



Asheville Regional Airport Master Plan Update

Planning Advisory Committee Meeting #1

November 17, 2021





Agenda

- Project Background
 - Introductions
 - Overview of Airport Master Plan Process
 - Define Role of Planning Advisory Committee (PAC)
- Inventory of Existing Conditions and Facilities
 - Background Airport Information
 - Identify Key Study Issues
- Get Your Input and Ideas
- Next Steps





Project Background



Introductions

- GARAA / Airport Staff
- CHA Consulting Team
 - DKMG Consulting
 - Edwards-Pitman Environmental
 - NV5/Quantum Spatial
 - Jones Lang LaSalle
- Planning Advisory Committee Members



What Is An Airport Master Plan?

- Guides the airport's development and operational sustainability
- Two Parts
 - *Master Plan Report*
 - *Airport Layout Plan (ALP) (drawing set)*
- Covers 5, 10, and 20-year horizons
- Updated every 10 years
- Follows FAA guidance and standards



Why Do An Airport Master Plan?

- Facilitate modernization and expansion
- Meet foreseeable aviation demand and customer needs
- Ensure that future development is:
 - Planned and logical
 - Feasible and flexible
 - Fiscally responsible
 - Environmentally compatible
 - Regionally supported
- Promote customer convenience and competitive advantage
- Allow for federal funding on eligible projects



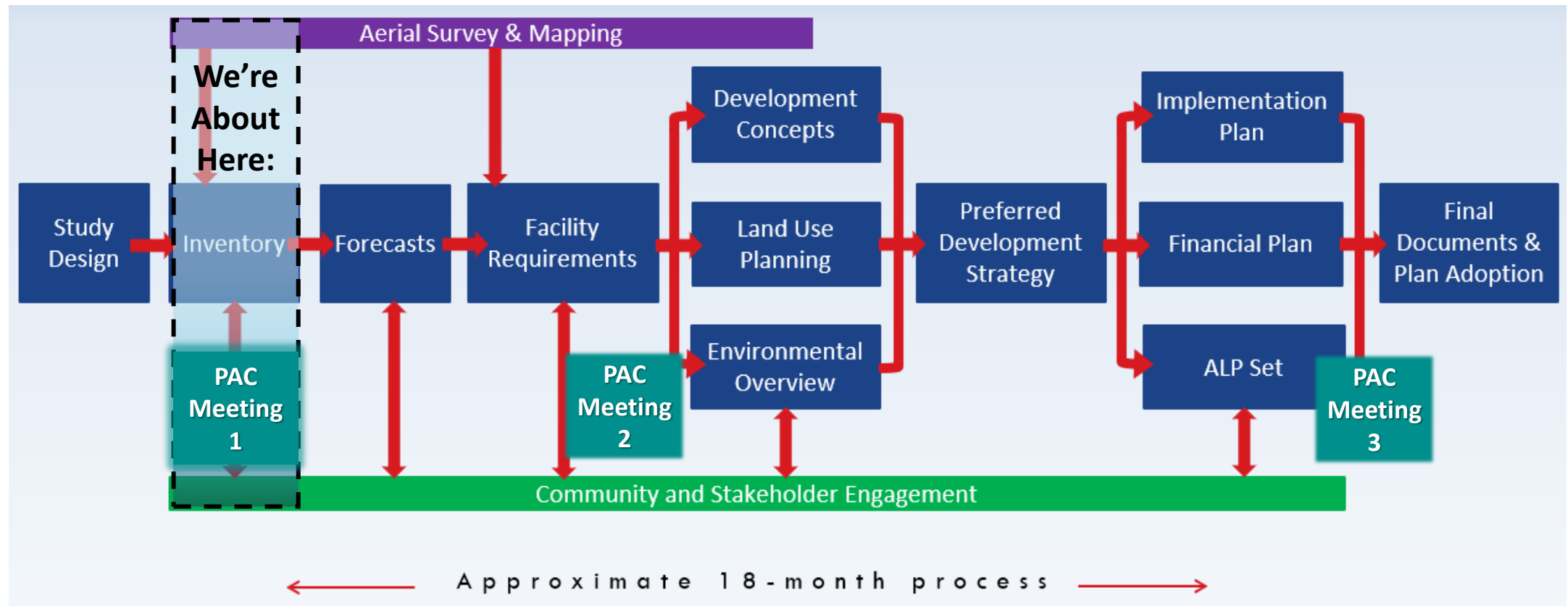
PAC: Why Are You Here?

