



STATE AVIATION SYSTEM PLAN UPDATE

ADOT

Kimley»Horn

Arizona Airports Association

May 23, 2017



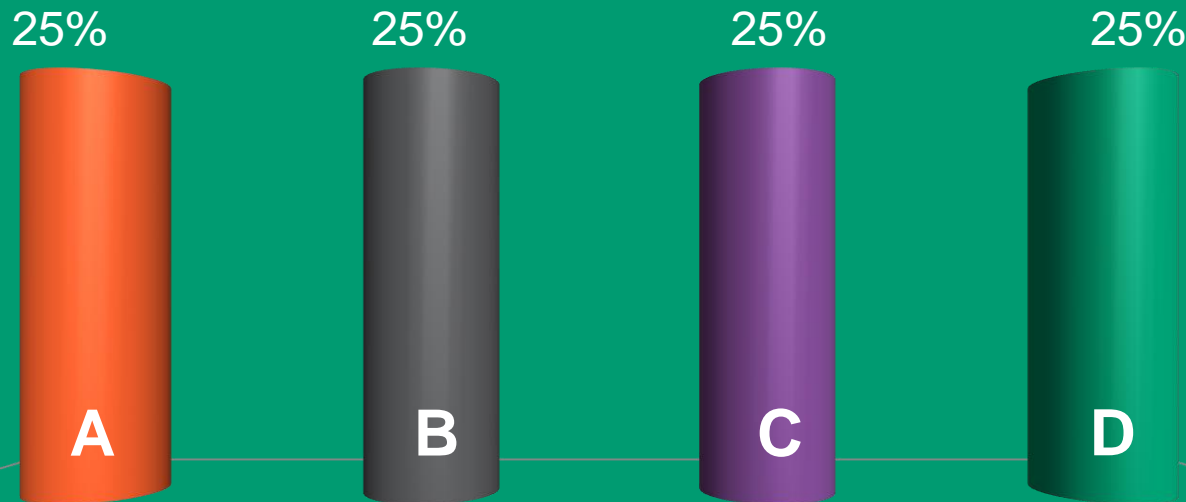
Agenda

- SASP Update
 - Purpose
 - Key ADOT questions
 - Process and schedule review
- System vision and goals
- Airport roles / classifications and system definitions
- Next steps



Which airport sits at the highest elevation?

- A. Whiteriver
- B. Flagstaff Pulliam
- C. Springerville Municipal ★
- D. Show Low Regional



