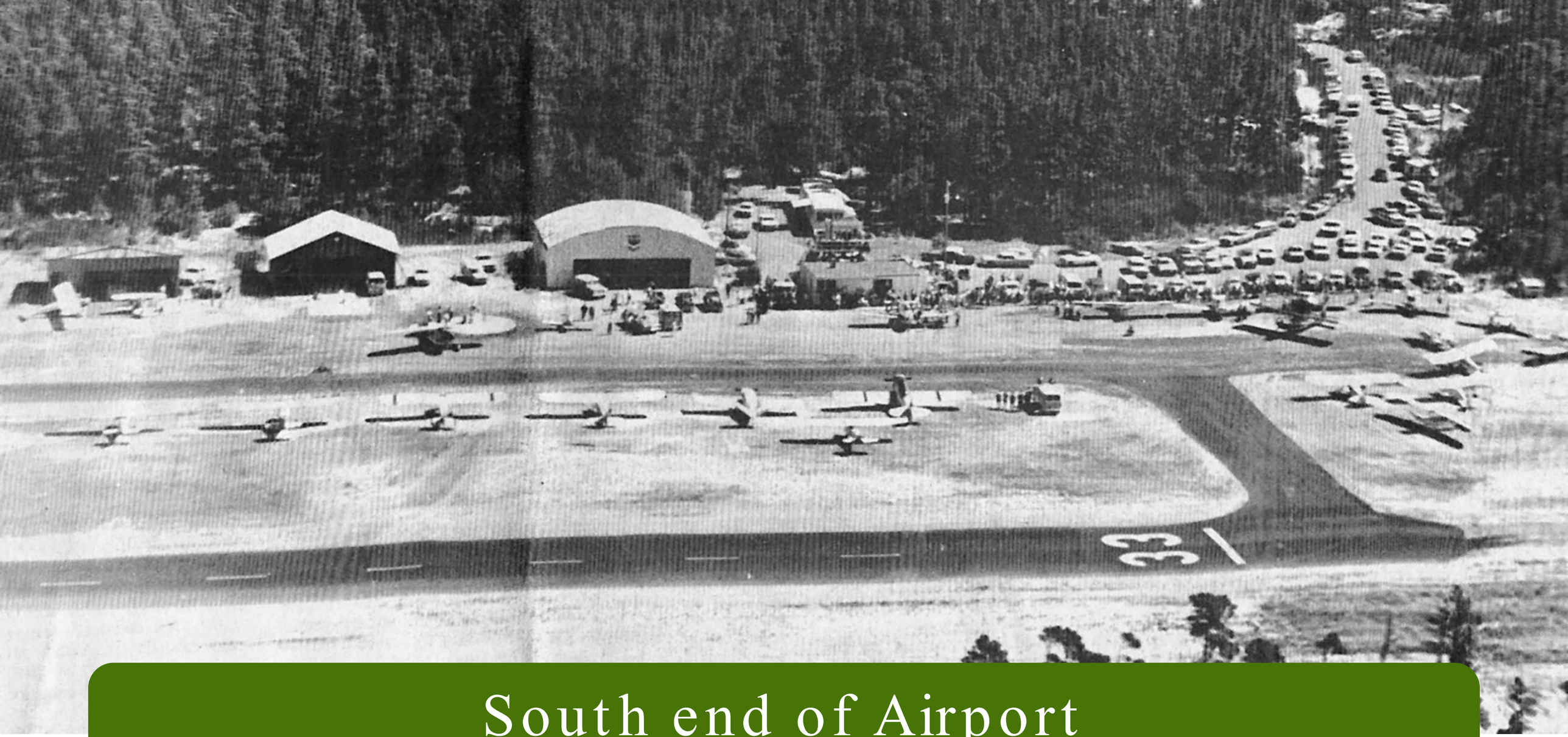
CITY OF FLORENCE

AIRPORT

A Brief Overview

Mike Miller
Director of Public Works



South end of Airport

Opened April 1947

Flights

Approximately 154 operations per week
7,000-8,000 operations per year
Daily UPS service (Ameriflight)
Self serve fuel (100LL and Jet A)

