Airport Master Plan

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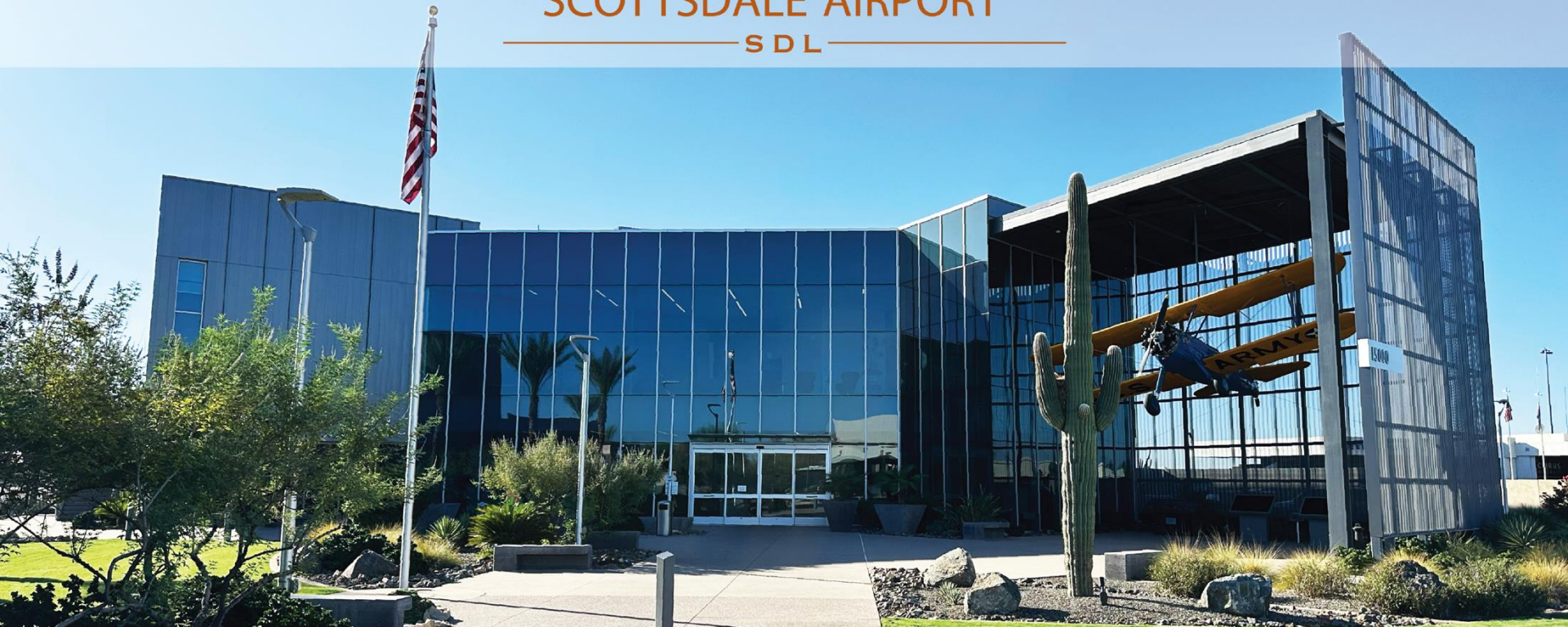
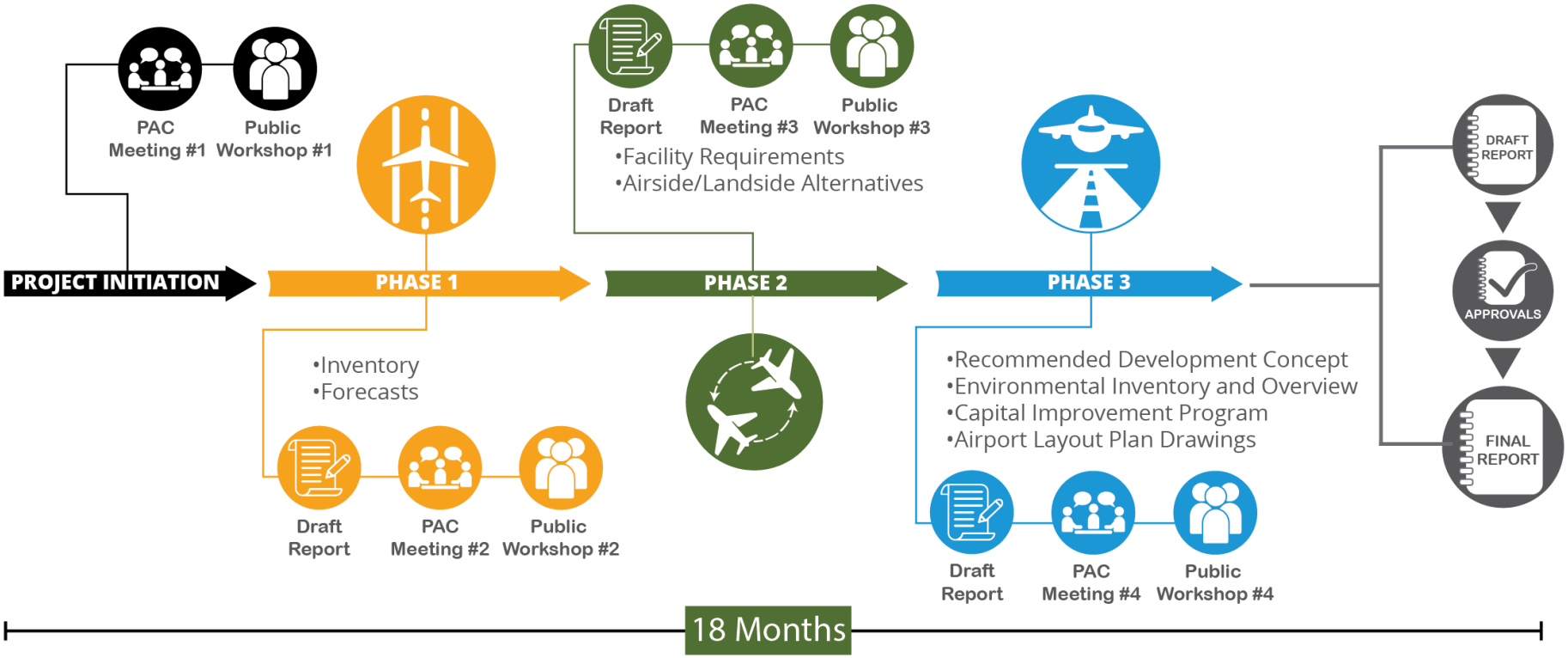


AGENDA

Planning Advisory Committee (PAC)
Meeting #4
March 12, 2026

1. Welcome/Introductions
2. Master Plan Process
3. Airport Economic Impact Study
4. Development Concept
5. Capital Improvement Program
6. Sustainability Management Plan
7. Wrap Up/Next Steps

MASTER PLAN PROCESS



2025 Scottsdale Airport Economic Benefit Analysis

Prepared for

SCOTTSDALE AIRPORT
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Prepared by

Kimley»Horn
Expect More. Experience Better.

