

VOLUME 3

# MASTER PLAN

FINAL REPORT

## APPENDIX E

3



Mead  
& Hunt

- GORDLEY GROUP
- PSOMAS
- QUANTUM SPATIAL
- RVI PLANNING +  
LANDSCAPE ARCHITECTURE
- SWCA ENVIRONMENTAL  
CONSULTANTS

**RYAN**

A stylized orange graphic element resembling a wing or a swoosh, positioned above the word "AIRFIELD".

**AIRFIELD**





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# APPENDIX E - PUBLIC INVOLVEMENT

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This appendix documents the coordination and outreach efforts throughout the Master Plan process. This introduction notes the organizations involved, dates of meetings, and other outreach methods. The documents included in this appendix are described at the end of the introduction.

## STAKEHOLDER WORKING GROUP

A Stakeholder Working Group (SWG) was established to engage its members for input and review of working papers, materials, and alternatives early in the planning process.

The SWG consisted of invited members from these organizations:

- ▶ City of Tucson
- ▶ Federal Aviation Administration (FAA)
- ▶ Marana Regional Airport
- ▶ Pascua Yaqui Native American Reservation
- ▶ Pima Association of Governments
- ▶ Pima Community College
- ▶ Pima County
- ▶ Sun Corridor Inc.
- ▶ Tohono O'odham Native American Reservation
- ▶ Tucson Airport Authority (TAA)
- ▶ Tucson Metro Chamber
- ▶ University of Arizona

SWG meetings were held on these dates:

- ▶ SWG Meeting #1 – February 21, 2019
- ▶ SWG Meeting #2 – November 21, 2019
- ▶ SWG Meeting #2a – May 16, 2019
- ▶ SWG Meeting #3 – June 26, 2020
- ▶ SWG Meeting #4 – May 12, 2021

## TECHNICAL ADVISORY COMMITTEE

A Technical Advisory Committee (TAC) was established to engage its members for input and review of working papers, materials, and alternatives early in the planning process. The TAC provided more detailed feedback on operational plan elements due to its familiarity with the Airport.

The TAC consisted of invited members from these organizations:

- ▶ Arizona Department of Transportation – Aeronautics Division (ADOT)
- ▶ Aircraft Owners and Pilots Association (AOPA)
- ▶ BBS Investments
- ▶ Federal Aviation Administration (FAA)
- ▶ SERCO Air Traffic
- ▶ Tucson Airport Authority (TAA)
- ▶ Velocity Air

TAC meetings were held on these dates:

- ▶ TAC Meeting #1 – February 21, 2019
- ▶ TAC Meeting #2 – November 21, 2019
- ▶ TAC Meeting #2a – May 16, 2019
- ▶ TAC Meeting #3 – June 26, 2020
- ▶ TAC Meeting #4 – May 12, 2021

## PUBLIC OPEN HOUSE

Members of the public were invited to contribute to the planning process at an open house opportunity.

The following open houses was held on these dates:

- ▶ Public Open House Meeting #1 – November 21, 2019
- ▶ Public Open House Meeting #2 (Project Mailer) – June 25, 2020
- ▶ Public Open House Meeting #3 – May 12, 2021

## TUCSON AIRPORT AUTHORITY BOARD MEETINGS

As a public entity and governing body of Ryan Airfield (RYN), the Tucson Airport Authority (TAA) holds regular meetings on the second Wednesday of each month on matters concerning the Airport. The Board consists of at least seven, but no more than 11 people elected from the Authority's active membership comprised of up to 60 women and men residing within the service area of the Authority's two airports, Tucson International Airport (TUS) and RYN.



Airport Master Plan documents, information briefs, and updates were presented to the TAA Board on these dates:

- ▶ Board of Directors Meeting #1 – December 5, 2018
- ▶ Board of Directors Meeting #2 – March 4, 2020
- ▶ Board of Directors Meeting #3 – December 2, 2020

Internal Meetings were held on these dates:

- ▶ Airport Goals and Objectives Session – October 26, 2018
- ▶ TAA Staff Team Meeting – October 30, 2018
- ▶ TAA Executive Team Meeting – October 31, 2018
- ▶ TAA Non-Aeronautical Land Use Discussion – June 12, 2019
- ▶ TAA Alternatives Development Charrette – November 12, 2019
- ▶ TAA Executive Team Meeting – October 8, 2020

## **TUCSON AIRPORT AUTHORITY BOARD MEETINGS**

This Appendix contains subsequent information, including the project website, project presentations, informational boards, public survey instruments, survey results, and associated advertisements to support the Master Plan public involvement efforts.

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# RYAN Airfield Master Plan Update

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## TAA Board Meeting

December 5, 2018





# Master Plan Consultant Team

- ✓ Mead & Hunt
- ✓ Gordley Group
- ✓ RVi Planning
- ✓ Psomas
- ✓ Quantum Spatial
- ✓ SWCA



# Expected Outcomes

- ✓ **Comprehensive Recommendations for Layout of Future Airport Facilities**
- ✓ **Reasonable Long-Term Capital Improvement Plan**
- ✓ **Appropriate Documentation of Considerations and Influences**
- ✓ **FAA Approved Airport Layout Plan**
- ✓ **An Airport Master Plan is a Statement of Policy**
  - **Anticipate What We Think Will Happen**
  - **Influence What We Want to Happen**

# Project Approach

- ✓ **Follow FAA Guidance**
- ✓ **Building Block Process**
  - **Inventory**
  - **Forecasts**
  - **Facilities Needs Determination**
  - **Alternatives and Development Plan Formulation**
  - **Financial Plan**



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

## Advisory Circular

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**Subject:** Change 2 to Airport Master Plans

**Date:** 1/27/2015

**AC No.:** 150/5070-6B

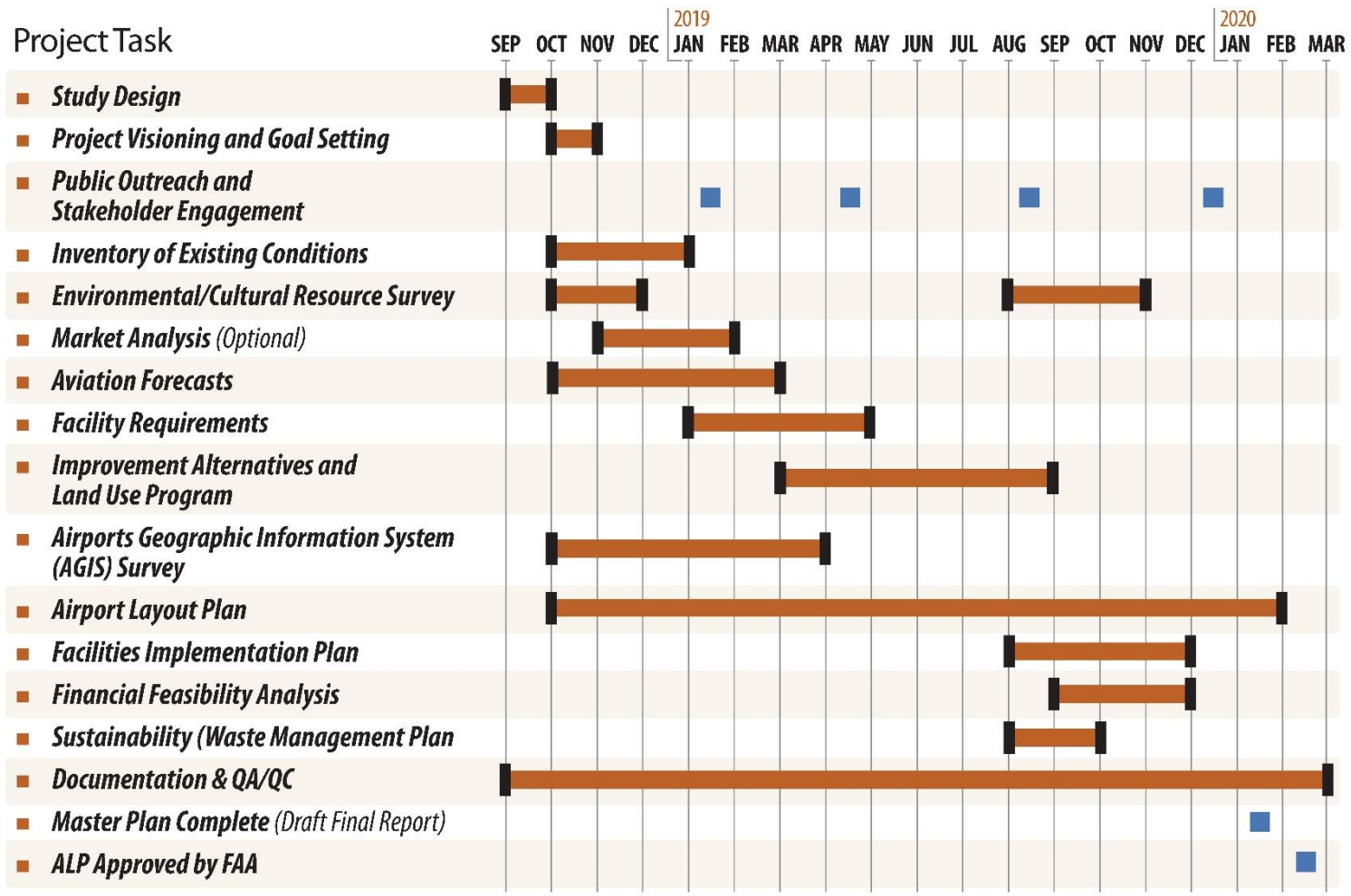
**Initiated by:** APP-400

**Change:** 2

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# PROPOSED PROJECT SCHEDULE



# Identified Master Planning Themes & Goals

- ✓ Recognize airfield standards, safety, and needed improvements including approaches
- ✓ Aircraft parking improvements focused on helicopters
- ✓ Need full service FBO
- ✓ ATCT – need for improved equipment, but lack of floor space
- ✓ Continued focus on land use compatibility planning
- ✓ Identify potentials for financial self-sustainability
- ✓ Plan for non-aeronautical land use in consideration of growth in vicinity
- ✓ Provide facility plan for additional flight training activity
- ✓ Program for drainage improvements

# If the Development of This Master Plan Accomplished One Thing (.....fill in the blank)

- ✓ Financial sustainability
- ✓ More jet traffic
- ✓ Address flooding
- ✓ Full service FBO
- ✓ Having a long-term development plan to focus on
- ✓ Non-aeronautical development
- ✓ Future development potentials
- ✓ Airfield geometry improvements

# Master Plan

## ✓ Team Next Steps

- Inventory Activities
- Production of First Working Paper (Inventory of Existing Conditions, Activity Forecasts)
- First Stakeholder and Technical Advisory Committee Meetings

## ✓ Board Next Steps

- Next meeting with TAA Board at alternatives – Fall 2019
- Board adopts Master Plan – Spring 2020

# Questions?

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Mead&Hunt

# RYAN Airfield Master Plan Update

## Staff Session Kick-Off Meeting

October 30<sup>th</sup>, 2018



# 24 Miles Up, Felix Baumgartner Jumps!





# Mead & Hunt' 20-Year Preparation



Mead & Hunt



# Agenda

- ✓ **Introductions**
- ✓ **Expected Outcomes for Master Planning Process**
- ✓ **Project Approach and Schedule**
- ✓ **Key Planning Issues Identification**
  - Including Consideration of Opportunities & Threats
- ✓ **Goals Identification for Master Plan**
  - Derived From Identified Issues
- ✓ **Presentation Preparation for Executive Session**
  - How should presentation be revised for Executive Session on October 31<sup>st</sup>

# Master Plan Consultant Team

- ✓ Mead & Hunt
- ✓ Gordley Group
- ✓ RVi Planning
- ✓ Psomas
- ✓ Quantum Spatial
- ✓ SWCA

# Expected Outcomes

- ✓ **Comprehensive Recommendations for Layout of Future Airport Facilities**
- ✓ **Reasonable Long-Term Capital Improvement Plan**
- ✓ **Appropriate Documentation of Considerations and Influences**
- ✓ **FAA Approved Airport Layout Plan**

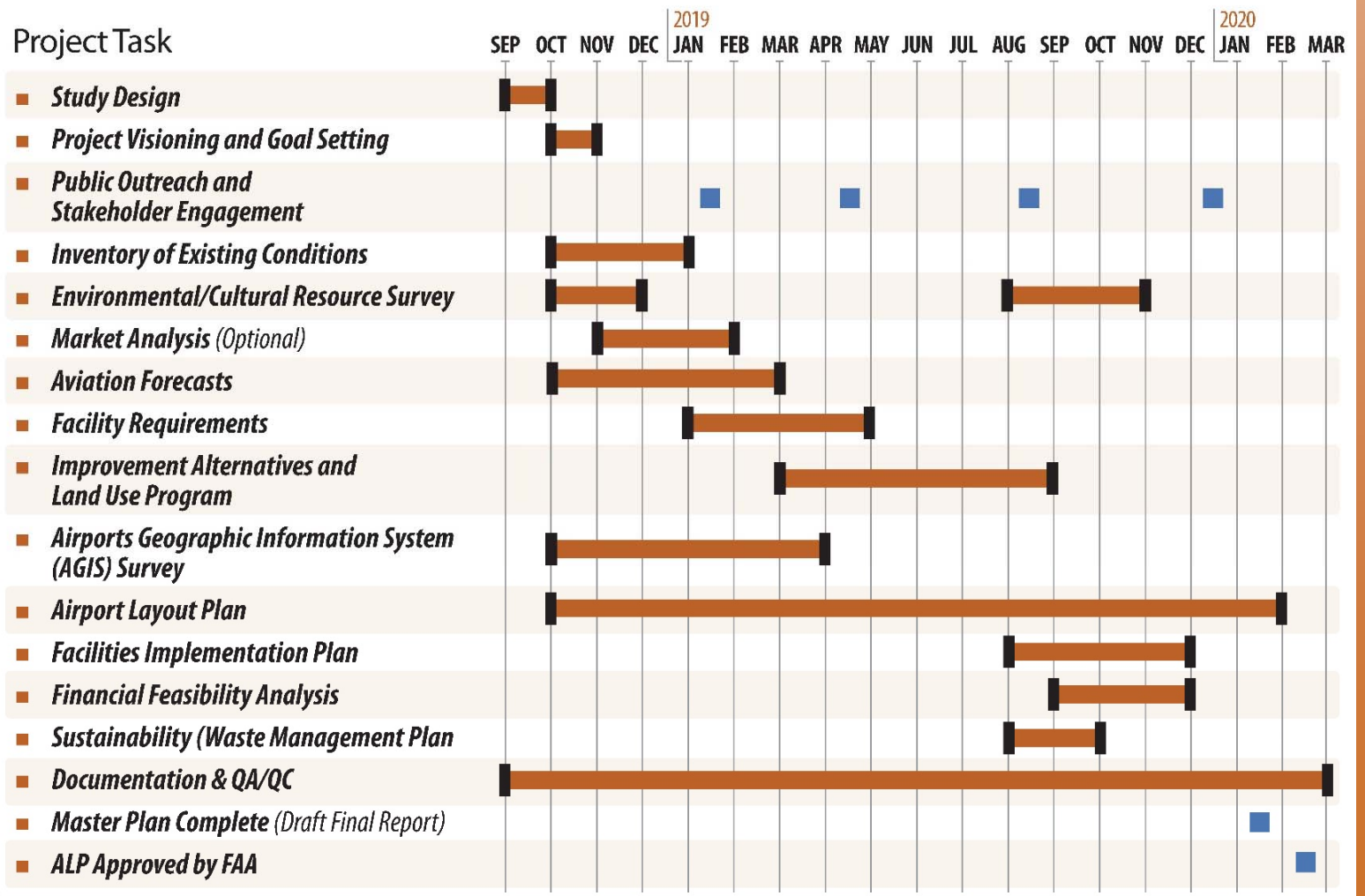
# What is it Really?

- ✓ **An Airport Master Plan is a Statement of Policy**
  - Anticipate What We Think Will Happen
  - Influence What We Want to Happen

# Project Approach

- ✓ **Follow FAA Guidance**
- ✓ **Building Block Process**
  - **Inventory**
  - **Forecasts**
  - **Facilities Needs Determination**
  - **Alternatives and Development Plan Formulation**
  - **Financial Plan**

# PROPOSED PROJECT SCHEDULE



# Public Outreach / Communication

- ✓ Stakeholder Committee (4)
- ✓ Technical Committee (4)
- ✓ Public Information Meeting (2)
- ✓ Web Site
- ✓ Other as Needed



# Key Planning Issues Identification

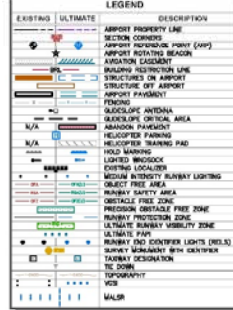
## ✓ Graphic Resources

- Aerial Photo
- Existing Airport Layout Plan
- Existing Layout Constraints
- Environs Land Use Considerations
- On-Airport Land Use Considerations





C:\Users\jacob\Documents\Ryan Airfield\Ryan Airfield.dwg, Printed Date: 04/03/2010 09:40:00 AM, 10/10/2010



RUNWAY END COORDINATES (NAD 83)			
RUNWAY	LATITUDE	LONGITUDE	
EXISTING RUNWAY 6R	32° 06' 24.54" N	111° 12' 45.46" W	
ULTIMATE RUNWAY 6R	32° 06' 24.54" N	111° 12' 45.46" W	
EXISTING RUNWAY 24L	32° 06' 43.87" N	111° 09' 43.58" W	
EXISTING RUNWAY 24R	32° 06' 39.36" N	111° 09' 50.87" W	
EXISTING RUNWAY 24R	32° 06' 44.79" N	111° 10' 03.52" W	
ULTIMATE RUNWAY 24R	32° 06' 44.79" N	111° 10' 03.52" W	
EXISTING RUNWAY 10	32° 06' 43.20" N	111° 12' 48.50" W	
ULTIMATE RUNWAY 10	32° 06' 43.20" N	111° 12' 48.50" W	
EXISTING RUNWAY 33	32° 06' 04.52" N	111° 12' 38.54" W	

EXISTING RUNWAY END COORDINATES NOTED IN ABOVE TABLE FROM ASS DATASHEET SYSTEMS. <http://www.faa.gov/ats/atsweb/>

SURVEY CONTROL STATIONS			
ID	PERMANENT CENTER	LATITUDE	LONGITUDE
RIN A	A06837	32° 06' 38.42" N	111° 10' 36.82" W
RIN B	A06838	32° 06' 28.77" N	111° 10' 46.73" W
RIN C	A06839	32° 06' 35.85" N	111° 10' 23.55" W

RIN A SETTING: IN TOP OF CONCRETE MONUMENT FLUSH WITH GROUND  
RIN B SETTING: IN PRECAST CONCRETE POST SETBACK IN GROUND  
RIN C SETTING: STAINLESS STEEL ROD N/4" DIAMETER (CP 1)

- GENERAL NOTES:**
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83, STATE PLANE, ARIZONA CENTRAL, FIPS 5002, VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
  - ALL EXISTING RUNWAY END ELEVATIONS, COORDINATES, AND BEARINGS NOTED IN THIS ALP FROM ASS DATASHEET SYSTEMS. <http://www.faa.gov/ats/atsweb/> FOR STANTEC CONSULTING.
  - SURVEY OF ON AIRPORT ENVIRONS PROVIDED BY STANTEC CONSULTING.
  - ALL ULTIMATE COORDINATES CALCULATED WITH GEOSHA.
  - NO OFZ PENETRATIONS.
  - SEE AIRPORT LAND USE DRAWING, SHEET 18 OF 18 FOR RECOMMENDED LAND USES WITHIN THE AIRPORT ENVIRONS.

FAA APPROVAL STAMP

FOR APPROVAL BY  
Tucson Airport Authority

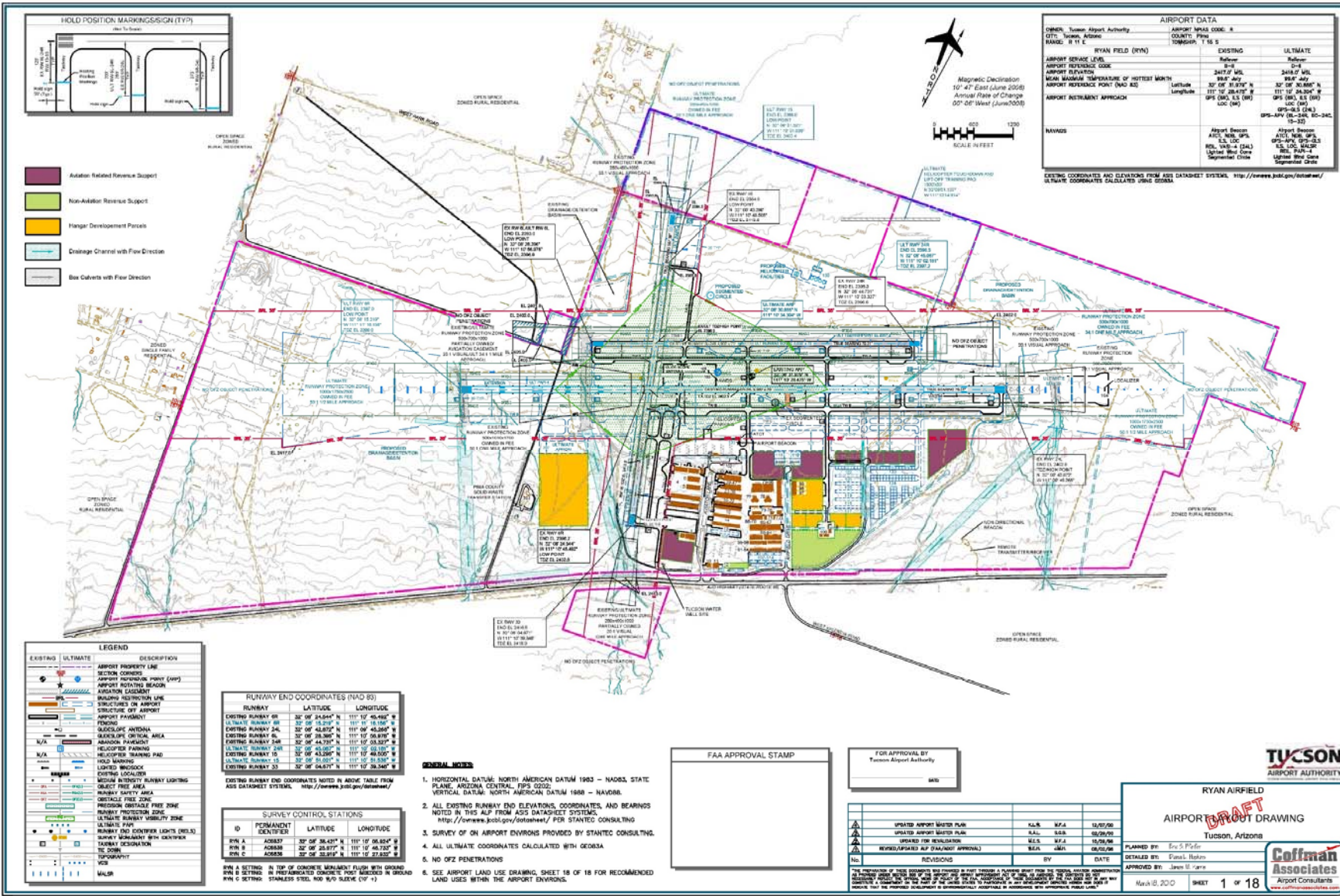
REVISIONS	BY	DATE
1. UPDATED AIRPORT MASTER PLAN	SLS	03/07/09
2. UPDATED AIRPORT MASTER PLAN	SLS	03/07/09
3. UPDATED FOR REVISION	SLS	03/07/09
4. REDESIGNED ALP FOR APPROVAL	SLS	03/07/09

RYAN AIRFIELD  
AIRPORT MASTER PLAN  
Tucson, Arizona

PLANNED BY: Eric S. Pifer  
DESIGNED BY: David R. Hahn  
APPROVED BY: James G. Carr  
March 8, 2010

**Coffman Associates**  
Airport Consultants  
[www.coffmanassociates.com](http://www.coffmanassociates.com)

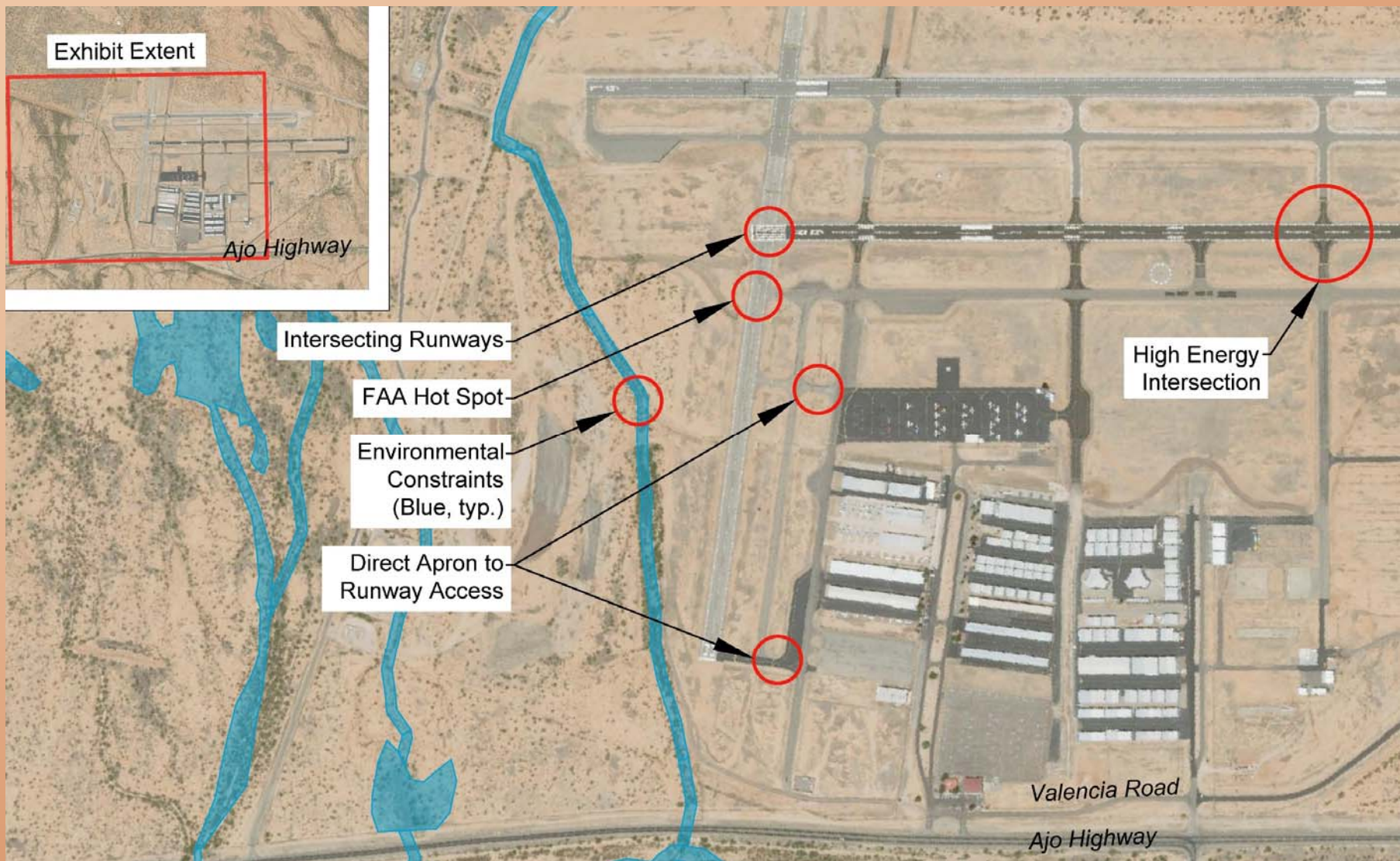
SHEET 1 OF 18



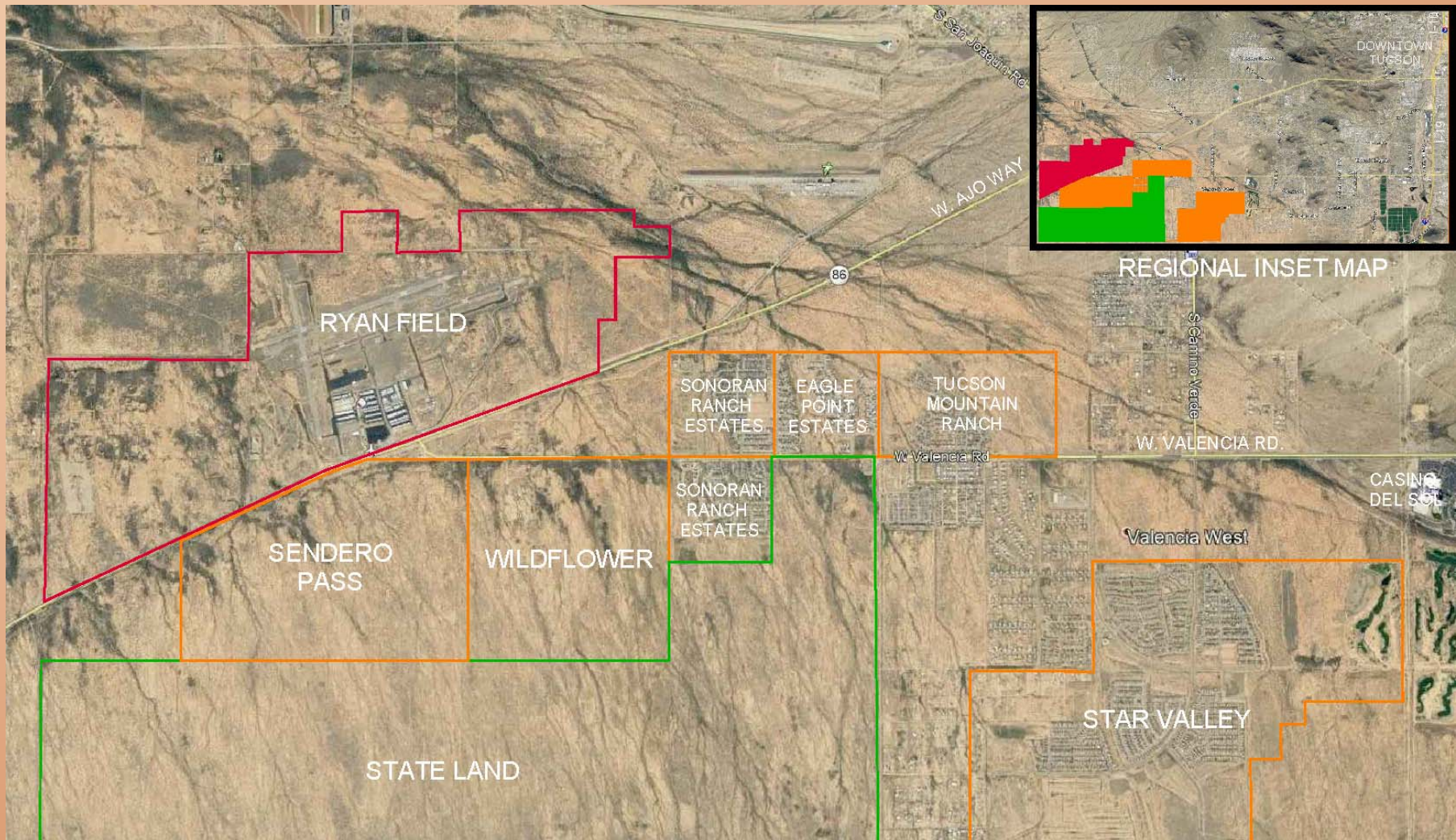
AIRPORT DATA			
OWNER: Tucson Airport Authority	CITY: Tucson, Arizona	COUNTY: Pima	TOWNSHIP: 1 N 5 E
BASED: 8 1/2 E	RYAN FIELD (RYN)	EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL	Below	8-9	Below
AIRPORT REFERENCE CODE	3417.0 USL	3417.0 USL	3417.0 USL
AIRPORT ELEVATION	32° 06' 39.36" N	32° 06' 39.36" N	32° 06' 39.36" N
MEAN SEA LEVEL TEMPERATURE OF HIGHEST MONTH	111° 10' 03.52" W	111° 10' 03.52" W	111° 10' 03.52" W
AIRPORT REFERENCE POINT (NAD 83)	GPS (NAD 83) 32° 06' 39.36" N	GPS (NAD 83) 32° 06' 39.36" N	GPS (NAD 83) 32° 06' 39.36" N
AIRPORT INSTRUMENT APPROACH	LOC (NAD 83) 32° 06' 39.36" N	LOC (NAD 83) 32° 06' 39.36" N	LOC (NAD 83) 32° 06' 39.36" N
NAVIGS	Altimeter Setting: 29.92 inHg	Altimeter Setting: 29.92 inHg	Altimeter Setting: 29.92 inHg
	Altimeter Setting: 29.92 inHg	Altimeter Setting: 29.92 inHg	Altimeter Setting: 29.92 inHg

EXISTING COORDINATES AND ELEVATIONS FROM ASS DATASHEET SYSTEMS. <http://www.faa.gov/ats/atsweb/>  
ULTIMATE COORDINATES CALCULATED USING GEOSHA





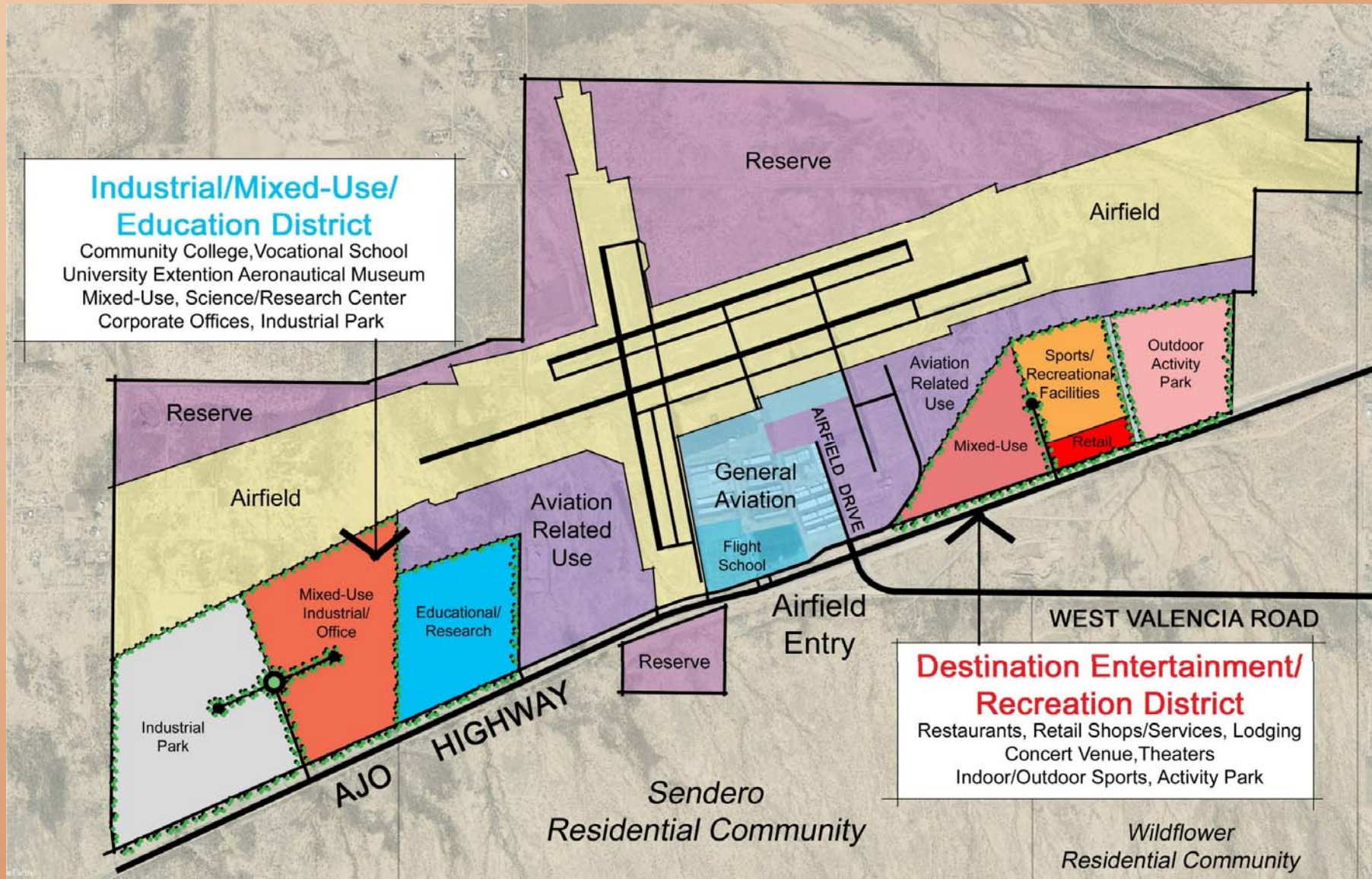






### Industrial/Mixed-Use/ Education District

Community College, Vocational School  
University Extension Aeronautical Museum  
Mixed-Use, Science/Research Center  
Corporate Offices, Industrial Park



### Destination Entertainment/ Recreation District

Restaurants, Retail Shops/Services, Lodging  
Concert Venue, Theaters  
Indoor/Outdoor Sports, Activity Park

# Key Planning Issue Identification

## ✓ Issues

- Associated Strength/Opportunity (positive)
- Associated Weakness/Threat (negative)



# Identification of Master Planning Goals

- ✓ Group discussion

# If the Development of This Master Plan Accomplished One Thing

✓ ..... (fill in the blank)

# 24 Miles Up, Felix Baumgartner Jumps!



# Master Plan = Spin Control

- ✓ Anticipate What We Think Will Happen
- ✓ Influence What We Want to Happen



# Help Us Customize this Presentation for Tomorrow's Executive Kickoff Session

- ✓ Initial concept – review issues and goals identified in staff session and get additional input from executives

# Master Plan

## ✓ Next Steps

- Inventory Activities
- Production of First Working Paper (Inventory of Existing Conditions, Activity Forecasts)
- First Stakeholder and Technical Advisory Committee Meetings (July 2018)

Mead&Hunt

# Thank You Partners and Goodbye for Now!

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TUCSON AIRPORT AUTHORITY

**RYAN**  
AIRFIELD





Mead&Hunt

# RYAN Airfield Master Plan Update

## Executive Session Kick-Off Meeting

October 31<sup>th</sup>, 2018



# 24 Miles Up, Felix Baumgartner Jumps!





# Mead & Hunt's 20-Year Preparation



Mead & Hunt



# Agenda

- ✓ Introductions
- ✓ Expected Outcomes for Master Planning Process
- ✓ Project Approach and Schedule
- ✓ Review of Airport Staff's Identified Key Planning Issues
- ✓ Identified Themes and Goals
- ✓ If the Development of This Master Plan Accomplished One Thing  
.....(fill in the blank)
- ✓ Next Steps

# Master Plan Consultant Team

- ✓ Mead & Hunt
- ✓ Gordley Group
- ✓ RVi Planning
- ✓ Psomas
- ✓ Quantum Spatial
- ✓ SWCA

# Expected Outcomes

- ✓ **Comprehensive Recommendations for Layout of Future Airport Facilities**
- ✓ **Reasonable Long-Term Capital Improvement Plan**
- ✓ **Appropriate Documentation of Considerations and Influences**
- ✓ **FAA Approved Airport Layout Plan**

# What is it Really?

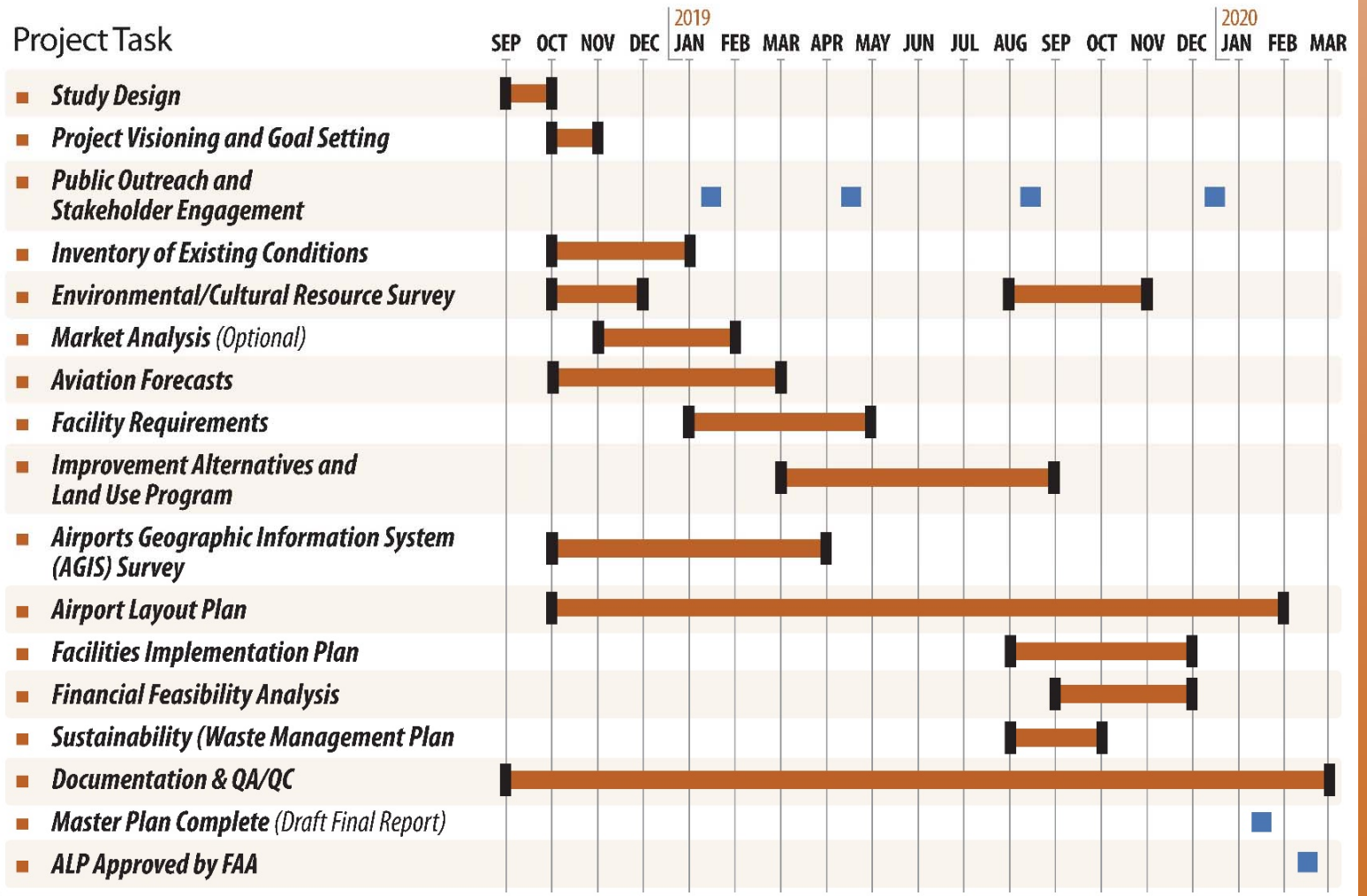
- ✓ **An Airport Master Plan is a Statement of Policy**
  - Anticipate What We Think Will Happen
  - Influence What We Want to Happen



# Project Approach

- ✓ **Follow FAA Guidance**
- ✓ **Building Block Process**
  - **Inventory**
  - **Forecasts**
  - **Facilities Needs Determination**
  - **Alternatives and Development Plan Formulation**
  - **Financial Plan**

# PROPOSED PROJECT SCHEDULE



# Key Planning Issues Identification

## ✓ Graphic Resources

- Aerial Photo
- Existing Airport Layout Plan
- Existing Layout Constraints
- Environs Land Use Considerations
- On-Airport Land Use Considerations

# Key Planning Issue Identification Exercise

## ✓ Issues

- Associated Strength/Opportunity (positive)
- Associated Weakness/Threat (negative)

# Identified Master Planning Themes & Goals

- ✓ Recognize airfield deficiencies and needed improvements including approaches
- ✓ Aircraft parking improvements focused on helicopters
- ✓ Need full service FBO
- ✓ ATCT – need for improved equipment, but lack of floor space
- ✓ Continued focus on land use compatibility planning
- ✓ Identify potentials for financial self-sustainability
- ✓ Plan for non-aeronautical land use in consideration of growth in vicinity
- ✓ Provide facility plan for additional flight training activity
- ✓ Program for drainage improvements

# **If the Development of This Master Plan Accomplished One Thing** (.....fill in the blank)

- ✓ **Financial sustainability**
- ✓ **More jet traffic**
- ✓ **Address flooding**
- ✓ **Full service FBO**
- ✓ **Having a long-term development plan to focus on**
- ✓ **Non-aeronautical development**
- ✓ **Future development potentials**
- ✓ **Airfield geometry improvements**

# 24 Miles Up, Felix Baumgartner Jumps!





# Master Plan = Spin Control

- ✓ Anticipate What We Think Will Happen
- ✓ Influence What We Want to Happen



# Master Plan

## ✓ Next Steps

- Inventory Activities
- Production of First Working Paper (Inventory of Existing Conditions, Activity Forecasts)
- First Stakeholder and Technical Advisory Committee Meetings

Mead&Hunt

# Thank You Partners and Goodbye for Now!

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TUCSON AIRPORT AUTHORITY

**RYAN**  
AIRFIELD



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**Ryan Field Master Plan Update**  
**Stakeholder Working Group Meeting #1**  
**Ryan Airfield Conference Room**  
**Thursday, Feb. 21, 2019**

**Project Team** - Tucson Airport Authority: Scott Robidoux, Mike Smejkal; Mead & Hunt: Chris Hacker, Mitch Hooper, Patricia Song; Gordley Group: C.T. Revere

**Stakeholder Working Group** – Pima County: John Voorhees, Chris Poirier (on telephone); City of Tucson: Koren Manning (on telephone); Pima Association of Governments: Rick Ellis; Sun Corridor Inc.: David Welsh; Marana Airport: Steve Miller (on telephone); University of Arizona: Julie Katsel, Kristina Currans (on telephone)

Chris Hacker, Mitch Hooper and Patricia Song made a PowerPoint presentation providing an overview of existing conditions and operational forecasts at Ryan Airfield, as well as the goals and schedule for the Master Plan Update to the TAC. Comments and questions included the following:

- Land ownership in the vicinity of the airfield is a critical component of economic development potential. The University of Arizona is a significant land holder in the vicinity.
- Plans for developing property at Valencia Road and Ajo Way (State Route 86) remain in effect, with entitlements in place, but no recent activity.
- Development plans along Ajo Way and Valencia Road drove the Arizona Department of Transportation projects to widen and divide the highway, but activity has been “hit and miss.”
- Compatible land use is a concern with a flight school, which would require dorm-like multi-housing, which is incompatible with aviation activities, even though it would house aspiring pilots.
- The residential developments entitled or planned for the vicinity around the airfield will offer homes in the \$180,000 to \$250,000 range, not the high-end homes that would attract people with the means to own and pilot an aircraft.
- Proximity to the home or workplace of pilots is a significant factor in their choice of airfields to base their aircraft. Not much exists in the area of Ryan Airfield to draw new aviators.
- Sun Corridor Inc. has been assisting Tucson Airport Authority with economic development since May 2018 and has 10-12 potential investors in their pipeline, including three potential flight school operators. Sun Corridor feels a flight school “is going to happen.”
- The potential for economic development with a flight school and without a flight school are markedly different.

- The international need for more pilots is a factor in who is interested in operating a flight school at Ryan Field. Chinese interest would invigorate the airfield, but wouldn't result in more trained pilots in the United States.
- If a flight school comes and more pilots use Ryan Airfield, they need amenities, including dining and recreation.
- The area is lacking in retail outlets. Can the property fronting Ajo Way be used for stores?
- TAA is switching the sewage system at Ryan Airfield from a septic system to a Pima County Wastewater system (sewer) to accommodate development.
- Awareness of anything that would discourage economic development or residential growth is critical.
- Restrictions to development include height restrictions on structures, setbacks from the Runway Protection Zone and land uses that are incompatible with aviation activity. No churches, schools or public parks would be compatible.
- A flight school makes sense for Ryan Airfield but not for Tucson International Airport. Each airport plays a role in a regional system and they must target growth based on their strengths.
- There is no demand for surface transit between Tucson International Airport and Ryan Airfield.



Mead&Hunt

# Tucson Airport Authority

Ryan Airfield

Airport Master Plan

Stakeholder Working Group Meeting #1

February 21, 2019

TUCSON AIRPORT AUTHORITY

**RYAN**  
AIRFIELD





# Agenda

- Introductions and Opening Comments
- Expected Outcomes for Master Planning Process
- Project Approach and Schedule
- Master Plan Working Group and Committee Roles
- Inventory of Existing Conditions
- Key Planning Issues Identification
- Forecasts of Aviation Activity
- Questions & Comments
- Next Steps

# Project Team

- Tucson Airport Authority and Staff
- Federal Aviation Administration (FAA)
- Arizona Department of Transportation - Aeronautics Division (ADOT)
- Consultants

The logo for Mead&Hunt, featuring the company name in white serif font on a red rectangular background.The logo for RVi, with the letters 'RVi' in green and orange, and the tagline 'Open the Outdoors' in small black text below.The logo for PSOMAS, consisting of a solid blue square with the letters 'P S O M A S' in white, spaced out.The logo for Gordley Group, featuring a colorful graphic of three overlapping speech bubbles (orange, yellow, and blue) above the text 'GORDLEY GROUP' in a bold, sans-serif font.The logo for SWCA, with the letters 'SWCA' in a bold, blue, sans-serif font, followed by a registered trademark symbol.The logo for Quantum Spatial, featuring a stylized blue 'Q' followed by the words 'quantum' and 'SPATIAL' in a sans-serif font.A small version of the Mead&Hunt logo, with the name in red and grey text.The logo for Ryan Airfield, featuring the text 'TUCSON AIRPORT AUTHORITY' in small letters above 'RYAN' in large, bold, black letters, with 'AIRFIELD' in smaller letters below. A white swoosh graphic is on the right.

# Master Plan

- Statement of Policy
  - Anticipate what we THINK will happen
  - Influence what we WANT to happen



# Study Introduction

- Master Plan is:
  - A 20-year facilities plan with a focus on:
    - Runway layout
    - Noise and land use compatibility
    - Long-term aviation development
  - FAA sponsored document
    - Must show facilities meeting FAA design criteria
    - Used to justify future improvements that require FAA funding

# Study Introduction

- Master Plan is not:
  - A business plan or a marketing plan
  - A wish list or guarantee of FAA funding
  - A document binding airport management to build something
  - A document that sets management policies (but it can inform them)



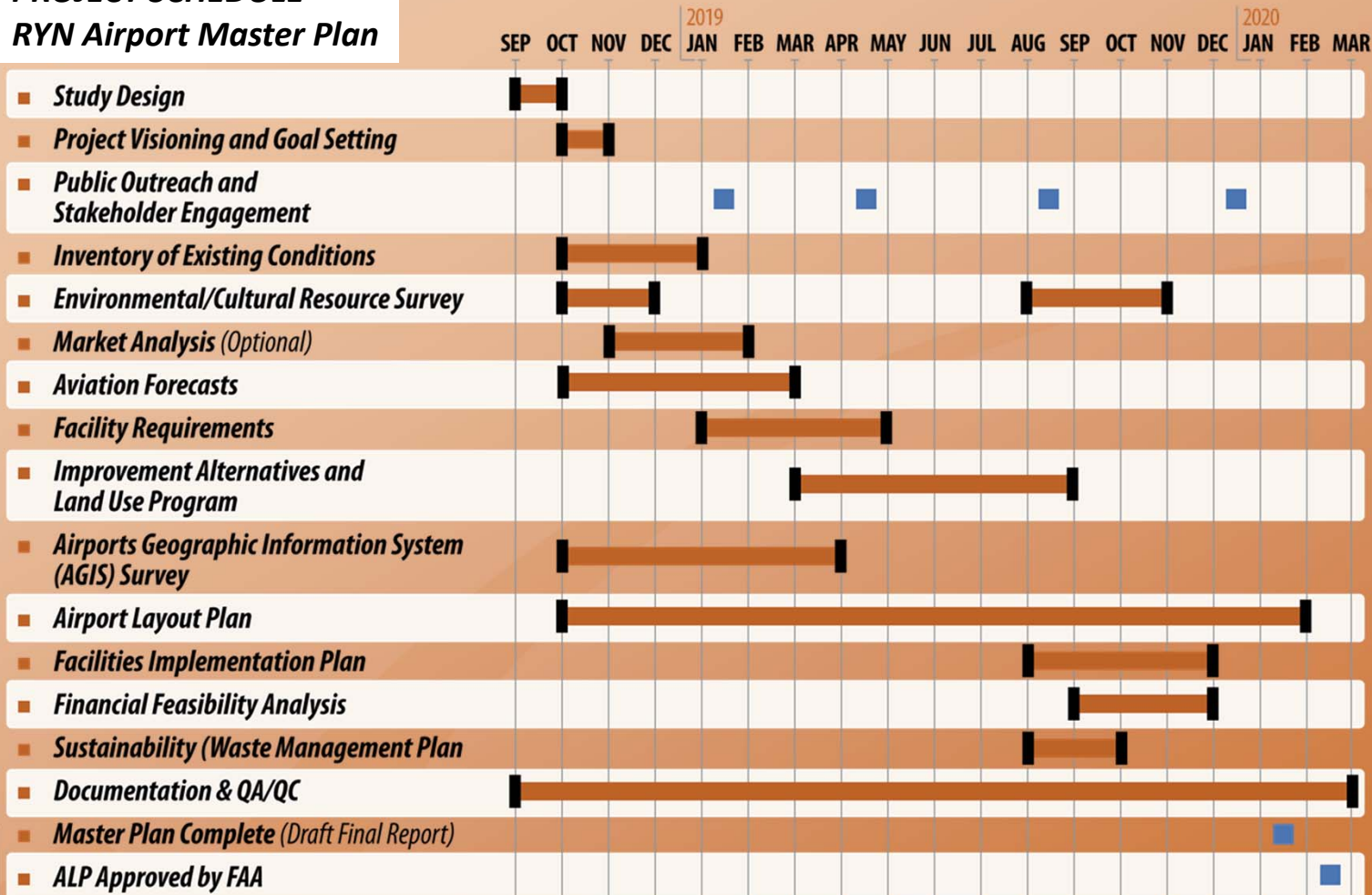
# Expected Outcomes

- Comprehensive recommendations for layout of future airport facilities
- Reasonable long-term capital improvement plan
- Appropriate documentation of considerations and influences
- FAA approved Airport Layout Plan (ALP)

# Public Outreach

- Airport Authority Briefings
- Stakeholder Committee Meetings
- Technical Committee Meetings
- Public Outreach Workshops
- Newsletter
- Project Website
  - <http://www.ryanmasterplan.com>

## PROJECT SCHEDULE RYN Airport Master Plan



# Master Plan Working Group & Committee Roles

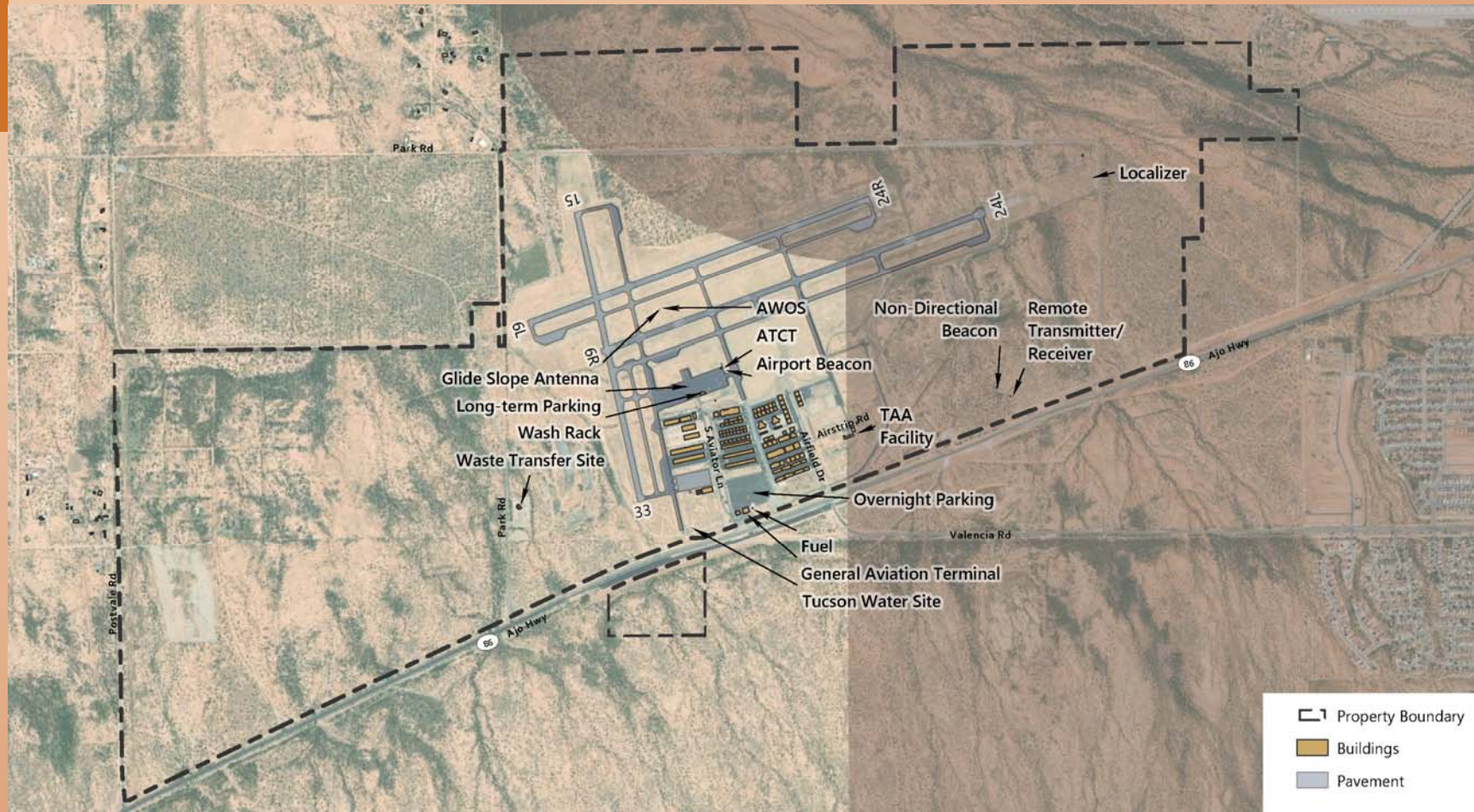
- Stakeholder Working Group
  - Local and regional influences
  - Examines issues from a high level and regional perspective
    - I.E. – Services and activities provided
- Technical Advisory Committee
  - On-airport or airport operational interests
  - Hold technical knowledge
  - Examines issues from a technical perspective
    - I.E. – Runway length, critical aircraft, etc..
- Provide feedback on draft work products at key milestones
- Non-voting groups and INPUT is CRITICAL!

# Inventory of Existing Conditions

- Airport Role
- Airport Background
- Airport Facilities Inventory
  - Airside Facilities
  - Landside Facilities
  - Terminal Area
  - Airspace System and NAVAIDS
- Airport Environment
- Issues Summary



# Airport Role - Facilities



Mead Hunt

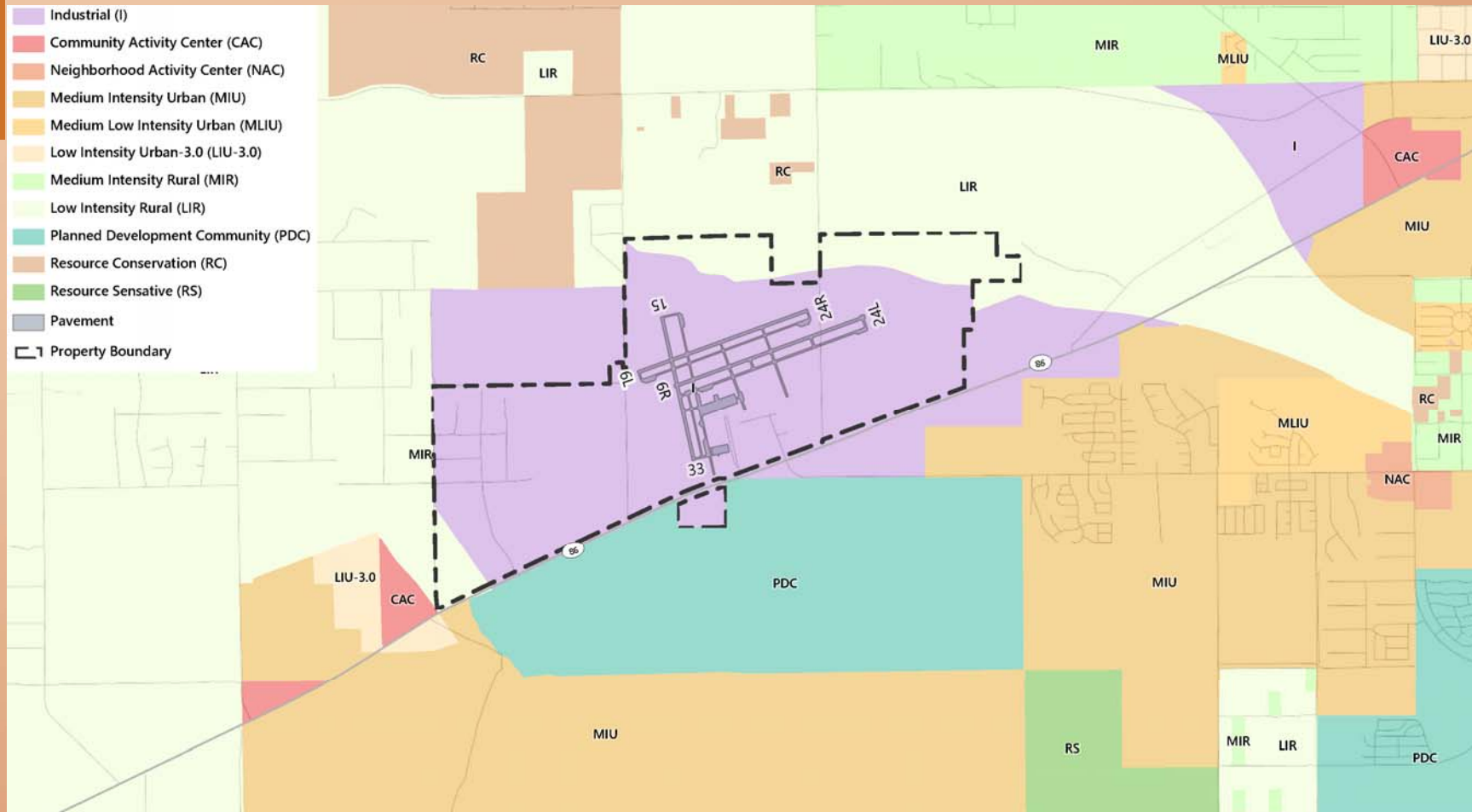


# Airport Role – Terminal Area





# Off-Airport Land Use - Intensity



# Key Planning Issues Discussion

- Maximize the safety and efficiency of RYN
- Address potential airfield deficiencies and needed improvements
- Maximize aeronautical and non-aeronautical development
- Continue to work with the surrounding communities to promote compatible land use
- Promote a Capital Improvement Plan that provides financial sustainability
- Recognize environmental constraints for development
- Identify on airport utilities infrastructure and drainage improvements

# Aviation Activity Forecast Development



# Overview

- Background
- General Aviation Operations
- Based Aircraft
- Summary



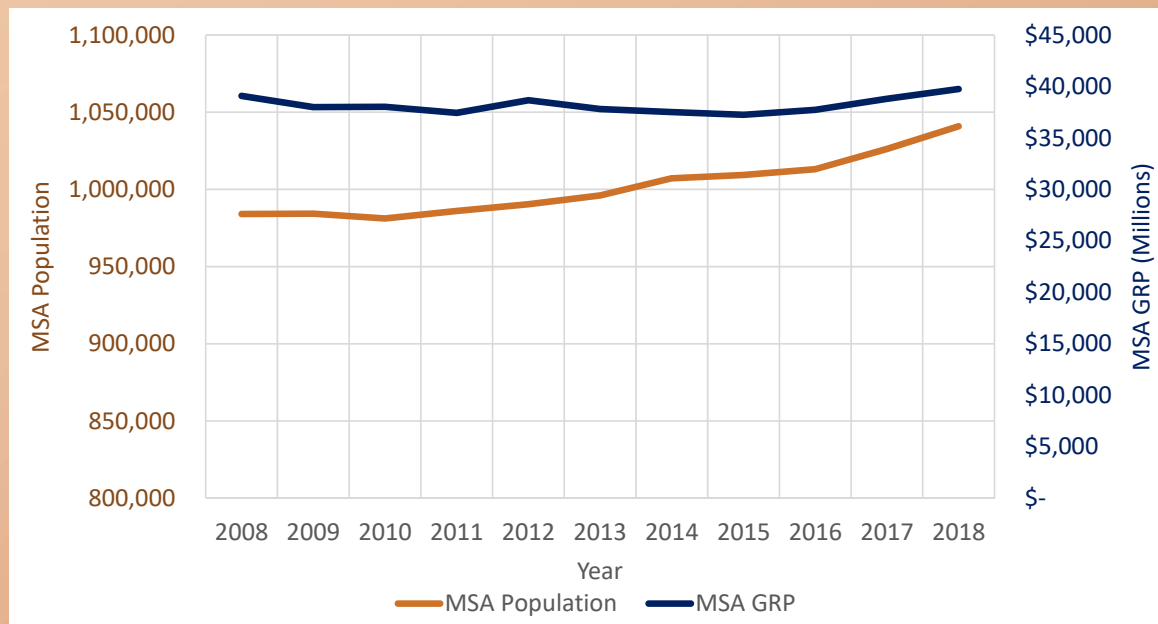
# Introduction to Forecasts

- Questions being addressed
  - What drives demand?
  - What factors might influence demand?
  - Will recent conditions persist in the long-term?
  - What types of aircraft will be used at RYN in the future?

