AIRPORT MASTER PLAN UPDATE

PENSACOLA INTERNATIONAL AIRPORT

Technical Advisory Committee
Meeting #1

November 30, 2016

RS&H

Agenda

- Master Plan Purpose
- Master Plan Process
- TAC Role
- Master Plan Issues
- Inventory
- Landside Observations
- Forecasts
- Public Involvement Plan
- Schedule

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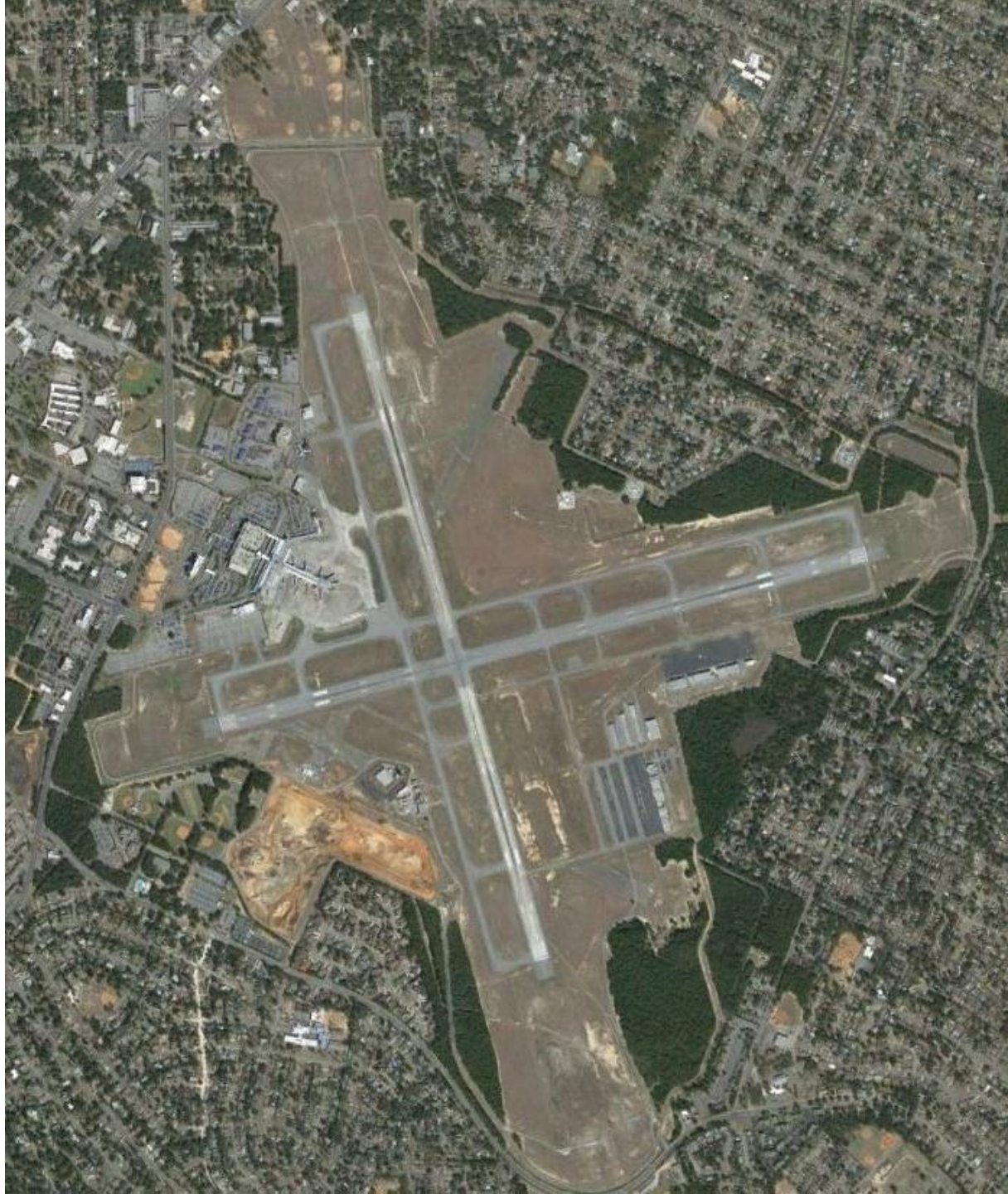
Master Plan Purpose

- Strategic vision/blueprint for development
- Balances needs of Airport, community, environment
- Airport Layout Plan (ALP) required to obtain grants
- Helps improve financial sustainability



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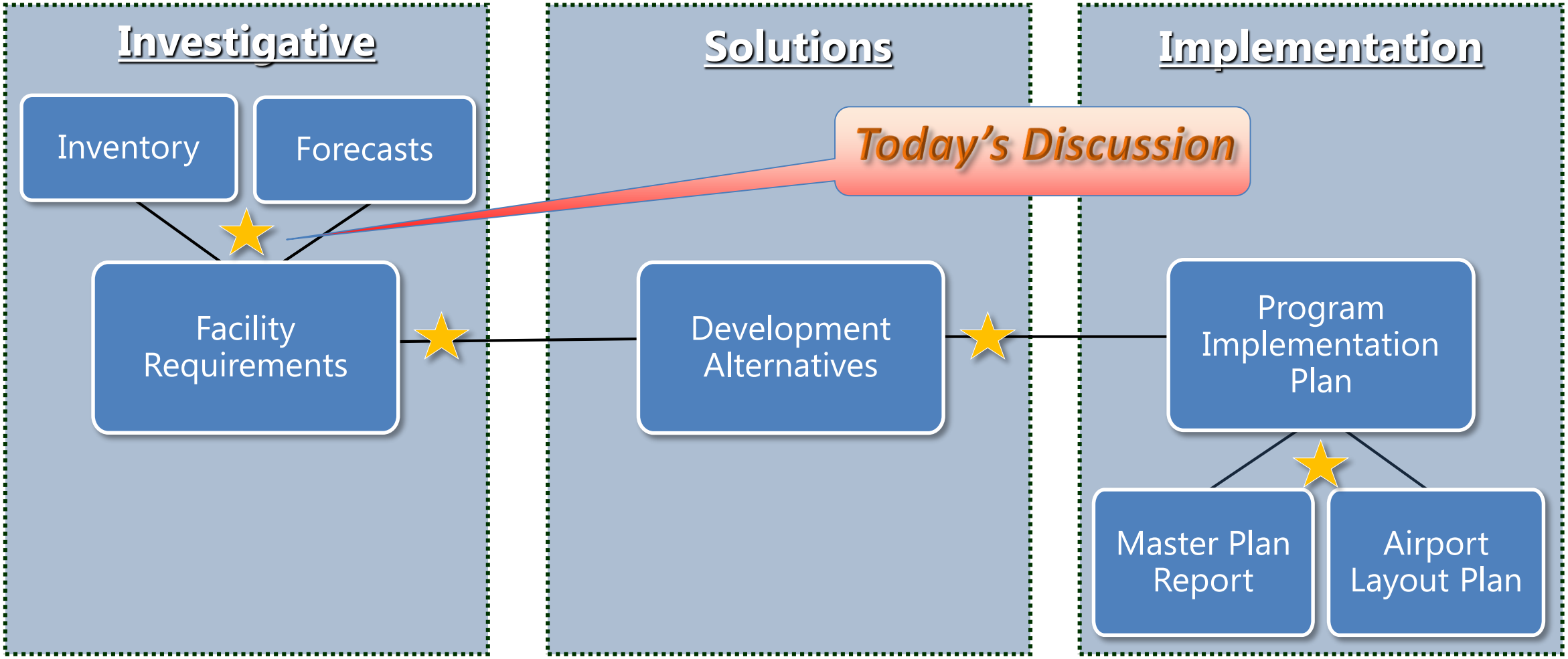
Master Plan Process



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= TAC Meeting

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Technical Advisory Committee (TAC)

- Facilitate Public Involvement Program
- Advisory in nature
- Airport maintains authority and responsibility of decisions
- Assess impact of recommendations on Airport operations and Stakeholder facilities

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Goals

- Consider public input
- Accommodate demand
- Promote highest and best land use
- Conform with industry regulations and guidelines
- Further environmental awareness
- Maintain fiscal sustainability
- Facilitate regional economic growth
- Consider future industry trends

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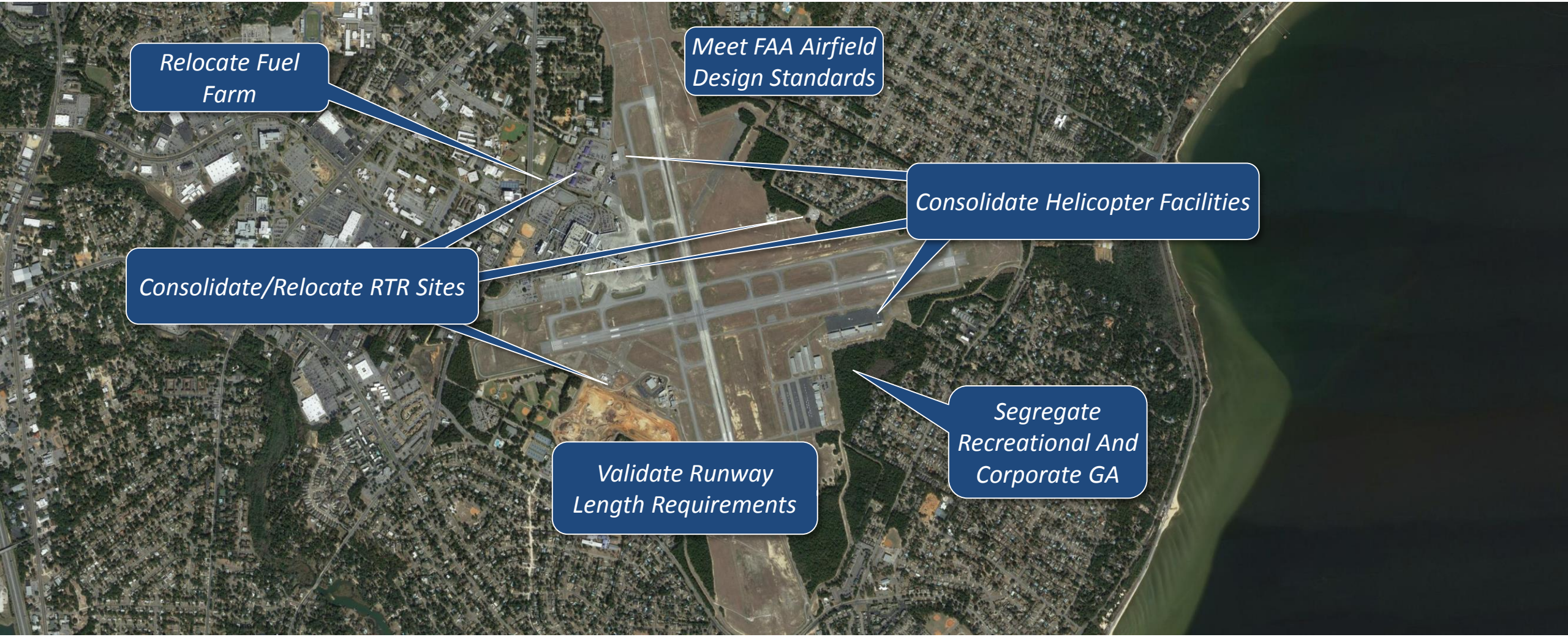
Airfield Issues



