

City of Prescott City Council Presentation

Tuesday August 11, 2009

Prescott Municipal Airport
Master Plan Final Draft

And

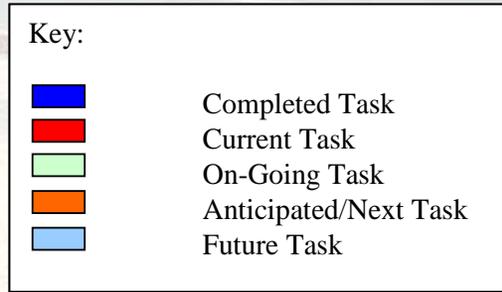
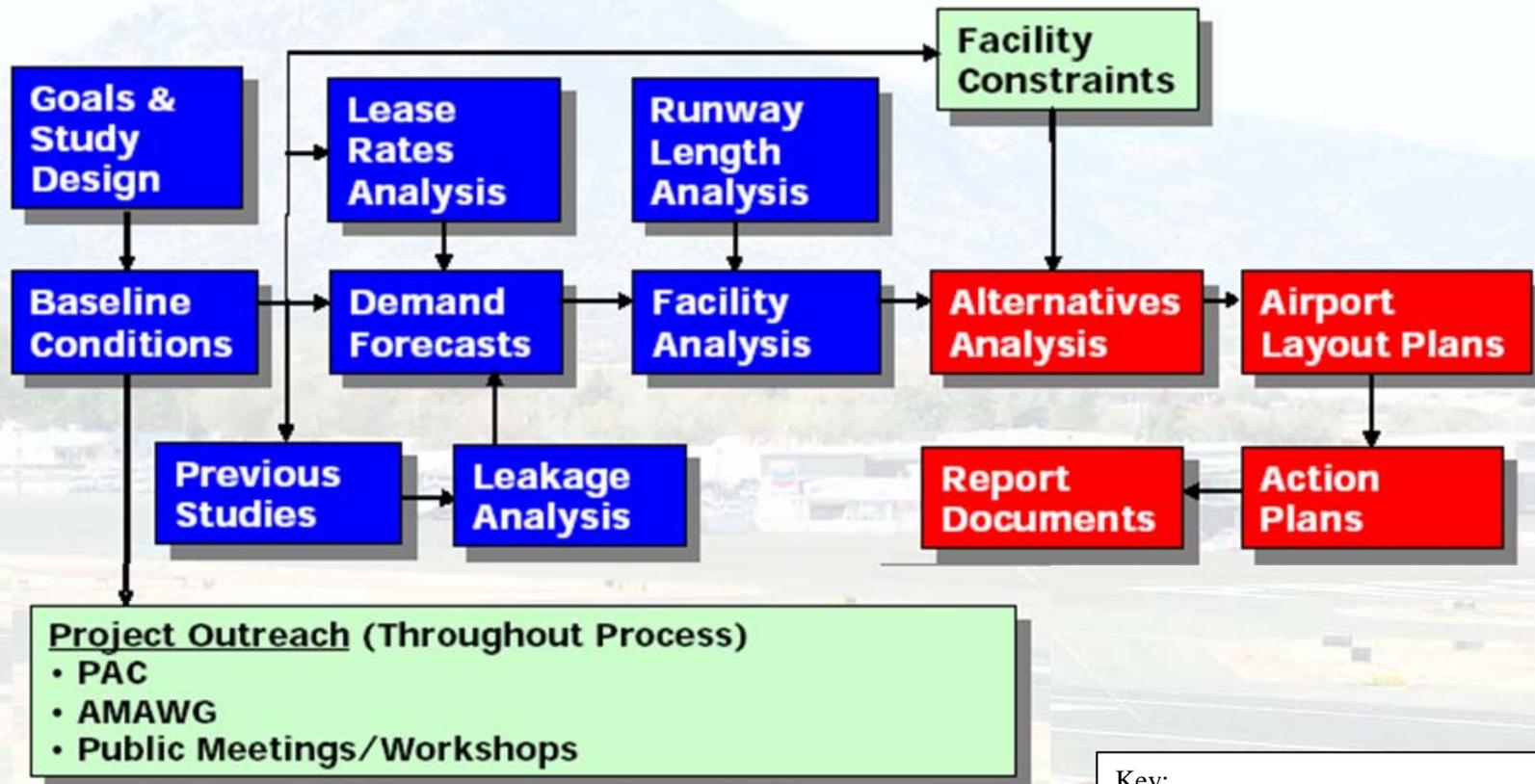
Announcement of 30 Day
Public Comment Period

INFORMATION PROVIDED BY



THE Louis Berger Group, INC.

