

COUNCIL DECISION REQUEST

SUBJECT: Five-Year ACIP Update for FY 2008 to 2012

MEETING DATE December 14, 2006

CSP ITEM: Yes No

ITEM NO.:

TENTATIVE SCHEDULE: N/A

SUBMITTED BY: Ted Anderson *Ted*
Airport Manager

AMOUNT BUDGETED: Adjust matching funds during
next budget cycle (\$352,000 over 5 years)

SUBMITTAL TO AGENDA:

EXPENDITURE REQUIRED: \$14,081,000

APPROVED BY TOWN MANAGER:

CONT. FUNDING REQUIRED: None

2
EXHIBITS: A – Project Matrix for FY 08-12; B to F – Respective Project Year Maps for FY 08-12; G – Copy of ACIP Forms Being Sent to ADOT Electronically and FAA via Paper Copy; H – FAA Letter Dated 10-19-06

RECOMMENDED MOTION

“I move to authorize the Airport Manager to submit the Five-Year Airport Capital Improvement Program at Exhibit G for Fiscal Years 2008 to 2012 to ADOT and the FAA.”

SUMMARY OF THE BASIS FOR RECOMMENDED MOTION:

This year's Five-Year ACIP update was developed with the assistance of an ADOT representative and an ACIP Committee. The ACIP Committee consisted of members from the Airport Task Force, Airport Advisory Committee and local pilot community. Collectively, more than 100 hours of time was spent developing this year's program. The emphasis for this update were projects that addressed safety/Runway Safety Action Team (RSAT) concerns, met the B-II design standards for our airport, and considered revenues toward the goal of making the airport as self-sustaining as possible. The Airport Advisory Committee approved the above five-year update with a unanimous 6-0 vote at its December 5, 2006 meeting subject to several minor recommendations that are reflected in this update.

As with previous updates the first two years of the program are the most important for federal and state budget purposes. The first year for this update is Federal FY 2008 that begins on October 1, 2007. The grant for FY 2008 includes four projects. All the projects address either or both RSAT/safety concerns and/or making our airport in compliance with B-II design standards. The total project funding for FY 2008 is \$1,491,000. The Town's and ADOT's match for these projects is \$37,275. The FAA's share is \$1,416,450. This reflects an FAA match of 95 percent with ADOT's and the Town's match each being 2.5 percent. The total expenditures for this Five-Year update are \$14,081,000 with the respective FAA, ADOT and Town matches being \$13,376,950, \$352,025, and \$352,025. Realistically, we could receive up to 2 million dollars in some years and less in others because we are competing with more than 60 airports state-wide, that includes the Phoenix Sky Harbor and Tucson International Airports, for FAA grants that usually range from 40 to 90 million dollars. This year's funding is anticipated to be around 70 million dollars. This means that some of our projects could be pushed out several years before they are funded.

An information item that is not listed in the above ACIP update is money for two RSAT high priority projects. One is for a runway access plan and the other is for an airport drivers training program. The cost for both these items is estimated to be around \$40,000±. The ACIP Committee and Staff plan to fine tune the costs for these projects for the upcoming budget process. Both projects should be done before we start on the FY 2008 grant projects.

The Five-Year ACIP matrix at Exhibit A has been consolidated to one page. More detailed and better viewing maps are included at Exhibits B to F. The paperwork listed at Exhibit G is a copy of what will be sent to ADOT and the FAA. The ADOT copy will be sent electronically. The FAA will receive a paper copy. These maps are developed by a drawing program. As you see when looking at the attached copies, it is a very primitive drawing program. This is the first time for this program to be used. I am sure that it will be improved for future year submissions.

DEC 14 2006 *J.4**

COUNCIL DECISION REQUEST

As mentioned previously, this Five-Year ACIP that was developed with the assistance of Michael Klein, Program Administrator for Airport Development, ADOT Aeronautics Division. Mr. Klein feels that this ACIP update addresses the concerns that FAA had in their letter, dated October 19, 2006, located at Exhibit G. This was confirmed in a recent conversation between Mr. Klein and our FAA Engineer/Project Manager, Eric Vermeeren.

PROS:

1. Provides an aviation community supported list of projects that address safety/RSAT concerns, bringing the airport in compliance with the B-II design standards while maintaining existing and enhancing future airport generated revenues.

CONS:

1. Not completing the projects identified in the Five-Year ACIP update would not address safety/RSAT concerns or have the airport be compliant with B-II design standards and could result in reduced revenues for the airport.

PUBLIC INPUT (if any): Public input was provided at the two joint ADOT/ACIP Committee meetings and during the December 5, 2006 Airport Advisory Committee meeting.

BOARD/COMMITTEE/COMMISSION ACTIONS/RECOMMENDATIONS (if any) (give dates and attach minutes): The Airport Advisory Committee approved the above five-year update with a unanimous 6-0 vote at its December 5, 2006 meeting subject to several minor recommendations that are reflected in this update. The minutes for the December 5, 2006 were not available when this CDR was finalized.

Federal Aviation Administration
Arizona Department of Transportation
Five-Year Capital Improvement Program
Project Request Form

Fiscal Year	Project Component	\$ Project Total	\$ Federal Participation	\$ State Participation	\$ Local Participation
		100%	95.00%	2.50%	2.50%
2008	Echo Ramp Expansion (Construct Helipad Outside OFA/B-II Stds)	\$510,000	\$484,500	\$12,750	\$12,750
	Construct Runway 24 Runup Pad/East RSA Improvements (RSAT PAN-008/B-II Stds)	\$630,000	\$598,500	\$15,750	\$15,750
	Airport Service Roads & Fence (Design Only - RSAT PAN-003)	\$41,000	\$38,950	\$1,025	\$1,025
	Runway and Taxiway Signage and Markings (RSAT PAN-005 & 006)	\$310,000	\$294,500	\$7,750	\$7,750
	Sub-Totals	\$1,491,000	\$1,416,450	\$37,275	\$37,275
2009	EA - Southwest 13.5± Acres (B-II Stds)	\$250,000	\$237,500	\$6,250	\$6,250
	Construct Airport Service Roads and Fence (RSAT PAN-003)	\$470,000	\$446,500	\$11,750	\$11,750
	Construct Alpha Ramp - Infrastructure & Utilities (Design Only - B-II Stds)	\$200,000	\$190,000	\$5,000	\$5,000
	Reimbursement for Tract A Land Acquisition (B-II Stds)	\$130,000	\$123,500	\$3,250	\$3,250
	Sub-Totals	\$1,050,000	\$997,500	\$26,250	\$26,250
2010	Southwest Side Land Acquisition - 13.5± Acres (B-II Stds)	\$800,000	\$760,000	\$20,000	\$20,000
	Construct Alpha Ramp - Part 1 (B-II Stds)	\$1,200,000	\$1,140,000	\$30,000	\$30,000
	Sub-Totals	\$2,000,000	\$1,900,000	\$50,000	\$50,000
2011	Runway Grading Improvements (RSAT PAN-004)	\$500,000	\$475,000	\$12,500	\$12,500
	Construct Alpha Ramp - Part 2 (B-II Stds)	\$800,000	\$760,000	\$20,000	\$20,000
	Sub-Totals	\$1,300,000	\$1,235,000	\$32,500	\$32,500
2012	Land Acquisition - West RPZ - 4± Acres (B-II Stds)	\$1,300,000	\$1,235,000	\$32,500	\$32,500
	Relocate Hangar One and Fuel Building (B-II Stds)	\$2,000,000	\$1,900,000	\$50,000	\$50,000
	Relocate Parallel Taxiway & Bravo Taxiway Gate (B-II Stds)	\$4,400,000	\$4,180,000	\$110,000	\$110,000
	Construct Commercial Aviation Taxiway	\$540,000	\$513,000	\$13,500	\$13,500
	Sub-Totals	\$8,240,000	\$7,828,000	\$206,000	\$206,000
	GRAND TOTAL	\$14,081,000	\$13,376,950	\$352,025	\$352,025

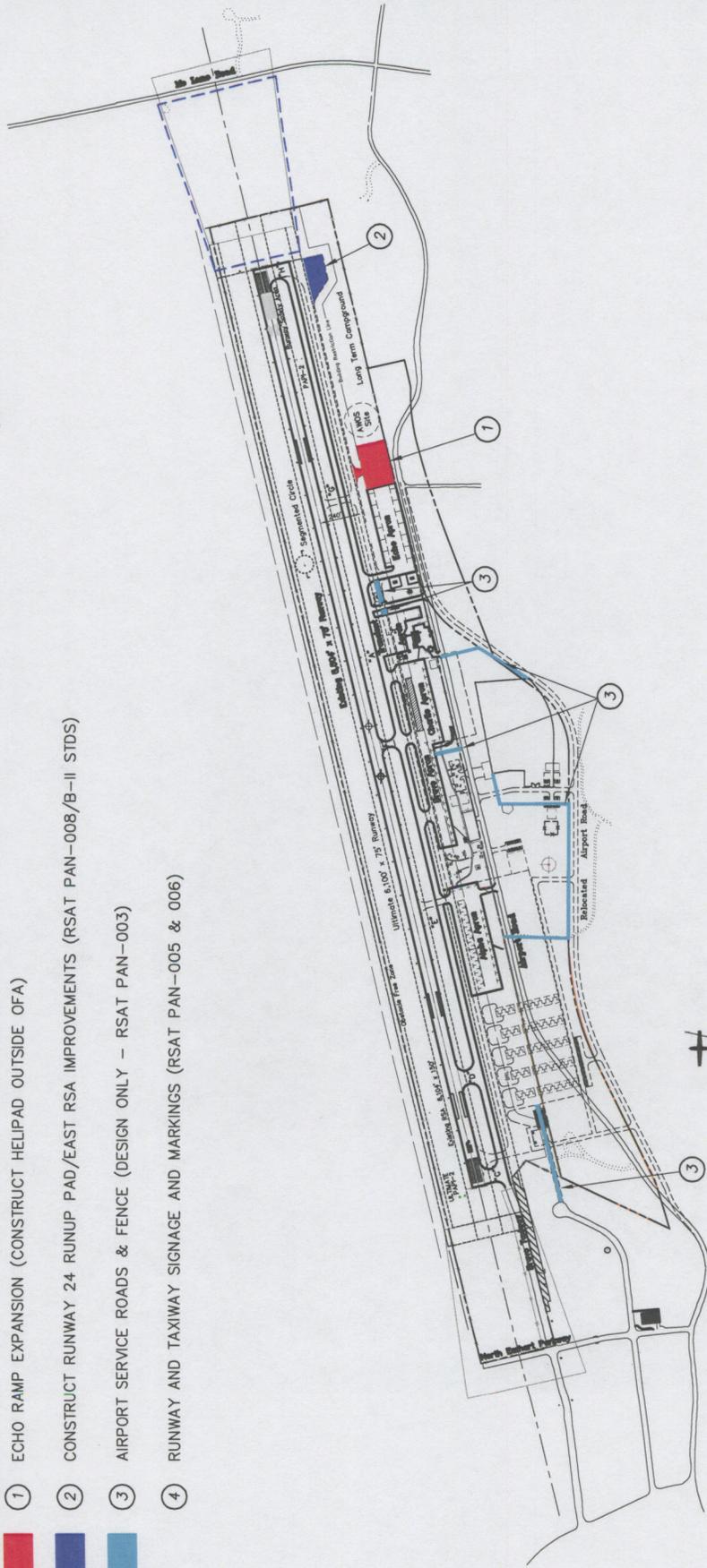
Exhibit A



PAYSON MUNICIPAL AIRPORT

LEGEND

- ① ECHO RAMP EXPANSION (CONSTRUCT HELIPAD OUTSIDE OFA)
- ② CONSTRUCT RUNWAY 24 RUNUP PAD/EAST RSA IMPROVEMENTS (RSAT PAN-008/B-II STDS)
- ③ AIRPORT SERVICE ROADS & FENCE (DESIGN ONLY - RSAT PAN-003)
- ④ RUNWAY AND TAXIWAY SIGNAGE AND MARKINGS (RSAT PAN-005 & 006)