- Valued stakeholders and integral to the process
- Provide insight on airport, community and regional issues
- Provide technical input on operational and facility matters
- Review and comment on the Master Plan Update findings and recommendations
- All working towards the same goal - a safe, efficient and sustainable airport





Airport Master Planning Process



Airport Master Plan – Focus Areas

- Industry trends and regional changes since previous studies
- Specific focus areas
 - Recent airfield improvements
 - Recent activity growth and forecasts
 - New mapping and obstruction survey
 - Ongoing terminal reconstruction program
 - Ongoing ATCT relocation program
 - General Aviation development
 - Non-aeronautical land use considerations
 - Parking, access, wayfinding



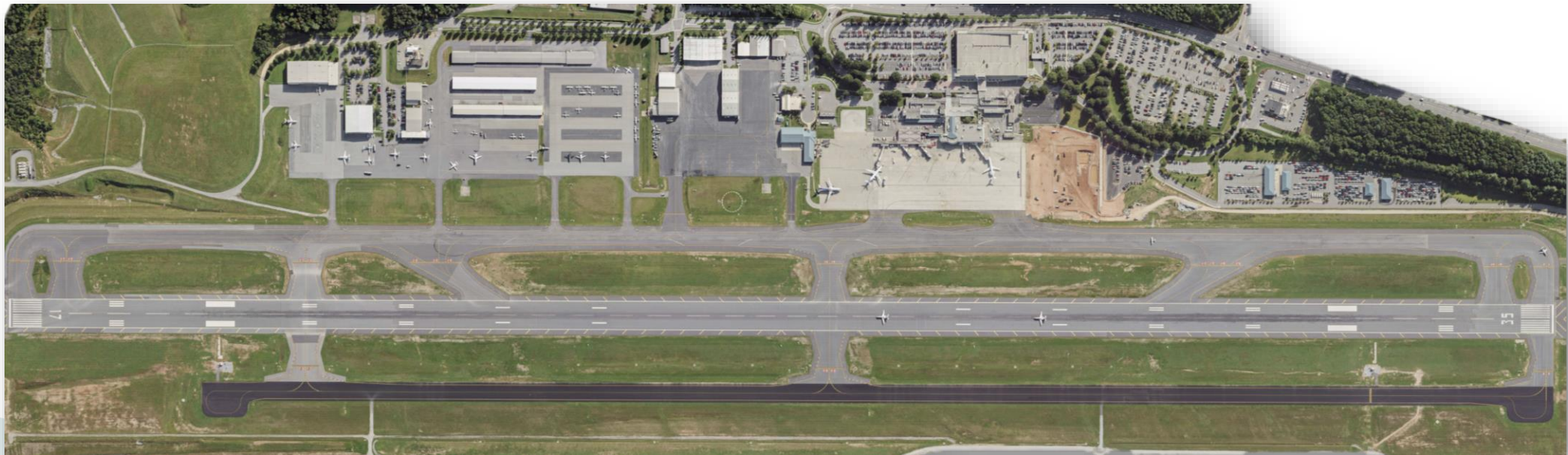


Inventory of Existing Conditions and Facilities



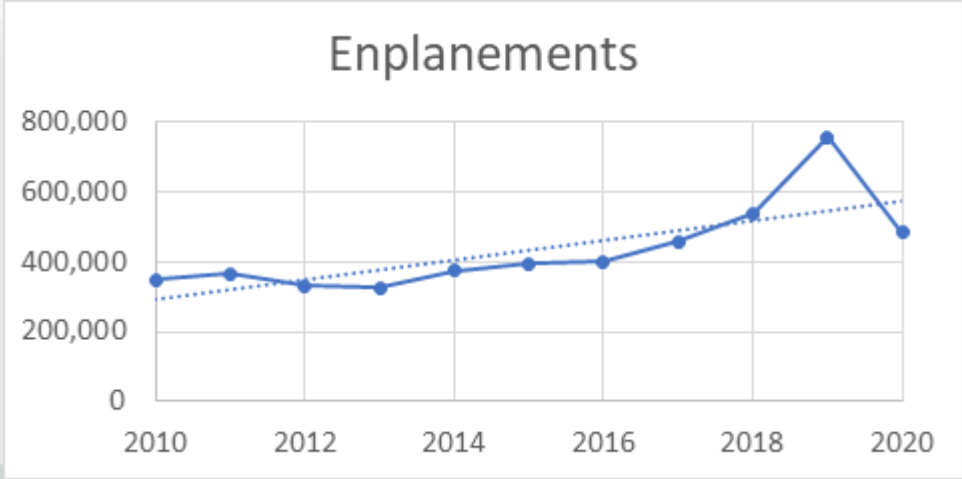
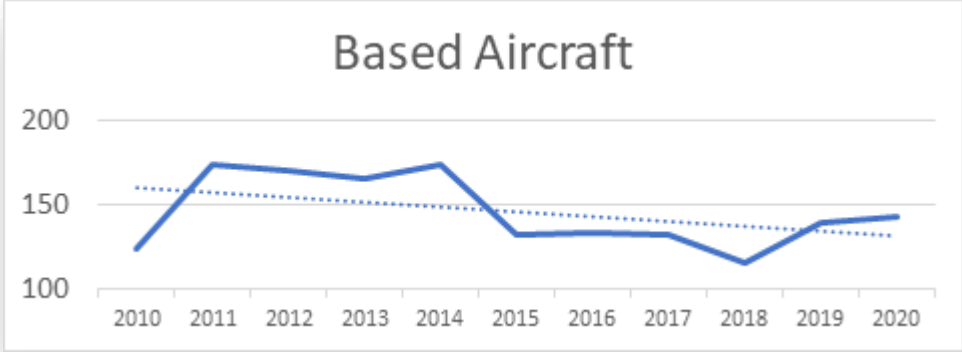
Key Airport Features

- 105th busiest airport (enplanements) in the country, out of 346 primary commercial service airports (2019)
- Primary airport serving Western North Carolina
- Currently served by five airlines
 - Non-stop service to 25 domestic destinations
- Recently rebuilt Runway 17-35
 - 8,001' x 150'
 - ILS capabilities on both ends
- Terminal building program & relocation of ATCT underway
- Recent acquisition of Broadmoor Golf Links





Historical Airport Activity (Past 10-Years)

