

# Airport Master Plan

Planning Advisory Committee (PAC) Meeting #4

Ogden-Hinckley Airport (OGD)

August 21, 2019



# Agenda

-  Welcome, Introductions and Meeting Purpose
-  Schedule Update
-  Planning Considerations for Development
-  Identification of Development Alternatives
-  Comparative Evaluation of Alternatives
-  PAC's Selection of Preferred Alternative
-  The Next Steps...

# Introductions

- City of Ogden
  - Bryant Garrett, Airport Manager
  - Jon Greiner, City Consultant
- Airport Development Group Team
  - Dana Hartshorn, Chuck Kellerman, Derek Johnson (ADG)
  - Wendy Renier, Sara Funk (Subconsultant Aviation Planners)
- Utah Division of Aeronautics
  - Jared Esselman, Clint Harper
- FAA
  - John Sweeney
- Local Planning Advisory Committee (PAC) Members
- Guest Attendees

## Purpose of Today's Meeting

Review and evaluate the alternatives identified for the future development of OGD, so a “preferred alternative” may be recommended to the City for review and approval.

*Note: The “preferred alternative” may be a composite of the most desirable features from multiple alternatives.*

# Schedule Update

- ▶ August
  - ▶ PAC Meeting #4 and Public Open House
  - ▶ Prepare “Preferred Alternative” exhibit and narrative for concurrence
  - ▶ Address open items in Inventory, Revised Forecasts, and Requirements and publish. Publish Revised Alternatives.
- ▶ September - October
  - ▶ Submit “Preferred Alternative” to City for review/approval\*
  - ▶ Prepare Draft Airport Layout Plan (ALP) and Implementation Working Papers including preliminary ALP drawings
- ▶ November
  - ▶ Publish Comprehensive Draft Master Plan Report with all revised chapters for review/comment. Incorporate revisions.
- ▶ December
  - ▶ Final PAC Meeting.
  - ▶ Submit Final Draft Master Plan Report to City for review/approval. Submit ALP set to FAA for review/approval

▶ \* City review/approval of preferred alternative is required before ALP and ACIP can be completed

## Planning Considerations for Development

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Undeveloped airport property

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Underutilized airport property

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Possible property acquisitions adjacent  
to OGD

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Existing roadways

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Existing utility infrastructure

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Latest FAA Design Standards

## Planning Considerations for Development (cont'd)

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Runway approach and departure surface slopes

