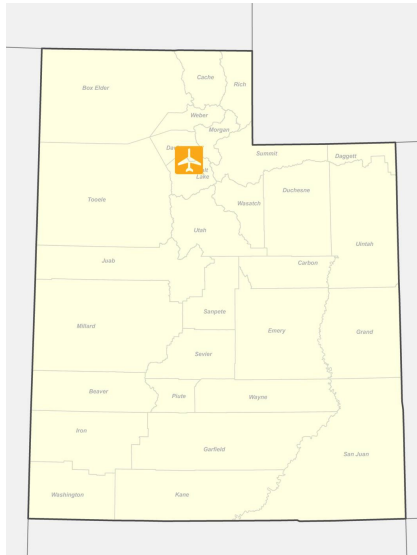


		Runway Extension Needed	Runway Widening Needed	Pavement Strengthening Needed (000 lbs)	Taxiway Upgrade Needed	New or Upgraded Instrument Approach Needed	Visual Aid Upgrade Needed	Lighting Upgrade Needed	Automated Weather Reporting Needed	FBO Needed	Rental or Courtesy Car Needed	New or Upgraded Terminal/ Pilot Lounge Needed	New or Updated Airport Layout Plan Needed	New or Updated Master Plan Needed	Compatible Land Use Plan Needed	Need to Plan Capacity Increase
System Percentage:		30%	9%	28%	29%	41%	47%	15%	21%	15%	41%	37%	17%	70%	54%	7%
Airport Role	Airport															
National																
	Wendover Skypark	600'			Full Parallel	✓	MALSR and GVGIs							✓		
Regional	Brigham City Municipal							MIRL				✓		✓	✓	
	Morgan County	2,736'	25'	30	Partial Parallel		GVGIs and REILs				✓			✓	✓	
	Ogden-Hinckley Municipal													✓	✓	✓
														✓		✓
	Salt Lake City Muni 2	680'		30											✓	
	Tooele Valley Airport	410'								✓	✓	✓			✓	
Community															✓	
															✓	
															✓	
															✓	
															✓	
															✓	
															✓	
															✓	
															✓	
															✓	
Local															✓	
															✓	
															✓	
															✓	
															✓	
															✓	
															✓	
															✓	
															✓	
															✓	



Salt Lake City International

UCASP Role: International



Aviation Activity

Measure	Total
2006 Based Aircraft	322
2006 Based Multi-Engine Aircraft	69
2006 Based Jet Aircraft	17
2006 Total Operations	419,488
2006 GA Itinerant Operations	64,136
2006 Total IFR Arrivals	173,410
2006 IFR Arrivals from Outside Utah	166,244
2006 Passenger Enplanements	10,762,203

Airside Facilities

Facility	Existing	Minimum UCASP Objective	Recommendation
Airport Reference Code	C-IV	Per Master Plan	None
Primary Runway Length	12,004'	Per Master Plan	None
Primary Runway Width	150'	Per Master Plan	None
Primary Runway Strength	60,000 lbs. SWG	Per Master Plan	None
Taxiway Type	Full Parallel	Per Master Plan	None
Navigational Aids	Precision Approach	Per Master Plan	None
Visual Aids	PAPIs, REILs, MALSR	Per Master Plan	None
Lighting	HIRL	Per Master Plan	None
	Beacon	Per Master Plan	None
	Windsock	Per Master Plan	None
Weather	ASOS	Per Master Plan	None

Salt Lake City International

UCASP Role: International

Landside Facilities

Facility	Existing	Minimum UCASP Objective	Recommendation
FBO	Full Service	Per Master Plan	None
Maintenance Facilities/Hangar	Full Service	Per Master Plan	None
Ground Communications	Phone	Per Master Plan	None
Restrooms	Restrooms	Per Master Plan	None
Ground Transportation	On-site Courtesy Car, Rental Cars Available	Per Master Plan	None
Terminal/Pilots' Lounge	Modern Terminal	Per Master Plan	None
Aircraft Storage	275 Hangars	Per Master Plan	None
Aircraft Storage	50 Tie-downs	Per Master Plan	None
Auto Parking	3,397 Spaces	Per Master Plan	None
Fencing	Perimeter Fencing, Controlled Access	Per Master Plan	None

