

KANAB
MUNICIPAL AIRPORT

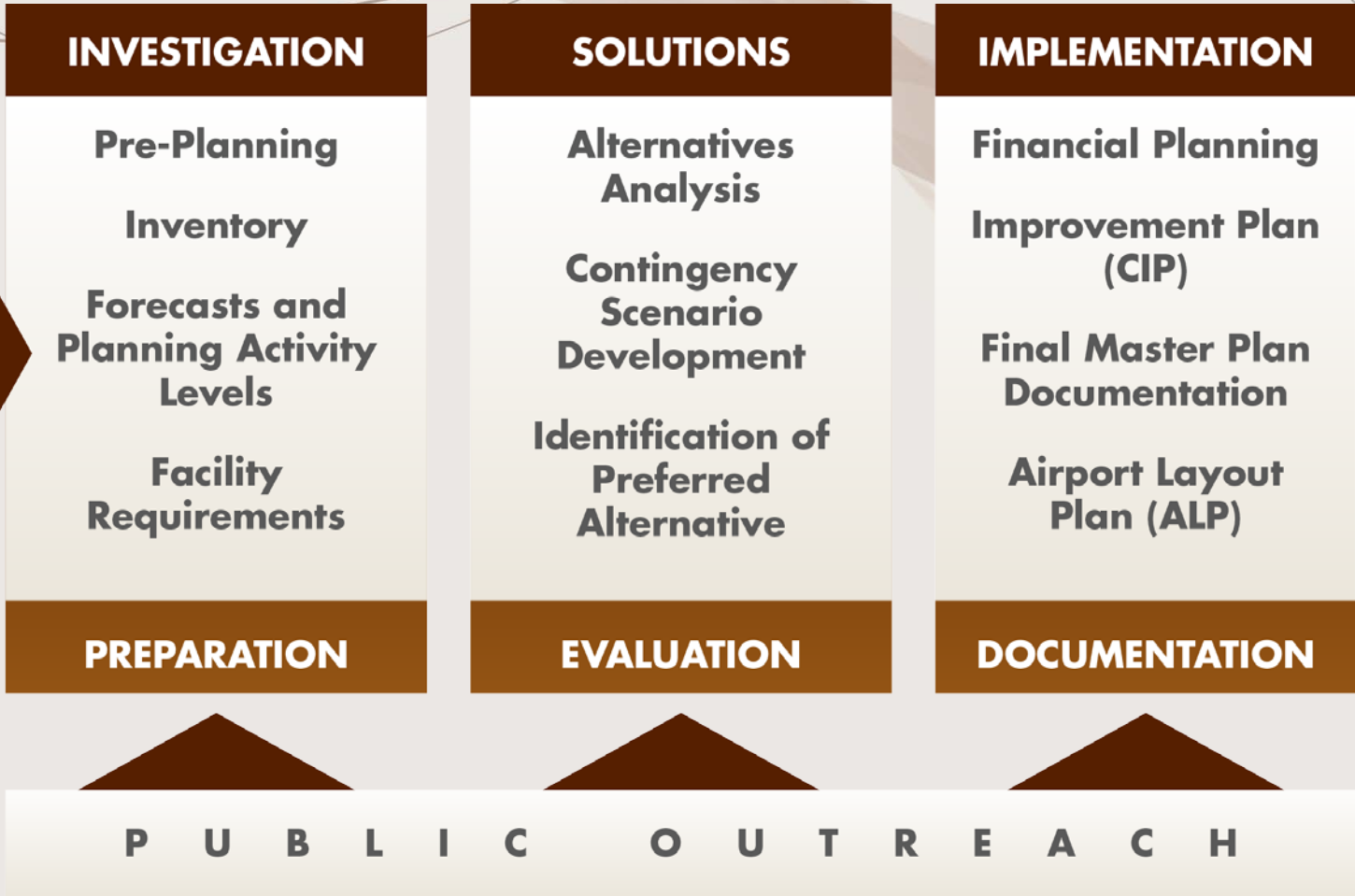


MASTER PLAN

DRAFT WORKING PAPER NO. 2

JVIATION[®]