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AGIS obstruction findings

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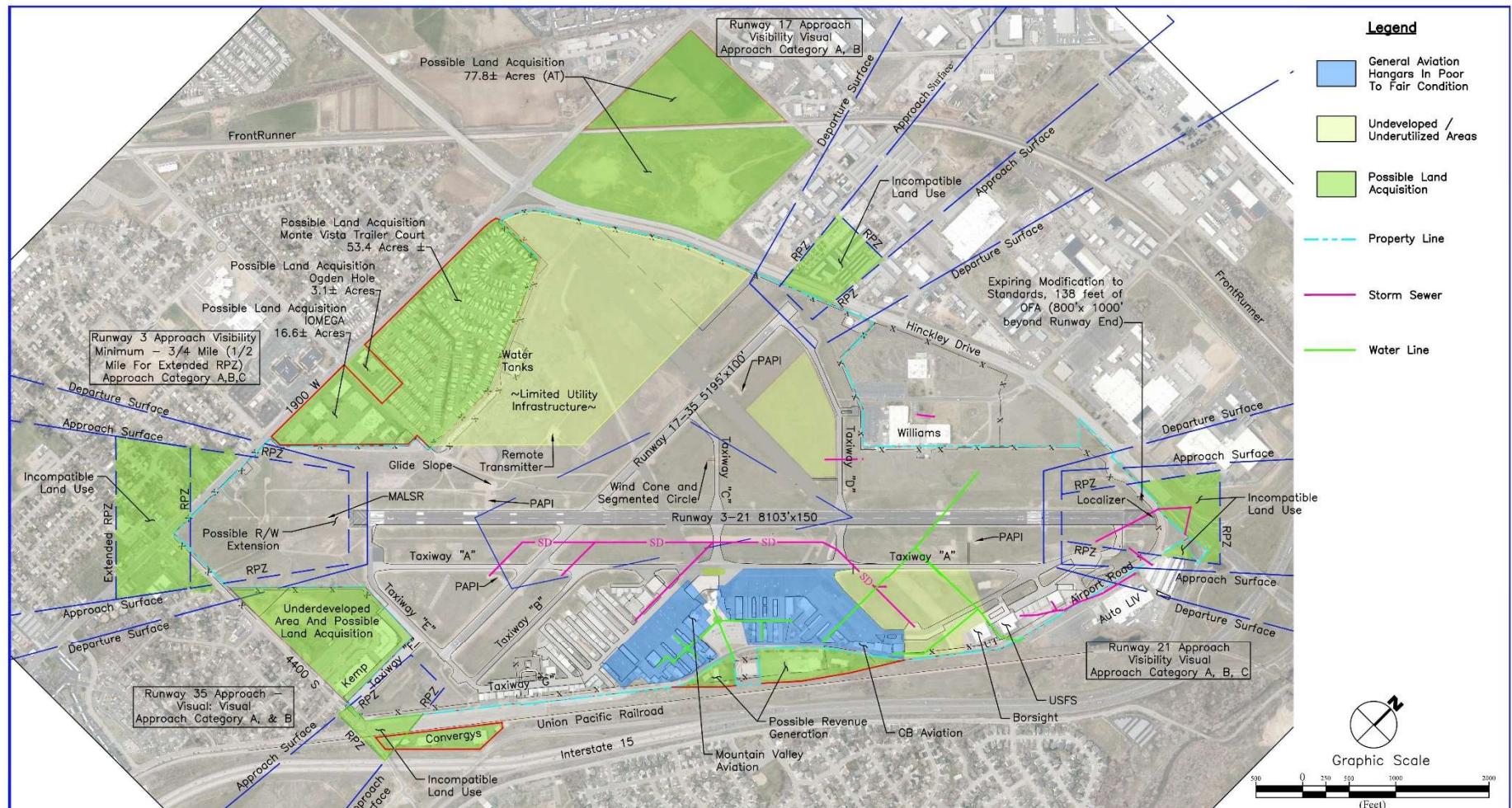
Incompatible land uses in Runway Protection Zones (RPZs)

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Non-standard Object Free Area (OFA) expiring modification to standards

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Hangar condition & redevelopment needs



## Ogden – Hinckley Airport Planning Considerations



ADG Development Group, Inc.  
1776 South Jackson Street / Suite 950  
Denver, Colorado 80219-3802  
303.782.0882 / 303.782.0842 fax  
[www.ADGAirport.com](http://www.ADGAirport.com)

Project No: ODG1495  
Date: August 2019

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Sheet: Figure 4-1 Planning Considerations

# Identification of Development Alternatives

- Alternatives A, B, C, D, and E
- Airside Components
  - Common Features – Address OFA (138 feet on Runway 21, north end), west side taxiway system
  - Varying Features – Runway 3 extension/south end, instrument approach visibility minimums & RPZ size
- Landside Components
  - Common Features – Hazmat, wash rack
  - Varying placement of land use/functions such as corporate and small GA, FBO, terminal area, urban air mobility, ARFF/ Fire Station, fuel, ATCT, airport maintenance & ops, MRO, air cargo, helicopter parking

