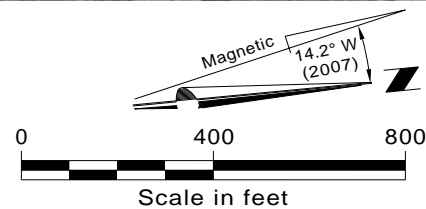


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ALTERNATIVE 1
- STATUS QUO -

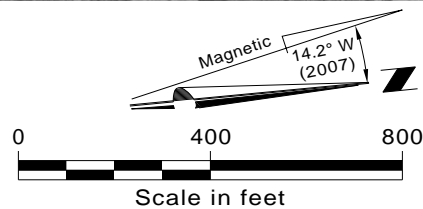
Airport Layout Plan, Robertson Airport, CT

PROJECT NO.
21402

DATE: July, 2010

FIGURE A1

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ALTERNATIVE 2
- 3,200' RUNWAY -

Airport Layout Plan, Robertson Airport, CT

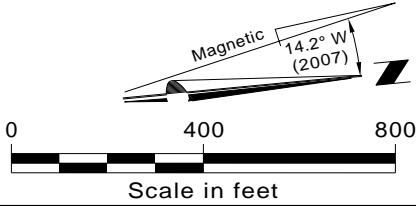
PROJECT NO.
21402

DATE: July, 2010

FIGURE A2

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	RUNWAY 2	RUNWAY 20
Takeoff Run Available (TORA)	3,665'	3,665'
Takeoff Distance Available (TODA)	3,665'	3,665'
Accelerated-Stop Distance Available (ASDA)	3,435'	3,430'
Landing Distance Available (LDA)	3,200	3,200

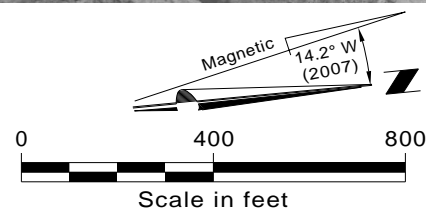


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ALTERNATIVE 3
- DECLARED DISTANCES -
(ARC B-1 STANDARDS)
Airport Layout Plan, Robertson Airport, CT

PROJECT NO.
21402
DATE: July, 2010
FIGURE A3

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ALTERNATIVE 4
STANDARD RSA's BY DECK
OR FILL WITH TUNNEL

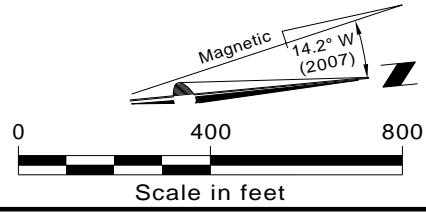
Airport Layout Plan, Robertson Airport, CT

PROJECT NO.
21402

DATE: July, 2010

FIGURE A4

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ALTERNATIVE 5
- RUNWAY SHIFT -

Airport Layout Plan, Robertson Airport, CT

PROJECT NO. 21402
DATE: July, 2010
FIGURE A5

4.2 Landside Development Alternatives

Although Figure L1 shows one logical configuration for landside facilities, it should be noted that many potential layouts are possible and will depend upon the requirements of future tenants. Figure L1 includes two double nested 20-bay T-Hangar buildings, two 2,500 sf conventional hangars, a nested 10-bay T-hangar building, and a 14,000 sf conventional hangar. The layout provides for the ability for incremental development, satisfies all design standards, and avoids all delineated wetlands. The exact size and location of each facility would be determined during the design and municipal site plan approval process. The buildings located on the main apron would allow for expansion by Interstate on property already included in their operating agreement.

The property shaded in Figure L1 along Perron Road (seven acres) could be used for future hangars or released from airport property for non-aviation use. If this land was used for the long-term for non-aviation use, the Town could undergo a formal Land Release process with the FAA. The process would include the justification that the property is not needed for future aviation use. The benefit of a permanent land release is that the property could then be used for industrial development and be returned to the tax rolls. The FAA also benefits as the revenue from the property sale is returned to the FAA funding program.

The large hangar (Hangar 1) is currently being leased by V.A.B. until 2012. The hangar can then be leased to one or multiple airport tenants for aircraft storage or other aviation use. The office / house near the runway end demolished due to its proximity to the runway end. If retained, its use should be limited to aeronautical tenants as access requires crossing the aircraft apron. The house near Hangar 3 is set to be operated by the FBO for temporary residential use by their flight crews.



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LANDSIDE ALTERNATIVE

Airport Layout Plan, Robertson Airport, CT

PROJECT NO.
21402

DATE: July, 2010

FIGURE L1

4.3 Recommended Development Plan

The recommended plan includes a combination of the above facility deficits and alternatives (see Figure RD-1). For the runway, it is recommended to use declared distances (Alternative 3) with a displaced threshold of 235 feet for Runway 2 (Alternative 3). This would be coupled with the construction of deck or tunnel to provide a standard Runway 20 RSA (Alternative 4) to maintain the current runway length of 3,665 feet. The declared distances would be implemented to maintain as much of the usable runway length as possible. The landing distance available (LDA) would be shortened to 3,435 feet for both runway ends.

