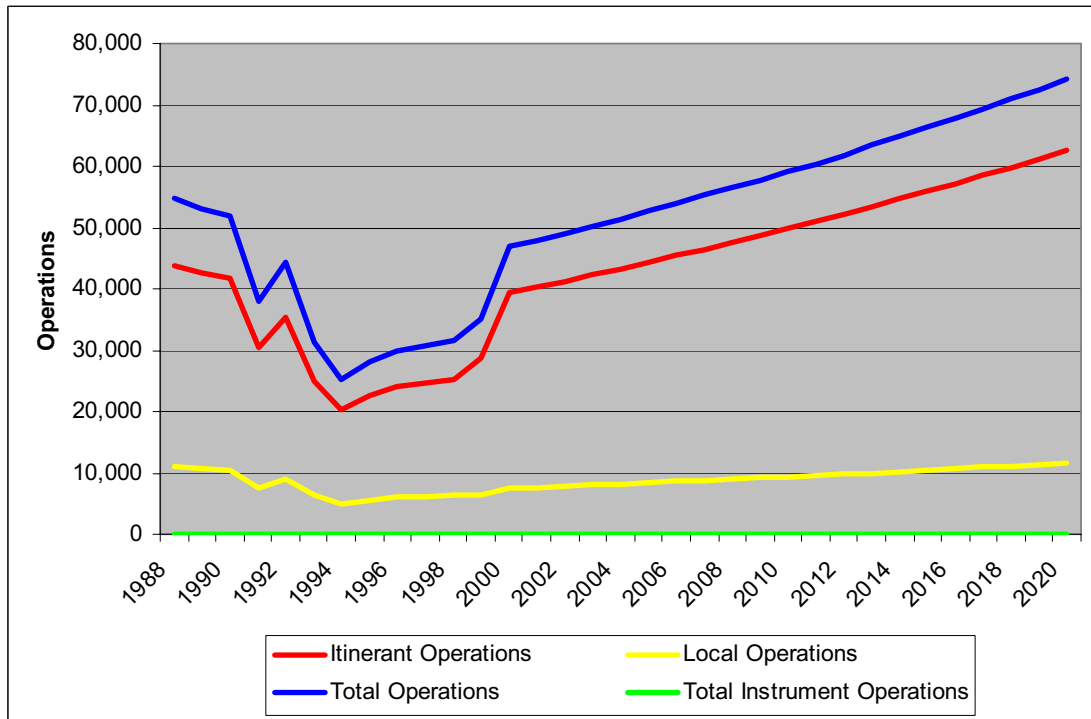
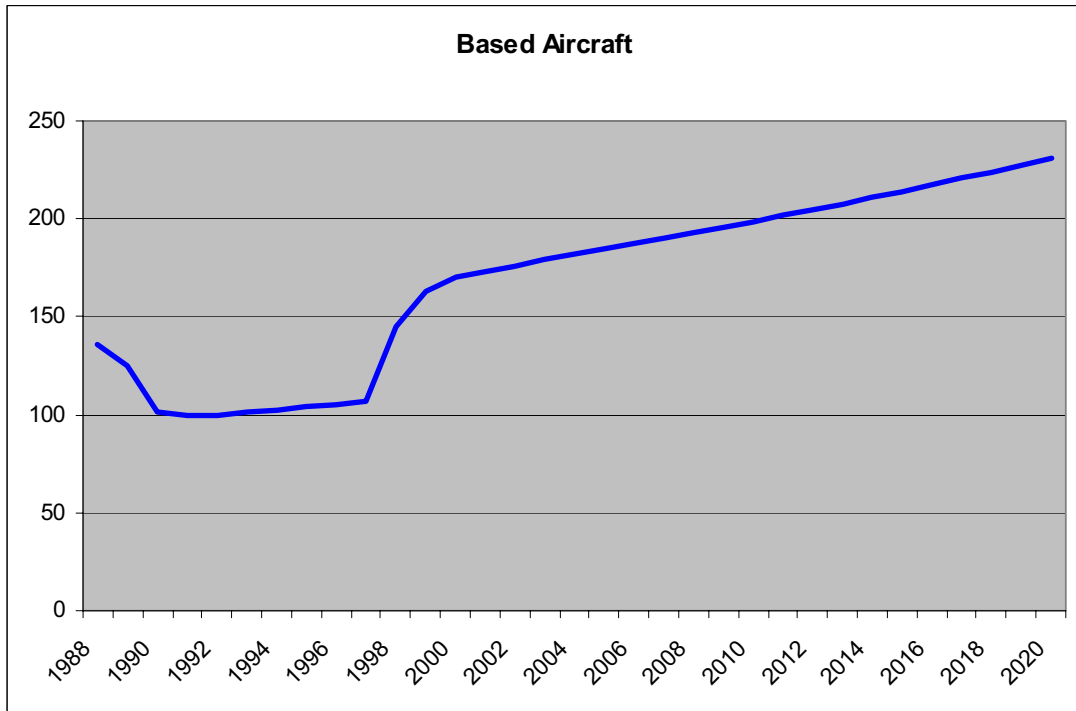

APPENDIX F

**WASATCH FRONT URBAN AREA
LONG RANGE TRANSPORTATION PLAN UPDATE**

2004-2030

Bountiful Skypark

A privately-owned, public-use airport. The airport is designed to serve (B-I) small airplanes, and principally serves General Aviation. Primary activities include recreational flying, training and maintenance. The airport serves many small aviation-related businesses.



New development in the near term at this airport will likely be limited to private construction of new hangers and apron, and State funded maintenance of runways, taxiway, and aprons. Long term development goals for the airport include removal of obstructions in the runway safety areas and extension of the runway to meet FAA safety and design standards.

