

# SOUTH VALLEY AIRPORT

Public Information Meeting  
**U42 Airport Master Plan**

SLC DEPARTMENT OF AIRPORTS



*RS&H*

October 18 | 2022

# Agenda

- » Master Plan Overview
- » Aviation Demand Forecast
- » Facility Requirements
- » Next Steps



# *MASTER PLAN OVERVIEW*



# Master Plan Process



Inventory existing conditions  
– Facilities and equipment



Forecast aviation demand  
– Aircraft operations and based aircraft



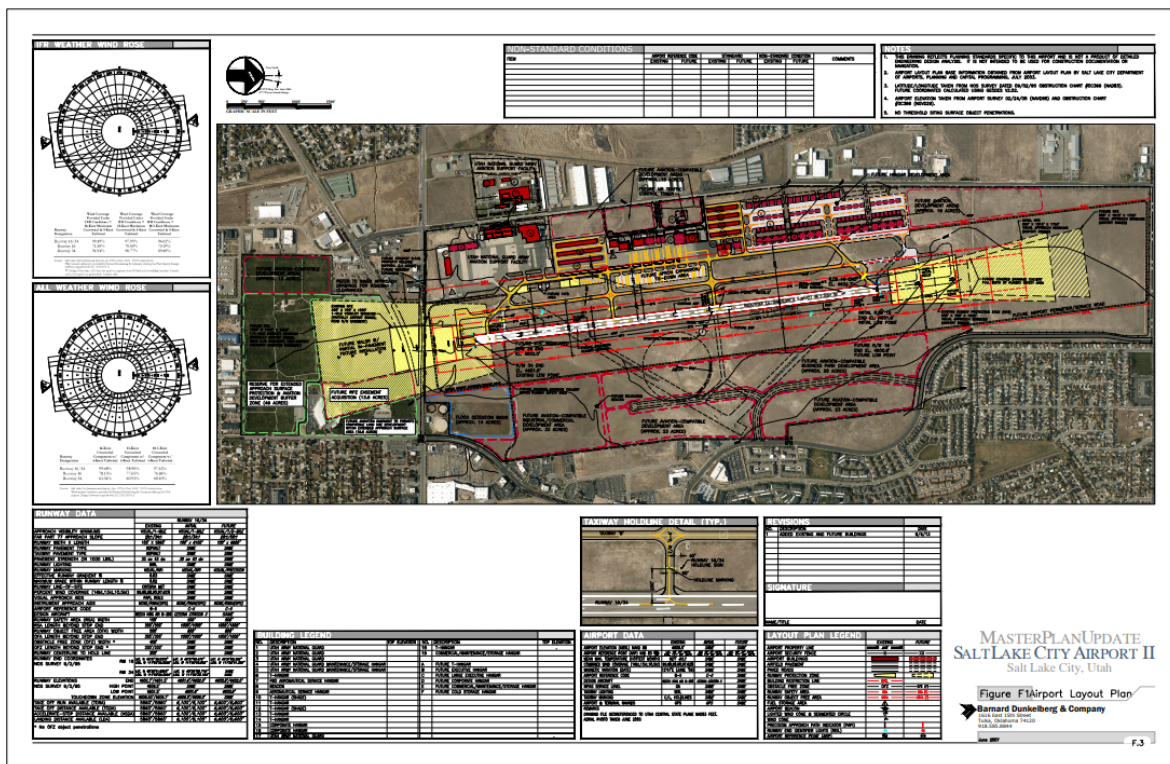
Determine future facility requirements  
– Airfield, navigational aids, and supporting facilities  
– Aircraft parking/storage, access roads/parking, and utilities



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)*



# Master Plan Schedule

2021

2022

2023

J A S O N D J F M A M J J A S O N D J F M A M J J A

Investigation Phase Solutions Phase Implementation Phase

Visioning

Aviation Activity Forecast

Existing Conditions

FAA Review

Facility Requirements

Alternatives

Identify Alternatives

Evaluate Alternatives

Select Alternatives

AGIS

Minimum Standards

Environmental Analysis

Utilities

Airspace

Financial Feasibility

Facilities Implementation Plan

Airport Layout Plan & Exhibit A

FAA Review

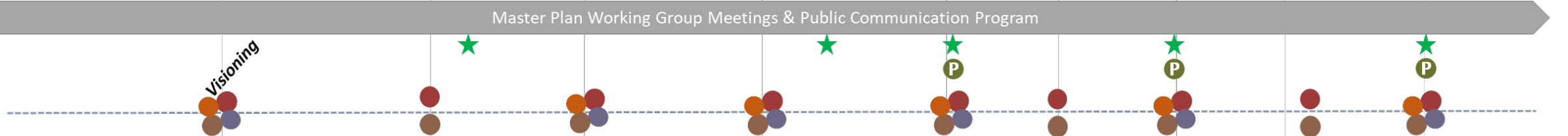
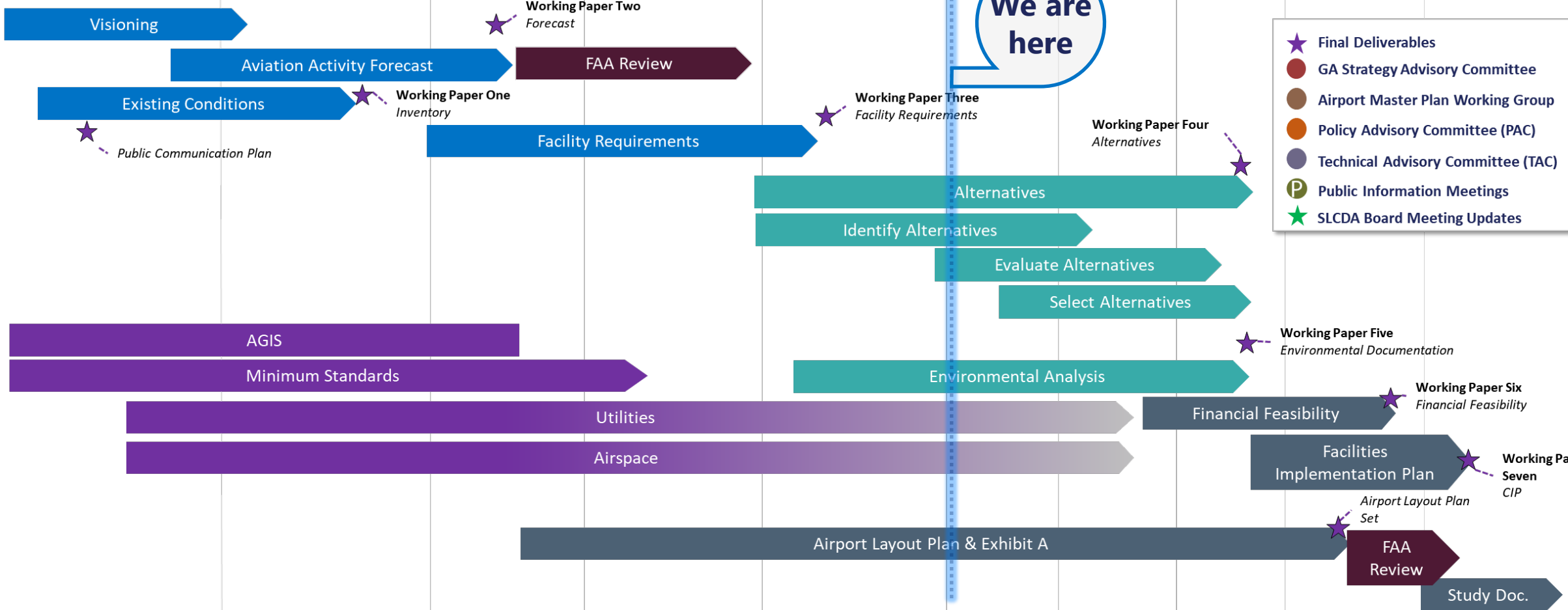
Study Doc.