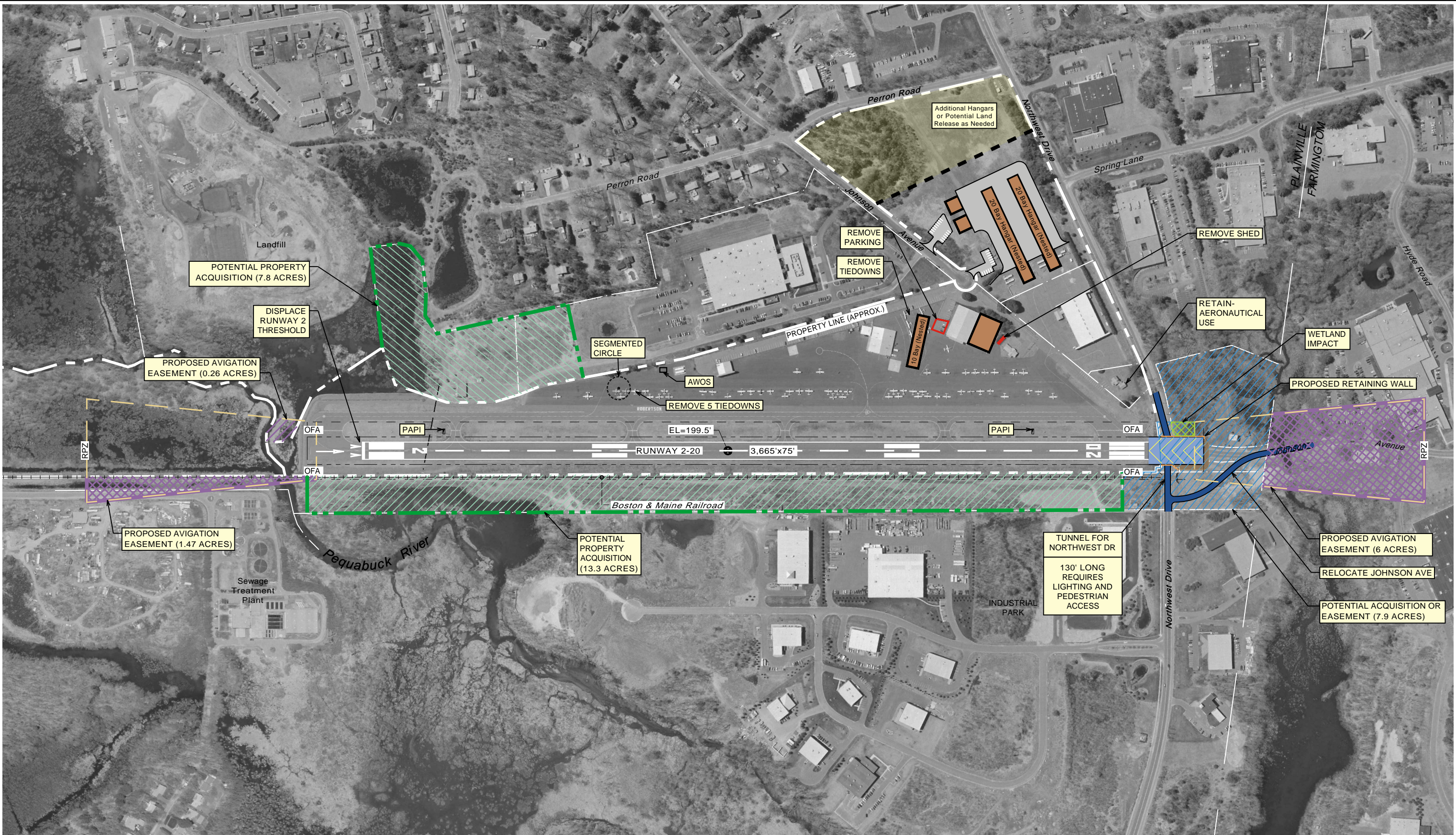
Other recommendations include the below; Table 25 shows the phasing of these projects and cost estimates in the ACIP.

- Pavement Rehabilitation for the Runway, Taxiway, and Apron
- Purchase of Avigation Easements for RPZ's
- Airfield Lighting and Marking Upgrade for IAP
- Airfield Signage
- Replace Rotating Beacon
- PAPI's for Both Runway Ends
- T-hangars and Additional Conventional Hangars
- Designated Transient Tiedowns
- Automated Weather Observation Station
- Segmented Circle and Windssocks
- Perimeter Fence Rehabilitation

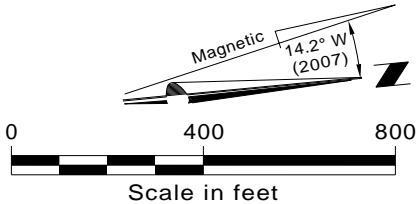
4.4 Additional Land Acquisition

Two areas are marked on the recommended plan (figure RD-1) for potential acquisition. The area to the west of the runway, approximately eight acres, could be used for wetland mitigation if necessary, otherwise as future landside development. As the FAA will not fund environmental remediation, the current owner will need to clear the site of any environmental contributors prior to acquisition by the Town.

The area to the east, approximately 13 acres, consists of the former Boston & Maine Railroad, and is within the transitional surface and the proposed primary surface (described in Section 6.1.1) and OFA of the Airport. The Town desires to convert this area to a nature trail for the community, which would be considered a compatible land use. The acquisition of this property would contribute to the protection of the surrounding airspace and existing OFA. If acquired, ConnDOT would request that a right-of-way be placed on the property for the East Coast Greenway (ECG). The ECG is a project to create a nearly 3,000-mile urban path linking the major cities of the Atlantic coast of the United States, from Calais, Maine, to Key West, Florida, for non-motorized human transportation.



	RUNWAY 2	RUNWAY 20
Takeoff Run Available (TORA)	3,665'	3,665'
Takeoff Distance Available (TODA)	3,665'	3,665'
Accelerated-Stop Distance Available (ASDA)	3,665'	3,425'
Landing Distance Available (LDA)	3,440'	3,425'



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RECOMMENDED DEVELOPMENT PLAN	PROJECT NO. 21402
Airport Layout Plan, Robertson Airport, CT	DATE: July, 2010
	FIGURE RD-1

5.0 FINANCIAL PLAN

The Town is currently in the process of negotiating an operating agreement between Interstate Aviation, Inc., the existing FBO, and the Town for the day to day operation of the Airport. The operating agreement defines the rates and the responsibilities, rights, and restrictions of both parties.

5.1 Agreement Terms

Based on the terms of the agreement, Interstate Aviation, Inc. would operate most of the existing facilities (except for Hangar 1) from the Town for a period of ten years. At the end of the agreement, there would be an option for Interstate Aviation to renew the agreement for an additional five-year period with all terms subject to renegotiation.

