Aviation Advisory Committee (AAC)
July 18, 2012
Milton, Florida

The Aviation Advisory Committee met on the above date with the following members present: Jim Fausz (District 1), Mike Harris (District 2), Brian Watkins (District 3), Randy Roy (NAS Whiting Field), and Jeff Fanto (Eglin Air Force Base). County staff present: County Administrator (Hunter Walker), County Engineer (Roger Blaylock), and Administrative Services Manager (Tammy Simmons).

Harris called the meeting to order at 5:00 p.m. ***The minutes of the May 16, 2012 meetings were approved unanimously.***

Master Plan Update

Peter Prince Field (2R4) Airport Master Plan Update; Aviation Advisory Committee Presentation – Santa Rosa County – July 18, 2012; Presented by Hatch Mott MacDonald – Heath Jenkins and Jonathan Ignacio (in minute file)

Jenkins presented the following:

Hatch Mott MacDonald has completed the Aviation Activity Forecast and the airfield demand capacity analysis (in minute file).

Hatch Mott MacDonald along with their Sub-Consultant Ricondo and Associates has completed the facilities inventory and aviation forecast. The Demand/Capacity Analysis is the step we are looking at now, still ahead of us is the Updated Airport Layout Plan and the Capital Improvements cost estimates for facilities/improvements forecasted into the future. The Airport Layout plan is the biggest of the projects in the near future. We are looking to this committee for input as we go forward with the master plan identifying any issues and feedback based on the last meeting and review of all plans and reports Hatch Mott MacDonald has provided to date to make sure we are meeting the committee and community needs as we put this master plan together.

Draft Aviation Activity Forecast

The draft Aviation Activity Forecast received FAA approval on July 12, 2012. *Table 1-11 – Selected Forecasts of Based Aircraft* lays the ground work for the Demand/Capacity Analysis. The Demand/Capacity Analysis will set the funding for future improvements and capital projects for the airport.

Table 1-14 – Selected Forecasts of Aircraft Operations shows the aircraft operations as they are forecasted out to 2031 with a base gross scenario of about 2% over the 20 year period.

Table 1-19 – Forecast Peak Activity, given at 5, 10 and 20 years out is an itemization of Table 1-14.

Table 1-23 – Comparison of Preferred Forecasts to the FAA TAF and 2025 FASP shows FAA's generated numbers and the base scenario from the analysis done by Hatch Mott MacDonald and our Sub-Consultant Ricondo is based on more specific information using Santa Rosa County information and Peter Prince specifically and it shows a slight difference than FAA, with a slightly less optimistic growth over the next 20 years.

Airfield Demand/Capacity Analysis

The information that has been approved by FAA leads us to the Demand/Capacity Analysis which was handed out earlier in this meeting to this committee in draft form (in minute file) and will lead us to a complete Master Plan. The Demand/Capacity Analysis will identify adequacy of existing airfield facilities and determine what improvements will best serve Peter Prince.

Ignacio presented the following:

Table 1-23 – Comparison of Preferred Forecasts to the FAA TAF and 2025 FASP is within 10% of the FAA; anything beyond that would be subject to harder scrutiny.

The main objective of the Demand/Capacity Analysis is to determine capability of the airport to meet future needs utilizing the guidance being provided by FAA circular 150/5060 which covers the following key components:

§ Runway Configuration – Single, double, or intersecting runway provides the capacity the runway will be able to handle
§ Aircraft Mix Index – The sizes and weights of the aircraft forecasted for the airport affects the capacity of the runway.
§ Taxiway Configuration – the ability to exit in and out of the runway quicker, the better the spacing and/or the number of taxiways provided within the runway allows for greater capacity. Peter Prince Airport has two parallel taxiways and several exit taxiways, which allows for more flexibility in terms of greater capacity for runway operations.
§ % of Touch and Go – 50% of the operations at Peter Prince Airport are touch and go operations due to the role of the airport under current conditions.
§ Meteorological Conditions – weather affects the ability to accommodate airport and runway operations.

Table 1-6: Hourly Throughput Capacity – Existing Airfield Configuration – exhibits two other criteria being met to establish the capability of the runway to accept operations: Visual Flight Rule (VFR) and Instrument Flight Rule (IFR) Conditions. Most of the operations at Peter Prince are VFR due to good weather conditions. IFR operations at Peter Prince have constraints due to the proximately to military bases and air space restrictions.

Table 1-7: Annual Service Volume Calculation Summary (Peak Month = 12% of Total Annual Operations – determines

the annual aircraft operational capacity, landing and take-off activity. The upper portion of the chart gives you the forecast that Hatch Mott MacDonald has established with base year 2011 at 95,000 flights annually raising up to about 152,000 for year 2031. Based on the formula provided by FAA circular the current airport configuration today has a capability of 175,000 annual operations; therefore, for this planning period the County is in good shape to meeting and within the threshold of what FAA would require for another planning process for additional runway.

Table 1-7: Annual Service Volume Calculation Summary – Peak Month = 10% of Total Annual Operations – utilizing 10% of the high growth projection (210,000) the County is still good on this basis.

