



# South Valley Regional Airport Master Plan Executive Summary

July 2024



RS&H



# INTRODUCTION

South Valley Regional Airport (U42) is situated within the municipal boundaries of the City of West Jordan, Utah, which is part of Salt Lake County. The distinctive peaks of the Wasatch Mountains to the east and the rugged Oquirrh Mountain Range to the west contribute to the area's unique geography. U42 is managed and operated by the Salt Lake City Department of Airports (SLCDA) which also oversees Salt Lake City International Airport (SLCIA) and Tooele Valley Airport (TVY). The Utah Continuous Airport System Plan (UCASP) classifies U42 as a general aviation regional airport, whereas according to the SLCDA Airports System Plan, U42 serves as a general aviation reliever for SLCIA, the primary commercial service airport.

**Salt Lake City International Airport (SLCIA)**  
*Primary Role - Commercial Service*

**Tooele Valley Airport (TVY)**  
*Primary Role - General Aviation Reliever*

**South Valley Regional Airport (U42)**  
*Primary Role - General Aviation Reliever*

Scan the QR code with your device for U42 Master plan study documentation, as well as information about other airports within the SLCDA system.





# STAKEHOLDER ENGAGEMENT



Stakeholder engagement proved pivotal in shaping the South Valley Regional Airport Master Plan. The inception of the following Master Plan stakeholder working groups and advisory committees marked the initial step toward an efficient and effective planning process, ensuring suitable levels of stakeholder involvement at pivotal milestones:

- » Technical Advisory Committee (TAC)
- » Policy Advisory Committee (PAC)
- » Airport Working Group (AWG)
- » General Aviation Strategy Advisory Committee (GASAC)

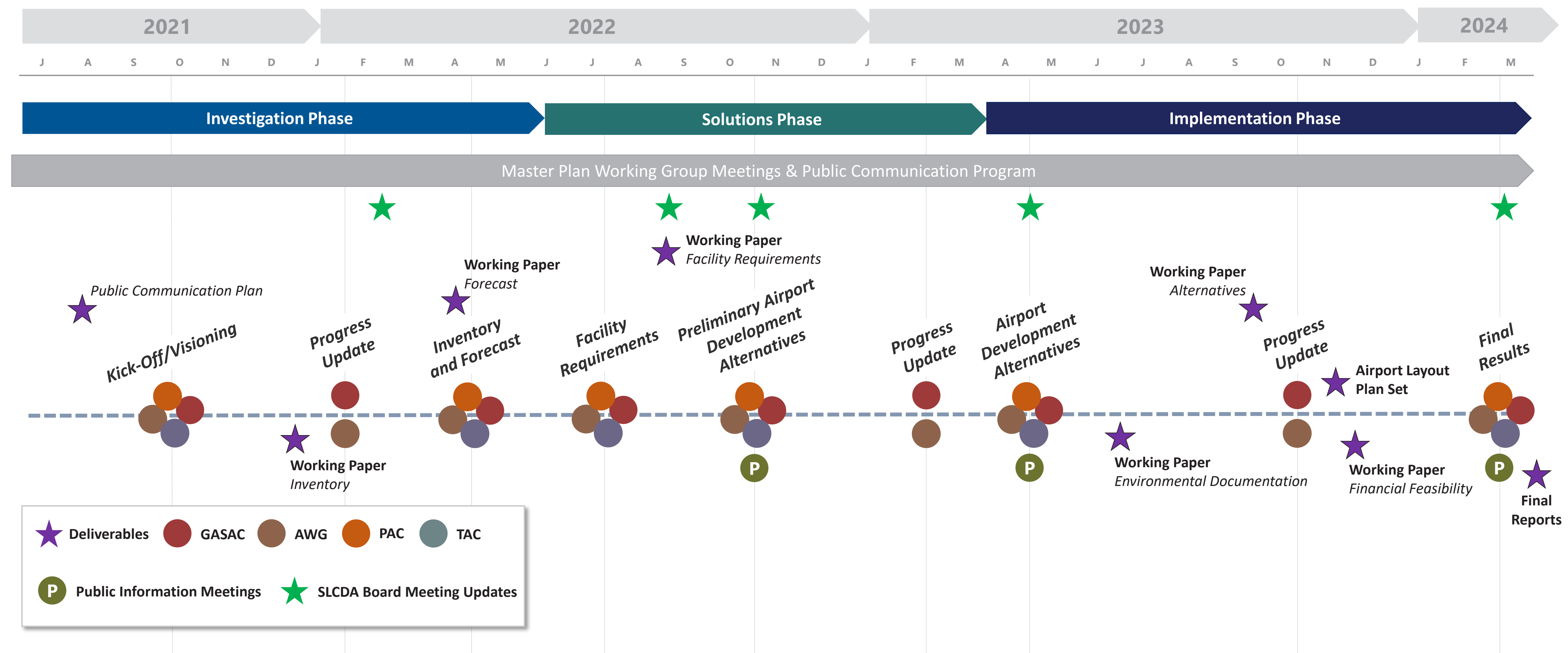
Each committee/group comprised stakeholders representing a diverse range of interests, including airport users, tenants, aviation service providers, general aviation organizations, the Federal Aviation Administration (FAA), state and local planning organizations, environmental interest groups, airport staff, as well as elected and appointed officials from local municipalities.

The Master Plan team implemented an extensive public involvement program to engage the general public. This program was designed to actively solicit public feedback throughout all stages of the project and at critical decision junctures. The primary objectives of the public involvement process included:

- » Providing active, early, and continuous opportunities for public involvement.
- » Providing the public with access to the information necessary to allow meaningful participation throughout the planning process.
- » Soliciting and considering public input on plans, proposals, alternatives, impacts, mitigation, and final decisions.

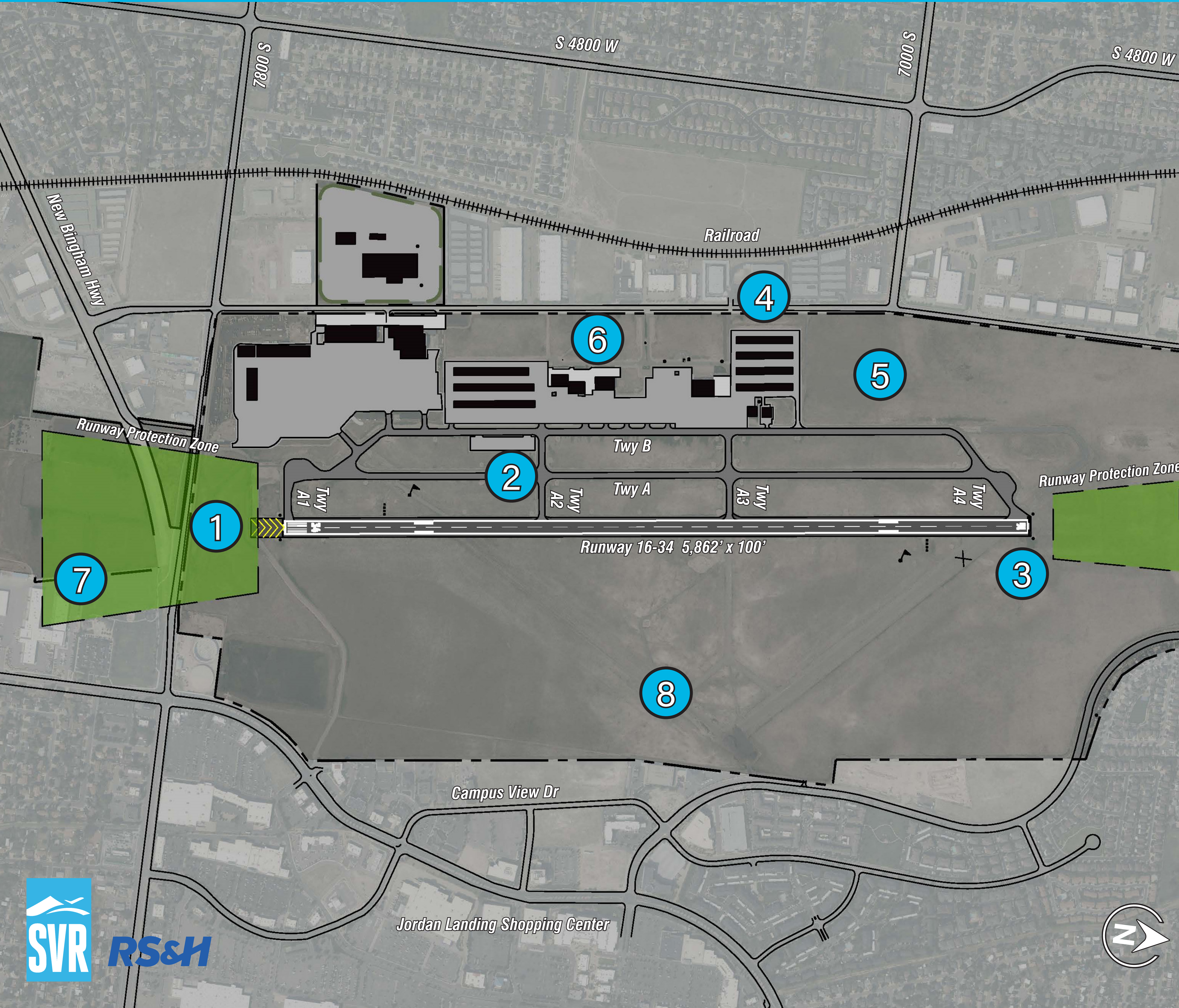
During the master planning process for U42, three public meetings were conducted to disseminate information and gather feedback from the community.

*Master Plan Working Group Meetings & Public Communication Program Schedule*





# STUDY FOCUS AREAS



In early visioning sessions, U42 stakeholders identified several focus areas to explore when planning for the airport's future development needs. These key planning elements are listed below and depicted in the Study Focus Areas map to the left.

- 1 Airspace and Navigational Aids:** Develop a plan that prioritizes the preservation and protection of U42 and all SLCDCA airport system airspace while enhancing safety and accessibility through the implementation of precision navigational aids and flight procedures.
- 2 Airfield Design Standards Analysis:** Evaluate airfield geometry to meet current FAA standards and plan for long-term development.
- 3 Ultimate Runway Length:** Assess Runway 16-34 orientation and length to meet current and future aircraft requirements.
- 4 Aircraft Parking and Storage:** Plan for additional ramp space, tie-downs, and hangars to meet current and future demand.
- 5 Utilities Assessment:** Incorporate the extension of utilities to future airport facilities into the planning process by preserving utility corridors for identified development areas.
- 6 Support Facilities:** Plan for top-tier support facilities at the airport, including transitioning the Fixed Base Operator (FBO) to private sector management and enhancing fueling facilities.
- 7 Land Use Integration:** Coordinate land use policies to optimize airport land and support compatible off-airport development.
- 8 Non Aeronautical Land Uses:** Explore revenue-generating opportunities, particularly on the east side of the airport.



# DEMAND FORECAST



Aviation demand forecasts were developed for aircraft operations and based aircraft at U42. Forecasting occurred between 2021 and 2022, followed by the onset of the COVID-19 pandemic, which induced widespread economic turmoil and significantly disrupted the aviation industry, particularly commercial passenger travel. General aviation (GA) activity was far less disrupted than commercial passenger activity and flourished in many instances.

**Demographic, Socioeconomic, and Other Factors**

The demographic and socioeconomic characteristics of the area surrounding an airport are commonly used as indicators for predicting airport demand. The City of West Jordan has experienced significant population growth, attributed to residential development and land annexation. According to the city’s comprehensive general plan, which was completed in 2012, West Jordan has seen a population increase of 141 percent, or an average annual increase of 5.0 percent, since 1992. In 2020, West Jordan’s population was reported at 116,961, with projections indicating a rise to over 155,000 by 2031.

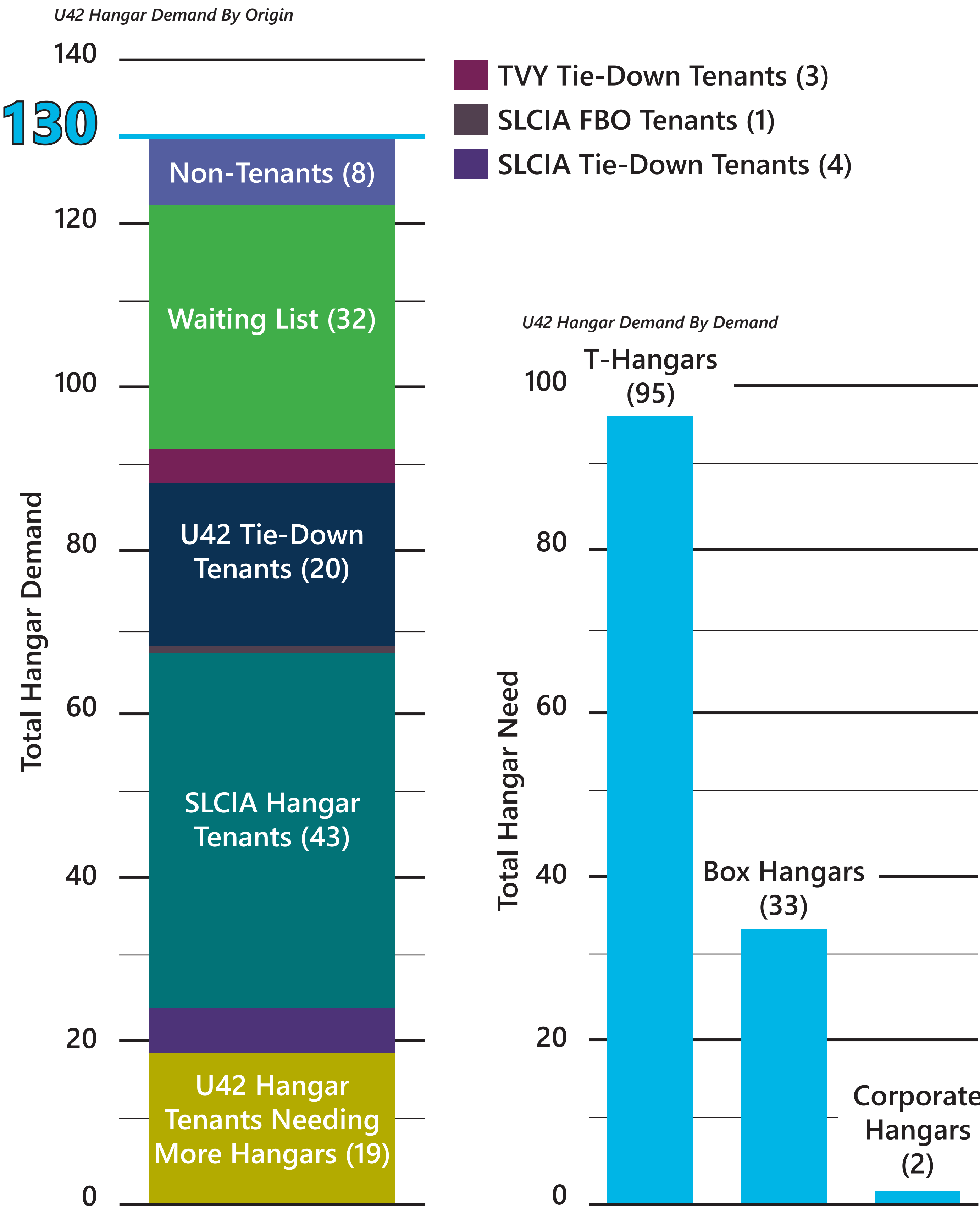
According to the Utah Department of Transportation (UDOT), U42 supports 573 on-site jobs, generates \$3.3 million annually in tax revenue, and contributes \$132.8 million to the local economy each year. The robust economy and consistent population growth in the region surrounding U42 are expected to persist throughout the 20-year planning period and beyond. This growth is anticipated to drive heightened demand for aviation services, including flight training. These factors, coupled with nationwide aviation trends, were considered in crafting aviation demand forecasts for U42.

