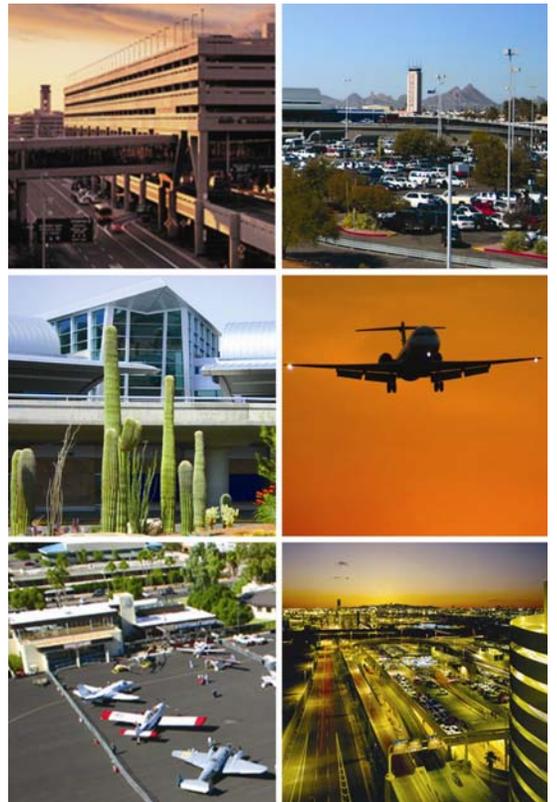


Governor's Advisory Council on Aviation

Final Report

January 31, 2007

Executive Order 2004-22



Governor's Advisory Council on Aviation

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January 31, 2007

EXECUTIVE SUMMARY OF THE GOVERNOR'S ADVISORY COUNCIL ON AVIATION FINAL REPORT

Economic Impact

Aviation in Arizona, commercial, general, and military, including aviation manufacturing and related industries, is a significant contributor to the State's economy. For example, the three City of Phoenix-owned airports alone have an annual economic impact exceeding \$26.2 billion, which is equivalent to \$72 million per day. Aviation's total civilian economic impact on Arizona's economy in 2002 was \$37 billion. It supported over 467,855 jobs with a payroll of \$14.6 billion. The impact from Arizona's military aviation facilities was \$5.7 billion and it supported 83,506 jobs with a payroll of \$2.4 billion. In the last four years, all sectors of aviation in Arizona have grown significantly, rebounding from September 11, 2001 much faster than the majority of the country.

Since 2002, at Tucson International and Phoenix Sky Harbor Airports alone, commercial passenger levels have increased 21.3% and 16%, respectively. Demand on the Arizona aviation system of airports will double over the next 20 years, and the infrastructure of the system must grow to provide the access for our citizens and visitors. It must protect and grow compatibly with surrounding communities to ensure the State's ability to grow.

Background

Governor Janet Napolitano established the Governor's Advisory Council on Aviation (ACA) through Executive Order 2004-22 on September 21, 2004. The ACA was tasked to study and issue consensus findings and recommendations that specifically addressed the following issues:

- a. Airspace utilization and airport capacity
- b. Land use compatibility
- c. Federal funding for aviation in Arizona
- d. Criteria for evaluating aviation facility and system needs
- e. Future aviation needs assessments and funding strategies

The five issues were combined into three categories for further study; Land Use, Capacity and Funding Needs. The ACA met 19 times in various capacities beginning January 31, 2005 through January 31, 2007 in locations through out the State (Phoenix, Tucson, Flagstaff and Yuma). In those meetings the ACA consulted with, or took testimony from, as many aviation interests as possible. Those interests consisted of stakeholders in commercial, military and general aviation, including representatives from the Federal Aviation Administration, Arizona Department of Transportation – Aeronautics Division, Maricopa Association of Governments, Pima County Association of Governments, Arizona State Land Department, Arizona Department of Real Estate, Southern Arizona

Leadership Council, airport operators, Governor's Office on the Governor's Growth Initiative, ADOT's Multi-modal Transportation Study and Arizona Airports Association (AzAA), Arizona Pilots Association, Aircraft Owners and Pilots Association, and the Aviation Safety Advisory Group of Arizona. The meetings, consultations and testimonies contributed to ensure all necessary information could be gathered, the issues identified and thoroughly studied, and meaningful and achievable recommendations developed.

The attached Report to the Governor includes background, discussion, and recommendations respectfully submitted for consideration. A summary of the recommendations include:

Growing Smarter

The Growing Smarter Acts

The Governor's Growth Initiative, including Growing Smarter and Growing Smarter Plus, creates a valuable framework for Arizona communities by mandating local jurisdictions to provide greater efforts as to how and where growth will occur and how it will be financed. Guiding principles direct state and local decision makers to embrace their responsibility, transcend immediate interests, and seek the broadest possible community benefit. The Growing Smarter Acts encourage regional partnerships and collaboration to form a consensus community vision and promote the use of state laws, procedures, expertise, resources and actions to reinforce local planning efforts. The Guiding Principles and recommended partnerships in each of the six categories set forth by the Growing Smarter Oversight Council; responsibility and accountability, preservation of community character, stewardship, opportunity, and infrastructure, should be applied to aviation planning.

- Close coordination must exist between the ADOT-Aeronautics Division, airport operators, State Land Department, and State Real Estate Department to map Airport Influence Areas, Airport Noise Contours, Airport Hazard Districts, and Traffic Pattern Airspace requirements for each public use airport, and to make those maps publicly and readily available to developers, airport sponsors, and planners.
- Based upon the Principles of the Growing Smarter Oversight Council, the State of Arizona should provide templates and structures for regional partnerships and inter-governmental coordination to facilitate collaborative efforts among local authorities for consensus land use planning in the vicinity of airports.

Land Use

Aviation legislation to help achieve state oversight of compatible land use planning near airports is recommended by this council to strengthen the State's commitment to aviation

planning, preservation and development. Good legislation that could serve as a model for Arizona has been crafted by several states.

- Legislation should:
 - ❑ Empower the airport owner to protect the airport from non-compatible encroachment and adversarial confrontation with its community;
 - ❑ Empower the State of Arizona and its citizens to protect our significant investment in system airports and maximize the airport's economic return;
 - ❑ Protect airports' ability to develop and operate in the safest most efficient environment;
- Publicly owned and operated airports and local zoning officials should pursue adoption of compatible land use code (Re: airport environs zones), which define compatible land uses in the vicinity of an airport. This should include definitions of prohibited uses within the vicinity of an airport and define Airport Hazard District, Noise Contours, and Public Disclosure Zones. When applicable, ADOT-Aeronautics should provide planning assistance;
- ADOT-Aeronautics should receive notification of local zoning changes and requests for permits for tall structures within Airport Influence Areas, Traffic Pattern Airspace, Airport Noise Contours, Airport Hazard Districts, and Overlay Districts for State system airports when local airports are unable to manage such notification. Aeronautics may review and provide comment on these changes and permits in coordination with the airport. Notification requirements should be made part of the State grant assurances for receiving state aviation funding;
- All existing and future airport studies and master plans funded through federal and state grants should be fully integrated into each community's comprehensive general plan to create certainty about airport land use requirements for land owners, developers and prospective purchasers; and
- ADOT Aeronautics will provide assistance to help bridge the gap between airport master planning and compatible land use planning for public use airports.

Capacity

Legislative action is recommended to meet the growth demands on the aviation industry in the future. The airport community must work together with the FAA and ADOT-Aeronautics to fund airport construction and growth in Arizona. The following recommendations to strategically plan for the future will allow Arizona's aviation system to meet the long-term transportation needs of the communities while protecting the military's need for Arizona airspace:

- Fund and implement capacity projects at twenty-five airports in Arizona;
- Change Grand Canyon National Park Airport’s funding approach from the State of Arizona’s Aviation Fund to an enterprise fund. Rates and charges should be adjusted appropriately to allow for revenues to cover sufficient staffing levels and capital improvement program;
- Protect the military’s need for Arizona airspace;
- Develop an Outlying Airport System Plan for small airports in outlying communities;
- Explore the possibility of funding a mobile statewide ARFF training unit to provide important fire safety training for communities who are unable to afford national training;
- Increase the annual Pavement Maintenance Management Program funding from \$3 million to \$4 million and increase the scope of projects covered;
- Establish an Adopt-An-Airport program; and
- Create a statewide program for the inspection and maintenance of airports that have automated weather observation systems (AWOS).

Funding

Legislative action is recommended to provide dedicated funding to develop the rapidly growing aviation infrastructure. The aviation community continues to be concerned that sufficient funds are not available to maintain and improve the state’s network of airports. Critical projects that are under-funded due to limitations of available dollars will ultimately become a financial burden to airports, their communities and their tenants. If adequate funding is not provided to ensure the State’s aviation system keeps up with the rapid growth of Arizona’s population and aviation community, it will have a significant adverse effect on the economic prosperity of the State. The ACA has worked closely with the State’s aviation community to develop specific recommendations to the Governor to maximize the effectiveness of the limited available funding. To effect that maximization, the ACA recognizes and recommends the following:

- AIP funding is a critical element in Arizona’s aviation future and every effort should be made to stem the erosion of AIP funding by FAA operating expenses. The ACA urges Arizona’s Congressional delegation, the United States Department of Transportation, the Federal Aviation Administration, the Arizona Department of Transportation, and the Arizona Department of Transportation Aeronautics Division to make every effort to protect the integrity of the Aviation Trust Fund and its’ AIP funding for airports;
- Arizona should strengthen the commitment to its aviation system through modifications in legislation to constitutionally or statutorily protect the State Aviation Fund and eliminate the potential for future diversion of aviation funding sources from the State’s Aviation Fund to non-aviation purposes;

- All revenues collected from the aviation sector should be dedicated for aviation purposes;
- Request the Legislature appropriate to the Aviation Fund the full amount of the anticipated Fund revenues each year and re-appropriate to the Fund any unspent funds from the previous year;
- Development of an enhanced Joint Planning Conference process by the ADOT-Aeronautics Division, the FAA and airports to maximize the use of available federal and state grant funds toward the airport's improvement priorities. Enhancing communication and synchronizing the timing of the FAA and ADOT planning processes, along with greater input from airports on their most critical priorities, will ensure the most realistic and achievable Airport Capital Improvement Program (ACIP) to fund aviation infrastructure priorities;
- ADOT-Aeronautics should work with the State Financial Division to establish an accounting system similar to the State Highway Fund wherein obligated and encumbered funds are "deducted" from the available balance of the Fund. This system would show the true status of the Aviation Fund so that the Legislative body can see the actual remaining fund balance after encumbrances and obligations are removed, rather than the misleading fund balance as a whole;
- ADOT-Aeronautics Division should continue to issue design-only grants for airports, which would expedite the process for getting projects designed and ready to go based-on-bids. This would help increase the amount of federal dollars coming into the state as the FAA's performance is based on granting dollars based-on-bids;
- ADOT-Aeronautics Division should look at ways to increase appropriations from the State Aviation Fund for use in grant and loan funding programs for airports;
- Amend State Aviation Fund statutory language limiting the amount of grant funds for an airport from ten percent of the total aviation fund to ten percent of the fund forecast annual revenue;
- ADOT-Aeronautics Division should review administrative directives and develop criteria with stakeholders to address the allocation of funds and the current requirements for an airport's matching funds; and
- Grand Canyon National Park Airport should be operated as an enterprise fund of the State of Arizona. It is the gateway airport to one of Arizona's, and the indeed the world's, most unique treasures, Grand Canyon National Park. Financial management as an enterprise fund would permit the airport to be managed and operated using exclusively airport-generated funds. Airport rates and charges would be negotiated with tenants at levels that permit much needed capitol improvements and long range set asides, as well as staffing, to showcase the airport and enhance its economic contribution to the State.

Conclusion

It is imperative for Arizona's aviation future that the challenges be addressed and solutions implemented. The alternative of "not" strategically planning for compatibility and compliance, developing airport capacity, and appropriately funding the aviation system will not stop growth in the future, but rather, the challenges will multiply, investments depreciate, and negative impacts compound our aviation communities. We appreciate the opportunity to have worked with the multitude of aviation interests and stakeholders over the two-year time frame to have developed consensus findings and recommendations to improve aviation in Arizona. The report is being presented to the State Transportation Board to provide background and recommendations to the Board as it deliberates on aviation related projects that affect Arizona's future.

The Governor's Advisory Council on Aviation wishes to express our appreciation to the Governor for the privilege of providing input and recommendations to the Governor, the President of the Senate, and the Speaker of the House.

Respectfully submitted,
Governor's Advisory Council on Aviation



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January 31, 2007

Governor's Advisory Council on Aviation

Introduction

The State's aviation system, commercial, general, and military, has a multi-billion dollar impact to the State's economy. The three City of Phoenix-owned airports alone have an annual economic impact exceeding \$26.2 billion, which is equivalent to \$72 million per day. Aviation's total civilian economic impact on Arizona's economy in 2002 was \$37 billion. It supported over 467,855 jobs with a payroll of \$14.6 billion. The impact from Arizona's military aviation facilities was \$5.7 billion and it supported 83,506 jobs with a payroll of \$2.4 billion. In the last four years, all sectors of aviation in Arizona have grown significantly, rebounding from September 11, 2001 much faster than the majority of the country.

Air travelers and tourists spent \$5.9 billion in Arizona in 2002, creating over 121,000 jobs in lodging, retailing, and the service sector. It is anticipated that over the next 20 years the total number of passengers boarding at all twelve commercial service airports in the State, including the three largest airports, Sky Harbor International, Tucson International, and the Grand Canyon National Park Airport, will nearly double by the year 2025, and the total number of based aircraft in Arizona will increase by about one-third. Since 2002, at Tucson International and Phoenix Sky Harbor Airports alone, commercial passenger levels have increased 21.3% and 16%, respectively.

The Governor's Advisory Council on Aviation (ACA) was established by Executive Order 2004-22 and signed by Governor Janet Napolitano in September of 2004. (See attached Appendix). ACA's primary role is to develop strategies for improving the efficiency of Arizona's aviation system, to enhance land use and aviation planning, and to improve the working relationship and communication between state and local aviation entities and federal agencies that have the primary responsibility for regulating aviation in the State.

The State's system of airports is an integral part of the transportation infrastructure that has been invested in heavily by the State and Federal Governments as well as the communities operating the aviation facilities. The airports, including commercial, general aviation and military, are irreplaceable assets.

Growth and Planning

Consistent with the Governor's Growth Initiative to develop strategies to enhance the State's ability to guide growth effectively for the benefits of all Arizonans, the ACA has studied and developed recommendations to be referred to the Governor's Growth Cabinet. We offer recommendations to help open the dialogue on aviation issues for members of the Cabinet.

Aviation Growth and Land Use Planning

There are formidable challenges facing growth and planning for Arizona airports. The major challenges include the coordination between state, local, and federal agencies for distribution of resources and planning guidance; the cross jurisdictional cooperation during planning and zoning that adequately protects the unique character and needs of airports; and the lack of a broad State policy to protect airports from incompatible encroachment.

A number of tools exist to help protect airports, developers, and the general public from the discord that results from incompatible encroachment. Most important are advance planning and zoning, educational measures including airport disclosure and easements, and noise mitigation. Incorporation of protections for airport environs in respective Comprehensive General Plans is recommended statewide.

Advance planning and zoning through the creation of overlay districts, cooperative agreements across jurisdictional boundaries, enforcement of height restrictions, and other means is by far the most efficient, most effective, and least expensive tool available.

Public disclosure about the potential for aircraft noise and overflight, and the use of aviation easements are important second tier tools for airport compatibility, efficiency and capacity.

Noise mitigation is the least desirable and most expensive solution. The cost of noise attenuation or acquisition of property adjacent to an airport can be prohibitive, especially for rural airports. Similarly, there are limited Federal and State resources available to address noise mitigation and abatement needs. This solution also creates the highest probability for litigation.

Airport Capacity

The ACA worked with stakeholders and surveyed airport operators to examine the existing assets and to review the future needs to ensure that aviation facilities are effectively planning for the necessary infrastructure growth. Recommendations are divided into seven major categories: Pima Association of Governments (PAG) Regional Aviation System Plan (RASP); Maricopa Association of Governments (MAG) RASP; Grand Canyon National Park Airport; Military concerns; Outlying Airport System Plan; Mobile Aircraft Rescue Fire Fighting Training; and General. Timely planning and

construction of the airport's capital programs is essential to provide adequate facilities for the expected rapid growth of the State.

Aviation Funding

Critical to the success of meeting the Growth Initiative for Aviation, is the ability to fund necessary improvements. The ACA reviewed the existing funding sources and examined potential additional sources. A significant amount of the capital funding available to airports is from Federal and State grants.

Federal funding for airport projects comes primarily from Airport Improvement Program (AIP) grants that provide the largest amount of money annually to both primary commercial and general aviation/reliever airports. AIP grants and the FAA are currently funded through appropriations from the Aviation and Airway Trust Fund (AATF) along with some contributions from the General Fund. Fuel taxes, airline ticket taxes, and a variety of excise taxes are collected and deposited into the Aviation Trust Fund. A portion of the fund is appropriated by Congress for grant distribution to airports for planning and infrastructure. Airport projects must meet eligibility and priority ranking requirements. Authorizations for FAA, the Trust fund and excise taxes expire September 30, 2007.

The State of Arizona also has a program for collecting aviation fuel tax, aircraft registration fees and in-lieu of tax, and flight property tax. These dollars are deposited into the State Aviation Fund, programmed and administered by ADOT staff, and are intended to supplement federal allocations. Coordination between Federal and State funding programs to assure the airports' most urgent and important needs are met first is a significant challenge under the current system. Recommendations are included to enhance the joint planning process between FAA, ADOT-Aeronautics and airports. The ACA is also very concerned that sufficient funds are not available to maintain and improve the State's aviation system of airports.

Grand Canyon National Park Airport is the State's gateway to its premier visitor attraction, and is Arizona's only state owned and operated airport. The Grand Canyon Airport merits special consideration. Current regulatory restrictions for funding and managing capital improvements at Grand Canyon National Park Airport have created a lack of the most basic airport facilities, such as adequate restrooms and aircraft tiedowns. This creates an inferior "first impression" by visitors, and reluctance by Arizona pilots to use the airport for overnight stays. Under current management and funding regulations and restrictions, improvements on the airport are extraordinarily difficult to achieve. A recommendation to permit Grand Canyon to operate as an Enterprise Fund is included in the report.

Land use, airspace capacity and financial planning for Arizona's aviation growth should be a part of a legislated process that would establish planning requirements between aviation and other local and state agencies enforcing standards for height restrictions, noise and safety zoning, and defined policies and procedures for all agencies to follow.

*Year Two Report
Governor's Advisory Council On Aviation*

Land Use Committee



Land Use Planning

If anything was learned during the ACA process it is that with rare exception, a substantial disconnect exists between airport planning and general planning in communities with airports.

There are a number of unique characteristics about airports when compared to other public utilities and services that can create misunderstandings and adversarial relationships with surrounding communities. Airports possess land and airspace requirements that reach far beyond airport property lines, frequently crossing over political boundaries. Airports are irreplaceable assets. Once located far outside populated areas, population growth creates demand for properties located closer and closer to airport boundaries, and the process of obtaining consensus planning among all of the adjoining political subdivisions is a challenge. Urban growth creates a competing demand for both increased capacity to accommodate the changing needs of airport tenants and users, and operational constraints desired by airport neighbors to reduce airport noise.

In response to pressures from real estate developers and land owners, comprehensive land use planning and zoning, airport overlay and planning districts are frequently undone and eroded by the very elected bodies that created them, especially in rapidly growing communities.

Limited tools and resources are available to aid publicly owned airports in providing protection and real estate disclosure for their airports.

Federal Aviation Administration

The Federal Aviation Administration (FAA) has developed land use planning guidelines and initiatives to help inform communities about the types of land use that is and is not compatible with airports. They include an internet website that acts as an information clearing house for compatible land use planning information such as FAA orders, advisory circulars, reports, studies and access to resources; a package of land use planning information for use by FAA regional officials and national planning organizations, primarily at local meetings; and guidance on environmental impact analyses. FAA grants are available under FAA Part 150 Noise and Master Plan study processes to provide assistance in determining land use protection requirements for both present and future airport operations. But all of this guidance is advisory in nature and depends upon local authority for implementation.

While the Federal Aviation Administration has preemptive authority over the National Airspace System, it is up to local authority to preserve obstruction free zones for the airspace within and beyond the airport boundaries. The FAA publishes height and distance requirements in FAA Part 77 regulations. The Part 77 Airspace Obstruction Evaluation program permits FAA to object to tall structures within an area known as

Airport Hazard Districts in the vicinity of airports, but the airport bears the burden for providing airspace protection.

Grant assurances, signed by airport sponsors when accepting federal grant monies for airport improvement projects, require airports to use their police power to preserve compatible land use. Civil penalties may apply if non-compliance results in unsafe conditions. FAA's Washington, D.C. office handles all grant enforcement and must provide extensive due process, making enforcement very rare. Sanctions are not generally imposed and there is no template for repaying grants for communities that ignore planning assurances. If states want to be more proactive, FAA is of no help.

United States Military

Arizona is a leader for legislatively protecting military operations throughout the State. Because of aggressive, tough, hard decisions by state, county and local governments, the military's ability to continue to conduct its training protected from encroachment has been significantly improved. While it remains a concern, incompatible growth surrounding the major installations in Arizona appears to be controlled. In fact, the guidelines used to protect military flight operations from incompatible land use could be incorporated into land use plans surrounding civilian airports as well. The Arizona Revised Statutes (A.R.S.) incorporates tables, as well as compatibility standards of compatible land-uses surrounding military installations which might serve as an example for all airfields, military and civilian alike. On the other hand, dissimilar compatibility standards for military and civilian airfields would most likely cause confusion and possible statutory conflicts. A "Proactive Vigilance" to protect military installations should be a policy of Arizona governments at all levels.

State of Arizona

The Arizona Department of Transportation-Aeronautics Division also publishes land use planning guidelines and recommendations for airports. Like the FAA, State guidance is advisory only and depends upon local authority for implementation. State Laws for civilian airports permit, but do not always require, real estate disclosure for properties underlying Airport Influence Areas, and the criteria and resources for developing disclosure maps vary. There is no consistent map product or reporting obligation for all public use airports.

The Aeronautics Division programs grant dollars to match Federal funds for Airport Master Plans and FAA Part 150 Noise Studies; however, there is limited involvement by State Aeronautics in local land use planning processes. These expensive, time consuming studies often become stand alone projects and are never fully integrated into city and county land use plans. At this time, the Aeronautics Division does not have the capability to actively engage in local land use planning efforts, or create airport influence disclosure maps and Part 77 Airport Hazard District maps. Lack of good compatible land use planning creates demand upon the State Aviation Fund for mitigation and land acquisition dollars.

State Real Estate Department

There are 71,000 real estate agents in Arizona. Disclosure forms completed by sellers require disclosure for properties in the vicinity of an airport, but “vicinity” is not defined and agents cannot force buyers to read public reports. While the State Real Estate Department is responsible for providing maps to the public, it has no mapping capability. It relies on the State Land Department, real estate developers, counties, cities and towns to provide them. Only a portion of airport sponsors provided maps to the department and many maps are not usable, especially those for military training routes. Current disclosure statutes are not being satisfied.

State Land Department

Large tracts of state owned lands are situated near publicly owned airports, and many acres of state lands are leased to public and private airport operators. No broad policy exists related to zoning on behalf of airport considerations. There is no map or other planning document within the department that depicts airports in the vicinity of state land. While the department is required to coordinate with local authorities in their planning and zoning process, they depend upon airport sponsors to notify them of land use planning efforts involving state land. When the decision is made to sell land, the Department contacts political subdivisions in which the land exists, but generally, there is no effort to notify adjacent subdivisions or airport owners except on a case by case basis. Unless a political subdivision or airport authority has cultivated a relationship with the Department, it is likely they are unaware of the Department’s conceptual plans for state owned lands near their airport. The State Land Department is not always invited into the airport planning process even when state lands are part of, or adjacent to, the airport. In addition, the Department prefers working with comprehensive general plans over airport proximity plans.

Because of the Department’s fiduciary obligation to market state land for the highest dollar, the Department’s interests frequently conflict with publicly owned airports’ need to preserve obstruction free zones and compatible land use. Lands surrounding military facilities are treated differently. Military facilities are always asked for input because the federal government is the only entity capable of condemning state owned land.

Airport Sponsors – Counties, Cities and Towns

All responsibility for compatible land use planning in the vicinity of an airport rests with local authority. Pressure from real estate developers to create planned residential communities near previously remote airports is intense, and although residential use is incompatible, the infrastructure provided by these developments brings water, sewer and electricity closer to the airport. This infrastructure is sorely needed by rural airports and not eligible under traditional federal and state airport funding programs. The temptation to permit residential encroachment on rural airports is often irresistible. Good land use

planning may be undone by the same elected and appointed officials who created it, often against planning and zoning department recommendations.

Existing tools, such as real estate disclosure agreements, published maps, aviation easements, and neighborhood signs are under utilized, frequently ineffective and often apply only to new subdivisions and not resale property. As airports grow and develop to meet the demand for services created by increased population, the escalating noise and over-flight is seen by airport neighbors as intrusive. Industry continues to develop quieter aircraft; however, the increase in numbers of flights forces shifts in flight paths and noise contours making Airport Influence Areas fluid while zoning and disclosure remains fixed. In time, failure to adequately preserve compatible land use near airports places demand upon the FAA and the State Aviation fund for property acquisition and noise mitigation.

The situation is complicated further by the cross-jurisdictional element that is almost always present in airport planning. An airport located in one community creates noise and over-flights in adjacent cities, towns or counties. Developers working with one political subdivision are unaware of the desires of adjacent land owners. There is a need to create as much certainty as possible, to obligate airport owners to define and publish their needs early, and to share in the general plan process for neighboring political subdivisions.

Tucson Airport Authority leads the way in initiating models for land use plans and maintaining successful relationships with cities, towns, county authorities, and the State Land Department. The Authority always reviews and actively comments on applications for zoning changes within its planning area and aggressively pursues land acquisition to preserve compatible use near Tucson International Airport and Ryan Airfield. Staff persons are always present at meetings of cities and counties. As an independent airport authority, airport staff and board members are in position to advocate on behalf of the airport at all times. The Phoenix Aviation Department is also an example of a proactive airport sponsor. There are staff members dedicated to overseeing land use planning, not only for lands within the City, but in adjacent areas where incompatible use and structures could adversely affect airport operations. These are exceptions, however. Resources generated by commercial operations at the State's two premier commercial aviation facilities permit dedicated staff, an aggressive approach to airport preservation, and documented procedures and guidelines for inter-governmental notification and cooperation.

Emerging communities near Phoenix, such as Buckeye, Wickenburg and Coolidge are only beginning to develop their tax base and aeronautical facilities income. More remote rural communities face even more difficult choices about how to spend scarce airport and community resources. It is clear that in order to protect the State of Arizona's investment in her State aviation system, more help at the state level is required.

Recommendations

Aviation Legislation

Aviation legislation to help achieve state oversight of compatible land use planning near airports is recommended by this ACA to strengthen the State's commitment to aviation planning, preservation and development. Good legislation that could serve as a model for Arizona has been crafted by several states. Legislation should:

- Empower the airport owner to protect the airport from non-compatible encroachment and adversarial confrontation with its community;
 - Empower the State of Arizona and its citizens to protect our significant investment in system airports and maximize the airport's economic return; and
 - Protect airports' ability to develop and operate in the safest most efficient environment.
- Publicly owned and operated airports and local zoning officials should pursue adoption of compatible land use code (Re: airport environs zones), which define compatible land uses in the vicinity of an airport. This should include definitions of prohibited uses within the vicinity of an airport and define Airport Hazard District, Noise Contours, and Public Disclosure Zones. When applicable, ADOT-Aeronautics should provide planning assistance;
 - ADOT-Aeronautics should receive notification of local zoning changes and requests for permits for tall structures within Airport Influence Areas, Traffic Pattern Airspace, Airport Noise Contours, Airport Hazard Districts, Airport Planning and Overlay Districts for State system airports. Aeronautics may review and provide comment on these changes and permits in coordination with the airport. Notification requirements should be made part of the State grant assurances for receiving state aviation funding;
 - All existing and future airport studies and master plans funded through federal and state grants should be fully integrated into each community's comprehensive general plan to create certainty about airport land use requirements for land owners, developers and prospective purchasers; and
 - ADOT Aeronautics will provide assistance to help bridge the gap between airport master planning and compatible land use planning for public use airports.

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Growing Smarter and Growing Smarter Plus create a valuable framework for Arizona communities by mandating local jurisdictions and give greater thought to how and where growth will occur and how it will be financed. Guiding principles direct state and local

decision makers to embrace their responsibility, transcend immediate interests, and seek the broadest possible community benefit. The Growing Smarter Acts encourage regional partnerships and collaboration to form a consensus community vision, and promote the use of state laws, procedures, expertise, resources and actions to reinforce local planning efforts. The Guiding Principles and recommended partnerships in each of the six categories set forth by the Growing Smarter Oversight Council; and responsibility and accountability, preservation of community character, stewardship, opportunity, and infrastructure; should be applied to aviation planning.

- Close coordination must exist between the ADOT-Aeronautics Division, State Land Department, and State Real Estate Department to map Airport Influence Areas, Airport Noise Contours, Airport Hazard Districts, and Traffic Pattern Airspace requirements for each public use airport, and to make those maps publicly and readily available to developers, airport sponsors, and planners.
- Based upon the Principles of the Growing Smarter Oversight Council, the State of Arizona should provide templates and structures for regional partnerships and inter-governmental coordination to facilitate collaborative efforts among local authorities for consensus land use planning in the vicinity of airports.

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Airport Capacity Committee



Airport Capacity Committee

In 2005 at the request of the Airport Capacity Committee, Aeronautics staff conducted a survey of all 314 FAA recognized landing facilities in Arizona. Only 33% of the facilities responded. In order to obtain a better response rate, Aeronautics staff worked to revise the process in 2006. In addition, the ACA heard presentations from representatives of PAG and MAG, as well as William Gillies of Luke AFB and Operations Department MCAS Yuma. A report by the Aviation Capacity Committee is found in attached Appendix.

Background

This chapter summarizes the work completed by the Airport Capacity Committee. In 2005 and 2006, the Airport Capacity Committee reviewed information from a large number of stakeholders including airports, aviation users, the business community, city and county officials, and the military. The Airport Capacity Committee evaluated the presentations and reached a consensus. In order to address the critical capacity needs in Arizona, the Airport Capacity Committee is recommending capacity projects at twenty-five airports. By 2025, Arizona's aviation growth measured from current 2 million airport operations (take-offs and landings) to an estimated 3.5 million (75% growth) cannot be accommodated by current airport capabilities. Current aviation development/improvement processes for planning, standards, and implementation are characterized as advisory in nature with the Federal Aviation Administration and are dependent on 'relationships' between agencies, communities and political entities. These 'processes, procedures and policies' are not necessarily followed, accomplished, or complied with, e.g., real estate advertising not ensuring an airport 'area of influence' is stated or mapped.

Survey

As part of the process, the Airport Capacity Committee conducted a written survey of Arizona airports. In order to stimulate a higher survey response rate in 2006, the survey process was refined further. In terms of capacity, the survey asked the question, "Does your Master Plan or Airport Layout Plan (ALP) provide for increased airfield capacity (new taxiways, runways, etc.), terminal/hangar capacity (new terminal buildings, gates, etc.), airspace capacity (new FAA equipment, etc.) or ground access capacity (new roadway, etc.)?" Twenty-four of the seventy-three airports (33% of total responses received) stated that they are planning to increase airport capacity as shown in their Airport Master Plan or ALP. There are 321 airports in Arizona, 92 are cited as primary and secondary in the Federal Aviation Administration Airport Facility Directory for the Southwest United States. The significance of the study may lie in the generation of statistical data for use in future development of airports. The study provides an opportunity to review the facts and correct interpretations of airport policies. Survey results are contained in a report by the Aviation Capacity Committee. (See attached Appendix).

Project Recommendations

For the purposes of this report, the recommendations are divided into seven major categories: (1) Pima Association of Governments (PAG) Regional Aviation System Plan (RASP); (2) Maricopa Association of Governments (MAG) RASP; (3) Grand Canyon National Park Airport; (4) Military Concerns; (5) Outlying Airport System Plan; (6) Mobile Aircraft Rescue Fire Fighting (ARFF) training unit; and (7) General. All seven components are integral to the development of an efficient and effective aviation system in Arizona.

Pima Association of Governments Regional Aviation System Plan

As part of the review process, the Airport Capacity Committee evaluated The Pima Association of Governments' (PAG) Regional Aviation System Plan (RASP) for the Tucson Region's airport capacity issues. Eight of the PAG System Airports were found to need additional capacity, either now or within the planning horizon of 2030. Capacity enhancing projects should be undertaken at Tucson International Airport, Ryan Airfield, Marana Northwest Regional, Pinal Airpark, Ajo Municipal, Benson Municipal, La Cholla Airpark and Sells Airport. The following projects are recommended:

- Tucson International Airport: Construct high speed taxiway exits, construct new runway 11R/29L, re-designate existing Runway 11R/24L as a taxiway, install runway seal coating, add adjacent parking, construct additional general aviation aircraft storage, construct fuel storage facility;
- Ryan Airfield: Construct parallel Taxiway C, construct high speed exits on Runway 6L/24R, construct high speed exits on Runway 6R/24L, construct additional aircraft storage, upgrade and lengthen Runway 6R/24L, install Runway 6L/24R pavement preservation;
- Marana Northwest Regional: Construct high speed taxiway exits, construct a parallel Runway 12R/30L, construct full parallel Taxiway D, construct forty T-hangar positions, construct 3,500 square yards of auto parking, install pavement preservation, upgrade the structural runway;
- Pinal Airpark: Construct additional aircraft storage, pavement runway enhancements;
- Ajo Municipal: Construct 4,800 square feet of T-hangars, construct 225 square yards of auto parking, install pavement preservation;
- Benson Municipal: Construct 10 T-hangars, expand auto parking area by 1,800 square yards;
- La Cholla Airpark: Construct additional aircraft storage, overlay Runway 1/19; and
- Sells Airport: Construct additional aircraft storage, pavement runway enhancements.

Maricopa Association of Governments RASP

The Airport Capacity Committee reviewed MAG RASP projects as well. The MAG region needs more air transportation capacity because growth in demand will increase substantially from 2005 until 2025. It is expected that commercial service will increase from 40 to 80 million passengers annually, a 100% increase. General aviation is also expected to grow from 2 million operations to 3.3 million operations, a 65% increase. This growth in demand will require the maximization of existing airports and the development of at least one new airport.

Sixteen of the existing MAG System Airports were found to need additional capacity within the planning horizon of 2025. The following airport projects are recommended:

- Williams Gateway Airport: Expand terminal building, develop parallel runway, construct parallel and exit taxiways, extend Runway 12L-30R, install High Intensity Runway Lights (HIRL), install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), expand aircraft storage, construct Airport Lighting System (ALS);
- Phoenix Sky Harbor International Airport: Construct new West Terminal, upgrade the Ground Transportation System, continue taxiway improvements from asphalt to concrete, extend South Runway 7R/25L, build new fourth runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel and exit taxiway, expand vehicular parking, continue environmental mitigation projects;
- Scottsdale Airport: Install Medium Intensity Approach Lighting System (MALS) for precision approach capability, add more terminal building space, expand aircraft storage;
- Phoenix-Deer Valley Airport: Install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), expand aircraft storage, construct parallel taxiway;
- Phoenix-Goodyear Airport: Build a new parallel runway, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel taxiway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, expand aircraft storage;
- Buckeye Municipal Airport: Widen and extend runway, extend parallel taxiways, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), expand aircraft storage;
- Sky Ranch Carefree Airport: Install Precision Approach Path Indicator (PAPI) runway lights, widen runway, and expand aircraft storage;
- Chandler Municipal Airport: Widen and extend runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), extend parallel taxiways, expand aircraft storage;
- Estrella Sailport Airport: Install Visual Approach Path Indicator (VASI) runway lights, Precision Approach Path Indicator (PAPI) runway lights;

- Gila Bend Municipal Airport: Extend parallel taxiways, increase pavement strength, install Medium Intensity Taxiway Lights (MITL), install Precision Approach Path Indicator (PAPI) runway lights, install Runway End Identifier Lights (REIL);
- Glendale Municipal Airport: Build parallel taxiway on the east side, extend parallel taxiway on the west side, install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), expand aircraft storage;
- Mesa Falcon Field Airport: Implement curved precision approaches by installing Medium Intensity Approach Lighting System (MALS), construct exit taxiway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), expand aircraft storage;
- Wickenburg Municipal Airport: Develop non-precision approach capability, expand aircraft storage;
- Pleasant Valley Airport: Pave runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel taxiway, develop non-precision approach capability, expand aircraft storage, install Precision Approach Path Indicator (PAPI) runway lights, install Runway End Identifier Lights (REIL);
- Stellar Airpark: Expand aircraft storage; and
- New General Aviation Airport: Acquire land, pave runway, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel taxiway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Precision Approach Path Indicator (PAPI) runway lights, install Runway End Identifier Lights (REIL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, construct Fixed Base Operator, install fueling services, construct parking facilities, build access and utilities on the site, construct aircraft storage. Possible locations include Peoria/Pleasant Valley, Wickenburg/Forepaugh, south/southeast search area south of Chandler, or northeast of Scottsdale.

Grand Canyon National Park Airport

The Airport Capacity Committee reviewed the status of Grand Canyon National Park Airport as well. The Grand Canyon National Park Airport, the front door to Arizona, is an under-funded, under-staffed and developmentally impaired airport. Grand Canyon National Park Airport is the third busiest airport in Arizona behind Phoenix Sky Harbor International Airport and Tucson International Airport. The operating budget for Grand Canyon National Park Airport is appropriated from the State of Arizona's Aviation Fund. When Grand Canyon National Park Airport's operating revenues exceed operating expenses, the excess revenues are deposited into the State of Arizona's Aviation Fund.



The Airport Capacity Committee compared the Grand Canyon National Park Airport's operating budget and staffing level to 35 airports for fiscal year 2006. Grand Canyon National Park Airport ranks last in both categories - 36th with the lowest operating budget of only \$1 million versus \$3 million and only 14 versus 22 full-time employees at comparable airports.

Although the Grand Canyon National Park Airport currently receives appropriations from the State of Arizona's Aviation Fund, the Airport Capacity Committee recommends that this approach be changed to an enterprise fund. An operating fund receives its budget through the annual appropriations process from the collection of taxes. An enterprise fund, on the other hand, does not receive any revenue from the general fund. An enterprise fund is self-supporting through the collection of user fees and other airport generated revenues. An enterprise fund only pays for costs associated with enterprise fund-related activities.

Military

The military is also an important component of the aviation system. The mission of military airspace in Arizona is to support the training of members of the Army, Navy, Marines and Air Force to meet our country's worldwide combat commitment. The military airspace program was established to designate airspace in the interest of National Defense, security and welfare. In order to ensure the successful completion of the military's objectives, military airspace needs to be protected.

Military airspace can be divided into the categories below:

1. **Restricted Airspace:** This airspace is designated under 14 Code of Federal Regulations under Part 73, where the flight of civil aircraft is not wholly prohibited, but is subject to some restrictions;
2. **Military Operating Area (MOA):** This airspace is established to segregate certain non-hazardous flight activities from Instrument Flight Rule traffic and to identify to Visual Flight Rule traffic;
3. **Air Traffic Controlled Assigned Airspace (ATCAA):** This airspace is above FL 180 and is attached to MOA airspace controlled by the FAA to support the military mission;
4. **Military Training Routes (MTRs):** This airspace is composed of routes used by the Department of Defense for the purpose of conducting low-altitude navigation and tactical training at airspeeds in excess of 250 KIAS below 10,000 ft Mean Sea Level;

5. Low Altitude Tactical Navigation Area (LATN): This airspace is characterized by random low altitude navigation under Visual Flight Rule conditions when flights are flown at 250 KIAS; and
6. Air Refueling: This airspace is used to conduct air refueling by using tracks and anchors above FL 180 or lower in MOAs/restricted areas for low-level helicopter/C-130s.

The table below lists military facilities in Arizona that need to be protected from encroachment.

<u>Military Facility</u>	<u>Location</u>	<u>Mission</u>
Barry M. Goldwater Range	Approximately 50 nautical miles southwest of Luke	A National Range asset that provides the military bases in Arizona, the United States and Allied countries a required air to air, air to ground and realistic live drop range environment
Marine Corps Air Station Yuma	Approximately 5 square miles just southeast of Yuma	To support 80% of the Marine Corps' aviation training
Luke Air Force Base	Approximately 20 miles west of Phoenix on 4,198 acres	To train U.S. and Allied F-16 aircraft pilots and crew chiefs, (and anticipated F-35/Joint Strike Fighter aircraft)
Fort Huachuca	In southern Arizona near Sierra Vista	To train and test Unmanned Aerial Vehicles for the U.S. Army and other Federal Defense agencies, and to provide instrument approach training for D-M, Tucson Guard and 161 ARW pilots
Yuma Proving Grounds	10 restricted airspace areas located between Yuma and Quartzsite along the Colorado river	To support the Army's test and training mission of artillery, direct fire and other combat related equipment
Davis-Monthan Air Force Base	Southeast section of the City of Tucson, North of Tucson International Airport on 10,618 acres.	To train A-10 pilots and support expeditionary, combat and combat support forces, Homeland Security forces and EC-130 aircraft operations
Sunny	Located 70 nautical miles northeast of Luke	To operate as a holding area for Large Force Exercises, intercept training, and a refueling anchor
Sells	Located approximately 40 miles south of Luke between Tucson and Ajo	To conduct training
Tombstone	Located 50 miles southeast of Davis-Monthan Air Force Base	To support Davis-Monthan A-10 and U.S. Air Force F-16 training
Outlaw/Jackal	Located 60 nautical miles northeast of Tucson and 30 miles east of Phoenix	To provide air-to-air training, intercept training, air combat tactic training, and night vision training missions
Ruby/Fuzzy	Located 30 nautical miles southwest of Tucson	To conduct basic flight maneuver training, air combat tactic training, intercept training, formation training
Reserve/Morenci	Located 75 nautical miles northeast of Tucson	To train basic flight maneuvers, air combat tactics, intercept missions

Outlying Airport System Plan

Another suggestion is to develop an Outlying Airport System Plan for airports who are not in MAG RASP or PAG RASP. It is desirable to make sure that small airports in the outlying communities are represented in an Airport System Plan.

Mobile Aircraft Rescue Fire Fighting Training Unit

The Airport Capacity Committee reviewed information on Aircraft Rescue Fire Fighting (ARFF) training. Training for firefighters is critical because studies show 80% of passengers do survive the initial impact. Most fatalities in an airplane crash are due to smoke inhalation or burns, not the initial trauma of the crash. These fatality numbers can be reduced by a quick, well-trained ARFF response. Although airports such as Phoenix Sky Harbor International Airport and Tucson International Airport participate in regional Federal Aviation Administration (FAA) Part 139 Training with annual live burns, small airports in Arizona cannot afford to send their firefighters for this type of regional FAA training. Since there is a need to make ARFF training affordable for small airports in rural parts of Arizona, the Airport Capacity Committee suggests that the Arizona Department of Transportation explore the possibility of funding a mobile statewide ARFF training unit. This facility would provide important fire safety training for communities who are unable to afford national training.

General

General aviation airports are an untapped resource and are a major part of our integrated transportation system. General aviation provides 70% of the airport system in the United States. Consequently, most manufacturers locate their physical organization within ten miles of an airport. The Airport Capacity Committee recommends the state increase the annual Pavement Maintenance Management Program funding from \$3 million to \$4 million and increase the scope of projects covered, establish an Adopt-An-Airport program, and create a statewide program for the inspection and maintenance of airports who have automated weather observation systems (AWOS). An Adopt-An-Airport program can be accomplished through a volunteer partnership effort. The volunteers assist airport managers in maintaining and beautifying local Arizona airports. Arizona's airports are valuable community assets, and the time and effort invested in them will result in a positive economic impact for the community and the entire state. Adopt-An-Airport is a prime example of public/private partnership at work. Volunteers are matched with airports in the need of routine repair. An AWOS is also very important to the aviation industry because it collects weather data at airports and disseminates the weather information via radio and/or landline.

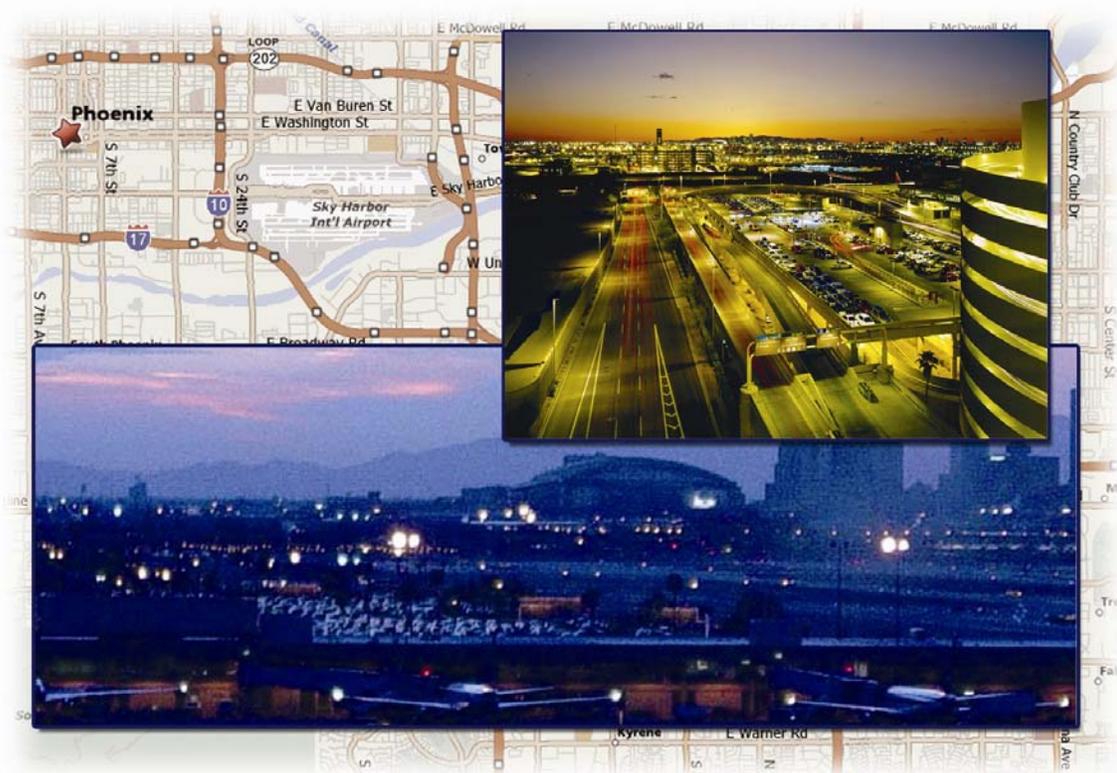
Conclusion

The Airport Capacity Committee recommended the following:

- Fund and implement capacity projects at twenty-five airports in Arizona;
- Change Grand Canyon National Park Airport's funding approach from the State of Arizona's Aviation Fund to an enterprise fund. Rates and charges should be adjusted appropriately to allow for revenues to cover sufficient staffing levels and a capital improvement program;
- Protect the military's need for Arizona airspace;
- Develop an Outlying Airport System Plan for small airports in outlying communities;
- Explore the possibility of funding a mobile statewide ARFF training unit to provide important fire safety training for communities who are unable to afford national training;
- Increase the annual Pavement Maintenance Management Program funding from \$3 million to \$4 million and increase the scope of projects covered;
- Establish an Adopt-An-Airport program; and
- Create a statewide program for the inspection and maintenance of airports that have automated weather observation systems (AWOS).

*Year Two Report
Governor's Advisory Council On Aviation*

Finance Committee



Funding for Airports

Federal

The Arizona Department Of Transportation-Aeronautics Division (ADOT-Aeronautics) made a presentation about federal funding opportunities for airports. A sample list of grants potentially available to airports is contained in attached Appendix.

The Airport Improvement Program (AIP-20.106) provides the largest amount of money annually to both primary commercial and general aviation/reliever airports. The AIP program collects fees and taxes from aviation users through a gas tax, airline ticket tax, and excise tax on selected aviation parts and supplies. These monies are deposited into the Aviation Trust Fund and appropriated by Congress for grant distribution to airports for the further development of the nation's airport infrastructure. Funds are distributed by formula each year to specific airports or types of airports, and are broken down into four funding categories (apportionments, small airport fund, discretionary fund and set asides). Projects funded under the AIP program must meet eligibility and priority ranking requirements.

Portions of the collected funds are used to pay for administrative needs of the FAA and the operation of the air traffic control system. Over the past several years, Congress has allocated an increasing portion of the funds to this operating expense, resulting in fewer dollars available for AIP projects. The ACA believes AIP funding is a critical element in Arizona's aviation future and every effort should be made to stem the erosion of AIP funding by FAA operating expenses.

The federal legislation authorizing the FAA and AIP funding expires in 2007. Decreases to the authorized AIP grant funding levels could have a devastating effect upon all public use aviation facilities in Arizona. The ACA urges Arizona's Congressional delegation, the United States Department of Transportation, the Federal Aviation Administration, the Arizona Department of Transportation, and the Arizona Department of Transportation-Aeronautics Division to do all they can to protect the integrity of the Aviation Trust Fund and its AIP funding for airports.

In recent years, several new sources of federal funding for airport projects have been established. These include the development of the Passenger Facility Charge (PFC) Program, which allows commercial service airports that have applied and been approved by the FAA to collect up to \$4.50 in additional fees from passengers. These funds are available to the specific airport collecting the fees, and are administered in a manner similar to the standards used to define AIP project eligibility. Upon implementation of a PFC at an airport, the airport's share of its apportionments under the AIP program will be reduced by 50% to 75%, dependent upon the PFC charge approved by the FAA.

Homeland Security and Firefighter Association grants, along with TSA reimbursement funds, are now also available to provide small amounts of money for specific, security-related eligible projects.

State

The State of Arizona also has a program for collecting aviation fuel taxes, flight property taxes, in-lieu-of taxes, and aircraft registration fees. Additional income for the State Aviation Fund comes from the operation of Grand Canyon National Park Airport, interest from the airport loan program, and interest on the fund balance. These dollars are available to both commercial and publicly owned and operated general aviation airports in the State for airport improvement projects similar to those eligible for federal AIP funding. In addition, the State has implemented an airport pavement maintenance service program that addresses airfield pavement maintenance for eligible and participating airports. This is an important source of funding for critical pavement preservation at many of the State's airports. Funds are administered by the ADOT-Aeronautics Division and allocated based on a priority ranking system. In addition, these funds are intended to supplement the federal allocations. The State funds are particularly crucial to the smaller non-commercial publicly owned and operated airports in the State.

Historically, there has not been sufficient funding available to meet the growing demand among the State's airports for necessary infrastructure improvements. The insufficient funding problem was compounded by the State Legislature's diversion of 50% of the Flight Property Tax revenue from the State Aviation Fund and into the General Fund in 1997. The argument in favor of this diversion was to provide funding to the State for technology enhancements in preparation for Y2K. This diversion was precipitated by what appeared to be a large balance in the Aviation Fund. Funds were diverted without consideration of the State's obligations. The diversion continued beyond 2000. The aviation community worked together through the Arizona Airports Association (AzAA) for several years to encourage an end to the diversion of flight property tax revenue from the State Aviation Fund. The Governor and Legislature ended the diversion and reinstated the full flight property tax revenue in 2003. The format of existing statutory language easily gives rise to diversions from the Aviation Fund. The aviation community remains concerned that this situation could reoccur in the future. (See ADOT-Aeronautics Director's June 28, 2006 Presentation to ACA in attached Appendix).

The ACA strongly recommends the Aviation Fund be legislatively or constitutionally protected.

Funding Recommendations

The aviation community continues to be concerned that insufficient funds are available to maintain and improve the State's network of airports. Critical projects that are underfunded due to limitations of available dollars will ultimately become a financial burden to airports, their communities and their tenants. If adequate funding is not provided to ensure the State's aviation system keeps up with the rapid growth of Arizona's

population and aviation community, it will have a significant adverse effect on the economic prosperity of the State. The ACA has worked closely with the State's aviation community to develop specific recommendations to the Governor to maximize the effectiveness of the limited available funding. To effect that maximization, the ACA recognizes and recommends:

- AIP funding is a critical element in Arizona's aviation future and every effort should be made to stem the erosion of AIP funding by FAA operating expenses. The ACA urges Arizona's Congressional delegation, the United States Department of Transportation, the Federal Aviation Administration, the Arizona Department of Transportation, and the Arizona Department of Transportation Aeronautics Division to do all they can to protect the integrity of the Aviation Trust Fund and its AIP funding for airports;
- Arizona should strengthen its commitment to the State Aviation System through modification in legislation to constitutionally or statutorily protect the State Aviation Fund and eliminate the potential for future diversion of aviation funding sources from the State's Aviation Fund to non-aviation purposes;
- All revenue collected from the aviation sector be dedicated for aviation purposes;
- Request the Legislature appropriate to the Aviation Fund the full amount of the anticipated Fund revenues each year and re-appropriate to the Fund any unspent funds from the previous year;
- Development of an enhanced Joint Planning Conference process by the ADOT-Aeronautics Division, the FAA and airports to maximize the use of available federal and state grant funds toward the airport's improvement priorities. Enhancing communication and synchronizing the timing of the FAA and ADOT planning processes, along with greater input from airports on their most critical priorities, will ensure the most realistic and achievable ACIP to fund aviation infrastructure priorities;
- ADOT-Aeronautics should work with the State Financial Division to establish an accounting system, similar to the State Highway Fund, wherein obligated and encumbered funds are "deducted" from the available balance in the Fund. This system would show the true status of the Aviation Fund so that the Legislative body can see the actual remaining fund balance after encumbrances and obligations are removed, not the fund balance as a whole;
- ADOT-Aeronautics Division should continue to issue design-only grants for airports that will help speed up the process for getting projects ready to go based-on-bids. This would help increase the amount of federal dollars coming into the state as the FAA's performance is based on granting dollars based-on-bids;

- ADOT-Aeronautics Division should look at ways to increase appropriations from the State Aviation Fund for use in grant and loan funding programs for airports;
- Amend State Aviation Fund statutory language limiting the amount of grant funds for an airport from ten percent of the total aviation fund to ten percent of the fund forecast annual revenue;
- ADOT-Aeronautics Division should review administrative directives and develop criteria with stakeholders to address the allocation of funds and the current requirements for an airport's matching funds; and
- Grand Canyon National Park Airport should be operated as an enterprise fund of the State of Arizona. It is the gateway airport to one of Arizona's, and indeed the world's, most unique treasures. Financial management as an enterprise fund would permit the airport to be managed and operated using exclusively airport-generated funds. Airport rates and charges would be negotiated with tenants at levels that permit much needed capital improvements and long range set asides to showcase the airport and enhance its economic contribution to the State.

Conclusion

In order for operators of the State’s aviation system to meet increasing demands for aviation growth pursuant to the Governor’s Growth Initiative, it is imperative for airports to grow compatibly with the surrounding communities, prepare capital improvement programs, and fund additional development. The information and recommendations included in this report encourage on-going discussion and enactment of legislation and administrative solutions by the appropriate parties to help them effectively manage these aviation growth challenges.

Acknowledgements

The Governor’s Advisory Council on Aviation wishes to express our appreciation to the Governor for the privilege of providing input and recommendations to the Governor, the President of the Senate, the Speaker of the House and the State Transportation Board. We appreciate the opportunity to have worked with aviation representatives and stakeholders over the two-year time frame to develop consensus findings and recommendations to improve aviation in Arizona.

A special note of appreciation goes to the members of the committees who gave a significant amount of their time to research, discuss, and write the chapters included in this report.

Land Use Planning
Stacy Howard
Robert Littlefield

Capacity
David Kreitor
Barbara Harper

Funding
Bonnie Allin
Stacy Howard
Mike Covalt

Governor's Advisory Council on Aviation

**Final Report
January 31, 2007**

**Volume II
Appendices**

Executive Order 2004-22

Volume II

Appendix A Title

Governor's Advisory Council on Aviation

Final Report
January 31, 2007

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Governor's Advisory Council on Aviation Meeting

January 31, 2004

10:00 a.m.

Location: Executive Tower, State Capitol
Second Floor Conference Room
1700 West Washington
Phoenix, Arizona

Agenda

- I. Opening Comments**
Bonnie Allin, Chair, Governor's Advisory Council on Aviation
 - II. Introductions of Council Members**
Michael Covalt
Barbara Harper
Stacy Howard
C.A. Howlett
David Kreitor
Robert Littlefield
Ronnie Lopez
Victor Mendez
 - III. Overview and discussion of the Executive Order 2004-22**
 - A.** Ex-Officio memberships
 - B.** Aeronautics Staff
 - C.** Mechanism of communications with transportation entities
 - D.** State Transportation Board and future aviation need strategy
 - E.** "Consensus" findings for:
 1. Airspace Utilization/Airport Capacity
 2. Land Use Compatibility
 3. Federal Funding in Arizona
 4. Evaluating Aviation System Needs
 5. Aviation Needs Assessment/Funding Strategies
 - F.** Council Schedules and reporting
 - IV. Discussion on Possible Subcommittee Structure**
 - V. Call to the Public ***
 - VI. Adjourn**
-

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

* There will be a maximum of three minutes per person to speak. The total time for this agenda item will be limited, based on available time at the end of the meeting.

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by calling 602-712-8243. Requests should be made as soon as possible to allow time to arrange for the accommodation.



Governor's Advisory Council on Aviation Meeting
January 31, 2005
10:00 a.m.

Meeting Called to Order by Chairperson Bonnie Allin

I. Opening Comments

Welcoming statement by Bonnie Allin. Pleased to have everyone here for the first meeting to establish a consensus report on the issues applying to the Governor's Executive Order. Pleased that the council members and interested public were able to attend.

II. Introduction of Council Members

Council Members:

Bonnie Allin, President/CEO of Tucson Airport Authority, appointed Chairperson

Victor Mendez, Director of Arizona Department of Transportation

Barbara Harper from Tucson, retired airline pilot and serving on the Tucson Airport Authority Operations Committee.

Dave Krietor, Aviation Director for City of Phoenix, which includes Sky Harbor Airport, Phoenix Goodyear Airport, and Phoenix Deer Valley Airport.

Ronnie Lopez, Chairman of Phoenix International Consultants

C.A. Howlett, Senior Vice-President of Public Affairs for America West Airlines

Stacy Howard, Regional Representative for Aircraft Owners and Pilots Association; and President of the Aviation Safety Advisory Council of Arizona.

Bob Littlefield, Scottsdale City Councilman, Chairman of Scottsdale City Council Aviation Subcommittee, Scottsdale's representative on Maricopa County Association of Governments Regional Airspace Planning Policy Committee, also a fulltime pilot.

Mike Covalt, Airport Manager, City of Flagstaff, unable to attend, due to being out of state. (attempted to attend via conference call, but telephone equipment was not provided in the meeting room).

