

APPENDIX 6 – PROJECT DOCUMENTATION

The contents of Appendix 6 include the following materials:

- PAC Meeting #1 Minutes – February 27, 2008
- PAC Meeting #2 Minutes – June 25, 2008
- PAC Meeting #3 Minutes – September 29, 2008
- PAC Meeting #4 Minutes – December 17, 2008
- PAC Meeting #5 Minutes – July 22, 2009
- PIM Meeting #1 Presentation – September 29, 2008
- PIM Meeting #2 Presentation – January 21, 2009
- PIM Meeting #3 Presentation – July 22, 2009

**City of Prescott – Ernest A. Love Field
Airport Master Plan
Planning Advisory Committee Meeting Minutes
February 27, 2008**

- I. Introduction:** David Sperling with Louis Berger began Planning Advisory Committee Meeting #1 on Wednesday, February 27 at approximately 2:11 PM with opening comments and introductions of the various group represented in the meeting. Each individual present introduced themselves and who they were representing (please see attached attendance sheet).
- II. Review of Master Plan Scope of Work:** A detailed *Scope of Work* was provided to each Planning Advisory Committee (PAC) Member within their Master Plan workbook.
- **Task 1: Project Initiation and Coordination:** Project Coordination will continue throughout the project and include: Planning Advisory Committee (PAC), Public Information Meetings, Local Office and City Council Meetings, Project Website, Mailings and other Outreach. Meeting schedule for the project is as follows:
 - Meeting #1 – Project Kickoff
 - Meeting #2 – PAC Meeting
 - Meeting #3 – Public Information Meeting
 - Meeting #4 – PAC Meeting
 - Meeting #5 – Project Status Report
 - Meeting #6 – PAC Meeting
 - Meeting #7 – Public Information Meeting
 - Meeting #8 – PAC Meeting
 - Meeting #9 – Public Information Meeting
 - Meeting #10 – Task Results Review
 - Meeting #11 – Exhibit “A” Discussion
 - Meeting #12 – Exhibit “A” Discussion with FAA/ADOT
 - Meeting #13 – Exhibit “A” Discussion with FAA/ADOT
 - Meeting #14 – Task Results Review
 - Meeting #15 – PAC Meeting
 - Meeting #16 – Public Information Meeting
 - Meeting #17 – Prescott City Council Meeting
 - **Task 2: Grant Administration:** Administration services provided for grants associated with the Master Plan Update including development of a comprehensive file for the life of the grants for the Airport’s records.
 - **Task 3: Baseline Conditions:** Airport Inventory including Airport Facilities and Activity, Environmental and Land Use and Noise.
 - **Task 4: Forecasts of Demand:** Estimation of future aircraft activity for a twenty year period, in five, ten an twenty year increments.

- **Task 5: Facility & Standards Analysis:** A facilities assessment to determine if the capacity of the existing airport facilities can meet the forecasted demand. If not, facility requirements necessary to meet that demand will be identified.
- **Task 6: Land Use Planning:** Review and develop a land use plan that is satisfactory to both Prescott Municipal Airport (PRC) and the City of Prescott.
 - Q Craig McConnell with the City of Prescott Public Works asked when an updated schedule would be provided. They City of Prescott would like to expedite the Land Use Planning portion of the Master Plan Project due to other upcoming city projects which are contingent on that portion of the Master Plan.
 - A David Sperling with Louis Berger stated a revised schedule would be provided by the end of the week.
- **Task 7: Alternatives Analysis:** Development of potential alternatives in consultation with PRC, FAA, ADOT and the PAC.
- **Task 8: Airport Master Plan Environmental Review:** Provision of a general assessment of the environmental effects of the preferred alternative and define the potential extent of future environmental analyses and regulatory issues that will be required to implement the airfield improvements shown on the Airport Layout Plan (ALP).
- **Task 9: Airport Layout Plan:** Development of an Airport Layout Plan (ALP) that can be accepted by PRC, submitted to the FAA for approval and used as a guide for all future airport development.
- **Task 10: Action Plan:** Development of a Capital Improvement Plan and a Financial Plan.
- **Task 11: Project Documentation:** Submittal of various working papers and support documentation to PRC throughout the course of the project.
- **OPTIONAL TASKS:** First proposed as “Optional Tasks”, the following are now included in the consultants contracted *Scope of Work*.
 - **OT 1: Passenger Leakage Analysis:** Estimation of the extent of passenger leakage that is occurring from PRC. This task is anticipated to be completed as part of the forecasting effort (Task 4).

- **OT 2: Airport Lease Rate Analysis:** Analysis determining if PRC's lease rates and policy are competitively established and adequate.
- **OT 3: Runway Length Analysis:** Addressing the purpose and need for the airport's proposed runway extension which was already established through previous planning efforts at PRC and accepted on the ALP by the FAA.

III. Project Schedule: From the Notice to Proceed date a Draft Master Plan is anticipated to be submitted in 18 months and the Final Master Plan to be completed in 20 months. Work on the *Task 4: Forecast of Demands* has begun.

IV. Task 3: Baseline Conditions Progress: Information collected during the evaluation of Airport Operational Activity; Existing Facility Conditions; Airspace, Approaches and Air Traffic Control; Environmental and Land Use Review; and Socio-Economic Conditions was used for the Baseline Conditions Report.

V. Task 4: Forecast of Demand Progress:

- **Based Aircraft Owner Survey:** A Based Aircraft Owner Survey was distributed to collect information on the Based Tenant's opinion of the airport. Of the 230 surveys distributed, 107 have been returned. Copies of the survey with the survey results preliminary summary were provided at the meeting. Placement of the information collected from this survey within the *Forecast of Demands* has not yet been determined, however it will most likely be utilized when addressing facility requirements.
- **Local Business Survey:** This survey will involve contacting of businesses within the area who will/do use aircraft to conduct business and question if they would or wouldn't use the *Prescott Municipal Airport* and why.
 - Q Ab Jackson with the Chino Valley Chamber of Commerce asked what is defined as "local" by the Master Plan Project.
 - A David Sperling with Louis Berger stated that an area larger than just the City of Prescott is being surveyed. The consultant group continues to identify the appropriate "local" area. Thus far, a list of 30 businesses within the general area, not just local Prescott has been compiled. Collection of information from a larger area, and a well documented approach with numbers to support the information is necessary for FAA budget support.

VI. Ongoing Optional Tasks:

- **OT 2: Airport Lease Rate Analysis:** Leasing structure and rates information has been collected from comparable airports such as Glendale, Cottonwood, Page, Gateway, Show Low and Daytona Beach. A draft report of this information will be submitted in the near future.

- **OT 1: Passenger Leakage Analysis:** Information from local vehicle shuttle companies; survey data from the City of Phoenix Aviation Department for passengers from the Prescott area flying out of Phoenix Sky Harbor over use of Prescott Airport; and evaluation of comparable airports to Prescott socioeconomically and population size has been collected to identify passenger leakage. Passenger intercept surveys will be used to identify passengers via zip code that travel from the Prescott area to Phoenix to fly. The objective of compiling this information is not to gain this market back but to evaluate the size.

VII. Open Discussion:

- Q Craig McConnell with the City of Prescott Public Works commented the Task 6: Land Use Planning is very critical to the City of Prescott because of the impact on other future city growth plans. Such issues and future projects for the City of Prescott are:
 1. Prescott Municipal Airport – Master Plan – Lane Use Plan
 2. City of Prescott General Plan Update
 3. Evaluation of existing and upcoming projects for transportation and utility infrastructure
 4. Financing and Continual Dialogue with Property OwnersMcConnell also requested specific information be provided on what commercial growth would be appropriate and compatible within the land use plan map. Additionally, McConnell suggested to take a look at the main runway, runway length and use in comparison to the impacts of lengthening the runway to the discouragement of other city growth such as residential which will in turn strain economical development.
- A David Sperling with Louis Berger stated it is understood what information the city needs to address these issues however, answers to runway changes are not obtainable early in the project. Processes such as forecast demands need to be completed prior to suggested answers to runway growth concerns. Sperling continued by asking McConnell if the commercial growth identification specifics he would like to see within the land use map be city zoning categories. McConnell confirmed zoning categories should be illustrated on this map along with airport master plan land use guidelines and what can be put into these zoning areas.
- Q John Olsen with the Airport Users Association suggested a County representative be involved with the Prescott Municipal Airport Master Plan Project.
- A Ben Vardiman with Prescott Municipal Airport affirmed the County was invited to PAC Meeting #1 and multiple attempts have been made to the County with no response. Olsen stated he would also work on gaining County involvement.
- Q Kathi DeFreitas with Air Midwest Airlines asked when comparing airport leakage analysis are only airports within a 100-mile radius being

evaluated. Flagstaff is an important comparison due the ½ hour difference and expected high volume of passenger traffic lost to this airport.

- A** David Sperling with Louis Berger confirmed that all airports within the area near the description of the Prescott Municipal Airport are being evaluated, however, this has not included Flagstaff Airport.
- Q** Ron James with Deep Well Ranch expressed concern regarding they city and master plan project telling property owners what do with their property.
- A** David Sperling with Louis Berger confirmed adjacent land owners have been involved in conversation during past projects. Additionally, the PAC meetings allow represented land owners to be heard and for their concerns to be taken into consideration when comprising a land use plan.
- Q** Ab Jackson with Chino Valley Chamber of Commerce asked to what degree will other city projects be considered and the willingness of this project to share information with those projects.
- A** David Sperling with Louis Berger confirmed the consultants desire to understand adjacent projects and encourage more dialogue on what project Jackson has in mind.
- Q** John Stonecipher with Guidance Helicopters suggested rotary craft length be considered during the Master Plan Project.
- Q** John Solomon with Experimental Aircraft Association sitting in for David Roy asked what period of time is the project forecast.
- A** David Sperling with Louis Berger stated the project will forecast 20 years and be broken down into 5, 10 and 20 year reports.
- Q** Solomon continued with asking one of the land requirement dilemmas is lack of developable land, is this being looked at.
- A** Sperling confirmed this subject is begin considered and will arise in the future of the project and will be discussed; however there is not a concentrated effort towards this matter.
- A** Rick Severson with the Prescott Municipal Airport added that this subject will arise and be looked at when runway relocation and extension issues are discussed.
- Q** James Dunn with North-Aire Aviation asked where the Prescott Airport falls in priority rating for funding from ADOT for the upcoming projects:
- A** Kent Potts and Tammy Martelle sitting in for Margie Drilling with ADOT Aeronautics explained ADOT funding allotment for airport projects is decided by the evaluation of the airport and its projects. These airport projects are rated on a priority scale considering six different categories. Airports ranking highest on the priority point scale get funded first until funding runs out. Airports must apply each year for this funding.

- A** Ben Vardiman added Prescott Municipal Airport ranks 54th busiest in the Nation and 7th busiest in the State.
- Q** John Olsen with the Airport Users Association questioned what happened to the plans for runway extension.
- A** Rick Severson with the Prescott Municipal Airport stated they have the inventory however do not have approach load and land. 61.3 acres would need to be acquired for approach to proceed with the runway extension plan.
- Q** John Stonecipher with Guidance Helicopters asked if airspace usage for helicopters is being considered.
- A** Rick Severson with the Prescott Municipal Airport commented the helicopter provider has been ran separate from the Runway and Taxiway system and has run well this way.
- A** David Sperling with Louis Berger commented ATCT and FAA will need to consider for airspace usage however this matter will be taken into consideration.
- A** Rick Severson with the Prescott Municipal Airport commented that the Airport Master Plan Project is an opportunity for the community to get involved in creating a snapshot of how the airport will look and be used the future. All information will be comprised to develop an answer for airport growth to address community wants and needs. Growth within the area is expected to increase soon and an established airport is necessary to meet future needs and not be dominated by other transportation methods.
- Q** Kathi DeFreitas with Air Midwest Airlines asked if the airport can go to Mesa Airlines requesting larger capacity aircraft for larger enplanement.
- A** Ben Vardiman with the Prescott Municipal Airport stated this is possible however, Mesa Airlines will not provide larger aircraft to the airport if the plane can not be filled.
- Q** Lora Lopas with the City of Prescott asked what can be done to increase enplanement with the future withdrawal of the Mesa 1900 aircraft.
- A** Vardiman answered that Mesa Airlines continues to be not very forthcoming with their plans for servicing Prescott and its answer to the removal of the 1900 aircrafts. This airport continues to address this concern.
- Q** John Solomon with the Experimental Aircraft Association asked if the price of service is being considered in the leakage survey.
- A** David Sperling with Louis Berger confirmed price of service is being considered.
- A** Solomon commented those passengers who are experienced with using a ground transportation provider to get to a different airport and then are able to fly with a desired air carrier are hard to regain.

- A Kathi DeFreitas with Air Midwest Airlines commented that a good core business market was regained. Mesa Airlines needs a different aircraft now to service the Prescott demand.
- A David Sperling with Louis Berger stated a list of PAC Meeting #1 attendees will be distributed to all present for those who would like to continue any dialogue regarding the issues presented.

VIII. Next Steps:

- Finalize Baseline Conditions
- Complete Leakage Analysis
- Complete Lease Rates Analysis
- Complete Forecasts
- Begin and Complete Land Use Analysis – *Land Use Analysis will be reprioritized and a schedule will be submitted by the end of the week to the City of Prescott*
- Begin Facility Requirements
- Obtain Base Mapping and Current Aerial – *Awaiting base mapping and current aerial to begin developing plans*

- Next Planning Advisory Committee (PAC) Meeting will be held in mid-May 2008. Notification of this meeting will be sent and process of the Mater Plan Project and future meeting schedules can be checked on the website www.prescottairportmasterplan.com

**City of Prescott
Prescott Municipal Airport Master Plan
Planning Advisory Committee Meeting #2 Minutes
June 25, 2008**

- I. Introduction:** Ben Vardiman with Prescott Municipal Airport and David Sperling with The Louis Berger Group, Inc. (Berger) began Planning Advisory Committee Meeting #2 on Wednesday, June 25 at approximately 2:06 PM with opening comments and introductions. Each individual present introduced themselves and who they were representing (please see attached attendance sheet).

The following items were distributed to the Project Advisory Committee (PAC) members present:

- Meeting Agenda
- PAC Meeting #2 Presentation
- Master Plan Revised Schedule
- Prescott Municipal Airport – Existing Noise Contours Map
- Prescott Municipal Airport – Airport Impact Zones Map
- Updated Demand Forecast (PAC Binder Tab #4)
- Updated Airport Lease Rates Analysis (PAC Binder Tab #13)

II. Project Progress to Date:

- Baseline Conditions – *Draft Completed*
- Forecast – *Draft Completed*
- Passenger Leakage Analysis – *Draft Completed*
- Lease Rates Analysis – *Draft Completed*
- Land Use Analysis – *Ongoing*
- Environmental Review – *Ongoing*
- Airport Layout Plan – *Ongoing*

III. Baseline Conditions: The *Baseline Conditions* inventory has been updated since the last meeting to include *Land Use Review* and *Baseline Noise Contours*.

- **Land Use Review:** The *Land Use Review* includes the City of Prescott General Plan, City of Prescott Zoning Ordinance, City of Prescott Land Development Code and Open Space Policy.
- **Baseline Noise Contours:** (map provided)

IV. Forecast: A draft of the *Forecast* has been completed. The purpose of the *Forecast* is to predict future aviation demand at Prescott Municipal Airport and to provide basis for facility requirements. Methodologies used to complete the *Forecast* include standard statistical modeling techniques, market share analysis, socioeconomic analysis, adjustment of FAA Terminal Area Forecasts (TAF), qualitative/judgment forecasts, combined statistical modeling/judgment forecasts. Changes at Prescott Municipal Airport have taken place since the *Forecast*

portion of the project began. Project team will return to the *Forecast* to address these changes.