We are here

- ★ Final Deliverables
- GA Strategy Advisory Committee
- Airport Master Plan Working Group
- Policy Advisory Committee (PAC)
- Technical Advisory Committee (TAC)
- Ⓟ Public Information Meetings
- ★ SLCDA Board Meeting Updates

Master Plan Working Group Meetings & Public Communication Program

Visioning



# *AVIATION DEMAND FORECAST*



# The Forecast Projects...



Based aircraft --- How many aircraft hangars and tiedowns



Operations --- How many landings and departures

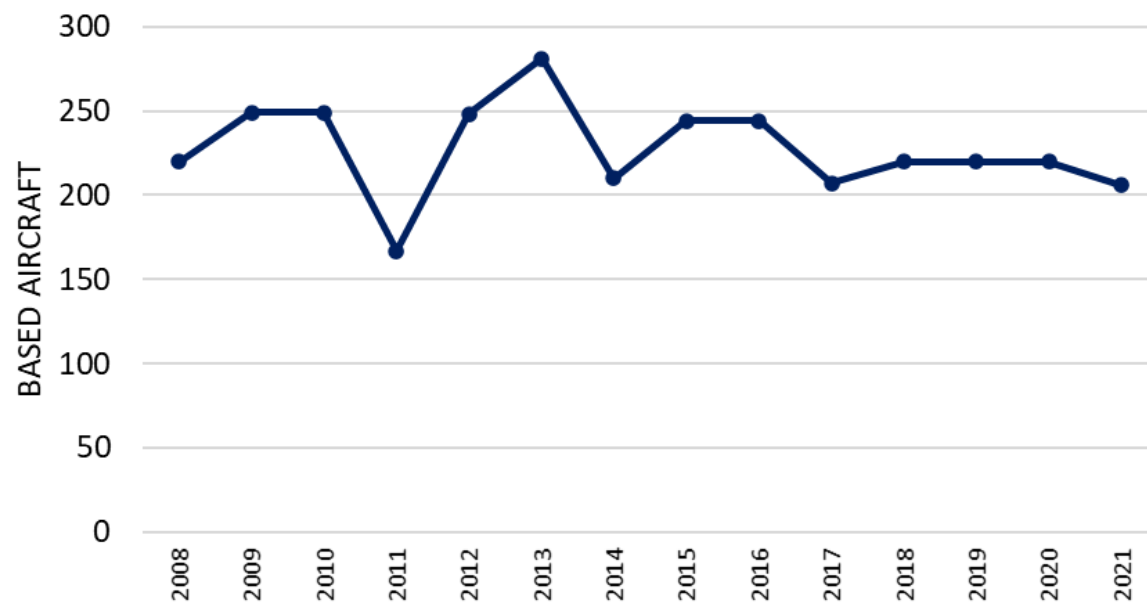


Critical aircraft --- The size of aircraft the airport will be planned for

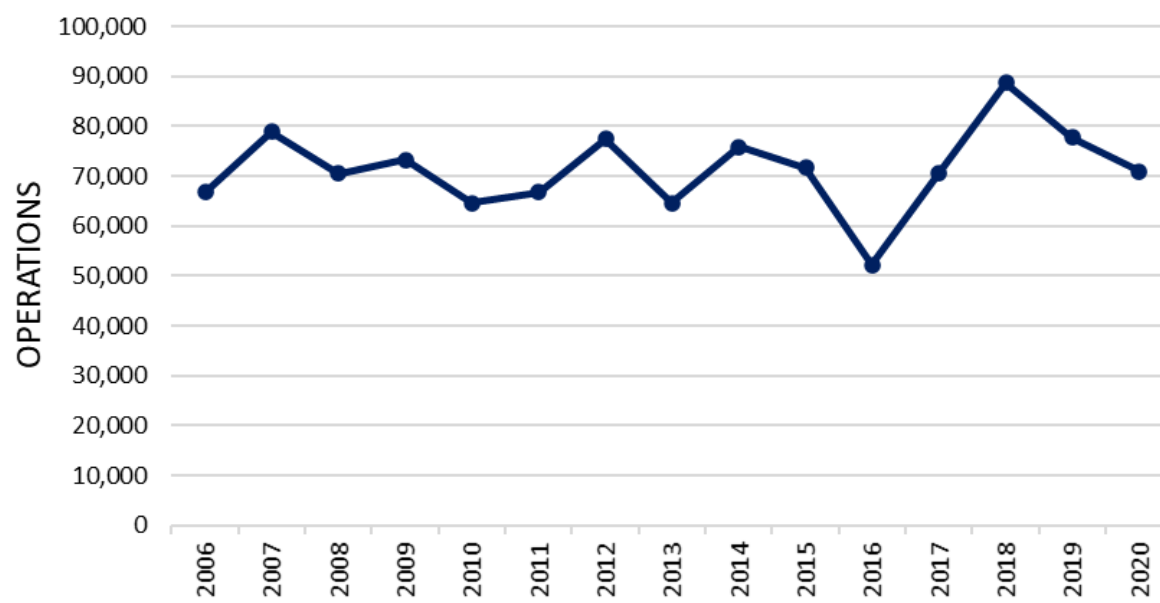


# U42 historically has been flat

## Historical Based Aircraft



## Historical Operations



# Tenant Survey Results – 195 Responses

57

Own/lease at Salt Lake City International Airport (SLC)

76

Own/lease at South Valley Regional Airport (U42)

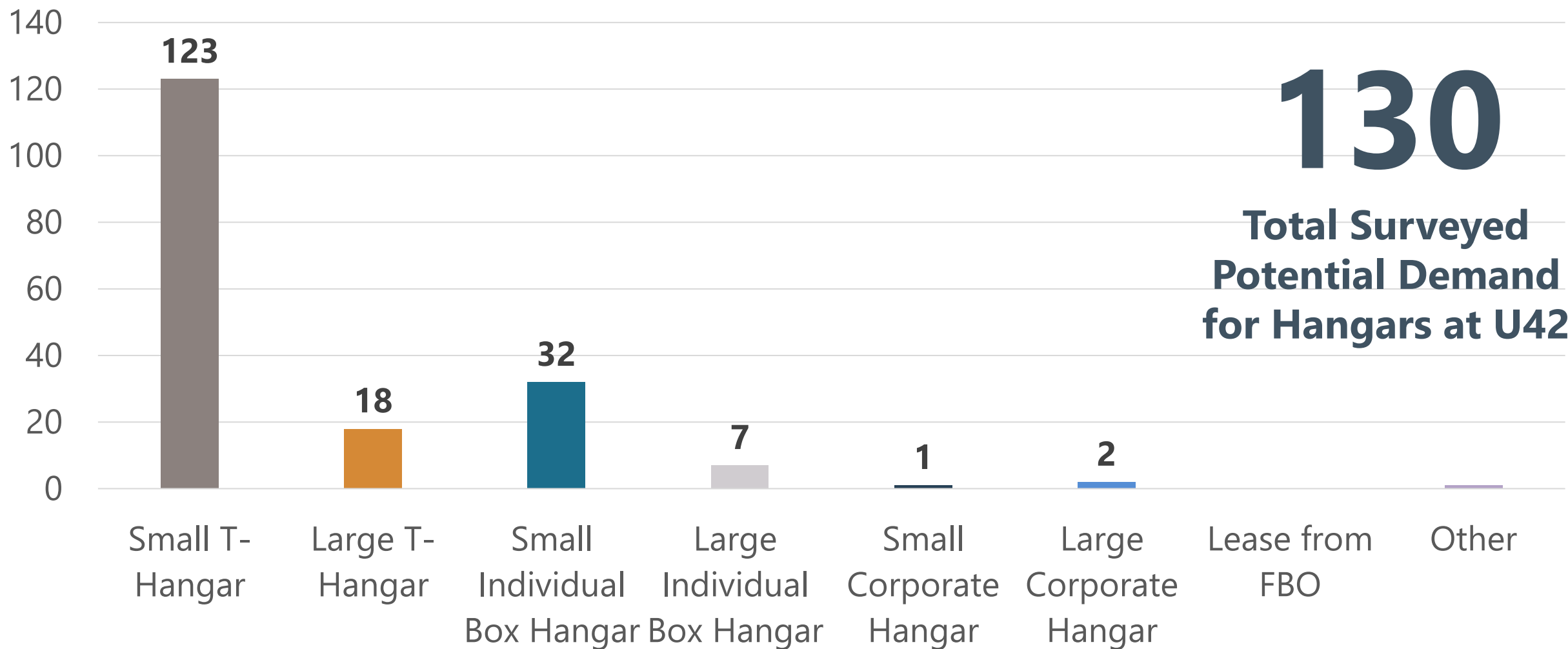
9

Own/lease at Tooele Valley Regional Airport (TVY)

