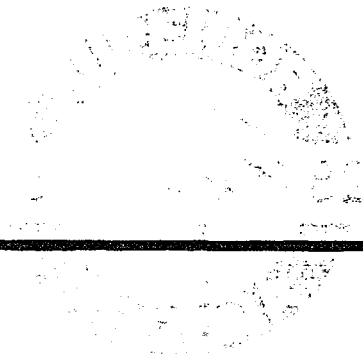


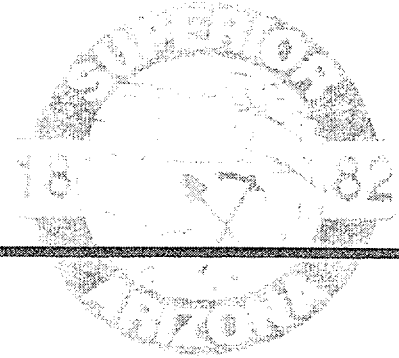
**APPENDIX 2
REFERENCES**

SUPERIOR AIRPORT MASTER PLAN - 2001



CONTACT LIST

SUPERIOR AIRPORT MASTER PLAN - 2001



PAC MEMBERS AND RELATED CONTACTS

TOWN AND ADOT STAFF:

<u>Name</u>	<u>Representing</u>	<u>Phone</u>	<u>FAX</u>	<u>E-Mail</u>
Roy Chavez	Town of Superior 734 Main Street Superior, AZ 85273	(520) 689-5752	689-5822	
Ray Boucher	ADOT-Aeronautics 255 E. Osborn Road, Suite 101 PO Box 13588 Phoenix, AZ 85012	(602) 294-9144	294-9141	

CONSULTANT TEAM:

<u>Name</u>	<u>Representing</u>	<u>Phone</u>	<u>FAX</u>	<u>E-Mail</u>
Nicholas J. Pela	Gannett Fleming, Inc. 3001 E. Camelback Road, Suite 130 Phoenix, AZ 85016-4498	(602) 553-8817	553-8816	npela@gfnet.com
Ronald D. Schreier	Gannett Fleming, Inc. 3001 E. Camelback Road, Suite 130 Phoenix, AZ 85016-4498	(602) 553-8817	553-8816	rschreier@gfnet.com

PAC MEMBERS:

<u>Name</u>	<u>Representing</u>	<u>Phone</u>	<u>FAX</u>	<u>E-Mail</u>
Michael O. Hing	Superior Town Council 115 N. Keller Avenue Superior, AZ 85273	(520) 689-2255	689-5391	
J. Howard Downs	Resident 10499 Valley View Gold Canyon, AZ 85219-4644	(480) 982-2062		
Manny Ruiz	Superior Town Council Box BC Superior, AZ 85273	(520) 689-5430		
Kenneth J. Cook	Resident 332 Marion Drive Superior, AZ 85273	(520) 689-5955	356-2809	
Doris Warcola	Superstition Foothills, Inc. PO Box 1246 Apache Junction, AZ 85217-1246	(480) 982-0227		
Yolanda Najera Ewing	Superior Town Council 208 Neary Superior, AZ 85273	(520) 689-2652		

OTHERS:

<u>Name</u>	<u>Representing</u>	<u>Phone</u>	<u>FAX</u>	<u>E-Mail</u>
Peter C. Loan	Superstition Foothills, Inc. 1720 S. Rogers Circle Mesa, AZ 85202-5736	(602) 228-3098		

MEETING NOTES

SUPERIOR AIRPORT MASTER PLAN - 2001



PAC MEETING #4 - JANUARY 16, 2001

Participants:

Nicholas J. Pela	Gannett Fleming, Inc.
R.C. Chavez	Town Manager - Superior, Arizona
Manny Ruiz	Superior Council Member (PAC Member)
Yolanda Najera Ewing	Superior Council Member (PAC Member)
Kenneth J. Cook	PAC Member
J. Howard Downs	PAC Member
Michael O. Hing	Superior Council Member (PAC Member)
Ray Boucher	ADOT - Aeronautics Division

1. Mr. Hing convened the meeting and introductions of participants were made.
2. The PAC approved the Minutes of PAC Meeting #3 with no objections or corrections noted (copy attached).
3. Mr. Pela summarized the revisions and additions that have been made to the PAC Workbook. The contents of Revision Package #5 as distributed December 14, 2000, and #6 as distributed January 10, 2001, included the following:
 - a) An update Table of Contents was provided.
 - b) Section 1: A typographical error was corrected on Page 1-18
 - c) Section 4: This is the "Site Selection & Alternatives" section. It was a new section added with Revision Package #5. A discussion of the "No Development" and "Transfer of Demand to Other Airports" options was added with Revision Package #6.
 - d) Appendix 1: The Meeting Notes from PAC Meeting #3 were added, along with relevant correspondence and an article that appeared in America's Flyways.