General Aviation Category IV
RW 33/15 3,000’ x 60’
Runway rated at 12,500 pounds
22 based aircraft

Airport Projects

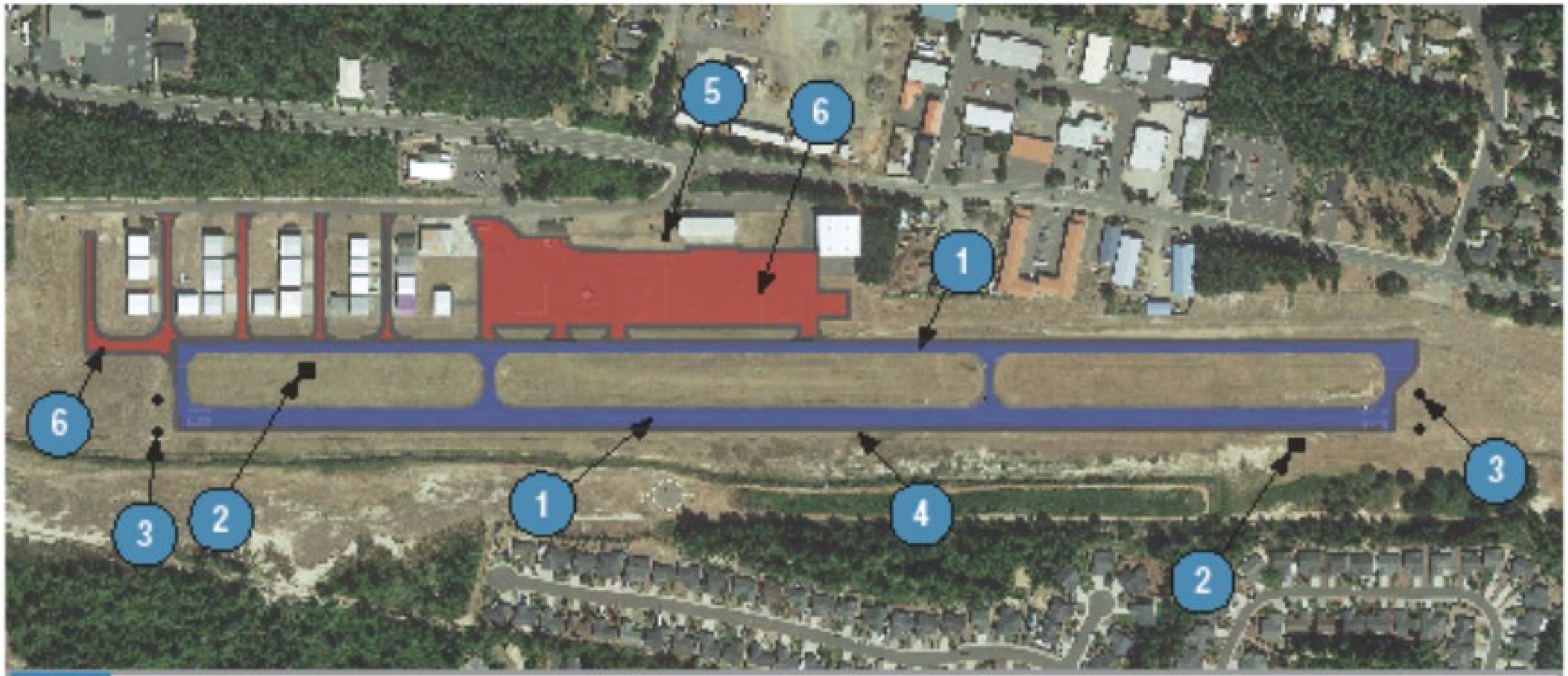
APRON EXPANSION

LIGHTING IMPROVEMENTS

AWOS UPGRADE

PAVEMENT REHAB PROJECT

2018-2023 CIP



LEGEND

1. 2018 - Crack/Seal Coat; AGIS
2. 2018 - PAPI
3. 2018 - REIL
4. 2018 - MIRL
5. 2021 - AWOS Replacement
6. 2023 - Taxilane/Apron Project