Recommended Development Costs

Project Description/Details	Total Estimated Cost
Airfield Improvements	\$96,673,000
Landside Improvements	\$8,832,000
Terminal Improvements	\$25,072,000
Entrance/Exit Roads	\$5,750,000
Radio/Communications systems	\$1,500,000
General Aviation Improvements	\$4,800,000
Land Acquisition	\$58,000,000
Subtotal Costs	\$200,627,000



Wendover

UCASP Role: National



2006 Aviation Activity

Measure	2005
2006 Based Aircraft	9
2006 Based Multi-Engine Aircraft	0
2006 Based Jet Aircraft	6
2006 Total Operations	7,072
2006 GA Itinerant Operations	2,104
2006 Passenger Enplanements	45,506

Airside Facilities

Facility	Existing	Minimum UCASP Objective	Recommendation
Airport Reference Code	C-III	C-III or Design Aircraft	None
Primary Runway Length	8,000'	Accommodate 75% of Large Aircraft at 90% Useful Load - 8,600'	None
Primary Runway Width	150'	To Meet ARC	None
Primary Runway Strength	75,000 lbs. SWG	60,000 lbs. SWG or DWG Equivalent	None
Taxiway Type	Partial Parallel	Full Parallel	Construct Full Parallel Taxiway (8,000' x 35')
Navigational Aids	Non-Precision Straight-In	Precision Approach	Develop Precision Approach
Visual Aids	PAPIs, REILs	GVGIs and MALSR	Install MALSR
Lighting	MIRL	MIRL-Medium Intensity Runway Lighting	None
	Beacon	Beacon	None
	Windsock	Windsock	None
Weather	ASOS	Automated Weather Reporting	None

Wendover

UCASP Role: National

Landside Facilities			
Facility	Existing	Minimum UCASP Objective	Recommendation
FBO	Full Service	FBO - Full service	None
Maintenance Facilities/Hangar	Full Service	Maintenance Facilities & Hangar 5,000 sq. ft.	None
Ground Communications	Phone	Phone	None
Restrooms	Restrooms	Restrooms	None
Ground Transportation	Hotel Shuttle	On-site Rental Car	Provide On-site Car Rental
Terminal/Pilots' Lounge	Terminal	Modern Terminal	Improve Terminal
Aircraft Storage	10 Hangars	Hangars – 75% of Based Fleet & 25% of Overnight Aircraft	None
Aircraft Storage	30 Tie-downs	Apron – 25% of Based Fleet & 75% for Transient	None
Auto Parking	10 Spaces	Auto Parking – Per Master Plan	None
Fencing	Partial Perimeter Fencing	Perimeter Fencing, Controlled Access	Install Full Perimeter Fencing and Controlled Access

Recommended Development Costs				
Project Description/Details	Total Estimated Cost	Costs During Future Time Periods		
		1-5 Year	6-10 Year	11-20 Year
Construct Terminal	\$3,881,579	\$3,881,579	\$0	\$0
Pavement Preservation	\$2,005,918	\$401,184	\$401,184	\$1,203,550
Concrete Hardstands	\$2,253,290	\$2,253,290	\$0	\$0
Install Full Perimeter Fencing and Controlled Access	Varies*	Varies*	\$0	\$0
Construct Full Parallel Taxiway (8,000' x 35'); Construct Partial Parallel Taxiway to Runway 26, Construct West Cargo Apron Taxiway and South Apron Taxiway	\$5,921,053	\$0	\$5,921,053	\$0
Install MALSR	\$312,500	\$0	\$312,500	\$0
Develop Precision Approach	\$31,250	\$0	\$31,250	\$0
Subtotal Costs	\$14,405,589	\$6,536,053	\$6,665,986	\$1,203,550

*Fencing construction and/or upgrade costs could not be determined without on-site inspection and therefore have not been included in the totals above.