**General Aviation Tenant Survey**

The U42 Master Plan was conducted simultaneously with the TVY Master Plan. As part of these studies, a tenant survey was issued to SLCDGA GA tenants at all three of the SLCDGA airports (SLCIA, U42, and TVY). The survey was disseminated to tenants through the SLCDGA GA Newsletter, which was sent electronically every month.

The GA Newsletter was public, and anyone could subscribe to the newsletter via the SLC website. As such, non-tenants also responded to the survey. The survey was designed to gauge interest in new hangars at U42 and TVY. In addition, tenants at SLCIA were asked if they would be interested in relocating to U42 or TVY, and if so, how many hangars they would want and at which airport. In total, the survey garnered 195 responses. Of those responses, 57 were tenants at SLCIA, 76 were tenants at U42, 9 were tenants at TVY, and 53 were not currently tenants at any SLCDGA airport.

Overall, the survey indicated a potential demand for 130 hangars at U42, with the majority being T-hangars rather than box hangars or corporate hangars.





# DEMAND FORECAST



### Based Aircraft

The FAA’s Terminal Area Forecast (TAF) for Utah served as the baseline for predicting future based aircraft levels at U42. Growth is expected to align with the TAF at 0.8% annually, supported by factors such as anticipated hangar development and validated demand from the GA Tenant Survey. From 2020 to 2025, an average growth rate of 1.6% is expected due to organic growth as well as based aircraft database validation efforts. Beyond 2025, growth is maintained at 0.8%, resulting in an estimated 241 based aircraft by 2040.

A high growth forecast was also developed, considering demand from the GA Tenant Survey, industry-wide flight training expansion, and robust business and population growth in the Wasatch Front area.

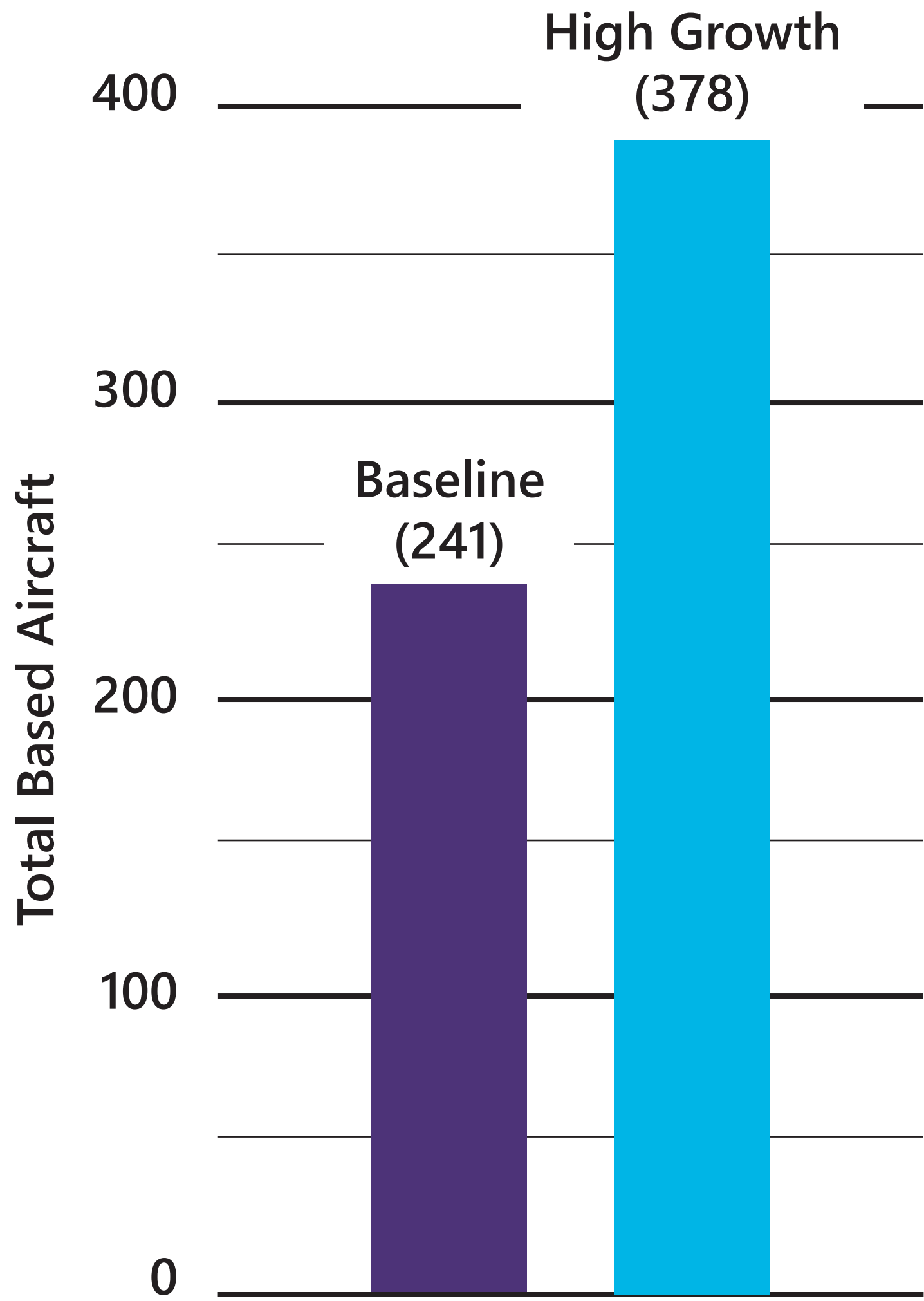
Based Aircraft Forecast

Baseline						
Year	Single-Engine Piston	Multi-Engine Piston	Turboprop	Jet	Helicopter	Total
2020	160	9	4	1	3	177
2025	196	9	4	1	3	213
2030	203	10	4	1	3	221
2040	220	10	5	2	4	241
CAGR (2020-2025)	1.6%	0.5%	0.8%	3.5%	0.8%	1.6%
CAGR (2025-2040)	0.8%	0.4%	0.8%	4.5%	0.8%	0.8%
High Growth						
Year	Single-Engine Piston	Multi-Engine Piston	Turboprop	Jet	Helicopter	Total
2020	160	9	4	1	3	177
2025	314	12	4	1	3	335
2030	327	13	4	1	3	348
2040	354	14	5	2	4	378
CAGR (2020-2040)	4.1%	2.2%	0.8%	3.5%	0.8%	3.9%

Aircraft Storage at U42



Based Aircraft Forecast Growth





# DEMAND FORECAST



## Critical Aircraft

The FAA mandates the identification of a “critical aircraft” for airport planning purposes, defined as the most demanding type of aircraft or a group of aircraft with similar characteristics that regularly use an airport. Regular use is defined as 500 or more annual operations, encompassing both itinerant and local operations, excluding touch-and-go operations. An operation is either a takeoff or landing.<sup>1</sup>

Critical aircraft are categorized considering parameters like Aircraft Approach Category (AAC), Airplane Design Group (ADG), and Taxiway Design Group (TDG), which are listed and defined below:

- » AAC: Depicted by a letter, relates to aircraft landing speeds.
- » ADG: Depicted by a Roman numeral, relates to airplane wingspan and height.
- » TDG: Classified by number, relates to the outer-to-outer main gear width and the distance between the cockpit and main gear.

These parameters serve as the basis for standardized design and construction of safe airport infrastructure.

The previous Airport Layout Plan (ALP) identified the Beechcraft Super King Air as the existing critical aircraft for U42, categorized as a B-II-2 aircraft,<sup>2</sup> and designated the Cessna Citation X (C-II-1B) as the future critical aircraft.

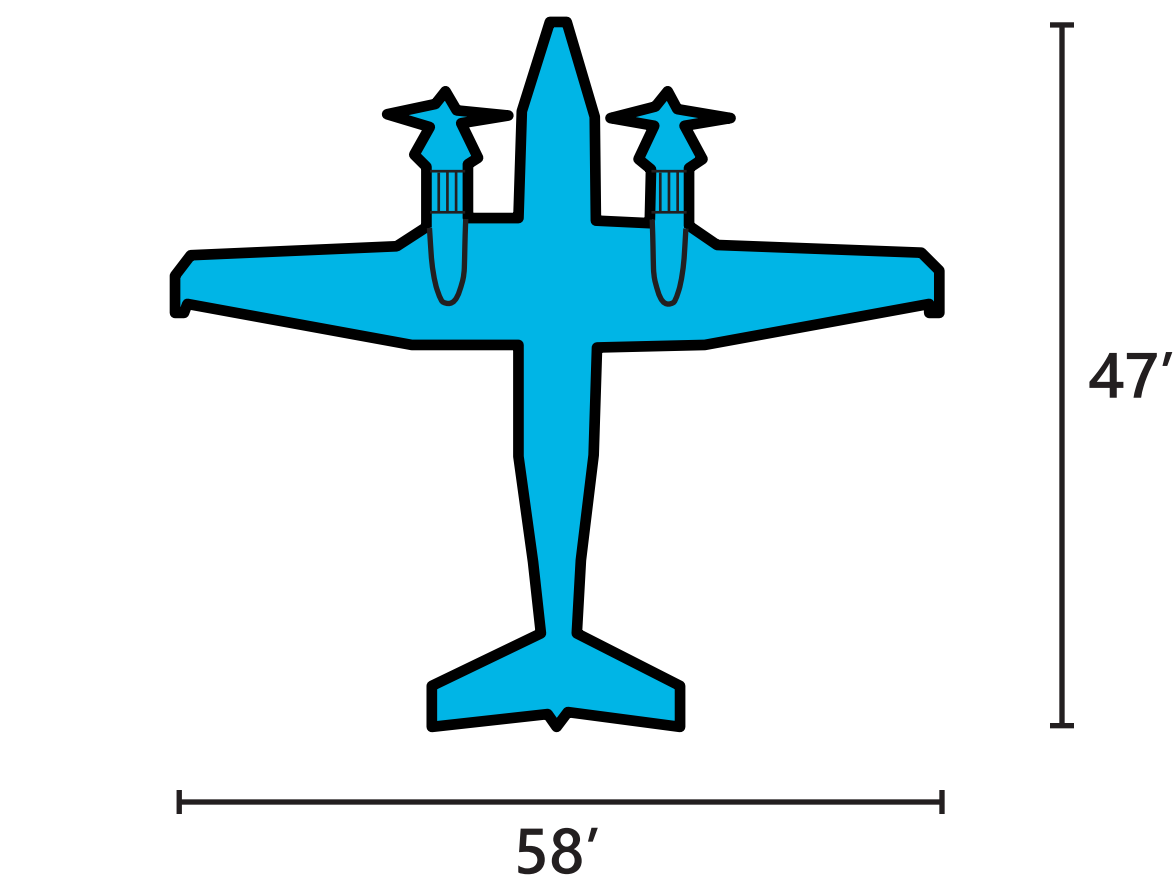
The Beechcraft Super King Air and the Cessna Citation X were retained as the existing and future critical aircraft, respectively, based on growth trends, operational nature, and anticipated needs.

However, because the Citation X falls into TDG 1B, the Super King Air was also included as a future critical aircraft due to its more demanding TDG 2A taxiway design group. Considering that many ADG II turboprop and jet aircraft feature TDG 2 gear configurations, proposing a composite future critical aircraft for U42 that combines features of both types was deemed reasonable. This approach ensured comprehensive coverage of expected aircraft types at the airport in the future.