PRESENTER
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Project Methodology

Data Collection

- In-person Site Visit:
  - 2-Day Visit
  - Met with SDL
  - Met with Tenants
  - Met with Airport-Reliant or Related Airpark Businesses
- Review Previous Studies
  - 2021 Statewide AEIS
- Coordination with Experience Scottsdale

Data Analysis

- Data Cleaning and Verification
- Calculate Direct Impacts
- Model Multiplier Impacts using IMPLAN

Deliverables

- Technical Memo
- PowerPoint Presentations

Categories of Economic Activity & Methodology

Direct Impacts

Airport Administration

Airport Tenants

Capital Expenditures

Visitor Spending

Airpark Businesses

Multiplier Impacts

Indirect:
Portions of direct output used to purchase goods and services from Scottsdale area businesses

Induced:
Income earned by workers from direct and supplier sales transactions that are then spent in the Scottsdale area

Total Impacts

Jobs

Payroll

Output

2024 Economic Impact Results

Activity	Jobs	Payroll	Output
On-Airport	1,701	$155,325,000	$397,149,000
Airpark	1,538	$135,408,000	$402,949,000
Visitor Spending	1,932	$101,504,000	$286,301,000
Total	**5,171**	**$392,237,000**	**$1,086,399,000**

Impact Comparison

	2025 Master Plan	2021 Statewide AEIS	% Change
Jobs	5,171	5,970	**-13%**
Payroll	$392,237,000	$320,161,000	**23%**
Output	$1,086,399,000	$1,000,729,000	**9%**

Future Economic Impact Analysis

- **Future-Year Growth Assumptions Developed For:**
  - Airport, tenant, and airpark employment
  - Capital improvements
  - Visitor spending
- **Primary Data Sources:**
  - SDL Master Plan
  - General Aviation Manufacturers Association
  - FAA's Aerospace Forecast

Results coming soon!

Thank you!

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Master Plan Review

Exhibit 2K: Forecast Summary

	BASE	FORECAST			CAGR
	2024	2029	2034	2044	2024-2044
ANNUAL OPERATIONS					
Air Taxi/Charter Operations (Itinerant)					
Air Taxi	66,178	80,903	98,906	147,818	4.10%
Total Air Taxi/Charter Operations	*66,178*	*80,903*	*98,906*	*147,818*	*4.10%*
General Aviation Operations					
Itinerant	64,608	70,812	77,019	89,636	1.65%
Local	35,478	39,267	43,460	53,238	2.05%
Total General Aviation Operations	*100,086*	*110,079*	*120,479*	*142,874*	*1.80%*
Military Operations					
Itinerant	320	365	365	365	0.66%
Local	4	2	2	2	-3.41%
Total Military Operations	*324*	*367*	*367*	*367*	*0.63%*
Total Itinerant Operations	*131,106*	*152,080*	*176,290*	*237,819*	*3.02%*
Total Local Operations	*35,482*	*39,269*	*43,462*	*53,240*	*2.05%*
TOTAL ANNUAL OPERATIONS	**166,588**	**191,349**	**219,752**	**291,059**	**2.83%**
ENPLANEMENTS					
Charter Enplanements	43,765	92,243	140,072	236,870	8.81%

Exhibit 2K: Forecast Summary

	BASE	FORECAST			CAGR
	2024	2029	2034	2044	2024-2044
BASED AIRCRAFT					
Single Engine Piston	115	121	130	145	1.17%
Multi-Engine Piston	10	10	10	10	0.00%
Turboprop	11	18	24	35	5.96%
Jet	157	171	183	212	1.51%
Helicopter	40	45	50	60	2.05%
TOTAL BASED AIRCRAFT	**333**	**365**	**397**	**462**	**1.65%**

PEAKING ACTIVITY PROJECTIONS	2024	2029	2034	2044
Annual Operations	166,588	191,349	219,752	291,059
Peak Month	15,627	18,599	21,360	28,291
Design Day	521	620	712	943
Design Hour	68	85	98	129

Note: In 2024, the FAA shows 333 validated based aircraft which is the mandatory baseline figure for forecasting.
There are more than 400 based aircraft at SDL when including those off-airport property in the Scottsdale Airpark.

Critical Aircraft Review/Applicable Design Standards

- Current operational data confirms SDL is a D-III-2B airport. (3,600+ operations)
- Forecasts indicate it will remain a D-III-2B airport over the next 20-years.
- FAA approved D-II-2B as the critical aircraft because extensive previous analysis showed that it is not practicable to achieve full D-III design standards primarily because of the current runway/taxiway separation.

The main difference between D-II and D-III is the separation standards based on aircraft wingspan. The D-II wingspan is up to 79 feet and the D-III wingspan is up to 118 feet.