- Q Bob Luzius with the City of Prescott asked when the airport is expecting two or more carriers to compete as David Sperling with Louis Berger mentioned was considered while doing the *Forecast* draft?
- A David Sperling with Louis Berger answered the airport expects competitive carriers in September with Great Lakes signing its agreement to continue EAS and Horizon beginning service.
- Q Bob Luzius commented that the mentioned carriers would not be competing.
- A David Sperling answered that competition would depend on passengers' origins and destinations and operations of these carriers.

- Q Bob Luzius with the City of Prescott asked if 10,000 enplanements is the number for the FAA funding.
- A Ben Vardiman with Prescott Municipal Airport confirmed it was. (note: this is the passenger enplanement level required to obtain a non-hub air carrier entitlement of \$1 million under previous AIP legislation)

- Q Ryan Smith with the City of Prescott asked if the number of retirees within the area was considered while analyzing the levels of economic income for the *Forecast*.
- A David Sperling with Louis Berger confirmed it was considered and that levels of discretionary income was considered as part of this.
- A Stephane Frijia with Louis Berger added the number of retirees within the area was considered along with what economic bracket these retirees fall within.

- Q Ken Potts with ADOT Aeronautics asked if it was considered while doing the *Forecast* that the EAS Program could go away with the continuation of Great Lakes service and the addition of Horizon.
- A David Sperling with Louis Berger answered that while doing the *Forecast* it was assumed this program would continue.

- Q Bob Luzius with the City of Prescott asked if the project team has heard that a representative with the Department of Transportation wanted to eliminate the program.
- A David Sperling with Louis Berger and Ken Potts with ADOT Aeronautics confirmed they had heard of the desired program elimination.
- A Ben Vardiman with Prescott Municipal Airport added he has heard of several proposals for the program elimination.

V. Passenger Leakage Analysis: A draft of the *Passenger Leakage Analysis* has been completed. Methodology used for the *Passenger Leakage Analysis* includes estimated enplanements per capita, comparisons with other airports (St. George, UT; Redding CA; Yuma, AZ; Abilene, TX) and survey data collected from

Phoenix Sky Harbor O'Neil Passenger Intercept Survey, 2005 Phoenix Sky Harbor Survey and Business Survey.

- Q David Maurer with Prescott Chamber of Commerce asked how the leakage analysis compared to other airports.
- A David Sperling with Louis Berger answered it is difficult to compare and it depends on the airport and its location. The leakage analysis will be posted to the project website for member review.

VI. Lease Rates Analysis: A draft of the *Lease Rates Analysis* has been completed. The goals of the *Lease Rates Analysis* include determining competitive position of Prescott Municipal Airport current lease rates and policy, identify Prescott Municipal Airport's overall market position and identify areas of improvements. Louis Berger has made some lease rate recommendations to Prescott Municipal Airport and will continue with assisting them on making these changes.

- Q M.C. Tennant with Prescott Municipal Airport asked if the lease charges would apply to storage hangars and commercial business.
- A David Sperling with Louis Berger confirmed it would be applied to all.
- Q Gordon Ritter with Rittaire asked if the city had their own appraisal service or if they go out to contract.
- A Ben Vardiman with Prescott Municipal Airport answered the city goes out for contract.
- A David Sperling with Louis Berger added there are appraisal consultants who specialize in the airport sector.
- A Ben Vardiman continued the airport just closed the Request for Qualifications (RFQ) process for airport appraisal and anticipates to issue a contract within the next month.

VII. Land Use Analysis: The *Land Use Analysis* is ongoing. An Airport Impact Zone map was provided showing recommended land use zones. The noise contours will be laid over the impact zones to show effects on future land use. Louis Berger is currently working on recommended land use activities and will submit the draft to the Prescott Municipal Airport within two-weeks.

VIII. Environmental Review: The *Environmental Review* is ongoing. Louis Berger has begun this phase by coordinating with the following agencies with letters sent to the stakeholders asking for input. All will get documented in the environmental section of the Master Plan:

- US Fish and Wildlife Service
- AZ Game and Fish
- National Resources Conservation Service
- AZ State Park, State Historic Preservation Office
- Army Corps of Engineers
- Yavapai County
- Arizona Department Environmental Quality

IX. Airport Layout Plan: The *Airport Layout Plan* is ongoing. Louis Berger received new survey data from the airport in February 2008, plotted and compared against the old plan to result in the draft current layout. This layout will be reviewed by the Airport, ADOT and the FAA for comments and approval. The *Airport Layout Plan Set* items are as follows:

- Title Sheet – *Draft Ongoing*
- Data Sheet – *Draft Ongoing*
- Existing Facilities Plan – *Draft Ongoing*
- Airport Layout Plan – *Template Completed*
- Runway Plans and Profiles – *Template Completed*
- FAR Part 77 Surfaces Plan – *Template Completed*
- Terminal Area Plan – *Template Completed*
- Lane Use and Access Plan – *Template Completed*
- Airport Property Map “Exhibit A” – *Template Completed*

Q Bob Luzius with the City of Prescott asked what the environmental impacts will have on the runway extension project.

A David Sperling with Louis Berger answered as the runway project moved forward, the environmental process will need to be completed in order for the runway extension to continue.

A Ben Vardiman with Prescott Municipal Airport added that a grant was issued and the airport will pursue a consultant within the next month and a half to look at future runway extension.

A David Sperling added that the Master Plan does consider the runway extension and will address runway length analysis and proper length of the runway for future airport operations.

X. Project Schedule: A revised project schedule was distributed showing the status of all project scope items. The project is currently in month nine.

XI. Next Steps: Public Information Meetings and additional Planning Advisory Committee Meetings in the future. Louis Berger will continue to work on the following items in the mean time:

- Finalize Leakage Analysis
- Finalize Lease Rates Analysis
- Finalize Forecast
- Review Forecast with Prescott Municipal Airport, ADOT and the FAA
- Finalize Land Use Analysis
- Complete Facility Requirements
- Complete Runway Length Analysis
- Begin and Complete Alternatives Analysis
- Complete Environmental Review
- Complete Airport Layout Plan

XII. Open Discussion:

- Q** David Maurer with Prescott Chamber of Commerce commented that what has been done so far within the project looks completed and asked what is not there yet, in the planning of this project is was discussed to address who to be the governing body for the airport and it was not addressed.
- A** David Sperling with Louis Berger answered this was not part of the scope of work for Louis Berger in the Airport Master Plan development.
- Q** David Maurer added whether it is a part the scope of work or not it needs to be addressed. This subject is why the Mayor invited out-of-town guest. People are interested in who is to govern the airport in the future.
- Q** Lora Lopas with the City of Prescott asked how Louis Berger would recommend investigating the airport authority issue.
- A** David Sperling with Louis Berger answered there are a number of ways it can be done. The city should begin to research what it would gain by relinquishing partial control of what they control completely today. Analysis can be done on other airports that have gone from municipal to other models. Many discussions need to take place and to look at the operating standpoint and the financial standpoint of the issue. By giving up part control of the airport it can relieve the town of financial burden and assist the airport in growing for the future.
- Q** David Sperling asked Ken Potts with ADOT Aeronautics if he has experience with airport authority changes.
- A** Ken Potts answered he has seen it done and has seen it go both ways from one authority to multiple and from multiple authorities to one. Much discussion needs to take place if this is the direction Prescott Municipal Airport wants to go in.
- Q** Gordon Ritter with Rittaire asked Rick Severson's thoughts on the airport authority issue.
- A** Rick Severson with Prescott Municipal Airport answered the city needs to show that the airport is a benefit to entire community not just those there. This message needs to be brought to council to encourage the city to put forth grants for the Capital Improvement Projects (CIP) general fund. An airport authority serving a region could be beneficial, Kingman is an example of this. However, funding is going to be the problem especially with the economic issues today.
- A** Larry Tarkowski with Prescott Valley added that this issue needs to be discussed in a different forum because it is not part of the Airport Master Plan Scope of Work, however the formation of a task group within the tri-city area can be done. Conversation needs to be engaged regarding the airport authority matter.
- A** Bob Luzius with the City of Prescott added he is on the Executive Board of CYMPO and the subject of airport authority changes was not accepted well. Other entities would be happy to share in the profits but not in the expenses.

- A Larry Tarkopski answered there is an opportunity there and should be revisited with CYMPO.

XIII. Future PAC Meetings: Future PAC Meetings are currently scheduled to be held in September 2008, January 2009 and April 2009. It is intended for the Public Information Meetings to be held on the same days as the future PAC Meetings at a different time.

Anyone may contact David Sperling with Louis Berger throughout the project with any questions. David Sperling can be reached at (602) 234-1124 or by e-mail at dsperling@louisberger.com. Louis Berger continues to give Ben Vardiman with Prescott Municipal Airport regular updates throughout the project.

Project materials and meeting minutes will be posted to the project website under the member login as they are released. An e-mail message will be sent for each new material added to the website for viewing. Website:
www.prescottairportmasterplan.com

Planning Advisory Committee Meeting #2 ended at approximately 3:20 PM

City of Prescott
Prescott Municipal Airport Master Plan
Planning Advisory Committee Meeting #3 Minutes
September 29, 2008

- I. Introduction:** Ben Vardiman with Prescott Municipal Airport and David Sperling with The Louis Berger Group, Inc. (Berger) began Planning Advisory Committee Meeting #3 on Monday, September 29 at approximately 3:04 PM with opening comments and introductions. Each individual present introduced themselves and who they were representing (please see attached attendance sheet).

The following items were distributed to the Project Advisory Committee (PAC) members present:

- Meeting Agenda
- PAC Meeting #3 Presentation
- Airport Master Plan Update – Land Use Plan
- Prescott Municipal Airport – Facility and Standards Analysis

II. Project Progress to Date:

- Forecast – *Received FAA Approval*
- Land Use Analysis – *Draft Completed*
- Environmental Review – *Agency Coordination Completed*
- Facility Requirements – *Draft Ongoing*
- Airport Layout Plan – *Ongoing*

III. Forecast: FAA approval was issued September 22, 2008

Q Dudley Potter with the AHOA asked if we are spinning our wheels with the airport master plan proceeding with the economy in the decline the way it is.

A Ben Vardiman with Prescott Municipal Airport answered that we are not spinning our wheels with proceeding with the airport master plan because the span of the plan is for 20-years. Although we cannot be certain, we do not foresee the economic down turn to last that long. Additionally, the forecast was done conservatively.

IV. Land Use Analysis: The Prescott Municipal Airport Existing Noise Contours Map, FAA Land Use Compatibility with Yearly Day-Night Average Sound Levels Table, Airport Impact Zone Map and Airport Impact Zones Table showing the maximum recommended allowable non-residential land use densities and minimum recommended open space, were presented.

Q Ron James with Deep Well Ranch asked if the information within the table reflects business land only.

A David Sperling with Louis Berger confirmed the information reflected non-residential only.

Q Ron James commented he assumed the city will buy this land.

- A Ben Vardiman with Prescott Municipal Airport confirmed the land would be obtained through annexation.
- Q Ron James continued that what was being shown today as part of the progress for the Airport Master Plan does not reflect what was discussed for annexation and what has been worked and agreed upon on thus far. The plan being presented today does not reflect what the General Plan is showing and it should.
- A Ben Vardiman answered he has been working on the annexation and compatible land uses with Ron James. What is shown today reflects the criteria from the FAA. The General Plan Amendment will be addressed and differences between the two plans will be reconciled.
- A David Sperling added that the progress of the Airport Plan is being presented to the Planning Advisory Committee in the manor so discrepancies such as this can be pointed out, discussed and corrected if needed prior to the final plan product.
- A Bob Luzius with the City of Prescott stated he agrees with Ron James and should be brought up at the new General Plan Committee Meeting (October 2, 2008). Ron James is invited to attend to further discuss the issue.
- Q David Maurer with the Prescott Chamber commented he thought the issue of the two plans was brought up at the last General Planning Meeting and asked if the conflicts could be pointed out.
- A Ron James answered the *Land Use Analysis* of the Airport Master Plan shows there will never be residential area which is not what was discussed.
- Q Al Bradshaw with Bradshaw PR/Cavan asked if the FAA guidelines were flexible.
- A David Sperling answered the guidelines were good guidelines to preserve the airport.
- A The Honorable Lora Lopas with the City of Prescott commented that the Prescott Municipal Airport does not want to get into a situation like that at Luke Air Force Base with no fly zones.
- A Ben Vardiman and David Sperling agreed and answered the Airport Master Plan would be aligned with the General Plan for this effort. However, all must keep in mind that if the plans are updated at different times during a later date the plans again may reflect different information.
- A All agreed the Airport Master Plan and the General Plan will be coordinated and neither will be taken before City Council or approved by City Council until they are coordinated.

- V. **Airport Property Map – Exhibit “A”:** Focus on grants assurances obligations. The Project has been in the process of reconciling Exhibit “A”. Airport staff has been researching airport history to obtain information regarding the property line changes over time. The project is also in process of preparing a new airport property map to reflect the airport property as it is legally owned to date.

VI. Facility Requirements: Draft of the *Facility Requirements* working paper were distributed to all those attending the PAC Meeting #3 today.

- Airfield Requirements – Airport Reference Code has been identified as C-III. Planned runway extension for Runway 3R/21L and Runway 3L/21R are still being considered as needed. Additionally, future Runway Safety Area Improvements to meet FAA standards will be needed. Other necessary future improvements include taxiway upgrades, lighting and separation improvements, Navigational Aids improvements, additional aircraft parking and hangars.
- Terminal Requirements – Project has been coordinating with TransSystems during the new facility planning.
 - Q Al Bradshaw with Bradshaw PR/Cavan asked if the work on a possible Terminal location has begun.
 - A David Sperling with Louis Berger answered the location portion would come out during the Alternatives Evaluation portion of the plan.
 - Q David Maurer with Prescott Chamber asked if the project team knows how much of the current Terminal design plans can be salvaged.
 - A Ben Vardiman with Prescott Municipal Airport answered the project team would be taking a look at what can be salvaged from the last generated 60% Terminal design documents. However, they do not anticipate being able to use much of these documents due to many operations issues these documents have.
 - A David Sperling added the project would not be taking a look at the Terminal building design but at the building footprint to ensure the space is allotted along with airside and landside access with the Airport Master Plan.
- Landside and Access Requirements – The project team has been kept informed of the ADOT SR89 project which is being taken into consideration throughout the Airport Master Plan Project. Project objectives are to ensure wherever the Terminal is planned to be placed that adequate access and egress is provided.
 - Q David Maurer with Prescott Chamber asked if it is part of the project to recommend the best time for the new Terminal.
 - A David Sperling with Louis Berger answered the determination of this is actually tied back to the forecast and airport activity level rather than a finite year. Additionally, the City's economic conditions and priorities also would have weight in the decision of when a new Terminal is to begin which actually turns into a terminal planning study rather than a master plan.
- Support Facilities Requirements – This will look at the General Aviation Terminal facility, Fuel Farm and maintenance and storage and evaluate if all are in the right location and if additional are necessary.

VII. Runway Length Analysis: The project is tasked with justifying the runway lengthening project in a sufficient manner for environmental approval. In doing

so the project is looking at the Air Canada regional jet which many are using, the CRJ200 which requires additional runway. The project will also look at the aircraft that is expected at the airport. Lastly, economic conditions of airlines are also being considered.