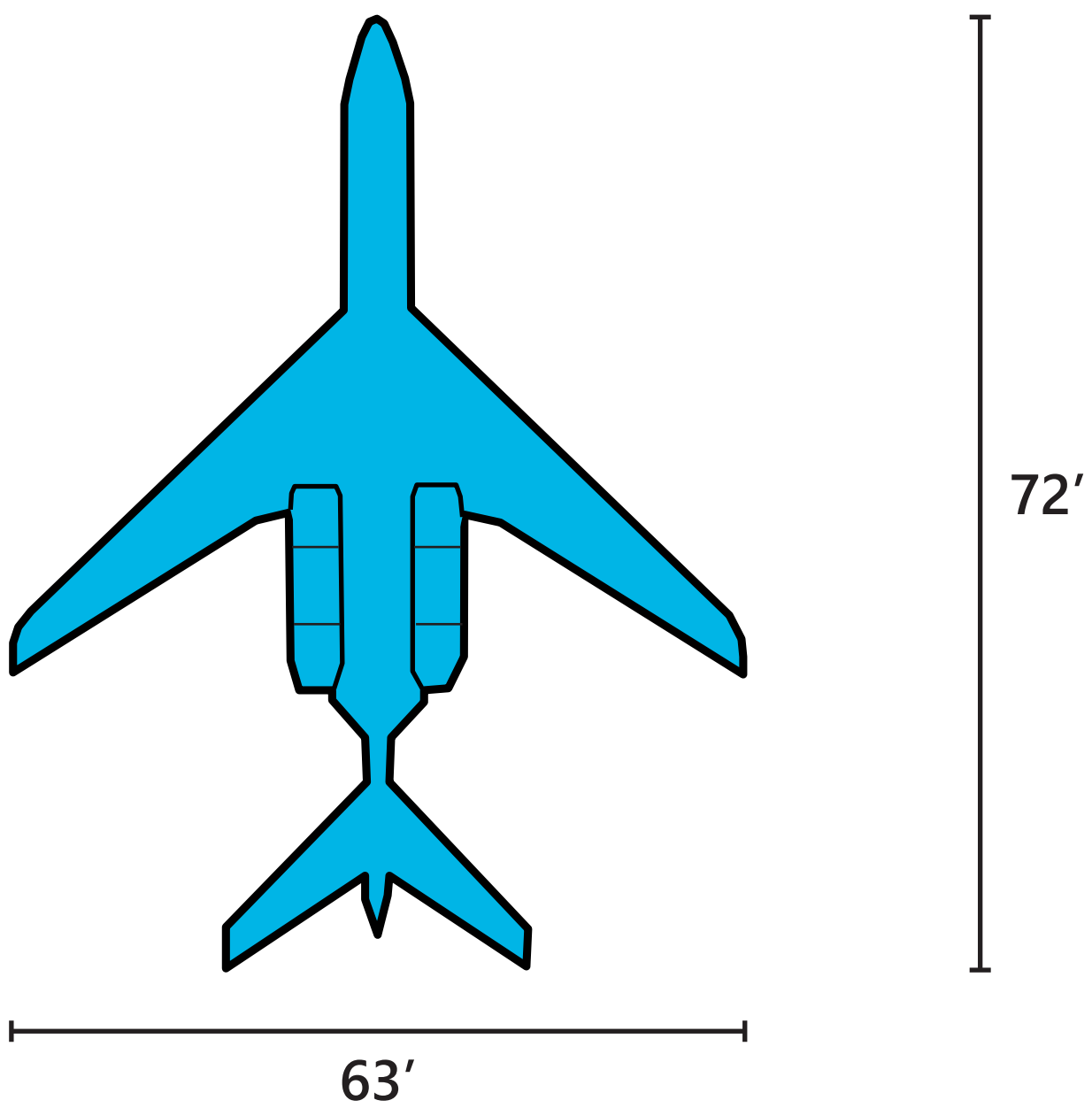
Existing and Future Critical Aircraft

	Aircraft	AAC	ADG	TDG
Existing Critical Aircraft	Beechcraft Super King Air	B	II	2A
Future Critical Aircraft	Beechcraft Super King Air	B	II	2A
	Cessna Citation X	C	II	1B

## Beechcraft Super King Air (B-II-2A)



## Cessna Citation X (C-II-1B)



<sup>1</sup> FAA Advisory Circular 150/5000-17, *Critical Aircraft and Regular Use Determination*  
<sup>2</sup> The designation “B-II-2” indicates the aircraft falls under AAC B, ADG II, and TDG 2. Following the publication of FAA Advisory Circular 150/5300-13B, *Airport Design*, since the previous ALP, TDG 2 has been subdivided into 2A and 2B. As a result, the exiting critical aircraft specified in the previous ALP is now classified within TDG 2A.



# DEMAND FORECAST



## Operations

Baseline and high growth operations forecasts were developed for U42, accounting for various operational types. Baseline forecasts expect 0.8% annual growth, exceeding 80,000 operations by 2040. The high growth forecast factors in GA Tenant Survey demand and industry trends, projecting near-term operations exceeding 100,000, driven by fleet growth and hangar demand.

### Operations Forecast

Baseline							
Year	Itinerant Air Taxi	Itinerant General Aviation	Itinerant Military	Local General Aviation	Local Military	Total Annual Operations	Based Aircraft
2020	615	17,719	7,099	45,557	0	70,990	177
2025	664	19,139	7,099	49,208	0	76,111	213
2030	671	19,319	7,099	49,671	0	76,760	221
2040	741	21,354	7,099	54,904	0	84,098	241
CAGR (2020-2040)	0.9%	0.9%	-	0.9%	-	0.9%	1.6%
High Growth							
Year	Itinerant Air Taxi	Itinerant General Aviation	Itinerant Military	Local General Aviation	Local Military	Total Annual Operations	Based Aircraft
2020	529	15,225	7,099	39,144	0	61,996	177
2025	1,000	28,815	7,099	74,086	0	111,000	335
2030	1,039	29,933	7,099	76,961	0	115,032	348
2040	1,129	32,513	7,099	83,595	0	124,337	378
CAGR (2020-2040)	3.9%	3.9%	-	3.9%	-	3.5%	3.9%

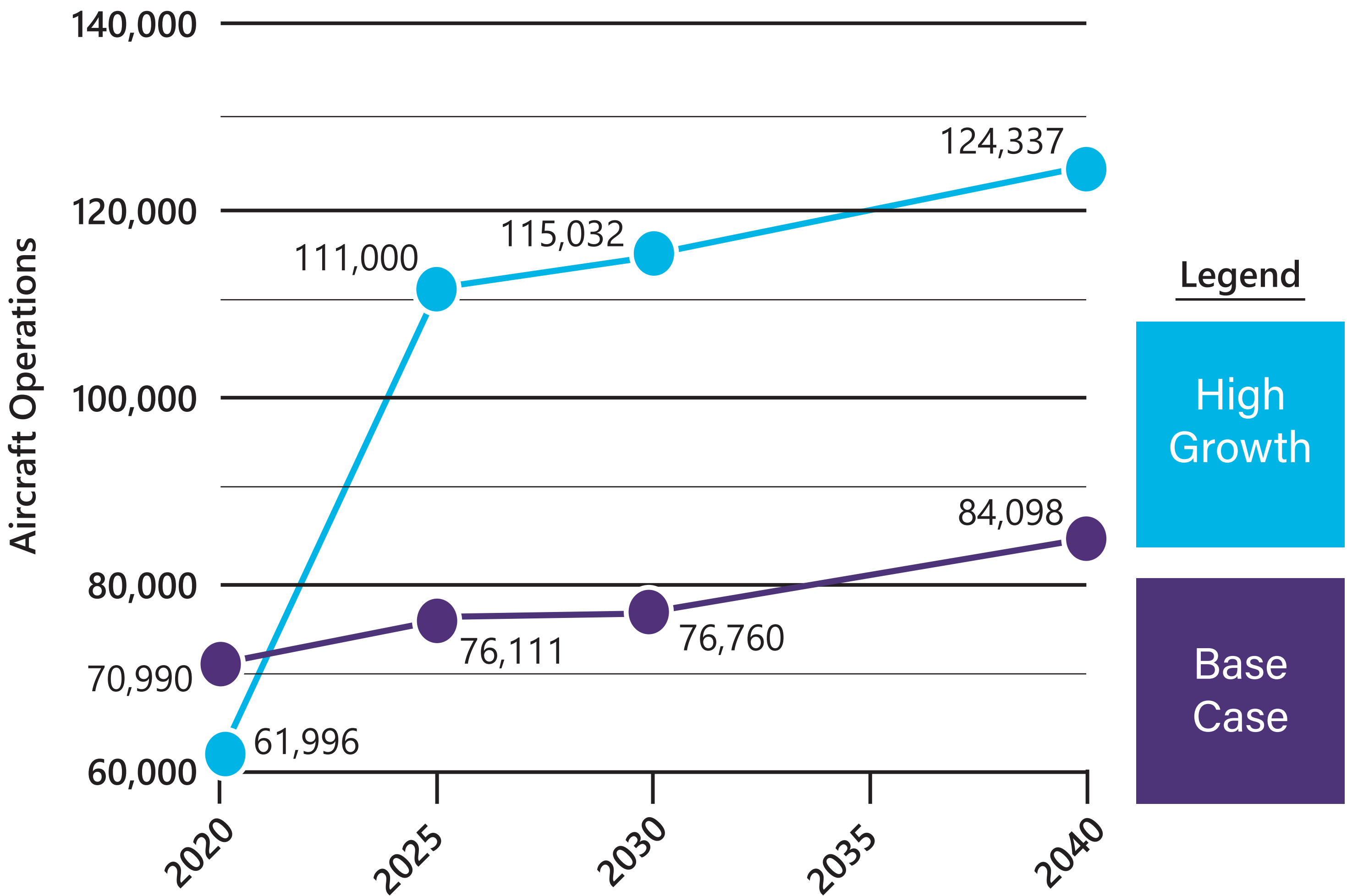
Note: Military operations not forecast per FAA guidance.

Aircraft Operations at U42



Source: David Birkley

Aircraft Operations Forecast





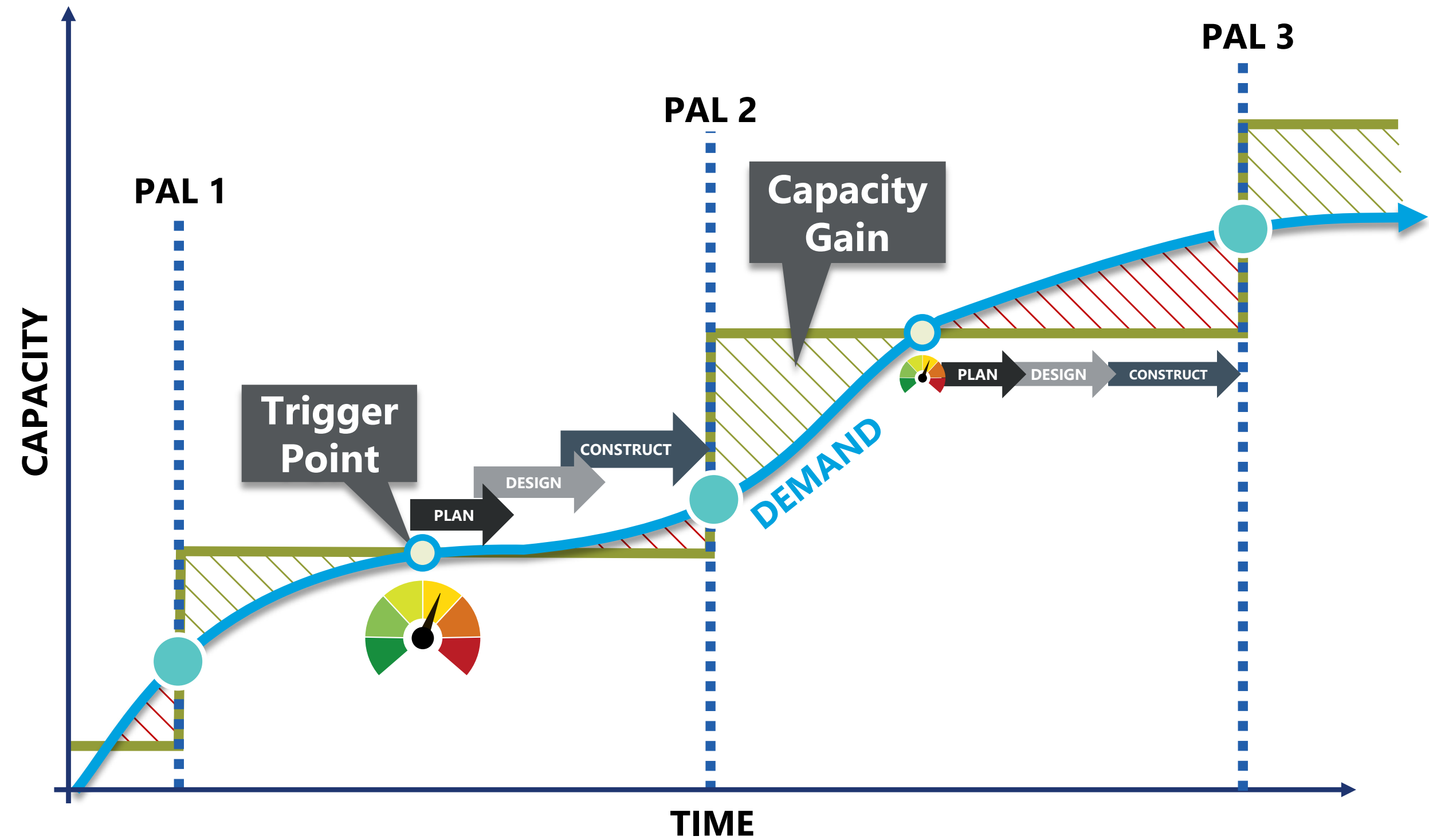
# FACILITY REQUIREMENTS



Airport facility requirements at U42, including the type, size, and quantity, are dependent on future aviation activity levels projected in the aviation demand forecasts. The need for new or expanded facilities is often driven by capacity shortfalls that leave an airport unable to accommodate forecasted growth or desired levels of service using existing facilities. However, the requirements for new or improved facilities can also be driven by other circumstances, such as, updated standards which have been adopted by the FAA (or another regulatory agency), an evolving strategic vision for the airport, the replacement of outdated or inefficient facilities that are prohibitively costly to maintain or modernize, or the desire to introduce new services and facilities.

The U42 facility requirements analysis used the forecast aircraft operations demand levels to define planning activity levels (PALs) which trigger the need for investment to accommodate that user demand in a way which maintains acceptable levels of service. The diagram below represents the process for how to effectively plan to meet PAL demand levels by strategically increasing capacity over time as demand materializes. The image on the right shows specific future facility requirements at U42, categorized by PAL, with three main colors representing different statuses. The green-shaded areas indicate that facility space and/or configuration are adequate to meet demand and desired service expectations. Yellow-shaded areas indicate where demand is nearing capacity. Red-shaded areas indicate when a deficit occurs for the respective facility. Future facility requirement planning should be conducted while the facility status is still green, design can take place during yellow, and construction should be completed before it turns red.

Planning Activity Level Trigger Points



Future Facility Requirements

	<u>PAL 1</u>	<u>PAL 2</u>	<u>PAL 3</u>
Operations	76,000	84,000	124,000
Based Aircraft	213	241	378
<u>Airfield</u>			
Runway Length			
Design Standards			
Runway Protection Zone			
<u>Airspace and NAVAIDS</u>			
Wind Cone and Segmented Circle			
NAVAIDS			
ATCT			
<u>Utilities</u>			
North			
South			
East			
<u>Support Facilities</u>			
North Ph. I			
North Ph. II			
North Ph. III			
Mx/SRE			
Fuel Farm			
Flight School			
Office Building			
Parking Lot			
FBO			
East Side			
<u>Land Use Compatibility</u>			
Non-Aeronautical Land Use			
Airport Overlay Zone			



# DEVELOPMENT ALTERNATIVES



The primary purpose behind identifying and evaluating various alternative development options is to ensure airport facilities are capable of meeting projected activity demand levels, make efficient and effective use of available airport land, and meet FAA airfield design standards. Every potential alternative in the Master Plan was thoroughly analyzed, refined, and vetted through the stakeholder involvement process to define a plan reflective of user needs, community values, SLCDAs preferences, and the unique operational nature of the airport.

Throughout the alternative development process, evaluation was performed based on guidance provided from a combination of SLCDAs visioning goals and general airport planning criteria. At a high level, each concept was evaluated against these criteria.