ADOT Aeronautics Staff

Barclay Dick, ADOT Aeronautics Division Director, unable to attend due to illness

Kim Stevens, ADOT Aeronautics Division, Aviation Services Program Administrator filling in for Barclay Dick

Mike Klein, ADOT Aeronautics Division, Airport Development Program Administrator unable to attend due to illness

The contact list will be updated to include email addresses of Council Members and Aeronautics staff.

The task is the Governor's Executive Order 2004-22, which established the council and the five primary tasks that the council will be reviewing.

III. Overview and discussion of the Executive Order 2004-22

A. Ex-Officio Memberships

Kim Stevens presented an overview of the Executive Order and presented the groundwork for the Council. The first item would be the Ex-Officio memberships, the Executive Order allows for these memberships in 1.c. So far the Aeronautics Division has received only one request from Yuma Marine Corps to have a representative on the Council, but no name has yet been received. Interested parties that would like to serve as Ex-Officio members are to contact the Aeronautics Division, Barclay Dick, Director (602-294-9144) or Gail Howard, in the Governor's Office (602-542-1727).

B. Aeronautics Staff

The Aeronautics Division's role will be to serve as staff to this council. Aeronautics will provide minutes, information, and research. The Division will arrange for meeting facilities, provide minutes, information, research and provide for presentations by various members of the aviation industry as appropriate.

The City of Phoenix and Tucson Airport Authority also volunteered staff members to assist and to be actively engaged in subcommittees and research.

C. Mechanism of communications with transportation entities

The Council's activities will be communicated throughout the State to interested parties by providing the information via email and the Council's website

Any additional stakeholders should provide their contact information to Barclay Dick or Kim Stevens. Staff will develop and maintain a distribution list for all stakeholders.

D. State Transportation Board (STB) and future Aviation need strategy

The STB serves as an advisory to ADOT and has the authority to approve any grants and any studies conducted by the Aeronautics Division and funded by the Aviation Fund. Any studies undertaken by this Council using the Aviation Fund must receive the approval of the STB. The STB was established under Statute, Title 28, the STB has clearly delineated authority. The STB has authority over ADOT's Capital Improvement Program, approving the program and allocations for projects in the various grants. If council would like more information about the STB, staff will arrange for the current chair, Rusty Gant, to discuss the role of the STB.

E. Consensus Findings:

Three areas in the Executive Order were highlighted - paragraphs 7, 8 and 9:

WHEREAS, there is a great need to increase the communication and coordination between state and local entities with federal agencies that regulate airspace and other aspects of aviation in our state; and

WHEREAS, there is a distinct need to improve coordination and the compatibility between community land use planning and airport development and utilization; and

WHEREAS, there is a clear need to identify funding sources and funding strategies for enhancing aviation throughout the state.

The five areas that are identified as areas that shall be studied and issue consensus finding and recommendations are:

1. Airspace utilization and airport capacity
2. Land use compatibility
3. Federal funding for aviation in Arizona
4. Criteria for evaluating aviation facility and system needs
5. Future aviation needs assessments and funding strategies

Discussion of the five items for review, identified a breakdown to individual items and the combining of others.

- 1a. Land Use Compatibility
- b. Airport Capacity
2. Airspace Utilization
3. Funding Strategies for aviation in Arizona (Identified as a research item for Aeronautics Staff)
4. Criteria for evaluation aviation facility and system needs (future aviation needs assessments)

Federal Funding for aviation in Arizona (Identified as a research item for Aeronautics Staff) – This would be the basis of information to begin item number 4

A request was made by the Chair to break down into subcommittees to start working on some of the issues.

It was suggested to begin with Airport Capacity Subcommittee and a Land Use Subcommittee. When those two subcommittees have done their part, they will transition their information into what they mean for Airspace Utilization. It was suggested that this would make the workload more manageable for the smaller subcommittees.

st**1 Sequence of Priority for Subcommittees:**

Land Use Subcommittee

Bob Littlefield
Stacy Howard*

Airport Capacity Subcommittee

Dave Krietor*
Ronnie Lopez
Barbara Harper*
C.A. Howlett

Victor Mendez is flexible for either subcommittee
Mike Covalt will be contacted for which subcommittee he would like to be on.

* = Subcommittee Chair

Stacy Howard volunteered as a Subcommittee Chair for the Land Use Subcommittee.
Airport Capacity Subcommittee will have two Co-Chairs, Dave Krietor representing large capacity airports and Barbara Harper representing GA interests.

nd**2 Sequence of Priority**

After much discussion it was determined that the Airspace Utilization will involve all members of the Council.

rd**3 Sequence of Priority**

Criteria for evaluation aviation facility and system needs will involve all members of the Council

Follow-Up

The Future aviation needs assessments and funding strategies will involve the committee as a whole.

A proposed work plan was drafted for Council's review. The work plan will be adjusted to follow the priorities determined during this meeting. Each subcommittee should look at overall issues of the State and develop their own mission statement so that they would have a guide the work needed.

Groups identified for possible presenters or interested parties include: (Provide contact names to Aeronautics Division – Barclay Dick or Kim Stevens)

Maricopa County Association of Governments (MAG)
Pima County Association of Governments (PAG)
Arizona Airports Association
Arizona Flight Training Group
Arizona Pilots Association
FAA Western Region
League of Cities and Towns

Review of Priorities per Executive Order

1. Land Use (Subcommittee)
 2. Airport Capacity (Subcommittee)
 3. Airspace Utilization (Committee of the Whole) – request FAA assistance
 4. Criteria for evaluation aviation facility and system needs (Committee of the Whole)
 5. Future aviation needs assessments and funding strategies (Committee of the Whole)
- Funding Issues - ADOT research (Committee of the Whole))

F. Council Schedules and reporting

The last item that needs pointing out is that the Council shall issue a preliminary report twelve months from the Council's first session (01/31/05) and a final report twenty-four months from the Council's first session with the appropriate distribution.

The Aeronautics Division staff will be available to assist on each of the subcommittees on the various tasks and will provide limited resources if needed. Staff will participate and assist in any ways deemed necessary. It is important for outreach that the meetings be held throughout the state. Council meetings will be held on Wednesday's quarterly. The Chairperson will work with staff to identify dates and locations of the quarterly meetings.

The subcommittee chair will work with the subcommittee members to identify meeting dates and times.

IV. Possible Subcommittee Structure

Subcommittee meetings to be organized the same as the Council meeting. Make sure subcommittees work with staff for outreach meetings in other areas.

There are various FAA and military interests with complicated issues. It would be helpful to reach out to these interests for their possible needs. One of the Governor's highest priorities is keeping Luke AFB open and this would apply for land use, airspace, etc. Local FAA are interested in the activities of this Council. FAA's participation will certainly be sought.

V. Call to Public:

Scott Gray – President, Arizona Airport Association (sgray@ci.scottsdale.az.us). Would be happy to assist. Also, next Council Meeting could coincide with the AzAA Conference on Wednesday April 27, 2005. And AzAA would be happy to host this meeting. One of the organizations that was not mentioned was the Arizona Business Aviation Association. Scott felt that this organization would show an interest and will provide a name and contact number.

Colonel Patrick McCarville – Deputy Chief of Staff for Aviation & Safety, Arizona Army National Guard (Patrick.mccarville@az.ngb.army.mil). Would like to identify this organization as a stakeholder. Currently, have 61 rotary wing aircraft on the books and expected to grow to 84 over the next few years. Most of the resources are deployed or about ready to deploy. Eventually, will have all those resources on the ground in Arizona. For an extensive user of the

airspace, he would be willing to offer their assistance as well. A project officer will be representing the office – will provide a name and number.

Harry Hengl – President of Yuma County Airport Authority (hhengl@westernfinancialaz.com). They are in the process of hiring a new Administrator of the Airport. The process should be completed within the next couple of weeks. A name and number will be provided for an Ex-Officio member. Would like to invite the Council to Yuma and will provide a facility at the Airport for the meeting.

Scott Ries – Investor for developing Phoenix Regional Airport (Scott@PhoenixRegionalAirport.com), involves about a 2,000 acre master plan, and a 5,000 foot runway interested in Airport Capacity. Would like to volunteer in the Ex-Officio capacity regarding private property rights as it pertains to public use airports. Interested in the impact of point to point flying, small airport transportation system funded by NASA. Would like to be involved in any capacity, supports all of the issues.

Bill Gillies – Airspace Manager, Luke Air Force Base (william.gillies@luke.af.mil) [Air Space] – Would like to thank Colonel McCarville for stressing the need that the military be involved. They have the special use airspace, and are service providers in the air traffic system. They would definitely like to be involved in any land use studies and would assist in getting legislators to address the needs to protect the airports. Will provide a name and number of a contact. Rusty Mitchell, Director, LAFB Community Initiatives Team (rusty.Mitchell@luke.af.mil) [Land Use].

John Mills, LtCol USMC (Ret), Airfield Operations, Yuma Marine Corps Air Station Representative (john.e.mills@usmc.mil) – Would like to offer any services that they can to assist in the studies.

Warren Meehan, FAA Air Traffic Controller Manager for Phoenix and State of Arizona – Covers most of the State except Grand Canyon and Yuma. Responsibility is to assignment of work to the men and women providing air traffic services in Federal FAA powers as well as the federal contract tower program. Would be available for any questions and any expertise that may be needed.

VI. Adjourn:

David Krietor moved to adjourn meeting at 11:30 a.m., and the motion was accepted by the Chair.

Volume II

Appendix B Title

Governor's Advisory Council on Aviation

**Final Report
January 31, 2007**

Maricopa Association of Governments RASP Update and Capacity

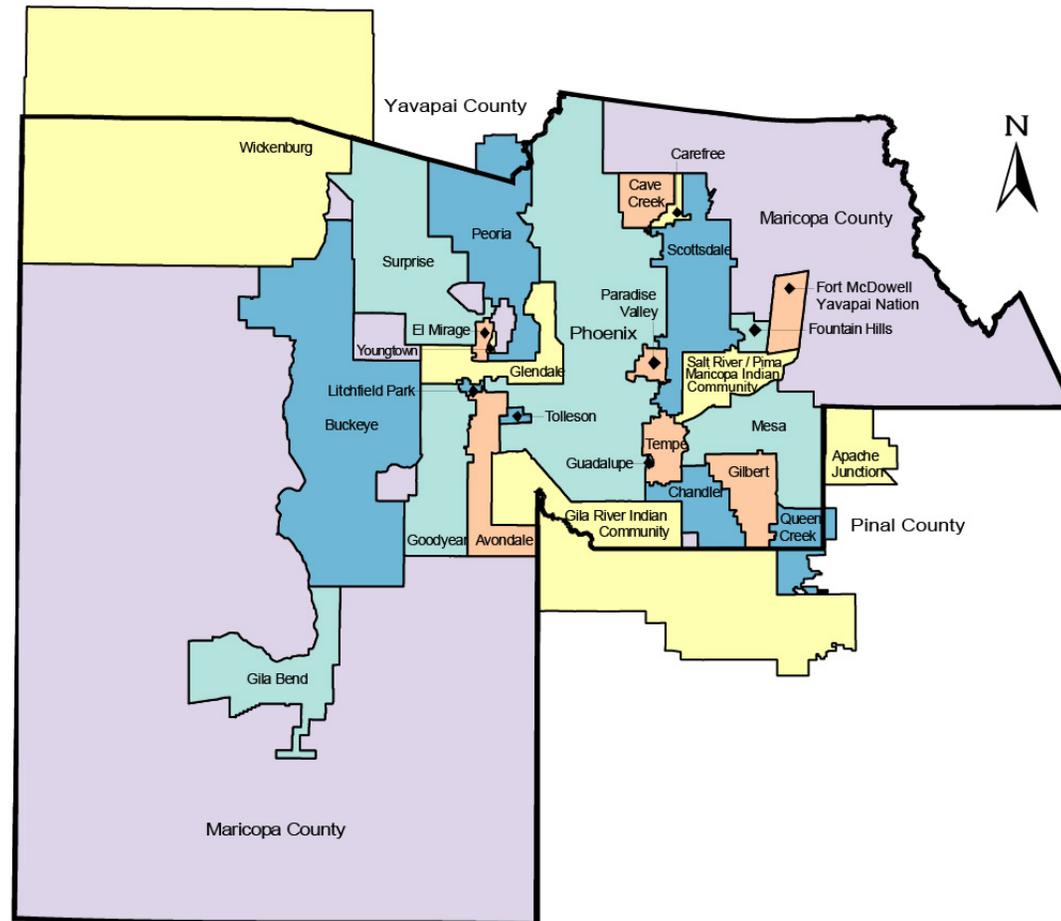
**Presentation to
Governor's Advisory Council
on Aviation
Airport Capacity Subcommittee
April 4, 2005**



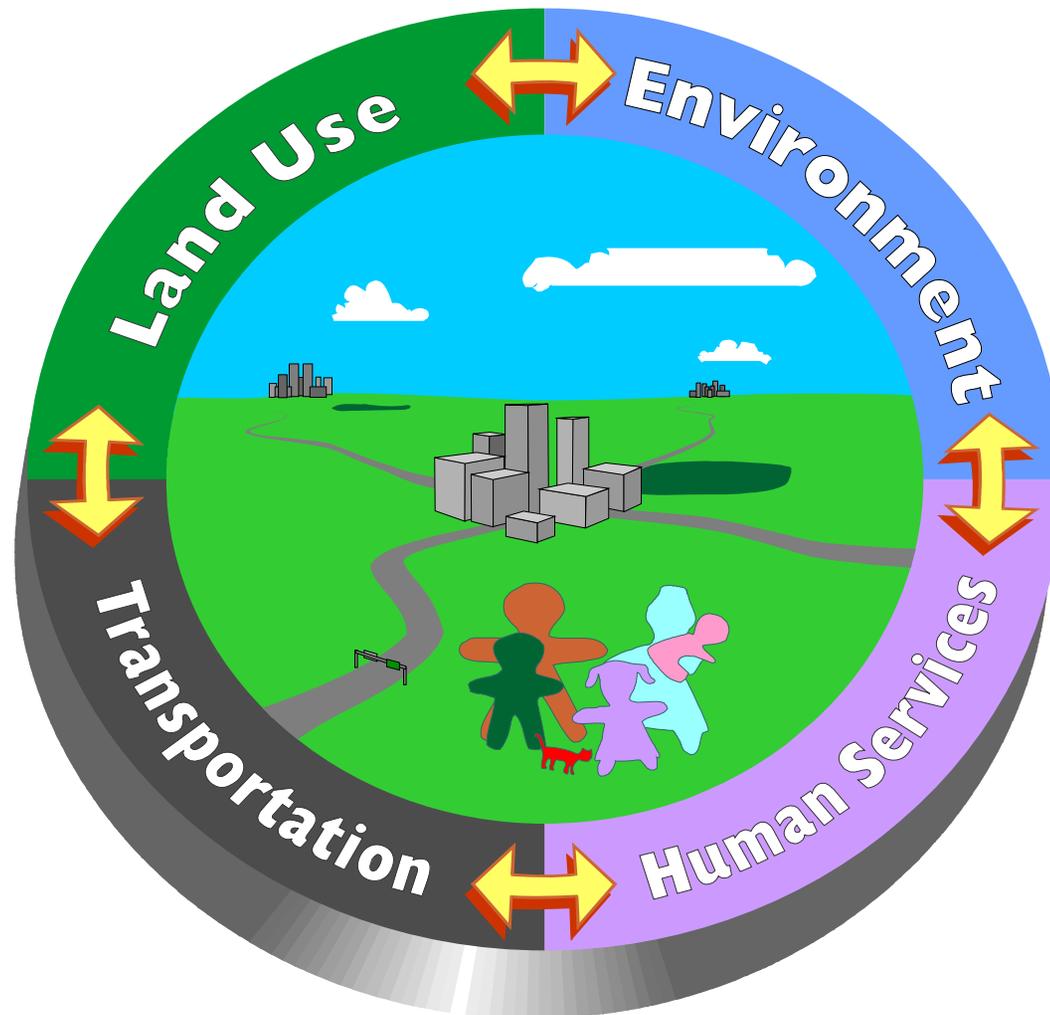
Objective of Presentation

- Provide a status report on capacity in the region
- Identify options for addressing any capacity shortages

MAG Member Agencies



MAG Planning Activities



Why is MAG Involved in Aviation Planning?

- FAA Order says that MPO should sponsor regional system plans
- We need consensus from local governments

MAG RASP Overview

- Objective – meet long term air transportation needs while protecting Luke
- Perspective – strategic, long-term, major projects

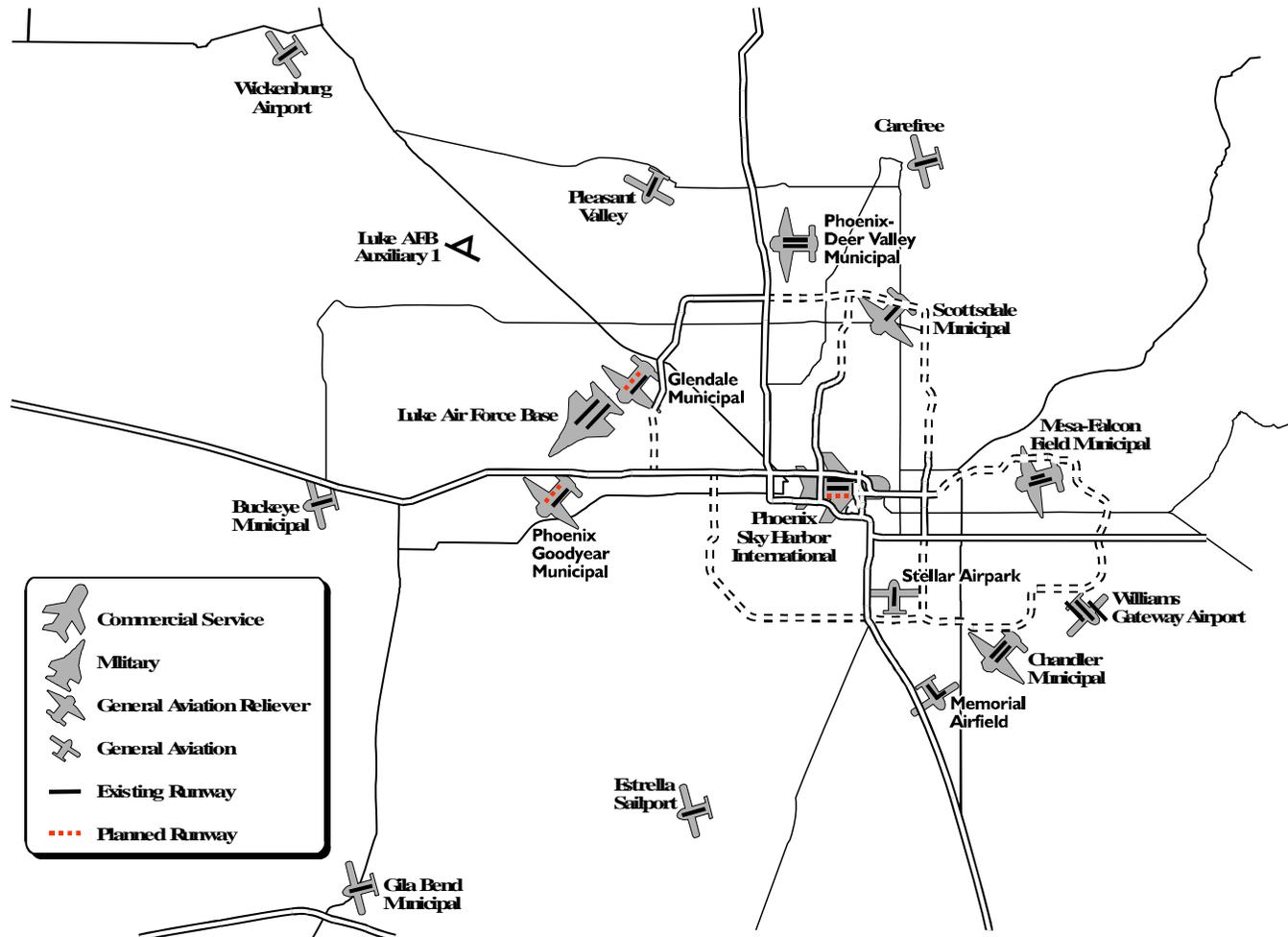
Central Question

Do we need more air transportation capacity in the region?

Growth in Demand 2005-2025

- Commercial Service
 - 40 – 80 million pax
 - 600,000 ops – 900,000 ops
- General Aviation
 - 4,000 – 7,600 based aircraft
 - 2.0 million to 3.3 million ops

RASP Airports



Answer to Central Question

Do we need more air transportation capacity in the region?

YES

MAG RASP Alternatives for Meeting Needs

- Status Quo
- Improved Technology
- Maximize Existing Airports
- Build New Airports

Status Quo

- No new construction except for programmed projects
- Programmed projects
 - Wickenburg runway extension
 - Buckeye runway extension
 - Sky Harbor West Area Terminal
 - Sky Harbor people mover
 - Sky Harbor taxiway improvements

New Technology

- Improved approaches to afford additional operating capacity
- Most expected improvement
 - Phoenix Sky Harbor
 - Williams Gateway
 - Scottsdale

Maximize Existing Airports

- New runways
 - Phoenix Sky Harbor
 - Phoenix Deer Valley
 - Phoenix Goodyear
 - Williams Gateway
- Pave existing runways
 - Pleasant Valley
 - Memorial

Maximize Existing Airports (continued)

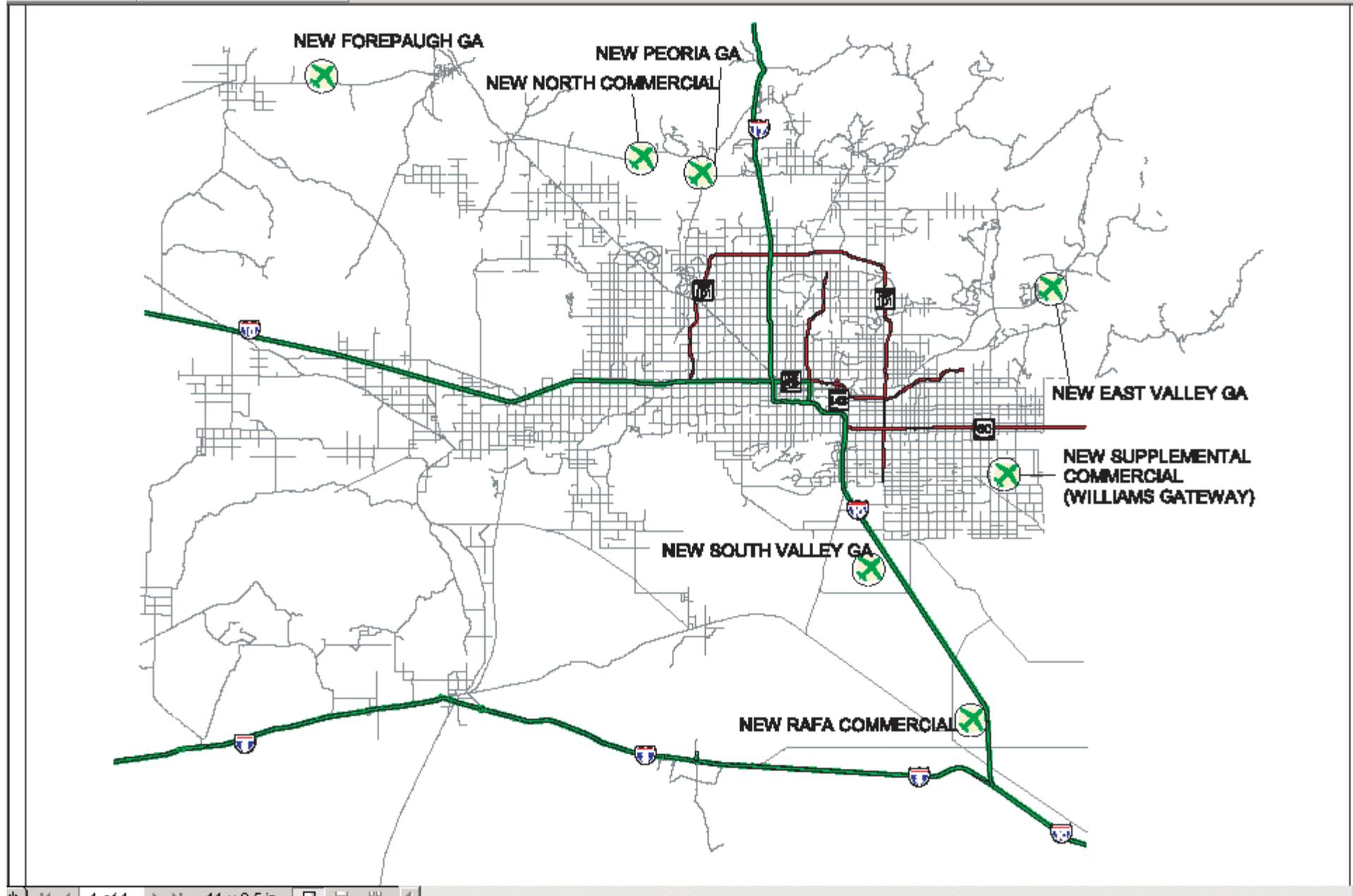
- Additional taxiways
 - Pleasant Valley
 - Memorial
- More terminal space
 - Phoenix Sky Harbor
 - Williams Gateway Airport
- More precision approaches

New Airport Development

- General Aviation:
 - Peoria/Pleasant Valley
 - Wickenburg/Forepaugh
 - New – south/southeast search area (south of Chandler)
 - New – northeast search area (northeast of Scottsdale)

New Airport Development

- Commercial Aviation
 - Expand Williams Gateway
 - New – north search area
(studied by City of Phoenix)
 - New – south search area
(studied by ADOT)



MAG RASP Alternatives Evaluation Criteria

- Environment
- Cost
- Delay impacts
- User convenience
- Airspace compatibility
- Impact on Luke AFB
- Ease of implementation
- Title VI impacts

Selected Scenario

- Projects currently programmed
- New terminals
- Airspace tech enhancements
- New runways
- Runway extensions
- Additional instrument navigation aids
- New general aviation airport studies

Selected Scenario (cont.)

- Runway extensions: *Buckeye, Chandler Phoenix-Sky Harbor*
- New terminals: *Sky Harbor, Williams Gateway*
- Runway restoration: *Memorial*
- People mover: *Sky Harbor*
- Ground access improvements as needed

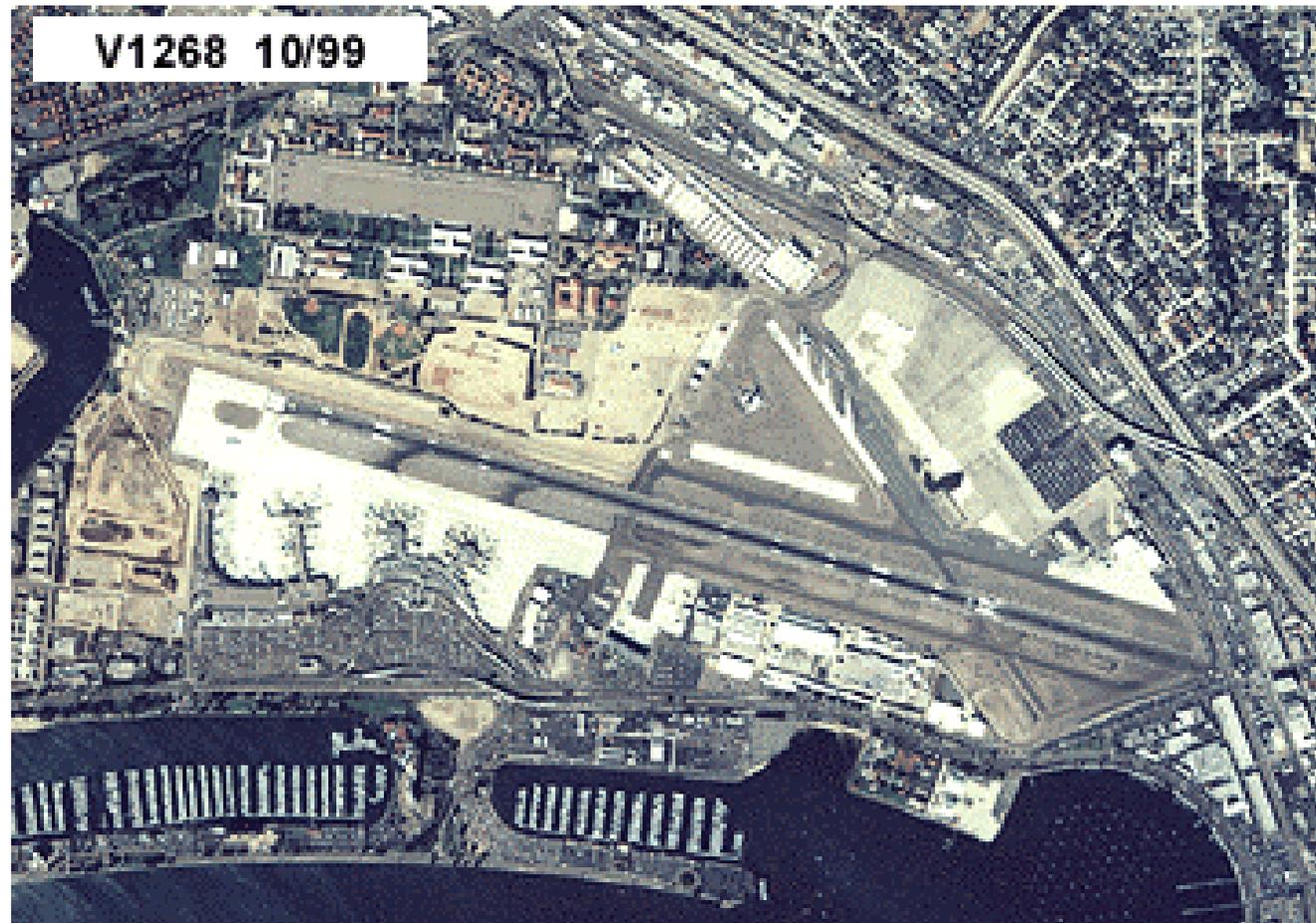
Selected Scenario (cont.)

- New runways: *Phoenix-Deer Valley, Phoenix-Goodyear, Phoenix-Sky Harbor*
- Curved precision approaches: *Chandler, Mesa Falcon Field, Phoenix-Deer Valley, Phoenix-Goodyear, Scottsdale, Williams Gateway*
- New general aviation airport studies

Not Building Does Not Stop Growth



Foreclosing Options has Consequences



Where Do We Go From Here?

- Recommend future scenario for airspace analysis
- Have FAA Conduct airspace analysis in light of future scenario

For More Information

Contact:

Harry P. Wolfe
hwolfe@mag.maricopa.gov

(602) 254-6300
www.mag.maricopa.gov





P I M A A S S O C I A T I O N O F G O V E R N M E N T S

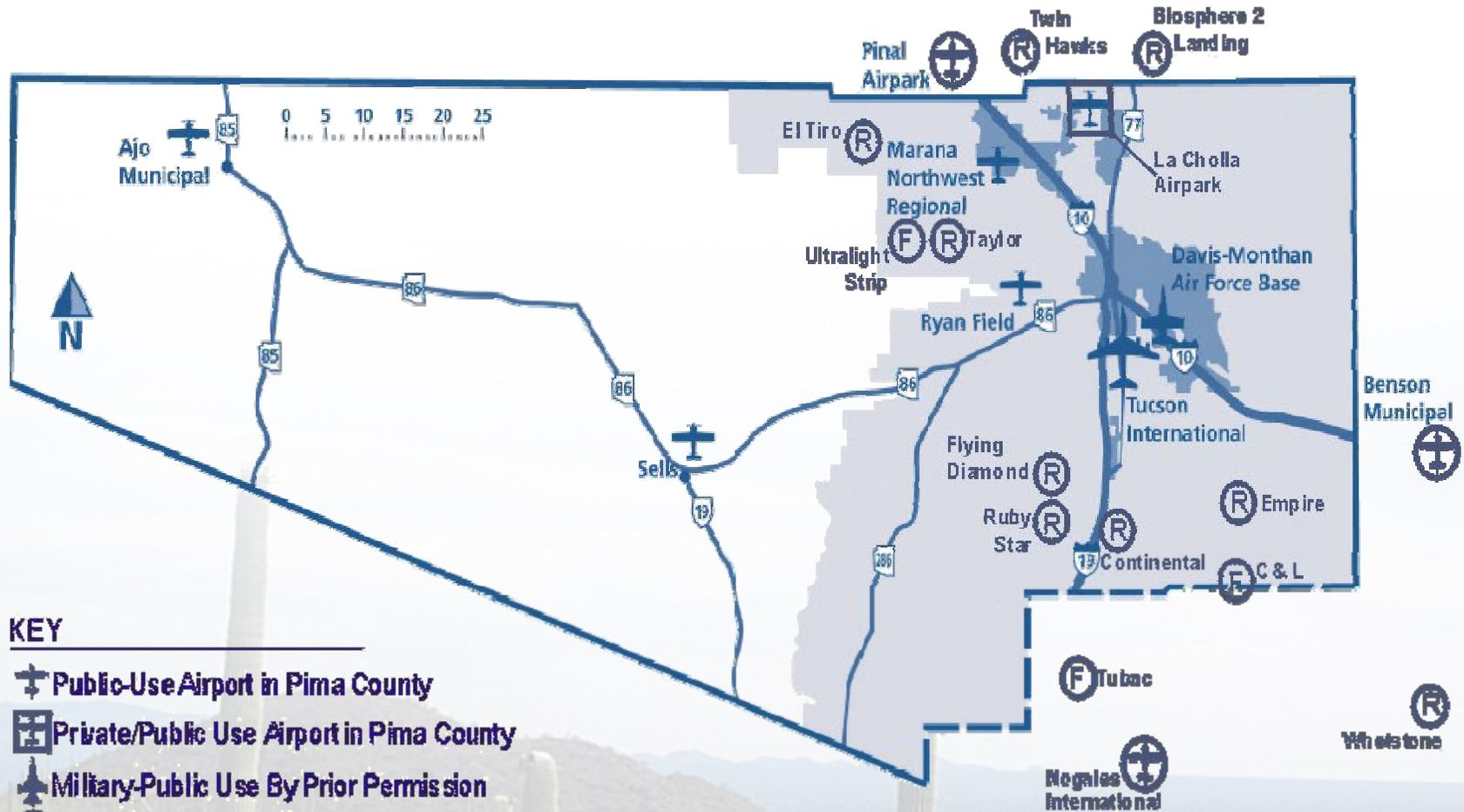


Special Presentation on PAG Region
Aviation Capacity Issues
for the
Airport Capacity Sub-Committee
of the
Governor's Council on Aviation
April 4, 2005

PAG RASP Airports



PAG RASP UPDATE



KEY

- Public-Use Airport in Pima County
- Private/Public Use Airport in Pima County
- Military-Public Use By Prior Permission
- Public-Use Airport Outside Pima County
- Private/Non-Public Use Having Emergency or Landmark Value
- Ultralight Flight Park Selected



Capacity Performance Measures

Benchmarks	Current Compliance			Target Compliance		
	Level I	Level II	System	Level I	Level II	System
• Under 60% Capacity Current	75%	100%	88%	100%	100%	100%
• Under 60% Capacity 2010	75%	100%	88%	100%	100%	100%
• Under 60% Capacity 2030	50%	100%	75%	100%	100%	100%
• Under 80% Capacity Current	100%	100%	100%	100%	100%	100%
• Under 80% Capacity 2010	75%	100%	88%	100%	100%	100%
• Under 80% Capacity 2030	75%	100%	88%	100%	100%	100%
• Hangar Storage	50%	25%	38%	100%	75%	88%
• Auto Parking	50%	75%	63%	100%	75%	88%



Annual Operational Capacity (ASV)

Airport	Demand			ASV	% Planning		% Required	
	2000	2010	2030		2000	2010		
Tucson International	250,943	309,214	348,028	380,000	66.04%	81.37%	91.59%	2000
Ryan Field	174,461	197,200	243,440	355,000	49.14%	55.55%	68.57%	2010-2030
Marana Northwest Regional	71,300	99,540	134,300	230,000	31.00%	43.28%	58.39%	Post 2030



Aircraft Storage Objectives

Level	Airport	Current	Objective Storage			
		Storage	2005	2010	2020	2030
Level I	Tucson International	266	240	240	240	240
	Ryan Field	179	206	218	243	269
	Marana Northwest Regional	152	176	189	218	255
	Pinal Airpark	3	44	44	44	44
Level II	Ajo Municipal	8	4	4	6	8
	Benson Municipal	0	8	13	23	33
	La Cholla Airpark	33	50	54	62	70
	Sells	0	1	2	2	3



Auto Parking Objectives

Level	Airport	Current	Objective Auto Parking			
		Auto Parking	2005	2010	2020	2030
Level I	Tucson International	427	320	320	320	320
	Ryan Field	236	274	290	324	358
	Marana Northwest Regional	90	235	252	290	340
	Pinal Airpark	100	58	58	58	58
Level II	Ajo Municipal	20	5	6	9	11
	Benson Municipal	10	11	19	34	49
	La Cholla Airpark	10	75	81	93	105
	Sells	5	2	2	3	4



Actions Needed to Meet Capacity Objectives

- PCI Rating Improvements—Pinal Airpark, Sells
- Capacity Related Planning—Ryan Field and Tucson International
- Operational Capacity Enhancing Projects—Tucson International
- Additional Covered Storage for Aircraft—Ryan, Marana, Pinal, Benson, La Cholla, Sells
- Additional Auto Parking—Ryan, Marana, Benson, La Cholla



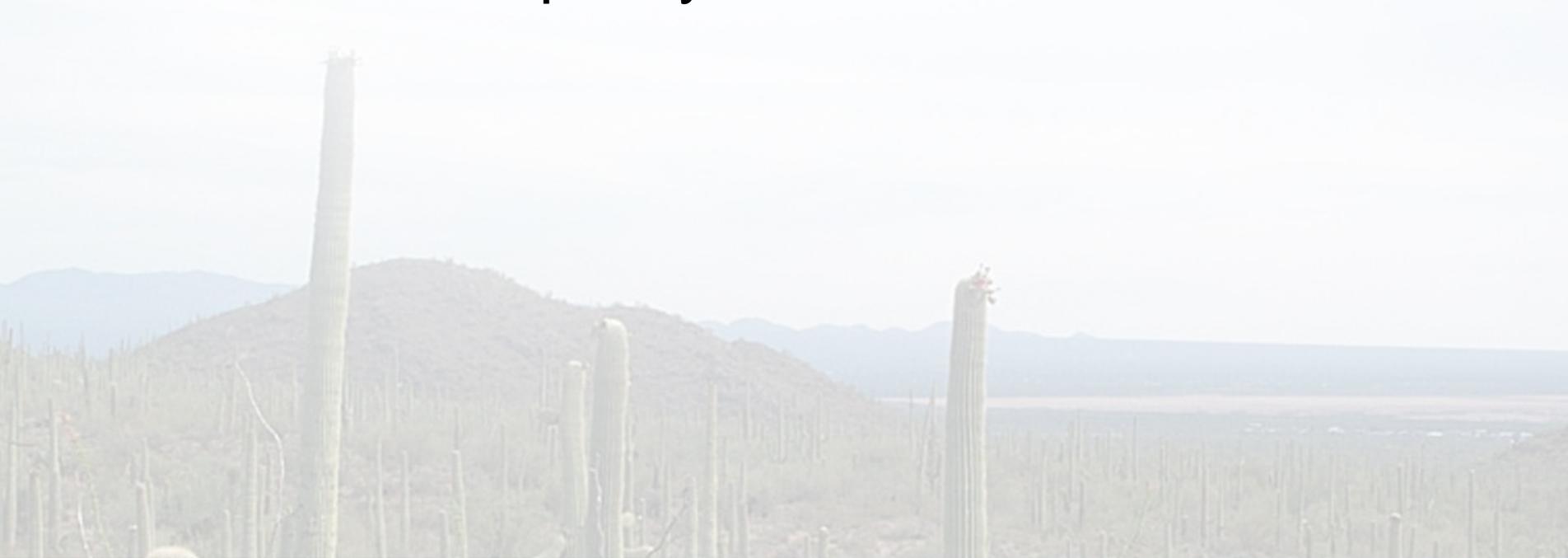
Continuous Planning

- Surveillance
- Reappraisal
- Service & Coordination
- Special Studies
- Updates



Reappraisal

- ARC/Critical Aircraft
- Demand/Capacity Ratios





Priorities

Importance
Weighting

Implementation
Priority

Capacity

25 %

- Plan for Airports to Operate Under 60% Demand/capacity
- Provide Facilities to Keep Airports Under 80% Demand/Capacity
- Provide Hangars/covered Storage to Meet Facility Objectives
- Provide Auto Parking to Meet Facility Objectives

*

L	M	H
44.4	44.4	11.1
12.5	12.5	75.0
22.2	33.3	44.4
22.2	44.4	33.3

* = Benchmarks given highest priority task force



TIA Capacity Issues

Background

- TIA Master Plan Update, 2004
- Capacity Needs in the National System - MITRE, 2003



Demand/Capacity

Airfield

ASV 350,000

Master Plan

'02 Ops 272,690; 77.9%

'04 Ops 253,616; 72.5%

Additional Runway Capacity Needed by 2016

Mitre Study

Additional Runway Capacity Needed in 2013



Demand/Capacity

Other Facilities

Terminal - Security Screening, concessions

Landside - adjacent parking

Cargo - n/a

GA Facilities - aircraft storage

Support Facilities - fuel storage



Questions and Answers

Volume II

Appendix C Title

Governor's Advisory Council on Aviation

**Final Report
January 31, 2007**

**Governor's Advisory Council on Aviation
Land Use Subcommittee**

Wednesday, April 13, 2005, at 2:00 p.m.

ADOT - Aeronautics Division Office

255 E. Osborn Rd., Phoenix, AZ

- I. Call the meeting to order – **Stacy**
Invite everyone to have drinks and snacks
Advise that restrooms are out the front door of the office and to the right,
the key for the restrooms is at the receptionists desk

- II. Introductions – **Stacy**

- III. Explanation of the intent of the Sub Committee – **Stacy**
After commenting on the committee's intent, you can turn the meeting
over to Barclay for the introduction of the speakers

Introduction of speakers - **Barclay**

- IV. Discussion of the Maricopa Association of Government's airport land use
issues
Harry Wolfe
Senior Project Manager

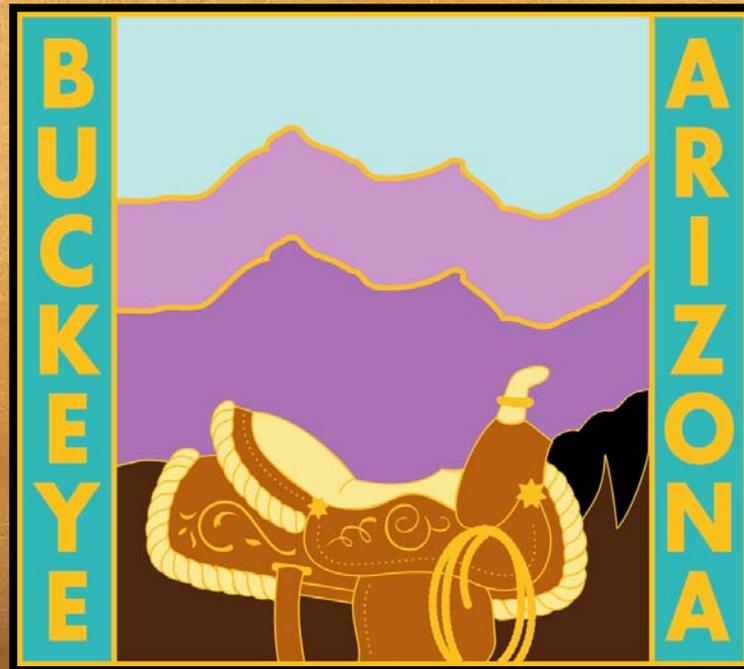
- V. Discussion of Buckeye Airport's land use issues
Jason Hardison
Airport Manager

- VI. Discussion of the Tucson Airport Authority's land use issues
Jill Merrick
Planning Director

- VII. Committee Discussion and Questions - **Stacy**

- VIII. Adjournment - **Stacy**

BUCKEYE ¹⁸/₈₈
ARIZONA



The Invisible City

Community Development Department

Many of the Communities that are listed in this presentation have not been approved and are subject to change. Please contact the Community Development Department should you have any questions at (623) 386-8299.

Overview

- Town of Buckeye
 - History
 - Future
- Airport
 - History
 - Future
 - Land Uses Issues and their effects
 - Ways to protect an airport
 - Land Use Issues facing our Airport
 - Actions we have taken
 - What we believe the state could do to facilitate compatible land uses in the vicinity of airports

The Town History

- Incorporated in 1926
- Then it was 440 Acres
- Now it is
 - 600+ Square Mile Planning Area
 - 220+ Square Miles Incorporated
- Mostly farm land or desert

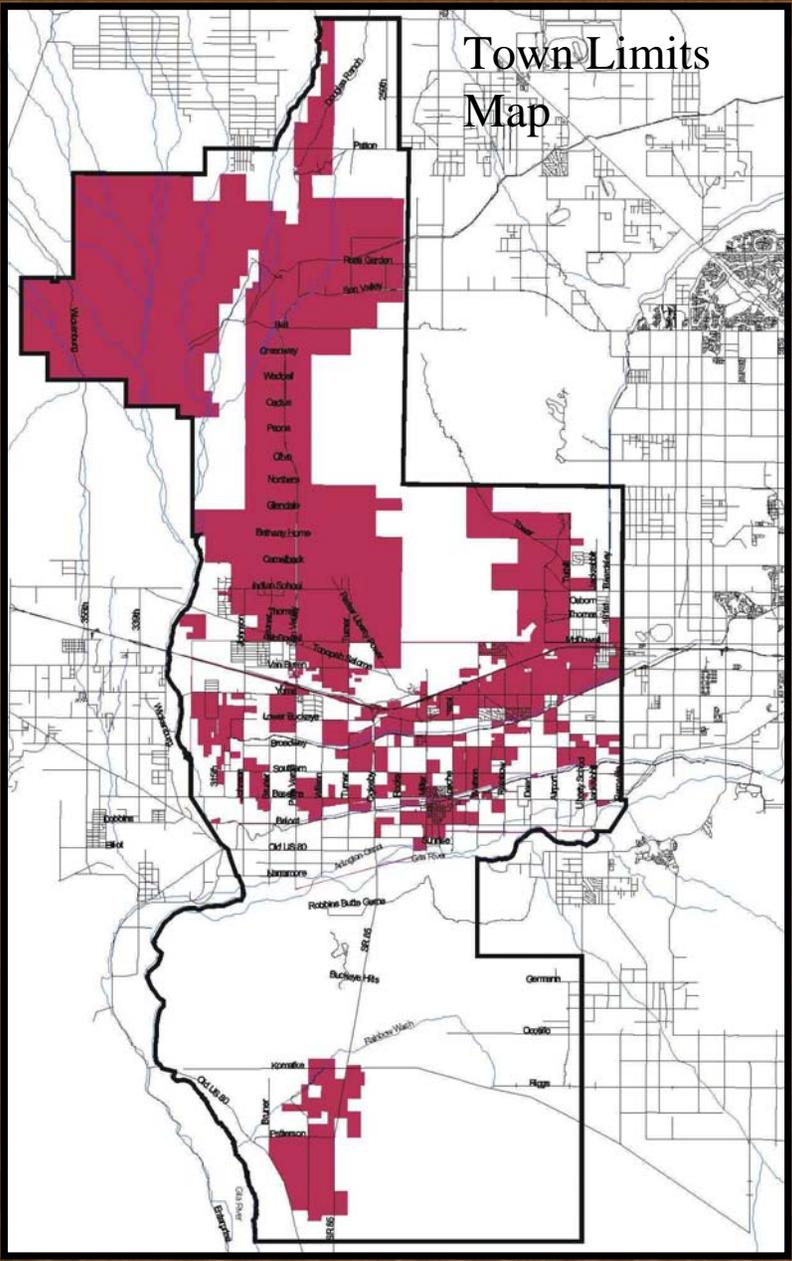


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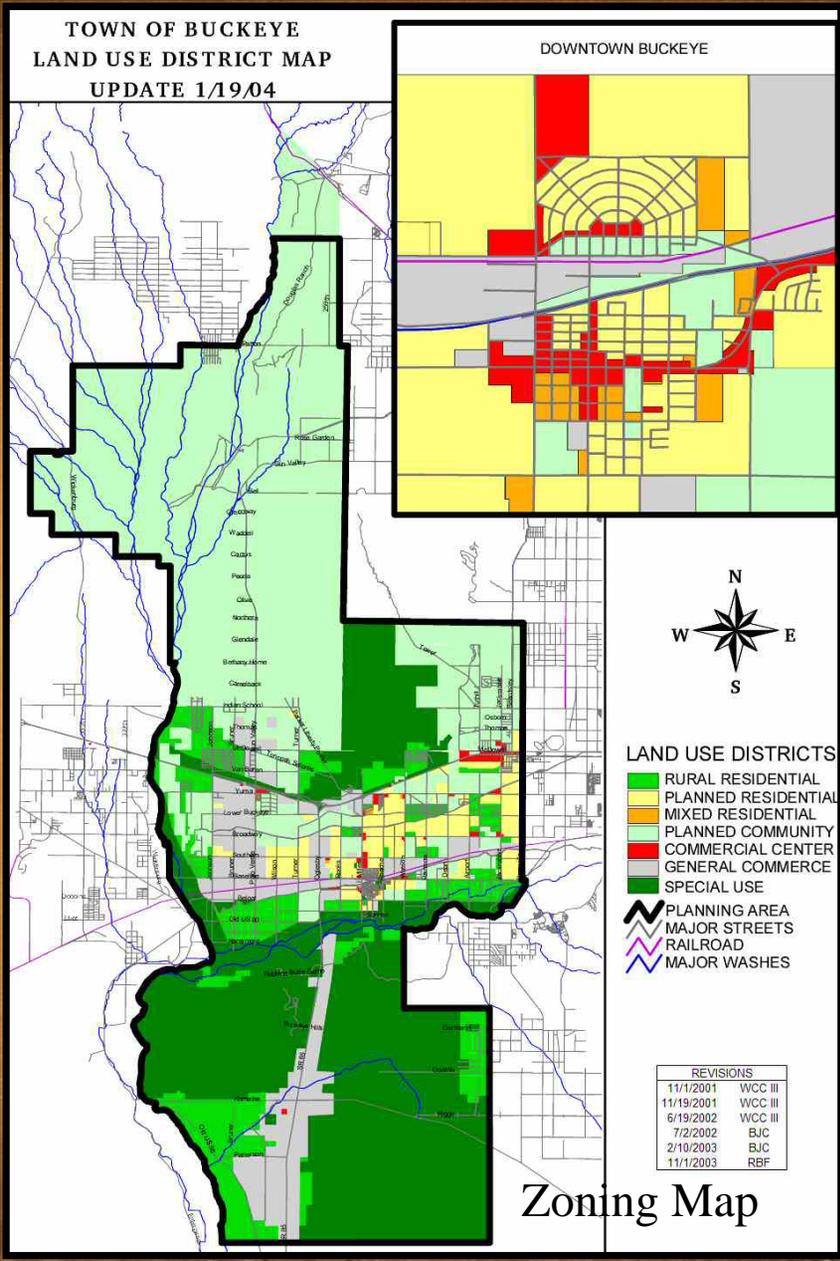
The Town's Future

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Town Limits Map

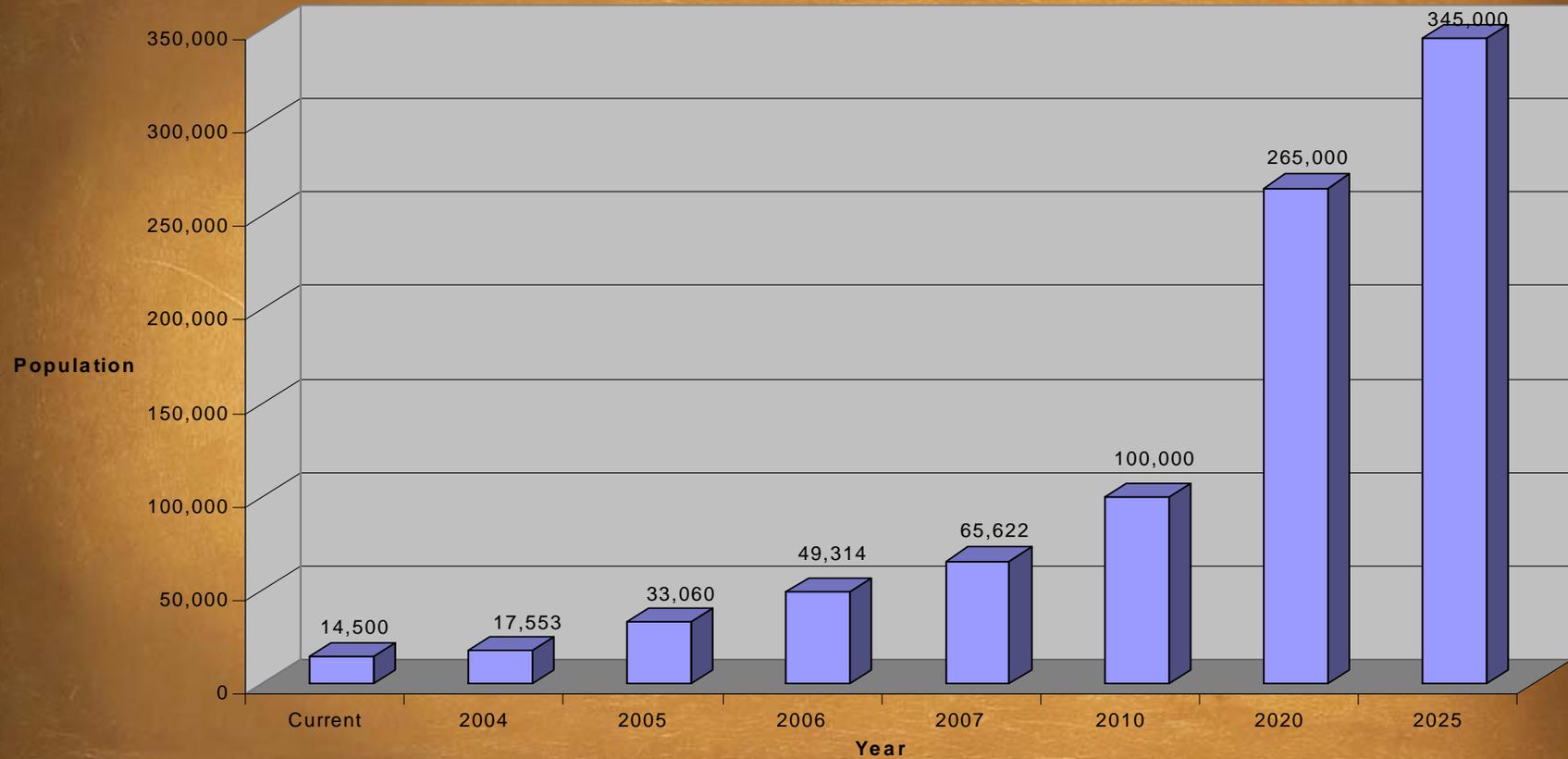


TOWN OF BUCKEYE LAND USE DISTRICT MAP UPDATE 1/19/04



Zoning Map

Population Growth



BUCKEYE ¹⁸/_{BB}
ARIZONA

Permit Activity

Year	Building Permits Issued / Estimated
2000	77
2001	47
2002	123
2003	1019
2004	3048
2005 Estimated	5000

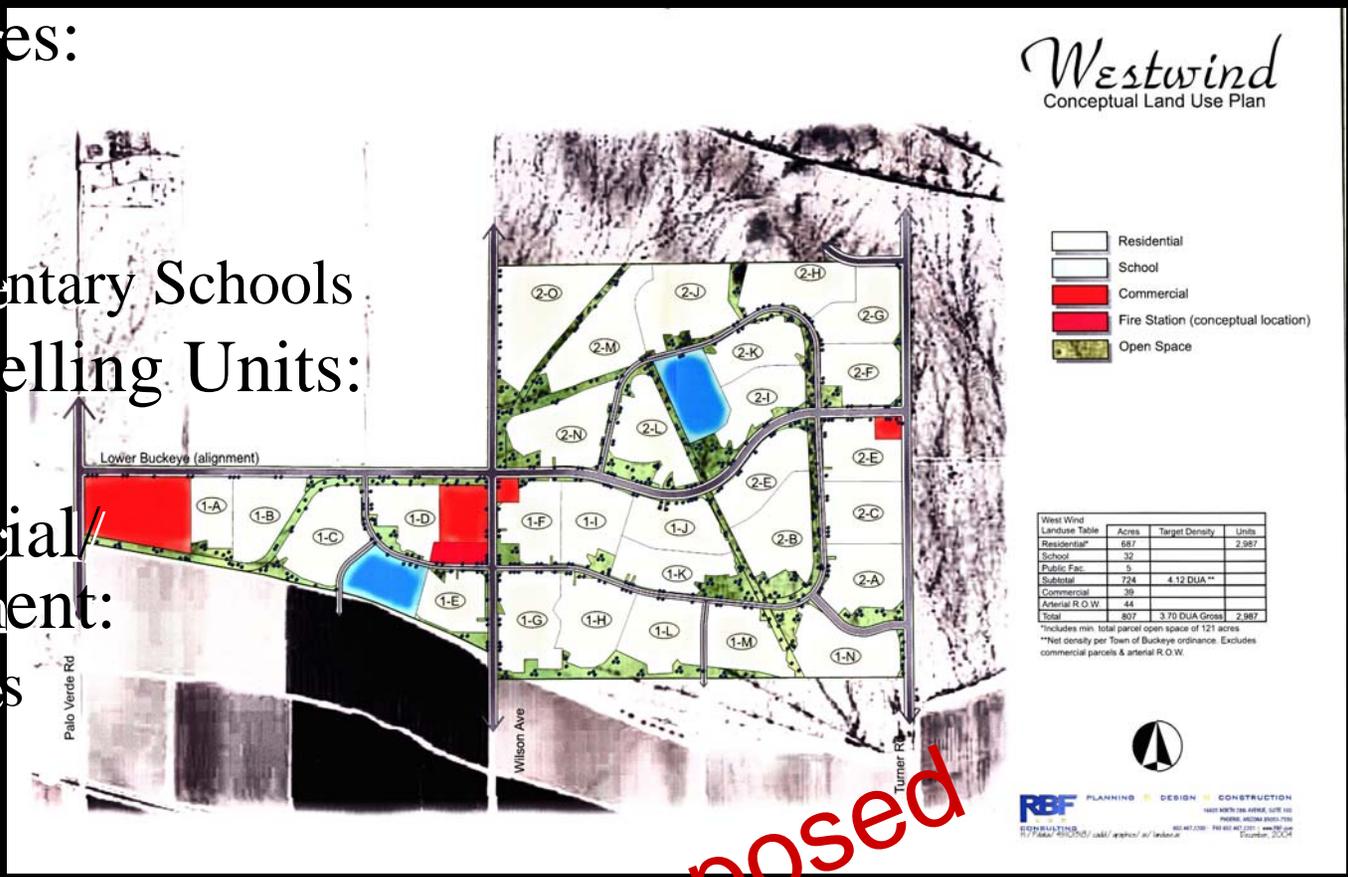


Master Planned Communities

BUCKEYE ¹⁸/₈₈
ARIZONA

Westwind

- Total Acres:
 - 807
- Schools:
 - 2 Elementary Schools
- Total Dwelling Units:
 - 3,000
- Commercial/Employment:
 - 39 Acres

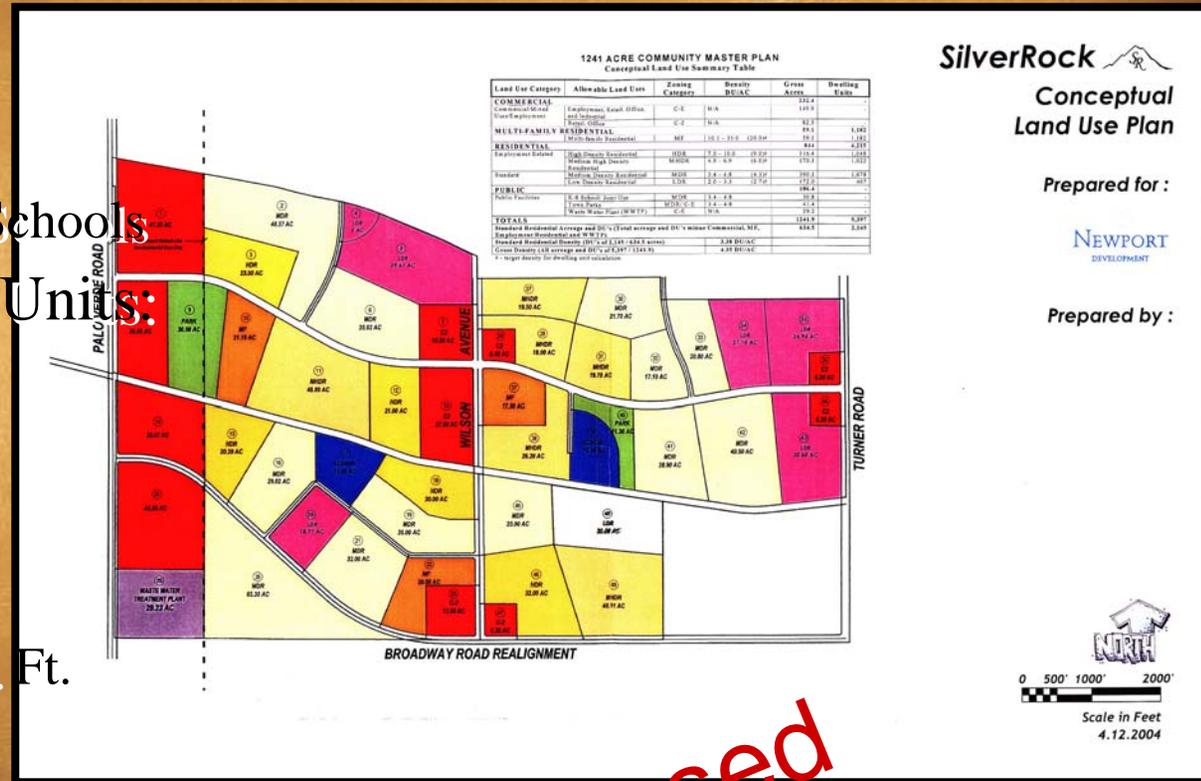


Proposed

BUCKEYE ¹⁸/_{BB}
ARIZONA

SilverRock

- Total Acres:
 - 1,241
- Schools:
 - 3 Elementary Schools
- Total Dwelling Units:
 - 5,397
- Commercial/
Employment:
 - 82.5 Acres
 - 10,123,344 Sq. Ft.

