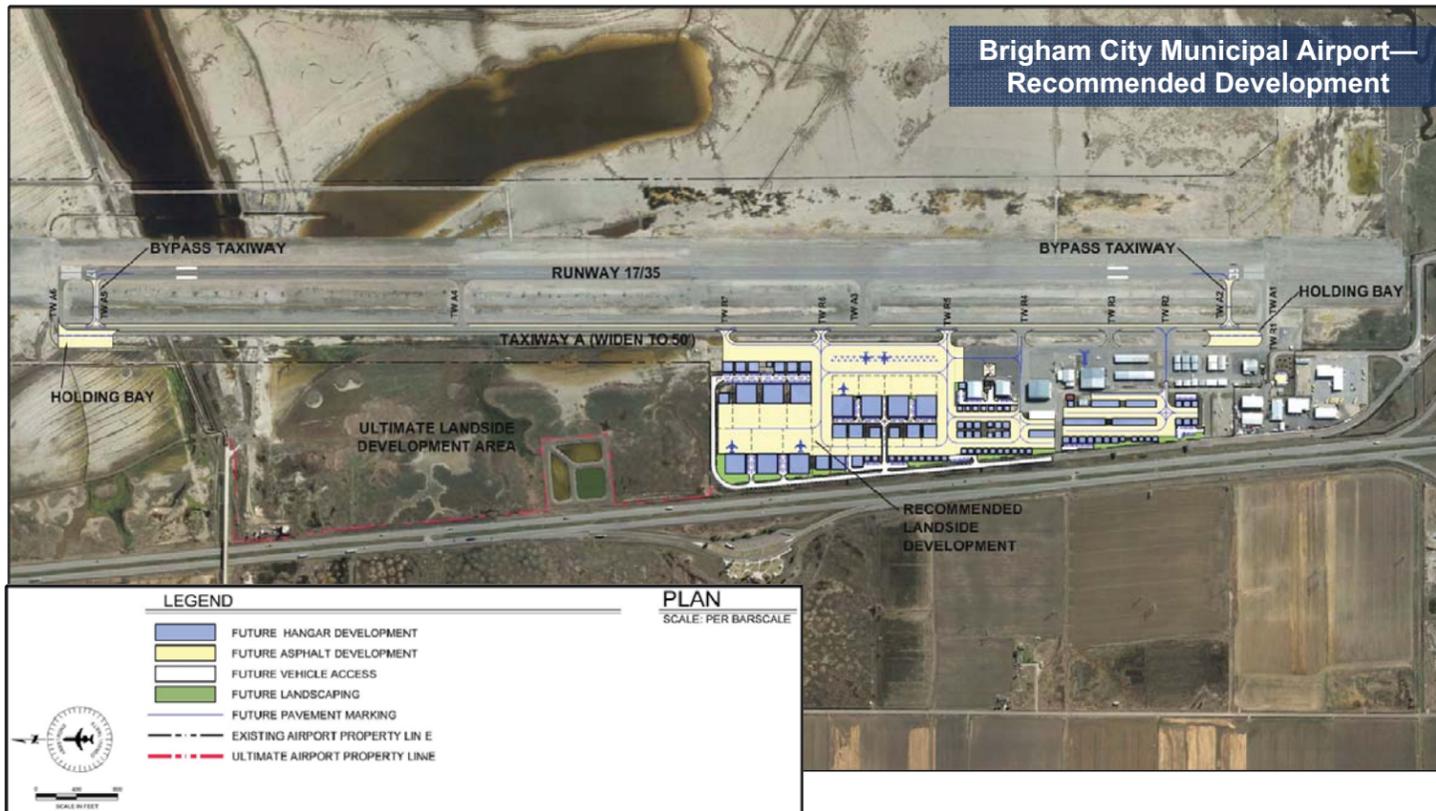


# BRIGHAM CITY MUNICIPAL AIRPORT

BRIGHAM CITY, UTAH

**AIRPORT MASTER PLAN**  
**EXECUTIVE SUMMARY**  
**AUGUST 2012**





## Introduction

The Airport Master Plan for Brigham City Municipal Airport (BMC) has been undertaken to evaluate the Airport's capability and role, to forecast future aviation demand, and to plan for the timely development of new or expanded facilities that may be required to meet that demand. The long-term goal for the master plan study is to provide systematic guidelines for the Airport's overall maintenance, development and operation.



