SOUTH VALLEY AIRPORT

Final Committee Meeting
U42 Airport Master Plan

SLC DEPARTMENT OF AIRPORTS

FEBRUARY | 2024
Agenda

» Master Plan Schedule
» Summary of Findings
» Implementation Plan
» Last steps
MASTER PLAN SCHEDULE
Deliverables

» Draft report available at
  – https://slcairport.com/about-the-airport/master-plan/
SUMMARY OF FINDINGS
Determine Future Facility Requirements

- Eliminate direct apron to runway access to adhere to FAA Standards
- Provide 1,000 feet for Runway Safety Area
- Determine future plans for east side airport property
- Reconfigure apron to support long-term hangar infill development
- Relocate aircraft fuel storage to area that can support fuel expansion
- Relocate wind cone and segmented circle to support runway upgrades
- Extend runway to 6,600 feet (currently 5,862 feet)
- Meet forecast demand for aircraft parking and storage
- Reconfigure apron to support long-term hangar infill development
- Relocate airport maintenance/SRE to provide additional aeronautical space
- Plan for Runway Protection Zone to support enhanced approaches
- Plan for electric charging stations (aircraft and vehicles)
- Plan for future NAVAIDs and Runway Protection Zones to support enhanced approaches
- Improve airport radar coverage and integration with SLC airspace
- Work with local governments to update Airport Overlay Zone
Preferred Development Plan
IMPLEMENTATION PLAN
### Capital Improvement Plan

#### Near-Term — 2024-2028

<table>
<thead>
<tr>
<th>Project Year (FY)</th>
<th>Program</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2025</td>
<td>Utility Infrastructure and Site Grading</td>
<td>N/A</td>
<td>$0</td>
<td>$0</td>
<td>$10,476,000</td>
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<tr>
<td>2025</td>
<td>SW Apron/Taxiway Expansion – Design/Construction</td>
<td>N/A</td>
<td>$446,000</td>
<td>$0</td>
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<td>2025</td>
<td>Apron Rehabilitation</td>
<td>N/A</td>
<td>$750,000</td>
<td>$46,850</td>
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<td>2025</td>
<td>Corporate Hangar Apron/Taxiway Connectors - Design/Construction</td>
<td>N/A</td>
<td>$0</td>
<td>$624,000</td>
<td>$624,000</td>
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<tr>
<td>2026</td>
<td>Air Traffic Control Tower Siting Study</td>
<td>N/A</td>
<td>$0</td>
<td>$225,000</td>
<td>$225,000</td>
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<tr>
<td>2026</td>
<td>Taxiway A/B Rehabilitation</td>
<td>N/A</td>
<td>$2,500,000</td>
<td>$133,523</td>
<td>$2,633,523</td>
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<tr>
<td>2027</td>
<td>FBO Hangar Apron - Design/Construction</td>
<td>N/A</td>
<td>$192,500</td>
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<tr>
<td>2027</td>
<td>Perimeter Fence Replacement</td>
<td>N/A</td>
<td>$337,500</td>
<td>$32,795</td>
<td>$370,295</td>
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<td>2027</td>
<td>NW Access Roadway/Auto Parking (Ph. I) - Design/Construction</td>
<td>N/A</td>
<td>$0</td>
<td>$1,163,000</td>
<td>$1,163,000</td>
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<tr>
<td>2028</td>
<td>NW Apron/Taxiway Expansion (Ph. I) – Design/Construction</td>
<td>N/A</td>
<td>$1,881,360</td>
<td>$0</td>
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<tr>
<td>2028</td>
<td>T-Hangar (Row &quot;E&quot;) – Design/Construction</td>
<td>N/A</td>
<td>$0</td>
<td>$6,600,000</td>
<td>$6,600,000</td>
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</table>