Under the proposed agreement, both the Town and Interstate Aviation would have different responsibilities and obligations relative to the maintenance, operation and planning of the airport. Interstate Aviation would be responsible for the following basic airport operating and maintenance elements³:

- Provide fixed base operations including aircraft rental and maintenance, flight training, fueling, storage, and charter service
- Collect aircraft landing fees, tie-down and parking charges
- Maintain the airport premises including buildings, grounds, interior fencing, removal of snow and ice, grass cutting and other common area grounds maintenance
- Pay for all utilities consumed at the agreed premises
- Pay to the Town a monthly fee of \$9,050 (from July 1, 2010 through June 1, 2011). After July 1, 2011, the monthly fee would be negotiable
- Pay to the Town 50 percent of tie-down fees for each additional aircraft over and above a base of 39 based aircraft
- Pay to the Town a fuel flow fee of \$0.12 per a gallon for every gallon of jet fuel sold in excess of 64,500 gallons (on an annual basis)
- Pay to the Town a fuel flow fee of \$0.10 per a gallon for every gallon of other aviation fuel sold in excess of 42,000 gallons (on an annual basis)

The Town of Plainville would be responsible for the following basic airport maintenance elements:

- Maintain and repair all airport landing and paved areas
- Maintain the facility (outside of the operated premises) for aircraft operations pursuant to State and Federal regulations
- Maintain airport drainage, catch basins and tree/brush removal required for safe aircraft operations
- Provide needed building structural repairs, perimeter fencing, signage, underground utilities, and various runway light transformers

³ The proposed lease agreement outlines many responsibilities and obligations for both Interstate Aviation and the Town, however, these elements were selected as they represent the most fundamental responsibilities.

- Ensure that all buildings and facilities are in good working condition prior to execution of the operating agreement

5.2 Financial Analysis

The net municipal cash flow of the airport under two different scenarios based on the terms established in the proposed agreement was analyzed. The two scenarios include a Baseline Scenario and a Modest Growth Scenario. Each of the scenarios estimates potential airport revenues and expenditures for the Town based on adjustments to airport demand variables (such as based aircraft and fuel sales), as well as adjustments to monthly rent payments. A five-year financial forecast for the airport under each scenario has been provided.

Sources of Revenue

Under the terms of the proposed agreement, the Town would have the following sources of revenues:

- *Rent:* Fees paid by Interstate Aviation on a monthly basis to the Town for use of the airport property and buildings. The proposed rent is \$9,050 per month through to July 1, 2011.
- *Fuel Flow Fees:* Fees paid by Interstate Aviation to the Town of \$0.12 per a gallon for every gallon of jet fuel sold in excess of 64,500 gallons, and \$0.10 per a gallon for every gallon other aviation fuel sold in excess of 42,000 gallons.
- *Tiedown Fees:* Interstate Aviation pays to the Town 50 percent of tie-down fees for each additional aircraft over and above a base of 39 tie downs. Current tiedown fees at the airport range between \$70 and \$80 per month per based aircraft.

Sources of Expenditures

Under the terms of the proposed agreement, the Town would have the following expenses:

- *Insurance:* In order to cover any liability damages, the Town's insurance coverage for the airport is estimated at about \$17,000.
- *Building Maintenance:* Although Interstate Aviation is responsible to maintain the airport buildings and property, the Town is obligated to complete building structural repairs estimated at approximately \$15,000 per year⁴ (on average).
- *Legal/Professional Services:* The cost of additional legal, technical and professional services to help the Town administer the airport's capital improvement program (ACIP) and any other issues. The cost for these services is estimated at \$10,000.

⁴ As per *Analysis of the Municipal Purchase of the Robertson Airport by the Town of Plainville*, Clough Harbour & Associates, 2007.

- *Capital Expenditures:* Based on estimates provided in the ACIP, the Town's share of capital costs are estimated at approximately \$10,700 per year.

Scenario One: Baseline

The Baseline Scenario is based on the assumption that the airport will continue to operate essentially under unchanged operating conditions (for fuel and based aircraft). Other assumptions under this scenario include:

- Monthly rent payments remain unchanged (at \$9,050) through 2012, then increase by 3% (estimated inflation rate) in 2013 and remain unchanged in 2014.
- Total annual fuel flow is estimated at 110,000 gallons through 2012 and increases to 115,000 gallons in 2013 and 2014. The proportion of jet fuel (70%) to other aviation fuel (30%) remains unchanged throughout the forecast period.
- The number of rented tiedowns remains at 39 through 2012 and increases by one aircraft to 40 based aircraft in 2013 and 2014.
- Monthly tie down fees remain at \$70 per based aircraft through 2011 and increase to \$75 in 2012 and throughout the remainder of the forecast period.
- Insurance (\$17,000), building maintenance (\$15,000) and legal/professional costs (\$10,000) remain unchanged through 2011, and then increase by 3 percent (estimated inflation rate) in 2012 and 2014.

As shown in Table 21, the Airport is forecast to generate approximately \$110,000 in revenue in 2010 which increase to approximately \$114,000 in 2014. Total expenditures are estimated to be approximately \$53,000 in 2010 and increase to about \$57,000 in 2014. Based on the assumptions stated, the net cash flow for the Airport under this scenario is consistently positive by between \$55,000 and \$59,000 annually.

