EXECUTIVE SUMMARY

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CHAPTER ONE

EXECUTIVE SUMMARY

An airport master plan is the process of establishing an airport's blueprint for long-term development. It is a comprehensive study of the airport to determine an effective plan for future airport development. It ensures the airport will be able to continue to meet the needs of its customers and that future development is consistent with local, state, and national goals. Airports should update their long-term planning documents every five to ten years so the airport can identify and respond to updated design requirements, changes in the economy, industry changes, and other significant changes affecting local aviation conditions.

The purpose of the Cedar City Regional Airport 2025 Airport Master Plan is to evaluate the airport's current capabilities, forecast future aviation demand, and plan for the timely development of new or improved facilities that may be required. The ultimate goal of this planning document is to provide guidance for the overall maintenance, development, and operation of the airport. It is intended to provide a strategy to accommodate future airport demand in a safe, cost-effective, operationally efficient, and flexible manner.

This airport master plan was completed by Ardurra on behalf of the airport sponsor, the Cedar City Corporation. It was prepared in accordance with all applicable rules, standards, and regulations outlined in Federal Aviation Administration (**FAA**) advisory circulars, including Advisory Circular 150/5300-13B, *Airport Design*, and Advisory Circular 150/5070-6B, *Airport Master Plans*, and orders.

1.1. Overview and Findings

The 2025 Airport Master Plan was started in June of 2022. The main findings from this planning effort were based on the planning process and public involvement, and are summarized as follows:

- The forecast approved by the FAA for this planning period (2022–2042) indicates that total operations are expected to increase from 120,996 for 2022 to 153,639 by 2042, and based aircraft are expected to increase from 100 for 2022 to 136 by 2042.
- The existing and future critical aircraft were determined to have an aircraft approach category (AAC) of C and an airplane design group (ADG) of III. The existing critical aircraft is best represented by the Avro RJ87, and the future critical aircraft is best represented by the Embraer E-175.
- Airport design elements (i.e., runway, taxiway, safety areas, and separations) meet or exceed FAA design standards.
- Consideration was given to the future of the crosswind runway because it is not eligible for federal funding. The recommendation included in this airport master plan is to convert Runway 8/26 into a taxiway. This will allow for more hangar development, increased airport circulation, and improved access to the west side of the airport.
- A full parallel taxiway is planned as an ultimate development project for increased access to the west side of the airport. The build-out will use a phased approach with the full parallel taxiway shown on the airport layout plan (ALP).
- The airport master plan identified the need for an airport traffic control tower (ATCT) and several possible locations are identified on the airport layout plan.
- There is a need for a mix of large corporate hangars and small general aviation hangars, and this was identified as a priority. A proposed layout was developed as part of the planning process and is included in the updated airport layout plan.

1.2. Public Involvement

The project team developed a community involvement plan that included several opportunities for community members to engage in the planning process and provide feedback on important elements of the airport master plan. As shown in Table 1.1, this included holding both traditional, in-person, meetings and virtual meetings to keep the community informed throughout the project and allow as much public involvement as possible. The project team also formed a community advisory committee (CAC) and a technical advisory committee (TAC) to solicit feedback from informed stakeholders. These committees provided the project team with valuable insight into the needs of the local aviation community throughout the planning process. In addition to the series of public presentations and workshops, the project team also provided the Cedar City Council with regular updates. Project information was also posted online at a website dedicated to the airport master plan process. The site was regularly updated with plan documents and schedules, open house announcements, and included a portal where the public could ask questions or submit comments.

Table 1.1: Public Meeting Involvement

Meeting Type	Date
Community/Technical Advisory Committee Meeting #1	October 10, 2022
Public Meeting #1	October 11, 2022
Community/Technical Advisory Committee Meeting #2	February 16, 2023
Public Meeting #2	March 16, 2023
Community/Technical Advisory Committee Meeting #3	April 10, 2024
Public Meeting #3	April 10, 2024
Community/Technical Advisory Committee Meeting #4	March 4, 2025
Public Meeting #4	March 4, 2025

1.3. Proposed Development Summary

The major development projects proposed for the 20-year planning period are outlined in detail in Chapter 10, Implementation. The improvements proposed for the 20-year planning period are estimated to cost a total of $60.9 million with $4.1 million expected to be funded locally. The short-term development projects expected to take place within one to five years are listed in Table 1.2, medium-term development projects expected to take place within six to 10 years are listed in Table 1.3, and long-term development projects expected to take place within 11–20 years are listed in Table 1.4. These proposed development projects are also shown in Figure 1.1.

Table 1.2: Proposed Short-Term Development

Project ID	Project Description	Total
S-1	Reconstruct Parallel Taxiway A (A4–Runway 8/26)	$7,400,000
S-2	Install LED Lighting on Taxiway A (A4–Runway 8/26)	$1,100,000
S-3	Runway 8/26 Pavement Preservation	$200,000
S-4	Seal Runway 2/20	$700,000
S-5	Seal Taxiway Connectors A1–A4	$106,000
S-6	Taxiway A Reconstruction (Runway 8/26–A21)	$5,500,000
S-7	Taxiway A Reconstruction: Install LED Lighting	$480,000
S-8	Construct Taxiway Connector A2	$1,800,000
S-9	Taxiway C Reconstruction: RWY 20–RWY 8/26 (Ph I: Design)	$600,000
S-10	Taxiway C Reconstruction: Install LED lighting (Ph I: Design)	$106,000
S-11	Seal Taxiway C	$270,000
S-12	Seal Terminal, General Aviation, and FBO Aprons	$450,000
	Total	**$18,712,000**