#### Near-Term Total

|       | $6,110,000 | $220,000 | $20,770,000 | $27,090,000 |

#### Mid-Term — 2029-2033

<table>
<thead>
<tr>
<th>Project Year (FY)</th>
<th>Program</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2029</td>
<td>Taxiway A4 Realignment - Design/Construction</td>
<td>N/A</td>
<td>$898,200</td>
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<td>2029</td>
<td>NW Apron/Taxiway Expansion (Ph. II) – Design/Construction</td>
<td>N/A</td>
<td>$1,625,760</td>
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<td>2029</td>
<td>Air Traffic Control Tower – Design/Construction</td>
<td>N/A</td>
<td>$6,868,125</td>
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<td>$6,868,125</td>
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<td>2030</td>
<td>Airport Entrance Roadway/Auto Parking - Design/Construction</td>
<td>N/A</td>
<td>$0</td>
<td>$1,029,000</td>
<td>$1,029,000</td>
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<tr>
<td>2031</td>
<td>Maintenance/Operations Building Roadway/Auto Parking - Design/Construction</td>
<td>N/A</td>
<td>$0</td>
<td>$399,000</td>
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<td>2031</td>
<td>Maintenance/Operations Building Aisle Pavement – Design/Construction</td>
<td>N/A</td>
<td>$0</td>
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<td>$112,000</td>
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<td>2031</td>
<td>Maintenance/Operations Building - Design/Construction</td>
<td>N/A</td>
<td>$0</td>
<td>$10,626,000</td>
<td>$10,626,000</td>
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<td>2031</td>
<td>General Aviation Apron Expansion – Design/Construction</td>
<td>N/A</td>
<td>$723,600</td>
<td>$0</td>
<td>$723,600</td>
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<td>2033</td>
<td>Fuel Farm Access Roadway/Auto Parking – Design/Construction</td>
<td>N/A</td>
<td>$0</td>
<td>$472,000</td>
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<td>2033</td>
<td>Fuel Farm – Design/Construction</td>
<td>N/A</td>
<td>$150,000</td>
<td>$0</td>
<td>$150,000</td>
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<td>2034</td>
<td>Administration Building Roadway/Auto Parking – Design/Construction</td>
<td>N/A</td>
<td>$0</td>
<td>$457,000</td>
<td>$457,000</td>
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<tr>
<td>2034</td>
<td>Administration Building – Design/Construction</td>
<td>N/A</td>
<td>$150,000</td>
<td>$0</td>
<td>$150,000</td>
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#### Mid-Term Total

|       | $10,420,000 | $0 | $22,880,000 | $33,300,000 |

#### Long-Term — 2034-2043

<table>
<thead>
<tr>
<th>Project Year (FY)</th>
<th>Program</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2035</td>
<td>Extend Runway 16-34 and Taxiway B to 6,600’ - Environmental Assessment</td>
<td>Runway 16-34 Extension Program</td>
<td>$315,000</td>
<td>$0</td>
<td>$315,000</td>
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<tr>
<td>2036</td>
<td>Extend Runway 16-34 and Taxiway B to 6,600’ – Design/Construction</td>
<td>Runway 16-34 Extension Program</td>
<td>$21,448,800</td>
<td>$0</td>
<td>$21,448,800</td>
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<td>2037</td>
<td>Airport Master Plan Update</td>
<td>N/A</td>
<td>$810,000</td>
<td>$0</td>
<td>$810,000</td>
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<tr>
<td>2038</td>
<td>NW Apron/Taxiway Expansion (Ph. III) – Design/Construction</td>
<td>N/A</td>
<td>$1,874,160</td>
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<tr>
<td>2039</td>
<td>NW Apron/Taxiway Expansion (Ph. IV) – Design/Construction</td>
<td>N/A</td>
<td>$900,000</td>
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<td>2040</td>
<td>NW Access Roadway/Auto Parking (Ph. II) – Design/Construction</td>
<td>N/A</td>
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<td>$550,000</td>
<td>$550,000</td>
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#### Long-Term Total

|       | $25,350,000 | $0 | $4,140,000 | $29,490,000 |

### Total

|       | $41,880,000 | $220,000 | $47,790,000 | $89,870,000 |
Funding Breakdown By Source

