



Master Plan 2024

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Table of Contents

Acronyms	xxv
Glossary	xxix
1 Introduction.....	1-1
1.1 Project Description.....	1-1
1.1.1 Purpose and Objectives	1-2
1.1.2 Public Involvement Program.....	1-2
1.2 Airport Background	1-3
1.2.1 History.....	1-3
1.2.2 Location and Service Area.....	1-4
1.2.3 Airport Role	1-6
1.3 Airport Governance.....	1-6
1.4 Major Airport Tenants	1-6
1.4.1 Passenger Airlines.....	1-7
1.4.2 Air Cargo Operations.....	1-9
1.4.3 Fixed-Base Operator.....	1-10
1.4.4 Corporate Aviation.....	1-11
1.4.5 Military	1-12
1.4.6 Rental Car Companies.....	1-12
1.4.7 Concessionaires	1-13
2 Inventory of Facilities and Existing Conditions.....	2-1
2.1 Airfield	2-1
2.1.1 Airport Design Criteria	2-2
2.1.2 Runway System	2-4
2.1.3 Taxiway System.....	2-6
2.1.4 Apron Areas.....	2-7
2.1.5 Airfield Markings.....	2-11
2.1.6 Airfield Signage.....	2-15
2.1.7 Airside Pavement Condition.....	2-17
2.2 Navigational Aids and Instrument Procedures	2-21
2.2.1 En-Route Navigational Aids.....	2-21

2.2.2	Standard Terminal Arrival Routes	2-21
2.2.3	Instrument Approach Procedures and Navigational Aids.....	2-22
2.2.4	Standard Instrument Departures	2-25
2.2.5	Airfield Lighting.....	2-25
2.3	Terminal Facility.....	2-27
2.3.1	Terminal Facility Layout.....	2-27
2.3.2	Main Passenger Terminal Building and Arrivals Building Functional Areas.....	2-27
2.3.3	Airline Ticketing Lobby	2-29
2.3.4	Checked Baggage Screening.....	2-30
2.3.5	Passenger Security Screening	2-30
2.3.6	Airline Gates and Holdrooms.....	2-31
2.3.7	Terminal Concessions and Amenities	2-32
2.3.8	Baggage Claim	2-34
2.3.9	Rental Car Counters.....	2-35
2.3.10	Airport Administrative and Support Areas.....	2-35
2.3.11	Back-Office Spaces.....	2-36
2.3.12	Terminal Signage and Wayfinding.....	2-36
2.4	Parking and Access.....	2-36
2.4.1	Roadway Access to Terminal.....	2-36
2.4.2	Public Parking.....	2-37
2.4.3	Additional Parking Functions	2-39
2.4.4	Curb Front Traffic.....	2-39
2.4.5	Rental Car Services.....	2-39
2.5	Support Facilities.....	2-39
2.5.1	Air Traffic Control Tower	2-39
2.5.2	Aircraft Fueling.....	2-39
2.5.3	Aircraft Rescue and Fire Fighting.....	2-41
2.5.4	Airport and Aircraft Maintenance/Equipment Storage	2-43
2.5.5	General Aviation Processing Facility	2-46
2.6	Aircraft Deicing.....	2-47
2.7	General Aviation Facilities and Activities.....	2-47

2.7.1	Fixed-Base Operator.....	2-47
2.7.2	Aircraft Storage	2-47
2.8	Military Facilities and Activities	2-49
2.9	Non-Aeronautical Activities	2-49
2.10	Airspace Environment	2-50
2.10.1	Airspace Classification	2-50
2.10.2	Aeronautical Charts.....	2-51
2.11	Meteorological Conditions.....	2-52
2.11.1	Local Climate	2-53
2.11.2	Wind Coverage.....	2-53
3	Forecasts of Aviation Activity	3-1
3.1	Forecast Categories	3-1
3.2	Impacts of COVID-19 on the Aviation Industry	3-2
3.2.1	Coronavirus Impact Statement.....	3-2
3.2.2	COVID-19 Impact on Commercial Aviation.....	3-2
3.2.3	COVID-19 Impact on General Aviation.....	3-6
3.3	Historical Aviation Activity Levels	3-7
3.3.1	Historical Enplanements	3-7
3.3.2	Historical Operations	3-8
3.3.3	Historical Based Aircraft.....	3-8
3.4	Remain Overnight Activity at LEX & Non-Stop Service Destinations	3-8
3.4.1	Remain Overnight Activity	3-8
3.4.2	Non-Stop Service Destinations.....	3-9
3.5	Factors Influencing Activity at LEX	3-9
3.6	Forecast Data Sources.....	3-9
3.7	Socioeconomic Factors.....	3-10
3.7.1	Population	3-11
3.7.2	Employment.....	3-12
3.7.3	Per Capita Personal Income	3-14
3.7.4	Comparison to Regional Socioeconomics	3-15
3.8	Commercial Activity Forecasts.....	3-16

3.8.1	Commercial Enplanements Forecast.....	3-16
3.8.2	Commercial Operations Forecast	3-25
3.8.3	Commercial Fleet Mix.....	3-26
3.9	General Aviation Forecasts.....	3-27
3.9.1	Based Aircraft Forecast	3-27
3.9.2	General Aviation Operations Forecast.....	3-30
3.10	Air Cargo Activity Forecast	3-32
3.11	Military Activity Forecast.....	3-33
3.12	Recommended Forecast Summary	3-33
3.12.1	Recommended Forecast vs. FAA 2021 TAF	3-34
3.13	Peak Activity Levels.....	3-35
3.13.1	Peak Commercial Operations Forecast.....	3-36
3.13.2	Peak Airport Operations (All Users)	3-37
3.13.3	Peak Enplanements, Deplanements, and Total Passengers.....	3-37
3.14	Critical Aircraft and Airport Reference Code	3-39
3.14.1	Current Critical Aircraft and Airport Reference Code.....	3-39
3.14.2	Future Airport Reference Code.....	3-40
4	Demand/Capacity and Facility Requirements	4-1
4.1	Planning Factors.....	4-2
4.1.1	Planning Activity Levels.....	4-2
4.1.2	Aircraft Classification.....	4-4
4.1.3	Design Aircraft Family.....	4-5
4.1.4	Runway Classification.....	4-5
4.2	Airfield Capacity Requirements	4-7
4.2.1	FAA AC 150/5060-5, Airport Capacity and Delay.....	4-7
4.3	Runway Requirements	4-16
4.3.1	Airfield Configuration & Wind Coverage	4-16
4.3.2	Runway Designations.....	4-16
4.3.3	Runway Design Standards	4-17
4.3.4	Runway Length Requirements.....	4-24
4.3.5	Changes in Runway Design Standards Based on AAC-ADG	4-32

4.4	Taxiway Requirements.....	4-33
4.4.1	Taxiway Design Group Determination	4-33
4.4.2	Taxiway Design Standards.....	4-34
4.5	Airfield Lighting Systems Requirements	4-38
4.5.1	Runway, Taxiway, and Apron Lighting.....	4-38
4.6	Navigational and Landing Aid Requirements	4-39
4.6.1	VHF Omni Directional Range/Tactical Air Navigation.....	4-39
4.6.2	Instrument Approach Systems	4-41
4.6.3	RNAV Approaches.....	4-41
4.6.4	Runway Visual Range.....	4-41
4.6.5	Rotating Beacon	4-42
4.7	Apron Requirements.....	4-42
4.7.1	Terminal Apron	4-42
4.8	Terminal Area Analysis & Facility Requirements.....	4-45
4.8.1	Terminal Facility Needs Summary	4-45
4.8.2	Passenger Activity Variables	4-48
4.8.3	Processor Areas Evaluated.....	4-48
4.8.4	Level of Service	4-51
4.8.5	Aircraft Gate Demand Analysis	4-51
4.8.6	Concourse Holdrooms	4-56
4.8.7	Concourse Circulation.....	4-58
4.8.8	Check-In, Ticketing, and Baggage Drop Lobby (Ticket Lobby)	4-60
4.8.9	Airline Ticket Offices	4-66
4.8.10	Airline Operations Area at Gates (Concourse)	4-67
4.8.11	Passenger Security Screening Checkpoint (SSCP) and Queuing.....	4-67
4.8.12	CBIS Outbound Baggage Screening.....	4-71
4.8.13	Meeter and Greeter (Well-Wishers) Lobby	4-73
4.8.14	Outbound Baggage Make-Up.....	4-74
4.8.15	Inbound Baggage Load Belt Feeds.....	4-74
4.8.16	Inbound Baggage Claim.....	4-75
4.8.17	Concessions: Food and Beverage, Gift and News, Services, and Rental Car	4-78

4.8.18	Airport Administration.....	4-81
4.8.19	Airport Terminal Operations.....	4-82
4.8.20	TSA Office Administration.....	4-83
4.8.21	Restroom Facilities.....	4-83
4.8.22	Other Considerations.....	4-94
4.8.23	Mechanical, Electrical, Plumbing, and Information Technology Systems.....	4-95
4.9	Support Facility Requirements.....	4-95
4.9.1	General Aviation Requirements.....	4-95
4.9.2	Helipad Facility Requirements.....	4-103
4.9.3	Cargo Facility Requirements.....	4-103
4.9.4	Air Traffic Control Tower Facility Requirements.....	4-103
4.9.5	Fueling Facility Requirements	4-103
4.9.6	ARFF and Public Safety Facility Requirements.....	4-103
4.10	Potential Advanced Air Mobility Requirements.....	4-105
4.11	Surface Transportation and Parking.....	4-106
4.11.1	Level of Service	4-108
4.11.2	Terminal Curbside	4-110
4.11.3	Public Parking Requirements.....	4-115
4.12	Summary of Facility Requirements.....	4-126
4.12.1	FAA Airfield Design Standards.....	4-126
4.12.2	Airfield Lighting and NAVAID Systems.....	4-127
4.12.3	Aircraft Storage and Parking Apron Requirements.....	4-127
4.12.4	Cargo Requirements	4-127
4.12.5	Terminal Requirements.....	4-127
4.12.6	Parking and Access Requirements	4-128
5	Alternative Development Concepts.....	5-1
5.1	Concept Evaluation.....	5-2
5.2	Airfield Development Concepts	5-2
5.3	Initial Runway and Taxiway Alternatives.....	5-3
5.3.1	Eliminated Runway Alternatives.....	5-5
5.3.2	Runway 4-22.....	5-5

