



AIRPORT ADVISORY COMMITTEE MINUTES

**Airport Advisory Committee
Minutes
Tuesday, June 21, 2022
2:00 p.m.**

**Airport Administration Conference Room
6630 Airport Ave
Prescott, Arizona 86301
(928) 777-1114**

A. Call to Order

Chairman Mike Gjede called the meeting to order at 2:03 p.m.

B. Roll Call

Committee Members: Parker Northrup, Daryl Austermilller, Jim Huffman, Mike Gjede, Yvonne Gibbs, Frank Newman, Jason Kopscak. Council Liaison: Steve Sischka

City Staff: Robin Sobotta - Airport Director, Jason Kadah – Airport Operations Supervisor; Kristi Miller – Airport Services Manager and Roxanne Alexander – Airport Account Specialist

Citizen - Mike Schnell

C. Approval of Minutes for the 04/19/2022 Airport Advisory Committee Meeting

Chairman Mike Gjede made a motion to approve the minutes from 03/25/2022 and Jim Huffman second the motion. Motion passed on a 7-0 vote.

D. Administration & Operations Updates - Staff Reports

i. Airport Activity

Administration & Operations Updates, Robin Sobotta, Director, discussed that Air Carrier Enplanements is up over this time last year for January - May.

Jason Kadah, Operations Supervisor, presented some information on Noise Reports/

Complaints. Out of 20 complaints in May – 18 were from the same person. He went on to state that the Airport's social media followers have increased from 2,093 in January to 2,403 for Facebook and from 541 followers in January to 826 followers for Instagram in June 2022.

ii. Construction Update

Taxiway-C Relocation Project

- Phase II Construction (90 days) started on 03/28/2022
 - Phase II Construction will be complete 06/27/2022
 - Approved Weather Days: 1
- Phase III Construction
 - Went out to Bid on May 19, 2022, Fann was low bid
 - Contract Award upon receipt of Federal grant, estimated July/August 2022
 - Estimated Construction Start – March 2023

Perimeter Security Project

- Contract awarded to Asphalt Paving & Supply
- Construction to begin Fall 2022 or Spring 2023
- Facing supply chain challenges

Projects Under Planning, Environmental, Design

- Taxiway D Rehab, RWY 12-30 Mill & Overlay, RWY 21R Seal Coat, Wildlife Hazard Assessment - Mitigation Plan Expected, Strategic Academic Flight Education (SAFE) Complex Planning/Environmental

iii. Air Traffic Control Tower Replacement Update

- ATCT potential sites provided to FAA ATO, there were three locations identified by Airport staff
- FAA requires a minimum of three acres for building a replacement tower
- Robin estimated the total cost of a replacement tower to be \$20 - \$30 million
- FAA staff (+ Virtual Reality Engineer) to visit PRC to gather data: June 29.
- Simulation in New Jersey: Aug 30-Sept 2, 2022

iv. Airport Area Development

Several projects being proposed in the Airport Vicinity, subsequently Compatibility and Safety Studies/Resources ordered:

- Obstruction analysis - approved by City Council on June 14th and NTP expected next with an estimated 6 to 8 weeks to complete
- Noise contour development underway and it was approved by City Council in May. The first draft expected this month period

v. Airport Passenger Terminal Art (APTA) update

- The denial letters were sent for the Artwork not selected
- Beacon is in the process of being secured
- Committee members are looking for funding for the Mural through the City's transient occupancy or "bed tax"
- No additional funding from the Airport/City is needed and we are "winding down" with the committee

E. Runway Extension Efforts and Outreach Activities

- 2011, 2014, 2019: Airport Layout Plan (ALP) and each update called for commercial runway extension plan for the airport
- 2019: Prescott City Council approved a Runway Extension Planning (REP) Study
- 2020: Presented REP delete that Study findings to City Council
- 2022: collecting information for future environmental review
- Remaining stages: Environmental Review, Benefit/Cost Analysis (BCA) – June 28th City Council, Land Acquisition, Design, Construction, Instrumentation Relocation

Runway Extension Efforts & Outreach Activities

- Holding Open Houses to provide information to the public – scheduled May 27th & 29th, Updating Land Use Codes (Airport Vicinity Overlay – AVO) Public & City Council in June 14th study session, Public Informational meeting for Airport Impacts Zones held on June 15th