Airport Projects

APRON EXPANSION

LIGHTING IMPROVEMENTS

AWOS UPGRADE

PAVEMENT REHAB PROJECT

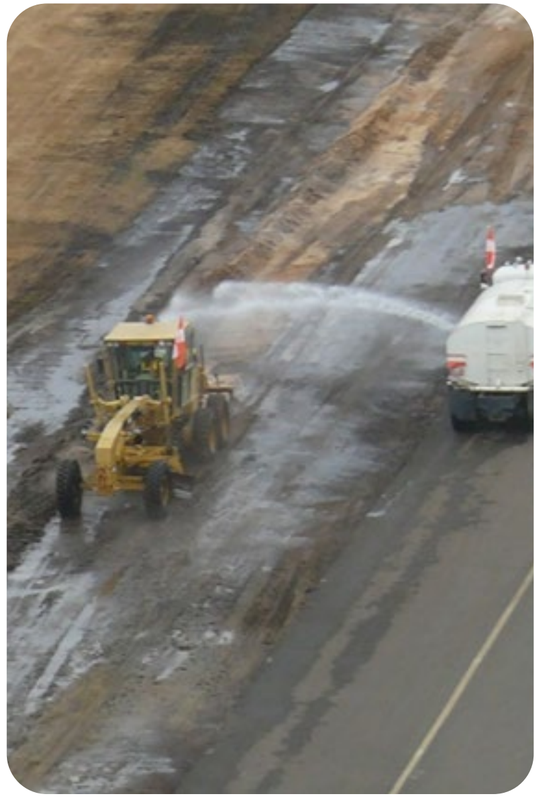
Project Included

- Apron expansion
- Replacement of airport beacon
- Relocation/installation of segmented circle
- Helicopter parking area
- Lighted wind cone
- Drainage improvements to facilitate fuel island relocation

Apron Expansion

Grants Recived

Grant $1,134,254



Project Costs

$1,190,967

Project Time Line

Project Complete 2011

Airport Projects

- APRON EXPANSION
- LIGHTING IMPROVEMENTS
- AWOS UPGRADE
- PAVEMENT REHAB PROJECT

Project Included

Replace RW33 Precision Approach Path Indicator (PAPI)
Install new PAPI on RW15
Install Medium Intensity Runway Lights (MIRLs)
Install Runway End Identifier Lights (REILs)
AGIS Survey