# Background - Socioeconomics

- Tucson MSA
- Community Profile
  - Population – OEO Medium Forecast
  - Employment and Economy – Woods & Poole
  - Regional General Aviation Market
- National Gross Domestic Product

# Background - Population

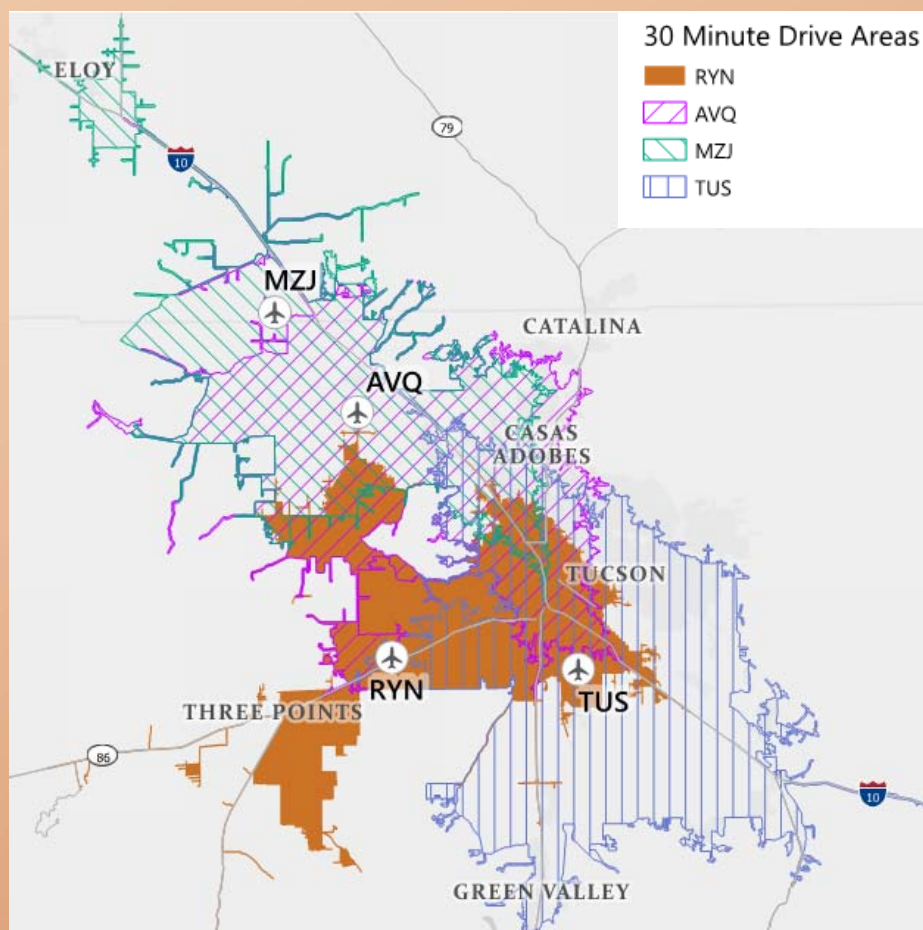


## Tucson MSA Gross Regional Product

Calendar Year	GRP	Percent Change
2008	\$39,088	N/A
2018	\$37,804	4.5%
2038	\$39,744	4.1%
CAGR (2008-2018)	0.2%	N/A
CAGR (2018-2038)	1.8%	N/A
CAGR: Compound Average Growth Rate		

Calendar Year	Population	Percent Change
2008	984,032	N/A
2018	1,040,840	4.5%
2038	1,257,651	4.1%
CAGR (2008-2018)	0.6%	N/A
CAGR: Compound Average Growth Rate		

# Background – Regional GA Market



Source: ESRI

Mead & Hunt

## 2010 Regional Market Share

Airport	Itinerant GA Operations	Local GA Operations	Based Aircraft
Ryan (RYN)	39%	38%	31%
Marana (AVQ)	20%	42%	39%
Pinal (MZJ)	0%	4%	0%
International (TUS)	40%	16%	30%

## 2018 Regional Market Share

Airport	Itinerant GA Operations	Local GA Operations	Based Aircraft
Ryan (RYN)	34%	38%	33%
Marana (AVQ)	30%	35%	28%
Pinal (MZJ)	1%	6%	1%
International (TUS)	36%	20%	39%



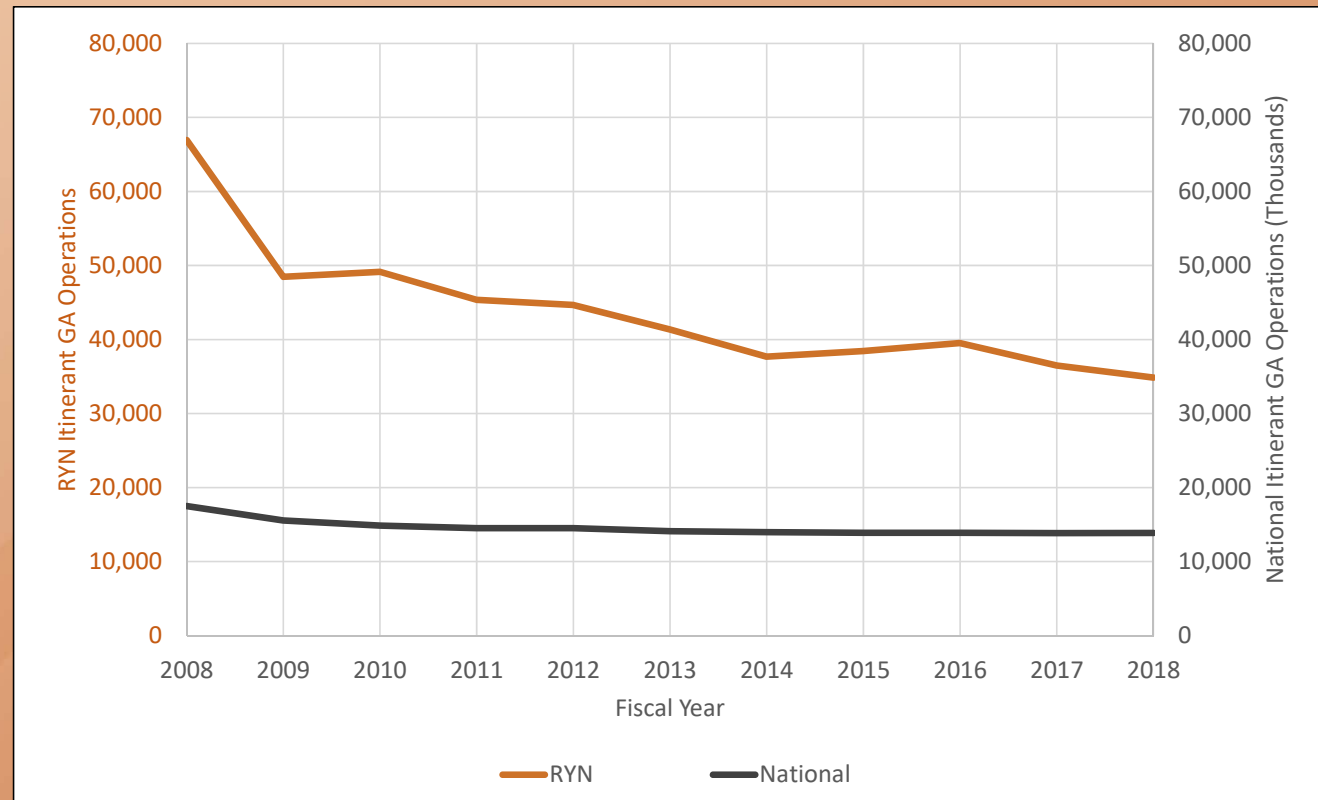


# General Aviation Forecast

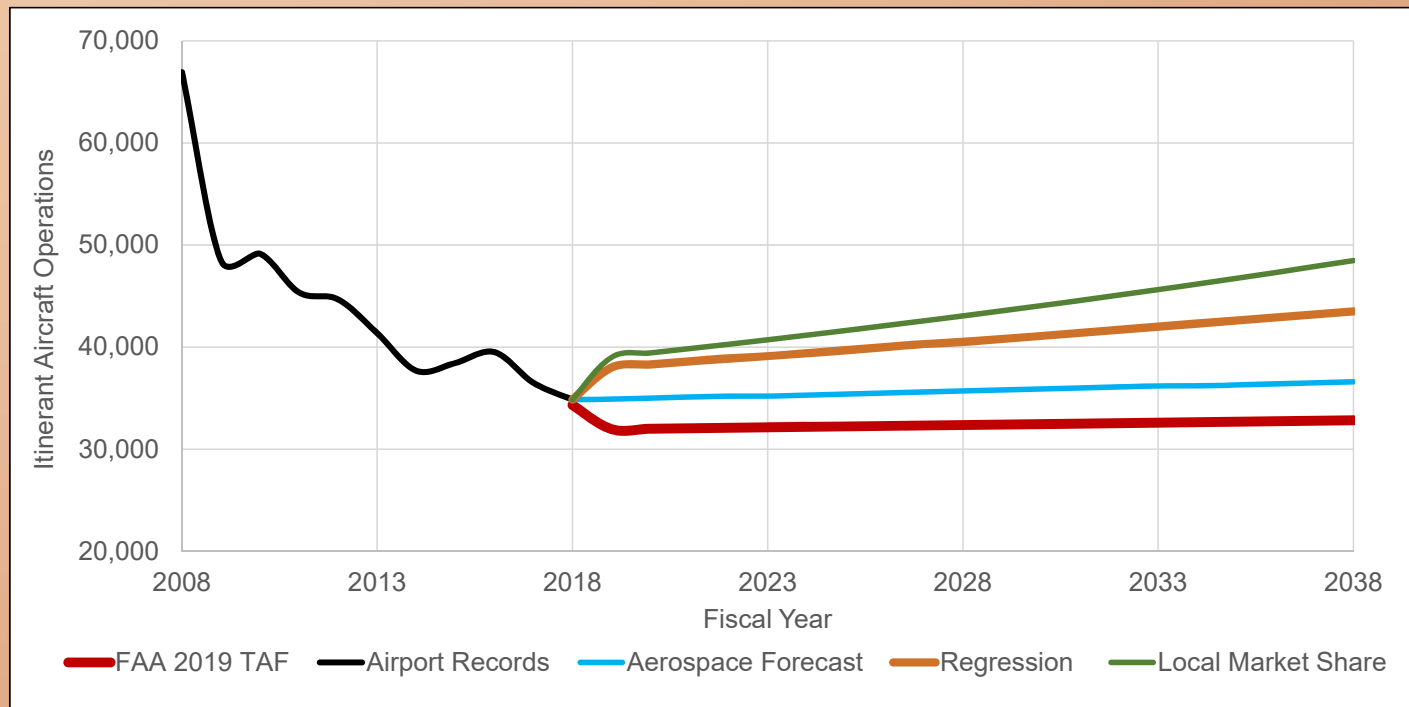
- Itinerant GA Operations
- Local GA Operations
- Military Operations
- Based Aircraft

# Itinerant General Aviation Operations

Fiscal Year	RYN	% Change
2008	66,933	--
2009	48,461	-27.6%
2010	49,144	1.4%
2011	45,347	-7.7%
2012	44,673	-1.5%
2013	41,361	-7.4%
2014	37,684	-8.9%
2015	38,446	2.0%
2016	39,510	2.8%
2017	36,499	-7.6%
2018	34,859	-4.5%
CAGR (5 year)	-3.4%	N/A
CAGR (10 year)	-6.3%	N/A



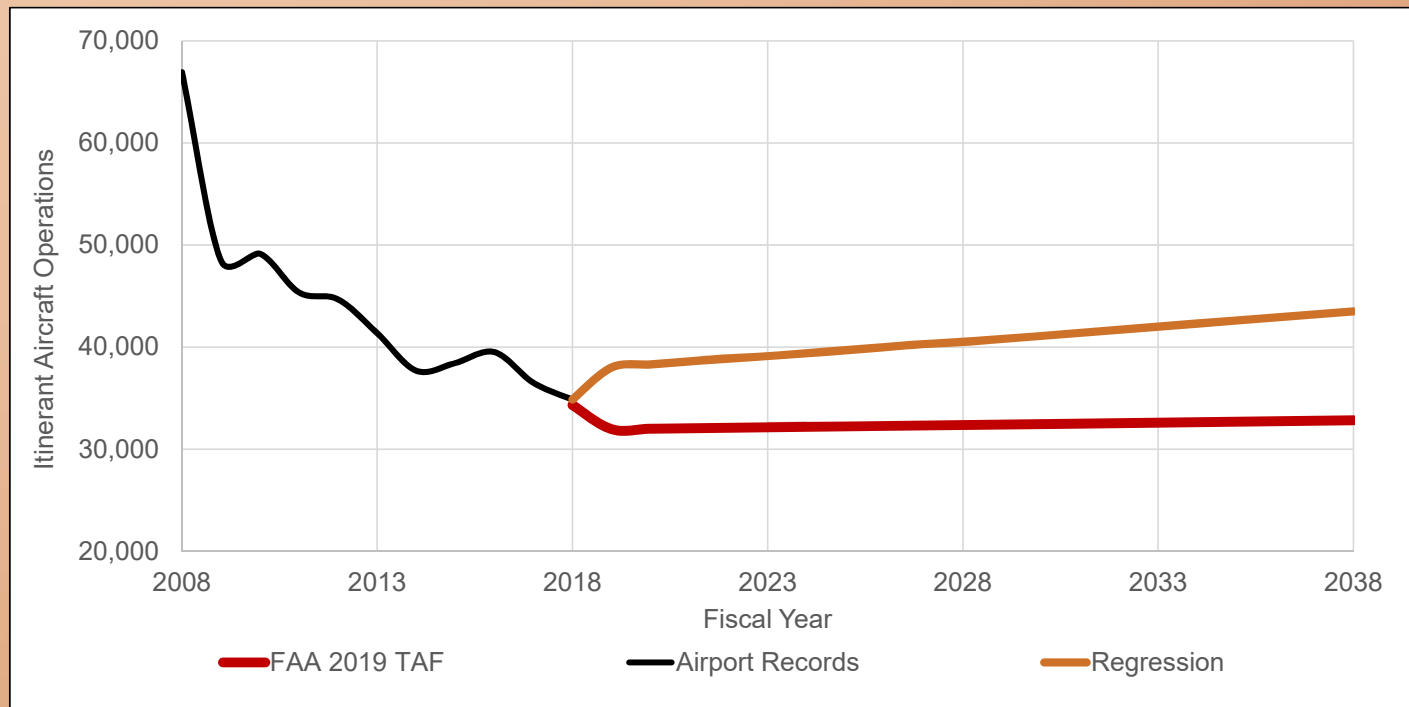
# Itinerant General Aviation Operations



Fiscal Year	Regression	Aerospace	Local Market Share	2018 TAF
2018	34,859	34,859	34,859	34,321
2023	39,100	35,200	40,720	32,138
2028	40,500	35,700	43,055	32,366
2033	42,000	36,200	45,632	32,596
2038	43,500	36,600	48,481	32,826
CAGR	1.1%	0.2%	1.7%	-0.2%

CAGR: Compound Annual Growth Rate

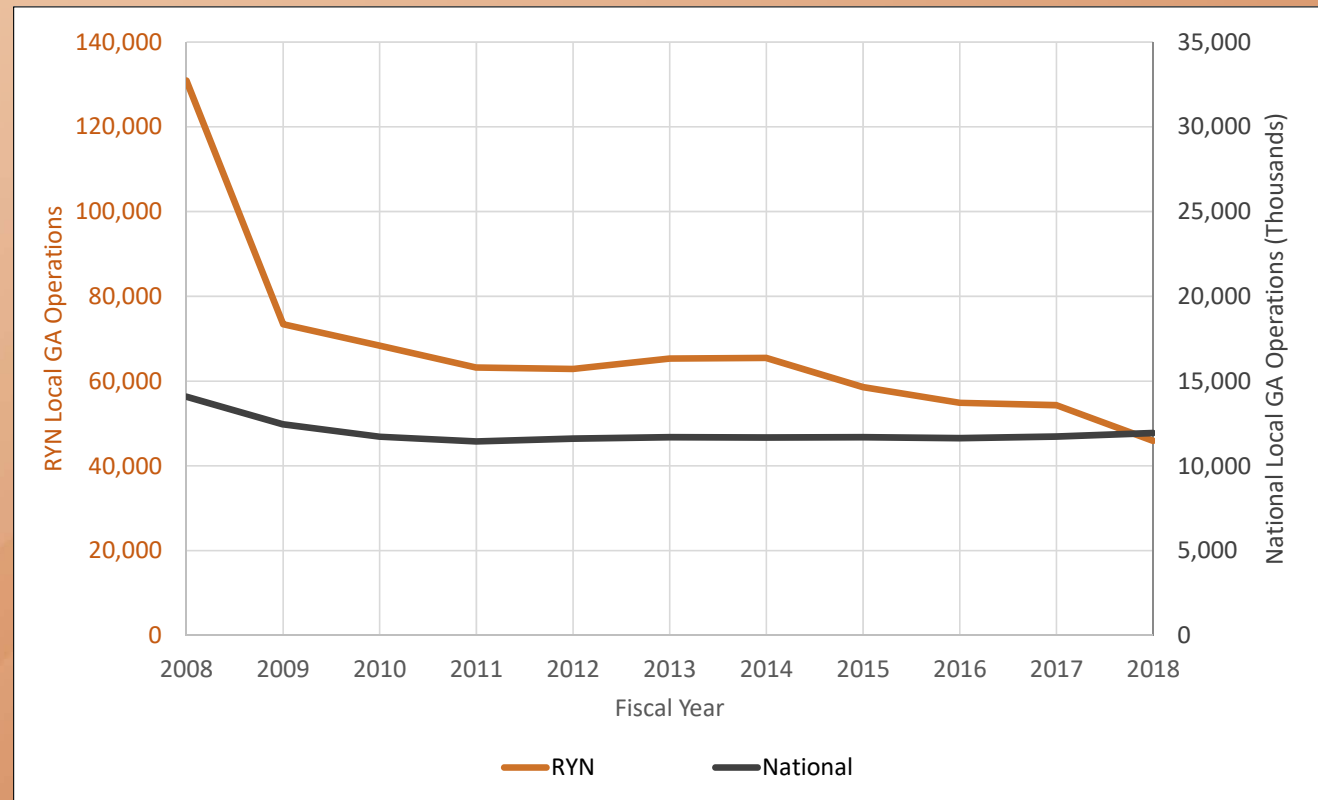
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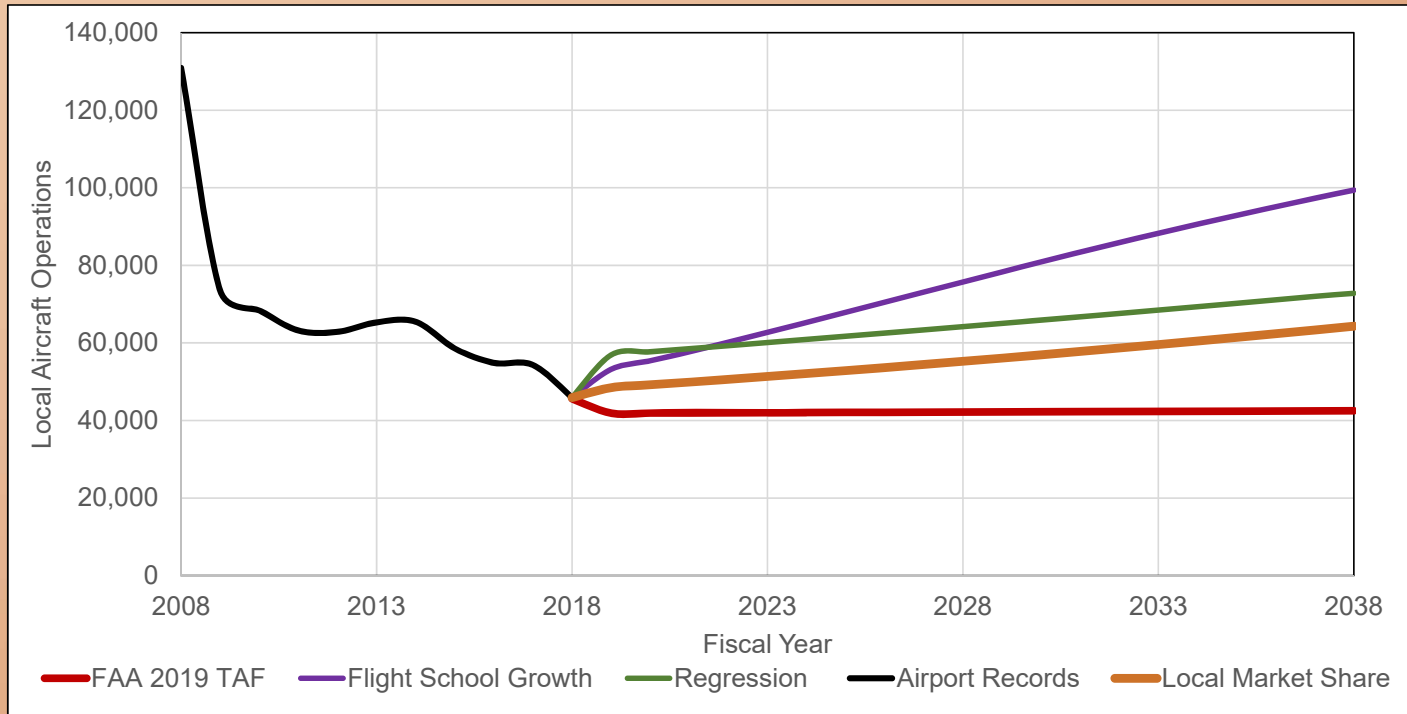
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CAGR	-0.2%	1.1%	N/A	N/A
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# Local General Aviation Operations

Fiscal Year	RYN	% Change
2008	130,899	--
2009	73,420	-43.9%
2010	68,374	-6.9%
2011	63,194	-7.6%
2012	62,858	-0.5%
2013	65,297	3.9%
2014	65,451	0.2%
2015	58,571	-10.5%
2016	54,866	-6.3%
2017	54,309	-1.0%
2018	45,900	-15.5%
CAGR (5 year)	-6.8%	N/A
CAGR (10 year)	-9.9%	N/A

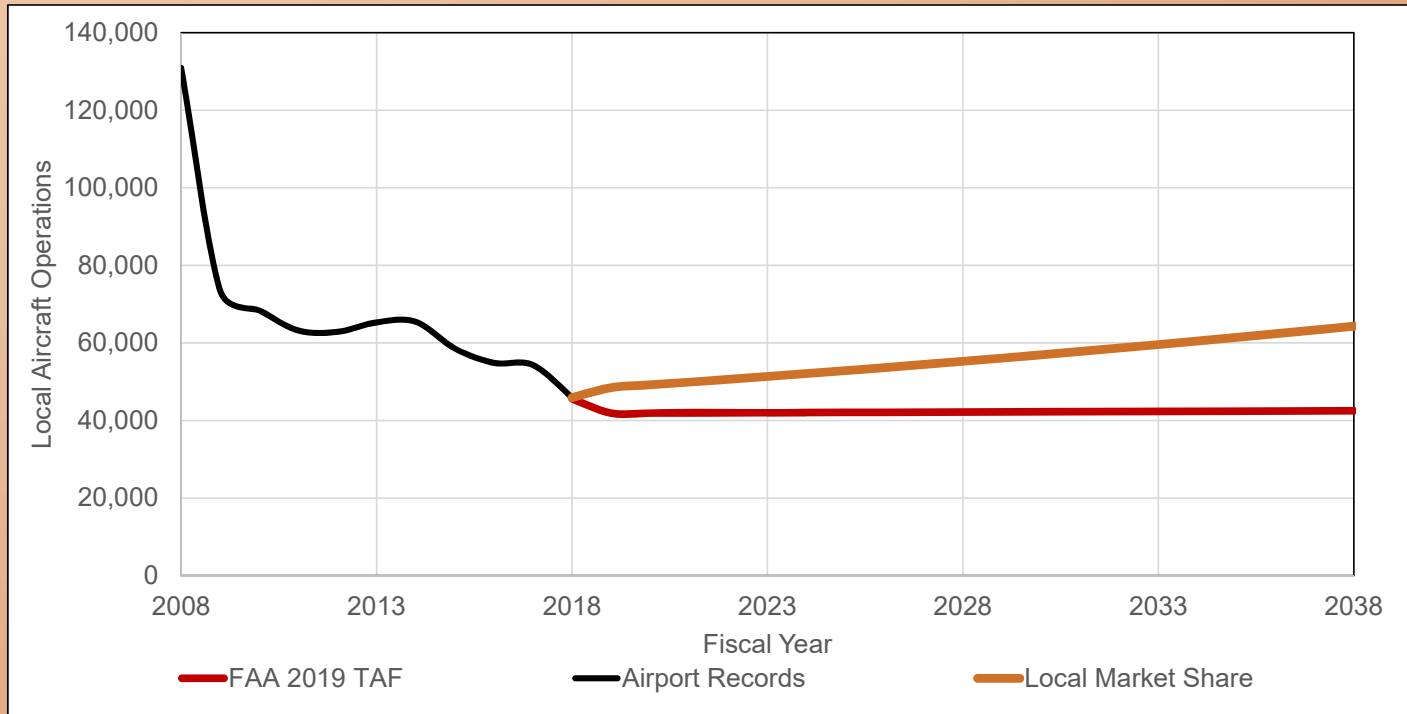


# Local General Aviation Operations





# Local General Aviation Operations



Fiscal Year	2018 TAF	Local Market Share	Total Difference	% Difference
2018	53,525	45,900	7,625	0.0%
2023	53,670	60,100	-6,430	-12.0%
2028	53,815	64,200	-10,385	-19.3%
2033	53,960	68,500	-14,540	-26.9%
2038	54,105	72,800	-18,695	-34.6%
CAGR	0.1%	2.3%	N/A	N/A

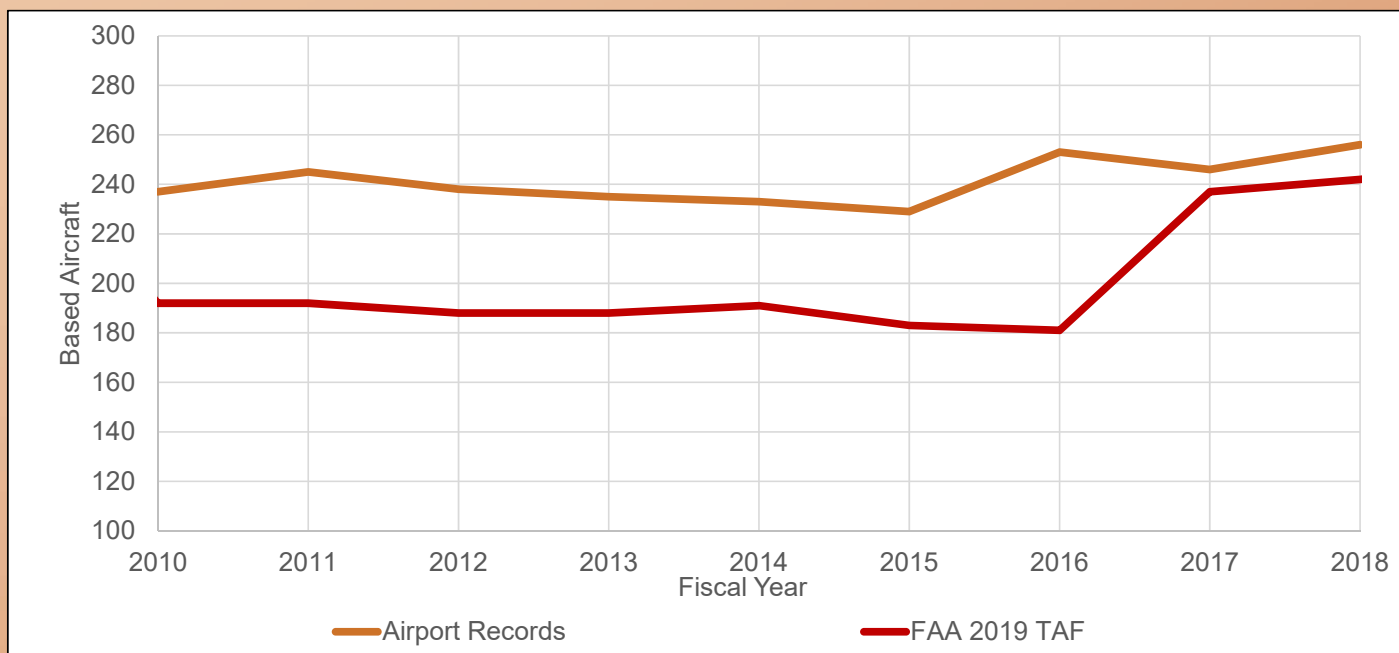
CAGR: Compound Annual Growth Rate

# Based Aircraft

- Historical records begin in 2010
  - Single Engine Piston (SEP)
  - Multi Engine Piston (MEP)
  - Jet
  - Helicopter
  - Other (Experimental/Light Sport)







# Based Aircraft – ADOT & TAF Comparison



Aircraft Type	TAF	ADOT Records	Difference	% Difference
Single Engine Piston	231	189	-42	-18%
Multi Engine Piston	10	10	0	0%
Jet	1	1	0	0%
Helicopter	0	0	0	0%
Other	0	56	56	N/A
Total	242	256	14	6%

# Based Aircraft – Forecast Comparison



Fiscal Year	SEP	MEP	Jet	Helicopter	Other	Total
2018	189	10	1	0	56	256
2038	229	4	2	0	92	327
RYN CAGR	1.0%	-4.5%	3.5%	N/A	2.5%	1.2%
TAF CAGR	2.7% 	0.0% 	0.0% 	0.0%	N/A	2.6% 



# Forecast Summary

- Itinerant GA operations to grow an average 1.1 percent annually to 43,500
- Local GA operations to grow an average 1.7 percent annually to 64,325
- Based aircraft to grow an average 1.2 percent annually to 327 total aircraft

# Questions & Comments



# Next Steps

- Inventory and Forecast Chapter review
- Submission of forecasts to FAA for approval
- Identification of critical aircraft
- Facility requirements
- Identification of preliminary airport development alternatives
- Next meetings mid-2019
  - Technical Advisory Committee Meeting #2
  - Stakeholder Working Group #2
  - Public Outreach Workshop #1

# Project Contact Information

- Tucson Airport Authority  
(Master Plan Project Manager)
  - Scott Robidoux, Senior Airport Planner
    - SRobidoux@flytucson.com
    - (520) 573-4811 direct
- Mead & Hunt Project Manager
  - Christopher Hacker
    - Chris.Hacker@meadhunt.com
    - (480) 718-1909 direct

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**Ryan Field Master Plan Update**  
**Technical Advisory Committee Meeting #1**  
**Ryan Airfield Conference Room**  
**Thursday, Feb. 21, 2019**

**Project Team** – Tucson Airport Authority: Scott Robidoux, Mike Smejkal; Mead & Hunt: Chris Hacker, Mitch Hooper, Patricia Song; Gordley Group: C.T. Revere

**Technical Advisory Committee** – Tucson Airport Authority: Victor Palma, Dana Elcess, Ronald Gaines, Jerry Brasher, Marc Gomez

Chris Hacker, Mitch Hooper and Patricia Song made a PowerPoint presentation providing an overview of existing conditions and operational forecasts at Ryan Airfield, as well as the goals and schedule for the Master Plan Update to the TAC. Comments and questions included the following:

- The difference in general aviation activity forecasts from Federal Aviation Administration (FAA) and Mead & Hunt (M&H) is a result of based aircraft differences between the Arizona Department of Transportation and the FAA.
- Modest forecasts for general aviation activities at Ryan Airfield are in part related to slow economic recovery in the Tucson area relative to the rest of the nation.
- The return of a flight school is a “wildcard,” but the forecast to be provided to FAA should include the increased number of takeoffs and landings generated by a school.
- Tucson Airport Authority (TAA) has received interest in having a flight school from both private and institutional entities, including Chinese and British based airlines, which would help increase flight activities, but conversations are confidential.
- The Marana Regional Airport is able to attract private jet traffic because of development along Interstate 10, including the Ritz-Carlton hotel in Marana.
- Limited runway length at Ryan Airfield is a factor for larger jets, but more critical needs are amenities pilots need such as rental car facilities, a Fixed-Base Operator and proximity to efficient transportation corridors.
- The types of aircraft ultimately using Ryan Airfield will dictate safety setbacks and runway dimensions.

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Mead&Hunt

# Tucson Airport Authority

Ryan Airfield

Airport Master Plan

Technical Advisory Committee Meeting #1

February 21, 2019





# Agenda

- Introductions and Opening Comments
- Expected Outcomes for Master Planning Process
- Project Approach and Schedule
- Master Plan Committee and Working Group Roles
- Inventory of Existing Conditions
- Key Planning Issues Identification
- Forecasts of Aviation Activity
- Questions & Comments
- Next Steps

# Project Team

- Tucson Airport Authority and Staff
- Federal Aviation Administration (FAA)
- Arizona Department of Transportation - Aeronautics Division (ADOT)
- Consultants

The logo for Mead&Hunt, featuring the company name in white serif font on a red rectangular background.The logo for RVi, with the letters 'RVi' in green and orange, and the tagline 'Open the Outdoors' in small black text below.The logo for PSOMAS, consisting of a solid blue square with the letters 'P S O M A S' in white, spaced out.The logo for Gordley Group, featuring a colorful graphic of three overlapping speech bubbles (orange, yellow, and blue) above the text 'GORDLEY GROUP' in a bold, sans-serif font.The logo for SWCA, with the letters 'SWCA' in a bold, blue, sans-serif font, followed by a registered trademark symbol.The logo for Quantum Spatial, featuring a stylized blue 'Q' icon followed by the words 'quantum' and 'SPATIAL' in a sans-serif font.A small version of the Mead&Hunt logo, with the name in red and grey text.The logo for Ryan Airfield, featuring the text 'TUCSON AIRPORT AUTHORITY' in small letters above 'RYAN' in large, bold, black letters, with 'AIRFIELD' below it. A white swoosh graphic is integrated into the design.

# Master Plan

- Statement of Policy
  - Anticipate what we THINK will happen
  - Influence what we WANT to happen



# Study Introduction

- Master Plan is:
  - A 20-year facilities plan with a focus on:
    - Runway layout
    - Noise and land use compatibility
    - Long-term aviation development
  - FAA sponsored document
    - Must show facilities meeting FAA design criteria
    - Used to justify future improvements that require FAA funding

# Study Introduction

- Master Plan is not:
  - A business plan or a marketing plan
  - A wish list or guarantee of FAA funding
  - A document binding airport management to build something
  - A document that sets management policies (but it can inform them)

# Expected Outcomes

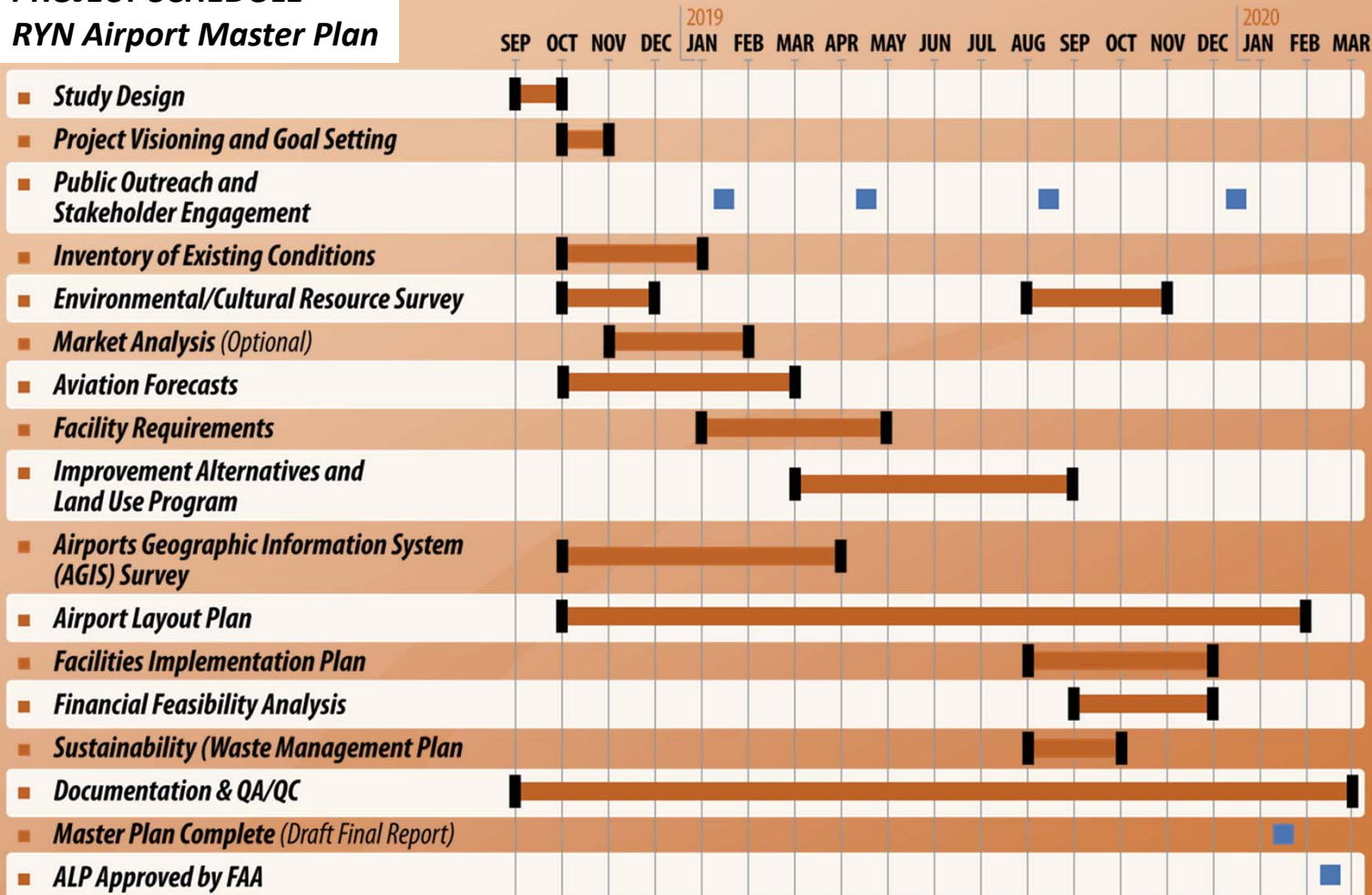
- Comprehensive recommendations for layout of future airport facilities
- Reasonable long-term capital improvement plan
- Appropriate documentation of considerations and influences
- FAA approved Airport Layout Plan (ALP)



# Public Outreach

- Airport Authority Briefings
- Stakeholder Committee Meetings
- Technical Committee Meetings
- Public Outreach Workshops
- Newsletter
- Project Website
  - <http://www.ryanmasterplan.com>

## PROJECT SCHEDULE RYN Airport Master Plan



# Master Plan Committee & Working Group Roles

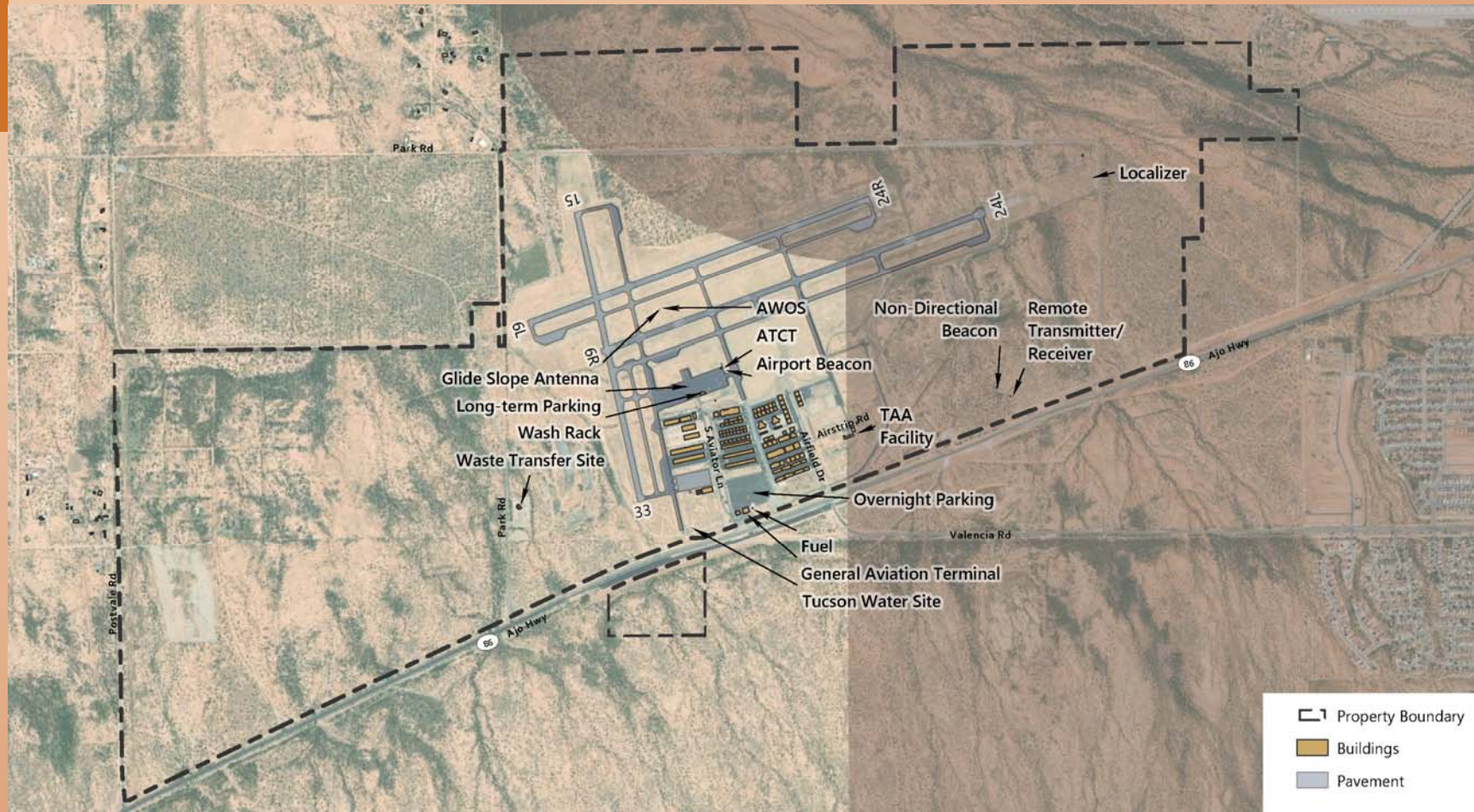
- Technical Advisory Committee
  - On-airport or airport operational interests
  - Hold technical knowledge
  - Examines issues from a technical perspective
    - I.E. – Runway length, critical aircraft, etc..
- Stakeholder Working Group
  - Local and regional influences
  - Examines issues from a high level and regional perspective
    - I.E. – Services and activities provided
- Provide feedback on draft work products at key milestones
- Non-voting groups and INPUT is CRITICAL!

# Inventory of Existing Conditions

- Airport Role
- Airport Background
- Airport Facilities Inventory
  - Airside Facilities
  - Landside Facilities
  - Terminal Area
  - Airspace System and NAVAIDS
- Airport Environment
- Issues Summary



# Airport Role - Facilities



Mead Hunt

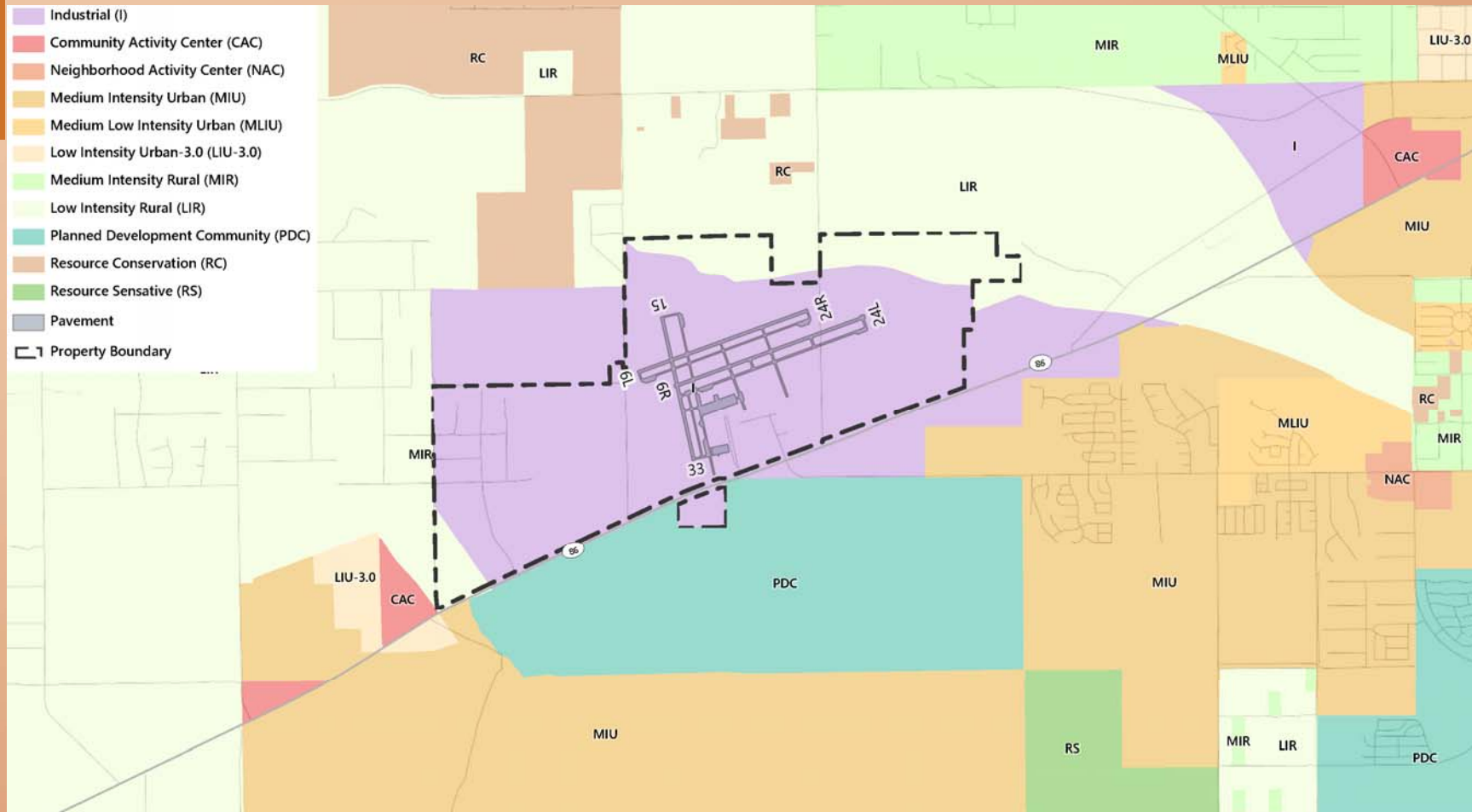


# Airport Role – Terminal Area





# Off-Airport Land Use - Intensity



# Key Planning Issues Discussion

- Maximize the safety and efficiency of RYN
- Address potential airfield deficiencies and needed improvements
- Maximize aeronautical and non-aeronautical development
- Continue to work with the surrounding communities to promote compatible land use
- Promote a Capital Improvement Plan that provides financial sustainability
- Recognize environmental constraints for development
- Identify on airport utilities infrastructure and drainage improvements

# Aviation Activity Forecast Development

# Overview

- Background
- General Aviation Operations
- Based Aircraft
- Summary



# Introduction to Forecasts

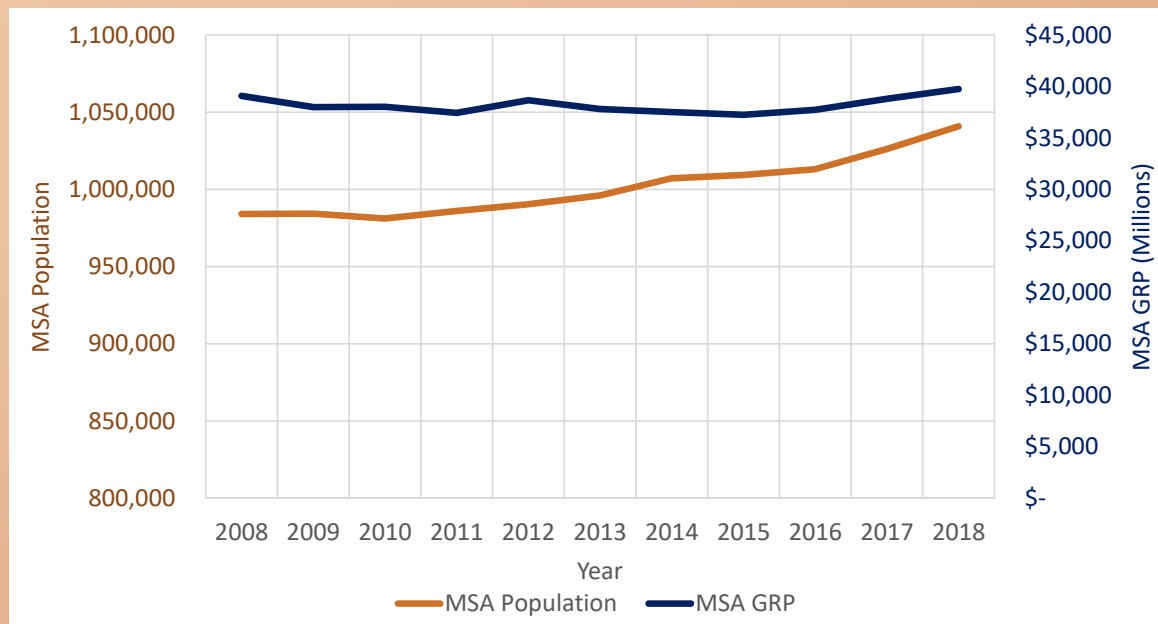
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# Background - Population

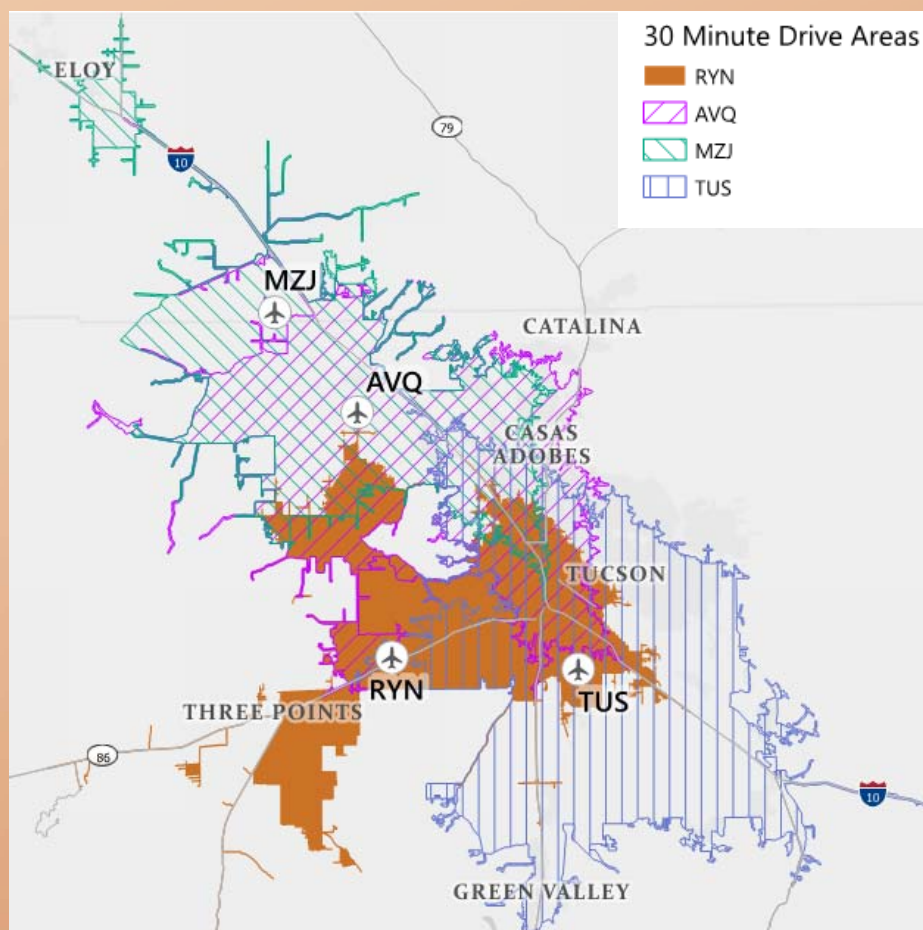


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# Background – Regional GA Market



Source: ESRI

Mead & Hunt

## 2010 Regional Market Share

Airport	Itinerant GA Operations	Local GA Operations	Based Aircraft
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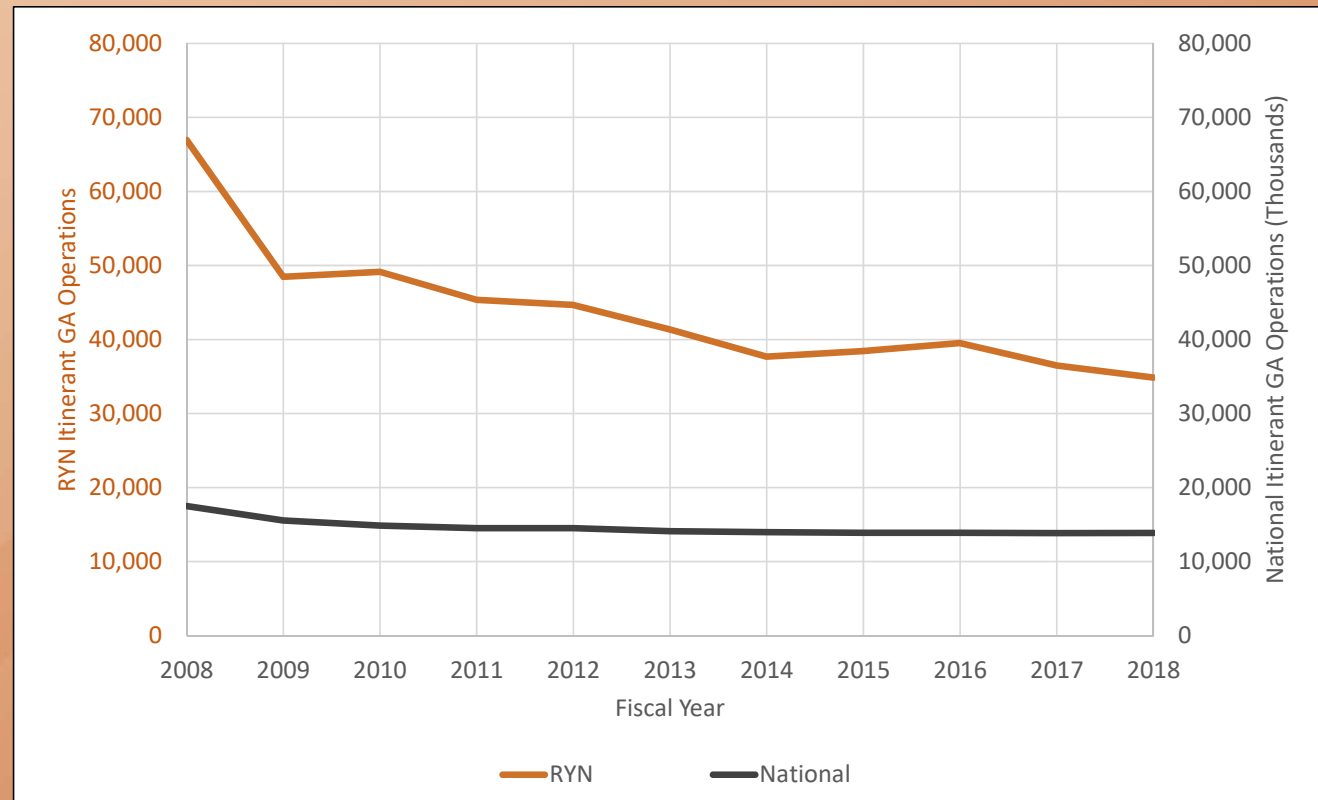


# General Aviation Forecast

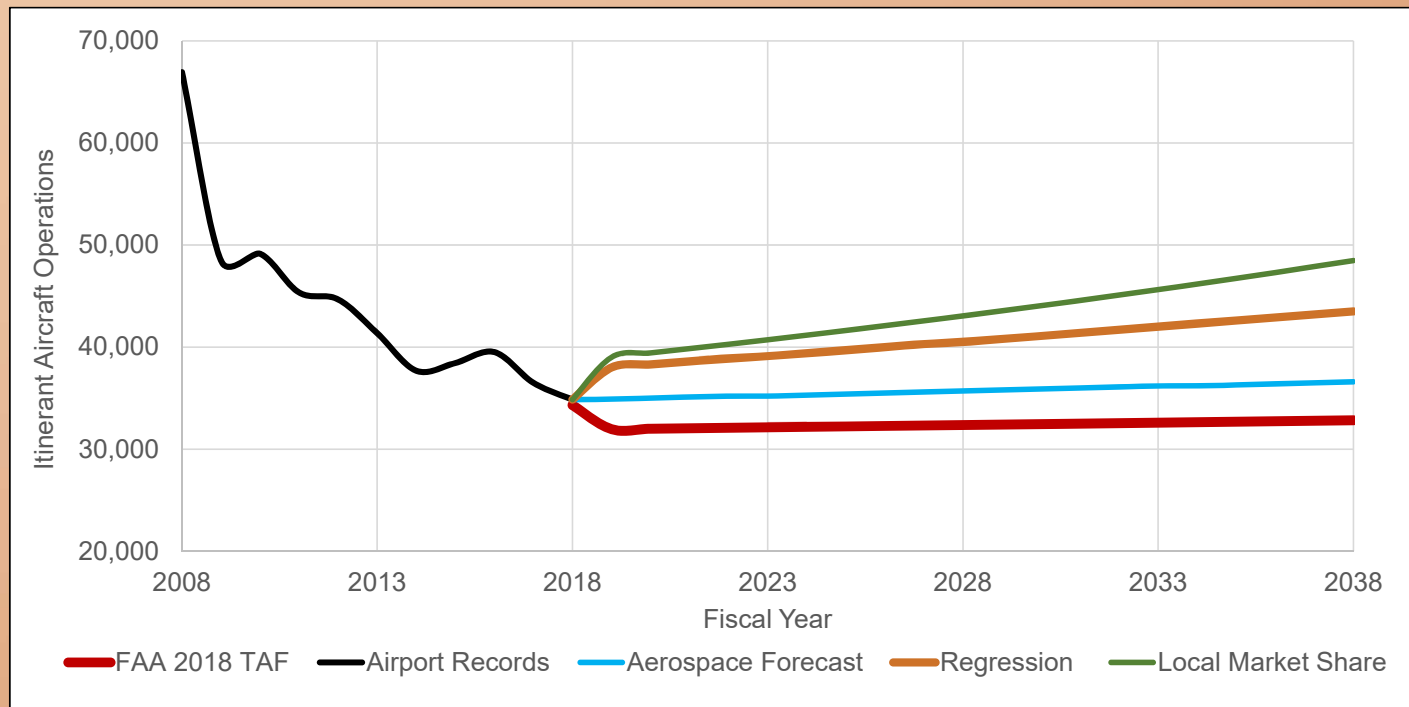
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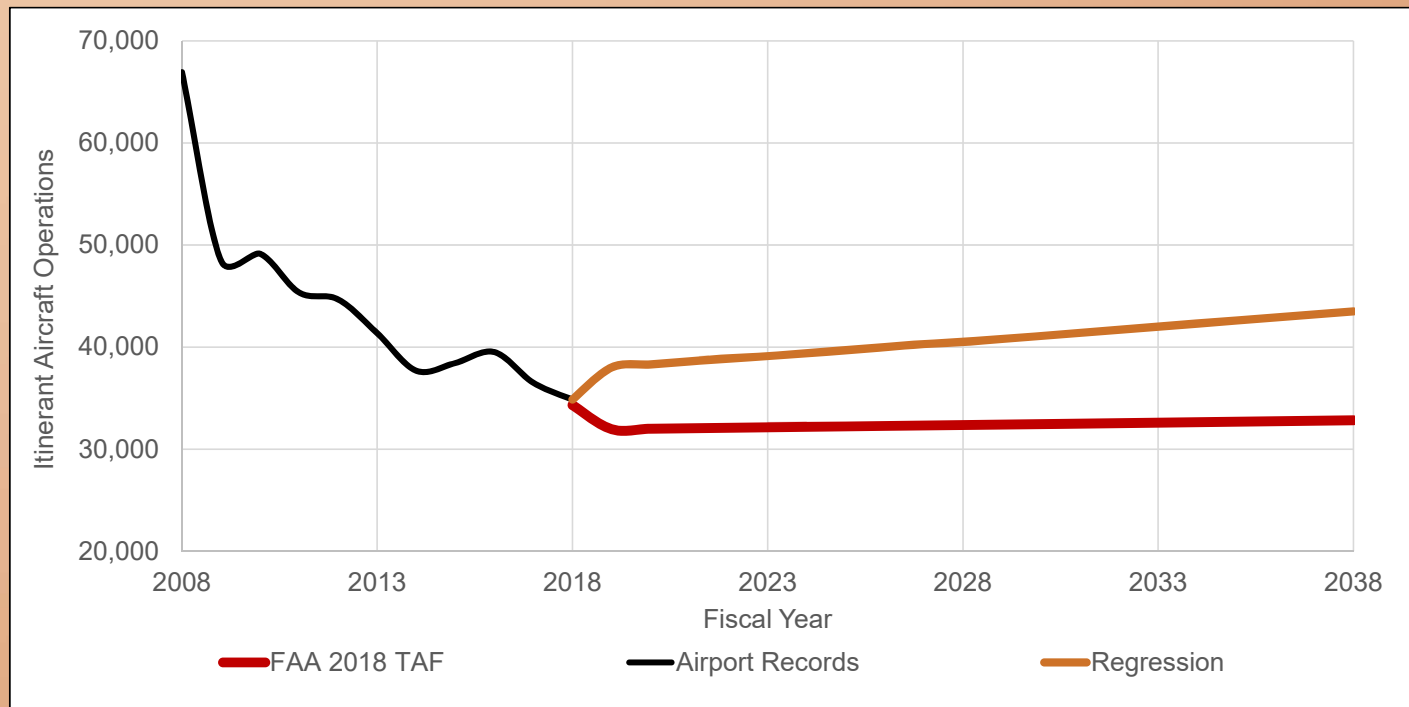
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CAGR: Compound Annual Growth Rate

# Itinerant General Aviation Operations

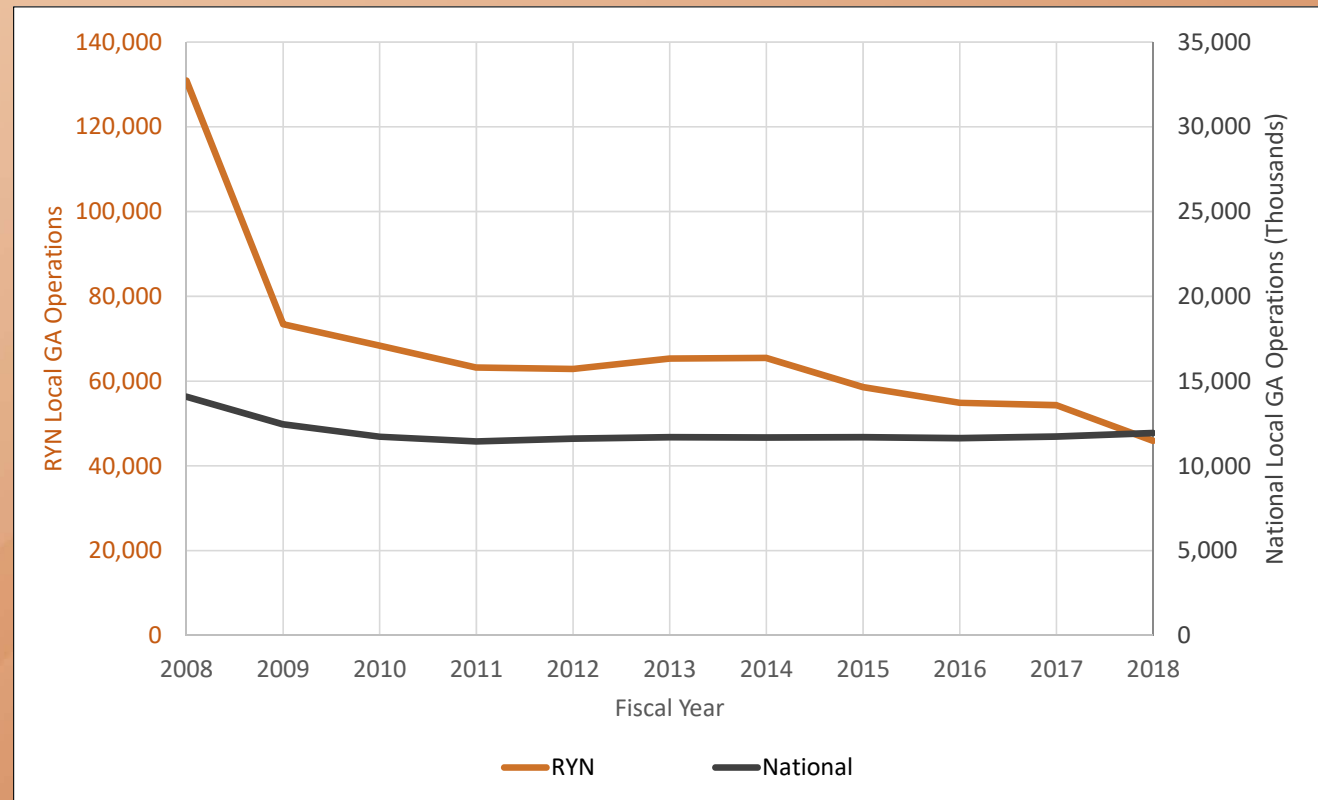


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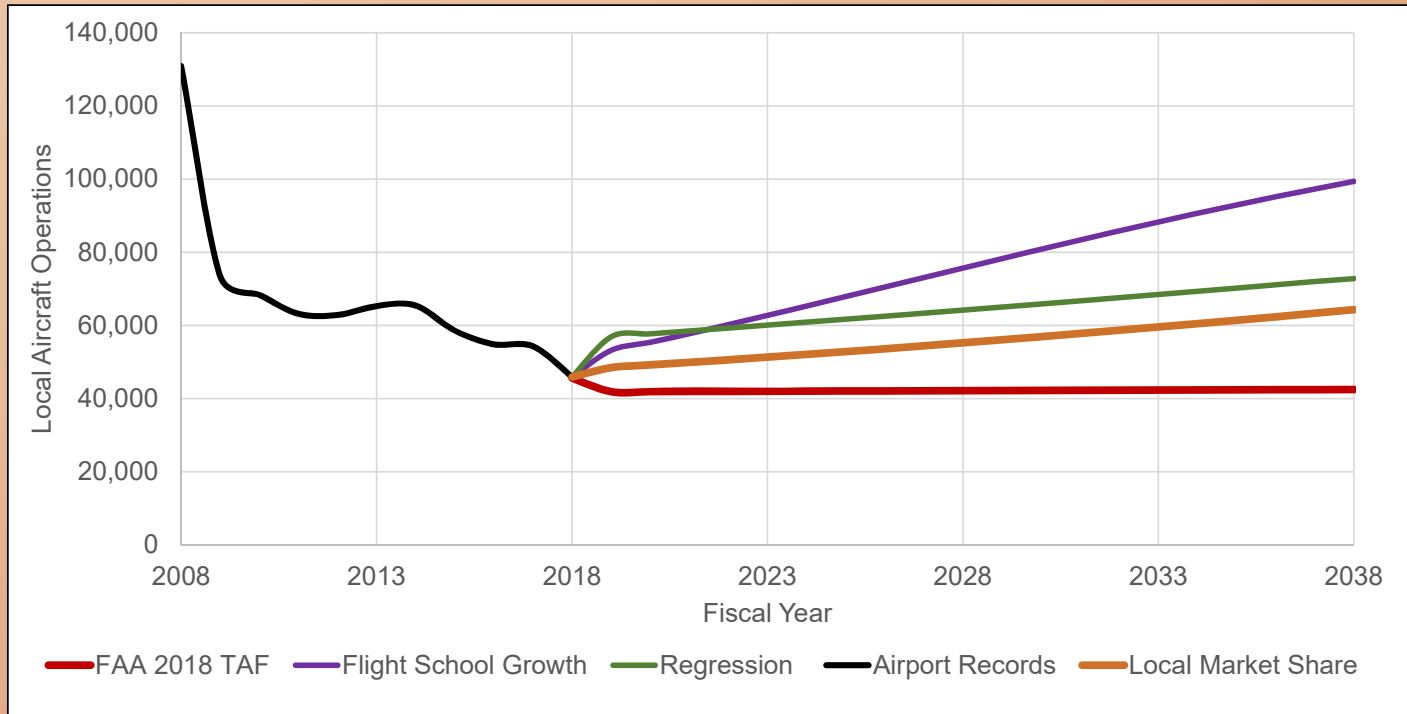


# Local General Aviation Operations

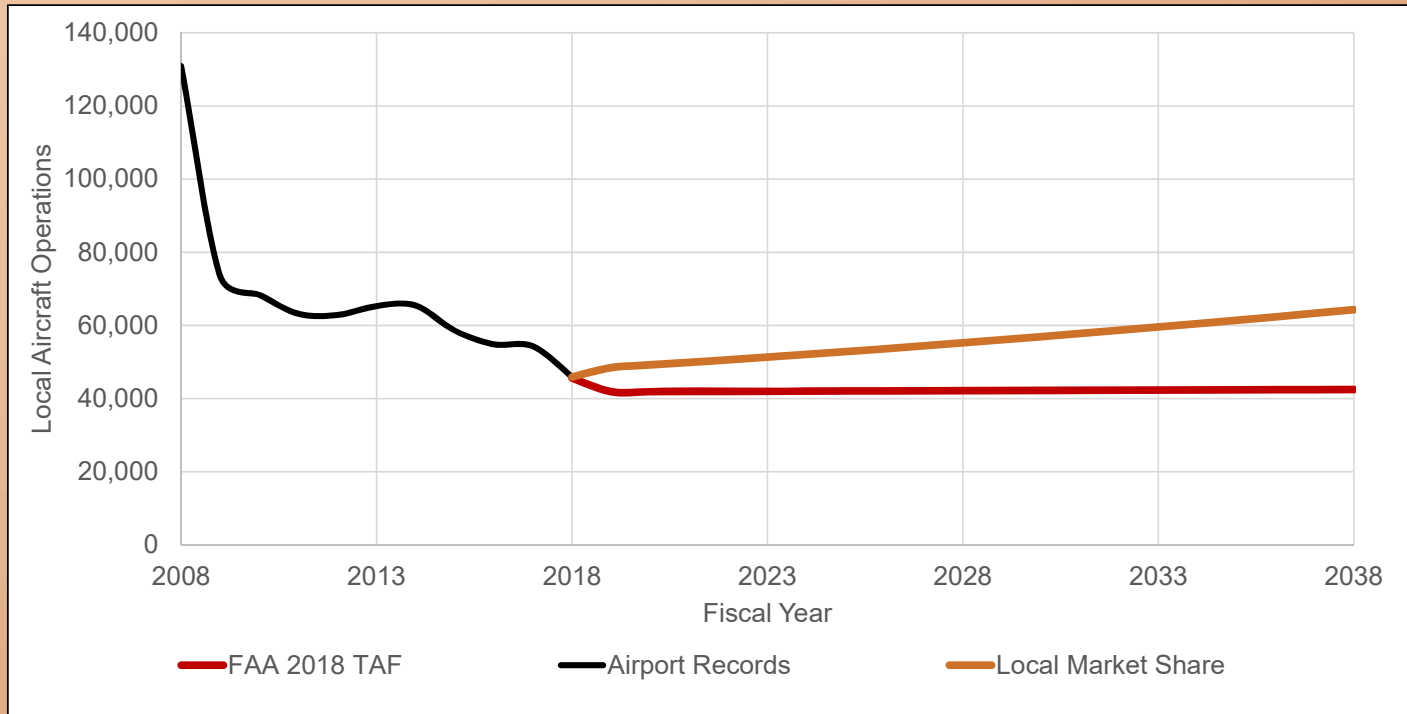
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# Local General Aviation Operations



# Local General Aviation Operations



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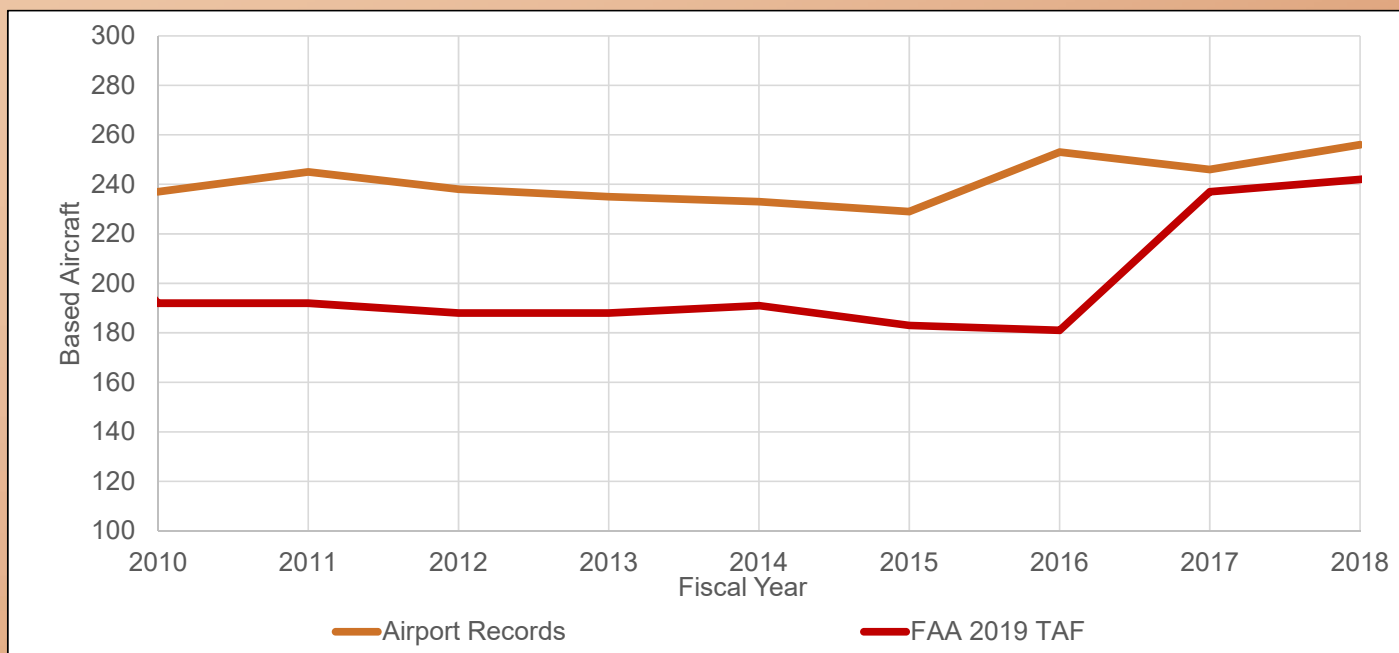
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# Based Aircraft

- Historical records begin in 2010
  - Single Engine Piston (SEP)
  - Multi Engine Piston (MEP)
  - Jet
  - Helicopter
  - Other (Experimental/Light Sport)







# Based Aircraft – ADOT & TAF Comparison



Aircraft Type	TAF	ADOT Records	Difference	% Difference
Single Engine Piston	231	189	-42	-18%
Multi Engine Piston	10	10	0	0%
Jet	1	1	0	0%
Helicopter	0	0	0	0%
Other	0	56	56	N/A
Total	242	256	14	6%

# Based Aircraft – Forecast Comparison



Fiscal Year	SEP	MEP	Jet	Helicopter	Other	Total
2018	189	10	1	0	56	256
2038	229	4	2	0	92	327
RYN CAGR	1.0%	-4.5%	3.5%	N/A	2.5%	1.2%
TAF CAGR	2.7% 	0.0% 	0.0% 	0.0%	N/A	2.6% 





# Forecast Summary

- Itinerant GA operations to grow an average 1.1 percent annually to 43,500
- Local GA operations to grow an average 1.7 percent annually to 64,325
- Based aircraft to grow an average 1.2 percent annually to 327 total aircraft

# Questions & Comments

# Next Steps

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Mead&Hunt

# Tucson Airport Authority

Ryan Airfield

Airport Master Plan

Stakeholders Conference Call

May 16, 2019

TUCSON AIRPORT AUTHORITY

**RYAN**  
AIRFIELD





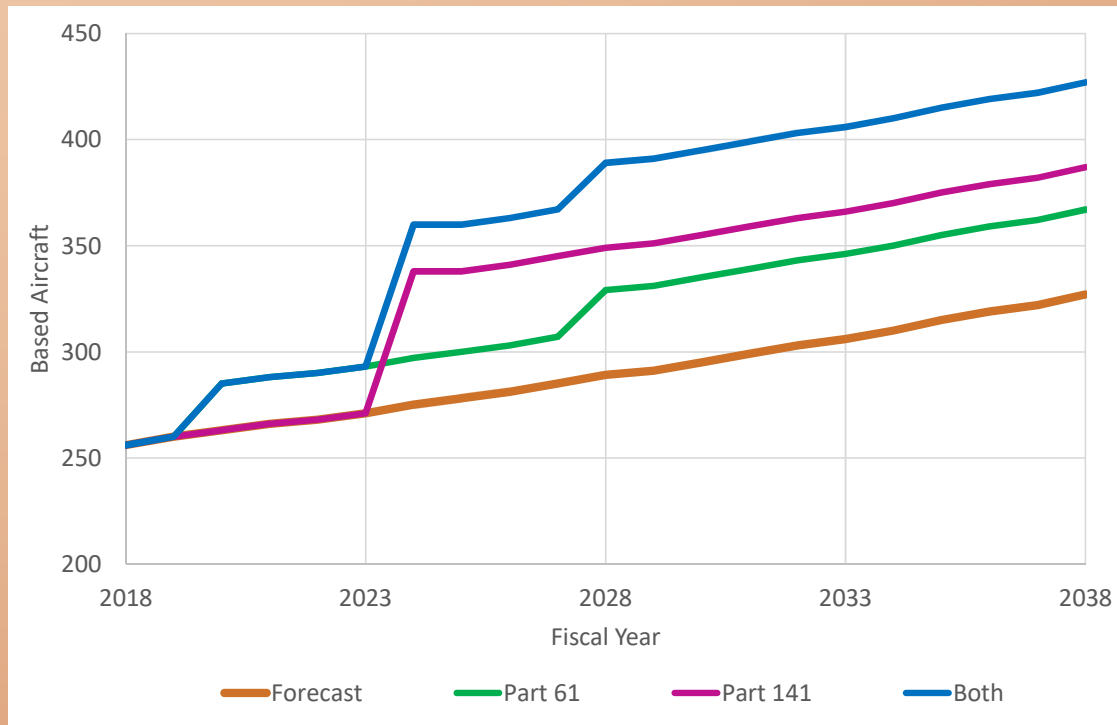
# Agenda

- Introductions & Background
- Impact of Flight School Scenario
  - Updated Forecasts of Aviation Activity
    - Itinerant/Local General Aviation Operations
    - Based Aircraft
- Forecast Summary
- Next Steps
- Questions & Comments
- Project Contact Information

# Introductions & Background

- Master Plan Project Team
- Initial Stakeholder Meetings in late February 2019
  - Forecast Feedback
    - Account for Impact of new Flight School
    - FAR Part 61 – local schools train students on a one-on-one, customized basis, and are not necessarily career-oriented flight academies
    - FAR Part 141 – larger schools, that offer more structured programs, emphasizing professional pilot training
  - Updated Forecasts of Aviation Activity
    - Based Aircraft
    - Local/Itinerant General Aviation Operations

# Based Aircraft



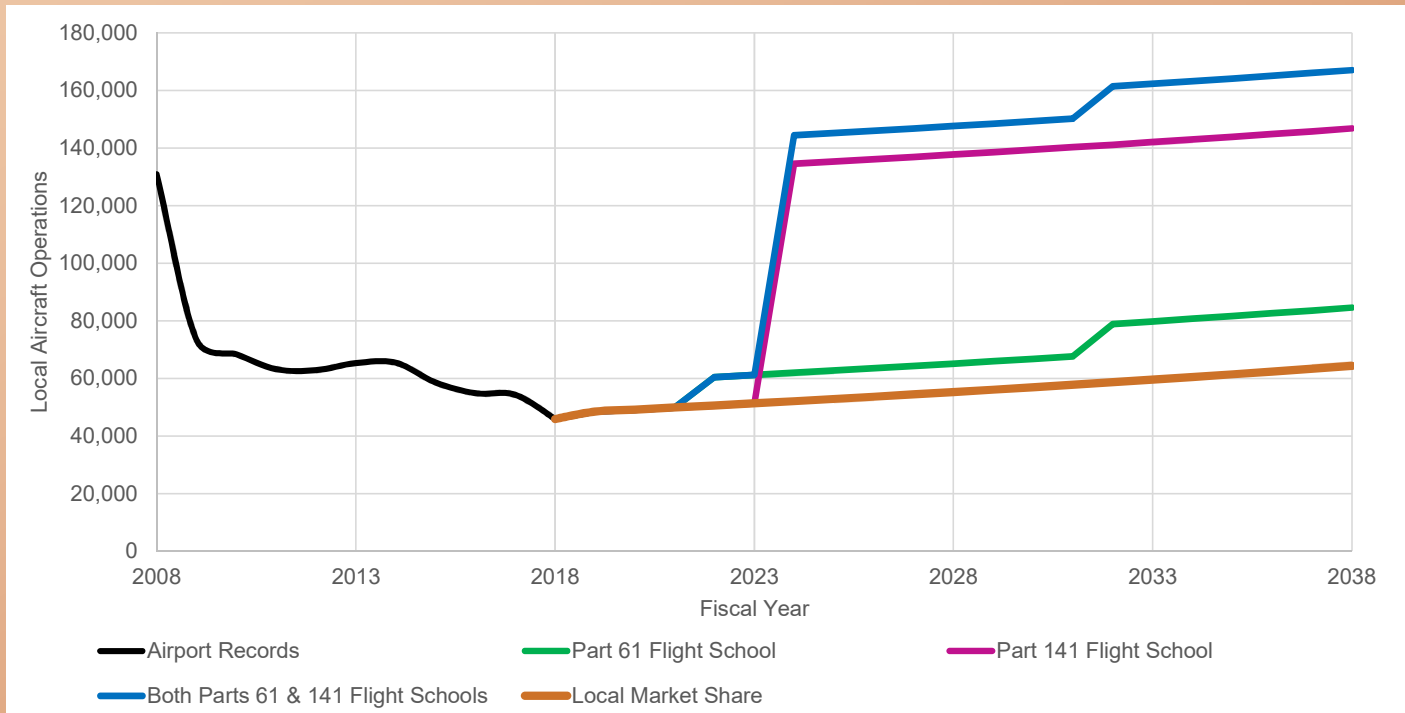
## ✓ Part 61 Flight School

- 22 Fixed Wing in 2020
- 40 Fixed Wing by 2028

## ✓ Part 141 Flight School

- 60 Fixed Wing and 3 Helicopters in 2024

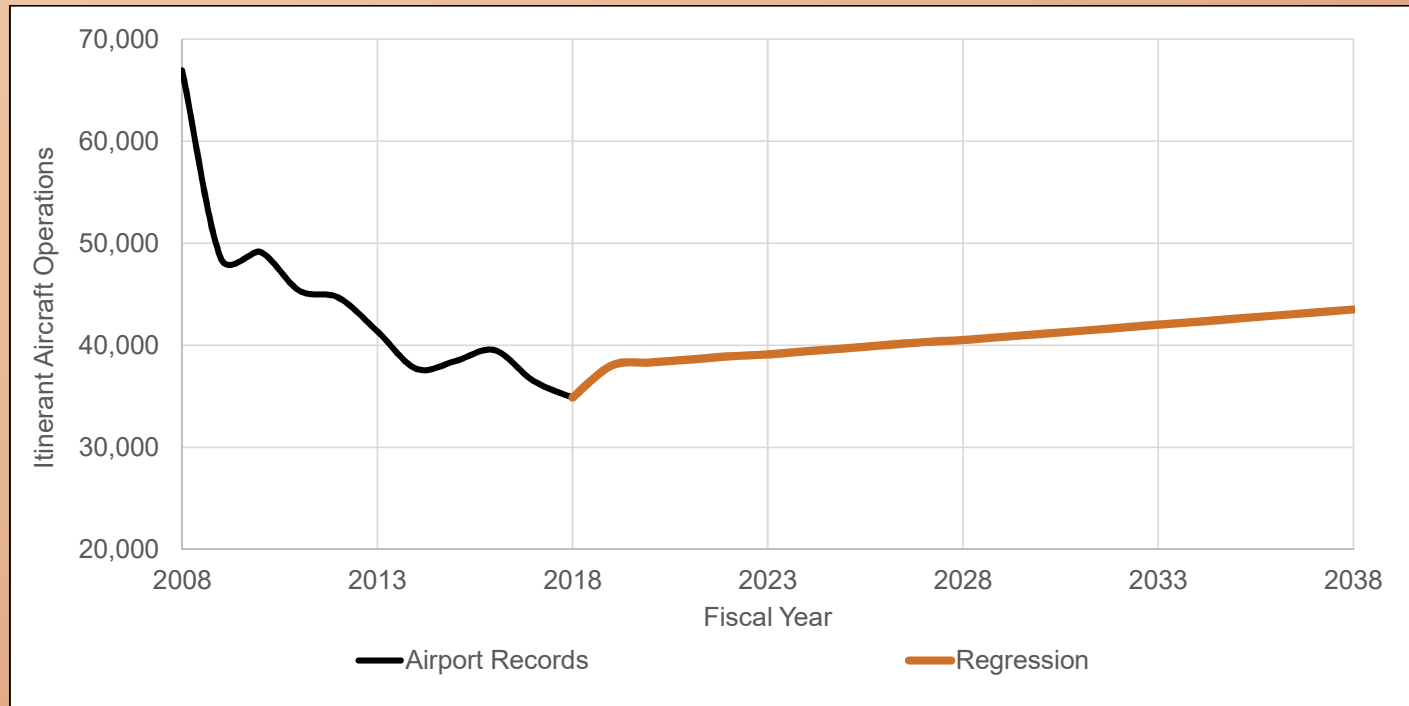
# Local General Aviation Operations



Fiscal Year	Local Market Share	Part 61	Part 141	Both Schools
2018	45,900	45,900	45,900	45,900
2023	51,338	61,238	51,338	61,238
2028	55,255	65,155	137,755	147,655
2033	59,569	79,819	142,069	162,319
2038	64,325	84,575	146,825	167,075
CAGR	1.7%	3.1%	6.0%	6.7%

CAGR: Compound Annual Growth Rate

# Itinerant General Aviation Operations



Fiscal Year	2018 TAF	Regression	Total Difference	% Difference
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CAGR	-0.2%	1.1%	N/A	N/A
CAGR: Compound Annual Growth Rate				

# Forecast Summary

- Itinerant GA operations to grow an average 1.1 percent annually to 43,500
- Local GA operations to grow an average 1.7 percent annually to 64,325
  - A Part 61 Flight School increases CAGR to 3.1% to 84,575 operations
  - A Part 141 Flight School increases CAGR to 6.0% to 146,825 operations
  - Having both Part 61 and Part 141 flight schools increases CAGR to 6.7% to 167,075 operations
- Based aircraft to grow an average 1.2 percent annually to 327 total aircraft
  - A Part 61 Flight School increases based aircraft by 40, for a total of 367 based aircraft. The 20-year CAGR is 1.8%
  - A Part 141 Flight School increases based aircraft by 60, for a total of 387 total aircraft. The 20-year CAGR is 2.1%
  - Having both Part 61 and Part 141 flight schools increases based aircraft by 100, for a total of 427 total aircraft. The 20-year CAGR is 2.6%



# Next Steps

- Submission of forecasts to FAA for approval
- Development of facility requirements
- Identification of preliminary airport development alternatives
- Next meetings in Late Summer/Fall of 2019
  - Technical Advisory Committee Meeting #2
  - Stakeholder Working Group #2
  - Public Outreach Workshop #1

# Questions & Comments

# Project Contact Information

- Tucson Airport Authority  
(Master Plan Project Manager)
  - Scott Robidoux, Senior Airport Planner
    - SRobidoux@flytucson.com
    - (520) 573-4811 direct
- Mead & Hunt Project Manager
  - Christopher Hacker
    - Chris.Hacker@meadhunt.com
    - (480) 718-1909 direct

**Ryan Airfield Master Plan Project**  
**Stakeholder Working Group Notes – Meeting#2**  
**10:00 a.m. Thursday, Nov. 21, 2019 – Ryan Airfield**

<b>Attendees</b>	
<b>Name</b>	<b>Organization</b>
John Voorhees	Pima County
David Welsh	Sun Corridor Inc.
Daniel Bursick (On phone)	City of Tucson
Tom Coyle (On phone)	Pima County

<b>Master Plan Project Team</b>	
<b>Name</b>	<b>Organization</b>
Scott Robidoux	Tucson Airport Authority
Mitch Hooper	Mead & Hunt, Inc.
Chris Hacker	Mead & Hunt, Inc.
Cam Thomas	Mead & Hunt, Inc.
Chris Jones	RVi Planning
Bob Iannarino	PSOMAS
C.T. Revere	Gordley Group

The following is a summary of Stakeholder Working Group comments and questions with study team responses.