5.3.3	Runway 9-27.....	5-13
5.4	General Aviation and Apron Alternatives.....	5-23
5.4.1	East General Aviation Apron	5-23
5.4.2	West General Aviation Apron (WestLEX).....	5-30
5.5	Passenger Terminal Alternatives.....	5-41
5.5.1	Process and Strategy	5-41
5.5.2	Step One: Develop High-Level Concepts	5-41
5.5.3	Step Two: Refine Four High-Level Options	5-49
5.5.4	Step Three: Develop Three Alternatives from One High-Level Concept.....	5-65
5.5.5	Step Four: Refine One Alternative	5-81
5.6	Passenger Parking and Access Alternatives.....	5-97
5.7	Airfield Support Alternatives	5-105
5.7.1	Airport Traffic Control Tower Alternatives.....	5-105
5.7.2	Fuel Farm Facility Alternatives	5-111
5.8	Recommended Development Plan Summary.....	5-117
5.8.1	Airfield Development	5-117
5.8.2	Airfield Support Development.....	5-118
5.8.3	Landside Development.....	5-122
6	Environmental Overview.....	6-1
6.1	Compatible Land Use and Zoning.....	6-1
6.1.1	Compatible Land Use.....	6-1
6.1.2	Zoning.....	6-3
6.2	Social and Economic Environment	6-3
6.2.1	Socioeconomic Resources	6-3
6.2.2	Environmental Justice	6-3
6.2.3	Children's Health and Safety	6-5
6.3	Air Quality	6-5
6.4	Water Quality	6-6
6.4.1	Surface Water.....	6-6
6.4.2	Groundwater	6-7
6.4.3	Stormwater	6-8

6.5	Department of Transportation Act, Section 303.....	6-9
6.6	Section 6(f) Resources	6-9
6.7	Historic, Architectural, Archaeological, and Cultural Resources	6-9
6.8	Biological Resources.....	6-11
6.8.1	Threatened and Endangered Species	6-11
6.9	Wetlands and Watercourses.....	6-12
6.9.1	Wetland Mapping	6-12
6.9.2	Floodplain	6-12
6.9.3	Prime and Unique Farmland	6-13
6.9.4	Hazardous Materials	6-14
6.9.5	Summary.....	6-15
7	Financial Plan	7-1
7.1	Activity Forecast	7-1
7.2	Airport Capital Improvement Program.....	7-2
7.2.1	Federal Grants.....	7-3
7.2.2	State Grants	7-5
7.2.3	Local Funds.....	7-5
7.3	Financial Feasibility	7-6
7.3.1	Accounting Structure	7-6
7.3.2	Debt Service	7-7
7.3.3	Operating Expenses.....	7-7
7.3.4	Depreciation	7-8
7.3.5	Operating Revenues	7-8
7.3.6	Pro Forma Cash Flow.....	7-10
7.4	Summary	7-10
8	Airport Layout Plan.....	8-1
8.1	Summary of the Recommended Plan.....	8-1
8.2	Airport Layout Plan.....	8-1
8.2.1	Cover Sheet (Sheet No. 1)	8-2
8.2.2	Airport Data Sheet (Sheet No. 2).....	8-2
8.2.3	Existing Airport Layout Plan (Sheet No. 3).....	8-2

8.2.4	Future Airport Layout Plan (Sheet No. 4).....	8-3
8.2.5	Airspace Plan (Sheet No. 5 & 6)	8-4
8.2.6	Centerline Profiles (Sheet No. 7-9)	8-5
8.2.7	Inner Approach & Departure Surfaces (Sheet No. 10-17)	8-6
8.2.8	Obstruction Tables (Sheet No. 18).....	8-6
8.2.9	Terminal Area Plan (Sheet No. 19-21).....	8-6
8.2.10	Land Use Map (Sheet 22).....	8-7
8.2.11	Property Map (Sheet 23) and Property Map Parcel Data (Sheet No. 24 & 25).....	8-7
	Appendix A – Aircraft Fueling.....	A-1
	Appendix B – Recommended Master Plan Forecast.....	B-1
	Appendix C – FAA Appendix B.....	C-1
	Appendix D – FAA Aerospace Forecast Data.....	D-1
	Appendix E – Ailevon Pacific Consulting Analysis (Additional Data).....	E-1
	Appendix F – Critical Aircraft Determination	F-1
	Appendix G – Airfield Capacity (FAA AC 150/5060-5).....	G-1
	Appendix H – Proposed New Airport Traffic Control Tower at the Blue Grass Airport.....	H-1
	Appendix I – Traffic Forecast & Data Analysis	I-1
	Appendix J – Parking Occupancy, Demand, and Adequacy Analysis Summary	J-1
	Appendix K– Facility Recommendation Sizing Considerations.....	K-1
	Appendix L – Eliminated Alternatives	L-1
	Appendix M – Deicer Management System Evaluation.....	M-1
	Appendix N – Airport Layout Plan.....	N-1

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Figures

Figure 1-1 – Master Planning Process.....	1-1
Figure 1-2 – Original Blue Grass Airport Photos.....	1-3
Figure 1-3 – Blue Grass Airport ‘Catchment Area’	1-5
Figure 1-4 – Non-Stop Service Destinations at LEX (2024)	1-9
Figure 1-5 – Signature Flight Support.....	1-11
Figure 1-6 – WestLEX Corporate Hangars.....	1-12
Figure 2-1 – Existing Facilities	2-1
Figure 2-2 – Airfield Overview	2-2
Figure 2-3 – LEX Runway Configuration	2-4
Figure 2-4 – LEX Taxiway Configuration	2-7
Figure 2-5 – Aircraft Parking Aprons.....	2-7
Figure 2-6 – Gate Layout (Plan View)	2-9
Figure 2-7 – Gate Layout (Bird’s Eye View).....	2-9
Figure 2-8 – RON and Diversion Ramp Parking Area.....	2-10
Figure 2-9 – Precision Runway Markings (LEX’s Runway 4-22).....	2-12
Figure 2-10 – Non-Precision Runway Markings (LEX’s Runway 9-27)	2-12
Figure 2-11 – Existing Airfield Pavement Conditions	2-19
Figure 2-12 – LEX DASR-11.....	2-23
Figure 2-13 – LEX LLWAS	2-23
Figure 2-14 – Typical MALSR Configuration.....	2-24
Figure 2-15 – LEX Rotating Beacon	2-25
Figure 2-16 – LEX Terminal Map.....	2-28
Figure 2-17 – Airline Ticketing Lobby.....	2-29
Figure 2-18 – Passenger Security Screening Queue.....	2-30
Figure 2-19 – TSA Securing Screening Checkpoint.....	2-31
Figure 2-20 – Concourse A Holdrooms	2-32
Figure 2-21 – Airport Concessions	2-33
Figure 2-22 – Pet Relief Area.....	2-34
Figure 2-23 – Baggage Claim Area	2-35
Figure 2-24 – Rental Car Counters.....	2-35

Figure 2-25 – Airport Access Roads.....	2-37
Figure 2-26 – Airport Parking System	2-38
Figure 2-27 – Air Traffic Control Tower.....	2-39
Figure 2-28 – Airport Fuel Tanks	2-40
Figure 2-29 – LEX ARFF Building	2-42
Figure 2-30 – LEX ARFF Training Area	2-43
Figure 2-31 – Airport Maintenance and Warehouse Facility Entrance	2-43
Figure 2-32 – Airport Maintenance Storage Structures.....	2-44
Figure 2-33 – Airport Maintenance and ARFF Vehicle Fuel Facility.....	2-44
Figure 2-34 – Airport Snow & Ice Control Equipment/Storage Building.....	2-46
Figure 2-35 – Thoroughbred Aviation Hangar	2-46
Figure 2-36 – The Aviation Museum of Kentucky	2-49
Figure 2-37 – TEX Sutton Equine Air Transportation.....	2-49
Figure 2-38 – FAA NAS Airspace Classification Profiles.....	2-51
Figure 2-39 – FAA Aeronautical Sectional Chart	2-52
Figure 2-40 – LEX All Weather Wind Rose.....	2-55
Figure 2-41 – LEX Visual Flight Rules Wind Rose.....	2-56
Figure 2-42 – LEX Instrument Flight Rules Wind Rose	2-57
Figure 3-1 – Lexington Year-Over-Year TSA Throughput.....	3-2
Figure 3-2 – Lexington vs. Industry – Capacity by Month.....	3-3
Figure 3-3 – Predicted Pilot Shortage by Region and Year.....	3-4
Figure 3-4 – LEX Annual Departures by Aircraft Type.....	3-5
Figure 3-5 – Regional Jet Seat Mix.....	3-5
Figure 3-6 – General Aviation Aircraft Shipments.....	3-6
Figure 3-7 – Remain Overnight Aircraft.....	3-8
Figure 3-8 – Population (Historical & Projected)	3-12
Figure 3-9 – Employment CAGR (Historical and Projected)	3-13
Figure 3-10 – Per Capita Personal Income (Historical & Projected)	3-15
Figure 3-11 – Population Growth (Comparing MSAs).....	3-16
Figure 3-12 – Air Service Scenarios (Enplanements).....	3-23
Figure 4-1 – Enplanement Planning Activity Levels (PALs)	4-4

