



MASTER PLAN UPDATE

**Planning Advisory
Committee (PAC)**

FRESNO YOSEMITE INTERNATIONAL AIRPORT

Meeting #1

November 9, 2016

Kimley»Horn



**FRESNO YOSEMITE
INTERNATIONAL AIRPORT**

Today's Agenda

- Introductions
- Role of Planning Advisory Committee (PAC)
- Purpose of airport master plans
- Background airport information
- Overview of airport master plan process
- Key study concerns
- Stakeholder input & ideas
- Next steps



Introductions

- City/Airport staff
- Kimley-Horn team
- Planning Advisory Committee
- Others



Kimley»Horn

InterVISTAS
AVIATION TRANSPORTATION TOURISM

Blair,
Church
& Flynn

Q quantum
SPATIAL

mmh

CSHQA



Source: <http://www.144fw.ang.af.mil/>

Committee's Role

- Valued stakeholders and integral to the process
- Link to your organization's constituency
- Provide insight on airport, community and regional issues
- Provide input on operational and facility matters
- Review and comment on the Master Plan Update findings and recommendations
- 5 meetings during the study
- All working towards the same goal -



A safe, efficient and sustainable airport.

Purpose of Airport Master Plans

What is an Airport Master Plan?

- Tool to manage the airport's development and operational sustainability
- Two deliverables
 - *Master plan report*
 - *Airport Layout Plan (ALP) drawing set*
- Covers 5, 10 and 20-year horizons
- Typically updated every 5-7 years
- Content, process and methods follow FAA guidance and standards

Why do an Airport Master Plan?

- To support modernization and expansion in meeting foreseeable aviation demand and customer needs
- To ensure that future development is:
 - *Planned and logical*
 - *Feasible and flexible*
 - *Fiscally responsible*
 - *Sustainable*
 - *Regionally supported*
- To meet federal and state requirements and to obtain funding assistance on eligible projects



Need for a Master Plan Update

- Last full plan is 10 years old
- Industry trends and regional/local changes
- New FAA standards & guidance
- Evaluate current conditions and provide vision for next 20+ years
- Identify priorities and update Capital Improvement Plan

Fresno Yosemite International Airport (FAT)

Airport History

- 1942 airport opens as Hammer Field for US Army
- 1947 Air National Guard establishes separate service
- 1948 Inactivated as military airport, commercial service begins
- 1961 Current terminal and ATC tower constructed
- 1978 First expansion of terminal
- 1987 Baggage claim area updated and enclosed
- 1993 Remodel of terminal and concourse access tunnel
- 1996 Name changed to Fresno-Yosemite International
- 2002 New 2-story concourse opened & roadways reconfigured
- 2006 First international flight to Guadalajara, Mexico
- 2007 Additional loading bridges added
- 2008 Largest US airport solar installation – *at the time*
- 2008 Consolidated rental car facility
- 2016 Ready/return and employee lots improved
- 2016 Overnight/air cargo apron – *to be completed*
- Taxiway C Rehab - *ongoing*



Source: www.militarymuseum.org



Airport Vision & Mission



Vision Statement

Be an exemplary regional transportation hub that provides access to the world.

Mission Statement

Provide safe, sustainable and secure facilities that meet the transportation needs of Central California while enabling regional economic growth and providing excellent service.

Why is an Airport an Important Community Asset?

- Gateway to the world
- Supports corporate/business needs
- Creates jobs & attracts business
- Provides access to emergency services
- Supports economic growth and vitality
 - *Estimated 2,900 jobs and \$385 million in economic output, \$43m in transportation cost savings (2012)*
(Source: 2013 Economic Impact Study, Boyd Group)



How are Airports Funded?

- Federal Airport Improvement Program (AIP)
 - *For certain capital improvement projects*
 - *Entitlement & discretionary funds*
 - *AIP funded by user fees (ticket tax, fuel tax, etc.)*
- Airport-generated funds
 - *Landing fees*
 - *Land rent / user fees*
 - *Fuel flowage fees*
 - *Facility usage fees (hangars, tie-downs, auto parking, etc.)*
 - *Commercial operator fees (to do business on the airport)*
 - *Passenger Facility Charge (PFC) – on airline tickets*
 - *Customer Facility Charge (CFC) – on car rentals*