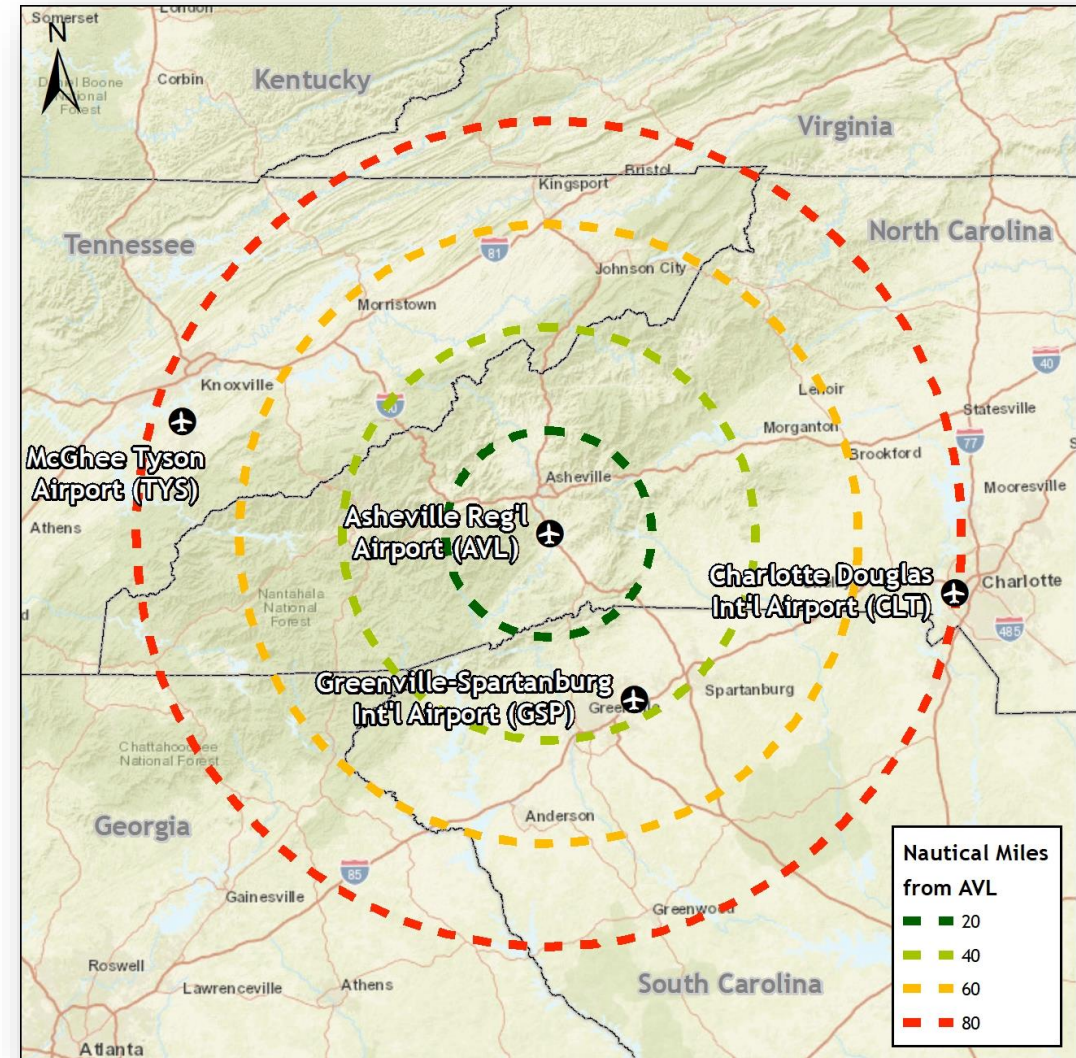


Year	Enplanements	Based Aircraft
2010	350,000	124
2011	365,000	174
2012	332,000	171
2013	327,000	166
2014	374,000	174
2015	396,000	132
2016	401,000	133
2017	457,000	132
2018	538,000	115
2019	757,000	140
2020	483,000	143



Airport Service Area

- Sole commercial service airport in Western North Carolina
- Asheville Metropolitan Statistical Area (MSA)
 - 120th largest MSA in the United States
 - 10% population growth since last census
- Location regarding time and distance in nautical miles (nm) in comparison to other major airports
 - Charlotte Douglas International Airport (CLT)
 - 80 nm; 1-hour,40-minute drive; east of AVL
 - Greenville-Spartanburg International Airport (GSP)
 - 35 nm; 1-hour drive; south of AVL
 - McGhee Tyson Airport (TYS)
 - 75 nm; 2-hour drive; west of AVL