Figure 4-2 – Projected Demand.....	4-15
Figure 4-3 – Runway 22 RSA Determination Accepted Alternative.....	4-19
Figure 4-4 – New Runway 22 RSA Standards.....	4-19
Figure 4-5 – Existing Approach and Departure RPZs.....	4-23
Figure 4-6 – Airplane Weight Categorization for Runway Length Requirements.....	4-28
Figure 4-7 – Additional Pavement Requirements to Meet FAA Design Standards (RWY 9-27).....	4-35
Figure 4-8 – Additional Pavement Requirements to Meet FAA Design Standards (RWY 4-22).....	4-36
Figure 4-9 – Airport Diagram (Hot Spot).....	4-37
Figure 4-10 – On-Airport NAVAIDs.....	4-40
Figure 4-11 – Apron Parking Layout.....	4-43
Figure 4-12 – Wait Time Calculation.....	4-69
Figure 4-13 – Standard TSA Security Screening Checkpoint Lane.....	4-70
Figure 4-14 – Proposed Checked Baggage Inspection System Renovation and Remodel.....	4-72
Figure 4-15 – Total Concession Calculation.....	4-78
Figure 4-16 – Airport Administration Calculation Methodology.....	4-81
Figure 4-17 – Airport Terminal Operations Calculation Methodology.....	4-82
Figure 4-18 – Existing Concourse A and Existing Concourse B.....	4-84
Figure 4-19 – Restroom Demand.....	4-85
Figure 4-20 – Single-Loaded vs. Double-Loaded Concourse Exhibit.....	4-86
Figure 4-21 – Design Passengers Restroom Calculation.....	4-86
Figure 4-22 – Concourse Restroom Demand (20-min Peak).....	4-87
Figure 4-23 – Concourse Restroom Design Factor (20-min Peak).....	4-87
Figure 4-24 – Men’s Fixtures Calculation.....	4-87
Figure 4-25 – Women’s Fixtures Calculation.....	4-88
Figure 4-26 – Restroom Fixture Calculation.....	4-88
Figure 4-27 – Men’s Restroom Area Calculation.....	4-89
Figure 4-28 – Women’s Restroom Area Fixture Calculations.....	4-89
Figure 4-29 – Existing Ticketing Restroom and Existing Baggage Claim Restrooms.....	4-90
Figure 4-30 – Check-In Fixtures Calculation.....	4-90
Figure 4-31 – Check-In Male Fixtures Calculation.....	4-91
Figure 4-32 – Check-In Female Fixtures Calculation.....	4-91

Figure 4-33 – Baggage Claim Demand.....	4-91
Figure 4-34 – Baggage Claim Male Fixtures Calculation.....	4-92
Figure 4-35 – Baggage Claim Female Fixtures Calculation	4-92
Figure 4-36 – Men’s Restroom Area Calculation.....	4-93
Figure 4-37 – Women’s Restroom Area Calculation.....	4-93
Figure 4-38 – Sample UAM Aircraft.....	4-106
Figure 4-39 – Landside Access Study Areas	4-107
Figure 4-40 – Roadway Capacity versus Curbside Utilization	4-110
Figure 4-41 – Dwell Times	4-111
Figure 4-42 – Base Conditions Terminal Curbside (5-min and 7.5-min).....	4-113
Figure 4-43 – Terminal Curbside PAL 1 (5-min and 7.5-min)	4-114
Figure 4-44 – Terminal Curbside PAL 2 (5-min and 7.5-min)	4-115
Figure 4-45 – On-Airport Parking	4-116
Figure 4-46 – Time of Day – Peak Exiting.....	4-118
Figure 4-47 – Time of Day – Peak Entering.....	4-118
Figure 4-48 – Historical Parking Demand.....	4-119
Figure 4-49 – Average Peak Activity (Peak Week)	4-120
Figure 4-50 – Parking Demand (Peak Week)	4-120
Figure 4-51 – Short-Term Parking Demand (Weekday).....	4-121
Figure 4-52 – Short-Term Parking Demand (Weekend)	4-122
Figure 4-53 – Long-Term Parking Demand (Weekday)	4-123
Figure 4-54 – Long-Term Parking Demand (Weekend).....	4-123
Figure 4-55 – Combined Parking Demand (Weekday)	4-124
Figure 4-56 – Combined Parking Demand (Weekend)	4-125
Figure 5-1 – Alternative 1: Temporary Taxiway A	5-8
Figure 5-2 – Alternative 2: Temporary Taxiway B.....	5-11
Figure 5-3 – Alternative 8: Temporary Primary Runway Full Concept	5-16
Figure 5-4 – Alternative 8: Temporary Primary Runway Phases.....	5-17
Figure 5-5 – Alternative 11: Ultimate Primary Runway 9-27.....	5-22
Figure 5-6 – General Aviation Alternative 1.....	5-25
Figure 5-7 – General Aviation Alternative 2.....	5-28

Figure 5-8 – General Aviation Alternative 1	5-32
Figure 5-9 – General Aviation Alternative 2	5-33
Figure 5-10 – General Aviation Alternative 3	5-35
Figure 5-11 – General Aviation Alternative 4	5-37
Figure 5-12 – General Aviation Alternative 5	5-39
Figure 5-13 – Renovate Terminal in Place	5-43
Figure 5-14 – Two-Level Terminal Landside Operation	5-45
Figure 5-15 – Build New Terminal	5-47
Figure 5-16 – Terminal Option 1	5-50
Figure 5-17 – Terminal Option 2	5-55
Figure 5-18 – Terminal Option 3	5-59
Figure 5-19 – Terminal Option 4	5-63
Figure 5-20 – Terminal Option 5	5-67
Figure 5-21 – Terminal Option 5A Level 1	5-70
Figure 5-22 – Terminal Option 5A Level 2	5-71
Figure 5-23 – Terminal Option 5B Level 1	5-73
Figure 5-24 – Terminal Option 5B Level 2	5-75
Figure 5-25 – Terminal Option 5C Level 1	5-77
Figure 5-26 – Terminal Option 5C Level 2	5-79
Figure 5-27 – Landside Terminal Function Passenger Flows Level 1	5-82
Figure 5-28 – Landside Terminal Function Passenger Flows Level 2	5-83
Figure 5-29 – Overall Floor Plan: Level 1	5-84
Figure 5-30 – Overall Floor Plan: Level 2	5-85
Figure 5-31 – Overall Floor Plan: Level 3	5-87
Figure 5-32 – Rendered Site Plan	5-89
Figure 5-33 – Key Plan of Rendered Views	5-89
Figure 5-34 – Rendered View 2	5-90
Figure 5-35 – Rendered View 3	5-90
Figure 5-36 – Rendered View 4	5-91
Figure 5-37 – Rendered View 5A Single Level Roadway	5-91
Figure 5-38 – Rendered View 5B Double Level Roadway	5-92

Figure 5-39 – Rendered View 6A Single-Level Roadway.....	5-92
Figure 5-40 – Rendered View 6B Double-Level Roadway.....	5-93
Figure 5-41 – Rendered View 7A Double-Level Roadway	5-93
Figure 5-42 – Rendered View 8A Single-Level Roadway.....	5-94
Figure 5-43 – Rendered View 8B Double-Level Roadway.....	5-94
Figure 5-44 – Rendered View 9 Double-Level Roadway.....	5-95
Figure 5-45 – Passenger Parking and Access: Alternative 1.....	5-98
Figure 5-46 – Passenger Parking and Access: Alternative 2	5-99
Figure 5-47 – Passenger Parking and Access: Alternative 3.....	5-102
Figure 5-48 – Passenger Parking and Access: Alternative 4	5-103
Figure 5-49 – Air Traffic Control Tower Site A	5-107
Figure 5-50 – Air Traffic Control Tower Site B.....	5-109
Figure 5-51 – Air Traffic Control Tower Site E.....	5-110
Figure 5-52 – Fuel Farm Alternative Sites	5-112
Figure 5-53 – North Fuel Farm Facility.....	5-113
Figure 5-54 – South Fuel Farm Expansion	5-115
Figure 5-55 – Runway 9-27 Temporary Primary Runway	5-117
Figure 5-56 – Taxiway A and B Improvements.....	5-118
Figure 5-57 – East General Aviation Apron: Alternative 1.....	5-119
Figure 5-58 – WestLEX General Aviation Alternatives 1 and 3.....	5-120
Figure 5-59 – Air Traffic Control Tower Site: E	5-121
Figure 5-60 – Fuel Farm: Alternative 2	5-121
Figure 5-61 – Final Terminal Recommendation.....	5-122
Figure 5-62 – Passenger Parking and Access.....	5-123
Figure 5-63 – Terminal Area Development	5-124
Figure 5-64 – Recommended Development Plan.....	5-129
Figure 6-1 – Land Use and Zoning for LEX.....	6-2
Figure 6-2 – Environmental Justice Analysis Area	6-4
Figure 6-3 – Streams and Wetland Map.....	6-7
Figure 6-4 – Existing Stormwater Conveyance & Deicer Management Infrastructure.....	6-8
Figure 6-5 – National Register of Historic Places (NRHP) Locations in Proximity to the Airport.....	6-10
Figure 6-6 – Prime and Other Important Farmlands.....	6-13

Tables

Table 1-1 – Stakeholder Involvement Meetings	1-3
Table 1-2 – Nearby and Similar Airports	1-4
Table 1-3 – NPIAS Airport Classifications	1-6
Table 1-4 – 2022 Air Service Destinations/Airports Provided from LEX	1-7
Table 1-5 – Air Cargo Operations (2021)	1-10
Table 2-1 – Airport Reference Code & Airplane Design Group Characteristics	2-3
Table 2-2 – LEX Operations by AAC Category and ADG Group (2021) – All Users	2-4
Table 2-3 – Existing Runway Specifications	2-5
Table 2-4 – Existing Taxiway Specifications	2-6
Table 2-5 – Gate Specifications	2-8
Table 2-6 – Runway Markings	2-11
Table 2-7 – FAA Airfield Marking Standards	2-13
Table 2-8 – Airfield Signage	2-16
Table 2-9 – Airside Pavement Condition	2-17
Table 2-10 – NAVAIDs, IAP Types, Runway Markings, Approach Minimal, & Airfield Lighting	2-21
Table 2-11 – Air Carrier Gate Assignments	2-32
Table 2-12 – Current Concessions	2-33
Table 2-13 – Airport Parking System	2-38
Table 2-14 – Airport Fuel Tanks	2-40
Table 2-15 – ARFF Vehicle Fleet Inventory	2-41
Table 2-16 – Airport Snow & Ice Control Vehicle Fleet Inventory	2-45
Table 2-17 – Hangar Facilities	2-48
Table 2-18 – Crosswind Components	2-53
Table 2-19 – Weather Classification Criteria	2-54
Table 2-20 – LEX Wind Coverage	2-54
Table 3-1 – Historical Activity Levels at LEX	3-7
Table 3-2 – Population (Historical & Projected)	3-11
Table 3-3 – Employment (Historical & Projected)	3-13
Table 3-4 – Per Capita Personal Income (Historical & Projected)	3-14
Table 3-5 – FAA TAF-Based Growth Scenarios (Enplanements)	3-17