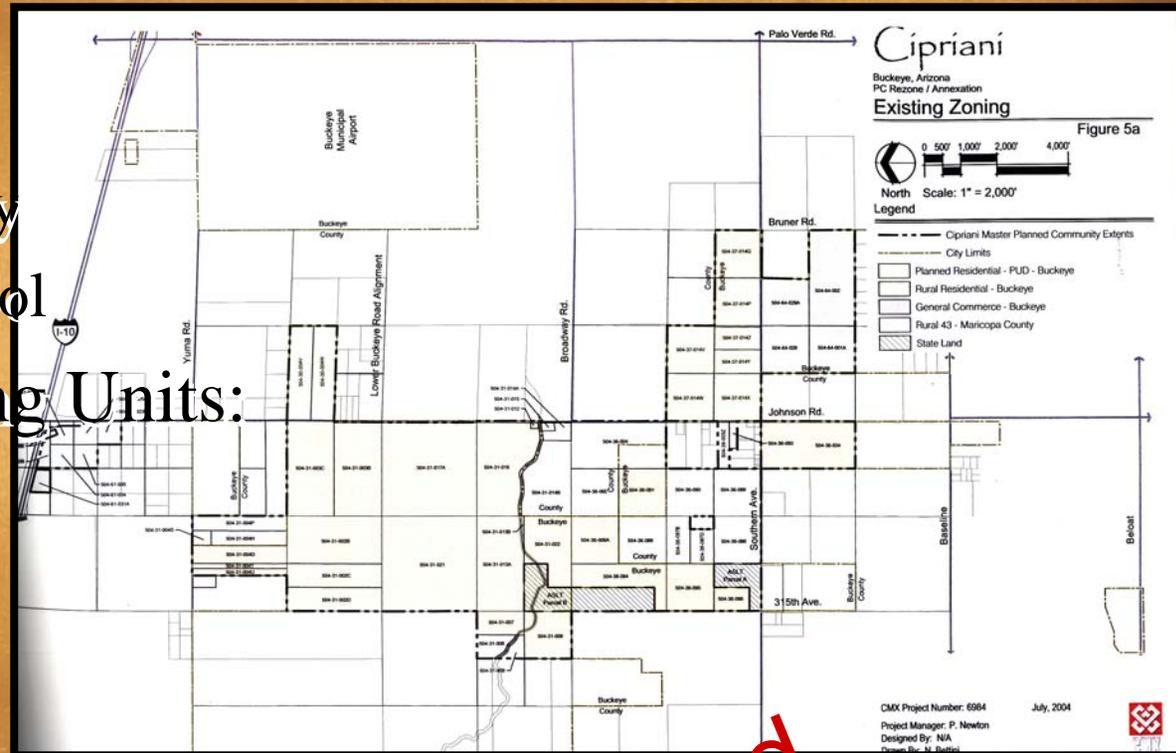


Proposed

BUCKEYE ¹⁸/_{BB}
ARIZONA

Cipriani

- Total Acres:
 - 2,327
- Schools:
 - 5 Elementary
 - 1 High School
- Total Dwelling Units:
 - 8,842
- Commercial/
Employment:
 - 187 Acres

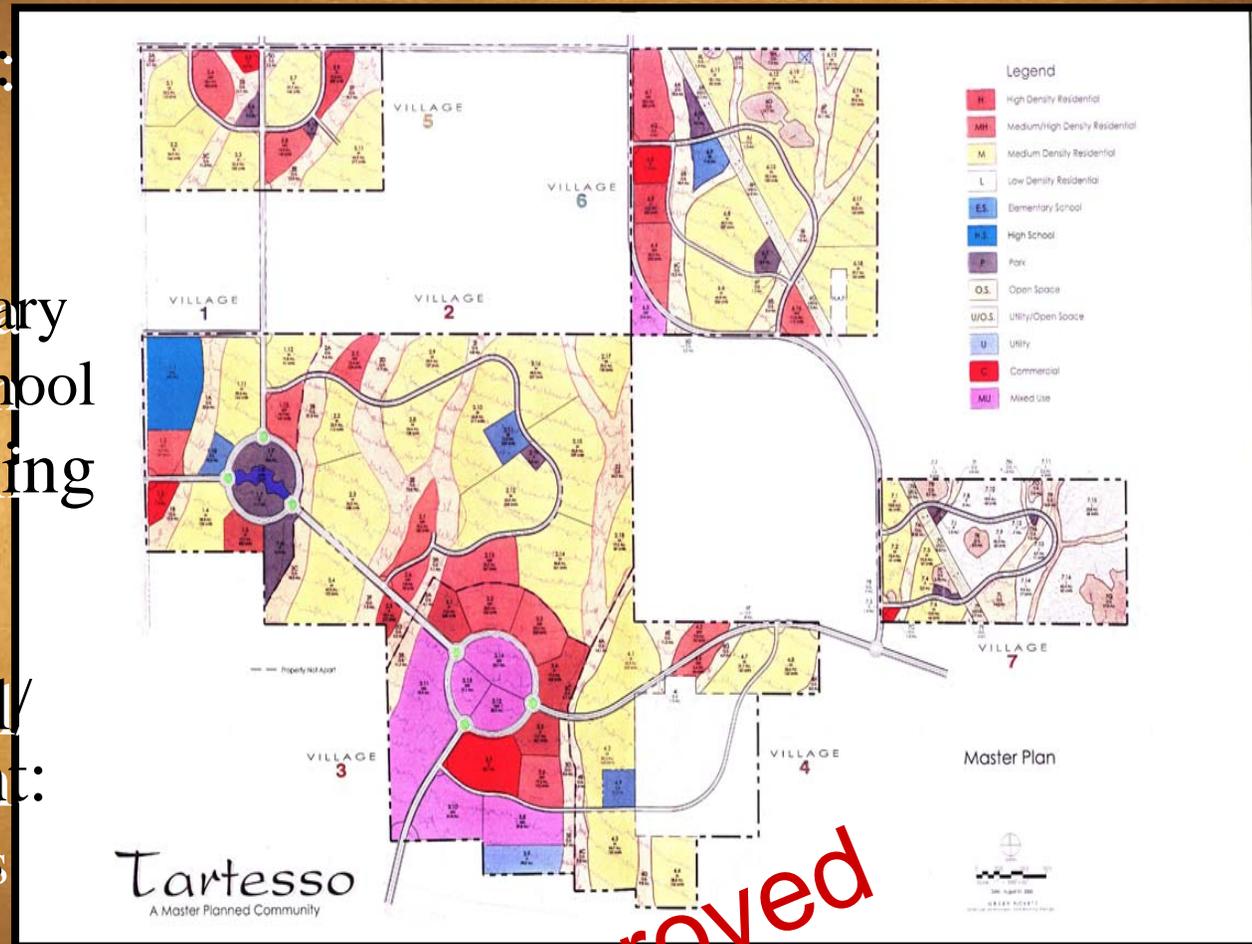


Proposed

BUCKEYE ¹⁸/_{BB}
ARIZONA

Tartesso

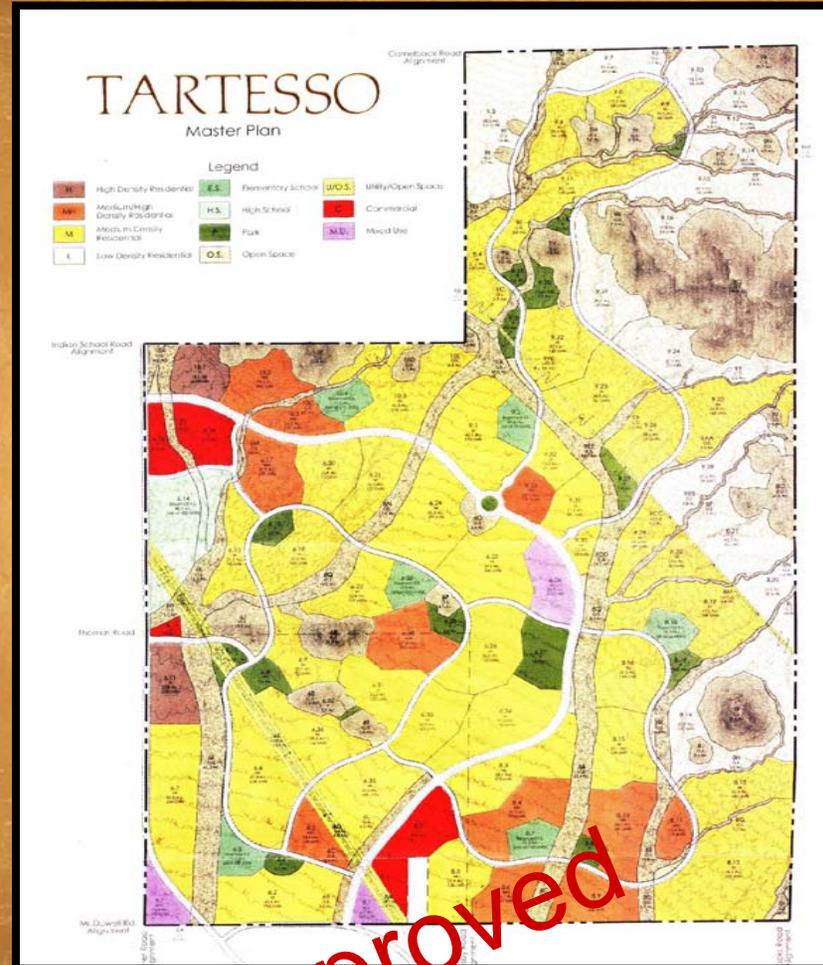
- Total Acres:
 - 3,186
- Schools:
 - 4 Elementary
 - 1 High School
- Total Dwelling Units:
 - 11,347
- Commercial/Employment:
 - 57.3 Acres



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ARIZONA

Tartesso Amendment #1

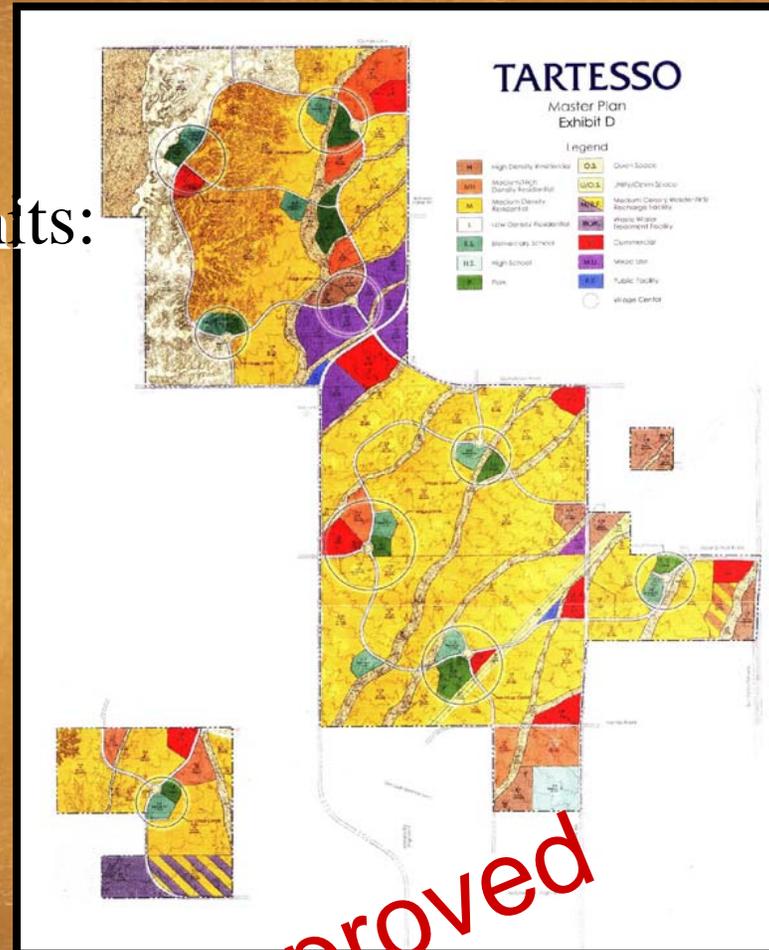
- Total Acres:
 - 5,780
- Total Dwelling Units:
 - 23,270
- Commercial/
Employment:
 - 109.9 Acres
- Schools:
 - 4 Elementary
 - 1 High School



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ARIZONA

Tartesso West

- Total Acres:
 - 5,124
- Total Dwelling Units:
 - 19,667
- Commercial/
Employment:
 - 189 Acres
- Schools:
 - 10 Elementary
 - 1 High School

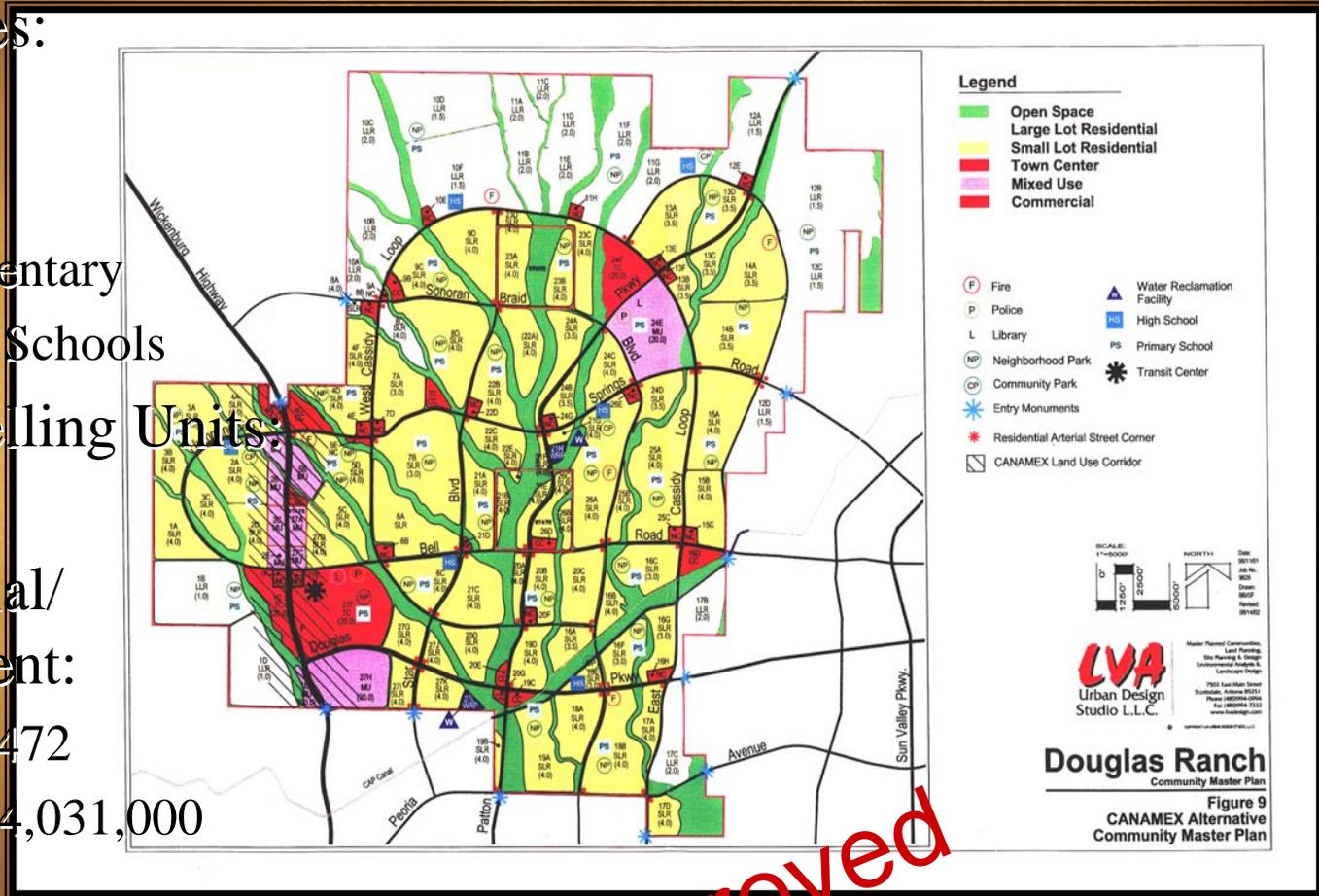


Approved

BUCKEYE ¹⁸
ARIZONA _{BB}

Douglas Ranch

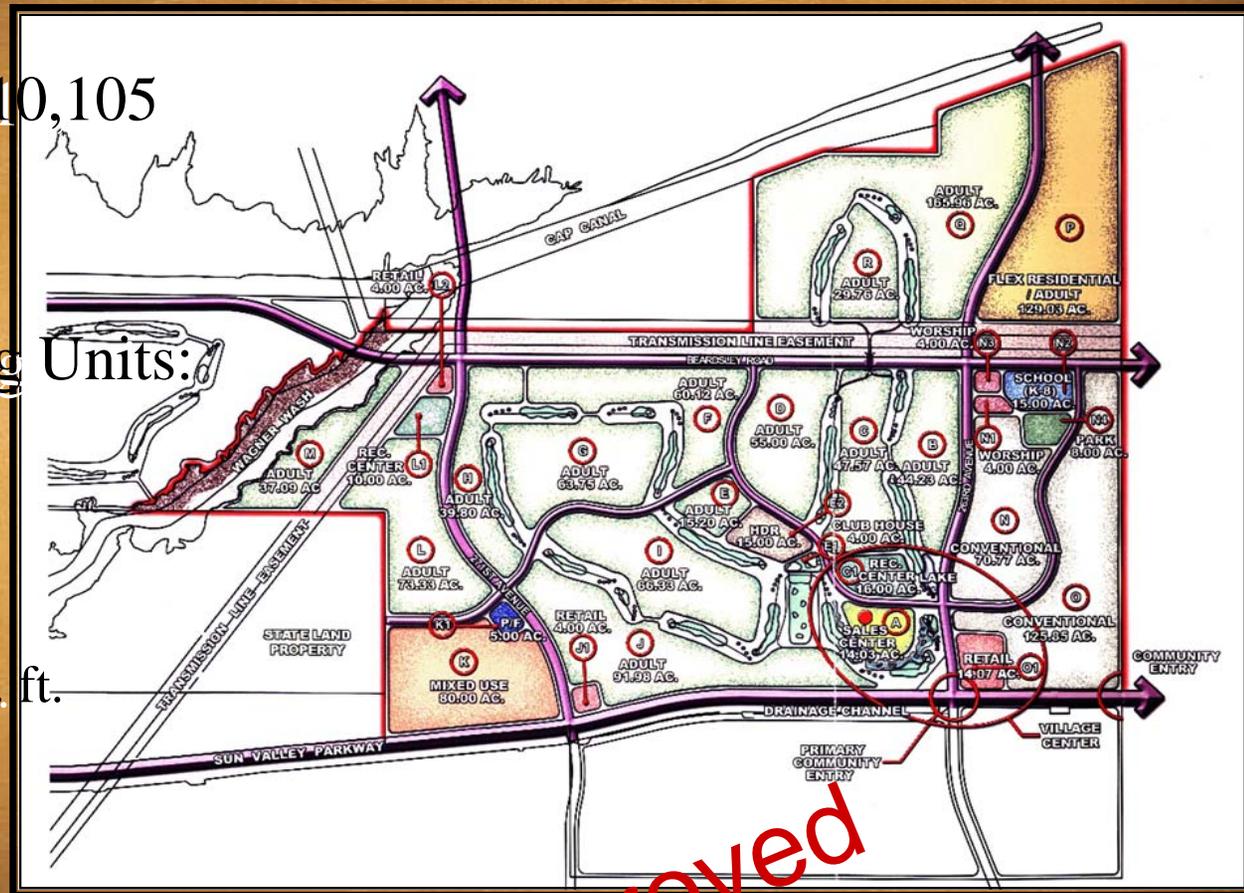
- Total Acres:
 - 35,250
- Schools:
 - 27 Elementary
 - 6 High Schools
- Total Dwelling Units:
 - 84,034
- Commercial/Employment:
 - Acres 2,472
 - Sq. Ft. 24,031,000



Approved

Festival Ranch

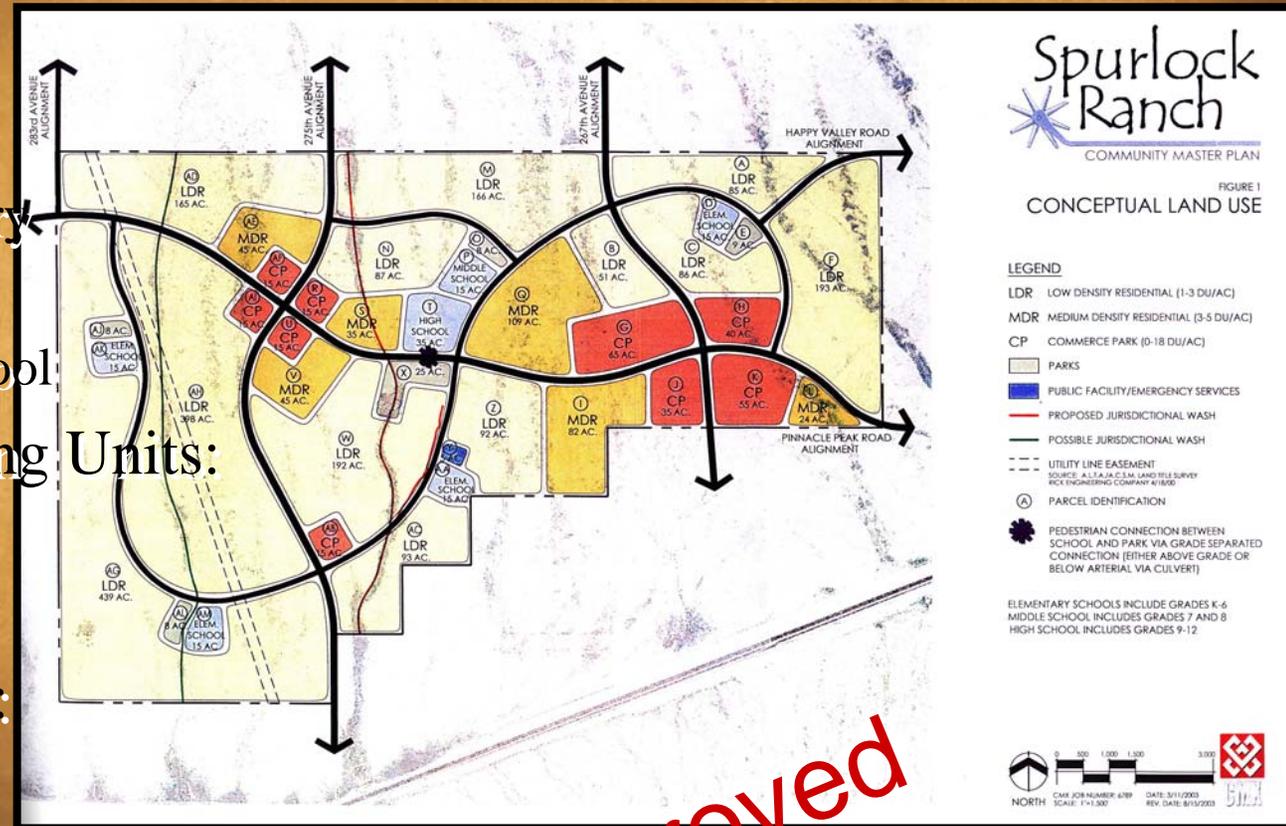
- Total Acres: 10,105
- Schools:
 - No Schools
- Total Dwelling Units:
 - 24,176
- Commercial/
Employment:
 - 7,187,410 sq. ft.



BUCKEYE ¹⁸/_{BB}
ARIZONA

Spurlock Ranch

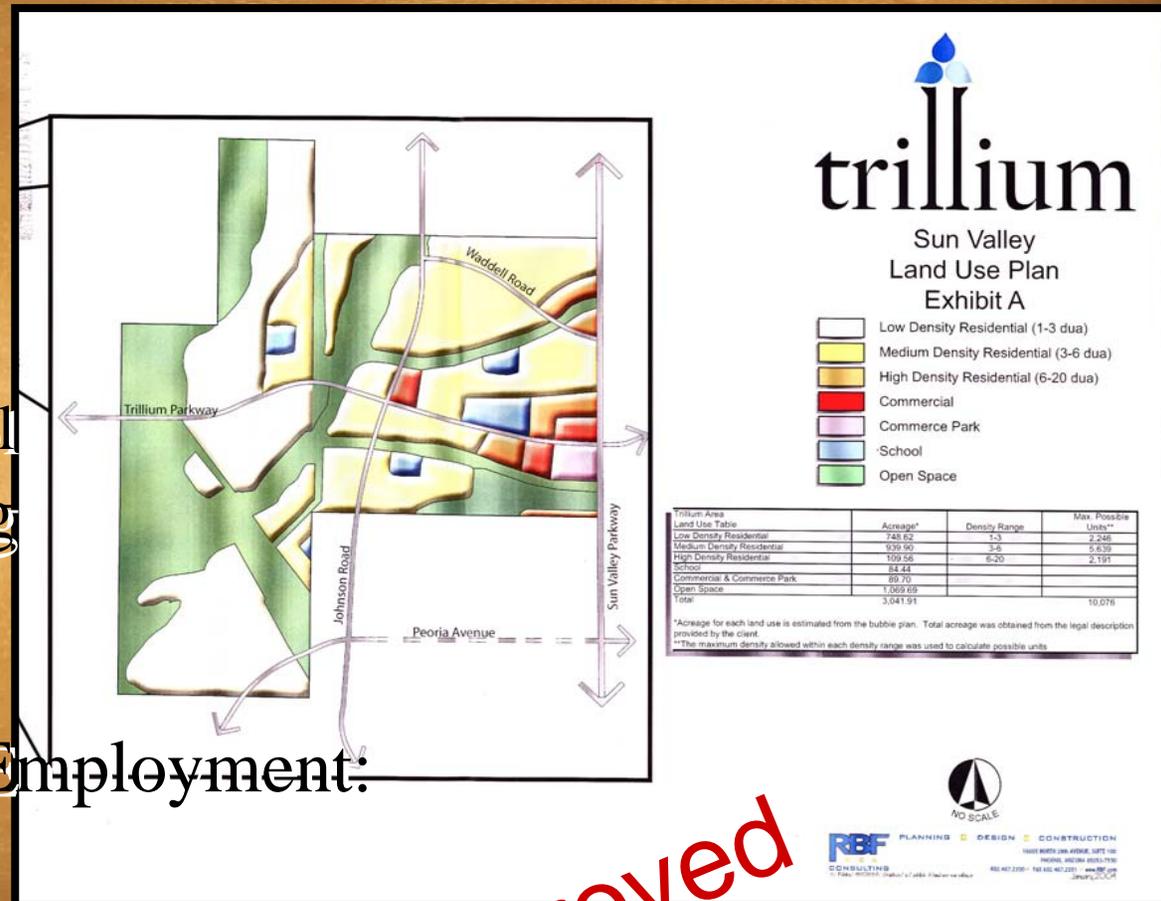
- Total Acres:
 - 2,840
- Schools:
 - 4 Elementary
 - 1 Middle
 - 1 High School
- Total Dwelling Units:
 - 7,329
- Commercial/
Employment:
 - Acres 270



Approved

Trillium

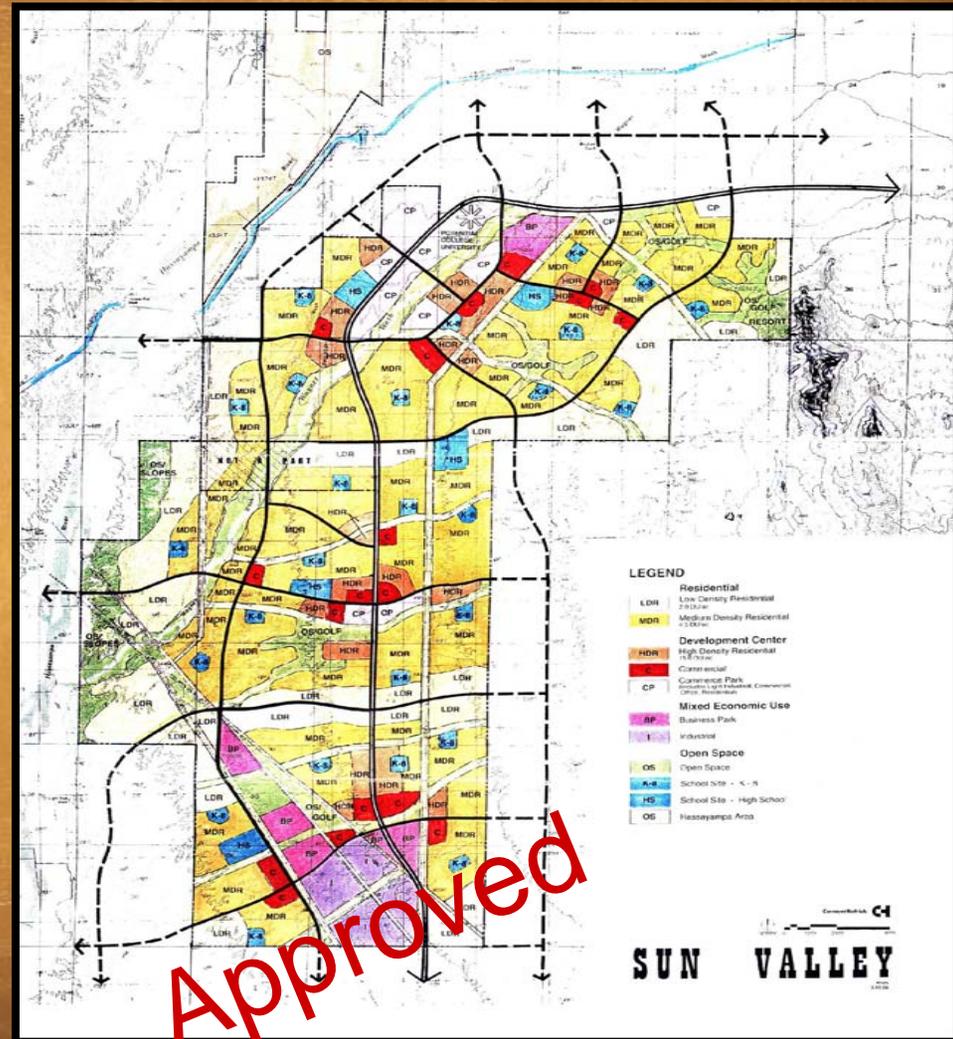
- Total Acres:
 - 3,042
- Schools:
 - 4 Elementary
 - 1 High School
- Total Dwelling Units:
 - 8,762
- Commercial/ Employment:
 - 108 Acres



Approved

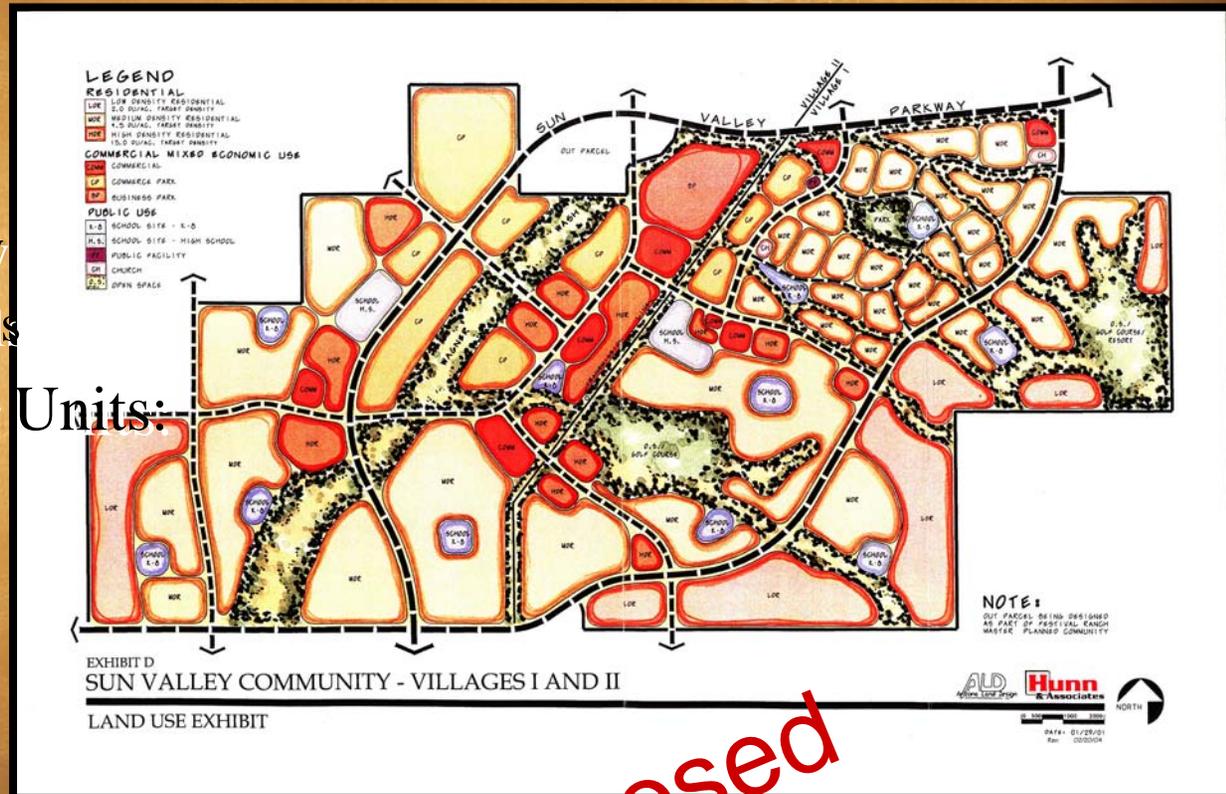
Sun Valley

- Total Acres:
 - 16,266
- Total Dwelling Units:
 - 41,370
- Commercial/
Employment:
 - 413 Acres
- Schools:
 - 26 Elementary
 - 4 High Schools



Sun Valley Villages I & II

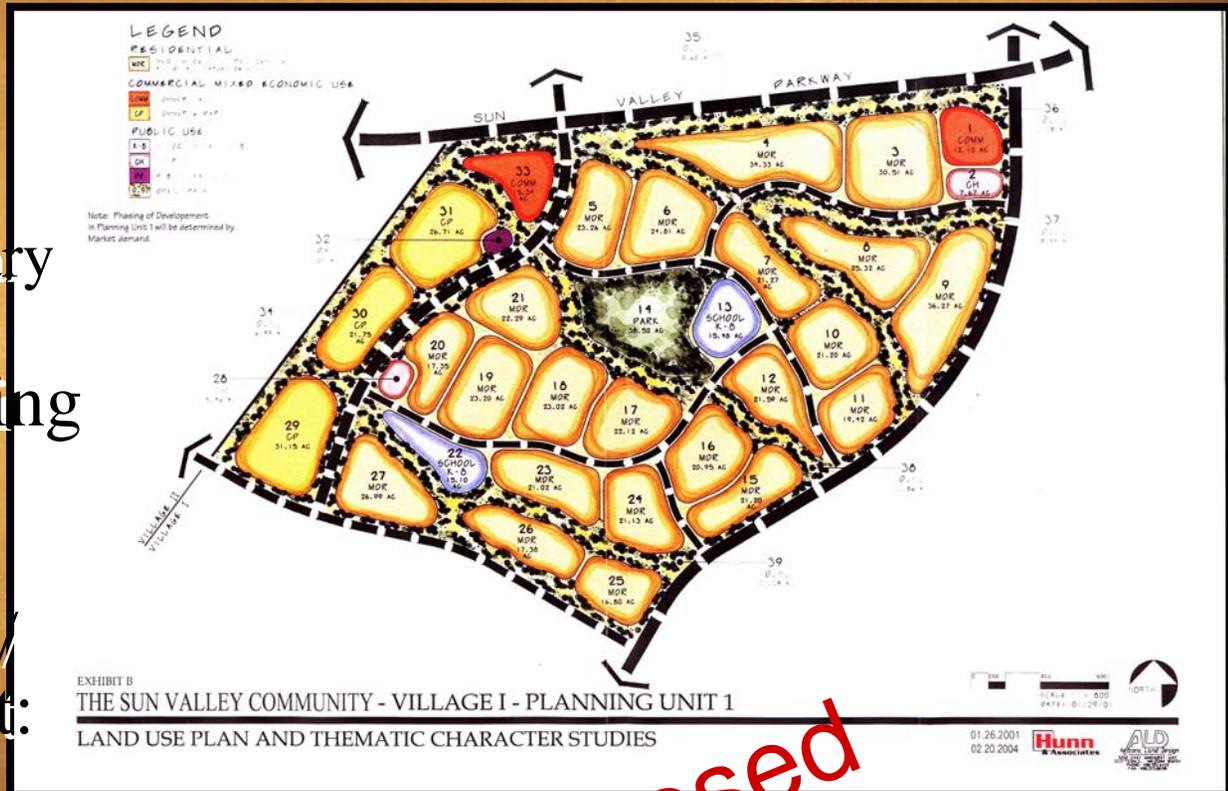
- Total Acres:
 - 5,770
- Schools:
 - 11 Elementary
 - 2 High Schools
- Total Dwelling Units:
 - 19,036
- Commercial/
Employment:
 - 669 Acres



Proposed

Sun Valley Village 1, Unit 1

- Total Acres:
 - 869
- Schools:
 - 2 Elementary Schools
- Total Dwelling Units:
 - 2,301
- Commercial/Employment:
 - 79.6 Acres



Proposed

Sun Valley South

- Total Acres:
 - 11,193
- Schools:
 - Not Determined
- Total Dwelling Units:
 - 29,218
- Commercial/Employment:
 - 1,265 Acres

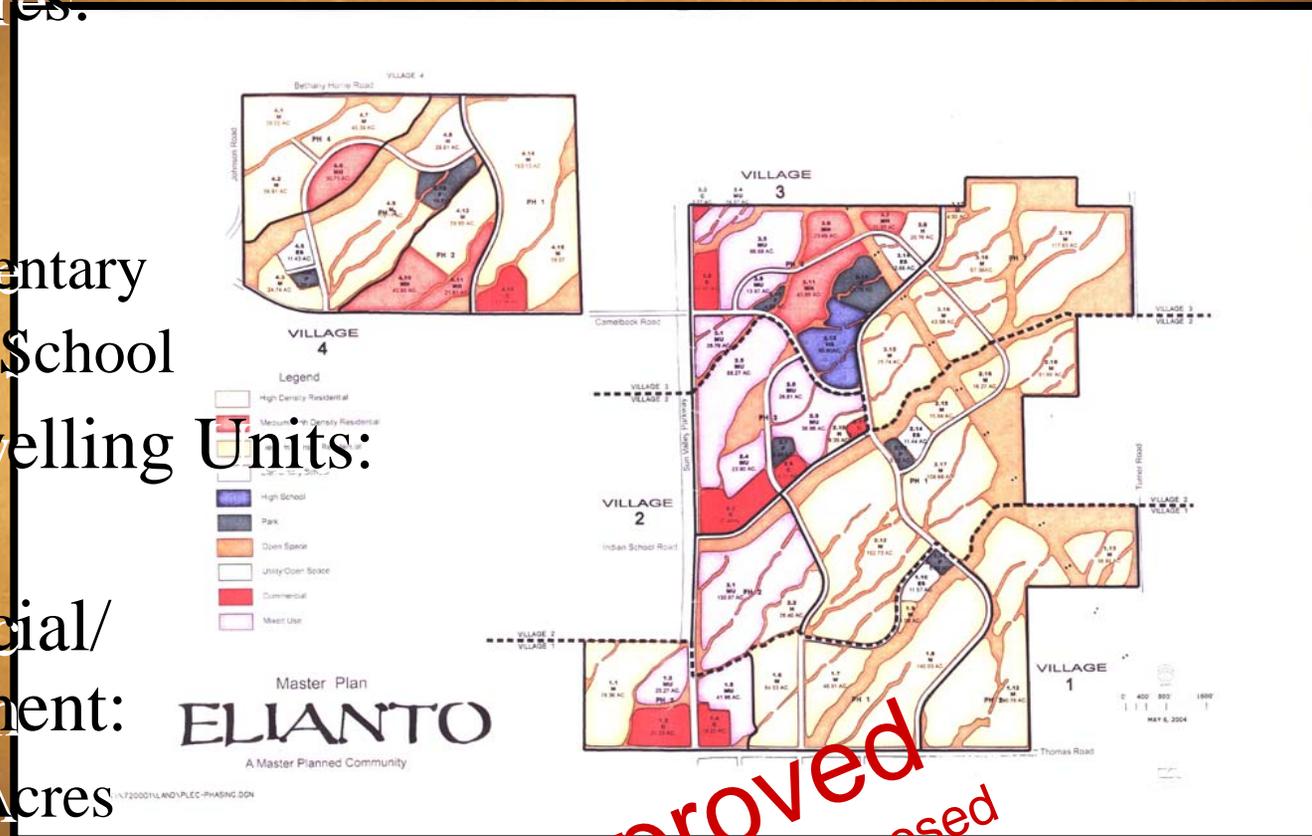


Approved

BUCKEYE ¹⁸/_{BB}
ARIZONA

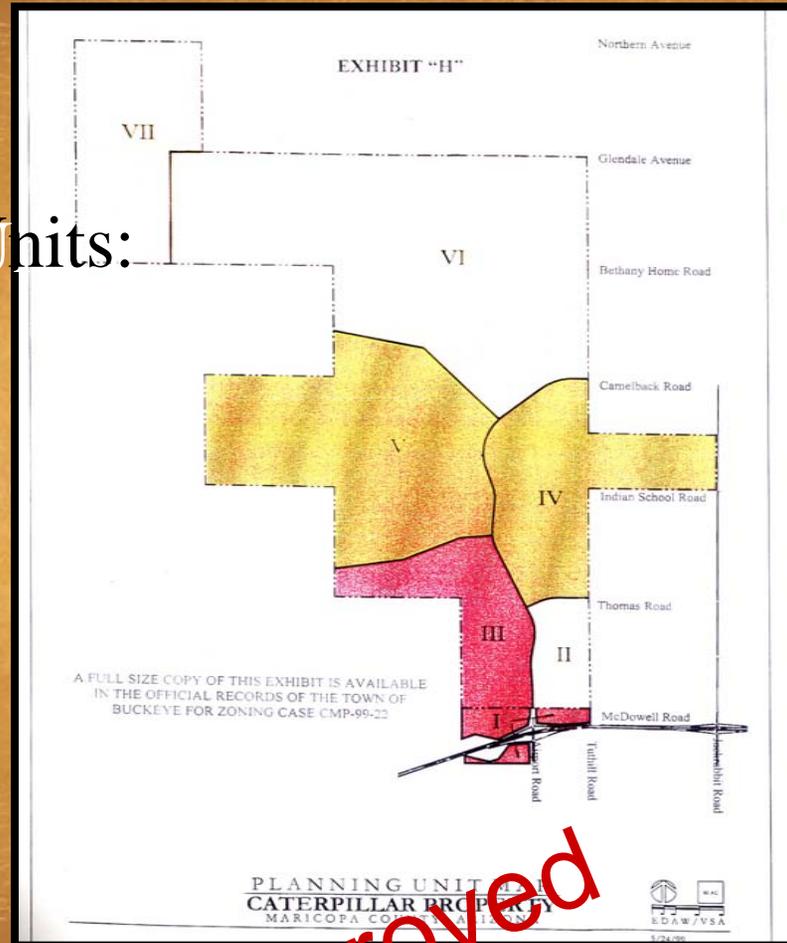
Elianto

- Total Acres:
 - 3,751
- Schools:
 - 4 Elementary
 - 1 High School
- Total Dwelling Units:
 - 12,502
- Commercial/
Employment:
 - 142.7 Acres



Verrado

- Total Acres:
 - 8,800
- Total Dwelling Units:
 - 14,080
- Commercial/
Employment
 - 4,028,750 sq. ft.
- Resort
 - 1,000 Rooms
Maximum

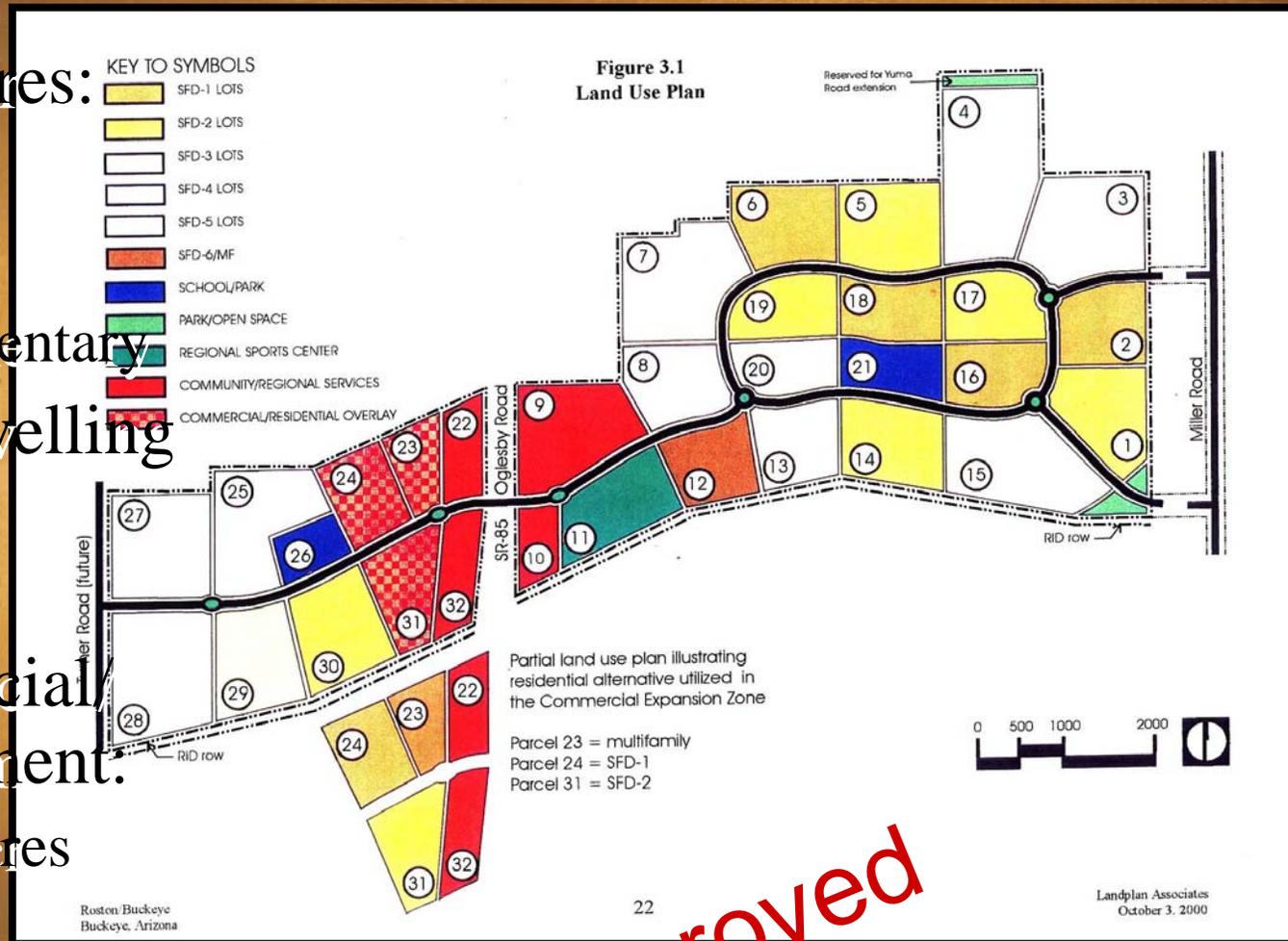


Approved

BUCKEYE ¹⁸
ARIZONA _{BB}

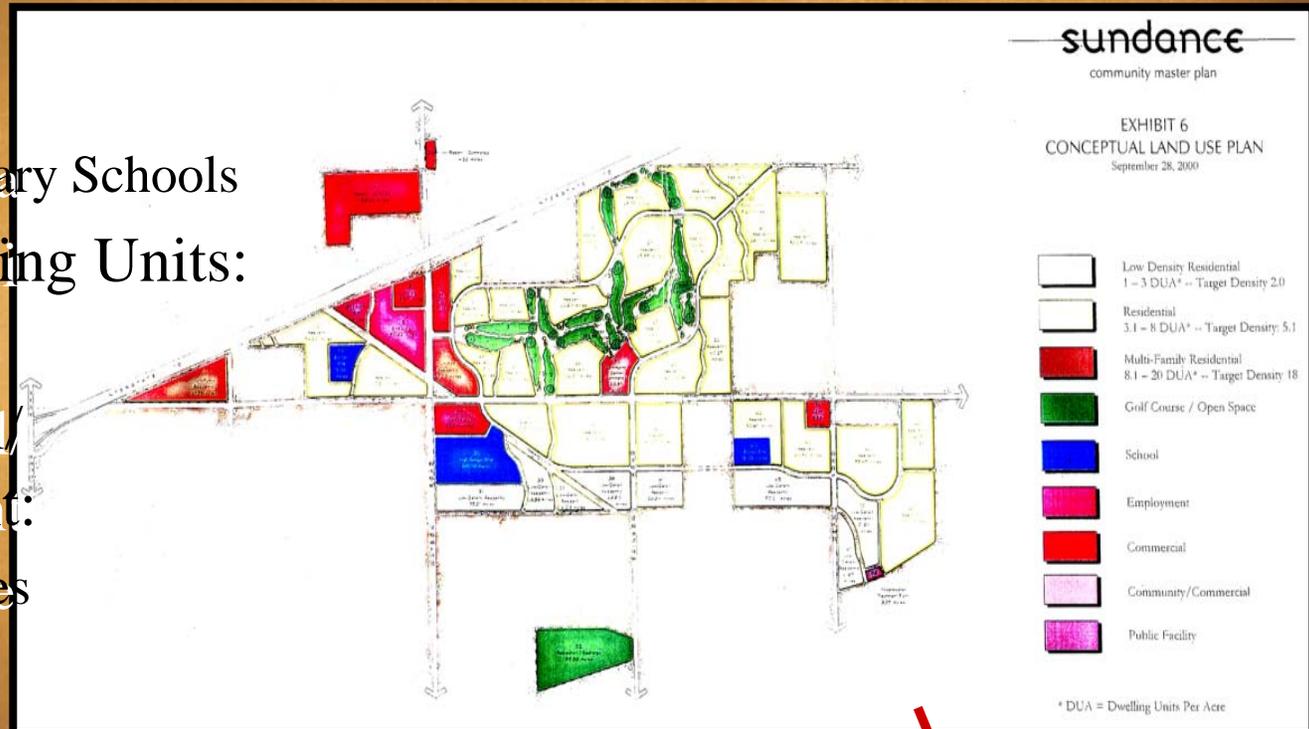
Westpark

- Total Acres:
 - 1,060
- Schools:
 - 3 Elementary
- Total Dwelling Units:
 - 3,895
- Commercial Employment:
 - 165 Acres



Sundance

- Total Acres:
 - 2,016
- Schools:
 - 3 Elementary Schools
- Total Dwelling Units:
 - 6,862
- Commercial/
Employment:
 - 221.7 Acres



Approved

BUCKEYE ¹⁸/_{BB}
ARIZONA

Summary Totals

- Total Acres: 102,288
- Total Dwelling Units: 270,698
- Total Commercial/Employment: 6,779 Acres and 45,370,504 Square Feet
- 135 + Schools
- Buildout Time Ranges up to 50 Years

Buckeye Municipal Airport



BUCKEYE ¹⁸/₈₈
ARIZONA

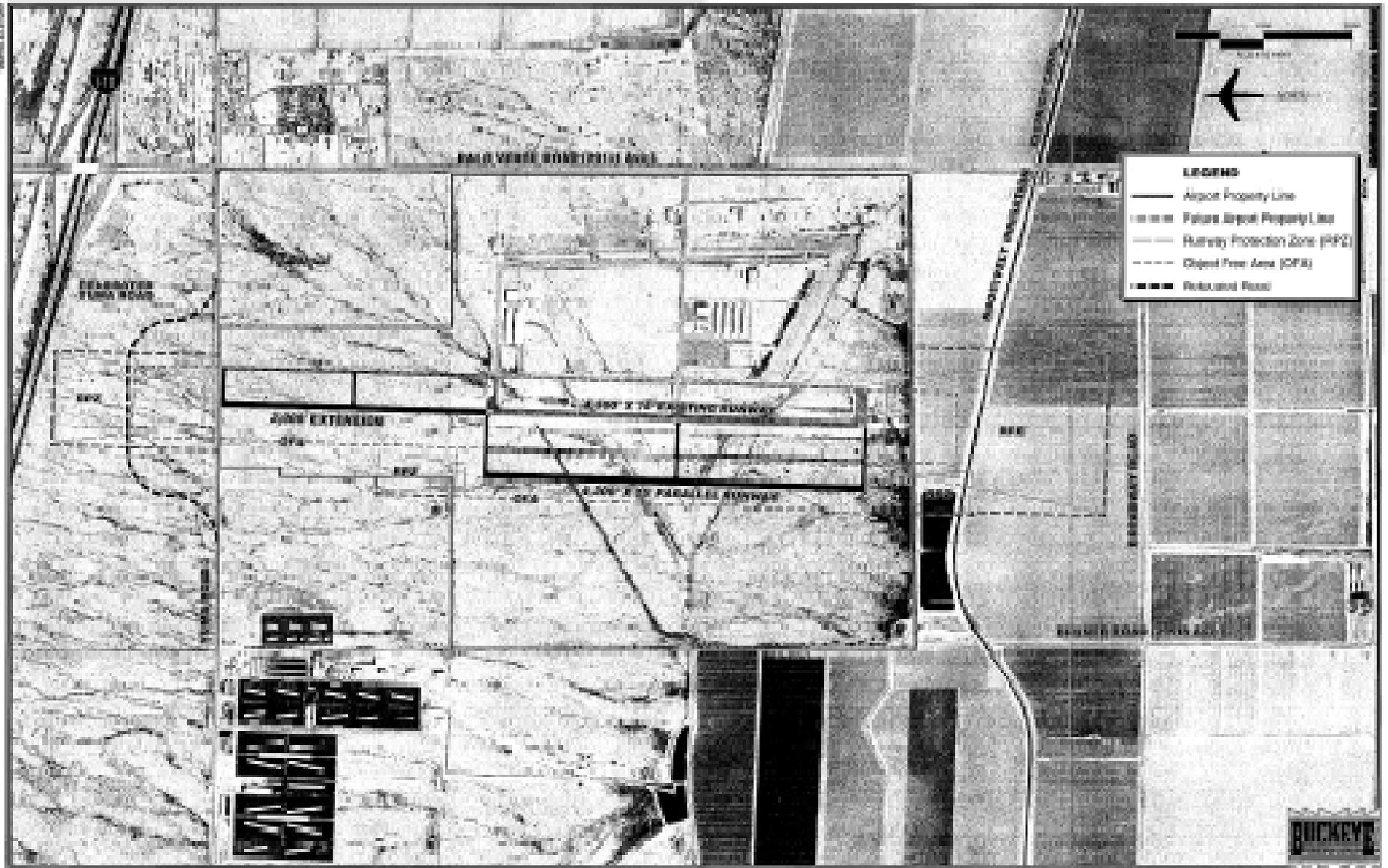


Exhibit 4A

APRIL 10, 2014



PHOTO COURTESY OF THE AIRPORT AUTHORITY

1000' (305m)



LEGEND

- ADDITIONAL LINE
- Public Transportation
- Public Road/Highway Parking
- Aviation Related Parcel
- Manufacture/Industrial/Commercial Parcel
- Conventional Hangar
- T-Hangar

AUTO PARKING

AVIATION RELATED PARCEL

BRONX ROAD (200th Ave.)

