Agenda

1. Airport Master Plan Process and Update
2. Forecasts of Aviation Demand
3. Facility Requirements
4. Preliminary Alternatives
5. Next Steps
LNA Airport

- Runways
- Taxiways
- General Aviation Area
- Access Road
Airport Master Plan Process

Goals & Objectives
- Inventory
- Imagery/Survey
- Existing Plans

Data Collection
- Economic Analysis
- Annual & Peak Demand

Facility Req’mnts
- Capacity compared to projected demand

Forecast

Facilities
- Layouts for required facilities

Alternatives Dev’t *
- Impact of proposed alternatives

Env. Overview
- Cost estimating
- Phasing
- Cash flow

Impl & Fin’l Planning

ALP Update
- FAA Approval

* Alternatives will be prepared and refined based on input from technical committee and public
2008 Master Plan

- New General Aviation Area
- Runway Rehabilitation
- Apron Improvements
- New Helicopter Parking
Palm Beach County Park Airport Projects

• Recently completed & on-going projects
  – Runway 15-33 (now 16-34) Rehabilitation
  – Taxiway C Reconstruction
  – Demolition of Existing Fuel Farm
  – Demolition of Existing Hangar Rows 600 and 700 (Hurricane Damage)
  – Apron Rehab / Reconstruction (East of new Fuel Farm)
  – Runway Re-Designation (Marking & Signage)
  – FBO Hangar Improvements (Roof replacement, doors, etc.)
  – Southside Redevelopment Program Phase 1 and 2 (East of Main Entrance)

• Future Projects
  – New Fuel Farm & Wash Rack
  – Apron Rehab / Reconstruction (Located West and North of new Fuel Farm)
  – Runway 4-22 Rehabilitation
  – Runway 10-28 Rehabilitation
  – FBO Existing Terminal Improvements/New Terminal
  – LNA Southside Development Program Phases 3 and 4
  – LNA T-Hangars Row 700 Redevelopment
  – LNA Box & T-Hangars Row 600 Redevelopment
Airport Master Plan Update – 2018/2019

• Inventory Chapter:
  Chapter reviewed by DOA and the FAA

• Forecasts of Aviation Activity Chapter:
  Forecasts approved by the FAA

• Facility Requirements:
  Draft chapter with DOA

• Alternative Analysis:
  Preliminary Analysis in progress
  Alternatives will be prepared and refined based on input from technical committee and public
Aviation Demand Forecasts
Aviation Demand Forecasts

- Based Aircraft
  - Recommended forecasts for based aircraft utilize similar growth rates to the FAA’s Terminal Area Forecasts (TAF) projections

<table>
<thead>
<tr>
<th>Forecast Element</th>
<th>2017</th>
<th>2022</th>
<th>2027</th>
<th>2037</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Based Aircraft</td>
<td>214</td>
<td>234</td>
<td>256</td>
<td>306</td>
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<tr>
<td>Single Engine</td>
<td>169</td>
<td>187</td>
<td>206</td>
<td>250</td>
</tr>
<tr>
<td>Multi-Engine</td>
<td>31</td>
<td>32</td>
<td>33</td>
<td>36</td>
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<tr>
<td>Jet</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Helicopter</td>
<td>14</td>
<td>15</td>
<td>17</td>
<td>20</td>
</tr>
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</table>
Aviation Demand Forecasts

- **Operations**
  - Recommended forecasts for based aircraft utilize similar growth rates to the FAA’s Terminal Area Forecasts (TAF) projections

