



Douglas Municipal Airport (DGL) Master Plan Planning Advisory Committee (PAC) Meeting #3

1/23/2017 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 – Mary Ortega-Itsell
- Genesis – Rick Crosman

PAC Members:

- Angel Rodriguez
- Lynn Kartchner
- Bill Wendt
- Jay Howe
- Mindy Hall
- Alejandro Teran
- Miguel Gutierrez
- Luis Pedroza
- Brandon Ritenour
- Tom Hannigan
- Andy Haratyk

Public Attendees:

- Larry Westbrook
- Aaliyah Montoya
- Rebecca Castillo
- Cindy Hayostek
- Angie Rudy
- David Bond
- Mary Morris
- Bill Thomas
- Susan Kramer
- Denise Bauer
- Brenda Vasquez
- Mario Novoa
- Dave Raber
- MV Gomez
- David Carranza
- Linda Wheeler
- Javier Armenta
- Windy Gomez
- Scott McCleve
- Jay Jones

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

- **Lifeline**
 - Lifeline conducts 100% of their operations 75 miles or more away from DGL.
 - Angel Rodriguez stated the importance of clearing the lateral limits of the runway for safety concerns. Removing brush and debris would allow for visibility of animals and civilians.

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- Lifeline conducts quarterly training at Bisbee Douglas International Airport (DUG) because of the poor runway conditions at DGL.
- Lifeline would greatly benefit from a GPS approach, especially in poor weather conditions.
- Angel Rodriguez recognized the need for a perimeter fence for increased safety. He also stated the fence should determine who can operate within the airside facilities.
- **Airport Primary Users**
 - Primary airport users are irregular private fixed-wing operators, New Mexico National Guard, Border Patrol, and Takata.
- **Fuel**
 - Fuel sales have decreased in recent years.
 - A few years ago, the Airport was selling \$30k-\$50k per month in AvGas and Jet A combined.
 - AvGas used to be the number one seller, but now the Airport sells approximately 2 AvGas refuels per year.
 - Andy Haratyk stated that fuel sales are a major revenue source at airports and added that Jet A fuel needs to be the focus to attract corporate customers.
 - Luis Pedroza confirmed current fuel sales: two 8k gallon truckloads per year of Jet A fuel. DGL has two 12k gallon fuel tanks, one for AvGas and one for Jet A.
- **Questions from PAC and Public**
 - What is the most important development at the Airport besides the runway reconstruction?
 - Answer: Installing an Automated Weather Observation Station (AWOS) to receive more accurate weather reports at DGL which would also confirm correct wind coverage at the Airport. The AWOS would have an associated maintenance cost (electric, upload of data), but is very important for the Airport and its users. A more immediate and inexpensive recommendation would be to remove brush and debris from the lateral limits of the runway to increase safety.
 - Is constructing a perimeter fence in the Master Plan Update (MPU)?
 - Answer: The Airport has already received a grant for the design of a perimeter fence and has completed Phase 1 of the design and construction of this project. Phase 2 of this project includes the remaining design, which is scheduled to be complete before November 2017. The Airport will likely pursue a grant to assist with the construction of the second phase, as well as design and construction of the final phase of this project.
 - If the runway were to be reconstructed, can it be reoriented to receive 95% wind coverage compared to the reported 94.5% wind coverage?
 - Answer: Yes, however the 94.5% wind coverage reported in the MPU is based on data obtained from DUG, several miles from DGL. It is possible that if an AWOS was installed at DGL, or if a wind study were conducted, more accurate wind coverage data would be available which could show that the existing runway alignment provides $\geq 95\%$ wind coverage at DGL. If this were the case, reorientation of the runway would not be necessary.
 - How do DGL improvements rank to ADOT?