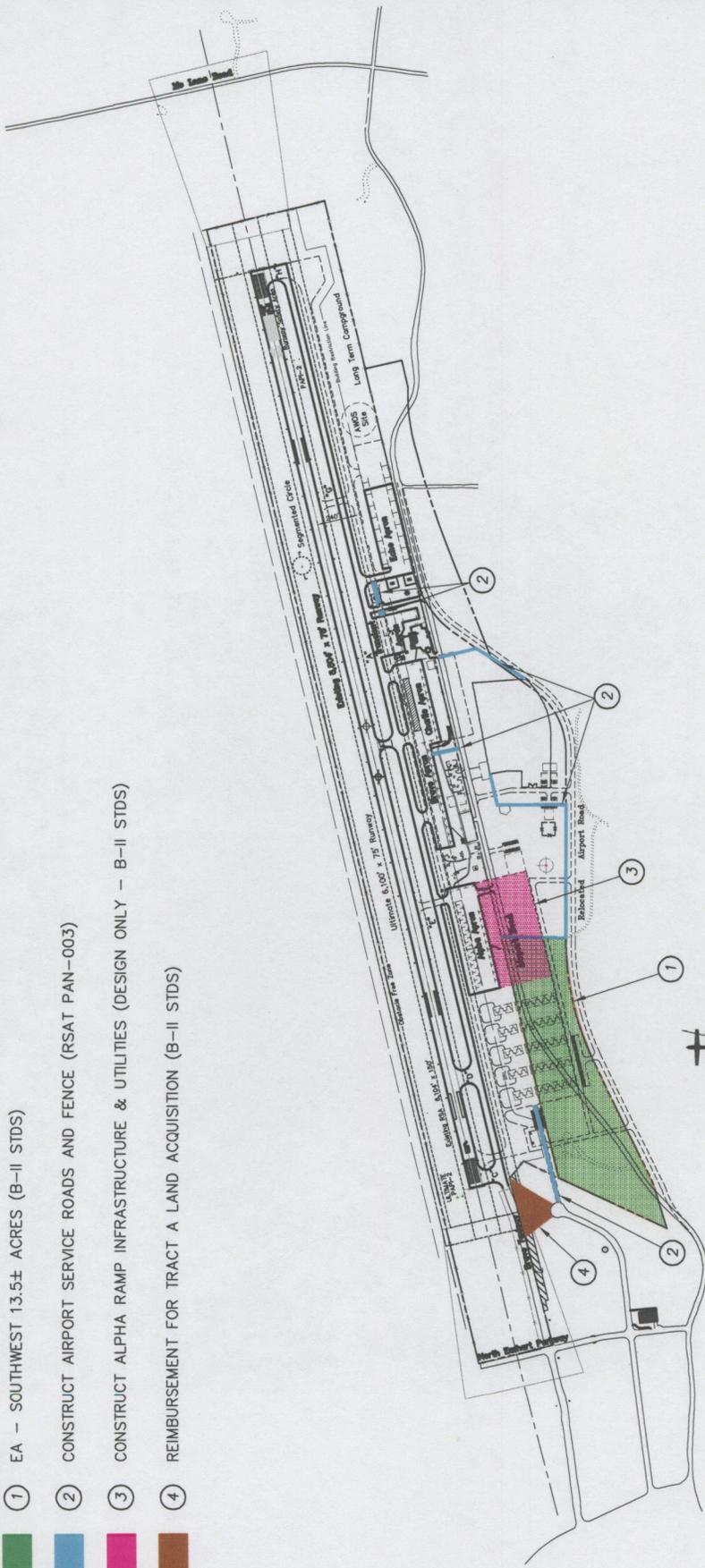
AIRPORT CAPITAL IMPROVEMENT PROGRAM FY 2008



PAYSON MUNICIPAL AIRPORT

LEGEND

- ① EA - SOUTHWEST 13.5± ACRES (B-II STDS)
- ② CONSTRUCT AIRPORT SERVICE ROADS AND FENCE (RSAT PAN-003)
- ③ CONSTRUCT ALPHA RAMP INFRASTRUCTURE & UTILITIES (DESIGN ONLY - B-II STDS)
- ④ REIMBURSEMENT FOR TRACT A LAND ACQUISITION (B-II STDS)



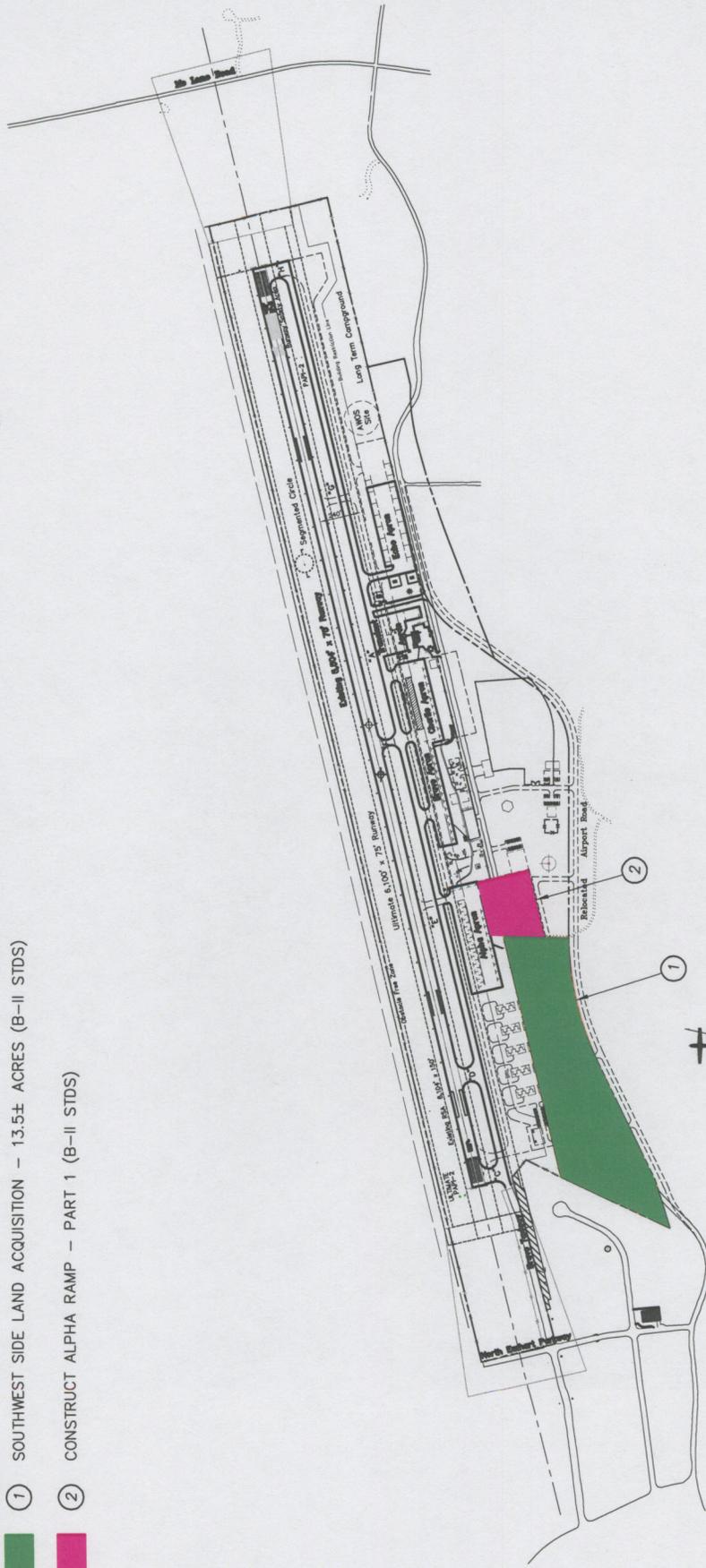
AIRPORT CAPITAL IMPROVEMENT PROGRAM FY 2009



PAYSON MUNICIPAL AIRPORT

LEGEND

- ① SOUTHWEST SIDE LAND ACQUISITION — 13.5± ACRES (B-II STDS)
- ② CONSTRUCT ALPHA RAMP — PART 1 (B-II STDS)



AIRPORT CAPITAL IMPROVEMENT PROGRAM
FY 2010

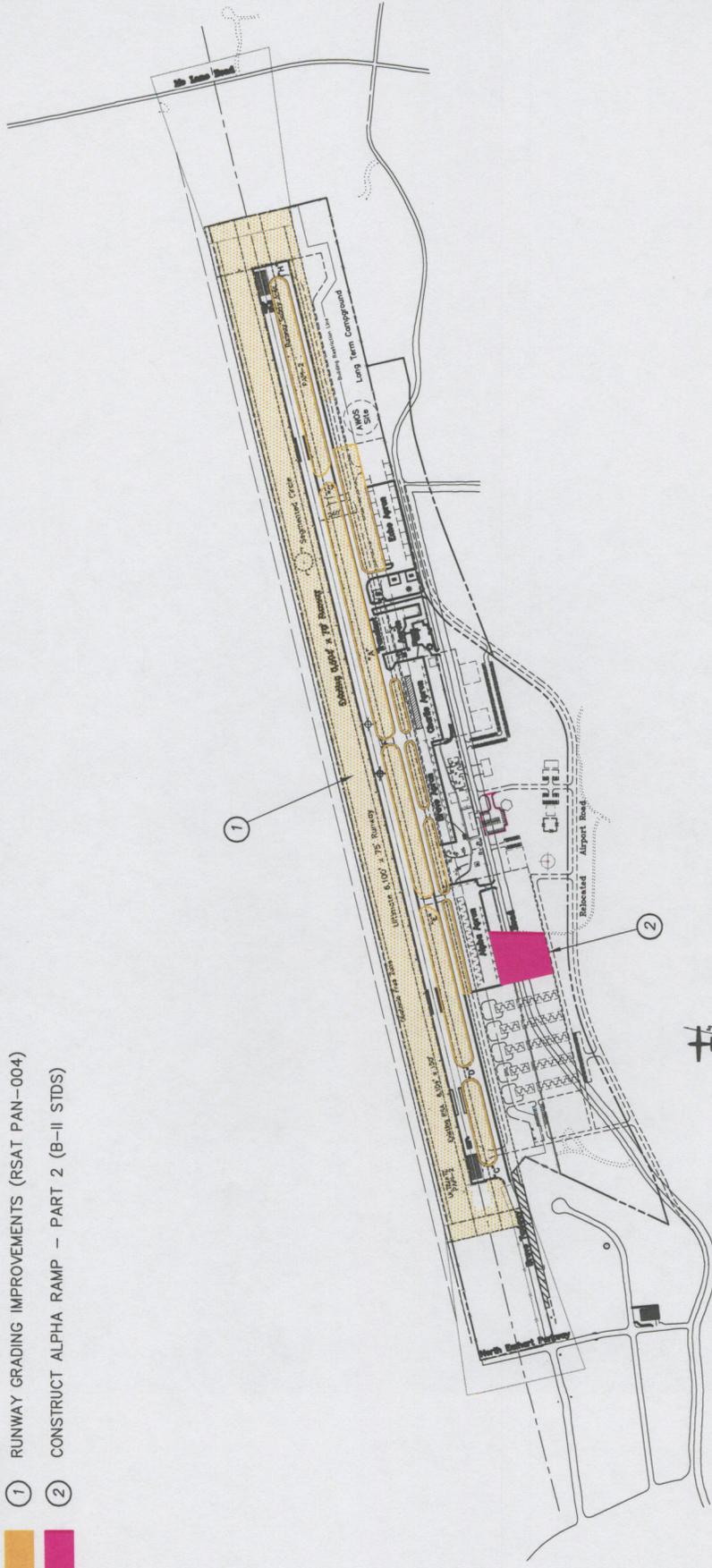


PAYSON MUNICIPAL AIRPORT

LEGEND



- ① RUNWAY GRADING IMPROVEMENTS (RSAT PAN-004)
- ② CONSTRUCT ALPHA RAMP -- PART 2 (B-II STDS)