53

Not a tenant with Salt Lake Department of Airports  
(SLCDA)

# Tenant Survey Results – High Growth



# Aviation Forecast

Forecast Year	Planning Activity Level (PAL)	Based Aircraft Base Case	Based Aircraft High Growth	Operations Base Case	Operations High Growth
2020	Base Year	177	177	70,990	70,990
<b>2025</b>	<b>PAL 1</b>	<b>213</b>	<b>335</b>	<b>73,000</b>	<b>111,000</b>
<b>2030</b>	<b>PAL 2</b>	<b>221</b>	<b>348</b>	<b>76,000</b>	<b>115,000</b>
<b>2040</b>	<b>PAL 3</b>	<b>241</b>	<b>378</b>	<b>82,000</b>	<b>125,000</b>

# Critical Aircraft is Validated

	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
	<b>Composite</b>	<b>C</b>	<b>II</b>	<b>2A</b>



# Airport Reference Code

FAA AC 150/5300-13B, *Airport Design*

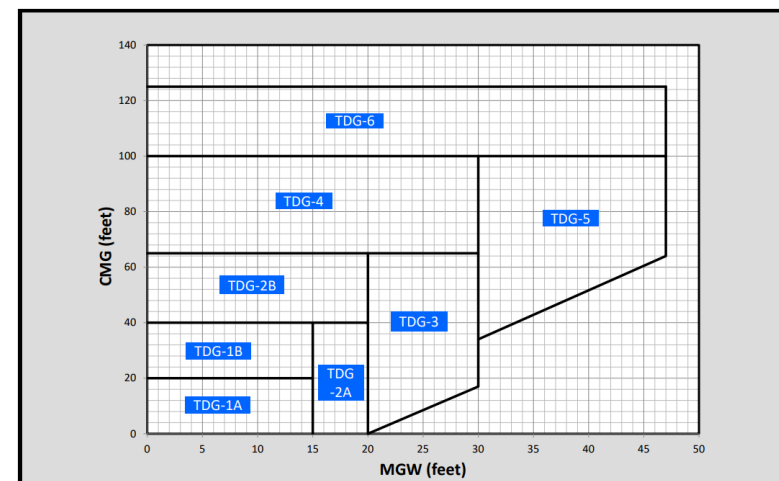
» Aircraft Approach Category (AAC)  
 – What is the landing speed?

» 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?

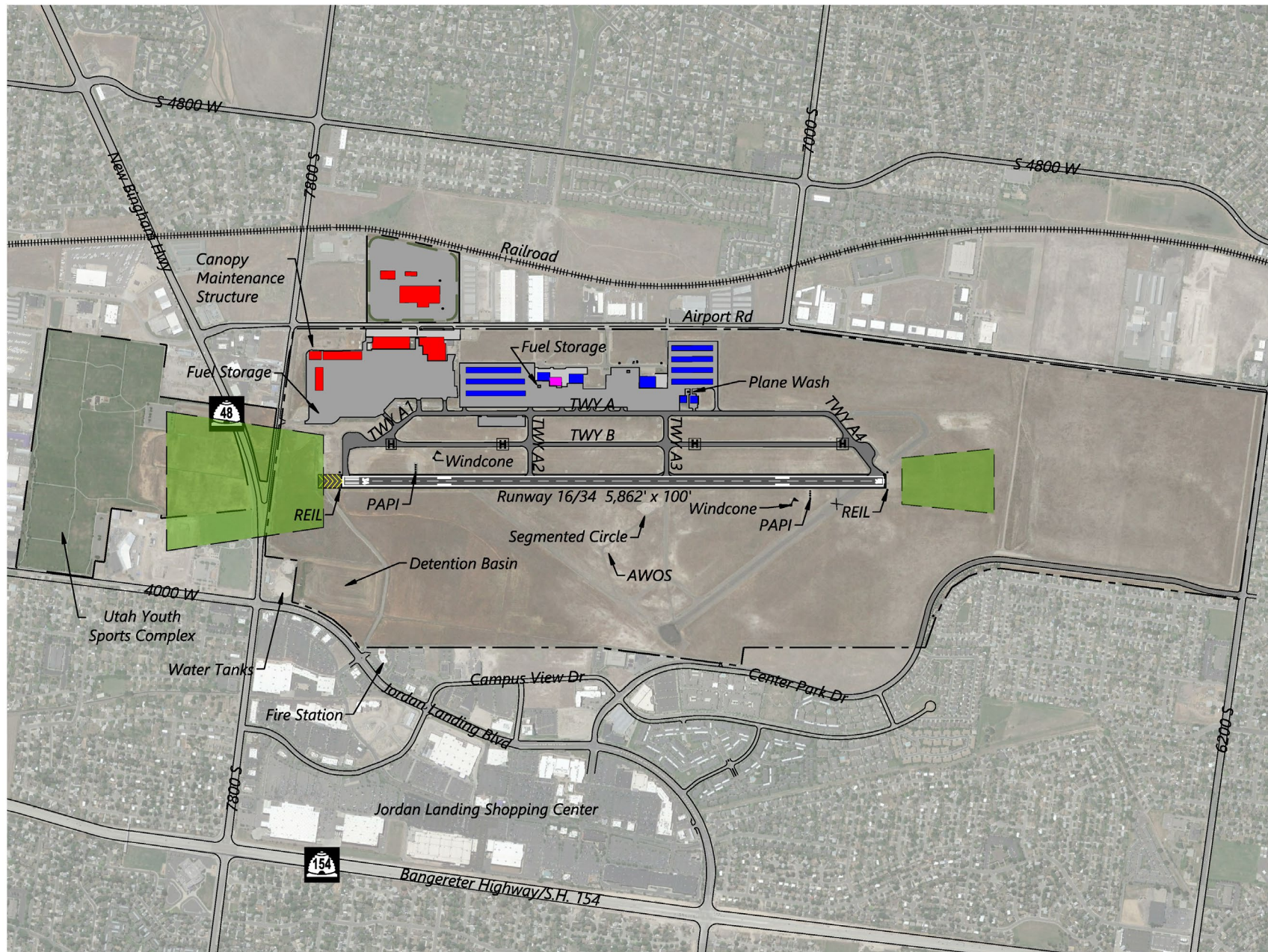
AAC	Approach Speed
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

Group #	Tail Height (ft)	Wingspan (ft)
I	< 20'	< 49'
II	20' - < 30'	49' - < 79'
III	30' - < 45'	49' - < 118'
IV	45' - < 60'	118' - < 171'
V	60' - < 66'	171' - < 214'
VI	66' - < 80'	214' - < 262'



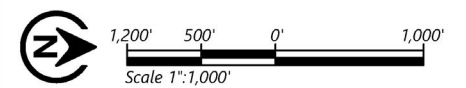
# *FACILITY REQUIREMENTS*





## U42 AIRPORT FACILITIES

- H Helipad
- Property Boundary
- Hangars
- FBO Terminal/Hangar
- Utah Army National Guard
- Runway Protection Zone (RPZ)





