



Asheville Regional Airport Master Plan Update

Planning Advisory Committee Meeting #2

June 29, 2022



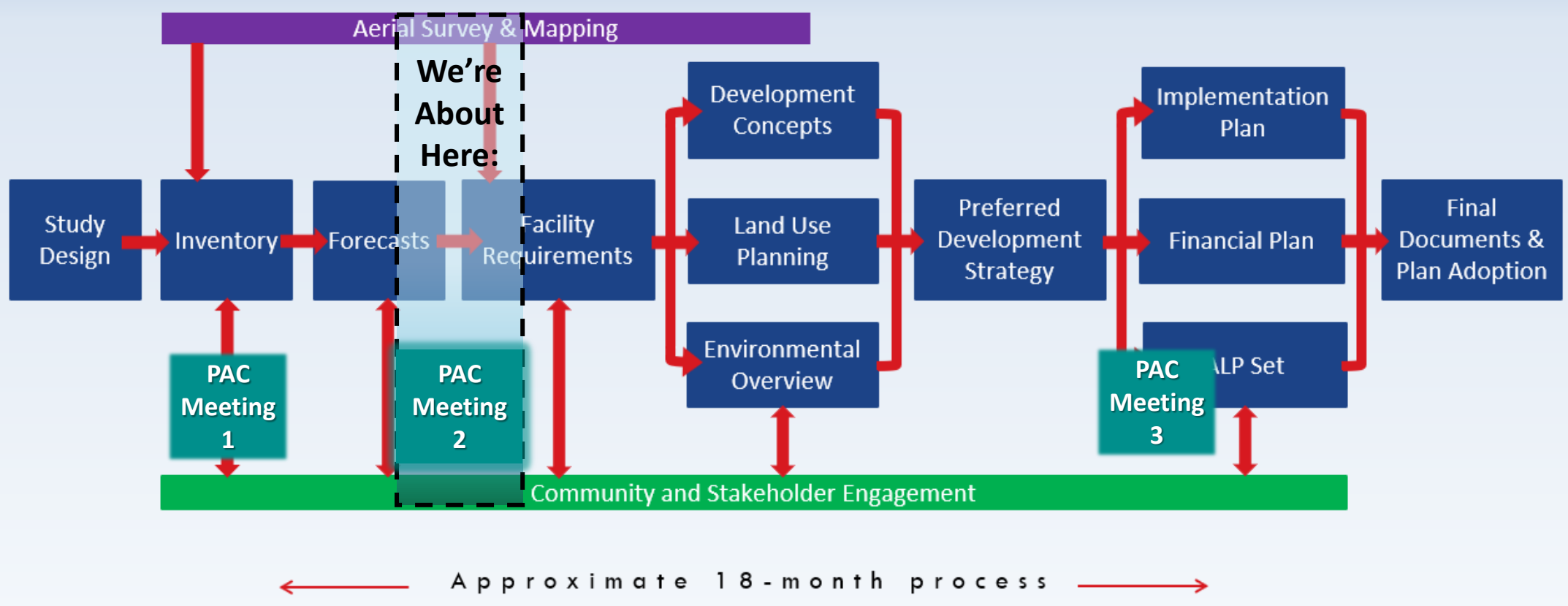


Agenda

- **Forecast Overview**
- **Parking Considerations**
- **ATCT Program**
- **Terminal Program**
- **Next Steps**



Airport Master Planning Process





Forecast Overview



Historical Airport Activity (Past 10-Years)

AVL has largely recovered from industry impacts of COVID-19

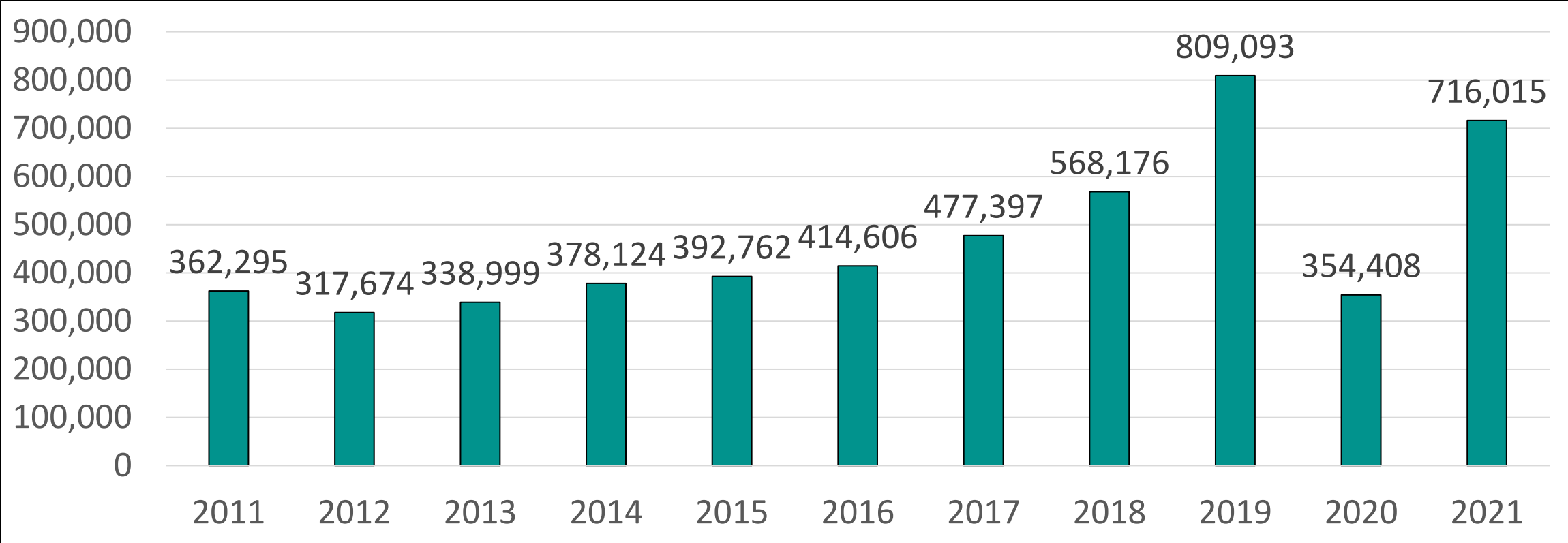
Enplanements Comparison (Year-Over-Year)

Month	2019	2020	2021	2022*	% Difference		
					2019 vs. 2020	2020 vs. 2021	2021 vs. 2022*
January	45,770	58,017	22,658	41,920	26.8%	-60.9%	85.0%
February	43,707	52,746	22,977	47,636	20.7%	-56.4%	107.3%
March	60,805	31,418	39,029	67,677	-48.3%	24.2%	73.4%
April	61,230	1,210	48,371	70,179	-98.0%	3897.6%	45.1%
May	71,960	7,717	62,546	79,946	-89.3%	710.5%	27.8%
June	77,313	20,183	77,489	-	-73.9%	283.9%	-
July	81,749	27,034	91,609	-	-66.9%	238.9%	-
August	75,825	27,853	71,735	-	-63.3%	157.5%	-
September	69,344	25,151	65,120	-	-63.7%	158.9%	-
October	81,495	38,732	85,762	-	-52.5%	121.4%	-
November	69,003	34,804	65,431	-	-49.6%	88.0%	-
December	70,892	29,543	63,288	-	-58.3%	114.2%	-
Total	809,093	354,408	716,015	307,358	-56.2%	102.0%	70.9%*