VIII. Airport Layout Plan Set:

- Title Sheet – *Draft Ongoing*
- Data Sheet – *Draft Ongoing*
- Existing Facilities Plan – *Draft Ongoing*
- Airport Layout Plan – *Template Completed*
- Runway Plans and Profiles – *Template Completed*
- FAR Part 77 Surfaces Plan – *Draft Ongoing*
- Terminal Area Plan – *Template Completed*
- Lane Use and Access Plan – *Template Completed*
- Airport Property Map “Exhibit A” – *Draft Ongoing*

IX. Next Steps:

- Complete Facility Requirements
- Complete Runway Length Analysis
- Begin and Complete Alternative Analysis
- Complete Airport Layout Plan
- Revisit Land Use Plan and Coordinate With Other Ongoing City Efforts – *added during PAC Meeting #3 today*
 - Q Ron James with Deep Wall Ranch asked if the General Circulation is included under the Airport Layout Plan.
 - A David Sperling with Louis Berger answered the Airport Layout Plan is the preferred plan for this to be reflected, and that will be submitted to the FAA for approval. The plan will not be completed by next meeting and is actually one of the last things to be completed within the project.

X. Future PAC Meetings:

The next PAC meeting is expected to be scheduled in December 2008 to January 2009 and the one following to be scheduled in March to April 2009. Specific dates of these upcoming meetings to be determined. The project team will be presenting alternatives at the December 2008 to January 2009 PAC Meeting #4.

Anyone may contact David Sperling with Louis Berger throughout the project with any questions. David Sperling can be reached at (602) 234-1124 or by e-mail at dsperling@louisberger.com. Louis Berger continues to give Ben Vardiman with Prescott Municipal Airport regular updates throughout the project.

Meeting minutes will be posted to the project website. An e-mail message will be sent for each new material added to the website for viewing. Website:

www.prescottairportmasterplan.com

XI. Public Information Meeting Overview: A Public Information Meeting will be held that night, Monday, September 29 at 7:00 PM to brief the public on the project scope and progress. Review of what will be presented at this public meeting was show to all PAC Members present. Additionally, it will be stated at the Public Information Meeting that the airport plan documents are to be updated and reconciled in effort to mitigate any further confusion.

Planning Advisory Committee Meeting #3 ended at approximately 3:55 PM.

**City of Prescott
Prescott Municipal Airport Master Plan
Planning Advisory Committee Meeting #4 Minutes
December 17, 2008**

Introduction: Ben Vardiman with Prescott Municipal Airport and David Sperling with The Louis Berger Group, Inc. (Berger) began Planning Advisory Committee Meeting #4 on Wednesday, December 17 at approximately 3:06 PM with opening comments and introductions. Each individual present introduced themselves and who they were representing (please see attached attendance sheet).

Old Business: Land use planning documents have been aligned to match the land use planning that is ongoing with the City of Prescott General Planning Committee. Comments were requested no comments have been received to date.

The following items were distributed to the Project Advisory Committee (PAC) members:

- Meeting Agenda
- Facility & Standards Analysis Draft Working Paper
- Alternatives 1
- Alternative 2
- Alternative 3

3 alternatives have been developed from the analysis and input from this group and Public Meeting in January will help further develop the alternatives.

David Sperling reviewed the Airport Facility Requirements, Airfield System Capacity, Airside Facility Requirements and Landside Facility Requirement.

Taxiway improvement analysis were presented.

- Q** Bob Luzius with the City of Prescott asked if it was true that Commercial Airlines get off the runway quicker that it saves fuel.
- A** David Sperling replied with no it is not true.

David continued with how the runway extension is based on performance requirements of a CRJ-700 also takes into account the elevation of the airfield, climate and slope.

- Q** Dudley Potter asked if the property line extension is at the current property line.
- A** Stephane answered yes
David added this also includes 155 acres for land acquisition required for the runway protection zone.
Dudley Potter suggested the use of approach lights.
The PAC Team agreed.

The demand can be satisfied within the airport boundaries as they are today but eventually the boundaries will limit usage.

Three maps were displayed representing Draft Alternatives 1, 2 and 3. Some of the concepts are the same as previous Master Plan studies but the alternatives are based on brand new analysis. Taxiway extension is needed to improve the operational efficiencies. Access from proposed development on the north side does not keep the facility from being usable or accessible.

The alternatives separate Commercial operations from General Aviation operations. The airport has developed this over time. These areas need to be taken into consideration and worked around. Site planning in areas needs to be done. Customer service enhancement for tenants, such as a self service fueling station would be considered.

Alternative 1 Terminal configuration was discussed by the Committee.

Q Al Bradshaw asked if there is a process for terminal planning.

A David Sperling replied the airport will plan the terminal.

Q Al Bradshaw asked if there is a timeline for a new terminal.

A Ben Vardiman stated there is not a definite timeline.

Q Bob Luzius asked if airplane parking would be considered.

A David Sperling replied with yes.

Q Ryan Smith asked how the airplanes taxi to the terminal.

A David Sperling confirmed Taxiway Charlie.

Q Al Bradshaw confirmed that we do not have to decide right now where the terminal will be located.

A Ben Vardiman agreed.

Q Lora Lopas asked how the Transportation Plan is going to tie into the Master Plan

A Ben Vardiman stated that it is going to be a cooperative agreement. Ben is involved in the transportation planning and will make sure their plan accommodates the future of the airport. Ben showed the continuous arterial feed around the airport with feeders and connectors coming off the road. Then inner roads will be used for circulation routes.

Q Bob Luzius asked if the road would be closed off from the golf course once Ruger Road is opened up to the airport.

A Ben Vardiman stated he would suggest keeping it open as a circulation road.

A David Sperling added that traffic on this section of the road would be local traffic only.

- Q Bob Luzius suggested keeping the planning of the Chino bypass east road coming up Great Western under consideration to join the other access road.
- A Ryan Smith stated the access point would be maintained, and discussion of a circular road is ongoing.
- A Ben Vardiman added we are talking about a major road and access into the airport as part of the future plan.

David Sperling continued outlining the Alternatives stating that new FBO and General Aviation areas have a lot of potential for apron space and segregation of addition hangar activity. More than one FBO can be supported.

Each Alternative shows the ARFF Station relocated from its current location to alternative locations.

- Q Bob Luzius stated that in reality you should have your emergency services centrally located for better response.
- A David Sperling added that the station also serves other portion of the community and that also needs to be considered in its location determination on the airport. The ability to get to passengers in the terminal needs to be considered as well.

The FAA Tower location preferences were discussed by the group. David Sperling continued with the alternatives showing the top of hill as an opportunity for some airport expansion such as a new tower. David added that the preferred alternative will show a future tower. Location will be shown on the airport layout plan and the space would become reserved for that use in the future.

- Q Ryan Smith asked how many feet would the runway be extended to.
- A David Sperling stated 10,500 feet.
- Q Ryan Smith asked what type of aircraft the extension would accommodate.
- A Ben Vardiman replied with small air carrier 50 to 70 passenger aircraft and regional jets such as CRJ-700 would be able to utilize it

- Q Lora Lopas asked if it is preferred to have smaller aircraft running all day than one large plane per day.
- A Ben Vardiman replied with larger aircraft we would have to extend the runway further.
- A David Sperling added runway length requirement doesn't necessarily increase because you have bigger aircraft.
- A Ben Vardiman stated you have to go wider at some point which results in more land requirements. Prescott does not own the property south of the airport. It is all privately owned.

Ben Vardiman explained to the PAC members the alternatives show land acquisition, and room for buildings that generate revenue. The acquisition is justified. Federal funding is not typically used for revenue generating land acquisitions, but is for safety needs such as runway projects. These alternatives are showing a lot of land acquisition.

The airport relies on funds generated on the airport to be able to operate. There is potential for additional businesses on airport. Property that can be leased out generates funds that are critical. Office buildings can drive income. We need to look at becoming independent from needing general fund monies to match grants so that we can move forward with projects. All construction will be demand and cost based.

- Q Ben Vardiman asked if the Committee agreed with generating income and reserving land for future use.
- A The Committee agreed.
- A Al Bradshaw asked when the runway extension would begin.
- A Ben stated it is a 2 phase runway extension in the 20 year build out.

David Sperling asked for the Committees first impressions of the Alternatives presented. Documentation of the advantage to one of these plans is coming next. Analysis of plan alternatives will begin after this meeting. All 3 alternatives will be presented to the public at the January 20th Public Meeting.

The Committee asked to see more location options for the terminal.

- Q Lora Lopas stated the Alternative 1 terminal location boxes you in; if you place the terminal where it shows in Alternative 2 where the development will eventually have more options and room for growth.
- A Ben Vardiman reminded the Committee of Embry Riddle's use of the taxiway near that location and this may limit access. Embry Riddle moved to their current location to be removed from all other activity. At one point they were looking at leaving the airport because it was so busy.
- A David Sperling added General Aviation parking is easy to relocate.
- Q Lora Lopas suggested there may be room for Embry Riddle to lease space once the tower is relocated.
- Q Al Bradshaw asked how much Embry Riddle's traffic has changed since they began to use simulators.
- A Ben replied Embry Riddle has the largest number of students this year on campus they have ever had. They did decrease flights, but it was short term and they have returned to their most recent higher numbers.

- Q Ryan Smith suggested we start acquiring land outlined in red on the Alternatives. Ryan also inquired to why there no development shown in the upper portion of the Alternatives.
- A Ben Vardiman stated that some of the land is privately owned and Bottle Neck Wash is controlled by the CORP of Engineers. It is not feasible to buyout and develop.

- A** MC Tennant added there is a big grade difference as well.
- A** Ben Vardiman stated they would like to take the property all the way out to Ruger Road once its ultimate alignment is determined.

Ben Vardiman reviewed comments from the Airport Manager's Aviation Working Group (AMAWG) Members meeting that was held earlier in the day. Their concerns were interior road circulation and adding capacity to the runway.

Summary of Alternative Review Comments from the Committee

- Alternative 1 and 2 are favored because they allow FBO Commercial business development
- The Committee wants to ensure space for hangar growth
- FAA Tower on the hill is preferred
- ARFF Station is preferred on the lower side of the airport, close to runway and perimeter road access

David Sperling reminded the Committee the perimeter roads are part of the alternative analysis. Traffic volume numbers are looked at and determination and improvements are made.

David stated the preferred Alternative would be presented to the FAA then negotiations of what they are willing to absorb and allocations will take place.

- Q** Dudley Potter asked about the timing of events, is the runway extension completed first.
- A** Ben replied the City of Prescott could build a terminal first. It is whether or not you can entice additional flights with a new terminal or a longer runway.
- Q** Dudley Potter asked if there is funding for a runway project.
- A** Ben stated there is hope after the first of the year the FAA will turn over the multi-year authorization that will allow long term multi level funding.
- A** David added when you are completing a capital project you are talking about a lot of money.

- Q** Ryan Smith asked if a terminal is determined by how many passengers the airport has.
- A** Ben stated 10,000 passengers' results in \$1,000,000 annual entitlement funds from the FAA, compared to the \$150,000 we currently receive.

- A** Lora Lopas stated Airport growth is contingent on City policy priority.
- Q** Al Bradshaw asked if Master Plan final report can include a marketability report.
- A** David Sperling replied this information is typically not part of a Master Plan.

- A** Ben Vardiman added that this information would be part of the strategic business plan.

David Sperling recapped the process; the next step is to work towards a more focused Alternative. David reminded the Committee of the Public Open House which is scheduled for Tuesday, January 20, 2009 at Golf Course Old Clubhouse from 7:00 pm until 9:00 pm.

The meeting closed with the Committee agreeing the Alternatives discussed and suggestions made are headed in the right direction for Prescott Airport's future.

The Public Advisory Committee Meeting #4 ended at approximately 4:45 pm.

City of Prescott
Prescott Municipal Airport Master Plan
Planning Advisory Committee Meeting #5 Minutes
July 22, 2009

- I. Introduction:** Ben Vardiman with Prescott Municipal Airport and Mark Champigny with The Louis Berger Group, Inc. (Berger) began the Planning Advisory Committee Meeting #5 on Wednesday, July 22nd at approximately 1:06 pm with opening comments and introductions. Each individual present introduced themselves and who they were representing (please see attached attendance sheet).

The following items were distributed to the Project Advisory Committee (PAC) members present:

- Meeting Agenda
- Notes Sheet
- Copy of Draft Working Paper: Alternatives Analysis Prescott Municipal Airport

- II. Overview of Preferred Alternative:** An aerial map of the preferred alternative was presented. Important information regarding locations and details regarding various items on the preferred alternative were reviewed.

- Q** Bob Luzius, Prescott City Council member asked where the fire station will be located.
- A** Ben Vardiman, Airport Manager, answered by pointing out the fire station's location on the map and stating the Preferred Alternative meets the FAA 3 minute response time requirement. He also explained the past drill response times and the FAA requirements.
- Q** The Honorable Lora Lopez, Prescott City Council member asked whether consideration had been given to the rotation of the terminal building as the sun would impact heating and cooling.
- A** Ben Vardiman, Airport Manager, informed the PAC members of the orientation of the building for better utilization of the ramp area and also explained the team will look into windows and walls made from materials that would block thermal heat.
- Q** Margie Drilling, FAA, noted a small dip in the Airport's property line where a service road is planned. She asked to either acquire that small piece of land or identify it otherwise appropriately..
- A** Ben Vardiman, Airport Manager, clarified the City of Prescott has access to the property through an easement.
- Q** Margie Drilling, FAA, asked if the airport had all of their RPZs and stated that prior to moving forward Avigation easements need to be acquired.
- A** Ben Vardiman, Airport Manager, stated the City of Prescott has dedicated Avigation easements and is addressed in Part 77.
- Q** Margie Drilling, FAA, asked the team to document the easement agreements in the Airport Master Plan. Margie also stated prior to a

Runway Extension the RPZ must be protected, the FAA does not build extension unless the RPZ is protected.

- A Ben Vardiman, Airport Manager, agreed and stated the easement notation will be added to the Master Plan.
- Q Al Bradshaw, Bradshaw PR & Cavan Real Estate Investment, asked if the land acquisition of approximately 138 acres for the north runway extension was a reduced amount.
- A Ben Vardiman, Airport Manager, reported that was correct. It would have been close to 160 acres previously. The plan is to only do half of the extension at first and then do the rest when it is fully justified. Ben also informed the PAC of the effort to resolve land issues and document the ownership history. Land issues research has been done and an additional FAA Grant will be presented to City Counsel in August.
- Q Margie Drilling, FAA, asked for the time frame for the control tower.
- A Ben Vardiman, Airport Manager, reported it is in the 10 to 20 year planning range.
- Q Margie Drilling, FAA, informed the team the FAA Air Traffic Organization (ATO) will complete site study to determine tower location, this takes time. Margie will provide contact information and recommended getting started with as much as possible in regards to the control tower as much as possible early on.
- Q Bob Luzius, Prescott City Council member, asked what was special about the needed runway length.
- A Ben Vardiman, Airport Manager, responded with it is what meets their critical design for the CRJ 700 aircraft.
- Q Bob Luzius, Prescott City Council member, asked if there was consideration of the impact of the proximity of the solar farms to the runway.
- A Ben Vardiman, Airport Manager, because of its location significantly off centerline propeller wash should be disbursed and they have not had any comments from pilots regarding glare.

III. Environmental Review: Within this section projects were identified for inclusion in the Environmental Assessment (EA). Assessment is expected to begin in August of 2009. The Master Plan's purpose was to provide general review. Once final project plans are complete all National Environmental Policy Act (NEPA) categories will be reviewed.

- Q Margie Drilling, FAA asked if they had finalized their scope of work. It is very important to have construction start within the first three years of the EA acceptance date. An extension can be filed if construction does not start within the 3 years.
- A Ben Vardiman, Airport Manager, confirmed that they had finalized the scope of work, but that they were not sure if construction would start within the three year time range.

IV. Airport Layout Plan Set: This is the item that the city will sign. Once this is done and the project is on the list it will be open to receive FAA funding. This is still being developed however, below are the current items and their progress.

