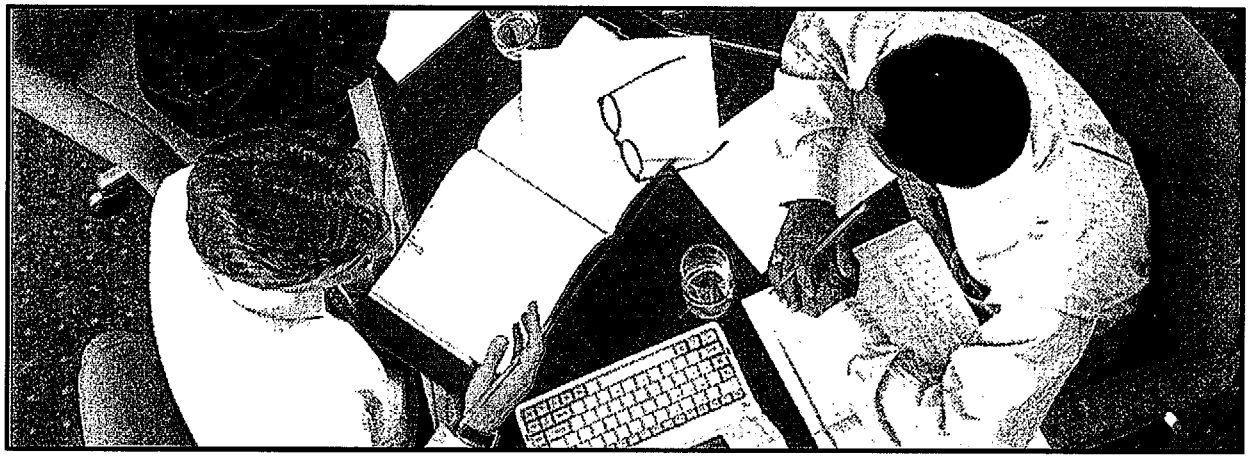
Rolle AIRFIELD
YUMA COUNTY AIRPORT AUTHORITY

Chapter Six
FINANCIAL PROGRAM

Chapter Six

FINANCIAL PROGRAM



The successful implementation of the Rolle Airfield Airport Master Plan will require sound judgement on the part of Yuma County Airport Authority (YCAA) staff. Among the more important factors influencing decisions to carry out a recommendation are timing and airport activity. Both of these factors should be used as references in plan implementation.

Experience has indicated that major problems have materialized from the standard format of past planning documents. These problems center around the plan's inflexibility and inherent inability to deal with new issues that develop from unforeseen changes that may occur after it is completed. The demand-based format used in the development of this master plan has attempted to deal with this issue.

While it is necessary for scheduling and budgeting purposes to consider the timing of airport development, the actual need for facilities is established by airport activity. Proper master planning implementation suggests the use of airport activity levels rather than time as guidance for development. Tracking airport activity levels and then comparing these to forecast activity levels and facility requirements provides decision-makers with the ability to anticipate and plan for when actual facilities are needed.

This chapter of the Master Plan is intended to become one of the primary references for decision-makers responsible for implementing master plan recommendations. Consequently, the narrative and graphic presentations provides an understanding of each recommended development item. This understanding will be critical in maintaining a realistic and cost-effective program that provides maximum benefit to the YCAA, Yuma County, City of San Luis, the State of Arizona, the FAA, and airport users.

The presentation of the financial plan has been organized into two sections. First, the airport development schedule is presented in narrative and graphic form. Secondly, airport improvement funding sources on the federal, state, and local levels are identified and discussed.

AIRPORT DEVELOPMENT SCHEDULE AND COST SUMMARIES

The airport development schedule presented in this chapter outlines the costs for each recommended project and estimates when development should take place. The program outlined on the following pages has been evaluated from a variety of perspectives and represents the culmination of a comparative analysis of basic budget factors, demand, and priority assignments.

Since forecast demand and operational changes can change, frequently on short notice, the airport development schedule has been divided into planning horizons, reflecting short term (0-5 years), intermediate (6-10 years), and long term (10-20 years) goals and needs. Planning horizons are intended to reflect the fact that many future improvements for the Airfield are demand-based, rather than time-based, and that the actual need to improve facilities will be linked to specific and verifiable activity. The development schedule should be viewed as a flexible document which can be modified to reflect actual growth in airport activity. The short-term planning period covers items of highest priority. Because of their priority, these are the only items scheduled year-by-year so as to be easily incorporated into County, State, and FAA programming.

Table 6A summarizes the airport development schedule for Rolle Airfield. In addition to the listing of actual improvement projects, an estimate has been made of the timing for implementation and federal and state funding eligibility for each airport improvement project as well as thelocal share costs for completing the recommended improvements. Due to the conceptual nature of a master plan, implementation of capital improvement projects should occur only after further refinement of their design and costs through engineering and/or architectural analyses. Capital costs in this chapter should be viewed only as estimates subject to further refinement during design. These estimates, however, are considered sufficient for conducting the feasibility analyses presented in this chapter.

Furthermore, in **Chapter Four, Development Alternatives,** it was stated that future sites would be reserved for the following landside facilities: general aviation terminal facility, fuel storage facility, and an aircraft wash rack/maintenance facility. For financial planning purposes, estimated construction or development costs for each of these items has been included for their respective planning horizon.

SHORT TERM PLANNING HORIZON IMPROVEMENTS

As indicated above, the short term planning horizon is the only development stage that is correlated to time. This is because development within this initial period is concentrated on the most immediate needs of the airport. Therefore, the program is presented year-by-year to assist in capital improvement programming.