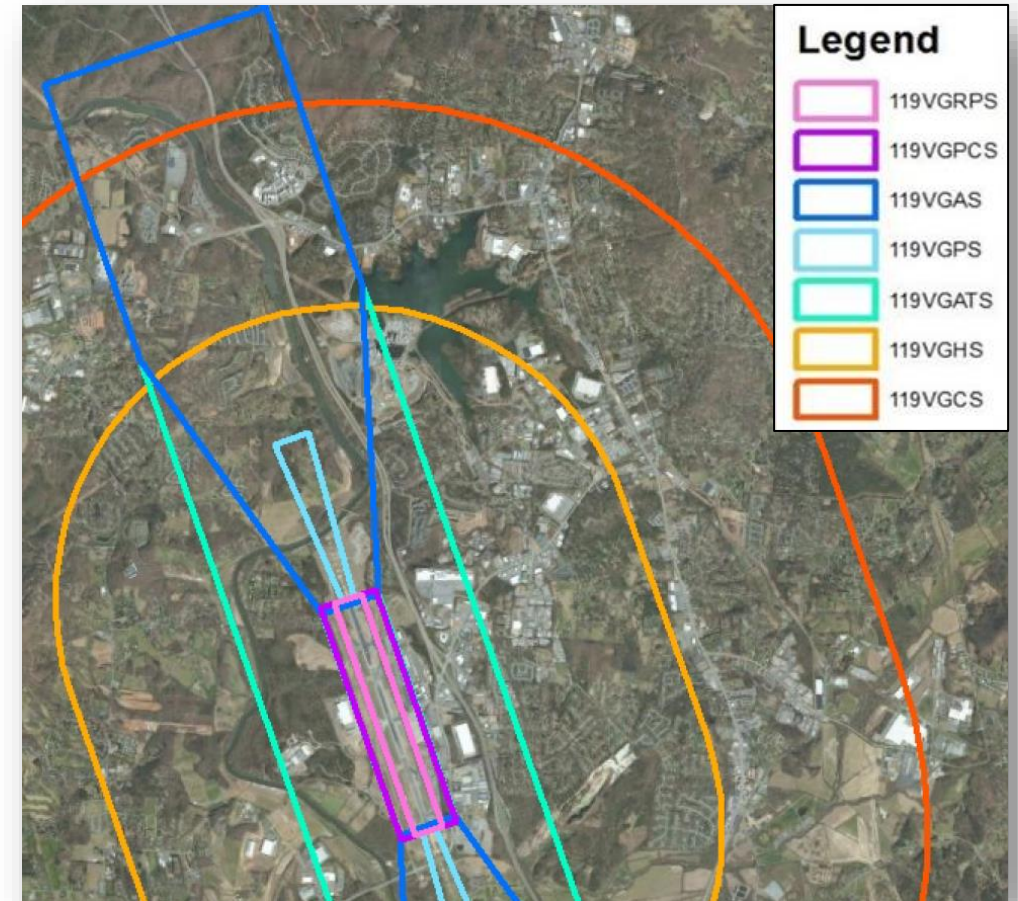
Survey and Mapping



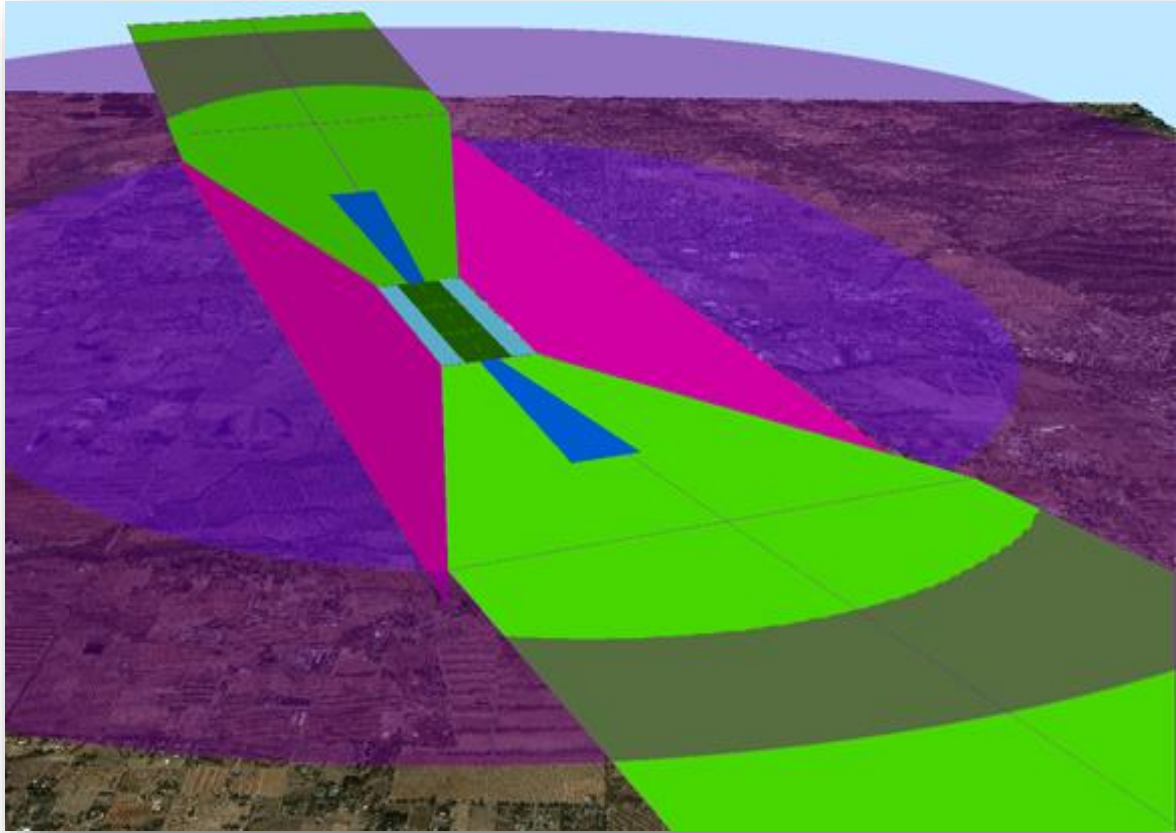
Survey and Mapping

- Airport Geographic Information System (AGIS)
