

COUNCIL DECISION REQUEST

SUBJECT: Request for Reimbursement by the Payson Regional Airport Authority

MEETING DATE: May 15, 2008

PAYSON GOAL: NEW: EXISTING:

ITEM NO.:

TENTATIVE SCHEDULE:

SUBMITTED BY: LaRon Garrett, Town Engineer

AMOUNT BUDGETED: \$40,000.00

SUBMITTAL TO AGENDA

EXPENDITURE REQUIRED: \$40,000.00

APPROVED BY TOWN MANAGER

CONT. FUNDING REQUIRED:

EXHIBITS (If Applicable, To Be Attached): Runway Safety Action Team Recommendations, Memo from the Town Legal Department, Copy of email received from the Payson Regional Airport Authority

POSSIBLE MOTION

I move to direct staff to include \$40,000 in the 2008-2009 budget to reimburse the Payson Regional Airport Authority up to the \$40,000 for actual expenses incurred for a "Vehicular Access and Driver Training" program.

SUMMARY OF THE BASIS FOR POSSIBLE MOTION:

In 2004 a Runway Safety Action Team from the Federal Aviation Administration provided the Town with a list of recommendations to improve the safety of the Payson Airport. Two of these recommendations; No. PAN-04-002 to provide an access control plan to limit non-essential vehicular traffic on the airport, and NO. PAN-04-009 to provide a driver training program for appropriate vehicles on the airport, were funded in the 2007-2008 budget. The amount budgeted was \$40,000. In September, 2007 the Town of Payson entered into a lease with the Payson Regional Airport Authority (PRAA) to operate the Payson Airport. During the discussions of the lease it was decided that the Town would reimburse the PRAA for funds expended to provide this vehicular access and driver training program using the current year budgeted funds. Due to time constraints the PRAA is not able to complete the process to implement this program during the current fiscal year. They are requesting that the Town carry the current funding for this project into the 2008-2009 fiscal year.

PROS:

Implementing this program will improve the safety and security at the Payson Airport.

CONS:

PUBLIC INPUT (if any):

BOARD/COMMITTEE/COMMISSION ACTIONS/RECOMMENDATIONS (if any) (give dates and attach minutes):

MAY 15 2008 I.2

COUNCIL DECISION REQUEST

FUNDING:

Account Number: 260-5-4445-00-8831

Title: Driver Training and Runway
Access Plan

Amount: \$ 40,000

Account Number:

Title:

Amount: \$

Account Number:

Title:

Amount: \$

Account Number:

Title:

Amount: \$

Total Cost: \$40,000

CFO: _____ Date: _____

Payson Airport, Arizona
Runway Safety Action Plan
June 29, 2004

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.

Update: 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.

Responsible Party – AWP-1R **Expected Completion Date (ECD)** 10/29/2004
Status - Complete

PAN-04-002: PAN to develop an access control plan to limit (a) non-essential vehicle and pedestrian traffic on the runway and taxiways 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.

Remarks:

The airport access plan should take aggressive action to institute control measures and monitoring methods that would ensure ONLY authorized users gain access to the airport. Access may be multi-tiered in that some parties will require access to the ramp and hangar areas only. Unless in the company of airport personnel, or in pursuit of activities that require their presence on the runway/taxiways, no one will be permitted to enter a taxiway or runway.

The airport may include in their lease agreements an administrative charge assessed against lessees who violate the lease agreement or whose guests violate the lease agreement. The local government may elect to include the airport in the vehicle code or other laws pertaining to the rules of the road and discipline violators accordingly.

It is imperative to gain control of the airport access situation before lack of control becomes a causal factor in an accident.

The airport may contact Mr. Loren Lintner, Bob Hope Airport (Burbank) Superintendent of Airside Operations, at (818) 840-8830, for more information on how to set up an administrative charge to address the consequences of non-compliance with airport and local government regulations/law.

Responsible Party - PAN Manager/Airport Advisory Committee
Status – Open **ECD** 12/30/2004- 6/30/05

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.

