Marana Regional Airport

Airport Master Plan
Planning Advisory Committee (PAC)
Meeting No. 1 – Kick off
August 17, 2015

MARANA REGIONAL AIRPORT

GENESIS
CONSULTING GROUP

ARMSTRONG

Agenda

MARANA REGIONAL AIRPORT

- Introductions
- Master planning overview
- Committee's role
- Planning considerations
- Key issues
- Public involvement
- Master plan elements
- Timeline
- Next steps

Airport master plan goal

Prepare a master plan that meets Federal Aviation Administration (FAA) design standards and provides for a safe and efficient airport to accommodate existing and future demand

What is a master plan?

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- A twenty year plan of development
  - Forecast of expected demand
  - Identification of assets and deficiencies
  - Consideration of development alternatives
  - Preparation of a financial development plan
- Airport Layout Plan (ALP)
  - Consolidated plan of development
  - Approved by Federal Aviation Administration (FAA)
  - Funding tool

Master Plan Process

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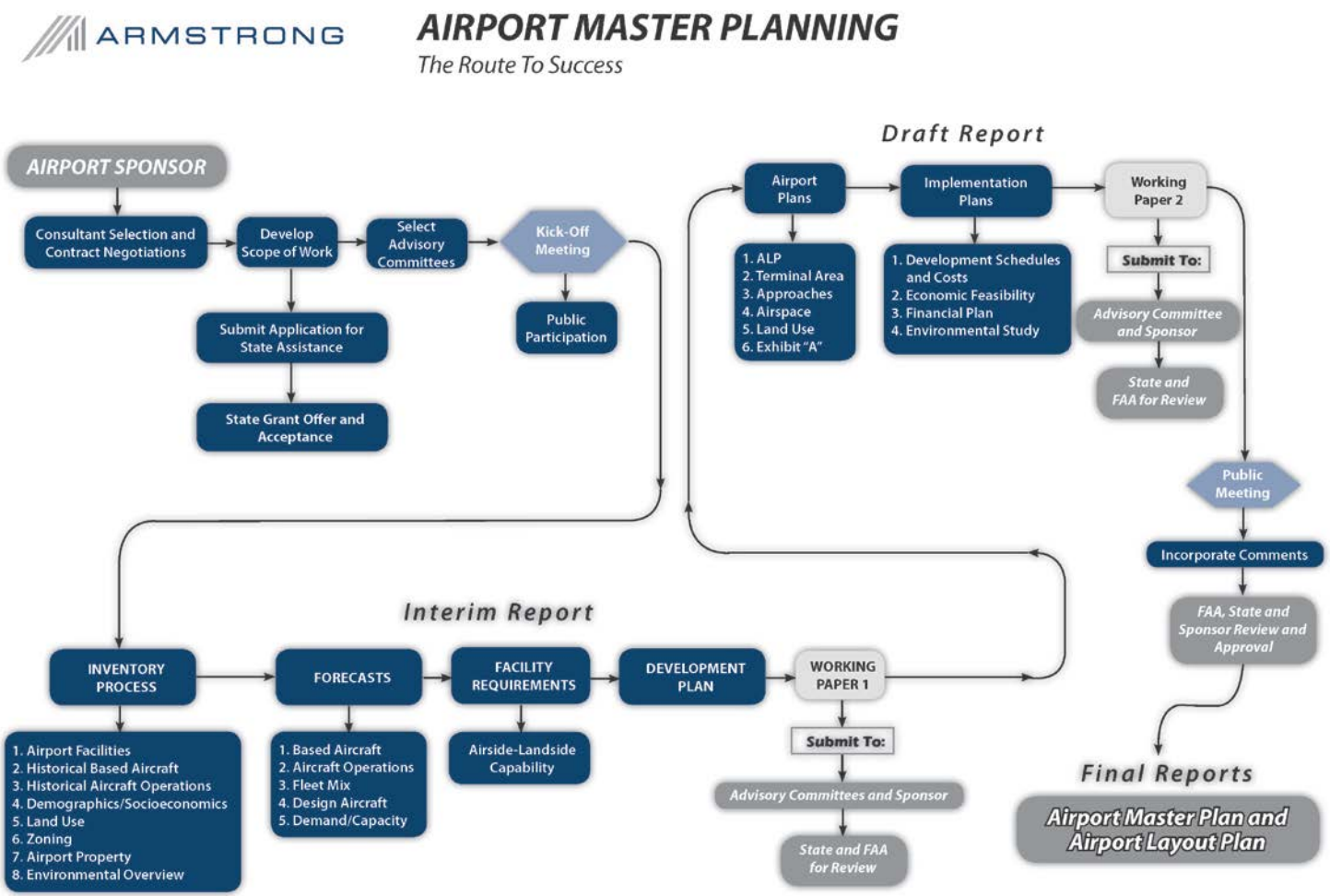