Overview – Analysis Results:

§ Capacity – airfield capacity is sufficient to the end of the planning period 2031.
§ FAA Standards - Work will be required to upgrade from B-I to B-II. The current configuration of the airport in terms of design standards is focused on the airfield. FAA standards put Peter Prince configuration as B-I. The newly designed hangars and corresponding access taxiways were designed for B-II which allows for larger aircraft.
§ Runway length – Currently the runway length based on the base aircraft forecast is sufficient with the exception of accommodating jet aircraft. Jet aircraft would require 4,300' of runway, a shortfall of 600'. Even though there have been discussions with the Military concerning runway expansion, it will be worthwhile to keep the proposed runway expansion in the plan to respond to any future jet service and arrangements with the Military may change. Roy stated there is an agreement between the Military and the County in relationship to runway extension; however, he understands Hatch Mott MacDonald placing the extension of the runway in the plan at a minimum because it is a 25-30 year master plan and to justify the cost of the study it is practical to identify all alternatives.
§ Navigational Aids - There are no anticipated additional requirements for navigational aids based on current and future operations.

Summary of Recommended Improvements to meet ARC-II standards:

§ Taxiways' widening – from 25' to 35' – this is not a critical item because the width of the current runway allows the aircraft to keep everything within its width.
§ Runway shoulders – If jet aircraft is introduced into the operations there is a possibility that you might have to look at the runway shoulders and they will have to be paved.
§ Relocate runway hold lines – is an impact of widening the taxiway and paved shoulders being added into the mix, the pavement markings will need to be put back.
§ Runway Obstruction Free Areas (ROFA) – to meet the requirement for B-II integrity the ROFA would need to be extended by 60' and widened by 50'. Based on the identified aircraft mix with the alternative 4,300' runway as identified in the forecast there is a possibility that future land acquisition would have to be made to accommodate the ROFA. The airport would have to look at the actual use of the property, who owns it, and what arrangement can be made to insure the height restrictions are met for any future development.
§ Runway pavement strengthening – to accommodate the weight of the larger aircraft.
§ Replace rotating beacon – Currently the rotating beacon is operating in good condition; however, it has met its maximum life span of 20 years.
§ Additional grading at end of runway 36 – is needed to make sure we have the runway end obstruction free area clear.

The Airfield Demand/Capacity Analysis is focused on the airfield component, another component for future facilities will be covered under the Airport Layout Plan (ALP). Most of the recommended work is based on upgrading the airport to meet the B-II integrity. The best time to consider proposed improvements is in the context of a demand basis, provided the forecast is holding true, opposed to a timeframe basis.

Develop Airport Layout Plan Update
The next step is to develop the Airport Layout Plan update incorporating hangars, additional FBO's and other related services that may be required. The major item for the ALP is determining the future use of the unused portion of property on the north side of the airport.

Review Environmental Overview
The review of the environmental overview requires identifying any environmental impacts associated with improvements and activities; this will be submitted as a separate report.

Prepare Capital Improvements Program
A report will be prepared identifying the cost associated with proposed or recommended improvements.

The next milestones with submissions to FAA will be the draft Airport Layout Plan - August 2012 and then the overall AMP by December 2012 for final approval.

FBO Issues
No items

Pensacola Flight Watch
No items

Administrative/Engineer
Blaylock stated the County has received bids on the east taxiways for the future T-hangar development project and the following schedule is anticipated: 1. The County will review the bids with the consultant later this week for recommendation to the Board, 2. The Board of Commissioners will make recommendation to award, 3. The award letter will be forwarded to FAA, 4. FAA will then be in a position to issue us a grant for their portion of the project with those monies to start October 1, 2012 with the federal fiscal year.

Blaylock stated feel free to contact Blaylock, Walker, or Hatch Mott MacDonald with any questions, comments, and/or inputs associated with the Master Plan Update project.

Simmons stated one hangar (FF-2) is available with two individuals interested in obtaining a hangar. Simmons further stated hangars will be full with the exception of the corporate hangars.

Blaylock stated the County has funding for another hangar building consisting of 6-8 hangars to be constructed on the east side of the airport later this fall. The County has an 80/20 grant with FDOT. One of the provisions for public transportation funding and FAA funding is that any monies generated on the airport have to roll back into the airport.

Other Business/Adjournment
Roy updated the committee on the F-18 flying out at Choctaw, they finished up tonight for this cycle. Roy anticipates the flying will continue through the end of the year while Fentress is undergoing the runway overlay project.

Fanto updated the committee on the 33rd Fighter Wing 100th F-35 mission completed recently, the Military is currently in possession of approximately 16 aircraft, they are Air Force A model variant and Marine Corps B model variant, the Navy carrier variant is expected later this year. All flights have been local area orientation for the pilots. It will be some time before they expand out beyond basic orientation. The future plan is to use Choctaw Field for Navy training and Duke Field for Marine Corps primarily with all the aircraft still to be housed at Eglin.

The Committee approved unanimously to cancel the August 15, 2012 meeting. Walker stated the next meeting will be at 5:00 p.m. on September 19, 2012. Meeting adjourned at 5:40 p.m.