Skypark

UCASP Role: Regional



Primary Generators of Demand/Outside Influences:

Population Growth
Employment Growth
Transportation
Improvements - Legacy
Highway

Issues/Notes:

Due to surrounding development it is not feasible to upgrade airport to C-II standards. Instrument approach procedure not recommended due to potential conflicts with SLC International.

2006 Aviation Activity

Measure	Total
2006 Based Aircraft	208
2006 Based Multi-Engine Aircraft	13
2006 Based Jet Aircraft	0
2006 Total Operations	75,912
2006 GA Itinerant Operations	15,031
2006 Total IFR Arrivals	250
2006 IFR Arrivals from Outside Utah	213
2006 Passenger Enplanements	0

Airside Facilities

Facility	Existing	Minimum UCASP Objective	Recommendation
Airport Reference Code	B-I	C-II or Greater	None
Primary Runway Length	4,700'	75% of Large Airplanes at 60% Useful Load - 6,220'	None
Primary Runway Width	70'	To Meet ARC	None
Primary Runway Strength	12,000 lbs. SWG	30,000 lbs. SWG or DWG Equivalent	None
Taxiway Type	Partial Parallel	Partial Parallel	None
Navigational Aids	Visual	Non-Precision Straight-In Approach	None
Visual Aids	VASIs, REILs	GVGIs-General Visual Glideslope Indicators and REILs - Runway End Identifier Lights	None
Lighting	LIRL	MIRL-Medium Intensity Runway Lighting	Install MIRL
	Beacon	Beacon	None
	Windsock	Windsock	None
Weather	None	Automated Weather Reporting	None

Skypark

UCASP Role: Regional

Landside Facilities

Facility	Existing	Minimum UCASP Objective	Recommendation
FBO	Full Service	FBO - Limited Service	None
Maintenance Facilities/Hangar	Limited Service	Maintenance Facilities - Limited Service	None
Ground Communications	Phone	Phone	None
Restrooms	Restrooms	Restrooms	None
Ground Transportation	On-site Courtesy Car, Rental Car Available	On-site Courtesy Car	None
Terminal/Pilots' Lounge	Terminal	Terminal with Appropriate Facilities	None
Aircraft Storage	61 Hangars, 1 FBO Hangar (184 Aircraft Based in Hangars)	Hangars for 60% of Based Fleet & 25% of Overnight Aircraft	None
Aircraft Storage	50 Tie-downs	Apron – 40% of Based Fleet & 50% for Transient	Construct 50 Additional Tie-downs
Auto Parking	110 Spaces	Auto Parking – Equal to 33% of Based Aircraft	None
Fencing	Partial	Perimeter Fencing	Install Security Gates

Recommended Development Costs

Project Description/Details	Total Estimated Cost	Costs During Future Time Periods		
		1-5 Year	6-10 Year	11-20 Year
Pavement Maintenance	\$2,915,146	\$583,029	\$583,029	\$1,749,088
Runway Lighting: Install MIRL	\$293,750	\$0	\$293,750	\$0
Apron: Construct 50 Additional Tie-downs	\$843,750	\$0	\$0	\$843,750
Install Security Gates	Varies*	\$0	\$0	Varies*
Subtotal Costs	\$4,052,646	\$583,029	\$876,779	\$2,592,838

*Fencing construction and/or upgrade costs could not be determined without on-site inspection and therefore have not been included in the totals above.



Morgan County

UCASP Role: Regional



Primary Generators of Demand/Outside Influences:

Population Growth,
Retirement/Second Home,
Development,
Tourism

Issues/Notes:

Community elected to not
relocate airport, unable to
meet standards at current
location.