# Facility Requirements

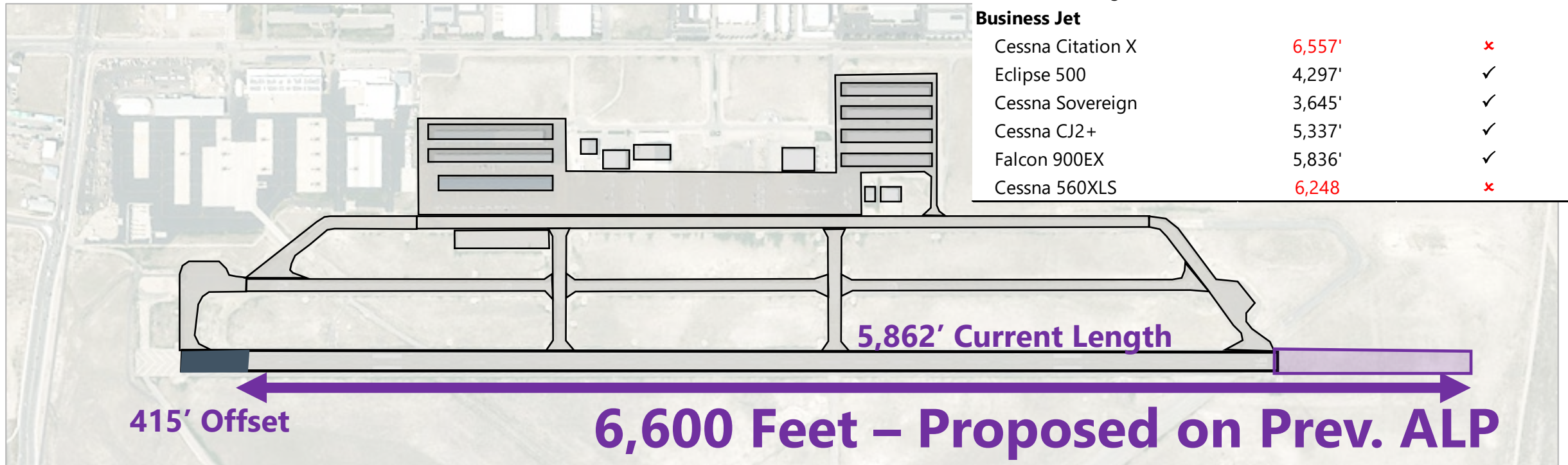
Facility	Adequate/Deficient
Runway Length	Highly Deficient
Runway Capacity	Adequate
Runway Wind Coverage	Adequate
Runway Safety and Object Free Areas	Highly Deficient
Taxiway Geometry	Highly Deficient
Dual Parallel Taxiways	Adequate
Airspace and Approach Capability	Highly Deficient
NAVAIDS	Highly Deficient
Runway Protection Zones (RPZ)	Highly Deficient
Support Facilities	Highly Deficient
Aircraft Parking and Storage	Highly Deficient

Adequate 
 Somewhat Deficient 
 Highly Deficient 

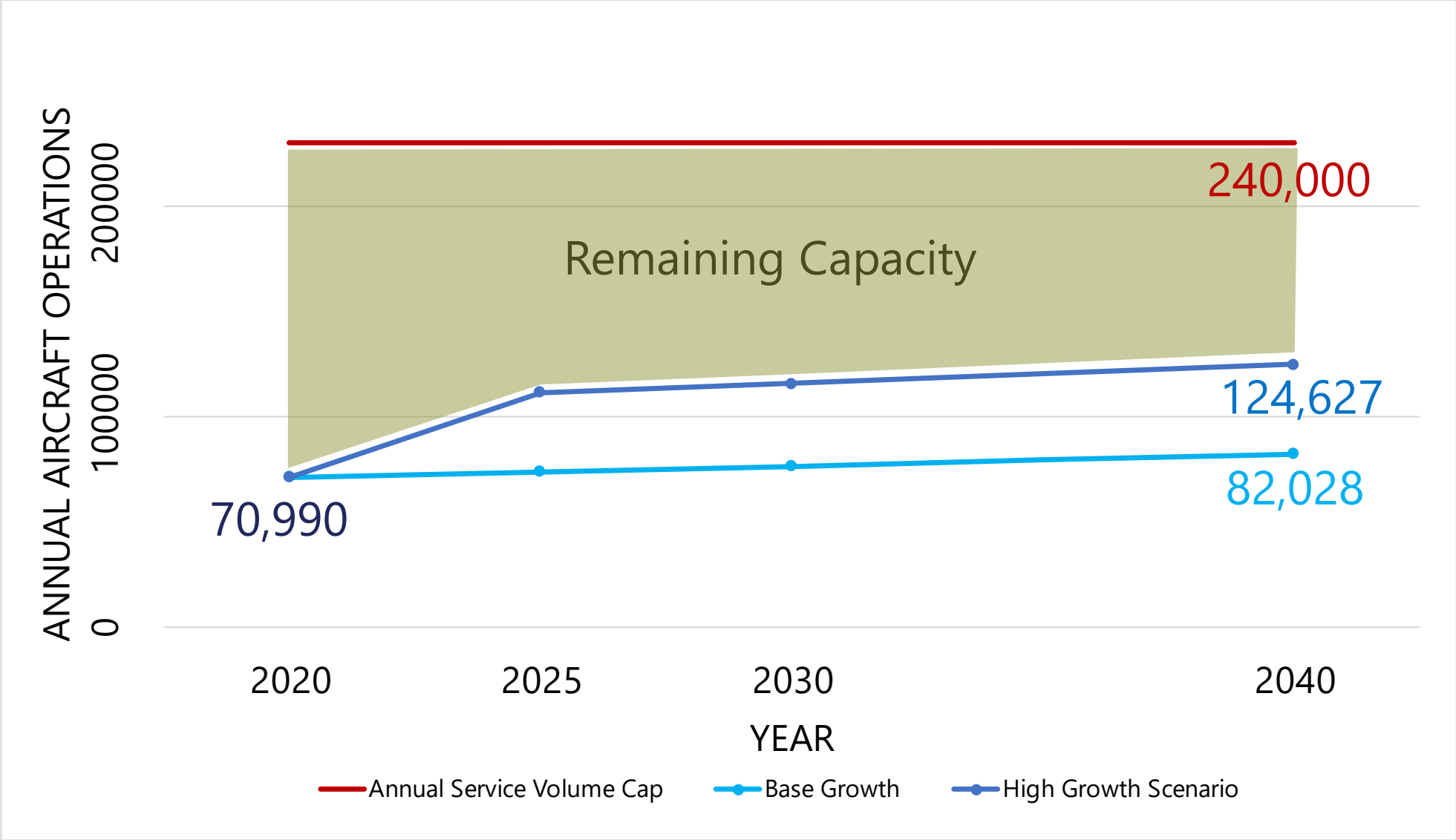
# Runway Length

» Airport Layout Plan (ALP) ultimate length carried forward

Aircraft	Required Runway Length	Current Runway Length 5,862 Feet
<b>Turboprop</b>		
Pilatus PC-12NG	4,123'	✓
Cessna 208 Caravan	4,045'	✓
SOCATA TBM 850	3,882'	✓
Mitsubishi MU-2	4,750'	✓
Cessna 441 Conquest II	3,883'	✓
Beechcraft King Air 200	4,820'	✓
<b>Business Jet</b>		
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'	✗