TABLE 21 – BASELINE SCENARIO FINANCIAL FORECAST					
	2010	2011	2012	2013	2014
Revenues					
Rent	\$108,600	\$108,600	\$108,600	\$111,858	\$111,858
Fuel Flow Fees	\$1,500	\$1,500	\$1,500	\$1,920	\$1,920
Tie Down Fees	\$0	\$0	\$0	\$450	\$450
Total Revenue	\$110,100	\$110,100	\$110,100	\$114,228	\$114,228
Operating Expenditures					
Insurance	\$17,000	\$17,000	\$17,510	\$17,510	\$18,035
Building Maintenance	\$15,000	\$15,000	\$15,450	\$15,450	\$15,914
Legal/Professional Services	\$10,000	\$10,000	\$10,300	\$10,300	\$10,609
Total Operating Expenditures	\$42,000	\$42,000	\$43,260	\$43,260	\$44,558
Capital Projects (Expenditures)	\$10,700	\$11,021	\$11,352	\$11,692	\$12,043
Total Expenditures	\$52,700	\$53,021	\$54,612	\$54,952	\$56,601
Net Cash Flow					
	\$57,400	\$57,079	\$55,488	\$59,276	\$57,627

Scenario Two: Modest Growth

The Modest Growth Scenario is based on the assumption that the economy and market for general aviation demand will improve modestly and that operating conditions (for fuel and based aircraft) will improve accordingly. Other assumptions under this scenario include:

- Monthly rent payments remain unchanged (at \$9,050) through 2011, then increase by 3% (estimated inflation rate) in 2012 and 2014.
- Total annual fuel flow is estimated at 110,000 gallons in 2010 and increases to 125,000 gallons in 2011 and 2012, and 150,000 in 2013 and 2014. The proportion of jet fuel (65%) to other aviation fuel (35%) remains unchanged throughout the forecast period.
- The number of rented tiedowns in 2010 (45) increases by three to 48 in 2012, and then by another two to 50 in 2013. The based aircraft estimate remains at 50 through 2014.
- Monthly tie down fees remain at \$75 per based aircraft through 2011 and increase to \$80 in 2012 and throughout the remainder of the forecast period.
- Insurance (\$17,000), building maintenance (\$15,000) and legal/professional costs (\$10,000) remain unchanged through 2011, and then increase by 3 percent (estimated inflation rate) in each of 2012, 2013 and 2014.

As shown in Table 22, the Airport is forecast to generate approximately \$112,000 in revenue in 2010 which increase to approximately \$125,500 in 2014. Total expenditures are estimated to be approximately \$53,000 in 2010 and increase to about \$58,000 in 2014. Based on the assumptions stated, the net cash flow for the Airport under this scenario is consistently positive by between \$59,000 and \$68,000 annually.

TABLE 22 – MODEST GROWTH SCENARIO FINANCIAL FORECAST					
	2010	2011	2012	2013	2014
Revenues					
Rent	\$108,600	\$108,600	\$111,858	\$111,858	\$115,214
Fuel Flow Fees	\$840	\$2,185	\$2,185	\$5,010	\$5,010
Tie Down Fees	\$2,700	\$4,050	\$5,280	\$5,280	\$5,280
Total Revenue	\$112,140	\$114,835	\$119,323	\$122,148	\$125,504
Operating Expenditures					
Insurance	\$17,000	\$17,000	\$17,510	\$18,035	\$18,576
Building Maintenance	\$15,000	\$15,000	\$15,450	\$15,914	\$16,391
Legal/Professional Services	\$10,000	\$10,000	\$10,300	\$10,609	\$10,927
Total Operating Expenditures	\$42,000	\$42,000	\$43,260	\$44,558	\$45,895
Capital Projects (Expenditures)	\$10,700	\$11,021	\$11,352	\$11,692	\$12,043
Total Expenditures	\$52,700	\$53,021	\$54,612	\$56,250	\$57,937
Net Cash Flow					
	\$59,440	\$61,814	\$64,711	\$65,898	\$67,566

Conclusion

Based on the terms of the proposed agreement between the Town of Plainville and Interstate Aviation, and the assumptions used, it is clear that the Airport will produce positive net cash flow for the Town. Should the demand for general aviation aircraft and services improve over the next one to five years (which is likely), and Town exercises diligence in containing airport costs, it is likely that net cash flow could be improved beyond the estimates shown.

Furthermore, based on a review of other airport FBO leases throughout Connecticut, the Town should be encouraged by the financial conditions of the proposed airport agreement. The agreement terms and conditions provide financial benefit to the Town and is considered to satisfy the fair market value requirements.

It should be noted that this study does not include an analysis of property taxes or payment in lieu of taxes (PILOT) relative to the FBO as the proposed agreement does not address property taxes (or a PILOT) for tenants at the airport. It is assumed the FBO does not pay property taxes as they are a tenant of the Town. Also, this analysis does not include any revenue or expenses associated with other Town-owned airport property not operated by Interstate Aviation.

6.0 AIRPORT LAYOUT PLAN AND CAPITAL IMPROVEMENT PLAN

The recommended airport improvements in Section 4 form the basis for the preparation of the Airport Layout Plan (ALP) drawing. The ALP illustrates the short- and long-range development plan for Robertson Airport over a 20-year time frame. The ALP serves as the official development plan for the Airport. As such, future development projects must be consistent with the ALP in order to be eligible for State and Federal funding.

6.1 **Airport Layout Plan Drawing Set**

The Airport Layout Plan (ALP) Drawing Set was prepared in accordance with the following FAA guidance materials:

- FAA Advisory Circular 150/5300-13, Airport Design
- FAA Advisory Circular 150/5070-6B, Airport Master Plans
- Federal Aviation Regulations, Part 77, Objects Affecting Navigable Airspace

The ALP Drawing Set is presented at the end of this report and is comprised of the following drawings:

TABLE 23 - DRAWING INDEX		
Sheet No.	Sheet Title	Drawing No.
	Cover Sheet & Drawing Index	---
1	Existing Airport Layout	ALP-1
2	Airport Layout Plan	ALP-2
3	Terminal Area Plan	ALP-3
4	Airport Airspace Drawing	ALP-4
5	Inner Portion of the Approach Surface Drawing	ALP-5
6	Land Use Plan	ALP-6
7	Airport Property Plan	ALP-7

6.1.1 **Existing and Proposed Airport Layout Plan**

The first sheet of the drawing set (ALP-1) illustrates the existing airport layout as it exists today. The drawing identifies key FAA airfield design standards (e.g., Runway Safety Areas, Object Free Areas, and Runway Protection Zones) and illustrates existing landside facilities. Key information, such as runway end elevations and runway-taxiway offsets, is also illustrated on ALP-1.

