



Approved Minutes

City of Flagstaff

AIRPORT COMMISSION

1:00 to 2:30 P.M. July 11, 2019

Council Chambers at City Hall, 211 W Aspen Ave



In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact Carrie Elsass at 928-213-2930 (or 774-5281 TDD). Notification at least 48 hours in advance will enable the City to make reasonable arrangements.

I. **CALL TO ORDER** Chair Ketter called the meeting to order at 1:01 PM.

COMMISSION MEMBERS:

Brian Ketter, Chair, *present*
Cal McLoy, *present*
Vacant,
Amanda Shankland, *absent*
Susan Shields, *present*
Miranda Sweet, *present*
T. Paul Thomas, Vice-Chair, *joined at 1:02PM*

CITY STAFF:

Heidi Hansen, Economic Vitality Director, *present*
Barney Helmick, Airport Director, *present*
Tim Skinner, ARFF/Ops Manager, *absent*
Carrie Elsass, Recording Secretary, *present*

II. **PRELIMINARY GENERAL BUSINESS**

1. PUBLIC COMMENT

PUBLIC PARTICIPATION/INPUT

(Items presented during the Public Participation/Input portion of the agenda cannot be acted upon by the Commission. Individual members of the Commission may ask questions of the public, but are prohibited by the Open Meeting Law from discussion or considering the item among themselves until the item has been officially placed on the agenda.)

NONE

2. ANNOUNCEMENTS
3. APPROVAL OF MINUTES

a. Regular Meeting of June 13, 2019.

RECOMMENDED ACTION: Approve the minutes of June 13, 2019, as submitted.

MOTION: Chair Ketter moved to approve the minutes as submitted. Commissioner McLoy seconded the motion; the motion passed unanimously.

III. STAFF REPORTS

1. Commercial enplanements, aviation activity and sale of fuel (*Barney Helmick*)
Staff has not received updated numbers for the month of June from United Airlines. We are estimating based on discussions with United Corporate that they had about 2490 enplanements last month. That would bring us to about 12,311 for the month including American Airlines. We started reporting deplanement numbers to help local businesses track tourism generated by aviation.

Open for questions: **NONE**

IV. ACTION ITEM

1. Parking lot plans and progress update (*Barney Helmick*)

The Airport Director gave a power point presentation on a possible parking solution. The purpose of which was to get feedback from the commission on whether to proceed with a paid parking plan presentation to City Council.

The airport is on track to grow 51% and total over 100,000 enplanements this year. There are currently 385 spaces in the existing parking lot and over 500 cars per day utilizing the space. Staff has reached out to airports in Santa Fe and Durango, to name a few, to get information on their parking solutions. All airports use paid parking systems. Prices range from \$5 per day to \$25 per day.

A rough projection of cost to increase parking and implement a paid system is 3.2M. This would include but not be limited to a perimeter system to contain cars, software and hardware to manage payment, and development of 4.25 acres new lot. We would gain 200 – 400 spaces depending on the design of the new lot. The airport would need to go through the same zoning and permitting process as any other business in the city. Estimated prices are a very rough estimate, design and planning is necessary to narrow down more exact prices.

The airport would like to finance the project on a 20 year loan at a rate of \$598,000 per year to be paid out of revenue generated by the paid parking system. The current plan is to charge \$6 per day for the premium parking and \$4 per day for the farthest lot. This would generate a projected 730,000 per year and would leave

the airport with much needed revenue to use for facility maintenance.

There are two outside investors making presentations to the City Manager's office. The City Manager will make a decision on all options.

Open for questions:

Chair Ketter: Paid parking is a very positive idea. Is there discussion about employee parking?

Staff: The FAA will not release the property we hoped to use for employee parking and we cannot purchase that property at this time. We are addressing the larger parking issue at this time.

Economic Vitality Director Heidi Hansen: We hope that once the paid system is in place, there will be plenty of parking because those that are parking at the airport unnecessarily will find other solutions to their parking needs.

Staff: The airport is also working with NAIPTA to provide a bus route to the airport. That process will take some time to complete.

Commissioner Shields: Will the new lot be within walking distance?

Staff: Yes it will.

Chair Ketter: Is the property for Lot #2, the new parking lot, already owned by the airport?

Staff: Yes. Staff has identified parking as the best use for this acreage as it will not interfere with the Airport Master Plan.

Chair Ketter: Is there acreage for sale at the airport and could that generate revenue for the parking plan?

Staff: There are 32 acres for sale on the other side of JW Powell. Which, when sold will go to the airport for infrastructure. The other property around the airport is limited in what it can be used for because it directly connects to the airport.