Landside Issues

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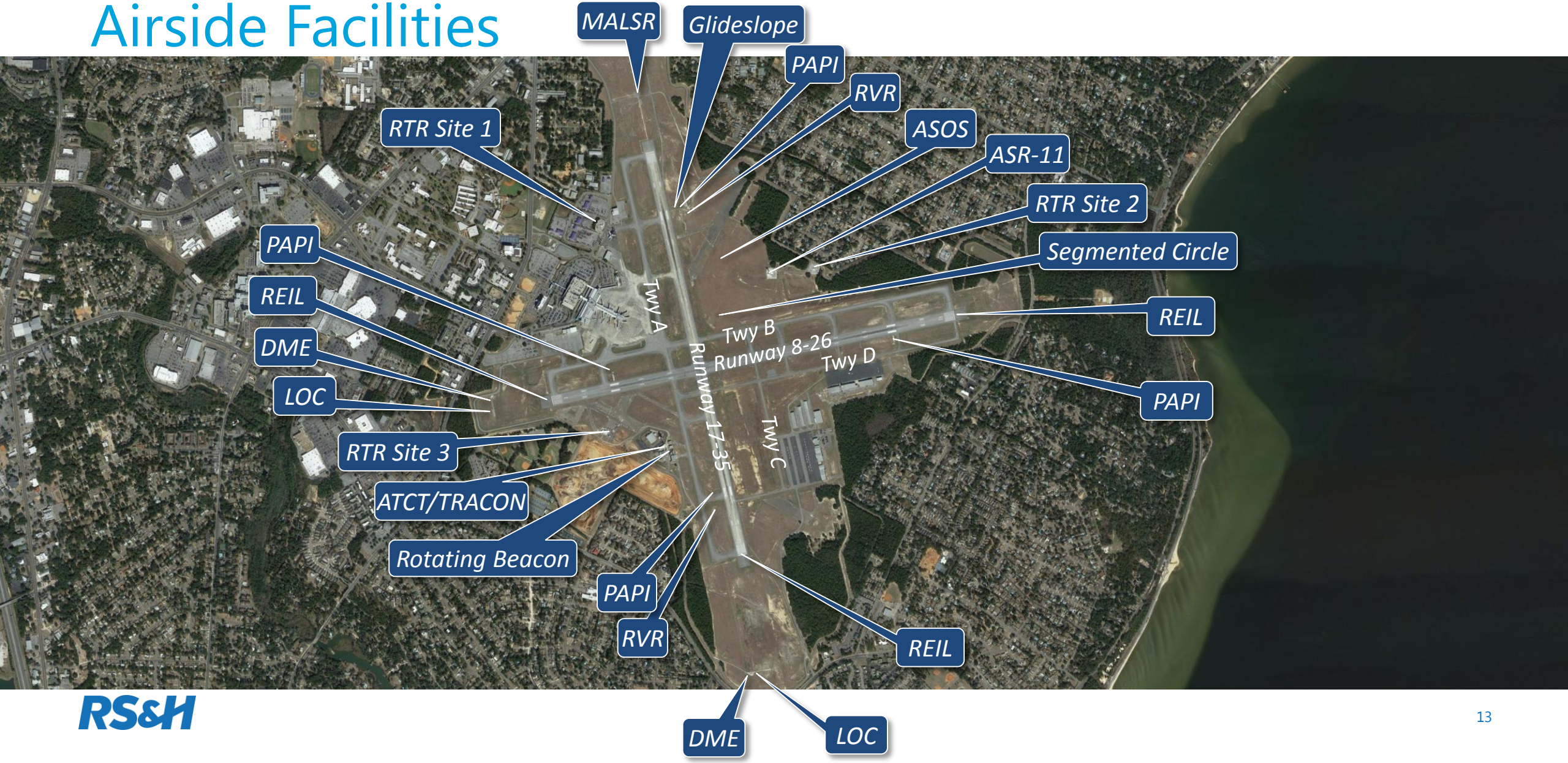
Airside Facilities



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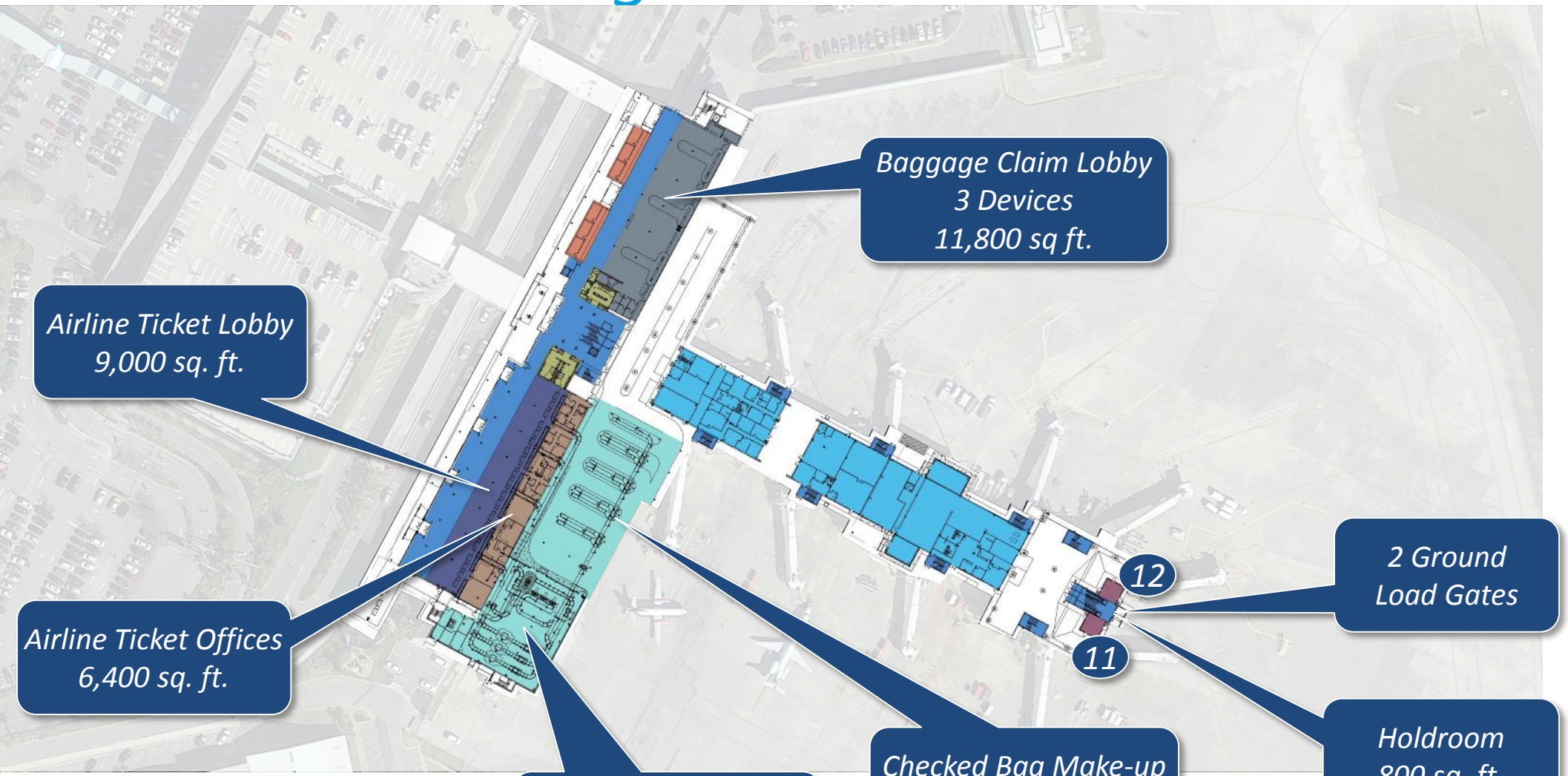
Terminal Building Lower Level



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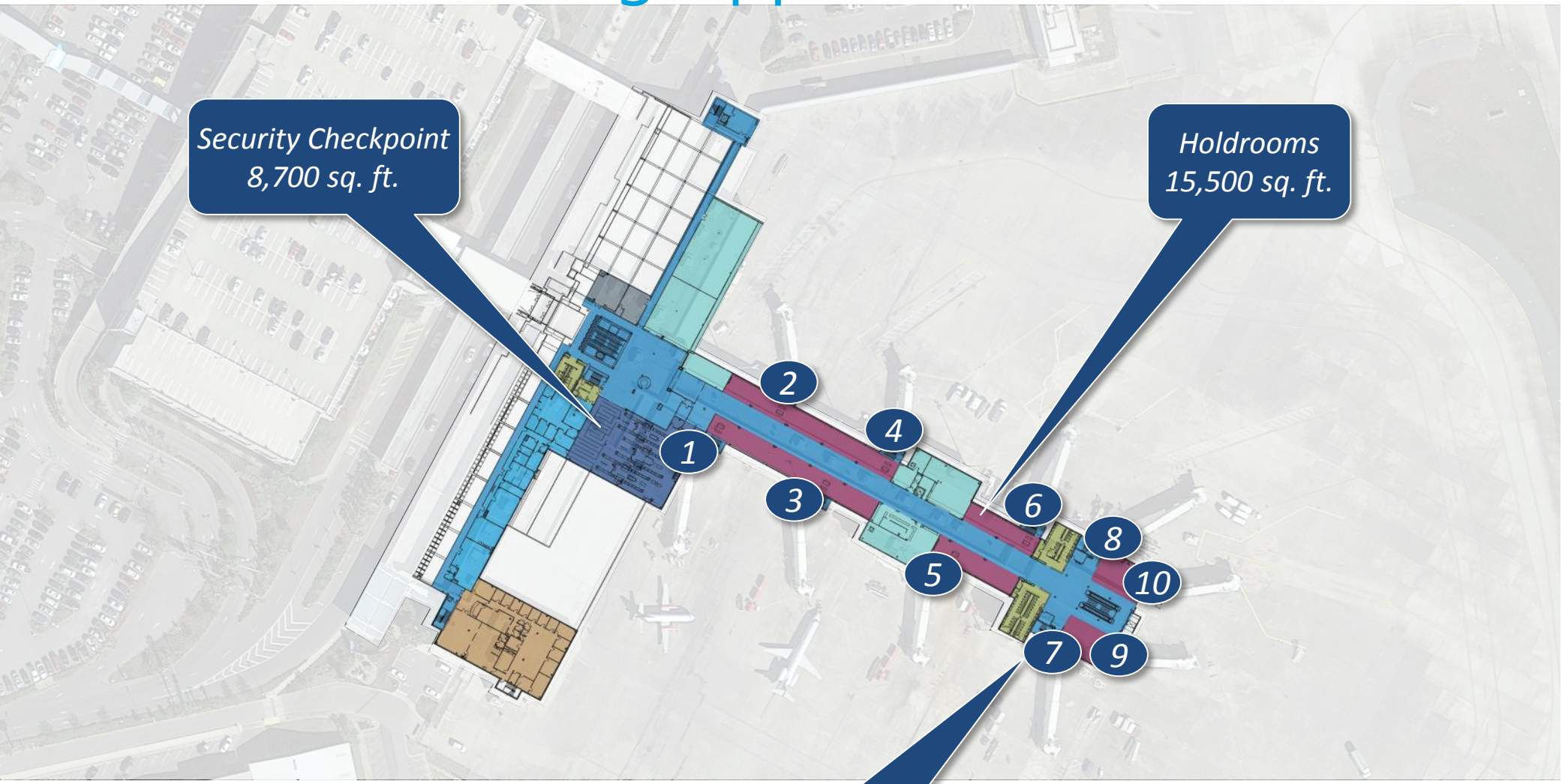
Terminal Building Upper Level