The proposed ALP (ALP-2) includes all features of ALP-1, and illustrates each recommended facility for Robertson Airport. Several offices within the FAA review this drawing for consistency with airport design standards, flight procedures, surrounding airspace, and environmental requirements. Approval of ALP-2 represents the acceptance of the general location of future facilities. Depicting proposed or potential facilities on the ALP is a prerequisite of development. However, prior to the development phase of each project, the Town is required to submit the final locations, heights, and exterior finish of each proposed structure for approval. ALP approval does not represent environmental clearance under the National Environmental Policy Act (NEPA), or compliance with permit requirements. Such approvals must be obtained prior to development, and are typically not part of the ALP process.

It is also noted that ALP approval does not represent a commitment on behalf of the Town, ConnDOT, FAA, or others to fund or pursue the projects depicted. Rather, this ALP represents the

first products of the planning and development process, and is intended to depict a broad and long-range view of the potential improvements to the Airport.

The ALP drawings were prepared in accordance with FAA design standards for ARC B-I. Aircraft within ARC B-I include a wide range of general aviation aircraft, such as Cessna Citation Jet and Beech Baron.

6.1.2 Terminal Area Plan

The terminal area plan, ALP-3, illustrates the landside facilities depicted on the ALP at a larger scale in greater detail. The drawing itself does not show any additional facilities, but provides a clearer depiction of the terminal area facilities. Highlights of the proposed facilities / improvements on the Terminal Area Plan include:

- 20-Bay T-hangar
- 20-Bay T-hangar
- 50' x 50' Conventional Hangar
- 50' x 50' Conventional Hangar
- Demolish Office near Runway 20 end
- Location for additional aviation or non-aviation development
- Retaining the existing house for aviation use

6.1.3 Airport Airspace Plan

The next two sheets of the ALP Drawing Set (ALP-4 and 5) illustrate the airspace requirements associated with Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace*. Part 77.23 identifies a series of geometric planes (i.e., imaginary surfaces) that extend outward and upward from an airport's runways to define obstruction clearing requirements. These surfaces identify the maximum acceptable height of objects by defining three dimensional surfaces surrounding all sides of the airfield. When an object penetrates an imaginary surface, it is considered an airspace obstruction and may present a hazard to air navigation.

The height and dimensions of the imaginary surfaces are determined by the airfield elevation, design aircraft, and the type of approach to each runway end. The specific surfaces for Robertson are described below.

Primary Surface: A surface longitudinally centered at the runway elevation extending 200 feet beyond each runway end. The width of the primary surface is 250 feet for the existing visual Runway 2-20 at Robertson Airport. The proposed non-precision RNAV GPS IAP to the runway would increase the entire width of the primary surface to 500 feet.

Horizontal Surface: A horizontal plane 150 feet above the airport elevation. As the elevation of Robertson Airport is 202 feet above mean sea level (AMSL), the horizontal surface is situated at 352 feet AMSL. The shape of the surface is created using radial arcs of 5,000 feet, from the ends of the primary surface, connected by lines tangent to the arcs.

Conical Surface: A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1, for a horizontal distance of 4,000 feet. The elevation of the outer edge of the conical surface at Robertson Airport is 402 feet AMSL.

Approach Surface: Surfaces longitudinally centered on the extended runway centerlines, extending outward and upward from the ends of the primary surface. For Robertson Airport, the dimensions and slopes of the approach surfaces are listed in Table 24.

TABLE 24 – APPROACH SURFACE DIMENSIONS				
Runway End – Current	Inner Width	Outer Width	Length	Slope
Runway 2 (Visual)	250'	1,250'	5,000'	20:1
Runway 20 (Visual)	250'	1,250'	5,000'	20:1
Runway End – Proposed	Inner Width	Outer Width	Length	Slope
Runway 2 (RNAV)	500'	2,000'	5,000'	20:1
Runway 20 (RNAV)	500'	2,000'	5,000'	20:1

Transitional Surface: Surfaces extending outward and upward at right angles from the sides of the primary and approach surfaces at a slope of 7 to 1. The transitional surfaces terminate at the overlying horizontal surface.

Objects that penetrate the runway imaginary surfaces are depicted on ALP-3 and ALP-4.

ALP-4, Airport Airspace Drawing, illustrates the overall dimensions of the Part 77 surfaces, and highlights penetrations to the outer surfaces. The obstructions to the airspace will be evaluated upon receipt of the FAA survey data. ALP-5, the Inner Portion of the Approach Surface, provides greater detail regarding the close-in airspace obstructions, particularly to the inner portions of each approach surface. For each obstruction, the height, penetration, ownership, and proposed action/disposition are indicated in the associated tables.

6.1.4 Land Use Plan

Robertson Airport is located in the Town of Plainville, Hartford County, Connecticut. The runway is bordered to the south by the Pequaback River and Northwest Drive to the north. As depicted on ALP-6, the Land Use Plan, the area surrounding Robertson Airport primarily consists of industrial / commercial development, with wetland and floodplain areas to the south and residential development to the west.

Robertson Airport is located within a Restricted Industrial District (RI) in the Town of Plainville. Within an RI District, residential development is essentially prohibited. There is a single-family Residential District (R-20) located a quarter mile west of the runway. The R-20 District is not located beyond either runway end or near any areas that would be considered for future airport development. Thus, no compatible land use concerns are anticipated for these areas.

The Town of Plainville also maintains an Airport Approach Zone (AAO Zone) for the purpose of “reducing hazards which endanger lives and property at and near the airport.” The AAO Zone is an overlay zone, which extends over each zoning district in the Town of Plainville. The Town of

Farmington located north of the Airport also has an Airport Approach Overlay Zone defined in their Zoning Regulations. The zoning district in Farmington containing the RPZ is an Industrial CR Zone.