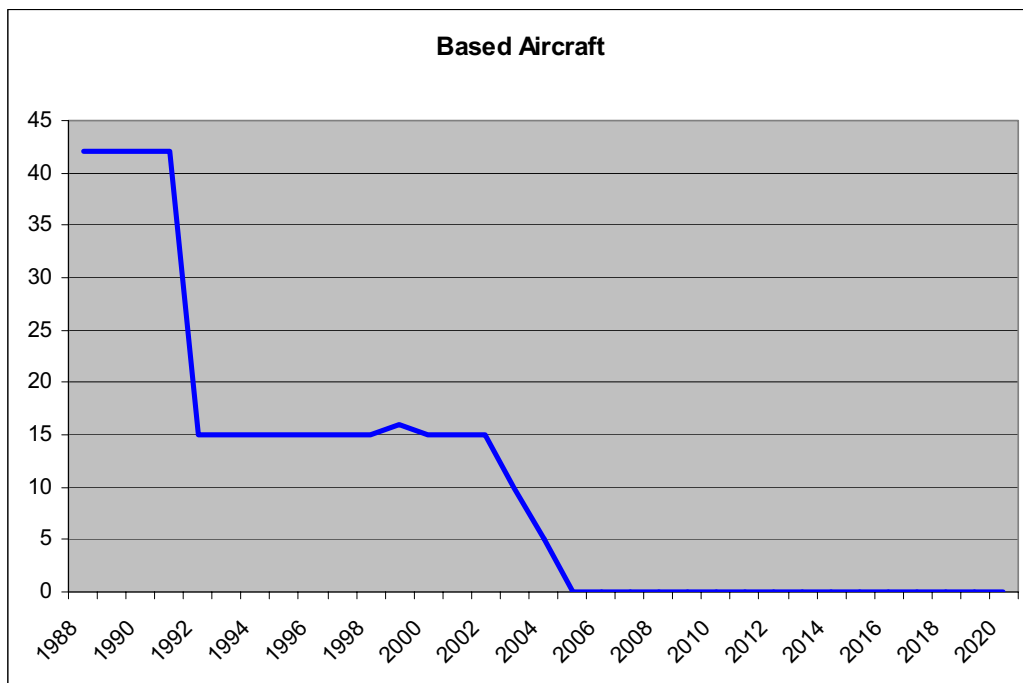
Issues and Recommendations

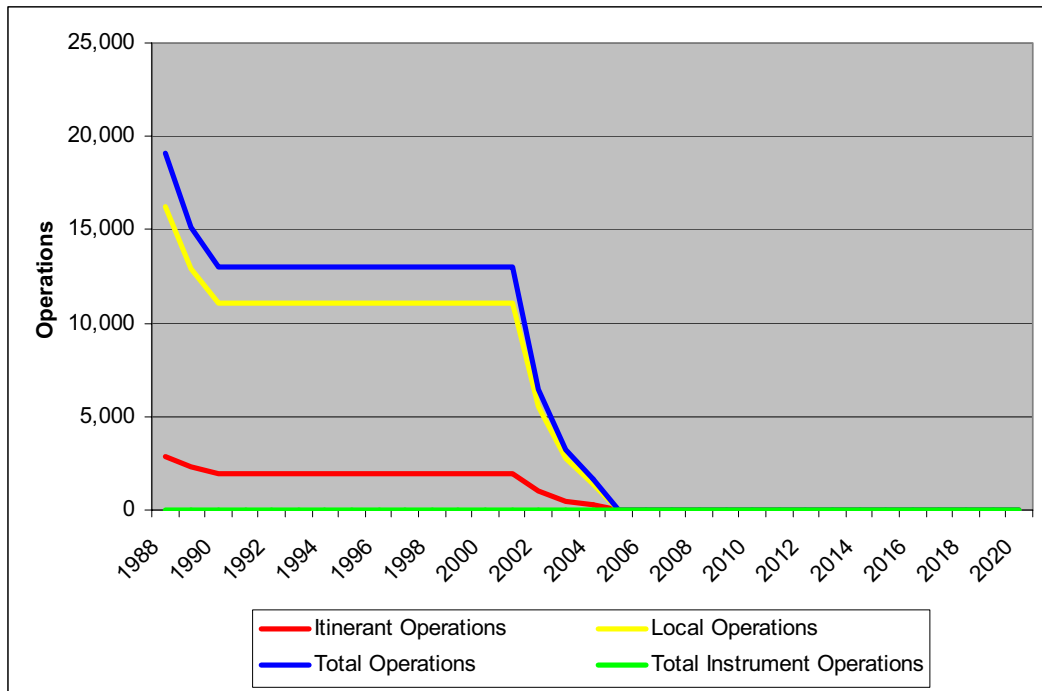
Funding availability is a major obstacle in future development of this airport. Without federal funding, the major capital expenses required to meet FAA standards will have to be met through State and Local funding. At this time, funding from these sources is not sufficient to support these development goals. Alternative sources of funding need to be identified in order to complete any future major airport improvements.

Residential development is rapidly surrounding this airport. It is vital that the airport community stay involved with the planning and zoning authorities surrounding the airport to insure that the land-use zoning remains compatible with the airport. The airport should also continue to pursue the purchase of aviation easements surrounding the airport.

Cedar Valley

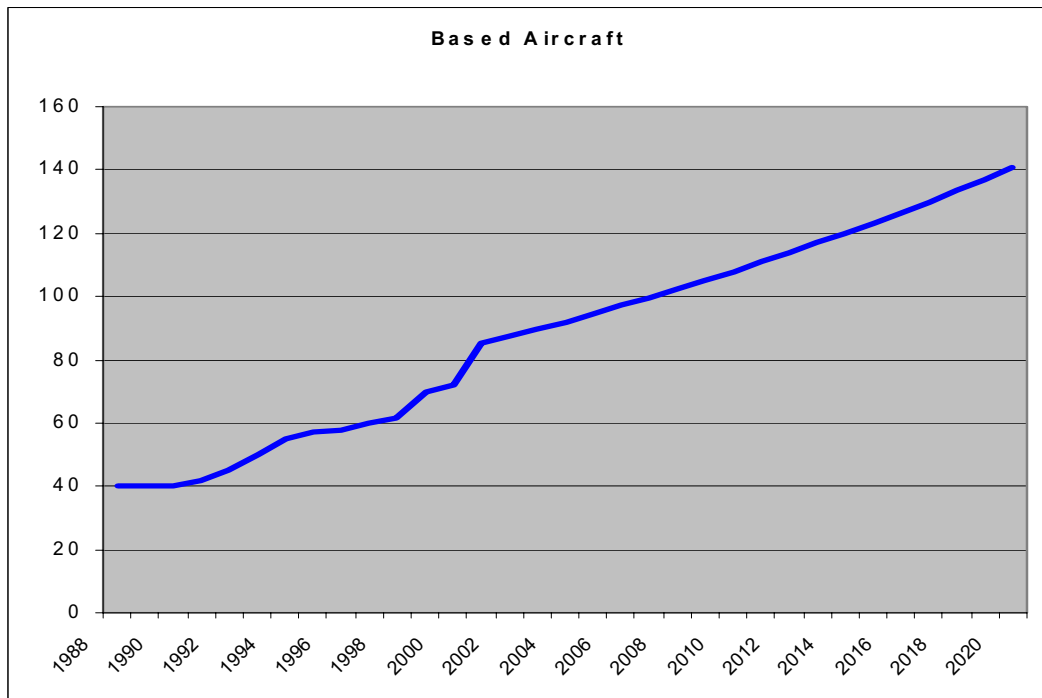
A privately-owned, private-use airport. Cedar Valley's gravel runway and remote location are ideal for many activities which are incompatible with other metropolitan airports. Glider and ultra-light flying, ballooning and skydiving are very active here during the summer. The area surrounding this airport has been, and is projected to continue to be one of the fastest growing residential areas in the State. It is anticipated that because of increased land value and pressure of surrounding residential devolvement, that over time operations at this airport will be consolidated with the Jake Garn Airport in Eagle Mountain. Aside from maintenance of exiting facilities, no future development of this airport is currently foreseen.

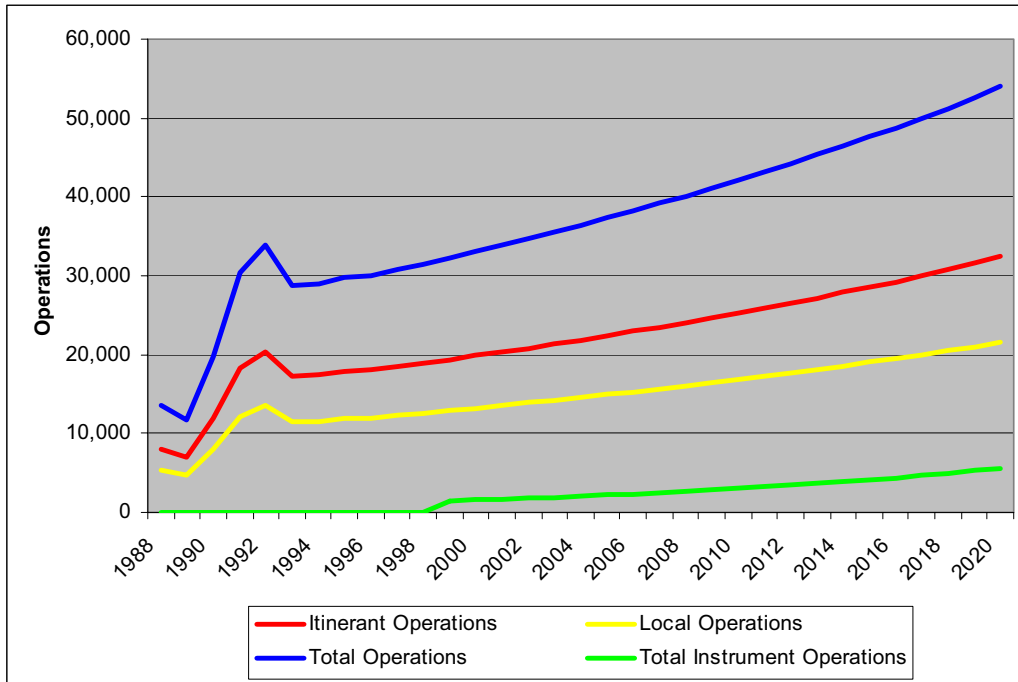




Heber Valley

A publicly-owned airport designed to serve (B-II) small airplanes. It serves nearby year-round recreational areas in a two-county area. It also is a GA alternate for SLCIA and Provo. Recreational flying and training predominate. Extensive glider operations are conducted here in the summer.