F. Airport Vicinity overlay (AVO) - Code Change Process and Public outreach

Land Development Code Amendment to create an Airport Vicinity Overlay (AVO) District

- An Overlay District this is a zoning district superimposed over one or more Traditional Zoning Districts
- This will also replace the current Airport Noise Overlay

Proposed New AVO

- Incorporates both noise contours and airport impact zones
- Provides mapped boundaries for noise and impact zones
- Includes clear tables for allowable uses for each impact and noise zone
- Provides explanation of various zones
- Provides explanation and boundaries for aviation easements
- Provides a fair notice disclosure to residents
- Provides boundaries and notice for FAA baseline airspace evaluation
- Provides additional protections for critical airspace (airline, etc.)
- Provides measures for hazard protection prevention, mitigation, and removal (grant assurance #20)
- Land Use compatibility - Airport Impacts Zones
 - Land use compatibility: city must reasonably ensure that airport-area land uses are compatible with compatible with existing and future airport operations
 - Airport impact Zones: (AIZ): widely adopted as a standard to - limit damages caused by an aviation accident, protect airport viability and limit noise impact residential and sensitive areas
 - Prescott Airport (AIZ) - created for Airport Land Use Plan (2011); integrated into Airport Specific Area Plan in 2013
- Airport Impact Zones – Dimensions
 - The Airport Impact Zone 1 is Runway protection zone; aircraft in Airport Impact Zone #2 is the inner space inner safety zone; Airport Impact Zone #3 is the inner turning zone - a 60-degree sector; Airport Impact Zone #4 is that is an outer safety zone; Airport Impact Zone #5 is the sideline safety zone and Airport Impact Zone #6 is traffic pattern
 - Airport Impact Zone #1 & 2 is where 30-50% of all near airport accident sites are in the US
 - Prescott Regional Airport history- 80+ impacts have occurred on/near the airport since 1928
- Proposed Code Adoption of Impact Zones

The Land Use Compatibility Table (used for illustration purposes) shows allowable uses by Airport Impacts Zone or the permitted uses

 - Certain uses like; residential, schools, churches etc. are considered non compatible due to overflight, noise, and safety concerns
 - New non-compatible uses will be permitted in selected zones
- Noise Compatibility – looks at compatibility of uses with frequent aircraft overflights

Noise levels

 - Based on FAA methodology “Day-Night Average Sound Level” or DNL
 - Average single noise events over 24 hours and weighted for 10:00 pm to 6:00 am
 - Noise levels are shown as “Noise Contours”
 - Does not reflect “single event noise” or overflight

Consider certain land uses as “noise sensitive”, looks at uses that generate more noise complaints, also looks at noise mitigation and construction methods. New contours for Prescott ordered due June/July timeframe.
- FAA Height Obstruction Evaluation - Federal Aviation Regulation (FAR) Part 77 – Safe, Efficient Use, and Preservation of Navigable Airspace

- Considered the FAA's "baseline" airspace evaluation, it determines if a proposed obstruction will penetrate and impact navigable airspace
- Imposed on Airport Sponsor via Grant Assurance #20: Hazard Removal and Mitigation
- Has additional controls on height of objects that affect airports/aircraft operations
- Applies to permanent and temporary obstructions, such as: cranes, etc.
- Referred to as the "FAA form 7460 Process" – (Notice of Proposed Construction or Alteration)
- AVO relays FAA requirements to owners and builders within AVO boundaries

This FAA Evaluation Does Not:

- Address other critical airspace/airport requirements - i.e., FAA required
- Airline OEI Departure PATH Splay
- Absolve the airport sponsor of land use obligations relating to safety, compatibility, transparency
- Address or consider aircraft that are not operating properly: accident/impact potential

G. **New Business – Invite a Traffic Engineer to the next Airport Aviation Commission meeting.**

H. **Adjournment**

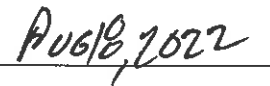
Chairman Mike Gjede made a motion to adjourn the meeting and was seconded by Jim Huffman.

Motion passed 7-0. Chairman Gjede adjourned the meeting at 3:07 p.m.

Submitted by:



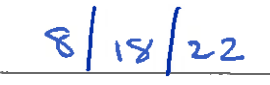
 Mike Gjede, Committee Chair



 Date



 Roxanne Alexander, Staff Liaison



 Date