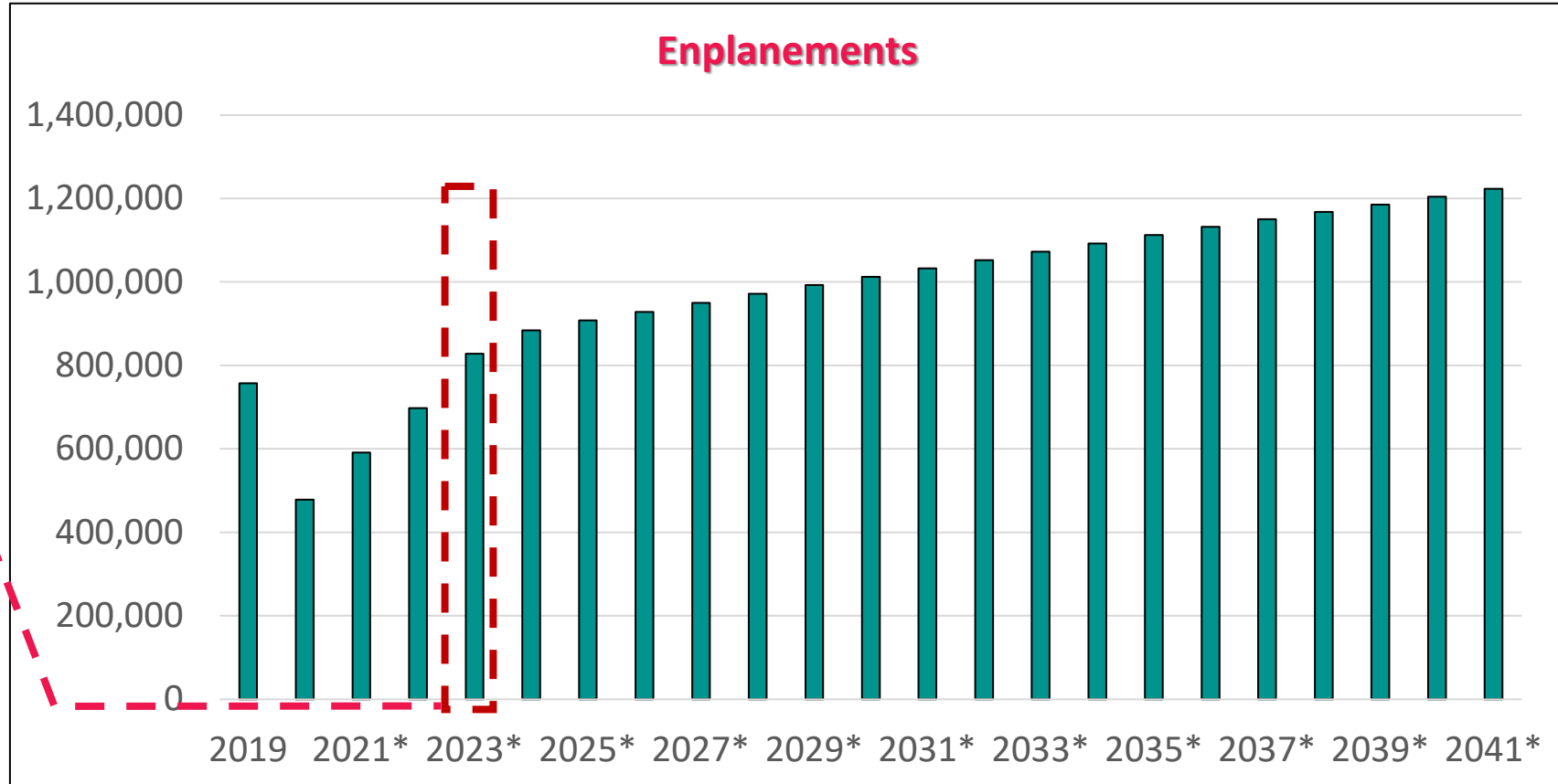
Historical Airport Activity (Past 10-Years)

Historical Passenger Enplanements





FAA Terminal Area Forecast (TAF)