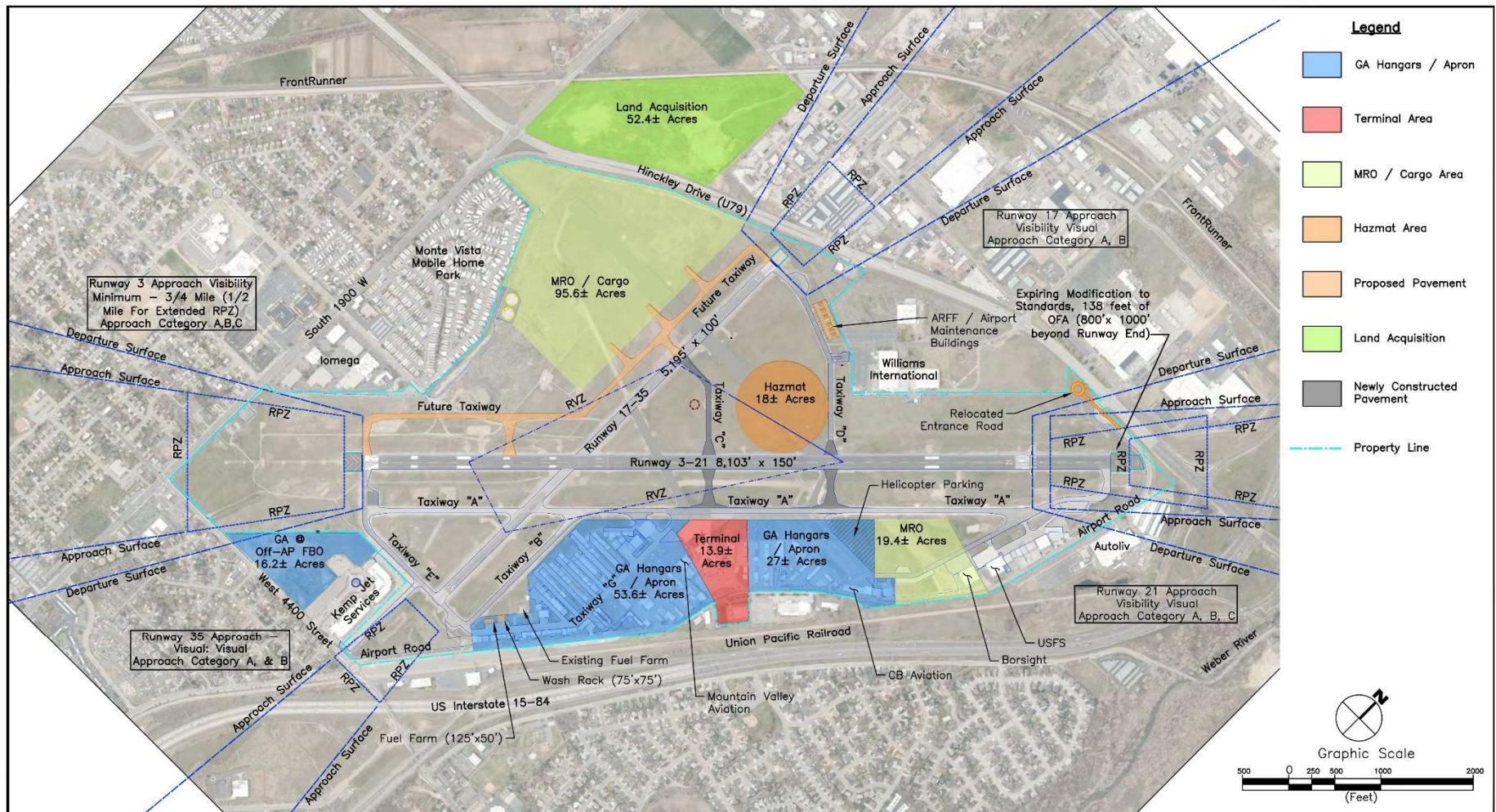
# Comparison of Feature Highlights

	Alt. A	Alt. B	Alt. C	Alt. D	Alt. E
<b>Number of Runways</b>	2	2	2	1	2
<b>Runway Extension</b>	no	yes	yes	yes	yes
<b>Approach Improvement</b>	no	no	yes	yes	yes
<b>GA Hangars/Apron (acres)</b>	81*	124	98	113	104
<b>Terminal Area (acres)</b>	14	21	99	72	64
<b>MRO/Cargo Area (acres)</b>	115	121	125	160	96
<b>Commercial Area (acres)</b>	0	11	44	93	106
<b>Land Acquisition (acres)</b>	52	114	186	215	185

