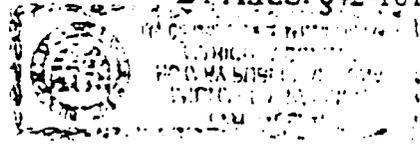


Appendix A
Grand Canyon National Park Airport
Warranty Deed

WHEN RECORDED RETURN
TO ARIZONA DEPARTMENT
OF TRANSPORTATION,
R/W OPERATIONS (612E)
205 S. 17TH AVENUE
PHOENIX, AZ 85007-3212

Escrow No.

EXEMPT FROM AFFIDAVIT
BY A.R.S. §42-1614-A-3



GRAND CANYON AIRPORT AUTHORITY

WARRANTY DEED

THE STATE OF ARIZONA, by and through its Department of Transportation the Grantor, for the consideration of TEN DOLLARS AND OTHER VALUABLE CONSIDERATION, does hereby grant, convey and warrant to the GRAND CANYON AIRPORT AUTHORITY, the Grantee, that certain real property situated in Coconino County, Arizona, more particularly described as:

(Aeronautics Division)

SEE EXHIBIT "A" ATTACHED

AND BY REFERENCE MADE A PART HEREOF.

SUBJECT TO current taxes and assessments, reservations and all easements, rights of way, covenants, conditions, restrictions, liens and encumbrances of record. 3-155

PROJECT: S-564-601 and N-830 (Gen) SECTION: Grand Canyon Airport PARCEL: 3-0220

064 CN 000 H0888 01R

EXHIBIT "A"

1 of 3

PARCEL NO. 1:

That certain tract of land situated within Sections 23, 24, 25, 26, 27, 34 and 35, Township 30 North, Range 2 East, and Section 3, Township 29 North, Range 2 East, Gila and Salt River Base and Meridian, Coconino County, Arizona, more particularly described as follows:

Beginning at a point being the most Northerly corner of the herein described tract of land, from whence a recovered rock Section Corner common to Sections 13, 14, 23, and 24, Township 30 North, Range 2 East, Gila and Salt River Base and Meridian, bears a computed bearing of North 27°17'56" West, a computed distance of 2745.27 feet;

Thence South 40°40'07" West, a distance of 15,993.57 feet to a point, said point being the Southwest corner of the herein described tract of land;

Thence South 49°19'53" East, a distance of 2400.00 feet to a point, said point being the Southeast corner of the herein described tract of land;

Thence North 40°40'07" East, a distance of 11,515.33 feet to a point;

Thence South 49°19'53" East, a distance of 787.52 feet to a point;

Thence North 40°40'07" East, a distance of 800.00 feet to a point;

Thence North 87°44'42" East, a distance of 100.00 feet, said point being also the point of tangency of the West right of way line of State Highway 64, said point being 100.00 feet opposite center line station 404 + 17.51 of said State Highway 64;

Thence along the arc of a curve to the right, which radius is 7601.01 feet, a distance of 100.00 feet along the west right of way line of said State Highway 64, the chord of said curve bearing North 01°52'41" West, a distance of 100.00 feet to a point;

Thence South 88°29'56" West, a distance of 100.00 feet to a point;

EXHIBIT "A"

2 of 3

Thence along the arc of a curve to the right, which radius is 7701.01 feet, a distance of 3061.29 feet to a point, said point being 200.00 feet opposite center line station 373 + 37.00 of State Highway 64, the chord of said curve bearing North 09°53'13" East, a distance of 3041.17 feet to a point;

Thence North 21°16'30" East, a distance of 1060.58 feet to a point which bears South 47°02' West, a distance of 1857.24 feet along the boundary of a tract of land designated as H.E.S. 401, to a point, said point being a field recovered rock engraved "H.E.S. 401" and more commonly referred to as "H.E.S. No. 7";

Thence North 49°47' West, a distance of 1210.47 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM, all minerals, including oil, gas and coal, in the lands together with rights thereof, reserved to the United States of America in Deed to the State of Arizona recorded May 12, 1967, in Docket 277, page 585.

continued

EXHIBIT "A"

3 of 3

PARCEL NO. 2:

A parcel of land known as EASTERN STAR MILLSITE CLAIM, Lot No. 1210B, in Township 30 North, Range 2 East, Gila and Salt River Base and Meridian, Coconino County, Arizona, and more particularly described as follows:

BEGINNING at the Southwesterly corner of Grand Canyon Airport; thence North $66^{\circ}43'12''$ East 1623.90 feet to the TRUE POINT OF BEGINNING at Corner No. 1 of said Lot No. 1210B; thence North $68^{\circ}18'30''$ East (North $67^{\circ}42'$ East recorded) a distance of 660.00 feet to Corner No. 2; thence South $21^{\circ}41'30''$ East 328.87 feet (South $22^{\circ}18'$ East 330.00 feet recorded) to Corner No. 3; thence South $68^{\circ}18'30''$ West (South $67^{\circ}42'$ West recorded) a distance of 660.00 feet to Corner No. 4; thence North $21^{\circ}41'30''$ West 328.87 feet (North $22^{\circ}18'$ West 330.00 feet recorded) to the TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM any water rights held by Gregg Gibbons, doing business as Ten-X Ranch

SPECIAL CONDITIONS:

- (1) The property interest hereby conveyed shall automatically revert to the STATE OF ARIZONA, BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION in the event the lands in question are not developed or utilized for public airport purposes by the GRAND CANYON AIRPORT AUTHORITY, or if the parcels are transferred, sold, or assigned without prior written consent as defined below;
- (2) The GRAND CANYON AIRPORT AUTHORITY, may not transfer, sell, or assign the parcels described herein without the prior written consent of the STATE OF ARIZONA, BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, AERONAUTICS DIVISION;
- (3) If for any purpose the parcels automatically revert for reasons stated above, the GRAND CANYON AIRPORT AUTHORITY will immediately sign and execute a Deed conveying all interest back to THE STATE OF ARIZONA, BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, AERONAUTICS DIVISION.
- (4) The property interest hereby conveyed shall automatically revert to the UNITED STATES OF AMERICA in the event that the land in question ceases to be used for airport purposes for a period of six months; The State of Arizona agreeing by the granting of this conveyance that a determination by the Administrator of the Federal Aviation Agency, or his successor in function, that the lands are not developed or have ceased to be used for airport purposes shall be conclusive of the facts.