BUCKEYE

Airport History

- Built during WWII by Luke AFB
- 1960 Quit Claimed to the Town of Buckeye
- Mid 1980's the Town quit using the old runway and built a new runway 4300ft long by 75 ft wide
- In 2003/04 the Town extended the runway to 5500ft

Current State of Airport

- Surrounded mostly by farmland
- The area around the airport and along Palo Verde Road is zoned for commercial and industrial use and is planned to be one of the employment corridors for Buckeye
- Approximately 40,000 takeoffs and landings
- Mostly used for training
- We have experienced an increase of jet activity in the last year
- We do have a Jet A fuel provider on the airport now and expect a further increase in traffic

Planned Growth

- Currently have a developer interested in building a large 30,000 sq. ft. + hanger/office/restaurant building
- Also have developer interested in building approximately 20-30 more hangers
- Widening, strengthening, and lengthening the runway
- Build infrastructure for the airport – taxiways, utilities, etc.
- 3 Businesses want to relocate to the airport – including a flight training business

- As you can see we are experiencing a growth in the town and this is causing a big interest in the airport
- As the town grows so will the airport – the town knows the airport and its surrounding area have a lot of potential and the town wants to protect it from encroachment problems in the future

Land use issues and their effects

- Anyone living close to an airport experiences some effect of the airport, and we are trying take a proactive approach to make those experiences positive
- Aircraft noise and land use compatibility are some of the more challenging and emotional issues in airport management

Ways to Protect an Airport

- Zoning and Land use plans— provide buffer between airport and residential areas (ex. Industrial, commercial, and retail), height ordinance
 - Require aviation easements/non suit covenants and fair disclosure notices as part of all Codes, Covenants and Restrictions(CC&R's) for all new residential developments within the Airport Influence Area or Traffic Pattern Airspace
 - Require noise attenuation building standards in all residential construction to reduce noise transmission levels when within a certain noise contour
 - Require signage at intersections etc. when within the TPA
- Record Public Airport Disclosure Map per ARS Section 28-8486 – new and resale purchasers will be made aware they are in the Traffic Pattern Airspace

Ways to Protect an Airport Cont.

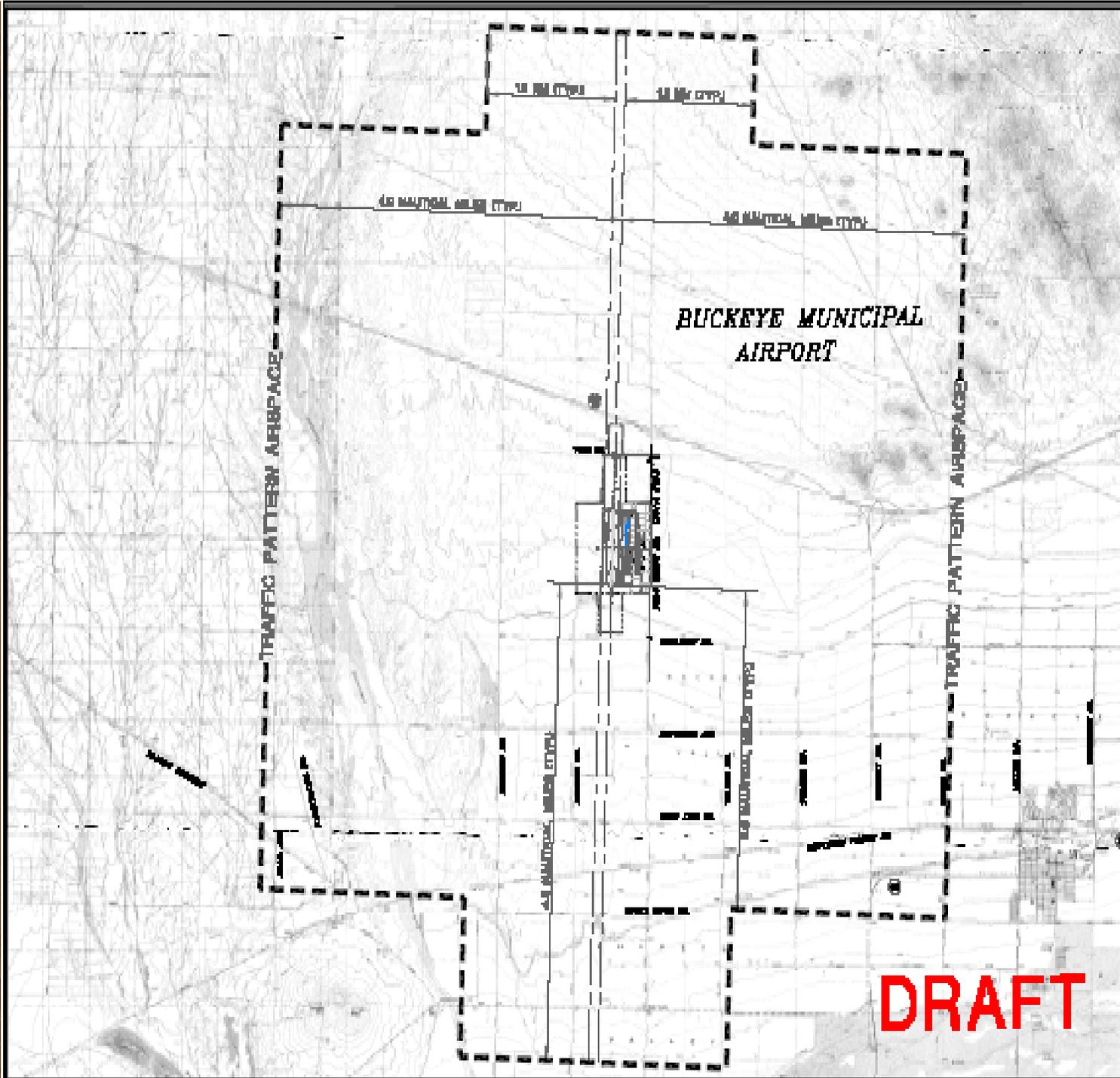
- Complete Part 150 and Land Use Compatibility Study (produces 2 things)
 - Noise Exposure Maps
 - Noise Compatibility Plans
 - Land acquisition or easements
 - Takeoff-landing procedures / flight tracks to abate noise over sensitive areas
 - Implement preferential runway use system
 - Construction of barriers, acoustical shielding, including sound proofing
 - Restrictions on the use of the airport by type or class of aircraft
 - Denial of airport use to a/c that don't meet federal noise standards
 - Capacity limitations
 - Complete or partial curfews
 - Differential landing fees based on noise levels day or night

History/overview of our land use issues

- Currently have 3 subdivisions located relatively near the airport
- We didn't really have in place any adopted zoning ordinance protecting the airport other than it was in our planned area which is zoned general commerce

Steps the Town is Taking to Protect the Airport

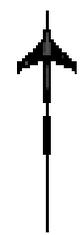
- For the developments to get annexed in to the town – the developers agreed to the protective packet put together by our consultant which is planned to be adopted by the town soon
 - This includes:
 - No residential houses within 4000ft of any existing or proposed runway
 - Require aviation easements/non suit covenants and fair disclosure notices /Public Airport Disclosure within the planned Public Airport Disclosure Map area – initial and future home buyers
 - Require signage at intersections etc. when within the TPA
- Finalizing the paperwork to adopt our protective packet
- Working on completing a Part 150 study, height ordinance



- NOTES:**
1. This map has been prepared in accordance with the Aeronautical Information Service (AIS) Manual, Volume 1, Part 1, Section 1.1, and the Aeronautical Information Publication (AIP) Manual, Volume 1, Part 1, Section 1.1.
 2. Traffic Pattern Airspace boundaries have been established in accordance with the guidelines provided in Federal Aviation Regulations (FAR) under 1400.30.
 3. 1 Nautical mile = 6,080 feet or 1:1584 statute miles.

- LEGEND:**
- TRAFFIC PATTERN AIRSPACE
 - EXTENDED AIRPORT PROPERTY LINE
 - EXTENDED SAFETY ZONE

This map is intended for use as a reference only. It is not intended to be used as a basis for any legal action. The user of this map is advised that the information contained herein is subject to change without notice. Buckeye Municipal Airport, Buckeye, Arizona.



Buckeye Municipal Airport
**PUBLIC AIRPORT
 DISCLOSURE MAP**
 BUCKEYE, ARIZONA

DATE: 01/15/2014	
BY: [Name]	
FOR: [Name]	
APP. NO. 1000	1 of 1

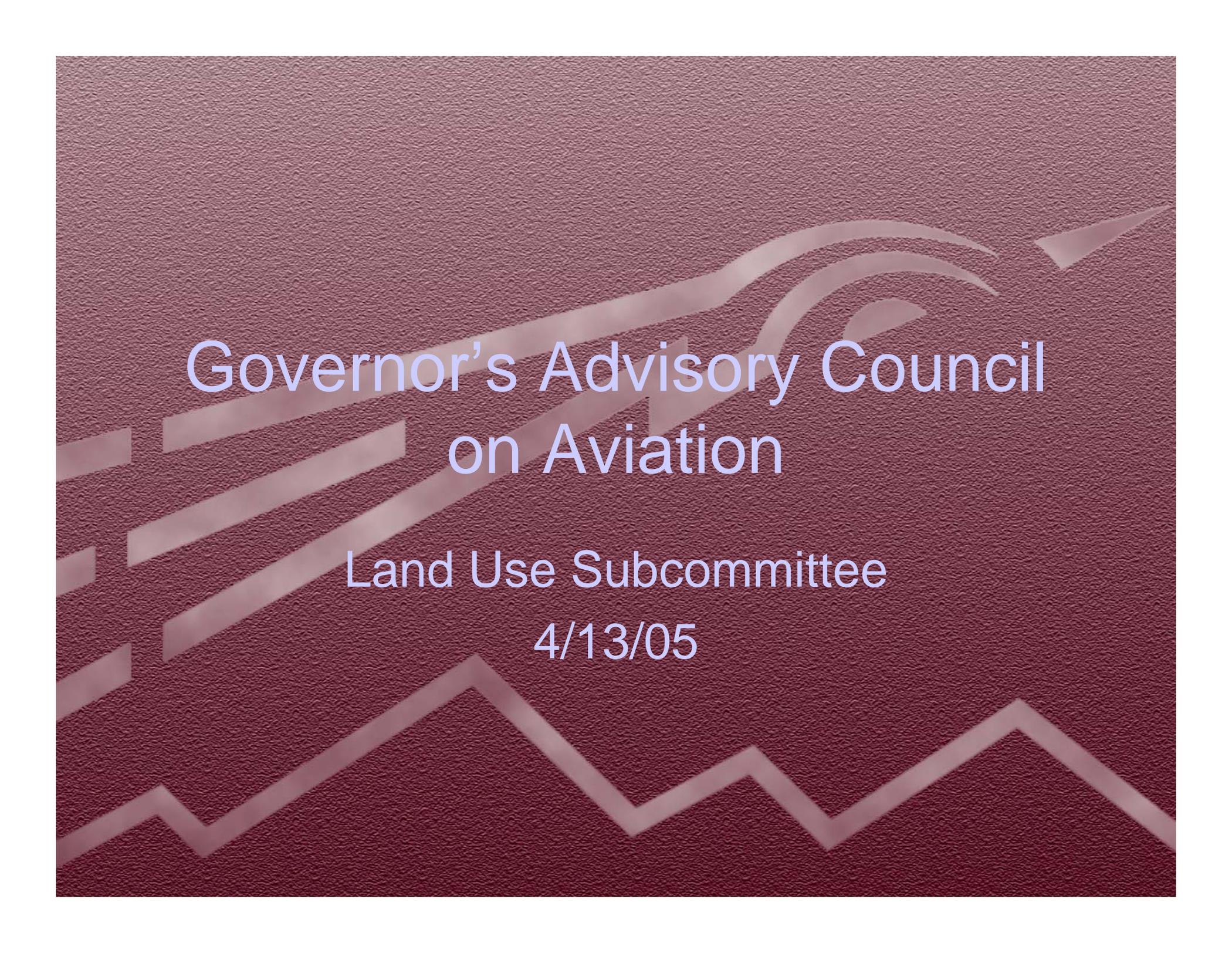
DRAFT

What we believe the state could do to facilitate compatible land uses in the vicinity of airports

- Make requirements for airport sponsors to protect the airport – take the choice out of the local governments hands- political influences and changing environments
- Funding for protection of airports – aviation easements, etc.

Thank you

BUCKEYE ¹⁸/_{BB}
ARIZONA



Governor's Advisory Council on Aviation

Land Use Subcommittee

4/13/05



Land Use Compatibility

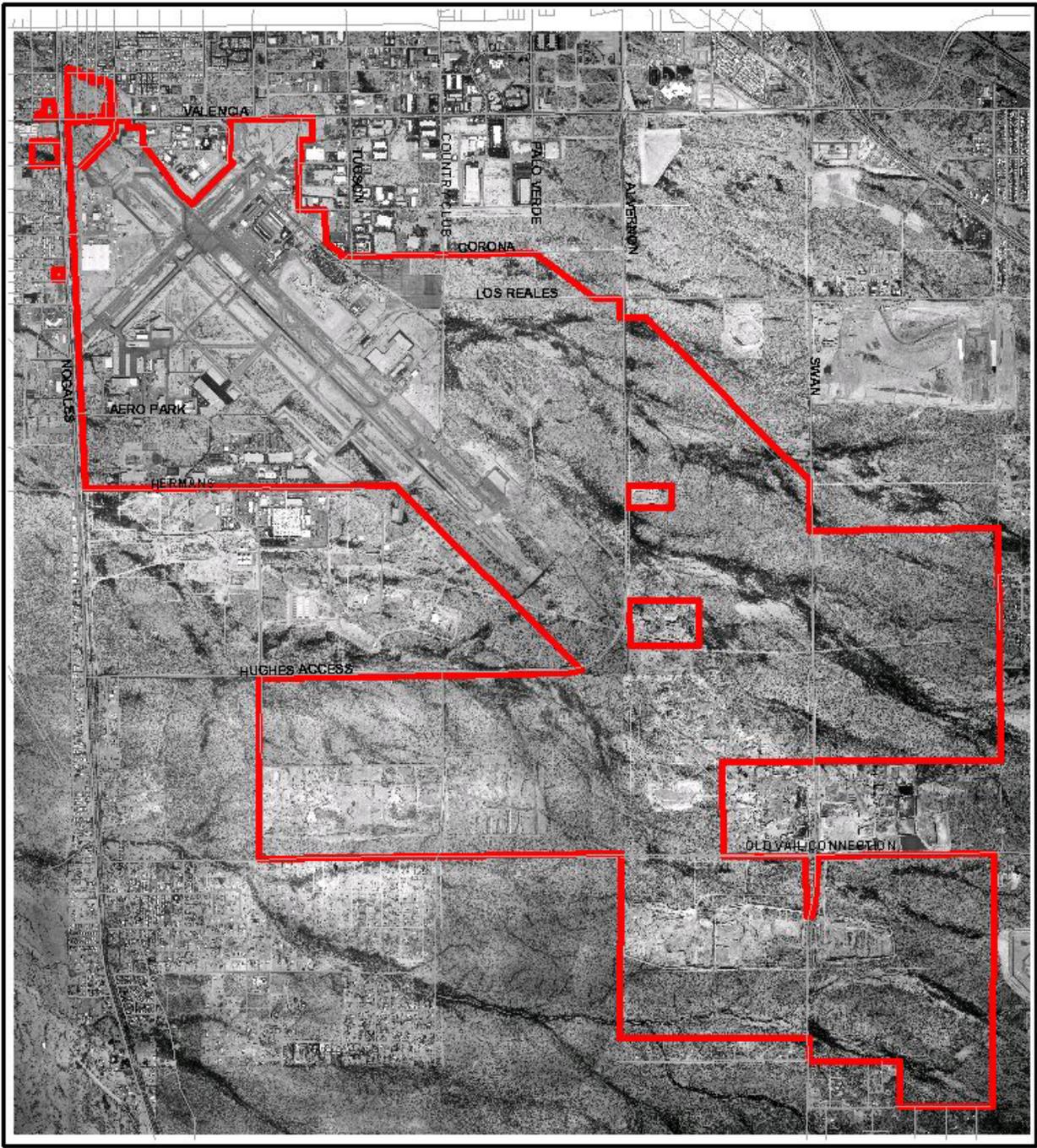
Tucson Airport Authority

Compatibility Issues

- Safety
 - Safety of Aircraft
 - FAR Part 77
 - Safety on the Ground
- Nuisance
 - Noise
 - Overflights
 - Surface

Mechanisms to Promote Compatibility

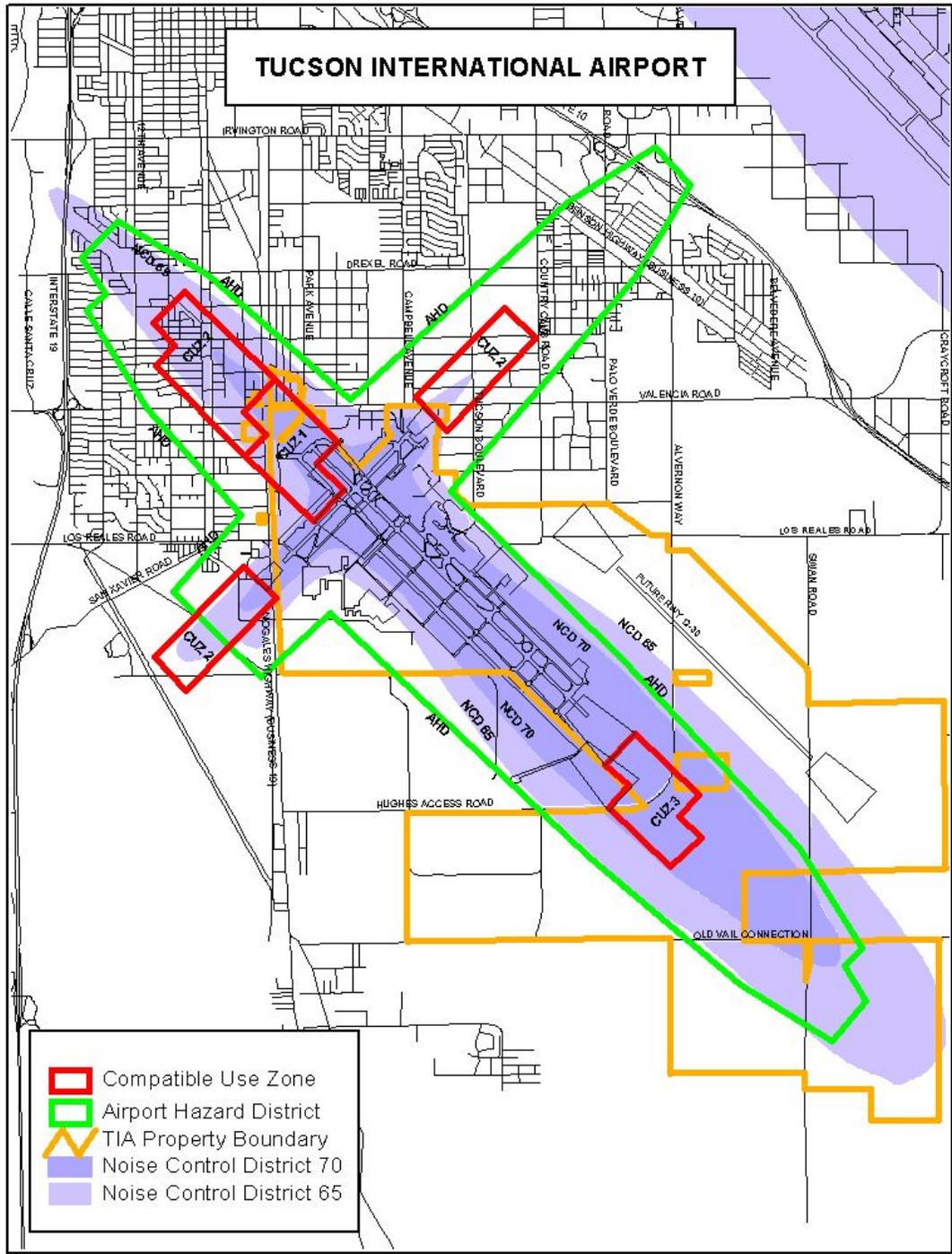
- Land Acquisition
- Land Use Zoning
- Height Restrictions (AHD)
- Avigation Easements
- Public Disclosure



Land Use Zoning

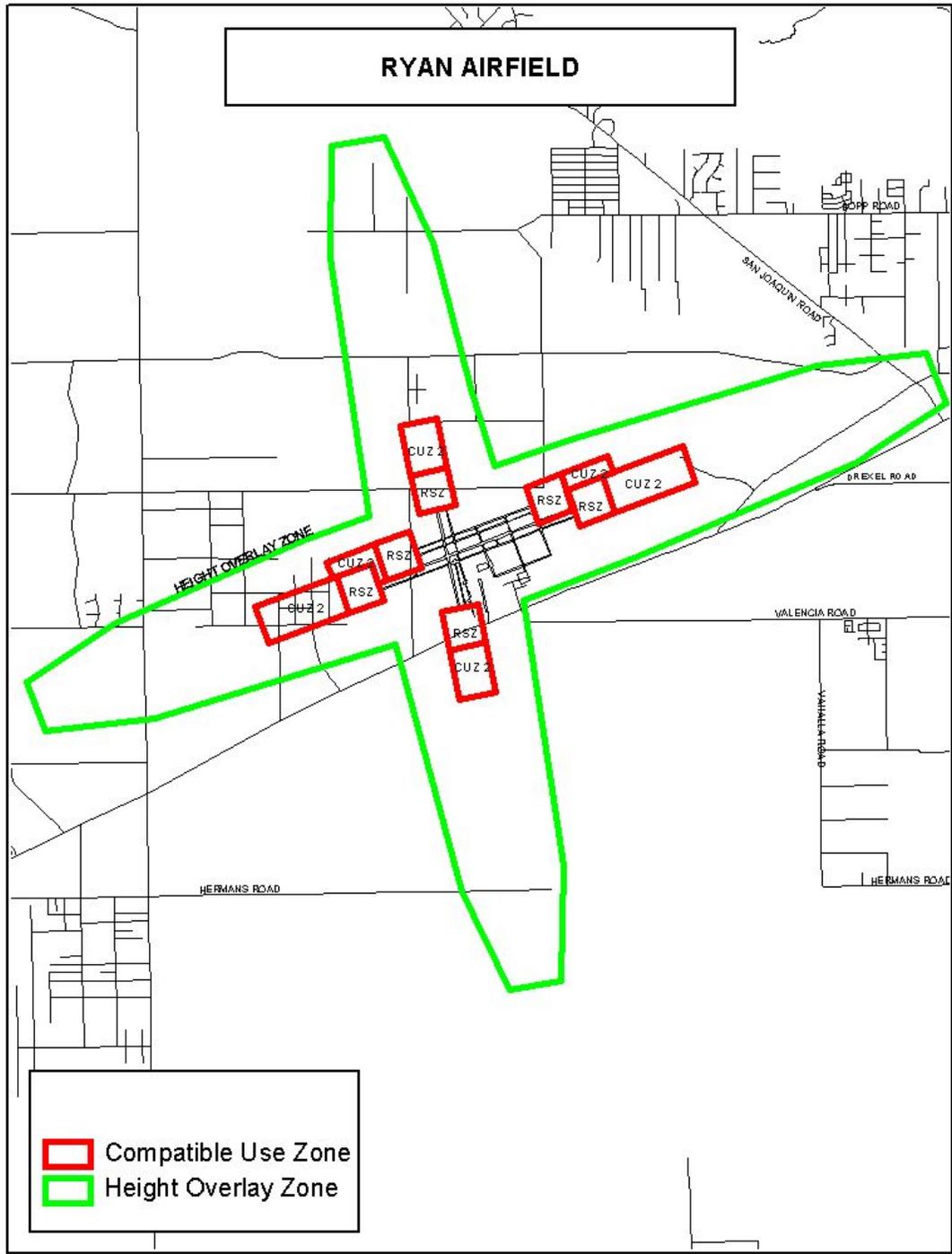
- Overlay Zones (AEZ)
- CC&R's

TUCSON INTERNATIONAL AIRPORT



-  Compatible Use Zone
-  Airport Hazard District
-  TIA Property Boundary
-  Noise Control District 70
-  Noise Control District 65

RYAN AIRFIELD



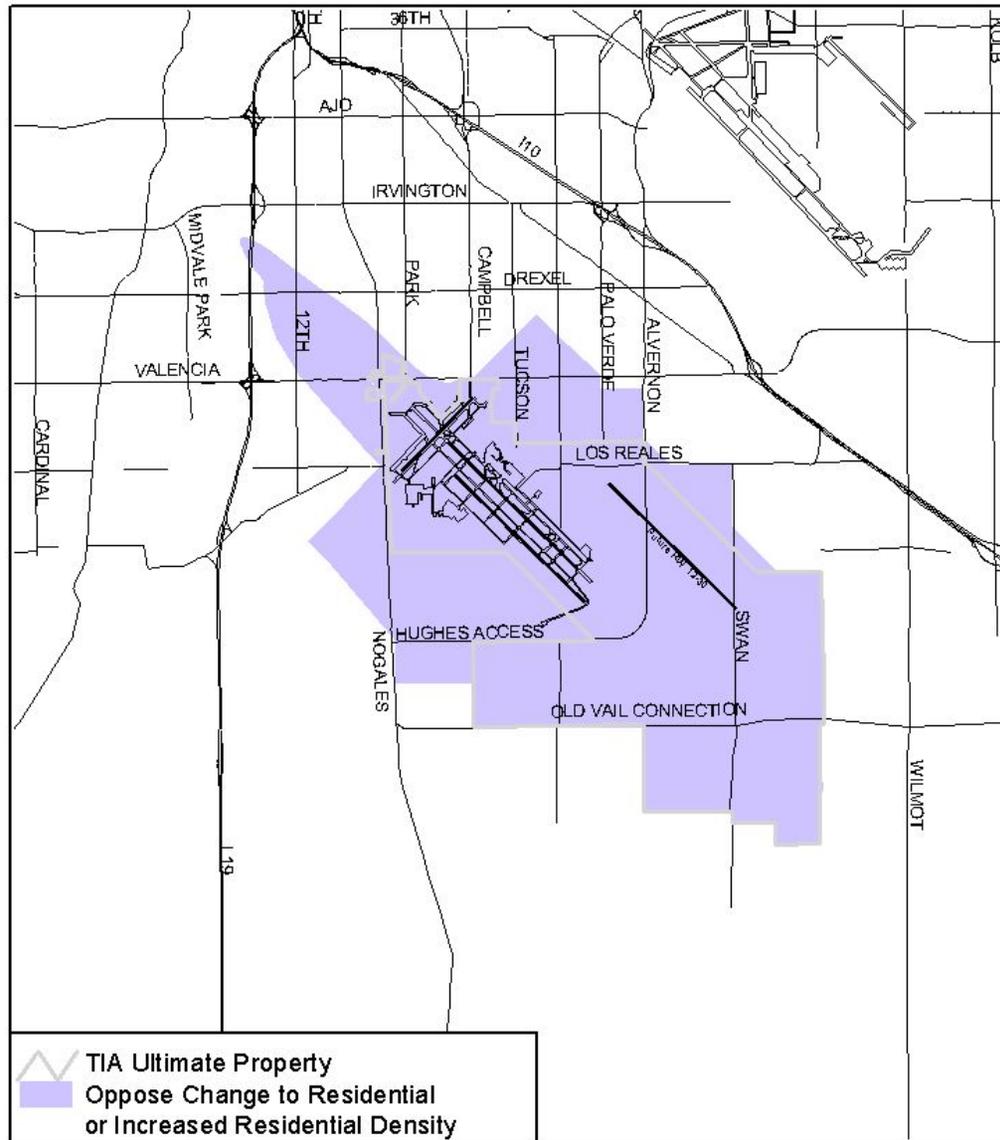
-  Compatible Use Zone
-  Height Overlay Zone

TAA's Avigation Easement Policy

The background of the slide is a dark, textured maroon color. Overlaid on this background are several light-colored, semi-transparent graphic elements. At the top, there are three wavy, ribbon-like lines that curve from the left towards the right. Below these, there is a jagged, zigzag line that spans the width of the slide. The overall aesthetic is modern and professional.

Tucson International Airport Oppose Change to Residential or Increased Residential Density

ATTACHMENT 1

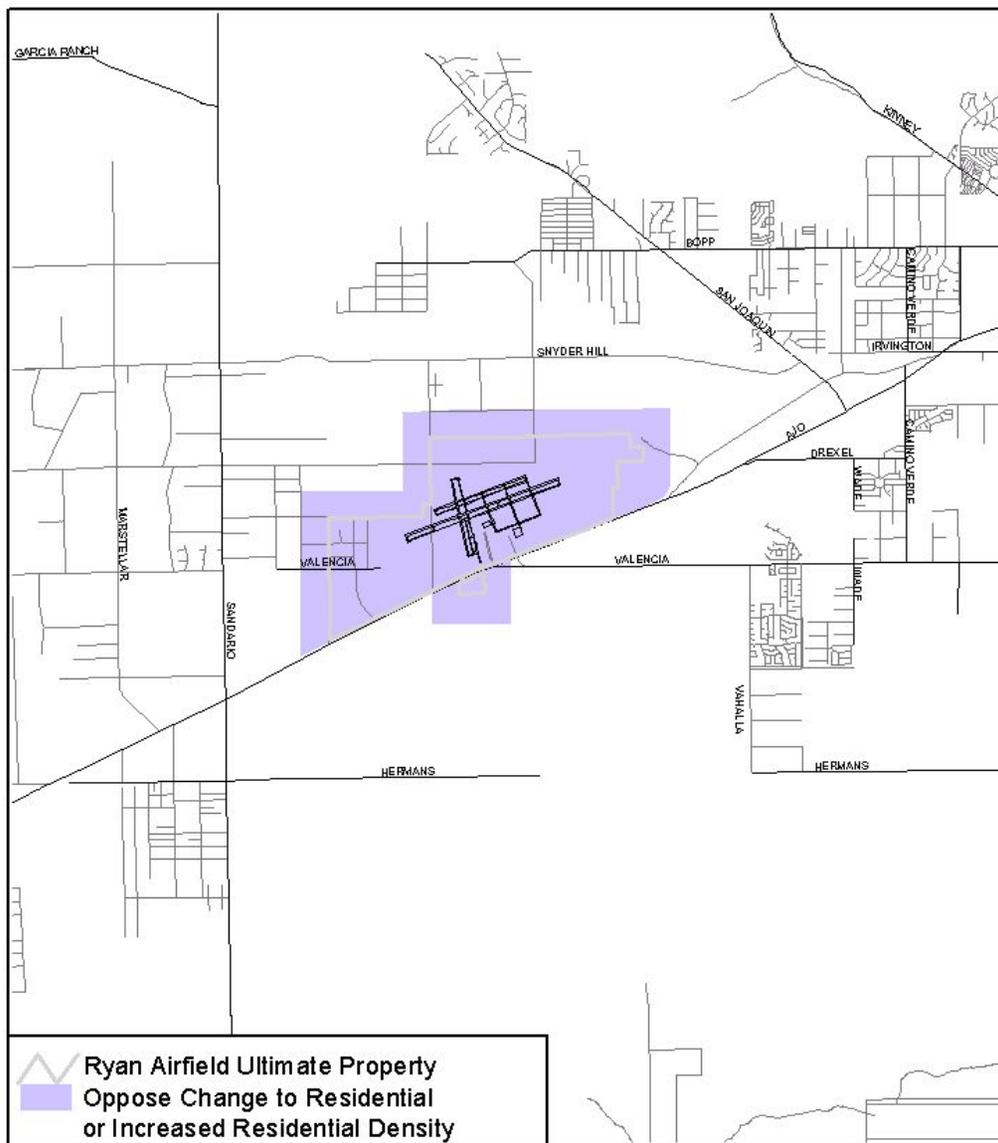


9/14/04



Ryan Airfield Oppose Change to Residential or Increased Residential Density

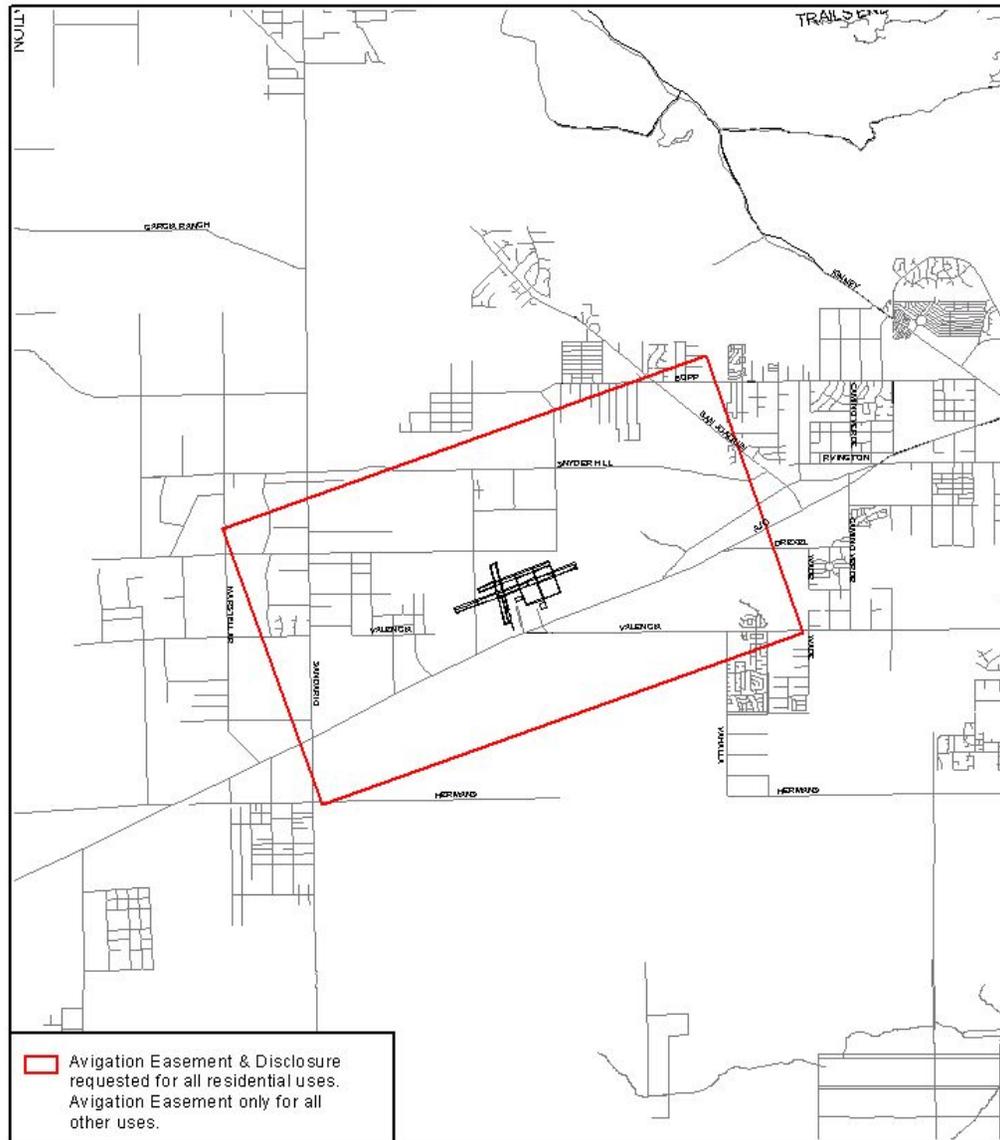
ATTACHMENT 2



9/14/04



Ryan Airfield Notification Requirements



Coordination & Education

- Comprehensive / General Plans
- Neighborhood Plans
- Rezoning Review
 - Internal Off Airport Land Use Policy
- Development Plan Review

Successful Efforts

- Land Acquisition
- Adoption of Local Ordinances (AEZ)
 - Compatible Use Zone
 - Prohibited Use Zone
 - Airport Hazard District
- Agency Coordination
- Avigation Easements
- CC&R's

Recommendations

- Aggressive Land Acquisition
- Overlay Zones
- Agency Coordination
- Education

Questions

Volume II

Appendix D Title

Governor's Advisory Council on Aviation

**Final Report
January 31, 2007**

Governor's Advisory Council on Aviation
Wednesday, April 27, 2005
1:30 P.M.

Location: American A & B Conference Rooms
Little America Hotel & Resort
2515 E. Butler Avenue
Flagstaff, Arizona

- I. Opening Comments
Bonnie Allin, Chairperson
- II. Welcome New Council Member and Council Introduction
Bonnie Allin
- III. Review and approval of the January 31, 2005 meeting minutes
Bonnie Allin
- IV. Report of the Airport Capacity Subcommittee
Barbara Harper and David Krietor, Co-Chairpersons
- V. Report of the Land Use Subcommittee
Robert Littlefield, Member
- VI. Availability of Federal Funding
Tammy Martelle, ADOT-Aeronautics
- VII. Call to the Public
Bonnie Allin
- VIII. Adjournment
Bonnie Allin

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Location: Little America Hotel & Resort, Flagstaff, AZ

Date: April 27, 2005

Time: 1:30 p.m.

Members Present: David Krietor, Mike Covalt, Robert Littlefield, Victor Mendez, Barbara Harper, Bonnie Allin, John Mills. Absent: Stacy Howard, C.A. Howlett, Ronnie Lopez

Also present: Barclay Dick, Kim Stevens, Tammy Martelle

I. Opening Comments:

Bonnie Allin, Tucson Airport Authority, opened the meeting by welcoming everyone.

II. Introduction of Council and New Council Member:

Mike Covalt, Airport Manager, Flagstaff Airport

David Krietor, City of Phoenix Aviation Department

Bob Littlefield, Scottsdale City Council, Chairman of Scottsdale City Council Aviation Subcommittee;

Victor Mendez, Director of Arizona Department of Transportation

Barbara Harper, Tucson Airport Authority Operations Committee, and retired airline pilot

John Mills, Air Operations Department at Marine Corps Air Station in Yuma

Bonnie Allin: President/CEO, Tucson Airport Authority

III. Review and Approval of January 31, 2005 Minutes

Council reviewed the minutes from the 1/31/05 meeting. Victor Mendez moved to approve the minutes, seconded by Barbara Harper. None opposed. Minutes approved.

IV. Airport Capacity Subcommittee Review – Barbara Harper

The subcommittee defined airport capacity as the ability of an airport to handle a given volume of traffic demand within a specified time period.

Richard Corbett, Pima Association of Governments (PAG) gave a presentation regarding Pima County and its expectations. PAG is in a continuous planning mode with the counties airports. PAG has the master plan from Tucson International and is in the midst of getting master plans from various airports in southeast Arizona to incorporate into the counties air transportation plan.

David Krietor, Co-Chair – The capacity subcommittee plans to address Pima and Maricopa Counties first to develop a basic knowledge and then to follow up with either one or a series of meetings to look at capacity issues in the state and how they relate to the military. MAG is currently in the process of doing a new RASP for Maricopa County. For Maricopa County, between 2005 and 2025 passenger activity is projected to increase from 40 million to over 80 million passengers. For Maricopa County, MAG forecasts an increase in general aviation based aircraft from 4,000 to 7,600 with operations increasing from 2 million to over 3 million. For commercial aviation, operations are projected to increase from 600,000 to over 1 million. The RASP process looks at maintaining the status quo, using improved technology, maximizing the existing airports and/or building new airports.

Barbara Howard requested information from other airport representatives in Arizona.

V. Report of the Land Use Subcommittee – Bob Littlefield

Land use can be defined by three issues; noise and the impact on people, safety concerns and over flights. The initial goals are to define the scope of the problem and outline the scope of work to undertake. This would determine the recommendations the Council would make for new Legislation to help solve land use issues and potential funding. One item identified by general agreement was that the FAA definition of noise is inadequate to deal with the issue of noise, as residents around airports perceive it.

Mr. Hardison of Buckeye gave a presentation talking about the explosive growth in Buckeye, which is poised to grow even larger by 2010. They are concerned about dealing with persons who are not airport friendly.

Jill Merrick gave a presentation about how Tucson International Airport is dealing with noise and its ability to work with local governments to discuss the noise issues and the development of housing in the area.

Other groups to be included in the process as the committee moves ahead are, land use planners and real estate persons. The need for outreach to the League of Cities and Towns was discussed.

VI. Availability of Federal Funding – Tammy Martelle

Information was provided for possible additional federal funding. All information was included in a packet provided to Council. She started with research through the Catalog of Federal Domestic Assistance. This document contains financial and non-financial assistance programs administered by departments and establishments of the federal government including all federal grants available.

The information was divided into three categories: air transportation, miscellaneous and other possible grant funding. The tables identify the number, title, federal agency and objective of each grant. Behind each table is the actual grant information with the applicable grant highlighted for the Council's convenience.

Information was requested from the NASAO contact for each State. The information indicated the majority of funding comes from the AIP program. However, other funding sources were mentioned, such as: The Department of Homeland Security, NASA, Department of Defense, Department of Health Services, the Department of Agriculture, Department of Commerce, Economic Development Agency, and the FAA/Facilities and Equipment projects thru federal appropriation (NAVAIDS).

There were four websites visited that were very helpful. They are:

1. www.cfda.gov
2. www.grants.gov
3. www.epa.gov
4. www.fema.gov

The President is proposing a \$600 million cut in AIP funding for fiscal year 2006. NASAO discussed the projection of this cut meaning a reduction in each state's "apportionment" and "discretionary", as well as a suspension of the Non-Primary Entitlement (\$150,000). More trust fund money will be used to fund FAA operation instead of providing for airport improvements.

Bonnie Allin requested that this information be made available to all airports upon request.

Bonnie Allin reported the proposed cut in the AIP grant funding would mean significant pain to the airports. As we understand the formulas, the proposed reduction in funding would significantly harm small airports, particularly general aviation airports. There is a possibility of 75% to 90% cuts in grant funding for some airport categories including general aviation. Individual airport operators or communities that represent and operate airports need to be proactive with the Congressional delegations.

Victor Mendez reported that in early March, the Arizona's Congressional delegation was contacted by ADOT about the concerns with the AIP cuts. He suggested that everyone contact the Congressional delegation.

Dave Krietor reported that the City of Phoenix has contacted all of the members of the Arizona delegation.

VII. Call to the Public

Bonnie Allin thanked everyone for participating in this meeting.

Arv Schultz – President of Arizona Pilots Association (APA) ~

Arizona Pilots Association has a great deal of concern about capacity. Arizona needs more capacity not less. The State Land Department (SLD) recently closed 5 airports located on State Trust Land. There are 56 airports located on State Trust land that have the potential for closure. Some airports are at capacity and others approaching capacity. To reduce the number of airports throughout the state would increase the problem.

APA is proposing an Adopt-an-Airport program, which would utilize volunteer sources to help maintain some of the airports. APA will present the plan to the Aeronautics Division Director. APA would then like to get the SLD to take another look at the airport closures that have been made.

Discussion regarding the possible reasons for the closures included; high liability coverage, length of required lease, and maintenance costs.

Leases ~

Leases longer than 10 years would have to go out for bid, which might result in real estate developers outbidding. Legislation that passed the House but not the Senate would have opened up the possibility of 25-50 year leases on State Land for aviation purposes only. There is a current Statute that provides for recreational and educational purposes for land use and limits the state's liability for activities taking place on that land. The only liability for the state would be in the event there is gross negligence involved.

Ray Boucher, Aeronautics Division said the SLD has revised its liability insurance policy requirements for airports on state land. He understands it to be:

A \$1 million policy that permits personal use of the airstrip (no operation at the airport that could result in an environmental impact);

A \$2 million policy that permits personal use and occasional use by others, but no commercial activity at the airstrip;

A \$5 million policy that would allow commercial activity at the airstrip.

Ted Anderson, Payson Airport Manager called the Council's attention to fire fighting support requirements at airports. Currently there are problems with support of the larger air tankers that are based throughout the State. The state is currently in the middle of a 15-30 year drought, which makes firefighting capabilities very important. He would like the Council to look into the placement of the airports for possibly providing firefighting support.

Discussion continued for concern on the impact of the airport operations. The concern was more for providing areas and airports to adequately provide firefighting services in the future. Moving from a large heavy air tanker capability has been reduced in the state and using smaller aircraft that will have to go to other areas and helicopter operations to support fires.

Bonnie Allin suggested that the capacity and land use subcommittees look into the issue of the adequacy of fire fighting.

VII. Adjournment

Bonnie Allin - thanked everyone for their attendance and providing feedback. She reminded everyone not to hesitate to contact the Council through the ADOT/Aeronautics staff if there are any comments or concerns of the future that they would like the Council to consider.

David Krietor moved to adjourn the meeting; Mike Covalt seconded the motion, which passed unanimously.

AIR TRANSPORTATION

<i>Grant #</i>	<i>Title</i>	<i>Federal Agency</i>	<i>Objectives</i>
20.106	Airport Improvement Program	FAA, DOT	To assist sponsors, owners or operators of public-use airports in the development of a nationwide system of airports adequate to meet the needs of civil aeronautics
20.607	Alcohol Open Container Requirements	National Highway Traffic Safety Administration, DOT	To encourage States to enact and enforce an alcohol open container law
20.701	University Transportation Centers Program	Research & Special Programs Administration, DOT	To provide grants to nonprofit institutions of higher learning for the purpose of establishing and operating university transportation centers that conduct research, education & technology transfer programs concerning regional and national transportation issues
20.900	Transportation-Consumer Affairs	Office of the Secretary, DOT	To improve service provided to the public by U.S. and foreign air carriers
20.901	Payments for Essential Air Services	Office of the Secretary, DOT	To assure that air transportation is provided to eligible communities by subsidizing air carriers when necessary to provide service
20.907	Minority Institutions (MI)	Office of the Secretary, DOT	The Office of Small & disadvantaged Business Utilization supports the efforts of the DOT to increase the participation of minority institutions in Federally funding programs. This program uses the resources of MIs to develop a training and technical assistance program designed to enhance small women-owned and disadvantaged business enterprises (S/SO/DBEs) to compete successfully for DOT contracts and on DOT-funded projects. In addition, this program is geared towards attracting more of the nation's young talent into the transportation-related careers through academic courses and practical experience.
20.920	Transportation Statistics Research Grants	Bureau of Transportation Statistics, DOT	To support development of the field of transportation statistics and advance research
88.001	Architectural & Transportation Barriers Compliance Board	Architectural & Transportation Barriers Compliance Board	To enforce Federal laws requiring accessibility for persons with disabilities in certain federally funded buildings and facilities throughout the Nation; set guidelines and requirements for accessibility standards prescribed by Federal agencies. Provide technical assistance and training on its design guidelines and standards to organizations, agencies, and individuals; and to conduct research to determine appropriate specifications for accessibility

MISCELLANEOUS GRANTS

<i>Grant #</i>	<i>Title</i>	<i>Federal Agency</i>	<i>Objectives</i>
11.431	Climate & Atmospheric Research	National Oceanic & Atmospheric Administration, Dept. of Commerce	To develop the knowledge required to establish a predictive capability for short and long-term climate fluctuations and trends
12.401	National Guard Military Operations & Maintenance (O&M) Projects	National Guard Bureau, DOD	. . . 6. ARNG Aviation Training Base Operation – provide Federal support for services provided by the States for Air Traffic Control (ATC) Service, Airport Service Agreements, and Aircraft Rescue Fire Fighting (AFF), . . .
15.064	Structural Fire Protection – Bureau of Indian Affairs Facilities	Bureau of Indian Affairs, Dept. of the Interior	To provide for the installation of fire protection and prevention equipment in schools, dormitories, detention centers and other BIA facilities
20.100	Aviation Education	FAA, DOT	To promote “Aviation Knowledge through Education”; create a public awareness of the need to promote the development and enhancement of education in aviation; establish a civil aviation information distribution program within each region and center of the FAA; promote “safety in the skies through aviation education”; create “career awareness” in aviation at the elementary and secondary educational levels; prepare qualified individuals to meet the future need of aviation; stimulate public and private sector initiative in meeting the American and worldwide competitive challenge in science and technology; aid educators by providing aviation information they can readily use in their normal classroom curriculum or in special classroom projects, to improve communication skills, math, science, technology, and computer literacy as it relates to aviation; and help educators identify the learning needs of our society in this rapidly changing technological era
20.107	Airway Science	FAA, DOT	To assist recognized colleges and/or universities in the need for facilities and equipment for Airway Science (AWS) curriculum students
20.108	Aviation Research Grants	FAA, DOT	To encourage and support innovative, advanced, and applied research and development in areas of potential benefit to the long-term growth of civil aviation
20.109	Air Transportation Centers of Excellence	FAA, DOT	To conduct long term continuing research in specific areas of aviation related technology. Responsibilities of Centers may include the conduct of research concerning catastrophic

			failure of aircraft, airspace and airport planning and design, airport capacity enhancement techniques, human performance in the air transportation environment, aviation safety and security, the supply of trained air transportation personnel including pilots and mechanics, and other aviation issues pertinent to developing and maintaining a safe and efficient air transportation system, and the interpretation, publication, and dissemination of the results of such research
20.503	Federal Transit Managerial Training Grants	Federal Transit Administration, DOT	To provide fellowships for training of managerial, technical, and professional personnel employed in the transit field
20.930	Payments for Small Community Air Service Development	Office of the Secretary, DOT	To help smaller communities enhance their air service and increase access to the national transportation system
39.002	Disposal of Federal Surplus Real Property	General Services Administration	To dispose of surplus real property by lease, permits, sale, exchange, or donation
39.003	Donation of Federal Surplus Personal Property	General Services Administration	To donate Federal personal property no longer required for Federal use to public agencies and qualifying nonprofit entities in order to reduce the cost of State and local government
43.001	Aerospace Education Services Program	National Aeronautics and Space Administration	NASA's Aerospace Education Services Program (AESP) is a specialized group of educators using NASA's unique assets to support local, state, regional and national mathematics, science, and technology education systemic change efforts through collaboration of internal and external stakeholders in high-impact activities. This well-trained, well-informed and well-equipped workforce uses the NASA Mission and Vision to support increased instruction in mathematics, science, and technology content, enhance pedagogical skills, and address equity issues
97.069	Aviation Research Grants	Dept. of Homeland Security	To encourage and support innovative, advanced, and applied research and development in areas of potential benefit to the long-term growth of civil aviation security

Volume II

Appendix E Title

Governor's Advisory Council on Aviation

Final Report
January 31, 2007

Governor's Advisory Council on Aviation Subcommittee on Land Use

**June 20, 2005
2:00 p.m.**

Location: ADOT Aeronautics Administration Conference Room
255 E. Osborn Rd.
Phoenix, Arizona

Agenda

- I. Opening Comments and Introductions**
Stacy Howard, Subcommittee Chair, Subcommittee on Land use
- II. Existing Land Use Laws**
Ray Boucher, ADOT, Aeronautics, Aviation Policy Analyst
- III. Presentations and Discussions**
Tom Farley, VP Government Affairs
Arizona Association of Realtors

Spencer Kamps, VP Legislative Affairs
Home Builders Association of Central Arizona

Cindy Ferrin, Deputy Director
Arizona Department of Real Estate, Subdivisions Division
- IV. Call to the Public ***
- V. Adjourn**

* There will be a maximum of three minutes per person to speak. The total time for this agenda item will be limited, based on available time at the end of the meeting.

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by calling 602-712-8243. Requests should be made as soon as possible to allow time to arrange for the accommodation.



Land Use Compatibility - A Look At the State Programs

5/12/2007

Federal Programs - FAA

- ✧ Reduce Aircraft Noise- Technology
- ✧ Institute new Aircraft, Procedures and Operations
- ✧ Effective Land Use Measures through acquisition, soundproofing, remedial measures
- ✧ FAA can only affect the first two goals.

ADOT Aeronautics

- ↳ **Land Use Compatibility Guidelines - 1993**
- ↳ **Promoting Airports – Economic Impact Studies - 2002**
- ↳ **State Aviation Trust Fund: Pt 150, land acquisition**
- ↳ **Brochures**

ARIZONA STATE STATUTES

- **28- 8205 Construction of new Airports ('84/'95/'96)**
- **28- 8485 Airport Influence Area ('97)**
- **28- 8486 Public Airport Disclosure ('00)**
- **28-8483/8484; 28-8482; 28-8481; 28-8480 Statutes pertaining to Military Airports and land use compatibility**

ARS: 28-8485 AIA HIGHLIGHTS

- ✍ The AIA area size is not restricted in size to the Airport's Noise Contours
- ✍ A Public Hearing is required
- ✍ Sponsor must prepare and file the AIA with the County Recorder
- ✍ The property notification will indicate "....subject to aircraft noise and over flight."

ARS: 28 -8486 PUBLIC AIRPORT DISCLOSURE HIGHLIGHTS

- ✎ Airport Sponsor - State Real Estate Office must prepare Disclosure Map
- ✎ Map is recorded with County Recorder, not the individual properties affected
- ✎ Map area restricted to outer dimensions of 60/65 DNL noise contours and traffic pattern airspace
- ✎ Noise contour varies with County Population

ARS: 28 –8483 & 8484 MILITARY AIRPORT DISCLOSURE HIGHLIGHTS

- Property must be located within “territory” of a military airport
- The military may provide the map to the State Real Estate Dept (SRED)
- The SRED shall work to create a map
- The military airport shall keep the map up to date
- The map shall be included in public reports and available upon request

ARS 28-8482-Sound Attenuation Standards in Building Codes

- ✧ Applies to Political Subdivisions (PS) that include “territory” in the vicinity of a military airport
- ✧ Applies to new development for first occupancy subject to building permits
- ✧ PS shall adopt an ordinance that affects all residential buildings in the “territory”
- ✧ PS does not include School Districts

ARS 28-8481- P & Z; compatibility, compliance, etc.

- ↳ Applies to Political Subdivisions (PS) that Include “territory” in the vicinity of a military airport**
- ↳ PS shall adopt and enforce in high noise and APZ areas regulations for property**
- ↳ PS can adopt regulations more restrictive**
- ↳ Property owners shall disclose to potential purchasers**
- ↳ Guidelines required dependent upon noise levels**

ARS 28-8480- Military Airport-Land Acquisition

- ↳ A Political Subdivision may acquire, exchange, purchase, etc., land or interests in land for the continued operation of a military facility

Volume II

Appendix F Title

Governor's Advisory Council on Aviation

**Final Report
January 31, 2007**

Governor's Advisory Council on Aviation

Tuesday, July 19, 2005

10:00 A.M.

