

Pittsburgh-Butler Regional Airport

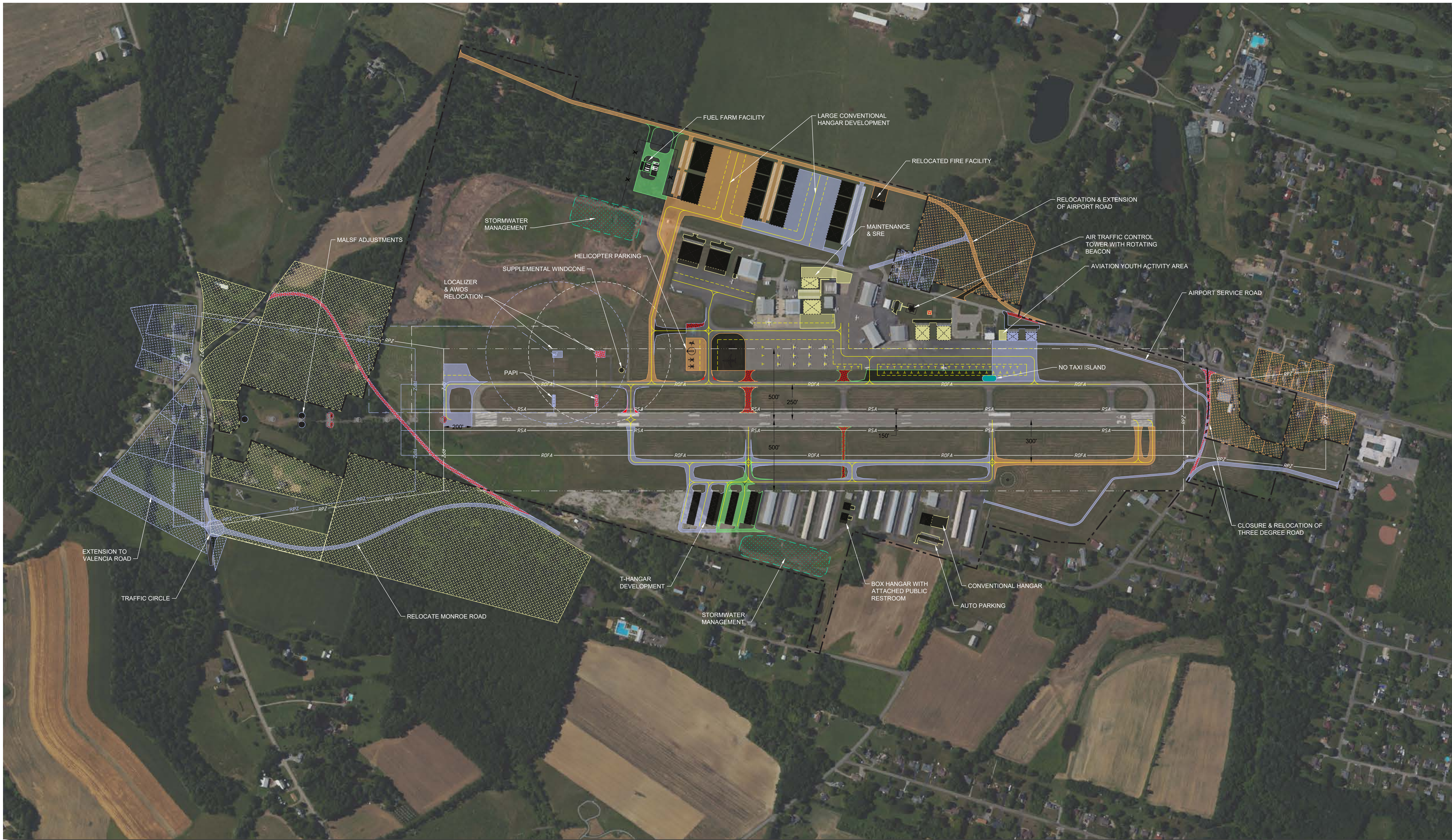
Public Open House for the Airport Master Plan