COPY

D E E D

THIS DEED, Made this _____ day of _____, 1967,

between the UNITED STATES OF AMERICA, Party of the first part, acting by and through the Assistant Secretary of Agriculture for Rural Development and Conservation, pursuant to the authority contained in section 16 of the Federal Airport Act, approved May 13, 1946 (60 Stat. 179; 49 U.S.C. 1115), as amended by section 1402(b) of the Federal Aviation Act of 1958 (72 Stat. 806), hereunto duly authorized by the delegation of authority by the Secretary of Agriculture dated November 18, 1953 (18 F.R. 7498), as amended August 31, 1961 (26 F.R. 8402), and October 4, 1962 (27 F.R. 9957), and November 27, 1964 (29 F.R. 16210), and in conformity with Executive Order No. 10536 of June 9, 1954 (3 CFR, 1954-1958 Comp., p. 194; 19 F.R. 3437), and section 0.67 of Title 28 of the Code of Federal Regulations (Order No. 273-62 of the Attorney General of June 14, 1962; 27 F.R. 5795), and the STATE OF ARIZONA, Party of the second part:

WITNESSETH That the party of the first part, for and in consideration of the benefits which shall accrue to it, the UNITED STATES OF AMERICA, and to the public by virtue of the use of the property hereinafter described for public airport purposes, does hereby bargain, sell, grant and convey without warranty, express or implied, subject to the conditions and covenants hereinafter set forth, unto the STATE OF ARIZONA all of its right, title and interest in and to the following described property situated in the COUNTY OF COCONINO, STATE OF ARIZONA, to-wit:

Acresgo. Descriptions checked



That certain tract of land situated within Sections 23, 24, 25, 26, 27, 34, and 35, Township 30 North, Range 2 East, and Section 3, Township 29 North, Range 2 East, Gila and Salt River Base and Meridian, more particularly described as follows:

Beginning at a point being the most northerly corner of the herein described tract of land, from whence a recovered rock Section Corner common to Sections 13, 14, 23, and 24, Township 30 North, Range 2 East, G&SRB&M, bears a computed bearing of N. 27° 17' 56" W., a computed distance of 2745.27 feet;

Thence S. 40° 40' 07" W., a distance of 15,993.57 feet to a point, said point being the southwest corner of the herein described tract of land;

Thence S. 49° 19' 53" E., a distance of 2400.00 feet to a point, said point being the southeast corner of the herein described tract of land;

Thence N. 40° 40' 07" E., a distance of 11,515.33 feet to a point;

Thence S. 49° 19' 53" E., a distance of 787.52 feet to a point;

Thence N. 40° 40' 07" E., a distance of 800.00 feet to a point;

Thence N. 87° 44' 42" E., a distance of 100.00 feet, said point being also the point of tangency of the west right-of-way line of State Highway 64, said point being 100.00 feet opposite centerline station 404 + 17.51 of said State Highway 64;

Thence along the arc of a curve to the right, which radius is 7601.01 feet, a distance of 100.00 feet along the west right-of-way line of said State Highway 64, the chord of said curve bearing N. 01° 52' 41" W., a distance of 100.00 feet to a point;

Thence S. 88° 29' 56" W., a distance of 100.00 feet to a point;

WASHERMAN & COMPANY, INC. ENGINEERS
3401 N. 16TH AVENUE, DENVER, COLORADO 80202
TELEPHONE 733-1111

Thence along the arc of a curve to the right, which radius is 7701.01 feet, a distance of 3061.29 feet to a point, said point being 200.00 feet opposite center-line station 373 + 37.00 of State Highway 64, the chord of said curve bearing N. 09° 53' 13" E., a distance of 3041.17 feet to a point;

Thence N. 21° 16' 30" E., a distance of 1060.58 feet to a point which bears S. 47° 02' W., a distance of 1857.24 feet along the boundary of a tract of land designated as H.E.S. 401, to a point, said point being a field recovered rock engraved "H.E.S. 401" and more commonly referred to as "H.E.S. No. 7";

Thence N. 49° 47' W., a distance of 1210.47 feet to the point of beginning.

From the hereinbefore described tract of land there is deleted Mineral Survey 1210B situated wholly within Section 34, Township 30 North, Range 2 East, Gila and Salt River Meridian, The enclosed area of the tract of land, excluding the area of M.S. 1210B, contains 858.66 acres, ~~2250~~

There are excepted from this deed and reserved to the UNITED STATES OF AMERICA all minerals, including oil, gas and coal, ~~and~~ the lands, together with the right of the UNITED STATES OF AMERICA through its authorized agents, representatives or lessees at any time to enter upon the lands and prospect for, mine, and remove such minerals, insofar as such right does not interfere with the development, operation and maintenance of the airport to be operated upon the lands by the STATE OF ARIZONA, which State of Arizona agrees that all questions in regard to interference are to be determined by the Secretary of Agriculture and the Administrator of the Federal Aviation Agency.

TO HAVE AND TO HOLD the lands included in this deed, together with all rights, privileges, immunities, and appurtenances of whatsoever nature thereunto belonging unto the STATE OF ARIZONA, and to its successors for mining, agricultural, manufacturing, or other purposes, and rights

the authority of the United States, as authorized by the act of August 30, 1890 (26 Stat. 391; 43 U.S.C. 945); (3) reservation of access for live-

for rights-of-way for Forest Development Roads Nos. 7306 and 7335; and (5) a right-of-way easement for a transmission line across Sections 23, 24, and 25, Township 30 North, Range 2 East, to the Arizona Public Service Company for a period of 50 years, as authorized by permit signed by the Acting Regional Forester on August 24, 1954.

The property interest hereby conveyed shall automatically revert to the UNITED STATES OF AMERICA in the event that the lands in question are not developed for airport purposes within a period of three years from the date of conveyance or cease to be used for airport purposes for a period of six months; the State of Arizona agreeing by the acceptance of this conveyance or the rights granted herein that a determination by the Administrator of the Federal Aviation Agency, or his successor in

6. Any subsequent transfer of the property interest conveyed will be subject to all covenants, conditions and limitations contained in this instrument.
7. That the described property, and its appurtenant areas and its building and facilities, whether or not on the land herein conveyed, will be operated as a public airport, in full compliance with Title VI of the Civil Rights Act of 1964 and all requirements imposed by or pursuant to the regulations issued thereunder by the Department of Agriculture and in effect on the date of this document to the end that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any programs or activities provided thereon; and
8. That the United States shall have the right to judicial enforcement of these covenants not only as to the Grantee, its successors and assigns, but also as to lessees and licensees doing business or extending services under contractual or other arrangements on the land herein conveyed.
9. In the event of a breach of any of the conditions set forth above, all right, title, and interest in and to the above described property shall, at the option of the Grantor, revert to and become the property of the United States of America, which shall have an immediate right of entry thereon, and the Grantee, its successors or assigns, shall forfeit all right, title, and interest in and to the above described property and in any and all of the tenements, hereditaments and appurtenances thereunto belonging; provided, however, that the failure of the Grantor to insist in any one or more instances upon complete performance of any of the said conditions shall not be construed as a waiver or a relinquishment of the future performance of any such conditions, but the obligations of the Grantee with respect to such future performance shall continue in full force and effect.
10. That all facilities of the airport developed with Federal aid and all those usable for the landing and takeoff of aircraft will be available at all times without charge for use by the UNITED STATES OF AMERICA, and its agents and contractors, in the conduct of its official business in common with other aircraft.

IN WITNESS WHEREOF, the UNITED STATES OF AMERICA, by its Assistant Secretary of Agriculture for Rural Development and Conservation, has hereunto subscribed its name and affixed the Seal of the United States Department of Agriculture.

UNITED STATES OF AMERICA

By: *J. A. Baker*
Assistant Secretary of Agriculture
for Rural Development and Conservation

In Presence of:

[Signature]
[Signature]

APPROVED this 23rd day of March, 1967,
pursuant to authority delegated by the Attorney General by section 0.67
of Title 28 of the Code of Federal Regulations (Order No. 273-62 of
June 14, 1962; 27 F.R. 5795).

