Phoenix-Mesa Gateway Airport Authority (PMGAA) Master Plan

Airport Master Plan Stakeholder Committee Meeting #2

January 16, 2019 / 1:30 PM – 3:30 PM

Phoenix-Mesa Gateway Airport Saguaro A/B Conference Room

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| **Attendees** | |
| **Name** | **Organization** |
| Amy Temes | Town of Gilbert |
| Brian Sexton | Phoenix-Mesa Gateway Airport Authority |
| Rudy Esquivias | City of Apache Junction |
| J. Brian O’Neill | Phoenix-Mesa Gateway Airport Authority |
| Brett Burningham | Town of Queen Creek |
| Aric Bopp | City of Mesa |
| Kyler Erhard | Federal Aviation Administration (FAA) |
| Chris Andres | City of Chandler - Chandler Municipal Airport (CHD) |
| Ryan Smith | Phoenix-Mesa Gateway Airport Authority |
| Eric Emmert | East Valley Chambers of Commerce Alliance |
| Corinne Nystrom | City of Mesa - Falcon Field Airport (FFZ) |
| Patrick Panetta | Arizona State University |
| Rustyn Sherer | APS (Town of Gilbert) |
| Mark Gaspers | Boeing |
| Tony Bianchi | Phoenix-Mesa Gateway Airport Authority |
| Scott Brownlee | Phoenix-Mesa Gateway Airport Authority |
| Brett Nadler | City of Phoenix – Sky Harbor |
| Suzanne Kinney | Arizona Chapter - National Association of Industrial and Office Properties (NAIOP) |
| Gordon Bluth | Blucor (Town of Queen Creek) |
| Ken Hall | Federal Aviation Association (FAA) |

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| **Consultant Team** | |
| **Name** | **Organization** |
| Mark McFarland | Mead & Hunt, Inc. |
| Chris Hacker | Mead & Hunt, Inc. |
| Eunique Jackson | Mead & Hunt, Inc. |
| Carissa Valdez | PSM2 |

*General comments from the Airport Master Plan Stakeholder Committee Meeting have been summarized below.*

*Committee Member, Eric Emmert (East Valley Chambers of Commerce Alliance) –* Asked whether any thought was given to the changes we are going to see in driving behavior from Transportation Network Companies (TNC) (ie. Uber and Lyft) when the vehicle parking and roadway calculation was analyzed?

*Response:* Yes, however, the impact of TNCs on airport traffic and parking facilities is not fully known at this point. Parking occupancy and revenue reports looked at performance over the past two years to account for recent trends & impacts, and recent terminal curb front improvements were made to better accommodate TNC activity.

*Committee Member, Corrine Nystrom (FFZ) –* Asked how flight training was factored into future airport design considerations.

*Response:* Flight training will remain an important component of the total operational activity at Phoenix-Mesa Gateway Airport (IWA) as reflected in the forecasts and will be an important master planning component. There are around 80 aircraft parking positions on the North Apron currently dedicated to the flight schools. The area that has been designated for flight school use is not going to change in the ongoing master plan.

*Committee Member, Brett Nadler (City of Phoenix – Sky Harbor) –* Asked about runway usage and available weight-bearing capacity, and whether they should stay in the same area?

*Response:* This is an important question that will be examined in the upcoming alternatives analysis. It is envisioned that the inside (western) runway will continue to serve GA traffic, the middle runway contains the instrument landing system, and the outside (eastern runway) runway with the highest weight-bearing capacity is envisioned for commercial and cargo operations to support those weights.

*Committee Member, Brian O’Neill (Phoenix-Mesa Gateway Airport Authori*ty*) –* Commented on SkyBridge’s aeronautical and non-aeronautical development, and the investment in horizonal and vertical infrastructure to support their master plan. SkyBridge will need to get FAA approval before they can start with many of those projects. The PMGAA Board is currently reviewing their documents.

*Committee Member, Chris Andres (CHD) –* Asked whetherthe schematic design shown reflects a 20-year planning cycle, or whether it assumes a 40 to 50-year horizon. This is brought up as a precaution to not box yourself in.

*Response:* The master plan has a 20-year planning horizon; however, it is recognized that decisions made during the planning process will affect the physical layout of facilities for a much longer period of time. We all need to guard against painting PMGAA into a corner with development planning for the very long term.

*Committee Member, Brian O’Neill (Phoenix-Mesa Gateway Airport Authori*ty*) –* Commented that if you look at the 700 acres on the east side, there are two different uses and time tables. You must have a plan to reserve enough space for the future terminal, parking, and others. What may happen in the near term is commercial development along Sossaman Road. In the future, an area of land for a future terminal project should be reserved.

*Committee Member, Eric Emmert (East Valley Chambers of Commerce Alliance) –* Commented on the use of multi-modal transportation in the planning horizon, and to give some thought to the heavy rail line that exists approximately a mile to the southwest of IWA. Cooley station in Gilbert which, in the future, is going to house a planned passenger rail terminal, goes directly through downtown Gilbert, Sky Harbor International Airport, and Downtown Phoenix. As a seamless use of transportation to common areas, the ability is there, it would be a wonderful opportunity.

*Committee Member, Corrinne Nystrom (FFZ) –* Will SkyBridge incorporate domestic cargo? If not, what are the domestic plans for cargo?

*Response:* At this point, Skybridge is not programming domestic cargo activity. The master plan will address the potential for domestic cargo activity and facility needs, however there is not the population base to warrant separate cargo service from Sky Harbor.

*Committee Member, Chris Andres (CHD) –* Asked whether there is adequate airspace protection? We recently had an issue regarding Terminal Instrument Procedures (TERPS) surfaces at CHD.

*Response:* IWA’s airspace is well protected, and we have an internal application that we can model vertical development against our airspace and procedures. A thorough analysis of potential airspace issues is a component of the master plan.

*Committee Member, Corinne Nystrom (FFZ) –* Asked whether there are any thoughts about future direction with landing aids and navigational aids, Instrument Landing Systems (ILS)?

*Response:* At this juncture, IWA is well served by existing instrument approach capabilities and navigation aids. The potential for improved instrument approach capabilities will be examined in the alternative analysis. Factors that would be considered include traffic impacts and additional real estate needed if additional instrument systems were added.

*Committee Member, Kyler Erhard (FAA) –* Asked, whether the ultimate solution will be somewhere between Alternatives 1 and 2 in the airfield layout exhibits? Was Alternative 2 included in the last master plan?

*Response:* Yes, that is correct on both questions.

*Consultant Rep. Mark McFarland (Mead & Hunt, Inc.) –* The next steps that we are going to work on include the development of the development alternatives analysis and the Conceptual Development Plan for IWA and Working Paper 3. We will have our third Working Group meeting in late April or early May 2019 time frame. We appreciate your participation. Any additional communication or comments for consideration should go through Tony Bianchi.