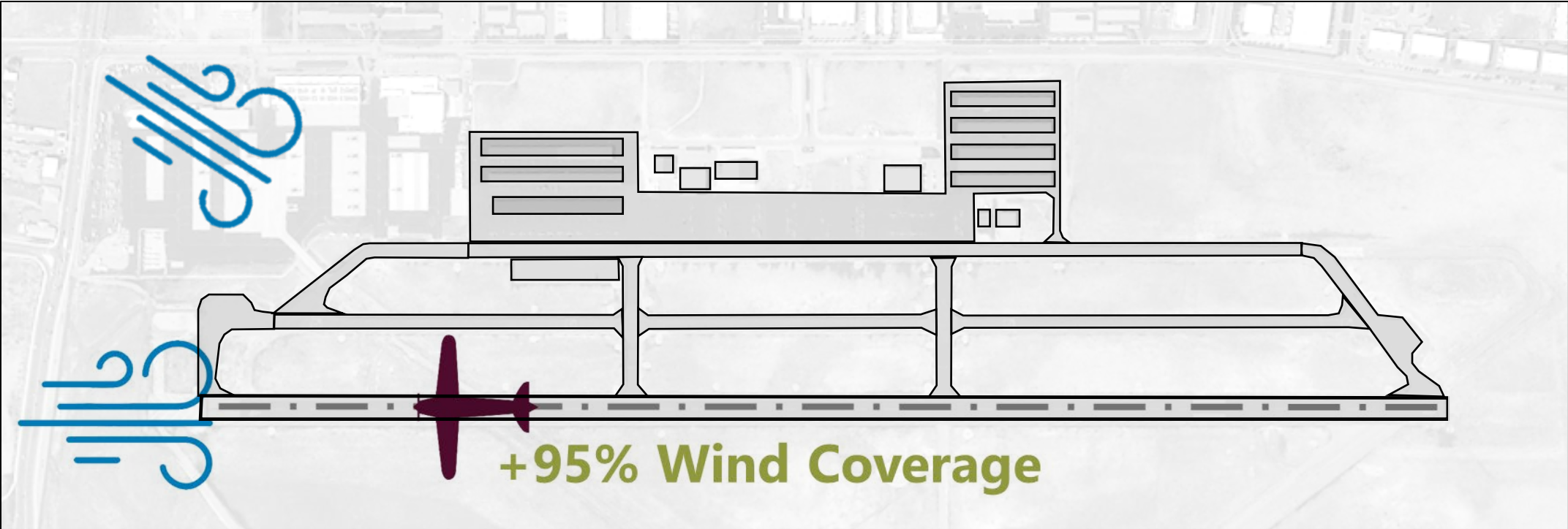


# Runway Capacity



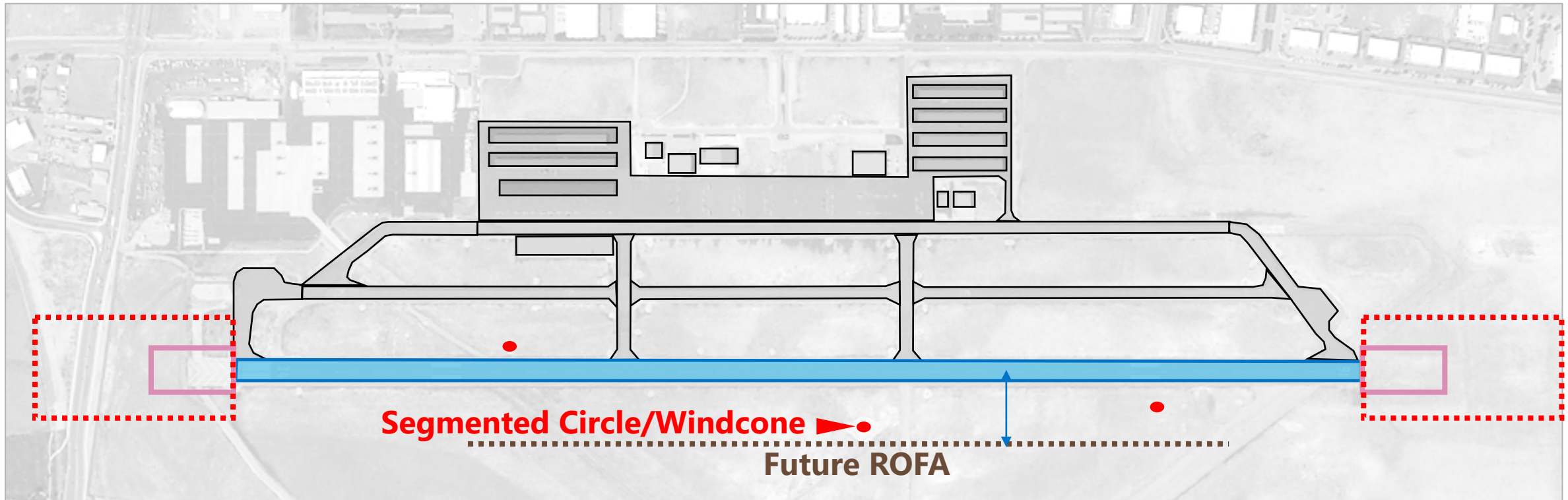
# Runway Wind Coverage

Crosswind Component	All-Weather Wind Coverage	IMC Wind Coverage
10.5 Knots	99.05%	98.98%
13 Knots	99.63%	99.70%
16 Knots	99.90%	99.97%



# Runway Safety and Object Free Areas

- » Runway Safety Area for C-II goes to 1,000' (in length)
- » Runway Object Free Area (ROFA) goes to 800' (in width)
  - Approach > 3/4 mile and C-II standards



Existing Safety Area (B-II)

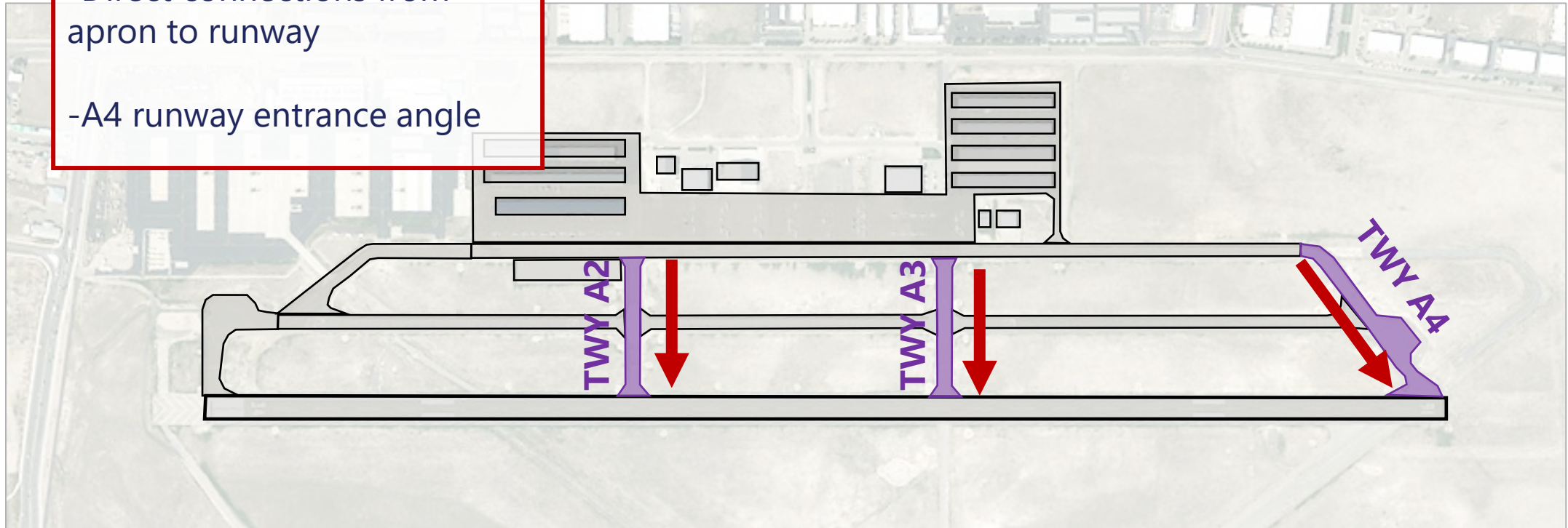
Future Safety Area (C-II)



