



Burke Lakefront Airport (BKL) Master Plan Update

Public Workshop

August 2, 2007

*City of Cleveland
Department of Port Control (DPC)*



City of Cleveland DPC

Studies Currently In Progress

- **Market Assessment & Feasibility Study**
(being prepared by others)
- **BKL Assessment Study**
Role of BKL in Northeastern Ohio Aviation System
(Phase One of the MPU)
- **Airport Master Plan Update**
(Phase Two of the MPU)

Master Plan Update Process

Phase One

BKL Role & Function

Phase Two

**Inventory of Existing Conditions
Aviation Activity Forecast**

**Airport Facility Requirements Assessment
Development Alternatives**

**Airport Layout Plan/Implementation Plan
Airport Capital Improvement Program**

**Final Product
20-Year Development Plan**

Phase One - BKL Role & Function

- **Identify need for, capabilities, & role of BKL in Northeastern (NE) Ohio**
 - What potential impacts would the closure of BKL present to the NE Ohio regional aviation system?
 - What potential impacts would the closure of BKL present to operations/capacity at Cleveland Hopkins International Airport (CLE)?
 - What would be the economic impact to the City of Cleveland associated with the closure of BKL?
 - Upon Completion of Phase One, the master plan process commences

Phase One - BKL Role & Function

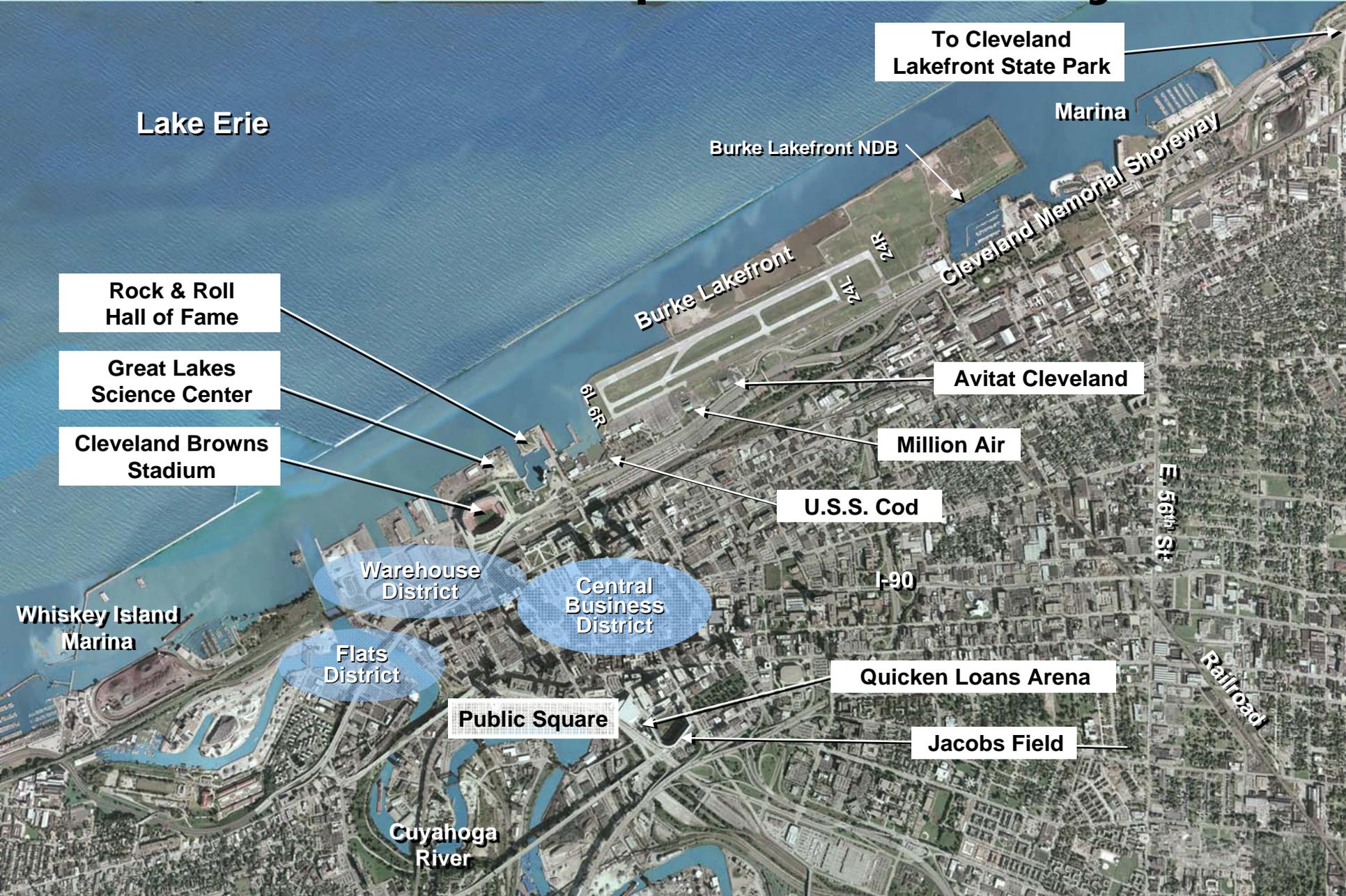
- **Specific Airports within the region will be examined for comparative purposes including:**

