Work Plan

• Review 2003 Transportation Plan
• Conduct system analysis
• Develop statewide economic impact model
• Assess development options
• CIP/Costs analysis
• Publish findings and deliverables
• 12 month process
LASP Process

Vision Phase
- Goals/Issues
- Inventory
- Forecasts

Choices Phase
- Facility/Service Objectives
- Benchmarking
- Compliance

Action Phase
- Costs/Funding
- Implementation
- Economic Impact
Goals/Issues

• **Access**: provide adequate airport access to the state’s population
  – 94% of population within 60 minutes of commercial airport
  – 98% of population with 30 minutes of any airport

• **Physical**: ensure airports have the facilities necessary to fulfill the assigned system role
  – Must meet safety criteria
  – Must meet design standards

• **Economic**: provide an aviation system that supports the local, regional, and state economies by enabling the rapid and efficient movement of people and products that rely on aviation
Inventory

• Collect data from each airport detailing its facilities, services and operations
  – Survey
  – On-site visits
  – Follow up calls
• Part of input for determining airport’s role within the state system
  – Reliable and timely data is critical to the study
Forecasts

- Forecast demands 30-year time period
  - Base year: 2010
  - Forecasts for:
    - 2018
    - 2023
    - 2033
    - 2043
- Pax enplanements
  - Assess leakage in and out
- Scheduled airline operations
- General aviation operations
- Air Cargo tonnage
Facility/Service Objectives

- Review 2003 LASP airport categories
- Stratification of airports into roles using data such as:
  - Population served
  - Accessibility
  - Facility parameters
  - Services provided
- Establish facility/service objectives based upon system role

Roles from last study:
CS Airport, GA Reliever, GA National
  - GA Regional
  - GA Local
  - GA Limited
Benchmarking

For each airport role, establish minimum thresholds for facility requirements and service levels

**General Aviation - Regional Airports**

- **ARC**: B-II or greater
- **RUNWAY LENGTH**: 100% of Small Aircraft with less than 10 passenger seats
- **RUNWAY WIDTH**: To meet ARC requirements
- **TAXIWAY WIDTH**: Partial Parallel
- **NAVIGATIONAL AIDS**: Non-Precision Approach
- **VISUAL AIDS**: PAPIs
- **LIGHTING**: MIRL, Beacon
- **WEATHER REPORTING**: Automated Weather
- **SERVICES**: Phone, Restrooms, FBO, Maintenance, Jet Fuel, 100 LL, Ground Transportation
- **FACILITIES**: Terminal, Aircraft Apron, Hangars, Auto Parking
- **COMMUNICATIONS**: GCO
Compliance

- Measure the performance of airport system against previously established benchmarks
- Identify shortfalls within the system and at individual airports
- Craft development alternatives to address shortfalls
Costs/Funding

- Develop cost estimates for each development alternative
- Determine funding sources for each project
- Assess pros and cons of each development alternative, taking into account costs and funding sources
Implementation

• Develop a phased plan for bringing the preferred development alternatives to realization
  – Short range projects
  – Medium range projects
  – Long-range projects
  – Projects beyond the planning horizon
Study Goals

• Quantify the economic contribution of 68 airports
  – Overall economic impacts
  – Tax impacts
  – Air cargo impacts
  – Benefits to business

• Use FAA approved methodology

• Provide airport promotional materials

• Educate state/community stakeholders
Types of Economic Impact:

- **Direct Impacts**
  - On Airport
  - Visitors to LA: Commercial, GA visitors
- **Multiplier Impacts**
- **Total Impacts**
- **Non-quantifiable/Qualitative Benefits**
Next Steps

- GIS Analysis
- Airport Performance Analysis
- Recommended System
- CIP Cost Analysis
- Economic Impact Multipliers
- Draft Tech Report(s)
- Draft Summary Brochures