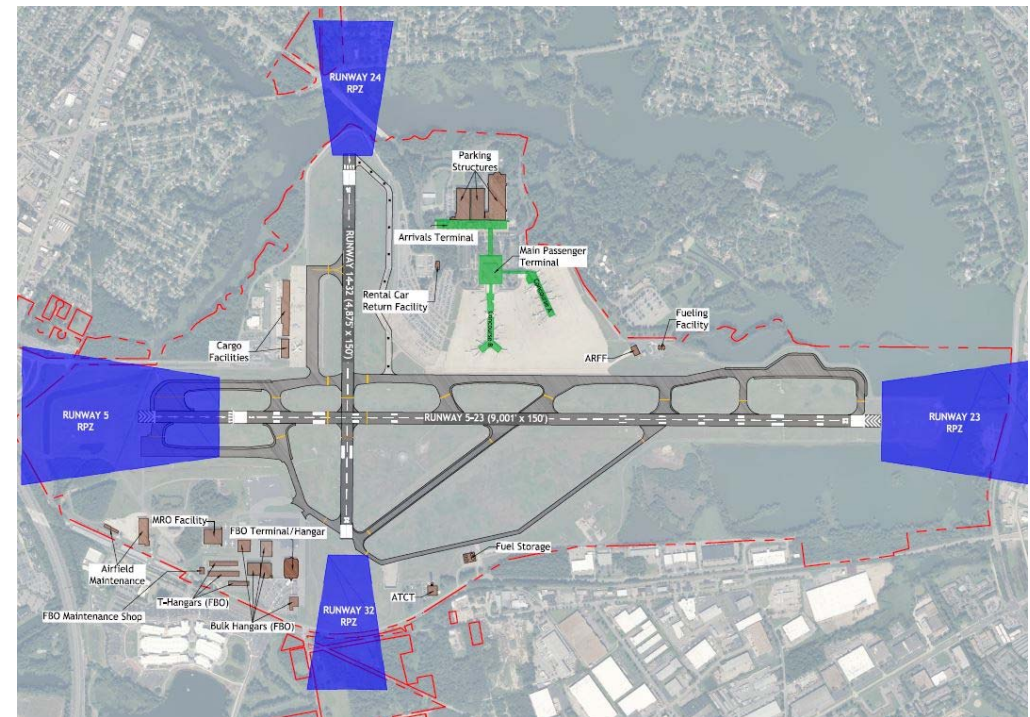
- **1929** – Air service begins in the region
- **1938** – Present Airport opens with 3,500' runway
- **1942-1947** – Airfield infrastructure expanded during WWII use
- **1950** – Norfolk Port and Industrial Authority (NPIA) assumes responsibility for the Airport
- **1960s** – Airport's name changed to Norfolk Regional Airport;
- **1974** – First portions of the present-day passenger terminal open; Airport named Norfolk International Airport
- **1988** – NPIA becomes Norfolk Airport Authority (NAA)
- **1990s** – Expansions to Air Cargo facilities and passenger terminal, brings total to 25 gates
- **Early 2000s** – Arrivals Terminal and new Air Traffic Control Tower began operation
- **Recent** – Renovations to the terminal building and general aviation facilities





# Key Airport Features

- 71<sup>st</sup> largest primary airport in the United States
- Primary airport serving Hampton Roads region of Virginia and northeast North Carolina
- Currently served by five airlines
  - Daily, non-stop service to 22 domestic destinations
- Covers 1,300 acres
- Two Active Runways
  - Runway 05-23
  - Runway 14-32
- Cargo Operations
  - Airlines
  - UPS
  - FedEx



# Airport Service Area

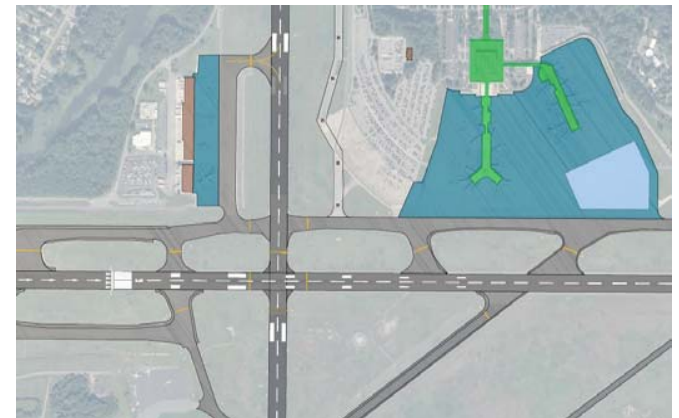
- Primary commercial service airport in the Hampton Roads area
  - Extends beyond Norfolk and into other regions in Virginia and parts of northeastern North Carolina
- Hampton Roads Metropolitan Statistical Area (MSA)
  - 37<sup>th</sup> largest MSA in the United States
  - Population of approximately 1.7 million people
- Location regarding time and distance in nautical miles (nm) in comparison to other major airports
  - Newport News/Williamsburg International Airport (PHF)
    - 20 nm; 55-minute drive; northwest of ORF
  - Richmond International Airport (RIC)
    - 65 nm; 2-hour drive; northwest of ORF

*\*Drive times may be impacted during certain times of day due to traffic congestion and/or construction activity*



