Airport Master Plan

Planning Advisory Committee (PAC) Meeting #1

Ogden-Hinckley Airport

October 30, 2018

Agenda

- Welcome
- Introductions
- Purpose of Master Plan 2019
- Planning Process
- User Survey and Interviews
- Existing Conditions
- Airport Issues for the Master Plan
- The Next Steps…

Introductions

- City of Ogden – Main Contact
  - Jon Greiner, Airport Manager
- Airport Development Group Team
  - Dana Hartshorn, Chuck Kellerman, Derek Johnson (ADG)
  - Wendy Renier, Sara Funk (Subconsultant Aviation Planners)
- Utah Division of Aeronautics
  - Jared Esselman
- FAA
  - John Sweeney
- Local Planning Advisory Committee (PAC) Members
- Guest Attendees

Aviation Trivia

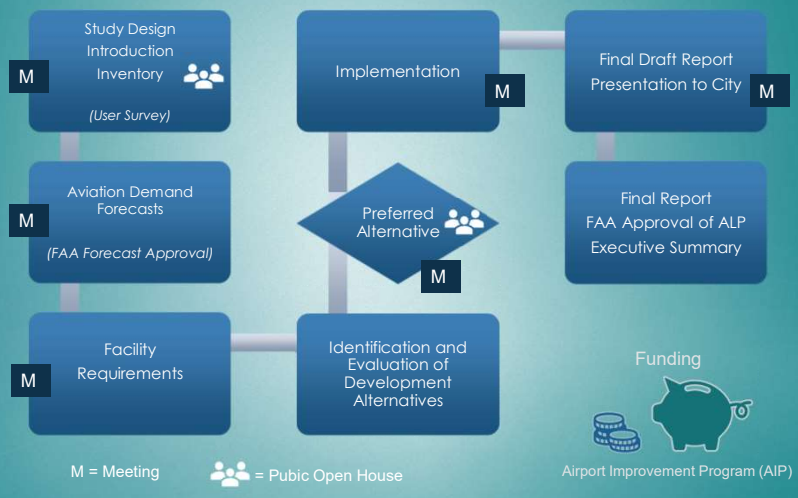
- Did you know that general aviation (GA)….
  - Includes over 446,000 GA aircraft flying worldwide today of which 211,000 are based in the U.S.
  - Supports $219 billion in total economic output and 1.1 million total jobs in the U.S.
  - Flies over 24.8 million flight hours of which 2/3 are for business purposes in the U.S.
  - Flies to more than 5,000 U.S. public airports while scheduled airlines serve less than 400 airports.
  - Is the primary training ground for most commercial airline pilots

Source: General Aviation Manufacturers Association (GAMA)

Purpose of Master Plan 2019

To identify aviation demand, determine facility improvements necessary to accommodate that demand and comply with FAA requirements, prepare a financially feasible capital improvement plan, and update the Airport Layout Plan (ALP) for FAA approval to ensure proposed improvements remain eligible for Federal funding.

Planning Process



Note: Process guided by FAA Advisory Circular 150/5070-6B

Planning Process

- Your Role as a PAC Member
  - Represent your community/organization
  - Participate in 5 PAC Meetings/Work Sessions in 12 months
  - Review study materials
  - Provide input - varying perspectives are essential
- Communication and Outreach
  - PAC, Board, City, Consultant
  - PAC Meetings & Public Information Workshops
  - User Survey, Interviews
  - Newsletters, Website, Emails

Planning Process

- Schedule
  - 12 - 18 months
  - Meetings, Working Papers, Review Periods, FAA Approvals
- Planning Study Elements
  - Introduction (incl. user survey, interviews, newsletter)
  - Chapters
    1. Inventory
    2. Forecasts
    3. Requirements
    4. Development Alternatives
    5. Implementation
    6. Airport Layout Plan Drawings
  - Appendices

User Survey

- Distribution
  - Airport Tenants
  - Transient Users (source: FBOs, FAA Aircraft Registry)
  - Online Survey and Paper Copies
- Topics
  - Aircraft Type(s) and Home Airport
  - Activity Levels
  - Input on Airport Needs
  - Other Comments

Interviews

- PAC Members
- FBOs, Select Tenants
- Select Area Businesses
- Topic Questions
  - Aircraft fleet
  - Frequency
  - Future growth, challenges
  - Most significant OGD issue
  - Facility and service needs

Existing Conditions

General Airport Overview

- FAA 3-letter Identifier: OGD
- Owner/Sponsor: City of Ogden
- Tenants: Private, Business, Government
- Located: two miles southwest of the Central Business District
- Property: 720 acres
- Elevation: 4,473 feet MSL

Existing Conditions

Facilities

- Runway 3-21: 8103'x1501'
- Runway 17-35: 5195'x100'
- Parallel taxiway system
- Rotating beacon, airfield lighting, visual glide slope indicators
- Published precision- and nonprecision-type approaches
- Hangars: corporate, conventional/box, and T-hangars

Existing Conditions

Aviation Activity

- Based aircraft*
  - Single-engine 191
  - Multi-engine 25
  - Jet 8
  - Helicopter 12
  - Gliders 2
  - Ultralights 3
- Annual Operations* 74,200
  - GA 94%
  - Air Taxi 5%
  - Air carrier 0.3%
  - Military 0.7%
- Passenger Enplanements** 20,324

