TOOELE VALLEY AIRPORT

Public Information Meeting #2
TVY Airport Master Plan

SLC DEPARTMENT OF AIRPORTS

SLC SVR TVY RS&H

APRIL 13, 2023
Agenda

» Master Plan Overview
» Aviation Demand Forecast Recap
» Facility Requirements Recap
» Development Alternatives
» Comprehensive Development Plan
» Next Steps
MASTER PLAN OVERVIEW
Master Plan Process

- Inventory existing conditions
  - Facilities and equipment

- Forecast aviation demand
  - Aircraft operations and based aircraft

- Determine future facility requirements
  - Airfield, navigational aids, and supporting facilities
  - Aircraft parking/storage, access roads/parking, and utilities

- Identify and evaluate development alternatives
  - Demand-driven solutions
  - Financial feasibility
Master Plan Work Products

Airport Layout Plan:  
(Illustrates the plan)

Technical Report:  
(Documents the why and how)

- Forecast
- Inventory
- Facility Requirements
- Development Alternatives
- Implementation
- Airport Layout Plan
The Forecast Projects...

Based aircraft

Operations

Critical aircraft
# Planning Activity Levels

<table>
<thead>
<tr>
<th>Forecast Year</th>
<th>Planning Activity Level (PAL)</th>
<th>Operations</th>
<th>Based Aircraft No Action</th>
<th>Based Aircraft High Growth</th>
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<tbody>
<tr>
<td>2020</td>
<td>Base Year</td>
<td>43,048</td>
<td>20</td>
<td>20</td>
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<tr>
<td>2025</td>
<td>PAL 1</td>
<td>44,820</td>
<td>21</td>
<td>33</td>
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<tr>
<td>2030</td>
<td>PAL 2</td>
<td>46,665</td>
<td>22</td>
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<td>2040</td>
<td>PAL 3</td>
<td>50,585</td>
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Airport Reference Code

» Aircraft Approach Category (AAC)
  – What is the landing speed?

» Airplane Design Group (ADG)
  – How much space does it take up?
  – Length? Wingspan? Tail height?

» Taxiway Design Group (TDG)
  – Landing gear dimensions?
  – Required turning radius?

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<thead>
<tr>
<th>AAC</th>
<th>Approach Speed</th>
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<tbody>
<tr>
<td>A</td>
<td>Approach speed less than 91 knots</td>
</tr>
<tr>
<td>B</td>
<td>Approach speed 91 knots or more but less than 121 knots</td>
</tr>
<tr>
<td>C</td>
<td>Approach speed 121 knots or more but less than 141 knots</td>
</tr>
<tr>
<td>D</td>
<td>Approach speed 141 knots or more but less than 166 knots</td>
</tr>
<tr>
<td>E</td>
<td>Approach speed 166 knots or more</td>
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<table>
<thead>
<tr>
<th>Group #</th>
<th>Tail Height (ft)</th>
<th>Wingspan (ft)</th>
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<tbody>
<tr>
<td>I</td>
<td>&lt; 20’</td>
<td>&lt; 49’</td>
</tr>
<tr>
<td>II</td>
<td>20’ - &lt; 30’</td>
<td>49’ - &lt; 79’</td>
</tr>
<tr>
<td>III</td>
<td>30’ - &lt; 45’</td>
<td>49’ - &lt; 118’</td>
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<tr>
<td>IV</td>
<td>45’ - &lt; 60’</td>
<td>118’ - &lt; 171’</td>
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<tr>
<td>V</td>
<td>60’ - &lt; 66’</td>
<td>171’ - &lt; 214’</td>
</tr>
<tr>
<td>VI</td>
<td>66’ - &lt; 80’</td>
<td>214’ - &lt; 262’</td>
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### Critical Aircraft Validated

<table>
<thead>
<tr>
<th>Critical Aircraft</th>
<th>AAC</th>
<th>ADG</th>
<th>TDG</th>
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<tr>
<td>Existing</td>
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<tr>
<td>Beechcraft Super King Air</td>
<td>B</td>
<td>II</td>
<td>2A</td>
</tr>
<tr>
<td>Beechcraft Super King Air</td>
<td>B</td>
<td>II</td>
<td>2A</td>
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<tr>
<td>Future</td>
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</tr>
<tr>
<td>Cessna Citation X+</td>
<td>C</td>
<td>II</td>
<td>1B</td>
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<tr>
<td><strong>Composite</strong></td>
<td>C</td>
<td>II</td>
<td>2A</td>
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FACILITY REQUIREMENTS
Facility Requirements Recap