Master Planning Process & Key Considerations

Study Goals & Objectives

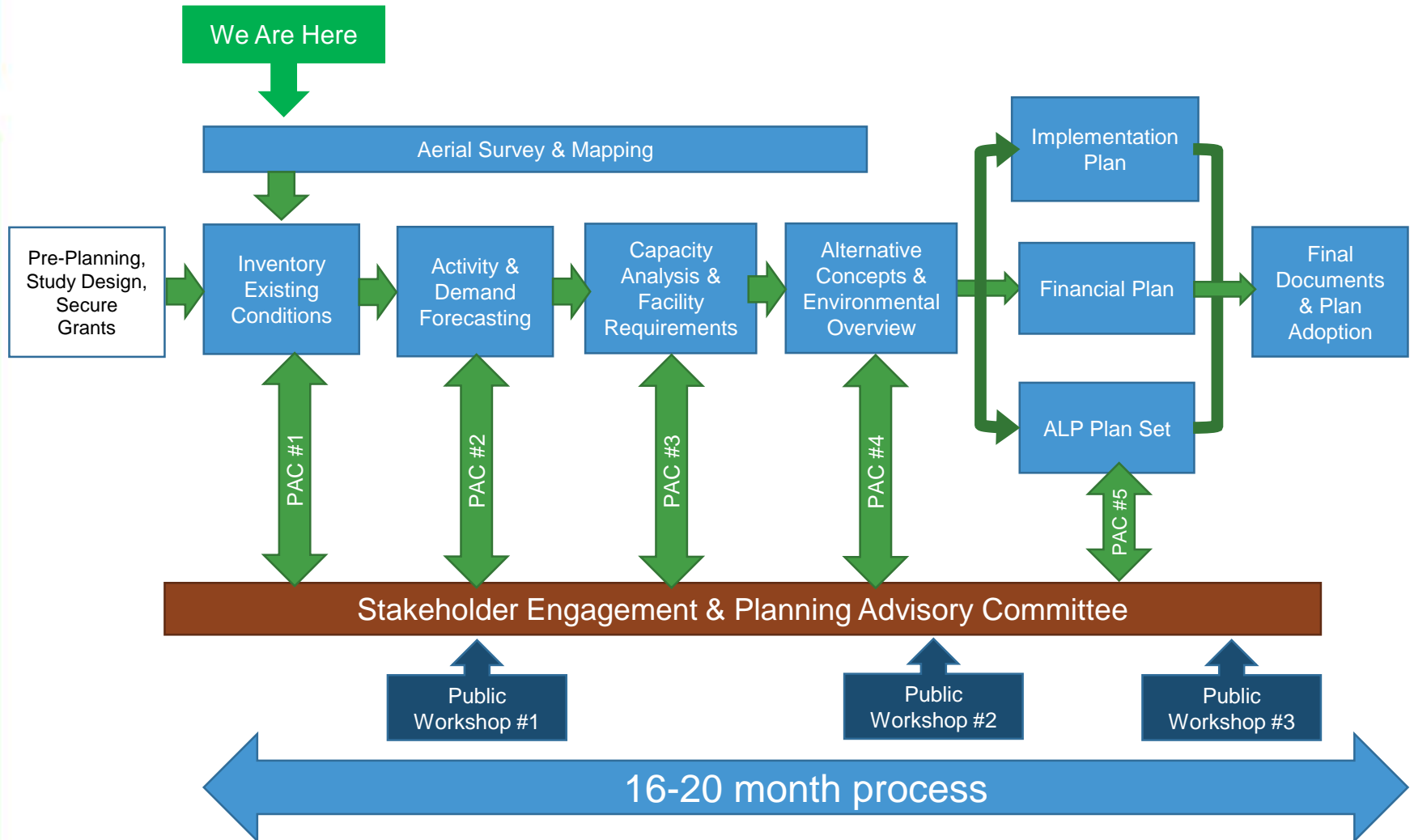
Goal

- To develop a plan for FAT that will meet the long-term aviation needs of the region in concert with the community and environment.