**Location: Executive Tower
Second Floor Conference Room
1700 W. Washington
Phoenix, Arizona**

I. Opening Comments

Bonnie Allin, Chairperson

II. Review and approval of the April 27, 2005 meeting minutes

Bonnie Allin

III. Report of the Land Use Subcommittee

Stacey Howard, Chairperson

IV. Report of the Airport Capacity Subcommittee

Barbara Harper, David Krietor, Co-Chairpersons

V. Call to the Audience

Bonnie Allin

VI. Scheduling of Next Meeting

Bonnie Allin

VII. Adjournment

Bonnie Allin



ARIZONA MILITARY AIRSPACE BRIEF



Bill Gillies
Chairman, AMAWG





Military's need for Arizona Airspace



The mission of the military airspace in Arizona is to support the training of members of the Army, Navy, Marines and Air Force to meet our country's world wide combat commitment



Military Aviation Mission in Arizona



- 56 Fighter Wing Luke AFB, Largest fighter training base in the world
- 944 Fighter Wing Luke AFB, Air Force Reserve F-16 training
- 355 Fighter Wing Davis-Monthan AFB, Operational/Training base for A-10's; C-130 and HH-60 conducting combat search and rescue training
- U.S. Army Fort Huachuca, Test and training for Army Unmanned Aerial Vehicles (UAV)
- 162 Fighter Wing Tucson International Airport, F-16 training for reserve, guard and international military customers -- Largest National Guard wing in the US



Military In Arizona



- Western Army National Guard Aviation Training Site (WAATS). Helicopter training for the Army, Army National Guard and International customers
- 161 Air Refueling Wing Sky Harbor Airport. Support military air refueling requirements for all Arizona based fighters as well as world wide deployment
- US Army Yuma Proving Grounds. Provides test, training and development of weapons and support equipment
- Marine Corp Air Station Yuma. Provide aviation ranges, support facilities and services that enable the Marines and other military forces to maintain combat readiness



History of Special Use Airspace (SUA)



- The primary purpose of the SUA program is to establish/designate airspace in the interest of National defense, security and/or welfare
- SUA history
 - 1958 Congress mandated Department of Transportation to ensure airspace for military mission
 - 1960-70s Military operations were allowed to be conducted throughout Arizona
 - In the 70s an effort was made to segregate the military from all other air traffic



Types of Special Use Airspace



Restricted Airspace

- Airspace designated under 14 CFR part 73, within which the flight of civil aircraft while not wholly prohibited, is subject to restrictions
- Restricted areas contain activities considered hazardous to nonparticipating aircraft

Military Operating Area (MOA)

- MOAs are airspace established to segregate certain non-hazardous flight activities from IFR traffic and to identify to VFR traffic



Types of Special Use Airspace



Air Traffic Controlled Assigned Airspace (ATCAA)

- Airspace above FL 180 attached to MOA airspace controlled by the FAA to support the military mission

Military Training Routes (MTRs)

- Routes used by the Department of Defense for the purpose of conducting low-altitude navigation and tactical training at airspeeds in excess of 250 KIAS below 10,000 ft MSL, used for low level navigation training



Other Types of Military Airspace



Low Altitude Tactical Navigation Area (LATN)

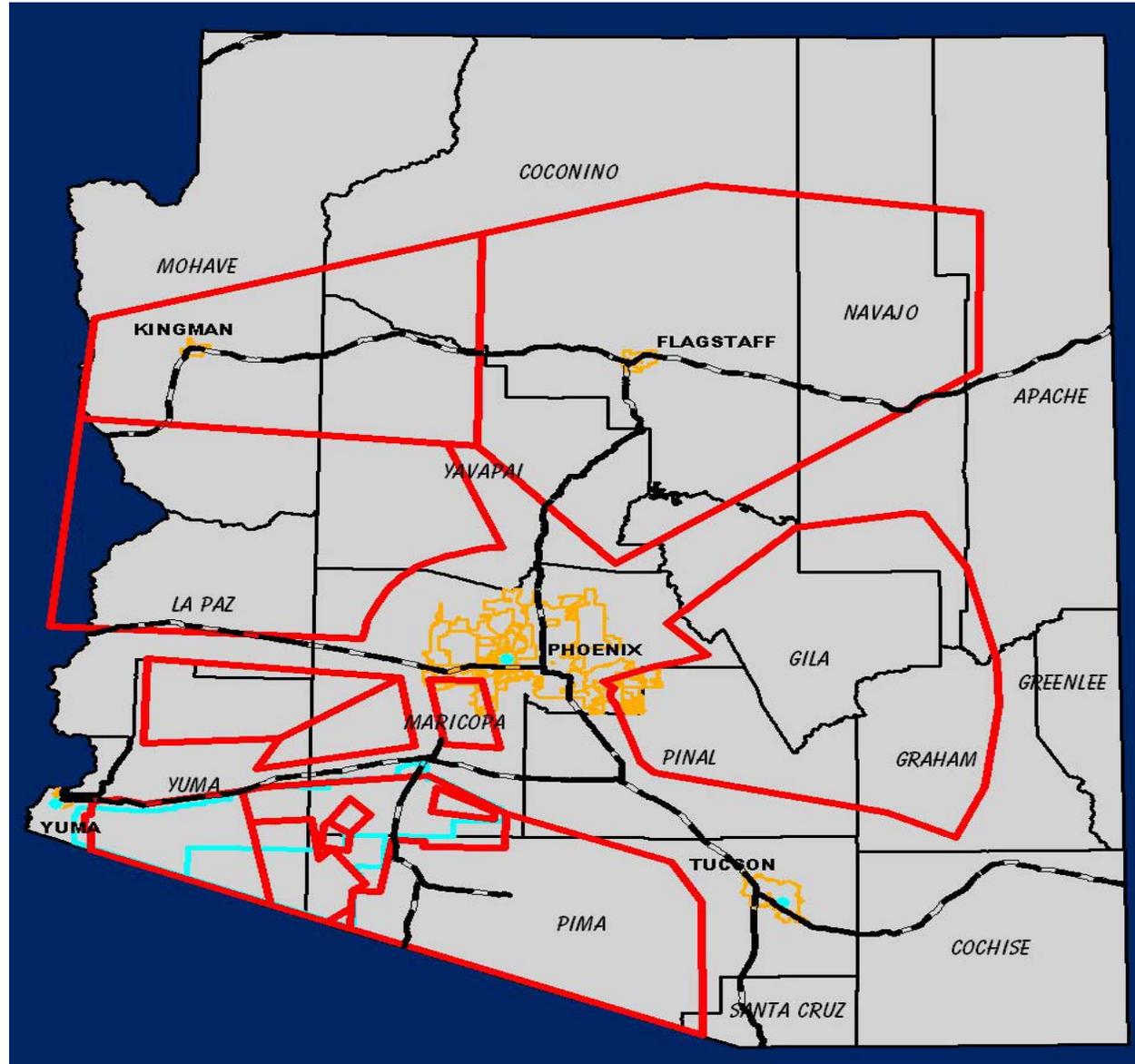
- Random low altitude navigation, conducted in VFR conditions. Flights are flown at 250 KIAS. Airspace is not charted, no FAA involvement. Only depiction is made by unit developing the airspace

Air Refueling

- Military has requirement to conduct air refueling, accomplished in tracks and anchors above FL180 or lower in MOAs/restricted areas. VFR refueling is low-level helicopter/C-130 requirement

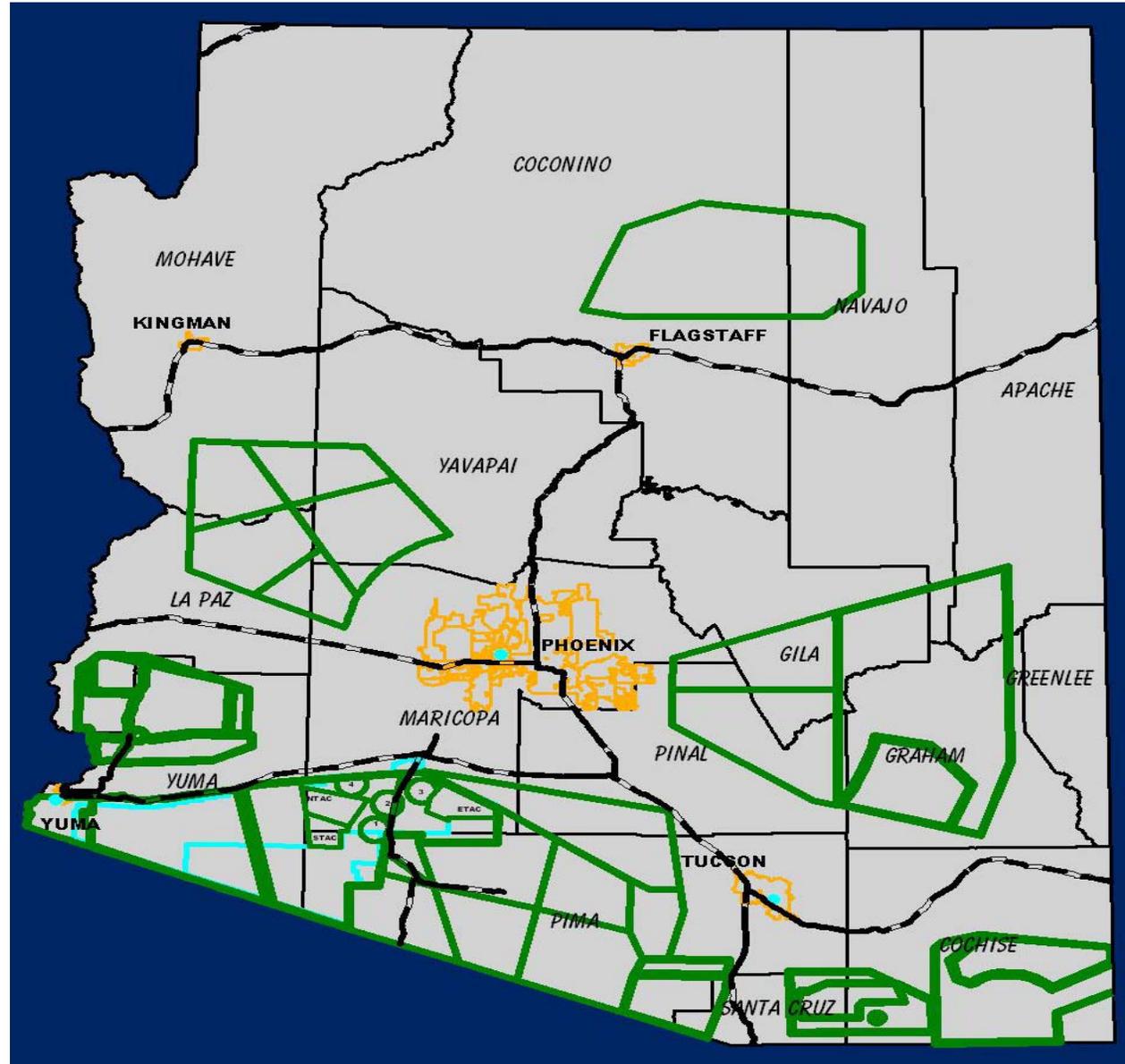


1970s Training Airspace





2005 Training Airspace





Restricted Airspace



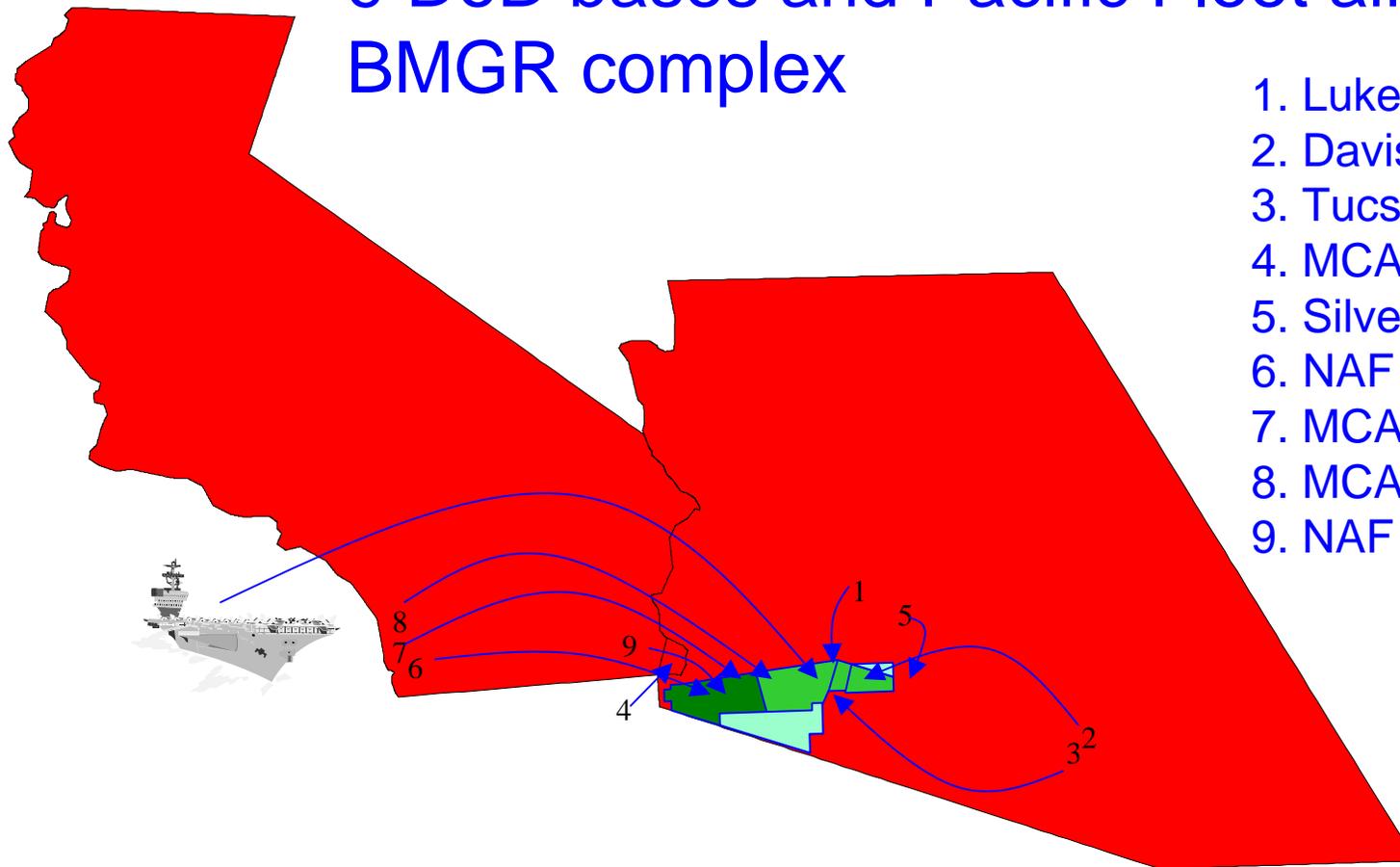
- Barry M. Goldwater Range (BMGR)
 - Located approximately 50 NM southwest of Luke
 - Joint Air Force and Marine Corp
 - R2301W - MCAS Yuma
 - R2301E, R2304 and R2305 - Luke AFB
 - 2004: Over 70,000 operations on the BMGR
 - Supports the military in Arizona with air to air, air to ground and live drop areas
 - Only low altitude night vision training area



Irreplaceable National Training Asset



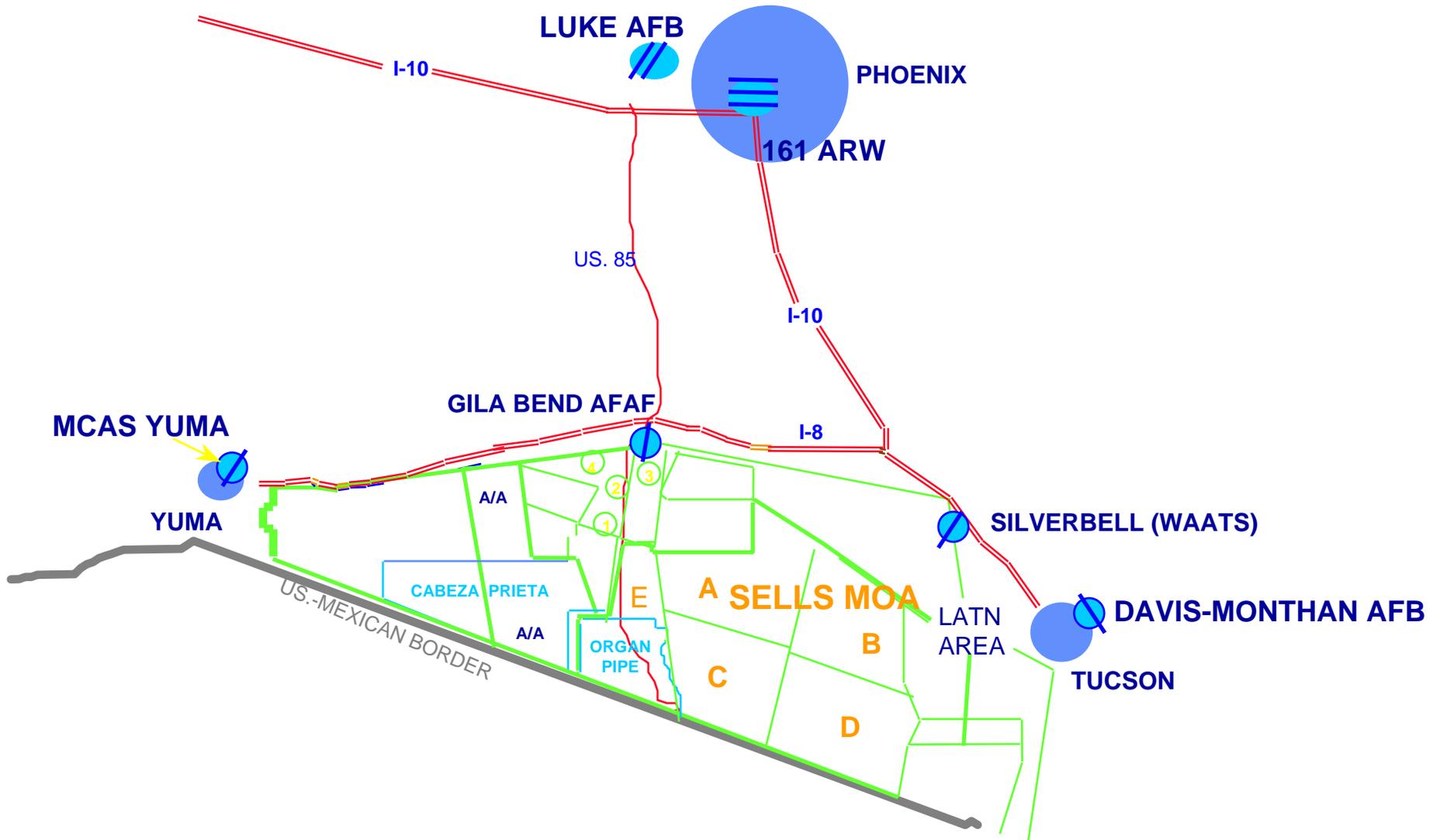
9 DoD bases and Pacific Fleet aircraft use BMGR complex



1. Luke AFB
2. Davis-Monthan AFB
3. Tucson ANGB
4. MCAS Yuma
5. Silverbell Army Heliport
6. NAF North Island
7. MCAS Miramar
8. MCAS Camp Pendleton
9. NAF El Centro



GOLDWATER RANGE SUPPORTS STATE BASES



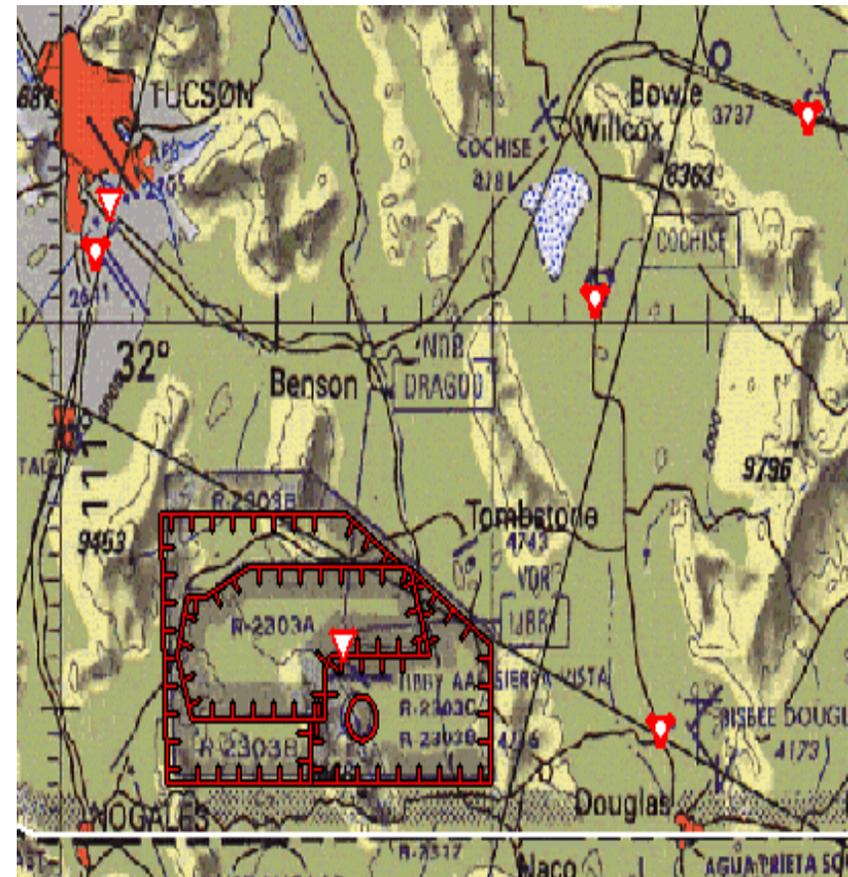


Restricted Airspace



Fort Huachuca

- R2303A, R2303B and R2303C
- Airspace used to train and test UAVs for the US Army and other federal/DOD agencies
- Provides support for Air National Guard units from St. Joseph Missouri
- Provides instrument approach training for D-M, Tucson Guard and 161 ARW pilots



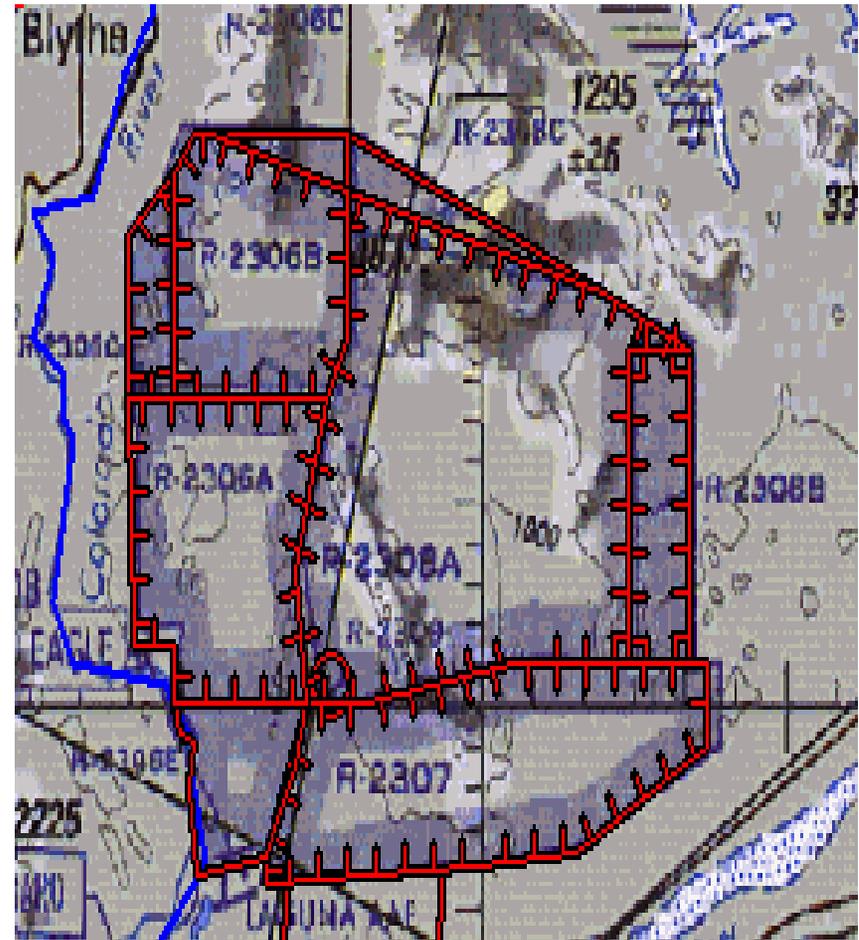


Restricted Airspace



Yuma Proving Grounds (YPG)

- Used to support their test and training mission of artillery, direct fire and other combat related equipment used by the Army
- 10 restricted airspace areas located between Yuma and Quartzsite's along the Colorado river,
- Cibola range: for Army aviation
- KOFA range: long range artillery range



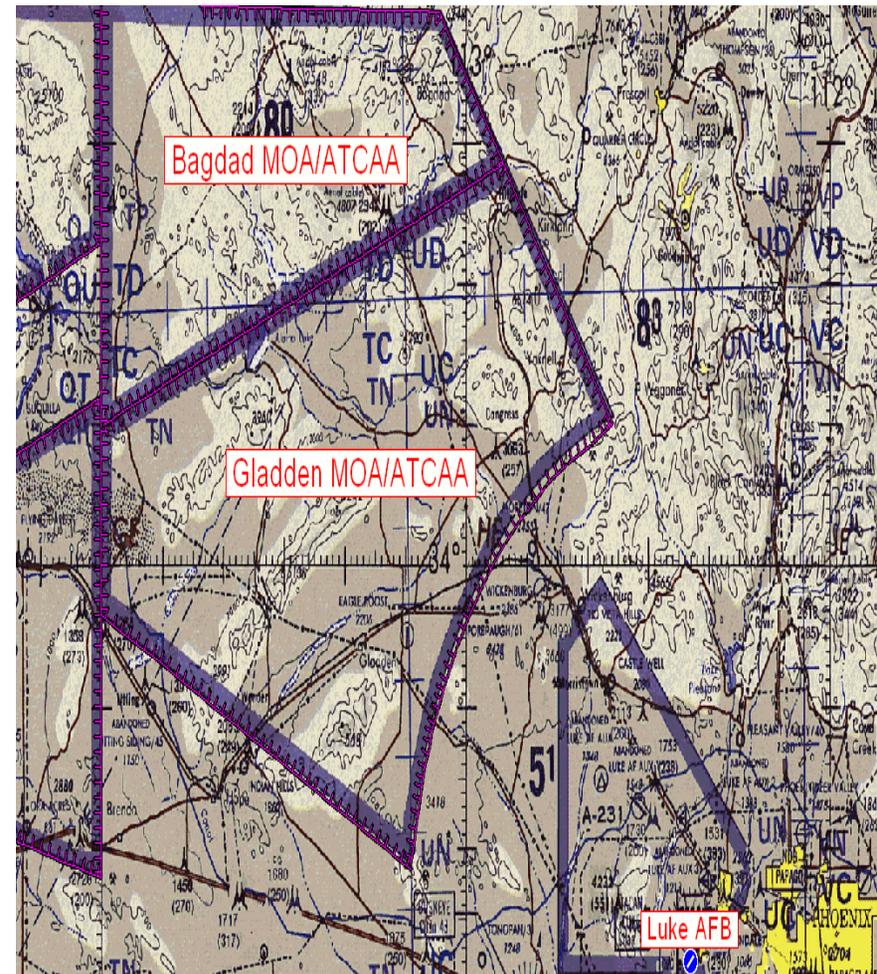


MOAs/ATCAAs



Gladden/Bagdad

- Located 39 miles Northwest of Luke AFB
- 2004: 10,000 + operations
- Supports 200+ aircraft assigned to the 56 FW and 944 FW
- Air-to-Air, Basic Flight Maneuvers (BFM), Air Combat Tactics (ACT), formation training
- Close proximity to Luke makes airspace vital to the mission of Luke
- AR-603 overlies Gladden/Bagdad



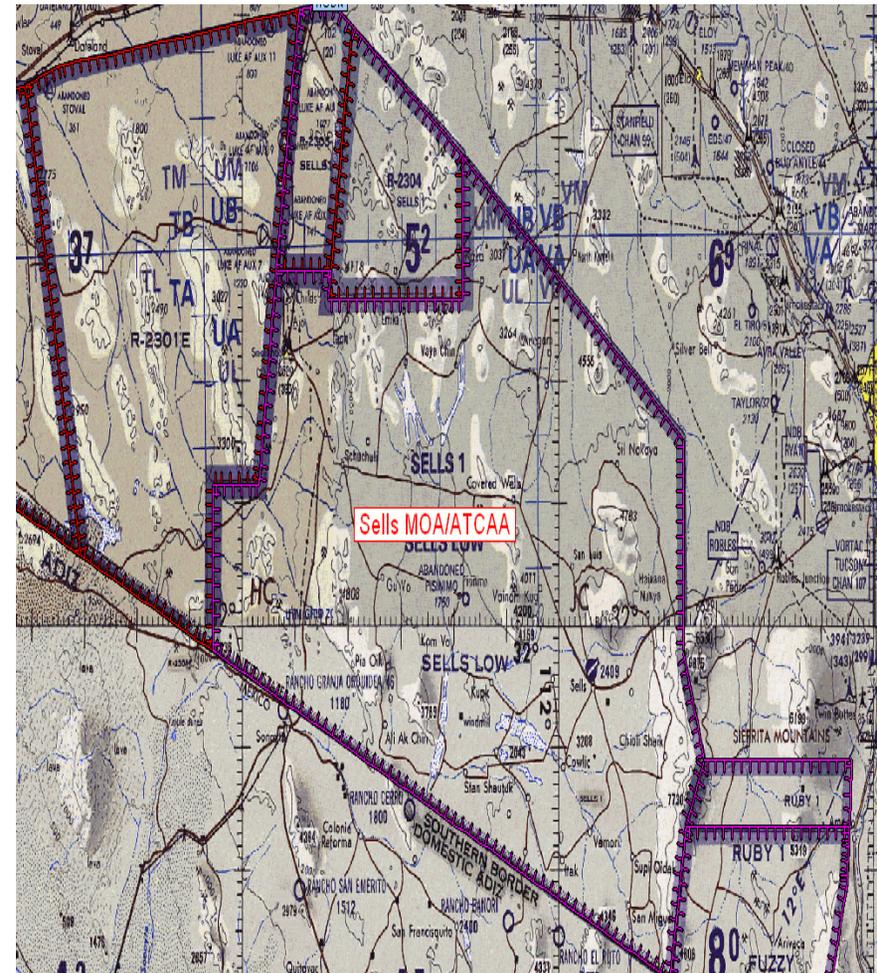


MOAs/ATCAAs



Sells

- Located approximately 40 miles south of Luke between Tucson and Ajo, adjacent to the BMGR
- 2004: 13,619 operations
- Supports: Luke, Davis-Monthan, Tucson ANG and MCAS Yuma.
- Intensive F-16, A-10 training conducted, airspace is a major player in the ability of the military to meet their mission, supports WTI
- AR-647 and AR-647A overlies the Sells MOA



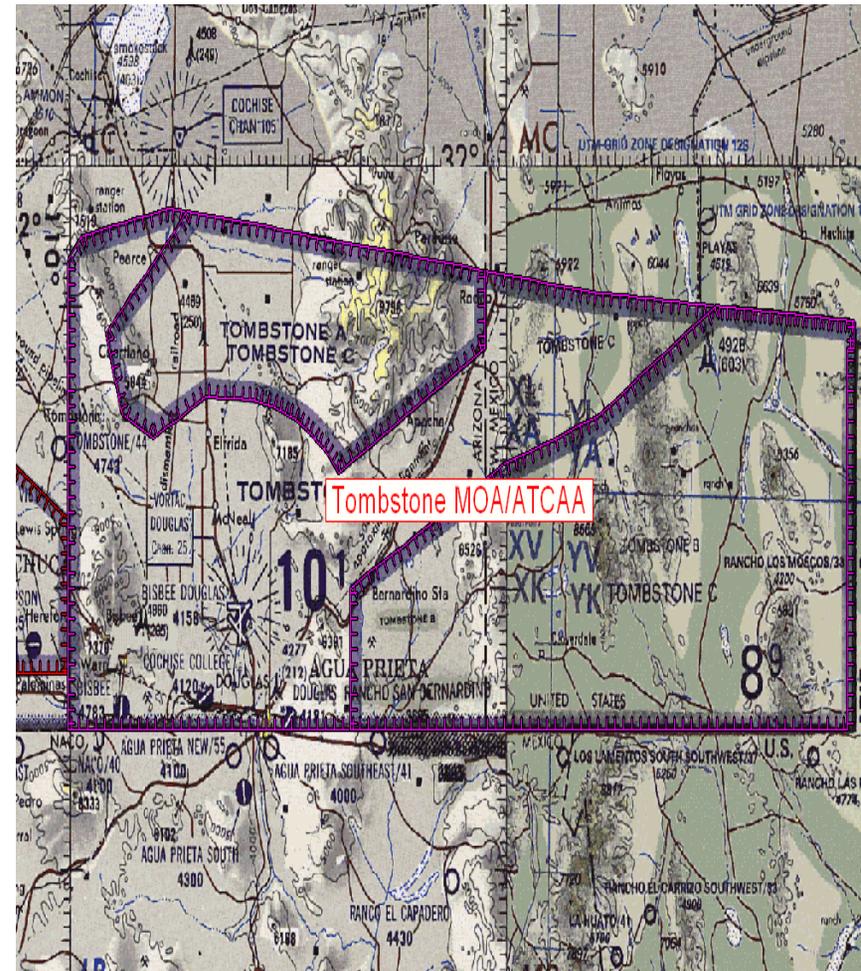


MOAs/ATCAAs



Tombstone

- Located 50 miles SE of Davis-Monthan AFB
- 2004: 4,132 operations “A”
 - 2,840 operations in “B”
 - 4,155 operations in “C”
- Supports Davis-Monthan A-10 and USAF F-16 training
- BFM, Air refueling, functional check flights
- AR-639 and AR-639A overlies/within the Tombstone MOA



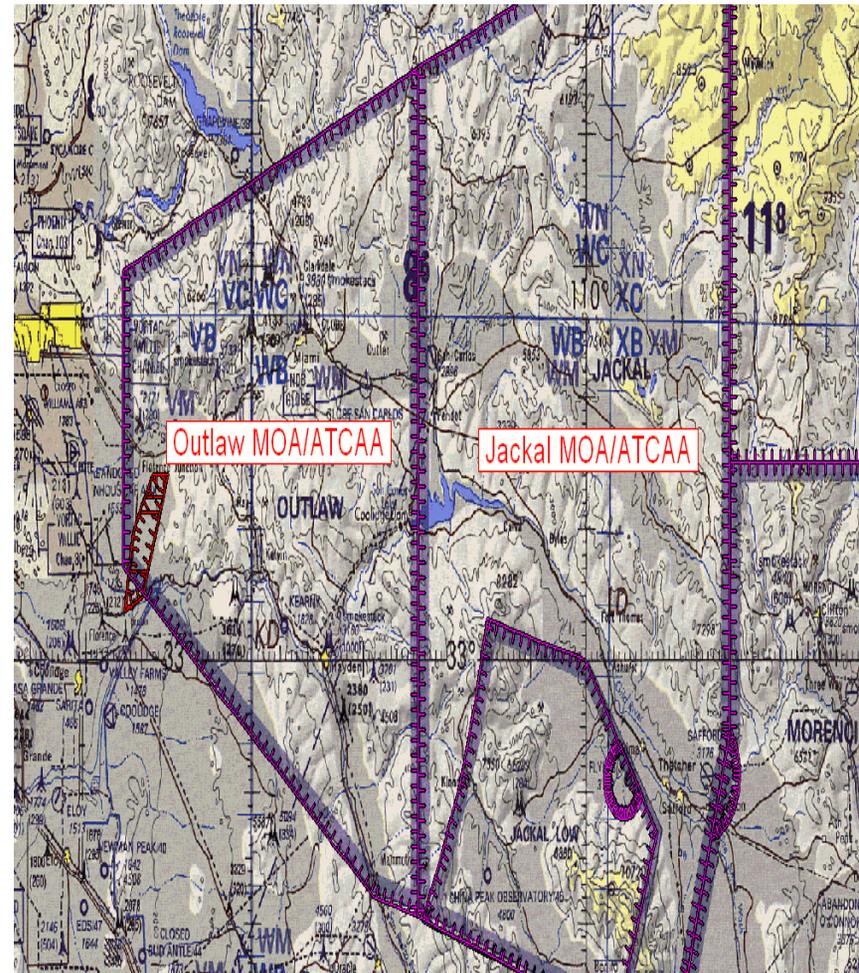


MOAs/ATCAAs



Outlaw/Jackal

- Located 60 NM northeast of Tucson (30 E of PHX)
- 2004: 1,540 operations in Outlaw, 1,786 in Jackal
- Supports Tucson ANG, D-M and Luke AFB.
- Air-to-Air, intercept training, air combat tactics, and night vision training missions



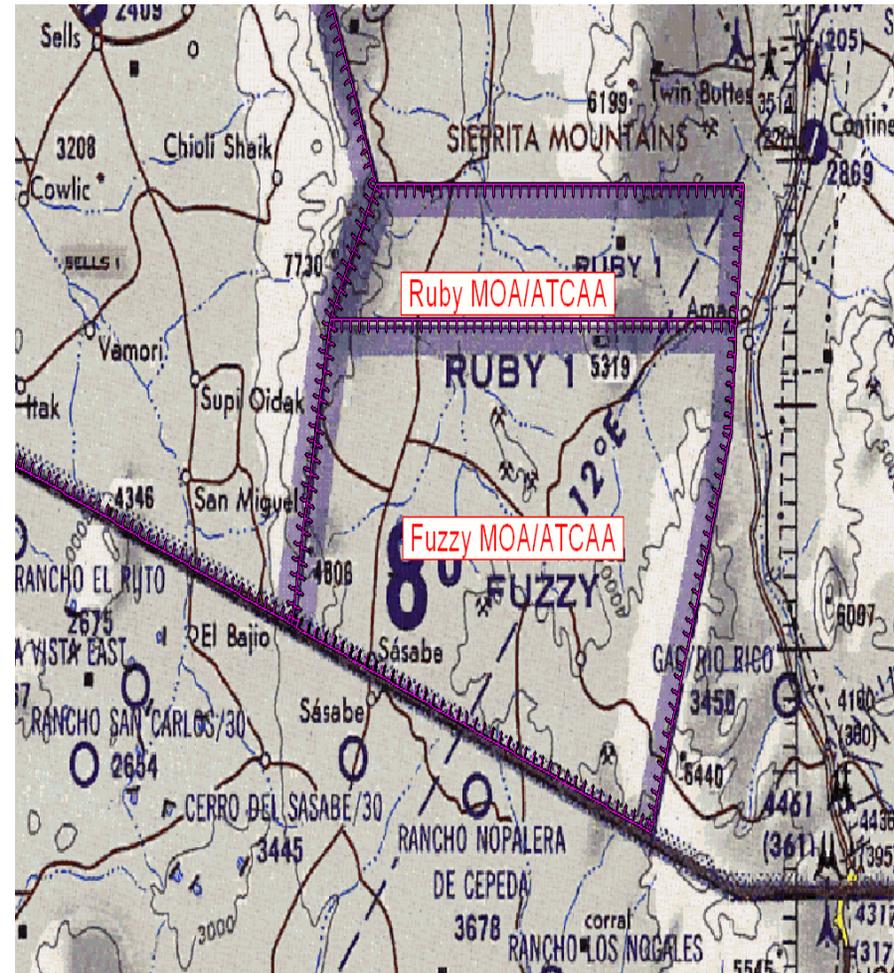


MOAs/ATCAAs



Ruby/Fuzzy

- Located 30 NM southwest of Tucson
- 2004: 2,286 operations
- Supports Tucson ANG A-10 and F-18
- BFM, Air Combat Tactics, intercept missions, formation training



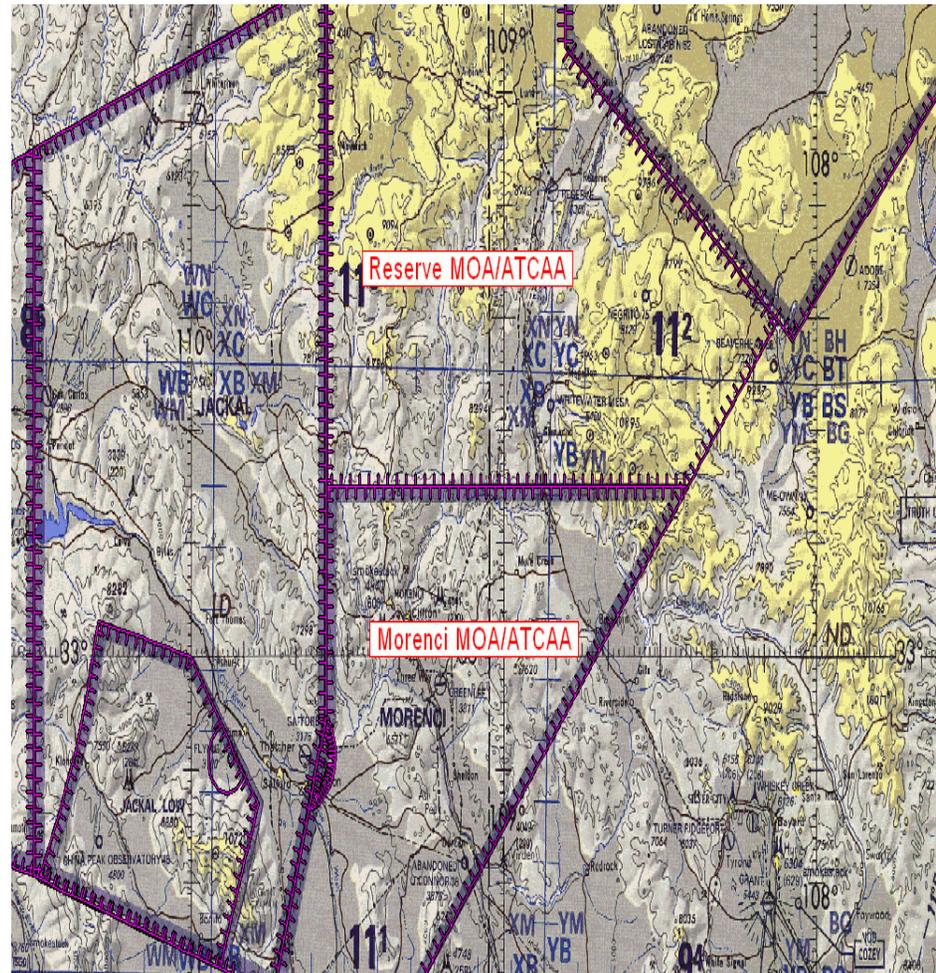


MOAs/ATCAAs



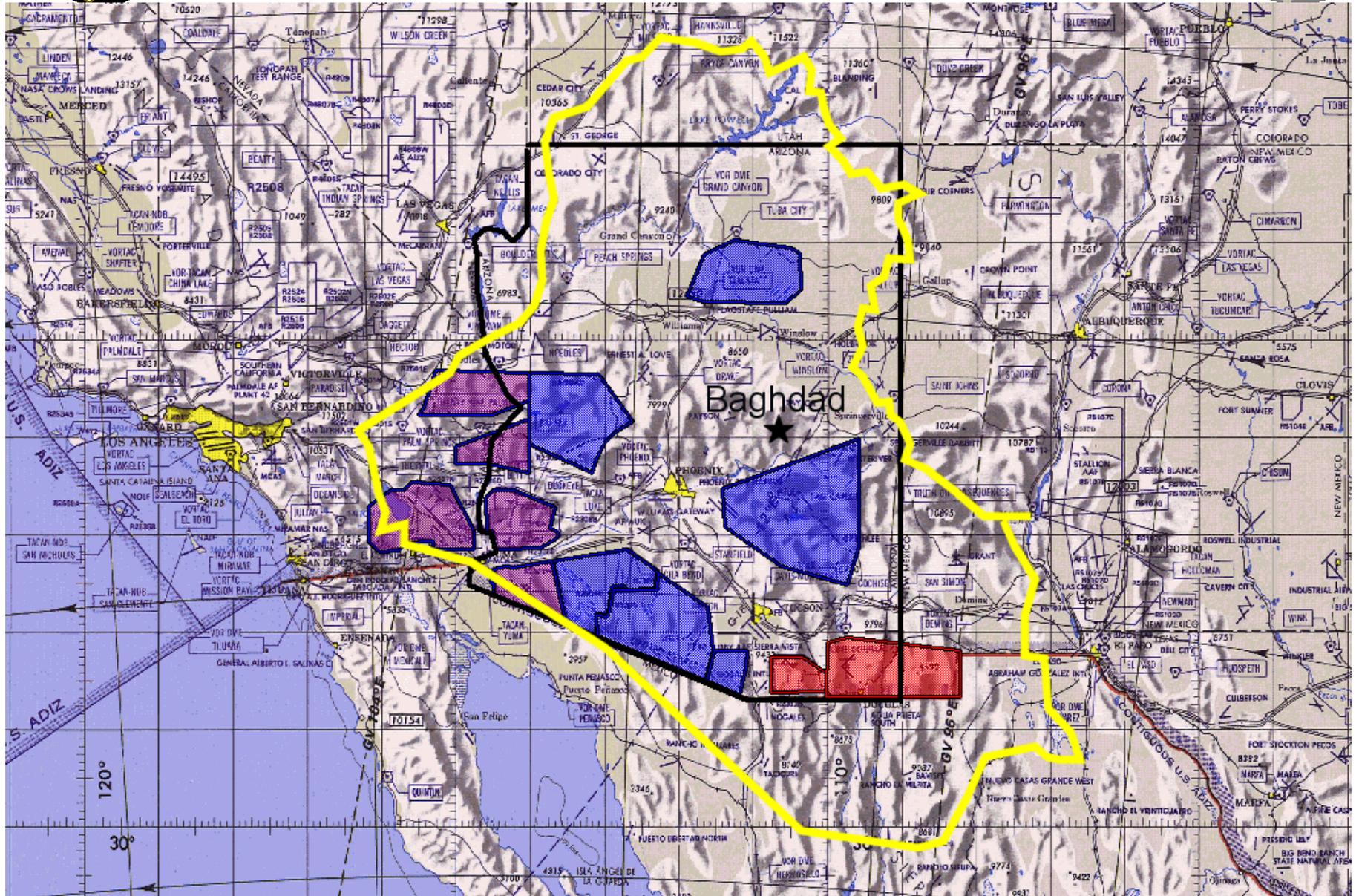
Reserve/Morenci

- Located 75 NM northeast of Tucson
- 2004: 1,323 operations in Morenci, 1,248 in Reserve
- Supports Tucson ANG and other military units
- Basic flight maneuvers, air combat tactics, intercept missions





Iraq Comparison





MTRs



- 18 Military Training Routes (MTRs) Exit Onto the Barry M. Goldwater Range (BMGR)
 - 17 Visual Routes (VR)/1 Instrument Route (IR)
 - 3 VRs & 1 IR managed by MCAS Yuma
 - 8 VRs managed by Luke AFB
 - 5 VRs managed by Davis-Monthan AFB
 - 1 VR managed by Arizona Air National Guard at Tucson
- 11,806 sorties were flown on these MTRs
- MCAS Miramar, Kirtland AFB, Dyess AFB and March ARB have additional MTRs located in northern and western Arizona



Aviation Growth in the State



Flight Operations

	1995	2000	2004
• Phoenix Sky Harbor	514,000	579,846	599,105
• Deer Valley	215,726	377,779	340,437
• Goodyear	61,986	142,458	105,471
• Tucson IA	227,000	260,000	253,154
• Ryan Field	177,000	147,000	158,502
• Luke AFB	217,000	273,746	181,626
• Davis-Monthan	N/A	48,352	65,590
• MCAS Yuma	273,000	205,485	163,260
• Libby AAF	90,000	119,514	156,368*

*34,400 UAV Operations



Airspace Concerns



Increased complexity of military missions

- Night Vision Goggles (NVGs)
- Precision Guided Weapons (PGMs)
- Stand-off air-to-air missiles

Nation Airspace Redesign

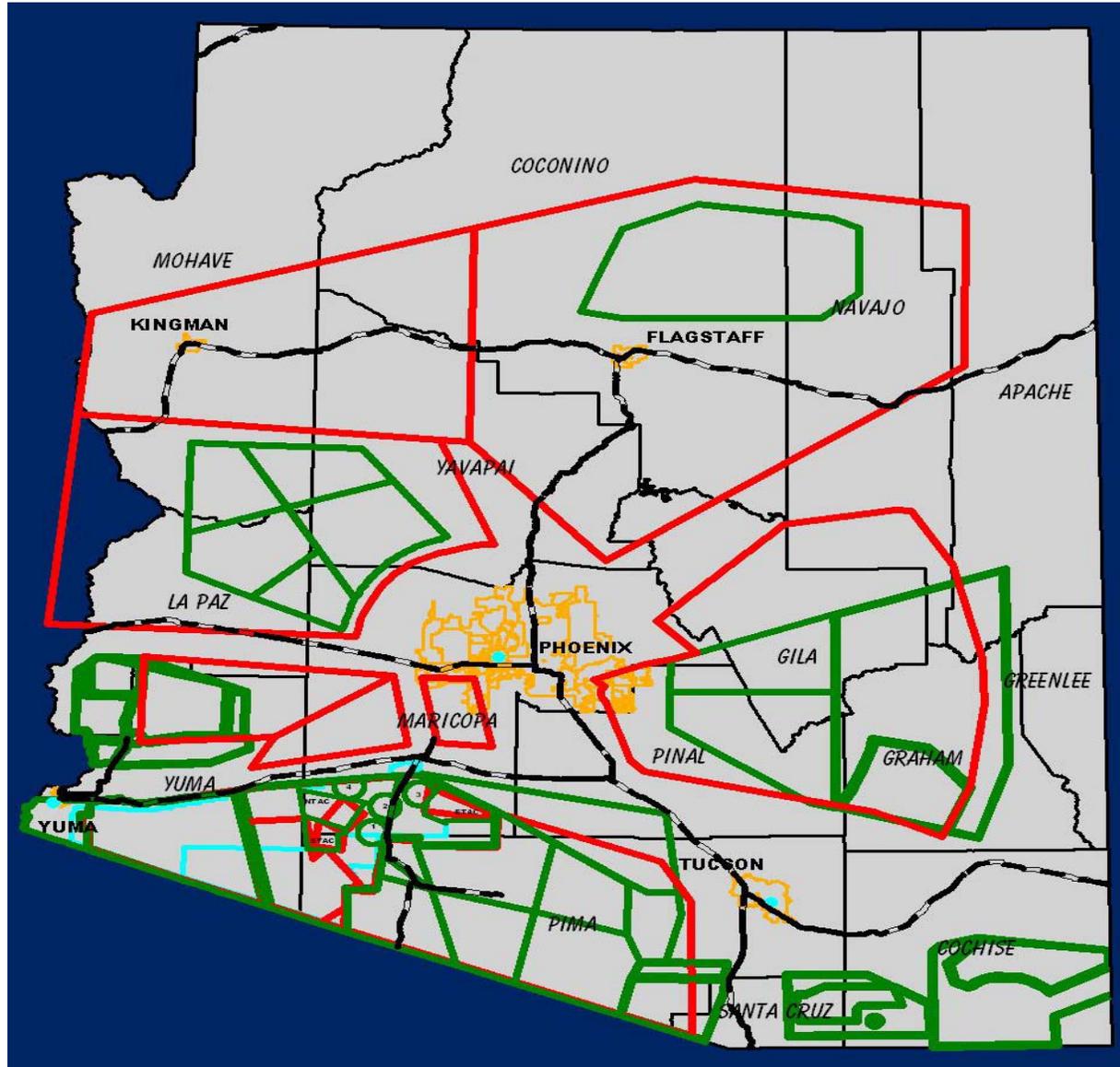
- New Arrival/Departure Routes may impact military special use airspace
- May impact ability to get to and from SUA

Creation/expansion of Airports, encroachment on SUA

- Wind farms



Airspace Comparison





Conclusion



- DoD is currently utilizing all of its airspace
- DoD has released airspace to the bare minimum and has not been given equal airspace in return
- Civil airports and traffic, need to design routes within the current civil airspace structure
- Further erosion of DoD airspace will affect national defense mission accomplishment and future operations



ARIZONA MILITARY AIRSPACE BRIEF



Bill Gillies
Chairman, AMAWG



Volume II

Appendix G Title

Governor's Advisory Council on Aviation

Final Report
January 31, 2007

Governor's Advisory Council on Aviation

Tuesday, July 19, 2005

10:00 A.M.

**Location: Executive Tower
Second Floor Conference Room
1700 W. Washington
Phoenix, Arizona**

I. Opening Comments

Bonnie Allin, Chairperson

II. Review and approval of the April 27, 2005 meeting minutes

Bonnie Allin

III. Report of the Land Use Subcommittee

Stacey Howard, Chairperson

IV. Report of the Airport Capacity Subcommittee

Barbara Harper, David Krietor, Co-Chairpersons

V. Call to the Audience

Bonnie Allin

VI. Scheduling of Next Meeting

Bonnie Allin

VII. Adjournment

Bonnie Allin

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

July 19, 2005

10:00 a.m.

Location: Executive Tower, State Capitol
Second Floor Conference Room
1700 West Washington
Phoenix, Arizona

MINUTES

I. Welcome and Introductions

Bonnie Allin called the meeting to order.

II. Review and approval of April 27, 2005 meeting minutes

David Krietor moved to approve the minutes. Seconded by Bob Littlefield.
Unanimously approved.

III. Report of the Land Use Subcommittee

Stacy Howard discussed the meeting that was held on June 20, 2005. Disclosure laws protect the developer more than the airport owner or sponsor. Military disclosures are much more effective. The committee talked with various organizations. The Home Builders Association indicated that 60% of their market is near Luke AFB, the Real Estate Department indicated that the terminology is not well defined in disclosures

IV. Presentation on status and issues regarding military airspace in AZ continued

The military in Arizona consists of the 56th Fighter Wing Luke AFB, 944 Fighter Wing Luke AFB, 355 Fighter Wing Davis-Monthan AFB, U.S. Army Fort Huachuca, 162nd Fighter Wing Tucson International Airport, Western Army National Guard Aviation Training Site, 161st Air Refueling Wing Sky Harbor Airport, U.S. Army Yuma Proving Grounds and Marine Corp Air Station Yuma.

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Special Use airspace is used to train pilots for national defense, security and/or welfare. Types of special use airspace are restricted airspace, military operating area (MOA), air traffic controlled assigned airspace (ATCAA) and military training routes (MTRs). Other types of military airspace used are low altitude tactical navigation area (LATN) and air refueling.

A map was provided showing airspace that the military had in 1970 and current military airspace. There has been a 38% decrease since 1970.

Airspace concerns are due to increased complexity of military missions, national airspace redesign, creation/expansion of airports and encroachment on SUA. Wind farms are increasingly becoming a concern.

In conclusion, the Department of Defense is currently utilizing all of its airspace. They have also released airspace to the bare minimum and have not been given any equal airspace in return. Civil airports and traffic need to design routes within the current civil airspace structure. Any further erosion of Department of Defense airspace will affect national defense mission accomplishments and future operations.

V. Call to the Public

No requests to speak.

VI. Scheduling of Next Meeting

October 12, 2005 – MCAS, Yuma at 10:00 am

VII. Adjournment

David Krietor motioned to adjourn. Seconded by Ronnie Lopez. Unanimously approved.

ADDENDUM TO MINUTES ATTACHED

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

ADDENDUM ~ JULY 19, 2005 MINUTES GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Land Use Subcommittee Meeting June 20, 2005

ADOT Aeronautics

State and FAA can only advise airport sponsor on land use planning

Aviation Statutes ARS 28

Establishing new airports

State Transportation Board obligated to approve qualifying applications unless local jurisdiction has contradictory plan in place

28-8485 Airport Influence Areas

Airport Sponsor designs the AIA and map

Not restricted to noise contours

Public notice

County Recorder records to title that property is subject to noise and overflight

28-8486 Disclosure

Civilian

State Real Estate Office prepares map

Restricted to Noise DNL 60/65

Requirements vary with population

Military

Affects all property within the territory of an airport

Military agency may provide the map

State RE Department shall create a map

Shall be in public reports

Applies to all political subdivisions, new development

28-8481 Military

Land use compatibility compliance required

Political subdivisions shall adopt/enforce noise and zoning regs

28-8480 Governs land acquisition for airports

Home Builders Association – 60% of market is near Luke

In past, Attorney General's office had to be called in to situations where local authority would judge a development as compatible and later military found it non-compatible

1988 study codified

Military comment and approval for new residential within 65 DNL

Applies to LAFB, DM, YUM but not FHU

Certainty is the key

No consideration for lost potential value to land owners

Estimates losses at \$600 million based on one unit per acre

Surplus of industrial/commercial property

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Recommended goals for state statutes

- Drive debate to local level

- Create as much certainty as possible

- Obligate airport owner to define its needs

General plan must include airport

Airport sponsors must be part of the general plan process

Developers often lobby to pre-empt cities and towns

Real Estate Department

- 71,000 RE agents in AZ

- Forms require disclosure for properties in vicinity of an airport

- Vicinity is not defined

- Cannot force buyer to read the public report

RE Department has no mapping capability

- State Land Department prepares maps for military airports

- Developers provide maps for civilian airports

- Counties oppose responsibility for disclosure to property owners

- 54 airports contacted to provide maps to counties

 - 20 responded

 - Sponsors claim they don't have the money

Disclosure factors

- Airport use (DNL's, traffic patterns, etc) is fluid

- Zoning is permanent

- FHU says they do not have to comply

- Many maps provided are not usable, esp. military training routes

- Statute is not being satisfied

Questions raised in discussion

- Can legislature give statutory authority to ADOT to provide information/maps?

- Disclosure protects developers & agents but not the airport

- Can ADOT require airport sponsors to notify and invite state participation in zoning changes that affect airports?

- There is a need to press FAA DC office to release planning money

- Committee needs to hear from

 - FAA

 - County recorders

 - Real Estate Association

 - City and County land use planners

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Volume II

Appendix H Title

Governor's Advisory Council on Aviation

**Final Report
January 31, 2007**

DRAFT

**Governor's Advisory Council on Aviation
Wednesday, October 12, 2005
10:00 a.m.**

**Location: Marine Corps Air Station
Gonzales Room
3900 South Avenue 3E
Yuma, Arizona**

- I. Opening Comments
Bonnie Allin, Chairperson**
- II. Review and Approval of the July 19, 2005 Meeting Minutes
Bonnie Allin**
- III. MCAS Yuma Report, Land Use Planning and Zoning
Paula Backs, MCAS Yuma Community Plans and Liaison Office**
- IV. Report of the Airport Capacity Subcommittee
Barbara Harper, David Kreitor, Co-Chairpersons**
- V. Report of the Land Use Subcommittee
Stacey Howard, Chairperson**
- VI. Report on City of Phoenix Aviation Department Projects
David Kreitor**
- VII. Report on the Merger of AmericaWest Airlines with USAir
C. A. Howlett**
- VIII. Council Status Report
Bonnie Allin**
 - A. Issues**
 - 1. improve communications with federal agencies**
 - 2. process to define future aviation needs**
 - 3. airspace utilization and airport capacity**
 - 4. land use compatibility**
 - 5. federal funding for aviation in Arizona**

6. criteria for evaluating aviation system and facility needs
 7. future aviation needs assessments and funding strategies
- B. Progress report to the Governor**
1. schedule
 2. assignments

IX. Call to the Audience
Bonnie Allin

X. Scheduling of Next Meeting
Bonnie Allin

XI. Adjournment
Bonnie Allin

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

October 12, 2005
10:00 a.m.

Location: Marine Corps Air Station
Gonzales Room
3900 South Avenue 3E

MINUTES

I. Opening Comments

Bonnie Allin opened the meeting and welcomed everyone.

II. Review and approval of July 19, 2005 meeting minutes

Bob Littlefield moved to approve minutes. Barbara Harper Second. Approved unanimously.

III. MCAS Yuma/Yuma International

Lt. Colonel Ed Sexton gave a presentation regarding the background and events at MCAS Yuma. This is the #1 airfield with operations of 297,738 per year. The tower is open Mon to Sun from 7:00 to 23:00 hours.

MCAS Yuma Report

Paula L. Backs, Community Planning and Liaison Office, MCAS, Yuma provided a presentation regarding land use.

IV. Report of the Airport Capacity Subcommittee

Barbara Harper and David Krietor discussed the survey's that were sent out. There were a total of 329 surveys mailed to the Arizona airports, 71 responses were received. The Subcommittee requested that a reminder postcard or possibly a phone call be made to airports that haven't returned the survey.

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

V. Report of the Land Use Subcommittee

Stacy Howard discussed the subcommittee meeting that was held October 6, 2005. The topic of the meeting was multi-jurisdictional land use planning in the vicinity of public use airports. Information was provided during the meeting by Marana Regional Airport, US Airways, City of Phoenix Aviation Department, Tucson Airport Authority, Pinal County Planning Manager, Pima County Planning and Racy Associates.

VII. Call to the Audience

Discussion regarding wind farms. Barbara Harper will contact Bill Gillies for more information regarding the wind farms.

David Gaines spoke regarding aviation in the state and his concerns with how Aeronautics is handling priorities in funding.

VI. Scheduling of Next Meeting

January 18, 2006 – Tucson Airport Authority, Tucson, AZ – 10:00 am

VII. Adjournment

David Krietor motioned to adjourn. Stacy Howard Second. Unanimously approved.

Volume II

Appendix I Title

Governor's Advisory Council on Aviation

Final Report
January 31, 2007

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

DRAFT

Governor's Advisory Council on Aviation

Wednesday, January 18, 2006

10:00 a.m.

**Location: Tucson International Airport
Tucson Airport Authority Board Room
7005 S. Plumer Avenue
Tucson, Arizona 85706**

- I. Opening Comments**
Bonnie Allin, Chairperson
 - II. Introduction of New Council Member, General Richard Bethurem**
Bonnie Allin
 - III. Review and Approval of the October 12, 2005 Meeting Minutes**
Bonnie Allin
 - IV. Review/Approval of Council Progress Report to the Governor**
Bonnie Allin
 - A. Airport Capacity Committee Report**
Barbara Harper and David Krietor, committee co-chairs
 - B. Land Use Committee Report**
Stacy Howard, committee chair
 - C. FAA Air Traffic Control Letter**
Bonnie Allin
 - D. Other Report Information**
Bonnie Allin
 - V. Call to the Audience**
Bonnie Allin
 - VI. Scheduling of Next Meeting**
Bonnie Allin
 - VII. Adjournment**
Bonnie Allin
-

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

January 18, 2006

10:00 a.m.

Location: Tucson International Airport
Tucson Airport Authority Board Room
7005 S. Plumer Avenue
Tucson, AZ

MINUTES

Attending: Robert Littlefield, Richard Bethurem, David Krietor, Barbara Harper, Bonnie Allin, Stacy Howard

Absent: C. A. Howlett, Victor Mendez, Michael Covalt, John Mills, Ronnie Lopez

I. Opening Comments

Bonnie Allin opened the meeting and welcomed everyone.

II. Introduction of New Council Member, General Richard Bethurem

Bonnie Allin welcomed General Richard Bethurem to the council.

III. Review and approval of October 12, 2005 meeting minutes

Robert Littlefield moved to approve. Richard Bethurem second. Approved unanimously.

IV. Review and Approval of Council Progress Reports to the Governor

Airport Capacity Committee Report

Committee meeting held on January 17, 2006. Minor adjustments were made to the Airport Capacity preliminary report. Motion by David Krietor to adopt Airport Capacity Report – Second by Barbara Harper – unanimously approved.