Future development includes an Environmental Assessment for relocation of the runway and upgrading the airport to meet FAA C-II standards. Pending the results of the Environmental Assessment construction to upgrade the airport is programmed to begin in FY 2006. From an airport system perspective this project has a very high priority. The airport is currently utilized by many aircraft that are larger and faster than the airport was designed to accommodate. This creates a potential safety problem, and also prevents many aircraft from using the airport who otherwise would.

Currently Programed Development

Year	Project
2004	Conduct EA for runway relocation
2006	Improve Runway Safety Area
2007	Construct New Runway

Long Term Development Goals:

Long term development will likely be limited to construction of additional apron and hangars, and improvements to landside access.

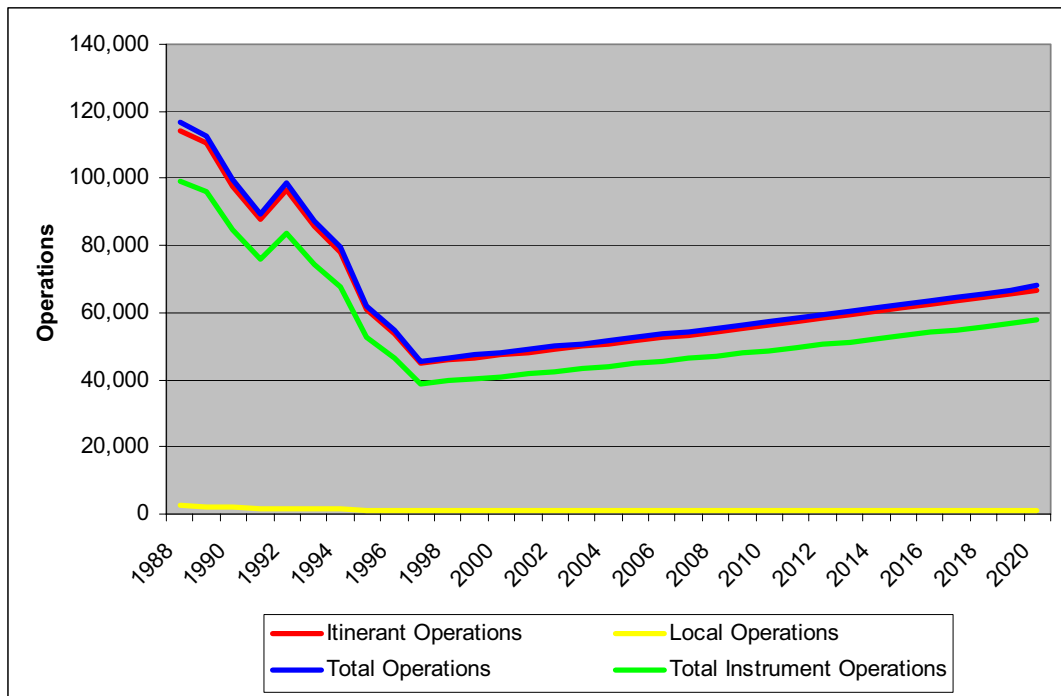
Issues and Recommendations

Residential encroachment surrounding this airport has and will continue to be a difficult issue for this airport. The airport is located in a prime area for residential development.

Rapidly increasing residential development and rising land values will make it difficult to prevent encroachment. It is recommended that the airport continue to aggressively pursue the purchase of land and easements surrounding the airport.

Hill Air Force Base

A transport class Military Airfield. The base is home to two USAF Fighter wings and the Ogden Air Logistics Center. Flight activity is almost exclusively by military aircraft. It is also an emergency alternate for Salt Lake City International Airport and is designated as a limited joint-use facility for this purpose.



Long Term Development Goals

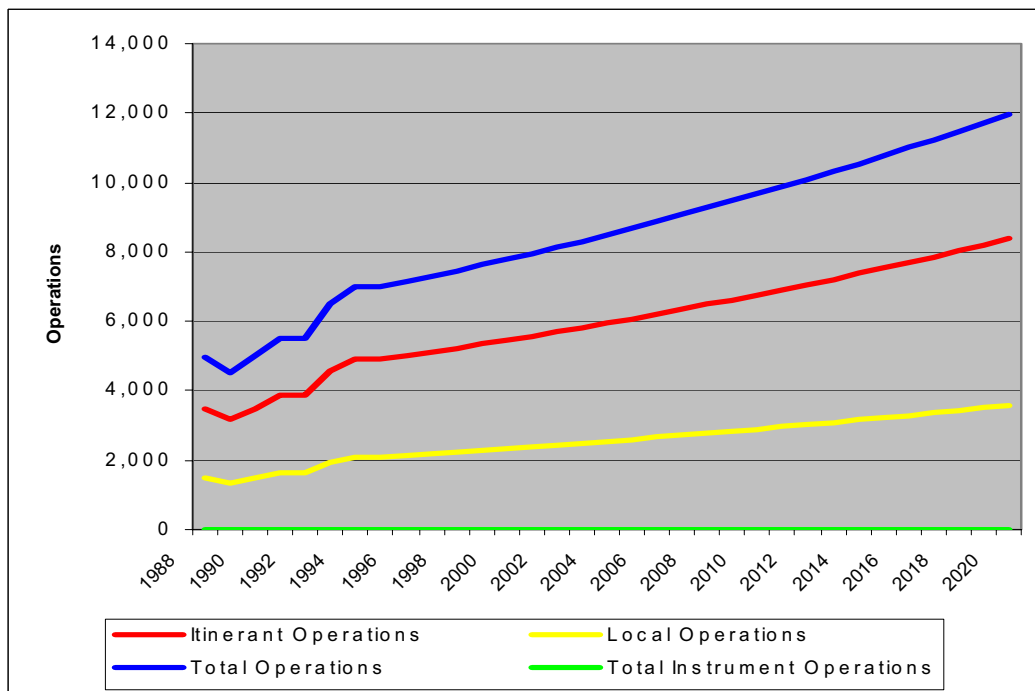
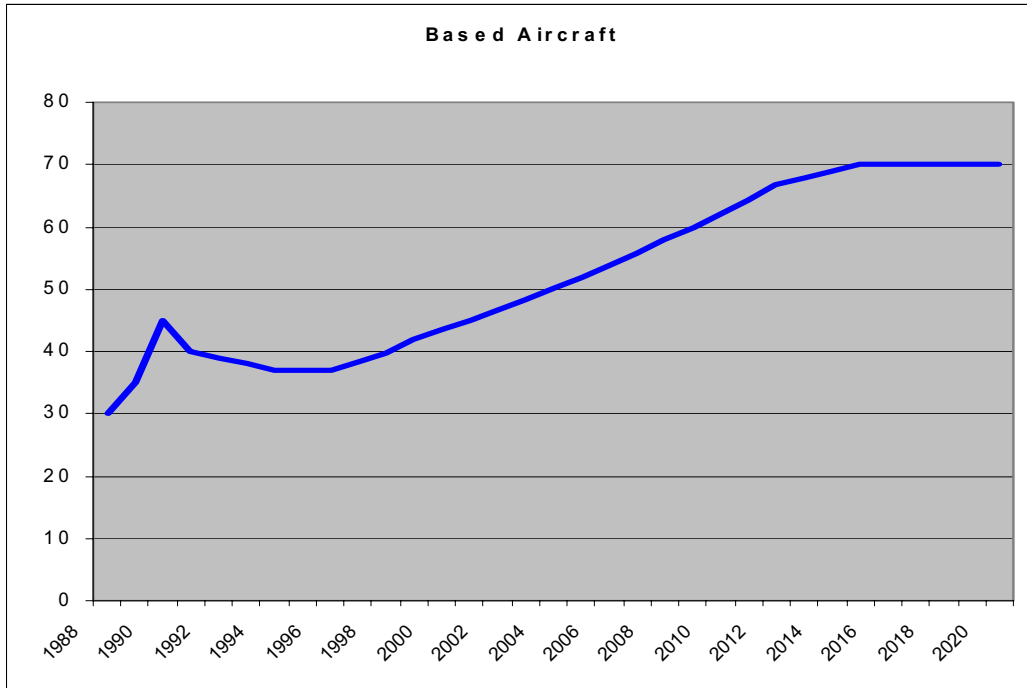
Current facilities at the airport are sufficient to accommodate all activities at the Base for the foreseeable future. It is expected that airspace capacity will be the limiting factor in the future development of this facility.