Objectives

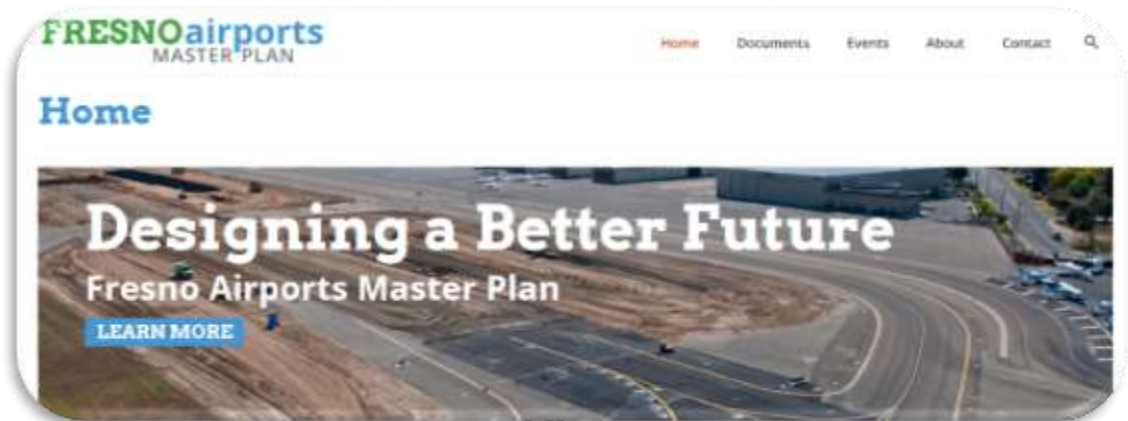
- Integrate prior and related studies into a comprehensive plan
- Obtain new aerial mapping and FAA AGIS safety-critical data
- Prepare realistic and FAA approvable activity forecasts with “regional GA system” perspective of General Aviation demands (FAT/FCH)
- Identify a land use strategy that promotes compatibility and balances aviation and non-aeronautical uses
- “Implementable” development program that satisfies future aviation needs, meets FAA design standards, and enhances safety
- Prepare an ALP drawing set that is approved by FAA
- Engage stakeholders, tenants, customers and the public in the study process

Airport Master Plan Process



Stakeholder Involvement Program

- Planning Advisory Committee (5)
- Public meetings/workshops (3)
- Individual tenant & organizational meetings
- Online engagement
 - *Project website*
 - *User surveys*



Prior & Related Studies

- Master Plan & ALP 2006
- Storm Drain Master Plan Update 2010
- ATC Tower Siting Study 2010
- Sustainability Management Plan 2012
- Runway Safety Area (RSA) Environmental Assessment 2012
- Land Use Compatibility Plan 2012
- ALP Update 2014
- Air Service Study & Market Leakage Analysis 2015
- Part 150 Noise Exposure Map Update (NEM) *on-going*
- ANG Facility Master Planning *on-going (?)*