*FAA Airport Master Record ** USDOT Transportation Statistics

Existing Conditions

- **Airport Role**
  - National System
    - FAA publishes the National Plan of Integrated Airport Systems (NPIAS), which is updated every two years. Airports considered important to the national air transportation system are included in the NPIAS.
    - There are 3,321 airports nationwide included in the NPIAS, which are classified as Primary or Nonprimary.
      - 380 Primary Airports (**OGD is a Primary Airport**)
      - 2,941 Nonprimary Airports
    - Primary Airports include *Commercial Service* airports in four categories
      - Large Hub
      - Medium Hub
      - Small Hub
      - Nonhub - **OGD is a Nonhub*** with 15,609 enplanements

**Nonhub airports receive less than 0.05% but more than 10,000 annual U.S. commercial enplanements.*

Existing Conditions

- **Airport Role**
  - Utah State System
    - Utah Division of Aeronautics publishes the Utah Continuous Airport System Plan (UCASP)
    - UCASP classifies airports based on "…activities served, economic indicators, facilities, accessibility to the public, and demographics."
      - Commercial Service airports are classified as *International* or *National* Airports
      - General Aviation (GA) airports are classified as *GA Regional, GA Community,* or *GA Local*. **OGD was originally classified as GA Regional** before it moved to the Commercial Service classification.

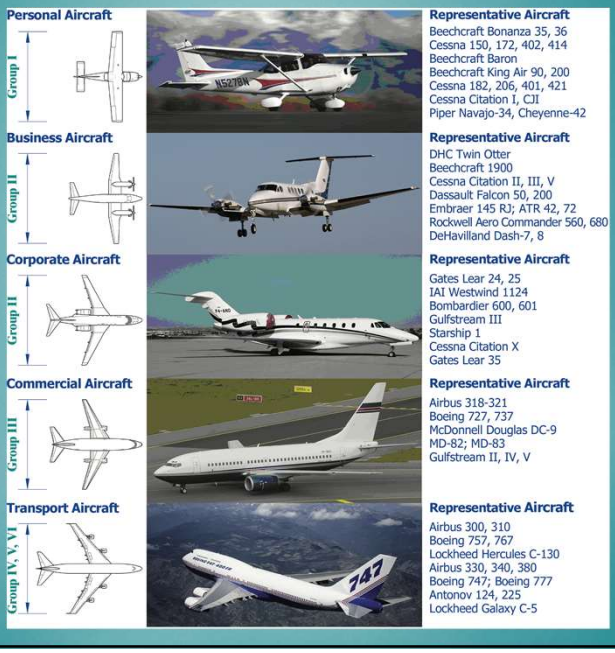
Existing Conditions

Current Airport Reference Code (ARC)

- Derived from most demanding aircraft or family of aircraft that flies 500 or more annual itinerant operations
- Airport Reference Code (ARC) determines FAA airport design standards and consists of:
  - **Letter** denoting Aircraft Approach Category (1.3 x stall speed)
  - **Roman numeral** denoting Airplane Design Group (usually wingspan, can be tail height)

AIRCRAFT APPROACH CATEGORY (AAC)		
AAC	Approach Speed	
A	Less than 91 knots	
B	91 knots to 120 knots	
C	121 knots to 140 knots	
D	141 knots to 165 knots	
E	Approach speed 166 knots or more	
AIRPLANE DESIGN GROUP (ADG)		
ADG #	Tail Height (ft)	Wingspan (ft)
I	< 20'	< 49'
II	20' to < 30'	49' to < 79'
III	30' to < 45'	79' to < 118'
IV	45' to < 60'	118' to < 171'
V	60' to < 66'	171' to < 214'
VI	66' to < 80'	214' to < 262'
APPROACH VISIBILITY MINIMUMS		
RVR (ft)	Flight Visibility Category (statue mile)	
4000	Lower than 1 mile but not lower than ¾ mile (APV ¾ but< 1 mile)	
2400	Lower than ¾ mile but not lower than ½ mile (CAT-I PA)	
1600	Lower than ½ mile but not lower than ¼ mile (CAT-II PA)	
1200	Lower than ¼ mile (CAT-III PA)	

Sample Aircraft by Design Group



Airport Issues

- Pressing Development Needs in planning stage
  - USAF MRO and other tenants
- Terminal Area Improvements/Long-term Capacity Protection
  - Apron rehab
  - Small GA, Corporate GA needs
  - Air Passenger Needs
- Verification of Design Aircraft and Airport Reference Code (ARC)
- New FAA Design Standards
- Security
- Compliance
- Hangar Demand
- Building Area Redevelopment Needs
- Pavement Maintenance
- Fueling System
- Security Fencing
- Property Needs
- Rule and Regulations, Minimum Standards

The Next Steps

- Incorporate input from PAC Meeting #1
- Complete data collection
- Distribute user survey and compile results
- Conduct tenant and user interviews
- Publish Working Paper #1 - Draft Introduction, Inventory, and Forecasts
- Coordinate with FAA for review/approval of forecasts (in comparison to FAA forecasts)
- Schedule PAC Meeting #2

Discussion

Thank You