\*Excludes 16 acres at Kemp. MRO = maintenance/repair/overhaul

# Alternative A

- Accommodates the 20-year projected growth within existing development patterns as much as possible, while also allowing the possibility of major large aircraft MRO and air cargo activity
- No runway extension or instrument approach improvement (reduced visibility mins.)
- Terminal area and GA remains on the east side. West side serves future MRO/Cargo



## Ogden – Hinckley Airport

### Development Alternative "A"



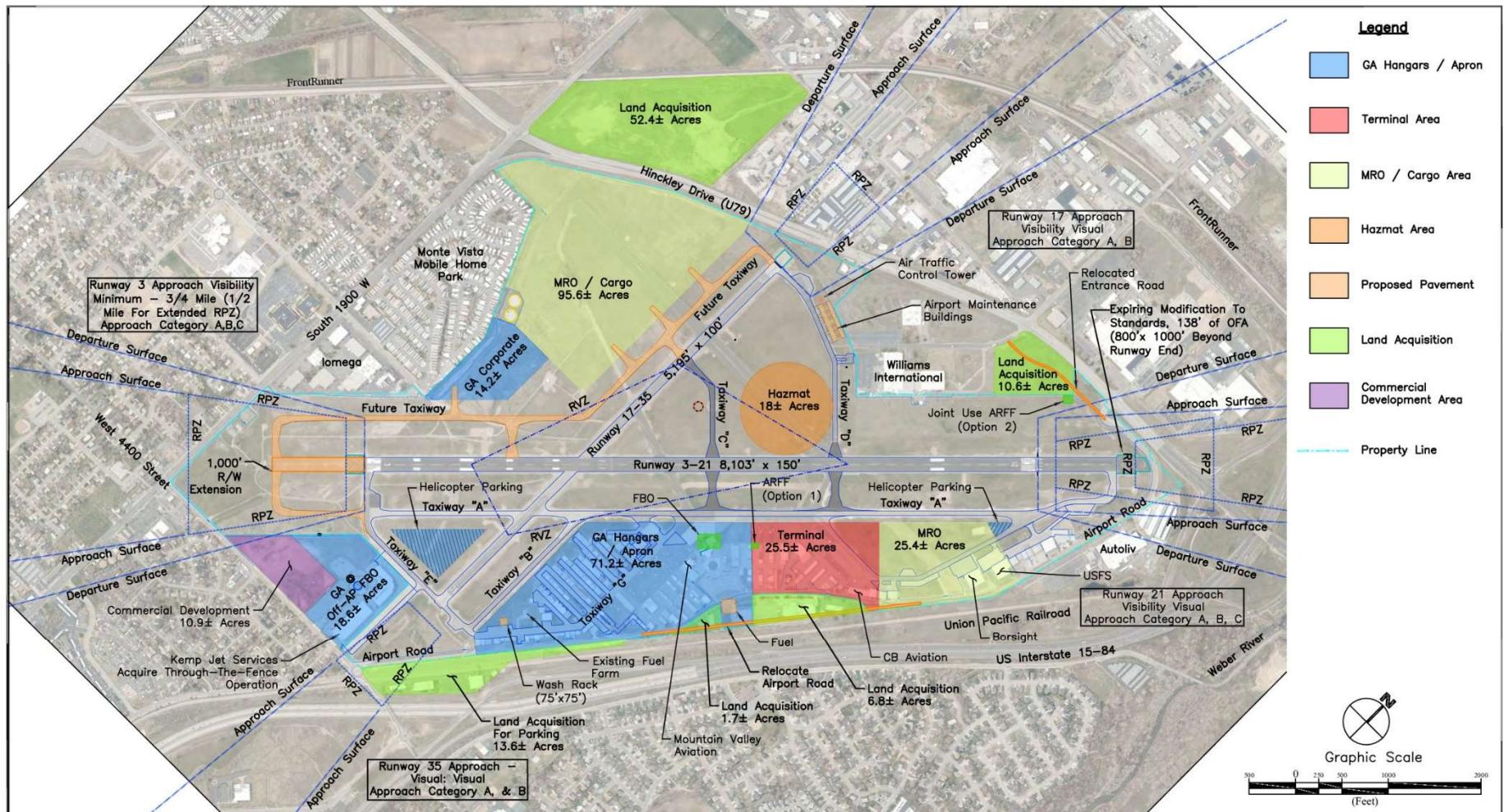
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Sheet: Figure 4-2  
Development  
Alternative A