Issues and Recommendations

This installation is situated on prime land in north Davis County, one of the fastest growing residential areas in the state. Encroachment has long been a threat to the future of the Base. Concern has increased as development to the south and east of the Base inches closer. This could become in issue in future BRAC studies and needs to be monitored closely by Local zoning authorities and Hill Air Force Base. Airspace conflicts are projected to increase as aircraft activity in the area continues to grow. Effective coordination with all stake holders involved with airspace utilization is essential in preserving the ability of the Base to accomplish its various missions.

Morgan County

A publicly-owned airport designed to serve (B-I) small airplanes. Flying activities include agricultural, recreational and training operations. Morgan is a winter GA alternate for Ogden-Hinckley. The airport serves Morgan County and recreational areas on the east side of the northern Wasatch Mountains. Morgan supports extensive ultra-light and glider flying, and a U.S. Forest Service Helicopter base is located on the airport.



Currently Programed Development

Year	Project
2004	Update Airport Layout Plan
2006	Crack Seal and Seal Coat all Asphalt Surfaces

Long Term Development Goals

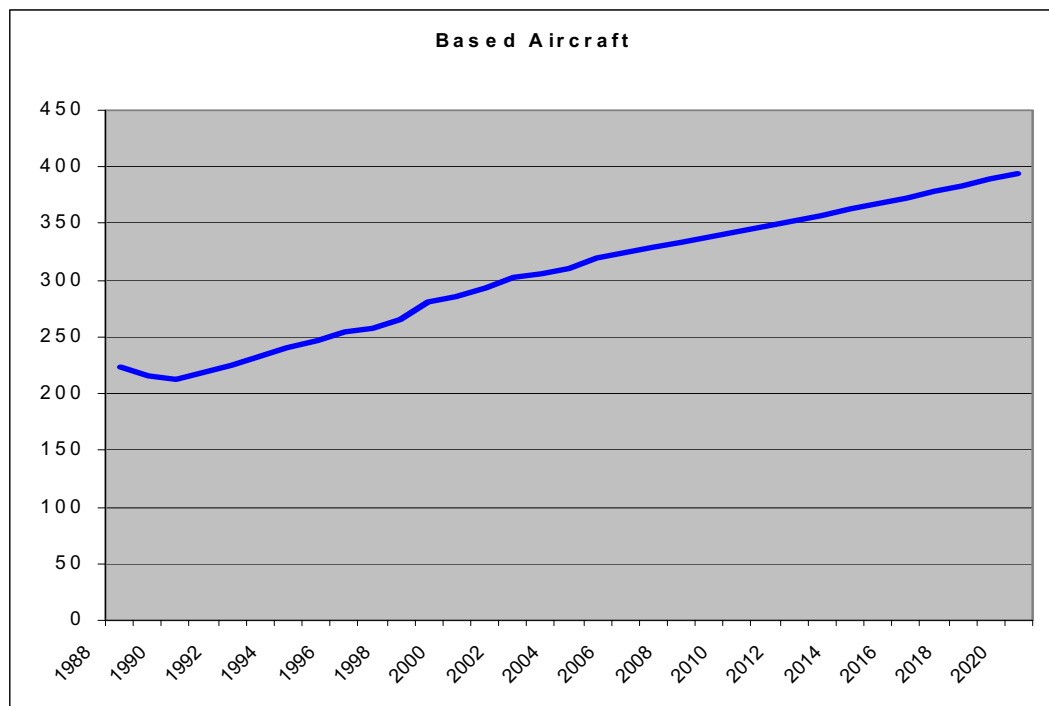
Major development of this airport will be limited to construction of additional apron and hangars, and a full parallel taxiway and turnarounds

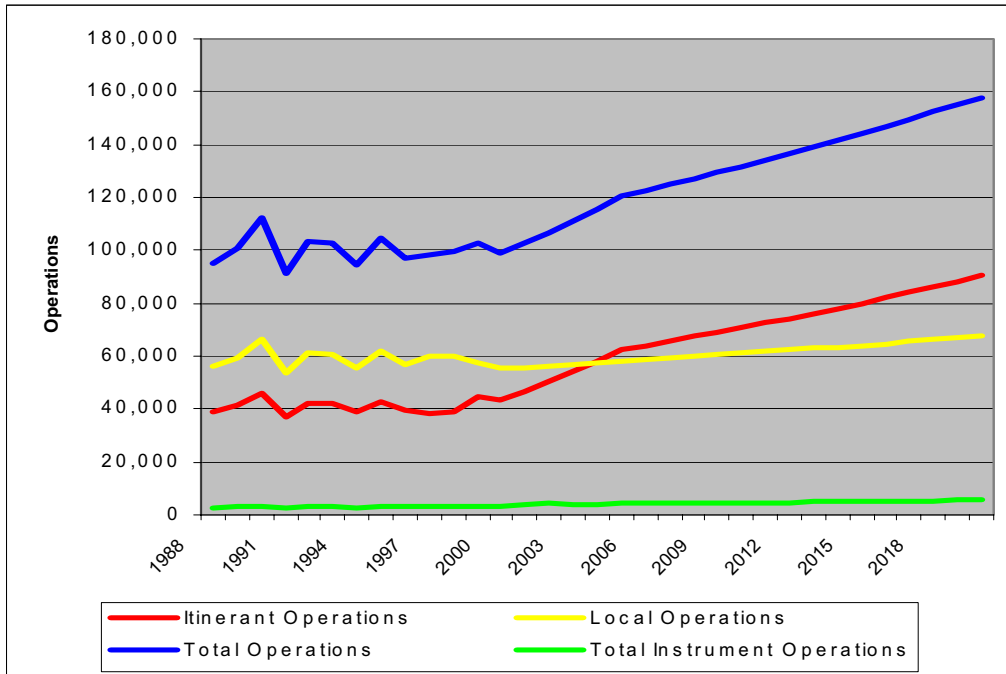
Issues and Recommendations

Residential encroachment surrounding this airport has and will continue to be a difficult issue for this airport. The airport is located in a prime area for residential development. Rapidly increasing residential development and rising land values will make is difficult to prevent encroachment. It is recommended that the county purchase easements surrounding the airport while continuing to closely monitor airport compatible zoning and land use.

Ogden-Hinckley

A publicly-owned airport designed to serve (D-II) large airplanes. The airport was designated as a reliever for SLCIA in 1988. Ogden-Hinckley serves as a major GA recreational, training and business base. Since installation of the instrument landing system in 1992, instrument training has increased significantly.





