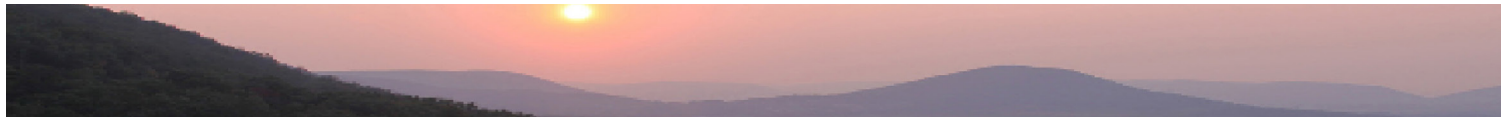




2 Existing Facilities and Conditions



The Airport is bordered by Highspire Borough to the northwest, Lower Swatara Township to the north, Middletown Borough to the east, and the Susquehanna River to the south and west. The Airport Connector (PA 3032) provides primary access to the passenger terminal area from PA 283. HIA currently occupies approximately 780 acres at an elevation of 310 feet above mean sea level (MSL). Exhibit 2-1 depicts the general land use within the Airport property boundary, dividing land use into five general areas:

- Central – Passenger Terminal Complex
- West – Corporate hangers, airport maintenance, and Airport support
- East – Pennsylvania Air National Guard

(PaANG), Air Cargo Area, and long-term parking

- South – Airfield
- Unoccupied land parcels, some of which are designated for non-aviation land uses

Exhibit 2-2 depicts the buildings (by building number) on Airport property and their condition.

Airfield

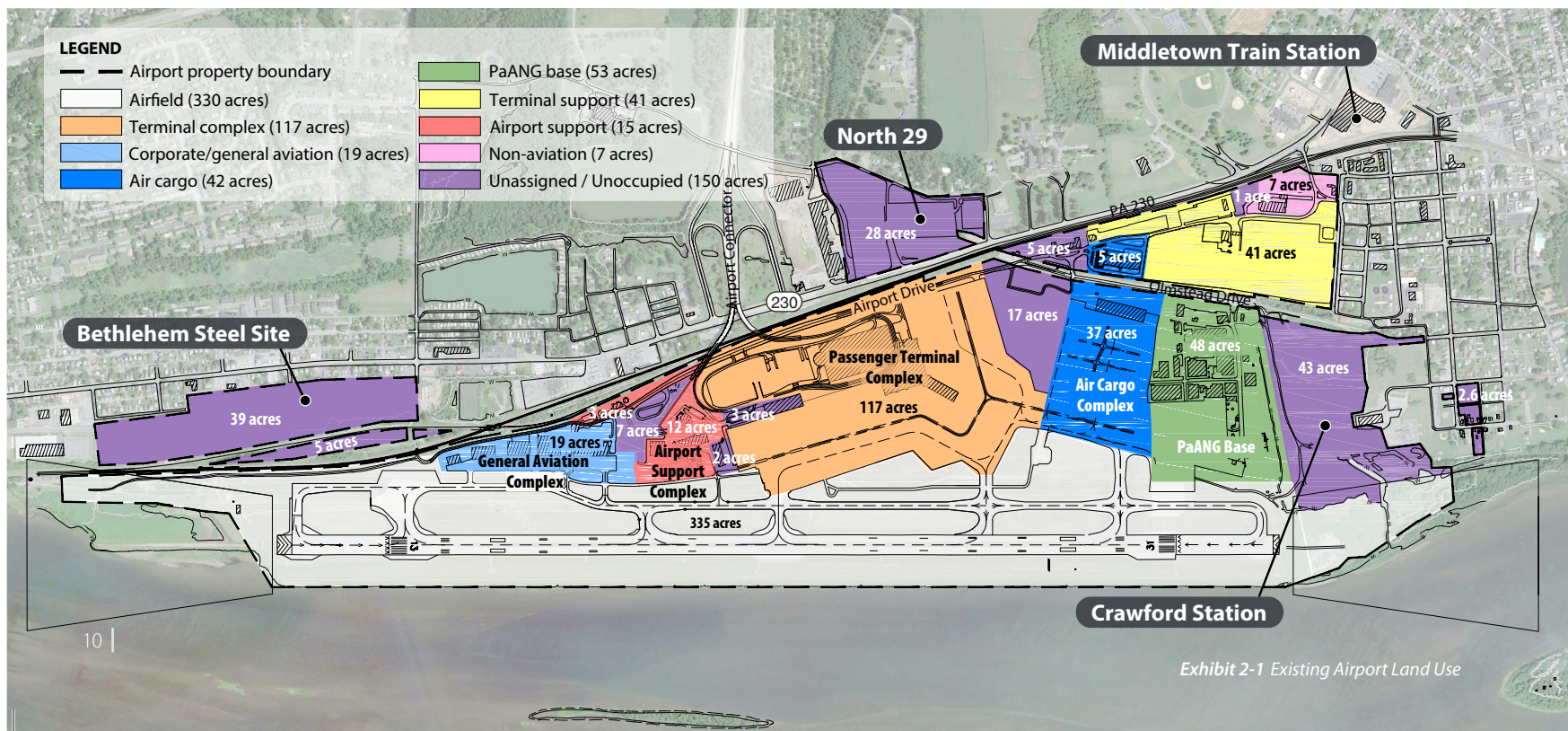
The Airport has a single runway, Runway 13-31. It is 10,001 feet long and 200 feet wide. Both thresholds have precision instrument approaches and are equipped with an Instrument Landing System (ILS). The taxiways associated directly with the