Commissioner Thomas: What about using a low-cost approach before spending that much on a permanent solution? It is hard to believe that this project will cost 3.2M

Economic Vitality Director Heidi Hansen: The quotes for parking solutions downtown have come back at about 20,000 to 25,000 per parking spot. We believe that our estimates for this parking plan may be under what it will actually cost. Staff is looking for long term solutions for growth and a plan that will generate revenue for airport infrastructure.

MOTION: Chair Ketter moves to proceed with finding a paid parking solution. Commissioners McLoy and Shields second. The motions passed unanimously.

V. DISCUSSION ITEM

1. Air Traffic Patterns (*Fred Gibbs*)

Fred Gibbs is a former Air Traffic Controller and works with Boeing and the FAA on traffic patterns. He has been a flight instructor for 15 years and is an aircraft owner.

The Air Traffic Control tower controls flight patterns. There are many kinds of flights happening daily including fire operations, training, medevac, commercial and military. There is a standard instrument procedure that all aircraft flying using instrumentation must use. This includes but is not limited to commercial jets. That pattern should climb and make a slight left on the east side of I-17 heading toward Sedona and then be routed on from there by ATC (Air Traffic Control). Smaller aircraft can't climb as quickly. No one can control what pilots do. ATC can suggest or issue a direct order on what route and altitude to fly, but it is ultimately up to the pilots what they choose to do.

Chair Ketter: Is there a training area established for flight schools?

Fred Gibbs: We practice maneuvers over Anderson Mesa about 8-15 mi away from the airport. But to do landing and take-off training we stay close to the airport.

Chair Ketter: Other flight training companies come here to train, and you have no control over what they do. What is the process for establishing flight patterns?

Fred Gibbs: They are design to be left hand patterns so that the pilot can see the airport all the way through the pattern. Faster jets need more space and fly over Purina before they make their final turn and start descending. No matter how you change the patterns, there will always be noise for someone. Phoenix is seeing this as they made a change to flight patterns to accommodate one neighborhood, and now another neighborhood is complaining. Working with the FAA takes time and is a process. Our terrain and elevation in Flagstaff already makes our pattern different than the average 5mi wide pattern. Ours is 3mi by 8mi to account for instrument approaches. Flagstaff is at 7,000 which has a huge impact on aircraft performance, especially when it gets hot in the summer. For example, 100 degrees F would keep the commercial jets from taking off. The heat and elevation effect climb out speed and flight patterns.

Chair Ketter: Open to Commissioners for discussion. NONE

Chair Ketter: Open to public for comment.

Brian Taylor of Kachina Village: What freedom do pilots have to deviate from instrument flight rules?

Fred Gibbs: The Pilot In Command (PIC) has ultimate authority over where they fly because they have the responsibility for the safety of that flight.

Brian Taylor: There are commercial jets flying over my home daily, which means they are deviating from the normal flight pattern. I would like to see this change.

Fred Gibbs: It depends on the pilot when they decide to turn. Private jets and general aviation traffic fly over Kachina on their way to Sedona.

Brian Taylor: I have no complaints with general aviation pilots. Just commercial aircraft. I work at night and the commercial flights keep me awake during the day.

John Baker of Kachina Village: When the city expanded the runway, they promised they would not fly over Kachina. Now every jet comes directly over my house. Commercial jets are only 500ft when they fly over.

Shane Brandulini of Kachina Village: The aircraft of 200ft when they fly over my house. Who is going to hold them accountable?

Chair Ketter: We appreciate your comments and understand your frustration. Thank you for your participation.

VI. FIXED BASE OPERATOR REPORT

1. General aviation issues, fuel sales and business report. (*Josh Brunner*)
Fuel sales are way up because of the airlines. Unfortunately, because of the rate the airlines have negotiated, Wiseman's profit margin on these sales is not great. General aviation has been below normal and corporate traffic has slowed way down. They have hired a service advisor for their maintenance department and are seeing an increase in maintenance from Phoenix, Prescott and Kingman. Fire season has been slow which means fewer fuel sales.

Open for Questions: NONE

VII. INFORMATION ITEMS

1. Chairperson
2. Commissioners

Guest Speaker (*Fred Gibbs*): Next Thursday the 25th there will be an FAA runway safety advisory meeting at Wiseman Aviation. It is open to the public to attend and noise concerns could be addressed with ATC at that time.

Shane Brandulini: In the 2018 master plan proposed to the city, they used a noise study from 2005. Why wasn't a new study done?

Economic Vitality Director Heidi Hansen: An outside service did that plan. We will be looking into that.

VIII. ADJOURNMENT OF REGULAR MEETING

MOTION: Vice-Chair Ketter moved to adjourn the meeting. Commissioner McLoy seconded the motion; the motion passed unanimously. Vice-Chair Ketter adjourned the meeting at 2:07 PM.