



# Lake Tahoe Airport Master Plan

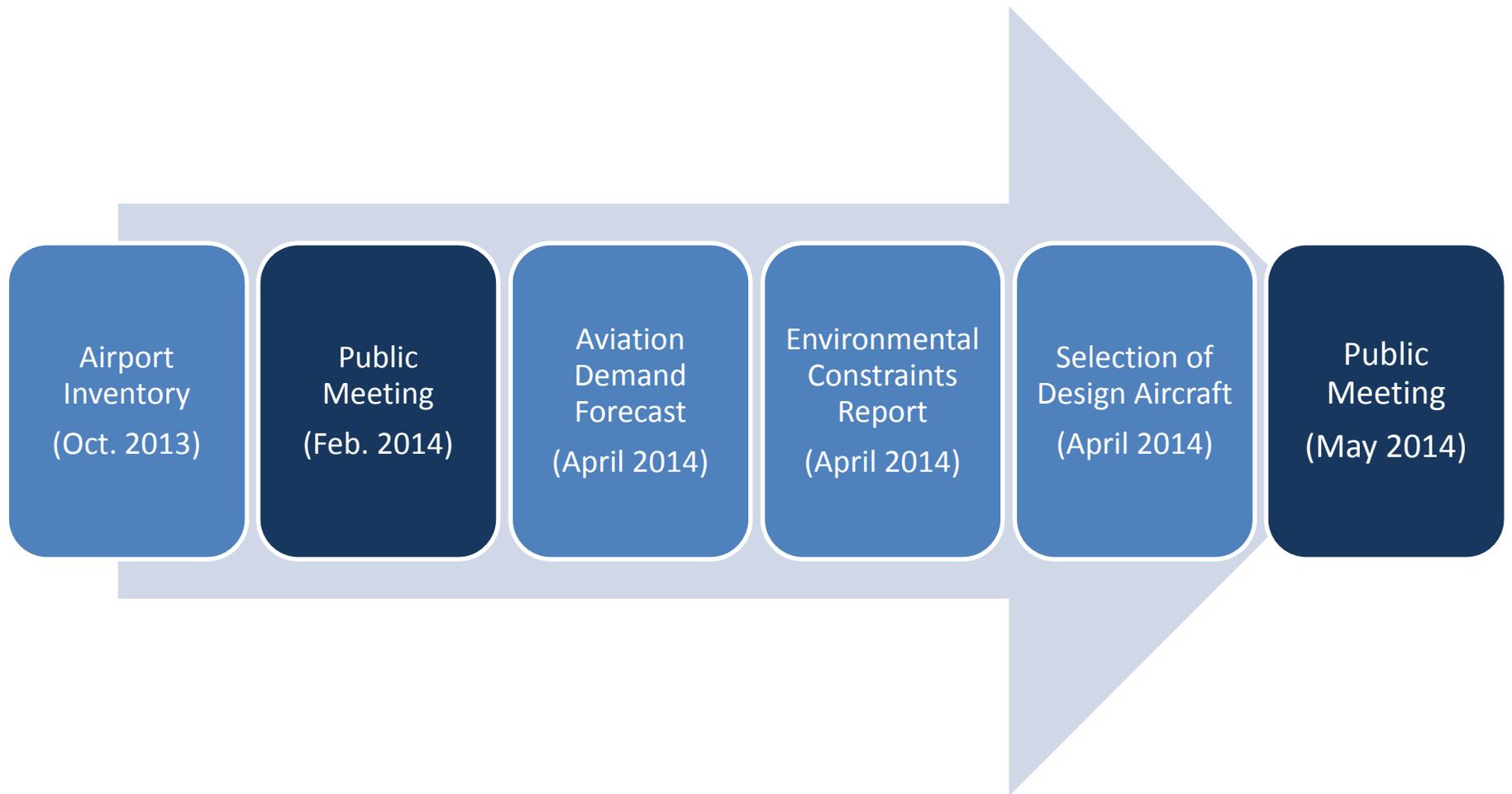
Public Meeting | May 29, 2014



# MASTER PLAN PROGRESS



# Master Plan Progress





# **FAA RESPONSE TO AIRPORT CLOSURE**



# FAA Correspondence

- August 7, 2000
- April 17, 2014



# FAA Will Not Consider Release When

## FAA Criteria

- Part of a System?
- “National” or “Regional” Classification?
- Unique Role and No Comparable Alternative?

## Lake Tahoe Airport?

- ✓ No
- ✓ No (“Local”)
- ✓ Only Facility that Directly Serves South Lake Tahoe



## FAA Grant Assurance B.1.

“The terms, conditions and assurances of this grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired . . . but in any event not to exceed **twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project.**”



