KANAB
MUNICIPAL AIRPORT

MASTER PLAN KICK-OFF

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MASTER PLAN PROCESS
INVESTIGATION
Pre-Planning
Inventory
Forecasts and Planning Activity Levels
Facility Requirements
SOLUTIONS
Alternatives Analysis
Contingency Scenario Development
Identification of Preferred Alternative
IMPLEMENTATION
Financial Planning
Improvement Plan (CIP)
Final Master Plan Documentation
Airport Layout Plan (ALP)
PREPARATION
EVALUATION
DOCUMENTATION
PUBLIC OUTREACH

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AIRPORT PLANNING PROCESS

FAA Design Standards

Aviation Demand

Financial Resources

Community Goals

Serve Business Community

Environmental Requirements

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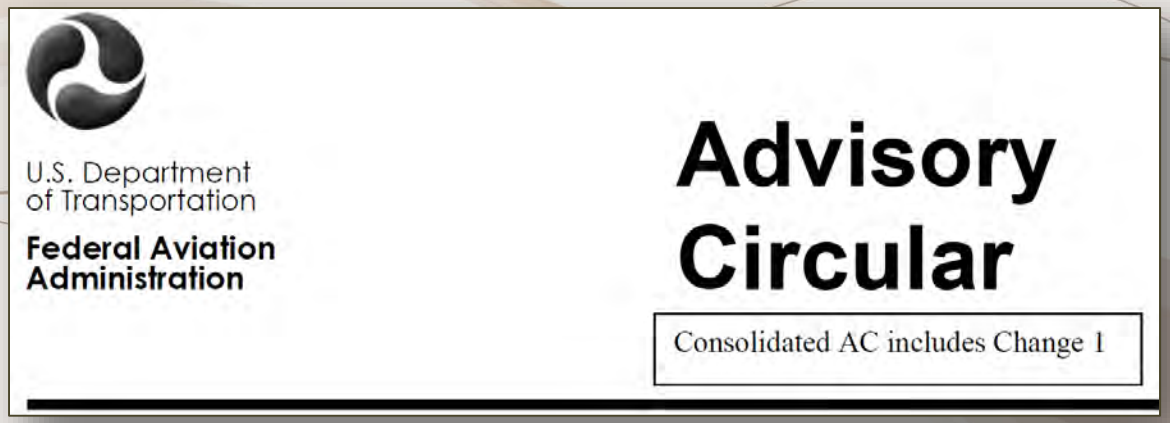

"This Advisory Circular (AC) provides guidance for the preparation of master plans for airports that range in size and function from small general aviation to large commercial service facilities. The intent of this AC is to foster a flexible approach to master planning that directs attention and resources to critical issues. The scope of each master plan must be tailored to the individual airport under evaluation."

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THE MASTER PLAN PROCESS

The Master Plan is a ***20 year plan*** to understand the needs of current and future users of the airport. This is important to ensure that ***safe and orderly development*** occurs in a manner that is ***reflective of the community's values and goals***. The plan is developed through ***a purposeful, inclusive and educational process.***

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OVERVIEW

- **Airport Master Plan**
  - Required by the FAA
  - FAA does ***not*** approve Master Plan
  - FAA **approves** forecasts and the Airport Layout Plan
  - FAA approval of ALP conditional
  - FAA approval for individual projects comes later
- **Airport Layout Plan (ALP)**
  - Must be kept current
  - Airport development must be consistent with ALP
- ***City Council decides whether and what to build – <u>This is Your Plan</u>***

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FAA REQUIREMENTS

Airport Master Plan

- Technical Report
- Coordination Process

Airport Layout Plan (ALP)

- Existing & Future Facilities
- Designate property surplus for aeronautical purposes
- Compliance with FAA design standards

Capital Improvement Plan (CIP)

- Identify specific projects + cost + funding sources + priority

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FAA REQUIREMENTS

Exhibit A Property Map

- Current legal Interests
- Compliance with Grant Assurances

NEPA/ Environmental

- Compliance with NEPA
- Identify future assessments, approvals, permits (as needed)

Airports GIS (AGIS) Mapping

- FAA Advisory Circulars

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MASTER PLAN – KEY FEATURES

- Planning is **not prejudicial**
  - FAA mandates against predetermined outcomes
  - The plan must be based on current conditions, community input, and forecasts

✈ Master Plan **Inclusions**:

  - Establish future facility needs
  - Measure aviation demand
  - Create the Airport Layout Plan set for FAA approval
  - Identify funding opportunities and strategies
  - Identify compliance issues/recommendations

✈ Master Plan **Exclusions**:

  - Marketing strategies or management of the airport
  - Formal business planning

5. Preserving Rights & Powers
6. Consistency with Local Plans
20. Hazard Removal and Mitigation
21. Compatible Land Use
22. Economic non-Discrimination
23. Exclusive Rights
24. Fee and Rental Structure
25. Airport Revenues

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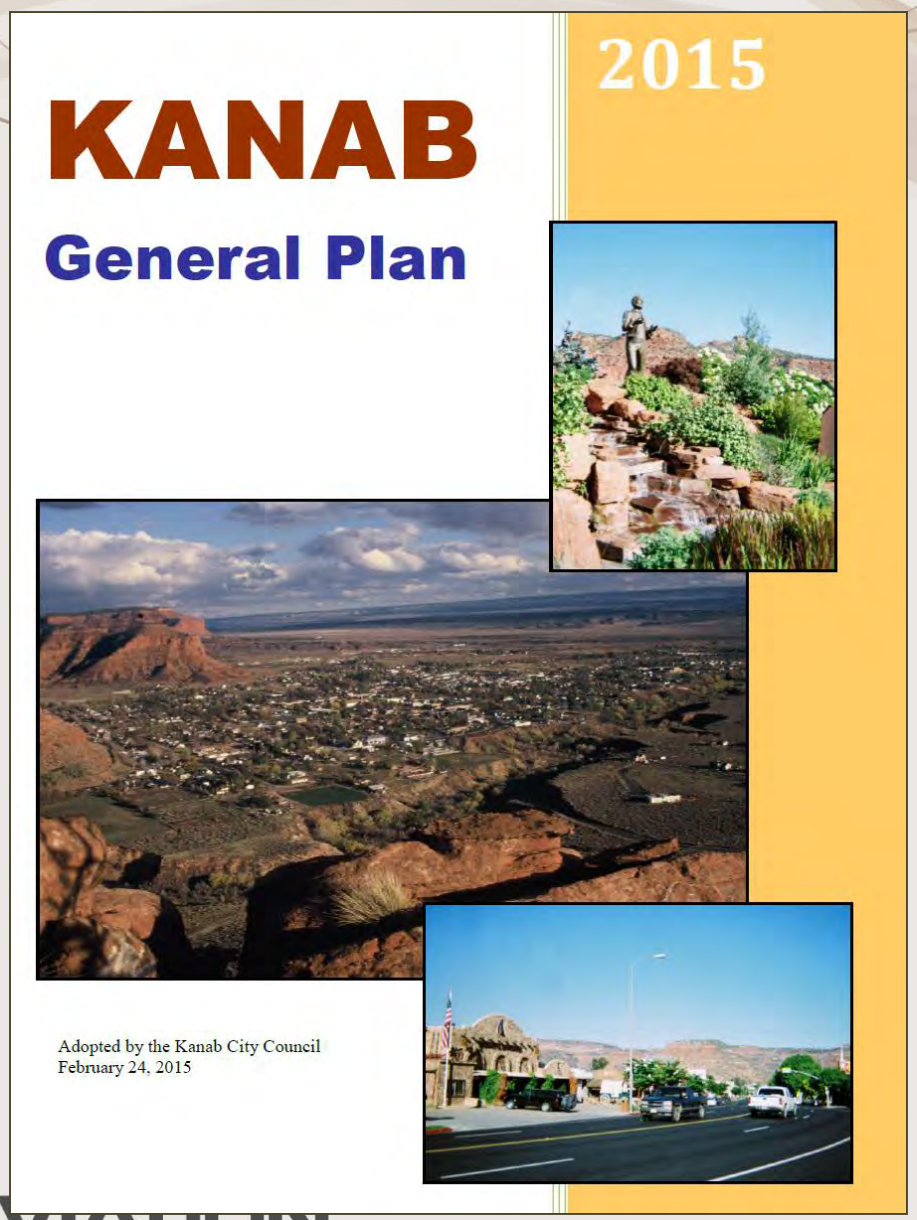
KNB AMP GOALS