Pop Quiz



SASP Purpose

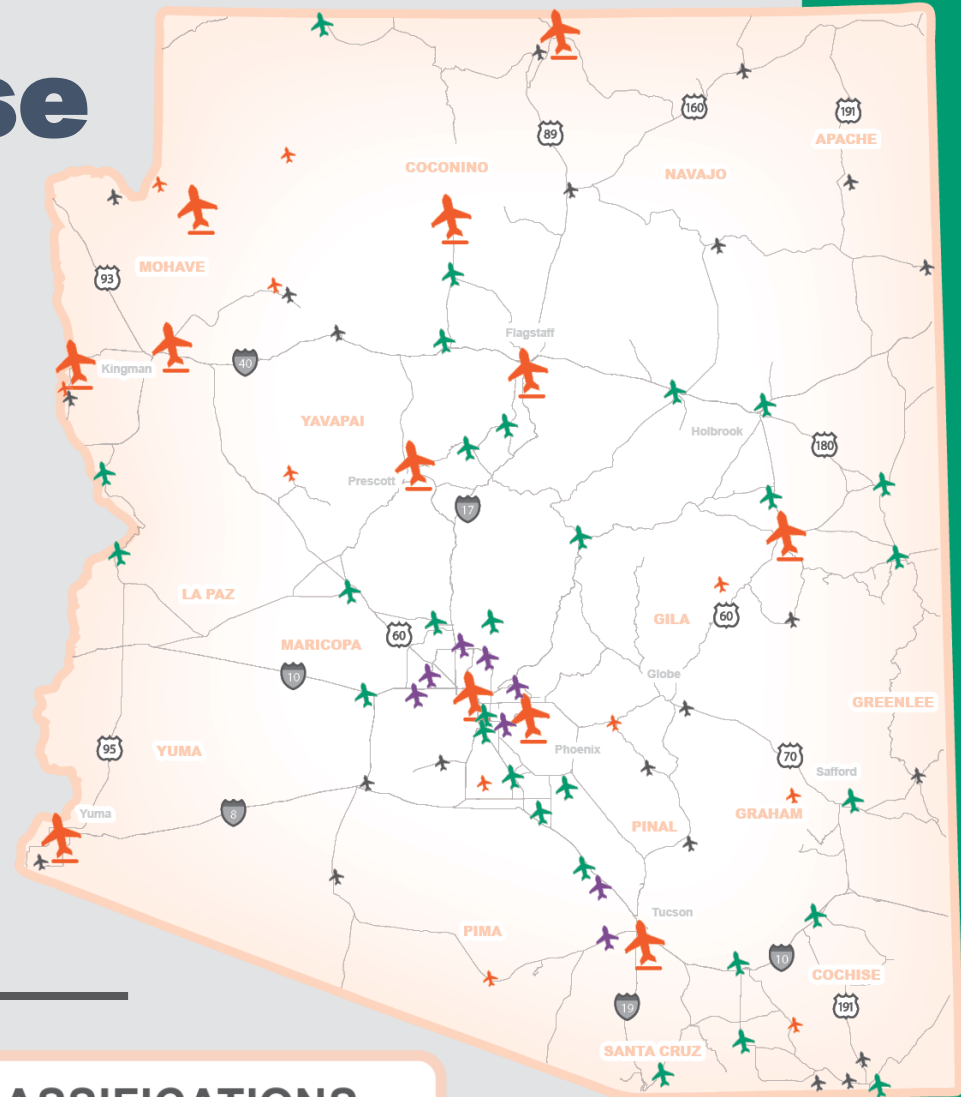
What is a SASP Update?

- Framework to evaluate the adequacy and performance of the statewide aviation system
- Proactive planning tool that identifies the strengths and deficiencies or needs of the aviation system
- Key objective
 - Provide guidance into how Arizona's airports can remain highly advanced, safe, and responsive to the public's needs
 - Support ADOT's decision-making processes



SASP Purpose

To provide a framework for the integrated planning, operation, and development of Arizona's aviation assets



AIRPORT CLASSIFICATIONS



Commercial Service



Reliever



Community

✈ Rural

✈ Basic

ADOT Questions for SASP Update

- Is the system performing at its optimal levels?
- Do current policies reflect the state's needs?
- What are the system's financial needs?
- How can the state ensure that financial resources are applied to the most beneficial uses?
- What should the criteria for “system airports” be, and how should the system be defined considering the benefits?