 - An FAA required ground & aerial mapping survey to gather pertinent aeronautical data, such as location of runway ends, NAVAIDs, and obstructions
 - Used to generate basemap, aerial imagery, and obstruction plans for ALP

2D Part 77 Surfaces



Survey and Mapping



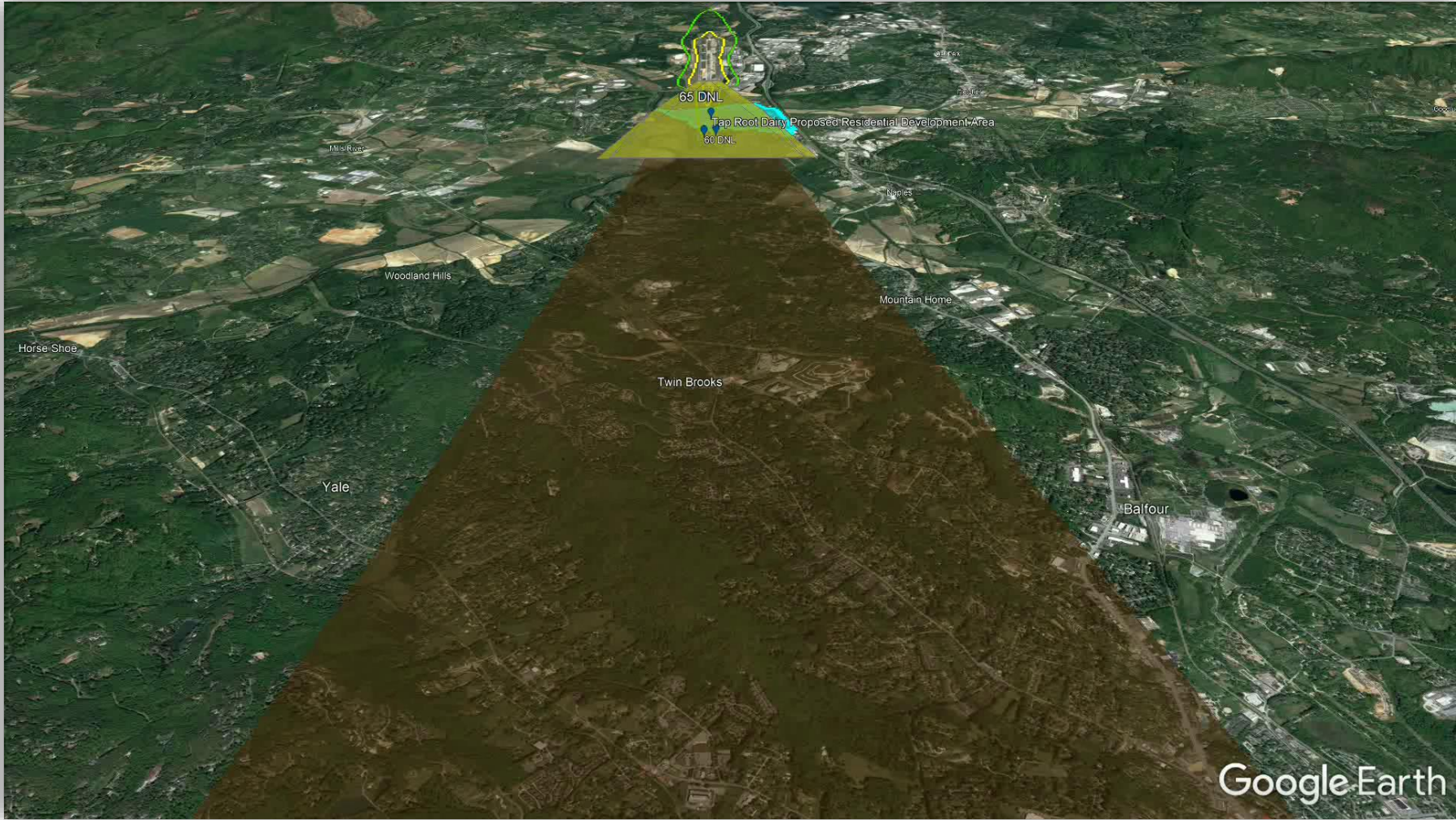
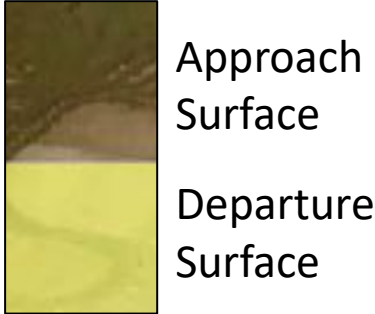
3D Part 77 Surfaces