- Answer: Due to DGL not being part of the National Plan of Integrated Airport Systems (NPIAS), and because of the lack of funding available from ADOT Aeronautics Section, DGL improvements don't currently rank very high at ADOT.
- Can DGL be included in the NPIAS for federal funding?
 - Answer: Yes, however the FAA is currently removing some airports nationwide from the NPIAS, and they are not seeking to add airports to the NPIAS. DUG is in the NPIAS which would make it harder for DGL to be included due to DGL's proximity to DUG. Inclusion in the NPIAS would require significant efforts on the City's behalf to provide data, analysis, and documentation to congressman and/or other elected officials that might be able to influence the FAA. The Airport would also have to adhere to all FAA standards.
- What is the condition of the apron pavements at DGL?
 - Answer: The ADOT APMS inspection conducted in 2013 identified a PCI on the main apron of 53 and 26 for the T-hangar apron. This information will be included in the MPU facility requirements chapter. Based on existing and projected use, regular maintenance and crack-sealing would likely be recommended rather than the pursuit of a rehabilitation/reconstruction.
- **KHA Action Items**
 - KH to address the local vs. itinerant splits in the Forecast Chapter based on data from LifeLine.
 - KH to document the results of the alternative facility placement activity for reference in the Alternatives Chapter.
 - KH to inform the Airport Authority Board of the next PAC/Public meeting date.
 - KH to inform the local newspaper of the time and place of the next meeting to properly inform the public.
 - KH to send out a reminder about the next PAC meeting date approximately two days before the next meeting.
 - KH to ensure social media is used to advertise the public meeting and that the local paper is contacted once meeting date is established to have an article written.

DOUGLAS

Municipal Airport

MASTER PLAN

PAC Meeting #3

January 23, 2017



Kimley»Horn

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Agenda

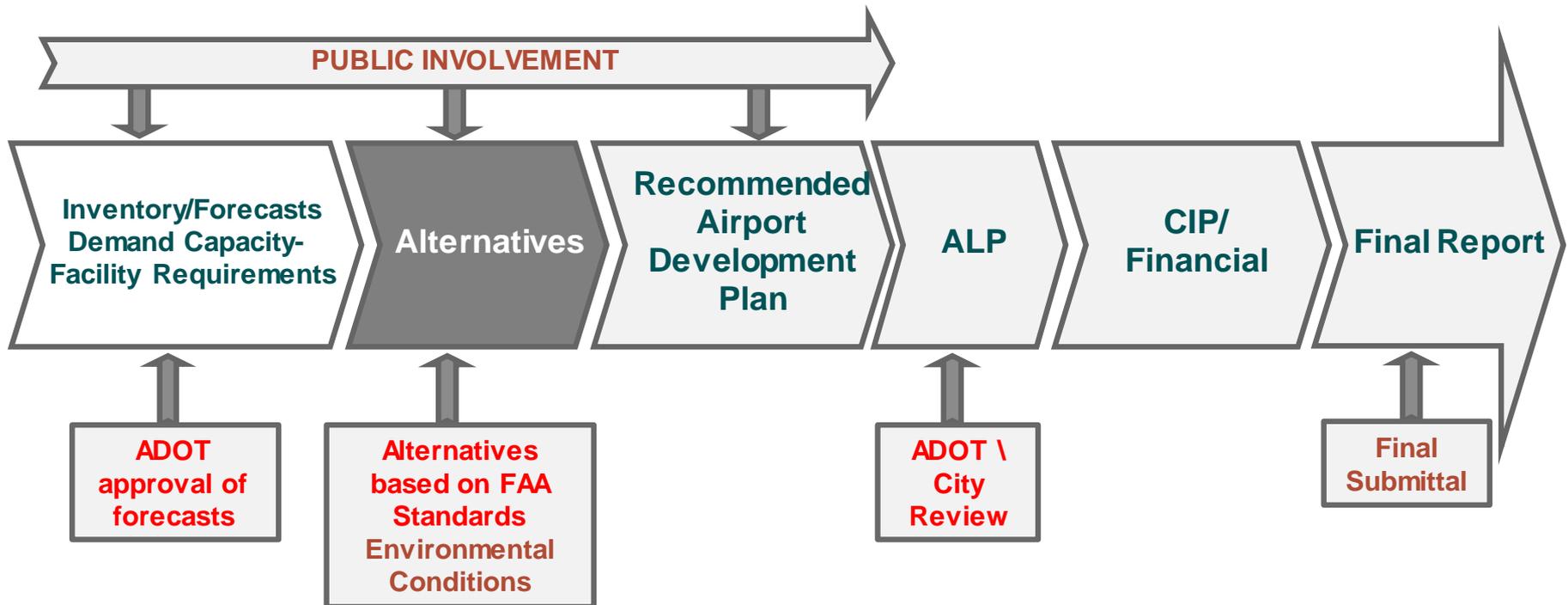
- **Project Status Update**
- **Forecast Summary**
- **Facility Requirements**
- **Alternatives Analysis and Interactive Activity**
- **Airport Business Plan Update**
- **Next Steps**