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Terminal Apron

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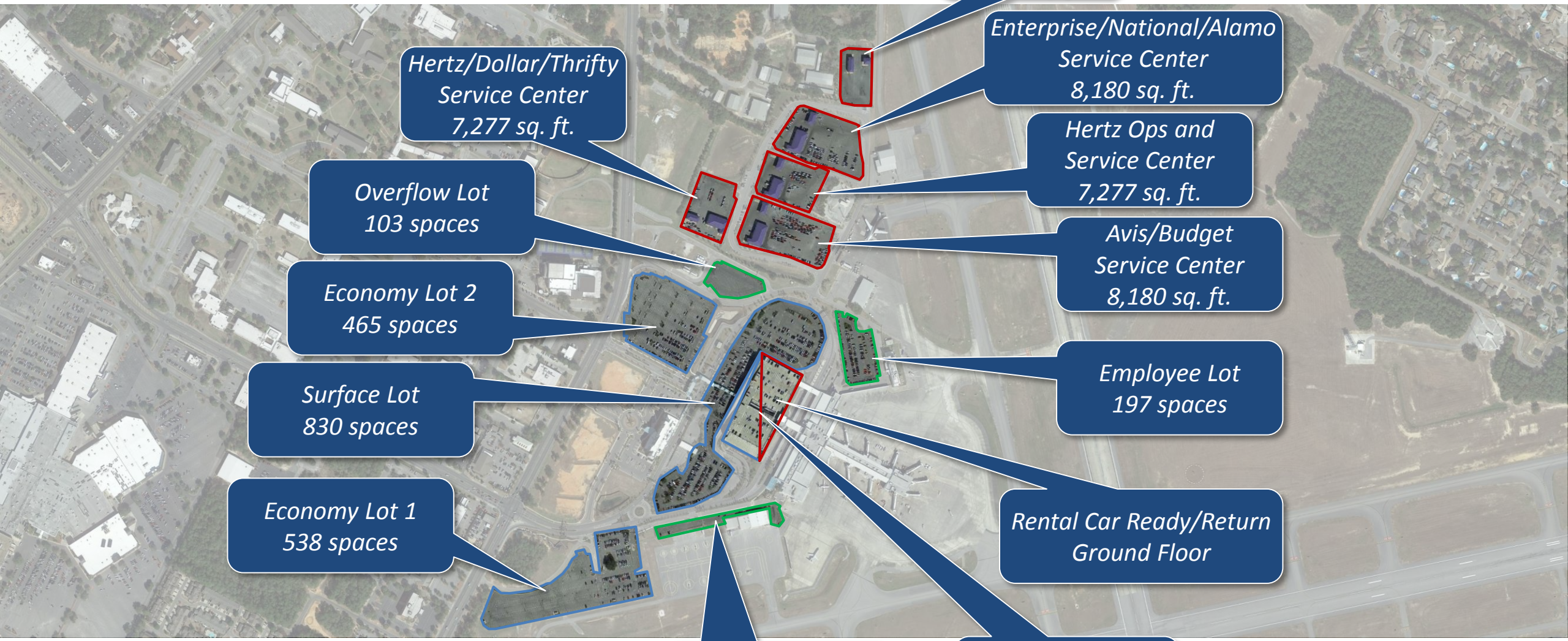
Terminal Landside



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Cargo

Cargo Apron
36.000 sq. yds.
(incl. proposed expansion)
Secondary Cargo Apron
1,285 sq. yds.
Cargo Warehouse
10,100 sq. ft.

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General Aviation

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Support Facilities

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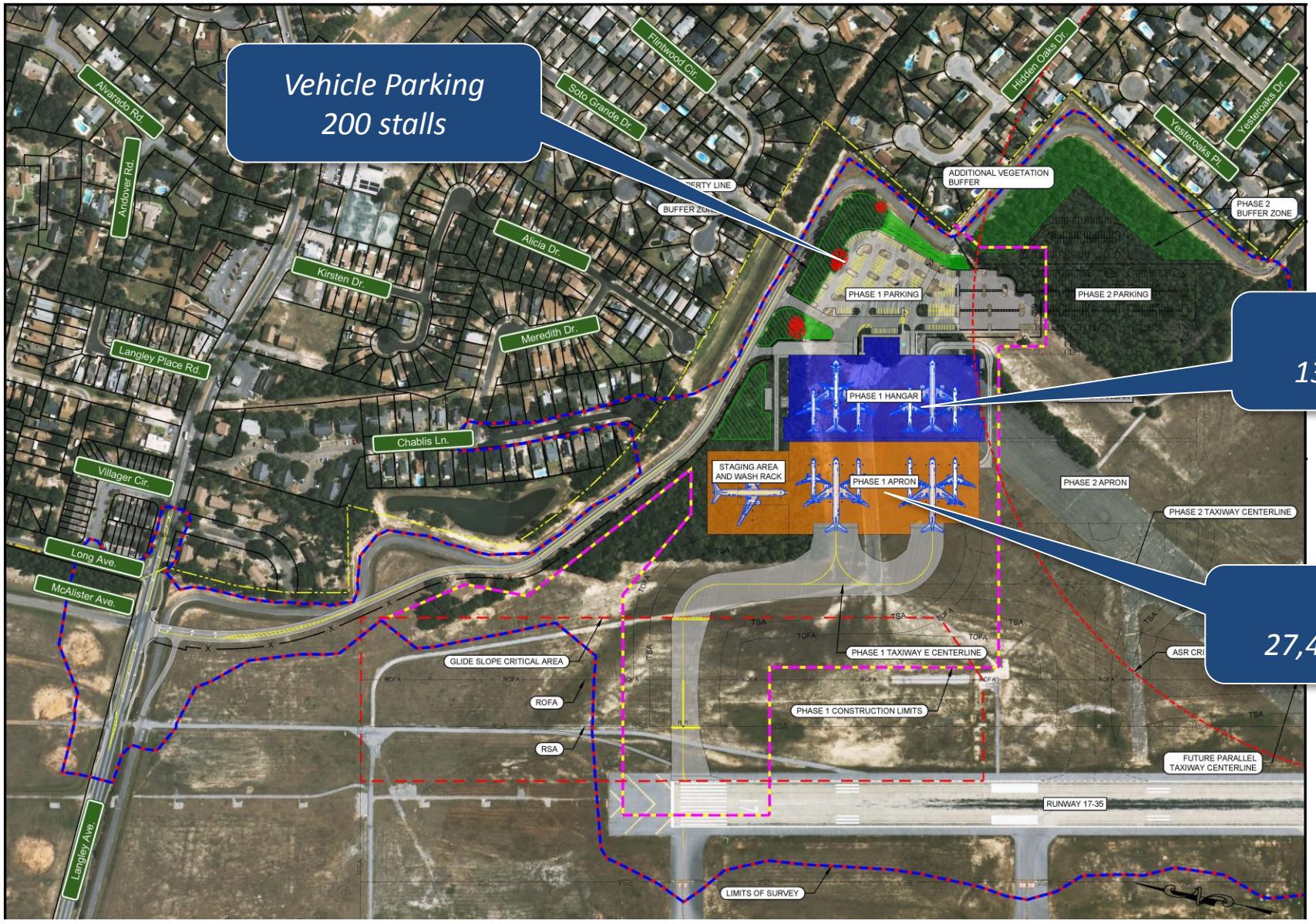
MRO Facility



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What was Accomplished

- Counts
  - 12 automated traffic recorder counts (5/3 – 5/9)
  - Two ATR counts (2 weeks, 5/3 – 5/16)
  - Manual counts at the terminal curb (Sun 5/15 – Mon 5/16)
    - 100% vehicle count by vehicle class
    - Stopping vehicle count by vehicle class
    - Pedestrian count
    - Dwell time count by vehicle class
- Observations of landside activity and curb management
- The crew
  - Engineering & Planning Resources (local DBE / WBE / MBE)
  - RS&H staff

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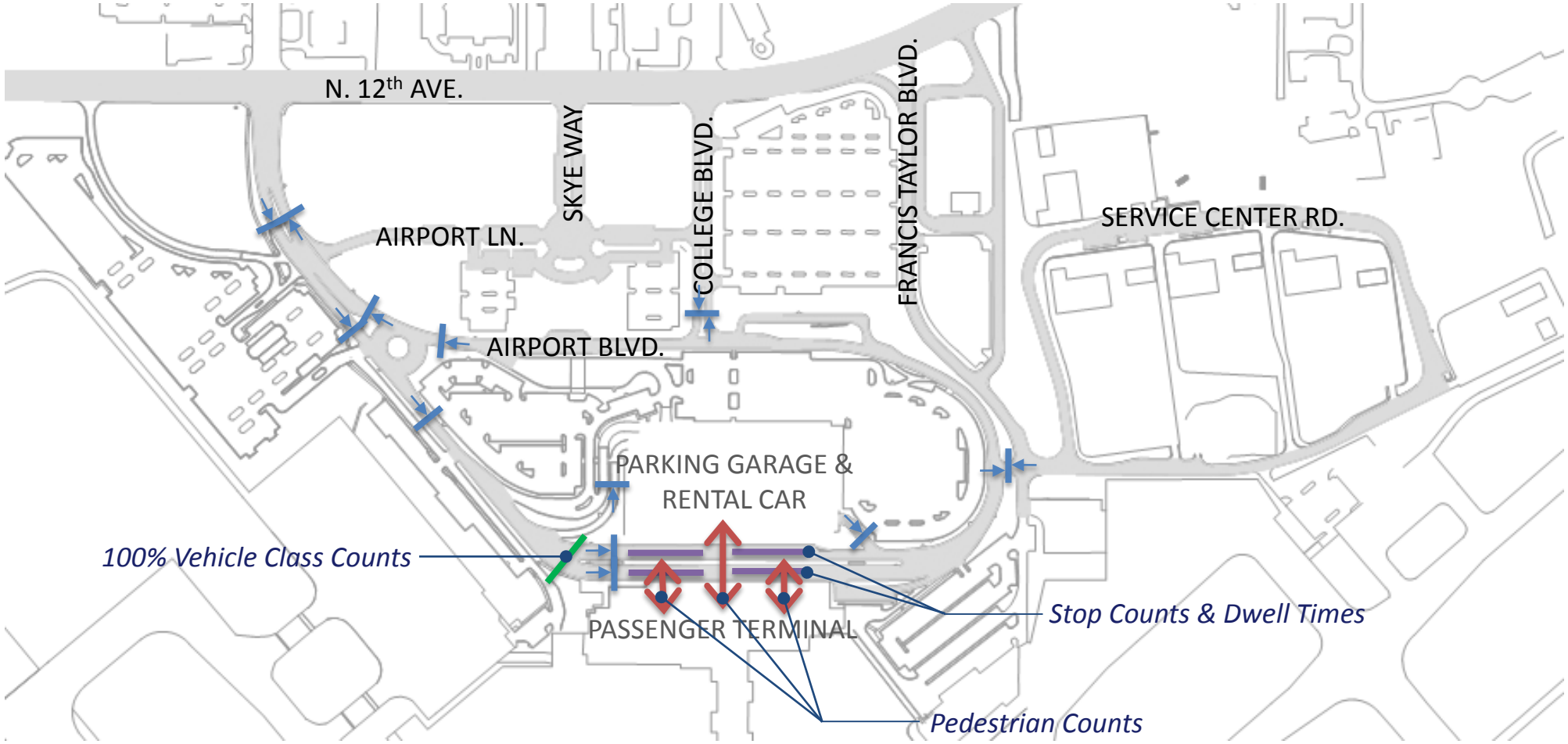
Count Locations for Data Collection Effort