WELCOME



JANUARY 22, 2026





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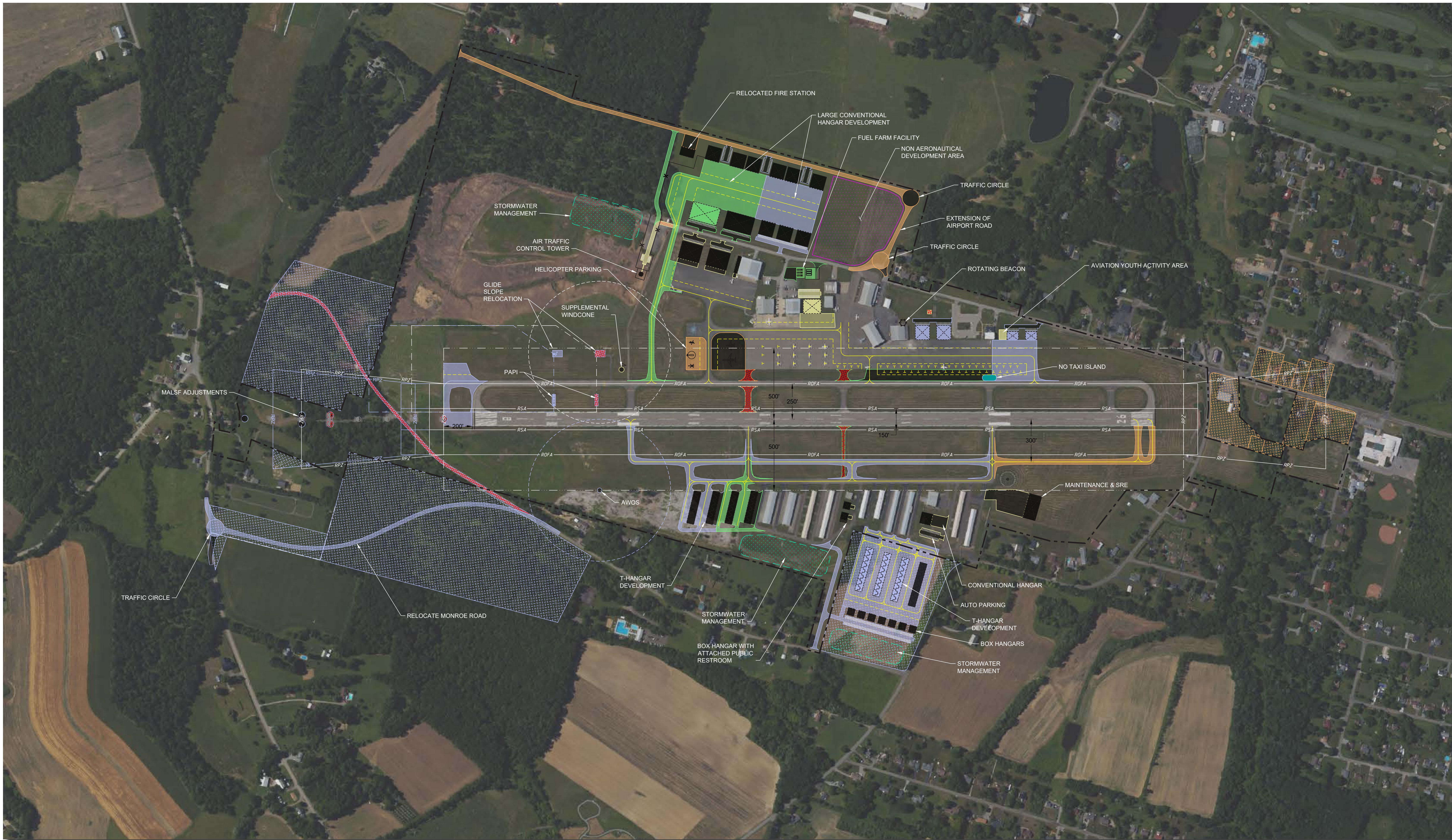
DEVELOPMENT PROGRAM	
PHASE I DEVELOPMENT (0 - 5)	[I]
PHASE II DEVELOPMENT (6 - 10)	[II]
PHASE III DEVELOPMENT (11 - 20)	[III]
ULTIMATE DEVELOPMENT (BEYOND 20)	[U]

LEGEND		
PAVEMENT REMOVAL / BLDG DEMO	[Pattern: Red cross-hatch]	EXISTING AIRPORT PROPERTY LINE
PROPERTY/EASEMENT ACQUISITION	[Pattern: Blue wavy lines]	PART 77 PRIMARY SURFACE
NON AERONAUTICAL DEVELOPMENT	[Pattern: Green wavy lines]	GLIDE SLOPE CRITICAL AREA
STORMWATER MANAGEMENT AREA	[Pattern: Blue dots]	AWOS CRITICAL AREA