Lighting Improvements

Project Costs

$1,121,250

Grants Recived

FAA Grant $1,050,000

COAR Grant $103,000

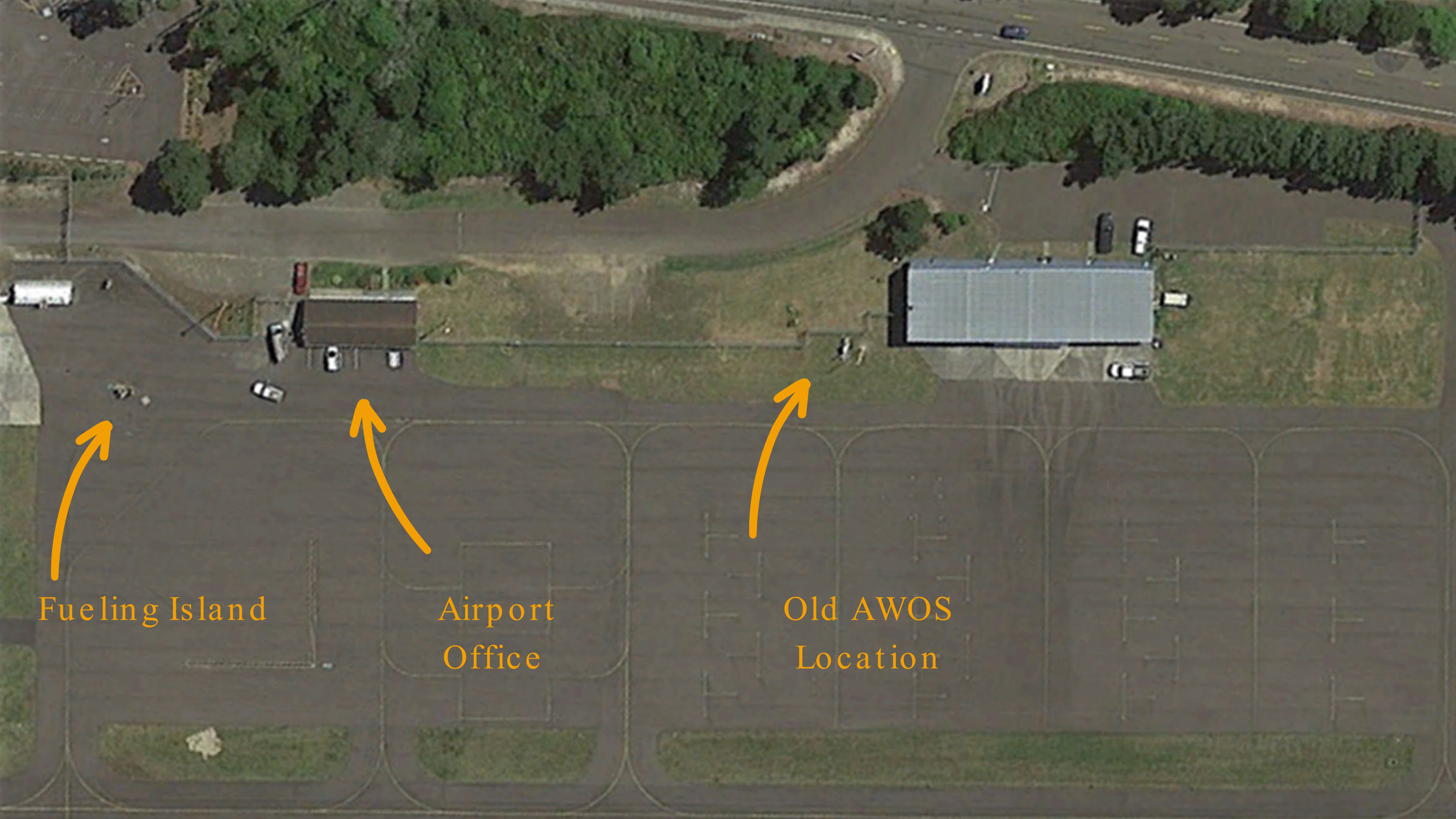
Project Time Line

Construction began 2018

Project Complete 2019

Airport Projects

- APRON EXPANSION
- LIGHTING IMPROVEMENTS
- AWOS UPGRADE
- PAVEMENT REHAB PROJECT


Fueling Island
Airport Office
Old AWOS Location

AWOS Upgrades

Grants Recived

Fully Funded by FAA

Project Costs

$515,655

Project Time Line

Construction began

October 2021

Project Complete

January 2022

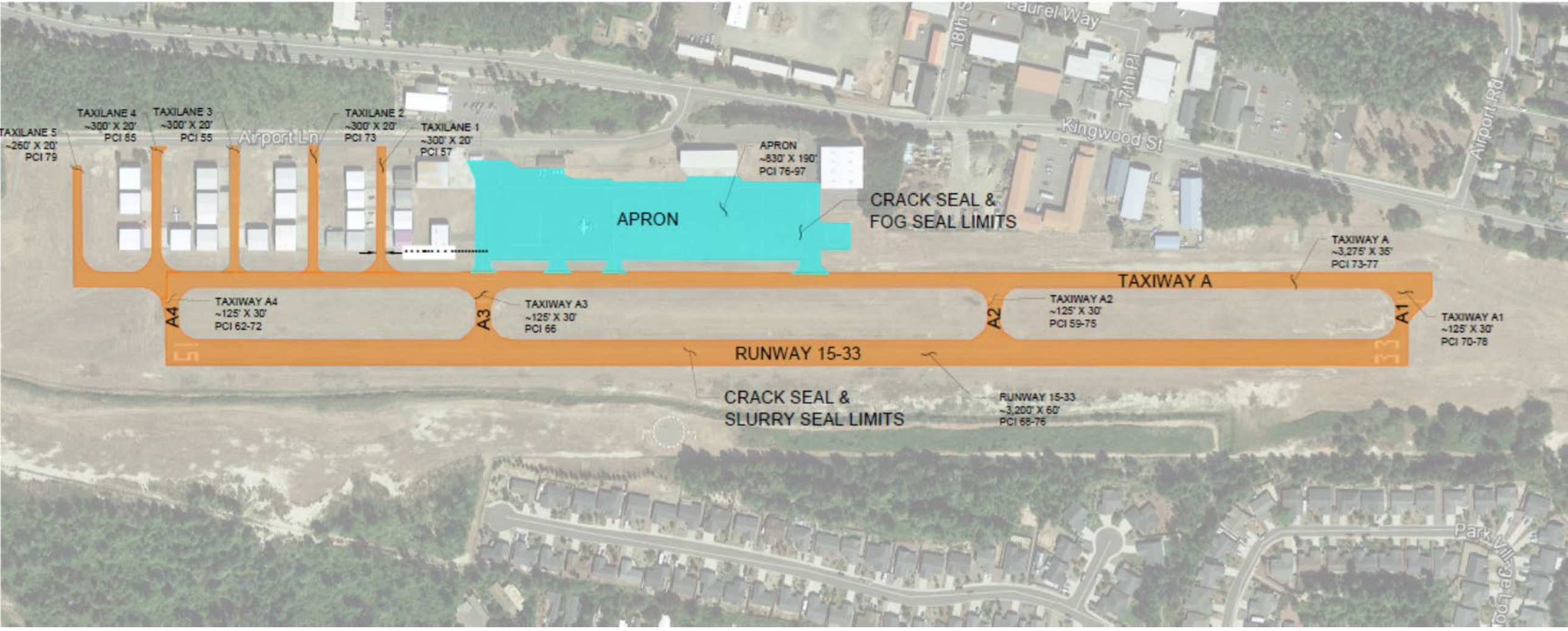
Airport Projects

APRON EXPANSION

LIGHTING IMPROVEMENTS

AWOS UPGRADE