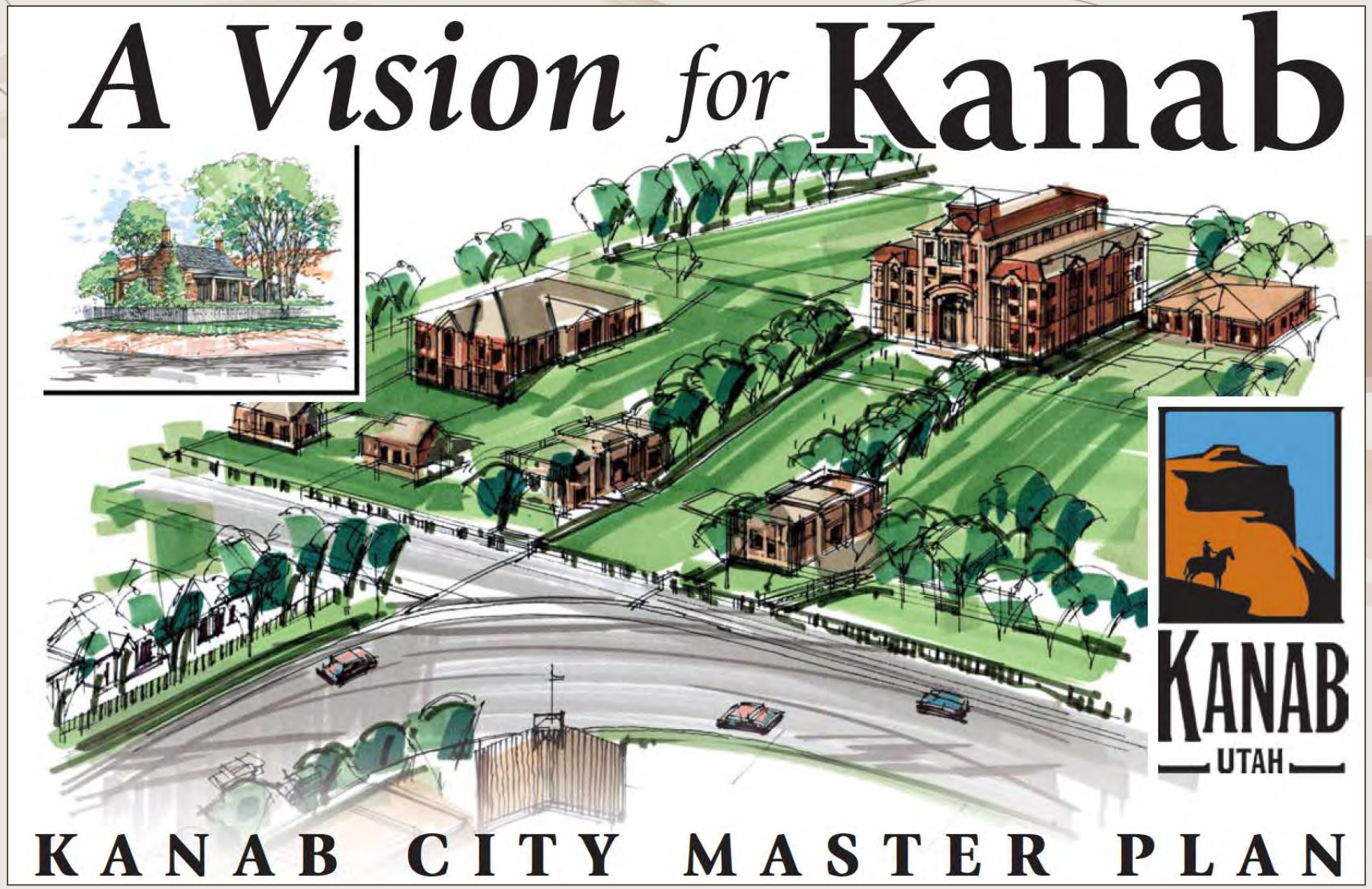
- **Guide KNB's development in a safe, efficient, and effective manner**
- **Ensure compliance with appropriate FAA design standards**
- **Ensure consistency with the City's General Plan:**
  - Promote our western heritage, culture and values
  - Retain a friendly small-town feel and charm,
  - Strive for a diversified economy and desirable development
  - Provide a healthy and happy atmosphere of enrichment for all residents through all stages of life,
  - Act as a destination and gateway to regional parks, monuments and open spaces, and
  - Ensure an environment that promotes the highest quality of life for living, working, visiting and playing.



Goal:

Plan airport improvements.

- Review and update Master Plan including needs for future air transportation in the region.
- Include the public and seek funding for improvements with transportation professionals.



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MASTER PLAN KEY ISSUES

- Analyze existing and future aviation activity levels - corporate/business aircraft activity
- Prepare forecasts based on local airport users + regional economic trends
- Determine whether the current FAA design standard is appropriate for KNB
- Analyze the published instrument approach procedure to Runway 1
- Analyze the need for a new parallel taxiway
- Define the role of KNB in relation to the city's overall economic development program
- Assess the Airport's Minimum Standards and lease rates, and make recommendations
- Provide guidance on environmental requirements

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ADDITIONAL STUDY COMPONENTS

- Airports Geographic Information System (GIS)
  - Geodetic Control
  - Aerial Photography
  - Aeronautical Survey

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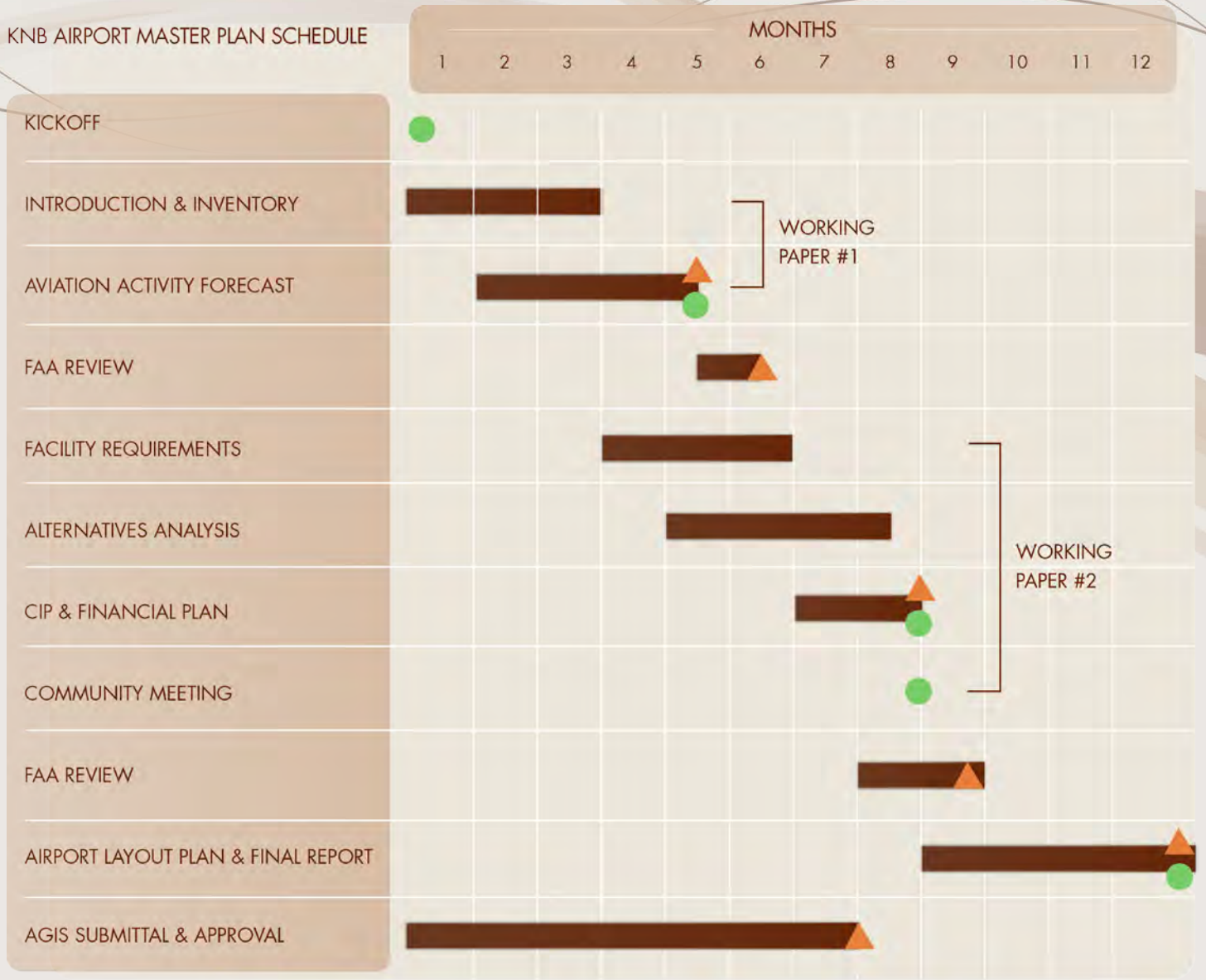
PROJECT TIMELINE