- *Committee Member John Voorhees* asked if aviation activity forecasts provided are limited by existing conditions at Ryan Airfield. *Mitch Hooper* responded that the forecasts are unrestricted and assume the addition of future facilities.
- *Committee Member David Welsh* asked if operational forecasts are based on current or anticipated aircraft types. *Consultant Rep. Mitch Hooper* responded that the forecasts are based on current aircraft types, but noted the airfield is well-equipped to accommodate a diverse aircraft group. He noted that the previous forecasts for the existing master plan were based on assumptions that executive jets would be using the airfield, but the current forecasts anticipate slower and smaller classes of aircraft.
- *Committee Member John Voorhees* asked about the length of runway extensions in various alternatives.
  - Alternative #1 reduces Runway 15/33 to 3,100 feet, taking away 900 feet on the south end and extends Runway 3R/24L up to 8,300 feet.
  - Alternative #2 to keeps Runway 15/33 at 4,000 feet and extends Runway 3R/24L up to 8,300 feet.

## Master Plan Project

- Alternative #3 keeps Runway 15/33 at 4,000 feet, but shifts the runway to the north, while extending 6R/24L up to 8,300 feet.
  - Alternative #4 shortens Runway 6R/24L by 500 feet on the west side to eliminate the existing hot spot.
  - None of the alternatives for the runways reach the 5,000-foot threshold, which is required to accommodate business jets.
- *Committee Member John Voorhees* asked if any fees are collected from military landings at Ryan Airfield. *Consultant Rep. Mitch Hooper* said no fees are collected, but military use, primarily helicopters, do purchase fuel at the airfield.
- For flight-school options, *Committee Member David Welsh* asked if both Part 61 and Part 141 schools require dormitory buildings, classrooms and hangar space. *Consultant Rep. Chris Hacker* said Part 141, a more formal training program to develop commercial pilots, requires those facilities, but Part 61, a school focused more on general aviation pilot training, does not.
- *Committee Member David Welsh* asked about wastewater needs for new flight school facilities. *Consultant Rep. Bob Iannarino* noted that a three-way deal between the TAA, the University of Arizona, and developers of an adjacent residential area would provide the capacity to support additional airport operations.



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# Tucson Airport Authority

Ryan Airfield

Airport Master Plan

Stakeholders Working Group - Meeting#2

November 21, 2019

TUCSON AIRPORT AUTHORITY

**RYAN**  
AIRFIELD

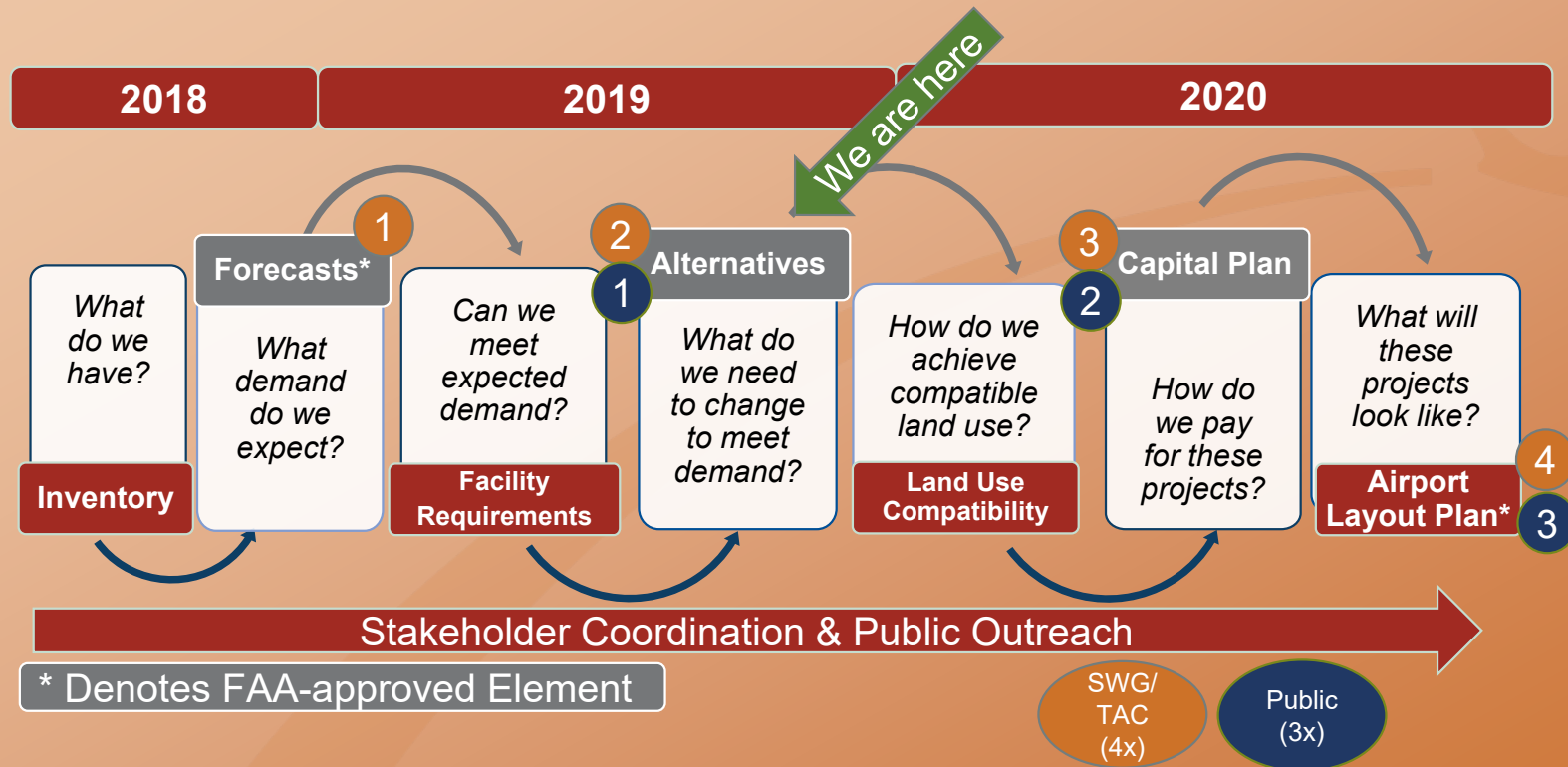




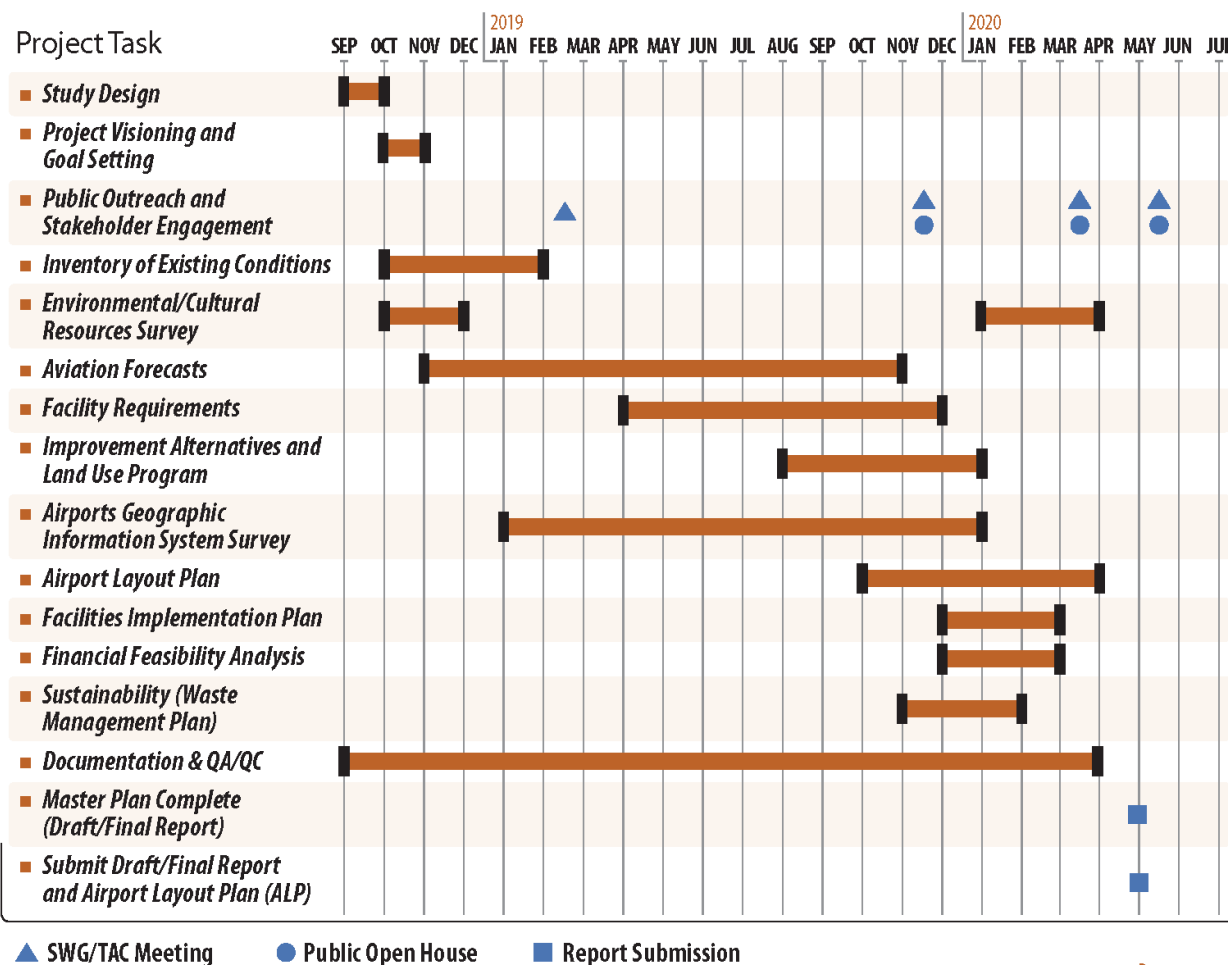
# Agenda

- Introductory Remarks
- Master Plan Process and Schedule
- Forecasts of Aviation Activity Review
- Facility Requirements Review
- Development Alternatives
  - Airfield
  - Flight School
  - Airfield Support Facilities
  - Aircraft Storage and Maintenance, Repair, & Overhaul Facility
  - Airport Land Development
- Next Steps

# Airport Master Plan Process



# Project Schedule – Airport Master Plan



# Airport Master Plan – FAA Approved Forecasts

Total Operations Forecast:

2018 Total = 94,621

2023	2028	2038
104,338	109,655	121,725

Total Based Aircraft Forecast:

2018 Total = 256

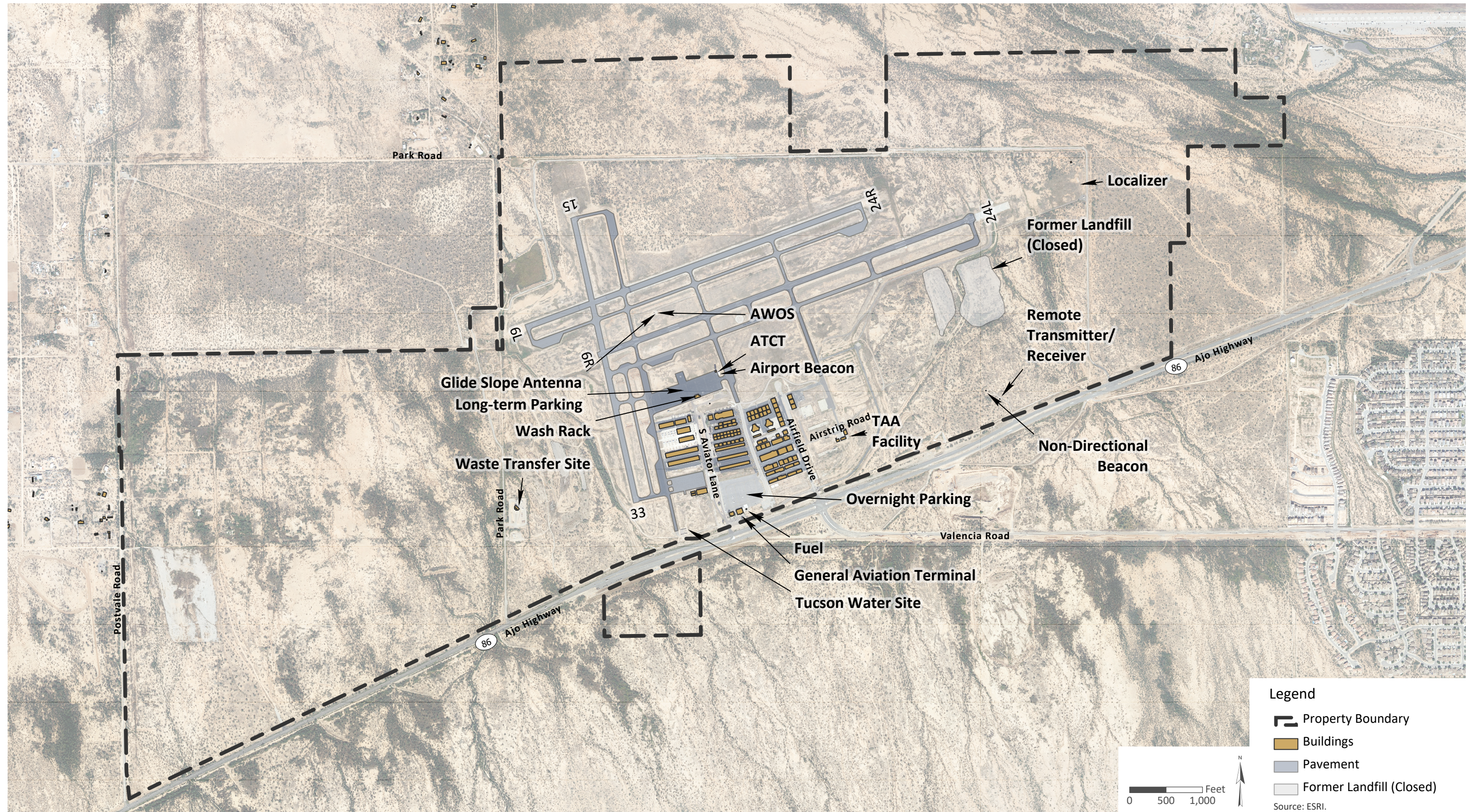
2023	2028	2038
271	289	327

- ✓ Forecasts do not account for FAR Part 61/Part 141 flight school activity; however, Master Plan does assess increase in operations associated with flight training.
- ✓ Critical Aircraft Determination: ARC B-II.



# Existing Airport Facilities







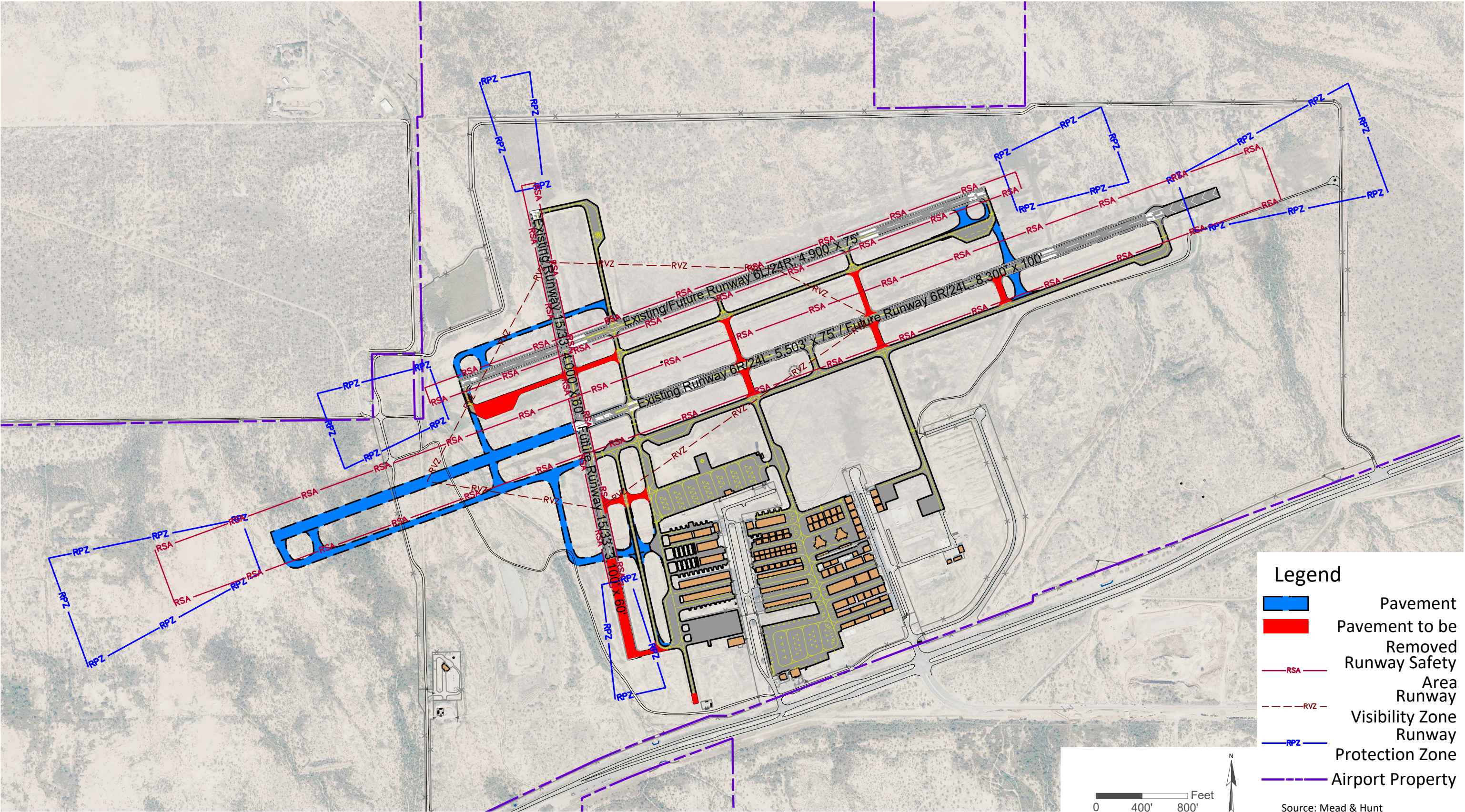
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# Summary of Critical Facility Requirements

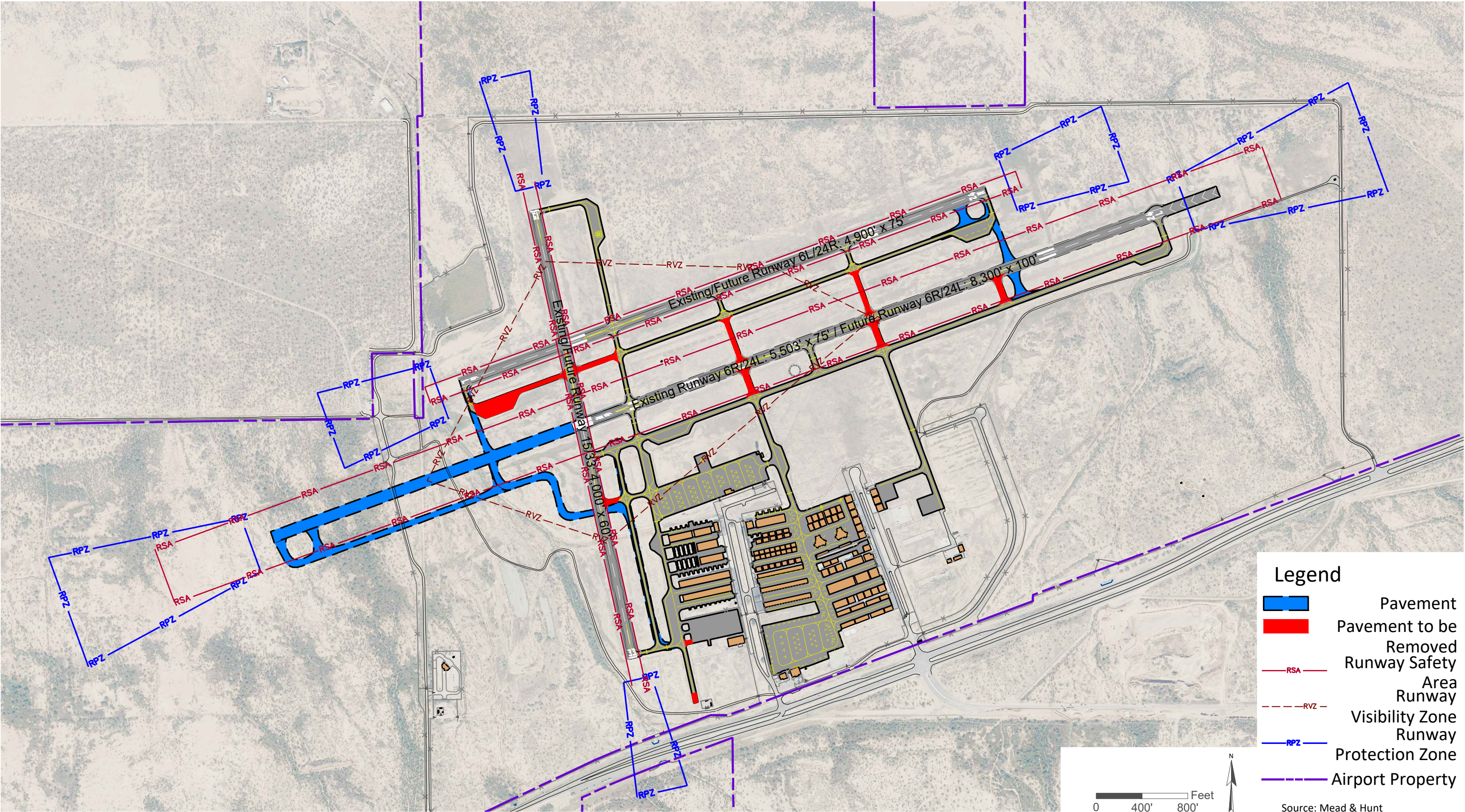
- Airside Facilities
  - ✓ Address all non-compliant airfield geometry outlined in FAA AC 150/5300-13A
  - ✓ Evaluate removal of Taxiway B4 to cross Runway 6R/24L to Runway 6L/24R
  - ✓ Acquire interest or property for land within the RPZ for Runway 6L
  - ✓ Remove all incompatible land uses within the RPZ for Runway 33
  - ✓ Maintain Runway 6R/24L's proposed runway length of 8,300'
  - ✓ Construct blast pads for runways used by turbine aircraft to prevent soil erosion
- Airside Support Facilities
  - ✓ Identify locations for FAR Part 61 and 141 flight schools, ATCT, ARFF, and MRO/aircraft storage
- Landside Facilities
  - ✓ Improve access to support non-aeronautical and aeronautical development
- Airport Land Development
  - ✓ Identify and reserve property for commercial and industrial development, and enabling infrastructure (utilities)

# Airfield Development Alternatives

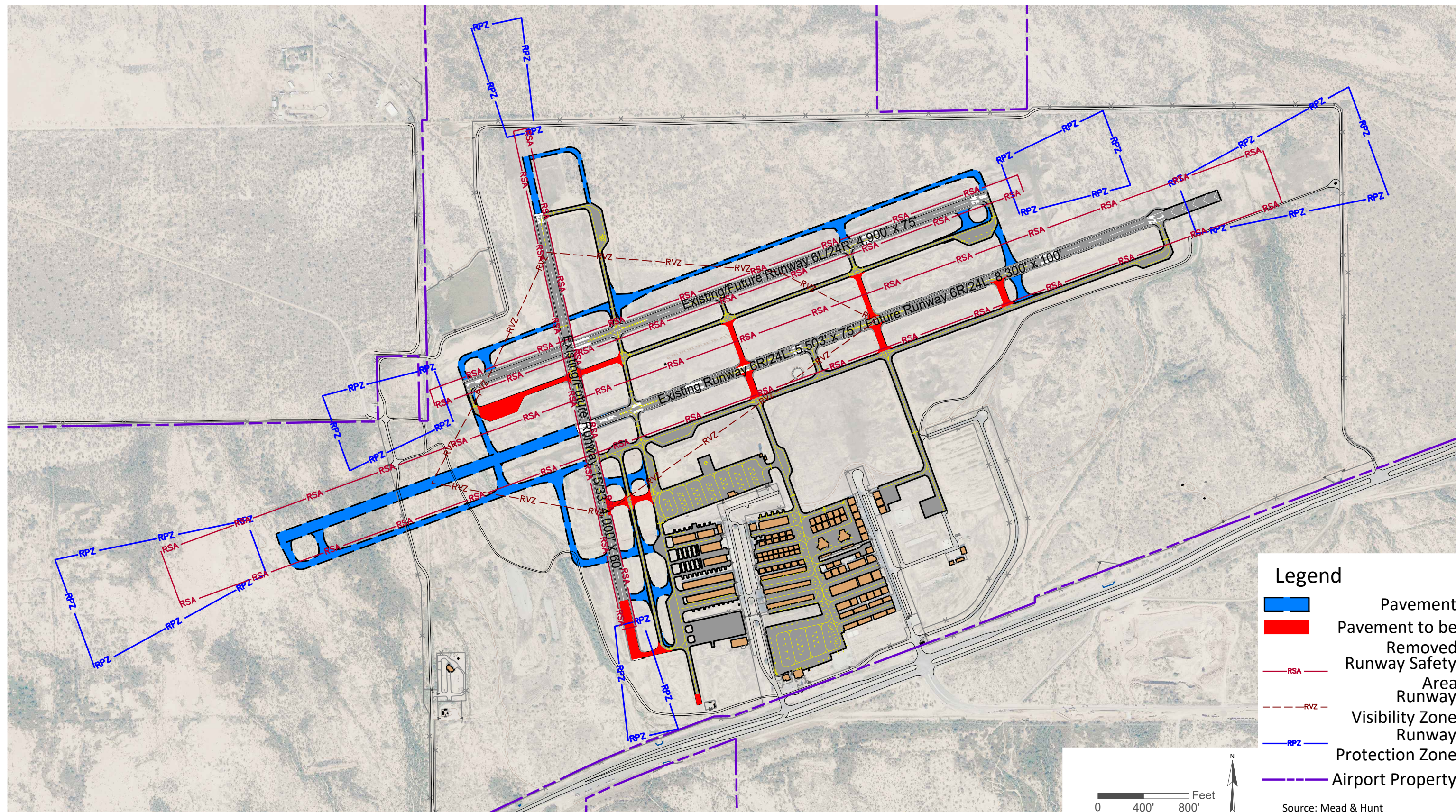




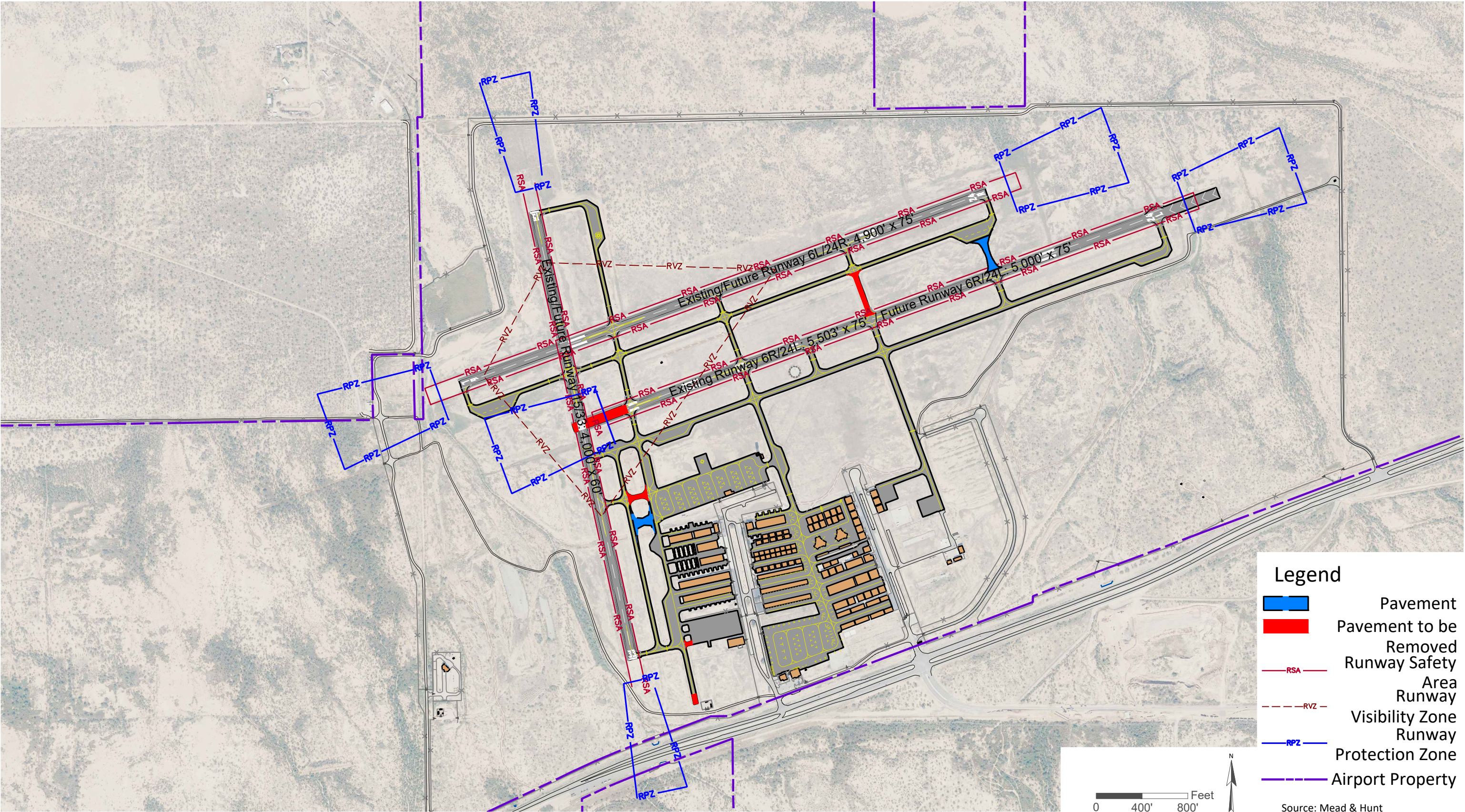










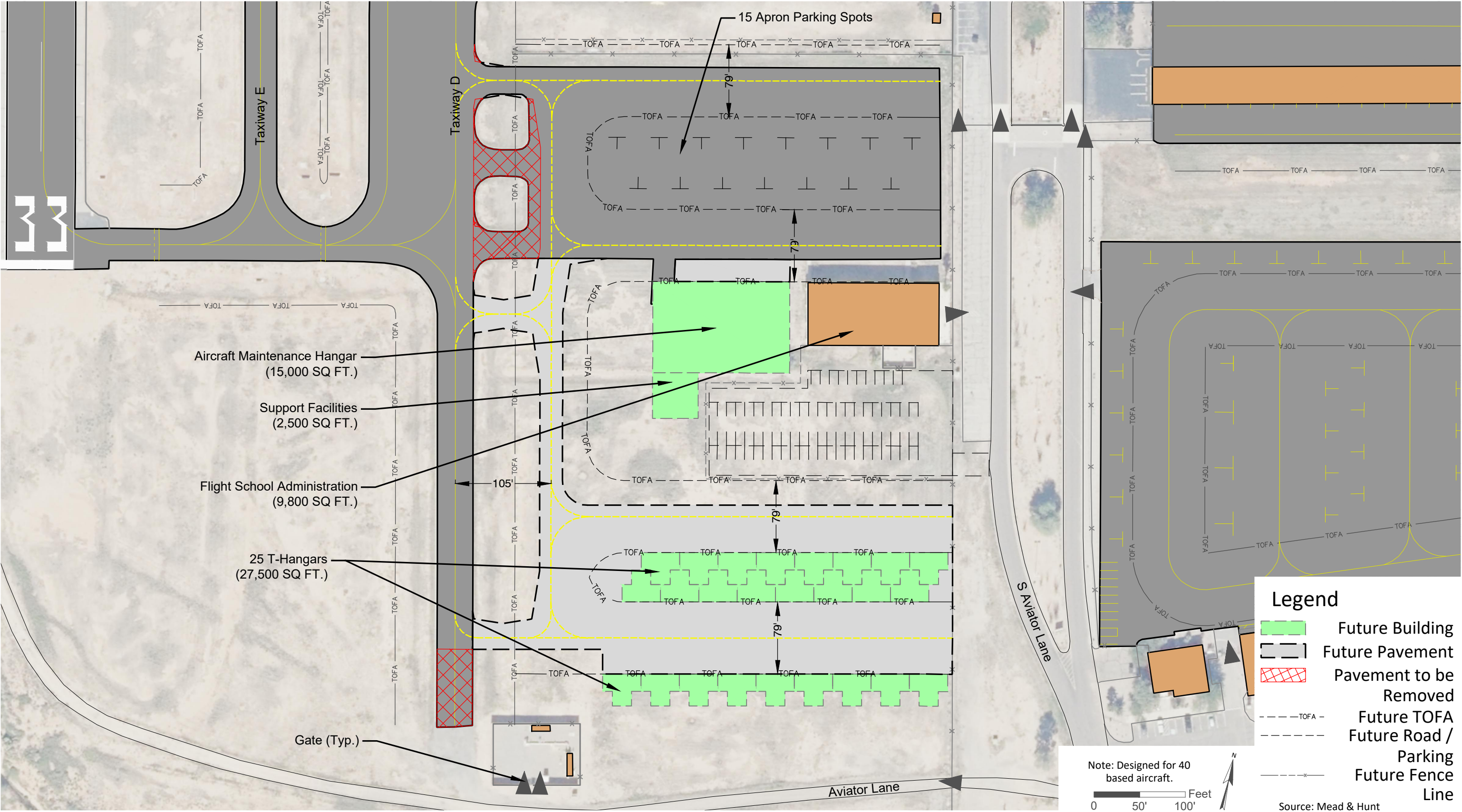


Runway Layout - Alternative 4  
Figure 4-5

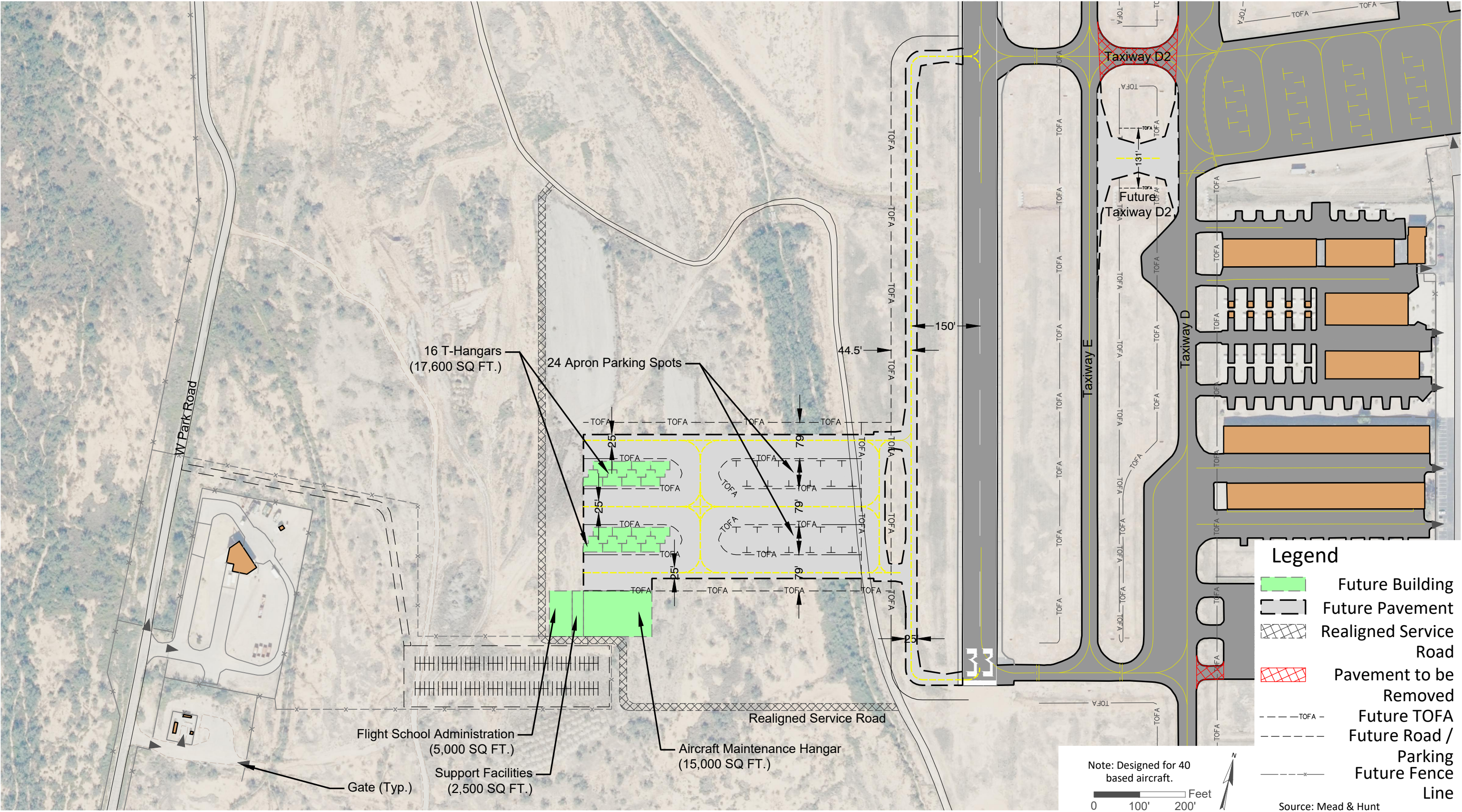


# Flight School Development Alternatives

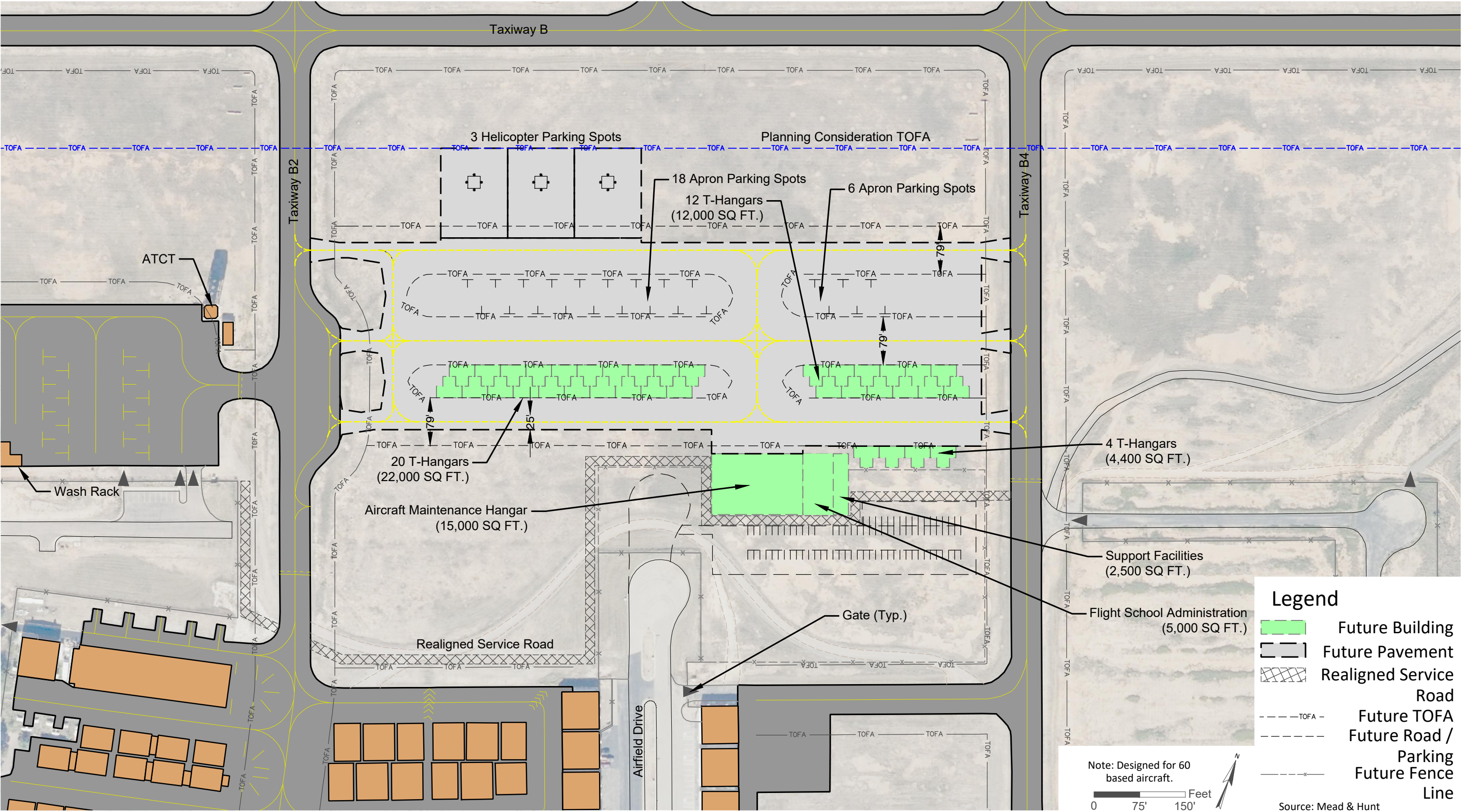
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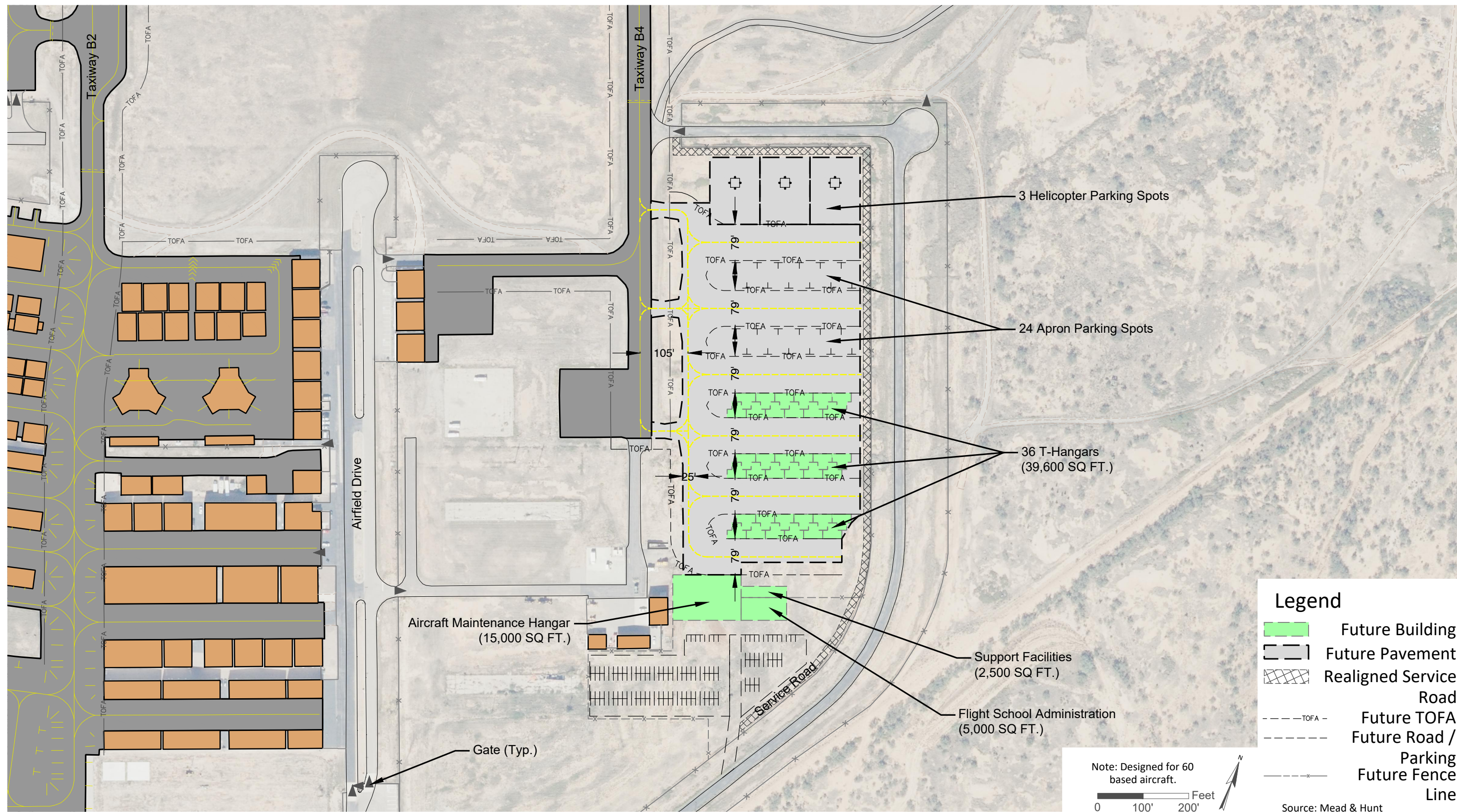




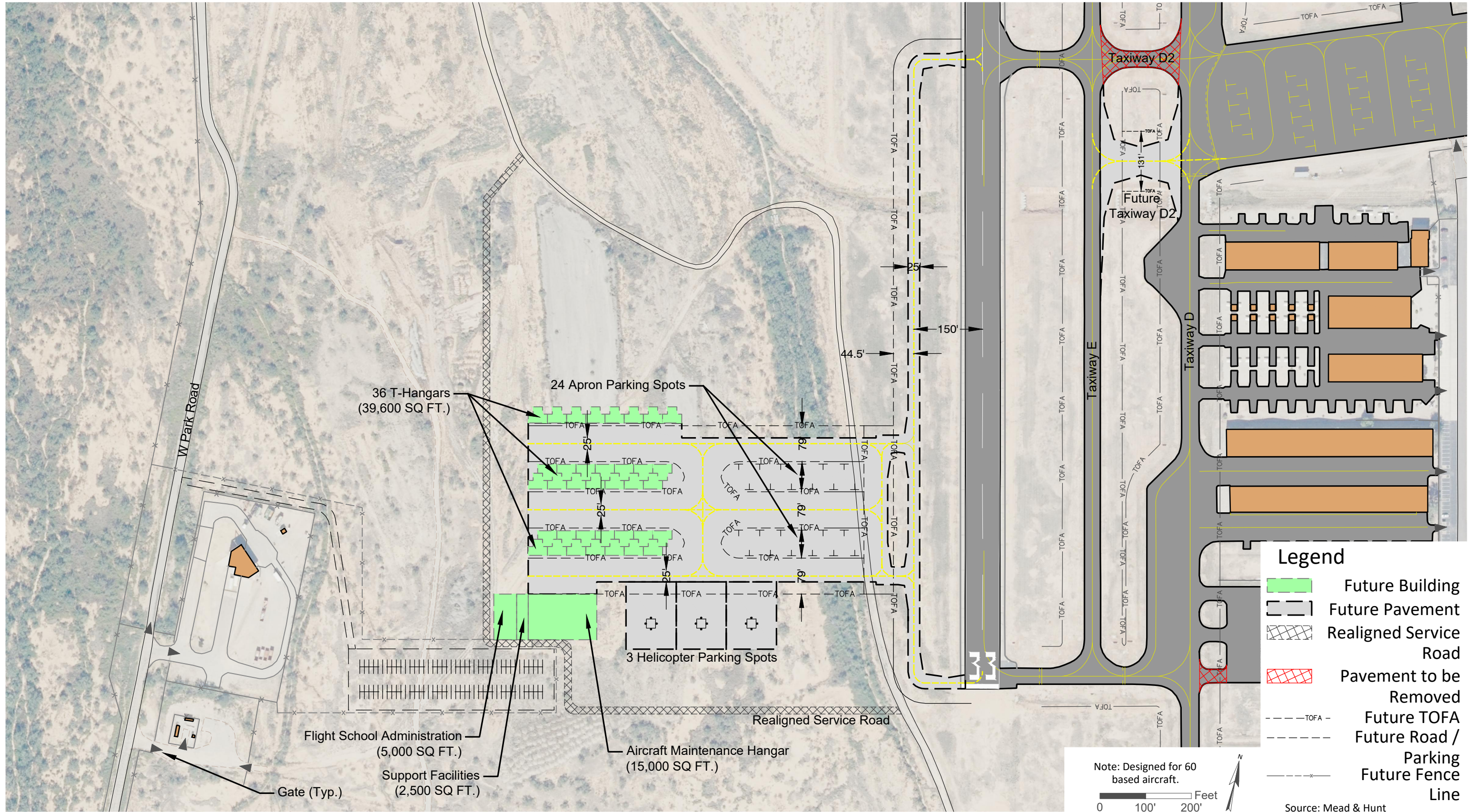












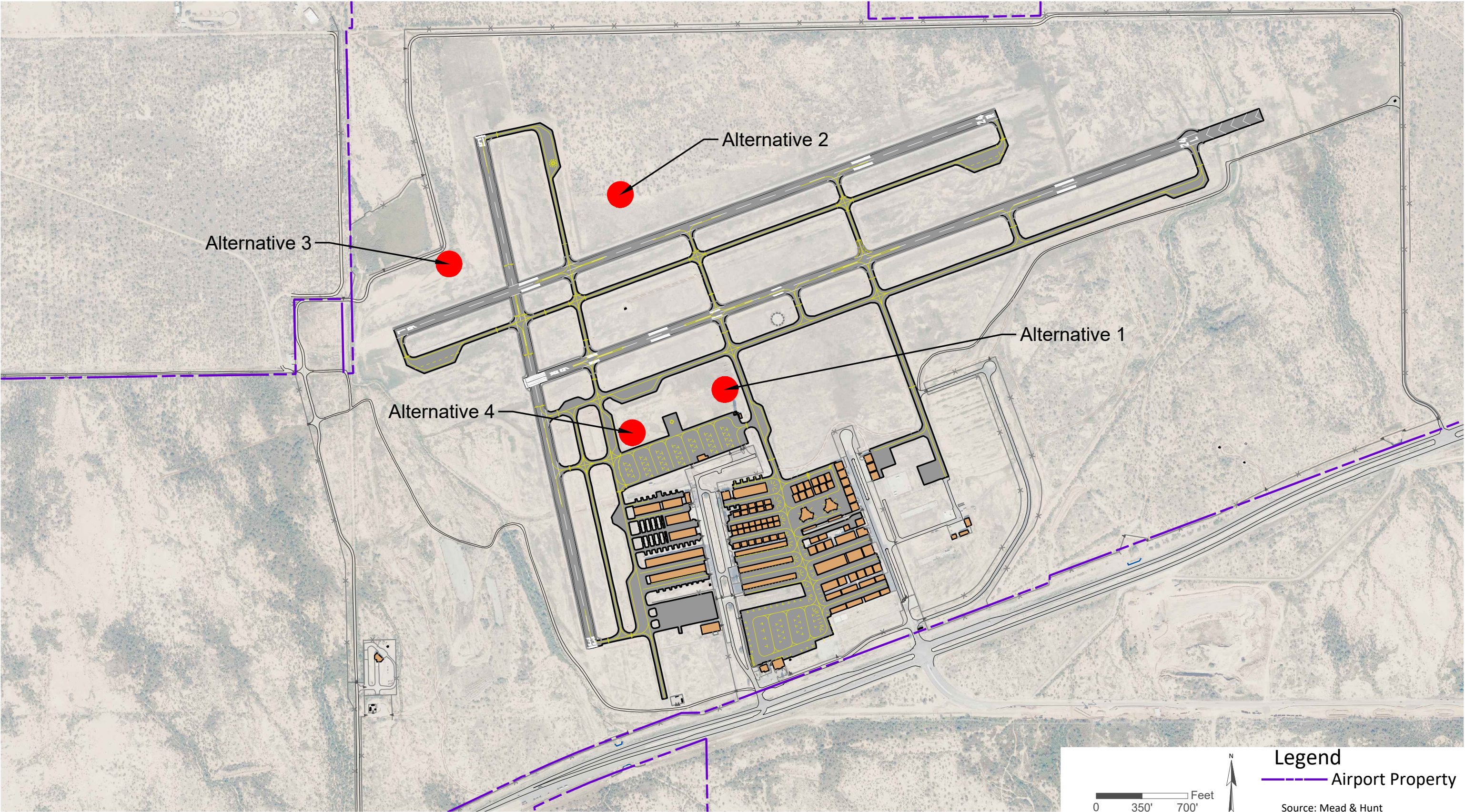


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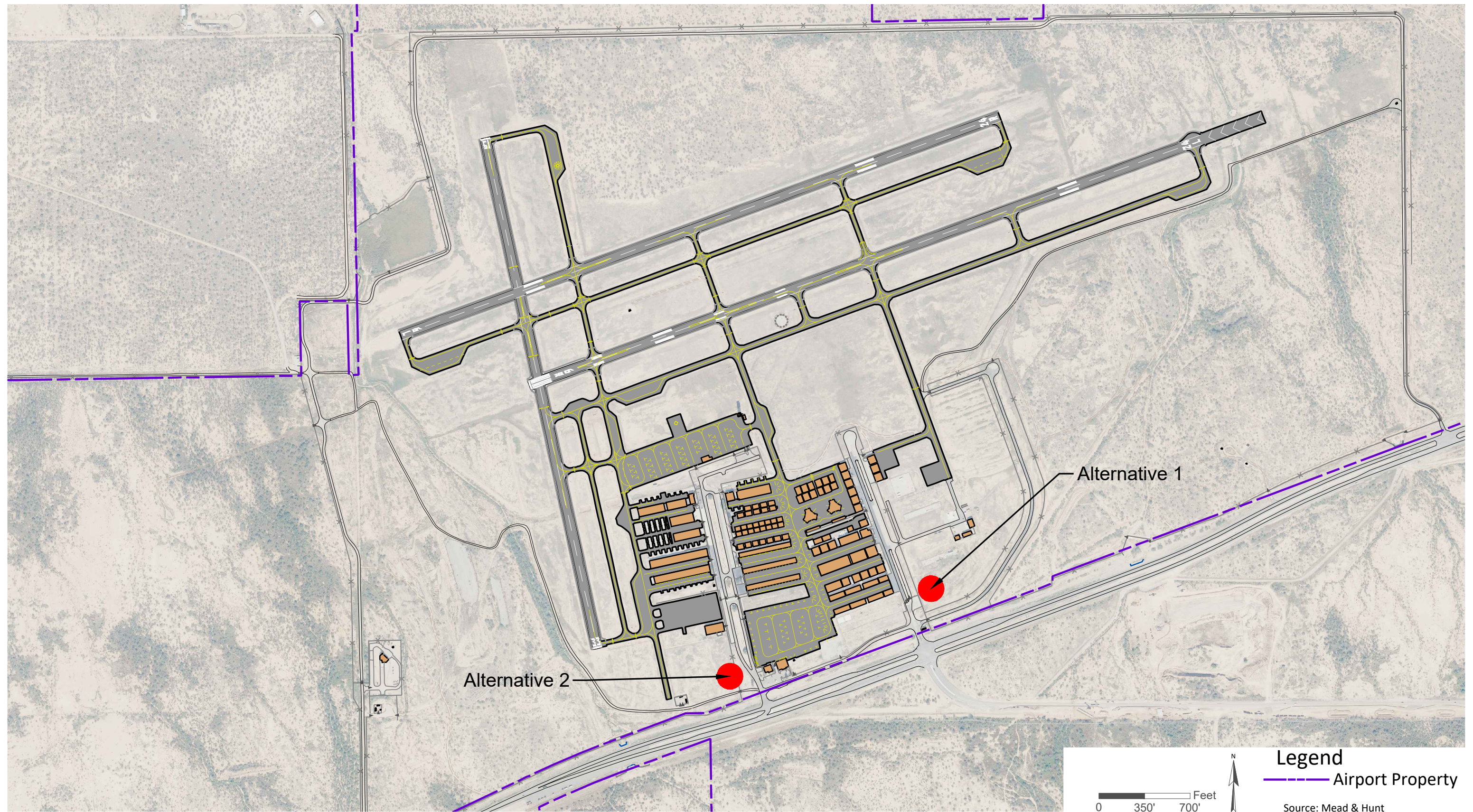
# Airfield Support Facilities Development Alternatives

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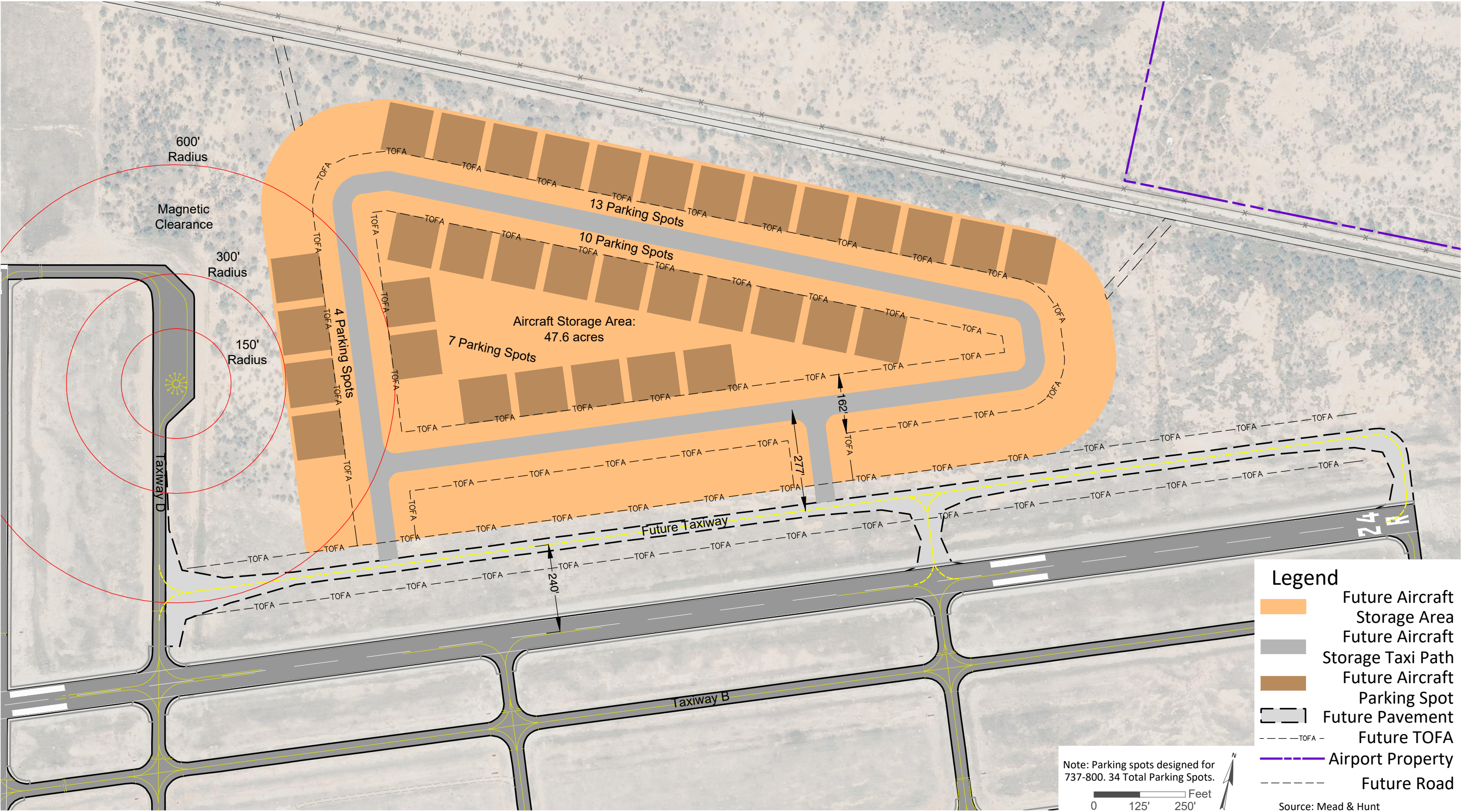
# **Aircraft Storage and Maintenance, Repair & Overhaul Facility Development Alternatives**

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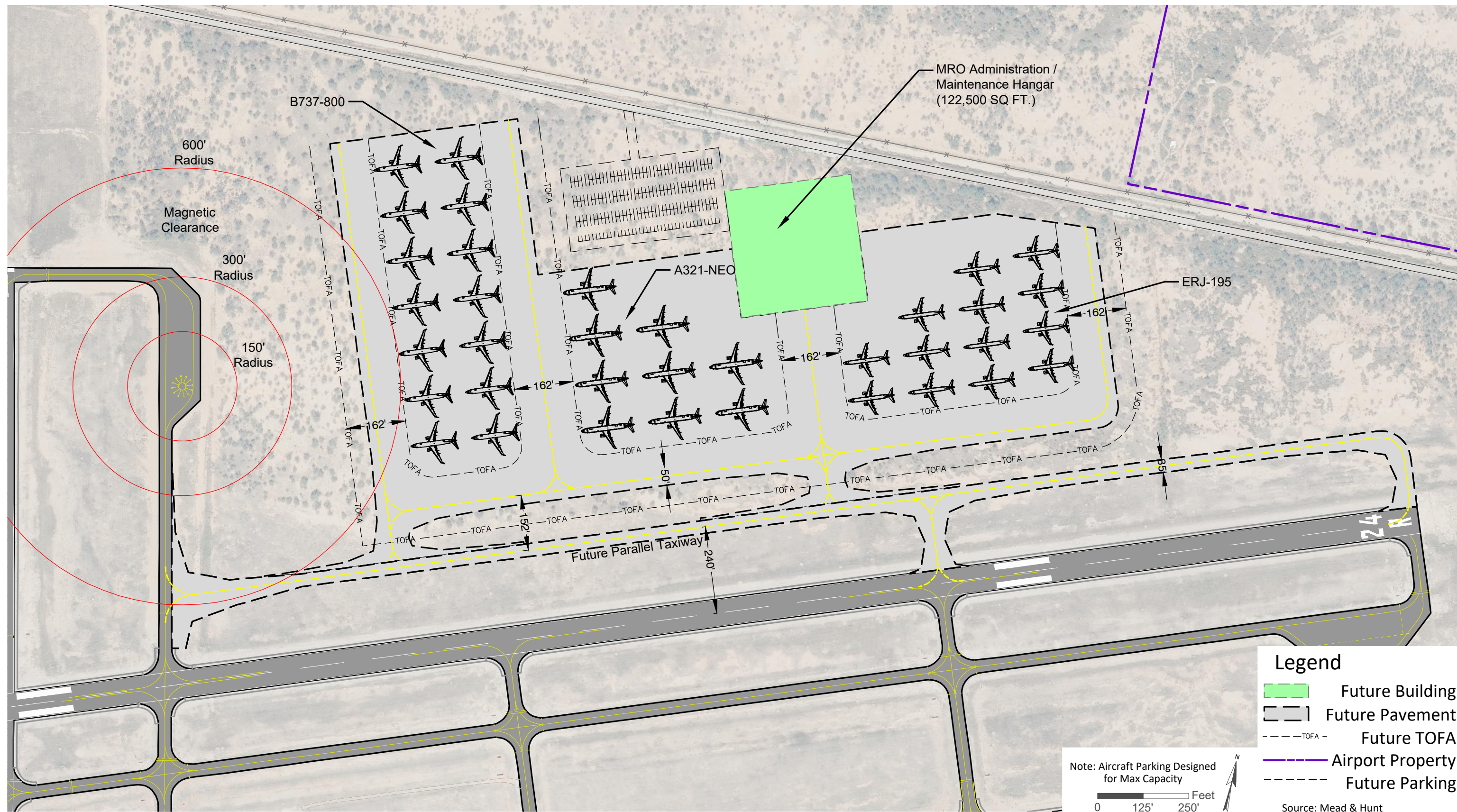




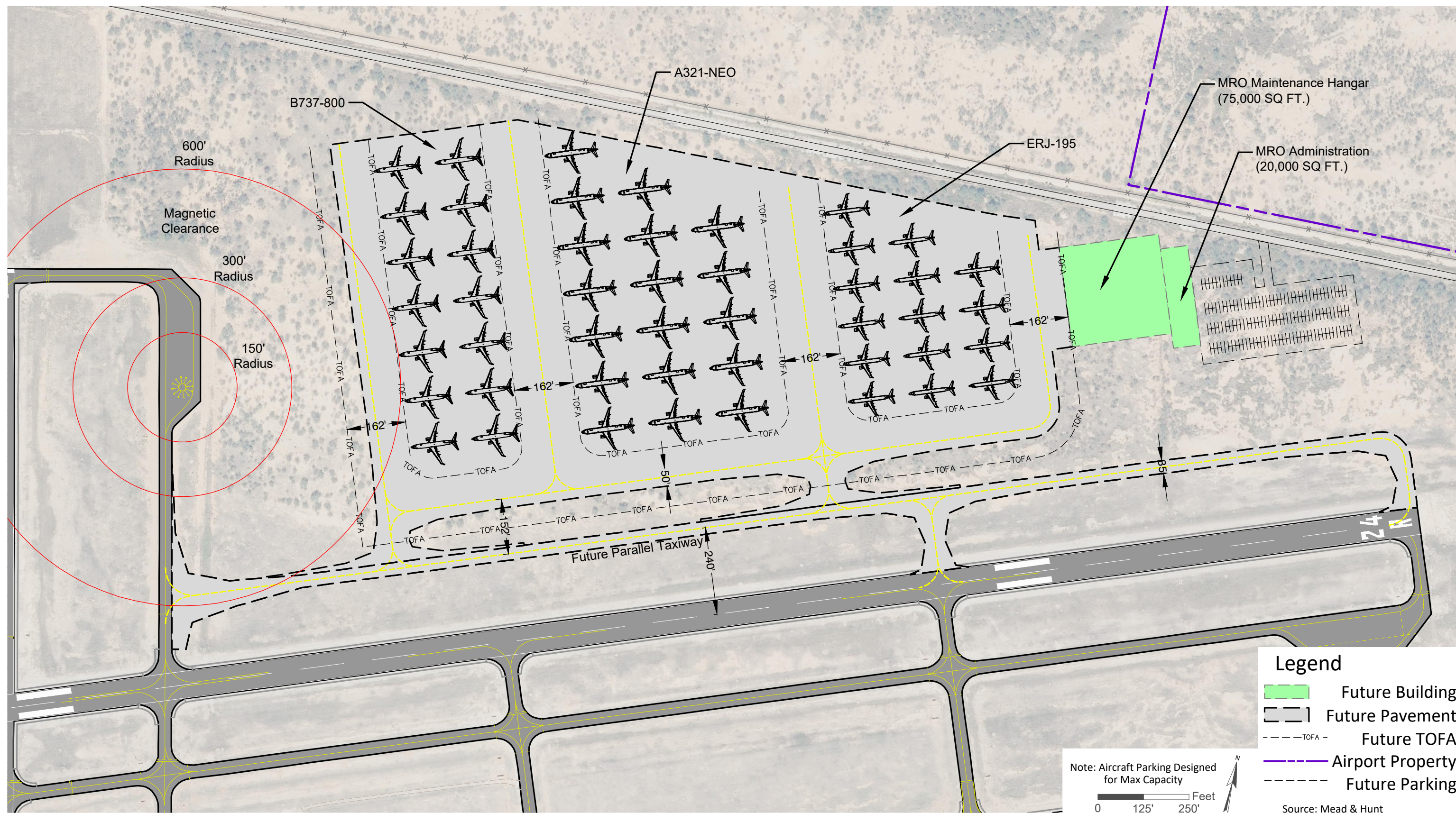










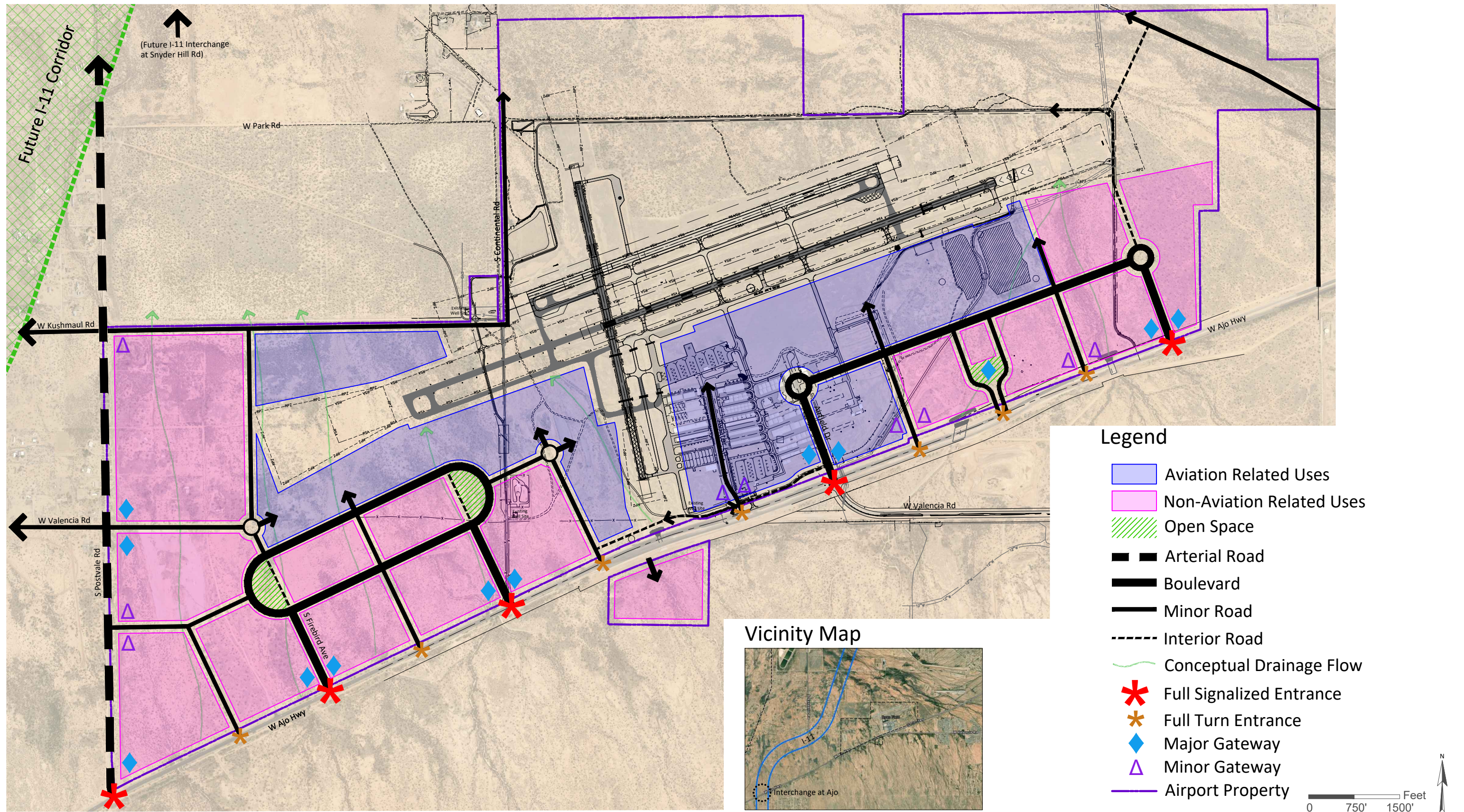




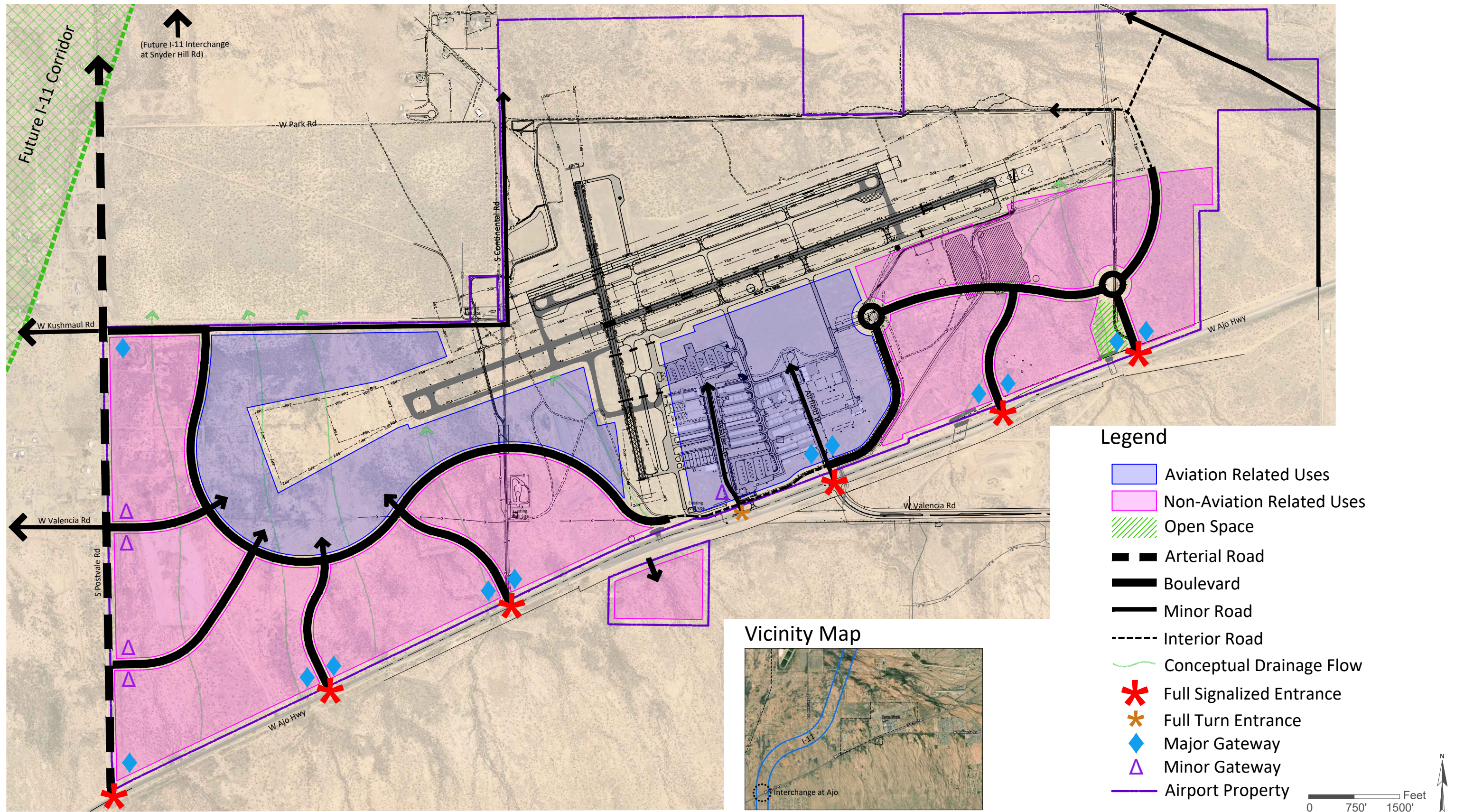
# Airport Land Development Alternatives

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# Next Steps

- Tucson Airport Authority Board Meeting
  - February 2020
- Finalize Alternatives Chapter
- Develop the Preferred Development Concept
- Complete the Cultural Resource Survey
- Complete the Financial Implementation & Feasibility Chapter
- Develop the Airport Layout Plan
- Next Stakeholder Meeting Series - Winter/Spring

# Project Contact Information

- Tucson Airport Authority  
(Master Plan Project Manager)
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- Mead & Hunt Project Manager
  - Christopher Hacker
    - Chris.Hacker@meadhunt.com
    - (480) 718-1909 direct



**Ryan Airfield Master Plan Project  
Technical Advisory Committee Meeting#2 Notes  
3:00 p.m. Thursday, Nov. 21, 2019 – Ryan Airfield**

<b>Attendees</b>	
<b>Name</b>	<b>Organization</b>
Mike Smejkal	Tucson Airport Authority
Victor Palma	Tucson Airport Authority
Chris Bostwick	Tucson Airport Authority
Jerry Brasher (On phone)	Tucson Airport Authority
Dexter De Vera (On phone)	Tucson Airport Authority
Gloria Calhoun	SERCO Air Traffic
Tim Amalong	Velocity Air

<b>Master Plan Project Team</b>	
<b>Name</b>	<b>Organization</b>
Scott Robidoux	Tucson Airport Authority
Mitch Hooper	Mead & Hunt, Inc.
Chris Hacker	Mead & Hunt, Inc.
Cam Thomas	Mead & Hunt, Inc.
Chris Jones	RVi Planning
Bob Iannarino	PSOMAS
C.T. Revere	Gordley Group

The following is a summary of the Technical Advisory Committee comments and questions with study team responses.