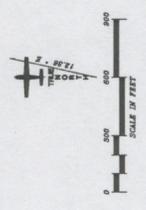
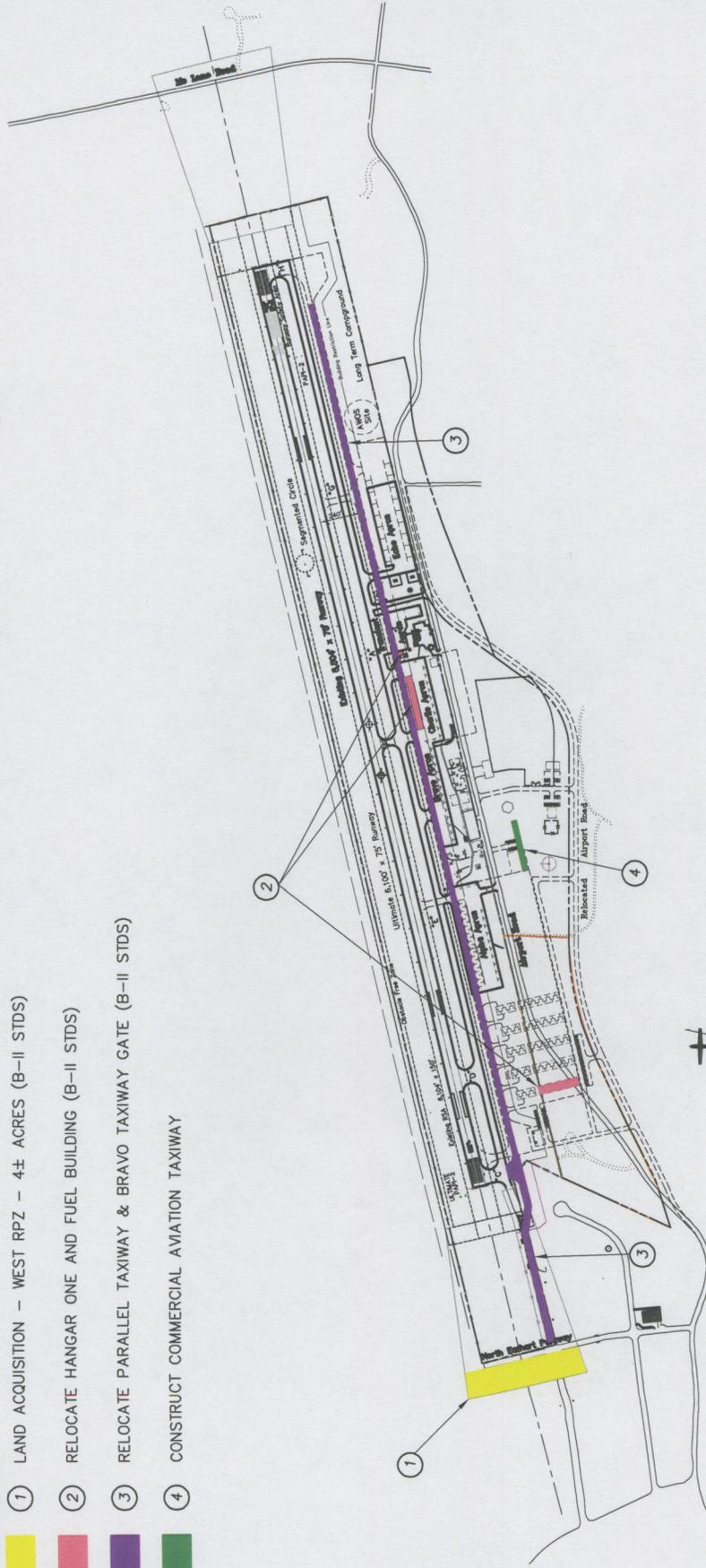
AIRPORT CAPITAL IMPROVEMENT PROGRAM FY 2011



PAYSON MUNICIPAL AIRPORT

LEGEND

- ① LAND ACQUISITION - WEST RPZ - 4± ACRES (B-II STDS)
- ② RELOCATE HANGAR ONE AND FUEL BUILDING (B-II STDS)
- ③ RELOCATE PARALLEL TAXIWAY & BRAVO TAXIWAY GATE (B-II STDS)
- ④ CONSTRUCT COMMERCIAL AVIATION TAXIWAY



AIRPORT CAPITAL IMPROVEMENT PROGRAM FY 2012

Development & Planning

Airport Report - Payson Airport

12/6/2006

3:20:33PM

Facility Name	Payson Airport
Facility Location	303 N. Beeline Hwy, Payson, AZ 85541
Primary Contact	Ted Anderson
Phone Number	928-472-4748
Fax Number	928-472-4749
Web Site	
Based Aircraft, Total	82
Tiedown/Waitin List Uncoverd	0
Commercial/Commuter Enplanements	0
Annual Operations, Total	42,000
Airport Meets RFA Standards	No
Current With Part 139 Projects	No
Current With RFA Projects	No
Sponsor Commitment to Greater Than 5%	Yes
Distance to Nearest Medical Facility	4

Exhibit G

**Federal Aviation Administration and Arizona Department of Transportation
2008 Five-Year Capital Improvement Program
Project Request Data Sheet**

Airport Name: **Payson Airport**

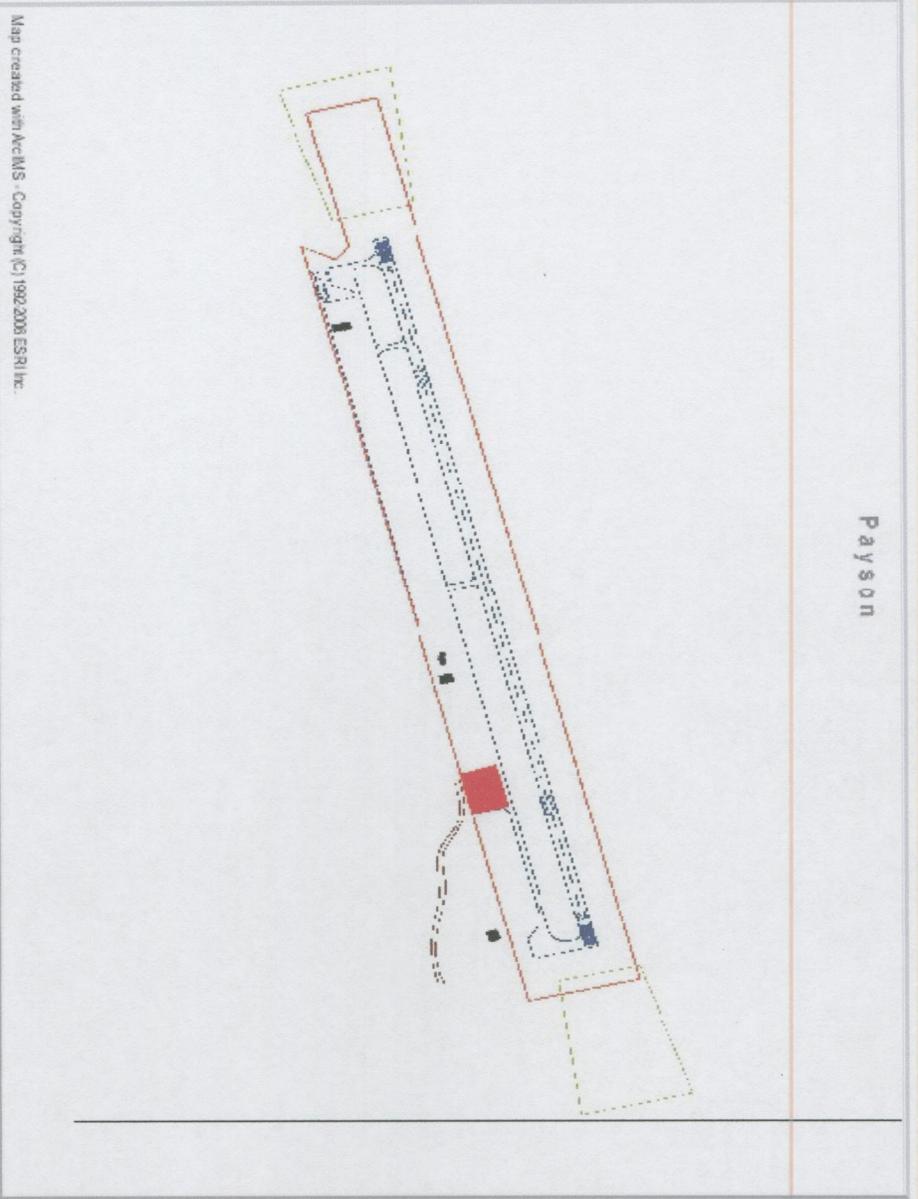
Sponsor Signature: _____

(Required)

Date: 12/6/2006 2:48:00PM

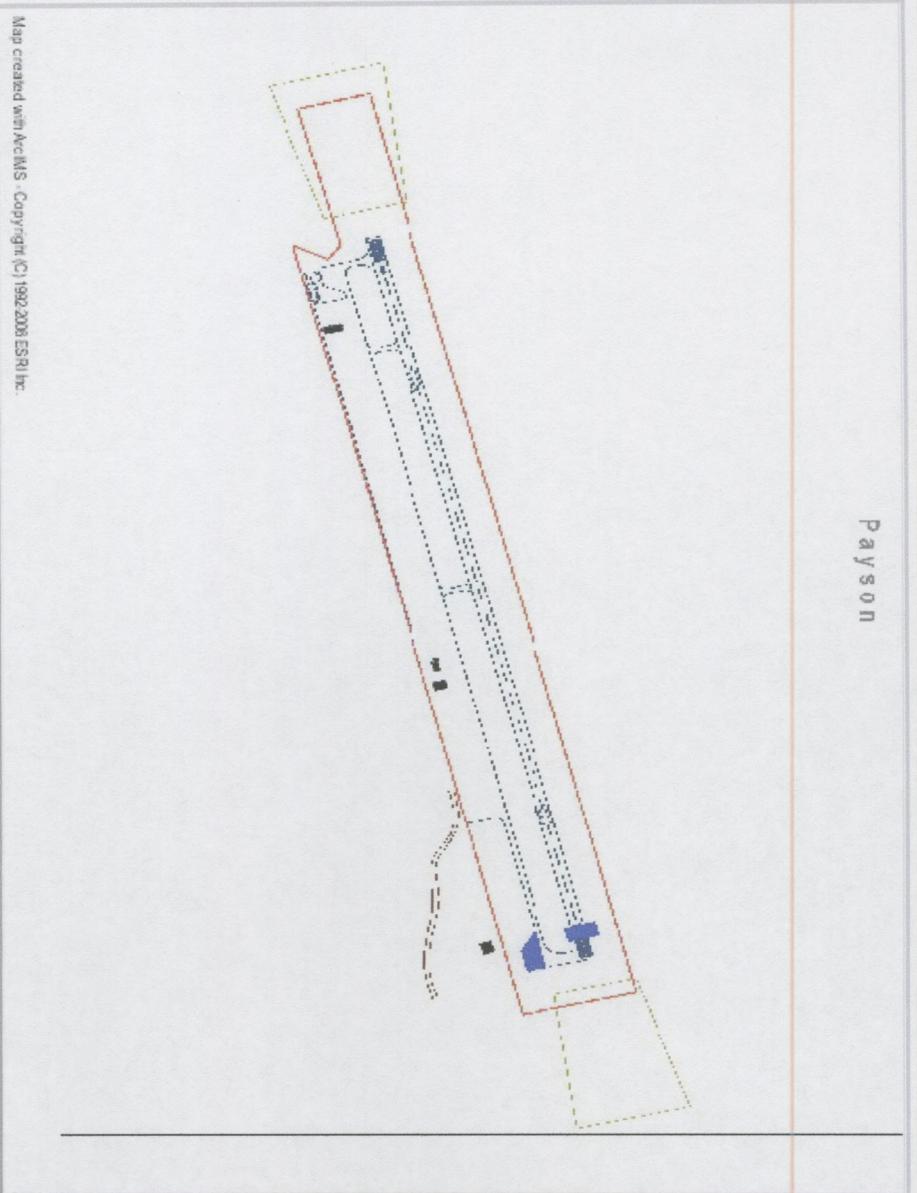
<u>Fiscal Year</u>	<u>Project Map Identifier</u>	<u>Project Category</u>	<u>Project Total Amount</u>	<u>Project Component</u>	
2008	1	Federal, State, and Local	\$510,000.00	Apron:Expand/Strengthen Apron - Standards	
			Description: 1, Echo Ramp, 5200 sq. yds.		Project shown on approved ALP? Y Phase Project? Y Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed Y
			Justification: Expand Echo Ramp to relocate helipads outside OFA for B-II standards		Project shown on approved ALP? Y Phase Project? N Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed Y
2008	2	Federal, State, and Local	\$630,000.00	Runways:<Construct/Extend/Improve> Runway Safety Area [Non-Primary Airports] - Standards	
			Description: 2, east end of TW A, 2600 sq. yds.		Project shown on approved ALP? Y Phase Project? N Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed Y
			Justification: Displace Runway 24 threshold and construct runup area (RSAT PAN-008/B-II stds)		Project shown on approved ALP? N Phase Project? N Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed Y
2008	3	Federal, State, and Local	\$41,000.00	Ground Transportation:<Construct/Expand/Improve/Modify/Rehabilitate> Service Road - Other	
			Description: 3, south side of airport, 2600+/- SY of roads & 2300+/- LF of fence		Project shown on approved ALP? N Phase Project? Y Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed N
			Justification: Design airport service roads and new fence line for service roads and airport property (RSAT PAN-003)		Project shown on approved ALP? N Phase Project? N Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed N
2008	4	Federal, State, and Local	\$310,000.00	Other:Install<Guidance/other> Signs [Not Part 139] - Standards	
			Description: 4, runway and taxiways		Project shown on approved ALP? Y Phase Project? N Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed N
2008	4	Federal, State, and Local		Other:Install<Guidance/other> Signs [Not Part 139] - Standards	
			Justification: Install distance remaining signs, taxiway edge markers, runway edge stripes and unlighted guidance signs (RSAT PAN-005 & 006)		Project shown on approved ALP? Y Phase Project? N Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed N