The committee is hoping to redo the Airport Capacity survey so that it will generate a larger response.

Richard Bethurem provided comments regarding Airport Capacity issues.

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Land Use Committee Report

Stacy Howard provided a summarization of the report to council.

Motion by Stacy Howard to adopt Land Use Report – Robbert Littlefield second – unanimously approved.

Richard Bethurem provided comments on Land Use.

Question came up regarding new height zone ordinances. David Krietor mentioned this is not just an issue for Sky Harbor Airport. This is an issue that other Arizona airports have as well as nationwide.

FAA Air Traffic Control Letter

Robert Littlefield moved to accept FAA letter as part of Preliminary Report – Dick Bethurem second – unanimously approved.

Letter will be included as appendix to report.

Other Information

Richard Bethurem will be part of the Airport Capacity and Land Use committee's.

V. Call to the Audience

No requests to speak.

VI. Scheduling of Next Meeting

April 19, 2006 – 10:00 am – Phoenix (meeting cancelled)

June 28, 2006 – 10:30 am – Phoenix (Executive Tower Building, State Capital)

VII. Adjournment

David Krietor motioned to adjourn. Richard Bethurem Second. Unanimously approved.

Governor's Advisory Council on Aviation

Preliminary Report

January 31, 2006
(Revised February 3, 2006)

Executive Order 2004-22

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Executive Summary

The ACA conducted four meetings during 2005. The first meeting held on January 31, 2005 in Phoenix, provided for an overview of the Executive Order and the mechanics of the ACA itself, including the establishment of priorities. To accomplish these priorities, two Committees were established, one on Land Use Compatibility, the other on Aviation Capacity: Airspace and Airports. The full Committee reports are found in the Appendix B and C. Subsequent meetings were held on April 27, 2005 in Flagstaff, July 19, 2005 in Phoenix, and October 12, 2005 in Yuma. Copies of the meeting agendas and minutes are attached in Appendix D.

Land Use Compatibility Committee

The Committee on Land Use heard presentations by the Tucson Airport Authority, Buckeye Municipal Airport, Home Builders Association of Central Arizona, State Real Estate Department, a county planner from Pinal County, a city planner from the City of Marana, and a lobbyist for the City of Mesa. A report by the Land Use Committee is found in Appendix B

The Committee wishes to devote additional time to studying laws and practices of other states' aviation agencies and determine what tools exist that may be of use to Arizona. The Committee will also pursue establishing model land use standards that include ways to increase the inter-jurisdictional cooperation needed around many airports. Further testimony will be gathered to help evaluate possible expansion of the urban area law, strengthen Disclosure laws, establish mapping standards and availability, and investigate state subdivision laws as they pertain to airport development. The Committee will also study the Federal Aviation Administration land use planning standards and recommendations for possible alternatives.

The Committee will also investigate the possibility of integrating airport land use plans into the "Growing Smarter Act" and strengthening subdivision laws to more clearly recognize the existence of airports particularly in rural areas of the state.

By strategically planning for the future, Arizona's aviation system can meet the long-term air transportation needs of the community and the state while protecting all Arizona's airports.

Aviation Capacity Committee: Airspace and Airports

At the request of the ACA, the Aeronautics staff conducted a survey of all 314 FAA recognized landing facilities in Arizona. Only 33% of the facilities responded. The ACA feels that more work needs to be done to obtain a better response rate and will work to revise the process for this coming year. In addition, the ACA heard presentations from representatives of PAG and MAG as well as William Gillies of Luke AFB. A report by the Aviation Capacity Committee is found in Appendix C.

In order to meet the demands of the aviation industry in the future, the airport community needs to work together to fund and implement projects at twenty-six airports in Arizona. The alternative of “not building” will not stop growth in the future but will result in an aviation system that does not adequately meet the needs of the traveling public, general aviation constituencies, economic development and the military. In addition, we need to preserve and enhance through improved technology the efficiency of airspace that is critical for existing commercial and military aviation facilities. By strategically planning for the future, Arizona’s aviation system will meet the long-term air transportation needs of the community while protecting the military’s need for Arizona airspace.

Introduction

The Governor's Advisory Council on Aviation (ACA) was established by Executive Order 2004-22 and signed by Governor Janet Napolitano in September of 2004. It's primary role is to develop strategies for improving the efficiency of Arizona's aviation system to enhance land use and aviation planning and to improve the working relationship and communication between state and local aviation entities and the federal agencies that have the primary responsibility for regulating aviation in this state.

The ACA was charged to take testimony from all aviation interests including corporations, aviation businesses, military, special interest groups and the general public. The ACA was also tasked to work with the State Transportation Board and other appropriate aviation officials to establish a process for defining future aviation needs and a strategy for addressing these needs, specifically, airspace utilization, airport capacity, and land use compatibility. This task includes noting the impact of federal funding for aviation in Arizona, identifying criteria for evaluating aviation facility and system needs and the consideration of future aviation needs assessments and funding strategies.

The Executive Order established a maximum of 11 members, with a term of up to four years and included the Director of the Arizona Department of Transportation or designee and at least ten at-large members with expertise or experience in aviation. The Aeronautics Division of ADOT was tasked to provide administrative support to the ACA. The Preliminary Report is due by the 31st day of January 2006, twelve months from the ACA's first session. A final report will be due January 31, 2007, twenty-four months from the ACA's first session. The preliminary and final reports shall be distributed to the Governor, the President of the Arizona State Senate and the Speaker of the Arizona House of Representatives.

Arizona Aviation

Aviation's total civilian economic impact on Arizona's economy in 2002 was \$37.0 billion and supported over 467,855 jobs with a payroll of \$14.6 billion. The impact from Arizona's military aviation facilities was \$5.7 billion and supported 83,506 jobs with a payroll of \$2.4 billion.

Air travelers and tourists spent \$5.9 billion in Arizona in 2002, creating over 121,000 jobs in lodging, retailing and the service sector. It is anticipated that over the next 20 years the total number of passengers boarding at all twelve commercial service airports in the State including the three largest airports, Sky Harbor International, Tucson International and the Grand Canyon National Park Airport, will nearly double by the year 2025.

Total number of general aviation aircraft based in Arizona is expected to increase by more than 30 percent over the next 20 years. The amount of cargo passing through Sky Harbor International, Tucson International and other major airport facilities throughout Arizona is expected to more than double as well, during that same time frame.

There are areas of concern, however, that should stimulate further thought. The ACA has concluded that there is a great need to increase the communication and coordination between state and local entities with federal agencies that regulate airspace and other aspects of aviation in our state. The ACA also identified a distinct need to improve coordination and the compatibility between community land use planning and airport development and utilization. There is a clear need to identify funding sources and funding strategies for enhancing aviation throughout the state.

Federal Funding for Airports

ADOT-Aeronautics Division staff made a presentation about federal funding potential for airports. The complete list of grants available to airports is contained in Appendix A.

The Airport Improvement Program (20.106) is by far the most widely used by airports. The AIP program collects fees and taxes from the users of the aviation system through a gas tax; airline ticket tax and excise tax on selected aviation parts and supplies and deposits them into the “Aviation Trust Fund”. It is from this Fund that the Congress appropriates monies to development the nation’s airport.

Over the past several years, Congress has used increasing portions of the Fund to pay for administrative needs of running the FAA and funding the operation of the air traffic control system. This redirection of monies has resulted in fewer and smaller airport development projects in Arizona as well as the rest of the country. The ACA feels this is an important element in Arizona’s aviation future and will conduct further review of this subject.

ACA Direction in the Second Year

The information presented in this Preliminary Report indicates that there is considerable work still to do. Much of this effort will be directed at gaining more information that will allow the ACA to make considered recommendations to the Governor. Several specific areas include a refined understanding of Arizona Statutes regarding land use controls around airports; a further understanding of FAA’s legal control over airspace issues in the state; identifying all airspace related processes existing both at the federal and state level; the examination of statutes for use of state land for airport purposes and methods for release/sale; and the examination of potential airport sites for establishing base of operations for forest fire fighting personnel throughout the State.

Seeking additional information from other states may help give direction and identify ways to further assist and protect state airports. Disclosure laws in the state may require additional clarification about responsibilities for filing. Further analysis may determine whether or not there are sufficient similarities between military and civilian issues to warrant parallel legislation. And finally, height zoning controls warrant further review.

The ACA feels it is important to examine other forms of airport management such as airport authorities, and to enhance the ability of the Aeronautics Division to help smaller communities with their needs.

This Preliminary Report opens the door to many avenues of State policy and legislative development. The ACA believes the coming year's work will produce recommendations that will enhance and protect the growth of aviation in the State.

APPENDIX A

PRELIMINARY (YEAR ONE) REPORT
GOVERNOR'S ADVISORY COUNCIL ON AVIATION

POTENTIAL FEDERAL FUNDING SOURCES

AIR TRANSPORTATION

Grant #	Title	Federal Agency	Objectives
20.106	Airport Improvement Program	FAA, DOT	To assist sponsors, owners or operators of public-use airports in the development of a nationwide system of airports adequate to meet the needs of civil aeronautics
20.901	Payments for Essential Air Services	Office of the Secretary, DOT	To assure that air transportation is provided to eligible communities by subsidizing air carriers when necessary to provide service
20.930	Payments for Small Community Air Service Development	Office of the Secretary, DOT	To help smaller communities enhance their air service and increase access to the national transportation system
20.701	University Transportation Centers Program	Research & Special Programs Administration, DOT	To provide grants to nonprofit institutions of higher learning for the purpose of establishing and operating university transportation centers that conduct research, education & technology transfer programs concerning regional and national transportation issues
20.900	Transportation-Consumer Affairs	Office of the Secretary, DOT	To improve service provided to the public by U.S. and foreign air carriers
20.920	Transportation Statistics Research Grants	Bureau of Transportation Statistics, DOT	To support development of the field of transportation statistics and advance research
12.401	National Guard Military Operations & Maintenance (O&M) Projects	National Guard Bureau, DOD	6. ARNG Aviation Training Base Operation – provide Federal support for services provided by the States for Air Traffic Control (ATC) Service, Airport Service Agreements, and Aircraft Rescue Fire Fighting (AFF), . . .
20.109	Air Transportation Centers of Excellence	FAA, DOT	To conduct long-term continuing research in specific areas of aviation related technology. Responsibilities of Centers may include the conduct of research concerning catastrophic failure of aircraft, airspace and airport planning and design, airport capacity enhancement techniques, human performance in the air transportation environment, aviation safety and security, the supply of trained air transportation personnel including pilots and mechanics, and other aviation issues pertinent to developing and maintaining a safe and efficient air transportation system, and the interpretation, publication, and dissemination of the results of such research
97.069	Aviation Research Grants	Dept. of Homeland Security	To encourage and support innovative, advanced, and applied research and development in areas of potential benefit

			to the long-term growth of civil aviation security
20.108	Aviation Research Grants	FAA, DOT	To encourage and support innovative, advanced, and applied research and development in areas of potential benefit to the long-term growth of civil aviation
Other Transportation Related Programs			
Grant #	Title	Federal Agency	Objectives
20.100	Aviation Education	FAA, DOT	To promote “Aviation Knowledge through Education”; create a public awareness of the need to promote the development and enhancement of education in aviation; establish a civil aviation information distribution program within each region and center of the FAA; promote “safety in the skies through aviation education”; create “career awareness” in aviation at the elementary and secondary educational levels; prepare qualified individuals to meet the future need of aviation; stimulate public and private sector initiative in meeting the American and worldwide competitive challenge in science and technology; aid educators by providing aviation information they can readily use in their normal classroom curriculum or in special classroom projects, to improve communication skills, math, science, technology, and computer literacy as it relates to aviation; and help educators identify the learning needs of our society in this rapidly changing technological era
20.107	Airway Science	FAA, DOT	To assist recognized colleges and/or universities in the need for facilities and equipment for Airway Science (AWS) curriculum students
20.907	Minority Institutions (MI)	Office of the Secretary, DOT	The Office of Small & disadvantaged Business Utilization supports the efforts of the DOT to increase the participation of minority institutions in Federally funding programs. This program uses the resources of MIs to develop a training and technical assistance program designed to enhance small women-owned and disadvantaged business enterprises (S/SO/DBEs) to compete successfully for DOT contracts and on DOT-funded projects. In addition, this program is geared towards attracting more of the nation’s young talent into the transportation-related careers through

			academic courses and practical experience.
88.001	Architectural & Transportation Barriers Compliance Board	Architectural & Transportation Barriers Compliance Board	To enforce Federal laws requiring accessibility for persons with disabilities in certain federally funded buildings and facilities throughout the Nation; set guidelines and requirements for accessibility standards prescribed by Federal agencies. Provide technical assistance and training on its design guidelines and standards to organizations, agencies, and individuals; and to conduct research to determine appropriate specifications for accessibility
11.431	Climate & Atmospheric Research	National Oceanic & Atmospheric Administration, Dept. of Commerce	To develop the knowledge required to establish a predictive capability for short and long-term climate fluctuations and trends
15.064	Structural Fire Protection – Bureau of Indian Affairs Facilities	Bureau of Indian Affairs, Dept. of the Interior	To provide for the installation of fire protection and prevention equipment in schools, dormitories, detention centers and other BIA facilities
20.503	Federal Transit Managerial Training Grants	Federal Transit Administration, DOT	To provide fellowships for training of managerial, technical, and professional personnel employed in the transit field
39.002	Disposal of Federal Surplus Real Property	General Services Administration	To dispose of surplus real property by lease, permits, sale, exchange, or donation
39.003	Donation of Federal Surplus Personal Property	General Services Administration	To donate Federal personal property no longer required for Federal use to public agencies and qualifying nonprofit entities in order to reduce the cost of State and local government
43.001	Aerospace Education Services Program	National Aeronautics and Space Administration	NASA's Aerospace Education Services Program (AESP) is a specialized group of educators using NASA's unique assets to support local, state, regional and national mathematics, science, and technology education systemic change efforts through collaboration of internal and external stakeholders in high-impact activities. This well-trained, well-informed and well-equipped workforce uses the NASA Mission and Vision to support increased instruction in mathematics, science, and technology content, enhance pedagogical skills, and address equity issues

APPENDIX B

**PRELIMINARY (YEAR ONE) REPORT
GOVERNOR'S ADVISORY COUNCIL ON AVIATION
LAND USE COMPATIBILITY COMMITTEE**

December 2005

BACKGROUND

In September 2004, Governor Janet Napolitano signed Executive Order 2004-22 establishing a Governor's Advisory Council on Aviation (ACA). Two Committees of ACA were established – a Land Use Compatibility Committee and an Airport Capacity Committee. This report will detail the Land Use Compatibility Committee's progress.

In 2005, the Land Use Compatibility Committee received testimony and information from a large number of stakeholders including airport management, local planning agencies, a homebuilders association, city and county officials, and the Arizona Department of Real Estate.

The Land Use Compatibility Committee met on three occasions; April 12, 2005, June 20, 2005 and October 6, 2005. The Committee evaluated the information received at those meetings and a consensus was reached. In order to address the critical land use needs of the state and airports within Arizona, the Land Use Compatibility Committee will recommend consideration of legislation to better define compatible land use and public disclosure. To prepare appropriate legislation, a series of issues must be further studied.

Land use Committee findings

Compelling testimony received from various groups indicates that not enough information is available about property in the vicinity of an airport to help guide public administrators and potential property owners about what is and is not compatible land use, whether or not property owners can develop the prospective property to his/her satisfaction, and whether or not individuals and families can enjoy their anticipated quality of life when living near an airport. Land use planning tools are available to answer these questions, but they are inconsistently applied and difficult to research. One question raised during testimony was, Should these tools protect the public, the developer or the airport? The Committee's desire is to find methods that protect all three. The ideal solution is to find a way to protect airports and the state's investment in them, by finding ways to preserve aviation safety and efficiency and limiting incompatible encroachment. Some form of mitigation may be needed to help shepherd the general public and public airports to a better mutual co-existence. This report will discuss these issues in four areas stemming from the meetings conducted by the Committee.

1. Public Disclosure Laws on property around airports in the state
2. Planning and Zoning practices of local jurisdictions
3. Mitigation measures
4. Military land use needs

Public Disclosure Laws

Few laws are in place in Arizona pertaining to airports and their environs. Some are found in the Transportation section of Arizona law, Title 28 and some are found in the Real Estate section, Title 32.

The only law that requires specific approval action on the part of State government is the “Urban area law” (28-8205). This law requires State Transportation Board approval of proposed airports within 24 statute miles of five urban areas (as defined by the federal census). Recent activity related to this law has been exclusive to privately owned facilities, some of which are open to the public and some for private use only. The law directs the Board to rely upon state and local system plans, and does not provide for any substantive review.

Outside the 24-mile limit of the urban area law, six Arizona Statutes provide for disclosure to the public of the presence of civilian and military airports and military training routes.

Statute 28-8485 Airport Influence Area is optional for the owner (sponsor) of an airport. The law stipulates that the sponsor may choose to prepare a map showing the influenced area around their airport, hold a public hearing and record the resulting map with the county. The map is then given to the State Real Estate Department for posting on their web site. The form and content of the map and its publication is loosely defined, and the disclosed area is left entirely to the sponsor.

Statute 28-8486 Airport Disclosure requires each airport sponsor to prepare a map based upon noise contours and traffic patterns. Public hearings are not required; however, the map must be provided to the State Real Estate Department and published on their web site. A military facility may choose to produce these maps under this particular law but is not obligated to. If they do, they are required to keep the data current. In support of this law, two other statutes (32-2181 and 32-2195) were amended to require a sub divider to formally notify the Real Estate Commissioner of the intended sale of subdivided property that falls within these areas around airports.

In the Real Estate section, Title 32, four statutes are specific to the military facilities in the state. Statute 32-2113 requires the Real Estate Commissioner to record with each county, military airport areas as defined in Statute 28-8461. Statute 32-2114 requires the Commissioner to record Military training routes in a similar manner. Statute 32-2115 requires the Commissioner to publish these areas on the Real Estate Department's web site.

Disclosure and Airport Influence Area maps are created with different criteria and different reporting requirements. For instance, the disclosure law applies only to airports where noise studies are available. Many urban and rural airports have not conducted noise studies or are not qualified under FAA guidelines to receive funding for them. These differences make the disclosure process less effective than if it were a fully coordinated and standardized process under either the State Real Estate Department or the Department of Transportation. What is needed is a consistent map product, an obligation for all public airports to report and publish this information, and stronger rules on the part of sub dividers and sellers to disclose the property's proximity to public and private airports.

Planning and Zoning

Taking the position that an airport is a strong economic engine for a community, it stands to reason that maintaining its ability to function without significant restraint is important. Several presentations by community planning staffs revealed that planning efforts to protect airports from encroachment are often more difficult than they should be. The difficulties can be grouped into four areas: multi-jurisdictional control/corporation, wildcat subdivisions, overlay zoning and community general plan integration.

Airports possess the unique characteristic of affecting areas far beyond the airport's property lines. This larger area often crosses over political boundaries. It is this extended political influence that community planners face when attempting to create responsible planning around airports. The process of obtaining a consensus of planning goals for all adjoining jurisdictions is a challenging problem. Legislating planning and zoning obligations at the state level to protect airports may be viewed as preemptory of local rights, however, two possibilities to aid in the discussion between communities affected by airport operations and development were discussed. The first would establish consistent standards for land use around airports. The second would require "overlay zoning" districts for any jurisdiction affected by an airport. It is clear that more information is needed to refine the level and nature of state involvement in land use planning and zoning.

Discussions with county officials brought out a concern about unincorporated county lands. The existing airport disclosure and notification laws discussed earlier in this report do not bind developers who subdivide less than xx acres. Within a city's incorporated limits, the acreage is smaller, YY acres, but still creates the potential for conflict with new property owners who are not aware of the presence of an airport. This ability to subdivide without having to submit to subdivision regulations/policies of the state, city or county is commonly referred to as "wildcat subdividing." County officials are quick to point out that wildcat subdivisions are an issue covering several areas. Airport disclosure/notification is only one of them.

An argument could be raised for taking decisions about land use around airports away from local governments. Local governments tend to be more sensitive to real estate development issues than issues surrounding their airports. Frequently local governments are not the best informed about the value of their aviation facilities as part of the national transportation system. For this reason, vesting more authority at the state level and creating templates for inter-government coordination for compatible land use planning near airports can be a reasonable alternative.

Mitigation

Because airport development and noise contours are fluid, there will be instances where, despite well-developed laws that enhance airport viability and efficiency, noise and/or over flight issues persist. Land acquisition by the airport sponsor is one solution. Presently, funding is available from the FAA and ADOT Aeronautics only for acquiring land for the protection of the primary ends of runways and land directed impacted by high noise levels. Funding demands for aviation safety and other types of high priority infrastructure requiring high prioritization limit the supply of aviation funds available for noise and over flight mitigation. Exploring alternative ways to mitigate the problem and provide greater accommodation for land acquisition is clearly needed.

Enhancing the Urban Area Law (28-8205) may be part of the solution. The original intent of the law was to provide a review process for new airports in and near urban areas of the state by requiring State Transportation Board approval for construction. Perhaps this law could be amended to include the entire state, new landing facilities at existing airports, and additional community assurances to protect the airport.

Whatever processes, laws or policies may be developed, both civilian and military airports must be considered. Both are vital to the state's economic growth and stability but because of the differences in types of operations and mission purposes, military and civilian airports must be considered separately. While some laws and restrictions that protect military aviation installations may be considered unacceptable for protecting civilian facilities, many statutory provisions that protect military installations could be adapted to help protect civilian airports as well.

COMMITTEE RECOMMENDATIONS

The Committee wishes to devote additional time to studying laws and practices of other states' aviation agencies and determine what tools exist that may be of use to Arizona. The Committee will also pursue establishing model land use standards that include ways to increase the inter-jurisdictional cooperation needed around many airports. Further testimony will be gathered to help evaluate possible expansion of the urban area law, strengthen Disclosure laws, establish mapping standards and availability, and investigate state subdivision laws as they pertain to airport development. The Committee will also study the Federal Aviation Administration land use planning standards and recommendations for possible alternatives.

The Committee will also investigate the possibility of integrating airport land use plans into the "Growing Smarter Act" and strengthening subdivision laws to more clearly recognize the existence of airports particularly in rural areas of the state.

By strategically planning for the future, Arizona's aviation system can meet the long-term air transportation needs of the community and the state while protecting all Arizona's airports.

APPENDIX C

PRELIMINARY (YEAR ONE) REPORT
GOVERNOR'S ADVISORY COUNCIL ON AVIATION

**AVIATION CAPACITY COMMITTEE:
AIRSPACE AND AIRPORTS**

December 2005

BACKGROUND

In September 2004, Governor Janet Napolitano signed Executive Order 2004-22 establishing a Governor’s Advisory Council on Aviation (ACA). Two Committees of ACA were established – a Land Use Compatibility Committee and an Aviation Capacity Committee. This report will detail the Aviation Capacity Committee’s progress. In 2005, the Aviation Capacity Committee reviewed information from a large number of stakeholders including airports, aviation users, the business community, city and county officials, and the military. The Aviation Capacity Committee evaluated the presentations and reached a consensus. In order to address the critical capacity needs in Arizona, the Aviation Capacity Committee is supporting capacity projects at twenty-six airports.

SURVEY

As part of the process, the Aviation Capacity Committee conducted a written survey of Arizona airports. In order to stimulate a higher survey response rate next year in 2006, the survey process should be refined further. In terms of capacity, the survey asked the question, “Does your Master Plan or Airport Layout Plan (ALP) provide for increased airfield capacity (new taxiways, runways, etc.), terminal/hangar capacity (new terminal buildings, gates, etc.), airspace capacity (new FAA equipment, etc.) or ground access capacity (new roadways, etc.)”? Twenty-four of the seventy-three airports (33% of total responses received) stated that they are planning to increase airport capacity as shown in their Airport Master Plan or ALP.

PROJECT RECOMMENDATIONS

For the purposes of this report, the recommendations are divided into four major categories: (1) Pima Association of Governments (PAG) Regional Aviation System Plan (RASP); (2) Maricopa Association of Governments (MAG) RASP; (3) Military Concerns; and (4) Outlying Airport System Plan.

All four components are integral to the development of an efficient and effective aviation system in Arizona. It is important to point out that the current MAG RASP has been approved by the Technical Committee overseeing the planning effort. Approval by the MAG Policy Committee is pending. It is also

important to note that not all of the projects identified are currently included in Airport Master Plan or Airport Layout Plans. However, the project lists were done with the support of the individual airport owner/sponsor.

Pima Association of Governments (PAG) Regional Aviation System Plan (RASP)

As part of the review process, the Aviation Capacity Committee reviewed The Pima Association of Governments' (PAG) Regional Air Space System Plan (RASP) for the Tucson Region's airport capacity issues. Commercial aviation in the PAG area, served by Tucson International Airport, is expected to grow from 3.9 to 7.8 million passengers annually by 2030, more than double the present level. General Aviation also expected to grow from 417,000 operations to 670,000 operations in the same time period, a 62% increase.

Eight of the PAG System Airports were found to need additional capacity, either now or within the planning horizon of 2030. Capacity enhancing projects should be undertaken at Tucson International Airport, Ryan Airfield, Marana Northwest Regional, Pinal Airpark, Ajo Municipal, Benson Municipal, La Cholla Airpark and Sells Airport. The following projects are recommended:

- Tucson International Airport: Construct high speed taxiway exits, relocate runway 11R/29L, re-designate existing Runway 11R/29L as a taxiway, install runway seal coating, add adjacent parking, construct additional general aviation aircraft storage, construct fuel storage facility, support efforts to obtain federal funding for a new Air Traffic Control Tower and Terminal Radar Approach Control (TRACON);
- Ryan Airfield: Construct parallel Taxiway C, construct high speed exits on Runway 6L/24R, construct high speed exits on Runway 6R/24L, construct additional aircraft storage, upgrade structural Runway 6R/24L, install Runway 6L/24R pavement preservation;
- Marana Northwest Regional: Construct high speed taxiway exits, construct a parallel Runway 12R/30L, construct full parallel Taxiway D, construct forty T-hangar positions, construct 3,500 square yards of auto parking, install pavement preservation, upgrade the structural runway;
- Pinal Airpark: Construct additional aircraft storage, pavement runway enhancements;

- Ajo Municipal: Construct 4,800 square feet of T-hangars, construct 225 square yards of auto parking, install pavement preservation;
- Benson Municipal: Construct 10 T-hangars, expand auto parking area by 1,800 square yards;
- La Cholla Airpark: Construct additional aircraft storage, overlay Runway 1/19; and
- Sells Airport: Construct additional aircraft storage, pavement runway enhancements.

Maricopa Association of Governments (MAG) RASP

The Aviation Capacity Committee reviewed MAG RASP projects as well. The MAG region needs more air transportation capacity because growth in demand will increase substantially from 2005 until 2025. It is expected that commercial service will increase from 40 to 80 million passengers annually, a 100% increase. General aviation is also expected to grow from 2 million operations to 3.3 million operations, a 65% increase. This growth in demand will require the maximization of existing airports and the development of at least one new airport.

Sixteen of the existing MAG System Airports were found to need additional capacity within the planning horizon of 2025. The following airport projects are recommended:

- Williams Gateway Airport: Expand terminal building, develop parallel runway, construct parallel and exit taxiways, extend Runway 12L-30R, install High Intensity Runway Lights (HIRL), install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), expand aircraft storage, construct Airport Lighting System (ALS);
- Phoenix Sky Harbor International Airport: Construct new West Terminal, upgrade the Ground Transportation System, continue taxiway improvements from asphalt to concrete, extend South Runway 7R/25L, build new fourth runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel and exit taxiway, expand vehicular parking, continue environmental mitigation projects;

- Scottsdale Airport: Install Medium Intensity Approach Lighting System (MALS) for precision approach capability, add more terminal building space, expand aircraft storage;
- Phoenix-Deer Valley Airport: Build a third parallel runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), expand aircraft storage, construct parallel taxiway;
- Phoenix-Goodyear Airport: Build a new parallel runway, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel taxiway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, expand aircraft storage;
- Buckeye Municipal Airport: Widen and extend runway, extend parallel taxiways, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), expand aircraft storage;
- Sky Ranch Carefree Airport: Install Precision Approach Path Indicator (PAPI) runway lights, widen runway, and expand aircraft storage;
- Chandler Municipal Airport: Widen and extend runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), extend parallel taxiways, expand aircraft storage;
- Estrella Sailport Airport: Install Visual Approach Path Indicator (VASI) runway lights, Precision Approach Path Indicator (PAPI) runway lights;
- Gila Bend Municipal Airport: Extend parallel taxiways, increase pavement strength, install Medium Intensity Taxiway Lights (MITL), install Precision Approach Path Indicator (PAPI) runway lights, install Runway End Identifier Lights (REIL);

- Glendale Municipal Airport: Build parallel taxiway on the east side, extend parallel taxiway on the west side, install Medium Intensity Approach Lighting System (MALs) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), expand aircraft storage;
- Mesa Falcon Field Airport: Implement curved precision approaches by installing Medium Intensity Approach Lighting System (MALs), construct exit taxiway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), expand aircraft storage;
- Wickenburg Municipal Airport: Develop non-precision approach capability, expand aircraft storage;
- Pleasant Valley Airport: Pave runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel taxiway, develop non-precision approach capability, expand aircraft storage, install Precision Approach Path Indicator (PAPI) runway lights, install Runway End Identifier Lights (REIL);
- Stellar Airpark: Expand aircraft storage; and
- New General Aviation Airport: Acquire land, pave runway, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel taxiway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Precision Approach Path Indicator (PAPI) runway lights, install Runway End Identifier Lights (REIL), install Medium Intensity Approach Lighting System (MALs) for precision approach capability, construct Fixed Base Operator, install fueling services, construct parking facilities, build access and utilities on the site, construct aircraft storage. Possible locations include Peoria/Pleasant Valley, Wickenburg, south/southeast search area south of Chandler, or northeast of Scottsdale.

Military

The military is also an important component of the aviation system. The mission of military airspace in Arizona is to support the training of members of the Army, Navy, Marines and Air Force to meet our country's worldwide combat commitment. The military airspace program was established to designate airspace

in the interest of National Defense, security and welfare. In order to ensure the successful completion of the military’s objectives, military airspace needs to be protected.

Military airspace can be divided into the categories below:

1. Restricted Airspace: This airspace is designated under 14 Code of Federal Regulations under Part 73, where the flight of civil aircraft is not wholly prohibited but is subject to some restrictions;
2. Military Operating Area (MOA): This airspace is established to segregate certain non-hazardous flight activities from Instrument Flight Rule traffic and to identify to Visual Flight Rule traffic;
3. Air Traffic Controlled Assigned Airspace (ATCAA): This airspace is above FL 180 and is attached to MOA airspace controlled by the FAA to support the military mission;
4. Military Training Routes (MTRs): This airspace is composed of routes used by the Department of Defense for the purpose of conducting low-altitude navigation and tactical training at airspeeds in excess of 250 KIAS below 10,000 ft Mean Sea Level;
5. Low Altitude Tactical Navigation Area (LATN): This airspace is characterized by random low altitude navigation under Visual Flight Rule conditions when flights are flown at 250 KIAS; and
6. Air Refueling: This airspace is used to conduct air refueling by using tracks and anchors above FL 180 or lower in MOAs/restricted areas for low-level helicopter/C-130s.

The table below lists military facilities in Arizona that need to be protected from encroachment.

<u>Military Facility</u>	<u>Location</u>	<u>Mission</u>
Barry M. Goldwater Range	Approximately 50 nautical miles southwest of Luke	To assist the military bases in Arizona with air-to-air, air-to-ground and live-drop areas
Marine Corps Air Station Yuma	Approximately 5 square miles just southeast of Yuma	To support 80% of the Marine Corps' aviation training
Luke Air Force Base	Approximately 20 miles west of Phoenix on 4,198 acres	To train U.S. Air Force F-16, U.S. and USMC
Fort Huachuca	In southern Arizona near Sierra Vista	To train and test Unmanned Aerial Vehicles for the U.S. Army and other Federal Defense agencies, and to provide instrument approach training for D-M, Tucson Guard and 161 ARW pilots
Yuma Proving Grounds	10 restricted airspace areas located between Yuma and Quartzsite's along the Colorado river	To support the Army’s test and training mission of artillery, direct fire and other combat related equipment

Davis-Monthan Air Force Base	Southeast section of the City of Tucson on 10, 618 acres, north of Tucson International Airport.	To prepare A-10 expeditionary, combat and combat support forces while enabling critical Air Force capabilities and Homeland Security operations.
Sunny	Located 70 nautical miles northeast of Luke	To operate as a holding area for Large Force Exercises, intercept training, and a refueling anchor
Sells	Located approximately 40 miles south of Luke between Tucson and Ajo	To conduct training
Tombstone	Located 50 miles southeast of Davis-Monthan Air Force Base	To support Davis-Monthan A-10 and U.S. Air Force F-16 training
Outlaw/Jackal	Located 60 nautical miles northeast of Tucson and 30 miles east of Phoenix	To provide air-to-air training, intercept training, air combat tactic training, and night vision training missions
Ruby/Fuzzy	Located 30 nautical miles southwest of Tucson	To conduct basic flight maneuver training, air combat tactic training, intercept training, formation training
Reserve/Morenci	Located 75 nautical miles northeast of Tucson	To train basic flight maneuvers, air combat tactics, intercept missions

As stated in this preliminary report, there will be an ever-increasing volume of general and commercial air traffic in Arizona. It must be emphasized that any growth must continue to be balanced and coordinated with the various military installations throughout the state. For example, in the areas surrounding Luke Air Force Base, civilian air traffic handled by Luke approach control was 39% of total traffic in FY04, and then in FY05 increased to 42%. According to the airport master plans and FAA estimates of growth, operations at Phoenix-Goodyear Airport are expected to increase from 105,471 in FY04 to 258,000 between now and FY15. Similarly, operations at Phoenix-Deer Valley Airport are expected to increase from 340,437 in FY04 to 504,000 during the same time frame. These increases are not unique to the Phoenix area and similar increases can be expected surrounding Tucson and Yuma as well. These increases in operations can be compatible with military operations, but only if close coordination is accomplished with the military facility in the area that shares the airspace. Discussions with the military installations will identify adverse or critical mission impacts concerning their operations. Additionally, any expansion of airport capacity and/or new airport planning must be accomplished in close coordination with Arizona's military facilities.

Inclusion of the military installations and pro-active engagement is a requirement to effectively manage the airspace in Arizona. Protection of the military's ability to effectively conduct its operations is a stated national and state priority.

Air traffic controllers are also integral to the air traffic system. Since the Yuma air traffic controller pay scale is much lower than the Department of Defense and the Federal Aviation Administration pay scales, Yuma is losing many air traffic controllers. One suggestion is to request that the U.S. Department of Defense and the U.S. Military provide air traffic controllers in Yuma. Another air traffic control issue is occurring in Casa Grande. The airspace is saturated due to practice instrument approaches. The FAA has commented that it will be a very short time before the ownership of the airspace would be turned over to Phoenix from Albuquerque. A tower should be considered for this airport in the capacity plan.

Outlying Airport System Plan

Another suggestion is to develop an Outlying Airport System Plan for airports who are not in MAG RASP or PAG RASP. Information presented to the Committee from Pinal County suggested an interest in conducting a Regional Airport Systems Plan. The Committee feels this area between the two largest metropolitan areas in Arizona is very deserving of such a study.

It is desirable to make sure that small airports in all the outlying communities are represented in an Airport System Plan. The Committee agrees the Aeronautics Division must continue to conduct statewide system studies to accomplish this on behalf on small airport communities.

Airport Capacity Committee Recommendations

In order to meet the demands of the aviation industry in the future, the airport community needs to work together to fund and implement projects at twenty-six airports in Arizona. The alternative of “not building” will not stop growth in the future but will result in an aviation system that does not adequately meet the needs of the traveling public, general aviation constituencies, economic development and the military. In addition, we need to preserve and enhance through improved technology the efficiency of airspace that is critical for existing commercial and military aviation facilities. By strategically planning for the future, Arizona’s aviation system will meet the long-term air transportation needs of the community while protecting the military’s need for Arizona airspace.

APPENDIX D

PRELIMINARY (YEAR ONE) REPORT
GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Minutes of the ACA's meetings

Governor's Advisory Council on Aviation Meeting
January 31, 2005
10:00 a.m.

Meeting Called to Order by Chairperson Bonnie Allin

I. Opening Comments

Welcoming statement by Bonnie Allin. Pleased to have everyone here for the first meeting to establish a consensus report on the issues applying to the Governor's Executive Order. Pleased that the ACA members and interested public were able to attend.

II. Introduction of ACA Members

ACA Members:

Bonnie Allin, President/CEO of Tucson Airport Authority, appointed Chairperson

Victor Mendez, Director of Arizona Department of Transportation

Barbara Harper from Tucson, retired airline pilot and serving on the Tucson Airport Authority Operations Committee.

Dave Krietor, Aviation Director for City of Phoenix, which includes Sky Harbor Airport, Phoenix Goodyear Airport, and Phoenix Deer Valley Airport.

Ronnie Lopez, Chairman of Phoenix International Consultants

C.A. Howlett, Senior Vice-President of Public Affairs for America West Airlines

Stacy Howard, Regional Representative for Aircraft Owners and Pilots Association; and President of the Aviation Safety Advisory Council of Arizona.

Bob Littlefield, Scottsdale City Councilman, Chairman of Scottsdale City Council Aviation Committee, Scottsdale's representative on Maricopa County Association of Governments Regional Airspace Planning Policy Committee, also a fulltime pilot.

Mike Covalt, Airport Manager, City of Flagstaff, unable to attend, due to being out of state. (attempted to attend via conference call, but telephone equipment was not provided in the meeting room).

ADOT Aeronautics Staff

Barclay Dick, ADOT Aeronautics Division Director, unable to attend due to illness

Kim Stevens, ADOT Aeronautics Division, Aviation Services Program Administrator filling in for Barclay Dick

Mike Klein, ADOT Aeronautics Division, Airport Development Program Administrator unable to attend due to illness

The contact list will be updated to include email addresses of ACA Members and Aeronautics staff.

The task is the Governor's Executive Order 2004-22, which established the ACA and the five primary tasks that the ACA will be reviewing.

III. Overview and discussion of the Executive Order 2004-22

A. Ex-Officio Memberships

Kim Stevens presented an overview of the Executive Order and presented the groundwork for the ACA. The first item would be the Ex-Officio memberships, the Executive Order allows for these memberships in 1.c. So far the Aeronautics Division has received only one request from Yuma Marine Corps to have a representative on the ACA, but no name has yet been received. Interested parties that would like to serve as Ex-Officio members are to contact the Aeronautics Division, Barclay Dick, Director (602-294-9144) or Gail Howard, in the Governor's Office (602-542-1727).

B. Aeronautics Staff

The Aeronautics Division's role will be to serve as staff to this ACA. Aeronautics will provide minutes, information, and research. The Division will arrange for meeting facilities, provide minutes, information, research and provide for presentations by various members of the aviation industry as appropriate.

The City of Phoenix and Tucson Airport Authority also volunteered staff members to assist and to be actively engaged in Committees and research.

C. Mechanism of communications with transportation entities

The ACA's activities will be communicated throughout the State to interested parties by providing the information via email and the ACA's website.

Any additional stakeholders should provide their contact information to Barclay Dick or Kim Stevens. Staff will develop and maintain a distribution list for all stakeholders.

D. State Transportation Board (STB) and future Aviation need strategy

The STB serves as an advisory to ADOT and has the authority to approve any grants and any studies conducted by the Aeronautics Division and funded by the Aviation Fund. Any studies undertaken by this ACA using the Aviation Fund must receive the approval of the STB. The STB was established under Statute, Title 28, the STB has clearly delineated authority. The STB has authority over ADOT's Capital Improvement Program, approving the program and allocations for projects in the various grants. If ACA would like more information about the STB, staff will arrange for the current chair, Rusty Gant, to discuss the role of the STB.

E. Consensus Findings:

Three areas in the Executive Order were highlighted - paragraphs 7, 8 and 9:

WHEREAS, there is a great need to increase the communication and coordination between state and local entities with federal agencies that regulate airspace and other aspects of aviation in our state; and

WHEREAS, there is a distinct need to improve coordination and the compatibility between community land use planning and airport development and utilization; and

WHEREAS, there is a clear need to identify funding sources and funding strategies for enhancing aviation throughout the state.

The five areas that are identified as areas that shall be studied and issue consensus finding and recommendations are:

1. Airspace utilization and airport capacity
2. Land use compatibility
3. Federal funding for aviation in Arizona
4. Criteria for evaluating aviation facility and system needs
5. Future aviation needs assessments and funding strategies

Discussion of the five items for review, identified a breakdown to individual items and the combining of others.

- 1a. Land Use Compatibility
- b. Airport Capacity
2. Airspace Utilization
3. Funding Strategies for aviation in Arizona (Identified as a research item for Aeronautics Staff)
4. Criteria for evaluation aviation facility and system needs (future aviation needs assessments)

Federal Funding for aviation in Arizona (Identified as a research item for Aeronautics Staff) – This would be the basis of information to begin item number 4

A request was made by the Chair to break down into Committees to start working on some of the issues.

It was suggested to begin with Airport Capacity Committee and a Land Use Committee. When those two Committees have done their part, they will transition their information into what they mean for Airspace Utilization. It was suggested that this would make the workload more manageable for the smaller Committees.

1st Sequence of Priority for Committees:

Land Use Committee

Bob Littlefield
Stacy Howard*

Airport Capacity Committee

Dave Krietor*
Ronnie Lopez
Barbara Harper*
C.A. Howlett

Victor Mendez is flexible for either Committee
Mike Covalt will be contacted for which Committee he would like to be on.

* = Committee Chair

Stacy Howard volunteered as a Committee Chair for the Land Use Committee.
Airport Capacity Committee will have two Co-Chairs, Dave Krietor representing large capacity airports and Barbara Harper representing GA interests.

nd**2 Sequence of Priority**

After much discussion it was determined that the Airspace Utilization will involve all members of the ACA.

rd**3 Sequence of Priority**

Criteria for evaluation aviation facility and system needs will involve all members of the ACA.

Follow-Up

The Future aviation needs assessments and funding strategies will involve the Committee as a whole.

A proposed work plan was drafted for ACA's review. The work plan will be adjusted to follow the priorities determined during this meeting. Each Committee should look at overall issues of the State and develop their own mission statement so that they would have a guide the work needed.

Groups identified for possible presenters or interested parties include: (Provide contact names to Aeronautics Division – Barclay Dick or Kim Stevens)

Maricopa County Association of Governments (MAG)
Pima County Association of Governments (PAG)
Arizona Airports Association
Arizona Flight Training Group
Arizona Pilots Association
FAA Western Region
League of Cities and Towns

Review of Priorities per Executive Order

1. Land Use (Committee)
 2. Airport Capacity (Committee)
 3. Airspace Utilization (Committee of the Whole) – request FAA assistance
 4. Criteria for evaluation aviation facility and system needs (Committee of the Whole)
 5. Future aviation needs assessments and funding strategies (Committee of the Whole)
- Funding Issues - ADOT research (Committee of the Whole))

F. ACA Schedules and reporting

The last item that needs pointing out is that the ACA shall issue a preliminary report twelve months from the ACA's first session (01/31/05) and a final report twenty-four months from the ACA's first session with the appropriate distribution.

The Aeronautics Division staff will be available to assist on each of the Committees on the various tasks and will provide limited resources if needed. Staff will participate and assist in any ways deemed necessary.

It is important for outreach that the meetings be held throughout the state. ACA meetings will be held on Wednesday's quarterly. The Chairperson will work with staff to identify dates and locations of the quarterly meetings.

The Committee chair will work with the Committee members to identify meeting dates and times.

IV. Possible Committee Structure

Committee meetings to be organized the same as the ACA meeting. Make sure Committees work with staff for outreach meetings in other areas.

There are various FAA and military interests with complicated issues. It would be helpful to reach out to these interests for their possible needs. One of the Governor's highest priorities is keeping Luke AFB open and this would apply for land use, airspace, etc. Local FAA are interested in the activities of this ACA. FAA's participation will certainly be sought.

V. Call to Public:

Scott Gray – President, Arizona Airport Association (sgray@ci.scottsdale.az.us). Would be happy to assist. Also, next ACA Meeting could coincide with the AzAA Conference on Wednesday April 27, 2005. And AzAA would be happy to host this meeting. One of the organizations that was not mentioned was the Arizona Business Aviation Association. Scott felt that this organization would show an interest and will provide a name and contact number.

Colonel Patrick McCarville – Deputy Chief of Staff for Aviation & Safety, Arizona Army National Guard (Patrick.mccarville@az.ngb.army.mil). Would like to identify this organization as a stakeholder. Currently, have 61 rotary wing aircraft on the books and expected to grow to 84 over the next few years. Most of the resources are deployed or about ready to deploy. Eventually, will have all those resources on the ground in Arizona. For an extensive user of the airspace, he

would be willing to offer their assistance as well. A project officer will be representing the office – will provide a name and number.

Harry Hengl – President of Yuma County Airport Authority (hhengl@westernfinancialaz.com). They are in the process of hiring a new Administrator of the Airport. The process should be completed within the next couple of weeks. A name and number will be provided for an Ex-Officio member. Would like to invite the ACA to Yuma and will provide a facility at the Airport for the meeting.

Scott Ries – Investor for developing Phoenix Regional Airport (Scott@PhoenixRegionalAirport.com), involves about a 2,000 acre master plan, and a 5,000 foot runway interested in Airport Capacity. Would like to volunteer in the Ex-Officio capacity regarding private property rights as it pertains to public use airports. Interested in the impact of point to point flying, small airport transportation system funded by NASA. Would like to be involved in any capacity, supports all of the issues.

Bill Gillies – Airspace Manager, Luke Air Force Base (william.gillies@luke.af.mil) [Air Space] – Would like to thank Colonel McCarville for stressing the need that the military be involved. They have the special use airspace, and are service providers in the air traffic system. They would definitely like to be involved in any land use studies and would assist in getting legislators to address the needs to protect the airports. Will provide a name and number of a contact. Rusty Mitchell, Director, LAFB Community Initiatives Team (rusty.Mitchell@luke.af.mil) [Land Use].

John Mills, LtCol USMC (Ret), Airfield Operations, Yuma Marine Corps Air Station Representative (john.e.mills@usmc.mil) – Would like to offer any services that they can to assist in the studies.

Warren Meehan, FAA Air Traffic Controller Manager for Phoenix and State of Arizona – Covers most of the State except Grand Canyon and Yuma. Responsibility is to assignment of work to the men and women providing air traffic services in Federal FAA powers as well as the federal contract tower program. Would be available for any questions and any expertise that may be needed.

VI. Adjourn:

David Krietor moved to adjourn meeting at 11:30 a.m., and the motion was accepted by the Chair.

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Location: Little America Hotel & Resort, Flagstaff, AZ

Date: April 27, 2005

Time: 1:30 p.m.

Members Present: David Krietor, Mike Covalt, Robert Littlefield, Victor Mendez, Barbara Harper, Bonnie Allin, John Mills. Absent: Stacy Howard, C.A. Howlett, Ronnie Lopez

Also present: Barclay Dick, Kim Stevens, Tammy Martelle

I. Opening Comments:

Bonnie Allin, Tucson Airport Authority, opened the meeting by welcoming everyone.

II. Introduction of ACA and New ACA Member:

Mike Covalt, Airport Manager, Flagstaff Airport

David Krietor, City of Phoenix Aviation Department

Bob Littlefield, Scottsdale City Council, Chairman of Scottsdale City Council Aviation Committee;

Victor Mendez, Director of Arizona Department of Transportation

Barbara Harper, Tucson Airport Authority Operations Committee, and retired airline pilot

John Mills, Air Operations Department at Marine Corps Air Station in Yuma

Bonnie Allin: President/CEO, Tucson Airport Authority

III. Review and Approval of January 31, 2005 Minutes

ACA reviewed the minutes from the 1/31/05 meeting. Victor Mendez moved to approve the minutes, seconded by Barbara Harper. None opposed. Minutes approved.

IV. Airport Capacity Committee Review – Barbara Harper

The Committee defined airport capacity as the ability of an airport to handle a given volume of traffic demand within a specified time period.

Richard Corbett, Pima Association of Governments (PAG) gave a presentation regarding Pima County and its expectations. PAG is in a continuous planning mode with the counties' airports. PAG has the master plan from Tucson International Airport and is in the midst of getting master

plans from various airports in southeast Arizona to incorporate into the counties air transportation plan.

David Krietor, Co-Chair – The capacity Committee plans to address Pima and Maricopa Counties first to develop a basic knowledge and then to follow up with either one or a series of meetings to look at capacity issues in the state and how they relate to the military. MAG is currently in the process of doing a new RASP for Maricopa County. For Maricopa County, between 2005 and 2025 passenger activity is projected to increase from 40 million to over 80 million passengers. For Maricopa County, MAG forecasts an increase in general aviation based aircraft from 4,000 to 7,600 with operations increasing from 2 million to over 3 million. For commercial aviation, operations are projected to increase from 600,000 to over 1 million. The RASP process looks at maintaining the status quo, using improved technology, maximizing the existing airports and/or building new airports.

Barbara Howard requested information from other airport representatives in Arizona.

V. Report of the Land Use Committee – Bob Littlefield

Land use can be defined by three issues; noise and the impact on people, safety concerns and over flights. The initial goals are to define the scope of the problem and outline the scope of work to undertake. This would determine the recommendations the ACA would make for new Legislation to help solve land use issues and potential funding. One item identified by general agreement was that the FAA definition of noise is inadequate to deal with the issue of noise, as residents around airports perceive it.

Mr. Hardison of Buckeye gave a presentation talking about the explosive growth in Buckeye, which is poised to grow even larger by 2010. They are concerned about dealing with persons who are not airport friendly.

Jill Merrick gave a presentation about how Tucson International Airport is dealing with noise and its ability to work with local governments to discuss the noise issues and the development of housing in the area.

Other groups to be included in the process as the Committee moves ahead are, land use planners and real estate persons. The need for outreach to the League of Cities and Towns was discussed.

VI. Availability of Federal Funding – Tammy Martelle

Information was provided for possible additional federal funding. All information was included in a packet provided to the ACA. She started with research through the Catalog of Federal Domestic Assistance. This document contains financial and non-financial assistance programs administered by departments and establishments of the federal government including all federal grants available.

The information was divided into three categories: air transportation, miscellaneous and other possible grant funding. The tables identify the number, title, federal agency and objective of each grant. Behind each table is the actual grant information with the applicable grant highlighted for the ACA's convenience.

Information was requested from the NASAO contact for each State. The information indicated the majority of funding comes from the AIP program. However, other funding sources were mentioned, such as: The Department of Homeland Security, NASA, Department of Defense, Department of Health Services, the Department of Agriculture, Department of Commerce, Economic Development Agency, and the FAA/Facilities and Equipment projects thru federal appropriation (NAVAIDS).

There were four websites visited that were very helpful. They are:

1. www.cfda.gov
2. www.grants.gov
3. www.epa.gov
4. www.fema.gov

The President is proposing a \$600 million cut in AIP funding for fiscal year 2006. NASAO discussed the projection of this cut meaning a reduction in each state's "apportionment" and "discretionary", as well as a suspension of the Non-Primary Entitlement (\$150,000). More trust fund money will be used to fund FAA operation instead of providing for airport improvements.

Bonnie Allin requested that this information be made available to all airports upon request.

Bonnie Allin reported the proposed cut in the AIP grant funding would mean significant pain to the airports. As we understand the formulas, the proposed reduction in funding would significantly harm small airports, particularly general aviation airports. There is a possibility of 75% to 90% cuts in grant funding for some airport categories including general aviation. Individual airport operators or communities that represent and operate airports need to be proactive with the Congressional delegations.

Victor Mendez reported that in early March, the Arizona's Congressional delegation was contacted by ADOT about the concerns with the AIP cuts. He suggested that everyone contact the Congressional delegation.

Dave Krietor reported that the City of Phoenix has contacted all of the members of the Arizona delegation.

VII. Call to the Public

Bonnie Allin thanked everyone for participating in this meeting.

Arv Schultz – President of Arizona Pilots Association (APA) ~

Arizona Pilots Association has a great deal of concern about capacity. Arizona needs more capacity not less. The State Land Department (SLD) recently closed 5 airports located on State Trust land. There are 56 airports located on State Trust land that have the potential for closure. Some airports are at capacity and others approaching capacity. To reduce the number of airports throughout the state would increase the problem.

APA is proposing an Adopt-an-Airport program, which would utilize volunteer sources to help maintain some of the airports. APA will present the plan to the Aeronautics Division Director. APA would then like to get the SLD to take another look at the airport closures that have been made.

Discussion regarding the possible reasons for the closures included high liability coverage, length of required lease, and maintenance costs.

Leases ~

Leases longer than 10 years would have to go out for bid, which might result in real estate developers outbidding. Legislation that passed the House but not the Senate would have opened up the possibility of 25-50 year leases on State Land for aviation purposes only. There is a current Statute that provides for recreational and educational purposes for land use and limits the state's liability for activities taking place on that land. The only liability for the state would be in the event there is gross negligence involved.

Ray Boucher, Aeronautics Division said the SLD has revised its liability insurance policy requirements for airports on state land. He understands it to be:

A \$1 million policy that permits personal use of the airstrip (no operation at the airport that could result in an environmental impact);

A \$2 million policy that permits personal use and occasional use by others, but no commercial activity at the airstrip;

A \$5 million policy that would allow commercial activity at the airstrip.

Ted Anderson, Payson Airport Manager called the ACA's attention to fire fighting support requirements at airports. Currently there are problems with support of the larger air tankers that are based throughout the State. The state is currently in the middle of a 15-30 year drought, which makes firefighting capabilities very important. He would like the ACA to look into the placement of the airports for possibly providing fire-fighting support.

Discussion continued for concern on the impact of the airport operations. The concern was more for providing areas and airports to adequately provide fire-fighting services in the future. Moving from a large heavy air tanker capability has been reduced in the state and using smaller aircraft that will have to go to other areas and helicopter operations to support fires.

Bonnie Allin suggested that the capacity and land use Committees look into the issue of the adequacy of fire fighting.

VII. Adjournment

Bonnie Allin - thanked everyone for their attendance and providing feedback. She reminded everyone not to hesitate to contact the ACA through the ADOT/Aeronautics staff if there are any comments or concerns of the future that they would like the ACA to consider.

David Krietor moved to adjourn the meeting; Mike Covalt seconded the motion, which passed unanimously.

July 19, 2005

10:00 a.m.

Location: Executive Tower, State Capitol
Second Floor Conference Room
1700 West Washington
Phoenix, Arizona

MINUTES

I. Welcome and Introductions

Bonnie Allin called the meeting to order.

II. Review and approval of April 27, 2005 meeting minutes

David Krietor moved to approve the minutes. Seconded by Bob Littlefield.
Unanimously approved.

III. Report of the Land Use Committee

Stacy Howard discussed the meeting that was held on June 20, 2005. Disclosure laws protect the developer more than the airport owner or sponsor. Military disclosures are much more effective. The Committee talked with various organizations. The Home Builders Association of Central Arizona indicated that 60% of their market is near Luke AFB; the Real Estate Department indicated that the terminology is not well defined in disclosures.

IV. Presentation on status and issues regarding military airspace in AZ continued

The military in Arizona consists of the 56th Fighter Wing Luke AFB, 944 Fighter Wing Luke AFB, 355 Fighter Wing Davis-Monthan AFB, U.S. Army Fort Huachuca, 162nd Fighter Wing Tucson International Airport, Western Army National Guard Aviation Training Site, 161st Air Refueling Wing Sky Harbor Airport, U.S. Army Yuma Proving Grounds and Marine Corp Air Station Yuma.

Special Use airspace is used to train pilots for national defense, security and/or welfare. Types of special use airspace are restricted airspace, military operating area (MOA), air

traffic controlled assigned airspace (ATCAA) and military training routes (MTRs). Other types of military airspace used are low altitude tactical navigation area (LATN) and air refueling.

A map was provided showing airspace that the military had in 1970 and current military airspace. There has been a 38% decrease since 1970.

Airspace concerns are due to increased complexity of military missions, national airspace redesign, creation/expansion of airports and encroachment on SUA. Wind farms are increasingly becoming a concern.

In conclusion, the Department of Defense is currently utilizing all of its airspace. They have also released airspace to the bare minimum and have not been given any equal airspace in return. Civil airports and traffic need to design routes within the current civil airspace structure. Any further erosion of Department of Defense airspace will affect national defense mission accomplishments and future operations.

V. Call to the Public

No requests to speak.

VI. Scheduling of Next Meeting

October 12, 2005 – MCAS, Yuma at 10:00 am

VII. Adjournment

David Krietor motioned to adjourn. Seconded by Ronnie Lopez. Unanimously approved.

ADDENDUM TO MINUTES ATTACHED

ADDENDUM ~ JULY 19, 2005 MINUTES GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Land Use Committee Meeting June 20, 2005

ADOT Aeronautics

State and FAA can only advise airport sponsor on land use planning

Aviation Statutes ARS 28

Establishing new airports

State Transportation Board obligated to approve qualifying applications unless local jurisdiction has contradictory plan in place

28-8485 Airport Influence Areas

Airport Sponsor designs the AIA and map

Not restricted to noise contours

Public notice

County Recorder records to title that property is subject to noise and overflight

28-8486 Disclosure

Civilian

State Real Estate Office prepares map

Restricted to Noise DNL 60/65

Requirements vary with population

Military

Affects all property within the territory of an airport

Military agency may provide the map

State RE Department shall create a map

Shall be in public reports

Applies to all political subdivisions, new development

28-8481 Military

Land use compatibility compliance required

Political subdivisions shall adopt/enforce noise and zoning regs

28-8480 Governs land acquisition for airports

Home Builders Association of Central Arizona – 60% of market is near Luke

In past, Attorney General's office had to be called in to situations where local authority would judge a development as compatible and later military found it non-compatible

1988 study codified

Military comment and approval for new residential within 65 DNL

Applies to LAFB, DM, YUM but not FHU

Certainty is the key

No consideration for lost potential value to land owners

Estimates losses at \$600 million based on one unit per acre

Surplus of industrial/commercial property

Recommended goals for state statutes

Drive debate to local level

Create as much certainty as possible

Obligate airport owner to define its needs

General plan must include airport

Airport sponsors must be part of the general plan process

Developers often lobby to pre-empt cities and towns

Real Estate Department

71,000 RE agents in AZ

Forms require disclosure for properties in vicinity of an airport

Vicinity is not defined
Cannot force buyer to read the public report

RE Department has no mapping capability

- State Land Department prepares maps for military airports
- Developers provide maps for civilian airports
- Counties oppose responsibility for disclosure to property owners
- 54 airports contacted to provide maps to counties
 - 20 responded
 - Sponsors claim they don't have the money

Disclosure factors

- Airport use (DNL's, traffic patterns, etc) is fluid
- Zoning is permanent
- FHU says they do not have to comply
- Many maps provided are not usable, esp. military training routes
- Statute is not being satisfied

Questions raised in discussion

- Can legislature give statutory authority to ADOT to provide information/maps?
- Disclosure protects developers & agents but not the airport
- Can ADOT require airport sponsors to notify and invite state participation in zoning changes that affect airports?
- There is a need to press FAA DC office to release planning money
- Committee needs to hear from
 - FAA
 - County recorders
 - Real Estate Association
 - City and County land use planners

October 12, 2005

10:00 a.m.

