

Airport Task Force Mission Statement

To promote the prosperity and integrity of the
Payson Airport with respect to:

- Fiscal Responsibility / Airport Self-sufficiency
 - General Aviation / Regional Pilots and Organizations
- Contribution to Payson / Community Services
 - Tourism / Public Relations
- Promote the Development of Aviation Industry in Payson

Airport Task Force

- ▶ Dick Mumma, Chairman, *Major, USAF, Retired; MBA Management, University of West Florida; MBA Computer Science, Western International University.*
- ▶ Gordon Holm, Vice Chairman, *LtCol, USMC, Retired. Squadron Commander of last Marine Expeditionary Squadron; industrial education teacher in Paradise Valley for 15 years; flight instructor for Lufthansa Airlines 7 years. BA, Police & Political Science; BA, Industrial Education; MA, Aeronautical Technology.*
- ▶ James H. Garner III, *A&P, I.A., Manager, Against The Wind LLC., Aircraft Maintenance Shop at Payson Airport.*
- ▶ Rory Hansen, *Navy pilot, Learjet factory demo pilot, 23 year pilot Southwest Airlines, CFII, married to Donna 31 years, built one airplane and working on second, resident of Payson 3 years and Arizona for 24 years.*

and

- ▶ *Beth Myers, Broker and owner of local full service real estate office, with experience in air traffic control, and managing fixed-base operations and retail businesses.*
- ▶ *Richard Nun, retired from Ford Motor Company as an Activity Controller, responsible for business plans, budgets, and budget reporting. Supervised home construction in Payson.*
- ▶ *Dennis Satterfield, 25 year resident, licensed pilot-aircraft owner, business owner (Payson Barbershop), past president of Payson Pilots Association, Payson Airport Advisory Committee member.*
- ▶ *Gary Spragins, architect, planner, engineer. Design engineer and planner with ASU; Retired from Spragins & Hinshaw Architects 2006.*
- ▶ *Nancy Ward, past Vice President and Manager of Human Resources for a banking and mortgage corporation, and the Leasing Manager for a large fashion mall.*

Payson Municipal Airport

Where The Airport Has Been

Where The Airport Is Now

What The Airport Needs To Be

How Do We Get There

Where Payson Airport Has Been

- ▶ Payson Airport has been at 4 or 5 different locations.
- ▶ The current Airport was built by the Forest Service. The responsibility of operating it was turned over to Gila County in 1970.

Picture of the dedication of the first new paved ramp in 1975.



Notice Airport Rd. is not paved



Nor is Crosswinds Restaurant built





Most of the Town is undeveloped

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How Payson Airport Has Evolved

- ▶ Payson purchased the Airport from the Forest Service in 1988.
- ▶ A Master Plan was adopted in 1998.
- ▶ An Airport Manager was hired as a Town Employee in 2001.

Under the Current Management Structure

- ▶ An operating deficit has drained money from the General Fund every year.
- ▶ Agreements have been made with State and Federal Agencies **without** the knowledge or approval of the Payson Town Council or its citizens.

Current Airport Status

- ▶ The existing airport businesses have not been encouraged to reinvest and grow because there is no business plan. This was to be presented to Town Council 2 years ago.
- ▶ The taxpaying public is burdened by unwarranted higher costs to cover Airport deficits.

Additionally

- ▶ Potential aviation related businesses are confused by the lack of needed information.
- ▶ The Airport Advisory Committee has been ineffective as a management tool.
- ▶ Citizens do not have a viable contact to address their concerns.
- ▶ The benefits of the Airport have not been shared with the Citizens.

Where Payson Airport Needs to Be

- ▶ With the present growth of Payson and its environs, the Airport is becoming a regional entity.
- ▶ The airport, with public input through a Regional Authority, will become a bigger economic engine than it already is. (\$8,000,000) (Study from ASU)

Also

- ▶ Payson Airport is a valuable asset to the transportation system of Payson. It is an important part of bringing clean, quiet, businesses that support well paying jobs to Payson.
- ▶ With new direction the Airport will no longer be a drain on Payson's budget. **(Average \$60 to \$70 thousand a year).**

Budgets

\$ (000)	2001	2002	2003	2004	2005	2006
Charges for Service (Income)	27.7	27.2	52.5	39.6	105.3	115.2
Public Works (Expense)	105.9	54.7	113.9	126.5	183.3	189.1
Difference	(78.2)	(27.5)	(61.4)	(86.9)	(78.0)	(73.9)

The Airport Task Force Believes

- ▶ Payson Airport needs a new direction.

