Bisbee Douglas International Airport
Airport Master Plan Update

TAC Meeting No. 2

April 24, 2014
Cochise County Headquarters

MEETING SUMMARY

Purpose: Present a brief review of the aviation demand forecasts and the facility requirements from Working Paper No. 1 and Working Paper No. 2, and to present the airport development alternatives from Working Paper No. 3 to the Technical Advisory Committee (TAC) and obtain feedback pertaining to the proposed development plans.

Technical Advisory Committee members:

Name	Affiliation	Present
Ann English	Cochise County	Yes
Jim Vlahovich	Cochise County	No
Richard Searle	Cochise County	No
Elda Orduno	Cochise County	No
Eddie Levins	Cochise County	Yes
Mike Turisk	Cochise County	No
Karen Lamberton	Cochise County	Yes
Lisa Marra	Cochise County	Yes
Lauren Ortega	City of Douglas	Yes
Sam Place	Resident	No
Belinda Burnett	Cochise College	No
Jared Raymond	FAA PHX AFO	No
Kenn Potts	ADOT	No
Lt. Col. David Stine	Arizona Air National Guard	No
Tim Bolton	AZ State Land Department	No

Consultants:

Justin Pietz	Armstrong Consultants, Inc.	Yes
Charlie McDermott	Armstrong Consultants, Inc.	Yes
Jenny Watts	Armstrong Consultants, Inc.	Yes

Non-TAC Members Present:

Michael Ortega	Cochise County
Scott Ries	Developer

A second TAC meeting was held on April 24, 2014, to briefly review the aviation demand forecasts and the facility requirements found in Working Papers No. 1 and No. 2, and to present the airport development alternatives from Working Paper No. 3 to the TAC. Attendance at the meeting comprised of representatives from Cochise County, City of Douglas, members of the public, and Armstrong Consultants, Inc (ACI).

ACI began the meeting giving a brief overview of the Airport Master Plan (AMP) study objectives and process, and discussed the importance of why an AMP study is conducted. The role of the TAC was also explained. Additionally, ACI presented the progress made to date with the project schedule and explained the next steps and deliverables. The immediate next steps include the development of the Draft Airport Layout Plan drawing set (Chapter Five) and the Capital Improvement and Financial Plan and Environmental Overview (Chapters Six and Seven) by ACI.

After the AMP recap, a brief summary of the aviation demand forecasts generated for the airport and the recommended facility requirements needed to accommodate the future demand at the airport was presented. The summary explained why aviation demand forecasts are generated and how they are used in the AMP. The summary also included the based aircraft preferred forecast for Bisbee Douglas International Airport and the methods used to obtain it. Likewise, the total annual operations preferred forecast was presented along with the methods used to obtain it. The facility requirements summary explained how consultants use the demand forecasts to identify the facilities needed to accommodate the forecasted demand levels at the airport. The facility requirements are largely based on the FAA airport design standards, in particular the runway design code (RDC). ACI briefly reviewed the RDC for each runway at the airport (Runway 17-35 and Runway 8-26). Lastly, major facility requirement recommendations for the airport were summarized in a table format and presented by ACI.

Finally, the development plans (and alternatives) created for the airport were presented by ACI. An airside development plan was reviewed, along with a terminal/landside development plan. After each plan was explained, ACI encouraged the committee members to express their comments and any further recommendations.

During this time, several discussions ensued. Ms. English asked ACI for further clarification and justification for the lengthening of Runway 17 by 380 feet. ACI explained how the runway length was determined using calculations from the FAA to determine runway length. The decision to lengthen the runway at the Runway 17 end was considered because it would alleviate the current “T-bone” runway intersection made by Runway 17-35 and Runway 8-26, which is seen by the FAA as an airfield safety concern. Furthermore, adding length to the end of Runway 35 would result in the RPZ extending across Highway 191 and off of airport property. The FAA would require that additional property be acquired either by easements or in fee-simple to completely control the RPZ. This explanation was deemed acceptable by the TAC members. The discussion of runway length did prompt Ms. Lamberton to question the justification for the length of Runway 17-35 based upon the graphic provided within Working Paper No. 2. She suggested the graphic be revised to include more C-I aircraft so that the extension of the runway would be more justified; as currently pictured, the graph does not capture the amount of C-I aircraft that may potentially use the runway, and therefore lacks the justification for it to be lengthened.

From here, the discussion turned to the possibility of using some of the airport property for non-aeronautical uses. Ms. English and several others suggested ACI verify the property line. Ms. English also suggested that the development plan drawing show more of the land north of Runway 8-26 as non-

aeronautical use. The other TAC members agreed with her comment. Mr. Reis suggested the County "test the market" to see if any aircraft storage and/or MRO (Maintenance, Repair, and Overhaul) companies may be interested in the airport and its large amount of available land. Most TAC members seemed receptive to this idea. Mr. Levins asked for some clarification with regards to the land release process. Mr. Ortega was also interested in how the land release process would benefit the County. ACI will in turn provide additional information to the TAC regarding the land release process.

When reviewing the landside development plan, a discussion regarding the four existing original hangars at the airport ensued. The different options regarding the large, wood-framed, steel-side hangar and the three steel-framed, steel-sided hangars were discussed. The County will need to determine if there is any value in the hangars and how they plan to proceeded once that determination is made. It was also recommended that more land be designated for private box and T-hangar development and added to the development plan drawing.

A final discussion item was brought forward by Mr. Reis. He suggested the County verify if the airport can act as a Port of Entry with CPB (Customs and Border Protection) and perform custom services at the airport, and if so, he recommended the County market this service better to pilots. After a brief discussion, the TAC agreed this is a valuable service for the airport and that it should be promoted more in order to increase business/aircraft operations at the airport.

It was concluded that ACI would make some of the recommended changes to both the report and the development drawings. Again, ACI reiterated the next step for the AMP will be providing Working Paper No. 4 to the TAC, FAA and ADOT. After the dissemination and review of Working Paper No. 4 by the TAC, FAA and ADOT, a draft final report will be created and assembled for review.

A copy of the meeting sign-in sheet is attached hereto and made a part hereof.

Meeting Sign-In Sheet

Project:	Bisbee Douglas International Airport Master Plan Meeting No. 2	**Meeting Date:**	April 24, 2014

Name	Title	Affiliation	Phone	Fax	E-mail
Justin Pietz	Principal	Armstrong Consultants, Inc.	[redacted]	[redacted]	[redacted]
Charlie McDermott, LEED AP	Project Manager	Armstrong Consultants, Inc.	[redacted]	[redacted]	[redacted]
Jenny Watts	Airport Planner	Armstrong Consultants, Inc.	[redacted]	[redacted]	[redacted]
SCOTT RIES	PRES	Border cities Land Corp	[redacted]	—	[redacted]
Lauren Ortega	Douglas PW Director ~~City of Douglas~~	City of Douglas	[redacted]	[redacted]	[redacted]
Eddie Levins	Facilities Director	Cochise County	[redacted]		[redacted]
Ann English	Board of Supervisors	Cochise County	[redacted]		[redacted]
Karen Lambert	Transportation Planner	Cochise County	[redacted]		[redacted]
Lisa Marra	Grants Director	Cochise County	[redacted]		[redacted]
MICHAEL J. ORTEGA	COUNTY ADMINISTRATOR	" "	[redacted]		