2006 Aviation Activity

Measure	Total
2006 Based Aircraft	70
2006 Based Multi-Engine Aircraft	2
2006 Based Jet Aircraft	0
2006 Total Operations	11,461
2006 GA Itinerant Operations	2,270
2006 Total IFR Arrivals	4
2006 IFR Arrivals from Outside Utah	4
2006 Passenger Enplanements	0

Airside Facilities

Facility	Existing	Minimum UCASP Objective	Recommendation
Airport Reference Code	B-I	C-II or Greater	None
Primary Runway Length	3904'	75% of Large Airplanes at 60% Useful Load - 6,640'	None
Primary Runway Width	50'	To Meet ARC	None
Primary Runway Strength	12,500 lbs. SWG	30,000 lbs. SWG or DWG Equivalent	None
Taxiway Type	Turnarounds &	Partial Parallel	None
Navigational Aids	Visual	Non-Precision Straight-In Approach	None
Visual Aids	None	GVGIs-General Visual Glideslope Indicators and REILs - Runway End Identifier Lights	None
Lighting	None	MIRL-Medium Intensity Runway Lighting	None
	None	Beacon	None
	Windsock	Windsock	None
Weather	None	Automated Weather Reporting	None

Morgan County**UCASP Role: Regional****Landside Facilities**

Facility	Existing	Minimum UCASP Objective	Recommendation
FBO	Limited Service	FBO - Limited Service	None
Maintenance Facilities/Hangar	None	Maintenance Facilities - Limited service	Provide Limited Service Maintenance Facilities
Ground Communications	None	Phone	Provide Public Phone
Restrooms	None	Restrooms	Provide Public Restrooms
Ground Transportation	None	On-site Courtesy Car	Provide Courtesy Car
Terminal/Pilots' Lounge	Pilots' Lounge	Terminal with Appropriate Facilities	None
Aircraft Storage	28 Aircraft in Hangars	Hangars – 60% of Based Fleet & 25% of Overnight Aircraft	Construct 14 Additional Hangar Units
Aircraft Storage	5 Tie-downs	Apron – 40% of Based Fleet & 50% for Transient	Construct 23 Additional Tie-downs
Auto Parking	0 Paved Spaces	Auto Parking – Equal to 33% of Based Aircraft	Construct 23 Parking Spaces
Fencing	None	Perimeter Fencing	Upgrade Wildlife Fencing

Recommended Development Costs

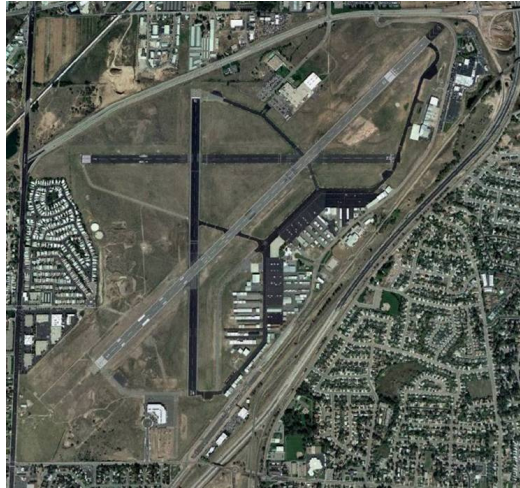
Project Description/Details	Total Estimated Cost	Costs During Future Time Periods		
		1-5 Year	6-10 Year	11-20 Year
Crack Seal, Seal Coat & Paint All Asphalt Surfaces	\$812,001	\$162,400	\$162,400	\$487,201
Construct 23 Additional Tie-downs	\$388,125	\$0	\$388,125	\$0
Upgrade Wildlife Fencing	Varies*	\$0	Varies*	\$0
Construct 23 Parking Spaces	\$28,750	\$0	\$0	\$28,750
Subtotal Costs	\$1,228,876	\$162,400	\$550,525	\$515,951

*Fencing construction and/or upgrade costs could not be determined without on-site inspection and therefore have not been included in the totals above.