runway are 75 feet wide and meet the standards for Airplane Design Code V.

Passenger Terminal Complex

The passenger terminal complex includes the passenger terminal building, the aircraft parking apron, entrance and circulation roadways, and automobile parking areas. The existing passenger terminal building was constructed in 2004 and has two public levels.

Ticketing, baggage claim, and information are located on the lower level. Aircraft departure lounges and gates, security check-point, and concession areas are located on the second level. Airport administrative



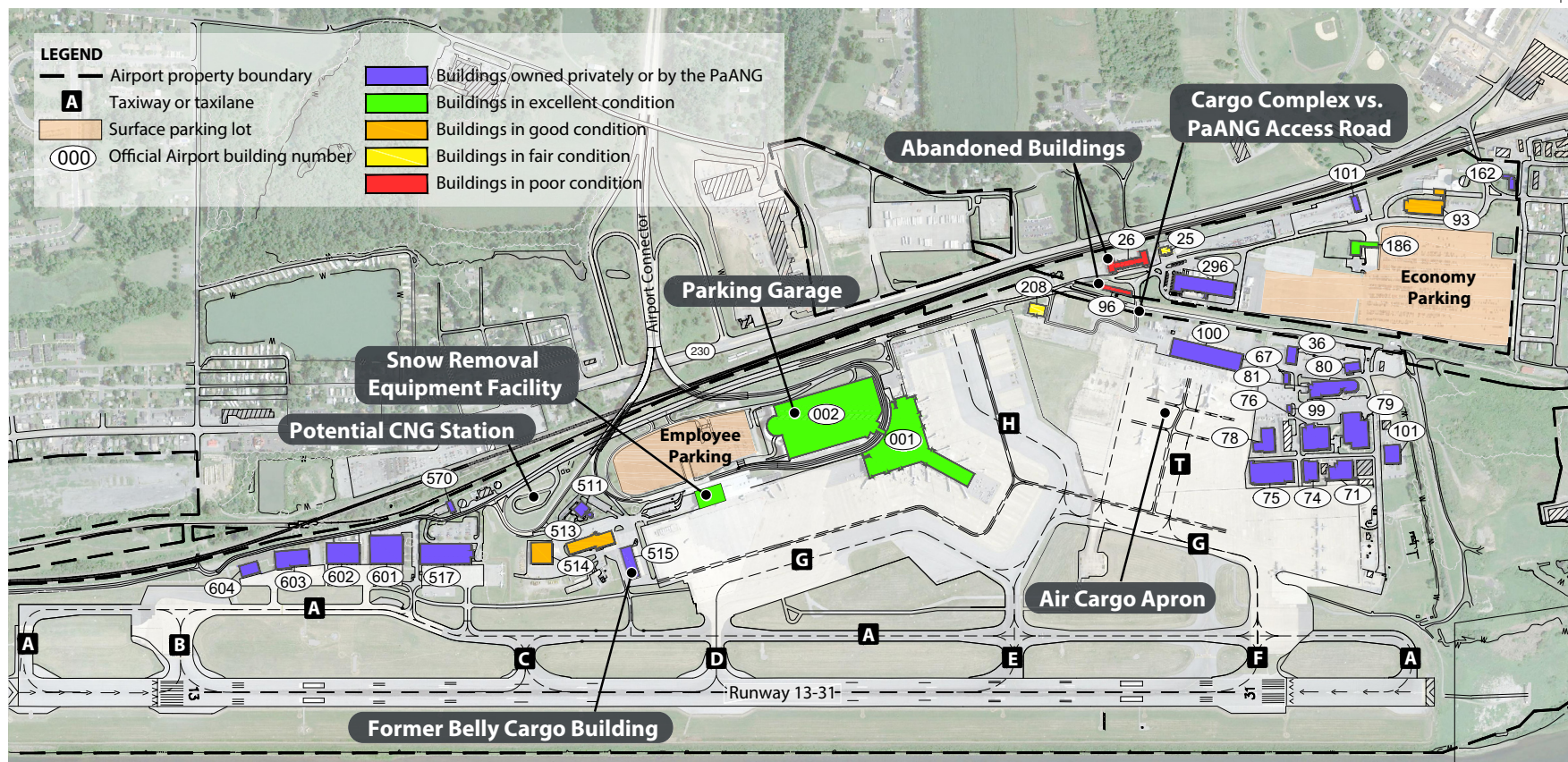


Exhibit 2-2 Existing Airport Building Inventory