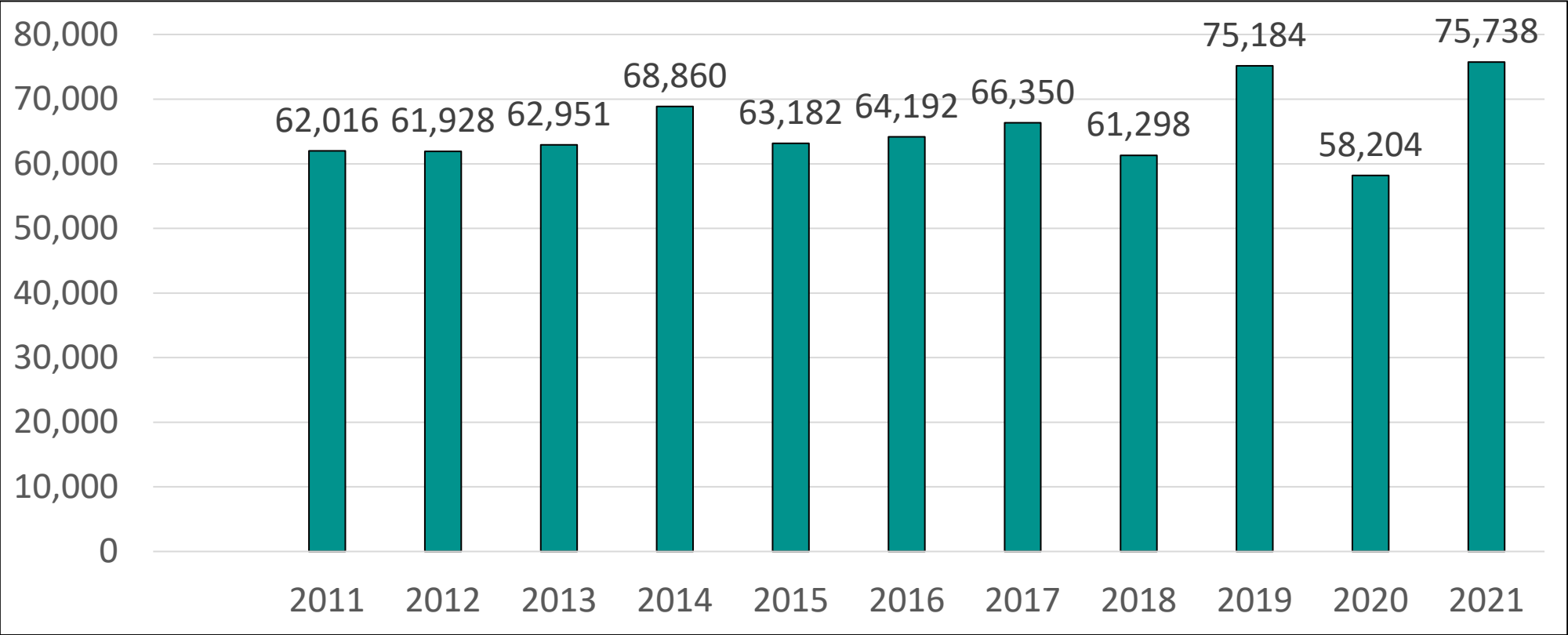


FAA Projected
2019 Recovery
2023



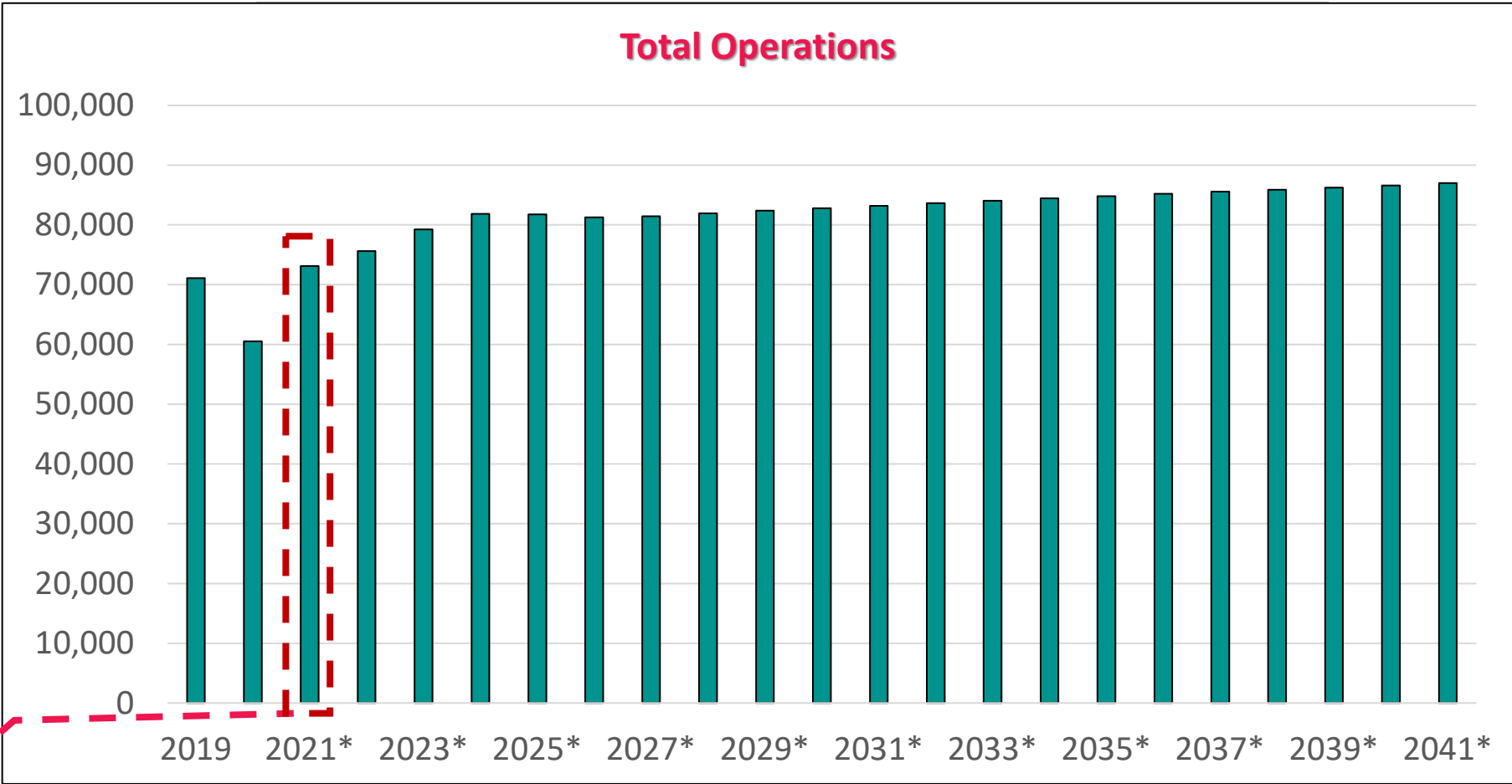
Historical Airport Activity (Past 10-Years)

Historical Aircraft Operations





FAA Terminal Area Forecast (TAF)



FAA Projected
2019 Recovery
2021



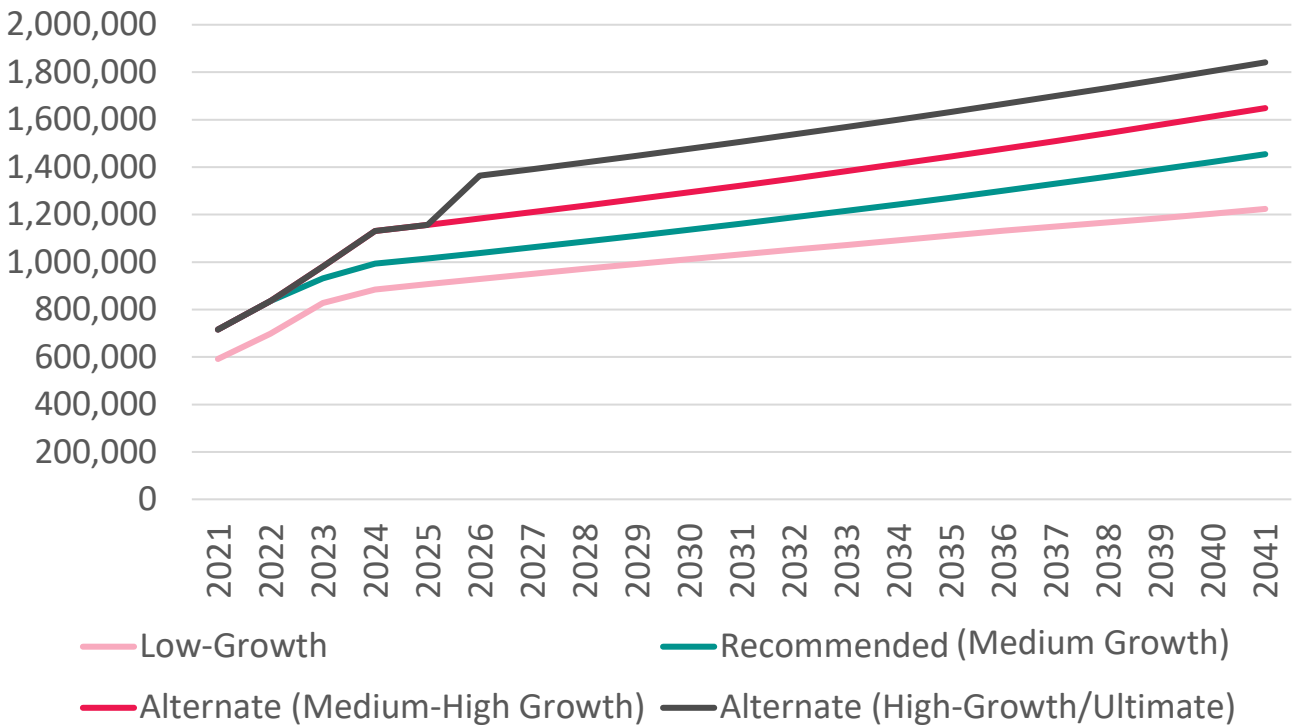
Planning Activity Levels (PALs)

- Provides the Airport Authority with a planning tool to accelerate or defer recommended improvements based on potential triggers
- PALs vs. Year: Anticipated Year activity is projected:
 - Base Year (2021)
 - PAL 1 (2026)
 - PAL 2 (2031)
 - PAL 3 (2036)
 - PAL 4 (2041)
 - PAL 5 (2041 - Medium-High Growth)
 - PAL 6 (2041 - High Growth)



Commercial Forecasts

Enplanements Forecasts



Enplanements Forecasts

Planning Activity Level	Low-Growth Enplanements	Recommended Enplanements	Alternate Forecasts	
	(FAA 2021 TAF)	(Medium-Growth)	(Medium-High Growth)	(High-Growth/Ultimate)
Base	591,035	716,015	716,015	716,015
PAL 1	928,427	1,038,576	1,183,319	1,364,356
PAL 2	1,032,306	1,162,182	1,322,750	1,507,559
PAL 3	1,131,805	1,300,499	1,477,394	1,665,974
PAL 4	1,223,464	1,455,279	1,649,002	1,841,354
AAGR	3.7%	3.6%	4.3%	4.8%
Growth Rate	107.0%	103.2%	130.3%	157.2%



Enplanements TAF Comparison

5- and 10-year period for FAA Review

Year	FAA TAF	Recommended Enplanements	% Difference
Base	591,035	716,015	21%
PAL 1	928,427	1,038,576	12%
PAL 2	1,032,306	1,162,182	13%
PAL 3	1,131,805	1,300,499	15%
PAL 4	1,223,464	1,455,279	19%
AAGR	3.70%	3.60%	
Growth Rate	107.00%	103.20%	