TABLE 6A Capital Improvement Program (FY2000-2005)	Total Cost	FAA Eligible	ADOT Eligible	Local
Short Term Planning Horizon				
FY 2000-2001				
1.Acquire Property to Protect Ultimate Runway 17 Runway Protection Zone (±19.5 Acres)	$250,000	$227,650	$11,175	$11,175
2.Relocate Segmented Circle/Lighted Wind Indicator	$5,000	$0	$4,500	$500
3.Construct Aircraft Parking Apron (20,100 s.y.)	$783,900	$713,819	$35,040	$35,040
4.Install 6 Aircraft Tiedown Positions	$5,850	$0	$5,265	$585
5.Construct 35-foot wide Midfield Taxiway (1,200 s.y.)	$46,800	$42,616	$2,092	$2,092
6. Midfield Taxiway: Install Taxiway Reflectors (470 l.f.)	$2,000	$1,821	$89	$89
7.Pavement Preservation (45,250 s.y.)	$27,150	$0	$24,435	$2,715
Subtotal FY 2000-2001	$1,120,700	$985,907	$82,597	$52,197
FY 2001-2002				
8.Construct Vehicle Parking Area (1,600 s.y.)	$52,000	$0	$0	$52,000
9.Construct Airport Access Roads (23,580 s.y.)	$766,350	$0	$689,715	$76,635
10.Extend Airport Perimeter Fencing (3,360 l.f.)	$21,840	$0	$19,656	$2,184
11.Runway 17-35: Overlay to 12,500 lbs. (SWL) (21,100 s.y.)	$274,300	$249,778	$12,261	$12,261
12.Runway 17-35: Widen to 75 feet (4,700 s.y.)	$183,300	$166,913	$8,194	$8,194
13.Pavement Preservation (49,950 s.y.)	$129,870	$0	$116,883	$12,987
Subtotal FY 2001-2002	$1,427,660	$416,691	$846,709	$164,261
FY 2002-2003				
14.Establish Electric Utility Service to the Airport	TO BE DETERMINED			
15.Runway 17: Extend by 1,100 feet to 3,900 feet (9,200 .s.y.)	$358,800	$326,723	$16,038	$16,038
16.Install Airport Beacon	$15,000	$13,659	$671	$671
17.Runway 17-35: Install MIRL (7,800 l.f.)	$197,730	$180,053	$8,839	$8,839
18.Runway17-35: Install Runway Threshold Lights	$10,000	$9,106	$447	$447
19.Runway 17-35: Install PAPI-2s	$78,000	$71,027	$3,487	$3,487
20.Upgrade (Light) Segmented Circle Wind Indicator	$5,000	$0	$4,500	$500
21.Establish One Mile GPS Approach to Runway 17	$0	$0	$0	$0
22.Pavement Preservation (59,150 s.y.)	$153,790	$0	$138,411	$15,379
Subtotal FY 2002-2003	$818,320	$600,568	$172,392	$45,360
FY 2003-2004				
23.Construct T-Hangar Access Taxilanes (5,000 s.y.)	$195,000	$0	$175,500	$19,500
24.Construct 10 T-Hangar Units (12,000 s.f.)	$455,000	$0	$0	$452,400
25.Pavement Preservation (64,150 s.y.)	$166,790	$0	$150,111	$21,891
Subtotal FY 2003-2004	$816,790	$0	$325,611	$493,791
FY 2004-2005				
26.Establish On-site Well and Construct Potable Water Supply/Distribution System	$200,000	$0	$180,000	$20,000
27.Construct Airport Sanitary Septic System	$100,000	$0	$0	$100,000
28.Pavement Preservation (±64,150 s.y.)	$166,790	$0	$150,111	$16,679
Subtotal FY 2004-2005	$466,790	$0	$330,111	$136,679
Total Short Term Planning Horizon	**$4,650,260**	**$2,003,165**	**$1,757,419**	**$892,287**

TABLE 6A (Continued)
Intermediate and Long Term Horizon C.I.P.

	Total Cost	FAA Eligible	ADOT Eligible	Local
Intermediate Term Planning Horizon				
1.Acquire Property to Protect Ultimate Runway 35 Runway Protection Zone (±19.5 Acres)	$250,000	$227,650	$11,175	$11,175
2.Extend Airport Perimeter Fencing (2,920 l.f.)	$18,980	$0	$17,082	$1,630
3.Runway 35: Extend by 1,100 feet to 5,000 feet (9,200 .s.y.)	$358,800	$326,723	$16,038	$16,038
4.Runway 35: Extend MIRLs (2,200 l.f.)	$55,770	$50,784	$2,493	$2,493
5.Runway 35: Relocate PAPI-2s	$49,000	$44,619	$2,190	$2,190
6.Runway 35: Relocate Runway Threshold Lights	$5,000	$4,553	$223	$223
7.Install Supplemental Wind Indicators (2)	$6,250	$0	$5,625	$625
8.Construct 2 T-Hangar Units (2,400 s.f.)	$91,000	$0	$0	$90,480
9.Construct General Aviation Terminal Facility (850 s. f.)	$165,750	$0	$149,175	$16,575
10.Construct Aircraft Wash Rack Facility	$65,000	$0	$0	$65,000
11.Construct Fuel Storage Facility (12,000 gals.)	$155,000	$0	$0	$155,000
12.Pavement Preservation (±73,350)	$190,710	$0	$171,639	$19,071
Total Intermediate Term Planning Horizon	**$1,411,260**	**$654,330**	**$375,641**	**$380,501**
Long Term Planning Horizon				
1.Runway 17-35: Overlay to 30,000 lbs. (DWL) (42,000 s.y.)	$126,000	$114,736	$5,632	$5,632
2.Construct Full-length Parallel Taxiway and Exit Stubs (25,850 s.y.)	$1,008,150	$918,021	$45,064	$45,064
3.Install MITL On All Airport Taxiways (11,850 l.f.)	$300,400	$273,544	$13,428	$13,428
4.Construct 2 T-Hangar Units (2,400 s.f.)	$91,000	$0	$0	$90,480
5.Establish GPS Approach to Runway 35	$0	$0	$0	$0
6.Pavement Preservation (±99,200 s.y.)	$257,920	$0	$232,128	$25,792
Total Long Term Planning Horizon	**$1,783,470**	**$1,306,301**	**$296,252**	**$180,396**
Total Airport Development	**$7,844,990**	**$3,963,796**	**$2,429,313**	**$1,453,185**

Notes: 1. Each item's total cost includes a 30% design and engineering contingency factor.
2. Totals and subtotals may not agree due to rounding.

