

PAGE MUNICIPAL
AIRPORT
**MASTER PLAN
UPDATE**
2000-2020



Introduction

1.1 STUDY BACKGROUND

The City of Page, with a grant from ADOT Aeronautics, initiated a Master Plan study (Master Plan 2000) in the summer of 1999. The new Master Plan 2000 supersedes the April 1989 Master Plan. The 1989 Plan presented aviation forecasts and proposed development through 2010. Between 1995 and 2000, the previous Plan forecast growth from 54 to 61 based aircraft and 72,900 to 85,400 annual operations. In comparison, actual based aircraft and annual operations in 1998 totaled 54 and 58,000 respectively. However, operations dropped to 40,000 in 1999. Thus, actual aviation demand is well below forecast prepared a decade ago. Further, the airport and surrounding property have experienced significant development since the previous Master Plan.

Since this study was initiated in 1999, the Plan uses 1998 as the base year for the collection of socioeconomic and aviation activity data – the latest “complete” year. However, more recent data will be noted throughout the Study, where appropriate. The base year represents the “existing conditions” of the Study.

1.2 STUDY PURPOSE

The purpose of this study is to update the April 1989 Airport Master Plan. This master plan is designed to be responsive to the current goals and objectives of the Page Municipal Airport. The study provides guidelines for the twenty-year master planning future that will satisfy aviation demand, support land use compatibility planning with community development plans, and minimize environmental impacts.

The Master Plan should serve as a tool to enable the City of Page to make rational aviation investment plans and ensure that airport facilities remain viable in providing long-term aviation benefits to the community.

1.3 PRELIMINARY GOALS AND OBJECTIVES

This section summarizes the airport master planning goals and associated objectives established by the Planning Advisory Committee (PAC) to meet community guidelines, address relevant public concerns, and consider the different interests and factors that exist at the airport. These goals and objectives will be used throughout the study to guide the work effort.

Goal: *To provide airport facilities and services for all users in a fiscally responsible manner that maximizes safety, efficiency, and opportunity for use.*

Objectives: To develop the airport in a manner that balances the need to conform to physical design standards as established by federal, state, and local agencies, with community needs and the financial constraints.

To document rationale for recommendations through a complete investigation of concepts and alternatives on technical, economic, and environmental grounds.

To establish an action plan for city, state and federal future capital improvement programs.

Goal: *To develop aviation demand forecasts that are responsive to expected socioeconomic factors and demand levels in the Page area.*

Objective: To develop estimates of short- (2005), intermediate- (2010), and long-term (2020) aviation activity levels at Page. To identify the possible characteristics of future air travel demand.

Goal: *To ensure airport compatibility with local land use patterns and plans.*

Objectives: To define airspace requirements of the airport and identify existing and potential obstructions to these.

To identify on-airport land use and assess their impacts on the contiguous areas.

To identify potential conflicts between Airport use and development related to adjacent land use.

Goal: *To produce a plan for airport development that meets the needs and desires of the community it serves.*

Objectives: To develop a public awareness of the airport planning and development process.

To encourage and utilize comments from all sectors of the aviation community in developing an airport master plan update that can be adopted, endorsed, and implemented.

To ensure that the public, along with federal, state, and local officials, have an opportunity to participate in the decision-making process during the development of the plan.

To develop a phased program of specific airside and landside facility improvements to accommodate the forecasts of future aviation demand for Page.

1.4 ISSUES

Airport issues are identified during the initiation of the master planning effort to ensure that the PAC and public have an early opportunity to provide input into the master planning process. This effort also provides the necessary information to the members of the PAC and consultant team to guide the data collection process.

This section summarizes the preliminary identification of airport issues to be addressed in the Airport Master Plan Update. Additional issues may evolve during the planning process.

- A. Helicopter operations over parked fixed wing aircraft. Currently helicopters are taking off and landing directly over fixed wing aircraft parked on the apron in lieu of following taxilanes and taxiways. This is a safety concern.
- B. Apron size. Additional aircraft apron is needed to accommodate transient and based aircraft as well as circulation.
- C. Drainage issues around the airport. Drainage problems are evident in various areas of the airport. In particular, the hangar area North West of the terminal area is experiencing significant drainage problems.
- D. Pavement maintenance. Pavement maintenance is an ongoing issue for the airport. The City understands that addressing this issue is required to protect their existing airport investment and remain eligible for federal and state funding.
- E. Airport vs. private development. Land use planning on the airport is critical to ensure that specific types of airport activities are separated by function for safety, security, and overall management.
- F. Long-term and short-term vehicle parking spaces. Additional parking is needed to serve the existing and growing activity at the airport.
- G. Crosswind runway. The crosswind runway's location has been a growing safety concern for the airport.
- H. Main runway length. It is uncertain whether the length of the existing runway will meet the future needs of the airport including the operation of other regional commuter airlines. Lengthening the runway will also be considered for safety purposes.
- I. Fixed wing and helicopter storage. Additional hangars are needed to serve the growing base fixed wing aircraft and helicopter needs.
- J. Off-airport compatible land uses and noise. As the community and aviation activity continues to grow, noise and compatible land use development will become more sensitive airport issues.
- K. Parallel taxiway on crosswind runway. It is uncertain whether the crosswind runway activity and on airport circulation will require the development of a parallel taxiway for the crosswind runway.
- L. Underutilized land and terrain constraints. A comprehensive review of available and underutilized airport land is needed. In particular, the East Side should be reviewed.

- M. Taxiway widths, separations, and turning radius. Recently aircraft with large wingspans have been operating at the airport. It is uncertain whether these aircraft dictate increased taxiway widths and separations. Further, airport users believe that the turning radius of some of the taxiways are too sharp.
- N. Security. With the increasing airport activity, security has become an important issue for the airport. Further, Sunrise Airlines is in the process of initiating passenger screening for Las Vegas flights. Airport boundary fencing and gate entries require evaluation.
- O. Airport Circulation and Automobile Access. Based aircraft owners have been crossing the secondary apron (located south) to get to their hangars. This presents a safety concern. A more distinct separation between aircraft taxilanes and vehicles is needed. Further, a comprehensive review of airport circulation is needed..
- P. Building Restriction Lines (BRL). Based on the current BRL designation, there are existing hangars beyond the BRL boundary that may require relocation in the future.
- Q. Lighting. Additional lighting around the apron, hangars and airfield requires evaluation to help minimize incidents with wildlife on the airport by improving nighttime line of sight.

1.5 STUDY OVERVIEW

The study approach was designed with guidance from the FAA Advisory Circular 150/5070-6A, Airport Master Plans. This approach requires a series of interdependent steps for systematic development of the airport master plan.

This master plan is responsive to the goals and objectives of the Page Municipal Airport and provides guidelines for the twenty-year master planning future which will satisfy aviation demand, support land use compatibility planning through integration with community development plans, and minimize environmental impacts to the extent possible. The work program is organized according to the following elements.

Element	Description
1	Administration and Coordination
2	Study Initiation
3	Inventory
4	Aviation Demand Forecasts
5	Facility Requirements
6	Alternatives Analysis
7	Airport Plans
8	Environmental Overview
9	Land Use Analysis
10	Financial Management and Implementation Plan
11	Master Plan Documents
12	Rates and Charges Analysis
13	Airport Drainage Analysis

The first task, Study Initiation, concluded with the preparation of this chapter – Chapter 1, Introduction.