

MEETING AGENDA

- Introductions and Sign-In
- Airport Funding
 - National Plan of Integrated Airport Systems
- Airport Master Plan Overview
 - Inventory
 - Forecast
 - Facility Requirements
 - Safety Design Standards
- Essential Air Services
- Economically Distressed Areas
- Airport User Survey
- How to Get Involved
 - Public Meetings
 - Listening Sessions
 - Emails, Calls, Website
 - Advisory Council
- Questions and Comments



Contact Information:
 Rick Patton, Project Manager
 rpatton@gdaengineers.com
 307.899.3421

Trent Holder, Planner
 tholder@gdaengineers.com
 307.587.3411

FAA Requirements

The Federal Aviation Administration (FAA) is a world of standards. The FAA uses Design Standards to provide an acceptable level of safety on airports. By applying Design Standards to classes of aircraft the FAA is able to match the level of safety appropriately to the level of risk. This is an important core concept for every Master Plan.



Economic Impact

Airports throughout Utah accommodate a long list of aviation related businesses, including flight schools, commercial airlines, aircraft maintenance and repair shops, air cargo companies, ground transportation providers, concessionaires, and others. There are also on-airport employees who are charged with the day-to-day maintenance, operation, and development of system airports. Additionally, airports throughout Utah support visitor-related travel. These visitors spend money on hotels, entertainment, shopping, ground transportation, food, and other items. In 2003, Cedar City Regional Airport’s economic impact was calculated as follows:

Total Employment	Total Payroll	Total Output
336.5	\$9,711,200	\$22,848,600

When inflation rates are applied to the total output, this amount could equate to about \$29.4 million in 2014.

Public Involvement

Public input is highly encouraged during the Master Plan process. Each Master Plan includes a public involvement program, and the amount of public involvement typically corresponds to the complexity of the airport and project. Effective public involvement includes numerous parties, including but not limited to: aircraft owners, hangar tenants, staff of the airport and businesses on airport property, public officials, governmental agencies, and the general public.