The short term planning horizon outlined in **Table 6A** reflects the anticipated capital needs of airport over the next five fiscal years (FY 2000-2001 to FY 2004-2005). **Overall, short term planning horizon improvements are estimated to cost approximately $4.7 million** and include the following:

Airside: Runway 17-35 will be extended from its present length of 2,800 feet to 3,900 feet and widened from 60 feet to 75 feet. This 1,100 foot extension to the Runway 17 end results in the RPZ being located partially off existing Airfield property, requiring a property acquisition of ±19.5 acres. Furthermore, this future property acquisition requires extending the existing Airfield perimeter fencing approximately 3,010 linear feet in order to secure positive control of the RPZ by the Airfield as specified in FAA specifications. A holding apron will be constructed near the end of Runway 17. Additional, runway improvements include increasing the runway pavement strength rating from 8,000 pounds SWL to 12,500 pounds SWL, the installation of medium intensity runway lighting (MIRL),

as well as PAPI-2s and runway threshold lights to each runway end. The establishment of a one mile visibility minimum GPS approach to Runway 17 is also anticipated for this planning period. Commissioned by the FAA, these approaches are implemented at no cost to the Airport.

To connect Runway 17-35 to the proposed aircraft parking apron (see **Landside** section), a 35-foot wide midfield taxiway is to be constructed. This taxiway will be built to ARC B-II standards with a pavement strength rating equal to that of Runway 17-35. Included with the construction of the midfield taxiway will be the application of both centerline and taxiway edge markings as well as the installation of taxiway reflectors for the enhancement of nighttime and low visibility operations.

An airport rotating beacon, used to aid pilots in locating the airport at night, will be installed east of the proposed aircraft parking and apron. The existing wind indicator located within the segmented circle will be upgraded to a lighted device, again, to further enhance nighttime and low visibility operations.

Also scheduled for the short term planning horizon is the relocation of the segmented circle/lighted wind indicator from it's present location east of Runway 17-35 to the westside of the runway opposite the proposed mid-field taxiway.

Finally, a pavement preservation program designed to keep all aircraft ground movement surfaces (i.e., runways, taxiways, aprons) in safe operating condition is included in the short term planning horizon.

Landside: A 20,100 square yard aircraft parking apron will be constructed east of Runway 17-35. As previously discussed, this apron will be connected to the runway via a 35-foot wide midfield taxiway. An aircraft tiedown area for both transient and based aircraft will be located just south of mid-apron, six (6) aircraft tiedown positions will be required. North of mid-apron, opposite this tiedown area will be the initial 11-unit T-Hangar facility also forecast in Chapter Three. T-Hangar access taxilanes equal in pavement strength to both the runway and taxiways will also be constructed. The orientation and location of both the aircraft tiedown area and T-Hangar facility is conducive to efficient aircraft ground movement as well as the future expansion capability for each of these landside elements.

Both the north-south and east-west Airfield access roads described in the previous **Alternatives** chapter will be constructed during the short term planning horizon. In addition, a 1,600 square yard vehicle parking area is to be constructed east of the proposed aircraft parking apron and will connect to the east-west Airfield access road.

As discussed in Chapter Four, any new building construction at the Airfield, whether hangars or conventional structures must conform to applicable sections of the National Fire Protection Association (NFPA) code, the Uniform Fire Code and the Uniform Building Code, and is subject to inspection and approval of the State Fire Marshall's office. Specific hangar activities, such as aircraft repair and maintenance, may require the implementation of a fire suppression system at Rolle Airfield. Therefore, an onsite water well and potable water distribution system,

which considers a future fire suppression system, is proposed for implementation within the short term planning period.
Additional landside elements proposed for the short term planning horizon include the design and installation of a sanitary septic system, and the establishment of electric service to the Airfield. Providing electrical service to Rolle Airfield is a complicated proposal which is beyond the scope of this document. Due to factors such as above or below ground electrical supply, existing or proposed substation location, potential electrical demand for the Airfield and surrounding area, among others, no preliminary cost estimates related to the establishment of electrical utilities have been provided in this report.

One final note with regard to the design and implementation of any future utility service at or to Rolle Airfield, all systems must be designed with future flexibility and expansion capability in mind.

Exhibit 6A provides a graphical depiction of the short term planning horizon improvements.

INTERMEDIATE PLANNING HORIZON

Most of the development items slated for the intermediate planning horizon concentrate on increasing the Airfield's service level and operations capacity. **Total intermediate term planning horizon improvements are estimated to cost approximately $1.4 million.** This planning period encompasses improvement items scheduled for years 6 through 10, which are illustrated on **Exhibit 6B**.

Airside: To achieve the desired ultimate runway length of 5,000 feet for Runway 17-35, Runway 35 will be extended 1,100 feet to the south. A new holding apron will be constructed near the end of this proposed runway extension. As with Runway 17, this extension places a large portion of the RPZ for Runway 35 outside existing Airfield property, thus requiring a property acquisition of ±19.5 acres as well as an extension (2,920 l.f.) of the existing Airfield perimeter fence to encompass this area. This extension requires relocating the PAPIs and runway threshold lights from the existing end of Runway 35 to the ultimate end as well as extending the MIRLs to accommodate the new runway length. Additional lighted wind indicators are also slated for installation at or near each end of Runway 17-35.