**Runway 35 Approach &
Departure Surface**



Survey and Mapping



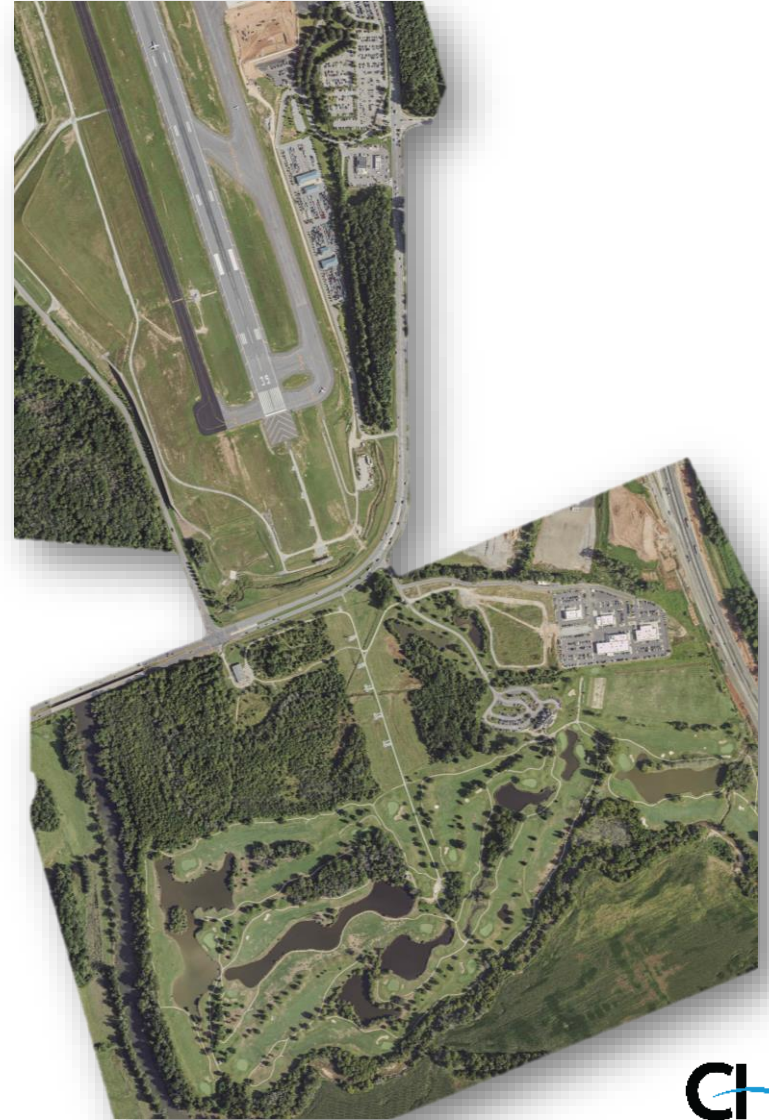
Parking and Access Planning

- Some parking and access alternatives to be evaluated:
 - Evaluate demand/capacity of airport parking
 - Public Parking
 - Rental Car Ready/Return Parking
 - Employee Parking
 - Evaluate access roadways and circulation
 - Signage and wayfinding
 - Curbside circulation and capacity
 - Curbside/parking management plan
 - Public vehicles, TNCs, taxis, limos, & courtesy shuttles