- Title Sheet Draft Completed
- Data Sheet Draft Completed
- Existing Facilities Plan Draft Completed
- Airport Layout Plan Draft Ongoing
- Runway Plans and Profiles Draft Ongoing
- FAR Part 77 Surfaces Plan Draft Ongoing
- Terminal Area Plan Draft Ongoing
- Land Use and Access Plan Draft Completed
- Airport Property Map “Exhibit A” Draft Completed

V. Capital Improvement Program: This program was developed for the Preferred Alternative Plan. There are 3 phases within this program, 5, 10 and 20 years.

- Funding Sources
- Airport Improvement Program (AIP)
- Entitlement and Discretionary
- Passenger Facility Charge (PFC) Program
- Arizona State Funding Sources
- Third Party Funding
- Airport Operating Fund
- Presented as Chapter in draft Master Plan

Ben Vardiman, Airport Manager, explained cost estimates have not been broken out by FAA contribution and the Phase 1 planning is a 5 year period. 5 year projects would include Environmental Assessments, Land Acquisition, Correction of non-standard runway safety areas, Commercial Terminal Building and the fire station. We continue to refine these items.

Q Margie Drilling, FAA, asked if the CIP would be broken out to show FAA funding versus local.

A Marc Champigny confirmed the funding sources would be identified in the Master Plan.

Ben Vardiman, Airport Manager continued with an explanation of the Passenger Facility Charge process and were the coordination effort that continues with Arizona Department of Transportation and Arizona Airports Association in an effort to regain State funding.

VI. Next Steps:

- Finalize Environmental Review
- Finalize Capital Improvement Program
- Finalize ALP Set Based on Preferred Alternative
- Submit Draft Master Plan and ALP for review to:
 - Airport Management
 - Project Advisory Committee (PAC)
 - Federal Aviation Administration
 - Posted on Project website for public review

Mark Champigny with Louis Berger Group reviewed the August 6th deadline to create the Master Plan and ALP. At that point they will submit to the Airport Management, FAA, PAC and post on the Master Plan website for public review.

Ben Vardiman, Airport Manager, added the 30 day Public Comment period will commence on August 11th. They will bring this back to City Council for final adoption after receiving approval from FAA.

Q Jerry Lawyer, Legend Aviation, addressed the team thanking them for listening to their comments and added that the working group would like to have a place for helicopters to land, this is an up and coming business. Jerry also expressed concerned about the fuel tank being built near the northeast end of the airport and asked that this be shown on the preferred alternatives map.

A Ben Vardiman, Airport Manager, thanked Jerry for his comments and proceeded to explain the the current use of the facility leased by North Aire is not anticipated to change, therefore it will not be reflected on the preferred alternatives map.

Q The Honorable Lora Lopez, Prescott City Council member, asked if it had been discussed as to whether or not an airport authority would be brought into the picture and if so, when would be an appropriate time to begin to look at that.

A Ben Vardiman, Airport Manager, suggested once the Master Plan is approved this should be a discussion within the City of Prescott. What control do they want over the airport? What funding they want to contribute to the airport and at what level of importance do they feel the airport plays in the City are all questions to be addressed They would have to look at some statutes as well as sit down with City authorities and figure out what will be their return on that kind of investment.

Q Craig McConnell, Prescott City Council member, added a governance system would have to be established. Craig suggested showing the Airport Authority as a funding source in the Master Plan.

Q The Honorable Lora Lopez, Prescott City Council member, closes her remarks with Prescott Valley would be very interested. We need to protect the Airport for the future, if we bring the other communities to the table hopefully we protect it and add potential funding sources.

A Ben Vardiman, Airport Manager, closed the meeting with a reminder of the 3rd Public Meeting at 7:00 pm, focusing on the Preferred Alternative, Environmental Review and Capital Improvement Plan.

Project materials and meeting minutes will be posted to the project website as they are released. An e-mail message will be sent for each new material added to the website for viewing. Website: www.prescottairportmasterplan.com

Planning Advisory Committee Meeting #5 ended at approximately 2:16 PM



Public Information Meeting

Prescott Municipal Airport Master Plan

Monday

September 29, 2008

7 PM to 9 PM

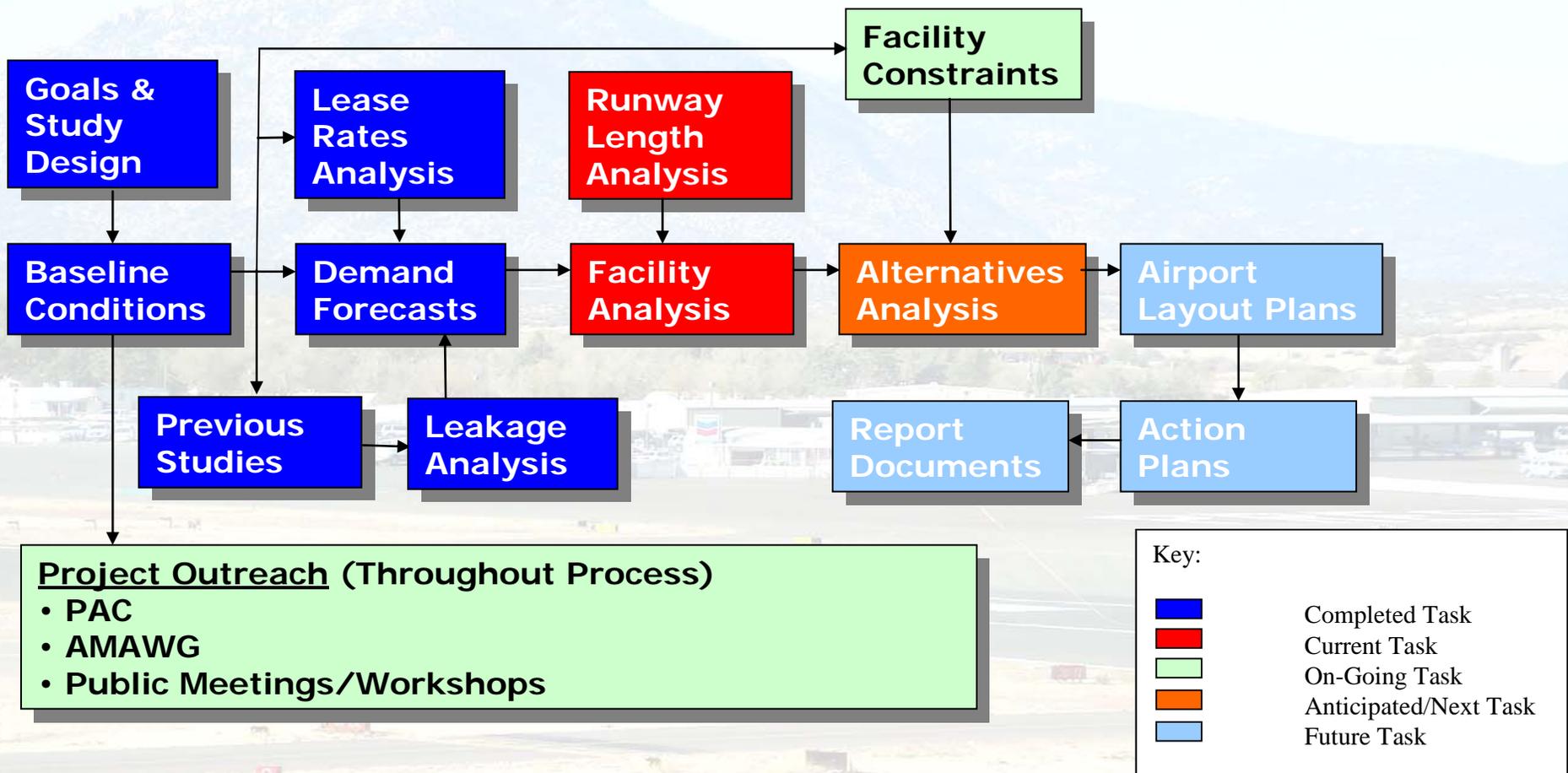
Antelope Hills Golf Course
Old Clubhouse

AGENDA

- **Introductions**
- **Review of Master Plan Process, Scope of Work and Progress to Date**
- **Next Steps**
- **Breakout Session**
- **Adjourn**



PROJECT FLOW CHART



PROJECT PROGRESS TO DATE

• Baseline Conditions	Draft Completed
• Forecast	Draft Completed
• Leakage Analysis	Draft Completed
• Lease Rates Analysis	Draft Completed
• Land Use Analysis	Ongoing
• Facility Requirements	Ongoing
• Runway Length Analysis	Ongoing
• Alternatives Development	Ongoing
• Environmental Review	Ongoing
• Airport Layout Plan	Ongoing
• Capital Improvement Plan	Not initiated



BASELINE CONDITIONS

- **Introduction to Ernest A. Love Field**
- **Operational Activity**
- **Existing Facility Conditions**
- **Airspace, Approaches and Air Traffic Control**
- **Environmental and Land Use Review**
- **Socio-Economic Conditions**



BASELINE CONDITIONS

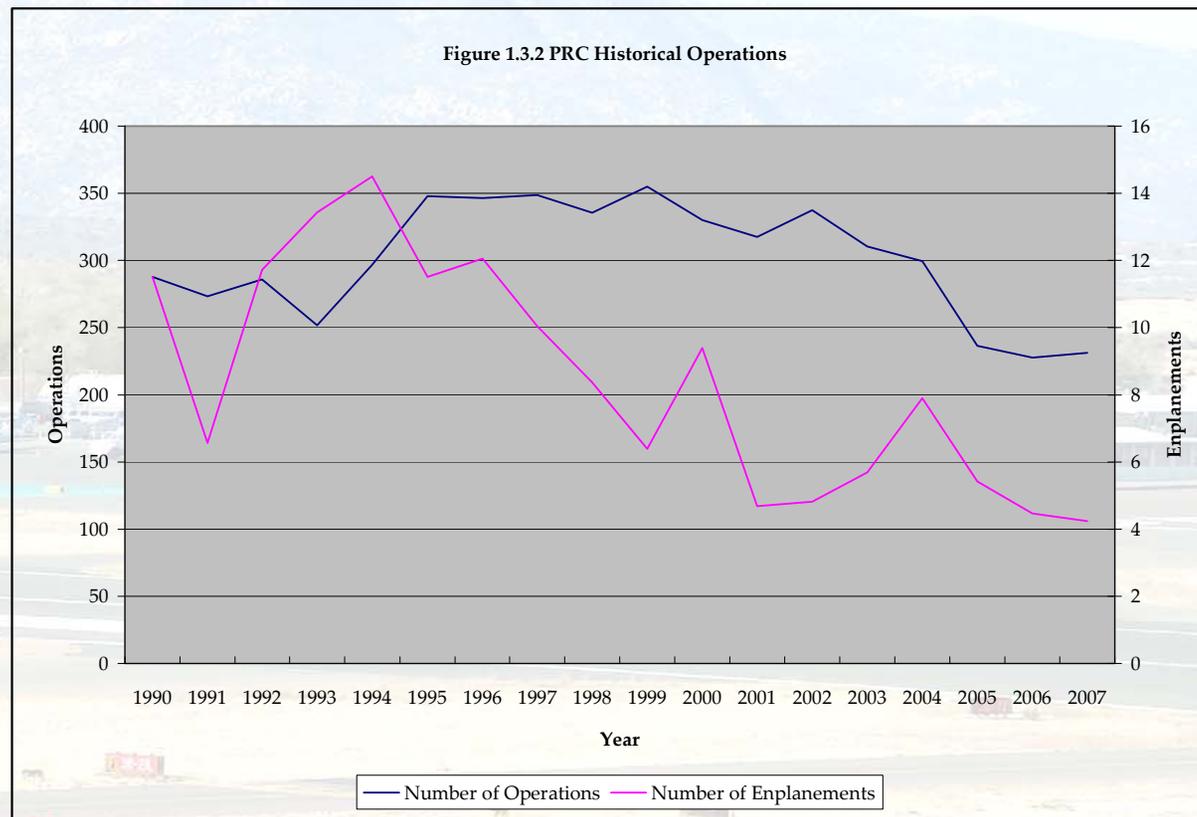
Sources include:

- Site visits
- Tenant and user surveys
- Airport operation counts and administration records
- Tower records and FAA 5010 forms
- PRC Airport Master Plan (January 1998)
- Prescott Airport Economic Impact Study (May 2006)
- Other pertinent data and studies from the Federal Aviation Administration (FAA), Arizona Department of Aviation (ADOT), Yavapai County, the City.



BASELINE CONDITIONS

Operational Activity



BASELINE CONDITIONS

Based Aircraft

Year	Based Aircraft
1996	258
1997	290
1998	290
1999	312
2000	312
2001	312
2002	335
2003	347
2004	335
2005	349
2006	340
2007	330

Aircraft Type	Number of Based Aircraft	Percentage of Total Aircraft
Single Engine	300	88.2%
Twin Engine	26	7.6%
Jet	3	0.9%
Helicopters	10	3.0%
Ultra-Light	1	0.3%
Total	340	100%



BASELINE CONDITIONS

Runway Data

	Runway 3L-21R	Runway 3R-21L	Runway 12-30
Length	4,862	7,616	4,408
Width	60	150	75
Material	Asphalt	Asphalt	Asphalt
Strength*	12,500 lbs. (S)	60,000 lbs. (S) 80,000 lbs. (D)	12,500 lbs. (S)
Lighting	MIRL	MIRL	MIRL
Markings	Visual / Visual	Non-Precision / Precision	Non-Precision / Visual
Visual Aids	PAPI – 2 (Both)	ILS (21L) PAPI – 4 (Both) REIL	VORTAC PAPI – 2 (Both)
RSA	5,342 x 120 ft.	9,616 x 500 ft.	5,008 x 150 ft.
RPZ	250 x 1,000 x 450 ft.	500 x 1,700 x 1,010 ft.	250 x 1,000 x 450 ft.
Approach Slope	20:1 / 20:1	34:1 / 50:1	20:1 / 20:1

Acronyms: MIRLS – Medium Intensity Runway Lighting System; REIL – Runway End Identification Lights; RSA – Runway Safety Area; VASI – Visual Approach Slope Indicator; PAPI – Precision Approach Path Indicator; ILS – Instrument Landing System

*Pavement strengths are expressed in Single (S), Dual (D), and/or Dual Tandem (DT) wheel loading capacity



BASELINE CONDITIONS

Aircraft Parking



The Louis Berger Group, Inc.



Aircraft Parking Aprons
Ernest A. Love Field

MAY 2008

FIGURE 1.7
DRAFT



THE Louis Berger Group, INC.