Public Input – received at the conclusion of the meeting

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Master Plan Process



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Forecast Summary

Category	2016	Projected		
		2021	2026	2036
General Aviation Operations	2,600	2,860	3,030	3,580
Itinerant	390	440	450	540
Local	2,210	2,420	2,580	3,040
Total Based Aircraft	12	13	13	14
Single-Engine Piston	10	10	11	12
Multi-Engine Piston	1	1	1	1
Jet	0	0	0	0
Helicopter	1	1	1	1

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Facility Requirements Process

- **Compare forecast needs to existing facilities**
 - Airside
 - General Aviation
 - Support facilities
- **Results of Facility Requirements are used to derive preliminary alternatives**

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Facility Requirements - Runways

Airfield Component	Existing	Ultimate
Runway 03-21		
Length	5,760'	Same
Width	75'	Same
RWY Design Code	B-II (Visual)	Same
Crosswind Runway		
Length		5,750'
Width		75'
RWY Design Code		B-II (Visual)

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Airside Facility Requirements

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

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General Aviation and Support Facility Requirements

Facility Requirement	Item	Priority
General Aviation	Construct permanent helipad	High
General Aviation	Construct terminal facility	High
Support	Potential expansion of utility infrastructure for non-aviation development	Low

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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 Analysis

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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Interactive Activity

- **Exhibit 1 – Identify locations for helipad and passenger terminal**
 - What makes sense? Only limitations are existing safety areas.
- **Exhibit 2 – Identify locations for long-term aviation use and non-aviation use**
 - **Aviation:** Economies of scale, utilize existing infrastructure.
 - **Non-Aviation:** Visibility, access, signage, potential revenue generation, type of development.