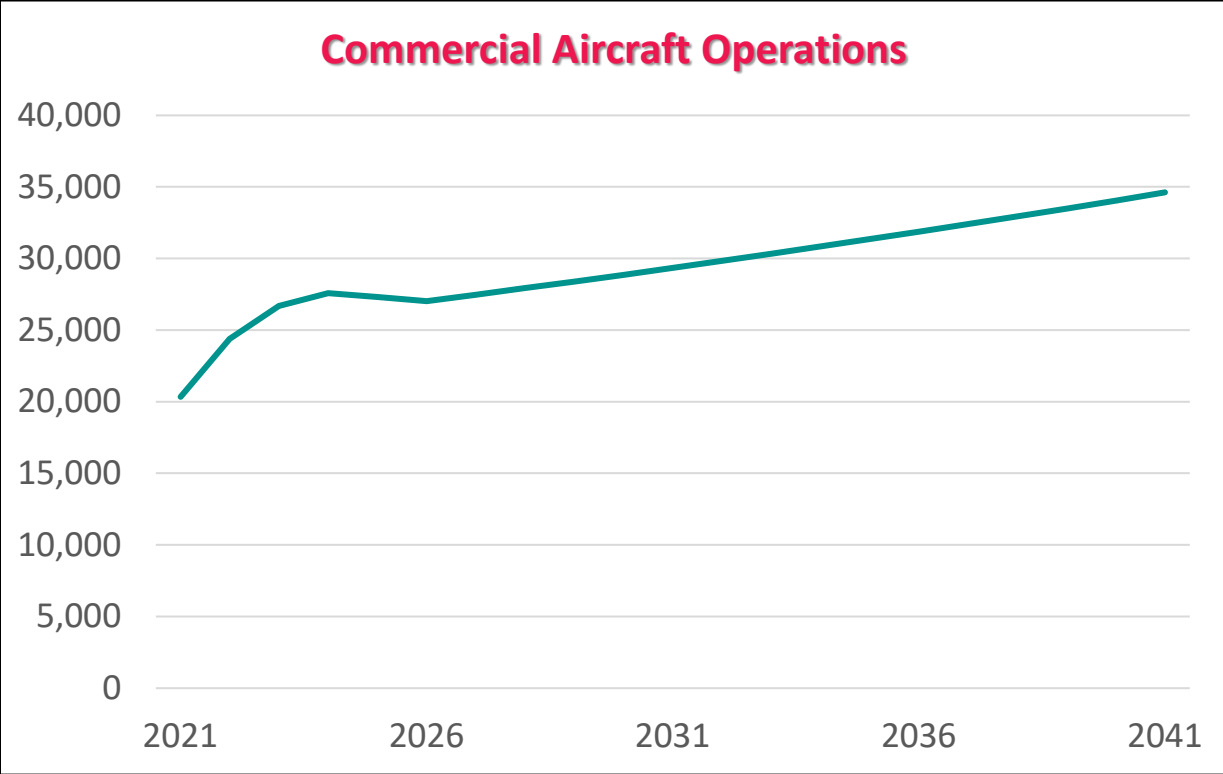
Due to variance (greater than 10% in 5-year forecast period), FAA headquarters approval will be required



Commercial Forecasts

Commercial Aircraft Fleet Mix

Commercial Aircraft Operations



Aircraft	Aircraft Seats (Avg.)	2021	2026	2031	2036	2041
Airbus A220	140	0	226	245	267	290
Airbus A319	150	372	470	511	555	602
Airbus A320-100/200	150	4,842	8,114	8,812	9,570	10,394
Boeing 717-200	106	1,366	1,759	1,911	2,075	2,253
Boeing 737-800	189	50	61	66	72	78
Boeing 737-900	180	0	32	35	38	41
Canadair CRJ-900	76	4,598	8,137	8,837	9,597	10,423
Canadair CRJ-200ER	50	3,716	0	0	0	0
Canadair CRJ-700	76	1,276	3,327	3,613	3,924	4,262
Embraer ERJ-170	70	12	753	817	888	964
Embraer ERJ-175	76	2,432	4,141	4,497	4,884	5,304
Embraer ERJ-145	50	1,664	0	0	0	0
TOTAL	-	20,328	27,020	29,345	31,870	34,612

Typical Fleet Mix

Activity Increasing

Recommended Critical Aircraft – Boeing 737-800



Existing and Future Critical Aircraft Remains the Same

Activity Decreasing

Narrowbody



Large Regional Jet



Small Regional Jet





General Aviation Forecasts

General Aviation Operations Forecast

Year	Itinerant	Local	Total
Base	34,665	16,343	51,008
PAL 1	36,193	17,063	53,256
PAL 2	37,701	17,774	55,475
PAL 3	39,209	18,485	57,694
PAL 4	40,932	19,298	60,230
AAGR	0.8%	0.8%	0.8%
Growth Rate	18.1%	18.1%	18.1%

Based Aircraft Forecast

Period	Single Engine	Multi Engine	Jet	Helo	Total
Base	144	9	5	3	161
PAL 1	147	9	9	3	168
PAL 2	150	10	12	3	175
PAL 3	154	10	15	3	182
PAL 4	157	11	19	3	190
AAGR	0.4%	1.0%	6.9%	0.0%	0.8%
Growth Rate	9.0%	22.2%	280%	0.0%	17.8%