BASELINE CONDITIONS

- Landside: Access, Parking
- General Aviation: FBO, Aircraft Parking (tie-downs, hangars)
- Support Facilities: Fuel Farm, Service Equipment & Storage



Shade Parking



T-Hangars



Administration Building



Box Hangars



Landside Access



Fuel Farm Storage Tanks

BASELINE CONDITIONS

- Terminal: Hold Rooms, Ticket Counters, Passenger Screening



Terminal Building (Interior)



Terminal Building (Exterior)



BASELINE CONDITIONS

Airspace, Approaches and Air Traffic Control

- Class D Airspace
- FAA ATCT (0600 to 2300)
- Precision & Non-precision Instrument Approaches (VOR, GPS, ILS)



ENVIRONMENTAL AND LAND USE REVIEW

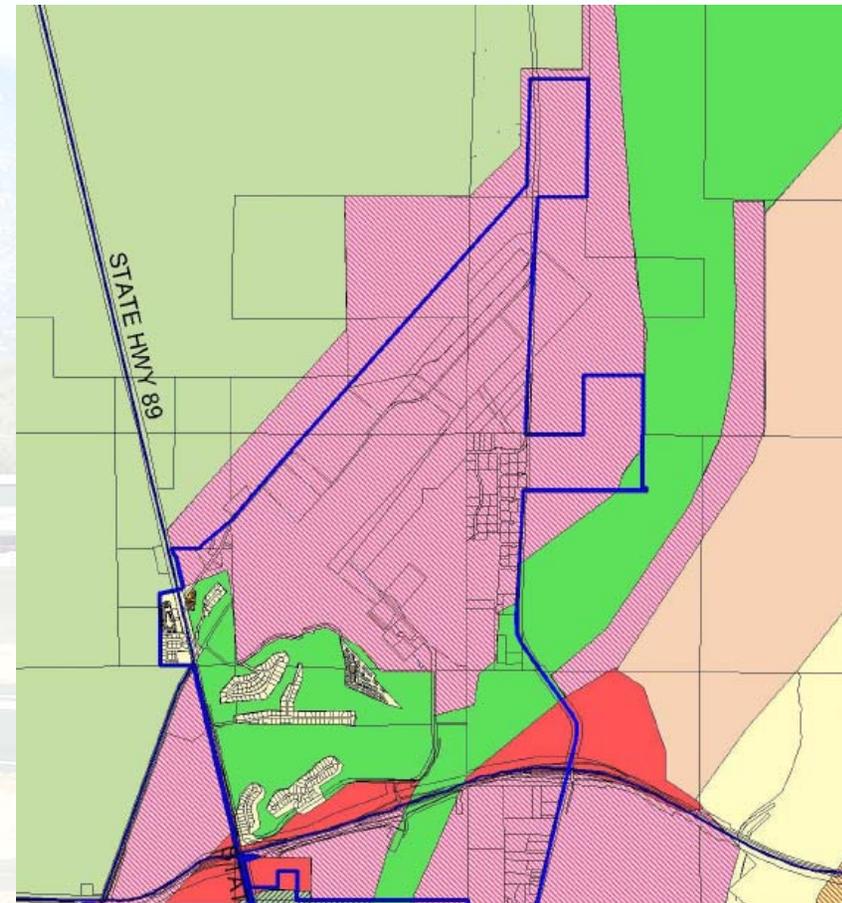
- Noise Impacts
- Biotic Communities
- Social Impacts
- Compatible Land Use
- Induced Socioeconomic Impacts
- Air Quality
- Water Quality
- DOT 4(f) Lands
- Endangered and Threatened Species of Flora and Fauna
- Historic, Architectural, Archaeological, and Cultural Resources
- Wetlands
- Floodplains
- Coastal Zone Management Program
- Coastal Barriers
- Wild and Scenic Rivers
- Farmland
- Energy Supply and Natural Resources
- Light Emissions
- Solid Waste Impact
- Construction Impacts



ENVIROMENTAL AND LAND USE REVIEW

Land Use Review includes:

- City of Prescott General Plan
- City of Prescott Zoning Ordinance and Overlay
- City of Prescott Land Development Code
- Open Space Policy



PASSENGER LEAKAGE ANALYSIS

Methodology:

- Estimated enplanements per capita
- Comparisons with other airports
 - St. George, UT
 - Redding, CA
 - Yuma, AZ
 - Abilene, TX
- Survey data
 - Phoenix Sky Harbor O'Neil Passenger Intercept Survey
 - 2005 Phoenix Sky Harbor Survey
 - Business Survey



PASSENGER LEAKAGE ANALYSIS

- Airport Service Area (ASA) population: **124,477**
- Estimated potential demand: **43,000 to 68,000** annual enplanements
- Estimated **70,000** people per year use inter-city airport shuttles

Summary of Findings			
Estimation Methods	Unconstrained Demand	Potential Demand	Leakage
Rural Air Service Study	108,295	43,318	90.7%
Comparable ASA	95,680	57,260	93.0%
Survey	152,000	60,800	93.4%
Average	118,658	53,792	92.5%



FORECAST METHODOLOGIES

Standard Statistical Modeling Techniques (i.e. trend analysis; single- or multi-variant regression)

- Market Share Analysis
- Socioeconomic Analysis
- Adjustment of Existing Forecasts
- Adjustment of FAA Terminal Area or National Aviation Forecasts
- Qualitative/Judgment Forecasts (e.g., User Surveys)
- Combined Statistical Modeling/Judgment Forecasts



FORECAST

Enplanements Forecast

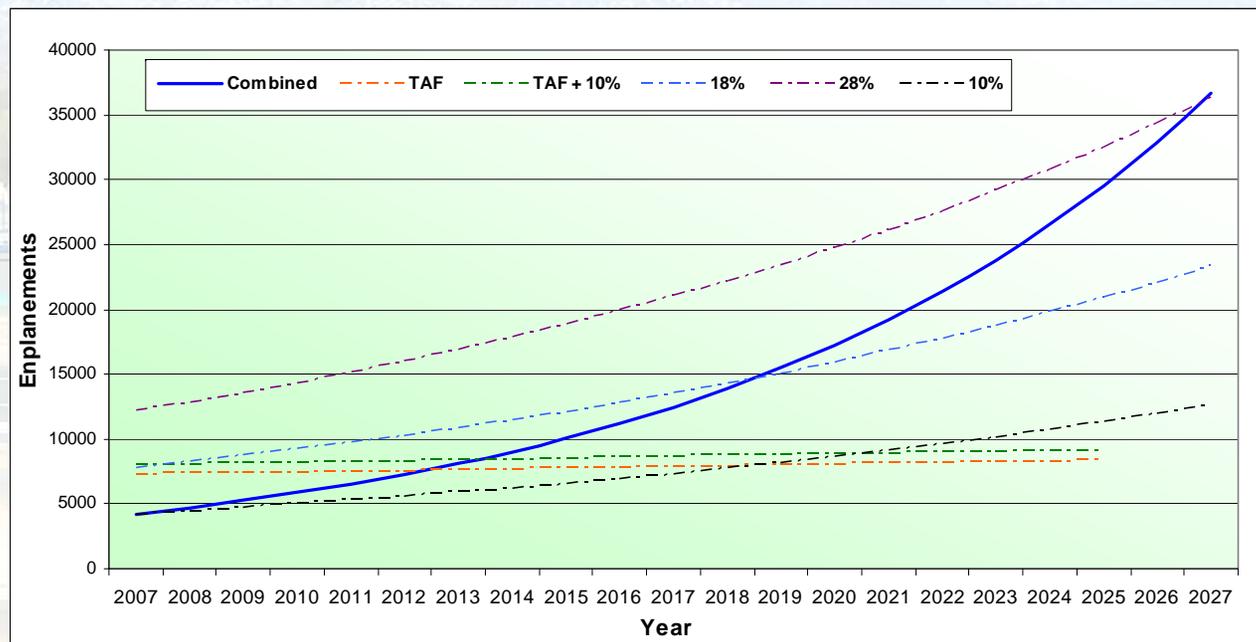
	2007	2012	2017	2027
FAA Terminal Area Forecast (TAF)				
FAA TAF	7,265	7,546	7,839	8,340 ³
FAA TAF Adjusted to Current Levels	4,233	4,405	4,584	4,964
Trendline				
1989-2007 ($R^2 = 0.29$)	6,400	6,000	5,800	5,000
Average Annual Growth Rate (Population Only)				
ASA Population Growth (5.9%)	4,233	5,638	7,509	13,322
Market Share¹				
• Low: 10% (current)	4,233	5,564	7,314	12,636
• Moderate: 18% (10 yr. avg.)	4,233	10,272	13,502	23,327
• High: 28% (27 yr. avg.)	4,233	15,979	21,003	36,287
• Combined	4,233	7,262	12,459	36,673
Other Studies				
SANS 2000	15,160 ³	19,764 ³	26,495 ³	N/A
PRC Airport Master Plan 1998	24,533 ³	30,109 ³	36,799 ³	N/A
N/A – Not Available, ¹ See Table 2.18 and 2.19, ³ Extrapolated				



FORECAST

Enplanements Forecast: Market Share Analysis

- Based Upon Leakage Analysis
- Compared to FAA TAF
- Slow Growth in Short Term, Paradigm Shift Expected



FORECAST

Aviation Activity

Forecast	2007	2012	2017	2027
Passenger Enplanements	4,233	7,262	12,459	36,673
Annual Operations	230,615	250,706	273,961	328,018
• Commuter	990	1,042	1,298	2,934
• GA Operations	229,625	249,664	272,663	325,084
- Local	149,256	157,288	169,051	195,050
- Itinerant	80,369	92,376	103,612	130,034
- Single Engine	198,626	215,960	235,853	281,198
- Multi-Engine	18,370	19,973	21,813	26,007
- Business Jet	4,593	4,993	5,453	9,544
- Rotorcraft	8,036	8,738	9,544	11,377
Annual Instrument Approaches	1,627	2,242	2,504	3,191
Based Aircraft	340	380	425	535
• Single Engine	301	329	368	463
• Multi-Engine	26	30	34	43
• Business Jet	3	7	8	11
• Rotorcraft	10	13	15	18



LEASE RATES ANALYSIS

- Determined competitive position of PRC current lease rates and policy
- Identified PRC's overall market position
- Identified area of improvements

Lease Area	Observation	Recommendation
Land Lease	Within range, PRC may be low compared to nearby other airports	Utilize Appraisal
Wholesale Hangar Rental	Low	Investigate cause of low rates, utilize appraisal
Retail Hangar Rental	Low	Investigate cause of low rates, utilize appraisal
Office Rent	Within range	Continue as-is; Utilize Appraisal
Percentage of Gross Receipts	Within range	Look to maximize this method of revenue collection
Fuel Flowage Fee	High compared to nearby other airports	Investigate cause of high fee
Required Investment	Within range	Continue as-is, incorporate into rate setting based on size of investment
Length of Lease	Within range	Continue as-is
Inflator	Within range	Utilize CPI and/or Appraisal



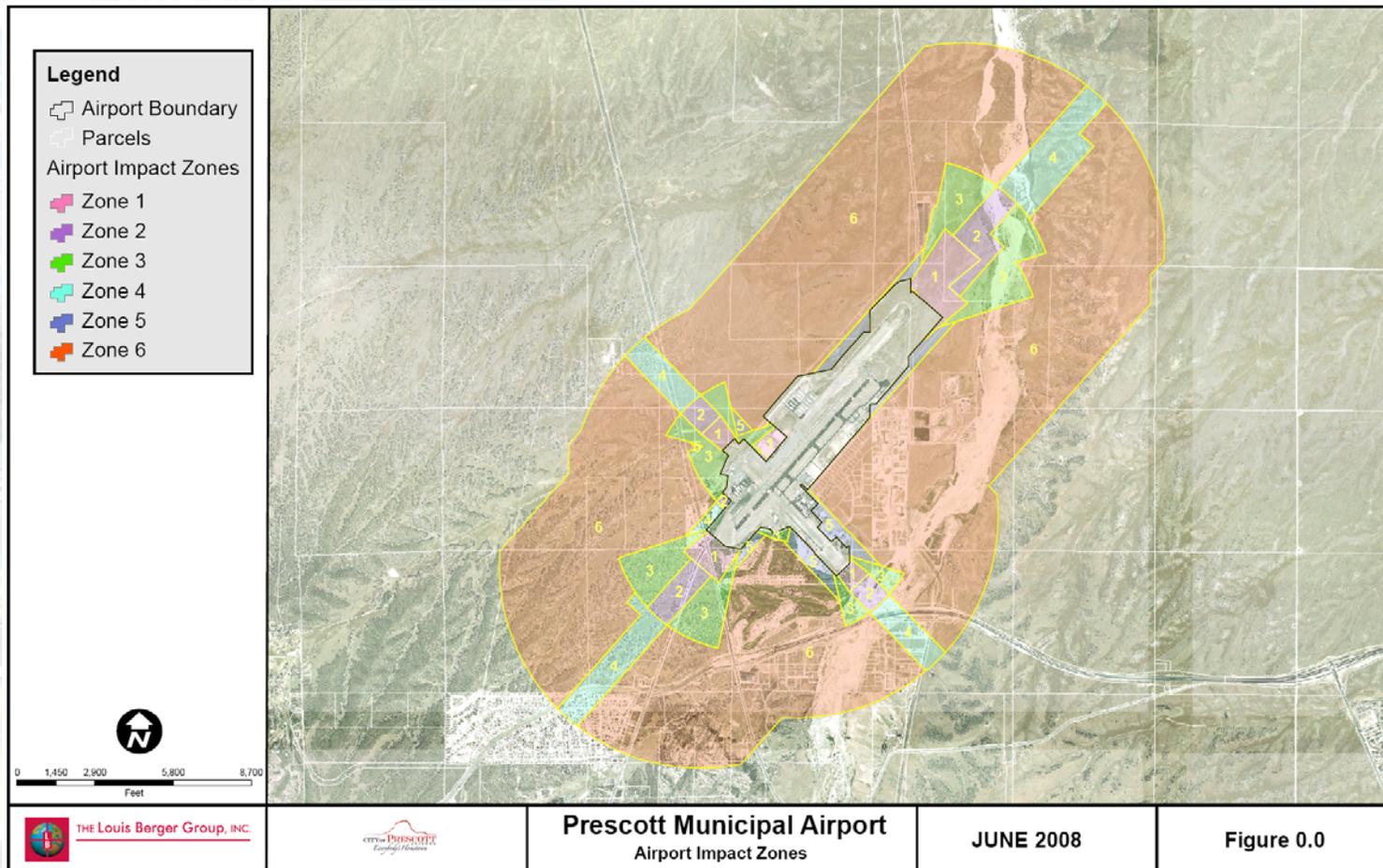
LAND USE PLAN

The purpose is to develop a satisfactory land use plan, to both PRC and the City, which allows for planned development of the airport's surroundings while ensuring protection of airport operations and surrounding population.