## Purpose and Objective

The updating of the airport master plan reflects Brigham City Corporation's recognition of the importance of air transportation to the community and associated challenges inherent in providing for their unique operation and improvement needs. With the development of sound and realistic plans, Brigham City can maintain the Airport's links to the national air transportation system and maintain the public and private investment in facilities.

As the Brigham City region continues to grow, BMC will consider the issues relating directly to its future as well as the role of the greater planning area. In order to do this, the Airport has undertaken the Master Plan Study to determine forecasted needs and to continue to drive the region's economic engine.

The BMC Master Plan provides a vision for the growth and development of the Airport over the 20-year planning period. It establishes a framework for the development of airport facilities and guides long-term airport land use and development decisions.

## Existing Airport Facilities

Brigham City Municipal Airport has been in operation as a public use airport since the 1930s. It was originally constructed by the Federal Government to serve as an airstrip.

Since the 1930s, the Airport has expanded from a dirt strip with no hangars, fixed base operator or on-site management into a fully operational and successful general aviation airport within the state of Utah.

## Airside

BMC has one 8,900-foot long asphalt runway capable of accommodating the weight of a Boeing 737 aircraft. Runway 17/35 is oriented north-south, 100-foot wide and is in excellent condition. The runway is equipped with medium intensity runway lights (MIRL) and nonprecision runway marking. Runway 35 is a nonprecision greater than utility runway and Runway 17 is classified as a visual, greater than utility runway.

The runway is served by a full-length parallel taxiway that is 35-feet wide and in excellent condition. Eight connector taxiways connect the runway, taxiway and apron on the Airport. The aircraft apron is 62,920 square yards, providing 26 tiedown spaces and is in excellent condition.

## Landside

Brigham City has four fixed base operators (FBO), two of which are full-service. There is a 740 square foot pilots lounge located on the north side of the aircraft parking apron, east of Airport Road. There are 23 conventional box hangars and two sets of T-Hangars located on the Airport. There are two, 10,000 gallon 100LL AvGas and two, 10,000 gallon Jet-A tanks. There are approximately 27 automobile spaces available at various locations around the Airport.

## Aviation Demand Forecasts

The ability for Brigham City Municipal Airport to meet changing demand was first examined by preparing reasonable projections of aviation activity, which were approved by the Federal Aviation Administration (FAA). Forecasts were prepared for several indicators, including: annual operations, annual instrument approaches, and based aircraft. While serving as the basis for the evaluation of facility needs, the forecasts were also used to assess environmental factors and future revenue potential.

The baseline activity and forecasts for operations and based aircraft, are shown below. Total operations are anticipated to grow at an average annual rate of 3.4 percent, while total based aircraft are projected to grow at an average annual rate of 2.4 percent based on an estimated combination of population growth and regional economic development.

	Base Year (2011)	2015	2020	2030
Annual Operations	40,000	47,370	56,098	78,678
Annual Instrument Operations	200	237	280	393
Annual Based Aircraft	90	101	114	143

## Facility Requirements

The need for increased capacity at BMC has been building for several years. It was first identified within the 1995 Airport Layout Plan Update as a long-term need. A runway extension and full-length parallel taxiway was completed in 2008. This Airport Master Plan reevaluated the need for capacity enhancements and found that due to increased growth, particularly during peak months, landside improvements would be needed in the initial to intermediate-term time frame.

The Master Plan provides for the orderly expansion of existing facilities and the development of new facilities to meet the aviation related needs over the 20-year planning period. While the plans are phased through the initial-term (0-5 years), intermediate-term (6-10 year) and the long-term (11-20 year) planning periods, the plans are demand-based. The recommended development has been configured so facilities will not be constructed until they are needed for capacity or to replace obsolete facilities. The master plan has identified \$20.8 million in capital needs for Brigham City Municipal Airport over the 20-year planning period.