The permitted uses within the AAO zones include any use allowed by right or special permit except those that may “by reason of electrical interference with radio communications is hazardous to aircraft.” The height restrictions for structures, trees, buildings, etc. in relation to airport surfaces as defined in Section 6.1.3. A map of the Robertson Airport Approach Zone is on file with the Towns. The Towns’ future land use plans are shown on ALP-6. The Airport is anticipated to be surrounded by Industrial, Office / Light Industrial, and Greenway / Open Areas.

As described previously, the FAA recommends controlling the land immediately beyond the runway ends, within the RPZs, through easement or acquisition of the property. The Town does not own the property within the RPZ beyond Runway 20 north of the Airport within the Town of Farmington. Easements may be considered for this area.

Land use compatibility is also related to airport noise exposure. The FAA uses a Day-Night Average Noise Level (DNL) of 65 dB as a threshold to determine if incompatible activities exist in the vicinity of an airport. DNL levels for existing and future conditions illustrate that the DNL 65 dB at Robertson Airport remains within the airport property boundary. Thus, no incompatible land use impacts are anticipated as a result of aircraft noise. The noise contours are illustrated on ALP-6.

6.1.5 Airport Property Map

The seventh sheet of the ALP (previously referred to as “Exhibit A”) identifies the tracts of land within the airport boundaries. The primary purpose of the Airport Property Map drawing is to provide information for analyzing the current and future aeronautical use of land acquired with federal and / or state funds. The drawing documents all the property subject to FAA grant assurances as part of the airport property.

6.2 Airport Capital Improvement Plan

The ALP will be implemented in phases over the 20-year planning period. The phases were established according to the existing and projected levels of aviation activity to support the short and long-range needs of Robertson Airport and are compiled into the ACIP. The ACIP phases are as follows:

Phase I:	Present through 2015
Phase II:	2016-2020
Phase III:	2021-2030

In the event that the demand levels are not attained or funding is not available, the development items can be reprogrammed as necessary. Implementation of the phasing scheme is dependent on the future availability of FAA and state funding, the airport owner’s financial resources, and local and environmental approvals. For this reason, the recommended phasing must be flexible.

Note that the ACIP does not constitute a commitment on behalf of the Town, ConnDOT, or FAA to fund any of the projects. In addition, the ACIP does not imply that the projects would receive environmental approvals. The ACIP should undergo regular updates as project priorities and demands indicate.

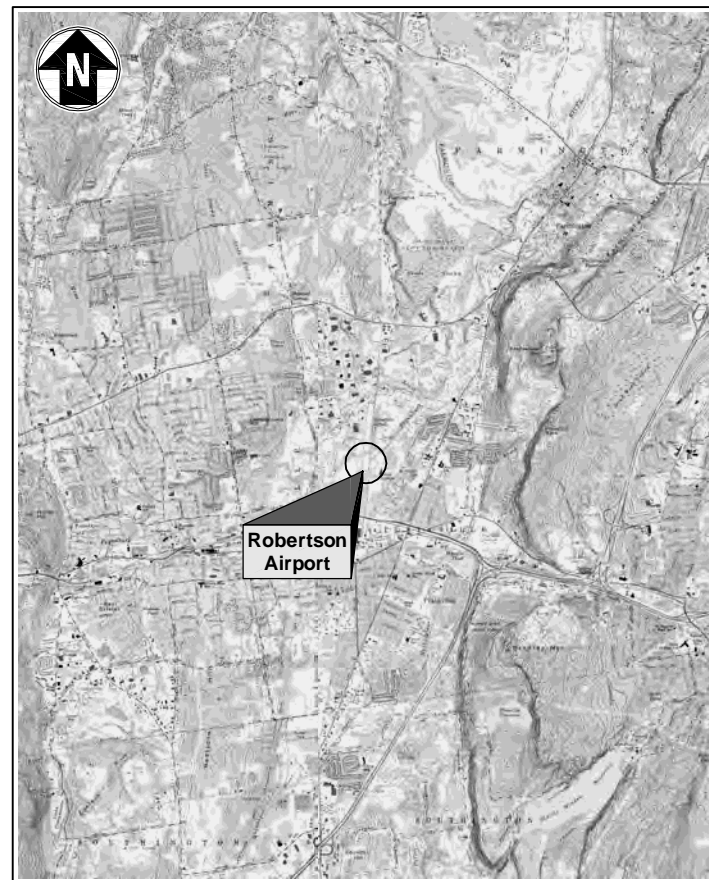
The ACIP for the recommended airfield and landside projects is provided in Table 25. The projects are illustrated on the ALP-2 drawing.

TABLE 25 - AIRPORT CAPITAL IMPROVEMENT PLAN (2010 Dollars)					
Project	Total Estimated	Anticipated Funding Source			
		FAA	State	Local	Private
Phase I (0 to 5 years)					
Runway Rehabilitation & RSA	\$ 1,600,000	1,520,000	60,000	20,000	-
Taxiway Rehabilitation	\$ 1,300,000	1,235,000	48,750	16,250	-
Main Apron Rehabilitation	\$ 2,500,000	2,375,000	93,750	31,250	-
20 Bay T-Hangar	TBD	-	-	-	TBD
PAPI Installation (Both Runway Ends)	\$ 250,000	237,500	9,375	3,125	-
Demolish Office	\$ 31,000	29,450	1,163	388	-
New Windsocks & Segmented Circle	\$ 42,000	39,900	1,575	525	-
Automated Weather Observation System	\$ 200,000	190,000	7,500	2,500	-
Phase I Total	\$ 5,923,000	\$ 5,626,850	\$ 222,113	\$ 74,038	\$ -
Phase II (6 to 10 years)					
Fence Replacement / Rehabilitation	\$ 392,000	372,400	14,700	4,900	-
Hangar 1 Apron Rehabilitation	\$ 500,000	475,000	18,750	6,250	-
Runway & Taxiway Lighting Rehabilitation	\$ 1,540,000	1,463,000	57,750	19,250	-
Airfield Signage	\$ 28,000	26,600	1,050	350	-
Conventional Hangar (50 x 50)	TBD	-	-	-	TBD
20 Bay T-Hangar	TBD	-	-	-	TBD
Airport GIS (AGIS) Mapping	\$ 280,000	266,000	10,500	3,500	-
Phase II Total	\$ 2,740,000	\$ 2,603,000	\$ 102,750	\$ 34,250	\$ -
Phase III (11 to 20 years)					
Runway 20 Safety Area - Northwest Dr. Tunnel	\$ 3,800,000	3,610,000	142,500	47,500	-
RPZ Avigation Easements (10.54 acres)	\$ 89,000	84,550	3,338	1,113	-
Property Acquisition (7.8 acres)	\$ 66,000	62,700	2,475	825	-
Conventional Hangar (50 x 50)	TBD	-	-	-	TBD
Boston & Main Railroad Path Acquisition (13 acres)	\$ 110,000	104,500	4,125	1,375	-
Phase III Total	\$ 4,065,000	\$ 3,861,750	\$ 152,438	\$ 50,813	\$ -
Grand Total	\$ 12,728,000	\$ 12,091,600	\$ 477,300	\$ 159,100	\$ -