Payson

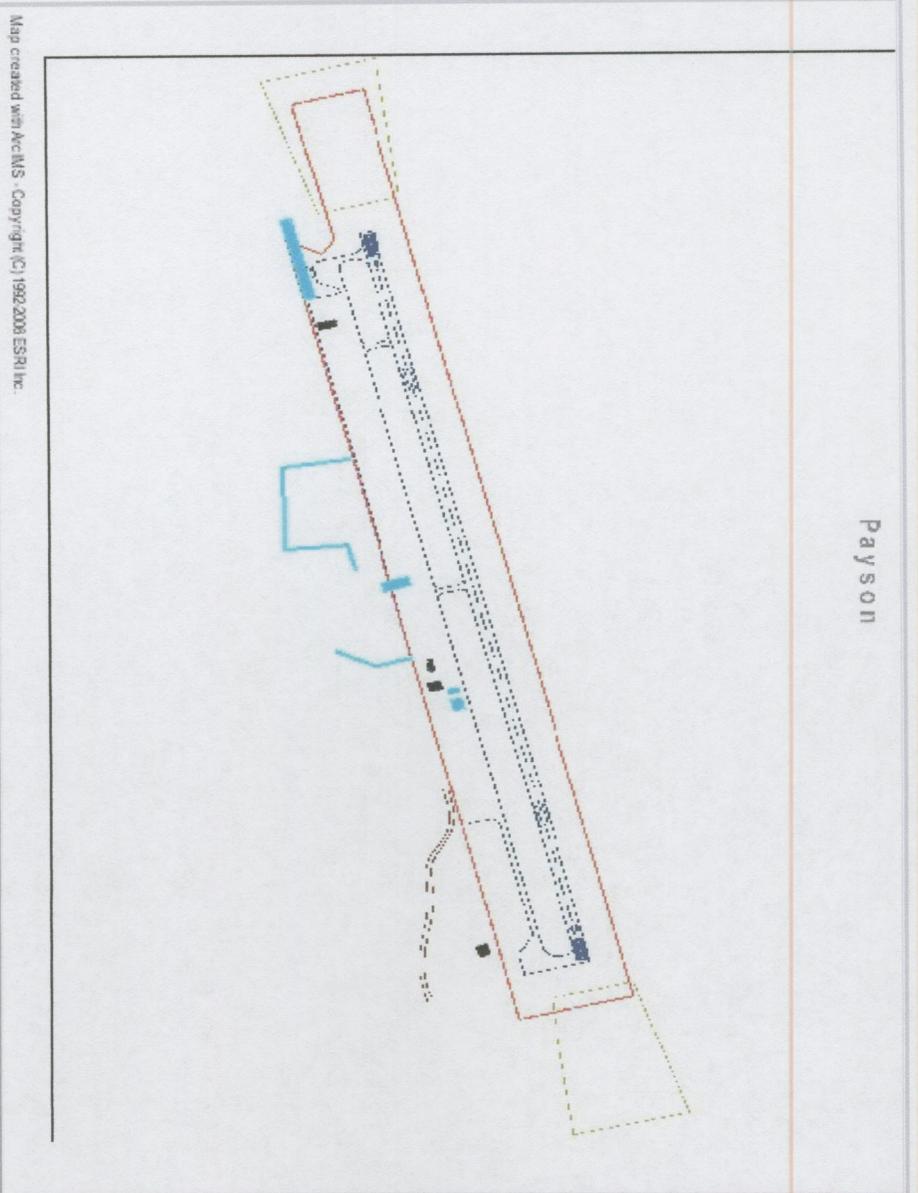


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**Note: There is no map for FY 2008 Project Component Number 4 –
Other:Install<Guidance/other>Signs [not Part 139]-Standards**

**Federal Aviation Administration and Arizona Department of Transportation
2008 Five-Year Capital Improvement Program
Project Request Data Sheet**

Airport Name: **Payson Airport**

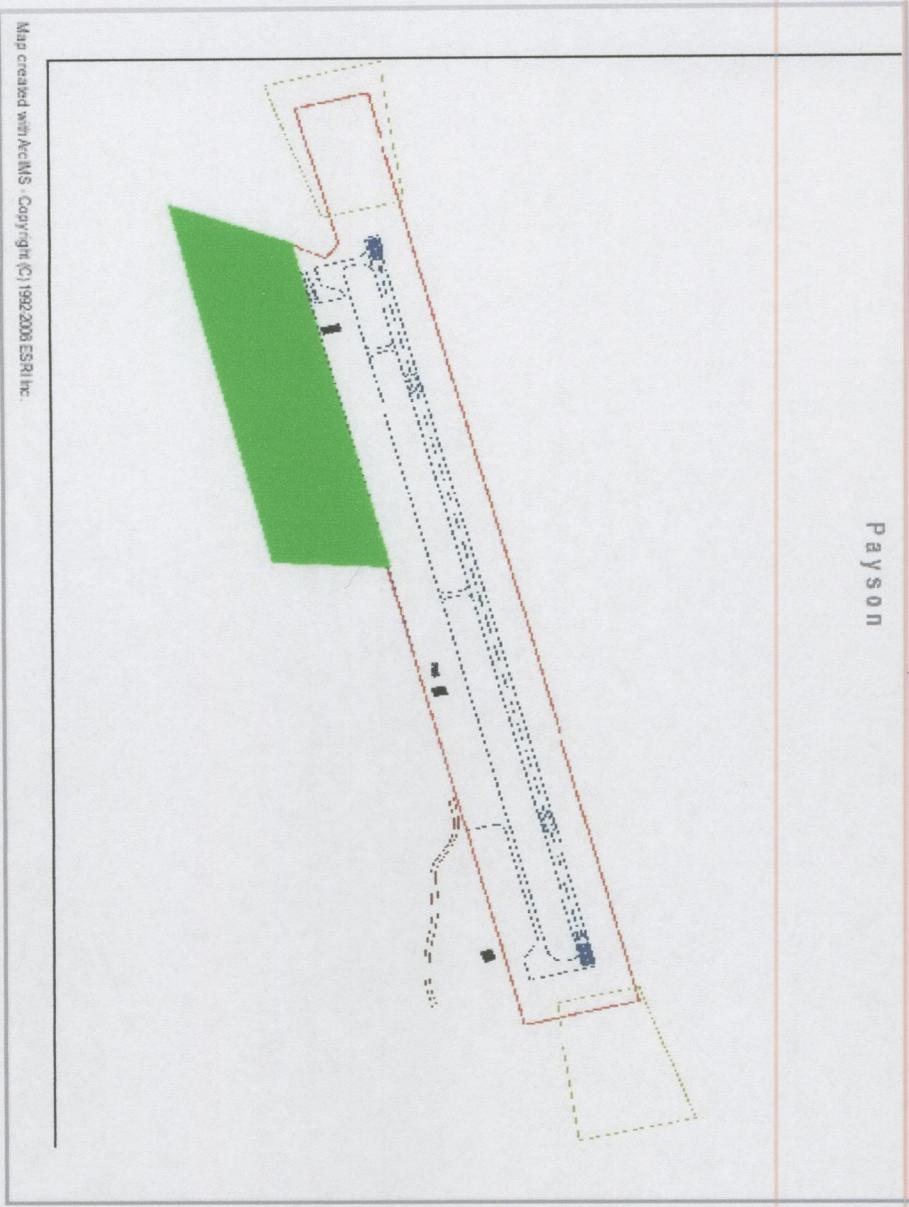
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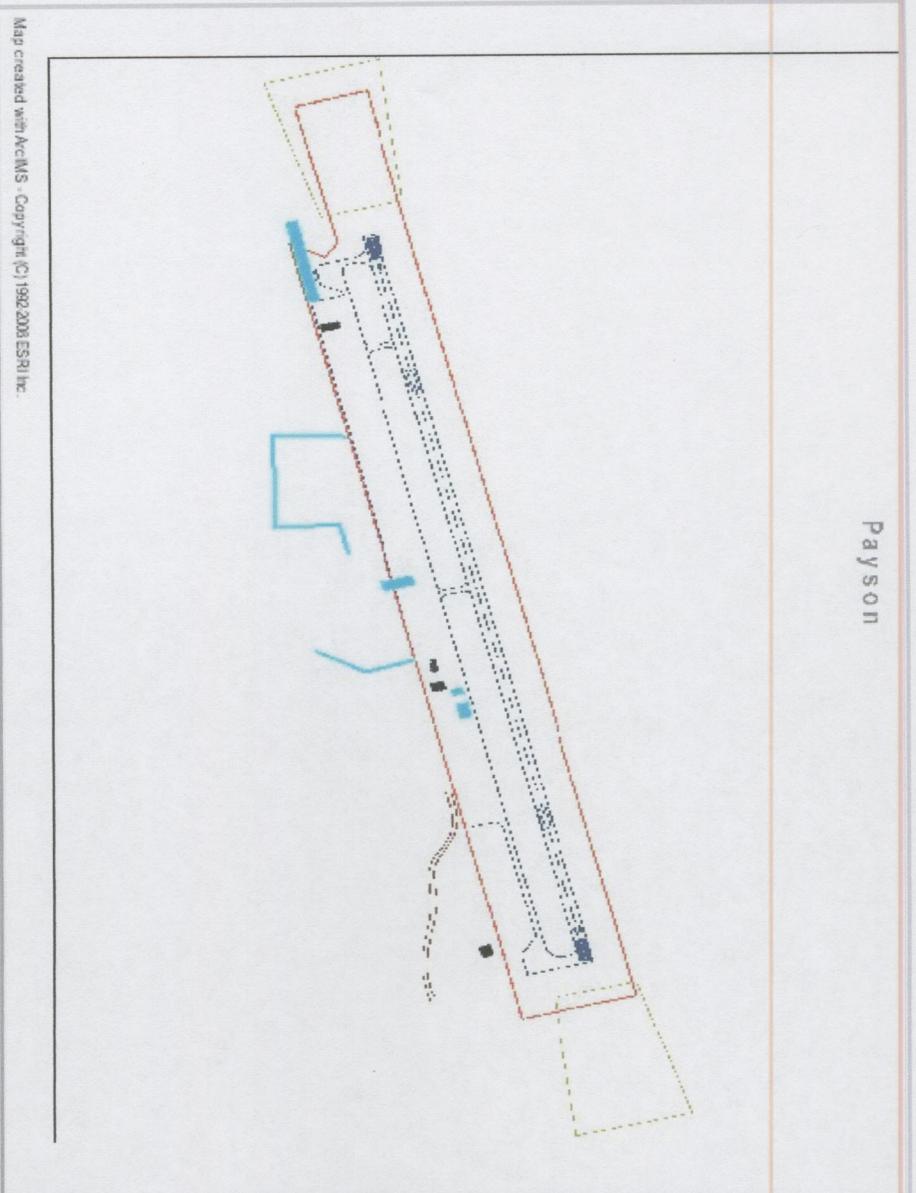
<u>Fiscal Year</u>	<u>Project Map Identifier</u>	<u>Project Category</u>	<u>Project Total Amount</u>	<u>Project Component</u>
2009	5	Federal, State, and Local	\$250,000.00	Planning:Conduct <Environmental Assessment/Environmental Impact Statement/Feasibility> <study/update>
			Description: 1, southwest of airport property, 13.5+/- acres	Project shown on approved ALP? Y Phase Project? Y Pavement Preservation ID? N Environmental Review Status? EA Engineering Completed N
			Justification: Environmental Assessment for southwest 13.5+/- acres (B-II stds)	Engineering Completed
2009	6	Federal, State, and Local	\$470,000.00	Ground Transportation:<Construct/Expand/Improve/Modify/Rehabilitate> Service Road - Other
			Description: 2, south side of airport, 2600+/- SY of roads & 2300+/- LF of fence	Project shown on approved ALP? N Phase Project? Y Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed N
			Justification: Construct service roads and fence around service roads and airport property (RSAT PAN-003)	Engineering Completed
2009	7	Federal, State, and Local	\$200,000.00	Apron:Construct Apron - Standards
			Description: 3, south of parallel taxiway, 21200+/- SY	Project shown on approved ALP? Y Phase Project? Y Pavement Preservation ID? Y Environmental Review Status? NA Engineering Completed Y
			Justification: Design infrastructure and utilities for new ramp (B-II Stds)	Engineering Completed
2009	8	Federal, State, and Local	\$130,000.00	Land:Acquire land/lease for approaches
			Description: 4, west of airport property, 1+/- acre	Project shown on approved ALP? N Phase Project? N Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed N
			Justification: Reimbursement for purchase of Tract A - land needed for future parallel taxiway to meet B-II stds. Move existing gate outside OFA	Engineering Completed