PAVEMENT REHAB PROJECT

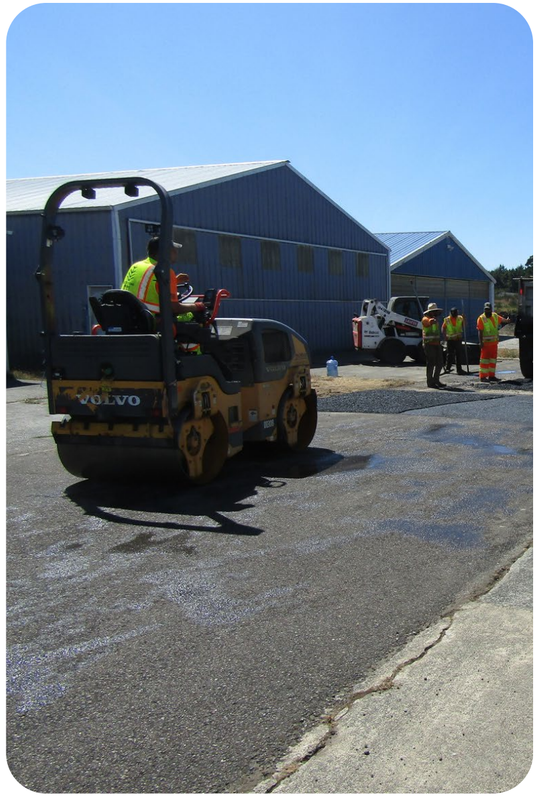

TAXILANE 5
~260' X 20'
PCI 79
TAXILANE 4
~300' X 20'
PCI 85
TAXILANE 3
~300' X 20'
PCI 55
Airport Ln
TAXILANE 2
~300' X 20'
PCI 73
TAXILANE 1
~300' X 20'
PCI 57
APRON
~830' X 190'
PCI 76-97
APRON
CRACK SEAL &
FOG SEAL LIMITS
Laurel Way
18th St
17th Pl
Kingwood St
Airport Rd
TAXIWAY A
~3,275' X 35'
PCI 73-77
TAXIWAY A
A4
TAXIWAY A4
~125' X 30'
PCI 62-72
A3
TAXIWAY A3
~125' X 30'
PCI 66
A2
TAXIWAY A2
~125' X 30'
PCI 59-75
A1
TAXIWAY A1
~125' X 30'
PCI 70-78
15
RUNWAY 15-33
33
CRACK SEAL &
SLURRY SEAL LIMITS
RUNWAY 15-33
~3,200' X 60'
PCI 68-76
Park Village Loop

Pavement Rehab Project

Grants Recived

FAA Grant $1,080,804

COAR Grant $108,080



Project Costs

$1,200,893

Project Time Line

Construction August 2023

Striping October 2023


33

Current 5-Year Airport CIP

Year	Project Name	FAA*	BIL	**Local	Total
2025	T-Hangar – Design	$0	$90,000	$10,000	$100,000
2026	T-Hangar - Construction	$0	$529,804	$58,867	$588,671
2027	Taxiway A Drainage Design & Construction	$950,000		$105,556	$1,055,556
2028	Carryover				
2029	Airport Master Plan	$450,000		$50,000	$500,000

Yearly Non Primary Entitlements (FAA funding) is $150,000 per year

*Funding from FAA, but will also contain State Apportionment or Discretionary dollars