[Signature]
Assistant Attorney General
Land and Natural Resources Division

Appendix B-
Planning Advisory Committee (PAC) Meeting
Minutes; Meeting Notices; and PAC Member
Correspondence

Grand Canyon Airport Master Plan
Planning Advisory Committee Meeting #1 – Feb 19, 2003

Members Present:

Russ Pankey – ADOT
Ray Boucher – ADOT
Doris Acosta – ADOT
Boyd Heckel – Kimley-Horn
Rick Bowen – BWR
Chris Fetzer – NACOG
Larry Beck – FAA Tower
Jim Ulrich G.C. Imax Theater
Barry J. Barker – Grand Canyon Coaches
John Holmes – Coconino County
Terry Hansen – Luke AFB-DoD

Members Not Present:

Gary Adams - ADOT
Rudy Victorio- FAA
Joe Alston – NPS Superintendent
Rick Stahn – NFS – District Ranger
John Dillon – GC Airlines
Chad Dixon – Scenic Airlines
Ron Williams – AirStar Helicopter
Jay Lanfare – Grand Canyon Chamber
Bill Johnston – Xanterra Parks
James Peshlakai – Native American Rep.
Jim McCarthy – Sierra Club
Tom Depalo- CFV Inc.

Others present:

Robert Petzoldt – Sanitary District
Brad Weisenburger – BWR
Mike Waller – BWR
Chris Williamson
Bill Gillieo – DoD
Dave Mills -NFS
Howard Jackson – GC Airlines
Ilse Harery – Papillion Airways
Mark Nellis - Scenic Airlines
David Leavity - Scenic Airlines

Russ Pankey called the meeting to order at 1:00 pm. Russ briefly stated that several members on the PAC included Gary Adams – ADOT Aviation Director would not be in attendance due to the Senate Bill 1130 hearing that intends to cease operations at GCN. Russ turned the meeting over to Boyd Heckel from KHA. Round table introductions were made. Boyd discussed KHA's role as the primary contract holder with paving, ARFF building and Master Plan as on-going projects for ADOT. Boyd then turned the meeting over to Rick Bowen, BWR.

Rick Bowen began the presentation by describing the need for the Planning Advisory Committee (PAC). He stated that this meeting was the beginning of getting the issues "on the table". He pointed out that Mike Waller and Brad Weisenburger would be visiting with PAC members and getting additional information during this week and most likely with a follow up visit in a few weeks. Goals and objectives of the PAC was the prime issue that needed to be discussed at the meeting. Rick went through the 18 month process, detailed the requirements for a successful master plan. He stated it had been 10 years since the previous master plan was completed. Rick raised the issues included in the previous master plan including the parallel runway, new terminal building, Canyon over-flight concerns, financing, security and the fleet mix using the airport. Rick then opened the meeting to discussion for the PAC.

The discussion turned to the Senate bill about closure. The airport tenants were obviously very concerned about it. Many members did not understand the motivation to close especially since there are millions in FAA grants that would need to be paid back if the airport ceased operations.

The Grand Canyon Forest Village was raised as a concern as well. The developments use of water and how it could affect the Canyon was discussed. The proposal was turned down, but if brought back and approved it could have an increase in tourism and increase the need for flights to GCN.

Financing was also brought up. Boyd stated rates and charges have not been changed in 12 years. There was a discussion about who is paying what, why, and what the trends are. Boyd stated that when consensus had been reached on facility needs, revenues, expenditures and capital needs would be evaluated in a financial plan which could include rate increases, however it was not an expressed goal of the master plan to propose a rate increase. He also said specific leaseholder agreements with ADOT would not be open for discussion during the master plan.

A land use concern was raised as there has been a discussion about a new high school site proposed on the north east side of the airport.

PAC Notebooks and place holders were distributed to the PAC members. An agenda and notice will be distributed for the next PAC meeting in May. The meeting adjourned approximately 2:45 pm.

Grand Canyon Airport Master Plan
Planning Advisory Committee Meeting #2 – November 19, 2003

Members Present:

Kim Stevens – ADOT
Ray Boucher – ADOT
Mike Klein – ADOT
John Holmes – Coconino County
Boyd Heckel – Kimley-Horn
Ron Williams – AirStar Helicopter
Jim McCarthy – Sierra Club
Barry J. Barker – Grand Canyon Coaches

Others present:

Brad Weisenburger – BWR
Gil Langley – Community Insights
Mike Waller – BWR
Mark Nellis – Scenic Airlines
Bill Ballard - ADOT
Jim Pangburn – Big Sky Security

Members Not Present:

Terry Hansen – Luke AFB-DoD
Rudy Victorio- FAA
Tom Depalo- CFV Inc.
Joe Alston – NPS Superintendent
Rick Stahn – NFS – District Ranger
Larry Beck – FAA Tower
John Dillon – GC Airlines
Chris Fetzer – NACOG
Chad Dixon – Scenic Airlines
Jim Ulrich G.C. Imax Theater
James Peshlakai – Native American Rep.
Jay Lanfare – Grand Canyon Chamber
Bill Johnston – Xanterra Parks

Roy Boucher called the meeting to order at 1:30 pm. Ray introduced the interim Airport Manager Bill Ballard and interim Aeronautics Director Kim Stevens. Round table introductions were completed. Ray turned the meeting over to Boyd Heckel of Kimley Horn. Boyd updated everyone on the process, discussed the delay, and asked if everyone had received the forecast packets. Boyd then turned the meeting over to Brad Weisenburger, BWR.

Brad Weisenburger began the presentation by discussing the inventory. He stated that he would be taking over the project management of the project due to Rick Bowen's health challenges. Brad said the inventory is the base of all the information as we move through the planning process. While additional input is always welcome, the chapter describes the conditions at and around the airport. Any additional comments and corrections would be welcome. Brad went through the slides regarding the inventory which included an aerial photo, pavement conditions, terminal building conditions FBO facilities and wind characteristics.

Mr. Weisenburger then began the forecast element by giving an explanation of the purpose and need of the forecasts and how they are used. Brad stated these are unconstrained forecasts for potential enplanements. An overview of national aviation trends was completed. He then discussed local factors which include the unique nature the airport and its dependency on tourism. The first factor was the on going economy recovery, the impact of 9-11, SFAR-50, types of aircraft in operation at the canyon and load factors. Gil Langley gave an overview of the tourism aspects relative to the airport. These items were discussed by the PAC at length.

Mike Waller presented the methodologies for the forecast, and explained the different method used. This included linear trends, market share and regression. BWR's analysis recommended a regression based upon Las Vegas gaming revenues and GC park attendance. This netted a total potential for enplanements of 1,045,000. Jim McCarthy asked why all the forecasts showed a quick jump relative to the historic levels in the past 10 years. This is due to the saw-tooth nature of enplanements which is reflected in the quick spike in the near term and then flattens out. Also it was exaggerated by the chart which showed annual historic numbers but in five year increments for forecast enplanements. John Holmes suggested showing the annual forecast rather than in five year increments.

Barry Barker asked if the forecasts accounted for the competition of the Grand Canyon West. Brad said no, the forecasts determined the amount of potential passengers for the entire Grand Canyon and that additional investigation would be necessary to determine the impacts of the GC West. Barry encouraged the consultant team to visit GC West and develop an impact analysis. Gil Langley will follow up with this task.

Ron Williams asked about the types of aircraft operating at the airport and how the overflight cap would affect passenger enplanements. Brad showed at what levels the overflight cap would affect based upon existing aircraft fleet and load factors. This reflected an enplanements level of 711,000. It was discussed if the aircraft fleet might be upgraded could the passenger levels increase? Ron said that was unlikely from the helicopter and fixed wing aspect. The helicopters cost to upgrade would be prohibitive. Besides the addition lift capability needed for additional passengers would also mean more noise. On the fixed wing side upgrades to a deHaviland Dash 7, (a fixed high wing aircraft with more than 19 seats) would also be prohibitive in light of the fact that they not increased prices for 3 years.