## *Evaluation Criteria*

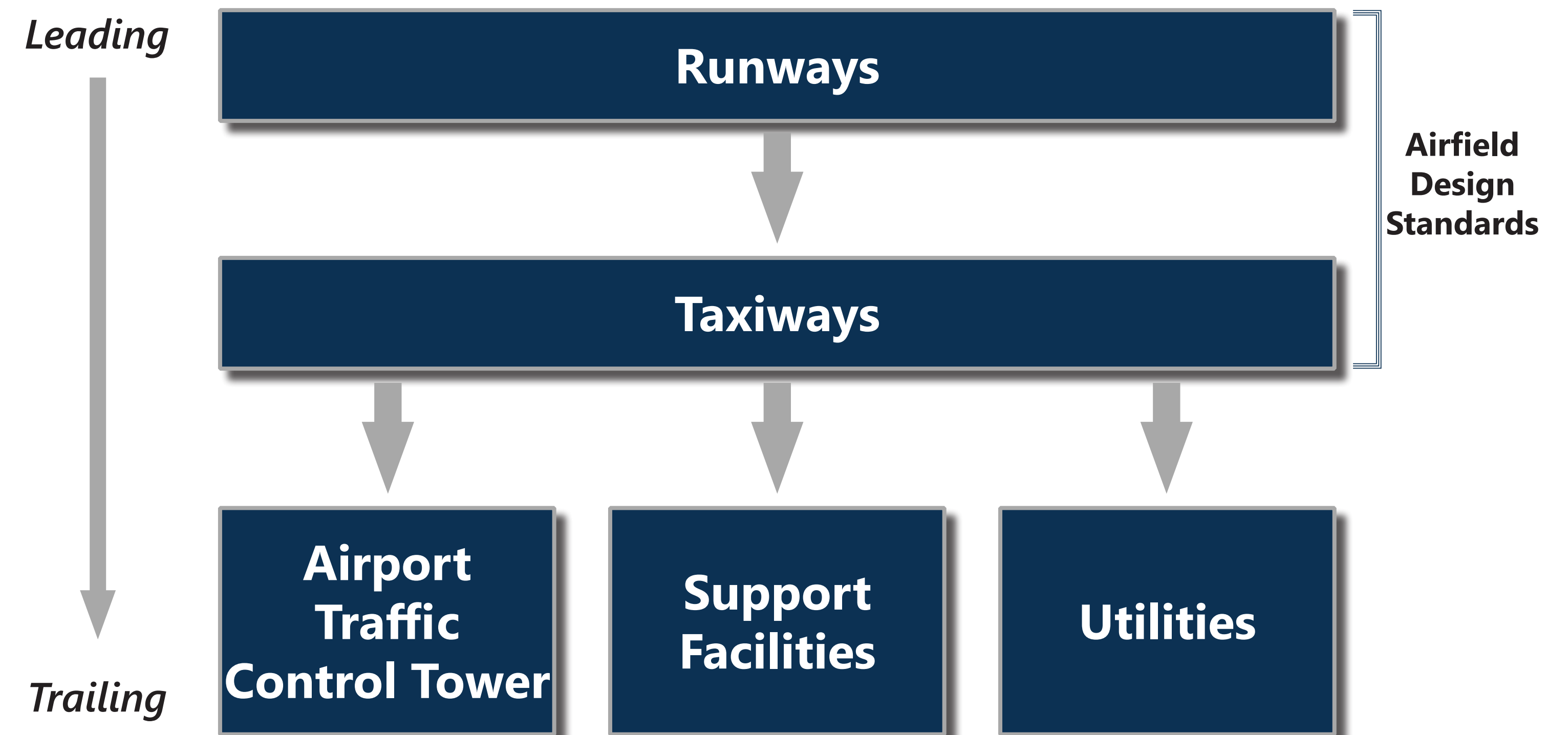
- » ***Operational and public safety***
- » ***Ability to meet FAA airfield design standards***
- » ***Resolution of current issues***
- » ***Appropriate level of service is provided***
- » ***Realistic cost to implement (capital investment and operating)***
- » ***Supports sustainable development principles***
- » ***Operational efficiency***
- » ***Effectiveness to service target users***
- » ***Long-term facility requirements are met***
- » ***Ease of implementation***
- » ***Flexibility and future expansion potential***

In crafting development alternatives, it's essential to distinguish between leading and trailing planning elements. Leading elements, like runways and taxiways, require significant land and capital investment and take priority in formulating alternatives. Trailing elements, such as aircraft storage facilities and the landside/roadway system, are influenced by decisions made for leading elements. This division helps prioritize analysis on finding solutions for high-cost, permanent leading elements, which then influence the layout of trailing elements.

Trailing elements at the airport include aircraft storage and parking, support facilities, and land use compatibility. Although not all trailing elements necessitated a detailed alternatives analysis, decisions regarding them were guided by the preferred alternative for leading elements.

The identified leading and trailing elements of the U42 Master Plan, as shown below, are discussed in more detail on the following pages.

## *Airport Planning Elements*





# DEVELOPMENT ALTERNATIVES



## Airfield

The airfield alternatives analysis began with an in-depth analysis of runway length. This assessment was conducted to evaluate the adequacy of the current runway and to validate the planned future runway length outlined in the previous ALP. The analysis primarily focused on turboprop and business jet aircraft that have consistently operated at U42. These calculated lengths were then compared to the existing runway length of Runway 16-34, which is 5,862 feet.

Aircraft Required Runway Length Analysis

Aircraft	Required Runway Length	Adequate (✓) or Deficient (✗)
Turboprop		
Pilatus PC-12NG	4,123'	✓
Cessna 208 Caravan	4,045	✓
SOCATA TBM 850	3,882	✓
Mitsubishi MU-2	4,820'	✓
Cessna 441 Conquest II	3,883'	✓
Beechcraft King Air 200	4,820'	✓
Business Jet		
Cessna Citation X	6,557'	✗
Eclipse 500	4,297'	✓
Cessna Sovereign	3,645'	✓
Cessna CJ2+	5,337'	✓
Falcon 900EX	5,836'	✓
Cessna 560XLS	6,248'	✗

Overall, the runway length at U42 was considered adequate for most of the existing aircraft fleet. However, to fully accommodate the future fleet mix, reduce congestion at SLCIA, and optimize the range of business jet aircraft, a 6,600 foot runway is planned as a future improvement.

The airfield alternatives analysis proceeded with a review of the Runway Protection Zones (RPZs) at U42. The FAA designates RPZs at each runway end to ensure ground safety, requiring these areas to be free of incompatible objects and activities, with sizes tailored to aircraft characteristics and visibility requirements.

The immediate issue requiring resolution is the approach Runway Protection Zone (RPZ) for Runway 34, which currently extends over the West Jordan Public Works building, as shown in the image below. Since this building is a public facility, it is not considered a compatible land use within the RPZ.

Runway 34 - Existing Approach RPZ



When considering solutions for the RPZ, alternatives needed to accommodate both the existing B-II critical aircraft and the future C-II critical aircraft. In addition to addressing the incompatible land use within the RPZ, the alternatives also aimed to achieve the following objectives related to future critical aircraft requirements:

- » **Extend the runway to 6,600 feet:** A length of 6,600 feet is required to adequately accommodate operations involving the future critical aircraft for U42.
- » **Provide a 1,000-foot safety area to support future C-II critical aircraft:** A level and obstacle-free area beyond the departure end of Runway 16 is necessary to meet compliant Runway Safety Area (RSA) and Runway Object-Free Area (OFA) requirements for future C-II critical aircraft.

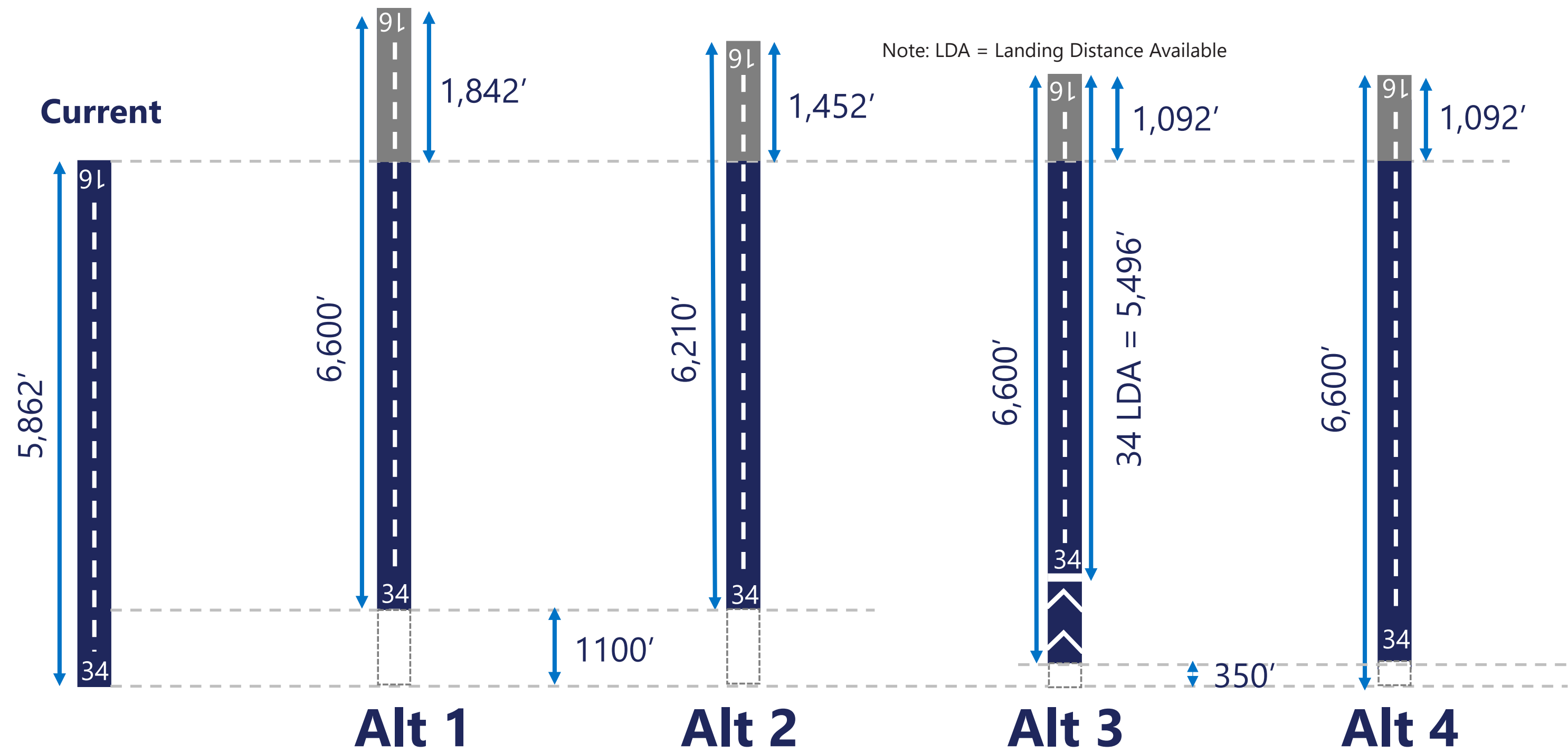


# DEVELOPMENT ALTERNATIVES



Based on the analysis of runway length and runway protection zones, four runway alternatives were developed to assess various strategies aimed at meeting both current and future objectives and requirements of U42.

Runway Alternatives



Each alternative was evaluated based on airspace integration, aircraft performance, land use integration, facility integration, estimated costs, carbon footprint, and alignment with FAA preferences.

Runway Alternatives Evaluation

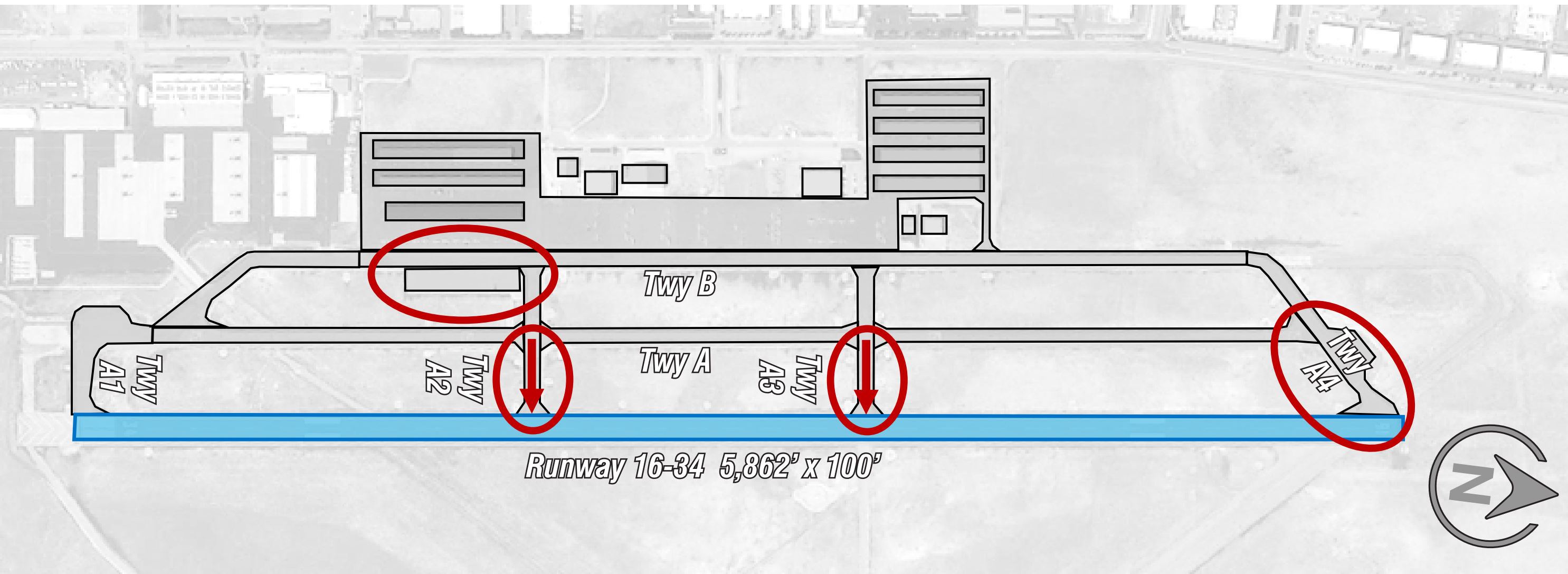
	Runway Alternative 1 Shift N into Class B 6,600'	Runway Alternative 2 Shift N w/out Class B 6,210'	Runway Alternative 3 Declared Distances 6,600'	Runway Alternative 4 No RPZ Enhancment 6,600'
Airspace Integration	CAT B Pattern			
Aircraft Performance		Shorter Runway	Shorter LDA (Rwy 35)	
Land Use Integration				
Facility Integration				
ROM Costs				
Carbon Footprint				
FAA Preferences			Uneven Declared Distances	

■ Favorable ■ Less Favorable ■ Least Favorable

The alternatives analysis also addressed non-standard taxiway geometry at U42 and proposed corrections integrated into the preferred development plan.