<table>
<thead>
<tr>
<th>Forecast Element</th>
<th>2017</th>
<th>2022</th>
<th>2027</th>
<th>2037</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Operations</strong></td>
<td>117,050</td>
<td>128,047</td>
<td>140,077</td>
<td>167,635</td>
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<tr>
<td>Local</td>
<td>90,000</td>
<td>98,596</td>
<td>107,860</td>
<td>129,079</td>
</tr>
<tr>
<td>Itinerant Air Taxi *</td>
<td>2,000</td>
<td>2,511</td>
<td>2,752</td>
<td>3,303</td>
</tr>
<tr>
<td>Itinerant General Aviation</td>
<td>25,000</td>
<td>26,890</td>
<td>29,416</td>
<td>35,203</td>
</tr>
<tr>
<td>Itinerant Military</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>50</td>
</tr>
</tbody>
</table>

* Air taxi operations, often referred to as air charter operations, are those operations conducted by turbine aircraft with greater than six seats operating under FAR Part 135 or Part 91/91K flight rules
Facility Requirements
Facility Requirements

• Airfield
  – Update taxiway fillet design when taxiways are due for rehabilitation
  – Evaluate options to improve Taxiway A and C with Runway 4 threshold and taxiway P with Runway 28 threshold
  – Add Blast pads to all Runways

• General Aviation
  – Add additional T-Hangars, shadeports and conventional hangars as demand warrants
  – Increase FBO/Pilot’s lounge size as needed when demand warrants and preserve area for additional aviation facilities
  – Evaluate the need for dedicated helicopter parking positions as demand warrants

• Access and Parking
  – Evaluate the need for additional public parking and add parking as demand warrants

• Support
  – Preserve area for future ATCT
## Facility Requirements

- General Aviation Requirements

<table>
<thead>
<tr>
<th></th>
<th>PAL 1 (128,047)</th>
<th>PAL 2 (140,077)</th>
<th>PAL 3 (167,635)</th>
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</thead>
<tbody>
<tr>
<td><strong>Square Feet (Acres)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Tie-downs and Total Apron Space Requirement</strong></td>
<td>164 (489,800 sq ft)</td>
<td>181 (536,200 sq ft)</td>
<td>217 (640,000 sq ft)</td>
</tr>
<tr>
<td><strong>Excess/Deficiency Tie-downs (Total Apron Space)</strong></td>
<td>12 (155,200 sq ft)</td>
<td>5 (108,800 sq ft)</td>
<td>41 (5,000)</td>
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<tr>
<td><strong>Total Hangar Space Requirement</strong></td>
<td>289,500 sq ft</td>
<td>303,000 sq ft</td>
<td>353,000 sq ft</td>
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<tr>
<td><strong>Excess/Deficiency</strong></td>
<td>18,900 sq ft</td>
<td>3,400 sq ft</td>
<td>33,600 sq ft</td>
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<tr>
<td><strong>Total GA Space Requirement</strong></td>
<td>734,300 sq ft</td>
<td>796,200 sq ft</td>
<td>937,000 sq ft</td>
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<tr>
<td><strong>Excess/Deficiency</strong></td>
<td>174,100 sq ft</td>
<td>112,200 sq ft</td>
<td>28,600 sq ft</td>
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</tbody>
</table>

**PAL: Planning Activity Levels**
- **Green:** Excess tie-downs or space when comparing existing facility to projected demand
- **Red:** Deficiency when comparing existing facility to projected demand
Preliminary Alternatives
Preliminary Alternatives

- Analysis of impacts of meeting full design standards versus maintaining aircraft specific standards
- Add additional T-Hangars, shadeports and conventional hangars
- FBO Size Increase
Existing Aircraft Specific Design Standards
Existing Aircraft Specific Design Standards

Approximately 145 parking spots
FAA Design Standards

Approximately 97 parking spots
Next steps
Next Steps

• Alternative Analysis
  Finalize Draft Alternatives based on input from technical committee and public (Summer)

• Environmental Overview
  Brief overview of anticipated environmental impacts from Alternatives (Summer)

• CIP and Phasing Plan
  Develop Costs and Implementation and Phasing Plan (Fall)

• Airport Layout Plan
  Develop Airport Layout Plan Set (Fall and Winter)
THANK YOU