The issue of quiet technology was also raised by Jim McCarthy. The thought being if the aircraft are quieter that may allow an increase in overflights. Ron said the cost issue to upgrade does not give him any incentive to do because there is no guarantee that upgrading to quieter aircraft would increase his or anyone other operator's flight allocation.

Ray Boucher suggested that a lower level of enplanements could be a compromise position and suggested that a number in the neighborhood of 800,000. Members of the PAC directed BWR to reasonably determine the amount of impact by GC West, add a discussion of the difficulties of upgrading to larger aircraft (fixed wing and helicopters) and add a section on quiet technologies.

A discussion about when the next meeting should occur. It was agreed that a meeting at the end of January would be the goal. The meeting adjourned approximately 3:30 pm.

Grand Canyon Airport Master Plan
Planning Advisory Committee Meeting # 3-- February 25th, 2004

Members Present:

Kim Stevens – ADOT
Ray Boucher – ADOT
Mike Klein – ADOT
Bill Johnston – Xanterra Parks
Jim Ulrich G.C. Imax Theater
Boyd Heckel – Kimley-Horn
Ron Williams – AirStar Helicopter
Jim McCarthy – Sierra Club
Barry J. Barker – Grand Canyon Coaches
Rep. for Rick Stahn – NFS – District Ranger
Tom Depalo- CFV Inc.

Members Not Present:

Terry Hansen – Luke AFB-DoD
Rudy Victorio- FAA
Jay Lanfare – Grand Canyon Chamber
James Peshlakai – Native American Rep
Joe Alston – NPS Superintendent
Chad Dixon – Scenic Airlines
Larry Beck – FAA Tower
John Dillon – GC Airlines
Chris Fetzter – NACOG

Others present:

Brad Weisenburger – BWR
Mike Waller – BWR
Bill Ballard - ADOT
Jim Pangburn – Big Sky Security

Roy Boucher called the meeting to order at 9:30 am. Round table introductions were completed. Ray turned the meeting over to Boyd Heckel of Kimley Horn. Boyd updated everyone on the process, and asked if everyone had received the forecast packets. Boyd then turned the meeting over to Brad Weisenburger, BWR.

Brad Weisenburger began the presentation by discussing the changes to the forecast. This included updating the passenger enplanements to an ultimate of 711,000 in twenty years. The number was the artificial limit that was imposed by SFAR 50 coupled with the current fleet of aircraft used by the operators in 2004. He went on to say that Gil Langley visited Canyon West and his write up is in the updated forecast chapter. Brad then turned the meeting over to Mike Waller to present the Facility Requirements Chapter.

Mike Waller presented the key areas of the facility requirements which are dependant on enplanements levels and aircraft operations. The first part of the discussion focused on airfield items demand capacity and runway length. Based upon the amount of operations forecast the annual service volume is 59% for GCN. At 60% ASV is when planning for a parallel runway should occur. Even though the forecast was very close to planning for the need, there was no objection to not having a parallel runway on the airport layout plan. The runway length was discussed for the need for an extension up to 1,000'. Prior to 9/11 the airport received many charters by C-III aircraft such as the 737 and MD-80. Since 9/11 and with heightened security requirements C-III aircraft operations have dropped off but the 737-800 is still the design or critical aircraft for long term planning at the airport. The current length of 8,999 feet is adequate

to handle the 737-800 on hot days in August but only for a stage length of 500 miles which allows for flight to LAX or PHX. There has been demand for flights from Miami which is a 1,800 mile flight. If the airport wants to pursue a policy of having non-stop flights from the Canyon to Miami or the east coast then an extension of 1,000' would be necessary. As part of the alternatives section the impacts of a 1,000 extension will be examined more closely.

Mike Waller discussed the overall size of the building which calls for up to 60,000 square feet of enclosed space. This is based on all the fixed wing passengers going through the terminal. The rotor wing operators have constructed their own facilities. Currently a low percentage of passengers enplane or deplane in the terminal. Many step off the plane and walk through a gate in the fence to a tour bus and several use Grand Canyon Airlines building. The current building size is 8,000 SF. Mike Klein asked about the type of passengers and airport since the need for baggage handling, ticketing and security can increase the size of a building dramatically. Once again the uniqueness of GCN comes into play because it does not easily fall into the three categories of airports per FAA definition; the three are Origination/Termination, through and Transfer.

The type of airport was discussed during the PAC meeting because the type of building and whether a centralized or de-centralized concept could make big difference in meeting security requirements for Part 135 airports. Jim Pangburn added from a security stand point a centralized concept would be preferred. Mike Klein yes but not perhaps the best for the tours operators especially if they wish to build their own terminal facility.

Automobile parking was another topic of discussion. This centered on the airports relationship to the Grand Canyon. The NPS has been discussing making the Grand Canyon automobile free within 10 years. This would create the need for a regional parking facility which could be used in conjunction with the needs of the airport. To accommodate the size of such a facility new access roads would be necessary. Additionally, discussed was the potential for a railroad spur that would take visitors from the airport/parking area to the Grand Canyon. Previous efforts in this regard have not been successful.

The issue of funding the improvements, runway, terminal, and parking/access was posed by Jim McCarthy. He asked if all this was going to be paid for with federal dollars. Ron Williams said potentially yes but the money was to be generated by taxes on aviation and not general income tax monies.

A final point was brought up by the representative from the National Forest Services regarding housing. Many of the FAA controllers are living in the NFS compound. This has been a limiting factor for them and the NFS would like to see if housing on the airport could be developed. Ray Boucher stated it is possible but only for airport employees.

The meeting closed with a wrap up of alternatives to be looked that included a runway extension, terminal locations, auto parking and potentially siting an area for employee housing. The next meeting will be in late April or early May.

Grand Canyon Airport Master Plan
Planning Advisory Committee Meeting # 4– August 9th, 2004

Members Present:

Kim Stevens – ADOT
Ray Boucher – ADOT
Mike Klein – ADOT
James Peshlakai – Native American Rep
Kate Cannon – NPS Rep
John Holmes – Coconino County
Ron Williams – AirStar Helicopter
Jim McCarthy – Sierra Club
Barry J. Barker – GCA/Grand Canyon Coaches
Mike Norby – Kimley Horn

Members Not Present:

Terry Hansen – Luke AFB-DoD
Rudy Victorio- FAA
Jay Lanfare – Grand Canyon Chamber
Jim Ulrich G.C. IMAX Theater
Bill Johnston – Xanterra Parks
Chad Dixon – Scenic Airlines
Larry Beck – FAA Tower
John Dillon – GC Airlines
Chris Fetzer – NACOG
Rick Stahn – NFS – District Ranger
Tom Depalo- CFV Inc

Others present:

Brad Weisenburger – BWR
Mike Waller – BWR
Bill Ballard - ADOT
Lawrence Enyart - LEA Architects

David Chambliss –Canyon Railroad
Pearse Melvin - KHA
Charley Haverstick - ADOT
Mike Hess – KHA

Mike Klein called the meeting to order at 1:00 pm. Round table introductions were completed. Ray Boucher updated everyone on the process, and asked if everyone had received the alternative chapter packets and meeting notices. Ray then turned the meeting over to Brad Weisenburger, BWR.