What Can Change With Public Input

An Example

Airport Capital Improvement Plan

	Project Totals \$ (000)	Federal Grants \$ (000)	State Grants \$ (000)	Town \$ (000)
Current Management Structure	22,001	19,238	1,106	1,656
ACIP Committee With Public Input	14,081	13,376	352	352
Money Saved	7,920	5,862	754	1,304

What to do

- ▶ After extensive research the Task Force recommends an Airport Authority be formed to accomplish the following items.
- ▶ We propose the name:

Payson Regional Airport Authority

How Does the Airport Get There

- ▶ Long range goals shall be set through a Master Plan Update with public input. Citizens and users will have a reference for planning purposes.
- ▶ Short term safety changes will be implemented without delay.
- ▶ Non-productive spending at the Airport will be eliminated.

Self-supporting

- ▶ A **realistic** fee structure needs to be developed that will not stifle economic growth.
- ▶ Present leases need to be renegotiated so that existing businesses can reinvest while expecting a reasonable return on investment.
- ▶ New and existing business need to be assured that the Town wants them in Payson generating sales tax and employing people.

Support for Success

- ▶ A comprehensive plan will be developed to encourage new and existing businesses and users to be part of the Airport Economic Engine.
- ▶ The operating budget will be **self-supporting**.
- ▶ Guarantees to State and Federal Agencies will be implemented with a full disclosure of what they require.
- ▶ 13 acres to the west should be purchased at a reasonable price.

What the Task Force has Learned About "Authorities"

- ▶ When an Airport is turned over to an operating Authority most of the problems go away and the Airport becomes an real economic engine.
- ▶ Tucson, Kingman, and Sedona are some of the airports in Arizona that operate under an Airport Authority.
- ▶ Sedona is closest to the size, environment, and operations of Payson Airport.
- ▶ The Task Force has reviewed the lease Yavapai County has with the Sedona Airport Authority and a similar lease will work well in Payson.

More Rationale

- ▶ Airport Authorities are self supporting. Payson's Regional Airport Authority will require some financial support initially for grant participation, but nothing above what is already approved in the ACIP. There will be no cost increase to the citizens of Payson, probably a reduction.
- ▶ Authorities are not subject to the constant changes in the political arena and protect the citizens' investments.
- ▶ Northern Gila County Sanitary District is an example of how a successful Authority works.

Towns' Responsibilities and Guarantees

- ▶ The Council will retain the right to deny, with cause, the appointment of a Director of the Authority.
- ▶ The Council will retain the right to refuse funding a grant that is not part of the approved ACIP.
- ▶ After all of the items on the current ACIP have been completed the Authority may be responsible for the local funding of grants.
- ▶ The Town will retain the title to all of the existing and new property and infrastructure.

What Will Remain the Same

- ▶ All new Airport leases negotiated by the Authority will be ratified by the Town Council.
- ▶ The Town can be released from the lease with the Authority if the grant assurances and/or the existing leases are not honored.
- ▶ The Town can be released from the lease if the Authority does not meet its financial obligations.

Authority's Responsibilities

- ▶ The Authority will be **responsible for all operations and maintenance at the Airport and related expenses.**
- ▶ The Authority will consist of 5 to 7 Executive Directors with staggered terms.
- ▶ The Authority would prefer that 1 or 2 of its members be from Northern Gila County but outside of Payson.

and

- ▶ The Authority will control the “Through The Fence” operations at the Airport.
- ▶ The Authority will develop and maintain a fee structure with pre-stated increases for leases and users.
- ▶ Written policies and procedures will be developed and implemented consistently.

Also

- ▶ The Authority will provide the Town Council with status reports.
- ▶ The Executive Director will be the FAA contact.
- ▶ The Authority, with the approval of the Town, may borrow money and issue bonds.



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Motion from Council

- ▶ Direct Staff to bring to Council a lease between Town of Payson and Payson Regional Airport Authority for operation of the Payson Airport.