Ogden – Hinckley Municipal

UCASP Role: Regional



Primary Generators of Demand/Outside Influences:

Population Growth,
Employment Growth,
Tourism

Issues/Notes:

n/a

2006 Aviation Activity

Measure	Total
2006 Based Aircraft	292
2006 Based Multi-Engine Aircraft	34
2006 Based Jet Aircraft	10
2006 Total Operations	116,116
2006 GA Itinerant Operations	37,359
2006 Total IFR Arrivals	1,828
2006 IFR Arrivals from Outside Utah	1,587
2006 Passenger Enplanements	0

Airside Facilities

Facility	Existing	Minimum UCASP Objective	Recommendation
Airport Reference Code	C-III	C-II or Greater	None
Primary Runway Length	8,103'	75% of Large Airplanes at 60% Useful Load - 6,480'	None
Primary Runway Width	150'	To Meet ARC	None
Primary Runway Strength	120,000 lbs. DWG	30,000 lbs. SWG or DWG Equivalent	None
Taxiway Type	Full Parallel	Partial Parallel	None
Navigational Aids	Precision Approach	Non-Precision Straight-In Approach	None
Visual Aids	MALS, REILs	GVGIs-General Visual Glideslope Indicators and REILs - Runway End Identifier Lights	None
Lighting	HIRL	MIRL-Medium Intensity Runway Lighting	None
	Beacon	Beacon	None
	Windsock	Windsock	None
Weather	ASOS, LAWRS	Automated Weather Reporting	None

Ogden – Hinckley Municipal**UCASP Role: Regional****Landside Facilities**

Facility	Existing	Minimum UCASP Objective	Recommendation
FBO	Full Service	FBO - Limited Service	None
Maintenance Facilities/Hangar	Full Service	Maintenance Facilities - Limited service	None
Ground Communications	Phone	Phone	None
Restrooms	Restrooms	Restrooms	None
Ground Transportation	On-site Courtesy Car, Rental Cars Available	On-site Courtesy Car	None
Terminal/Pilots' Lounge	Terminal	Terminal with Appropriate Facilities	None
Aircraft Storage	310 Aircraft in Hangars	Hangars – 60% of Based Fleet & 25% of Overnight Aircraft	None
Aircraft Storage	163 Tie-downs	Apron – 40% of Based Fleet & 50% for Transient	None
Auto Parking	160 Spaces	Auto Parking – Equal to 33% of Based Aircraft	None
Fencing	Perimeter Fencing	Perimeter Fencing	None

Recommended Development Costs

Project Description/Details	Total Estimated Cost	Costs During Future Time Periods		
		1-5 Year	6-10 Year	11-20 Year
Crack Seal, Seal Coat and Paint Runways 16/34 & 7/25 & Miscellaneous Taxiways; Preservation Plan	\$18,241,079	\$3,648,216	\$3,648,216	\$10,944,648
Construct Taxiway K	\$6,198,273	\$6,198,273	\$0	\$0
Subtotal Costs	\$24,439,351	\$9,846,488	\$3,648,216	\$10,944,648



Provo Municipal

UCASP Role: Regional

**Primary Generators of Demand/Outside Influences:**

Population Growth,
Employment Growth,
Utah Valley State College
Brigham Young University

Issues/Notes:

Airport will potentially have
scheduled commercial
service in the future.

2006 Aviation Activity

Measure	Total
2006 Based Aircraft	166
2006 Based Multi-Engine Aircraft	25
2006 Based Jet Aircraft	4
2006 Total Operations	159,793
2006 GA Itinerant Operations	59,671
2006 Total IFR Arrivals	2,310
2006 IFR Arrivals from Outside Utah	1,792
2006 Passenger Enplanements	0

Airside Facilities

Facility	Existing	Minimum UCASP Objective	Recommendation
Airport Reference Code	C-III	C-II or Greater	None
Primary Runway Length	8,599'	75% of Large Airplanes at 60% Useful Load - 6,490'	None
Primary Runway Width	150'	To Meet ARC	None
Primary Runway	75,000 lbs. SWG	30,000 lbs. SWG or DWG Equivalent	None
Taxiway Type	Full Parallel	Partial Parallel	None
Navigational Aids	Precision Approach	Non-Precision Straight-In Approach	None
Visual Aids	PAPIs, REILs	GVGIs-General Visual Glideslope Indicators and REILs - Runway End Identifier Lights	None
Lighting	HIRL	MIRL-Medium Intensity Runway Lighting	None
	Beacon	Beacon	None
	Windsock	Windsock	None
Weather	AWOS III	Automated Weather Reporting	None