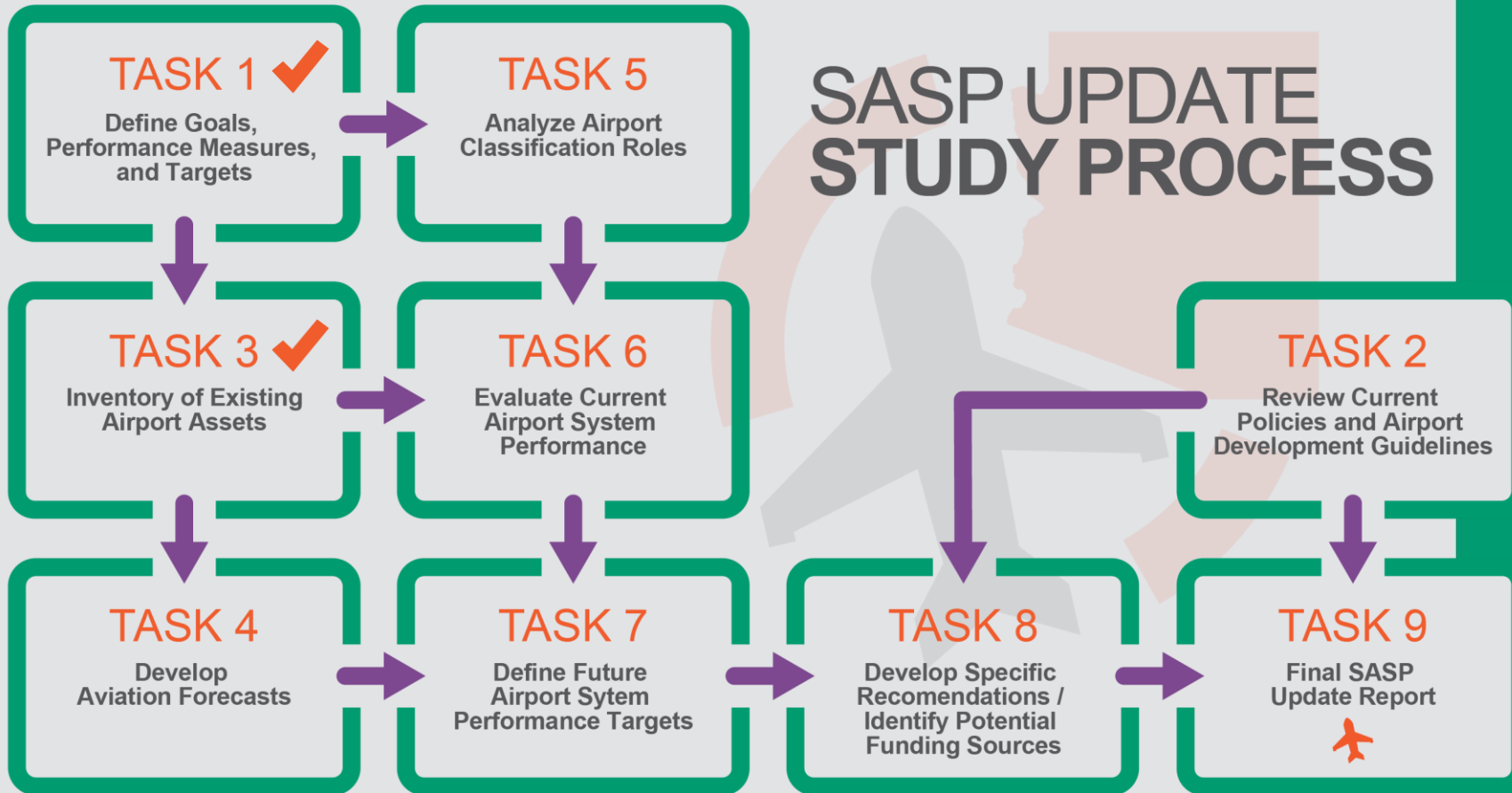


Key Drivers

- Last SASP completed in 2008
- Significant changes in federal, state, regional, and local conditions and available funding
- New FAA standards and guidelines, including updated Advisory Circular (AC) on system planning
- Advancing technological trends
- Updated statewide long-range transportation plan (*What Moves You Arizona 2040*)