Table 3-6 – Historical Trend Scenarios (Enplanements)	3-18
Table 3-7 – Regression Scenarios (Enplanements).....	3-20
Table 3-8 – Potential Growth Markets.....	3-21
Table 3-9 – Air Service Scenarios (Enplanements).....	3-22
Table 3-10 – Enplanements Summary.....	3-24
Table 3-11 – Commercial Related Projections.....	3-25
Table 3-12 – Commercial Operations Forecasts	3-26
Table 3-13 – Commercial Fleet Mix Operations.....	3-27
Table 3-14 – FAA Aerospace National General Aviation Fleet Growth Rates.....	3-28
Table 3-15 – FAA Aerospace Forecast Analysis (LEX General Aviation Based Aircraft).....	3-28
Table 3-16 – FAA TAF-Based Growth Scenarios (General Aviation Based Aircraft).....	3-29
Table 3-17 – Recommended General Aviation Based Aircraft Forecast (By Aircraft Type)	3-30
Table 3-18 – Historical Trend Scenario (General Aviation Operations)	3-30
Table 3-19 – TAF-Based Compound Annual Growth Rate Scenario (GA Operations).....	3-31
Table 3-20 – Operations Per Based Aircraft (General Operations).....	3-32
Table 3-21 – Recommended General Aviation Operations Forecast (Itinerant vs. Local)	3-32
Table 3-22 – Cargo Operations Forecast	3-33
Table 3-23 – Military Operations Forecast.....	3-33
Table 3-24 – Recommended Forecast Summary.....	3-34
Table 3-25 – FAA Appendix C: Comparing Airport Planning and TAF Forecasts	3-35
Table 3-26 – Peak Commercial Operations Forecast.....	3-36
Table 3-27 – Peak Operations (All Users).....	3-37
Table 3-28 – Peak Enplanements Forecast.....	3-38
Table 3-29 – Peak Deplanements Forecast.....	3-38
Table 3-30 – Peak Total Passengers Forecast.....	3-38
Table 3-31 – Airport Operations by AAC and ADG (2021) – All Users.....	3-39
Table 3-32 – Airport Operations Forecast by AAC and ADG – All Users.....	3-40
Table 4-1 – Planning Activity Levels.....	4-3
Table 4-2 – Applicability of Aircraft Classifications.....	4-4
Table 4-3 – Airport Operations Forecast by AAC and ADG – All Users	4-5
Table 4-4 – Airport Design: FAA’s Aircraft Category Classifications.....	4-6

Table 4-5 – Airport Operations Forecast by AAC and ADG – All Users	4-6
Table 4-6 – Aircraft Capacity Classifications.....	4-8
Table 4-7 – Projected Operations by Aircraft Class.....	4-9
Table 4-8 – Projected Aircraft Mix Index by PAL.....	4-9
Table 4-9 – Calculated Capacity Parameters.....	4-11
Table 4-10 – Calculated Hourly Capacity.....	4-12
Table 4-11 – Calculated Weighted Hourly Capacity.....	4-13
Table 4-12 – Demand Ratios	4-13
Table 4-13 – Annual Service Volume.....	4-14
Table 4-14 – Hourly Capacity & Annual Service Volume (Single Runway).....	4-16
Table 4-15 – Runway Protection Zone Summary.....	4-22
Table 4-16 – Airport and Aircraft Characteristics Summary.....	4-25
Table 4-17 – Takeoff Length Requirements (90% Payload).....	4-26
Table 4-18 – Takeoff Length Requirements (100% Payload).....	4-26
Table 4-19 – Large General Aviation Aircraft & MTOW.....	4-27
Table 4-20 – Runway Length Requirements (MTOW >12,500 lbs., but <60,000 lbs.)	4-29
Table 4-21 – Runway Length Requirements (MTOW >60,000 lbs.).....	4-29
Table 4-22 – Percent Useful Load.....	4-30
Table 4-23 – Small General Aviation Aircraft & MTOW.....	4-31
Table 4-24 – Runway Length Requirements (Small Airplane with less than 10 Passengers)	4-31
Table 4-25 – Changes in Runway Design Standards Based On AAC-ADG	4-32
Table 4-26 – FAA Taxiway Design Standards Based on ADG.....	4-34
Table 4-27 – FAA Taxiway Design Standards Based on TDG.....	4-34
Table 4-28 – LEX’s Instrument Approach Procedure Summary.....	4-39
Table 4-29 – Aircraft Gate Designations.....	4-44
Table 4-30 – Terminal Facility Needs Summary.....	4-45
Table 4-31 – Passenger Activity Variables.....	4-48
Table 4-32 – Preferred Gate Demand Summary	4-50
Table 4-33 – IATA Level of Service Grades.....	4-51
Table 4-34 – Annual Average Enplaned Passenger per Gate Forecast Approach.....	4-52
Table 4-35 – Peak Month Enplaned Passenger per Gate Forecast Approach	4-53

Table 4-36 – Daily Average Departures per Gate Forecast Approach	4-53
Table 4-37 – Peak Month Departures per Gate Forecast Approach.....	4-54
Table 4-38 – Gate Forecast Demand.....	4-54
Table 4-39 – Gate Equivalencies	4-55
Table 4-40 – Single NBEG Holdroom Area Evaluation	4-57
Table 4-41 – Inclusive Holdroom Space Requirements	4-58
Table 4-42 – Concourse A: NBEG Single-loaded Concourse Corridor Length.....	4-59
Table 4-43 – Concourse A: NBEG Single-loaded Corridor Circulation Area.....	4-59
Table 4-44 – Concourse B: NBEG Double-loaded Concourse Corridor Length.....	4-60
Table 4-45 – Concourse B: NBEG Double-loaded Corridor Circulation Area.....	4-60
Table 4-46 – IATA Level of Wait Time Standard for Check-In (Minutes)	4-62
Table 4-47 – IATA Level of Service Space Standard for Check-In (Sq Ft per PAX)	4-62
Table 4-48 – Enplaned Passenger Check-in Utilizations.....	4-63
Table 4-49 – Passenger Check-in and Bag Drop Stations Required	4-65
Table 4-50 – Passenger Check-in Area Requirements.....	4-65
Table 4-51 – Airline Ticketing Offices.....	4-66
Table 4-52 – Airline Operation Areas at Gates (OPS)	4-67
Table 4-53 – IATA Level of Service Standards for Security Screening Checkpoints.....	4-68
Table 4-54 – Passenger Security Screening Checkpoint Lane Demand	4-69
Table 4-55 – Passenger Security Screening Checkpoint (SSCP) Area Requirements.....	4-71
Table 4-56 – Checked Baggage Inspection System Requirements (CBIS)	4-72
Table 4-57 – Meeter and Greeter (Well-wishers) Area Requirements	4-74
Table 4-58 – Outbound Baggage Make-Up.....	4-74
Table 4-59 – Inbound Load-Belt Feed Systems.....	4-74
Table 4-60 – Baggage Carousel Claim Frontage and Baggage Display Capacities.....	4-75
Table 4-61 – Claim Device Baggage Display Capacity Analyses	4-76
Table 4-62 – Terminating PAX Baggage Claim Space Requirements	4-77
Table 4-63 – Airline Baggage Service Offices	4-77
Table 4-64 – Concession Areas	4-79
Table 4-65 – Rental Car Concessions Areas	4-80
Table 4-66 – Airport Information	4-80

Table 4-67 – Airport Administration Requirements.....	4-81
Table 4-68 – Airport Terminal Operations Requirements.....	4-82
Table 4-69 – TSA Administration Area.....	4-83
Table 4-70 – Number of Restroom Modules (Mods) Required at Concourse	4-85
Table 4-71 – Concourses: Design Passengers	4-86
Table 4-72 – Concourse: Peak 20-Minute Restroom Demand.....	4-87
Table 4-73 – Concourse: Peak 20-Minute Design Factors.....	4-87
Table 4-74 – Concourse: Total Required Fixtures for all Modules	4-88
Table 4-75 – Concourse: Fixtures Required per Module	4-88
Table 4-76 – Concourse: Single Module Area Requirements.....	4-89
Table 4-77 – Concourse: Total Restroom Area Requirements.....	4-89
Table 4-78 – Non-Secure Landside: Check-in Restroom Design Demand	4-90
Table 4-79 – Non-Secure Landside: Check-in Men’s and Women’s Fixture Requirements	4-91
Table 4-80 – Non-Secure Landside: Baggage Claim Restroom Design Demand (PALs)	4-92
Table 4-81 – Non-Secure Landside: Baggage Claim Men’s/Women’s Fixture Requirements.....	4-92
Table 4-82 – Non-Secure Landside: Total Fixtures Required – Check-in & Baggage	4-93
Table 4-83 – Non-Secure Airside: Single Restroom Requirements for Check-in/Baggage Claim... 4-93	
Table 4-84 – Service Animal Relief Areas.....	4-94
Table 4-85 – Storage Requirements.....	4-95
Table 4-86 – Mechanical, Electrical, Plumbing, and Information Technology Requirements	4-95
Table 4-87 – Aircraft Hangar Units.....	4-97
Table 4-88 – Recommended General Aviation Based Aircraft Forecast (By Aircraft Type)	4-98
Table 4-89 – Based Aircraft Hangar Space (Sq Ft) Requirements.....	4-98
Table 4-90 – Apron and Tie-Down Space.....	4-100
Table 4-91 – Projected Itinerant General Aviation Aircraft Activity.....	4-101
Table 4-92 – Itinerant Aircraft Parking (Demand)	4-101
Table 4-93 – Itinerant Aircraft Parking (Demand – Planned Apron Space)	4-102
Table 4-94 – Itinerant Aircraft Parking (Requirements)	4-102
Table 4-95 – ARFF Vehicle Fleet Inventory	4-104
Table 4-96 – Level of Service for Curbside.....	4-108
Table 4-97 – Curb Front Mode of Transportation	4-109