- » **Taxiway A2 and A3:** Taxiway A2 and A3 connect the apron directly to the runway. It is planned to relocate sections of A2 and A3 between Taxiway A and the runway with the preferred runway alternative. This adjustment will optimize runway exit placement for future runway shifts and extensions, while maintaining the efficiency of the apron configuration.
- » **Taxiway A4:** The non-standard Taxiway A4 entrance to the runway should be corrected when that taxiway requires reconstruction. If timing allows, it is recommended that the realignment be completed after the preferred runway alternative is implemented so the portion of A4 between Taxiway A and the runway can be placed optimally to serve as a runway exit.
- » **Taxiway Fillets:** Except Taxiway A1, all existing taxiway fillets at U42 are not designed to current FAA design standards.
- » **Apron South of Taxiway A2:** The apron south of Taxiway A2 is not built to FAA standard and the apron concrete on the north end is within the Taxiway A2 Taxiway Object Free Area (TOFA). This apron can remain through the planning period. However the TOFA should be marked so no aircraft or vehicles are parked within the Taxiway A2 TOFA.

Taxiway Geometry Concerns





# DEVELOPMENT ALTERNATIVES

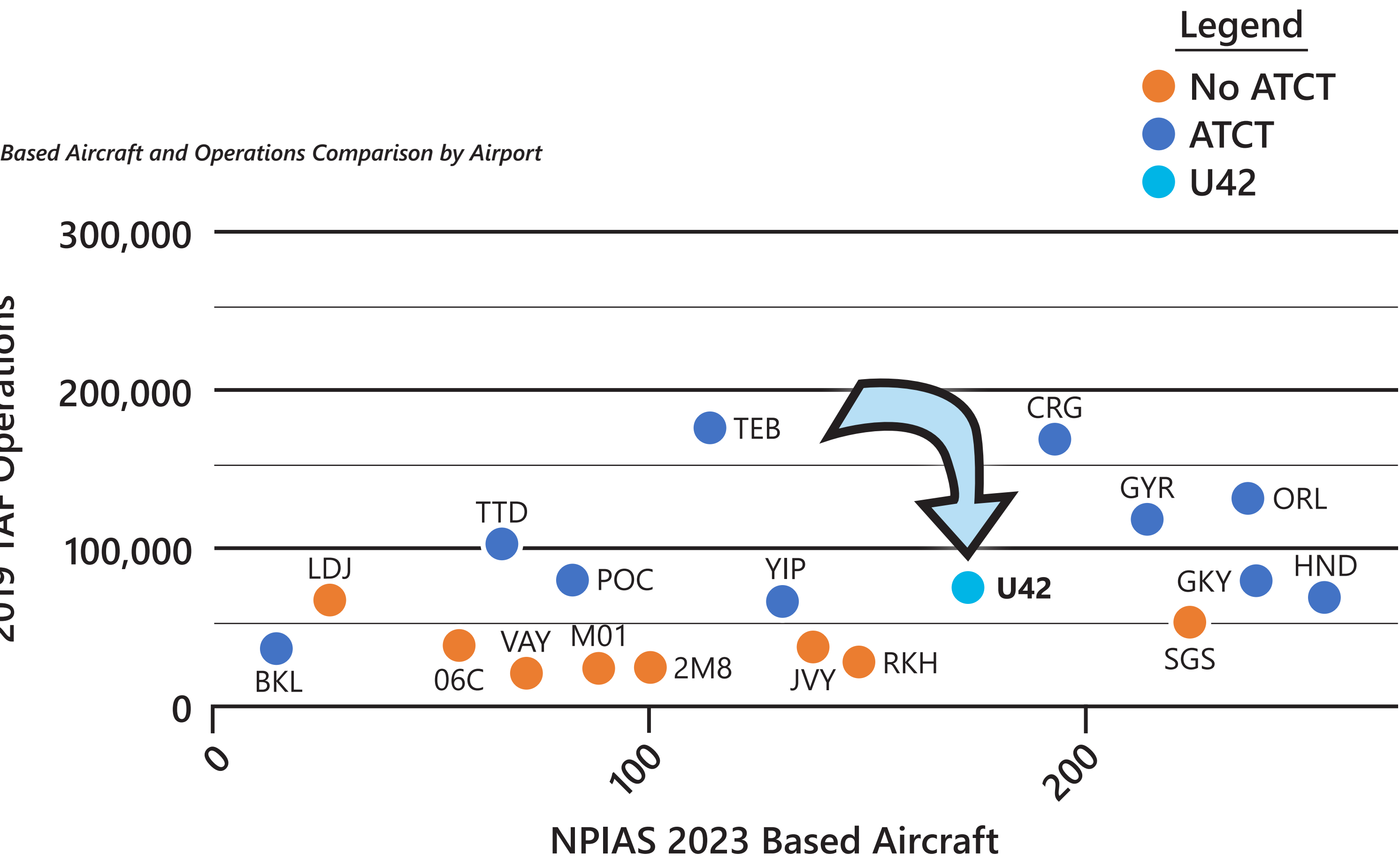


## Airport Traffic Control Tower

The 2006 Master Plan examined the need and potential location for a future Airport Traffic Control Tower (ATCT) at U42. The need to plan for an ATCT at U42 was confirmed as part of this study. The validation was based on an analysis which examined other airspaces in the US that are similar to U42.

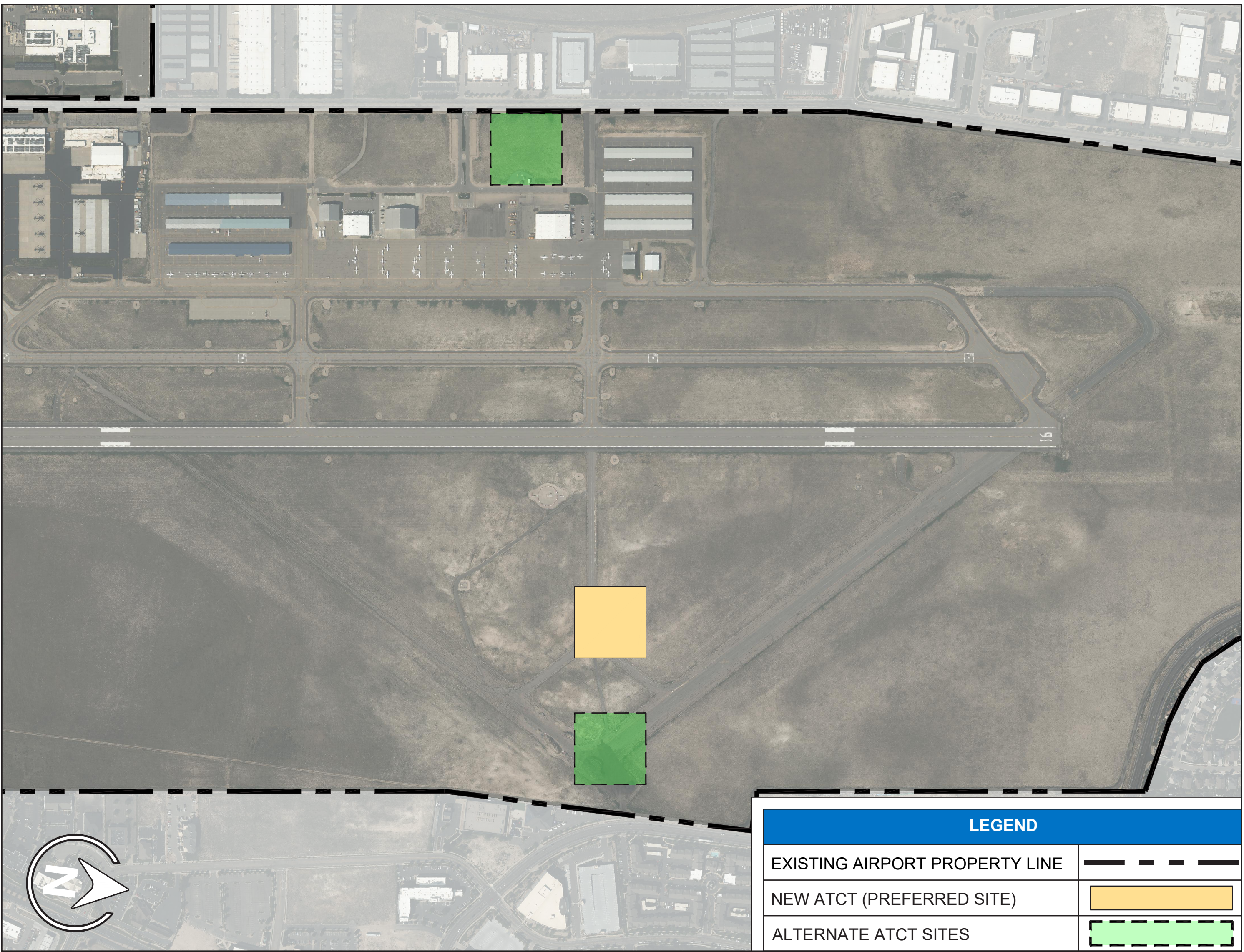
FAA TAF operations data and based aircraft data were collected and then compared for several airspaces around the country. The figure below shows the data for each of those airports and is color coded according to if the airport has an ATCT.

The data indicates that airports with similar airspace challenges as U42 generally have an ATCT if they have more than 200 based aircraft and/or 80,000 operations. As it stands, U42 has approximately 71,000 annual operations and 177 based aircraft. It is expected that U42 will exceed the 200 based aircraft/80,000 annual operations benchmarks within the early portion of the planning period.



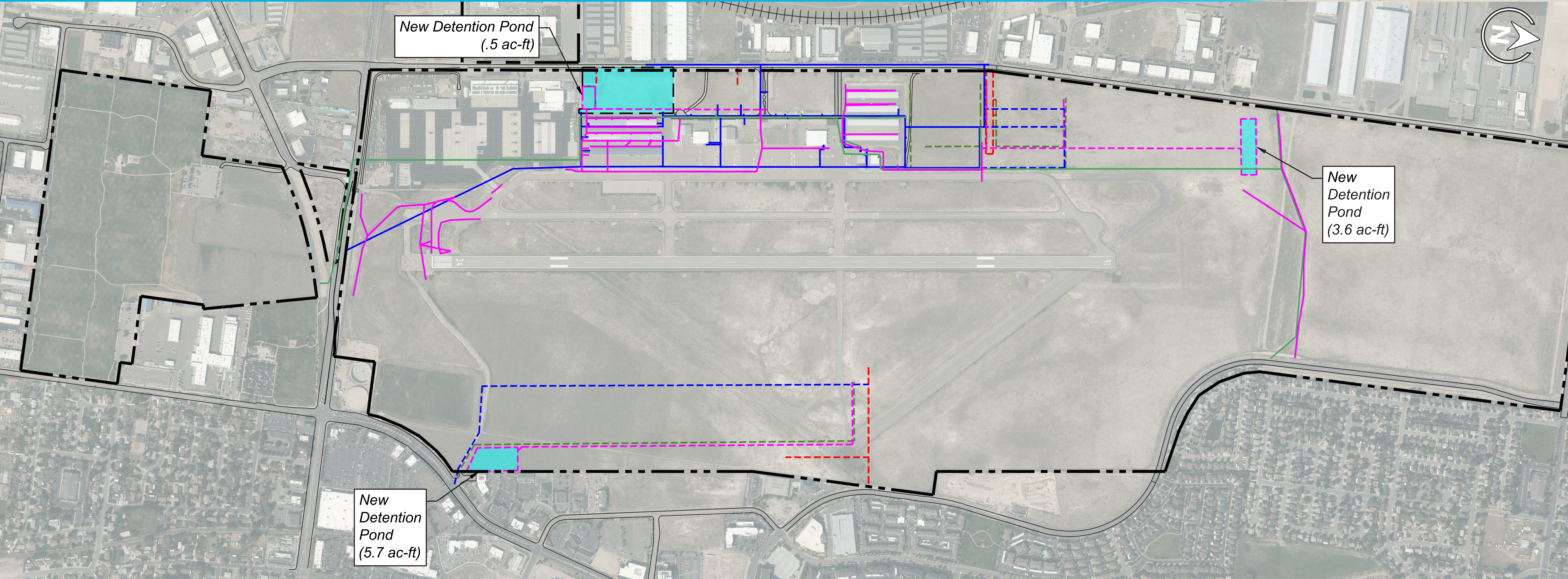
FAA Order 6480.4B, *Airport Traffic Control Tower Siting Process*, ensures a systematic and efficient approach to accurately determine the optimal location and height for new airport traffic control towers. This involves balancing numerous requirements and considerations, guided by what is shown on the latest FAA-approved Airport Layout Plan. As part of the master planning effort, three preliminary sites for the potential tower were identified and integrated into the Airport Layout Plan. The preferred site was selected following a preliminary assessment of how well each location aligns with the siting criteria outlined in FAA Order 6480.4B and the probable cost.

## Preliminary ATCT Sites





# DEVELOPMENT ALTERNATIVES



**Utilities**

The existing utilities at U42 supporting airport operations are generally adequate with room for expansion. However, minor enhancements are needed for the existing stormwater infrastructure on the west side, especially south of the Utah National Guard facilities, where open channel swales can become clogged during heavy rainfall, causing maintenance challenges and reduced capacity. To address this, installing piping throughout the stormwater system, including a 42-inch pipeline for the southern areas, and replacing two undersized pipe sections is recommended.

In anticipation of increased runoff from future airport development due to more impervious surfaces, the utility plan incorporates three stormwater detention ponds. Two of these ponds, with capacities of 0.5 acre-feet and 3.6 acre-feet respectively, are planned to be located on the west side of the airport. Additionally, a third pond, with a capacity of 5.7 acre-feet, will be situated on the southeast side. Current water, sewer, and power utilities meet present needs and have been integrated into the utility plan based on anticipated requirements from upcoming on-airport developments.