- Geauga County Airport
- Cleveland Hopkins International Airport
- Willoughby Lost Nation Municipal Airport
- Cuyahoga County Airport
- Lorain County Airport
- Medina Municipal Airport
- Portage County Airport
- Kent State University Airport
- Akron Canton Regional Airport
- Akron Fulton International Airport
- Youngstown –Warren Regional Airport

Study Related Information Needs

- **Current activities and operations at BKL**
- **Economic impact related information**
 - Air Show
 - Grand Prix
 - Role of BKL in serving business community and tourism in Cleveland
- **Needs and concerns of tenants/users**
 - Airfield improvements
 - Support services
 - Part 139 services; ARFF and control tower
- **Local destinations of GA itinerant users**
- **Alternative airports typically used for itinerant & local activity**

Burke Lakefront Airport and Vicinity



Lake Erie

To Cleveland
Lakefront State Park

Marina

Burke Lakefront NDB

Cleveland Memorial Shoreway

Burke Lakefront

241
24R
24L
6L-6R

Rock & Roll
Hall of Fame

Great Lakes
Science Center

Cleveland Browns
Stadium

Avitat Cleveland

Million Air

U.S.S. Cod

E. 56th St

Warehouse
District

Central
Business
District

Flats
District

I-90

Whiskey Island
Marina

Public Square

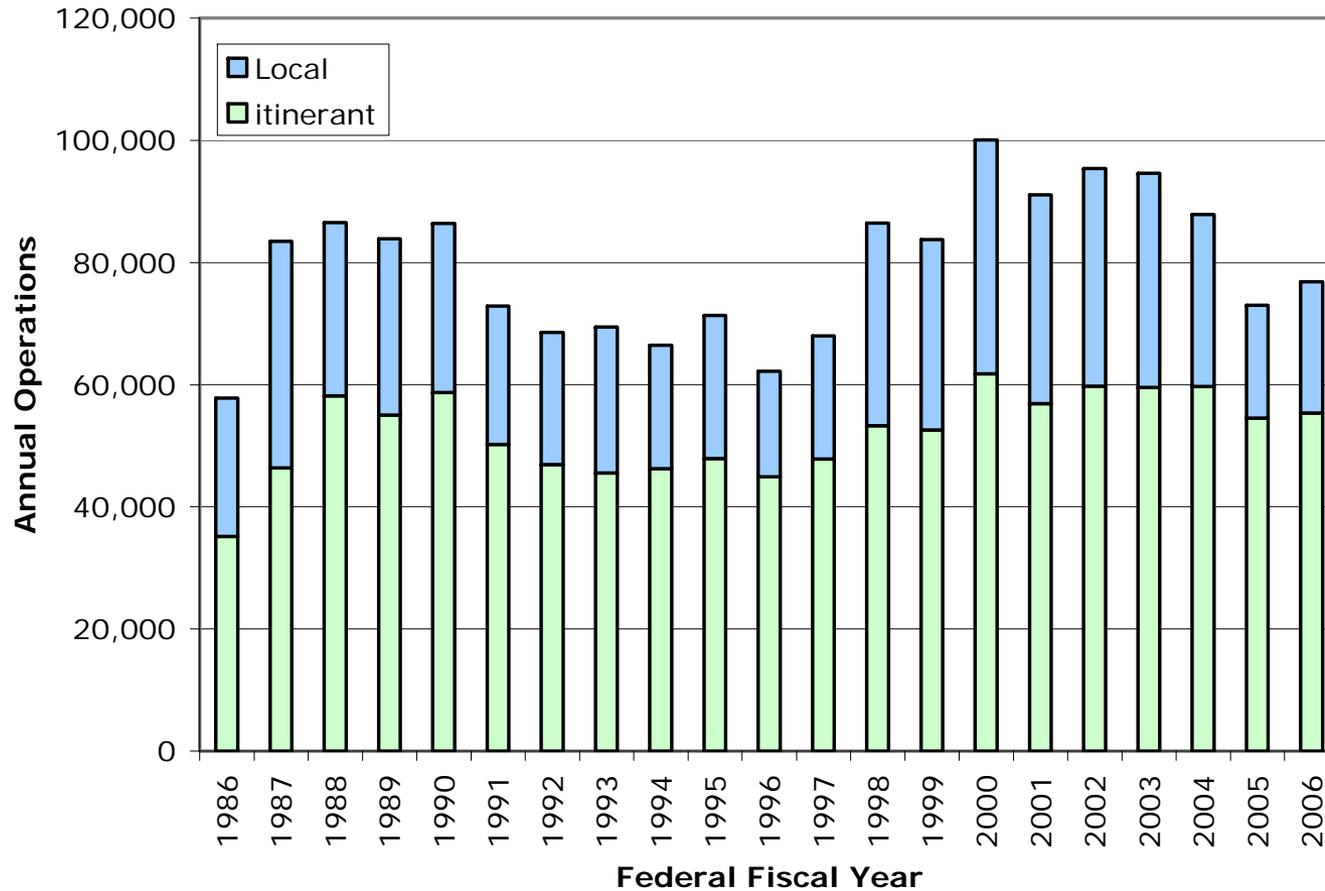
Quicken Loans Arena

Jacobs Field

Cuyahoga
River

Railroad

Historic Aircraft Operations 1986-2006



H:\BKL Burke Lakefront\Forecast\Source Data\Airport Data\[BKL.xls]TAF

Typical BKL Users

- **There are three categories of users at BKL that have different requirements and needs:**
 - Air Taxi Charters and Business Users
