



Douglas Municipal Airport (DGL) Master Plan Planning Advisory Committee (PAC) Meeting #4

4/27/2017 from 1-3pm

Attendees for the Advisory Committee Meeting included:

Consulting Teams:

- Kimley-Horn – Pam Keidel-Adams
- Kimley-Horn – Colin Wheeler
- Kimley-Horn – Thomas Gibson
- Genesis – Rick Crosman

PAC Attendees:

- Lisa Marra
- Alex Teran
- Bill Wendt
- Tom Hanigan

The presentation from the meeting is provided at the conclusion of the meeting notes. The following summarizes the discussion from the fourth PAC meeting for the DGL Master Plan, organized around specific topics discussed during the meeting:

- Luis – Can use existing trailer lounge but only when staffed, so usage is limited; consider a lock box for existing trailer lounge

Q and A

- Question: (Ann B.) Was the closed runway considered a crosswind runway?
 - The closed runway was a crosswind runway, but it did not satisfy 95% crosswind coverage
- Question: When will the runway be considered unsafe?
 - Answer- This cannot be determined. The runway's level of safety depends on the aircraft using it. Landing at any airport is at the pilot's discretion
 - PAC discussed short- vs. long-term rehabilitation of the runway
- Question: (Ann B.) The pavement near the hangars is in poor condition, can this be added to the MP?
 - Answer- Yes, this can be added to the Facility Requirements and Alternatives chapters
- Question: (Ann B.) Other airports such as Rodeo have private weather reporting, can this be done at DGL?
 - Answer – Can be useful, but need weather to be accurate, constant, and on-site.
- Question: Can the Douglas area airports consolidate?
 - Answer- This has been accomplished at other airport in the nation, but investments have to be made to start over. ADOT has examined this possibility.
- Question: Who gets the Master Plan and what is done with it?

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- Answer- City Manager will get the Master Plan and will use the document to secure grants and identify facility needs.
 - Lisa Marra – It is used as a development tool for the City
 - Lisa Marra – DGL being Non-NPIAS can be an advantage to develop private partnerships that could not be attained if the Airport was in the NPIAS
- Question: Was there grant money before?
 - Answer- Yes, there was in the past but not now due to recent ADOT funding sweeps
 - Comment- It is difficult to educate the general public about revenue generated at airports

KHA Action Items

- The location of the AWOS needs to be considered in the Business Plan and the identification of uses in the future. Make sure to keep the area clear so that it meets requirements
- KH land use and Genesis land use maps don't match. Revise as necessary
- There is a concern about the potential historical nature of building near the trailer on west side. Look to see if this is identified as historical
- Add apron rehabilitation to the Facility Requirements/Alternatives
- Phase the recommended development in the MP
- For development costs, Add/check costs of:
 - Removing obstacles - \$15k for brush?
 - Crosswind runway – identify as a long-term development recommendation
 - Add costs for rehabilitation of all pavements including the apron(s)
 - Add a sweeper
 - Finishing the fence project
 - Strengthen runway to higher strength than 12,500 lbs.
 - Should we include or address somehow in the MP to meet corporate needs? If there is not enough corporate traffic projected to justify strengthening the runway, this needs to be stated in the document
- Identify future maintenance cost assuming pavements are rehabilitated