- *Committee Member Gloria Calhoun* indicated they do not have the staff to handle line up and wait aircraft since they are only a contract tower.
- *Committee Member Tim Amalong* shared that he prefers the longer runway alternatives to accommodate a greater variety of aircraft.
- *Committee Member Tim Amalong* indicated that a G6 aircraft landed at RYN and had to unload passengers and then fly to TUS for fuel since the runway was not long enough – Runway 6R/24L
- *Committee Member Gloria Calhoun* expressed concern about removal of runway pavement and reducing the amount of taxiway. *Committee Member Tim Amalong* agreed that leaving taxiways as is will allow a greater variety of aircraft to use the airport.

- *Committee Member Tim Amalong* asked about sewage expansion if the Part 141 flight school is selected. *Consultant Rep. Bob Iannarino* noted that sewage capacity would be improved in partnership with housing developments.
- *Committee Member Tim Amalong* asked that the frontage roads be paved so it is not dirt which would track FOD
- *Committee Member Tim Amalong* expressed concern that the western Part 61 alternative, west of Runway 15/33, would have a higher cost to establish a road to it.
- *Committee Member Mike Smejkal* stated that aircraft require two alternative ways in and out of "Bravo IV."
- *Committee Member Gloria Calhoun* noted that the current location for the air traffic control tower is appropriate but, in order to eliminate the blind spot, the height needs to be raised.
- *Committee Member Gloria Calhoun* noted that basing the Air Rescue and Firefighting facility on Aviator Lane would be challenging because of the right-turn-only situation onto State Route 86. She said having the ARFF at the eastern entrance to the airfield would be preferable because of the traffic signal, which can be overridden by emergency vehicles.
- *Committee Member Gloria Calhoun and Tim Amalong* both expressed a preference for ARFF alternative I and supported the proximity to Valencia and Ajo Highway
- *Committee Member Tim Amalong* indicated that it made logical sense to work with Drexel Heights at RYN
- *Committee Member Chris Bostwick* said he likes RVI Planning's idea to consider housing a transplant hospital on the airport property to allow quick transfer of donor organs from the airpark.
- *Committee Member Tim Amalong* liked the idea of constructing a hotel on non-aviation land.
- *Committee Member Tim Amalong* asked to have telecommunications (high speed internet) come to RYN

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# Tucson Airport Authority

Ryan Airfield

Airport Master Plan

Technical Advisory Committee - Meeting#2

November 21, 2019

TUCSON AIRPORT AUTHORITY

**RYAN**  
AIRFIELD

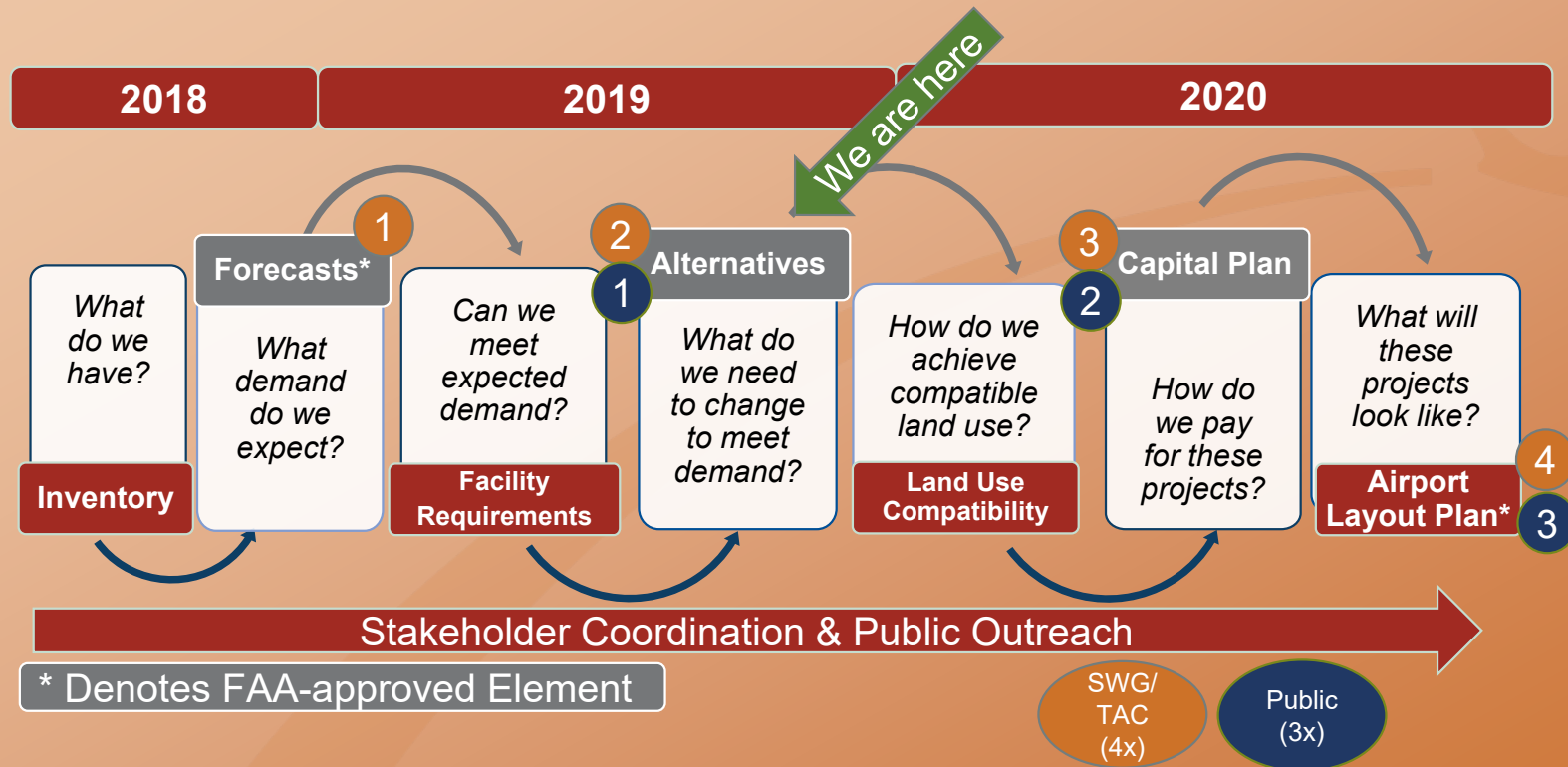




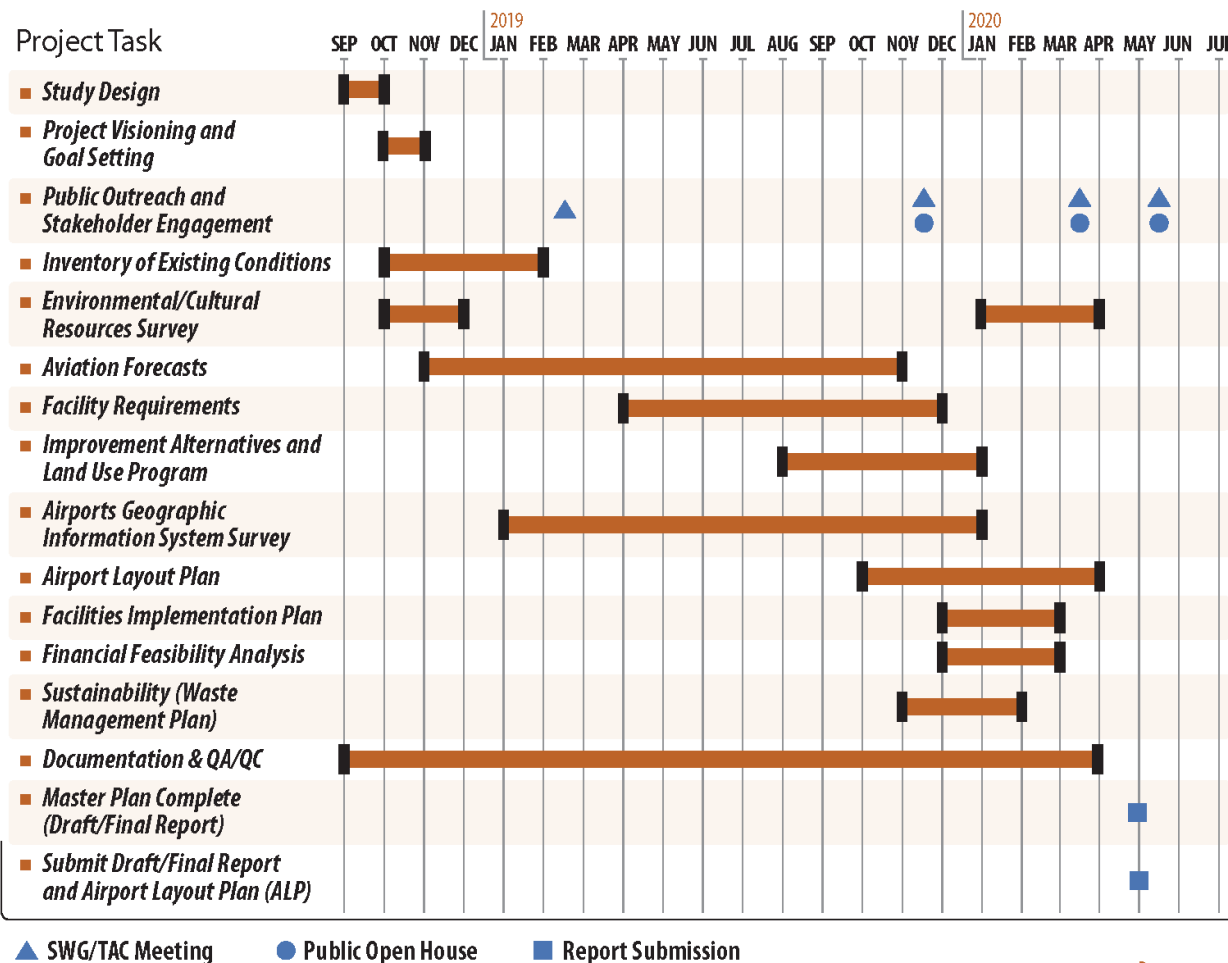
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# Airport Master Plan Process



# Project Schedule – Airport Master Plan





# Airport Master Plan – FAA Approved Forecasts

Total Operations Forecast:

2018 Total = 94,621

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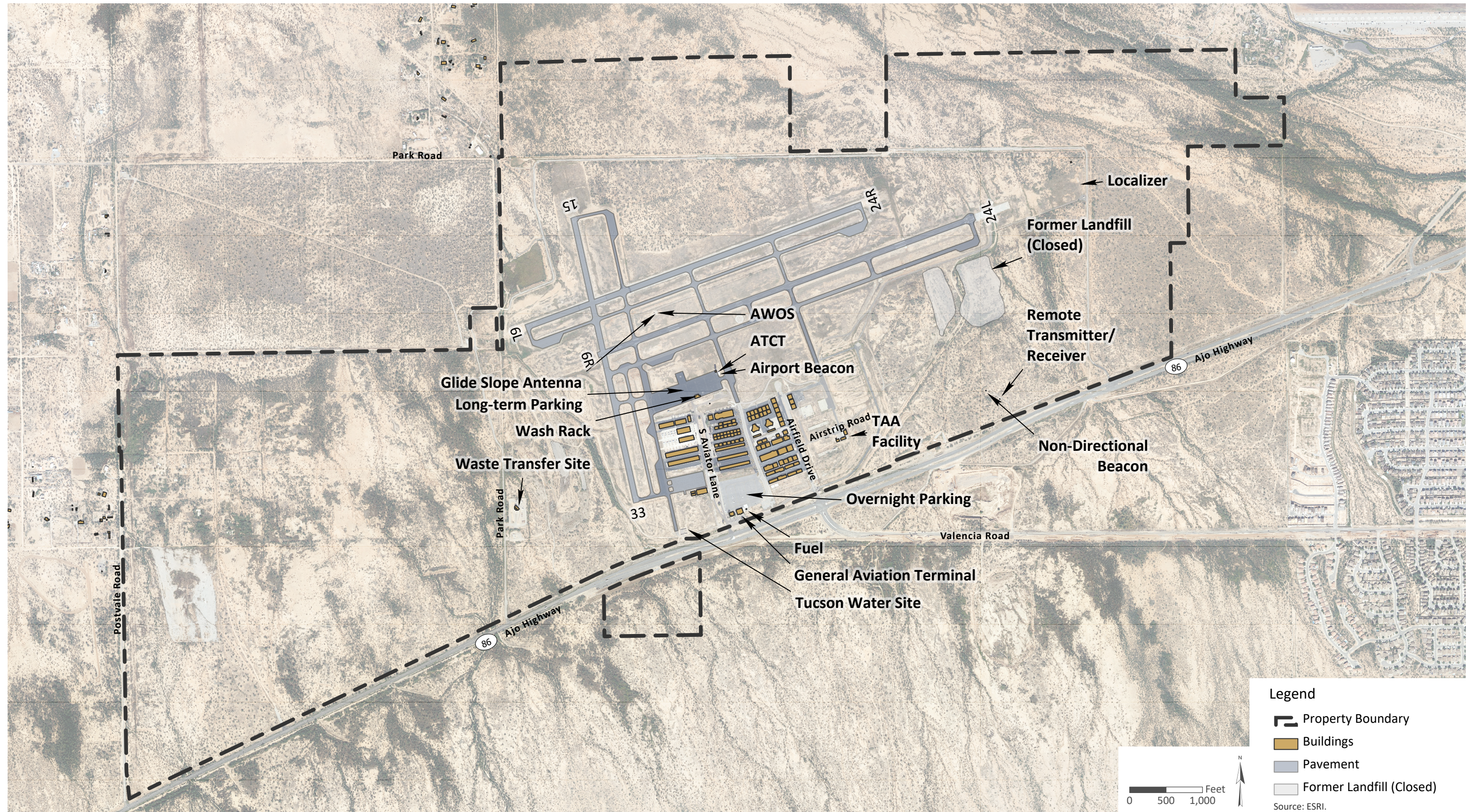
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# Existing Airport Facilities







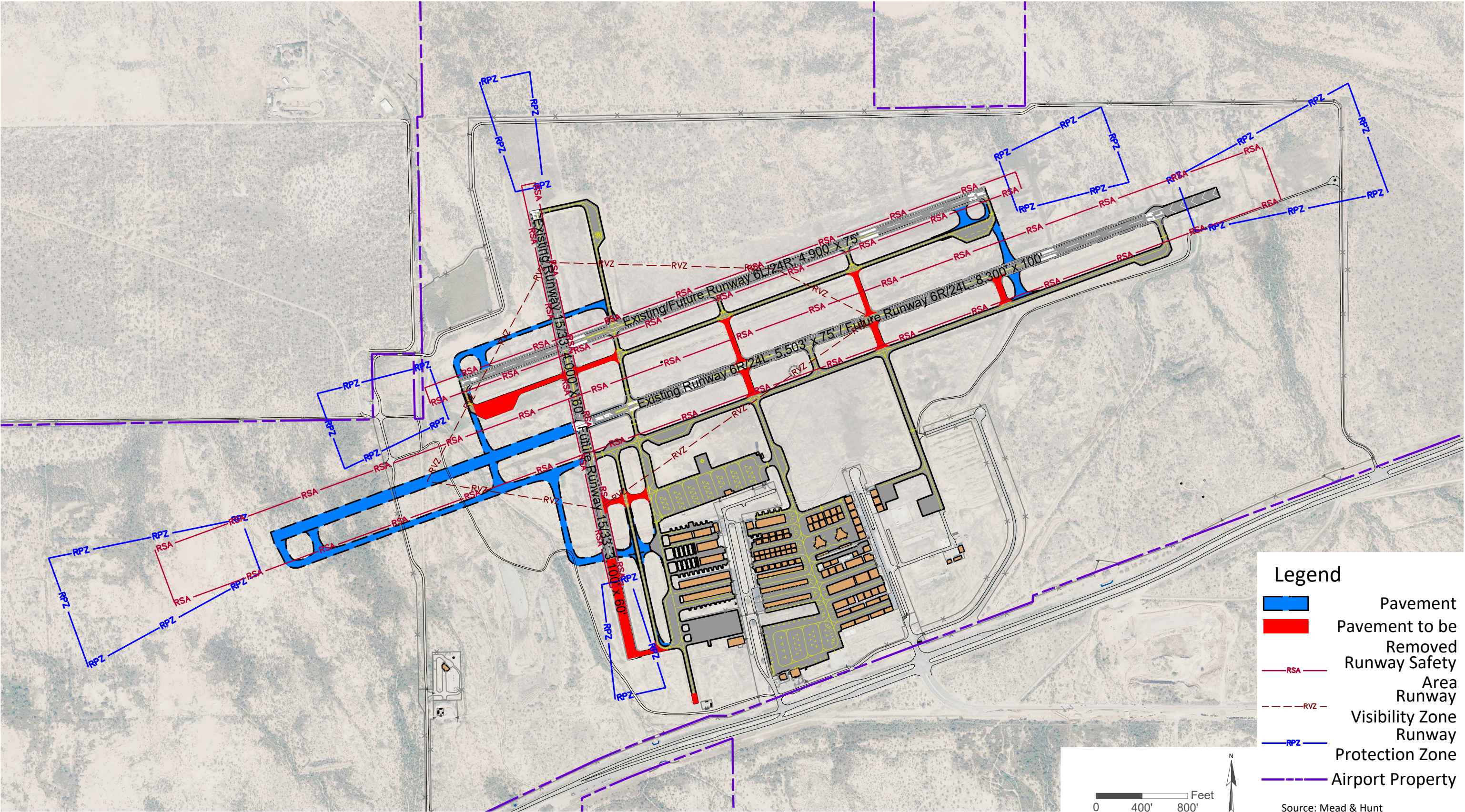
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# Summary of Critical Facility Requirements

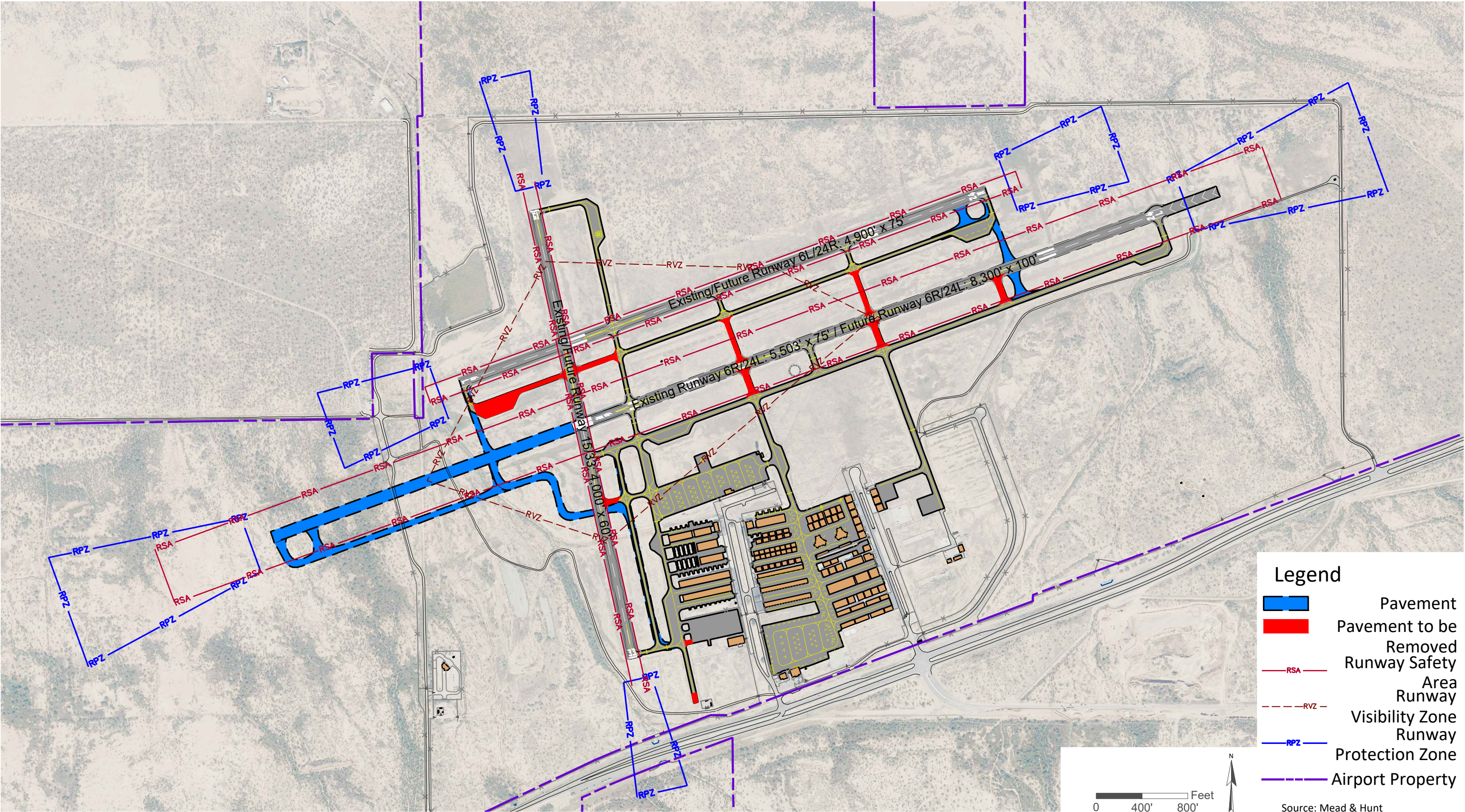
- Airside Facilities
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# Airfield Development Alternatives

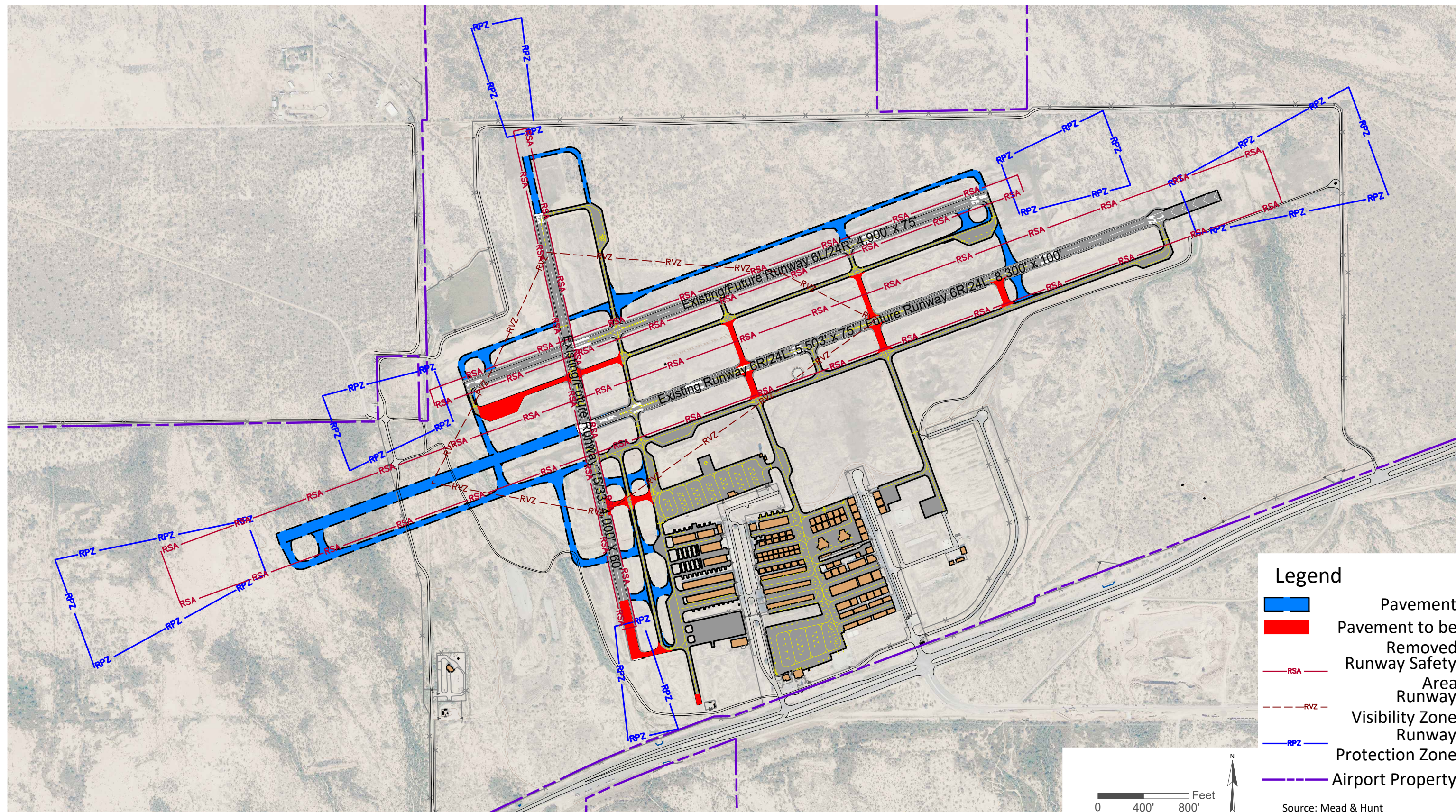




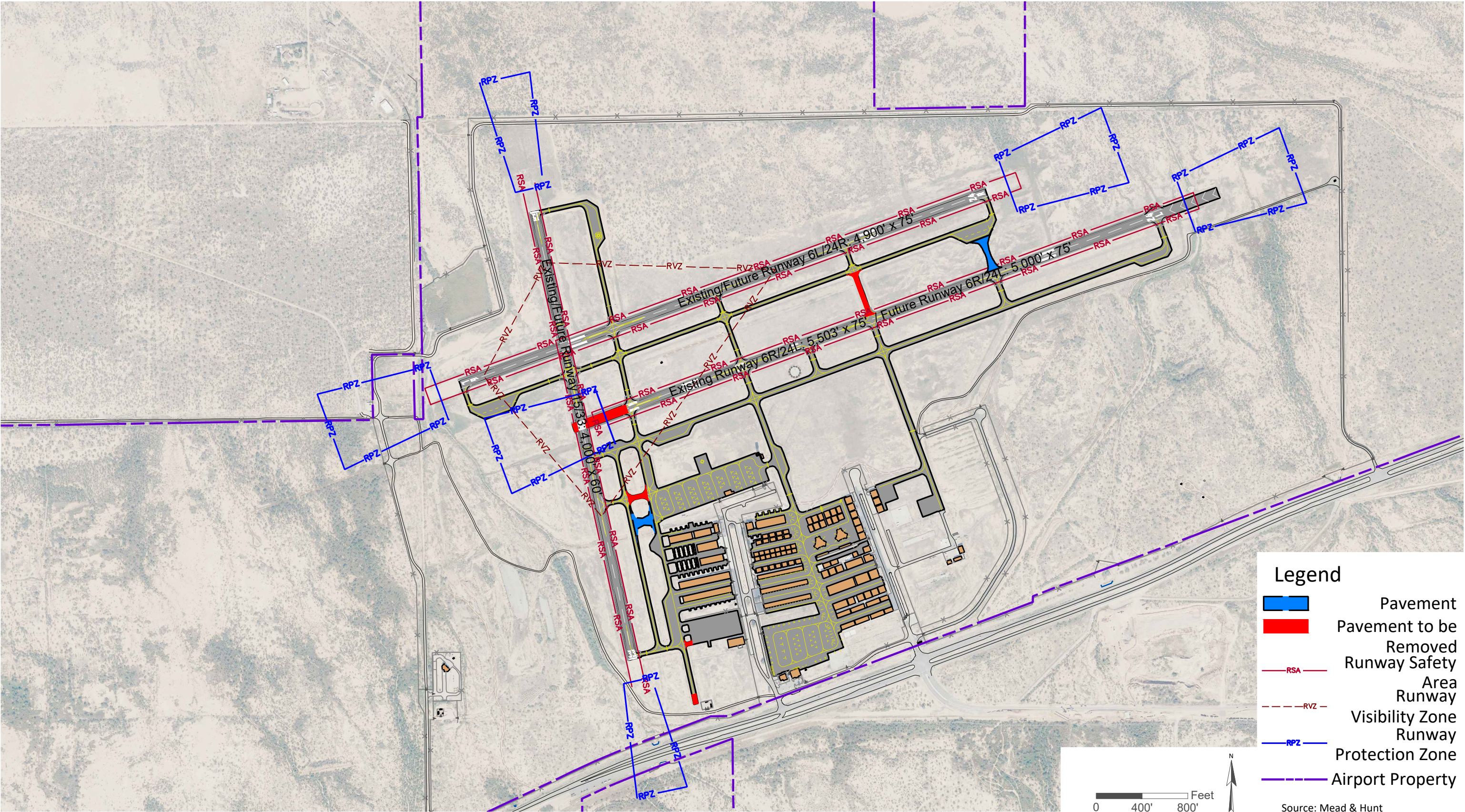










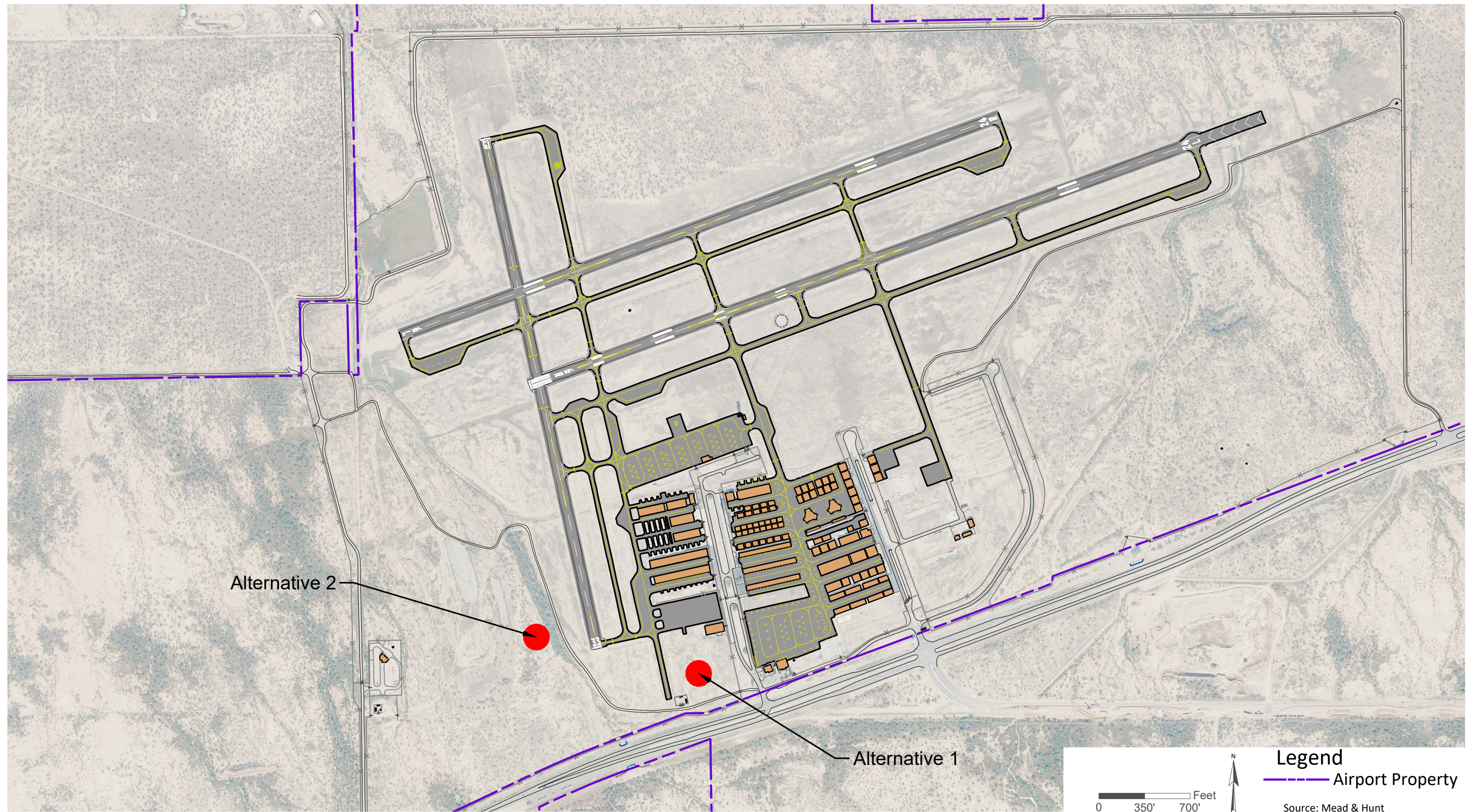




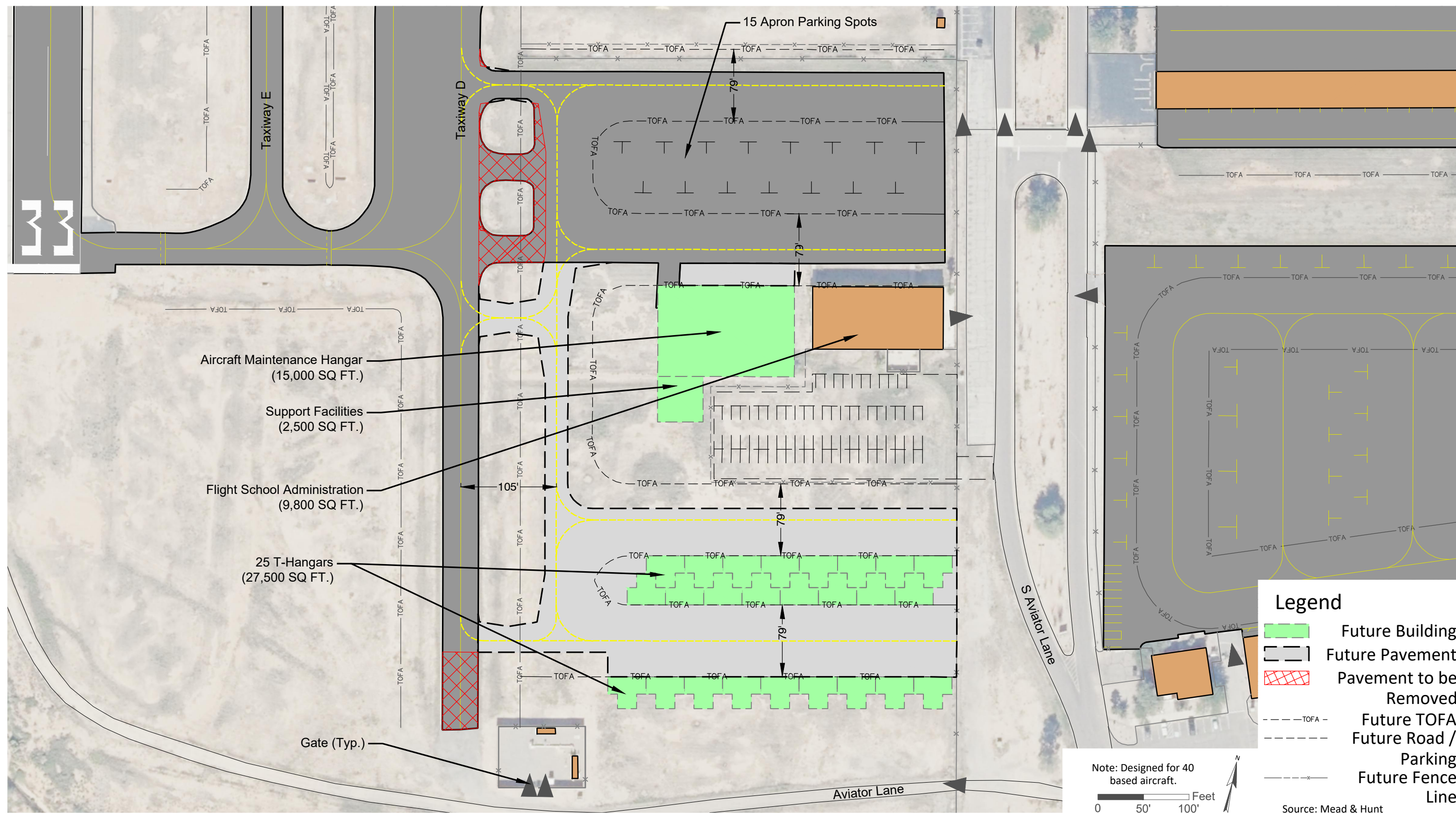
# Flight School Development Alternatives

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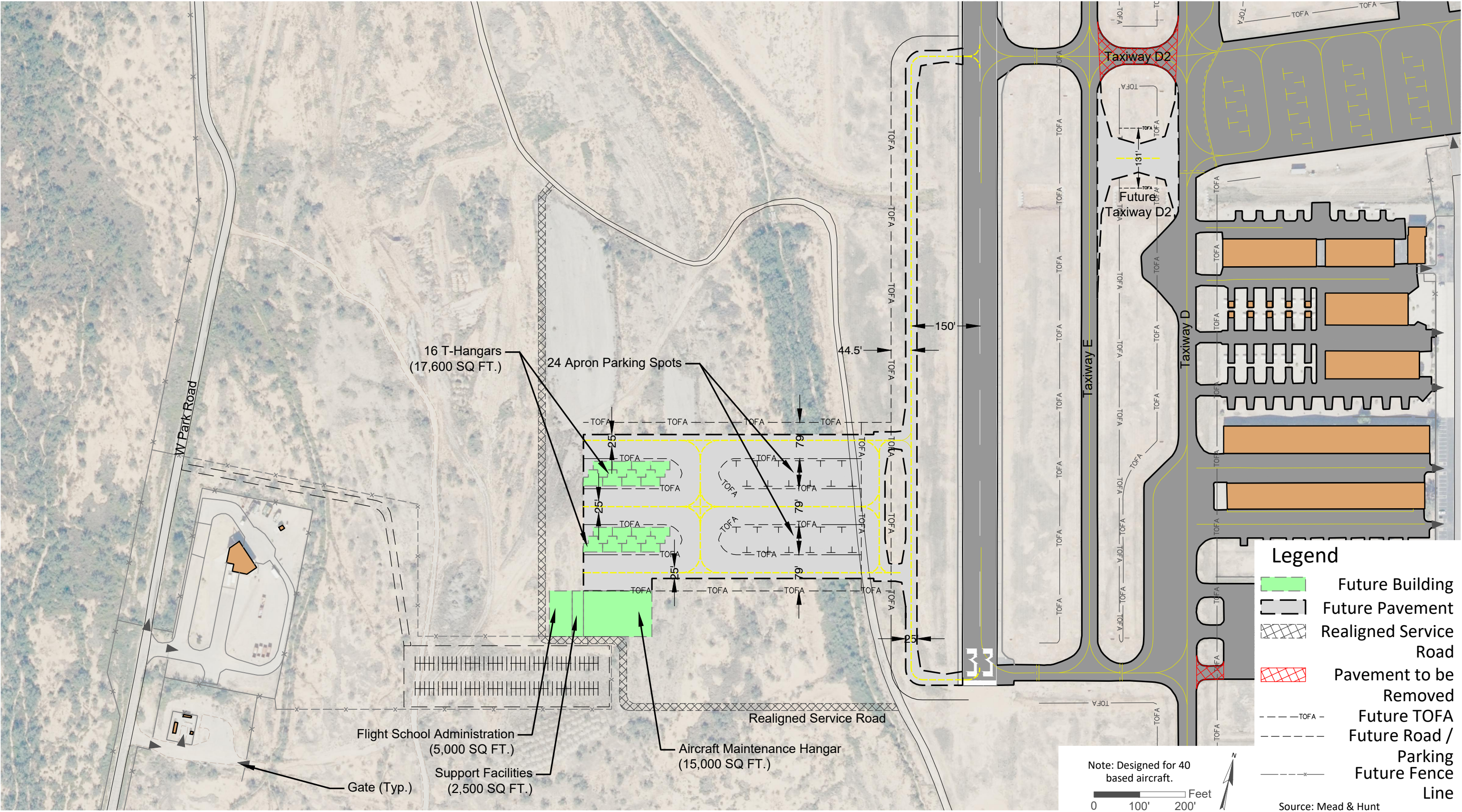




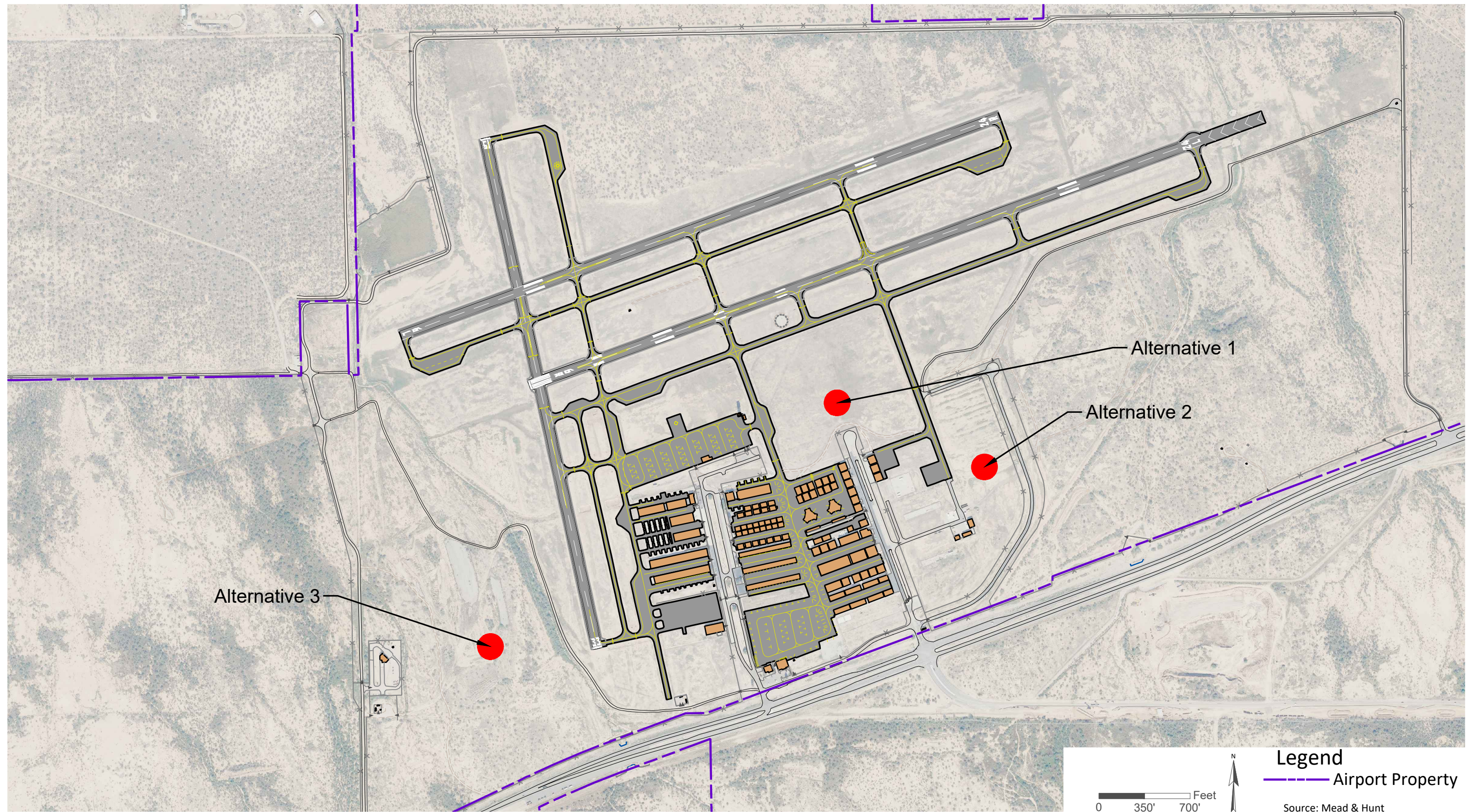




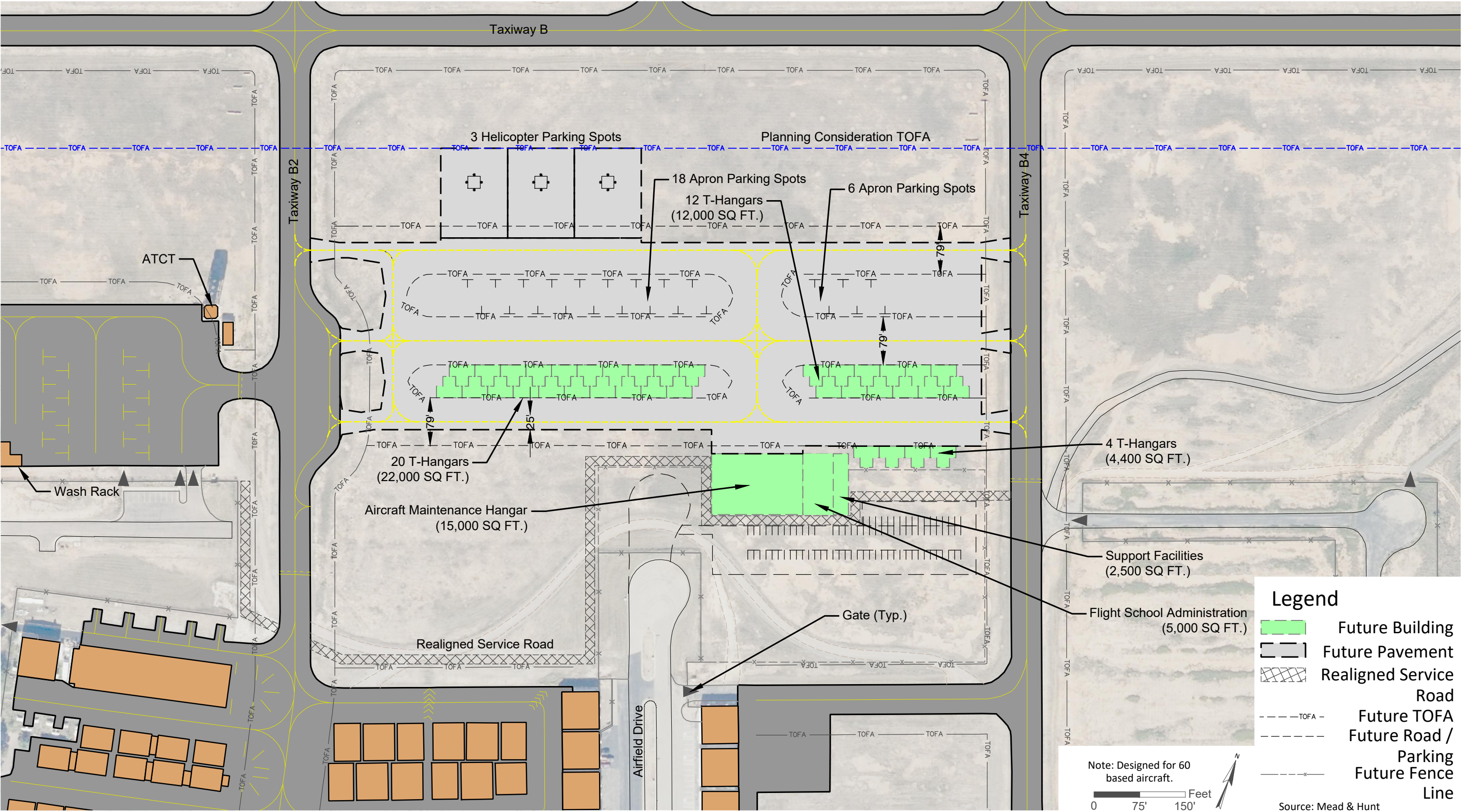




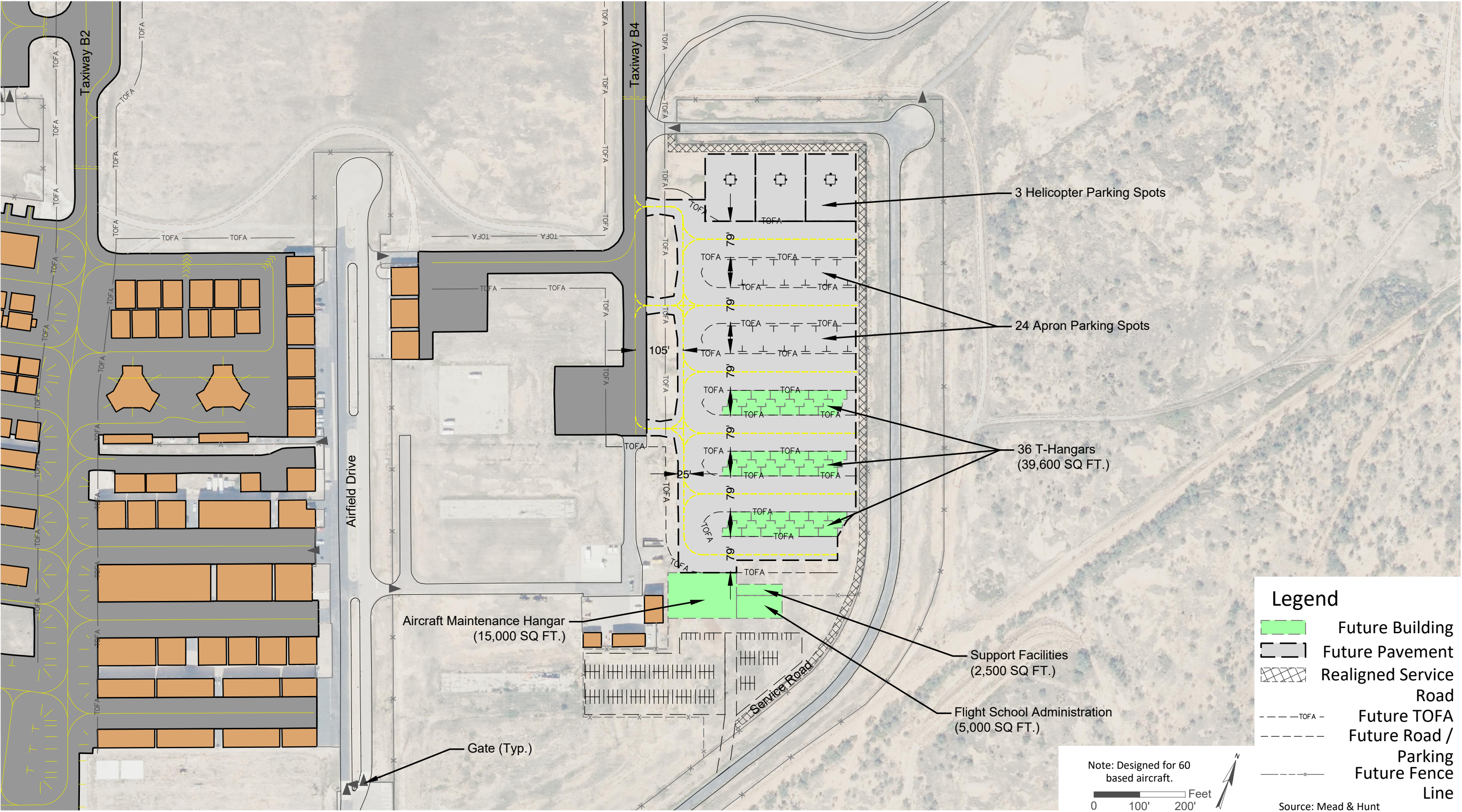




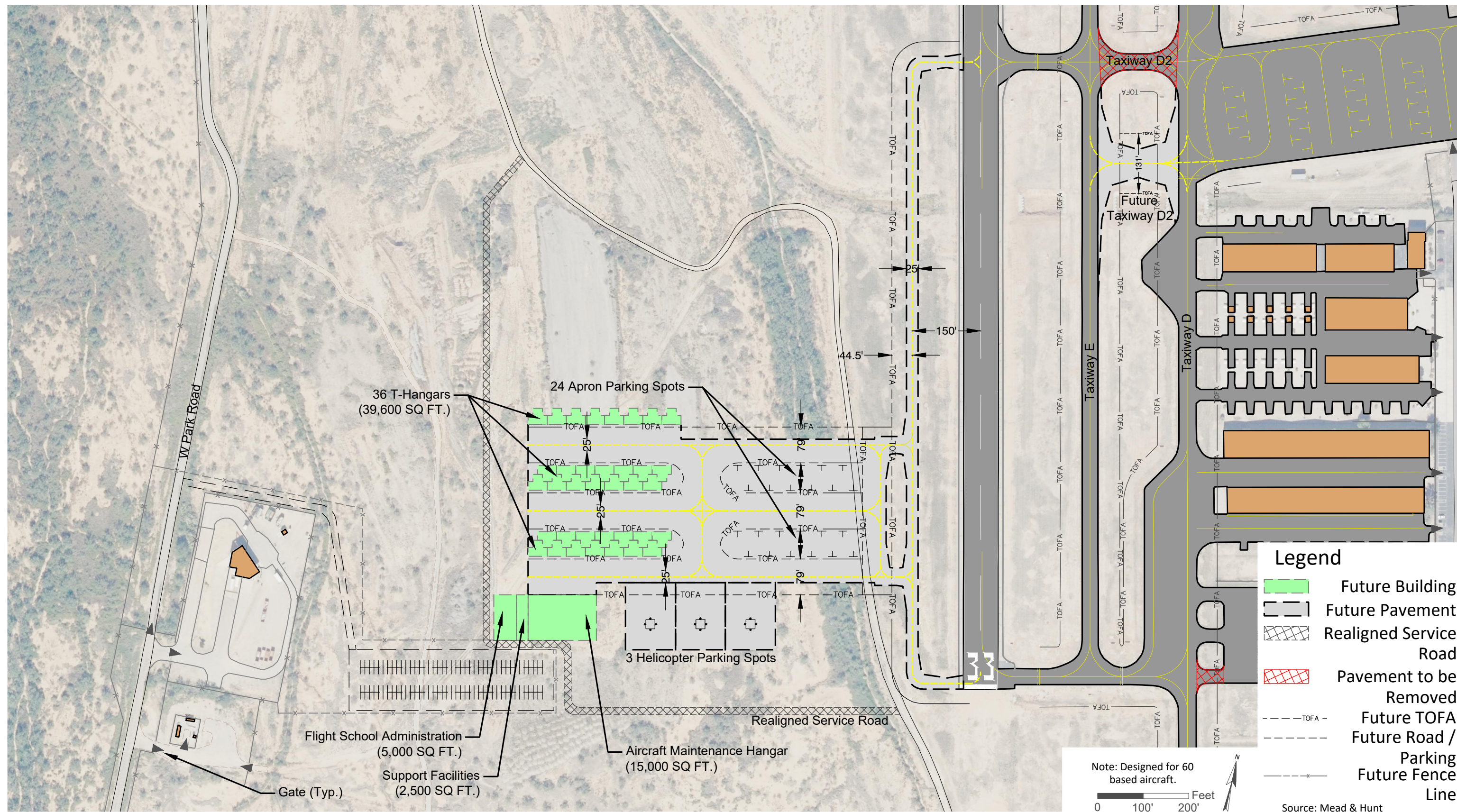














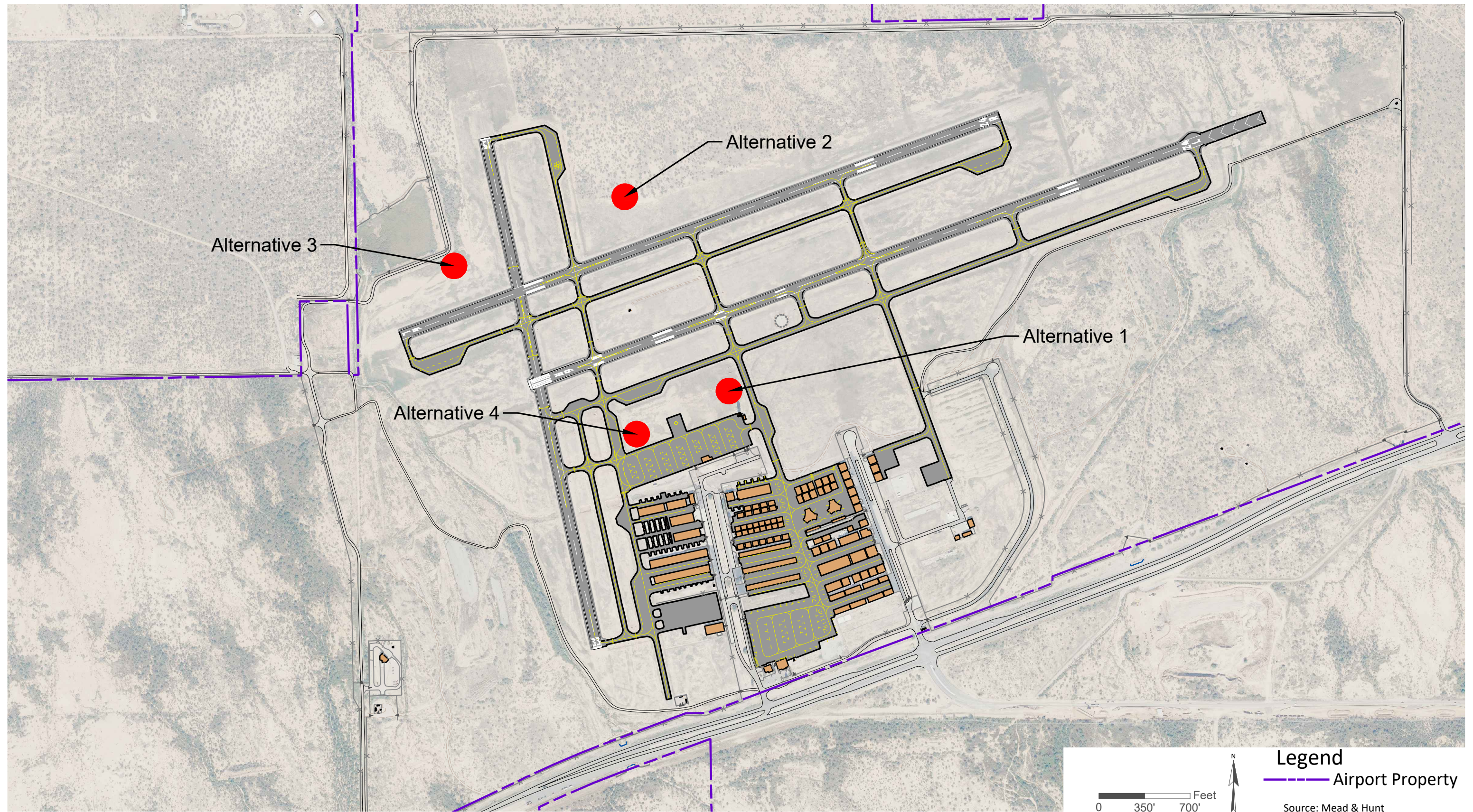
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# Airfield Support Facilities Development Alternatives

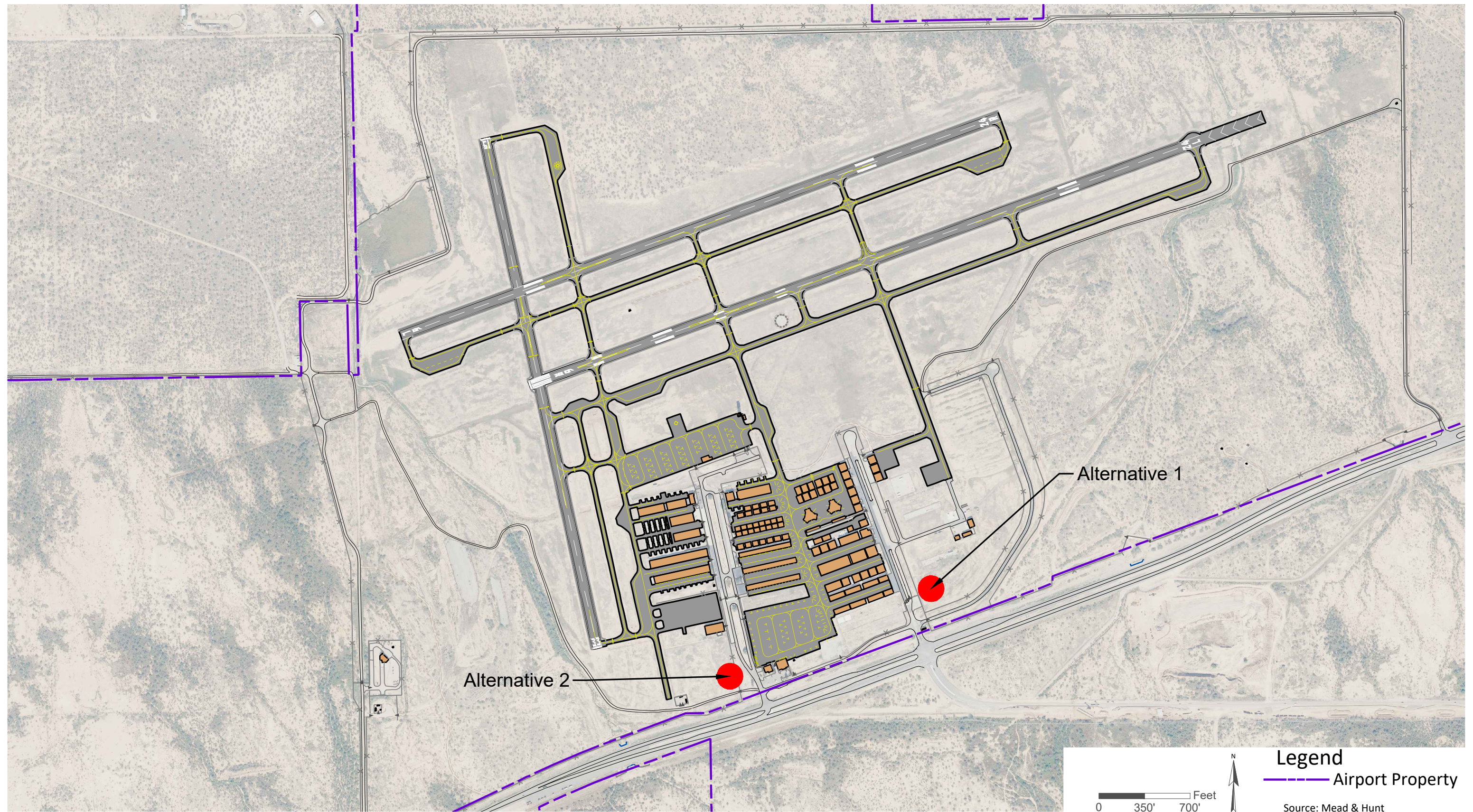


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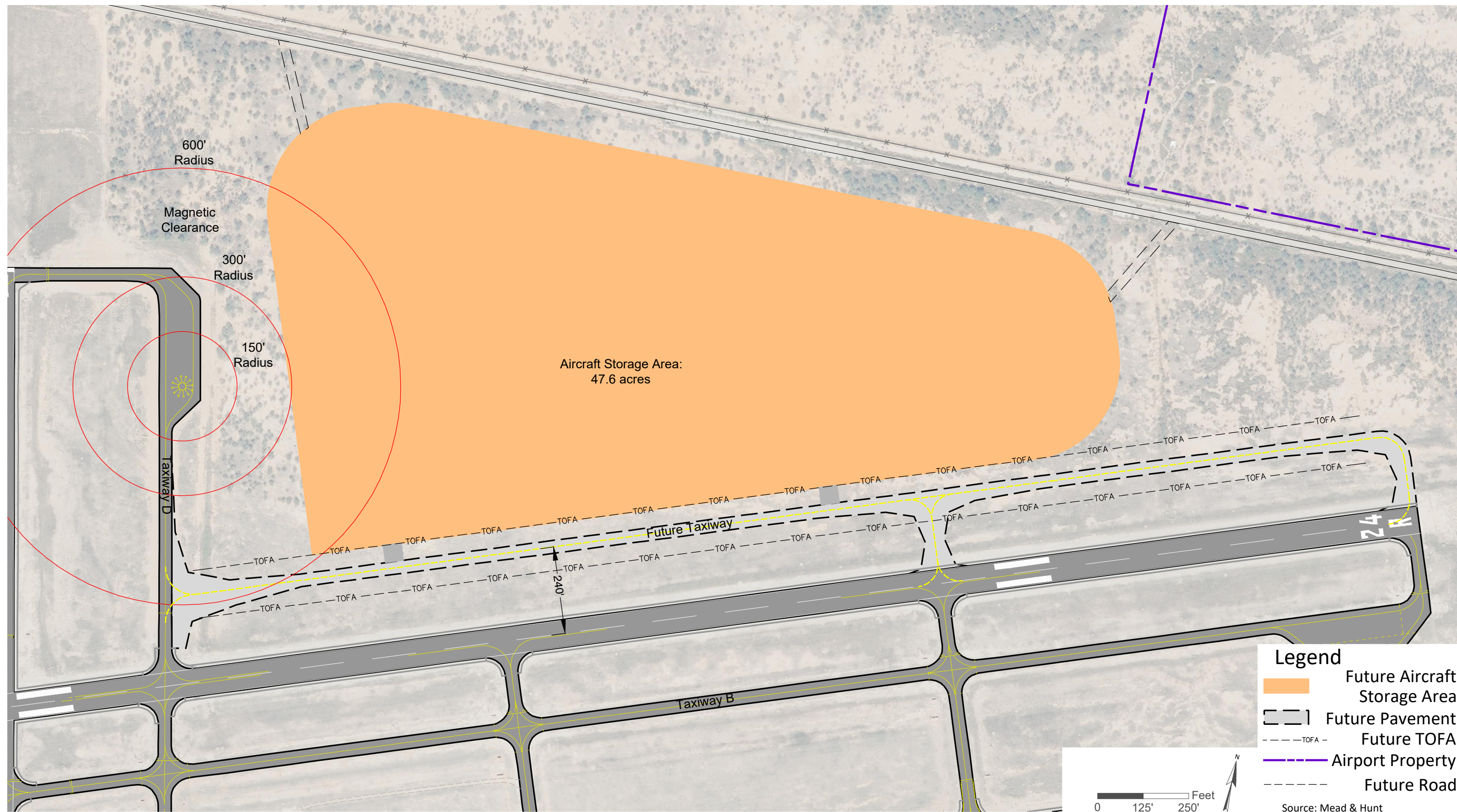




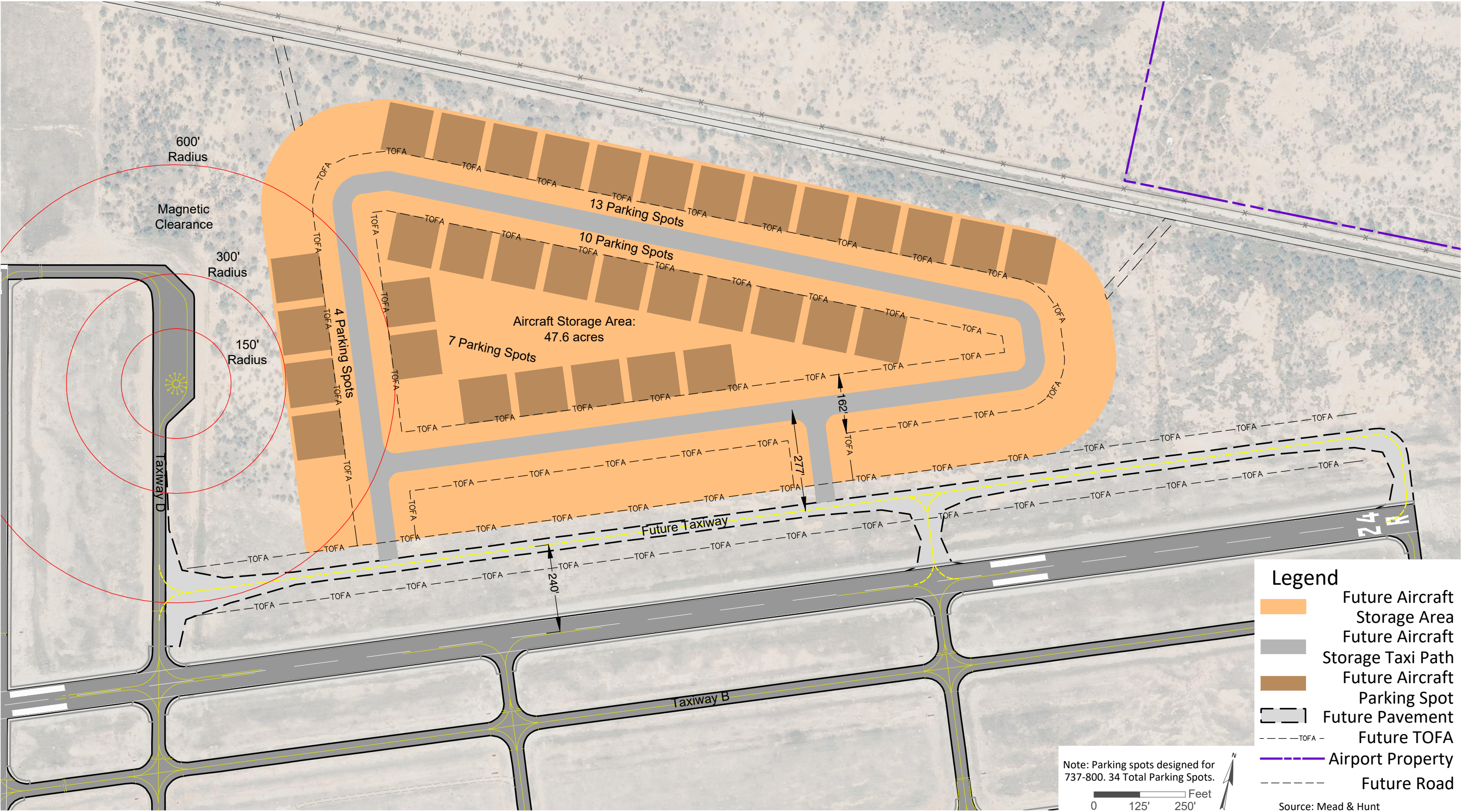
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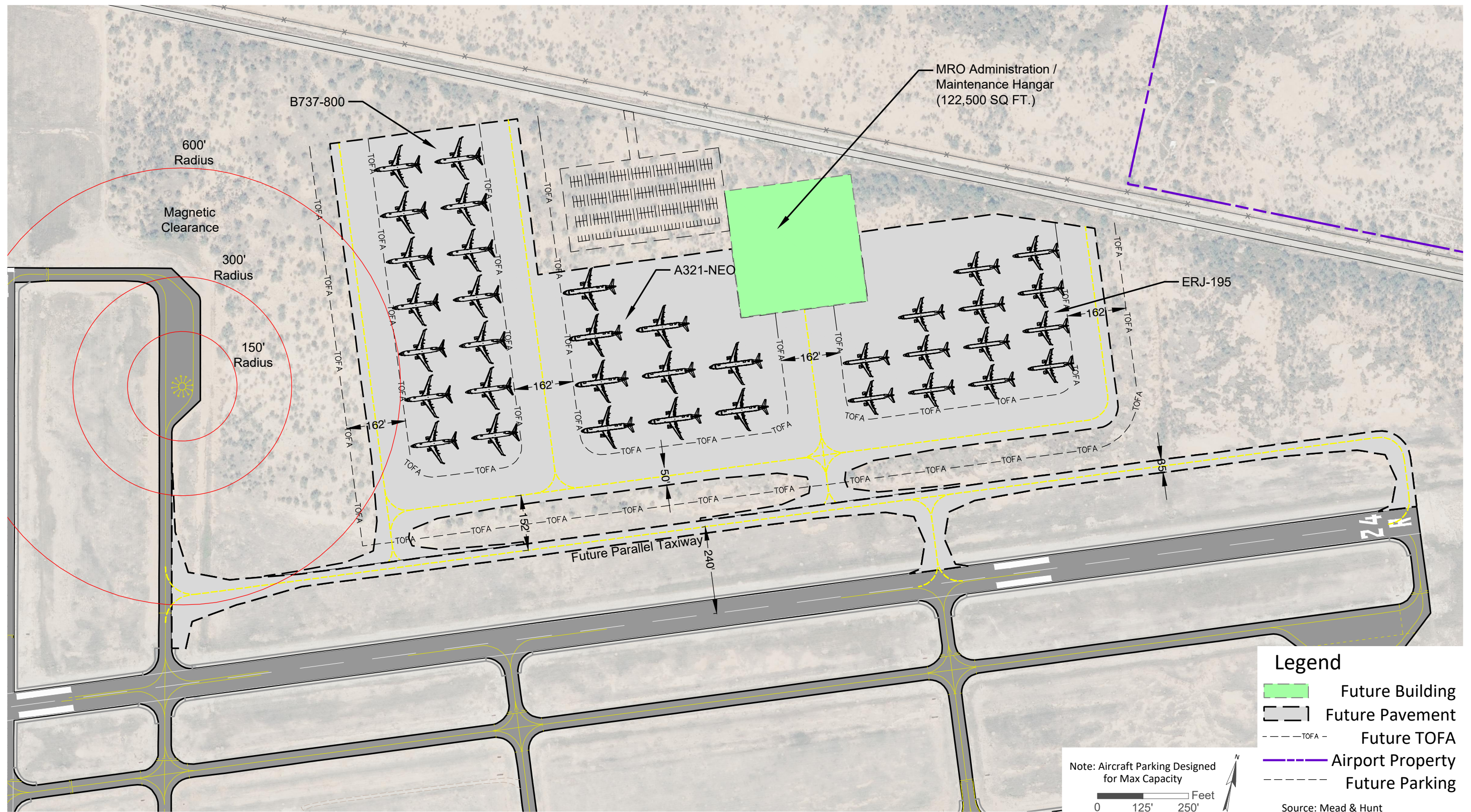




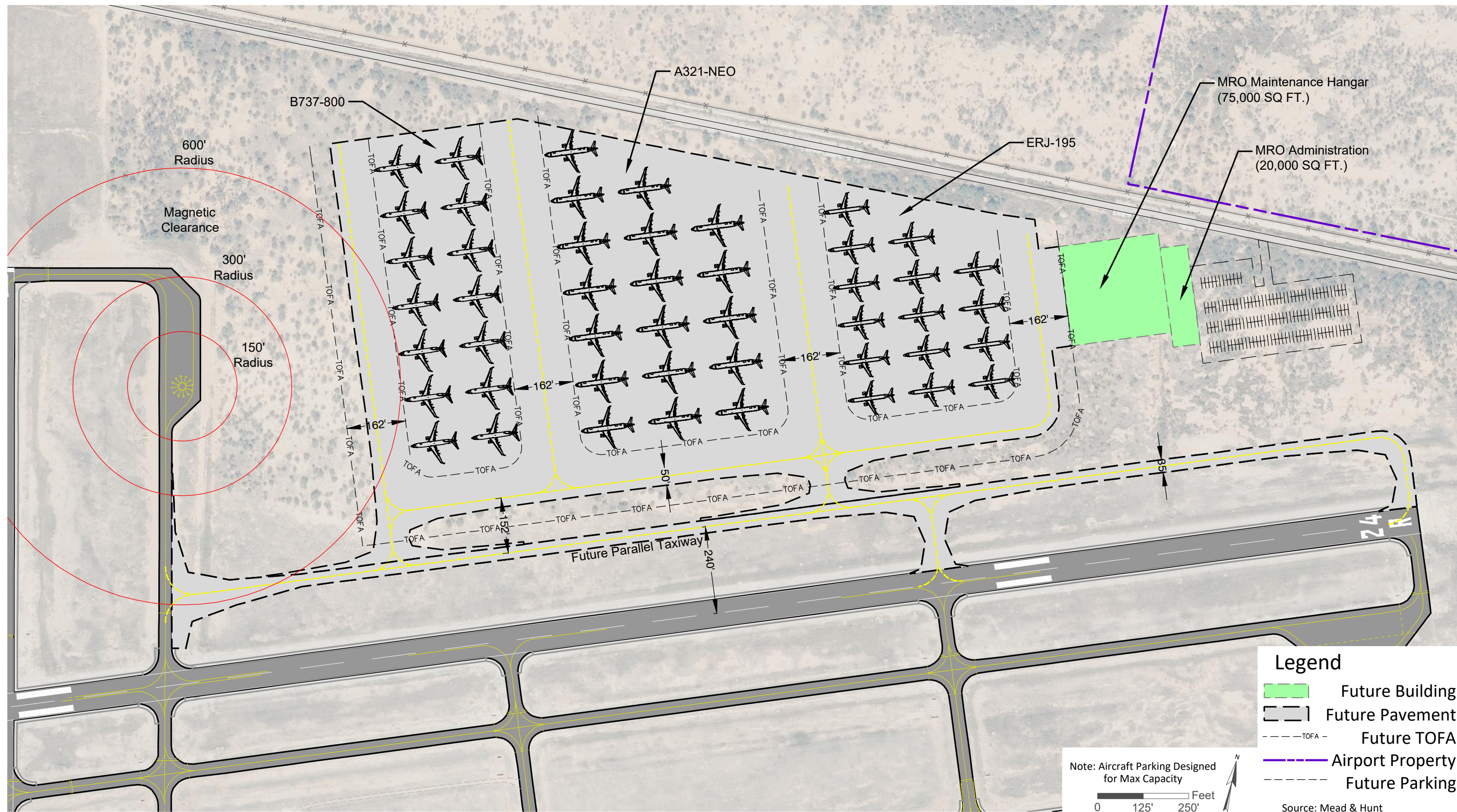










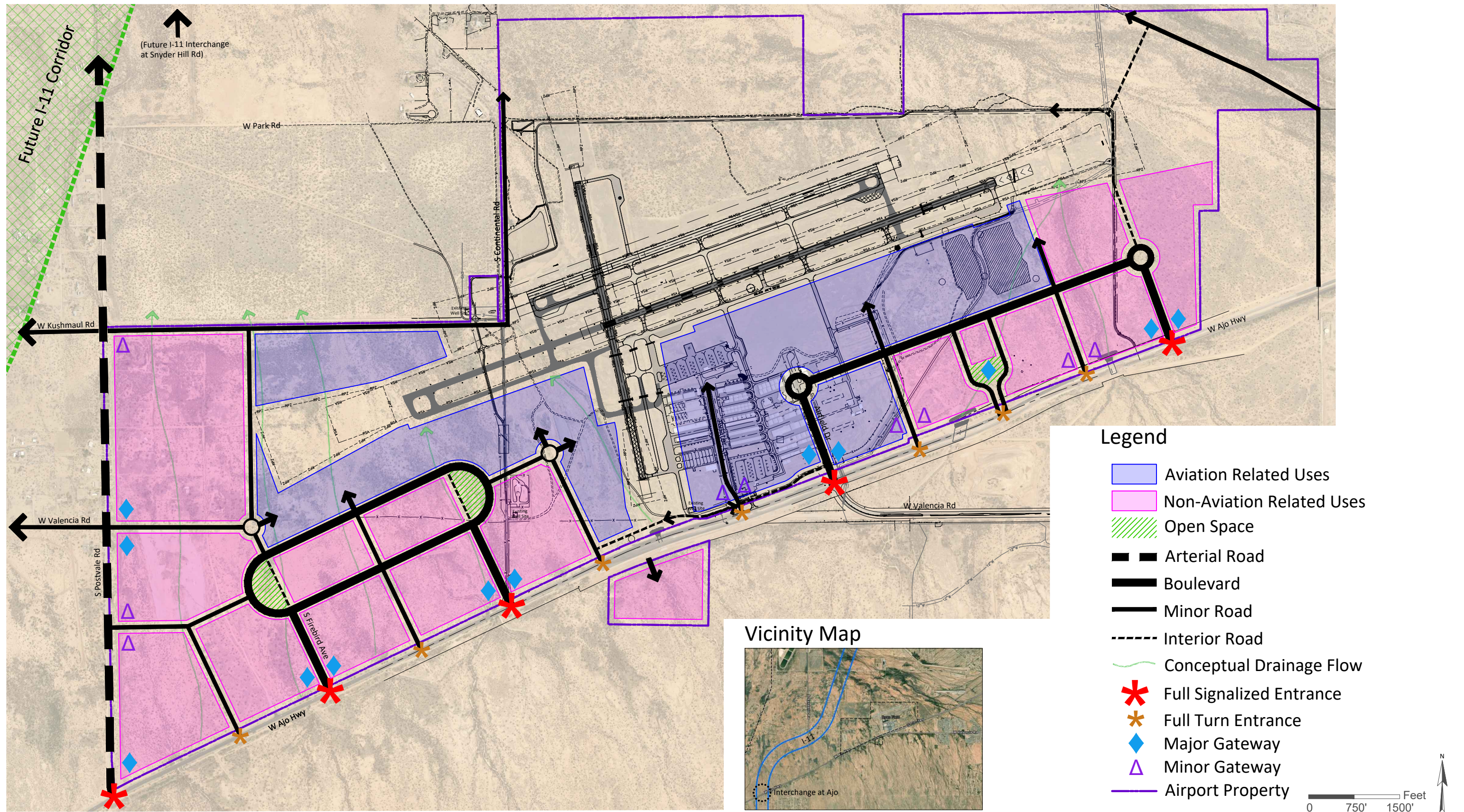




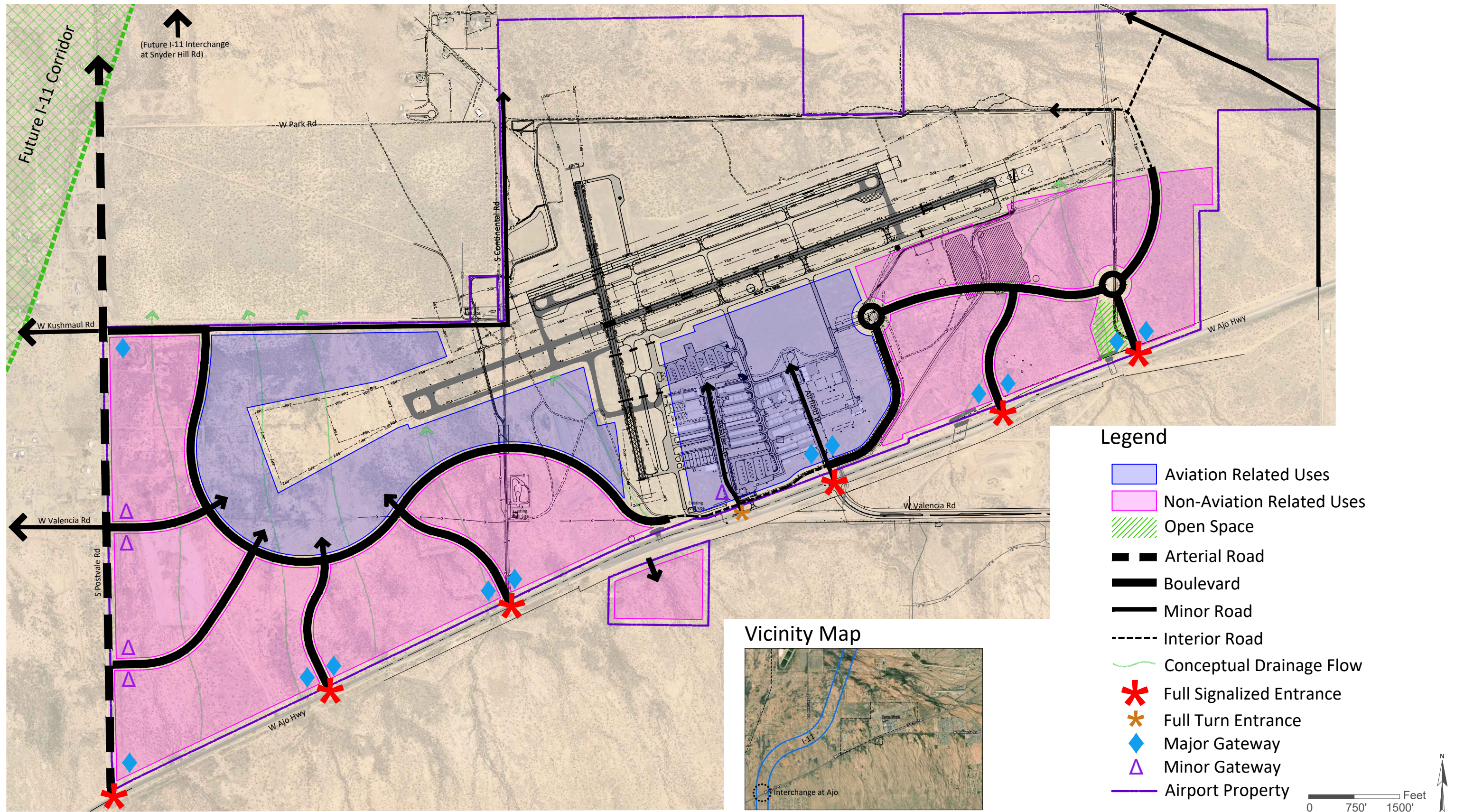
# Airport Land Development Alternatives

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# Next Steps

- Tucson Airport Authority Board Meeting
  - February 2020
- Finalize Alternatives Chapter
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# Project Contact Information

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  - Christopher Hacker
    - Chris.Hacker@meadhunt.com
    - (480) 718-1909 direct





Master Plan Project  
Proyecto del Plan Maestro



## Notice of Public Open House

### For the Ryan Airfield Master Plan Update

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**You are invited:** The Tucson Airport Authority (TAA) invites you to attend a Public Open House to discuss the Ryan Airfield Airport Master Plan Update. The Master Plan Update will address proposed airport development over the next 20 years. Airport staff and planning consultants will be available to discuss aviation forecasts, needed airport facilities and ideas for improvements that will help the airport serve the local community for years to come. We look forward to sharing our ideas with you, and we would appreciate the opportunity to learn what you think about our community's airport and its future! The open house will not include a scheduled presentation.