# Alternative B

- Provides more aggressive development than Alternative A
- Runway extension
- Acquisition of Kemp's FBO by the City
- East side construction of new passenger terminal, some GA relocated, two helicopter parking areas, expanded MRO, auto parking on acquired land, commercial development area at south end
- West side corporate GA, MRO and air cargo
- Two ARFF options (near terminal or a joint-use OGD/City facility to the north by new entrance)



## Ogden – Hinckley Airport

## Development Alternative "B"



**ADG** AIRPORT  
DEVELOPMENT  
GROUP  
1776 South Jackson Street / Suite 950  
Denver, Colorado 80210-3802  
303.782.0882 / 303.782.0842 fax  
[www.ADGAirports.com](http://www.ADGAirports.com)

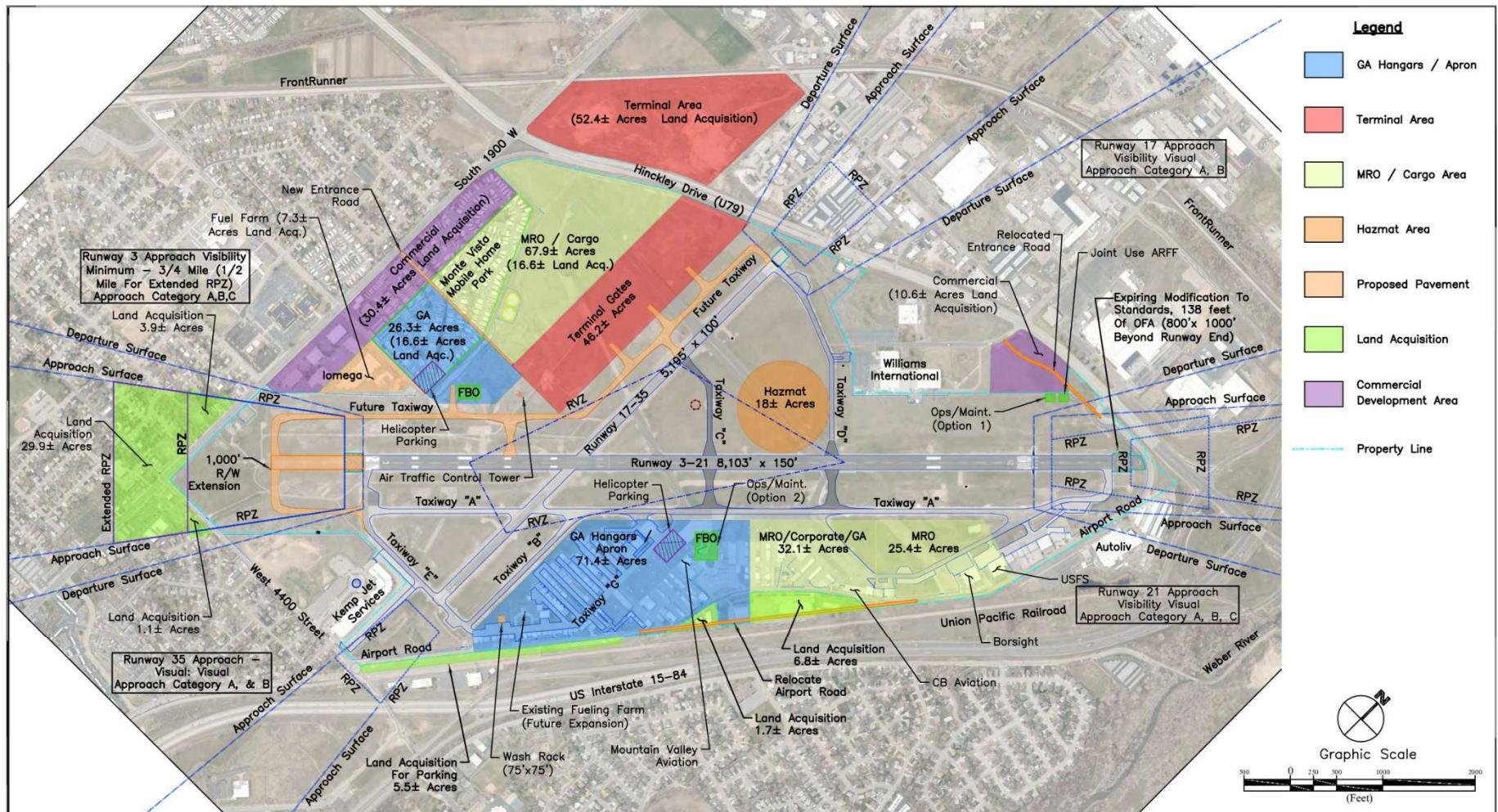
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**Sheet:**  
**Figure 4-3**  
**Development**  
**Alternative B**