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Municipal Airport

MASTER PLAN

PAC Meeting #4

April 27, 2017



Kimley»Horn

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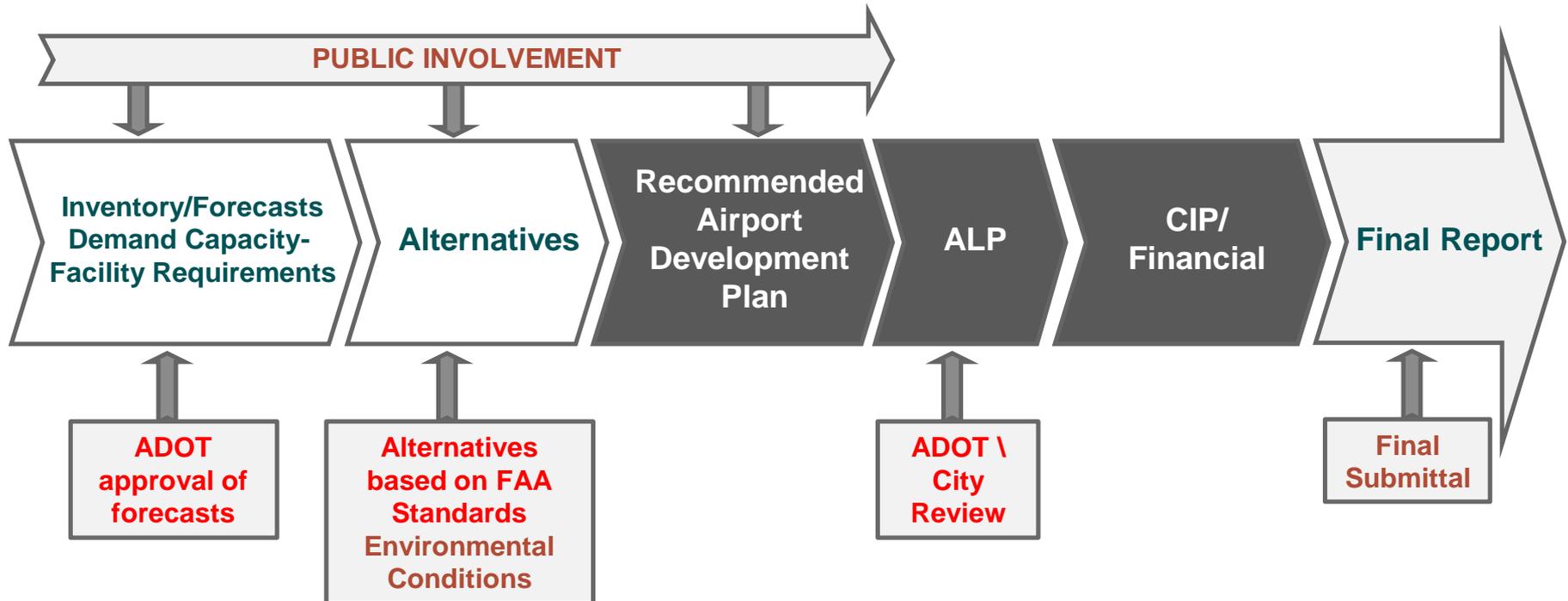
Agenda

- **Project Status Update**
- **Summary of Facility Needs**
- **Airport Alternatives Analysis**
- **Recommended Airport Development Plan**
- **Development Cost Estimates**
- **Airport Business Plan Update**
- **Next Steps**

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Master Plan Process



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Summary of Facility Needs – Highest Priority

Airside Facilities	General Aviation Facilities
Remove obstacles from airspace surfaces and light where appropriate	Construct permanent helipad
Install a weather reporting station (AWOS or ASOS)	Construct terminal facility
Reconstruct or rehabilitate Runway 03-21 to a pavement strength of 12,500 lbs.	
Reconstruct or rehabilitate turnaround taxiways on Runway end 03	

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Summary of Facility Needs – Other Projects

Airside Facilities	Support Facilities
Install crosswind runway to satisfy FAA recommended 95% wind coverage	Utility Expansion
Examine potential for instrument approach procedures to enhance safety	
Construct full-length parallel taxiway	

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Alternatives Analysis - Process

- **Identify and evaluate alternatives to meet the needs of Airport users**
 - Airside
 - Landside
 - Aviation vs. Non-Aviation Land Use
- **Results of Alternatives Analysis drives recommended Airport Development Plan, which is depicted on the ALP**

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Alternatives Analysis - Factors

- **Environmental**
- **Financial**
 - Project Cost, Grants, Local Match, etc.
- **Feasible/Reasonable**
 - Does proposed development match projected activity and fit with existing Airport facilities?
- **Sustainable**
 - Long-term development, potential revenue generation, best practices and construction materials

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Alternatives Considered

Item	Alternative(s)
Install weather reporting station	<ul style="list-style-type: none">• Build/No Build• ID location
Reconstruct/rehabilitate RWY 03-21	<ul style="list-style-type: none">• Build/No Build
Reconstruct/rehabilitate turnaround taxiways	<ul style="list-style-type: none">• Build/No Build
Install crosswind RWY	<ul style="list-style-type: none">• Build/No Build
Construct full parallel TWY	<ul style="list-style-type: none">• Build/No Build
Construct permanent helipad	<ul style="list-style-type: none">• Build/No Build• ID location
Construct terminal building	<ul style="list-style-type: none">• Build/No Build• ID location
Expansion of utilities	<ul style="list-style-type: none">• Build/No Build