LEGEND	
EXISTING WATER UTILITIES	
NEW WATER UTILITIES	
EXISTING STORMWATER UTILITIES	
NEW STORMWATER UTILITIES	
EXISTING SEWER UTILITIES	
NEW SEWER UTILITIES	
NEW POWER UTILITIES	
SITE GRADING	



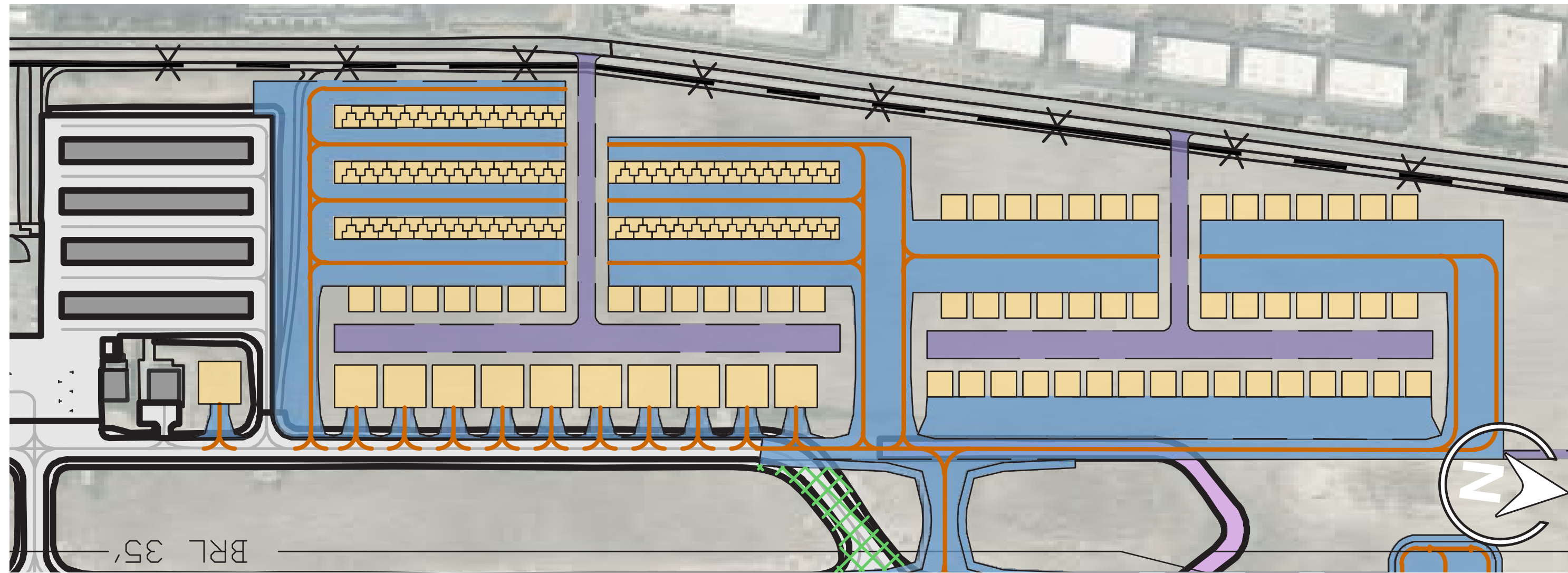
# DEVELOPMENT ALTERNATIVES



## Support Facilities

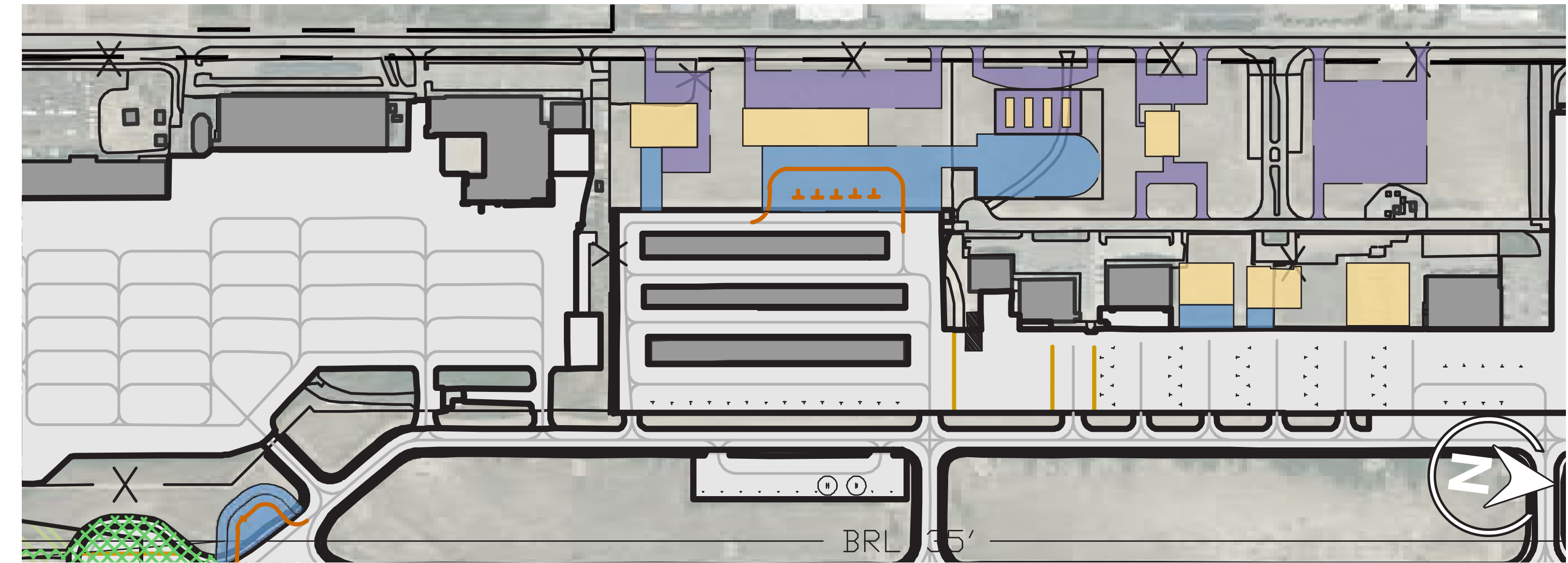
The PAL 3 facility requirements determined the need to provide roughly 35 acres for hangar development. The 2006 Master Plan and Airport Layout Plan identified future aircraft hangar development in the northwest quadrant of airport property. This area includes more than 40 acres suitable for hangar development and was validated as being able to accommodate all future aircraft storage requirements at U42 through the planning period. The northwest quadrant was carried forward in this plan as the primary area designated for future hangar development.

*2023 Master Plan Ultimate Concept - Northwest*



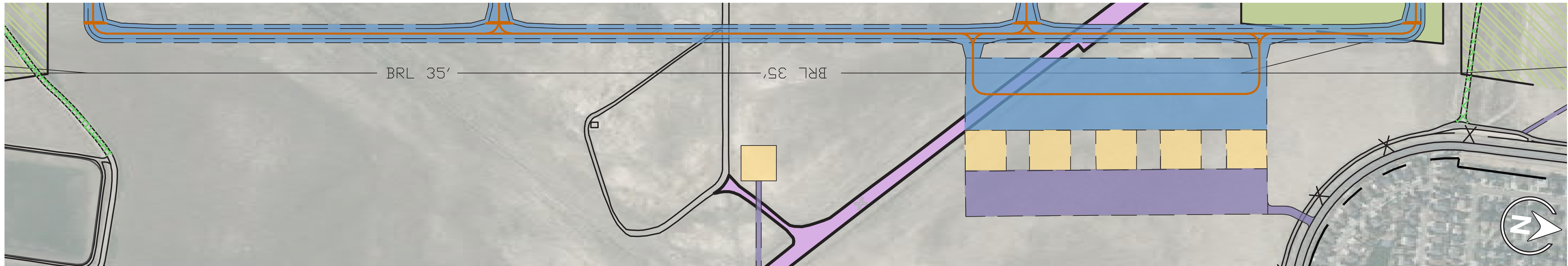
Just south of the northwest hangar development area identified on the left, several future support facilities are planned, including an administration building, a fuel farm, an FBO, FBO hangars, and parking infrastructure. Further exploration of the southwest side of U42 for aircraft storage, including areas behind existing T-hangars, revealed grading challenges and potential high costs. Since the northwest area can accommodate storage needs, the southwest side of U42 was deemed more suitable for other uses such as a new maintenance/operations building and a potential flight school.

*2023 Master Plan Ultimate Concept - Southwest*



Land on the undeveloped east side of the airport has been reserved for a potential aeronautical campus, intended for research, training, and manufacturing facilities, although development is not expected to occur within the planning period. Adjacent land to the campus is designated for a potential future control tower.

*2023 Master Plan Ultimate Concept - East*





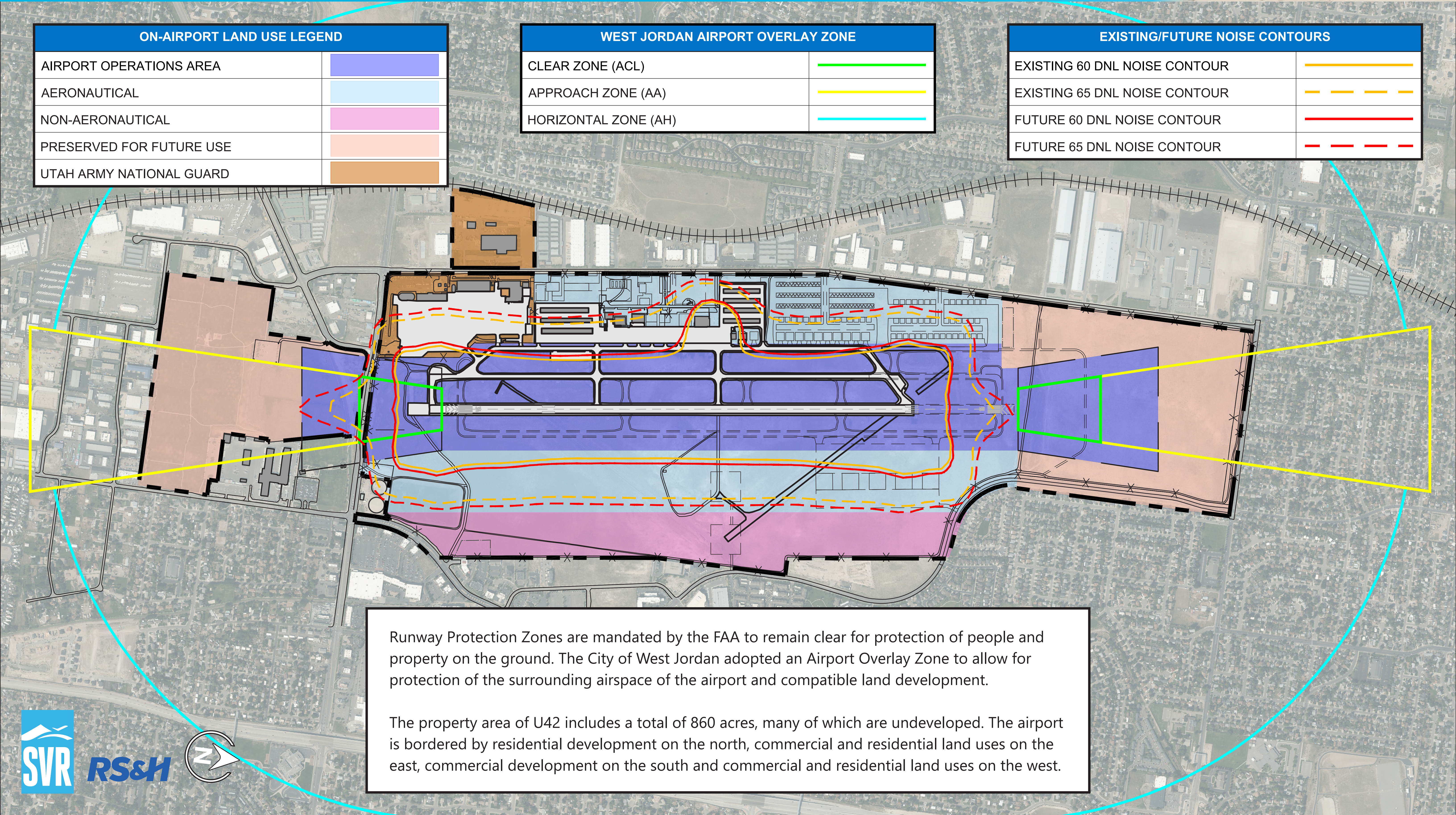
# AIRPORT LAND USE VISION



ON-AIRPORT LAND USE LEGEND	
AIRPORT OPERATIONS AREA	
AERONAUTICAL	
NON-AERONAUTICAL	
PRESERVED FOR FUTURE USE	
UTAH ARMY NATIONAL GUARD	

WEST JORDAN AIRPORT OVERLAY ZONE	
CLEAR ZONE (ACL)	
APPROACH ZONE (AA)	
HORIZONTAL ZONE (AH)	

EXISTING/FUTURE NOISE CONTOURS	
EXISTING 60 DNL NOISE CONTOUR	
EXISTING 65 DNL NOISE CONTOUR	
FUTURE 60 DNL NOISE CONTOUR	
FUTURE 65 DNL NOISE CONTOUR	



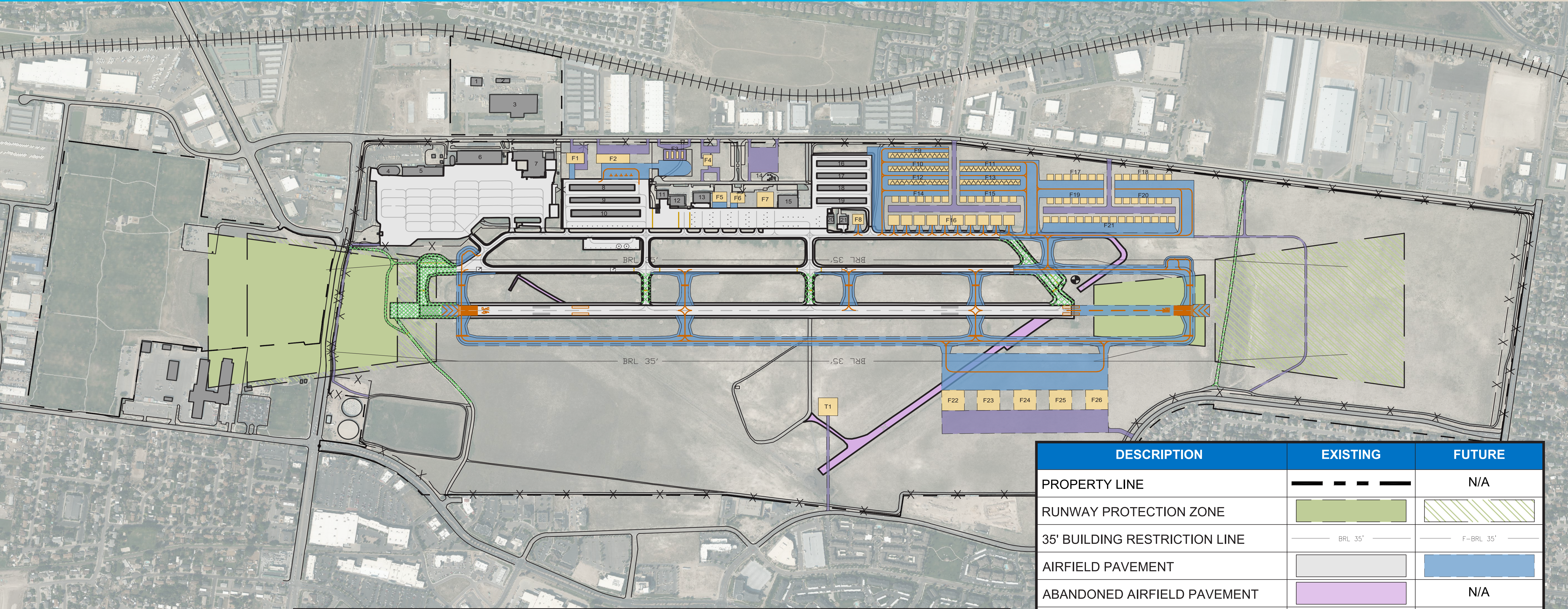
Runway Protection Zones are mandated by the FAA to remain clear for protection of people and property on the ground. The City of West Jordan adopted an Airport Overlay Zone to allow for protection of the surrounding airspace of the airport and compatible land development.