offices and an observation deck are located on Level 3. The gate layout is shown in Exhibit 2-3.

The old terminal building, located to the west of the new terminal was demolished in 2014. A snow removal equipment storage facility is being constructed on the north half of the site.

Ground Transportation

As shown in Exhibit 2-4, public parking is provided in a four-level parking garage (2,504 spaces) across from the terminal and a long-term/economy parking lot (2,479 spaces) at the east end of the Airport. Employee parking is located in the surface lot across from the old



Exhibit 2-3 Airport Gate Assignments

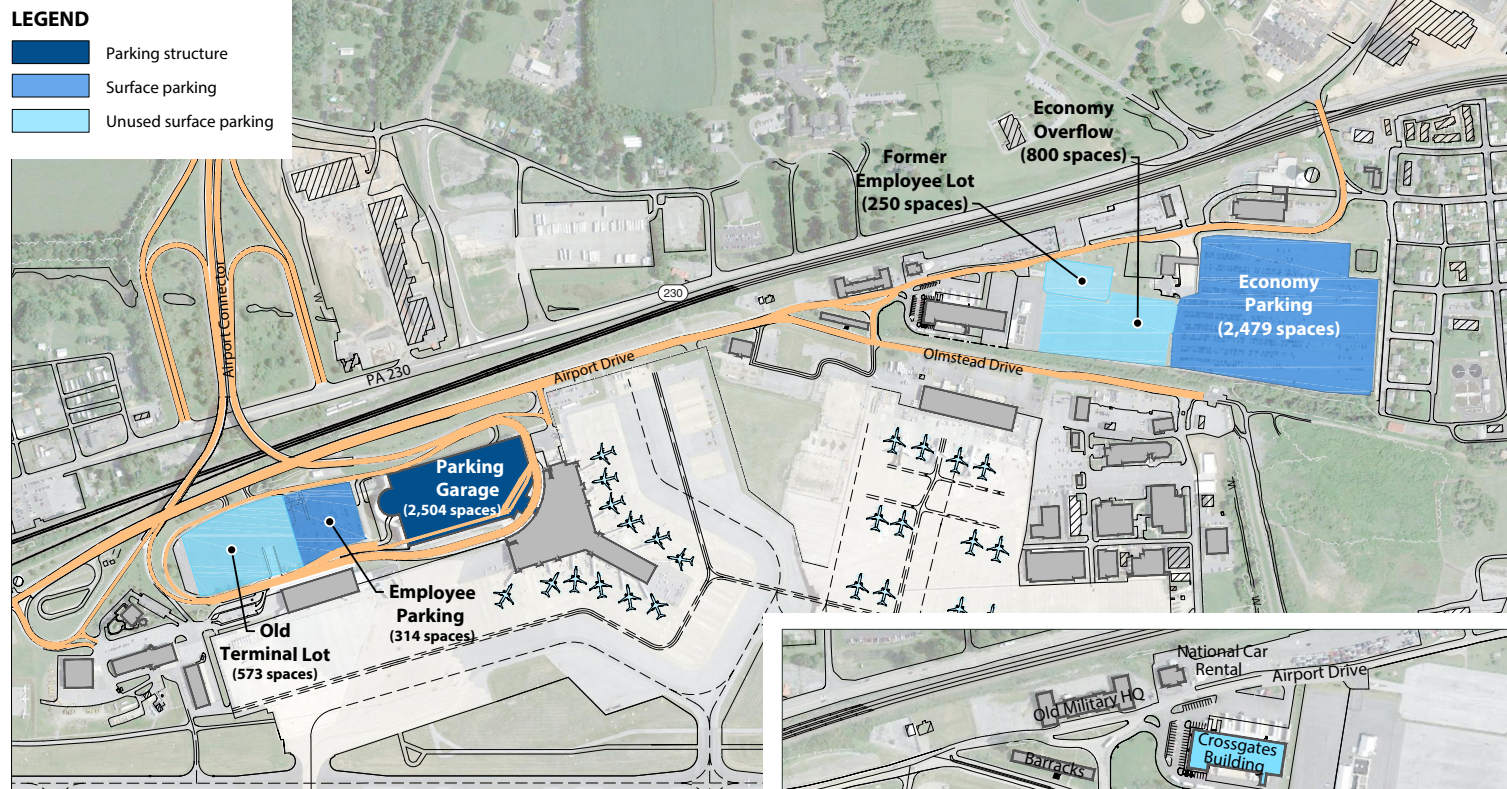
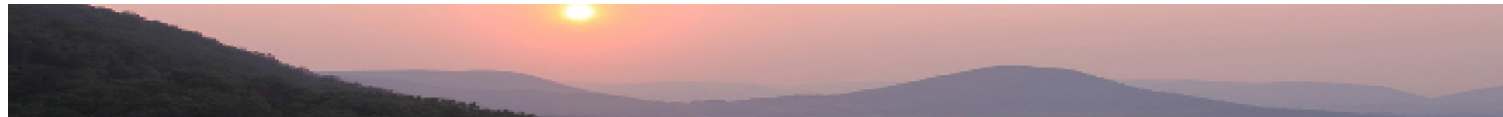