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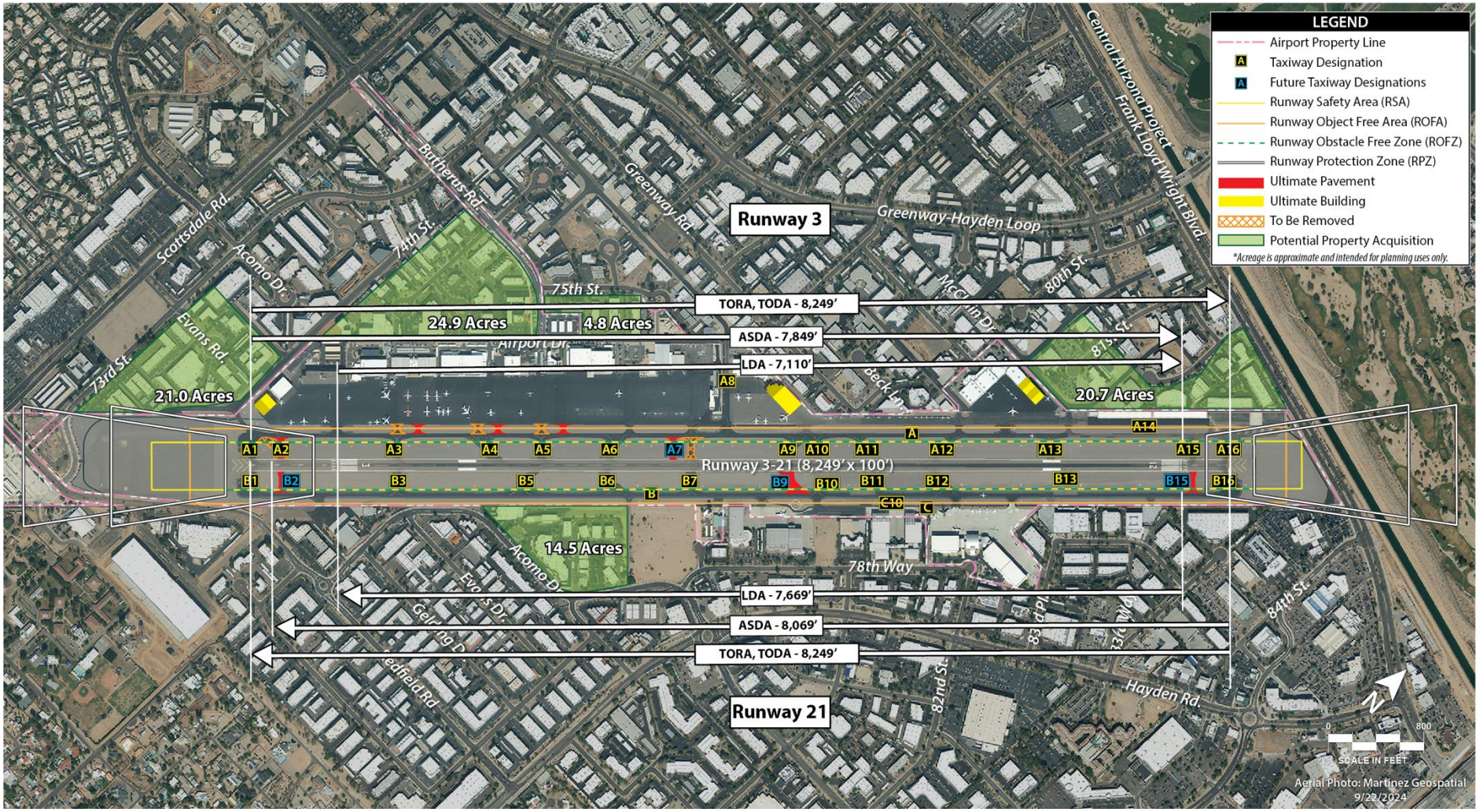
Chapter 5
Development Concept

Ex 5A: Recommended Development Concept



Airfield Considerations

1. Runway-to-Taxiway Separation
Currently, both parallel taxiways are 250 feet from the runway, centerline to centerline. Optimally, this distance would be 400 feet; however, this is not practicable. An FAA-approved Modification of Standards (MOS) that is in place indicates the existing condition provides an acceptable level of safety.

2. Runway Hold Line Location
The hold lines on the connecting taxiways are set at 152 feet from the runway centerline. The optimal location would be 250 feet from the runway centerline. Operationally, airport traffic control tower (ATCT) personnel consider the existing hold line location to be the safety critical demarcation line.

3. Runway Safety Area (RSA) Dimensions
Due to constraints beyond the runway pavement ends, declared distances are in place to provide an RSA that fully meets FAA design standards.

4. Runway Object Free Area (ROFA) Dimensions
Due to constraints to the width and length of a standard ROFA, an FAA-approved Modification of Standards (MOS) is in place that indicates the existing modified ROFA dimensions provide an acceptable level of safety.

5. Declared Distances
Declared distances are in place to meet various runway safety design standards and maximize available runway length to accommodate existing operations.

Airfield Alternative Considerations

6. Taxiway/Taxilane Separation and Aircraft Parking Apron

If two wide-wingspan aircraft pass by one another on Taxiway A and the main aircraft parking apron edge taxilane, there is a risk of the wingtips colliding. Several alternatives are considered to mitigate or remove this risk.

7. Taxiway Geometry

Several existing and future connecting taxiways are planned to be redesigned due to recent updates to the FAA's airport design guidance.

8. Runway Visual Aids

The existing two-light precision approach path indicator (PAPI-2L) system that serves each runway end should be upgraded to a four-light (PAPI-4L) system, as recommended in FAA guidance.

9. Runway Pavement Weight-Bearing Capacity

The runway weight-bearing capacity should be designed to accommodate the heaviest aircraft type that operates more than 500 times annually at the airport. The current weight-bearing capacity is up to 75,000 pounds for dual-wheel landing gear aircraft. The airport experiences more than 500 annual operations by business jets that exceed this weight; therefore, the weight-bearing capacity should be increased to accommodate the existing operations.

10. Next Generation of Business Jets

Several new models of business jets exceed the 100,000-pound limit for operation at the airport. There is no design standard safety reason to prohibit these business jets from operating at the airport. It is recommended that the airport consider allowing slightly heavier aircraft or aircraft up to 114,900-pounds to operate, in response to evolving business aviation needs. The primary concern is the potential for increased wear on runway pavement, which may shorten its useful life. However, this impact can be effectively managed through the airport's ongoing program of monitoring and routine maintenance.

Modifications of Standards

- Three Modification of Standards for airport design are approved at SDL to ensure an acceptable level of safety.

  - Runway to Taxiway Separation Distance: Maintain existing 250 feet of separation.

  - Runway Object Free Area Dimensions: 630 feet wide, 470 feet beyond the Runway 3 end, and 500 feet beyond the Runway 21 end.

  - Runway to Aircraft Parking Area: 325 feet – However this MOS no longer applies because the FAA standard changed.

Runway Weight Bearing Capacity

Current weight bearing capacity:

- 45,000 lbs. single-wheel landing gear (S)
- 75,000 lbs. dual wheel landing gear (D)

Recommended weight bearing capacity:

- 114,900 lbs. dual wheel landing gear (D)

The weight bearing capacity is not a limit or maximum. It is an indicator that repeated use by aircraft exceeding this weight may reduce the useful life of the pavement. It is the responsibility of the airport to preserve the useful life of federal capital investment such as runway rehabilitation projects.

- At SDL, aircraft up to 100,000 lbs. MTOW can operate when they file the prior permission required (PPR) documentation.
- Aircraft with a MTOW above 100,000 lbs. are currently prohibited.
- In 2024, there were approximately 1,700 operations by aircraft that have a MTOW greater than 75,000 pounds.

