



Marana Regional Airport – Airport Master Plan
 Technical Advisory Committee Meeting No. 1
 August 17, 2015 – 1:30 PM
 Town of Marana Municipal Complex

Meeting Objective: Present the Airport Master Planning process to the Technical Advisory Committee (TAC) and obtain feedback pertaining to the key issues, process, schedule, and expected deliverables.

Attendance:

Committee Attendees	
Name	Organization
Steve Miller	Town of Marana, Airport Director
Jamsheed Mehta	Town of Marana
Scott Driver	ADOT Aeronautics
Don Kriz	DOWL
Victor Palma	DOWL
Galen Beem	Town of Marana
Curt Woody	Town of Marana
Keith Brann	Town of Marana
Morris Reyna	Town of Marana
Jennifer Christelman	Town of Marana
Heath Vescovi-Chiordi	Town of Marana
Lt. Col. Chad Smith	Arizona Army National Guard
Stu Rodeffer	Northwest Fire District
Mike McDougall	Fighting Classics

Observers	
Name	Organization
Wyatt Broten	Town of Marana
Ryan Mahoney	Town of Marana
Dave Bixby	AZ Army National Guard - WAATS
Jill Juneblom	AZ Army National Guard - WAATS

Consultant Staff	
Name	Organization
Charlie McDermott	Armstrong Consultants
Jenny Watts	Armstrong Consultants
Mary Ortega-Itsell	Genesis Consulting Group
Rick Crosman	Genesis Consulting Group

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



Meeting Summary:

1. Welcome – Steve Miller, Marana Regional Airport & Charlie McDermott, Armstrong Consultants
2. Introductions of the Technical Advisory Committee
3. PowerPoint Presentation – Presented by Charlie McDermott & Jenny Watts, Armstrong Consultants
 - A. Topics Discussed
 - ◆ Master Planning Overview
 - ◆ Committee’s Role
 - ◆ Forecasting and Design Standards
 - ◆ Planning Considerations
 - ◆ Key Issues
 - ◆ Public Involvement
 - ◆ Master Plan Elements
 - ◆ Timeline
 - ◆ Next Steps
4. Committee Interactive Participation Exercise – *What are the key issues we should focus on?*
 - A. Pavement strength
 - ◆ Some discussion ensued about the existing pavement strength of the airport’s runways, taxiways, and aprons
 - ◆ It was noted that the existing primary runway pavement is only rated at 12,500 lbs. – this is not strong enough to accommodate the larger business jets on a regular basis
 - ◆ It was also noted that the existing aprons and taxiways are in poor condition (PCI > 50)
 - ◆ Master Plan will help determine the future critical aircraft for both runways, which then in turn will be able to justify strengthening to pavements
 - B. Diversity of aircraft utilizing the airport
 - ◆ Again, it was suggested that the airport determine the types of aircraft it would like to cater to in the future, and improve the airfield around those aircraft; the existing layout of the airport is sometimes not conducive to simultaneous operations by smaller single-engine propeller aircraft and large corporate jet aircraft
 - C. Infrastructure needs
 - ◆ There was some discussion regarding the airport’s septic system; it was suggested that perhaps it could join the Town’s or future developments commercial systems; concerns were how to make sure future development at the airport is tied into a larger septic system
 - Town of Marana Planning Department has information about the existing system, i.e. capacity, location, etc.
 - D. Land ownership on airport property
 - ◆ One committee member felt it was important to re-examine some of the ownership of the airport property as it has sometimes been questioned over the years; will be important for future development needs