Table 4-98 – Public Parking Spaces (Supply).....	4-117
Table 4-99 – Short-Term Parking Demand.....	4-121
Table 4-100 – Long-Term Parking Demand	4-122
Table 4-101 – Combined Parking Demand.....	4-124
Table 5-1 – Initial Runway Alternatives	5-4
Table 5-2 – Runway 4-22: Alternative 1 Pros/Cons	5-6
Table 5-3 – Alternative 1: Declared Distances	5-7
Table 5-4 – Alternative 1: Impacts to NAVAIDs.....	5-7
Table 5-5 – Runway 4-22: Alternative 2 Pros/Cons.....	5-9
Table 5-6 – Alternative 2: Declared Distances.....	5-10
Table 5-7 – Alternative 2: Impacts to NAVAIDs	5-10
Table 5-8 – Runway 9-27: Alternative 8 Pros/Cons.....	5-14
Table 5-9 – Alternative 8: Declared Distances	5-15
Table 5-10 – Alternative 8: Impacts to NAVAIDs.....	5-15
Table 5-11 – Runway 9-27: Alternative 11 Pros/Cons.....	5-20
Table 5-12 – Alternative 11: Impacts to NAVAIDs	5-21
Table 5-13 – Alternative 11: Declared Distances	5-21
Table 5-14 – East General Aviation Hangars: Alternative 1.....	5-27
Table 5-15 – East General Aviation Hangars: Alternative 2.....	5-29
Table 5-16 – Terminal Option 1: Pros/Cons.....	5-51
Table 5-17 – Terminal Option 2: Pros/Cons.....	5-53
Table 5-18 – Terminal Option 3: Pros/Cons	5-58
Table 5-19 – Terminal Option 4: Pros/Cons	5-62
Table 5-20 – Terminal Option 5: Pros/Cons.....	5-65
Table 5-21 – Terminal Option 5B: Areas by Function	5-96
Table 5-22 – Terminal Option 5B: Areas by Floor	5-96
Table 5-23 – Terminal Option 5B: Areas by Location	5-96
Table 5-24 – Proposed Air Traffic Control Towers	5-106
Table 5-25 – Site A: Pros/Cons	5-106
Table 5-26 – Site B: Pros/Cons.....	5-108
Table 5-27 – Site E: Pros/Cons	5-110

Table 5-28 – Recommended Development Plan.....	5-125
Table 6-1 – Environmental Justice Analysis	6-4
Table 6-2 – National Register of Historic Places Locations.....	6-10
Table 6-3 – Prime and Other Important Farmlands	6-14
Table 7-1 – Activity Forecast (in 000s).....	7-1
Table 7-2 – Summary of Airport Capital Improvement Program (in 000s)	7-2
Table 7-3 – Summary of Federal Grants (in 000s).....	7-3
Table 7-4 – Summary of Local Funds (in 000s).....	7-5
Table 7-5 – Summary of Airline Rates and Charges.....	7-8
Table 7-6 – Summary of Airline Cost Per Enplanement.....	7-9
Table 7-7 – Airport Capital Improvement Program (in 000s)	7-11
Table 7-8 – Application of Federal Grants (in 000s).....	7-11
Table 7-9 – Application of CFCs (in 000s).....	7-11
Table 7-10 – Application of PFCs (in 000s)	7-11
Table 7-11 – Outstanding Debt Service (in 000s)	7-11
Table 7-12 – Future Debt Service (in 000s).....	7-11
Table 7-13 – Operating Expenses (in 000s).....	7-11
Table 7-14 – Allocation of Operating Expenses (in 000s)	7-11
Table 7-15 – Depreciation (in 000s)	7-11
Table 7-16 – Operating Revenues (in 000s)	7-11
Table 7-17 – Landing Fee Rate (in 000s)	7-11
Table 7-18 – Terminal Rental Rate (in 000s)	7-11
Table 7-19 – New Terminal Rental Rate (in 000s).....	7-11
Table 7-20 – Gate Fees (in 000s).....	7-11
Table 7-21 – Airline Cost per Enplanement (in 000s).....	7-11
Table 7-22 – Pro Forma (in 000s).....	7-11
Table 8-1 – Airport Layout Plan Drawing Index.....	8-1
Table 8-2 – Approach Surface Dimensions (Existing)	8-5
Table 8-3 – Approach Surface Dimensions (Future)	8-5

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Acronyms

A		D	
AA	American Airlines	DASR	Digital Airport Surveillance Radar
AAC	Aircraft Approach Category	DHS	US Department of Homeland Security
AC	Advisory Circular	DL	Delta Air Lines
ACIP	Airports Capital Improvement Plan	DOT	Department of Transportation
ACRP	Airport Cooperative Research Program		
ADG	Airplane Design Group	E	
ADRM	Air Development Reference Manual	EA	Environmental Assessment
AGL	Above Ground Level	EDS	Explosive Detection System
AIM	FAA's Aeronautical Information Manual	EIS	Environmental Impact Statement
AIP	Airport Improvement Program	ELBC	Exit Lane Breach Control
ALD	Airport Layout Drawing Sheet	EMAS	Engineered Material Arresting System
ALP	Airport Layout Plan	EQA	Equivalent Aircraft
ALS	Approach Lighting System	eVOTL	Electric Vertical Takeoff and Landing
AMSL	Above Mean Sea Level		
AOA	Air Operations Area	F	
APM	Aircraft Performance Manual	FAA	Federal Aviation Administration
APV	Approach Procedure with Vertical Guidance	FBO	Fixed-Based Operator
		FIS	Federal Inspection Station
ARC	Airport Reference Code	FP	Fire Protection
ARFF	Airport Rescue and Firefighting	FT	Feet/Foot
ASL	Automated Security Lanes	FY	Fiscal Year
ASOS	Automatic Surface Observation System		
ASV	Air Service Volume	G	
ATC	Air Traffic Control	GA	General Aviation
ATCT	Air Traffic Control Tower	GAMA	General Aviation Manufacturers Association
ATM	Automatic Teller Machines		
ATO	Airline Ticket Office	GLS	GNSS Landing System
AW	All Weather	GNSS	Global Navigation Satellite System
		GPS	Global Positioning System
		GSF	Gross Square Feet
B		H	
BEA	Bureau of Economic Analysis	HIRL	High-Intensity Runway Lights
BHS	Baggage Handling System	HR	Hour
BLS	Bureau of Labor Statistics		
BRL	Building Restriction Line	I	
BSO	Baggage Service Office	IAP	Instrument Approach Procedure
BTS	Bureau of Transportation Statistics	IATA	International Air Transportation Association
		ICAO	International Civil Aviation Organization
C		IFR	Instrument Flight Rules
CAGR	Compound Annual Growth Rate	ILS	Instrument Landing System
CAT	Category	IT	Information Technology
CBIS	Checked Baggage Inspection System		
CBP	Customs and Border Protection	K	
CBRA	Checked Baggage Resolution Area	KYNG	Kentucky National Guard
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act	KYTC	Kentucky Transportation Cabinet
CHA	CHA Consulting, Inc.	L	
CLAC	Community Leadership Advisory Committee	LDA	Landing Distance Available
CMG	Center of Main Gear	LED	Light Emitting Diode
CWA	Clean Water Act	LEX	Blue Grass Airport
CY	Calendar Year		

LF	Load Factor
LFUCAB	Lexington-Fayette Urban County Airport Board
LIRL	Low-Intensity Runway Lights
LLWAS	Low Level Windshear Alert System
LOC	Localizer
LOS	Level of Service
LP	Localizer Performance
LPZ	Localizer Performance with Vertical Guidance

M

M&G	Meeters and Greeters
MALS	Medium-Intensity Approach Lighting System
MALSR	Medium-Intensity Approach Lighting System with Runway Alignment Indicators
MAP	Million Annual Passengers
MEP	Mechanical, Electrical, and Plumbing
MEPIT	Mechanical, Electrical, Plumbing, and Information Technology Systems
MGW	Main Gear Width
MIN	Minute
MIRL	Medium-Intensity Runway Lights
MITL	Medium-Intensity Taxiway Lights
MLW	Maximum Landing Weight
MON	Minimum Operational Network
MSA	Metropolitan Statistical Area
MSL	Mean Sea Level
MTOW	Maximum Takeoff Weight

N

NA	Not Applicable
NACO	National Aeronautical Charting Office
NAS	National Airspace System
NAVAID	Navigation Aid
NBEG	Narrow-Body Equivalent Gate
NCEI	National Centers for Environmental Information
NDB	Non-Directional Beacon
NEPA	National Environmental Policy Act
NM	Nautical Miles
NO.	Number of/Number
NOAA	National Oceanic and Atmospheric Administration
NPA	Non-Precision Approach
NPDES	National Pollutant Discharge Elimination System
NPIAS	National Plan of Integrated Airport Systems
NPL	National Priorities List

O

O&D	Origin & Destination
OFA	Object Free Area
OFZ	Object Free Zone
OIS	Operational Information Supplement
OPBA	Operations Per Based Aircraft
OPSNET	FAA Operations Network
OSR	On-Screen Resolution

P

PA	Precision Approach
PAL	Planning Activity Level
PAPI	Precision Approach Path Indicator
PAX	Passenger
PBB	Passenger Boarding Bridges
PCC	Portland Cement Concrete
PCN	Pavement Classification Number
PCPI	Per Capita Personal Income
PHP	Peak-Hour O&D Passenger Demand
PM	Peak Month
PMAD	Peak Month-Average Day
PMP	Pavement Management Plan
PVC	Poor Visibility Conditions

Q

QATAR	Quick Analysis Tool for Airport Roadways
QTA	Quick Turn-Around

R

RAILS	Runway Alignment Indicator Lights
RC	Rental Car
RCRA	Resource Conservation & Recovery Act
RDC	Runway Design Code
REIL	Runway End Indicator Lights
RF	Radio Frequencies
RNAV	Area Navigation
RNP	Required Navigation Performance
ROFA	Runway Object Free Area
ROFZ	Runway Object Free Zone
RON	Remain Overnight
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RSAD	Runway Safety Area Determination
RVR	Runway Visual Range