Payson



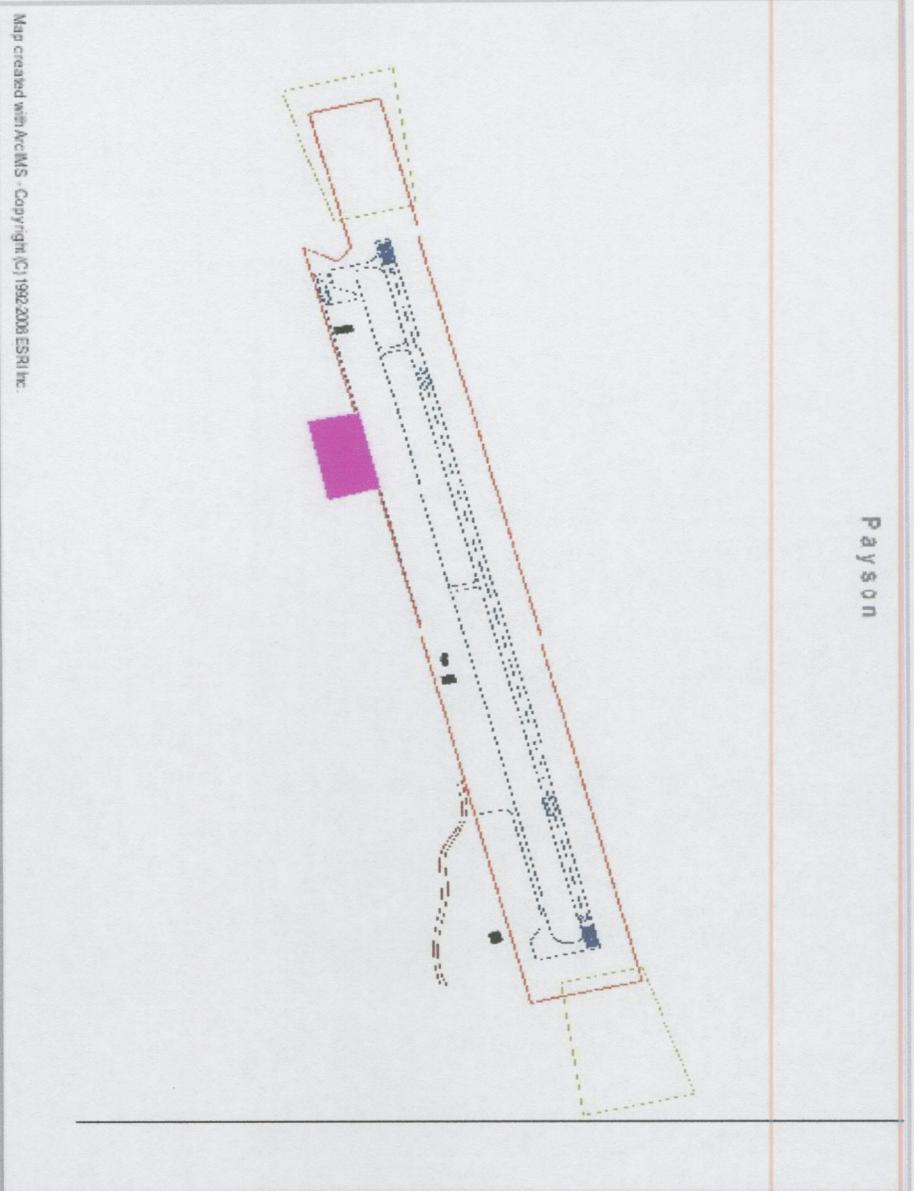
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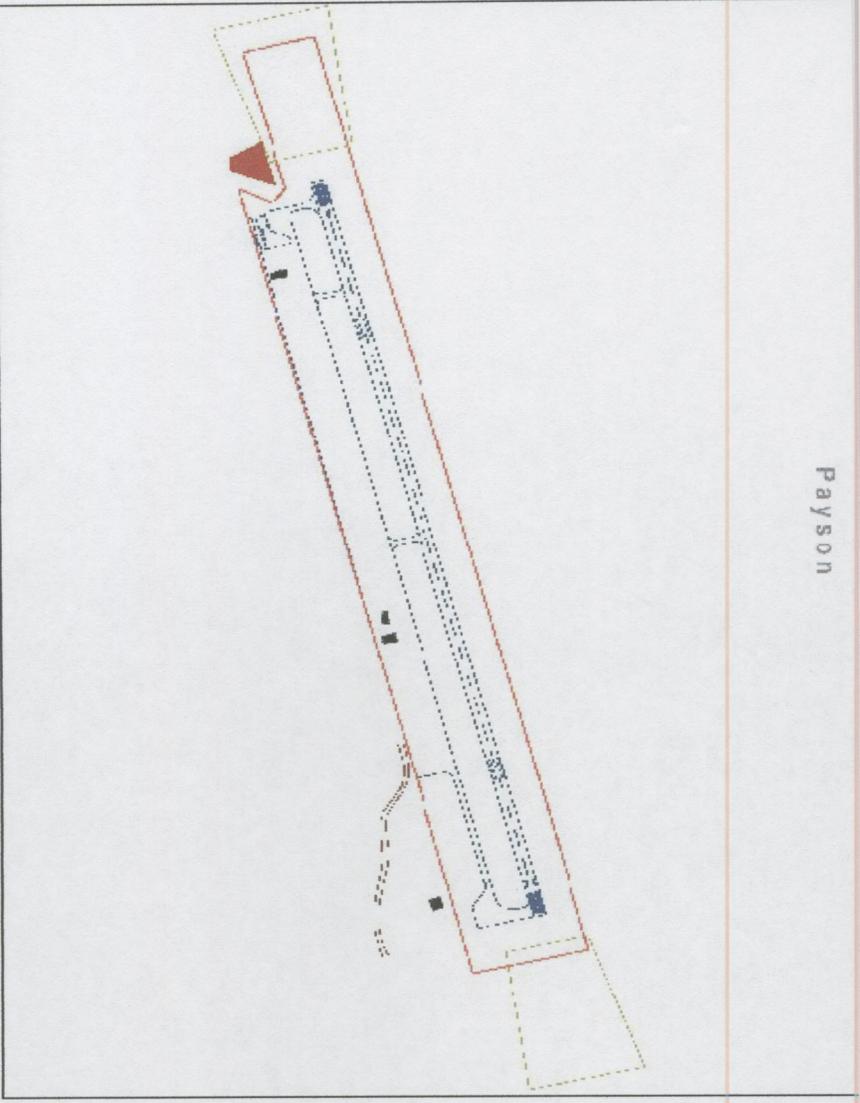
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**Federal Aviation Administration and Arizona Department of Transportation
2008 Five-Year Capital Improvement Program
Project Request Data Sheet**