The airport is experiencing increasing levels of activity by aircraft with greater than 75,000 lbs. MTOW. It is recommended that the runway have at least a 114,900 lb. weight bearing capacity to accommodate the current mix of aircraft operating at the airport and slightly larger next generation business jets.

TABLE 4E | Next Generation Business Jet Details

Aircraft	Length	Wingspan	MTOW
Gulfstream 700	109'10"	103'	107,600 lbs.
Gulfstream 800	99'9"	103'	105,600 lbs.
Global 7500	111'	104'	106,250 lbs.

MTOW: Maximum takeoff weight

Source: Aircraft specification manuals

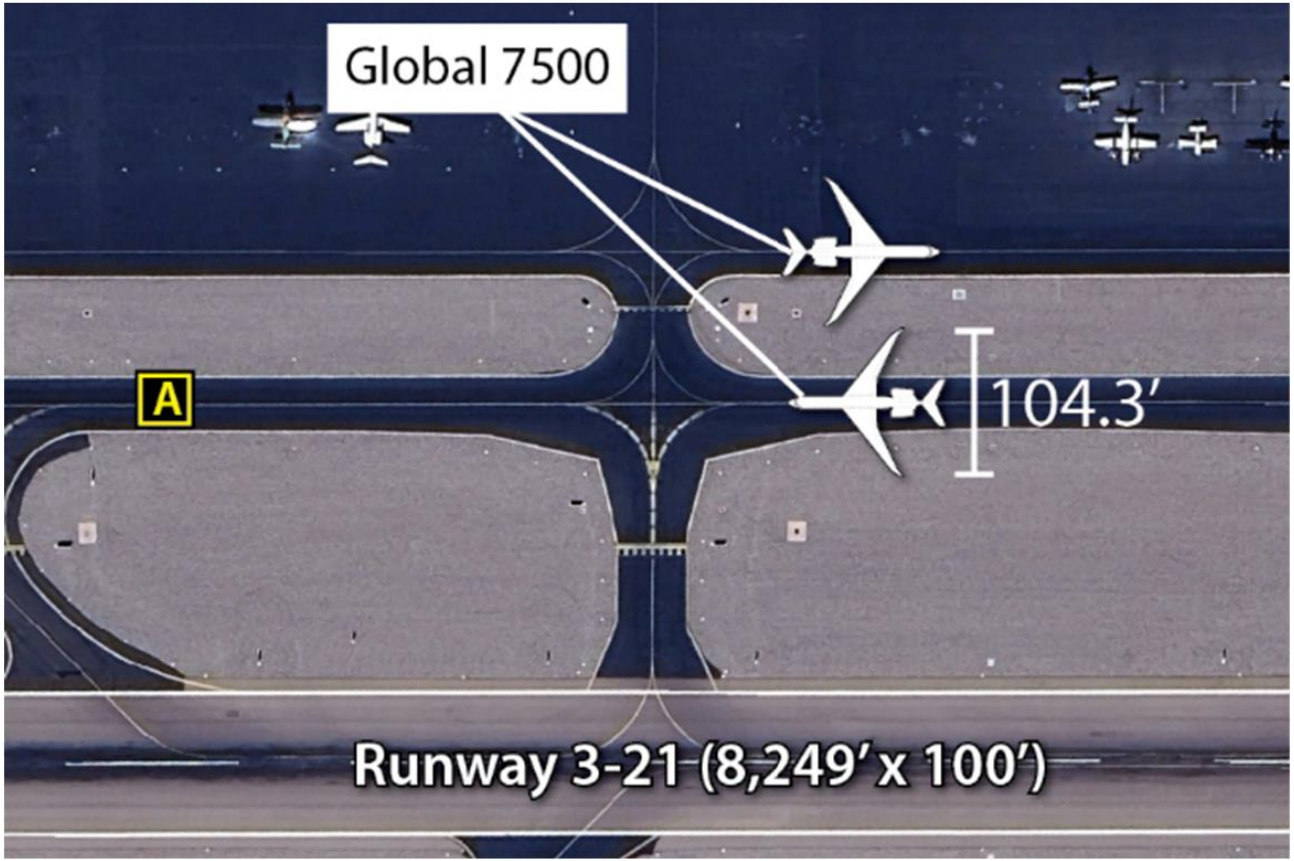
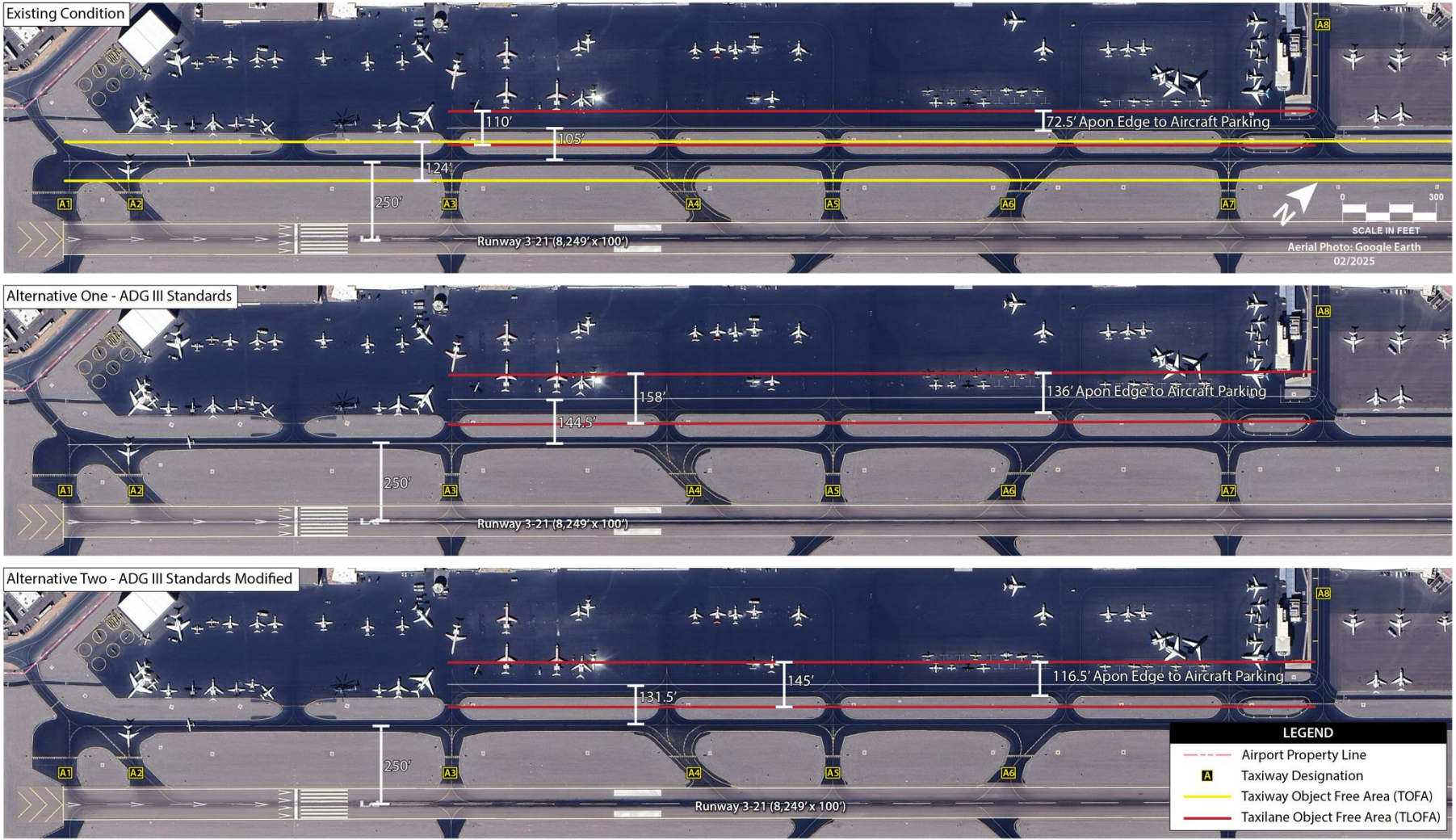