** Includes COAR Funds

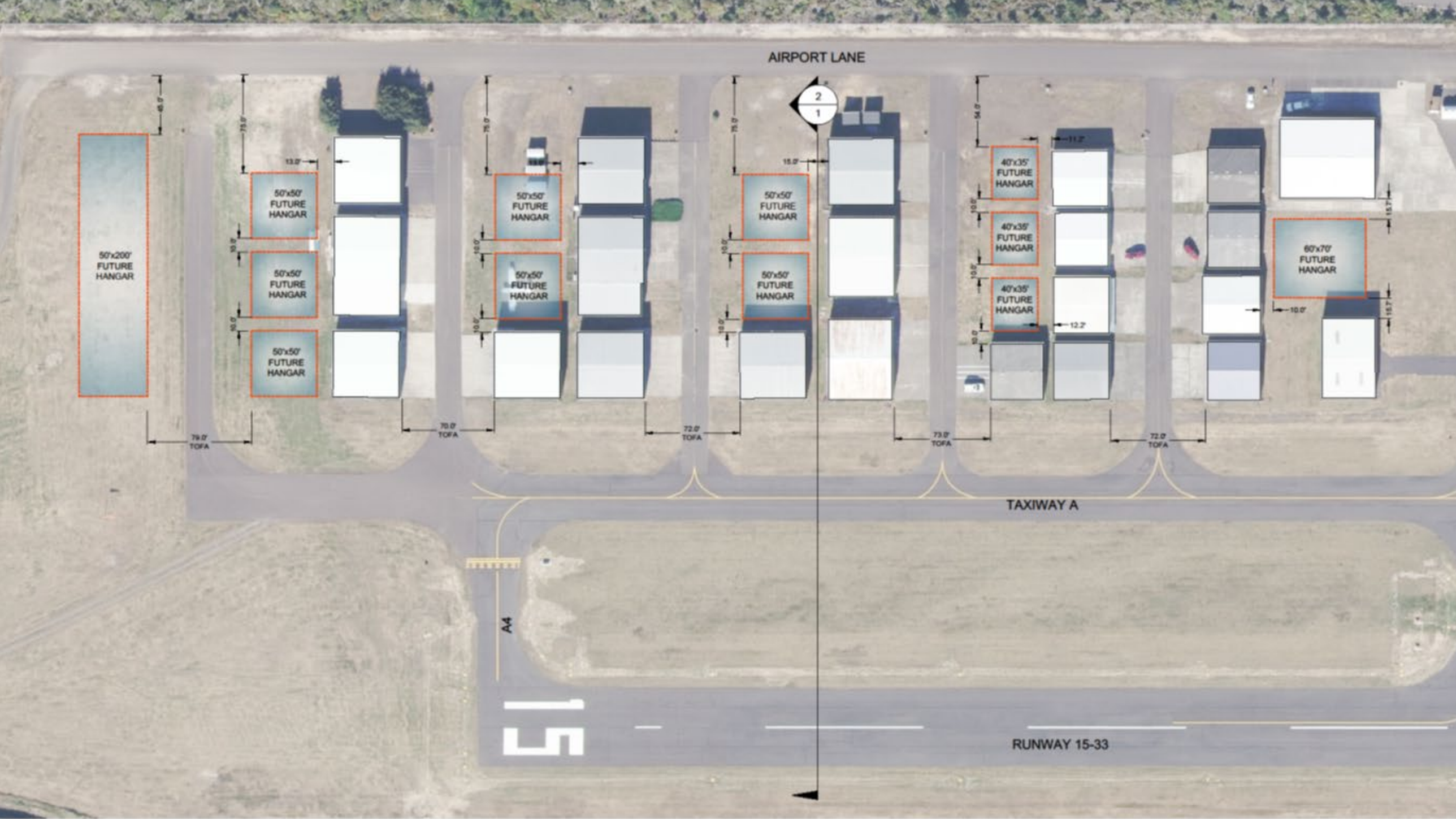
Airport Ground Leasing

13%

Of airport income comes from airport ground leasing (hangars).

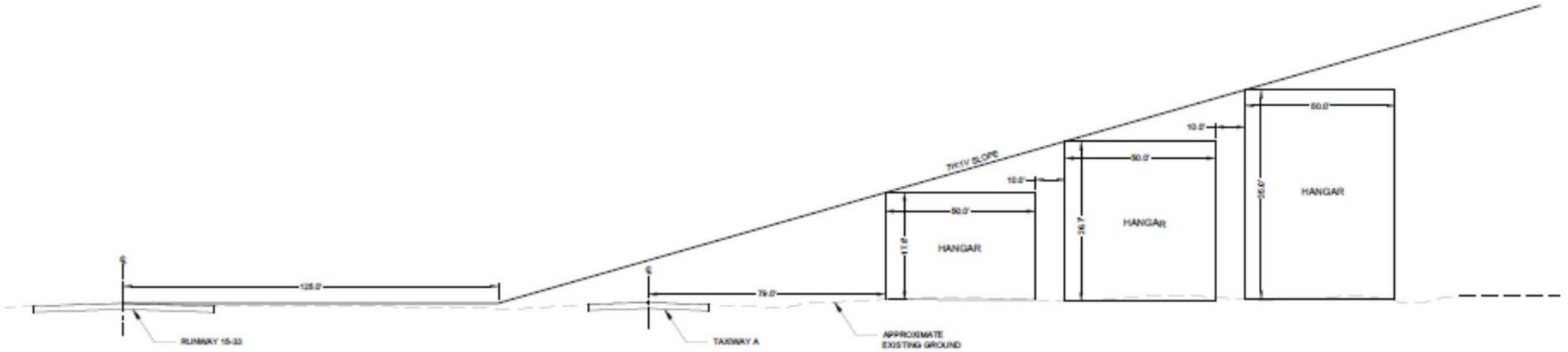
2023-25 biennium budget $323,700 includes:

- $150,000 in fuel sales
- $1,000 in tie down fees
- $127,500 Land Leases (PW and Museum)
- $2,000 interest income
- $600 in other income
- $42,600 from hangar ground leases