Airport Name: **Payson Airport**

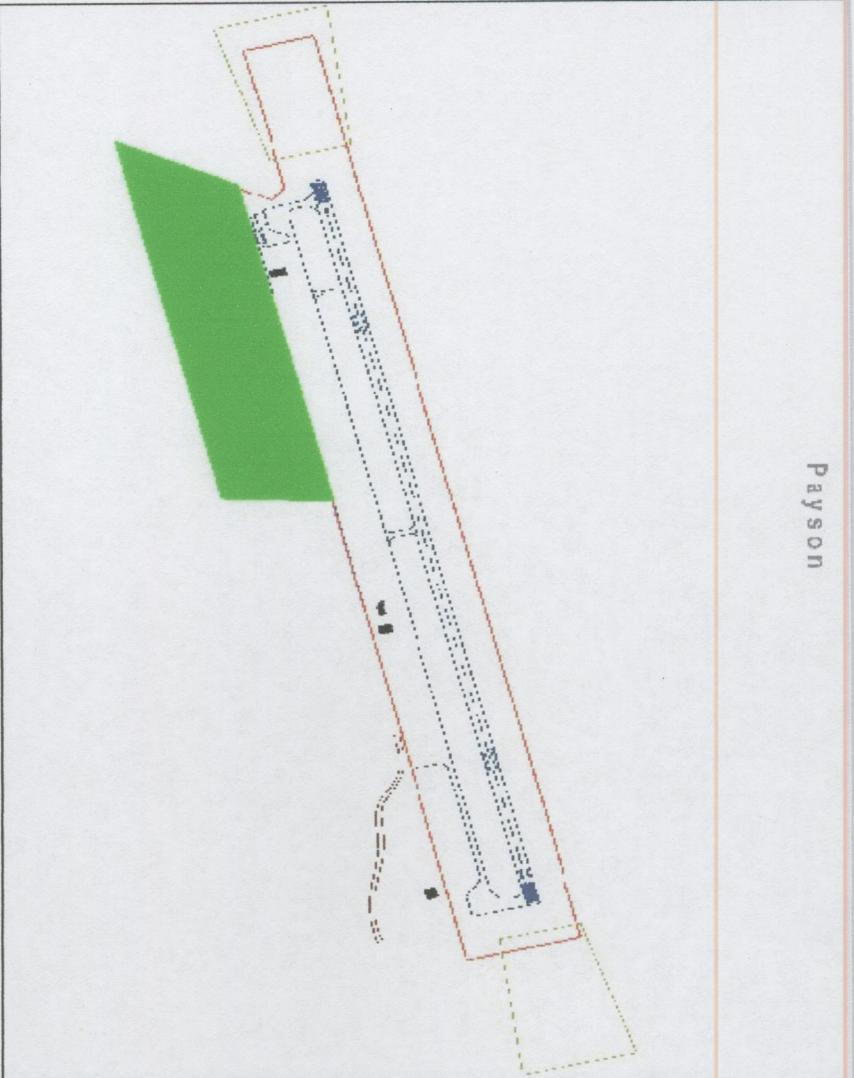
Sponsor Signature: _____

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Date: 12/6/2006 2:48:00PM

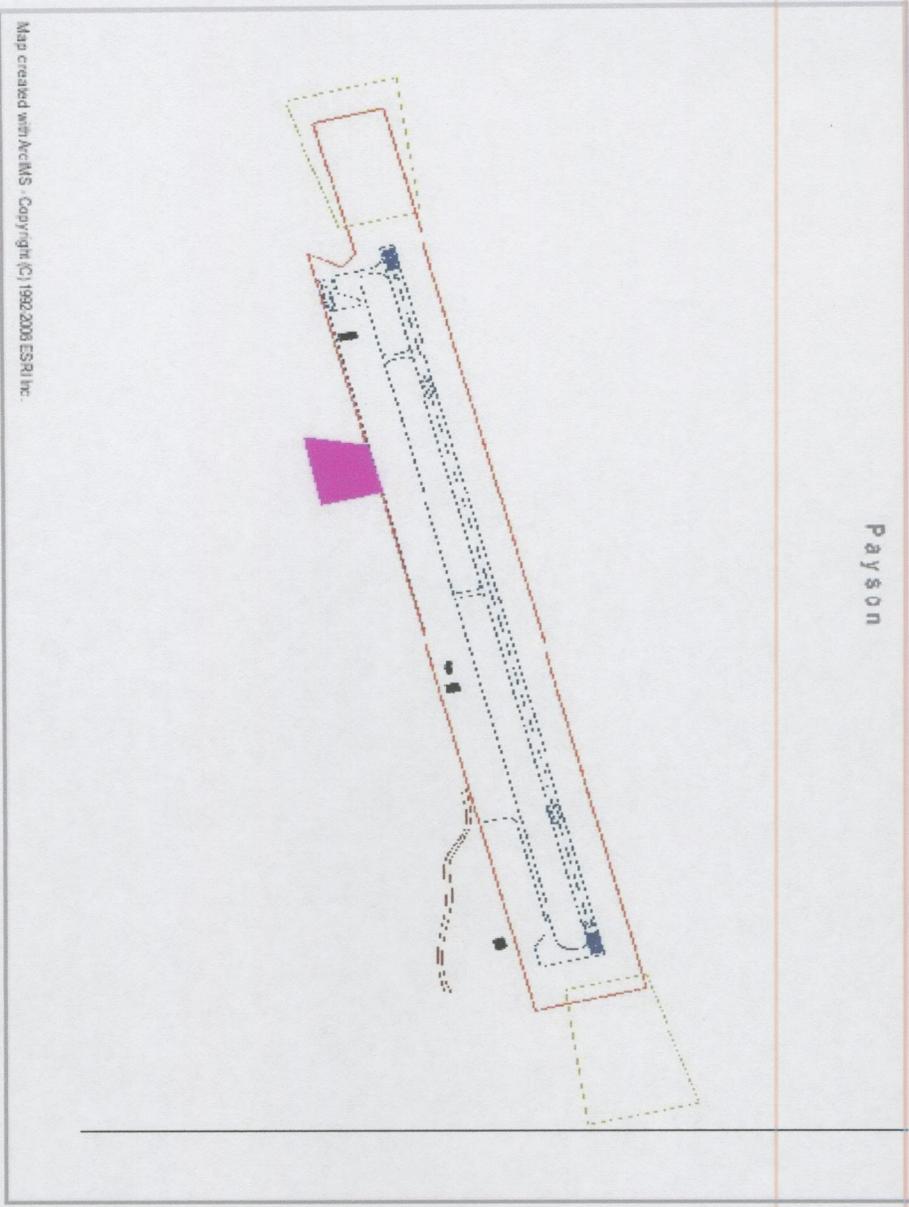
<u>Fiscal Year</u>	<u>Project Map Identifier</u>	<u>Project Category</u>	<u>Project Total Amount</u>	<u>Project Component</u>		
2010	9	Federal, State, and Local	\$800,000.00	Land:Acquire <land/easement> for development/relocation	Project shown on approved ALP? Y Phase Project? Y Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed N	
			Description: 1, southwest of airport property, 13.5+/- acres			
			Justification: Purchase 13.5+/- acres southwest of airport property to meet B-II stds.			
2010	10	Federal, State, and Local	\$1,200,000.00	Apron:Construct Apron - Standards	Project shown on approved ALP? Y Phase Project? Y Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed Y	
			Description: 2, south of parallel taxiway, 12200+/- SY			
			Justification: Construct Alpha Ramp Part 1 - east half (B-II stds)			
2011	11	Federal, State, and Local	\$500,000.00	Runways:<Construct/Extend/Improve> Runway Safety Area [Non-Primary Airports] - Standards	Project shown on approved ALP? Y Phase Project? N Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed Y	
			Description: 1, around runway, 60+/- acres			
			Justification: Grading improvements for the runway safety and object free areas (RSAT PAN-004)			
2011	12	Federal, State, and Local	\$800,000.00	Apron:Construct Apron - Standards	Project shown on approved ALP? Y Phase Project? Y Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed Y	
			Description: 2, south of parallel taxiway, 9000+/- SY			
			Justification: Construct Alpha Ramp Part 2 - west half (B-II stds)			

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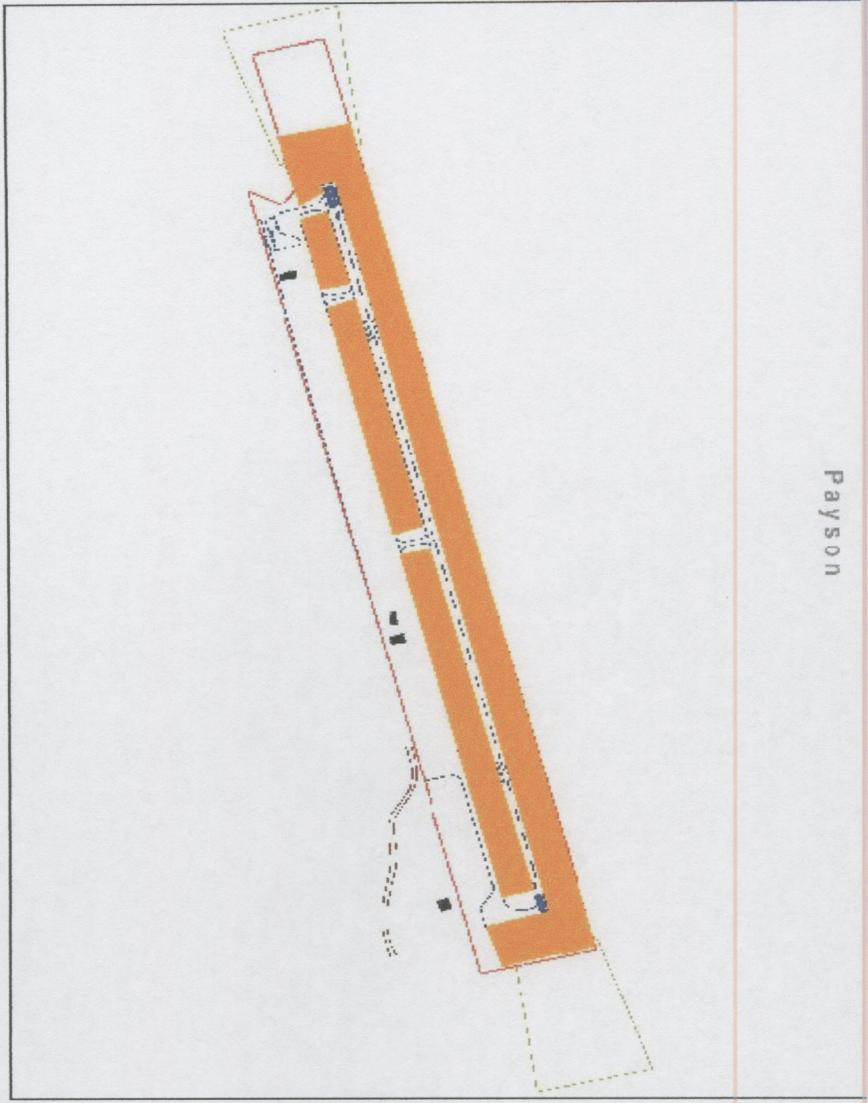
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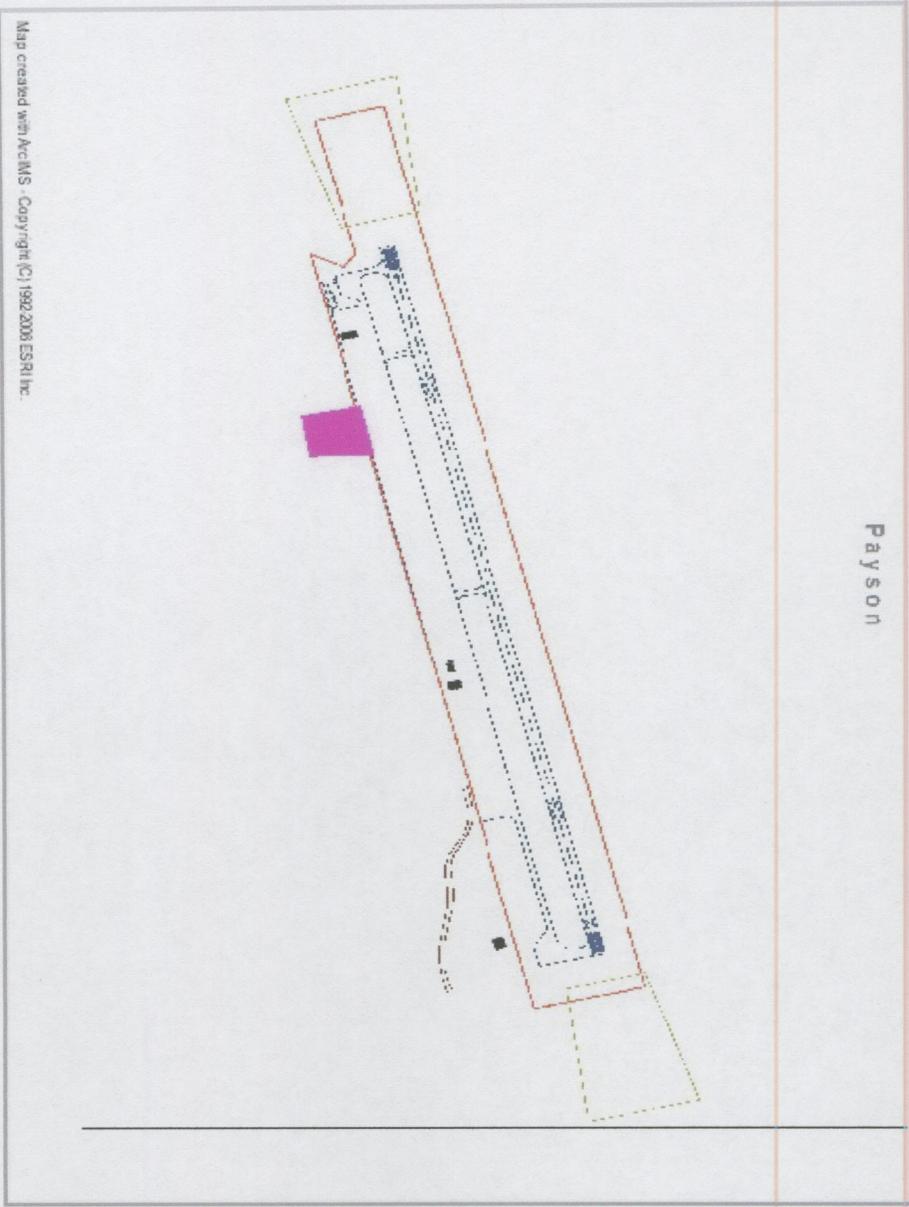
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Federal Aviation Administration and Arizona Department of Transportation 2008 Five-Year Capital Improvement Program Project Request Data Sheet

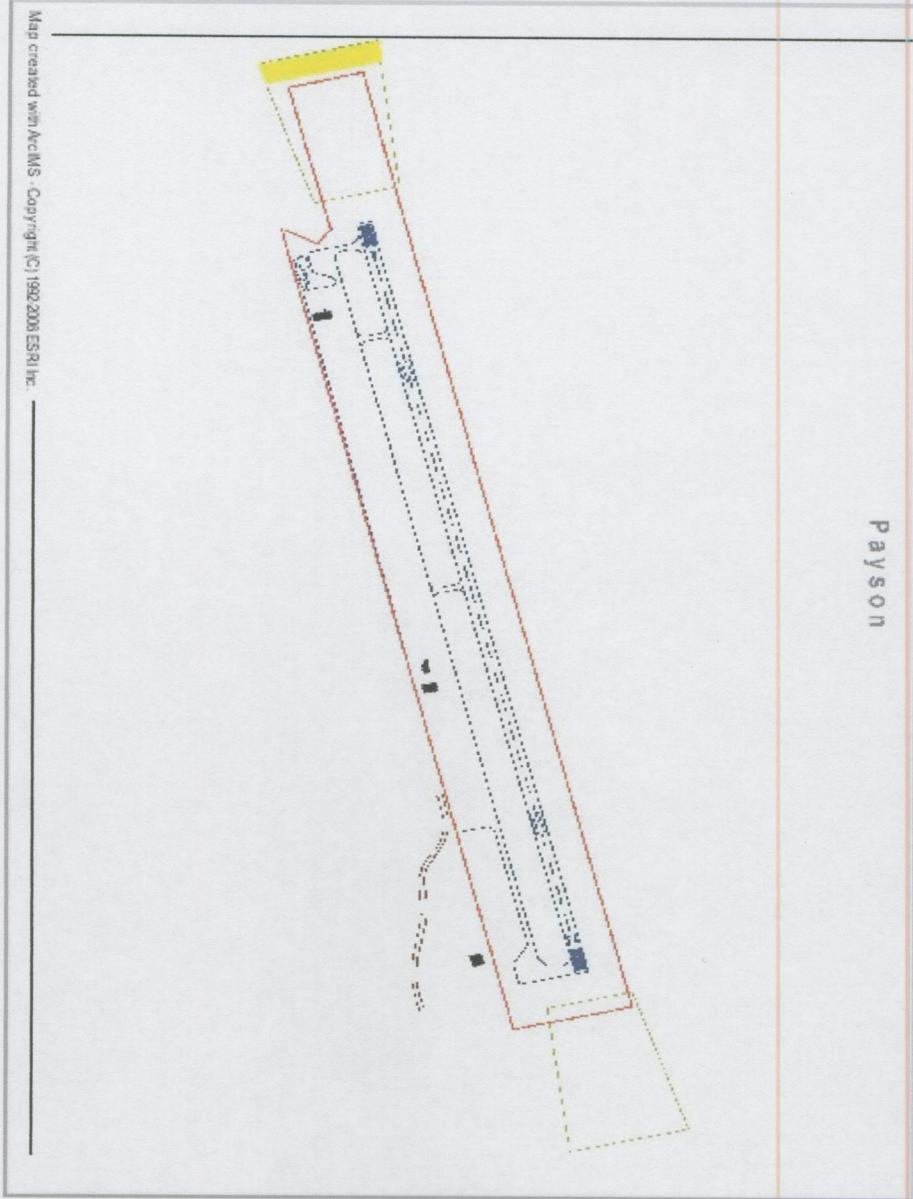
Airport Name: **Payson Airport**

Sponsor Signature: _____
(Required)