Figure 4-1: Taxiway A and Apron Edge Taxilane in Simultaneous Use by Two Global 7500 Aircraft

Apron Edge Taxilane Alternatives



Taxiway/Taxilane Separation Resolution

Alternatives Considered

1. Meet D-III Standards: Existing aircraft parking would need to be shifted 63.5 feet to the west.

2. Modified D-III Standards: Existing aircraft parking would need to be shifted 44 feet to the west.

3. Remove Apron Edge Taxilane: Would gain 72.5 feet of apron depth but would lose the taxilane capability.

4. Letter of Agreement with FBOs: Taxiway A remains unrestricted. The taxilane would be restricted to aircraft with a wingspan less than 100 feet. This is the recommended alternative.

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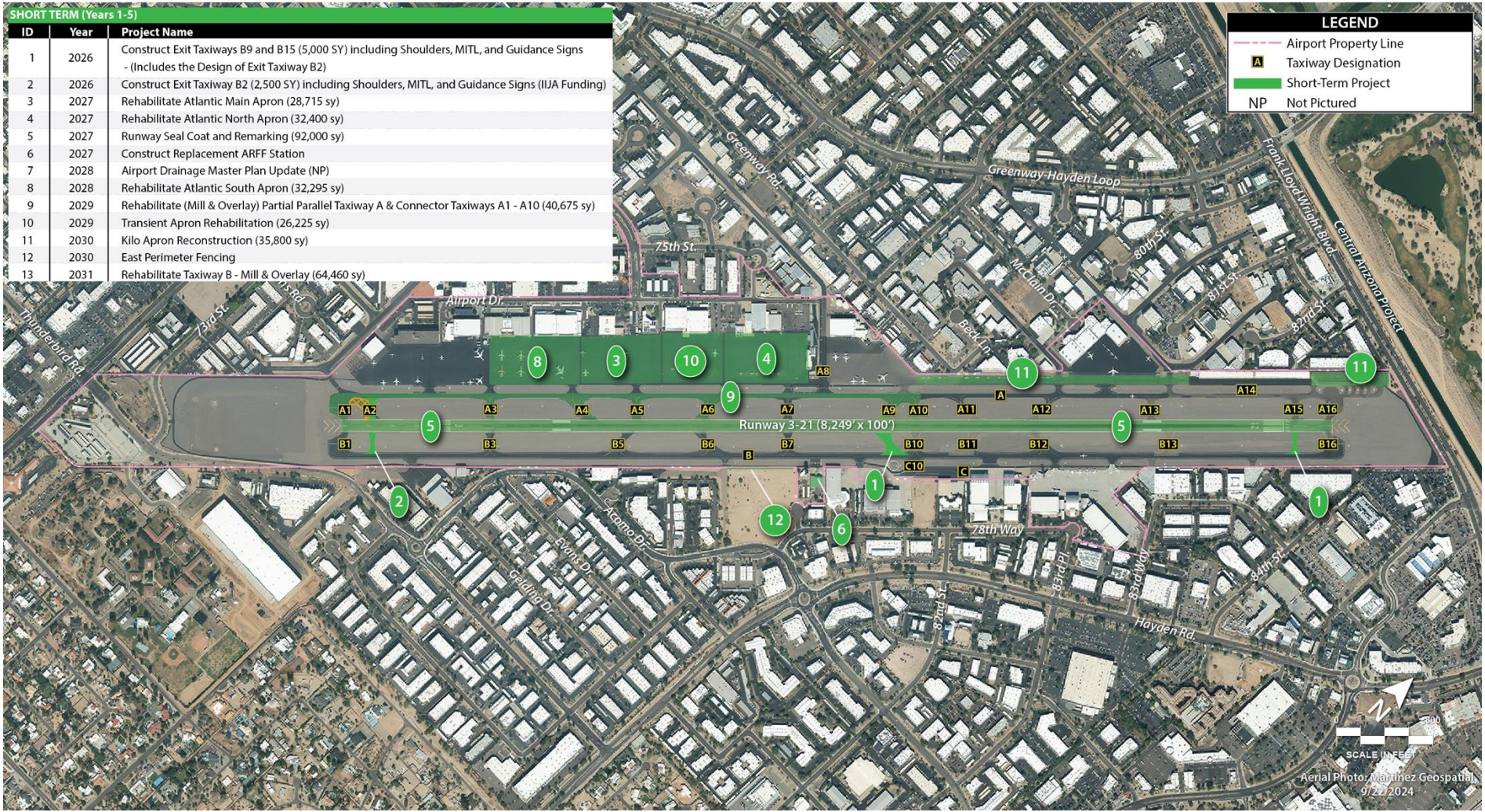
Chapter 6
Capital Improvement Program

Ex 6B: Development Staging

SHORT TERM (Years 1-5)

