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Tulsa Riverside Airport Master Plan
Goals and Objectives



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1.1 INTRODUCTION

Change is constant in the aviation industry and airports are often seeking to provide quality facilities to accommodate new user needs. The Tulsa Riverside Airport (formerly R. L. Jones, Jr. Airport) Master Plan was last updated in 2006, with forecasts updated in 2014. The Airport primarily accommodated flight training and recreational activity and was one of the busiest relievers in the United States. With worldwide shortage of commercial pilots, flight training is expected to continue to be a strong segment of demand at the Airport. In addition, corporate aviation has experienced rapid growth across the nation. With its mid-continent location and a strong local economy corporate aviation has the potential to be a greater portion of the demand in the future. This master plan must balance the needs of both the flight training/recreation demand and the growing corporate aviation demand. The master plan must ensure that growth is compatible with the local **communities** growth plans.

This comprehensive study will review conditions and aviation forecasts for the future. The final report will address airfield, terminal, landside and airside services, and land use issues. The report also will consider the role of RVS in the Tulsa metropolitan area and the relationship to nearby airports. Other factors used throughout this planning study include socio-economic indicators, aviation industry trends, environmental considerations, and financial constraints. Guidance for the Master Plan Update is provided by the Federal Aviation Administration's Advisory Circular 150/6070-6B Change 2 – *Airport Master Plans*.

This chapter highlights the Master Plan Update's goals and objectives. These goals and objectives will guide the analyses during the project and assist in developing recommendations.

1.2 MASTER PLAN GOALS

The Master Plan Update's goals were developed based on an understanding of existing airport issues and stakeholder and group discussions. These goals are unique to RVS and reflect the Airport's vision for the future. The purpose of these goals is to guide key decisions throughout the length of the Master Plan Update to ensure the planned development fulfills the vision of the Tulsa Airports Improvement Trust and meets the needs of the community.

Goals and objectives are used interchangeably but there is a key difference; goals are general statements about outcomes while objectives set specific criteria. The following sections outline the Airport's goals and objectives for the Master Plan Update.

The 2006 Master Plan assumed that larger and faster corporate jets are better suited to operate at Tulsa International (TUL). This updated master plan will reexamine this assumption and will consider corporate aviation to the extent possible.

1.2.1 Airside

Goal: Plan for, and operate, a safe and efficient airfield which meets the needs of current and future fleet mix.

Objectives:

- » Provide safe and efficient airfield configuration through FAA design standards which recognize the geographic constraints placed upon RVS.
- » Identify trigger points for airfield and airspace enhancements to provide necessary capacity as well as how best to provide that capacity under geographic constraints.
- » Determine an appropriate length of each runway for the current, future, and anticipated fleet mix.
- » Determine the long term need for crosswind Runway 13-31.
- » Provide best practices to prevent or reduce runway incursions.
- » Ensure that flight operations are safe for the aircraft, airport, and surrounding community.
- » Ensure airfield pavement strengths and condition can safely accommodate the demand of existing fleet and larger corporate aircraft.
- » Provide demand triggers including qualitative and quantitative justifications for airport capital improvement needs.
- » Update the Airport Layout Plan to every reasonable extent in order to properly represent airport facilities and future development plans.

1.2.2 Airspace

Goal: Provide a safe environment for aircraft operating at the Airport and people within the communities underlying the influence area of aircraft operations.

Objectives:

- » Review the potential for developing enhanced approaches for existing runways
- » Review impacts to capacity, congestion and safety related to potential changes in the projected mix of high and low speed aircraft operating concurrently.
- » Consider the development of drone operations within local airspace system through tools such as designated corridors and staying involved with the changing federal regulations.
- » Eliminate existing obstructions and prevent future obstructions to airspace (Part 77 and TERPS) through intergovernmental coordination and the FAA 7460 process.
- » Consider the current and future implications and needs of Advanced Air Mobility (AAM), and Urban Air Mobility (UAM), and eVOTLs. This includes evaluating flight corridors.

1.2.3 Landside

Goal: Plan for, and provide, accessible, connected, and equitable landside mobility opportunities.

Objectives:

- » Identify opportunities to acquire land near and adjacent to airport property which might be developed or resold with protective covenants.
- » Determine an appropriate use for the existing golf course within the Runway 1L-19R runway protection zone.

