

Pompano Beach Airpark

MASTER PLAN UPDATE

City Commission Meeting
October 12, 2021



Kimley»Horn



Airport Master Plan Overview

Master Planning Goals

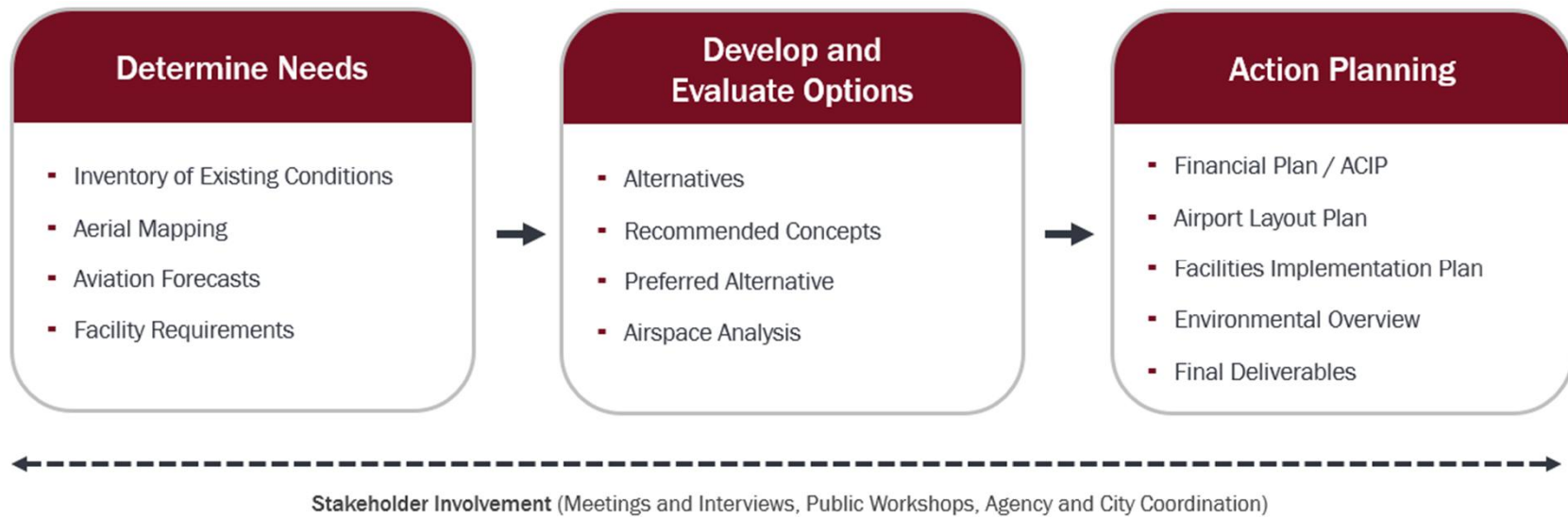
- Enhance safety and operational efficiency
- Emphasize financial and environmental sustainability
- Satisfy current and future aviation demand
- Develop a feasible capital development program

Purpose of the Master Plan

- A long-range planning document to manage the Airport's development over a 20-year planning horizon
- Used to secure funding (federal, state, local) for recommended improvements
- Two primary deliverables
 - Master plan report
 - Airport Layout Plan (ALP) drawing set
- Content, process, and methods follow FAA guidance and standards



Master Plan Study Process



Aviation Forecast Overview

FORECASTS: BASED AIRCRAFT

| Year | Total | Single-Engine Piston | Multi-Engine Piston | Turboprop | Jet | Rotorcraft | Other |
|----------------|-------|----------------------|---------------------|-----------|------|------------|-------|
| 2017 | 166 | 105 | 36 | 10 | 3 | 12 | 0 |
| 2022 | 191 | 120 | 40 | 12 | 4 | 14 | 1 |
| 2027 | 216 | 133 | 45 | 15 | 4 | 17 | 2 |
| 2037 | 275 | 163 | 55 | 22 | 8 | 24 | 3 |
| AAGR 2017-2037 | 2.6% | 2.2% | 2.1% | 4.0% | 5.2% | 3.6% | 100% |