Date: 12/6/2006 2:48:00PM

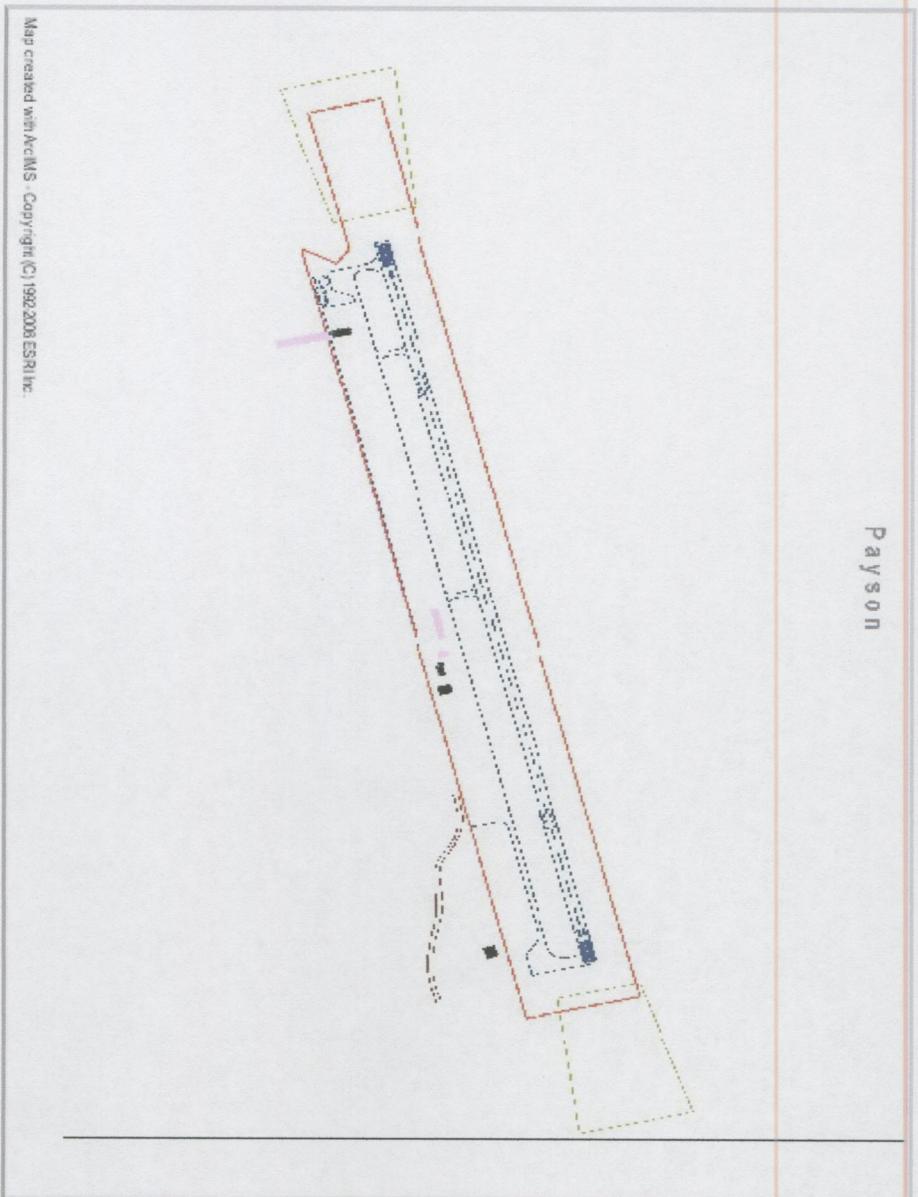
<u>Fiscal Year</u>	<u>Project Map Identifier</u>	<u>Project Category</u>	<u>Project Total Amount</u>	<u>Project Component</u>		
2012	13	Federal, State, and Local	\$1,300,000.00	Land:Acquire land/easement for approaches		
			Description: 1, west of airport property, 4+/- acres Justification: Land acquisition for West RPZ - 4+/- acres (B-II stds)		Project shown on approved ALP? Y Phase Project? N Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed N	
2012	14	Federal, State, and Local	\$2,000,000.00	Runways:<Construct/Extend/Improve> Runway Safety Area [Non-Primary Airports] - Standards		
			Description: 2, south side of airport runway Justification: Relocate Hangar One and fuel buildings outside OFA (B-II stds)		Project shown on approved ALP? Y Phase Project? N Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed Y	
2012	15	Federal, State, and Local	\$4,400,000.00	Taxiways:Construct Taxiway [includes relocation]		
			Description: 3, south of runway, 6250 LF Justification: Relocate parallel taxiway and Bravo Taxiway gate outside OFA (B-II stds)		Project shown on approved ALP? Y Phase Project? N Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed Y	
2012	16	Federal, State, and Local	\$540,000.00	Taxiways:Construct Taxiway - Capacity		
			Description: 4, east of new Alpha Ramp, 1200+/- SY Justification: Construct new commercial aviation taxiway		Project shown on approved ALP? N Phase Project? N Pavement Preservation ID? N Environmental Review Status? NA Engineering Completed N	

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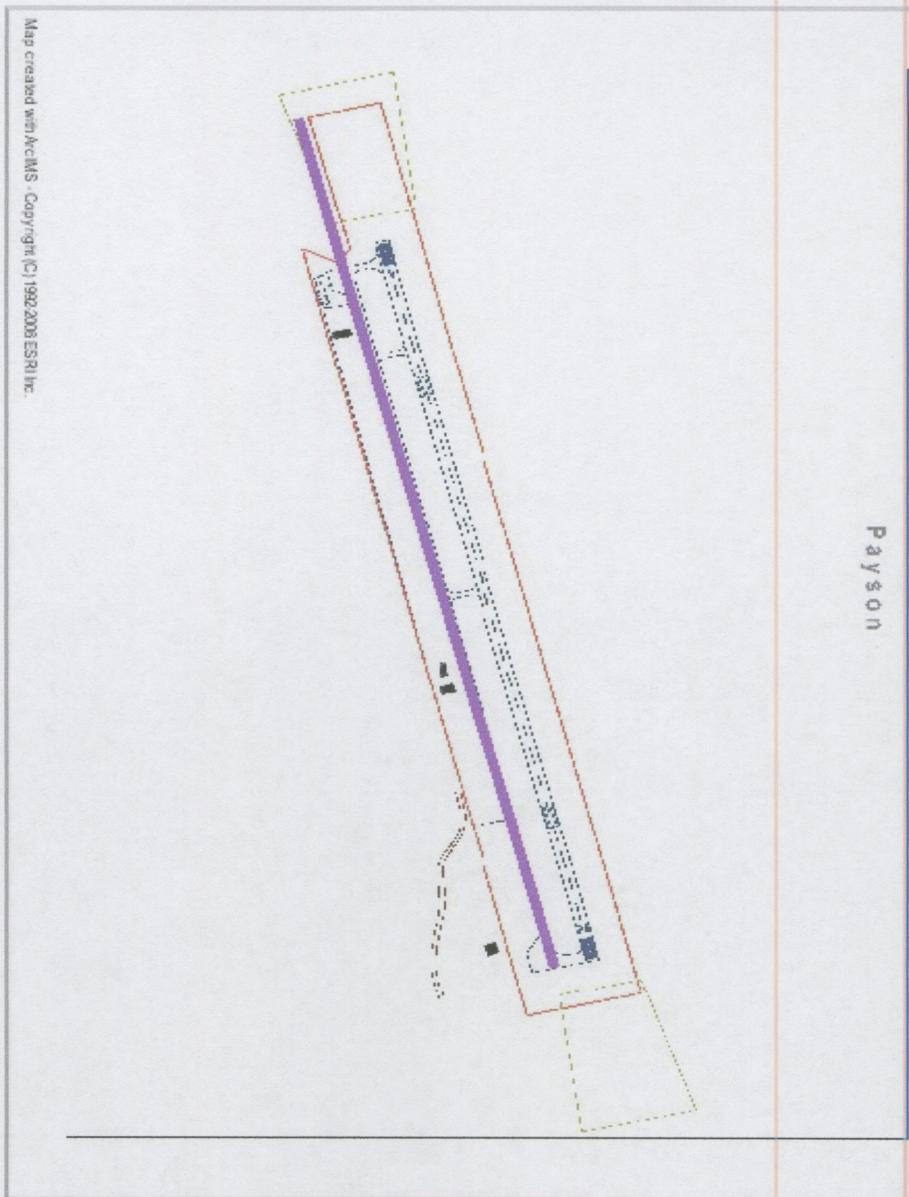
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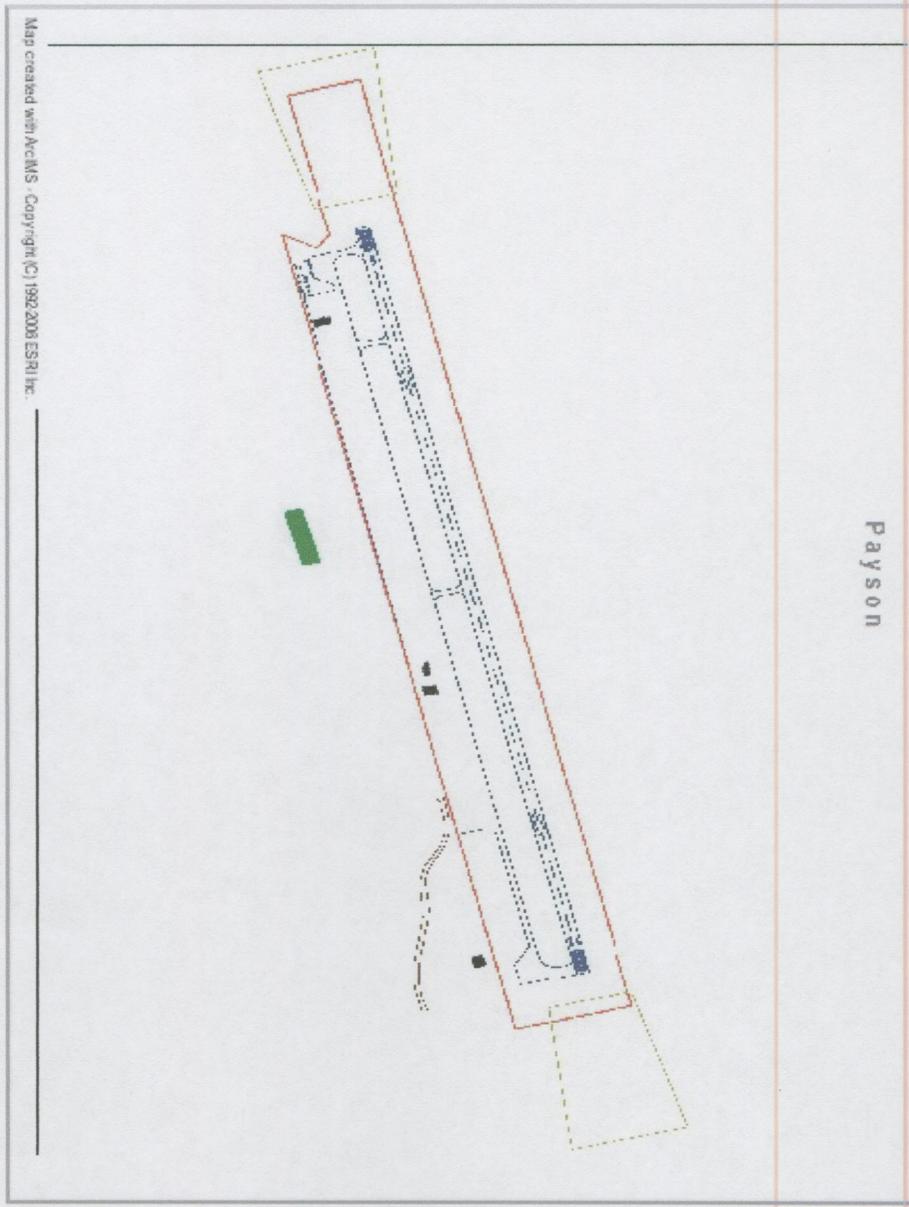
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U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009-2007