# Alternative C

- Focuses on establishing a major multi-modal passenger role for OGD with activity that exceeds 2038 forecast
- Runway extension, improved instrument approach
- Acquisition of mobile home park and Iomega
- East side includes GA south with FBO, MRO expansion north
- West side terminal area with new main entrance from Hinckley Drive, landside portion on acquired land west of Hinckley Drive and co-located with future FrontRunner station; passengers carried via tunnel to/from gates. Additional areas serve GA, MRO/ cargo, and commercial businesses
- Two location options for Ops & Maintenance



Ogden – Hinckley Airport  
Development Alternative "C"



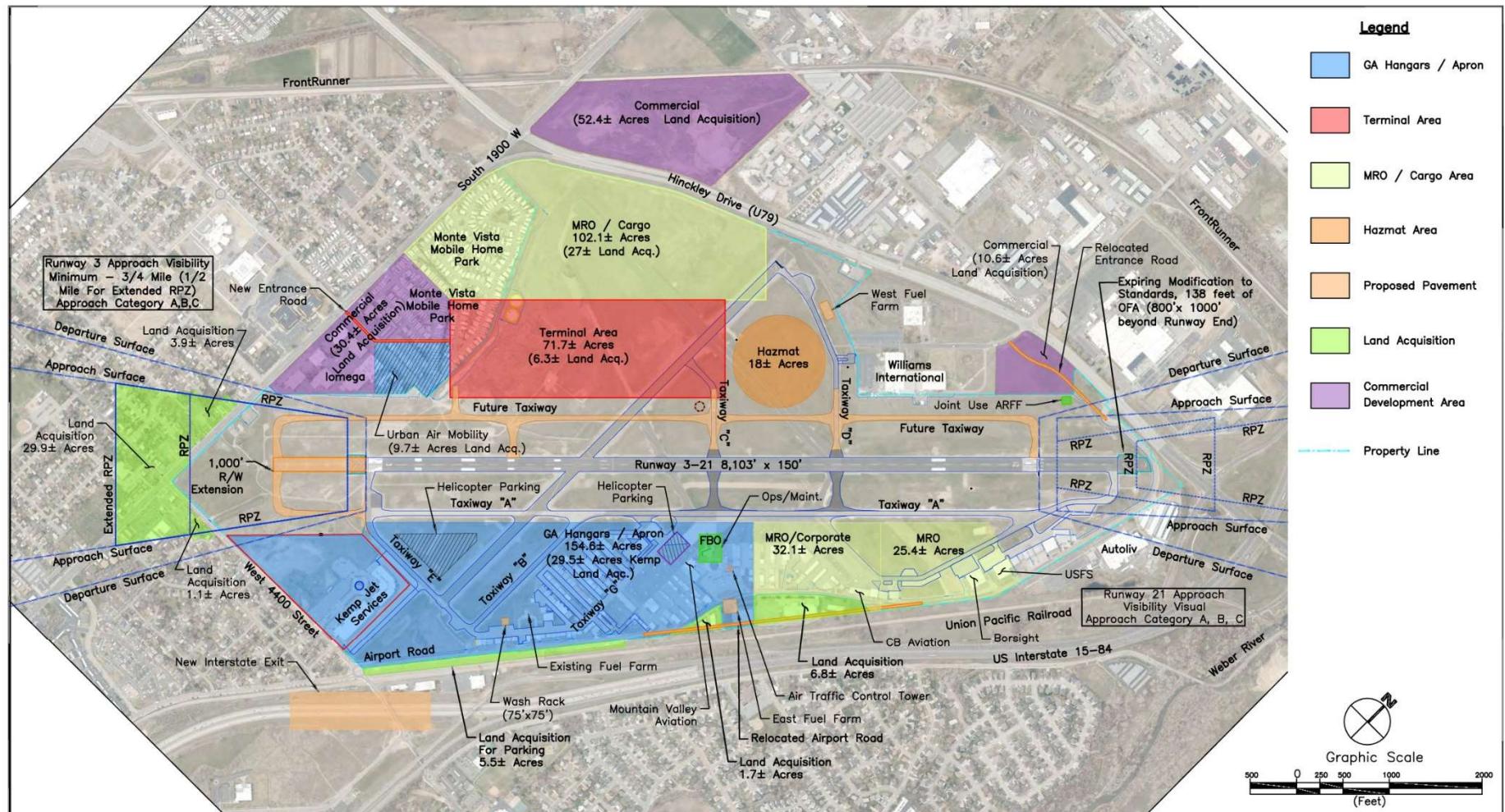
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Sheet: **Figure 4-4**  
**Development**  
**Alternative C**