Single-Engine Piston



Multi-Engine Piston



Turboprop



Jet



Rotorcraft

Aviation Forecast Overview

FORECASTS: AIRCRAFT OPERATIONS

| Year | Total | Piston | Turboprop | Jet |
|----------------|---------|---------|-----------|-------|
| 2017 | 132,489 | 130,974 | 1,127 | 388 |
| 2022 | 140,723 | 138,534 | 1,442 | 747 |
| 2027 | 148,964 | 145,973 | 2,032 | 959 |
| 2037 | 166,729 | 161,872 | 3,405 | 1,452 |
| AAGR 2017-2037 | 1.2% | 1.1% | 5.7% | 6.8% |

Aviation Forecast Overview

FORECASTS: CRITICAL AIRCRAFT

Existing

ARC:
B-II

Beechcraft King Air 350



Future

ARC:
B-II

Cessna Citation Sovereign



Aircraft Character- istics

| Aircraft | Wingspan | Tail Height | Length | Approach Speed |
|---------------------------|----------|-------------|--------|----------------|
| Beechcraft King Air 350 | 57.92' | 14.33' | 46.67' | 107 KT |
| Cessna Citation Sovereign | 63.33' | 20.33' | 63.50' | 108 KT |

Facility Requirements Overview

Airfield and Landside Needs

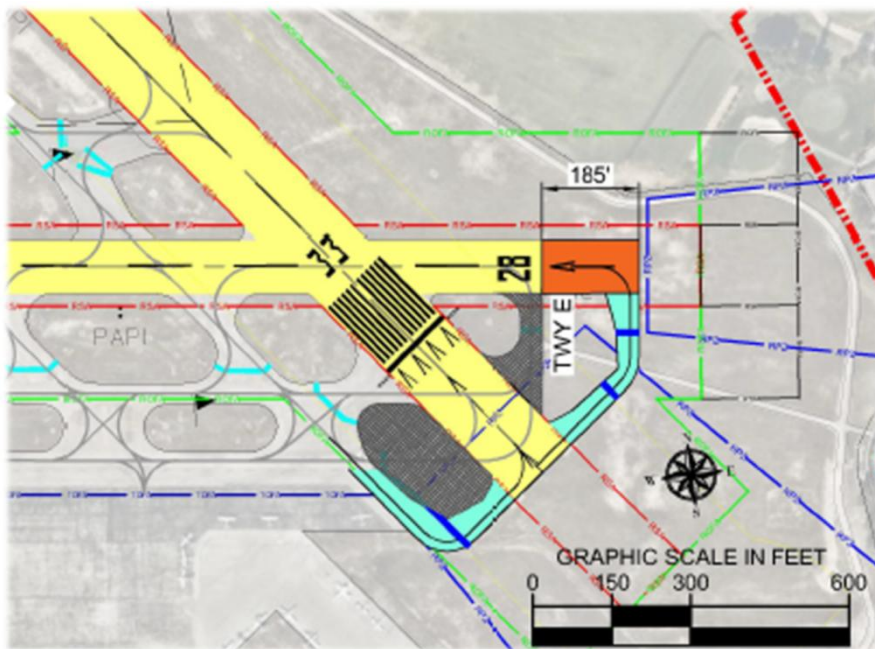
- Runway end 33 and 28 intersection improvements
- Standardize taxiways
 - Safety enhancements
 - Satisfy FAA standards
 - Runway Incursion Mitigation
- Additional Hangars and Apron
- Potential extension of Runway 15-33

Additional Facility Needs

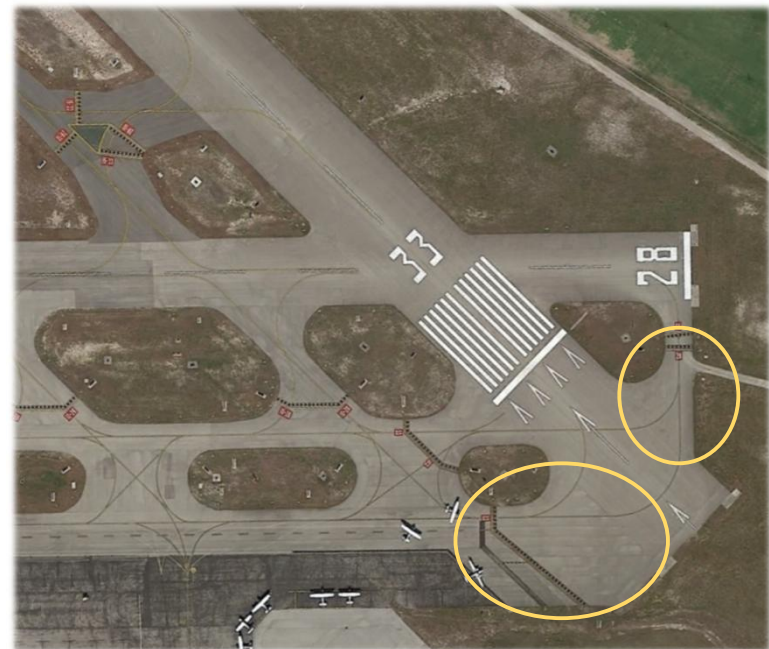
- Vehicle parking
- Upgrade existing secure gates and add new access gates
- Paved vehicle service road