S

SARA	Service Animal Relief Area
SAWS	Standalone Weather System
SF	Square Foot/Feet
SID	Standard Instrument Departure
SIP	State Implementation Plan
SSCP	Security Screening Checkpoint
STAR	Standard Terminal Routes
SWPPP	Stormwater Pollution Prevention Plan

T

TAC	Technical Advisory Committee
TAF	Terminal Area Forecast
T&G	Touch and Go
TDG	Taxiway Design Group
TDZL	Touch Down Zone Lights
TFMSC	Traffic Flow Management System Count
TO	Take Off
TOFA	Taxiway Object Free Area
TRACON	Terminal Radar Approach Control Facility
TRB	Transportation Research Board
TSA	Taxiway Safety Area
TSA	Transportation Security Administration
TSEP	Taxiway Safety Enhancement Plan

U

UA	United Airlines
UAM	Urban Air Mobility
UAV	Unmanned Aerial Vehicle
ULCC	Ultra-Low-Cost Carrier
USCBP	United States Customs and Border Protection
USDOT	United States Department of Transportation
USF	Usable Square Feet

V

VFR	Visual Flight Rules
VGSI	Visual Guide Slope Indicator
VHF	Very High Frequency
VNAV	Visual Navigation Aids
VOR	Very High Frequency Omnidirectional Range
VORTAC	VHF Omni Directional Range/Tactical Air Navigation
VTOL	Vertical Takeoff and Landing

W

WW	Well Wishers
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Glossary

Advisory Circular (AC) – A document published by the Federal Aviation Administration giving guidance on aviation issues, which becomes binding on those airports receiving federal grant funding

Aeronautical Information Manual (AIM) May 2022 – Published by the Federal Aviation Administration, AIM seeks to provide the national aviation community with basic flight information, as well as ATC procedures, that are necessary to fly in the US National Airspace System. Moreover, AIM also includes information for pilots that revolves around health/medical facts, flight safety, a pilot/controller glossary of terms used in the ATC System, and information on safety, accident, and hazard reporting.

Aeronautical Study – A study performed pursuant to Code of Federal Regulations Part 77 “Objects Affecting Navigable Airspace” concerning the effect of proposed construction or alteration on the use of air navigation facilities or navigable airspace by aircraft. The conclusion of each study is typically a determination as to whether the specific proposal studied would be a hazard to air navigation and/or a determination for marking and/or lighting.

Air Cargo – Freight, mail, and express traffic transported by air, including (1) Freight and express – commodities of all kinds, including small-package counter services, express services, and priority reserved freight; and (2) Mail – all classes of mail transported for the US Postal Service (USPS)

Air Carrier – Operations with aircraft designed to have a seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds carrying passengers or cargo for hire or compensation. This includes US and foreign-flagged carriers.

Air Operations Area (AOA) – Air Operations Area refers to a designated portion of an airport outside of the secured area in which Code of Federal Regulations Part 77 security measures are carried out. This specified space often includes movement areas, aircraft parking, loading ramps, general aviation areas, and any other areas that require protection but are not covered by adequate security systems, measures, or procedures.

Air Taxi & Commuter – Operations with aircraft designed to have a maximum seating capacity of 60 seats or less or a maximum payload capacity of 18,000 pounds or less, carrying passengers or cargo for hire or compensation

Air Traffic Control Tower (ATCT) – A central operations facility in the terminal air traffic control system, consisting of a tower, including an associated Instrument Flight Rules room if radar equipped, using air/ground communications and/or radar, visual signaling, and other devices to provide safe and expeditious movement of terminal air traffic

Aircraft Approach Category (AAC) – A Federal Aviation Administration grouping of aircraft based on approach speed

Airline – A business that provides scheduled or chartered air transport of passengers and/or cargo

Airplane Design Group (ADG) – The Federal Aviation Administration Airplane Design Group subdivides airplanes by wingspan or tail height, whichever is more restrictive.

Airport – Any area of land or water, within or without this state, that is used, or intended for use, for the landing and takeoff of aircraft, and any appurtenant areas that are used, or intended for use, for airport buildings or other airport facilities or rights of way, together with all airport buildings and facilities located thereon

Airport Elevation – Established elevation of the highest point on the usable landing area

Airport Hazard – Any structure, tree, or use of land that obstructs the airspace required for, or is otherwise hazardous to, the flight of aircraft in landing or taking off at the airport; and any use of land which is hazardous to persons or property because of its proximity to the airport.

Airport Improvement Program (AIP) – Established under the *Airport and Airway Improvement Act of 1982*, this program provides grants to public agencies – and, in some cases, to private owners and entities – for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems. Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns.

Airport Layout Plan (ALP) – A scaled drawing of existing and proposed airside and landside facilities necessary for the operation and development of the airport. The ALP shows (1) boundaries and proposed additions to areas owned or controlled by the sponsor, (2) the location and nature of existing and proposed airport facilities and structures, and (3) the location on the airport of existing and proposed non-aviation areas and improvements. The ALP may also depict those properties adjacent to the airport ownership that may have legal access to the airport.

Airport Layout Plan Set – This document typically contains a set of drawings that illustrate the existing and future development of the airport. An ALP set may often contain the following: (1) Airport Layout Drawing (Plan), (2) Airport Airspace Drawing, (3) Inner Portion of the Approach Surface Drawing, (4) Terminal Area Drawing, (5) Land Use Drawing, and (6) Airport Property Map. The drawings depict existing and proposed airport facilities, land uses, approach zones, and other defined areas of airspace, as well as environmental features that may influence airport usage and expansion capabilities.

Airport Manager – A person authorized by the airport sponsor to exercise administrative control of the airport

Airport Master Plan – Long-term development plan for the airport adopted by the airport sponsor

Airport Obstruction Zoning Ordinance – A local height restriction ordinance that follows Code of Federal Regulations Part 77, implements a local community's comprehensive plan, and provides specific height standards for the area beneath the airport's imaginary surface

Airport Reference Code (ARC) – An airport reference code is a Federal Aviation Administration coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at the airport. ARC designations are made up of the Aircraft Approach Category and Airplane Design Group and are accordingly indicated in an alpha-numeric fashion.

Airport Sponsor – Municipality or authority of the airport allowed to apply for and receive grants. Synonymous with the owner. For Blue Grass Airport, the sponsor is the Lexington-Fayette Urban County Airport Board (the 'Board').

Airport Vicinity – Land use and people in the areas surrounding an airport, which can be directly affected by the operation of the airport

Airside – Portion of the airport facility where aircraft movements take place, including airline operations and areas that directly serve the aircraft, such as taxiways, runways, maintenance and fueling areas

Airspace – Space above the ground in which aircraft travel. Often, airspace is divided into corridors, routes, and restricted zones. Differing categories of airspace, as defined by the Federal Aviation Administration, have specific equipment and operational requirements to operate within that airspace.

Approach Procedure with Vertical Guidance (APV) – An instrument approach procedure providing both vertical and lateral electronic guidance

Approach Surface – A surface defined by Code of Federal Regulations Part 77 “Objects Affecting Navigable Airspace” that is longitudinally centered on the runway centerline and extends outward and upward from each end of the primary surface. An approach surface is applied to each end of every runway based on the type of approach available or planned for that runway end.

Apron – A portion of an airport provided for the stationing of aircraft to allow for the embarkation and disembarkation of passengers, loading and unloading of cargo, and aircraft parking

Area Navigation (RNAV) – Area navigation is a system that allows navigation on any desired flight path rather than one defined by ground-based fixed airways. An RNAV system can determine position by referencing the position of ground- or space-based navigation aids, such as the Global Positioning System (GPS), using onboard flight management computers.

Aviation Gasoline (Avgas) – Gasoline that has been manifested as “aviation gasoline” and meets the specifications in ASTM International Specification D 910-96. It is used for piston-engine aircraft.

Aviation-Related Use – Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protected areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed-base operations facilities, terminal buildings, etc.

Aviation Easement – A grant of a property interest in land over which a right of unobstructed flight in the airspace is established, which prohibits any structures, growth, or other obstructions from penetrating the approach surface (not limited to approach surfaces) and which provides a right of entry to remove, mark, or light any structure or any such obstruction

Baggage Handling System (BHS) – Procedures/technology at an airport that processes and holds passenger luggage. Baggage handling systems often include a checked baggage inspection system, checked baggage resolution areas, make-up, and inbound dump capacities

Baggage Service Offices (BSO) – Airline baggage service offices are an airport module that consists of a public service area and a secure baggage storage room in a terminal building, often adjacent to the baggage claim devices.

Based Aircraft – An aircraft permanently stationed at an airport by agreement between the aircraft owner and the airport management

Building Restriction Line (BRL) – A line that identifies suitable and unsuitable locations for buildings on airports

Bureau of Economic Analysis (BEA) – A US Federal agency that produces macroeconomic statistics concerning trade, personal income, and gross domestic product for industries of varying national jurisdictional interests

Bypass Taxiway – A taxiway used to reduce aircraft queuing demand by providing multiple takeoff points

Category-I (CAT-I) ILS – A precision instrument approach with a Height Above Threshold (HATh) or minimum descent altitude not lower than 200 feet and with either a visibility not less than half-statute mile, or a runway visual range not less than 1800 feet

Category-II (CAT-II) ILS – A precision instrument approach with a Height Above Threshold (HATh) lower than 200 feet but not lower than 100 feet and a runway visual range not less than 1,200 feet

Category-III (CAT-III) ILS – A precision instrument approach with a Height Above Threshold (HATh) lower than 100 feet, or no HATh, or a runway visual range less than 1,200 feet

Circling Approach – A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or is not desirable

Commercial Service Airport – As defined by Federal law, an airport receiving scheduled passenger service and having 2,500 or more enplaned passengers per year

Compatible Land Use – As defined in Code of Federal Regulations Part 150: The use of land (e.g., commercial, industrial, agricultural) that is usually compatible with aircraft and airport operations, or sound-insulated land uses (e.g., sound-insulated homes, schools, nursing homes, hospitals, libraries) that would otherwise be considered incompatible with aircraft and airport operations.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) – Federal regulation enacted on December 11, 1980, that created a tax on chemical/petroleum industries to respond to measures that threaten public health or the environment. This act is commonly known as *Superfund* and often involves the clean-up/removal of hazardous waste sites.