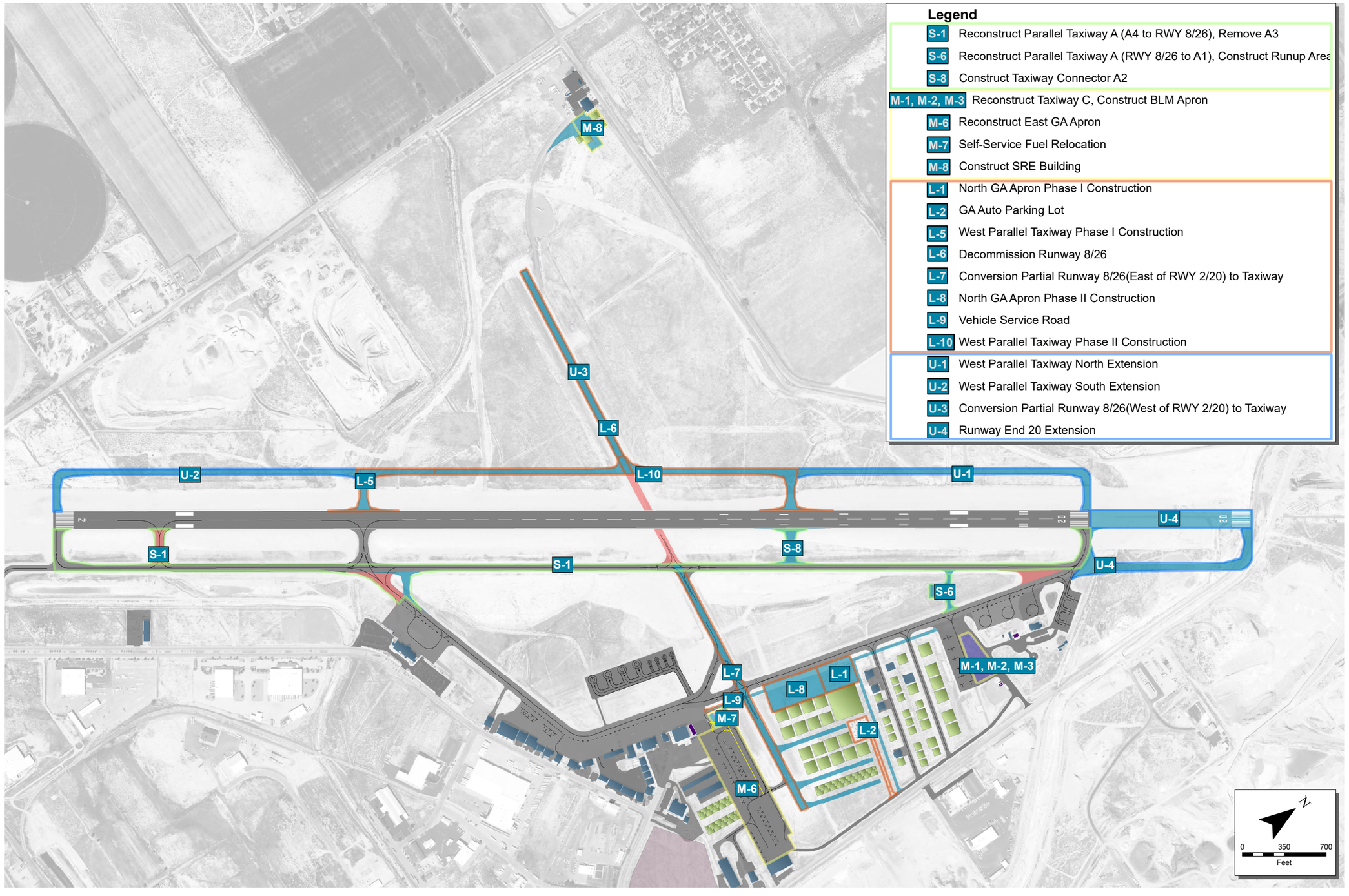
Table 1.3: Proposed Medium-Term Development

Project ID	Project Description	Total
M-1	Taxiway C Reconstruction (Phase II: Construction)	$4,050,000
M-2	Taxiway C: Install LED Lighting (Phase II: Construction)	$900,000
M-3	BLM Apron Expansion (Phase II: Construction)	$950,000
M-4	Runway 2/20 Pavement Maintenance	$800,000
M-5	Taxiway A Pavement Maintenance	$400,000
M-6	Reconstruct East General Aviation Apron	$9,600,000
M-7	Self-Service Fuel Relocation	$1,050,000
M-8	Construct a Four-Bay Snow Removal Equipment Building	$4,220,000
	Total	**$21,970,000**

Table 1.4: Proposed Long-Term Development

Project ID	Project Description	Total
L-1	North GA Apron (Phase 1: Design and Construction)	$2,380,000
L-2	General Aviation Parking Lot	$900,000
L-3	Airport Master Plan	$1,000,000
L-4	Environmental Compliance (RWY 8/26 Decommissioning)	$50,000
L-5	West Parallel Taxiway (Phase I: Design and Construction)	$3,010,000
L-6	Runway 8/26 Decommissioning and ALP Update	$700,000
L-7	Partial Conversion of Runway 8/26 to a Taxiway	$610,000
L-8	North General Aviation Apron (Phase II: Design)	$2,160,000
L-9	Vehicle Service Road	$1,180,000
L-10	West Parallel Taxiway (Phase II: Design and Construction)	$8,290,000
	Total	**$20,280,000**

Figure 1.1: Airport Development Plan



Source: Ardurra.

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