Near-Term (2024-2028)
- Federal: $6,100,000
- Local: $21,000,000

Mid-Term (2029-2033)
- Federal: $10,400,000
- Local: $23,000,000

Long-Term (2034-2043)
- Federal: $25,000,000
- Local: $4,100,000
Near-Term Development Phase

- Utility improvements
- Apron expansion/ taxilane construction
- Additional vehicle parking
- Corporate hangars
- Additional T-hangars
Mid-Term Development Phase

- Potential ATCT
- Corporate hangars
- Additional T-hangars and box hangars
- Utility improvements
- Apron rehabilitation
- Taxiway A construction
- Additional vehicle parking
Long-Term Development Phase

- Runway extension
- Corporate hangars
- Additional T-hangars and box hangars
- Apron/taxi lane construction
- Airport Rd extension
- Additional vehicle parking

South Valley Regional Airport Development Phasing Plan

**NEAR-TERM PROJECTS (2024-2025)**
1. Utility Infrastructure and Site Grading
2. SW Apron/Taxi Lane Expansion
3. Apron Rehabilitation
4. Corporate Hangar Apron/Taxiway Connectors
5. Air Traffic Control Tower Siting Study
6. Taxiway A/B Rehabilitation
7. FBO Hangar Apron
8. Perimeter Fence Replacement
9. NW Access Roadway/Auto Parking (Ph. I)
10. NW Apron/Taxi Lane Expansion (Ph. I)
11. T-Hangar (Row "E")

**MID-TERM PROJECTS (2029-2033)**
17. Taxiway A4 Realignment
18. NW Apron/Taxi Lane Expansion (Ph. II)
19. Air Traffic Control Tower
20. Airport Entrance Roadway/Auto Parking
22. Mv/Op Building Avionics Pavement
23. Mv/Op Building
24. GA Apron Expansion
25. Fuel Farm Access Roadway/Auto Parking
26. Fuel Farm
27. Administration Building Roadway/Auto Parking
28. Administration Building

**LONG-TERM PROJECTS (2034-2043)**
35. Extend Runway 16-34 and Taxiway B to 6,600'
   - Environmental Assessment*
36. Extend Runway 16-34 and Taxiway B to 6,600'
37. Master Plan Update*
38. NW Apron/Taxi Lane Expansion (Ph. III)
39. NW Apron/Taxi Lane Expansion (Ph. IV)
40. NW Access Roadway/Auto Parking (Ph. II)
LAST STEPS
FUTURE AVIATION TRENDS

A Path to a Lead-Free Aviation System

Supply Chain Infrastructure and Deployment
Research, Development and Innovation
Unleaded Fuel Evaluation and Authorization
Regulation, Policy and Programmatic Activities

Eliminate Aviation Gasoline Lead Emissions (EAGLE)

Delta’s core ground support equipment (GSE) fleet needed to turn aircraft at SLCLA is nearing 100% electric.
- May 2023

Scan to learn more about how Delta is focusing on sustainable energy across its fleet.

Scan to learn more about how FAA is partnering with the aviation community to safely eliminate leaded aviation fuels in piston-engine aircraft by the end of 2030.
Last Steps

» Stakeholder outreach (PAC, TAC, AWG, and PIM)
» Finalize implementation and financial planning
» FAA Approval of Airport Layout Plan and Exhibit ‘A’ Property Map
» Deliver final documentation
» Support advanced planning efforts and NEPA strategy
Thank you!

» On behalf of the entire team, thank you for your knowledge, support and engagement.

You helped create a plan that . . .

– Provides guidelines for future development.

– Satisfies future aviation demand.

– Is financially feasible.

– Identifies and responds to environmental and socioeconomic conditions.
THANK YOU

QUESTIONS?