Projects of Significance

Runway 28/33 Standardization

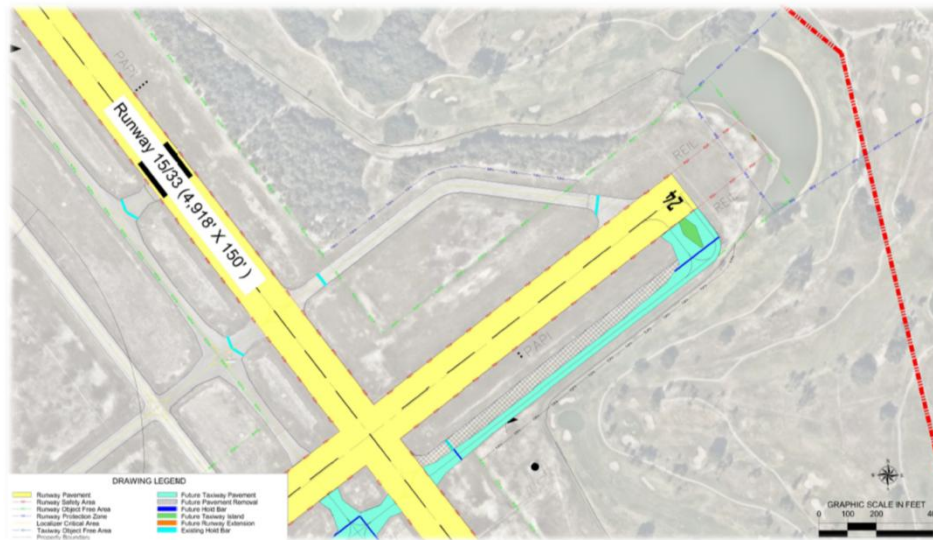


Existing Condition



Projects of Significance

Taxiway M Standardization

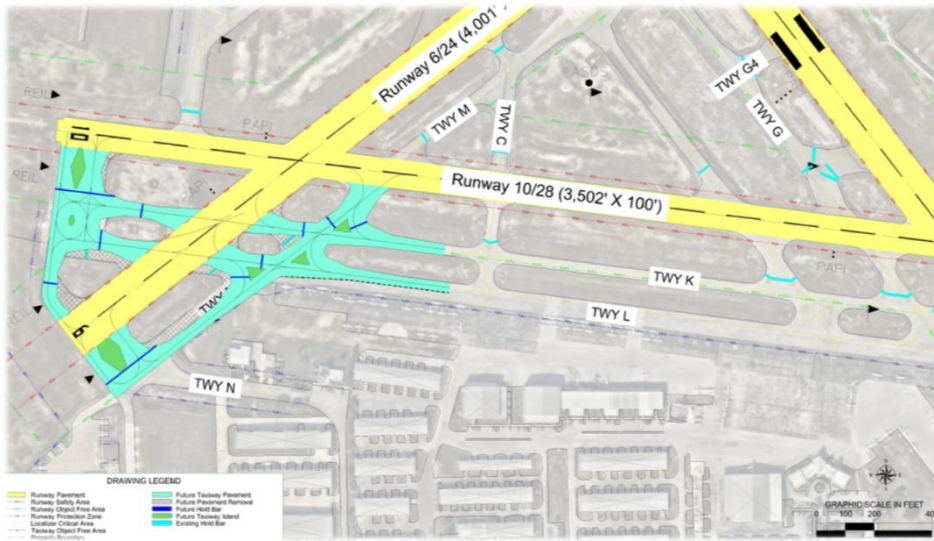


Existing Condition



Projects of Significance

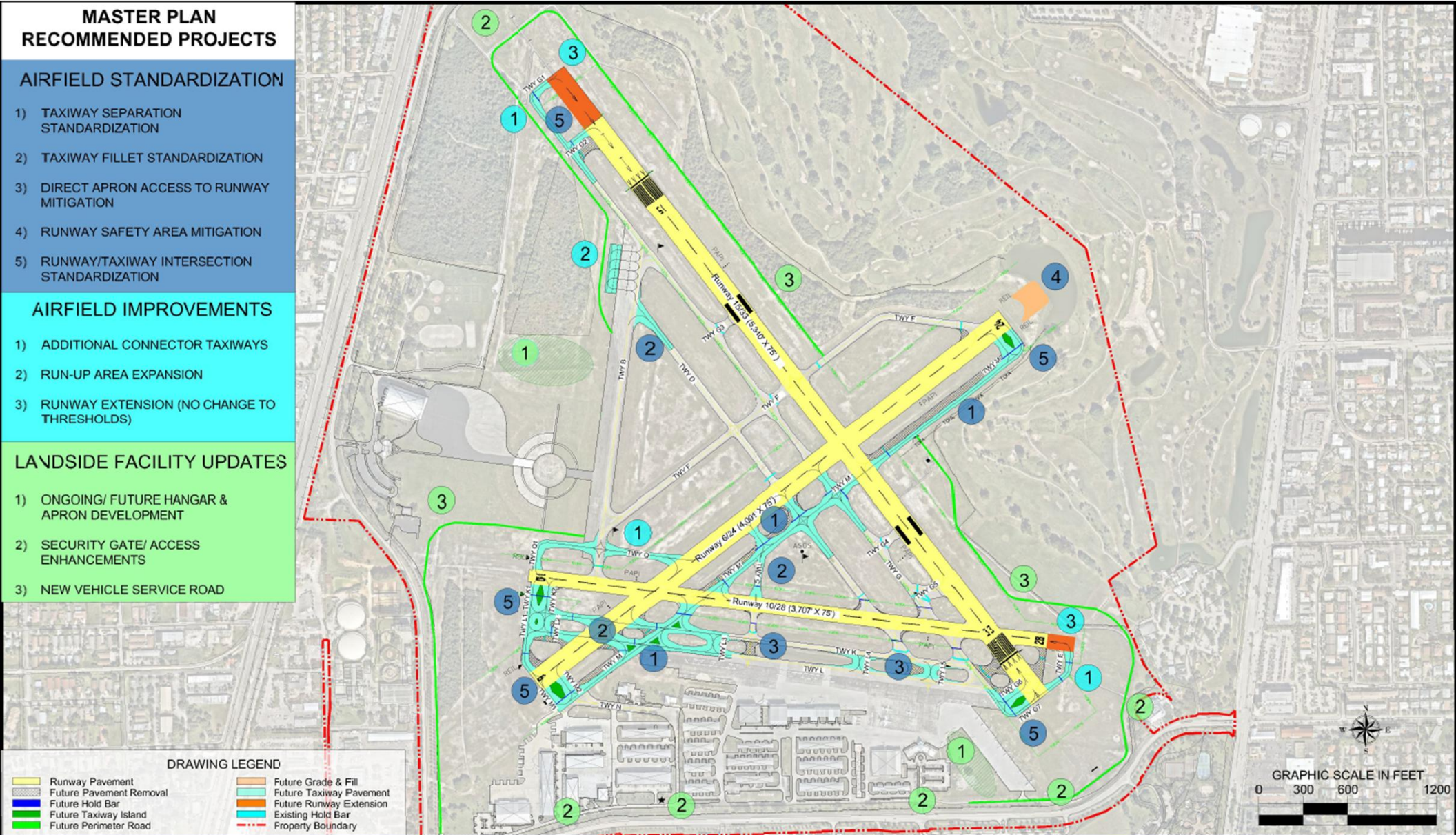
Taxiway Improvements



Existing Condition



Recommended Development Plan



Phasing Plan

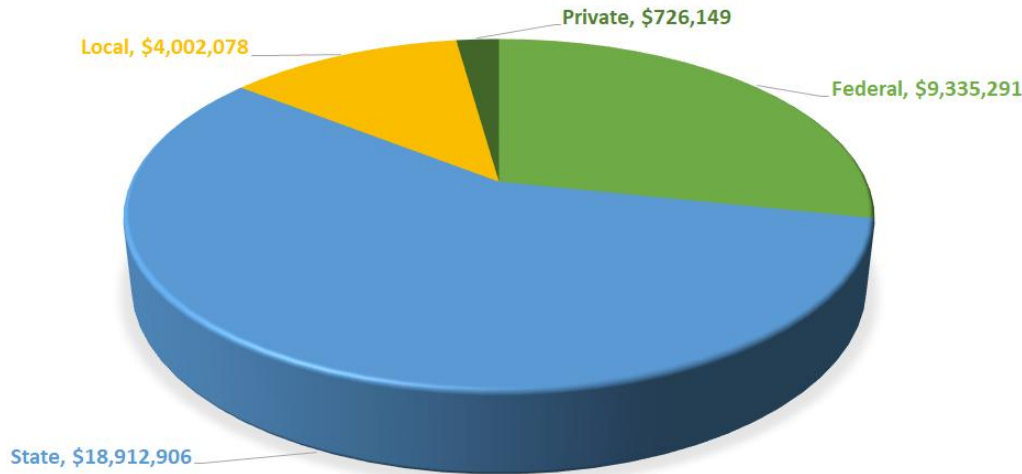
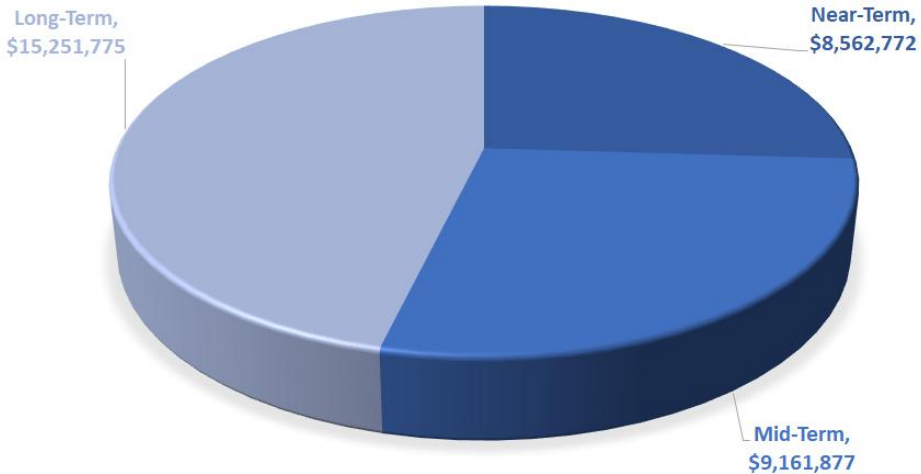
| | |
|--|---|
| <p>Short-Term Improvements (2021-2025)</p> | <ul style="list-style-type: none"> • Security Gate and Access Enhancements • 5th Avenue Landside Access Parcel Y, Access