- e) Mr. Pela submitted an e-mail from James Timm, President of the Arizona Pilots Association (copy attached).
- 4. Mr. Pela asked the PAC to consider officially approving Section 3 of the Workbook. Motion was made by Ms. Ewing, and seconded by Mr. Ruiz to do so. The section was unanimously approved.
- 5. Mr. Pela presented the results of the Site Selection analysis, as contained in Section 4.
- 6. The PAC determined that it would need further input from the community before they could make a decision regarding the site selection. It was decided that a presentation of the project status should be made at the regular Town Council Meeting, on February 15, 2001.

Action Item: *Consultant staff will make a presentation at the Town Council Meeting.*

The PAC also requested that an article be prepared for publication in the local newspaper, describing the project and the findings and recommendations to date.

Action Item: *Consultant staff will prepare an article.*

- 7. The next PAC Meeting was scheduled for Tuesday, March 6, 2001.

*** END ***

TOWN OF SUPERIOR AIRPORT PLANNING
ADVISORY COMMITTEE (PAC)

PAC Meeting #3 (November 21, 2000) Minutes

Members Present:

Nicholas J. Pela
Michael O. Hing
J. Howard Downs
Kenneth J. Cook
Roy Chavez
Yolanda Ewing

Time: 709P.M. Meeting call to order by Roy Chavez.

1. Minutes from PAC meeting #2 reviewed and accepted. (motion) J. Howard Downs (Second) Kenneth Cook. All vote unanimous.
2. Nicholas J. Pela, covered updates on paperwork. Review of Air space and Restricted Air Space near Alternative site (Florence Junction).
3. Revisions to sections 1 and 2, (motion to accept) by Yolanda Ewing, (Second) J. Howard Downs. All vote unanimous.
4. Review of Airport Development concept comparisons.
5. Continuation with Site selection, (motion to continue) Yolanda Ewing, (Second) Micheal Hing. All vote unanimous.
6. PAC Meeting #4 was scheduled for Thursday, January 16, 2001

Meeting Closed

Nicholas J. Pela

From: "James D. Timm" <jtimm@amug.org>
To: <npela@gfnet.com>
Sent: Monday, January 15, 2001 5:22 PM
Subject: Superior Airport

Nick,

I wish to thank you for sending the Superior Airport Study up date information. Unfortunately, because of last minute schedule problems, I will not be able to attend the Airport Study meeting on Tuesday. We are interested and wish to continue to be involved in the study and wish to submit the following comments for the next meeting.

The Arizona Pilots Association would like to encourage development of the present site (sites #1 & #2) for the Superior Airport to serve limited needs for the city of Superior. However, taking a more global view of the issue, we most certainly concur with your recommendation for airport site #11 as depicted in figure 4-5. This location can serve not only the needs of Superior but also the very rapidly growing Gold Canyon and East Valley needs. The need for an airport in this general area had been expressed and considered numerous times in the past. At one time suggestions for an airport in this area were suppressed because of the existence of Williams Air Force Base. With the closure of the base and the population growth in the area, now is the time to reconsider an airport in this general location. It would appear that the City of Superior is faced with an opportunity to develop an airport that will meet not only their needs but those of a larger area. Fortunately, his site can also provide space for future airport expansion and, presently, without the usual noise complaint problems.

Respectfully,
James Timm
President
Arizona Pilots Association

Press Release #1
Superior Municipal Airport Master Plan

January 24, 2001

prepared by:

Nicholas J. Pela, Senior Airport Planner
Gannett Fleming Airport Development Group
Phoenix, Arizona

The Town of Superior is in the process of planning for the aviation needs of the community. As the first step in this process, the Town appointed a Planning Advisory Committee (PAC), consisting of three members of the Town Council, a representative of Superstition Foothills (who presently lease the Superior airport), and two local pilots. Early this year, the Town retained the services of the Gannett Fleming Airport Development Group, of Phoenix, to prepare an Airport Master Plan. This plan includes an evaluation of the ability of the Town's present airfield to accommodate future aviation activity, as well as a search for a potentially more suitable site.

The existing Superior Municipal Airport is located about ½ mile west of town on U.S. Highway 60. The present airport has a graded dirt runway that is approximately 3,500 feet in length and 150 feet in width, a small graded aircraft parking area, and a hangar.