# Taxiway Geometry

## Non-Compliant Geometry

- Direct connections from apron to runway
- A4 runway entrance angle

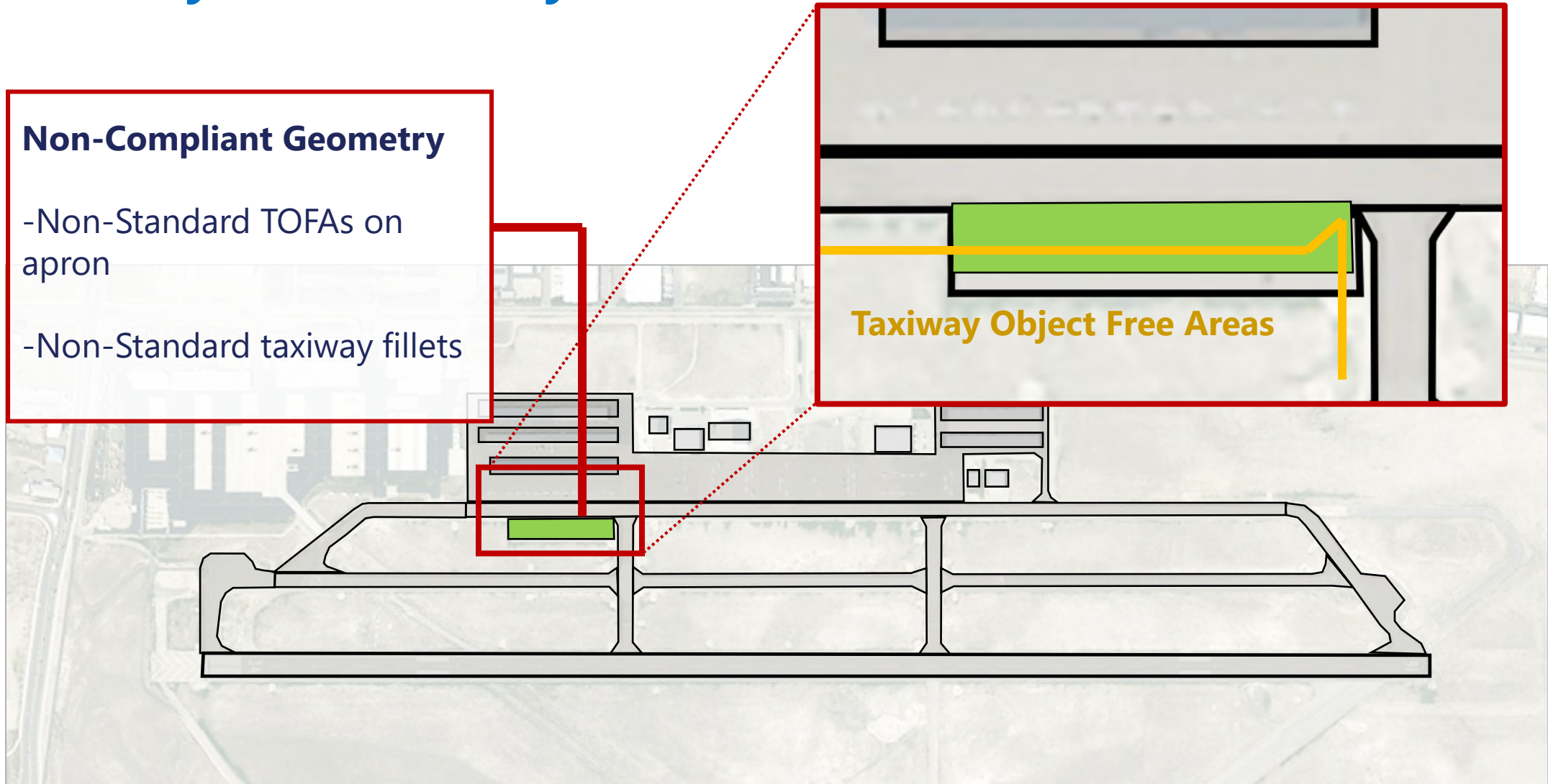


# Taxiway Geometry

## Non-Compliant Geometry

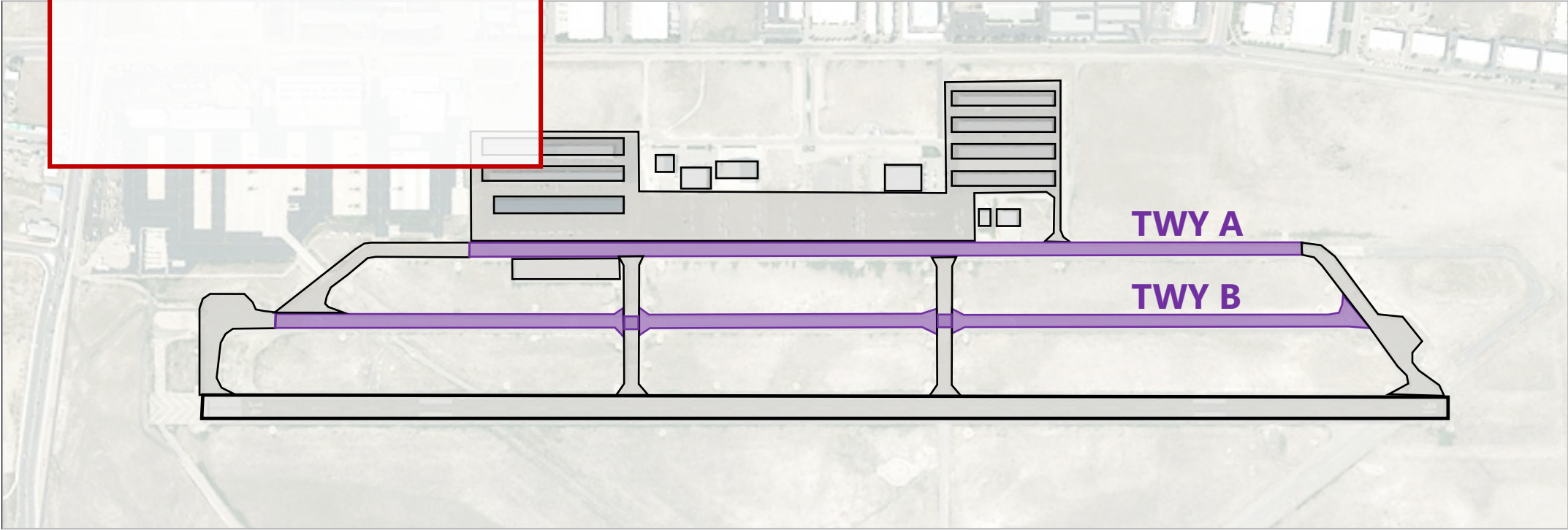
- Non-Standard TOFAs on apron
- Non-Standard taxiway fillets

Taxiway Object Free Areas



# Dual Parallel Taxiways

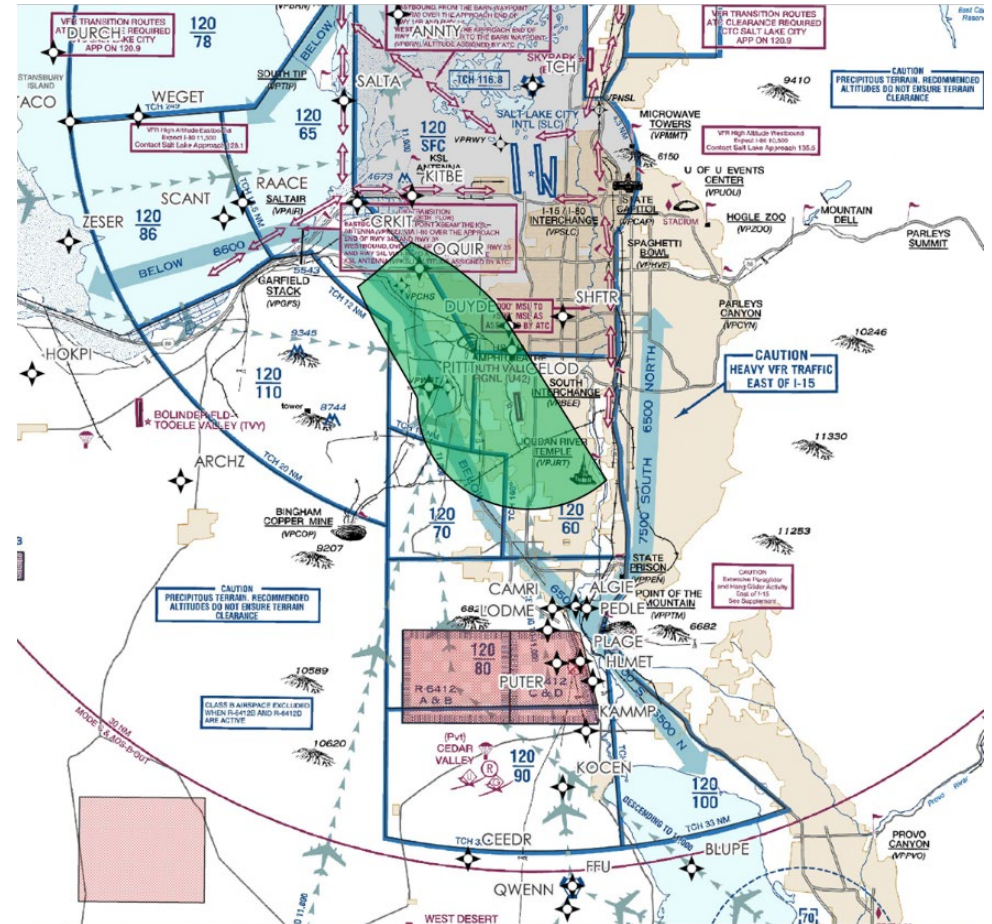
**Dual Parallel Taxiways to be preserved**