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LEGEND: ▲ REPORT SUBMITTAL ● MEETING MILESTONES

KEY RELATIONSHIPS & ROLES

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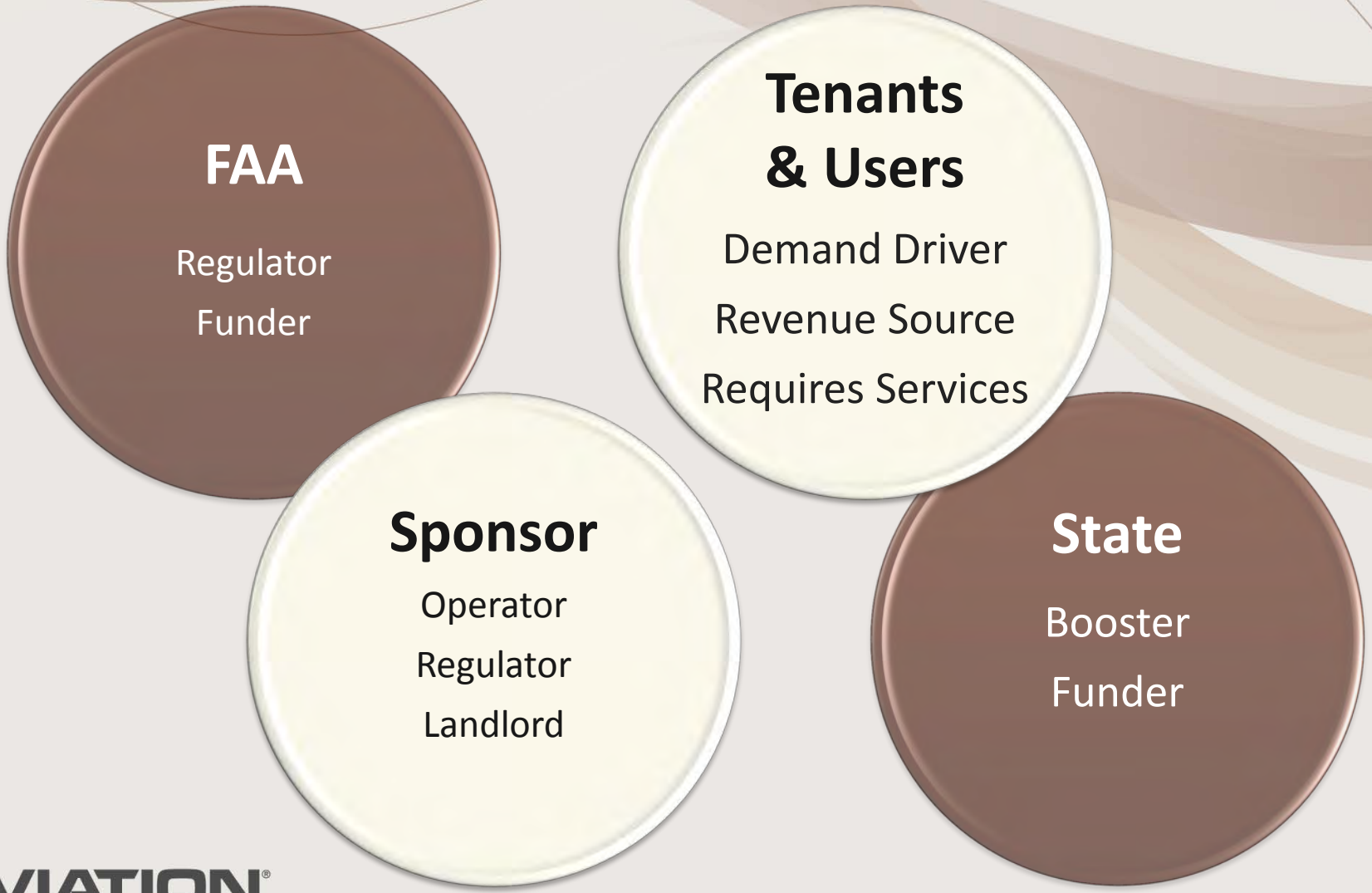
RELATIONSHIP AMONG KEY PLAYERS



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CHAPTER 1 - INVENTORY

1. Collect & Review Existing Documentation
2. Airport Overview - Introduction
3. Acquire Aerial Imagery and Base Mapping
4. Assess Existing Airport Facilities
5. Environmental Conditions
6. Zoning & Land Use Plans
7. Airport Financial Condition

INVENTORY SUMMARY & CONCLUSIONS

- KNB meets FAA design standards for GA & small corporate jets
- Current traffic is predominantly piston & small corporate aircraft
- Airfield capacity exceeds demand
- KNB accommodates variety of GA & corporate aircraft
- Runway 1-19 Length (6,193') adequate for type of aircraft

Currently B-II Traffic

Occasional larger aircraft operate at KNB

INVENTORY SUMMARY & CONCLUSIONS

- KNB Meets FAA Design Standards for GA & small corp. jets
- Current Traffic is predominantly pistons & small corp. A/C
- Airfield Capacity Exceeds Demand
- KNB Accommodates Variety of GA & Corporate Aircraft
- Runway 1-19 Length (6,193') Adequate

FAA AIRPORT DESIGN STANDARDS

Item	Existing KNB	C-II
Runway :		
Length	6,193’	As Needed
Width	75’	100’
Runway Safety Area (RSA):		
Length	300’	300’
Width	150’	150’
Runway Object Free Area:		
Length	300’	300’
Width	500’	500’
Runway Protection Zone:		
Length	1,000’	1,700’
Width (I + O)	500’ x 700’	1,000’ x 1,510’
Runway Centerline To:		
Parallel Taxiway	N.A.	240’
Aircraft Parking	475’	250’
Taxiway Centerline To:		
Aircraft Parking	N.A.	65.5’