Other airside improvements scheduled for the intermediate planning horizon include relocating the segmented circle/lighted wind indicator from it's present location east of Runway 17-35 to the westside of the runway opposite the proposed mid-field taxiway.
As with the short term planning horizon, a pavement preservation program is planned for the intermediate term planning period.

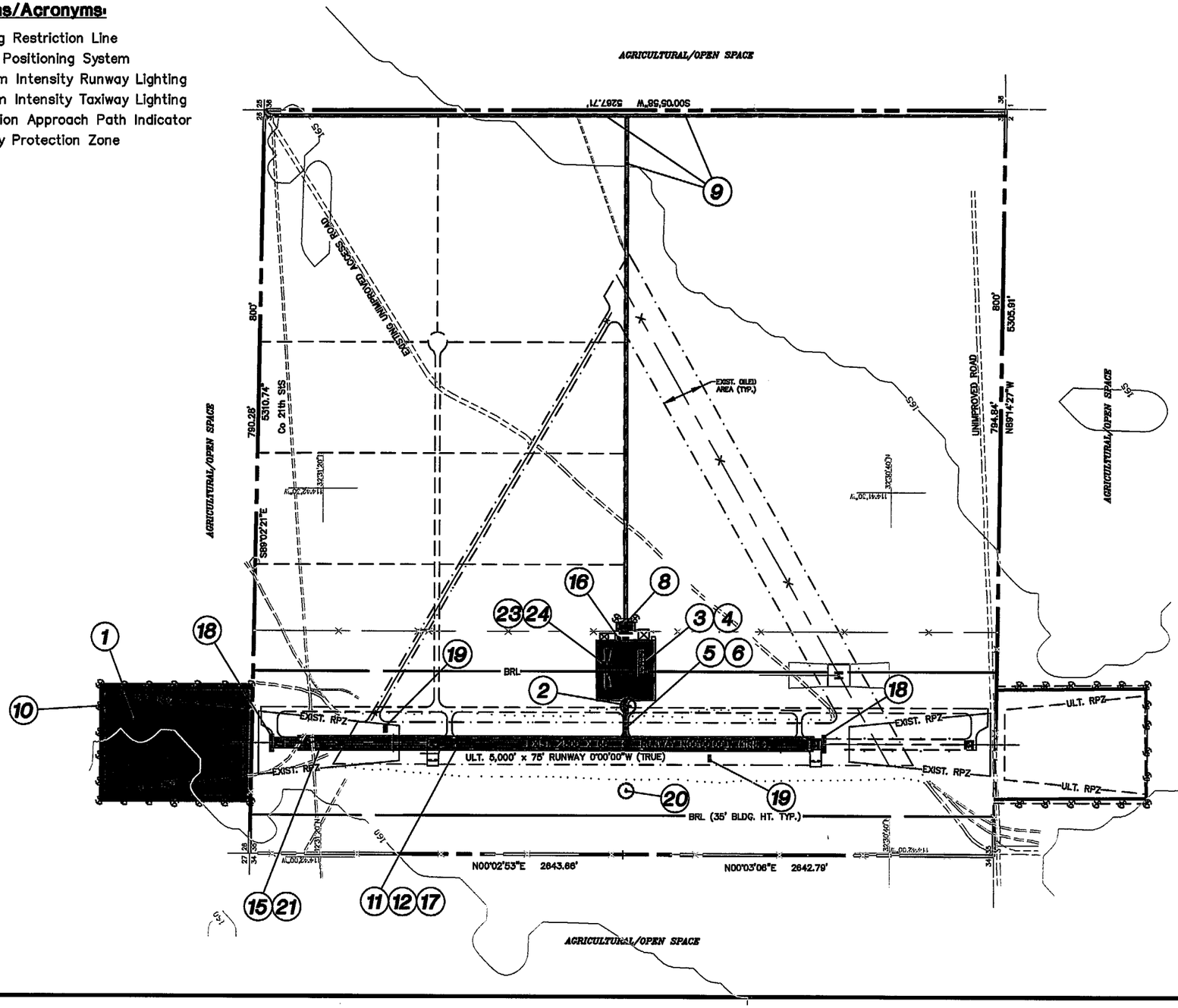
Landside: Improvement items scheduled for construction during the intermediate planning period include an 850 square foot general aviation (G.A.) terminal facility, two (2) additional T-Hangar units, an aircraft wash rack facility, and 12,000 gallon capacity aircraft fuel storage facility.

KEY:

① *DEVELOPMENT ITEM*

Abbrevations/Acronyms:

BRL – Building Restriction Line
GPS – Global Positioning System
MIRL – Medium Intensity Runway Lighting
MITL – Medium Intensity Taxiway Lighting
PAPI – Precision Approach Path Indicator
RPZ – Runway Protection Zone