Superior's airport was originally deeded to Pinal County by the U.S. Government acting through the Secretary of Agriculture on June 3, 1952. This transfer was approved by President Harry S. Truman on August 8, 1952. This original deed requires that the property be maintained as a public airport "*in perpetuity*", and indicates that the property interest will revert to the Federal government "*...in the event that the lands ... are not developed, or cease to be used, for airport purposes*". Presently, the airport is owned by the Town of Superior. Pinal County deeded the airport to the Town in October of 1999.

On September 18, 1989, Pinal County entered into a 25-year lease with a privately owned firm, Superstition Foothills, Inc., who agreed to operate, maintain and improve the airport according to the terms of the original transfer from the U.S. government. The lease will terminate on September 17, 2014.

The Town is convinced that a general aviation airport is a true community asset, and has made a decision to embark upon a long range planning program that will identify the means to provide the best airport facility to serve the area in the years to come.

To date, about half of the study is complete. The following questions were developed concerning the current condition of the existing airport, the need for an airport, and moving the airport to a different site.

→ *What is the current condition of the Superior Airport?*

The consultants found that the airfield is in relatively poor condition. The runway surface is rough with loose gravel and vegetation present. The existing hangar is in very poor condition (the Town is now in the process of demolishing this building). No improvements to the airfield have been made for many years.

➔ *What is the potential for improvement of the existing Superior Airport?*

Because of site constraints, which include Queen Creek to the south, U.S. Highway 60 to the north and rapidly rising terrain all around the airport, development on the present site may be limited to a fair weather only airport with a maximum runway length of only 3,500 feet. This is not adequate to serve business jets and turboprops, but would be adequate to accommodate most smaller business and personal use airplanes.

➔ *What is the probable future aviation demand in the Superior area?*

Two projections of future aviation activity were made. The first assumed that the existing airport would be improved to its maximum potential within the present property and topographic constraints. Because the service area of the present airfield is limited to Superior and its immediate environs, the role of the airport would probably remain that of a small recreational field with some limited business use potential. The projected activity was for 5 based aircraft and approximately 9,900 annual operations after initial improvements are made, increasing to 12 based aircraft and approximately 19,000 operations by 2022. The second set of projections assumed that the airport would be relocated to a new site in the vicinity of Florence Junction. Because this new site would be closer to the Phoenix-Mesa population center, it was assumed that demand would be greater and that the role of the airport might be that of a commercial/business facility. It was also assumed that the new site would allow development of an airport with a longer runway, in an area with no mountainous terrain. The projected activity in this case was for 27 based aircraft and approximately 27,000 annual operations after initial construction, increasing to 44 based aircraft and approximately 36,000 operations by the year 2025.

The Florence Junction siting would place the new airport in an area that would serve Superior and Florence, as well as the rapidly growing communities of Gold Canyon and eastern Apache Junction.

➔ *What type of airport would be required to accommodate future demand?*

The existing site's development constraints actually dictate the maximum runway length of 3,500 feet. Development beyond this would be difficult within the present property. A new airport site would need to ultimately include a 5,100' long runway.

➔ *Is improvement or development of an airport of this type economically feasible?*

Costs will vary considerably between the two options (Existing Site vs. New Airport) because of the significant difference in the type and size of improvements necessary to accommodate the different levels of demand. Land acquisition for a new site is also a significant economic factor. It was estimated that the first phase of improvements to the existing site, including a paved and lighted 3,500' long runway along with paved taxiways and parking, would cost around \$933,000. By comparison, the first phase of development of a new airport might exceed 3.2 million dollars, including land and construction costs. The majority of the development costs would come from Federal and State airport grants. Local taxpayers would be responsible for only about 5% of the total costs. If other communities are involved, the local share would be split between them.

➔ *Is the present Superior Municipal Airport a viable development site?*

The present airport is a viable candidate for improvement. However, the improved site would be limited in its usefulness as a future business development asset to the area.

➤ *Should a new development site be sought and compared with development at the present site?*

The PAC has decided to proceed with this phase of the study, which will identify potential candidate sites for development of a new airport, and will compare those sites with development at the existing site.