Currently Programed Development

Year	Project
2005	Rehab. Hangar Taxilanes
2006	Weed Control
2006	Rejuvenate Taxiways C, A, E
2006	Update Airport Master Plan
2007	Construct taxilanes for Ogden Gateway Center

Long Term Development Goals

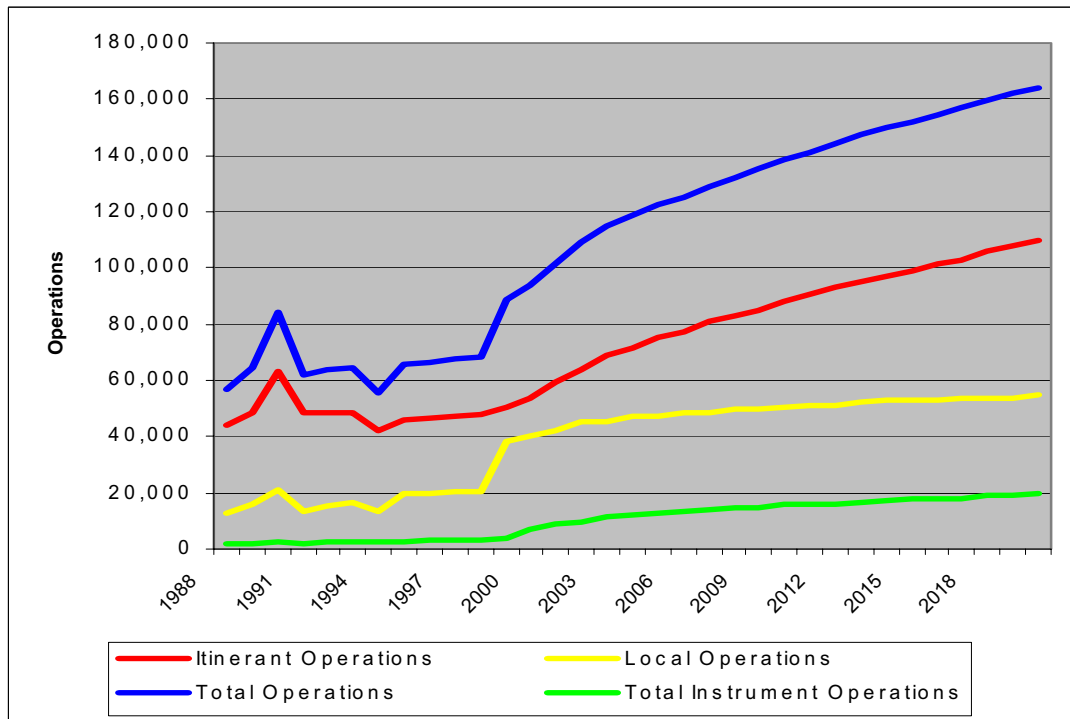
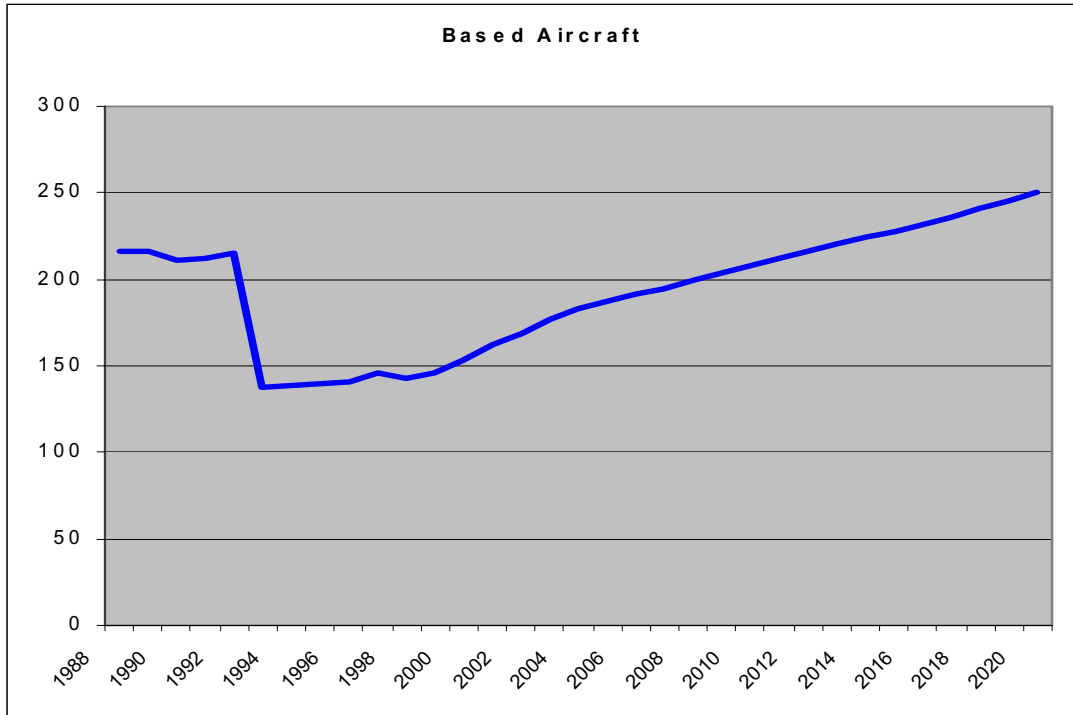
Expansion of the airport terminal will be required if the number of scheduled service flights grows beyond more than a few flights per day. Additional long term development includes: construct full length parallel taxiway to Runway 3-21; construct additional apron and hangars; and construct additional auto parking

Issues and Recommendations

The airport is rapidly running out of developable land. The airport must carefully consider the cost associated with operating and maintaining a seldom used crosswind runway versus the potential benefit of additional developable land if the runway were closed.

Provo Municipal

A publicly-owned airport designed to serve (D-II) large airplanes. The location of this airport and the many facilities it offers make it an excellent training site. It is also a major GA recreational and business base with extensive maintenance facilities. Future commercial service is anticipated for this airport.



Currently Programed Development

Year	Project
2004	Construct New ATC Tower
2004	Extend Taxiway A
2005	Reconstruct South Apron
2005	Rehab. Taxilanes (North)
2006	Entitlement Project

Long Term Development Goals

The following items are planned to help the airport establish scheduled commercial air service while improving the airport to meet the needs of both business jet, and training aircraft: construct additional apron and hangars; construct commercial service terminal building; construct parallel taxiway for Runway 13-31; construct parallel Runway 13-31; and lengthen Runway 13-31.

Issues and Recommendations

The instrument flight rule (IFR) capacity of the airport will not be sufficient if operations at the airport continue to increase as forecast. This will primarily effect business and commercial service aircraft arriving and departing on IFR flight plans. Not being able to accommodate these type aircraft in an efficient manner will impair the airport ability to attract and maintain future commercial service at the airport. State and Local jurisdictions should continue to strongly support efforts to obtain radar coverage in Utah County.

Salt Lake City International

A publicly-owned Primary Commercial Service airport. As the major regional airport for air carriers and business activities, its main function is serving commercial aviation. It is Delta Airlines western hub. Maintenance and limited military activities are also present. Approximately 30% of the System's GA aircraft are based here. GA activity includes recreational flying, flight training, and business flying. Although the GA presence is still large, there is a steady migration to other System airports. GA basing demand during this period showed a tendency for owners to move their airplanes from SLCIA to peripheral airports in the System, particularly single engine piston aircraft. It is expected that utilization and basing of larger corporate aircraft at SLCIA will continue to grow during the forecast period.

At present, intermodal passenger service at Salt Lake International Airport consists primarily of private automobile, taxi service and shuttle buses to certain hotels. There is limited bus service provided by the Utah Transit Authority serving primarily passengers bound for downtown Salt Lake City. Currently two options are being considered for additional transit

service to the airport. One would provide a dedicated bus rapid transit line operated by UTA providing service between the Airport and the future downtown Salt Lake City Intermodal Center. A second option would involve a fixed guideway light rail transit link between the two locations using various alternative rights-of-way which have been identified.