DEVELOPMENT ITEM DESCRIPTIONS

	FY 2000–2001
1	R.P.Z. Property Acquisition (±19.5 acres)
2	Relocate Segmented Circle Wind Indicator
3	Construct Aircraft Parking Apron (20,100s.y.)
4	Install 6 Aircraft Tie down Positions
5	Construct 35ft wide Midfield Taxiway (1,200s.y.)
6	Midfield Taxiway: Install Taxiway Reflectors (470 l.f.
7	Pavement Preservation (45,250s.y.)
	FY 2001–2002
8	Construct Vehicle Parking Area (1,600s.y.)
9	Construct Airport Access Roads (23,580s.y.)
10	Extend Airport Perimeter Fencing (3,360 l.f.)
11	Runway 17–35: Overlay to 12,500 lbs. (SWL) (21,100s.y.)
12	Runway 17–35: Widen to 75 feet (4,700s.y.)
13	Pavement Preservation (49,950s.y.)
	FY 2002–2003
14	Establish Electric Utility Service to Airport
15	Runway 17: Extend by 1,100 ft. to 3,900 ft. (9.200s.y.)
16	Install Airport Beacon
17	Runway 17–35: Install MIRL (7,800 l.f.)
18	Runway 17–35: Install Runway Threshold Lights
19	Runway 17–35: Install PAPI–2s
20	Upgrade (Light) Segmented Circle Wind Indicator
21	Establish One Mile GPS Approach to Runway 17
22	Pavement Preservation (59,150s.y.)
	FY 2003–2004
23	Construct T–Hangar Access Taxilanes (5,000s.y.)
24	Construct 10 T–Hangar Units (12,000 s.f.)
25	Pavement Preservation (64,150s.y.)
	FY 2004–2005
26	Establish On–site Well and Construct Potable Water Supply/Distribution System
27	Construct Airport Sanitary Septic System
28	Pavement Preservation (±64,150s.y.)

Note: Not All Projects are Illustrated on This Exhibit.

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SCALE IN FEET

AIRFIELD
YUMA COUNTY AIRPORT AUTHORITY

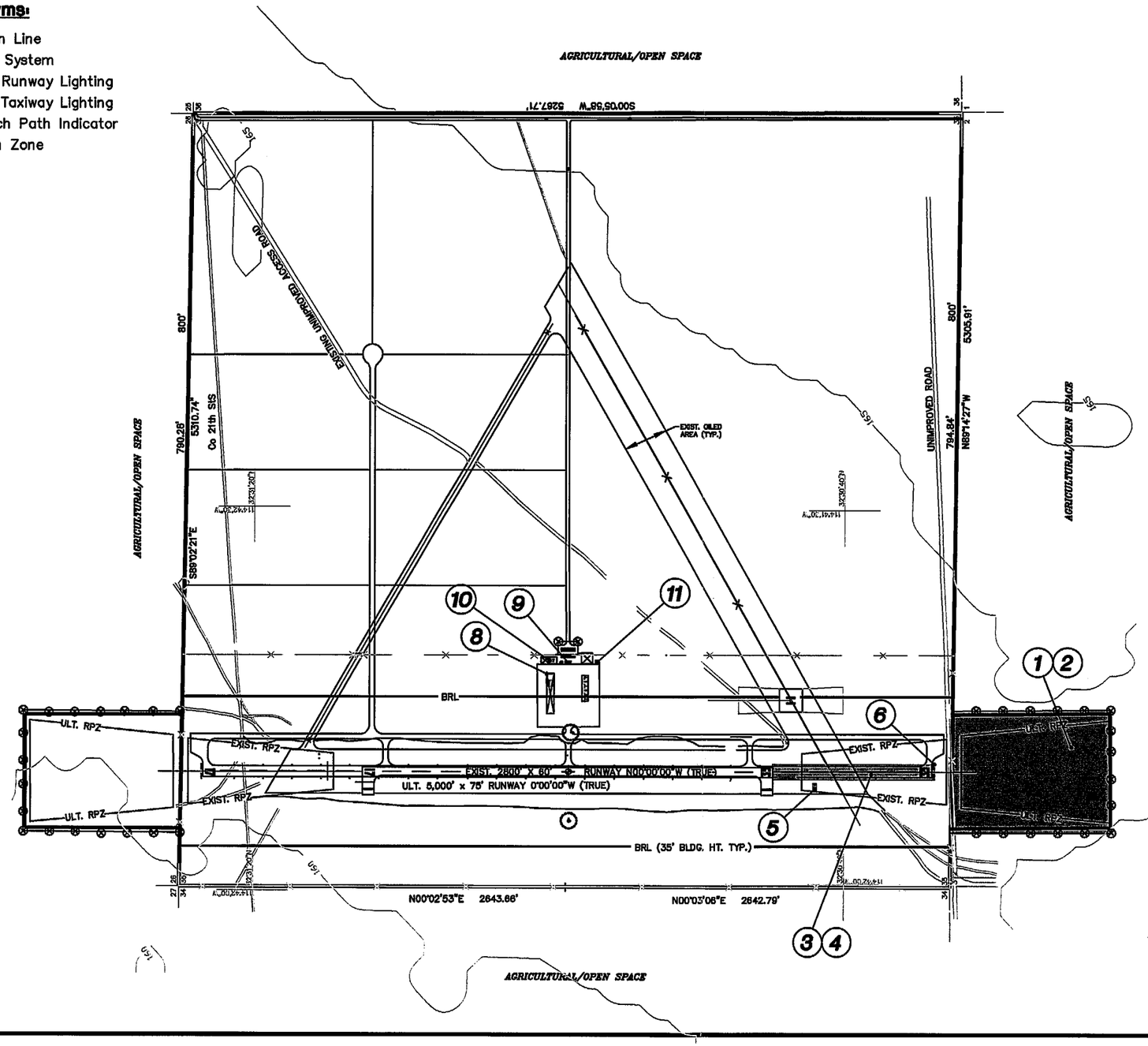
Exhibit 6A
SHORT TERM PLANNING HORIZON IMPROVEMENTS
FY 2000-2001 THROUGH FY 2004-2005

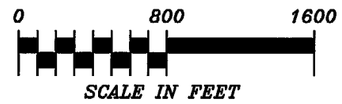
KEY:

① *DEVELOPMENT ITEM*

Abbrevations/Acronyms:

BRL – Building Restriction Line
GPS – Global Positioning System
MIRL – Medium Intensity Runway Lighting
MITL – Medium Intensity Taxiway Lighting
PAPI – Precision Approach Path Indicator
RPZ – Runway Protection Zone





DEVELOPMENT ITEM DESCRIPTIONS

	INTERMIDIATE (6 TO 10 YEARS)
1	R.P.Z. Property Acquisition (±19.5 acres)
2	Extend Airfield Perimeter Fencing (2,920 l.f.)
3	Runway 35: Extend by 1,100ft to 5,000ft (9,200s.y.)
4	Runway 35: Extend MIRLs (2,200 l.f.)
5	Runway35: Relocate PAPI–2s
6	Runway 35: Relocate Runway Threshold Lights
7	Install Supplemental Wind Indicators (2)
8	Construct 2 T–Hangar Units (2,400 s.f.)
9	Construct General Aviation Terminal Facility (850 s.f.)
10	Construct Aircraft Wash Rack Facility
11	Construct Fuel Storage Facility (12,000 gals.)
12	Pavement Preservation (±73,350 s.y.)