MASTER PLAN PROCESS



FORECASTS

*BASED UPON THE FAA PLANNING REQUIREMENTS

Table 2.23
Summary of Recommended Forecasts

Forecast	2007 ¹	2012	2017	2027
Passenger Enplanements	4,233	7,262	12,459	36,673
Annual Operations	230,615	250,706	273,961	328,018
• Commuter	990	1,042	1,298	2,934
• GA Operations	229,625	249,664	272,663	325,084
- Local	149,256	157,288	169,051	195,050
- Itinerant	80,369	92,376	103,612	130,034
- Single Engine	151,553	164,778	179,958	214,556
- Multi-Engine	36,740	39,947	43,626	52,013
- Business Jet	22,962	24,966	27,266	32,508
- Rotorcraft	18,370	19,973	21,813	26,007
Annual Instrument Approaches	1,627	2,242	2,504	3,191
Based Aircraft	340	380	425	535
• Single Engine	301	329	368	463
• Multi-Engine	26	30	34	43
• Business Jet	3	7	8	11
• Rotorcraft	10	13	15	18

6,231 Unofficial as of July 31, 2009

263,604 12 months ending June 30, 2009

FORECAST
NUMBERS HAVE
BEEN ACCEPTED
AND APPROVED BY
THE FAA

Source: Berger Calculations

¹/Base Year

FACILITY REQUIREMENTS

*BASED UPON THE FAA PLANNING REQUIRMENTS USING OUR FAA APPROVED FORCAST NUMBERS

• Airfield System Capacity

- Design Aircraft & Airfield Capacity Analysis
- Airport Design & Operational Safety Standards & Wind Coverage

• Airside Facility Requirements

- Runway Length Requirements
- Runway/Taxiway Design, Safety & Separation Standards
- Runway /Taxiway Pavement Conditions, Marking & Lighting
- Runway Safety Areas, Object Free Areas, & Runway Protection Zones
- NAVAID, Visual Aids, & Instrument Approaches

• Landside (Facility) Requirements

- Apron & Hangar Space Requirements
- Commercial Terminal Building
- General Aviation Terminal Building
- Access Road & General Aviation Parking
- Support Facility Requirements and Utilities

Identified Needs	Planning Scenarios		
	2007-2012	2013-2017	2018-2027
Commercial Terminal (ft ²)	18,370	26,565	33,550
Terminal Apron Area (ft ²)	57,980	70,468	95,890
Commercial Terminal Parking Area (ft ²)	50,400	71,200	98,000

Identified Needs	Planning Years			
	2007	2012	2017	2027
Based Aircraft Apron Parking Positions	78	87	97	122
Based Aircraft Apron Parking Area (ft ²)	210,600	234,900	261,900	329,400
Itinerant Aircraft Apron Parking Positions	142	149	163	194
Required Itinerant Apron (ft ²)	220,080	242,760	288,120	388,560
Total T-Hagar positions	187	206	230	289
T-hangars/shade (ft ²)	14,400	37,200	66,000	136,800
Total Conventional Positions	13	20	23	29
Conventional (ft ²)	45,500	70,000	80,500	101,500
Itinerant Hangar Requirements (ft ²)	24,500	28,000	31,500	38,500
Aircraft Maintenance (ft ²)	7,000	9,800	11,200	14,000
FBO GA Building Area	3,800	7,350	7,875	9,600
GA Parking Positions	158	174	203	260
GA Parking Area (ft ²)	63,200	69,600	81,200	104,000
Administration building (ft ²)	5,950			
Administration Parking Pos.	14	16	20	28
Parking Area (ft ²)	5,600	6,400	8,000	11,200
Airport Maintenance Equipment Storage	11,250			

AIRSIDE FACILITY REQUIREMENTS

Prescott Municipal Airport Airport Master Plan

PRC Required Runway Length 10,570 feet (Used the CRJ700 -Critical Aircraft)