Location: Marine Corps Air Station
Gonzales Room
3900 South Avenue 3E

MINUTES

I. Opening Comments

Bonnie Allin opened the meeting and welcomed everyone.

II. Review and approval of July 19, 2005 meeting minutes

Bob Littlefield moved to approve minutes. Barbara Harper Second. Approved unanimously.

III. MCAS Yuma/Yuma International

Lt. Colonel Ed Sexton gave a presentation regarding the background and events at MCAS Yuma. This is the #1 airfield with operations of 297,738 per year. The tower is open Mon to Sun from 7:00 to 23:00 hours.

MCAS Yuma Report

Paula L. Backs, Community Planning and Liaison Office, MCAS, Yuma provided a presentation regarding land use.

IV. Report of the Airport Capacity Committee

Barbara Harper and David Krietor discussed the survey's that were sent out. There were a total of 329 surveys mailed to the Arizona airports, 71 responses were received. The Committee requested that a reminder postcard or possibly a phone call be made to airports that haven't returned the survey.

V. Report of the Land Use Committee

Stacy Howard discussed the Committee meeting that was held October 6, 2005. The topic of the meeting was multi-jurisdictional land use planning in the vicinity of public use airports. Information was provided during the meeting by Marana Regional Airport, US Airways, City of Phoenix Aviation Department, Tucson Airport Authority, Pinal County Planning Manager, Pima County Planning and Racy Associates.

VII. Call to the Audience

Discussion regarding wind farms. Barbara Harper will contact Bill Gillies for more information regarding the wind farms.

David Gaines spoke regarding aviation in the state and his concerns with how Aeronautics is handling priorities in funding.

VI. Scheduling of Next Meeting

January 18, 2006 – Tucson Airport Authority, Tucson, AZ – 10:00 am

VII. Adjournment

David Krietor motioned to adjourn. Stacy Howard Second. Unanimously approved.

Airport Name	Tie Downs	T-Hangers	Corp/Exec Hangers	Annual Operations	Based aircraft	# of runways	Runway length	Runway designation	Air Traffic Control Tower	Overnight transient parking site	Auto parking sites incl garage & economy	Total auto parking spaces	Recognized in local comprehensive plan	Approved Part 150 Noise Study	Other modes of transp served *	Support facilities	Landside facilities	Master Plan or ALP	Increase airfield, terminal/hangar, airspace, ground access capacity
The Boulders/Carefree Partners helipad	0	0	0	25	0	0		8 x 8 single helipad	No	0	0	0			T,BS,H,B	No	No		
Westridge Mall/Desert Sky mall helipad	0	0	0	25	0	0		8 x 8 helipad	No	0	mall parking	0			T,BS,H,B,FT	No	No		
Flagstaff Mall	0	0	0	25	0	0		8 x 8 helipad	No	0	0	N/A			T,BS,H,B,FT,R,P	No	No		
The Buttes in Tempe helipad	0	0	0	25	0	0		8 x 8 helipad	No	0	0	N/A			T,BS,H,B	No	No		
Carranzo Farms	2	0	1	300	3	1	2100'	NA	No	0	N/A	N/A	No	No	No	No	No	No	
Pierce Airport	Private	Private	Private		4	1	3600'		No	0	0	0	No	No	No	No	No	No	
Sunrise Ranch Airport	0	0	1	100	1	1	3200'	30/12	No	0	2	2	No	Yes	No	No	No	No	
Somerton Airport	20	24	0	1000	28	2	3800'	1800' (14-32)	No	5	50	50	Yes	No	T, H	Yes	Yes	No	
Aircrew Performance	2	1	0	80	4	1	451'	17-35	No	2	4	4	No	No	T,BS,B,FT	No	No	No	
Millar Airport	1	3	0	0	2	1	2600'		No	2	0	0	No	No	No	No	No	No	
Big Springs Air Strip					7		5600'	26-8	No	Private	Private	Private	No	No	No	No	No	No	
Marana Regional Airport	94	232	6	90000	275	2	6900'	30-Dec	No	10	90	90	Yes	No	T,H,B	Yes	Yes	Yes	
Montezuma Heights Water & Airport Co Inc				75	30	1	3400'	17-35	No	0	0	0	No	No	No	No	No	No	
Tubac Ultralight Flightpark	2	12	0	50 +/-	3	2	900/700'	15/33 & 25/07	No	12	10	10	No	No	B	Yes	Yes	No	
Continental	3	3			3	1	3600'	01/19	No	3	0	4	No	No	No	No	No	No	
H & H Ranch	0	0	0	6	0	0	2200'		No	0	0	0	No	No	No	No	No	No	
Ruby Star Airpark	0	0	7	0	8	1	4300'	6/24	No	0	0	0	No	No	No	No	No	No	
Whetstone Airpark	8	3	0	100	3	1	3400'	8/26	No	8	0	0	Yes	No	No	Yes	No	No	
Grand Canyon Valle	50	8	0	3000	6	1	4250'	01/19	No			50	Yes	H	Yes	No	No	No	
Toontail Heliport				8					No	1				No	No	No	No	No	
Baja Bush Pilots	0	0	0	30	2	1	5000'	18/36	No					No	No	No	No	No	
Falcon Field Airport	454	402	11	272860	900	2	5100/3800'	4R/22L & 4L/22R	Yes	31		50	Yes	No	T,B,H	Yes	Yes	Yes	
Flying Diamond Airpark	0	0	8 private		6	1	2650'		No	1	0	0	No	No	No	No	No	No	
Hillair Dirt Strip	0	0	1	100	1	1	1450'	15/33	No	0	1	3	No	No	H	No	Yes	No	
Regeneration Private Airport	1	1	0		1	1	3300'	35/17	No	1	12	12	No	No	No	No	No	No	
Parsons Field	0	0	0	50	1	1	1500'		No	1			No	No	No	No	No	No	
Eagle Roost Airpark				2000 +/-	63	1	3800'		No				Yes	No	H,FT	No	Yes	No	
Westcor Aviation helipads	3	0	5	1500	14				Yes	3	20	20			T,BS,H,B,FT	Yes	Yes		
Wickenburg Municipal	30	50	2	13862	54	1	5050'	05/23	No	23	1	15	Yes		T,H,B,FT	Yes	Yes	Yes	
Castle Well Airport	2	0	5	250	5	1	2600'	35/17	No	2	6	12	Yes	No	No	No	No	No	
Winchester Farms	2	0	1	20	1	1	4800'	18/36	No				No	No	H	No	No	No	
Yolo Ranch	1	0	0	10	0	1	4000'	14/32	No	0	0	0	No	No	No	No	No	No	
Polacca Airport	0	0	0	0	0	1	4200'	4,324' x 50'	No	0	0	0	No	No	No	Yes	No	No	
Tribal Air	2	1	0	500	5	2	4000' / 4200'	35/17 & 4/22	No	2	15	25	No	No	No	No	No	No	
Cliff Dwellers	6	0	0	300	1	1	3800'	dirt	No	6	15	15	No	No	No	No	Yes	No	
Sampley	15	0	0	250	9	1	3800'	dirt/clay	No	15	20	25	No	No	No	No	No	No	
Williams Gateway Airport	unknown	0	12	240483	85+	3	10400/10200/9300'	12/30	Yes	18	25	1900	Yes	Yes	T,FT	Yes	Yes	Yes	
Yuma International Airport	120	31	17	65621 civ/86564 mil	147	4	5710'/6145'/9239'/13300'	17/35,8/26,3R/21L,3L/21R	Yes	3	10	211	No	No	T,BS,H,FT	Yes	Yes	Yes	Yes
Lost Dutchman	0	0	0	7	0	0	0	0	No	0	0	0	No	No	No	No	No	No	
Morton Field	0	0	0	65	1	1	1100'	5-23	No	0	0	0	No	No	No	No	No	No	
Nogales International Airport	26	12	9	31000	26	3/21	7199'	B2	No	26	10	1	Yes	Yes	No	Yes	Yes	Yes	Yes
Kingman Airport	155	30	5	54152	239	2	6831/6724'	3/21 & 17/35	No	30	62	62	Yes	No	T,H,FT,R	Yes	Yes	Yes	Yes
Bisbee-Douglas International	25	0	4	5300	9	2	6475/5000'	17/35/8/26'	No	25	30,50	50	No	Yes	T,H,FT	Yes	Yes	Yes	Yes
Cochise County Airport	11	6	0	7300	23	1	6093'	3-21	No	11	20-25	25	No	No	T,H,FT	Yes	Yes	Yes	Yes
Glendale Municipal Airport	190	104/143	9	118000	380	1	7150'	B2	Yes	18	5	501	Yes	Yes	T,BS,H,B	Yes	Yes	Yes	Yes
Phoenix Sky Harbor International Airport	72	16	39	546763	118	6	8208/4500'	07R/25L, 07L/25R	Yes	24	374	374	Yes	No	T,BS,H,B,FT	Yes	Yes	Yes	Yes
Phoenix Deer Valley Airport	484	768	0	340437	1252	2	8208/4500'		Yes	24	374	374	Yes	No	T,BS,H,B,FT	Yes	Yes	Yes	Yes
Holbrook Municipal	45	0	0	3500	13	2	6700/3200'	3-21/11-29	No	40	6	6	No	Yes	H,FT	Yes	Yes	Yes	Yes
Ernest A. Love Field	135	186	9	275000	325	3	7616'	03R/21L	Yes	20	2 lots	125	Yes	No	T	Yes	Yes	Yes	Yes
Phoenix Goodyear Airport	22	147	0	105471	209	1	8500'	3/21	Yes	29	32	32	Yes	No	T,BS,H	Yes	Yes	Yes	Yes
Scottsdale Airport	185	65	18	202681	452	1	8249'	3/21	Yes	22	153	153	Yes	Yes	T,H,B	Yes	Yes	Yes	Yes
Show Low Regional	106	8	29	24296	62	2	7200/3940'	6/24,3/21	No	63	213	213	No	No	T,BS,H,FT	Yes	Yes	Yes	Yes
Grand Canyon Bar Ten	0	0	0	2000 ac/15000 p	0	1	4280	121	No	0	0	0	Yes	No	T,BS,B,FT	No	No	No	
Douglas Municipal	10	10	13	365	22	1	5270'	3/21	No		15	15	Yes	Yes	BS	Yes	No	Yes	Yes
Cottonwood Municipal	80	16	4	20000	47	1	4250'	14-32	No		66	66	Yes	No	BS, H	Yes	Yes	Yes	Yes
Bisbee Municipal Airport	28	10	2	4148	33	2	5900/2900'	17/35, 20/02	No	20	1	10	No	No	No	Yes	Yes	Yes	Yes
Colorado City Airport	15	8	1	4600	6	4	6300/5100'	2/21,1/29	No	15	10	10	Yes	No	No	Yes	Yes	Yes	Yes
Page Municipal	0	20	22	17885	62	2	5950/2200'	15/33,7/25	No	3	3	177	Yes	No	T,BS,B,FT	Yes	Yes	Yes	Yes
Kayenta Township Airport	4	0	0	800	2	1	7140'		No	4			Yes	Yes	BS	Yes	No	Yes	Yes
Bagdad Airport	10			5000	3	1	4552'	5/23	No	10	5	5	No	No	No	No	No	Yes	No
Seligman Airport	16			6000	0	1	4800'	4/22	No	16	5	5	No	No	No	No	No	Yes	No
Taylor Municipal	24	5	1	600	7	1	7200'	3/21	No	24	30	30	Yes	No	T,H,FT	Yes	Yes	Yes	Yes
Sierra Vista Municipal Airport	42	1		115000	65	3			Yes	15	3	110	Yes	No	T,H	Yes	Yes	Yes	Yes
Flagstaff Pulliam Airport	60	104	9	50253	135	1	7000'	3/21	Yes	40	4	450	Yes	Yes	T,BS,H,B,FT,R	Yes	Yes	Yes	Yes
Sun Valley Airport	25	0	0	1000	30	1	3700'	18/36	No	20			No	No	T,H,B,RC	Yes	Yes	Yes	Yes
U30 Temple Bar	12	0	0	0	0	1	3500'	18/36	No	12	0	0	No	No	No	No	No	No	
L25 Meadowview	0	0	0	0	0	1	2941'	1/19	No	0	0	0	No	No	No	No	No	No	
Laughlin/Bullhead International Airport	100	20	10	32748	60	1	7520'	16/34	Yes	75	100	100	Yes	Yes	T,BS	Yes	Yes	Yes	Yes
Rimrock		13		2000	22	1	2200'	5/23	No	10	0	0	No	No	No	No	No	No	
Phoenix Regional Airport	7	0	0	6000	4	1	5050'	3/21	No	3	0	0	No	No	No	No	No	No	
Schu Ranch	1			52	1	1	2200'	35/17	No				No	No	No	No	No	No	
High Mesa	0	0	3	2	3	1	3000'	E/W	No	1	0	2	No	No	No	No	No	No	
Johnson Stewart Co LLC			3				heliport		No			40	Yes	No	No	No	No	No	

* Taxi (T), Bus(BS), Highway, (H), Bicycle (B), Freight Truck (FT), Rail (R), Pipeline (P)

Volume II

Appendix J Title

Governor's Advisory Council on Aviation

Final Report
January 31, 2007

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

April 4, 2006
1:00 p.m.

Location: ADOT - Aeronautics Division
255 E. Osborn Road, Suite 101, Phoenix, AZ
Large Conference Room
Phoenix, AZ

AGENDA

- I. Opening Comments**
Stacy Howard
- II. FAA Guidelines and recommendations for Land Use Planning near airports – Tony Garcia, FAA Western Region**
- III. FAA Grant Assurances related to Land Use Planning and Obstruction Evaluation ~ Compliance Requirements ~ Enforcement Alternatives – Tony Garcia, FAA Western Region**
- IV. Arizona DOT Aeronautics Grant Assurances related to Land Use Planning and Obstruction Evaluation ~ Compliance Requirements ~ Enforcement Alternatives -?**
- V. Coordination between FAA and local and state officials and agencies**
- VI. Other states' airport protection laws and provisions**
- VII. Call to the audience ***
- VIII. Scheduling of Next Meeting**
Stacy Howard
- IX. Adjournment**
Stacy Howard

* There will be a maximum of three minutes per person to speak. The total time for this agenda item will be limited, based on available time at the end of the meeting.

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by calling Carole Glenn at (602) 294-9144. Requests should be made as soon as possible to allow time to arrange for the accommodation.

EXHIBIT C

Sponsor Assurances

Upon acceptance of the grant offer by the Sponsor, these assurances will become a part of this Agreement. The Sponsor hereby covenants and agrees with the State as follows:

General

- 1) That the Project is consistent with plans (existing at the time of approval of the Project) of political jurisdictions authorized by the State to plan for the development of the area surrounding the Airport and has given fair consideration to the interest of communities in or near where the Project is to be located. In making a decision to undertake any airport development Project under this Agreement the Sponsor insures that it has undertaken reasonable consultation with affected parties using the Airport at which the Project is proposed. All appropriate development standards of FAA Advisory Circulars, Orders or Federal Aviation Regulations shall be complied with.
- 2) That these covenants shall become effective upon execution of this Agreement for the Project or any portion thereof, made by the State and shall remain in full force and effect throughout the useful life of the facilities or the planning project's duration developed under the grant, but in any event, not to exceed twenty (20) years from the date of acceptance of the grant offer by the Sponsor. The useful life of a Planning Grant is considered to be the period from acceptance of the grant offer by the Sponsor until the grant is closed by the State.
- 3) The Sponsor certifies in this Agreement that it is a political subdivision of the State and is the public agency with control over a public-use Airport and/or on behalf of the possible future development of an Airport and is eligible to receive grant funds for the development or possible development of an Airport under its jurisdiction.
- 4) The Sponsor further agrees it holds good title, satisfactory to the State, to the landing area of the Airport or site thereof, or will give assurance satisfactory to the State that good title will be acquired.
- 5) The Sponsor agrees that it has sufficient funds available for that portion of the project costs which are not to be paid by the State (or the United States).
- 6) The Sponsor agrees to provide and maintain competent supervision to complete the Project in conformance with this Agreement.
- 7) Preserving Rights and Powers: The Sponsor agrees it shall not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions and assurances in this Agreement without written permission from the State, and shall act promptly to acquire, extinguish or modify any outstanding rights or claims of right by others which would interfere with such performance by the Sponsor. This will be done in a manner acceptable to the State.

The Sponsor shall not sell, lease, encumber or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A, Airport Property Map, to this application, or to that portion of the property upon which State funds have been expended, for the duration of the terms, conditions and assurances in this Agreement without approval by the State. If the transferee is found by the State to be eligible under Title 49, United States Code, to assume the obligations of this Agreement and to have the power, authority and financial resources to carry out such obligations, the Sponsor shall insert in the contract or document transferring or disposing of Sponsor's interest and make binding upon the transferee all the terms, conditions and assurances contained in this Agreement.

- 8) **Public Hearings:** In Projects involving the location of an Airport, an airport runway or a major runway extension, the Sponsor has afforded the opportunity for public hearings for the purpose of considering the economic, social and environmental impacts of the Airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the State, submit a copy of such hearings to the State.

Financial

The Sponsor shall establish and maintain for each Project governed by this Agreement, an adequate accounting record to allow State personnel to determine all funds received (including funds of the Sponsor and funds received from the United States or other sources) and to determine the eligibility of all incurred costs of the Project. The Sponsor shall segregate and group project costs in the following costs classifications:

- 1) Planning costs (as applicable), including consulting services.
- 2) Sponsor administrative costs directly associated with this Project (calculated as not to exceed 5% of project costs).
- 3) Costs of force account contribution (if applicable).
- 4) Other/Contingencies (typically not to exceed approximately 10% of construction costs).

Record Keeping

The Sponsor shall maintain accurate records of all labor, equipment and materials used in this Project and that upon reasonable notice, shall make available to the State, or any of their authorized representatives, for the purpose of audit and examination all records, books, papers or documents of the recipient relating to work performed under this Agreement. For airport development Projects, make the Airport and all airport records and documents affecting the Airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the State upon reasonable request.

Airport Reporting Based Aircraft Reporting

That it will furnish to the State on a quarterly basis, a current listing of all based aircraft on the Airport.

FAA Notice of Proposed Construction

The Sponsor agrees to submit an FAA Form 7460-1, Notice of Proposed Construction or Alteration before construction, installation or alteration of any Project under this Agreement that falls under the requirements of Subpart B to Part 77, Objects Affecting Navigable Airspace.

Airport Layout Plan

- 1) The Sponsor shall maintain a current Airport Layout Plan (ALP) of the Airport, which shows building areas and landing areas, indicating present and planned development and to furnish ADOT an updated ALP of the Airport as changes are made. If the planning performed under this Agreement directs a change in on-airport land use to a non-aeronautical land use or a change in the Airport Reference Code, that change must be approved by FAA and ADOT Aeronautics and will require a new/updated Airport Layout Plan forwarded for re-validation/approval.
- 2) The Sponsor shall be required to prepare an ALP for update or revalidation in accordance with current FAA and ADOT Aeronautics Division standard guidelines. The ALP will indicate any deviations from FAA design standards as outlined in current FAA Advisory Circulars, orders or regulations. A copy of the ALP in electronic format shall be forwarded to the Aeronautics Division after authentication by FAA or the ADOT Aeronautics Division.
- 3) The Sponsor shall assure that any and all changes to the Airport property boundaries, together with any off-site areas owned or controlled by the Sponsor and which support the Airport or its operations, are recorded on the ALP and on the Airport Property Map.
- 4) If a change or alteration is made at the Airport which the State determines adversely affects the safety, utility or efficiency of the Airport, or any State funded property on or off Airport which is not in conformity with the ALP as approved by the State, the Sponsor will, if requested by the State, eliminate such adverse affect in a manner approved by the State.

Immediate Vicinity Land Use Restriction

To restrict the use of land, adjacent to or in the immediate vicinity of the Airport, to activities and purposes compatible with normal Airport operations and to take appropriate action including the adoption of appropriate zoning laws. In addition, if the Project is for noise compatibility or to protect the 14 CFR Part 77 imaginary surfaces of the Airport, the Sponsor will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the Airport, of the noise compatibility program measures or the imaginary surfaces of the Airport upon which State funds have been expended.

Airport Operation

- 1) The Sponsor shall promote safe airport operations by clearing and protecting the approaches to the Airport by removing, lowering, relocating, marking and/or lighting existing airport hazards and to prevent, to the extent possible, establishment or creation of future airport hazards. The Sponsor shall take appropriate action to assure such terminal airspace as is required to protect instrument and visual operations to the Airport (including established minimum flight altitudes) will be adequately cleared and protected by preventing the establishment or creation of future airport hazards. The Sponsor shall promptly notify airmen of any condition affecting aeronautical use of the Airport.
- 2) The Sponsor further agrees to operate the Airport for the use and benefit of the public and to keep the Airport open to all types, kinds and classes of aeronautical use without discrimination between such types, kinds and classes; provided that the Sponsor shall establish such fair, equal and nondiscriminatory conditions to be met by all users of the Airport as may be necessary for the safe and efficient operation of the Airport; and provided further, that the Sponsor may prohibit any given type, kind or class of aeronautical use of the Airport

if such use would create unsafe conditions, interfere with normal operation of aircraft, or cause damage or lead to the deterioration of the runway or other Airport facilities.

- 3) In any agreement, contract, lease or other arrangement under which a right or privilege at the Airport is granted to any person, firm or corporation to conduct or engage in any aeronautical activity for furnishing services to the public at the Airport, the Sponsor shall insert and enforce provisions requiring said person, firm or corporation:
 - a) to furnish services on a reasonable and not unjustly discriminatory basis to all users thereof and charge reasonable and not unjustly discriminatory prices for each unit or service;
 - b) and be allowed to make reasonable and nondiscriminatory discounts, rebates or similar types of price reductions to volume purchasers;
 - c) each Fixed Based Operator (FBO) and Air Carrier at the Airport shall be subject to the same rates, fees, rentals and other charges as are uniformly applicable to all other FBOs and Air Carriers making the same or similar uses of the Airport and utilizing the same or similar facilities;
 - d) each Air Carrier using such Airport shall have the right to service itself or to use any FBO that is authorized or permitted by the Airport to serve any Air Carrier at the Airport.
 - 4) The Sponsor shall not exercise or grant any right or privilege which operates to prevent any person, firm or corporation operating aircraft on the Airport from performing any services on its own aircraft with its own employees (including but not limited to maintenance, repair and fueling) that it may choose to perform. In the event the Sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by a commercial aeronautical operator authorized by the Sponsor under these provisions.
 - 5) The Sponsor shall suitably operate and maintain the Airport and all facilities thereon or connected therewith which are necessary for Airport purposes and to prohibit any activity thereon which would interfere with its use for aeronautical purposes and to operate essential facilities, including night lighting systems, when installed, in such manner as to assure their availability to all users of the Airport; provided that nothing contained herein shall be construed to require that the Airport be operated and maintained for aeronautical uses during temporary periods when snow, flood or other climatic conditions interfere substantially with such operation and maintenance.
 - 6) The Sponsor shall not permit an exclusive right for the use of the Airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, providing services at an Airport by a single FBO shall not be construed as an “exclusive right” if:
 - a) it would be unreasonably costly, burdensome or impractical for more than one FBO; and
 - b) if allowing more than one FBO to provide such services would require a reduction of space leased pursuant to an existing agreement between a single FBO and the Airport.
- Note: Aeronautical activities that are covered by this paragraph include, but are not limited to: charter flights, pilot training, aircraft rental, sightseeing, air carrier operations, aircraft sales and services, aerial photography, agricultural spraying, aerial advertising and surveying, sale of aviation petroleum products whether or not conducted in conjunction with any other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity.
- 7) The Sponsor shall terminate any exclusive right to conduct an aeronautical activity now existing at the Airport before any grant of any assistance from the State. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the Airport is used as an Airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with State funds.

- 8) Airport Pavement Preservation Program: The Sponsor certifies that they have implemented an effective pavement preservation management program at the Airport for the replacement, reconstruction or maintenance of pavement at the Airport. The Sponsor assures that it shall use this program for the useful life of the pavement constructed, reconstructed or repaired with financial assistance from the State and provide such reports on pavement condition and pavement management programs as may be required by the State.

Sponsor Transactions

The Sponsor shall refrain from entering into any transaction which would deprive the Sponsor of any of the rights and powers necessary to perform any or all of the covenants made herein, unless by such transaction the obligation to perform all such covenants is assumed by another public agency eligible to assume such obligations and having the power, authority and financial resources to carry out such obligations; and, if an arrangement is made for management or operation of the Airport by an agency or person other than the Sponsor, the Sponsor shall reserve sufficient powers and authority to insure that the Airport will be operated and maintained in accordance with these covenants or insure that such an arrangement also requires compliance therewith.

Airport Revenues

The Sponsor shall maintain a fee and rental structure for the facilities and services at the Airport which will make the Airport as self-sustaining as possible under the circumstances existing at the particular Airport, taking into account such factors as the volume of traffic and economy of collection. All revenues generated by the Airport (and any local taxes established after Dec 30, 1987), will be expended by it for the capital or operating costs of the Airport; the local airport system; or the local facilities which are owned or operated by the owner or operator of the Airport and which are directly or substantially related to the actual air transportation of passengers or property, on or off the Airport.

Disposal of Land

- 1) For land purchased under a grant for airport development purposes (it is needed for aeronautical purposes, including runway protection zones, or serve as noise buffer land; and revenue from the interim use of the land contributed to the financial self-sufficiency of the Airport), the Sponsor shall apply to the State and FAA for permission to dispose of such land. If agreed to by the State and/or FAA, the Sponsor shall dispose of such land at fair market value and make available to the State and FAA an amount that is proportionate to the State and FAA's share of the cost of the land acquisition. That portion of the proceeds of such disposition, which is proportionate to the share of the cost of acquisition of such land, shall be (a) reinvested in another eligible airport development Project or Projects approved by the State and FAA or (b) be deposited to the Aviation Trust Fund if no eligible Project exists.
- 2) Disposition of such land shall be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes, which are compatible with noise levels associated with operation of the Airport.

Planning Agreements

- 1) The Sponsor agrees to provide and maintain competent supervision to complete the Project in conformance with Exhibit A of this Agreement.
- 2) The Sponsor shall include in all published material in connection with the planning Project a notice that the material was prepared under a grant provided by the Arizona Department of Transportation, Aeronautics Division. The terms, conditions and assurances shall remain in effect until grant closure. The Sponsor shall give the State unrestricted authority to publish, disclose, distribute and otherwise use any of the material prepared in connection with this grant.
- 3) The Sponsor shall submit to the State, for review and approval, a copy of the request for proposals used in the selection of a consultant(s) prior to the award of the contract.

- 4) The Sponsor shall make planning material available for examination by the public and agrees that no material prepared with funds under this Project shall be subject to copyright in the State of Arizona. That approval of this Project grant or approval of the planning material developed as a part of this grant does not constitute or imply assurance or commitment on the part of the State to approve pending or future application for a State grant or funding.
- 5) The Sponsor shall appoint a Planning Advisory Committee (PAC) for this Project, which will have the opportunity to furnish information, and review the plan as it is developed. Members of the PAC shall be as deemed appropriate to address the special issues of the Project, except that at least one member shall be a non-aviation citizen of the area, and one shall be a representative of the ADOT, Aeronautics Division (ADOT). An invitation will be given to the affected military installations to participate on the Planning Advisory Committee.
- 6) The Sponsor shall hold a minimum of three meetings throughout the Project development, including a minimum of two meetings between the Sponsor, the consultant, and the PAC. A minimum of one public meeting shall be held during the planning process. The Sponsor may not accomplish the final acceptance of the plan until ADOT Aeronautics has reviewed and approved the work performed.
- 7) If the planning performed under this Agreement covers an existing or future airport not located on properties owned or leased by the Sponsor, the Sponsor agrees to obtain full control of the property for a period of not less than twenty (20) years. All changes to Airport ownership or to any Airport lease shall be approved by the State.
- 8) The Sponsor shall grant the State the right to review and approve the Sponsor's employment of consultants and their subcontractors to do all or any part of the Projects in this Agreement.
- 9) At the completion of the Project, the Sponsor agrees to provide an electronic copy, in a format usable by ADOT Aeronautics of final plans, planning documents, and/or other published materials produced as a result of this planning Project.

Volume II

Appendix K Title

Governor's Advisory Council on Aviation

**Final Report
January 31, 2007**

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

DRAFT

Governor's Advisory Council on Aviation

Wednesday, June 28, 2006

10:00 a.m.

Location: Executive Tower Building, State Capitol
2nd Floor Conference Room
1700 West Washington
Phoenix, Arizona

- I. Opening Comments
Bonnie Allin, Chairperson
 - II. Review and Approval of the **?????** Meeting Minutes
Bonnie Allin
 - III. Sub-Council Reports
Bonnie Allin
 - A. Airport Capacity Committee Report
Barbara Harper and David Krietor, committee co-chairs
 - B. Land Use Committee Report
Stacy Howard, committee chair
 - IV. Discussion of the Status of the Aviation Trust Fund
Barclay Dick
 - V. Discussion of Council Extension
Bonnie Allin and Barclay Dick
 - VI. Call to the Audience
Bonnie Allin
 - VII. Scheduling of Next Meeting
Bonnie Allin
 - VIII. Adjournment
Bonnie Allin
-

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

June 28, 2006

10:30 a.m.

Location: Executive Tower Building, State Capital
1700 West Washington, 2nd Floor
Phoenix, AZ

MINUTES

Attending: Bonnie Allin, Mike Covalt, Barbara Harper, Stacy Howard, Barclay Dick, Michael Klein, Ronnie Lopez, John Miller (for C.A. Howlett), Robert Littlefield

Absent: Victor Mendez, John Mills, David Krietor, Richard Bethurem

Note: *Ronnie Lopez left mid-meeting*

I Opening Comments

Bonnie Allin opened the meeting at 10:35 am.

II Review and approval of the January 18, 2006 meeting minutes

Robert Littlefield motion for approval. Barbara Harper second. Unanimously approved.

III Sub Council Reports

Airport Capacity –

Have not received all the surveys back.

Progress for wind farms – Dr. Tom Acker – Dir of Substantial Energy Solutions would be able to provide presentation on turbin towers. Dept of Defense is currently studying wind turbins and how they interfere with defense. FAA is putting applications for wind farms on hold for now.

Land Use –

Grant assurances from FAA do contain land use planning element.

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

FAA in Washington DC is handling all grant enforcement.

Part 77 Airspace Obstruction Evaluation process permits FAA to object to tall structures, but the airports bear the burden.

Ray Boucher is mailing out OE notices to airports. All airports should be monitoring on their own.

AAAE has worked to make it more difficult for FAA to conduct an enforcement action. Movement afoot to force the agency to go through further process to withhold discretionary dollars for airport in non-compliance. *Bonnie Allin corrected information provided by Tony Garcia from the FAA. The AAAE is representing the airport operators in stopping arbitrary actions on airports which do not follow published rules and guidance.*

If the state wants to be more proactive, the FAA can't help. FAA only occasionally writes letters regarding compatible use issues.

Recommended work plan for the Committee – committee members have received copies of land use statutes that exist in other states and will continue review of these statutes in Arizona and bring them before the full committee for comments and recommendations. Also, large tracts of lands surrounding airports are owned by the State of Arizona. Committee will meet with State Land Department concerning compatible land use at the time of land sales.

Part 77 processes has been rewritten. FAA has not been helpful to airports regarding Land Use.

IV Discussion of Arizona's Aviation Funding

Aeronautics presentation -

Barclay Dick provided a presentation regarding the Aviation Fund. There is a misperception that the Aeronautics Division is allowing the cash balance of the fund to grow along with the misperception that to reduce the fund balance, the Aeronautics Division needs to either issue more or larger grants to airports.

The growth of the cash balance can be misleading. To reduce the cash balance of the Aviation Fund, we don't need to issue more or larger grants to airports; we need to get airports to complete their grant-funded projects more expeditiously.

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Even if there is success in finding processes and procedures that permit the more expedient expenditure of grant funds, Aeronautics will still be constrained by the Legislative appropriation process. To reduce the cash balance in the Aviation Fund, the Legislature has to appropriate a bigger budget.

Council can recommend that the Legislature look at what is reflected in the cash balance or a constitutional amendment or an aviation trust fund.

Arizona Airports Association presentation -

Arizona Airports Association – Dennis Wiss, Second Vice President – Jeff Tripp
AZAA

AZAA would like to propose the following items for consideration:

1. Work with State Financial Division to establish an accounting system similar to the State Highway Fund.
2. Create a check register
3. Petition the Transportation Board to allow Aeronautics Director the autonomy to approve multiple grants up to a certain amount
4. Support increased funding for the Grand Canyon Airport
5. Explore a constitutional amendment to safeguard the Aviation Fund
6. Increase ADOT Aeronautics personnel staffing to assist in the administration of grants and programs
7. Increase the annual Pavement Maintenance Management program funding from \$3 to \$4 million annually and to increase the scope of the projects covered under the PMMP
8. Institution of a state wide bi annual or tri annual airport striping and marking program
9. Revise the per airport cap from 10% of the total aviation fund to 10% of the anticipated per year Fund revenues
10. Institute a state wide program wherein Aeronautics would develop and administer a program to contract the inspections and maintenance of the Automated Weather Observing Systems (AWOS) at the various airports throughout the state
11. Develop and administer a program to provide mobile ARFF training to the airports in compliance with FAR Part 193
12. Expand ADOT Loan Program
13. Work with the FAA to develop a program wherein the State would fund project designs in anticipation of Federal project funding thus eliminating the delay between design and construction when a project is wholly Federally funded

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

14. Institute a program wherein grant funds awarded to airports but where no activity has occurred or less than 50% of the grant funds have been spent within three or four years, would be returned to the State with a Memorandum of Understanding, or similar, that the funds returned to the State would be reallocated to the Airport/City when needed

Discussion of Finance Committee –

Bonnie Allin, Stacy Howard and Mike Covalt will be on the finance subcommittee. Question as to whether the council has the power to vote since there is no longer a quorum present due to Mr. Lopez absence. Aeronautics staff will question the Governor's office as to voting rules without a quorum.

V Discussion of the Council Extension

Barclay's staff will check on formal mechanism of asking for an extension on the Council. Also ask about an optional way of voting.

VI Call to the Audience

Michael Rossi – discussed perceptions on the Aviation Fund. Recommend uniform accounting system for fund (show complete picture of fund). Readily understandable format that comes out on a regular basis.

VII Scheduling of Next Meeting

September 20, 2006 – Phoenix – 10:30 am – Executive Tower – ***meeting was scheduled at 1:30 due to reservation for room.***

VIII Adjournment

Bonnie Allin closed the meeting at 12:13 pm. Bonnie Allin motion to adjourn. Stacy Howard second. Unanimously approved.

**SUMMARY OF LAND USE COMMITTEE REPORT TO
GOVERNOR'S ADVISORY COUNCIL ON AVIATION
June 28, 2006**

Land Use Committee met with Tony Garcia from Federal Aviation Administration Airports District Office, Los Angeles, at ADOT Aeronautics Office in April. Tony enlightened the committee about the FAA's role in compatible land use planning for airports receiving federal funds.

- Grant assurances require airports to use their police power to preserve compatible land use.
- FAA makes programs available under Part 150 Noise and Master Plan study process.
- FAA provides tools and encouragement.
- There exists a general disconnect between government offices planning department versus airport department.
- Good land use plans can be easily undermined by the same local authorities who created them.
- FAA Washington DC office is now handling all grant enforcement, not regional offices, and must provide extensive due process, making enforcement very rare.
 - Sanctions not generally imposed
 - No template for repaying grants
 - If non-compliance results in unsafe conditions civil penalties may apply
- Part 77 Airspace Obstruction Evaluation process permits FAA to object to tall structures, but the airport bears the burden
 - Local authority often ignorant of Part 77 requirements
 - Another branch of FAA mitigates affects
 - Airport sponsor must get on the review list for routing all permit requests
- American Association of Airport Executives has worked to make it more difficult for FAA to conduct an enforcement action.
- Movement afoot to force the agency to go through further process to withhold discretionary dollars for airport in non-compliance.
- **If the state wants to be more proactive, FAA is of no help.**
- FAA only occasionally writes letters regarding compatible use issues.

Recommended work plan for the Committee:

- Committee members have received copies of land use statutes that exist in other states and will continue review of these statutes for applicability and desirability in Arizona and bring them before the full committee for comments and recommendations.
- Large tracts of lands surrounding airports are owned by the State of Arizona. Committee will meet with State Land Department concerning compatible land use at the time of land sales.

Governor's Advisory Council on Aviation
Wednesday, June 28, 2006

State Aviation Fund

Ever since the return of 100% of the Flight Property Tax revenue to the State Aviation Fund, there seems to have been a misperception that the Aeronautics Division is allowing the cash balance of the fund to grow. The concern is the growing fund balance may, once again, attract the attention of the Legislature who, during a difficult budget season, may either take some portion of the balance for other than aeronautical uses, and/or, may reduce the flow of revenue into the fund by diverting some of that revenue to the General Fund.

Due to this primary misperception, there is a second misperception that, to reduce the fund balance, the Aeronautics Division needs to either issue more or larger grants to airports.

As of May 31, 2006, the cash balance in the fund was \$25.94 million. A year ago, the balance was \$15.11 million.

For Fiscal Year 2006, as of May 31, the Aeronautics Division had issued \$20.26 million in grants. Last year, only \$11.29 million in grants had been issued.

As of May 31, expenses paid from the Aviation Fund were \$19.54 million. The previous year we had paid only \$9.15 million.

So, despite the fact that we have increased the value of the grants issued by \$9 million this year; and despite the fact that expenses increased by \$10.4 million this year, the cash balance in the State Aviation Fund has grown by \$10.8 million.

It's likely the balance in the Aviation Fund at the beginning of the new fiscal year, July 1, will be in the \$25 million neighborhood. We're projecting additional fund revenue of \$22.98 million during the year. The legislature has approved and the governor has signed a budget that appropriates \$23.2 million from the fund: \$2.06 million for the expenses of the Aeronautics Division, including the operation of the Grand Canyon National Park Airport; \$2.5 million to replace employee housing at the Grand Canyon Airport; \$18.44 million for grants, loans and the pavement maintenance program; and, and \$200,000 for a Civil Air Patrol facility at the Glendale Airport.

With a beginning balance of approximately \$25 million; additional revenue of approximately \$23 million; and appropriated expenses of \$23.2 million, the trust fund cash balance could again be \$25 million at the end of FY'07.

Grant Obligations

The growth of the cash balance can be misleading. At first blush, it would seem to suggest there is more money in the fund than the state's airports need. That is far from the truth.

As of May 31, the value of the grants obligated by the Aeronautics Division was \$78.34 million. Of that, \$35.14 million had been reimbursed, leaving a "balance due" of \$43.2 million.

If every airport completed all of its grant projects work and asked for reimbursement within the next 30 days, or even by the end of the calendar year, the fund would be bankrupted. But, very few grant projects are completed within a year. In fact, as of May 31, there were 117 grants that were 3-years old or older. We have one grant that's 8-years old.

To reduce the cash balance of the Aviation Fund, we don't need to issue more or larger grants to airports, we need to get airports to complete their grant-funded projects more expeditiously. Some grants traditionally take a long time to close. Land acquisition grants are most notorious for that. But, there is little reason for a grant to become 8-years old. The Aeronautics staff is working with airports and their consultants to get grants closed out. We're working with an Arizona Airports Association committee to find ways to get grant work completed expeditiously in order to spend down the fund's cash balance.

But, even if we're successful in finding processes and procedures that permit the more expedient expenditure of grant funds, we'll continue to be constrained by the legislative appropriation process. If we're to reduce the cash balance in the Aviation Fund, the legislature has to appropriate a bigger budget.

Airports' Needs

Last week, the State Transportation Board accepted our 5-year Airport Capital Improvement Program. Per that program, in Fiscal Year 2007, the state's public airports have \$328.19 million in capital needs. Of that, the federal share would be \$282.26 million; the state share would be \$30.74 million; and, the local share would be \$15.19 million.

Historically, Arizona's airports have never received more than \$90 million in federal funds in any year. It's likely that, during the next fiscal year, Arizona's airports will get something between \$60 and \$80 million in federal funding. The state's matching share of that will be \$1.5 to \$2 million, as will the sponsors' share.

The state will fund another \$16.8 million in state and local grants, with the sponsors' share being \$1.68 million

Thus, at best, only \$84 million of that \$328.19 million capital improvement need will be met by the FAA, ADOT and the local sponsors.

For the 5-year program, the state's airports have listed a \$1.6 billion need. ADOT's share of that would be \$194 million. If we continue to have a revenue stream of approximately \$23 - \$25 million flowing into the Aviation Fund annually, we'll still fall about \$70 million short of being able to fund our share of that need.

Clearly, the state's airports' needs exceed available funding.

That being the case, the Bush administration's continuing efforts to reduce the level of Airport Improvement Program funding is of considerable concern. Again this year, the Administration proposed a 22% reduction in the AIP funding. So far, thanks to the lobbying efforts of AOPA, AAAE, ACI-NA, and NASAO, it looks like Congress will provide full funding of the program again. However, we should anticipate that as the war continues, each year will bring increased budget pressures. Eventually, Congress will have to bite the bullet and AIP will ultimately be funded at a reduced level. Thus, airports will become more dependent upon state funding for safety and capacity improvements. Any reduction in federal funding will increase the state's responsibility for safety and capacity improvements at our airports. The concern then becomes whether or not the state can make up the lost federal funding.

In an effort to present a more accurate picture of the Trust Fund to our elected officials and to prevent another sweep, AzAA would like to propose the following items for consideration:

1. Work with the State Financial Division to establish an accounting system similar to the State Highway Fund wherein obligated and encumbered funds are “deducted” from the outstanding balance of the Fund;

We have spoken with the ADOT Finance Director and don't believe an accounting system change is the resolution to the concern. State Highway Fund monies are constitutionally protected from action by the legislature. State Aviation Fund monies are not. A change to the accounting system will not change that. To protect State Aviation Fund monies from legislative tampering, an amendment to the state constitution would have to be accepted by the electorate.

2. Create, if it doesn't already exist, a “check register” showing the beginning balance in the Fund, the outstanding checks, ie the outstanding State and State/Federal grants, and an ending balance as well as the payments due in the form of grant funding requested beyond the outstanding grants;

Such a “check register” system may not resolve the concern about legislative tampering with State Aviation Fund monies. The legislature can check on the balance in the fund a variety of ways. None of those checks will indicate to them what portion of the fund has been obligated to the state's airports. If the legislature asks for the obligation information, we can provide it to them. But, that information is no guarantee that they won't amend the flow of revenue into the fund in the future.

3. Petition the Transportation Board to allow the Aeronautics Director the autonomy to approve multiple grants up to a certain amount, say \$20 million, without Transportation Board approval. The amount to be approved could be tied to the annual State ACIP. Appropriations beyond the set amount would still need Board approval;

While this might facilitate the operation of the Aeronautics Division and the issuing of grants, it may not be a realistic request. This year the legislature has appropriated more than \$20 million for the Division to administer. The proposal would mean the State Transportation Board would have no control over the majority of the Aviation Fund. I don't know if they would want to give that up and I don't know if it's a good idea for the Division to have so much discretion. Ultimately it could lead to funding inequities for the state's airports.

4. Support increased funding for the Grand Canyon Airport with aid from the Governor's Advisory Council;

We have responded to this recommendation in a separate presentation. We appreciate the advocacy of the Grand Canyon Airport by the Arizona Airports Association.

5. Explore a constitutional amendment to safeguard the Aviation Fund, as is done for the Highway Fund and similar to what is done in California, so that the Legislature would not be allowed to redirect the Flight Property Taxes from the Fund so long as there are outstanding obligations to the Fund and the respective airports;

This action would help protect the State Aviation Fund from legislative tampering. We suggest that, should such a constitutional amendment be pursued, that it not have the limitation of “so long as there are outstanding obligations to the Fund,” but protect the fund into perpetuity.

6. Increase ADOT Aeronautics personnel staffing to assist in the administration of Aeronautics grants and programs using Fund monies to compensate this person(s);

A few more staff, and the ability to pay staff competitive wages, would better enable us to do all that needs to be done. An “airport engineer” position would be a great asset. We appreciate the advocacy of the Division being provided by AzAA.

7. Increase the annual Pavement Maintenance Management Program funding from \$3 to \$4 million annually and increase the scope of the projects covered under the PMMP;

Generally, we concur with this recommendation. The Pavement Maintenance program has been quite successful and is of significant benefit to the state’s airports. Our single caveat is that it appears some airports may have reduced their own pavement maintenance programs, becoming increasingly dependent upon the state to maintain their airfield pavements. The program we offer is not intended to supplant an airport’s pavement maintenance program but, rather, to compliment it.

8. Somewhat related to the PMMP would be the institution of a state-wide bi-annual or tri-annual airport striping and marking program sponsored by and administered by Aeronautics and funded by the Aviation Fund. Like the PMMP, certain airports across the state would be selected for pavement markings and striping on a rotating year basis;

Replacement of pavement markings obliterated by state-sponsored pavement maintenance projects should be a specification of each project. We do think providing an airport striping and marking program for runways, taxiways and aircraft parking aprons may be a beneficial use of Aviation Fund monies and we will explore this possibility.

9. Revise the per-airport cap from 10% of the total aviation fund to 10% of the anticipated per-year Fund revenues;

Presently, with a \$24 – 25 million balance in the fund and projected annual revenue of \$22 – 23 million, this recommendation could result in less annual funding for an airport. If the balance of the fund is spent down to some

minimum level, and if annual revenue remains at the present level or grows, this proposal may benefit airports.

10. Institute a state-wide program wherein Aeronautics would develop and administer a program to contract the inspections and maintenance of the Automated Weather Observing Systems (AWOS) at the various airports throughout the state;

We are currently studying the implementation of a coordinated state-wide system of AWOS stations. We can investigate the maintenance of those stations included in the system.

11. Develop and administer a program to provide mobile ARFF training to the State's airports in compliance with FAR Part 139 criteria until such time as a regional ARFF training facility is constructed within the State;

This recommendation has been explored during the previous presentation about ARFF training. If a regional training facility for the state isn't developed, a mobile trainer may be particularly advantageous to the state's smaller airports.

12. Expand the ADOT Loan Program;

For FY'07, we are budgeting to increase the loan program from \$4 million to \$6 million. However, if interest in loans is low and if the need for grants is high, we won't keep loan money set aside instead of using it for grants for high priority projects.

13. Work with the FAA to develop a program wherein the State would fund project designs in anticipation of Federal project funding thus eliminating the delay between design and construction when a project is wholly Federally funded;

In consideration of the FAA's move to "based on bids" grants, we have already begun issuing "design-only" grants.

14. Institute a program wherein grant funds awarded to airports but where no activity has occurred, or less than 50% of the grant funds have been spent within three or four years, would be returned to the State with a Memorandum of Understanding, or similar, that the funds returned to the State would be reallocated to the Airport/City when needed.

We will increasingly monitor the status of grants and aggressively pursue the closure of inactive grants so remaining funds become available for improvements at airports. We have some reluctance to enter into an MOU or similar agreement assuring that funds not used by an airport will be reserved for use by that airport at a later date. Such agreements might keep valuable funds out of circulation, allowing the fund balance to grow, and would prevent those funds from being available to other airports with higher priority-rated projects.

Volume II

Appendix L Title

Governor's Advisory Council on Aviation

**Final Report
January 31, 2007**

**Governor's Advisory Council on Aviation
Finance Advisory Committee**

Wednesday, September 20, 2006

**ADOT Aeronautics Division Conference Room
255 East Osborn Road, Phoenix, AZ**

- I. Call to Order**
Bonnie Allin
- II. Introductions**
Bonnie Allin
- III. Procedural Discussion**
Bonnie Allin
- IV. Discussion on Financial Chapter of Final Report**
Bonnie Allin
- V. Review of State Aviation Fund Presentation at the June GACA Meeting**
Barclay Dick
- VI. Review of AzAA Recommendations for the State Aviation Fund**
Mike Covalt
- VII. New Business**
Bonnie Allin
- VIII. Scheduling of Next Meeting**
Bonnie Allin

Airport Operations Comparisons

Airport	05 Enplanements	FY'06 Ops Budget	FTEs	Cost/PAX	FTE/PAX
PHF Newport News/Williamsburg Int'l, VA	500,000	\$ 6,500,000.00	80	\$ 13.00	1/6,250
MLI Quad City International, Moline, IL	432,088	\$ 9,920,400.00	63	\$ 22.96	1/6,859
HRL Valley International, Harlingen, TX	438,874	\$ 4,494,468.00	38(1)	\$ 10.24	1/11,549
FAI Fairbanks International, AK	460,000	\$ 12,000,000.00	100	\$ 26.09	1/4,600
AMA Rick Husband Amarillo International, TX	444,886	\$ 8,062,000.00	50	\$ 18.12	1/8,898
SBA Santa Barbara Municipal, CA	431,160	\$ 9,570,715.00	52(1)	\$ 22.20	1/8,292
MAF Midland International, TX	446,937	\$ 4,491,966.00	32	\$ 10.05	1/13,967
GRB Austin Straubel International, Green Bay, WI	433,183	\$ 9,940,893.00	28	\$ 22.95	1/15,471
SBN South Bend Regional, IN	350,000	\$ 7,000,000.00	58	\$ 20.00	1/6,034
BIL Billings Logan International, MT	418,181	\$ 5,227,000.00	53	\$ 12.50	1/7,890
JNU Juneau International, AK	385,000	\$ 4,100,000.00	20(10)	\$ 10.65	1/19,250
BTR Baton Rouge Metropolitan, LA	523,417	\$ 9,982,420.00	90	\$ 19.07	1/5,861
GCN Grand Canyon National Park Airport, AZ	385,920	\$ 1,000,800.00	14	\$ 2.59	1/27,566
BGR Bangor International, ME	480,605	\$ 11,100,000.00	81(7)	\$ 23.10	1/5,933
SGF Springfield-Branson Regional, MO	444,000	\$ 8,700,000.00	75	\$ 19.59	1/5,920
EUG Mahlon Sweet Field, Eugene, OR	360,049	\$ 6,312,628.00	38	\$ 17.53	1/9,475
LAN Capital City, Lansing, MI	310,000	\$ 7,000,000.00	52	\$ 22.58	1/5,962
BZN Gallatin Field, Bozeman, MT	335,000	\$ 2,237,896.00	19(13)	\$ 6.68	1/17,632
DAB Daytona Beach International, FL	307,000	\$ 6,400,000.00	31(6)	\$ 20.85	1/9,903
ROA Roanoke Regional/Woodrum Field, VA	327,270	\$ 6,550,630.00	64	\$ 20.02	1/5,114
TOL Toledo Express, OH	215,000	\$ 5,000,000.00	36(9)	\$ 23.26	1/5,972
CRW Yeager, Charleston, WV	318,000	\$ 3,200,000.00	55	\$ 10.06	1/5,782
ATW Outagamie County Regional, WI	296,500	\$ 3,624,592.00	17	\$ 12.22	1/17,441
AVL Ashville Regional, NC	316,682	\$ 5,000,000.00	44	\$ 15.79	1/7,197
FAR Hector International, Fargo, ND	283,792	\$ 2,623,900.00	15(4)	\$ 9.25	1/18,919
MFR Rogue Valley International, Medford, OR	300,000	\$ 3,500,000.00	35	\$ 11.67	1/8,571
ACK Nantucket Memorial, MA	249,049	\$ 5,489,257.00	35(5)	\$ 22.04	1/7,116
RAP Rapid City Regional, SD	252,000	\$ 3,094,648.00	27	\$ 12.28	1/9,333
CHA Lovell Field, Chattanooga, TN	250,000	\$ 5,847,145.00	48	\$ 23.39	1/5,208
EVV Evansville Regional, IN	247,375	\$ 4,844,232.00	50(3)	\$ 19.58	1/4,948
MBS MBS International, Saginaw, MI	201,322	\$ 3,800,000.00	28	\$ 18.88	1/7,190
AZO Kalamazoo/Battle Creek International, MI	236,774	\$ 4,205,000.00	23.5(2)	\$ 17.76	1/10,075

LNK Lincoln, NE	203,000	\$ 5,900,000.00	52(11)	\$ 28.80	1/3,904
PSC Tri-Cities, Pasco, WA	250,000	\$ 3,600,000.00	24(8)	\$ 14.40	1/10,417
MGM Montgomery Regional, AL	204,896	\$ 3,076,000.00	51	\$ 15.01	1/4,018
TRI Tri-cities Regional TN/VA, TN	242,547	\$ 5,900,000.00	53(12)	\$ 24.33	1/4,576
Averages:	341,516	\$ 5,813,806.00	45	\$ 17.02	1/7,589

- (1) ARFF protection provided by the city fire dept.
- (2) airport contracts for ARFF protection and janitorial services
- (3) 10 part-time employees
- (4) ARFF protection provided by the National Guard
- (5) 13 part-time [seasonal] employees
- (6) ARFF and police protection provided by the city - 31 public safety FTEs
- (7) airport also hires 75 part-time and seasonal employees
- (8) the airport contracts for ARFF with the city and hires an additional 12 part-time workers
- (9) the budget for salaries and benefits for its 28 ARFF/maintenance employees is \$2.3 million
- (10) the airport contracts with the city for ARFF protection, for 4.5 FTEs; they hire an additional 6 seasonal FTEs for snow removal
- (11) ARFF protection is provided by the Air National Guard; also use 27 part-time employees
- (12) airport also employs 6 part-time employees; and, 15 "temporary" employees to work in the restaurant
- (13) salary and benefits budget for 19 FTEs is \$1,215,000

Arizona Airports	Enplanements*	Operating Budget**	FTEs	Cost/PAX	FTE/PAX
PRC Earnest A. Love Field, Prescott	7,014	\$ 1,078,209.00		\$ 153.72	
FLG Flagstaff Pulliam	38,872	\$ 2,017,674.00		\$ 51.91	
HII Lake Havasu City	9,432	\$ 823,105.00		\$ 87.27	
PGA Page Municipal	22,321	\$ 164,139.00		\$ 7.35	
PHX Phoenix Sky Harbor	19,336,099	\$ 142,981,385.00		\$ 7.39	
SOW Show Low Regional	4,895	\$ 350,084.00		\$ 71.52	
FHU Sierra Vista Municipal	88	\$ 1,263,333.00		\$ 14,356.00	
TUS Tucson International	1,863,790	\$ 25,787,734.00		\$ 13.84	
YUM Yuma International	63,426	\$ 1,442,608.00		\$ 22.74	

* 2004 enplanement statistics

** 2005 operational expense

scheduled service for only a brief period

Volume II

Appendix M Title

Governor's Advisory Council on Aviation

**Final Report
January 31, 2007**

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

September 20, 2006

1:30 p.m.

Location: Executive Tower Building, State Capital - 2nd Floor Conference Room
1700 West Washington, Phoenix, AZ

AGENDA

- I. Opening Comments**
Bonnie Allin, Chairperson

- II. Review and Approval of the June 28, 2006 meeting minutes**
Bonnie Allin

- III. Sub-Council Reports**
Bonnie Allin
 - A. Airport Capacity Committee Report**
Barbara Harper and David Krietor, Committee Co-Chairs

 - B. Land Use Committee Report**
Stacy Howard, Committee Chair

 - C. Finance Advisory Committee Report**
Bonnie Allin, Committee Chair

- IV. Report on Governor's Growth Initiative**
Deb Sydenham

- V. Report on ADOT's Multi-modal Transportation Study**
Dale Buskirk

- VI. Final Report discussion**
Bonnie Allin, Committee Chair

- VII. Call to Audience ***
Bonnie Allin

- VIII. Scheduling of Next Meeting**
Bonnie Allin

- IX. Adjournment**
Bonnie Allin

* There will be a maximum of three minutes per person to speak. The total time for this agenda item will be limited, based on available time at the end of the meeting.

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by calling Carole Glenn at (602) 294-9144. Requests should be made as soon as possible to allow time to arrange for the accommodation.

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

September 20, 2006

1:30 p.m.

Location: Executive Tower Building, State Capital
1700 West Washington, 2nd Floor
Phoenix, AZ

MINUTES

Attending: Bonnie Allin, Mike Covalt, Robert Littlefield, Mike Covalt, Victor Mendez, David Krietor, Stacy Howard

Absent: Richard Bethurem, CA Howlett, John Mills, Barbara Harper, Ronnie Lopez

I Opening Comments

Bonnie Allin opened the meeting at 1:38 pm. Quorum present

II Review and approval of the June 28, 2006 meeting minutes

Mike Covalt motion to approve. David Krietor second. Unanimously approved

III Report on Governor's Growth Initiative

Deb Syndenham provided an overview of the growth initiative. The Governor has convened a "Growth Cabinet" consisting of agency leads from the Departments of Transportation, State Lands, Water Resources, Environmental Quality, Game & Fish, Commerce, Housing, Economic Security, and the School Facilities Board to consider how these agencies can better do business together and with local communities. The Growth Cabinet is expected to make recommendations on statewide solutions that address both rural and urban needs and suggest ways to make a real difference in enabling quality growth that reflects the special character and unique environmental of Arizona. Phase I of the Governor's Growth Initiative is focused on looking at growth, development, and infrastructure issues for transportation, land use, and natural resources, in addition to reviewing the financing capacity and regulatory restrictions that might be limiting our ability to provide infrastructure at an adequate pace and affordable price.

Consider encroachment issue in growth initiative.

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Any information regarding aviation issues can be sent over to Gail Lewis at gLewis@az.gov. Council subcommittee chairs will provide a summary report to Gail Lewis.

IV Report on ADOT's multi-modal Transportation Study

Dale Buskirk provided an overview of the Multi-Modal Freight Analysis. This study is statewide. This study will focus on goods moving intrastate, interstate and international. Also be looking at port of entry. Looking at goods moved over highway, rail and air. This study will be looking at the current demand of moving goods and how it is accommodated. Essential if this study is realistic and meaningful to have significant stakeholder involvement. Duration of study could be anywhere between 1-2 years. Goods are defined as anything that is transported from one place to another.

V Sub Committee reports

Airport Capacity

David Krietor provided the report. Has not met since last meeting of full Council. During the Finance Committee meeting, issues regarding the APMS, AWOS, ARFF training facilities should be considered by the Capacity committee. Also address the Grand Canyon National Park airport needs.

Land Use

Stacy Howard provided the report. Meeting was held September 12, 2006. The committee requested a consultation with the Arizona State Lands Department. The committee asked the Department to provide a complete inventory of state lands currently leased for aeronautical use, and discussed the policies and processes for establishing those leases. Discussion during the meeting included questions relating to existing policies, procedures and limitations that guide the disposition and sale of state land; potential methods to improve notification to public use airport owner/operators when adjacent state lands become available for sale; and state coordination with counties, cities and towns to assure compatible land use in the vicinity of airports. And finally, the possibility of creating a recreational airport system using existing backcountry airstrips on state owned land.