# FAA Development Grants

1994–2013

\$9,000,000

Total = \$18,065,255

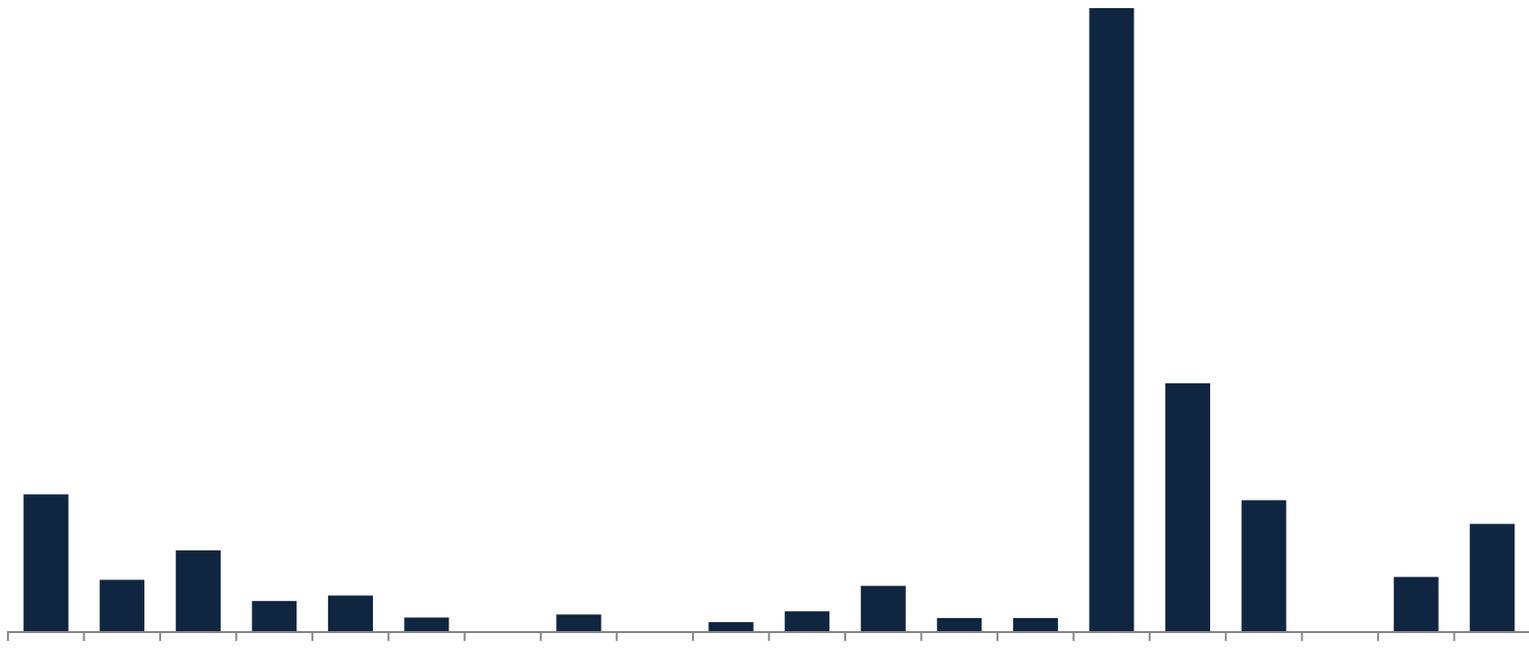
\$6,000,000

\$3,000,000

\$0

1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013

Source: Federal Aviation Administration





## FAA Grant Assurance B.1.

“There shall be **no limit** on the duration of the terms, conditions, and assurances with respect to **real property acquired** with federal funds.”



## FAA Land Acquisition Grants

- 1993 – Acquire Miscellaneous Land
  - \$286,290
- 1996 – Acquire Land for Approaches
  - \$827,747
- **Total = \$1,169,037**



# FAA Considerations

- Reasonable and practical?
- Effect on needed aeronautical facilities?
- Net benefit to civil aviation?
- Compatibility with needs of civil aviation?
- Existing airport in operable condition?

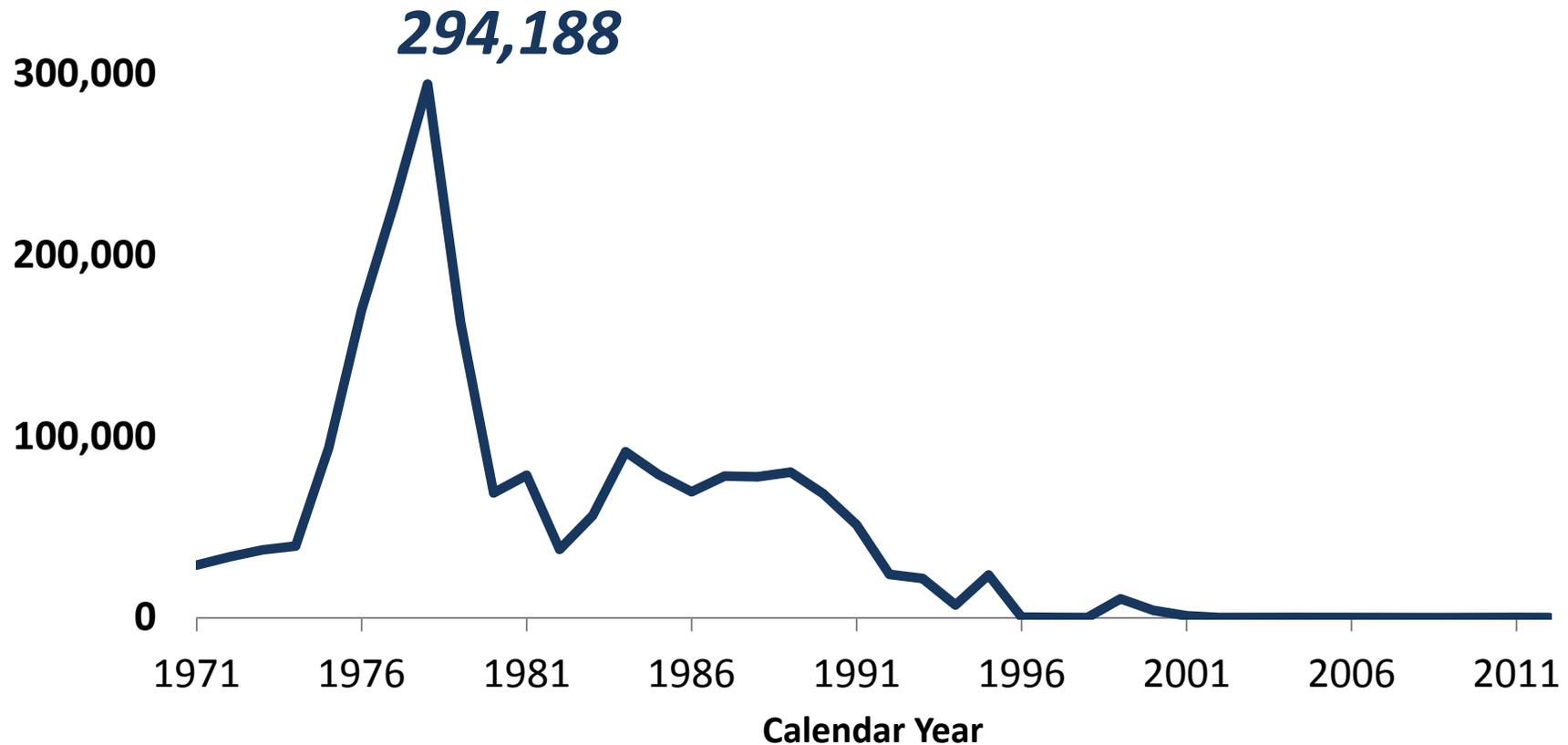


# **REVIEW OF COMMERCIAL AIRLINE SERVICE**



# History of the Airport

## *Enplanements at TVL*



Sources: Lake Tahoe Airport 1992 Master Plan and Federal Aviation Administration Terminal Area Forecast



# Airline Industry Changes

**2000**

- 7 Major U.S. Carriers
- 6 Low Cost Carriers
- Jet Fuel: \$0.78 / gallon
- Profits: \$2.6 Billion