- E. Land acquisition/land leases and development/aviation easements
 - ◆ A lengthy discussion ensued regarding these issues
 - One committee member asked if the airport had purchased any land since the last airport master plan; the airport manager indicated that it had not
 - Other members were interested in looking at future potential land leases and development on the airfield
 - A question came up regarding land use compatibility around the airport; a Town Planning representative indicated that the department has a record of aviation easements over land parcels since 2004
 - F. Flood plains
 - ◆ A comment was made that the airport resides in a flood plain; a question was raised as to what extent the Master Plan would investigate any flood plain or drainage issues at the airport
 - G. Runway 3 displaced threshold/airfield design standard dimensions
 - ◆ One committee member was interested in knowing if the reasoning behind why the displaced threshold was developed for Runway 3 would be investigated; could the displaced threshold be removed at some point? Armstrong indicated this issue would be looked at and recommendations will be made at later date
 - ◆ From this discussion, another committee member wanted to know if the current design standards at the airport were all correct, and what the process was in order to change them in the future to accommodate larger aircraft
 - H. Infield Development (near Taxiway C)
 - ◆ Some discussion was had on whether or not the parcel of land bordered by taxiways could ever be developed on; could this Master Plan determine what could be built there if anything?
 - I. Air traffic control tower/Instrument approach procedures
 - ◆ A discussion on the need and desire of an air traffic control tower at the airport occurred
 - Airport/Town has been discussing need for some time
 - There are safety concerns for the airspace by the airport manager and airport users
 - Possible locations have been explored; Mr. Miller mentioned he is working with Pinal Airport's manager and the Army National Guard to form a support group for the tower
 - Would the airport ever add and/or change any of the published instrument approach procedures, and if so, has an aeronautical obstruction survey been conducted?
5. Additional Discussion/Comments/Questions
- A. A suggestion was made to develop a new 3,000-foot parallel runway to Runway 12-30 that would be used exclusively for small general aviation aircraft (sport category only)
 - B. Some discussion of development of the East Apron occurred; a committee member indicated that he believed there were some drawings and plans for the area developed in 2006
 - ◆ Follow up with DOWL to locate these plans will be done by Armstrong
 - C. Next Steps: Armstrong to provide Working Paper No. 1 in November 2015, and the next PAC meeting is scheduled for some time in February 2016
6. Meeting Concludes

Meeting Sign-In Sheet

Project:

Marana Regional Airport Master Plan - Technical Advisory Committee - Meeting No. 1
ADOT No. E5S3N

Meeting Date:

August 17, 2015 (1:30 pm to 3:00 pm)

Name	Affiliation/Company	Phone	E-mail
Steve Miller	Marana Regional Airport	520-382-8051	smiller@maranaaz.gov
Charlie McDermott	Armstrong Consultants	602-803-7079	cmcdermott@armstrongconsultants.com
Jenny Watts	Armstrong Consultants	602-803-7079	jwatts@armstrongconsultants.com
Mary Ortega-Itsell	Genesis Consulting Group	210-488-1019	mary@genesis-aviation.com
Rick Crosman	Genesis Consulting Group	970-209-5117	rick@genesis-aviation.com
Galen Beem	Airport	520-437-6220	gbeem@maranaaz.gov
Wyatt Broten	Airport Maint. Worker	520 425 1155	wbroten@maranaaz.gov
Stuart Roddoffer	Northwest Fire District	520 400 6694	Srodoff@northwestfire.org
Rick Schaffli	WAATS	520.750.5778	richard.j.schaffli@cnr.army.mil
Dave Bixby	WAATS	520-780-3748	david.g.bixby@mail.mil
MIKE MCDONALD	FIGHTING CLASSICS	520 609 2235	MASC.FIGHTINGCLASSICS.COM
SCOTT PAVEN	ADOT ASSOCIATES	602 712 8384	SDriver@q2dot.gov

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Name	Affiliation/Company	Phone	E-mail
Don Krize	DOWL	444-2858	DKRIZ@DOWL.COM
LTC CHAD SMITH	AZ ARNG STATE AVIATION OFFICER	520-229-7645	chad.h.smith.m.1@marana.mil
Ryan Mahoney	TOW	382-2647	rmahoney@maranaaz.gov
Jennifer Christelman	Town of Marana	(520) 382-2665	jchristelman@maranaaz.gov
Victor Palma	DOWL	520 307-9816	vpalma@dowl.com
Morris Reyna	Town of Marana	520.382.2680	mreyna@maranaaz.gov
Heath Vescevi	Town of Marana	520-382-1981	hvescevi@maranaaz.gov
Curt Woody	T.O.M.	382.1900	CWOODY@MARANA.AZ.GOV
Jill Jungblom	WAATS AZAENG	750-5606	jilljungblom@mail.mil
Keith Brann	Tom	382-2600	kbrann@maranaaz.gov