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Recommended Alternatives – PAC #3 Consensus

- **AWOS location**
- **Helipad location***
- **Terminal building location***
- **Aviation vs. Non-Aviation land use***

*** Based on results of interactive activity presented at PAC Meeting #3 in January)**

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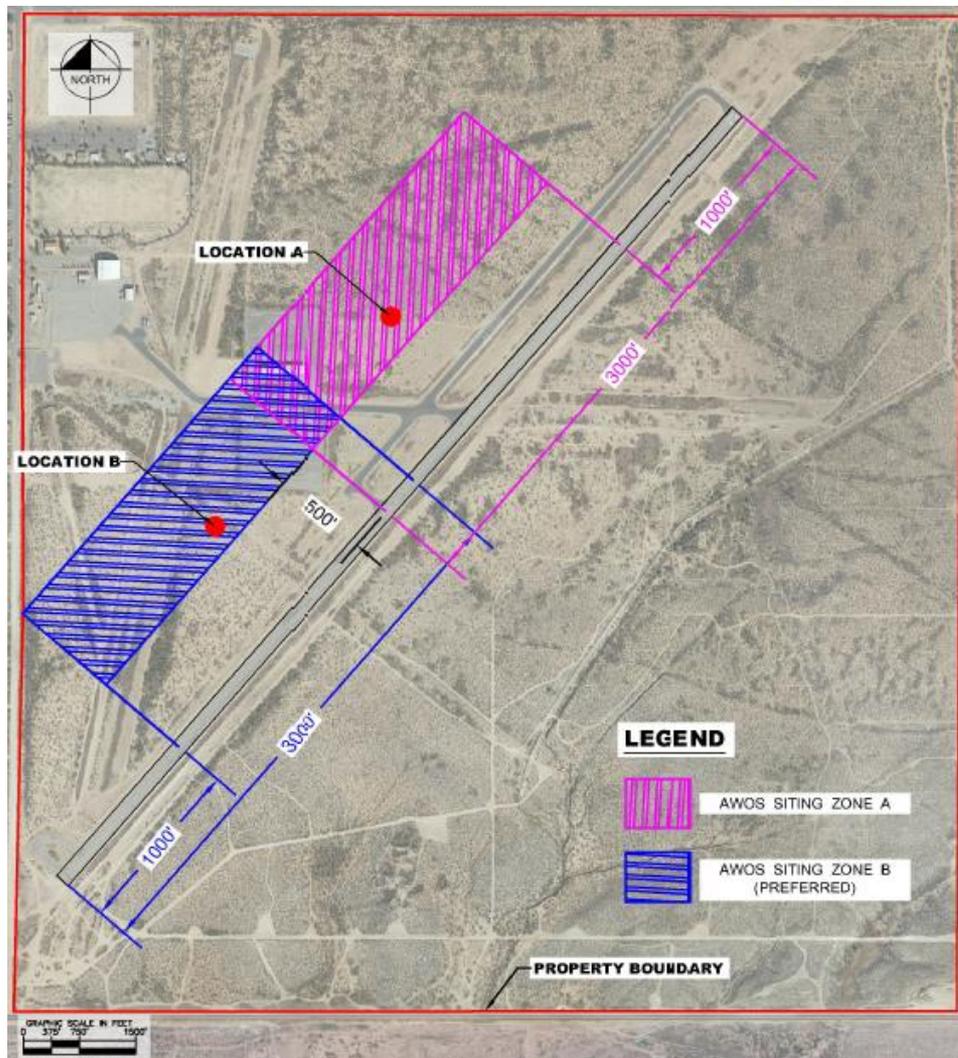


Benefits of AWOS Location B

- Enhances Airport safety
- No operational impact during installation
- Minimal impacts to existing facilities
- Satisfies FAA AWOS siting requirements
- Shortest distance to electrical vault