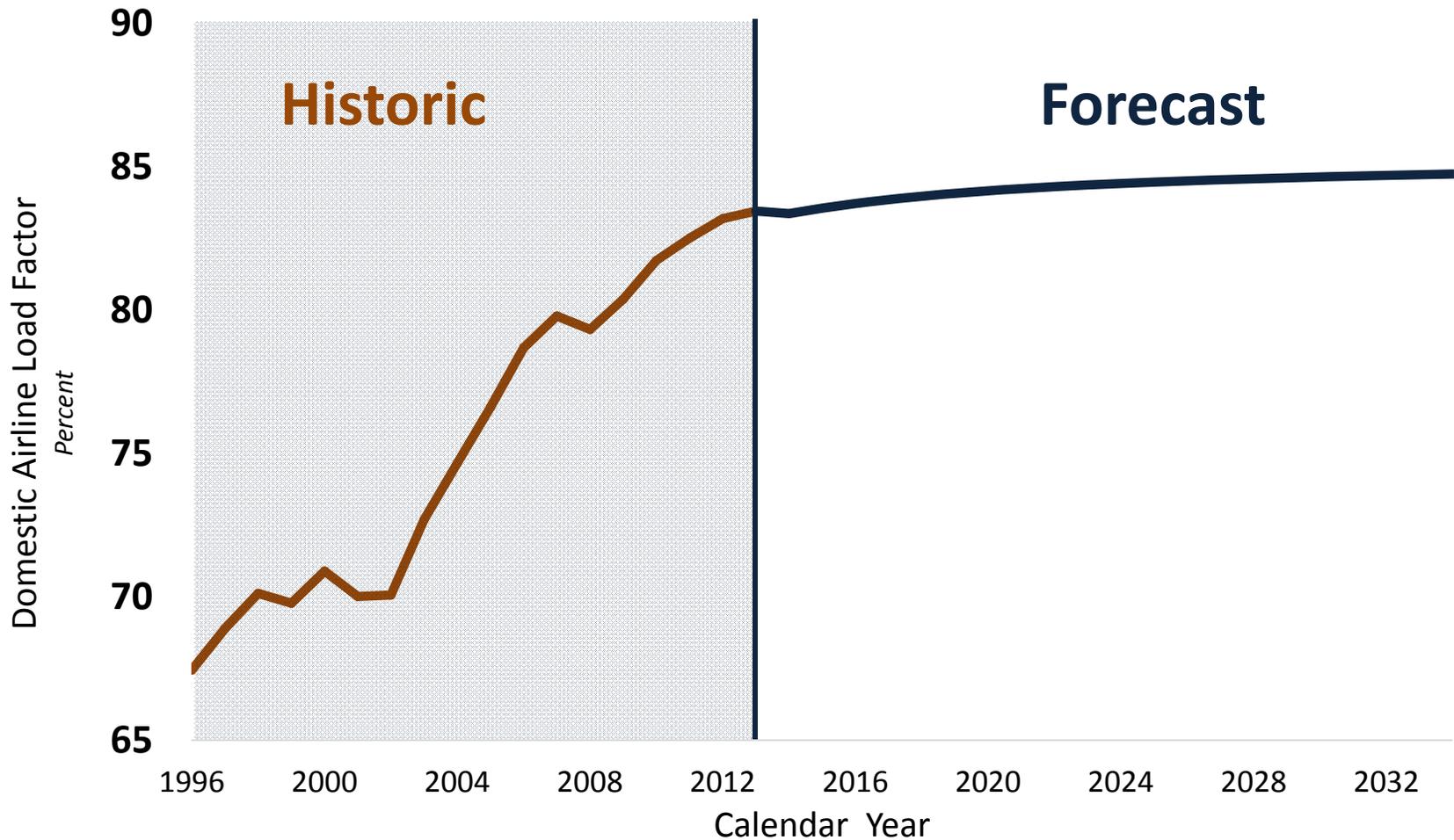
**2014**

- 3 Major U.S. Carriers
- 3 Low Cost Carriers
- Jet Fuel: \$3.05 / gallon
- Profits: \$3.6 Billion (2010)

