MEMO

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To:	Blair Airport Authority
From:	Heather Olson
RE:	BTA - North Expansion layout update and sanitary sewer expansion
Date:	11/12/2026
Project No:	026-XXXX

NORTH AREA EXPANSION – GENERAL AVIATION HANGAR LAYOUT

The general aviation area shown on the ALP did not account for the existing gas line that crosses through the area. Based on recent discussions with the Hangar Committee, the area was reconfigured to maximize the number of hangars while minimizing the amount of concrete pavement required for taxilanes. The updated layout includes the following modifications:

- The existing gas line and associated easement have been depicted on the updated layout.
- Smaller box hangars were incorporated to mitigate the restrictions with the gas line.
- Maximized the use of the area by including 6-Place, 8-Place and 10-Place T-Hangars.
- As the highway and runway alignments restrict allowable building space, additional smaller box hangars were depicted as options.
- The potential for the OPD hangar and helicopter landing apron were relocated further north to allow for quick access to the highway and separation from the fixed-wing and helicopter interactions.
- The fuel farm area was relocated further to the north in an area that limits hangars.

Further discussions regarding the 500 ft vs 1,000 ft primary surface should be a priority as this layout will comply with the current ALP and FAA requirements but if the 1,000 ft primary surface is a high priority for protecting the OPD hangar will need to be shifted to the south.

SANITARY SEWER SYSTEM IMPROVEMENTS

Most of the hangars within the northern General Aviation area consist of T-hangars, which typically do not include restroom facilities. Given the relatively low level of restroom usage anticipated within the majority of hangars on the north side of the airport, the costs and land area required for a centralized septic system are likely difficult to justify. The Hangar Committee indicated that a community restroom could potentially be incorporated into one of the hangar buildings to serve tenants in the area. However, because only a limited number of hangars would require wastewater service, constructing a centralized wastewater collection and treatment system may not be justified. The Airport Authority should instead consider the use of individual holding tanks that can be periodically pumped and maintained. If the OPD hangar is relocated to the north, a larger individual tank and septic system may be warranted and attainable.