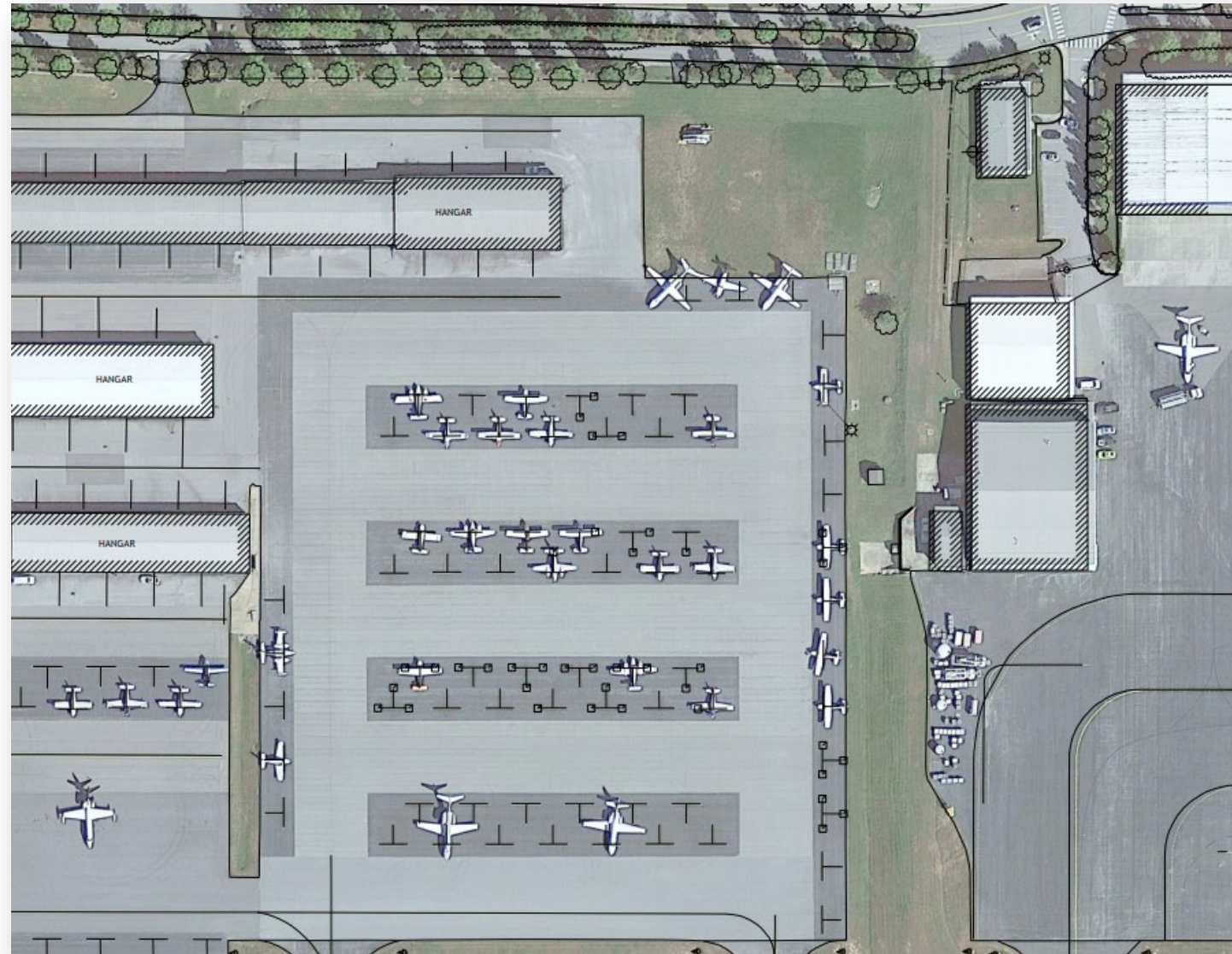
Recommended Forecast Summary

Year	Based Aircraft	Enplanements	Operations					Total
			Commercial	General Aviation		Military		
				Itinerant	Local	Itinerant	Local	
Base	161	716,015	20,328	34,665	16,343	3,477	925	75,738
PAL 1	168	1,038,576	27,020	36,193	17,063	3,477	925	84,678
PAL 2	175	1,162,182	29,345	37,701	17,774	3,477	925	89,222
PAL 3	182	1,300,499	31,870	39,209	18,485	3,477	925	93,966
PAL 4	190	1,455,279	34,612	40,932	19,298	3,477	925	99,244
Average Annual Growth Rate	0.8%	3.6%	2.7%	0.8%	0.8%	0.0%	0.0%	1.4%
Total Growth Rate	18.0%	103.2%	70.3%	18.1%	18.1%	0.0%	0.0%	31.0%

A photograph of a large, crowded parking lot filled with cars. In the background, there is an airport terminal building with a prominent control tower on top. The sky is overcast. The text "Parking Considerations" is overlaid in red on the center of the image.