The property area of U42 includes a total of 860 acres, many of which are undeveloped. The airport is bordered by residential development on the north, commercial and residential land uses on the east, commercial development on the south and commercial and residential land uses on the west.





# STRATEGIC AIRPORT VISION



The strategic airport vision for developing South Valley Regional Airport is a coordinated facilities plan which addresses needs up to and beyond the forecast demand facility requirements. While the west side development remains consistent with the 2006 Master Plan, the east side strategy has been refined to focus on an aeronautical campus. This campus aims to support U42's role in the SLCDCA airport system and the growing West Jordan community by accommodating research, training, and manufacturing facilities. To preserve space for this campus, a full-length parallel taxiway is proposed, acknowledging that its construction is likely beyond the planning period. This ensures flexibility for future development.

DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE		N/A
RUNWAY PROTECTION ZONE		
35' BUILDING RESTRICTION LINE		
AIRFIELD PAVEMENT		
ABANDONED AIRFIELD PAVEMENT		N/A
AIRFIELD PAVEMENT TO BE REMOVED	N/A	
BUILDINGS		
AIRCRAFT HOLDING POSITION		
PAVEMENT MARKING		
ROADWAY/PARKING		
ROADWAY/PARKING TO BE REMOVED	N/A	
UNPAVED ROADWAY/PARKING		N/A
FENCE		
SURVEY MONUMENT		N/A

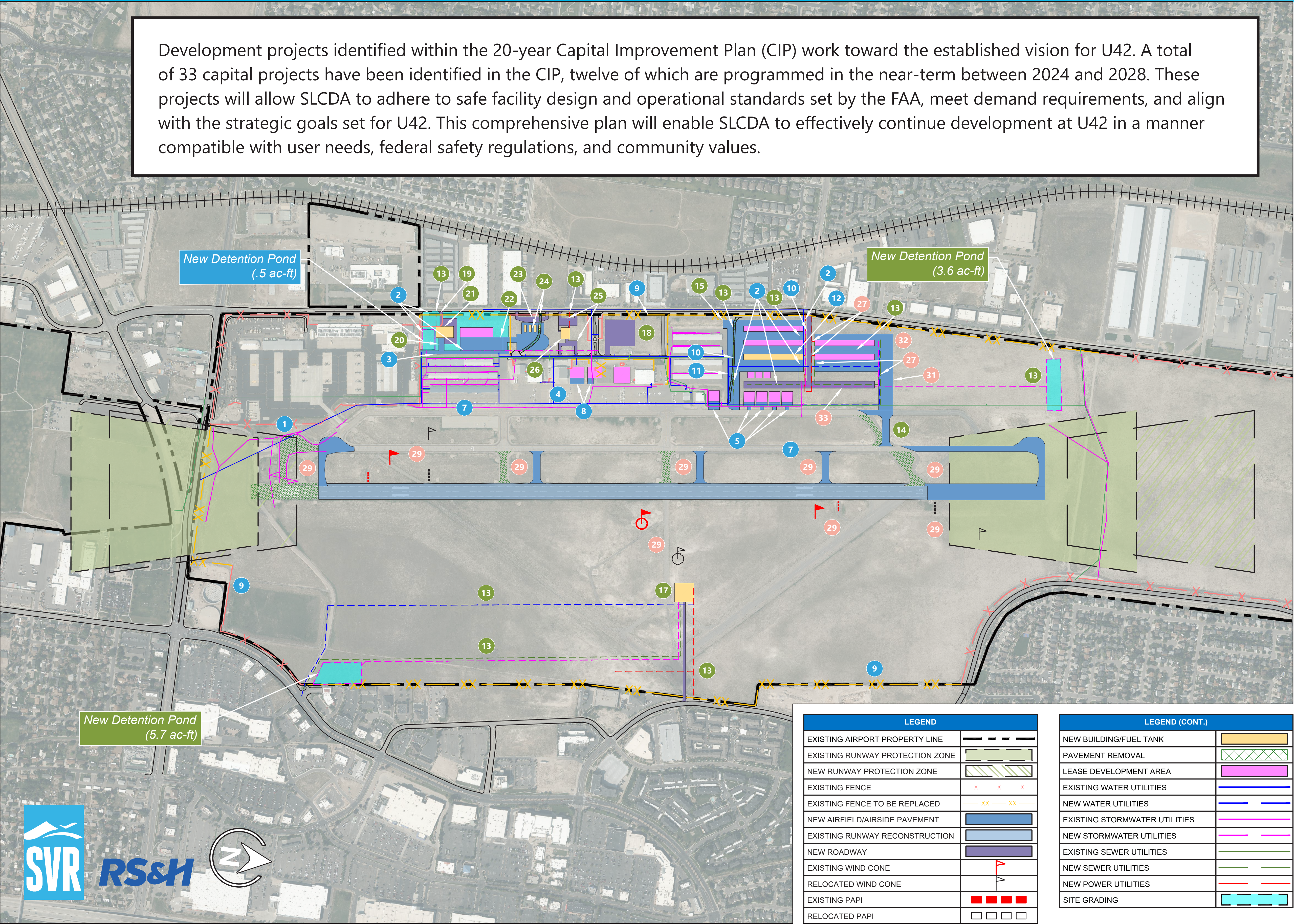


# DEVELOPMENT PHASING



## South Valley Regional Airport Development Phasing Plan

Development projects identified within the 20-year Capital Improvement Plan (CIP) work toward the established vision for U42. A total of 33 capital projects have been identified in the CIP, twelve of which are programmed in the near-term between 2024 and 2028. These projects will allow SLCDA to adhere to safe facility design and operational standards set by the FAA, meet demand requirements, and align with the strategic goals set for U42. This comprehensive plan will enable SLCDA to effectively continue development at U42 in a manner compatible with user needs, federal safety regulations, and community values.



### NEAR-TERM PROJECTS (2024-2028)

- 1 Existing Stormwater Infrastructure Improvements
- 2 Utility Infrastructure Expansion (Ph. I) and Site Grading
- 3 SW Apron/Taxilane Expansion
- 4 Apron Rehabilitation
- 5 Corporate Hangar Apron/Taxiway Connectors
- 6 Airport Traffic Control Tower Siting Study\*
- 7 Taxiway A/B Rehabilitation
- 8 FBO Hangar Apron
- 9 Perimeter Fence Replacement
- 10 NW Access Roadway/Auto Parking (Ph. I)
- 11 NW Apron/Taxilane Expansion (Ph. I)
- 12 T-Hangar (Row "E")

### MID-TERM PROJECTS (2029-2033)

- 13 Utility Infrastructure Expansion (Ph. II)
- 14 Taxiway A4 Realignment
- 15 NW Apron/Taxilane Expansion (Ph. II)
- 16 Airport Traffic Control Tower - Environmental Assessment\*
- 17 Airport Traffic Control Tower
- 18 Airport Entrance Roadway/Auto Parking
- 19 Mx/Ops Building Roadway/Auto Parking
- 20 Mx/Ops Building Airside Pavement
- 21 Mx/Ops Building
- 22 GA Apron Expansion
- 23 Fuel Farm Access Roadway/Auto Parking
- 24 Fuel Farm
- 25 Administration Building Roadway/Auto Parking
- 26 Administration Building

### LONG-TERM PROJECTS (2034-2043)

- 27 Utility Infrastructure Expansion (Ph. III)
- 28 Extend Runway 16-34 and Taxiway B to 6,600' - Environmental Assessment\*
- 29 Extend Runway 16-34 and Taxiway B to 6,600'
- 30 Master Plan Update\*
- 31 NW Apron/Taxilane Expansion (Ph. III)
- 32 NW Apron/Taxilane Expansion (Ph. IV)
- 33 NW Access Roadway/Auto Parking (Ph. II)

Notes:

1) "\*" Denotes project is not shown in graphic.

LEGEND	
EXISTING AIRPORT PROPERTY LINE	---
EXISTING RUNWAY PROTECTION ZONE	---
NEW RUNWAY PROTECTION ZONE	---
EXISTING FENCE	- x - x - x -
EXISTING FENCE TO BE REPLACED	- xx - xx -
NEW AIRFIELD/AIRSIDE PAVEMENT	---
EXISTING RUNWAY RECONSTRUCTION	---
NEW ROADWAY	---
EXISTING WIND CONE	---
RELOCATED WIND CONE	---
EXISTING PAPI	---
RELOCATED PAPI	---

LEGEND (CONT.)	
NEW BUILDING/FUEL TANK	---
PAVEMENT REMOVAL	---
LEASE DEVELOPMENT AREA	---
EXISTING WATER UTILITIES	---
NEW WATER UTILITIES	---
EXISTING STORMWATER UTILITIES	---
NEW STORMWATER UTILITIES	---
EXISTING SEWER UTILITIES	---
NEW SEWER UTILITIES	---
NEW POWER UTILITIES	---
SITE GRADING	---





# INVESTING IN THE FUTURE

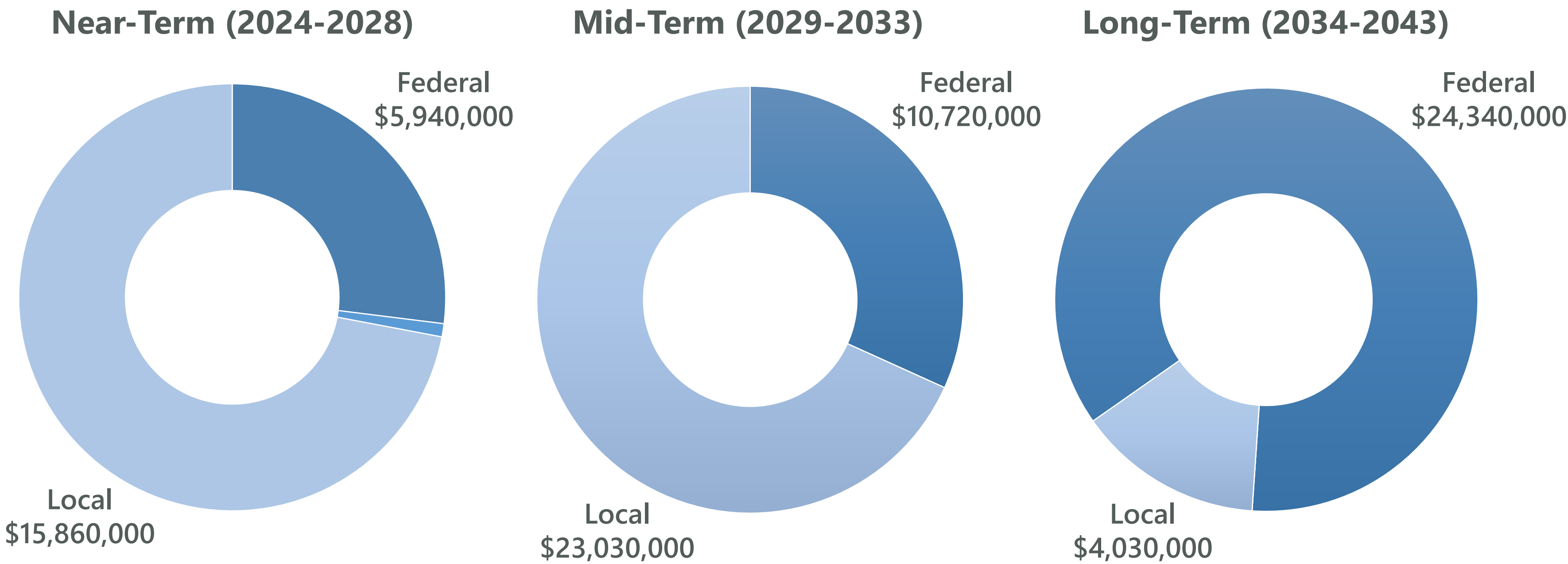


U42 plays a critical role in the Salt Lake system of airports by relieving Salt Lake City International Airport (SLCIA) of general aviation operations typically operated by smaller piston-driven aircraft. This provides capacity within the region for SLCIA to achieve its primary role as a commercial service airport focused on handling air carrier and large jet traffic. Investing in U42 facilities is vital not only to the success of the regional and national airport/airspace systems, but also to the economic prosperity of the local community.

