

Airport Layout Plan Update and Narrative Report

Planning Advisory Committee (PAC) Meeting #1

Aztec Municipal Airport

August 21, 2018



Agenda

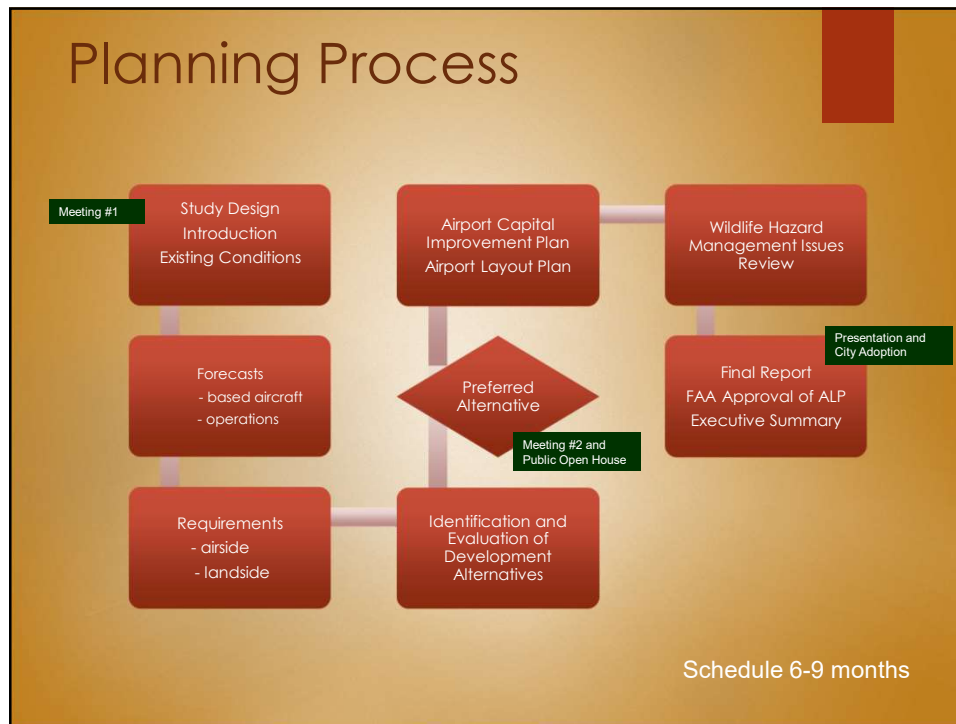
- ▶ Welcome and Introductions
- ▶ Purpose of Today's Meeting
- ▶ Planning Process
- ▶ Recap 2008 Action Plan
- ▶ Current Airport Issues
- ▶ Existing Conditions
- ▶ The Next Steps...

Welcome and Introductions

- ▶ City of Aztec – Main Contacts
 - ▶ Wallace Begay, Airport Manager
 - ▶ Steve Mueller, City Manager
- ▶ Bohannon Huston Team
 - ▶ Dumas Slade, Mark Huntzinger (BHI)
 - ▶ Wendy Renier, WMRenier Consulting
- ▶ NMDOT Aviation Division
 - ▶ Dan Moran
- ▶ FAA
 - ▶ Sarah Conner
- ▶ Local Planning Advisory Committee (PAC) Members
 - ▶ City, Airport Advisory Board, Chamber of Commerce, Bureau of Land Management (BLM)

Purpose of Today's Meeting

To kick off the *Airport Layout Plan Update Study* for the Aztec Municipal Airport by discussing the planning process, airport issues, and existing conditions.



- ## Planning Process
- ▶ Summary of Draft Materials for PAC Review and Comment
 - ▶ Inventory
 - ▶ Forecasts
 - ▶ Requirements
 - ▶ Development Alternatives
 - ▶ Airport Capital Improvement Plan (ACIP)
 - ▶ Airport Layout Plan Update (ALP)
 - ▶ Wildlife Hazard Management Issues Review
 - ▶ Comprehensive Draft and Final Report
 - ▶ Executive Summary

Recap 2008 Action Plan

- ▶ Airport activity reported:
 - ▶ 16 based aircraft and 8,100 annual ops
 - ▶ Recreational, training, business, firefighting, medical, military, cargo air taxi, diverted air taxi from FMN
- ▶ Study Findings
 - ▶ Site constraints limit Runway 8-26 length (displaced thresholds in place)
 - ▶ Parallel Taxiway System
 - ▶ Crosswind Runway 17-35 to replace Runway 4-22; new Runway Visibility Zone (RVZ) needed
 - ▶ Additional hangars needed (10 on hangar waiting list)
 - ▶ Implement land use controls to protect airport environs
 - ▶ Other improvements: GPS approach, lighting, signage, pavement, supplemental wind cones, fence line location, new development on north side

