

Rickenbacker International Airport Master Plan Update

MORPC Community Advisory Committee and
Transportation Advisory Committee Briefings
December 3 & 5, 2018



Agenda

- Welcome and introductions
- MORPC Rickenbacker Area Study
- Forecast
- Alternatives
- Next steps



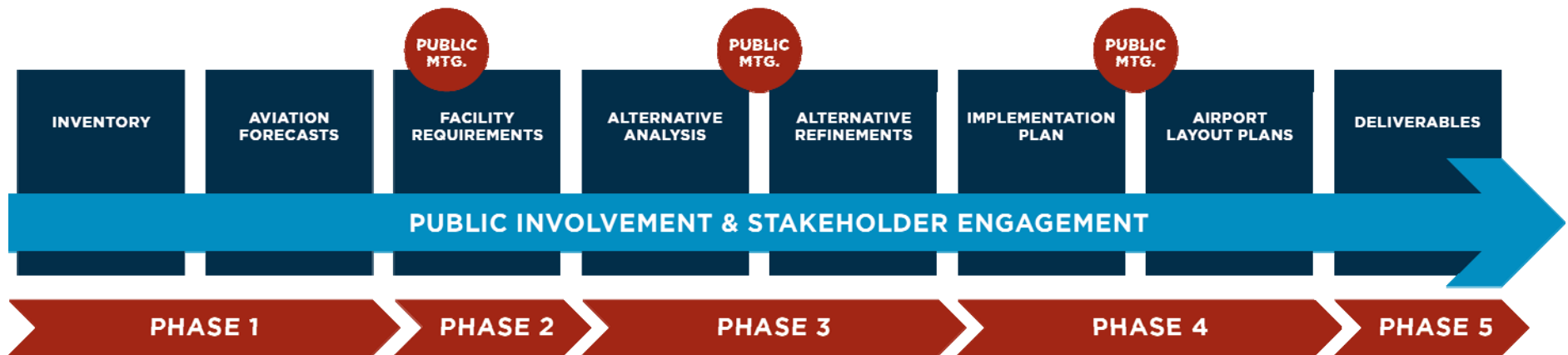
-

- Workforce mobility & safety
- Freight routing and access
- Business attraction and retention
- Resiliency & technology integration
- Quality of life

What is a Master Plan?

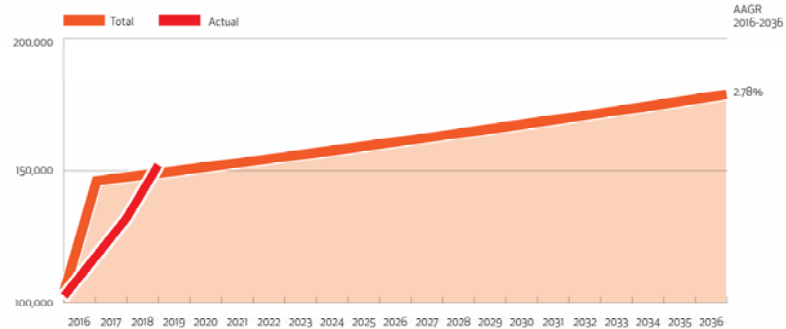
- Projection of the Airport's ultimate growth over 20 years.
- Plan for the ultimate development of facilities.
- Development guide, including timing and costs.
- Step-by-step description of the logic used in formulating the plan.
- Display of the plan in graphical and written form.
- Positions the Airport to compete for FAA funding.