Planning Advisory Committee role

- Guide the development of plans for the future of the airport by:
  - Attending PAC meetings and contributing to the process
  - Providing feedback on the documents produced
  - Helping to identify and focus on the key issues
  - Acting as liaisons with the community

Existing/Future Critical Aircraft

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- Maximum Takeoff Weight
- Aircraft Approach Category
  - Approach speed
- Airplane Design Group

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Runway Design Code (RDC)

Runway 12-30
C/II/5000

Runway 3-21
B/I/5000

AI
Primarily Single-Engine Propeller Aircraft, some light twins

Example Type: Cessna 172 Skyhawk

BI
Primarily Light Twin-Engine Propeller Aircraft

Example Type: Piper Navajo

BII
(<12,500 lbs)
Primarily Light Turboprops

Example Type: Beechcraft King Air

BII
(>12,500 lbs)
Mid-sized corporate jets and commuter airliners

Example Type: Cessna Citation II

A/BIII
Primarily large commuter-type aircraft

Example Type: De Havilland Dash 8

CI, DI
Primarily small and fast corporate jets

Example Type: Lear Jet 36

C/DII
Large corporate jets and regional-type commuter jets

Example Type: Gulfstream IV

C/DIII
Commercial airliners (approx. 100-200 seats)

Example Type: Boeing 737

C/DIV
Large commercial airliners (approx. 200-350 seats)

Example Type: Boeing 767

DV
Jumbo commercial airliners (approx. 350+ seats)

Example Type: Boeing 747

Airport master plan typical issues

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Technical Issues

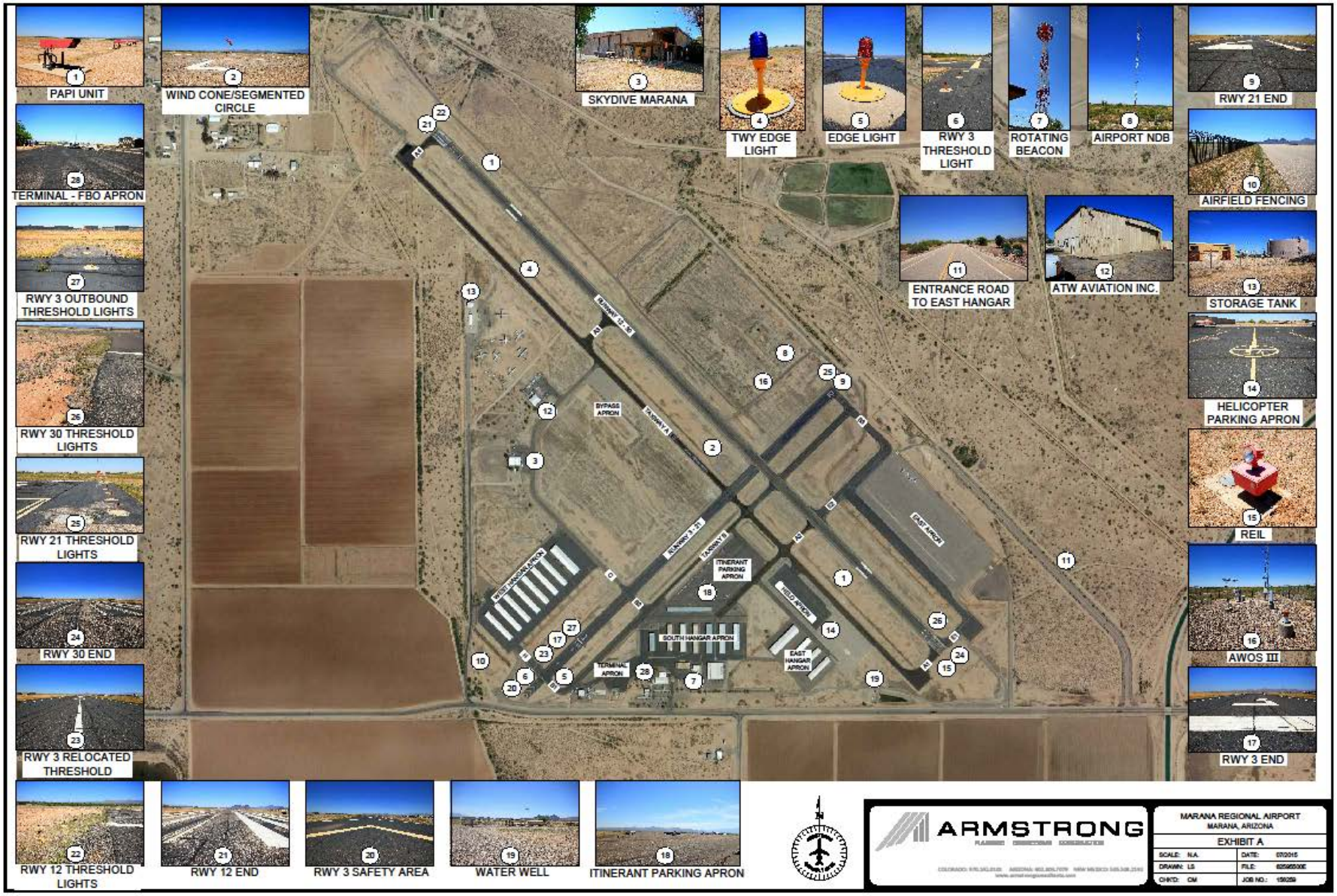
- Runway length
- Runway safety area
- Project cost
- Engineering constraints
- Role in regional airport capacity