Current Airport Issues

- ▶ Crosswind Runway (user input, R8-26 coverage 96%)
- ▶ Hangar Development (waiting list)
- ▶ BLM Land Transfer, Environmental Process
- ▶ Runway Lighting and Visual Aids
- ▶ Pavement Maintenance
- ▶ Perimeter Fencing Improvements for security, wildlife
- ▶ New FAA Design Standards
- ▶ Verification of Design Aircraft and Airport Reference Code (ARC)

Design Aircraft & Airport Reference Code

- ▶ Design Aircraft (Critical Aircraft): Most demanding aircraft (or group) meeting the "regular / substantial" use threshold of 500 annual itinerant operations
- ▶ Airport Reference Code (ARC) determines FAA airport design standards and consists of:
 - ▶ Letter denoting Aircraft Approach Category (1.3 x stall speed)
 - ▶ Roman numeral denoting Airplane Design Group (usually wingspan, can be tail height)

AIRCRAFT APPROACH CATEGORY (AAC)

AAC	Approach Speed
A	Less than 91 knots
B	91 knots to 120 knots
C	121 knots to 140 knots
D	141 knots to 165 knots
E	Approach speed 166 knots or more











AIRPLANE DESIGN GROUP (ADG)

ADG #	Tail Height (ft)	Wingspan (ft)
I	< 20'	< 49'
II	20' to < 30'	49' to < 79'
III	30' to < 45'	79' to < 118'
IV	45' to < 60'	118' to < 171'
V	60' to < 66'	171' to < 214'
VI	66' to < 80'	214' to < 262'

APPROACH VISIBILITY MINIMUMS

RVR (ft)	Flight Visibility Category (statue mile)
4000	Lower than 1 mile but not lower than ¾ mile (APV ¾ but < 1 mile)
2400	Lower than ¾ mile but not lower than ½ mile (CAT-I PA)
1600	Lower than ½ mile but not lower than ¼ mile (CAT-II PA)
1200	Lower than ¼ mile (CAT-III PA)

Sample Aircraft

 <p>A - I 12,500 lbs. or less (small)</p> <p>Beech Baron 55 Beech Bonanza Cessna 182 Piper Archer Piper Seneca</p>	 <p>B - I 12,500 lbs. or less (small)</p> <p>Beech Baron 58 Beech King Air 100 Cessna 402 Cessna 421 Piper Navajo Piper Cheyenne Cessna Citation I</p>	 <p>A-II, B-II 12,500 lbs. or less (small)</p> <p>Super King Air 200 Cessna 441 DHC Twin Otter Cessna Caravan King Air C90</p>	 <p>B-II Greater than 12,500 lbs.</p> <p>Super King Air 300, 350 Beech 1900 Jetstream 31 Falcon 20, 50 Falcon 200, 900 Citation II, Bravo XLS+ Citation CJ3</p>	 <p>A-III, B-III Greater than 12,500 lbs.</p> <p>DHC Dash 7 DHC Dash 8 Q-300, Q-400 DC-3 Convair 580 Fairchild F-27 ATR 72 ATR</p>
 <p>C-I, D-I</p> <p>Lear 25, 35, 55, 40 Israel Westwin HS 125-700</p>	 <p>C-II, D-II</p> <p>Gulfstream II, III, IV Canadair 400 Canadair Regional Jet Lockheed JetStar Citation X Citation Sovereign Hawker 800 XP</p>	 <p>C-III, D-III</p> <p>Boeing Business Jet B 727-200 B 737-300 Series MD-80, DC-9 Fokker 70, 100 A319, A320 Gulfstream V Global Express</p>	 <p>C-IV, D-IV</p> <p>B 727 B 767 DC - 8-70 DC - 10 MD - 11 L1011</p>	 <p>D-V</p> <p>B 747 Series B - 777</p>

Existing Conditions

- ▶ **General Overview**
- ▶ City of Aztec
 - ▶ Estimated population 6,566
 - ▶ County seat for San Juan County (estimated population 126,926)
 - ▶ Elevation 5,644 feet MSL
- ▶ Airport
 - ▶ FAA 3-letter Identifier: N19
 - ▶ Owner/Sponsor: City of Aztec
 - ▶ Tenants: Private, Business
 - ▶ Located 2 miles NW of Aztec, 18 miles NE of Farmington
 - ▶ Property: 160 acres (City-owned, BLM Lease)
 - ▶ Elevation: 5,882 feet elevation
 - ▶ Auto Access Airport Drive