# Airfield Planning

- Some airfield alternatives to be evaluated:
  - Need for secondary and/or crosswind runways
  - Evaluation of Runway 14-32 to serve as an ARC C-III or a B-II runway
  - Reconstruction vs. Closing Runway 14-32
  - Long-term reconstruction of Runway 5-23
  - Improvements to airfield geometry to meet FAA guidelines and all FAA design standards
  - Impact of FAA NextGen on aircraft operations and procedures
  - Evaluation of taxiway and apron demands
  - Proposed relocation of VORTAC



# Passenger Terminal Planning

- Some terminal concepts to be evaluated:
  - Evaluation of terminal space programs, based on forecasted passenger volumes
  - Terminal plans that offer operational flexibility and accommodate future expansion of the terminal complex
  - Incorporating future technological improvements associated with airline and terminal operations
  - Incorporation of sustainable design





# Parking and Access Planning

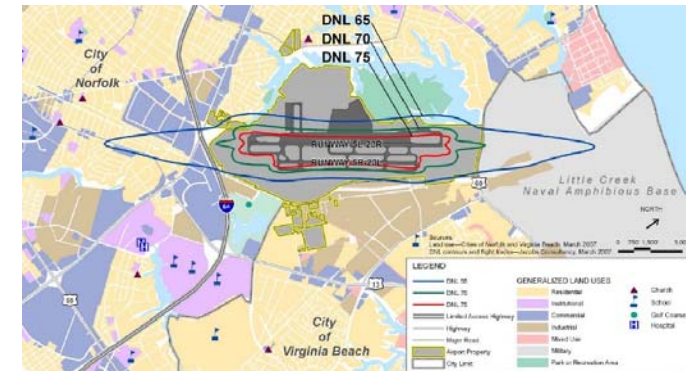
- Some parking and access alternatives to be evaluated:
  - Potential consolidated Rental Car Facility
  - Evaluate demand/capacity of Airport Parking
    - Passenger Parking
    - Rental Car Ready/Return Parking
    - Employee Parking
  - Evaluate access roadways and circulation
    - Signage and wayfinding
  - Cashier plaza requirements
  - Curbside circulation and capacity
  - Curbside management plan
    - Public vehicles, TNCs, taxis, limos, & courtesy shuttles
  - Future Light Rail access





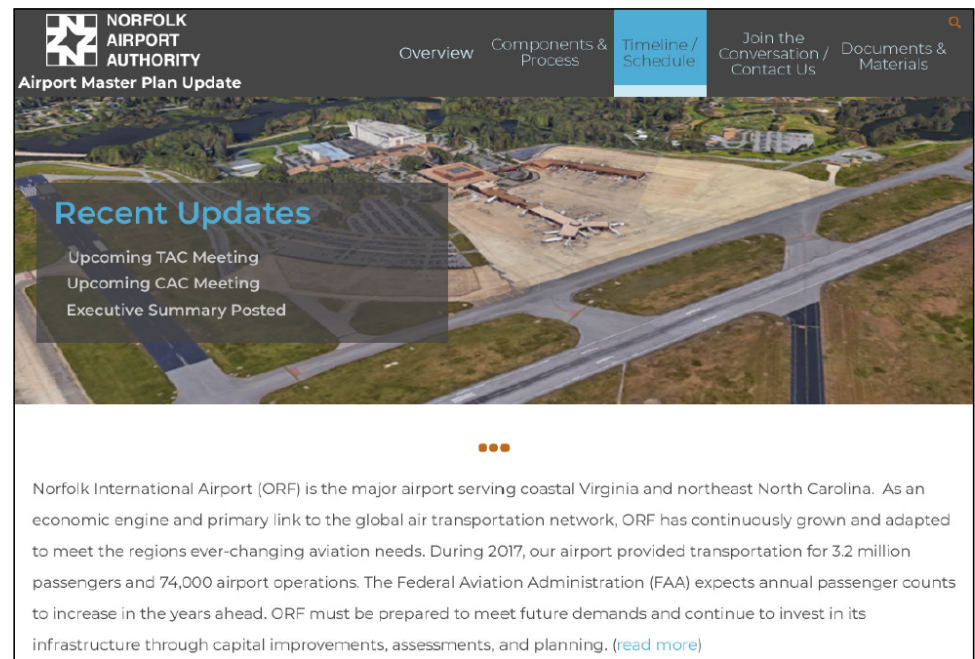
# Land Use Planning

- Completion of an existing Land Use Study for land within the planning area, and adjacent lands
- Identify any existing and proposed land use regulations that could impact development standards, and potential noise impacts
- Identify deficiencies and/or surpluses in the amount of developable land for each land use category
- Prepare conceptual land use plans based on established goals and objectives
- General feasibility and potential benefits of alternative ground access, curbside, parking, and rental car options



# Study Website

- Study Overview – Home Page
- Components & Progress
- Timeline/Schedule
- Submit Comments & Mailing List
- Documents & Meetings



## Next Steps

- Working Paper #1 – Inventory
- Continue forecasting effort
- Public Informational Workshop #1
- Complete aerial survey and mapping efforts



# Questions / Comments

Any questions or comments regarding the Airport Master Plan or any of the information discussed today?

Available for contact:

Anthony Rondeau

Norfolk Airport Authority

757-857-3351

[arondeau@norfolkairport.com](mailto:arondeau@norfolkairport.com)