PRC Runway Design, Separation and Safety Standards Compliance

Runway	3R	21L	3L	21R	12	30
Airport Design Criteria	Meets Planned Standards					
Approach Category and Design Group End	C-III	C-III	B-II	B-II	B-II	B-II
Runway Width (ft)	Yes	Yes	No	No	Yes	Yes
Percentage Effective Gradient	Yes	Yes	Yes	Yes	Yes	Yes
Runway Safety Area Width (ft)	Yes	Yes	No	No	Yes	Yes
Runway Safety Area - Distance Beyond Runway End (ft)	No	Yes	No	No	No	Yes
Runway Object Free Area Width (ft)	Yes	Yes	No	No	Yes	Yes
Runway Object Free Area – Distance Beyond Runway End (ft)	Yes	Yes	No	No	Yes	Yes
Runway Obstacle Free Zone Width (ft)	Yes	Yes	No	No	Yes	Yes
Runway Obstacle Free Zone – Distance Beyond Runway End (ft)	Yes	Yes	No	No	Yes	Yes
Runway Centerline to Taxiway Centerline Distance (ft)	No	No	No	No	No	No
Runway Centerline to Nearest Parking Area	No	No	Yes	Yes	No	No

Table 3.3
PRC Demand to Capacity Ratio

Year	Operations	ASV Operations	Demand to Capacity Ratio
2007	230,615	326,400	70.6%
Forecast			
2012	250,706	326,400	76.8%
2017	276,961	326,400	84.8%
2027	328,018	326,400	100.4%

The FAA utilizes a demand to capacity ratio of the airports estimated annual service volume of 60% as an indicator of when an airport may experience operational delays and should begin planning to increase the capacity. PRC's ratio is well above the 60% level identified by the FAA and is anticipated to exceed 100% by 2027.

MASTER PLAN ALTERNATIVES -

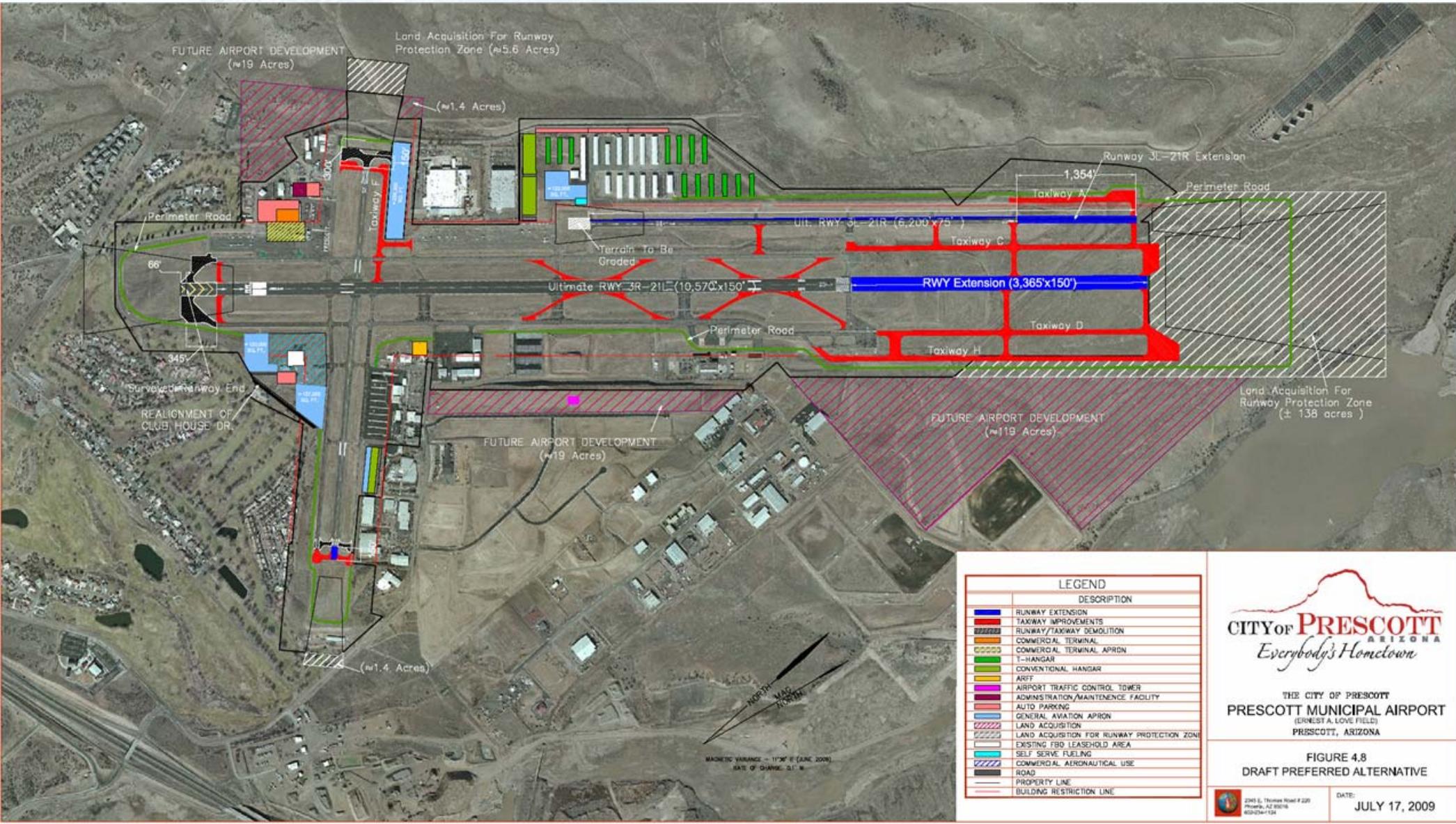
Prescott Municipal Airport Airport Master Plan

