Mercer County Regional Airport

Terminal Area Alternatives Meeting
May 14, 2024

KLJ
ENGINEERING, REIMAGINED

1

Agenda

- Introductions
- Review Crosswind Runway 3-21
- Terminal Area Alternative Options
- Questions/Comments

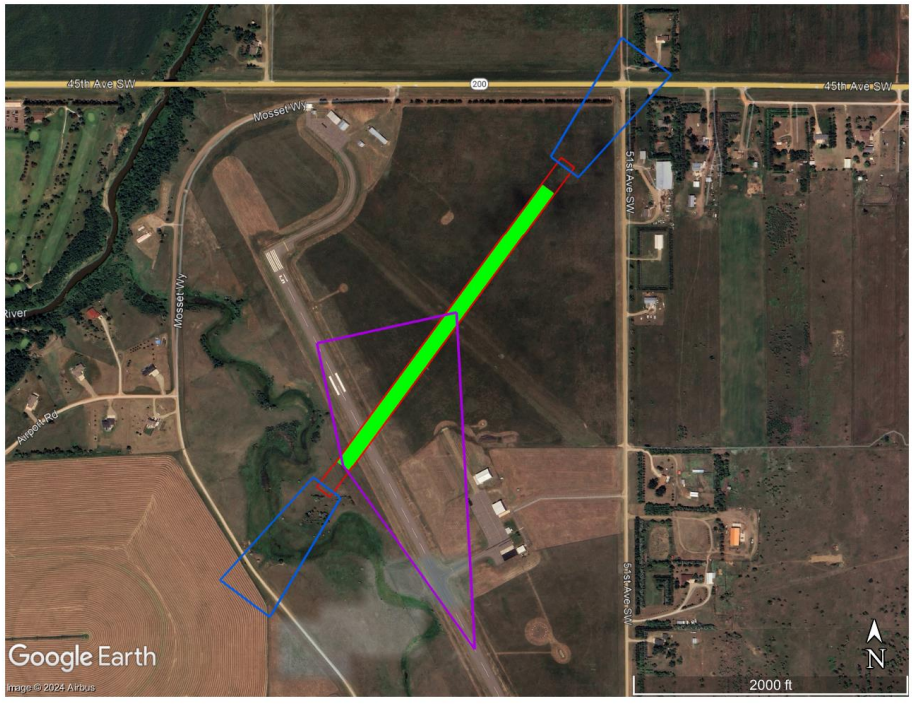


KLJ
ENGINEERING, REIMAGINED

2

Crosswind Runway 3-21

- 2,500’ x 100’
- Runway 3 RPZ approx. 130’ feet from the residence
- Runway 21 threshold is 50’ outside of Primary RSA
- Runway Visibility Zone (RVZ) does impact hangar development



3

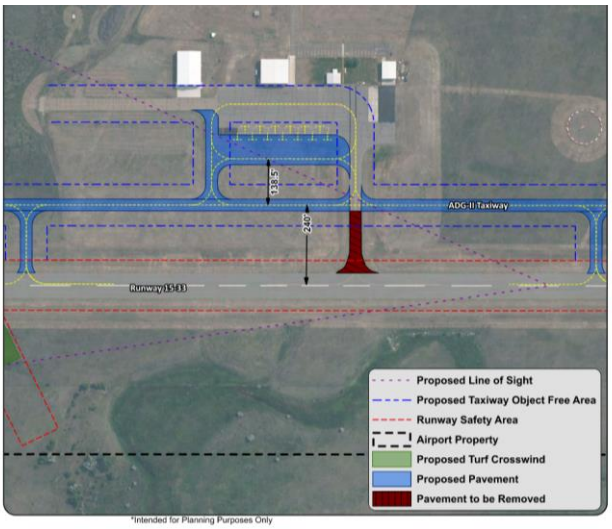
Items Considered for Terminal/Hangar Alternatives