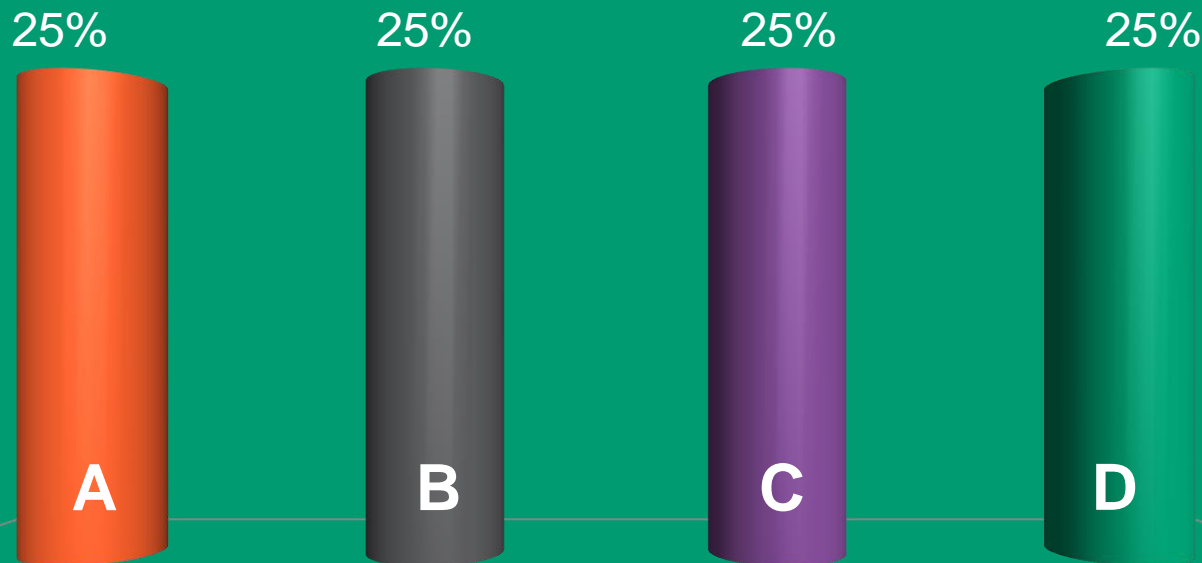


SASP UPDATE STUDY PROCESS



Arizona's oldest airport is _____ ?

- A. Prescott Municipal
- B. Rimrock ★
- C. Tombstone Municipal
- D. Grand Canyon



Pop Quiz



Task Overview and Status

SYSTEM GOALS, PERFORMANCE MEASURES, & TARGETS

Vision

System
Plan Goals

Performance
Measures

Targets

**POLICY
RECOMMENDATIONS**

Task 1

TASK 1 → **TASK 5**
Analyze Roles

↓

TASK 3
Inventory of Assets



2017 SASP Goals



ECONOMIC SUPPORT

Arizona should advance a system of airports that supports Arizona's economic growth and development and promotes partnerships in a manner that reflects Arizona's socioeconomic and demographic characteristics.



FISCAL RESPONSIBILITY

Arizona should implement cost-effective investment strategies to meet current and projected demand while remaining adequately accessible to Arizona's citizens, visitors, and businesses.



SAFETY AND SECURITY

Arizona should maintain a safe and secure airport system as measured by compliance with applicable safety and security standards while supporting health and safety-related services and activities.

Task 1



Review Current Policies and Airport Development Guidelines

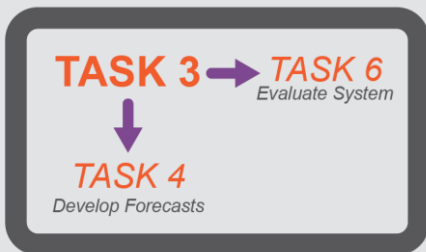
- Align key policies and planning procedures with the Aeronautics Group's mission, goals, and performance targets
- Provide recommendations to ensure continuity between State policy with the needs of Arizona's communities and aviation system

Task 2



Inventory of Existing Airport Assets

- Gather data to evaluate system performance, develop statewide aviation forecasts, and identify regional aviation system needs
- Serves as a primary foundation for all subsequent analyses
- Inventories of 81 of 86 initially identified airports complete (two airports declined participation)





THANK YOU!

Develop Aviation Forecasts

- Identify where future growth is anticipated to develop an airport system that is responsive to user demands
- Incorporate data from inventory visits, FAA Terminal Area Forecast, other FAA material, among numerous other sources
- Forecast to reflect current industry trends and regional perspectives

Task 4

TASK 4 → **TASK 7**
*Define System
Target*



Airport Classification Roles

- Evaluate functions and activities at airports
- Facilitate coordinated facilities planning
- Potential funding-related uses include:
 - Define types of aviation programs by classification
 - Identify project priorities and eligibility
 - Include as an element of a priority-rating system
 - Measure system performance compared to investment



