Fort Wayne International Airport Master Plan Study

Executive Summary

March 2012
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Introduction

Over the past two decades, the Fort Wayne International Airport (FWA) has undergone a dramatic transformation. An expanded terminal, major infrastructure and roadway enhancements, and runway and taxiway upgrades are just a few of the ways the Airport has evolved to better serve the needs of the community, its users, and its partners. The Fort Wayne-Allen County Airport Authority (FWACAA) is responsible for managing this growth and planning for the future.

In late 2009, the FWACAA embarked on an Airport Master Plan and Airport Layout Plan (ALP) Update. The FWACAA retained RW Armstrong to lead a team of consultants to complete this Master Plan Study. The objective of the program is to provide a framework that will cost-effectively satisfy aviation demand while balancing the environmental and socioeconomic impacts of the recommended enhancements.

The Airport Master Plan is a comprehensive evaluation of all FWA components—airfield, terminal area, cargo facilities, general aviation, roadways, drainage and utilities, and surrounding buildings and land—with a primary focus on growth opportunities. Financing strategies for funding the recommended capital improvements are also identified. The plan recommends strategies for addressing aviation, infrastructure, and economic development considerations for the next 20 years and beyond. In essence, it will help the FWACAA plan for continuous improvement and provide the highest possible value to all stakeholders—all while making the Airport less dependent on tax dollars.

Airport Background

The Airport was originally constructed as “Baer Field” for military use in 1941. After World War II it was bought by the City of Fort Wayne and improved to meet the aviation needs of the national aviation system, the City, and the State of Indiana. The FWACAA, which now owns and operates the Airport, was created in 1985 by a law adopted by the Indiana General Assembly. Since its purchase, the Airport has expanded to 3,500 acres, maintained three active runways, and developed over 250 buildings associated with military, general, and commercial aviation. It is home of multiple entities, including the Indiana Air National Guard, private sector companies, commercial airlines and cargo airlines. Since the creation of FWACAA, they have maintained a commitment to the surrounding community, users and partners to ensure a safe, fun, and convenient operation.

During recent years, the Airport has seen growth, as well as a decline, in various aviation aspects. To ensure feasible and sustainable development strategies into the future, the Airport has embarked on a process to ensure that its facilities and plans are updated regularly to effectively meet the needs of future aviation demand. Through the Airport Master Plan process, FWACAA identified the development needs to meet the facility requirements to allow the Airport to continually grow and serve as a major economic engine for the City, County, and United States.
**Forecast of Aviation Activity**

Projecting future aviation activity at an airport is one of the most important and vital steps in the master planning process. This element of the Master Plan used various sources of information to predict levels of aviation demand at the Airport and serves as the basis for identifying future facility requirements during the 20-year planning period. It also serves as the foundation for major decisions that will be made by the FWACAA and provides guidance pertaining to if and when future improvements are needed.

<table>
<thead>
<tr>
<th></th>
<th>Historical</th>
<th>Preferred Forecast</th>
<th>Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2005</td>
<td>2010</td>
<td>2015</td>
</tr>
<tr>
<td>Based Aircraft</td>
<td>88</td>
<td>87</td>
<td>90</td>
</tr>
<tr>
<td>Total Operations</td>
<td>80,416</td>
<td>52,308</td>
<td>56,649</td>
</tr>
<tr>
<td>Commercial Enplanements</td>
<td>316,339</td>
<td>260,477</td>
<td>316,669</td>
</tr>
<tr>
<td>Cargo Tonnage (Tons)</td>
<td>N/A</td>
<td>13,917</td>
<td>14,993</td>
</tr>
</tbody>
</table>

*Source: RW Armstrong, 2010.*
**Forecast of Based Aircraft**

![Graph showing the forecast of based aircraft from 2005 to 2030.](image)

**Forecast of Cargo Tonnage**

![Graph showing the forecast of cargo tonnage from 2010 to 2030.](image)

**Forecast of Annual Operations**

![Graph showing the forecast of annual operations from 2005 to 2030.](image)

**Forecast of Commercial Enplanements**

![Graph showing the forecast of commercial enplanements from 2005 to 2030.](image)
**Development Plans**

A major component of an airport master plan is the identification and evaluation of development concepts to meet the anticipated aviation demand. Alternative development concepts primarily focus on demand/capacity relationships but can also enhance operational safety or increase airport revenues. Additionally, it may be necessary to supplement development alternatives for future years beyond the study period, such as protecting areas for future potential development.