Currently Programed Development

Year	Project
2004	Expand North Cargo Apron
2004	Construct Deicing Facility
2004	Rehab South Cargo Apron
2005	Construct New Terminal Apron
2005	Construct Deicing Facility - Runway 34L
2005	Conduct EA and ALP Update for Runway 16L Extension
2005	Extend Taxiway G

Long Term Development Goals

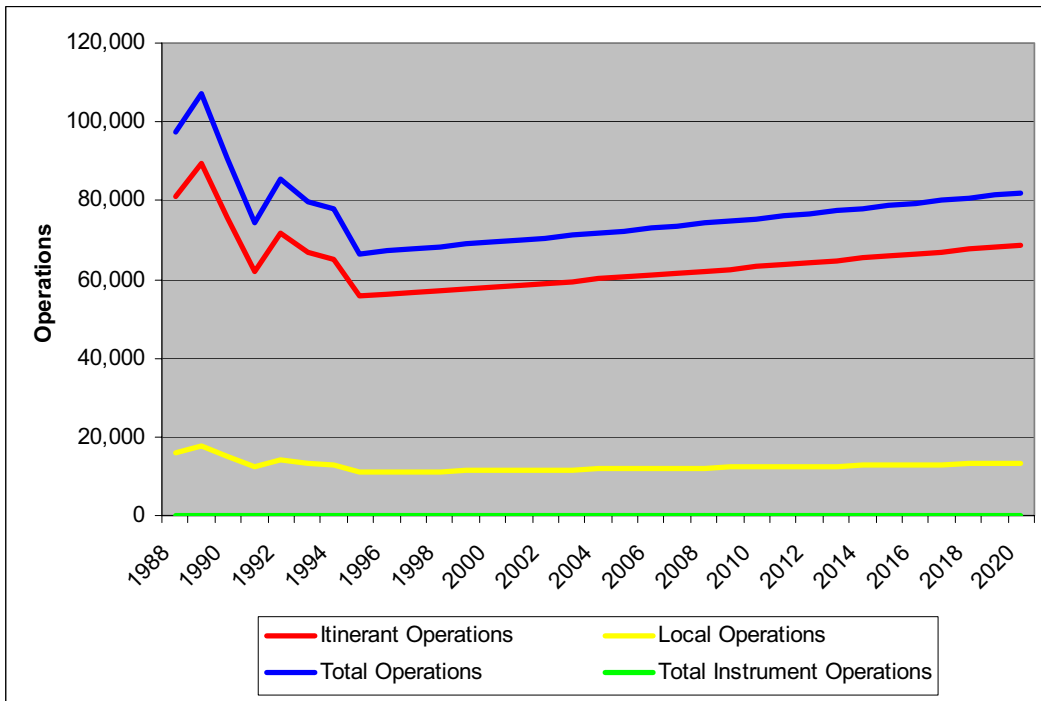
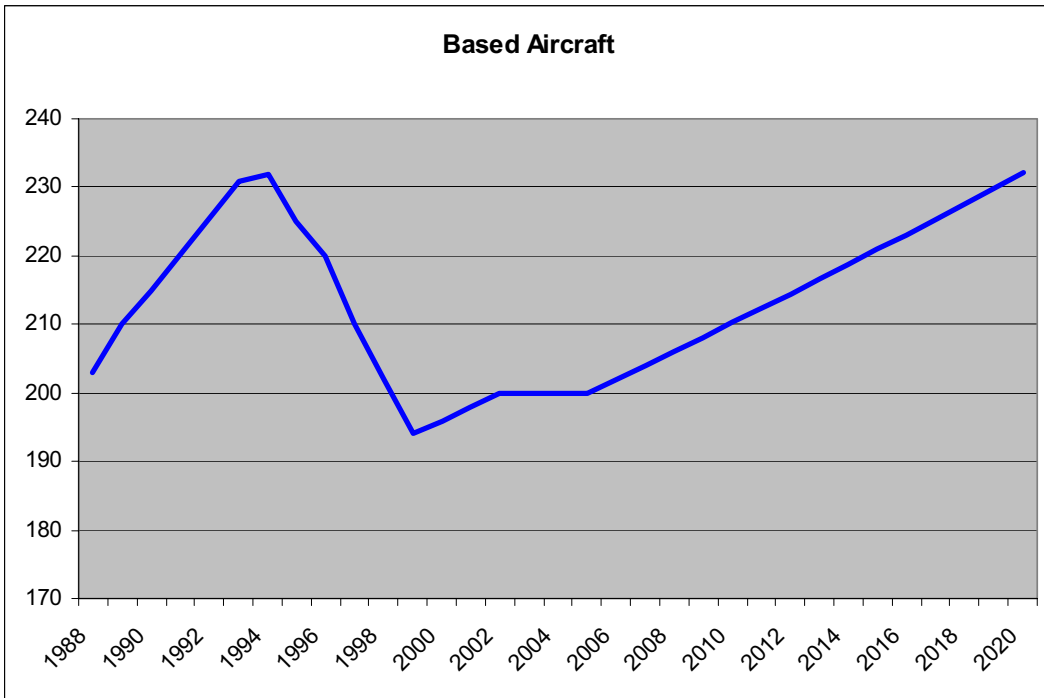
The current master plan calls for a complete reconstruction of the airport terminal, auto parking, and roadway system. Realignment of runway 17-35 is also called for to improve capacity by providing three parallel runways.

Issues and Recommendations

It is inevitable that in the future, airspace capacity will be the primary limiting factor in the growth of this airport. If the airport is to continue to accommodate general aviation, cargo, and airline traffic, methods of increasing airspace capacity will need to be identified. This issue has the potential to become extremely divisive. Effective coordination will be essential in determining the best possible option for all parties involved.

Salt Lake City No. 2

A publicly-owned airport designed to serve (B-II) large airplanes, and functions as a GA reliever for SLCIA. It is the largest General Aviation airport in Salt Lake County. Salt Lake City No. 2 is home base for Utah Army National Guard Aviation Support. Extensive military activity, recreation flying and flight training take place here. It is also a business base with major GA maintenance facilities.



Currently Programed Development

Year	Project
2003	Rehabilitate Runway 16-34

Long Term Development Goals

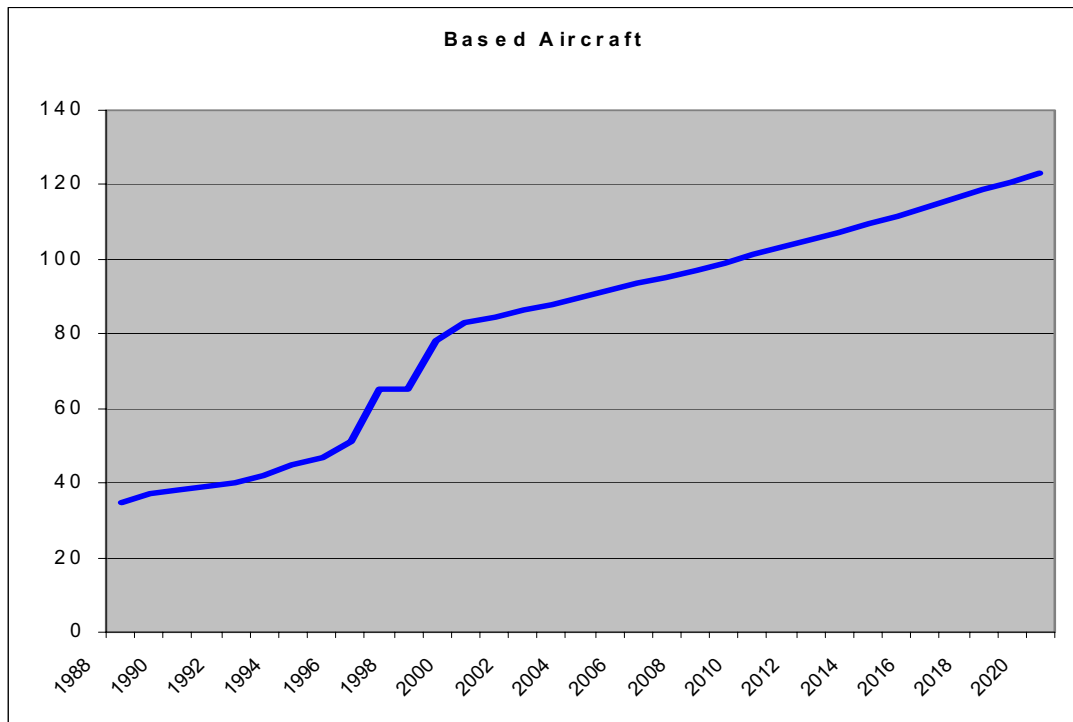
Long term development at this airport will likely be limited to construction of additional apron and hangars. If total annual operations begin to approach 150,000, an air traffic control tower will be required.