Task 5

TASK 5

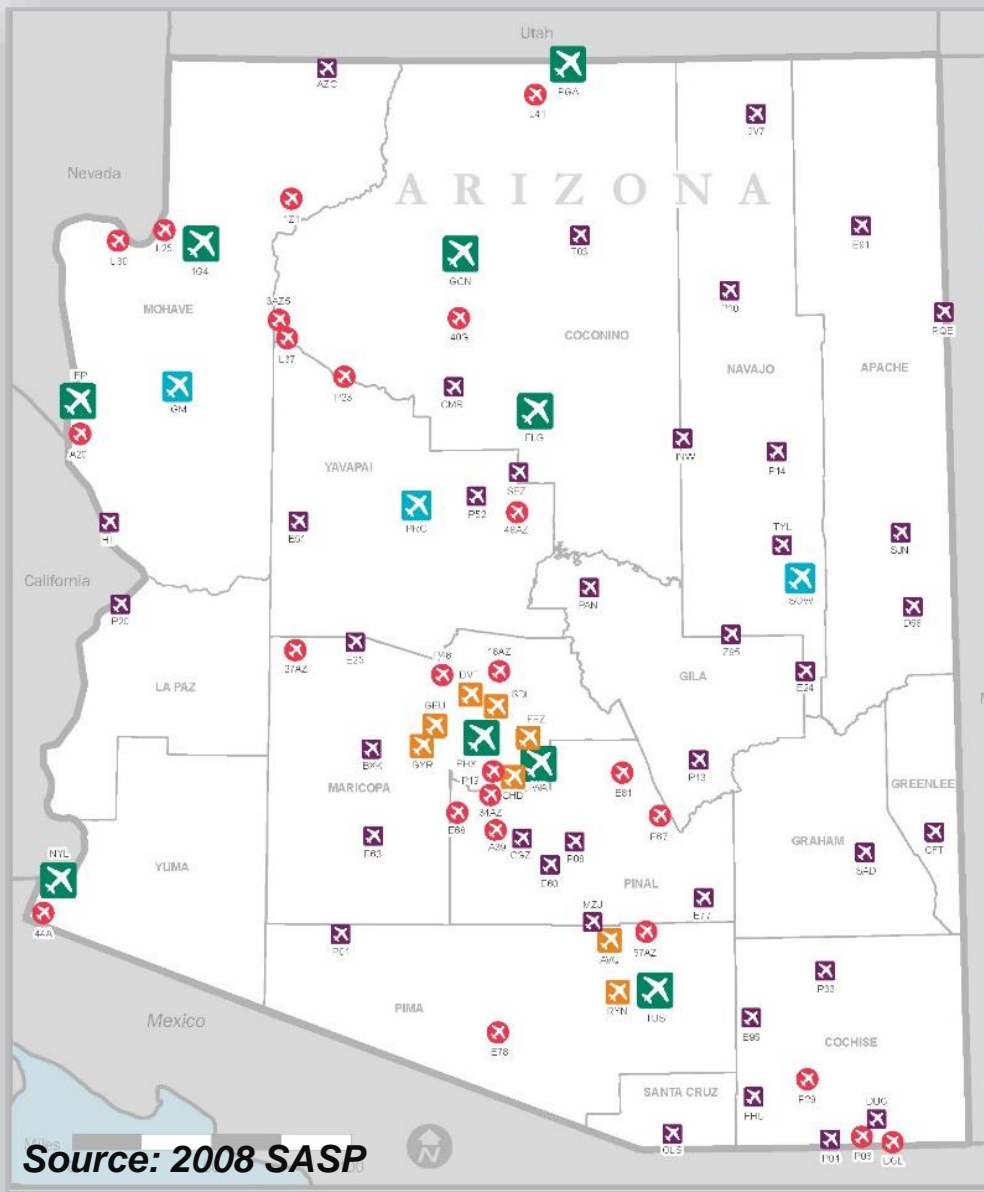


TASK 6

Evaluate System



2008 ADOT Roles



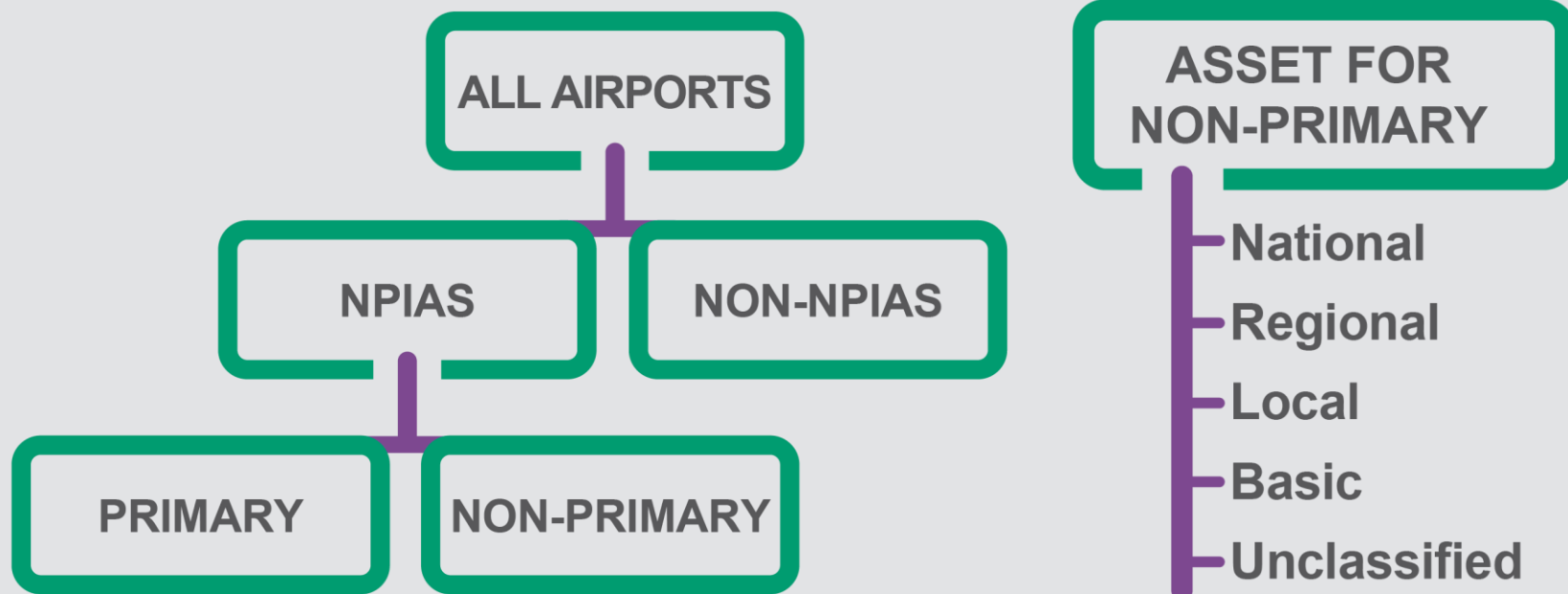
Commercial Service
Reliever
GA – Community
GA - Rural
GA - Basic

Task 5



Source: 2008 SASP

FAA NPIAS ASSET Classifications



This works on national but not state level – no tie to ADOT goals and no provision for non-NPIAS

