

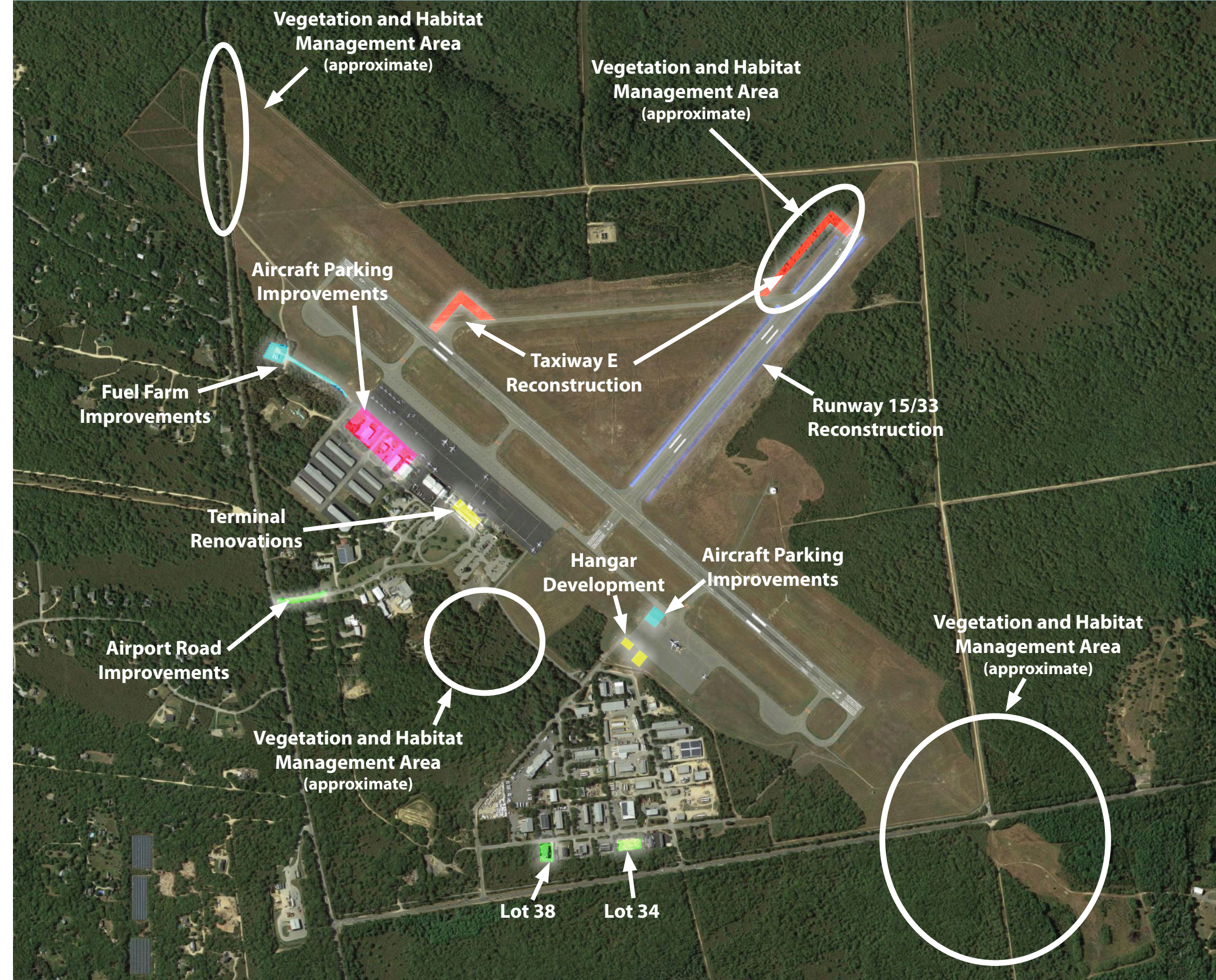
# PROPOSED CAPITAL IMPROVEMENT PLAN PROJECTS

## What is the Capital Improvement Plan and why are the projects required?

The Airport is required by FAA to review their current and future aviation demands and make the necessary improvements to maintain a safe facility to serve the community. The Capital Improvement Plan projects were identified through the previous Master Plan (2016) and vetted through a public process.

## Proposed Airport Projects (Estimated Construction Dates)

1. 2021 Business Park (Lots 34 and 38)
2. 2022 Fuel Farm/Storage Improvements
3. 2022 Hangar Development
4. 2023 Vegetation and Habitat Management Area
5. 2023 Taxiway E Reconstruction
6. 2026 Runway 15/33 Reconstruction
7. 2028 Terminal Renovations
8. 2029 Aircraft Parking Improvements
9. 2030 Airport Road Improvements



# Martha's Vineyard Airport (MVY) Capital Improvement Plan Projects

January 2021

## Business Park (2021)



The leasing and commercial use of Business Park Lots 34 and 38 fosters the highest and best use of these lands for private businesses to operate and financially support the Airport.