*Between 2001 and 2010, U.S. airlines collectively lost **\$54.5 Billion.***



# U.S. Airlines Domestic Load Factor



Source: FAA Aerospace Forecasts



# Mammoth Lakes Market Performance

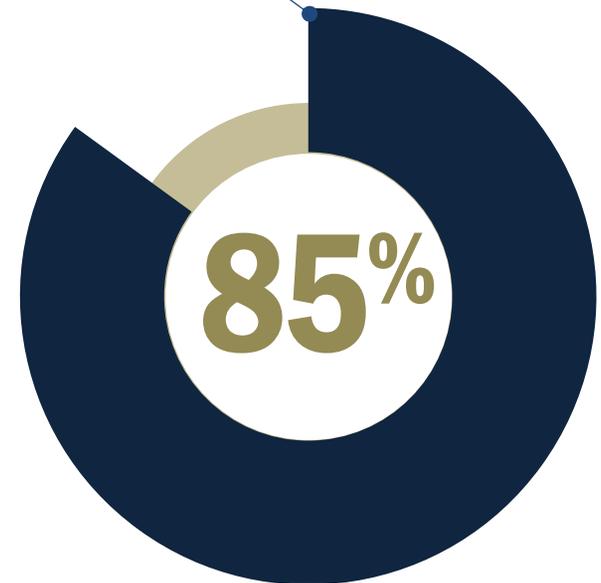
## LAX Load Factor 1/2012 - 9/2013

67,000 PAX; 113,000  
Available Seats



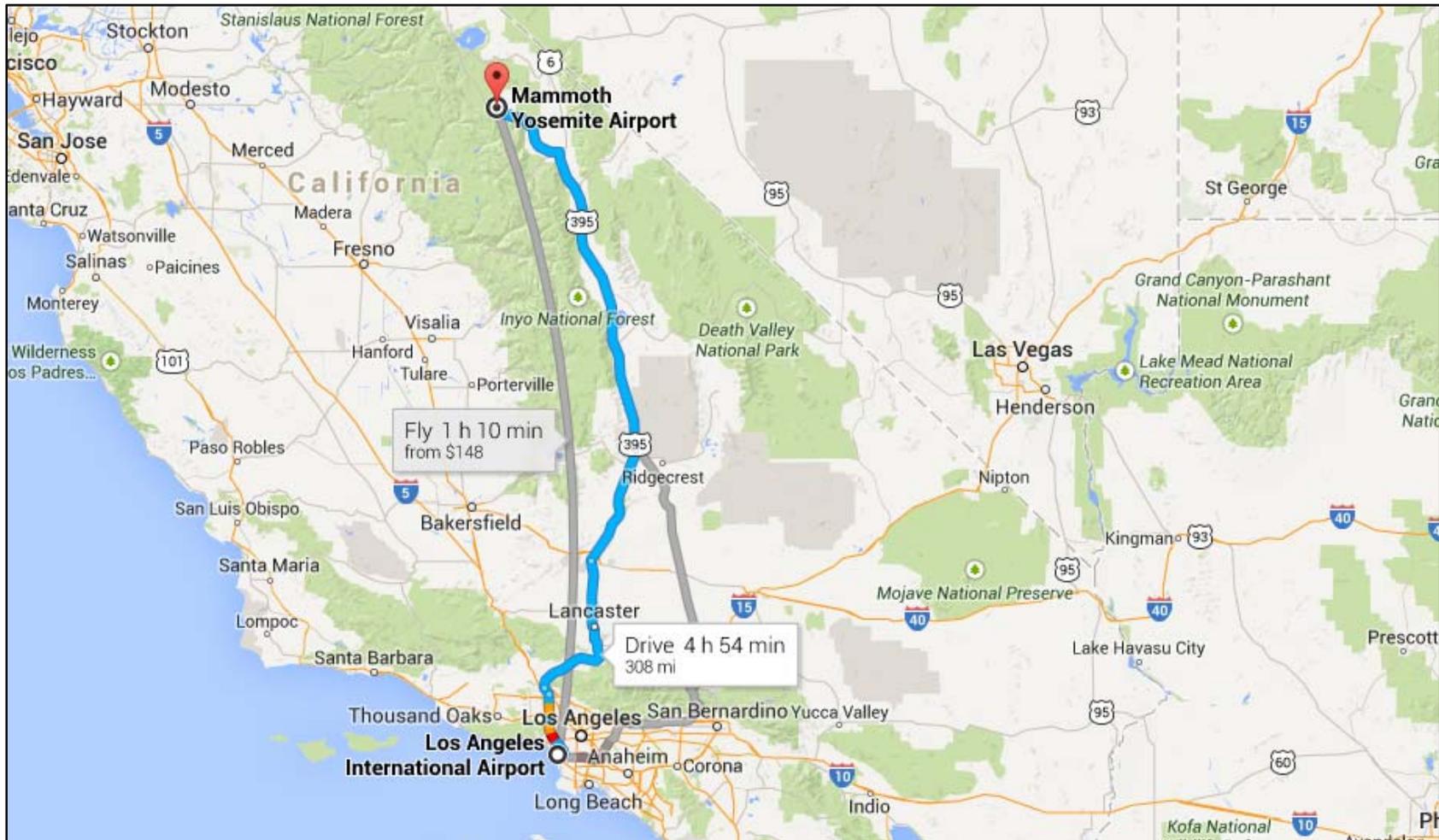
## TAF Load Factor

583 B RPMs;  
700 B ASMs





# LAX to MMH Drive Time



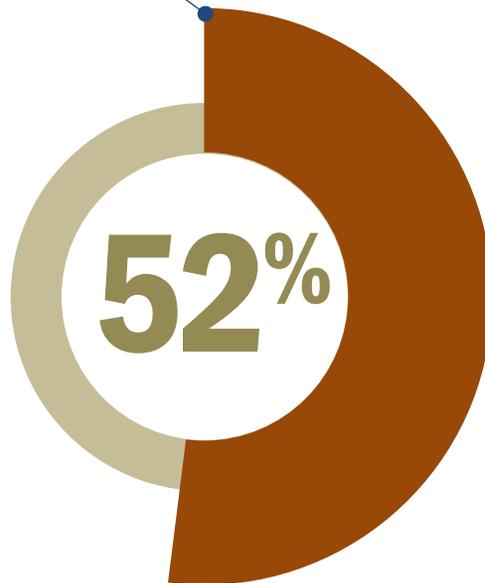
Source: Google Maps



# Mammoth Lakes Market Performance

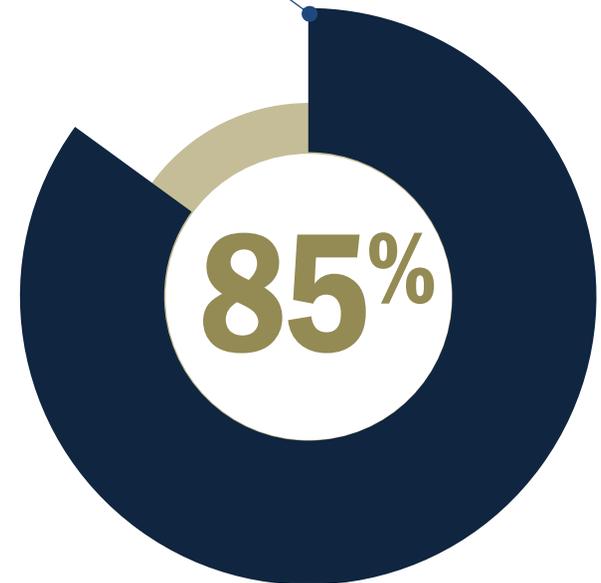
## SFO Load Factor 1/2012 - 9/2013

21,000 PAX; 41,000  
Available Seats