**MASTER
PLAN
PROCESS**



Project Timeline



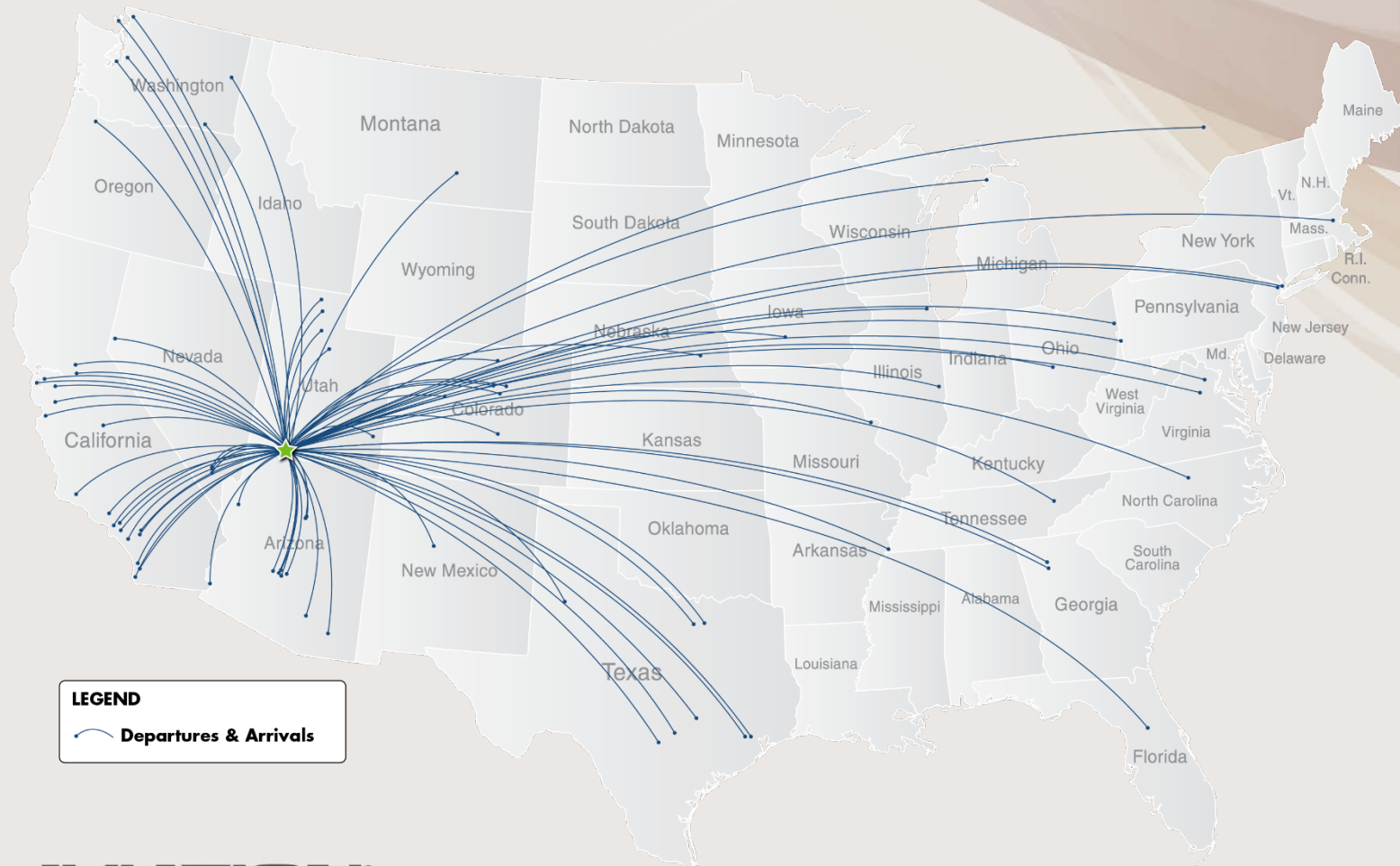
LEGEND: ▲ REPORT SUBMITTAL ● MEETING MILESTONES

KNB – Connecting Across the Country

Kanab Municipal Airport (KNB)

Flights tracked by Flight Plans filed under Instrument Flight Rules (IFR)