Finance

Bonnie Allin provided the report. David Krietor motion to establish committee. Robert Littlefield second. Unanimously approved.

Working on chapter for final report along with recommendations. Two representatives from AzAA were present to help establish recommendations.

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

VI Final Report discussion

Required to submit report on January 31, 2007. Each sub-committee to finalize reports.

VII Call to audience

No requests from audience.

VIII Scheduling of Next Meeting

December 13, 2006 @ 10:00 am – **MEETING RESCHEDULED TO JANUARY 12, 2007 @ 10:00 AM**

January 10, 2007 @ 10:00 am ~ Meeting to discuss final report and formally adopt final report – **MEETING RESCHEDULED TO JANUARY 23, 2007 @ 11:00 AM**

IX Adjournment

Robert Littlefield motion to adjourn. Mike Covalt second. Unanimously approved.

Volume II

Appendix N Title

Governor's Advisory Council on Aviation

**Final Report
January 31, 2007**

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Finance Subcommittee

October 25, 2006

11:00 a.m.

Location: Phoenix Sky Harbor International Airport
Terminal 3, Level 3, West Messanine
3400 E. Sky Harbor Boulevard
Phoenix, Arizona

AGENDA

- I. Welcome and Introductions**
Bonnie Allin
 - II. Review and comment on Finance draft report**
Bonnie Allin, Stacy Howard, Mike Covalt
 - III. Recommend Finance report**
Bonnie Allin, Stacy Howard, Mike Covalt
 - IV. Adjourn**
-

Volume II

Appendix O Title

Governor's Advisory Council on Aviation

**Final Report
January 31, 2007**

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Airport Capacity Subcommittee **October 25, 2006** **12:00 p.m.**

Location: Phoenix Sky Harbor International Airport
Terminal 3, Level 3, West Messanine
3400 E. Sky Harbor Boulevard
Phoenix, Arizona

AGENDA

- I. Call to Order**
David Krietor, Barbara Harper
 - II. Introductions**
David Krietor, Barbara Harper
 - III. Regional ARRF Training Facility Presentation**
Charles Hood
 - IV. Status of the Grand Canyon National Park Airport**
Barclay Dick
 - V. Review of AzAA Recommendations to the Finance Advisory Subcommittee**
Barclay Dick
 - VI. Old Business**
David Krietor, Barbara Harper
 - VII. New Business**
David Krietor, Barbara Harper
 - VIII. Schedule of Next Meeting**
David Krietor, Barbara Harper
 - IX. Adjournment**
David Krietor, Barbara Harper
-

Aircraft Rescue Fire Fighting (ARFF)

- Charles Hood, Deputy Chief
Phoenix Fire Department
Sky Harbor International Airport

Sky Harbor Fire District/ Fire Aviation



2 Fire Stations on Airport –
19 & 29

17 ARFF Firefighters on
duty 24/7



Station 16 off Airport

Fire Station 19 Equipment and Staffing

Engine 19

1 Captain

1 Engineer

2 Firefighters



(2 crew members are paramedics)

Engine 19 runs aircraft alerts, fire and medical calls.

E19 responds to 1,600 + calls annually.

Fire Station 19 Equipment and Staffing



Attack and Squad 19

Same crew for both trucks.

1 Captain

1 Engineer

2 Firefighters (all are EMTs)

Attack = aircraft alerts.

Squad = fires and medical calls.

Attack and Squad 19 responds to 1,800+ calls annually.



Fire Station 19 Equipment and Staffing



Foam 1

1 Engineer / 1 Firefighter

Responds to all aircraft alerts/fuel spills,
and structure fires.

Fire Station 19 Equipment and Staffing

Foam 3

1 Captain

1 Engineer

1 Firefighter



Responds to fuel spills, aircraft alerts, hot re-fuelings, and structural fires.

Equipped with "*snozzle*" penetrating nozzle.

Fire Station 29 ARFF Equipment and Staffing

Foam 2

1 Engineer

1 Firefighter

Responds on aircraft alerts & fuel spills.



Unified Command



Battalion 19

1 Battalion Chief
1 Captain

Aircraft Emergencies

On Average 340+ Annually

- Overheated Brakes
- Hydraulics
- Smoke Conditions
- Engine Fires
- You name it!



Aircraft Emergencies

- Tower picks up crash phone notifying:
 - Fire Station 19
 - Fire Station 29
 - Police Dispatch
 - Fire Dispatch
 - Air Guard FD



Units respond to staging locations



Plane Lands



Crews deal with the Emergency



Smoke Kills!

- Studies show 80% of passengers survive the initial impact.
- Most fatalities are due to smoke inhalation or burns not trauma.
- These numbers can be reduced by a quick, well trained ARFF response.



Aircraft Rescue Fire Fighting (ARFF) Training

- PFD (Phoenix Fire Department) Training - Structural, EMS (Emergency Medical Services), OSHA, NFPA
- FAA Part 139 Training
- 80 Hours ARFF Entry level course
- Weekly C.E. for all ARFF trained Personnel
- Quarterly Command Officer Training
- Annual Live Burn Training
- Daily Drills

Critical Live Fire Training



Inside view from
Foam Truck



questions



GACA Capacity Subcommittee
“Status of the Grand Canyon National Park Airport”
Phoenix Sky Harbor International Airport Board Room
October 25, 2006

The Grand Canyon National Park Airport (GCN) is, in my estimation, an under-funded, under-staffed and development impaired airport. To substantiate that opinion, let me offer the following information:

Under-funded: Attachment 1, compares GCN to 35 other airports of its proximate size in terms of enplaned passengers (calendar year 2005 enplanements).

Each airport provided its fiscal year 2006 operating budget, less capital improvement costs, for the purposes of comparison. The \$1,000,800 budget for GCN ranks thirty-sixth, or last, despite the airport ranking thirteenth in terms of enplaned passengers.

Gallatin Field in Bozeman, Montana has the next smallest budget with \$2,237,896; more than twice the budget of GCN despite having 50,920 fewer passengers and only five more employees. Dividing the budget by the enplaned passengers indicates that Bozeman spends \$6.68 per passenger and the State of Arizona spends \$2.59.

Gallatin Field's FY'06 budget for salaries and benefits was \$1,214,980, for a per-employee average of \$63,946. The budget for GCN was \$484,300, for a per-employee average of \$34,593.

Using the information in attachment 1, by dividing the average operating budget for the 36 airports by the average number of enplanements for those airports, an average operating cost of \$17.02 per passenger can be determined. If that average is applied to the 385,920 enplaned passengers at GCN, it suggests the airport's FY'06 operating budget should have been \$6,568,358. Using Gallatin Field's average cost per passenger in that calculation would have given GCN a \$2,577,946 operating budget.

I don't believe GCN needs an operating budget of \$6.56 million. I think an appropriate operating budget, not including capital improvement costs, would be in the \$2.5 – 3.0 million range.

The constrained operating and capital improvement budgets, which are set by legislative appropriation, manifest themselves in:

- Poor maintenance
The airfield maintenance is adequate. Safety needs are satisfactorily met. Security issues are properly addressed, generally. But, overall facility maintenance is not what you'd want or expect for a gateway to the State's premiere tourist attraction. Signage is deteriorating, as is the aesthetic treatment of some walls. Landscaping improvements and landscaping maintenance is minimal.

- Lack of standard equipment
GCN has no aircraft tie-downs; no properly operating air-stairs; no disabled-passenger loading device; no aircraft tug; no rotary broom.
- Inadequate facilities
The terminal building restrooms do not meet ADA standards. Employee housing is inadequate. Two housing units have been condemned and are unfit for occupancy.
- Crises
Any anomaly in the operation of the airport has the potential to create a budget crises for the Aeronautics Division. For instance, the airport's water supply is entirely dependent upon precipitation. During FY'06, inadequate precipitation resulted in a \$36,000 unbudgeted expenditure for the purchase of 1.8 million gallons. The purchase created a budget crises causing the deferral or elimination of other purchases and services.

Under-staffed: Attachment 1 identifies the staffing levels at 36 airports. Although GCN ranks thirteenth in terms of enplanements, it is last in staffing, with the fewest number of employees among the airports surveyed.

Research by Sasha Page, Vice President of the Infrastructure Management Group (IMG) suggests various formulas to determine the correct staffing for an airport operation. Based upon a survey of 145 non-, small-, medium and large-hub U.S. airports, her report, published in the November/December 2004 and January/February 2005 issues of "Airport Magazine," postulate that a minimum staff of 28 is necessary to operate a small hub airport. Added to that base is one employee per 15,221 enplaned passengers. This formula suggests GCN should have a staff of 53.

The report also suggests staffing ratios for specific airport departments.

- An airport should have an administrative staff of 1 per every 80,741 enplaned passengers. This suggests GCN's administrative staff should number 4.8 FTEs. GCN is authorized 3.
- Operations staffing should be a minimum of 1 FTE plus one FTE for every 106,983 enplaned passengers. This would give GCN 4.6 FTEs in Operations. GCN has 1.
- Maintenance includes a base of level of 5 FTEs plus one FTE for every 73,654 enplaned passengers. That would give GCN a maintenance staff of 10 FTEs.
- For ARFF/Police, an airport should have a minimum of 14 plus one for every 106,306 enplaned passengers. This would give GCN an ARFF/Police force of 17.6 FTEs.

The Maintenance and ARFF/Police formulas suggest GCN should have a staff of 27.6 FTEs for these disciplines. GCN has 8 "Facility Technician" positions. Those positions are the ARFF/Maintenance staff for the airport, with each employee performing the dual role of maintenance and ARFF as necessary.

- Janitorial staff should have a base of 7 FTEs plus an additional FTE for every 119,698 passengers. This formula would give GCN a custodial staff of 10 FTEs. GCN has 2.

So, if the “per-discipline” staffing ratios developed by Ms. Page are applied to the Grand Canyon National Park Airport, the airport staff should number no less than 47 FTEs.

If you look at attachment 1, you’ll see that the Juneau, Alaska airport had just 920 fewer enplaned passengers in 2005 than did GCN. Juneau has 20 FTEs on the airport staff but also contracts for 4.5 FTEs for ARFF services; and, they hire another 6 seasonal FTEs for snow removal. For the airport operation, Juneau utilizes more than 24.5 FTEs during the year.

I don’t believe GCN needs a staff of either 53 or 47 FTEs. Among other things, we’d have nowhere to house them. But, the airport does need more than 14 FTEs. Ultimately, it will be the decision of the airport manager to determine what the staffing need is. However, I believe the minimum staffing at the airport should be:

- 1 airport manager
- 1 assistant manager
- 1 administrative assistant
- 1 clerk/secretary
- 1 operations supervisor
- 2 maintenance technicians
- 4 custodians/landscape technicians
- 11 AARF/maintenance technicians
- 22 FTEs

Development Impaired: State statute precludes us from pursuing airport development as a “normal” airport operator would. We cannot approach an individual or corporation to suggest development at the airport and then, if the individual or corporation agrees to our proposal, negotiate a lease with them. Nor, can we negotiate a lease with an individual or corporation that approaches us with a proposed development. Instead, if there is an interest in any development on the airport, we have to prepare specifications for the development and put it out for public bid/proposal. We are required to accept the “highest” bid, which, generally, would be the bid or proposal that would provide the greatest revenue for the airport.

With such a tightly constrained budget, we don’t have the funds available to make infrastructure improvements to encourage development. For instance, we have an operator that wants to construct its own fuel storage facility. Fortunately, we have a location that even has been roughly graded for such development. However, there are no paved roads, drainage improvements or utilities at the site. Thus, the successful bidder for the development of the fuel storage facility will have to include those improvements in its proposal. We’ll then have to calculate rent or fuel-flowage fee credits to “make it right.”

If the airport earns excess revenue, that is, if the airport earns revenue that exceeds its expenses, that excess is deposited into the State Aviation Fund for distribution instead of being deposited in an airport fund for use to develop the airport. For fiscal year '06, I believe revenues exceeded expenses at the airport by about \$200,000. It would have been nice to have those funds to make at least some of the infrastructure improvements at the fuel storage site. But, the existing procedures don't allow that.

Speaking of revenue, the airport's rates and fees have not been adjusted since the early 1990s. To amend those rates and fees, we have to go to the Governor's Regulatory Review Committee. Those who have experienced that exercise tell me that the Committee wants to know if there is a deficit or an impending deficit to be made up with the adjustment of the rates and fees. If there is not, the committee is not inclined to increase the rates and fees. With the extraordinarily low operating budget we have, we can't demonstrate a deficit with the operation of the airport. Thus, the committee will not be inclined to amend the rates and fees. Thus, we can't earn the additional revenue we need to develop and make improvements to the airport. And, if we could get higher rates and fees, enabling us to develop the revenue we need to improve the airport, we'd have to get the accounting process amended so those revenues would flow back to the airport instead of into the State Aviation Fund, where they are co-mingled with other revenue and spent as grants, loans or operating funds for the Aeronautics Division.

General Recommendations: To improve the Grand Canyon National Park Airport and make it the airport the State can be proud of and the airport worthy of being a gateway to the Grand Canyon, these general recommendations might be considered:

- Determine the optimum staffing level for the airport and fill to that level;
- Increase the operating budget for the airport to provide competitive salaries and benefits, a reasonable level of maintenance, standard administrative and operational services, and necessary infrastructure improvements;
- Adjust rates and fees to provide income that should normally exceed expenses;
- Deposit excess revenue in an airport-dedicated fund so the monies can be reinvested in the airport;
- Upon satisfaction that the airport usually produces revenue greater than its expense, permit the airport to operate on an enterprise fund basis rather than being subject to legislative appropriation;
- Upon getting the airport into the condition it should be with good facilities, appropriate development and a history of revenue exceeding expense, lease the airport to a not-for-profit authority to remove the State from the business of airport operations.

In an effort to present a more accurate picture of the Trust Fund to our elected officials and to prevent another sweep, AzAA would like to propose the following items for consideration:

1. Work with the State Financial Division to establish an accounting system similar to the State Highway Fund wherein obligated and encumbered funds are “deducted” from the outstanding balance of the Fund;

We have spoken with the ADOT Finance Director and don't believe an accounting system change is the resolution to the concern. State Highway Fund monies are constitutionally protected from action by the legislature. State Aviation Fund monies are not. A change to the accounting system will not change that. To protect State Aviation Fund monies from legislative tampering, an amendment to the state constitution would have to be accepted by the electorate.

2. Create, if it doesn't already exist, a “check register” showing the beginning balance in the Fund, the outstanding checks, ie the outstanding State and State/Federal grants, and an ending balance as well as the payments due in the form of grant funding requested beyond the outstanding grants;

Such a “check register” system may not resolve the concern about legislative tampering with State Aviation Fund monies. The legislature can check on the balance in the fund a variety of ways. None of those checks will indicate to them what portion of the fund has been obligated to the state's airports. If the legislature asks for the obligation information, we can provide it to them. But, that information is no guarantee that they won't amend the flow of revenue into the fund in the future.

3. Petition the Transportation Board to allow the Aeronautics Director the autonomy to approve multiple grants up to a certain amount, say \$20 million, without Transportation Board approval. The amount to be approved could be tied to the annual State ACIP. Appropriations beyond the set amount would still need Board approval;

While this might facilitate the operation of the Aeronautics Division and the issuing of grants, it may not be a realistic request. This year the legislature has appropriated more than \$20 million for the Division to administer. The proposal would mean the State Transportation Board would have no control over the majority of the Aviation Fund. I don't know if they would want to give that up and I don't know if it's a good idea for the Division to have so much discretion. Ultimately it could lead to funding inequities for the state's airports.

4. Support increased funding for the Grand Canyon Airport with aid from the Governor's Advisory Council;

We have responded to this recommendation in a separate presentation. We appreciate the advocacy of the Grand Canyon Airport by the Arizona Airports Association.

5. Explore a constitutional amendment to safeguard the Aviation Fund, as is done for the Highway Fund and similar to what is done in California, so that the Legislature would not be allowed to redirect the Flight Property Taxes from the Fund so long as there are outstanding obligations to the Fund and the respective airports;

This action would help protect the State Aviation Fund from legislative tampering. We suggest that, should such a constitutional amendment be pursued, that it not have the limitation of “so long as there are outstanding obligations to the Fund,” but protect the fund into perpetuity.

6. Increase ADOT Aeronautics personnel staffing to assist in the administration of Aeronautics grants and programs using Fund monies to compensate this person(s);

A few more staff, and the ability to pay staff competitive wages, would better enable us to do all that needs to be done. An “airport engineer” position would be a great asset. We appreciate the advocacy of the Division being provided by AzAA.

7. Increase the annual Pavement Maintenance Management Program funding from \$3 to \$4 million annually and increase the scope of the projects covered under the PMMP;

Generally, we concur with this recommendation. The Pavement Maintenance program has been quite successful and is of significant benefit to the state’s airports. Our single caveat is that it appears some airports may have reduced their own pavement maintenance programs, becoming increasingly dependent upon the state to maintain their airfield pavements. The program we offer is not intended to supplant an airport’s pavement maintenance program but, rather, to compliment it.

8. Somewhat related to the PMMP would be the institution of a state-wide bi-annual or tri-annual airport striping and marking program sponsored by and administered by Aeronautics and funded by the Aviation Fund. Like the PMMP, certain airports across the state would be selected for pavement markings and striping on a rotating year basis;

Replacement of pavement markings obliterated by state-sponsored pavement maintenance projects should be a specification of each project. We do think providing an airport striping and marking program for runways, taxiways and aircraft parking aprons may be a beneficial use of Aviation Fund monies and we will explore this possibility.

9. Revise the per-airport cap from 10% of the total aviation fund to 10% of the anticipated per-year Fund revenues;

Presently, with a \$24 – 25 million balance in the fund and projected annual revenue of \$22 – 23 million, this recommendation could result in less annual funding for an airport. If the balance of the fund is spent down to some

minimum level, and if annual revenue remains at the present level or grows, this proposal may benefit airports.

10. Institute a state-wide program wherein Aeronautics would develop and administer a program to contract the inspections and maintenance of the Automated Weather Observing Systems (AWOS) at the various airports throughout the state;

We are currently studying the implementation of a coordinated state-wide system of AWOS stations. We can investigate the maintenance of those stations included in the system.

11. Develop and administer a program to provide mobile ARFF training to the State's airports in compliance with FAR Part 139 criteria until such time as a regional ARFF training facility is constructed within the State;

This recommendation has been explored during the previous presentation about ARFF training. If a regional training facility for the state isn't developed, a mobile trainer may be particularly advantageous to the state's smaller airports.

12. Expand the ADOT Loan Program;

For FY'07, we are budgeting to increase the loan program from \$4 million to \$6 million. However, if interest in loans is low and if the need for grants is high, we won't keep loan money set aside instead of using it for grants for high priority projects.

13. Work with the FAA to develop a program wherein the State would fund project designs in anticipation of Federal project funding thus eliminating the delay between design and construction when a project is wholly Federally funded;

In consideration of the FAA's move to "based on bids" grants, we have already begun issuing "design-only" grants.

14. Institute a program wherein grant funds awarded to airports but where no activity has occurred, or less than 50% of the grant funds have been spent within three or four years, would be returned to the State with a Memorandum of Understanding, or similar, that the funds returned to the State would be reallocated to the Airport/City when needed.

We will increasingly monitor the status of grants and aggressively pursue the closure of inactive grants so remaining funds become available for improvements at airports. We have some reluctance to enter into an MOU or similar agreement assuring that funds not used by an airport will be reserved for use by that airport at a later date. Such agreements might keep valuable funds out of circulation, allowing the fund balance to grow, and would prevent those funds from being available to other airports with higher priority-rated projects.

June 11, 2004

Contact: Deborah Ostreicher
Julie Rodriguez/Lexie Van Haren
Pager: 602-673-5355

Airport Makes \$26.3 Billion Impact on Valley

ASU Study Shows Phoenix Airport Now Exceeding Year 2000 Numbers

(Phoenix, AZ) -- The economic impact of Phoenix Sky Harbor International Airport has grown 6.5 percent in the past three years. A study by the Arizona State University W.P. Carey School of Business shows that in 2003, Sky Harbor had a direct economic impact of \$6.5 billion to the metropolitan Phoenix economy, up from \$6.1 billion in 2000. The ASU study also shows that the Phoenix Airport System had a total economic impact of \$26.3 billion in 2003.

"This study confirms what we already knew," said Phoenix Mayor Phil Gordon. "Phoenix Sky Harbor International Airport is a major economic engine for the City of Phoenix and for the entire State of Arizona, and it becomes more important to our economy every day."

Efficient air connections make Phoenix a prime destination for vacation and business travelers. The ASU study calculated air traveler expenditures in the Phoenix area at \$5.2 billion in 2003. Acting Aviation Director, David Cavazos, A.A.E. says "2003 was a record year for Sky Harbor, and our passenger numbers so far in 2004 are on pace for another record this year." In 2003, 37.4 million passengers flew in and out of Sky Harbor. Phoenix Sky Harbor International Airport is the fifth busiest airport in the world for takeoffs and landings.

The ASU study also looked at the number of jobs generated by Sky Harbor. Between 2000 and 2003, on-airport employment increased 28 percent. There are now more than 31,000 people employed at Sky Harbor, with a payroll of \$1.5 billion. Most of those workers are employed by private companies. The ASU study shows that the presence of Sky Harbor creates nearly 300,000 additional jobs, with an annual payroll of \$10.3 billion.

###

Volume II

Appendix P Title

Governor's Advisory Council on Aviation

**Final Report
January 31, 2007**

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Finance Subcommittee

January 12, 2007

8:30 a.m.

Location: Grand Canyon Room ~ Executive Tower
1700 W. Washington
Phoenix, Arizona

AGENDA

- I. Welcome and Introductions**
Bonnie Allin
 - II. Discussion of Financial/Budgetary Information for Inclusion in Final ACA Report**
Bonnie Allin, Stacy Howard, Mike Covalt
 - III. Review/Discussion of Final Report**
Bonnie Allin, Stacy Howard, Mike Covalt
 - IV. Recommend Finance report**
Bonnie Allin, Stacy Howard, Mike Covalt
 - IV. Adjourn**
-



January 11, 2007

Ms. Bonnie Allin, Chair
Governor's Advisory Council on Aviation
c/o Tucson Airport Authority
7005 S. Plumer Ave
Tucson, AZ 85706

Dear Ms. Allin:

The Arizona Airports Association represents airport and city management, consulting and engineering firms, construction firms and others directly or indirectly involved in the maintenance, development and promotion of aviation throughout the State of Arizona. As the individuals and businesses most cognizant of the needs of the State's airports, we are keenly attuned to the need for project funding from the State Aviation Fund.

The demands on the Fund for airport maintenance and improvements far exceed the funding available; therefore it is imperative that the total amount of the Fund is made available to the State's airports, both today and in the future. To that end we have compiled a list of pertinent issues that we believe will ensure the viability and stability of the Aviation Fund and the State's aviation transportation system.

The following page lists those items that we believe will be most beneficial in protecting the Fund and allowing the individual airports to continue to maintain, improve and develop their respective infrastructures as well as providing other benefits. Although a similar list was presented to you and the other Council members in November 2006, we have had a chance to review and refine the earlier list to arrive at this one. In discussion of these issues with industry members, we believe that the items presented are attainable and will have the most beneficial results for the State's aviation industry.

On behalf of the Board of Directors and the membership of the Arizona Airports Association, I thank you for allowing us to make this presentation. Aviation is, and will continue to be, a vital economic engine in the State's economy and the importance of aviation and all of its associated and related businesses cannot be overstated. With your help, and that of the Governor's Advisory Council on Aviation, I am confident that we can continue to develop and improve the State's aviation and airport infrastructure to meet the existing and future needs of the aviation community.

Sincerely,

Joseph A. Husband, C.M.
AzAA First Vice-President

Volume II

Appendix Q Title

Governor's Advisory Council on Aviation

**Final Report
January 31, 2007**

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

January 12, 2007
10:00 a.m.

Location: Executive Tower Building, State Capital
Grand Canyon Room – Tower Basement
1700 West Washington
Phoenix, AZ

AGENDA

- I. Opening Comments**
Bonnie Allin, Chairperson
- II. Review and Approval of the September 20, 2006 meeting minutes**
Bonnie Allin
- III. Sub-Council Reports**
Bonnie Allin
 - A. Airport Capacity Committee Report**
Barbara Harper and David Krietor, Committee Co-Chairs
 - B. Land Use Committee Report**
Stacy Howard, Committee Chair
 - C. Finance Advisory Committee**
Bonnie Allin, Committee Chair
- IV. Discussion of GACA's Final Report to the Governor**
Bonnie Allin
- V. Call to Audience ***
Bonnie Allin
- VI. Scheduling of Next Meeting**
Bonnie Allin
- VII. Adjournment**
Bonnie Allin

* There will be a maximum of three minutes per person to speak. The total time for this agenda item will be limited, based on available time at the end of the meeting.

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by calling Carole Glenn at (602) 294-9144. Requests should be made as soon as possible to allow time to arrange for the accommodation.

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

January 12, 2007

10:00 a.m.

Location: Executive Tower Building, State Capital
1700 West Washington, Grand Canyon Room
Phoenix, AZ

MINUTES

Attending: Bonnie Allin, Mike Covalt, Stacy Howard, David Krietor, Victor Mendez and Richard Bethurem

Absent: Barbara Harper, C A Howlett, John Mills, Robert Littlefield and Ronnie Lopez

I Opening Comments

Bonnie Allin opened the meeting at 10:30 am. Quorum present.

II Review and approval of the September 20, 2006 meeting minutes

Mike Covalt motion to approve. David Krietor second. Unanimously approved.

III Sub Council Reports

Airport Capacity

David Krietor provided discussion on the final draft report to council. Areas included in report PAG RASP, MAG RASP, Grand Canyon National Park Airport, Military, Outlying Airport System Plan, Mobile Aircraft Rescue Fire Fighting (ARFF) training unit and general aviation. Corrections discussed during the meeting will be made before inclusion. David Krietor motion to include airport capacity section in final report. Stacy Howard second. Unanimously approved.

Land Use

Stacy Howard provided discussion on the final draft report to council. Responsibilities are a part of the FAA, US Military, State of Arizona, State Real Estate Department, State Land Department and Airport Sponsors (Counties, Cities, Towns). Corrections discussed during the meeting will be made before inclusion. Stacy Howard motion to include land use capacity section in final report. Victor Mendez second. Unanimously approved.

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

Finance

Bonnie Allin provided discussion on the final draft report to council. Areas included in the report are Federal and State. Review of changes that were made at the finance committee meeting on 1/12/07. Discussion to add items #1 and #5 from the letter from AZAA dated 1/11/07. Corrections discussed during the meeting will be made before inclusion. Mike Covalt move to include finance section in final report. Richard Bethurem second. Unanimously approved.

VI Discussion of Governor's Advisory Council on Aviation Final Report

Stacy Howard motion to draft report as discussed. Mike Covalt second. Unanimously approved. Information will be forwarded to Bonnie Allin by 1/16/07 – report will be completed by her staff.

VII Call to audience

Joe Husband thanked the Council for their consideration of the recommendations from AzAA.

VIII Scheduling of Next Meeting

January 23, 2007 ~ 11:00 am ~ ADOT Headquarters 206 S. 17th Ave, Phoenix

IX Adjournment

David Krietor motion to adjourn. Mike Covalt second. Unanimously approved.

YEAR TWO REPORT
GOVERNOR'S ADVISORY COUNCIL ON AVIATION

AIRPORT CAPACITY COMMITTEE

Aviation Capacity Committee

In 2005 at the request of the Council, Aeronautics staff conducted a survey of all 314 FAA recognized landing facilities in Arizona. Only 33% of the facilities responded. In order to obtain a better response rate, Aeronautics staff worked to revise the process in 2006. In addition, the Advisory Council heard presentations from representatives of PAG and MAG as well as William Gillies of Luke AFB and Operations Department MCAS Yuma. A report by the Aviation Capacity Committee is found in Appendix C.

BACKGROUND

In September 2004, Governor Janet Napolitano signed Executive Order 2004-22 establishing a Governor's Advisory Council on Aviation (GACA). Two Subcommittees of GACA were established – a Land Use Compatibility Subcommittee and an Airport Capacity Subcommittee. This report will detail the Airport Capacity Subcommittee's progress. In 2005 and 2006, the Airport Capacity Subcommittee reviewed information from a large number of stakeholders including airports, aviation users, the business community, city and county officials, and the military. The Airport Capacity Subcommittee evaluated the presentations and reached a consensus. In order to address the critical capacity needs in Arizona, the Airport Capacity Subcommittee is recommending capacity projects at twenty-five airports.

SURVEY

As part of the process, the Airport Capacity Subcommittee conducted a written survey of Arizona airports. In order to stimulate a higher survey response rate in 2006, the survey process was refined further. In terms of capacity, the survey asked the question, "Does your Master Plan or Airport Layout Plan (ALP) provide for increased airfield capacity (new taxiways, runways, etc.), terminal/hangar capacity (new terminal buildings, gates, etc.), airspace capacity (new FAA equipment, etc.) or ground access capacity (new roadways, etc.)"? Twenty-four of the seventy-three airports (33% of total responses received) stated that they are planning to increase airport capacity as shown in their Airport Master Plan or ALP. There are 321 airports in Arizona, 92 are cited as primary and secondary in the Federal Aviation Administration Airport Facility Directory for the Southwest United States. The significance of the study may lie in the generation of statistical data for use in future development of airports. The study provides an opportunity to review the facts and correct interpretations of airport policies (Appendix A - total results of the study).

PROJECT RECOMMENDATIONS

For the purposes of this report, the recommendations are divided into seven major categories: (1) Pima Association of Governments (PAG) Regional Aviation

System Plan (RASP); (2) Maricopa Association of Governments (MAG) RASP; (3) Grand Canyon National Park Airport; (4) Military Concerns; (5) Outlying Airport System Plan; (6) Mobile Aircraft Rescue Fire Fighting (ARFF) training unit; and (7) General. All seven components are integral to the development of an efficient and effective aviation system in Arizona.

Pima Association of Governments (PAG) Regional Aviation System Plan (RASP)

As part of the review process, the Airport Capacity Subcommittee evaluated The Pima Association of Governments' (PAG) Regional Air Space System Plan (RASP) for the Tucson Region's airport capacity issues. Eight of the PAG System Airports were found to need additional capacity, either now or within the planning horizon of 2030. Capacity enhancing projects should be undertaken at Tucson International Airport, Ryan Airfield, Marana Northwest Regional, Pinal Airpark, Ajo Municipal, Benson Municipal, La Cholla Airpark and Sells Airport. The following projects are recommended:

- Tucson International Airport: Construct high speed taxiway exits, construct new runway 11R/29L, re-designate existing Runway 11R/24L as a taxiway, install runway seal coating, add adjacent parking, construct additional general aviation aircraft storage, construct fuel storage facility;
- Ryan Airfield: Construct parallel Taxiway C, construct high speed exits on Runway 6L/24R, construct high speed exits on Runway 6R/24L, construct additional aircraft storage, upgrade structural Runway 6R/24L, install Runway 6L/24R pavement preservation;
- Marana Northwest Regional: Construct high speed taxiway exits, construct a parallel Runway 12R/30L, construct full parallel Taxiway D, construct forty T-hangar positions, construct 3,500 square yards of auto parking, install pavement preservation, upgrade the structural runway;
- Pinal Airpark: Construct additional aircraft storage, pavement runway enhancements;
- Ajo Municipal: Construct 4,800 square feet of T-hangars, construct 225 square yards of auto parking, install pavement preservation;
- Benson Municipal: Construct 10 T-hangars, expand auto parking area by 1,800 square yards;

- La Cholla Airpark: Construct additional aircraft storage, overlay Runway 1/19; and
- Sells Airport: Construct additional aircraft storage, pavement runway enhancements.

Maricopa Association of Governments (MAG) RASP

The Airport Capacity Subcommittee reviewed MAG RASP projects as well. The MAG region needs more air transportation capacity because growth in demand will increase substantially from 2005 until 2025. It is expected that commercial service will increase from 40 to 80 million passengers annually, a 100% increase. General aviation is also expected to grow from 2 million operations to 3.3 million operations, a 65% increase. This growth in demand will require the maximization of existing airports and the development of at least one new airport.

Sixteen of the existing MAG System Airports were found to need additional capacity within the planning horizon of 2025. The following airport projects are recommended:

- Williams Gateway Airport: Expand terminal building, develop parallel runway, construct parallel and exit taxiways, extend Runway 12L-30R, install High Intensity Runway Lights (HIRL), install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), expand aircraft storage, construct Airport Lighting System (ALS);
- Phoenix Sky Harbor International Airport: Construct new West Terminal, upgrade the Ground Transportation System, continue taxiway improvements from asphalt to concrete, extend South Runway 7R/25L, build new fourth runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel and exit taxiway, expand vehicular parking, continue environmental mitigation projects;
- Scottsdale Airport: Install Medium Intensity Approach Lighting System (MALS) for precision approach capability, add more terminal building space, expand aircraft storage;
- Phoenix-Deer Valley Airport: Build a third parallel runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway

Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), expand aircraft storage, construct parallel taxiway;

- Phoenix-Goodyear Airport: Build a new parallel runway, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel taxiway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, expand aircraft storage;
- Buckeye Municipal Airport: Widen and extend runway, extend parallel taxiways, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), expand aircraft storage;
- Sky Ranch Carefree Airport: Install Precision Approach Path Indicator (PAPI) runway lights, widen runway, and expand aircraft storage;
- Chandler Municipal Airport: Widen and extend runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), extend parallel taxiways, expand aircraft storage;
- Estrella Sailport Airport: Install Visual Approach Path Indicator (VASI) runway lights, Precision Approach Path Indicator (PAPI) runway lights;
- Gila Bend Municipal Airport: Extend parallel taxiways, increase pavement strength, install Medium Intensity Taxiway Lights (MITL), install Precision Approach Path Indicator (PAPI) runway lights, install Runway End Identifier Lights (REIL);
- Glendale Municipal Airport: Build parallel taxiway on the east side, extend parallel taxiway on the west side, install Medium Intensity Approach Lighting System (MALS) for precision approach capability, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), expand aircraft storage;

- Mesa Falcon Field Airport: Implement curved precision approaches by installing Medium Intensity Approach Lighting System (MALS), construct exit taxiway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), expand aircraft storage;
- Wickenburg Municipal Airport: Develop non-precision approach capability, expand aircraft storage;
- Pleasant Valley Airport: Pave runway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel taxiway, develop non-precision approach capability, expand aircraft storage, install Precision Approach Path Indicator (PAPI) runway lights, install Runway End Identifier Lights (REIL);
- Stellar Airpark: Expand aircraft storage; and
- New General Aviation Airport: Acquire land, pave runway, install Medium Intensity Runway Lights (MIRL) and High Intensity Runway Lights (HIRL), construct parallel taxiway, install Medium Intensity Taxiway Lights (MITL) and High Intensity Taxiway Lights (HITL), install Precision Approach Path Indicator (PAPI) runway lights, install Runway End Identifier Lights (REIL), install Medium Intensity Approach Lighting System (MALS) for precision approach capability, construct Fixed Base Operator, install fueling services, construct parking facilities, build access and utilities on the site, construct aircraft storage. Possible locations include Peoria/Pleasant Valley, Wickenburg/Forepaugh, south/southeast search area south of Chandler, or northeast of Scottsdale.

Grand Canyon National Park Airport

The Airport Capacity Subcommittee reviewed the status of Grand Canyon National Park Airport as well. The Grand Canyon National Park Airport, the front door to Arizona, is an under-funded, under-staffed and developmentally impaired airport. Grand Canyon National Park Airport is the third busiest airport in Arizona behind Phoenix Sky Harbor International Airport and Tucson International Airport. The operating budget for Grand Canyon National Park Airport is appropriated from the State of Arizona's Aviation Fund. When Grand Canyon National Park Airport's operating revenues exceed operating expenses, the excess revenues are deposited into the State of Arizona's Aviation Fund.

The Airport Capacity Subcommittee compared the Grand Canyon National Park Airport's operating budget and staffing level to 35 airports for Fiscal Year 2006. Grand Canyon National Park Airport ranks last in both categories - 36th with the lowest operating budget of only \$1 million and only 14 full-time employees. The Airport Capacity Subcommittee recommends increasing the operating budget from \$1 million to \$3 million and increasing the number of employees from 14 to 22 full-time employees.

Although the Grand Canyon National Park Airport currently receives appropriations from the State of Arizona's Aviation Fund, the Airport Capacity Subcommittee recommends that this approach be changed to an enterprise fund. An operating fund receives its budget through the annual appropriations process from the collection of taxes. An enterprise fund, on the other hand, does not receive any revenue from the general fund. An enterprise fund is self-supporting through the collection of user fees and other airport generated revenues. An enterprise fund only pays for costs associated with enterprise fund-related activities.

Military

The military is also an important component of the aviation system. The mission of military airspace in Arizona is to support the training of members of the Army, Navy, Marines and Air Force to meet our country's worldwide combat commitment. The military airspace program was established to designate airspace in the interest of National Defense, security and welfare. In order to ensure the successful completion of the military's objectives, military airspace needs to be protected.

Military airspace can be divided into the categories below:

1. **Restricted Airspace:** This airspace is designated under 14 Code of Federal Regulations under Part 73, where the flight of civil aircraft is not wholly prohibited but is subject to some restrictions;
2. **Military Operating Area (MOA):** This airspace is established to segregate certain non-hazardous flight activities from Instrument Flight Rule traffic and to identify to Visual Flight Rule traffic;
3. **Air Traffic Controlled Assigned Airspace (ATCAA):** This airspace is above FL 180 and is attached to MOA airspace controlled by the FAA to support the military mission;

4. Military Training Routes (MTRs): This airspace is composed of routes used by the Department of Defense for the purpose of conducting low-altitude navigation and tactical training at airspeeds in excess of 250 KIAS below 10,000 ft Mean Sea Level;

5. Low Altitude Tactical Navigation Area (LATN): This airspace is characterized by random low altitude navigation under Visual Flight Rule conditions when flights are flown at 250 KIAS; and

6. Air Refueling: This airspace is used to conduct air refueling by using tracks and anchors above FL 180 or lower in MOAs/restricted areas for low-level helicopter/C-130s.

The table below lists military facilities in Arizona that need to be protected from encroachment.

<u>Military Facility</u>	<u>Location</u>	<u>Mission</u>
Barry M. Goldwater Range	Approximately 50 nautical miles southwest of Luke	To assist the military bases in Arizona with air-to-air, air-to-ground and live-drop areas
Marine Corps Air Station Yuma	Approximately 5 square miles just southeast of Yuma	To support 80% of the Marine Corps' aviation training
Luke Air Force Base	Approximately 20 miles west of Phoenix on 4,198 acres	To train U.S. Air Force F-16, A-10, U.S. and USMC
Fort Huachuca	In southern Arizona near Sierra Vista	To train and test Unmanned Aerial Vehicles for the U.S. Army and other Federal Defense agencies, and to provide instrument approach training for D-M, Tucson Guard and 161 ARW pilots
Yuma Proving Grounds	10 restricted airspace areas located between Yuma and Quartzsite's along the Colorado river	To support the Army's test and training mission of artillery, direct fire and other combat related equipment
Davis-Monthan Air Force Base	Southeast section of the City of Tucson, North of Tucson International Airport on 10, 618 acres.	To prepare A-10 expeditionary, combat and combat support forces while enabling critical Air Force capabilities and Homeland Security operations.
Sunny	Located 70 nautical miles northeast of Luke	To operate as a holding area for Large Force Exercises, intercept training, and a refueling anchor
Sells	Located approximately 40 miles south of Luke between Tucson and Ajo	To conduct training
Tombstone	Located 50 miles southeast of Davis-Monthan Air Force Base	To support Davis-Monthan A-10 and U.S. Air Force F-16 training
Outlaw/Jackal	Located 60 nautical miles northeast of Tucson and 30 miles east of Phoenix	To provide air-to-air training, intercept training, air combat tactic training, and night vision training missions
Ruby/Fuzzy	Located 30 nautical miles southwest of Tucson	To conduct basic flight maneuver training, air combat tactic training, intercept training, formation training

Reserve/Morenci	Located 75 nautical miles northeast of Tucson	To train basic flight maneuvers, air combat tactics, intercept missions
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Air traffic controllers are integral to the air traffic system. Since the Yuma air traffic controller pay scale is much lower than the Department of Defense and the Federal Aviation Administration pay scales, Yuma is losing many air traffic controllers. One suggestion is to request that the U.S. Department of Defense and the U.S. Military provide air traffic controllers in Yuma.

Outlying Airport System Plan

Another suggestion is to develop an Outlying Airport System Plan for airports who are not in MAG RASP or PAG RASP. It is desirable to make sure that small airports in the outlying communities are represented in an Airport System Plan.

Mobile Aircraft Rescue Fire Fighting (ARFF) training unit

The Airport Capacity Subcommittee reviewed information on Aircraft Rescue Fire Fighting (ARFF) training. Training for firefighters is critical because studies show 80% of passengers do survive the initial impact. Most fatalities in an airplane crash are due to smoke inhalation or burns, not the initial trauma of the crash. These fatalities numbers can be reduced by a quick, well trained ARFF response. Although airports such as Phoenix Sky Harbor International Airport and Tucson International Airport participate in regional Federal Aviation Administration (FAA) Part 139 Training with annual live burns, small airports in Arizona cannot afford to send their firefighters for this type of regional FAA training. Since there is a need to make ARFF training affordable for small airports in rural parts of Arizona, the Airport Capacity Subcommittee suggests that the Arizona Department of Transportation explore the possibility of funding a mobile statewide ARFF training unit. This facility would provide important fire safety training for communities who are unable to afford national training.

General

General aviation airports are an untapped resource and are a major part of our integrated transportation system. General aviation provides 70% of the airport system in the United States. Consequently, most manufacturers locate their physical organization within ten miles of an airport. The Airport Capacity

Subcommittee recommends the state increase the annual Pavement Maintenance Management Program funding from \$3 million to \$4 million and increase the scope of projects covered, establish an Adopt-An-Airport program, and create a statewide program for the inspection and maintenance of airports who have automated weather observation systems (AWOS). An Adopt-An-Airport program can be accomplished through a volunteer partnership effort. The volunteers assist airport managers in maintaining and beautifying local Arizona airports. Arizona's airports are valuable community assets, and the time and effort invested in them will result in a positive economic impact for the community and the entire state. Adopt-An-Airport is a prime example of public/private partnership at work. Volunteers are matched with airports in the need of routine repair. An AWOS is also very important to the aviation industry because it collects weather data at airports and disseminates the weather information via radio and/or landline.

CONCLUSION

In order to meet the demands of the aviation industry in the future, the airport community needs to work together to fund and implement projects at twenty-five airports in Arizona. The alternative of "not building" will not stop growth in the future. By strategically planning for the future, Arizona's aviation system will meet the long-term air transportation needs of the community while protecting the military's need for Arizona airspace.

LAND USE PLANNING

If anything was learned during the ACA process it is that with rare exception, a substantial disconnect exists between airport planning and general planning in communities with airports.

There are a number of unique characteristics about airports when compared to other public utilities and services that can create misunderstandings and adversarial relationships with surrounding communities. Airports possess land and airspace requirements that reach far beyond airport property lines, frequently crossing over political boundaries. Airports are irreplaceable assets. Once located far outside populated areas, population growth creates demand for properties located closer and closer to airport boundaries, and the process of obtaining a consensus planning among all of the adjoining political subdivisions is a challenge. Urban growth creates a competing demand for both increased capacity to accommodate the changing needs of airport tenants and users, and operational constraints desired by airport neighbors to reduce airport noise.

In response to pressures from real estate developers and land owners, comprehensive land use planning and zoning, airport overlay and planning districts are frequently undone and eroded by the very elected bodies that created them, especially in rapidly growing communities.

Limited tools and resources are available to aid publicly owned airports in providing protection and real estate disclosure for their airports.

Federal Aviation Administration

The Federal Aviation Administration (FAA) has developed land use planning guidelines and initiatives to help inform communities about the types of land use that is and is not compatible with airports. They include an internet website that acts as an information clearing house for compatible land use planning information such as FAA orders, advisory circulars, reports, studies and access to resources; a package of land use planning information for use by FAA regional officials and national planning organizations, primarily at local meetings; and guidance on environmental impact analyses. FAA grants are available under FAA Part 150 Noise and Master Plan study processes to provide assistance in determining land use protection requirements for both present and future airport operations. But all of this guidance is advisory in nature, and depends upon local authority for implementation.

While the Federal Aviation Administration has preemptive authority over the National Airspace System, it is up to local authority to preserve obstruction free zones for the airspace over and beyond the airport boundaries. The FAA publishes height and distance requirements in FAA Part 77 regulations. The Part 77 Airspace Obstruction Evaluation program permits FAA to object to tall structures in the vicinity of airports, but the airport bears the burden for providing airspace protection.

Grant assurances, signed by airport sponsors when accepting federal grant monies for airport improvement projects, require airports to use their police power to preserve compatible land use. Civil penalties may apply if non-compliance results in unsafe conditions. FAA's Washington DC office handles all grant enforcement and must provide extensive due process, making enforcement very rare. Sanctions are not generally imposed and there is no template for repaying grants for communities that ignore planning assurances. If states want to be more proactive, FAA is of no help.

United States Military

Arizona is a leader for legislatively protecting military operations throughout the state. Because of aggressive, tough, hard decisions by state, county and local governments, the military's ability to continue to conduct its training, protected from encroachment has been significantly improved. While it remains a concern, incompatible growth surrounding the major installations in Arizona appears to be controlled. In fact, the guidelines used to protect military flight operations from incompatible land use could be incorporated into land use plans surrounding civilian airports as well. The Arizona Revised Statutes (A.R.S.) incorporates tables, as well as compatibility standards of compatible land-uses surrounding military installations which might serve as an example for all airfields, military and civilian alike. On the other hand, dissimilar compatibility standards for military and civilian airfields would most likely cause confusion and possible statutory conflicts. A "Proactive Vigilance" to protect military installations should be a policy of Arizona governments at all levels.

State of Arizona

The Arizona Department of Transportation Aeronautics Division also publishes land use planning guidelines and recommendations for airports. Like the FAA, State guidance is advisory only and depends upon local authority for implementation. State Laws for civilian airports permit, but do not always require, real estate disclosure for properties underlying Airport Influence Areas, and the criteria and resources for developing disclosure maps vary. There is no consistent map product or reporting obligation for all public use airports.

The Aeronautics Division programs grant dollars to match Federal funds for Airport Master Plans and FAA Part 150 Noise Studies, however, the State Transportation Board limits the amount of involvement by State Aeronautics in local land use planning processes. These expensive, time consuming studies often become stand alone projects and are never fully integrated into city and county land use plans. At this time, the Aeronautics Division does not have the capability to actively engage in local land use planning efforts, or create airport influence disclosure maps and Part 77 airspace maps. Lack of good compatible land use planning creates demand upon the State Aviation Fund for mitigation and land acquisition dollars.

State Real Estate Department

There are 71,000 real estate agents in Arizona. Disclosure forms completed by sellers require disclosure for properties in the vicinity of an airport, but "vicinity" is not defined and agents cannot force buyers to read public reports. While the State Real Estate

Department is responsible for providing maps to the public, it has no mapping capability. It relies on the State Land Department, real estate developers, counties, cities and towns to provide them. Only a portion of airport sponsors provided maps to the department and many maps are not usable, especially those for military training routes. Current disclosure statutes are not being satisfied.

State Land Department

Large tracts of state owned lands are situated near publicly owned airports, and many acres of state lands are leased to public and private airport operators. No broad policy exists related to zoning on behalf of airport considerations. There is no map or other planning document within the department that depicts airports in the vicinity of state land. While the department is required to coordinate with local authorities in their planning and zoning process, they depend upon airport sponsors to notify them of land use planning efforts involving state land. When the decision is made to sell land, the Department contacts political subdivisions in which the land exists, but generally, there is no effort to notify adjacent subdivisions or airport owners except on a case by case basis. Unless a subdivision or airport authority has cultivated a relationship with the Department, it is likely they are unaware of the Department's conceptual plans for state owned lands near their airport. The State Land Department is not always invited into the airport planning process even when state lands are part of or adjacent to the airport. In addition, the Department prefers working with comprehensive general plans over airport proximity plans.

Because of the Department's fiduciary obligation to market state land for the highest dollar, the Department's interests frequently conflict with publicly owned airports' need to preserve obstruction free zones and compatible land use. Lands surrounding military facilities are treated differently. Military facilities are always asked for input because the federal government is the only entity capable of condemning state owned land.

Airport Sponsors – Counties, Cities and Towns

All responsibility for compatible land use planning in the vicinity of an airport rests with local authority. Pressure from real estate developers to create planned residential communities near previously remote airports is intense, and although residential use is incompatible, the infrastructure provided by these developments brings water, sewer and electricity closer to the airport. This infrastructure is sorely needed by rural airports and not eligible under traditional federal and state airport funding programs. The temptation to permit residential encroachment on rural airports is often irresistible. Good land use planning may be undone by the same elected and appointed officials who created it, often against planning and zoning department recommendations.

Existing tools, such as real estate disclosure agreements, published maps, aviation easements, and neighborhood signs are under utilized, frequently ineffective and often apply only to new subdivisions and not resale property. As airports grow and develop to meet the demand for services created by increased population, the escalating noise and over-flight is seen by airport neighbors as intrusive. Industry continues to develop quieter aircraft, however, the increase in numbers of flights forces shifts in flight paths

and noise contours making Airport Influence Areas fluid while zoning and disclosure remains fixed. In time, failure to adequately preserve compatible land use near airports places demand upon the FAA and the State Aviation fund for property acquisition and noise mitigation.

The situation is complicated further by the cross-jurisdictional element that is almost always present in airport planning. An airport located in one community creates noise and over-flights in adjacent cities, towns or counties. Developers working with one political subdivision are unaware of the desires of adjacent land owners. There is a need to create as much certainty as possible, to obligate airport owners to define and publish their needs early, and to share in the general plan process for neighboring political subdivisions.

Tucson Airport Authority leads the way in initiating models for land use plans and maintaining successful relationships with cities, towns, and county authorities and State Land Department. The Authority always opposes applications for zoning changes within their planning area and aggressively pursues land acquisition to preserve compatible use near Tucson International Airport and Ryan Airfield. Staff persons are always present at meetings of cities and counties. As an independent airport authority, airport staff and board members are in position to advocate on behalf of the airport at all times. The Phoenix Aviation Department is also an example of a proactive airport sponsor. There are staff members dedicated to overseeing land use planning not only for lands within the City, but in adjacent areas where incompatible use and structures could adversely affect airport operations. But these are exceptions. Resources generated by commercial operations at the State's two premier commercial aviation facilities permit dedicated staff and an aggressive approach to airport preservation, and documented procedures and guidelines for inter-government notification and cooperation.

Emerging communities near Phoenix, such as Buckeye, Wickenburg and Coolidge are only beginning to develop their tax base and aeronautical facilities income. More remote rural communities face even more difficult choices about how to spend scarce airport and community resources. It is clear that in order to protect the State of Arizona's investment in her State Aviation System, more help at the state level is required.

Recommendations

The Growing Smarter Acts

Growing Smarter and Growing Smarter Plus create a valuable framework for Arizona communities by mandating local jurisdictions give greater thought to how and where growth will occur and how it will be financed. Guiding principles direct state and local decision makers to embrace their responsibility, transcend immediate interests, and seek the broadest possible community benefit. The Growing Smarter Acts encourage regional partnerships and collaboration to form a consensus community vision, and promote the use of state laws, procedures, expertise, resources and actions to reinforce local planning efforts. The Guiding Principles and recommended partnerships in each of the six categories set forth by the Growing Smarter Oversight Council; responsibility and

accountability, preservation of community character, stewardship, opportunity, and infrastructure; should be applied to aviation planning.

- All existing and future airport studies and plans funded through federal and state grants should be fully integrated into each community's comprehensive general plan to create certainty about airport land use requirements for land owners, developers and prospective purchasers.
- Ability of ADOT Aeronautics to provide additional planning assistance should be authorized by the State Transportation Board for helping communities create compatible land use plans for public use airports.
- Close coordination should exist between the ADOT Aeronautics Division, State Land Department, and State Real Estate Department to map Airport Influence Areas, Airport Noise Contours and Part 77 Airspace requirements for each public use airport, and to make those maps publicly and readily available to developers, airport sponsors, and planners.
- ADOT Aeronautics should receive notification of local zoning changes and requests for permits for tall structures within Airport Influence Areas, Airport Noise Contours, Part 77 surfaces, Airport Planning and Overlay Districts for State system airports. Aeronautics should review and provide comment on these changes and permits. Notification requirements could be made part of the State grant assurances for receiving state aviation funding.
- State of Arizona and the Growing Smarter Oversight Council should provide templates and structures for regional partnerships and inter-government coordination to facilitate collaborative efforts among local authorities for consensus land use planning in the vicinity of airports.
- Aviation legislation to help achieve state oversight of compatible land use planning near airports should be endorsed and actively supported by state agencies. Legislation should:
 - Empower the airport owner to protect the airport from non-compatible encroachment and adversarial confrontation with its community
 - Empower airports to operate in the safest most efficient environment
 - Empower the State of Arizona and its citizens to protect our significant investment in system airports and maximize the airport's economic return

October 25, 2006

Funding for Airports

Federal

ADOT-Aeronautics Division staff made a presentation about federal funding opportunities for airports. A sample list of grants potentially available to airports is contained in Appendix A.

The Airport Improvement Program (AIP-20.106) provides the largest amount of money annually to both primary commercial and general aviation/reliever airports. The AIP program collects fees and taxes from aviation users through a gas tax, airline ticket tax, and excise tax on selected aviation parts and supplies. These monies are deposited into the Aviation Trust Fund and appropriated by Congress for grant distribution to airports for the further development of the nation's airport infrastructure. Funds are distributed by formula each year to specific airports or types of airports, and are broken down into four funding categories (apportionments, small airport fund, discretionary fund and set asides). Projects funded under the AIP program must meet eligibility and priority ranking requirements.

Portions of the collected funds are used to pay for administrative needs of the FAA and the operation of the air traffic control system. Over the past several years, Congress has allocated an increasing portion of the funds to this operating expense, resulting in fewer dollars available for AIP projects. The ACA believes AIP funding is a critical element in Arizona's aviation future and every effort should be made to stem the erosion of AIP funding by FAA operating expenses. The federal legislation authorizing the FAA and AIP funding expires in 2007. Decreases to the authorized AIP grant funding levels could have a devastating effect upon all public use aviation facilities in Arizona.

In recent years, several new sources of federal funding for airport projects have been established. These include the development of the Passenger Facility Charge (PFC) Program, which allows commercial service airports that have applied and been approved by the FAA to collect up to \$4.50 in additional fees from passengers. These funds are available to the specific airport collecting the fees, and are administered in a manner similar to the standards used to define AIP project eligibility. Upon implementation of a PFC at an airport, the airport's share of its apportionments under the AIP program will be reduced by 50% to 75%, dependent upon the PFC charge approved by the FAA.

Homeland Security and Firefighter Association grants, along with TSA reimbursement funds, are now also available to provide small amounts of money for specific, security-related eligible projects.

State

The State of Arizona also has a program for the collection of aviation fuel taxes, flight property taxes, in-lieu of taxes, interest and income from the operation of Grand Canyon Airport and aircraft registration fees to fund the State Aviation Fund. These dollars are available to both commercial and general aviation airports in the state for airport improvement projects similar to those eligible for federal AIP funding. In addition, the state has implemented an airport pavement maintenance service program that addresses airfield pavement maintenance for eligible airports. This is an important source of funding for critical pavement preservation at many of the state's airports. Funds are administered by the ADOT-Aeronautics Division staff and allocated based on a priority ranking system. In addition, these funds are intended to supplement the federal allocations. The State funds are particularly crucial to the smaller non-commercial airports in the state.

Historically, there has not been sufficient funding available to meet the growing demand among the state's airports for necessary infrastructure improvements. This situation was further compounded due to state legislative action in 1997, which diverted 50% of the flight property tax revenue in the Aviation Fund to the state's general fund and was intended specifically for upgrades to the state's computer network in anticipation of Y2K. This diversion was precipitated by what appeared to be a large balance in the Aviation Fund. Funds were diverted without consideration of the State's obligations. The diversion continued beyond 2000. The aviation community worked together through the Arizona Airports Association (AzAA) for several years to encourage an end to the diversion of flight property tax revenue from the State Aviation Fund. The Legislature ended the diversion and reinstated the full flight property tax revenue in 2003. The format of existing statutory language easily gives rise to diversions from the Aviation Fund. The aviation community remains concerned that this situation could reoccur in the future. (See ADOT-Aeronautics Director's June 28, 2006 Testimony to ACA-Appendix ?) The ACA strongly recommends the Aviation Fund be legislatively or constitutionally protected.

Funding Recommendations

The aviation community continues to be concerned that insufficient funds are available to maintain and improve the state's network of airports. Critical projects that are underfunded due to limitations of available dollars will ultimately become a financial burden to airports, their communities and their tenants. It is recommended that revenue collected from the aviation sector be dedicated for aviation purposes. The ACA has worked closely with the State's aviation community to develop specific recommendations to the Governor regarding solutions to the critical funding issues.

The ACA's recommended work program to address the concerns includes:

- ADOT-Aeronautics Division and the FAA develop an enhanced process for Joint Planning Conferences with airport operators. The goal would be for the State's airport operators to have greater input into the planning and programming process. ADOT-Aeronautics should be required to work with the airport's operators to ensure ADOT's 5-year grant program maximize the reasonably anticipated state and federal funds for the most effective use of all available funds for airport projects.
- Arizona's legislative language should be modified to strengthen the commitment to airport funding and to eliminate the potential for future diversion of the State's Aviation Fund to non-aviation purposes.
- ADOT-Aeronautics Division should put emphasis on design-only grants for airports that will help speed up the process for getting projects ready to go based-on-bids, which should help increase the amount of federal dollars coming into the state as the FAA's performance is based on granting dollars based-on-bids.
- ADOT-Aeronautics Division should continue to look at ways of expanding the eligibility and appropriations of funding for the loan program.
- ADOT-Aeronautics Division should review administrative directives for the allocation of funds and the current requirements for an airport's matching funds. Primarily, the focus is intended to find more flexibility for smaller state airports to participate in the Aviation Fund distribution even when matching funds are limited.

Volume II

Appendix R Title

Governor's Advisory Council on Aviation

**Final Report
January 31, 2007**

GOVERNOR'S ADVISORY COUNCIL ON AVIATION

January 23, 2007

11:00 a.m.

Location: ADOT Board Room
206 South 17th Avenue
Phoenix, AZ

AGENDA

- I. Opening Comments**
Bonnie Allin, Chairperson

 - II. Review and Approval of the January 12, 2007 meeting minutes**
Bonnie Allin

 - III. Discussion of Final Report**
Bonnie Allin
 - A. Subcommittee reports**
 - 1. Capacity
 - 2. Land Use
 - 3. Finance
 - B. Appendices/Attachments**
 - C. Arizona Airports Association Comments**
 - D. Final Report of the Governor's Advisory Council on Aviation**

 - IV. Call to Audience ***
Bonnie Allin

 - V. Adjournment**
Bonnie Allin
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