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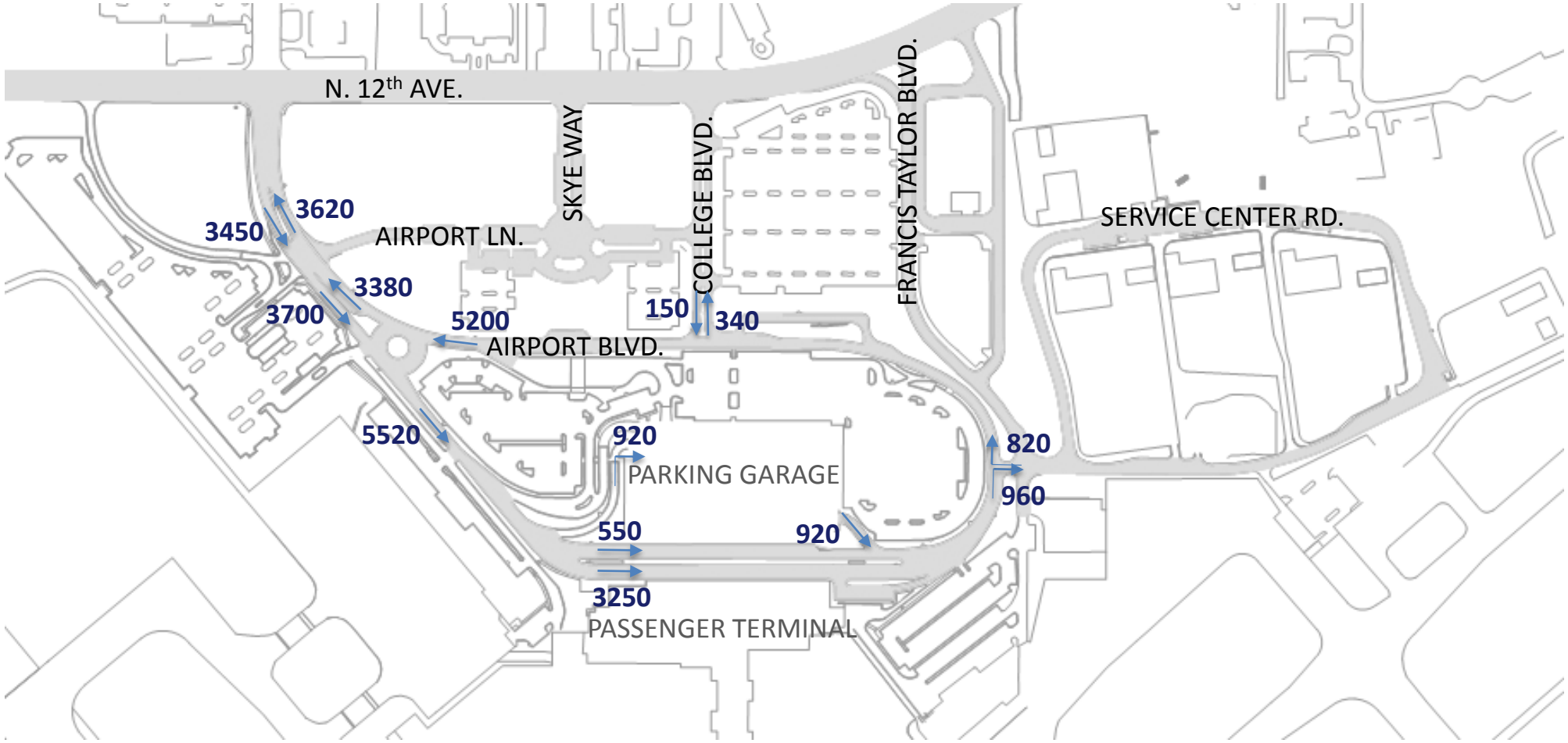
Average Daily Traffic Volumes (from 'tube' counts)



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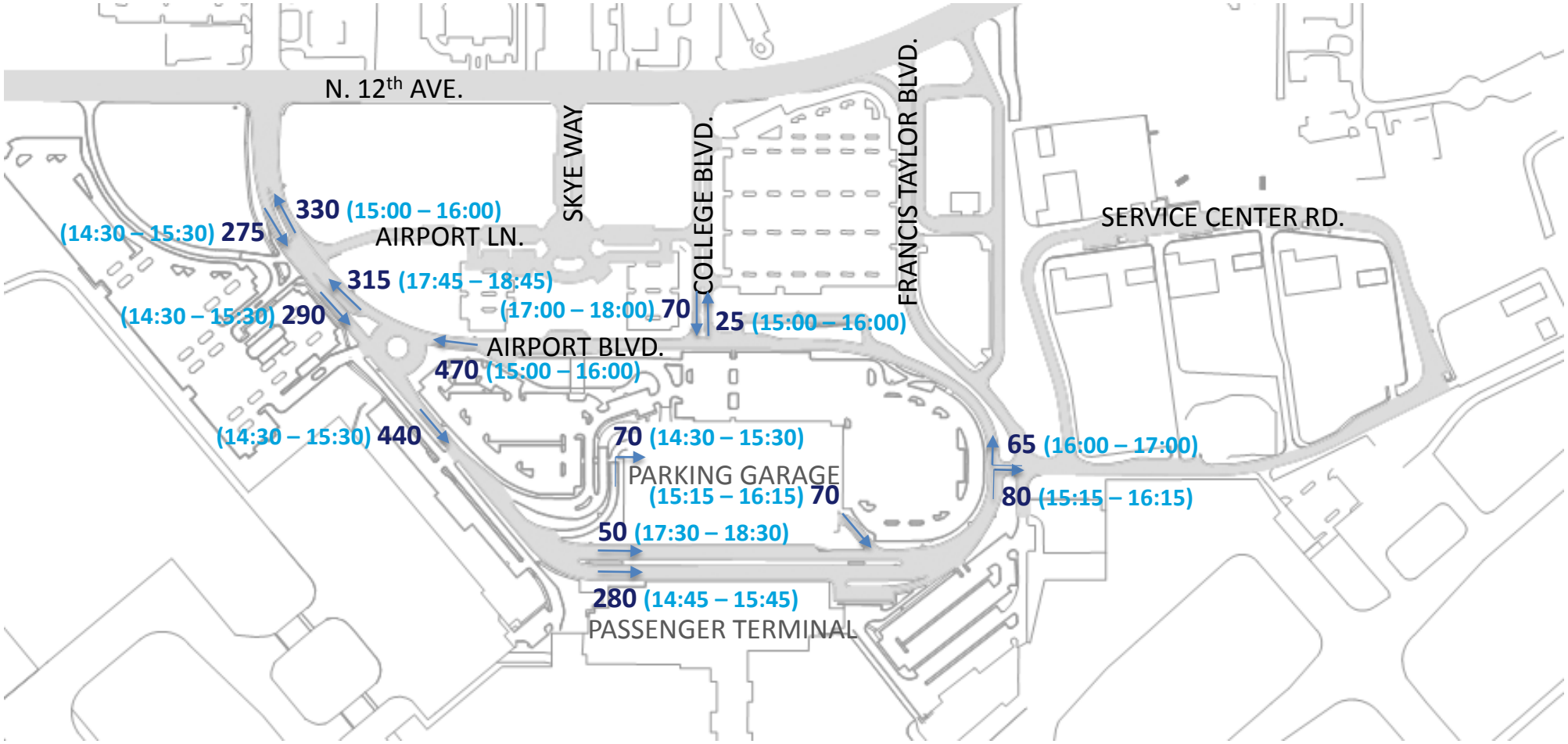
Peak Hour Traffic by Location



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What the Volume Counts Tell Us

- Traffic volume comparison
  - 23% higher the week before we did our manual counts (PSC graduation, et al)
  - 46% higher on the previous Sun / Mon
- Peak days
  - Friday during 1st week of May (20% above ADT)
  - Tuesday during 2nd week of May (27% above ADT)
  - Saturday is the slow day (~20% below ADT)
- Peak hour
  - Mid-afternoon (14:30 – 15:30)
  - 8 – 9% of daily volume in peak hour
  - Traffic rather steady in peak hour (PHF 0.8 – 0.9)

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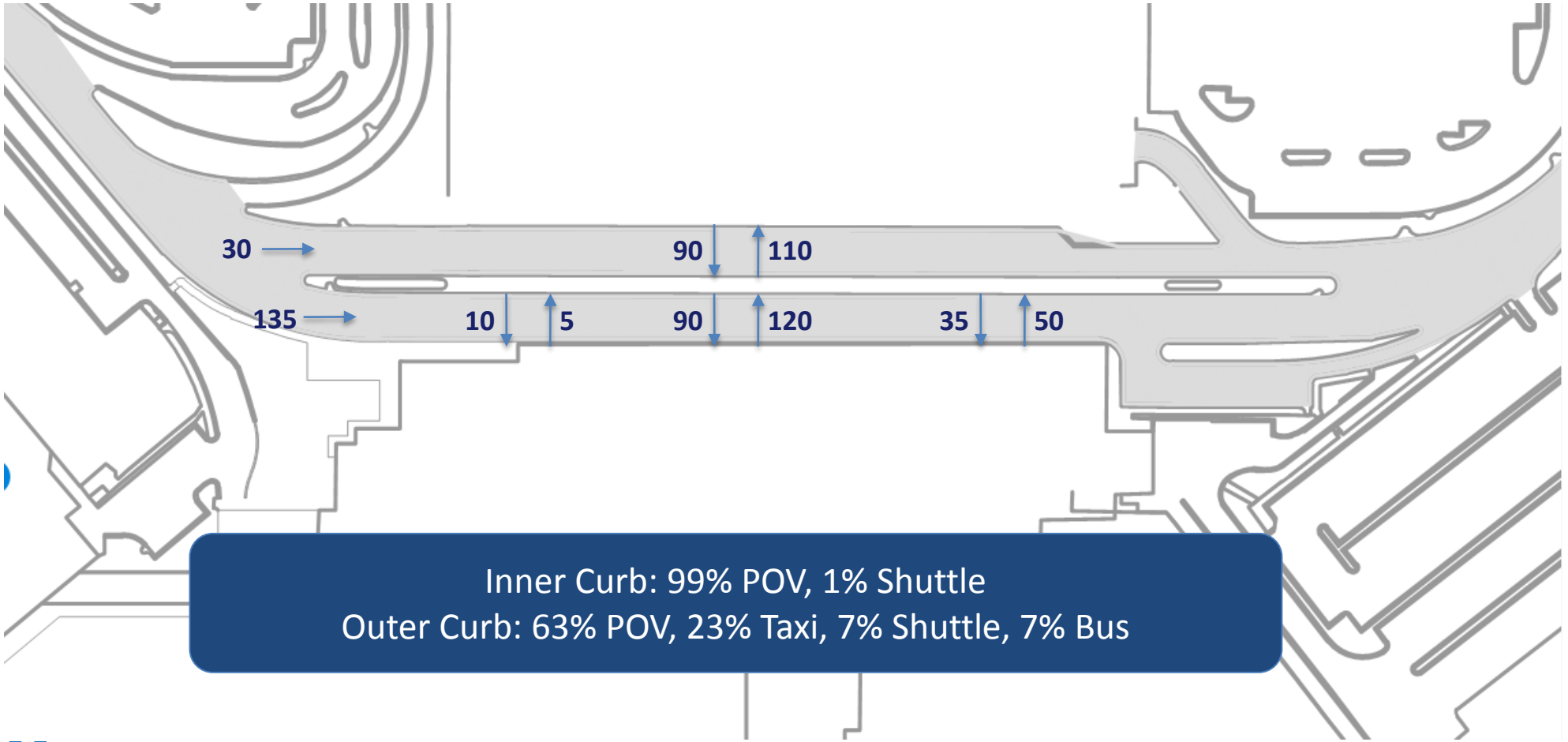
AM Peak Hour Volumes on the Curb

(08:15 – 09:15, 16 May 2016)



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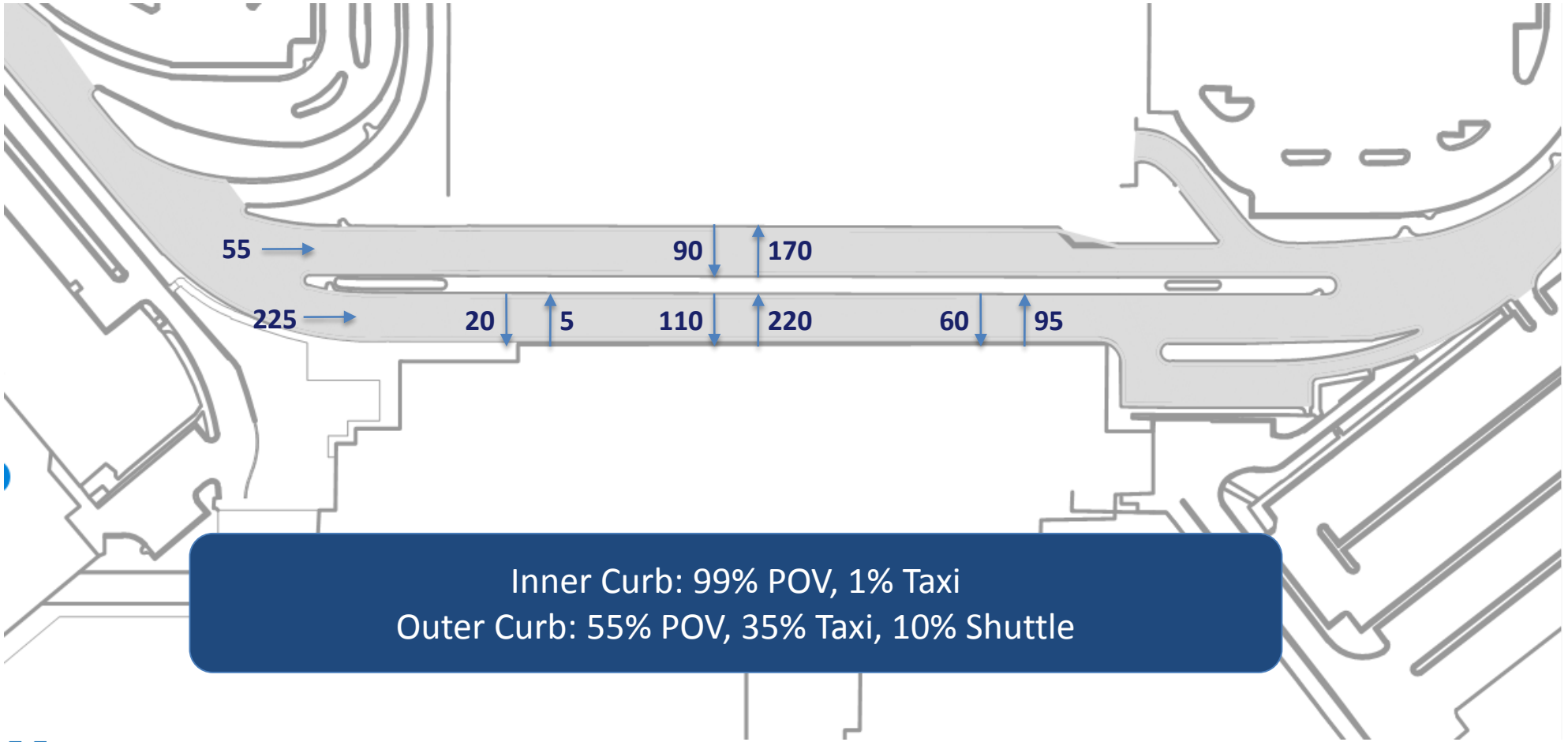
PM Peak Hour Volumes on the Curb

