Lincoln Airport

Airport Master Plan

Executive Summary
Several development alternatives were analyzed with a final Airport Master Plan concept combining elements from each. The largest and most important project of note is the short runway project. The FAA, extensive analysis on the runway length and width needs were made. The short term reconstruction/rehabilitation project would narrow the runway to 150 feet while maintaining the existing length of 12,901 feet. Although this length still exceeds the length of 10,000 feet, it will be more expensive than simply maintaining the existing length. A width of 150 feet still meets FAA design standards. Prior to the Runway 18-36 project, several improvements to Runway 14-32 are planned in order for this runway to accommodate a greater percentage of commercial aircraft that will avoid being on a hold apron. The CAT I approach will allow the runway to serve aircraft during poor visibility conditions.

### Developments

#### Short Term Improvements
- Relocate Runway 35 Landing Threshold to Pavement End
- Add/Remove Taxiway A Hold Apron
- Service Road Relocation
- Relocate Runway 14 Landing Threshold to Pavement End
- Install MALSR on Runway 14 End
- Service Road Relocation (Runway 14 End)
- Construct Taxiway J Hold Apron
- Construct Connector Taxiway Between E and D
- Reconstruct and Narrow Runway 18-36 (Option C)
- Crack Repair Inner 100-foot Section of Runway 18-36
- Terminal Building/ TSA Improvements
- Construct 2 Hangars (6 units) and Box Hangars (4 units)
- Construct Box Hangar Taxiways - Phase 1
- Construct APF Access Road
- Construct Spiral Taxiway Exit from Runway 18-36
- Remove Portions of Taxiway E
- Expand GA Employment Center Parking
- Construct GA Apron and Taxiway
- Construct GA Conventional Hangar - Phase 1
- Construct April Access Road
- Construct GA Conventional Hangar - Phase 2
- Construct Box Hangar Taxiways - Phase 1
- Construct Taxiway H
- Reconfigure General Aviation Access Road
- Terminal Building Hold Room Expansion
- West Side Cargo Facility Construction (not pictured)
- Pavement Maintenance (see Exhibit IC)

#### Intermediate Term Improvements
- Construct Taxiway from Runway 19-35 to Taxiway E
- Construct GA Conventional Hangar - Phase 2
- Construct Box Hangar Taxiways - Phase 2
- Construct Taxiway D Hold Apron
- Remodel Taxiway B Hold Apron
- Construct GA Conventional Hangar - Phase 2
- Construct Box Hangar Taxiways - Phase 2
- Construct Taxiway H
- Remodel General Aviation Access Road
- Terminal Building Hold Room Expansion
- West Side Cargo Facility Construction (not pictured)
- Pavement Maintenance (see Exhibit IC)

#### Long Term Improvements
- Construct Spiral Taxiway Exit from Runway 18-36
- Construct Taxiway D Hold Apron
- Remodel Taxiway B Hold Apron
- Construct GA Conventional Hangar - Phase 2
- Construct Box Conventional Hangars - Phase 2
- Construct Box Hangar Taxiways - Phase 2
- Construct Taxiway H
- Remodel General Aviation Access Road
- Terminal Building Hold Room Expansion
- West Side Cargo Facility Construction (not pictured)
- Pavement Maintenance (see Exhibit IC)
An additional high priority short term item is the construction of a connector taxiway from Taxiway E to Taxiway D. This connector taxiway will reduce the need for aircraft to enter the runway environment when taxiing thereby improving operational efficiency and safety.

Parallel Runway 17-35 is also planned for improvements in the short term. Recent FAA design standard changes allow the airport to relocate the Runway 35 landing threshold to the existing pavement end. Currently, the landing threshold is preceded by a 400-foot taxiway. Relocation of this threshold will effectively provide an additional 400 feet of runway length for operations to the north.

The final project identified for the short term planning period is the construction of a direct road from the aircraft rescue and firefighting (ARFF) station to Taxiway D. This is necessary to meet FAA’s three minute emergency response standards.

The intermediate term program primarily addresses airport efficiency and capacity issues. A new taxiway is planned to extend from Runway 18-36 to Taxiway E. This taxiway would reduce the need for aircraft to enter the Runway 14-32 environment while taxiing to the east side of the airport. Long term projects build on increasing efficiency and capacity of the airfield. Taxiway exits from Runway 18-36 and a hold apron for Runway 18 are planned, while excess pavement would be removed.

Landside projects (hangars and other facilities) are typically needed only when an actual demand exists. The Airport Master Plan identifies the location and type of hangars that should be considered. Terminal building improvements are also identified, especially the increased needs for security screening activities. One other long term item of note is a reconfiguration of Aviation Road leading to the general aviation complex. This is recommended to improve safety.

The Master Plan has identified approximately $85 million in capital and hangar development needs over the planning period. Nearly $50 million of the total is eligible for grant funding from the FAA. Approximately $35 million of the total cost would be the responsibility of the Lincoln Airport Authority. It should be noted that some of the Authority’s total is for the construction of hangars and for infrastructure improvements that are not grant eligible. Hangar costs can often be recovered over time through lease revenue or through third-party construction.

The Airport Master Plan is evidence that the Lincoln Airport Authority, on behalf of the City of Lincoln and Lancaster County, is committed to continuing to provide high quality air transportation services to the region. The Airport Authority recognizes the importance of the Lincoln Airport to the community and the region, as well as the associated challenges inherent with providing for future aviation needs. By maintaining a sound, flexible Master Plan, and periodically updating that plan, the airport will continue to be a major asset to the area.

For more information, please contact:

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