Brad Weisenburger opened by pointing out the forecast recommendation as recommended by the PAC is what the study will use to guide the airport development. He explained that the updated forecast is posted on the web page at www.gcairstudy.com . PAC members will not be mailed an updated chapter after revisions following a PAC meeting but rather it will be posted on the web site. A final draft will be sent to PAC members prior to completion of the report. Brad then turned the meeting over to Mike Waller to present the Alternatives Chapter.

Mike Waller first presented the alternatives for airside development which include A)no action and asking for and FAA waiver, B) moving the Runway 3 Threshold to accommodate FAA Design standards, and C) a potential runway extension to the 21 end and D) as a long term development item a potential new parallel runway.

Mike explained that the no action alternative is to ask FAA for a waiver to design standards because the Papillion Building and parking lot is in the RPZ and the airport entrance road is in the object free area. Jim McCarthy asked for a clarification in terms of runway designation and labeling. Ron Williams asked how this happened. Mike Waller explained that runways are designated per their direction on the compass and that the FAA design standards had changed since Papillion facility was built. Mike Klein added that FAA is unlikely to grant a waiver for

public buildings or places of congregation. Roads and parking lots have a better chance of a waiver, however it is an FAA decision, and overall FAA does not grant waivers very often. General runway maintenance is needed for this option.

Mike Waller then explained the alternative to fix the design standard is to extend the Runway 3 end about 860' and remark the Runway 21 end as a lead-in taxiway. The extension would still leave the airport with 9,000' of runway. It would require a 2 acre of purchase of land, relocation of a detention pond. Estimated cost without land is 2.4 million.

The third alternative is to meet the design standard with the lead in taxiway and 860' extension but include an additional 1,000' extension beyond on Runway 3. This extension would give the airport the ability to attract non-stop flights from the eastern seaboard of the United States. It would require a 39 acre purchase of land, relocation of a detention pond and raises concerns about additional large aircraft potentially using the GCN and affecting the natural quiet directive to the NPS. Estimated cost without land is 3.8 million.

A final long term development item that shows a parallel runway for general aviation activity was presented. The projected Annual Service Volume for the airport shows a potential need for this at the long term phase of the master plan. The new runway would be VFR and have 700' runway to runway separation. Estimated cost with out land would be 10.6 million.

Kate Cannon asked about the impact of natural quiet and that is should be included as a potential environmental impact. She stated that the number of operations and type of aircraft is key because the amount of larger noisier aircraft could adversely affect the natural quiet directive. She said that the natural quiet should be an issue with all alternatives. Jim McCarthy also stated that noise outside the park with larger aircraft with different frequencies would have the potential to impact noise at the Canyon. He also said that it might be the tour operators who get penalized by allowing larger charter operators (737's) to land at GCN which would reduce the tour operator's overflight rights. Ray Boucher indicated a factor that could limit the used by larger AC is the weight bearing capacity of the pavement. Barry Barker stated that perhaps several larger planes with fewer operations might be better than many small planes with a greater number of operations. James Peshlakai suggested that a new airport on Navajo land would be a good solution. He said east of Tuba City near highway 89 and east of Highway 64 would be an ideal site on Navajo property. Barry Barker asked about which option is the safest for the 737 type aircraft. Bill Ballard said that on hot days the 737's use up a great deal of pavement and a 1,000 extension would be best in his opinion.

Mike Waller began the terminal overview with a discussion of the three alternatives. Two of which are moving the airport to a new location toward down the flight line toward the middle of the runway and the third uses the existing location which would be expanded. The first alternative is a traditional terminal design that caters to traditional airline operations. It is set up for centralized screening, is single a story and requires all passengers to move through a central point to access a motor coach or van to the canyon. Estimated cost is 13.9 million.

The second is a modular unit that has the ability for central screening but will allow for a direct throughway to motor coaches. The modular gate units have vending and restroom facilities only.

Because both these options are at a new site they would require significant grading on the airport with a new parking lot. Estimated cost is 13.0 million.

The third option is an add-on to the existing terminal. The addition would mimic the modular scheme in option two but also add a round rotunda entrance area for airline offices and passenger screening. The existing terminal building would be used for baggage handling, concessions and mechanical space. The third option also has the ability for centralized screening but can also have the direct access to motor coaches. Estimated cost is 10.5 million.

Mike Klein wanted to have input from the tour operators. A gentleman who did not sign in but worked for a fixed wing tour operator said the tour operators are barely surviving and are looking to the future on a day to day basis. He said that without quick and direct access from the ramp the airlines could lose a turn of flight which would be devastating. He also said by potentially forcing the passengers through a central security point would hurt profits by losing a turn of flights as well. Ron Williams asked about the timeframe to construction. Mike Klein explained that many grants would come from FAA and that would be a factor. Ron wondered if the terminals could be phased in and built primarily during the winter months when very little activity occurs at the airport. He stated renovation in place is more difficult and potentially more is disruptive. He also asked whether the tour operators could construct their own space. The issue of how the tour operators were struggling came up again along with the issue of how to do security for the tour operators if they all had their own separate buildings. The issue of second story boarding was raised because the terminal options only show single story ground level boarding. Brad Weisenburger stated that all options showed ground level boarding because the overwhelming aircraft in the fleet are not set up to dock with boarding bridges and a second level terminal. It was also stated that option 3 could have a second story on the extension toward the landside of the airport. Also the expense for terminal construction goes up with a two story concept.

Mike Waller concluded his presentation by talking briefly about a potential housing expansion at the airport for FAA personnel. He said the best site would be adjacent to the existing housing complex at the airport but is currently in the Kaibab National Forest. Jim McCarthy added he would like to see any new housing closer to Tusayon so people could walk to stores and restaurants.

In conclusion the PAC recommended planning for mitigating the RPZ and OFA design standard deficiency and including the 1,000' runway extension for safety. A brief discussion of how much time it might take to get the runway extended was based upon whether or not an environmental assessment or an environmental impact statement would be needed. Mike Klein and Ray Boucher estimated it might take 5-8 years for a runway extension.

The PAC also recommended to plan for the terminal building at the existing location and expand with the modular concept along the flight line.

The meeting adjourned at approximately 3:45 pm.

Grand Canyon Airport Master Plan

Planning Advisory Committee Meeting # 5– May 18th, 2005 10:00 am

Members Present:

Kim Stevens – ADOT
Ray Boucher – ADOT
Barclay Dick – ADOT
Steven Atha – ADOT
Joe Alston – NPS Rep
Bill Johnston – Xanterra Parks
John Dillon – GC Airlines
Jim McCarthy – Sierra Club

Members Not Present:

Terry Hansen – Luke AFB-DoD
Eric Vermeeren - FAA
Jay Lanfare – Grand Canyon Chamber
Jim Ulrich - G.C. IMAX Theater
Ron Williams – AirStar Helicopter
Chad Dixon – Scenic Airlines
Robert Eck – FAA Tower
Barry J. Barker – Grand Canyon Coaches
Chris Fetzer – NACOG
Rick Stahn – NFS – District Ranger
John Holmes – Coconino County
Tom Depalo- CFV Inc

Others Present:

Brad Weisenburger – BWR
Mike Waller – BWR
Sarah Falzarano – Noise/GIS Analyst

Dick Hingson
Bill Riservato - FAA
Mike Hess – KHA

Ray Boucher called the meeting to order at 10:00 am. Round table introductions were completed and Barclay Dick was introduced as the Aeronautics Division Director and Steven Atha as the Airport Manager. Ray Boucher updated everyone on the process, and asked if everyone had received the CIP chapter packets and meeting notice.