(14:15 – 15:15, 15 May 2016)



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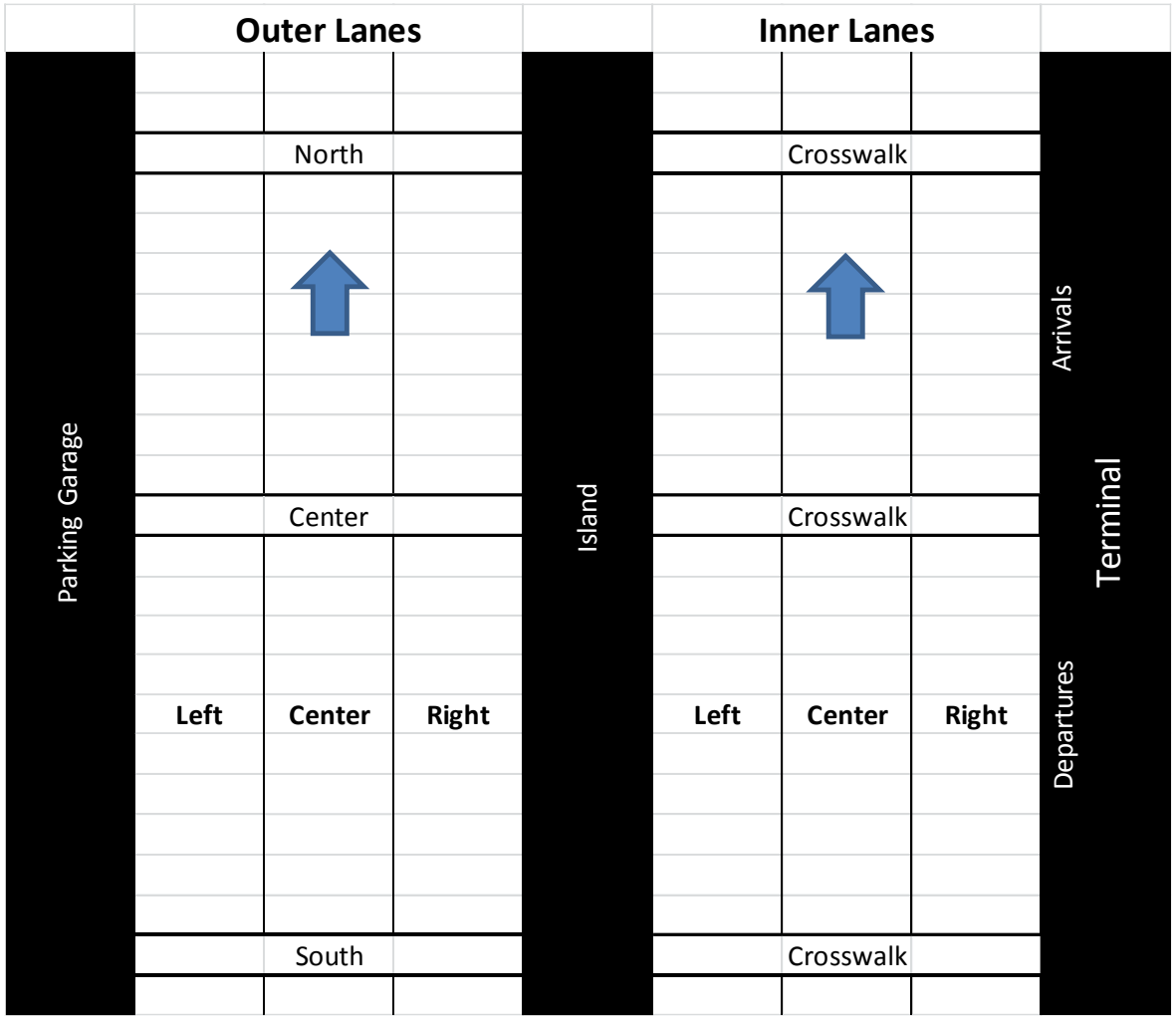
Curb Configuration



Peak Hour Stopping Volumes

Curb & Time	Lane	POV	Taxi	Hotel Shuttle	Other Shuttle	Limo	Bus	Uber	TOTAL	%
Departures AM Peak Hour Monday 05/16/16	Inner R Lane	86	5	0	3	0	0	1	95	74%
	Inner L Lane	27	4	0	0	0	0	1	32	25%
	Outer R Lane	0	0	1	0	0	0	0	1	1%
	TOTAL	113	9	1	3	0	0	2	128	100%
Arrivals PM Peak Hour Sunday 05/15/16	Inner R Lane	58	0	0	0	0	0	0	58	54%
	Inner L Lane	20	0	0	0	0	0	0	20	19%
	Outer R Lane	2	17	2	9	0	0	0	30	28%
	TOTAL	80	17	2	9	0	0	0	108	100%

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Observed Dwell Times on the Curb

Function	Vehicle Class	Lane	n	Min	Mean	95th %	Max
Drop-off	POV	Inner right	134	0:03	2:28	7:49	10:58
		Inner center	2	1:01	1:20	1:38	1:40
		Inner left	9	0:25	2:04	4:20	5:18
		Outer right	1	0:13	0:13	0:13	0:13
		All Lanes	146	0:03	2:25	7:49	10:58
	Taxi	All Lanes	6	0:03	1:15	3:00	3:19
	Hotel shuttles	All Lanes	4	0:43	0:58	1:05	1:05
	Other shuttles	All Lanes	3	0:44	0:58	1:12	1:14
Pick-up	POV	Inner right	47	0:19	5:55	23:43	31:54
		Inner center	1	0:20	0:20	0:20	0:20
		Inner left	26	0:53	10:13	24:21	37:13
		All Lanes	74	0:19	7:21	24:33	37:13
	Taxi	All Lanes	52	0:36	6:05	16:19	23:52
	Hotel shuttles	All Lanes	6	0:50	1:40	2:38	2:43
	Other shuttles	All Lanes	5	0:52	22:41	58:51	1:08:19

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Comparison with National Norms

» PNS drop-off dwell times fit national norms (min:sec)
  - POV 1:30 – 2:30
  - Taxi 1:00 – 1:30
  - Shuttle 1:00 – 2:00

» PNS pick-up dwell times exceed national norms (min:sec)
  - POV 2:00 – 4:00
  - Taxi 1:00 – 2:00
  - Shuttle 2:00 – 5:00

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Outer Left Lane Unused

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Departures Curb Longer than Arrivals Curb

Only Center Lane for Thru Movement

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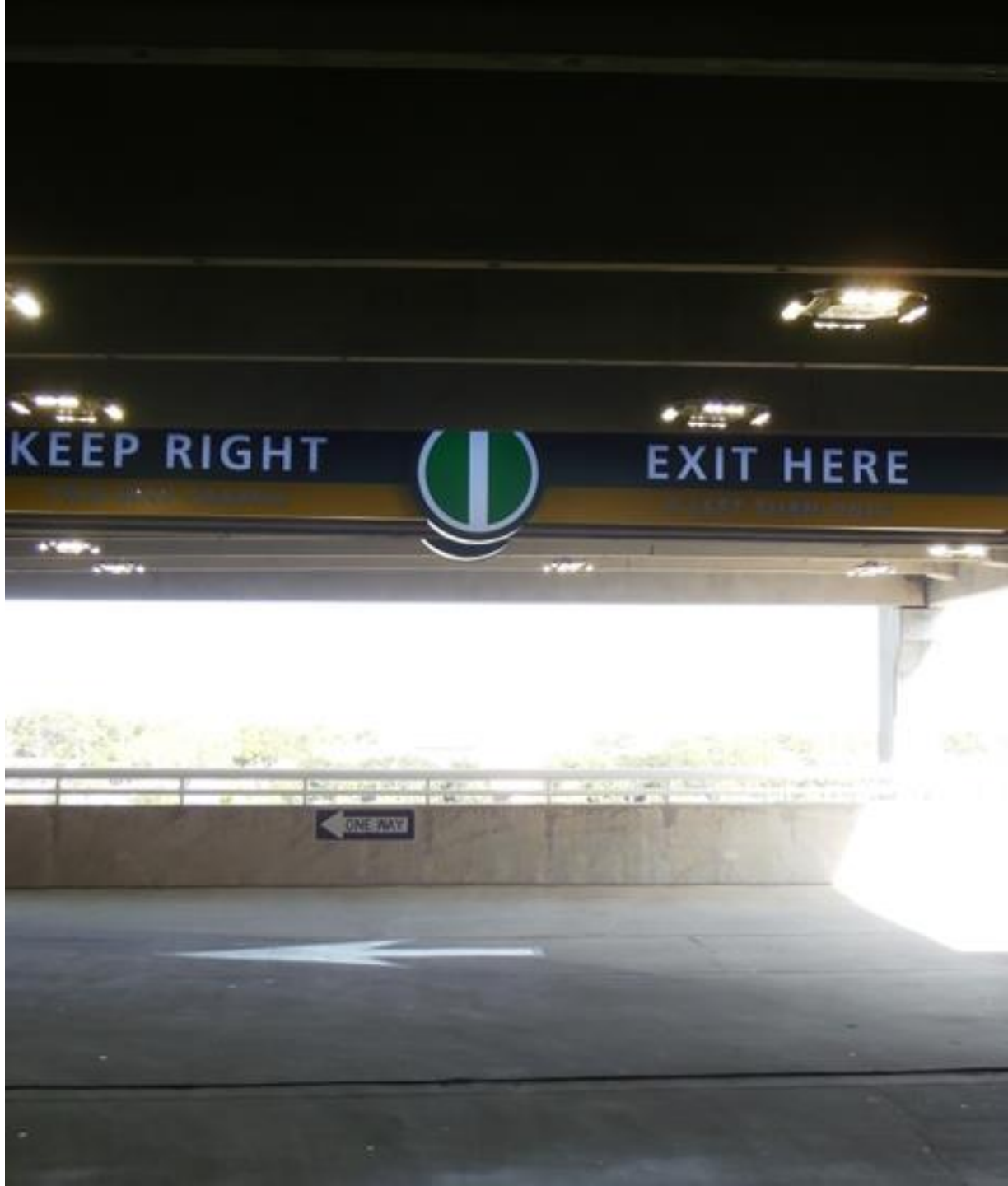
Arrivals Curb Full Before Planes Arrive