ID	Year	Project Name
1	2026	Construct Exit Taxiways B9 and B15 (5,000 SY) including Shoulders, MITL, and Guidance Signs - (Includes the Design of Exit Taxiway B2)
2	2026	Construct Exit Taxiway B2 (2,500 SY) including Shoulders, MITL, and Guidance Signs (IIJA Funding)
3	2027	Rehabilitate Atlantic Main Apron (28,715 sy)
4	2027	Rehabilitate Atlantic North Apron (32,400 sy)
5	2027	Runway Seal Coat and Remarking (92,000 sy)
6	2027	Construct Replacement ARFF Station
7	2028	Airport Drainage Master Plan Update (NP)
8	2028	Rehabilitate Atlantic South Apron (32,295 sy)
9	2029	Rehabilitate (Mill & Overlay) Partial Parallel Taxiway A & Connector Taxiways A1 - A10 (40,675 sy)
10	2029	Transient Apron Rehabilitation (26,225 sy)
11	2030	Kilo Apron Reconstruction (35,800 sy)
12	2030	East Perimeter Fencing
13	2031	Rehabilitate Taxiway B - Mill & Overlay (64,460 sy)



Ex 6B: Development Staging

INTERMEDIATE/LONG TERM (Years 6-10)	
ID	Project Name
14	Rehabilitate Jet Aviation Apron (46,700 sy)
15	Relocate Main Apron Connectors (3) (1,800 sy)
16	Remove Taxiway A7/Construct Taxiway A6 (1,350 sy)
17	Rehabilitate Runway and Update Weight Bearing Capacity (91,700 sy)
18	Rehabilitate Kilo Box Hangar Apron (4,650 sy)
19	Construct Parking Structure (NP)
20	Rehabilitate Taxiway A (North Portion) (25,600 sy)
21	Rehabilitate Perimeter Service Road (14,000 lf)
22	Rehabilitate Taxilanes Leading to the Airpark (7,000 sy)
23	Airport Master Plan Update (NP)

1 2026

LEGEND
- Airport Property Line
- A — Taxiway Designation
- Intermediate/Long-Term Project
- NP — Not Pictured

Runway 3-21 (8,249' x 100')

SCALE IN FEET

Aerial Photo: Martinez Geospatial, 9/22/2024

Ex 6A: Capital Improvement Program

Project No.	Timeframe	Project Descrption	NPR	Total	Federal Share	State Share	Local Share
SHORT TERM (Years 1-5)							
1	2026	Construct Exit Taxiways B9 and B15 (5,000 SY) including Shoulders, MITL, and Guidance Signs - (Includes the Design of Exit Taxiway B2)	61	$2,923,280	$2,777,116	$73,082	$73,082
2	2026	Construct Exit Taxiway B2 (2,500 SY) including Shoulders, MITL, and Guidance Signs (IIJA Funding)	61	$1,209,495	$695,009	$30,237	$484,249
3	2027	Rehabilitate Atlantic Main Apron (28,715 sy)	66	$3,346,690	$3,047,496	$149,597	$149,597
4	2027	Rehabilitate Atlantic North Apron (32,400 sy)	66	$3,273,720	$2,981,049	$146,335	$146,335
5	2027	Runway Seal Coat and Remarking (92,000 sy)	76	$965,800	$0	$0	$965,800
6	2027	Construct Replacement ARFF Station	NA	$7,000,000	$0	$0	$7,000,000
7	2028	Airport Drainage Master Plan Update	58	$425,000	$0	$382,500	$42,500
8	2028	Rehabilitate Atlantic South Apron (32,295 sy)	66	$3,260,782	$2,969,268	$145,757	$145,757
9	2029	Rehabilitate (Mill & Overlay) Partial Parallel Taxiway A & Connector Taxiways A1 - A10 (40,675 sy)	72	$6,713,027	$6,112,882	$300,072	$300,072
10	2029	Transient Apron Rehabilitation (26,225 sy)	66	$2,902,755	$2,643,249	$129,753	$129,753
11	2030	Kilo Apron Reconstruction (35,800 sy)	66	$3,482,080	$3,170,782	$155,649	$155,649
12	2030	East Perimeter Fencing	83	$550,000	$0	$0	$150,000
13	2031	Rehabilitate Taxiway B - Mill & Overlay (64,460 sy)	72	$10,356,600	$9,430,720	$462,940	$462,940
		SHORT TERM TOTAL		**$46,409,229**	**$33,827,571**	**$1,975,922**	**$10,205,734**

KEY

NPR: National Priority Rating
NA: Not Applicable
sy: Square Yards
lf: Linear Feet
MITL: Medium Intensity Taxiway Lights
IIJA: Infrastructure Investment and Jobs Act

Ex 6A: Capital Improvement Program

Project No.	Timeframe	Project Descrption	NPR	Total	Federal Share	State Share	Local Share
INTERMEDIATE/LONG TERM (Years 6-20)							
14	INTERMEDIATE/LONG TERM	Rehabilitate Jet Aviation Apron (46,700 sy)	66	$5,417,200	$4,932,902	$254,608	$254,608
15		Relocate Main Apron Connectors (3) (1,800 sy)	66	$1,080,000	$983,448	$50,760	$50,760
16		Remove Taxiway A7/Construct Taxiway A6 (1,350 sy)	72	$810,000	$737,586	$38,070	$38,070
17		Rehabilitate Runway and Update Weight Bearing Capacity (91,700 sy)	76	$55,020,000	$50,101,212	$2,585,940	$2,585,940
18		Rehabilitate Kilo Box Hangar Apron (4,650 sy)	66	$2,790,000	$2,540,574	$131,130	$131,130
19		Construct Parking Structure	30	$14,000,000	$0	$0	$14,000,000
20		Rehabilitate Taxiway A (North Portion) (25,600 sy)	66	$15,360,000	$13,986,816	$721,920	$721,920
21		Rehabilitate Perimeter Service Road (14,000 lf)	30	$1,400,000	$1,274,840	$65,800	$65,800
22		Rehabilitate Taxilanes Leading to the Airpark (7,000 sy)	72	$840,000	$764,904	$39,480	$39,480
23		Airport Master Plan Update	68	$1,500,000	$1,365,900	$70,500	$70,500
		INTERMEDIATE/LONG TERM TOTAL		**$98,217,200**	**$76,688,182**	**$3,958,208**	**$17,958,208**
		TOTAL		**$144,626,429**	**$110,515,753**	**$5,934,130**	**$28,163,942**

KEY

NPR: National Priority Rating
NA: Not Applicable
sy: Square Yards
lf: Linear Feet
MITL: Medium Intensity Taxiway Lights
IIJA: Infrastructure Investment and Jobs Act