The meeting began with Sara Falzarano making a presentation on the progress of the noise study currently going on in the Canyon. The study's purpose is to determine if the natural quiet initiative is being met, that is 50% or more of the park achieves natural quiet for 75-100% of the day. She began by giving a quick overview of significant events regarding the park and aircraft tours. In 1919 the first flight over the Canyon took place, with air tours beginning in 1927. In 1967 GCN was constructed and in 1975 the Grand Canyon Enlargement Act recognized that natural quiet is a resource to be protected. A 2002 court decision stated that all aircraft noise must be considered and not only air tours. Sara explained that noise systems are in place to collect natural ambient noise in the summer and winter. Overall the data collected will determine the spatial area affected by overflight noise.

Brad Weisenburger opened by stating this would be the final PAC meeting. The purpose of the meeting was to show the capital improvement program (CIP) that was developed during the planning process. Brad said that BWR would take additional comments following the PAC meeting for approximately two weeks. An item that needed discussion was the status of the modification to standards that BWR helped ADOT submit to the FAA for Runway 21 end that had the Papillion building in the RPZ and the access road in the ROFA. FAA said that they would not allow the modification because the aforementioned issues could be solved with site changes. Therefore, the airport layout plan (ALP) will show a long-term relocation of both the

Papillion building and the airport access road. Brad turned the meeting over to Mike Waller for the details of the CIP.

Joe Alston was concerned that the master plan overstated the NPS opinion on the Grand Canyon Railroad (GCRR) in that the NPS has not indicated a preference for or against how to allow additional access (train or shuttle bus) to the park. He felt the language in the master plan needed to be changed to a neutral stance by the NPS. Mike explained where the information had come from and the intent was not to infer a direction from the NPS. A discussion of the terminal area grew out of this line because on the ALP the GCRR depot is shown adjacent to the terminal area. Jim McCarthy asked if the Kaibab National Forest Service (KNFS) owned the property around the Airport because in addition to the train depot an area has been shown for airport employee housing. Mike stated that the KNFS owns all the property around the Airport and that land for the depot, employee housing and runway extension would have to be negotiated with the KNFS.

Mike then discussed the runway improvements; he said because of the decision by ADOT to eventually relocate Papillion and the access road, there was no need for an 860' displaced threshold. Barclay stated that the relocation of Papillion was a long range plan and that it should not be construed as an immediate measure to move Papillion. With the removal of the 860' displaced threshold, the ALP will only show a 1,000' runway extension for the critical aircraft (Boeing 737-800) with non-stop ability to the east coast. Joe Alston asked how the proposed extension will impact the park and will the extension significantly allow for more operations. A discussion followed about why the 737 was the chosen aircraft and that the forecast indicated 500 operations for this type of aircraft in the future projections. A discussion followed about the numerous steps involved constructing an extension; this would include an environmental assessment, environmental impact statement and many permitting issues in addition to water rights to the pond south of Runway 3. Ray said that the Airport must actually have (or nearly have) the operation totals before the process would begin and not be based solely on a forecast. Joe was concerned that some of 737's now using the Airport are not following the prescribed flight patterns and that the future operations by 737's would make the situation worse. Joe also asked if there was a better route for the arriving and departing aircraft to follow, including the helicopter operations. Mike showed where the discussion of the routes was in the report and that the enforcement of flight patterns is made by the ATCT and FSDO in Las Vegas. The flight patterns are designed to segregate the helicopters and fixed wing aircraft and keep the patterns away from the canyon as much as possible. A discussion about the potential for a Part 150 Noise Compatibility Study being added to the ACIP to address these issues revolved around the requirement to use radar tracking to determine the actual paths of aircraft operating at the Airport. Bill Riservato indicated that the best radar tracking available currently comes from Albuquerque Center and was only going to track aircraft 3000 feet and above the airport elevation. A better solution at this time would be for the Airport to support the addition of a BRITE scope for the FAA Tower (which would gather the radar tracks of aircraft operating below 3,000 feet AGL, the more important area of concern).

An additional runway item was the inclusion of a parallel runway at the Airport. Mike completed an overview of the runway capacity analysis that shows that GCN is on the edge of

needing to plan for a parallel runway. Of particular concern to the proposed parallel runway location is a potential school site.

In closing Jim McCarthy asked if he could submit a letter for the record on a dissent or minority opinion on the proposed improvements to the Airport. Ray said it could be added to the appendix but said that comments must be received in a couple of weeks from the PAC meeting. Ray also said that the meeting notes would also be included in the appendix as well.

The meeting adjourned at approximately 12 noon.

**NOTICE OF MEETING FOR THE
PLANNING ADVISORY COMMITTEE TO THE
GRAND CANYON NATIONAL PARK AIRPORT
MASTER PLAN**

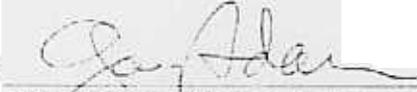
Pursuant to A.R.S. § 38-431.02 Notice of Meetings, notice is hereby given to the general public that the Grand Canyon National Park Airport Planning Advisory Committee will hold a meeting open to the public on the 19th day of February, 2003, at 1:00 p.m. The meeting will be held in the ADOT Administration Conference Room located adjacent to the Airport Terminal at the Grand Canyon National Park Airport.

Pursuant to Title II of the Americans with Disabilities Act (ADA), the Arizona Department of Transportation does not discriminate on the basis of disability in admissions to or participation in its public meetings. **PERSONS WITH A DISABILITY MAY REQUEST A REASONABLE ACCOMMODATION SUCH AS A SIGN LANGUAGE INTERPRETER, BY CONTACTING Russ Pankey, Project Manager, 928-638-2446.** Requests should be made as early as possible to allow time to arrange the accommodation. This notice may be made available in large print, Braille, and on audio tape from the above person.

Information regarding the committee's agenda is attached. Any other information about the meeting may be obtained by calling Boyd Heckel, Kimley-Horn and Associates, 602-906-1131 .

Dated this 10th day of February, 2003.

PLANNING ADVISORY COMMITTEE

By 
Gary Adams, Director, Aeronautics Division

Agenda

NOTICE OF MEETING OF THE

PLANNING ADVISORY COMMITTEE TO THE

Grand Canyon National Park Airport Master Plan

Update

Pursuant to A.R.S. § 38-431.02 Notice of Meetings, notice is hereby given to the general public that the Grand Canyon National Park Airport Planning Advisory Committee will hold a meeting open to the public on the 19th day of November, 2003, at 1:30 p.m. The meeting will be held in the Conference Room at the Squire Inn on Highway 180, Tusayan, Arizona.

Pursuant to Title II of the Americans with Disabilities Act (AD), the Arizona Department of Transportation does not discriminate on the basis of disability in admissions to or participation in its public meetings. PERSONS WITH A DISABILITY MAY REQUEST A REASONABLE ACCOMMODATION SUCH AS A SIGN LANGUAGE INTERPRETER, BY CONTACTING Bill Ballard, Acting Airport Manager, 928-638-2446. Requests should be made as early as possible to allow time to arrange the accommodation. This notice may be made available in large print, Braille, and on audio tape from the above person.

Information regarding the committee's agenda for the meeting may be obtained by calling Boyd Heckel, Kimley-Horn and Associates,(602) 906-1131.

Dated this 10th day of November, 2003.