 - Flight Training Activity
 - Other: Recreational Flying Activities and All Other Types of Operations

Current BKL Role

- Designated GA reliever airport for CLE
- High level of GA jet activity
- Significant element of activity is tied to serving business air travel; higher % than is typically found at other GA airports
- BKL passengers are bound for downtown Cleveland primarily for business purposes
- Professional sports teams & fans use BKL

Current BKL Role *(continued)*

- **Routinely used for emergency medical transport flights and donor organ transportation**
- **Serves as a location for the development and training of new pilots**
- **Home to the annual Labor Day Air Show and the Cleveland Grand Prix Race**
- **Home to the International Women's Air & Space Museum**
- **BKL passengers are bound for downtown to visit local attractions such as the Rock and Roll Hall of Fame & sporting events**

Current BKL Role *(continued)*

- **Local FBO Survey Results (Jan-June '05)**
 - 93% indicated that BKL's proximity to downtown Cleveland was a strong attribute contributing to their use of the airport
 - 50% indicated that convenience to hospitals was a strong attribute of BKL
 - 40% indicated that they were flying for a corporate business entity
 - 23% operate as a Part 135 commercial charter
 - 18% were time share or fractional ownership operators
 - 67% were small-medium sized jets and 25% were large jets

Master Plan Update Process

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BKL Role & Function

Phase Two

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What is an Airport Master Plan?