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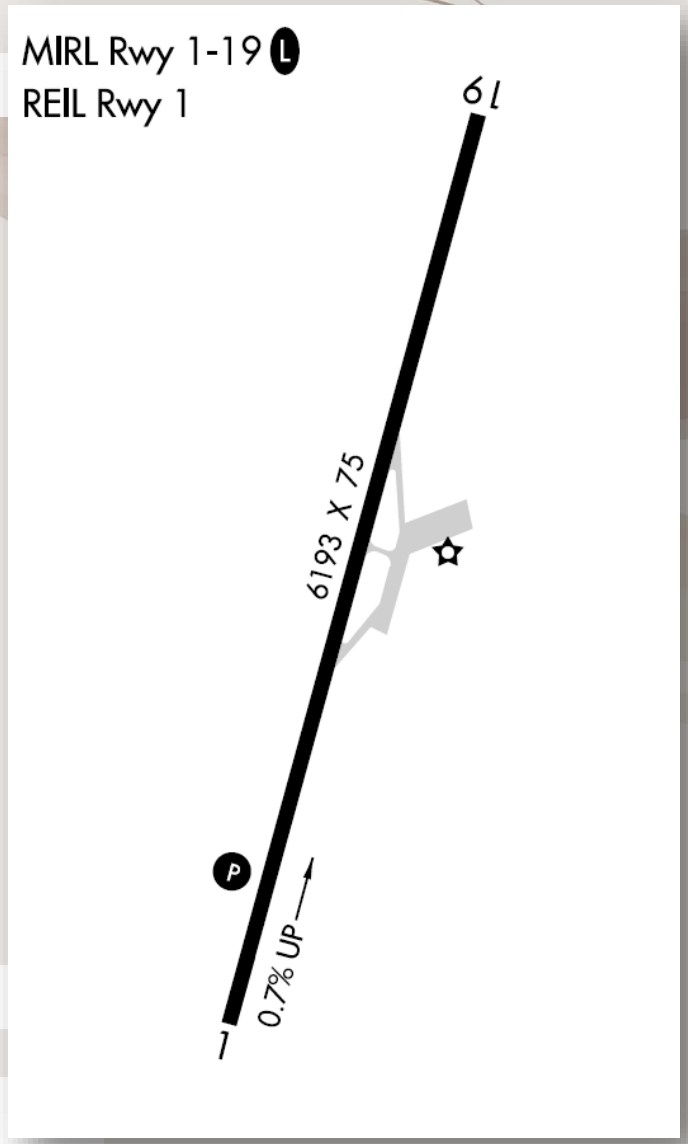
KNB Airport Activity vs. Capacity

	2015 KNB Operations	KNB Operational Capacity
Annual Operations	3,140	230,000
Peak Hour Activity:		
Visual (VFR) Ops	4	98
Instrument (IFR) Ops	2	54

Sources:
FAA Terminal Area Forecast (TAF)
FAA Advisory Circular 150/5060-2

KNB Condition

Facility	Condition
Runway 1-19	Fair
Aircraft Apron	Excellent
Terminal Building	New



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INVENTORY SUMMARY & CONCLUSIONS

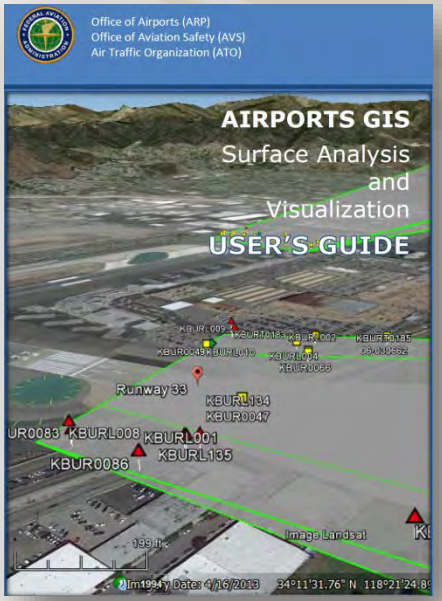
- Few operational or airport facility constraints to General Aviation or Corporate/Business Aircraft operating at KNB

Existing Documentation

1. KNB Airport Master Plan, 2002/2004
2. Airfield Improvements: Plans & Grant Awards
3. FAA Airport Master Record, Form 5010
4. FAA Terminal Area Forecast (TAF)
5. FAA Terminal Instrument Procedure Charts
6. State Aviation System Plan, UDOT
7. Kane & Coconino County Demographic Data
8. Kane & Coconino County Land Use Data
9. Sensitive Species Habitat Management Plan

NEW MAPPING

1. Airports Geographic Information Systems (AGIS)
    - Required by FAA
    - Stringent Quality Standards
    - Primarily to analyze Instrument Approaches
    - Mapping completed & uploaded to FAA
2. Airport Layout Plan (ALP)
    - Airspace Analysis
    - Mapping completed



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KNB Airport Role

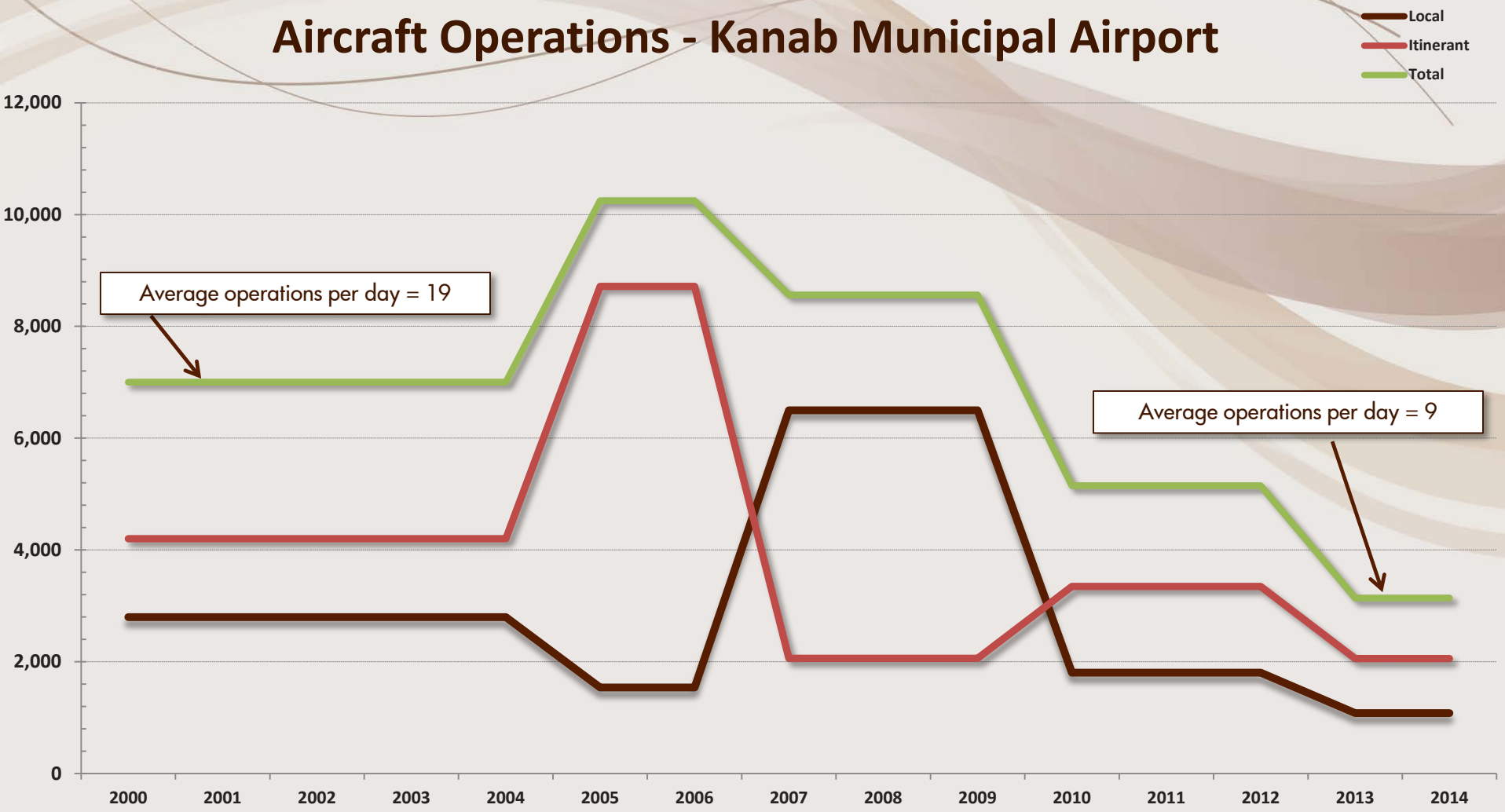
Utah Continuous Airport System Plan 2007