Airport Funding Sources

Federal Grants
- Airport Improvement Program (AIP): $4.0 billion per year for 4 years. (91.06%/8.94%)
    - Entitlements (NPE or Entitlements): Eligible
    - Small Airport Fund: Eligible
    - Discretionary: Eligible but nationally competitive
    - Set-Aside Funds: Eligible due to reliever status
- Infrastructure Investment and Jobs Act (IIJA): $20 billion over 4 years

State Aid to Airports
- AIP Grant Match: Half of the matching amount (4.47%)
- State Grant Program: Up to approximately $3.0 million annually
- Pavement Maintenance Program: Pavement inspections

Local Funding
- Airport Revenue
- Bonding
- Leasehold Financing

Table 6B: Projected Passenger Entitlement Funding

Timeframe	Enplanements	Estimated Funding Available
2024	43,765	$1,300,000
2029	92,243	$1,300,000
2034	140,072	$1,508,374
2044	236,870	$2,011,724

Table 6C: AIG Funding Availability

Fiscal year (FY) funds are first made available:	AIG funds available to SDL	Funds must be obligated (under grant) by:[1]	Any unobligated funds must be obligated (under grant) in FY:	Project
2022	$759,988[2]	09/30/2025	2026	Shift or Reconfigure Taxiway
2023	$794,102[2]	09/30/2026	2027	Reconstruct Apron Lighting, Rehabilitate Taxiway
2024	$698,839[2]	09/30/2027	2028	Rehabilitate Apron
2025	$430,558[2]	09/30/2028	2029	Construct Perimeter Fencing
2026	$1,136,513	09/30/2029	2030	To be Determined

[1]Applications for grants should be submitted by June to meet the September 30 obligation date.
[2]Actual grant amount

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Sustainability Management Plan

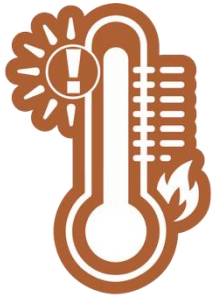
Sustainability Baseline Assessment

Focused on five key categories:

Energy

Water

Waste & Recycling



Extreme Heat

Aviation Emissions & Air Quality

Energy

2023 Electricity Usage and Cost by Building at SDL

Building	Electricity Usage (kWh/year)	Electricity Usage (kBtu*/sf/year)	Total Cost ($/year)	Unit Cost ($/kWh)
Building 1	275,200	93.9	$42,771	$0.16
Building 2	67,560	N/A	$14,360	$0.21
Building 3	380,000	54.5	$59,761	$0.16
Building 4	255,080	14.5	$41,679	$0.16
Building 5	6,681	9.1	$717	$0.11
Building 6	11,116	0.9	$4,921	$0.44
Building 7	45,620	N/A	$12,806	$0.28
Building 8	247,920	22.0	$36,114	$0.15
Building 9	128,400	10.5	$16,655	$0.13
Building 10	721,680	36.8	$92,974	$0.13
Building 11	21,360	4.0	$4,478	$0.21
Building 12	211,770	14.2	$28,850	$0.14
Building 13	341,640	74.7	$48,824	$0.14
Building 14	321,960	21.5	$46,247	$0.14
Building 15	368,160	22.4	$56,791	$0.15
Building 16	658,800	22.7	$88,766	$0.13
Building 17	743,426	32.5	$123,855	$0.17
Total Usage and Cost:	**4,806,373**	**25.1**	**$720,571**	**$0.15**

*kBtu stands for kilo British thermal unit, which is a common unit of energy measurement.
kWh = kilowatt-hours
sf = square feet

Potential Opportunities for Performance Improvement

- Replace fluorescent and metal fixtures in offices and hangars with LED fixtures.
- Program thermostats for automatic temperature setpoints.
- Retro-commission HVAC equipment to improve building management system setpoints
- Upgrade remote terminal units (RTUs) to heat pump units where necessary.

Water

Potable Water Usage at SDL

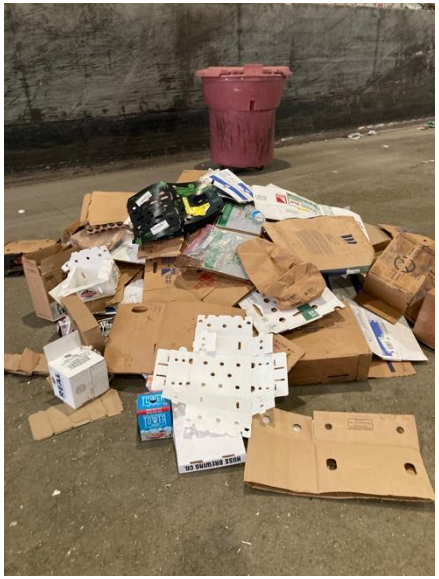
Date	Water Usage (in gallons)	Average/Day
01/17/2023 – 02/13/2023	33,837	497.63
02/14/2023 – 03/13/2023	60,111	1073.41
03/14/2023 – 04/15/2023	49,693	887.37
04/16/2023 – 05/13/2023	69,698	704.02
05/14/2023 – 06/13/2023	60,584	1081.86
06/14/2023 – 07/16/2023	74,673	1204.40
07/17/2023 – 08/13/2023	95,396	1445.40
08/14/2023 – 09/16/2023	95,899	1712.48
09/17/2023 – 10/14/2023	135,410	1991.33
10/15/2023 – 11/14/2023	127,515	2277.05
11/15/2023 – 12/13/2023	83,984	1354.58
12/14/2023 – 01/15/2024	36,343	626.60
01/16/2024 – 02/13/2024	35,899	543.93
02/14/2024 – 03/13/2024	30,977	534.09
03/14/2024 – 04/13/2024	37,393	644.71
04/14/2024 – 05/13/2024	36,613	590.53
05/14/2024 – 06/15/2024	46,311	771.85
06/16/2024 – 07/14/2024	122,011	1848.65
07/15/2024 – 08/13/2024	98,077	1690.99
08/14/2024 – 09/15/2024	96,967	1616.10
09/16/2024 – 10/13/2024	110,365	1672.2
10/14/2024 – 11/16/2024	86,330	1541.61
11/17/2024 – 12/14/2024	143,868	2115.705
12/15/2024 – 01/14/2025	52,284	933.645
Total:	**1,820,238**	**1223.34**

Water – Potential Opportunities for Performance Improvement

- Install metering networks to facilitate accurate measurement of water use.
- Utilize reclaimed water for use in cooling systems, toilet flushing, and irrigation.
- Continue to incorporate xeriscaping or native plants for landscaping.
- Hold annual training opportunities for staff regarding water conservation measures.