# Airspace and Approach Capability

- » U42 low level flight cannot be seen by TRACON
  - Limits potential enhancements
- » Solutions:
  - ATCT (remote or locally staffed)
    - *Would require Class D airspace*
  - ADS-B receivers to increase S56 awareness on the airfield



# Other NAVAIDs

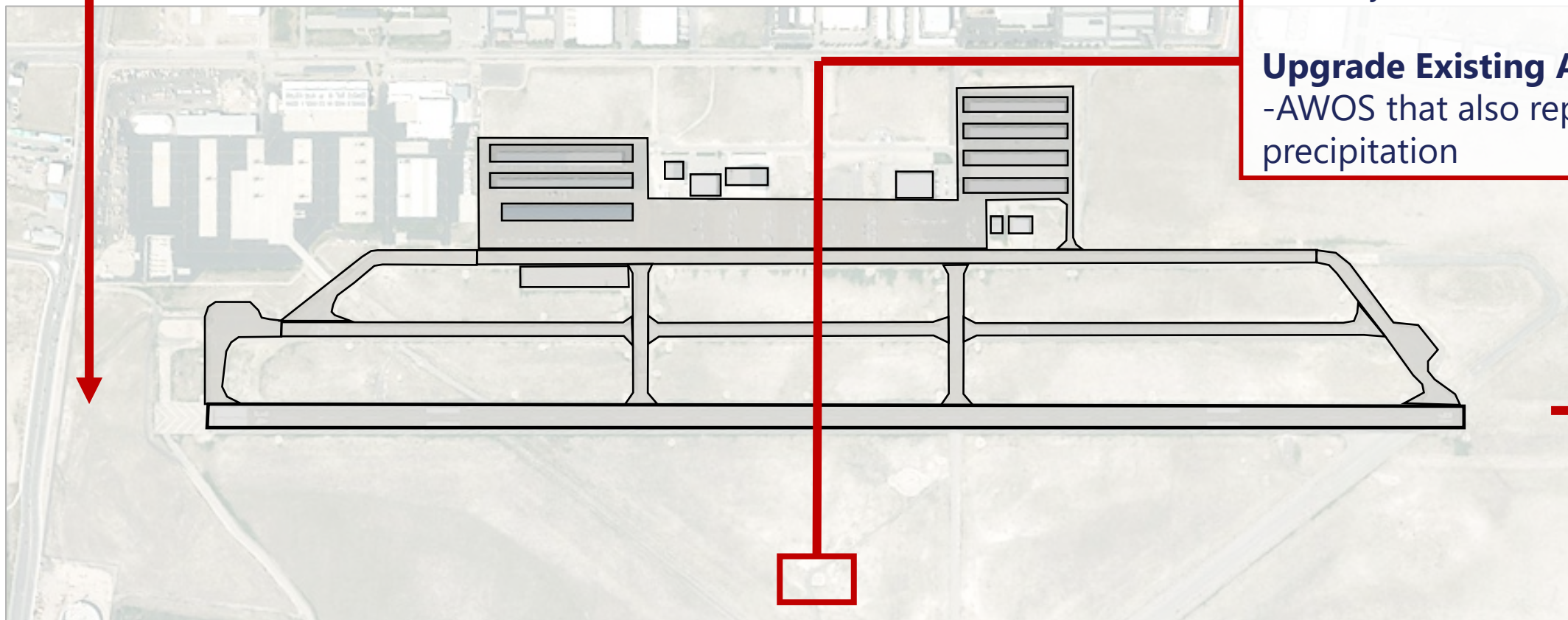


## Approach Lighting Improvement

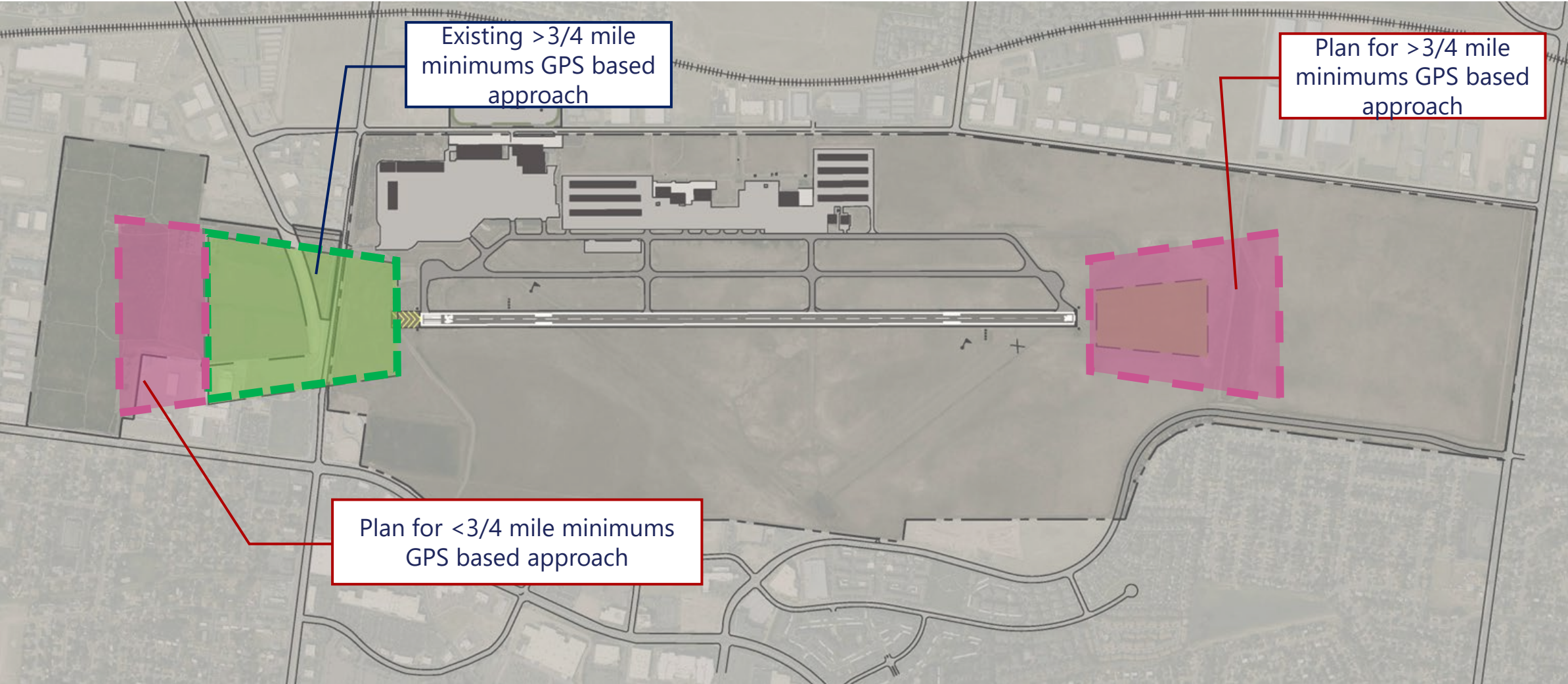
- MALSR and/or RLLS for RWY 16/34
- Potential for lower IFR visibility minima