Exhibit 2-4 Airport Parking Facilities

terminal. A ground transportation lobby in the parking garage provides access to the terminal via a skybridge and which contains rental car counters for Alamo, Avis, Budget, Enterprise, Hertz, and National. Rental cars operate on Level 1 of the garage. A commercial vehicle plaza is also located in Level 1; used by taxicabs, limousines, courtesy shuttles, and buses.

A new train station in Middletown has been proposed. A busing operation is expected to provide a connection between the new Middletown station and the Airport.

Air Cargo

An air cargo facility is located in the southeastern part of the Airport to the immediate west of the PaANG facilities. The air cargo building has direct access to the air cargo apron, which accommodates four mainline aircraft, primarily used by

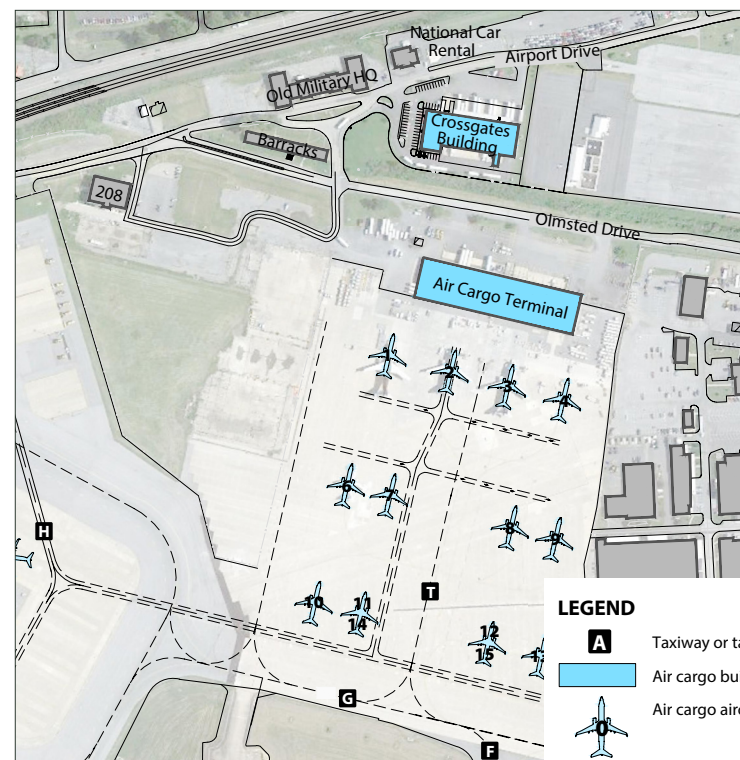


Exhibit 2-5 Existing Air Cargo Facilities

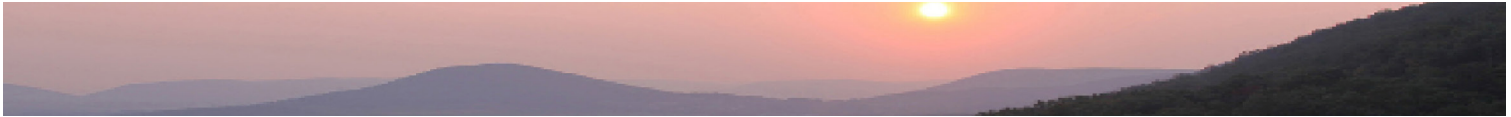


Exhibit 2-6 Airport Traffic Control Tower and Maintenance Facilities

Airlines. Also located in the AvFlight building is a flight school.