Alternative 1

Pittsburgh-Butler Regional Airport (BTP)
Master Plan (January 2026)



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DEVELOPMENT PROGRAM	
PHASE I DEVELOPMENT (0 - 5)	[I]
PHASE II DEVELOPMENT (6 - 10)	[II]
PHASE III DEVELOPMENT (11 - 20)	[III]
ULTIMATE DEVELOPMENT (BEYOND 20)	[U]

LEGEND		
PAVEMENT REMOVAL / BLDG DEMO	[Pattern]	EXISTING AIRPORT PROPERTY LINE
PROPERTY/EASEMENT ACQUISITION	[Pattern]	PART 77 PRIMARY SURFACE
NON AERONAUTICAL DEVELOPMENT	[Pattern]	GLIDE SLOPE CRITICAL AREA
STORMWATER MANAGEMENT AREA	[Pattern]	AWOS CRITICAL AREA



Alternative 2

Pittsburgh-Butler Regional Airport (BTP)
Master Plan (January 2026)



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DEVELOPMENT PROGRAM	
PHASE I DEVELOPMENT (0 - 5)	[I]
PHASE II DEVELOPMENT (6 - 10)	[II]
PHASE III DEVELOPMENT (11 - 20)	[III]
ULTIMATE DEVELOPMENT (BEYOND 20)	[U]

LEGEND		
PAVEMENT REMOVAL / BLDG DEMO	[Hatched Pattern]	EXISTING AIRPORT PROPERTY LINE
PROPERTY/EASEMENT ACQUISITION	[Dotted Pattern]	PART 77 PRIMARY SURFACE
NON AERONAUTICAL DEVELOPMENT	[Solid Color]	GLIDE SLOPE CRITICAL AREA
STORMWATER MANAGEMENT AREA	[Dotted Pattern]	AWOS CRITICAL AREA



Preferred Alternative
 Pittsburgh-Butler Regional Airport (BTP)
 Master Plan (January 2026)

Approved Forecast of Aviation Demand

Forecast Summary Table

Forecast Element	2024	2029	2034	2044
Aircraft Operations				
By Operation Type				
Air Carrier / Air Taxi	1,328	1,590	1,885	2,499
General Aviation (Itinerant)	12,736	14,435	16,350	20,869
General Aviation (Local)	69,829	72,717	75,721	81,995
Military	60	60	60	60
Total	83,953	88,802	94,016	105,423
By Aircraft Type				
Single Engine Piston	80,099	84,118	88,289	96,714
Multi-Engine Piston	701	737	774	855
Turboprop	397	490	605	921
Jet	1,431	1,826	2,331	3,797
Rotorcraft	1,280	1,557	1,895	2,805
Other	45	74	122	331
Total	83,953	88,802	94,016	105,423
Based Aircraft				
Single Engine Piston	104	107	111	118
Multi-Engine Piston	7	6	6	6
Turboprop	2	3	3	4
Jet	8	10	13	19
Rotorcraft	1	2	3	4
Other	2	3	3	5
Total	124	131	139	156



Critical Aircraft

Cessna Citation V/Ultra/Encore

The FAA defines critical aircraft as the most demanding aircraft (or family of aircraft) that conducts at least 500 operations per year. Each takeoff and landing at the airport is considered an operation.

PREFERRED ALTERNATIVE CONCEPTUAL RENDERINGS



UNDERSTANDING

AIRPORT MASTER PLANNING

Master plans offer airport officials, state aviation agencies, the FAA, community planners, and local government officials a valuable decision-making tool to help guide future development at an airport.

THE PROCESS

The master planning process is composed of a series of fundamental elements: each element is typically identified as a defined task in the study effort and may be presented as an individual chapter in the master plan report.

- Pre-Planning
- Public Involvement
- Inventory of Existing Conditions
- Aviation Forecasts
- Facility Requirements
- Alternative Development & Evaluation
- Environmental Considerations
- Financial Feasibility Analysis
- Airport Layout Plan (ALP)



At the completion of the BTP master planning process, the FAA, PennDOT BOA, and the Airport Authority will review all of the elements to ensure sound planning techniques have been applied. The agencies must approve the aviation forecast and the ALP before the project can be finalized.