Regional Airports				
Bountiful	Skypark	BTF	Regional	GA non-NPIAS
Brigham City	Brigham City Municipal	BMC	Regional	GA
Cedar City	Cedar City Regional	CDC	Regional	CM
Heber	Heber City Municipal	36U	Regional	GA
Hurricane	Hurricane	1L8	Regional	GA non-NPIAS
Kanab	Kanab Municipal	KNB	Regional	GA

Airport Improvement Projects

Year	Source	Project	Amount
2014	FAA	AIP-12 Security Fencing	$418,773
2013	UDOT	Airport Pavement Maintenance (Crack Seal & Paint)	$106,690
2012	FAA	AIP-11 - Replace Rotating Beacon and Record of Survey	$86,283
2010	FAA	UDOT & AIP-09/10 - Apron Rehabilitation	$1,051,292
2007	FAA	AIP-08 - Rehabilitate Runway Lighting & Signing	$389,312
2006	UDOT	Airport Pavement Maintenance (Apron Crack Seal & Paint)	$26,631
2005	FAA	AIP-07 - Runway Overlay	$480,585
2003	FAA	AIP-06 - Rehabilitate Runway 1/19 and Lengthen to 6,200'	$1,792,302
2002	FAA	AIP-05 - AWOS III Installation & Airport Layout Plan Update	$150,475

Aircraft Operations - Kanab Municipal Airport



Source: FAA Terminal Area Forecast (TAF)

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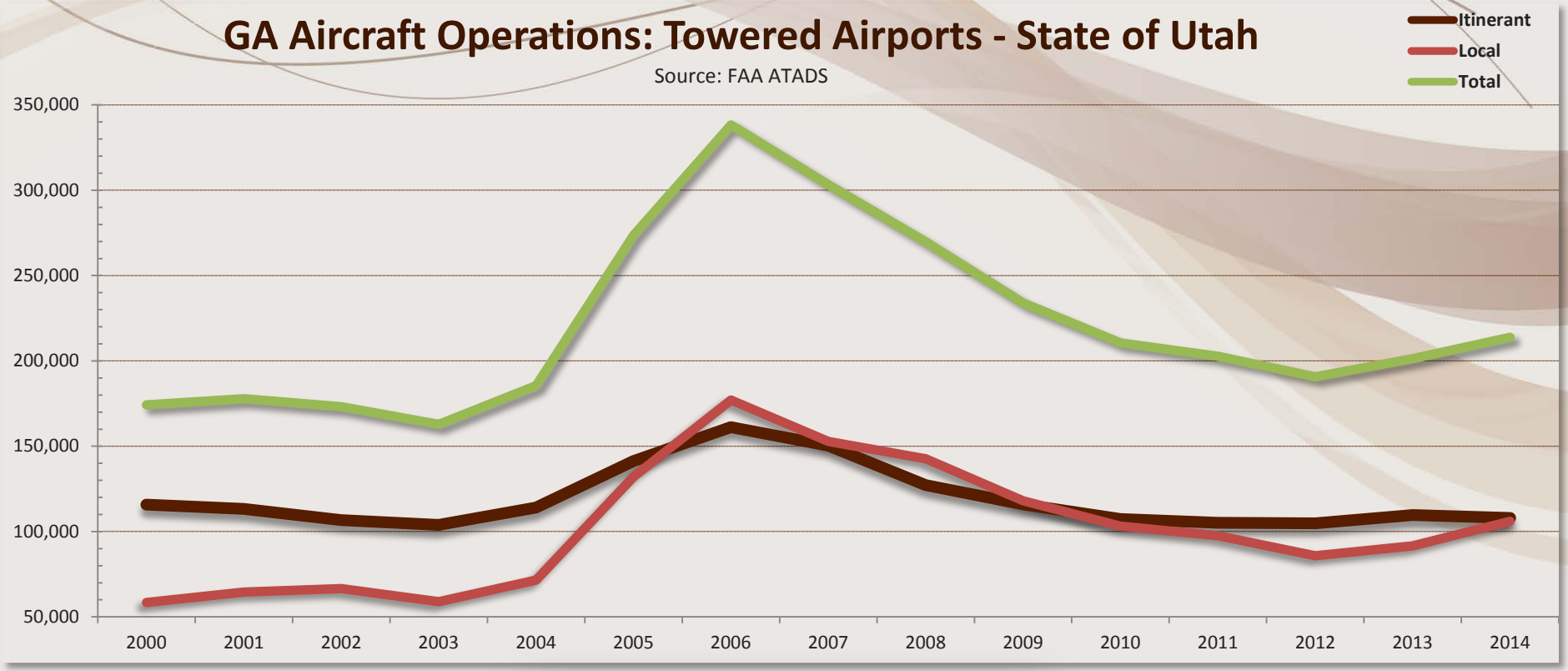
GA Aircraft Operations: Towered Airports - State of Utah

Source: FAA ATADS



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Based Aircraft - Kanab Municipal Airport

Source: FAA Terminal Area Forecast (TAF)

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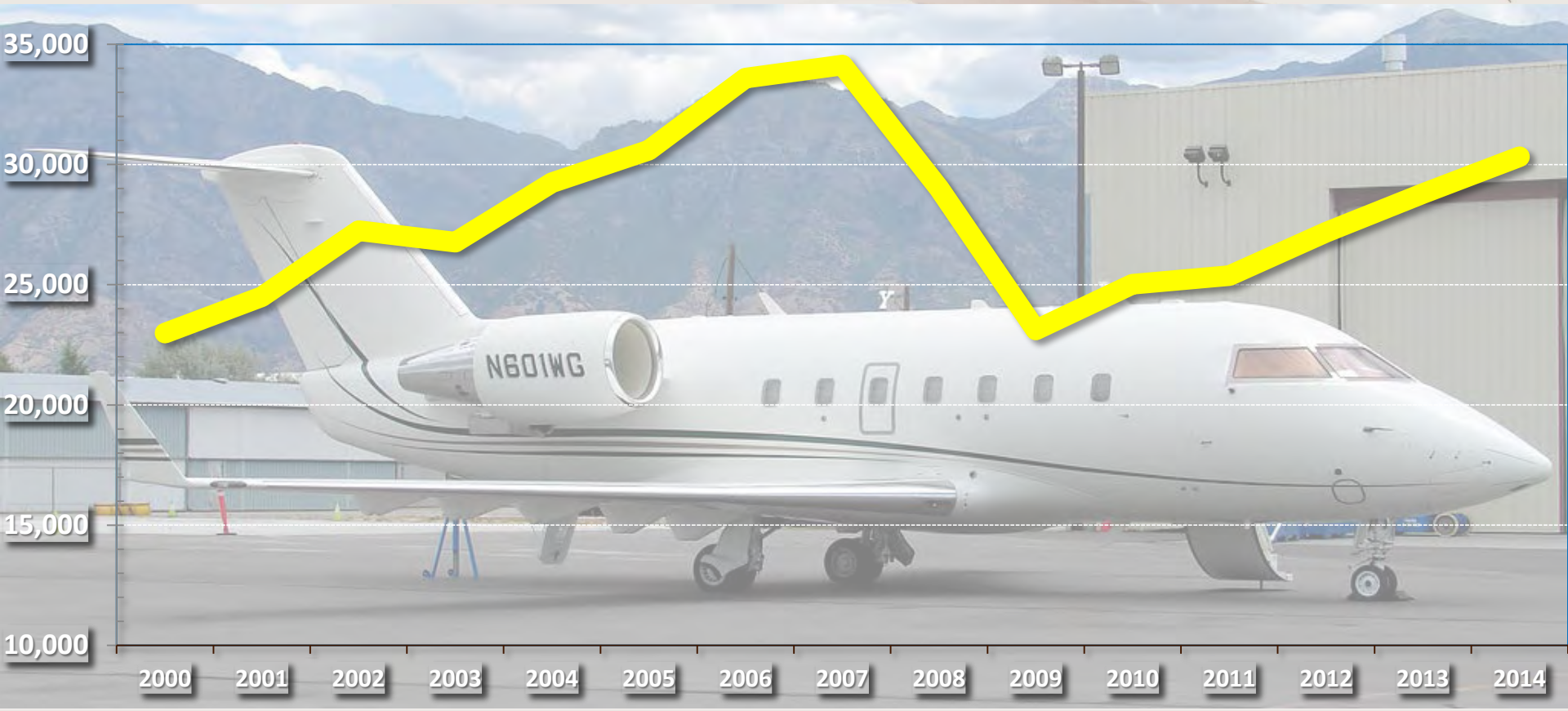
Business Jet Operations - State of Utah 2000-2014