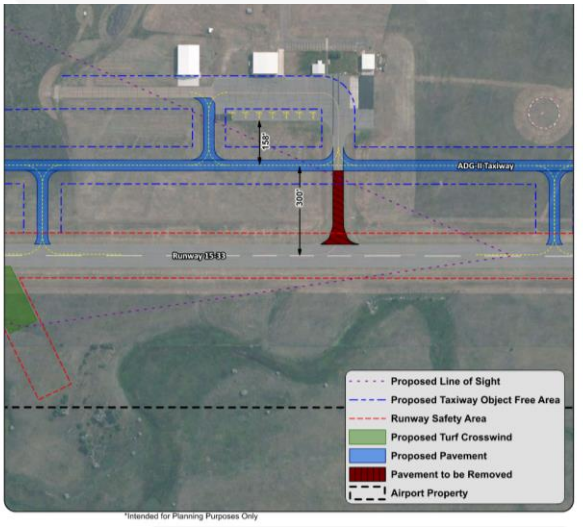
- Apron layout
- Group I T-Hangars and individual box hangars
- Large hangars on Apron for Group II aircraft
- Accommodate relocation of all North Tenants to Central Area
- New fuel farm location
- Area for FBO/Maintenance Operator
- Avoiding the drainage swale/electrical cooridor
- Landside access

KLJ
ENGINEERING, REIMAGINED

4

Parallel Taxiway Separation





5

Types of Hangars and Layout

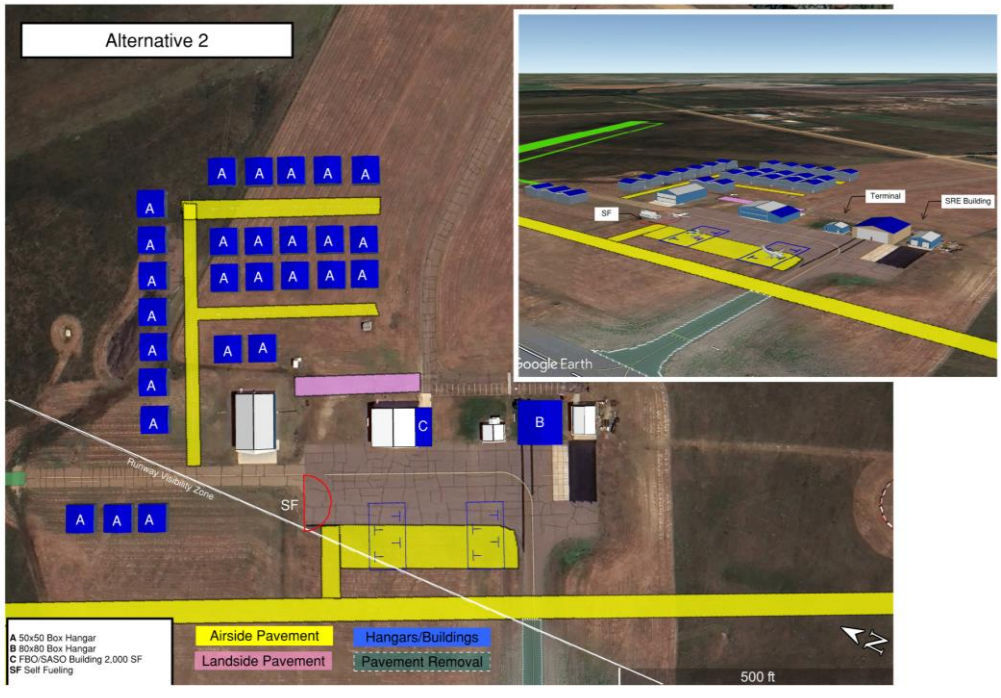
Typical Aircraft Hangar Attributes				
	T-Hangars	Small Storage Less than 6,000 sf	Large Storage More than 6,000 sf	FBO/SASO
Photo Examples				
Dedicated Apron	None	None	Equal to depth of hangar	Equal to depth of hangar (plus apron for services)
Airport Apron Access	No	No	No	Yes
Setbacks from Taxilanes	Yes - for Design Group (I or II)	Yes - for Design Group (I or II)	Yes plus Apron - for Design Group (II+)	Yes plus Apron - for Design Group (II+)
Airside Taxi Route	Yes - for Design Group (I or II)	Yes - for Design Group (I or II)	Yes - for Design Group (II+)	Yes - for Design Group (II+)
Public Road Access/Parking	No	Yes or No *	Yes*	Yes*

* Any business/corporate hangar located on an airport should have public road access and parking for customers/passengers. Particularly those customers/passengers who are not trained in driving on an airport.