#### When and Where:

Thursday, November 21, 2019, 6 p.m. to 8 p.m.  
Ryan Airfield, Terminal Conference Room  
9698 West Ajo Way, Tucson, Arizona

For additional information, please visit the Ryan Airfield Master Plan website at [ryanmasterplan.com](http://ryanmasterplan.com) or contact Scott Robidoux at [srobidoux@flytucson.com](mailto:srobidoux@flytucson.com) or (520) 573-4811.

Persons who require a reasonable accommodation based on language or disability should contact Teresita Finch at [teresita@gordleygroup.com](mailto:teresita@gordleygroup.com) or (520) 327-6077.

## Aviso de Exhibición Pública

### Para la actualización del plan maestro de Ryan Airfield

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**Usted está invitado:** La Autoridad Aeroportuaria de Tucson (TAA) lo invita a asistir a una exhibición pública para discutir la Actualización del Plan Maestro del Aeropuerto Ryan Airfield. La Actualización del Plan Maestro abordará el desarrollo del aeropuerto propuesto para los próximos 20 años. El personal del aeropuerto y los consultores de planificación estarán disponibles para discutir pronósticos de aviación, instalaciones aeroportuarias necesarias e ideas para mejoría que ayudarán al aeropuerto a servir a la comunidad local en los años futuros. ¡Esperamos compartir nuestras ideas con usted, y apreciaríamos la oportunidad de conocer su opinión sobre el aeropuerto de nuestra comunidad y su futuro! La exhibición pública no incluirá una presentación programada.

#### Cuando y Dónde:

jueves 21 de noviembre del 2019 de 6 p.m. a 8 p.m.  
Ryan Airfield, sala de conferencias en la terminal  
9698 West Ajo Way, Tucson, Arizona

Para obtener información adicional, visite el sitio web del Plan Maestro Ryan Airfield en [ryanmasterplan.com](http://ryanmasterplan.com) o comuníquese con Scott Robidoux en [srobidoux@flytucson.com](mailto:srobidoux@flytucson.com) o (520) 573-4811.

Las personas que requieren una adaptación razonable basada en el idioma o la discapacidad deben comunicarse con Teresita Finch en [teresita@gordleygroup.com](mailto:teresita@gordleygroup.com) o (520) 327-6077.



Master Plan Project  
Proyecto del plan maestro

**You're invited!**

Ryan Airfield  
9698 West Ajo Way  
Tucson, AZ 85735



## Notice of Public Open House

# For the Ryan Airfield Master Plan Update

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**You are invited:** The Tucson Airport Authority (TAA) invites you to attend a Public Open House to discuss the Ryan Airfield Airport Master Plan Update. The Master Plan Update will address proposed airport development over the next 20 years. Airport staff and planning consultants will be available to discuss aviation forecasts, needed airport facilities and ideas for improvements that will help the airport serve the local community for years to come. We look forward to sharing our ideas with you, and we would appreciate the opportunity to learn what you think about our community's airport and its future! The open house will not include a scheduled presentation.

### When and Where:

Thursday, November 21, 2019, 6 p.m. to 8 p.m.

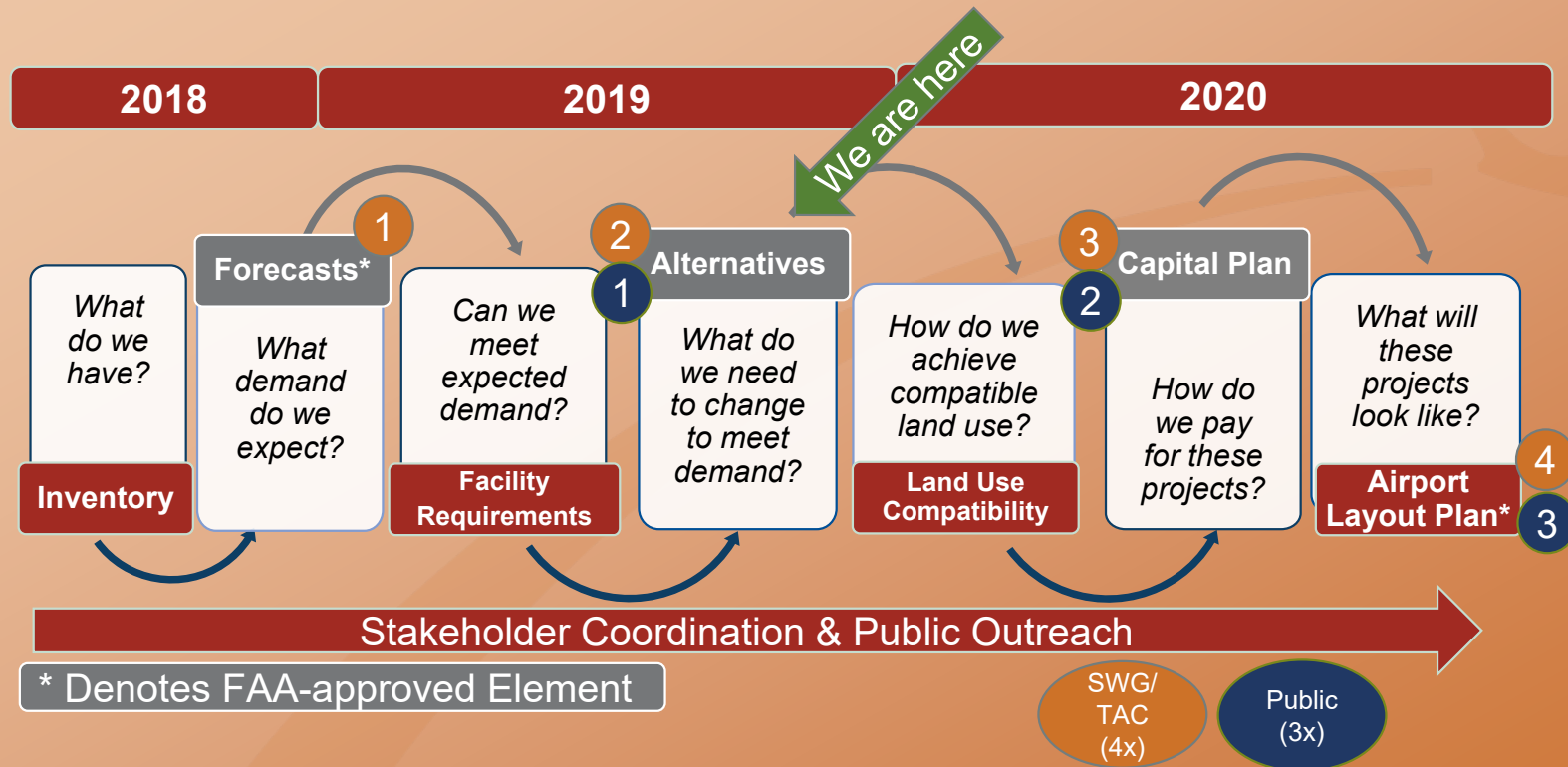
Ryan Airfield, Terminal Conference Room

9698 West Ajo Way, Tucson, Arizona

For additional information, please visit the Ryan Airfield Master Plan website at [ryanmasterplan.com](http://ryanmasterplan.com) or contact Scott Robidoux at [srobidoux@flytucson.com](mailto:srobidoux@flytucson.com) or (520) 573-4811.

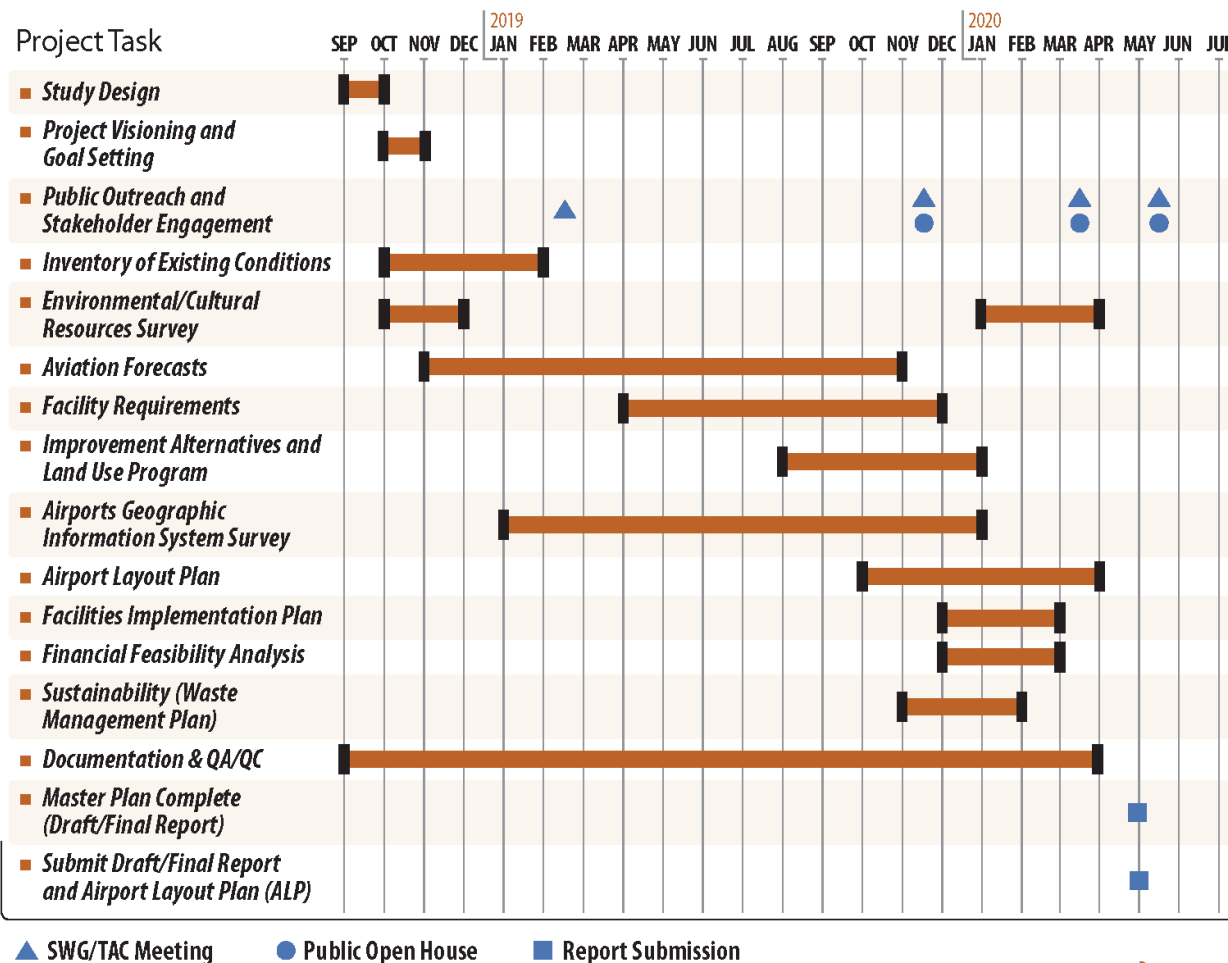
Persons who require a reasonable accommodation based on language or disability should contact Teresita Finch at [teresita@gordleygroup.com](mailto:teresita@gordleygroup.com) or (520) 327-6077.

# Airport Master Plan Process





# Project Schedule – Airport Master Plan



# Airport Master Plan – FAA Approved Forecasts

Total Operations Forecast:

2018 Total = 94,621

2023	2028	2038
104,338	109,655	121,725

Total Based Aircraft Forecast:

2018 Total = 256

2023	2028	2038
271	289	327

- ✓ Forecasts do not account for FAR Part 61/Part 141 flight school activity; however, Master Plan does assess increase in operations associated with flight training.
- ✓ Critical Aircraft Determination: ARC B-II.



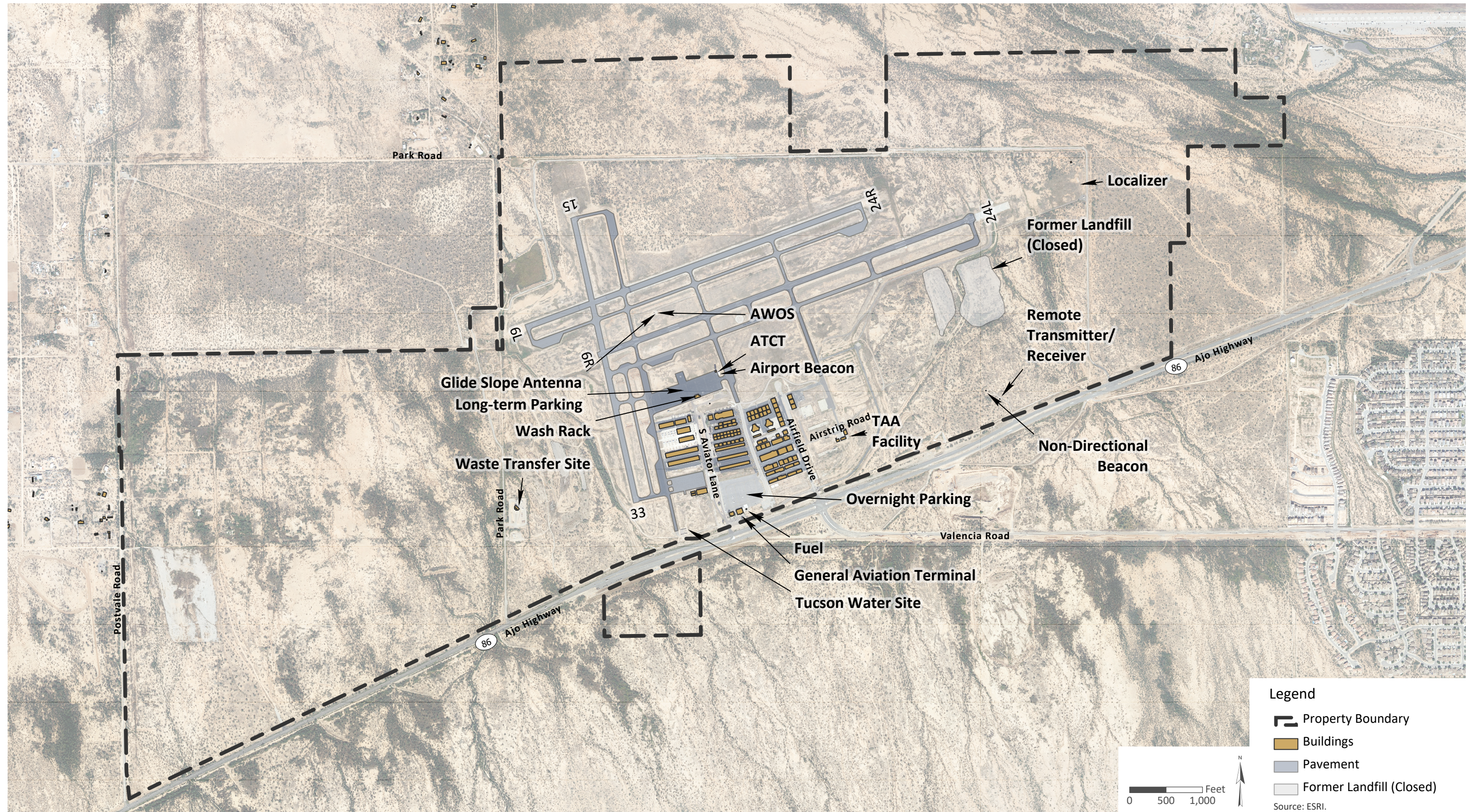


# Next Steps

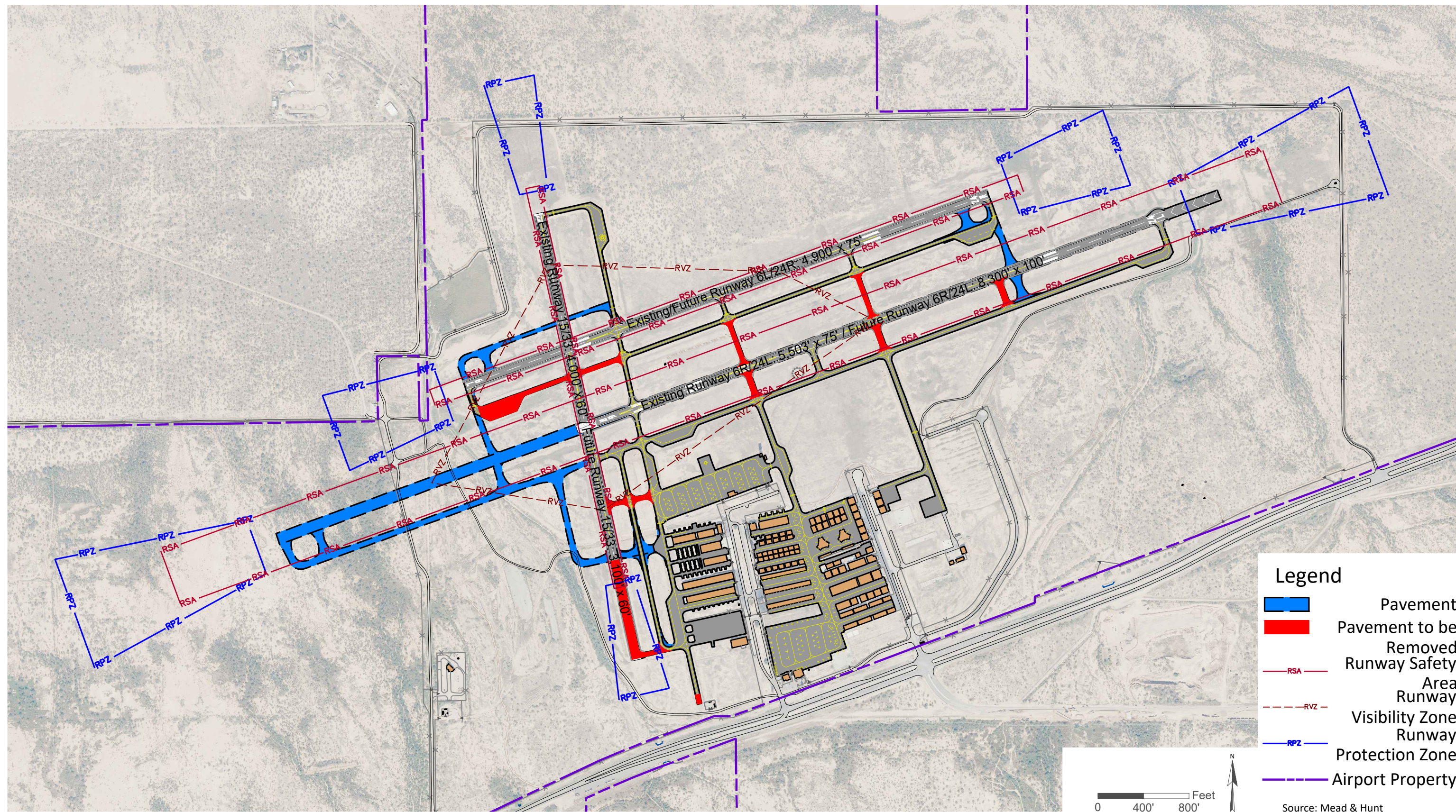
- Tucson Airport Authority Board Meeting
  - February 2020
- Finalize Alternatives Chapter
- Develop the Preferred Development Concept
- Complete the Cultural Resource Survey
- Complete the Financial Implementation & Feasibility Chapter
- Develop the Airport Layout Plan
- Next Stakeholder Meeting Series - Winter/Spring

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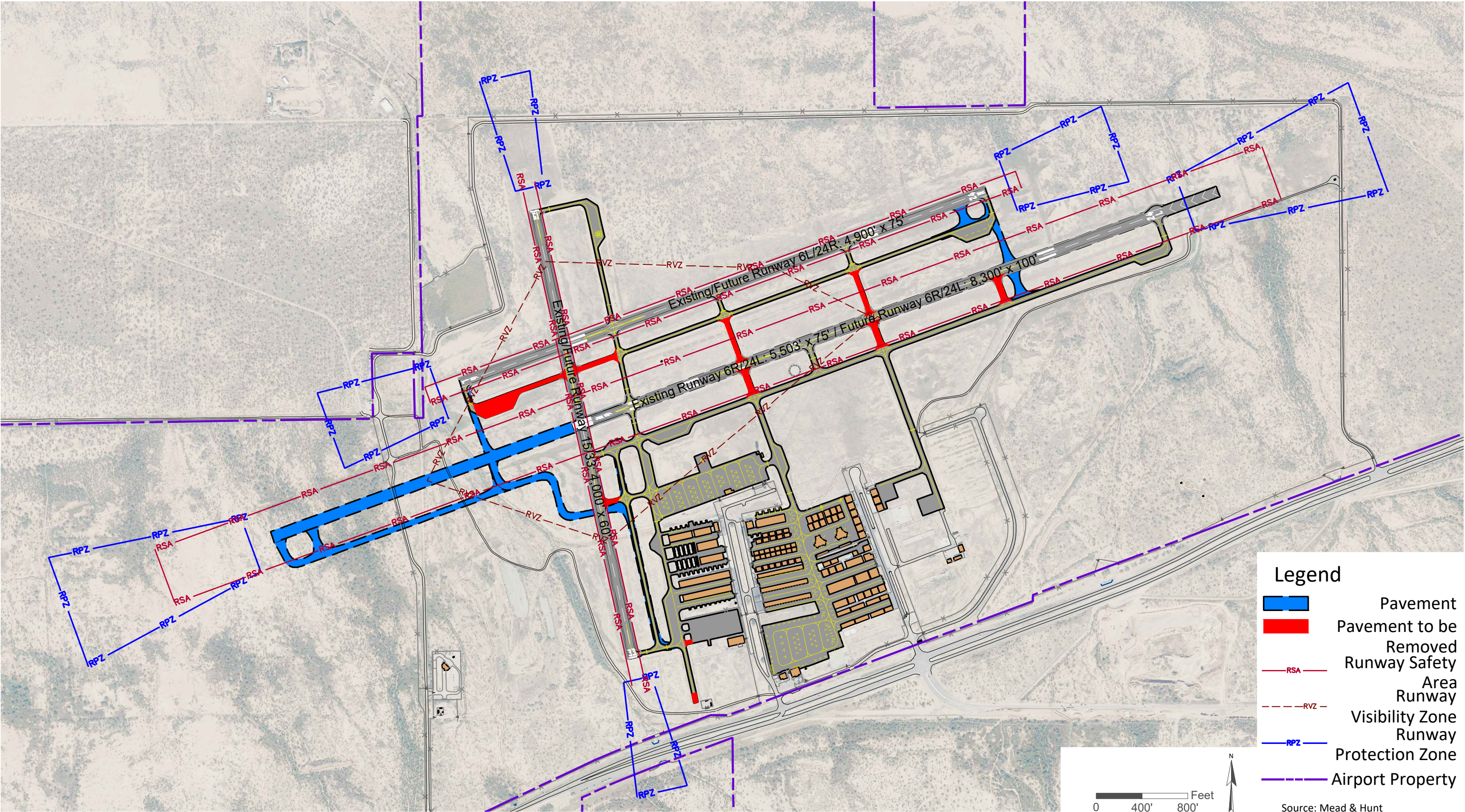




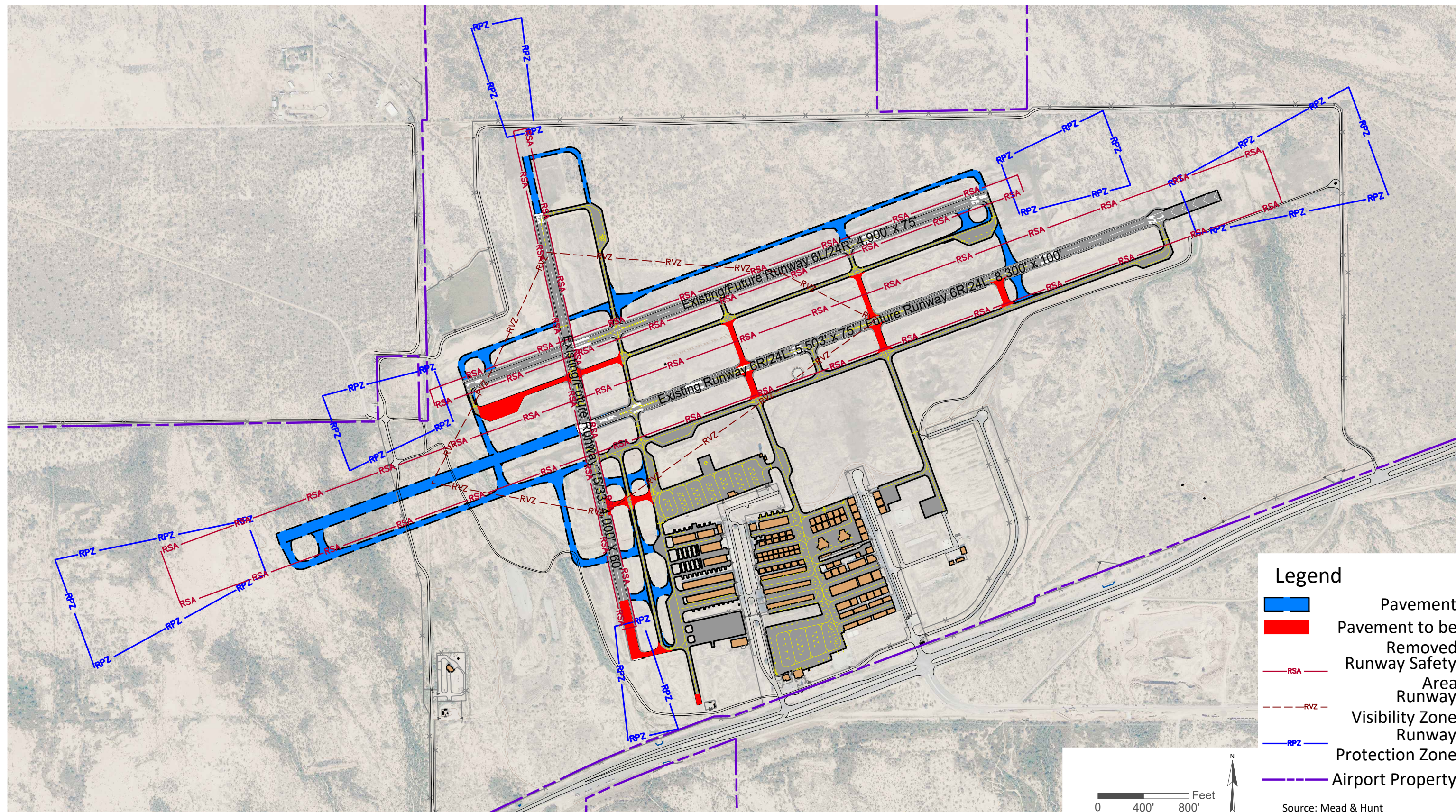




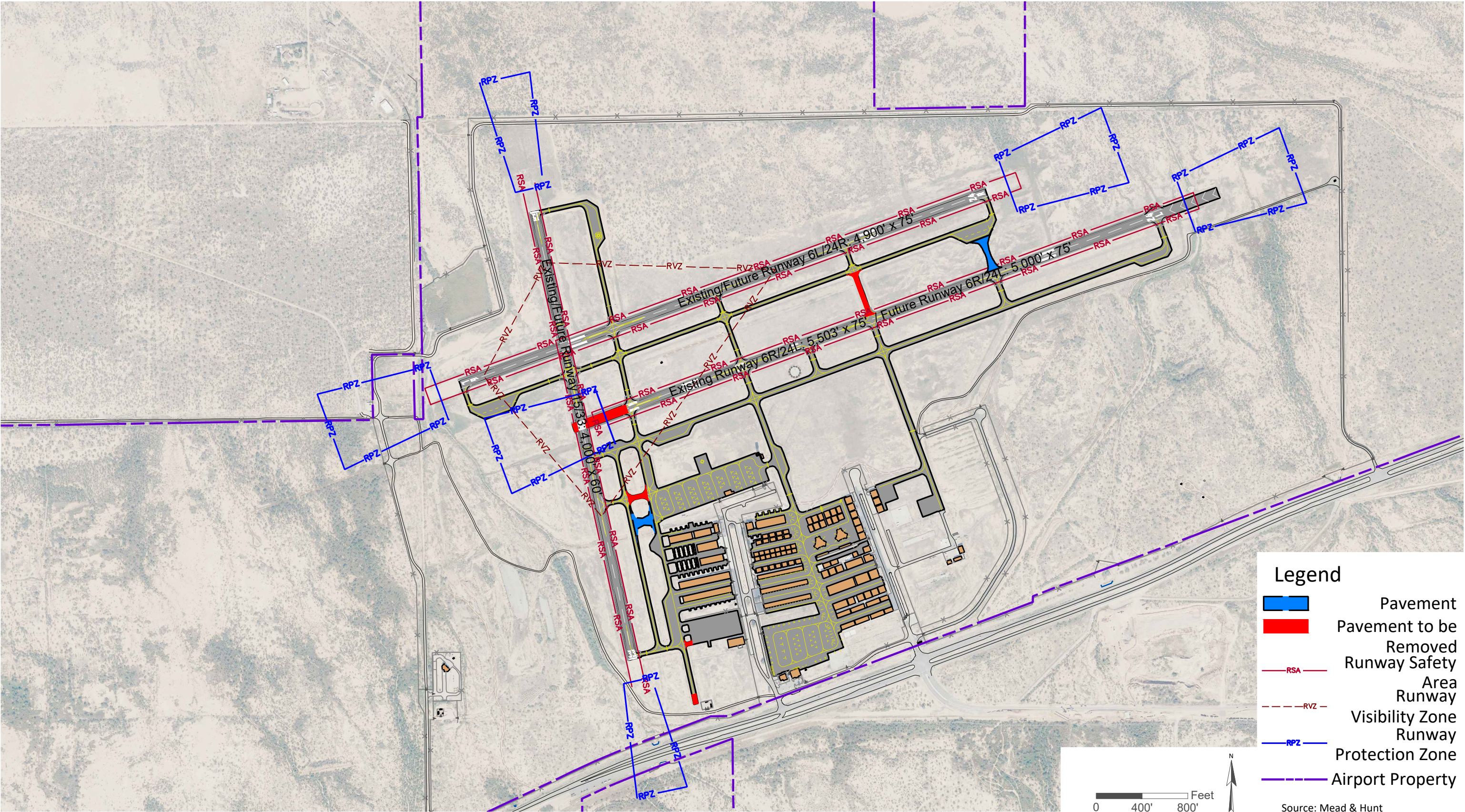




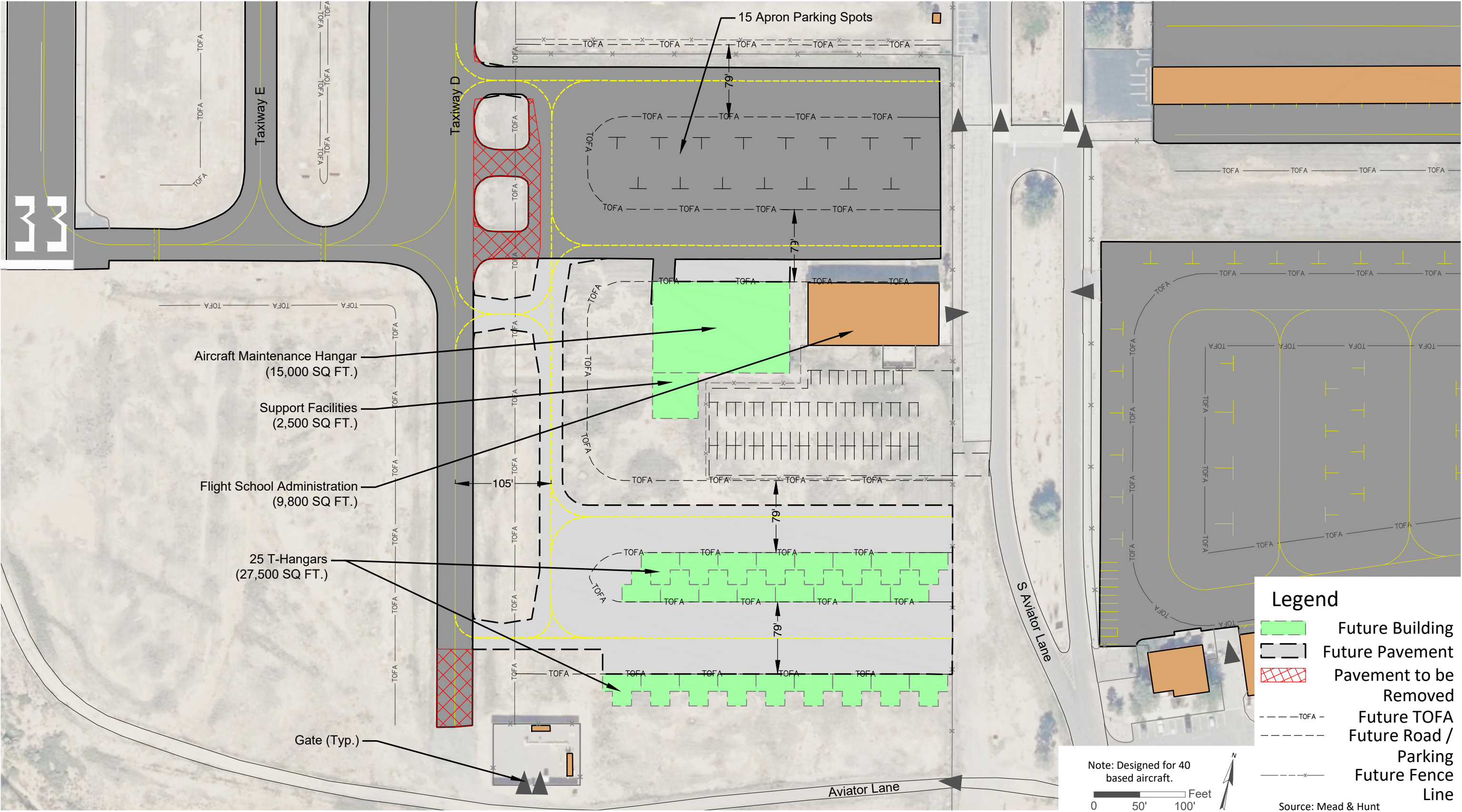




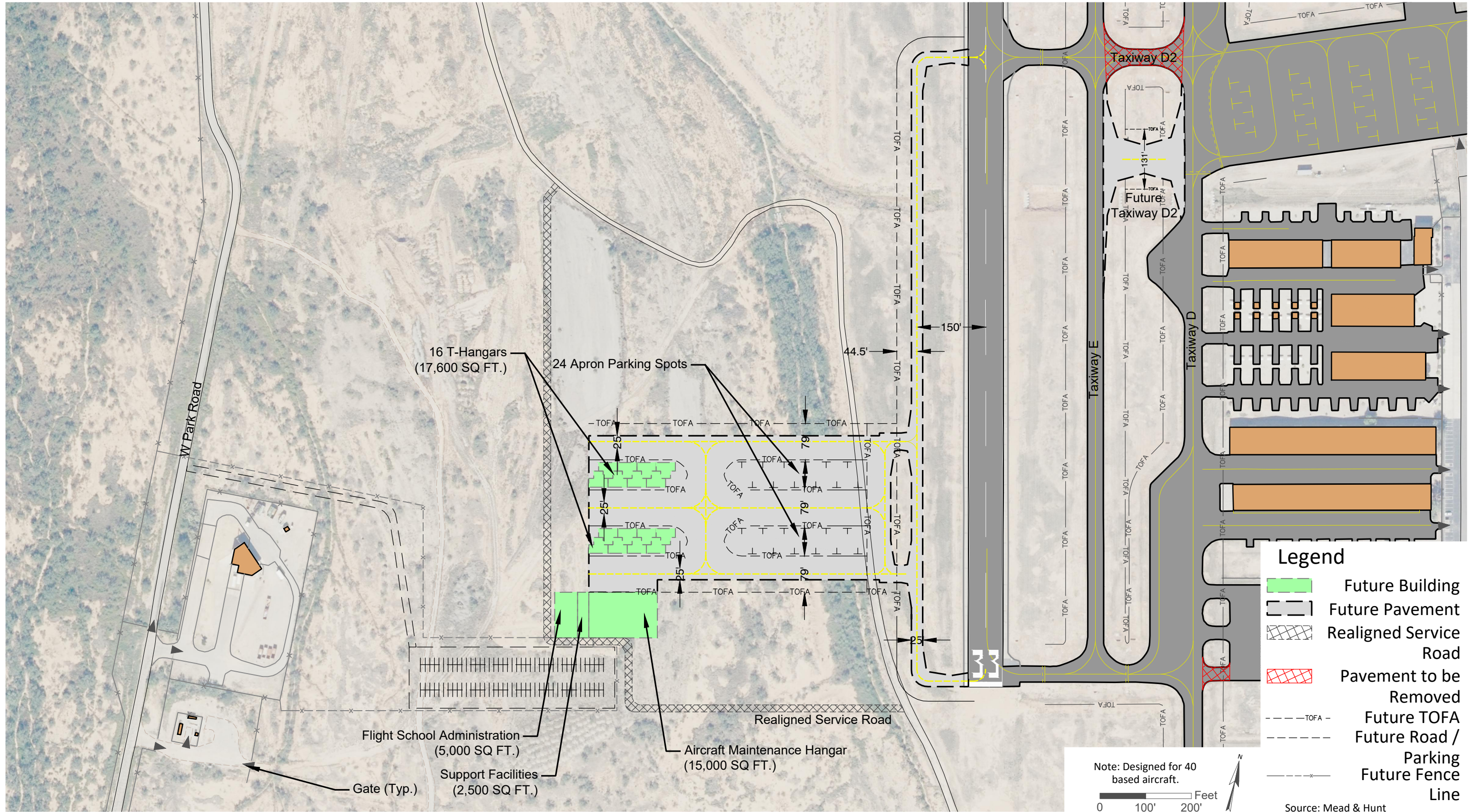




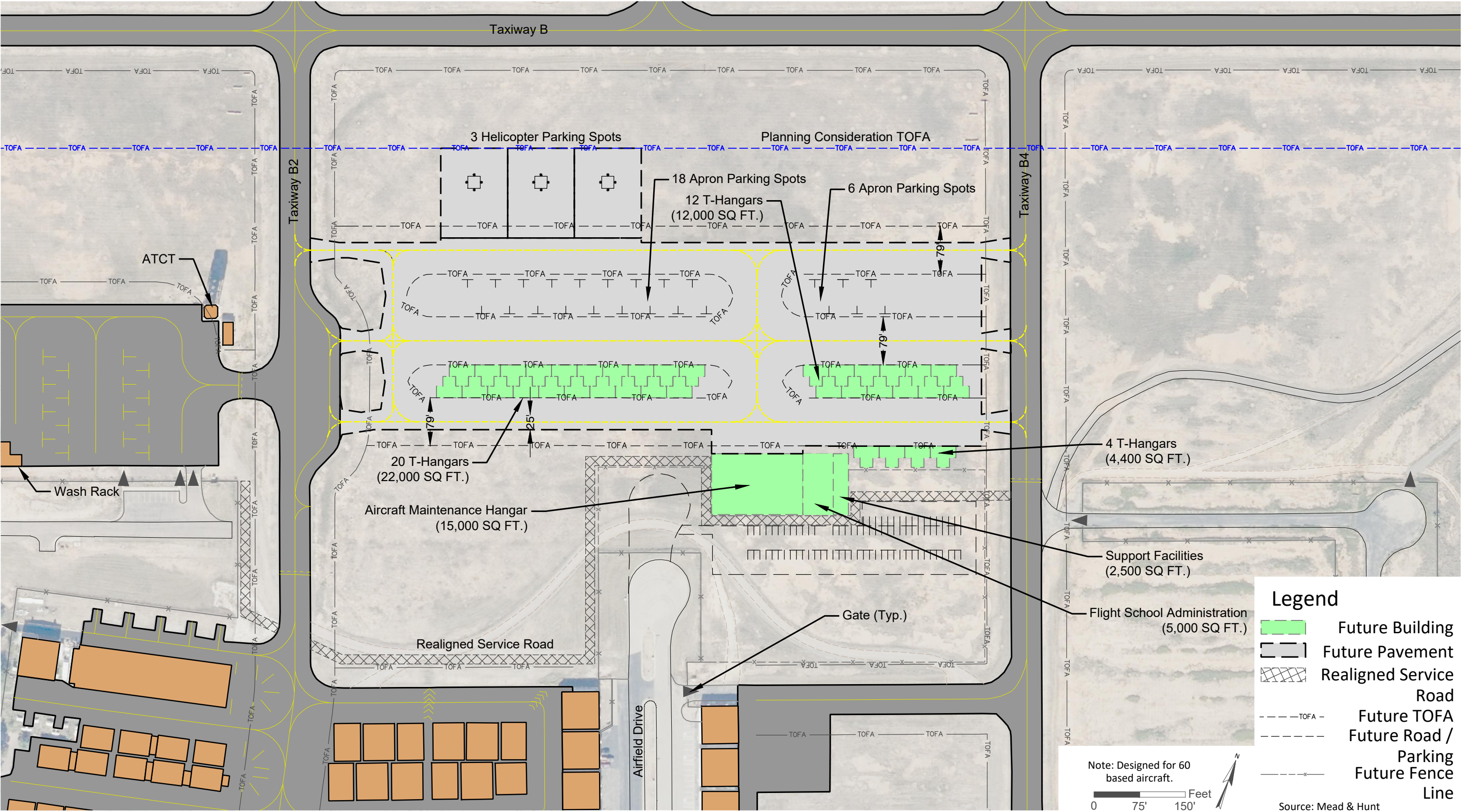




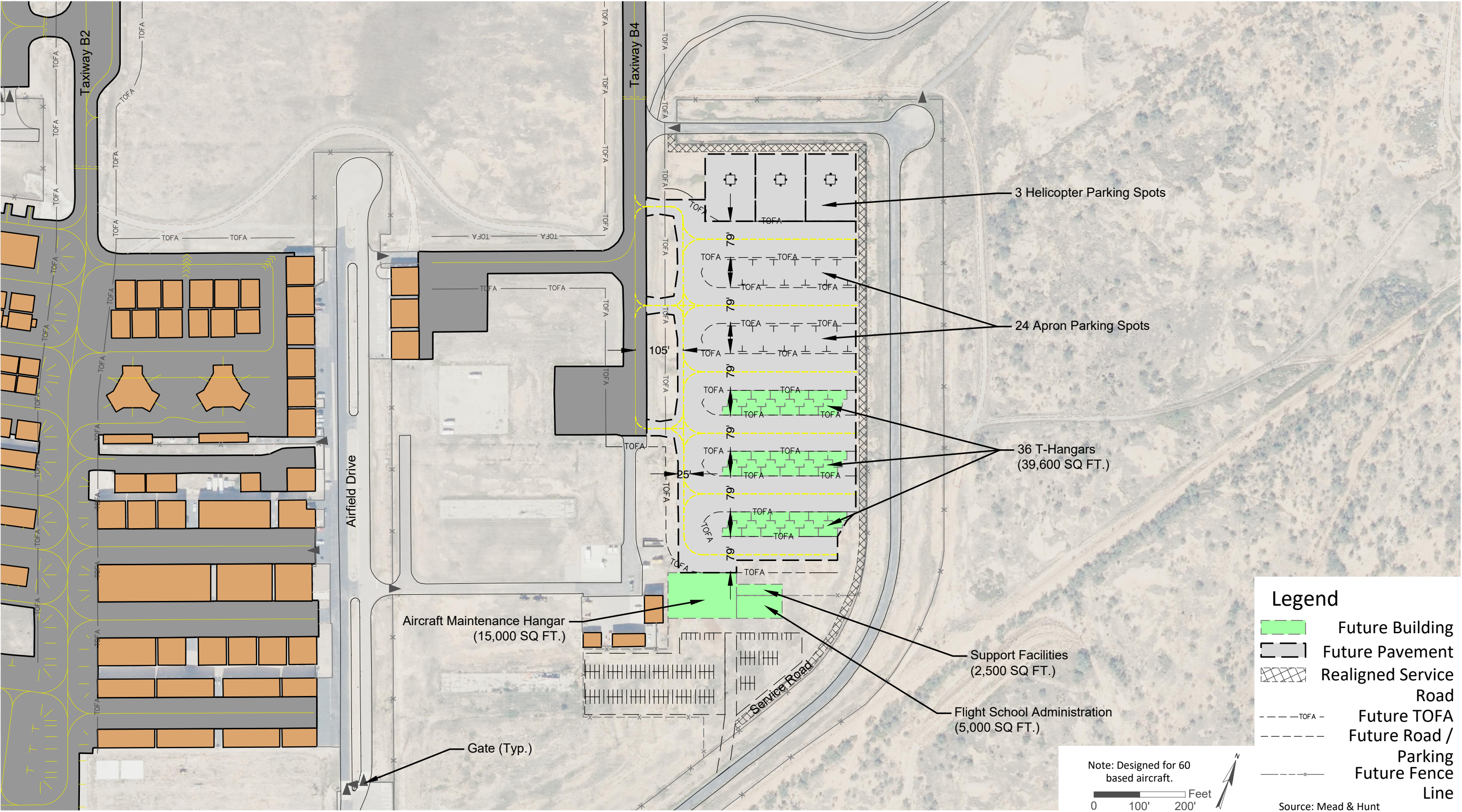




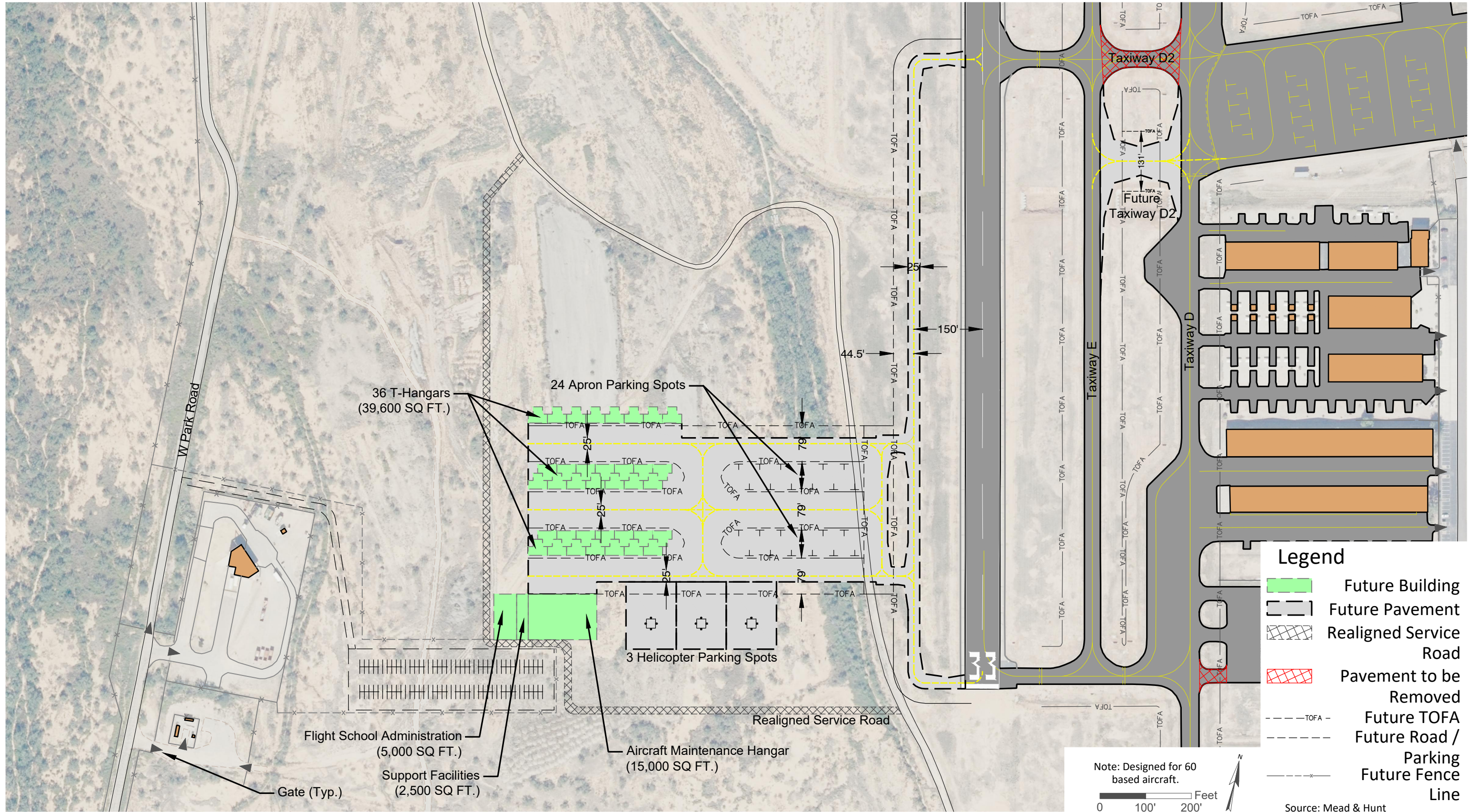




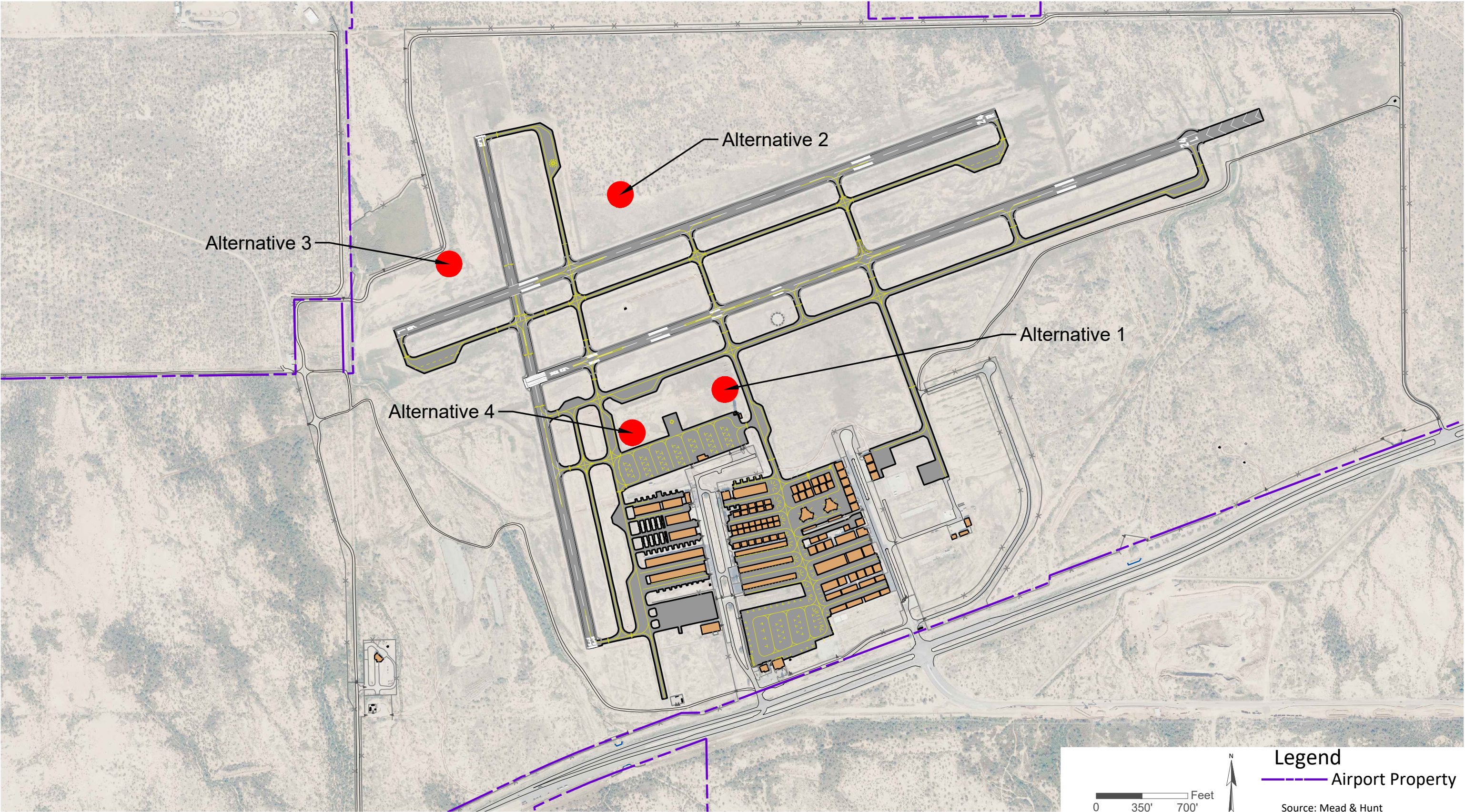




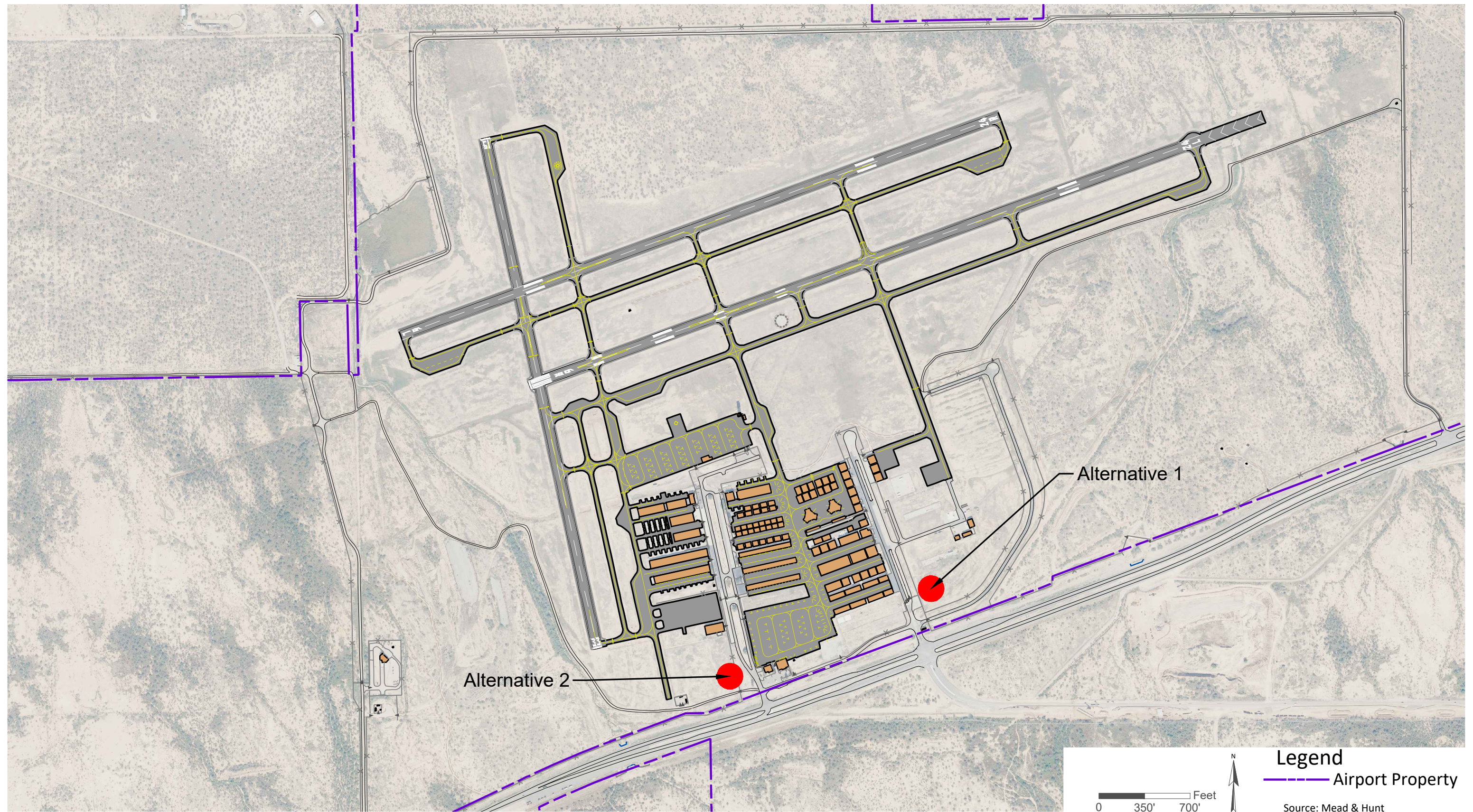




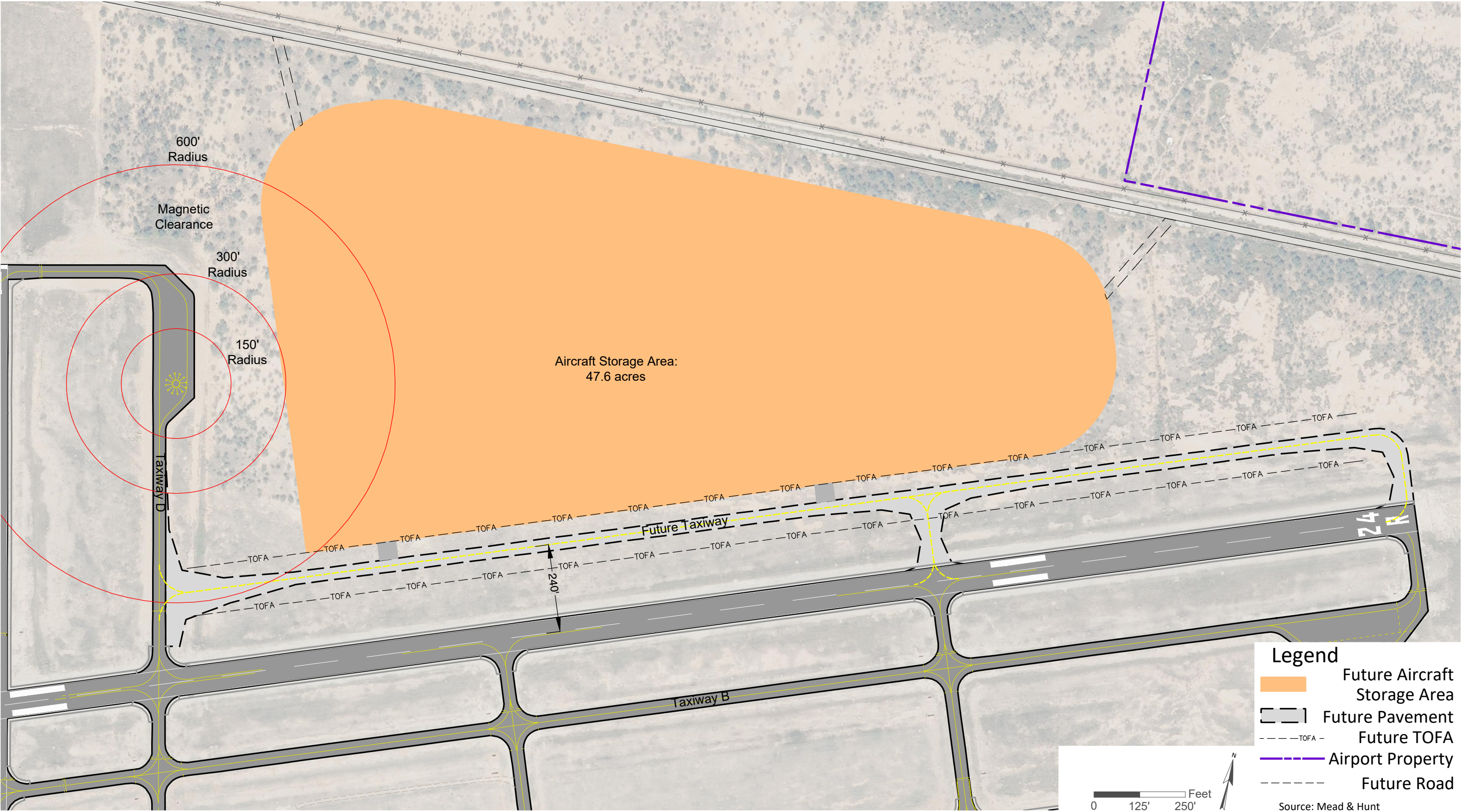




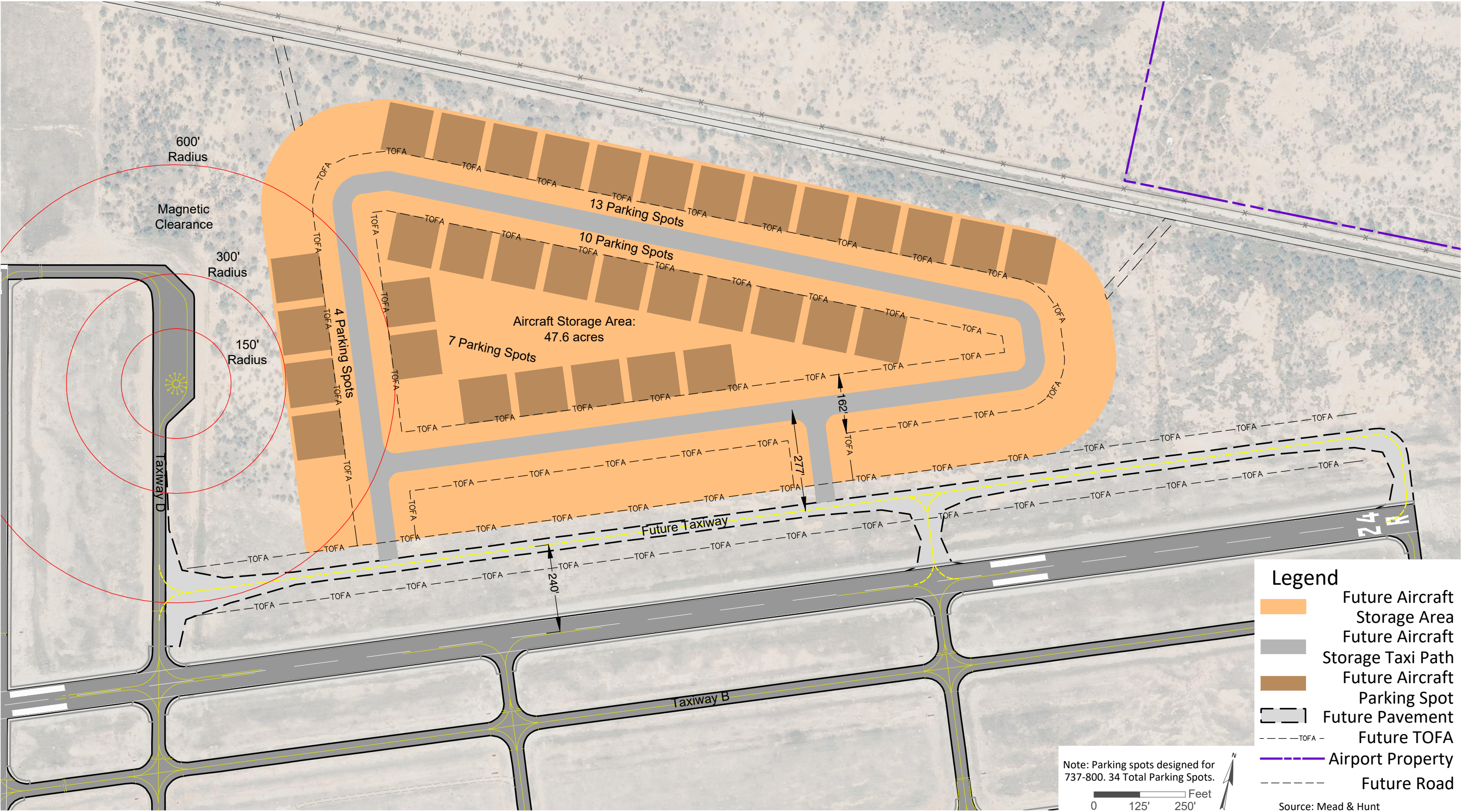




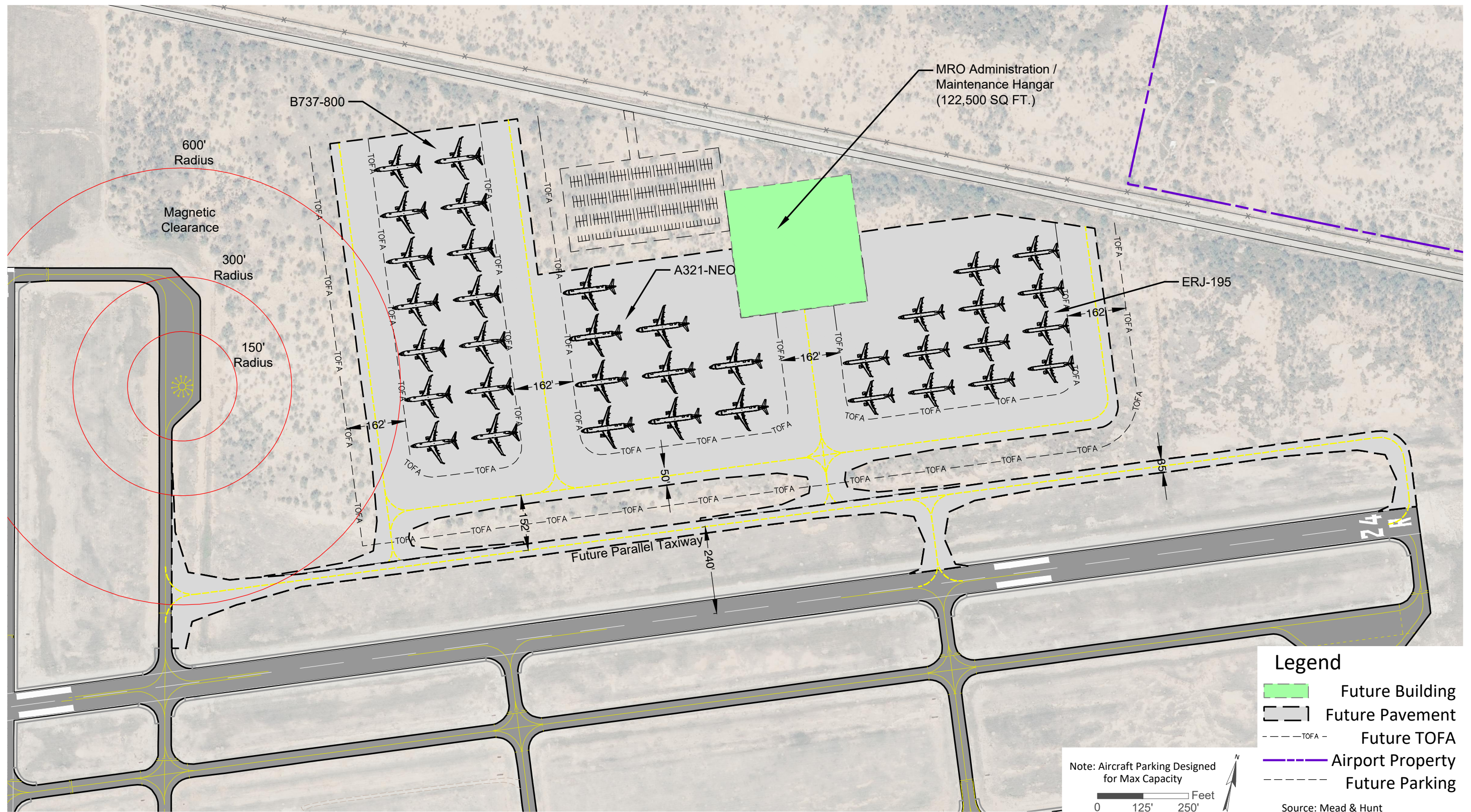




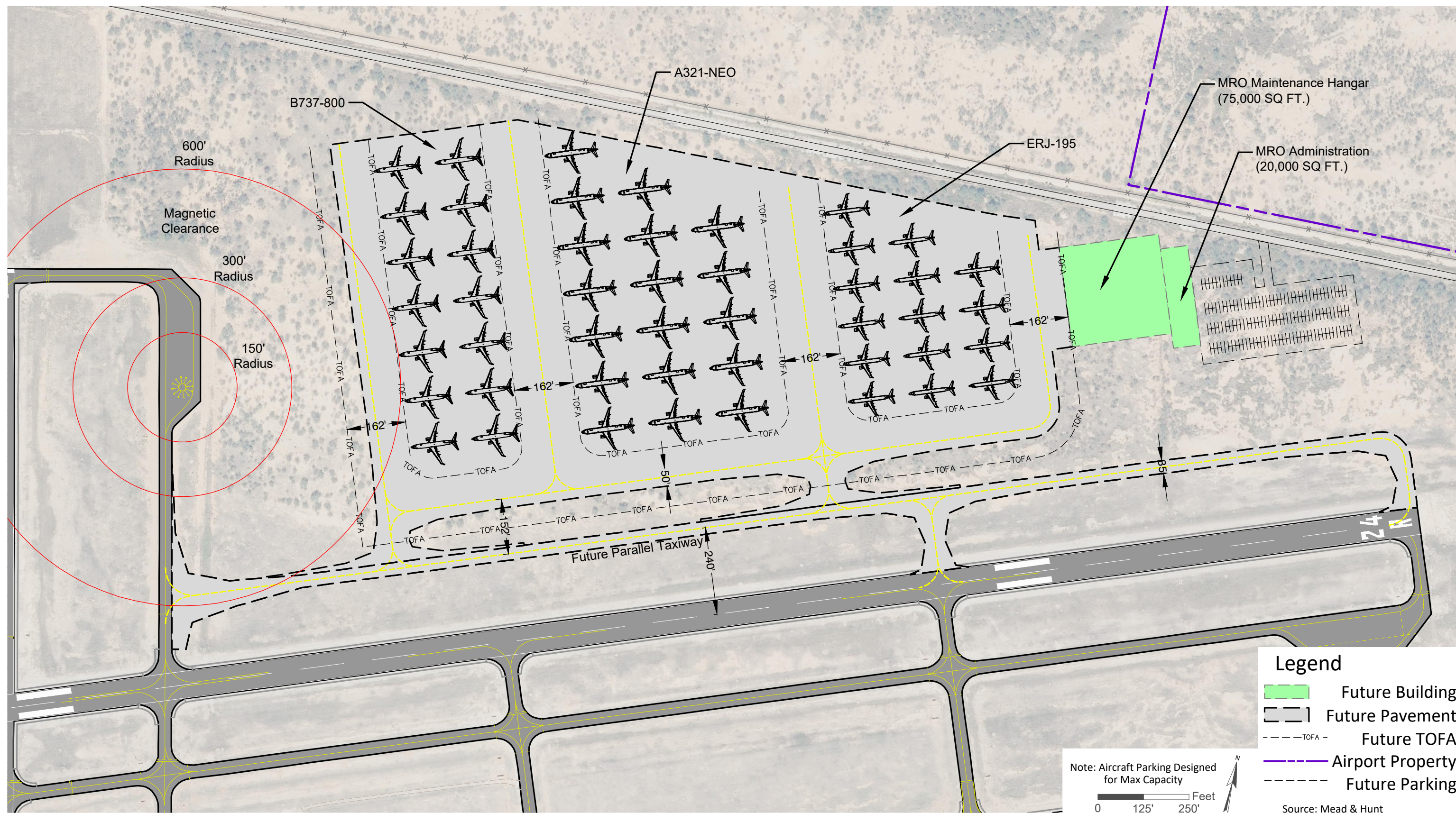




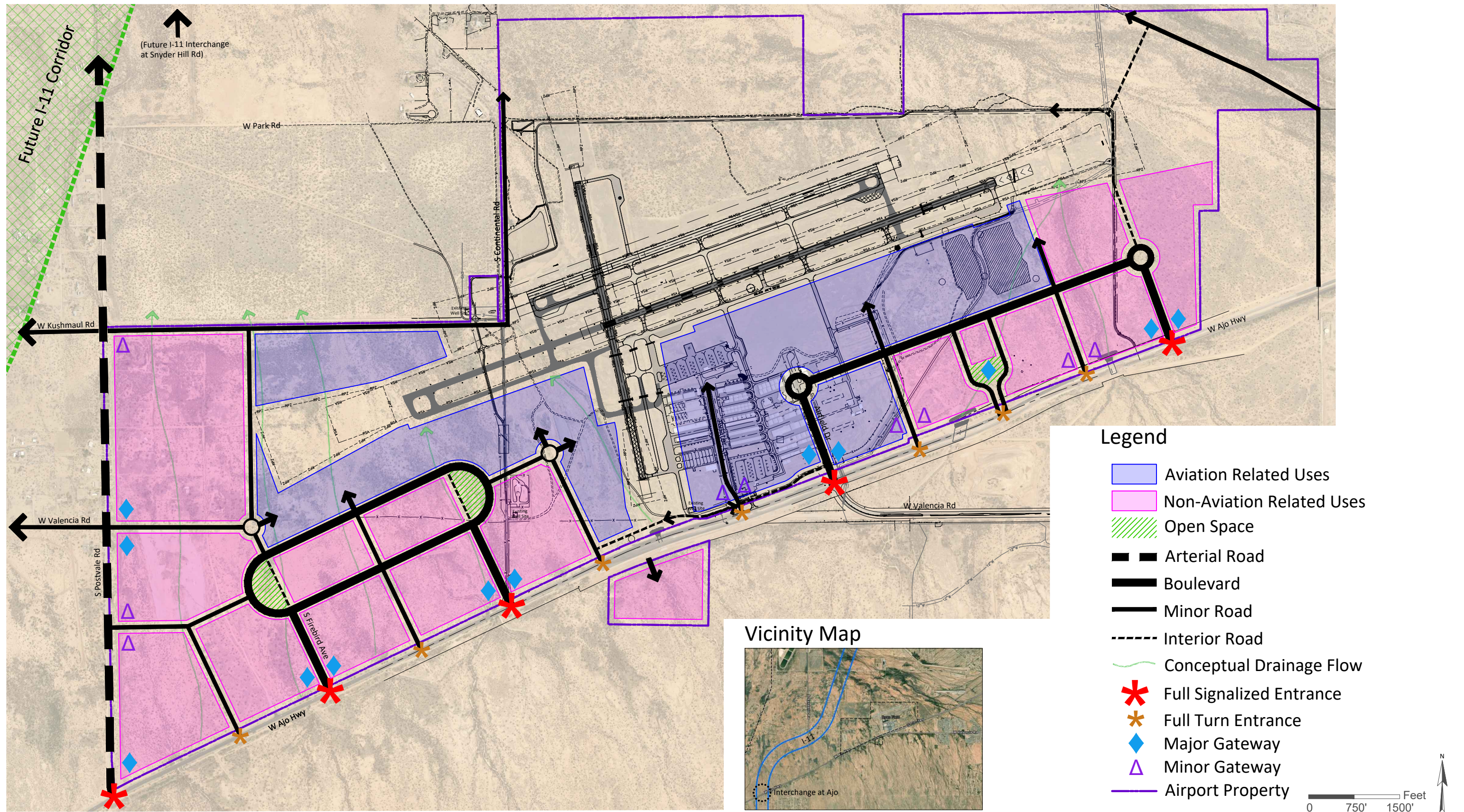




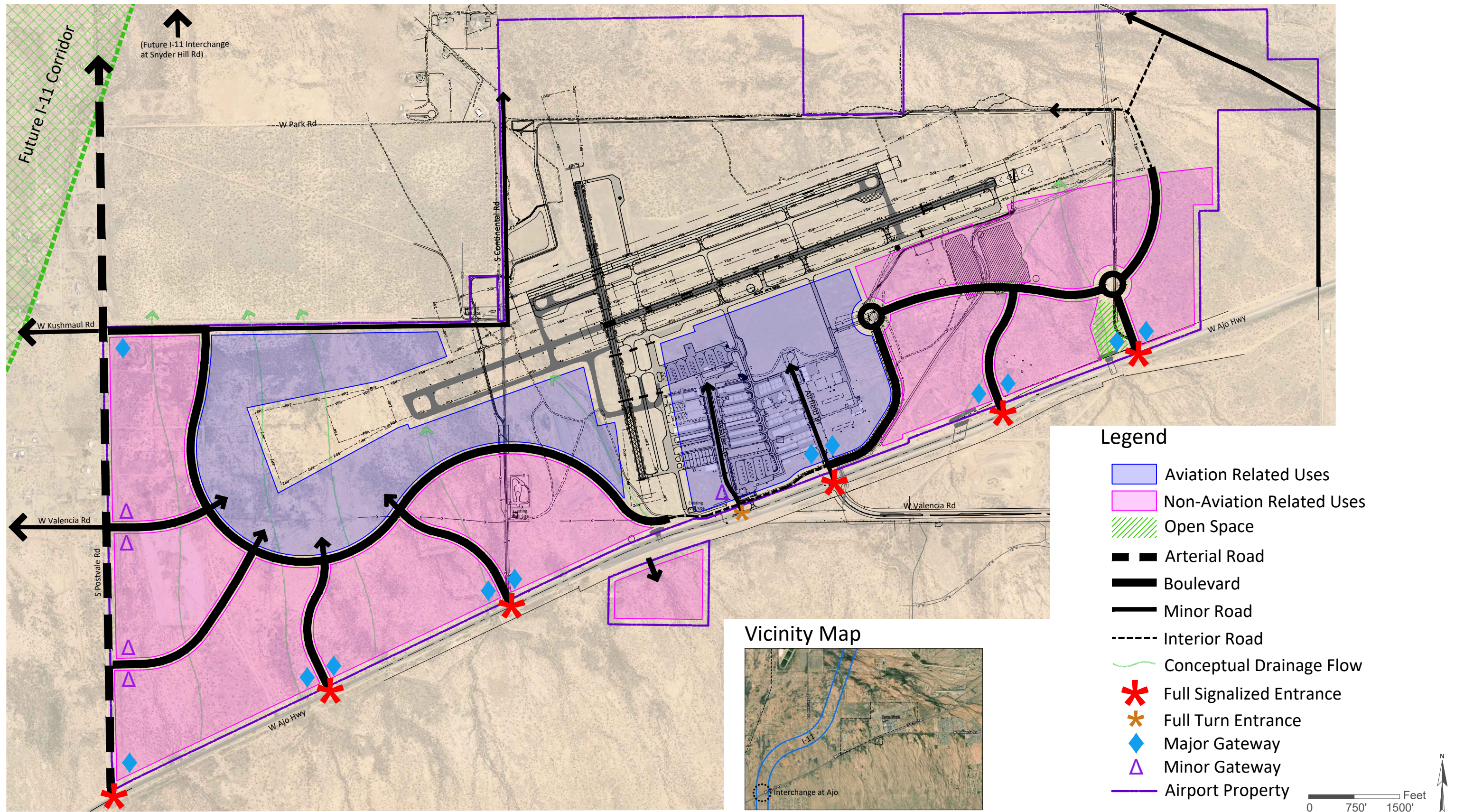














Mead&Hunt

# Tucson Airport Authority

Board of Directors Presentation

Ryan Airfield

Airport Master Plan

March 4, 2020

TUCSON AIRPORT AUTHORITY

**RYAN**  
AIRFIELD



# Agenda

- Update TAA Board of Directors on Project Progress
  - Prior briefing on December 5, 2018
- Explain Demand Projections and Design Rationale
- Share Preferred Development Concept
- Describe Schedule