Project Schedule

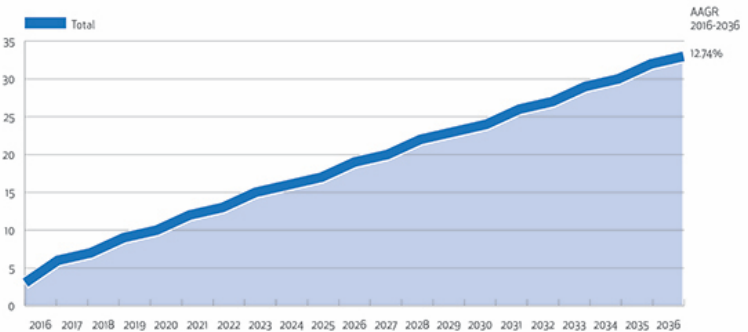


Forecast Summary

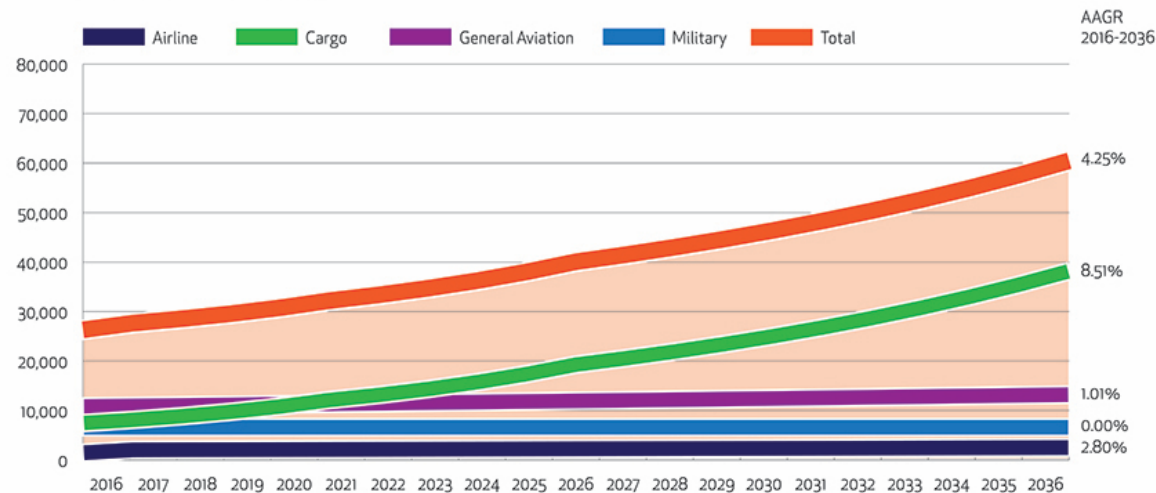
PASSENGER ENPLANEMENTS



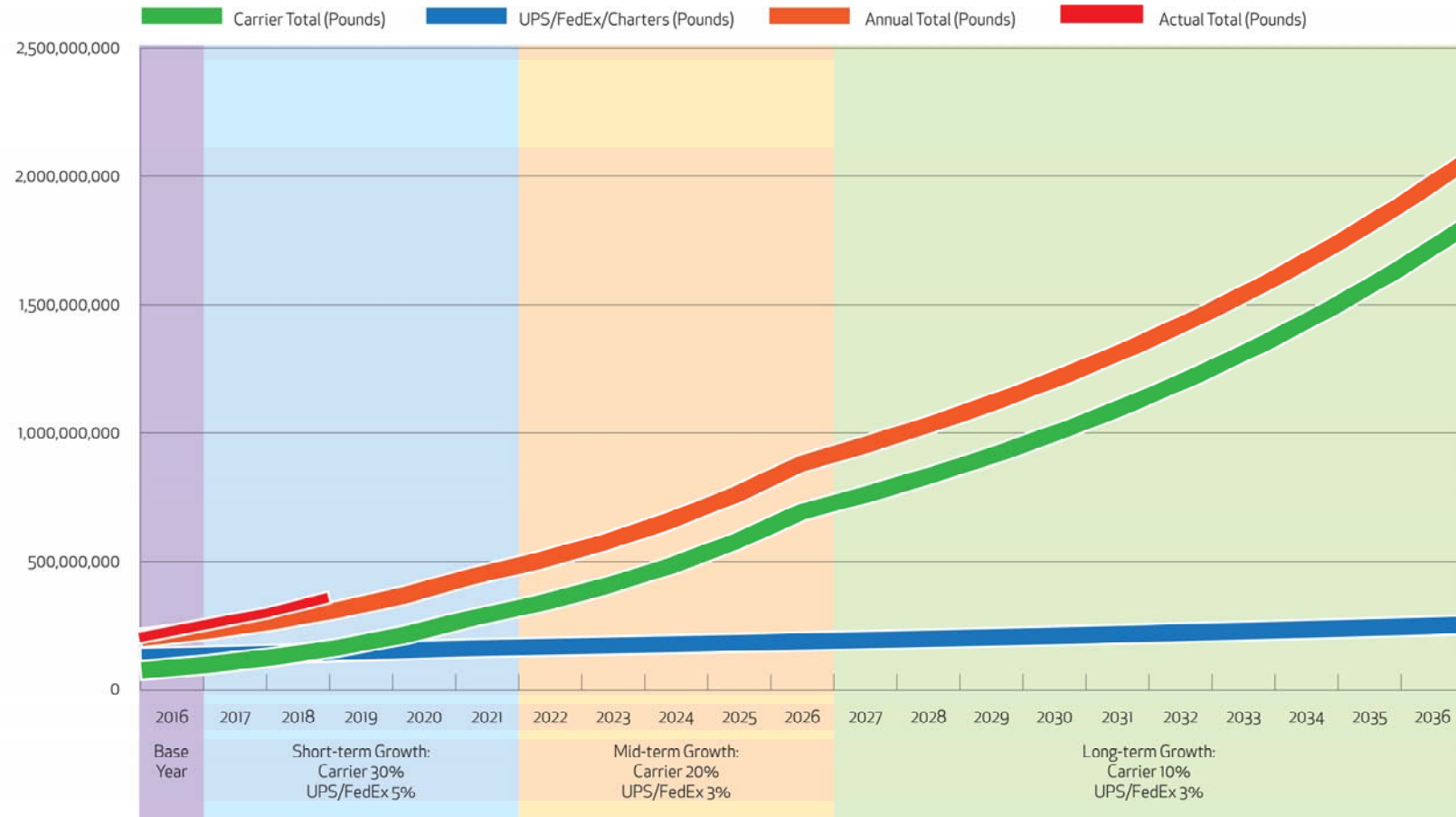
BASED AIRCRAFT



AIRCRAFT OPERATIONS



Air Cargo Forecast

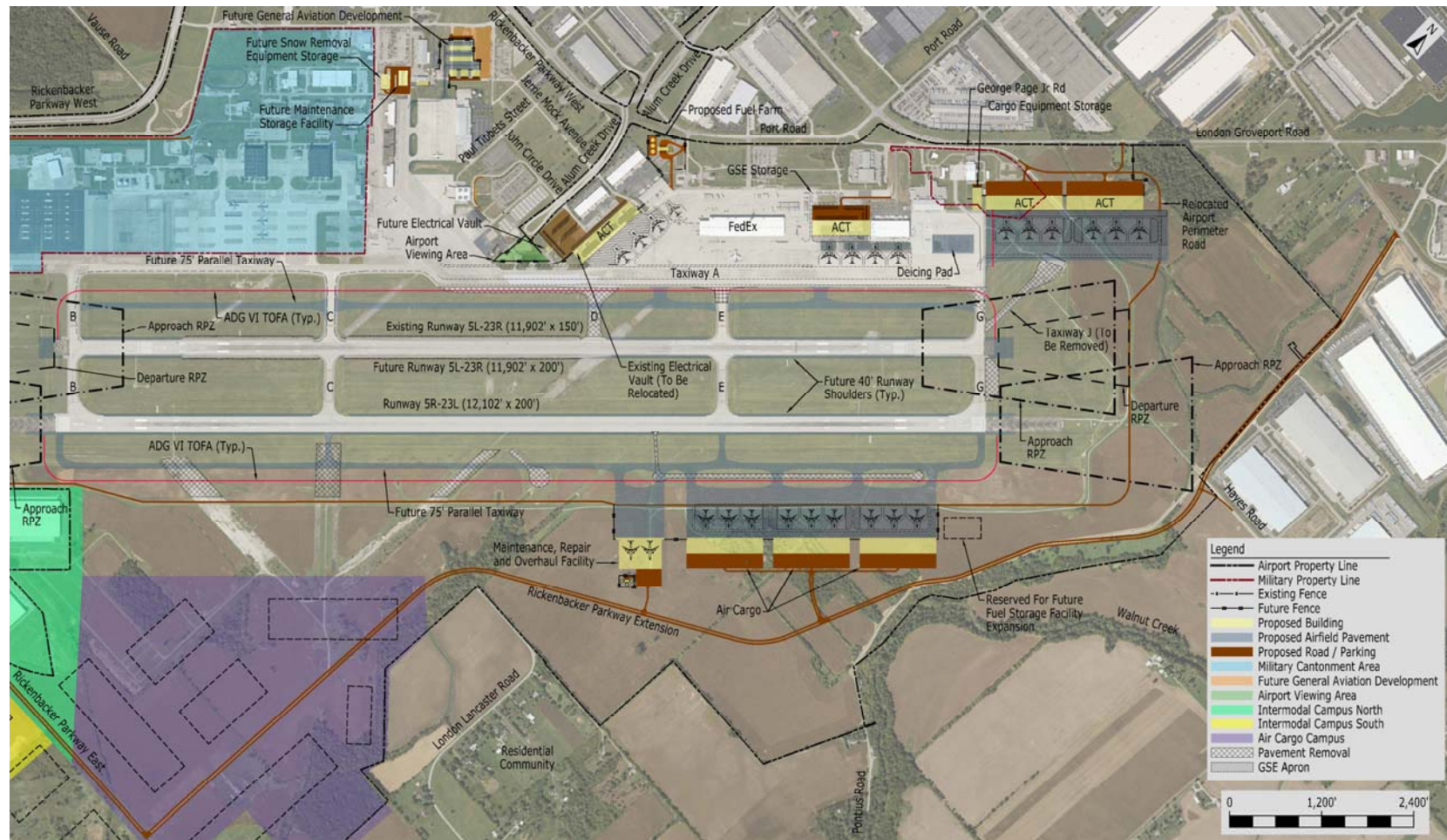


Airfield Design

- Critical Aircraft – Boeing 747-8F
- Aircraft Approach Category (AAC) “D”
 - 141 to <166 knots
- Airplane Design Group (ADG) “VI”
 - Tail height – 66 to <80 feet
 - Wingspan – 214 to <262 feet
- Taxiway Design Group (TDG) “5”



Development Recommendations



Short-Term Development (2018-2021)

Category	Cost	FAA Grants	Other Federal Funding	CRAA Capital Reserves	3 rd Party Funds
Airfield	\$26,330,222	\$18,683,091		\$7,647,130	
Roadways	\$7,225,383			\$7,225,383	
Passenger Terminal	\$336,566			\$336,566	