## Upgrade Existing AWOS

- AWOS that also reports precipitation



# Runway Protection Zone (RPZ)



Existing >3/4 mile minimums GPS based approach

Plan for >3/4 mile minimums GPS based approach

Plan for <3/4 mile minimums GPS based approach

# Support Facilities

## Airport Maintenance

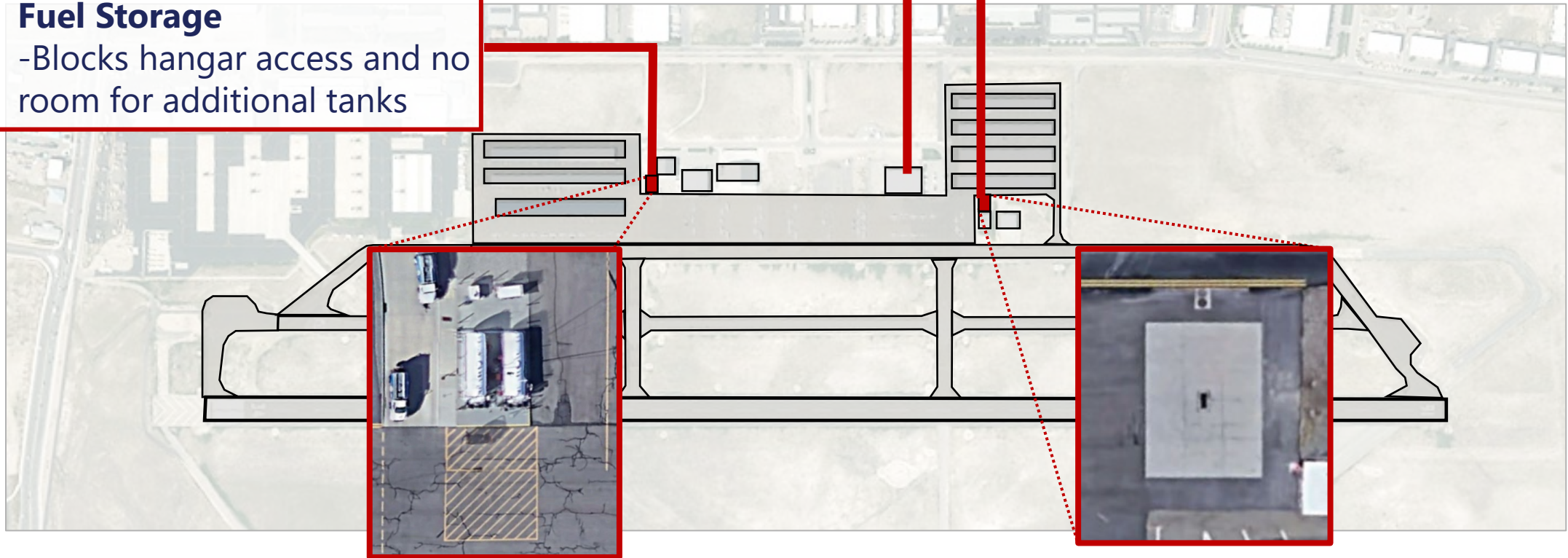
- Functions well but not highest best use of land

## Fuel Storage

- Blocks hangar access and no room for additional tanks

## Wash Facility

- Functions well but access constrains apron usage.



# Aircraft Parking and Storage



- » High Growth forecast scenario
  - 359 total hangars by PAL 3
  - Total of 198 new hangars to plan for

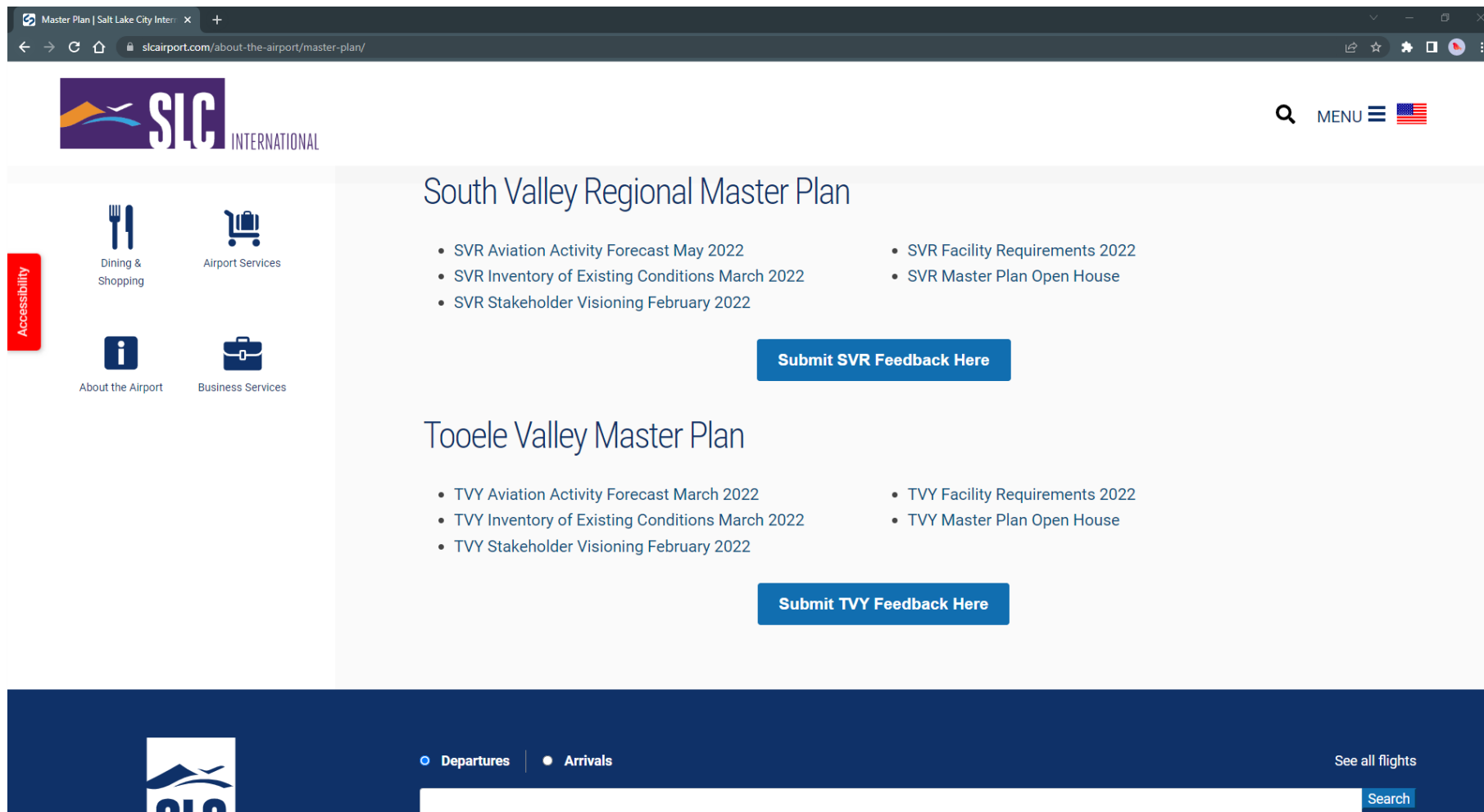
Hangar Type	Existing	PAL 1	PAL 2	PAL 3
<b>T-Hangar Units</b>	113	<b>+102</b>	<b>+9</b>	<b>+19</b>
<b>Box Hangars</b>	2	<b>+49</b>	<b>+4</b>	<b>+10</b>
<b>Corporate Hangars</b>	2	<b>+4</b>	<b>+0</b>	<b>+1</b>

# Next Steps

- » Alternatives development and evaluation
- » Continue stakeholder committee meetings
  - Next Public Open House early 2023
- » Preferred alternative selection
- » Implementation and financial planning

# Draft Reports Available Online

» <https://slcairport.com/about-the-airport/master-plan>



The screenshot shows a web browser displaying the website [slcairport.com/about-the-airport/master-plan/](https://slcairport.com/about-the-airport/master-plan/). The page features the Salt Lake City International Airport (SLC) logo and navigation options. A red vertical bar on the left indicates 'Accessibility' with icons for Dining & Shopping, Airport Services, About the Airport, and Business Services. The main content is divided into two sections: 'South Valley Regional Master Plan' and 'Tooele Valley Master Plan'. Each section lists draft reports and includes a 'Submit Feedback Here' button.

**South Valley Regional Master Plan**

- SVR Aviation Activity Forecast May 2022
- SVR Inventory of Existing Conditions March 2022
- SVR Stakeholder Visioning February 2022
- SVR Facility Requirements 2022
- SVR Master Plan Open House

[Submit SVR Feedback Here](#)

**Tooele Valley Master Plan**

- TVY Aviation Activity Forecast March 2022
- TVY Inventory of Existing Conditions March 2022
- TVY Stakeholder Visioning February 2022
- TVY Facility Requirements 2022
- TVY Master Plan Open House

[Submit TVY Feedback Here](#)

At the bottom of the page, there is a dark blue footer with the SLC logo, navigation links for 'Departures' and 'Arrivals', a 'See all flights' link, and a search bar.

THANK YOU

QUESTIONS?



SLC INTERNATIONAL  
SOUTH VALLEY REGIONAL  
TOOELE VALLEY