# Alternative D

- One-runway airfield configuration (Runway 17-35 closure) to open land for development; major land acquisition on the west side for aviation activity well beyond 2038 forecast
- Runway extension and improved instrument approach
- East side primarily for GA and MRO and location of Ops & Maintenance; Kemp acquisition
- West side accommodates new midfield terminal area, large urban air mobility area, as well as large aircraft MRO, air cargo, and commercial development areas
- New Interstate 15 interchange; new main airport entrance from South 1900 West



### Ogden – Hinckley Airport

### Development Alternative "D"



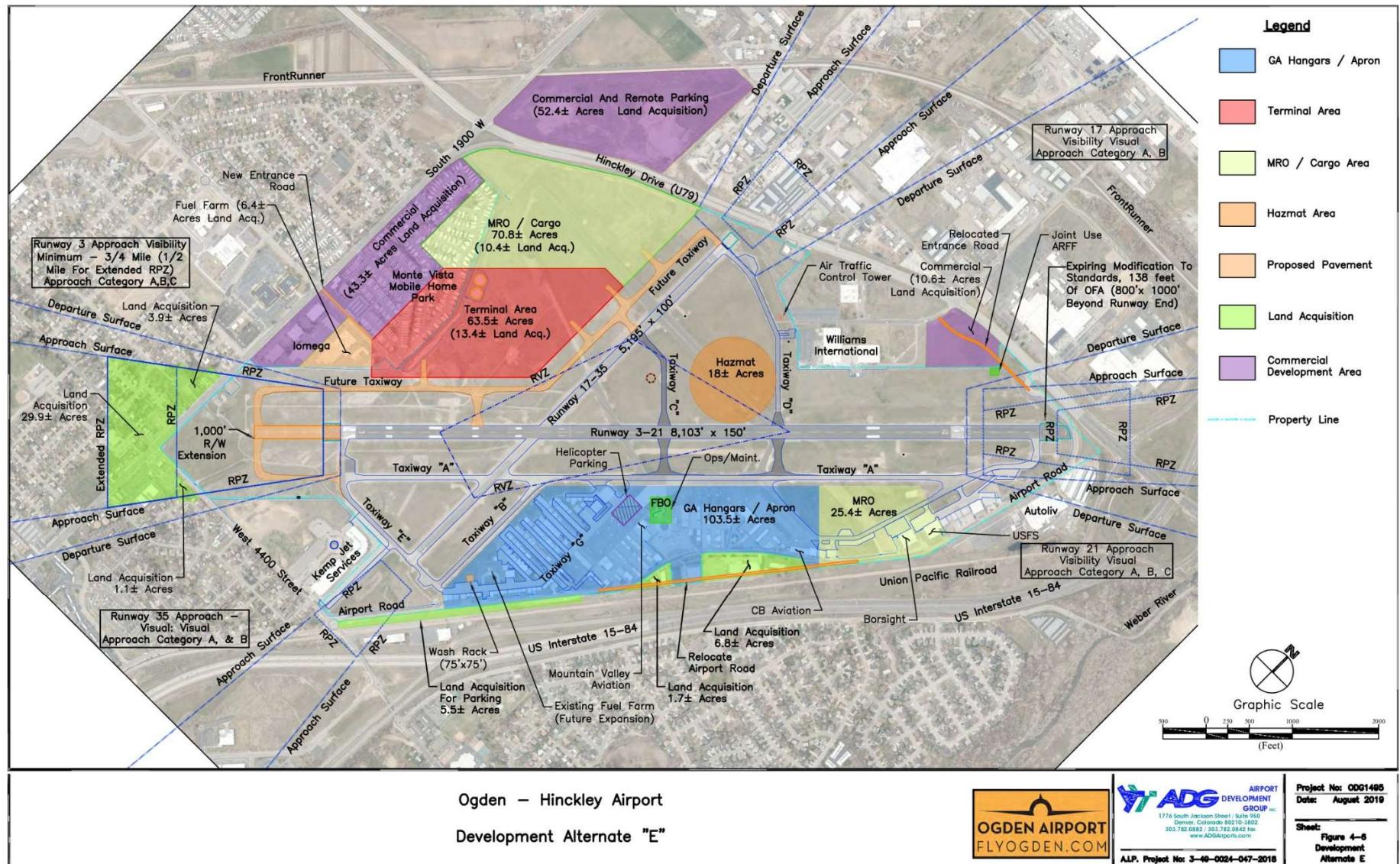
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Sheet: Figure 4-5  
Development Alternative D

# Alternative E

- Focuses on major west side land acquisition with midfield terminal area within two-runway configuration
- Runway extension and improved instrument approach
- East side primarily serves GA with MRO at the north end. Ops & Maintenance near FBO and GA
- West side also includes large aircraft maintenance/ repair/overhaul, air cargo, commercial development
- More commercial development area and less MRO/Cargo area in comparison to other alternatives
- New main airport entrance from South 1900 West



# Comparative Evaluation of Alternatives

## How does each alternative

- ...accommodate growth?
- ...enhance safety and efficiency of operations?
- ...satisfy airport users/customers?
- ...minimize phasing impacts?
- ...obtain funding for financial feasibility?
- ...consider environmental impacts/responsibilities?
- ...address community receptiveness?
- ...enhance security of operations?
- ...promote the City's vision for OGD?
- ...offer planning flexibility?
- ...address engineering feasibility?

# Selection of Preferred Alternative

# Components of Development

Location / Size / Configuration / Impact of:

- Airfield
- GA Area
- Terminal Area
- MRO/Cargo
- Other
  - Roads
  - Control Tower
  - ARFF/Fire Station
  - Airport Maintenance/Ops
  - FBO
  - Fuel Farm
  - Helicopter Parking
  - Urban Air Mobility

## Next Steps...



Based on PAC's selection of a preferred alternative, prepare exhibit and narrative for review and refinement.



Submit PAC's preferred alternative to the City for review and approval



Continue master planning study to complete remaining elements.



Prepare comprehensive draft report for review and comment



Submit Airport Layout Plan drawings set for FAA review and approval