## Fuel Farm/Storage and Access Improvements (2022)



Burdensome to maintain, the existing stones on the gravel access road and fuel farm pad creates a safety hazard with potential risk of damage to aircraft. MVY is developing a solution to eliminate the source of this hazard and improve the overall maintenance effort.

## Taxiway E Configuration (2023)



Taxiway E's alignment is a holdover from the former Navy configuration. The skewed runway intersection and need to back-taxi on the runway are safety concerns. MVY is developing a solution that meets the current FAA geometry standards while reducing impacts to habitats.

## Airport Road Improvements (2030)



Vehicle traffic is an island-wide challenge. MVY is developing a solution that relieves congestion by improving geometric layout.

## Hangar Development (2022)



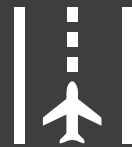
MVY has a current demand to provide private hangar space. Hangars are necessary because they protect aircraft from harsh weather elements and ensure aircraft readiness. MVY is developing a solution that removes old hangars and limits impacts to the environment while addressing current user demand. This may result in reducing the number of empty flight operations as the aircraft reposition to a hangar location.

## Vegetation and Habitat Management Area (2023)



Based upon a recent obstruction study, all four runway ends contain trees that obstruct airspace that must be kept clear for safe air travel. MVY/FAA is developing a plan to remove these obstructions and is working with the State Forest and Natural Heritage to do it in a way that will restore native habitat and support rare species.

## Reconstruct Runway 15/33 (2026)



Runway 15/33 has deteriorating pavement that needs reconstruction and has excess impervious pavement on its shoulders that will be removed. MVY is developing a solution that maintains a safe runway while reducing runoff and improving stormwater treatment.

## Terminal Capacity and Functionality (2028)



Previously constructed in 1999, the pre-9/11 terminal building does not provide the necessary space to meet current TSA security requirements. Existing deficiencies at the terminal include:

- security checkpoint capacity
- outbound baggage screening capacity
- passenger hold-room dysfunction and capacity
- in-bound baggage claim capacity

The original design of the building's mechanical and electrical infrastructure is failing. The heating and cooling system was not designed for the passenger flow using the lobby, and the electrical panels no longer have capacity for additional equipment or outlets.

MVY is developing a solution that reconfigures the existing developed area in the rear of the terminal building while upgrading the facility to meet current code and TSA security requirements. In addition, energy efficiency will be achieved.

## Aircraft Parking (2029)



FAA safety criteria and the type of aircraft using MVY have been evolving over time. New geometry and standards have incrementally reduced the usable aircraft apron (i.e., parking area) over 100,000 square feet. MVY is developing a solution to reconfigure existing infrastructure to become more efficient while reducing impacts to habitat.

## Schedule

### January 2021 – Submit Draft Environmental Impact Report (EIR) and Environmental Assessment (EA)

- Address Agency and Public Comments from Environmental Notification Form and Public Meeting

### February 23, 2021 – Conduct Public Meeting (Virtual)

- Present Draft EIR/EA to Public and Answer Questions

### April 2021 – Submit Final EIR/EA

- Address Agency and Public Comments from Draft Versions

### May 2021 – Obtain Environmental Review Approval from Executive Office and Energy Environmental Affairs (EOEEA) and Federal Aviation Administration (FAA)

- Approval to proceed to the Permitting Stage with Individual Agencies

### Summer 2021 – Begin Agency Permitting

## Airport Facts

**Fact 1** The current MVY terminal was designed and built before 9/11/01. This was prior to the need for an increased level of TSA's security screening. The renovations are necessary to meet existing requirements and are not to provide for expansion of air services. There is no plan to extend the length of the runways.

**Fact 2** The high-season is mid-May to mid-October (five months), and JetBlue, American, and Delta have flights to MVY during that time. The number of those flights each day average five departures between all of the airlines. The largest plane is the Embraer 190 which has 100 seats. Cape Air flies small nine seat planes to and from MVY year-round.

**Fact 3** The Airport Business Park houses over 100 businesses that provide goods and services to the entire island and employs island residents. FAA releases the airport from obligations to support airports in developing self-sufficient revenue sources. No public taxes are allocated to the airport. FAA funding is through the assessment of ticket taxes on airport users.

Visit <https://mvyairport.com/mvy-deir-ea/> for further details on the EIR/EA and the proposed projects.