Current AZ System Classifications

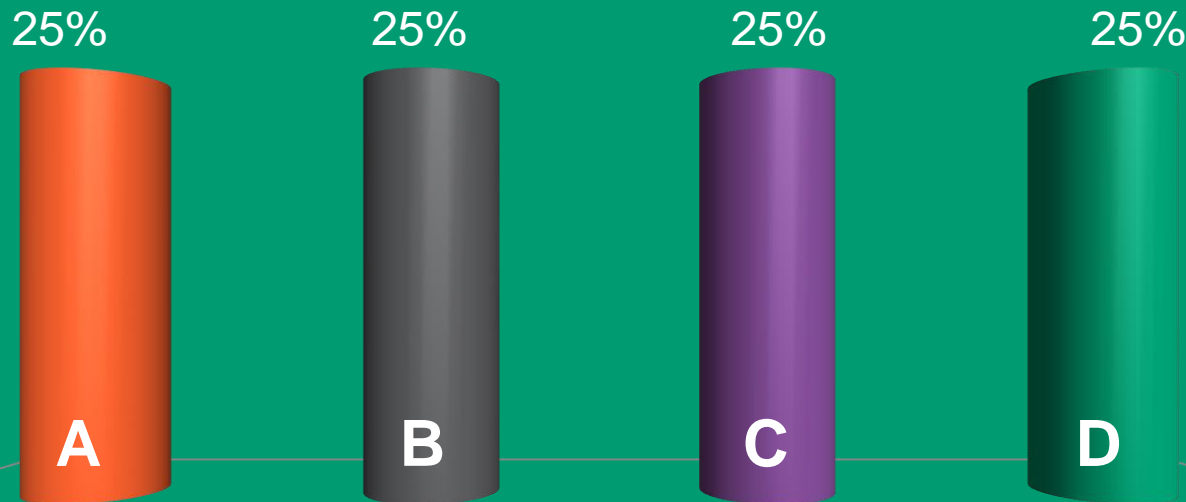
NPIAS by Category	Number
Primary	9
Non-primary – National	2
Non-primary – Regional	10
Non-primary – Local	15
Non-primary – Basic	19
Non-primary – Unclassified	4
Total	59
Non-NPIAS*	27
Total	86

**Excludes private/private*

According to the 2017 – 2021 NPIAS, Arizona's 59 NPIAS airports will have \$402 million of airport development needs within the next five years.

**This airport served as a refueling stop
on the nation's first transcontinental
passenger line.**

- A. Tucson International
- B. Holbrook Municipal
- C. Falcon Field
- D. Winslow-Lindbergh Regional ★

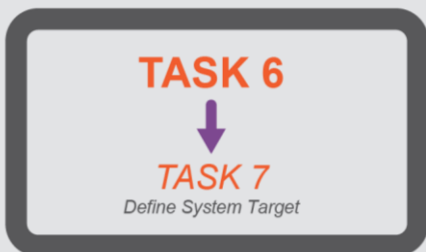


Pop Quiz



Evaluate Current Airport System Performance

- Develop report card identifying where existing system is adequate or deficient
- Reflective of the system's ability to satisfy accessibility needs and fulfill quality-of-life benefits associated with airports, especially in rural communities
- Provides quantitative data and recommendations to support funding priorities and project selection



Define Future Airport System Performance Targets

- Develop future performance targets
- Guide potential modifications to airport classification system

2008 SASP Performance Targets

Performance Measure	Current Compliance	Target Performance
Development		
Percent of population within a 30-minute drive time of each airport, by role category (additive percentages included in target column)	86%	88%
Percent of communities in the state with a population greater than 5,000 within a 60-minute drive time of a commercial service airport	82%	No target established
Percent of communities in the state with a population greater than 1,000 within a 30-minute drive time of a general aviation airport	87%	No target established
Percent of population within a 30-minute drive time of a public use airport	85%	88%
Percent of population within a 30-minute drive time of a National Plan of Integrated Airport Systems (NPIAS) airport	83%	84%
Percent of population within a 30-minute drive time of an airport and the number of airports with an instrument approach	80%	85%
Percent of airports within a 30-minute drive time of an airport with ILS or LPV	31%	35%
Percent of licensed pilots within a 30-minute drive time of a system airport	94%	No target established
Percent of airports capable of supporting emergency medical transport aircraft	40%	59% Full Capability 72% with AWOS Network
Percent of communities in the state with a population greater than 15,000 within a 30-minute drive time of a general aviation airport that can accommodate large general aviation aircraft (Airport Reference Code (ARC) B-II) and has Instrument Meteorological Conditions (IMC) capability	97%	No target established
Percent of airports with on-site weather reporting and percent of statewide area within 25 nautical miles of an airport with on-site weather reporting	48% of airports 57% of land area	67% of airports 75% of land area
Percent of population and area within a 30-minute drive time of an all weather runway (paved, instrument approach, AWOS)	77%	84%
Percent of airports with jet fuel	52%	59%
Percent of airports with 24/7 fuel	45%	52%
Percent of airports with sufficient operational capacity	87%	No target established
Percent of airports projected to have sufficient operational capacity in 2030	80%	No target established
Number of airports experiencing delay to aircraft operations: the maximum and average delay in minutes an aircraft experiences due to airside congestion	23 in 2007 28 in 2030	No target established
Percent of population and employment centers that are within a 30-minute drive time of a system airport projected to not have sufficient capacity in 2030	72% population 40% employment centers	No target established
Airports with a current (past 5 years) master plan	55%	100% of Applicable Airports
Percent of airports with surrounding municipalities that have adopted "disclosure areas"	35%	100% of Applicable Airports