# Study Introduction

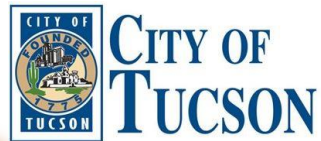
- Master Plan is:
  - A 20-year facilities plan with a focus on:
    - Runway layout
    - Noise and land use compatibility
    - Long-term aviation development
  - FAA sponsored document
    - Must show facilities meeting FAA design criteria
    - Used to justify future improvements that require FAA funding

# Study Introduction

- Master Plan is not:
  - A business plan or a marketing plan
  - A wish list or guarantee of FAA funding
  - A document binding airport management to build something
  - A document that sets management policies (but it can inform them)



# Stakeholders



# Consultant Team



Airport Geographic Information  
System Survey



Environmental Analysis

Mead  
& Hunt

PSOMAS

Engineering Support



Land Use Planning



GORDLEY GROUP

Public Outreach





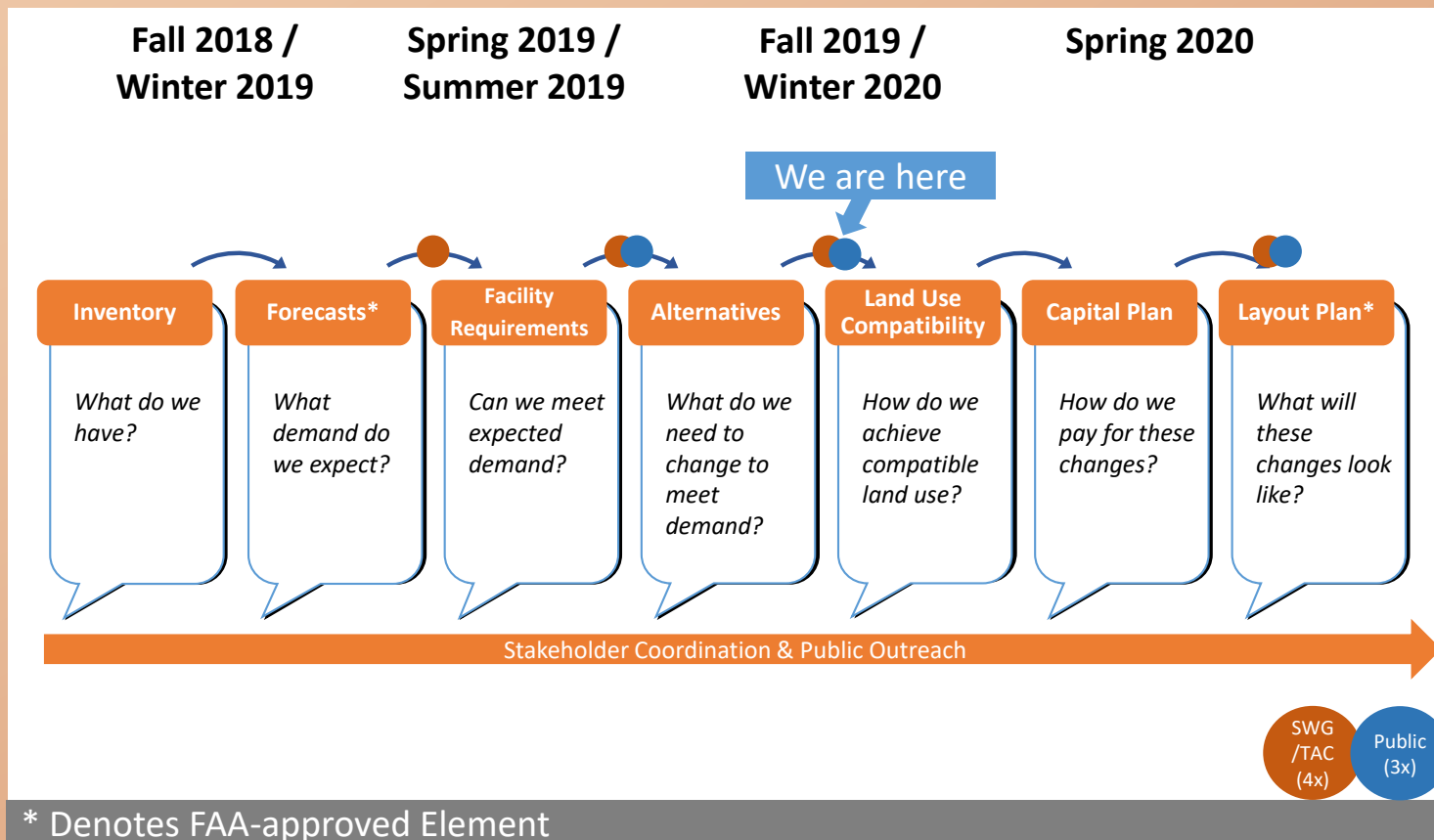
# Public Outreach

- Airport Authority Briefings - 6
- Stakeholder Committee Meetings - 2
- Technical Committee Meetings - 2
- Public Outreach Workshops - 1
- Project Website

<http://www.ryanmasterplan.com>



# Master Plan Process





# Master Plan Goals & Objectives

- Meet FAA design standards for safe and efficient operation of RYN
- Identify airfield development opportunities and needed improvements
- Define areas for aeronautical and non-aeronautical development
- Catalog environmental considerations and constraints
- Continue to promote compatible land use in the surrounding communities
- Develop a financially sustainable Capital Improvement Plan

# Critical Aircraft

- Small jet and turbo prop – B-II
  - Approach category B (how fast it flies)
  - Design Group II (how big it is)
- Long-Range Plan – D-II
  - Faster than B-II, but similar planning standards
  - Not justified by existing activity
  - Use TUS and AVQ most frequently
- Why design to D-II setbacks?
  - Development coming to area
  - Facilities will not need to be moved in the future

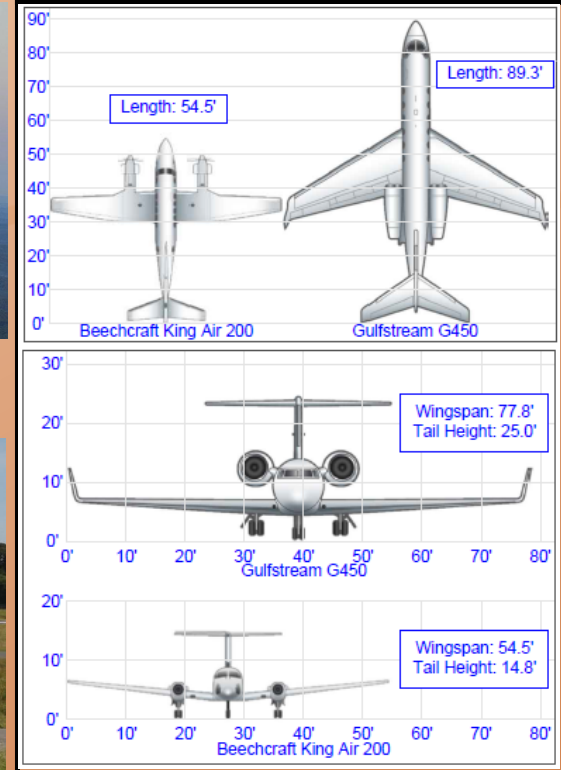
King Air 200 (B-II)



Gulfstream G450 (D-II)



Aircraft Comparison  
B-II and D-II





# Forecast Summary

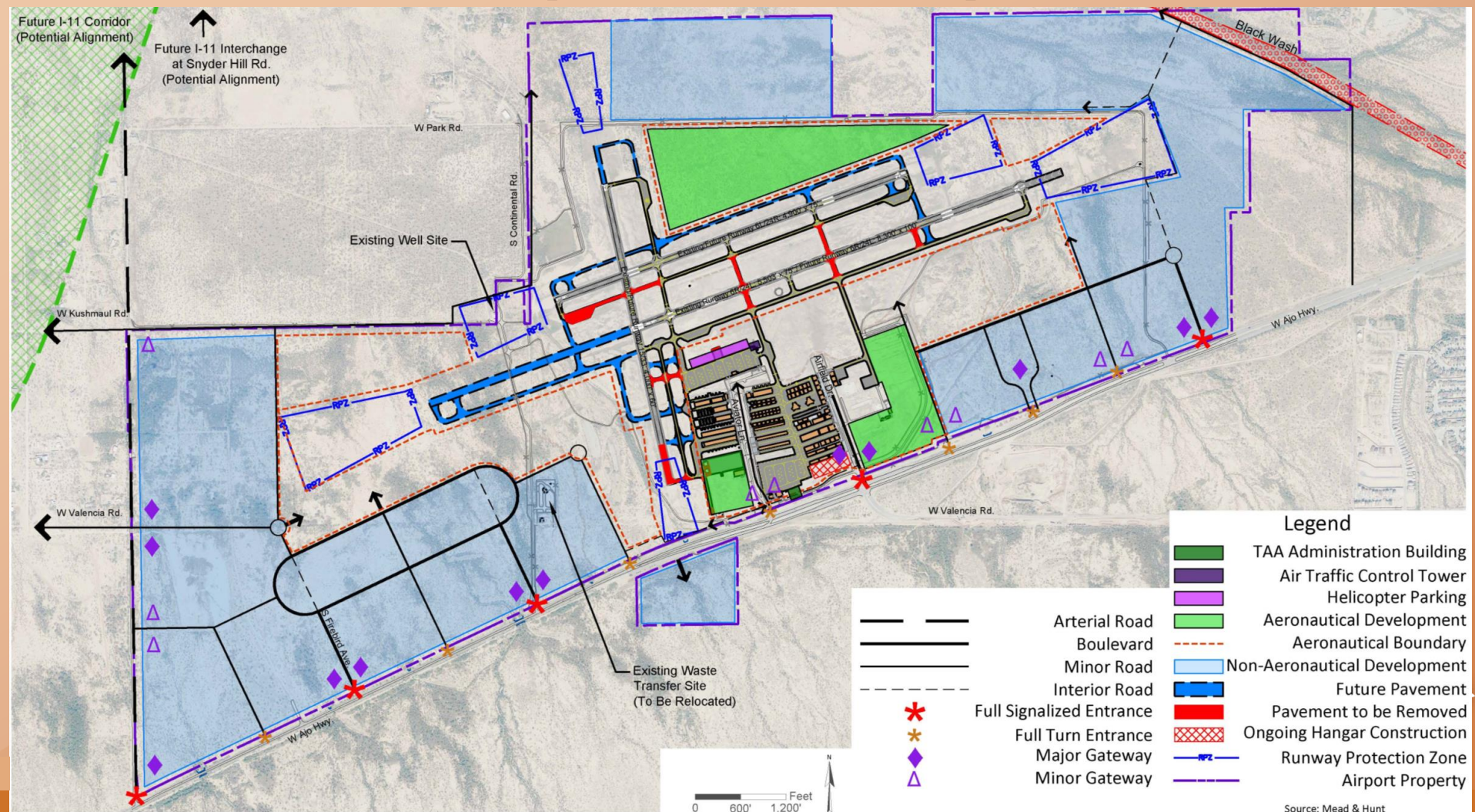
Forecast Element	2008	2018	2038	CAGR (2008-2038)
<b>Aircraft Operations<sup>1</sup></b>	<b>201,048</b>	<b>94,621</b>	<b>121,725</b>	<b>1.3%</b>
Air Carrier	2	0	0	N/A
Air Taxi	4	0	0	N/A
Itinerant GA	66,933	34,859	43,500	1.1%
Local GA	130,899	45,900	64,325	1.7%
Itinerant Military	1,838	1,996	2,000	0.0%
Local Military	1,372	11,866	11,900	0.0%
<b>Based Aircraft<sup>2</sup></b>	<b>266</b>	<b>256</b>	<b>327</b>	<b>1.2%</b>
Single-Engine Piston <sup>3</sup>	230	189	229	1.0%
Jet & Turboprop	1	1	2	3.5%
Multi-Engine Piston	20	10	4	-4.5%
Helicopter	7	0	0	N/A
Other	8	56	92	2.5%
1) Operations Sources: 2007 and 2018 from Tucson Airport Authority, 2038 = Forecast 2) Based Aircraft Sources: 2008 records from TAF, 2018 data from ADOT via TAA, 2038 = Forecast 3) Single Engine Piston includes experimental and light sport aircraft. CAGR: Compound Annual Growth Rate				

# Facility Requirements





# Preferred Development Concept



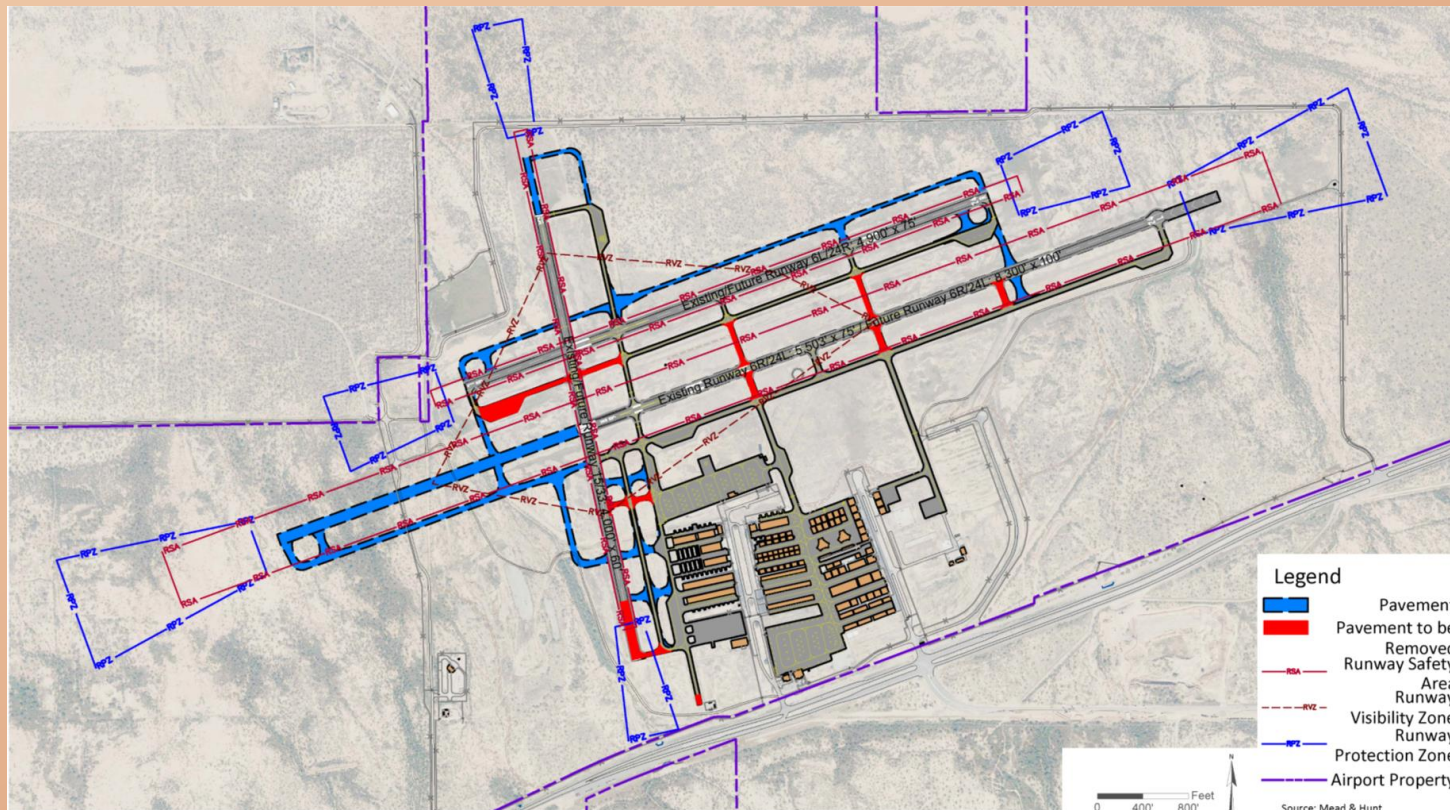


# FAA Hot Spot-1

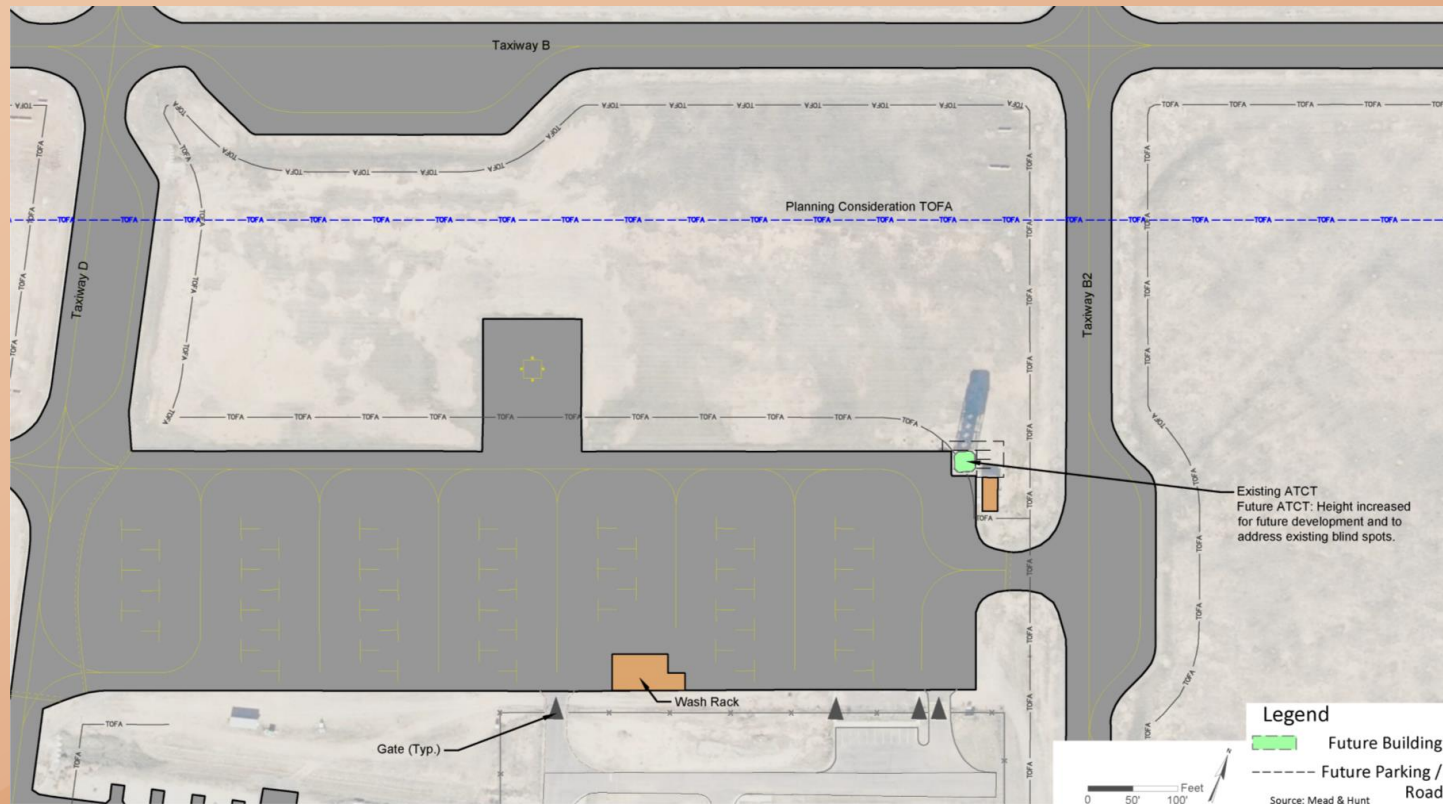




# Airfield Improvements

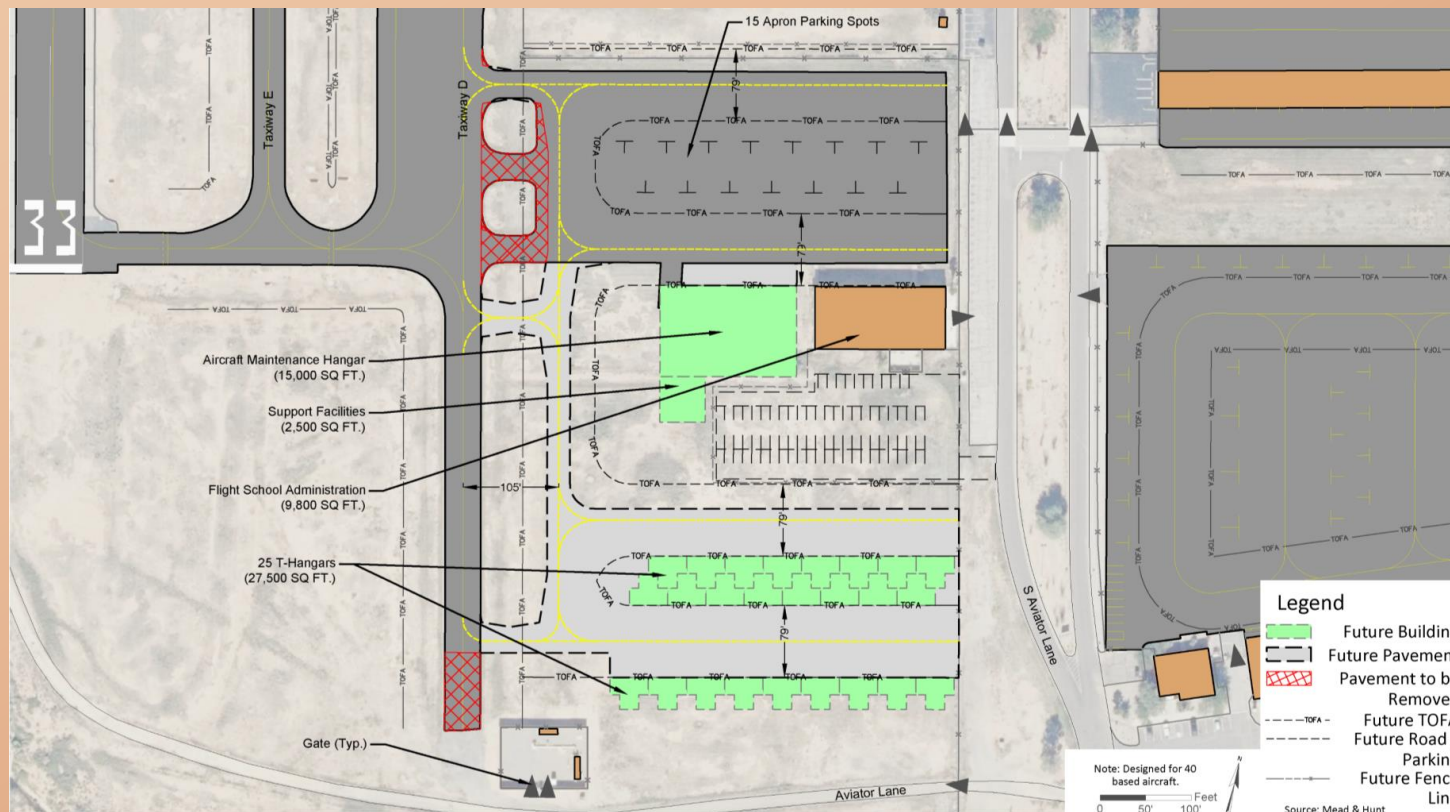


# Air Traffic Control Tower

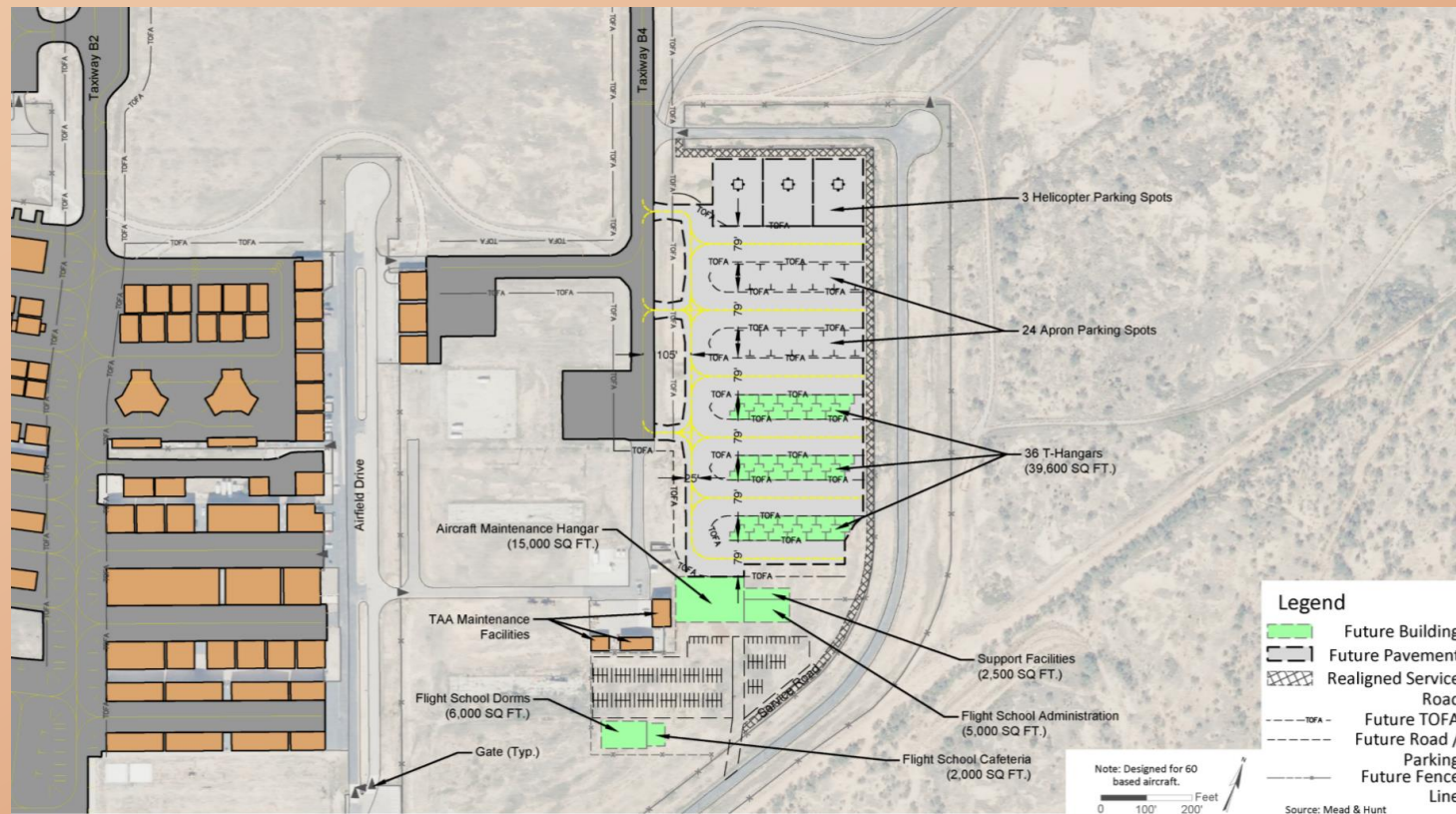




# Flight School Improvements – FAR Part 61

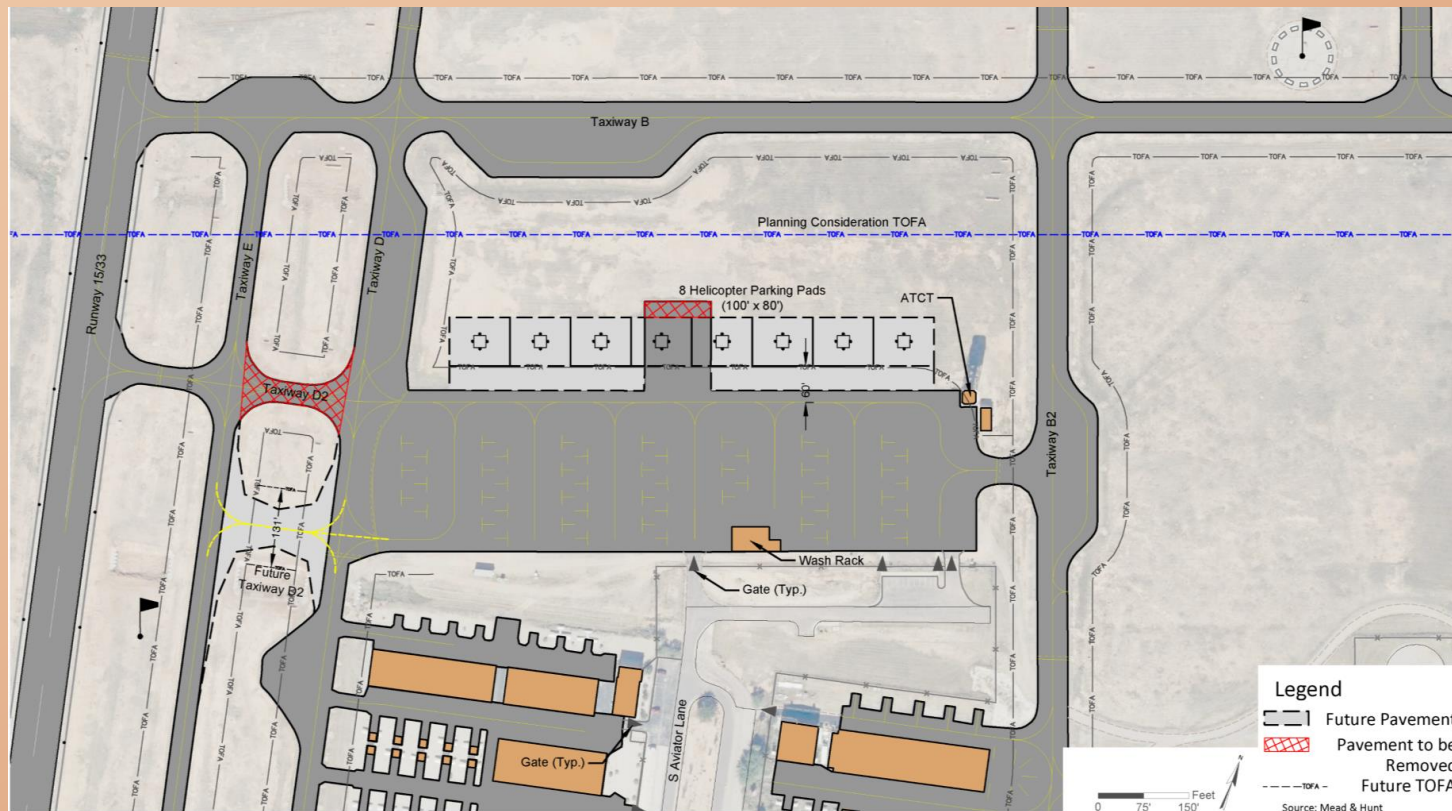


# Flight School Improvements – FAR Part 141

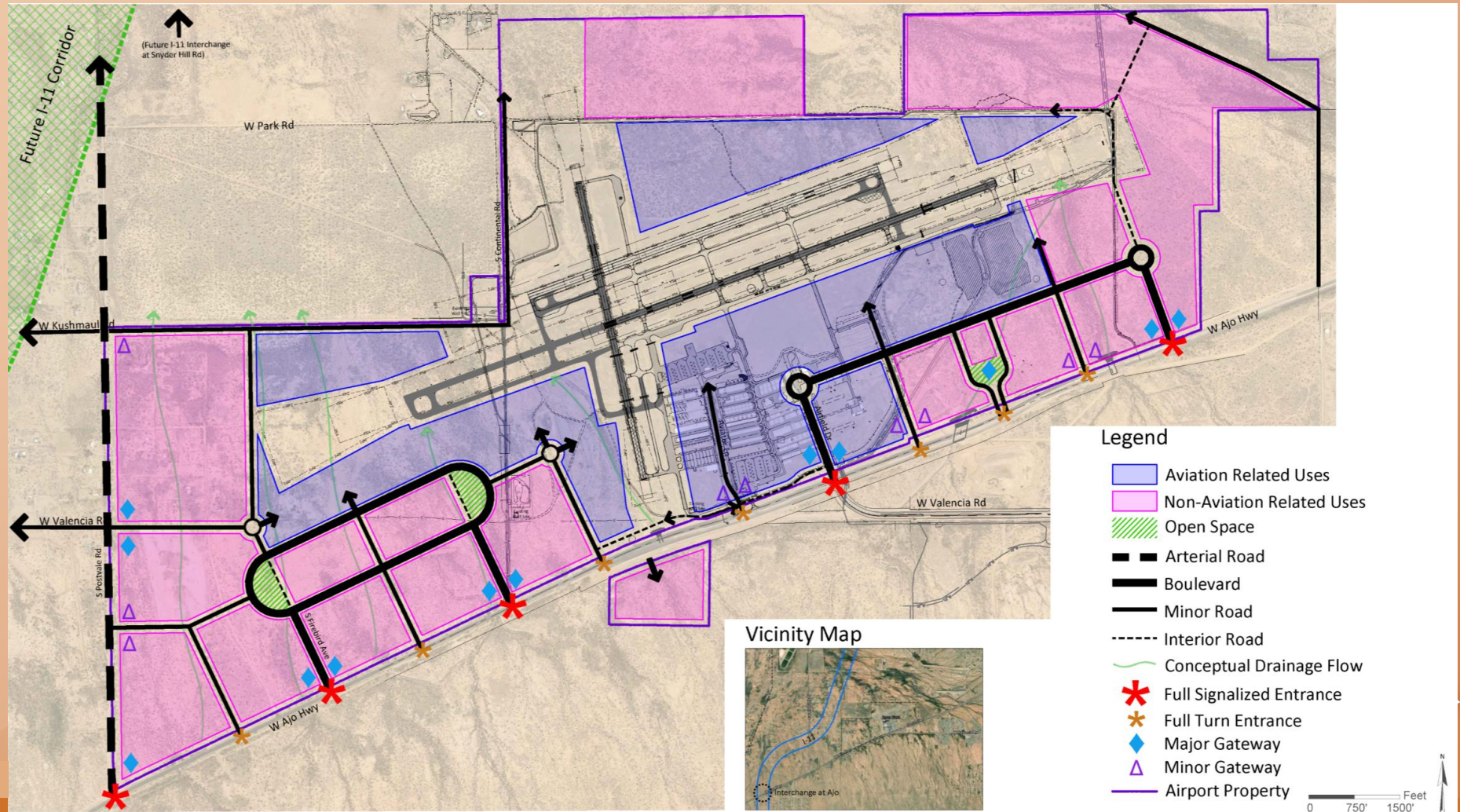




# Helicopter Parking Pads



# Airport Land Development





# Next Steps

- Financial Implementation & Feasibility Chapter – March 2020
- Cultural Resource Survey – March 2020
- Preliminary Airport Layout Plan – April 2020
- Draft Airport Master Plan Document
- Finalize ALP and Airport Master Plan Document
- Return to the Board for Final Approval

# Thank You



As we continue to experience the effects of COVID-19, dealing with physical distancing, limited gatherings, and stay-at-home orders, the Ryan Airfield Master Plan Team is ready to provide you an update on the status of the Airport Master Plan.

The last time we shared information about the study, the team conducted an open house on Nov. 21, 2019 to present a variety of improvements to the Airport's runway, taxiways, roadways, and support facilities. Based upon input from 31 attendees as well as the Technical Advisory Committee and Stakeholder Working Group, the Team assembled a Preferred Development Concept (PDC). The PDC includes the following projects:

- Extend Runway 6R/24L and relocate Runway 15/33 to the north
- Construct numerous taxiway improvements to address Federal Aviation Administration design standards
- Redevelop the existing Air Traffic Control Tower to increase its height
- Develop a new flight school
- Expand the existing helicopter parking apron
- Facilitate land development that supports aeronautical opportunities and economic development opportunities on property owned by TAA adjacent to the airfield

The developed PDC is depicted on the map to the right.

**Our next steps include:**

- Develop the Financial Implementation & Feasibility Chapter
- Develop Newsletter Update #2 and conduct Public Open House #2
- Conduct a Cultural Resource Survey
- Create a Preliminary Airport Layout Plan
- Draft Airport Master Plan Document
- Finalize ALP and Airport Master Plan Document
- Return to the Tucson Airport Authority Board of Directors for Final Master Plan Approval



A medida que continuamos experimentando los efectos de COVID-19, lidiando con el distanciamiento físico, reuniones limitadas y órdenes de quedarse en casa, el Equipo del Plan Maestro de Ryan Airfield está listo para brindarle una actualización sobre el estado del Plan Maestro del Aeropuerto.

La última vez que compartimos información sobre el estudio, el equipo realizó una exhibición pública el 21 de noviembre del 2019 para presentar una variedad de mejoras en las pistas, calles de rodaje, carreteras e instalaciones de apoyo del aeropuerto. Sobre la base de las aportaciones de 31 asistentes, así como del Comité Asesor Técnico y el Grupo de Trabajo de Partes Interesadas, el Equipo reunió un Concepto de Desarrollo Preferido (PDC). El PDC incluye los siguientes proyectos:

- Extender la pista 6R/24L y reubicar la pista 15/33 hacia al norte
- Construir varias mejoras en las pistas de rodajes para abordar los estándares de diseño de la Administración Federal de Aviación
- Reurbanizar la torre de control de tráfico aéreo existente para aumentar su altura
- Desarrollar una nueva escuela de vuelo
- Ampliar la plataforma de estacionamiento de helicópteros existente
- Facilitar el desarrollo de la tierra que respalde las oportunidades aeronáuticas y las oportunidades de desarrollo económico en propiedades de la TAA adyacentes al aeródromo

*El PDC desarrollado se muestra en el reverso de esta actualización.*

#### Nuestros próximos pasos incluyen:

- Desarrollar el Capítulo de Implementación Financiera y Viabilidad
- Desarrollar la actualización del boletín #2 y llevar a cabo una jornada de puertas abiertas públicas #2
- Realizar una encuesta de recursos culturales
- Crear un plan preliminar de diseño del aeropuerto
- Elaborar un plan maestro del aeropuerto
- Finalizar ALP y el documento del plan maestro del aeropuerto
- Regresar a la Junta Directiva de la Autoridad Aeroportuaria de Tucson para la aprobación final del plan maestro



We have also established a project website that has all of the project materials completed to date. The website is [www.ryanmasterplan.com](http://www.ryanmasterplan.com). If you have any questions, please feel free to contact:

También hemos establecido un sitio web del proyecto que tiene todos los materiales del proyecto completados hasta la fecha. El sitio web es [www.ryanmasterplan.com](http://www.ryanmasterplan.com). Si tiene alguna pregunta, no dude en contactarnos:

#### TUCSON AIRPORT AUTHORITY

Scott Robidoux, C.M. | [SRobidoux@flytucson.com](mailto:SRobidoux@flytucson.com)  
520.573.4811 (*direct*)

#### MEAD & HUNT, INC.

Christopher Hacker | [Chris.hacker@meadhunt.com](mailto:Chris.hacker@meadhunt.com)  
480.718.1909 (*direct*)

# RYAN AIRFIELD

## RYAN AIRFIELD AIRPORT MASTER PLAN PROJECT UPDATE



#### TAA EXECUTIVE TEAM

Danette Bewley – *CEO/President* • Bruce Goetz – *VP of Operations/COO*  
Dick Gruentzel – *VP of Finance & Administration/CFO*  
Mike Smejkal – *VP of Planning & Engineering*  
Chris Schmaltz – *General Counsel*

#### TAA Board of Directors

Taunya Villicana, *Chair* • Bruce Dusenberry, *Vice Chair*  
Bill Assenmacher, *Treasurer* • Rob Draper, *Secretary*  
Mike Hammond, *Director* • Judy Rich, *Director*  
Keri Silvyn, *Director* • Phil Swaim, *Director*  
Kathy Ward, *Director* • Lisa Lovallo, *Ex-officio Director*



**Ryan Field Master Plan Update  
Stakeholder Working Group Meeting #3  
Webex Meeting  
Friday, June 26, 2020**

**Project Team** - Mead & Hunt: Chris Hacker, Mitch Hooper; Gordley Group: C.T. Revere, Teresita Finch

**Stakeholder Working Group** – Pima County: John Voorhees, Tom Drzazgowski; City of Tucson: Sarah Meggison; Pima Association of Governments: Rick Ellis; University of Arizona: Kristina Currans; Tucson Airport Authority: Scott Robidoux, Mike Smejkal

Chris Hacker and Mitch Hooper made a presentation providing an overview of the Preferred Development Concept, including projects to improve the airfield, construct a flight school, improve airport support facilities and develop non-aeronautical land adjacent to the airfield. Participants were encouraged to comment or ask questions about proposed improvements to the airfield and provide input on potential non-aeronautical development.

The following comments and questions were provided during the meeting:

- Tom Drzazgowski of Pima County noted that significant residential development is occurring and planned in the vicinity of Ryan Airfield, consisting of “hundreds to thousands of new homes.” He said a common concern expressed by those in the area is that little in the way of employment centers or retail outlets exist, and that non-aeronautical airport property provides opportunities to bring such amenities to the area.
- Kristina Currans of the University of Arizona College of Architecture and Planning suggested the current experience during the COVID-19 pandemic promises to change many businesses to an “e-commerce” model rather than “brick-and-mortar” businesses. She expects “last-mile” product delivery services such as Amazon and food delivery to become normal business practice in the future. Mitch Hooper noted that “last-mile” operators are popular in the vicinity of airports nationally.
- Chris Hacker suggested that an institutional FAR Part 141 flight school could serve as a customer base for business in the area. Kristina Currans responded favorably to the idea of reducing travel for flight school attendees and creating a “rich experience” for them near their classrooms and dorms.
- Scott Robidoux of Tucson Airport Authority estimated the TAA owns 800 to 1,000 acres of land designated for non-aeronautical development.

- Mitch Hooper suggested that a hybrid air cargo operation using drones could feed storage and transfer operations near the airfield.

The following comments were received after the meeting concluded:

- Kristina Currans of the University of Arizona College of Architecture and Planning suggested there be partnerships with local commerce groups to aid in the development of supportive type uses for any potential hotel, conference, or flight school type development. She also suggested that there be an emphasis on having businesses at Ryan Airfield which are from the local community. She indicated that these local businesses could focus on the best local shops and restaurants, giving the example that these types of uses very often occur with the development of employment and educational uses.



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# Tucson Airport Authority

Ryan Airfield

Airport Master Plan

Stakeholder Working Group – Meeting#3

June 26, 2020

TUCSON AIRPORT AUTHORITY

**RYAN**  
AIRFIELD



# Agenda

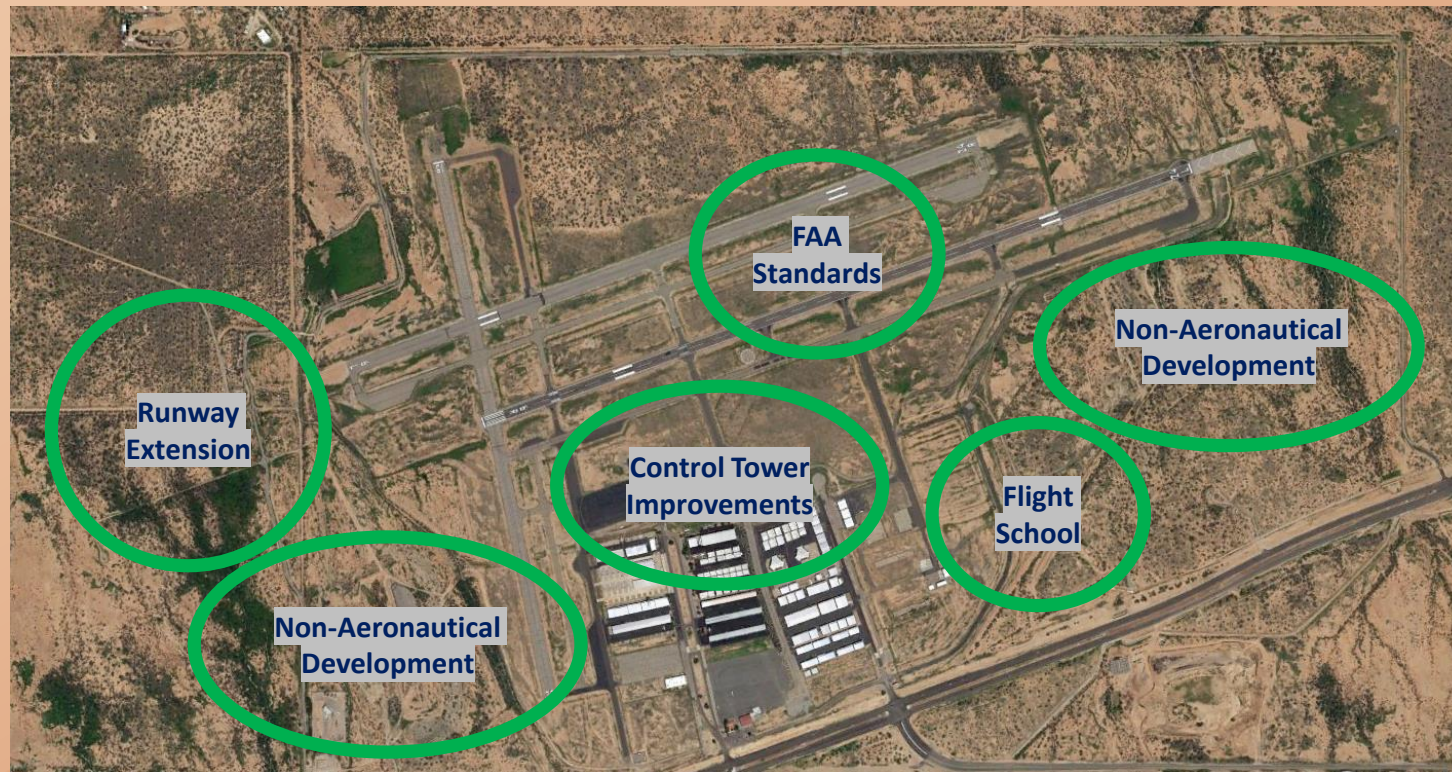
- Update Stakeholder Working Group on Progress
  - Prior briefing on November 21, 2019
  - Update on Technical Elements of the Plan
- Facility Requirements Review
- Preferred Development Concept
  - Discuss Preferred Alternatives for Feedback
    - Airfield
    - Flight School
    - Airfield Support Facilities
    - Airport Land Development
- Project Priorities Discussion
- Next Steps



# Project Status Update

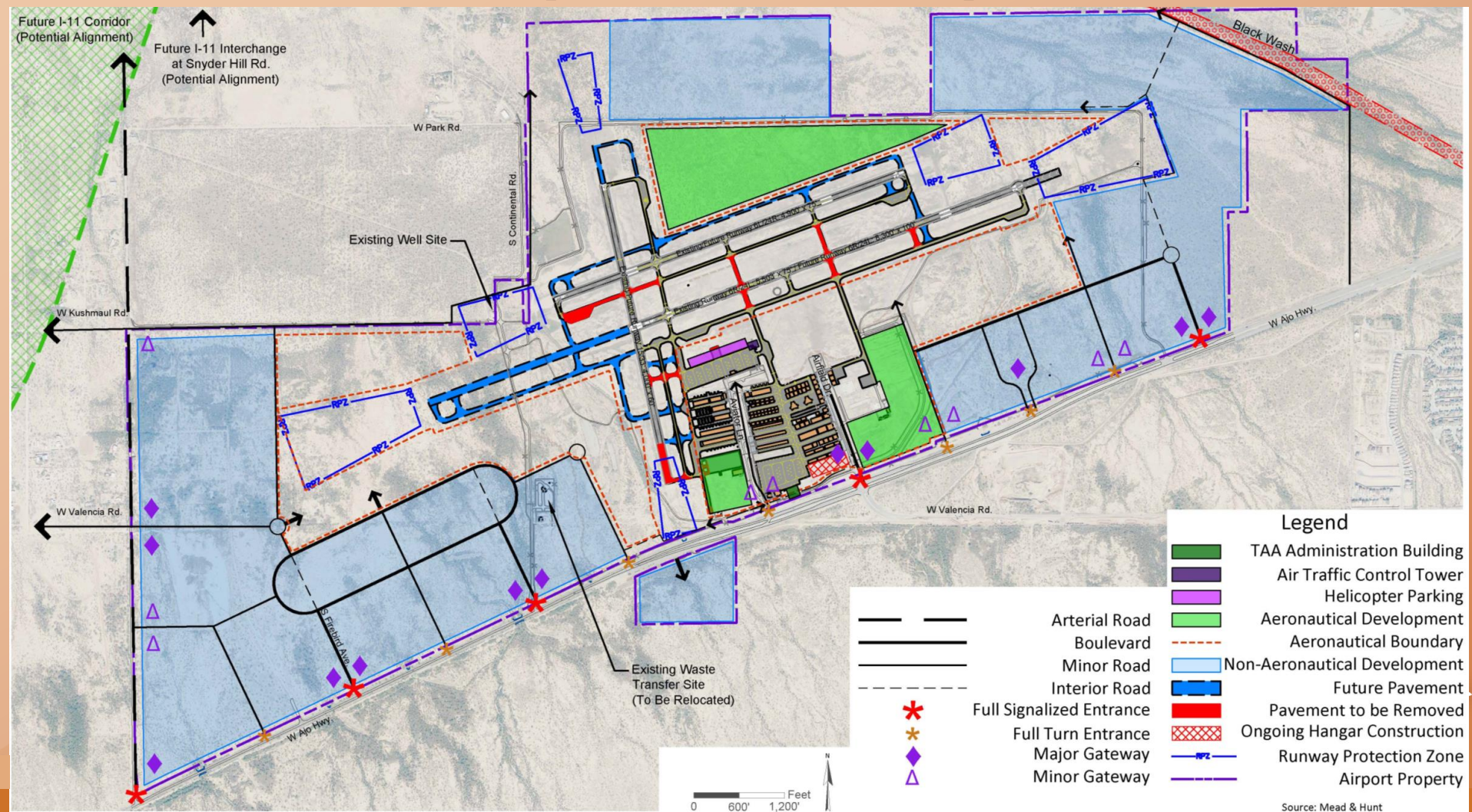
- Completion of Alternatives Chapter
  - Preferred Development Concept
- Meetings
  - TAA Board of Directors
    - Preferred Development Concept Presentation - March 4, 2020
- Continued work during Pandemic
- Public Open House #2 - Mailer
- Technical Elements
  - Preliminary Airport Layout Plan
  - Financial Implementation/Feasibility Chapter
  - Archaeological and historical investigations
  - Draft Airport Master Plan

# Facility Requirements





# Preferred Development Concept



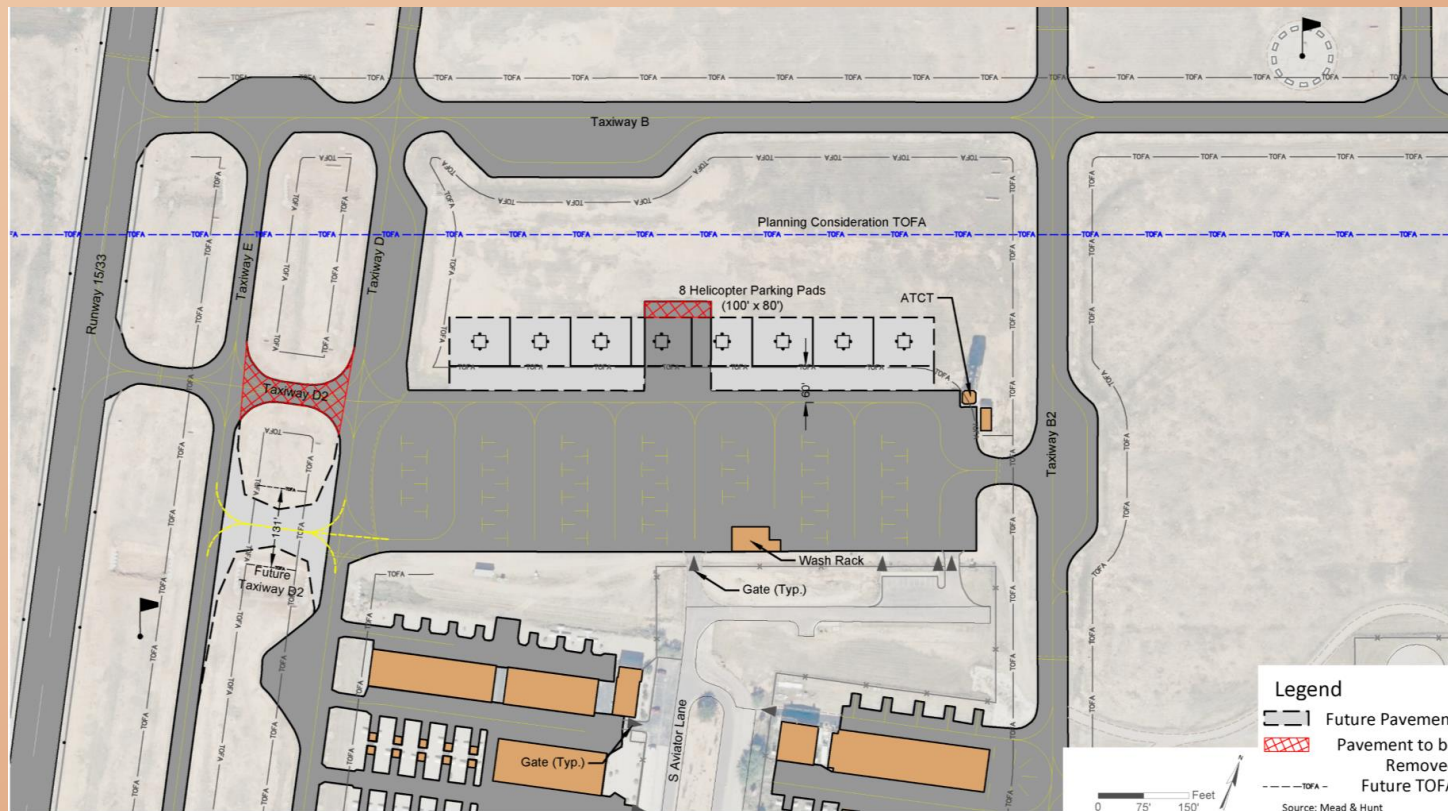


# FAA Hot Spot-1

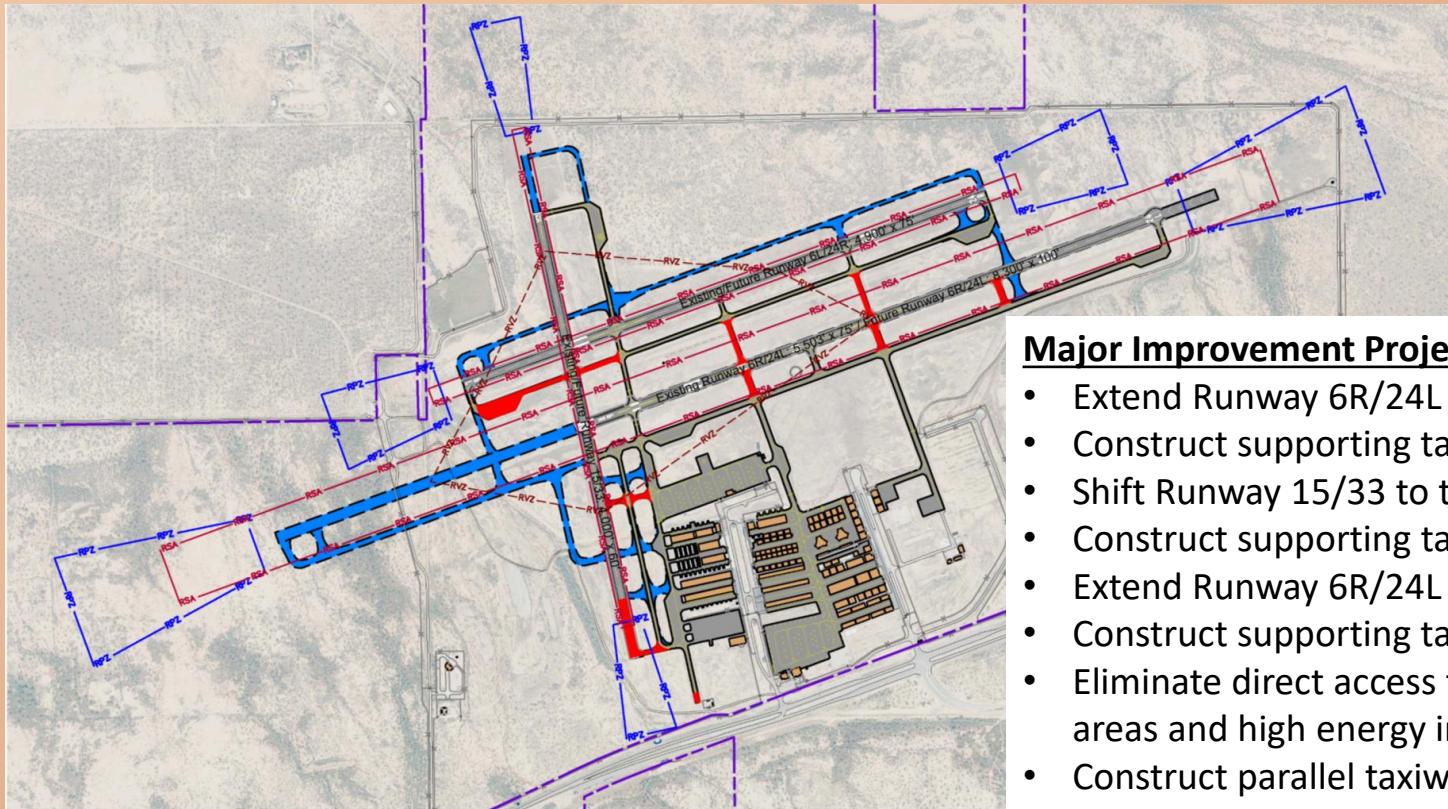




# Helicopter Parking Pads



# Airfield Improvements

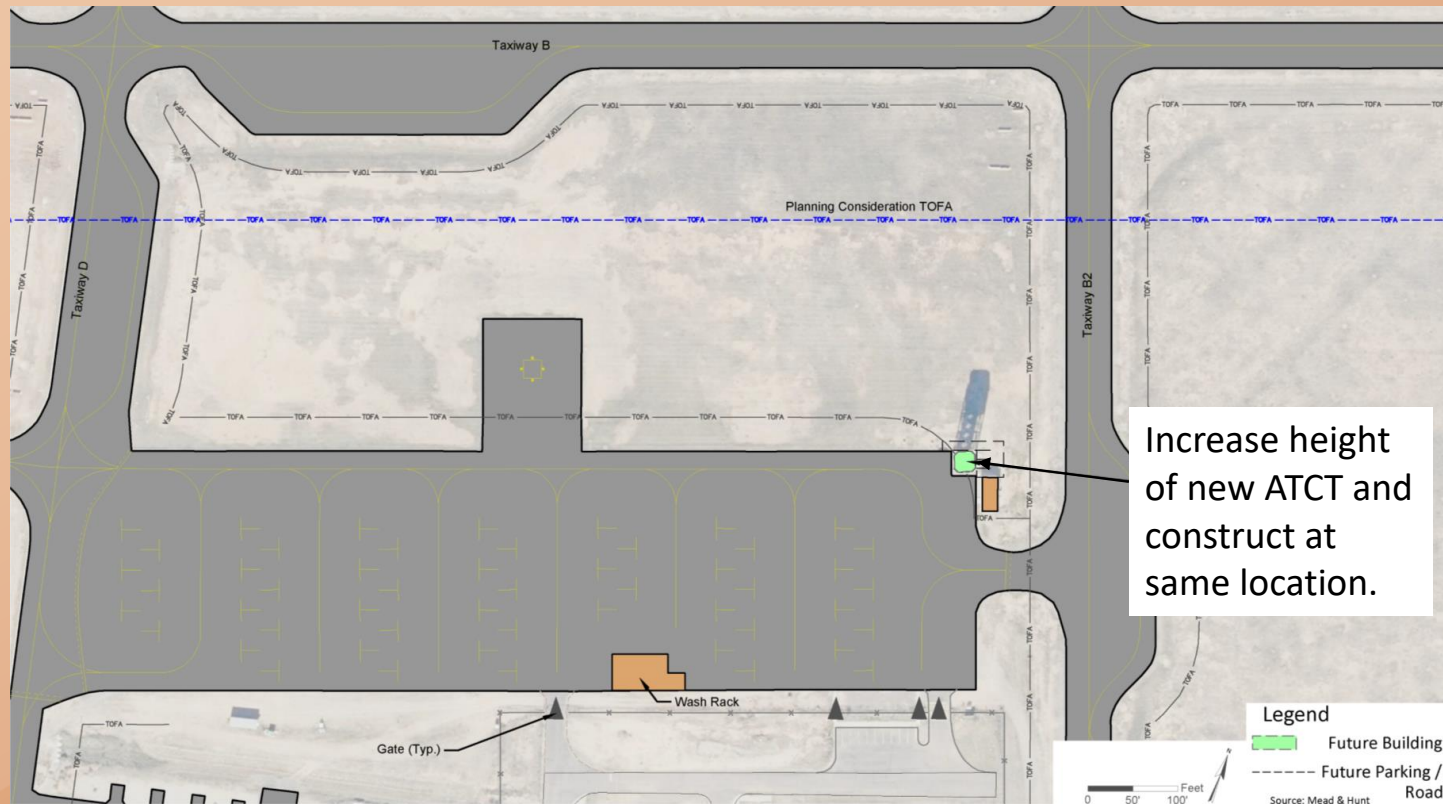


## Major Improvement Projects

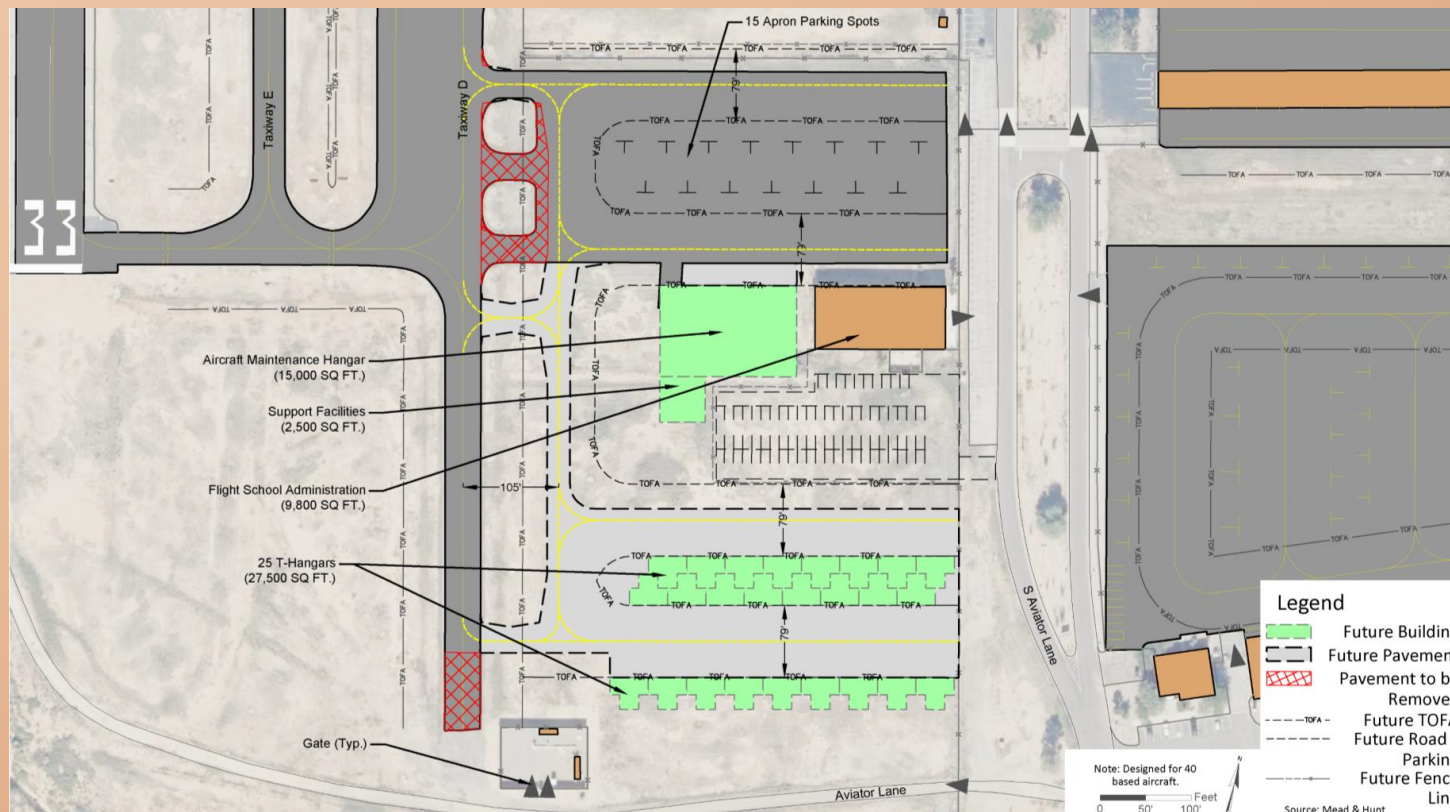
- Extend Runway 6R/24L by 800'
- Construct supporting taxiway improvements
- Shift Runway 15/33 to the North by 550'
- Construct supporting taxiway improvements
- Extend Runway 6R/24L by 1,997'
- Construct supporting taxiway improvements
- Eliminate direct access to runways from apron areas and high energy intersections
- Construct parallel taxiway to Runway 6L/24R



# Air Traffic Control Tower

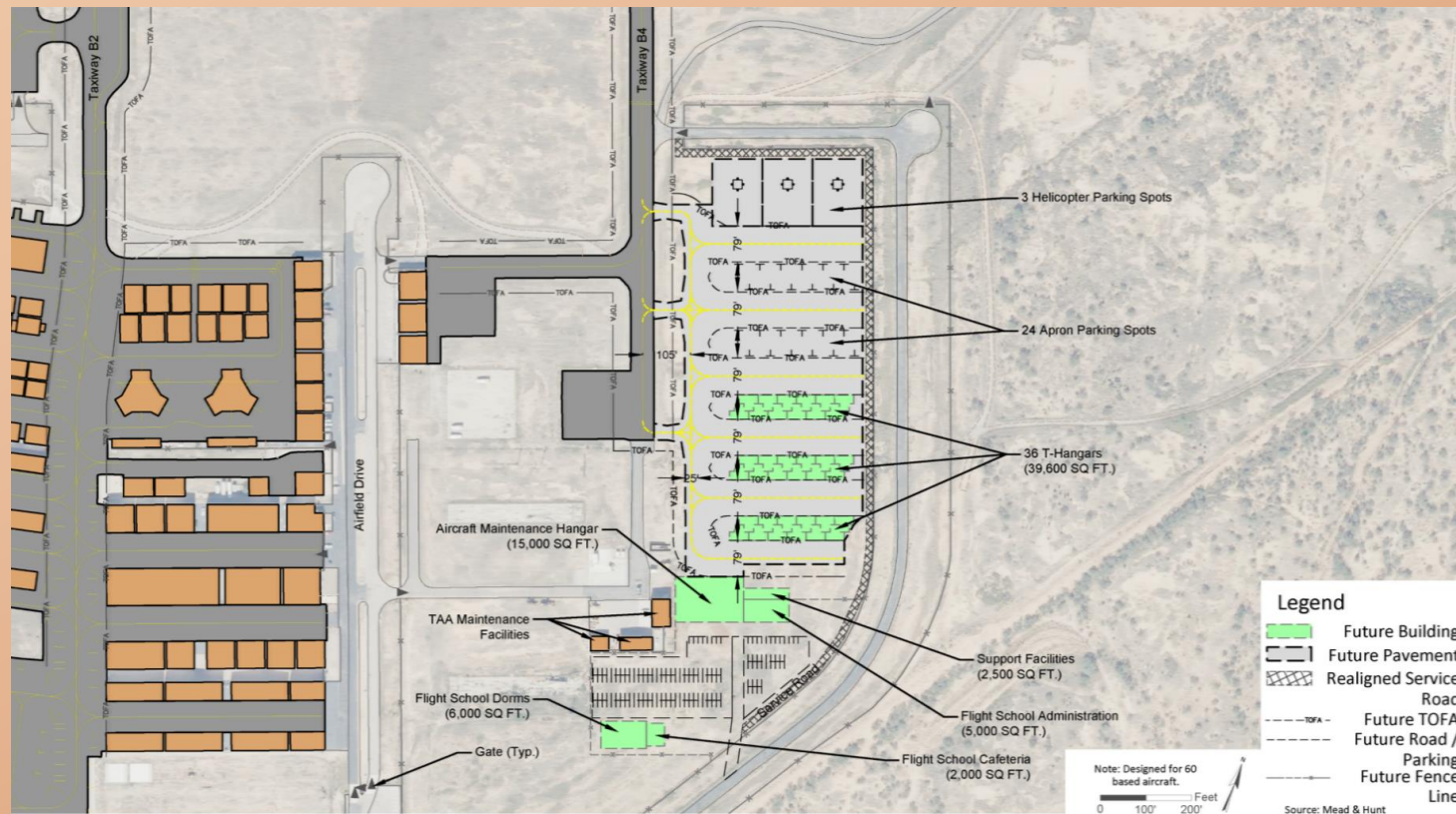


# Flight School Development – FAR Part 61



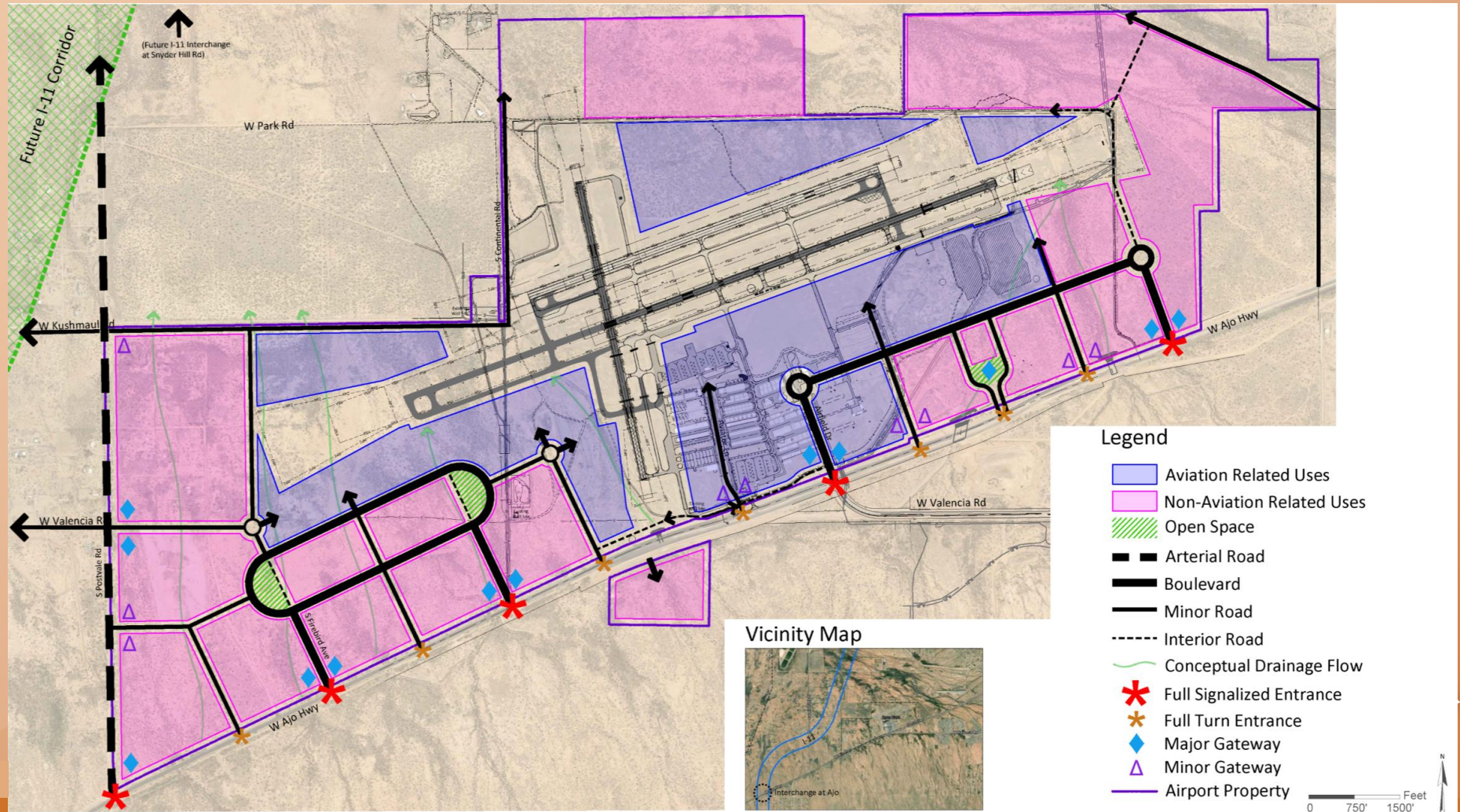


# Flight School Development – FAR Part 141





# Airport Land Development





# Project Priorities Discussion

# Next Steps

- Cultural Resource Survey – July 2020
- Draft Financial Implementation & Feasibility Chapter – July 2020
- Draft Airport Layout Plan – July/August 2020
- Draft Airport Master Plan Document – August 2020
- Finalize ALP and Airport Master Plan Document – September/October 2020



# Project Contact Information

- Tucson Airport Authority  
(Master Plan Project Manager)
  - Scott Robidoux, Senior Airport Planner
    - SRobidoux@flytucson.com
    - (520) 573-4811 direct
- Mead & Hunt Project Manager
  - Christopher Hacker
    - Chris.Hacker@meadhunt.com
    - (480) 718-1909 direct

# Thank You



**Ryan Field Master Plan Update**  
**Technical Advisory Committee Meeting #3**  
**Webex Meeting**  
**Friday, June 26, 2020**

**Project Team** - Mead & Hunt: Chris Hacker, Mitch Hooper; Gordley Group: C.T. Revere, Teresita Finch

**Technical Advisory Committee** – Tucson Airport Authority: Scott Robidoux, Mike Smejkal, Jerry Brasher, Tina Moore, Eric Roudebush, Barbara Hempel

Chris Hacker and Mitch Hooper made a presentation providing an overview of the Preferred Development Concept, including projects to improve the airfield, construct a flight school, improve airport support facilities and develop non-aeronautical land adjacent to the airfield. Participants were encouraged to comment or ask questions about proposed improvements to the airfield and provide input on potential non-aeronautical development.