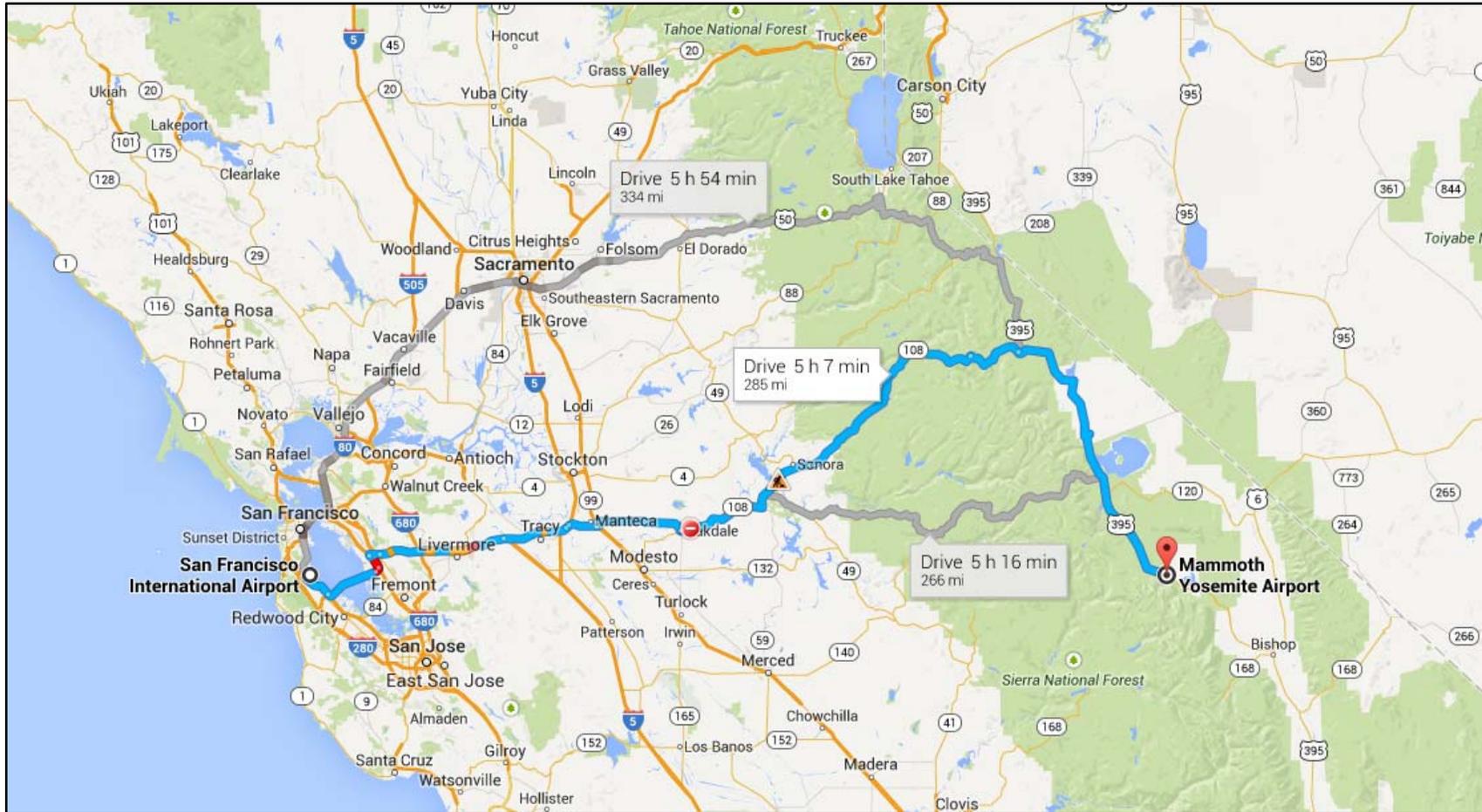
## TAF Load Factor

583 B RPMs;  
700 B ASMs





# SFO to MMH Drive Time



Source: Google Maps



# Air Service - Conclusions

- Unlikely in forecast period
  - ✓ Significant shift in airline industry
  - ✓ Practical options exist (RNO, SMF)
- Potential with subsidy?
  - ✓ LAS to TVL
  - ✓ AZA to TVL
- Retain commercial service capabilities
  - ✓ Dictated on economic conditions and demand

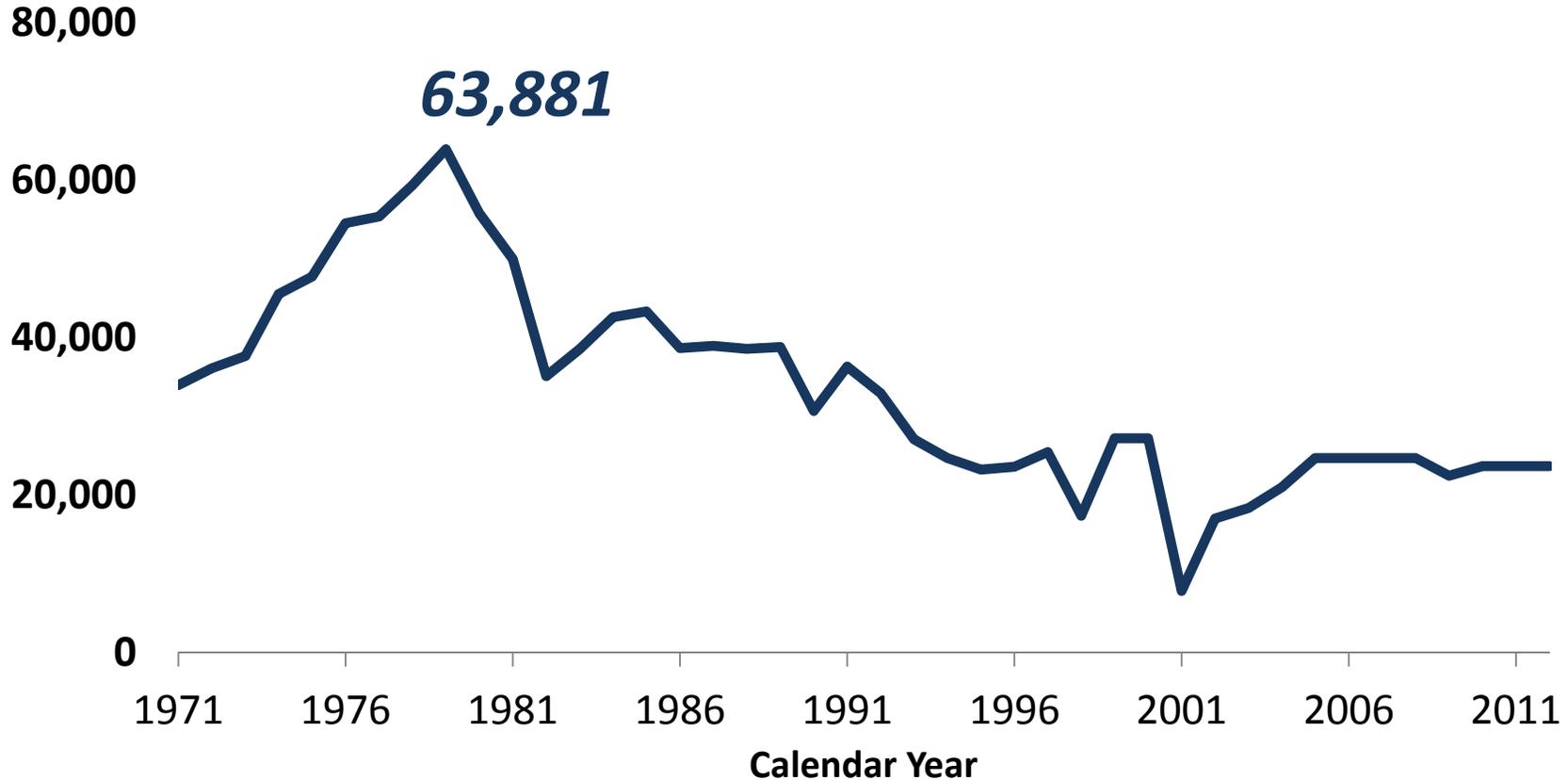


# AVIATION DEMAND FORECAST



# History of the Airport

## *Annual Aircraft Flights 1971–2012*



Sources: Lake Tahoe Airport 1992 Master Plan and Federal Aviation Administration Terminal Area Forecast



