

AIRPORT USER SURVEY

A survey is being developed for the users of Cedar City Regional Airport. The survey will be available at the public meetings, as well as on the GDA Engineers' website. Copies can be emailed or mailed upon request. Your participation will provide critical public feedback for the Master Plan. Specific responses and comments on the survey will not be associated with the individuals who provided them.

It is imperative that as many local users participate in the survey as possible. If you know of anyone else who should receive a copy of the survey, please provide their contact information to Trent at the information below.

Trent Holder
 GDA Engineers
 502 33rd Street
 Cody, WY 82414
 tholder@gdaengineers.com
 Telephone: 307.587.3411
 Fax: 307.527.5182

Please reference the CDC Master Plan in your correspondence.

ADVISORY COUNCIL

An Advisory Council will be established as part of this project. As outlined in the approved Scope of Work, the purpose of the Advisory Council will be to assist in facilitating meetings, gathering feedback, and providing guidance to the planning efforts.

The Advisory Council will be comprised of local area citizens. Likely candidates will be representatives of the City, County, businesses (aviation and non-aviation related), hospital, governmental agencies with an airport interest (such as the Bureau of Land Management for firefighting), and local pilots.

Members of the Advisory Council will be asked to review documents associated with the Master Plan, attend public meetings, and provide input regarding future development of the airport.

WEBSITE ACCESS

Throughout the Airport Master Plan process, information will be available on the GDA Engineers' website by creating an account.

1. Go to www.gdaengineers.com.
2. Click on the "Project Portal" tab at the top of the page.
3. Register a new account and select "Cedar City Regional Airport Master Plan" under Request Project Access.
4. GDA staff will approve the account and you will receive an email. Then repeat the first two steps and sign in with your email address and password. If you experience any difficulty, contact GDA.



MEETING INVITATION

The Cedar City Regional Airport is beginning work on a Master Plan. This is the first of several public meetings. The meeting should last approximately one hour.

PLANNED PROJECT MEETINGS

Meeting 1 • Project Start

- Meeting 2 • Completion of Inventory and Forecasts
- Meeting 3 • Completion of Facility Requirements
- Meeting 4 • Completion of Existing Airport Development Alternatives Workshop
- Meeting 5 • Presentation of Draft Master Plan and ALP Drawings
- Meeting 6 • Presentation of Final Documents

AIRPORT MASTER PLANS

An Airport Master Plan is a comprehensive study of an airport that describes short-, medium-, and long-term development plans to meet future aviation demand. Master planning studies that address major revisions are referred to as "Master Plans" while those that only change parts of the existing documentation and require a relatively low level of effort are referred to as "Master Plan Updates."

The elements of the master planning process vary in the level of detail and complexity depending upon the size, function, and problems of the individual airport. Airport Master Plans are prepared to match the community's aviation need with the most appropriately sized facility. A Master Plan presents a strategy for the development of

the airport by providing a framework to cost-effectively satisfy aviation demand while considering the potential environmental and socioeconomic impacts.



The Master Plan usually includes a pre-planning phase, public involvement, a review of environmental considerations, an inventory of existing conditions, forecasts of aeronautical demand, facility requirements, alternative development and evaluation, airport layout plans, a facilities implementation

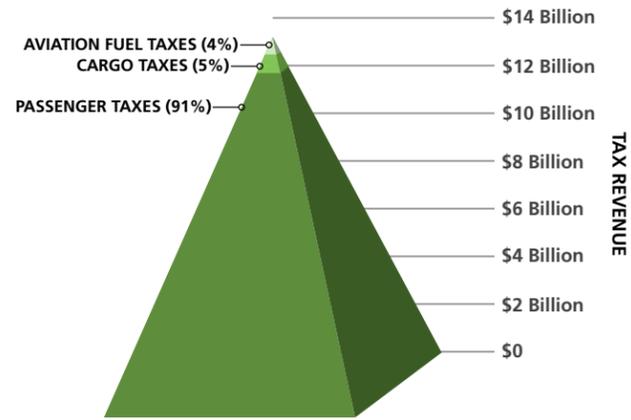
plan, and a financial feasibility analysis. **Feedback from the local community and airport users is critical for developing a successful Airport Master Plan.**



AIRPORT FUNDING

The Airport Improvement Program (AIP) was established by the Airport and Airway Improvement Act of 1982 to provide funding to airports on a priority needed basis. The FAA (Federal Aviation Administration) coordinates this program. Revenues that fund the AIP program are generated from taxes on aviation activity: taxes on airline tickets, cargo, and fuels used by aircraft.