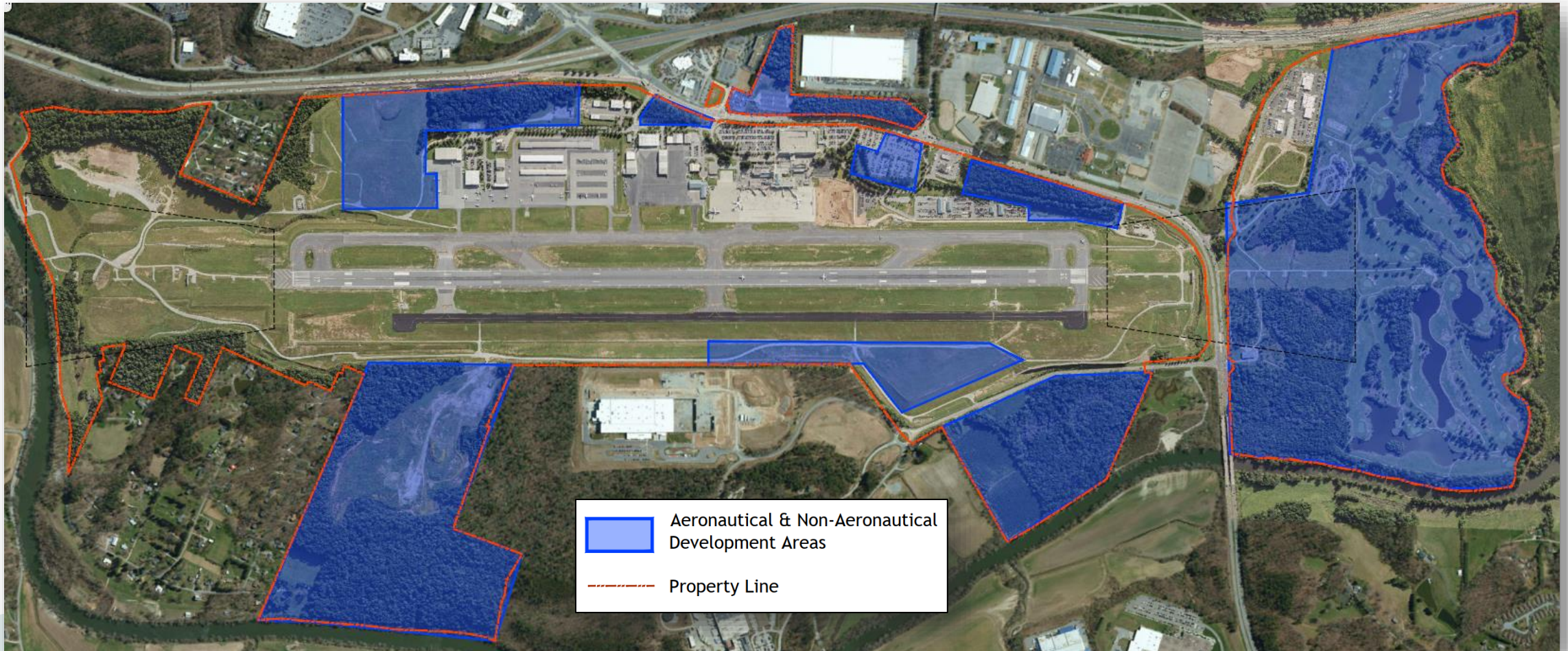


Land Use Considerations

- Completion of a Land Use Evaluation for land within airport boundaries
- Identify any existing and proposed land use regulations that could impact development standards
- Identify deficiencies and/or surpluses in the amount of developable land for each land use category
- Prepare conceptual land use plans based on established goals and objectives



Land Use Considerations



Next Steps

- Working Paper #1 – Inventory
- Initiate forecasting effort
- Complete aerial survey and mapping efforts
- Next PAC Meeting – Spring 2022





Questions / Comments

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

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