Airport Support Facilities

Airport support facilities include the Airport traffic control tower, aircraft rescue and firefighting (ARFF) station, and airport administration, operations, and maintenance facilities. The Airport's ARFF station is co-located with Airport maintenance and administration functions in Building 513. The Airport traffic control tower is located west of the terminal complex. The tower

UPS and FedEx. US Airways also uses the building for its belly cargo operation. The air cargo complex also includes a second all cargo facility (the Crossgates building) located across Olmstead Drive. The existing cargo facilities are shown in Exhibit 2-5.

General Aviation

General aviation operations are located on the far west side and consist of three large corporate hangar facilities. A fixed base operator (FBO), AvFlight, is located in a two-story building near the hangars, as pictured in Exhibit 2-7. AvFlight's apron is approximately 5,700 square yards, where the capacity is often exceeded, which pushes aircraft to the old terminal apron. AvFlight also provides fueling for airlines, de-icing, ground handling, cargo operations for DHL, and passenger processing for Allegiant



Exhibit 2-7 The Fixed-Base Operator (AvFlight) Facilities



Exhibit 2-8 The PaANG Base and Air Cargo Complex

includes facilities for the FAA to monitor the airfield, a radar room where Harrisburg Approach/Departure Control is located, and support offices. These facilities are pictured in Exhibit 2-6.

Nonaviation Uses

The Airport has conducted a series of studies regarding the highest and best use of properties which cannot be used for aviation related activities. These studies will inform the Master Plan.

Several non-aviation related businesses are already located on Airport property, including United Water and Librandi's Plating. The properties subject to prior studies include:

- **North 29** – future site of commercial development, including the construction of a Sheetz gas and convenience store.
- **Middletown Noise Program** – the Airport recently purchased 25 of 47 lots

located in high noise areas. The land is located in a flood zone, which restricts potential development.

- **Bethlehem Steel Site** – approximately 38 acres in size which has been leased for vehicle storage in the past, and has been leased for warehousing.

Pennsylvania Air National Guard

The PaANG installation includes a headquarters building, operations building, civil engineering facility, aircraft maintenance hangar, and engine shops. The base is approximately 42 acres, which is the smallest for a wing in the National Guard. The PaANG base is currently served by 1,000 personnel and is home to seven aircraft. The facilities are compact and leave no room for expansion. The facilities are pictured in Exhibit 2-8.

The PaANG recently completed the Harrisburg ANGB Installation Development

Plan, which identifies 26 development priorities. An overview of the plan is shown in Exhibit 2-9. As part of the development plan, the PaANG would like to develop a northern portion of the Crawford Station site as a parking lot. This would allow for the reconfiguration of the base in order to meet safety and terrorist military guidelines.

Existing Environmental Factors/Constraints

The Airport has identified several environmental factors and constraints in previous studies. These factors and constraints include the Airport's status as a former Superfund Site, known Trichloroethene (TCE) and 1, 2-dichloroethene (DCE) plumes, wetlands, and numerous issues on the Crawford Station site. A graphical summary of the environmental factors and constraints are shown in Exhibit 2-10.

Exhibit 2-9 The PaANG Base Development Plan

- LEGEND**
- Explosive safety quantity distance arc
 - Base boundary
 - Proposed facilities
 - Proposed parking
 - Structure for demolition or disposal
 - Existing structures



Exhibit 2-10 Environmental Constraints

- LEGEND**
- Airport property boundary
 - Wetland - emergent
 - Wetland - scrub/shrub
 - Wetland - forested
 - Area potentially contaminated by slag and fly ash fill
 - Trichloroethene (TCE) concentration in the bedrock aquifer
 - Trichloroethene (TCE) concentration in the overburden aquifer

Notes: Solid contours indicate concentration of 20 $\mu\text{g/l}$, dashed contours indicate 5 $\mu\text{g/l}$. Dichloroethene (DCE) concentration in the overburden aquifer is similar to the TCE concentration.

Source: Environmental Assessment for Master Development Plan Harrisburg International Airport, January 2002.