- » Integrate new technologies to provide secure facilities tailored to specific user groups as appropriate.
- » Identify key utility corridors and preserve right-of-way for critical utility infrastructure mainly high-speed internet, potable water, sanitary sewer, and stormwater.
- » Determine the preferred approach to accommodate economic development on Airport property. Consider development, redevelopment, and repurposing.
- » Review and plan for an airport attraction like a restaurant and other non-aeronautical land development.
- » Study and validate future ATCT facility need and determine optimal location for a potential relocation.

1.2.4 Support Facilities

Goal: Plan for, and operate, support facilities which meet and exceed user expectations that maintains the character and integrity of the existing airport.

Objectives:

- » Study deicing facilities, operational needs, and glycol discharge goals to guide investments which minimize environmental impacts and meet/exceed state discharge permit benchmarks.
- » Balance facility needs of various airport stakeholders without sacrificing airport sustainability.
- » Provide sufficient facility space for all airport maintenance operations at a strategic location.
- » Store all maintenance equipment under structured cover free from inclement weather which reduces life of equipment.
- » Investigate security devices, methods, and procedures to provide access to airport facilities to authorized individuals.
- » Provide aircraft washing facilities which meet regulatory requirements.
- » Prevent and discourage wildlife from interfering with safe airport operations.
- » Evaluate fuel storage capacity need, types of fuel, optimal locations, and delivery methods.
- » Evaluate electric grid and capacity to support Advanced Air Mobility and Urban Air Mobility eVTOL aircraft.

1.2.5 Sustainability and Environmental

Goal: Act ethically and with consideration to the environment when forming policies, performing daily operational activities, or making capital investment decisions.

Objectives:

- » Continue supporting, enacting, and updating sustainability initiatives.
- » Explore implementation of alternative and renewable energy options which accommodate user demand, minimize community/environmental impacts, and create opportunities for APA to produce and provide clean energy independent of the existing energy grid.

- » Explore alternative options to the existing electrical grid to promote resiliency and ongoing electrical availability issues.
- » Promote and provide a recycling and waste reduction program for the entire airport.
- » Work toward minimizing and eliminating all negative externalities including noise, created by airport and aircraft operations.
- » Work with surrounding jurisdictions to promote compatible land uses in areas exposed to aircraft overflights to preserve integrity of safe airport operations and prevent placing unnecessary burdens on property owners.
- » Operate according to best practices in relation to spill prevention and preservation of water quality.

1.2.6 Financial

Goal: Remain a self-supporting entity supported solely by user fees that does not require ongoing support by local agencies.

Objectives:

- » Meet all FAA grant assurances to remain eligible for federal funding of approved capital projects.
- » Explore and evaluate on-airport land use decisions which sustain adequate revenues which support capital development projects that meet demand and provide the best airport user experience.
- » Enact land lease policies which provide fair opportunities for tenant businesses to thrive at reasonable terms to support airport development.
- » Track and monitor airport lease policies through benchmarking against peer airports in order to stay current with prevailing industry practices.
- » Explore aeronautical and non-aeronautical land development/re-development opportunities to identify highest and best land uses.
- » Identify and leverage alternative funding methods for capital development projects.
- » Secure adequate return on investment for all capital improvements.
- » Regularly review airport compliance documents and update as appropriate to sustain airport viability.
- » Balance all financial decisions between desire to support airport tenant businesses and maintain necessary airport facilities.
- » Study and enact policies which support and appropriately capture necessary revenues from alternative energy sources used at the airport.
- » Continually update a financially feasible Capital Improvement Program with necessary projects as well as identification of needed projects without adequate funding sources.

1.3 MASTER PLAN GUIDING APPROACH

The FAA has established general guidelines for conducting airport master plans under Advisory Circular 150/5070-6B, *Airport Master Plans*. This guidance provides a sound approach when conducting a “traditional” airport facilities master plan. However, the challenges facing the Airport administrators are unique and warrant a specialized approach tailored to specifically address each of the RVS themes. For this reason, the Tulsa Riverside Airport Master Plan requires an innovative approach that integrates FAA Advisory Circular recommendations into a new framework focused on supporting sustainable development through informed decision-making. This customized approach to master planning evaluates airport land uses and facility development needs through an economic, environmental, operational, and social sustainability lens. Ultimately, this approach allows identified solutions to be selected and implemented based upon a more comprehensive and adaptable set of evaluation criteria. **Figure 1-1** shows a graphic representation of how this approach incorporates airport sustainability considerations and varying stakeholder needs.

FIGURE 1-1
TULSA RIVERSIDE AIRPORT MASTER PLAN APPROACH