Source: FAA TFMSC

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KNB JET & TURBOPROP OPERATIONS 2000-2014

Calendar Year	Corp. Jet	Turboprops
2009	8	56
2010	30	64
2011	24	14
2012	12	22
2013	30	26
2014	26	26
2015 (YTD Jan. 1 – Sept. 30)	28	22

Source: GCR, inc

Note: Operations = takeoffs & landings

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TYPES OF CORPORATE AIRCRAFT AT KNB

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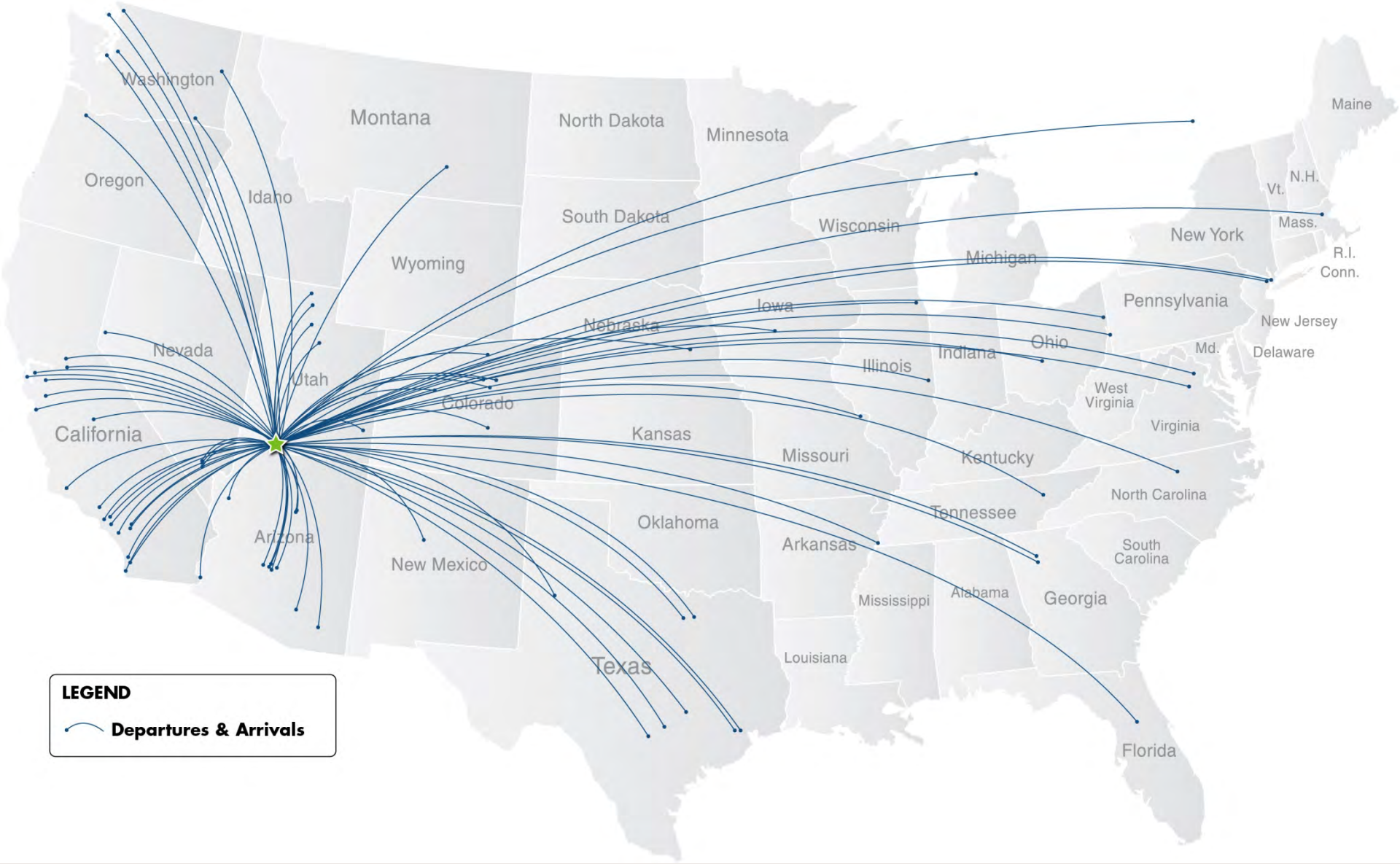
Washington
Montana
North Dakota
Minnesota
Maine
Oregon
Idaho
South Dakota
Wisconsin
N.H.
Vt.
Mass.
New York
Wyoming
Michigan
R.I.
Conn.
Pennsylvania
Iowa
New Jersey
Nebraska
Ohio
Nevada
Indiana
Md.
Delaware
Illinois
Utah
West Virginia
Colorado
Virginia
California
Kansas
Missouri
Kentucky
North Carolina
Tennessee
Oklahoma
Arizona
Arkansas
South Carolina
New Mexico
Mississippi
Alabama
Georgia
Louisiana
Texas
Florida
LEGEND
Departures & Arrivals

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Aviation Fuel Prices within 55 miles of KNB

Airport / FBO		Sept./Oct. 2015	100LL (per gallon)	Jet A	(per gallon)
KNB	**Kanab Municipal Airport**	SS	$5.09	FS	$4.85
	City				
AZC	Colorado City Municipal Airport, AZ (23 miles)	FS	**$6.25**	FS	**$6.25**
	Escalade air				
1L8	Gen. Stout Airport, Hurricane, UT (38 miles)	SS	$5.05	SS	**$4.29**
	Airport Quick Stop				
BCE	Bryce Canyon Airport, UT (46 miles)	FS	$5.30	FS	$4.30
	Bryce Canyon Airport				
SGU	St. George Municipal Airport, UT (52 miles)	FS	$5.49	FS	$5.09
	Above View Jet Center	SS	$5.09		
CDC	Cedar City Regional Airport, UT (49 miles)	FS	$5.69	FS	$5.26
	Sphere One Aviation	SS	**$4.99**		
PGA	Page Municipal Airport, UT (52 miles)	FS	$5.08	FS	$4.55
	Classic Aviation/Lake Powell Jet Center/American Aviation				
1L9	Parowan Airport, UT (53 miles)	FS	$5.22	PS	$4.91
	Parowan Aero Services				

Source: Airnav.com

FS = Full Service
SS = Self Service

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POSSIBLE REASONS FOR FLUCTUATING ACTIVITY AT KNB

1. Rising cost of new airplanes & parts (2x rate of inflation)
2. Fluctuating fuel prices
3. Declining military pilots + more stringent airline standards
4. Limited growth in regional disposable income
5. GA pilots average age higher than general pop. & rising
6. Number of private pilots declined 24% 1999-2011
7. No flight training at KNB - shortage of flight instructors