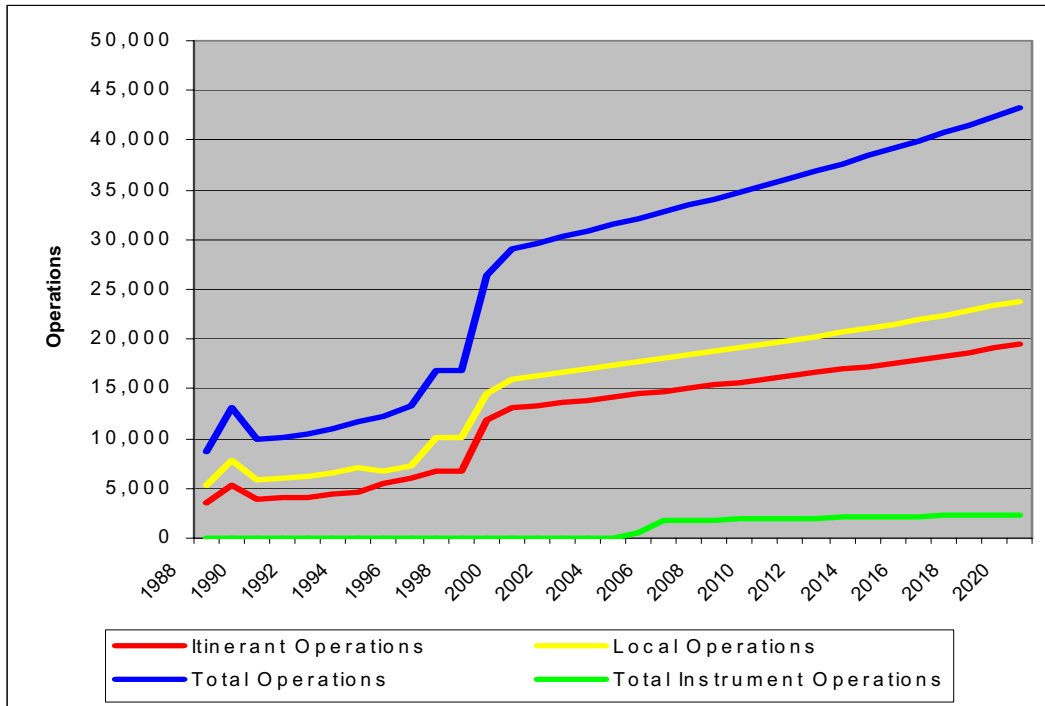
Issues and Recommendations

Residential encroachment surrounding this airport has and will continue to be a difficult issue for this airport. High density residential development has almost completely surrounded this airport. In order to mitigate potential negative impacts from aircraft operations and enhance compatibility with the surrounding communities, it is recommended that the airport continue to promote “Fly Neighborly” programs among airport users.

Spanish Fork/Springville

A publicly-owned airport designed to serve (B-II) small aircraft. Principal activities include agricultural and recreational flying, and aircraft maintenance. This airport is jointly owned and managed by the cities of Spanish Fork and Springville.





Currently Programed Development

Year	Project
2004	Wetlands Mitigation
2004	Acquire Land/Easements for Approaches
2006	Rehabilitate Aircraft Parking Apron
2006	Rehabilitate Runway 12-30
2006	Expand Apron

Long Term Development Goals

Future development goals include extension of runway 12/30, development of an airport industrial park, and establishment of an instrument approach procedure.

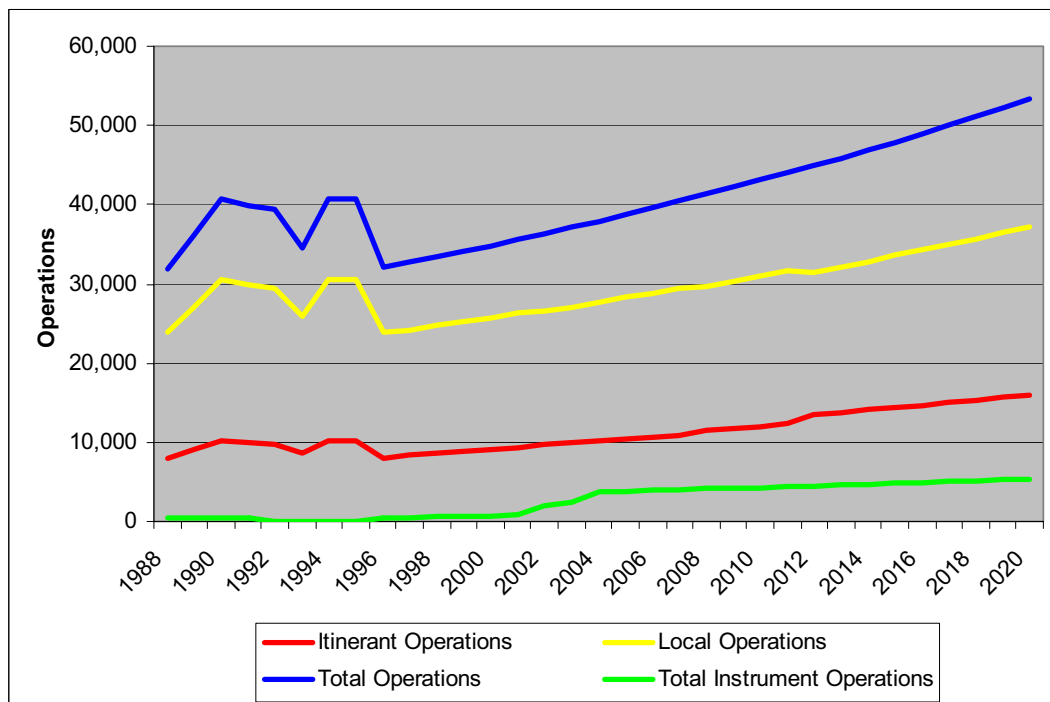
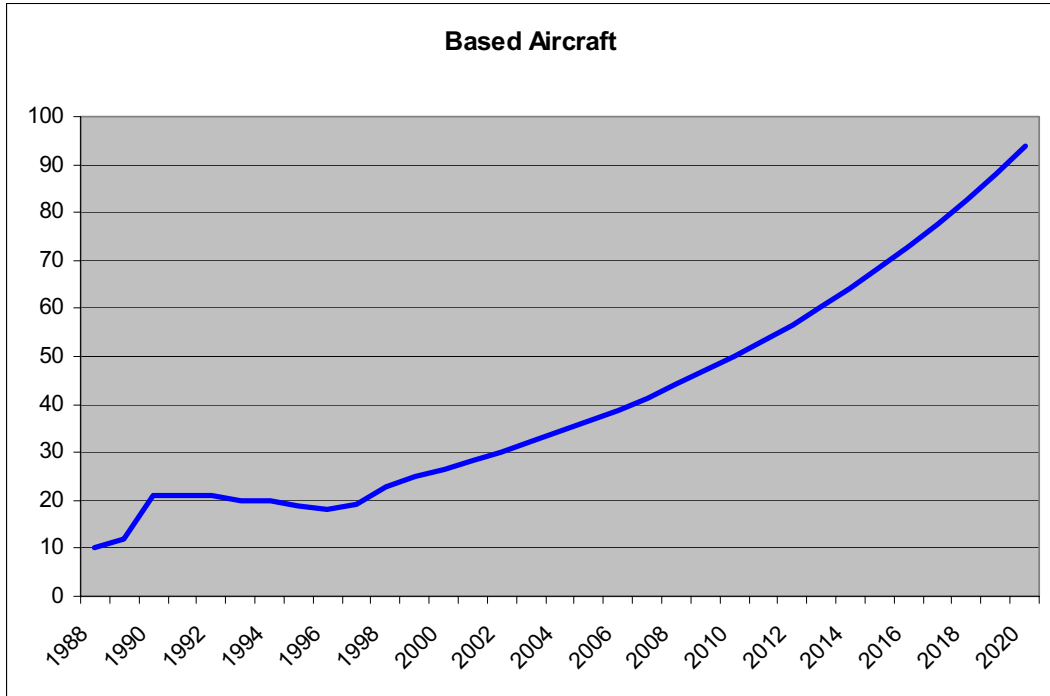
Issues and Recommendations