Road • Taxiway B Run-up Apron • Runway 10-28 Extension • Runway Safety Area Standardization (Runway 6-24) • Taxiway G6/G7 Improvements |
| <p>Mid-Term Improvements (2026-2030)</p> | <ul style="list-style-type: none"> • Mitigate Direct Apron-Runway Access on Taxiways L3, L4, and L5 • Realign Taxiways K and L (Phase I) • Paved Vehicle Service Road (Phase I) |
| <p>Long-Term Improvements (2031-2040)</p> | <ul style="list-style-type: none"> • New Taxiway Q and End Connector Q1 • Taxiway M Relocation • Realign Taxiways K and L (Phase II) • Paved Vehicle Service Road (Phase II & III) • Potential Runway 15-33 Extension |

Capital Improvement Plan

| 20-Year Airport Capital Improvement Plan | | | | | |
|--|--------------------|---------------------|------------------|--------------------|---------------------|
| | Federal | State | Private | Local | Total |
| Near-Term | \$1,543,821 | \$5,615,161 | \$467,141 | \$936,649 | \$8,562,772 |
| Mid-Term | \$4,747,135 | \$3,531,793 | \$259,008 | \$623,941 | \$9,161,877 |
| Long-Term | \$3,044,335 | \$9,765,952 | -- | \$2,441,488 | \$15,251,775 |
| Total | \$9,335,291 | \$18,912,906 | \$726,149 | \$4,002,078 | \$32,976,424 |

Project Phasing

Funding by Source



Project Status – Open Discussion

- FAA Approved ALP July 20
- FDOT Reviewed and provided concurrence