Note: Not All Projects are Illustrated on This Exhibit.

AIRFIELD
YUMA COUNTY AIRPORT AUTHORITY

Exhibit 6B
INTERMEDIATE TERM PLANNING HORIZON IMPROVEMENTS
(6 TO 10 YEARS)

LONG TERM PLANNING HORIZON

By the conclusion of the long term planning horizon, according to aviation demand forecasts conducted in Chapter Two, the airport is expected to have 18 based aircraft and an annual traffic volume of more than 5,700 operations. The improvements scheduled for the long term planning horizon are designed to keep the Airfield on pace with those projected based aircraft and operational needs. **Total long term planning horizon improvements are estimated to cost approximately $1.8 million** and include the following:

Airside: Runway 17-35 will be overlayed to 30,000 pounds DWL in order to accommodate the larger ARC B-II corporate type aircraft which are projected to use the Airfield in the future. To further enhance airfield capacity, a full-length parallel taxiway with related exit stubs is also scheduled for construction during the long term planning period. Additionally, the taxiway will be equipped with medium intensity taxiway lighting (MITL). Finally, a one mile visibility minimum GPS approach to Runway 35 is also scheduled for implementation.

The pavement preservation program scheduled to begin in the short term planning horizon and continue through the intermediate term planning period will extend through the long term planning horizon.

Landside: Two (2) additional T-Hangars units are scheduled for construction in the long term planning horizon, bringing to 14 total T-Hangars units available by the conclusion of the 20-year planning period.

Exhibit 6C provides a graphical depiction of those improvement items scheduled for the long term planning horizon.

AIRPORT DEVELOPMENT AND FUNDING SOURCES

Financing future airport improvements will not rely exclusively upon the financial resources of the Yuma County Airport Authority. Airport improvement funding assistance is available through various grant-in-aid programs at both the state and federal levels. The following discussion outlines the key sources for airport improvement funding and how they can contribute to the successful implementation of this master plan.

FEDERAL AID TO AIRPORTS

The United States Congress has long recognized the need to develop and maintain a system of aviation facilities across the nation for the purpose of national defense and promotion of interstate commerce. Various grants-in-aid programs to public airports have been established over the years for this purpose. The most recent legislation is the Airport Improvement Program (AIP) of 1982. The AIP has been reauthorized several times with the most recent reauthorization (the *Wendell H. Ford Aviation Investment and Reform Act for the 21st Century*, January 24, 2000) for four years through federal fiscal year 2003.

The amount authorized for the AIP by the above legislation over the next four fiscal years is as follows: Fiscal Year (FY) 2000, $2.475 billion; Fiscal Year (FY) 2001, $3.2

billion; Fiscal Year (FY) 2002, $3.3 billion; and Fiscal Year (FY) 2003, $3.4 billion. Unfortunately, the funding levels authorized in the AIP legislation are not always the levels appropriated in the annual Congressional budget process. For example, the AIP authorized level for FY 1996 was $2.161 billion, but only $1.45 billion was appropriated. When the appropriation is too low to meet the full entitlement formula, the formula is prorated to the appropriated levels. In 1996, this was approximately 77 percent of the authorized level.

The source for AIP funds is the Aviation Trust Fund. The Trust Fund is the depository for all federal aviation taxes such as those on airline tickets, aviation fuel, lubricants, tires and tubes, aircraft registrations, and other aviation-related fees. The funds are distributed under appropriations set by Congress to airports in the United States which have certified eligibility. The distribution of grants is administered by the Federal Aviation Administration.

AIP Funds are distributed each year by the FAA under authorization from the United States Congress. A portion of each year's authorized level of AIP funding is distributed to all eligible commercial service airports through an entitlement program that guarantees a minimum level of federal assistance each year. These dollars are calculated based upon enplanement and cargo service levels.

The remaining AIP funds are distributed by the FAA to airports based upon the priority of the project for which they have requested Federal assistance. A National Priority Ranking System is used to evaluate and rank each airport project. Those projects with the highest priority are given preference in funding. Once Rolle Airfield is included in the NPIAS, each airport project must follow this procedure and compete with other airport projects in the State for AIP State Apportionment dollars and across the country for other Federal AIP funds. An important point to consider is that, unlike entitlement dollars for commercial service airports, federal funding would not be guaranteed for Rolle Airfield.

In Arizona, airport development projects that meet FAA's eligibility requirements receive 91.06 percent funding from the AIP. Under the AIP program, examples of eligible development projects include the airfield, aprons, and access roads. Passenger terminal building improvements (such as bag claim and public waiting lobbies) may also be eligible for a limited amount of FAA funding. However, improvements such as automobile parking, fueling facilities, utilities, hangar buildings, airline ticketing and airline operations areas are not generally eligible for AIP funds. The FAA has historically not funded these types of facilities, but currently they are under review by the agency for consideration as an eligible airport improvement in the future.