Community Leadership Advisory Committee (CLAC) – An established group of 15–20 leaders from the project area with ties to economic, travel, government, and business ventures that are assembled to discuss initiatives, goals, and feedback related to the given airport study

Conical Surface – A surface defined by Code of Federal Regulations Part 77 “Objects Affecting Navigable Airspace” that extends upward and outward from the periphery of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet as measured outward from the periphery of the horizontal surface

Crossover Taxiway – A taxiway connecting two parallel taxiways (also referred to as a transverse taxiway)

Crosswind – Wind that has a perpendicular component to the direction of travel, making landings and takeoffs more difficult than if the wind were blowing straight down the runway

Department of Homeland Security (DHS) – A wide-ranging US public department that focuses on matters that relate to national security, including border, cybersecurity, aviation, and emergency response concerns

Departure End of Runway (DER) – The Departure End of Runway is the end of the runway that is opposite the landing threshold. It is sometimes referred to as the stop end of the runway.

Design Aircraft – An aircraft with characteristics that determine the application of airport design standards for a specific runway, taxiway, taxilane, apron, or other facilities. This aircraft can be a specific aircraft model or a composite of several aircraft using, expected, or intended to use the airport or part of the airport. Also called the “critical aircraft” or “critical design aircraft.”

Distance Measuring Equipment (DME) – Airborne and ground-based equipment used to measure the slant-range distance of an aircraft from a DME navigational aid in nautical miles

Electric Vertical Take-off and Landing Aircraft (eVTOL) – Aircraft that use electric propulsion power (batteries) to take off and land vertically

Engineered Materials Arresting System (EMAS) – Crushable material at the end of identified runways used to safely arrest (i.e., decelerate) aircraft that operate within a limited runway safety area. EMAS is used to ensure that aircraft do not overrun specified runway safety areas into possible local hazards.

Enplaned Passengers – Total number of revenue passengers boarding aircraft, including originating, stop-over, and transfer passengers in scheduled and non-scheduled services

Enplanement – A passenger boarding a commercial flight

Entrance Taxiway – A taxiway designed for an aircraft entering a runway. Entrance taxiways may also be used to exit a runway.

Exit Taxiway – A taxiway designed to be used by an aircraft only to exit a runway: (1) Acute-Angled Exit Taxiway – A taxiway forming an angle less than 90 degrees from the runway centerline, (2) High-Speed Exit Taxiway – An acute-angled exit taxiway forming a 30-degree angle with the runway centerline, designed to allow an aircraft to exit a runway without having to decelerate to typical taxi speed.

Environmental Assessment (EA) – In accordance with the National Environmental Policy Act, an EA is a concise document that assesses the potential environmental impacts of a proposed federal action. The EA discusses the purpose and need for the proposed action, alternatives considered, potential environmental impacts, proposed mitigation measures, and documentation of the public involvement process. An EA should provide sufficient evidence and analysis for a federal determination of whether to prepare an Environmental Impact Statement or a Finding of No Significant Impact.

Environmental Impact Statement (EIS) – In accordance with the National Environmental Policy Act, an EIS is a document that provides a full and fair discussion of the significant environmental impacts that could occur as a result of a proposed project, and it informs decision-makers and the public of reasonable alternatives that would avoid or minimize adverse impacts.

Federal Aviation Administration (FAA) – A federal agency charged with regulating air commerce to promote its safety and development; encouraging and developing civil aviation, air traffic control, and air navigation; and promoting the development of a national system of airports

Federal Grant Assurance – The terms and conditions of accepting Airport Improvement Program (AIP) grants from the Federal Aviation Administration for carrying out the provisions of Title 49 United States Code. The terms and conditions become applicable when the airport sponsor accepts a grant offer from the Federal Aviation Administration.

Fixed-Base Operator (FBO) – A provider of service to users of an airport. Such services include, but are not limited to fueling, aircraft storage, flight training, repair and maintenance.

Fixed-By-Function Navigation Aid (NAVAID) – An air navigation aid that must be positioned in a particular location to provide an essential benefit for aviation is fixed-by-function

Frangible – Retains its structural integrity and stiffness up to a designated maximum load but, on impact from a more significant load, breaks, distorts, or yields in such a manner as to present the minimum hazard to aircraft.

General Aviation (GA) – All civil aircraft and aviation activity except that of the certified air carriers and military operations. GA includes corporate flying and private flying (recreation or personal).

General Aviation Manufacturers Association (GAMA) – A trade association that represents the interests of actors within the general aviation operator space

Glide Slope – Vertical guidance provided by a ground-based radio transmitter to an aircraft landing by use of an instrument landing system. This guidance informs the pilot if the aircraft is either too high or too low as it flies its approach to the runway for landing.

Global positioning system (GPS) – A worldwide radio-navigation system formed from a matrix of satellites and their ground stations. GPS is funded by and controlled by the US Department of Defense (DOD). While there are many thousands of civil GPS users worldwide, the system was designed for and is operated by the US military. GPS provides specially coded satellite signals that can be processed in a GPS receiver, enabling the receiver to compute position, velocity, and time.

Hot Spot – A location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary

Helipad – A small, designated area, usually with a prepared surface, on a heliport or airport, used for the landing and takeoff of helicopters

Horizontal Surface – An airspace surface 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by lines tangent to those arcs.

Incompatible Land Use – The use of land that is usually incompatible with aircraft and airport operations (such as homes, schools, nursing homes, hospitals, and libraries)

Instrument Approach Procedure (IAP) – A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by the Federal Aviation Administration.

Instrument Departure Runway – A runway identified by the airport operator through the appropriate Federal Aviation Administration Airports Office to the Regional Airspace Procedures Team intended primarily for instrument departures

Instrument Flight Rules (IFR) – Rules governing flight relying on the aircraft's instruments and navigation aids. IFR permits aircraft to fly in certain limited visibility and cloud conditions. Virtually any commercial operation, including airlines and business jets, utilizes the IFR system.

Instrument Landing System (ILS) – A precision instrument approach system that provides radio-based horizontal and vertical guidance to an aircraft approaching a runway. It is used to guide landing aircraft during conditions of low visibility.

Instrument Runway – A runway equipped with electronic and visual navigation aids for which a precision or non-precision instrument approach procedure having straight-in landing minimums has been approved

International Civil Aviation Organization (ICAO) – United Nations-affiliated agency established to support the growth of international aviation safety, procedures, and coordination

Itinerant Operation – Any aircraft arrival and/or departure other than a local operation

Kentucky Transportation Cabinet (KYTC) – A Kentucky state agency that is charged with maintaining statewide infrastructure systems, including roads, airports, public transit, and licensed drivers

Knot – An abbreviation for one nautical mile per hour. Since a nautical mile is 15 percent longer than a statute mile, a speed expressed in knots is 15 percent higher than it would be if expressed in miles per hour.

Landside – A part of an airport used for activities other than the movement of aircraft, such as vehicular access roads and parking

Lexington-Fayette Urban County Airport Board (LFUCAB) – The airport “sponsor” or owner of Blue Grass Airport. Also referred to as “the Board.” The Board operates as a landlord, managing its facilities’ upkeep, improvement, and expansion. The Board is comprised of 10 members who are appointed by the mayor of Lexington and confirmed by the Urban County Council. The Board is responsible for setting relevant policies and representing the interests of community members.

Local Operation – Any operation performed by an aircraft that (1) operates in the local traffic pattern or within sight of the tower or airport, or (2) is known to be departing for or arriving from, flight in local practice areas located within a 20-mile radius of the control tower or airport, or (3) executes a simulated instrument approach or low pass at the airport

Load Factor (LF) – Percentage of available seats that are filled with paying passengers, or of freight capacity that is utilized

Localizer (LOC) – Component of an instrument landing system that provides horizontal guidance to the runway centerline for aircraft during approach and landing by radiating a directional pattern of radio waves modulated by two signals which, when received with equal intensity, are displayed by compatible airborne equipment as an “on-course” indication, and when received in unequal intensity is displayed as an “off-course” indication

Medium Intensity Runway Lights (MIRL) – Runway lighting used on visual flight rule runways or runways showing a non-precision instrument flight rule procedure for either circling or straight-in approach

Military Operation – An aircraft operation conducted by either a fixed-wing or rotor-wing military aircraft

Meeters and Greeters (M&G) – Non-passenger terminal populace associated with arriving passengers

Modification to Standards – Any approved nonconformance to Federal Aviation Administration standards, other than dimensional standards for Runway Safety Areas, applicable to an airport design, construction, or equipment procurement project that is necessary to accommodate an unusual local condition for a specific project on a case-by-case basis while maintaining an acceptable level of safety.

Movement Area – Runways, taxiways, and other areas of an airport that are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft, including helicopters and tilt-rotors, exclusive of loading aprons and aircraft parking areas (reference Part 139)

National Airspace System (NAS) – A common network of US airspace, air navigation facilities, equipment and services, airports, or landing areas

National Plan of Integrated Airport Systems (NPIAS) – Prepared by the Federal Aviation Administration, the primary purpose of the NPIAS is to identify the airports that are important to national air transportation and are thus eligible to receive grants under the Airport Improvement Program. The NPIAS is composed of all commercial service airports, all reliever airports, and selected general aviation airports.

National Pollutant Discharge Elimination System (NPDES) – Established under the Clean Water Act (1972), NPDES is an Environmental Protection Agency-affiliated program that is responsible for permitting, administrative, and enforcement aspects of pollution-related programs.