### Phase I, Initial-Term (1-5 years)

- Conduct Pavement Maintenance
- Construct Area A1 Taxiway
- Relocate Beacon
- Apron Pavement Rehabilitation
- Strengthen Runway 17/35
- Construct Deicing Pad and Wash Pad
- Construct Hangar Area 1A
- Construct Holding Bays both ends RW 17/35
- Conduct Wildlife Hazard Assessment (WHA)

### Phase II, Intermediate-Term (6-10 years)

- Construct Bypass Taxiways for both ends of RW 17/35
- Construct Snow Removal Equipment Building
- Acquire Snow Removal Equipment
- Widen Taxiway A to 50 feet
- Construct Hangar Area 1B
- Update Airport Layout Plan
- Pavement Maintenance

### Phase III, Long-Term (11-20 years)

- Construct Hangar Area 2
- Construct Hangar Area 3
- Conduct Pavement Maintenance
- Update Airport Master Plan

## Financial Planning

The 20-year Master Plan Capital Development Program for BMC is \$20.8 million (2011). In 2012, the FAA approved a reauthorization bill extending through September 2015. This bill returns the FAA funding share to 90 percent FAA for Airport Improvement Program (AIP) approved projects. The state of Utah has indicated it will provide a five percent match on FAA funded projects resulting in a 5 percent local share. On State only funded projects, the State covers 90 percent of the project cost and the Airport Sponsor is responsible for providing the remaining 10 percent of matching funds.

	Cost (\$M)
Phase I	\$5.6
Phase II	\$4.1
Phase III	\$10.9
<b>Total</b>	<b>\$20.8</b>

## Plan Implementation

The master plan was a cooperative effort between Brigham City, the consultants, the planning advisory committee, airport advisory board, and various stakeholders and interested parties. The participants met on several occasions to review and discuss the draft planning materials during the 12-month project schedule. The committee consisted of airport users, FAA personnel, UDOT personnel, local government representatives and airport staff.

While the plans have identified extensive capital project needs over the 20-year planning period, a high percentage of the capital costs will be eligible for grants administered by the FAA. The source for FAA grants is the Aviation Trust Fund, which is funded by airline tickets taxes, aviation fuel sales, aircraft registrations, and other aviation-related fees. The FAA distributes these funds through the Airport Improvement Program (AIP).



## Airport Master Plan Planning Advisory Committee

Mr. Bruce Leonard  
*Brigham City Corporation, Airport Manager*

Mr. Byron Hansen  
*Airport Advisory Board Chairman*

Mr. Paul Larsen  
*Brigham City Corporation, Director of Economic Development*

Mr. Jared Johnson  
*Brigham City Corporation, Building Official/Planner*

Mr. Scott Ericson  
*Brigham City Corporation, City Council Member*

Mr. Brian Rex  
*Brigham City Corporation*

Mr. Kevin Hamilton  
*Brigham City Corporation, Director of Planning*

Ms. Ruth Jensen  
*Brigham City Corporation, City Council Member*

Mr. Kevin Luey  
*Federal Aviation Administration, Project Manager*

Mr. Kirk Nielson  
*Utah State Aeronautics Division, Project Manager*

## Brigham City Municipal Airport (2011) Airport Advisory Board

Mr. Byron Hansen  
*Airport Advisory Board Chairman*

Mr. Ben Jones  
*Airport Advisory Board Vice Chairman*

Mr. Dennis Fife  
*Brigham City Corporation, Mayor*

Mr. Bruce Leonard  
*Brigham City Corporation, Airport Manager*

Mr. Boyd Young  
*Airport Advisory Board Member*

Mr. David Hess  
*Airport Advisory Board Member*

Mr. Fred Kluss  
*Airport Advisory Board Member*

Mr. Gary Bywater  
*Airport Advisory Board Member*

Mr. Brian Rex  
*Brigham City Corporation*

Mr. Tyler Pugsley  
*Brigham City Corporation*