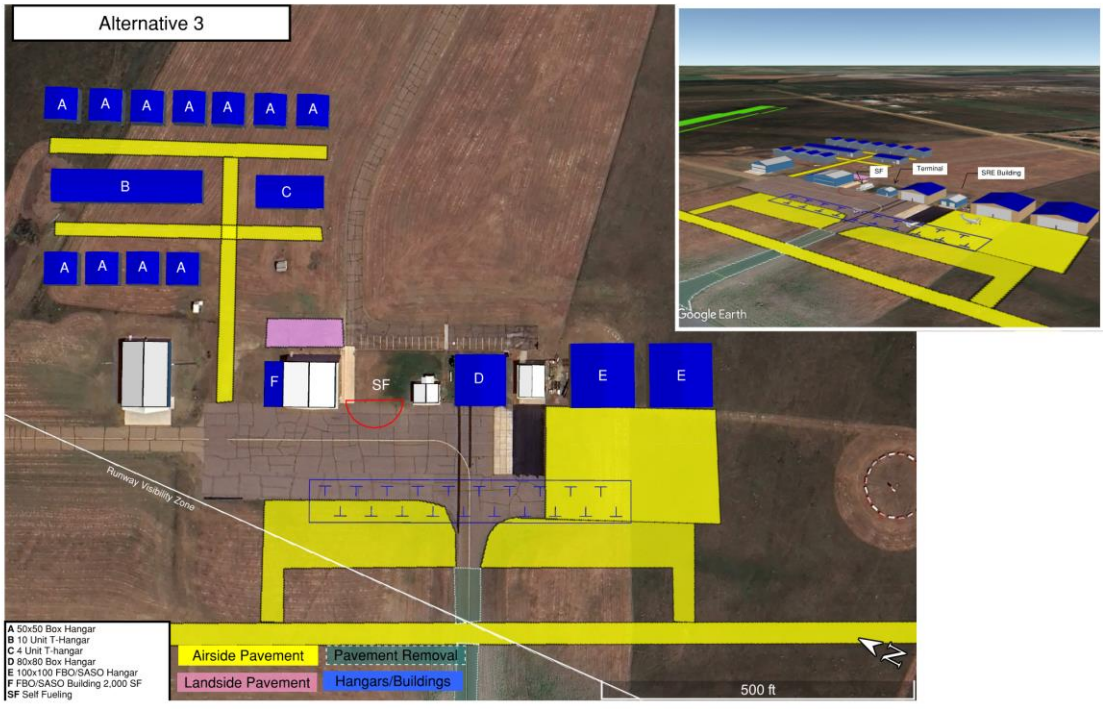
6


Alternative 1
A
B
C
D
E
SF
Runway Visibility Zone
Terminal
SRE Building
Google Earth
A 50x50 Box Hangar
B 10 Unit T-Hangar
C 3 Unit Executive Box Hangar
D 80x80 Box Hangar
E 60x60 Box Hangar
SF Self Fueling
Airside Pavement
Landside Pavement
Hangars/Buildings
Pavement Removal
N
500 ft