Impacts/Issues of Location B

- Minor ground disturbance for utilities extension
- Cost to purchase and maintain



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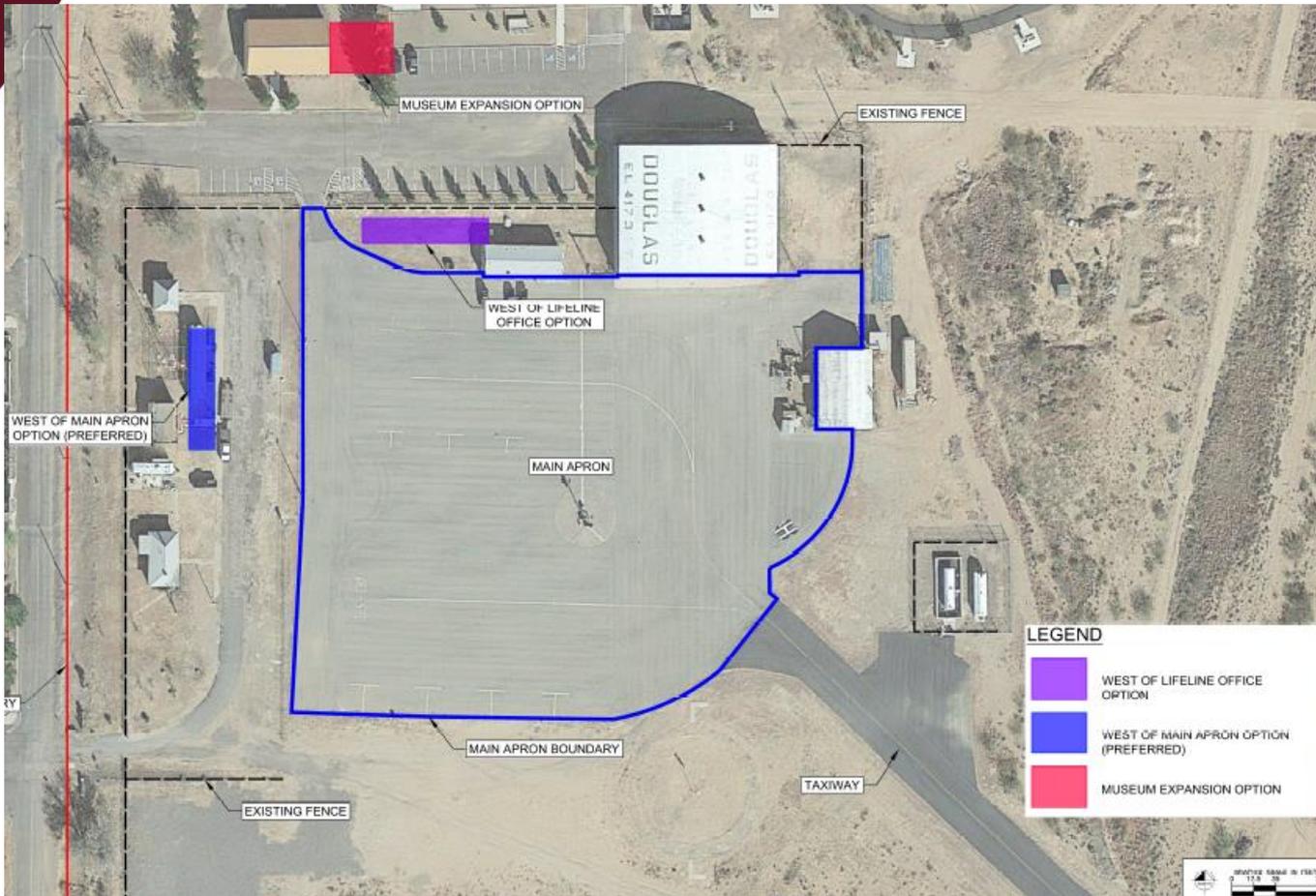
Benefits of Helipad Location

- Access to the main taxiway including Lifeline facilities
- No impacts to existing apron development
- Minimal impact during construction