The consultants have defined a search area for potential development sites. This search area extends about fifteen miles to the west of town, along the U.S. Highway 60 corridor and extends south along U.S. Highway 80 about four miles. In addition to two options for improving the existing airport, the consultants have identified thirteen new sites within the search area that could possibly be developed as a new airport. Because of terrain, the majority of these sites are located between ten and fifteen miles from Superior. After initial evaluation, the alternates were reduced to two of the new sites and the two options for the present airport. The consultant's recommendation is to pursue development of one of the new sites, Site #11, which is located two miles south of the Florence Junction on the west side of Highway 80 and just north of the old Magma Arizona Railroad tracks. The PAC will consider this recommendation after hearing from the local residents, who will be given an opportunity to voice their opinions at the next Town Council Meeting, to be held on February 15th at 7:00 PM at the Senior Center, 358 Main Street in Superior.

It will be up to the Town to decide between improving the existing airport as a limited use airport to serve only Superior, or to pursue development of a new airport more remote from town that may ultimately play an important regional business transportation role in the future as the Phoenix-Mesa metropolitan area continues its explosive growth toward Superior. If the Town chooses the latter, it would most probably be in concert with the other communities that would benefit from a new airport. This might include Pinal County, Florence, Gold Canyon and Apache Junction.



Arizona Department of Transportation

Aeronautics Division

PO Box 13588, Mail Drop 426M Phoenix, Arizona 85002-3588
Phone 602.294.9144 FAX 602.294.9141

Jane Dee Hull
Governor

Mary E. Peters
Director

Gary Adams
Division Director

February 13, 2001

Mr. Roy Chavez, Town Manager
Town of Superior
734 Main Street
Superior, Arizona 85273

Re: Superior Municipal Airport Master Plan - Site Selection and Alternatives

Dear Roy:

We have reviewed with interest the Site Selection process and have some questions concerning the location of sites and weight given to some of the matrix criteria. For instance, in analyzing sites under the "Land Availability" criteria, Forest Service property was given the highest (in this case, the worst rating) when evaluating the property ownership of each potential site. State land ownership received the lowest (best) rating in these evaluations. When queried, the consultant indicated that State Land was the easiest to obtain. It is our experience that State land is equally as difficult to obtain as any other land acquisition.

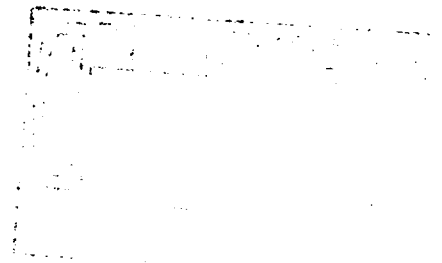
Another area of our concern is the absence of any site candidates along Arizona Highway 177. Granted that terrain features are a problem within this area, it appears probable that a site to support a 3,500-foot runway may be possible within a 15-mile radius of the Town.

We appreciate that a considerable amount of work has gone into the current study but we also believe that it is quite possible that little consideration was given to the factors above. Our purpose is to insure that all of the available information is used when you consider and select the appropriate development scheme for the Town's Airport. If you have any questions, please call.

Sincerely,

Gary Adams
Director

cc: Nicholas J. Peta, Gannett Fleming, Inc





Gannett Fleming
Airport Development

GANNETT FLEMING, INC.
Suite 130
3001 East Camelback Road,
Phoenix, AZ 85016-4498
Telephone: (602) 553-8817
FAX: (602) 553-8816

February 22, 2001

Mr. Gary Adams, Director
Arizona Department of Transportation
Aeronautics Division
PO Box 13588, Mail Drop 426M
Phoenix, AZ 85002-3588

RE: Superior Airport Master Plan

Dear Gary:

Thank you for your interest in the Superior Airport Master Plan, and your comments on the Site Selection portion of the study.

Your comment regarding the weighting of difficulty of acquisition of State land versus U.S. Forest Service land is addressed as follows:

1. The assumption that State land would be the easiest to acquire was based on the fact that the U.S. Forest Service land in question is part of the Tonto National Forest. Withdrawal of this national asset would probably be difficult. The character of the Tonto Forest land is such that the potential for significant environmental impacts may rule out development of a new airport. This information was shared with the PAC during the Site Selection presentations.
2. Some of the candidate sites are located in areas containing "pockets" of private land surrounded by State land. It was assumed (and stated by the consultant in the PAC presentations) that negotiations with multiple owners would be more difficult than with one owner (the State).