Provo Municipal**UCASP Role: Regional****Landside Facilities**

Facility	Existing	Minimum UCASP Objective	Recommendation
FBO	Full Service	FBO - Limited Service	None
Maintenance Facilities/Hangar	Full Service	Maintenance Facilities - Limited service	None
Ground Communications	Phone	Phone	None
Restrooms	Restrooms	Restrooms	None
Ground Transportation	On-site Courtesy Car, Rental Cars Available	On-site Courtesy Car	None
Terminal/Pilots' Lounge	Terminal	Terminal with Appropriate Facilities	None
Aircraft Storage	120 Aircraft in Hangars	Hangars – 60% of Based Fleet & 25% of Overnight Aircraft	None
Aircraft Storage	138 Tie-downs	Apron – 40% of Based Fleet & 50% for Transient	None
Auto Parking	200 Spaces	Auto Parking – Equal to 33% of Based Aircraft	None
Fencing	Perimeter Fencing	Perimeter Fencing	None

Recommended Development Costs

Project Description/Details	Total Estimated Cost	Costs During Future Time Periods		
		1-5 Year	6-10 Year	11-20 Year
Rehabilitate Runway 13/31 and Taxiways and Apron	\$19,255,835	\$4,813,959	\$4,813,959	\$9,627,918
Subtotal Costs	\$19,255,835	\$4,813,959	\$4,813,959	\$9,627,918



Salt Lake City Municipal #2

UCASP Role: Regional

**Primary Generators of Demand/Outside Influences:**

Population Growth,
Employment Growth,
Tourism,
Transportation
Improvements – Mountain
View Corridor

Issues/Notes:

n/a

2006 Aviation Activity

Measure	Total
2006 Based Aircraft	214
2006 Based Multi-Engine Aircraft	10
2006 Based Jet Aircraft	2
2006 Total Operations	65,815
2006 GA Itinerant Operations	8,823
2006 Total IFR Arrivals	475
2006 IFR Arrivals from Outside Utah	423
2006 Passenger Enplanements	0

Airside Facilities

Facility	Existing	Minimum UCASP Objective	Recommendation
Airport Reference Code	B-II	C-II or Greater	Upgrade ARC
Primary Runway Length	5,860'	75% of Large Airplanes at 60% Useful Load - 6,540'	Extend Runway 680'
Primary Runway Width	100'	To Meet ARC	None
Primary Runway Strength	12,500 lbs. SWG	30,000 lbs. SWG or DWG Equivalent	Increase Pavement Strength to 30,000 lbs.
Taxiway Type	Full Parallel	Partial Parallel	None
Navigational Aids	Non-Precision Straight-In Approach	Non-Precision Straight-In Approach	None
Visual Aids	PAPIs, REILs	GVGIs and REILs	None
Lighting	MIRL	MIRL-Medium Intensity Runway Lighting	None
	Beacon	Beacon	None
	Windsock	Windsock	None
Weather	AWOS III	Automated Weather Reporting	None

Salt Lake City Municipal #2

UCASP Role: Regional

Landside Facilities

Facility	Existing	Minimum UCASP Objective	Recommendation
FBO	Full Service	FBO - Limited Service	None
Maintenance Facilities/Hangar	Full Service	Maintenance Facilities - Limited service	None
Ground Communications	Phone	Phone	None
Restrooms	Restrooms	Restrooms	None
Ground Transportation	Rental Cars Available	On-site Courtesy Car	None
Terminal/Pilots' Lounge	Terminal	Terminal with Appropriate Facilities	None
Aircraft Storage	143 Aircraft in Hangars	Hangars – 60% of Based Fleet & 25% of Overnight	None
Aircraft Storage	83 Tie-downs	Apron – 40% of Based Fleet & 50% for Transient	None
Auto Parking	200 Spaces	Auto Parking – Equal to 33% of Based Aircraft	None
Fencing	Perimeter Fencing	Perimeter Fencing	None