Impacts/Issues

- Grading requirements
- Additional taxilane needed
- Cost

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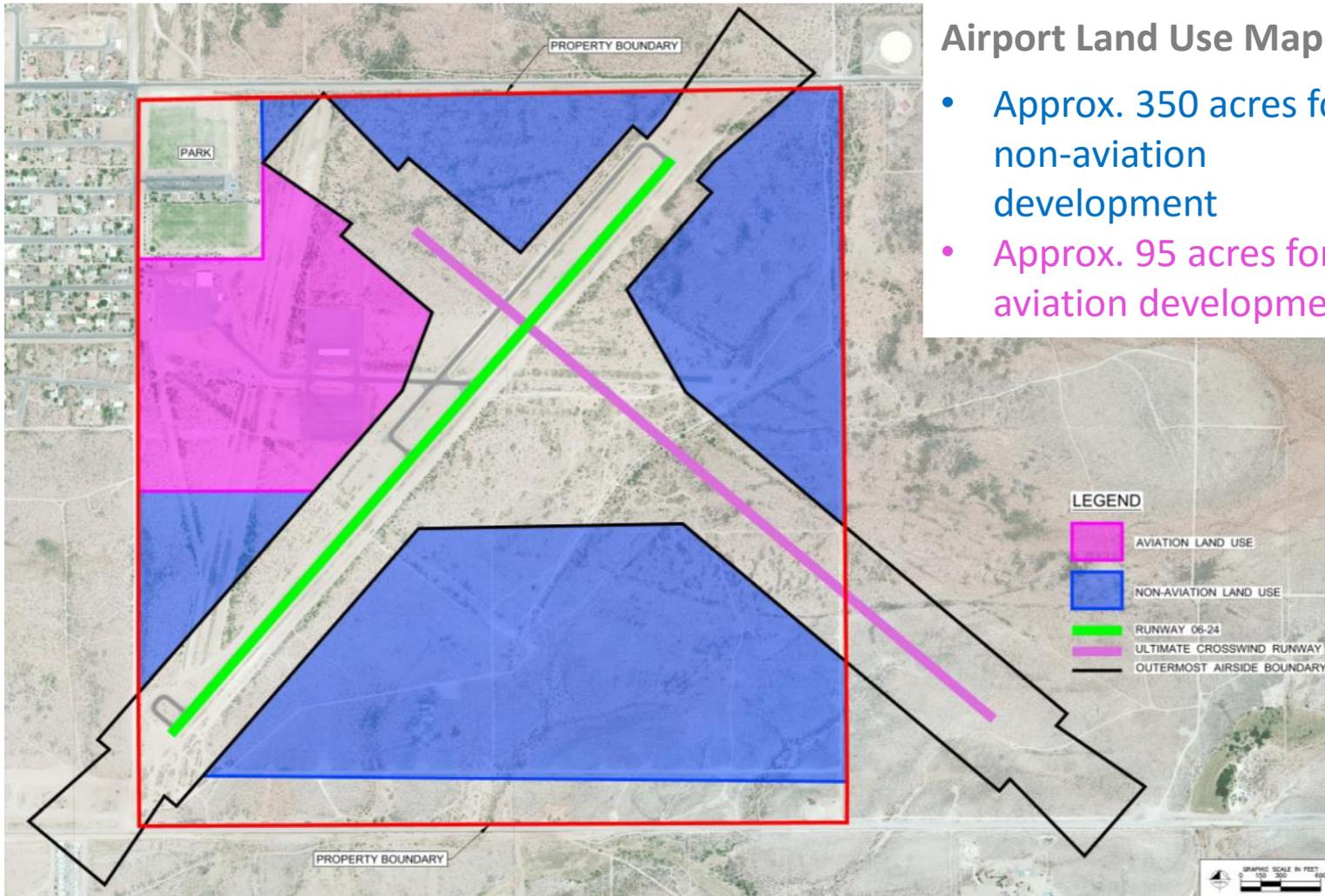
Benefits of Terminal Building West of Apron

- Access
- Inside fencing
- No disruption to aircraft operations during construction
- No offsite impacts

Impacts/Issues

- Design and construction cost
- Potential removal of existing structures

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Airport Land Use Map

- Approx. 350 acres for non-aviation development
- Approx. 95 acres for aviation development

