Airlake Airport
Draft 2035 Long-Term Comprehensive Plan (LTCP)

Public Informational Meetings – August 9 & 10, 2017
Existing Airport Layout
Aviation Activity Forecast Summary

| Year | Total Based Aircraft | | | | Total Number of Operations | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Base Case | High Range | Low Range | Extended Runway | Base Case | High Range | Low Range | Extended Runway |
| 2015 (a) | 137 | 137 | 137 | 137 | 36,757 | 36,757 | 36,757 | 36,757 |
| 2020 | 135 | 137 | 131 | 135 | 34,811 | 35,230 | 33,761 | 34,811 |
| 2025 | 134 | 141 | 128 | 137 | 34,642 | 36,333 | 33,739 | 35,900 |
| 2030 | 133 | 143 | 126 | 136 | 35,106 | 37,917 | 33,303 | 37,373 |
| 2035 | 131 | 145 | 120 | 135 | 35,658 | 39,219 | 32,712 | 38,410 |

Average Annual Growth Rate

-0.2% 0.3% -0.7% -0.1% -0.2% 0.3% -0.6% 0.2%

Notes:
(a) 2015 operations represent twelve months ending June 2015. Includes estimate of nighttime activity.

Sources: HNTB Analysis.
Typical Aircraft Types

### Runway Length

- Based on business-use aircraft requirements
- FAA Guidance: Range ~4,800 to ~5,400 feet
- Statutory prohibition against runway extension > 5,000 feet
- 5,000 feet would be ideal, but...
  - Even an extension into the upper 4,000-foot range could yield significant operational improvements for the aircraft types using Airlake today
Previous LTCP Preferred Development Alternative
Extended Runway Scenario (Preferred Development Alternative)
The DNL metric is calculated by cumulatively averaging sound levels over a 24-hour period with a 10 dB penalty between 10:00 P.M. and 7:00 A.M.
Aircraft Noise Contours (Baseline & Preferred Alternative)
Land Use Compatibility (Baseline & Preferred Alternative)