Encroachment around the airport has necessitated the relocation of the runway threshold to meet FAA design standards. Stronger ordinances need to be enacted around the airport in areas where future incompatible development is possible.

The airport needs to have an instrument approach procedure to reach its full development potential. Radar is needed to eliminate conflicts with the Provo airport under IFR conditions. Local jurisdictions should strongly support efforts to obtain radar coverage in Utah County.

Tooele Valley - Bolinder Field

A publicly-owned airport designed to serve (D-II) large airplanes. This airport was deeded to Salt Lake City in 1991, and is operated by the Salt Lake City Airport Authority. It was designated the third reliever airport in the System in 1992. It serves as a recreational and training facility.



Currently Programed Development

Year	Project
2005	Apron Expansion
2006	Entitlement Project
2007	Entitlement Project

Long Term Development Goals

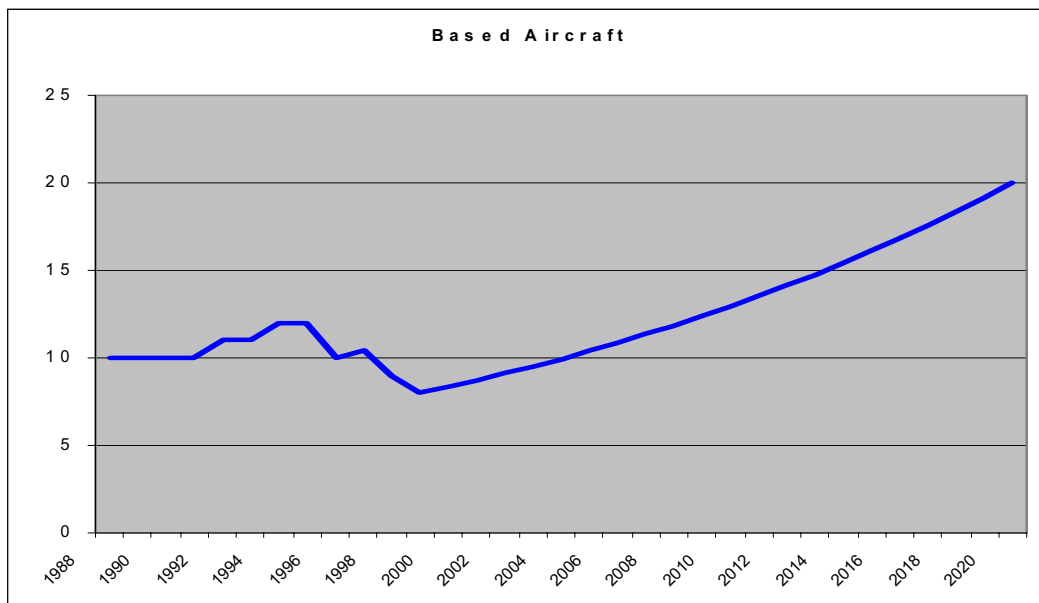
Future development at this airport will be metered by the airports ability to attract additional based aircraft. It is anticipated that as other System airports in the metropolitan area reach capacity, basing at this airport will increase. Future development includes additional apron and hangars, construction of an access road from SR 138, and installation of an instrument landing system (ILS) approach and approach light system.

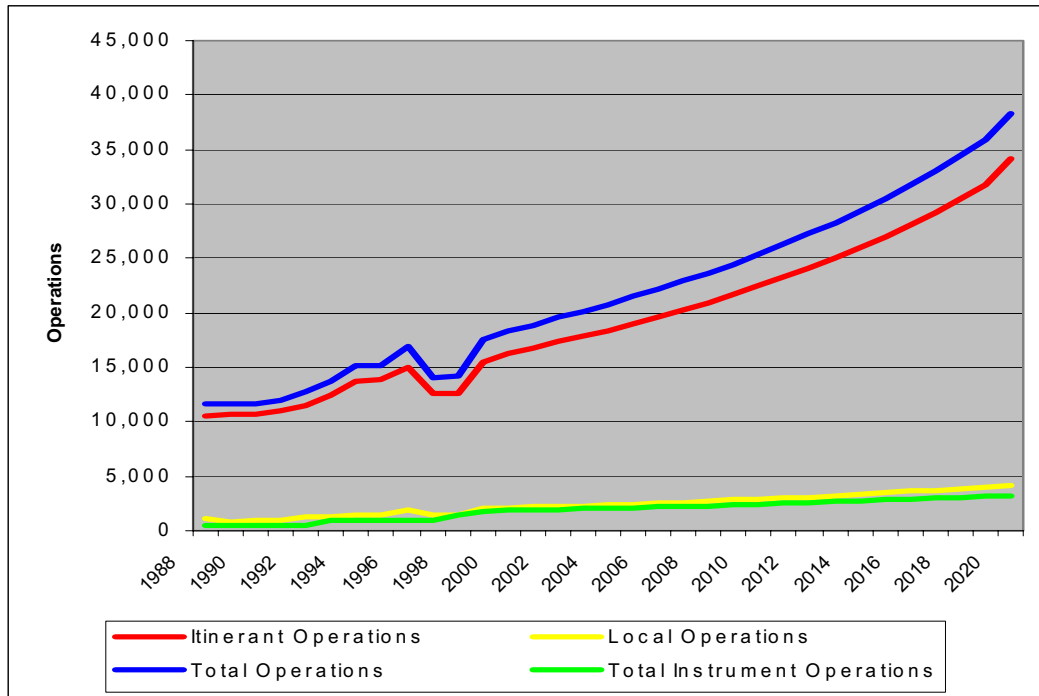
Issues and Recommendations

The area around the airport is projected to be one of the fastest growing in terms of residential development in the Region. Recent expansion of this airport to accommodate Category C and D aircraft and the anticipated addition of a precision instrument approach give this airport the infrastructure necessary to become one of Regions major airports in the long term future. However, incompatible development surrounding the airport could significantly limit future potential of this facility. Land/easement acquisition and zoning improvements are needed to ensure the long term future of this airport.

Wendover

A publicly-owned airport designed to serve (D-II) large airplanes. This airport serves Wendover, Utah and West Wendover, Nevada. It is an abandoned USAF base with a historical past. The primary activities include recreational GA flying associated with the area casinos.





Currently Programed Development

Year	Project
2003	Entitlement Project
2004	Entitlement Project
2005	Entitlement Project

Long Term Development Goals

This airport has the potential to accommodate many different types of future development. This could include scheduled and/or charter passenger service, an air cargo facility, or any type of airport related industry. If needed, the main runway could be extended to 10,000 feet and equipped with a full precision instrument approach.

Issues and Recommendations

Land use compatibility surrounding the airport could become an issue in the future. It is recommended that the cities of East and West Wendover work together to establish zoning and development plans in each city that are compatible with the airport.