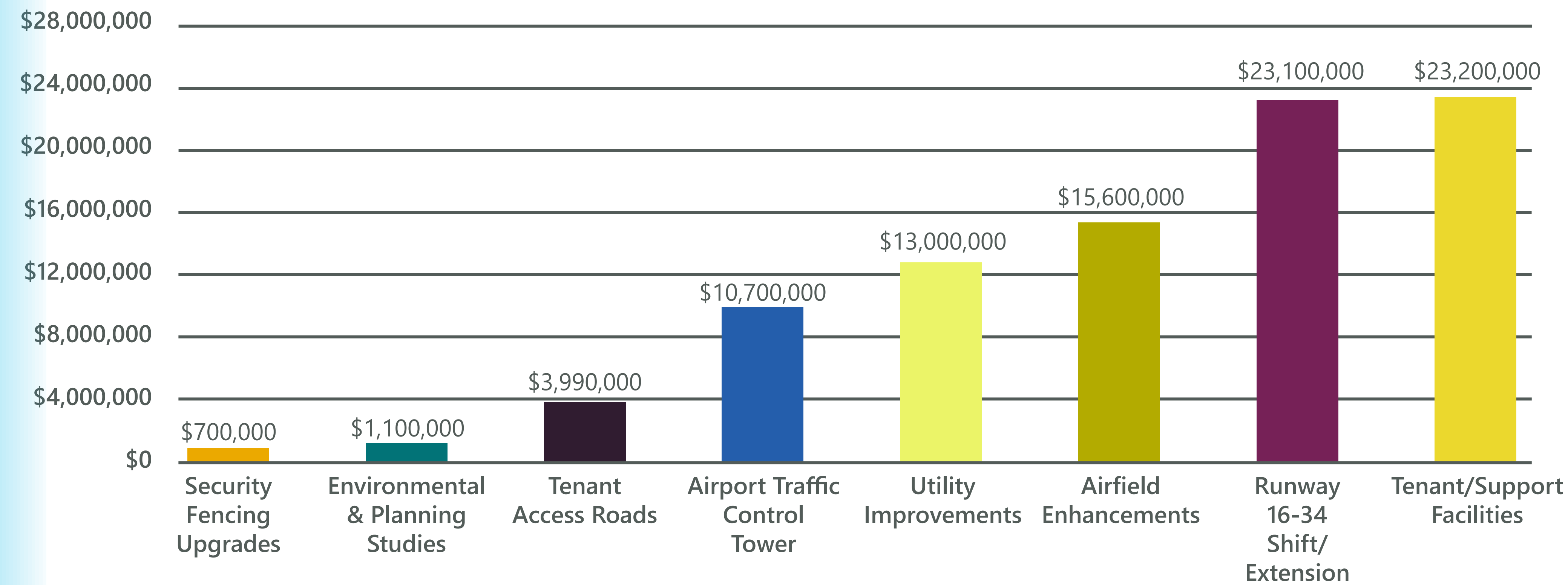
Facility improvements at U42 are predominantly paid for by Salt Lake City Department of Airports funds (“Local”) and through FAA Airport Improvement Program (AIP) grants (“Federal”). The AIP draws from the Airport and Airway Trust Fund which is supported by airport user fees, aviation fuel taxes, and similar aviation sources. State funds are gathered through similar means and also support airport projects, although to a much lesser degree at U42. No Salt Lake County or local area municipality taxes are used to fund improvements at U42.



Funding Breakdown By Source and Term



Funding Breakdown By Project Category





# ENVIRONMENTAL CONDITIONS



The purpose of considering environmental factors in airport master planning is to help the airport sponsor to thoroughly evaluate airport development alternatives and to provide information that will help expedite subsequent environmental processing.

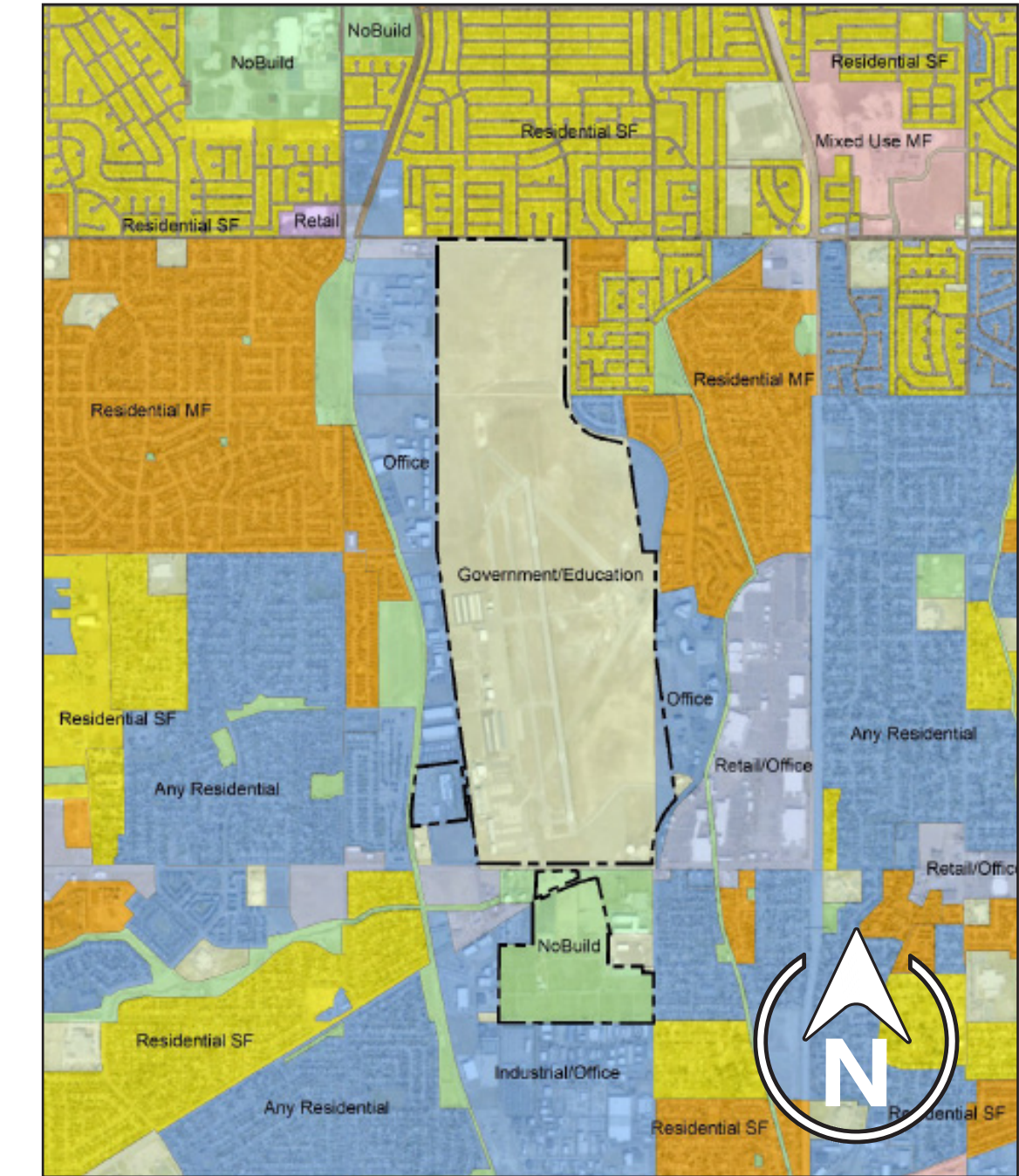
Future development plans at U42 take into consideration environmental resources that are known to exist at, and in the vicinity of the proposed development. Early identification of these environmental resources helps to avoid impeding development plans in the future.

The images to the right summarize the environmental resource categories reviewed at the airport, as defined in FAA Order 1050.1F, Chapter 4.

*Airport Property Boundary*



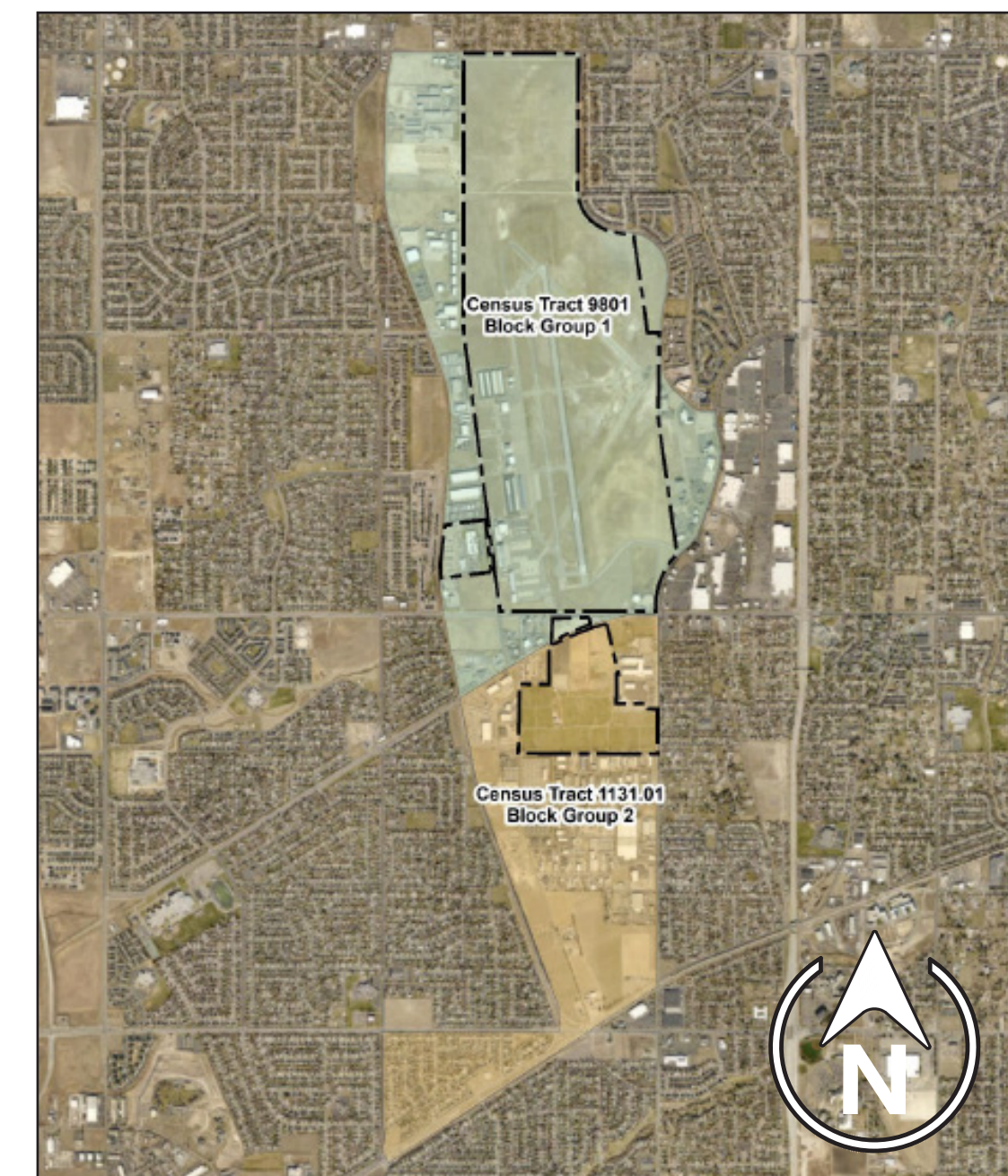
*Land Use*



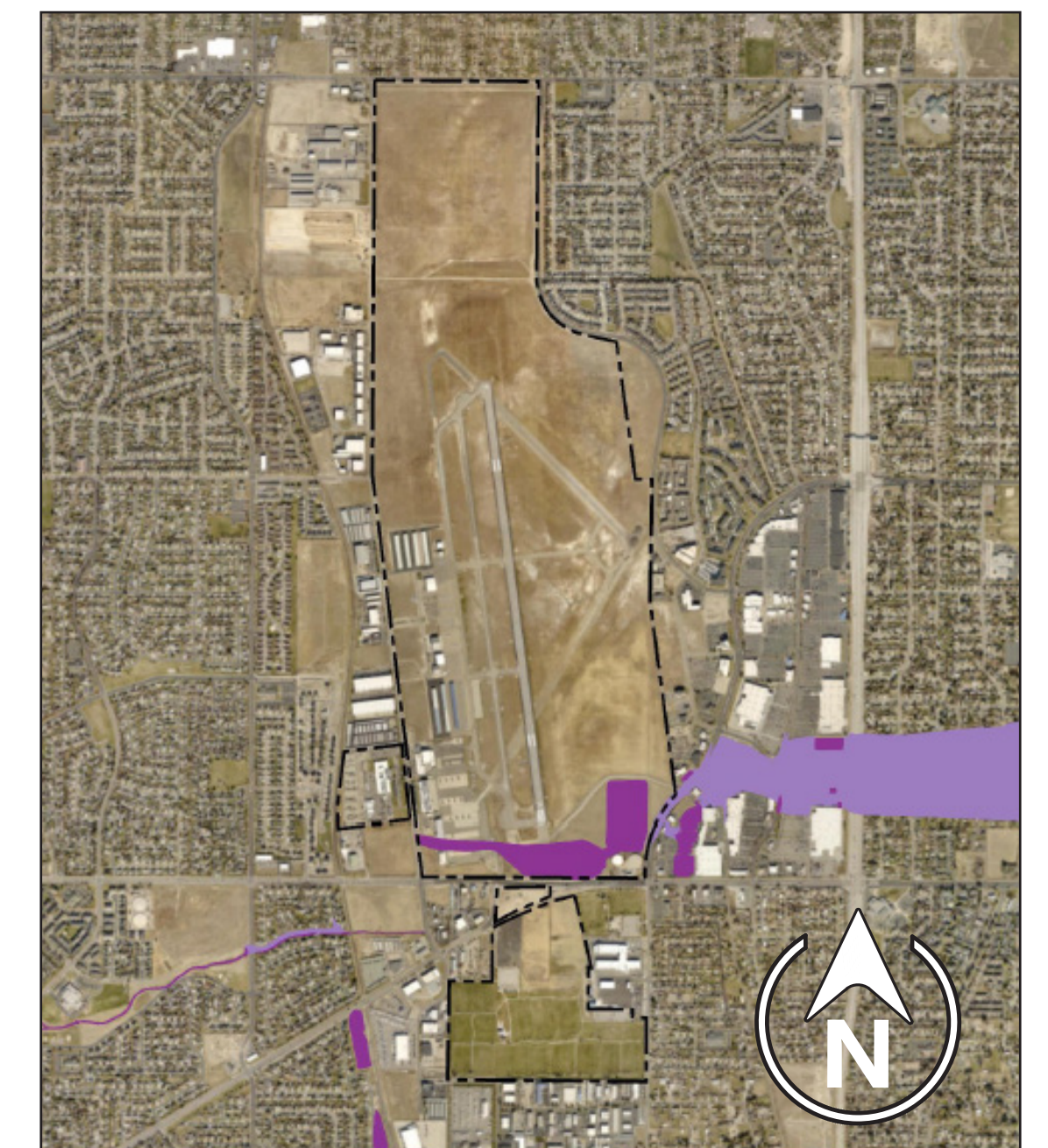
*Overlay Zone*



*Census Tracts*



*Floodplains*





# FUTURE AVIATION TRENDS



AvGas Lead Elimination

Source: Federal Aviation Administration

## A Path to a Lead-Free Aviation System



### Eliminate Aviation Gasoline Lead Emissions (EAGLE)

## Aircraft and Vehicle Electrification



Source: Eviation

Urban Air Mobility (UAM)



Source: Beta Technologies



Autonomous Aircraft and Vehicles

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.



## Sustainable Microgrids and Clean Energy

## Electric Vertical Takeoff and Landing (eVTOL)

Advanced Air Mobility (AAM)



Source: Joby Aviation





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