• Airside Alternatives

• Landside Alternatives



MASTER PLAN DRAFT PREFERRED ALTERNATIVE



CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program provides a schedule of development for the proposed projects identified in this master plan. The schedule is based on a twenty year planning period and separated into three phases:

- Phase 1 (2010 – 2015)
- Phase 2 (2016 – 2020)
- Phase 3 (2021 – 2030)

The cost estimates associated with the Master Plan projects reflect allowances for Sponsor administration (2%), engineering/design (8% up to 12%), contingencies (15%), and construction management (12%). In addition, project costs will be required to be escalated to account for future inflation in Phase 2 and Phase 3 projects using the United States Consumer Price Index ratio for any given year. On average the CPI inflation has increased by 4 percent annually.

CAPITAL IMPROVEMENT PROGRAM - PHASE I

Table 6.1
Phase I (2010 – 2015) Project Cost

Project	Cost	FAA	ADOT	Airport	Other
1-A: EA	\$ 250,000	\$227,650	\$11,175	\$11,175	
1-B: Land Acquisition -145 acres total					
-Runway 21L & 21R RPZs (138 acres)	\$10,350,000	\$9,424,710	\$462,645	\$462,645	
- Runway 30 RPZ (1.4 acres)	\$105,000	\$95,613	\$4,693	\$4,694	
-Runway 12 RPZ (5.6 acres)	\$420,000	\$383,452	\$18,274	\$18,274	
1-C: Non-Standard RSAs					
-Runway 12-30 Shift (150 feet) & Add Shoulders	\$2,795,000	\$2,545,127	\$124,936	\$124,937	
-Runway 3L RSA Grading	\$220,000	\$200,332	\$9,834	\$9,834	
1-D: Commercial Terminal Bldg.	\$13,300,000	\$9,975,000	\$1,189,020	\$2,135,980	
1-E: ARFF Facility	\$3,950,000	\$3,596,870	\$353,130	\$353,130	
1-F: RWY 3R-21L Partial Extension	\$5,595,000	\$5,094,807	\$250,096	\$250,097	
1-G: Taxiway 'D' Extension (partial)	\$4,129,000	\$3,759,868	\$184,566	\$184,566	
1-H: Taxiway 'C' Extension (partial)	\$3,654,000	\$3,327,332	\$163,334	\$163,334	
1-I: Taxiway 'F' Realignment	\$2,647,000	\$2,410,358	\$118,321	\$118,321	
1-J: 122,000 s.f. apron	\$1,650,000	\$1,502,490	\$73,755	\$73,755	
1-K: 60 T-hangars	\$1,800,000				\$1,800,000
1-L: 1 Conventional Hangar	\$7,500,000				\$7,500,000
1-M: Self service fuel station	\$20,000				\$20,000
Total – Phase I:	\$58,385,000	\$42,543,609	\$2,963,779	\$3,910,742	\$9,320,000