# History of the Airport

## *2012 Flights by Type*



Source: Federal Aviation Administration



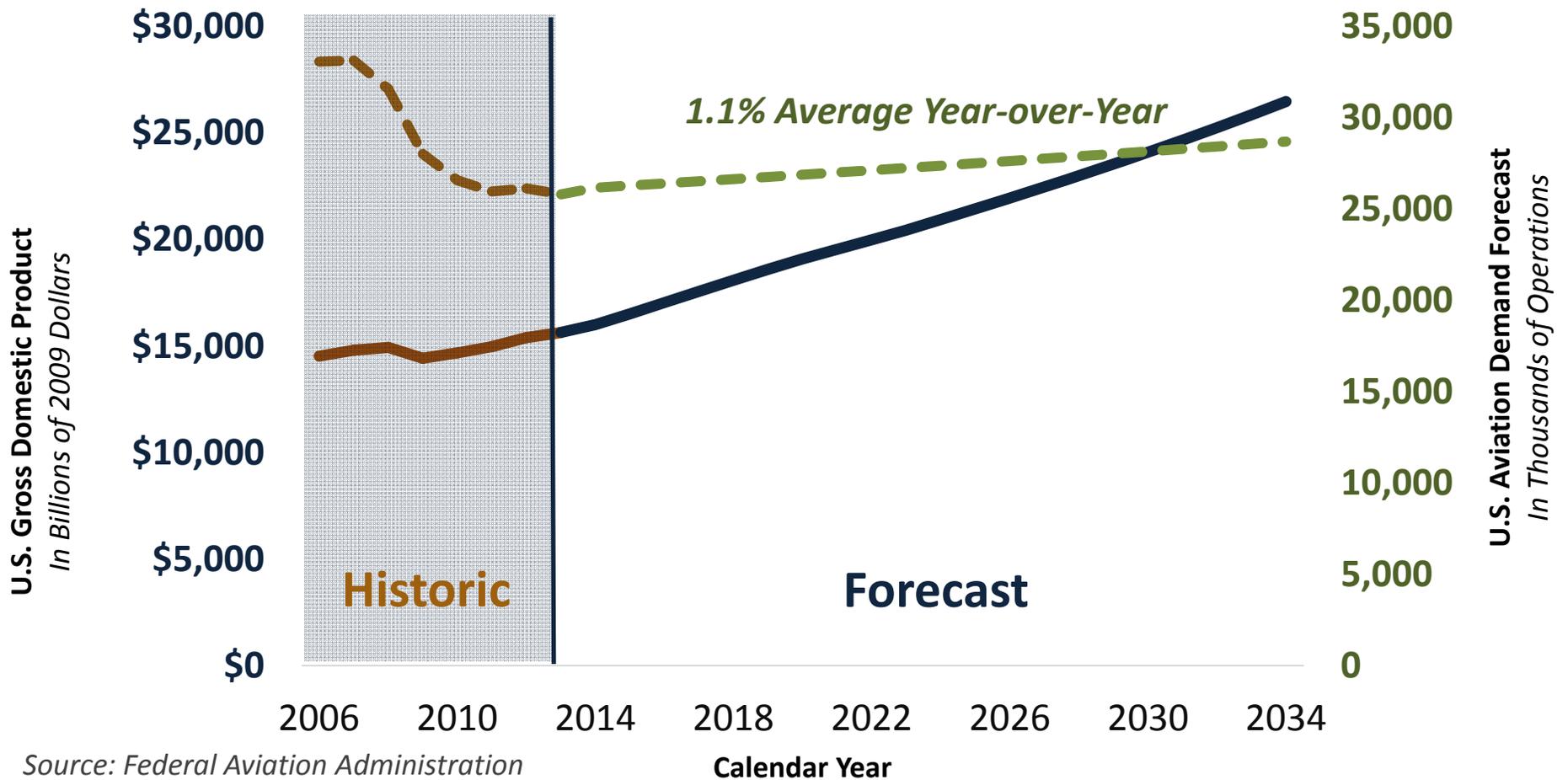
## Forecast Methodologies Considered

- Regression Analysis
- Market Share Analysis
- Trend Analysis
- Extrapolation Forecast

*Selected Method: Blend of Regression Analysis, Trend Analysis and Extrapolation*