Payson Airport, Arizona
Runway Safety Action Plan
June 29, 2004

Remarks: PAN to place item in the ACIP. Suggest this project be included in the Road Relocation Project or T Hangar and Taxi Lane Project.

Responsible Party - PAN Manager
Status - Open

ECD 10/30/2005

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. **ADD: Suggest blast pads be constructed on each end of the runway.**

Remarks: Most concrete pads, (i.e., PAPI, light bases, etc), protrude above the ground and pose a hazard to aircraft. There are areas where ruts and silt mounds have developed, creating a situation that would prevent runoff, thus causing standing water. In addition, the uneven surfaces pose a potential hazard to aircraft entering the area. There are a number of exposed pipes in culverts that should be cut off or removed. There is a major culvert on the north side of the runway that should be extended to the outside of the runway safety area, covered, and graded to standard.

Responsible Party - PAN Manager
Status - Open

ECD 6/30/2005

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.

Remarks: The lighted signs should be scheduled for installation in conjunction with both the taxiway relocation and runway extension projects.

Responsible Party - PAN Manager
Status - Open

ECD ~~12/30/2004~~ 6/30/05

PAN-04-006: Recommend the use of runway edge markings.

Responsible Party - PAN Manager
Status - Open

ECD 10/30/2005

PAN-04-007: Recommend the use of taxiway edge reflectors.

Payson Airport, Arizona
Runway Safety Action Plan
June 29, 2004

Remarks: Suggest this project be included in the T Hangar and Taxi Lane project.

Responsible Party - PAN Manager
Status - Open

ECD 10/30/2005

PAN-04-008: Recommend that a run-up area be included in the next master plan update.

Remarks: The lack of a run-up area will cause congestion on the taxiway(s) or pose a hazard on the ramp area. A run-up area may service both aircraft that are preparing to take off and maintenance run-ups.

Update per telecon on 9/23/04 with Ted Anderson: Run-up area is planned in the 5 year ACIP scheduled for FY2006.

Responsible Party - PAN Manager
Status - Open

ECD 12/30/2006

PAN-04-009: Suggest the airport develop a driver-training program.

Remarks: Compliance with the driver training program should be incorporated into the access control plan and lease agreements.

Responsible Party - PAN Manager
Status - Open

ECD ~~12/30/2004~~ 6/30/05

LEGAL DEPARTMENT
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Samuel I. Streichman
Town Attorney
Extension 208

Timothy M. Wright
Deputy Town Attorney
Extension 277

MEMORANDUM
January 22, 2008

TO: Jim Garner, PRAA

FROM: Tim Wright

SUBJECT: Funding of RSAT Plan - Items PAN-04-002 (Access Control Plan), PAN-04-009 (Driver Training)

CC: Debra Galbraith, Town Manager
LaRon Garret, Town Engineer

I have reviewed the Lease and the 07-08 Budget. Because the funding is not in the Lease, but was placed in the Budget, I believe the best way to proceed on these items is as follows:

- 1) PRAA will obtain an estimate for these items.
- 2) The Town will present the estimate to the Council and seek authority to reimburse PRAA for these items up to the estimate.
- 3) If approved by Council, PRAA would secure and pay for the items.
- 4) The Town would reimburse PRAA for the amount spent.

Thank you for your assistance. If you have questions, please call me.

Garrett, LaRon

From: Against The Wind/James Garner [paysonairport@usa.net]
Sent: Wednesday, April 30, 2008 5:31 PM
To: Garrett, LaRon
Subject: Re: Response_to_LG_on_RSAT_funding.42608[3]-1.doc

LaRon,

PRAA wishes to be placed on the Town Council agenda for May 15th. We will be asking the Council to place the \$40,000. into this coming years budget that was in this years budget. We are not asking for any new money, only what was promised in our Lease with the Town. Due to constraints beyond PRAA's control we were unable to finish the biding process this year and then bring that number to Council to reimburse PRAA.

If you need any more information please call or e-mail.

Jim Garner

5/8/2008