CAPITAL IMPROVEMENT PROGRAM - PHASE II

Table 6.2
Phase 2 (2016 – 2020) Project Costs

Project	Cost	FAA	ADOT	Airport	Other
2-A: Runway 3R-21L extension	\$7,805,000	\$7,107,233	\$348,883	\$348,884	
2-B: Taxiway C extension	\$4,939,000	\$4,497,453	\$220,773	\$220,774	
2-C: Taxiway D extension	\$5,581,000	\$5,082,058	\$249,471	\$249,471	
2-D: Highspeed taxiways	\$4,050,000	\$3,687,930	\$181,035	\$181,035	
2-E: Acquire land (east side)	\$10,350,000	\$9,424,710	\$462,645	\$462,645	
2-F: Airport perimeter road	\$3,320,000	\$3,023,192	\$148,404	\$148,404	
2-G: Perimeter fence	\$300,000	\$273,180	\$13,410	\$13,410	
2-H: Admin./maintenance facility	\$5,570,000	\$5,072,042	\$248,979	\$248,979	
2-I: 224,000 s.f. apron	\$2,447,000	\$2,228,238	\$109,381	\$109,381	
2-J: 36 T-hangars	\$1,080,000				\$1,080,000
2-K: 1 Conventional hangar	\$7,500,000				\$7,500,000
Total – Phase 2:	\$52,942,000	\$40,396,036	\$1,982,981	\$1,982,983	\$8,580,000

CAPITAL IMPROVEMENT PROGRAM - PHASE III

Table 6.3
Phase 3 (2021 – 2030) Project Costs

Project	Cost	FAA	ADOT	Airport	Other
3-A: Runway 3L-21R extension	\$7,260,000	\$6,610,956	\$324,522	\$324,522	
3-B: Taxiway A extension	\$3,727,000	\$3,393,806	\$166,597	\$166,597	
3-C: Taxiway H extension	\$ 4,188,000	\$3,813,592	\$187,204	\$187,204	
3-D: ATCT construction	\$12,332,000	\$11,229,519	\$551,241	\$551,241	
3-E: 247,000 s.f. aprons	\$3,216,000	\$2,928,489	\$143,756	\$143,756	
3-F: 1 conventional hangar w/ apron	\$4,455,000				\$4,455,000
3-G: 48 T-hangars (bottleneck)	\$2,400,000				\$2,400,000
Total – Phase 3:	\$37,578,000	\$27,976,362	\$1,373,320	\$1,373,320	\$6,855,000

CAPITAL IMPROVEMENT PROGRAM

PROJECTED 20 YEAR COSTS

TOTAL	\$ 148,905,000
FAA	\$ 110,916,007
STATE	\$ 6,320,080
CITY	\$ 7,267,045
OTHER	\$ 24,755,000

ANTICIPATED CITY SHARE IS 4.88%
OF TOTAL COSTS!!!!

PUBLIC COMMENT PERIOD

- Final Draft with the Airport Layout Plan Set is available for public review at the following locations:
 - Prescott Public Library (215 East Goodwin Street)
 - Prescott City Hall (201 South Cortez)
 - Prescott Airport Administration (6546 Crystal Lane)
 - www.prescottairportmasterplan.com

PUBLIC COMMENT PERIOD

- Final Draft is also available for public review at the following locations:
 - Prescott Valley Library
 - Prescott Library Gateway Branch
 - Yavapai County Administration Offices
 - Embry-Riddle Aeronautical University Library
 - Prescott Rowle P. Simmons Community Center

PUBLIC COMMENT PERIOD

- Written comments will be received until 5 pm September 12th and may be submitted as follows:

- Via mail

Prescott Airport Master Plan
C/O Airport Manager
6546 Crystal Lane
Prescott, AZ 86301

- Online www.prescottairportmasterplan.com

NEXT STEPS

- Final Draft has been submitted to the FAA and ADOT for review and comment.
- Address any comments received from the FAA, ADOT, and the public.
- Submit the Final Airport Master Plan for FAA approval.
- Once FAA approval of the Airport Master Plan has been received, presentation of the Airport Master Plan to the City Council for acceptance and adoption.

Questions?