Airside Planning Issues

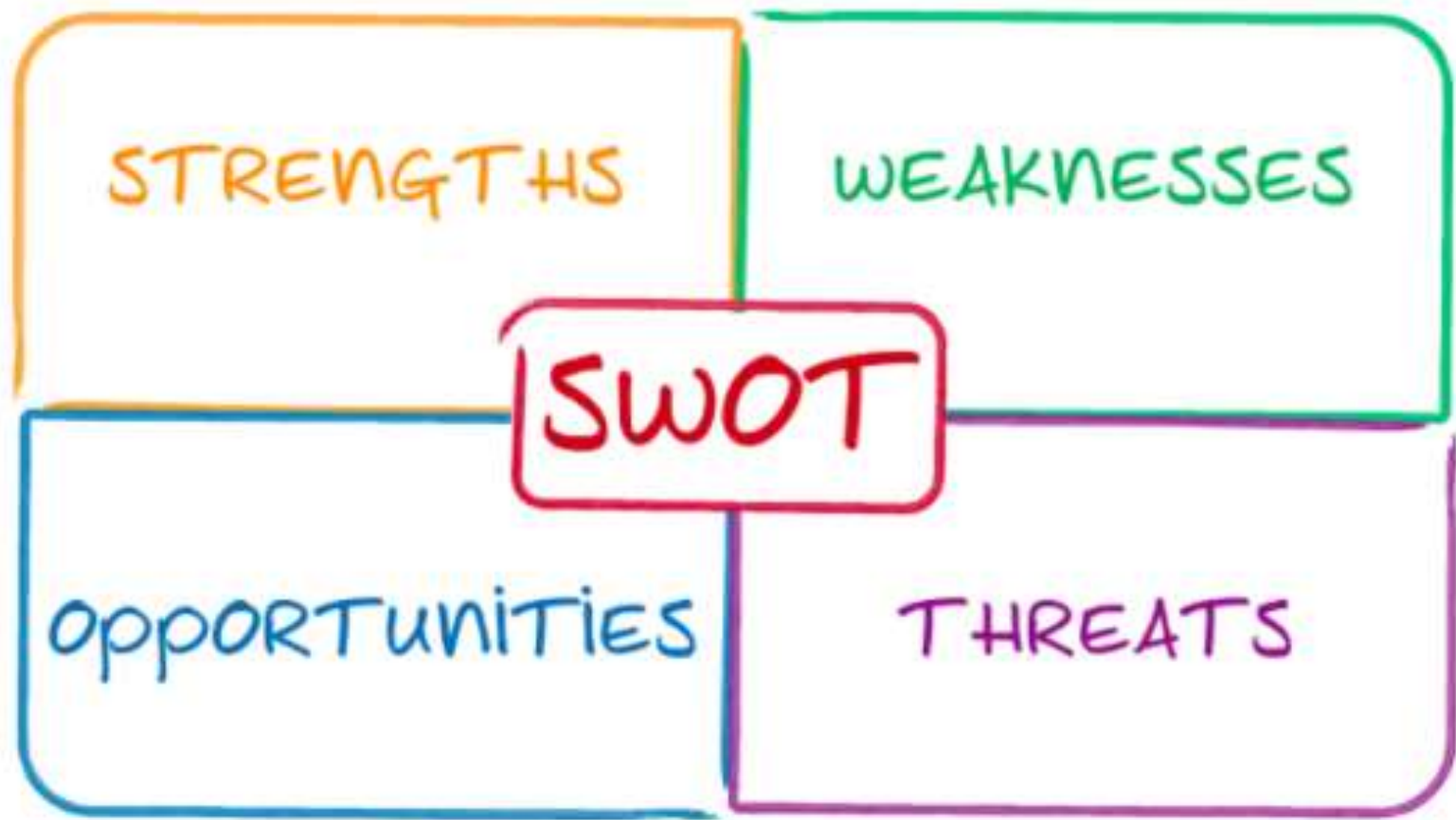
- Future aircraft fleet mix
 - *Airline & Military*
 - *Largest regular aircraft for design standards*
- Usable runway length
 - *Declared Distances for Runway 11L-29R*
- Optimized taxiway geometry
 - *New FAA Design Criteria*
- Commercial apron/gate configuration
- Navigational aids for Runway 11R-29L
- ARFF facilities – age, capacity, location
- Military & agency impacts
- Maintenance, Repair & Overhaul (MRO) facilities
- Airspace protection
- Replacement ATCT
- Air cargo needs
- Compatible land use
- General Aviation needs



Terminal Area Planning Issues

- Terminal expansion & phasing
- ANG fuel farm & other military impacts
- Airline needs, gates, jet bridges
- Terminal age and condition evaluation
- Ticket lobby, concessions
- Peaking characteristics
- TSA , US Customs, FIS
- Baggage screening/makeup
- Existing utilities capacity
- Passenger parking expansion
- Employee parking
- Rental car – ready return & QTA on-site
- TNC (Uber, Lyft)
- Curbfront circulation & pedestrian safety
- Wayfinding to airport, signage
- Roadway access & multimodal connectivity
 - *Bike Trail*
 - *High Speed Rail*





Strengths

- Proactive management structure
- Pride of ownership culture
- Solid/growing customer base
- FBOs and MROs
- Location minimizes competition
- Financial position, revenue diversity
- Airfield access and capabilities
- Passenger accessibility and convenience
- Available developable land
- City land use planning

Weaknesses

- Capacity constraints – terminal, apron, parking
- Airfield length – weight restricted on hot days
- Governance limitations
- Obsolete and inefficient ATC tower

Opportunities

- Mexico market
- Port of entry
- GA growth
- Non-aeronautical development
- Increasingly diverse economy, business traveler growth

Threats

- CBP staffing and level of service
- City budget – airport strength
- Military impact on civilian operations at the airport and the national airspace system
- Non-City land use plans, zoning controls, grandfathered uses
- Staff transition, replenishment, knowledge/experience gap

Your Thoughts



Next Steps

- Inventory Process – Stakeholder interviews, document review
- Begin activity forecasts
- Begin AGIS – aerial & ground surveys
- Working Paper #1 Introduction – December 2016
- Working Paper #2 Inventory – February 2017
- Informational Public Workshop #1 – February 2017
- PAC meeting #2 – February 2017



Thank You

Please contact the following with comments, questions or concerns regarding the Master Plan Study

Mark Davis
Airports Planning Manager
City of Fresno
Mark.Davis@fresno.gov
(559) 621-4532

Pam Keidel-Adams
Kimley-Horn
Pam.keidel-adams@Kimley-horn.com
602-678-3422

Kevin Clarke
Kimley-Horn
Kevin.Clarke@Kimley-horn.com
703-674-1319