The following comments and questions were provided during the meeting:

- Mike Smejkal asked if an Air Traffic Control Tower siting study would still be conducted given that the improvements to airport support facilities include raising the height of the existing tower in its current location. Chris Hacker said that study is scheduled for 2025.
- Chris Hacker added that a study also would be conducted looking into the possibility of replacing a physical Air Traffic Control Tower with a remote “virtual” tower that uses cameras and electronic technology to allow air traffic controllers located elsewhere to monitor and control flight activities at Ryan Airfield. Mike Smejkal said the remote tower “is an intriguing idea” and noted that a project ongoing in Colorado will provide more information about using such technology at Ryan Airfield in the future.
- Discussing the effects of the COVID-19 pandemic on potential non-aeronautical operations at the airfield, Mike Smejkal suggested that it is too early to tell what the lasting effects would be on commerce.
- Barbara Hempel of TAA asked if the area identified for a new flight school would be taken off a septic system at Ryan Airfield and connected to a new Pima County wastewater system being extended to the property. Mike Smejkal said the goal is to connect the area to a wastewater system and abandon the septic system.

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# Tucson Airport Authority

Ryan Airfield

Airport Master Plan

Technical Advisory Committee – Meeting#3

June 26, 2020



# Agenda

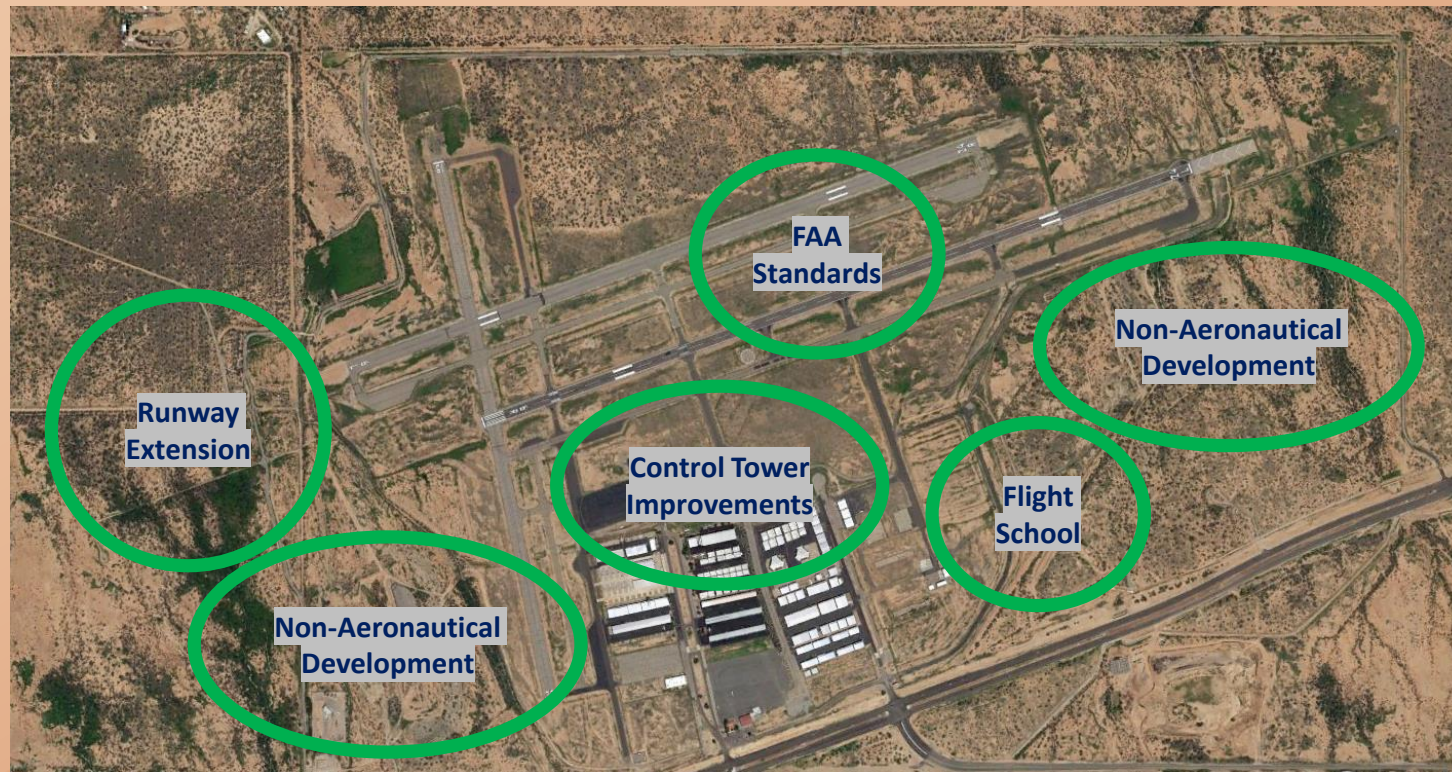
- Update Technical Advisory Committee on Progress
  - Prior briefing on November 21, 2019
  - Update on Technical Elements of the Plan
- Facility Requirements Review
- Preferred Development Concept
  - Discuss Preferred Alternatives/Feedback
    - Airfield
    - Flight School
    - Airfield Support Facilities
    - Airport Land Development
- 5-Year Airport Capital Improvement Program - Draft
- Next Steps



# Project Status Update

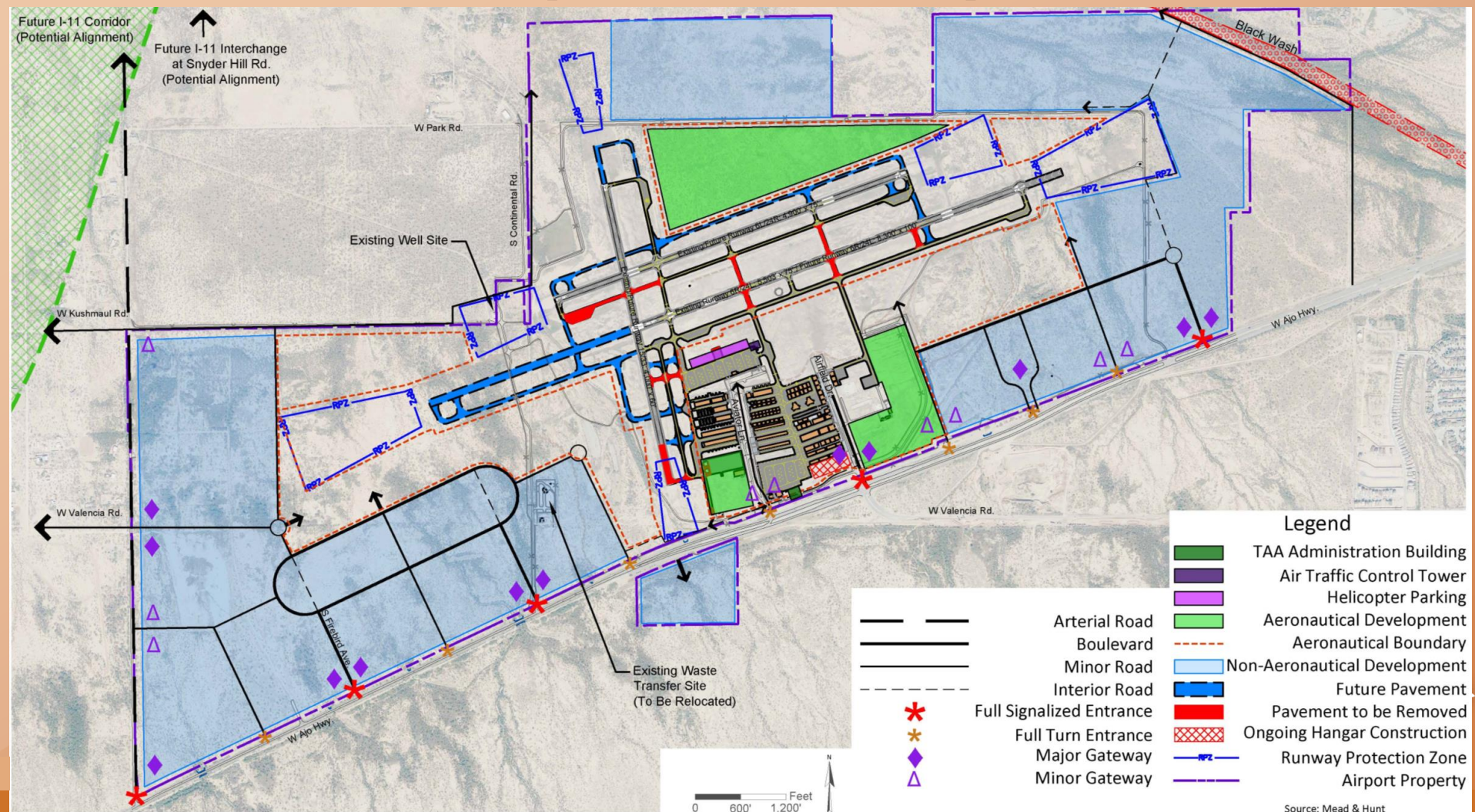
- Completion of Alternatives Chapter
  - Preferred Development Concept
- Meetings
  - TAA Board of Directors
    - Preferred Development Concept Presentation - March 4, 2020
- Continued work during Pandemic
- Public Open House #2 - Mailer
- Technical Elements
  - Preliminary Airport Layout Plan
  - Financial Implementation/Feasibility Chapter
    - Draft Capital Improvement Program
  - Archaeological and historical investigations
- Draft Airport Master Plan

# Facility Requirements





# Preferred Development Concept



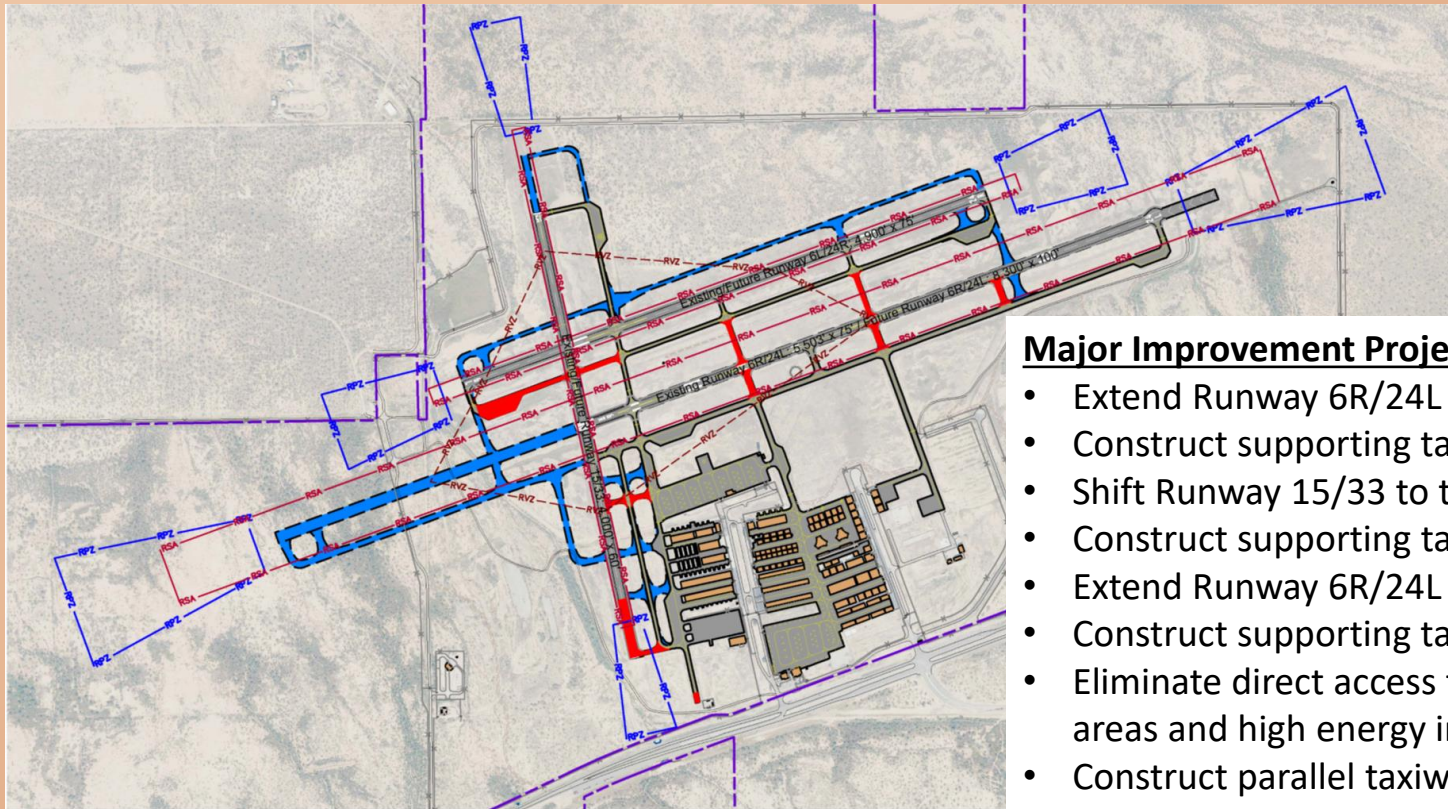


# FAA Hot Spot-1





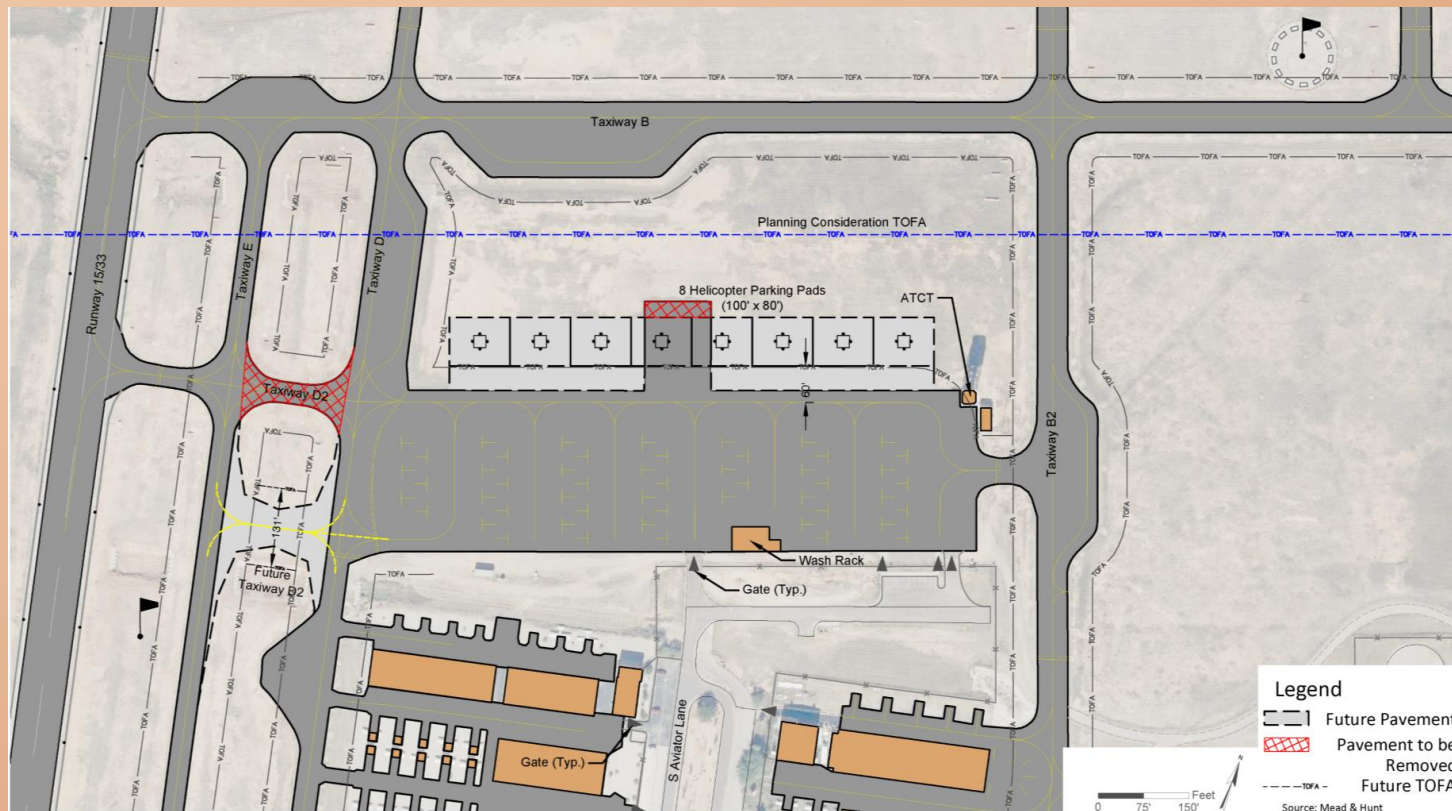
# Airfield Improvements



## Major Improvement Projects

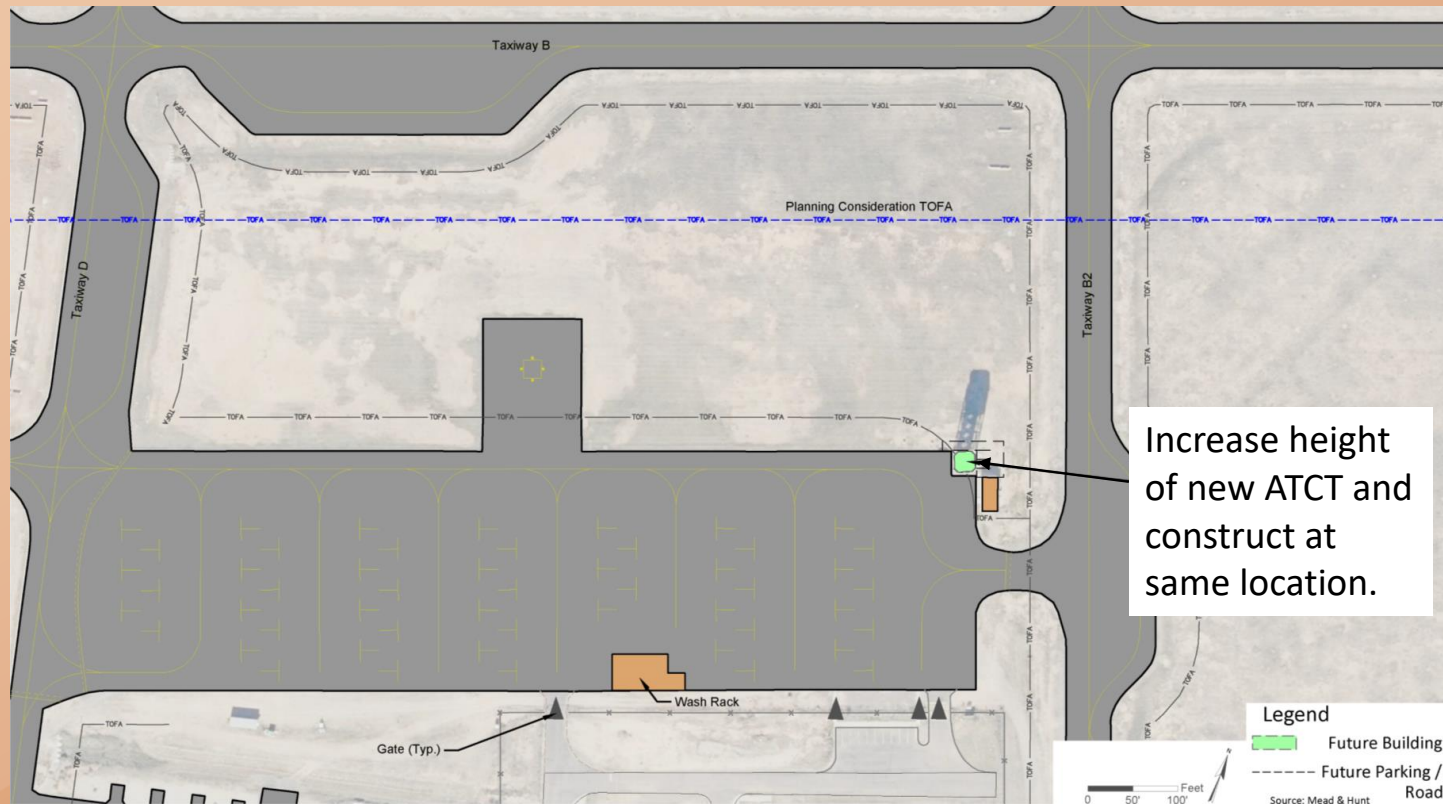
- Extend Runway 6R/24L by 800'
- Construct supporting taxiway improvements
- Shift Runway 15/33 to the North by 550'
- Construct supporting taxiway improvements
- Extend Runway 6R/24L by 1,997'
- Construct supporting taxiway improvements
- Eliminate direct access to runways from apron areas and high energy intersections
- Construct parallel taxiway to Runway 6L/24R

# Helicopter Parking Pads

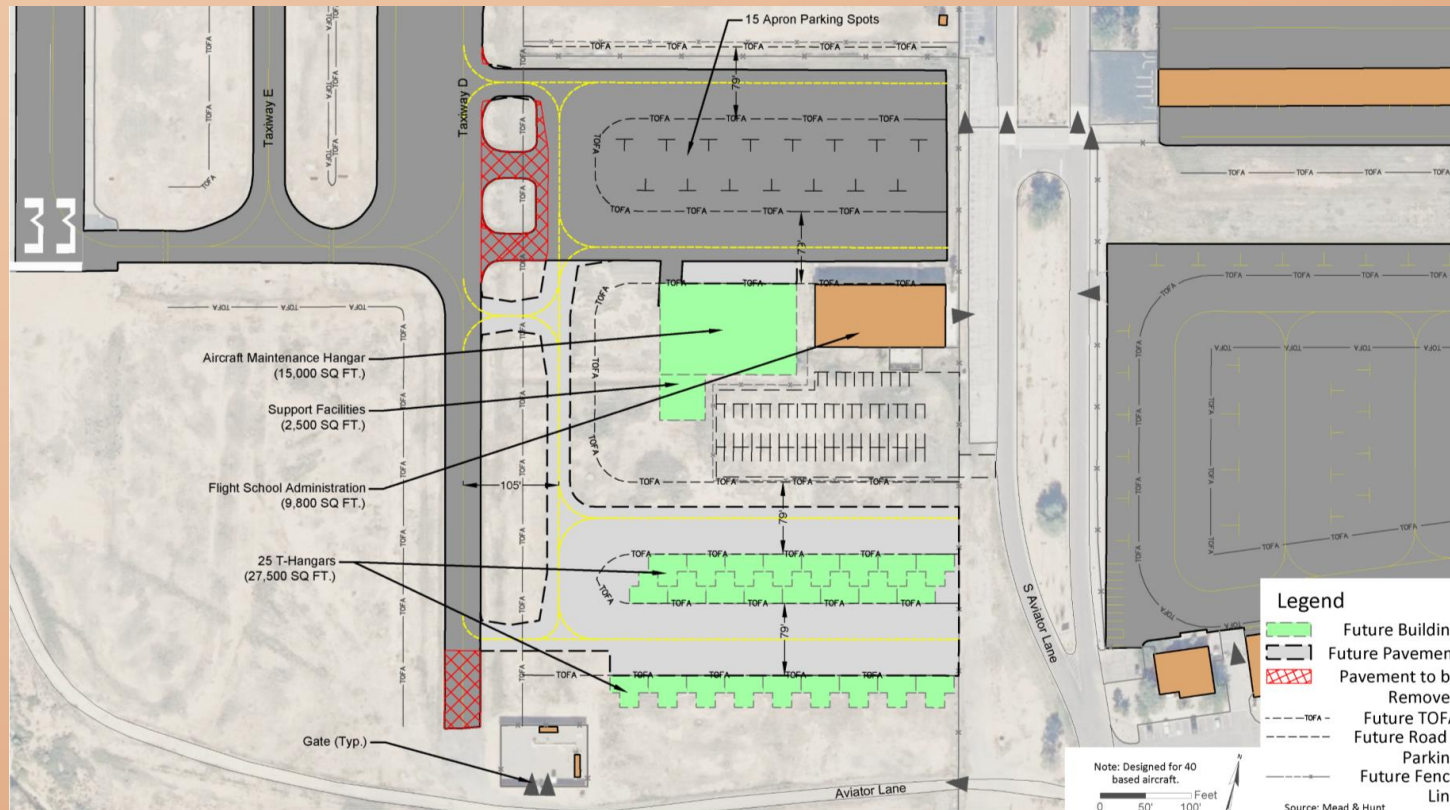




# Air Traffic Control Tower

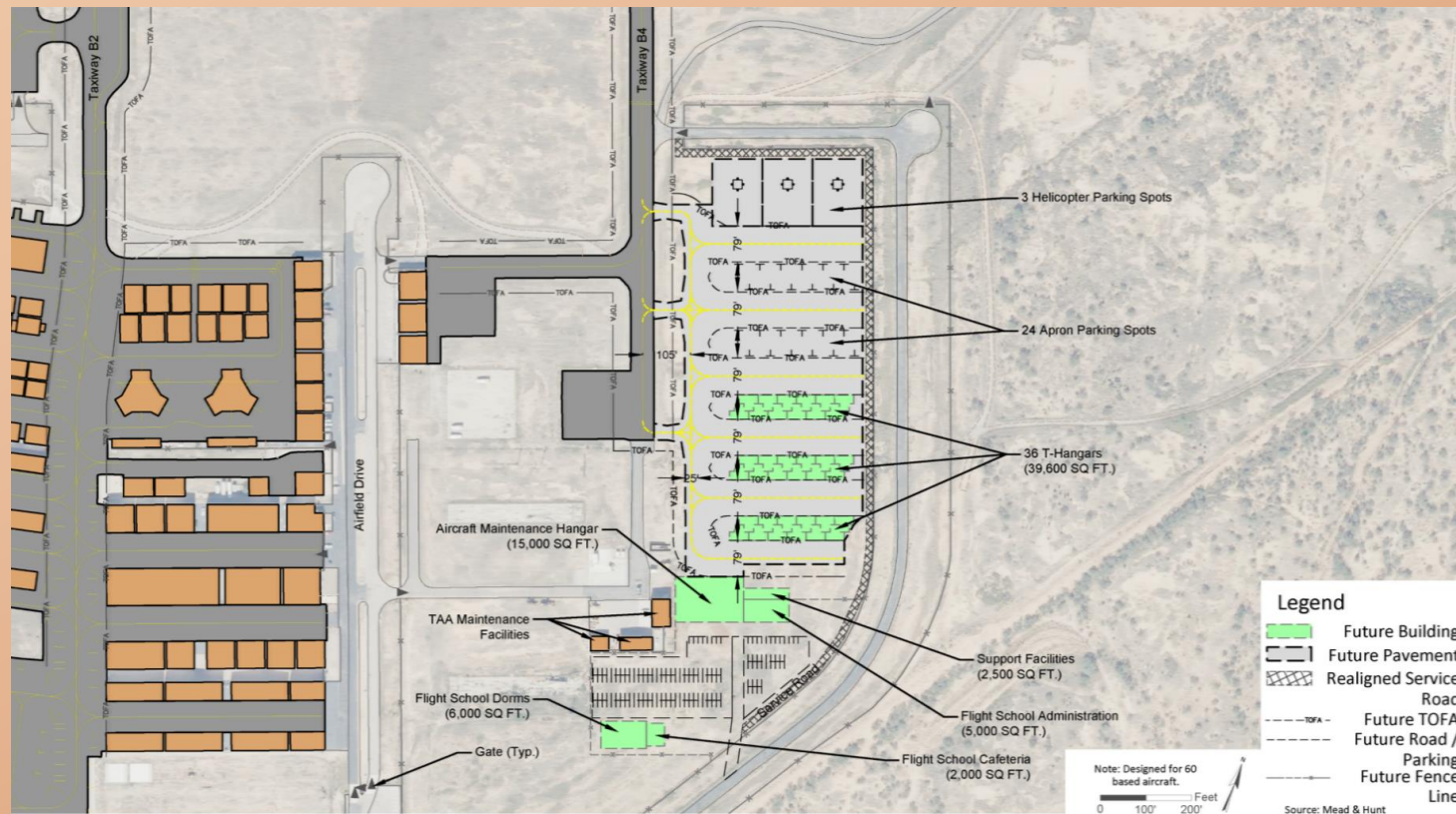


# Flight School Development – FAR Part 61



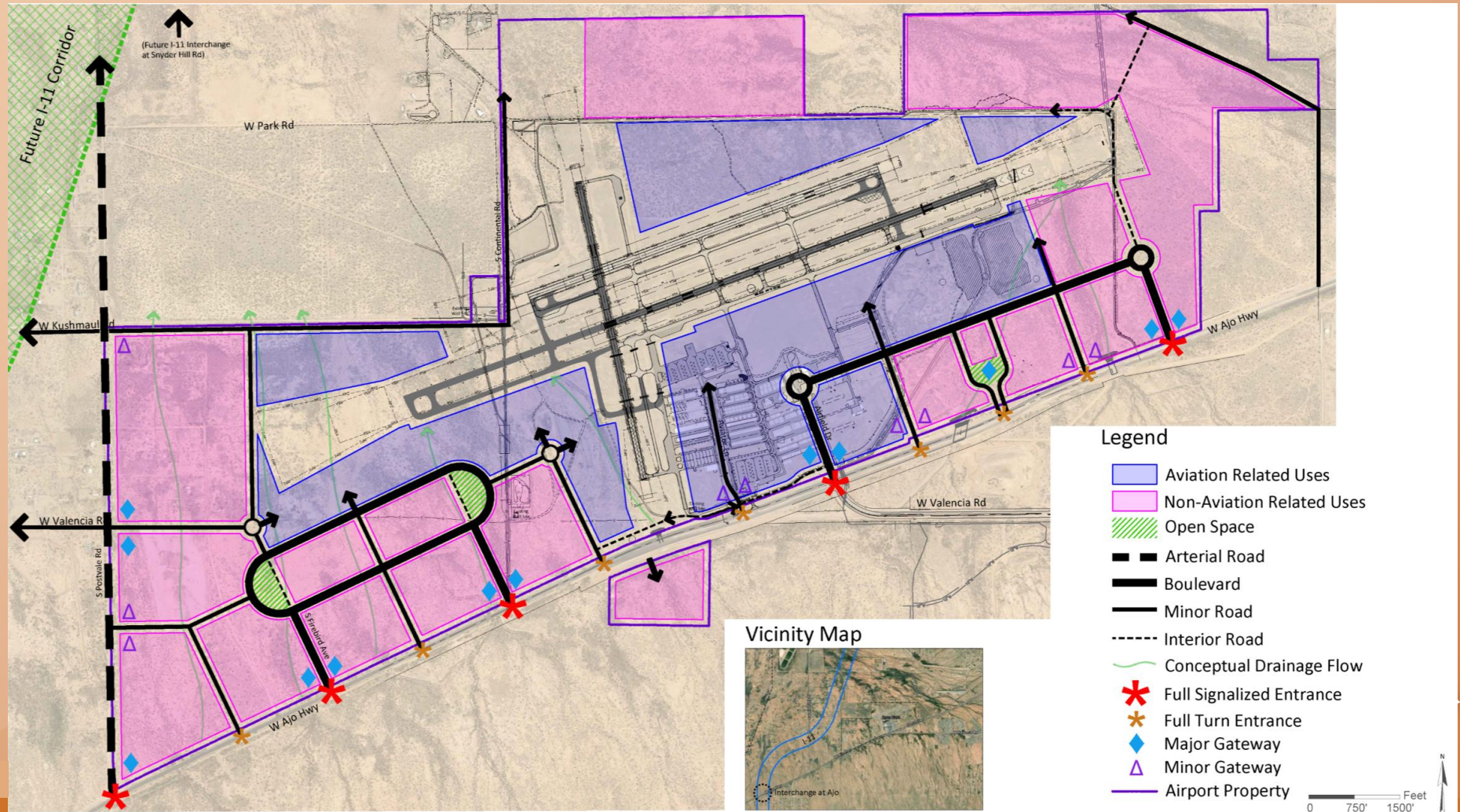


# Flight School Development – FAR Part 141





# Airport Land Development





# 5-Year Airport Capital Improvement Program - DRAFT

Federal FY	MP Project Number	Airport Project Number	Project Title
<b>Proposed FY 2021 CIP Projects</b>			
<b>2021</b>	A1	20117966	Install (3) PAPI's to the approach to Runway 6L, 6R, and 24R. Project includes FAA flight check.
	I1	20314554	Loader with Attachments - Equipment.
	I2	20319100	2018 Cyclone CY 5500 (RYN) - Equipment.
	A2	20220290	RYN AOA Security Fence Cleanup.
	I3	20219035	B-11 Admin Building Upgrades.

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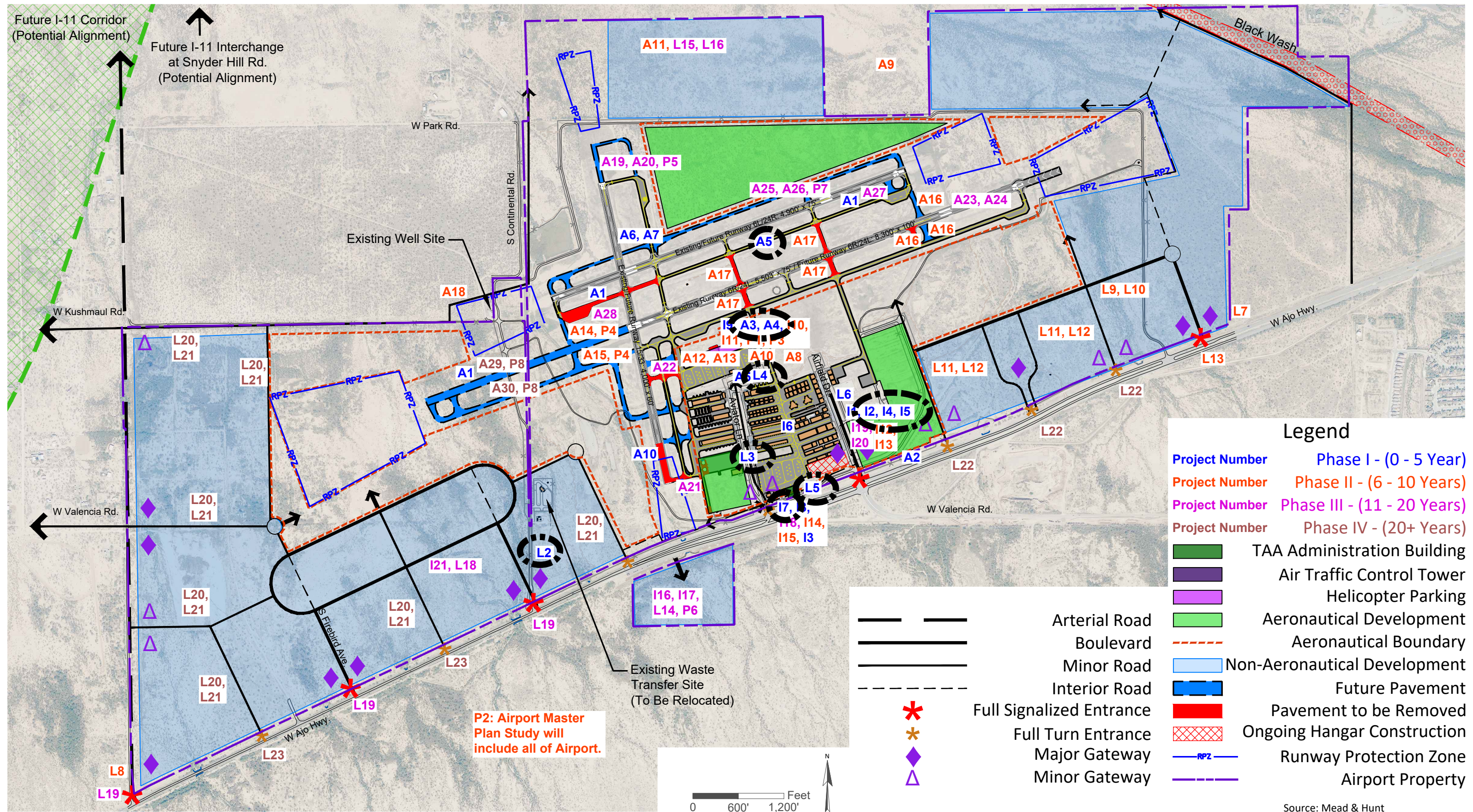


# 5-Year Airport Capital Improvement Program - DRAFT

Federal FY	MP Project Number	Airport Project Number	Project Title
<b>Proposed FY 2022 CIP Projects</b>			
<b>2022</b>	A3	20119088	Phase 1 - Upgrade/replacement of Air Traffic Control Tower (ATCT) equipment. Work will include purchase or equipment, installation and training.
	A4	20119088	Phase 2 - Upgrade/replacement of Air Traffic Control Tower (ATCT) equipment. Work will include purchase or equipment, installation and training.
	I4	20219019	Ryan Maint. Bathroom and Water Heaters.
	L2	20210109	Continental Road Pavement Maintenance.
	I5	20219174	Herbicide Shed & Spill Containment.
	I6	20112225	Install CCTV Cameras Throughout Ryan Airfield Complex.
	L3	20112202A	Extend RYN Sewer 1,700 feet along Aviator Lane. Includes connecting all tenants to sewer along Aviator Lane. Mill and overlay Aviator Lane (approximately 43,700 sf). Project includes pavement, markings, and restriping. Overall PCI is 50. Establish a new TAA telecommunications conduit and pullboxes along the entire length of the sewer line.
	L4	20112202B	Reconstruct Aviator Lane parking lot (approximately 12,750 sf) and Gate 3. Project includes pavement, markings, and restriping. Overall PCI is 33.
	L5	20120331	Extend main trunk of RYN Sewer west for 1,300 feet from Airfield Drive to Aviator Lane. Connect TAA administration building and restaurant to sewer line. Project also includes Reconstruct connector roadway between Aviator Lane and Airfield Drive (approximately 34,000 sf). Project includes pavement, markings, and restriping. Roadway is called C Road - 02 and overall PCI is 54.
	A5	20116872	APMS-Taxiway A (TWARY 10) - PCI 94 (2017).
	I7	N/A	Design access control at RYN

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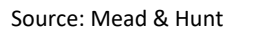


# 5-Year Airport Capital Improvement Program - DRAFT

Federal FY	MP Project Number	Airport Project Number	Project Title
<b>Proposed FY 2023 CIP Projects</b>			
<b>2023</b>	I8	N/A	Construct access control at RYN
	I9	N/A	Replace airfield lighting control computers (3)
	L6	20120326	Extend RYN Sewer 1,400 feet along Airfield Drive. Includes connecting all tenants to sewer along Airfield Drive. Project includes a sealcoat of the entire length of Airfield Drive. Establish a new TAA telecommunications conduit and pullboxes along the entire length of the sewer line.
	A6	20120300 (801)	Design a 4,000' asphalt mill and overlay for Runway 15/33. Project includes supporting taxiway connectors. ADOT PMMP RW1533RY-10 PCI 64 (2017).
	A7	20120300 (802)	Construct a 4,000' asphalt mill and overlay for Runway 15/33. Project includes supporting taxiway connectors.

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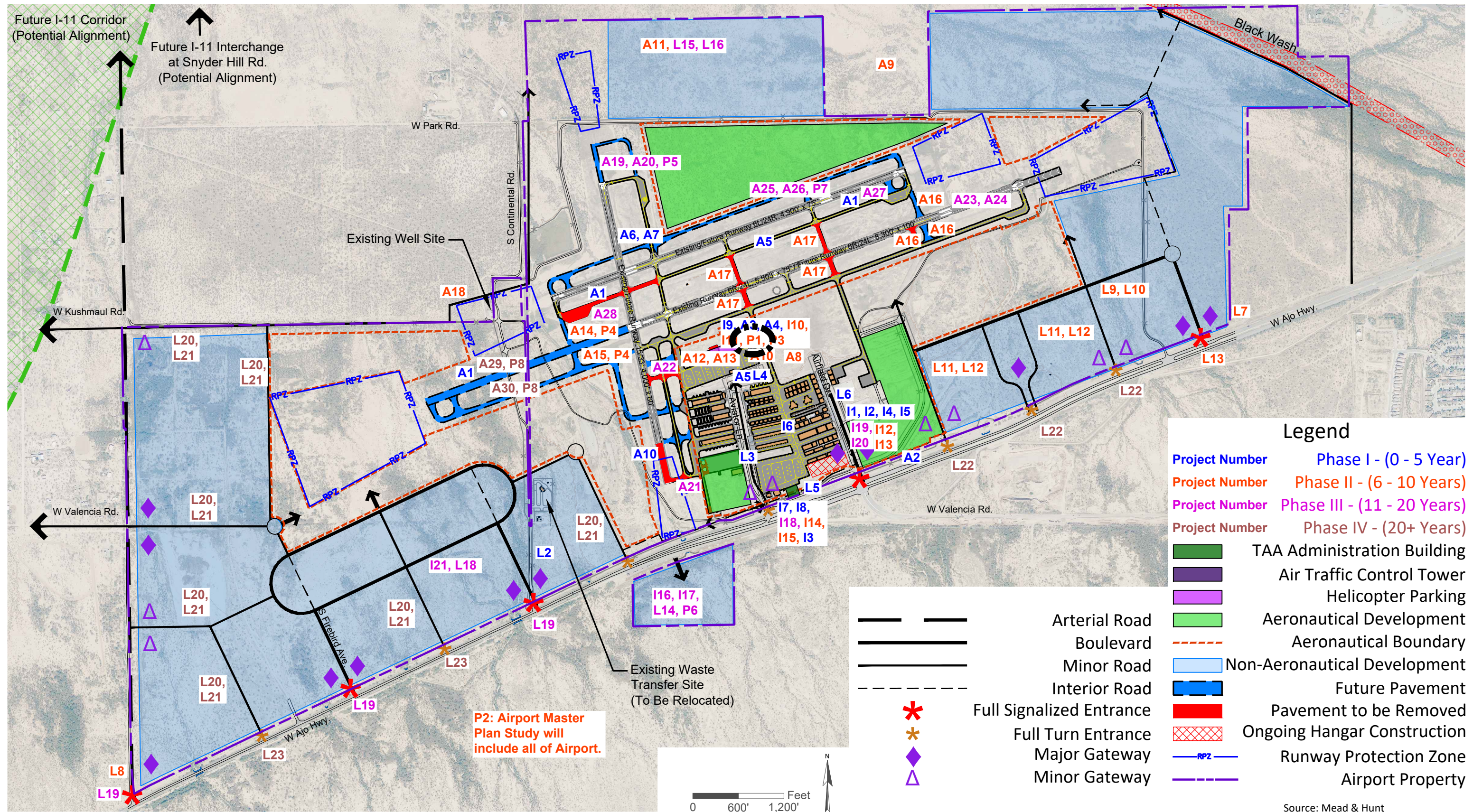
# 5-Year Airport Capital Improvement Program - DRAFT

Federal FY	MP Project Number	Airport Project Number	Project Title
Proposed FY 2024 CIP Projects			
2024	-N/A-	-N/A-	No Projects Identified.

# 5-Year Airport Capital Improvement Program - DRAFT

Federal FY	MP Project Number	Airport Project Number	Project Title
Proposed FY 2025 CIP Projects			
2025	P1	20120297	Conduct Air Traffic Control Tower (ATCT) siting study. Includes evaluating the use of a remote tower option for RYN.







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# Next Steps

- Cultural Resource Survey – July 2020
- Draft Financial Implementation & Feasibility Chapter – July 2020
- Draft Airport Layout Plan – July/August 2020
- Draft Airport Master Plan Document – August 2020
- Finalize ALP and Airport Master Plan Document – September/October 2020

# Project Contact Information

- Tucson Airport Authority  
(Master Plan Project Manager)
  - Scott Robidoux, Senior Airport Planner
    - SRobidoux@flytucson.com
    - (520) 573-4811 direct
- Mead & Hunt Project Manager
  - Christopher Hacker
    - Chris.Hacker@meadhunt.com
    - (480) 718-1909 direct



# Thank You

Mead&Hunt

# Tucson Airport Authority

Board of Directors Presentation

Ryan Airfield

Airport Master Plan

December 2, 2020

TUCSON AIRPORT AUTHORITY

**RYAN**  
AIRFIELD





# Agenda

- Update TAA Board of Directors on Project Progress
  - Prior briefing on March 3, 2020
- Review Key Planning Study Elements
- Discuss Developed Airport Capital Improvement Program
- Seek Approval of the Draft Master Plan

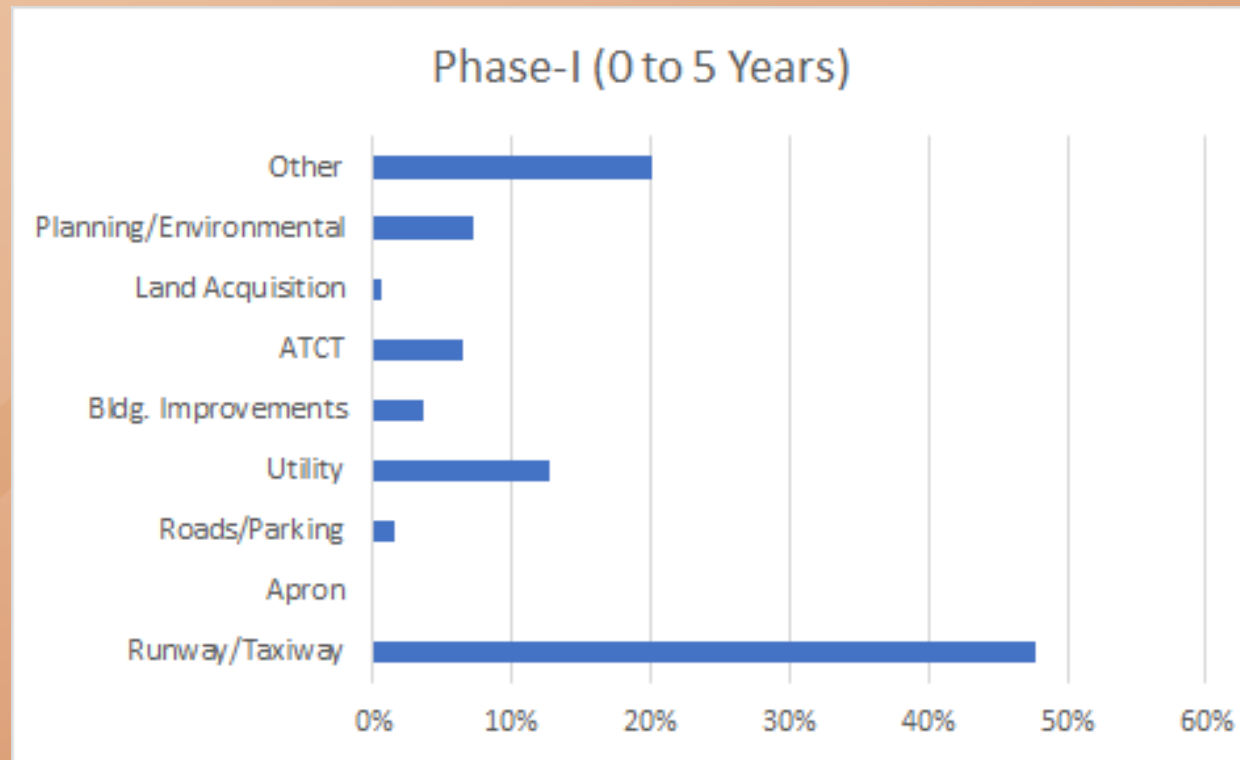
## Mead &amp; Hunt





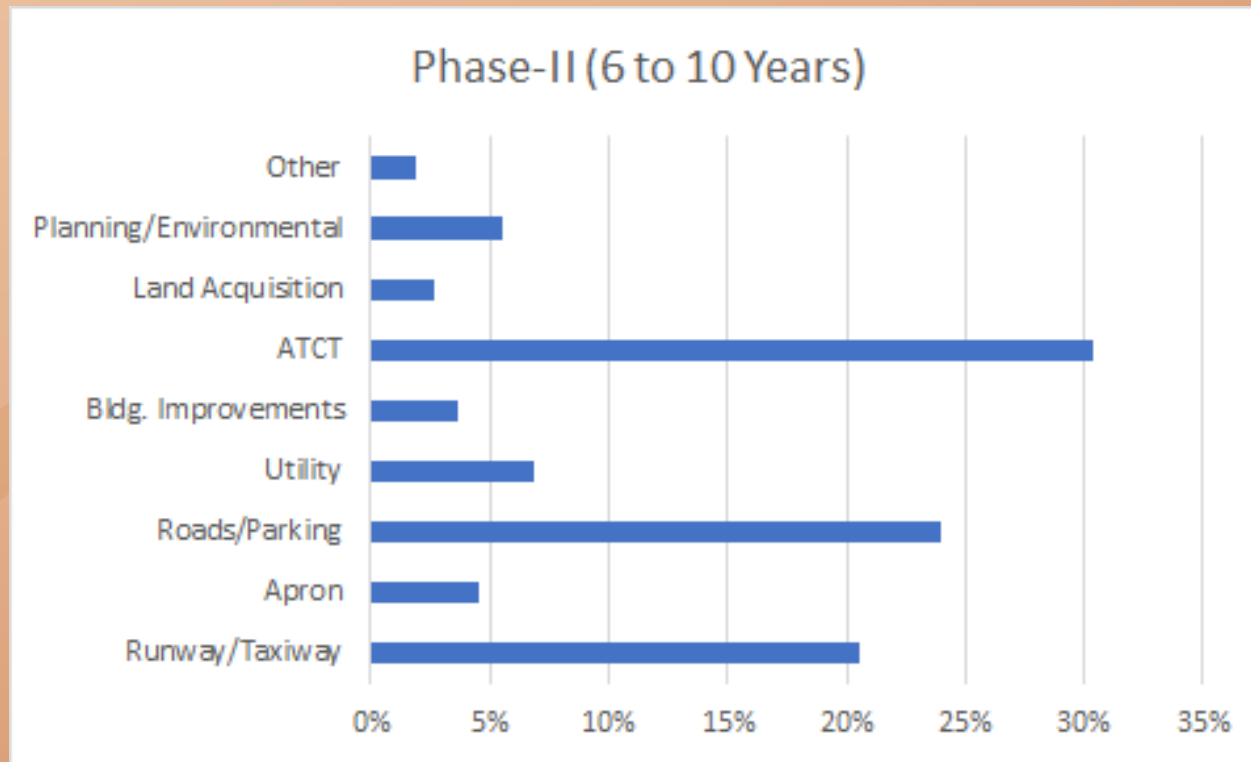
# Capital Improvement Program: Phase-I

- \$8.26M development program
- Airfield projects are the priority
- Projects can be advanced as demand dictates



# Capital Improvement Program: Phase-II

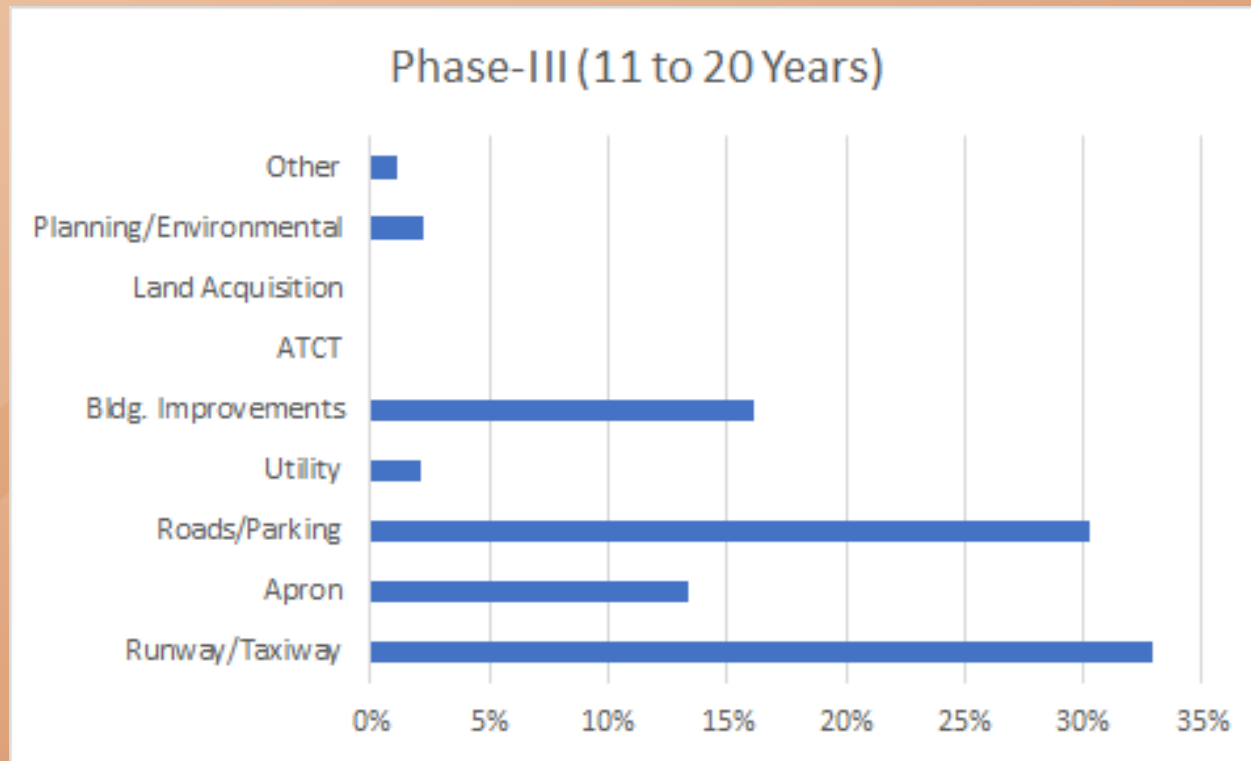
- \$31.06M development program
- ATCT related projects are the priority
- Projects can be advanced as demand dictates





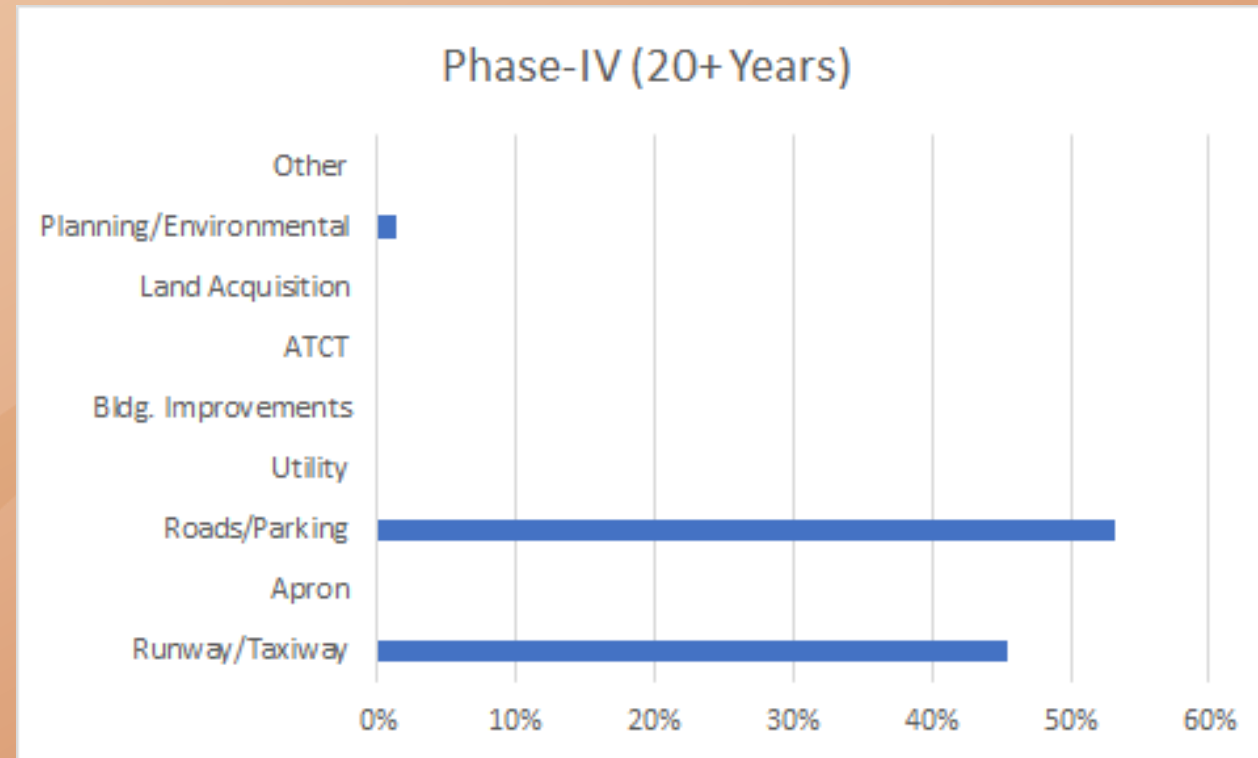
# Capital Improvement Program: Phase-III

- \$35.95M development program
- Airfield projects are the priority
- Projects can be advanced as demand dictates



# Capital Improvement Program: Phase-IV

- \$26.6M program beyond the planning horizon
- Not included in the funding plan due to so far out
- Roadway and parking projects are the priority
- Projects can advance into the 20-year CIP based on demand





# Capital Improvement Program: Source & Uses Summary

- \$75million CIP
- Project Funding
  - FAA Grants (62%)
  - ADOT Grants (18%)
  - TAA funds (20%)
- Airfield development projects are the priority over the next 20-years
- Project priorities can be advanced as demand dictates

Sources of Capital Funding	Phase-I (0 to 5 Years)	Phase-II (6 to 10 Years)	Phase-III (11 to 20 Years)	Total
FAA AIP Entitlements	\$ 750,000.00	\$ 600,000.00	\$ 1,650,000.00	\$ 3,000,000.00
FAA AIP Discretionary	\$ 3,981,779.04	\$ 17,783,952.64	\$ 21,710,376.27	\$ 43,476,107.94
ADOT Grants	\$ 660,753.10	\$ 7,964,053.81	\$ 4,768,182.77	\$ 13,392,989.68
Local	\$ 2,868,657.55	\$ 4,712,552.99	\$ 7,828,414.49	\$ 15,409,625.04
Total Sources	\$ 8,261,189.69	\$ 31,060,559.44	\$ 35,956,973.53	\$ 75,278,722.66
Uses of Capital Funding	Phase-I (0 to 5 Years)	Phase-II (6 to 10 Years)	Phase-III (11 to 20 Years)	Total
Runway/Taxiway Projects	\$ 3,939,814.00	\$ 6,370,000.00	\$ 11,840,000.00	\$ 22,149,814.00
Apron Projects	\$ -	\$ 1,400,000	\$ 4,800,000.00	\$ 6,200,000.00
Access Roads/Parking	\$ 130,848.02	\$ 7,442,450.62	\$ 11,579,361.83	\$ 19,152,660.48
Utility Infrastructure	\$ 1,047,910.22	\$ 2,144,386.48	\$ 769,811.70	\$ 3,962,108.40
Building Improvements	\$ 305,000.00	\$ 1,147,500.00	\$ 5,805,000.00	\$ 7,257,500.00
ATCT Improvements	\$ 526,857.00	\$ 9,450,000.00	\$ -	\$ 9,976,857.00
Land Acquisition	\$ 54,183.44	\$ 816,222.34	\$ -	\$ 870,405.78
Planning/Environmental	\$ 600,000.00	\$ 1,700,000.00	\$ 775,000.00	\$ 3,075,000.00
Other Projects	\$ 1,656,577.00	\$ 590,000.00	\$ 387,800.00	\$ 2,634,377.00
Total Uses	\$ 8,261,189.69	\$ 31,060,559.44	\$ 35,956,973.53	\$ 75,278,722.66

## Mead &amp; Hunt

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# Next Steps

- Complete Stakeholder Outreach
  - Conduct final SWG and TAC meetings
  - Conduct final Open House meeting
- Revise the Airport Layout Plan (ALP) based on FAA comments
- Finalized ALP and Airport Master Plan Document in January 2021

All documents are available on the RYN Master Plan Project Website

<http://www.ryanmasterplan.com>

# Thank You





Master Plan Update



## Notice of Virtual Public Meeting For the Ryan Airfield Master Plan Update

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**You are invited:** The Tucson Airport Authority (TAA) invites you to participate in an online Public Open House to discuss the Ryan Airfield Master Plan Update. The Master Plan Update addresses proposed airport development over the next 20 years. Airport staff and planning consultants will be available to discuss the draft plan, which is based on aviation forecasts and stakeholder and public input, and provides concepts for improvements at the airfield's facilities and non-aviation property intended to help the airport serve the local community for years to come. We look forward to sharing our proposed plan with you and would appreciate the opportunity to learn what you think about our Master Plan for the community airport and its future.

### When and How:

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**Wednesday, May 12, 2021 from 5:30 p.m. to 7 p.m.**

To participate in the virtual meeting, please visit: <https://www.ryanmasterplan.com/>

The meeting presentation and draft master plan will be posted on the Ryan Airfield Master Plan website at [ryanmasterplan.com](http://ryanmasterplan.com) following the public meeting. For more information about the study, visit the website. Those without internet access can contact Scott Robidoux at [srobidoux@flytucson.com](mailto:srobidoux@flytucson.com) or (520) 573-4811 to learn about the study and provide comment.

Persons who require a reasonable accommodation based on language or disability should contact Teresita Finch at [teresita@gordleygroup.com](mailto:teresita@gordleygroup.com) or (520) 327-6077.

Las personas que requieran adaptaciones razonables basadas en el idioma o la discapacidad deben comunicarse con Teresita Finch en [teresita@gordleygroup.com](mailto:teresita@gordleygroup.com) o (520) 327-6077.

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# Tucson Airport Authority

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Ryan Airfield

Airport Master Plan

Public Open House – Meeting#3

May 12, 2021



Mead&Hunt

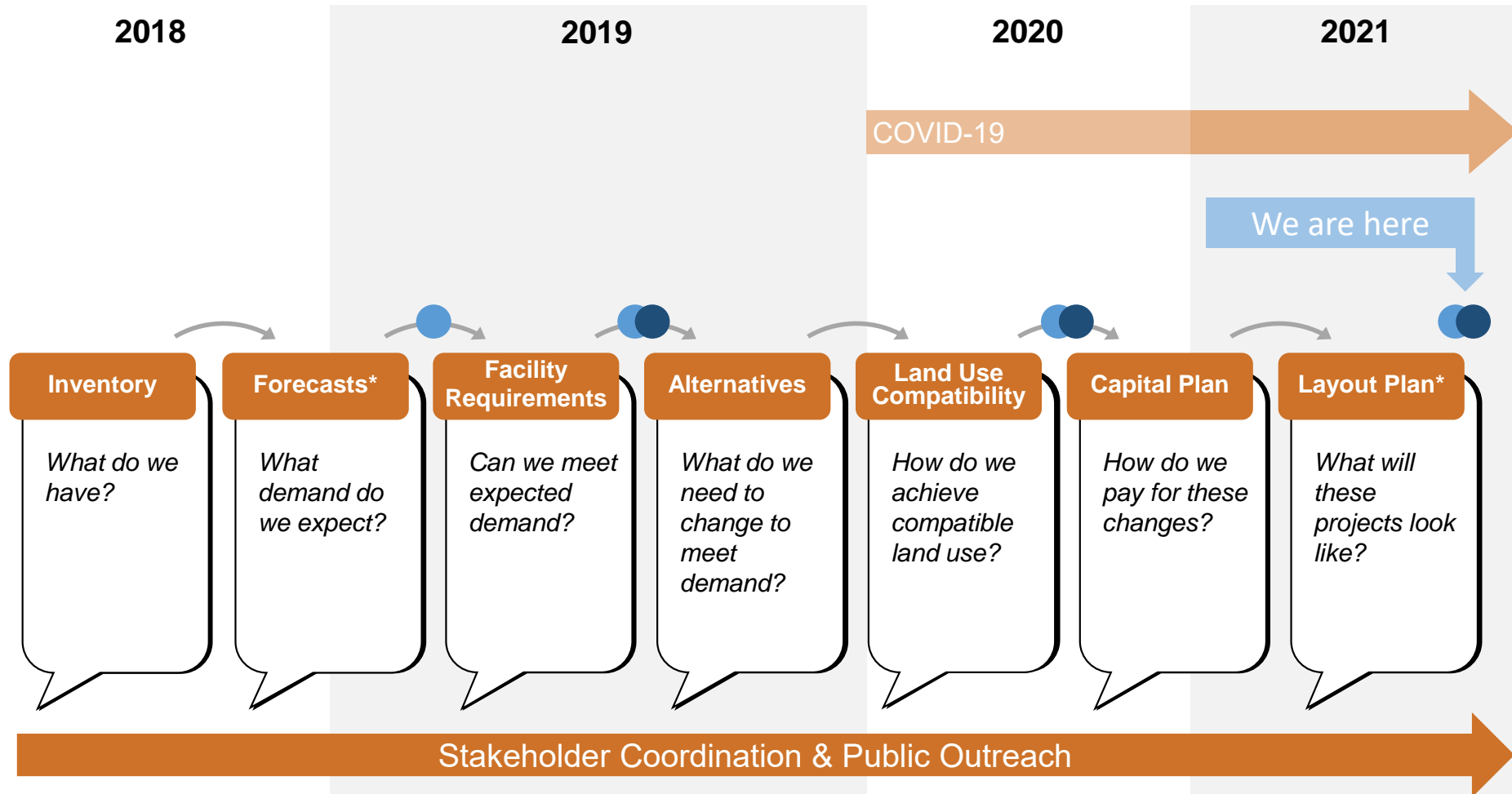


# Agenda

- ✓ **Process & Schedule**
- ✓ **Outreach**
- ✓ **Key Planning Issues**
- ✓ **Forecasts**
- ✓ **Facility Requirements / Development Alternatives**
- ✓ **Airport Layout Plan**
- ✓ **Airport Capital Improvement Program**
- ✓ **Next Steps**



# Process & Schedule



\* Denotes FAA-approved Element

SWG /  
TAC (4x)

Public  
(3x)

# Public Outreach

- ✓ **Airport Authority Briefings**
- ✓ **Stakeholder Committee Meetings**
- ✓ **Technical Committee Meetings**
- ✓ **Public Outreach Workshops**
- ✓ **Mailers**
- ✓ **Project Website**
  - <http://www.ryanmasterplan.com>

Key Dates	
Date	Event
Oct 26, 2018	Airport Goals and Objectives Session
Oct 30, 2018	TAA Staff Team Meeting
Oct 31, 2018	TAA Executive Team Meeting
Dec 5, 2018	TAA Board Meeting
Feb 21, 2019	TAC/SWG Meeting #1
May 16, 2019	TAA Stakeholders Discussion
Nov 21, 2019	TAC/SWG Meeting #2
Nov 21, 2019	Public Open House Meeting #1
Jun 25, 2020	Public Open House Meeting #2 / Mailer
Jun 26, 2020	TAC/SWG Meeting #3
Dec 2, 2020	TAA Board Meeting
May 12, 2021	TAC/SWG Meeting #4
May 12, 2021	Public Open House Meeting #3



# Key Planning Issues

- ✓ **Maximize the safety and efficiency of RYN**
- ✓ **Address potential airfield deficiencies and needed improvements**
- ✓ **Maximize aeronautical and non-aeronautical development**
- ✓ **Continue to work with the surrounding communities to promote compatible land use**
- ✓ **Promote a Capital Improvement Plan that provides financial sustainability**
- ✓ **Recognize environmental constraints for development**
- ✓ **Identify on-airport utilities infrastructure and drainage improvements**

# Aviation Activity Forecasts

## ✓ Total Operations Forecast:

- 2018 Total = 94,621

2023	2028	2038
104,338	109,655	121,725

## ✓ Total Based Aircraft Forecast:

- 2018 Total = 256

2023	2028	2038
271	289	327

- ✓ Forecasts do not account for FAR Part 61/Part 141 flight school activity; however, the Master Plan does assess the increase in operations associated with flight training.