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Interactive Activity

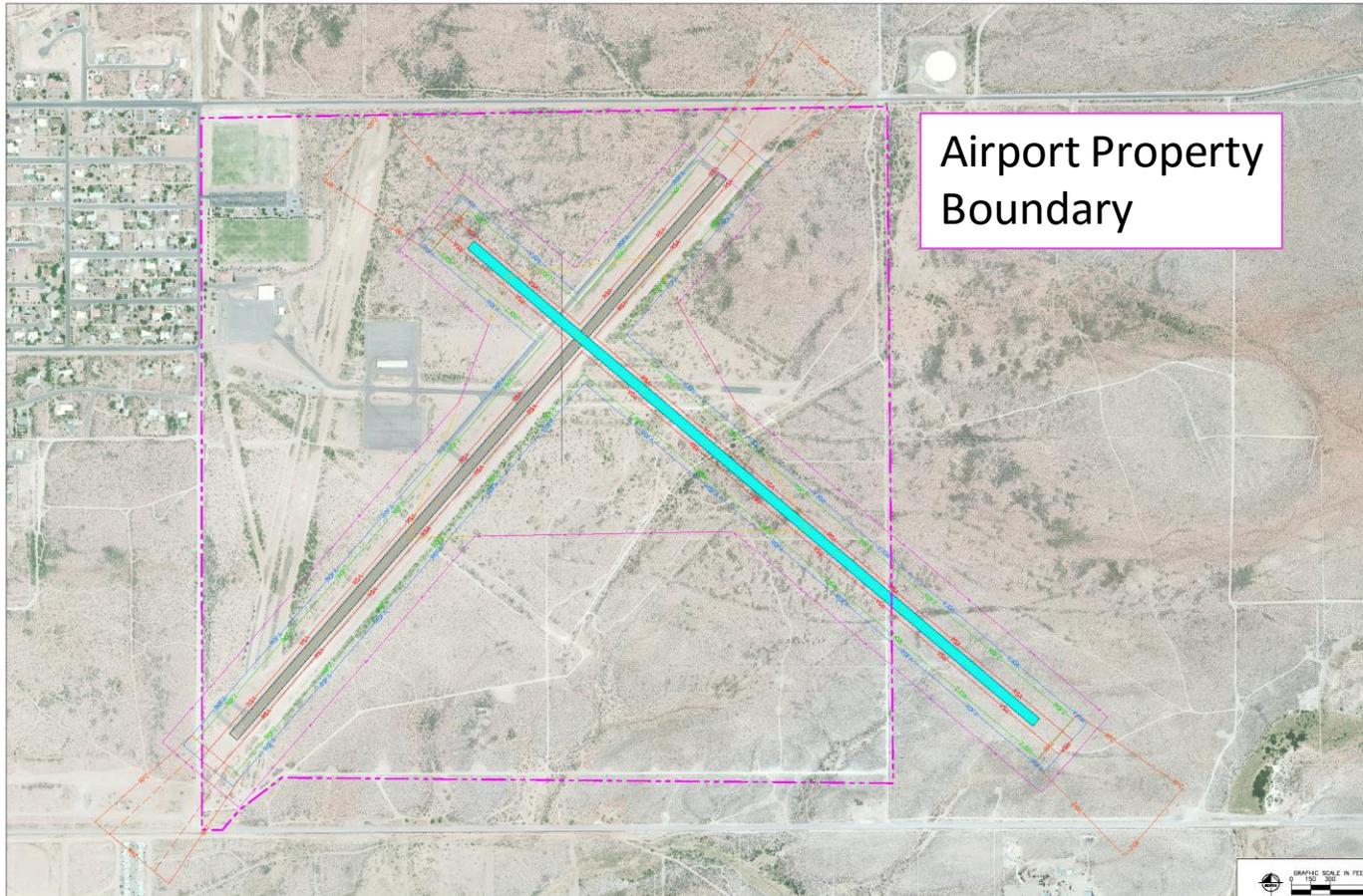
Airport Property
Boundary



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Interactive Activity



GRAPHIC SCALE IN FEET
0 100 200 400

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Interactive Activity

- **Discuss justification for locations of facilities and aviation vs. non-aviation development**
- **Identify consensus locations for weather station, helipad, and terminal building**
- **Input will be incorporated into Alternatives Analysis of Master Plan Update as well as Airport Layout Plan (ALP)**

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Airport Strategic Business Plan Process

..... You Are Here



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Draft Working Paper 1
Airport Strategic Business Plan (ASBP)



- ASBP Draft Working Paper #1 has been sent to the committee for review
- The Working Paper discusses the Airport's history and existing conditions
- National, regional, and local aviation trends are presented
- The City and Airport management structure is described
- The outcomes of the SWOT Analysis and Goals are presented
- Working Paper #1 provides the basis for future market development and action plans

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Airport Strategic Business Plan
Next Steps

- Please provide your comments to Working Paper #1
- Subsequent Chapters will address:
 - Results of community interviews and discussions
 - Economic factors and market drivers
 - Relationships between infrastructure development and opportunities for future economic growth
 - A realistic assessment and balanced recommendation for a development action plan

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Airport Strategic Business Plan



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Next Steps

- **Complete Alternatives Analysis Chapter**
- **Continue progress with ALP Set**
- **Prepare Financial Feasibility Chapter**
- **Continue with Business Plan**
- **Next PAC Meeting and Public Workshop - April 2017 to present final Master Plan recommendations**

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Public Input

- **Comments, questions, observations from public attendees**
- **Concur with progress of the Master Plan Update and recommendations from this meeting?**
- **Initial thoughts for final public workshop? Format, advertising, etc.?**

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Project Schedule

Number	Task Name	Months after Notice-to-Proceed											
		1	2	3	4	5	6	7	8	9	10	11	12
		May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	March	April
1	Pre-planning and Project Initiation												
2	Coordination and Public Outreach												
3	Introduction and Inventory												
4	Forecasts												
5	Demand/Capacity and Facility Requirements												
6	Airport Alternatives												
7	Airport Development Plans (MPU Concept)												
8	Financial Management and Development Program												
9	Airport Layout Plans												
10	Airport Business Plan												
	Kick-Off Meeting Overview of Business Plan Process		▲										
	SWOT Analysis					▲							
	Working Paper Nol. 1						▲						
	Business Plan Alternatives							▲					
	Business Plan Development Ares									▲			
	Priority Reconciliation with Financial & Airport Develop									▲			
	Working Paper No 2									▲			
	Final Document												
11	Final Reports and Approvals										▲		
	Local Coordination Meeting										●		
	PAC and/or Business Plan Working Group Meeting		▲					▲		▲			▲
	Public Workshop							★					★

Legend	
●	Local Coordination Meeting
▲	Business Plan Working Group Meeting
▲	PAC Meeting
★	Public Workshop
	Task Work Underway

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Project Contact Information

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- **Project Website**
 - <http://www.douglasaz.org/amp>

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Sign-In Sheet: **January 23, 2017** *MON.*

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Mindy Hall			
Miguel Gutierrez			
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Scott McClave	Resident	364-8012	
Cindy Mayjohn			
Olga O. Robles	Resident	364-9725	805-8th St
Olga J. Rudy	Resident - Concerned Citizen -	805-1638	

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