PLANNING ADVISORY COMMITTEE

By _____
Kim Stevens, Interim Director
Aeronautics Division

Agenda

NOTICE OF MEETING

PLANNING ADVISORY COMMITTEE TO THE GRAND CANYON NATIONAL PARK AIRPORT MASTER PLAN UPDATE

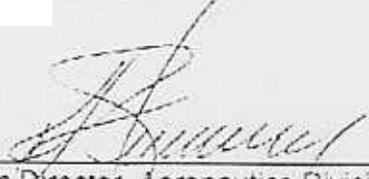
Pursuant to A.R.S. § 38-431.02 Notice of Meetings, notice is hereby given to the general public that the Grand Canyon National Park Airport Planning Advisory Committee will hold a meeting open to the public on the 25th day of February, 2004, at 9:00 a.m. The meeting will be held in the Conference Room, Airport Administration, Grand Canyon National Park Airport, in Tusayan, Arizona.

Pursuant to Title II of the Americans with Disabilities Act (AD), the Arizona Department of Transportation does not discriminate on the basis of disability in admissions to or participation in its public meetings. **PERSONS WITH A DISABILITY MAY REQUEST A REASONABLE ACCOMMODATION SUCH AS A SIGN LANGUAGE INTERPRETER, BY CONTACTING William Ballard, GCN Operations Manager, 928-638-2446.** Requests should be made as early as possible to allow time to arrange the accommodation. This notice may be made available in large print, Braille, and on audio tape from the above person.

Information regarding the committee's agenda is attached. Any other information about the meeting may be obtained by calling Boyd Heckel, Kimley-Horn and Associates, 602-944-5500.

Dated this 11th day of February, 2004.

PLANNING ADVISORY COMMITTEE

By 
Interim Director, Aeronautics Division

Attachments: Agenda

NOTICE OF MEETING

PLANNING ADVISORY COMMITTEE TO THE GRAND CANYON NATIONAL PARK AIRPORT MASTER PLAN UPDATE

Pursuant to A.R.S. § 38-431.02 Notice of Meetings, notice is hereby given to the general public that the Grand Canyon National Park Airport Planning Advisory Committee will hold a meeting open to the public on the 9th day of August, 2004, at 1:00 p.m. The meeting will be held in the Anasazi Room 3rd Floor located at the Grand Canyon Squire Inn.

Pursuant to Title II of the Americans with Disabilities Act (AD), the Arizona Department of Transportation does not discriminate on the basis of disability in admissions to or participation in its public meetings. PERSONS WITH A DISABILITY MAY REQUEST A REASONABLE ACCOMMODATION SUCH AS A SIGN LANGUAGE INTERPRETER, BY CONTACTING William Ballard, GCN Operations Manager, 928-638-2446. Requests should be made as early as possible to allow time to arrange the accommodation. This notice may be made available in large print, Braille, and on audio tape from the above person.

Information regarding the committee's agenda is attached. Any other information about the meeting may be obtained by calling Mike Hess, Kimley-Horn and Associates, 602-944-5500.

Dated this March 29, 2005.

PLANNING ADVISORY COMMITTEE

By _____
Interim Director, Aeronautics Division

NOTICE OF MEETING

PLANNING ADVISORY COMMITTEE TO THE GRAND CANYON NATIONAL PARK AIRPORT MASTER PLAN UPDATE

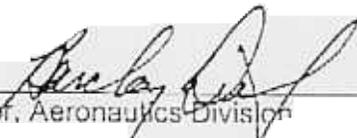
Pursuant to A.R.S. § 38-431.02 Notice of Meetings, notice is hereby given to the general public that the Grand Canyon National Park Airport Planning Advisory Committee will hold a meeting open to the public on the 18th day of May, 2005, at 10:00 a.m. The meeting will be held in the Conference Room, in the Grand Canyon Inn & Suites, in Tusayan, Arizona.

Title II of the Americans with Disabilities Act (ADA) of 1990, prohibits the Arizona Department of Transportation from discriminating on the basis of disability in any of its programs, services, or activities. Individuals with disabilities who need reasonable accommodation to attend or participate in this meeting, or who need this notice in an alternative format, should contact Steven Alha, GCN Operations Manager, 928-638-2446 as soon as possible because some accommodations may take several days to arrange.

Information regarding the committee's agenda is attached. Any other information about the meeting may be obtained by calling Mike Hess, Kimley-Horn and Associates, 602-944-5500.

Dated this 3rd day of May, 2005.

PLANNING ADVISORY COMMITTEE

By 
Director, Aeronautics Division

Attachments: Agenda



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Plateau Group • P.O. Box 38 • Flagstaff, AZ 86002-0038

23 March 2004

Rick Bowen
Bucher, Willis & Ratliff Corporation
7920 Ward Parkway
Kansas City, MO 64114

SUBJECT: Grand Canyon National Park Airport,
Planning Advisory Committee,
Demand Forecasts

File
2003-074.

RECEIVED

MAR 26 2004

BWR BUCHER, WILLIS & RATLIFF
CORPORATION
KANSAS CITY, MO

Mr. Bowen:

At the 25 February meeting of the Grand Canyon Airport (GCN) Planning Advisory Committee (PAC) meeting, we discussed the revised aviation demand forecasts for GCN, as presented in Chapter 3 of Airport Master Plan Update. At that meeting I made several comments. The purpose of this letter is to reiterate those thoughts and to make related comments based on my recent review of the Plan.

Since none of us can see into the future, forecasts are always difficult. That said, we need to make the best future estimates based on the data available, forecasting tools, and good judgement. Spending my career as an aerospace mechanical engineer, I have made numerous forecasts and estimates, often with limited data so I appreciate the difficulty.

One of the reasons that community members serve on the PAC is to provide judgement and to provide a sanity check on the forecasts made with the forecasting tools and the judgement of the professional planners. As I pointed out at the meeting, the numbers presented to the PAC might be useful as high-estimates, in the context of a low-estimate, high-estimate, best-estimate scheme. However, the numbers appear to be quite high if they are to be considered best-estimates.

There are several reasons that I think the estimates are high.

- The bulk of the airport activity is based on air tour rides. It is not reasonable to predict that the number of air tours will continue to increase in the amounts predicted. This is because of the need to protect natural quiet in Grand Canyon National Park. There is a mandate to protect this important resource because of the *National Parks Overflights Act* of 1987 and because of the *National Park Service Organic Act* of 1916. Just as the number of backpacking permits, river permits, mule rides, parking spaces, hotel rooms, rooms at Phantom Ranch, etc. are limited, the number of air tour rides will most likely be permanently limited. Basing the demand forecasts on unconstrained conditions is not reasonable.

The possible use of larger commuter and/or general aviation aircraft at GCN in the future could have significant impact on the restoration of natural quiet at the park. If the takeoff and landing patterns would be allowed to encroach on the park, there would be new noise that would have to be offset. This would require reduced noise in the rest of the park so that the overall restoration of

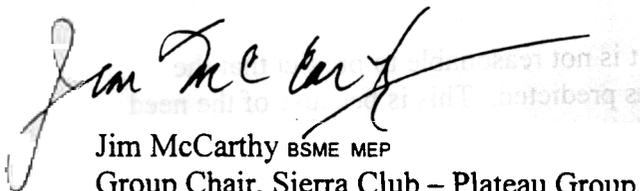
natural quiet would not be compromised. We have to remember that this is not Los Angeles. GCN is in juxtaposition to one of the gem parks in the National Park system. It would be ironic to have park visitors come on aircraft that compromise resources (e.g., natural quiet) of the very park that they want to enjoy.