» Heavy use of departures for pick-up

» Drivers left their cars unattended

Garage Signage Inconsistent



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Ideas to Consider

- Review curb regulations
- Revise curb configuration
- Promote recently created cell phone lot
- Implement true hourly parking in the parking garage

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How the Data will be Used

- Adjust to true peak (PH of ADPM)
- Analyze the current capacity and Level of Service (LOS)
- Factor up to the future passenger activity levels
- Analyze the future capacity and LOS
- Establish requirements

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Regional Air Service Market

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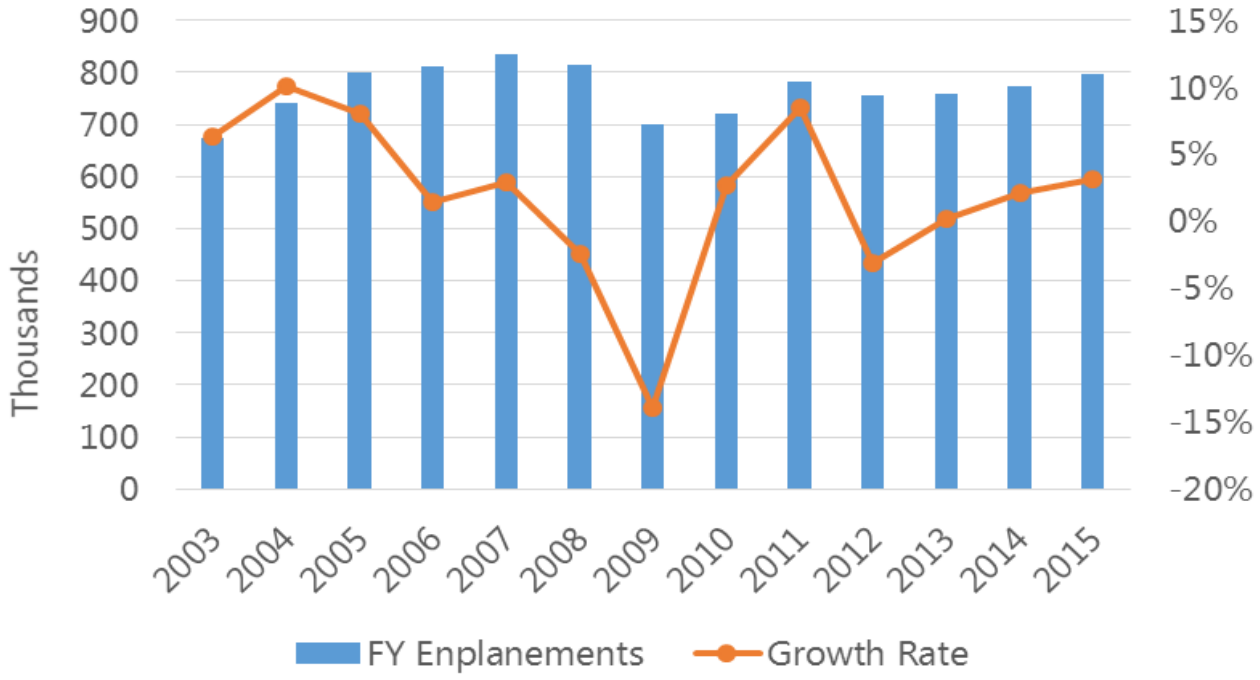
Historical Passenger Enplanements



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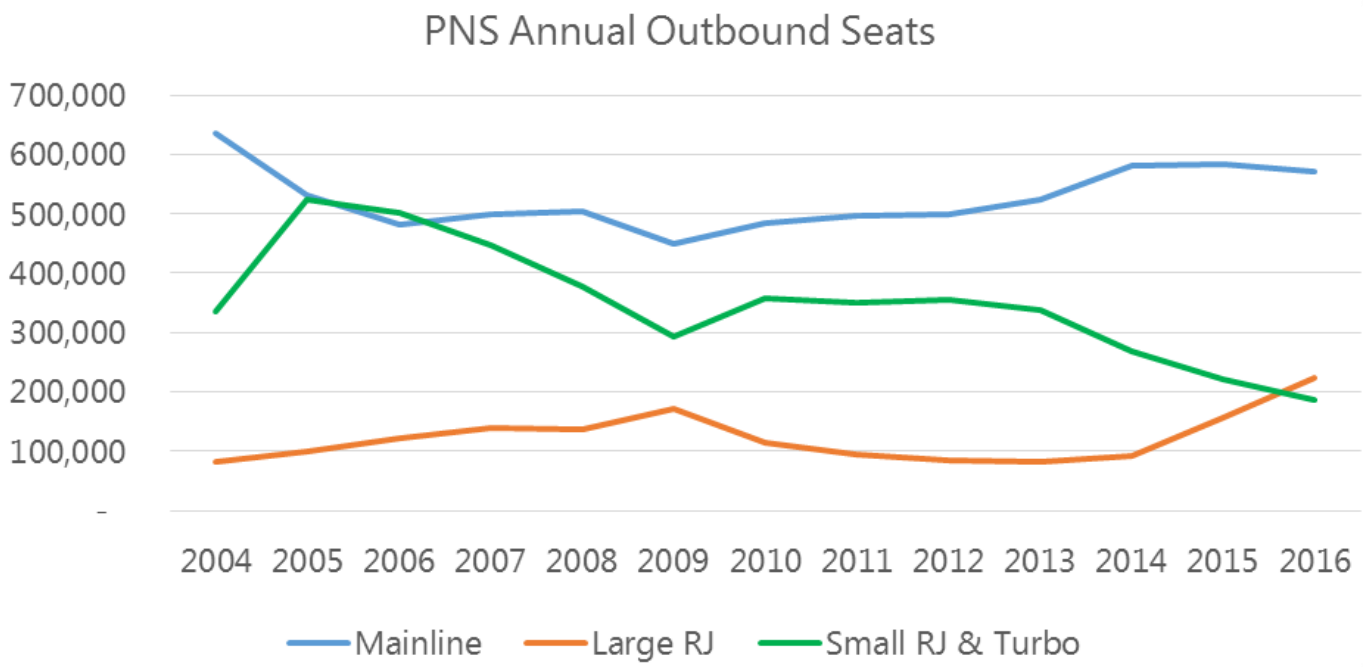
Aircraft Capacity Trends



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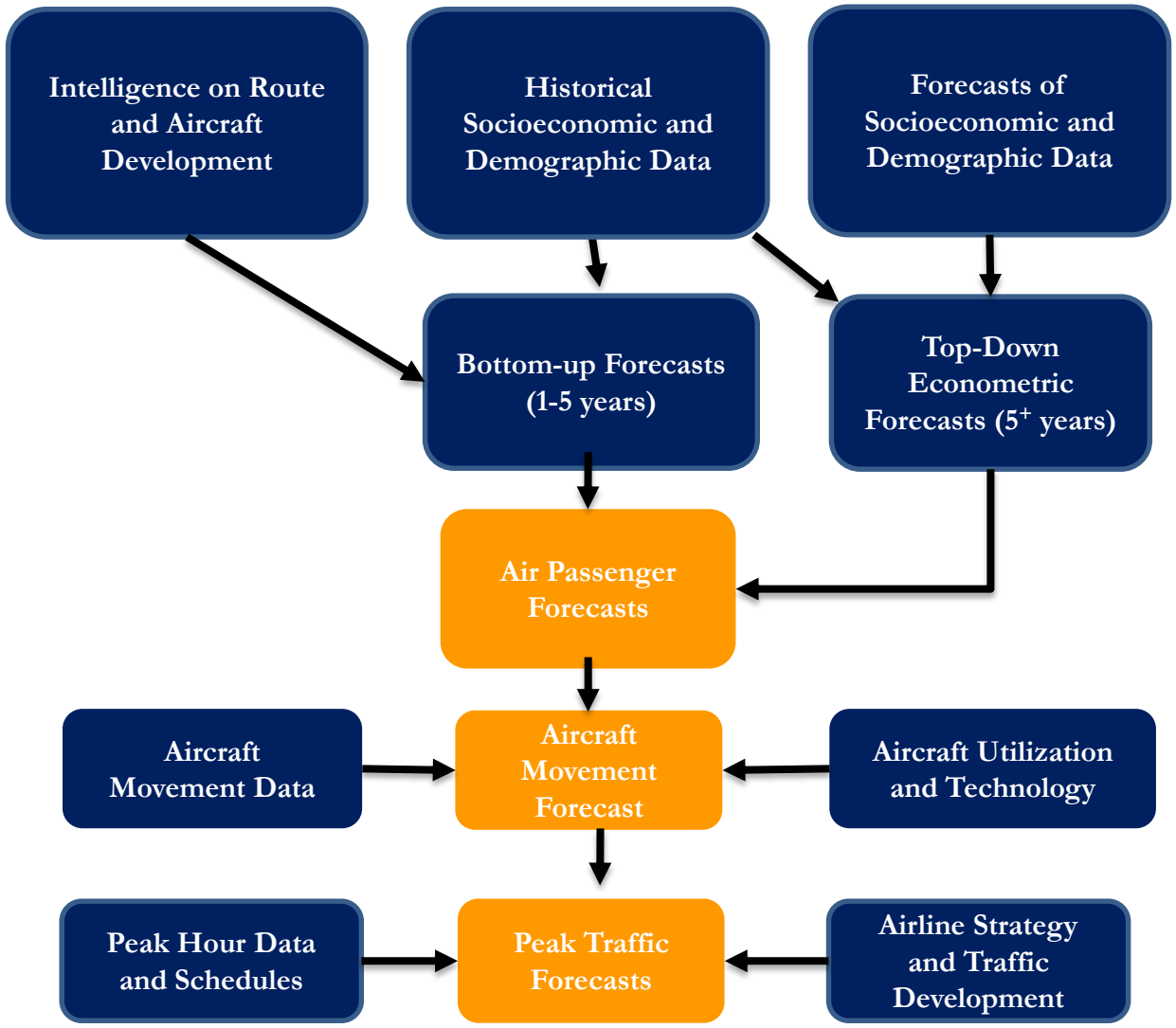
Our Forecasting Approach

- Analytics tools –trend and regression analysis,
- Informed by market conditions – local, national and international
- Calibrated to macro industry trends



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Key Drivers of Air Service Demand

- Air travel is derived demand
- Close relationships between demand for air travel and economic conditions
- Economic and demographic: Gross Regional Product, personal income, private consumption levels, tourism and population
- Demand for air transportation between origin and destination markets is derived from interaction between those markets, influenced by airline networks and available airline capacity
- Primary components of air travel business/trade activity; tourism/visitor activity and VFR