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Development Cost Estimates



Item	Priority	Cost Estimate
Remove or mark/light obstacles	Highest	\$15K
Install weather reporting station (AWOS or ASOS)	Highest	\$50K-\$150K
Full reconstruction or mill and overlay of Runway 03-21	Highest	\$750K-\$2.5M
Reconstruct or mill and overlay turnaround taxiway on RWY end 03	Highest	\$50K-\$150K
Construct permanent helipad	Highest	\$50K-\$250K
Construct terminal facility	Highest	\$ Cost varies
Install crosswind runway (without EA)	Other	\$2.5-\$3.5M
Examine potential for instrument approach	Other	\$50K-\$200K
Construct full parallel taxiway	Other	\$450K-\$600K

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Airport Strategic Business Plan Process

INITIATION

- Establish Working Committee
- Working Meeting No. 1
- Mission and Vision

PREPARATION

- Inventory Physical Conditions
- Existing Business
- Existing Operations
- Land Use

DEVELOPMENT

- Review Background Data
- Financial Data
- SWOT
- Set Priorities and Goals
- Situational Analysis

PERFORMANCE METRICS

- Financial Performance
- Operational Performance
- Action Item Cost Estimates

IMPLEMENTATION

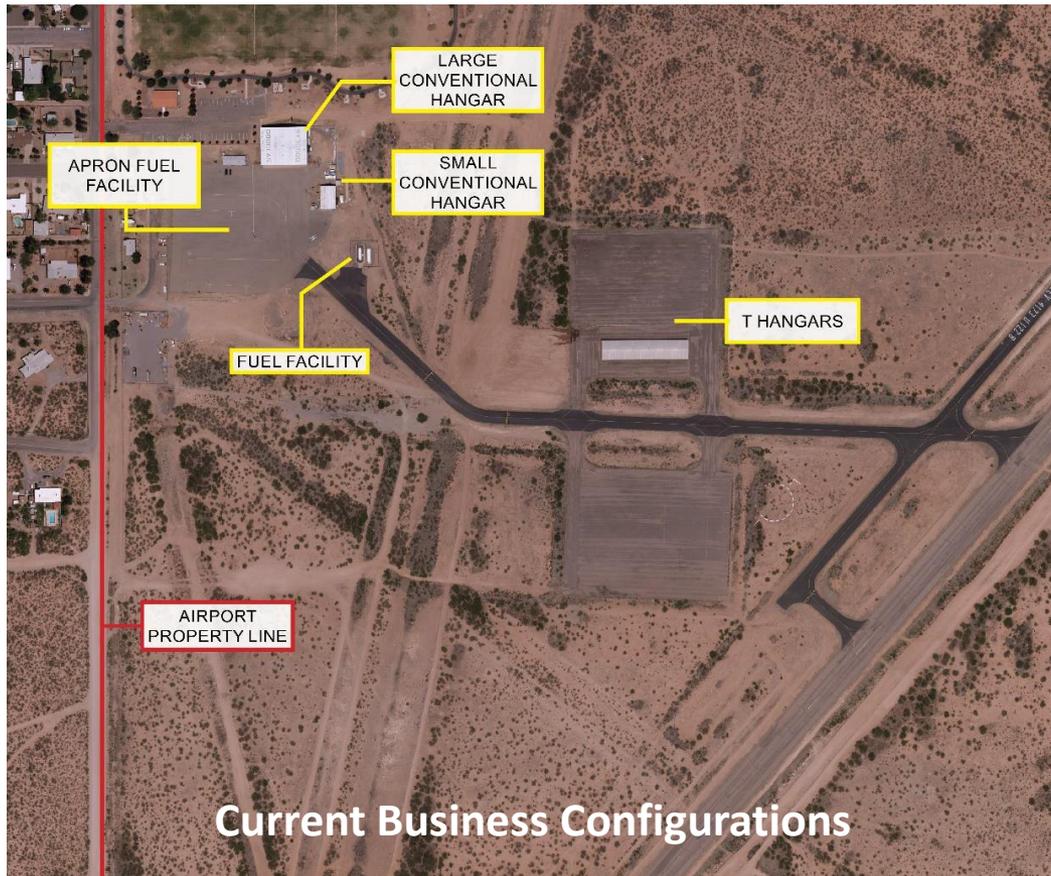
- Draft SABP
- Master Plan Coordination
- Measure Success
- Marketing and Communications Plan