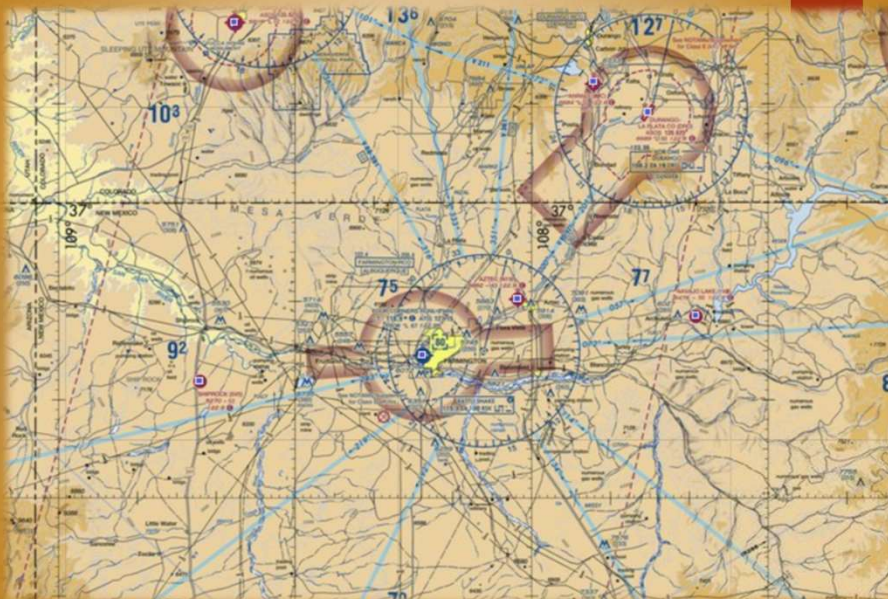
Existing Conditions

▶ Airport Facilities and Services

- ▶ Runway 8-26
 - ▶ 4,314' x 60', Asphalt, Gross Weight 10,000 lbs SWL
 - ▶ Displaced threshold Rwy 8: 266 ft / Rwy 26: 215 ft
 - ▶ Edge Reflectors, Runway End Identifier Lights (REIL)
 - ▶ Nonstandard Approach Lights, Basic Runway markings
 - ▶ Visual guidance (PVASI, PLASI)
- ▶ Two Connecting Taxiways
- ▶ Rotating Beacon, Wind indicator
- ▶ Aircraft Apron Area 11,145 square yards, Tiedowns, 9 hangars
- ▶ City Fire Station
- ▶ Fuel Farm, 100 LL
- ▶ Secured gate access, Barbed-wire Fencing
- ▶ Utilities – electric, water, sanitary sewer, gas, drainage, internet access
- ▶ Courtesy Cars (2)

Existing Conditions

Area Airports & Airspace



Area Airports

- ▶ FMN - Four Corners Regional
- ▶ 1V0 - Navajo Lake
- ▶ DRO - Durango-La Plata County
- ▶ 00C - Animas Air Park
- ▶ 5V5 - Shiprock
- ▶ CEZ - Cortez

Existing Conditions

▶ **Aviation Activity**

- ▶ Based Aircraft*
 - ▶ 12 single-engine
 - ▶ 2 ultralights
- ▶ Operations
 - ▶ Total Annual Estimated at 5,500* (106 weekly)
 - ▶ 2,500 GA local
 - ▶ 3,000 GA Itinerant
 - ▶ An operation is one takeoff or one landing
 - ▶ Operation characteristics - recreational, business, flight training, USFS (firefighting), medical, agricultural

* FAA Form 5010

Existing Conditions

Economic Impact

Aztec Municipal Airport Economic Impact	
Description	NMASPU Figures
On-Airport Employment	9
GA Visitor Employment	10
Total Airport Employment	19
On-Airport Payroll	\$ 553,000
GA Visitor Payroll	\$ 453,000
Total Payroll Impacts	\$ 1,006,000
On-Airport Output	\$ 2,157,000
GA Visitor Output	\$ 1,386,000
Total Output	\$ 3,543,000
<i>Source: NMASPU 2014</i>	

The Next Steps

- ▶ Incorporate input from PAC Meeting #1
- ▶ Complete data collection and publish **Draft Inventory**
- ▶ Complete and publish **Draft Forecasts**
- ▶ Request review comments on Inventory and Forecasts via email
- ▶ Coordinate with FAA for review/approval of forecasts (in comparison to FAA forecasts)

Discussion

Thank You