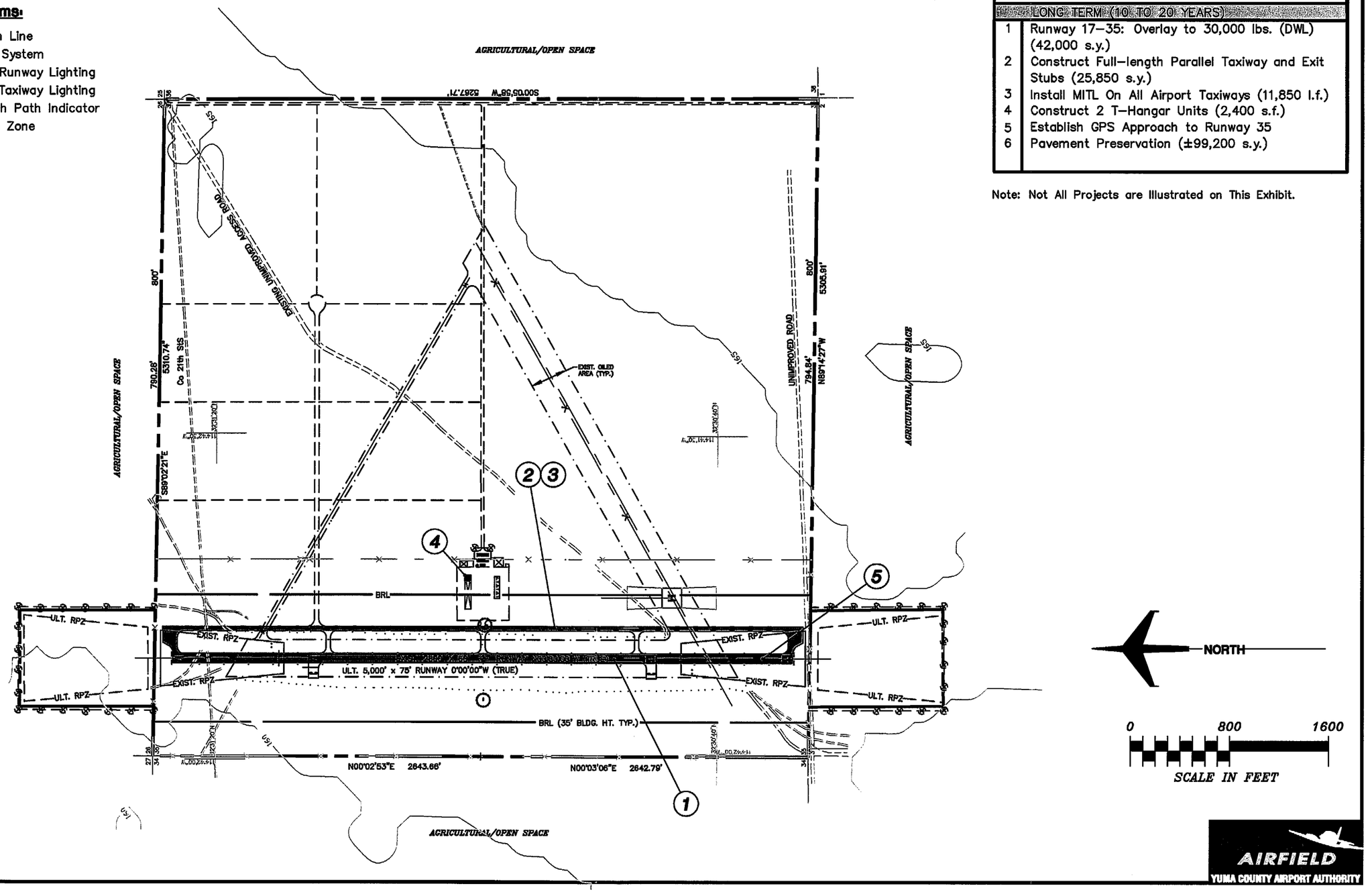
To qualify for AIP funding an airport must be part of the *National Plan of Integrated Airport Systems (NPIAS)*. As discussed in Chapter One, currently, Rolle Airfield does not meet eligibility guidelines and is, therefore, not included in the *NPIAS*. The *1998-2002 NPIAS* identifies more than 3,660 airports (both existing and proposed) that are important to the national air transportation system. These airports are further classified into seven Airport Type categories. To be included in the *NPIAS*, an airport must meet the definition of one these categories. General aviation airports are normally included if they

KEY:

① DEVELOPMENT ITEM

Abbrevations/Acronyms:

BRL – Building Restriction Line
GPS – Global Positioning System
MIRL – Medium Intensity Runway Lighting
MITL – Medium Intensity Taxiway Lighting
PAPI – Precision Approach Path Indicator
RPZ – Runway Protection Zone



DEVELOPMENT ITEM DESCRIPTIONS

	LONG TERM (10 TO 20 YEARS)
1	Runway 17–35: Overlay to 30,000 lbs. (DWL) (42,000 s.y.)
2	Construct Full–length Parallel Taxiway and Exit Stubs (25,850 s.y.)
3	Install MITL On All Airport Taxiways (11,850 l.f.)
4	Construct 2 T–Hangar Units (2,400 s.f.)
5	Establish GPS Approach to Runway 35
6	Pavement Preservation (±99,200 s.y.)

Note: Not All Projects are Illustrated on This Exhibit.

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Exhibit 6C
LONG TERM PLANNING HORIZON IMPROVEMENTS
(10 TO 20 YEARS)

account for enough activity (usually 10 based aircraft) and are at least 20 miles from the nearest NPIAS airport. Often times, the activity requirements may be relaxed for remote locations or other mitigating circumstances. At the time of this report, an effort is underway to have Rolle Airfield included within the NPIAS to make it eligible for federal funding under AIP guidelines.