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Airport Strategic Business Plan

Working Paper Two, Chapter 6 - Airport Business



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Airport Strategic Business Plan Working Paper Two, Chapter 6 – Future Airport Business Development Areas

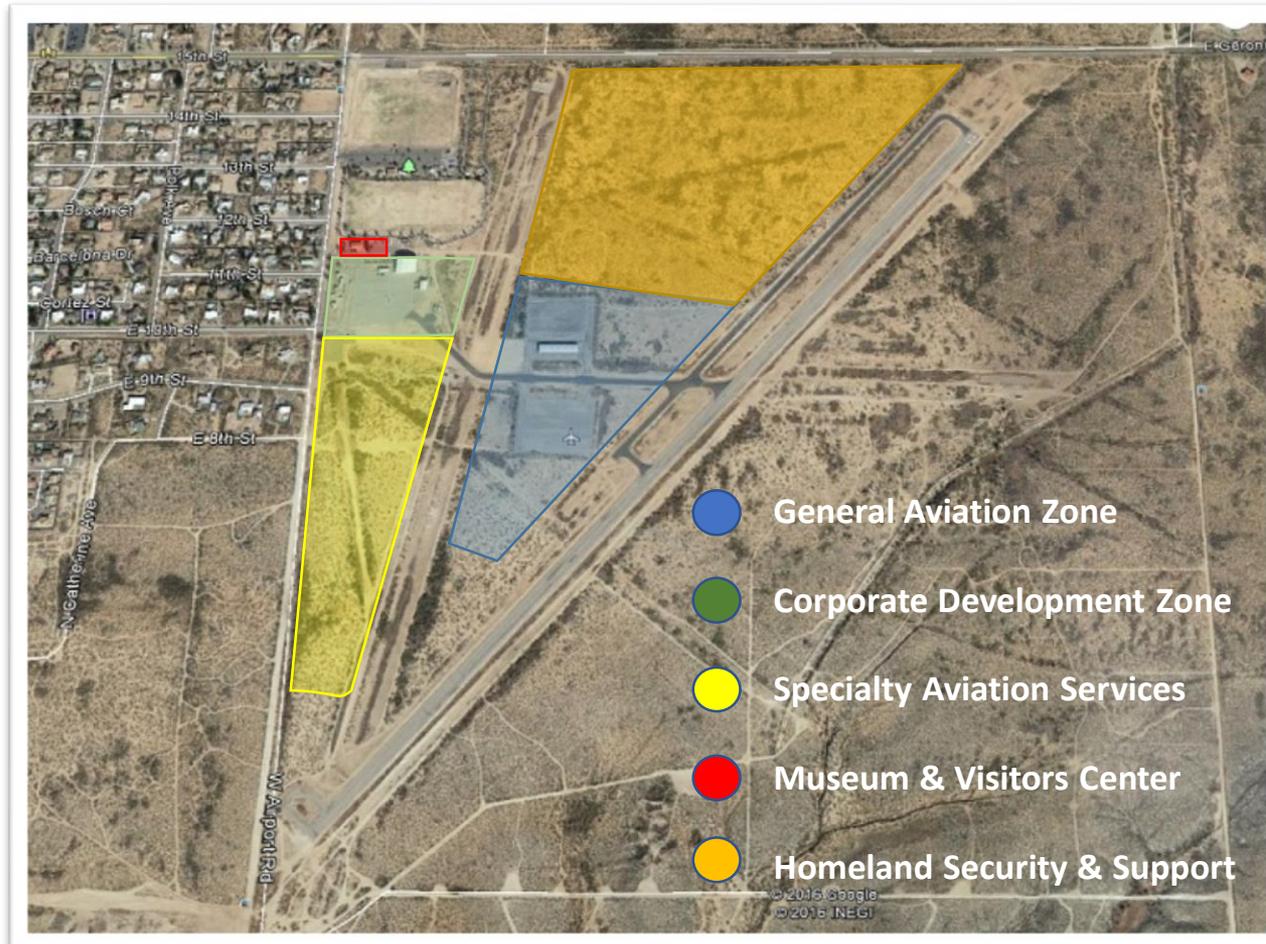
Airport Development Areas

- **General Aviation Zone**
 - Hangars, tie-downs & services for resident aircraft
- **Corporate Aviation Zone**
 - Apron, hangars & services for transient/corporate aircraft
- **Specialty Development Zone**
 - FBO services, maintenance, fueling & related services
- **Museum and Visitor Center Zone**
 - Historical Aviation Museum, Douglas Area Visitor Center
- **Homeland Security & Support Services**
 - DHS, CBP, and related Aviation and Support Services