Airport and Airway Trust Fund (2014)



The AIP is a user funded program and is not funded by federal income tax dollars. The AIP funds are collected in the Airport and Airway Trust fund which is divided into several entitlements. While some of the funding is used for FAA overhead costs, the majority of the money is distributed to community airports through grants. Eligible airports range from small community facilities to the largest commercial airports in the national system. Eligible projects include those improvements that enhance airport safety, capacity, security, and address environmental concerns.

Aviation demand at the airport must justify the projects. Eligible projects include such things as runway construction, airfield lighting, land acquisition, planning studies, and automated weather observation stations.

This Master Plan project is funded with AIP and local funds. Additional information about Airport Improvement Program (AIP) funding can be found at: www.faa.gov/airports/aip/.

NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS (NPIAS)

The national infrastructure of public use airports form what the FAA defines as the National Plan of Integrated Airport Systems (NPIAS). The national airport system is critical to the national transportation system and helps air transportation contribute to a productive national economy and international competitiveness. The NPIAS includes 3,283 airports, 10 heliports, and 38 seaplane bases. Each state has many airports in the NPIAS. To be eligible for AIP funding an airport must be in the NPIAS.

AVIATION IN UTAH

The NPIAS recognizes six Commercial Service airports and 41 General Aviation airports within Utah. Cedar City Regional Airport is one of the six Commercial Service airports. This airport is categorized as a Primary Non-Hub airport, meaning enplanements of 10,000 or more passengers annually. Of the other five airports, two are categorized as Non-Primary with enplanements between 2,500 and 10,000 annually, two are categorized as Primary Non-Hub, and one, Salt Lake City International Airport, is categorized as Large Hub, meaning it captures 1% or more of annual national enplanements.



ESSENTIAL AIR SERVICES (EAS)

The Essential Air Services (EAS) program was created to guarantee commercial service by a carrier for remote communities, if such service was provided before the Airline Deregulation Act of 1978 was passed.



Cedar City meets the criteria for the EAS program, having had commercial service before the deregulation. Additionally, Cedar City is more than 175 miles from the closest large or medium hub airport; it is located 179 miles northeast of McCarran International Airport (LAS) in Las Vegas, NV. Salt Lake City International Airport (SLC) is the next closest large or medium hub airport, located 250 miles to the northeast of Cedar City.

When negotiating subsidy rates with carriers to provide EAS, the US Department of Transportation (USDOT) generally establishes two-year contracts. This allows for the competitive bidding process to keep subsidy costs in check and gives communities and USDOT opportunities to switch carriers, if appropriate.

Most recently, SkyWest was selected in January 2014 for a 2-year contract to provide EAS to Cedar City. A Request for Proposal for the EAS subsidy contract beginning in January 2016 was issued in June 2015. In July 2015, SkyWest submitted a proposal. In September 2015, Cedar City Mayor Maile Wilson submitted a letter to USDOT in support of SkyWest's proposal.



ECONOMICALLY DISTRESSED AREAS (EDA)

The FAA Modernization and Reform Act of 2012 established a special rule for economically distressed communities permitting the federal government's share of allowable AIP project costs to be increased from 90% to 95%. This special rule applies to airports that participate in the EAS program as of October 1 of each year and are located in an area that meets one or more of the following criteria:

1. Low per capita income – the area has a per capita income of 80% or less of the national average per capita income. **Cedar City meets this criteria. In 2013, the community's per capita income of \$17,710 was 63% of the national average of \$28,155.**
2. Unemployment rate above national average – the area has an unemployment rate that is, for the most recent 24-month period for which data are available, at least 1% greater than the national average unemployment rate.
3. Unemployment or economic adjustment problems – the area is in an area that the Secretary of Commerce determines has experienced or is about to experience a special need arising from actual or threatened severe unemployment or economic adjustment problems resulting from severe short-term or long-term changes in economic conditions.