Nautical Mile (NM) – A measure of distance equal to one minute of arc on the earth's surface (approximately 6,080 feet)

Navigation Aids (NAVAIDs) – Any facility used by an aircraft for guiding or controlling flight in the air or the landing or takeoff of an aircraft

Noise – Defined subjectively as unwanted sound, the measurement of noise evaluates three characteristics of sound: intensity, frequency, and duration

Non-directional Beacon (NDB) – A radio beacon transmitting non-directional signals that a pilot of an aircraft equipped with direction-finding equipment can determine his/her bearing on or from the radio beacon and "home in" on or track to or from the station. When the radio beacon is installed in conjunction with the instrument landing system marker, it is normally called a compass locator.

Non-movement Area – Areas of an airport that are used for taxiing or hover taxiing, or air taxiing aircraft, including helicopters and tilt-rotors, but are not part of the movement area (i.e., loading aprons and aircraft parking areas)

Non-precision Instrument Runway – A runway with a straight-in instrument approach procedure using either ground-based or satellite-based air navigation facilities

Non-precision Approach Procedure – A straight-in instrument approach procedure that provides course guidance, with or without vertical path guidance, with visibility minimums not lower than 3/4 mile (4000 RVR)

Object – Includes but is not limited to above-ground structures, Navigational Aids (NAVAIDs), equipment, vehicles, natural growth, terrain, and parked or taxiing aircraft

Object Free Area (OFA) – An area centered on the ground on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by remaining clear of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes

Obstacle – An existing object at a fixed geographical location or which may be expected at a fixed location within a prescribed area with reference to which vertical clearance is or must be provided during flight operation

Obstacle Free Zone (OFZ) – Three-dimensional airspace along the runway and extended runway centerline that is required to be clear of obstacles for protection for aircraft landing or taking off from the runway and for missed approaches

Obstruction to Air Navigation – An object of greater height than any of the heights or surfaces presented in Subpart C of Title 14 Code of Federal Regulations Part 77, Standards for Determining Obstructions to Air Navigation or Navigational Aids or Facilities

On-airport Property – Property that is within the boundary of land owned by the airport sponsor

Passenger – Revenue paying individual boarding an aircraft for scheduled service

Pavement Management Plan (PMP) – Airport lead initiative that provides a consistent and systematic procedure for making decisions about pavement maintenance and rehabilitation

Peak Operation – Peak hour aircraft operational projections are required to determine the peak period capacity of a runway system, as well as to determine the size of the various functional areas of a passenger terminal

Precision Approach (PA) – An instrument approach procedure that provides course and vertical path guidance with visibility below 3/4 mile (4000 RVR)

Precision Approach Path Indicator (PAPI) – A NAVAID used primarily under visual flight rules conditions. The PAPI provides visual descent guidance to aircraft on approach to landing through a single row of two to four lights, radiating a high intensity red or white beam to indicate whether the pilot is above or below the required approach path to the runway. The PAPI has an effective visual range of five miles during the day and 20 miles at night.

Precision Instrument Runway – A runway having an existing instrument landing system

Primary Runway – A runway used for the majority of airport operations. Large, high-activity airports may operate two or more parallel primary runways.

Primary Surface – A primary surface is longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway. When the runway has no specially prepared hard surface or planned hard surface, the primary surface terminates at each end of the runway. The width of a primary surface ranges from 250 feet to 1,000 feet, depending on the existing or planned approach system. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

Quick Turn Around (QTA) – A rental car-affiliated facility that provides a location for maintenance of rental fleets, typically involving routine/light maintenance such as inspections or cleaning

Radar – A term coined from the phrase “Radio Detecting and Ranging.” It is based on the principle that ultra-high frequency radio waves travel at a precise speed and are reflected from objects they strike. It is used to determine an object’s direction and distance.

Ramp – See Apron

Resource, Conservation, and Recovery Act (RCRA) – Environmental Protection Agency-affiliated federal law that creates the framework for the proper management of hazardous and non-hazardous solid waste

Rotating Beacon – A visual NAVAID operated at many airports. At civil airports, alternating white and green flashes indicate the location of the airport.

Runway – Any existing or planned paved surface or turf-covered area of the airport that is specifically designated and used or planned to be used for the landing and/or taking off of aircraft

Runway Blast Pad – A surface adjacent to runway ends provided to reduce the erosive effect of jet blast/propeller wash

Runway End Identifier Lights (REIL) – Two synchronized flashing lights, one on each side of the runway threshold, which provides rapid and positive identification of the approach end of a particular runway

Runway Gradient – Average gradient consisting of the difference in elevation of the two ends of the runway divided by the runway length. This is provided that no intervening point on the runway profile lies more than five feet above or below a straight line joining the two ends of the runway. In excess of five feet, the runway profile will be segmented, and aircraft data will be applied for each segment separately.

Runway Protection Zone (RPZ) – The RPZ is defined by the Federal Aviation Administration as a trapezoid-shaped area centered about the extended runway centerline that is used to enhance the safety of aircraft operation. It begins 200 feet beyond the end of the runway or area usable for takeoff or landing. The RPZ dimensions are functions of the design aircraft, type of operation, and visibility minimums for the particular runway. The depth of the RPZ can vary from 1,000 feet to 2,500 feet, depending on the type of aircraft and approach minimums designated for that specific runway.

Runway Safety Area (RSA) – A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway

Scheduled Service – Air transport service which is based on published flight schedules

Shoulder – An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface; support for aircraft running off the pavement; enhanced drainage; and blast protection.

Slope – An incline from the horizontal expressed in an arithmetic ratio of horizontal magnitude to vertical magnitude

Special Use Airspace (SUA) – A part of airspace that is reserved for flight operations that are not in a “normal” category. The aircraft participating in the SUA activities are separated from other controlled traffic by the boundaries of the SUA airspace. In some cases, non-participating aircraft may enter SUA, but have limitations imposed on their operations. Generally, SUA is used for military activity, but civilians use such airspace to test new aircraft. The space program is also a large user of SUA.

Stage Length – Distance traveled by an aircraft from takeoff to landing. Average stage length is computed as the ratio of aircraft miles (or kilometers) to aircraft departures.

Stormwater Pollution Prevention Plan (SWPP) – SWPPP is a site-specific document that acknowledges the concerns related to stormwater discharge brought by intended construction. Often, a SWPPP will include procedures that help identify how the operator will comply with the terms given in the allotted construction permit.

Structure – An object anchored, constructed, attached, erected, gathered, located, placed, piled, or installed by man, either on the ground or in or over a body of water, either moveable or immovable, and either temporary or permanent. The term “structure” includes, but is not limited to, antennae, buildings, cranes, fences, overhead transmission lines, patios and decks, man-made ponds, signs and sign structures, smokestacks, towers, utility poles, wires, and anything attached to any of the foregoing, either temporarily or permanently.

Taxilane – Portion of the aircraft parking area used for access between taxiways and aircraft parking positions

Taxiway – A defined path established for the taxiing of aircraft from one part of an airport to another

Taxiway Design Group (TDG) – A classification of airplanes based on outer-to-outer Main Gear Width (MGW) and Cockpit to Main Gear distance (CMG)

Taxiway Safety Area (TSA) – A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway

Terminal Area – A general term used to describe airspace in which airport traffic control or approach control service is provided

Terminal Advisory Committee (TAC) – A group with wide-ranging backgrounds that is established to provide technical assistance and advice about the current and future operations and development at Blue Grass Airport

Terminal Area Forecast (TAF) – An annual Federal Aviation Administration forecast of aviation activity throughout the US used in the Federal Aviation Administration’s planning and decision making

Threshold – Beginning of the portion of the runway usable for landing. In some instances, the threshold may be displaced. “Threshold” always refers to landing, not the start of takeoff.

Touch-and-Go (T&G) – An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway.

Traffic Pattern – Traffic flow that is prescribed for aircraft landing at or taking off from an airport. The components of a typical traffic pattern are the upwind leg, crosswind leg, downwind leg, base leg, and final approach.

Transitional Surface – An element of the Imaginary Surfaces extending outward and upward at right angles to the runway centerline and runway centerline extended at a slope of 7:1 from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces

Turboprop – A type of engine that uses a jet engine to turn a propeller. Turboprops are often used on regional and business aircraft because of their relative efficiency at slower speeds and lower altitudes than those of a typical jet.

Unmanned Aerial Vehicle (UAV) – Aircraft that operate without direct human manipulation, often under the control of ground operators physically removed from the vehicle

Urban Air Mobility (UAM) – An aviation transportation network that operates safely and efficiently in an urban (metropolitan/densely populated) area with a focus on air passenger and cargo transportation operations. Such systems often utilize unmanned aerial systems (UAS) and a variety of onboard/ground-piloted aircraft.

Visual Approach – An approach operating in Visual Flight Rules (VFR) conditions under the control of an air traffic facility and having an air traffic control authorization

Visual Flight Rules (VFR) – Rules that govern the procedures for conducting flight under visual conditions. The term VFR is also used in the US to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate the type of flight plan.

Visual Glide Slope Indicator (VGSI) – A projected series of lights (typically red or white) that provide visual information to pilots concerning approach slope information. Generally, this also includes PAPI systems that are arranged as four light boxes perpendicular to the edge of the given runway.

Visual Runway – A runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure

Very High-Frequency Omnidirectional Range Station (VOR) – A ground-based electronic navigation aid transmitting very high-frequency navigation signals, 360 degrees in azimuth, oriented from magnetic north. The VOR periodically identifies itself by Morse Code and may have an additional voice identification feature.

Very High-Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) – This is a navigation aid providing VOR azimuth and distance-measuring equipment (DME) at one site.

Vertical Take Off and Landing (VTOL) – Capability of some aircraft that allows them to ascend/descend directly (hovering) without the need for traditional runways for takeoff and departure

Well Wishers (WW) – Non-passenger terminal populace associated with departing passengers

Wind Coverage – Amount of the time an airport's runway allows landings due to crosswind requirements, based on average wind directions and speeds

Wingspan – Maximum horizontal distance from one wingtip to the other wingtip, including the horizontal component of any extensions, such as winglets or raked wingtips

Zoning – Partitioning of land parcels in a community by ordinance into zones and the establishment of regulations in the ordinance to govern the land use and the location, height, use and land coverage of buildings within each zone

Zoning Ordinance – A legal document that allows a local government effective and legal regulation of uses of property while protecting and promoting the public interest. The zoning ordinance usually consists of text and the official zoning map.