

# **FAA FACT SHEET**

## **Ticonderoga Municipal Airport Completes American Recovery and Reinvestment Act Fund Project**

(July 27, 2010) The Ticonderoga Municipal Airport, Ticonderoga, NY has completed the safety improvements that were funded by a \$3.215 million dollar Grant from the American Recovery and Reinvestment Act (ARRA) of 2009.

The Grant was used to reconstruct and repair the airports deteriorating runway; remove current line of sight problems with the runway; bring the Runway Safety Areas up to FAA standards; and construction of a jug handle taxiway which will give aircraft an area to turnaround at the end of the runway.

Ticonderoga Municipal is a general aviation airport that handles approximately 11,000 airport operations per year. An airport operation is defined as either a takeoff or a landing of an aircraft.

The project encompassed the reconstruction and repair of Runway 2-20 including full depth reconstruction, runway profile line of sight improvements, lighting improvements, new markings and drainage improvements. The work also involved complete removal of the existing runway, re-grading for the new runway, the removal of earth to correct a line of sight problem and placement of new pavement. New drainage ditches were also created along the runway to facilitate groundwater drainage and assist in storm water management. The project included construction of Runway Safety Areas (areas off the runway ends intended to accommodate aircraft overruns) meeting FAA Standards and included grading and drainage work. The project also included construction of a jug handle taxiway on the Runway 20 end to be used for aircraft turn around and

run-ups. The construction of the taxiway included earth fill, asphalt pavement, lighting and signage.

The primary deficiencies that were corrected are:

- The existing Runway pavement was in dire need of repair; large cracks had developed on the runway posing a hazard to aircraft.
- There was a serious "line of sight" problem along the existing runway. FAA Advisory Circular 150/5300-13, "Airport Design" states that an acceptable runway profile shall permit any two points five feet above the runway centerline to be mutually visible for the entire runway length. Runway 2-20 did not meet these criteria. This causes a serious safety problem at uncontrolled airports such as Ticonderoga as it could allow two aircraft to occupy the runway at the same time and not see each other. The project required removal of the knoll in the runway to provide a clear line of sight.
- The runway did not have standard Runway Safety Areas. The Runway Safety Areas were brought up to current standards as stated in FAA Advisory Circular 150/5300-13, "Airport Design".
- The airport did not have a place for aircraft to turn around or perform run-ups at the Runway 20 end. This causes aircraft to perform these checks on the runway itself. Construction of a jug handle taxiway for aircraft turnarounds and run-ups alleviated this issue.

The program (ARRA) was signed into law by President Obama on February 17, 2009, and provided \$1.1 billion to the FAA from the General Fund for airport-related purposes. There is a 100% Federal share for this program, meaning that there was no local or State match required. The Grant program is administered through the Federal Aviation Administrations Airports Improvement Program.

For further information contact: FAA Communications at 718-553-3015.