AIRPORT LAYOUT PLAN

FOR THE

ROBERTSON AIRPORT (4B8)



Vicinity Map

FAA Project No. 3-09-0018-004-2010
State Project No. 109-64

Drawing Index		
Sheet No	Drawing	Title
—	T-1	Cover Sheet & Drawing Index
1	ALP-1	Existing Airport Facilities
2	ALP-2	Airport Layout Plan
3	ALP-3	Terminal Area Plan
4	ALP-4	Airport Airspace Plan
5	ALP-5	Inner Portion of the Approach Surface Drawing
6	ALP-6	Land Use Plan
7	ALP-7	Airport Property Plan



Project Location Map

County of Hartford


Plainville, Connecticut

December 2010

[illegible]

TOWN OF PLAINVILLE
ONE CENTRAL SQUARE
PLAINVILLE, CT 06062

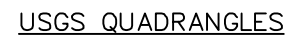
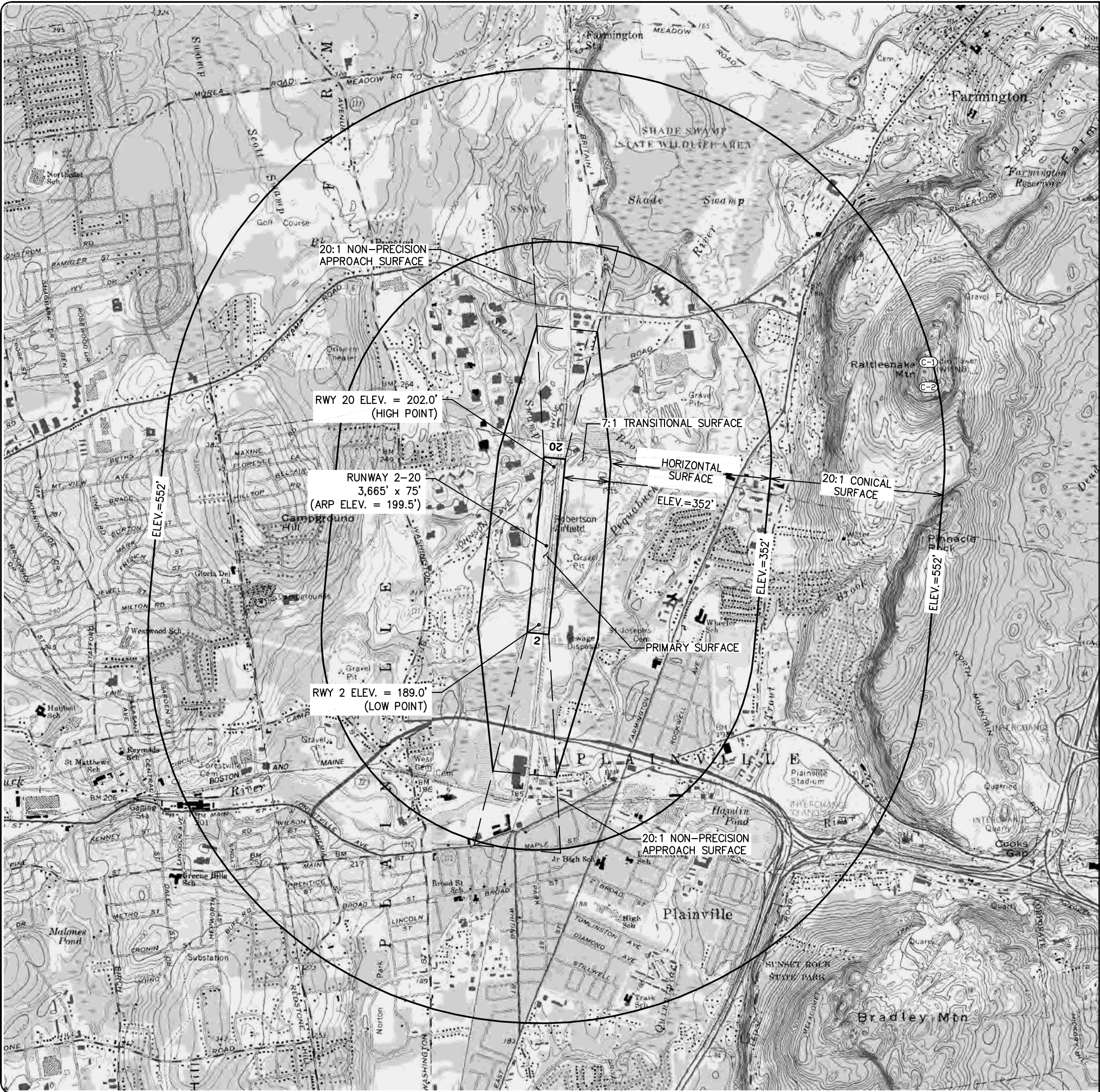
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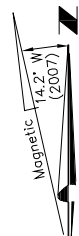
ROBERTSON AIRPORT (4B8)
AIRPORT LAYOUT PLAN