Waste Management and Recycling

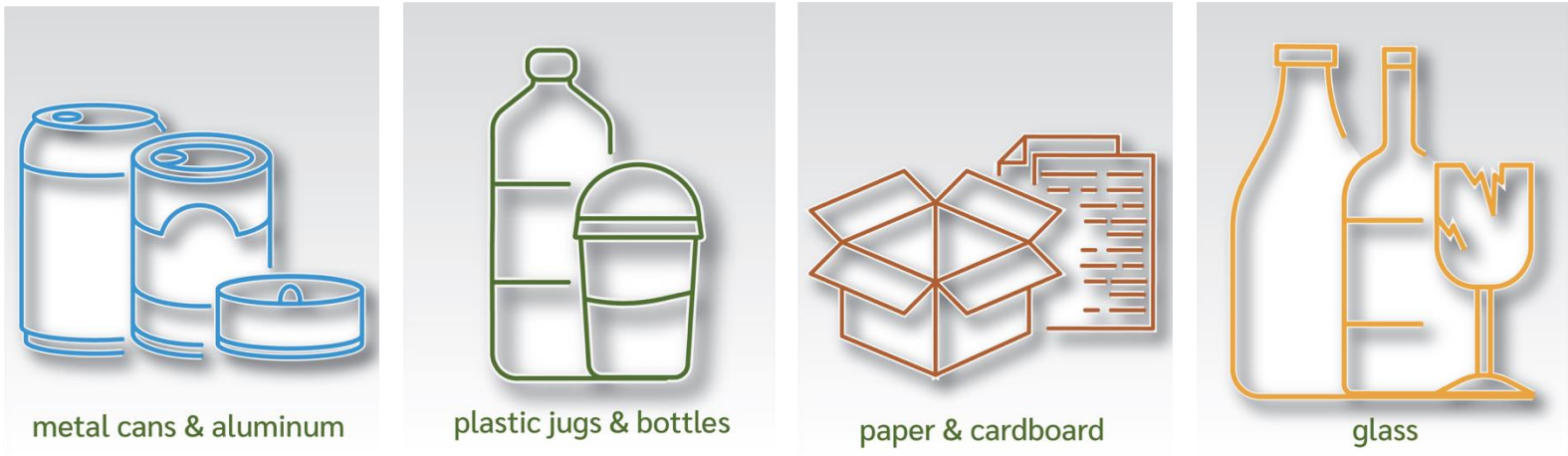
- Conducted a site visit at SDL.
- Sent out a questionnaire for FBOs regarding existing waste practices.
- Compiled goals from questionnaires and site visit observations.



Potential Opportunities for Improvement

- Established four primary goals from this site assessment
  - Goal 1: Reduce the Amount of Solid Waste Generated
  - Goal 2: Increase Number of Materials Recycled at SDL
  - Goal 3: Introduce Composting Efforts
  - Goal 4: Establish Construction and Demolition Practices

Allowable Recyclables



Aviation Emissions and Air Quality

GHG Emissions Reported at SDL

Fuel	Unit*	2018	2020	2022
Aviation Gasoline (Avgas)	MT CO_2e	2, 804	3,294	3,066
Jet A Fuel	MT CO_2e	105,960	120,458	162,909
*GHG emissions are reported in metric tons of carbon.				

SDL is located in Maricopa County, which is designated as a nonattainment area for particulate matter and ozone (2008 and 2015 standards).

Potential Opportunities for Performance Improvement

- Encourage FBOs to store and supply alternative fuel.
- Install electric vehicle charging stations in SDL's parking lots.
- Reduce taxi hold and engine idling.
- Enroll in the Airport Carbon Accreditation program.
- Develop an air quality management plan.

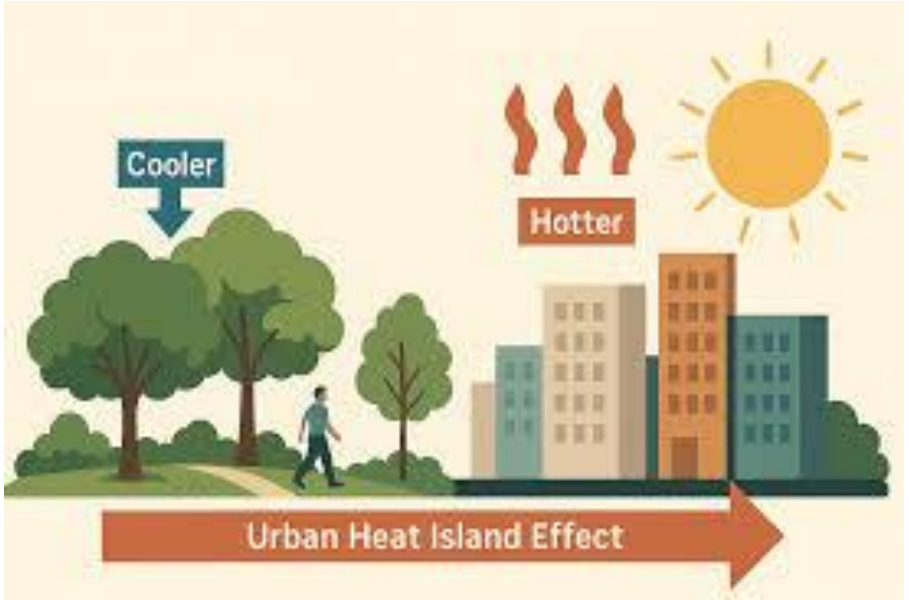
Extreme Heat

SDL Meteorological Records

Metric	Average (2001–2020)	Maximum (Year Observed)
Number of Days 110°+	9.8	28 (2020)
Number of Days 100°+	92.7	129 (2020)
Number of Nights 90°+	2.9	9 (2020)
Number of Nights 80°+	60.4	75 (2015)
Average Daily Maximum Temperature (June–August)	103.4°F	106.3°F (2020)
Average Daily Minimum Temperature (June–August)	80.4°F	82.4°F (2020)

Potential Opportunities for Performance Improvement

- Utilize reflective coatings on rooftop surfaces to reduce heat absorption at SDL.
- Implement heat-resistant asphalt blends for existing and new pavements at SDL.
- Conduct a staff heat assessment.



WE WANT TO HEAR FROM YOU!

Direct any questions or comments after this meeting to project team members:

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https://scottsdale.airportstudy.net

NEXT STEPS

Draft Final Document
Local Approvals
ALP to FAA for Approval