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Airport Strategic Business Plan



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Airport Strategic Business Plan

Working Paper Two, Chapter 6 - Airport Business Development

- **Economic Activity Centers**
 - **External Political Factors**
 - Border trade constraints
 - **City of Douglas**
 - Retail, business and transportation centers
 - **City of Agua Prieta**
 - Manufacturing, retail, medical and transportation
- **Business Development Opportunities**

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Airport Strategic Business Plan



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Airport Strategic Business Plan

Working Paper Two, Chapter 7 - Financial Analysis

Evaluation of City/Airport Budgets and Capital Improvement needs over the 20-year planning horizon:

- **Operating budget is small, and dedicated to essential maintenance and operations**
- **Current CIP identifies over \$5 million in needed Airport improvements**
- **Funding sources are limited to ADOT and City appropriations**
- **Immediate need to re-examine project priorities**
- **Identify and implement new funding sources**
- **Explore possibility of “in kind” City services for some projects**

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Airport Strategic Business Plan

Working Paper Two, Chapter 7 - Financial Analysis

The Airport's CIP includes several critical projects that must be addressed prior to developing new airside revenue sources:

- **Runway repair and/or rehabilitation**
- **Aircraft parking apron repair**
- **Taxiway repair and development**
- **Automated Weather Station (Recommended)**
- **Instrument landing procedure (Recommended)**

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Next Steps

- **Finalize ALP**
- **Develop CIP/Financial Chapter**
- **Produce Draft and Final Master Plan Update Report**
- **Produce Draft and Final Business Plan Report**

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PAC Input

- **Comments, questions, observations**
- **Concur with progress of the Master Plan Update and recommended development plan?**

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Project Contact Information

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- **Project Website**
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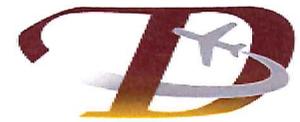


APRIL 27-TH 2017 THURSDAY 1: P.M.

Initials	Name	Organization / Involvement	Phone	Email
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	Carolyn Thompson	Libby Airfield Manager	520-538-2891	Carolyn.y.thompson2.civ@mail.mil
Airport Authority Board				
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<i>Tom</i>	Tom Hanigan		520.236.5175	vansav699699@yahoo.com
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Other Parties				



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Sign-In Sheet:

Initials	Name	Organization / Involvement	Phone	Email
Cochise County				
	Jay Howe	Facilities Director	520-432-9380	jhowe@cochise.az.gov
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SEAGO				
	Larry Catten	Economic Development Planner	520-432-2622	lcatten@seago.org
Tucson Hispanic Chamber of Commerce-Douglas Affiliate				
	Arturo Escalante	Membership Director	520-620-0005	arturo@tucsonhispanicchamber.org
Greater Douglas Chamber of Commerce				
	Nubia Romo	President	520-364-2477	
City of Douglas				
	Luis Pedroza	City Treasurer/Finance Director	520-417-7319	Luis.pedroza@douglasaz.gov
	Miguel Gutierrez	Airport Attendant	520-417-7329	miguel.gutierrez@douglasaz.gov
	Max Tapia	Streets Supervisor	520-727-1773	Max.tapia@douglasaz.gov
	Lynn Kartchner	City Engineer		Lynn.kartchner@douglasaz.gov
<i>AT</i>	Alejandro Teran	Airport Attendant	520-234-5178	
Arizona Lifeline (Air Ambulance)				
	Gale Clawson	Medical Manager	520-349-5399	gale.clawson@med-trans.net
	Brandon Ritenour	Base Manager		
Cochise College				
Border Patrol				
	Jorge Roman	Border Community Liaison	520-805-6912	jorge.o.roman@dhs.gov
TAKATA				
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ADOT/Aeronautics Group				
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Ft. Huachuca				