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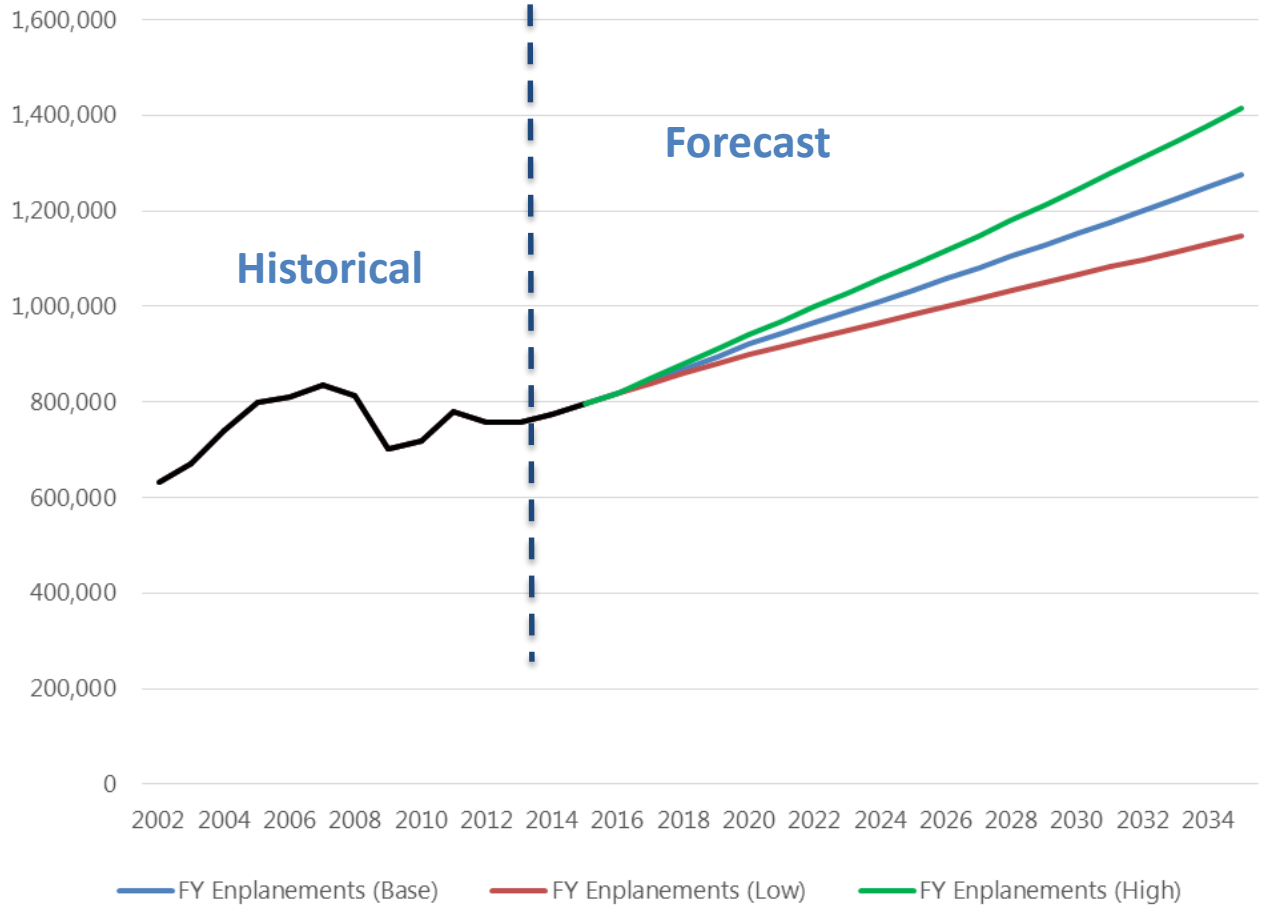
Market and Aviation Factors

- Economic – Pensacola MSA growing, resulting in expected new demand for airline and air cargo services
- Airline Capacity – Retaining current air carrier mix with up-gauging of aircraft
- Performance in line with comparable Small Hub markets
- Gulf Coast Market Segmentation – The I-10 corridor of Northwest Florida and Southern Alabama

Annual Enplanements Forecast

- Base Case or most likely forecast and two sensitivity forecasts calculated to reflect variances in economic forecasts
- Overall Compound Annual Growth Rates 2015-2035:
- Base Case - 2.37%
- Low Case - 1.83%
- High Case - 2.90%



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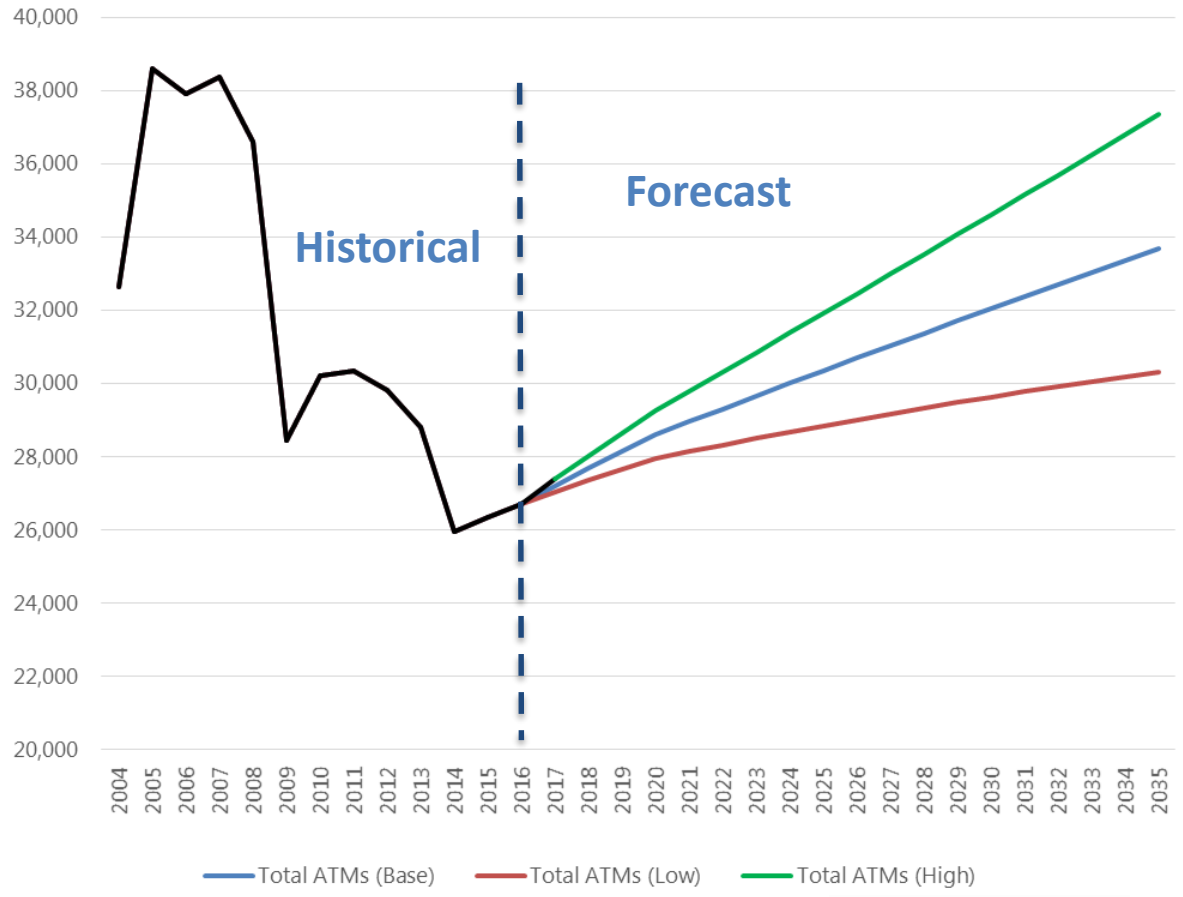
Scheduled Commercial Air Traffic Movements

- Passenger ATMs depend on average aircraft size and average load factor
- Forecast Compound Annual Growth Rate – Base Case 1.23%; Low Case 0.70% and High Case 1.76%;
- Commercial fleet mix at PNS during the forecast period to closely reflect general industry fleet renewal trends, favoring the introduction of larger aircraft



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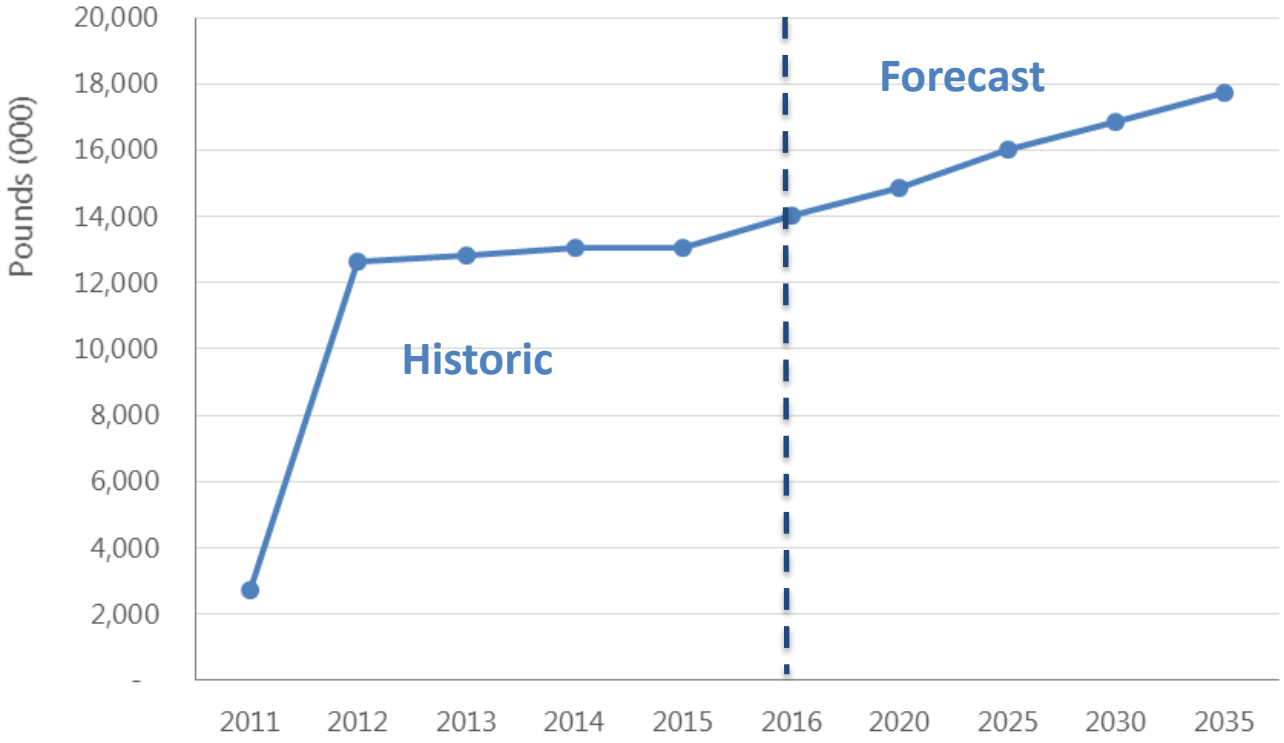
Air Cargo Forecast

- Historical cargo activity primarily carried by UPS since 2011
- Belly cargo capacity available at PNS limited by the passenger carrier fleet mix
- Compound average growth rate from 2016 - 2020 - 1.5%; 2025 1.5%; 2030 – 1.3% and 2035 1.3%.



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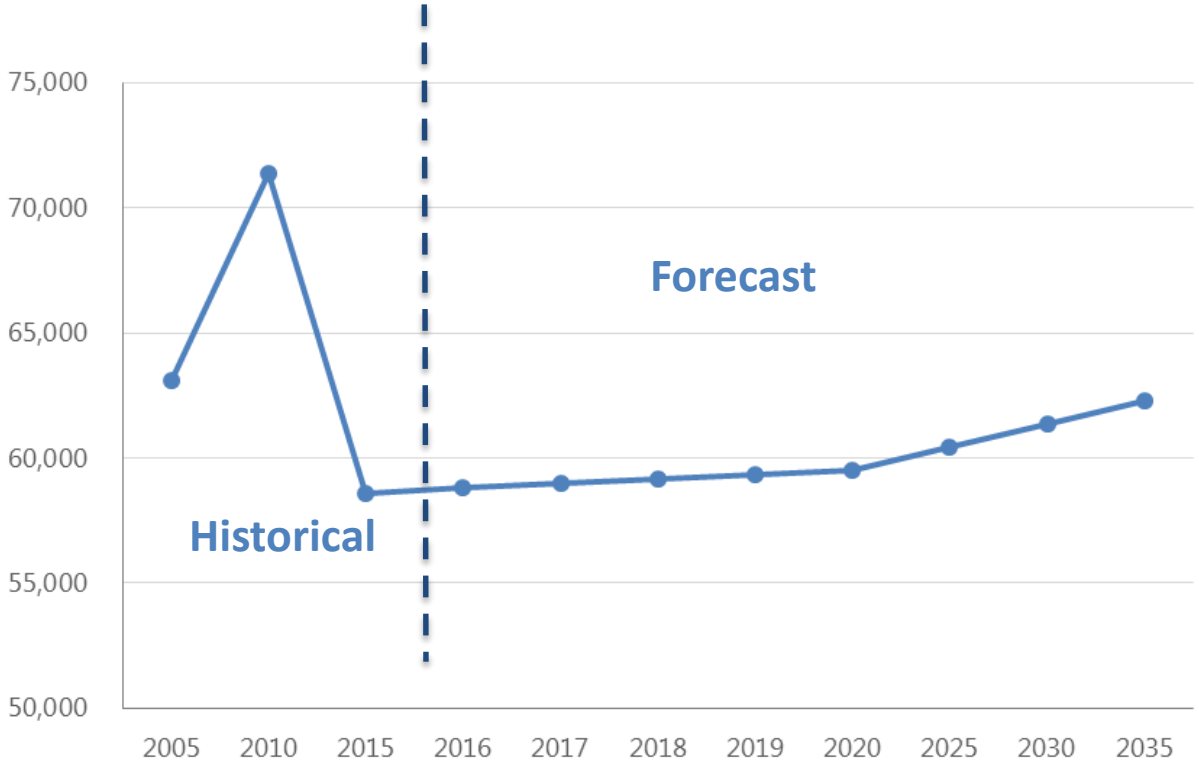
General Aviation ATMs



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Source: FAA.