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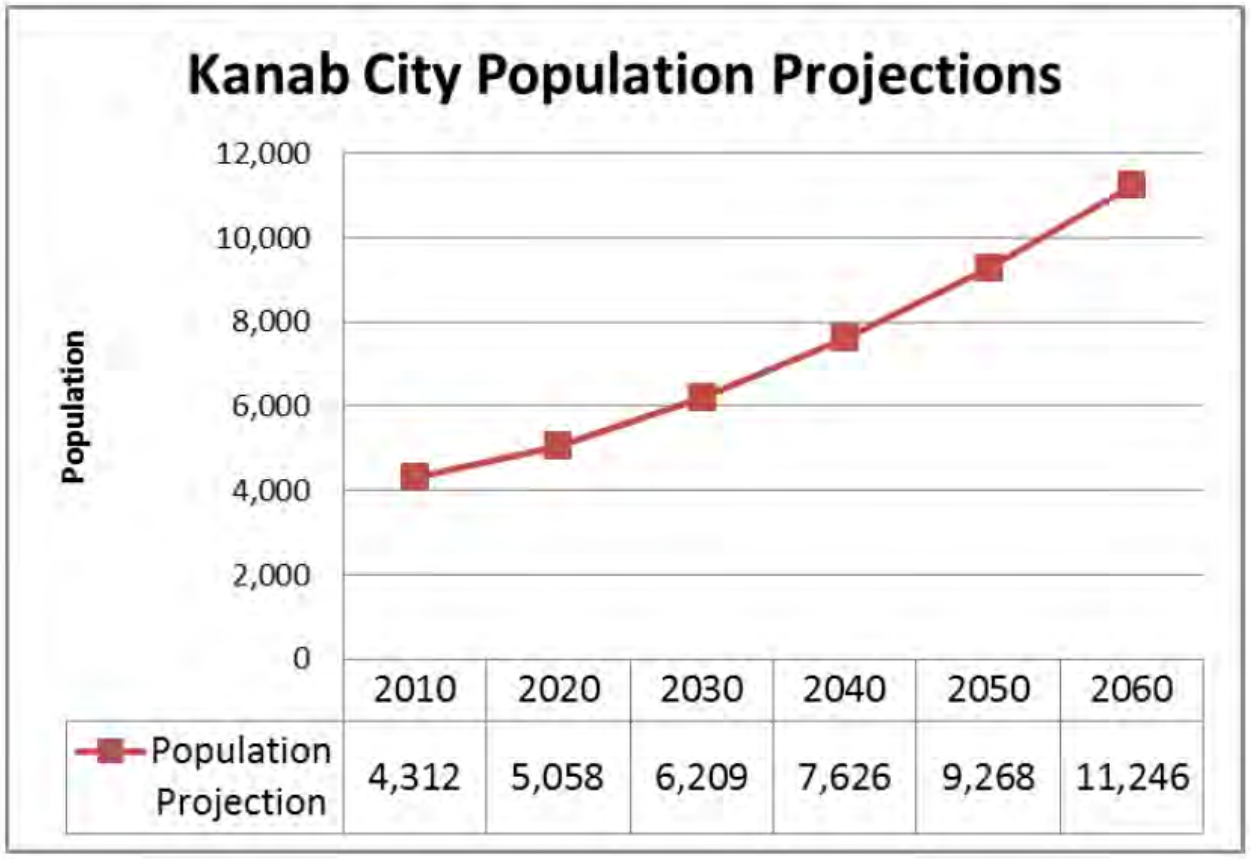

*Source: Utah State Office of Management and Budget, 2012

KANAB DEMOGRAPHICS

- Utah State Governor's Office project the community's growth at 1.7% per year.
- Population = 6,209 by the year 2030.
- Median age of the city's population = 41.8 years
- Median household income = $50,265.
- Total households numbered at 1,729 (2.44 average persons per household)

Source: Kanab General Plan

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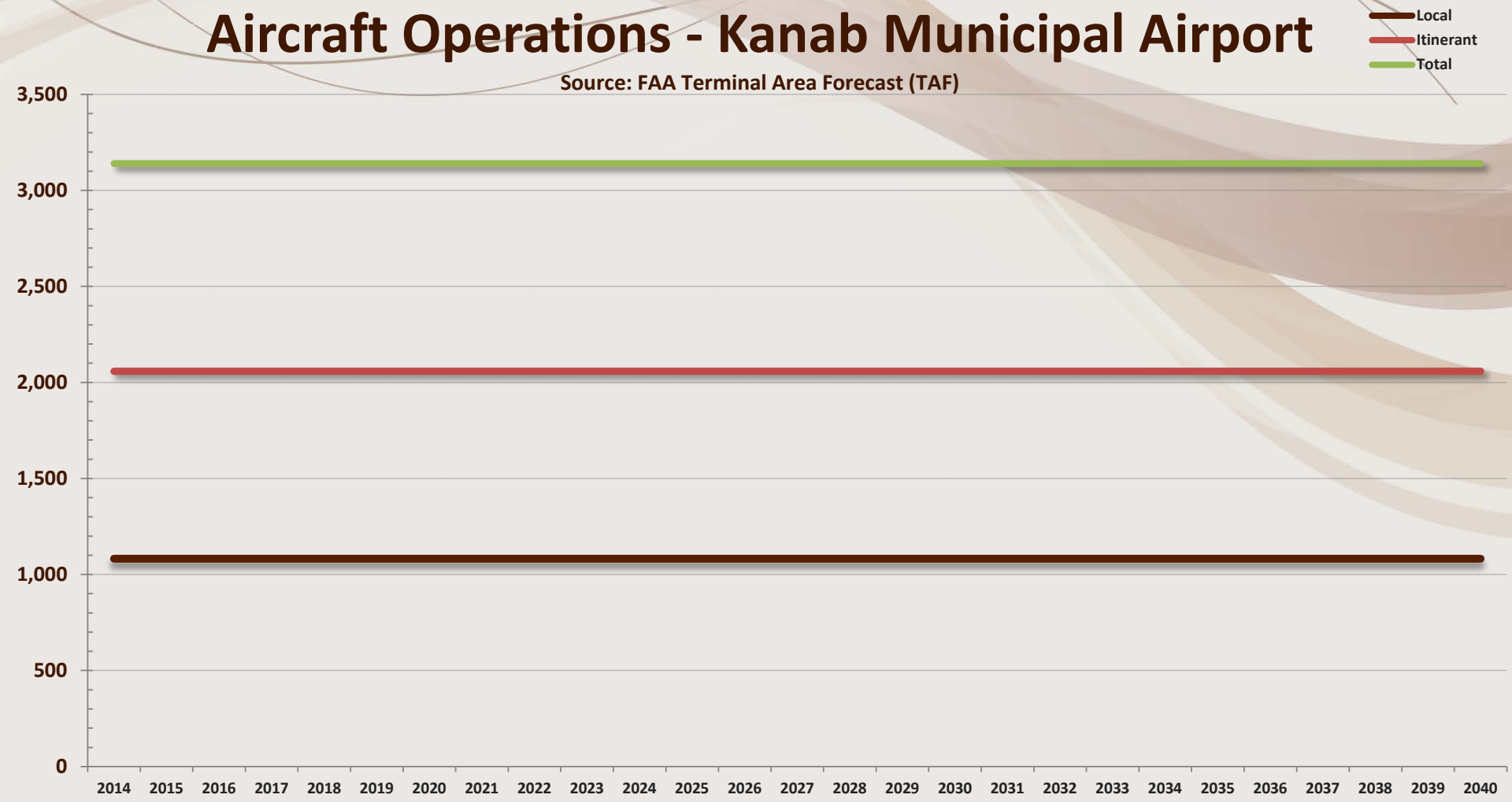
KANAB EMPLOYMENT

Industry	Percent Employment
Education, Health, Social Services	16.1%
Arts, entertainment, recreation, accommodation	14.1%
Retail Trade	11.4%
Other Services	10.7%
Transportation & warehousing, utilities	8.6%
Public administration	8.3%
Construction	8.1%

Source: Kanab General Plan

Aircraft Operations - Kanab Municipal Airport

Source: FAA Terminal Area Forecast (TAF)