Stakeholder Issues

- Airport, town, county, users, tenants, FAA and ADOT
- Economic impact
- Safety
- Runway use
- Budget
- Schedule

Community Issues

- Community concerns
- Noise
- Infrastructure impacts
- Economic impact
- Environment


1 PAPI UNIT
2 WIND CONE/SEGMENTED CIRCLE
3 SKYDIVE MARANA
4 TWY EDGE LIGHT
5 EDGE LIGHT
6 RWY 3 THRESHOLD LIGHT
7 ROTATING BEACON
8 AIRPORT NDB
9 RWY 21 END
28 TERMINAL - FBO APRON
10 AIRFIELD FENCING
27 RWY 3 OUTBOUND THRESHOLD LIGHTS
11 ENTRANCE ROAD TO EAST HANGAR
12 ATW AVIATION INC.
13 STORAGE TANK
26 RWY 30 THRESHOLD LIGHTS
14 HELICOPTER PARKING APRON
25 RWY 21 THRESHOLD LIGHTS
15 REIL
24 RWY 30 END
16 AWOS III
23 RWY 3 RELOCATED THRESHOLD
17 RWY 3 END
22 RWY 12 THRESHOLD LIGHTS
21 RWY 12 END
20 RWY 3 SAFETY AREA
19 WATER WELL
18 ITINERANT PARKING APRON
BYPASS APRON
ITINERANT PARKING APRON
SOUTH HANGAR APRON
EAST HANGAR APRON
TERMINAL APRON
EAST APRON
WEST HANGAR APRON
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MARANA REGIONAL AIRPORT
MARANA, ARIZONA
EXHIBIT A
SCALE: N.A.
DATE: 07/2015
DRAWN: LS
FILE: 625605XE
CHK'D: CM
JOB NO.: 150259

AIRPORT RESTAURANT

EAST HANGAR APRON T-HANGAR

ELECTRICAL BUILDING

FBO MAINTENANCE HANGAR 1

AIRCRAFT SHADE STRUCTURE

NORTH ACCESS ROAD

WEST HANGAR APRON T-HANGARS

TERMINAL - FBO FACILITY

SELF-SERVE FUEL ISLAND

FBO AVIONICS SHOP, HANGAR AND AIRPORT ADMINISTRATION OFFICE

AIRPORT VEHICLE PARKING LOT

AIRPORT ENTRANCE SIGN

SOUTH HANGAR APRON T-HANGARS

OUTDOOR SEATING AREA

FUEL STORAGE TANKS

FBO HANGAR 2

PACIFIC AERO VENTURES

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MARANA REGIONAL AIRPORT
MARANA, ARIZONA

EXHIBIT B

SCALE: N.A.	DATE: 07/2015
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Planning considerations

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- Factors influencing aviation demand
- Apron and terminal area layout
- Future hangar locations and sizes
- Airside and landside requirements
- Future instrument approaches and visibility minimums
- Land use compatibility
- Flight training
- Helicopter activity

Key Issues

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What are the key issues that we should focus on?

Public involvement

- Document review
- Public informational meeting
- Meeting comment forms
- Emails, regular mail
- In-person meetings (as needed)
- Executive summary brochure

Master Plan Elements

Master Plan Elements	Working Papers and Final Document	Meetings
Committee Meeting No 1		
Airport Inventory		
Aviation Forecasts	Working Paper No 1	
Facility Requirements		
Development Alternatives	Working Paper No 2	
Committee Meeting No 2		
Airport Layout Plans		
Environmental Overview		
Implementation and Financial Plan	Working Paper No 3	
Committee Meeting No 3 and Public Informational Meeting		
Final Document Preparation	Final Document	

Master Plan Timeline

- Notice to Proceed (NTP) – July 2015
- **Committee meeting no. 1 – August 2015**
- Working paper no. 1 – November 2015
- Working paper no. 2 – January 2016
- **Committee meeting no. 2 – February 2016**
- Working paper no. 3 – May 2016
- **Committee meeting no. 3 – June 2016**
- Draft final report – July 2016
- Final report – third quarter of 2016
- Entire process should take about one year

Next Steps

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- Obtain feedback from the committees
- Complete inventory and aviation forecasts
- Submit Working Paper 1 to the committees
- Submit aviation forecasts to the Sponsor and FAA for approval
- Prepare facility requirements and alternatives
- Submit Working Paper No. 2 to the committees
- Hold committee meeting no. 2

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