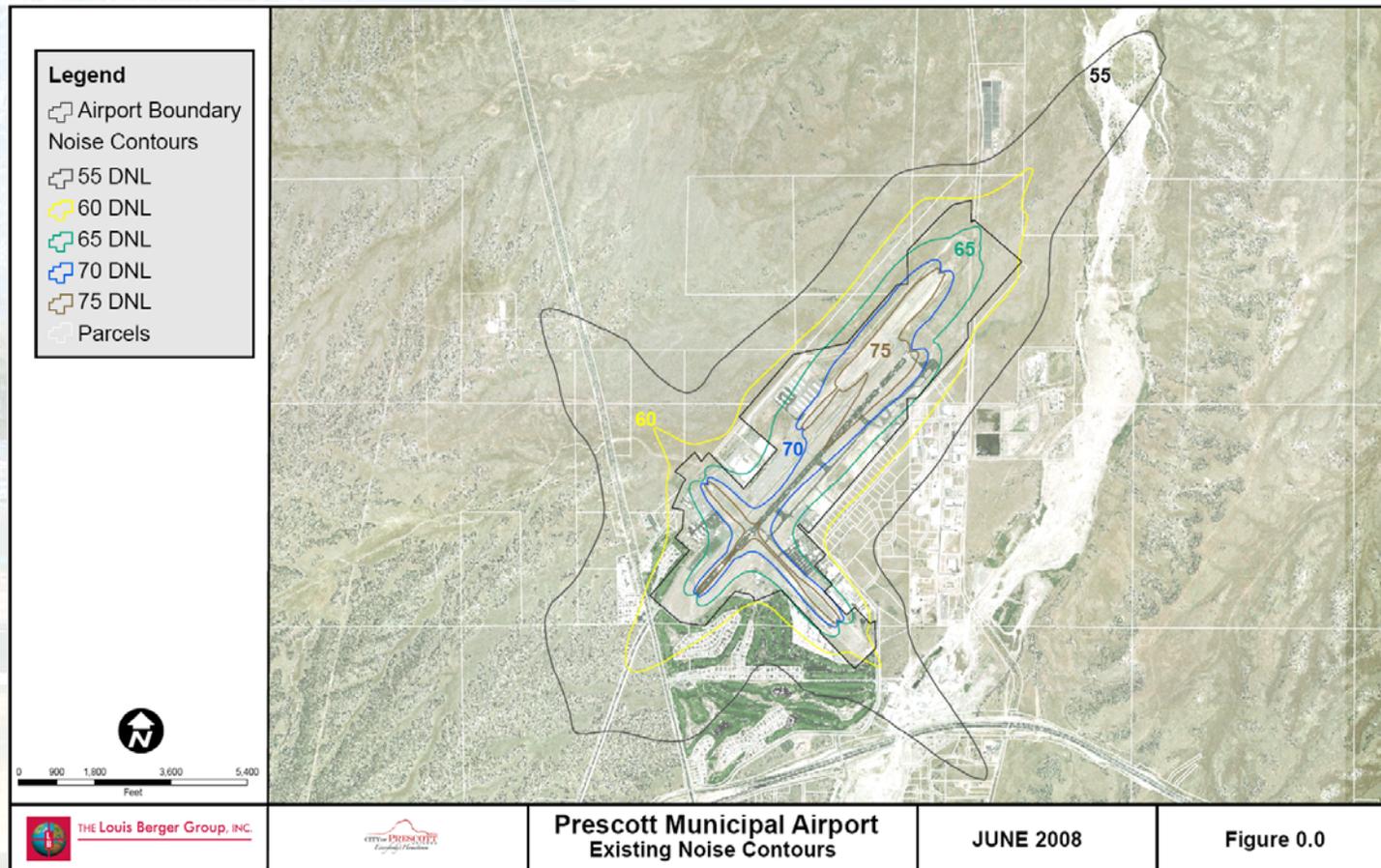
- Considerations
 - Noise
 - Safety
 - Continued Airport Viability as Regional Economic Engine



AIRPORT IMPACT ZONES



NOISE CONTOURS



ENVIRONMENTAL REVIEW

To provide a general assessment of the environmental effects of the preferred alternative and to define the potential extent of future environmental analyses and regulatory issues that will be required to implement the airfield improvements shown on the ALP.



ENVIRONMENTAL REVIEW

Agency Coordination:

- U.S. Fish and Wildlife Service
- AZ Game & Fish
- National Resources Conservation Service
- AZ State Park, State Historic Preservation Office
- Army Corps of Engineers
- Yavapai County
- Arizona Department Environmental Quality



FACILITY REQUIREMENTS

Requirements are based on:

- FAA Advisory Circular 150/5300-13; 150/5360-9,13
- Existing Facilities
- Aviation Demand Forecast

Critical Areas:

- Airfield
- Terminal
- Landside & Access



ALTERNATIVES ANALYSIS

3 to 5 alternatives will be developed for the areas determined in the facility requirements.

Alternatives will be identified and evaluated for the following airport elements:

- Airfield
- Terminal Area
- Aircraft Parking and Storage
- Access
- Non-aeronautical Development



ALTERNATIVE ANALYSIS

Alternatives will be evaluated in terms of the following criteria:

- *Operational Efficiency and Safety*
- *Engineering Feasibility*
- *Environmental Impacts*
- *Land Use Impacts*

The “preferred alternative” will reflect a balance between engineering feasibility, aeronautical safety and practicality, minimal environmental impacts, and financial responsibility



RUNWAY LENGTH ANALYSIS

Establish purpose and need for the Airport's proposed runway extension

- Review operational constraints and safety considerations, critical/design aircraft, current fleet mix and associated operational data.
- Analysis of historical and current airfield performance based on demand factors.

Data sources may include:

- Airport operations data from the Airport or the Air Traffic Control Tower
- National Oceanographic and Atmospheric Administration (NOAA)
- Airlines currently operating at PRC
- FAA/DOT Sources



AIRPORT LAYOUT PLAN SET

- Title Sheet Draft Ongoing
- Data Sheet Draft Ongoing
- Existing Facilities Plan Draft Ongoing
- Airport Layout Plan Template Completed
- Runway Plans and Profiles Template Completed
- FAR Part 77 Surfaces Plan Draft Ongoing
- Terminal Area Plan Template Completed
- Land Use and Access Plan Template Completed
- Airport Property Map “Exhibit A” Draft Ongoing



CAPITAL IMPROVEMENT PLAN

- Prioritize recommendation for airport improvements
- Order of magnitude cost estimates for the recommended improvements (in current year dollars) shall be prepared
- These results will be combined to present a comprehensive Capital Improvement Program for the 5, 10 and 20-year planning horizons



CAPITAL IMPROVEMENT PLAN

- A comprehensive financial plan will be developed based on the recommended improvement projects
- Methods for financing airport improvements will be provided
- Historical financial data will be reviewed
- A 20-year revenue-expenses and cash flow analysis will be performed
- Alternative financing implementation plans may be identified



NEXT STEPS

- Complete Facility Requirements
- Complete Runway Length Analysis
- Complete Alternatives Analysis
- Complete Environmental Review
- Complete Airport Layout Plan



BREAKOUT SESSION

Your questions and input are greatly valued.

Please feel free to approach freely project team members and ask questions about the project and the material presented.

Thank you.



Public Information Meeting

Prescott Municipal Airport Master Plan

Wednesday, January 21, 2009

7 PM to 9 PM

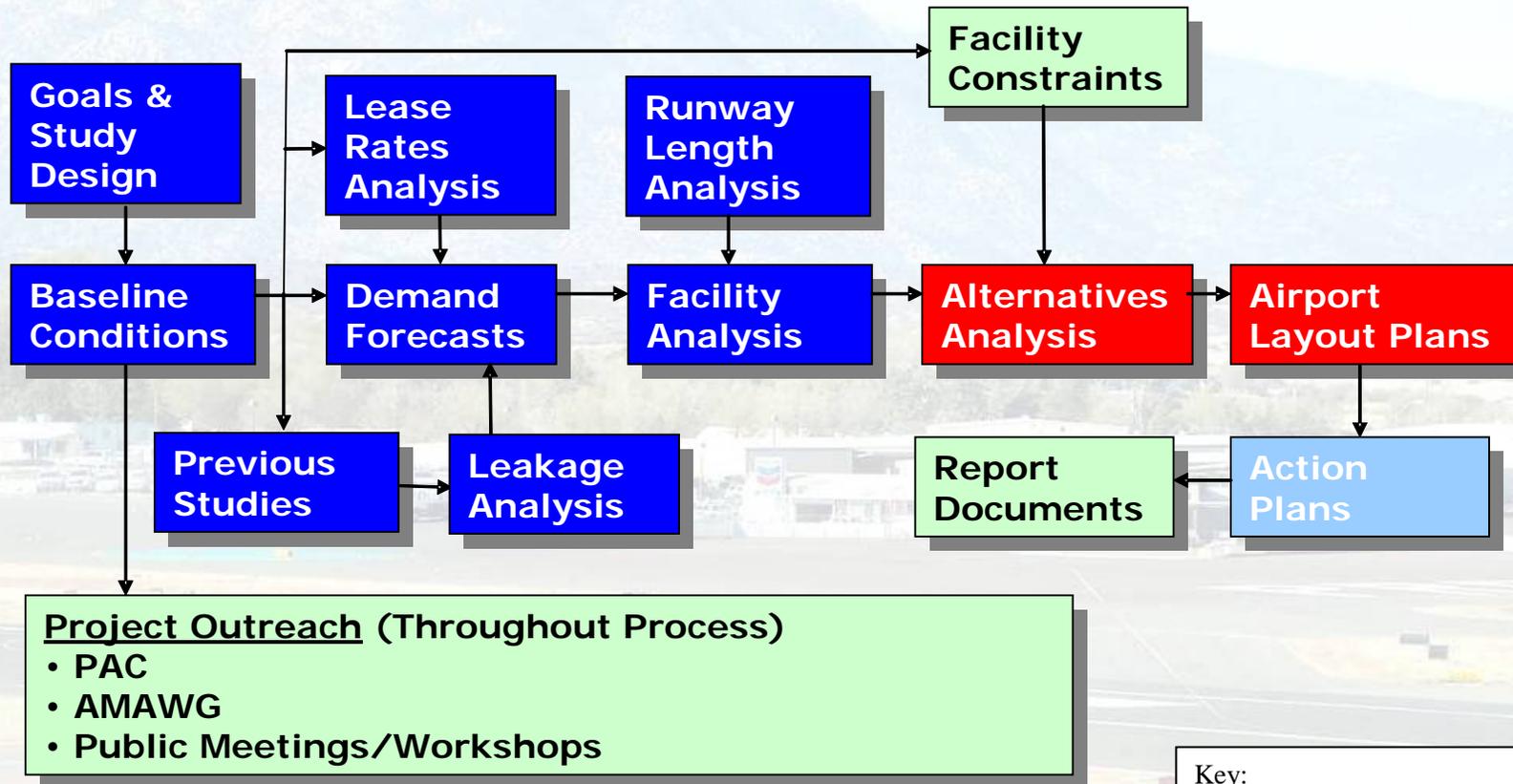
Antelope Hills Golf Course
Old Clubhouse



MEETING AGENDA

- **Introductions**
 - **Review of Master Plan Process, Scope of Work and Progress to Date**
 - **Next Steps**
 - **Breakout Session**
 - **Adjourn**
- 

MASTER PLAN PROCESS



Key:

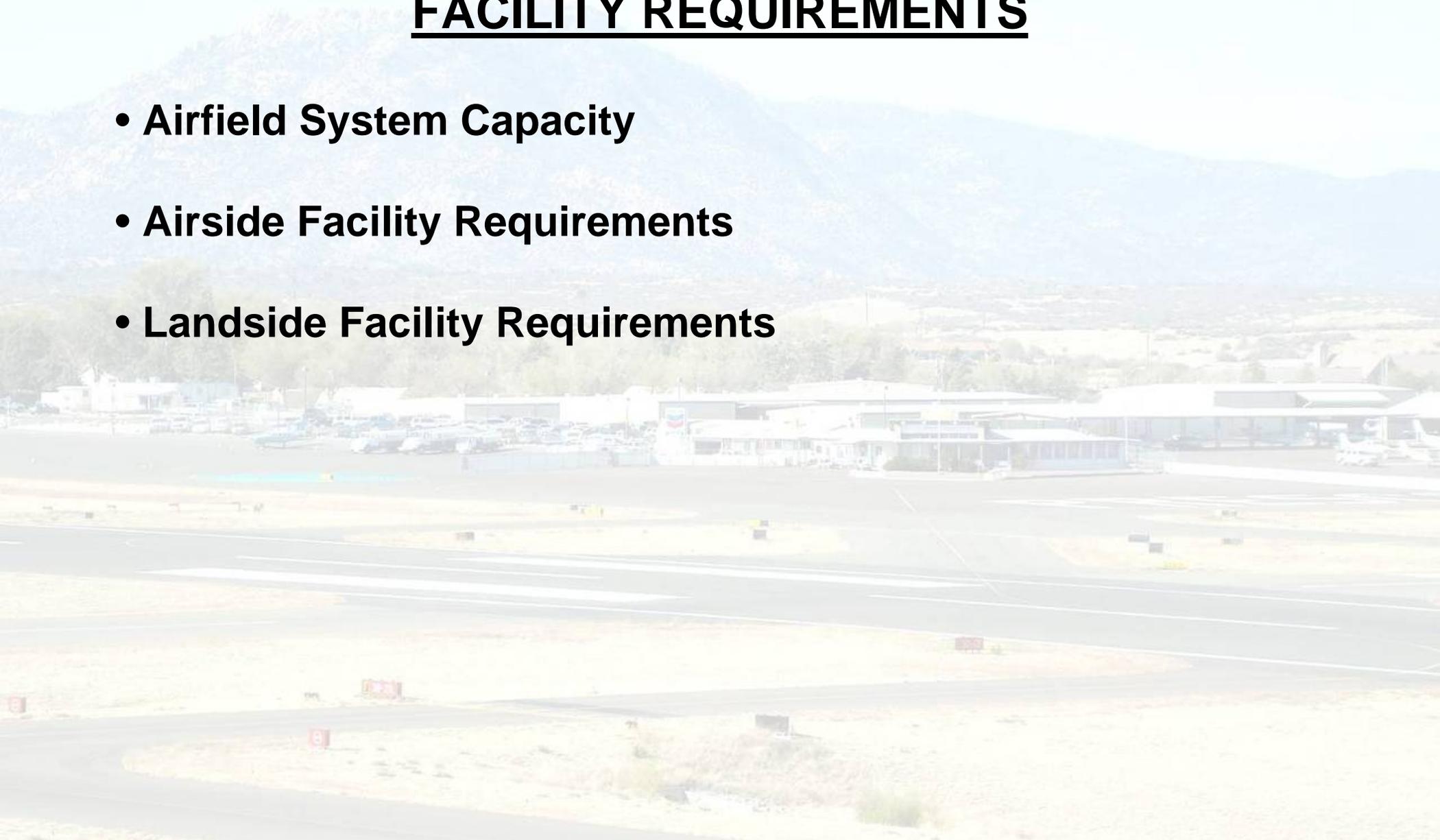
- Completed Task
- Current Task
- On-Going Task
- Anticipated/Next Task
- Future Task

FORECAST SUMMARY

Forecast	2007	2012	2017	2027
Passenger Enplanements	4,233	7,262	12,459	36,673
Annual Operations	230,615	250,706	273,961	328,018
• Commuter	990	1,042	1,298	2,934
• GA Operations	229,625	249,664	272,663	325,084
- Local	149,256	157,288	169,051	195,050
- Itinerant	80,369	92,376	103,612	130,034
- Single Engine	198,626	215,960	235,853	281,198
- Multi-Engine	18,370	19,973	21,813	26,007
- Business Jet	4,593	4,993	5,453	9,544
- Rotorcraft	8,036	8,738	9,544	11,377
Annual Instrument Approaches	1,627	2,242	2,504	3,191
Based Aircraft	340	380	425	535
• Single Engine	301	329	368	463
• Multi-Engine	26	30	34	43
• Business Jet	3	7	8	11
• Rotorcraft	10	13	15	18

FACILITY REQUIREMENTS

- **Airfield System Capacity**
- **Airside Facility Requirements**
- **Landside Facility Requirements**



FACILITY REQUIREMENTS

Airfield System Capacity

- **Design Aircraft**
- **Airfield Capacity Analysis**
- **Airport Design and Operational Safety Standards**
- **Wind Coverage**

FACILITY REQUIREMENTS

Airside Facility Requirements

- **Runway Length Requirements**
- **Runway/Taxiway Design, Safety and Separation Standards**
- **Runway /Taxiway Pavement Conditions, Marking and Lighting**
- **Runway Safety Areas, Object Free Areas, and Runway Protection Zones**
- **NAVAID, Visual Aids, and Instrument Approaches**

AIRSIDE FACILITY REQUIREMENTS

PRC Runway Length Analysis (FAA Model)

Airport Input Data	
Airport Elevation (MSL)	5,045
Mean daily temperature of the hottest month	90°
Maximum difference in runway centerline elevation	62'
Runway Length Recommended for Airport Design	
Small airplanes with approach speeds of less than 30 knots	450
Small airplanes with approach speeds of less than 50 knots	1,200
Small airplanes with less than 10 passenger seats:	
75 percent of these small airplanes	4,640
95 percent of these small airplanes	6,240
100 percent of these small airplanes	6,410
Small airplanes with 10 or more passenger seats	6,410
Large airplanes of 60,000 pounds or less:	
75 percent of these large airplanes at 60 percent useful load	7,300
75 percent of these large airplanes at 90 percent useful load	9,220
100 percent of these large airplanes at 60 percent useful load	11,400
100 percent of these large airplanes at 90 percent useful load	11,620

Source: FAA Airport Design Computer Program 4.2AD and FAA AC 150/5300-1.