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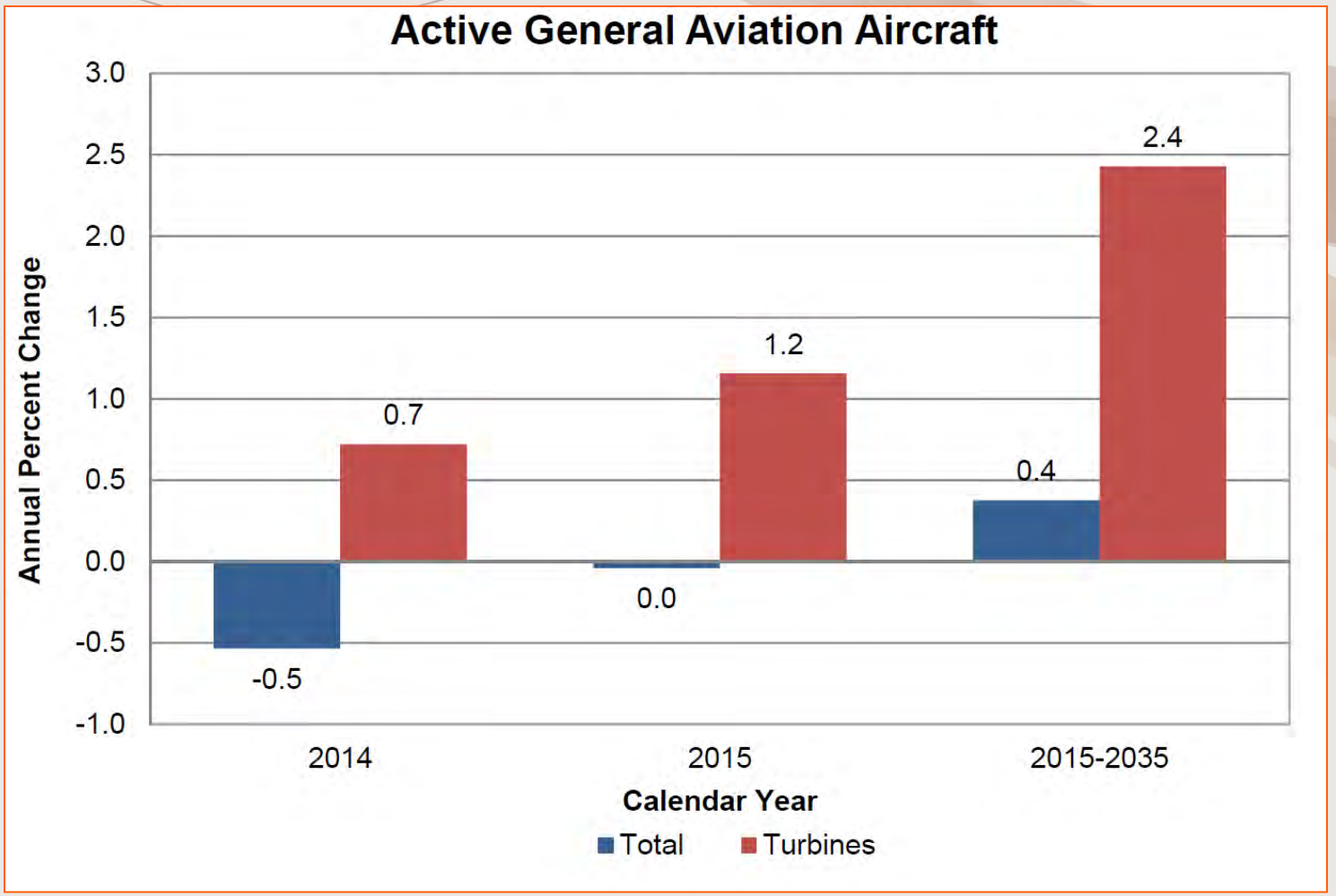
FAA NATIONAL FORECASTS: 2015-2035



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FAA NATIONAL FORECASTS: 2015-2035

- Piston aircraft are projected to decrease annually 0.5%
- Light sport & experimental aircraft will increase 4.3% year
- Turbine corporate/business aircraft will grow 2.4% year
- Number of corporate jets will grow 2.8% year
- Hours flown by corporate turbine aircraft will grow 2.9% year
- Hours flown by piston aircraft will decline 0.3% year
- Number of student & private pilots will decrease 0.3% year

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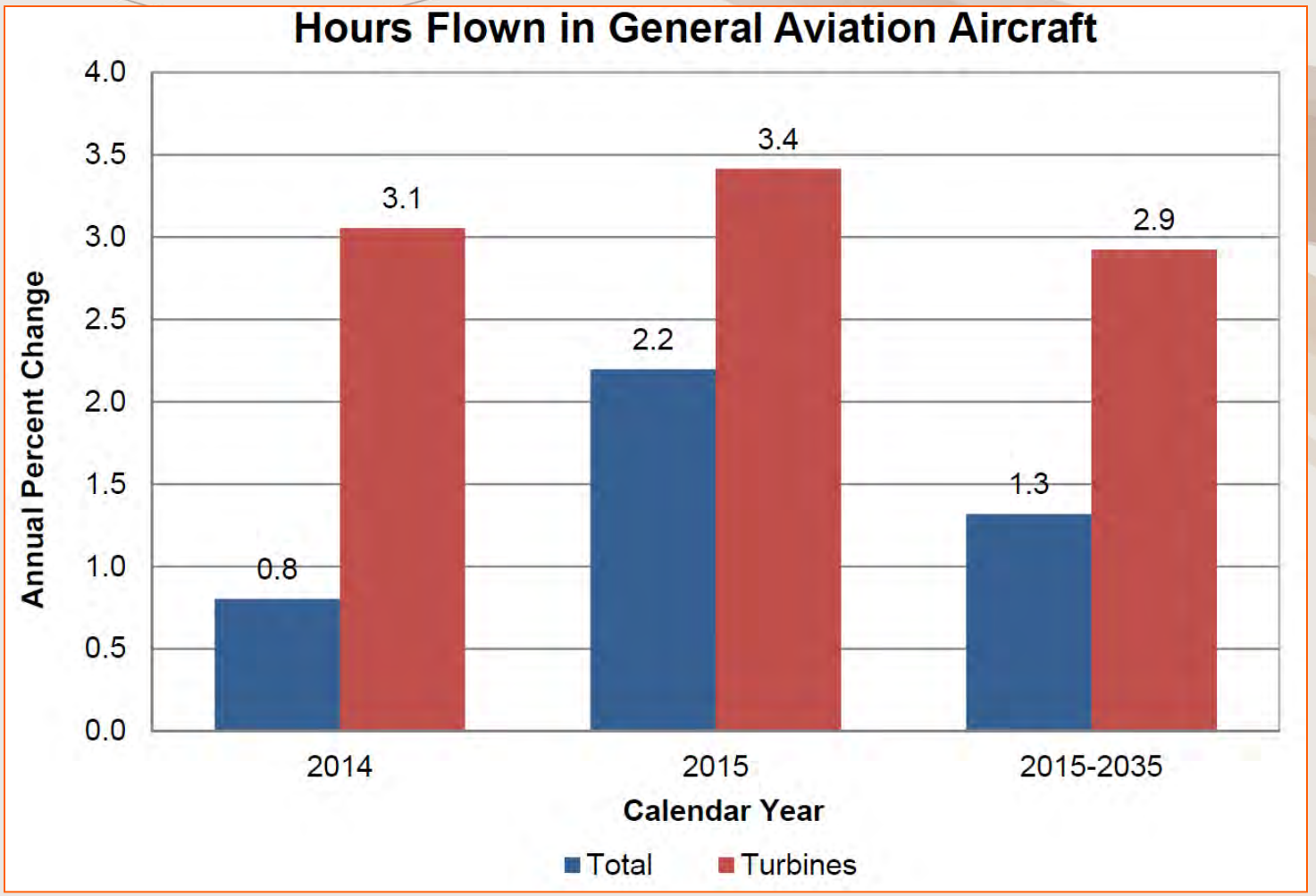
FAA NATIONAL FORECASTS: 2015-2035



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KNB SWOT ANALYSIS

Strengths	Weaknesses
• Excellent airfield facilities • Good instrument approach • New terminal building • Pro-active Sponsor	• No terminal weather forecast – impacts commercial operations • Lack of low altitude radar coverage
Opportunities	**Threats**
• Attract additional corporate traffic • Potential non-aviation uses	• Regional economy impacted by tourism – affected by gas prices, disposable income, employment • Shrinking piston GA airplane market • Aging & declining pilot population • Rising cost of airplanes & parts • Future of Avgas

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