TASK 7 → **TASK 8**
Recommend & Funding

Task 7



Develop Specific Recommendations / Identify Potential Funding Sources

- Develop recommendations to improve the existing priority rating system
- Assess the future of the aviation system under multiple funding scenarios
- Develop performance monitoring system to monitor statewide system over time

Define a system that is adequate to serve state needs and local initiatives

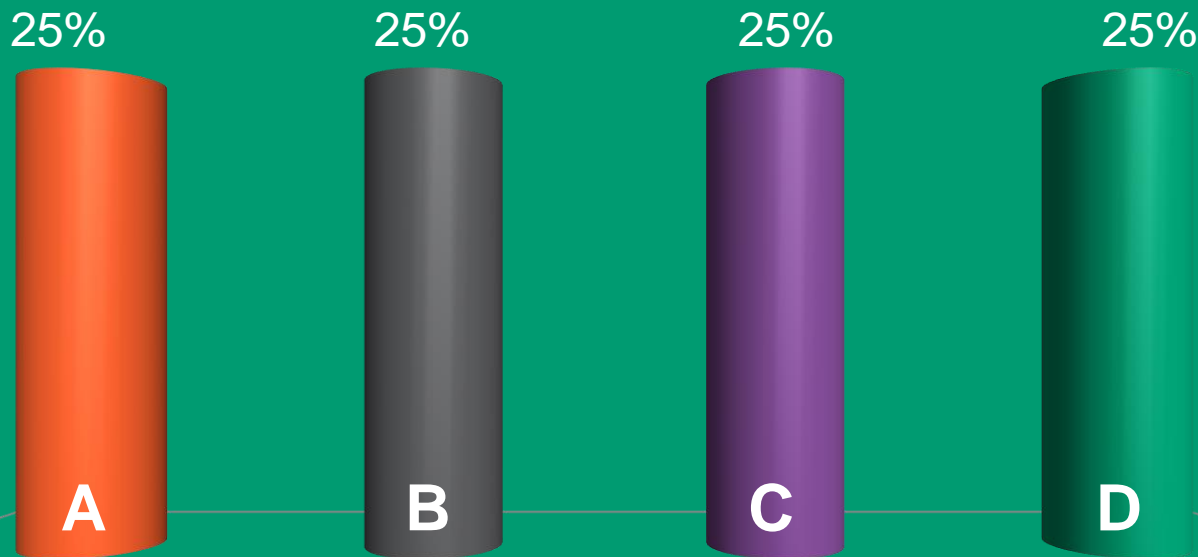
Final SASP Update Report



Task 9

This airport's long runway can accommodate NASA space shuttles in an emergency situation.

- A. Phoenix Sky Harbor
- B. Deer Valley
- C. Sierra Vista Municipal ★
- D. Yuma International



Pop Quiz



Next Steps and Accomplishments

Next Steps

- Complete airport inventories
- Analyze inventory data
- Begin forecasting process
- Conduct public participation meetings in late summer and early fall throughout Arizona

Today's Accomplishments

- Purpose and drivers of SASP Update
- Interrelationships between tasks
- Key data and processes used to guide recommendation modifications
- Potential project implications



Questions?

Thank You!

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[azdot.gov/planning/transportation-programs/
arizona-state-aviation-system-plan-\(sasp\)-update](http://azdot.gov/planning/transportation-programs/arizona-state-aviation-system-plan-(sasp)-update)