Air Cargo Terminals	\$5,637,301			\$5,637,301	
NAVAIDS	\$4,515,019			\$4,515,019	
Landside (or Supporting Facilities)	\$5,265,634			\$5,265,634	
Miscellaneous Airside/Landside Pavement Repairs (PMP)					
General Aviation Development					
Total	\$49,310,124	\$18,683,091		\$30,627,033	

Mid-Term Development (2022-2026)

Category	Cost	FAA Grants	Other Federal Funding	CRAA Capital Reserves	3 rd Party Funds
Airfield	\$281,645,143	\$253,480,629		\$28,164,514	
Roadways					
Passenger Terminal	\$485,217			\$485,217	
Air Cargo Terminals	\$105,485,374				\$105,485,375
NAVAIDS	\$8,324,309			\$8,324,309	
Landside (or Supporting Facilities)	\$16,876,271			\$16,876,271	
Miscellaneous Airside/Landside Pavement Repairs (PMP)	\$11,950,958			\$11,950,958	
General Aviation Development	\$4,204,421	\$1,513,592		\$2,690,829	
Total	\$428,971,694	\$254,994,221		\$68,492,099	\$105,485,375

Long-Term Development (2027-2036)

Category	Cost	FAA Grants	Other Federal Funding	CRAA Capital Reserves	3 rd Party Funds
Airfield	\$76,347,814	\$68,713,033		\$7,634,781	
Roadways	\$71,601,617		\$71,601,617		
Passenger Terminal					
Air Cargo Terminals	\$531,751,692	\$141,307,659			\$390,444,034
NAVAIDS	\$5,086,636			\$5,086,636	
Landside (or Supporting Facilities)	\$138,567,576	\$6,939,190		\$771,021	\$130,857,365
Miscellaneous Airside/Landside Pavement Repairs (PMP)	\$29,915,525			\$29,915,525	
General Aviation Development	\$11,954,121	\$2,930,055		\$9,024,067	
Total	\$865,224,982	\$219,889,936	\$71,601,617	\$52,432,030	\$521,301,399

Next Steps

- Master plan and Airport Layout Plan documents to FAA by the end of 2018 for review
- Final acceptance/approval anticipated Summer 2019