January 2014 - December 2014

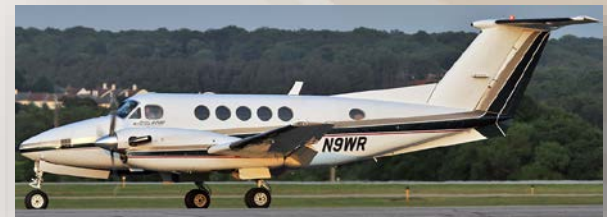


LEGEND

Departures & Arrivals

KNB Operators

- Raging River Management
- Flax Services Corp.
- Keeton Riemen Schneider LLC
- Southern California Piper
- Mango Air Inc.
- Management Company Holdings
- RR and D Partnership
- Empire LLC
- Aero Film
- Smithfield Foods
- Strongwell Corp.
- Whiskey Tango LLC
- M&J Leisure
- McCoy Corporation
- DBS Air
- AVN Air
- GBB LLC
- Tenax Aviation Services LLC
- Metair LLC
- CTE II LLC
- HFP LLC
- Arizona Department of Safety



KNB Aircraft Operations Forecast Scenarios



- **Scenario 1 – Growth** (+1.7%)
- **Scenario 2 – Status Quo** (0%)
- **Scenario 3 – Decline** (-0.5%)

*CAGR – Compounded Annual Growth Rate

Existing Airfield Facilities



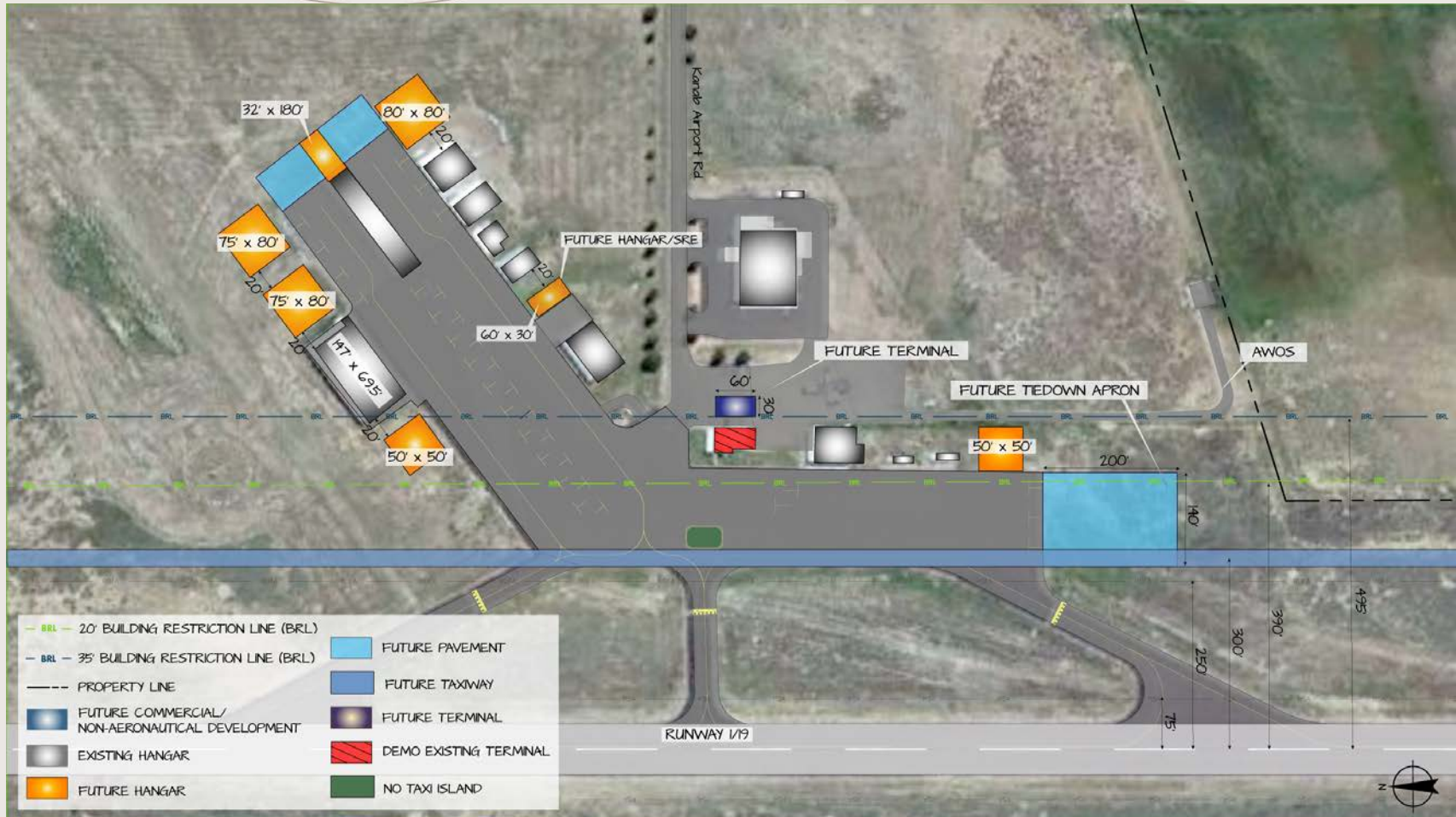
- **KNB meets FAA Design Standards for general aviation & corporate jets**
- **Current traffic is predominantly pistons & small corporate aircraft**
- **Airfield capacity exceeds demand**
- **Runway 1-19 length (6,193') is adequate**