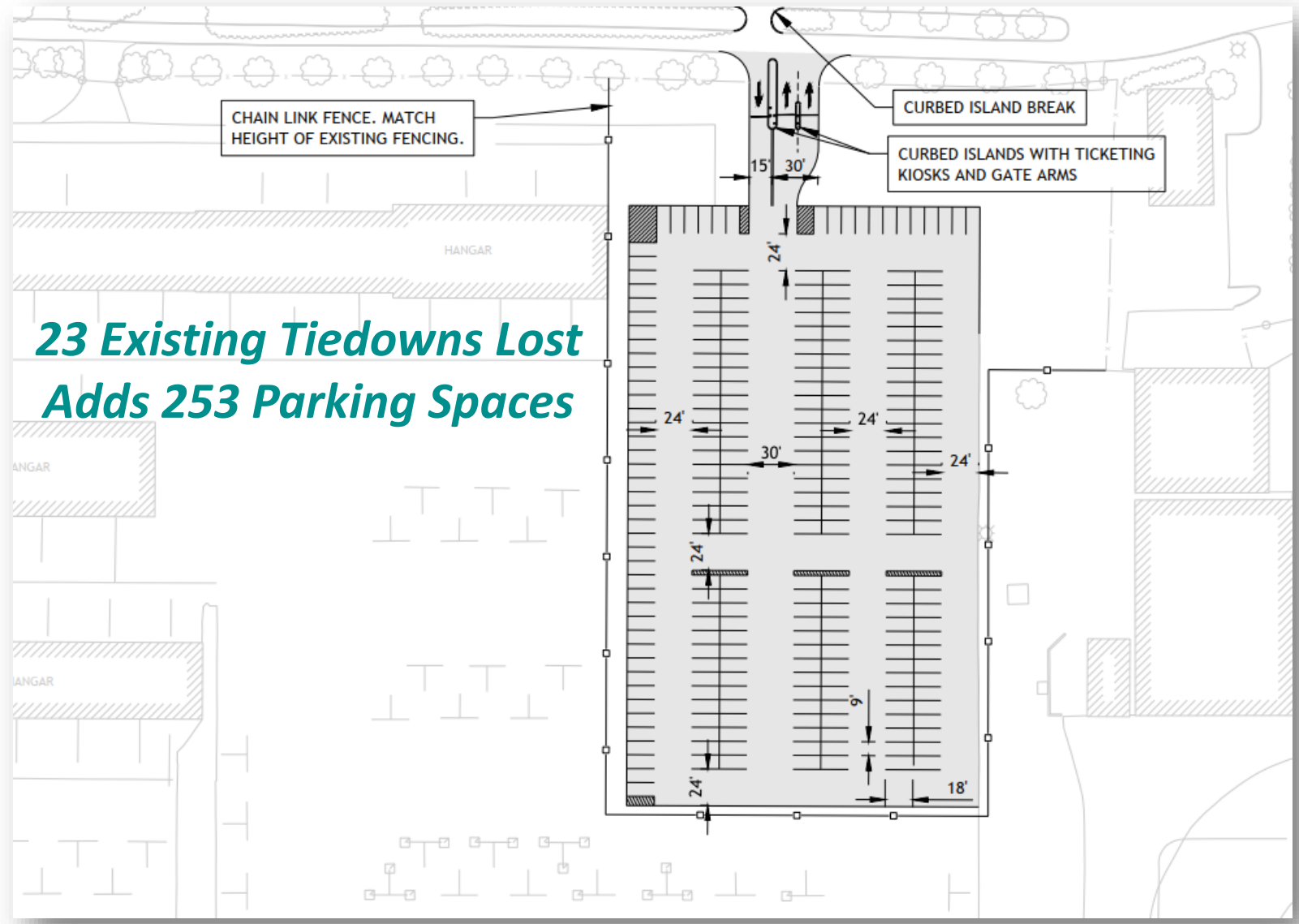
Parking Considerations

Existing Apron Area



Temporary Surface Lot

*23 Existing Tiedowns Lost
Adds 253 Parking Spaces*

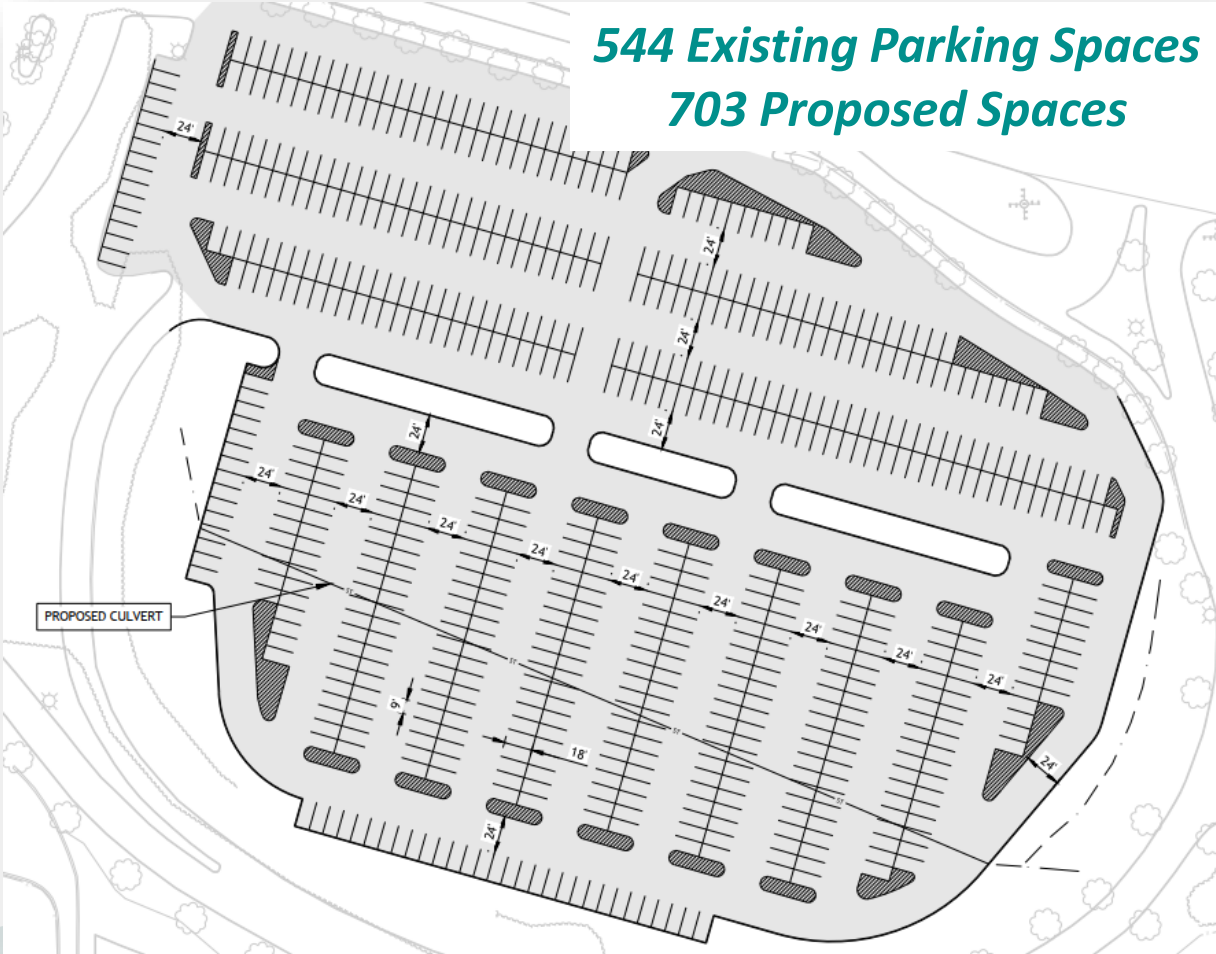


Existing South Surface Lots

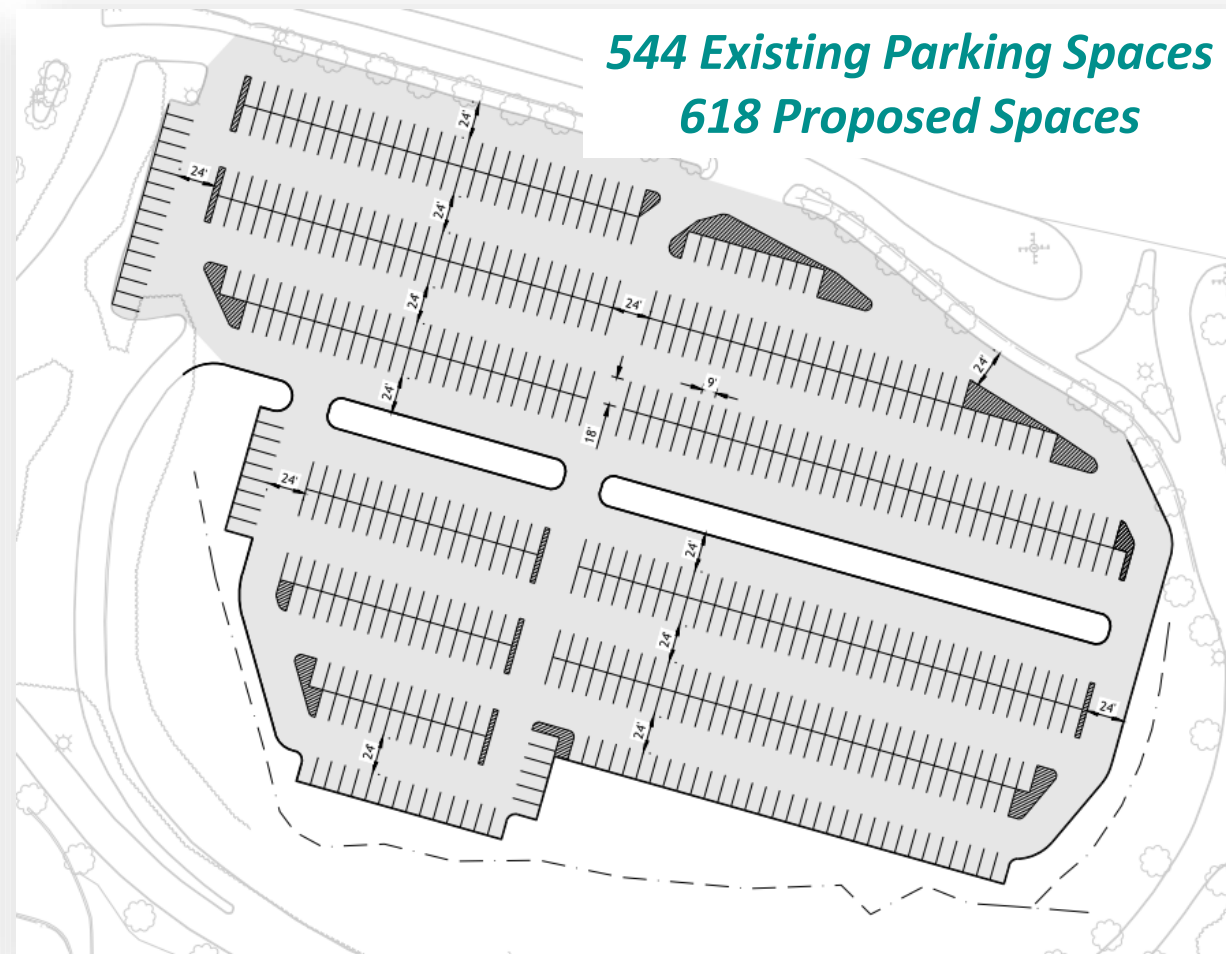


Potential Reconfigurations

**544 Existing Parking Spaces
703 Proposed Spaces**



**544 Existing Parking Spaces
618 Proposed Spaces**





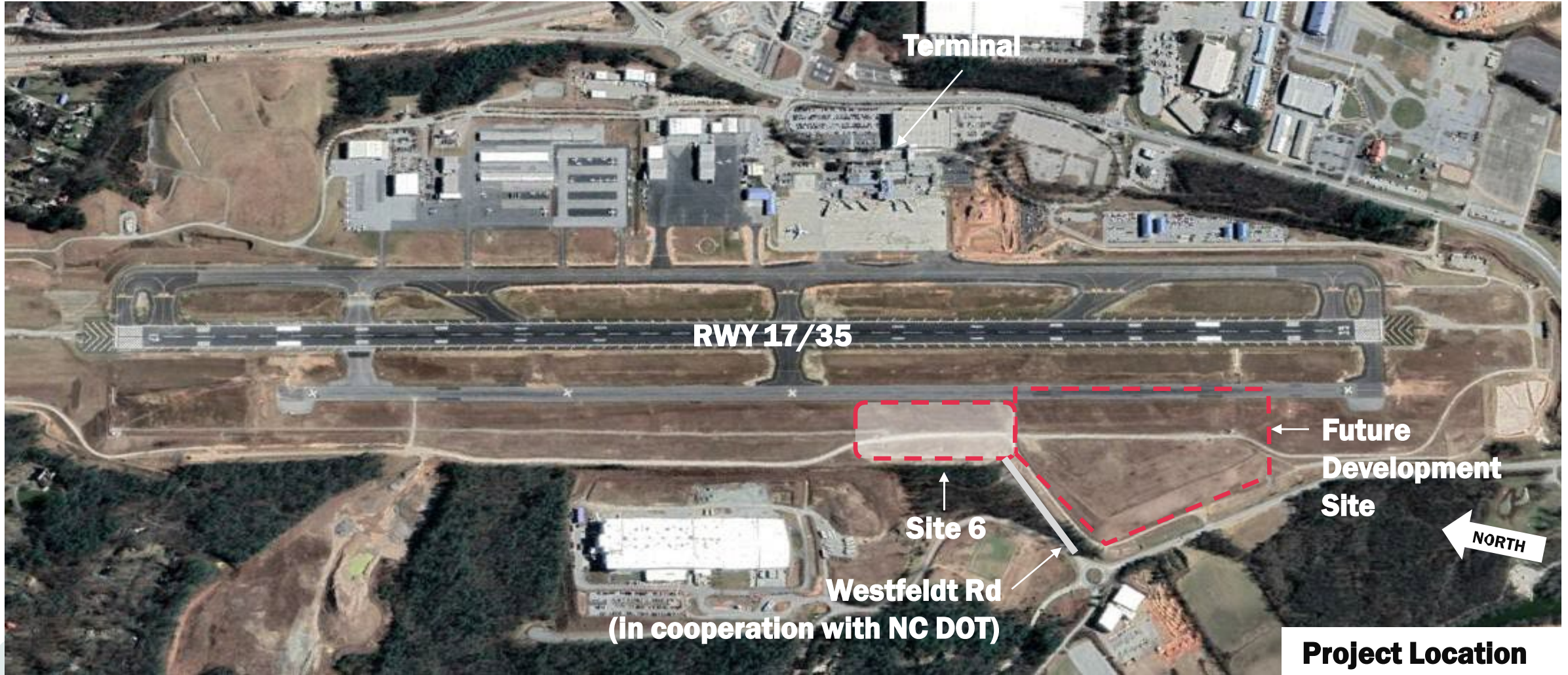
Expanded Southern Surface Lot



A photograph of an air traffic control tower. The tower is a multi-story building with a prominent glass-enclosed observation deck at the top. The building has