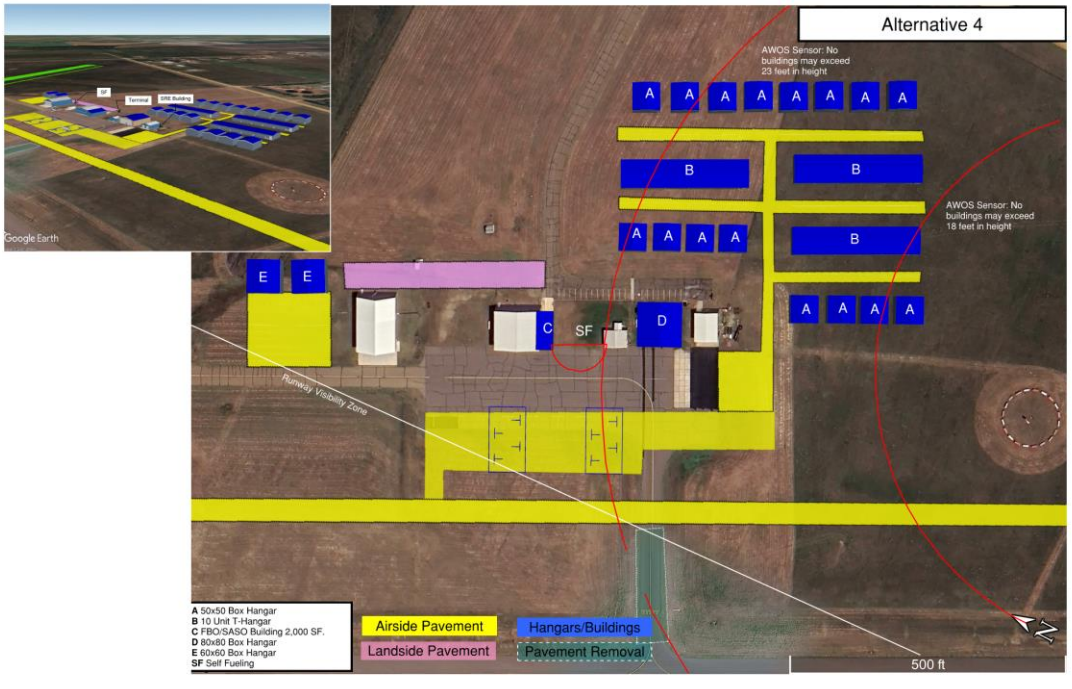
7


Alternative 2
A
B
C
SF
Runway Visibility Zone
Terminal
SRE Building
Google Earth
A 50x50 Box Hangar
B 80x80 Box Hangar
C FBO/SASO Building 2,000 SF
SF Self Fueling
Airside Pavement
Landside Pavement
Hangars/Buildings
Pavement Removal
N
500 ft