Current aircraft activity is low compared to before the 9-11 terrorist acts. It is difficult to predict how the 9-11 effect will damp out. The perturbation may be short term or may have permanent effects.

- The Grand Canyon West airport effects on GCN enplanement numbers may be significant. It is difficult to calculate how many of the Las Vegas flights will only go as far as GC West, and not proceed to GCN. I recently heard a presentation by Rory Majenty, director of marketing for the Hualapai Tribe. Their plans for GC West and their agreements with Las Vegas operators are significant.
- I understand that the airport utilization estimates made over the last five to ten years by the FAA for area airports have proven to be high compared to what actually happened. I suggest that the estimates for the St. George and Flagstaff airports be compared to what ended up happening. I suggest that previous estimates for GCN be compared to actual data for GCN.

The implications of accepting the numbers as a solid basis for future action, or alternately with the proverbial "grain of salt," are significant. Both manpower and revenue will be committed on the basis of our estimates. That is the reason that I believe that it is important that I voice my concerns. While the planners certainly made their best effort to predict the most realistic numbers, there was no in-depth peer review of the numbers, as far as I know anyway. The PAC members did view the presentation but that is quite different than an actual analytical review of the study.

In summary, I believe that the estimated numbers of enplanements forecasted for the future are unreasonably high. Further, conclusion based on the estimates will be resultantly skewed. I hope you will accept my interpretations as constructive comment. Please share my comments with the PAC at the next meeting or sooner. It is my pleasure to be involved in this important public process.



Jim McCarthy BSME MEP
Group Chair, Sierra Club – Plateau Group
Member, GCN PAC



United States Department of the Interior



NATIONAL PARK SERVICE
GRAND CANYON NATIONAL PARK
P.O. BOX 129
GRAND CANYON, ARIZONA 86023-0129

IN REPLY REFER TO:

L3215 (GRCA 8211)

MAY 25 2004

Mr. Boyd Heckel
Kimley-Horn & Associates
7600 N15th Street, Suite 250
Phoenix, Arizona 85020

Dear Mr. Heckel:

Grand Canyon National Park personnel were unable to attend the last Planning Advisory Committee (PAC) meeting on the Grand Canyon National Airport Master Plan Update and therefore, pursuant to our review of the February 23, 2004, documents, Working Paper Nos. 2 and 3, below please find our comments on the proposed Master Plan Update.

As a general observation, we are concerned that while the entire document discusses the "unconstrained growth" of the airport and the forecasted doubling of total airport operations, nowhere does it mention FAA's Special Flight Rule Area 50-2 and the legal requirement to achieve substantial restoration of natural quiet at Grand Canyon National Park. Moreover, while the document goes into specific detail about the major increases expected to come from a six-fold increase in air carrier use, a tripling of military use, and a doubling of general aviation and air-taxi or commuter operations by the year 2020, it does not address any means of achieving natural quiet at Grand Canyon National Park (NP). None of the concepts proposed by the Federal Aviation Administration (FAA) or the National Park Service (NPS) to reduce aircraft noise over the park, by either requiring the use of "quiet technology" aircraft, changing the air tour fleet mixture, or by managing the total number of aircraft utilizing the Grand Canyon NP Airport are discussed.

We also note that except for the paragraph on page 3-22, the document does not seem to reflect or incorporate any of our earlier concerns relative to the airport use and our efforts at the park to keep Grand Canyon National Park in its "natural" state for the enjoyment of the 4 to 5 million visitors that travel here to enjoy the natural splendor of the Canyon each year. Specifically, the draft master plan update proposes to extend the airport runway to accommodate future commercial air carrier and air taxi/commuter jet traffic, a six-fold increase over the life of the plan. The document states that current air carrier/taxi operations are adequate, but to accommodate projected air traffic volume and a larger jet air taxi service for 210,000 annual (ASV) operations, numerous changes to the airport configuration, etc., are required. Consequently, we would appreciate a brief explanation of how FAA anticipates that these changes will improve and address the limitations and legal requirements that currently impact the air tour industry, the FAA and the NPS today.

It would also be helpful to understand why the airport improvements are applicable (KEN – would the word "necessary" be better here?) to the Grand Canyon National Park Airport given its unique setting, SFRA 50-2 rules and direction, and its proximity to Grand Canyon National Park. We ask the group to consider a more limited growth platform that could meet the needs of both agencies by addressing aircraft noise limitations and impacts on Grand Canyon NP resources and the visitor experience in the park.

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As two federal agencies involved in myriad partnerships together, our view is that to further the objectives of both agencies and thus our ability to work collaboratively in this arena, this airport should, in the context of future growth and tourism, seek to preserve the unique nature of the park (naturalness and quiet) and supplement the visitor enjoyment of the park experience. Park visitor surveys indicate that respondents were sensitive to the noise and visual intrusion posed by nearby aircraft. However, the current proposed design would result in park visitors hearing and seeing aircraft arriving or departing every one to two minutes (based on hourly capacity values of 55 operations /hour, on page 4-13). This level of air traffic would detract from efforts to maintain an enjoyable tourist experience and keep the gateway community sustainable. It is our sincere hope that the Airport management and the City of Tusayan would acknowledge the benefits that the natural quiet and beauty Grand Canyon National Park and the adjacent area offer by embracing a plan that would optimize, not detract from those qualities.

We think that in order to achieve a doubling of visitation to 711,000 enplanements a year by 2020, there will be a corresponding decrease in the quality of the tourist attraction, and a decrease in the quality of a visitors stay in the park and in the local community of Tusayan. We expect growth, and we support the concept of moderate growth in the local community. However, we are concerned that enlarging the airport and doubling or tripling the current number of flights will be detrimental to the park and the local community.

We also foresee greater aircraft noise issues for the park and community arising out of the proposal to bring in larger commuter jet aircraft. We believe that limiting use of such aircraft adjacent to and over the park allows greater flexibility to address current aircraft noise problems and legal mandates now faced by the NPS. Efforts to return Grand Canyon NP to a more "natural state" for public use and enjoyment requires a community effort and a shared vision of what the Grand Canyon can support both in visitor numbers and in aircraft overflights. As you are aware, Grand Canyon NP is already significantly adversely impacted by visitation and aircraft overflights. We are addressing the visitation impacts as detailed by the park's General Management Plan. We must also address the aircraft overflights impact on the park's natural quiet/soundscape. We are concerned that the proposed development scenarios presented in the Master Plan Update for Grand Canyon National Park Airport will prevent NPS from meeting our goals.

One final aspect of concern is with maintaining aircraft safety in and around the airport. Potential conflict between commuter jet and air tour aircraft with the proposed increase in operations is an issue worthy of analysis. We recommend that these issues be addressed in future draft and final working papers, and concepts to mitigate expected noise impacts included in the final airport Master Plan Update.

Thank you for the opportunity to provide our comments on the draft proposal and working papers. In the future, due to workload and staffing levels at Grand Canyon NP, we would greatly appreciate at least two weeks lead time for us to review the working documents prior to a response deadline.

Sincerely,


Joseph F. Alston *for*
Superintendent

cc:

Bucher, Willis & Ratliff Corp, 7920 Ward Parkway, Kansas City, MO 64114-2021

Michael A. Waller, CM

Brad Weisenburger