

#### HEBER VALLEY AIRPORT

# FLIGHTPATH

PLANNING A SHARED COURSE FOR OUR FUTURE

# **Master Plan Overview**

- It is a 20-year plan to safely and efficiently meet aviation demand at the airport
- Began in November of 2019
- Robust public involvement program
- Funded by an FAA grant of 90.63% (User generated tax)





# **Master Plan Elements**

- Public Involvement
- Existing Conditions, Inventory, Environmental Overview
- Aviation Forecast and Critical Aircraft Determination\*
- Facility Requirements
- Alternatives Development
- Implementation Plan and Financial Feasibility Analysis
- Airport Layout Plan (ALP)\*





# **Public Involvement**

- Technical and Community Advisory Committees (TAC/CAC): Four meetings each – November 14, 2019, January 28, 2020, April 6, 2022, September 21, 2022
- Public Meetings: Five large meetings January 29, 2020, April 1, 2021 (virtual), September 22, 2022, Fireside Chat (October 17, 2022), January 9, 2023
- **Dedicated Project Website:** Heber Valley Flightpath, 53 blog entries, 137 inquiries and responses from citizens
- Frequently Asked Questions (FAQ): Over 80 questions addressed through website
- Other Meetings: Multiple Airport Board meeting updates, multiple airport talk & tours, multiple radio interviews, City Council (October 18, 2022, May 16, 2023), Multiple stakeholder meetings during alternatives





#### **Forecast Summary**

- Total operations increase from 12,605 in 2021 to 16,320 in 2041
- Based Aircraft projected to go from 84 to 109
- Forecast approved by the FAA on July 14, 2021
- Critical aircraft is the Challenger 350, a C-II aircraft





# **Master Plan Findings**

- Runway length is adequate as is
- Increase the length and width of the safety buffers associated with the runway.
- Increase the separation distance between the runway and taxiway.
- Increase the separation distance between the runway and aircraft parking area.
- Return width of the runway back to 100' (circa 1990's)
- Relocate the fuel farm.
- Remove/Replace 34 hangars, plan for approximately 12 new hangars.
- Create more aircraft and automobile parking spaces.
- Expand the Snow Removal Equipment (SRE) facility and obtain a new snowplow.



# **Proposed Development**

- Shift the runway and parallel taxiway to the southwest.
- Relocate the AWOS (weather station).
- Construct perimeter fencing and an airport access road.
- Construct a north campus apron and hangar complex.
- Construct a south campus apron.
- Conduct periodic pavement maintenance.



#### **Proposed Development**





# **Development Phase 1**

- 1 5 years (Approximate)
- Private T-hangar development
- Private glider campus development
- Pavement maintenance
- Relocate the AWOS
- Conduct Environmental Assessment (EA)
- Conduct a Phase 2 Environmental Site Assessment (ESA)
- Acquire Snow Removal Equipment (SRE)
- Acquire easements and land for safety area compliance



# **Development Phase 2**

- 6 10 years (Approximate)
- Construct perimeter fence
- Construct airport access road
- Extend taxilane
- Construct north campus apron
  - Would include hangar replacement for Hangar Row
- Construct south campus apron
- Pavement maintenance



# **Development Phase 3**

- 11 20+ years (Approximate)
- Relocate the taxiway
- Relocate the runway
- Acquire SRE
- Pavement maintenance



# **Phasing Cost Estimates**

Phase	FAA (90.63%)	Utah (4.685%)	Heber (4.685%)	Private (100%)	Total
Phase 1	\$6,877,911	\$834,345	\$408,745	\$350,000	\$8,471,000
Phase 2	\$40,248,783	\$2,357,808	\$2,111,409	\$-	\$44,718,000
Phase 3	\$58,900,437	\$3,359,782	\$3,079,782	\$-	\$65,340,000
Total	\$106,027,130	\$6,551,934	\$5,599,935	\$350,000	\$118,529,000



# Airport Layout Plan (ALP)

- The primary deliverable of the Airport Master Plan process.
- Grant Assurances require a current ALP.
- Projects are required to be depicted on the ALP to be *eligible* for FAA funding.
- **Projects do not commit the City or FAA to carrying out or funding the projects.**
- The Master Plan provides the justification for the projects shown.
- FAA funding still requires NEPA review of each project.







### **Document Review Process**

- The ALP will to go to the FAA for lines of business review.
- The City authorizes designee to sign the ALP and submit it to the FAA following FAA comments.
- The City signs the ALP and submits it to the FAA along with the Master Plan report.
- The FAA signs the ALP and accepts the Master Plan report.
- The City authorizes staff to proceed with the implementation of the development plan.



### **Questions?**