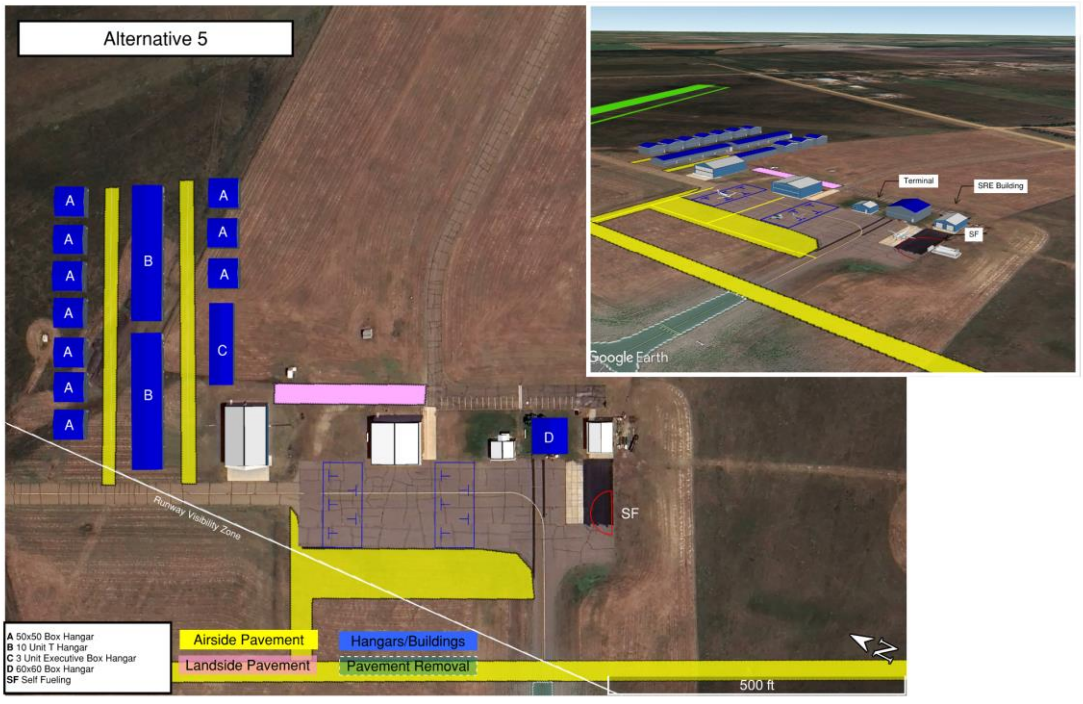
8


Alternative 3
A
B
C
D
E
F
SF
Runway Visibility Zone
Google Earth
Terminal
SRE Building
A 50x50 Box Hangar
B 10 Unit T-Hangar
C 4 Unit T-hangar
D 80x80 Box Hangar
E 100x100 FBO/SASO Hangar
F FBO/SASO Building 2,000 SF
SF Self Fueling
Airside Pavement
Pavement Removal
Landside Pavement
Hangars/Buildings
500 ft
N

9


Alternative 4
AWOS Sensor: No buildings may exceed 23 feet in height
AWOS Sensor: No buildings may exceed 18 feet in height
A
B
C
D
E
SF
Runway Visibility Zone
Google Earth
A 50x50 Box Hangar
B 10 Unit T-Hangar
C FBO/SASO Building 2,000 SF.
D 80x80 Box Hangar
E 60x60 Box Hangar
SF Self Fueling
Airside Pavement
Hangars/Buildings
Landside Pavement
Pavement Removal
500 ft
N

10


Alternative 5
Terminal
SRE Building
SF
Google Earth
A
B
C
D
SF
Runway Visibility Zone
A 50x50 Box Hangar
B 10 Unit T Hangar
C 3 Unit Executive Box Hangar
D 60x60 Box Hangar
SF Self Fueling
Airside Pavement
Landside Pavement
Hangars/Buildings
Pavement Removal
500 ft

11


Alternative 6
SF
Terminal
SRE Building
Google Earth
A
B
C
D
SF
Runway Visibility Zone
A 50x50 Box Hangar
B 10 Unit T Hangar
C 60x60 Box Hangar
D 100x100 Box Hangar
SF Self Fueling
Airside Pavement
Landside Pavement
Hangars/Buildings
Pavement Removal
600 ft

12

Metric	Alternatives					
	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Runway to Parallel Taxiway Separation	240’	300’	240’	300’	240’	240’
Self-Fueling Location	South	North	Terminal building and storage hangar	Terminal building and storage hangar	South	Terminal building and storage hangar
FBO/Maintenance Operator		South Addition to Hangar	North Addition to Hangar	South Addition to Hangar		
Apron Hangars	Add 2 60x60 and 1 80x80 Hangars	Add 80x80 Hangar	Add 1 80x80 and 2 100x100 Hangars	Add 2 60x60 and 1 80x80 Hangar	Add 60x60 Hangar	Add 1 60x60 and 2 100x100 Hangars
Storage Hangars	N-S Opening 33 spaces	S-E-W Open 27 spaces	E-W Open 25 spaces	E-W Open 46 spaces	N-S Open 33 spaces	E-W Open 52 spaces
Additional Impacts	None	RVZ	None	AWOS Sensor	None	RVZ
Group I Tiedowns	12	8	20	8	10	12

13

Terminal Area Alternatives Open Discussion



KLJ
ENGINEERING, REIMAGINED

14

Next Steps

- Revise Terminal Area Alternatives
- Select Preferred Alternative
- Prepare Airport Layout Plan
- Prepare Implementation Plan

Next Meeting: Revised Terminal Area Alternatives

Website: inputcentral.com/hze-airportplan

ENGINEERING, REIMAGINED

15

Questions/Comments

Kent Penney, Principal Aviation Planner
kent.penney@kljeng.com
605.939.9535 m
605.872.5005 o

Amber Channel, Aviation Planner
amber.channel@kljeng.com
303.875.0357 m
605.600.3843 o

ENGINEERING, REIMAGINED

16