Design Aircraft

- Design Aircraft Recommendation based on
  - Guidance from FAA Advisory Circular 150/5300-13a
  - Forecast – ATMs
  - Research on the composition of future airline fleets
  - Discussions with U.S. airlines
- Composite Design Aircraft Recommendation: C-IV with TDG 5

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Public Involvement Activity		Pensacola International Airport Master Plan Update
Engaging the Community	Public Meeting	☑
	Public Announcements	☑
Agency Coordination	Technical Advisory Committee	☑
	City Advisory Committee	☑
Social Media Networking (Facebook/Twitter/Instagram)		☑
Web Page Development & Maintenance		☑
City Council Presentation		☑

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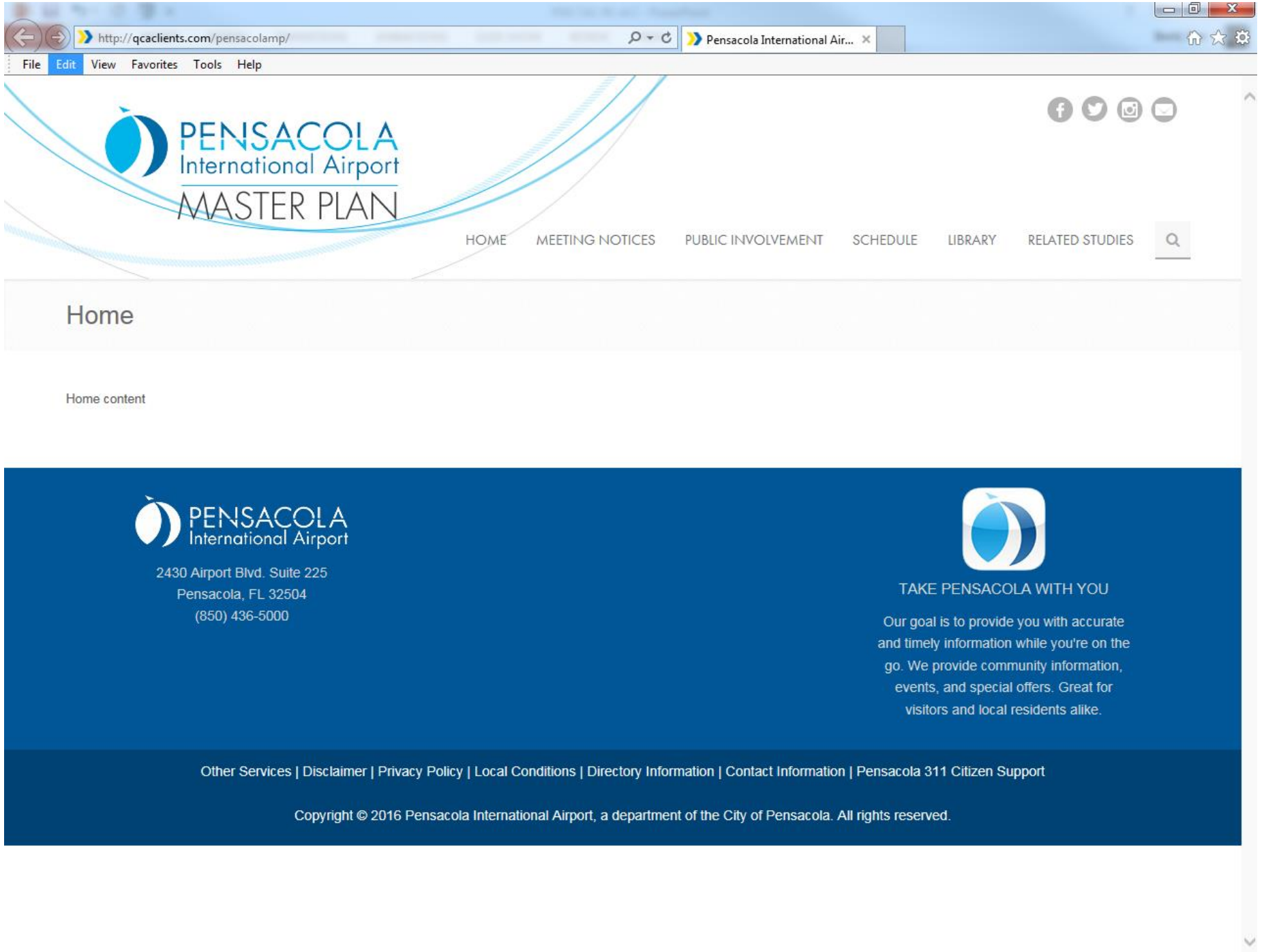
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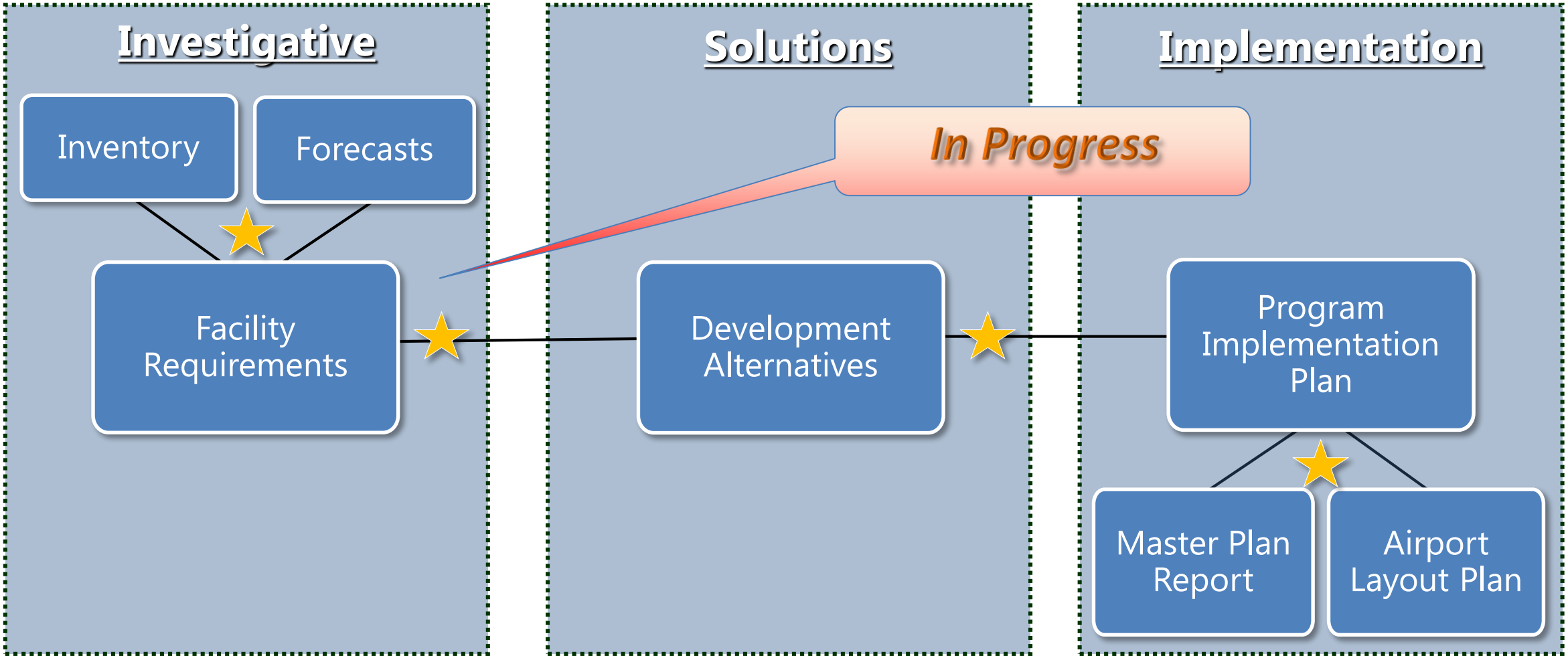

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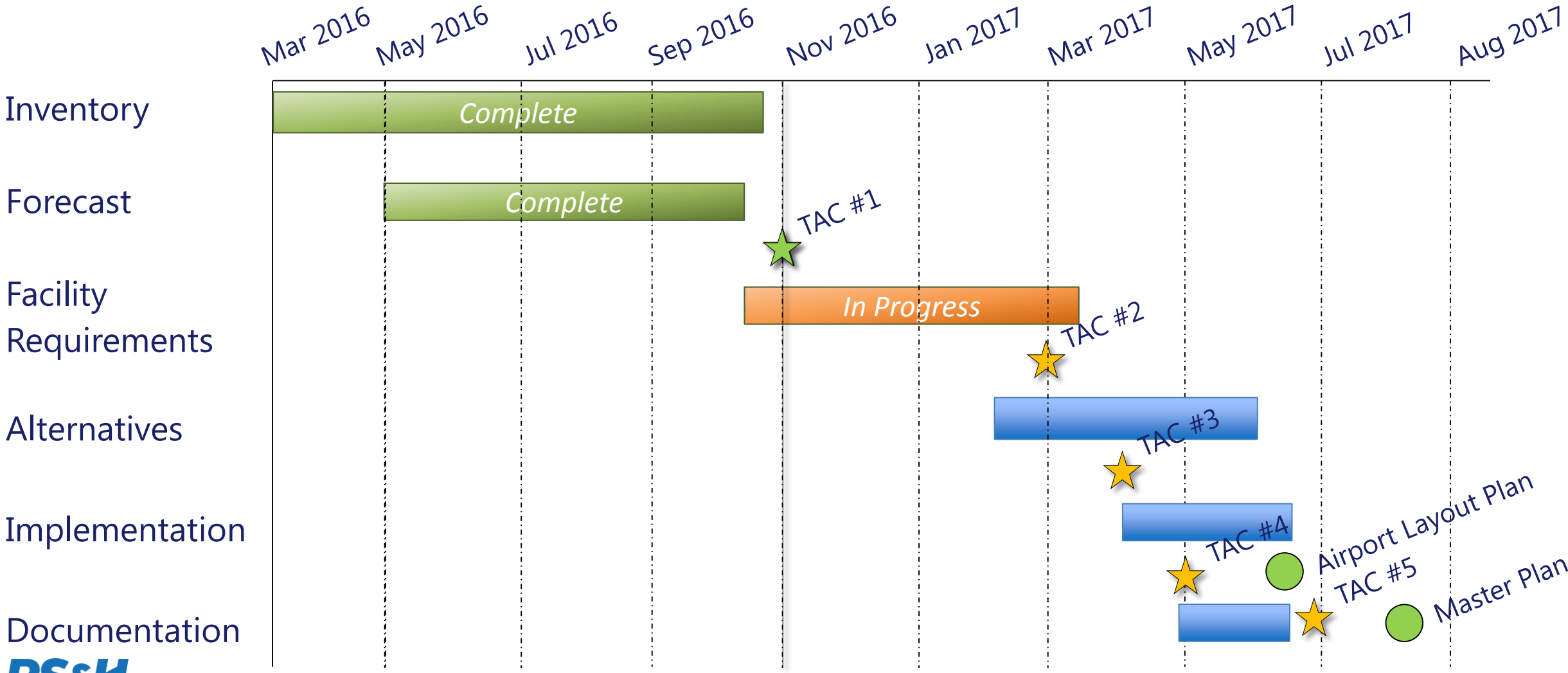
Project Schedule



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QUESTIONS?

November 30, 2016