

MASTER PLAN UPDATE

MOUNT PLEASANT MUNICIPAL AIRPORT | MOUNT PLEASANT, IOWA

COST

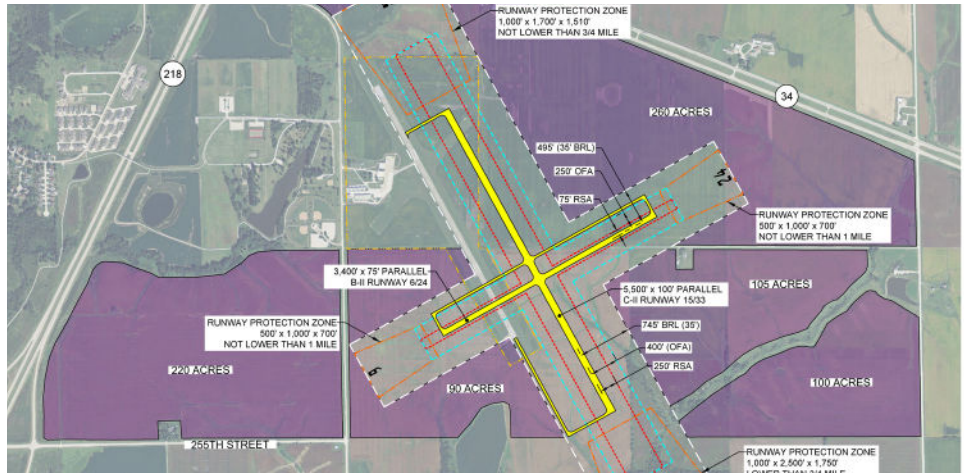
\$130,000

COMPLETION DATE

2014-2016

REFERENCE

Brent Schleisman
City Administrator
319.385.1470



PROJECT DESCRIPTION

In 2014, the City of Mt. Pleasant retained MEC to perform planning services to update the Airport Master Plan. The Airport last completed an update to the Airport Master Plan and Airport Layout Plan (ALP) drawings back in 1998. With over 16 years elapsing, a number of the projects recommended by the 1998 plan had been constructed. Additionally, for General Service airports such as MPZ, the Iowa Department of Transportation recommends the airport have a current Airport Master Plan and make major updates every 10 years or when conditions require. As such, a new plan was needed to continue the airport's ultimate development plan in order to provide a safe, efficient, unconstrained, and attractive public facility.



In conjunction with the Airport Master Plan Update, an aeronautical obstruction survey was completed. The survey was completed to upload the data to the FAA Airports Geographic Information System (AGIS) website in order to support the FAA's Next Generation Air Transportation System (Next Gen) across the United States.

PROJECT HIGHLIGHTS

One of the first major projects proposed through the Master Plan process was extending the existing Runway 15/33 by 800 feet to 4,800 feet to accommodate larger B-II turbojet aircraft with a greater useful load factor. One issue with the proposed 800 foot runway extension was the existing Runway Protection Zone (RPZ) incursion on the north side of Runway 15/33 with S. Iris St./Lexington Ave. McClure evaluated alternatives in accordance with FAA Memorandum "Interim Guidance on Land Uses Within a Runway Protection Zone" which showed that due to low volume of traffic on the existing roadway and the fact that the extension was to the south side of the runway, the extension was not going to cause future issues due to the incursion.



As a result the airport is able to maintain the existing runway location (with the extension) until future demand requires the ultimate 5,500 foot runway. The ultimate runway will be constructed parallel to the existing runway which will be converted to a parallel taxiway.