October 19, 2006

Mayor Bob Edwards
Town of Payson
303 N. Beeline Highway
Payson, Arizona 85541

Dear Mayor Edwards:

**Payson Airport, Payson, AZ
AIP 3-04-0027-013-2005
Town Road Relocation Project**

The State of Arizona Department of Transportation, Aeronautics Division (ADOT Aeronautics) held meetings with Arizona airports in their office in Phoenix for the entire week three weeks ago. These meetings are held annually with staff from each airport, ADOT Aeronautics staff, and Federal Aviation Administration (FAA) staff. This meeting gives each airport the opportunity to express their needs to ADOT Aeronautics and FAA for funding assistance for airport capital improvement projects, the current status on the condition of the airport property and its financial condition, all parties discuss current and potential problems at the airport, and the airport hears from ADOT Aeronautics and FAA, possible funding assistance potential for the current year and beyond.

The meeting with Ted Anderson from Payson Airport (PAN) was held on Tuesday September 26 with Kenneth Potts from ADOT Aeronautics, Brian Armstrong, my manager, and myself from FAA. We regret you or your town manager could not attend this meeting. We had important items to discuss concerning the Town of Payson (Town).

Our newly formed FAA office, Los Angeles Airports District Office, is currently finalizing our Airport Improvement Program (AIP) airport funding priorities for this current Fiscal Year 2007 based on projected Congressional Appropriations for AIP. Payson Airport at this moment is not listed for any AIP funding this year.

Let me explain to you what occurred a few months ago. The FAA on May 8, 2006 sent a Tentative Allocation letter to the Town stating that FAA allocated \$850,500 for three (3) airport development projects. These projects are as follows:

1. Construct Service Road (Design)	\$14,500
2. Construct Apron, Phase II	\$275,500
3. Construct Taxiway B	\$560,500
	<u>\$850,500</u>

The first project involves the design of a vehicle service road to access aircraft apron areas that currently can only be accessed via the parallel Taxiway A. The construct apron project is the extension of Apron E. Taxiway B is the extension of parallel Taxiway A to the west that is outside the airport property line. Aircraft not based on the airport use

Exhibit H

this taxiway to access the airport. The construct Taxiway B project involves relocating the taxiway and the access gate further away from the airport runway.

Your Town informed us during the first week in July 2006 that the first and third projects from our Tentative Allocation letter were no longer being considered for design and construction. We were informed a pilot group at the airport did not believe the two projects were necessary during a Town meeting. The Town is aware that FAA only issues AIP Grants to airports if they can open bids or if the Grant is design only. The turmoil created by canceling these projects caused the remaining construct apron project design completion to be delayed so that bids could only be opened beyond our deadline of opening bids and accepting an AIP Grant on or before August 30, 2006. We had no choice but to only issue a Grant for the design costs.

The Town's cancellation of the first and third projects has given our office concern for the Town's commitment to implement FAA recommended airport runway safety projects. These two projects were flagged projects that were recommended by the FAA Runway Safety Action Team (RSA Team).

The RSA Team inspected Payson Airport during the month of June 2004 through an invitation from the former mayor and Town council. The former mayor and Town council were trying to improve the safety at the airport and bring the airport up to FAA airport standards. One of the major problem areas on the airport is parallel Taxiway A. Vehicles and people including unsupervised kids riding bicycles were using or sharing this taxiway with taxiing aircraft to transit to other areas of the airport not accessible by an existing service road on the airport airside. A project to construct a service road would correct this problem.

Our office noticed the gate for off airport aircraft access is currently located inside the FAA Runway Object Free Area clearance standard of 150 feet from runway centerline. The construct Taxiway B project consisting of access gate relocation would relocate the gate beyond the 150 feet from runway centerline.

The RSA Team has an important task of inspecting runways at public airports to ensure minimum standards of runway safety to the flying public. The FAA considers runway safety as a high priority goal that the entire FAA staff must work together to attain. All runway safety recommendations originating from the RSA Team are placed in an FAA database. Outstanding runway safety action items (recommendations) remain in the database indefinitely with an expected completion date (items that have not been corrected/completed). All action items remain in the database indefinitely with a status of Open (Awaiting Action), Complete (All actions completed as stated), and Closed (The item is not funded and no longer considered with explanation).

Attached with this letter is the current PAN Runway Safety Action Plan. Action Item PAN-04-003 recommends the need for a service road. Action Item PAN-04-002 recommends the airport develop an access control plan to limit nonessential vehicle and pedestrian traffic on the runway and taxiway. The relocation of the gate serving aircraft based outside the airport falls into this category since the gatepost is inside the Runway Object Free Area. The former mayor and Town council informed us that

vehicles and pedestrians go through this gate when it is carelessly left open.

We had many discussions with the Town concerning airport development funding. They were concerned FAA would not commit to fully funding their needs for meeting the RSA Team Action Items. We assured them we would be committed. We even suggested that Action Item PAN-04-004 would be a great opportunity to relocate the parallel taxiway to meet the current Aircraft Approach Category - Design Group B-II standards as depicted on the approved Airport Layout Plan (ALP) dated April 25, 2001, during the runway fill and grading project.

The Town wants to relocate aeronautical facilities located too close to the relocated parallel taxiway location. The existing Town owned road prevented any of the current airport facilities from relocating further from the runway because the road was also located too close to the runway. The Town accepted an AIP Grant in fiscal year 2005, in the amount of \$1,700,000 to relocate the Town road.

The justifications for AIP funding for the Town owned road relocation were the runway-grading project, taxiway relocation project, and a service road project on the airside of the airport. The first and third projects were from the RSA Team recommendations and the second project is from our office to meet FAA design standards that is depicted on the approved ALP.

The final location of the now completed Town owned road relocation project would not be eligible for federal funding as a standalone project. This project received AIP funds for almost the entire project cost. AIP funds are to be used only to fund high priority airport improvement projects such as special projects, aircraft fire fighting equipment, runway, taxiway, apron projects, and miscellaneous AIP eligible projects in the order of highest priority to lowest priority. The Town owned road relocation project was a special project due to the Town, two years ago, committing to complete all the RSA Team recommendations and recommendations from our office. Relocating the road somewhere else on the airport, as standalone project would be in the miscellaneous project category. Funding for this type of project at this airport would not be possible, due to the nationwide demand for funding higher priority projects that is greater than the AIP funds available in any given year.

We believe the two cancelled projects means the Town is no longer committed to start and complete the action items in the attached document titled PAN Runway Safety Action Plan originating from the RSA Team. We consider the roadway project as ineligible cost for AIP funding. There is a balance of \$299,819 left in this project, but we will not process any more payment requests from the Town for this project. We request the Town reimburse FAA in the amount of \$1,400,181 received from this AIP Grant Number 3-04-0027-013-2005.

If the Town reconsiders and submits to FAA a capital improvement plan to start and complete the RSA Team recommended action items in the next several years, the road relocation project would be reinstated as an eligible AIP project.

If the Town has any questions, please give us a call at 310-725-3631.

Sincerely,

ORIGINAL SIGNED BY
ERIC E. VERMEEREN

Eric Vermeeren
Engineer/Project Manager, LAX-600.10

Enclosure

cc: Fred Carpenter, Town Manager
Ted Anderson, Airport Manager
Barclay Dick, Director, ADOT Aeronautics Division
John Berghian, Z&H Engineering, Inc

PAN Runway Safety Action Plan
10-2-2006

Action Item	Action Item Recommendation	Status Narrative	Office Of Primary Interest	Point Of Contact	Original End Date	Updated End Date	Status
PAN-04-002	PAN to develop an access control plan to limit (a) non-essential vehicle and pedestrian traffic on the runway and taxiway and (b) users of the ramps and hangars. In addition to this plan, PAN should take appropriate administrative action to establish a system of consequences for non-compliance with airport and local government regulations/laws.	2/3/2005. Email from Ted Anderson: "The suspense dates for all the below items were changed to June 30, 2005 during the latter part of 2004. This will give adequate time to complete them." 10/4/2005: Email from Ted Anderson - requests extension to 3/30/2006 to complete service road work. Email 9/15/06	PAN Airport Manager	Ted Anderson	12/30/04 O	03/30/06 R	Open
PAN-04-003	Suggest a service road be constructed on the south side of the airport to eliminate the use of the taxiway as a road by off-field fuel delivery trucks and other vehicular traffic.	10/4/2005: Email from Ted Anderson - requests extension to 9/30/2007. This is a phased project in the future ACIP.	PAN Airport Manager	Ted Anderson	10/30/05 O	09/30/07 R	Open
PAN-04-004	Suggest grading project(s) to correct pavement edge drop-off, safety area and drainage erosion issues. Per Part 139.305(a)(1): The pavement edge shall not exceed 3 inches difference in elevation between abutting pavement sections and between full strength pavement and abutting shoulders. Per Part 139.309(b)(1): Each safety area shall be cleared and graded and have no potentially hazardous ruts, humps, depressions or other surface variations. Suggest that a blast pad be placed at each end of the runway in conjunction with the grading project.	10/4/2005: Email from Ted Anderson - requests extension to 9/30/2008. This is a phased project in the future ACIP.	PAN Airport Manager	Ted Anderson	06/30/05 O	09/30/08 R	Open
PAN-04-005	Recommend PAN develop an Airport Sign and Marking System using reflective signs initially, to be followed by internally lighted signs in a later phase.	2/3/2005: Email from Ted Anderson: "The suspense dates for all the below items were changed to June 30, 2005 during the latter part of 2004. This will give adequate time to complete them." 10/4/2005: Email from Ted Anderson - requests extension to 9/30/2008. This is a phased project in the future ACIP.	PAN Airport Manager	Ted Anderson	12/30/04 O	09/30/08 R	Open
PAN-04-006	Recommend the use of runway edge markings.	10/4/2005: Email from Ted Anderson - requests extension to 9/30/2008. This is a phased project in the future ACIP.	PAN Airport Manager	Ted Anderson	10/30/05 O	09/30/08 R	Open
PAN-04-008	Recommend that a run-up area be included in the next master plan update.		PAN Airport Manager	Ted Anderson	12/30/06 O	12/30/06 E	Open

PAN Runway Safety Action Plan
10-2-2006

Action Item	Action Item Recommendation	Status Narrative	Office Of Primary Interest	Point Of Contact	Original End Date	Updated End Date	Status
PAN-04-009	Suggest the airport develop a driver training program	2/3/2005. Email from Ted Anderson: "The suspense dates for all the helw items were changed to June 30 2005 during the latter part of 2004. This will give adequate time to complete them." 10/4/2005. Email from Ted Anderson - requests extension to 6/30/2006 for service road work. Email sent 9/15/06	PAN Airport Manager	Ted Anderson	12/30/04 O	06/30/06 R	Open
PAN-04-001	AWP-1R (Runway Safety and Operational Services) to investigate the feasibility and legality of using the non-movement area surface marking at a non-towered airport in order to distinguish areas restricted to any use other than for taxiing aircraft.	Currently, this marking is exclusively used when the need for such delineation is specified in a letter of agreement between the airport operator and airport traffic control tower designating the movement area (AC 150/5340-1H, Chg 1, page 16, paragraph 38). Since Payson is a non-towered airport, this type of marking would be inappropriate unless Payson requested a modification to standards. Further research is found at the non-movement area. Modification to standards will not be supported by Airports Division. Possible alternative is the use of a intermediate taxiway holding position marking.	AWP-1R	Chris Diggons	10/30/04 O	10/29/04 A	Complete