AIRSIDE FACILITY REQUIREMENTS

PRC Runway Length Analysis Bombardier Airport Planning Manual Specification for CRJ 700

Airport Input Data	
Mean Temperature (Hottest Month)	90°F
Airport Elevation above MLS	5,045 ft
Maximum Difference in Centerline Elevation	62'
Aircraft Weight Data	
Maximum Design Weight (landing)	67,000 lbs
Maximum Design Weight (takeoff)	75,000 lbs
Runway Length Recommended for Airport Design	
Landing Runway Length (wet)	6,200'
Landing Runway Length (dry)	5,400'
Takeoff Runway Length	10,570'
<i>Source: Canadair CRJ 700 Airport Planning Manual</i>	

AIRSIDE FACILITY REQUIREMENTS

PRC Runway Design, Separation and Safety Standards Compliance

Runway	3R	21L	3L	21R	12	30
Category	Meets Planning Standards					
Approach Category and Design Group End	C-III	C-III	B-II	B-II	B-II	B-II
Runway Width (ft)	Yes	Yes	No	No	Yes	Yes
Percentage Effective Gradient	Yes	Yes	Yes	Yes	Yes	Yes
Runway Safety Area Width (ft)	Yes	Yes	No	No	Yes	Yes
Runway Safety Area - Distance Beyond Runway End (ft)	No	Yes	No	No	No	Yes
Runway Object Free Area Width (ft)	Yes	Yes	No	No	Yes	Yes
Runway Object Free Area – Distance Beyond Runway End (ft)	Yes	Yes	No	No	Yes	Yes
Runway Obstacle Free Zone Width (ft)	Yes	Yes	No	No	Yes	Yes
Runway Obstacle Free Zone – Distance Beyond Runway End (ft)	Yes	Yes	No	No	Yes	Yes
Runway Centerline to Taxiway Centerline Distance (ft)	No	No	No	No	No	No
Runway Centerline to Nearest Parking Area	No	No	Yes	Yes	No	No

AIRSIDE FACILITY REQUIREMENTS

PRC Runway Safety Area Deficiencies

Runway	Existing Conditions					
	3R-21L		3L-21R		12-30	
ARC	C-III		B-II		B-II	
Approach	Visual/ Precision		Visual/Visual		Non-Precision/Visual	
Runway End	3R	21L	3L	21R	12	30
RSA Width (ft)	500	500	120 ⁴	120 ⁴	150	150
RSA Length Beyond Runway End (ft)	588 ¹	1000	80 ²	240 ⁴	220 ³	300

¹ Intersection with localizer antenna, perimeter fence at 640 ft, Club House Dr. at 650 ft and Golf Course

² Intersecting with rising terrain with a six percent slope

³ Declining terrain and intersecting with perimeter fence

⁴ Existing dimensions are base on ARC B-I standards.

FACILITY REQUIREMENTS

Landside Facility Requirements

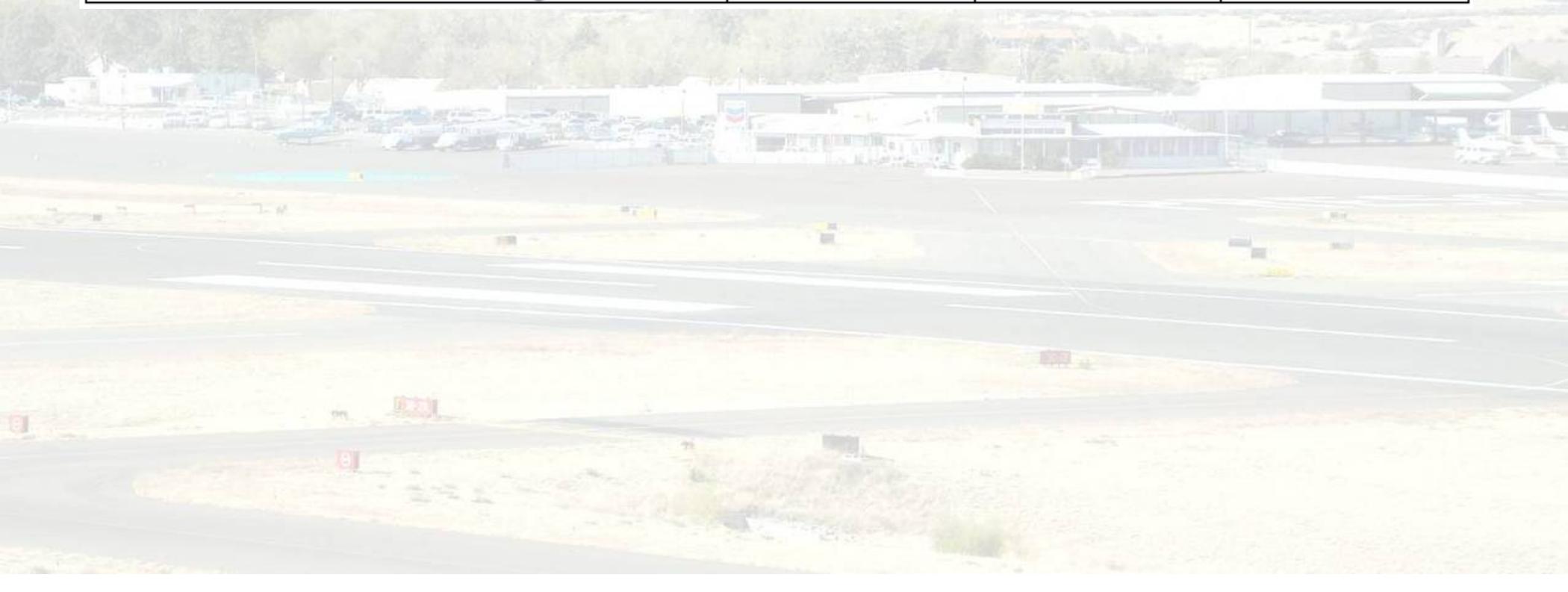
- Apron and Hangar Space Requirements
- Commercial Terminal Building
- General Aviation Terminal Building
- Access Road and General Aviation Parking
- Support Facility Requirements and Utilities

FACILITY REQUIREMENTS

Identified Needs	Planning Years			
	2007	2012	2017	2027
Based Aircraft Apron Parking Positions	78	87	97	122
Based Aircraft Apron Parking Area (ft ²)	210,600	234,900	261,900	329,400
Itinerant Aircraft Apron Parking Positions	142	149	163	194
Required Itinerant Apron (ft ²)	220,080	242,760	288,120	388,560
Total T-Hagar positions	187	206	230	289
T-hangars/shade (ft ²)	14,400	37,200	66,000	136,800
Total Conventional Positions	13	20	23	29
Conventional (ft ²)	45,500	70,000	80,500	101,500
Itinerant Hangar Requirements (ft ²)	24,500	28,000	31,500	38,500
Aircraft Maintenance (ft ²)	7,000	9,800	11,200	14,000
FBO GA Building Area	3,800	7,350	7,875	9,600
GA Parking Positions	158	174	203	260
GA Parking Area (ft ²)	63,200	69,600	81,200	104,000
Administration building (ft ²)	5,950			
Administration Parking Pos.	14	16	20	28
Parking Area (ft ²)	5,600	6,400	8,000	11,200
Airport Maintenance Equipment Storage	11,250			

FACILITY REQUIREMENTS

Identified Needs	Planning Scenarios		
	2007-2012	2013-2017	2018-2027
Commercial Terminal (ft ²)	18,370	26,565	33,550
Terminal Apron Area (ft ²)	57,980	70,468	95,890
Commercial Terminal Parking Area (ft ²)	50,400	71,200	98,000



FACILITY REQUIREMENTS

Additional items:

- Administration Building relocation;
- Airport Access, roadway realignment;
- Airport Maintenance building relocation siting;
- Approach Lighting System to Runway 12 and 3R;
- ARFF building relocation siting;
- Commercial Terminal siting;
- Conventional Hangar siting and development;
- Expansion and development of new aprons;
- FBO/GA building siting and development;
- High speed taxiway exits;
- Itinerant Ramp relocation and expansions;
- Land acquisitions;
- Lengthening of Runway 3L-21R;
- Lengthening of Runway 3R-21L;
- Lengthening of Taxiway A, C and D;
- Lighting improvements for taxiway E;
- Perimeter Fencing improvements;
- Perimeter Road;
- Runway 3L-21R widening;
- Runway Protection Zone Issues for Runway 3R & 3L;
- T-Hangar and shades relocation.

MASTER PLAN ALTERNATIVES

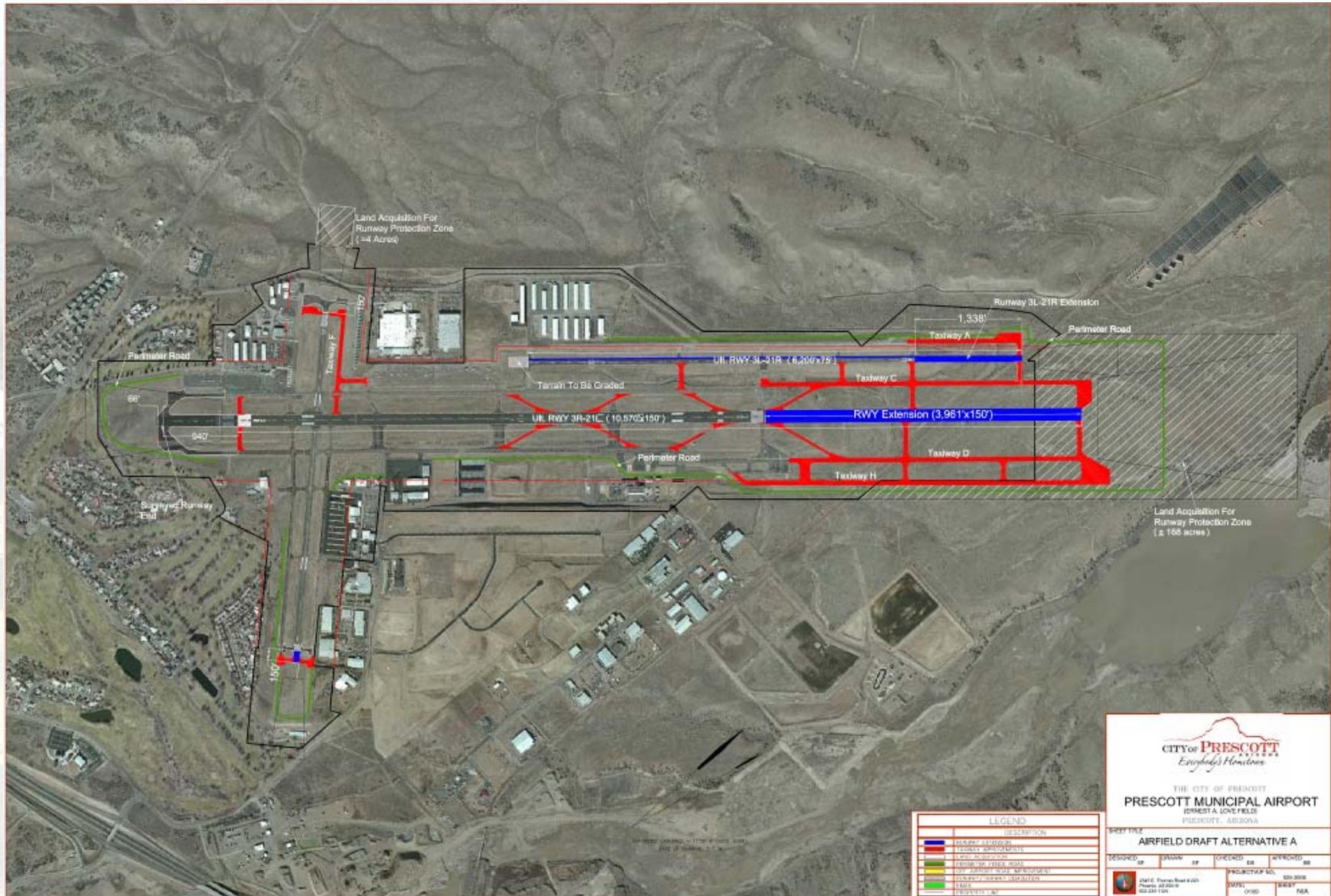
- **Facility Alternatives**

- Aircraft Parking & Storage
- Passenger Terminal
- Fixed Base Operator(s)
- Support Facilities
- Etc.