FAA FACILITIES AND EQUIPMENT PROGRAM

The Airway Facilities Division of the FAA administers the national Facilities and Equipment (F&E) Program. This annual program provides funding for the installation and maintenance of various navigational aids and equipment for the national airspace system and airports. Under the F&E program, funding is provided for FAA air traffic control towers, enroute navigational aids such as VOR's, and on-airport navigational aids such as PAPIs, and approach lighting systems. As activity levels and other development warrant, the Airfield may be considered by the FAA Airways Facilities Division for the installation and maintenance of navigational aids through the F&E program. Recommended improvements in this master plan which may be eligible for funding through the F&E program include the PAPIs for each runway end. Should the Airway Facilities Division of the FAA install these navigational aids at the airport, they would be operated and maintained by the FAA at no expense to the airport.

STATE AID TO AIRPORTS

In support of the state airport system, the State of Arizona also participates in airport improvement projects. The source for State airport improvement funds is the Arizona Aviation Fund. Taxes levied by the State on aviation fuel, flight property, aircraft registration tax, and registration fees, (as well as interest on these funds) are deposited in the Arizona Aviation Fund. The State Transportation Board establishes the policies for distribution of these State funds.

Under the State of Arizona grant program, an airport can receive funding for one-half (4.47 percent) of the local share of projects receiving federal AIP funding. The State also provides 90 percent funding for projects, such as pavement maintenance, which are not eligible for AIP funding.

State Airport Loan Program

The Arizona Department of Transportation - Aeronautics Division (ADOT) recently established the Airport Loan Program. This program was established to enhance the utilization of State funds and provide a flexible funding mechanism to assist airports in funding improvement projects. Eligible projects include runway, taxiway, and apron improvements; land acquisition, planning studies, and the preparation of plans and specifications for airport construction projects, as well as revenue generating improvements such as hangars and fuel storage facilities. Projects which are not currently eligible for the State Airport Loan Program are considered if the project would enhance the airport's ability to be financially self-sufficient. **Please Note: This program has been temporarily suspended by ADOT due to a reduction of funds resulting from the diversion of 50 percent of the Flight Property Tax to the State General Fund.**

There are three ways in which the loan funds can be used: Grant Advance, Matching Funds, or Revenue Generating Projects. The Grant

Advance loan funds are provided when an airport can demonstrate the ability to accelerate the development and construction of a multi-phase project. The project(s) must be compatible with the Airport Master Plan and be included in the ADOT 5-year Airport Development Program. The Matching Funds are provided to meet the local matching fund requirement for securing federal airport improvement grants or other federal or state grants. The Revenue Generating funds are provided for airport-related construction projects that are not eligible for funding under another program.

LOCAL FUNDING (Yuma County Airport Authority)

The balance of project costs, after consideration has been given to grants, must be funded through local resources. For most airports, there are several alternatives for local finance options for future development at the airport, including airport revenues, bonds, and leasehold financing.

There are several types of revenue bonds. In general, they are a form of municipal bond which is payable solely from the revenue derived from the operation of a facility that was constructed or acquired with the proceeds of the bonds. For example, a Lease Revenue Bond is secured with the income from a lease assigned to the repayment of the bonds. Revenue bonds have become a common form of financing airport improvements. They present the opportunity to provide those improvements without direct burden to the taxpayer. One drawback of revenue bonds is that they normally carry a higher interest rate, because they lack the guarantees of general and limited obligation bonds.

Leasehold financing refers to a developer or tenant financing improvements under a long-term ground lease. The obvious advantage of such an arrangement is that it relieves the YCAA of all responsibility for raising the capital funds for improvements. However, the private development of facilities on a ground lease, particularly on property owned by a government agency, produces a unique set of problems.In particular, it is more difficult to obtain private financing as only the improvements and the right to continue the lease can be claimed in the event of a default. Ground leases normally provide for the reversion of improvements to the lessor at the end of the lease term, which reduces their potential value to a lender taking possession.

SUMMARY

The best means of beginning the implementation of recommendations of this master plan is to first recognize that planning is a continuous process that does not end with completion of the master plan. Rather, the ability to continuously monitor the existing and forecast status of airport activity must be provided and maintained. The fundamental issues upon which this master plan is based will remain valid for several years. As such, the primary goal is for the Airfield to evolve into a facility that will best serve the air transportation needs of the region and to evolve into a self-supporting economic generator for both the YCAA and the City of San Luis.

Toward meeting this goal, successful implementation of airport improvement projects will require sound judgement by the YCAA. Among the more important factors influencing the decision to carry out a specific improvement are timing and airport activity. Both factors should be used as references in

the implementation of the master plan. In this master plan, focusing on the timing of airport improvements was necessary. However, the actual need for facilities is more appropriately established by airport activity levels rather than a specified date. For example, projections have been made as to when additional T-hangar facilities would be needed to accommodate based aircraft growth. However, in reality, the time frame in which additional facilities are needed may be substantially different. Actual demand may be slow in reaching forecast activity levels. On the other hand, increased based aircraft totals may establish the need for new facilities much sooner. Although every effort has been made in this master planning process to conservatively estimate when facility development may be needed, aviation demand will dictate when facility improvements need to be accelerated or delayed.

The real value of a usable master plan is that it keeps the issues and objectives in the mind of the user so that he or she is better able to recognize change and its effect. In addition to adjustments in aviation demand, decisions made as to when to undertake recommended improvements in this master plan will impact the period that the plan remains valid. The format used in this plan is intended to reduce the need for costly updates. Updating can be done by the user, improving the plan's effectiveness.

In summary, the planning process requires that the YCAA consistently monitor the progress of the Airfield in terms of total aircraft operations, total based aircraft, and overall aviation activity. Analysis of aircraft demand is critical to the exact timing and need for new airport facilities. The information obtained from continually monitoring airport activity will provide the data necessary to determine if the development schedule should be accelerated or delayed.