AIRPORT LANE
50'x200' FUTURE HANGAR
50'x50' FUTURE HANGAR
50'x50' FUTURE HANGAR
50'x50' FUTURE HANGAR
50'x50' FUTURE HANGAR
50'x50' FUTURE HANGAR
50'x50' FUTURE HANGAR
40'x35' FUTURE HANGAR
40'x35' FUTURE HANGAR
40'x35' FUTURE HANGAR
60'x70' FUTURE HANGAR
79.0' TOFA
70.0' TOFA
72.0' TOFA
73.0' TOFA
72.0' TOFA
TAXIWAY A
A4
15
RUNWAY 15-33

Minimum clearances from runway and taxiway

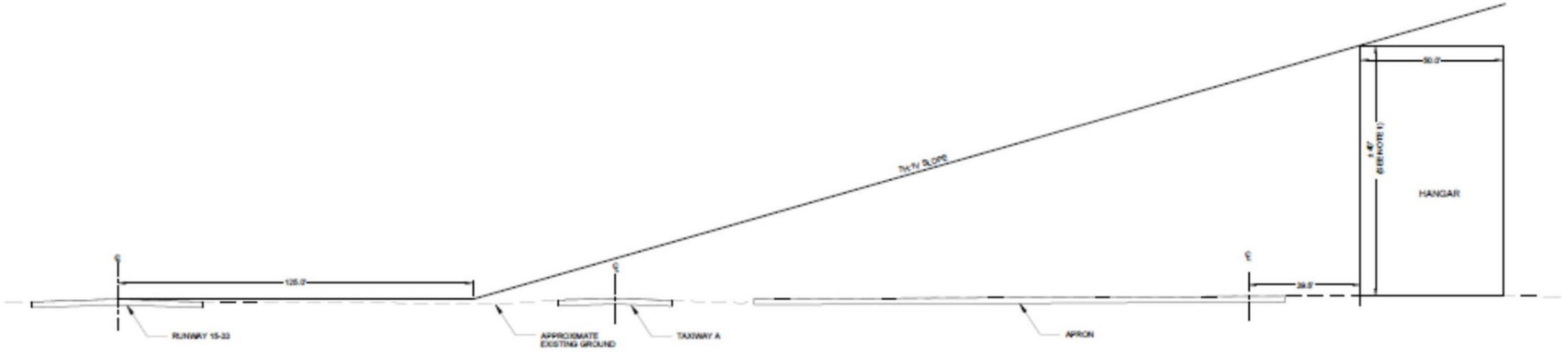
125 feet from runway center line is the beginning of the 7H:1V slope for the object clear area
79 feet from taxiway centerline to the exterior of a hangar (at this point the hangar can only be 17.8 feet tall
As illustrated, hangar height can be stepped the further away from the runway



HANGAR MAXIMUM HEIGHT ANALYSIS 1/2
SCALE: 1" = 20'


AIRPORT LANE
1
2
140'x50'
FUTURE
HANGAR
(SEE NOTE 1)
APRON
TAXIWAY A
RUNWAY 15-33

South end of airport between S1 and S10
Same clearances, but since these hangars are set back much further they can be as high as 40 feet
Hangars are 39.5 feet from the centerline of the taxi lane (Object Free Area)



HANGAR MAXIMUM HEIGHT ANALYSIS 1/2
SCALE: 1" = 20'

NOTES:

1. HANGAR HEIGHT APPROXIMATED WITH AVAILABLE DATA AND NEEDS TO BE VERIFIED WITH GROUND SURVEY.

Grass Landings

Grass landing between runway and taxiway is not approved, but a grey area

FAA will not take a stand, other than do not show it on your airport layout plan

Common practice at small GA airports all of the state

There is a process to designate the grass area as a runway, however it will never meet FAA standards, will not meet air space requirements, including safety clearances from existing structures

Grass Landings

Grass landings can occur under strict enforcement of not having concurrent uses (someone taking off/landing from RW33/15)

Pilot has to radio in that they are landing on the infield and make sure no other traffic in the pattern

Boils down to pilot discretion

Slurry seals are hard on tundra tires

Damage to runway lights and taxiway edge reflective markers

QUESTIONS AND COMMENTS

CITY OF FLORENCE
PUBLIC WORKS