COVER SHEET & DRAWING INDEX

T-1



NOTE: PRIMARY, APPROACH & TRANSITIONAL SURFACE OBSTRUCTIONS
ARE ILLUSTRATED ON DWG. ALP-5

*FAA AERONAUTICAL SURVEY IN PROGRESS

TOWN OF PLAINVILLE
ONE CENTRAL SQUARE
PLAINVILLE, CT 06062

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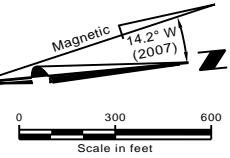
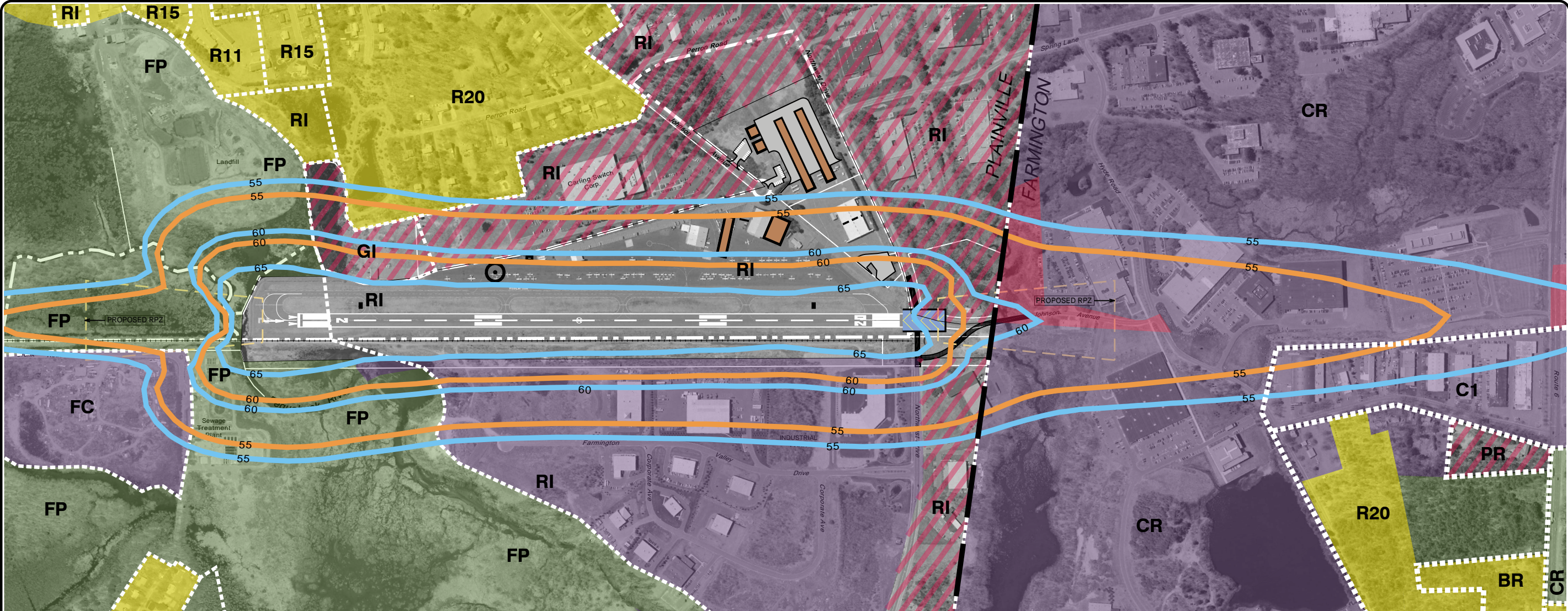
ROBERTSON AIRPORT (4B8)
AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE PAN

Issue Date: 12-13-2010	Project No.: 21402	Scale: AS NOTED
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ALP-4

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GENERAL LEGEND	LAND USE	PLAINVILLE ZONING	FARMINGTON ZONING
Noise Contour (Year 2010)	Airport	Zoning Boundary	Zoning Boundary
Noise Contour (Year 2030)	Greenway/Open Space	R-20 (20,000 s.f.)	BR Business Restricted
Municipal Boundary	Commercial, Industrial, and Office Space	R-15 (15,000 s.f.)	C1 Industrial
Approximate Tax Parcel Lines	Residential	R-12 (12,000 s.f.)	CR Industrial
Existing Airport Property Line	Office and Light Industrial	R11 (11,000 s.f.)	PR Professional Office
	Utility/Governmental	FC Flood Control	R20 Residential (20,000 S.F.)
		GI General Industrial	
		RI Restricted Industrial	
		FP Flood Plain	
	<small>SOURCE: TOWN OF PLAINVILLE PLAN OF CONSERVATION AND DEVELOPMENT (2003)</small>	<small>SOURCE: TOWN OF PLAINVILLE ZONING REGULATIONS (2010)</small>	<small>SOURCE: TOWN OF FARMINGTON, REGULATIONS FOR ZONING, SUBDIVISION, AND INLAND WETLANDS (2010)</small>
	<small>TOWN OF FARMINGTON PLAN OF CONSERVATION AND DEVELOPMENT (2008)</small>		

TOWN OF PLAINVILLE ONE CENTRAL SQUARE PLAINVILLE, CT 06062		CIVIL 2139 Sas Deane Highway, Suite 212 • Rocky Hill, CT 06067-2336 Main: (860) 257-4557 • www.civilians.com		ROBERTSON AIRPORT (4B8) AIRPORT LAYOUT PLAN	
No.		Designed: POM	Drawn: PM	Issue Date: 12-13-2010	Project No.: 21402
Submission / Revision		Checked: ER		Scale: AS NOTED	
App'd					
By					
Date					

ALP-6