Recommended Development Costs

Project Description/Details	Total Estimated Cost	Costs During Future Time Periods		
		1-5 Year	6-10 Year	11-20 Year
Taxiway A Resurface & Access Roads	\$707,000	\$707,000	\$0	\$0
Construct Aircraft Hangars	\$789,474	\$789,474	\$0	\$0
Conduct Environmental Assessment for Runway Extension	\$197,369	\$0	\$197,369	\$0
Runway/Taxiway Extension design	\$1,500,000	\$0	\$1,500,000	\$0
Runway / Taxiway Extension	\$18,500,000	\$0	\$18,500,000	\$0
Infrastructure & Taxiway Development	\$3,000,000	\$0	\$0	\$3,000,000
Perimeter Road and Fencing	\$478,000	\$0	\$0	\$478,000
Subtotal Costs	\$25,171,843	\$1,496,474	\$20,197,369	\$3,478,000

Tooele Valley

UCASP Role: Regional



Primary Generators of Demand/Outside Influences:

Population Growth,
Employment Growth,
Tourism – Miller Sports
Park

Issues/Notes: n/a

2006 Aviation Activity

Measure	Total
2006 Based Aircraft	20
2006 Based Multi-Engine Aircraft	2
2006 Based Jet Aircraft	0
2006 Total Operations	45,715
2006 GA Itinerant Operations	15,638
2006 Total IFR Arrivals	35
2006 IFR Arrivals from Outside Utah	30
2006 Passenger Enplanements	0

Airside Facilities

Facility	Existing	Minimum UCASP Objective	Recommendation
Airport Reference Code	B-II	C-II or Greater	Upgrade ARC
Primary Runway Length	6,100'	75% of Large Airplanes at 60% Useful Load - 6,510'	Extend Runway 410'
Primary Runway Width	100'	To Meet ARC	None
Primary Runway Strength	30,000 lbs. SWG	30,000 lbs. SWG or DWG Equivalent	None
Taxiway Type	Full Parallel	Partial Parallel	None
Navigational Aids	Non-Precision Straight-In Approach	Non-Precision Straight-In Approach	None
Visual Aids	PAPIs, REILs	GVGIs-General Visual Glideslope Indicators and REILs - Runway End Identifier Lights	None
Lighting	MIRL	MIRL-Medium Intensity Runway Lighting	None
	Beacon	Beacon	None
	Windsock	Windsock	None
Weather	AWOS III	Automated Weather Reporting	None

Tooele Valley

UCASP Role: Regional

Landside Facilities

Facility	Existing	Minimum UCASP Objective	Recommendation
FBO	None	FBO - Limited Service	Provide Limited Service FBO
Maintenance Facilities/Hangar	None	Maintenance Facilities - Limited service	Provide Limited Service Maintenance Facilities
Ground Communications	Phone	Phone	None
Restrooms	Restrooms	Restrooms	None
Ground Transportation	None	On-site Courtesy Car	Provide Courtesy Car
Terminal/Pilots' Lounge	None	Terminal with Appropriate Facilities	Construct Terminal Building (1,000 sq. feet)
Aircraft Storage	6 Hangars	Hangars – 60% of Based Fleet & 25% of Overnight Aircraft	Construct 10 Hangar Units
Aircraft Storage	29 Tie-downs	Apron – 40% of Based Fleet & 50% for Transient	None
Auto Parking	20 Spaces	Auto Parking – Equal to 33% of Based Aircraft	None
Fencing	Perimeter Fencing	Perimeter Fencing	None

Recommended Development Costs

Project Description/Details	Total Estimated Cost	Costs During Future Time Periods		
		1-5 Year	6-10 Year	11-20 Year
Land Acquisition	\$4,500,000	\$4,500,000	\$0	\$0
Apron Expansion	\$550,000	\$550,000	\$0	\$0
Taxiway \ Apron Development	\$727,000	\$727,000	\$0	\$0
Construct 10 Hangar Units	\$625,000	\$312,500	\$312,500	\$0
Building and Sewer Infrastructure	\$2,000,000	\$0	\$2,000,000	\$0
Runway & Taxiway Resurface	\$2,000,000	\$0	\$2,000,000	\$0
Subtotal Costs	\$10,402,000	\$6,089,500	\$4,312,500	\$0