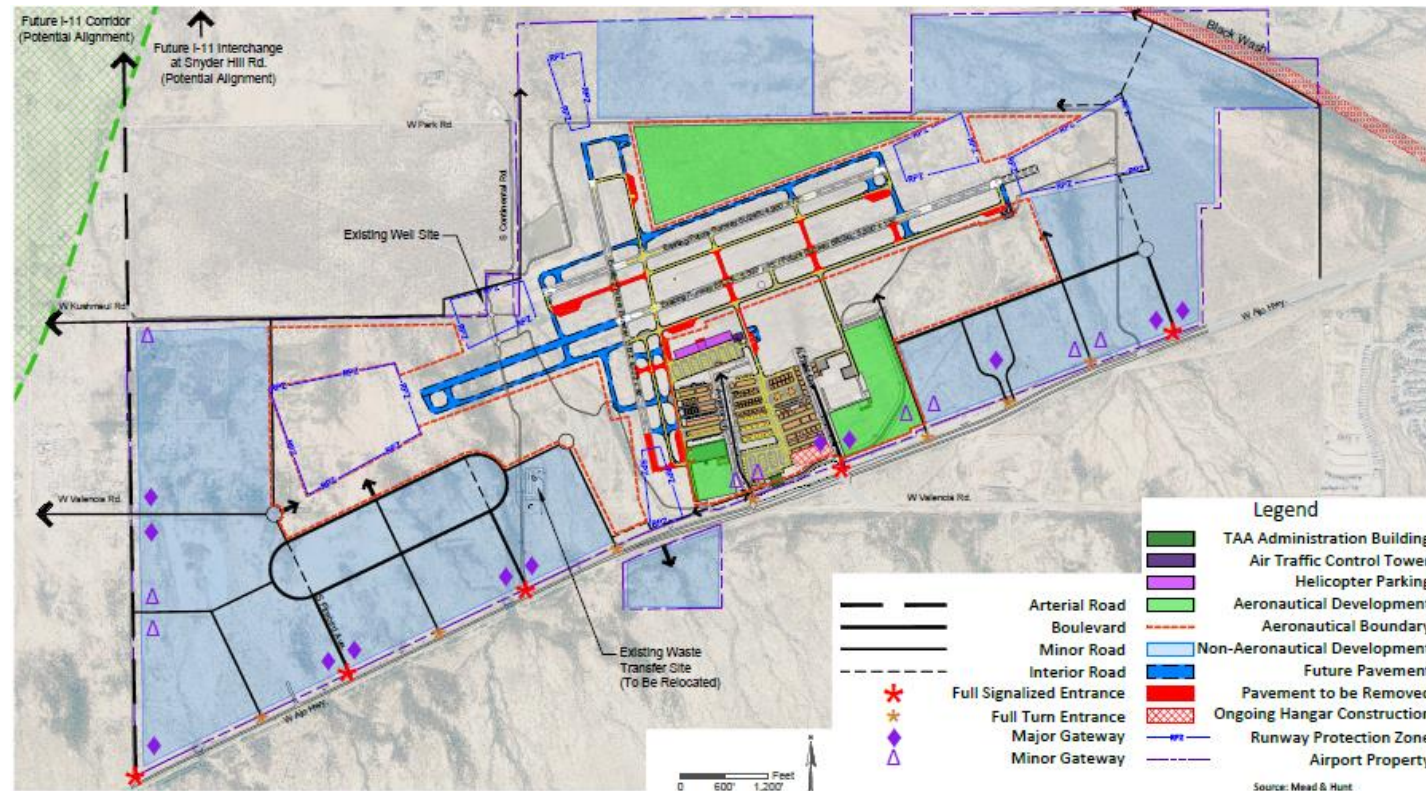
- ✓ Critical Aircraft Determination: ARC B-II





# Preferred Development Concept

- ✓ Shift Runway 15/33 to the north by 550 feet
- ✓ 6R/24L phase 1 and 2 extensions
- ✓ Parallel taxiway to Runway 6L/24R
- ✓ Airfield improvements for increased circulation
- ✓ Flight schools
- ✓ Dedicated helicopter apron
- ✓ Aeronautical and non-aeronautical development
- ✓ Land acquisition
- ✓ Increased access and vehicle parking



# Capital Improvement Program: Sources & Uses Summary

- ✓ **\$75million CIP**
- ✓ **Project Funding**
  - FAA Grants (62%)
  - ADOT Grants (18%)
  - TAA funds (20%)
- ✓ **Airfield development projects are the priority over the next 20 years**
- ✓ **Projects can be advanced as demand dictates**

Sources of Capital Funding	Phase-I (0 to 5 Years)	Phase-II (6 to 10 Years)	Phase-III (11 to 20 Years)	Total
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<b>Total Sources</b>	<b>\$ 8,261,189.69</b>	<b>\$ 31,140,559.44</b>	<b>\$ 36,202,973.53</b>	<b>\$ 75,604,722.66</b>
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Notes: <sup>1</sup> The assumed AIP Discretionary funding is based on the FAA's funding criteria and priority system.

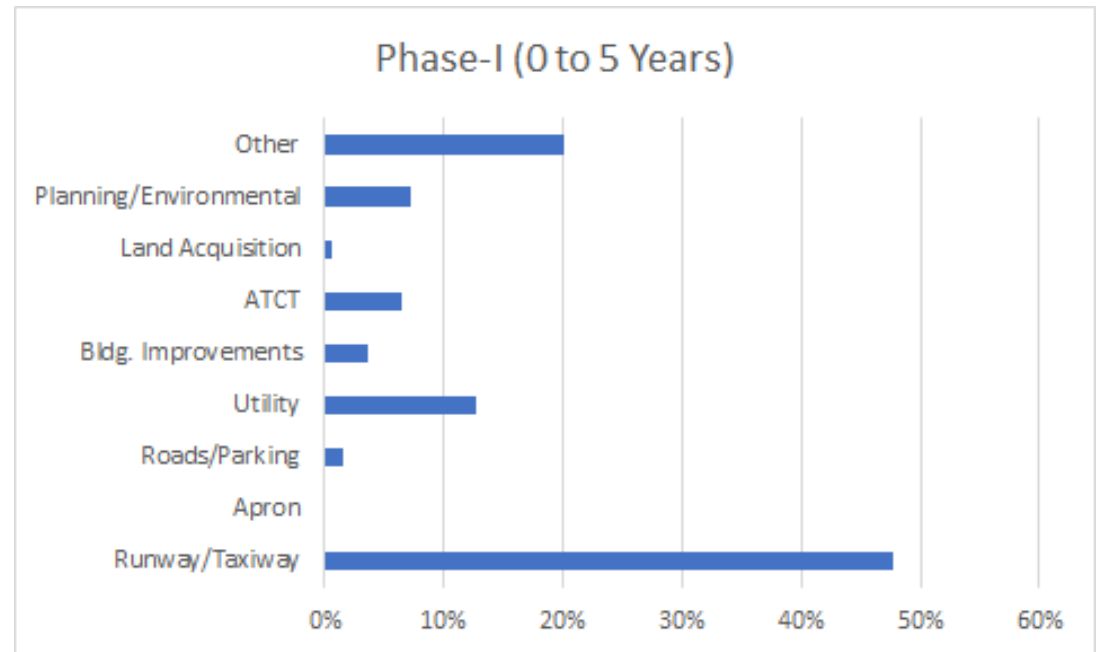
<sup>2</sup> Phase-IV projects were not included in the analysis as they are beyond the 20-year planning period.

<sup>3</sup> Escalation is not included in any of the project phases.



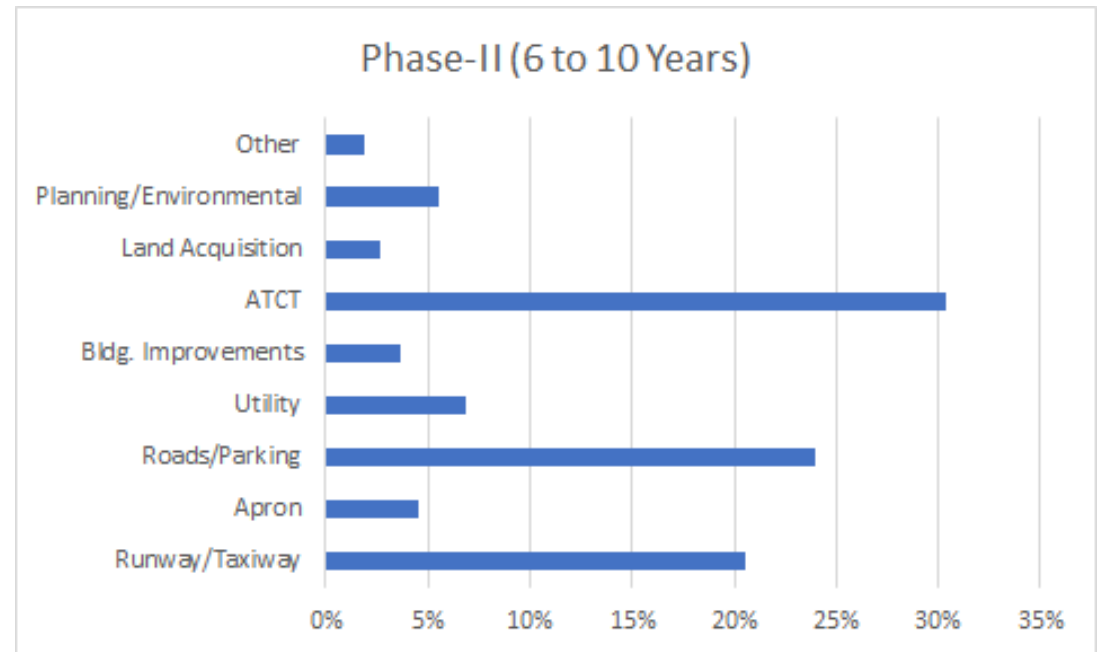
# Capital Improvement Program: Phase-I

- ✓ \$8.26M development program
- ✓ Airfield projects are the priority
- ✓ Projects can be advanced as demand dictates



# Capital Improvement Program: Phase-II

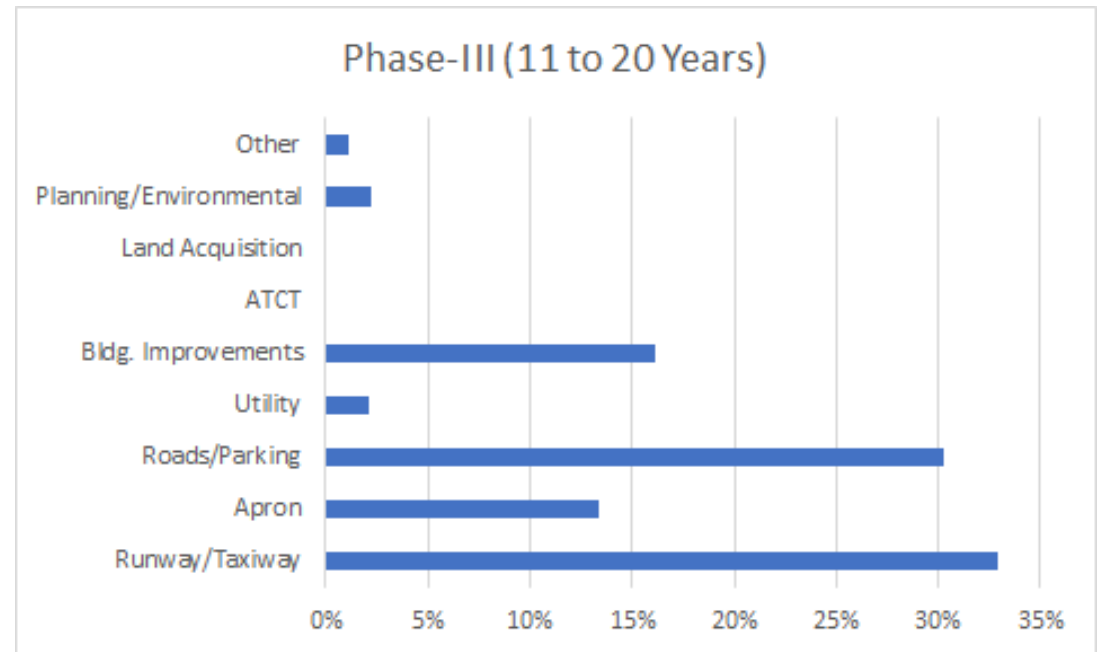
- ✓ **\$31.14M development program**
- ✓ **ATCT related projects are the priority**
- ✓ **Projects can be advanced as demand dictates**





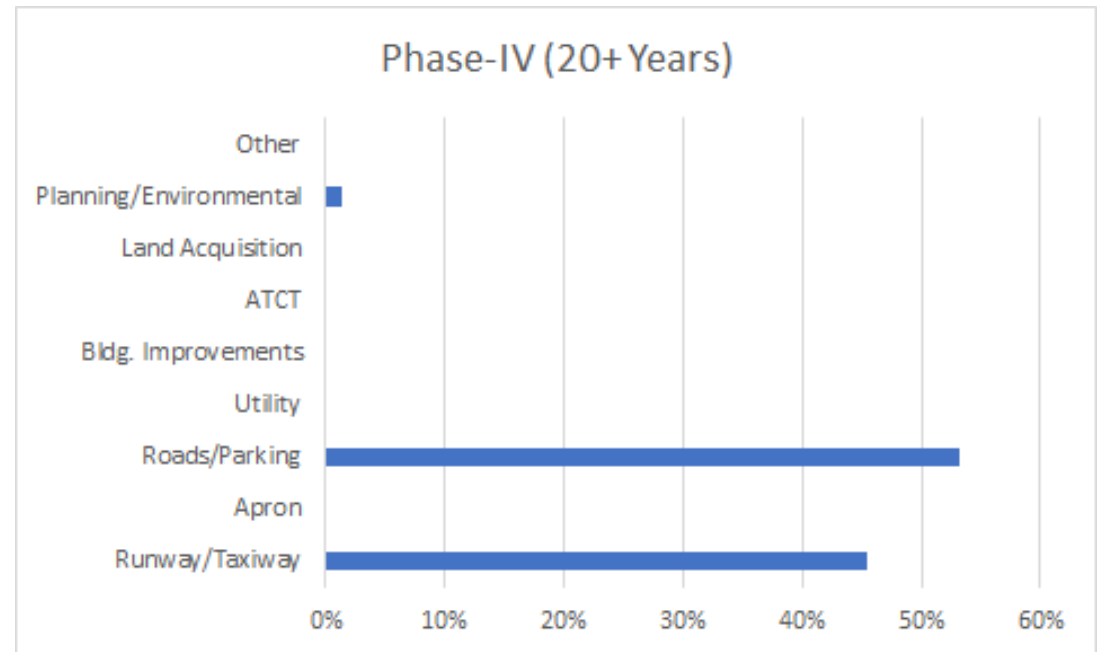
# Capital Improvement Program: Phase-III

- ✓ **\$36.20M development program**
- ✓ **Airfield projects are the priority**
- ✓ **Projects can be advanced as demand dictates**



# Capital Improvement Program: Phase-IV

- ✓ **\$26.6M program beyond the planning horizon**
- ✓ **Not included in the funding plan as it is so far out**
- ✓ **Roadway and parking projects are the priority**
- ✓ **Projects can advance into the 20-year CIP based on demand**







## Next Steps

- ✓ **Complete public outreach for the Master Plan**
- ✓ **Publish Final Master Plan Document**
- ✓ **Publish Master Plan Executive Summary Brochure**
- ✓ **TAA to continue marketing RYN for development**
- ✓ **TAA to initiate improvement projects based on demand**

# Project Contact Information

## ✓ Tucson Airport Authority

- (Master Plan Project Manager)
- Scott Robidoux, Senior Airport Planner
  - SRobidoux@flytucson.com
  - (520) 573-4811 direct

## ✓ Mead & Hunt Project Manager

- Christopher Hacker
  - Chris.Hacker@meadhunt.com
  - (480) 718-1909 direct



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# Thank You.

# Tucson Airport Authority

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Ryan Airfield

Airport Master Plan

Stakeholders Working Group – Meeting#4

May 12, 2021



Mead&Hunt

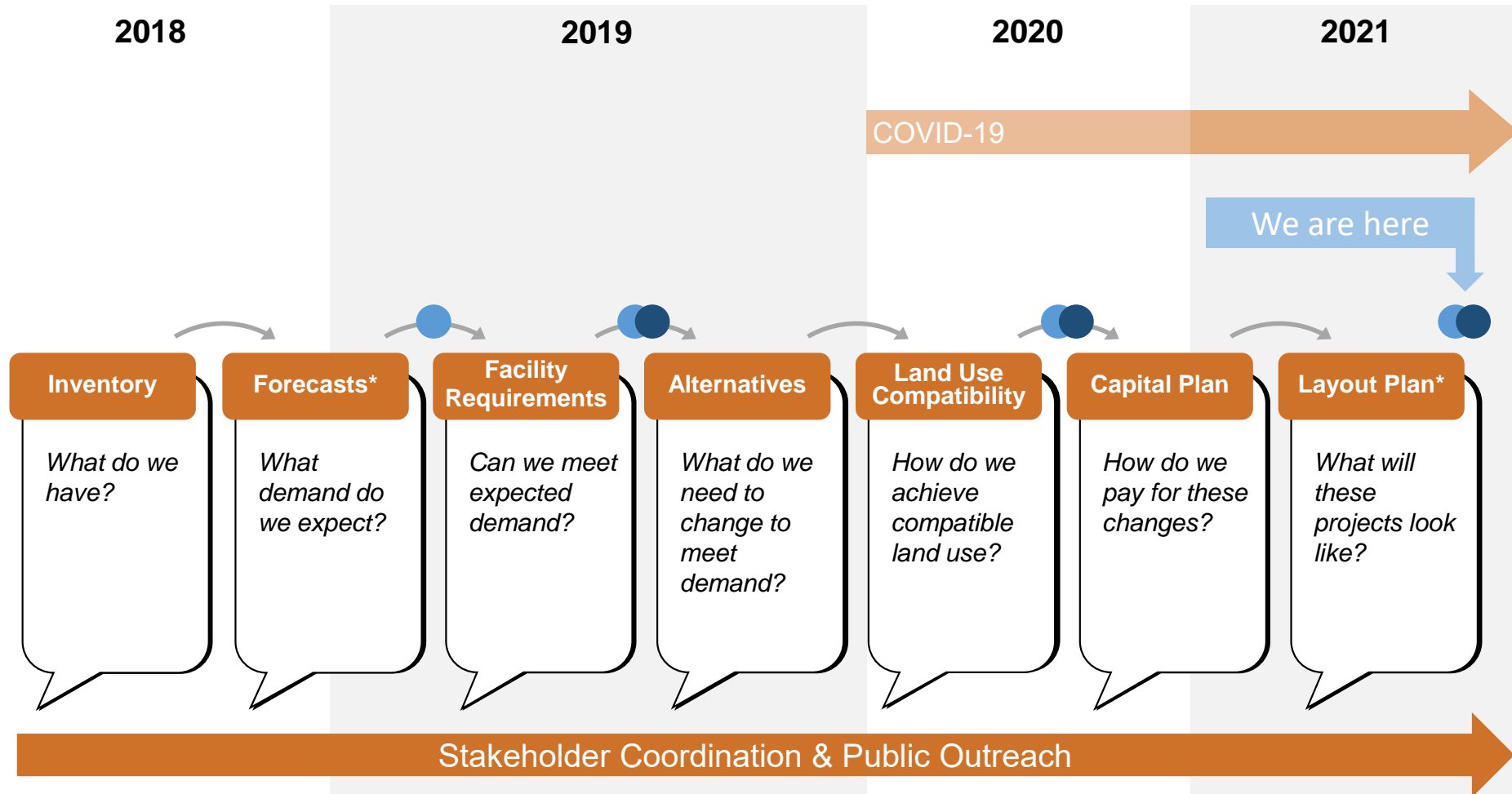




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- ✓ **Airport Capital Improvement Program**
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# Public Outreach

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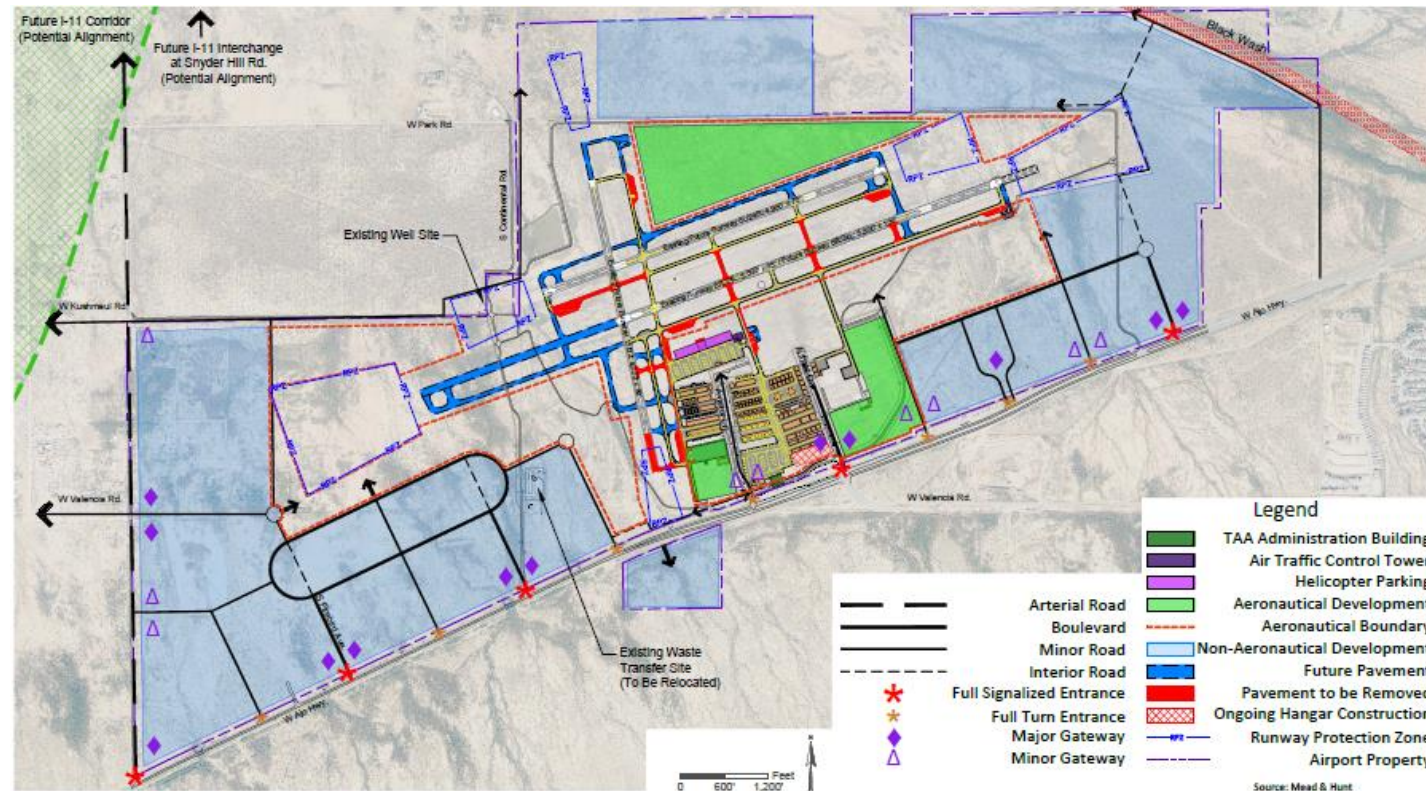
- ✓ Forecasts do not account for FAR Part 61/Part 141 flight school activity; however, the Master Plan does assess the increase in operations associated with flight training.

- ✓ Critical Aircraft Determination: ARC B-II



# Preferred Development Concept

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- ✓ Dedicated helicopter apron
- ✓ Aeronautical and non-aeronautical development
- ✓ Land acquisition
- ✓ Increased access and vehicle parking





# Capital Improvement Program: Sources & Uses Summary

- ✓ **\$75million CIP**
- ✓ **Project Funding**
  - FAA Grants (62%)
  - ADOT Grants (18%)
  - TAA funds (20%)
- ✓ **Airfield development projects are the priority over the next 20 years**
- ✓ **Projects can be advanced as demand dictates**

Sources of Capital Funding	Phase-I (0 to 5 Years)	Phase-II (6 to 10 Years)	Phase-III (11 to 20 Years)	Total
FAA AIP Entitlements	\$ 750,000.00	\$ 600,000.00	\$ 1,650,000.00	\$ 3,000,000.00
FAA AIP Discretionary	\$ 3,981,779.04	\$ 17,859,952.64	\$ 21,944,076.27	\$ 43,785,807.94
ADOT Grants	\$ 660,753.10	\$ 7,966,053.81	\$ 4,774,332.77	\$ 13,401,139.68
Local	\$ 2,868,657.55	\$ 4,714,552.99	\$ 7,834,564.49	\$ 15,417,775.04
<b>Total Sources</b>	<b>\$ 8,261,189.69</b>	<b>\$ 31,140,559.44</b>	<b>\$ 36,202,973.53</b>	<b>\$ 75,604,722.66</b>
Uses of Capital Funding	Phase-I (0 to 5 Years)	Phase-II (6 to 10 Years)	Phase-III (11 to 20 Years)	Total
Runway/Taxiway Projects	\$ 3,939,814.00	\$ 6,450,000.00	\$ 12,086,000.00	\$ 22,475,814.00
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Access Roads/Parking	\$ 130,848.02	\$ 7,442,450.62	\$ 11,579,361.83	\$ 19,152,660.48
Utility Infrastructure	\$ 1,047,910.22	\$ 2,144,386.48	\$ 769,811.70	\$ 3,962,108.40
Building Improvements	\$ 305,000.00	\$ 1,147,500.00	\$ 5,805,000.00	\$ 7,257,500.00
ATCT Improvements	\$ 526,857.00	\$ 9,450,000.00	\$ -	\$ 9,976,857.00
Land Acquisition	\$ 54,183.44	\$ 816,222.34	\$ -	\$ 870,405.78
Planning/Environmental	\$ 600,000.00	\$ 1,700,000.00	\$ 775,000.00	\$ 3,075,000.00
Other Projects	\$ 1,656,577.00	\$ 590,000.00	\$ 387,800.00	\$ 2,634,377.00
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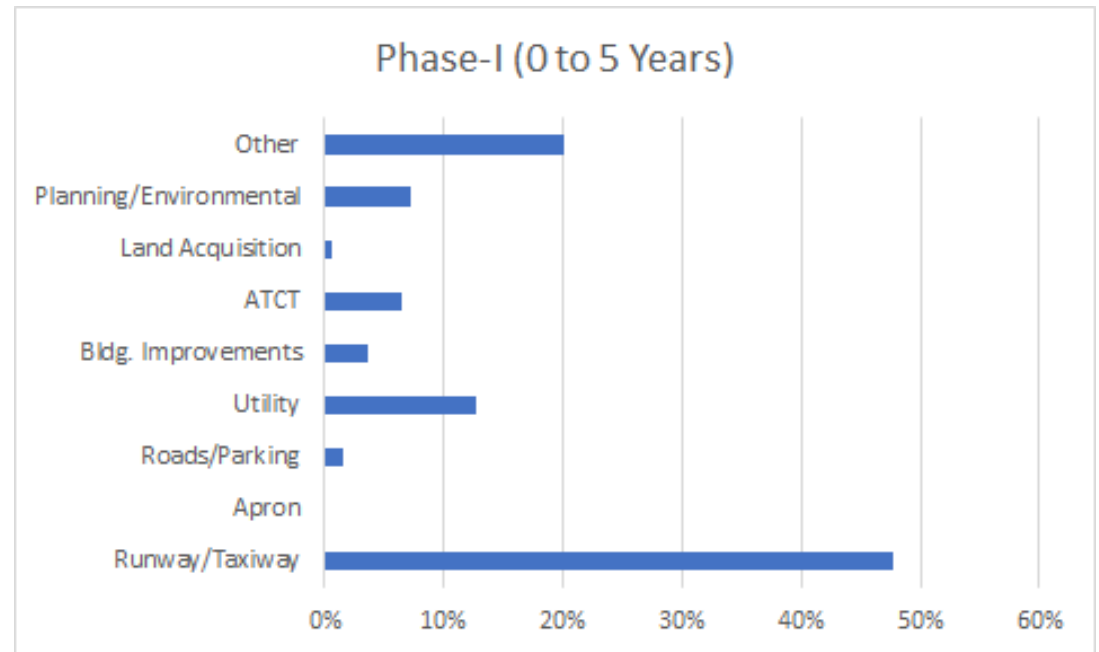
Notes: <sup>1</sup> The assumed AIP Discretionary funding is based on the FAA's funding criteria and priority system.

<sup>2</sup> Phase-IV projects were not included in the analysis as they are beyond the 20-year planning period.

<sup>3</sup> Escalation is not included in any of the project phases.

# Capital Improvement Program: Phase-I

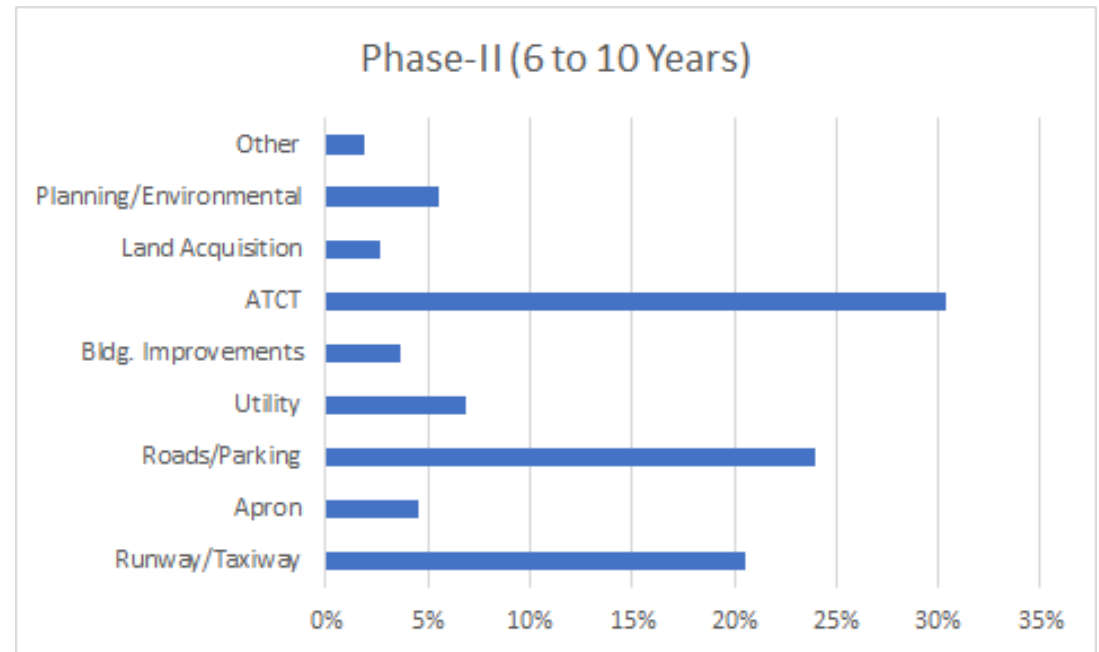
- ✓ \$8.26M development program
- ✓ Airfield projects are the priority
- ✓ Projects can be advanced as demand dictates





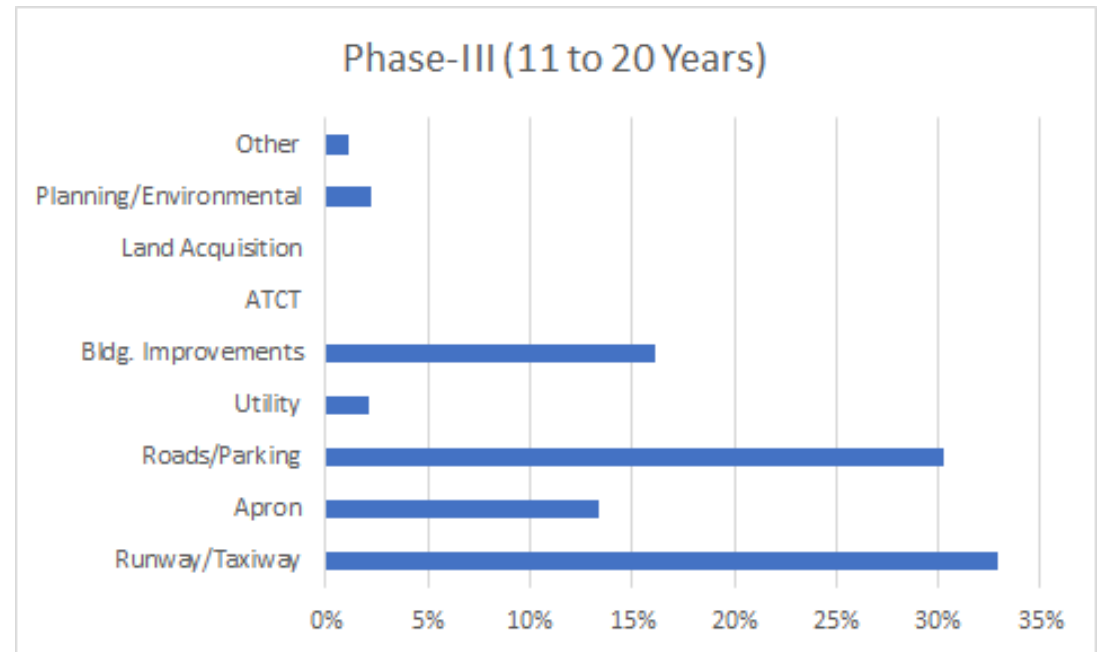
# Capital Improvement Program: Phase-II

- ✓ \$31.14M development program
- ✓ ATCT related projects are the priority
- ✓ Projects can be advanced as demand dictates



# Capital Improvement Program: Phase-III

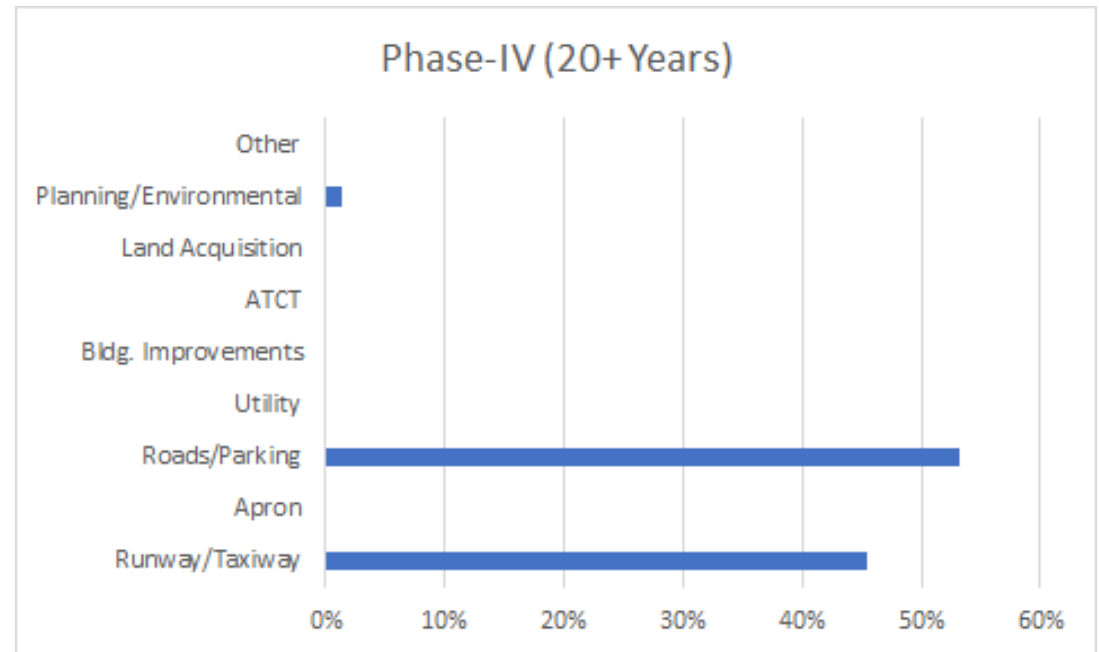
- ✓ **\$36.20M development program**
- ✓ **Airfield projects are the priority**
- ✓ **Projects can be advanced as demand dictates**





# Capital Improvement Program: Phase-IV

- ✓ **\$26.6M program beyond the planning horizon**
- ✓ **Not included in the funding plan as it is so far out**
- ✓ **Roadway and parking projects are the priority**
- ✓ **Projects can advance into the 20-year CIP based on demand**





## Next Steps

- ✓ **Complete public outreach for the Master Plan**
- ✓ **Publish Final Master Plan Document**
- ✓ **Publish Master Plan Executive Summary Brochure**
- ✓ **TAA to continue marketing RYN for development**
- ✓ **TAA to initiate improvement projects based on demand**



# Project Contact Information

## ✓ Tucson Airport Authority

- (Master Plan Project Manager)
- Scott Robidoux, Senior Airport Planner
  - SRobidoux@flytucson.com
  - (520) 573-4811 direct

## ✓ Mead & Hunt Project Manager

- Christopher Hacker
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# Thank You.



# Tucson Airport Authority

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Ryan Airfield

Airport Master Plan

Technical Advisory Committee – Meeting#4

May 12, 2021



Mead&Hunt

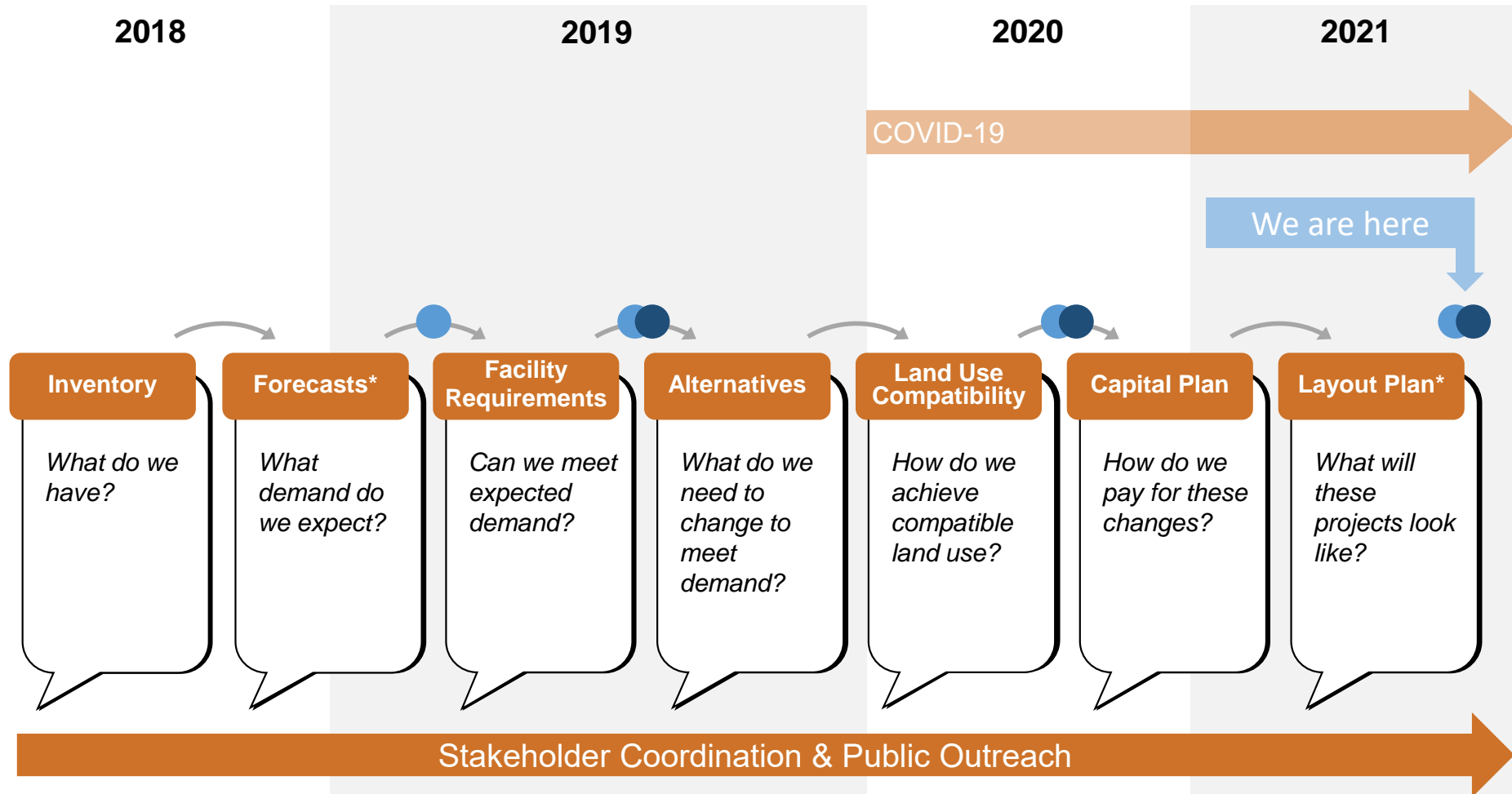


# Agenda

- ✓ **Process & Schedule**
- ✓ **Outreach**
- ✓ **Key Planning Issues**
- ✓ **Forecasts**
- ✓ **Facility Requirements / Development Alternatives**
- ✓ **Airport Layout Plan**
- ✓ **Airport Capital Improvement Program**
- ✓ **Next Steps**



# Process & Schedule



\* Denotes FAA-approved Element

SWG /  
TAC (4x)

Public  
(3x)

# Public Outreach

- ✓ **Airport Authority Briefings**
- ✓ **Stakeholder Committee Meetings**
- ✓ **Technical Committee Meetings**
- ✓ **Public Outreach Workshops**
- ✓ **Mailers**
- ✓ **Project Website**
  - <http://www.ryanmasterplan.com>

Key Dates	
Date	Event
Oct 26, 2018	Airport Goals and Objectives Session
Oct 30, 2018	TAA Staff Team Meeting
Oct 31, 2018	TAA Executive Team Meeting
Dec 5, 2018	TAA Board Meeting
Feb 21, 2019	TAC/SWG Meeting #1
May 16, 2019	TAA Stakeholders Discussion
Nov 21, 2019	TAC/SWG Meeting #2
Nov 21, 2019	Public Open House Meeting #1
Jun 25, 2020	Public Open House Meeting #2 / Mailer
Jun 26, 2020	TAC/SWG Meeting #3
Dec 2, 2020	TAA Board Meeting
May 12, 2021	TAC/SWG Meeting #4
May 12, 2021	Public Open House Meeting #3



# Key Planning Issues

- ✓ **Maximize the safety and efficiency of RYN**
- ✓ **Address potential airfield deficiencies and needed improvements**
- ✓ **Maximize aeronautical and non-aeronautical development**
- ✓ **Continue to work with the surrounding communities to promote compatible land use**
- ✓ **Promote a Capital Improvement Plan that provides financial sustainability**
- ✓ **Recognize environmental constraints for development**
- ✓ **Identify on-airport utilities infrastructure and drainage improvements**

# Aviation Activity Forecasts

## ✓ Total Operations Forecast:

- 2018 Total = 94,621

2023	2028	2038
104,338	109,655	121,725

## ✓ Total Based Aircraft Forecast:

- 2018 Total = 256

2023	2028	2038
271	289	327

- ✓ Forecasts do not account for FAR Part 61/Part 141 flight school activity; however, the Master Plan does assess the increase in operations associated with flight training.

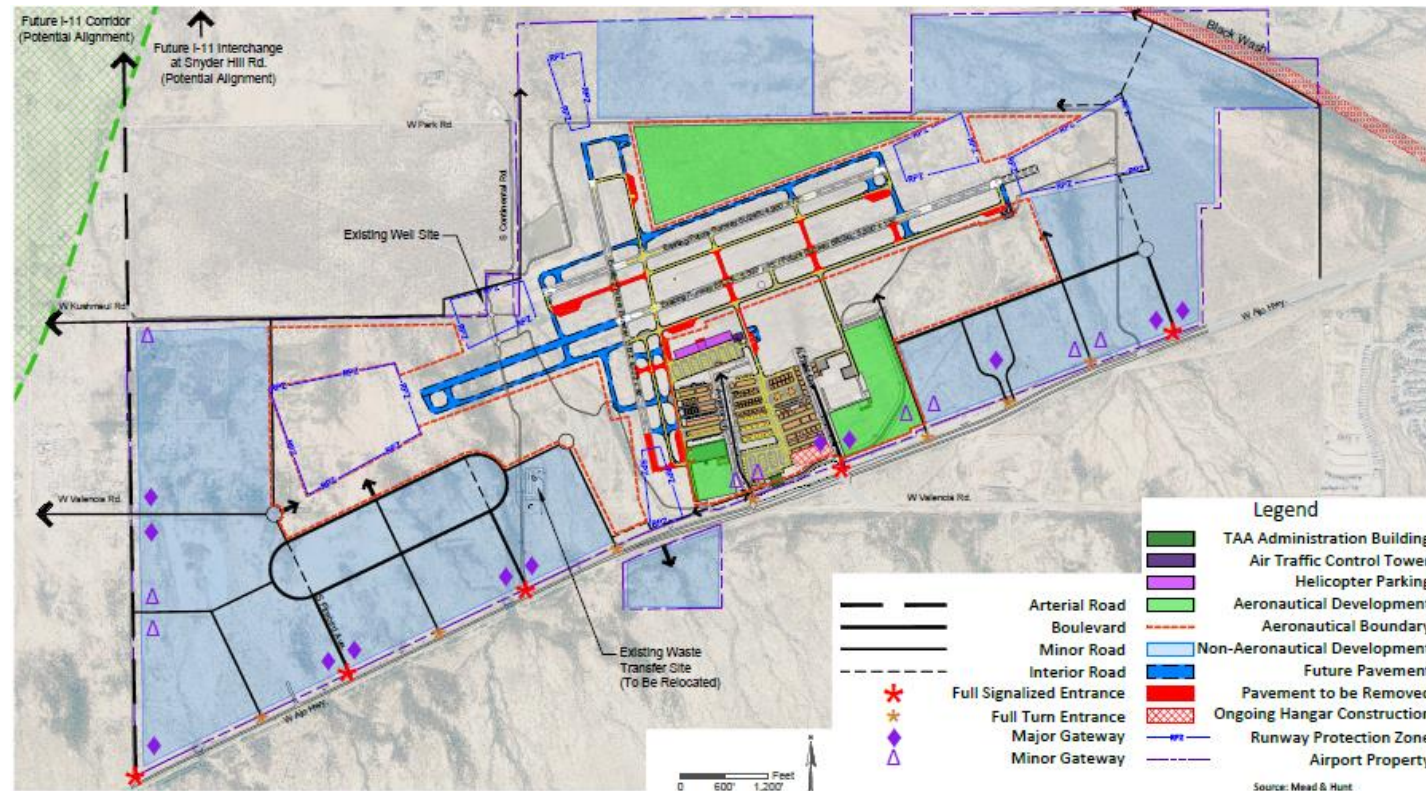
- ✓ Critical Aircraft Determination: ARC B-II





# Preferred Development Concept

- ✓ Shift Runway 15/33 to the north by 550 feet
- ✓ 6R/24L phase 1 and 2 extensions
- ✓ Parallel taxiway to Runway 6L/24R
- ✓ Airfield improvements for increased circulation
- ✓ Flight schools
- ✓ Dedicated helicopter apron
- ✓ Aeronautical and non-aeronautical development
- ✓ Land acquisition
- ✓ Increased access and vehicle parking



# Capital Improvement Program: Sources & Uses Summary

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- ✓ **Project Funding**
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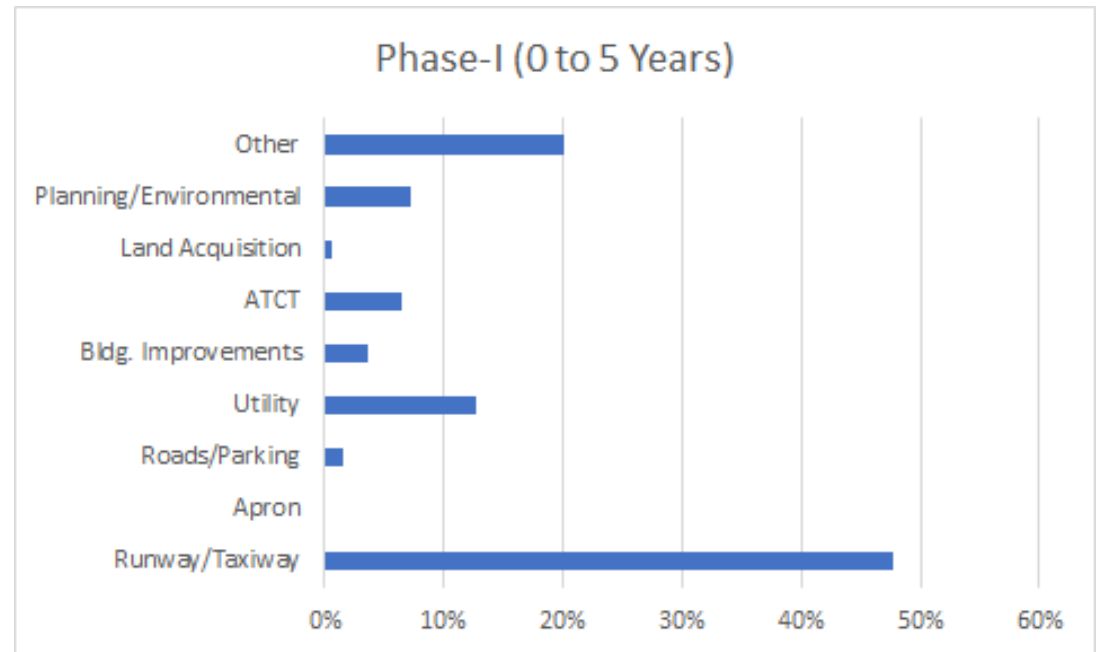
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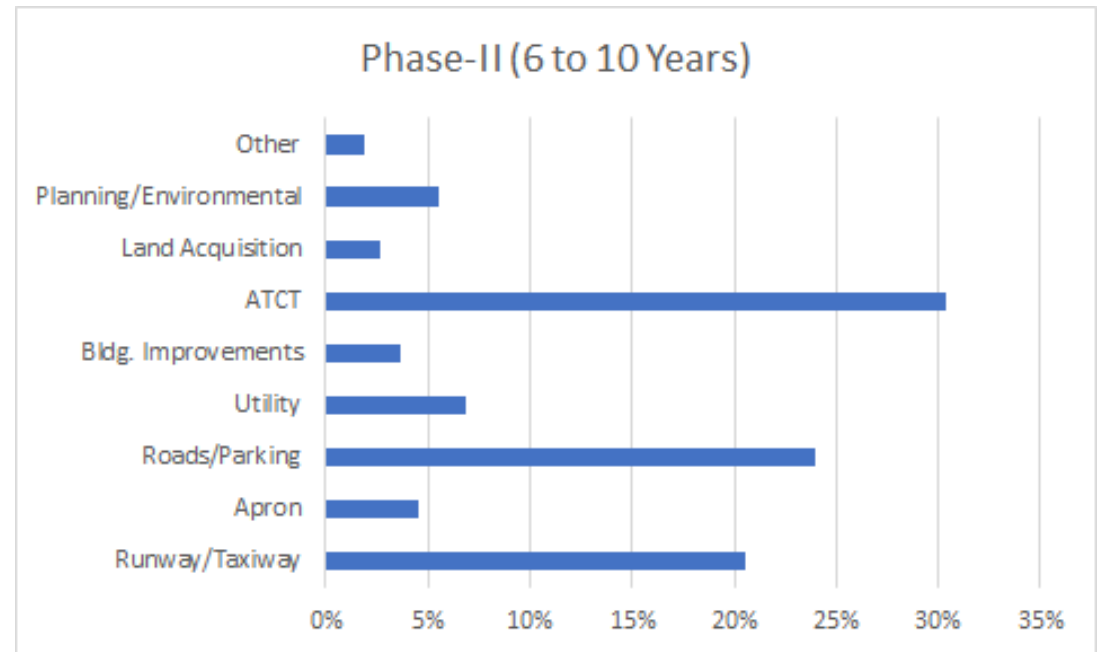
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# Capital Improvement Program: Phase-II

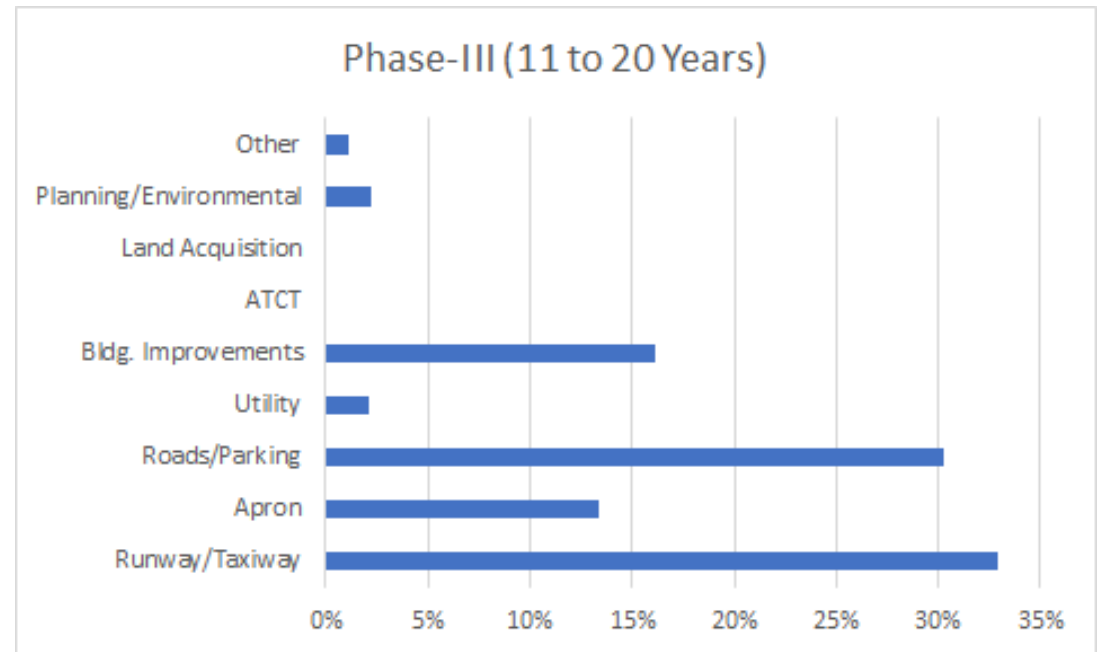
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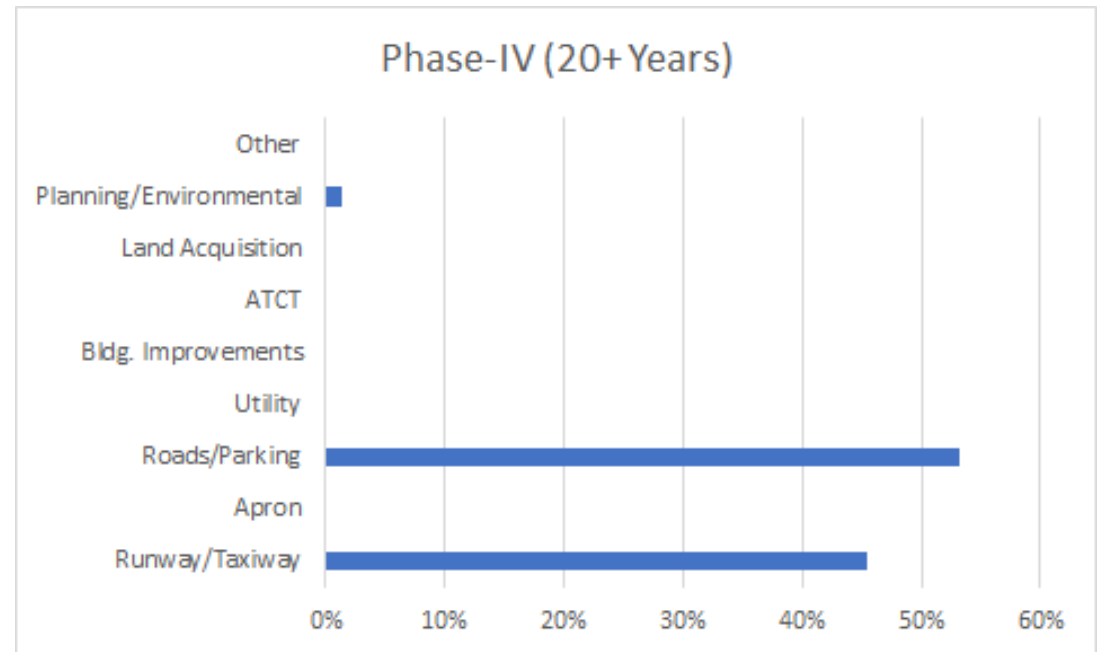
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# Thank You.

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## **Ryan Airfield Master Plan Update**

### **Public Open House#3 Summary**

### **Zoom Meeting**

### **5:30pm to 7:00pm**

### **Wednesday, May 12, 2021**

**Project Team** - Tucson Airport Authority: Scott Robidoux, Mike Smejkal; Mead & Hunt: Chris Hacker; Gordley Group: C.T. Revere, Kara Lehmann, Phil Burdick

**Community Attendees** – Barbara Harper, Jordan Cullop (KGUN News), Jim Hill, Shirley Miel, Jerry Miel, Kristy Byrnes, A. Springer, George Vargas, Shelby Gott, Ron (Last name not provided), Jayne (last name not provided), Jacqueline (last name not provided), William Cordray, Aloina Saldivar, Joyce Matthews, Bruce Goetz, Darcy Revay, Jeanette Coffee, Vivian Harte, Dave Sirota, Linda Wood, Benjamin Martin, Kelli Wolverton, and Erma Watson. Also in attendance were two people identified only by their telephone numbers - (520) 730-4771 and (520) 401-5085.

#### **Overview**

Tucson Airport Authority Project Manager Scott Robidoux opened the meeting with a welcome and introductions of study team members. Chris Hacker of Mead & Hunt, the consultant project manager, made the presentation, which included information on the study process and schedule, public outreach, key planning issues, aviation activity forecasts, facility requirements and development alternatives, the Airport Layout Plan, the Airport Capital Improvement Plan, and next steps.

Questions and comments from the 25 online attendees were submitted on the Zoom Chat program and addressed following the conclusion of the presentation.

#### **Presentation**

The presentation, made by Chris Hacker, included a discussion of the study process and schedule, outreach efforts, key planning issues, airport use forecasts, facility requirements and development alternatives, a description of the Airport Layout Plan and Airport Capital Improvement Plan included in the study report, and the next steps for implementing elements of the plan over the short, medium, and long-range.

#### **Question and Answer Session**

- Dave Sirota commented on a shortage of General Aviation hangars at Ryan Airfield that has driven up the cost of using the hangars. He asked what is being done to address the shortage in the near term. Scott Robidoux responded that the study has identified areas available for aeronautic uses, including additional GA hangars, but the addition would be established by “end users.” Mr. Sirota followed up asking if TAA is soliciting offers from parties interested in obtaining land leases to build additional hangars. Mike Smejkal responded that TAA talks with developers wishing to enter into land leases and that information on doing business with TAA can be found on their website.
- Barbara Harper noted that, contrary to information provided in the presentation on the difference between Part 61 Flight Schools and Part 141 Flight Schools, students training in Part

61 programs do enter careers as commercial airline pilots and that Part 141 schools merely offer a shorter timeframe for entering a career as a professional pilot. Chris Hacker confirmed that her comments are accurate.

- Vivian Harte asked how tall the proposed new Air Traffic Control Tower is expected to be. Scott Robidoux stated that a site location study would need to be conducted and that the findings of that will determine whether additional height will be added to the existing ATCT or will identify a new location. The height would be dependent on the location and any potential visual obstructions.
- Barbara Harper asked what type of economic development TAA is seeking for non-aeronautical property. Scott Robidoux answered that commercial businesses compatible with an airport would be welcome, as well as general retail stores, including locations on the frontage road parallel to Ajo Way.
- Vivian Harte, who lives north of Ryan Airfield, asked if any type of noise mitigation would be provided with the addition of a flight school. Scott Robidoux said the flight school would not require any additional noise mitigation because a study of sound contours showed that all sustained noise above 65db is contained within the airport property boundaries.
- Jacqueline asked if air cargo carriers such as FedEx and Amazon would be using Ryan Airfield. Scott Robidoux said there is a possibility of such aircraft using Ryan Airfield in emergency situations, but Tucson International Airport is the appropriate place for them to use on a regular basis.
- Jacqueline asked what property TAA was looking to purchase in the future. Scott Robidoux said some land is to be purchased to expand the Runway Protection Zone and protect against incompatible development in the future as well as a small strip of land within the airport boundaries.
- Jordan Cullop of KGUN 9 News asked the study team what the primary goal of the study has been. Scott Robidoux explained that the plan describes what projects and developments are needed to meet Federal Aviation Administration standards and to diversify the TAA's revenue sources by promoting economic development on airport property outside of the land used for aeronautical operations.
- Jerry Miel noted that no new general aviation hangars had been added at the airfield in more than a decade, despite the need. He suggested that no business operator is likely to invest in building more hangars under current lease conditions. Mike Smejkal responded that TAA is aware of the economic situation and is working to address it.
- Vivian Harte asked what noise levels are generated by air traffic outside Ryan Airfield boundaries. Scott Robidoux answered that they are below 65db.
- Barbara Harper asked about the status of adding a Precision Approach Path Indicator (PAPI). Mike Smejkal stated that bid openings for hiring a contractor to build the system would open on Friday, May 14 and the addition is pending.
- Jacqueline inquired about the nature of new wells being installed south of the Pima County refuse disposal area near the airport. Scott Robidoux informed her that the wells are a City of Tucson project and not associated with the airfield.
- Barbara Harper said she would like to see commercial development in the area and said TAA has been "dragging their feet" on adding hangars.



- A. Springer asked if a sound contour map is available for viewing. Chris Hacker noted that contour maps can be found in the plan, which is on the master plan website. The study team posted the link to the master plan site on the Chat program.
- Barbara Harper asked if a manager has been hired for the new ATCT. A new manager has not been selected yet.
- Barbara Harper asked about an outside firm being responsible for marketing TAA properties. She was informed that Sun Corridor Inc., the regional economic development group, is handling airport marketing. She asked what Sun Corridor Inc. has accomplished. It was suggested that she follow TAA Board meetings, which include regular updates from Sun Corridor.
- Jacqueline asked what flight patterns would be used by flight schools operating at Ryan Airfield. Scott Robidoux told her flight patterns would be determined by Air Traffic Controllers at both Ryan Airfield and Tucson International Airport. Mike Smejkal added that pilots would primarily follow established flight patterns that are currently in effect.
- Barbara Harper noted that several flight schools operate in Maricopa County and would also be using Ryan Airfield.
- Kelli Wolverton asked about whether the proposed Interstate 11 would impact Ryan Airfield with a traffic interchange at Snyder Hill. The study team noted that the Ryan Airfield Master Plan study and Arizona Department of Transportation's I-11 study are not connected in any way and that information about the proposed interstate should come from ADOT.
- Phil Burdick of Gordley Group asked what the forecast is for growth in General Aviation. The study team noted that there is always a need for more commercial pilots and that General Aviation pilots play a role in filling that need. Chris Hacker noted that COVID has had a more profound and prolonged negative effect on Commercial Aviation than it has on General Aviation.
- Erma Watson asked if potential commercial development in the airport vicinity would require meetings with area residents. Mike Smejkal said that any projects that fall under the National Environmental Policy Act would require public participation, but he doesn't know if any will fall under NEPA requirements.

Scott Robidoux concluded the open house by thanking attendees for participating and providing his contact information for those who have additional questions or wish to provide further comment.

The Open House concluded at 7 p.m.

**Ryan Airfield Master Plan Update**  
**Stakeholder Working Group Meeting #4**  
**Zoom Meeting**  
**9:00am to 10:00am**  
**Wednesday, May 12, 2021**

**Project Team** - Mead & Hunt: Chris Hacker; Gordley Group: C.T. Revere, Public Involvement Project Manager; Kara Lehmann, Public Involvement Project Coordinator and Online Producer.

**Stakeholder Working Group** – Tucson Airport Authority: Scott Robidoux, Senior Airport Planner/Project Manager; Mike Smejkal, Vice President of Planning and Engineering; Tina Moore, Director of Programs and Regulatory Compliance; Dexter De Vera, Project Manager I - Design and Construction; Victor Palma, Director of Civil Development; Pima County: Tom Drzazgowski, Chief Zoning Inspector; City of Tucson: Daniel Bursuck, Principal Planner.

Tucson Airport Authority Project Manager Scott Robidoux opened the meeting with a welcome and introductions of study team members. Chris Hacker of Mead & Hunt, the consultant project manager, made the presentation, which included information on the study process and schedule, public outreach, key planning issues, aviation activity forecasts, facility requirements and development alternatives, the Airport Layout Plan, the Airport Capital Improvement Plan, and next steps.

The following comments and questions were provided during the meeting:

- Tom Drzazgowski noted that Pima County is looking at economic development opportunities in the vicinity of Ryan Airfield and has land entitlements in the area and asked what TAA is doing to prepare for development.
- Scott Robidoux said the sewer trunk lines are being extended to serve a wider area, with a focus on airport property and its surroundings. He said TAA welcomes Pima County's participation in developing the area. "If somebody has a business interest and it fits the plan, it is of interest to us," he said.
- Mike Smejkal stated that economic development on the non-aeronautical property will be market-driven and asked that Pima County's economic development team share information about interested parties.
- Tom Drzazgowski said Pima County is interested in learning more about how to work with TAA to develop on their property. He noted that housing developments are in progress in the area and would be users of the businesses that open on TAA land.
- Scott Robidoux noted that TAA will be conducting environmental work to extend the main runway as part of the aeronautic improvements planned in the first five years of the Capital Improvement Plan.

The Stakeholder Working Group Meeting adjourned at 9:45 a.m.



**Ryan Airfield Master Plan Update**  
**Technical Advisory Group Meeting #4**  
**Zoom Meeting**  
**10:30am to 11:30am**  
**Wednesday, May 12, 2021**

**Project Team** - Mead & Hunt: Chris Hacker; Gordley Group: C.T. Revere, Public Involvement Project Manager; Kara Lehmann, Public Involvement Project Coordinator and Online Producer.

**Technical Advisory Group** – Tucson Airport Authority: Scott Robidoux, Senior Airport Planner/Project Manager; Mike Smejkal, Vice President of Planning and Engineering; Victor Palma, Director of Civil Development; Eric Roudebush, Director of Environmental Services; Allen Kinnison, Director of Airside Operations; Jerry Brasher, Director of Maintenance and Custodial Services.

Tucson Airport Authority Project Manager Scott Robidoux opened the meeting with a welcome and introductions of study team members. Chris Hacker of Mead & Hunt, the consultant project manager, made the presentation, which included information on the study process and schedule, public outreach, key planning issues, aviation activity forecasts, facility requirements and development alternatives, the Airport Layout Plan, the Airport Capital Improvement Plan, and next steps.

The following comments and questions were provided during the meeting:

- No comments or questions from the TAC.
- Scott Robidoux stated that TAA is interested in using the frontage road to Ajo Way to leverage economic development that will serve recent and upcoming housing developments in the vicinity.

The Technical Advisory Committee meeting adjourned at 11 a.m.



## WELCOME

The Tucson Airport Authority (TAA) is a non-profit organization developed by business leaders and created through Arizona state charter in 1948. TAA manages Tucson International Airport (TUS) and the general aviation reliever airport, Ryan Airfield (RYN). TAA has initiated an update of the 2010 Airport Master Plan for Ryan Airfield to re-evaluate the airport operations and land-use based on subsequent residential growth in the airport vicinity. The Master Plan Update will provide guidance for making improvements to aviation operations and amenities and establish an approach to fostering economic development on non-aviation land owned by TAA.

### Ryan Airfield Master Plan Update

On this website, you will find the latest information on the Ryan Airfield Master Plan Update including background information about the Airport, notices of upcoming meetings, presentations and handouts used during meetings, and technical reports prepared for the Master Plan Update.

This Master Plan Update will evaluate the ability of existing airport facilities to meet future demand from aeronautical and non-aeronautical users of the Airport. It will provide a framework for fostering economic development around Ryan Airfield by identifying development scenarios that account for variations in demand.

[DOWNLOAD 2018 OVERVIEW](#)

## SUBSCRIBE

Sign up with your email address to receive news and updates.

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# MASTER PLAN UPDATE

HOME AIRPORT INFORMATION PROJECT INFORMATION STAKEHOLDER INVOLVEMENT CONT

## What is the Ryan Airfield Airport Master Plan?

The current Airport Master Plan was completed in 2010 and the Federal Aviation Administration (FAA) encourages airports to fully update their master plan every seven to ten years or when circumstances dictate. The new Airport Master Plan will identify a 20-year plan for facilities, infrastructure, and land development specific to the needs of the airport.

## How do I get involved?

Two public information meetings will be conducted during the planning process to educate and engage the public and stakeholders for input and ideas on proposed development. These meetings will be conducted in an open-house format. Opportunities for the public to sign up for and receive email updates will be made available through the [Subscribe for Updates](#) page on this website, at public meetings, and through contact with the designated project contacts.

## What is the time frame for this project?

Members of the Stakeholder Working Group (SWG) and Technical Advisory Committee (TAC) will begin meeting with the project team in February 2019 and it is anticipated that the Airport Layout Plan will be submitted to the FAA in March 2020. The planning process is anticipated to take 18 months and be completed with input from the stakeholder committees, as well as the public, prior to approval of the Tucson Airport Authority (TAA) and submission to the FAA.

## What are the Master Plan stakeholder committees?

A variety of stakeholders will be involved throughout the planning process. Their involvement will be accomplished through committee meetings, public workshops, and other stakeholder specific meetings as needed through the planning process.

# SUBSCRIBE

Sign up with your email address to receive news and updates.

First Name

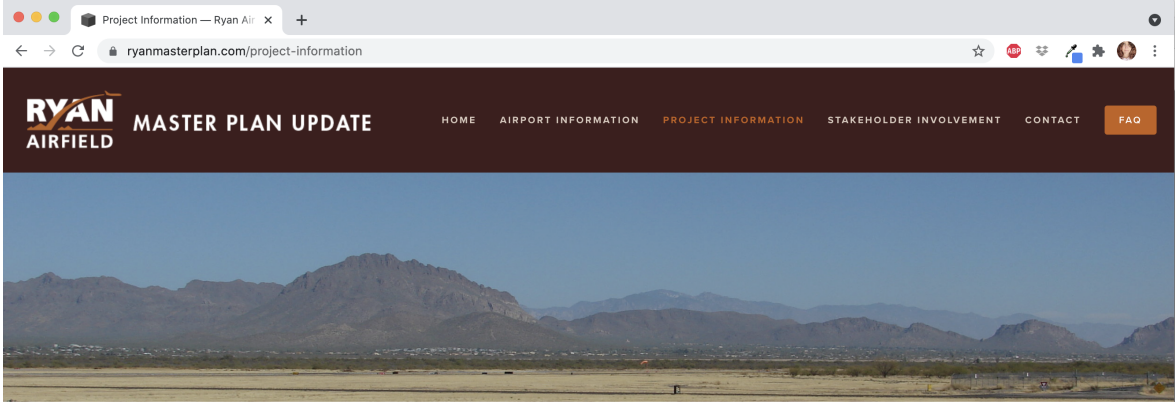
Last Name

Email Address

SIGN UP

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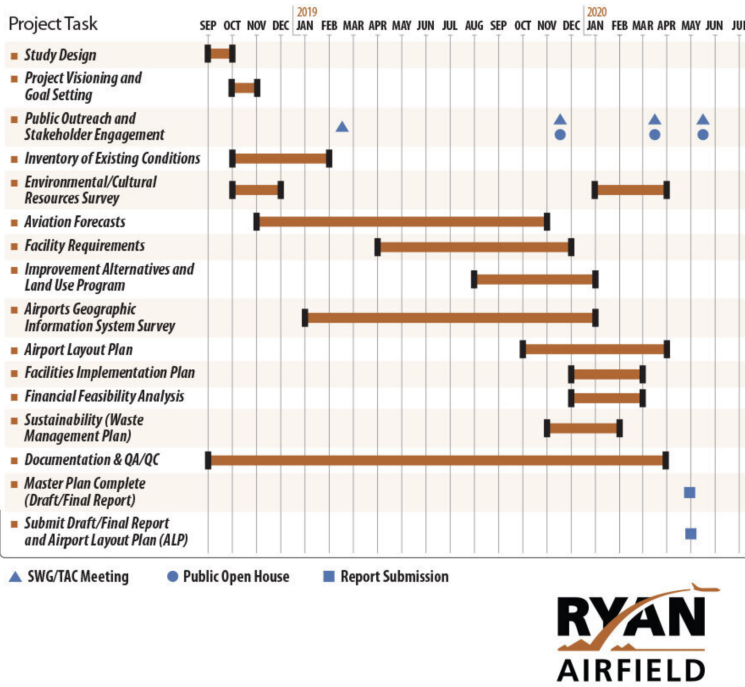


PROJECT INFORMATION

The current Master Plan for Ryan Airfield was completed in 2010. Since that time, construction has begun on several new residential developments near the Airport and more are being planned. In response to the ongoing development occurring around Ryan Airfield, the Tucson Airport Authority (TAA) wants to update the Master Plan so that the airfield is strategically positioned to enhance aviation operations and foster economic development on non-aviation land. The intent is for the Airport to become financially self-sustaining.

This Master Plan Update will evaluate the ability of existing airport facilities to meet future demand from aeronautical and non-aeronautical users of the Airport. It will provide a framework for fostering economic development around Ryan Airfield by identifying development scenarios that account for variations in demand.

MASTER PLAN  
PROJECT SCHEDULE



THE FOLLOWING DOWNLOADS OF THE RYAN AIRFIELD AIRPORT MASTER PLAN  
ARE DESIGNED TO BE PRINTED DOUBLE-SIDED

CH 0 : INTRODUCTION	CH .01 : TITLE PAGE	CH .02 : TABLE OF CONTENTS	CH .03 : EXECUTIVE SUMMARY	
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To view stakeholder documents, [click here](#)

The overall goal of a Master Plan is to provide a framework to guide future airport development in a cost-effective manner that satisfies aviation demand while considering potential environmental and socioeconomic impacts. The Master Plan is intended to meet the following objectives:

- Document the opportunities and challenges the proposed development will present.
- Support the need for proposed development through the technical, economic, and environmental investigation of concepts and alternatives.
- Establish a schedule for implementation of proposed development.
- Provide sufficient project definition and detail for subsequent environmental evaluation, if needed.
- Comply with applicable local, state, and federal regulations.
- Incorporate TAA guidance on spending, debt, land use controls, and other policies that preserve the integrity of the Airport and its surroundings.
- Establish a continuing planning process capable of accommodating changes in the demand for aeronautical and non-aeronautical land uses on and near the Airport.

The planning process will take approximately 18 months and result in a new Airport Master Plan and Airport Layout Plan that will serve as a guide for airport development for the next 20 years. The planning process will incorporate input from established stakeholder committees, surrounding communities, and the general public prior to seeking TAA Board and FAA approval. Above is the project schedule.

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**TUCSON AIRPORT AUTHORITY**

Mr. Scott Robidoux

Senior Airport Planner

Tucson Airport Authority

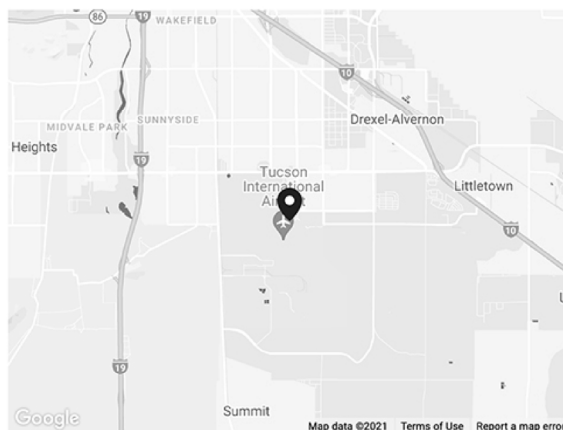
7250 South Tucson Boulevard, Suite 300

Tucson, AZ 85756

[Srobidoux@flytucson.com](mailto:Srobidoux@flytucson.com)

Phone: (520) 573-8100

Direct: (520) 573-4811

**MEAD & HUNT, INC.**

Mr. Christopher Hacker

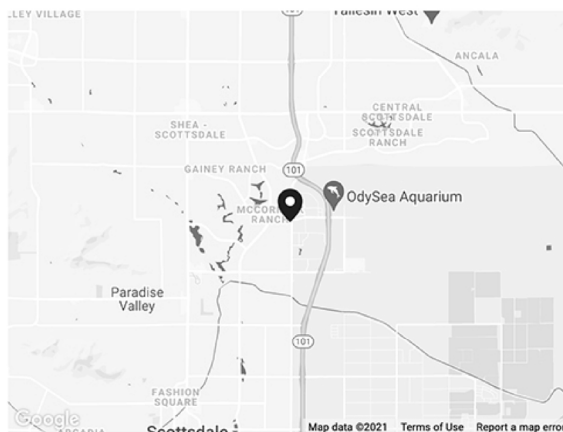
Project Manager • Mead & Hunt, Inc.

8777 E. Via de Ventura, Suite 398

Scottsdale, AZ 85258

[Chris.Hacker@meadhunt.com](mailto:Chris.Hacker@meadhunt.com)

Office: (480) 718-1909



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Mead & Hunt  
8800 E. Raintree Drive, Suite 285  
Scottsdale, AZ 85260  
480-718-1896