Master Plan Recommendations



- **Maintain KNB as FAA airport reference code (ARC) B-II**
 - As future demand increases, an ultimate plan to achieve and maintain C-II status should be developed beyond the current 20-year planning horizon
- **Construct a full parallel taxiway**
 - Safety improvement
- **Evaluate installation of Precision Approach Path Indicator (PAPI) for Runway 19**
- **Install a Remote Communications Outlet (RCO)**
- **Expand T-hangar, in-fill conventional hangar development, and itinerant tie-down**
 - As demand warrants and funded by private investment
- **Purchase snow removal equipment (SRE) and construct SRE storage building**
- **Lease land for non-aeronautical development consistent with FAA guidelines**
- **Keep utility poles and obstruction lights north of the Airport**
 - Based on compliance with FAA obstruction awareness and 14 CFR Part 77 guidelines

Proposed Airport Layout Plan Facilities



Proposed Airport Layout Plan Non-Aeronautical Development



- Built as demand warrants
- City responsible for ensuring non-aeronautical development is in full FAA compliance

Proposed Airport Layout Plan Airfield



Proposed Capital Improvement Schedule (CIP)

FY	Project Description	Estimated Total Project Cost						
			Federal Participation	NP Entitlement	State Apportionment/ Discretionary	State Participation	Sponsor Participation	Private Investment
Federally Funded Projects			90.63%			4.69%	4.69%	
2017	Pavement Preservation	\$165,508	\$150,000	\$150,000		\$7,754	\$7,754	
2018	Resurface Runway 1-19	\$1,257,862	\$1,140,000	\$450,000	\$690,000	\$58,931	\$58,931	
2019	Bank GA Entitlement	\$0	\$0					
2020	Bank GA Entitlement	\$0	\$0					
2021	New Hangar Development	\$625,000	\$0					\$625,000
	Reconstruct East Apron	\$283,000	\$254,700	\$254,700	\$0	\$14,150	\$14,150	
2022	Bank GA Entitlement	\$0	\$0					
2023	New Hangar Development	\$625,000	\$0					\$625,000
	SRE Building	\$100,000	\$90,000	\$90,000	\$0	\$5,000	\$5,000	
2024	New Hangar Development	\$625,000	\$0					\$625,000
	SRE Equipment	\$250,000	\$225,000	\$225,000	\$0	\$12,500	\$12,500	
2025	New Hangar Development	\$625,000	\$0					\$625,000
	Construct Additional Apron	\$250,000	\$225,000	\$225,000	\$0	\$12,500	\$12,500	
2026	Bank GA Entitlement	\$0	\$0					
2030	Parallel Taxiway	\$4,500,000	\$4,078,350	\$450,000	\$3,628,350	\$210,825	\$210,825	
	TOTAL	\$9,306,370	\$6,163,050	\$1,844,700	\$4,318,350	\$321,660	\$321,660	\$2,500,000
State Funded Projects						90.00%	10.00%	
2016	Electrical Vault & New PAPI	\$166,667				\$150,000	\$16,667	
2019	Pavement Preservation	\$180,000				\$162,000	\$18,000	
	TOTAL	\$346,667				\$312,000	\$34,667	

* The primary revisions from the current KNB CIP include removal of the projects associated with upgrading KNB from FAA ARC B-II to C-II, and include parallel taxiway development and privately funded future hangar development.

Note: The AWOS is not recommended to be relocated. If the City decides to relocate the AWOS to allow additional development, the cost for the AWOS relocation will need to be included in the CIP.

Next Steps

- ✓ **Finalize Airport Layout Plan (ALP)**
- ✓ **Prepare Reuse, Recycle, and Waste Management Plan**
- ✓ **Prepare Final Draft Master Plan Report**

