



Marana Regional Airport – Airport Master Plan  
 Technical Advisory Committee Meeting No. 2  
 Wednesday, January 27, 2016 – 10:30 am  
 Town of Marana Municipal Complex, Conference Center

**Meeting Objective:** Present the Airport Master Plan Working Papers No. 1 and 2 to the Technical Advisory Committee (TAC) and obtain feedback pertaining to the content in the working papers.

**Attendance:**

Committee Attendees	
Name	Organization
Steve Miller, C.M., C.A.E.	Town of Marana, Airport Director
Jamsheed Mehta	Town of Marana, Deputy Town Manager
Morris Reyna	Town of Marana, Construction Division Manager
Galen Beem	Town of Marana Town, Airport Operations Coordinator
Scott Driver	ADOT Aeronautics, Airport Grants Manager
Kyler Erhard	FAA, ADO Community Planner
Don Kriz, P.E.	Engineer
Victor Palma	DOWL, Project Manager
Dr. Allen Aven	Pilot/Airport User
Joseph Johnson	AZANG
Brian Arnett	FAA, Tucson TRACON

Consultant Staff	
Name	Organization
Charlie McDermott	Armstrong Consultants, Project Manager
Jenny Watts	Armstrong Consultants, Airport Planner
Mary Ortega-Itsell	Genesis Consulting Group, Public Outreach
Rick Crosman	Genesis Consulting Group, Senior Airport Planner

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



## Meeting Summary:

1. Welcome – Charlie McDermott, Armstrong Consultants
2. Introductions of the Technical Advisory Committee
3. PowerPoint Presentation :  
Charlie McDermott and Jenny Watts, Armstrong Consultants  
Richard Crosman, Genesis Consulting Group
  - A. Topics Discussed
    - ◆ Master Planning Process Overview
    - ◆ Committee Role
    - ◆ Working Paper No. 1 Overview
      - Airport Service Levels
      - Design Standards
      - Runway Wind Coverage
      - Airside and Land Facilities Inventory
      - Aviation Demand Forecast
      - Based Aircraft Forecast
      - Operations Forecast
    - ◆ Working Paper No. 2 Overview
      - Facilitates Requirements (Base year and short, medium, and long term requirements)
    - ◆ Public Involvement
    - ◆ Master Plan Elements
    - ◆ Master Plan Timeline
    - ◆ Next Steps
4. Committee Participation and Questions
  - A. Working Paper No. 1
    - ◆ Critical aircraft clarification - Based on Master Plan data, the critical aircraft for both runways will not change.
    - ◆ The questions by the committee concerned increases in aircraft operations and types based on future growth potential and then in turn justification to strengthening of pavements
  - B. Airside pavement strength, markings, and standards
    - ◆ There was additional discussion about the existing pavement strength of the airport's runways, taxiways, and aprons:
      - It was noted that the existing primary runway pavement is believed to be not strong enough to accommodate the larger business jets on a regular basis in certain areas.
      - It was also noted that the existing aprons and taxiways are in poor condition (PCI > 50) and it is recommended that further testing will verify locations of current inadequate structure
      - The future Taxiway Rehabilitation Project does not include any runway reconstruction according to the Airport Director.



- It was mentioned that Runway 12-30 has locations where the pavement has significantly deteriorated. A question was asked how these areas would be improved if not on current ACIP.  
Recommendation to add GPS approach, if applicable, was made by the committee.
- C. Aviation Demand Forecasts
  - ◆ Forecasts support conservative growth
  - ◆ Add conventional hangars based on demand. Current status of waiting list for Hangar space
- D. Facilities Requirements (This topic was also discussed in PAC with the same outcomes)
  - ◆ There were questions from the committee concerning draft Facilities Requirements as shown on Tables 4-11 and 4-6
    - Table 4-11, Runway 12-30, pavement strength not adequate for the long term projected use of the runway. Recommendation that the Town verify PCN report and strengthen where needed.
    - Table 4-11, No need for potential extension on Runway 12-30; the design aircraft will remain the same. Removal of the threshold displacement on Runway 3 will be considered in the Alternatives chapter.
    - Table 4-6, Aircraft Apron Requirements. Clarification of the existing apron size will be made in the table to reflect the actual apron space available to park aircraft.
- 5. Additional Discussion/Comments/Questions
  - A. Next Steps: the consultant team anticipates publishing Working Paper No. 3, in May 2016 with the next PAC meeting planned for some time in June 2016.
- 6. Meeting Concluded at 11:20 am.