» Bring utilities (water/sewer) to airport
» Coordinate plans with future Midvalley highway extension
» Correct airfield design standards and Part 77 penetration issues
» Create plan that supports TVY role with system as reliever airport by:
  » Meeting market demand – Based/transient aircraft storage and parking
  » Providing tenant/user services – Fixed Base Operator, fueling facilities
  » Considering future markets – electric aircraft/vehicles, eVTOL/VTOL, AAM
  » Supporting ultimate runway length for future critical aircraft – Citation X
  » Identifying support facilities – Maintenance, equipment storage, administration
  » Maintaining/enhancing navigational aids and flight procedures
ALTERNATIVES
Preferred Land Use

- Focus aeronautical development on east side of airfield
- Protect from obstructions on south where terrain rises
- Preserve other land near airfield for aviation-related development

- Preserve for aviation-related development
- Protect from obstructions
- Nonaeronautical

Runway Protection Zone
Property Boundary
Preferred Sub Area Land Use

- Establish FBO/fueling facilities central to airfield
- Aircraft storage and parking flanks FBO facilities
- BLM campus established at north end of airfield
- Skydive facilities occupy south end of airfield

Runway Protection Zone
Property Boundary

BLM Campus
Known Constraints

- Part 77 surfaces protected through defined BRLs (20’ and 35’)
- Well protection zone retained while operational
- Wetlands protected or impacts mitigated through NEPA
- Noise contours stay on airport property

**Proposed Airport Zone A (1/2021 Study)**

- **Well Protection Area**
  - **Property Boundary**
  - **20’ BRL**
  - **35’ BRL**
  - **N Airport Rd**
  - **Midvalley Highway Overlay Zone A**
  - **65 DNL Noise Contours**
  - **Wetlands (in process)**

**Midvalley Highway Extension**

**Preliminary Alignment**
Airfield

Remove Part 77 penetrations

20’ BRL

Painted island preventing direct access

Current Skydive Landing Zones
(Accommodate N/S parachute landings in alternatives)

ADG II TL to Object

Current Skydive Landing Zones
(Accommodate N/S parachute landings in alternatives)

ADG II

AC-13B Example

Apron Island

NAVAID/MALSR/IAP shift

2,000’ Maximum extension

F-RPZ

Remove Part 77 penetrations

20’ BRL

35’ BRL

20’ BRL
Land Acquisition/Easement (Recommended)

- Recommended parcels for acquisition/easement to protect airport utility
- Strategic acquisitions/easements can enable meeting future demand needs

Proposed Airport Zone A (1/2021 Study)

- Strategic Land/Easement Acquisition
- Runway Protection Zone
- Property Boundary
May conflict with existing/future Runway 35 RPZ

May conflict with existing/future Runway 35 RPZ
Aircraft Storage and Tenants

» ADG I and II Taxiway/Taxilane
» Near-term focus on T-hangars and small boxes
» Long-term flexibility to allow larger hangar development
# Support Facility Alternatives Evaluation

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<tr>
<th>Evaluation Criteria</th>
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<th>C</th>
<th>D</th>
<th>F</th>
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**Legend**
- Good
- Fair
- Poor

Note: A and E eliminated due to conflicts with UDOT preferred Midvalley Highway extension alignment.
### Skydiving Facilities Alternatives Evaluation

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**Legend**
- **Good**  
- **Fair**   
- **Poor**
eVTOL Pads

Integrate into hangar/apron layout much like helipad

Source: Beta/Studio 2LR

* Integrate into hangar/apron layout much like helipad
Draft Reports Available Online

» https://slcairport.com/about-the-airport/master-plan
Next Steps

» Select preferred comprehensive alternative
» Implementation and financial planning
» Complete Airport Layout Plan and Exhibit ‘A’ Property Map
» Final Master Plan stakeholder meetings
» Final documentation
THANK YOU

QUESTIONS OR COMMENTS?