The question concerning the absence of candidate sites along Highway 177 is addressed as follows:

1. Our proposal and subsequent contract for services included a defined search area (see attached excerpt from our proposal). This search area was based on an initial evaluation of geographic and political constraints. We recognized the difficulty in identifying a viable site near the Town of Superior and based our proposal on this. We understand that our proposal and contract were reviewed by your office before we were retained.
2. Although our initial search area did not include the State Highway 177 corridor, this option was discussed with the PAC. The Kearny Municipal Airport is only about 20 miles from Superior along Highway 177. The terrain along the route between Superior and Kearny is not any more "airport-friendly" than the area immediately west of Superior. We agree with you that it might be possible to identify a site that would support a 3,500' runway. However, our search was for a site that could support a 5,100' runway, with instrument approach capabilities. Superior already has a developable site within

Mr. Gary Adams, Director
ADOT - Aeronautics Division
February 22, 2001
Page 2

walking distance that will support a 3,500' runway. It is doubtful that a better site could be found along Highway 177. If a viable site could be identified it would impact and/or compete with Kearny's airport service area.

3. The Site Selection Study for the Kearny airport, which was prepared by our firm in 1990, identified and ruled out several airport sites to the north of Kearny along Highway 177.

We hope this information adequately addresses your concerns. Please don't hesitate to call if you need additional information.

Sincerely,

GANNETT FLEMING, INC.



Nicholas J. Pela
Project Manager / Senior Airport Planner

Attachment.

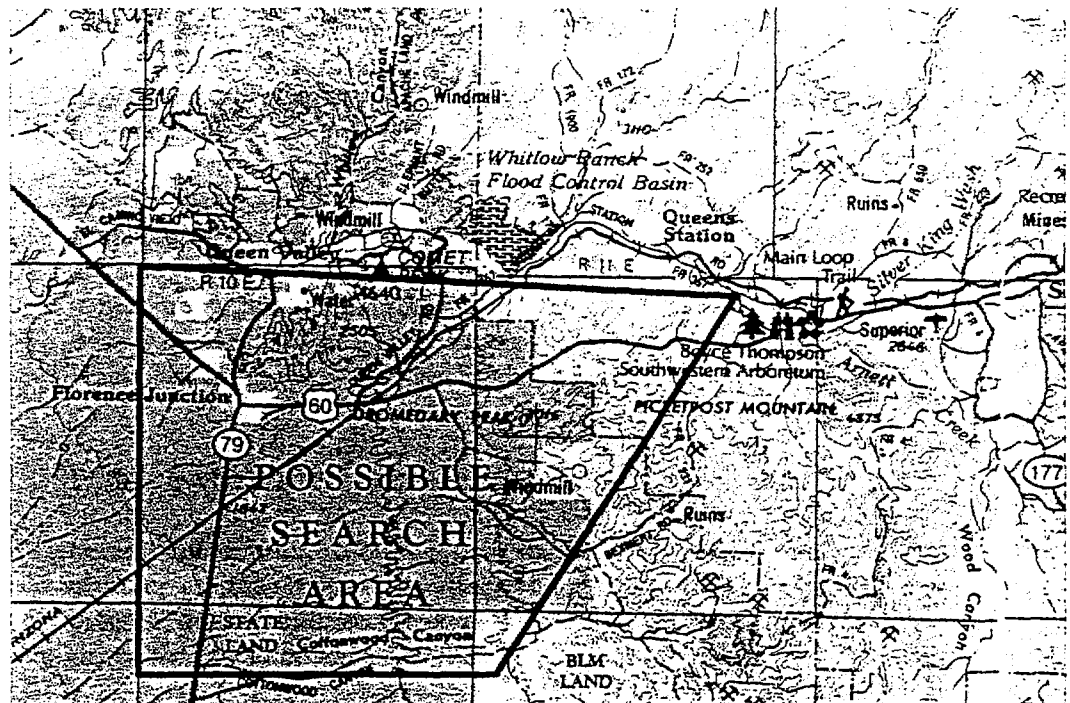
Cc: Mr. Roy Chavez, Manager - Town of Superior

area. This may be a better use for this site, if a more suitable and available airport development site could be found.

(Note that conversion of the airport to a non-aviation use would require a release from its current "Section 16" restrictions. This will probably only occur if a new airport is developed to replace the present facility.)

- SEARCH AREA LIMITATIONS. Because of terrain constraints, military airspace, and possible unavailability of land, the search area for a new site will be limited to the area west of Superior and the Boyce Thompson Southwestern Arboretum along U.S. 60 to Florence Junction, and south along State Route 79 to about Cottonwood Canyon. Most of this area is State land. Some of the area is BLM land.

(See the sketch below)



POSSIBLE SEARCH AREA FOR A NEW AIRPORT TO SERVE SUPERIOR
AND PINAL COUNTY, ARIZONA



Gannett Fleming
ENGINEERS AND PLANNERS