a light-colored facade with some red vertical panels. A satellite dish is mounted on the side of the building. The sky is overcast, and there are trees in the foreground and background. The text "Air Traffic Control Tower" is overlaid in red on the image.

Air Traffic Control Tower

Latest Design Images



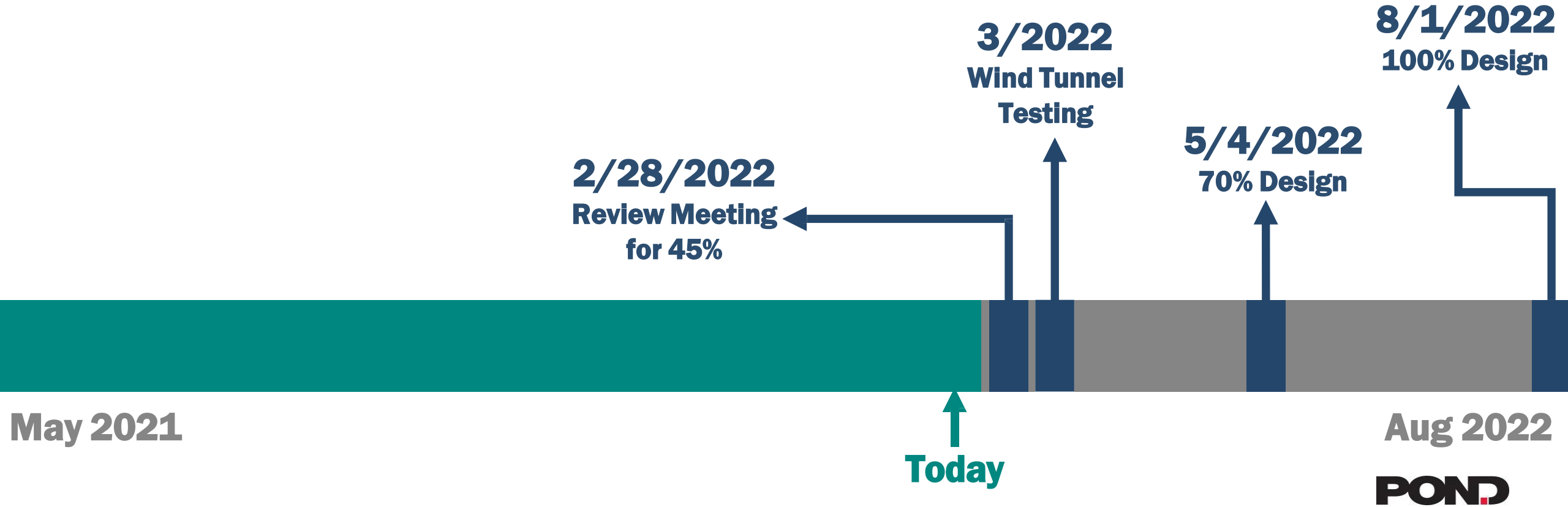




Next Steps



Remaining Design Schedule



Construction Schedule



Project Construction Goals

11/17/2022
NTP to Contractor

**11/18 -
12/8/2022**
Mobilization
(3 wks)

12/2022 - 12/2023 Construction

1/15/2024
Beneficial
Occupancy

5/15/2024
FAA Electronics
Installation &
Commissioning
(4 months)