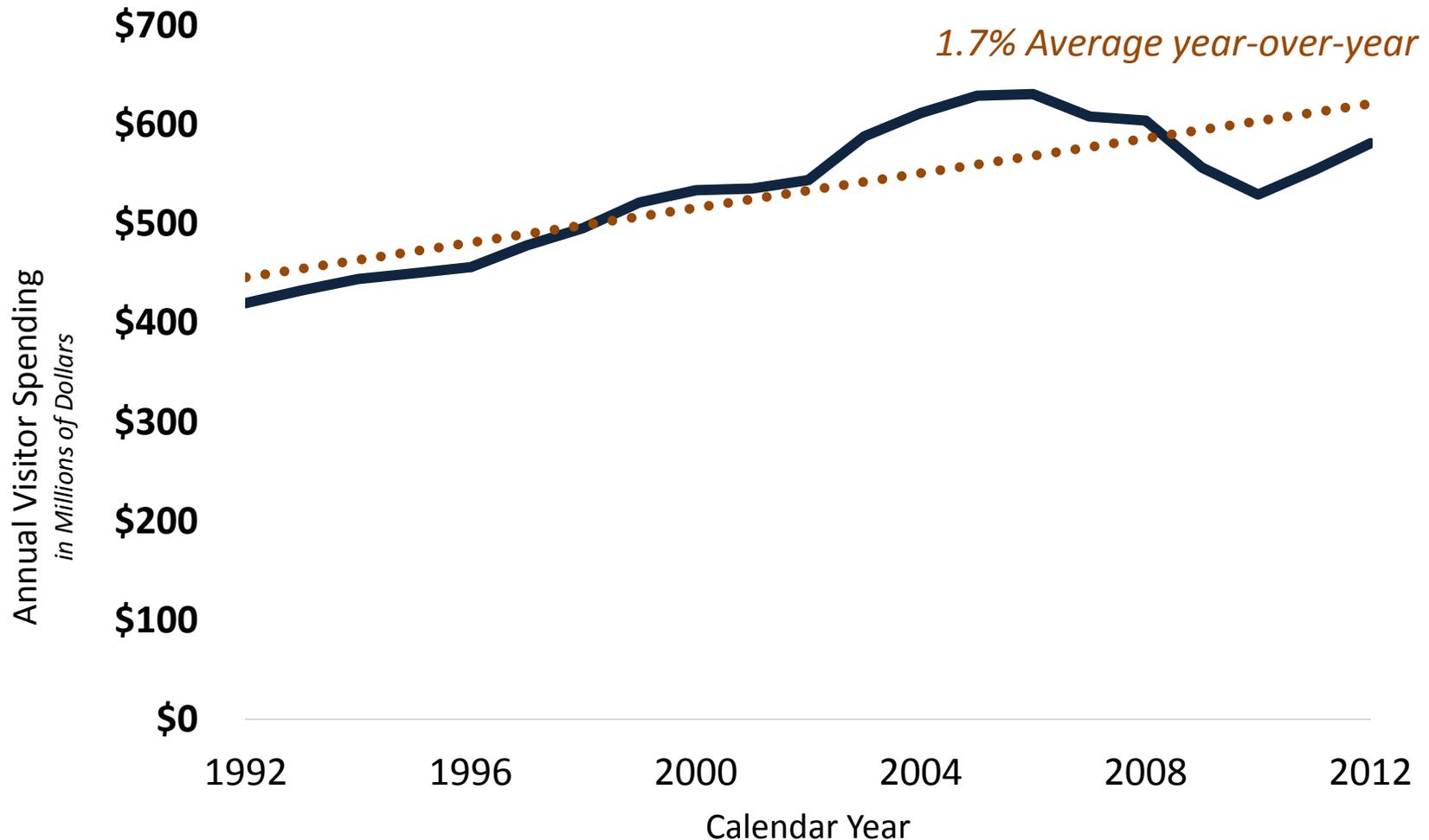


# U.S. Gross Domestic Product and Aviation Demand





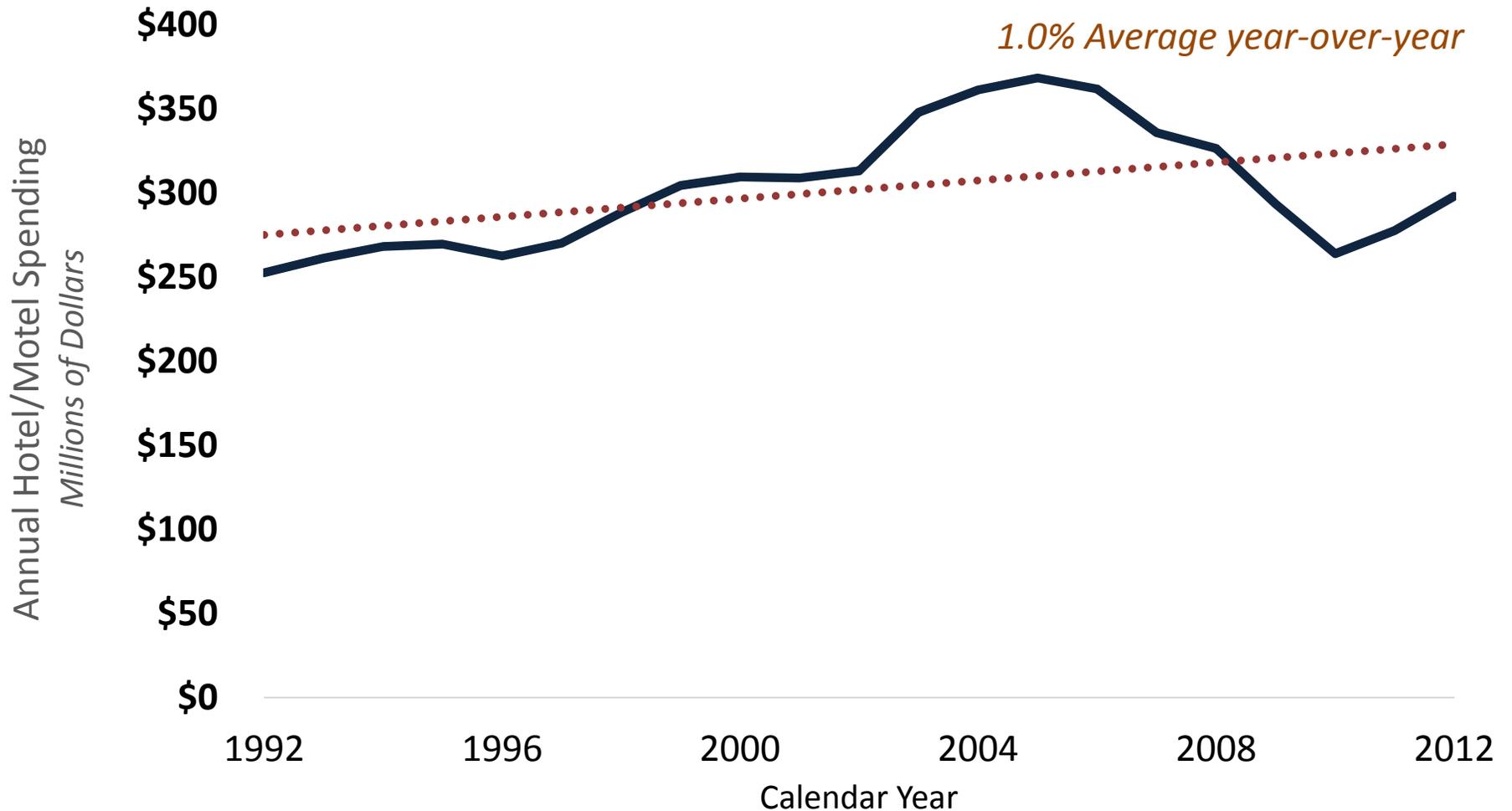
# El Dorado County Visitor Spending



Source: California Travel and Tourism Commission



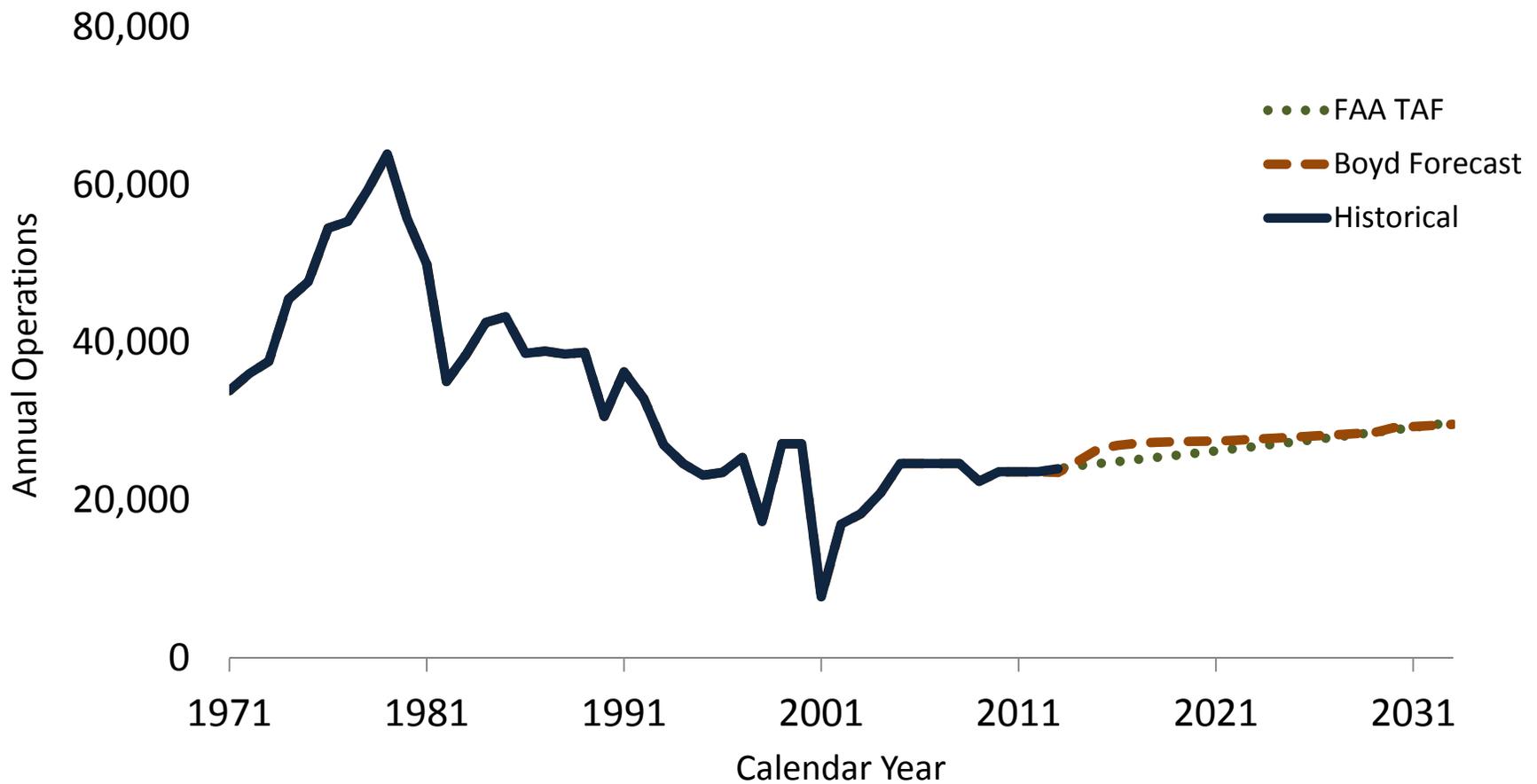
# Hotel/Motel Spending



Source: California Travel and Tourism Commission



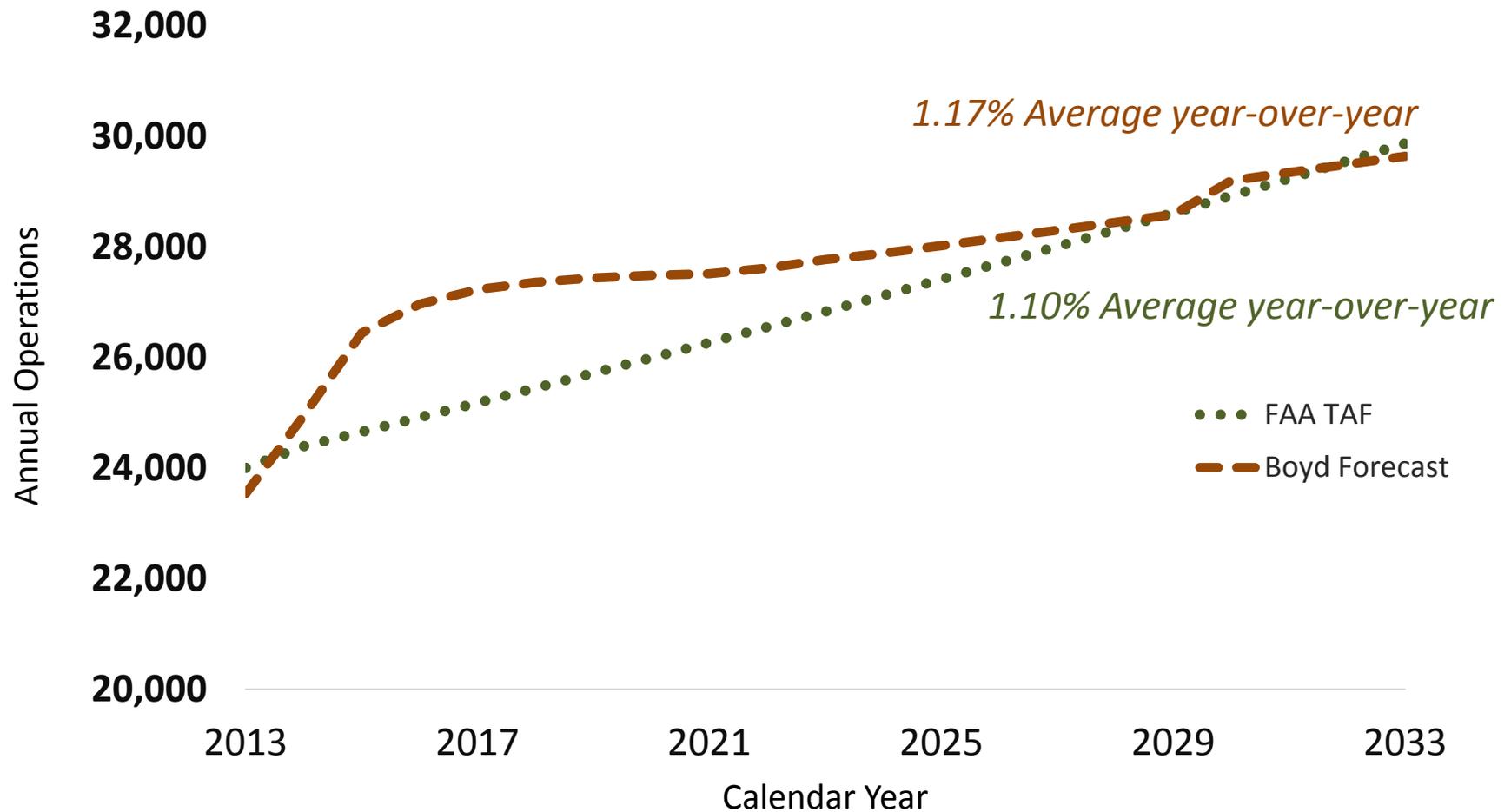
# Aviation Demand Forecast



Source: FAA and The Boyd Group



# Draft Aviation Demand Forecast



Source: FAA and The Boyd Group



# ENVIRONMENTAL CONSIDERATIONS



# Environmental Considerations

- Noise
- Air quality
- Coastal resources
- Compatible land use
- Construction impacts
- Department of Transportation Act, Section 4(f)
- Farmlands
- Fish, wildlife, and plants (threatened and endangered)
- Floodplains (100 and 500 year)
- Hazardous materials, pollution prevention, and solid waste
- Historic, architectural, archeological, and cultural resources
- Light emissions and visual impacts
- Natural resources and energy supply
- Secondary (induced) impacts
- Socioeconomic impacts, environmental justice and children's environmental health and safety risks
- Water quality
- Wetlands
- Wild and scenic rivers



# ECONOMICS



# Economics

- Airport Revenue Improving
- Expenses Decreasing
- Hangar Loan Retirement



# OPTIONS TO CONSIDER



# Pursue Airline Service





# Clientele Focus





## Next Steps

- Prepare facility requirements
- Publication of existing conditions and needs report
- FAA and public review and comments
- Alternative analysis
- Selection of preferred alternative
- More public meetings to gather community recommendations