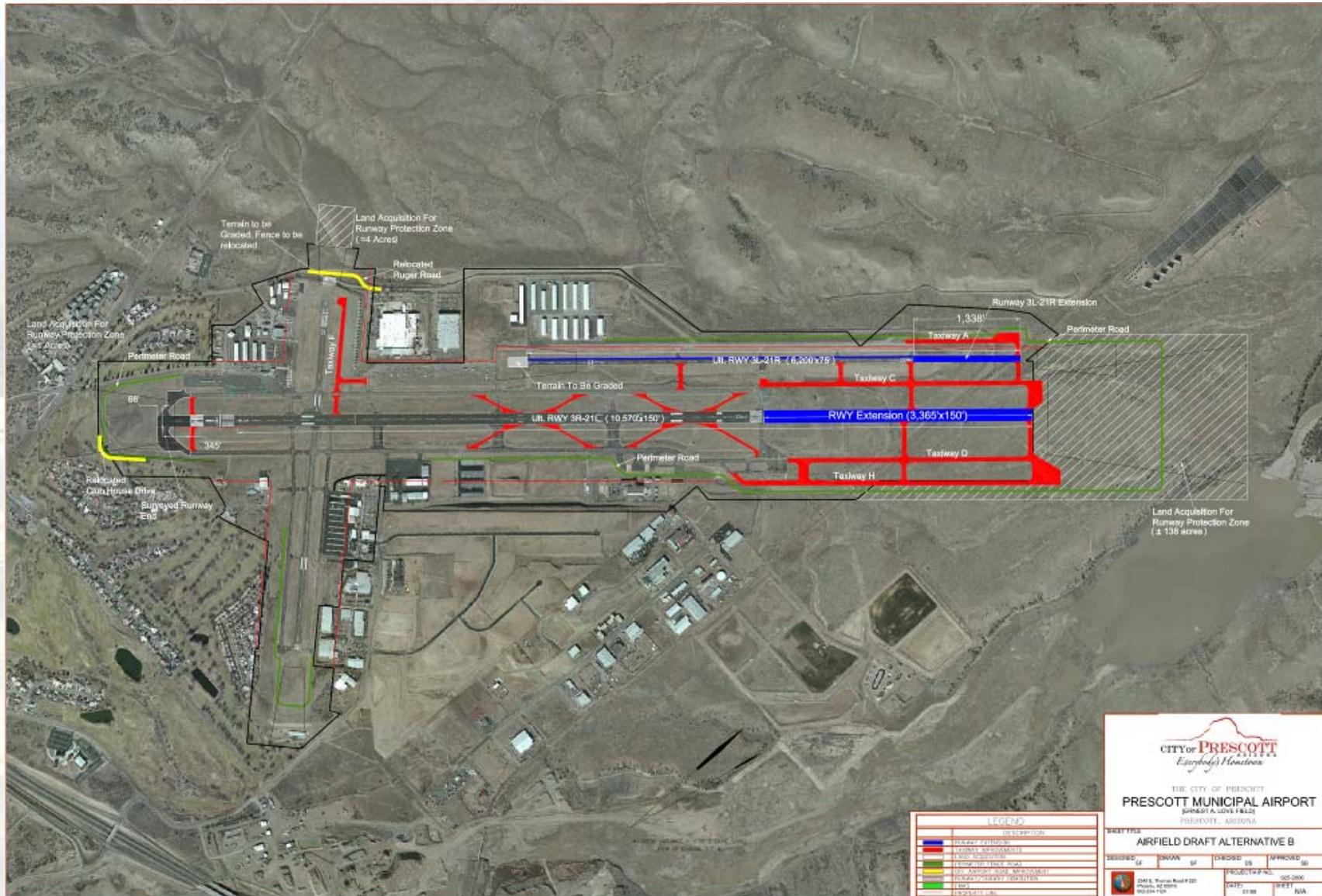
- **Airfield Alternatives**

- Runways & Taxiways
- Runway Safety Areas

MASTER PLAN ALTERNATIVES



MASTER PLAN ALTERNATIVES

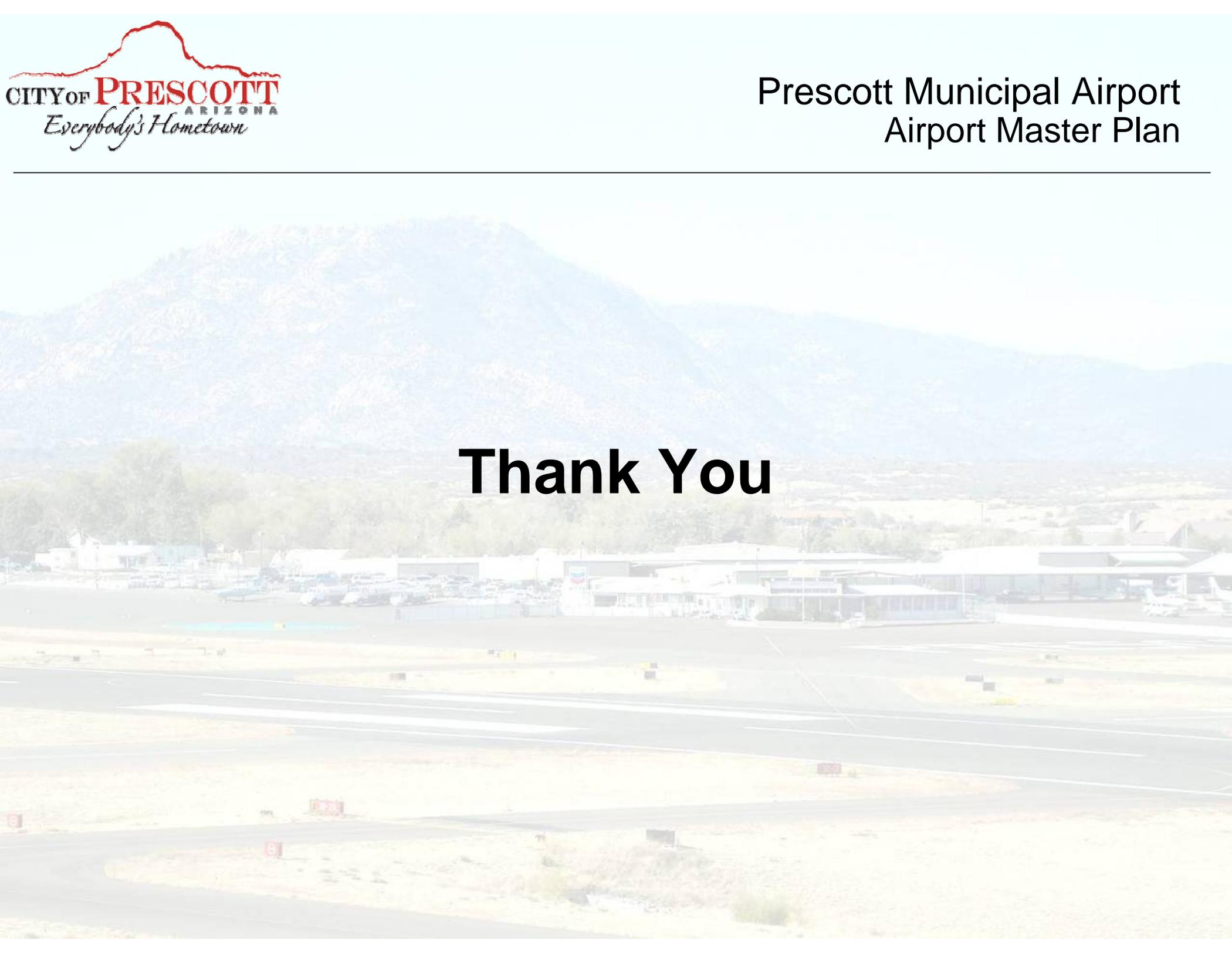


MASTER PLAN ALTERNATIVES



NEXT STEPS

- Complete Alternatives Analysis & Select Preferred Alternative
- Complete Airport Layout Plan
- Continue Report Documentation



Thank You



Public Information Meeting

Ernest A. Love Field Master Plan

Wednesday
July 22, 2009
7 PM to 8 PM

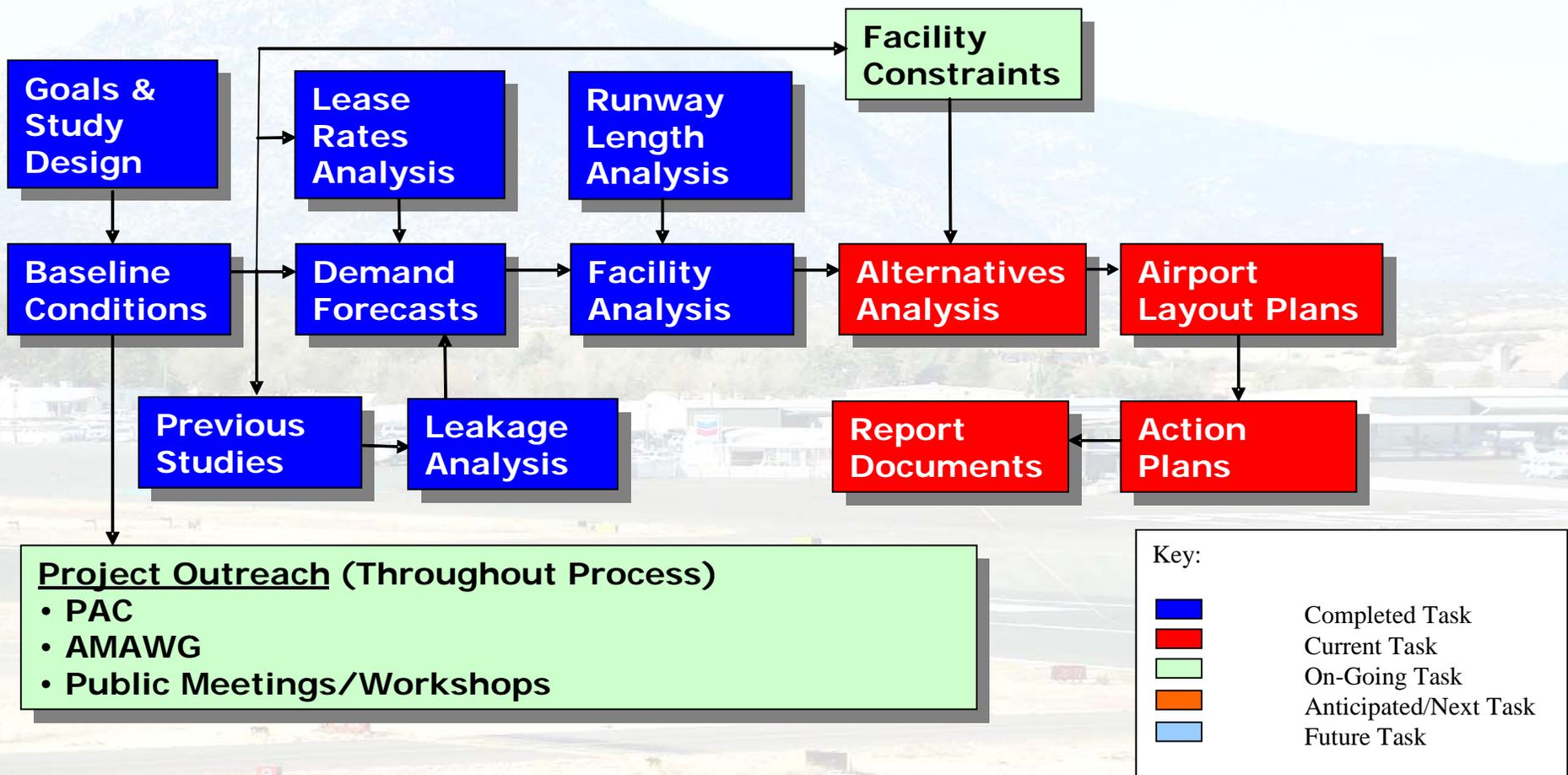
Embry-Riddle
Aeronautical University
Davis Learning Center
Auditorium

AGENDA

- **Introductions**
- **Review Project Process**
- **Review of Preferred Airport Alternative**
- **Next Steps**
 - **Complete and Submit Draft Master Plan for FAA Review**
 - **Complete and Submit Airport Layout Plan Set for FAA Review**
- **Adjourn**



PROJECT FLOW CHART



PROJECT PROGRESS TO DATE

• Baseline Conditions	Draft Completed
• Forecast	Draft Completed
• Leakage Analysis	Draft Completed
• Lease Rates Analysis	Draft Completed
• Land Use Analysis	Draft Completed
• Facility Requirements	Draft Completed
• Runway Length Analysis	Draft Completed
• Alternatives Development	Draft Completed
• Environmental Review	Ongoing
• Airport Layout Plan	Ongoing
• Capital Improvement Program	Ongoing



ALTERNATIVES ANALYSIS

Alternatives were developed for the areas determined in the facility requirements.

Alternatives identified and evaluated for the following airport elements:

- Airfield components
- Landside components
- Airport Access



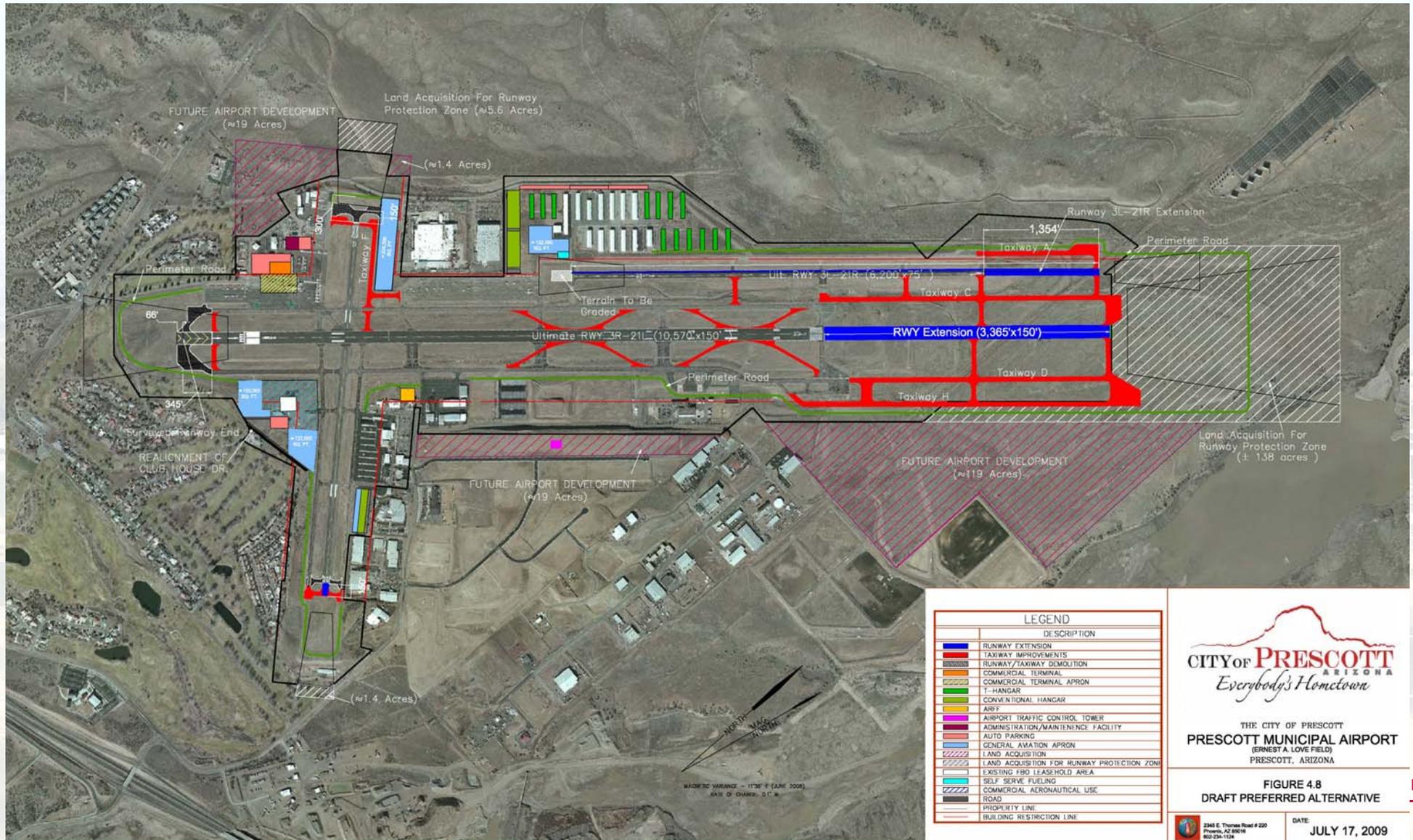
ALTERNATIVE ANALYSIS

Alternatives were evaluated in terms of the following criteria:

- *Operational Efficiency and Safety*
- *Engineering Feasibility*
- *Environmental Impacts*
- *Land Use Impacts*

The “preferred alternative” reflects a balance between engineering feasibility, aeronautical safety and practicality, minimal environmental impacts, and financial responsibility. And meet the needs of the Airport’s Future.





ENVIRONMENTAL REVIEW

- Identify Projects to be included in Environmental Assessment (EA)
- EA is expected to commence in August of 2009
- Purpose in Master Plan is to provide general review
- All NEPA Categories will be reviewed in detail in the EA based on final project plans
- Presented as Chapter in draft Master Plan



AIRPORT LAYOUT PLAN SET

- Title Sheet Draft Completed
- Data Sheet Draft Completed
- Existing Facilities Plan Draft Completed
- Airport Layout Plan Draft Ongoing
- Runway Plans and Profiles Draft Ongoing
- FAR Part 77 Surfaces Plan Draft Ongoing
- Terminal Area Plan Draft Ongoing
- Land Use and Access Plan Draft Completed
- Airport Property Map “Exhibit A” Draft Completed



CAPITAL IMPROVEMENT PROGRAM

- Cost Estimates Developed for Preferred Airport Alternative
- Project Prioritization
 - Phase I – 5 years
 - Phase II – 5 to 10 years
 - Phase III – 10 to 20 years



CAPITAL IMPROVEMENT PROGRAM

- Funding Sources
 - Airport Improvement Program (AIP)
 - Entitlement and Discretionary
 - Passenger Facility Charge (PFC) Program
 - Arizona State Funding Sources
 - Third Party Funding
 - Airport Operating Fund
- Presented as Chapter in draft Master Plan



NEXT STEPS

- Submit draft Airport Master Plan and Airport Layout Plan (ALP) Set to:
 - Airport Management
 - Project Advisory Committee (PAC)
 - Federal Aviation Administration
 - Posted on Project website for public review



Comment Period

Your questions and input are greatly valued.

Please feel free to approach freely project team members and ask questions about the project and the material presented.

Thank you.