Nov 2022

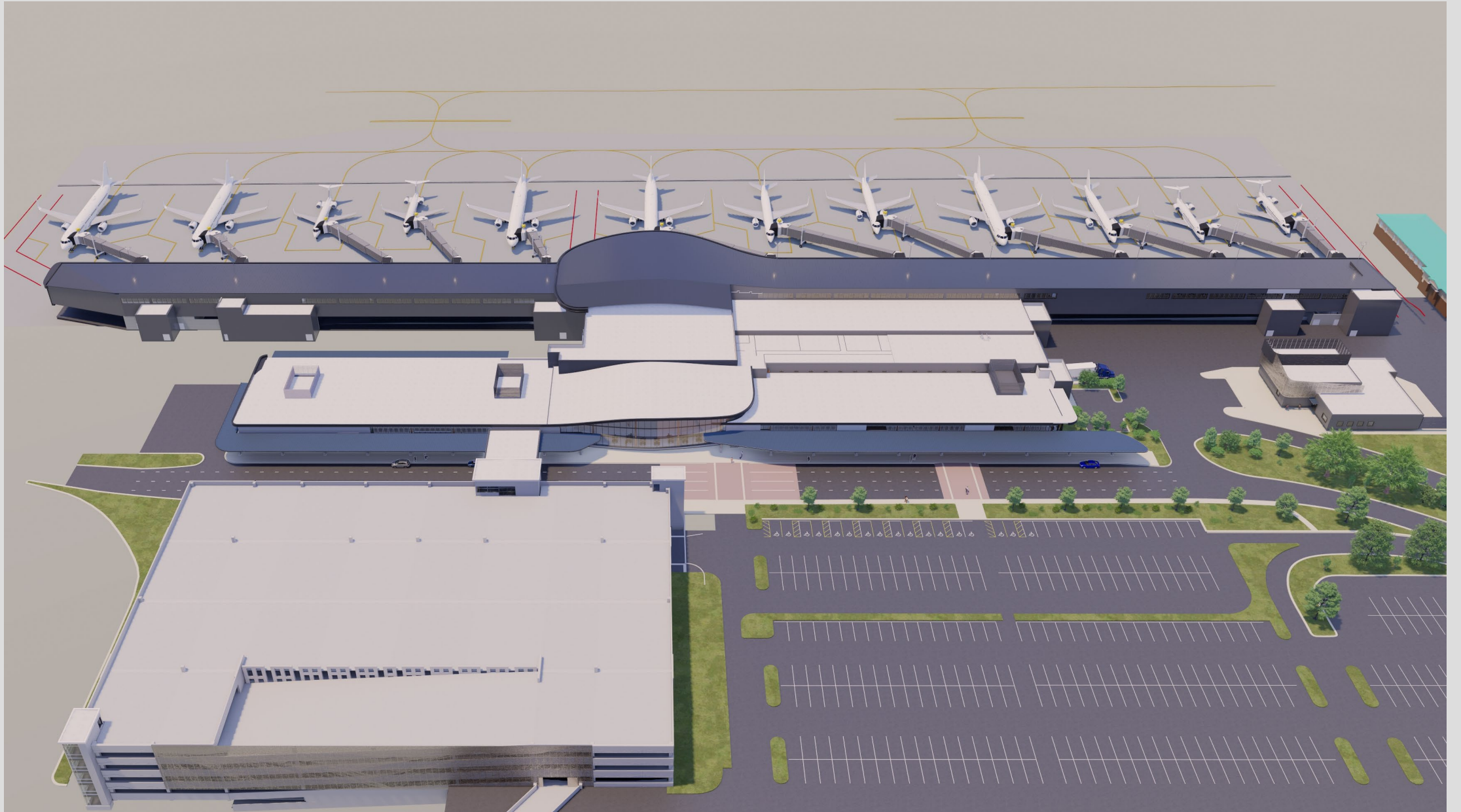
May 2024



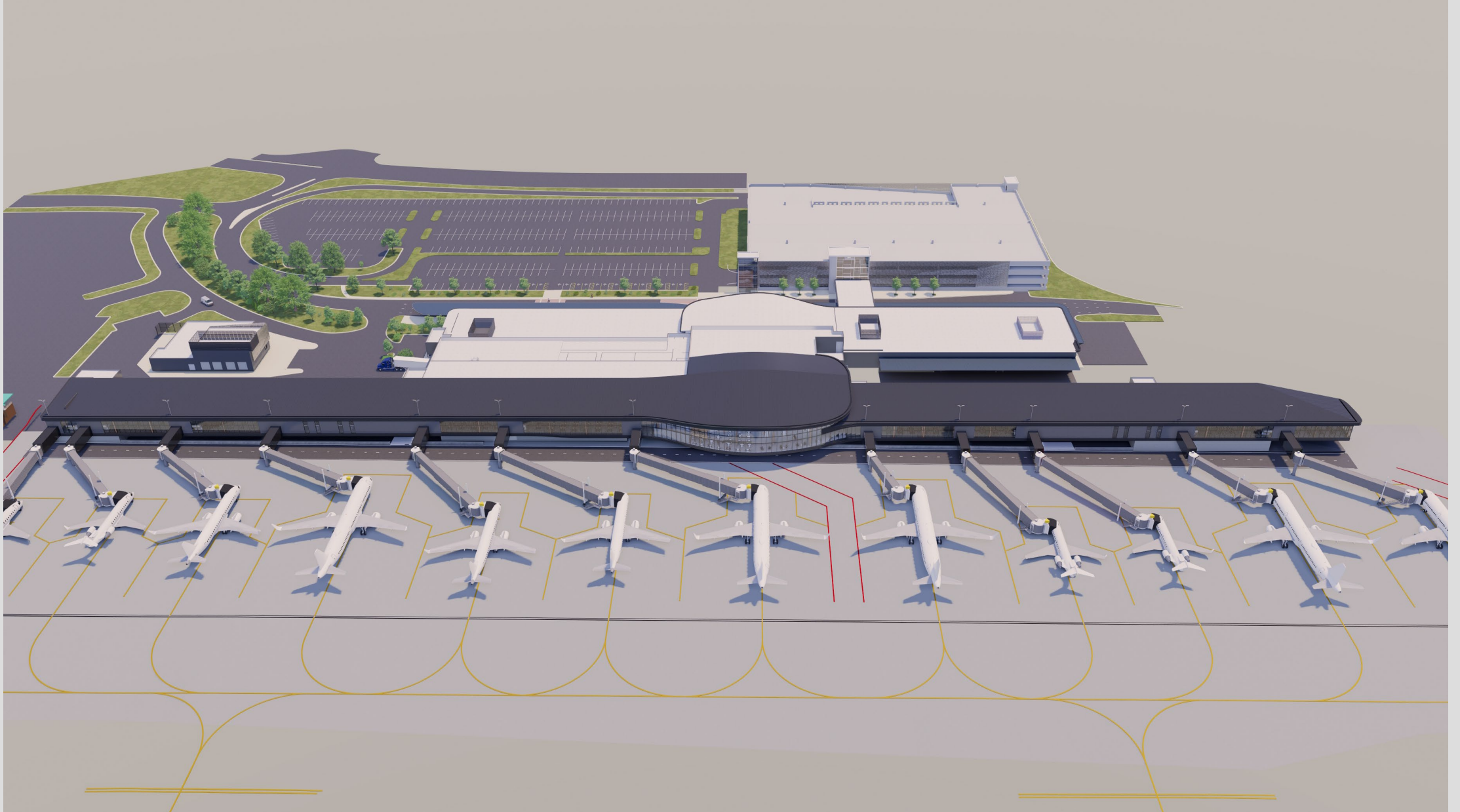
Terminal Development



AERIAL – LANDSIDE



AERIAL – AIRSIDE



EXTERIOR – CURBSIDE



EXTERIOR – AIRSIDE



FINISHES

- 1. ACOUSTICAL METAL CEILING PANELS
- 2. WOOD ACCENT
- 3. WOOD GRAIN METAL COLUMN WRAPS
- 4. COMPACT LAMINATE PANELS
- 5. TERRAZZO FLOORS
- 6. STONE
- 7. ARTWORK



MEETER/GREETER - NEW



FINISHES

- 1. ACOUSTICAL METAL CEILING PANELS
- 2. CUSTOM SOLID SURFACE WALL PANELS
- 3. METAL COLUMN WRAPS
- 4. TERRAZZO FLOORS
- 5. GLASS WALL PANELS



SECURITY CHECKPOINT - NEW



FINISHES

1. ACOUSTICAL METAL CEILING PANELS
2. ARTWORK
3. WOOD GRAIN METAL COLUMN WRAPS
4. TERRAZZO FLOORS
5. WOOD ACCENT
6. ELECTROCHROMIC GLAZING



CENTRAL CONCESSION - NEW



FINISHES

- 1. ACOUSTICAL CEILING PANELS
- 2. WOOD ACCENT
- 3. STONE
- 4. PORCELAIN TILE
- 5. TERRAZZO FLOORS
- 6. CARPET TILE
- 7. METAL WALL PANEL
- 8. METAL COLUMN WRAPS
- 9. ELECTROCHROMIC GLAZING



HOLDROOM - NEW





Next Steps

- Working Paper #2 – Forecast
 - GARAA Review and Comment Period
 - FAA Review and Comment Period
 - FAA Approval
- Facility Requirements Analysis
- Continue Sustainability/Environmental Analysis
- Next PAC Meeting – Late 2022





Questions / Comments

Any questions or comments regarding the Airport Master Plan
or any of the information discussed today?

Available for contact:

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