- **A road map** to meet future aviation demand, while remaining flexible to respond to change and a dynamic aviation industry
- Provides a framework for **long-range planning**
- Graphically presents the preferred airport **development projects**
- Defines the **purpose and need** for proposed development projects
- Complies with FAA **planning and environmental regulations**
- Enables the airport to achieve its **long-term mission**
- Supports the **financial health** of one of a City's most powerful **economic engines**
- Identifies future **facility requirements** for all airport users

A Successful Airport Master Plan is...

- **Financially feasible** – the phasing of capital projects is aligned with identified need and the ability to secure available funding
- **Environmentally compatible** – minimizes potential environmental impacts
- **Balanced** – balances airport development needs and community impacts
- **Technically sound** – complies with Federal, State, and local requirements and can be constructed efficiently and cost effectively
- **Responsive** – addresses the physical and operational needs of stakeholders
- **Flexible** – considers changes in industry dynamics which will enable BKL to be responsive and prosper

BKL Existing Facilities

- 450 Acres
- Runway 6L-24R: 6,198 feet long
- Runway 6R-24L: 5,197 feet long
- Runway End 24R has an Instrument Landing System (ILS)
- Air Traffic Control Tower (ATCT)
- Terminal/Administration Building; accommodates General Aviation (GA) operations, commercial/office uses, a museum, and airport admin.
- 2 Full-Service Fixed Based Operators (FBOs)
- 4 Flight Schools
- "On-Call" Customs and Immigration

Aviation Forecasting

- **Forecasts typically consider socio-economic, business and tourism related characteristics**
- **Review historic aircraft activity data including:**
 - Aircraft operations trends (Local and Itinerant)
 - Based Aircraft and Fleet Mix
 - Peak Operations Levels
- **Take into consideration potential competing airports and projections developed by the FAA**
- **Assess industry related factors that could influence future activity levels**
- **Evaluate and employ statistical methodologies for developing projections of future activity**

General Aviation Forecast Outputs

- **Projections of future aircraft operations:**
 - Typically developed for a 20-year time frame
 - Projects both Local and Itinerant general aviation operations
 - Projects level of Air Taxi/Charter activity
- **Projections of future based aircraft levels and fleet mix.**
- **Presents Activity Peaking projections for use in facility planning**

Airport Facility Requirements Analysis

- **Quantifies capacity, capability and characteristics of all existing airport facilities including:**
 - Airfield efficiency and capabilities
 - Terminal area space and service requirements
 - Aircraft hangars by type, tie downs and ramp requirements
 - Access and support facility needs.
- **Assesses existing facilities against forecast demand using industry accepted planning standards to identify adequacy or inadequacies**
- **Quantifies facility improvements needed to address activity/demand based triggers**

Master Plan Alternatives Process

- **Identification of Alternatives** - Identify a series of reasonable options to meet the identified facility requirements
- **Evaluate Alternatives** - Evaluate alternatives, individually and collectively, to gain a thorough understanding of the strengths, weaknesses, and implications of each option
- **Selection of Recommended Alternative** – Select the option or combination of individual facility options that best meets needs in the most economical, efficient and environmentally sensitive fashion.

Identification of Alternatives

- **Address the Airport's planning needs**
 - Airfield – Runways/Taxiways/Parking Aprons
 - Landside – Access/vehicle parking
 - Terminal – FBO needs/passenger facilities
 - Support Uses – Fueling, ATCT, Maintenance
- **Identify Primary and Secondary Needs**
- **Analyze each group of facilities individually and collectively**

Evaluating Alternatives

- **Establish Evaluation Criteria including:**

- **Operational Performance**

(capacity, capability and aircraft movement efficiency)

- **Phasing and Construct-ability Factors**

(Ease of implementation, Phasing, impacts to operations, construction related issues)

- **Environmental Factors**

(noise, wetlands, light emissions, air quality, social impacts, etc.)

- **Fiscal Factors**

(estimates, funding sources, preliminary cost benefit analysis)

Selecting an Alternative

- **Summation of the alternative evaluation criteria**
- **Quantify attributes and constraints**
- **Summarize supplemental analyses and evaluations**
- **Receive stakeholder input through the public involvement process**
- **Consider sponsor preferences**
- **Select Alternatives that best balance all factors and considerations**