



AIRPORT LAYOUT PLAN

General

The airport layout plan (ALP) is a scaled graphic representation of existing and proposed airport facilities, indicating their location on the airport and pertinent clearance and dimensional information required to show conformance with applicable standards. The ALP depicts the recommended location of the facilities which are forecast as necessary to accommodate the 20-year demand, as discussed in Chapter 3. The ALP shows development of needed facilities in stages, consistent with forecast demand. The plan outline serves as a guide to the orderly and rational improvements of the airport based on current projections.

Airport Role

The Provo Municipal Airport is designated a general aviation airport. As proposed, the future role of the airport should remain a general aviation airport unless the community decides to pursue commercial service. The airport accommodates all segments of the aviation industry—general aviation, air carrier/air taxi, air cargo, military, corporate, emergency, medical and agricultural users.

Utilizing current FAA terminologies, which are discussed in greater detail in Chapter 3, the Provo Municipal Airport is listed in the 1998 National Plan of Integrated Airport Systems (NPIAS) and the Wasatch Front Regional Council's 1998 update to the Metropolitan Airports System Plan (MASP) as a general aviation facility, accommodating category C-II aircraft.

Runways

The Provo Municipal Airport currently maintains two active runways. Runway 13-31 is composed of asphalt (with a recent porous friction course (PFC) overlay treatment), and measures 8,600 feet long (rounded) by 150 feet wide. Lighted with a medium intensity runway lighting system (MIRL), the runway is marked for precision instrument approaches to serve the ILS runway 13 approach. According to the 1999 FAA Form 5010-1, the runway strength is rated at 65,000 pounds single wheel gear (SWG), 85,000 pounds dual wheel gear (DWG), and 140,000 pounds dual tandem gear (DTG). Visual landing aids include a PAPI-4 on Runway 13 and a VASI-2 on Runway 31. The runway is in good condition, however, routine overlays should be completed to protect the integrity of the existing pavement. The site is constrained, however, the length should be sufficient through the study period. The lighting aids should be retained and maintained.

Runway 18-36 is composed of asphalt and its dimensions are 6,602 feet long by 150 feet wide. The strength of the runway was rated at 50,000 pounds SWG, 70,000 pounds DWG, and 110,000 pounds DTG on the 1999 FAA Form 5010-1. Marked for visual approach operations, a medium intensity runway lighting system (MIRL) is operational on Runway 18-36, and each runway end has a two-box visual approach slope indicator (VASI-2). Runway strength is sufficient, however, routine pavement and lighting maintenance should be accomplished.

Future Runway 13R-31L will be 4,400 feet long by 75 feet wide. The strength is proposed at 12,5000 pounds SWG. It will be marked for visual operations and will have a medium intensity runway lighting system, a two-box precision approach path indicator (PAPI-2).

Taxiways

Parallel taxiways are considered a fundamental item of development and should be constructed to enhance efficiency and decrease delay unless they are considered to be cost prohibitive. The airport currently maintains a system of 50-foot wide, partial parallel and connecting taxiways which provide access to the apron and building areas.

Runway 13-31 has a partial parallel taxiway. The taxiway is 50 feet wide, has an asphalt paved surface and is rated in good condition. The extension of the full parallel taxiway has been scheduled for completion in Phase I.

Future Runway 13R-31L is also proposed to have a full-length parallel taxiway, and is shown on the ALP. The taxiway should be constructed in phases to coincide with runway maintenance, and should be 35 feet wide, has an asphalt paved surface and is rated in good condition. The extension of the full parallel taxiway has been scheduled for completion in Phase III.

Commercial Aviation Development

The ultimate terminal building is located on the southeast side of Runway 13-31. This location provides reasonable airside and landside access.

A commercial aircraft should be located directly in front of the new terminal building. The apron should initially accommodate for Boeing 737-type aircraft within expansion capability. No more than eight aircraft parking positions should be required through the year 2018, although the plan shows for the potential for up to 16 gate positions and four air cargo parking positions. Specific recommendations for layout expansion of the commercial area are presented in the terminal area plan chapter, which follows.

General Aviation Development

General aviation operations and based aircraft have increased steadily in recent years. The forecasts presented in Chapter 3 anticipate that this trend will continue through the study period. Hence, airport facilities must be developed to meet this projected demand.

General aviation is currently being served by locations east of Runway 18-36. It is anticipated that general aviation growth and development will continue in this area.

An expansion of the general aviation apron has been planned to the north. The

expansion should accommodate demand through the year 2018.

Based aircraft storage in T-hangars and individual corporate hangars has been depicted. Hangar locations are consistent with current hangar facilities and current airport land use. The size and location are for planning purposes only and specific plans should be evaluated on a case-by-case basis for general conformance to the ALP.

TERMINAL AREA PLAN

General

The terminal area plan (TAP) graphically depicts the existing and proposed layout of terminal area facilities such as buildings, aprons, parking, etc. The drawing portrays the position and location of the existing commercial area and general aviation facilities and their associated development and growth.

Commercial Terminal Area

The commercial terminal building is considered the gateway to the community. As such, the terminal is an important building and should reflect the character of the community and its citizens. A progressive architectural style and design, incorporating local tastes, is suggested. The proper size and layout of the terminal building are critical to efficient airport operations. It has been proposed that the future terminal building ultimately be about 93,800 square feet and located east of Runway 13-31. It is anticipated that the new terminal will serve current and forecasted demand through the year 2018. Terminal expansion should be anticipated but should be subject to reevaluation of passenger levels.

Airside access to the terminal would be via a proposed access taxi way and commercial apron. The commercial apron should initially accommodate at least eight Boeing 737- type aircraft with expansion capability up to 16 parking positions. Automobile parking should be proposed to provide ample space for existing and forecast demand. All proposed public parking should be conveniently located in front of the terminal. Rental car parking should also be considered.

General Aviation Area

General Aviation development is shown to accommodate continued steady growth at the airport. The primary development area is on the northeast side of Runway 13-31 and 18-38. All general aviation development shown growing from existing hangar and apron area. Specific general aviation development items are discussed below.

Hangars

The number and type of hangars are geared to demand. It should be recognized that each building type and size should be carefully evaluated prior to construction. The sizes shown are typical, however, the actual sizes may vary depending on the proposed use. The important factor is to retain the overall development scheme outlined in the plan.

Several new T-hangar buildings are shown on the TAP. These units should accommodate existing and forecast demand through the year 2018. The hangars should be developed as warranted by demand and could be constructed by the city or by private interests.

Individual corporate hangars are also shown. The hangars are expected to meet forecast demand and have been planned for all phases. Each hangar will have good airside and landside access. It is recommended that the airport lease these tracts for construction by individual users as demand warrants.