The alternative development concepts serve as the basis for the future Airport Layout Plan (ALP) and present recommended development for each functional area of the Airport (i.e., airside, terminal, general aviation, and support facilities). Effective planning also considers potential environmental impacts, fiscal implications, and unforeseen changes in airport operational characteristics.

**On-Airport Land Use**
Recommended Airfield & Access Development Plan

LEGEND
- NEW SHOULDER PAVEMENT
- PAVEMENT REPAIR/RECONSTRUCTION
- TAXIWAY G CONSTRUCTION
- TAXIWAY B CONSTRUCTION
- PAVEMENT DEMOLITION
- NEW ACCESS IMPROVEMENTS
- NEW RENTAL CAR FACILITY

[Map showing various airfield and access development projects including new ramp access, rental car facility, and runway improvements.]
Recommended Terminal Area Development Plan
Recommended General Aviation Development Plan
**Capital Improvement Program**

The purpose of the Capital Improvement Plan (CIP) is to identify projects deemed necessary to efficiently accommodate the forecast aviation demand, to set forth the timeframe in which the projects should be accomplished, and to estimate the costs associated with each project. The recommended projects are presented chronologically and divided into three phases: Phase I is the initial timeframe (0-5 years), Phase II is the intermediate timeframe (6-10 years), and Phase III is the long-term timeframe (11-20 years). This serves as a preliminary development construction phasing plan with initial cost estimates for use in the FWA CIP.

Cost estimates for the individual projects are based on 2010 dollars. These estimates are intended to be used for planning purposes only and should not be construed as detailed construction cost estimates, and are prepared as part of the detailed design.

With the best facts and assumptions available today, the tables provide information related to the projects that will be needed, and when those projects are likely to be constructed. Variance from the suggested improvement schedules may be required during the latter time periods. Adequate lead-time must be considered in detailed planning and construction of facilities in order to meet aviation demands. The following list details the recommended improvements resulting from this Airport Master Plan.

**Phase I**

- Runway 5/23 shoulder construction
- West ramp access road
- Runway 5/23 repair
- Taxiway C repair (Phase I)
- Runway guard light installation
- Runway 14/32 Repair (Phase I)
- Passenger screening relocation
- West ramp GA development
- T-Hangar relocation
- Self-serve fuel facility
- Concessions relocation (Phase I)

**Phase II**

- Taxiway C repair (Phase II)
- Runway 14/32 repair (Phase II)
- Concessions relocation (Phase II)
- Outbound baggage expansion
- Taxiway Y repair
- Taxiway G extension
- Rental car service facility construction
- Baggage claim expansion (Phase I)

**Phase III**

- Baggage claim expansion (Phase II)
- Taxiway C shoulder improvements
- Taxiway B Extension
- Upper level boarding gate expansion
- Terminal access road improvement
- Terminal parking lot improvements
Airport Authority Board of Directors

Michael S. Gouloff, President  
Appointed by Mayor in 1997

Richard B. Sturges, Vice President  
Appointed by Mayor in 2007

Tim Haffner, Secretary  
Appointed by Commissioners in 1994

Jerome F. Henry  
Appointed by Mayor in 2007

Ben Johnston  
Appointed by Commissioners in 2008

Neil Hayes  
Appointed by Commissioners in 2002

Airport Authority Management

Tory Richardson, A.A.E.  
Executive Director of Airports

Scott Hinderman, A.A.E.  
Director of Operations & Facilities

Craig Williams, A.A.E.  
Director of Administration & Finance

Ron Portis, C.P.A.  
Controller

Stan Klepper  
Public Safety Manager

Stu Oberley, A.C.E.  
Maintenance Manager

Tim O'Donnell, A.A.E.  
Operations Manager

Stephen Springer  
Manager Information Technology

Ray Young, S.P.H.R.  
Human Resource Manager

Kim Fuhrmann  
Marketing and Administration Manager

Laura Hakes  
Purchasing Manager

Rebecca Ross  
Property Manager

Dave Young  
VP Air Service Development, The Chamber of Commerce

Patrick Dooley, SCMD  
VP Airport Development, The Fort Wayne-Allen County Economic Development Alliance

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